GRE

JULY 2014

PROJECT ID: 4075-28-71
WITH: 4095-10-72

COUNTY: BROWN

ORDER OF SHEETS


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


TOTAL SHEETS = 646

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

# VILLAGE OF WRIGHTSTOWN

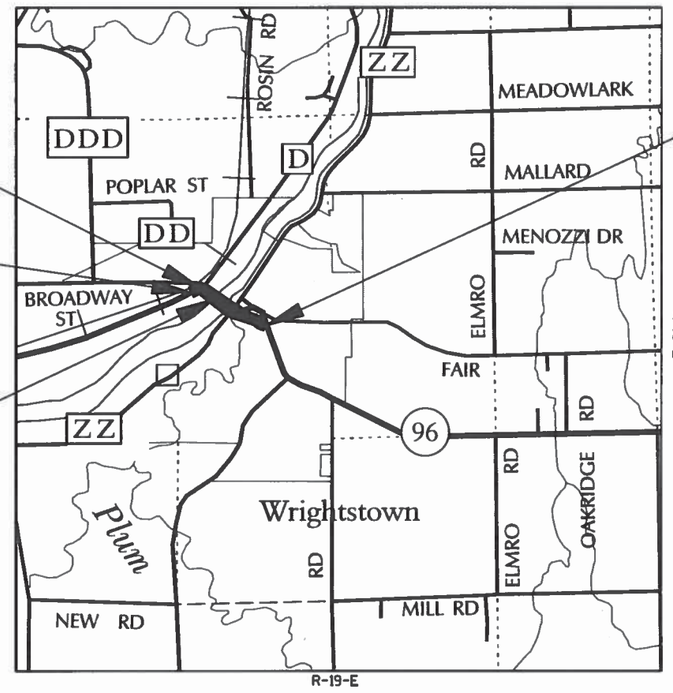
FOX RIVER BRIDGE B-5-381

## STH 96

## BROWN COUNTY

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 4075-28-71 | WISC 2014269 | 1 |
| | | |
| | | |
| | | |

STATE PROJECT NUMBER
**4075-28-71**




EQUATION
STA 303'EB'+04.63 BK. =
STA 109'EB'+28.99 AH.

BEGIN PROJECT
STA 300'EB'+00.00
Y = 498,862.64
X = 59,460.07

STRUCTURE B-5-381
STA 112'EB'+35.18 - 130'EB'+49.68

END PROJECT
STA 134'EB'+46.75

STRUCTURE R-5-110
STA 125'EB'+19.11 - 125'EB'+65.76

STRUCTURE R-5-111
STA 209'H'+92.61 - 210'H'+27.75

STRUCTURE R-5-112
STA 11'H'+80.00 - 13'H'+35.00

STRUCTURE R-5-113
STA 11'H'+80.00 - 13'H'+20.00

DESIGN DESIGNATION

| | | |
|---|---|---|
| A.A.D.T. 2015 | = | 10,400 |
| A.A.D.T. 2035 | = | 13,000 |
| D.H.V. 2035 | = | 1,274 |
| D.D. | = | 60/40 |
| T. | = | 11.6% |
| DESIGN SPEED | = | 30 MPH |
| ESALS | = | 4,905,600 |

CONVENTIONAL SYMBOLS

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

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

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

LAYOUT
SCALE 0 1/2 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.535 MI.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), BROWN COUNTY, NAD 83 (1997)

ELEVATIONS ON THIS PLAN ARE REFERENCED TO NAVD 88

ORIGINAL PLANS PREPARED BY


Mead & Hunt
Mead & Hunt, Inc.
1345B North Road
Green Bay, WI 54313
920.496.0500
fax: 920.496.0576
www.meadhunt.com


WISCONSIN
STEVEN T. POPKE
E36017
GREEN BAY, WI
1-20-2014
PROFESSIONAL ENGINEER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

| | |
|---|---|
| Surveyor | MEAD & HUNT |
| Designer | MEAD & HUNT |
| Project Manager | ANDREW FULCER |
| Regional Examiner | |
| Regional Supervisor | DANIEL SEGERSTROM |
| C.O. Examiner | |

APPROVED FOR THE DEPARTMENT

DATE: 1/21/2014 Andrew D. Fulcer (Signature)

E

## GENERAL NOTES

NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER

CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE LINE. CURB AND GUTTER RADII ARE MEASURED TO THE FLANGE.

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

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN WITH THE ENGINEER.

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ON THE PLAN MAY BE ADJUSTED BY THE ENGINEER TO FIT FIELD CONDITIONS.

THE QUANTITY OF TOPSOIL IS COMPUTED FROM MEASUREMENTS TAKEN:
A) ALONG THE HIGHWAYS OUTSIDE SLOPE AREAS, BETWEEN THE SUBGRADE SHOULDER OR BACK OF CURB AND A POINT POSITIONED 5-FEET PAST THE SLOPE INTERCEPT.

EXISTING DRIVEWAYS AND FIELD ENTRANCES SHALL BE RESTORED IN KIND AS DIRECTED BY THE ENGINEER IN THE FIELD AND AT THE LOCATION DETERMINED BY THE ENGINEER.

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL WILL NOT BE PERMITTED IN WETLANDS.

BROKEN CONCRETE CONTAINING RE-BAR SHALL NOT BE USED AS RIPRAP OR HEAVY RIPRAP.

A SAWED JOINT IS REQUIRED WHERE NEW ASPHALTIC CONCRETE SURFACE MEETS EXISTING ASPHALTIC CONCRETE SURFACE.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

VILLAGE OF WRIGHTSTOWN SIGNS WILL BE REMOVED AND RE-INSTALLED BY THE VILLAGE OF WRIGHTSTOWN. THE VILLAGE CONTACT FOR THIS WORK IS THE SUPERINTENDENT OF PUBLIC WORKS, TRAVIS COENEN.

SIGNS TO BE MOVED WILL BE STORED AND PROTECTED BY THE CONTRACTOR AT A LOCATION APPROVED BY THE ENGINEER, FREE FROM DAMAGE, UNTIL SUCH TIME AS THEY ARE RE-INSTALLED.

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

EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE SUGGESTED LOCATIONS. THE ENGINEER MAY MODIFY LOCATIONS AS NEEDED. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

STORM SEWER PIPE ELEVATIONS, LENGTH, AND LOCATIONS AS SHOWN ON THE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

IMMEDIATELY AFTER CONSTRUCTION OF ANY INLET CONTRACTOR SHALL CONSTRUCT THE INLET PROTECTION TO MINIMIZE SEDIMENTATION IN THE INLET AND STORM SEWER.

### ALIGNMENT CODES

'BEB' - BROADWAY / CTH DD (EASTBOUND)
'BWB' - BROADWAY / CTH DD (WESTBOUND)
'EB' - STH 96 (EASTBOUND)
'WB' - STH 96 (WESTBOUND)
'MNB' - MAIN STREET (NORTHBOUND)
'MSB' - MAIN STREET (SOUTHBOUND)
'C' - CEDAR STREET
'H' - HIGH STREET
'HC' - HIGH COURT
'RA' - ROUNDABOUT CIRCULATORY ROADWAY (WEST SIDE)
'RB' - ROUNDABOUT CIRCULATORY ROADWAY (EASTSIDE )
'P' - PEDESTRIAN ACCESS PATH
'V' - VERHASSELT DRIVEWAY
'TNB' - TURNER STREET (NORTHBOUND)
'TSB' - TURNER STREET (SOUTHBOUND)
'MU' - MUELLER STREET
'W' - WASHINGTON STREET / CTH ZZ
'HK' - HICKORY SWALE

### ORDER OF SECTION 2 SHEETS

GENERAL NOTES AND UTILITIES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
PAVEMENT GRADES
EROSION CONTROL
STORM SEWER
PLANTING
WETLAND RESTORATION
SIGNING
LIGHTING
PAVEMENT MARKING
TRAFFIC CONTROL AND CONSTRUCTION STAGING
DETOUR
TEMPORARY CONSTRUCTION
ALIGNMENT PLAN

### RUNOFF COEFFICIENT TABLE

| | HYDROLOGIC SOIL GROUP | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | | | B | | | C | | | D | | |
| | SLOPE RANGE (%) | | | SLOPE RANGE (%) | | | SLOPE RANGE (%) | | | SLOPE RANGE (%) | | |
| LAND | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER |
| ROW CROPS | 0.08 | 0.16 | 0.22 | 0.12 | 0.20 | 0.27 | 0.15 | 0.24 | 0.33 | 0.19 | 0.28 | 0.38 |
| | 0.22 | 0.30 | 0.38 | 0.23 | 0.34 | 0.44 | 0.30 | 0.37 | 0.50 | 0.34 | 0.41 | 0.56 |
| MEDIAN STRIP TURF | 0.19 | 0.20 | 0.24 | 0.19 | 0.22 | 0.27 | 0.20 | 0.23 | 0.30 | 0.20 | 0.25 | 0.30 |
| | 0.24 | 0.26 | 0.30 | 0.25 | 0.28 | 0.44 | 0.26 | 0.30 | 0.37 | 0.27 | 0.32 | 0.40 |
| SIDE SLOPE TURF | | | 0.25 | | | 0.27 | | | 0.28 | | | 0.30 |
| | | | 0.32 | | | 0.44 | | | 0.36 | | | 0.38 |
| PAVEMENT | | | | | | | | | | | | |
| ASPHALT | 0.70 - 0.95 | | | | | | | | | | | |
| CONCRETE | 0.80 - 0.95 | | | | | | | | | | | |
| BRICK | 0.70 - 0.80 | | | | | | | | | | | |
| DRIVES, WALKS | 0.75 - 0.85 | | | | | | | | | | | |
| ROOFS | 0.75 - 0.95 | | | | | | | | | | | |
| GRAVEL ROADS, SHOULDERS | 0.40 - 0.60 | | | | | | | | | | | |

APPROXIMATE TOTAL PROJECT AREA 24.1 ACRES

APPROXIMATE TOTAL PROJECT AREA EXPECTED TO BE DISTRUBED BY CONSTRUCTION 15.1 ACRES

### CANADIAN NATIONAL RAILWAY CONTACTS

RAILROAD FLAGGING AND FACILITY LOCATING CONTACT
MARY ELLEN CARMODY, AUDIT OFFICER, ADMINISTRATION SERVICE CENTER 2800
700 PERSHING STREET
PONTIAC, MI 48340
OFFICE: 248-452-4705
FAX: 248-452_4972
EMAIL: maryellen.carmody@cn.ca

MAIN RAILROAD CONTACT
JACKIE MACEWICZ, MANAGER PUBLIC WORKS
1625 DEPOT STREET
STEVENS POINT, WI 54481
OFFICE: 715-345-2503
FAX: 715-345-2534
EMAIL: jackie.macewicz@cn.ca

24 Hour Emergency Railroad
Signal Contact 1-800-616-3432

### CALL BEFORE YOU DIG

CANADIAN NATIONAL RAILWAY IS NOT PART OF
THE DIGGERS HOTLINE SYSTEM. CALL MARY ELLEN CARMODY AT
248-452-4705 WHEN DIGGING ON RAILROAD R/W
http://www.cn.ca/en/delivering-responsibly/safety/erailsafe/utility-installations

### UTILITY COMPANIES

TO OBTAIN LOCATION OF PARTICIPANTS' UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

WIS. STATUES 182.0175 (1974) REQUIRES MIN. OF 3 WORK DAYS NOTICE BEFORE YOU EXCAVATE

**ELECTRIC**

WISCONSIN PUBLIC SERVICE CORPORATION - ELECTRIC
2850 SOUTH ASHLAND AVENUE
GREEN BAY, WI 54304
SCOTT GAUGERTEL: 920-617-5151
CELL: 920-660-0430

EMERGENCY CONTACT NUMBERS FOR WISCONSIN PUBLIC SERVICE CORPORATION
WPSC ELECTRIC 24-HOUR EMERGENCY SERVICE:
1- 800-450-7240

**GAS**

WISCONSIN PUBLIC SERVICE CORPORATION - GAS
2850 SOUTH ASHLAND AVENUE
GREEN BAY, WI 54304
PHIL MAUERMANNTEL: 920-617-5092
CELL: 920-606-8448

EMERGENCY CONTACT NUMBERS FOR WISCONSIN PUBLIC SERVICE CORPORATION
WPSC GAS 24-HOUR EMERGENCY SERVICE: 1-800-450-7280

**WATER**

VILLAGE OF WRIGHTSTOWN - PUBLIC WORKS & UTILITIES
101 WASHINGTON STREET
WRIGHTSTOWN, WI 54180
TRAVIS COENEN
TEL: 920-532-0434
CELL: 920-660-2118
FAX: 920-532-0433
EMAIL: tcoenen@wrightstown.us

**SANITARY SEWER**

VILLAGE OF WRIGHTSTOWN - PUBLIC WORKS & UTILITIES
101 WASHINGTON STREET
WRIGHTSTOWN, WI 54180
TRAVIS COENEN
TEL: 920-532-0434
CELL: 920-660-2118
FAX: 920-532-0433
EMAIL: tcoenen@wrightstown.us

**COMMUNICATIONS**

AT&T WISCONSIN
205 SOUTH JEFFERSON STREET
GREEN BAY, WI 54301
ERIC ADAIR
TEL: 920-433-4155
CELL: 920-433-4155
EMAIL: az9216@att.com

TIME WARNER CABLE
3520 EAST DESTINATION DRIVE
APPLETON, WI 54915
VINCE ALBIN
TEL: 920-831-9249
CELL: 920-378-0444
FAX: 920-749-1154
EMAIL: vince.albin@twcable.com

**OTHER CONTACTS**

BROWN COUNTY HIGHWAY DEPARTMENT
ATTN: PAUL VAN NOIE
2198 GLENDALE AVENUE
GREEN BAY, WI 54303
TEL: 920-492-4925

BROWN COUNTY SURVEY COORDINATOR
ATTN: PAT FORD
305 EAST WALNUT STREET
GREEN BAY, WI 54305
TEL: 920-448-4493
FAX: 920-448-4487
EMAIL: FORD_PJ@CO.BROWN.WI.US

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
ATTN: JIM DOPERALSKI
2984 SHAWANO AVENUE
GREEN BAY, WI 54313
TEL: 920-662-5119
EMAIL: JAMES.DOPERALSKI@WISCONSIN.GOV

DIGGERS HOTLINE
Dial 811 or (800) 242-8511
www.DiggersHotline.com

2

BEGIN CONSTRUCTION
STA 99'BEB'+87.26

END CONSTRUCTION
STA 506'MNB'+86.00

END CONSTRUCTION
STA 212'H'+25.00

BEGIN CONSTRUCTION
STA 217'H'+25.00

BEGIN CONSTRUCTION
STA 18'MU'+46.16

BEGIN PROJECT I.D. 4075-28-71
STA 300'EB'+00.00
Y=498862.64
X=59460.07

EQUATION
STA 303'EB'+04.63 BK=
STA 109'EB'+28.99 AH

END CONSTRUCTION
STA 404'TNB'+89.91

END CONSTRUCTION
STA 225'H'+82.95

END CONSTRUCTION
STA 6'HC'+80.98

END PROJECT I.D. 4075-28-71
STA 134'EB'+46.75

STRUCTURE R-5-112
STRUCTURE R-5-113
STRUCTURE B-5-736 TO BE REMOVED
STRUCTURE R-5-111
STRUCTURE B-5-381
STRUCTURE R-5-110

100'BEB'
105'BEB'
505'MNB'
15'H'
300'EB'
101'EB'
115'EB'
120'EB'
210'H'
215'H'
220'H'
225'H'
125'EB'
130'EB'
135'EB'

POPLAR STREET
NORBERT ST.
CTH DD/BROADWAY STREET
PAMELA ST.
PAMELA ST.
CEDAR ST.
BRIDGE ST.
HICKORY ST.
HICKORY ST.
CTH D/MAIN STREET
PINE ST.
RIVERLANE ST.
FOX RIVER
TOWN OF WRIGHTSTOWN
VILLAGE OF WRIGHTSTOWN
FAWNWOOD CT.
BURNING TREE CT.
LOUISE DR.
HIGHLAND ST.
ALISON CT.
SHARLA ST.
LAURA CT.
JUSTINA CT.
CLAY STREET
SHORT ST.
JANET LANE
TURNER ST.
MUELLER ST.
STH 96
STH 96/MAIN STREET
PARK STREET
HIGH ST.
FAIR STREET
NICOLE LANE
SCHOOL STREET
PRAIRIE WAY
STH 96/HIGH STREET
CTH ZZ
WASHINGTON STREET

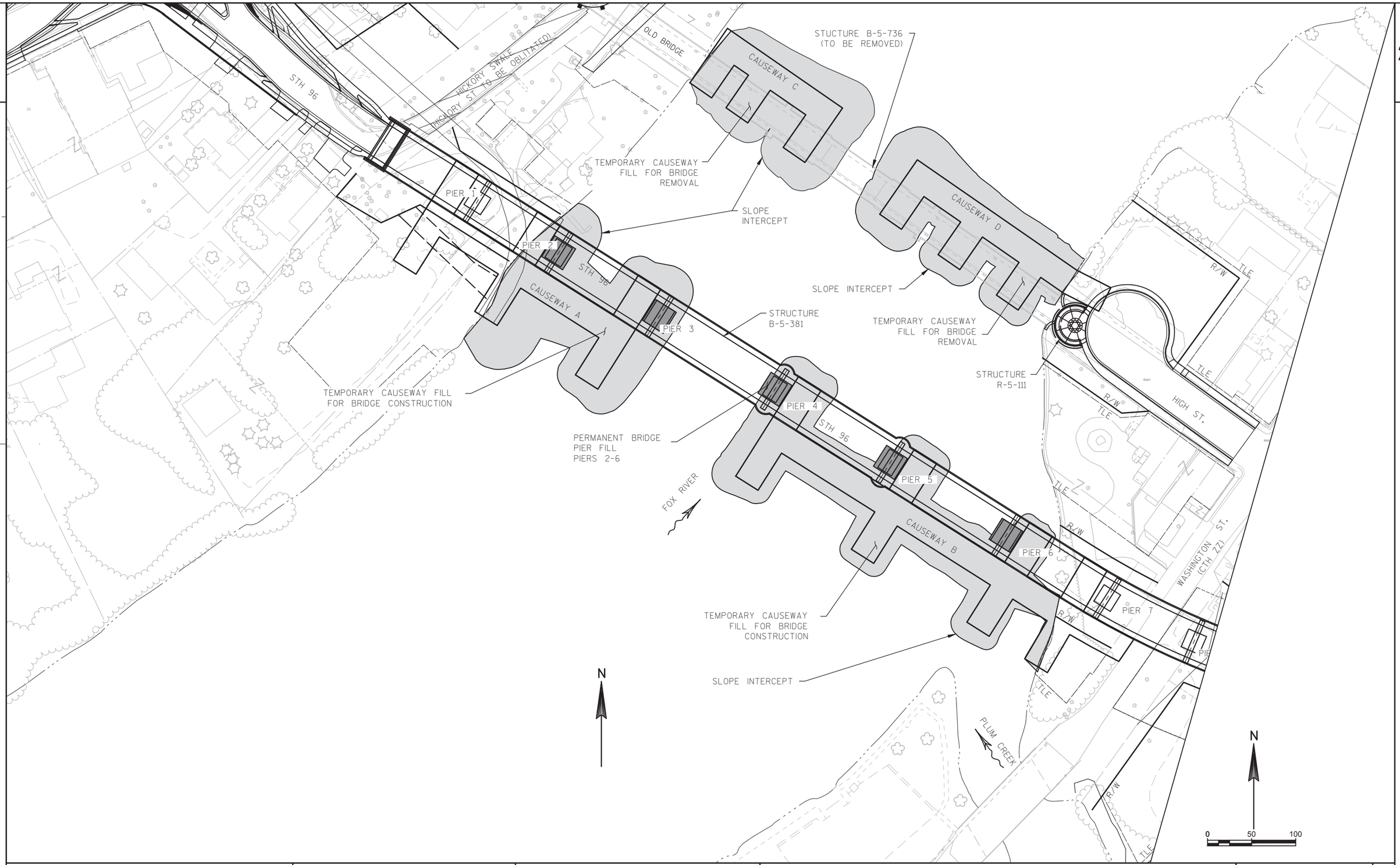
FLOOD FRINGE (TYP)
FLOOD FRINGE (TYP)
100 YR FLOODWAY (601.40)
100 YR FLOODWAY (601.80)
WETLANDS
PLUM CREEK
FOX RIVER

CONSTRUCTION UNDER PROJECT ID 4095-10-72
BY OTHERS UNDER PROJECT ID 4075-28-73
BY OTHERS UNDER PROJECT ID 4095-10-71

N
0 200 400

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PROJECT OVERVIEW | SHEET 3 | E |
|---|---|---|---|---|---|

2




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PROJECT OVERVIEW: PERMITED CONSTRUCTION AREAS | SHEET 4 | E |
|---|---|---|---|---|---|

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2

MUELLER ST.

HIGH ST.

TURNER ST.

WASHINGTON ST. (CTH ZZ)

HIGH ST.

FAIR ST.

HIGH CT.

STH 96

R/W

TLE

PIER 7

PIER 8

PIER 9

PIER 10

PIER 11

PIER 12

PIER 13

SLOPE INTERCEPT

TEMPORARY CONSTRUCTION ACCESS ROAD

WETLAND

WETLANDS

PLUM CREEK

(G) TEMPORARY FILL FOR CONSTRUCTION ACCESS ROAD FOR BRIDGE CONSTRUCTION
AREA = 1.277 ACRES

(O) PERMANENT FILL LIMITS FOR PROPOSED EAST ABUTMENT
AREA = 0.580 ACRES

(J) PERMANENT WETLAND IMPACT FOR BRIDGE PIERS PIERS 11-13
AREA = 2352 SF

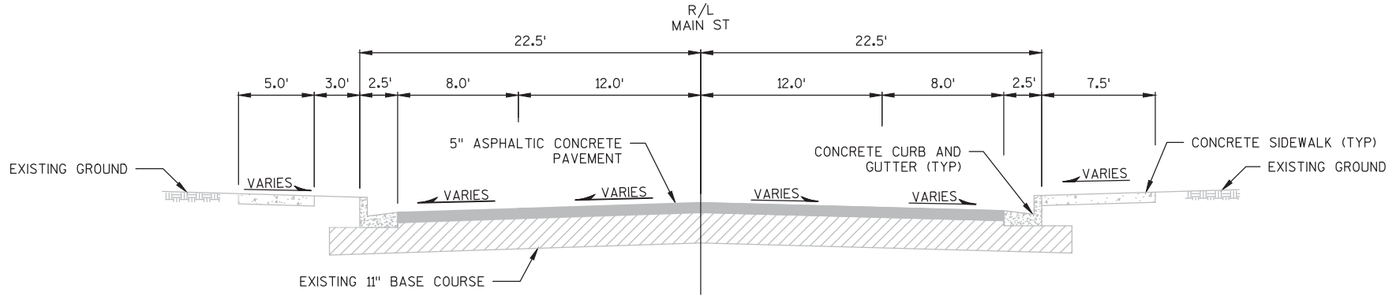
(N) PERMANENT WETLAND IMPACT FOR RIPRAP TREATMENT AT BRIDGE DRAIN OUTFALL
AREA = 100 SF

N

0 50 100

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PROJECT OVERVIEW: PERMITED CONSTRUCTION AREAS | SHEET 5 | E |
|---|---|---|---|---|---|

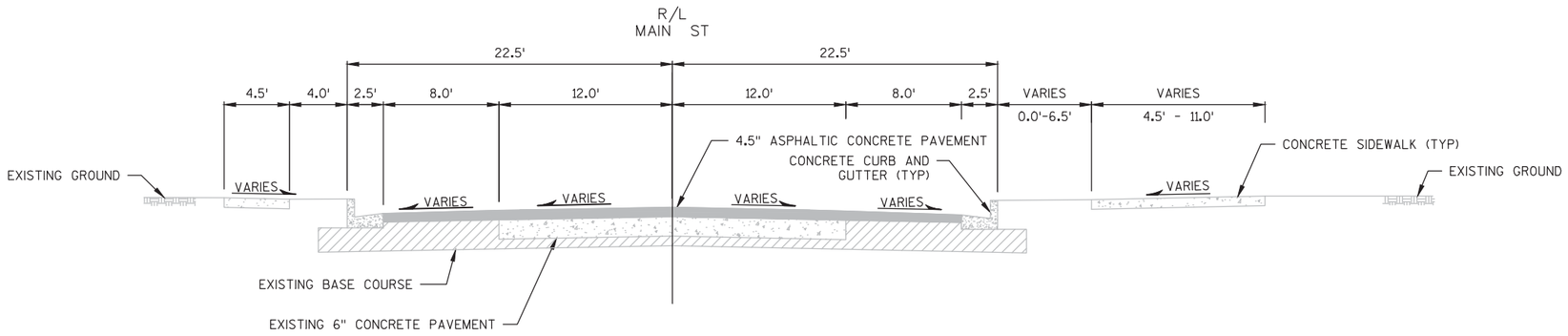
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_020202_PO_PERMIT.DWG PLOT DATE : 3/22/2014 9:35 AM PLOT BY : RUTH STEENO PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 42




## EXISTING TYPICAL SECTION

STH 96/MAIN STREET

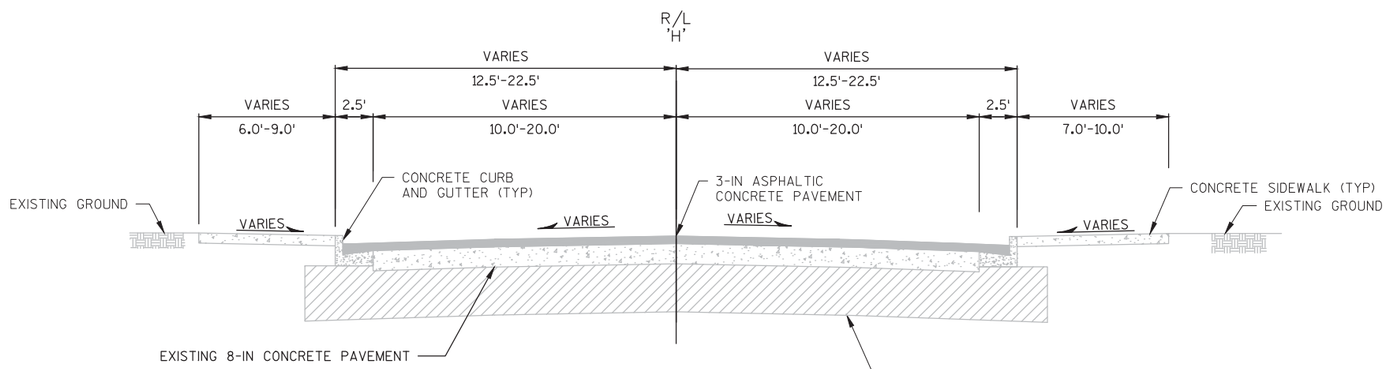
STA 300'EB'+00 TO STA 302'EB'+32




## EXISTING TYPICAL SECTION

CTH D / MAIN STREET

STA 502'MNB'+38 TO STA 506'MNB'+86



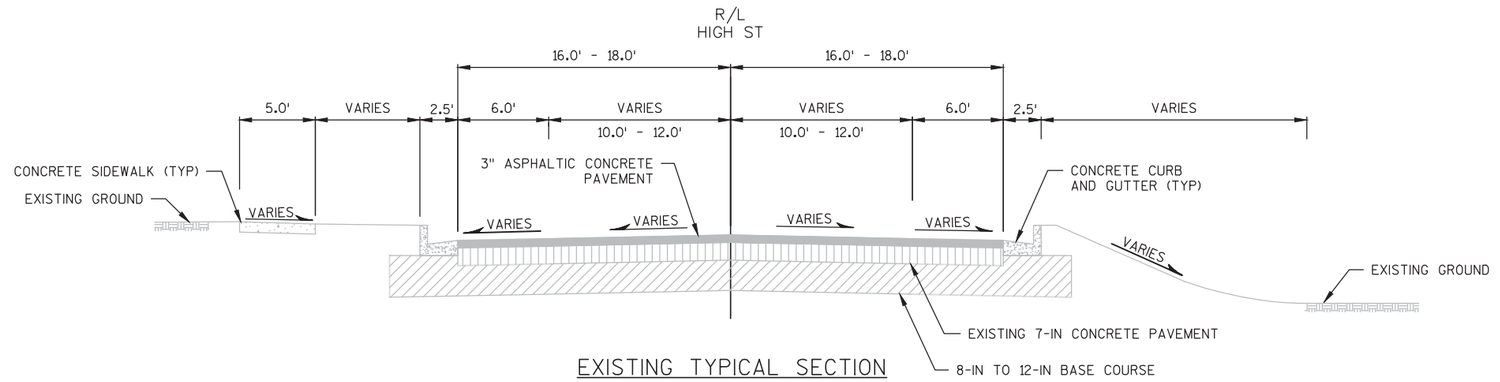

## EXISTING TYPICAL SECTION

STH 96 / HIGH STREET

STA 209'H'+46 TO STA 212'H'+25

*VARIES 10.0' - 18.0', STA 211+17 - STA 212+25

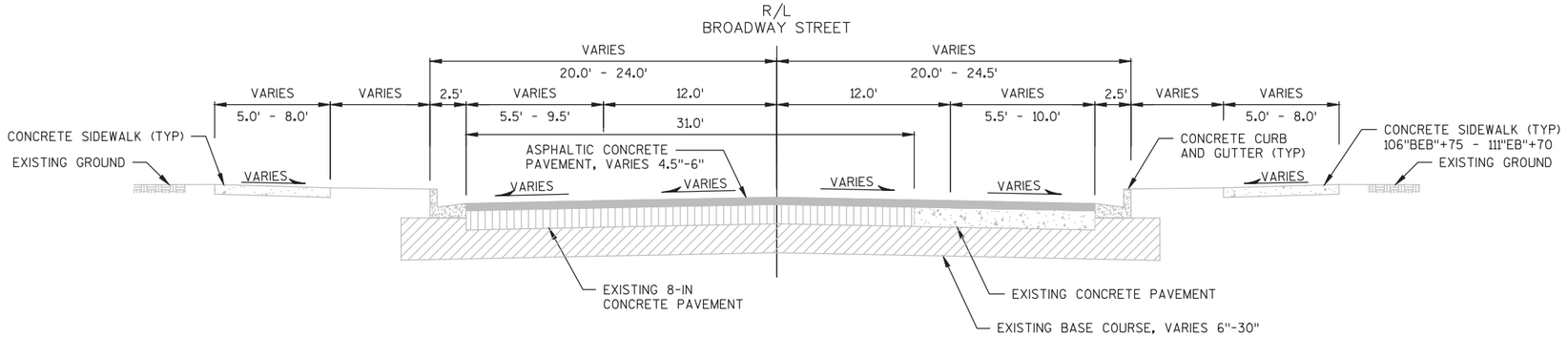
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | EXISTING TYPICAL SECTIONS | SHEET 6 | E |
|---|---|---|---|---|---|




EXISTING TYPICAL SECTION

STH 96/HIGH STREET

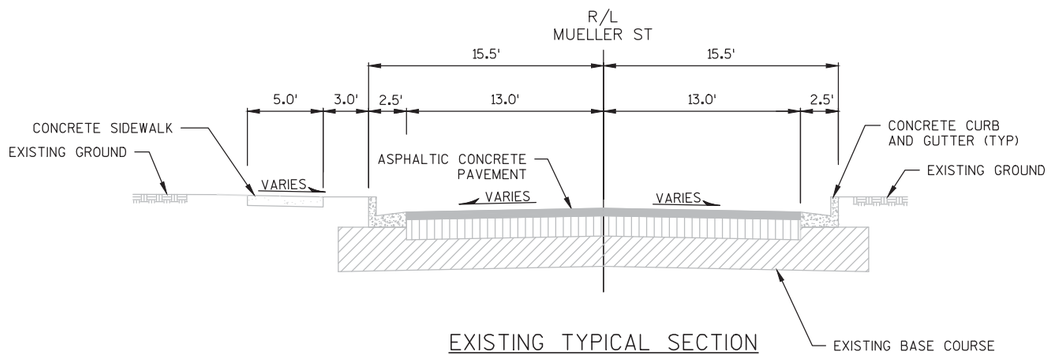
STA 217'H'+25 TO STA 222'H'+87 RT




EXISTING TYPICAL SECTION

CTH DD / BROADWAY STREET

STA 99'BEB'+87 TO STA 112'EB'+34

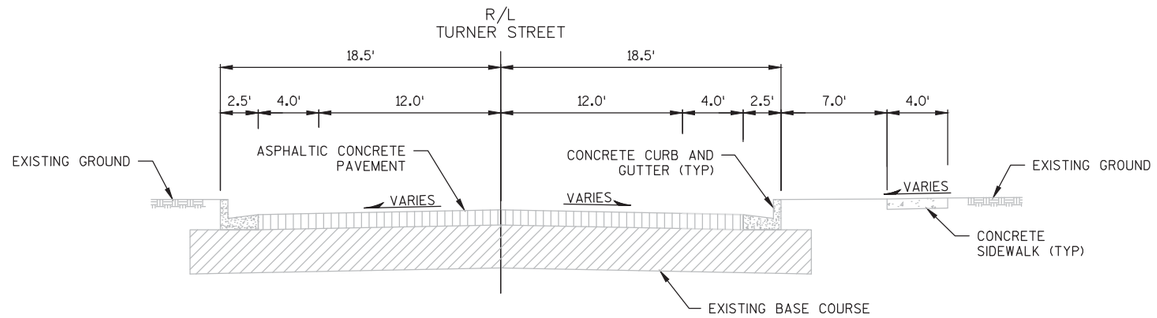



EXISTING TYPICAL SECTION

MUELLER STREET

STA 18"MU"+68 TO STA 19"MU"+63

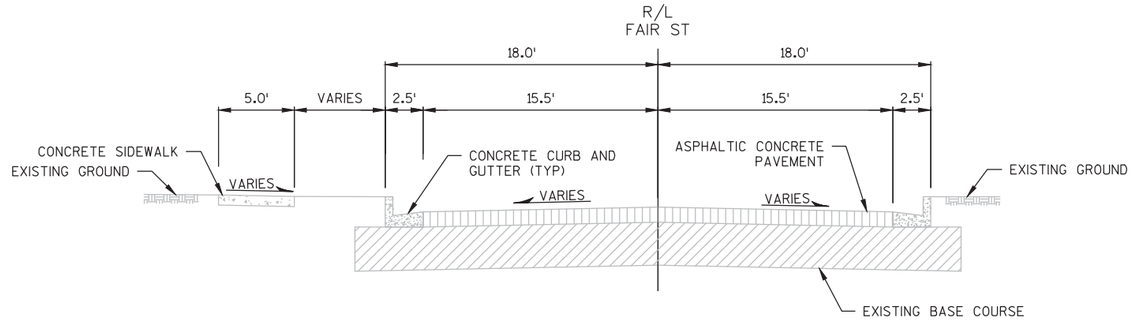
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | EXISTING TYPICAL SECTIONS | SHEET 7 | E |
|---|---|---|---|---|---|




EXISTING TYPICAL SECTION

TURNER STREET

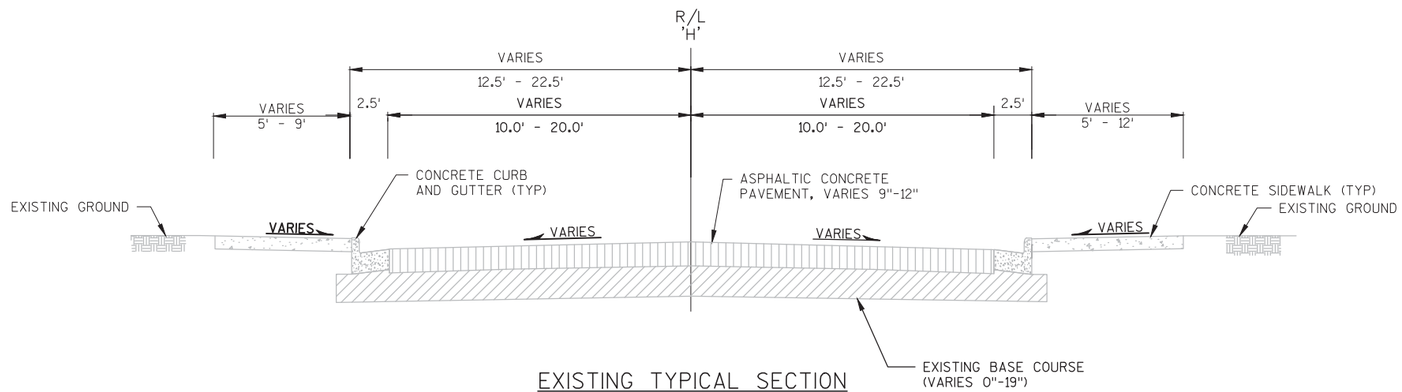
STA 402'TNB'+94 TO STA 404'TNB'+90




EXISTING TYPICAL SECTION

FAIR STREET

STA 222'H'+87 TO STA 225'H'+83




EXISTING TYPICAL SECTION

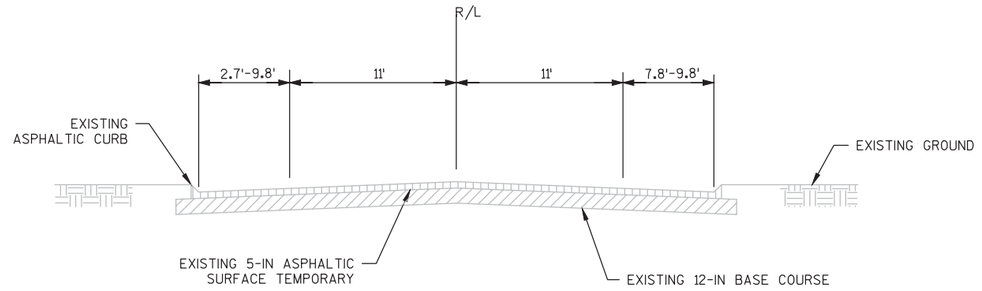
HIGH STREET

STA 10'H'+50 TO STA 13'H'+07

STA 209'H'+50 TO STA 212'H'+25.20

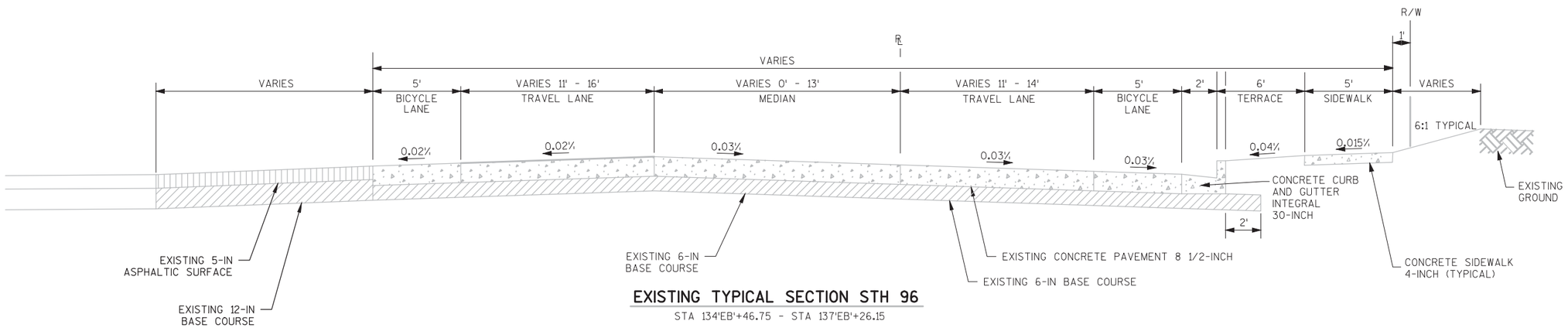
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | EXISTING TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|

2




## EXISTING STH 96 BYPASS ROAD

STA 134'EB'+46.75 - STA 137'EB'+26.15




## EXISTING TYPICAL SECTION STH 96

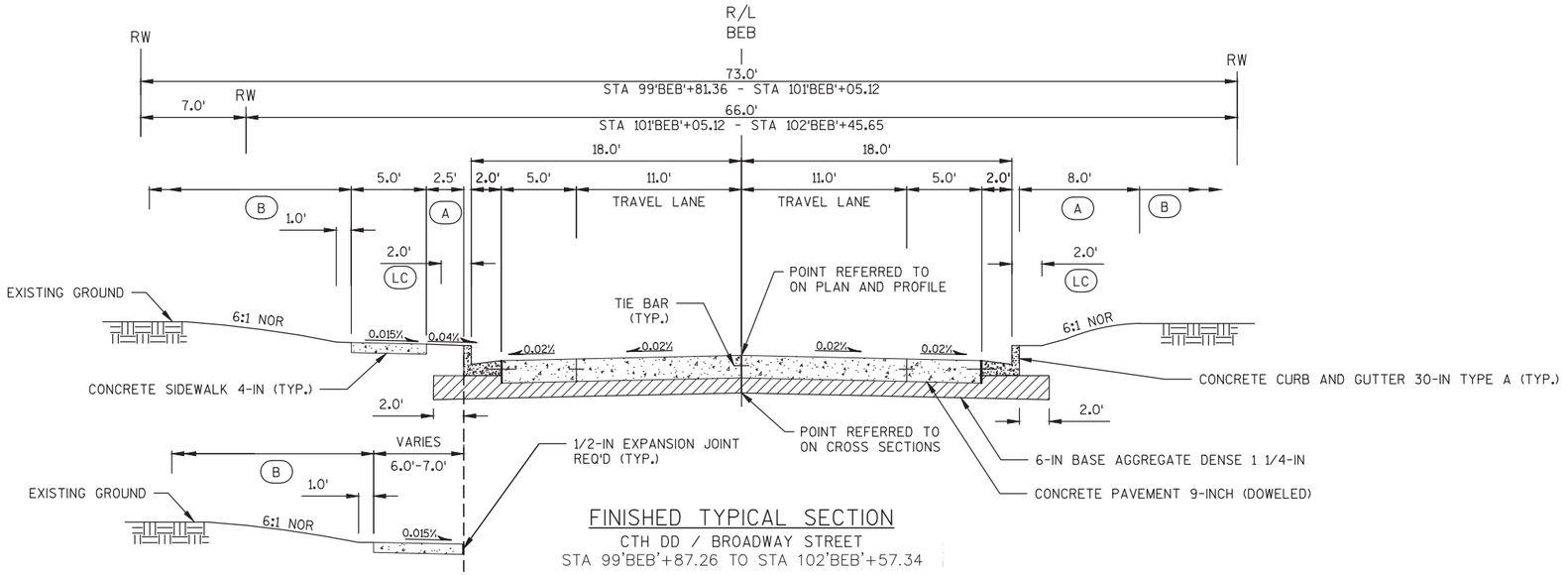
STA 134'EB'+46.75 - STA 137'EB'+26.15

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | EXISTING TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_020301_TS.DWG PLOT DATE : 5/8/2014 8:14 AM PLOT BY : ANDREA BONELL PLOT NAME : 020118C_ts WISDOT/CADDS SHEET 232

2




FINISHED TYPICAL SECTION

CTH DD / BROADWAY STREET

STA 99'BEB'+87.26 TO STA 102'BEB'+57.34

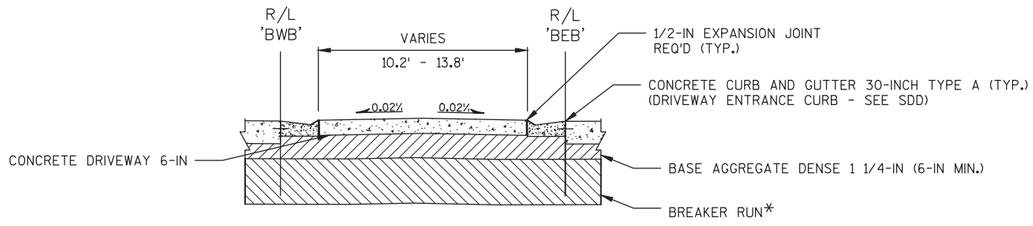
STA 100'BEB'+94.62 TO STA 102'BEB'+57.34

(A) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.30 AND EROSION MAT URBAN CLASS I TYPE A

(B) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.40 AND MULCHING

(LC) LATERAL CLEARANCE

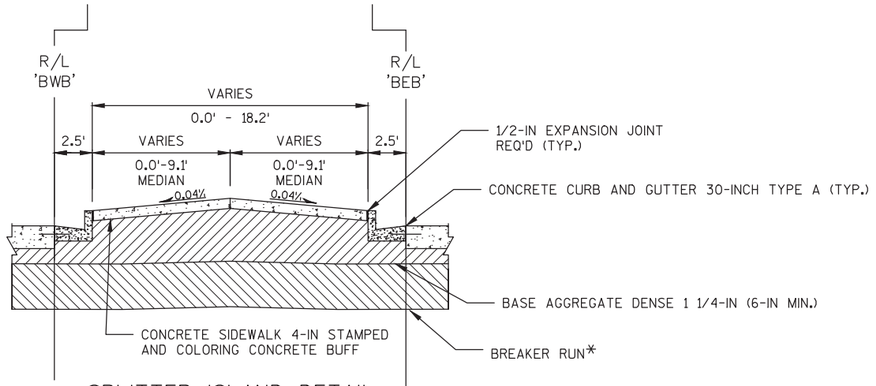
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET 10 | E |
|---|---|---|---|---|---|




SPLITTER ISLAND DETAIL

CTH DD / BROADWAY STREET

STA 104'BEB'+54.14 TO STA 105'BEB'+04.14



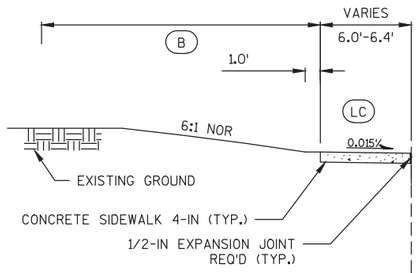

SPLITTER ISLAND DETAIL

CTH DD / BROADWAY STREET

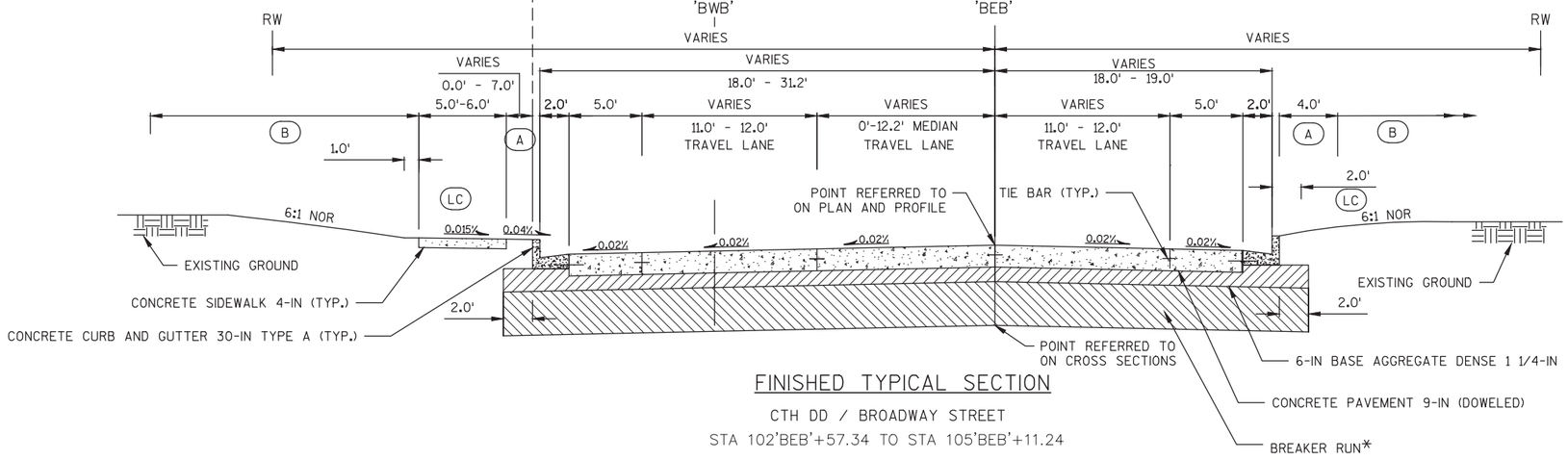
STA 104'BEB'+19.13 TO STA 104'BEB'+54.14

STA 105'BEB'+04.14 TO STA 105'BEB'+11.24

*BREAKER RUN
STA 104'BEB'+63.00 TO
STA 105'BEB'+11.24
DEPTH VARIES FROM 0.0 TO 5.0 FEET




STA 102'EB'+57.34 TO STA 103'BEB96.83




FINISHED TYPICAL SECTION

CTH DD / BROADWAY STREET

STA 102'BEB'+57.34 TO STA 105'BEB'+11.24

(A) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.30 AND EROSION MAT URBAN CLASS I TYPE A

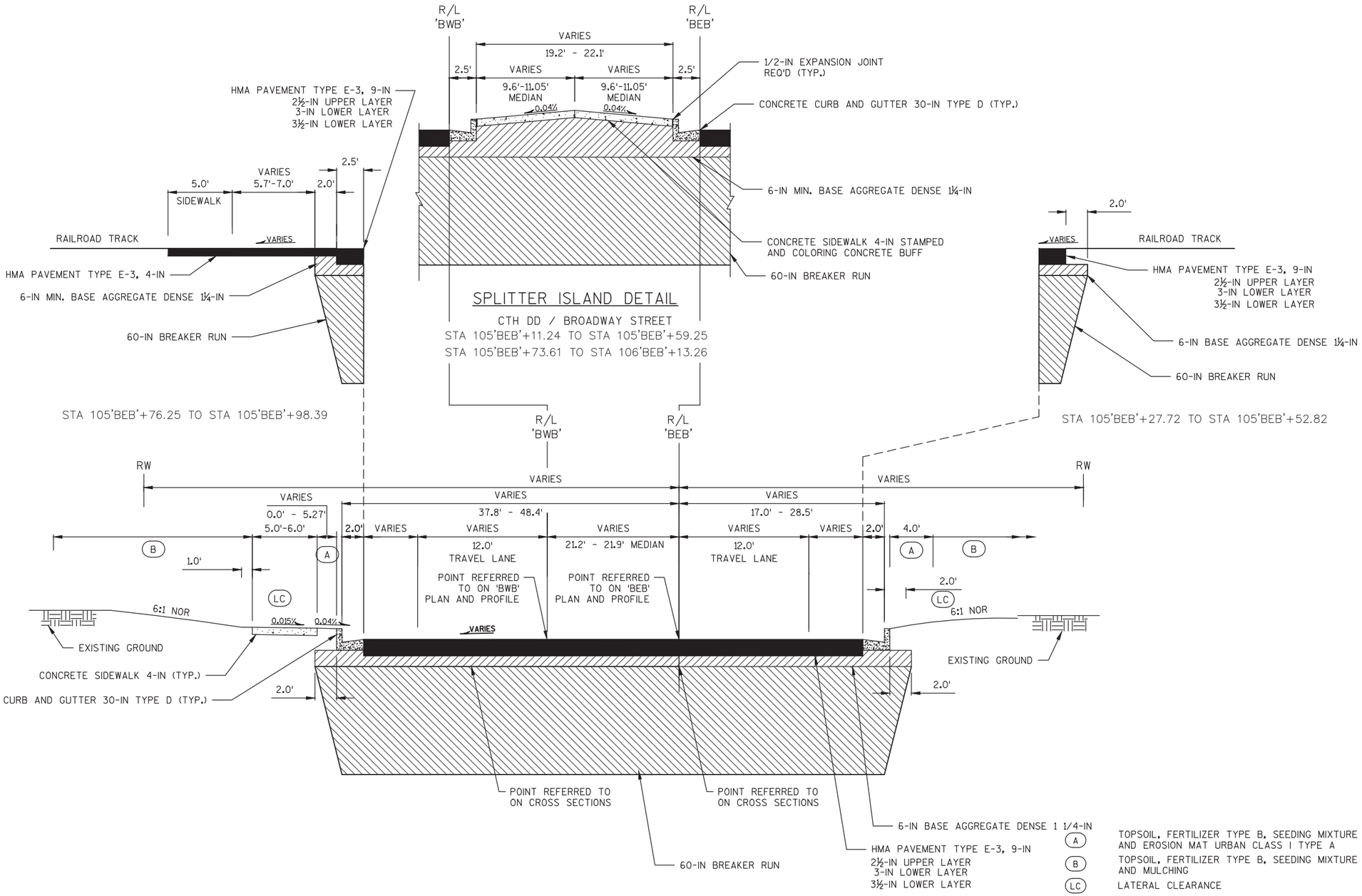
(B) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.40 AND MULCHING

(LC) LATERAL CLEARANCE

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_020301_TS.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : ANDREA BONELL PLOT NAME : ---------- WISDOT/CADDS SHEET 232

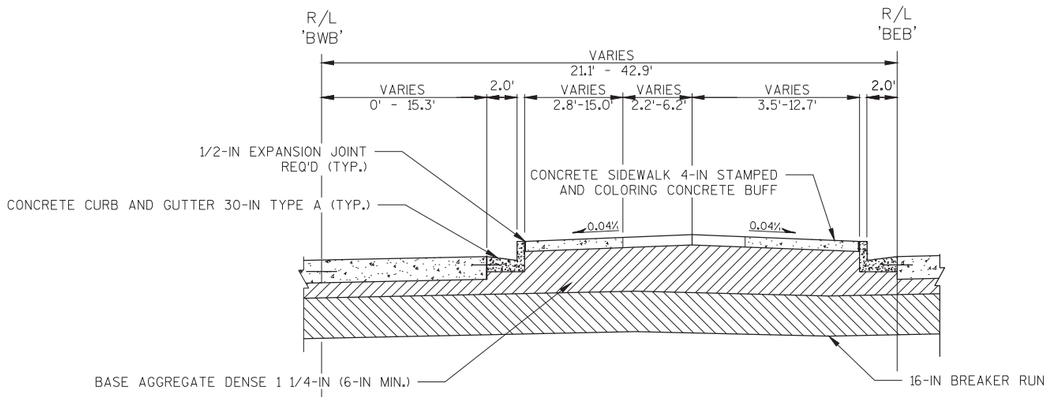



## FINISHED TYPICAL SECTION

CTH DD / BROADWAY STREET

STA 105'BEB'+11.24 TO STA 106'BEB'+13.26

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET 12 E |
|---|---|---|---|---|




## SPLITTER ISLAND DETAIL

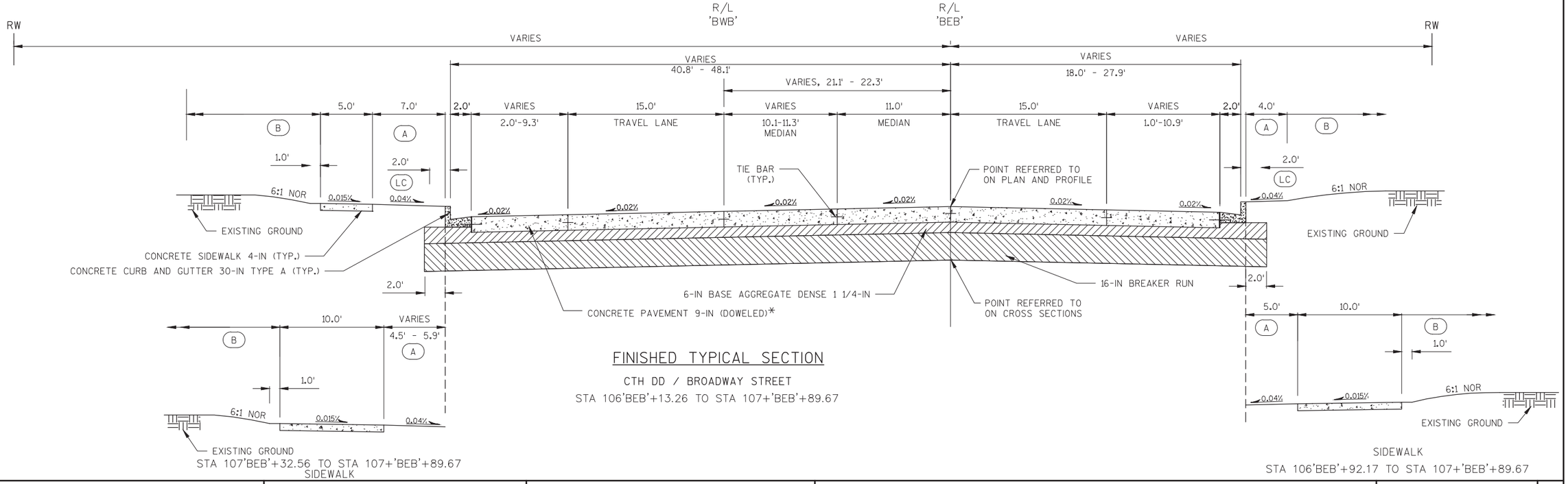
CTH DD / BROADWAY STREET
STA 107'BEB'+24.68 TO STA 107'BEB'+89.67

* TRANSITION PAVEMENT THICKNESS (9-IN TO 10-IN)
-STA 107'BEB'+69.40 TO STA 107'BEB'+89.67
-STA 107'BWB'+85.46 TO STA 108'BWB'+14.05
PAID FOR AS "CONCRETE PAVEMENT 10-INCH"

(A) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.30 AND EROSION MAT URBAN CLASS I TYPE A

(B) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.40 AND MULCHING

(LC) LATERAL CLEARANCE




## FINISHED TYPICAL SECTION

CTH DD / BROADWAY STREET
STA 106'BEB'+13.26 TO STA 107+'BEB'+89.67

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_020301_TS.DWG
PLOT DATE : 9/3/2008 9:36 AM
PLOT BY : ANDREA BONELL
PLOT NAME : ----------
WISDOT/CADDS

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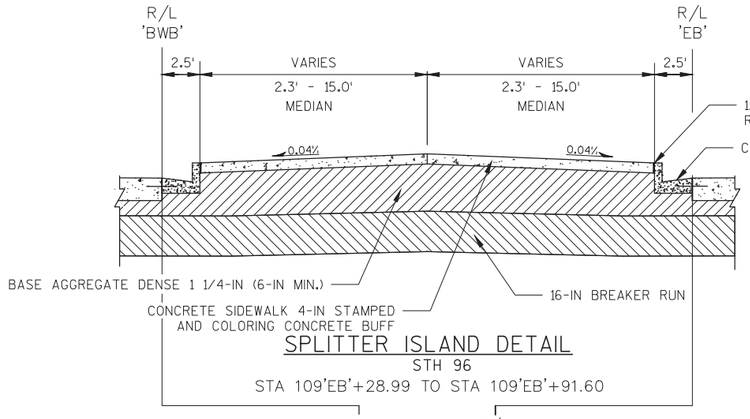
* TRANSITION PAVEMENT THICKNESS (9-IN TO 10-IN)
-STA 109'EB'+28.99 TO STA 109'EB'+56.40
-STA 109'BWB'+53.42 TO STA 109'BWB'+73.61
PAID FOR AS "CONCRETE PAVEMENT 10-INCH"




## SPLITTER ISLAND DETAIL

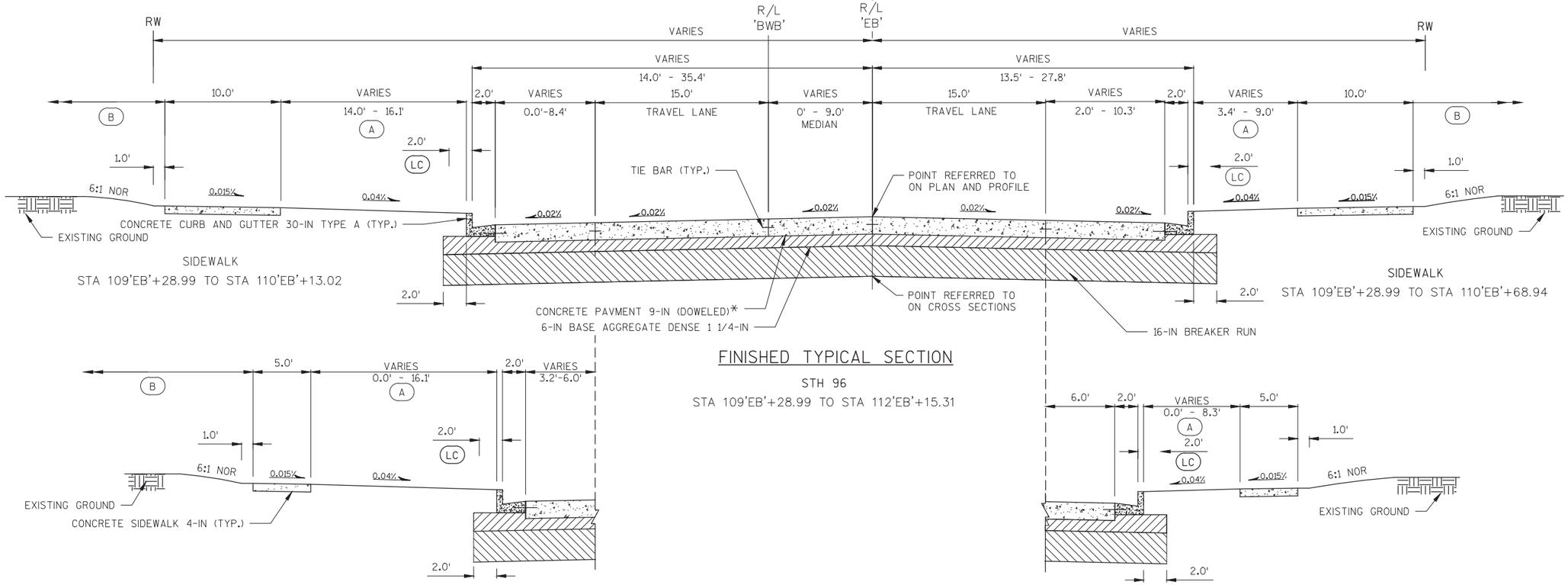
STH 96

STA 109'EB'+28.99 TO STA 109'EB'+91.60

(A) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.30 AND EROSION MAT URBAN CLASS I TYPE A

(B) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.40 AND MULCHING

(LC) LATERAL CLEARANCE




SIDEWALK

STA 109'EB'+28.99 TO STA 110'EB'+13.02

SIDEWALK

STA 109'EB'+28.99 TO STA 110'EB'+68.94

## FINISHED TYPICAL SECTION

STH 96

STA 109'EB'+28.99 TO STA 112'EB'+15.31




STA 110'EB'+15.02 TO STA 112'EB'+13.31




STA 110'EB'+68.94 TO STA 112'EB'+15.31

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|

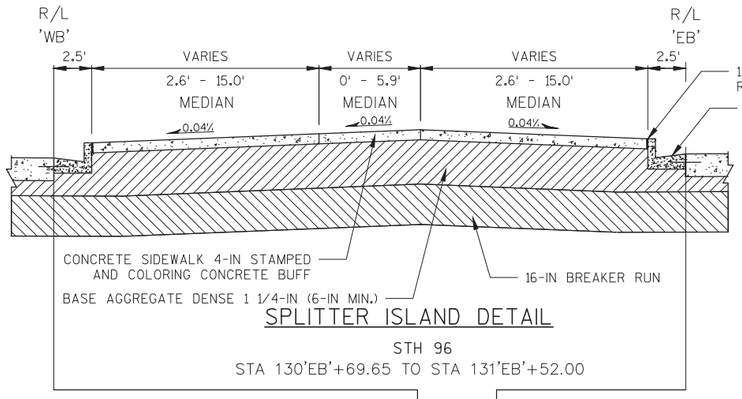


FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_020301_TS.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : ANDREA BONELL PLOT NAME : ---------- WISDOT/CADDS SHEET 232

2

2

* TRANSITION PAVEMENT THICKNESS (9-IN TO 10-IN)
-STA 131'EB'+29.70 TO STA 131'EB'+52.00
-STA 131'WB'+33.96 TO STA 131'WB'+64.79
PAID FOR AS "CONCRETE PAVEMENT 10-INCH"



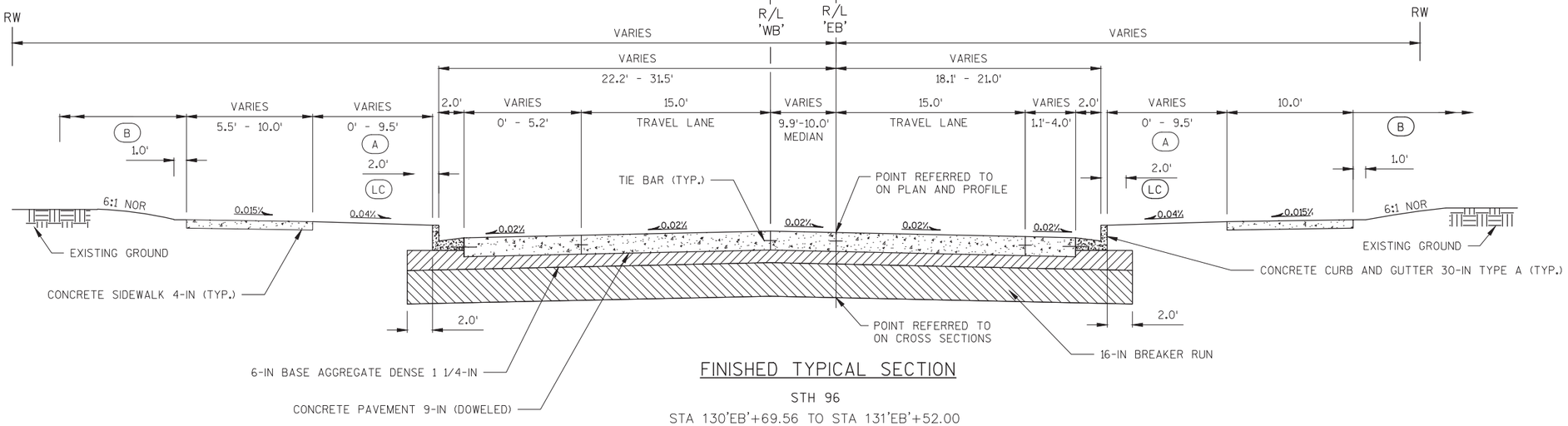

SPLITTER ISLAND DETAIL

STH 96
STA 130'EB'+69.65 TO STA 131'EB'+52.00

(A) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.30 AND EROSION MAT URBAN CLASS I TYPE A

(B) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.40 AND MULCHING

(LC) LATERAL CLEARANCE




FINISHED TYPICAL SECTION

STH 96
STA 130'EB'+69.56 TO STA 131'EB'+52.00

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|

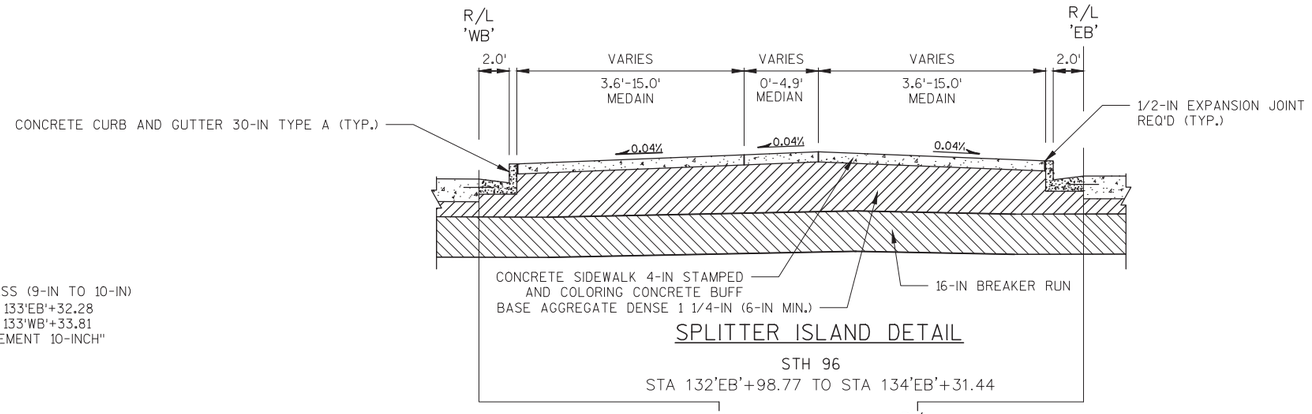


FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_020301_TS.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : ANDREA BONELL PLOT NAME : ---------- WISDOT/CADDS SHEET 232

(A) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.30 AND EROSION MAT URBAN CLASS I TYPE A

(B) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.40 AND MULCHING

(LC) LATERAL CLEARANCE

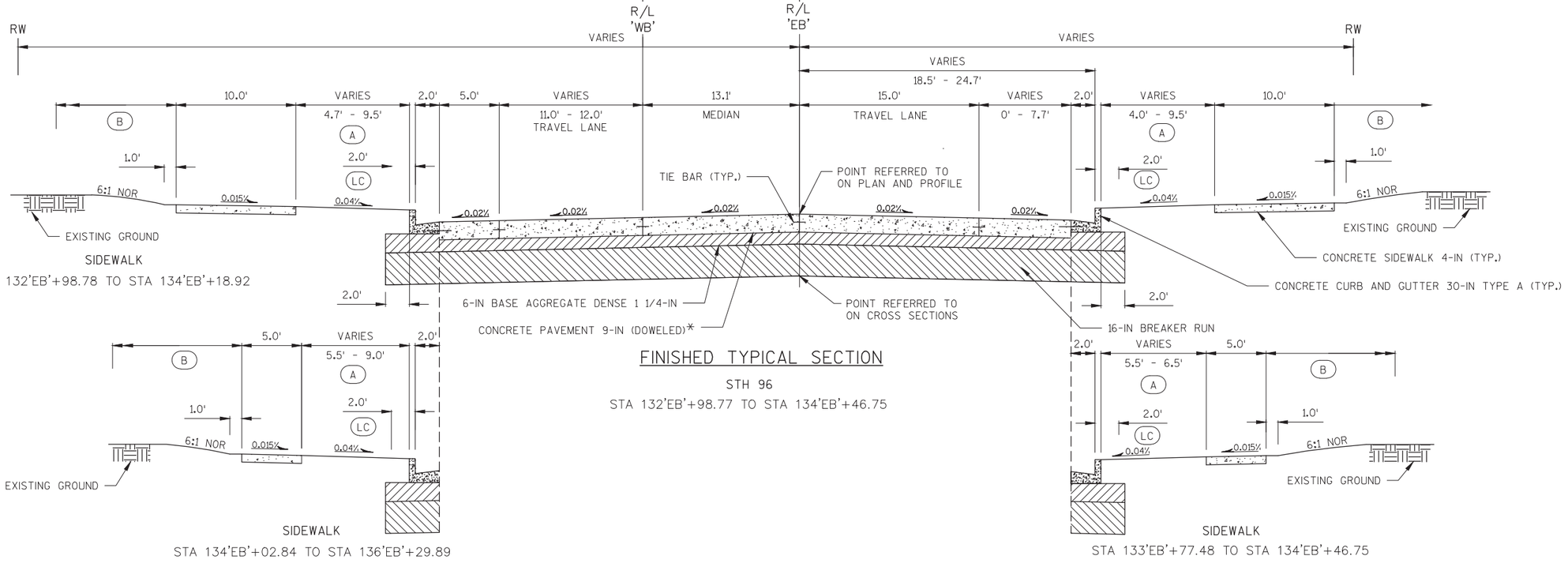



SPLITTER ISLAND DETAIL

STH 96

STA 132'EB'+98.77 TO STA 134'EB'+31.44

* TRANSITION PAVEMENT THICKNESS (9-IN TO 10-IN)
-STA 132'EB'+98.78 TO STA 133'EB'+32.28
-STA 133'WB'+13.55 TO STA 133'WB'+33.81
PAID FOR AS "CONCRETE PAVEMENT 10-INCH"




SIDEWALK

STA 132'EB'+98.78 TO STA 134'EB'+18.92

FINISHED TYPICAL SECTION

STH 96

STA 132'EB'+98.77 TO STA 134'EB'+46.75

SIDEWALK

STA 134'EB'+02.84 TO STA 136'EB'+29.89

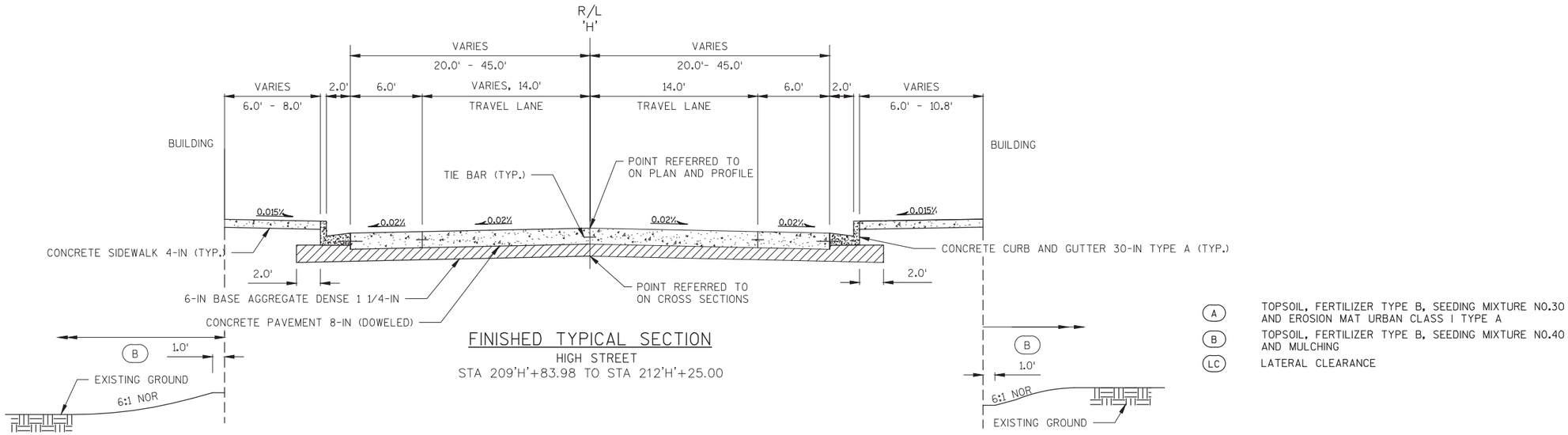
SIDEWALK

STA 133'EB'+77.48 TO STA 134'EB'+46.75

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_020301_TS.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : ANDREA BONELL PLOT NAME : 020109_ts WISDOT/CADDS SHEET 232



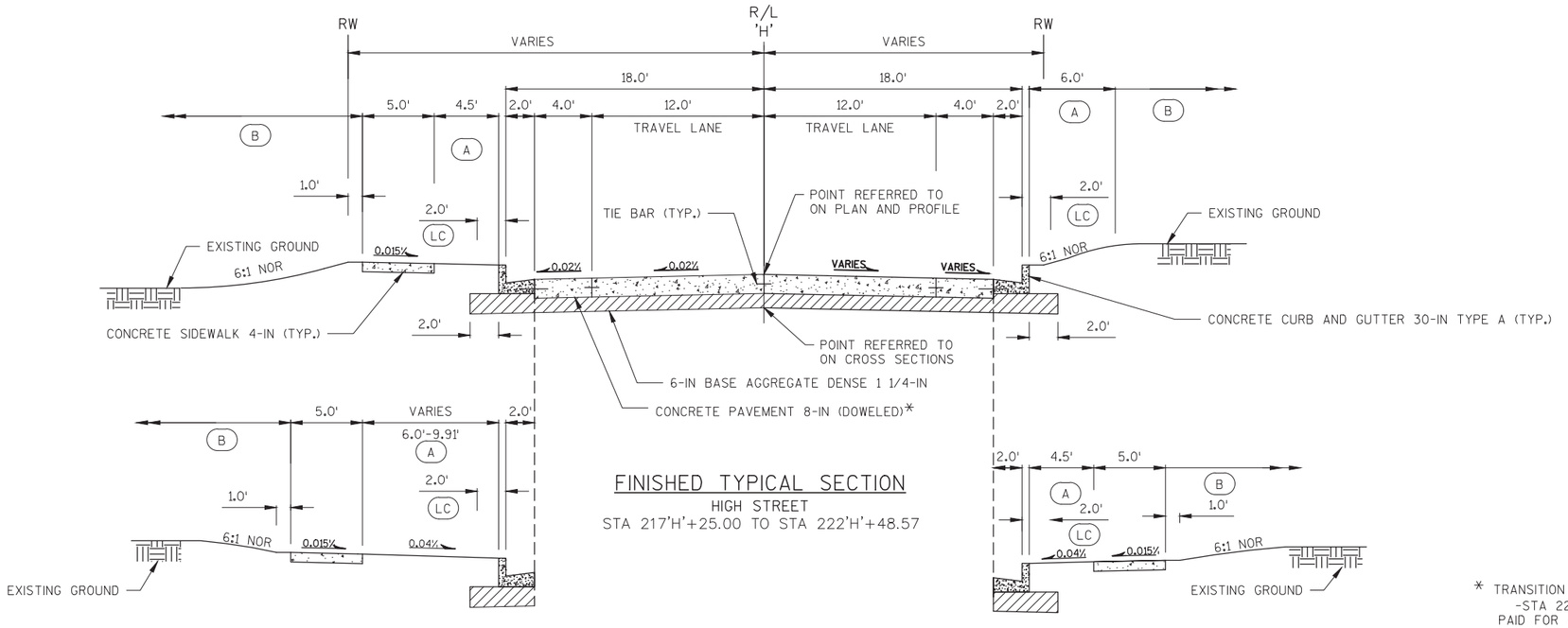

FINISHED TYPICAL SECTION

HIGH STREET

STA 209'H'+83.98 TO STA 212'H'+25.00

STA 209'H'+46.26 TO STA 211'H'+16.07

STA 209'H'+46.26 TO STA 211'H'+16.07




FINISHED TYPICAL SECTION

HIGH STREET

STA 217'H'+25.00 TO STA 222'H'+48.57

SIDEWALK

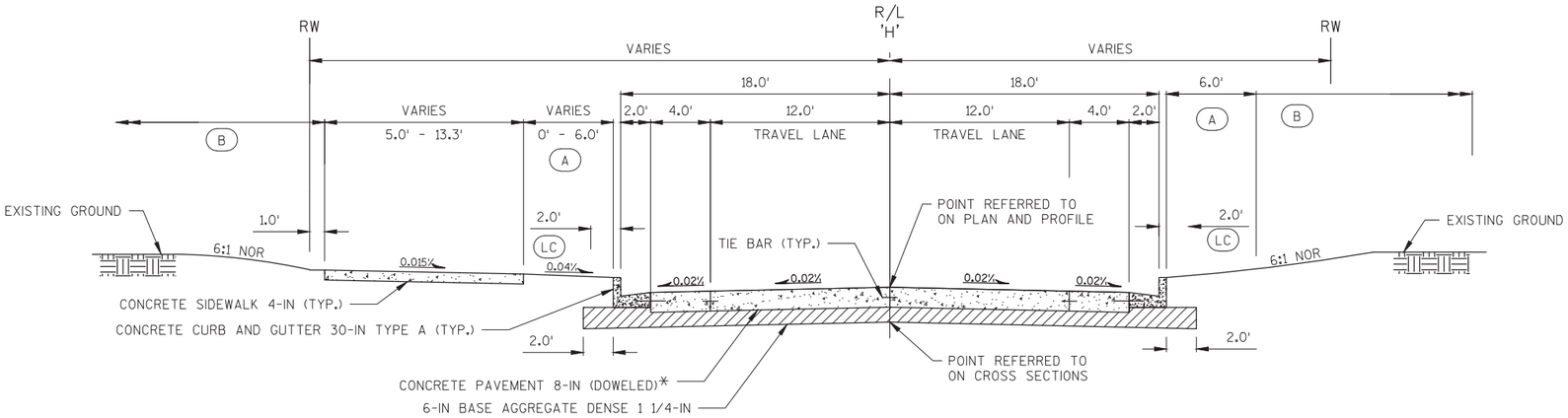
STA 219'H'+17.93 TO STA 222'H'+48.57

SIDEWALK

STA 221'H'+12.67 TO STA 222'H'+48.57

* TRANSITION PAVEMENT THICKNESS (9-IN TO 10-IN)
-STA 222'H'+05.64 TO STA 222'H'+32.14
PAID FOR AS "CONCRETE PAVEMENT 10-INCH"

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET 17 | E |
|---|---|---|---|---|---|




FINISHED TYPICAL SECTION

FAIR STREET

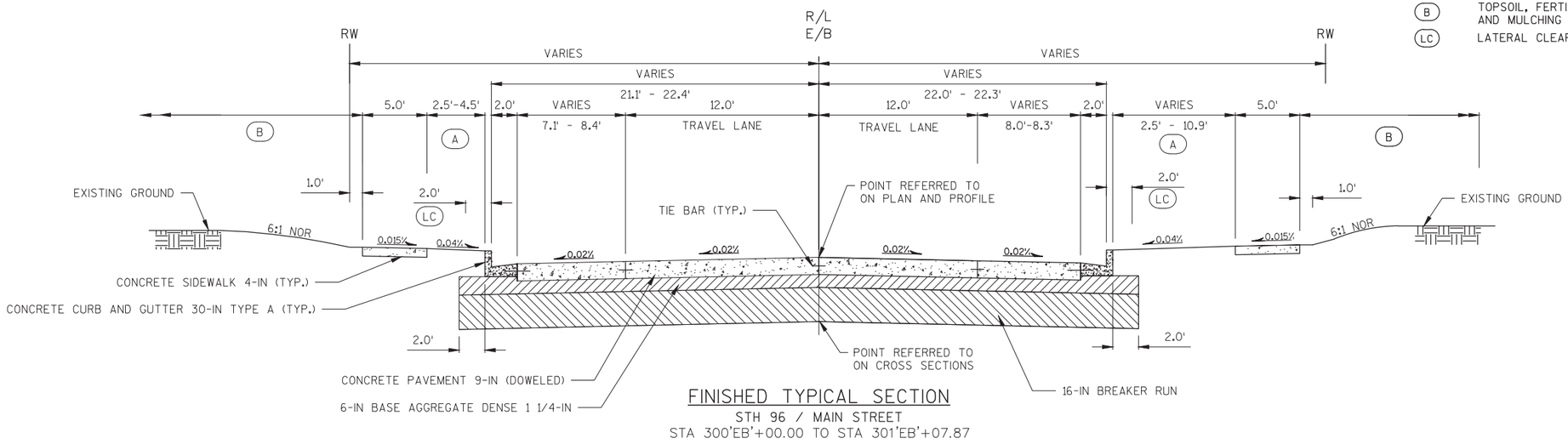
STA 222'H'+84.58 TO STA 225'H'+82.95

* TRANSITION PAVEMENT THICKNESS (9-IN TO 10-IN)
-STA 223'H'+03.65 TO STA 223'H'+25.00
PAID FOR AS "CONCRETE PAVEMENT 10-INCH"

(A) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.30 AND EROSION MAT URBAN CLASS I TYPE A

(B) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.40 AND MULCHING

(LC) LATERAL CLEARANCE




FINISHED TYPICAL SECTION

STH 96 / MAIN STREET

STA 300'EB'+00.00 TO STA 301'EB'+07.87

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|

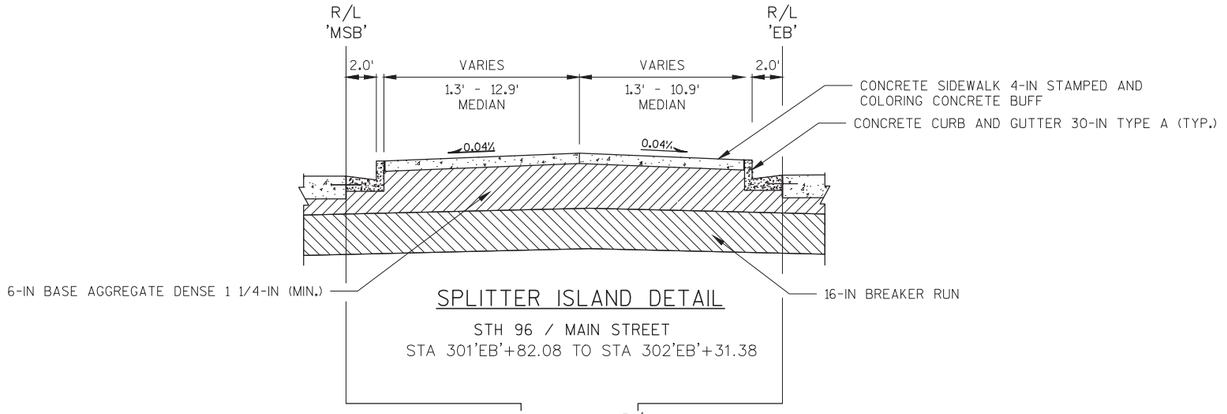


FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_020301_TS.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : ANDREA BONELL PLOT NAME : 020111_ts WISDOT/CADDS SHEET 232

(A) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.30 AND EROSION MAT URBAN CLASS I TYPE A

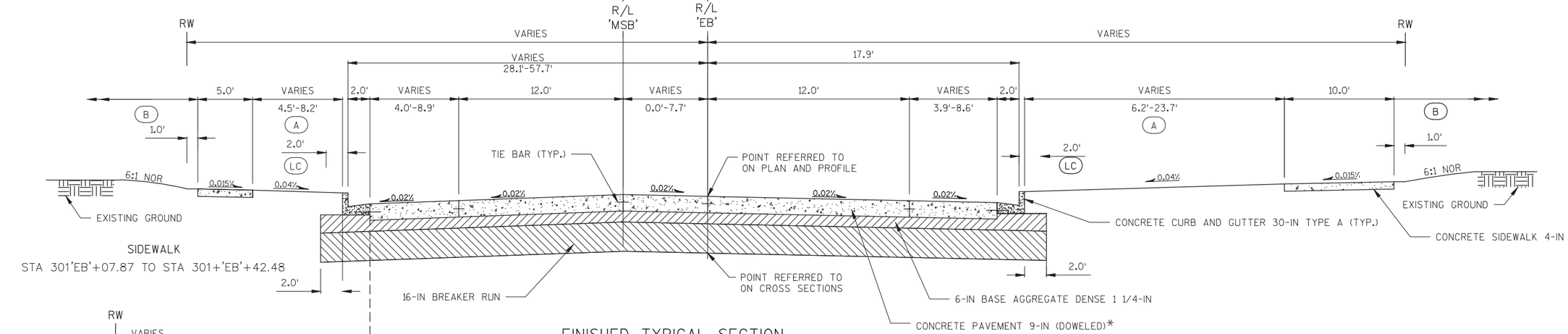
(B) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.40 AND MULCHING

(LC) LATERAL CLEARANCE

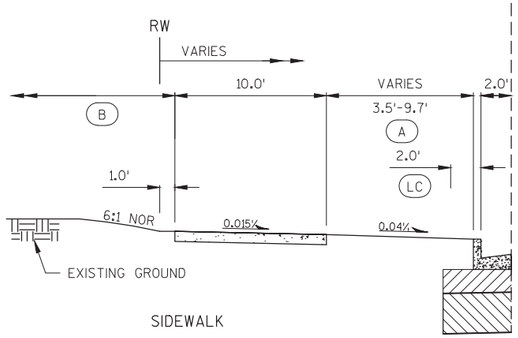



## SPLITTER ISLAND DETAIL

STH 96 / MAIN STREET
STA 301'EB'+82.08 TO STA 302'EB'+31.38




SIDEWALK
STA 301'EB'+07.87 TO STA 301+'EB'+42.48



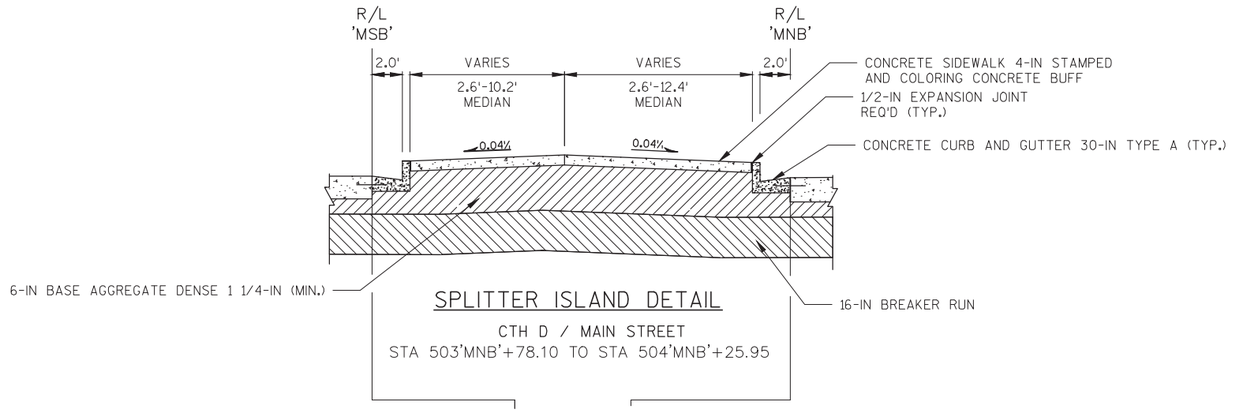

SIDEWALK
STA 301'EB'+42.48 TO STA 302+'EB'+31.38

## FINISHED TYPICAL SECTION

STH 96 / MAIN STREET
STA 301'EB'+07.87 TO STA 302'EB'+31.38

* TRANSITION PAVEMENT THICKNESS (9-IN TO 10-IN)
-STA 302'EB'+11.29 TO STA 302'EB'+31.38
-STA 502'MSB'+13.13 TO STA 502'MSB'+36.54
PAID FOR AS "CONCRETE PAVEMENT 10-INCH"

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET 19 | E |
|---|---|---|---|---|---|



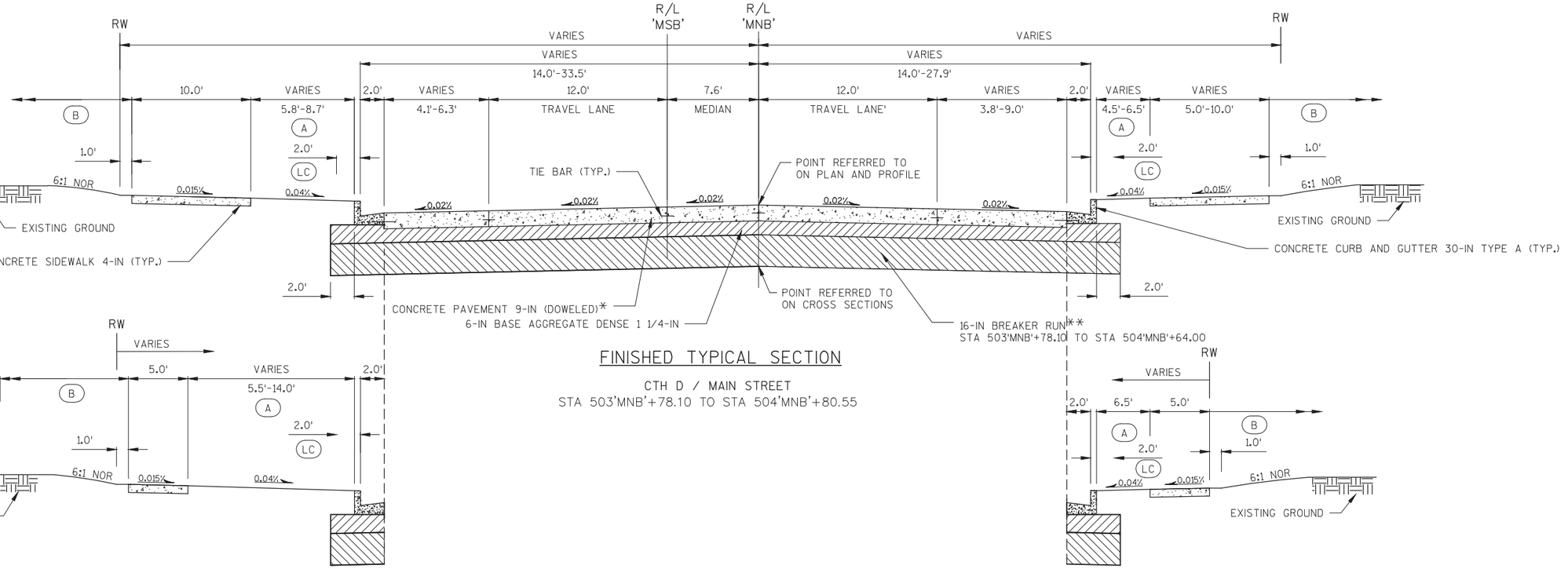

## SPLITTER ISLAND DETAIL

CTH D / MAIN STREET
STA 503'MNB'+78.10 TO STA 504'MNB'+25.95

* TRANSITION PAVEMENT THICKNESS (9-IN TO 10-IN)
-STA 503'MNB'+78.10 TO STA 504'MNB'+01.36
-STA 503'MSB'+80.38 TO STA 504'MSB'+00.60
PAID FOR AS "CONCRETE PAVEMENT 10-INCH"

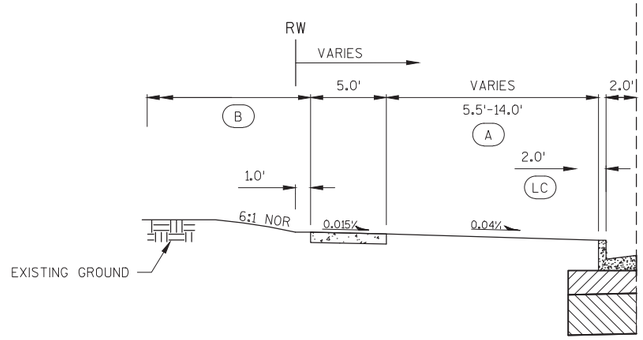
** TRANSITION BREAKER RUN THICKNESS (16-IN TO 0-IN)
-STA 504'MNB'+50.00 TO STA 504'MNB'+64.00

(A) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.30 AND EROSION MAT URBAN CLASS I TYPE A
(B) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.40 AND MULCHING
(LC) LATERAL CLEARANCE




## FINISHED TYPICAL SECTION

CTH D / MAIN STREET
STA 503'MNB'+78.10 TO STA 504'MNB'+80.55




SIDEWALK
STA 504'MNB'+41.33 TO STA 505'MNB'+80.55




SIDEWALK
STA. 504'MNB'+47.72 TO STA. 505'MNB'+20.38

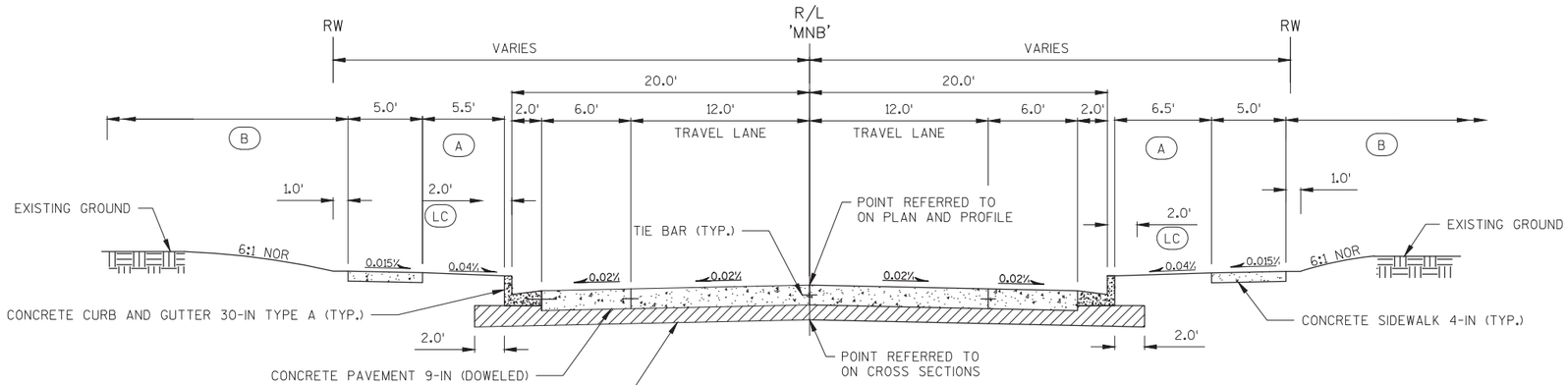
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|

2

(A) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.30 AND EROSION MAT URBAN CLASS I TYPE A

(B) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.40 AND MULCHING

(LC) LATERAL CLEARANCE



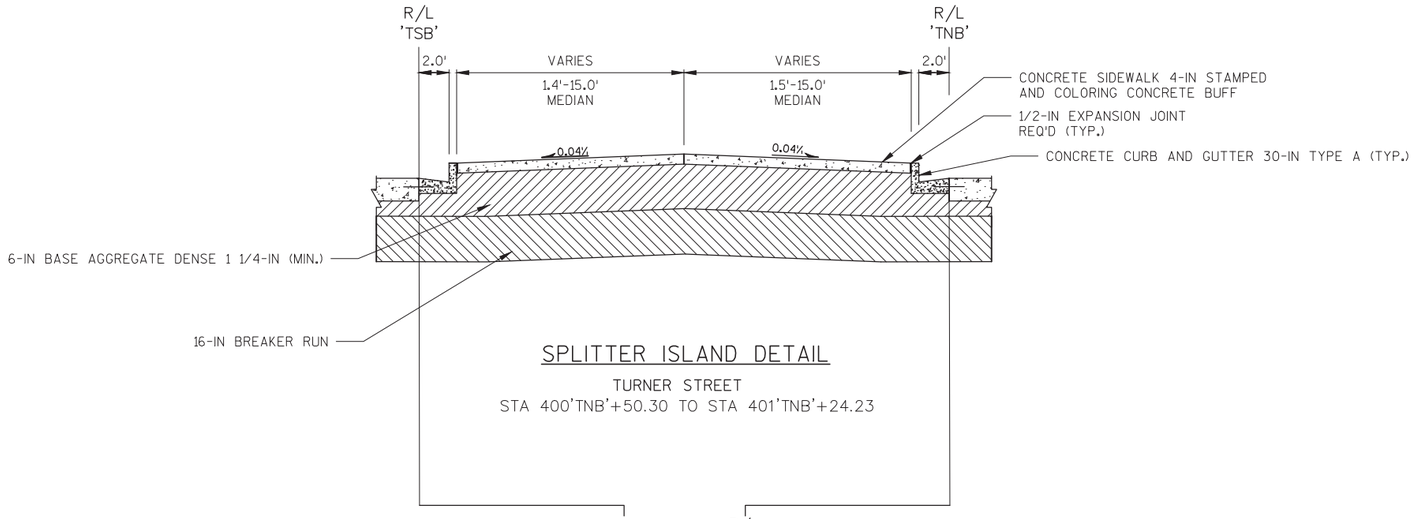

## FINISHED TYPICAL SECTION

CTH D / MAIN STREET
STA 504'MNB'+80.55 TO STA 506'MNB'+86.00

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_020301_TS.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : ANDREA BONELL PLOT NAME : 020114_ts WISDOT/CADDS F 232




## SPLITTER ISLAND DETAIL

TURNER STREET
STA 400'TNB'+50.30 TO STA 401'TNB'+24.23

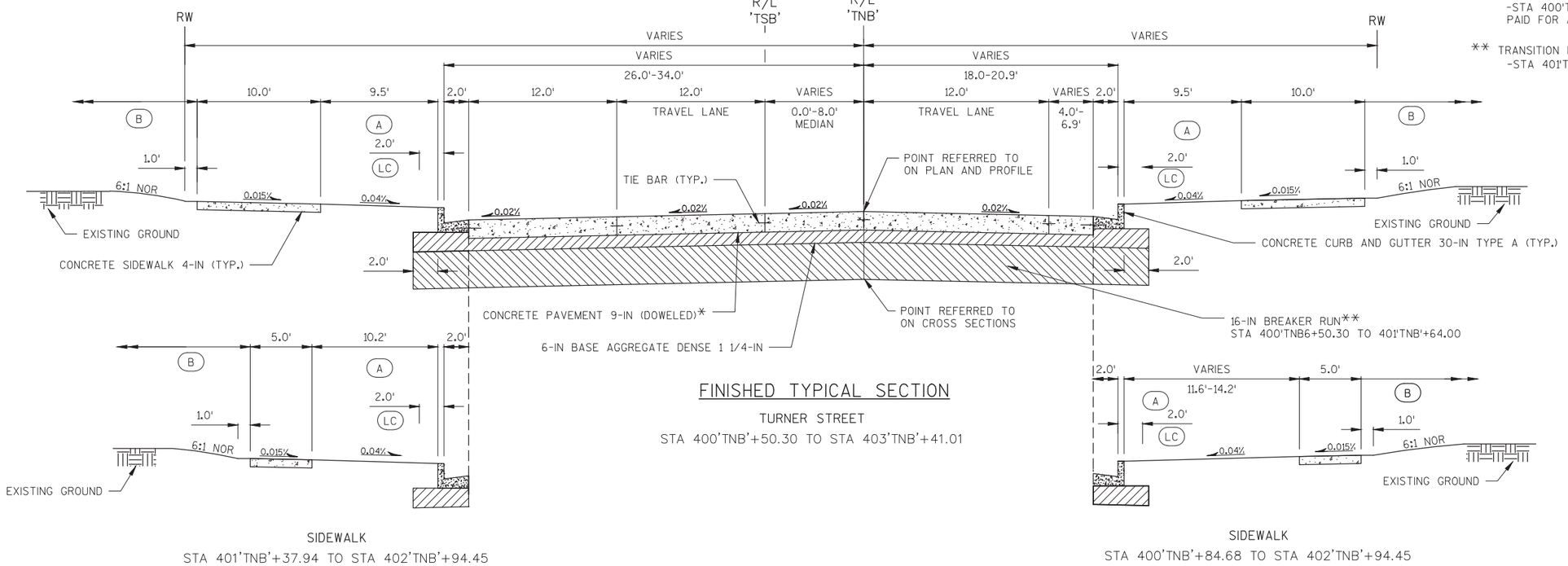
(A) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.30 AND EROSION MAT URBAN CLASS I TYPE A

(B) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.40 AND MULCHING

(LC) LATERAL CLEARANCE

* TRANSITION PAVEMENT THICKNESS (9-IN TO 10-IN)
-STA 400'TNB'+50.30 TO STA 400'TNB'+79.67
-STA 400'TSB'+54.10 TO STA 400'TSB'+74.32
PAID FOR AS "CONCRETE PAVEMENT 10-INCH"

** TRANSITION BREAKER RUN THICKNESS (16-IN TO 0-IN)
-STA 401'TNB'+50.00 TO STA 401'TNB'+64.00




## FINISHED TYPICAL SECTION

TURNER STREET
STA 400'TNB'+50.30 TO STA 403'TNB'+41.01

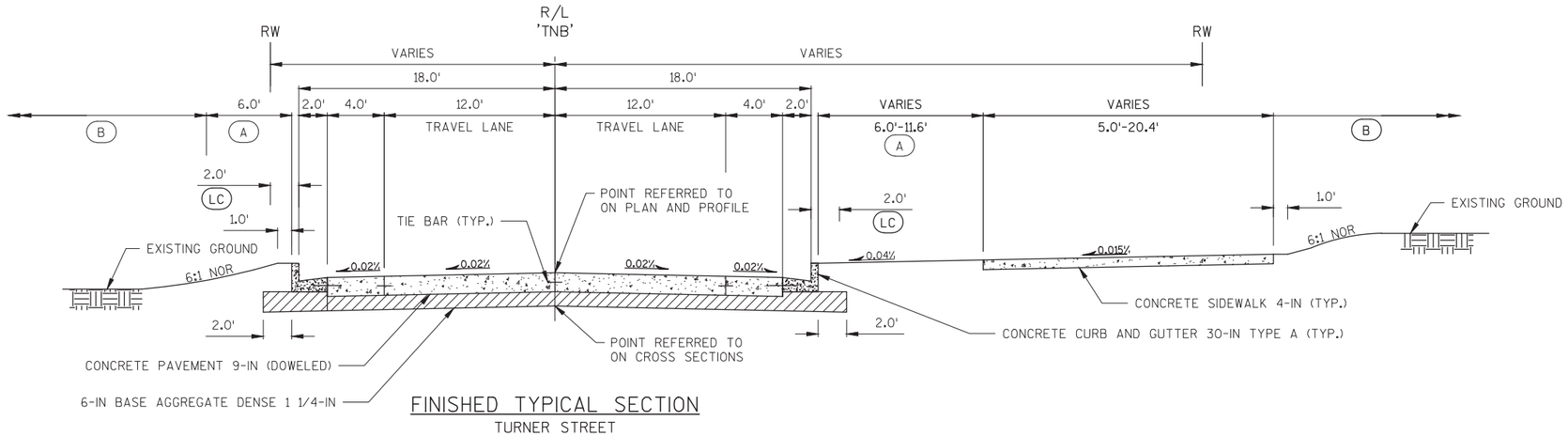



SIDEWALK
STA 401'TNB'+37.94 TO STA 402'TNB'+94.45



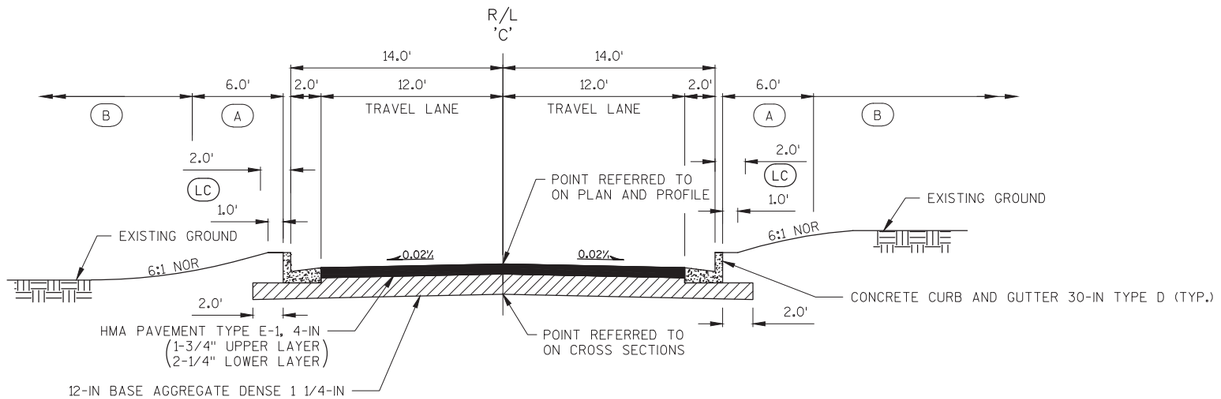

SIDEWALK
STA 400'TNB'+84.68 TO STA 402'TNB'+94.45

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|




## FINISHED TYPICAL SECTION

TURNER STREET
STA 403'TNB'+41.01 TO STA 404+'TNB'+89.91




## FINISHED TYPICAL SECTION

CEDAR STREET
STA 7"C"+13.8 TO STA 9"C"+75.0

(A) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.30 AND EROSION MAT URBAN CLASS I TYPE A

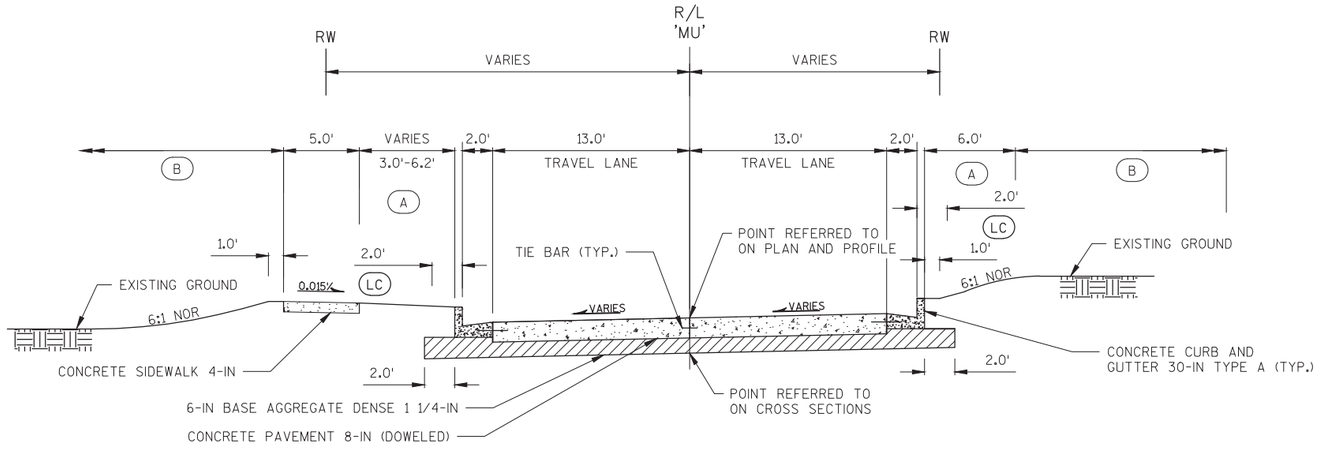
(B) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.40 AND MULCHING

(LC) LATERAL CLEARANCE

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_020301_TS.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : ANDREA BONELL PLOT NAME : 020116_ts
WISDOT/CADDS SHEET 232




(A) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.30 AND EROSION MAT URBAN CLASS I TYPE A

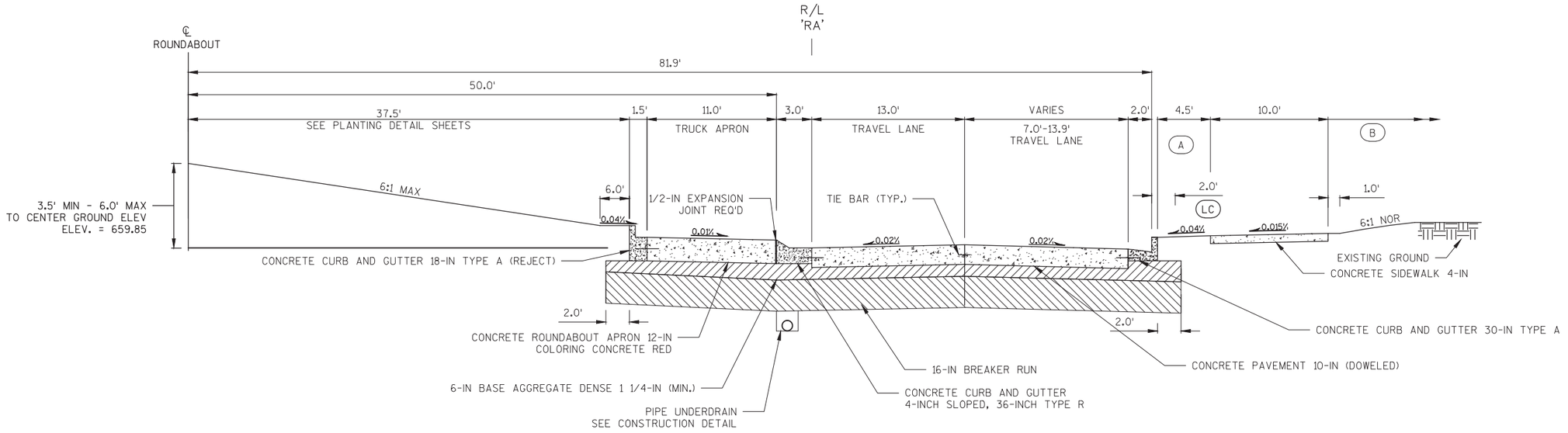
(B) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.40 AND MULCHING

(LC) LATERAL CLEARANCE

## FINISHED TYPICAL SECTION

MUELLER STREET

STA 18'MU'+73.28 TO STA 20'MU'+00.00




## FINISHED TYPICAL SECTION

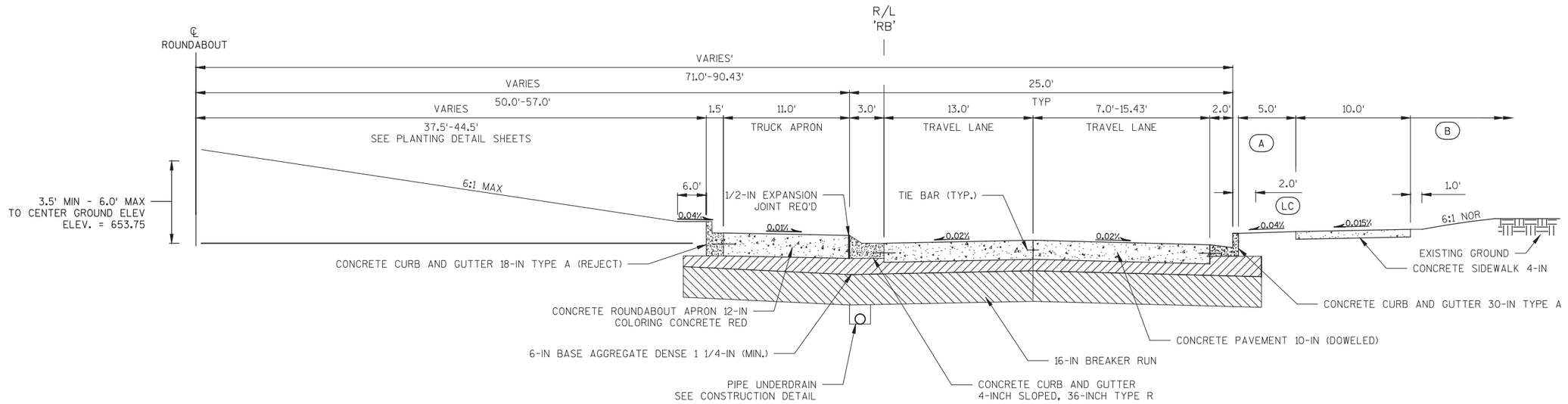
STH 96 / BROADWAY STREET ROUNDABOUT

STA 0'RA'+00.00 TO STA 3'RA'+33.01

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_020301_TS.DWG
PLOT DATE : 9/3/2008 9:36 AM
PLOT BY : ANDREA BONELL
PLOT NAME : 020117_ts
WISDOT/CADDS




## FINISHED TYPICAL SECTION

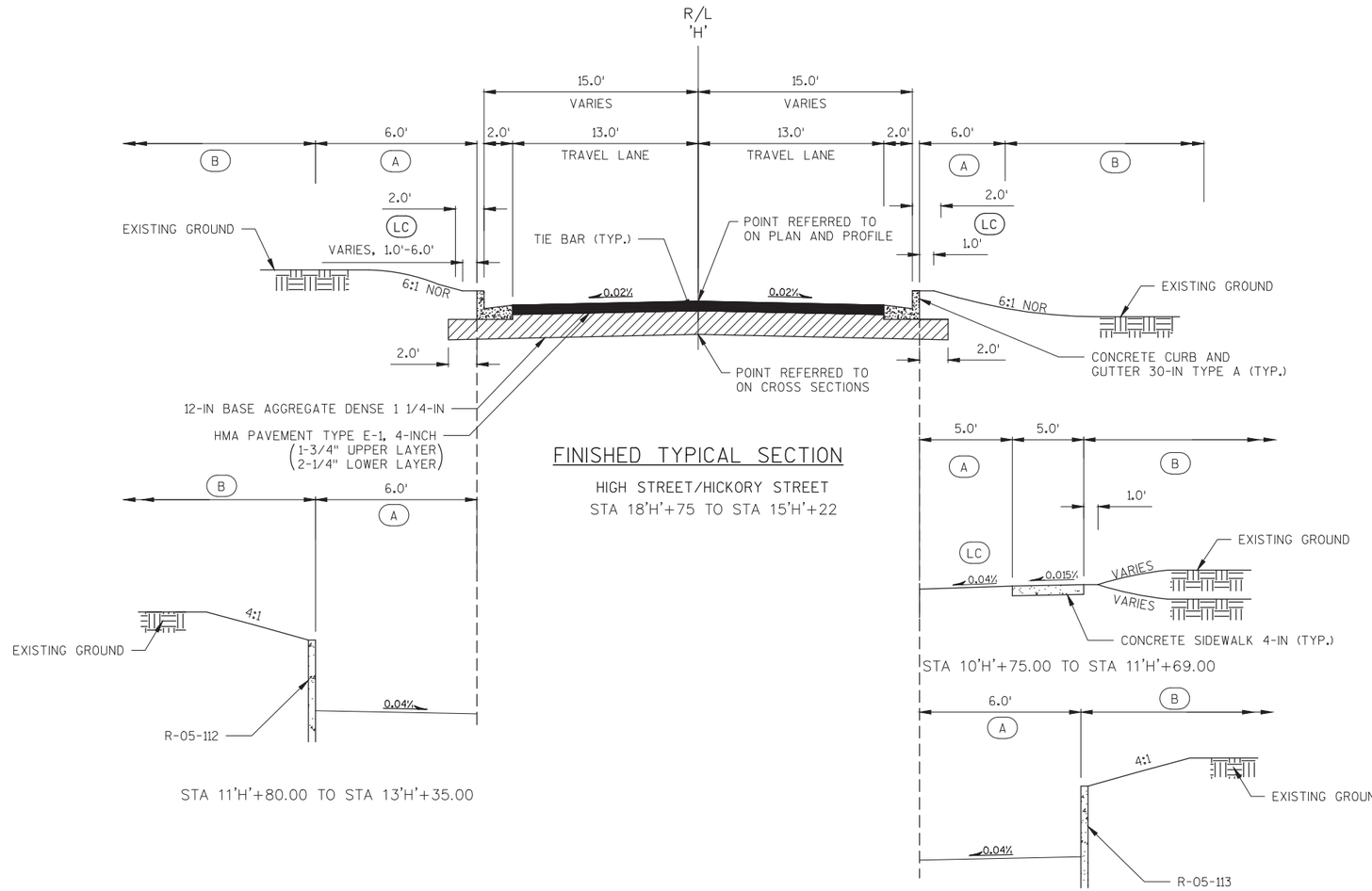
STH 96 / TURNER STREET ROUNDABOUT
STA 0'RB'+00.00 TO STA 3'RB'+57.58

(A) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.30 AND EROSION MAT URBAN CLASS I TYPE A

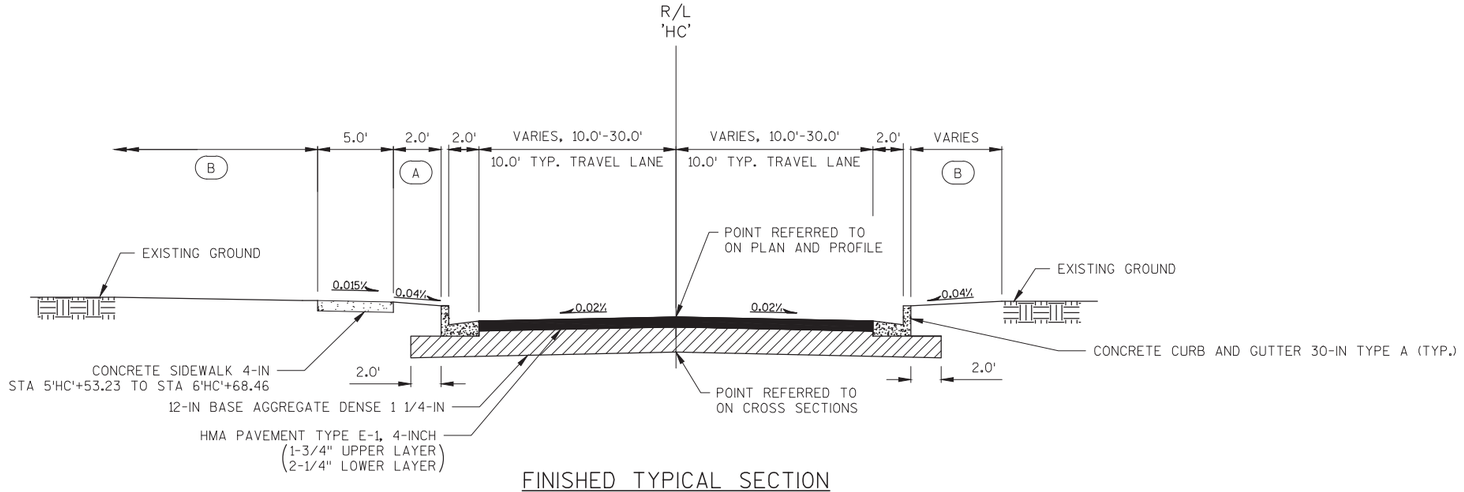
(B) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.40 AND MULCHING

(LC) LATERAL CLEARANCE

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET 25 | E |
|---|---|---|---|---|---|

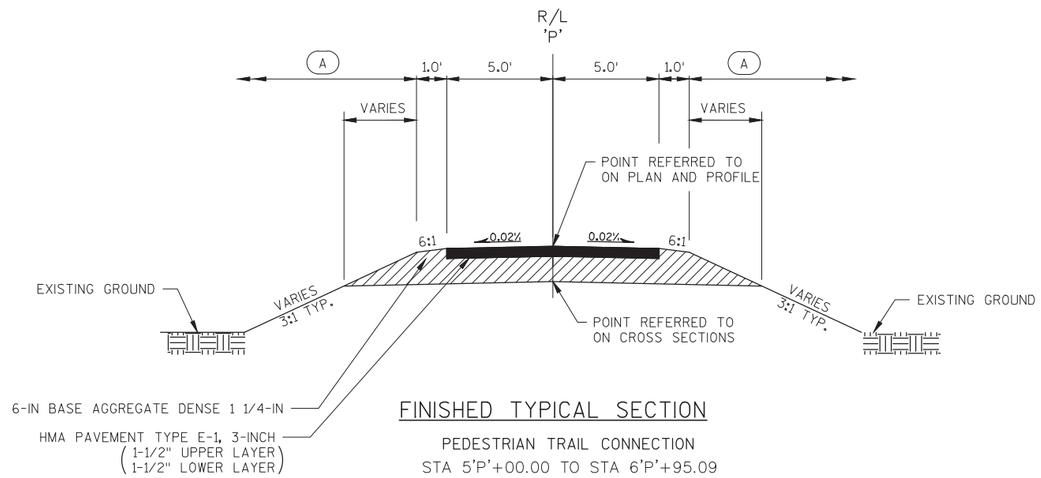



| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET | E |
|---|---|---|---|---|---|




## FINISHED TYPICAL SECTION

HIGH COURT
STA 5'HC'+21.91 TO STA 7'HC'+00.00




## FINISHED TYPICAL SECTION

PEDESTRIAN TRAIL CONNECTION
STA 5'P'+00.00 TO STA 6'P'+95.09

(A) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.30 AND EROSION MAT URBAN CLASS I TYPE A

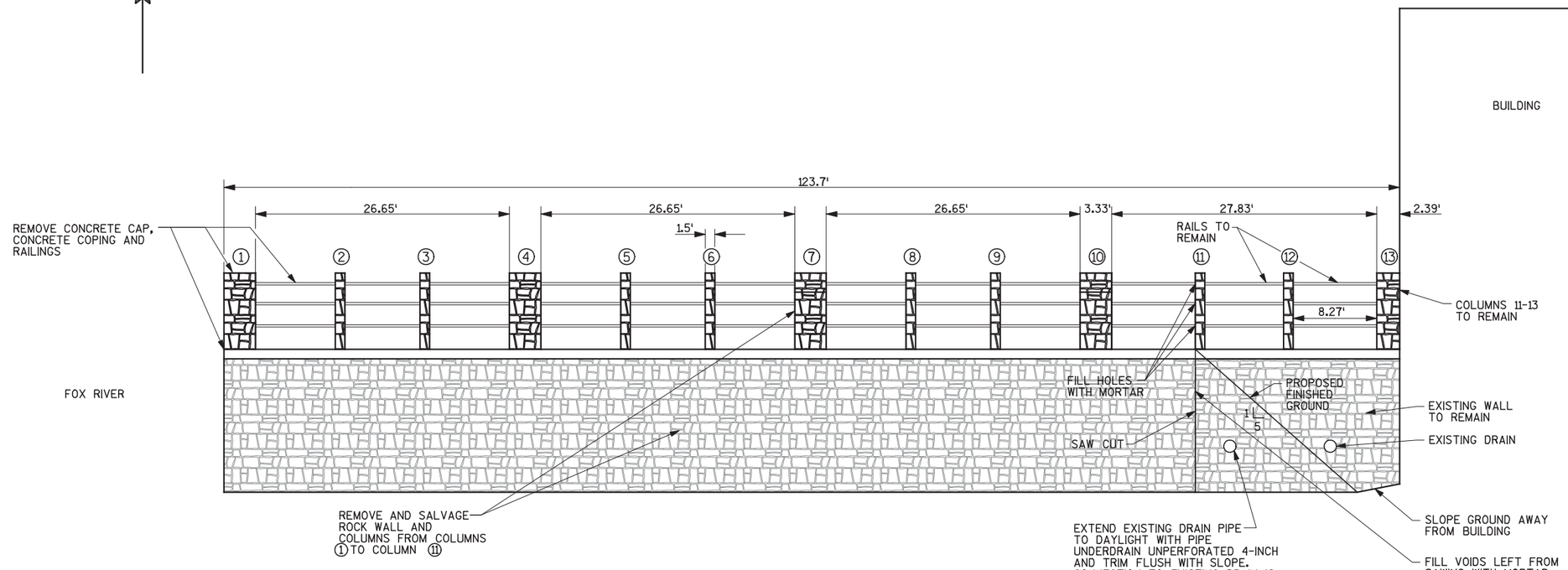
(B) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.40 AND MULCHING

(LC) LATERAL CLEARANCE

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TYPICAL SECTIONS | SHEET 27 | E |
|---|---|---|---|---|---|

2

N



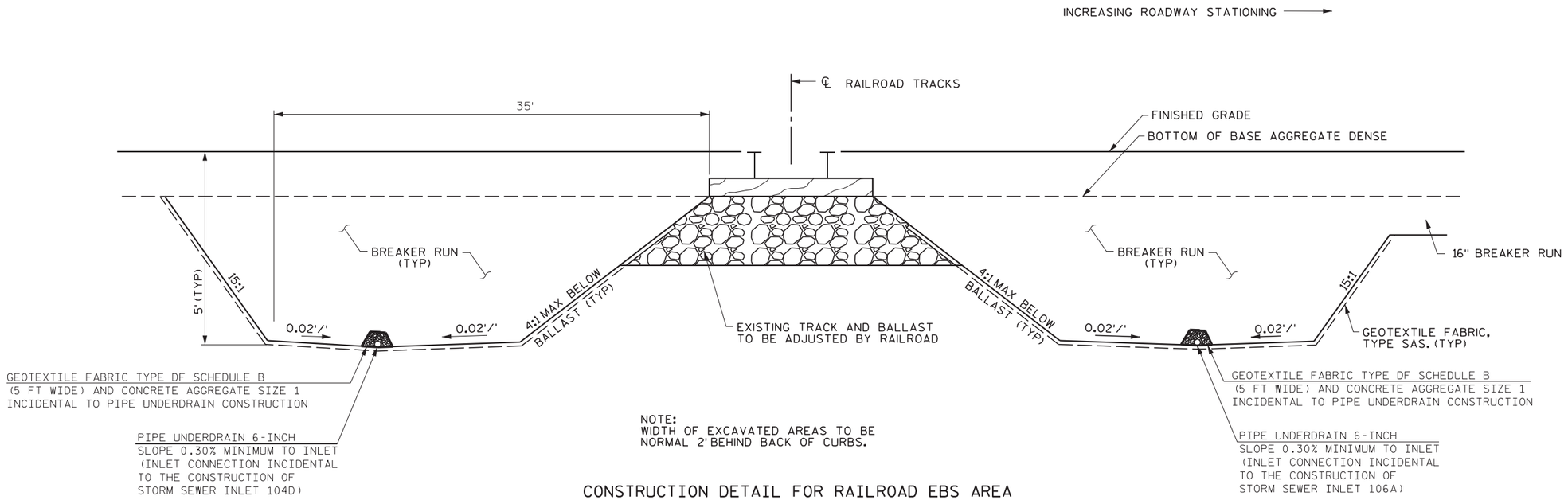

## EXISTING ROCK RETAINING WALL

STA 210'H'+18 - STA 211'H'+16

NOTE: NOT TO SCALE

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CONSTRUCTION DETAILS | SHEET 28 | E |
|---|---|---|---|---|---|

2

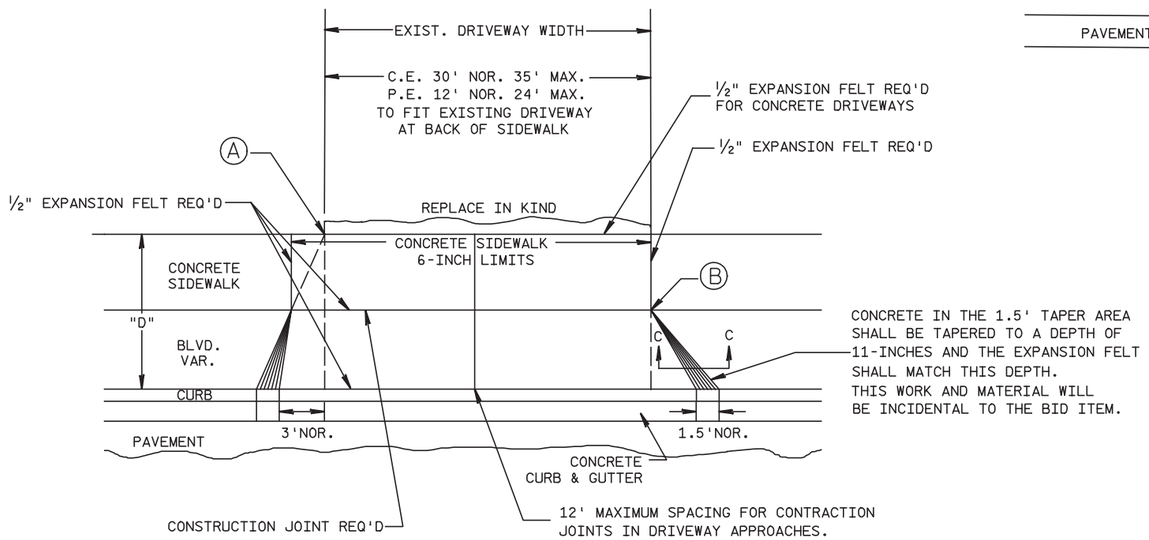



NOTE:
WIDTH OF EXCAVATED AREAS TO BE NORMAL 2' BEHIND BACK OF CURBS.

## CONSTRUCTION DETAIL FOR RAILROAD EBS AREA

STA 104'BEB'+63.00 - STA 106'BEB'+58.00

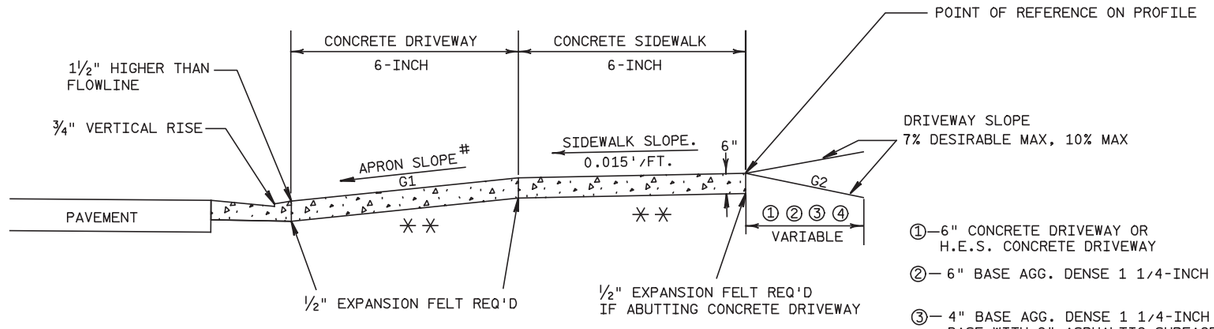
# DRIVEWAY ENTRANCE DETAIL WITH SIDEWALK, CURB & GUTTER




## PLAN VIEW

Ⓐ WHEN "D" IS 13' OR LESS, ALIGN TAPER WITH BACK OF SIDEWALK

Ⓑ WHEN "D" IS GREATER THAN 13', ALIGN TAPER WITH FRONT OF SIDEWALK




## TYPICAL SIDEWALK SECTION

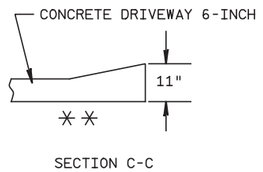
✳✳ = 6" BASE AGG. DENSE 1 1/4-INCH REQ'D UNDER CONCRETE DRWY

\# 

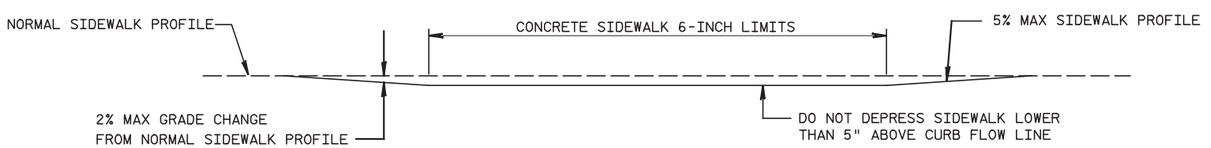
| TERRACE WIDTH | APRON SLOPE (G1) MIN % | DESIRABLE % | MAX % |
|---|---|---|---|
| 3 FT | 7.0 | 8.5 | 9.0 |
| 4 FT | 5.0 | 7.0 | 9.0 |
| 5 FT | 4.0 | 7.0 | 9.0 |
| 6 FT | 4.0 | 7.0 | 9.0 |
| 7 FT | 3.5 | 7.0 | 9.0 |
| 8 FT | 3.0 | 7.0 | 9.0 |

NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G1 & G2 TO NOT EXCEED 15%

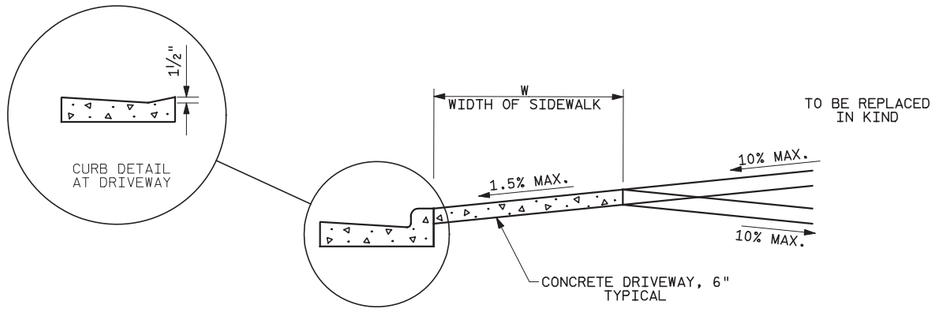
DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAX SLOPE



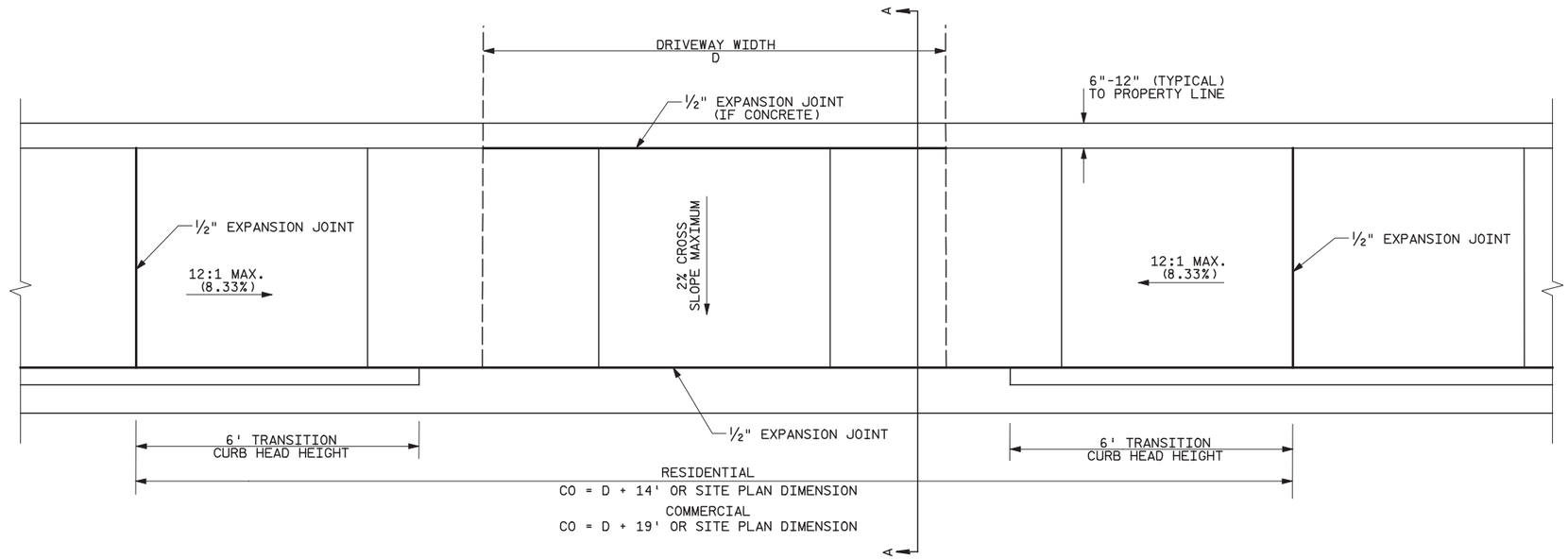

SECTION C-C




## DEPRESSED SIDEWALK PROFILE DETAIL

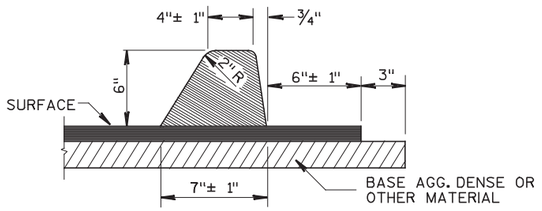



SECTION A-A

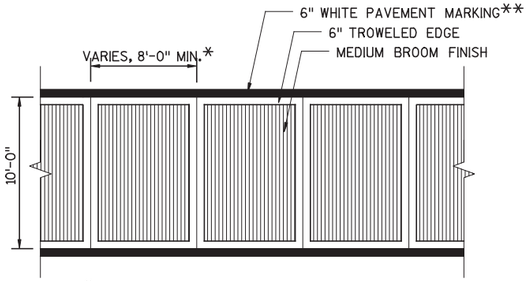



PLAN VIEW

## URBAN DRIVEWAY SIDEWALK ADJACENT TO CURB

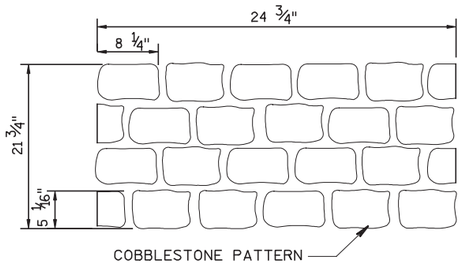



## ASPHALTIC CURB

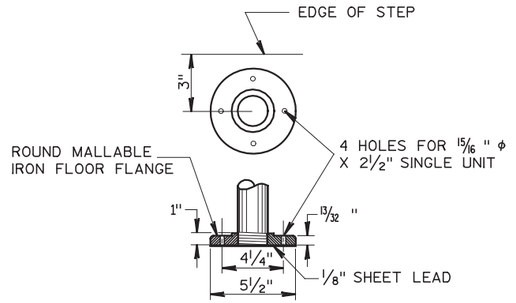



* DETERMINE JOINT SPACING IN THE FIELD
** WORK TO BE COMPLETED BY OTHERS

## BROOM FINISH CONCRETE PAVEMENT CROSSWALK




## STAMPED COLORED CONCRETE SIDEWALK 4-INCH




FLANGE DETAIL

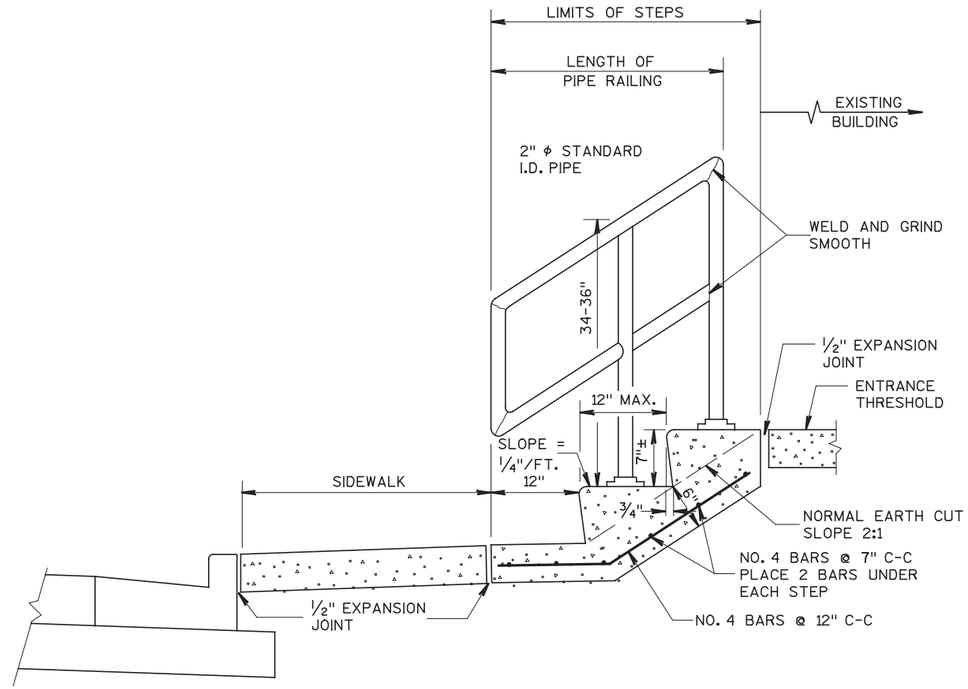
NOTE:

THE EXACT LOCATION, WIDTHS, & NUMBER OF STEPS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

STEEL REINFORCEMENT AND ANODIZED BLACK PIPE RAILING NOT REQUIRED ON STEPS WITH 2 RISERS OR LESS.

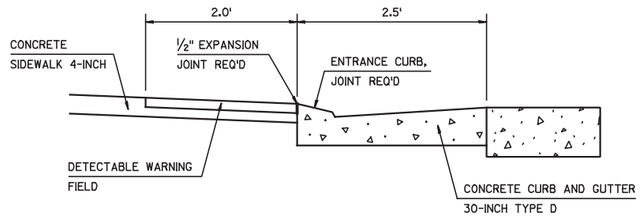
MINIMUM WIDTH OF STEP EQUALS 4 FEET.

RAILING TO BE PLACED ON LEFT ASCENDING SIDE OF STEPS ONLY.

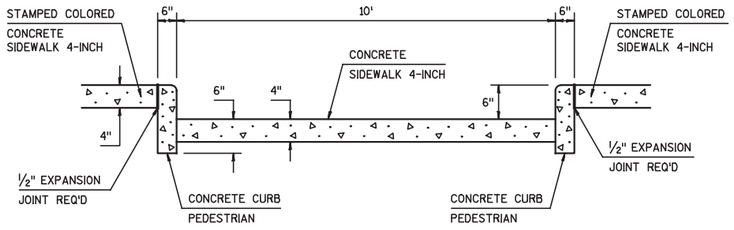



## CONCRETE STEPS DETAIL

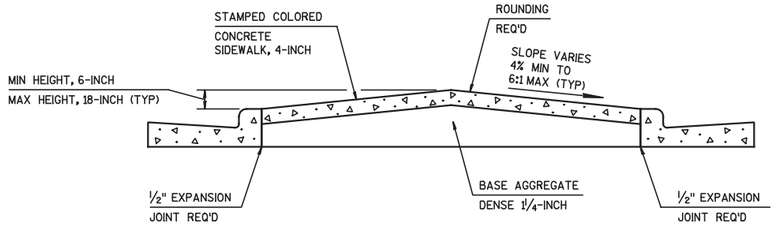
STA 211'H'+66, 30' RT
STA 211'H'+79, 30' RT
STA 212'H'+08, 30' RT
STA 212'H'+15, 30' RT
STA 505'MNB'+50, 31' LT
STA 505'MNB'+92, 31' LT



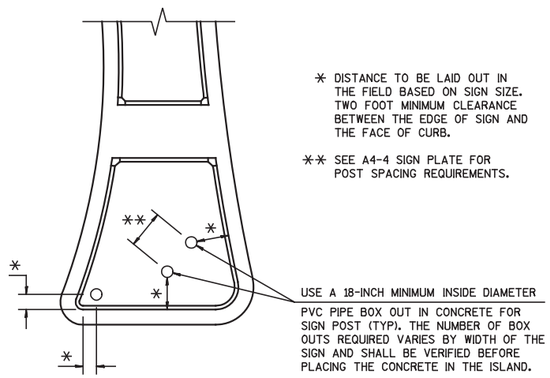

SECTION A-A




SECTION B-B




SECTION C-C




* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB.

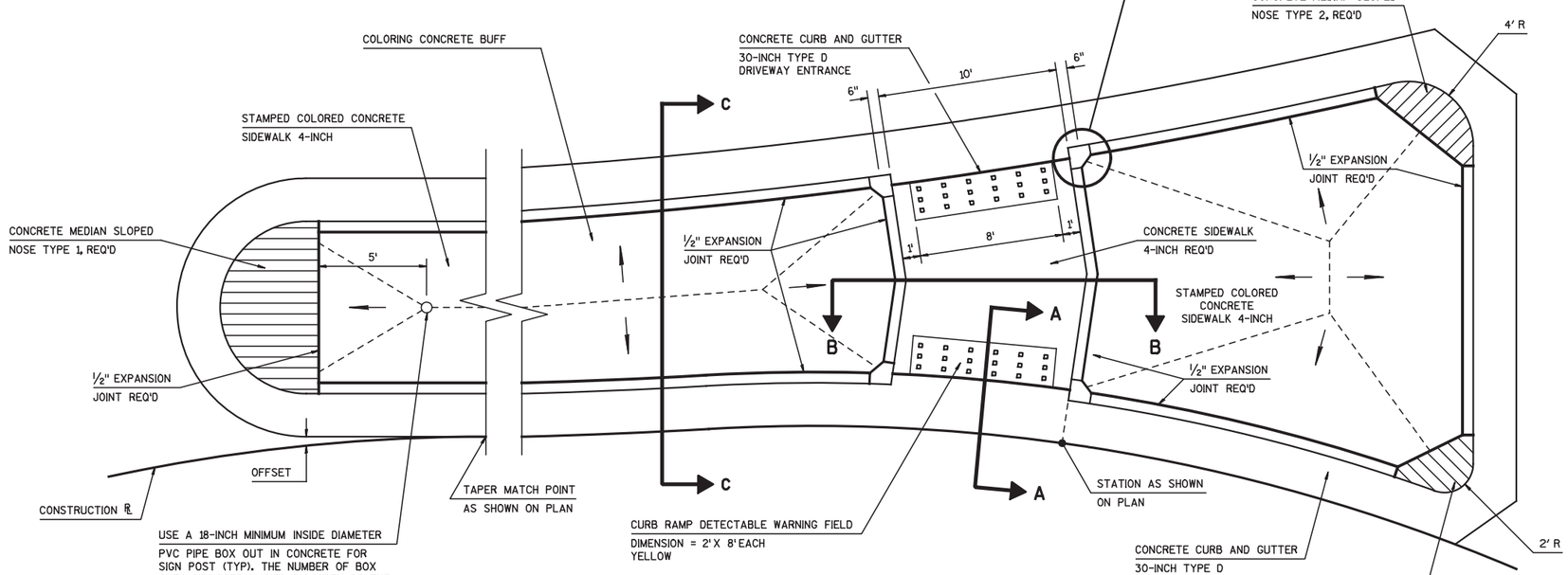
** SEE A4-4 SIGN PLATE FOR POST SPACING REQUIREMENTS.

USE A 18-INCH MINIMUM INSIDE DIAMETER PVC PIPE BOX OUT IN CONCRETE FOR SIGN POST (TYP). THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND.

ISLAND SIGN LOCATION DETAIL (TYP)

NOTIFY THE REGIONAL TRAFFIC UNIT AT 920-492-5653 A MINIMUM OF TWO WEEKS PRIOR TO THE NEED FOR SIGN PLACEMENT TO ALLOW FOR STAKING OF ANY PERMANENT SIGNING REQUIRED ON THE PROJECT.



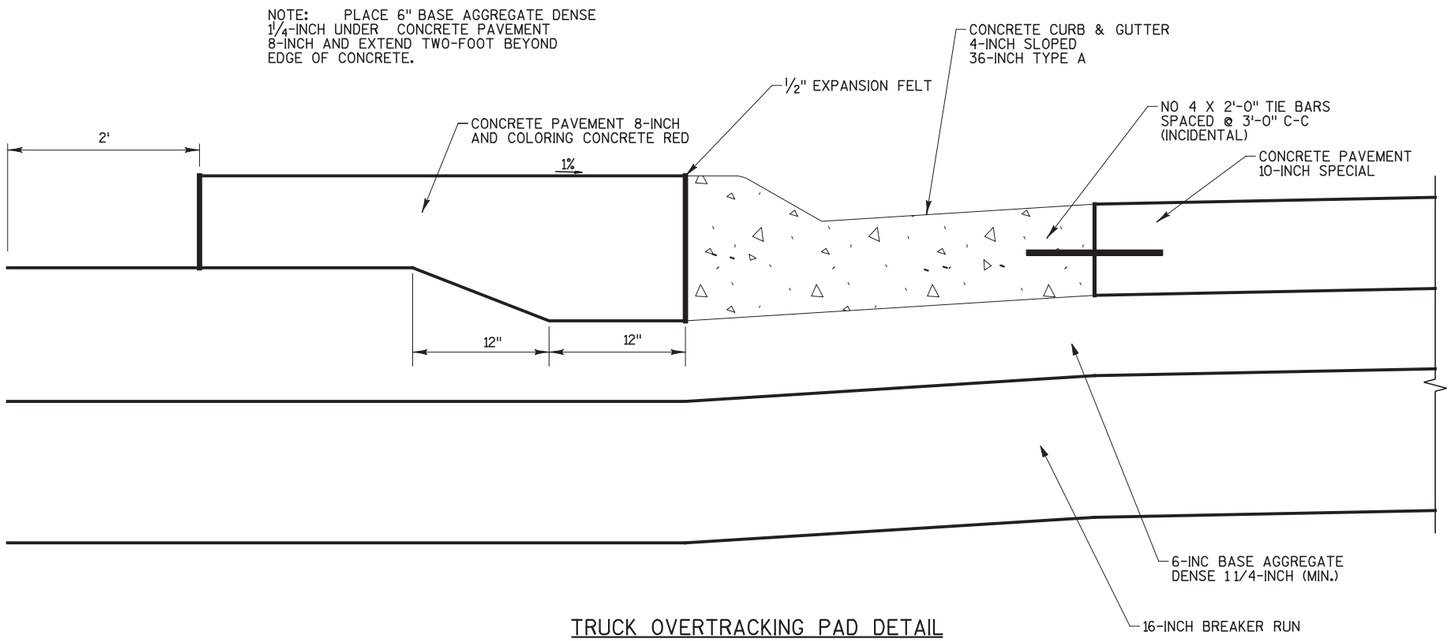

NOTE: INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

DRAINAGE BREAK POINT

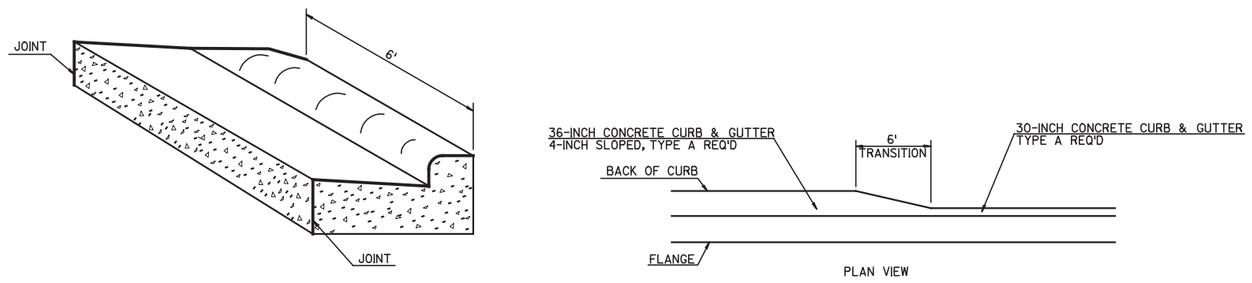
DIRECTION OF DRAINAGE

SPLITTER ISLAND DETAIL

2

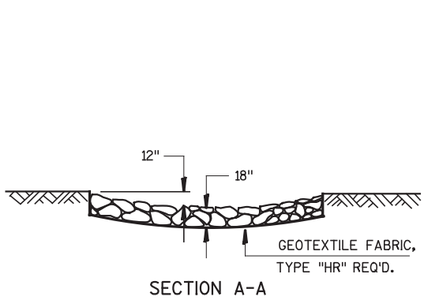



TRUCK OVERTRACKING PAD DETAIL

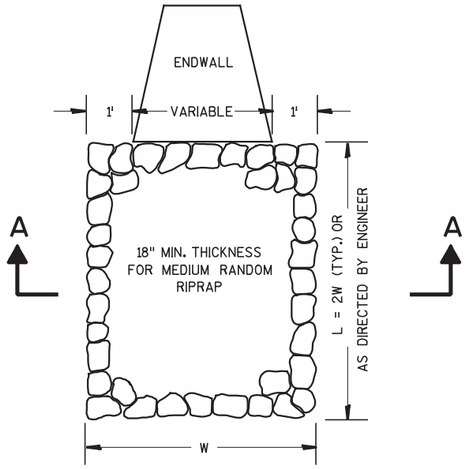



CONCRETE CURB & GUTTER TRANSITION DETAILS

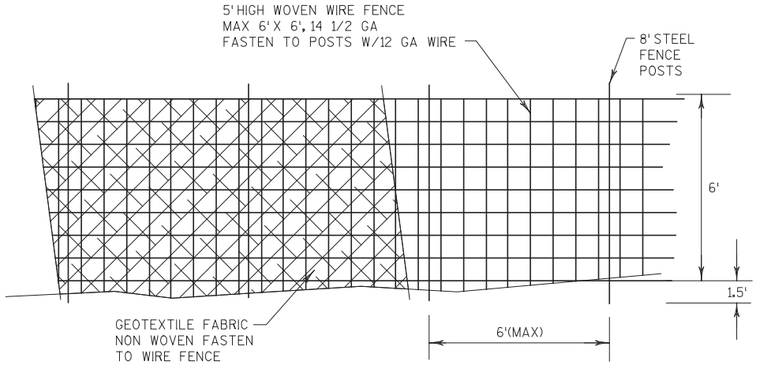
36-INCH CONCRETE CURB & GUTTER, 4-INCH SLOPED, TYPE A TO 30-INCH CONCRETE CURB & GUTTER, TYPE A (TO BE MEASURED AND PAID FOR AS 36-INCH CONCRETE CURB & GUTTER, 4-INCH SLOPED, TYPE A)

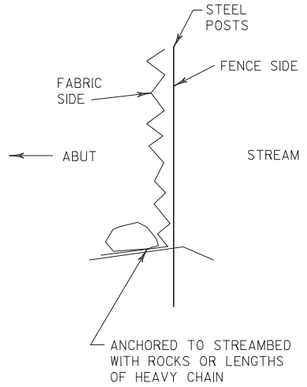



SECTION A-A

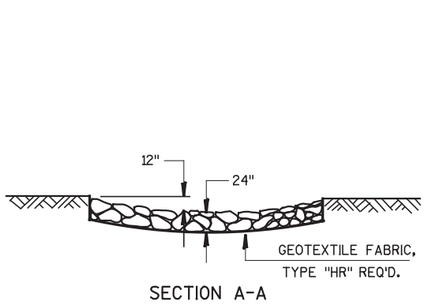



## MEDIUM RANDOM RIPRAP TREATMENT AT CULVERTS

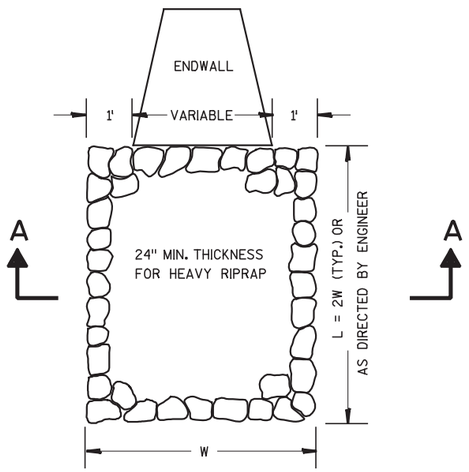


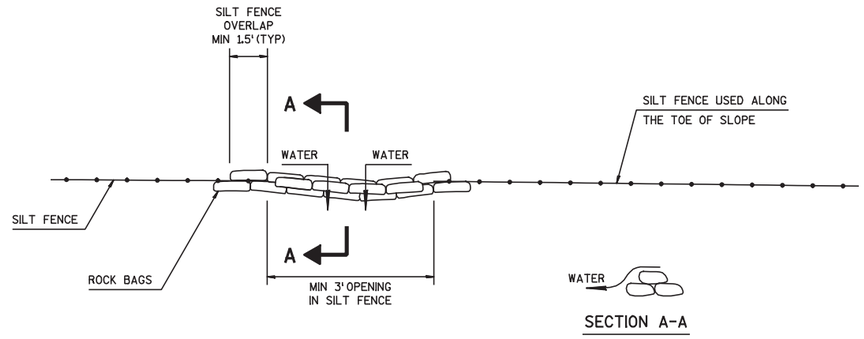

## HEAVY DUTY SILT FENCE




SECTION A-A




## HEAVY RIPRAP TREATMENT AT CULVERTS



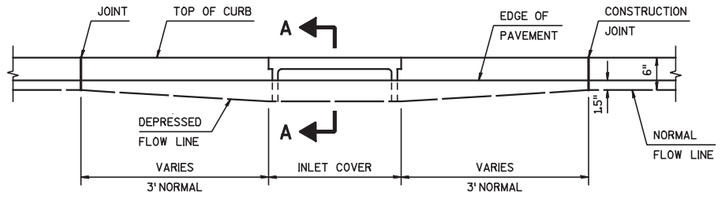

SECTION A-A

TOP VIEW

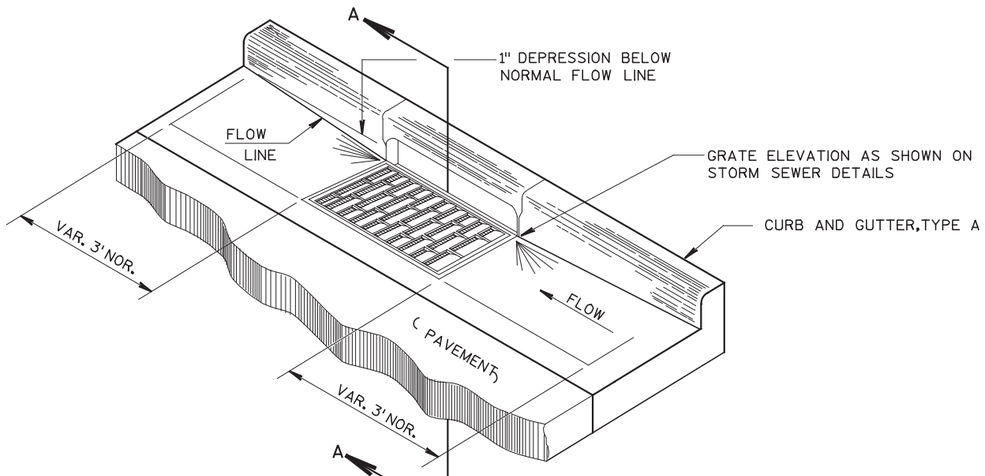
## ROCK BAGS USED FOR SILT FENCE RELIEF DETAIL

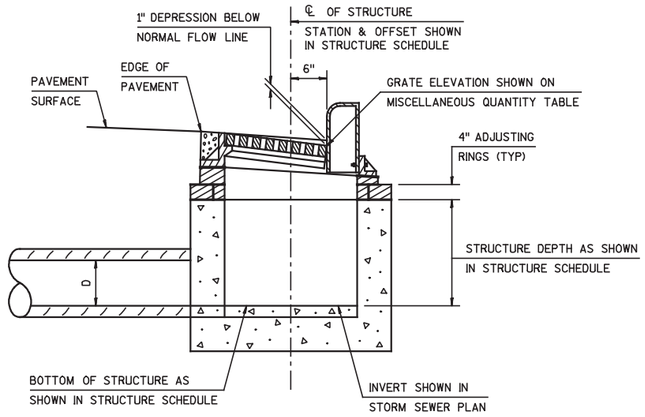
PAID AS ROCK BAGS

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CONSTRUCTION DETAILS | SHEET 35 | E |
|---|---|---|---|---|---|



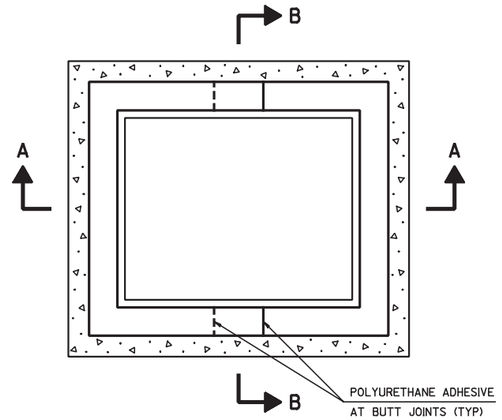

ELEVATION



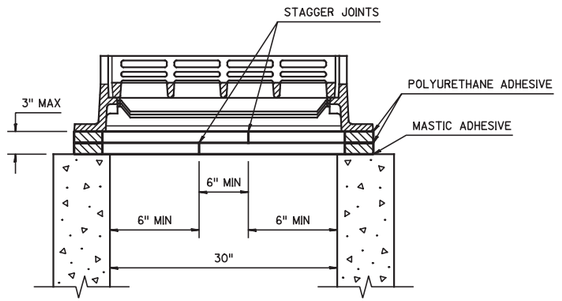

SECTION A-A

DETAIL OF CURB AND GUTTER AT INLETS

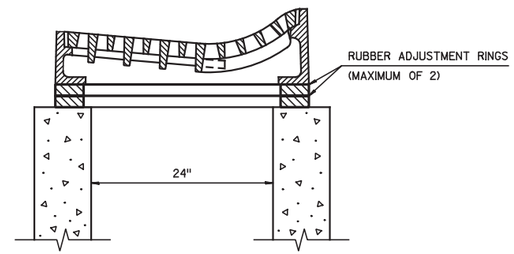



PLAN VIEW

NOTE: ALL CUTS MADE TO RUBBER ADJUSTMENT RINGS WILL BE PERPENDICULAR AND PROVIDE A TIGHT JOINT.

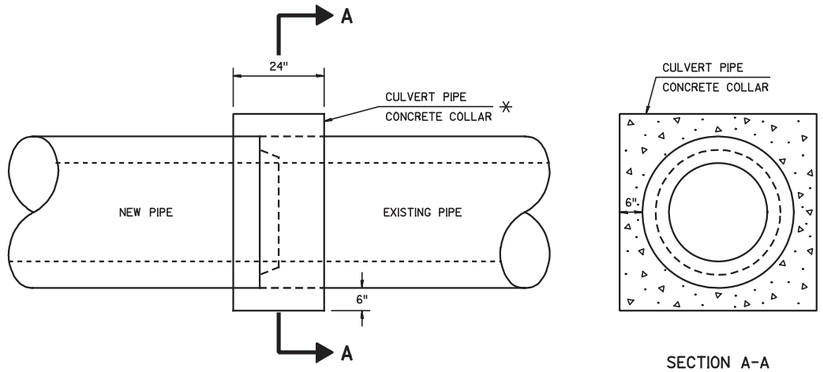



SECTION A-A




SECTION B-B

RUBBER RING CUTTING DETAIL FOR INLETS 2X2.5-FT





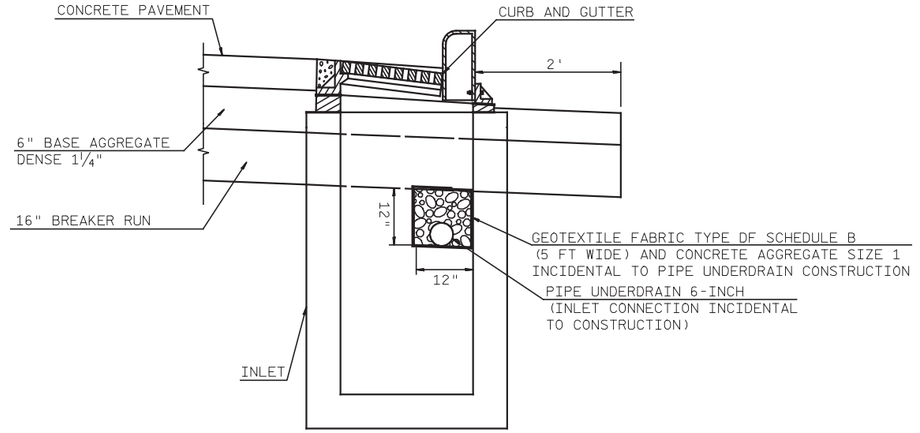


SECTION A-A

* SHES CONCRETE REQUIRED FOR CONCRETE COLLARS USED AS PERMANENT CONNECTION OF CULVERT PIPES UNDER PAVEMENT.

## CONCRETE COLLAR DETAIL

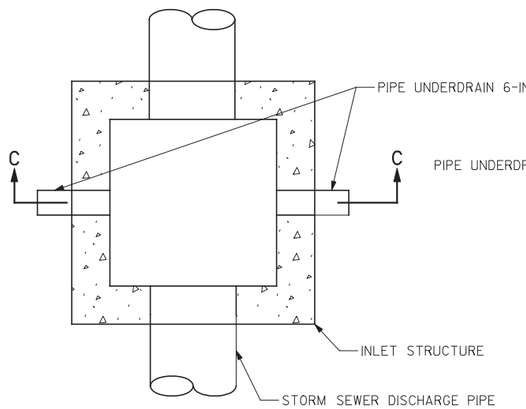
(SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS)



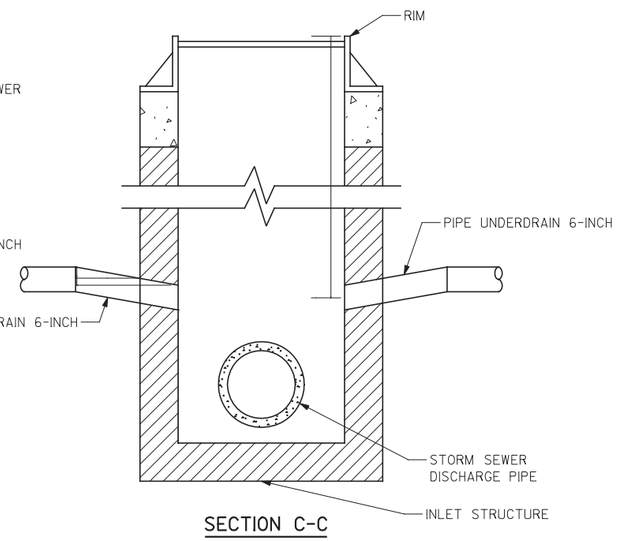

## DETAIL FOR PIPE UNDERDRAIN AND INLET CONNECTIONS

### NOTES

1. CONNECTIONS TO INLETS OR MANHOLES IN MEDIAN SHALL USE PIPE UNDERDRAIN, 6-INCH.
2. PROVIDE TWO 6" DIA. OPENINGS FOR UNDERDRAIN PIPE A MINIMUM OF 44" BELOW THE RIM ELEVATION.
3. SEE TYPICAL SECTIONS, CONSTRUCTION DETAILS, AND STORM SEWER PLANS FOR PIPE UNDERDRAIN LOCATIONS.



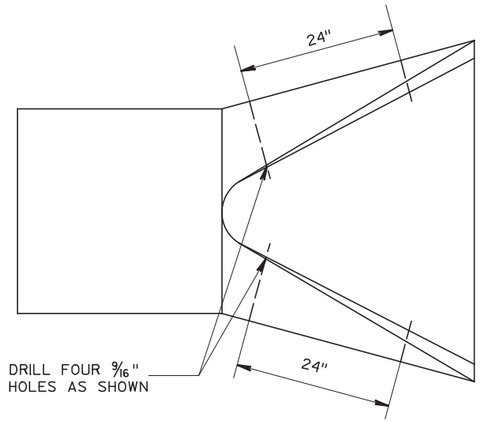

PLAN VIEW

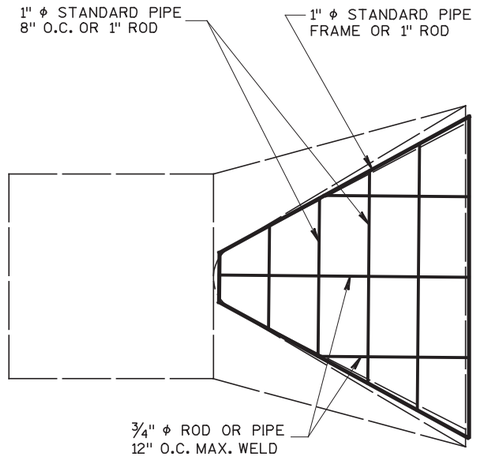



SECTION C-C

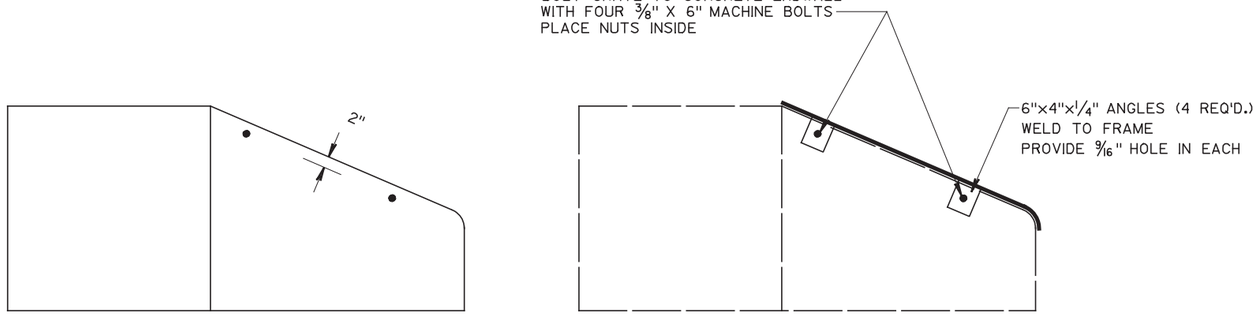
## UNDERDRAIN OUTFALL AT INLET

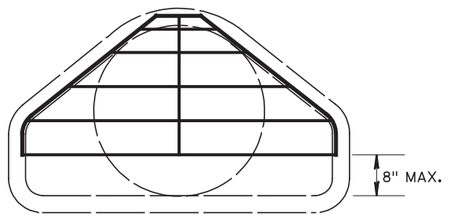
2



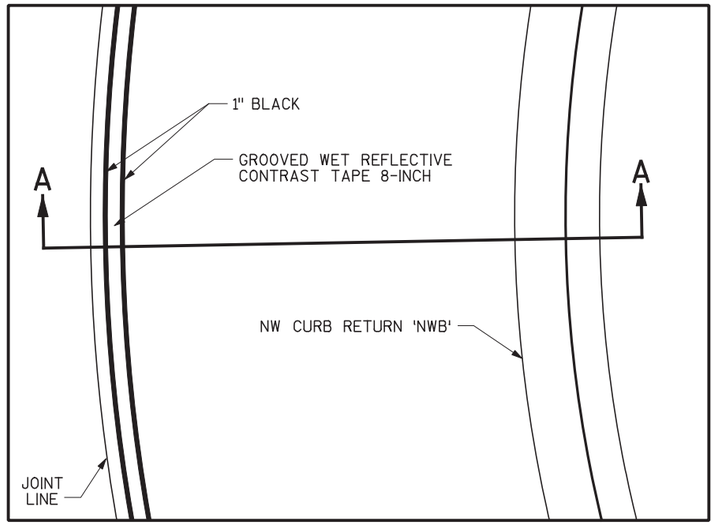




AT EACH PIPE

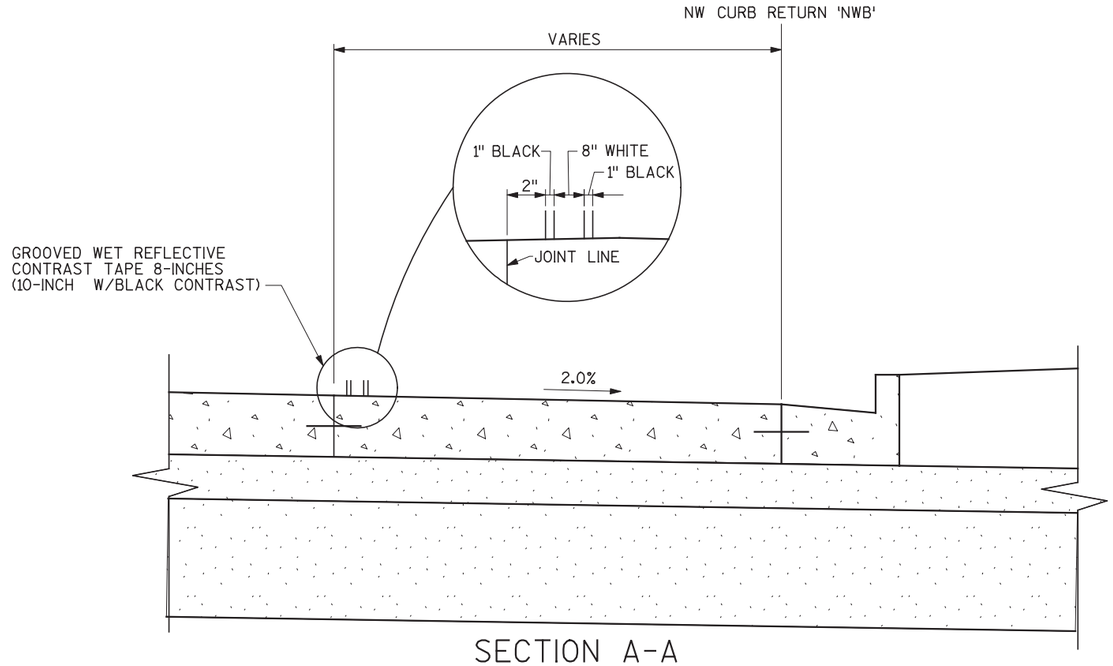


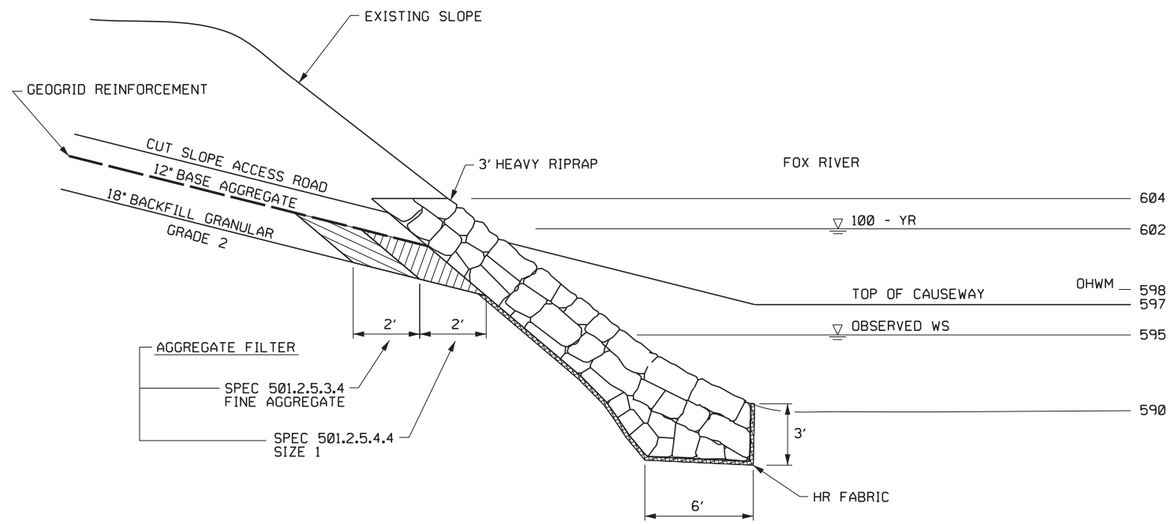

## PIPE GRATE DETAIL




TURNER STREET ROUNDABOUT
RIGHT TURN LANE MARKING DETAIL




SECTION A-A

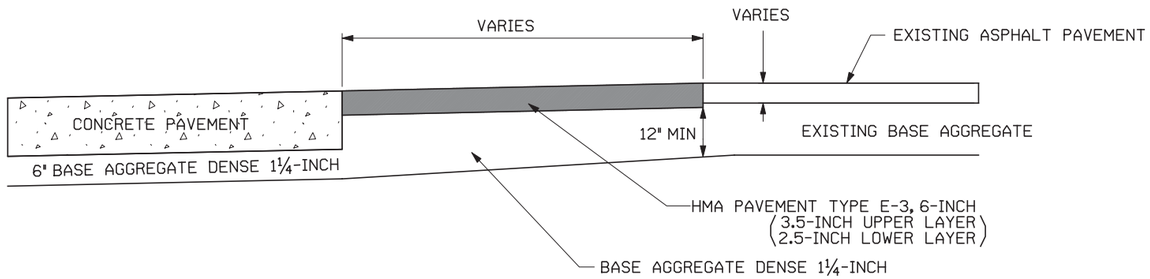



HEAVY RIPRAP AT CAUSEWAY ACCESS LOCATIONS

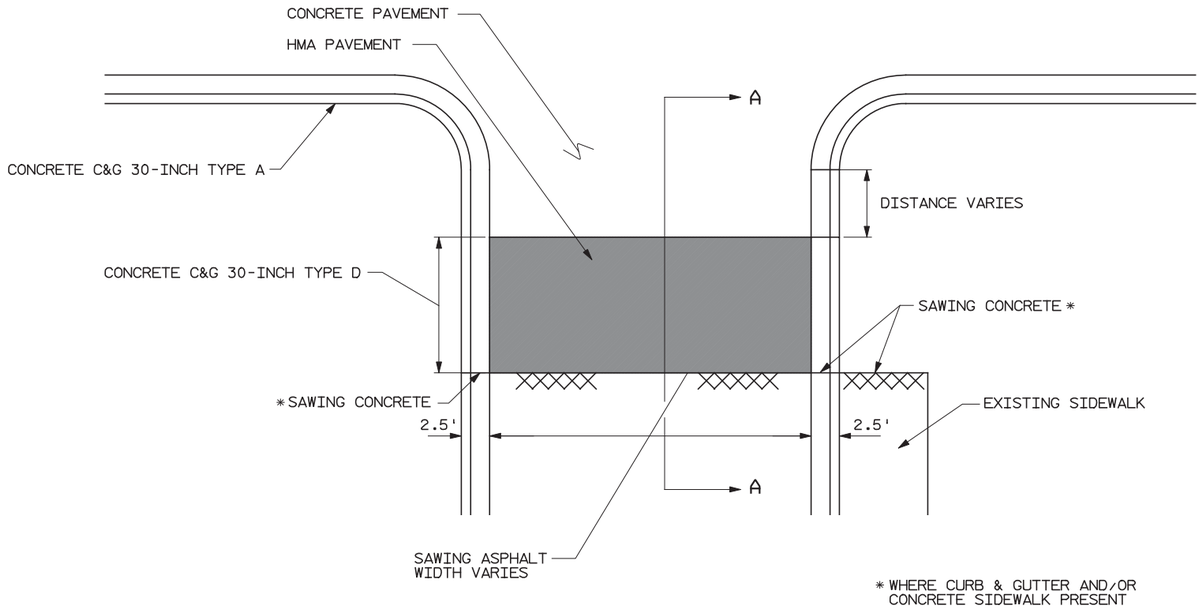
NOTES:

1. PLACE HEAVY RIPRAP AND HR FABRIC ALONG THE BANK OF THE FOX RIVER AT CAUSEWAY ACCESS LOCATIONS PRIOR TO CONSTRUCTING CAUSEWAY.
2. HEAVY RIPRAP PLACED ALONG THE RIVER BANK SHALL REMAIN AFTER CAUSEWAYS ARE REMOVED AS SHOWN IN THE CONSTRUCTION DETAIL.
3. PLACE 18 INCHES OF BACKFILL GRANULAR TO PROVIDE DRAINAGE FOR EXISTING NATURAL DRAINAGE LAYERS THAT MAY BE INTERCEPTED DURING THE EXCAVATION OF THE TEMPORARY CONSTRUCTION ACCESS ROAD.
4. INSTALLED 18-INCH BACKFILL GRANULAR LAYER IS TO REMAIN BELOW THE FILL OF THE RESTORED SLOPES.

2




SECTION A-A




PLAN VIEW

BUTT JOINT DETAIL

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CONSTRUCTION DETAILS | SHEET 41 | E |
|---|---|---|---|---|---|

## GENERAL NOTES

THE EXACT LOCATION OF THE ELECTRICAL METER SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. ADJUST ALL LOCATIONS AROUND SITE CONDITIONS INCLUDING TOPOGRAPHY AND UTILITIES.

CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE THE ELECTRICAL SERVICE LATERAL WILL APPROACH.

CONTRACTOR MUST PROVIDE UTILITY APPROVED METER SOCKET AND INSTALL PER UTILITY AND MANUFACTURER'S REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

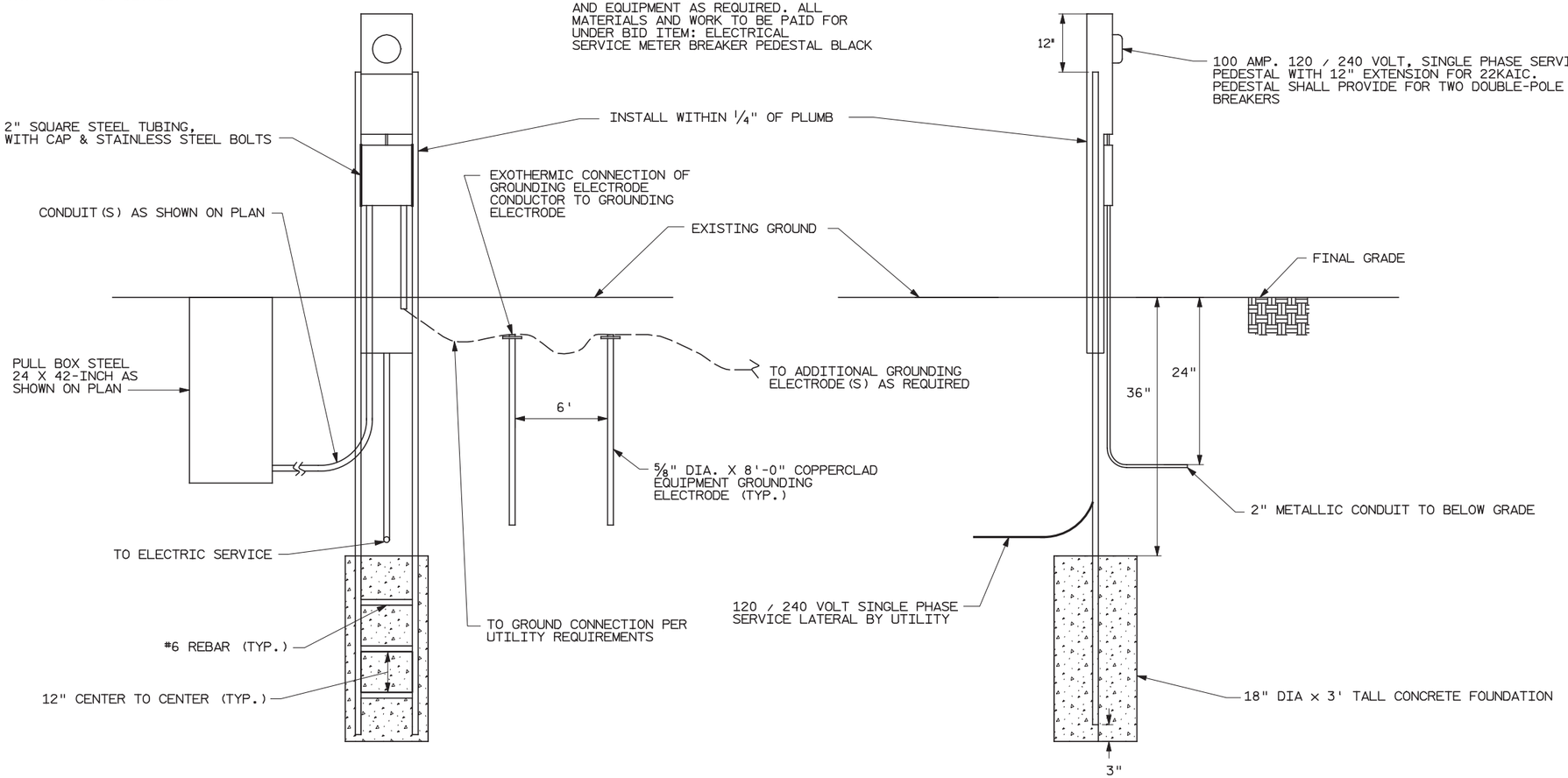
IF MORE THAN TWO GROUNDING ELECTRODES ARE REQUIRED, THE DISTANCE APART SHALL BE 6-FEET OR PER LOCAL UTILITY REGULATIONS.

ALL MOUNTING CHANNEL AND HARDWARE SHALL BE STAINLESS STEEL.

COORDINATE THE LAYOUT AND INSTALLATION OF ALL EQUIPMENT SHOWN WITH WISDOT NORTHEAST REGION AND THE UTILITY. THE LOCATION AND ARRANGEMENT OF ALL EQUIPMENT SHOWN IS APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD.

SEE STANDARD DETAIL DRAWING "CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)" FOR ADDITIONAL INFORMATION NOT SHOWN ON THIS DETAIL.

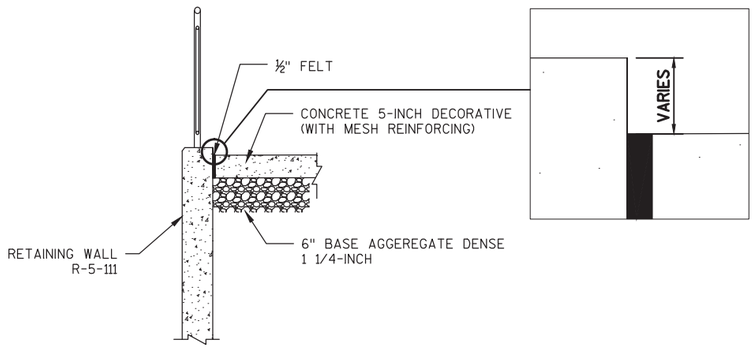
TOP VIEW




**ELECTRICAL SERVICE METER BREAKER PEDESTAL BLACK**

NOT TO SCALE

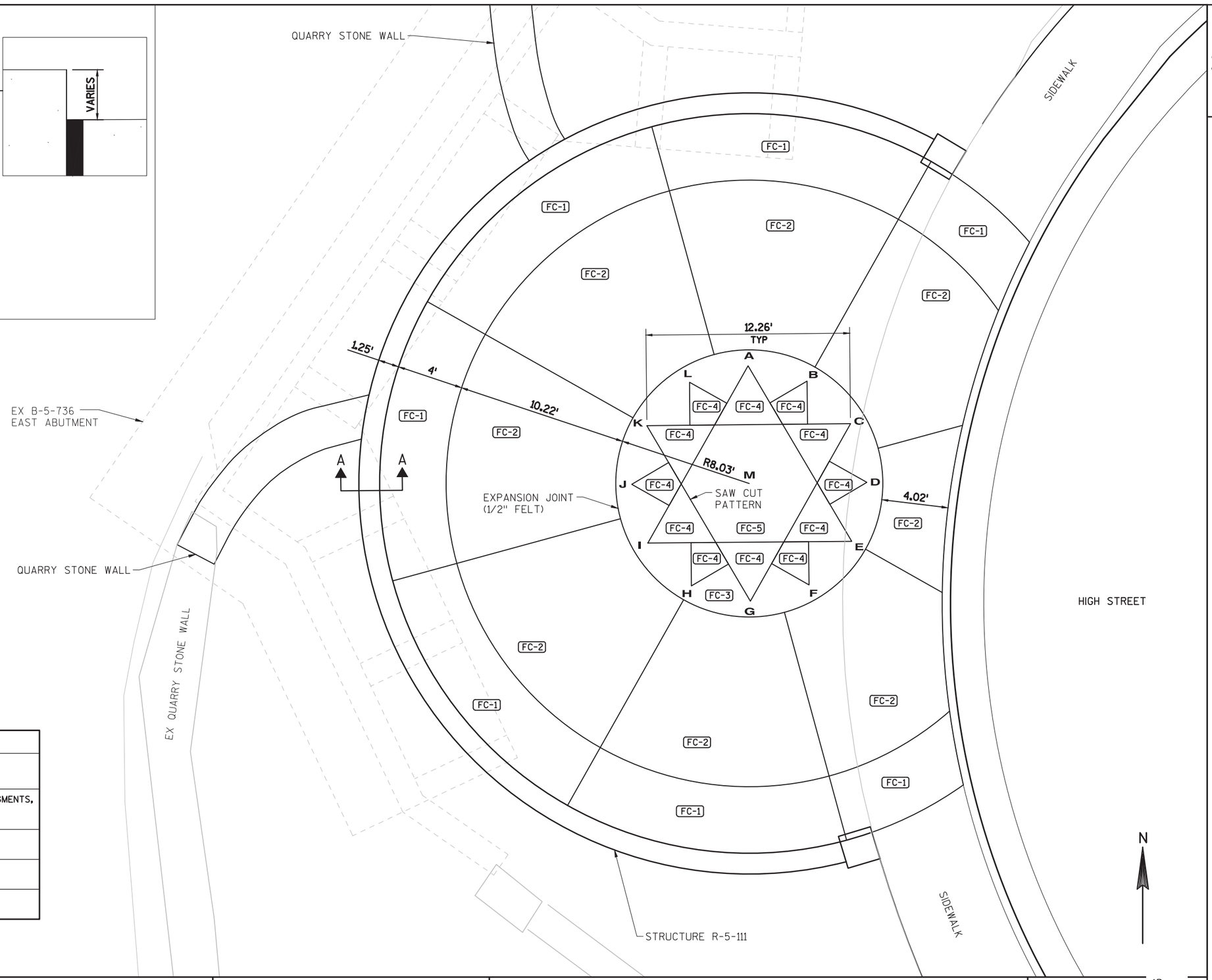
| PROJECT NO: 4095-10-71 | HWY: STH 96 | COUNTY: BROWN | CONSTRUCTION DETAILS | SHEET 42 | E |
|---|---|---|---|---|---|




SECTION A-A

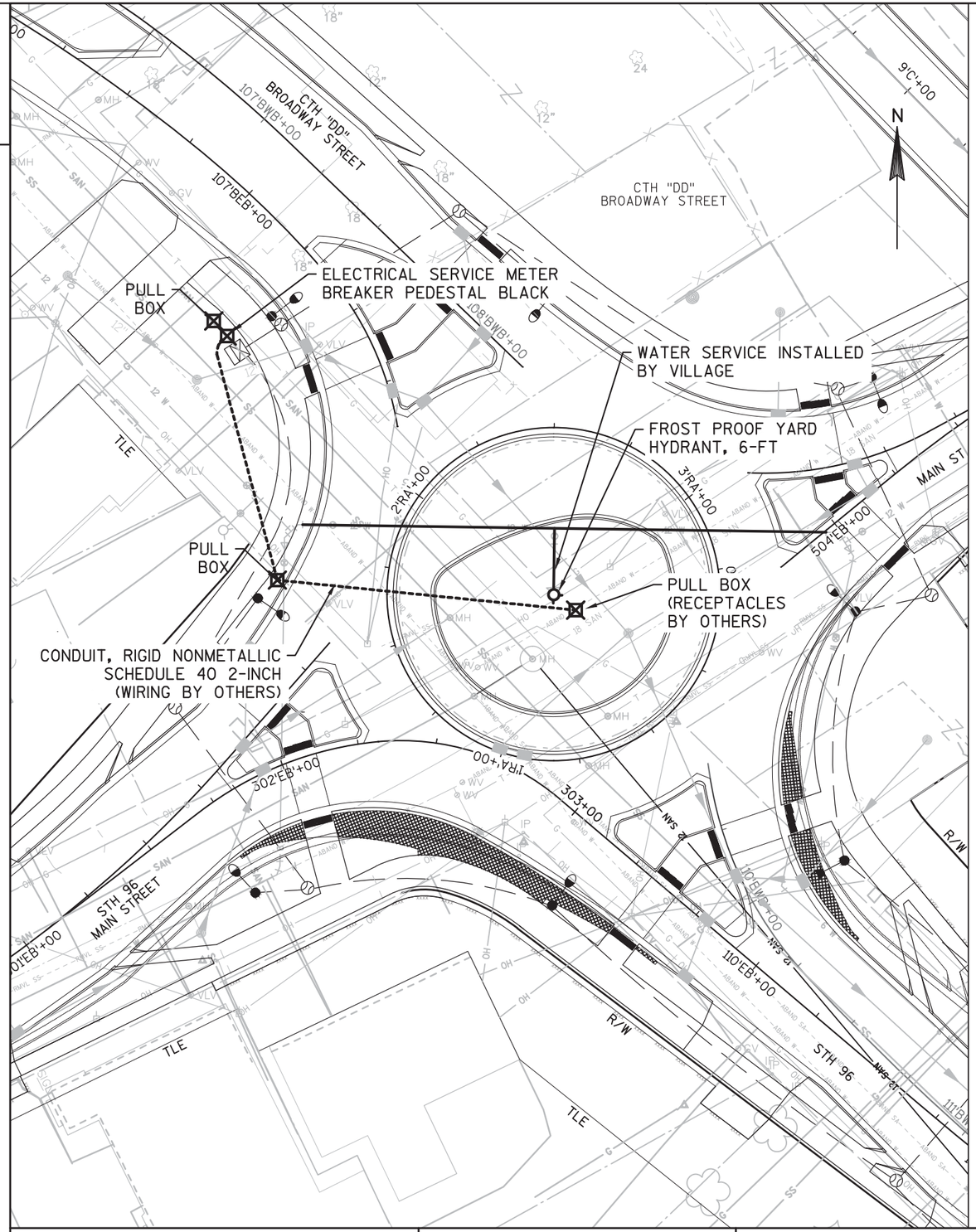
| Point Table | | |
|---|---|---|
| Point # | Northing | Easting |
| A | 498572.0290 | 60737.2334 |
| B | 498571.1148 | 60740.7808 |
| C | 498568.5493 | 60743.3959 |
| D | 498565.0200 | 60744.3780 |
| E | 498561.4725 | 60743.4638 |
| F | 498558.8574 | 60740.8983 |
| G | 498557.8754 | 60737.3690 |
| H | 498558.7896 | 60733.8215 |
| I | 498561.3745 | 60731.1950 |
| J | 498564.9070 | 60730.2242 |
| K | 498568.4318 | 60731.1386 |
| L | 498571.0469 | 60733.7041 |
| M | 498564.9522 | 60737.3012 |

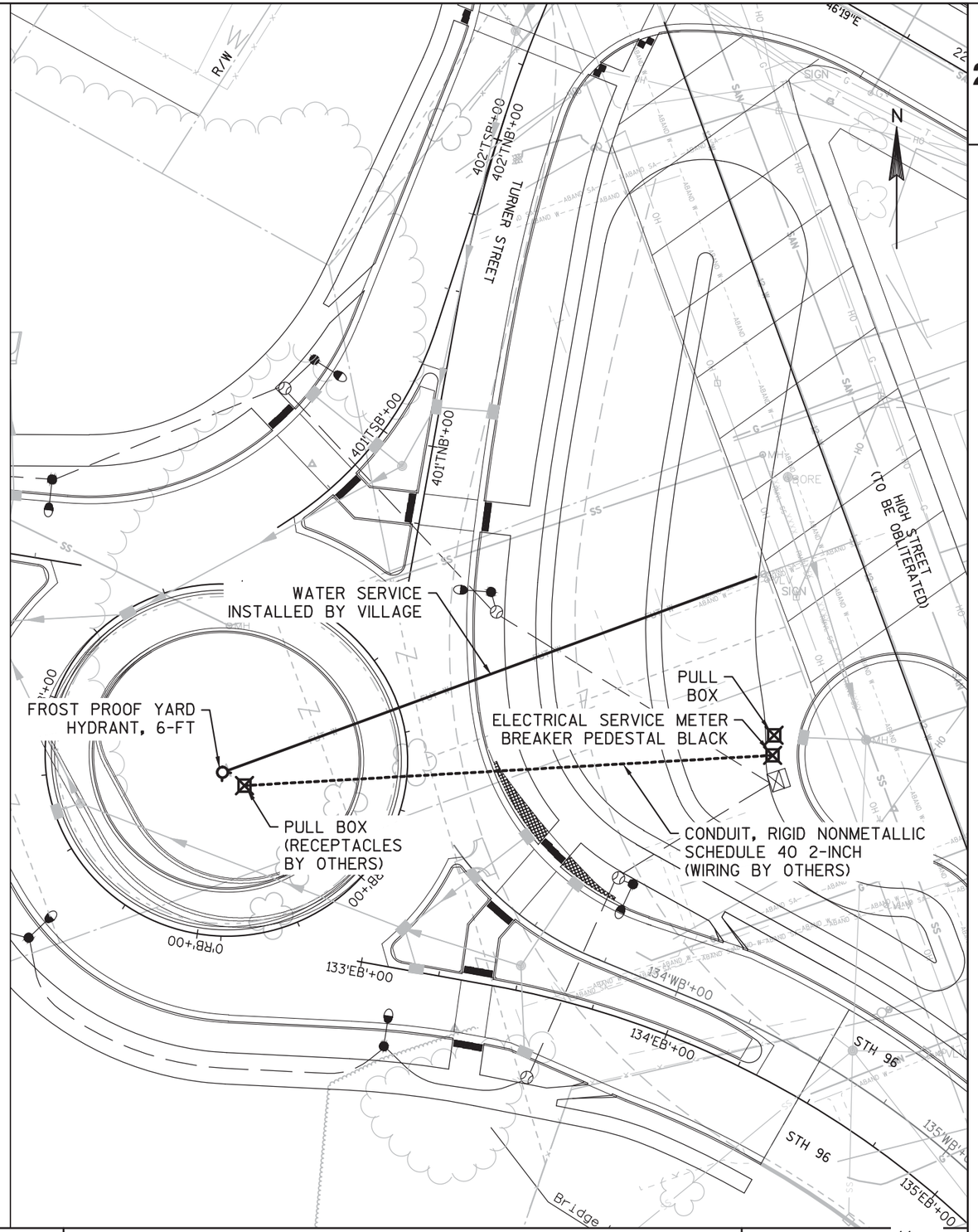
| NAME | DESCRIPTION |
|---|---|
| FC-1 | FULL DEPTH INTEGRAL COLOR (FEDERAL COLOR 20252 (REDDISH BROWN)) |
| FC-2 | PAVING TO BE DIVIDED INTO EIGHT EQUAL SEGMENTS, FULL DEPTH INTEGRAL COLOR (FEDERAL COLOR 30450 (BUFF)) |
| FC-3 | CHEMICAL ETCHED STAIN COLOR (FEDERAL COLOR 30340 (TAN)) |
| FC-4 | CHEMICAL ETCHED STAIN COLOR (FEDERAL COLOR 20252 (REDDISH BROWN)) |
| FC-5 | CHEMICAL ETCHED STAIN COLOR (BUFF) (FEDERAL COLOR 30450 (BUFF)) |






FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0210XX_CD_R-05-111.DWG PLOT DATE : 3/22/2014 11:13 AM PLOT BY : JOEL DOBBERPUHL PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 44



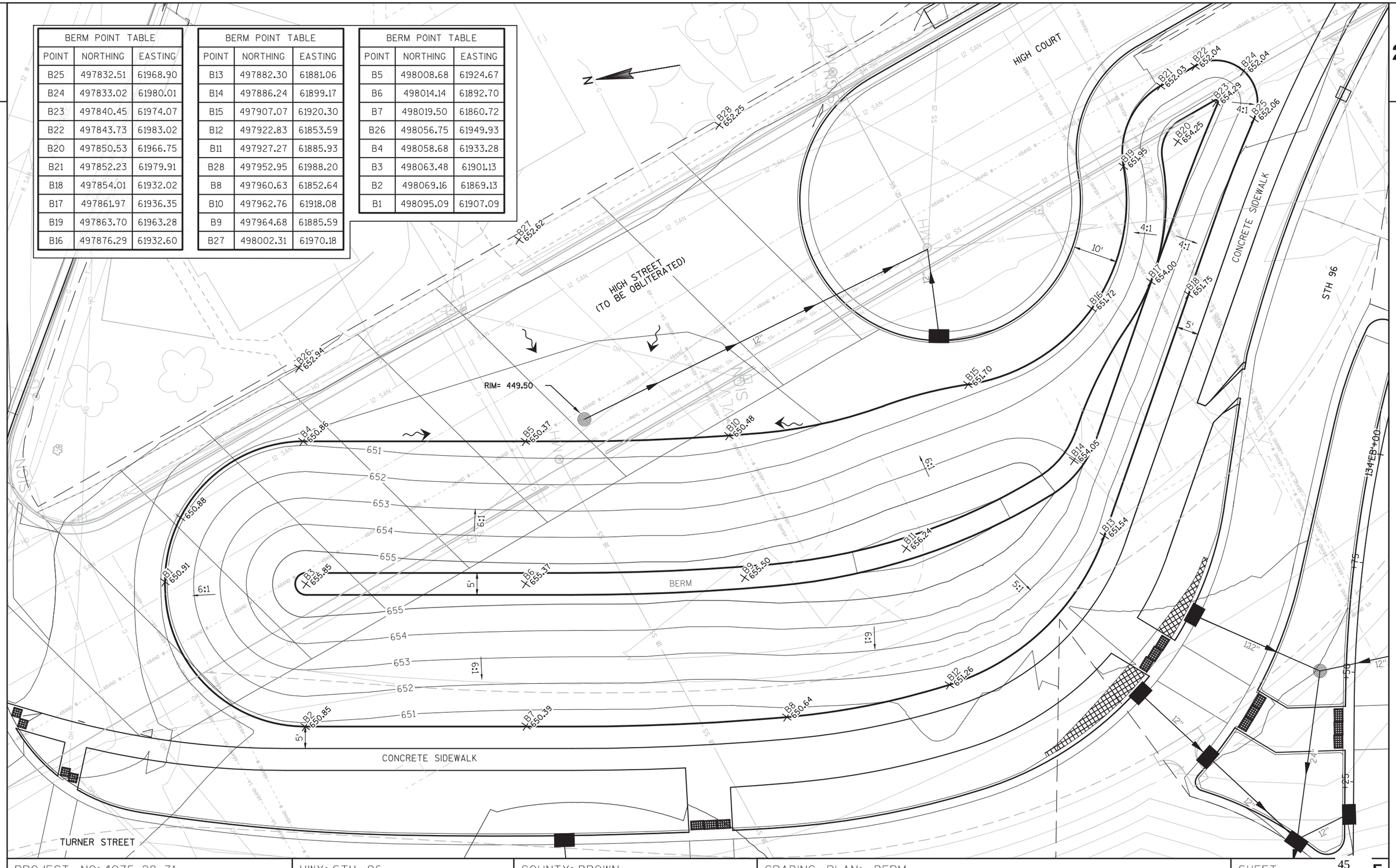

2

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | | CONSTRUCTION DETAIL: MUNICIPAL SERVICE LINES | SHEET 44 E |
|---|---|---|---|---|---|

| BERM POINT TABLE | | |
|---|---|---|
| POINT | NORTHING | EASTING |
| B25 | 497832.51 | 61968.90 |
| B24 | 497833.02 | 61980.01 |
| B23 | 497840.45 | 61974.07 |
| B22 | 497843.73 | 61983.02 |
| B20 | 497850.53 | 61966.75 |
| B21 | 497852.23 | 61979.91 |
| B18 | 497854.01 | 61932.02 |
| B17 | 497861.97 | 61936.35 |
| B19 | 497863.70 | 61963.28 |
| B16 | 497876.29 | 61932.60 |

| BERM POINT TABLE | | |
|---|---|---|
| POINT | NORTHING | EASTING |
| B13 | 497882.30 | 61881.06 |
| B14 | 497886.24 | 61899.17 |
| B15 | 497907.07 | 61920.30 |
| B12 | 497922.83 | 61853.59 |
| B11 | 497927.27 | 61885.93 |
| B28 | 497952.95 | 61988.20 |
| B8 | 497960.63 | 61852.64 |
| B10 | 497962.76 | 61918.08 |
| B9 | 497964.68 | 61885.59 |
| B27 | 498002.31 | 61970.18 |

| BERM POINT TABLE | | |
|---|---|---|
| POINT | NORTHING | EASTING |
| B5 | 498008.68 | 61924.67 |
| B6 | 498014.14 | 61892.70 |
| B7 | 498019.50 | 61860.72 |
| B26 | 498056.75 | 61949.93 |
| B4 | 498058.68 | 61933.28 |
| B3 | 498063.48 | 61901.13 |
| B2 | 498069.16 | 61869.13 |
| B1 | 498095.09 | 61907.09 |




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | GRADING PLAN: BERM | SHEET 45 E |
|---|---|---|---|---|

| SWALE POINT TABLE | | |
|---|---|---|
| POINT# | NORTHING | EASTING |
| C1 | 499237.13 | 59666.44 |
| C2 | 499201.32 | 59701.33 |
| C3 | 499165.51 | 59736.22 |
| C4 | 499129.69 | 59771.12 |
| C5 | 499129.49 | 59836.09 |

8'C'+00

9'C'+00

CEDAR STREET

C1 655.00

C2 654.50

C3 654.00

C4 653.50

C5 653.80

GRADE SWALE @ 1.0% - 172 LF

GRADE DITCH @ 1.0% - 52 LF

RIM= 653.28

CONCRETE SIDEWALK

BROADWAY STREET
(CTH DD)

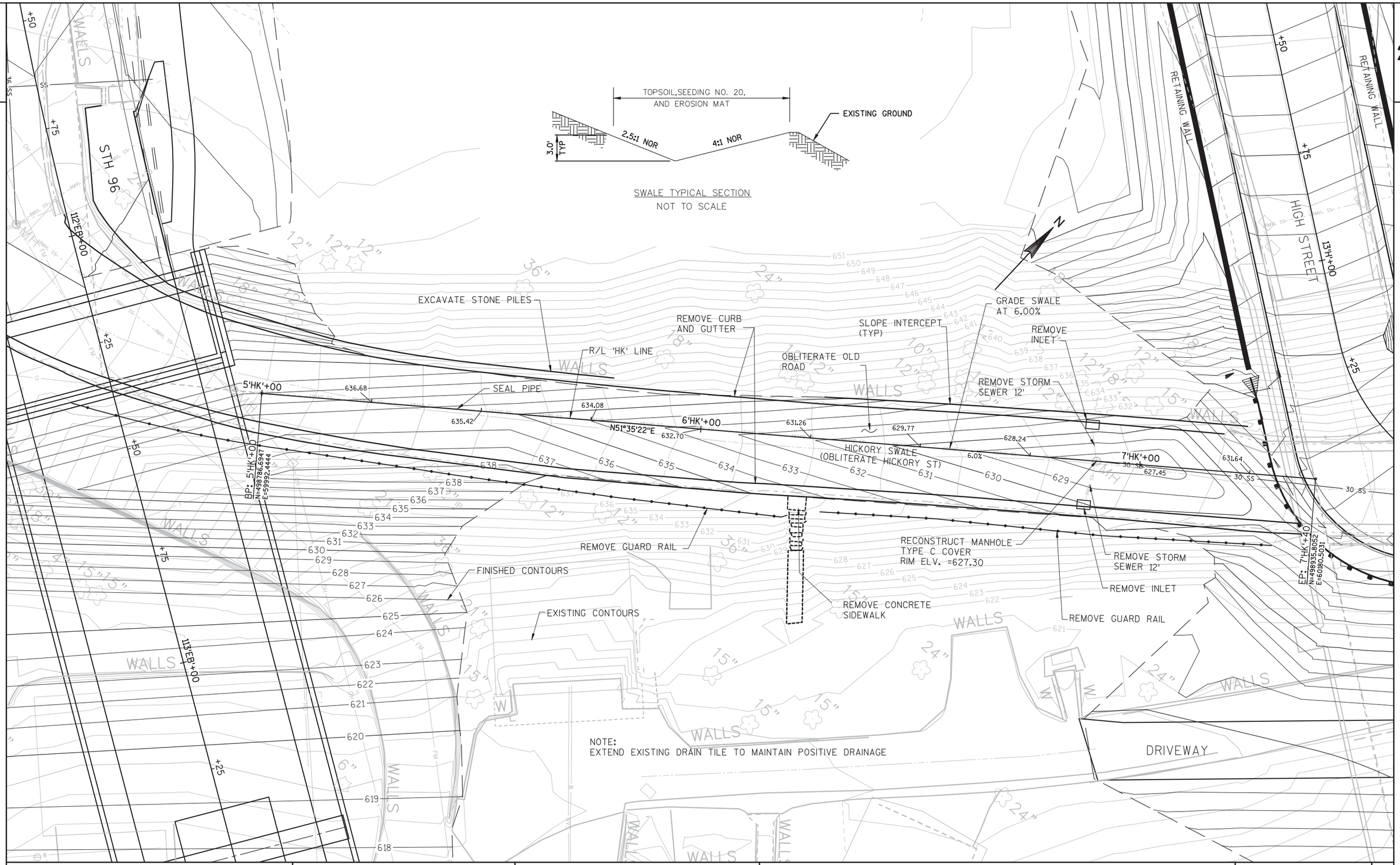
107'BWB'+00

108'BWB'+00

MAIN ST

504'MSB'+00

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | GRADING PLAN: CEDAR STREET | SHEET 46 E |
|---|---|---|---|---|

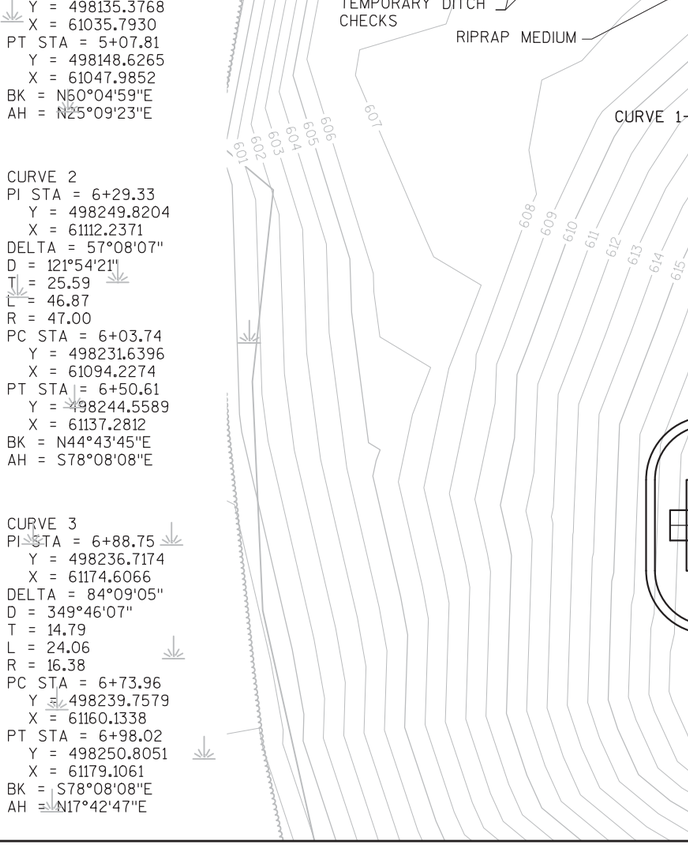



| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | GRADING PLAN: HICKORY SWALE | SHEET 47 | E |
|---|---|---|---|---|---|

CURVE 1
PI STA = 4+98.96
Y = 498140.0838
X = 61043.9732
DELTA = 34°55'36"
D = 190°59'09"
T = 9.44
L = 18.29
R = 30.00
PC STA = 4+89.53
Y = 498135.3768
X = 61035.7930
PT STA = 5+07.81
Y = 498148.6265
X = 61047.9852
BK = N60°04'59"E
AH = N25°09'23"E

CURVE 2
PI STA = 6+29.33
Y = 498249.8204
X = 61112.2371
DELTA = 57°08'07"
D = 121°54'21"
T = 25.59
L = 46.87
R = 47.00
PC STA = 6+03.74
Y = 498231.6396
X = 61094.2274
PT STA = 6+50.61
Y = 498244.5589
X = 61137.2812
BK = N44°43'45"E
AH = S78°08'08"E

CURVE 3
PI STA = 6+88.75
Y = 498236.7174
X = 61174.6066
DELTA = 84°09'05"
D = 349°46'07"
T = 14.79
L = 24.06
R = 16.38
PC STA = 6+73.96
Y = 498239.7579
X = 61160.1338
PT STA = 6+98.02
Y = 498250.8051
X = 61179.1061
BK = S78°08'08"E
AH = N17°42'47"E

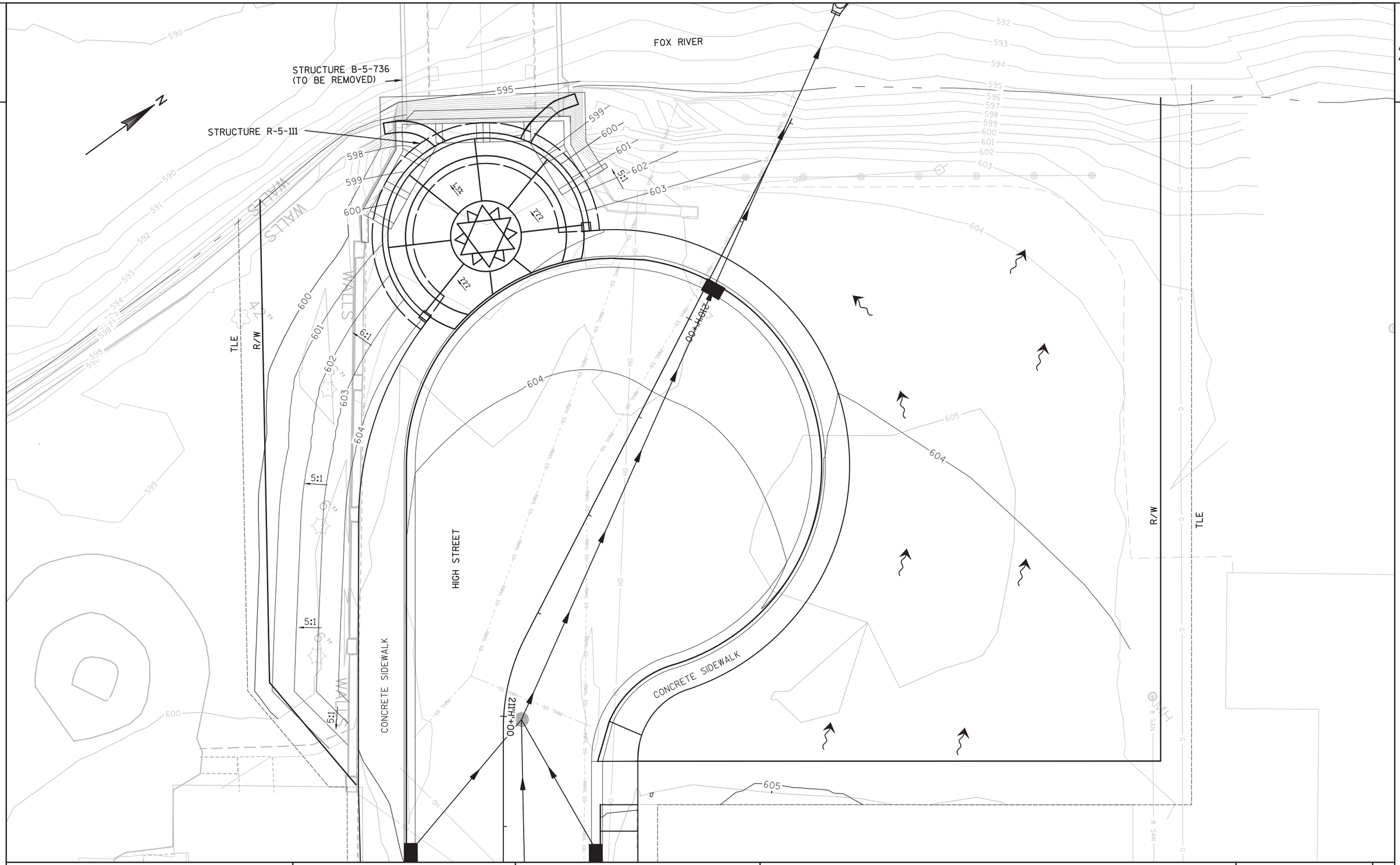



SWALE TYPICAL SECTION
NOT TO SCALE
STA 4+50 - 5+40

BP: 4+50.00
N=498115.6630
E=61001.5332
N60°04'59"E
TEMPORARY DITCH CHECKS
RIPRAP MEDIUM
CURVE 1
PC: 4+89.53
PT: 5+07.81
N25°09'23"E
PI: 5+23.38
N=498162.7126
E=61054.6005
SLOPE INTERCEPT (TYP)
CONSTRUCTED UNDER PROJECT 4095-10-72
PC: 6+03.74
N44°43'45"E
PI: 5+84.14
N=498217.7107
E=61080.4295
CURVE 2
PT: 6+50.61
S78°08'08"E
PC: 6+73.96
CURVE 3
EP: 7+06.37
N=498258.7548
E=61151.8452
PT: 6+98.02
N17°42'47"E
HIGH STREET
STH 96
R-5-110
5'P'+00
6'P'+00
7'P'+00
25'EB'+00
12'EB'+00
N

| PROJECT NO: 4075-28-71 | HWY: STH 96 | | COUNTY: BROWN | GRADING PLAN: PEDESTRIAN ACCESS PATH | SHEET 48 E |
|---|---|---|---|---|---|

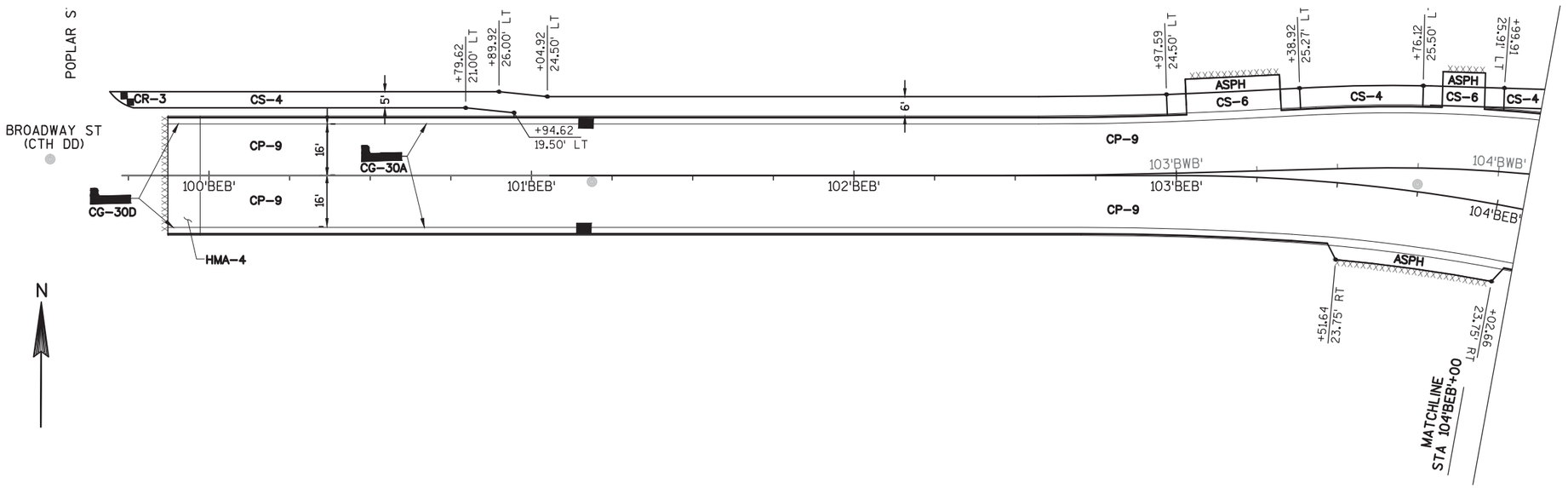
2




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | GRADING PLAN: R-5-111 / PARKING LOT AREA | SHEET 49 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0210XX_CD_R-05-111_PARKINGLOT.DWG PLOT DATE : 3/23/2014 11:00 PM PLOT BY : RUTH STEENO PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 44

2




LEGEND

| | |
|---|---|
| CG-18A(REJ) | CONCRETE CURB AND GUTTER 18-INCH TYPE A (REJECT) |
| CG-36R | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R |
| CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |

| | |
|---|---|
| CP-SAS | CONCRETE PAVEMENT STRUCTURAL APPROACH SLAB |
| CD-6 | CONCRETE DRIVEWAY 6-INCH |
| CS-4 | CONCRETE SIDEWALK 4-INCH |
| CS-6 | CONCRETE SIDEWALK 6-INCH |
| CP-8 | CONCRETE PAVEMENT 8-INCH |
| CP-9 | CONCRETE PAVEMENT 9-INCH |
| CP-10 | CONCRETE PAVEMENT 10-INCH |
| CP-12 | CONCRETE ROUNDABOUT APRON 12-INCH |
| HMA-4 | HMA PAVEMENT TYPE E-3 4-INCH |
| HMA-9 | HMA PAVEMENT TYPE E-3 9-INCH |
| ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| CR-X | CURB RAMP TYPE X |
| CT | CURB TRANSITION SEE CONSTRUCTION DETAIL |
| SBO | SIGN BOX OUT |
| XXX | SAWING ASPHALT OR SAWING CONCRETE |
| R | COLORING CONCRETE RED |
| B | COLORING CONCRETE BUFF |
| S | STAMPED |
| HECP-8 | HIGH EARLY STRENGTH CONCRETE PAVEMENT 8-INCH |
| HECD-6 | HIGH EARLY STRENGTH CONCRETE DRIVEWAY 6-INCH |

2

## LEGEND

| | |
|---|---|
| CP–SAS | CONCRETE PAVEMENT STRUCTURAL APPROACH SLAB |
| CD–6 | CONCRETE DRIVEWAY 6–INCH |
| CS–4 | CONCRETE SIDEWALK 4–INCH |
| CS–6 | CONCRETE SIDEWALK 6–INCH |
| CP–8 | CONCRETE PAVEMENT 8–INCH |
| CP–9 | CONCRETE PAVEMENT 9–INCH |
| CP–10 | CONCRETE PAVEMENT 10–INCH |
| CP–12 | CONCRETE ROUNDABOUT APRON 12–INCH |
| HMA–4 | HMA PAVEMENT TYPE E–3 4–INCH |
| HMA–9 | HMA PAVEMENT TYPE E–3 9–INCH |
| ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| CR–X | CURB RAMP TYPE X |
| CT | CURB TRANSITION SEE CONSTRUCTION DETAIL |
| SBO | SIGN BOX OUT |
| XXX | SAWING ASPHALT OR SAWING CONCRETE |
| R | COLORING CONCRETE RED |
| B | COLORING CONCRETE BUFF |
| S | STAMPED |
| CM–X | CONCRETE MEDIAN SLOPED NOSE TYPE X |

CG–18A(REJ) CONCRETE CURB AND GUTTER 18–INCH TYPE A (REJECT)

CG–36R CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE R

CG–30D CONCRETE CURB AND GUTTER 30–INCH TYPE D

CG–30A CONCRETE CURB AND GUTTER 30–INCH TYPE A

CONCRETE PANELS (BY OTHERS)

HMA

105'BWB+44.89 88.28' LT

105'BWB+48.16 88.41' LT

105'BWB+46.58 49.50' LT

105'BWB+88.92 31.58' LT

105'BWB+89.87 30.91' LT

106'BWB+12.35 49.50' LT

105'BWB+79.46 5.64' RT

105'BEB+58.94 4.01' LT

105'BEB'+20.39 49.50' RT

105'BEB'+21.26 288.34' RT

3' ASPHALTIC WEDGE FROM TOP OF R.R. CROSSING PANEL TO TOP OF R.R. TIE

GATE (BY OTHERS) +12.35 23.25' LT

FOOTINGS (BY OTHERS) +12.35 23.25' LT

3/4–INCH BASE AGGREGATE DENSE

CEDAR ST (TO BE OBLITERATED)

PARKING LOT

FLASHING LIGHT SIGNAL (BY OTHERS) +0.00 0.00' LT

FLASHING LIGHT SIGNAL (BY OTHERS) +11.24 17.00' RT

FOOTINGS (BY OTHERS) +15.17 23.26' RT; +20.39 23.25' RT

GATE (BY OTHERS)

3/4–INCH BASE AGGREGATE DENSE

RAILROAD CROSSING LENGTH = 101.5'

3' ASPHALTIC WEDGE FROM TOP OF R.R. CROSSING PANEL TO TOP OF R.R. TIE

RAILROAD BUNGALOW TO REMAIN

WISCONSIN CENTRAL LTD

MATCHLINE STA 104'BEB'+00

MATCHLINE STA 106'BEB+75

R60' R65' R32.5' R10' R5' R330'

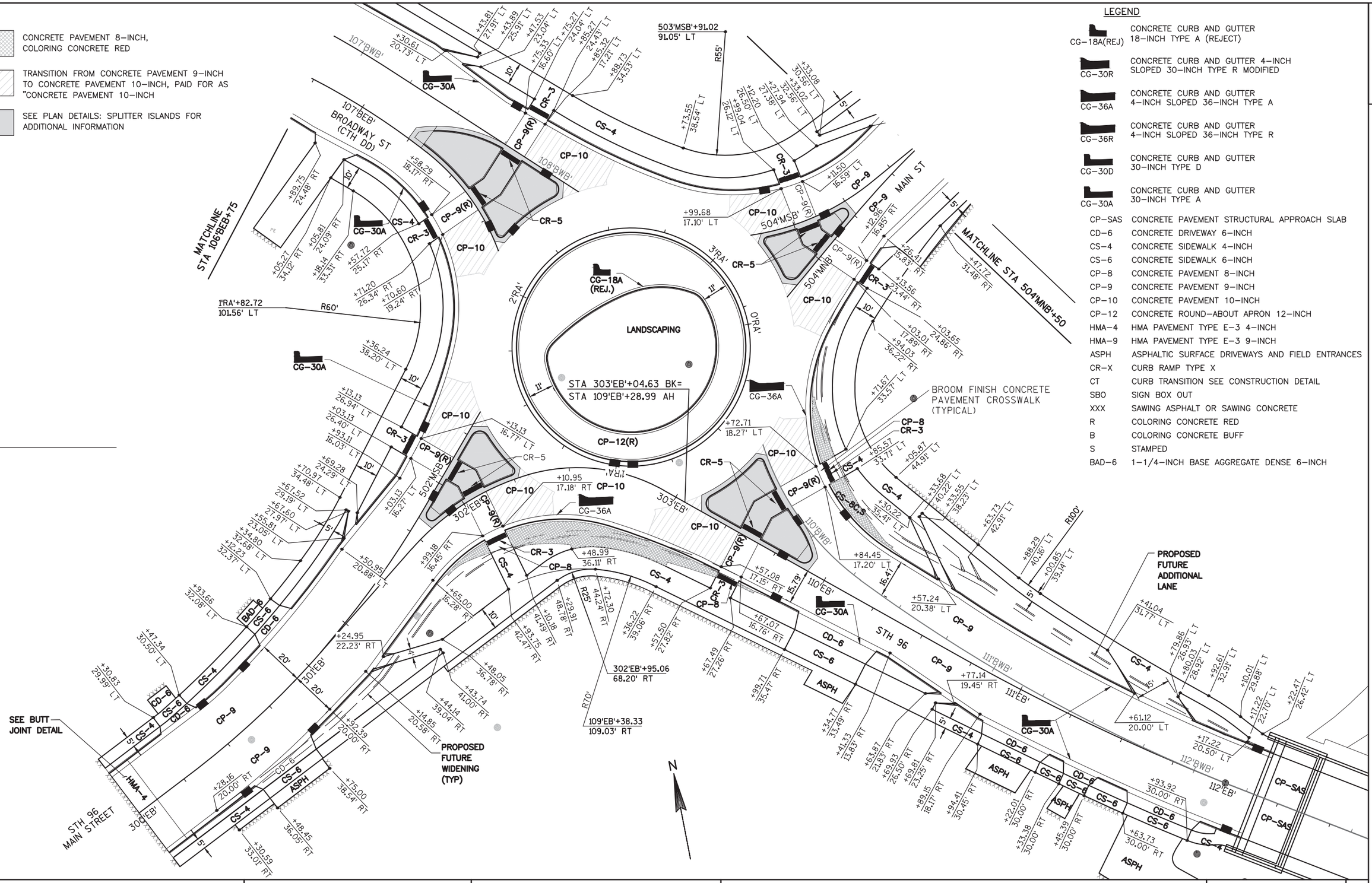
12' 10' 5' 4.25'

| | | | | |
|---|---|---|---|---|
| PROJECT NO:4075–28–71 | HWY:STH 96 | COUNTY:BROWN | PLAN DETAILS: BROADWAY STREET (CTH DD) | SHEET 51 E |

CONCRETE PAVEMENT 8–INCH, COLORING CONCRETE RED

TRANSITION FROM CONCRETE PAVEMENT 9–INCH TO CONCRETE PAVEMENT 10–INCH, PAID FOR AS "CONCRETE PAVEMENT 10–INCH

SEE PLAN DETAILS: SPLITTER ISLANDS FOR ADDITIONAL INFORMATION



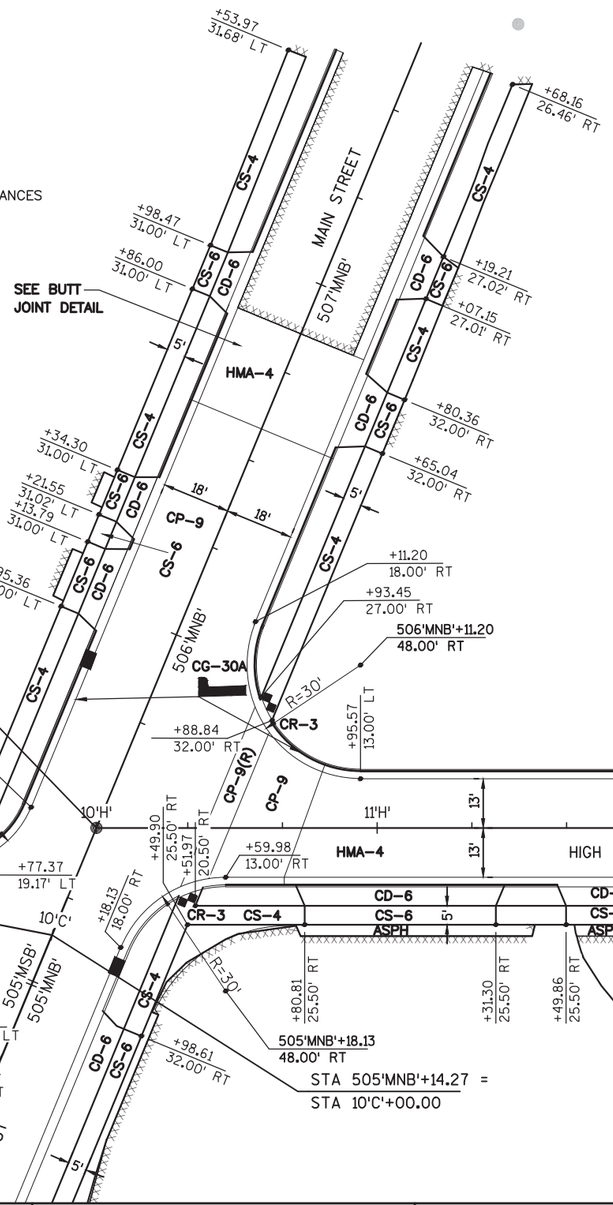

LEGEND

| | |
|---|---|
| CG–18A(REJ) | CONCRETE CURB AND GUTTER 18–INCH TYPE A (REJECT) |
| CG–30R | CONCRETE CURB AND GUTTER 4–INCH SLOPED 30–INCH TYPE R MODIFIED |
| CG–36A | CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A |
| CG–36R | CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE R |
| CG–30D | CONCRETE CURB AND GUTTER 30–INCH TYPE D |
| CG–30A | CONCRETE CURB AND GUTTER 30–INCH TYPE A |
| CP–SAS | CONCRETE PAVEMENT STRUCTURAL APPROACH SLAB |
| CD–6 | CONCRETE DRIVEWAY 6–INCH |
| CS–4 | CONCRETE SIDEWALK 4–INCH |
| CS–6 | CONCRETE SIDEWALK 6–INCH |
| CP–8 | CONCRETE PAVEMENT 8–INCH |
| CP–9 | CONCRETE PAVEMENT 9–INCH |
| CP–10 | CONCRETE PAVEMENT 10–INCH |
| CP–12 | CONCRETE ROUND–ABOUT APRON 12–INCH |
| HMA–4 | HMA PAVEMENT TYPE E–3 4–INCH |
| HMA–9 | HMA PAVEMENT TYPE E–3 9–INCH |
| ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| CR–X | CURB RAMP TYPE X |
| CT | CURB TRANSITION SEE CONSTRUCTION DETAIL |
| SBO | SIGN BOX OUT |
| XXX | SAWING ASPHALT OR SAWING CONCRETE |
| R | COLORING CONCRETE RED |
| B | COLORING CONCRETE BUFF |
| S | STAMPED |
| BAD–6 | 1–1/4–INCH BASE AGGREGATE DENSE 6–INCH |

## LEGEND

| | | | |
|---|---|---|---|
| CG-18A(REJ) | CONCRETE CURB AND GUTTER 18-INCH TYPE A (REJECT) | CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| CG-36R | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R | CG-30INT | CONCRETE CURB AND GUTTER INTEGRAL 30-INCH |
| CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D | | |

| | |
|---|---|
| CP-SAS | CONCRETE PAVEMENT STRUCTURAL APPROACH SLAB |
| CD-6 | CONCRETE DRIVEWAY 6-INCH |
| CS-4 | CONCRETE SIDEWALK 4-INCH |
| CS-6 | CONCRETE SIDEWALK 6-INCH |
| CP-8 | CONCRETE PAVEMENT 8-INCH |
| CP-9 | CONCRETE PAVEMENT 9-INCH |
| CP-10 | CONCRETE PAVEMENT 10-INCH |
| CP-12 | CONCRETE ROUNDABOUT APRON 12-INCH |
| HMA-4 | HMA PAVEMENT TYPE E-3 4-INCH |
| HMA-9 | HMA PAVEMENT TYPE E-3 9-INCH |
| ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| CR-X | CURB RAMP TYPE X |
| CT | CURB TRANSITION SEE CONSTRUCTION DETAIL |
| SBO | SIGN BOX OUT |
| XXX | SAWING ASPHALT OR SAWING CONCRETE |
| R | COLORING CONCRETE RED |
| B | COLORING CONCRETE BUFF |
| S | STAMPED |



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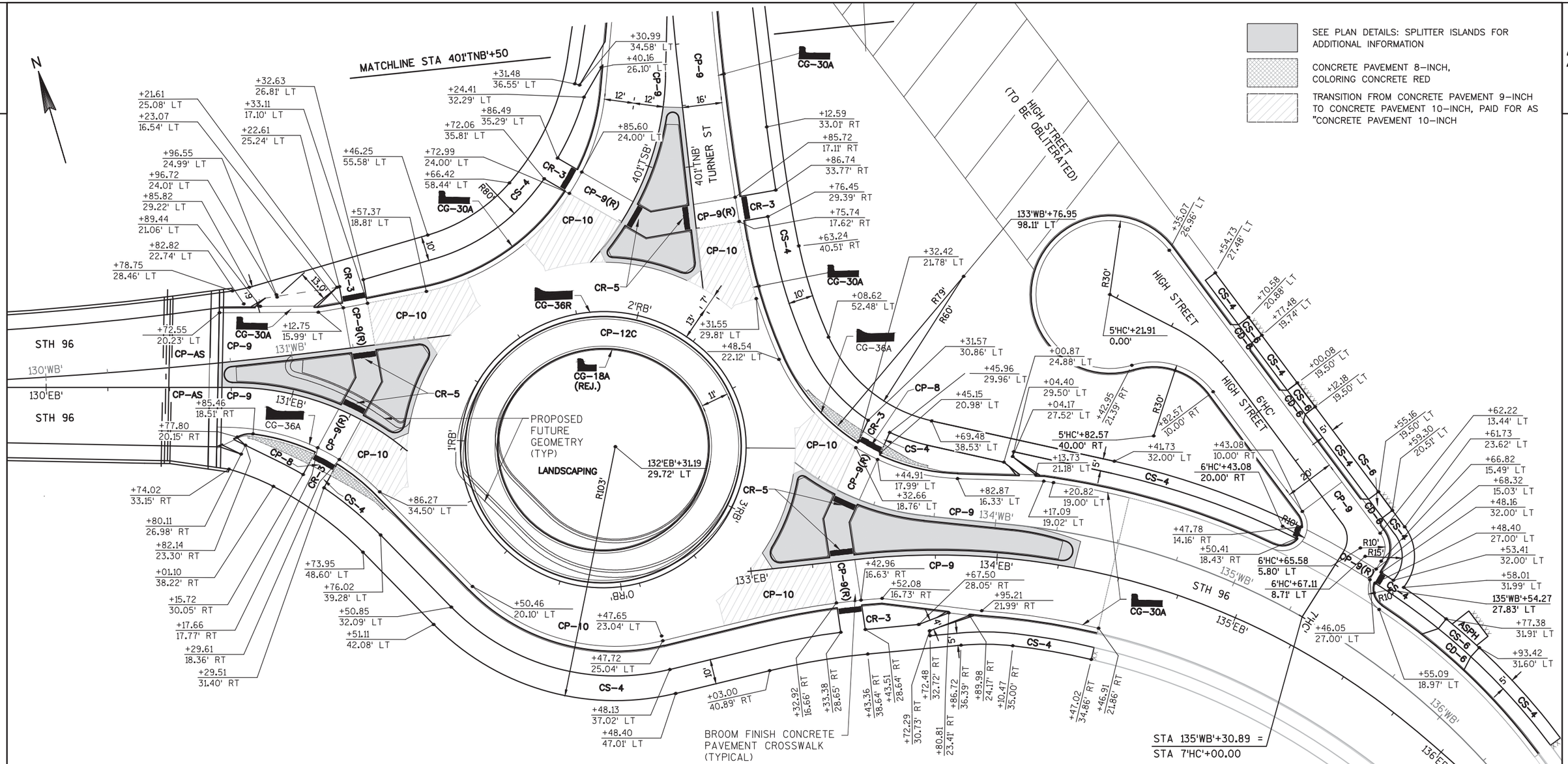



## LEGEND

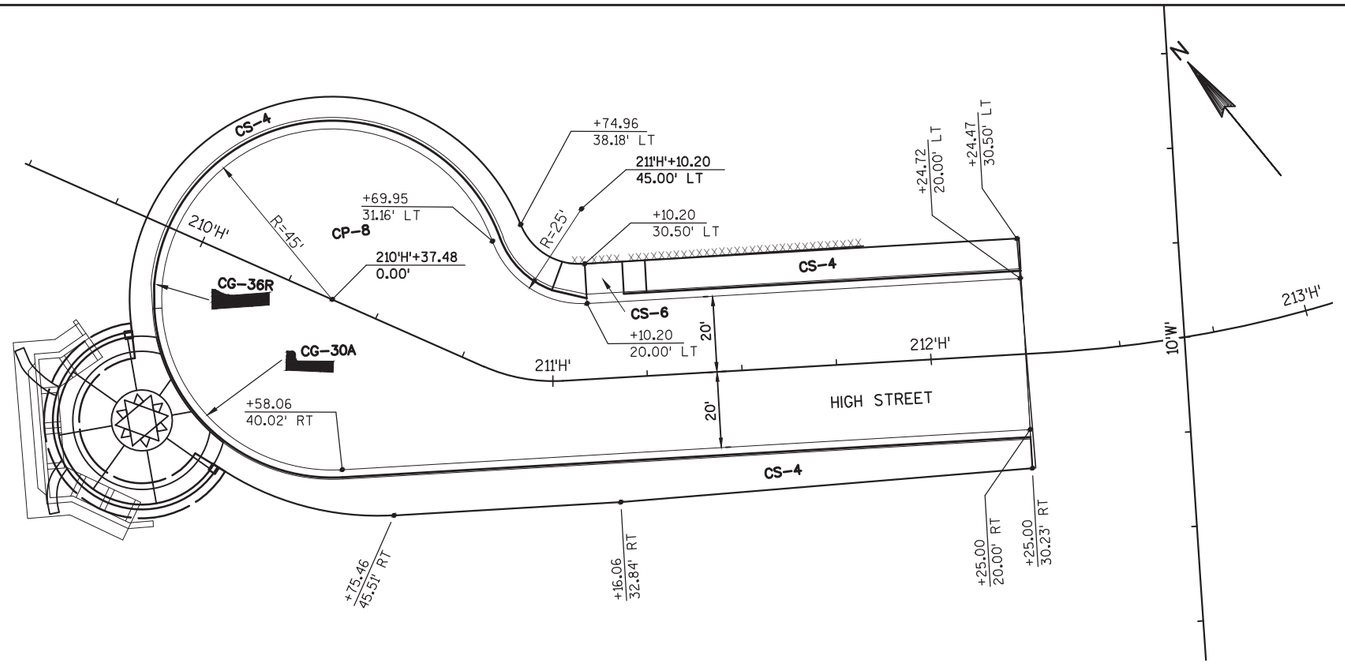
| | |
|---|---|
| CG-18A(REJ) | CONCRETE CURB AND GUTTER 18–INCH TYPE A (REJECT) |
| CG-36R | CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE R |
| CG-30D | CONCRETE CURB AND GUTTER 30–INCH TYPE D |
| CG-30A | CONCRETE CURB AND GUTTER 30–INCH TYPE A |
| CG-36A | CONCRETE CURB AND GUTTER 4–INCH SLOPED 36–INCH TYPE A |

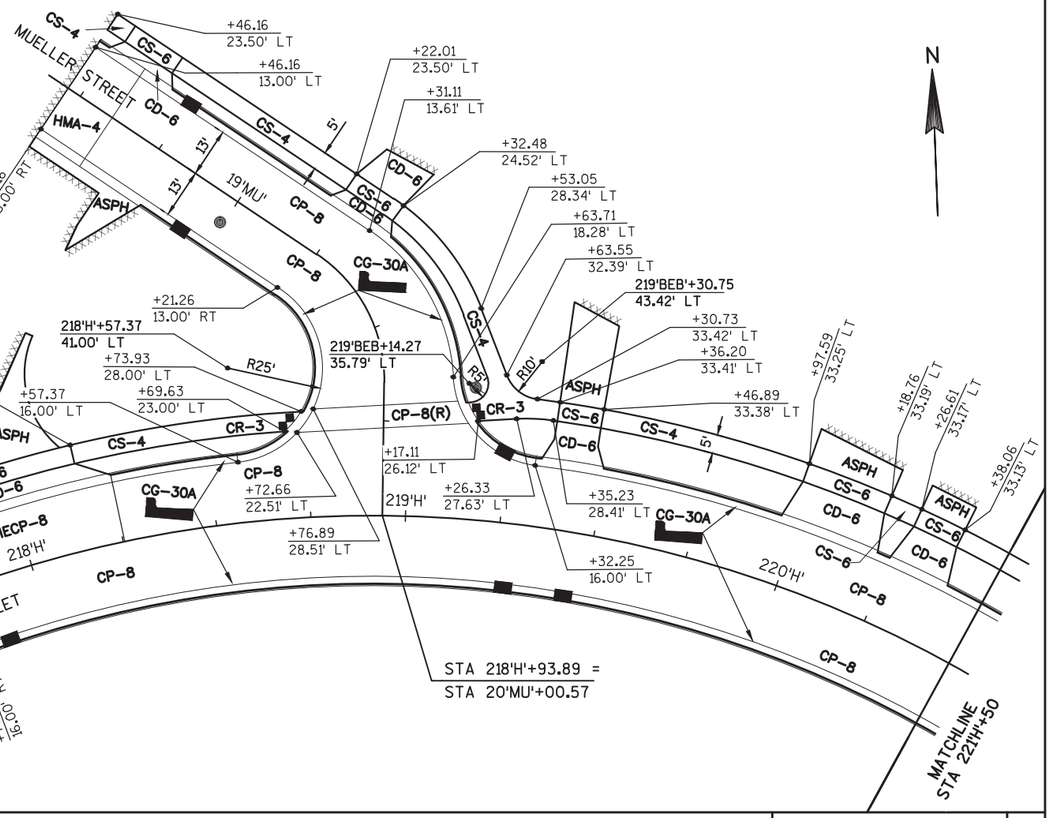
| | |
|---|---|
| CP–SAS | CONCRETE PAVEMENT STRUCTURAL APPROACH SLAB |
| CD–6 | CONCRETE DRIVEWAY 6–INCH |
| CS–4 | CONCRETE SIDEWALK 4–INCH |
| CS–6 | CONCRETE SIDEWALK 6–INCH |
| CP–8 | CONCRETE PAVEMENT 8–INCH |
| CP–9 | CONCRETE PAVEMENT 9–INCH |
| CP–10 | CONCRETE PAVEMENT 10–INCH |
| CP–12 | CONCRETE ROUNDABOUT APRON 12–INCH |

| | |
|---|---|
| HMA–4 | HMA PAVEMENT TYPE E–3 4–INCH |
| HMA–9 | HMA PAVEMENT TYPE E–3 9–INCH |
| ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| CR–X | CURB RAMP TYPE X |
| CT | CURB TRANSITION SEE CONSTRUCTION DETAIL |
| SBO | SIGN BOX OUT |
| XXX | SAWING ASPHALT OR SAWING CONCRETE |
| R | COLORING CONCRETE RED |
| B | COLORING CONCRETE BUFF |
| S | STAMPED |

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN DETAILS: STH 96 | SHEET 54 E |
|---|---|---|---|---|

2




LEGEND

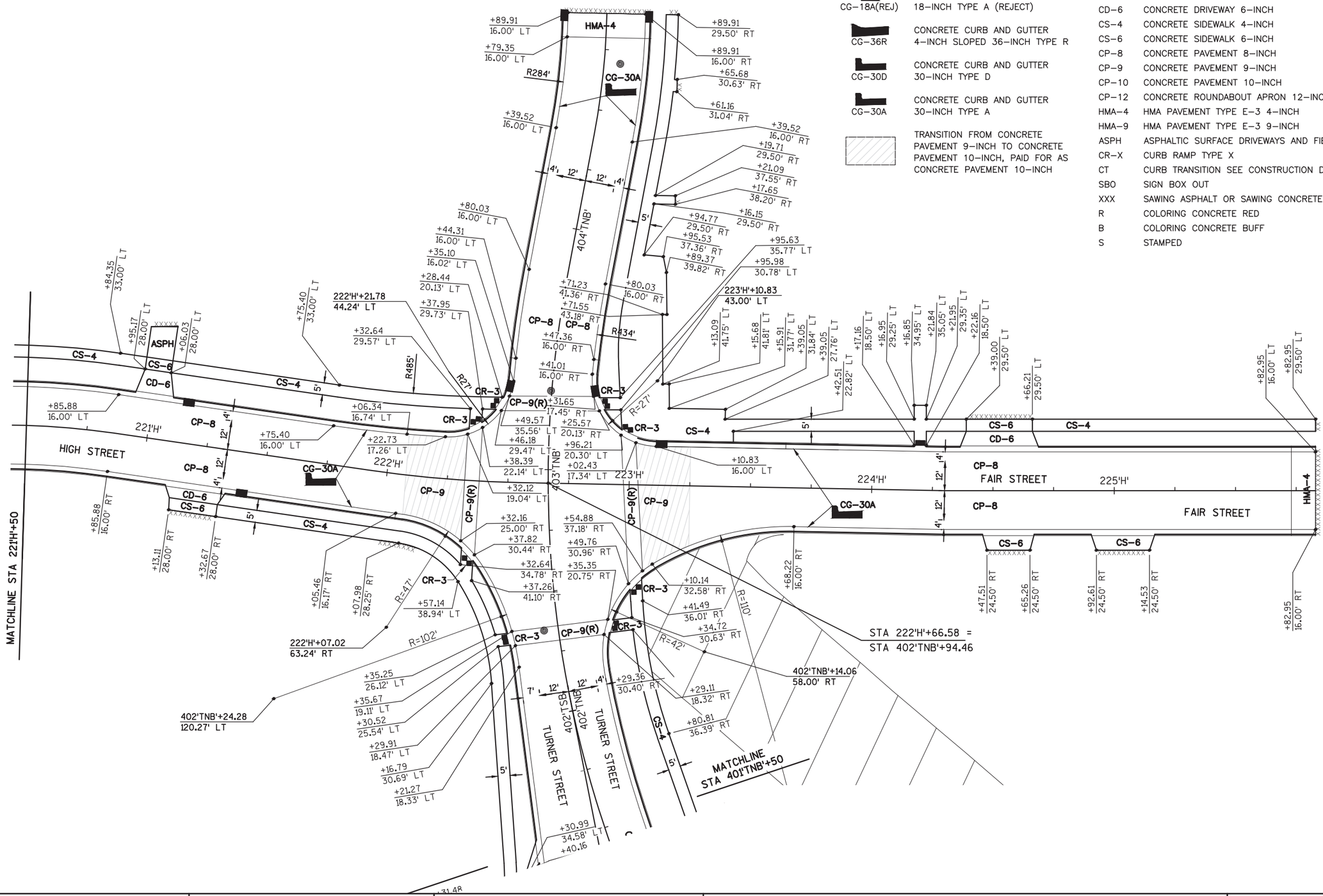
| | | | |
|---|---|---|---|
| CG-18A(REJ) | CONCRETE CURB AND GUTTER 18-INCH TYPE A (REJECT) | CP-SAS | CONCRETE PAVEMENT STRUCTURAL APPROACH SLAB |
| CG-36R | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R | CD-6 | CONCRETE DRIVEWAY 6-INCH |
| CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D | CS-4 | CONCRETE SIDEWALK 4-INCH |
| CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A | CS-6 | CONCRETE SIDEWALK 6-INCH |
| | | CP-8 | CONCRETE PAVEMENT 8-INCH |
| | | CP-9 | CONCRETE PAVEMENT 9-INCH |
| | | CP-10 | CONCRETE PAVEMENT 10-INCH |
| | | CP-12 | CONCRETE ROUNDABOUT APRON 12-INCH |
| | | HMA-4 | HMA PAVEMENT TYPE E-3 4-INCH |
| | | HMA-9 | HMA PAVEMENT TYPE E-3 9-INCH |
| | | ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| | | CR-X | CURB RAMP TYPE X |
| | | CT | CURB TRANSITION SEE CONSTRUCTION DETAIL |
| | | SBO | SIGN BOX OUT |
| | | XXX | SAWING ASPHALT OR SAWING CONCRETE |
| | | R | COLORING CONCRETE RED |
| | | B | COLORING CONCRETE BUFF |
| | | S | STAMPED |
| | | HECP-8 | HIGH EARLY STRENGTH CONCRETE PAVEMENT 8-INCH |
| | | HECD-6 | HIGH EARLY STRENGTH CONCRETE DRIVEWAY 6-INCH |

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN DETAILS: HIGH STREET / MUELLER STREET | SHEET 55 E |
|---|---|---|---|---|

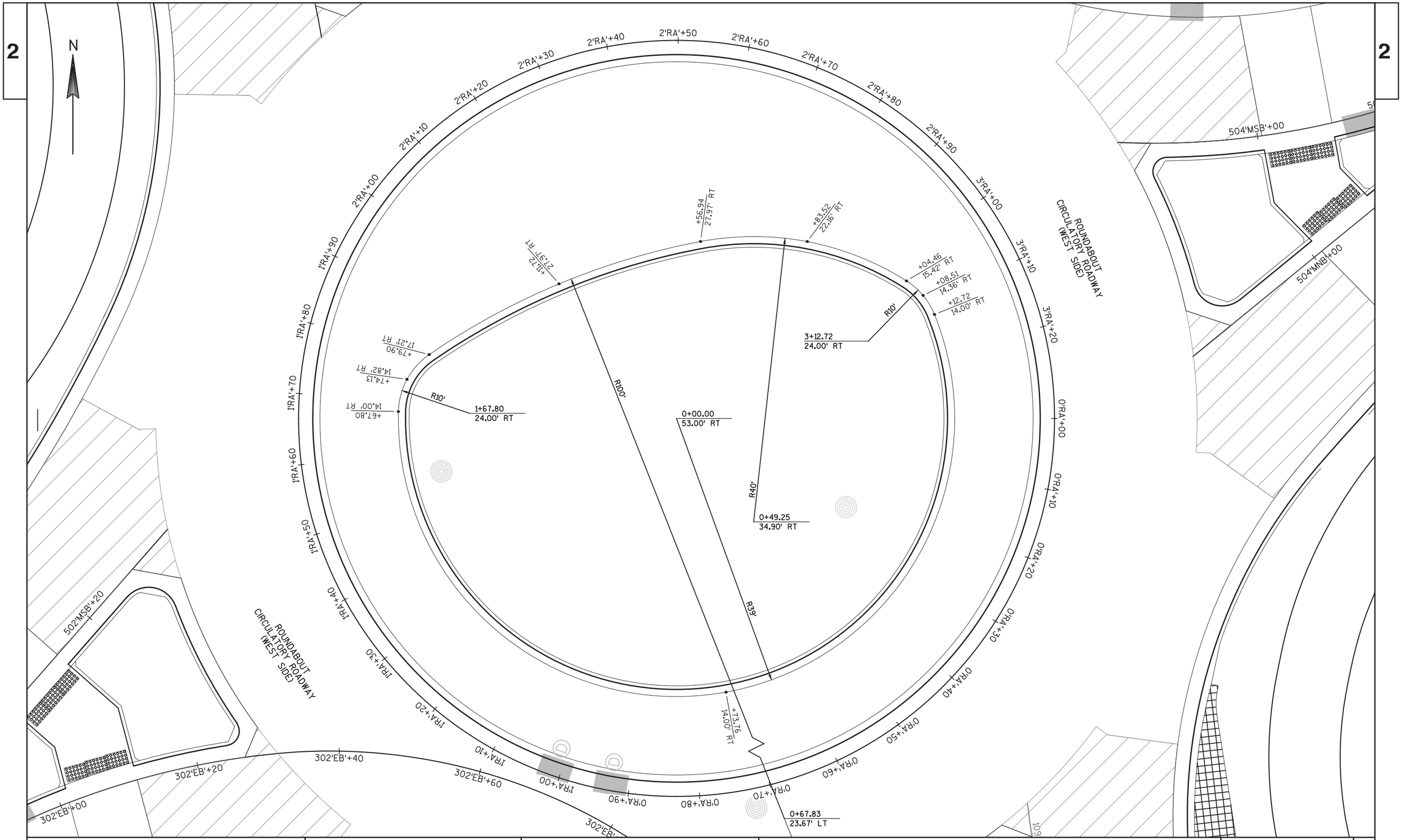
2

LEGEND

| | | |
|---|---|---|
| CG-18A(REJ) | CONCRETE CURB AND GUTTER 18-INCH TYPE A (REJECT) | CP-SAS CONCRETE PAVEMENT STRUCTURAL APPROACH SLAB |
| CG-36R | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R | CD-6 CONCRETE DRIVEWAY 6-INCH |
| CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D | CS-4 CONCRETE SIDEWALK 4-INCH |
| CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A | CS-6 CONCRETE SIDEWALK 6-INCH |
| | TRANSITION FROM CONCRETE PAVEMENT 9-INCH TO CONCRETE PAVEMENT 10-INCH, PAID FOR AS CONCRETE PAVEMENT 10-INCH | CP-8 CONCRETE PAVEMENT 8-INCH |
| | | CP-9 CONCRETE PAVEMENT 9-INCH |
| | | CP-10 CONCRETE PAVEMENT 10-INCH |
| | | CP-12 CONCRETE ROUNDABOUT APRON 12-INCH |
| | | HMA-4 HMA PAVEMENT TYPE E-3 4-INCH |
| | | HMA-9 HMA PAVEMENT TYPE E-3 9-INCH |
| | | ASPH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| | | CR-X CURB RAMP TYPE X |
| | | CT CURB TRANSITION SEE CONSTRUCTION DETAIL |
| | | SBO SIGN BOX OUT |
| | | XXX SAWING ASPHALT OR SAWING CONCRETE |
| | | R COLORING CONCRETE RED |
| | | B COLORING CONCRETE BUFF |
| | | S STAMPED |



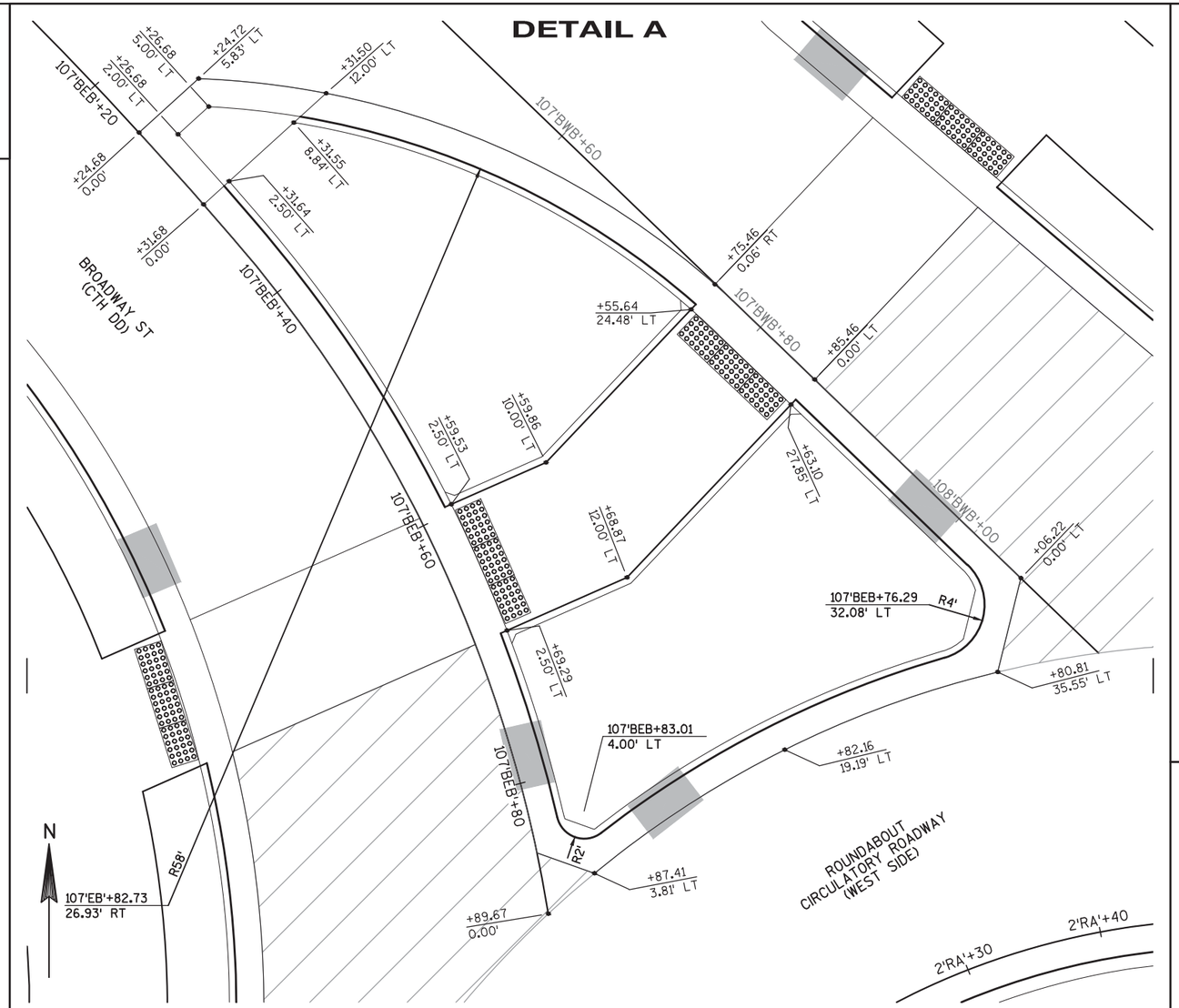

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN DETAILS: HIGH ST / FAIR ST / TURNER ST | SHEET 56 E |



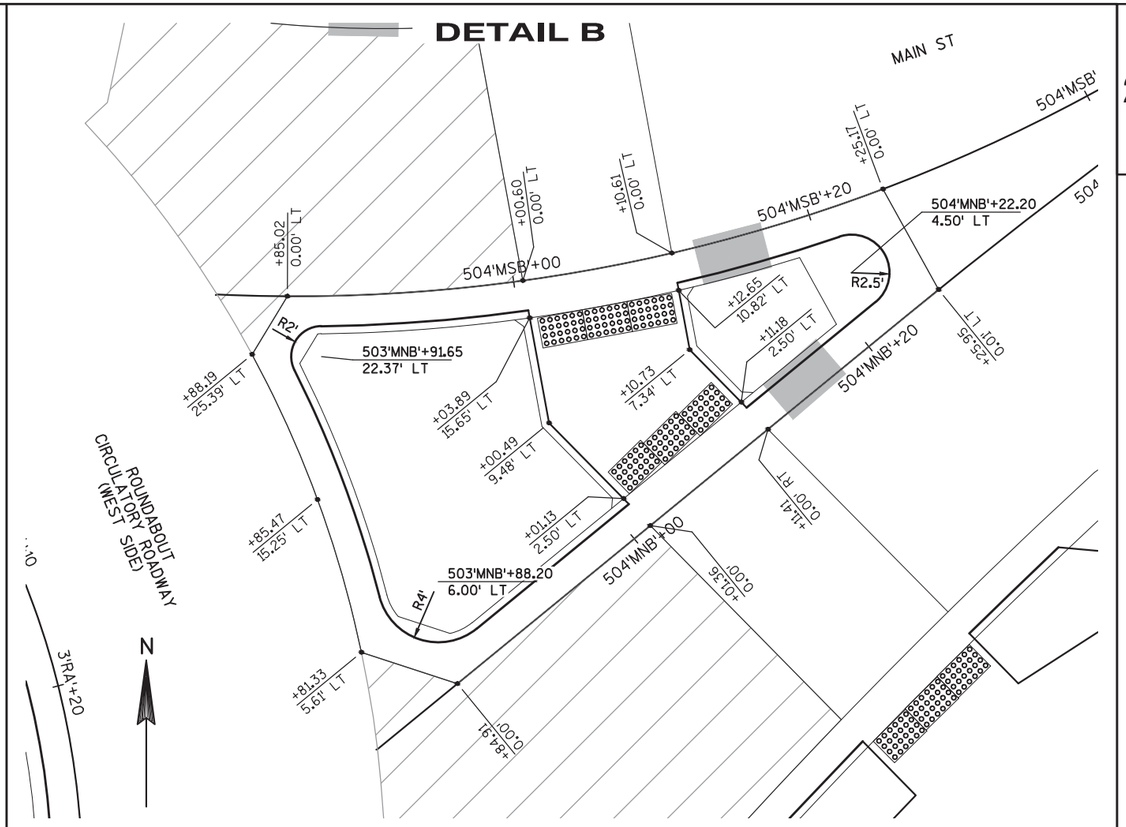

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN DETAILS: ROUNDABOUT 'RA' CENTRAL ISLAND | SHEET 57 | E |
|---|---|---|---|---|---|

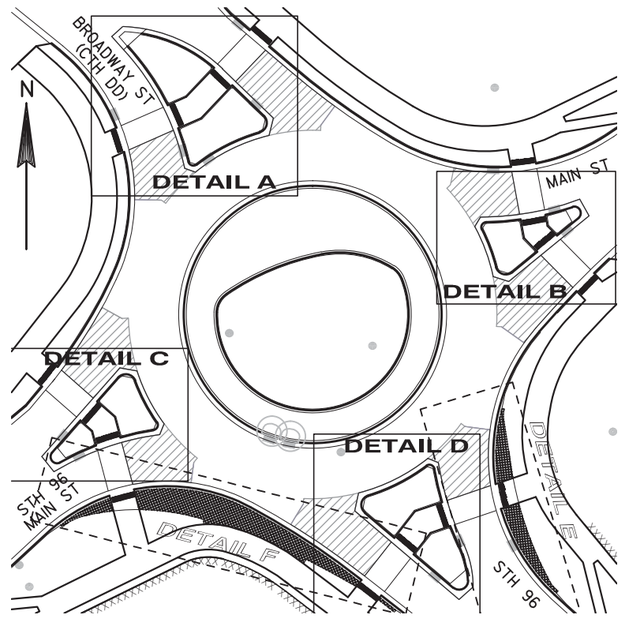
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0212XX_PD_GEOMETRY - SPLITTER.DWG PLOT DATE : 3/23/2014 2:51 PM PLOT BY : DOUGLAS HOBYAN PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 44

## DETAIL A




## DETAIL B



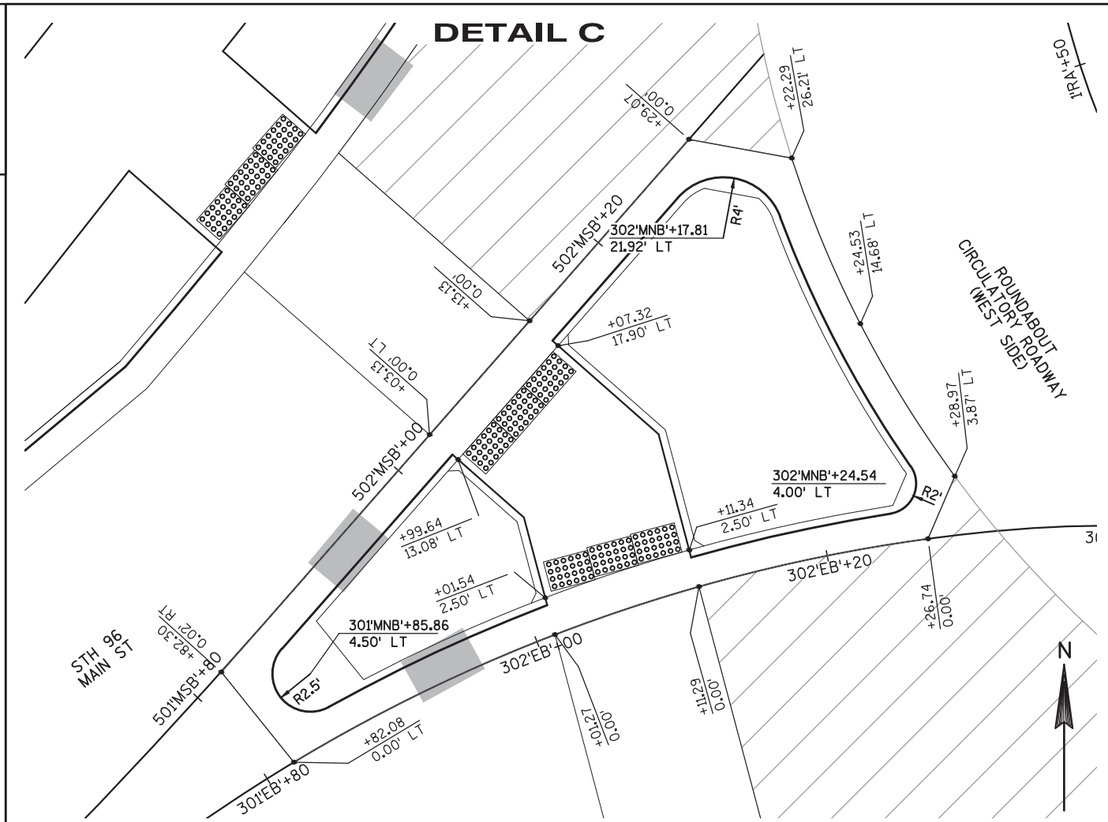




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN DETAILS: SPLITTER ISLANDS | SHEET 58 | E |
|---|---|---|---|---|---|

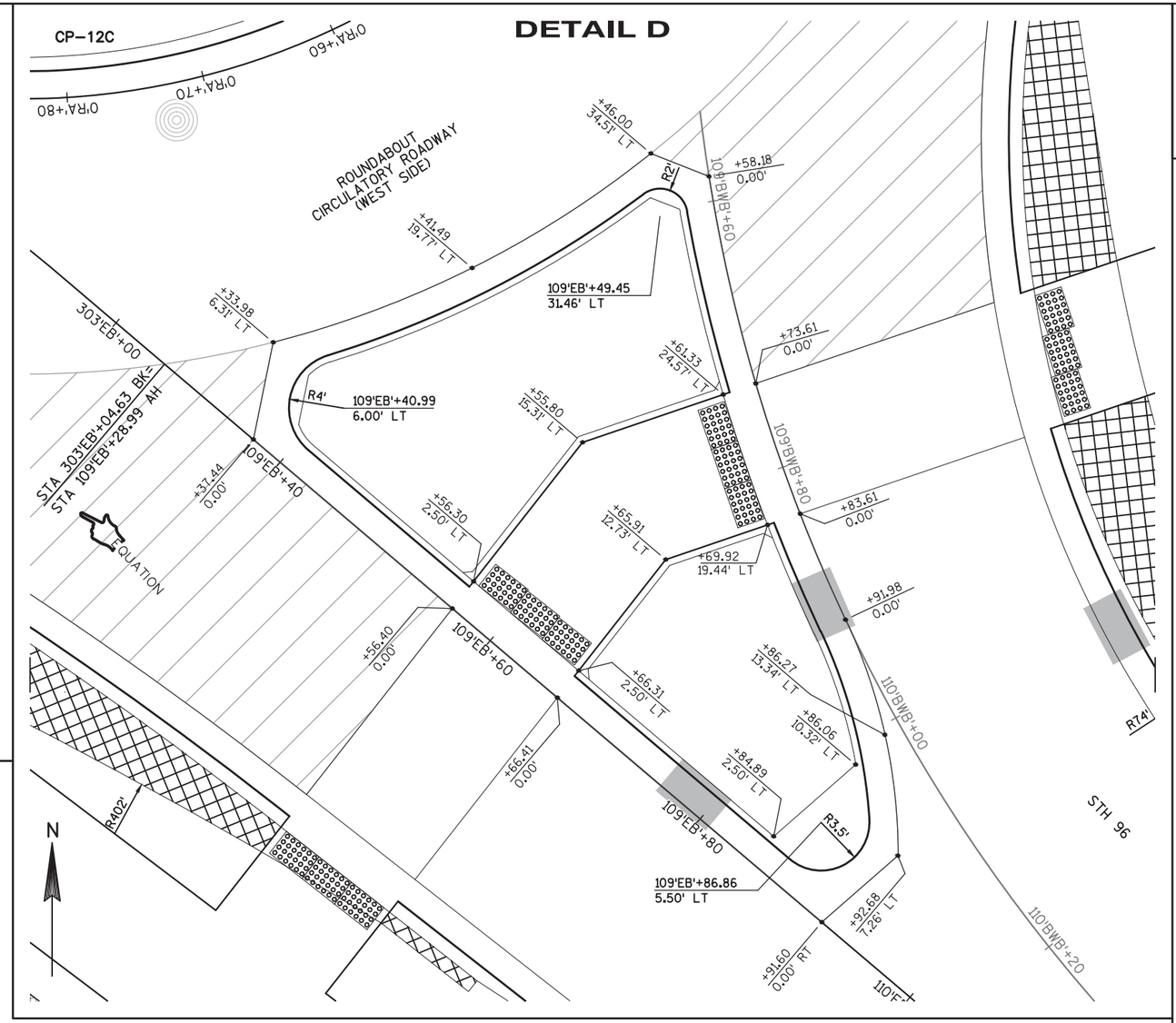
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0212XX_PD_GEOMETRY - SPLITTER.DWG PLOT DATE : 3/23/2014 2:51 PM PLOT BY : DOUGLAS HOBYAN PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 44

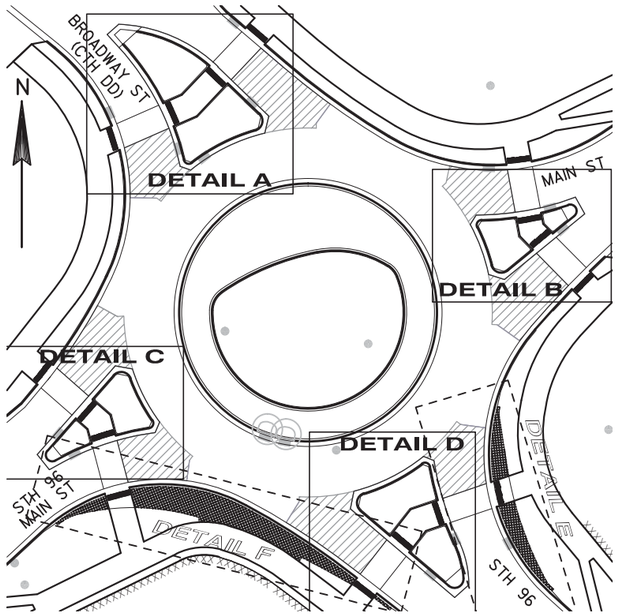
2

## DETAIL C



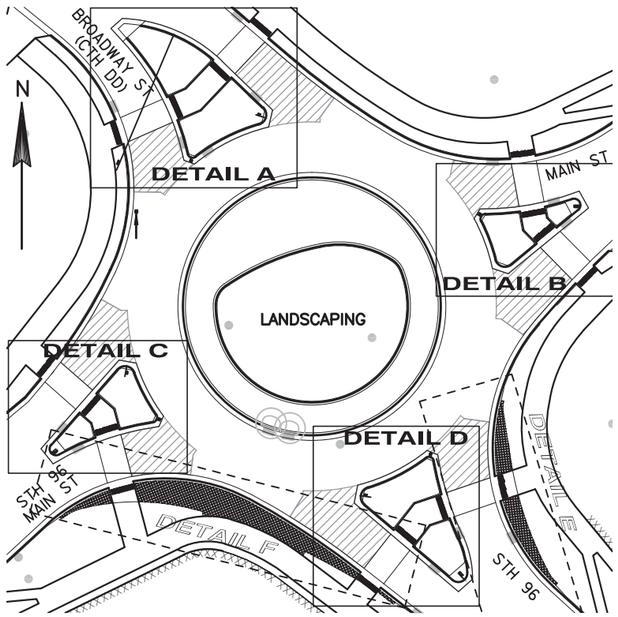

## DETAIL D

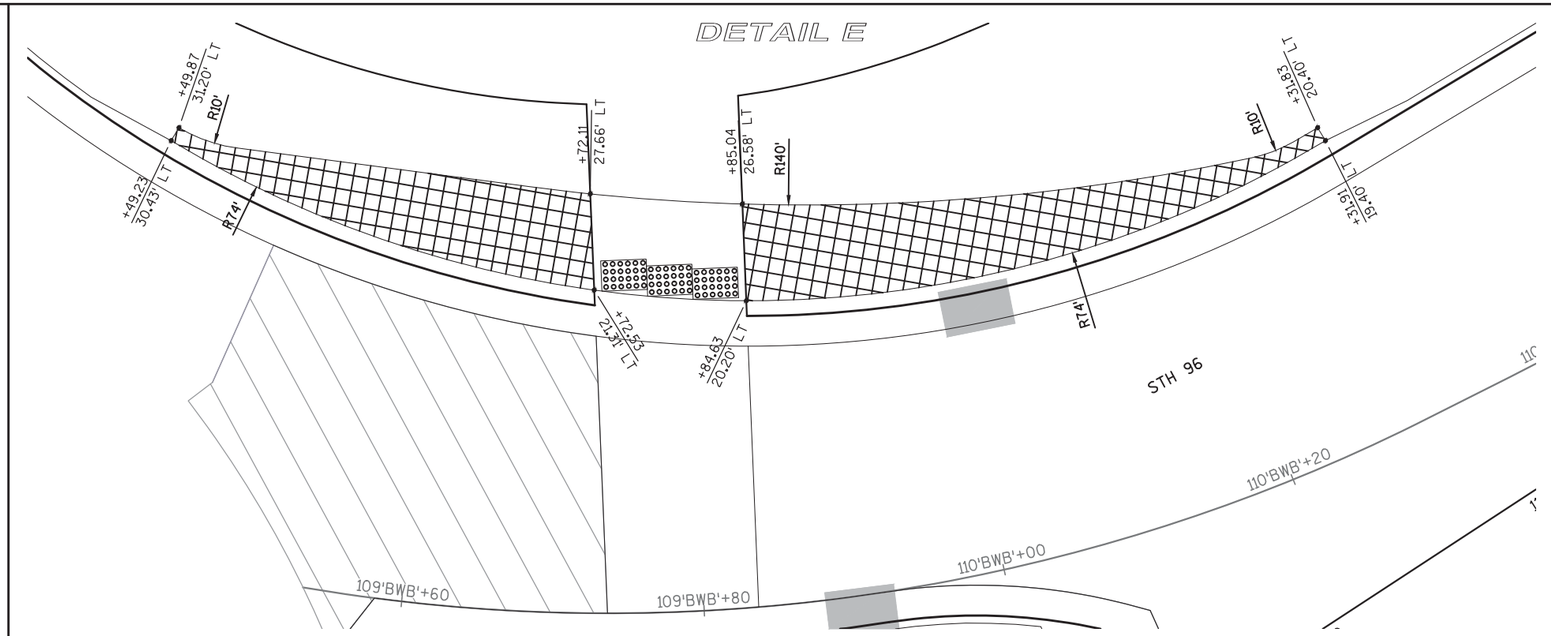


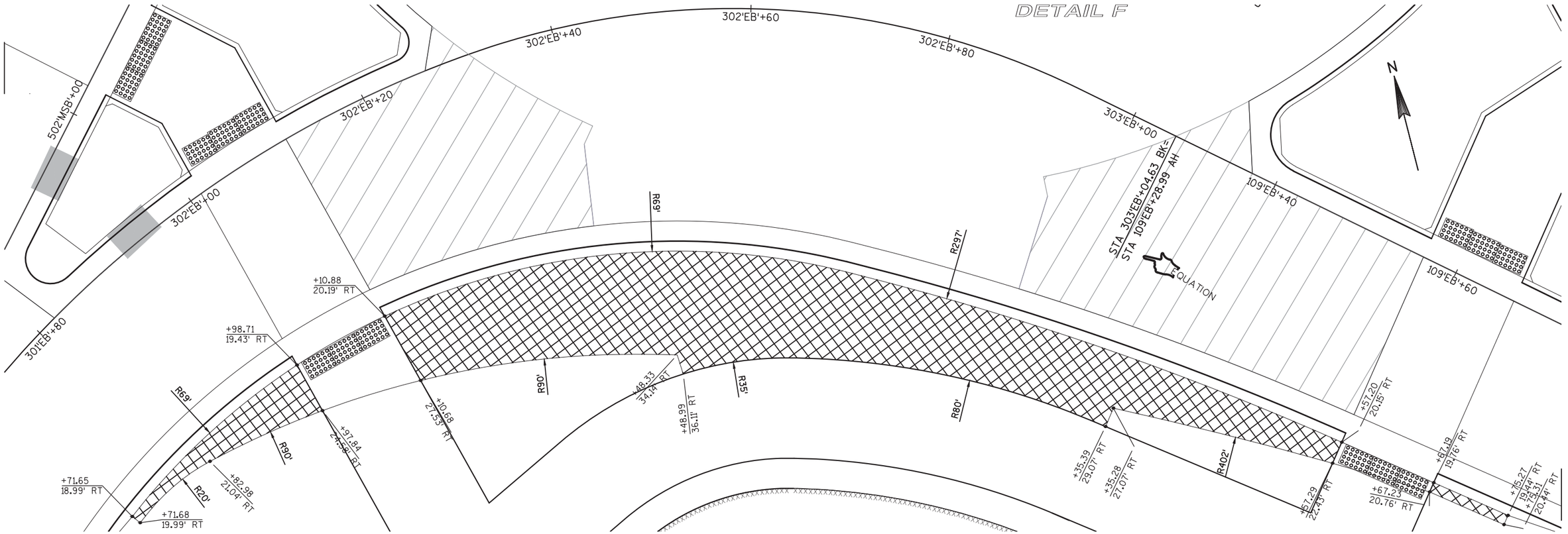

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN DETAILS: SPLITTER ISLANDS | SHEET 59 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0212XX_PD_GEOMETRY - SPLITTER.DWG PLOT DATE : 3/23/2014 2:52 PM PLOT BY : DOUGLAS HOBYAN PLOT NAME : ---------- PLOT SCALE : **********



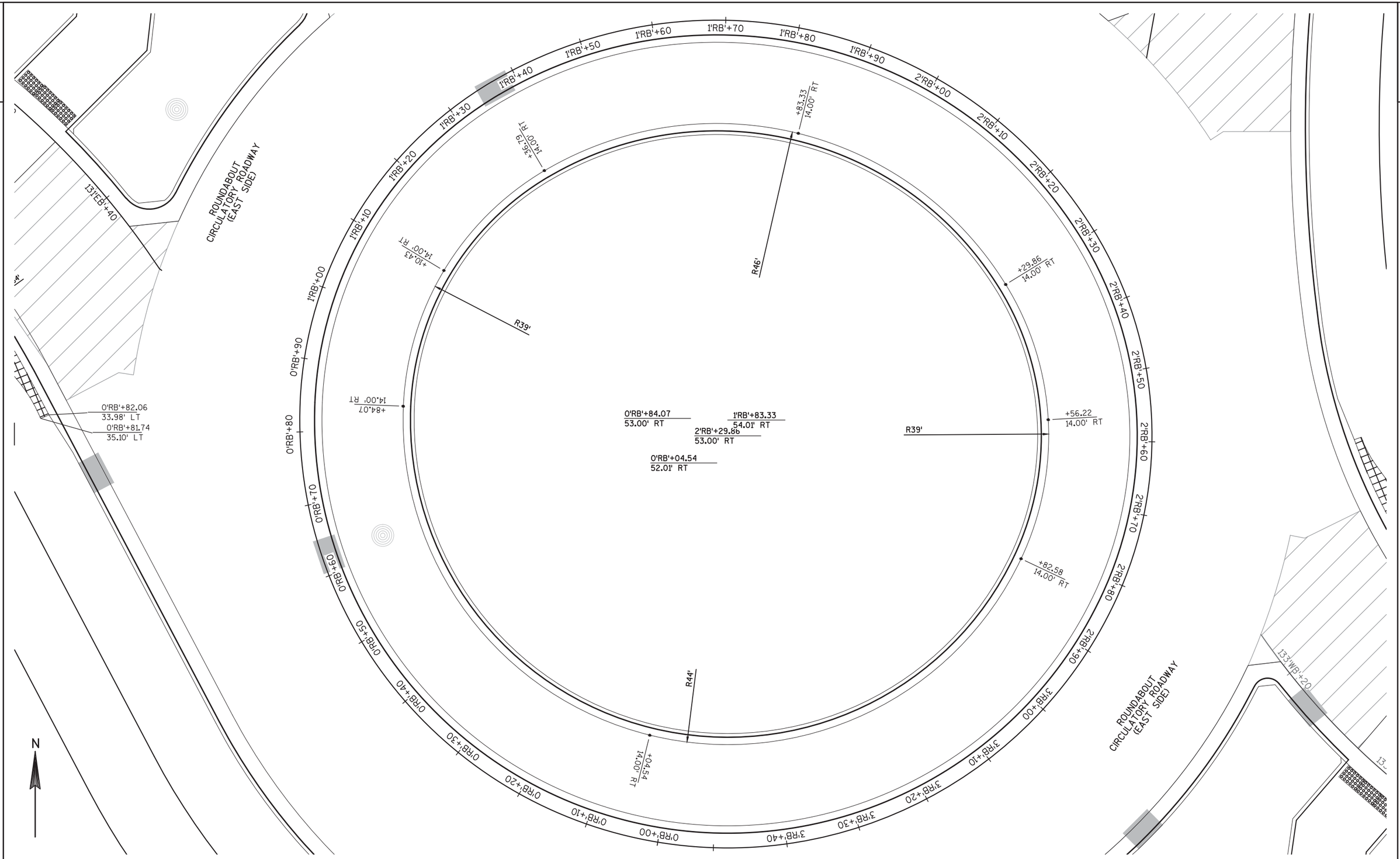




2




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN DETAILS: TRUCK OVERTRACKING PAD | SHEET 60 | E |
|---|---|---|---|---|---|

2




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN DETAILS: ROUNDABOUT 'RB' CENTRAL ISLAND | SHEET 61 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0212XX_PD_GEOMETRY - SPLITTER.DWG PLOT DATE : 3/23/2014 2:53 PM PLOT BY : DOUGLAS HOBYAN PLOT NAME : ---------- PLOT SCALE : **********

2

## DETAIL G

+70.07
0.00' LT

130'WB'+80

131'WB'+00

+23.94
0.00'

131'WB'+20

+33.96
0.00'

131'WB'+40

+55.11
0.00'

131'WB'+60

R3.2'

130'EB'+75.25
5.20' LT

+16.44
22.57' LT

+23.47
27.66' LT

131'EB'+36.01
34.92' LT

R4'

+40.42
38.90' LT

+20.91
14.46' LT

130'EB'+80

+69.56
0.16' RT

131'EB'+00

+19.92
2.50' LT

+29.76
17.54' LT

+42.33
21.71' LT

131'EB'+20

+83.20
19.44' RT

+19.68
0.00'

+29.71
2.50' LT

131'EB'+41.71
6.00' LT

R4'

R84'

R10'

+29.70
0.00'

131'EB'+40

ROUNDABOUT
CIRCULATORY ROADWAY
(EAST SIDE)

+83.15
20.44' RT

+17.23
20.75' RT

+48.23
5.78' LT

R300'

+29.59
21.71' RT

+44.95
0.00'

+16.54
25.26' RT

R84'

+29.56
25.76' RT

R300'

R20'

0'RB'+82.06
33.98' LT

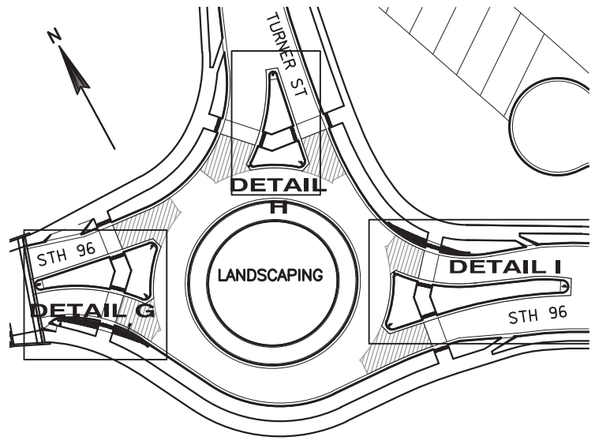
0'RB'+81.74
35.10' LT

1'RB'+00

0'RB'+90

0'RB'+80

N




## DETAIL H

N

+24.76
0.00'

+24.23
0.00'

401'TSB'

R2.5'

401'TNB'

132'EB'+08.61
162.87' LT

TURNER ST

401'TSB'

401'TNB'

+84.68
0.00'

+84.30
0.00'

+87.05
22.16' LT

+84.53
2.50' LT

401'TNB'

+74.66
0.00'

+83.61
17.50' LT

+74.29
0.00'

400'TSB'

+74.51
2.50' LT

+79.00
28.10' LT

+73.41
20.52' LT

400'TNB'

+57.85
0.00'

+60.31
0.07' RT

400'TSB'

132'EB'+03.64
103.46' LT

132'EB'+33.08
109.12' LT

R4'

R2'

+65.44
37.96' LT

+61.60
21.38' LT

+54.33
5.98' LT

ROUNDABOUT
CIRCULATORY ROADWAY
(EAST SIDE)

2

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN DETAILS: SPLITTER ISLANDS/TRUCK OVERTRACKING PAD | SHEET 62 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0212XX_PD_GEOMETRY - SPLITTER.DWG PLOT DATE : 3/23/2014 2:53 PM PLOT BY : DOUGLAS HOBYAN PLOT NAME : ---------- PLOT SCALE : **********

# DETAIL I

2

2

+08.28
29.57' LT

R15'

+02.73
28.74' LT

R300'

R79'

+32.05
26.01' LT

+45.45
24.62' LT

R300'

R25'

+70.26
20.42' LT

+32.42
21.78' LT

+45.15
20.98' LT

R79'

+70.16
19.42' LT

+18.00
0.00' RT

133'WB'+20

+33.81
0.00'

+43.82
0.00'

133'WB'+40

133'WB'+60

133'WB'+80

134'WB'+00

+06.91
0.00'

134'WB'+20

+18.54
13.02' LT

134'WB'+40

+50.54
0.00'

+32.09
10.96' LT

+21.46
37.30' LT

R2'

133'EB'+24.71
34.11' LT

+36.87
26.70' LT

+45.25
21.62' LT

+41.70
15.24' LT

134'EB'+25.90
6.00' LT

R4'

ROUNDABOUT
CIRCULATORY ROADWAY
(EAST SIDE)

+15.12
21.15' LT

+31.59
17.80' LT

+42.22
2.50' LT

134'EB'+00

134'EB'+20

134'EB'+40

+31.44
0.00'

+46.75
0.00'

133'EB'+80

133'EB'+60

+32.18
2.50' LT

133'EB'+40

+42.28
0.00'

R4'

133'EB'+12.45
6.00' LT

+05.36
6.80' LT

133'EB'+20

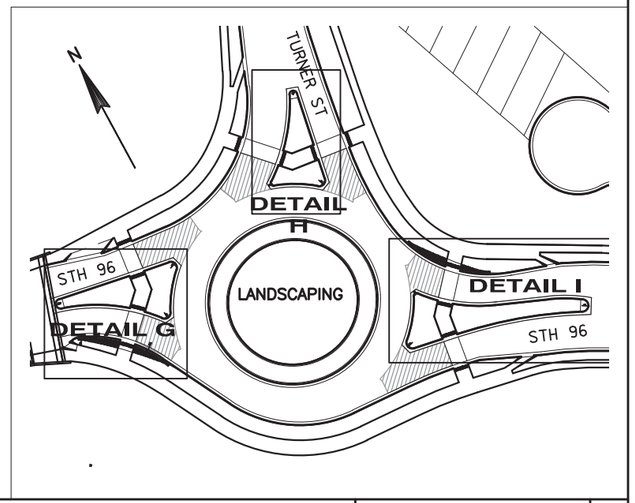
+32.28
0.00'

133'EB'+00

+08.27
0.00'

STH 96

N

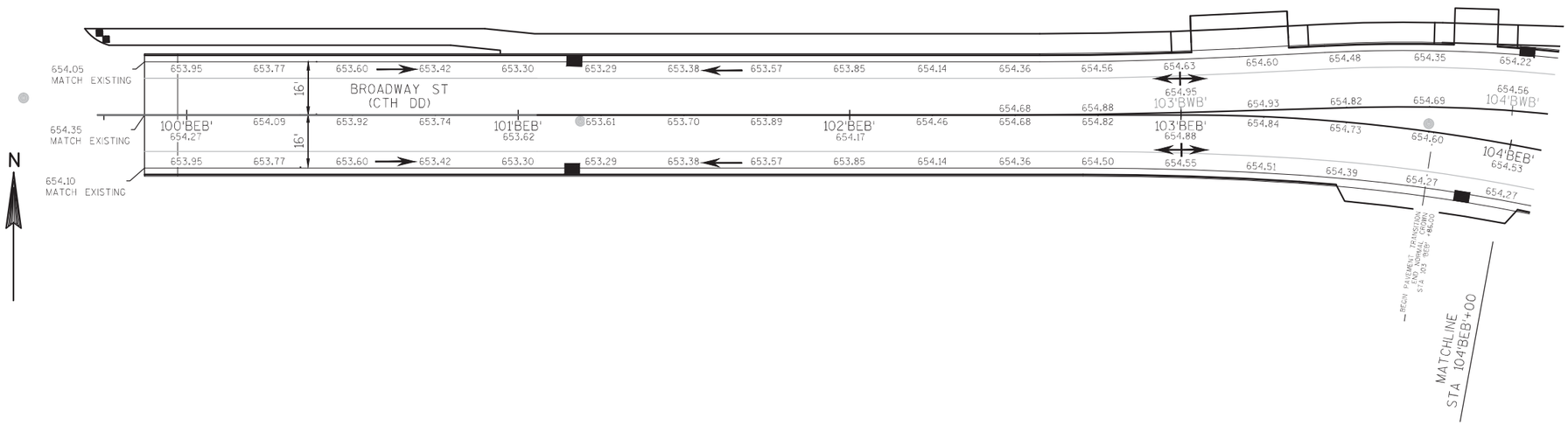



| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN DETAILS: SPLITTER ISLAND/TRUCK OVERTRACKING PAD | SHEET 63 | E |
|---|---|---|---|---|---|


FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0212XX_PD_GEOMETRY - SPLITTER.DWG PLOT DATE : 3/23/2014 2:53 PM PLOT BY : DOUGLAS HOBYAN PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 44

2




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PAVEMENT GRADES: BROADWAY STREET (CTH DD) | SHEET 64 | E |
|---|---|---|---|---|---|

2

N

BEGIN PAVEMENT TRANSITION STA 104 'BWB' +78.00

END PAVEMENT TRANSITION STA 105 'BWB' +55.00

BEGIN PAVEMENT TRANSITION STA 106 'BWB' +05.00

CEDAR ST (TO BE OBLITERATED)

END PAVEMENT TRANSITION BEGIN NORMAL CROWN STA 106 'BWB' +77.00

BROADWAY ST (CTH DD)

MATCHLINE STA 104'BEB'+00

MATCHLINE STA 106'BEB'+75

WISCONSIN CENTRAL LTD

END PAVEMENT TRANSITION STA 105 'BEB' +30

BEGIN PAVEMENT TRANSITION STA 105 'BEB' +80

105'BWB'

106'BWB'

105'BEB'

106'BEB'

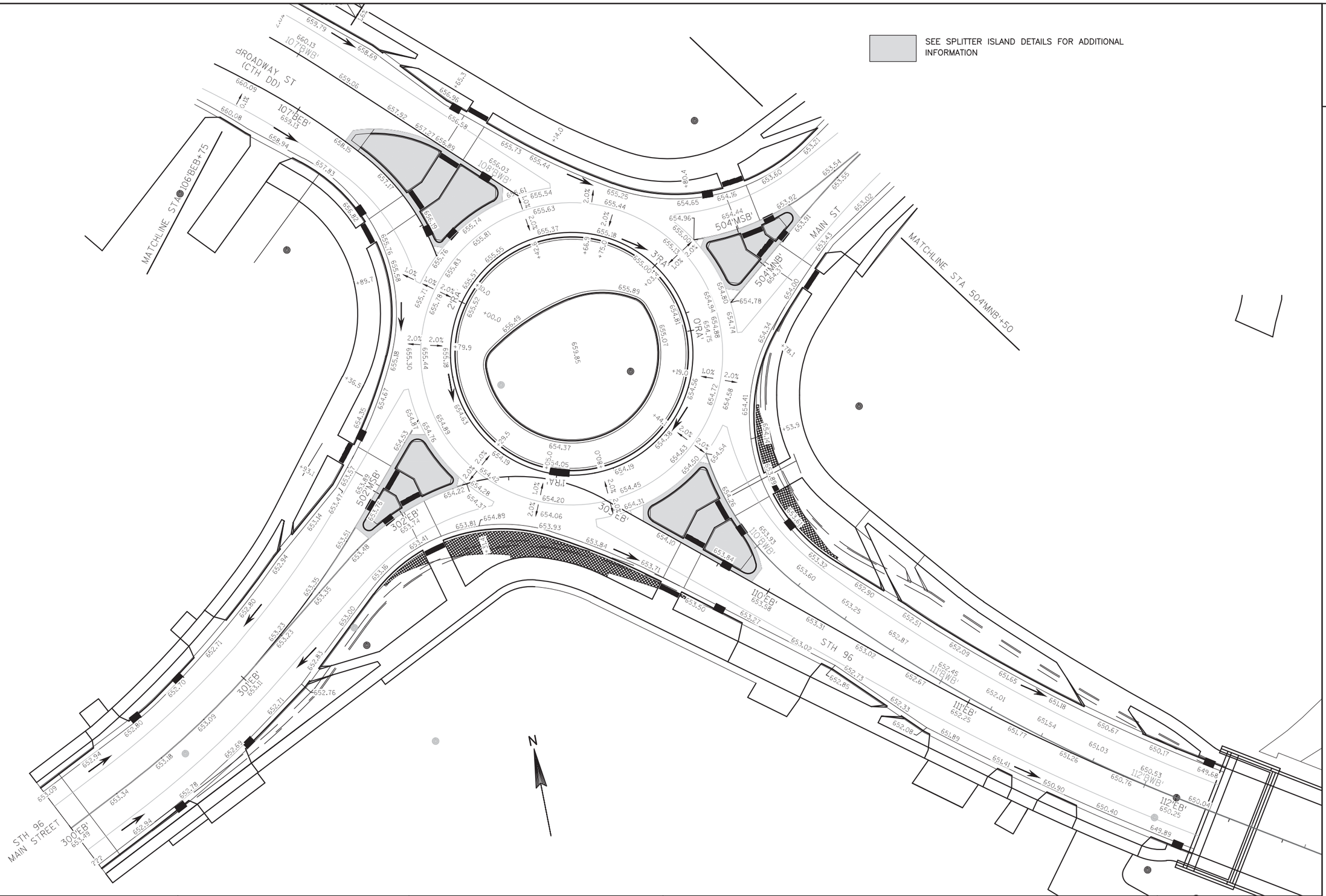
LOW RAIL

LOW RAIL ELEVATIONS BASED ON PROPOSED 3" RAISE AFTER RAILROAD CROSSING RECONSTRUCTION

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PAVEMENT GRADES: BROADWAY STREET (CTH DD) | SHEET 65 | E |
|---|---|---|---|---|---|

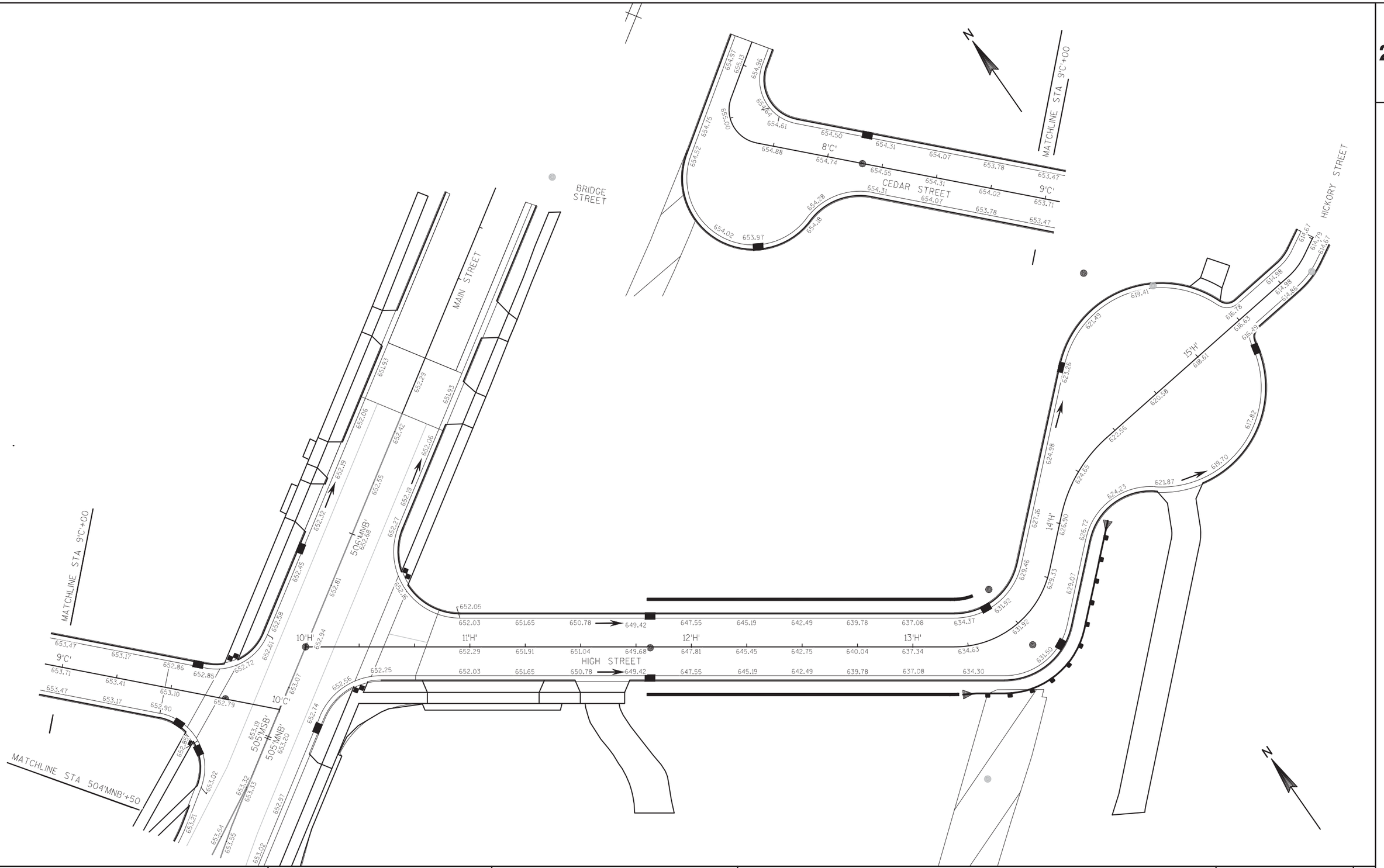
2

SEE SPLITTER ISLAND DETAILS FOR ADDITIONAL INFORMATION



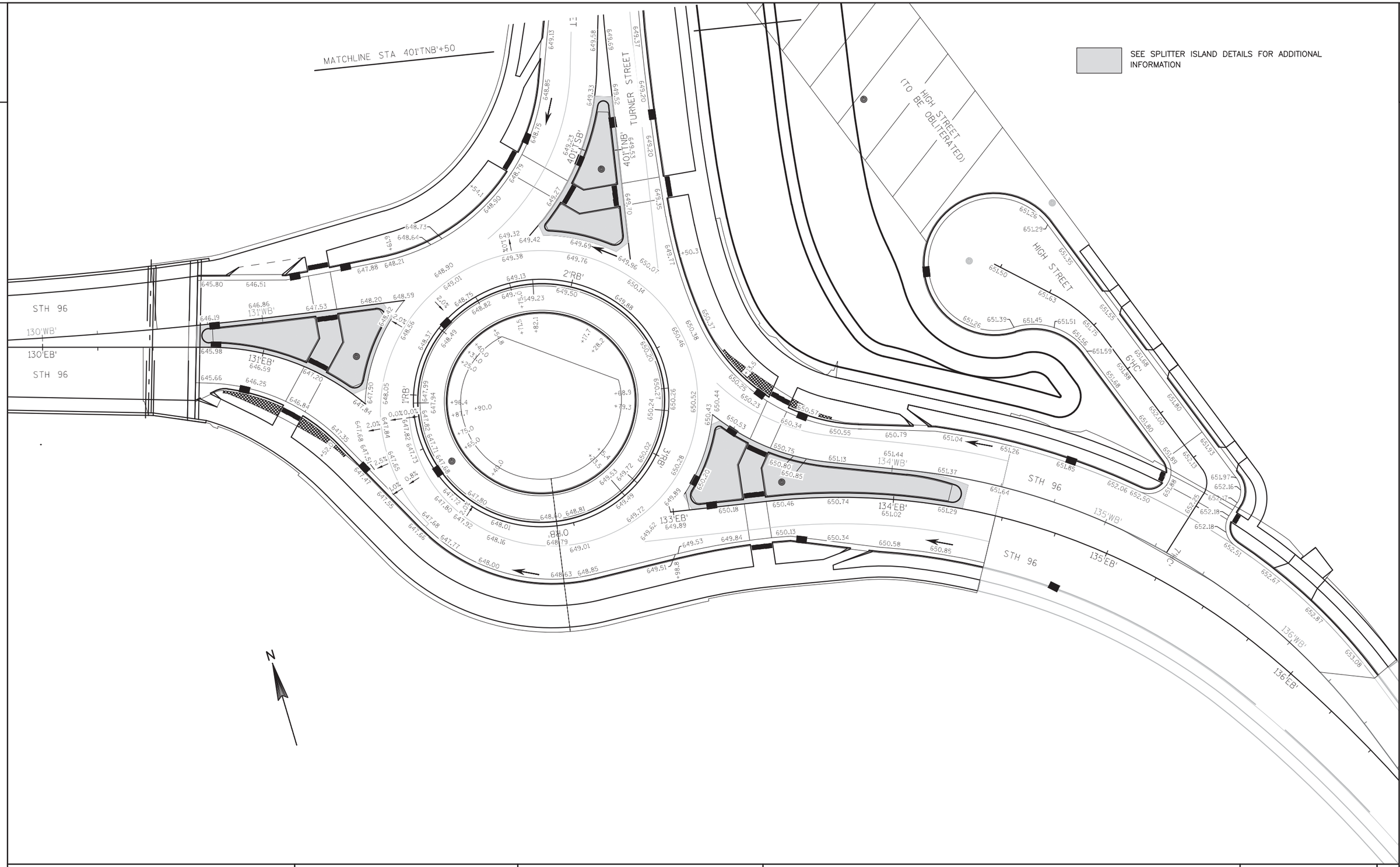

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PAVEMENT GRADES: STH 96 | SHEET 66 | E |
|---|---|---|---|---|---|

2



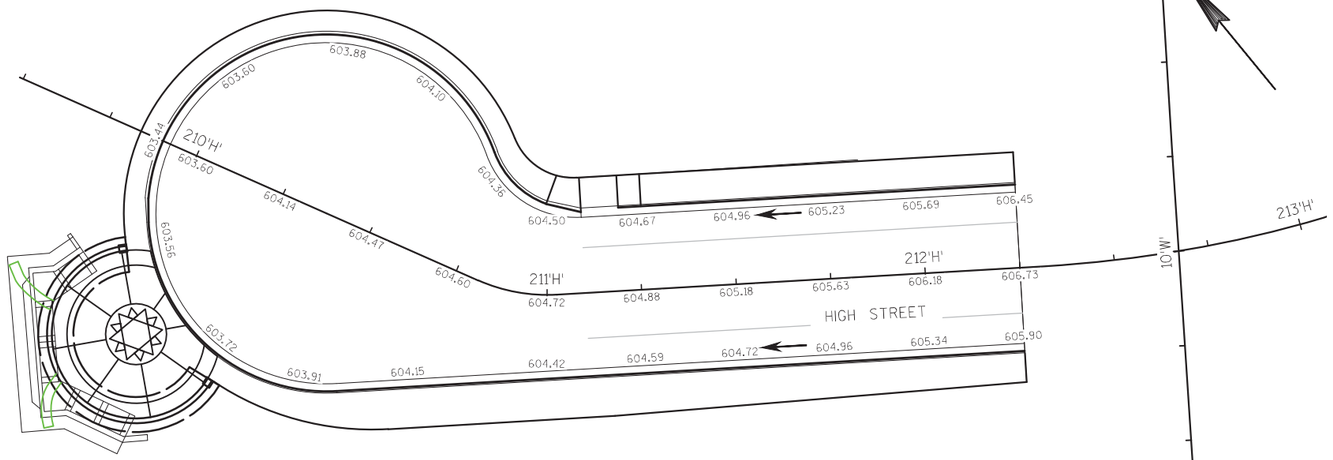

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PAVEMENT GRADES: CEDAR STREET / HIGH STREET | SHEET 67 | E |
|---|---|---|---|---|---|

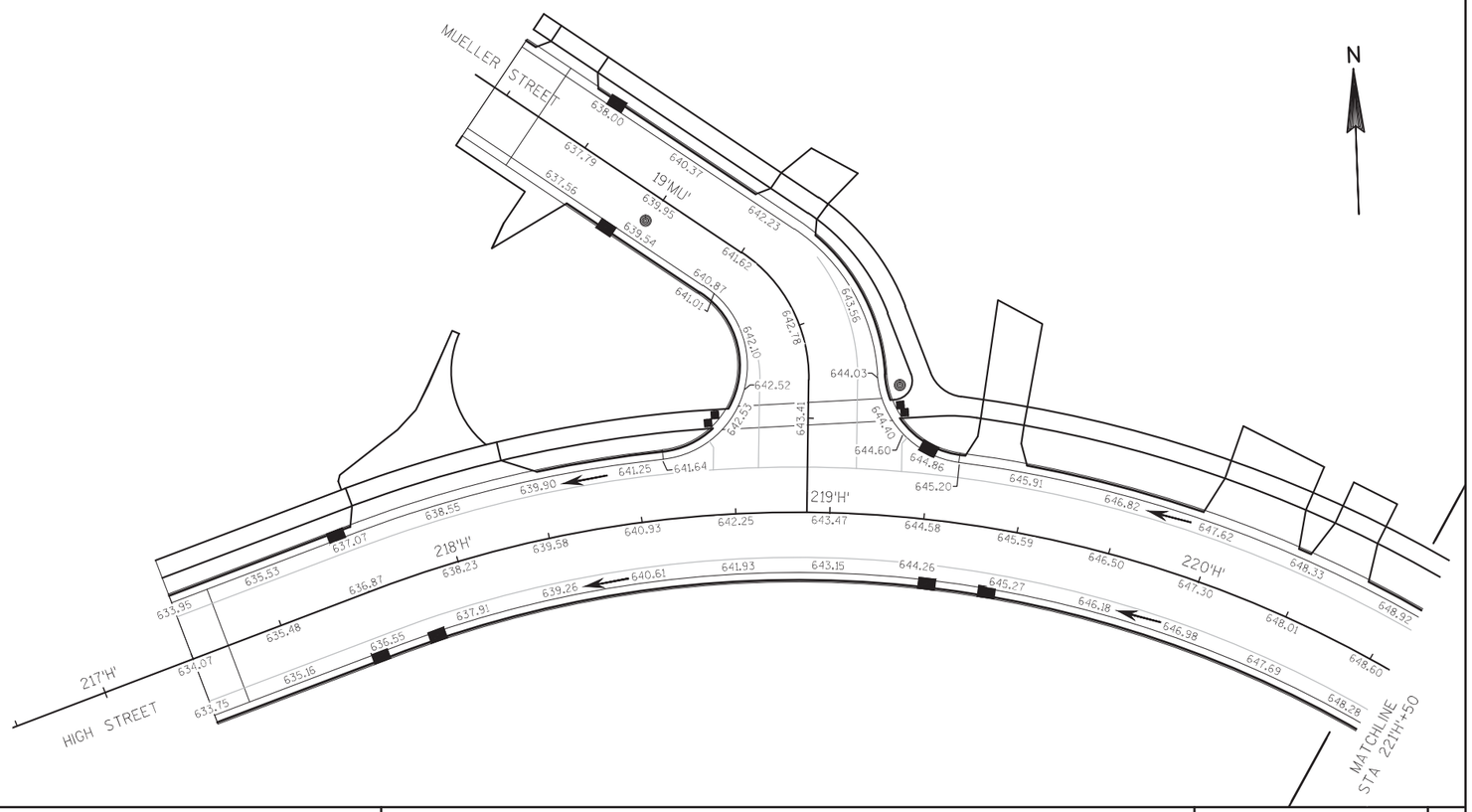
2




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PAVEMENT GRADES: STH 96 | SHEET 68 | E |
|---|---|---|---|---|---|

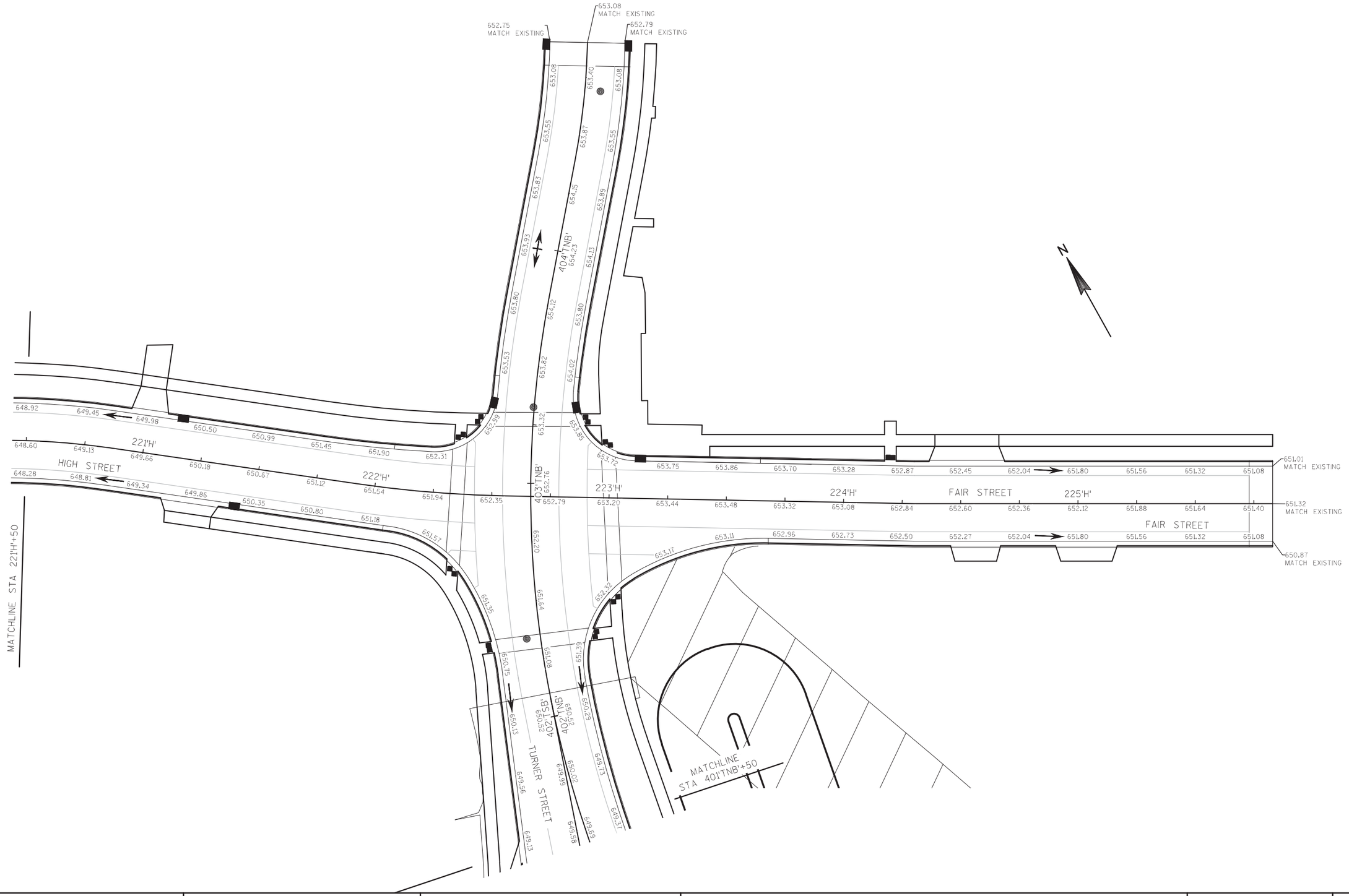
2




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PAVEMENT GRADES: HIGH STREET / MUELLER STREET | SHEET 69 | E |
|---|---|---|---|---|---|

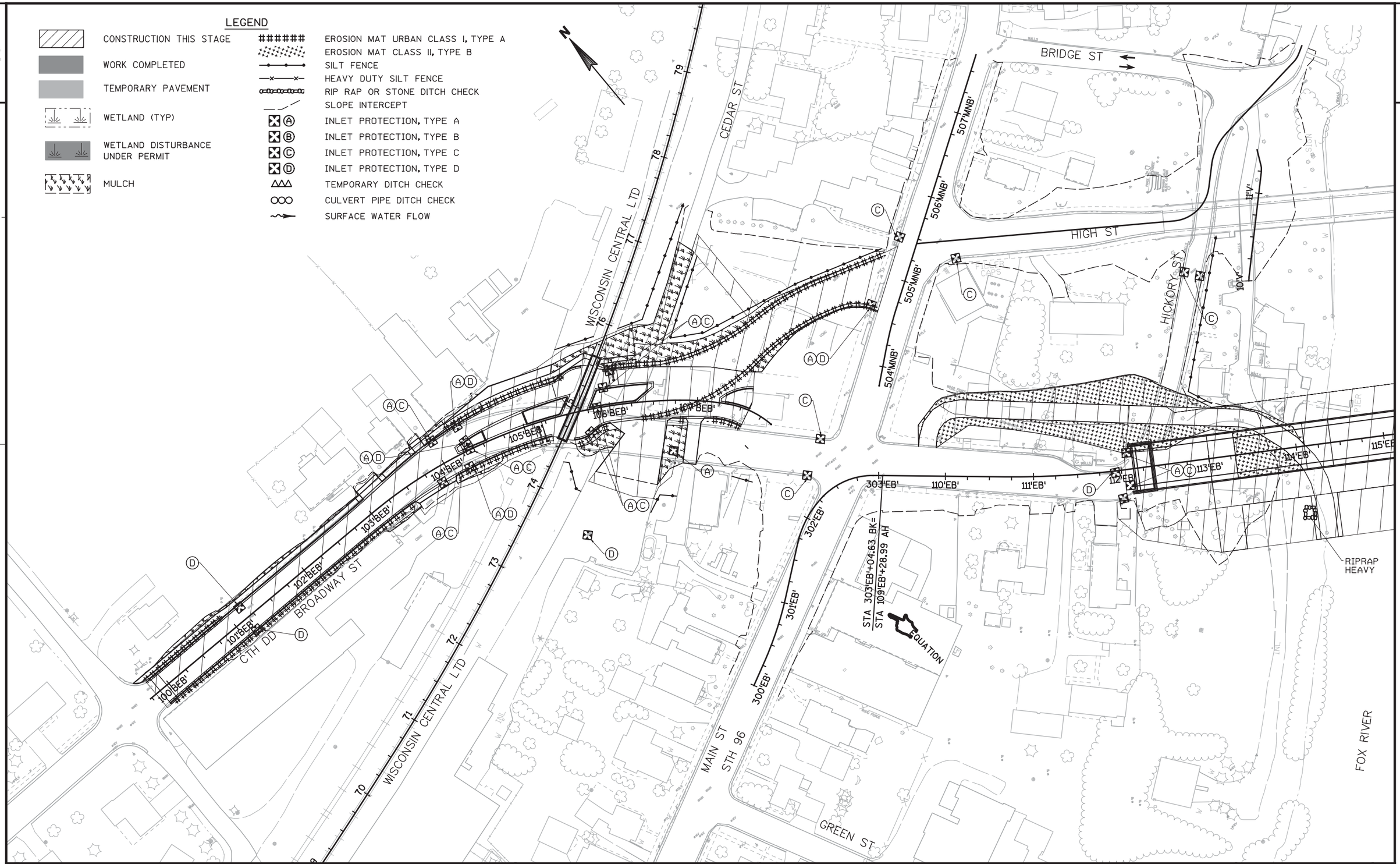
2




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PAVEMENT GRADES: HIGH ST / FAIR ST / TURNER ST | SHEET 70 | E |
|---|---|---|---|---|---|

## LEGEND

- CONSTRUCTION THIS STAGE
- WORK COMPLETED
- TEMPORARY PAVEMENT
- WETLAND (TYP)
- WETLAND DISTURBANCE UNDER PERMIT
- MULCH
- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE B
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE A
- INLET PROTECTION, TYPE B
- INLET PROTECTION, TYPE C
- INLET PROTECTION, TYPE D
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | EROSION CONTROL - STAGE 1A | SHEET 71 | E |
|---|---|---|---|---|---|

FILE NAME : x:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_022001_ec.dgn PLOT DATE : 5/7/2014 PLOT BY : 1015djd PLOT NAME : PLOT SCALE : 100.0000 sf / IN.

WISDOT/CADDS SHEET 42

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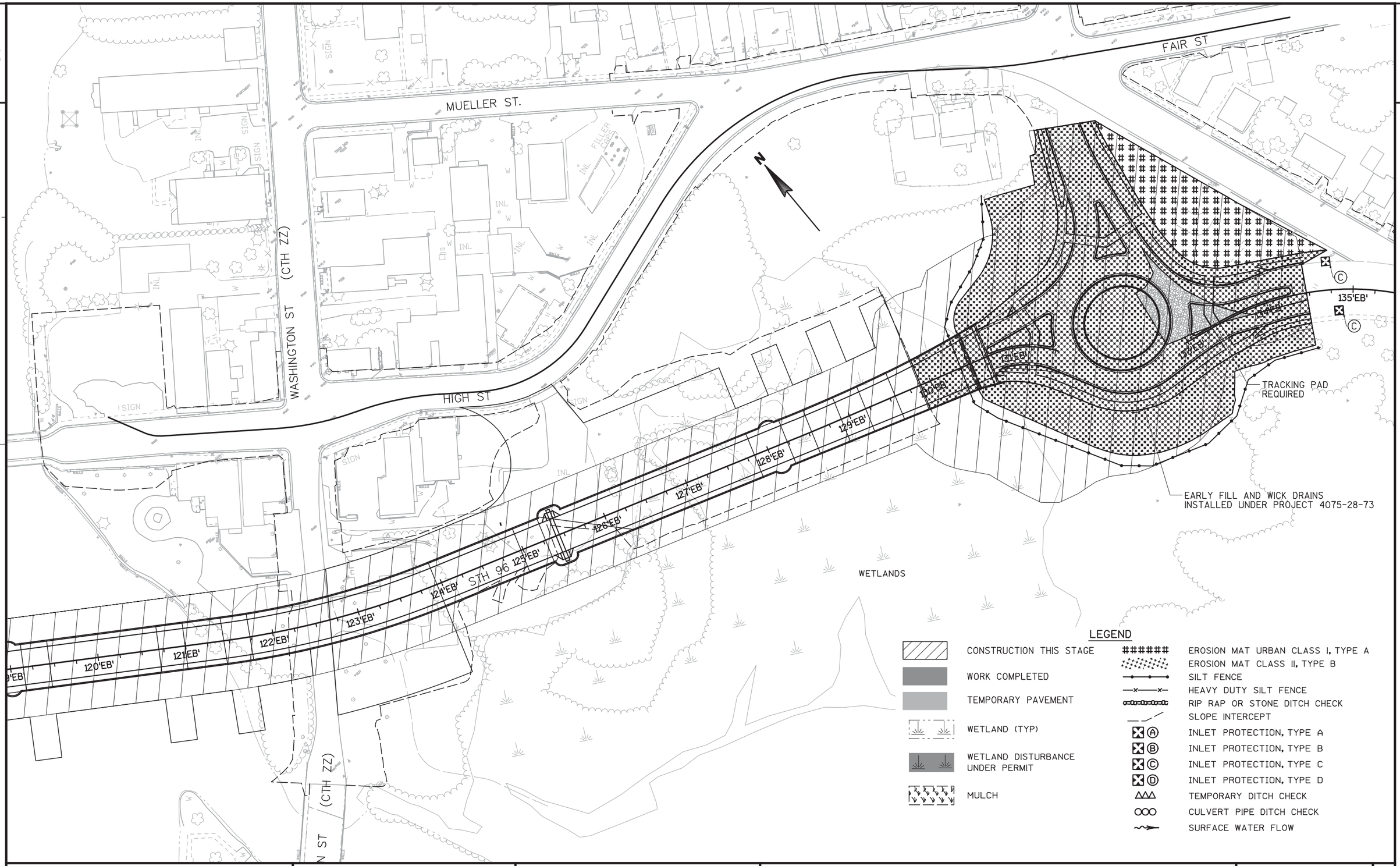


| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | EROSION CONTROL - STAGE 1A | SHEET 72 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_022002_ec.dgn PLOT DATE : 3/22/2014 PLOT BY : 1015djd PLOT NAME : PLOT SCALE : 100.0000 sf / IN.

WISDOT/CADDS SHEET 42

...\40752871_022002_ec.dgn 3/22/2014 1:52:38 PM

## LEGEND

- CONSTRUCTION THIS STAGE
- WORK COMPLETED
- TEMPORARY PAVEMENT
- WETLAND (TYP)
- WETLAND DISTURBANCE UNDER PERMIT
- MULCH
- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE B
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE A
- INLET PROTECTION, TYPE B
- INLET PROTECTION, TYPE C
- INLET PROTECTION, TYPE D
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

N

BRIDGE ST
CEDAR ST
WISCONSIN CENTRAL LTD
TEMPORARY BYPASS
HIGH ST
HICKORY ST
STRUCTURE B-5-736
STRUCTURE B-5-381
TEMPORARY CONSTRUCTION ACCESS ROAD LOCATION
CAUSEWAY A
FOX RIVER
BROADWAY ST
CTH DD
MAIN ST
STH 96
GREEN ST
STA 303'EB'+04.63 BK=
STA 109'EB'+28.99 AH
EQUATION

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | EROSION CONTROL - STAGE 1B | SHEET 73 | E |
|---|---|---|---|---|---|

FILE NAME : x:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_022003_ec.dgn
PLOT DATE : 5/7/2014 PLOT BY : 1015djd PLOT NAME : PLOT SCALE : 100.0000 sf / IN.
WISDOT/CADDS SHEET 42

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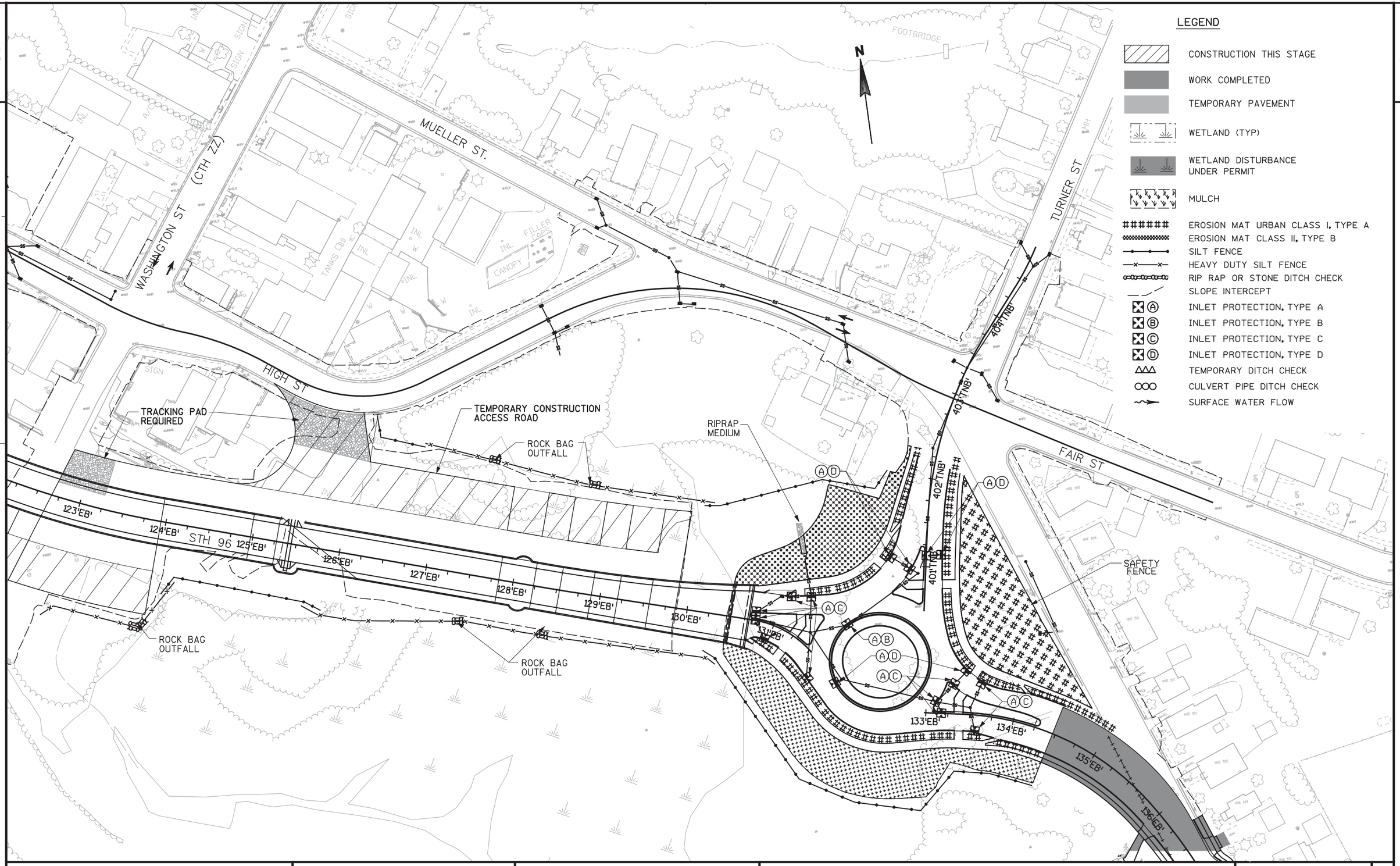
2




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | EROSION CONTROL - STAGE 1B | SHEET 74 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_022004_ec.dgn PLOT DATE : 3/22/2014 PLOT BY : 1015djd PLOT NAME : PLOT SCALE : 100.0000 sf / IN.

WISDOT/CADDS SHEET 42

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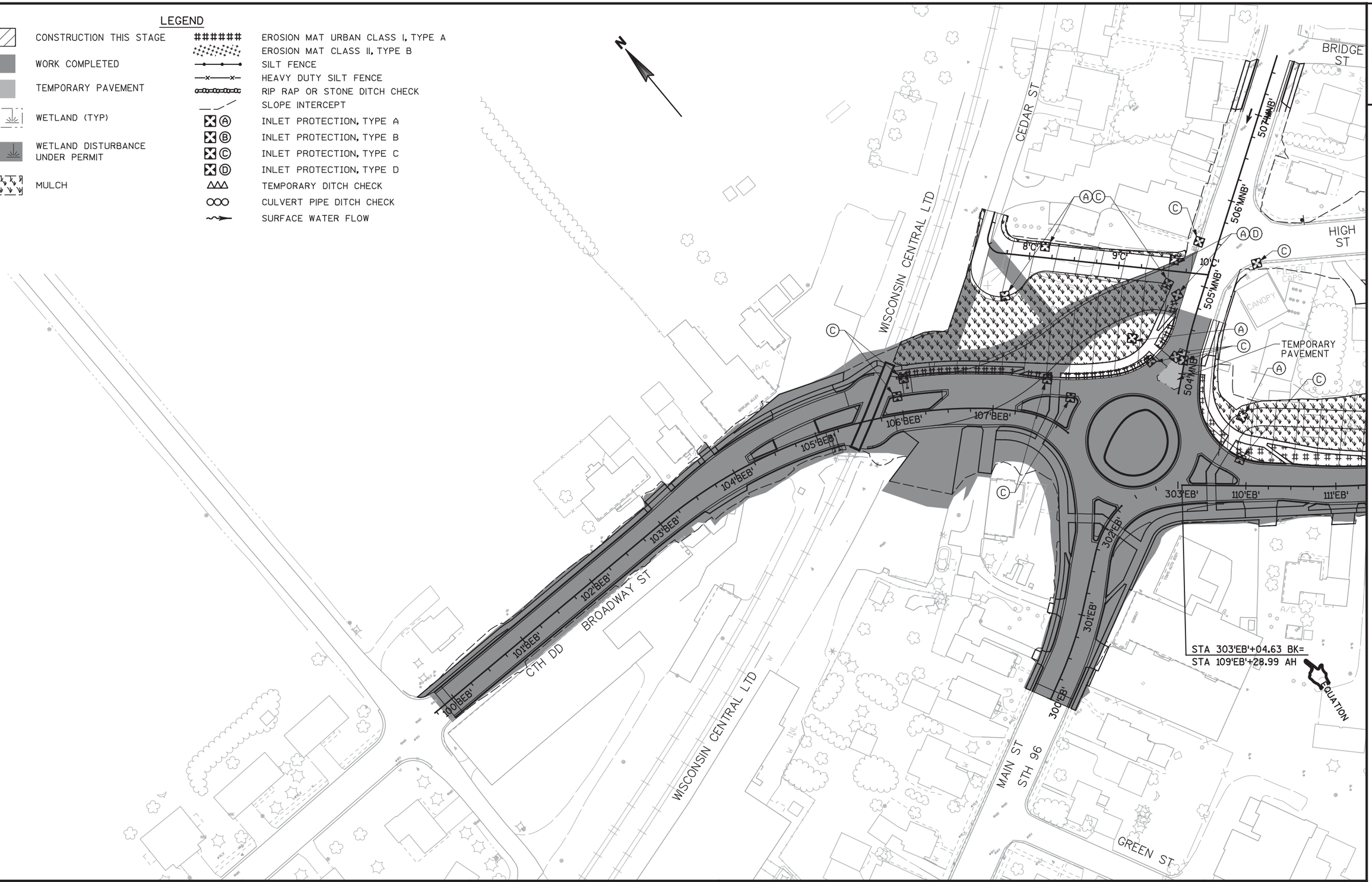
2

## LEGEND

| | |
|---|---|
| CONSTRUCTION THIS STAGE | EROSION MAT URBAN CLASS I, TYPE A |
| WORK COMPLETED | EROSION MAT CLASS II, TYPE B |
| TEMPORARY PAVEMENT | SILT FENCE |
| WETLAND (TYP) | HEAVY DUTY SILT FENCE |
| WETLAND DISTURBANCE UNDER PERMIT | RIP RAP OR STONE DITCH CHECK |
| MULCH | SLOPE INTERCEPT |
| | INLET PROTECTION, TYPE A |
| | INLET PROTECTION, TYPE B |
| | INLET PROTECTION, TYPE C |
| | INLET PROTECTION, TYPE D |
| | TEMPORARY DITCH CHECK |
| | CULVERT PIPE DITCH CHECK |
| | SURFACE WATER FLOW |




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | EROSION CONTROL - STAGE 2 | SHEET 75 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_022005_ec.dgn PLOT DATE : 3/22/2014 PLOT BY : 1015djd PLOT NAME : PLOT SCALE : 100.0000 sf / IN.

WISDOT/CADDS SHEET 42

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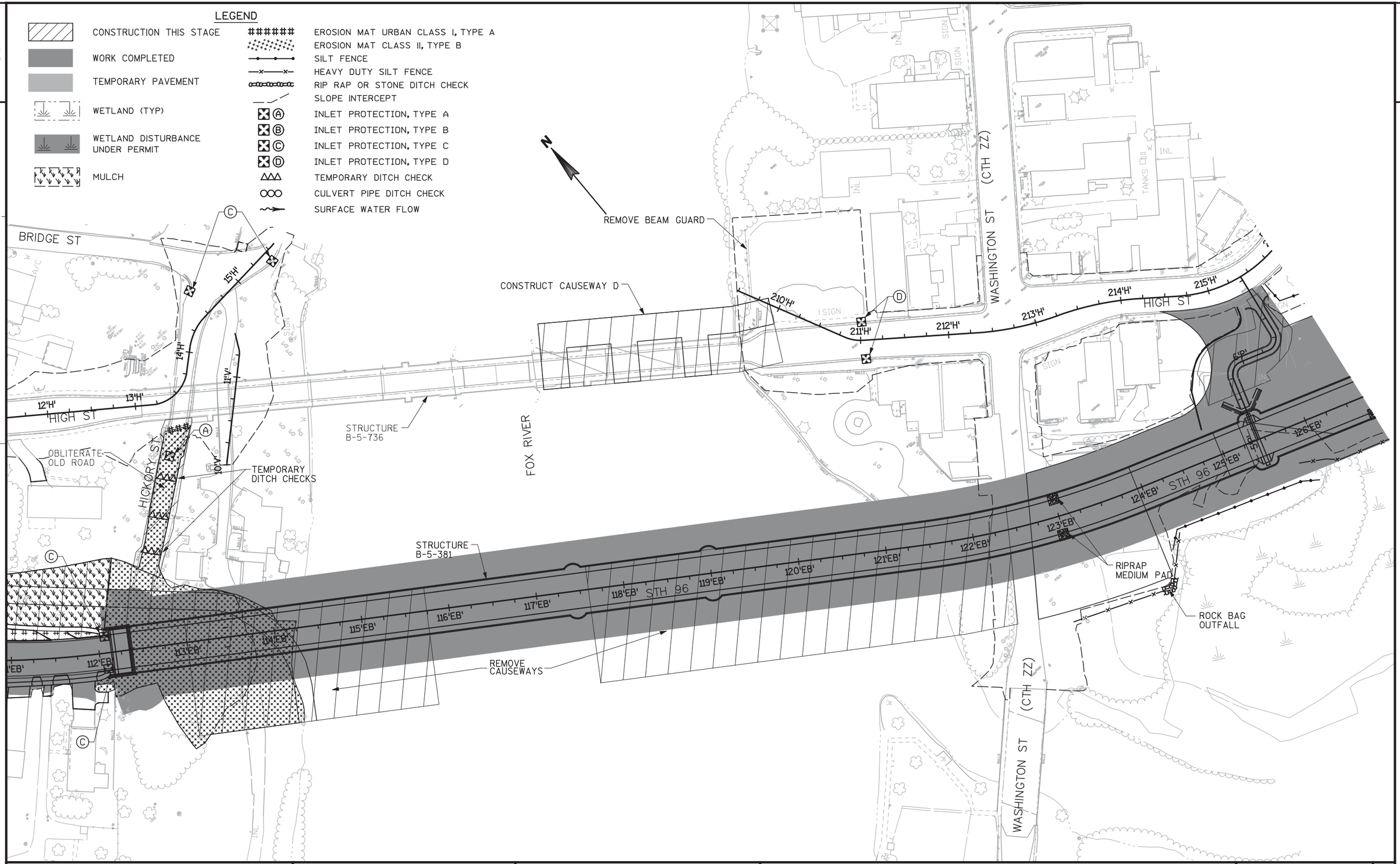
2

## LEGEND

- CONSTRUCTION THIS STAGE
- WORK COMPLETED
- TEMPORARY PAVEMENT
- WETLAND (TYP)
- WETLAND DISTURBANCE UNDER PERMIT
- MULCH
- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE B
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE A
- INLET PROTECTION, TYPE B
- INLET PROTECTION, TYPE C
- INLET PROTECTION, TYPE D
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | EROSION CONTROL - STAGE 2 | SHEET 76 E |
|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_022006_ec.dgn PLOT DATE : 3/22/2014 PLOT BY : 1015djd PLOT NAME : PLOT SCALE : 100.0000 sf / IN.

WISDOT/CADDS SHEET 42

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2

## LEGEND

- CONSTRUCTION THIS STAGE
- WORK COMPLETED
- TEMPORARY PAVEMENT
- WETLAND (TYP)
- WETLAND DISTURBANCE UNDER PERMIT
- MULCH
- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE B
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- (A) INLET PROTECTION, TYPE A
- (B) INLET PROTECTION, TYPE B
- (C) INLET PROTECTION, TYPE C
- (D) INLET PROTECTION, TYPE D
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

MUELLER ST.
TURNER ST
FOOTBRIDGE
FAIR ST
WETLAND RESTORATION
ROCK BAG OUTFALL
RIPRAP PAD
SNOWMOBILE TRAIL
OBLITERATE OLD ROAD
FENCE SAFETY
ROCK BAG OUTFALL
CANOPY
FILLER CAPS
POOL
BLEACHERS
SIGN
ATHLETIC FIELD

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | EROSION CONTROL - STAGE 2 | SHEET 77 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_022007_ec.dgn
PLOT DATE : 3/22/2014 PLOT BY : 1015djd PLOT NAME : PLOT SCALE : 100.0000 sf / IN.



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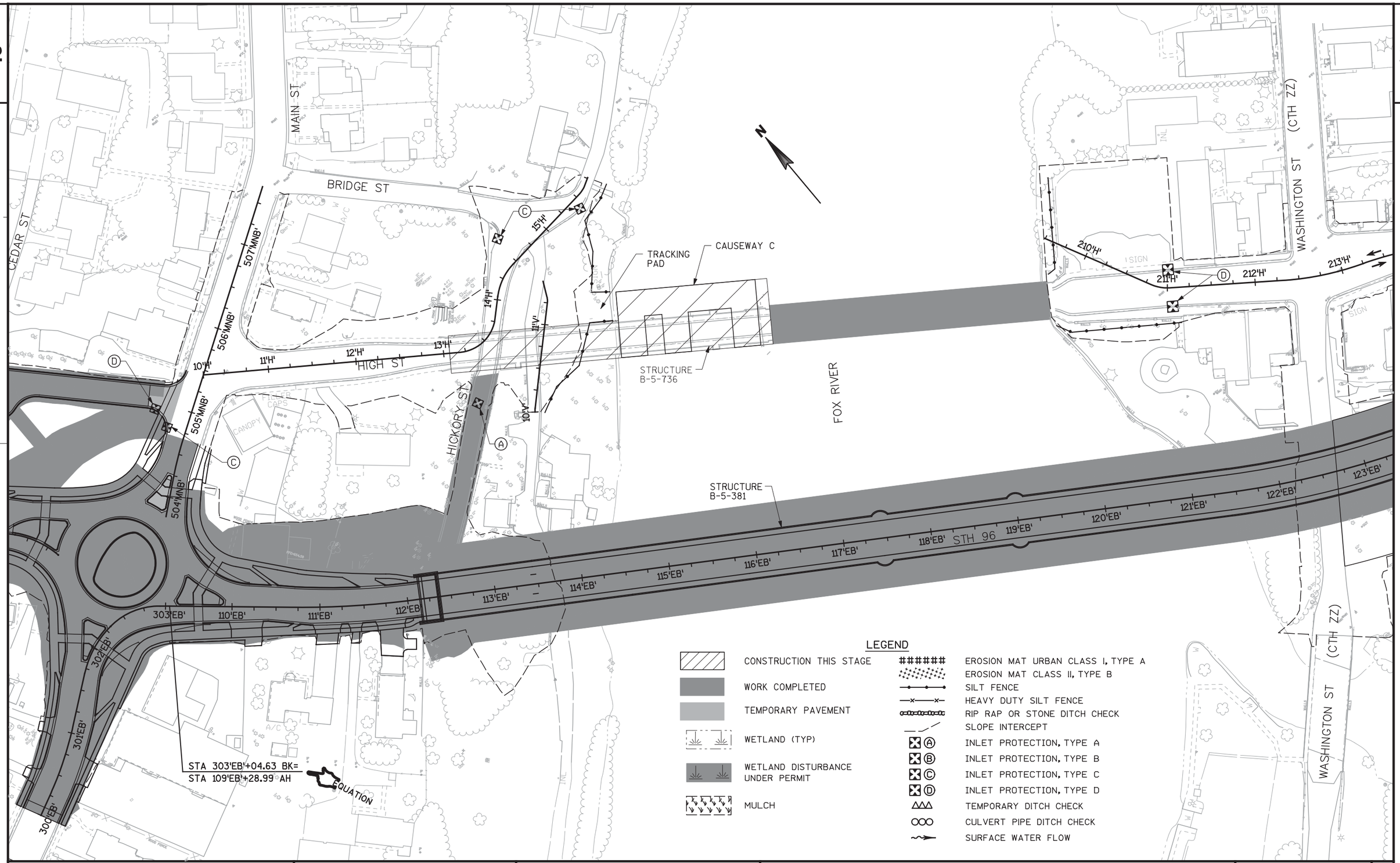


| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | EROSION CONTROL - STAGE 3A | SHEET 78 E |
|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_022008_ec.dgn PLOT DATE : 3/22/2014 PLOT BY : 1015djd PLOT NAME : PLOT SCALE : 100.0000 sf / IN.

WISDOT/CADDS SHEET 42

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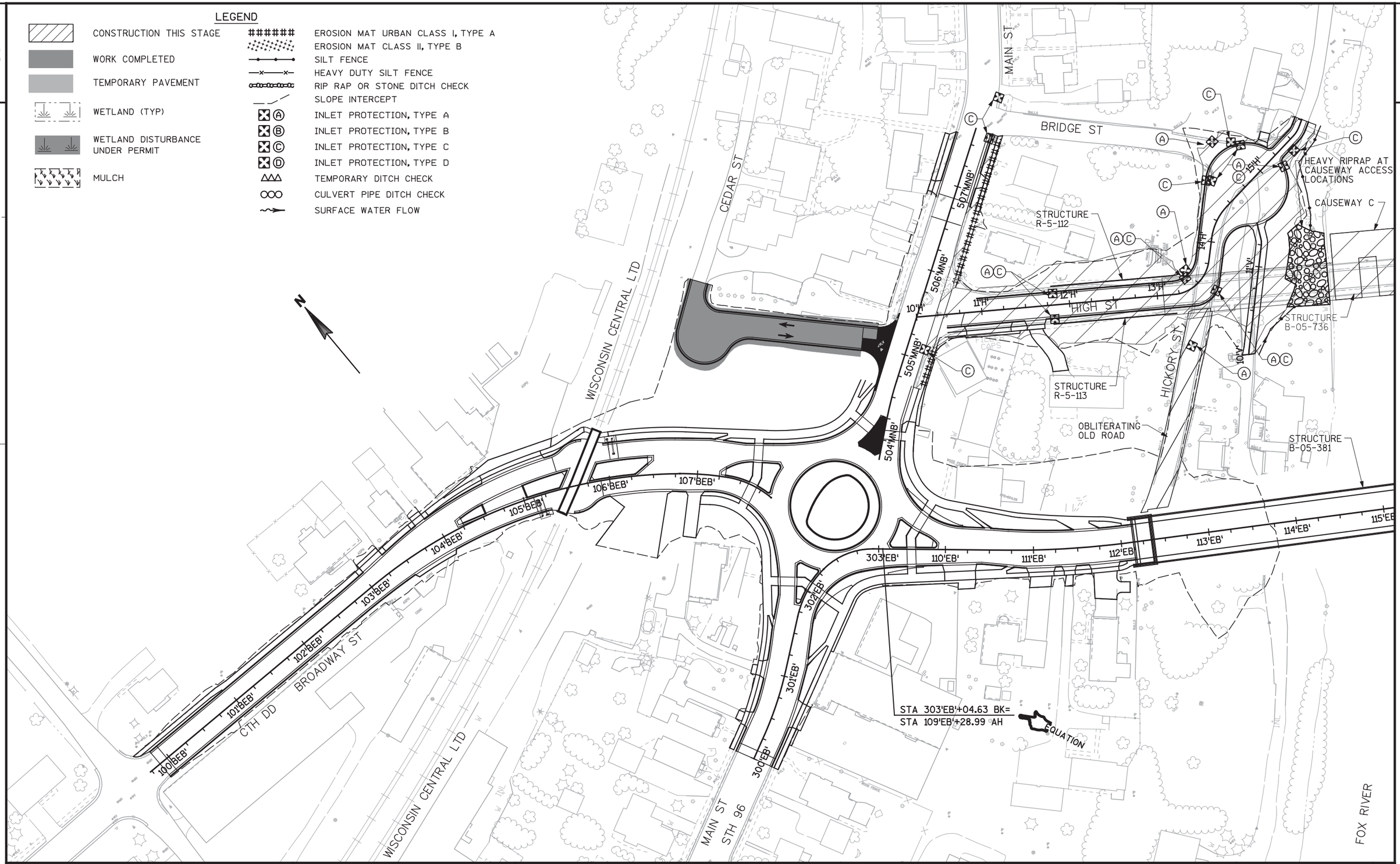
## LEGEND

- CONSTRUCTION THIS STAGE
- WORK COMPLETED
- TEMPORARY PAVEMENT
- WETLAND (TYP)
- WETLAND DISTURBANCE UNDER PERMIT
- MULCH
- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE B
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE A
- INLET PROTECTION, TYPE B
- INLET PROTECTION, TYPE C
- INLET PROTECTION, TYPE D
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | EROSION CONTROL - STAGE 3B | SHEET 79 | E |
|---|---|---|---|---|---|

FILE NAME : x:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_022009_ec.dgn PLOT DATE : 5/7/2014 PLOT BY : 1015djd PLOT NAME : PLOT SCALE : 100.0000 sf / IN.

WISDOT/CADDS SHEET 42

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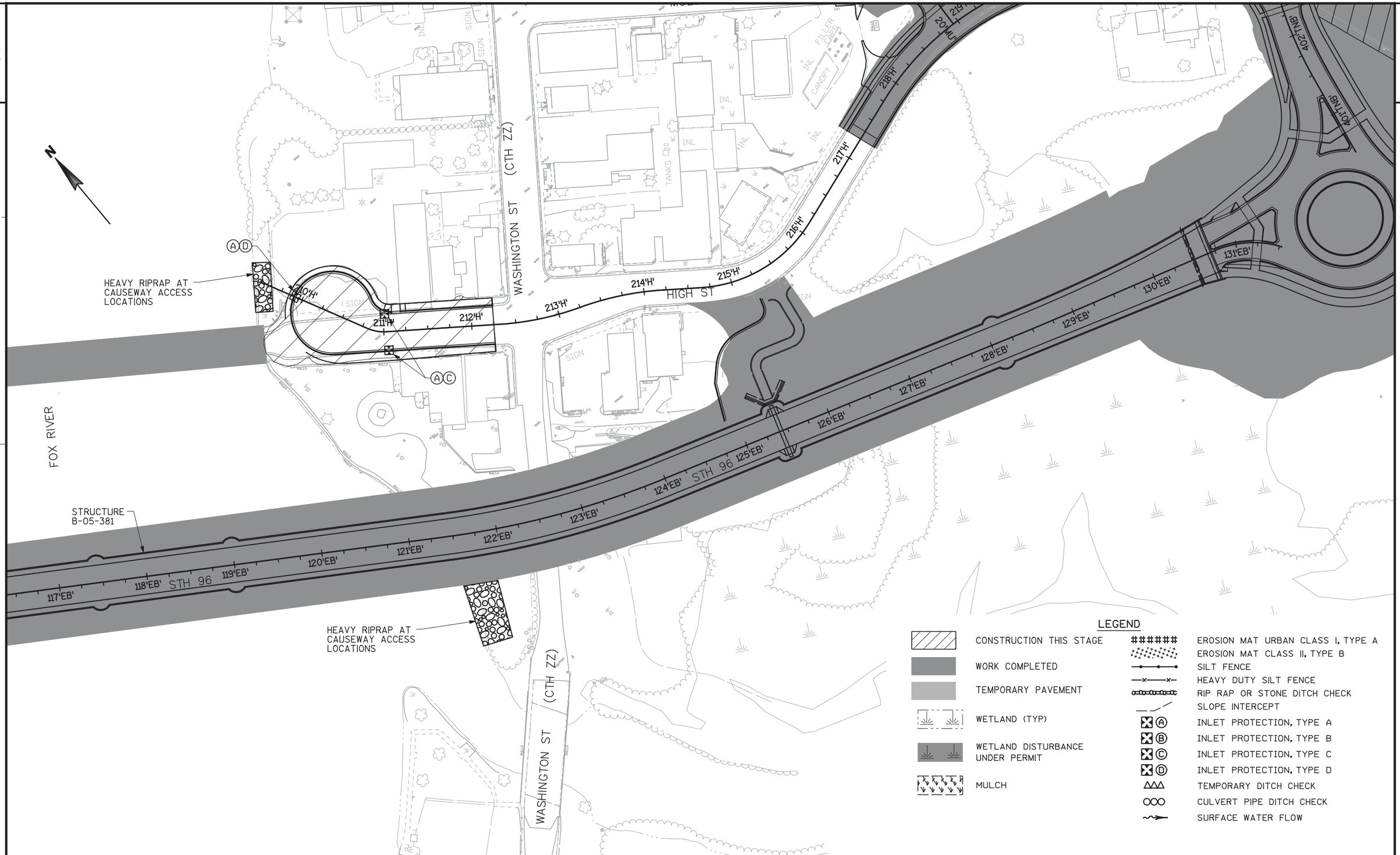
2



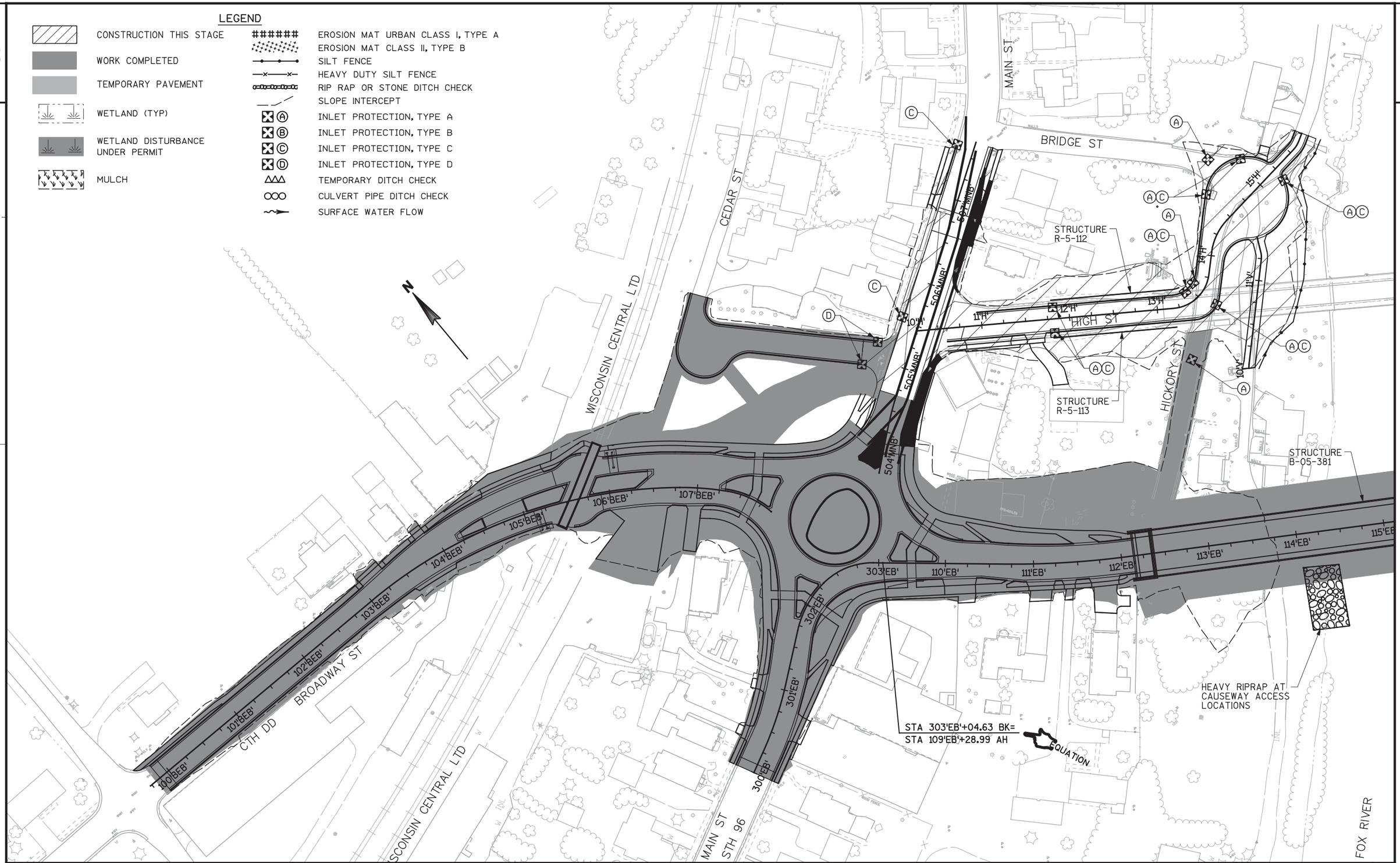

## LEGEND

| | |
|---|---|
| CONSTRUCTION THIS STAGE | EROSION MAT URBAN CLASS I, TYPE A |
| WORK COMPLETED | EROSION MAT CLASS II, TYPE B |
| TEMPORARY PAVEMENT | SILT FENCE |
| WETLAND (TYP) | HEAVY DUTY SILT FENCE |
| WETLAND DISTURBANCE UNDER PERMIT | RIP RAP OR STONE DITCH CHECK |
| MULCH | SLOPE INTERCEPT |
| | INLET PROTECTION, TYPE A |
| | INLET PROTECTION, TYPE B |
| | INLET PROTECTION, TYPE C |
| | INLET PROTECTION, TYPE D |
| | TEMPORARY DITCH CHECK |
| | CULVERT PIPE DITCH CHECK |
| | SURFACE WATER FLOW |

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | EROSION CONTROL - STAGE 3B | SHEET 80 | E |
|---|---|---|---|---|---|

## LEGEND

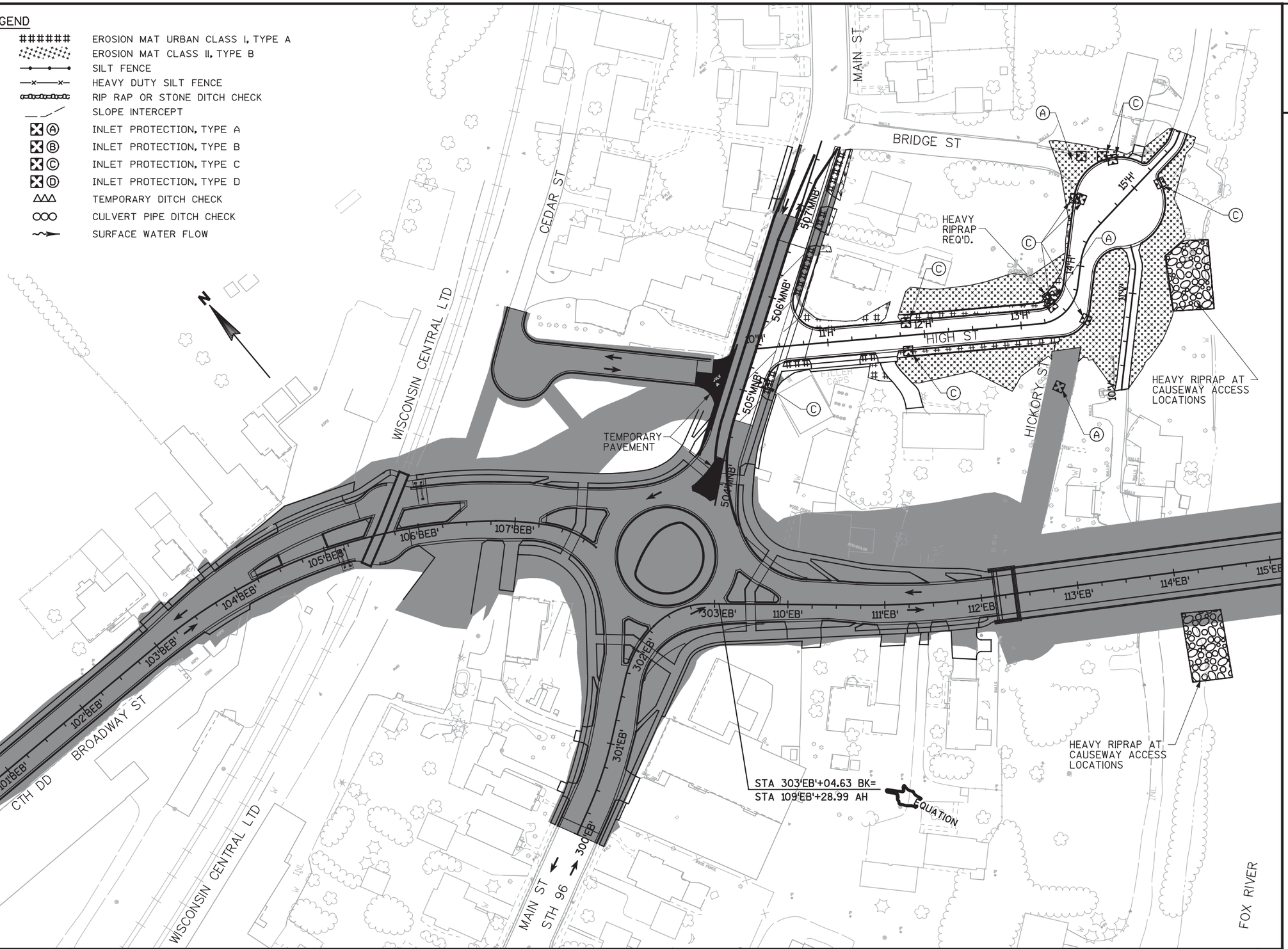
- CONSTRUCTION THIS STAGE
- WORK COMPLETED
- TEMPORARY PAVEMENT
- WETLAND (TYP)
- WETLAND DISTURBANCE UNDER PERMIT
- MULCH
- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE B
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE A
- INLET PROTECTION, TYPE B
- INLET PROTECTION, TYPE C
- INLET PROTECTION, TYPE D
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | EROSION CONTROL - STAGE 3C | SHEET 81 | E |
|---|---|---|---|---|---|

## LEGEND

- CONSTRUCTION THIS STAGE
- WORK COMPLETED
- TEMPORARY PAVEMENT
- WETLAND (TYP)
- WETLAND DISTURBANCE UNDER PERMIT
- MULCH
- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE B
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE A
- INLET PROTECTION, TYPE B
- INLET PROTECTION, TYPE C
- INLET PROTECTION, TYPE D
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | EROSION CONTROL - STAGE 3D | SHEET 82 | E |
|---|---|---|---|---|---|

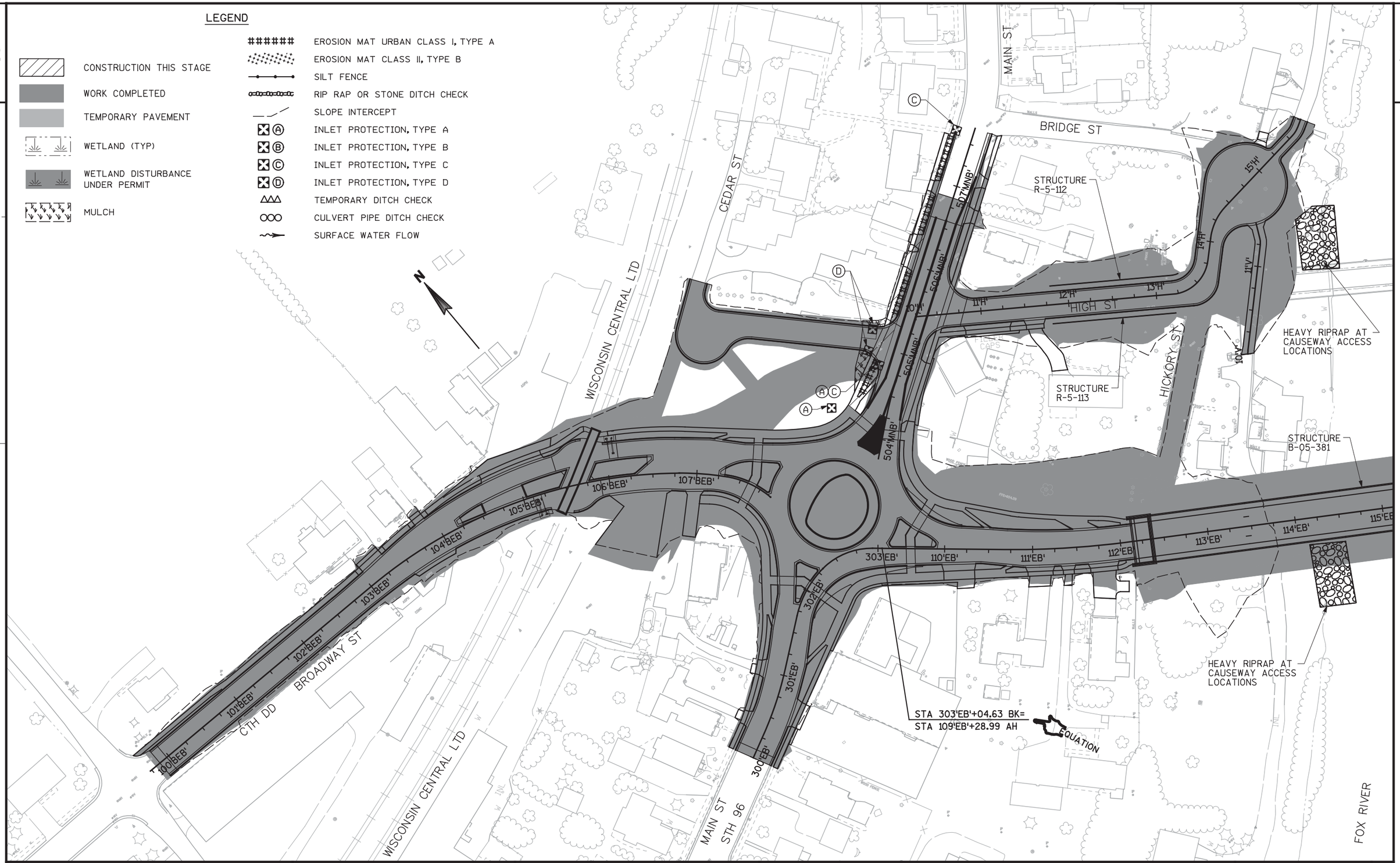
FILE NAME : x:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_022012_ec.dgn PLOT DATE : 5/7/2014 PLOT BY : 1015djd PLOT NAME : PLOT SCALE : 100.0000 sf / IN.

WISDOT/CADDS SHEET 42

...\40752871_022012_ec.dgn 5/7/2014 1:58:11 PM

LEGEND

- CONSTRUCTION THIS STAGE
- WORK COMPLETED
- TEMPORARY PAVEMENT
- WETLAND (TYP)
- WETLAND DISTURBANCE UNDER PERMIT
- MULCH
- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE B
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE A
- INLET PROTECTION, TYPE B
- INLET PROTECTION, TYPE C
- INLET PROTECTION, TYPE D
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | EROSION CONTROL - STAGE 3E | SHEET 83 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_022013_ec.dgn PLOT DATE : 3/22/2014 PLOT BY : 1015djd PLOT NAME : PLOT SCALE : 100.0000 sf / IN.

WISDOT/CADDS SHEET 42

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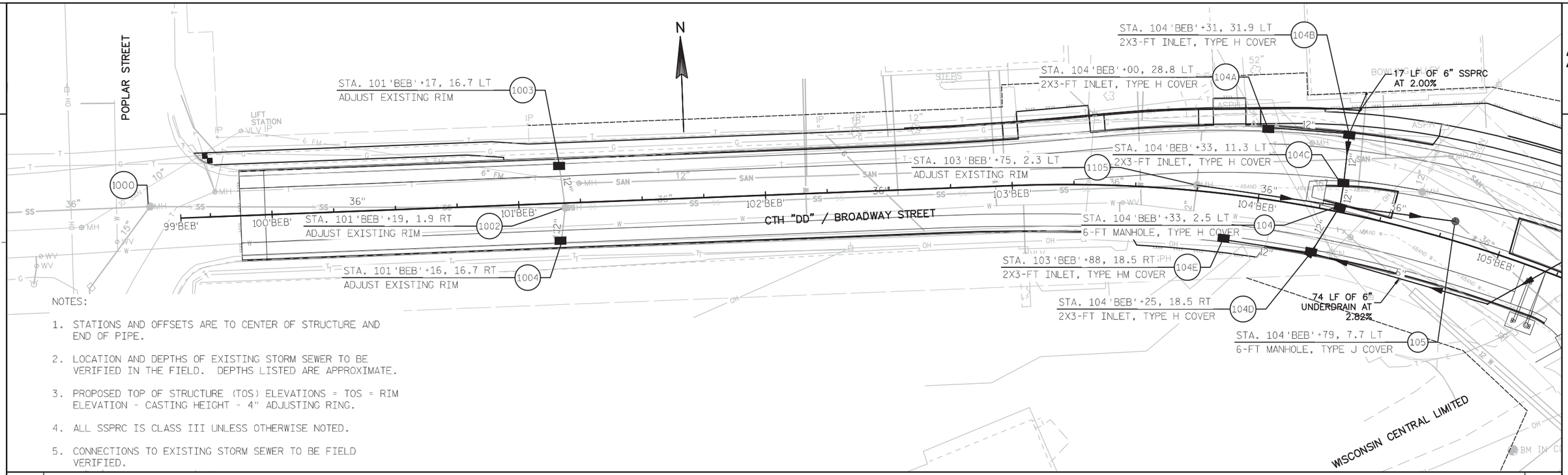
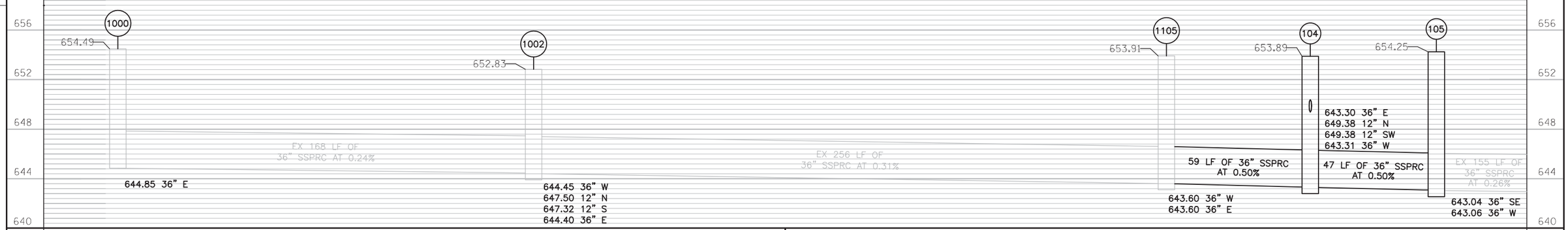
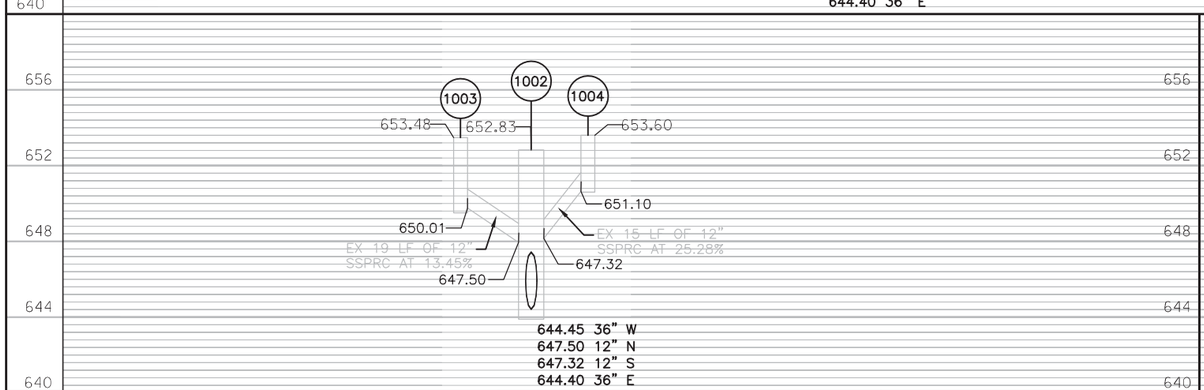
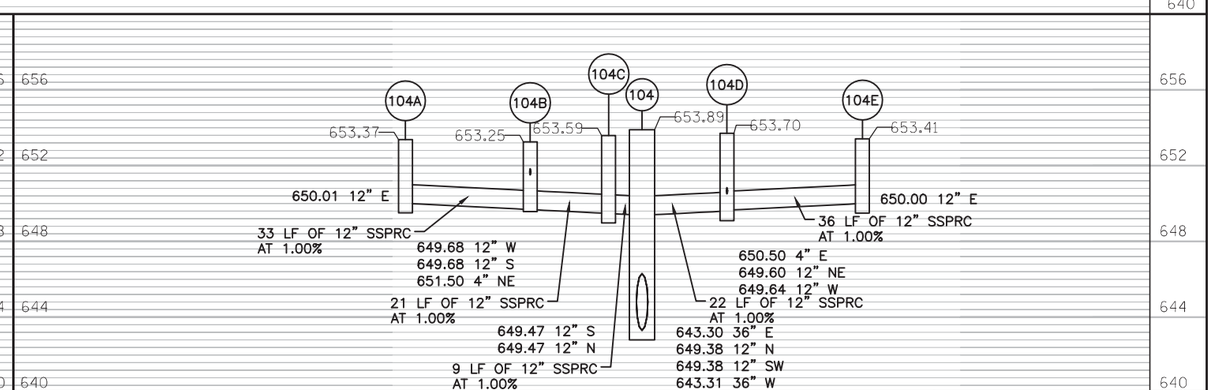



NOTES:

1. STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE AND END OF PIPE.
2. LOCATION AND DEPTHS OF EXISTING STORM SEWER TO BE VERIFIED IN THE FIELD. DEPTHS LISTED ARE APPROXIMATE.
3. PROPOSED TOP OF STRUCTURE (TOS) ELEVATIONS = TOS = RIM ELEVATION - CASTING HEIGHT - 4" ADJUSTING RING.
4. ALL SSPRC IS CLASS III UNLESS OTHERWISE NOTED.
5. CONNECTIONS TO EXISTING STORM SEWER TO BE FIELD VERIFIED.

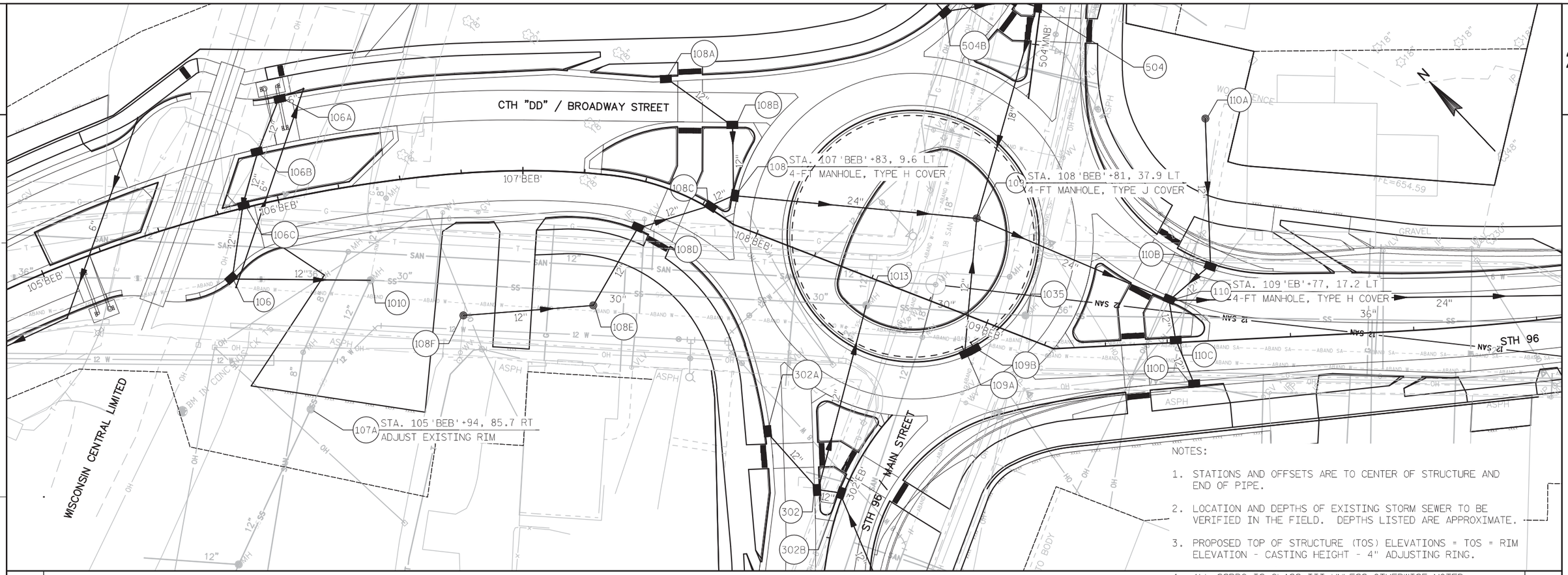



| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | STORM SEWER PLAN - CTH DD/BROADWAY STREET | SHEET 84 | E |
|---|---|---|---|---|---|

2




NOTES:

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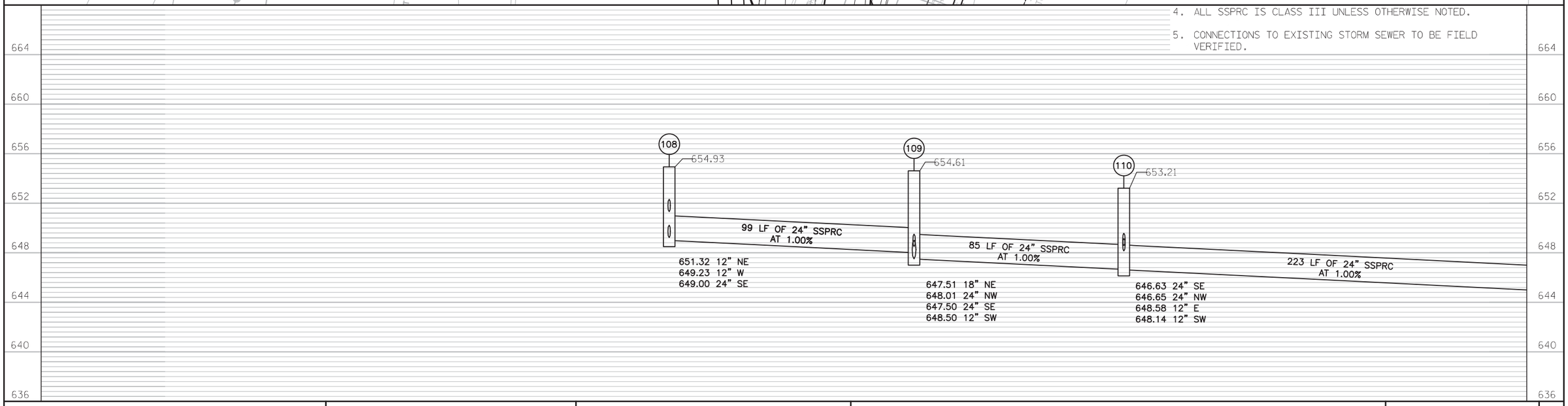
5. CONNECTIONS TO EXISTING STORM SEWER TO BE FIELD VERIFIED.




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | STORM SEWER PLAN - CTH DD/BROADWAY STREET / STH 96 | SHEET 85 E |
|---|---|---|---|---|

STA. 106 'BEB' +09, 40.6 LT
2X3-FT INLET, TYPE H COVER
106A

10 LF OF 6" UNDERDRAIN AT 4.00%

STA. 105 'BEB' +96, 20.5 LT
2X3-FT INLET, TYPE H COVER
106B

CTH "DD" / BROADWAY STREET

STA. 107 'BEB' +48, 42.8 LT
2X3-FT INLET, TYPE H COVER
108A

STA. 107 'BEB' +71, 33.7 LT
2X3-FT INLET, TYPE H COVER
108B

STA. 107 'BEB' +78, 1.5 LT
2X3-FT INLET, TYPE H COVER
108C

STA. 105 'BEB' +86, 1.5 LT
2X3-FT INLET, TYPE H COVER
106C

86 LF OF 6" UNDERDRAIN AT 0.30%

85 LF OF 6" UNDERDRAIN AT 0.30%

STA. 107 'BEB' +52, 19.2 RT
2X3-FT INLET, TYPE H COVER
108D

STA. 105 'BEB' +74, 26.7 RT
2X3-FT INLET, TYPE H COVER
106

STA. 106 'BEB' +71, 57.5 RT
4-FT MANHOLE, TYPE C COVER
108F

STA. 107 'BEB' +34, 53.3 RT
4-FT MANHOLE, TYPE C COVER
108E

WISCONSIN CENTRAL LIMITED

STA. 109 'EB' +95, 90.0 LT
4-FT MANHOLE, TYPE C COVER
110A

STA. 109 'EB' +94, 30.7 LT
2X3-FT INLET, TYPE HM COVER
110B

STA. 109 'EB' +78, 1.5 LT
2X3-FT INLET, TYPE H COVER
110C

STA. 109 'EB' +85, 17.5 RT
2X3-FT INLET, TYPE H COVER
110D

STH 96 / MAIN STREET

STH 96

NOTES:

1. STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE AND END OF PIPE.
2. LOCATION AND DEPTHS OF EXISTING STORM SEWER TO BE VERIFIED IN THE FIELD. DEPTHS LISTED ARE APPROXIMATE.
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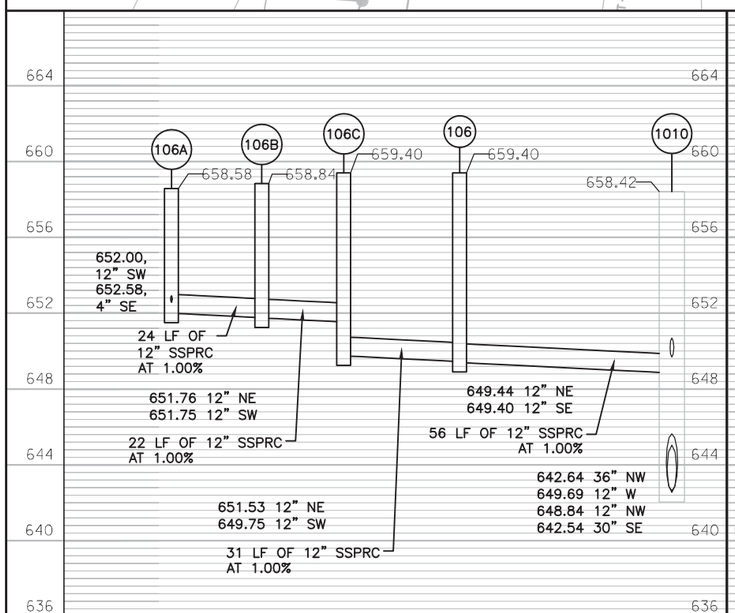
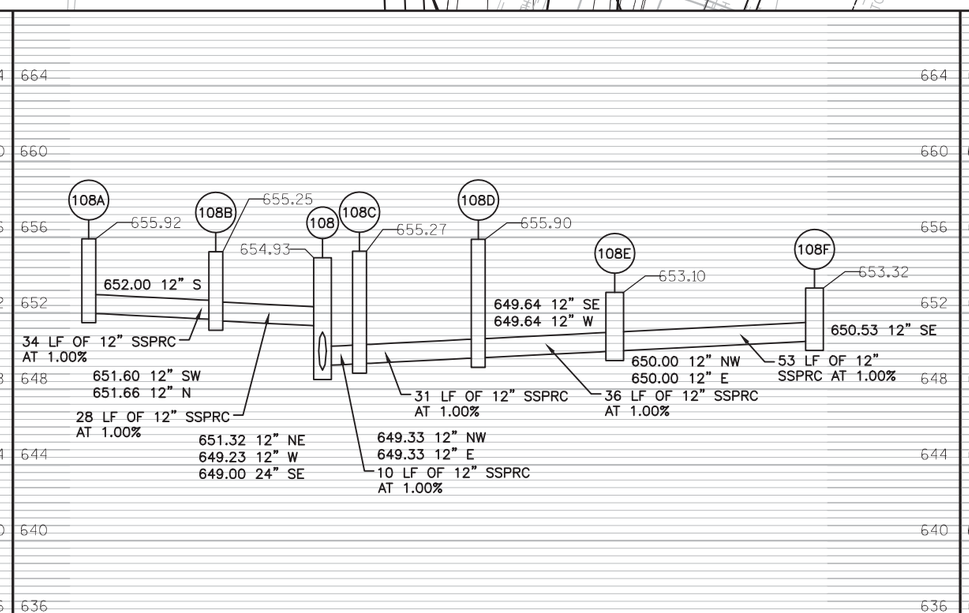
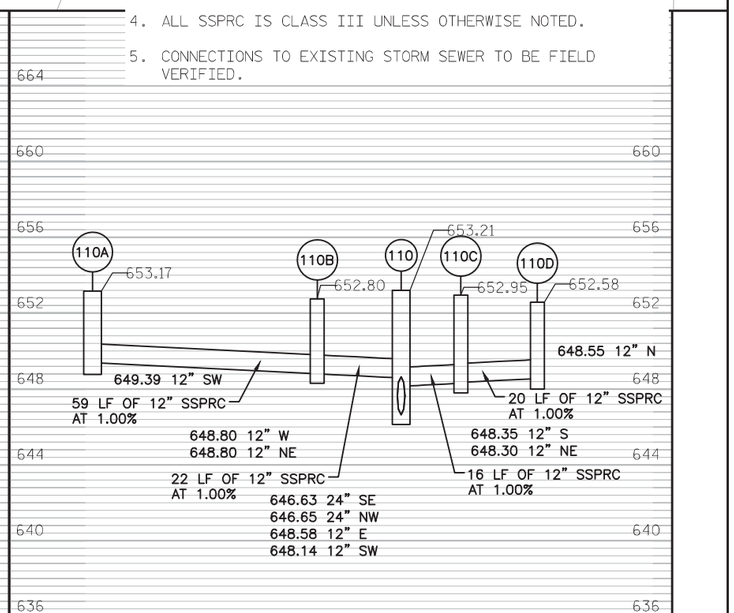
4. ALL SSPRC IS CLASS III UNLESS OTHERWISE NOTED.
5. CONNECTIONS TO EXISTING STORM SEWER TO BE FIELD VERIFIED.




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | STORM SEWER PLAN - CTH DD/BROADWAY STREET / STH 96 | SHEET 86 | E |
|---|---|---|---|---|---|

NOTES:

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4. ALL SSPRC IS CLASS III UNLESS OTHERWISE NOTED.
5. CONNECTIONS TO EXISTING STORM SEWER TO BE FIELD VERIFIED.

STA. 112 'EB'+08, 20.0 LT
2X3-FT INLET, TYPE H COVER

STA. 112 'EB'+00, 0.0 LT
4-FT MANHOLE, TYPE J COVER

STA. 112 'EB'+08, 19.5 RT
2X3-FT INLET, TYPE H COVER

STA. 111 'EB'+94, 11.6 RT
RECONSTRUCT EXISTING MANHOLE, TYPE J COVER

STA. 112 'EB'+00, 34.0 RT
6-FT MANHOLE, TYPE J COVER

STA. 112 'EB'+24, 37.8 RT
6-FT MANHOLE, TYPE J COVER

STA. 112 'EB'+75, 50.0 RT
6-FT MANHOLE, TYPE J COVER

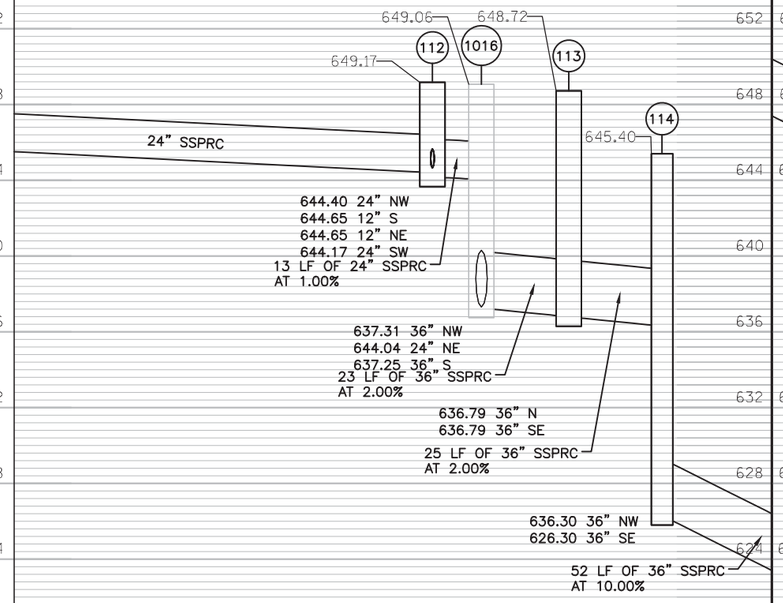
STA. 113 'EB'+92, 73.4 RT
APRON ENDWALLS FOR CULVERT PIPE 36-INCH

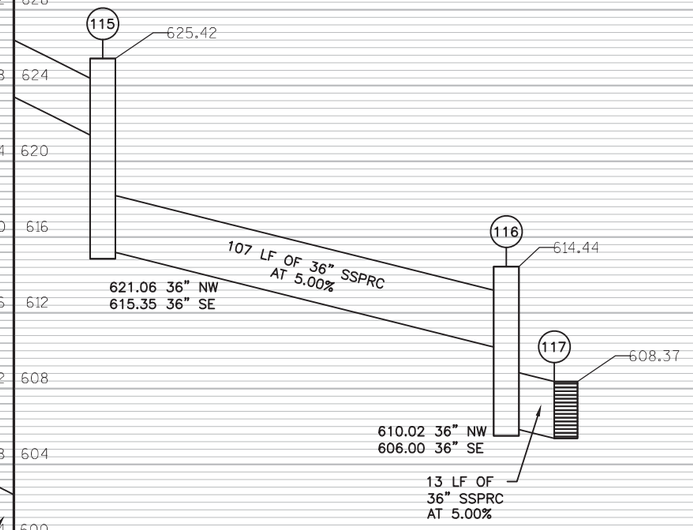
STA. 113 'EB'+79, 70.9 RT
6-FT MANHOLE, TYPE J COVER

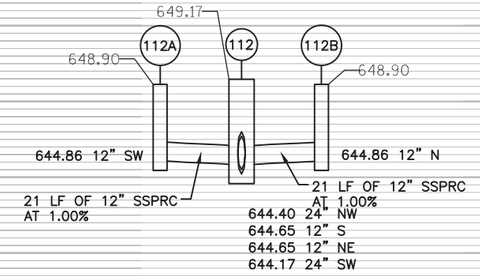
CONSTRUCTION NOTE:

1. CONSTRUCT STORM SEWER OUTFALL PRIOR TO TEMPORARY ACCESS ROAD.

STH 96



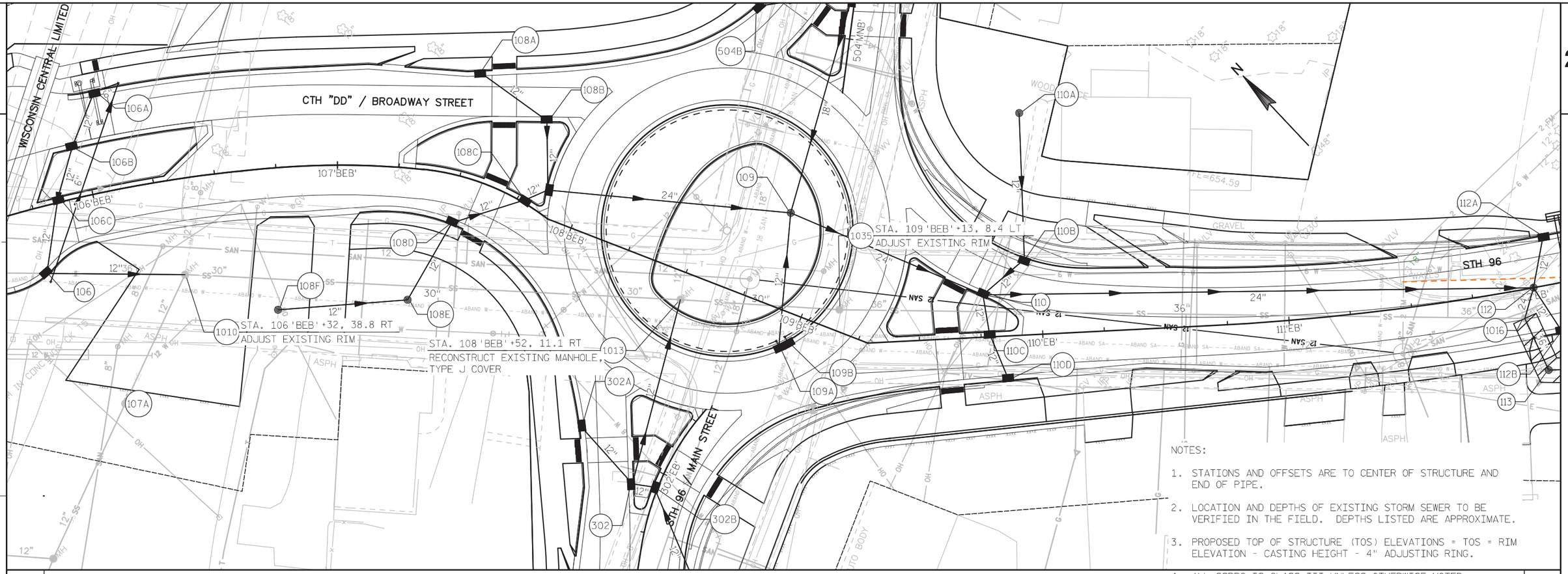




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | STORM SEWER PLAN - STH 96 | SHEET 87 E |
|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\W2_40752871_SS_WEST.DWG PLOT DATE : 5/8/2014 10:06 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : ********** WISDOT/CADDS SHEET 42

2




NOTES:

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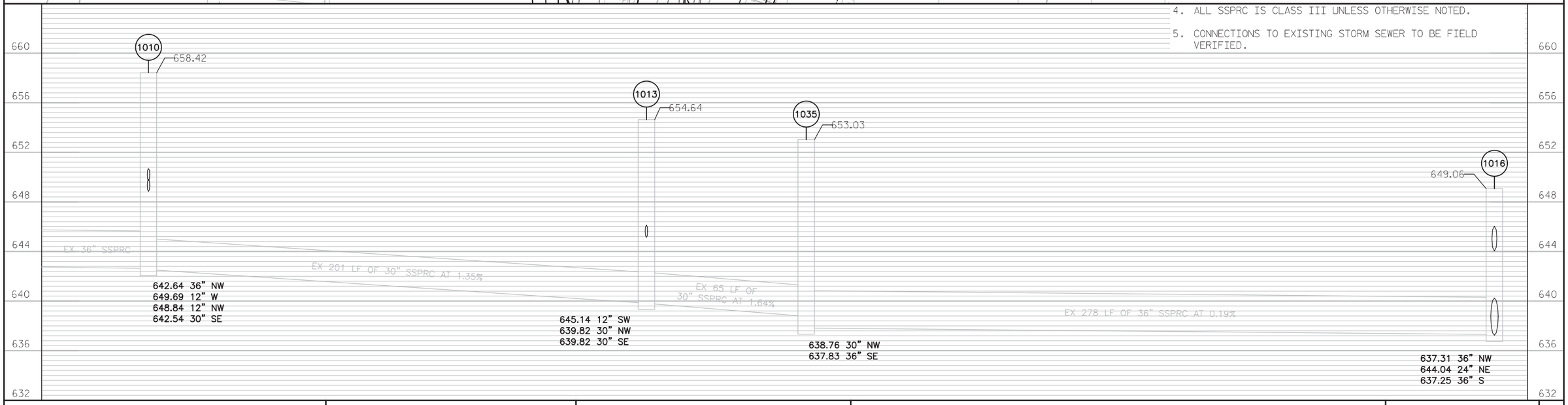


| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | STORM SEWER PLAN - CTH DD/BROADWAY STREET / STH 96 | SHEET 88 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\M2_40752871_SS_WEST.DWG PLOT DATE : 5/8/2014 10:07 AM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 42

NOTES:

1. STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE AND END OF PIPE.
2. LOCATION AND DEPTHS OF EXISTING STORM SEWER TO BE VERIFIED IN THE FIELD. DEPTHS LISTED ARE APPROXIMATE.
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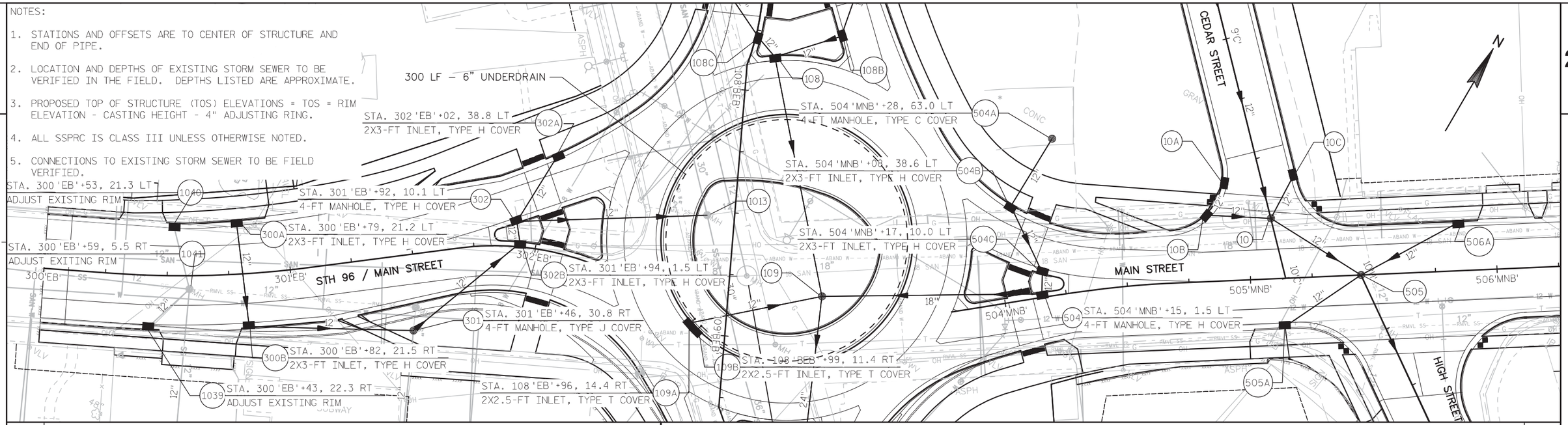
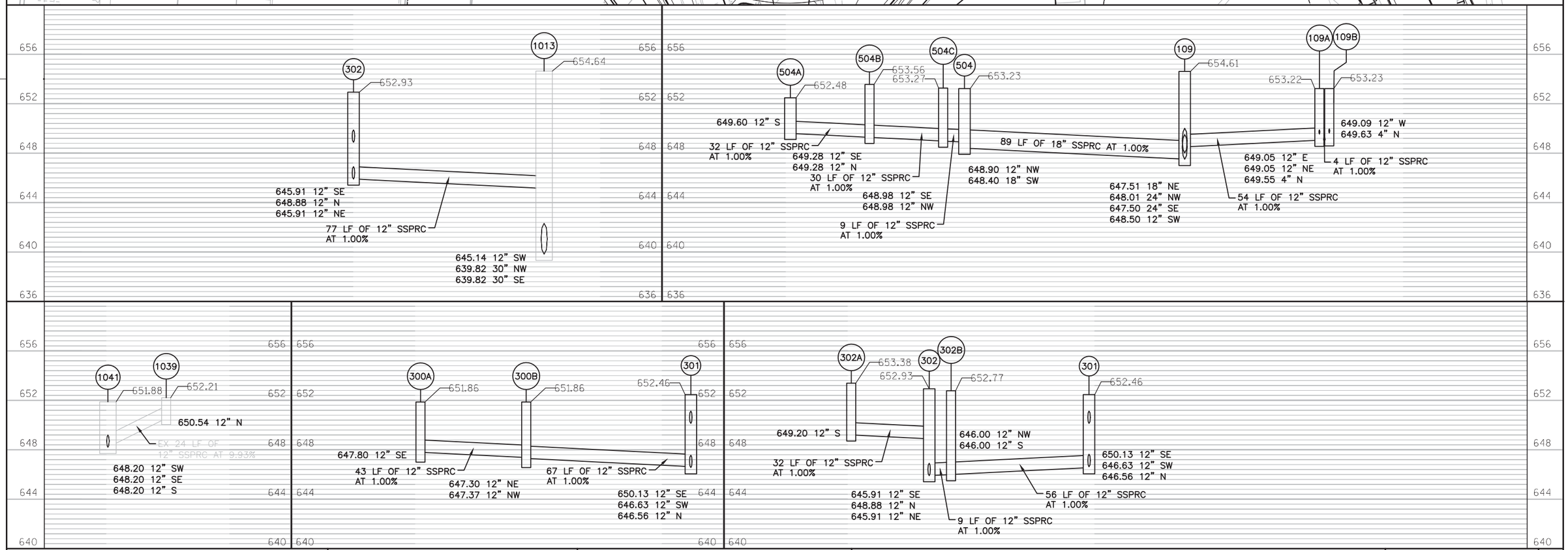
4. ALL SSPRC IS CLASS III UNLESS OTHERWISE NOTED.
5. CONNECTIONS TO EXISTING STORM SEWER TO BE FIELD VERIFIED.




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | STORM SEWER PLAN - STH 96 / MAIN STREET | SHEET 89 | E |
|---|---|---|---|---|---|

NOTES:

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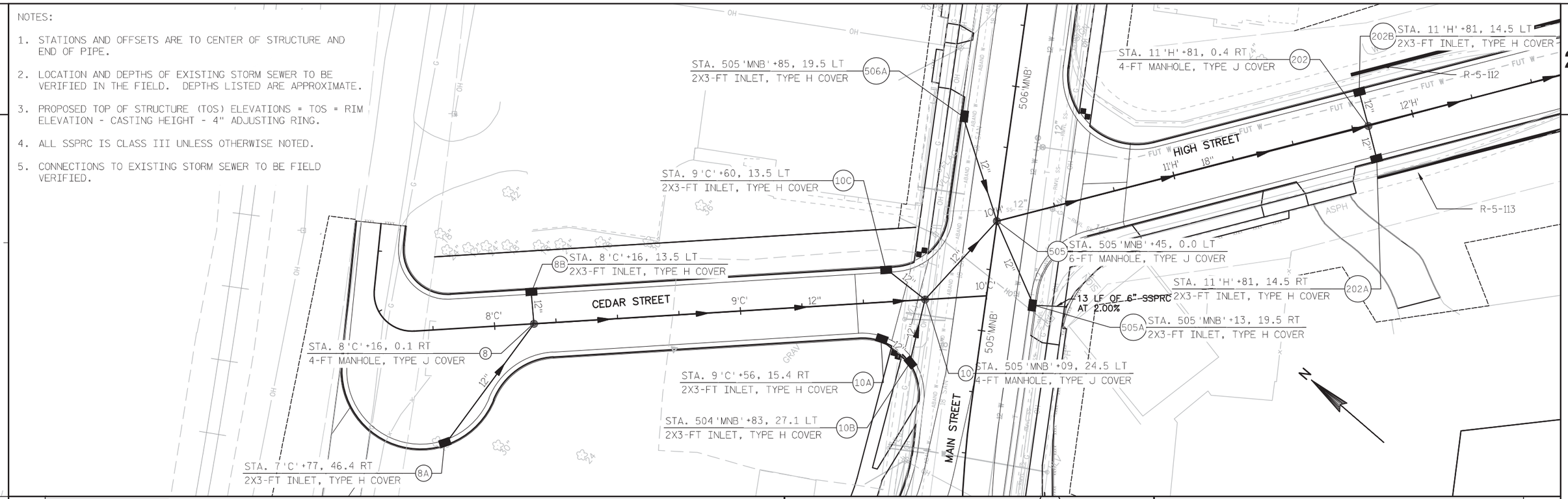


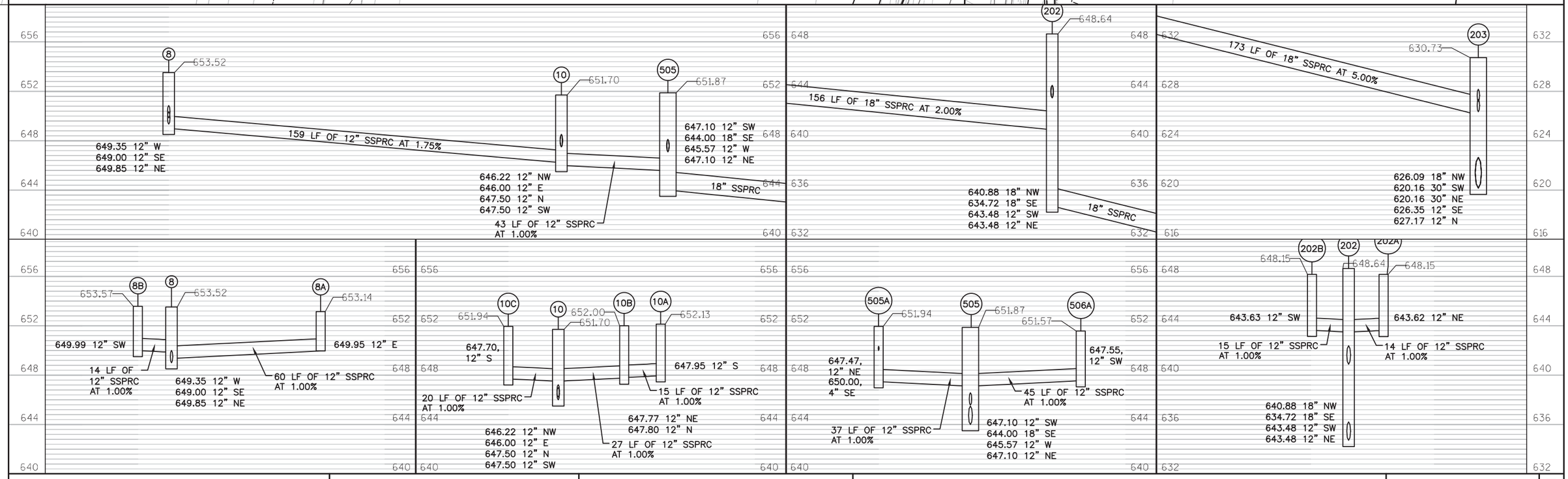


| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | STORM SEWER PLAN - CEDAR STREET / HIGH STREET | SHEET 90 E |
|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\W2_40752871_SS_WEST.DWG PLOT DATE : 5/8/2014 10:10 AM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 42

NOTES:

1. STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE AND END OF PIPE.
2. LOCATION AND DEPTHS OF EXISTING STORM SEWER TO BE VERIFIED IN THE FIELD. DEPTHS LISTED ARE APPROXIMATE.
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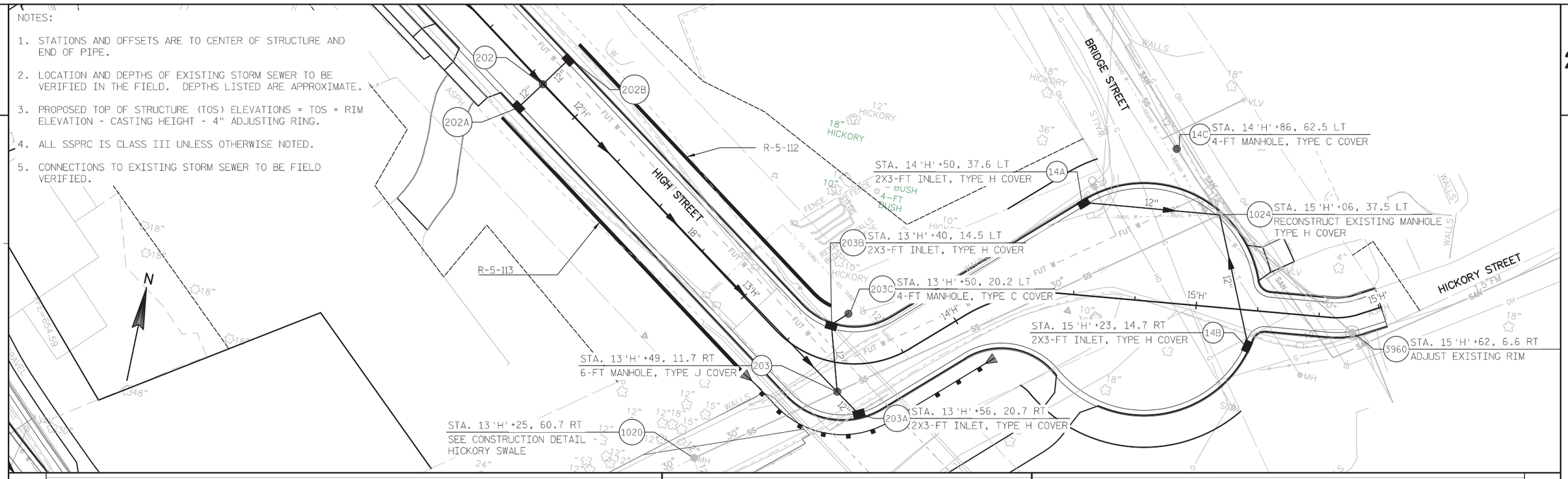


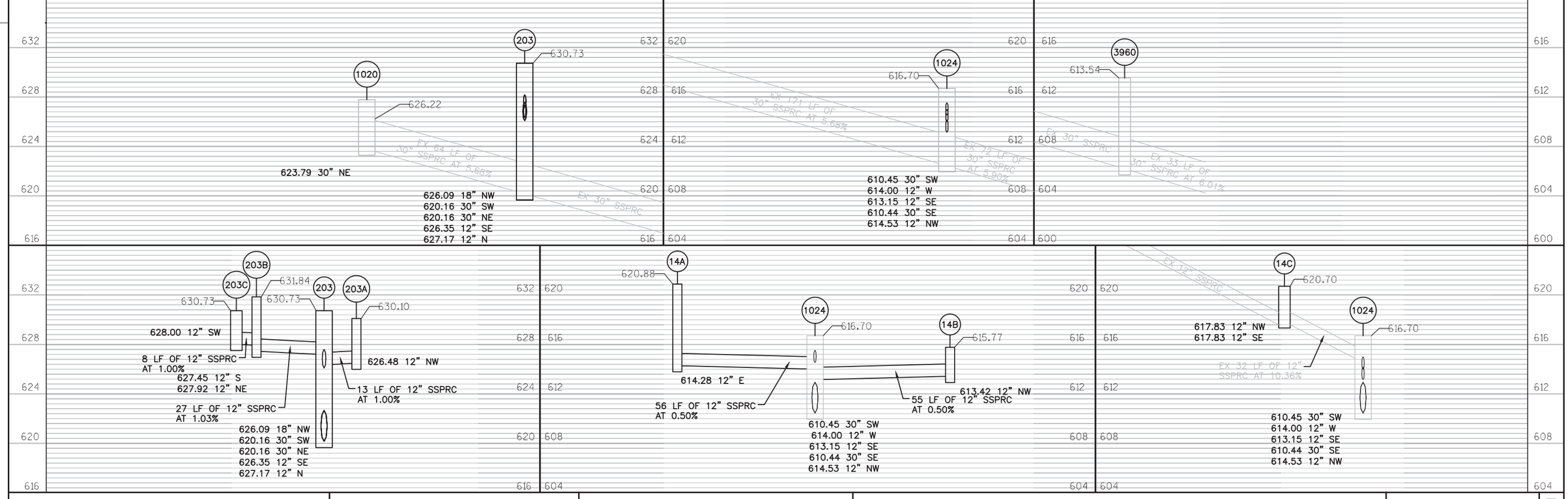


| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | STORM SEWER PLAN - HIGH STREET / HICKORY STREET | SHEET 91 E |
|---|---|---|---|---|

NOTES:

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5. CONNECTIONS TO EXISTING STORM SEWER TO BE FIELD VERIFIED.

STA. 130'EB'+78, 1.5 LT
2X3-FT INLET, TYPE H COVER

STA. 131'EB'+75, 46.4 LT
4-FT MANHOLE, TYPE T COVER

STA. 131'EB'+37, 15.0 LT
6-FT MANHOLE, TYPE J COVER

STA. 131'EB'+98, 11.4 RT
4-FT MANHOLE, TYPE J COVER

STA. 133'EB'+12, 12.8 LT
4-FT MANHOLE, TYPE H COVER

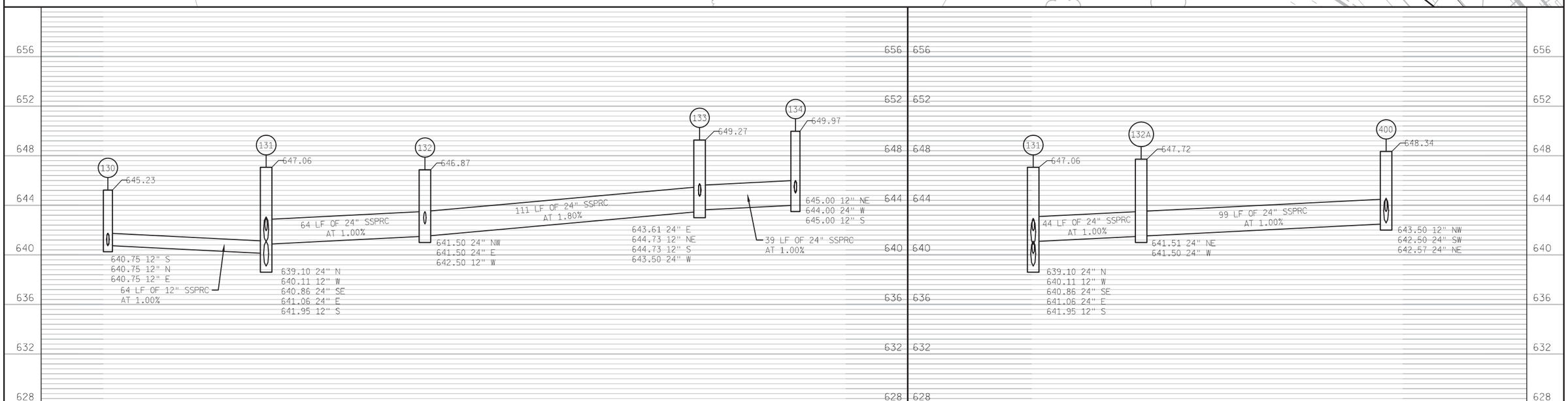
STA. 133'EB'+50, 8.0 LT
4-FT MANHOLE, TYPE J COVER

STA. 135'ET'+55, 50.1' LT
REMOVE COVER PLATE
INSTALL TYPE C COVER

STA. 135'EB'+89, 31.0' LT
REMOVE COVER PLATE
INSTALL TYPE H COVER

STA. 135'ET'+96, 30.5' LT
REMOVE COVER PLATE
INSTALL TYPE H COVER

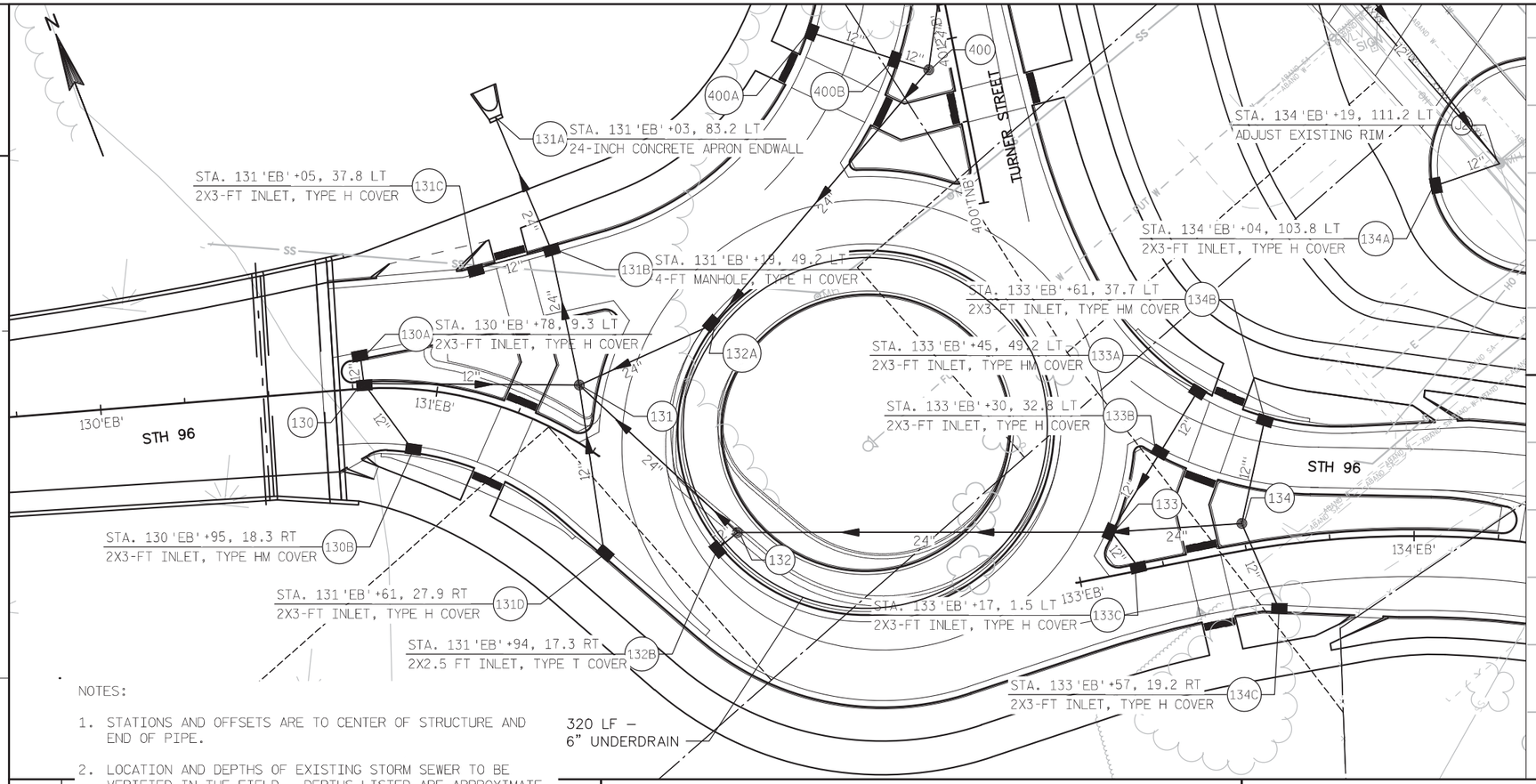
320 LF - 6" UNDERDRAIN







| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | STORM SEWER PLAN - STH 96 | SHEET 92 E |
|---|---|---|---|---|




NOTES:

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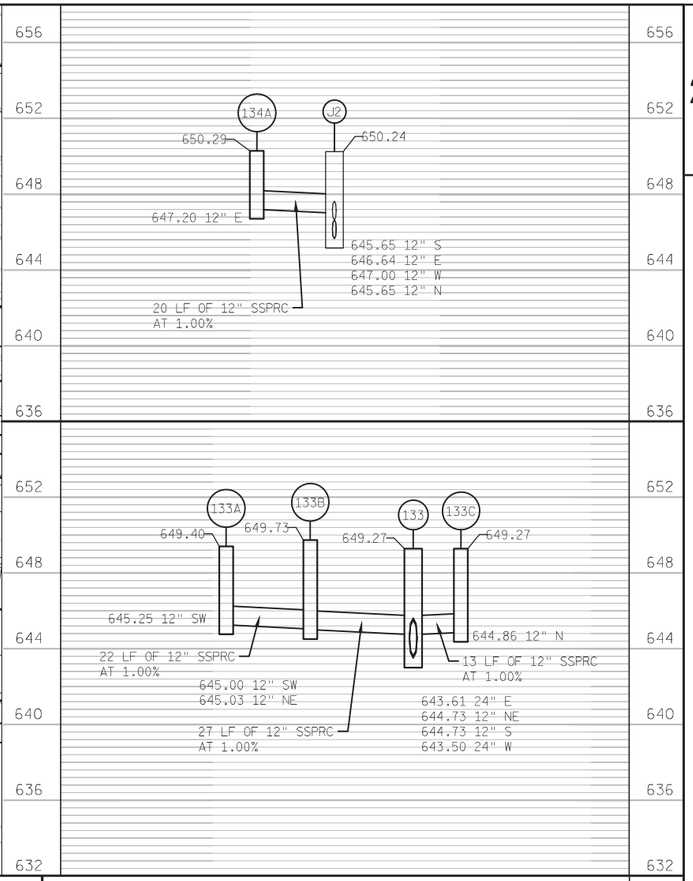
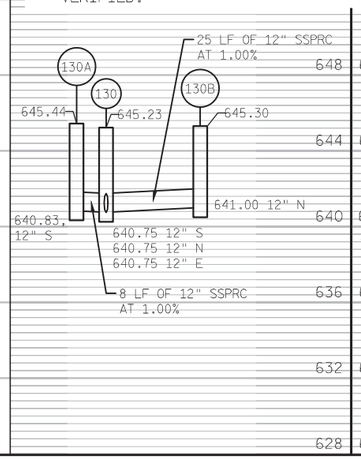
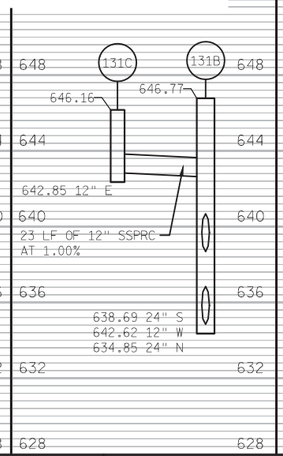
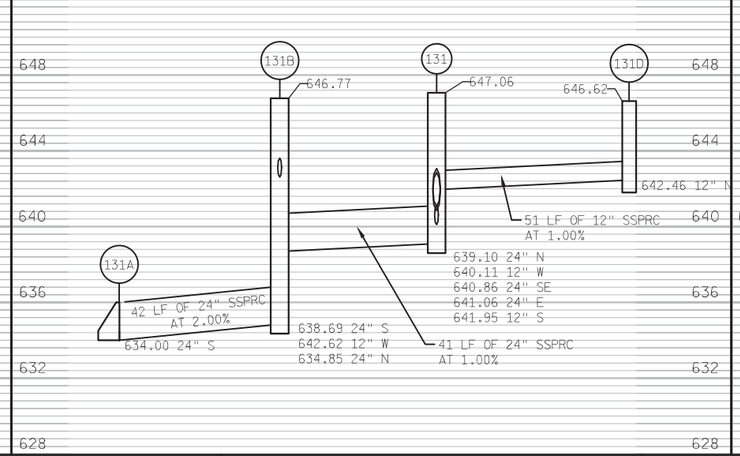


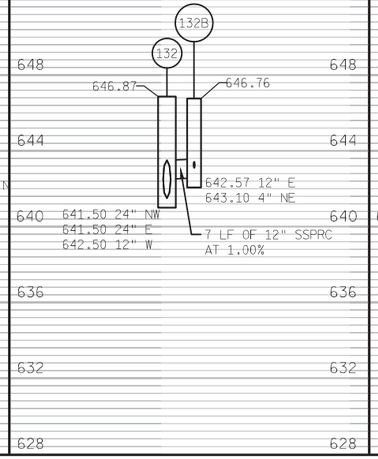


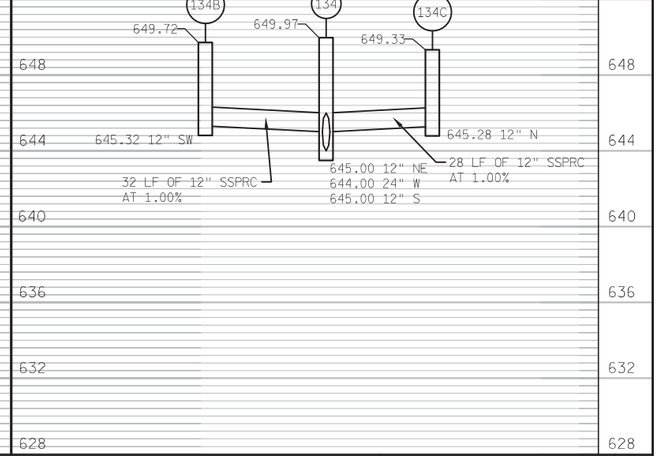





| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | STORM SEWER PLAN - STH 96 | SHEET 93 | E |
|---|---|---|---|---|---|

2

STA. 401 'TNB' +10, 40.9 LT
2X3-FT INLET, TYPE H COVER

STA. 402 'TNB' +34, 6.0 LT
4-FT MANHOLE, TYPE J COVER

STA. 403 'TNB' +33, 17.8 LT
2X3-FT INLET, TYPE H COVER

STA. 404 'TNB' +89, 18.0 LT
2X3-FT INLET, TYPE H COVER

STA. 400 'TNB' +97, 17.3 LT
2X3-FT INLET, TYPE H COVER

STA. 403 'TNB' +33, 0.3 LT
4-FT MANHOLE, TYPE J COVER

STA. 401 'TNB' +12, 1.5 LT
4-FT MANHOLE, TYPE H COVER

STA. 404 'TNB' +70, 6.6 RT
4-FT MANHOLE, TYPE J COVER

STA. 403 'TNB' +34, 18.3 RT
2X3-FT INLET, TYPE H COVER

STA. 401 'TNB' +14, 17.7 RT
2X3-FT INLET, TYPE H COVER

STA. 404 'TNB' +89, 18.0 RT
2X3-FT INLET, TYPE H COVER

STA. 400 'TNB' +92, 8.5 LT
4-FT MANHOLE, TYPE J COVER

STA. 223 'H' +13, 17.5 LT
2X3-FT INLET, TYPE H COVER

TURNER STREET

FAIR STREET

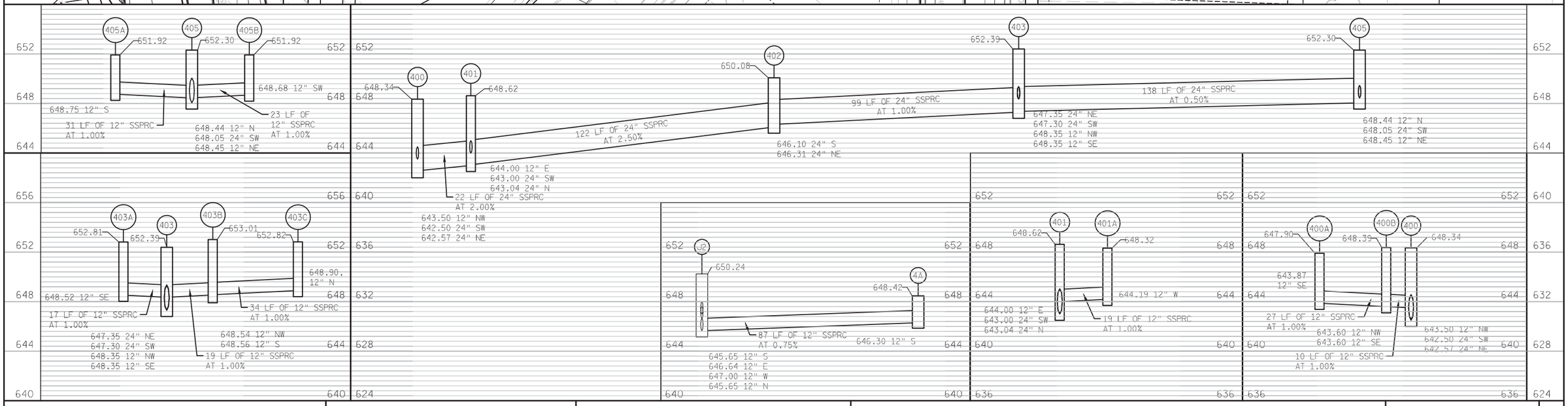
STH 96

STA. 401 'TNB' +10, 113.0 RT
4-FT MANHOLE, TYPE C COVER

REMOVE EXISTING
STORM SEWER, 97 FT

NOTES:

1. STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE AND END OF PIPE.
2. LOCATION AND DEPTHS OF EXISTING STORM SEWER TO BE VERIFIED IN THE FIELD. DEPTHS LISTED ARE APPROXIMATE.
3. PROPOSED TOP OF STRUCTURE (TOS) ELEVATIONS = TOS = RIM ELEVATION - CASTING HEIGHT - 4" ADJUSTING RING.
4. ALL SSPRC IS CLASS III UNLESS OTHERWISE NOTED.
5. CONNECTIONS TO EXISTING STORM SEWER TO BE FIELD VERIFIED.




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | STORM SEWER PLAN - TURNER STREET | SHEET 94 | E |
|---|---|---|---|---|---|

2

MUELLER STREET

HIGH STREET

STA. 219'H'+16, 34.8 LT
4-FT MANHOLE, TYPE J COVER

STA. 219'H'+24, 19.2 LT
2X3-FT INLET, TYPE H COVER

STA. 219'H'+45, 17.5 RT
2X3-FT INLET, TYPE H COVER

STA. 219'H'+28, 17.6 RT
2X3-FT INLET, TYPE H COVER

STA. 221'H'+15, 17.5 LT
2X3-FT INLET, TYPE H COVER

STA. 221'H'+42, 17.5 RT
2X3-FT INLET, TYPE H COVER

STA. 217'H'+72, 17.5 LT
2X3-FT INLET, TYPE H COVER

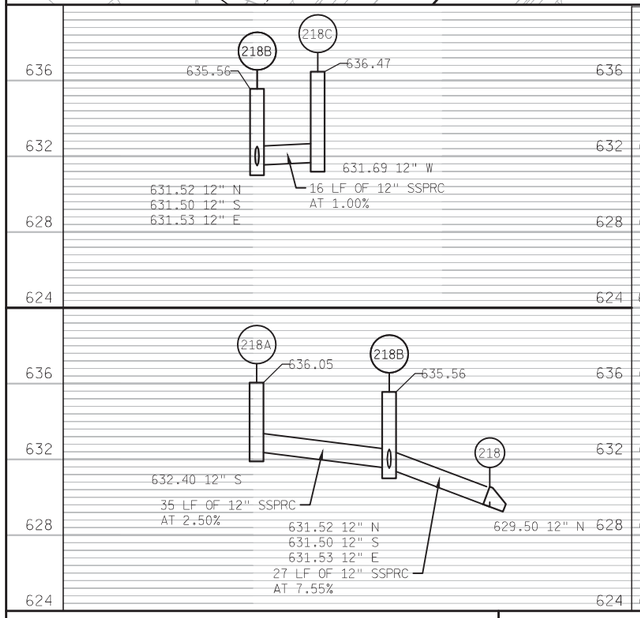
STA. 217+89, 17.5 RT
2X3-FT INLET, TYPE H COVER

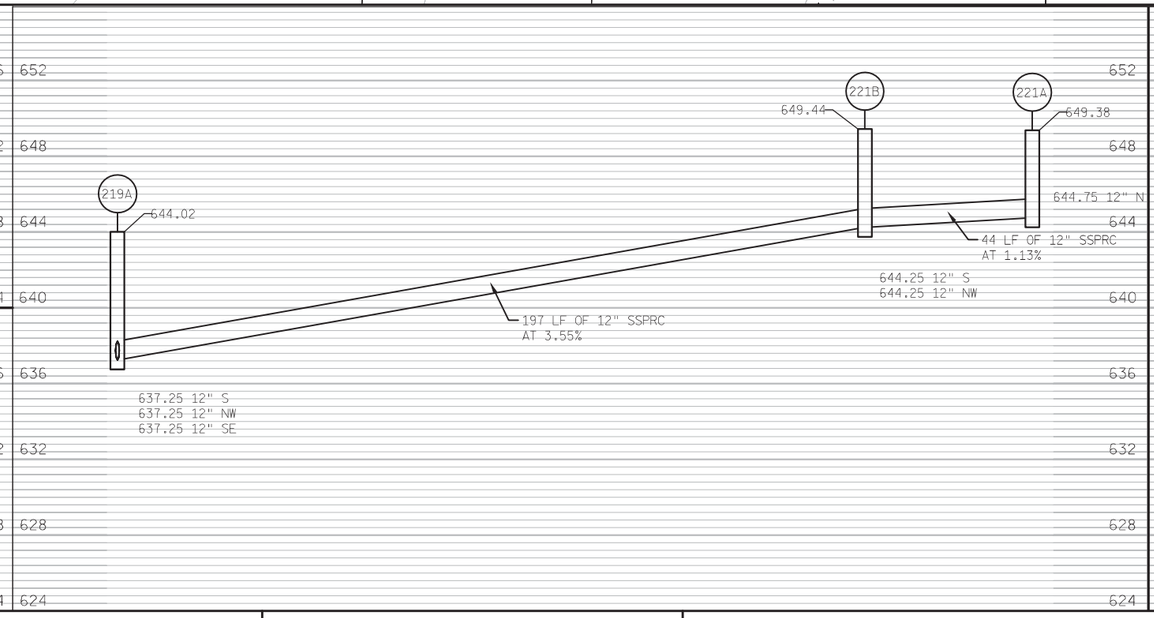
STA. 217'H'+72, 17.5 RT
2X3-FT INLET, TYPE H COVER

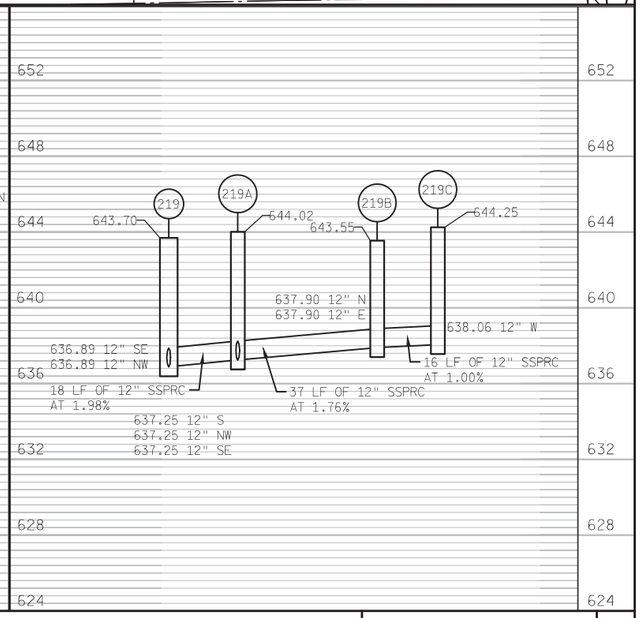
STA. 217'H'+66, 43.3 RT
12" CONCRETE APRON ENDWALL

NOTES:

1. STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE AND END OF PIPE.
2. LOCATION AND DEPTHS OF EXISTING STORM SEWER TO BE VERIFIED IN THE FIELD. DEPTHS LISTED ARE APPROXIMATE.
3. PROPOSED TOP OF STRUCTURE (TOS) ELEVATIONS = TOS = RIM ELEVATION - CASTING HEIGHT - 4" ADJUSTING RING.
4. ALL SSPRC IS CLASS III UNLESS OTHERWISE NOTED.
5. CONNECTIONS TO EXISTING STORM SEWER TO BE FIELD VERIFIED.




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | STORM SEWER PLAN - HIGH STREET | SHEET 95 E |
|---|---|---|---|---|

2

19A STA. 18'MU'+75, 15.0 LT
2X3-FT INLET, TYPE H COVER

19 STA. 18'MU'+99, 7.1 RT
4 FT MANHOLE, TYPE J COVER

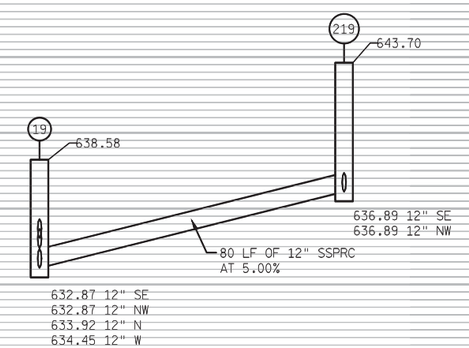
19B STA. 18'MU'+92, 15.0 RT
2X3-FT INLET, TYPE H COVER

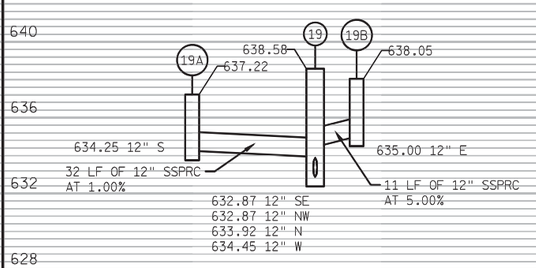
MUELLER STREET

HIGH STREET

NOTES:

1. STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE AND END OF PIPE.
2. LOCATION AND DEPTHS OF EXISTING STORM SEWER TO BE VERIFIED IN THE FIELD. DEPTHS LISTED ARE APPROXIMATE.
3. PROPOSED TOP OF STRUCTURE (TOS) ELEVATIONS = TOS = RIM ELEVATION - CASTING HEIGHT - 4" ADJUSTING RING.
4. ALL SSPRC IS CLASS III UNLESS OTHERWISE NOTED.
5. CONNECTIONS TO EXISTING STORM SEWER TO BE FIELD VERIFIED.




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | STORM SEWER PLAN - MUELLER STREET | SHEET 96 E |
|---|---|---|---|---|

2

NOTES:

1. STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE AND END OF PIPE.
2. LOCATION AND DEPTHS OF EXISTING STORM SEWER TO BE VERIFIED IN THE FIELD. DEPTHS LISTED ARE APPROXIMATE.
3. PROPOSED TOP OF STRUCTURE (TOS) ELEVATIONS = TOS = RIM ELEVATION - CASTING HEIGHT - 4" ADJUSTING RING.
4. ALL SSPRC IS CLASS III UNLESS OTHERWISE NOTED.
5. CONNECTIONS TO EXISTING STORM SEWER TO BE FIELD VERIFIED.

300 STA. 209'H'+23, 2.0' RT
24-INCH CONCRETE APRON ENDWALL

301 STA. 209'H'+91, 1.7 LT
4-FT MANHOLE, TYPE T COVER

302 STA. 211'H'+01, 4.1 LT
4-FT MANHOLE, TYPE J COVER

302A STA. 211'H'+31, 21.5 LT
2X3-FT INLET, TYPE H COVER

302B STA. 211'H'+31, 21.5 RT
2X3-FT INLET, TYPE H COVER

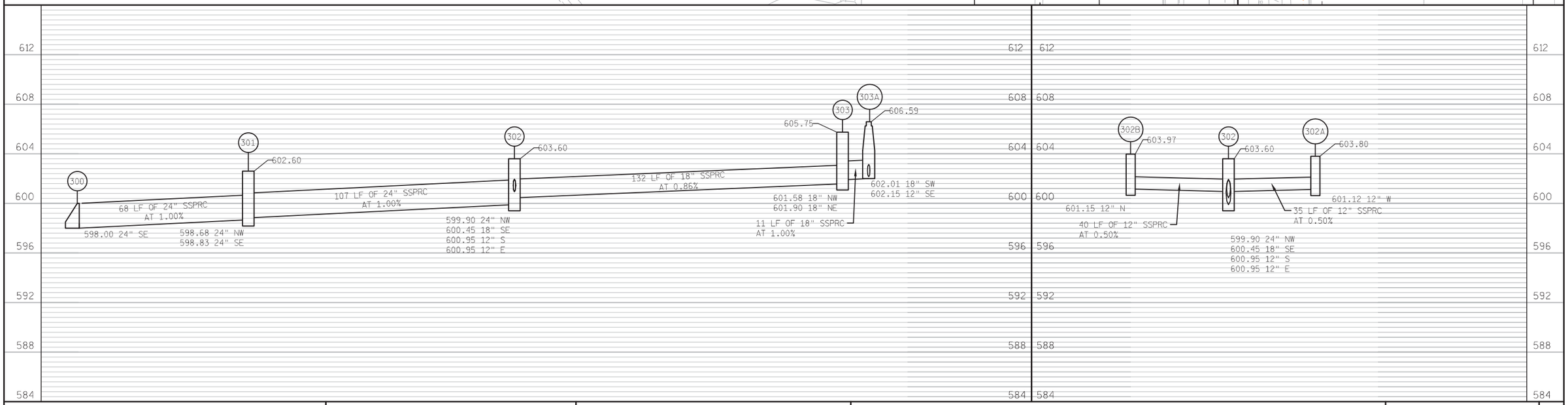
303 STA. 212'H'+33, 6.9 LT
4-FT MANHOLE, TYPE J COVER

303A STA. 212'H'+33, 17.4 LT
4-FT MANHOLE, TYPE J COVER

HIGH STREET

WASHINGTON STREET

R=5-111



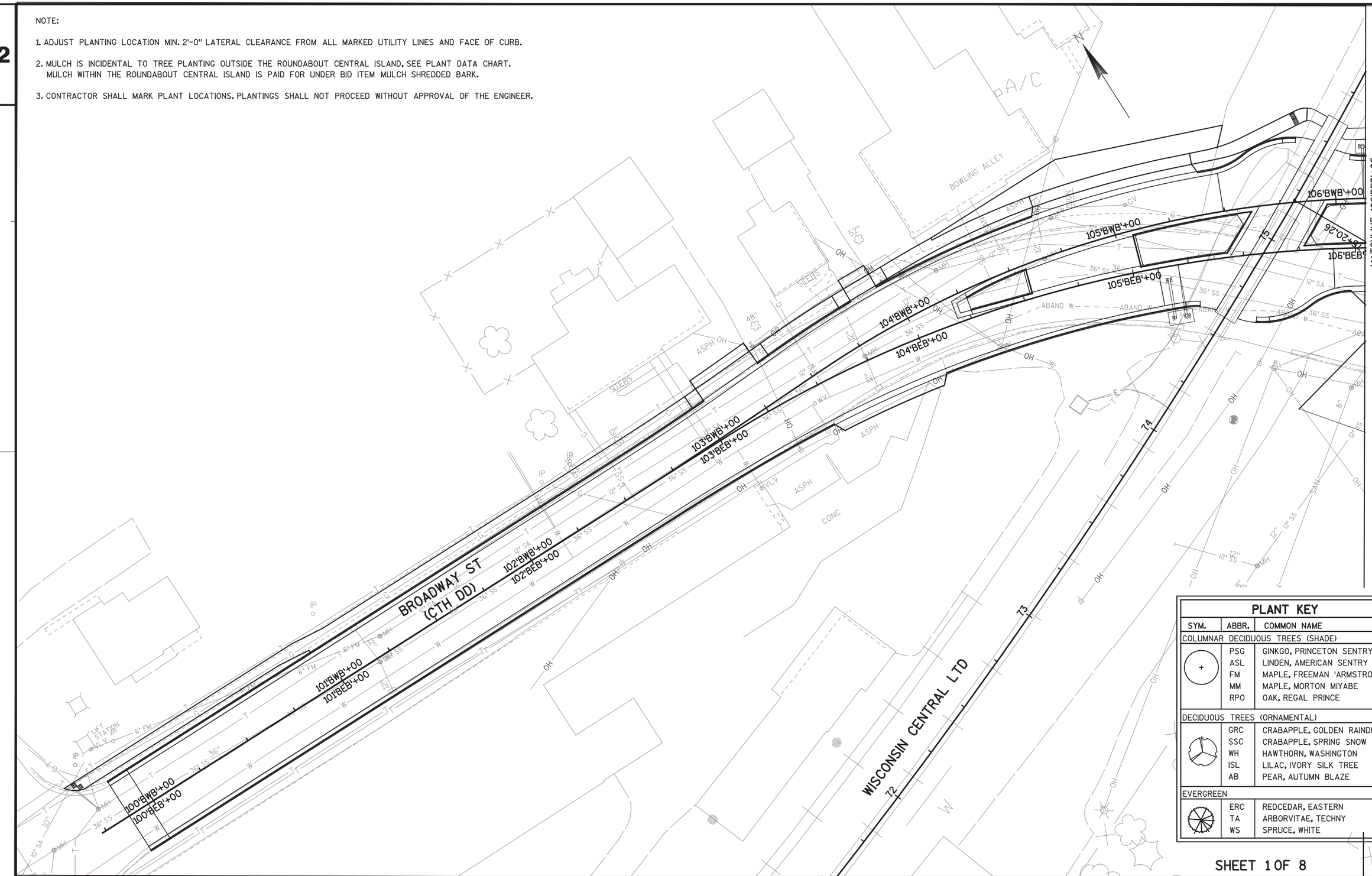

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | STORM SEWER PLAN - HIGH STREET | SHEET 97 E |
|---|---|---|---|---|

NOTE:

1. ADJUST PLANTING LOCATION MIN. 2'-0" LATERAL CLEARANCE FROM ALL MARKED UTILITY LINES AND FACE OF CURB.

2. MULCH IS INCIDENTAL TO TREE PLANTING OUTSIDE THE ROUNDABOUT CENTRAL ISLAND, SEE PLANT DATA CHART.
   MULCH WITHIN THE ROUNDABOUT CENTRAL ISLAND IS PAID FOR UNDER BID ITEM MULCH SHREDDED BARK.

3. CONTRACTOR SHALL MARK PLANT LOCATIONS. PLANTINGS SHALL NOT PROCEED WITHOUT APPROVAL OF THE ENGINEER.




## PLANT KEY

| SYM. | ABBR. | COMMON NAME |
|---|---|---|
| COLUMNAR DECIDUOUS TREES (SHADE) | | |
| + | PSG | GINKGO, PRINCETON SENTRY |
| | ASL | LINDEN, AMERICAN SENTRY |
| | FM | MAPLE, FREEMAN 'ARMSTRONG' |
| | MM | MAPLE, MORTON MIYABE |
| | RPO | OAK, REGAL PRINCE |
| DECIDUOUS TREES (ORNAMENTAL) | | |
| | GRC | CRABAPPLE, GOLDEN RAINDROPS |
| | SSC | CRABAPPLE, SPRING SNOW |
| | WH | HAWTHORN, WASHINGTON |
| | ISL | LILAC, IVORY SILK TREE |
| | AB | PEAR, AUTUMN BLAZE |
| EVERGREEN | | |
| | ERC | REDCEDAR, EASTERN |
| | TA | ARBORVITAE, TECHNY |
| | WS | SPRUCE, WHITE |

SHEET 1 OF 8

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLANTING PLANS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\CSS - Planting\Bridge CD\023101_pl.dgn PLOT DATE : 3/23/2014 PLOT BY : 557rms PLOT NAME : PLOT SCALE : 40.0000 sf / IN.

WISDOT/CADDS SHEET 42

...\Bridge CD\023101_pl.dgn 3/23/2014 10:20:59 AM

NOTE:

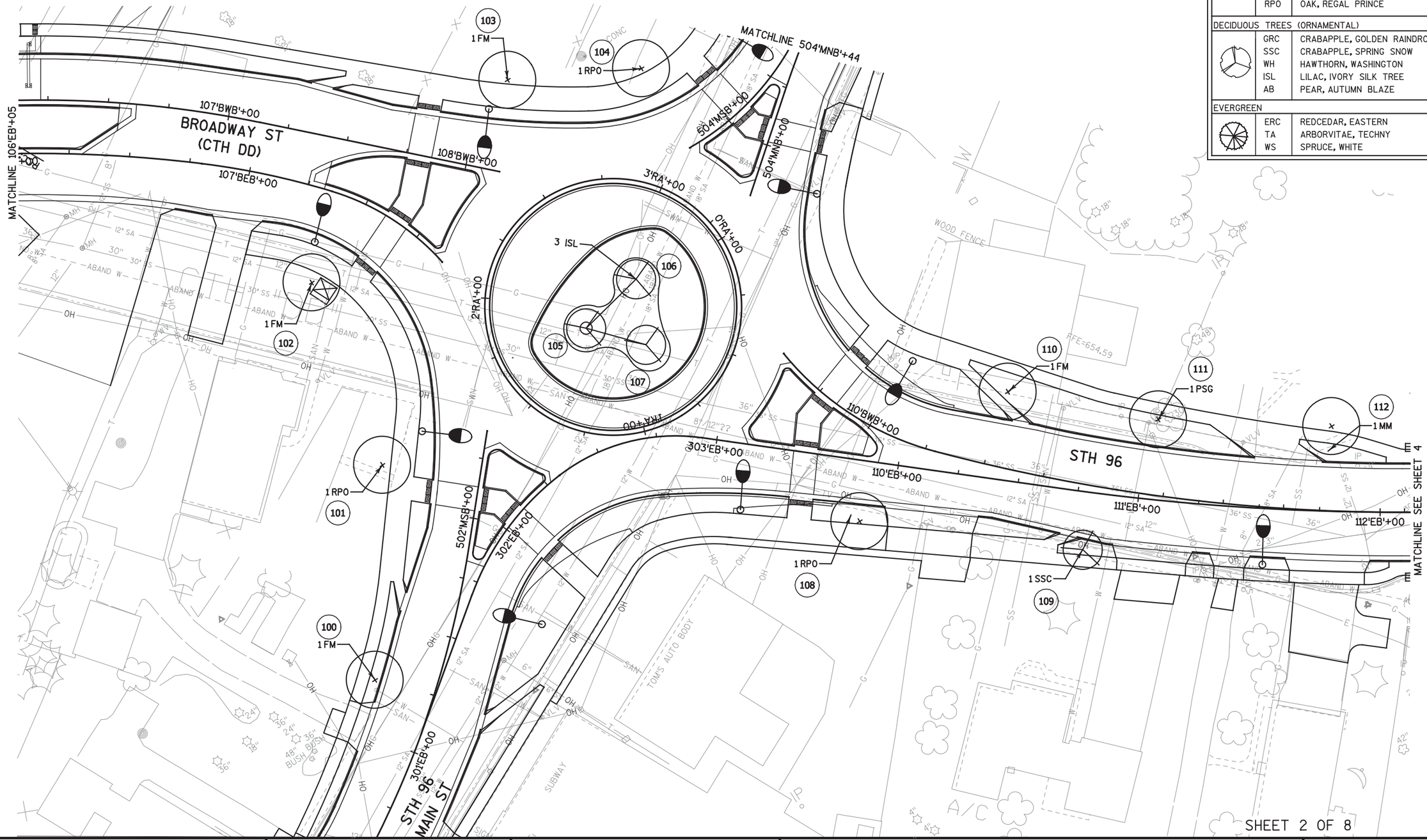
1. ADJUST PLANTING LOCATION MIN. 2'-0" LATERAL CLEARANCE FROM ALL MARKED UTILITY LINES AND FACE OF CURB.

2. MULCH IS INCIDENTAL TO TREE PLANTING OUTSIDE THE ROUNDABOUT CENTRAL ISLAND, SEE PLANT DATA CHART.
   MULCH WITHIN THE ROUNDABOUT CENTRAL ISLAND IS PAID FOR UNDER BID ITEM MULCH SHREDDED BARK.

3. CONTRACTOR SHALL MARK PLANT LOCATIONS. PLANTINGS SHALL NOT PROCEED WITHOUT APPROVAL OF THE ENGINEER.

## PLANT KEY

| SYM. | ABBR. | COMMON NAME |
|---|---|---|
| COLUMNAR DECIDUOUS TREES (SHADE) | | |
| + | PSG | GINKGO, PRINCETON SENTRY |
| | ASL | LINDEN, AMERICAN SENTRY |
| | FM | MAPLE, FREEMAN 'ARMSTRONG' |
| | MM | MAPLE, MORTON MIYABE |
| | RPO | OAK, REGAL PRINCE |
| DECIDUOUS TREES (ORNAMENTAL) | | |
| | GRC | CRABAPPLE, GOLDEN RAINDROPS |
| | SSC | CRABAPPLE, SPRING SNOW |
| | WH | HAWTHORN, WASHINGTON |
| | ISL | LILAC, IVORY SILK TREE |
| | AB | PEAR, AUTUMN BLAZE |
| EVERGREEN | | |
| | ERC | REDCEDAR, EASTERN |
| | TA | ARBORVITAE, TECHNY |
| | WS | SPRUCE, WHITE |




SHEET 2 OF 8

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLANTING PLANS | SHEET 99 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\CSS - Planting\Bridge CD\023102_pl.dgn PLOT DATE : 3/23/2014 PLOT BY : 557rms PLOT NAME : PLOT SCALE : 40.0000 sf / IN.

WISDOT/CADDS SHEET 42

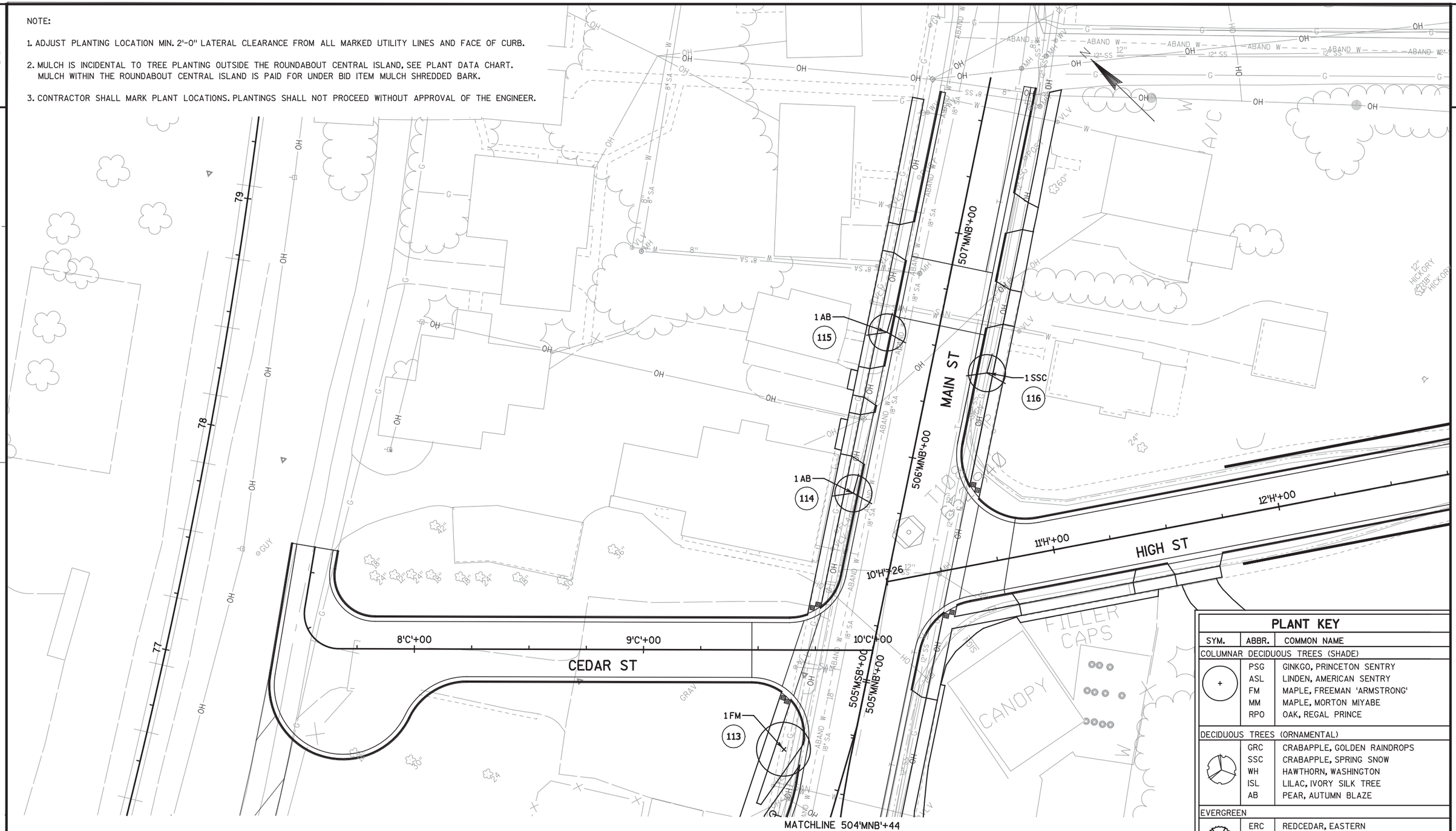
...\Bridge CD\023102_pl.dgn 3/23/2014 10:22:42 AM

NOTE:

1. ADJUST PLANTING LOCATION MIN. 2'-0" LATERAL CLEARANCE FROM ALL MARKED UTILITY LINES AND FACE OF CURB.

2. MULCH IS INCIDENTAL TO TREE PLANTING OUTSIDE THE ROUNDABOUT CENTRAL ISLAND, SEE PLANT DATA CHART. MULCH WITHIN THE ROUNDABOUT CENTRAL ISLAND IS PAID FOR UNDER BID ITEM MULCH SHREDDED BARK.

3. CONTRACTOR SHALL MARK PLANT LOCATIONS. PLANTINGS SHALL NOT PROCEED WITHOUT APPROVAL OF THE ENGINEER.




## PLANT KEY

| SYM. | ABBR. | COMMON NAME |
|---|---|---|
| COLUMNAR DECIDUOUS TREES (SHADE) | | |
| + | PSG | GINKGO, PRINCETON SENTRY |
| | ASL | LINDEN, AMERICAN SENTRY |
| | FM | MAPLE, FREEMAN 'ARMSTRONG' |
| | MM | MAPLE, MORTON MIYABE |
| | RPO | OAK, REGAL PRINCE |
| DECIDUOUS TREES (ORNAMENTAL) | | |
| | GRC | CRABAPPLE, GOLDEN RAINDROPS |
| | SSC | CRABAPPLE, SPRING SNOW |
| | WH | HAWTHORN, WASHINGTON |
| | ISL | LILAC, IVORY SILK TREE |
| | AB | PEAR, AUTUMN BLAZE |
| EVERGREEN | | |
| | ERC | REDCEDAR, EASTERN |
| | TA | ARBORVITAE, TECHNY |
| | WS | SPRUCE, WHITE |

SHEET 3 OF 8

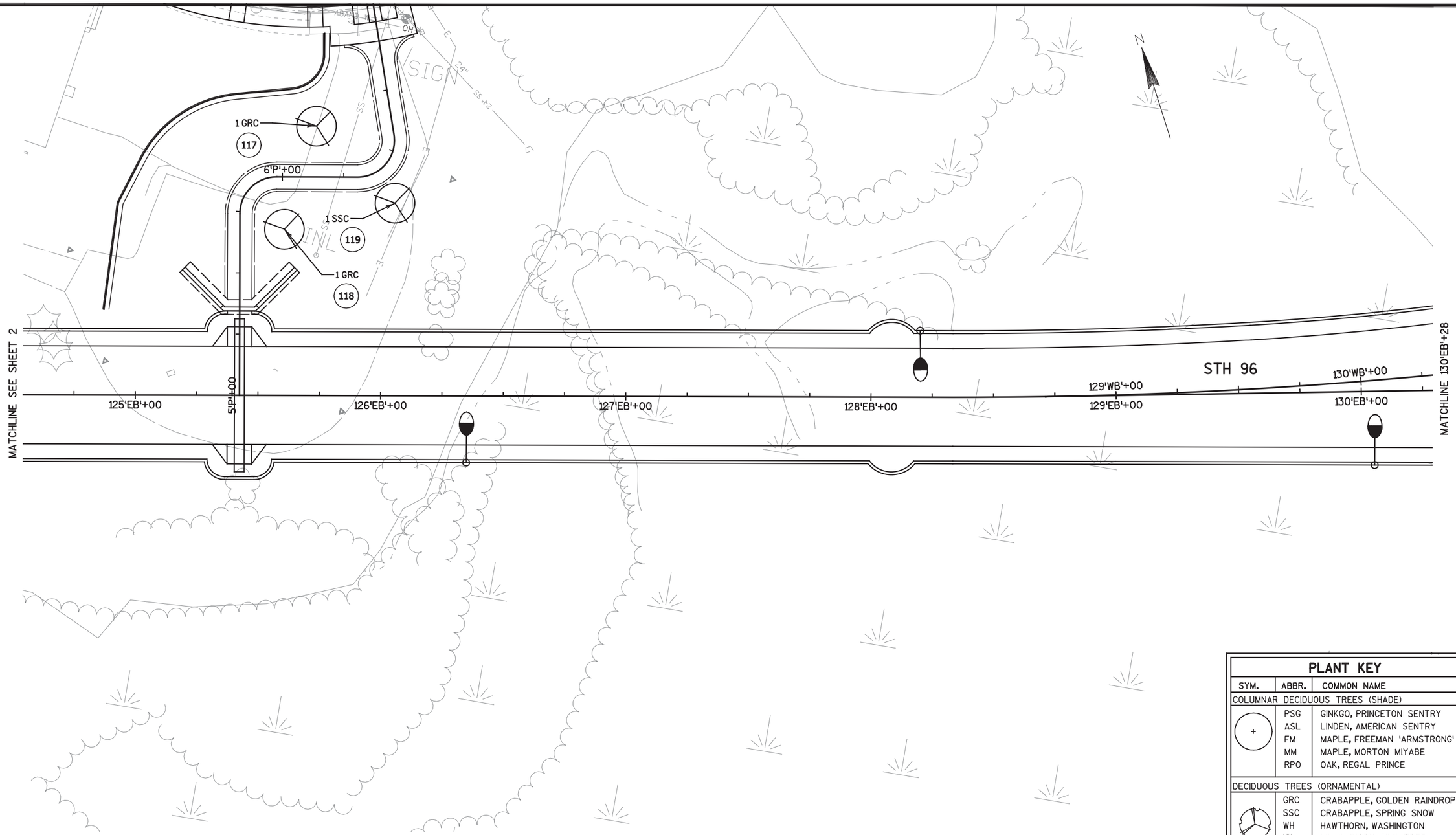
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLANTING PLANS | SHEET 100 E |
|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\CSS - Planting\Bridge CD\023103_pl.dgn PLOT DATE : 3/23/2014 PLOT BY : 557rms PLOT NAME : PLOT SCALE : 40.0000 sf / IN.

WISDOT/CADDS SHEET 42

...\Bridge CD\023103_pl.dgn 3/23/2014 10:25:48 AM

2




NOTE:

1. ADJUST PLANTING LOCATION MIN. 2'-0" LATERAL CLEARANCE FROM ALL MARKED UTILITY LINES AND FACE OF CURB.

2. MULCH IS INCIDENTAL TO TREE PLANTING OUTSIDE THE ROUNDABOUT CENTRAL ISLAND, SEE PLANT DATA CHART.
   MULCH WITHIN THE ROUNDABOUT CENTRAL ISLAND IS PAID FOR UNDER BID ITEM MULCH SHREDDED BARK.

3. CONTRACTOR SHALL MARK PLANT LOCATIONS. PLANTINGS SHALL NOT PROCEED WITHOUT APPROVAL OF THE ENGINEER.

**PLANT KEY**

| SYM. | ABBR. | COMMON NAME |
|---|---|---|
| COLUMNAR DECIDUOUS TREES (SHADE) | | |
| + | PSG | GINKGO, PRINCETON SENTRY |
| | ASL | LINDEN, AMERICAN SENTRY |
| | FM | MAPLE, FREEMAN 'ARMSTRONG' |
| | MM | MAPLE, MORTON MIYABE |
| | RPO | OAK, REGAL PRINCE |
| DECIDUOUS TREES (ORNAMENTAL) | | |
| | GRC | CRABAPPLE, GOLDEN RAINDROPS |
| | SSC | CRABAPPLE, SPRING SNOW |
| | WH | HAWTHORN, WASHINGTON |
| | ISL | LILAC, IVORY SILK TREE |
| | AB | PEAR, AUTUMN BLAZE |
| EVERGREEN | | |
| | ERC | REDCEDAR, EASTERN |
| | TA | ARBORVITAE, TECHNY |
| | WS | SPRUCE, WHITE |

2

| PLANT KEY | | |
|---|---|---|
| SYM. | ABBR. | COMMON NAME |
| COLUMNAR DECIDUOUS TREES (SHADE) | | |
| + | PSG | GINKGO, PRINCETON SENTRY |
| | ASL | LINDEN, AMERICAN SENTRY |
| | FM | MAPLE, FREEMAN 'ARMSTRONG' |
| | MM | MAPLE, MORTON MIYABE |
| | RPO | OAK, REGAL PRINCE |
| DECIDUOUS TREES (ORNAMENTAL) | | |
| | GRC | CRABAPPLE, GOLDEN RAINDROPS |
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| | AB | PEAR, AUTUMN BLAZE |
| EVERGREEN | | |
| | ERC | REDCEDAR, EASTERN |
| | TA | ARBORVITAE, TECHNY |
| | WS | SPRUCE, WHITE |

MATCHLINE 220'H'+00

MATCHLINE 130'EB'+28

TURNER ST

401'TSB'+00

401'TNB'+00

STH 96

131'WB'+00

131'EB'+00

2'RB'+00

1'RB'+00

3'RB'+00

0'RB'+00

133'EB'+00

134'WB'+00

134'EB'+00

135'WB'+00

135'EB'+00

6'HC'+00

7'HC'+00

HIGH CT

STH 96
HIGH ST

136'WB'+00

136'EB'+00

HSE 313

HSE 317

HSE 321

HSE 326

GRAVEL

RET WALL
ROCK

48" CONC

12" SS

18" SS

12" SA

12" W

12" G

12" OH

12" SAN

12" ABAND W

12" W-LV

12" W-CAST

12" W-PVC

12" W-CONC

12" W-DIP

12" W-STEEL

12" W-ABAND

12" W-ABAND-CAST

12" W-ABAND-PVC

12" W-ABAND-CONC

12" W-ABAND-DIP

12" W-ABAND-STEEL

| | |
|---|---|
| 124 | 1 RPO |
| 125 | 1 FM |
| 126 | 1 FM |
| 127 | 1 RPO |
| 128 | 1 PSG |
| 129 | 1 FM |
| 130 | 1 MM |
| 120 | 1 FM |
| 121 | 1 RPO |
| 122 | 1 FM |
| 123 | 1 RPO |
| 100 | 3 ISL |
| | 3 WH |
| | 3 ERC |
| | 2 WS |

NOTE:

1. ADJUST PLANTING LOCATION MIN. 2'-0" LATERAL CLEARANCE FROM ALL MARKED UTILITY LINES AND FACE OF CURB.

2. MULCH IS INCIDENTAL TO TREE PLANTING OUTSIDE THE ROUNDABOUT CENTRAL ISLAND, SEE PLANT DATA CHART.
   MULCH WITHIN THE ROUNDABOUT CENTRAL ISLAND IS PAID FOR UNDER BID ITEM MULCH SHREDDED BARK.

3. CONTRACTOR SHALL MARK PLANT LOCATIONS. PLANTINGS SHALL NOT PROCEED WITHOUT APPROVAL OF THE ENGINEER.



| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLANTING PLANS | SHEET 102 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\CSS - Planting\Bridge CD\023105_pl.dgn PLOT DATE : 3/23/2014 PLOT BY : 557rms PLOT NAME : PLOT SCALE : 40.0000 sf / IN.

WISDOT/CADDS SHEET 42

...\Bridge CD\023105_pl.dgn 3/23/2014 10:57:17 AM

| PLANT KEY | | |
|---|---|---|
| SYM. | ABBR. | COMMON NAME |
| COLUMNAR DECIDUOUS TREES (SHADE) | | |
| + | PSG | GINKGO, PRINCETON SENTRY |
| | ASL | LINDEN, AMERICAN SENTRY |
| | FM | MAPLE, FREEMAN 'ARMSTRONG' |
| | MM | MAPLE, MORTON MIYABE |
| | RPO | OAK, REGAL PRINCE |
| DECIDUOUS TREES (ORNAMENTAL) | | |
| | GRC | CRABAPPLE, GOLDEN RAINDROPS |
| | SSC | CRABAPPLE, SPRING SNOW |
| | WH | HAWTHORN, WASHINGTON |
| | ISL | LILAC, IVORY SILK TREE |
| | AB | PEAR, AUTUMN BLAZE |
| EVERGREEN | | |
| | ERC | REDCEDAR, EASTERN |
| | TA | ARBORVITAE, TECHNY |
| | WS | SPRUCE, WHITE |

FOX RIVER

WASHINGTON ST (CTH ZZ)

HIGH ST

EDGE STEEL CAP

EDGE STEEL CAP

1 WH

131

MATCHLINE 213'H'+69

SHEET 6 OF 8

NOTE:

1. ADJUST PLANTING LOCATION MIN. 2'-0" LATERAL CLEARANCE FROM ALL MARKED UTILITY LINES AND FACE OF CURB.

2. MULCH IS INCIDENTAL TO TREE PLANTING OUTSIDE THE ROUNDABOUT CENTRAL ISLAND, SEE PLANT DATA CHART. MULCH WITHIN THE ROUNDABOUT CENTRAL ISLAND IS PAID FOR UNDER BID ITEM MULCH SHREDDED BARK.

3. CONTRACTOR SHALL MARK PLANT LOCATIONS. PLANTINGS SHALL NOT PROCEED WITHOUT APPROVAL OF THE ENGINEER.

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLANTING PLANS | SHEET 103 E |
|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\CSS - Planting\Bridge CD\023106_pl.dgn PLOT DATE : 3/23/2014 PLOT BY : 557rms PLOT NAME : PLOT SCALE : 40.0000 sf / IN.

WISDOT/CADDS SHEET 42

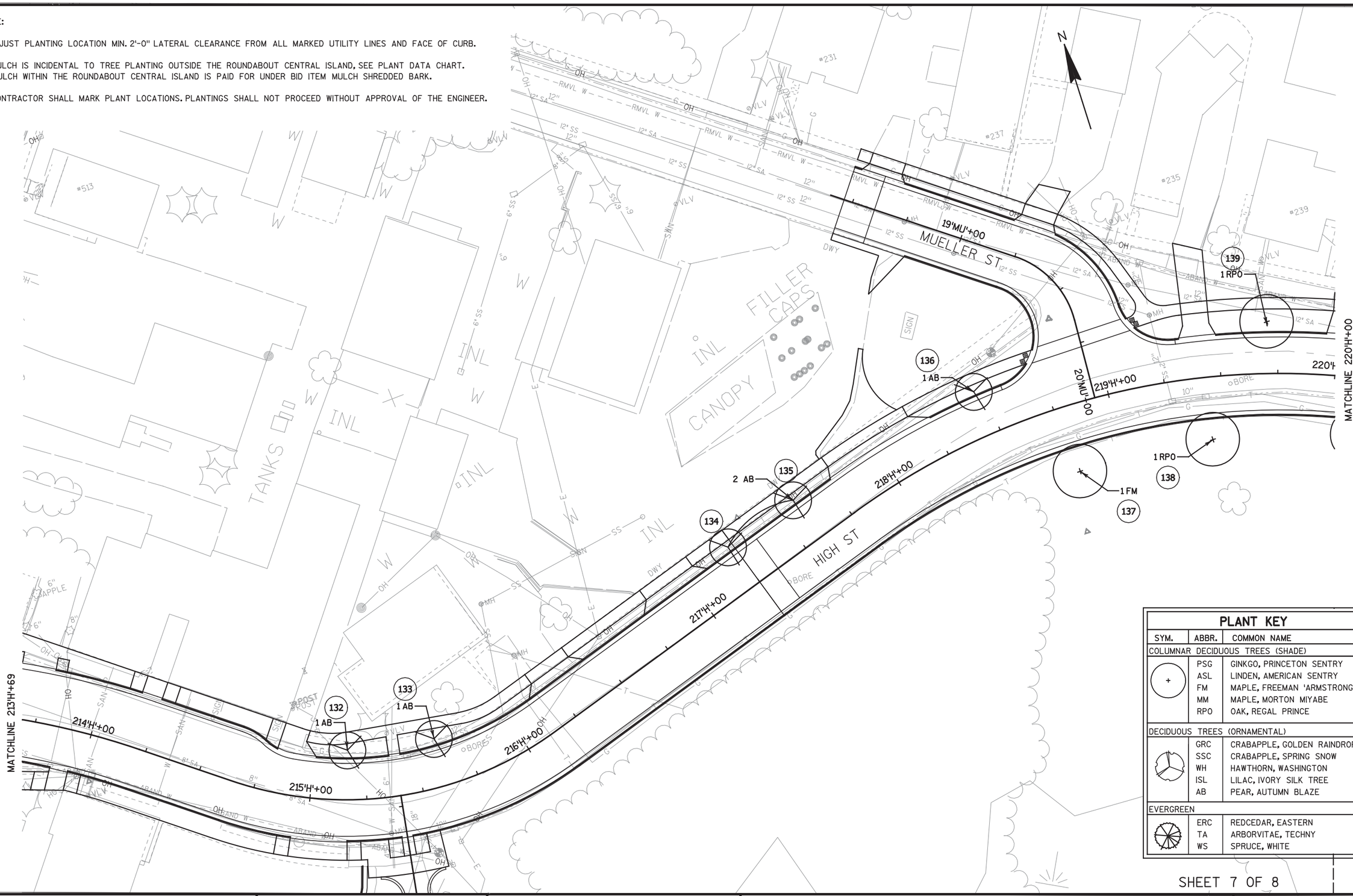
...\Bridge CD\023106_pl.dgn 3/23/2014 11:02:46 AM

NOTE:

1. ADJUST PLANTING LOCATION MIN. 2'-0" LATERAL CLEARANCE FROM ALL MARKED UTILITY LINES AND FACE OF CURB.

2. MULCH IS INCIDENTAL TO TREE PLANTING OUTSIDE THE ROUNDABOUT CENTRAL ISLAND, SEE PLANT DATA CHART. MULCH WITHIN THE ROUNDABOUT CENTRAL ISLAND IS PAID FOR UNDER BID ITEM MULCH SHREDDED BARK.

3. CONTRACTOR SHALL MARK PLANT LOCATIONS. PLANTINGS SHALL NOT PROCEED WITHOUT APPROVAL OF THE ENGINEER.



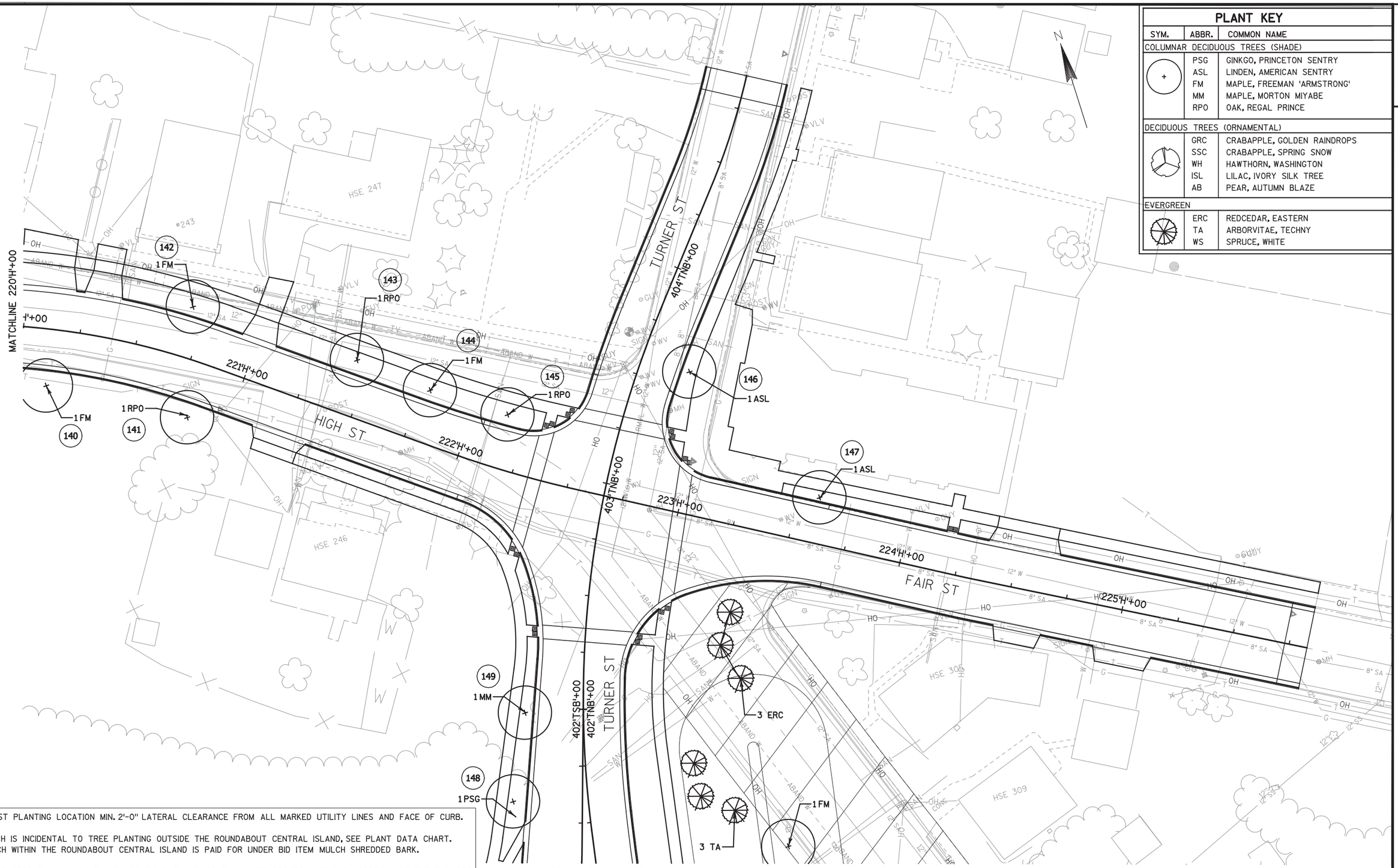

| PLANT KEY | | |
|---|---|---|
| SYM. | ABBR. | COMMON NAME |
| COLUMNAR DECIDUOUS TREES (SHADE) | | |
| + | PSG | GINKGO, PRINCETON SENTRY |
| | ASL | LINDEN, AMERICAN SENTRY |
| | FM | MAPLE, FREEMAN 'ARMSTRONG' |
| | MM | MAPLE, MORTON MIYABE |
| | RPO | OAK, REGAL PRINCE |
| DECIDUOUS TREES (ORNAMENTAL) | | |
| | GRC | CRABAPPLE, GOLDEN RAINDROPS |
| | SSC | CRABAPPLE, SPRING SNOW |
| | WH | HAWTHORN, WASHINGTON |
| | ISL | LILAC, IVORY SILK TREE |
| | AB | PEAR, AUTUMN BLAZE |
| EVERGREEN | | |
| | ERC | REDCEDAR, EASTERN |
| | TA | ARBORVITAE, TECHNY |
| | WS | SPRUCE, WHITE |

SHEET 7 OF 8

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLANTING PLANS | SHEET 104 E |
|---|---|---|---|---|

2

| PLANT KEY | | |
|---|---|---|
| SYM. | ABBR. | COMMON NAME |
| COLUMNAR DECIDUOUS TREES (SHADE) | | |
| + | PSG | GINKGO, PRINCETON SENTRY |
| | ASL | LINDEN, AMERICAN SENTRY |
| | FM | MAPLE, FREEMAN 'ARMSTRONG' |
| | MM | MAPLE, MORTON MIYABE |
| | RPO | OAK, REGAL PRINCE |
| DECIDUOUS TREES (ORNAMENTAL) | | |
| | GRC | CRABAPPLE, GOLDEN RAINDROPS |
| | SSC | CRABAPPLE, SPRING SNOW |
| | WH | HAWTHORN, WASHINGTON |
| | ISL | LILAC, IVORY SILK TREE |
| | AB | PEAR, AUTUMN BLAZE |
| EVERGREEN | | |
| | ERC | REDCEDAR, EASTERN |
| | TA | ARBORVITAE, TECHNY |
| | WS | SPRUCE, WHITE |




NOTE:

1. ADJUST PLANTING LOCATION MIN. 2'-0" LATERAL CLEARANCE FROM ALL MARKED UTILITY LINES AND FACE OF CURB.
2. MULCH IS INCIDENTAL TO TREE PLANTING OUTSIDE THE ROUNDABOUT CENTRAL ISLAND, SEE PLANT DATA CHART. MULCH WITHIN THE ROUNDABOUT CENTRAL ISLAND IS PAID FOR UNDER BID ITEM MULCH SHREDDED BARK.
3. CONTRACTOR SHALL MARK PLANT LOCATIONS. PLANTINGS SHALL NOT PROCEED WITHOUT APPROVAL OF THE ENGINEER.

SHEET 8 OF 8

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLANTING PLANS | SHEET 105 | E |
|---|---|---|---|---|---|



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2

| COMMON NAME | SCIENTIFIC NAME | AVE. MATURE HEIGHT | SIZE WHEN PLANTED | ROOT ZONE MODE | MINIMUM BALL OR POT SIZE | | MINIMUM HOLE SIZE | | BRACE OR GUY | FERT. UNITS REQ'D | RODENT PROTECTION REQUIRED | MULCH RING DIAMETER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | DIAM. | DEPTH | DIAM. | DEPTH | | | | |
| **COLUMNAR DECIDUOUS TREES** | | | | | | | | | | | | |
| Ginkgo, Princeton Sentry | Gingko biloba 'Princeton Sentry' | 60' | 2 1/2" CAL | B&B | 28" | 17" | 52" | 17" | BRACE | 4 | NO | 64" |
| Linden, American Sentry | Tilia americana 'McKSentry' | 50' | 2 1/2" CAL | B&B | 28" | 17" | 52" | 17" | BRACE | 4 | NO | 64" |
| Maple, Freeman 'Armstrong' | Acer freemanii 'Armstrong' | 40' | 2 1/2" CAL | B&B | 28" | 17" | 52" | 17" | BRACE | 4 | NO | 64" |
| Maple, Morton Miyabe | Acer miyabei 'Morton' | 40' | 2 1/2" CAL | B&B | 28" | 17" | 52" | 17" | BRACE | 4 | NO | 64" |
| Oak, Regal Prince | Quercus robur x bicolor 'Long' | 45' | 2 1/2" CAL | B&B | 28" | 17" | 52" | 17" | BRACE | 4 | NO | 64" |
| **ORNAMENTAL TREES** | | | | | | | | | | | | |
| Crabapple, Golden Raindrops | Malus transitoria 'Schmidtcutleaf' | 20' | 2" CAL | B&B | 24" | 14" | 48" | 14" | BRACE | 3 | NO | 60" |
| Crabapple, Spring Snow | Malus 'Spring Snow' | 20' | 2" CAL | B&B | 24" | 14" | 48" | 14" | BRACE | 3 | NO | 60" |
| Hawthorn, Washington | Crataegus phaenopyrum | 25' | 2" CAL | B&B | 24" | 14" | 48" | 14" | BRACE | 3 | NO | 60" |
| Lilac, Ivory Silk Tree | Syringa reticulata 'Ivory Silk' | 20' | 2" CAL | B&B | 24" | 14" | 48" | 14" | BRACE | 3 | NO | 60" |
| Pear, Autumn Blaze | Pyrus calleryana 'Autumn Blaze' | 20' | 2" CAL | B&B | 24" | 14" | 48" | 14" | BRACE | 3 | NO | 60" |
| **EVERGREEN TREES** | | | | | | | | | | | | |
| Redcedar, Eastern | Juniperus virginiana | 35' | 60" HT | B&B | 24" | 14" | 48" | 14" | NO | 3 | NO | 60" |
| Arborvitae, Techny | Thuja occidentalis 'Techny' | 15' | 60" HT | B&B | 24" | 14" | 48" | 14" | NO | 3 | NO | 60" |
| Spruce, White | Picea glauca | 45' | 60" HT | B&B | 24" | 14" | 48" | 14" | NO | 3 | NO | 60" |

| SHEET 2 | | |
|---|---|---|
| POINTS | STATION | OFFSET |
| 100 | 301'EB'23.34 | -26.2 |
| 101 | 502'MSB'+16.70 | -41.1 |
| 102 | 107'BEB'+38.74 | 37.6 |
| 103 | 108'BWB'+09.19 | -38.6 |
| 104 | 503'MSB'+80.38 | -39.4 |
| 105 | 108'BEB'+53.71 | -9.0 |
| 106 | 108'BEB'+60.35 | -37.15 |
| 107 | 108'BEB'+78.24 | -16.4 |
| 108 | 109'EB'+86.94 | 24.3 |
| 109 | 110'EB'+79.41 | 23.0 |
| 110 | 110'WB'+52.18 | -31.9 |
| 111 | 111'WB'+18.10 | -32.1 |
| 112 | 111'WB'+92.99 | -35.8 |

| SHEET 3 | | |
|---|---|---|
| POINTS | STATION | OFFSET |
| 113 | 504'MNB'+65.01 | -30.0 |
| 114 | 505'MNB'+80.30 | -22.9 |
| 115 | 506'MNB'+52.03 | -22.7 |
| 116 | 506'MNB'+43.42 | 23.6 |

| SHEET 4 | | |
|---|---|---|
| POINTS | STATION | OFFSET |
| 117 | 6'P'+13.67 | -21.8 |
| 118 | 5'P'+68.85 | 18.0 |
| 119 | 6'P'+38.94 | 13.8 |

| SHEET 5 | | |
|---|---|---|
| POINTS | STATION | OFFSET |
| 120 | 131'EB'+44.84 | 45.1 |
| 121 | 131'EB'+97.62 | 71.5 |
| 122 | 132'EB'+76.86 | 67.1 |
| 123 | 133'EB'+07.45 | 44.8 |
| 124 | 130'WB'+89.07 | -35.3 |
| 125 | 131'WB'+59.35 | -44.0 |
| 126 | 400'TNB'+64.18 | 45.5 |
| 127 | 133'WB'+13.54 | -49.6 |
| 128 | 134'WB'+44.22 | -24.9 |
| 129 | 134'WB'+62.99 | -59.0 |
| 130 | 135'WB'+63.36 | -23.5 |

| SHEET 6 | | |
|---|---|---|
| POINTS | STATION | OFFSET |
| 131 | 210'H'+32.67 | 60.2 |

| SHEET 7 | | |
|---|---|---|
| POINTS | STATION | OFFSET |
| 132 | 215'H'+16.31 | -22.7 |
| 133 | 215'H'+61.20 | -22.1 |
| 134 | 217'H'+23.21 | -21.4 |
| 135 | 217'H'+58.39 | -21.2 |
| 136 | 218'H'+46.35 | -21.0 |
| 137 | 218'H'+78.02 | 28.2 |
| 138 | 219'H'+43.65 | 26.5 |
| 139 | 219'H'+70.43 | -23.8 |

| SHEET 8 | | |
|---|---|---|
| POINTS | STATION | OFFSET |
| 140 | 220'H'+12.59 | 24.0 |
| 141 | 220'H'+81.51 | 23.8 |
| 142 | 220'H'+68.90 | -23.3 |
| 143 | 221'H'+43.53 | -25.3 |
| 144 | 221'H'+78.23 | -23.7 |
| 145 | 222'H'+15.08 | -24.8 |
| 146 | 403'TNB'+59.56 | 21.2 |
| 147 | 223'H'+58.97 | -21.0 |
| 148 | 401'TNB'+63.20 | -33.0 |
| 149 | 401'TNB'+99.55 | -25.8 |

2

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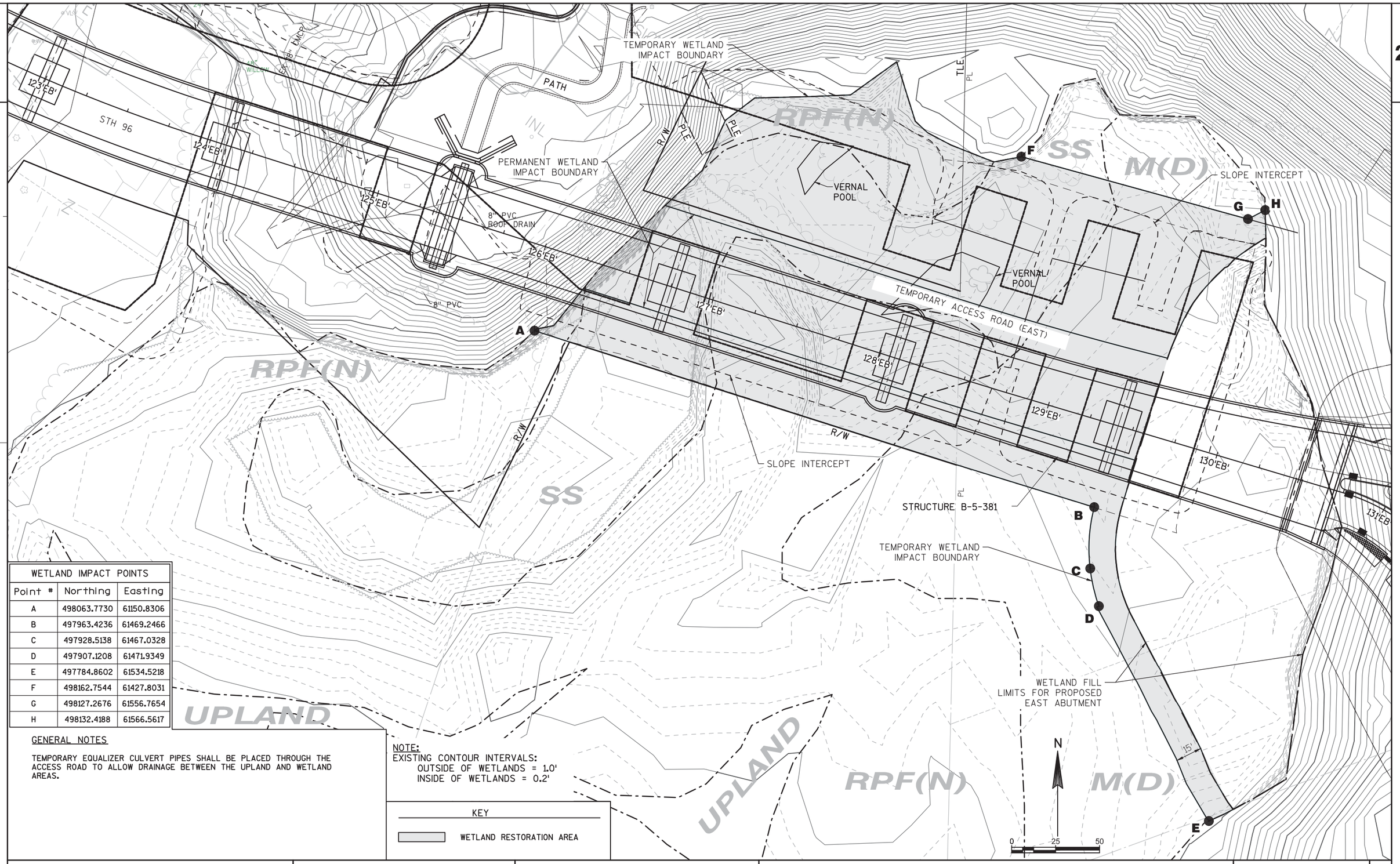



| WETLAND IMPACT POINTS | | |
|---|---|---|
| Point # | Northing | Easting |
| A | 498063.7730 | 61150.8306 |
| B | 497963.4236 | 61469.2466 |
| C | 497928.5138 | 61467.0328 |
| D | 497907.1208 | 61471.9349 |
| E | 497784.8602 | 61534.5218 |
| F | 498162.7544 | 61427.8031 |
| G | 498127.2676 | 61556.7654 |
| H | 498132.4188 | 61566.5617 |

GENERAL NOTES

TEMPORARY EQUALIZER CULVERT PIPES SHALL BE PLACED THROUGH THE ACCESS ROAD TO ALLOW DRAINAGE BETWEEN THE UPLAND AND WETLAND AREAS.

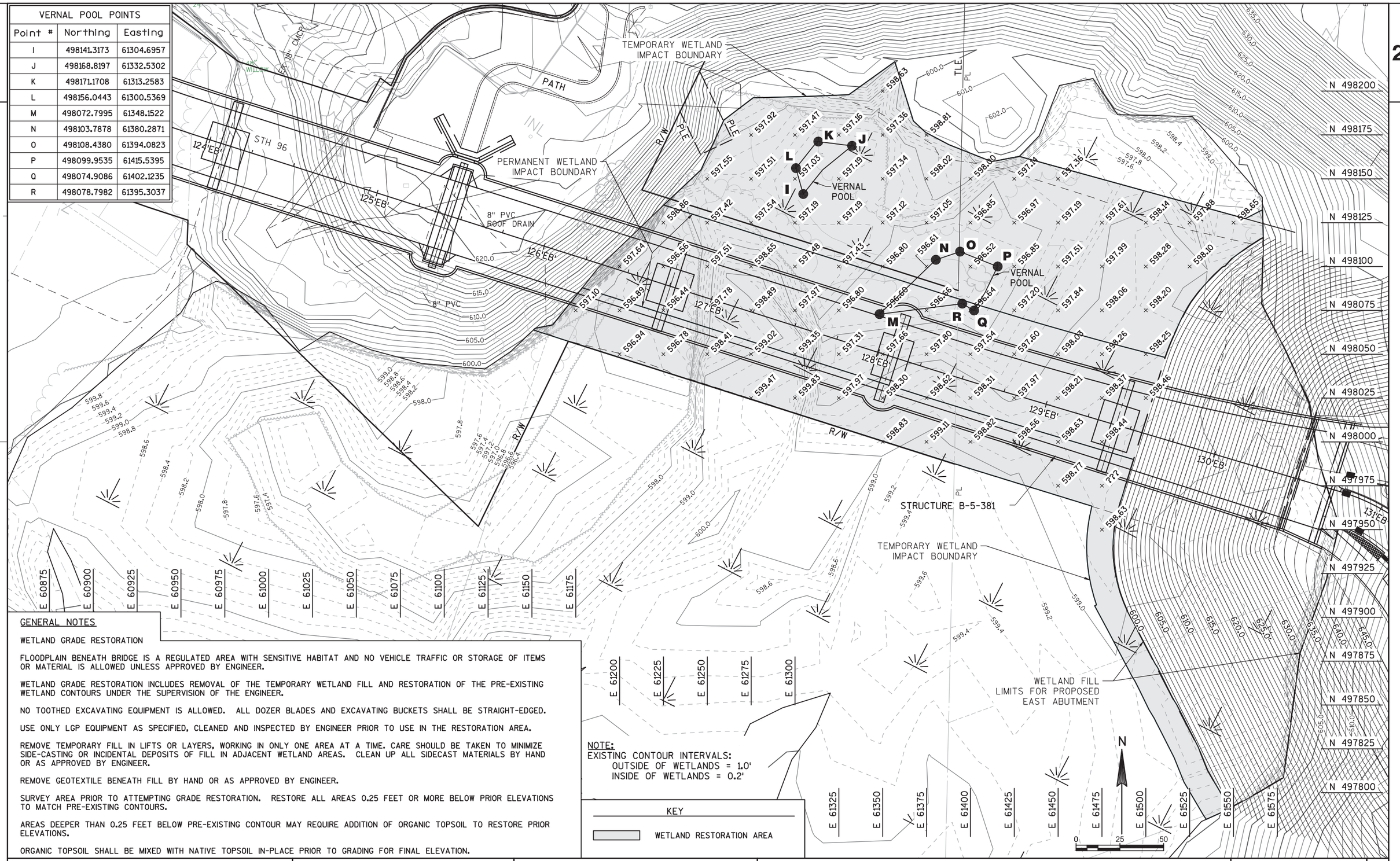
NOTE:
EXISTING CONTOUR INTERVALS:
OUTSIDE OF WETLANDS = 1.0'
INSIDE OF WETLANDS = 0.2'

KEY

WETLAND RESTORATION AREA

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | WETLAND: CONSTRUCTION IMPACTS | SHEET 108 E |
|---|---|---|---|---|

| VERNAL POOL POINTS | | |
|---|---|---|
| Point # | Northing | Easting |
| I | 498141.3173 | 61304.6957 |
| J | 498168.8197 | 61332.5302 |
| K | 498171.1708 | 61313.2583 |
| L | 498156.0443 | 61300.5369 |
| M | 498072.7995 | 61348.1522 |
| N | 498103.7878 | 61380.2871 |
| O | 498108.4380 | 61394.0823 |
| P | 498099.9535 | 61415.5395 |
| Q | 498074.9086 | 61402.1235 |
| R | 498078.7982 | 61395.3037 |




## GENERAL NOTES

WETLAND GRADE RESTORATION

FLOODPLAIN BENEATH BRIDGE IS A REGULATED AREA WITH SENSITIVE HABITAT AND NO VEHICLE TRAFFIC OR STORAGE OF ITEMS OR MATERIAL IS ALLOWED UNLESS APPROVED BY ENGINEER.

WETLAND GRADE RESTORATION INCLUDES REMOVAL OF THE TEMPORARY WETLAND FILL AND RESTORATION OF THE PRE-EXISTING WETLAND CONTOURS UNDER THE SUPERVISION OF THE ENGINEER.

NO TOOTHED EXCAVATING EQUIPMENT IS ALLOWED. ALL DOZER BLADES AND EXCAVATING BUCKETS SHALL BE STRAIGHT-EDGED.

USE ONLY LGP EQUIPMENT AS SPECIFIED, CLEANED AND INSPECTED BY ENGINEER PRIOR TO USE IN THE RESTORATION AREA.

REMOVE TEMPORARY FILL IN LIFTS OR LAYERS, WORKING IN ONLY ONE AREA AT A TIME. CARE SHOULD BE TAKEN TO MINIMIZE SIDE-CASTING OR INCIDENTAL DEPOSITS OF FILL IN ADJACENT WETLAND AREAS. CLEAN UP ALL SIDECAST MATERIALS BY HAND OR AS APPROVED BY ENGINEER.

REMOVE GEOTEXTILE BENEATH FILL BY HAND OR AS APPROVED BY ENGINEER.

SURVEY AREA PRIOR TO ATTEMPTING GRADE RESTORATION. RESTORE ALL AREAS 0.25 FEET OR MORE BELOW PRIOR ELEVATIONS TO MATCH PRE-EXISTING CONTOURS.

AREAS DEEPER THAN 0.25 FEET BELOW PRE-EXISTING CONTOUR MAY REQUIRE ADDITION OF ORGANIC TOPSOIL TO RESTORE PRIOR ELEVATIONS.

ORGANIC TOPSOIL SHALL BE MIXED WITH NATIVE TOPSOIL IN-PLACE PRIOR TO GRADING FOR FINAL ELEVATION.

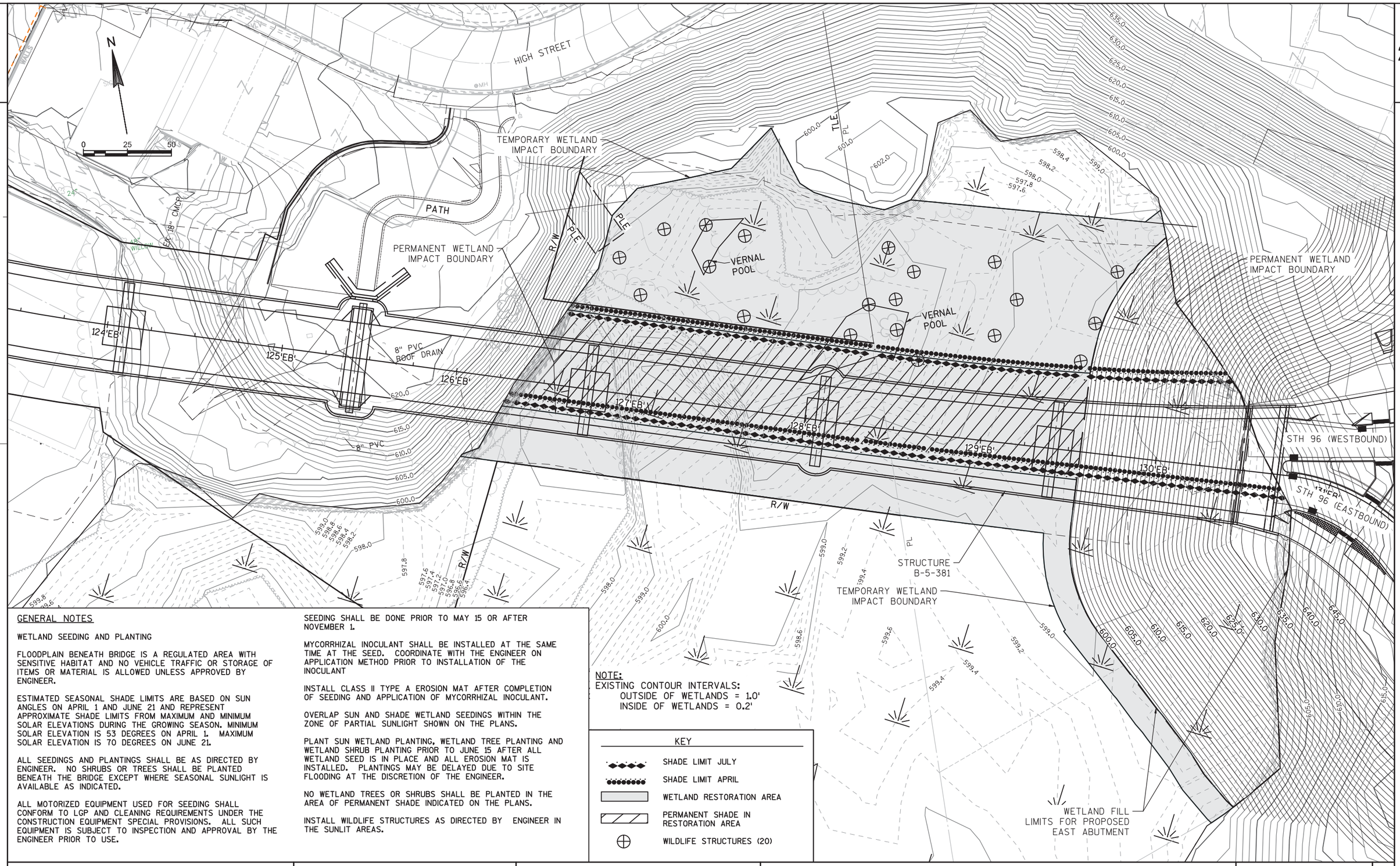
NOTE:
EXISTING CONTOUR INTERVALS:
OUTSIDE OF WETLANDS = 1.0'
INSIDE OF WETLANDS = 0.2'

KEY

WETLAND RESTORATION AREA

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | WETLAND: GRADE RESTORATION PLAN | SHEET 109 E |
|---|---|---|---|---|

2




GENERAL NOTES

WETLAND SEEDING AND PLANTING

FLOODPLAIN BENEATH BRIDGE IS A REGULATED AREA WITH SENSITIVE HABITAT AND NO VEHICLE TRAFFIC OR STORAGE OF ITEMS OR MATERIAL IS ALLOWED UNLESS APPROVED BY ENGINEER.

ESTIMATED SEASONAL SHADE LIMITS ARE BASED ON SUN ANGLES ON APRIL 1 AND JUNE 21 AND REPRESENT APPROXIMATE SHADE LIMITS FROM MAXIMUM AND MINIMUM SOLAR ELEVATIONS DURING THE GROWING SEASON. MINIMUM SOLAR ELEVATION IS 53 DEGREES ON APRIL 1. MAXIMUM SOLAR ELEVATION IS 70 DEGREES ON JUNE 21.

ALL SEEDINGS AND PLANTINGS SHALL BE AS DIRECTED BY ENGINEER. NO SHRUBS OR TREES SHALL BE PLANTED BENEATH THE BRIDGE EXCEPT WHERE SEASONAL SUNLIGHT IS AVAILABLE AS INDICATED.

ALL MOTORIZED EQUIPMENT USED FOR SEEDING SHALL CONFORM TO LGP AND CLEANING REQUIREMENTS UNDER THE CONSTRUCTION EQUIPMENT SPECIAL PROVISIONS. ALL SUCH EQUIPMENT IS SUBJECT TO INSPECTION AND APPROVAL BY THE ENGINEER PRIOR TO USE.

SEEDING SHALL BE DONE PRIOR TO MAY 15 OR AFTER NOVEMBER 1.

MYCORRHIZAL INOCULANT SHALL BE INSTALLED AT THE SAME TIME AT THE SEED. COORDINATE WITH THE ENGINEER ON APPLICATION METHOD PRIOR TO INSTALLATION OF THE INOCULANT

INSTALL CLASS II TYPE A EROSION MAT AFTER COMPLETION OF SEEDING AND APPLICATION OF MYCORRHIZAL INOCULANT.

OVERLAP SUN AND SHADE WETLAND SEEDINGS WITHIN THE ZONE OF PARTIAL SUNLIGHT SHOWN ON THE PLANS.

PLANT SUN WETLAND PLANTING, WETLAND TREE PLANTING AND WETLAND SHRUB PLANTING PRIOR TO JUNE 15 AFTER ALL WETLAND SEED IS IN PLACE AND ALL EROSION MAT IS INSTALLED. PLANTINGS MAY BE DELAYED DUE TO SITE FLOODING AT THE DISCRETION OF THE ENGINEER.

NO WETLAND TREES OR SHRUBS SHALL BE PLANTED IN THE AREA OF PERMANENT SHADE INDICATED ON THE PLANS.

INSTALL WILDLIFE STRUCTURES AS DIRECTED BY ENGINEER IN THE SUNLIT AREAS.

NOTE:
EXISTING CONTOUR INTERVALS:
OUTSIDE OF WETLANDS = 1.0'
INSIDE OF WETLANDS = 0.2'

KEY

- SHADE LIMIT JULY
- SHADE LIMIT APRIL
- WETLAND RESTORATION AREA
- PERMANENT SHADE IN RESTORATION AREA
- WILDLIFE STRUCTURES (20)

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | WETLAND: SEEDING AND PLANTING PLAN | SHEET 110 E |
|---|---|---|---|---|

## SIGNING NOTES

TYPE II SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC UNIT. SIGNS SHALL BE CAREFULLY REMOVED FROM THE SUPPORTS, SORTED BY BASE MATERIAL AND PALLETIZED BY MATERIAL TYPE. THE REGIONAL TRAFFIC UNIT 920-492-5653, SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF SIGNS.

WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

INSTALL 18" X 18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OF OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMEN.

N

W2-6 30" X 30" 1
W13-1 18" X 18" 2
W10-1 36" X 36" 3
J3-3 72" X 57" 4
W3-2 36" X 36" 5
R4-7 24" X 30" 6
J1-1 24" X 36" 6A
R4-7 24" X 30" 7
D1-1 90" X 30" 13
W10-1 36" X 36" 14
R6-1R 54" X 18" 31
R6-4B 60" X 24" 32
D1-2 66" X 30" 33
3'LATERAL OFFSET FROM FLOW LINE NEEDED
R1-2 36" X 31" 34
R1-54 24" X 15" 35
R1-1 30" X 30" 36
R1-2 36" X 31" 37
R6-2R 24" X 30" 38
W3-2 36" X 36" 39
J13-2 48" X 45" 40
J3-2 48" X 57" 40A
W2-6 30" X 30" 41
W13-1 18" X 18" 42
R1-1 30" X 30" 43
R4-7 24" X 30" 44
2.5'LATERAL OFFSET FROM FLOW LINE ON EACH SIDE NEEDED

DO NOT STOP ON TRACKS
R8-8 24" X 30" 5A
R4-7 24" X 30" 8
R1-2 36" X 31" 9
R1-2 36" X 31" 10
R1-2 36" X 31" 11
R6-2R 24" X 30" 10
R1-54 24" X 15" 12
R6-1R 54" X 18" 15
R6-4B 60" X 24" 16
D1-1 66" X 30" 17
R4-7 24" X 30" 18

CTH DD / BROADWAY ST
CTH D / MAIN ST

SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PERMANENT SIGNING | SHEET 111 E |
|---|---|---|---|---|

FILE NAME : N:\spo\traffic\SIGNING\Projects\4075-28-71 STH 96 Wrightstown Bridge\023201_ps.dgn PLOT DATE : 12-FEB-2014 08:03 PLOT BY : dotj1f PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

N

WEST 96
J4-1
24" X 36"
18
A

STH 96 / MAIN ST

SLEEVE SYSTEM NEEDED AS SHOWN IN PLATE A4-9

22
EAST
COUNTY D 96
J3-2
48" X 57"

23
R1-2
36" X 31"

24
ONE WAY
R6-2R
24" X 30"

25
R1-2
36" X 31"

26
TO TRAFFIC FROM LEFT
R1-54
24" X 15"

3' LATERAL OFFSET FROM FLOW LINE NEEDED

27
ONE WAY
R6-1R
54" X 18"

28
R6-4B
60" X 24"

29
ONE WAY
R6-1R
54" X 18"

30
R6-4B
60" X 24"

47
EAST 96 D
D1-1
66" X 30"

50
R4-7
24" X 30"

56
B
COUNTY DD COUNTY D
J13-2
48" X 45"

51
D11-6
24" X 18"

52
SNOWMOBILES ON ROADWAY ONLY
VIOLATORS SHALL BE PROSECUTED
SP
36" X 36"

*
53
SPEED LIMIT 25
R2-1
24" X 30"

*
54
Fox River
I3-1
36" X 24"

55
NO FISHING DIVING JUMPING OFF BRIDGE
R9-56
18" X 24"

3' LATERAL OFFSET FROM FLOW LINE NEEDED

SLEEVE SYSTEM NEEDED AS SHOWN IN PLATE A4-9

YIELD
R1-2
36" X 31"

45
TO TRAFFIC FROM LEFT
R1-54
24" X 15"

46

YIELD
R1-2
36" X 31"

48
ONE WAY
R6-2R
24" X 30"

49

57
W5-56
18" X 18"

58
W5-56
18" X 18"

59
W5-56
18" X 18"

Kaukauna
Appleton
De Pere
D1-3
72" X 36"

56
A

WEST 96
J3-1
24" X 57"

56
*

STH 96 / CTH D

19
W2-6
30" X 30"

20
15 M.P.H.
W13-1
18" X 18"

21
COUNTY DD
J13-1
24" X 45"

SIGN-PLACE NEW

## SIGNING NOTES

TYPE II SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC UNIT. SIGNS SHALL BE CAREFULLY REMOVED FROM THE SUPPORTS, SORTED BY BASE MATERIAL AND PALLETIZED BY MATERIAL TYPE. THE REGIONAL TRAFFIC UNIT 920-492-5653, SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF SIGNS.

WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

INSTALL 18" X 18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OF OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMEN.

* THE USE OF A TELSPAR POST WITH THE KLEEN BREAK MODEL 425 BRACKET IS REQUIRED FOR EACH OF THESE LOCATIONS. THERE WILL BE SPECIAL BUMPOUTS ON THE BRIDGE PARAPET WITH ANCHOR BOLTS EXPOSED FOR MOUNTING THE BRACKET SYSTEM TO.

PLAN SHEET PRODUCED BY WisDOT-NE REGION

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PERMANENT SIGNING | SHEET 112 | E |
|---|---|---|---|---|---|

## SIGNING NOTES

TYPE II SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC UNIT. SIGNS SHALL BE CAREFULLY REMOVED FROM THE SUPPORTS, SORTED BY BASE MATERIAL AND PALLETIZED BY MATERIAL TYPE. THE REGIONAL TRAFFIC UNIT 920-492-5653, SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF SIGNS.

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WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

INSTALL 18" X 18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OF OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMEN.

* THE USE OF A TELSPAR POST WITH THE KLEEN BREAK MODEL 425 BRACKET IS REQUIRED FOR EACH OF THESE LOCATIONS. THERE WILL BE SPECIAL BUMPOUTS ON THE BRIDGE PARAPET WITH ANCHOR BOLTS EXPOSED FOR MOUNTING THE BRACKET SYSTEM TO.

** THE USE OF A TELSPAR POST WITH THE KLEEN BREAK MODEL 425 BRACKET IS REQUIRED FOR EACH OF THESE LOCATIONS. THE BRACKET WILL NEED TO BE SURFACE APPLIED TO THE CONCRETE SIDEWALK SURFACE. THE BOTTOM OF THE SUPPLEMENTAL SIGN WILL NEED TO BE MOUNTED AT 6'-3" FROM THE SIDEWALK SURFACE.

N

STH 96

MUELLER ST

HIGH ST

Fox River
I3-1
36" X 24"
63

R9-56
18" X 24"
64 *

W5-56
18" X 18"
60

W5-56
18" X 18"
61

W5-56
18" X 18"
62

STOP
R1-1
30" X 30"
103

NO PARKING ANY TIME
R7-1L
24" X 30"
104

NO PARKING ANY TIME
R7-1D
24" X 30"
101

TO 96
J3-1
24" X 57"
100

YIELD
R1-2
36" X 31"
96

TO TRAFFIC FROM LEFT
R1-54
24" X 15"
97

YIELD
R1-2
36" X 31"
94

ONE WAY
R6-2R
24" X 30"
95

STOP
R1-1
30" X 30"
98A

ONLY ONLY
R3-8HH
36" X 30"
99

STOP
R1-1
30" X 30"
98

105
NO PARKING ANY TIME
R7-1D
24" X 30"

102
WEIGHT LIMIT 3 TONS
R12-1
24" X 30"

SLEEVE SYSTEM NEEDED AS SHOWN IN PLATE A4-9

YIELD
R1-2
36" X 31"
72

TO TRAFFIC FROM LEFT
R1-54
24" X 15"
73

SNOWMOBILE ROUTE
D11-6
24" X 18"
68

YIELD
R1-2
36" X 31"
70

ONE WAY
R6-1R
54" X 18"
75

R6-4B
60" X 24"
76

R4-7
24" X 30"
67

SNOWMOBILES ON ROADWAY ONLY VIOLATORS WILL BE PROSECUTED
SP
36" X 36"
69

ONE WAY
R6-2R
24" X 30"
71

WEST 96 D
D1-1
66" X 30"
74

COUNTY MW
J13-1
24" X 45"
66A *

SPEED LIMIT 25
R2-1
24" X 30"
66 *

W11-2
30" X 30"
65C

W16-7L
24" X 12"
65D **

STA 125+62

** 65A

W11-2
30" X 30"
65B

W16-7L
24" X 12"

STA 125+20

* 65

EAST 96 COUNTY D
J3-2
48" X 57"

STA 127+40

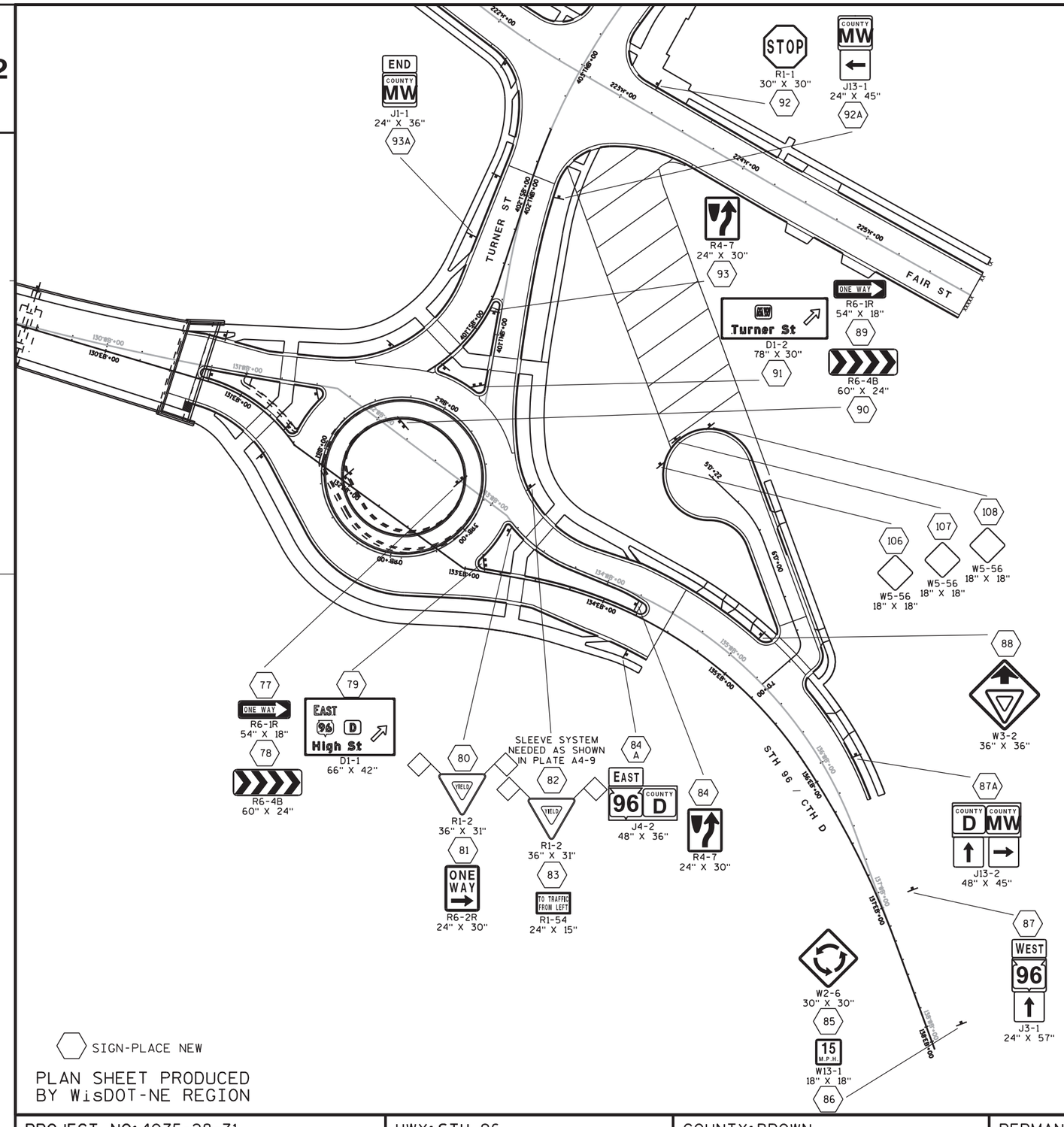
SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PERMANENT SIGNING | SHEET 113 E |
|---|---|---|---|---|

FILE NAME : N:\spo\traffic\SIGNING\Projects\4075-28-71 STH 96 Wrightstown Bridge\023202A_ps.dgn PLOT DATE : 21-JAN-2014 09:02 PLOT BY : dotj1f PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42




N

## SIGNING NOTES

TYPE II SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC UNIT. SIGNS SHALL BE CAREFULLY REMOVED FROM THE SUPPORTS, SORTED BY BASE MATERIAL AND PALLETIZED BY MATERIAL TYPE. THE REGIONAL TRAFFIC UNIT 920-492-5653, SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF SIGNS.

WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

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⬡ SIGN-PLACE NEW

PLAN SHEET PRODUCED
BY WisDOT-NE REGION

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PERMANENT SIGNING | SHEET 114 | E |
|---|---|---|---|---|---|

## SIGNING NOTES

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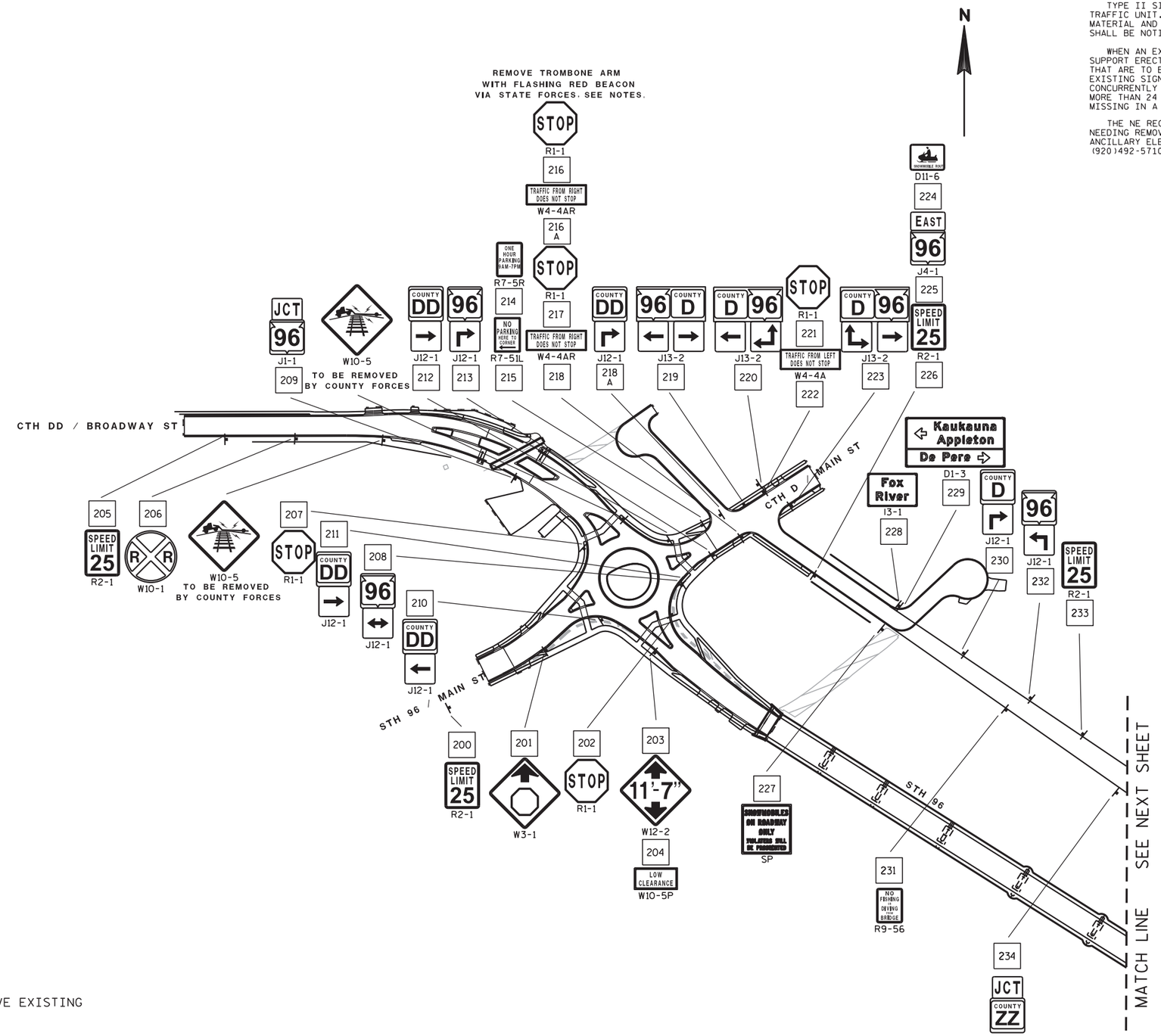
THE NE REGION TRAFFIC SECTION SHALL BE CONTACTED, A MINIMUM OF 3 DAYS, PRIOR TO NEEDING REMOVAL OF THE FLASHING RED BEACON, SUPPORT POLE/TROMBONE ARM AND ANY ANCILLARY ELECTRICAL COMPONENTS AND WILL REMAIN STATE PROPERTY. PLEASE CALL (920)492-5710 TO SETUP REMOVAL.




SIGN-REMOVE EXISTING

PLAN SHEET PRODUCED
BY WisDOT-NE REGION

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | SIGN REMOVALS | SHEET 115 | E |
|---|---|---|---|---|---|

## SIGNING NOTES

TYPE II SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC UNIT. SIGNS SHALL BE CAREFULLY REMOVED FROM THE SUPPORTS, SORTED BY BASE MATERIAL AND PALLETIZED BY MATERIAL TYPE. THE REGIONAL TRAFFIC UNIT 920-492-5653, SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF SIGNS.

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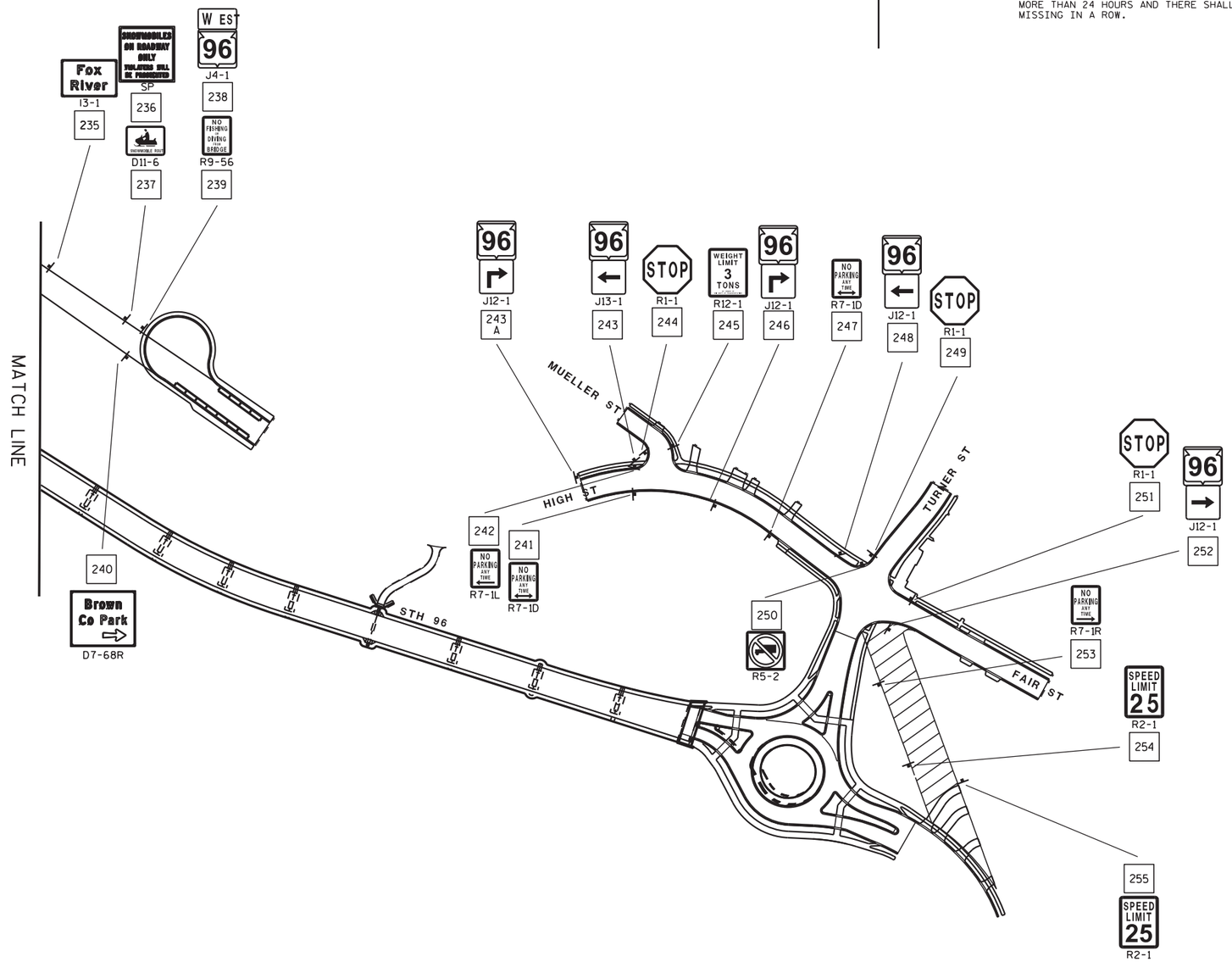


SIGN-REMOVE EXISTING

PLAN SHEET PRODUCED BY WisDOT-NE REGION

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | SIGN REMOVALS | SHEET 116 | E |
|---|---|---|---|---|---|

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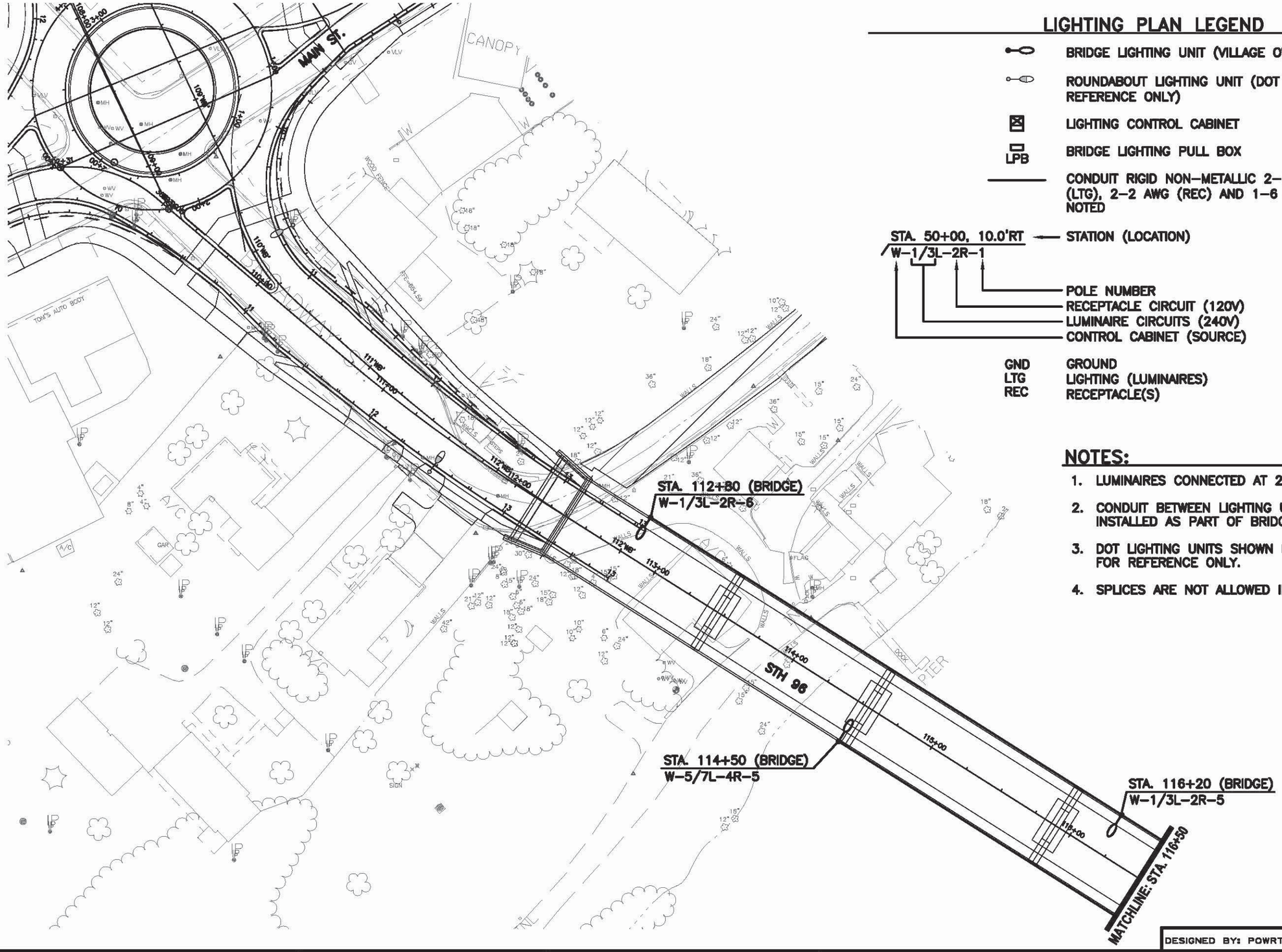
WISDOT/CADDS SHEET 42




## LIGHTING PLAN LEGEND

- BRIDGE LIGHTING UNIT (VILLAGE OWNED)
- ROUNDABOUT LIGHTING UNIT (DOT OWNED – FOR REFERENCE ONLY)
- LIGHTING CONTROL CABINET
- LPB — BRIDGE LIGHTING PULL BOX
- CONDUIT RIGID NON–METALLIC 2–INCH WITH 2–6 AWG (LTG), 2–2 AWG (REC) AND 1–6 AWG (GND), UNLESS NOTED

STA. 50+00, 10.0'RT
W–1/3L–2R–1 — STATION (LOCATION)

- POLE NUMBER
- RECEPTACLE CIRCUIT (120V)
- LUMINAIRE CIRCUITS (240V)
- CONTROL CABINET (SOURCE)

| | |
|---|---|
| GND | GROUND |
| LTG | LIGHTING (LUMINAIRES) |
| REC | RECEPTACLE(S) |

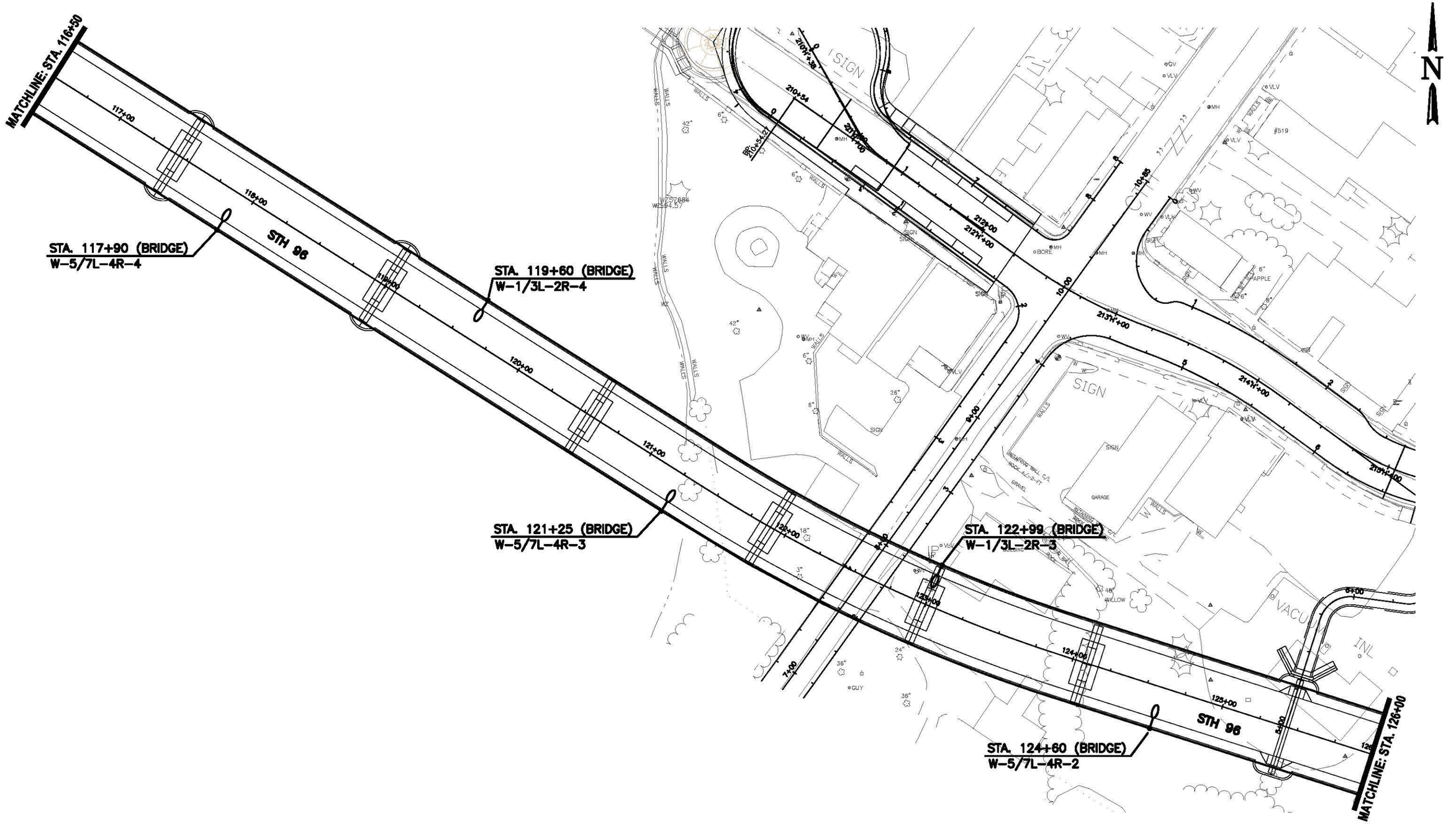
N

## NOTES:

1. LUMINAIRES CONNECTED AT 240V.
2. CONDUIT BETWEEN LIGHTING UNITS ON BRIDGE INSTALLED AS PART OF BRIDGE STRUCTURE.
3. DOT LIGHTING UNITS SHOWN IN APPROXIMATE LOCATION FOR REFERENCE ONLY.
4. SPLICES ARE NOT ALLOWED IN PULL BOXES.

DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 1 OF 6

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | LIGHTING PLAN | SHEET NO: |
|---|---|---|---|---|

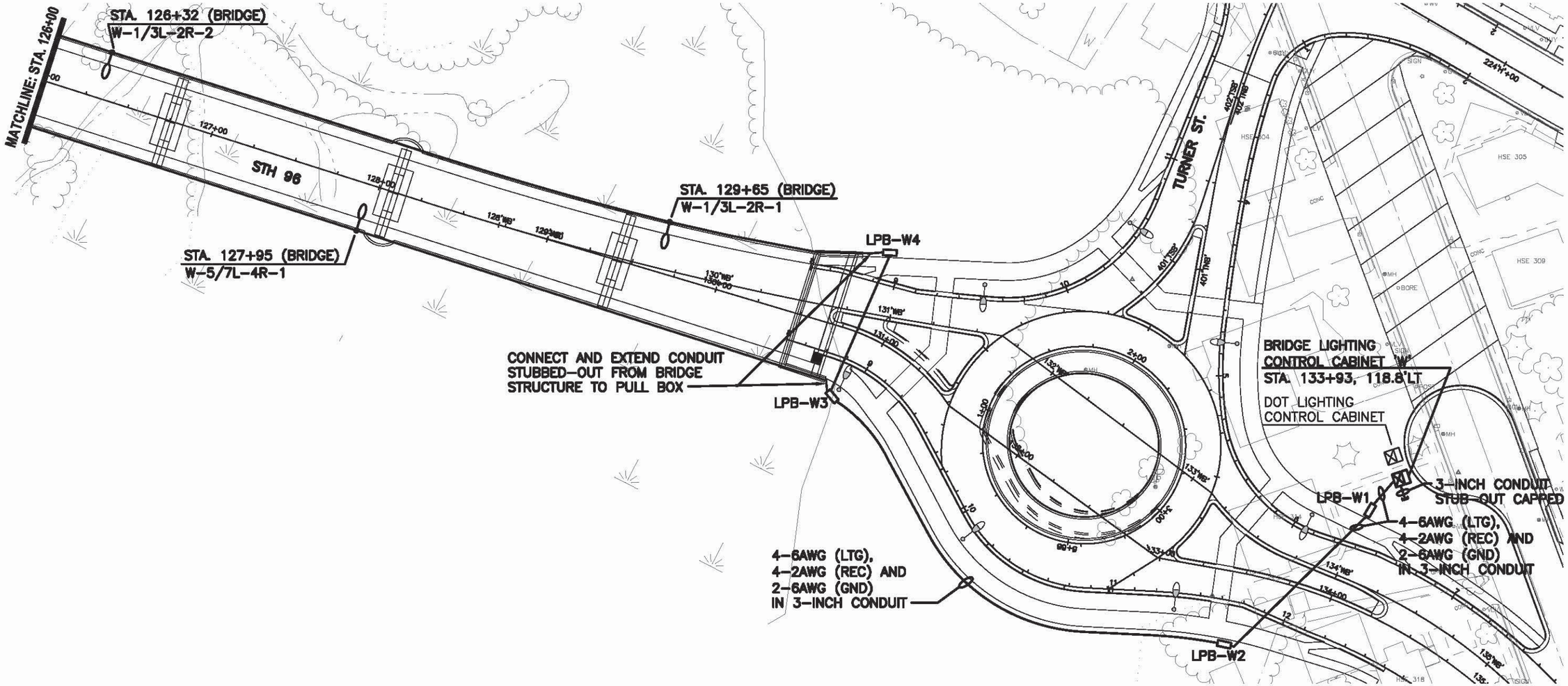



DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 2 OF 6

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | LIGHTING PLAN | SHEET NO: 118 E |
|---|---|---|---|---|

2

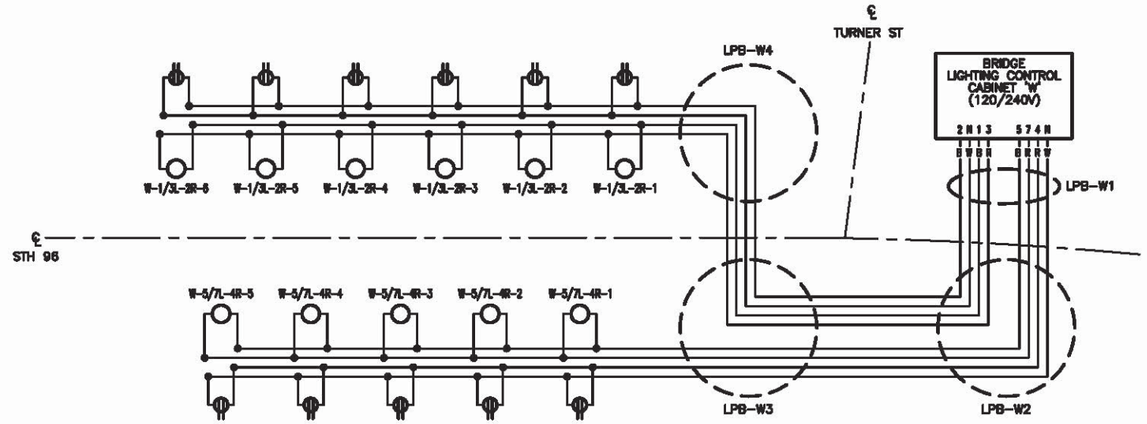
N




DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 3 OF 6

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | LIGHTING PLAN | SHEET NO: E |
|---|---|---|---|---|

2




**LEGEND:**

- LED LUMINAIRE (LED B)
- FESTOON RECEPTACLE
- SPLICE

**COLOR CODE:**

B – BLACK
R – RED
W – WHITE

**NOTES:**

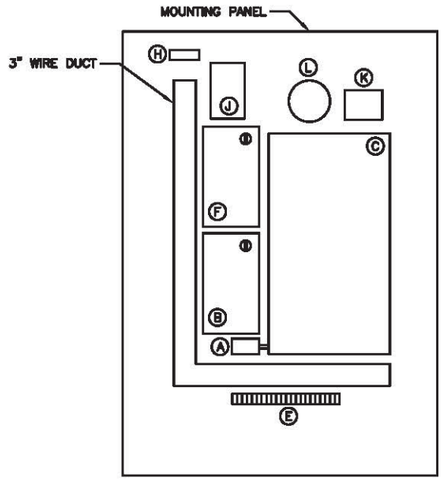
1. GROUND WIRE REQUIRED, NOT SHOWN.
2. SPLICES ARE NOT ALLOWED IN PULL BOXES.

**FIELD WIRING DIAGRAM – BRIDGE CABINET "W"**
NO SCALE

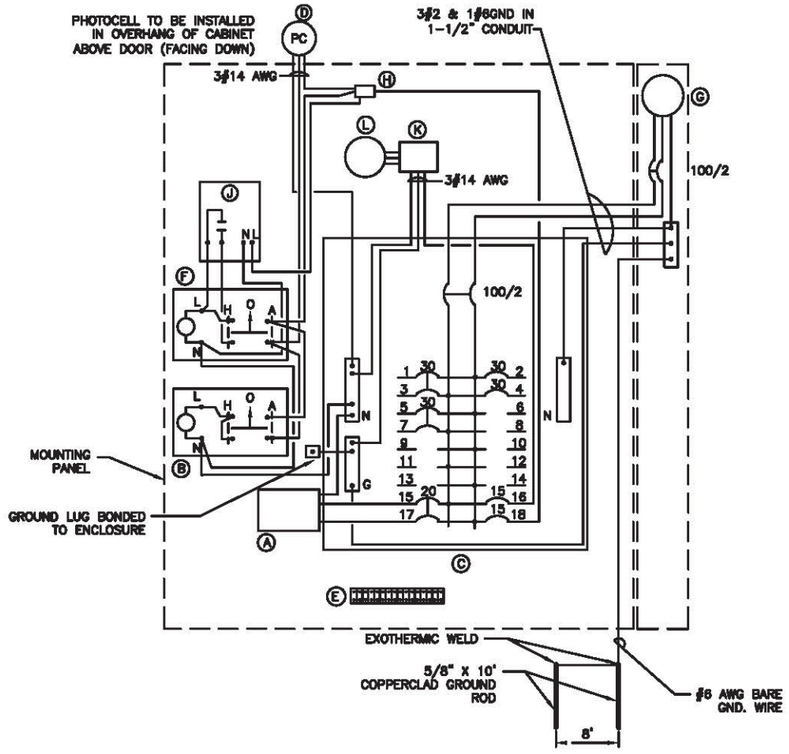
N

DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 4 OF 6

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | FIELD WIRING DIAGRAM | SHEET NO: 120 | E |
|---|---|---|---|---|---|




**EQUIPMENT LAYOUT**
NO SCALE




**CONTROL DIAGRAM**
NO SCALE

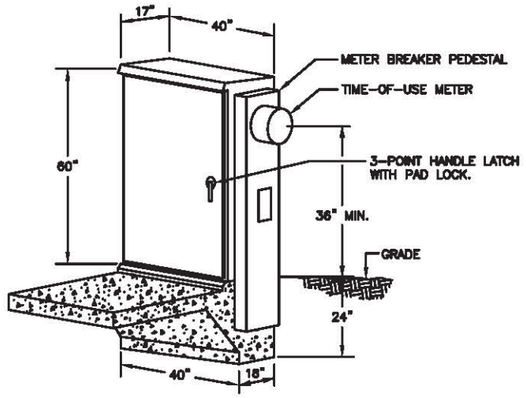
**EQUIPMENT:**

- (A) SURGE ARRESTOR.
- (B) 8 POLE. 30A 600V ELECTRICALLY HELD "LIGHTING" CONTACTOR, 120V CONTROL COIL. H-O-A SWITCH, NEMA 1 ENCLOSURE.
- (C) 100A MCB. 120/240V, 1PH. 3W. 18CKT., PANELBOARD WITH BOLT-ON BRANCH BREAKERS AS INDICATED, 22000 A RMS INTERRUPTING CAPACITY.
- (D) BUTTON TYPE PHOTOCELL, 120V
- (E) FIELD WIRING TERMINATION STRIP - SEE TERMINAL BLOCK LAYOUT.
- (F) 4 POLE, 30A 600V ELECTRICALLY HELD "RECEPTACLE" CONTACTOR, 120V CONTROL COIL, H-O-A SWITCH, NEMA 1 ENCLOSURE.
- (G) UTILITY APPROVED 0-200A, 120/240V, 1PH, 3W METER BREAKER PEDESTAL WITH 100A/2P CIRCUIT BREAKER.
- (H) CONTROL TERMINAL BLOCK.
- (J) TIMECLOCK.
- (K) 20A GFCI RECEPTACLE AND LIGHT SWITCH.
- (L) ENCLOSED LIGHT FIXTURE.

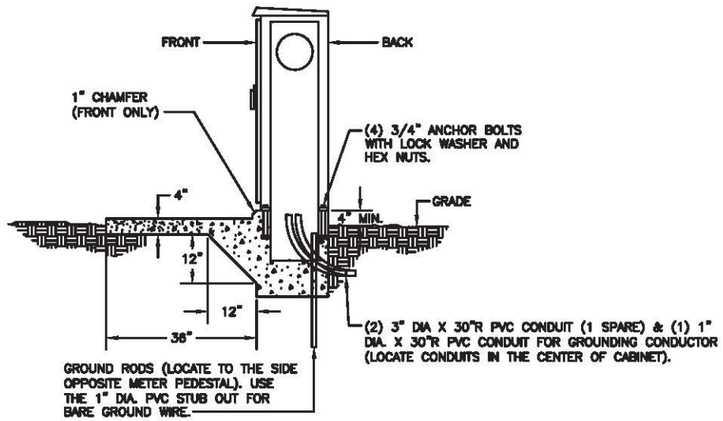
**NOTES:**

1. ALL CONTROL WIRING SHALL BE COLOR CODED #14 AWG, XLP UNLESS OTHERWISE NOTED.
2. ALL POWER AND CONTROL WIRING SHALL BE NEATLY ROUTED, LABELED AND SUPPORTED. USE PARDUIT CCH SERIES MOUNTING DEVICES TO SUPPORT CONDUCTORS (FOR OTHER THAN IN WIRE DUCT).
3. THE LIGHTING CONTROL CABINET SHALL BE COMPLETELY WIRED UP TO THE FIELD WIRING TERMINATION STRIP IN THE CONTRACTORS SHOP AND TESTED PRIOR TO INSTALLATION AT THE SITE.
4. A COPY OF THIS SHEET WITH AS-BUILT (RECORD) CONDITIONS SHALL BE PUT IN A PLASTIC PROTECTOR IN THE CABINET.
5. THE CONTRACTOR SHALL COMPLY WITH UTILITY INSTALLATION REQUIREMENTS.
6. USE #10 AWG XLP CONDUCTORS FROM THE 30A CB'S TO THE FIELD WIRING TERMINATION STRIP. PROVIDE A #10 AWG XLP GROUND WIRE AND NEUTRAL WIRE TO FIELD WIRING TERMINATION STRIP FROM PANELBOARD FOR EACH UNDERGROUND CABLE RUN AS REQUIRED.
7. CIRCUITS 1, 3, 5, & 7 SHALL BE RUN THROUGH THE "LIGHTING" CONTACTOR. CIRCUITS 2 & 4 SHALL BE RUN THROUGH THE "RECEPTACLE" CONTACTOR.
8. PROVIDE ENGRAVED PLAQUES ON CONTACTORS.
9. ENCLOSURE SHALL BE GROUNDED.
10. PROVIDE TYPED CIRCUIT DIRECTORY IN PANELBOARD.

**FIELD WIRING TERMINATION STRIP DETAIL**
NO SCALE




**CABINET - FRONT VIEW**
NO SCALE



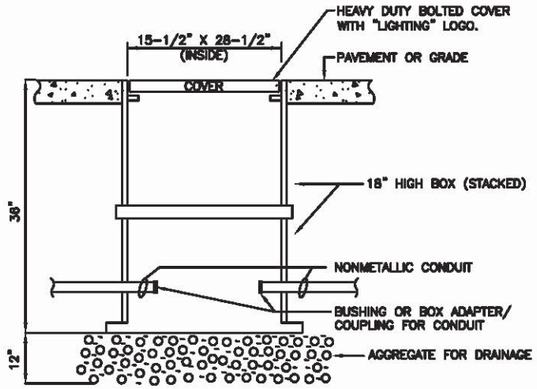

**CABINET - SIDE VIEW**
NO SCALE

**BRIDGE LIGHTING CONTROL CABINET**
NO SCALE

DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 5 OF 6

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | DETAILS | SHEET NO: |
|---|---|---|---|---|

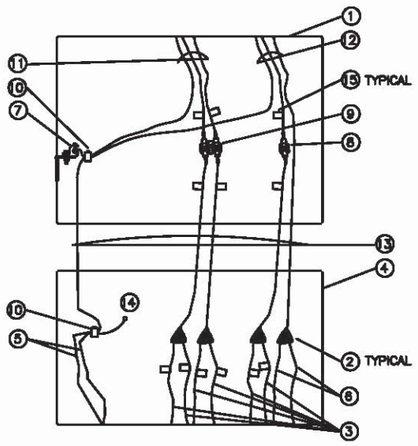
2




**NOTES:**

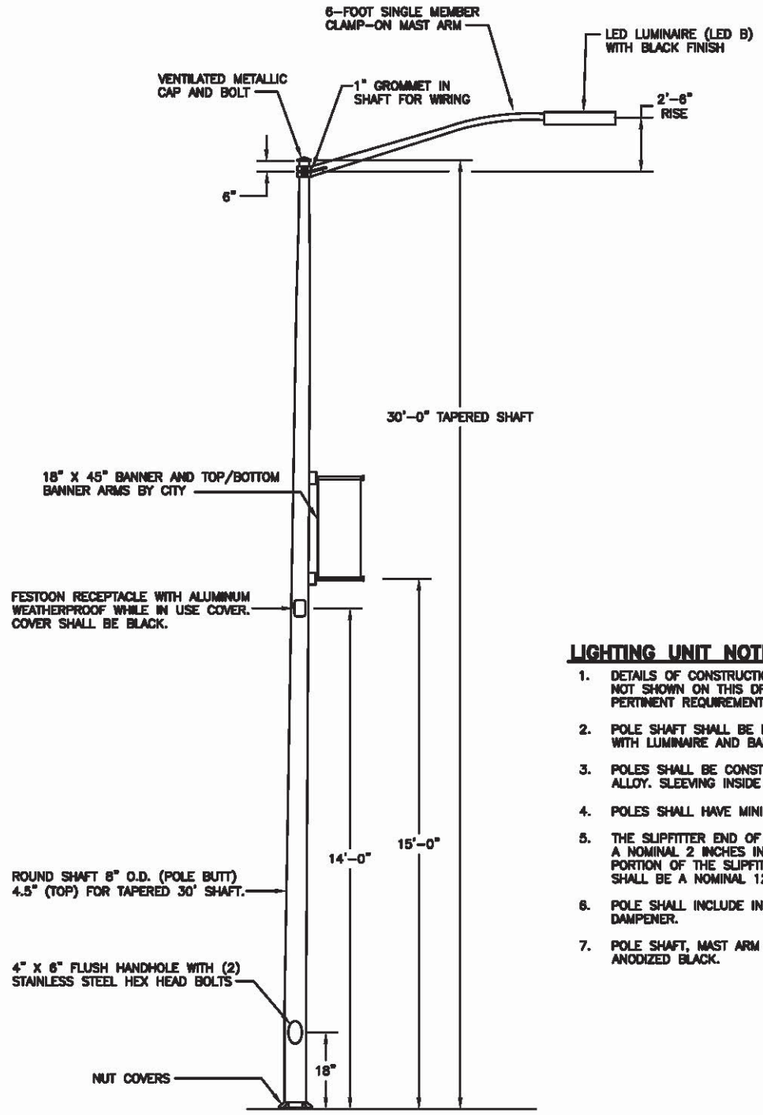
1. PULLBOX IS A UL LISTED CONCRETE COMPOSITE.
2. SHIM BETWEEN SECTIONS AS REQUIRED SO BOX IS LEVEL WITH FINAL GRADE/PAVEMENT.

**BRIDGE LIGHTING PULL BOX**
NO SCALE




1. POLE HANDHOLE
2. INSULATED SPLICE
3. UNGROUNDED CONDUCTOR
4. BRIDGE JUNCTION BOX
5. SYSTEM GROUNDING CONDUCTORS
6. GROUNDED CONDUCTOR (NEUTRAL)
7. HANDHOLE GROUNDING LUG
8. INLINE 1-POLE FUSE ASSEMBLY AND 5A KTK FUSE. WEATHERPROOF BOOTS.
9. INLINE 2-POLE FUSE ASSEMBLY AND 5A KTK FUSES. WEATHERPROOF BOOTS.
10. REVERSIBLE PRESSURE OR COMPRESSION GROUNDING CONNECTION
11. 3#12 RHW/USE (XLP) TO LUMINAIRE
12. 3#12 RHW/USE (XLP) TO RECEPTACLE
13. 2#12(LTG), 2#12(REC) & 1#12 GND RHW/USE (XLP)
14. BOND JUNCTION BOX
15. CIRCUIT TAG

**BRIDGE LIGHTING UNIT POLE WIRING DETAIL**
NO SCALE




**LIGHTING UNIT NOTES:**

1. DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.
2. POLE SHAFT SHALL BE DESIGNED TO INCLUDE MAST ARM WITH LUMINAIRE AND BANNER AS INDICATED.
3. POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.
4. POLES SHALL HAVE MINIMUM WALL THICKNESS OF 0.219".
5. THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.
6. POLE SHALL INCLUDE INTERNAL DUMBBELL STYLE VIBRATION DAMPENER.
7. POLE SHAFT, MAST ARM AND APPURTENANCES SHALL BE ANODIZED BLACK.

**BRIDGE LIGHTING UNIT DETAIL**
NO SCALE

DESIGNED BY: POWRTEK ENGINEERING, INC. SHEET 6 OF 6

## NOTES:

WISCONSIN DOT NORTHEAST REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION. CONTACT THEM 3 DAYS IN ADVANCE AT (920) 492-5710.

THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

### LEGEND

- LIGHTING CONTROL CABINET WITH METER BREAKER PEDESTAL
- 2" CONDUIT, NON-METALLIC (unless otherwise noted)
- LIGHTING UNIT (BLACK)
- PULL BOX 24" X 42"
- POWER POLE
- SERVICE POLE
- ELECTRIC, UNDERGROUND
- ELECTRIC, OVERHEAD

### CONDUCTOR COLOR SCHEME

| |
|---|
| Circuit "A" - Black |
| Circuit "B" - Red |
| Circuit "C" - Blue |
| Circuit "D" - Brown |
| Circuit "E" - Orange |
| Circuit "F" - Yellow |

Connect 2" conduit from bridge parapets to PB6 and PB7 respectively for navigation lights

III-LED B-12-5-B-2
III-LED B-12-5-B-1
III-LED B-12-5-A-1
III-LED B-12-5-A-2
III-LED B-12-5-C-1
III-LED B-12-5-C-2
III-LED B-12-5-D-1
III-LED B-12-5-D-2
III-LED B-12-5-D-3

LB1 LB2 LB3 LB4 LB5 LB6 LB7 LB8 LB9
PB1 PB2 PB3 PB4 PB5 PB6 PB7 PB8 PB9 PB10 PB11
CB1

CTH DD Broadway St
CTH D Main St
STH 96 CTH D
STH 96 Main St
Proposed R/W (TYP)
FILLER CAPS
CANOPY
TOMS AUTO BODY
SUBWAY

EXAMPLE (see individual label on each lighting unit)

III-LED B-12-5-A-4
- LIGHT UNIT NUMBER IN CIRCUIT
- CIRCUIT NUMBER
- BASE TYPE
- MAST ARM LENGTH (in feet)
- LAMP WATTAGE
- DISTRIBUTION TYPE

240 VOLT SYSTEM
120/240 VOLT ELECTRIC SERVICE

STH 96 & CTH DD (Broadway)
VILLAGE OF WRIGHTSTOWN
BROWN COUNTY

LIGHTING NO. 05-0868
DESIGNER: WISDOT NE Region Traffic Unit
DATE: 2-19-2014 SHEET NO. 1 OF 1

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CONSTRUCTION DETAIL - ROUNDABOUT LIGHTING | SHEET E |
|---|---|---|---|---|



FILE NAME : F:\d3_traffi\L05-0868.dgn PLOT DATE : 19-FEB-2014 09:54 PLOT BY : dotc5s PLOT NAME : L05-0868 PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

## LEGEND

- LIGHTING CONTROL CABINET WITH METER BREAKER PEDESTAL
- 2" CONDUIT, NON-METALLIC (unless otherwise noted)
- LIGHTING UNIT (BLACK)
- PULL BOX 24" X 42"
- POWER POLE
- SERVICE POLE
- ELECTRIC, UNDERGROUND — E —
- ELECTRIC, OVERHEAD — OH —

CONDUCTOR COLOR SCHEME

| |
|---|
| Circuit "A" = Black |
| Circuit "B" = Red |
| Circuit "C" = Blue |
| Circuit "D" = Brown |
| Circuit "E" = Orange |
| Circuit "F" = Yellow |

EXAMPLE (see individual label on each lighting unit)

III-LED A-12-5-A-4

- LIGHT UNIT NUMBER IN CIRCUIT
- CIRCUIT NUMBER
- BASE TYPE
- MAST ARM LENGTH (in feet)
- LAMP WATTAGE
- DISTRIBUTION TYPE

240 VOLT SYSTEM

120/240 VOLT ELECTRIC SERVICE

III-LED B-12-5-C-1 LB6 PB5

III-LED B-12-5-C-2 LB5 PB4

III-LED B-12-5-A-2 LB7 PB6 CB1

III-LED B-12-5-A-1 PB1 LB1

III-LED B-12-5-B-1 LB2 PB2

III-LED B-12-5-B-2 LB3

III-LED B-12-5-B-3 LB4 PB3

Turner St

STH 96 CTH D

Bridge Lighting System

NOTES:

WISCONSIN DOT NORTHEAST REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION. CONTACT THEM 3 DAYS IN ADVANCE AT (920) 492-5710.

THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

STH 96 & Turner St
VILLAGE OF WRIGHTSTOWN
BROWN COUNTY

LIGHTING NO. 05-0869

DESIGNER: WISDOT NE Region Traffic Unit

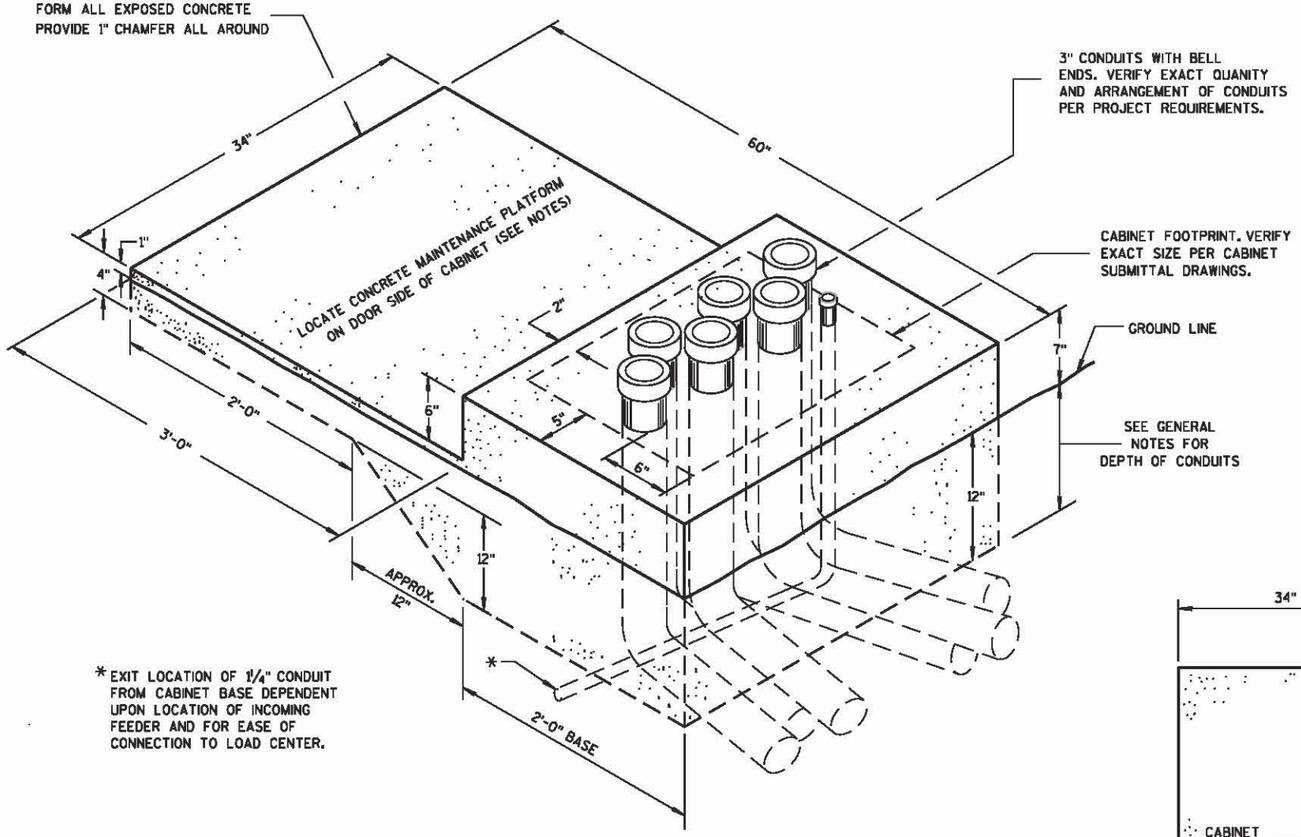
DATE: 1-21-2014 SHEET NO. 1 OF 1

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CONSTRUCTION DETAIL - ROUNDABOUT LIGHTING | SHEET E |
|---|---|---|---|---|



FILE NAME : F:\d3_traffi\L05-0869.dgn PLOT DATE : 22-JAN-2014 09:46 PLOT BY : dotc5s PLOT NAME : L05-0869 PLOT SCALE : 40:1

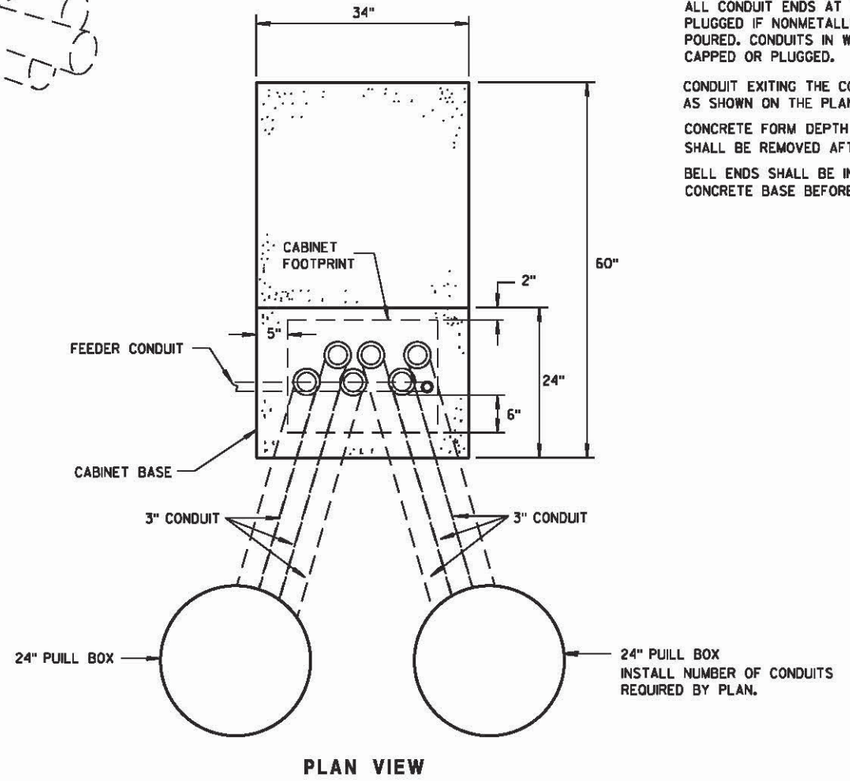
WISDOT/CADDS SHEET 42




**ISOMETRIC VIEW**

## CONCRETE CONTROL CABINET BASE, TYPE SPECIAL

( C.Y. CONCRETE = APPROX. 0.4 )




**PLAN VIEW**

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

## CONCRETE CONTROL CABINET BASE, TYPE SPECIAL

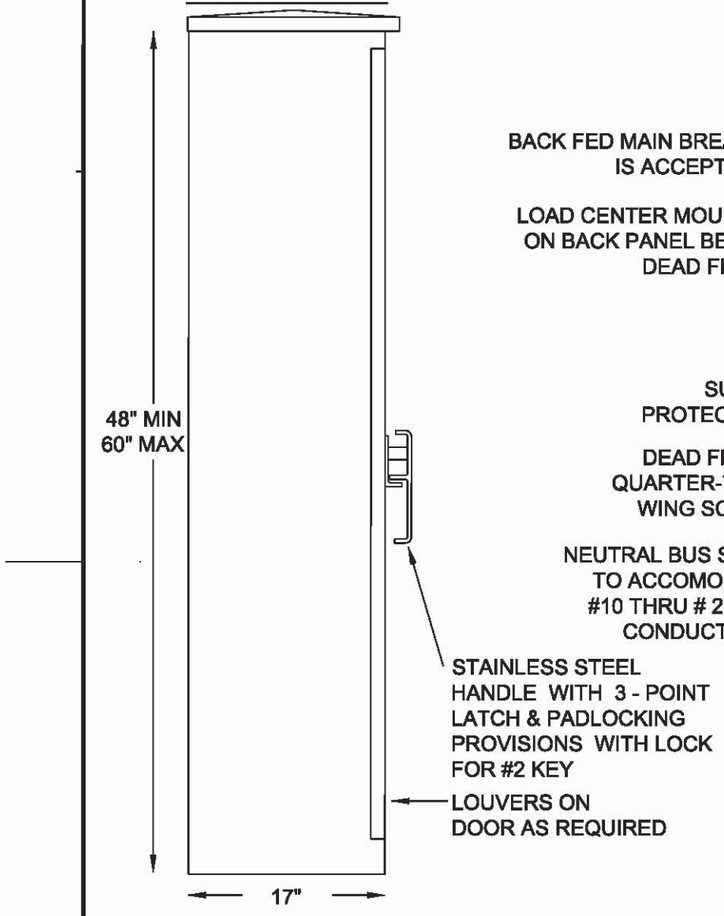
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CONSTRUCTION DETAIL - LIGHTING CONTROL CABINET BASE | SHEET | E |
|---|---|---|---|---|---|



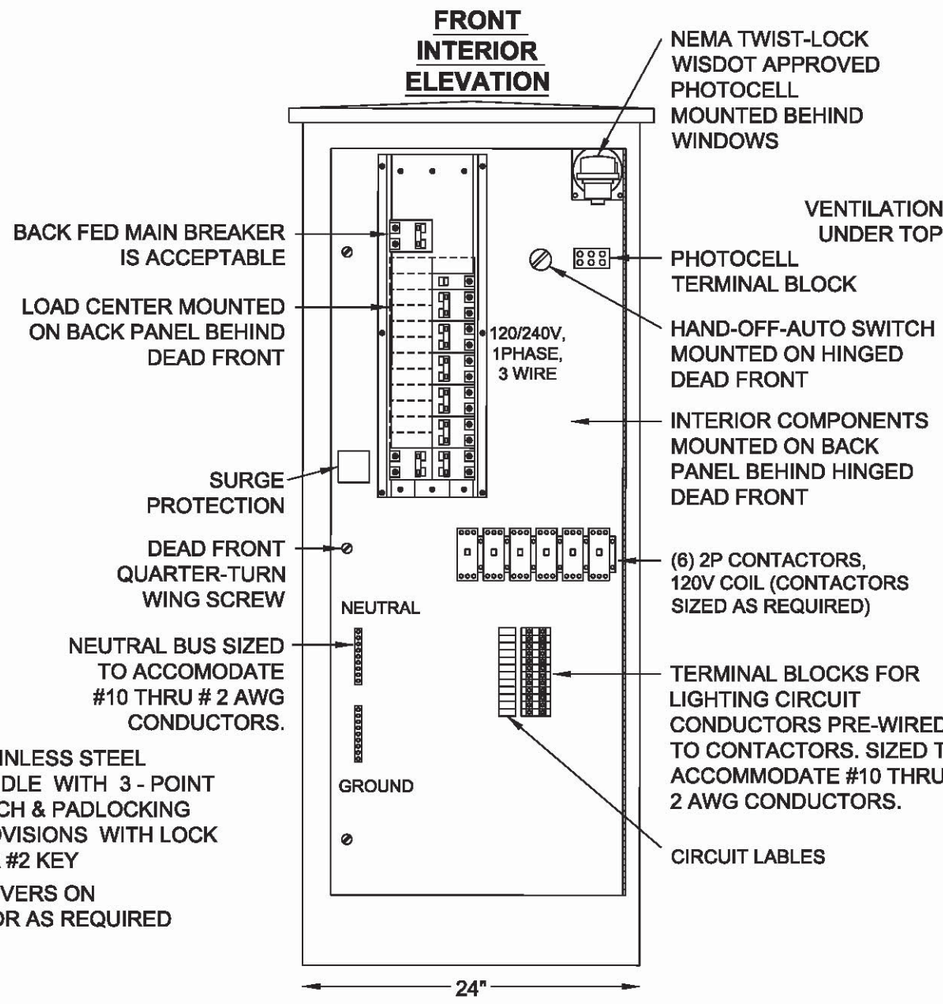
FILE NAME : F:\d3_traffi\L05-0868.dgn PLOT DATE : 18-OCT-2013 09:08 PLOT BY : dotc5s PLOT NAME : L05-0868,base PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

*Not to scale*

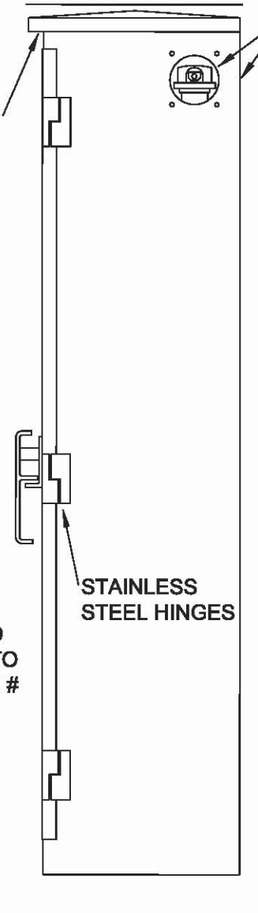
## LEFT SIDE VIEW

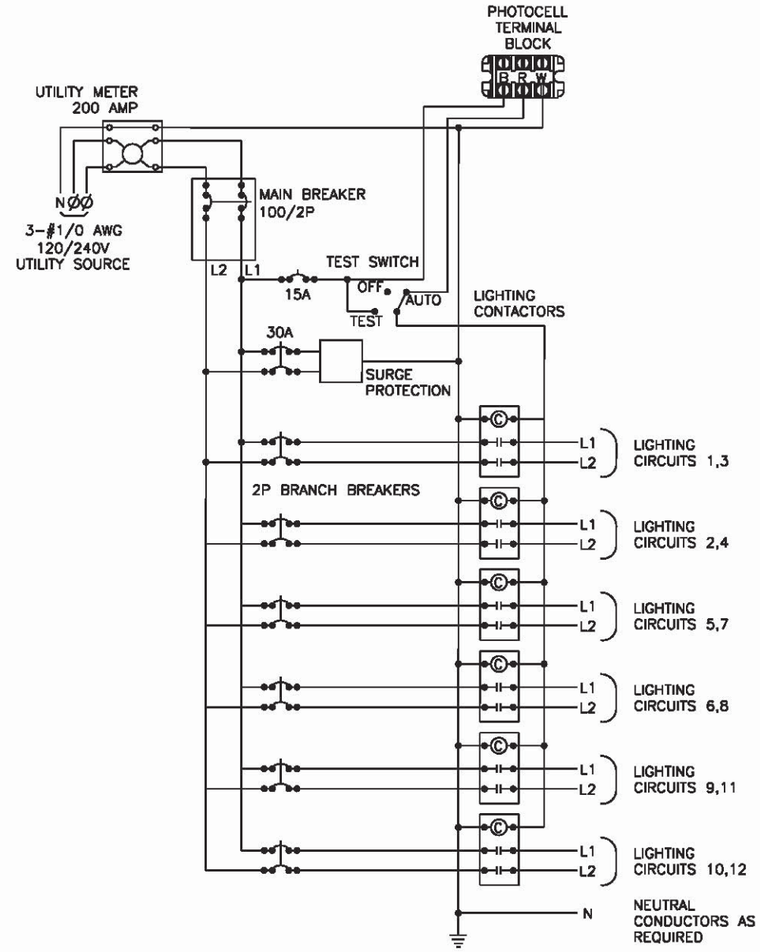



## FRONT INTERIOR ELEVATION




## RIGHT SIDE VIEW



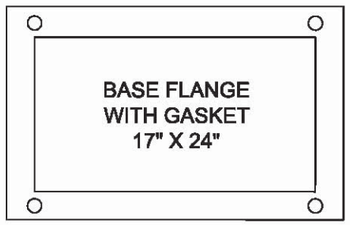




## CONTROL CABINET SCHEMATIC

***120/240 VOLT LIGHTING CONTROL CABINET WISDOT 120/240***

### BOX CONSTRUCTION:

- NEMA3R
- UL LISTED
- -1/8" ALUMINUM 5052-H32 ANODIZED BLACK
- BENT CONSTRUCTION - ONE PIECE SIDES AND BACK
- NEOPRENE GASKETED DOORS
- STAINLESS STEEL HARDWARE
- ETL LISTED IN ACCORDANCE W/ UL508A



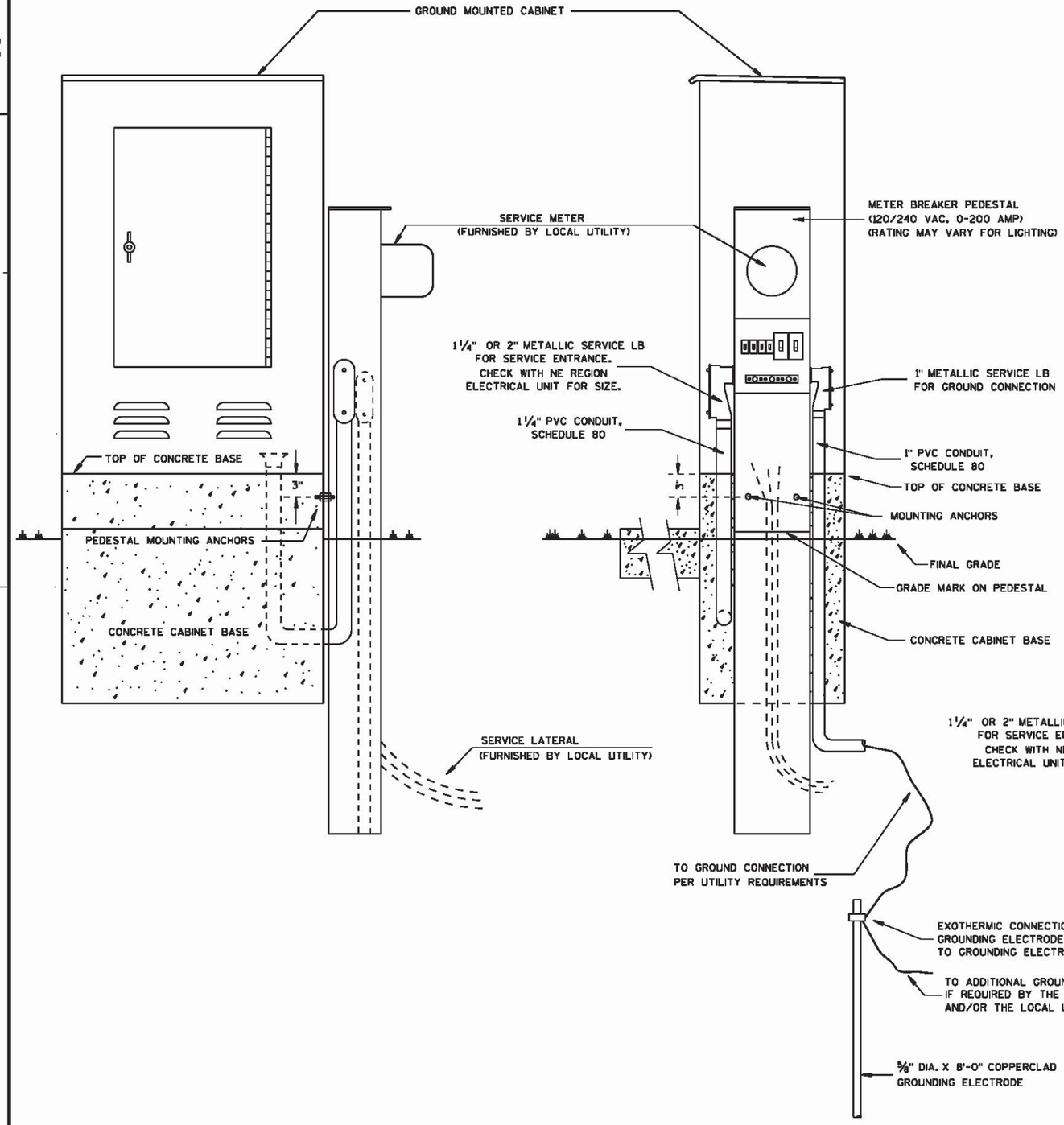

### LOAD CENTER:

- 30 CIRCUIT MIN.
- 100AMP MAIN CIRCUIT BREAKER
- COPPER BUS
- 22K AIC
- (1) 15A/1P CONTROL BREAKER
- (1) 30A/2P BREAKER FOR SURGE PROTECTION DEVICE
- (6) 2P BRANCH BREAKERS (BREAKERS SIZED AS REQUIRED)

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CONSTRUCTION DETAIL - LIGHTING CONTROL CABINET 120/240 VOLT | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : F:\d3_traffi\L05-0868.dgn PLOT DATE : 11-FEB-2014 09:14 PLOT BY : dotc5s PLOT NAME : L05-0868,cabinet PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42




## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

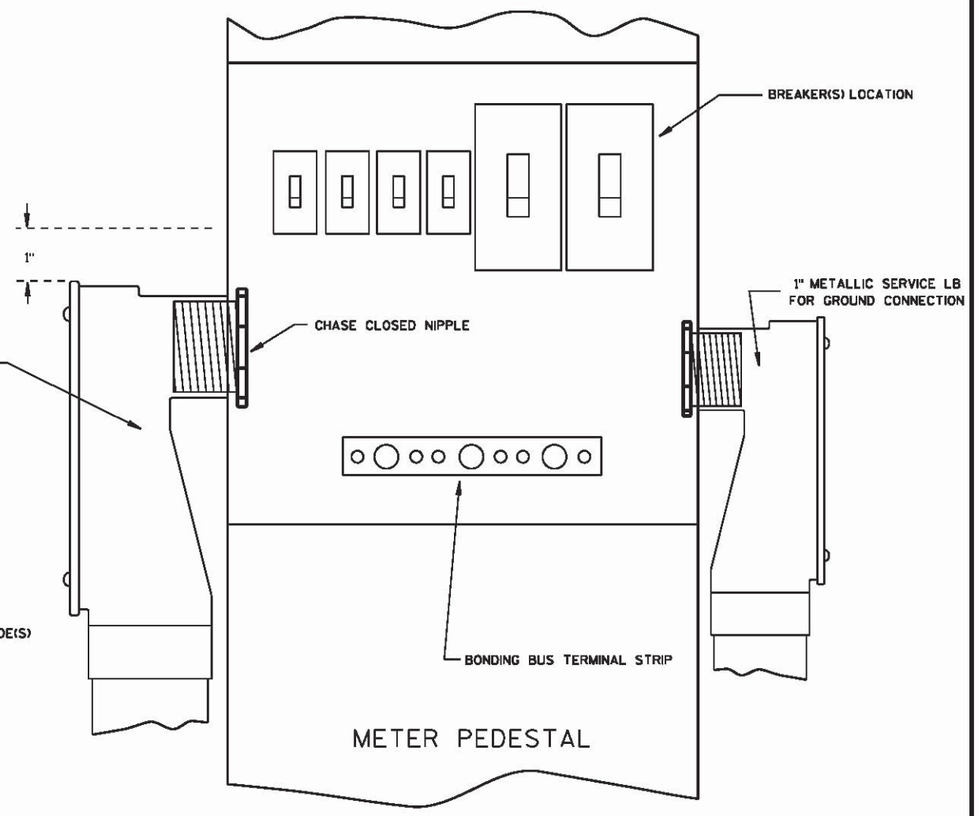
WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT OR SCHEDULE 80 PVC, NIPPLES AND/OR CONDULETS AS REQUIRED. CONDUIT LB SHALL BE OF METALLIC SERVICE ENTRANCE TYPE.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER NEC.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CONSTRUCTION DETAIL- NER METER PEDESTAL INSTALLATION | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : F:\d3_traffi\L05-0868.dgn PLOT DATE : 18-OCT-2013 09:09 PLOT BY : dotc5s PLOT NAME : L05-0868.ped PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

N

PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)

PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)

BEGIN MARKING
STA 99'BEB'+87.10

100'BWB'+00
100'BEB'+00

101'BWB'+00
101'BEB'+00

BROADWAY ST
(CTH DD)

102'BWB'+00
102'BEB'+00

103'BWB'+00
103'BEB'+00

104'BWB'+00

104'BEB'+00

STA 104'BEB'+50

MATCH LINE

PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)

PAVEMENT MARKING RAILROAD CROSSING EPOXY (WHITE)

PAVEMENT MARKING CURB EPOXY (YELLOW)
TYP. (TO 5' BEYOND RADIUS P.C.)

73

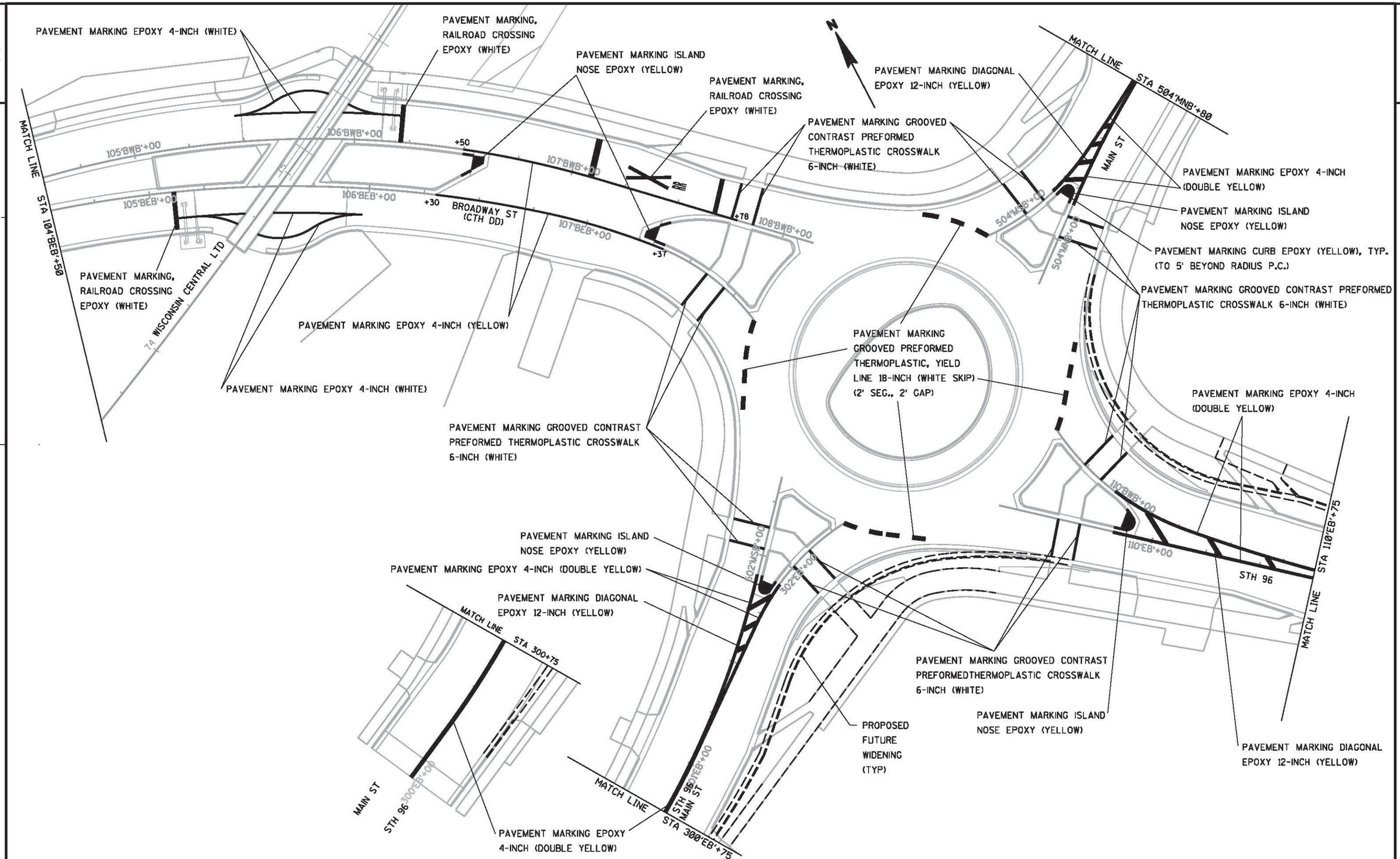
72

WISCONSIN CENTRAL LTD

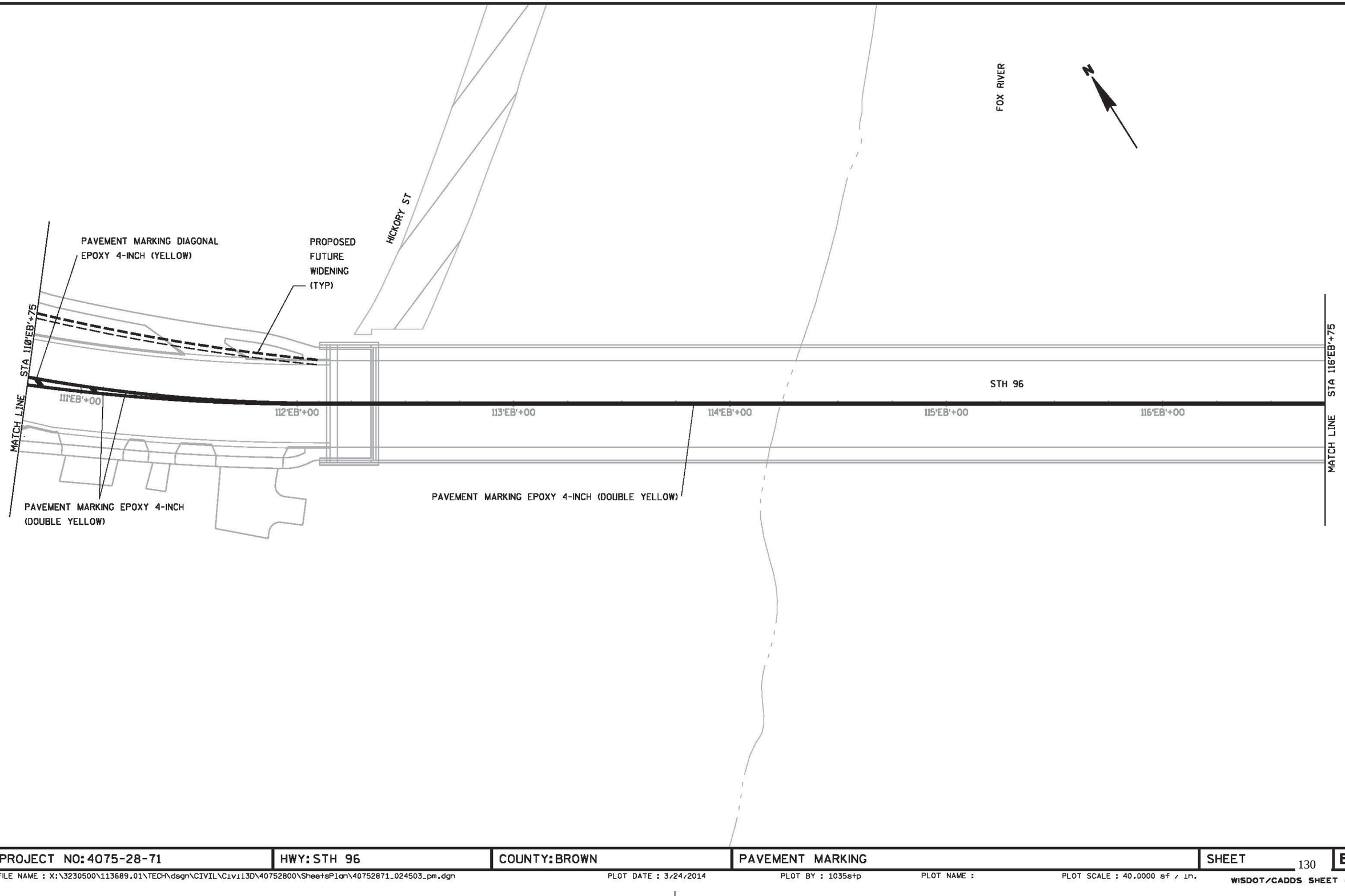
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PAVEMENT MARKING | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_024501_pm.dgn PLOT DATE : 3/24/2014 PLOT BY : 1035stp PLOT NAME : PLOT SCALE : 40.0177 sf / in.


PAVEMENT MARKING EPOXY 4-INCH (WHITE)
PAVEMENT MARKING, RAILROAD CROSSING EPOXY (WHITE)
PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
PAVEMENT MARKING, RAILROAD CROSSING EPOXY (WHITE)
PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC CROSSWALK 6-INCH (WHITE)
MATCH LINE STA 504'MNB'+80
MAIN ST
PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
PAVEMENT MARKING CURB EPOXY (YELLOW), TYP. (TO 5' BEYOND RADIUS P.C.)
PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC CROSSWALK 6-INCH (WHITE)
MATCH LINE STA 104'BEB'+50
105'BWB'+00
106'BWB'+00
+50
107'BWB'+00
105'BEB'+00
106'BEB'+00
+30
BROADWAY ST (CTH DD)
+78
108'BWB'+00
107'BEB'+00
+37
504'MWB'+00
504'MNB'+00
PAVEMENT MARKING, RAILROAD CROSSING EPOXY (WHITE)
WISCONSIN CENTRAL LTD
PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
PAVEMENT MARKING EPOXY 4-INCH (WHITE)
PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC, YIELD LINE 18-INCH (WHITE SKIP) (2' SEG., 2' GAP)
PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC CROSSWALK 6-INCH (WHITE)
PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
110'BWB'+00
110'EB'+00
STH 96
STA 110'EB'+75
MATCH LINE
302'MSB'+00
302'EB'+00
PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
MATCH LINE STA 300+75
MAIN ST
STH 96 300'EB'+00
MATCH LINE
STH 96 MAIN ST
300'EB'+00
STA 300'EB'+75
PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
PROPOSED FUTURE WIDENING (TYP)
PAVEMENT MARKING GROOVED CONTRAST PREFORMEDTHERMOPLASTIC CROSSWALK 6-INCH (WHITE)
PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

2




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PAVEMENT MARKING | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_024503_pm.dgn PLOT DATE : 3/24/2014 PLOT BY : 1035stp PLOT NAME : PLOT SCALE : 40.0000 sf / in.

2

FOX RIVER

N

STA 116'EB'+75

MATCH LINE

STH 96

117'EB'+00

118'EB'+00

119'EB'+00

120'EB'+00

121'EB'+00

122'EB'+00

MATCH LINE

STA 122'EB'+75

8W'+00

7W'+00

6W'+00

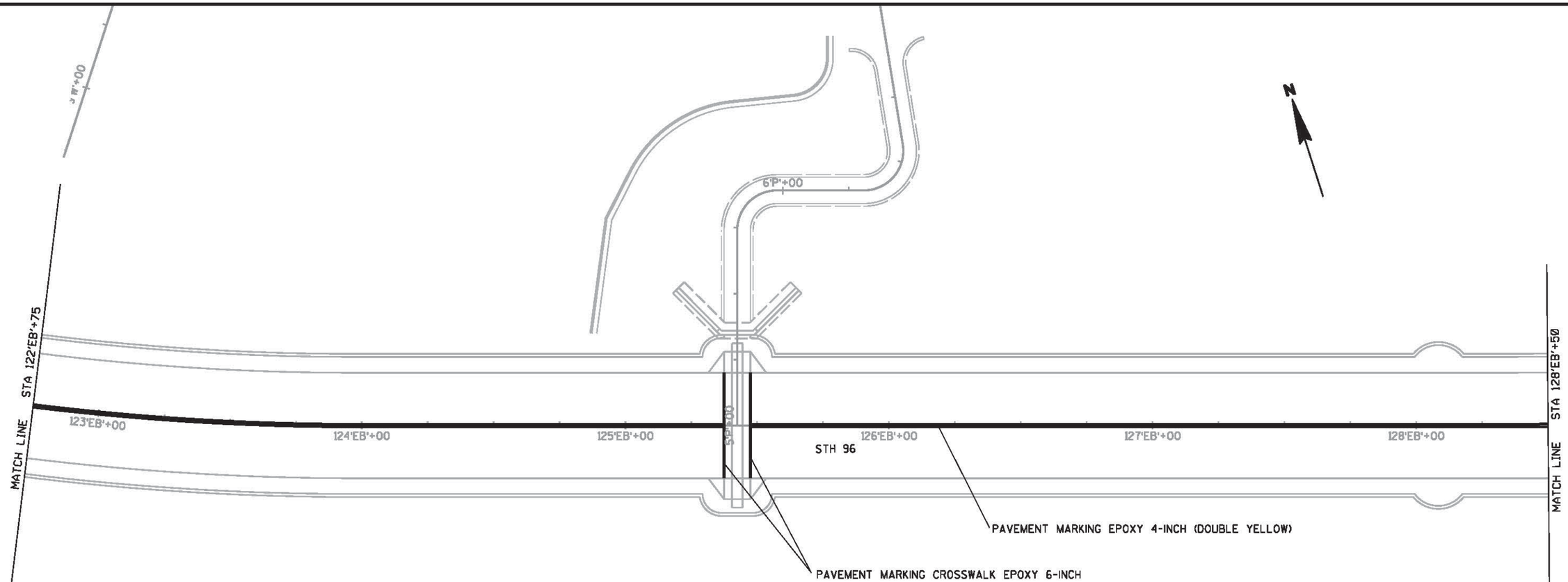
PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PAVEMENT MARKING | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_024504_pm.dgn PLOT DATE : 3/24/2014 PLOT BY : 1035stp PLOT NAME : PLOT SCALE : 40.0000 sf / in.

2

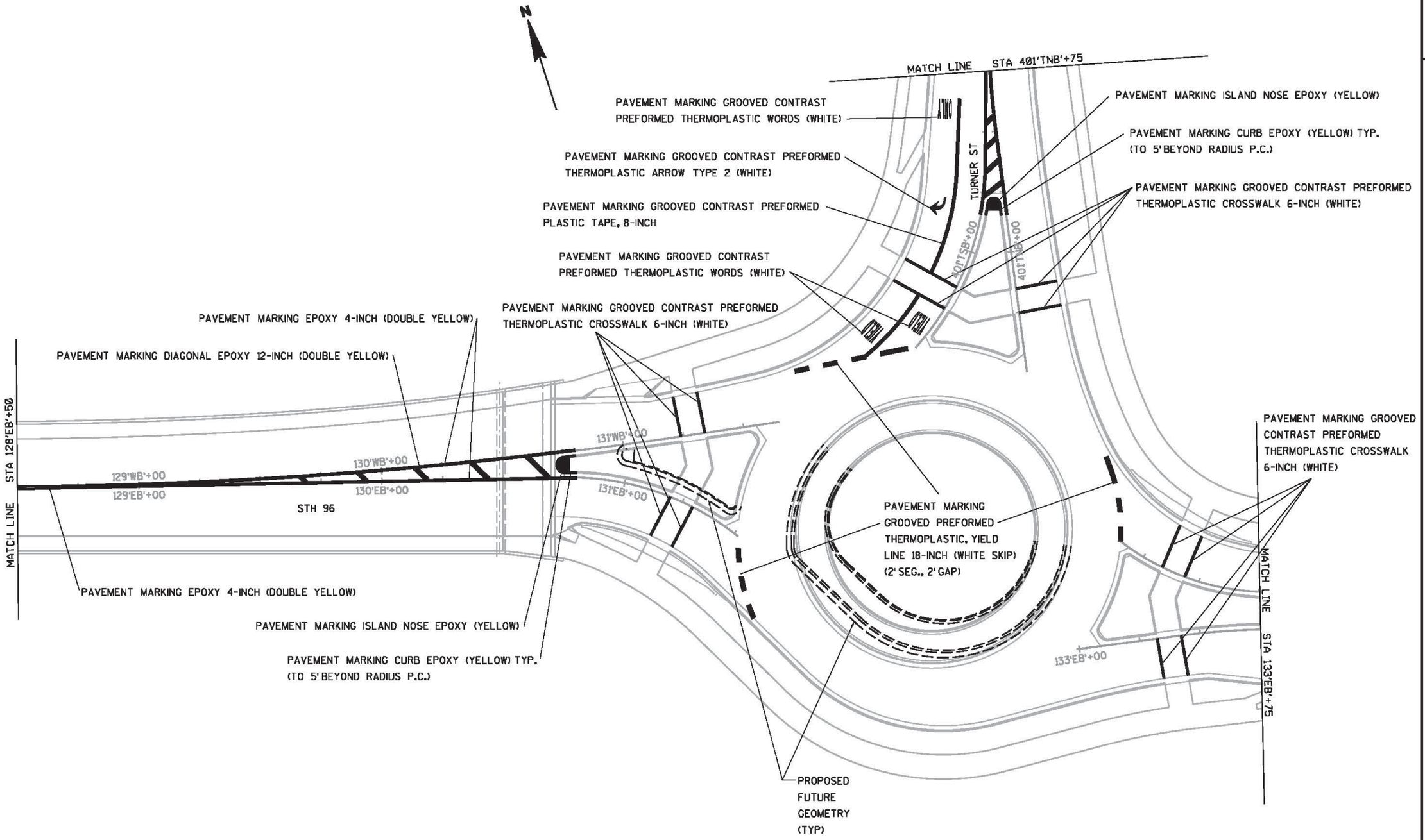



| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PAVEMENT MARKING | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_024505_pm.dgn PLOT DATE : 3/24/2014 PLOT BY : 1035stp PLOT NAME : PLOT SCALE : 40.0000 sf / in.
WISDOT/CADDS SHEET 42

2

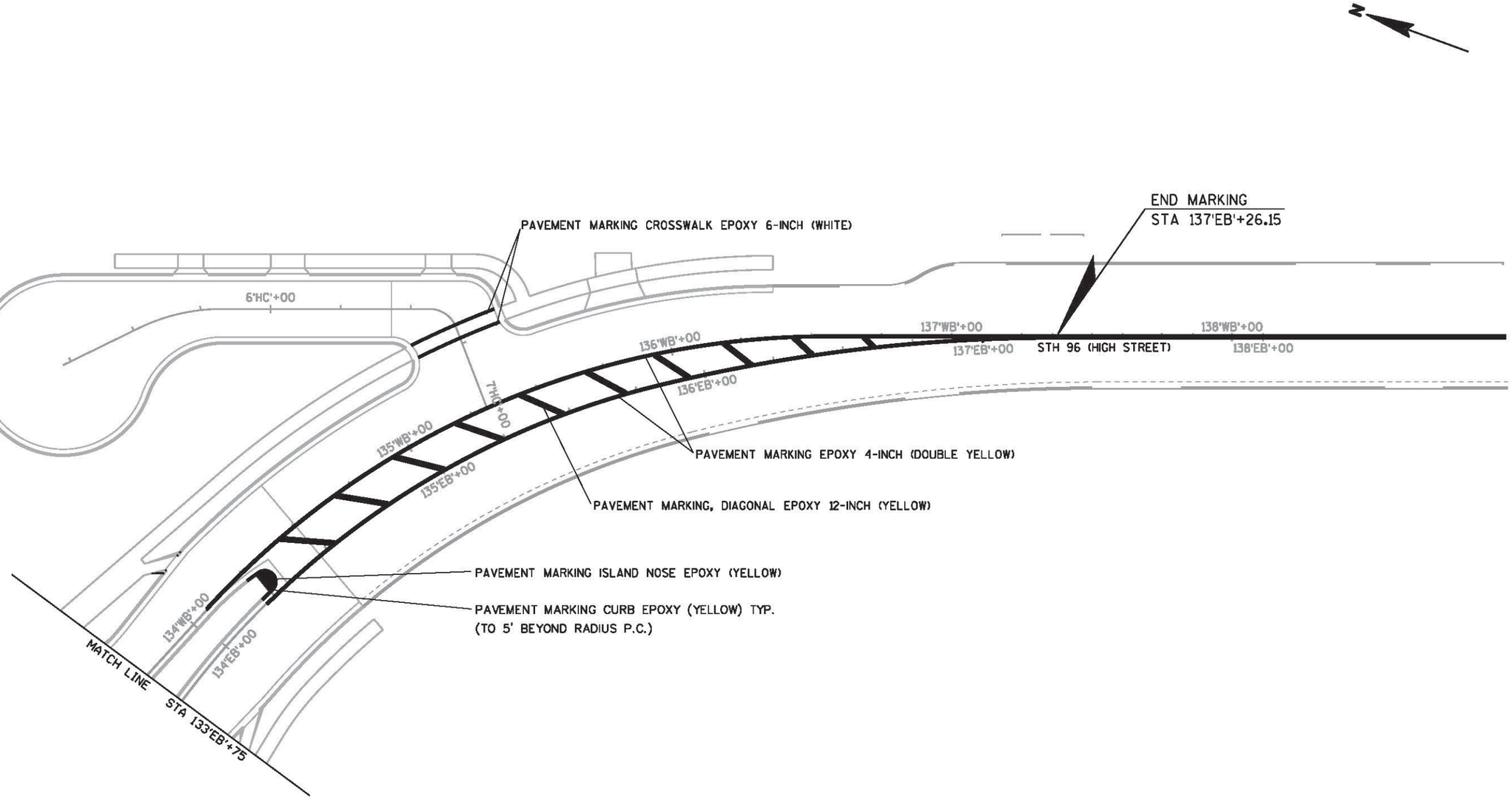



| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PAVEMENT MARKING | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_024506_pm.dgn PLOT DATE : 3/24/2014 PLOT BY : 1035stp PLOT NAME : PLOT SCALE : 40.0000 sf / in.
WISDOT/CADDS SHEET 42

2




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PAVEMENT MARKING | SHEET | E |
|---|---|---|---|---|---|



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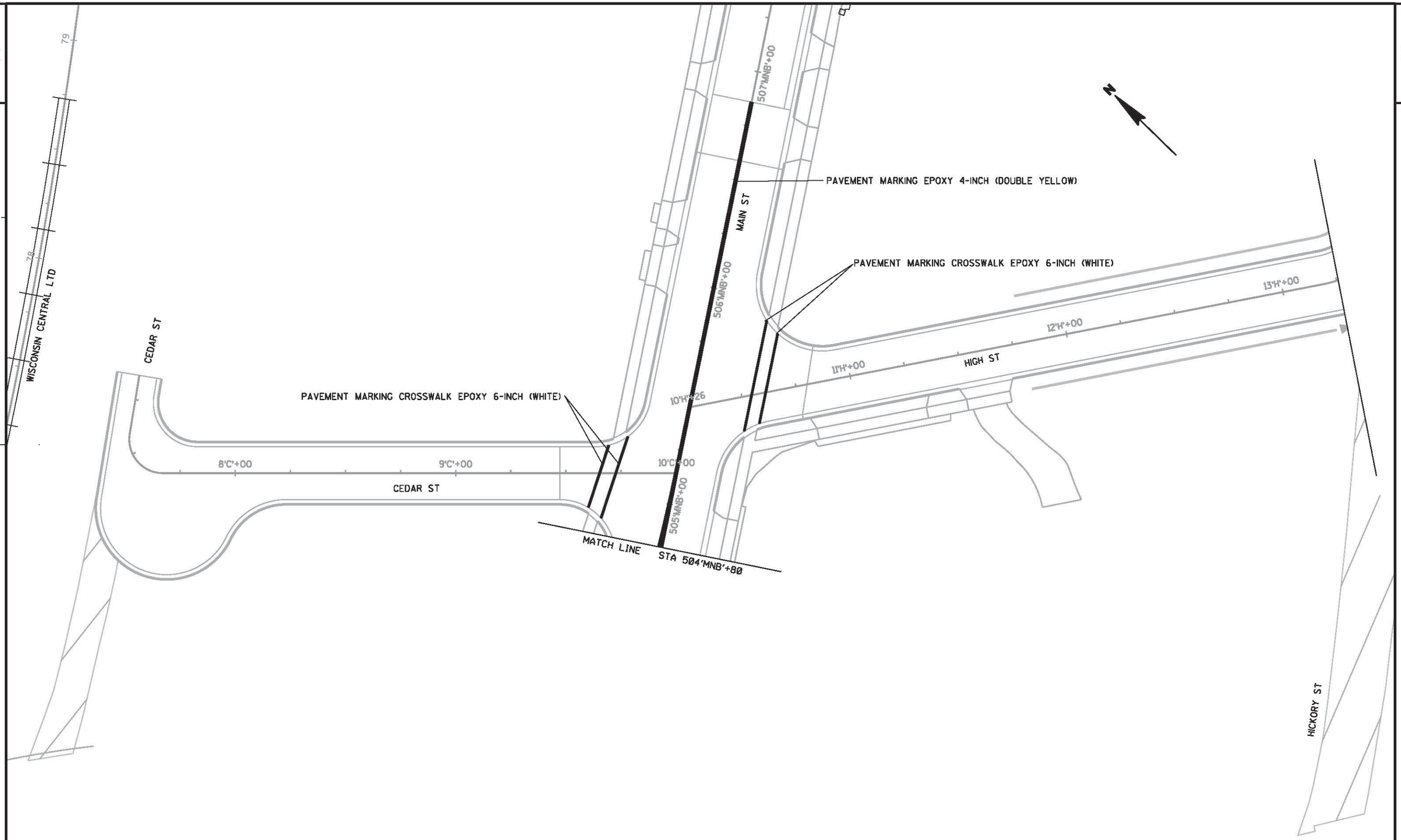
WISDOT/CADDS SHEET 42

2



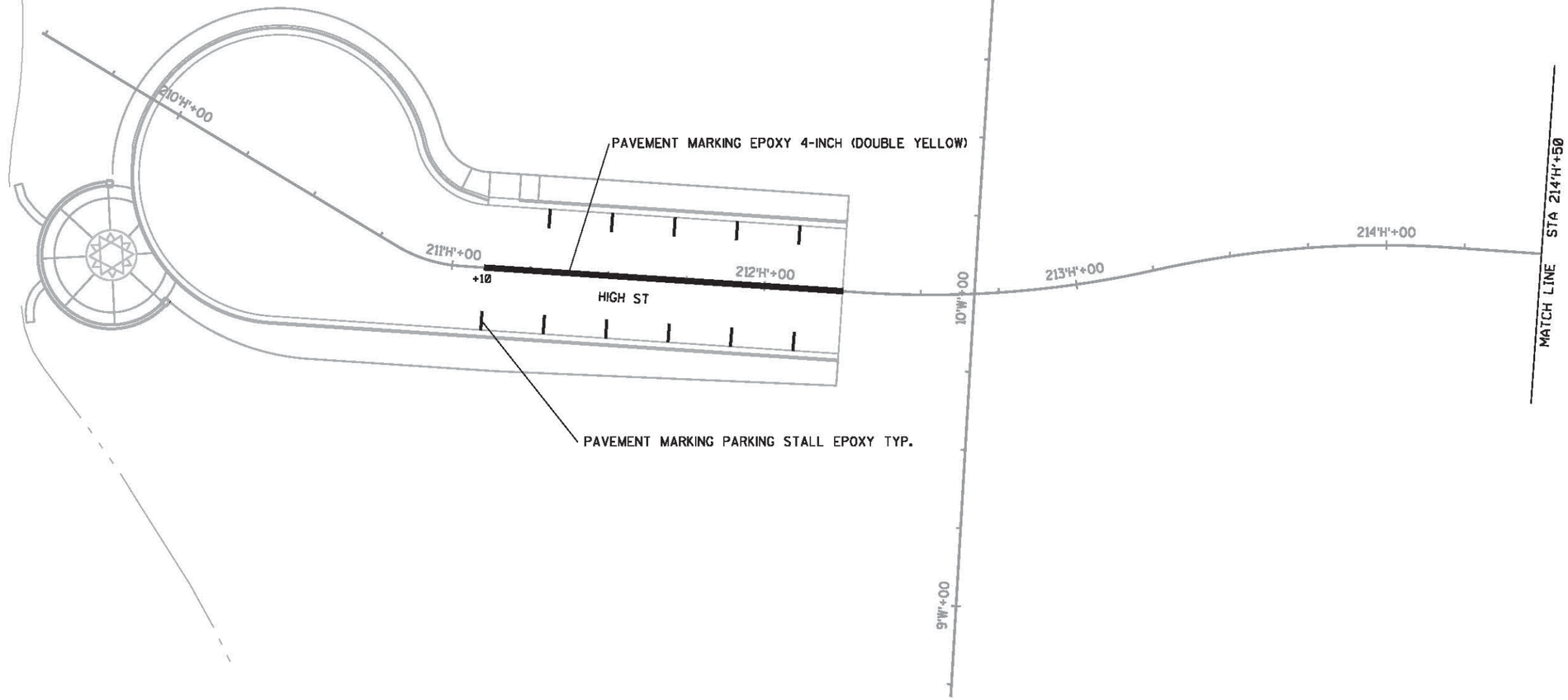

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PAVEMENT MARKING | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_024508_pm.dgn PLOT DATE : 3/24/2014 PLOT BY : 1035stp PLOT NAME : PLOT SCALE : 40.0000 sf / in.

WISDOT/CADDS SHEET 42

2

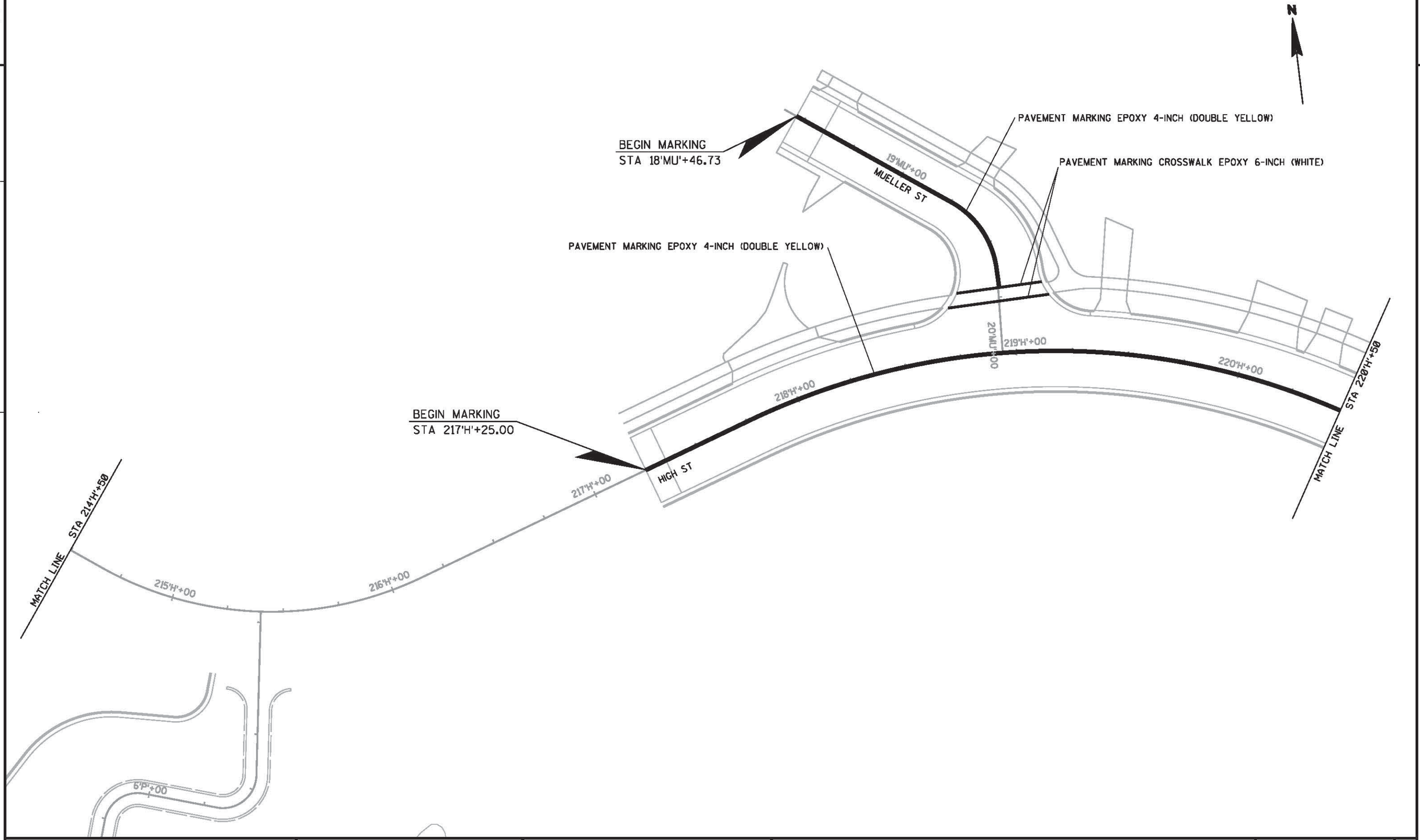



| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PAVEMENT MARKING | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_024510_pm.dgn PLOT DATE : 3/24/2014 PLOT BY : 1035stp PLOT NAME : PLOT SCALE : 40.0000 sf / in.

2




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PAVEMENT MARKING | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_024511_pm.dgn PLOT DATE : 3/24/2014 PLOT BY : 1035stp PLOT NAME : PLOT SCALE : 40.0000 sf / in.

2

END MARKING
STA 404'TNB'+89.71

PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)

TURNER ST

404'TNB'+00

PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)

PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE)

MATCH LINE STA 220'H'+50

221'H'+00

HIGH ST

222'H'+00

403'TNB'+00

223'H'+00

224'H'+00

225'H'+00

FAIR ST

PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)

END MARKING
STA 225'H'+84.71

PAVEMENT MARKING CROSSWALK EPOXY 6-INCH (WHITE)

TURNER ST

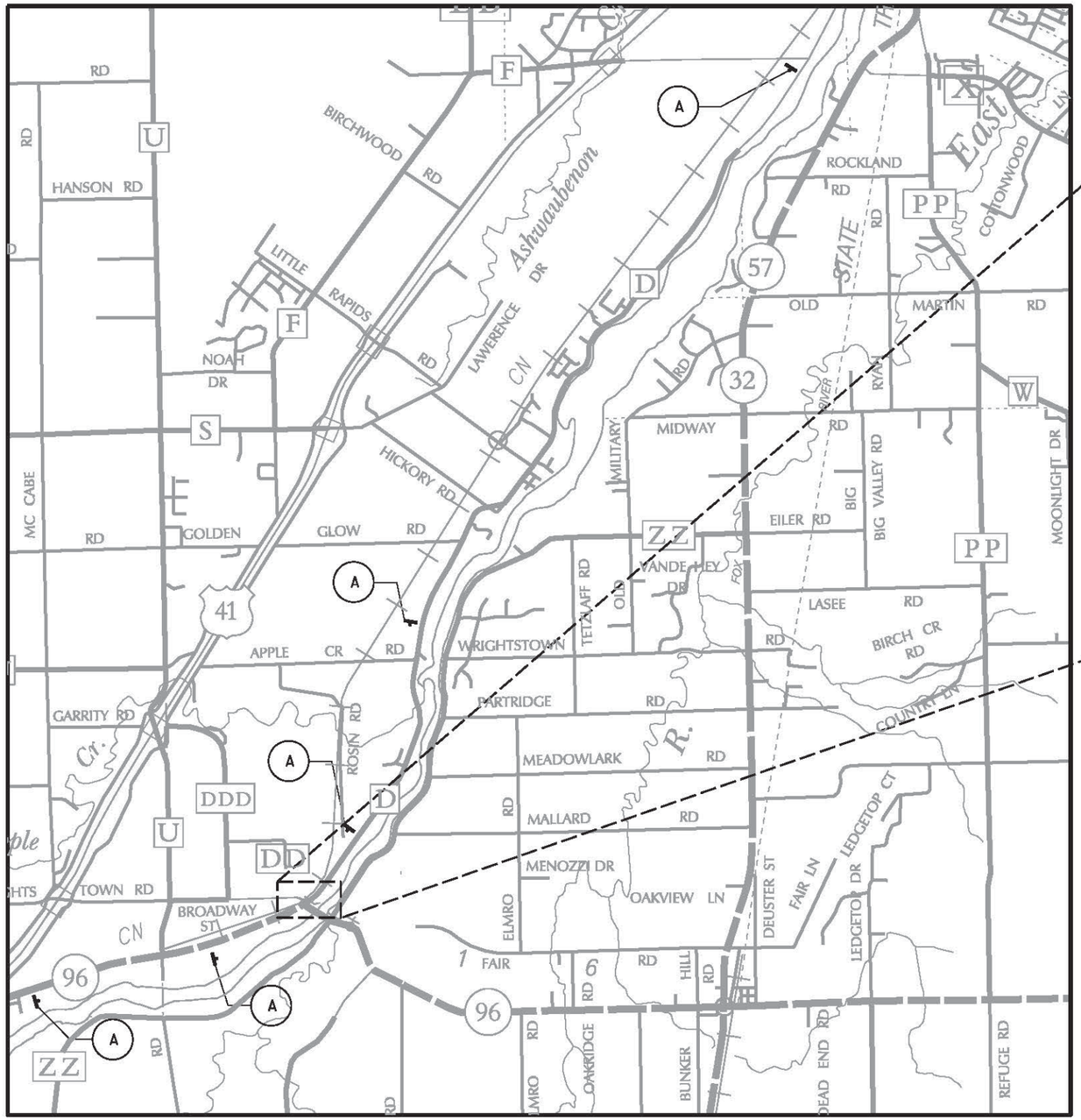
402'TNB'+00

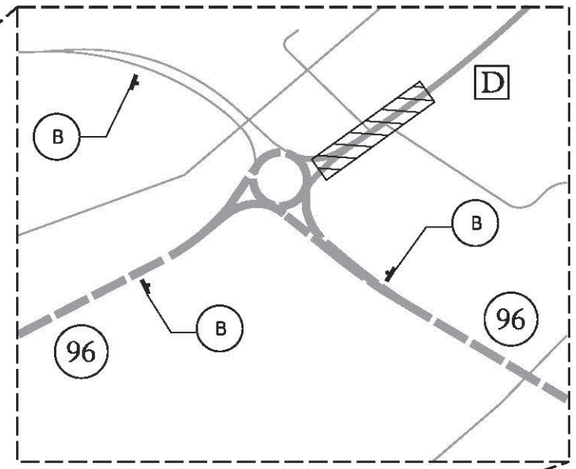
MATCH LINE STA 401'TNB'+75

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PAVEMENT MARKING | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_024512_pm.dgn PLOT DATE : 3/24/2014 PLOT BY : 1035stp PLOT NAME : PLOT SCALE : 40.0000 sf / in.




A

B

MAXIMUM LANE WIDTH SIGNS ARE TO BE IN PLACE FOR STAGE 1B THRU 3E.

NOTE:

ALL SIGNS ARE 48"x48" UNLESS NOTED OTHERWISE

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

SIGNS ARE TO BE IN PLACE BETWEEN STAGE 1B-3E

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TRAFFIC CONTROL: REDUCED LANE WIDTH SIGNING | SHEET 139 | E |
|---|---|---|---|---|---|

2

LEGEND

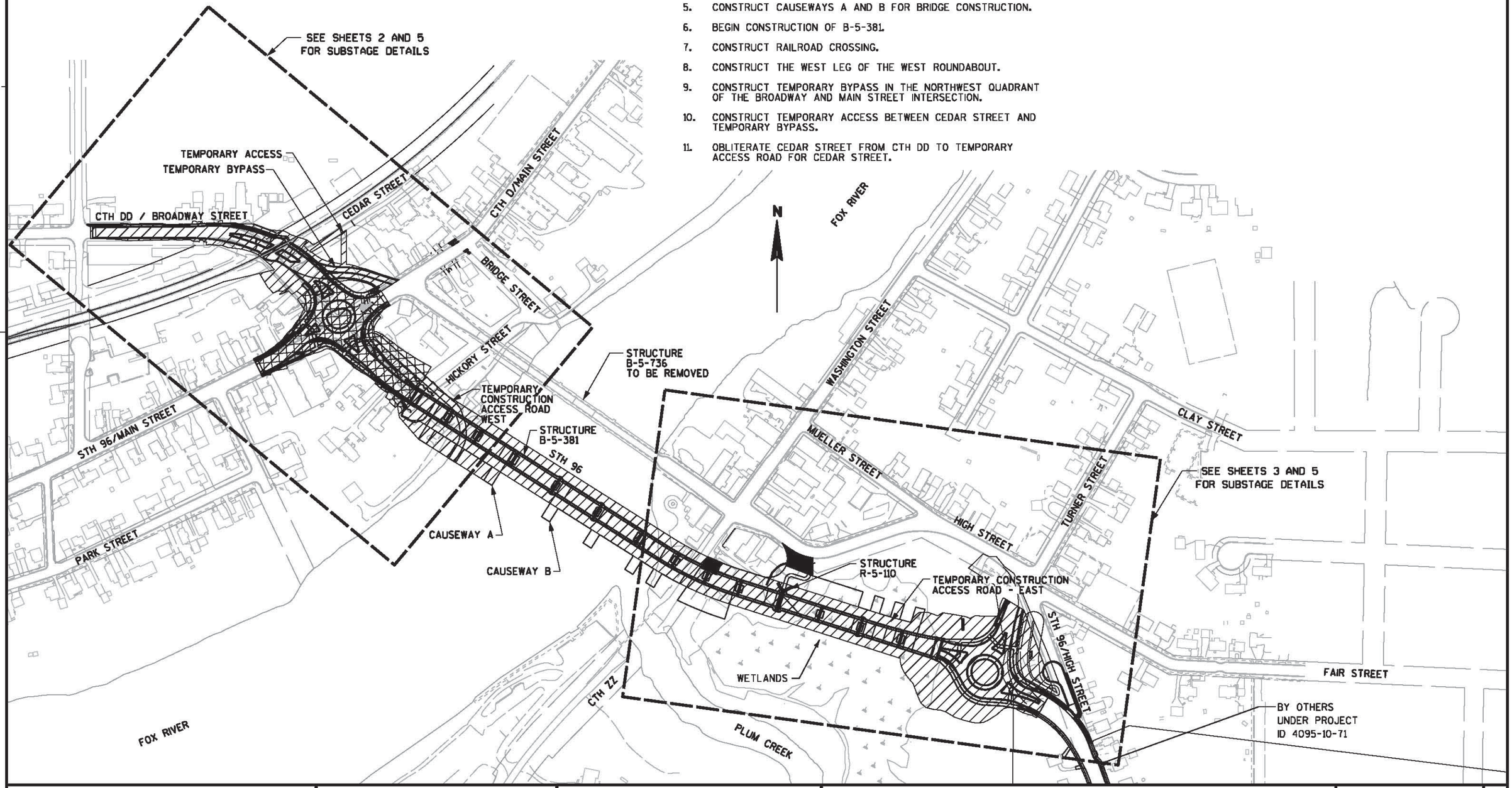
- CONSTRUCTION STAGE 1A
- CONSTRUCTION STAGE 1B
- WORK COMPLETED
- TEMPORARY PAVEMENT

STAGE 1A

1. CLOSE HICKORY STREET FROM BROADWAY STREET TO BRIDGE STREET.
2. BEGIN CLEARING AND GRUBBING ALONG PROPOSED BRIDGE ALIGNMENT FROM HICKORY STREET TO THE WEST BANK AND FROM THE EAST BANK TO HIGH STREET.
3. CONSTRUCT STORM SEWER FROM WEST ABUTMENT TO FOX RIVER.
4. CONSTRUCT TEMPORARY CONSTRUCTION EAST AND WEST ACCESS ROADS ALONG BRIDGE.
5. CONSTRUCT CAUSEWAYS A AND B FOR BRIDGE CONSTRUCTION.
6. BEGIN CONSTRUCTION OF B-5-381.
7. CONSTRUCT RAILROAD CROSSING.
8. CONSTRUCT THE WEST LEG OF THE WEST ROUNDABOUT.
9. CONSTRUCT TEMPORARY BYPASS IN THE NORTHWEST QUADRANT OF THE BROADWAY AND MAIN STREET INTERSECTION.
10. CONSTRUCT TEMPORARY ACCESS BETWEEN CEDAR STREET AND TEMPORARY BYPASS.
11. OBLITERATE CEDAR STREET FROM CTH DD TO TEMPORARY ACCESS ROAD FOR CEDAR STREET.

STAGE 1B

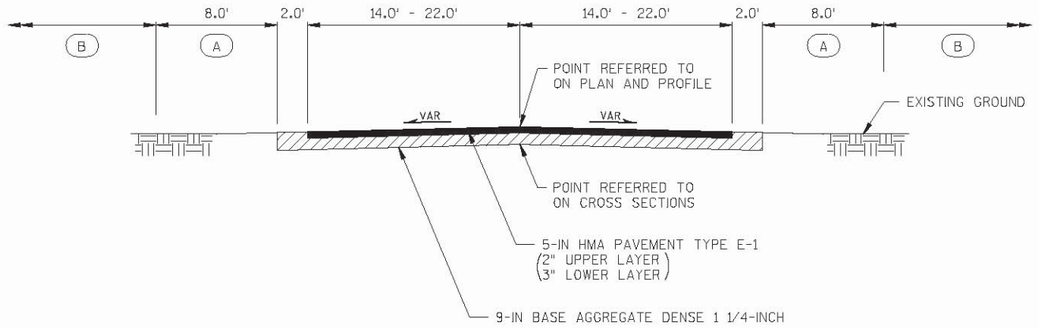
1. DIVERT STH 96 TRAFFIC TO TEMPORARY BYPASS.
2. CONSTRUCT B-5-381.
3. CONSTRUCT WEST ROUNDABOUT.
4. CONSTRUCT EAST ROUNDABOUT.
5. CONSTRUCT PEDESTRIAN ACCESS ABUTMENT (R-5-110).




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TRAFFIC CONTROL - OVERVIEW STAGE 1 | SHEET | E |
|---|---|---|---|---|---|

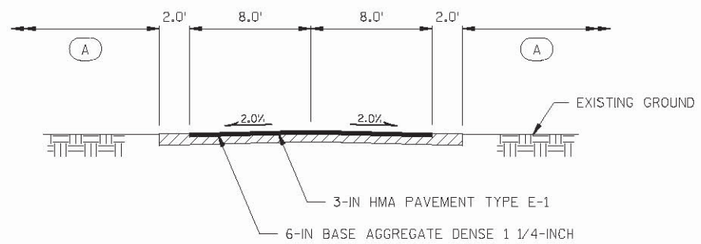


FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_026001_s1_po1.dgn PLOT DATE : 3/24/2014 PLOT BY : 1035stp PLOT NAME : PLOT SCALE : 300.0000 sf / in. WISDOT/CADDS SHEET 42




FINISHED TYPICAL SECTION

TEMPORARY BYPASS ROADWAY




FINISHED TYPICAL SECTION

TEMPORARY ACCESS ROADWAY BETWEEN CEDAR
AND TEMPORARY BYPASS

(A) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 40 AND EROSION MAT

(B) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 40 AND MULCHING



FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_025001_TC.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : JOEL DOBBERPUHL PLOT NAME : 025002_tc_Stage 1A typ Temp Acces-Rds WISDOT/CADDS SHEET 232

2

**LEGEND**

- CONSTRUCTION THIS STAGE
- WORK COMPLETED
- TEMPORARY PAVEMENT

N

W01-5
48" X 24"
TYPE III BARRICADE

ROAD WORK AHEAD
W20-1

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

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

BRIDGE ST

CONSTRUCT TEMP MANHOLE T.2
STA 504'MNB'+62.8, 25.3' LT
2x3-FT INLET, TYPE H COVER
CONNECT TO EXISTING INLET 1032
84 LF OF 12" SSPRC CL V AT 0.5%

CEDAR ST

WISCONSIN CENTRAL LTD

TEMPORARY ACCESS

TEMPORARY BYPASS

HIGH ST

STRUCTURE B-5-736

HICKORY ST

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

TEMPORARY CONSTRUCTION ACCESS ROAD LOCATION

TEMPORARY SHORING REQUIRED

STRUCTURE B-5-381

SIDEWALK CLOSED
R9-9
24" X 12"

CONSTRUCT TEMP MANHOLE T.1
STA 108'BEB'+43.2, 27.3' LT
4-FT DIA MH, TYPE J COVER
CONNECT TO EXISTING INLET 1015
20 LF OF 12" SSPRC AT 0.5%

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

SIDEWALK CLOSED
R9-9
24" X 12"

BROADWAY ST

CTH DD

WISCONSIN CENTRAL LTD

MAIN ST
STH 96

TRACKING PAD REQUIRED

R11-2
48" X 30"
ROAD CLOSED

TEMPORARY SHORING REQUIRED

R11-2B
48" X 30"
BRIDGE OUT
TYPE III BARRICADE

CONSTRUCT TEMP STORM SEWER EXTENSION
65 LF OF 36"
SSPRC AT 0.5%

CAUSEWAY A

FOX RIVER

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

ROAD WORK AHEAD
W20-1

GREEN ST

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TRAFFIC CONTROL - STAGE 1A | SHEET E |
|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_026002_s1a.dgn PLOT DATE : 5/5/2014 PLOT BY : 474jhd PLOT NAME : PLOT SCALE : 100.0000 sf / IN.
WISDOT/CADDS SHEET 42

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| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TRAFFIC CONTROL - STAGE 1A | SHEET 143 | E |
|---|---|---|---|---|---|

2

**LEGEND**

- CONSTRUCTION THIS STAGE
- WORK COMPLETED
- TEMPORARY PAVEMENT

SEE DETOUR 1 DETAIL FOR ADDTIONAL INFORMATION

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

TEMPORARY ACCESS

W10-1 36" X 36" TEMPORARY

STOP R1-1 30" X 30"

SIDEWALK CLOSED R9-9 24" X 12"

CEDAR ST

ROAD WORK AHEAD W20-1

STOP R1-1 30" X 30" ALL WAY R1-3P 18" X 6"

TEMPORARY BYPASS

BRIDGE ST

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

STOP R1-1 30" X 30" ALL WAY R1-3P 18" X 6"

W01-4L

W3-1 36" X 36"

504'NB'

506'NB'

505'NB'

504'NB'

HIGH ST

HICKORY ST

STRUCTURE B-5-736

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

TEMPORARY CONSTRUCTION ACCESS ROAD LOCATION

STRUCTURE B-5-381

105'EB'

106'EB'

107'EB'

104'EB'

103'EB'

102'EB'

101'EB'

100'EB'

303'EB'

110'EB'

111'EB'

112'EB'

113'EB'

114'EB'

115'EB'

W01-6 48" X 24" TYPE III BARRICADE

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

W10-1 36" X 36" PERMANENT

TRACKING PAD REQUIRED

CAUSEWAY A

R11-2B 48" X 30" BRIDGE OUT TYPE III BARRICADE

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

BROADWAY ST

CTH DD

W01-4L

WISCONSIN CENTRAL LTD

302'EB'

301'EB'

300'EB'

MAIN ST

STH 96

FOX RIVER

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

ROAD WORK AHEAD W20-1

GREEN ST

ROAD WORK AHEAD W20-1

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TRAFFIC CONTROL - WINTER 2014 - 2015 | SHEET 144 E |
|---|---|---|---|---|

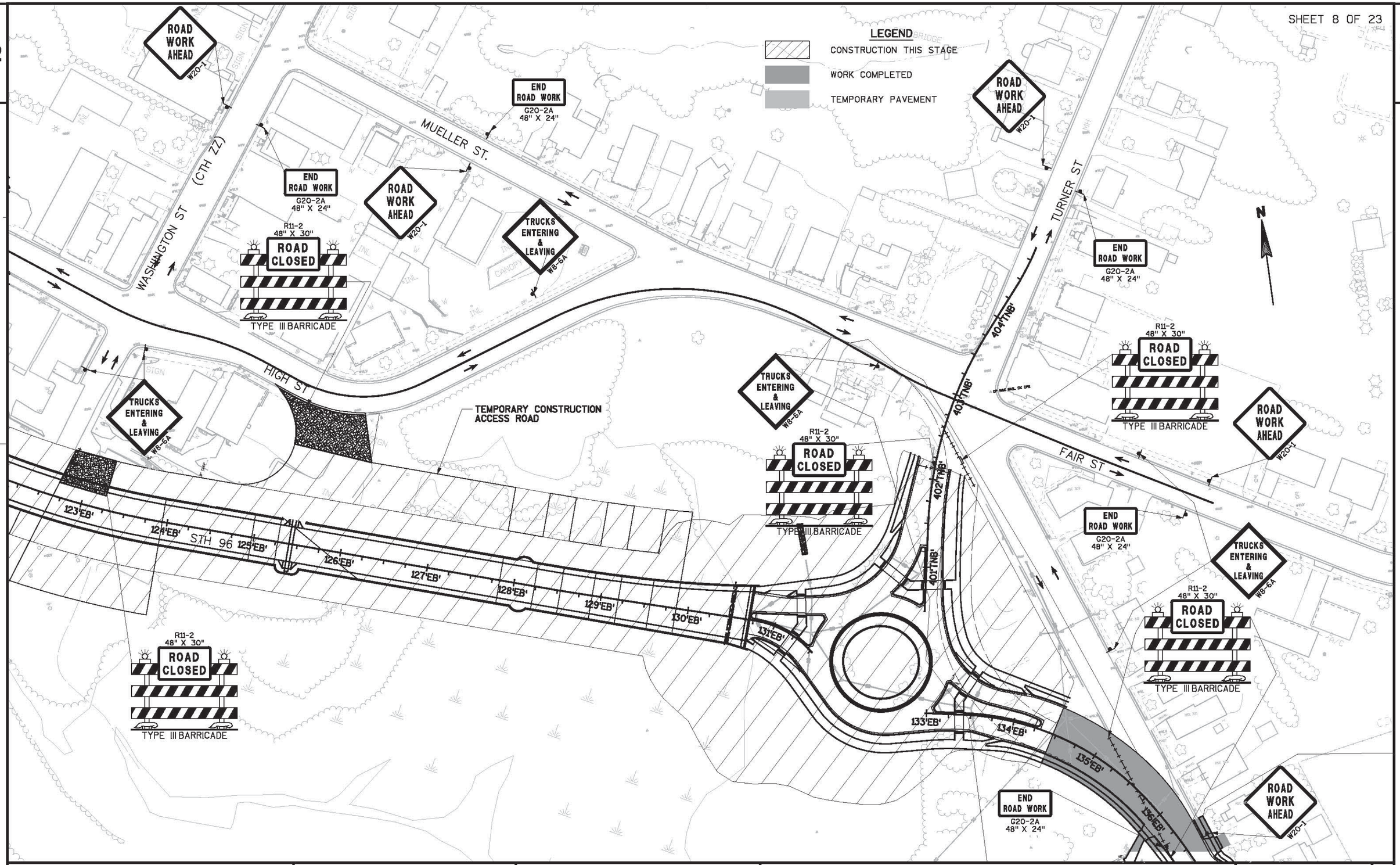
**LEGEND**

- CONSTRUCTION THIS STAGE
- WORK COMPLETED
- TEMPORARY PAVEMENT

SEE DETOUR 1 DETAIL FOR ADDTIONAL INFORMATION

ROAD WORK AHEAD W20-1
CEDAR ST
BRIDGE ST
END ROAD WORK G20-2A 48" X 24"
STOP R1-1 30" X 30" 3-WAY R1-3A 18" X 6"
W01-4L
W3-1 36" X 36"
SIGN
507'NB'
506'NB'
505'NB'
504'NB'
HIGH ST
HICKORY ST
11'V'
10'V'
STRUCTURE B-5-736
R11-2 48" X 30" ROAD CLOSED
TYPE III BARRICADE
SIDEWALK CLOSED R9-9 24" X 12"
R9-10 24" X 12"
TEMPORARY ACCESS
PAVEMENT MARKING EPOXY 4-INCH (WHITE)
PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
W10-1 36" X 36" TEMPORARY
TEMPORARY BYPASS
TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (YELLOW)
PAVEMENT MARKING RAILROAD CROSSING EPOXY
TEMPORARY CONSTRUCTION ACCESS ROAD LOCATION
STRUCTURE B-5-381
106'BEB'
107'BEB'
105'BEB'
104'BEB'
103'BEB'
102'BEB'
101'BEB'
TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT, 4-INCH (YELLOW) W01-6 48" X 24"
303'EB'
110'EB'
111'EB'
112'EB'
113'EB'
114'EB'
115'EB'
302'EB'
301'EB'
300'EB'
TRACKING PAD REQUIRED
REMOVE TEMP MH T.1
REMOVE STORM SEWER 12-INCH
CLEAN STORM SEWER 24-INCH
CONCRETE COLLAR REQ'D
CAUSEWAY A
R11-2B 48" X 30" BRIDGE OUT
TYPE III BARRICADE
END ROAD WORK G20-2A 48" X 24"
ROAD WORK AHEAD W20-1
BROADWAY ST
CTH DD
W10-1 36" X 36" PERMANENT
R11-4 60" X 30" ROAD CLOSED TO THRU TRAFFIC
WISCONSIN CENTRAL LTD
MAIN ST
STH 96
GREEN ST
FOX RIVER

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TRAFFIC CONTROL - STAGE 1B | SHEET 145 | E |
|---|---|---|---|---|---|




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TRAFFIC CONTROL - STAGE 1B | SHEET 146 E |
|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_026005_s1b.dgn PLOT DATE : 3/24/2014 PLOT BY : 474jhd PLOT NAME : PLOT SCALE : 100.0000 sf / IN.

WISDOT/CADDS SHEET 42

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2

2

**LEGEND**

CONSTRUCTION THIS STAGE (AUGUST 2015 - NOVEMBER 2015)

WORK COMPLETED

TEMPORARY PAVEMENT

SEE SHEET 8 FOR STAGE DETAILS

SEE SHEET 9 FOR STAGE DETAILS

SEE SHEET 10 FOR STAGE DETAILS

CTH DD/BROADWAY STREET

CEDAR STREET

BRIDGE STREET

CTH D/MAIN STREET

FOX RIVER

N

STRUCTURE B-5-736 TO BE REMOVED

CAUSEWAY D

STRUCTURE B-5-381

STH 96

STH 96/MAIN STREET

PARK STREET

WASHINGTON STREET

MUELLER STREET

CLAY STREET

HIGH STREET

TURNER STREET

STRUCTURE R-05-110

STH 96/HIGH STREET

FAIR STREET

PLUM CREEK

CTH ZZ

WETLANDS

STAGE 2

1. REMOVE TEMPORARY CAUSEWAYS A AND B.
2. REMOVE TEMPORARY ACCESS ROADS EAST AND WEST.
3. PLACE EROSION MAT IN IMPACT WETLAND AREA.
4. CONSTRUCT PEDESTRIAN EMBANKMENT CONNECTION TO BRIDGE.
5. REMOVE TEMPORARY BYPASS IN THE NORTHWEST QUADRANT OF THE BROADWAY AND MAIN STREET INTERSECTION.
6. CONSTRUCT SIDEWALK IN NORTH QUADRANT OF WEST ROUNDABOUT.
7. CONSTRUCT PROPOSED CEDAR STREET.
8. OBLITERATE EXISTING HIGH STREET FROM FAIR STREET TO PROPOSED STH 96.
9. CONSTRUCT HIGH COURT CUL-DE-SAC.
10. RECONSTRUCT HIGH STREET FROM MUELLER STREET TO TURNER STREET, CONSTRUCT INTERSECTIONS OF MUELLER STREET AND HIGH STREET AND TURNER STREET AND FAIR STREET.
11. CONSTRUCT CAUSEWAY D.
12. REMOVE EAST PORTION OF EXISTING BRIDGE.
13. REMOVE CAUSEWAY D.

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TRAFFIC CONTROL - OVERVIEW STAGE 2 | SHEET E |
|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_026006_s1_po2.dgn PLOT DATE : 3/24/2014 PLOT BY : 1035stp PLOT NAME : PLOT SCALE : 300.0000 sf / in. WISDOT/CADDS SHEET 42

**LEGEND**

- CONSTRUCTION THIS STAGE
- WORK COMPLETED
- TEMPORARY PAVEMENT

CEDAR ST

WISCONSIN CENTRAL LTD

CONNECT MH 10
TO EXISTING INLET 1032
37 LF - 12" SSPRC
CL V @ 0.5%

INL 10B
INSTALL COVER
PLATE

8'C' 9'C' 10'C'

TEMPORARY PAVEMENT

REMOVE TEMPORARY BYPASS

INL T.2
REMOVE INLET
REMOVE STORM
SEWER 12-INCH

OBLITERATE OLD ROAD

BRIDGE ST

HIGH ST

HICKORY ST

STRUC B-5-7

TYPE III BARRICADE

BROADWAY ST

CTH DD

WISCONSIN CENTRAL LTD

MAIN ST

STH 96

GREEN ST

FOX RIVER

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TRAFFIC CONTROL - STAGE 2 | SHEET 148 E |
|---|---|---|---|---|



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2

2

**LEGEND**

- CONSTRUCTION THIS STAGE
- WORK COMPLETED
- TEMPORARY PAVEMENT

BRIDGE ST

R11-2 48" X 30" ROAD CLOSED

TYPE III BARRICADE

HIGH ST

OBLITERATE OLD ROAD

HICKORY ST

STRUCTURE B-5-736

FOX RIVER

REMOVE BEAM GUARD

CONSTRUCT CAUSEWAY D

STRUCTURE B-5-381

REMOVE CAUSEWAYS

STH 96

WASHINGTON ST (CTH ZZ)

R11-4 60" X 30" ROAD CLOSED TO THRU TRAFFIC

TYPE III BARRICADE

ROAD WORK AHEAD W20-1

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

TO M4-5 24" X 12" 96 M1-6 24" X 24" M6-1 21" X 21"

R11-2 48" X 30" ROAD CLOSED

TYPE III BARRICADE

TRUCKS ENTERING & LEAVING W8-6A

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TRAFFIC CONTROL - STAGE 2 | SHEET 149 | E |
|---|---|---|---|---|---|

2

2

N

LEGEND

CONSTRUCTION THIS STAGE

WORK COMPLETED

TEMPORARY PAVEMENT

MUELLER ST.

TURNER ST

FAIR ST

FOOTBRIDGE

ROAD WORK AHEAD W20-1

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

R11-4 60" X 30" ROAD CLOSED TO THRU TRAFFIC — TYPE III BARRICADE

SIDEWALK CLOSED R9-9 24" X 12"

TRUCKS ENTERING & LEAVING W8-6A

19'MU'

20'MU'

216'H' 217'H' 218'H' 219'H' 220'H' 221'H' 222'H' 223'H' 224'H' 225'H'

404'NB' 403'NB' 402'NB' 401'NB'

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

WETLAND RESTORATION

SNOWMOBILE TRAIL

R 30.00'

15.00'

2.00'

BERM

127'EB' 128'EB' 129'EB' 130'EB' 131'EB' 133'EB' 134'EB' 135'EB' 136'EB'

FENCE SAFETY

PLACE FENCE SAFETY UPON COMPLETION OF STAGE 2 CONSTRUCTION AND COMPLETION OF THE WETLAND RESTORATION TO MAINTAIN SNOWMOBILE TRAFFIC THROUGH THE WINTER OF 2015.

R11-4 60" X 30" ROAD CLOSED TO THRU TRAFFIC — TYPE III BARRICADE AT CLAY STREET INTERSECTION

R11-4 60" X 30" ROAD CLOSED TO THRU TRAFFIC — TYPE III BARRICADE AT SCHOOL STREET INTERSECTION

ROAD WORK AHEAD W20-1 — AT SCHOOL STREET INTERSECTION

END ROAD WORK G20-2A 48" X 24" — AT SCHOOL STREET INTERSECTION

BUSINESS M4-3 24" X 12"

96 M1-6 24" X 24"

M6-1 21" X 21"

POOL

BLEACHERS

SIGN

ATHLETIC F

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TRAFFIC CONTROL - STAGE 2 | SHEET 150 | E |
|---|---|---|---|---|---|

LEGEND

CONSTRUCTION THIS STAGE (NOVEMBER 2015 - JUNE 2016)

WORK COMPLETED

TEMPORARY PAVEMENT

SEE SHEET 10-12, 14-19 FOR SUBSTAGE DETAILS

SEE SHEET 13 FOR SUBSTAGE DETAILS

CTH DD/BROADWAY STREET

CEDAR STREET

BRIDGE STREET

HICKORY STREET

REMOVE EXISTING BRIDGE CAUSEWAY C

STH 96/MAIN STREET

PARK STREET

STH 96

STRUCTURE B-5-381

CTH D/MAIN STREET

FOX RIVER

N

WASHINGTON STREET

CLAY STREET

CONSTRUCT SCENIC OVERLOOK

MUELLER STREET

CONSTRUCT HIGH STREET

HIGH STREET

TURNER STREET

STRUCTURE R-05-110

FAIR STREET

STH 96/HIGH STREET

WETLANDS

CTH ZZ

STAGE 3A

1. CONSTRUCT TEMPORARY CAUSEWAY C ALONG EXISTING BRIDGE.
2. REMOVE REMAINING OF EXISTING BRIDGE.

STAGE 3B

1. REMOVE TEMPORARY CAUSEWAY ALONG REMOVED BRIDGE.
2. CONSTRUCT RETAINING WALLS ALONG HIGH STREET (R-5-112, R-5-113)
3. CONSTRUCT HIGH STREET FROM MAIN STREET TO HICKORY STREET TO ASPHALTIC BINDER COAT SURFACE.
4. CONSTRUCT MAIN STREET TEMPORARY WIDENING ON NORTHBOUND LANE.
5. OBLITERATE HICKORY STREET FROM PROPOSED BRIDGE TO HIGH STREET.
6. CONSTRUCT SCENIC OVERLOOK AT EAST BANK OF FOX RIVER.
7. RECONSTRUCT HIGH STREET FROM EAST BANK OF FOX RIVER TO CTH ZZ.

STAGE 3C

1. CONSTRUCT SOUTHBOUND LANES OF MAIN STREET.
2. INSTALL 4.0' OF TEMPORARY ASPHALT SURFACE ON SOUTHBOUND LANE OF MAIN STREET.

STAGE 3D

1. CONSTRUCT NORTHBOUND LANES OF MAIN STREET.

STAGE 3E

1. CONSTRUCT FROM CURB AND GUTTER FLANGE LINE TO SLOPE INTERCEPTS FOR SOUTHBOUND LANES FOR MAIN STREET.
2. CONSTRUCT NORTHEAST SPLITTER ISLAND OF WEST ROUNDABOUT.
3. PLACE ASPHALTIC SURFACE LAYER FOR BOTH CEDAR AND HIGH STREET.

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TRAFFIC CONTROL - OVERVIEW STAGE 3 | SHEET 151 E |
|---|---|---|---|---|

2

2

LEGEND

CONSTRUCTION THIS STAGE

WORK COMPLETED

TEMPORARY PAVEMENT

ROAD WORK AHEAD
W20-1

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

MAIN ST

BRIDGE ST

CEDAR ST

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

CAUSEWAY C

CONCRETE BARRIER TEMPORARY

HIGH ST

HICKORY ST

STRUCTURE B-5-736

FOX RIVER

R11-2B
48" X 30"
BRIDGE OUT
TYPE III BARRICADE

SIDEWALK CLOSED
R9-9
24" X 12"

SIDEWALK CLOSED
R9-9
24" X 12"

STRUCTURE B-5-381

STH 96

WASHINGTON ST (CTH ZZ)

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

CONCRETE BARRIER TEMPORARY

R11-2B
48" X 30"
BRIDGE OUT
TYPE III BARRICADE

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TRAFFIC CONTROL - STAGE 3A | SHEET 152 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_026010_s3a.dgn PLOT DATE : 3/24/2014 PLOT BY : 474jhd PLOT NAME : PLOT SCALE : 100.0000 sf / IN.

WISDOT/CADDS SHEET 42

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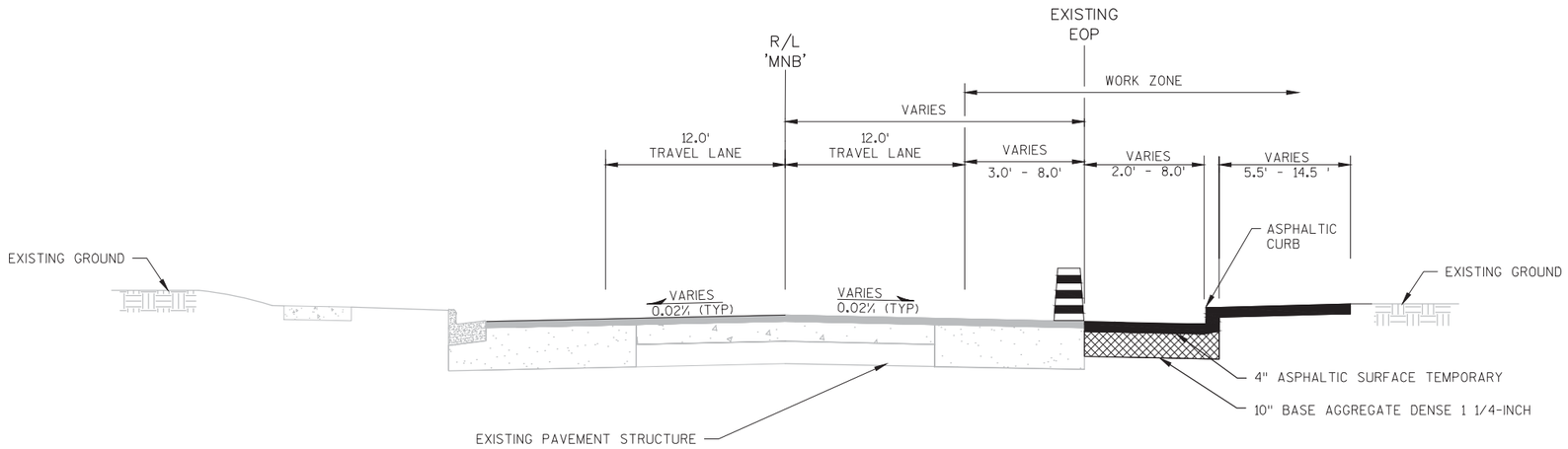
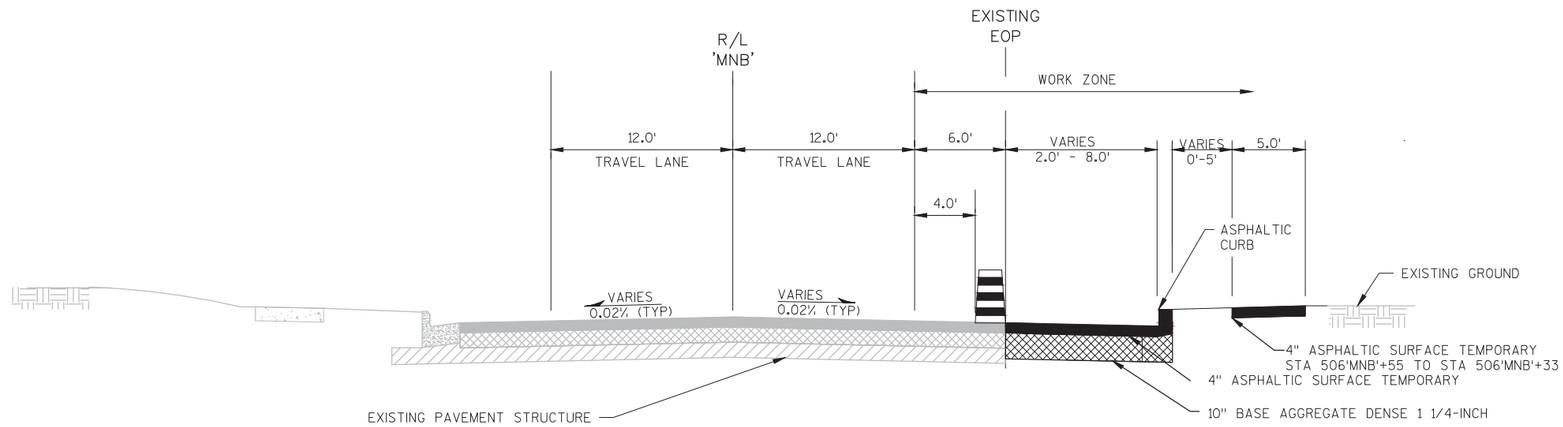
STAGES 3B MAY REQUIRE TRAFFIC TO BE REDUCED TO ONE LANE AND FLAGGING OPERATIONS TO TAKE PLACE DURING TEMPORARY ASPHALT PAVING.




STAGE 3B TYPICAL SECTION
MAIN STREET
STA 504'MNB'+25 TO STA 505'MNB'+28




STAGE 3B TYPICAL SECTION
MAIN STREET
STA 506'MNB'+00 TO STA 507'MNB'+60



FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_020301_TS_TRAFFIC_CONTROL.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : JOEL DOBBERPUHL PLOT NAME : TC 3B
WISDOT/CADDS SHEET 232

2

LEGEND

CONSTRUCTION THIS STAGE

WORK COMPLETED

TEMPORARY PAVEMENT

N

ROAD WORK AHEAD W20-1

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

MAIN ST

BRIDGE ST

R11-4 60" X 30" ROAD CLOSED TO THRU TRAFFIC

TYPE III BARRICADE

CEDAR ST

WISCONSIN CENTRAL LTD

SIDEWALK CLOSED R9-9 24" X 12"

SIDEWALK CLOSED USE OTHER SIDE R9-10 24" X 12"

ROAD WORK AHEAD W20-1

SIDEWALK CLOSED R9-9 24" X 12"

SIDEWALK CLOSED USE OTHER SIDE R9-10 24" X 12"

507'WB'

506'WB'

505'WB'

504'NB'

10'H'

11'H'

12'H'

13'H'

14'H'

15'H'

HIGH ST

HICKORY ST

CAUSEWAY C

STRUCTURE B-05-736

OBLITERATING OLD ROAD

STRUCTURE B-05-381

106'BEB'

107'BEB'

105'BEB'

104'BEB'

103'BEB'

102'BEB'

101'BEB'

100'BEB'

CTH DD

BROADWAY ST

303'EB'

110'EB'

111'EB'

112'EB'

113'EB'

114'EB'

115'EB'

302'EB'

301'EB'

300'EB'

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

MAIN ST

STH 96

ROAD WORK AHEAD W20-1

WISCONSIN CENTRAL LTD

FOX RIVER

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TRAFFIC CONTROL - STAGE 3B | SHEET 154 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_026012_s3b.dgn PLOT DATE : 3/24/2014 PLOT BY : 474jhd PLOT NAME : PLOT SCALE : 100.0000 sf / IN.

WISDOT/CADDS SHEET 42

...\40752871_026012_s3b.dgn 3/24/2014 9:59:48 AM

LEGEND

CONSTRUCTION THIS STAGE

WORK COMPLETED

TEMPORARY PAVEMENT

N

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

CONCRETE BARRIER TEMPORARY

R11-2B
48" X 30"
BRIDGE OUT
TYPE III BARRICADE

STRUCTURE B-05-381

CONSTRUCTION UNDER PROJECT ID 4095-10-72

WASHINGTON ST (CTH ZZ)

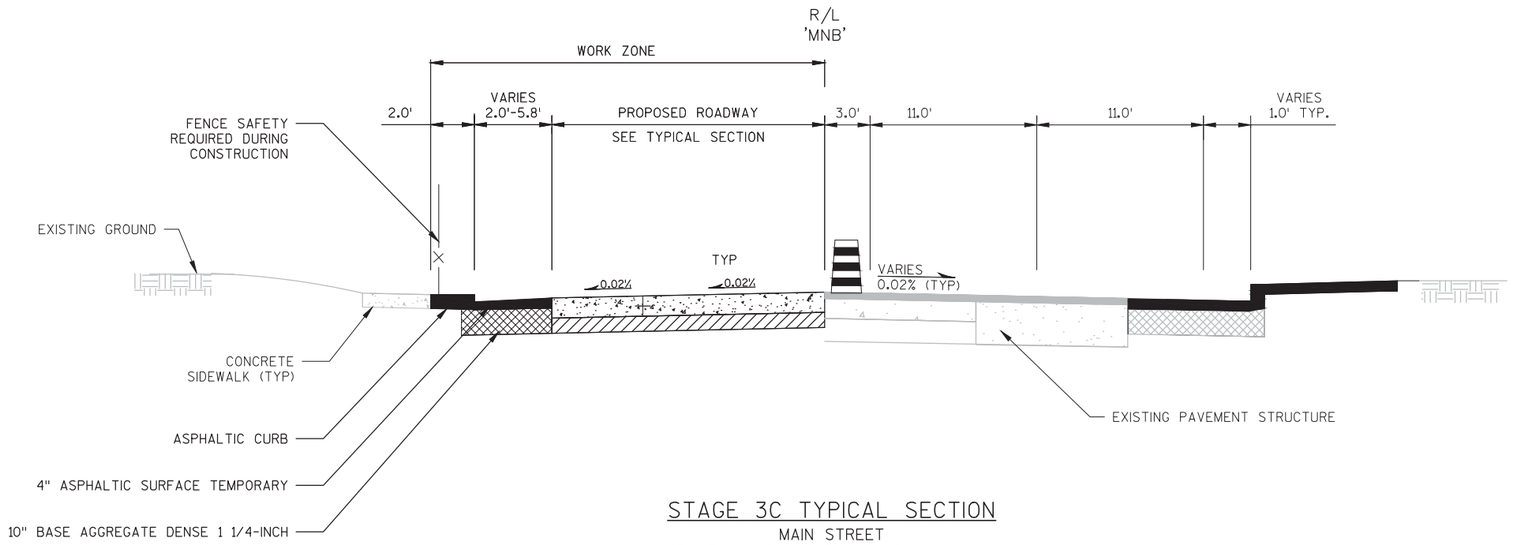
HIGH ST

STH 96

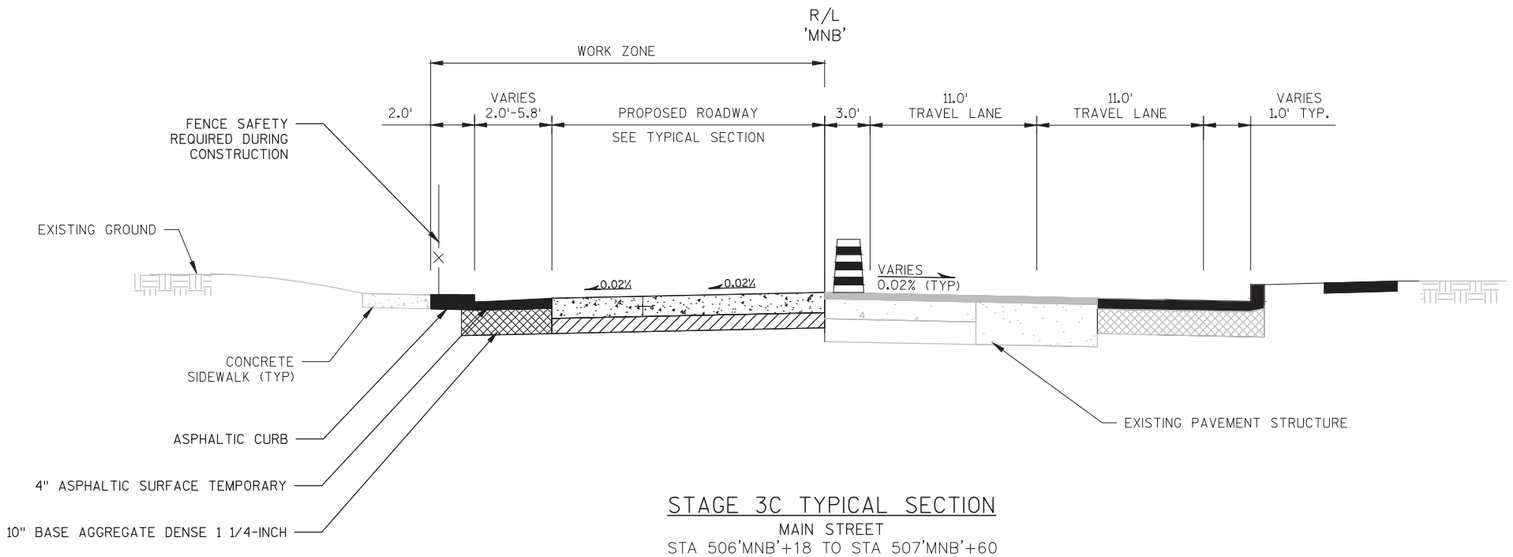
FOX RIVER

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TRAFFIC CONTROL - STAGE 3B | SHEET 155 E |
|---|---|---|---|---|

STAGE 3C MAY REQUIRE TRAFFIC TO BE REDUCED TO ONE LANE AND FLAGGING OPERATIONS TO TAKE PLACE DURING CONCRETE MAINLINE PAVING AND INSTALLATION OF STORM SEWER.




STAGE 3C TYPICAL SECTION
MAIN STREET
STA 504'MNB'+25 TO STA 506'MNB'+18




STAGE 3C TYPICAL SECTION
MAIN STREET
STA 506'MNB'+18 TO STA 507'MNB'+60



FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_020301_TS_TRAFFIC_CONTROL.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : JOEL DOBBERPUHL PLOT NAME : TC 3C
WISDOT/CADDS SHEET 232

2

LEGEND

CONSTRUCTION THIS STAGE

WORK COMPLETED

TEMPORARY PAVEMENT

N

ROAD WORK AHEAD W20-1

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

R11-2 48" X 30" ROAD CLOSED

TYPE III BARRICADE

MAIN ST

BRIDGE ST

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW - DOUBLE)

CEDAR ST

FENCE SAFETY REQUIRED

FLAGPOLE TO REMAIN

SIDEWALK CLOSED R9-9 24" X 12"

WISCONSIN CENTRAL LTD

HIGH ST

HICKORY ST

SIDEWALK CLOSED USE OTHER SIDE R9-10 24" X 12"

STRUCTURE B-05-381

BROADWAY ST

CTH DD

MAIN ST STH 96

FOX RIVER

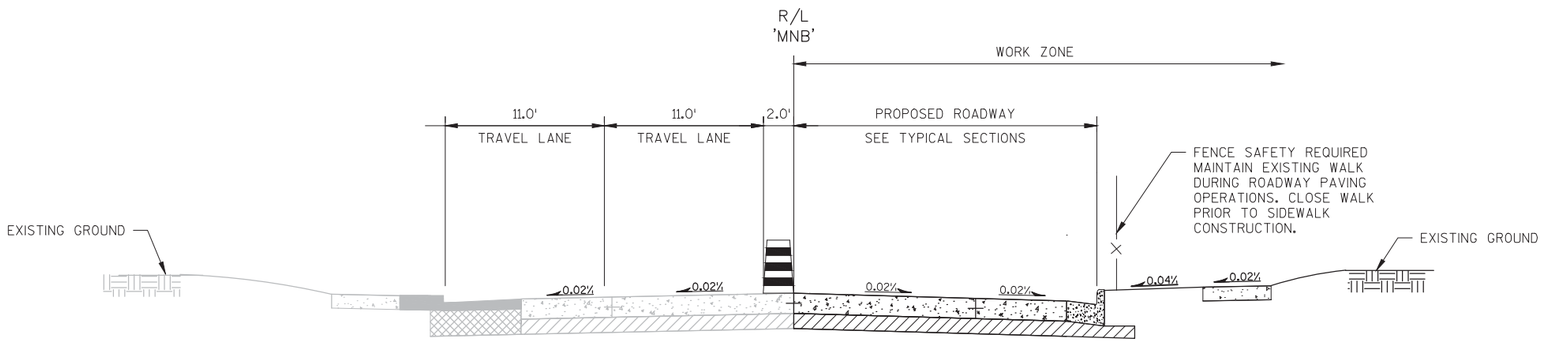
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TRAFFIC CONTROL - STAGE 3C | SHEET 157 E |
|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_026015_s3c.dgn PLOT DATE : 3/24/2014 PLOT BY : 474jhd PLOT NAME : PLOT SCALE : 100.0000 sf / IN.

WISDOT/CADDS SHEET 42

...\40752871_026015_s3c.dgn 3/24/2014 10:02:28 AM

STAGES 3D MAY REQUIRE TRAFFIC TO BE REDUCED TO ONE LANE AND FLAGGING OPERATIONS TO TAKE PLACE DURING CONCRETE MAINLINE PAVING.




## STAGE 3D TYPICAL SECTION

MAIN STREET
STA 504'MNB'+25 TO STA 507'MNB'+60

2

LEGEND

CONSTRUCTION THIS STAGE

WORK COMPLETED

TEMPORARY PAVEMENT

* EXISTING SIDEWALK TO REMAIN OPEN TO PEDESTRIAN TRAFFIC DURING ROADWAY PAVEMENT CONSTRUCTION. CLOSE WALK PRIOR TO SIDEWALK CONSTRUCTION.

N

ROAD WORK AHEAD
W20-1

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

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

MAIN ST

BRIDGE ST

CEDAR ST

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE 4-INCH (WHITE)

SIDEWALK CLOSED USE OTHER SIDE
R9-10
24" X 12"

SIDEWALK CLOSED
R9-9
24" X 12"

FENCE SAFETY REQUIRED

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE 4-INCH
(YELLOW - DOUBLE)

WISCONSIN CENTRAL LTD

HIGH ST

HICKORY ST

TEMPORARY
PAVEMENT

SIDEWALK CLOSED
R9-9
24" X 12"

SIDEWALK CLOSED USE OTHER SIDE
R9-10
24" X 12"

507'MNB'
506'MNB'
505'MNB'
504'MNB'

15'H'
14'H'
13'H'
12'H'
11'H'
11'V'
10'V'

106'BEB'
107'BEB'
105'BEB'
104'BEB'
103'BEB'
102'BEB'
101'BEB'
100'BEB'

303'EB'
110'EB'
111'EB'
112'EB'
113'EB'
114'EB'
115'EB'
302'EB'
301'EB'
300'EB'

CTH DD
BROADWAY ST

WISCONSIN CENTRAL LTD

MAIN ST
STH 96

FOX RIVER

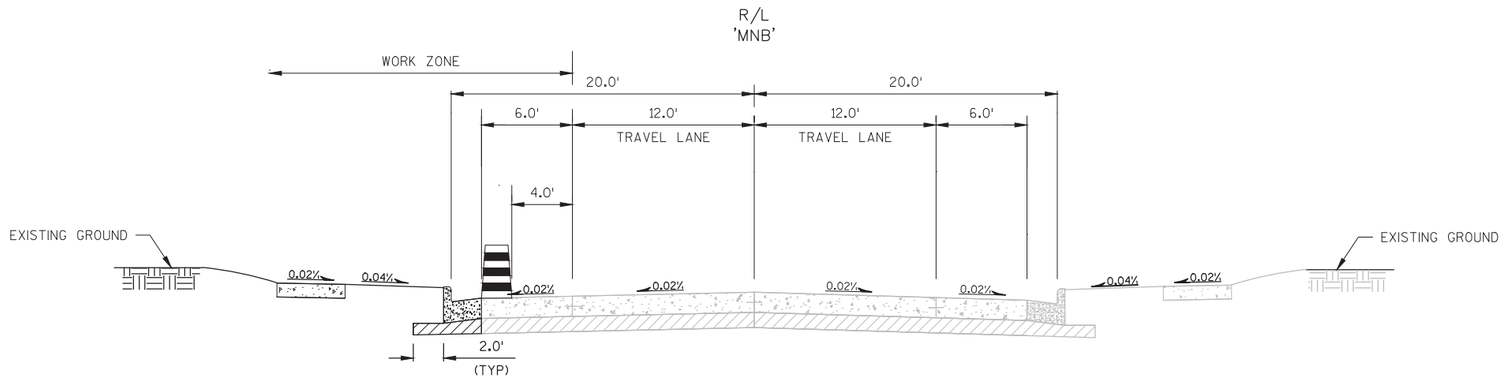
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TRAFFIC CONTROL - STAGE 3D | SHEET 159 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_026017_s3d.dgn
PLOT DATE : 3/24/2014 PLOT BY : 474jhd PLOT NAME : PLOT SCALE : 100.0000 sf / IN.

WISDOT/CADDS SHEET 42

...\40752871_026017_s3d.dgn 3/24/2014 10:03:26 AM

STAGES 3E MAY REQUIRE TRAFFIC TO BE REDUCED TO ONE LANE AND FLAGGING OPERATIONS TO TAKE PLACE DURING CONCRETE CURB AND GUTTER PLACEMENT.




STAGE 3E TYPICAL SECTION

MAIN STREET

STA 504'MNB'+68 TO STA 507'MNB'+02

2

LEGEND

CONSTRUCTION THIS STAGE

WORK COMPLETED

TEMPORARY PAVEMENT

ROAD WORK AHEAD W20-1

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

R11-2 48" X 30" ROAD CLOSED

TYPE III BARRICADE

MAIN ST

BRIDGE ST

CEDAR ST

SIDEWALK CLOSED R9-9 24" X 12"

INL 10B
REMOVE TEMP COVER PLATE
INSTALL INLET COVER TYPE H

10B

507'MNB'

506'MNB'

505'MNB'

504'MNB'

10'H'

11'H'

12'H'

13'H'

14'H'

15'H'

11'V'

10'V'

HIGH ST

HICKORY ST

SIGN

SIDEWALK CLOSED R9-9 24" X 12"

SIDEWALK CLOSED USE OTHER SIDE R9-10 24" X 12"

WISCONSIN CENTRAL LTD

106'BEB'

107'BEB'

105'BEB'

104'BEB'

103'BEB'

102'BEB'

101'BEB'

100'BEB'

CTH DD

BROADWAY ST

303'EB'

110'EB'

111'EB'

112'EB'

113'EB'

114'EB'

115'EB'

302'EB'

301'EB'

300'EB'

MAIN ST

STH 96

WISCONSIN CENTRAL LTD

FOX RIVER

2

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TRAFFIC CONTROL - STAGE 3E | SHEET 161 | E |
|---|---|---|---|---|---|

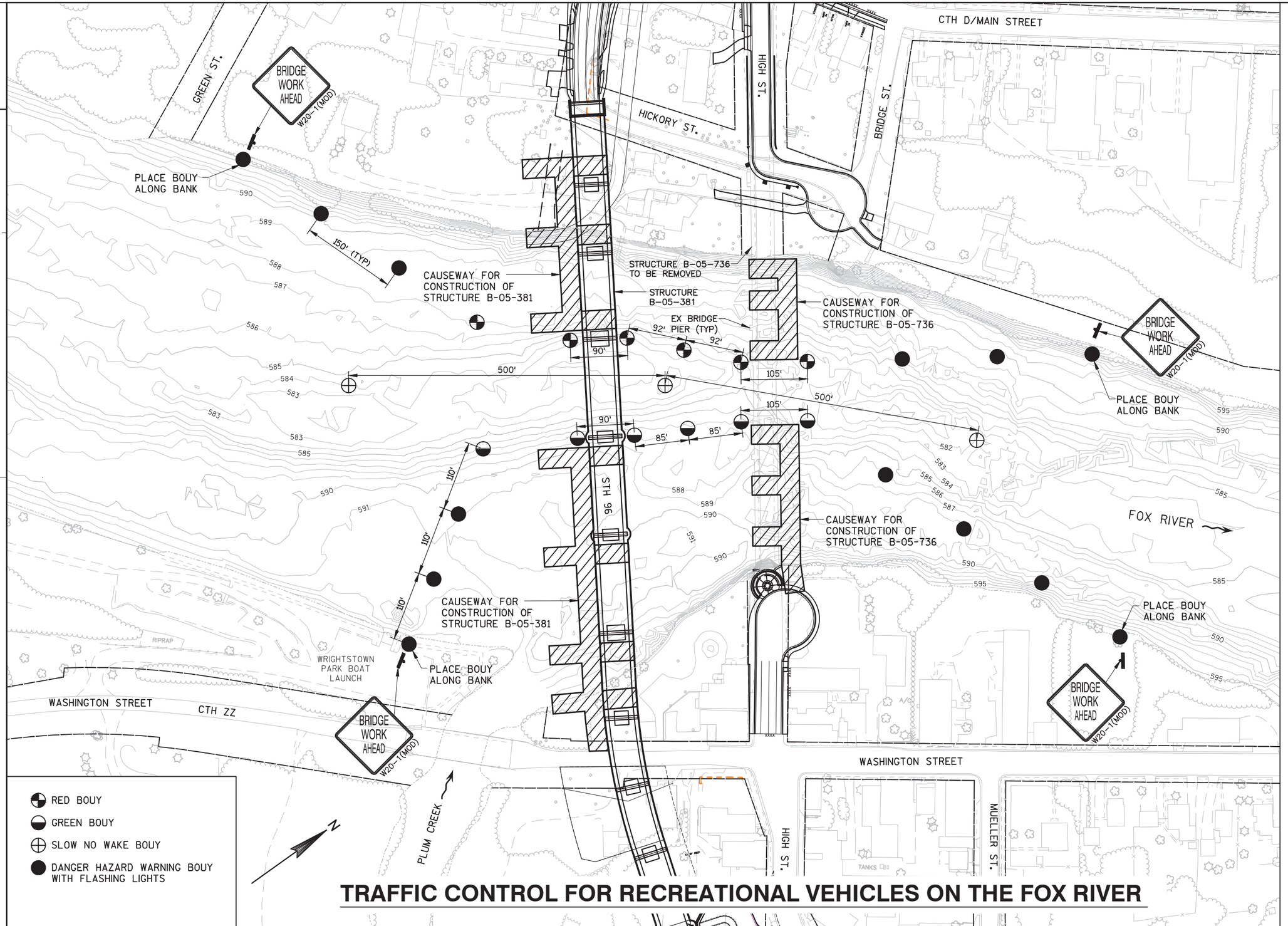
FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_026019_s3e.dgn

PLOT DATE : 3/24/2014 PLOT BY : 474jhd PLOT NAME : PLOT SCALE : 100.0000 sf / IN.

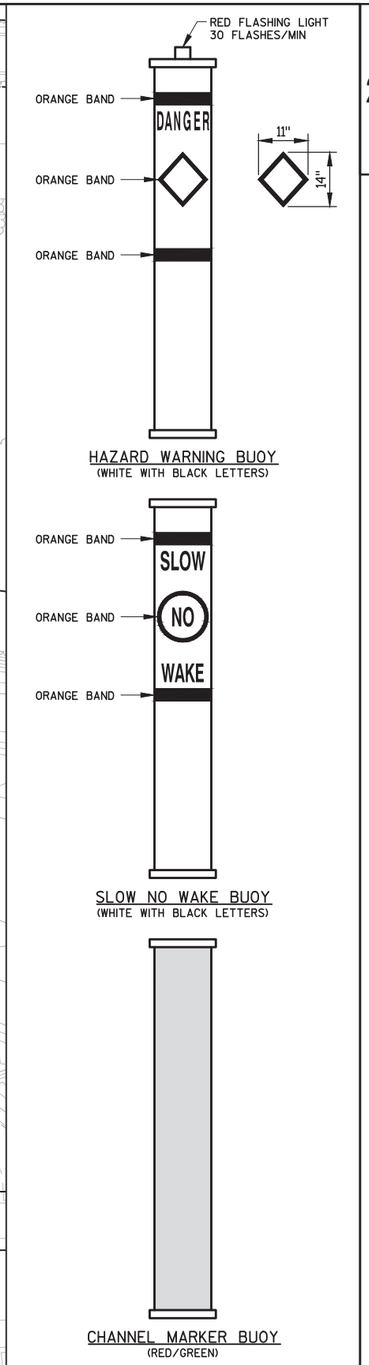
WISDOT/CADDS SHEET 42

...\40752871_026019_s3e.dgn 3/24/2014 10:04:26 AM

2



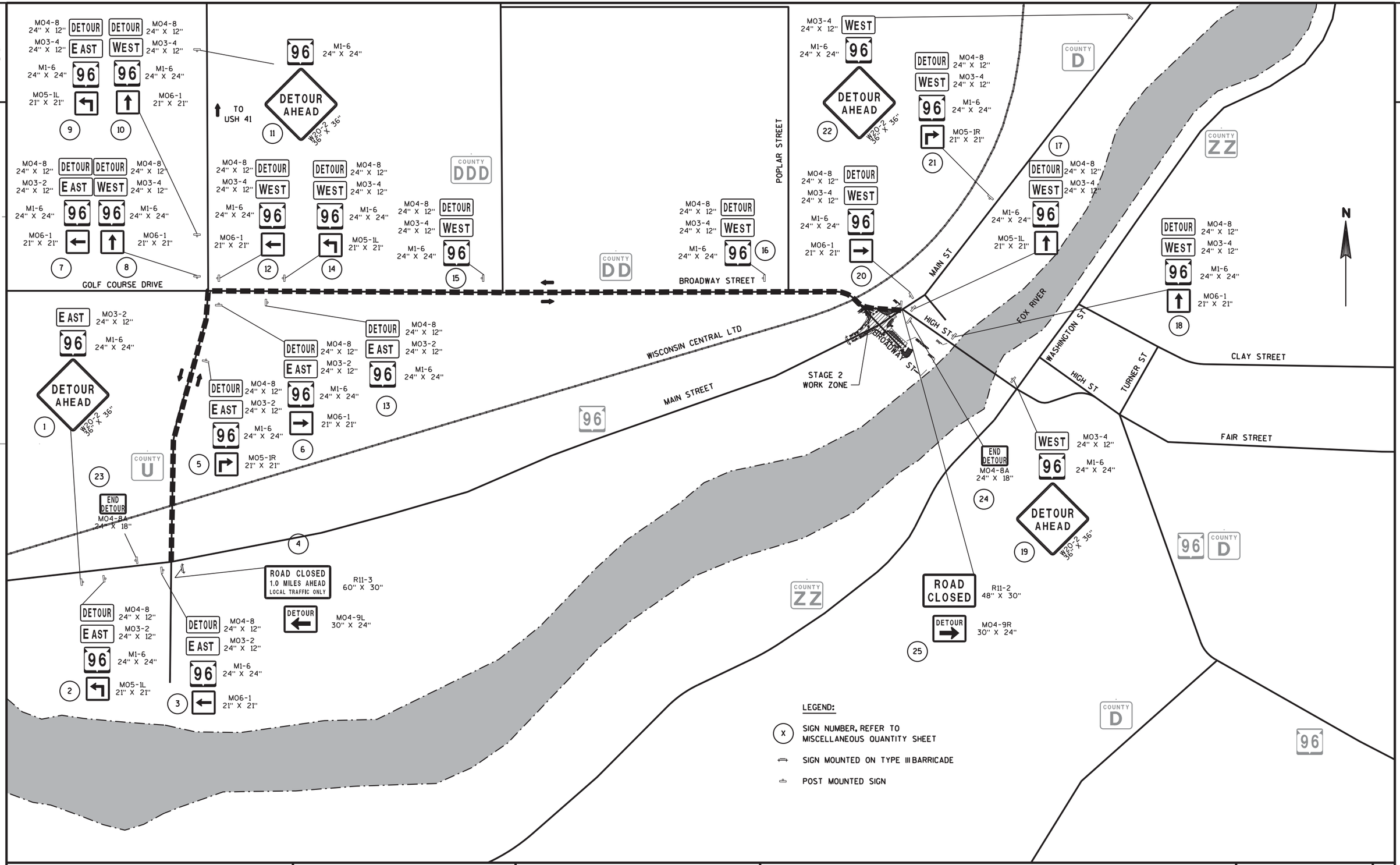

# TRAFFIC CONTROL FOR RECREATIONAL VEHICLES ON THE FOX RIVER




- 36" MINIMUM LENGTH OF BUOY TO BE EXPOSED ABOVE WATER
- BUOYS SHALL BE 7" DIAMETER

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TRAFFIC CONTROL: FOX RIVER | 0 75 150 | SHEET 162 | E |
|---|---|---|---|---|---|---|

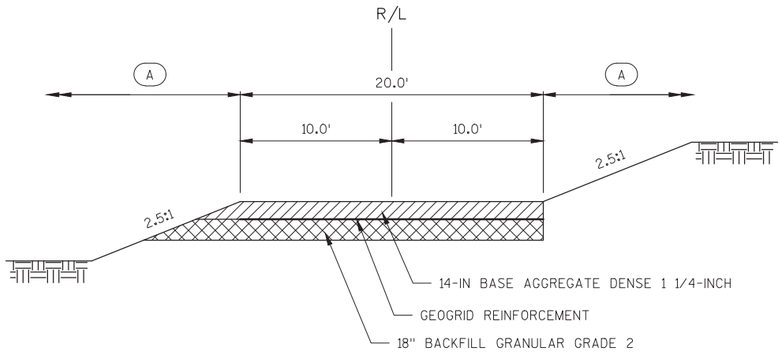
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0250XX_TC_CD.DWG PLOT DATE : 3/24/2014 8:42 AM PLOT BY : JOEL DOBBERPUHL PLOT NAME : ---------- PLOT SCALE : ********* WISDOT/CADDS SHEET 42




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | DETOUR 1 | SHEET 163 | E |
|---|---|---|---|---|---|

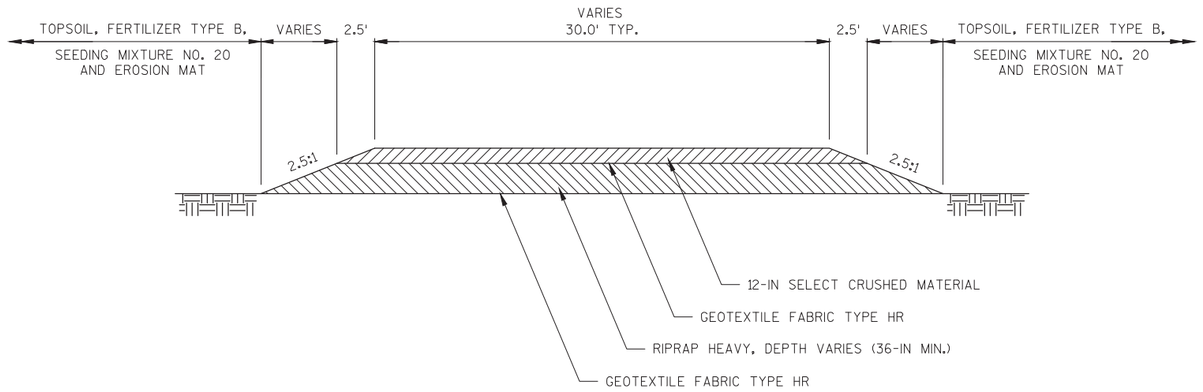
FILE NAME : X:\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40752800\SheetsPlan\40752871_027001_dt.dgn PLOT DATE : 3/24/2014 PLOT BY : 1035stp PLOT NAME : PLOT SCALE : 800.0000 sf / in.

2



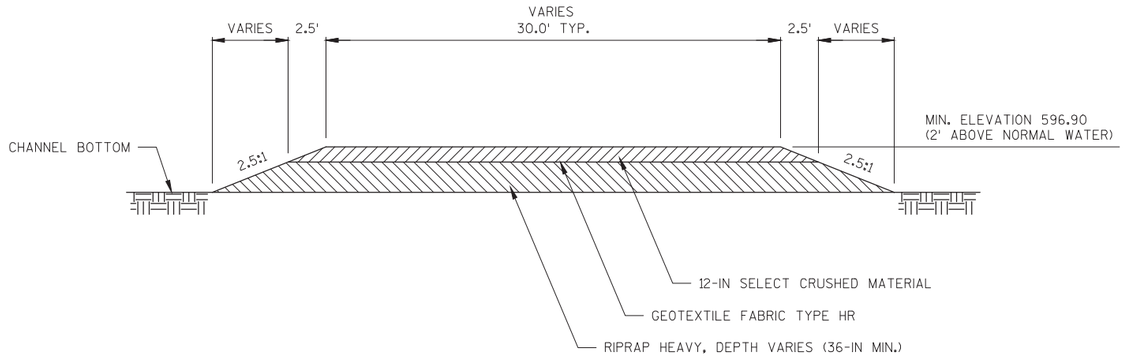

FINISHED TYPICAL SECTION

TEMPORARY ACCESS ROAD (WEST)




FINISHED TYPICAL SECTION

TEMPORARY ACCESS ROADWAY FOR STRUCTURE CONSTRUCTION




## FINISHED TYPICAL SECTION

TEMPORARY RIVER ACCESS

STRUCTURE B-5-381
(CAUSEWAY A)
(CAUSEWAY B)

STRUCTURE B-5-736
(CAUSEWAY C)
(CAUSEWAY D)

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TEMPORARY CONSTRUCTION: TYPICAL SECTIONS | SHEET 165 E |
|---|---|---|---|---|

2

SLOPE INTERCEPTS

TEMPORARY ACCESS ROADWAY WEST R/L

TEMPORARY SHORING REQ'D

1001+00 1002+00 1003+00 1004+00 1005+00

1000+00 303+00

STH 96 STH 96 R/L

CAUTION

TLE R/W

DOCK

FINISHED PROFILE
EXISTING GROUND
-2.50%
VPI 1000+00.00
VPI EL 653.32
K=12.11
VCL 150.65
VPC EL 650.58
VPC 1001+09.67
VPI 1001+85.00
VPI EL 648.70
VPT EL 637.45
VPT 1002+60.33
FINISHED PROFILE
EXISTING GROUND
-14.94%
VPC 1005+02.62
VPC EL 601.25
K=4.03
VCL 50.00
VPT 1005+52.62
VPT EL 596.89
VPI 1005+68.04
VPI EL 596.50
+2.52%
VPI 1005+27.62
VPI EL 597.52

656 652 648 644 640 636 632 628

656 640 652 636 648 632 644 628 640 624 636 620 632 616 628 612

640 612 636 608 632 604 628 600 624 596 620 592 616 588 612 584

612 608 604 600 596 592 588 584

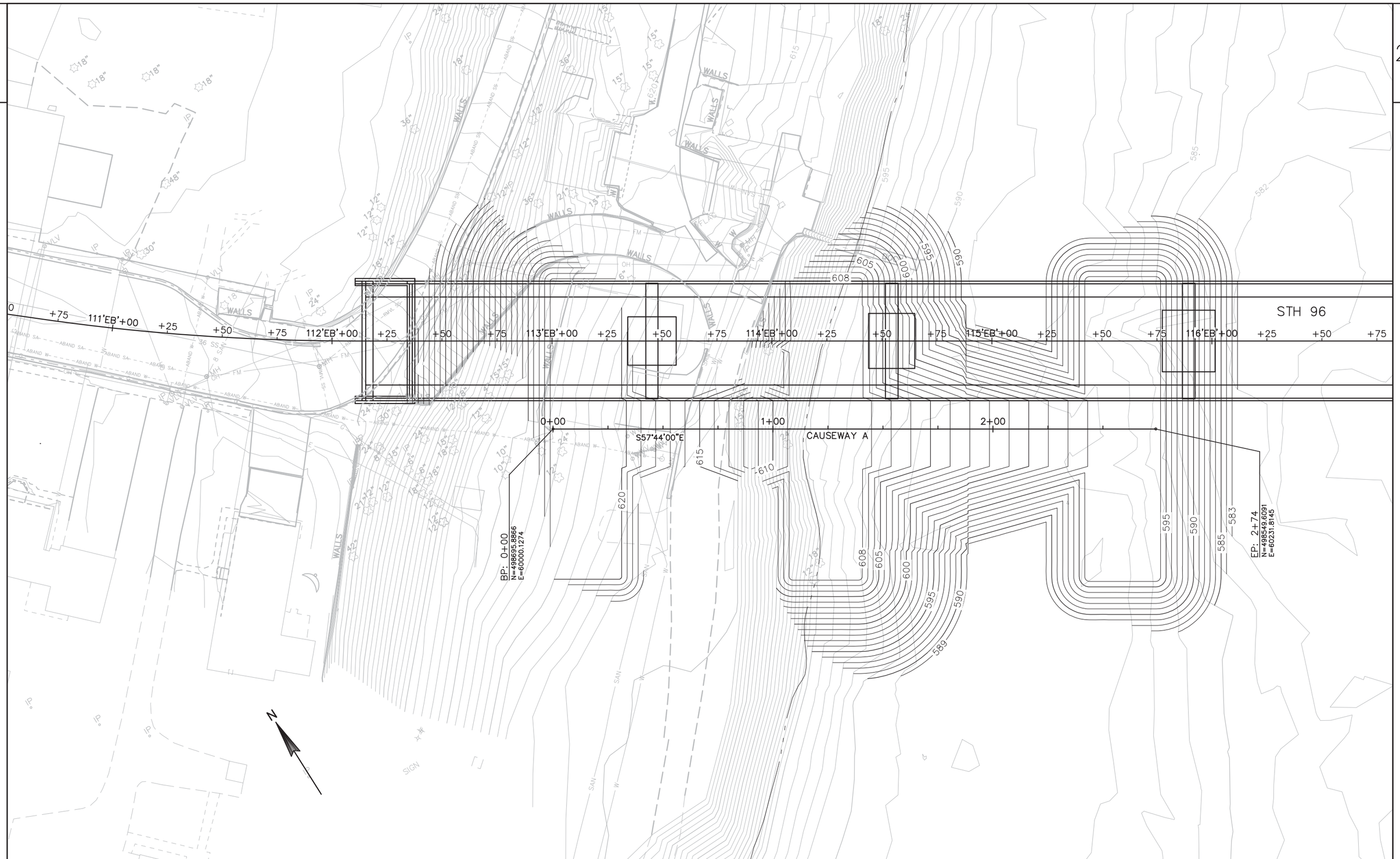
EXISTING ELEVATION
FINISHED ELEVATION

653.32 653.32 654.24 652.70 654.30 652.08 654.42 651.45 654.46 650.82 654.47 650.10 654.34 648.90 654.06 647.19 653.88 644.96 653.48 642.21 652.59 638.95 646.41 635.26 640.77 631.52 631.66 627.79 625.98 624.05 621.25 620.32 617.66 616.58 615.78 612.85 612.85 609.11 601.44 605.38 594.63 601.65 594.05 598.53 594.55 596.96

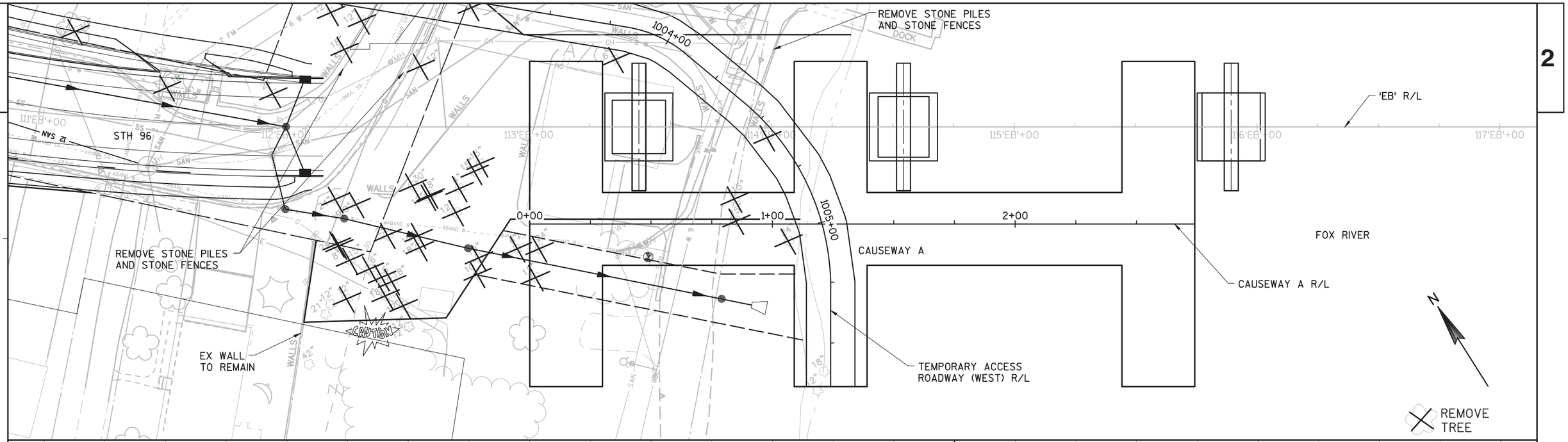
999+75 1000+00 1000+50 1001+00 1001+50 1002+00 1002+50 1003+00 1003+50 1004+00 1004+50 1005+00 1005+50 1005+75

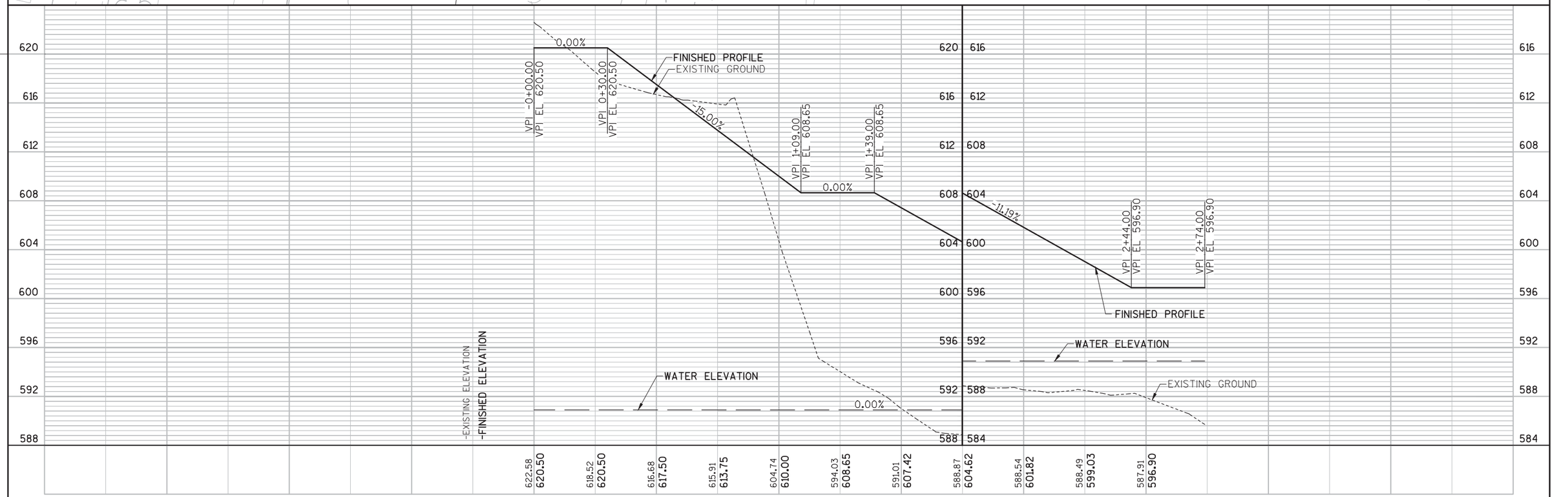
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TEMPORARY CONSTRUCTION: TEMPORARY ACCESS ROADWAY WEST | SHEET 166 E |
|---|---|---|---|---|

2




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TEMPORARY CONSTRUCTION: CAUSEWAY A | SHEET 167 E |
|---|---|---|---|---|




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TEMPORARY CONSTRUCTION: CAUSEWAY A | SHEET 168 E |
|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_050101_PP_CAUSEWAYS.DWG PLOT DATE : 3/22/2014 10:18 AM PLOT BY : DOUGLAS HOBYAN PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 44

2

2

FOX RIVER

STH 96

117'EB'+00 +25 +50 +75 118'EB'+00 +25 +50 +75 119'EB'+00 +25 +50 +75 120'EB'+00 +25 +50 +75 121'EB'+00 +25 +50 +75 122'EB'+00 +25 +50 +75 123'EB'+0

STH 96

0+00 1+00 2+00 3+00 4+00

S57°44'00"E

CAUSEWAY B

S58°45'10"E S60°20'59"E S62°03'36"E

PI STA = 2'H'+07.92
DELTA = 0°00'03"
D = 0°00'01"
T = 177.92
L = 355.83
R = 21840807.90
PC STA = 0'H'+30.00
PT STA = 3'H'+85.83

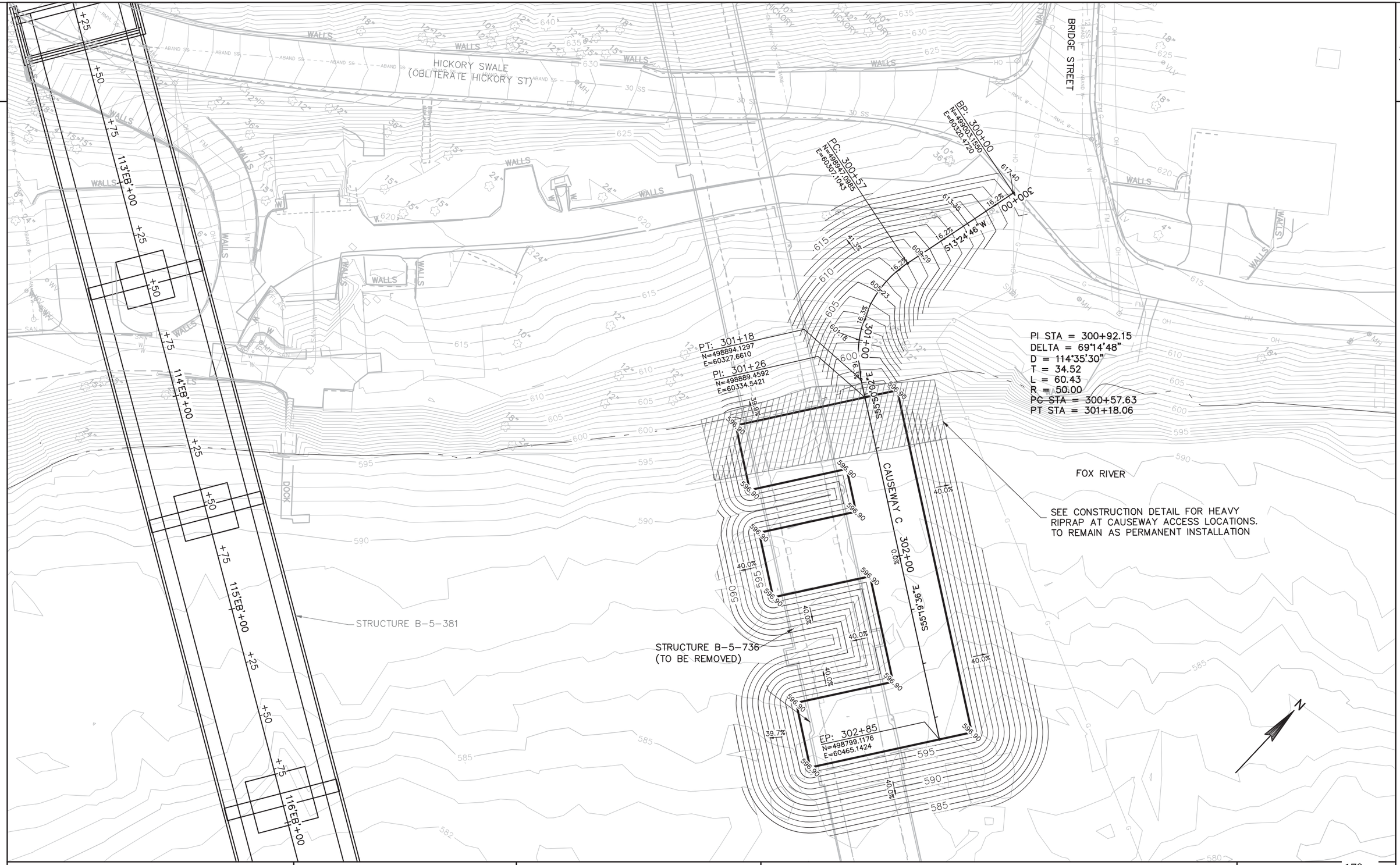
FOX RIVER

PLUM CREEK

N

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TEMPORARY CONSTRUCTION: CAUSEWAY B | SHEET 169 E |
|---|---|---|---|---|

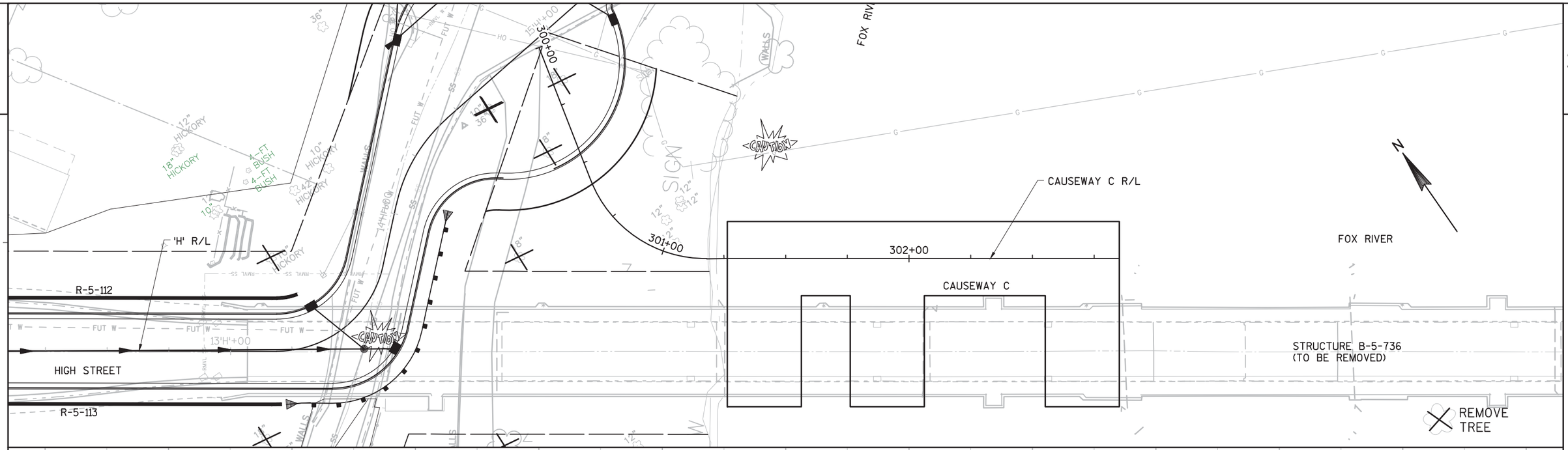
2

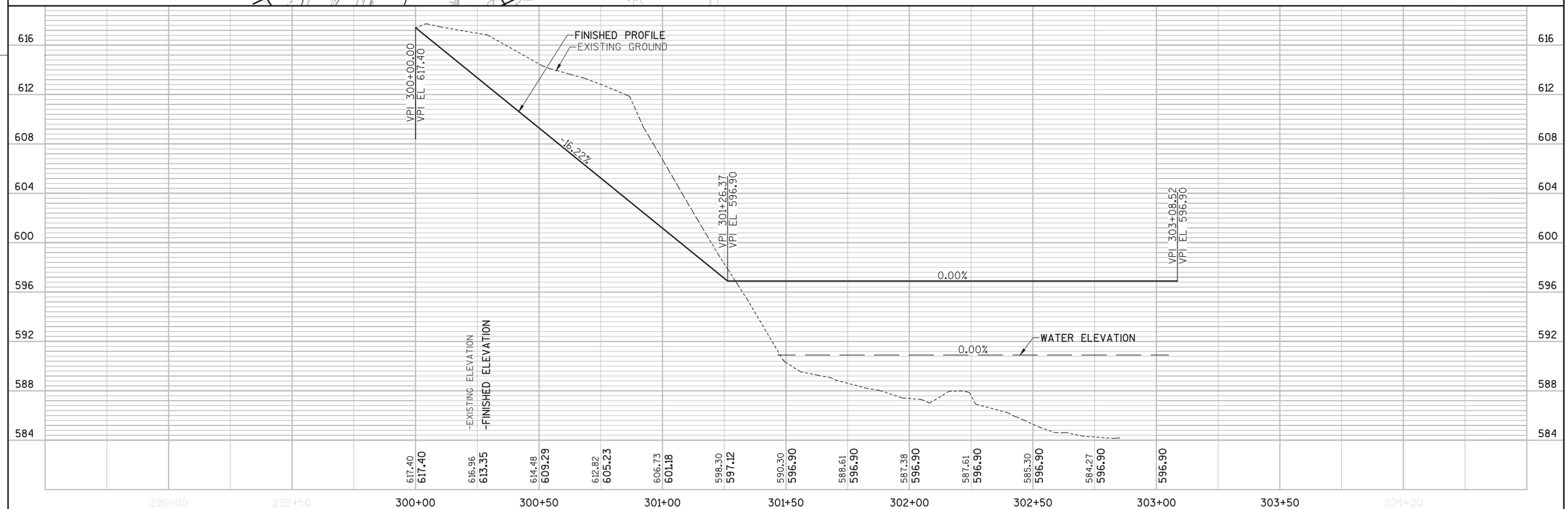



| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TEMPORARY CONSTRUCTION: CAUSEWAY C | SHEET 170 E |
|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0210XX_CD_CAUSEWAYS.DWG PLOT DATE : 3/23/2014 11:38 AM PLOT BY : DANIEL DZEKUTE PLOT NAME : _____ PLOT SCALE : ########

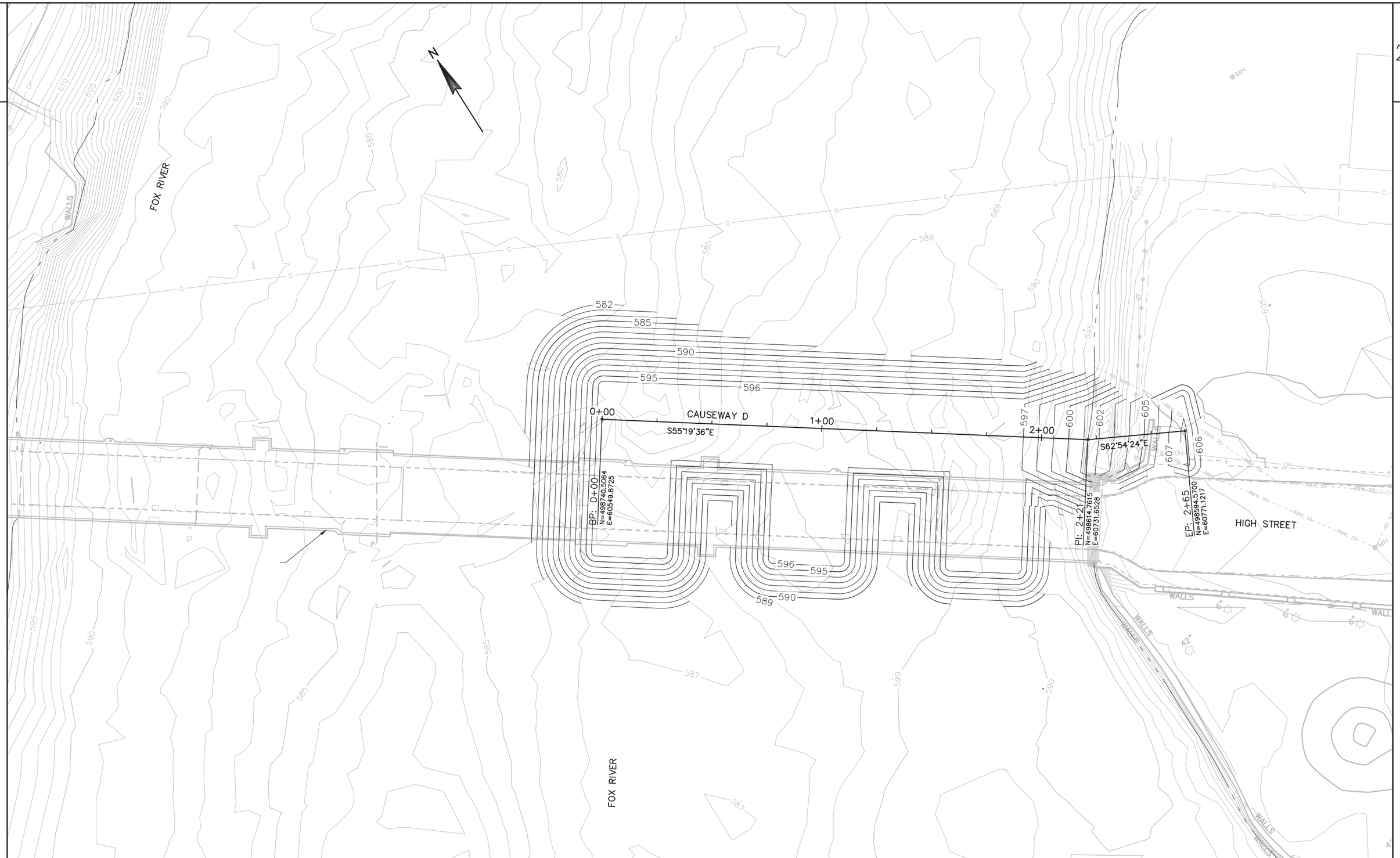
2




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TEMPORARY CONSTRUCTION: CAUSEWAY C | SHEET 171 E |
|---|---|---|---|---|

2




| PROJECT NO: 4075–28–71 | HWY: STH 96 | COUNTY: BROWN | TEMPORARY CONSTRUCTION: CAUSEWAY D | SHEET 172 E |
|---|---|---|---|---|

2

CTH "ZZ"
WASHINGTON ST

HIGH STREET

212'H'
213'H'
214'H'
215'H'
216'H'
217'H'
218'H'

CONSTRUCTION UNDER
PROJECT 4095-10-72

CONSTRUCTED IN
STAGE 3B

INSTALL 12" CP
60 LF @ 0.5%
INV. 577.30

INSTALL 12" CP
52 LF @ 0.5%
INV. 577.26

SLOPE INTERCEPT
(TYP)

INV. 597.00

INV. 599.24

INSTALL 24" CP
48 LF @ 0.5%
INV. 599.00

INSTALL 12' CP
185 LF @ .8%
INV. 598.51

INV. 600.00

CONCRETE
COLLAR REQD.

R-5-110

STH 96

TLE

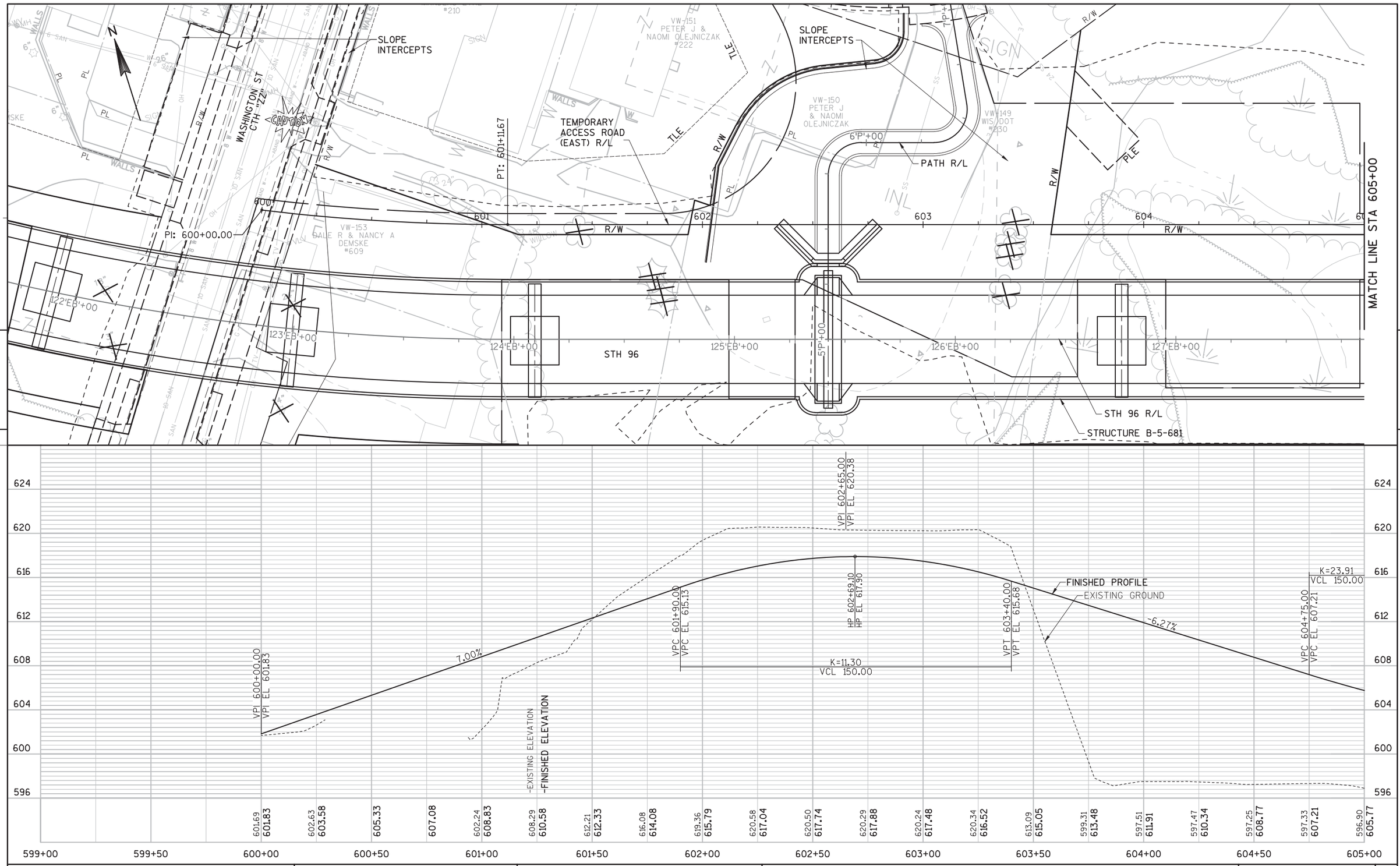
R/W

619.10
624.12
616.14
617.28
614.60
608.83
612.33
615.75
616.19
614.10
612.01
609.93
607.84
605.75
603.69
602.68
602.50
609.46
616.41
616.51
611.20
609.50
605.87
604.08
603.19
602.60
602.59
611.17
612.41
605.70
605.78
601.83
600.60
604.26
603.29

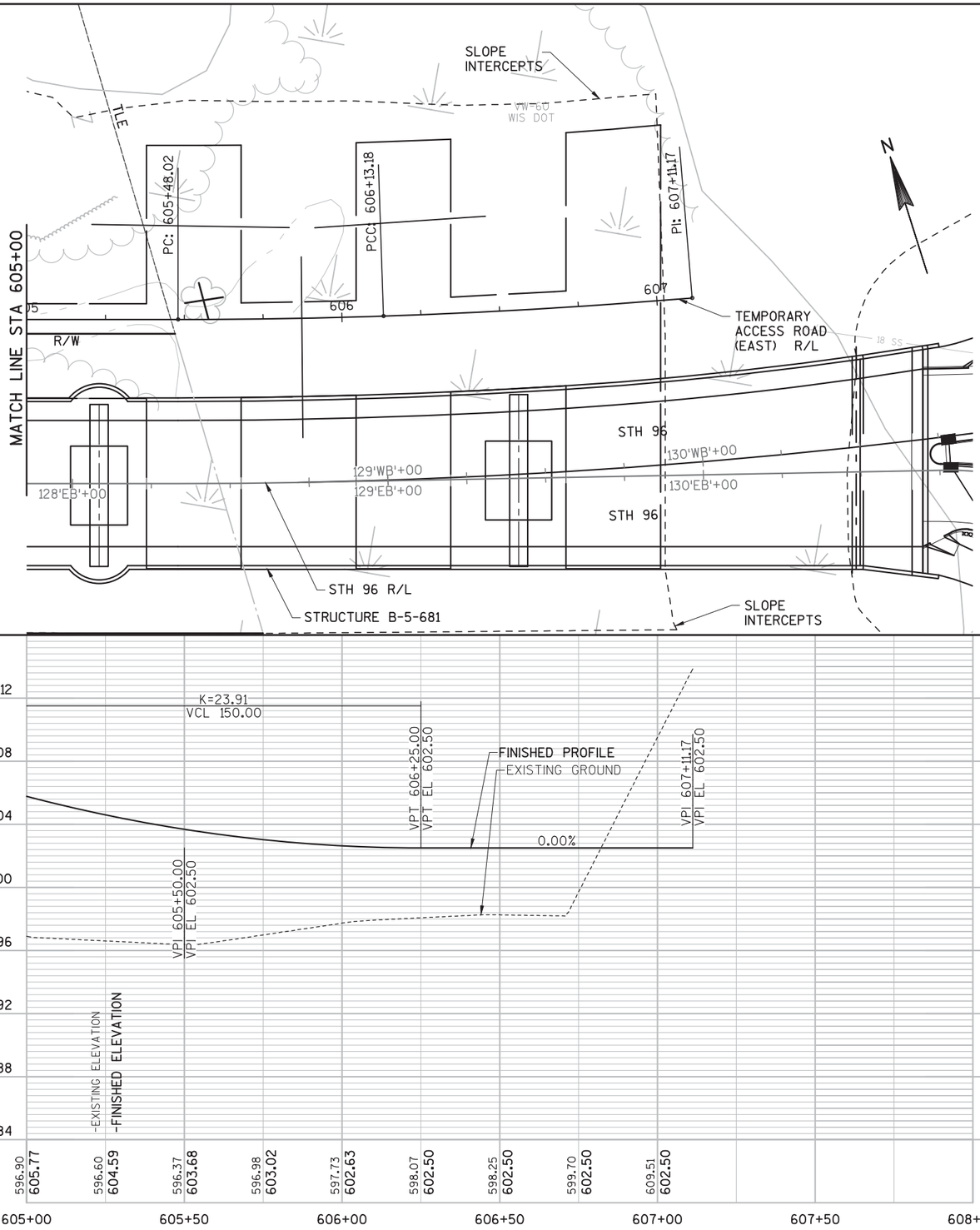
123'EB'
124'EB'
125'EB'
126'EB'
127'EB'
128'EB'
129'EB'
130'EB'

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TEMPORARY CONSTRUCTION: TEMPORARY ACCESS ROADWAY EAST | SHEET 173 E |
|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0210XX_CD_EASTACCESS.DWG PLOT DATE : 3/23/2014 5:09 PM PLOT BY : DOUGLAS HOBYAN PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 44




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TEMPORARY CONSTRUCTION: TEMPORARY ACCESS ROAD (EAST) | SHEET 174 | E |
|---|---|---|---|---|---|

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|---|---|---|---|---|
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | TEMPORARY CONSTRUCTION: TEMPORARY ACCESS ROAD (EAST) | SHEET 175 E |

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_050101_PP_TEMPRDS.DWG PLOT DATE : 5/8/2014 11:02 AM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 44

CURVE 'BWB' 10
PI STA = 102'BWB'+73.91
Y = 499289.7551
X = 59225.4541
DELTA = 1°37'10"
D = 2°51'53"
T = 28.26
L = 56.53
R = 2000.00
PC STA = 102'BWB'+45.64
Y = 499289.6961
X = 59197.1892
PT STA = 103'BWB'+02.17
Y = 499290.6127
X = 59253.7060
BK = N89°52'50"E
AH = N88°15'40"E

CURVE 'BWB' 11
PI STA = 105'BWB'+43.99
Y = 499297.9503
X = 59495.4087
DELTA = 45°40'11"
D = 12°43'57"
T = 189.48
L = 358.69
R = 450.00
PC STA = 103'BWB'+54.50
Y = 499292.2006
X = 59306.0113
PT STA = 107'BWB'+13.19
Y = 499166.4878
X = 59631.8713
BK = N88°15'40"E
AH = S46°04'09"E

CURVE 'BWB' 59
PI STA = 109'BWB'+92.45
Y = 498931.5049
X = 59768.1463
DELTA = 36°01'37"
D = 47°44'47"
T = 39.02
L = 75.45
R = 120.00
PC STA = 109'BWB'+53.43
Y = 498970.2542
X = 59763.5443
PT STA = 110'BWB'+28.88
Y = 498902.8735
X = 59794.6591
BK = S6°46'22"E
AH = S42°47'59"E

CURVE 'BWB' 60
PI STA = 111'BWB'+27.18
Y = 498830.7487
X = 59861.4470
DELTA = 14°56'01"
D = 7°38'22"
T = 98.30
L = 195.48
R = 750.00
PC STA = 110'BWB'+28.88
Y = 498902.8726
X = 59794.6600
PT STA = 112'BWB'+24.36
Y = 498778.2718
X = 59944.5645
BK = S42°47'59"E
AH = S57°44'00"E

CURVE 'C' 19
PI STA = 7'C'+58.75
Y = 499292.4708
X = 59721.8250
DELTA = 99°19'40"
D = 375°12'08"
T = 17.98
L = 26.47
R = 15.27
PC STA = 7'C'+40.77
Y = 499302.7671
X = 59736.5692
PT STA = 7'C'+67.24
Y = 499279.5903
X = 59734.3749
BK = S55°04'21"W
AH = S44°15'19"E

CURVE 'RA' 20
PI STA = 0'RA'+53.00
Y = 498971.1806
X = 59767.3413
DELTA = 90°00'00"
D = 108°06'19"
T = 53.00
L = 83.25
R = 53.00
PC STA = 0'RA'+00.00
Y = 499024.1806
X = 59767.3413
PT STA = 0'RA'+83.25
Y = 498971.1806
X = 59714.3413
BK = S0°00'00"E
AH = N90°00'00"W

CURVE 'RA' 21
PI STA = 1'RA'+36.25
Y = 498971.1806
X = 59661.3413
DELTA = 90°00'00"
D = 108°06'19"
T = 53.00
L = 83.25
R = 53.00
PC STA = 0'RA'+83.25
Y = 498971.1806
X = 59714.3413
PT STA = 1'RA'+66.51
Y = 499024.1806
X = 59661.3413
BK = N90°00'00"W
AH = N0°00'00"E

CURVE 'RA' 22
PI STA = 2'RA'+19.51
Y = 499077.1806
X = 59661.3413
DELTA = 90°00'00"
D = 108°06'19"
T = 53.00
L = 83.25
R = 53.00
PC STA = 1'RA'+66.51
Y = 499024.1806
X = 59661.3413
PT STA = 2'RA'+49.76
Y = 499077.1806
X = 59714.3413
BK = N0°00'00"E
AH = N90°00'00"E

CURVE 'RA' 23
PI STA = 3'RA'+02.76
Y = 499077.1806
X = 59767.3413
DELTA = 90°00'00"
D = 108°06'20"
T = 53.00
L = 83.25
R = 53.00
PC STA = 2'RA'+49.76
Y = 499077.1806
X = 59714.3415
PT STA = 3'RA'+33.01
Y = 499024.1808
X = 59767.3413
BK = N90°00'00"E
AH = S0°00'00"E

CURVE 'H' 25
PI STA = 13'H'+54.19
Y = 498942.1628
X = 60192.2460
DELTA = 77°48'45"
D = 130°13'04"
T = 35.51
L = 59.76
R = 44.00
PC STA = 13'H'+18.68
Y = 498962.4113
X = 60163.0729
PT STA = 13'H'+78.44
Y = 498966.4037
X = 60218.1968
BK = S55°14'10"E
AH = N46°57'05"E

CURVE 'H' 26
PI STA = 14'H'+25.14
Y = 498998.2822
X = 60252.3240
DELTA = 36°13'33"
D = 88°08'50"
T = 21.26
L = 41.10
R = 65.00
PC STA = 14'H'+03.88
Y = 498983.7686
X = 60236.7867
PT STA = 14'H'+44.97
Y = 499000.8080
X = 60273.4349
BK = N46°57'05"E
AH = N83°10'37"E

CURVE 'H' 27
PI STA = 15'H'+60.59
Y = 499014.5435
X = 60388.2327
DELTA = 22°36'30"
D = 190°59'09"
T = 6.00
L = 11.84
R = 30.00
PC STA = 15'H'+54.59
Y = 499013.8310
X = 60382.2783
PT STA = 15'H'+66.43
Y = 499017.4902
X = 60393.4557
BK = N83°10'37"E
AH = N60°34'07"E

CURVE 'BEB' 1
PI STA = 104'BEB'+98.31
Y = 499290.2231
X = 59449.8497
DELTA = 39°30'13"
D = 10°25'03"
T = 197.49
L = 379.21
R = 550.00
PC STA = 103'BEB'+00.82
Y = 499289.8112
X = 59252.3611
PT STA = 106'BEB'+80.02
Y = 499164.9135
X = 59602.4911
BK = N89°52'50"E
AH = S50°36'58"E

CURVE 'BEB' 2
PI STA = 107'BEB'+07.54
Y = 499147.4538
X = 59623.7590
DELTA = 9°53'28"
D = 18°01'03"
T = 27.52
L = 54.90
R = 318.00
PC STA = 106'BEB'+80.02
Y = 499164.9135
X = 59602.4911
PT STA = 107'BEB'+34.92
Y = 499126.6004
X = 59641.7116
BK = S50°36'58"E
AH = S40°43'30"E

CURVE 'BEB' 3
PI STA = 107'BEB'+63.00
Y = 499105.3179
X = 59660.0336
DELTA = 31°22'20"
D = 57°17'45"
T = 28.08
L = 54.76
R = 100.00
PC STA = 107'BEB'+34.92
Y = 499126.6004
X = 59641.7116
PT STA = 107'BEB'+89.67
Y = 499077.6085
X = 59664.5974
BK = S40°43'30"E
AH = S9°21'10"E

CURVE 'EB' 14
PI STA = 300'EB'+67.86
Y = 498892.5765
X = 59520.9697
DELTA = 11°29'58"
D = 14°19'26"
T = 40.28
L = 80.28
R = 400.00
PC STA = 300'EB'+27.59
Y = 498874.8093
X = 59484.8247
PT STA = 301'EB'+07.87
Y = 498917.1928
X = 59552.8471
BK = N63°49'24"E
AH = N52°19'26"E

CURVE 'EB' 15
PI STA = 302'EB'+01.20
Y = 498974.2390
X = 59626.7201
DELTA = 32°19'14"
D = 52°05'14"
T = 31.88
L = 62.05
R = 110.00
PC STA = 301'EB'+69.33
Y = 498954.7571
X = 59601.4916
PT STA = 302'EB'+31.38
Y = 498977.2141
X = 59658.4560
BK = N52°19'26"E
AH = N84°38'40"E

CURVE 'EB' 24
PI STA = 302'EB'+64.33
Y = 498980.2896
X = 59691.2641
DELTA = 45°42'08"
D = 73°16'27"
T = 32.95
L = 62.37
R = 78.19
PC STA = 302'EB'+31.38
Y = 498977.2141
X = 59658.4563
PT STA = 302'EB'+93.75
Y = 498958.9563
X = 59716.3779
BK = N84°38'40"E
AH = S49°39'12"E

CURVE 'EB' 4
PI STA = 111'EB'+38.39
Y = 498816.3434
X = 59884.2635
DELTA = 8°04'48"
D = 5°43'46"
T = 70.63
L = 141.03
R = 1000.00
PC STA = 110'EB'+67.76
Y = 498862.0698
X = 59830.4338
PT STA = 112'EB'+08.79
Y = 498778.6371
X = 59943.9860
BK = S49°39'12"E
AH = S57°44'00"E

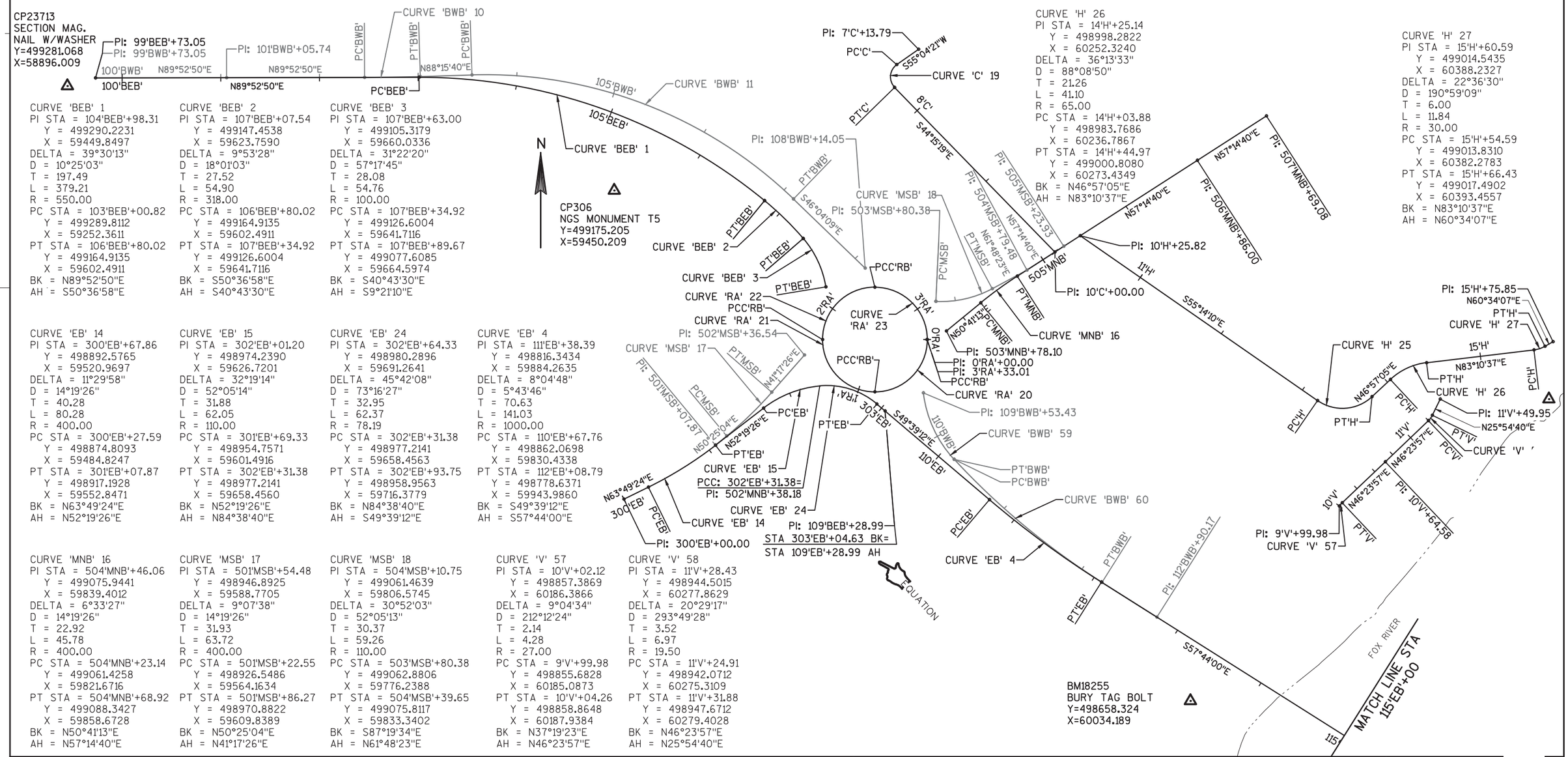
CURVE 'MNB' 16
PI STA = 504'MNB'+46.06
Y = 499075.9441
X = 59839.4012
DELTA = 6°33'27"
D = 14°19'26"
T = 22.92
L = 45.78
R = 400.00
PC STA = 504'MNB'+23.14
Y = 499061.4258
X = 59821.6716
PT STA = 504'MNB'+68.92
Y = 499088.3427
X = 59858.6728
BK = N50°41'13"E
AH = N57°14'40"E

CURVE 'MSB' 17
PI STA = 501'MSB'+54.48
Y = 498946.8925
X = 59588.7705
DELTA = 9°07'38"
D = 14°19'26"
T = 31.93
L = 63.72
R = 400.00
PC STA = 501'MSB'+22.55
Y = 498926.5486
X = 59564.1634
PT STA = 501'MSB'+86.27
Y = 498970.8822
X = 59609.8389
BK = N50°25'04"E
AH = N41°17'26"E

CURVE 'MSB' 18
PI STA = 504'MSB'+10.75
Y = 499061.4639
X = 59806.5745
DELTA = 30°52'03"
D = 52°05'13"
T = 30.37
L = 59.26
R = 110.00
PC STA = 503'MSB'+80.38
Y = 499062.8806
X = 59776.2388
PT STA = 504'MSB'+39.65
Y = 499075.8117
X = 59833.3402
BK = S87°19'34"E
AH = N61°48'23"E

CURVE 'V' 57
PI STA = 10'V'+02.12
Y = 498857.3869
X = 60186.3866
DELTA = 9°04'34"
D = 212°12'24"
T = 2.14
L = 4.28
R = 27.00
PC STA = 9'V'+99.98
Y = 498855.6828
X = 60185.0873
PT STA = 10'V'+04.26
Y = 498858.8648
X = 60187.9384
BK = N37°19'23"E
AH = N46°23'57"E

CURVE 'V' 58
PI STA = 11'V'+28.43
Y = 498944.5015
X = 60277.8629
DELTA = 20°29'17"
D = 293°49'28"
T = 3.52
L = 6.97
R = 19.50
PC STA = 11'V'+24.91
Y = 498942.0712
X = 60275.3109
PT STA = 11'V'+31.88
Y = 498947.6712
X = 60279.4028
BK = N46°23'57"E
AH = N25°54'40"E




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | ALIGNMENT: STH 96 | SHEET 176 E |
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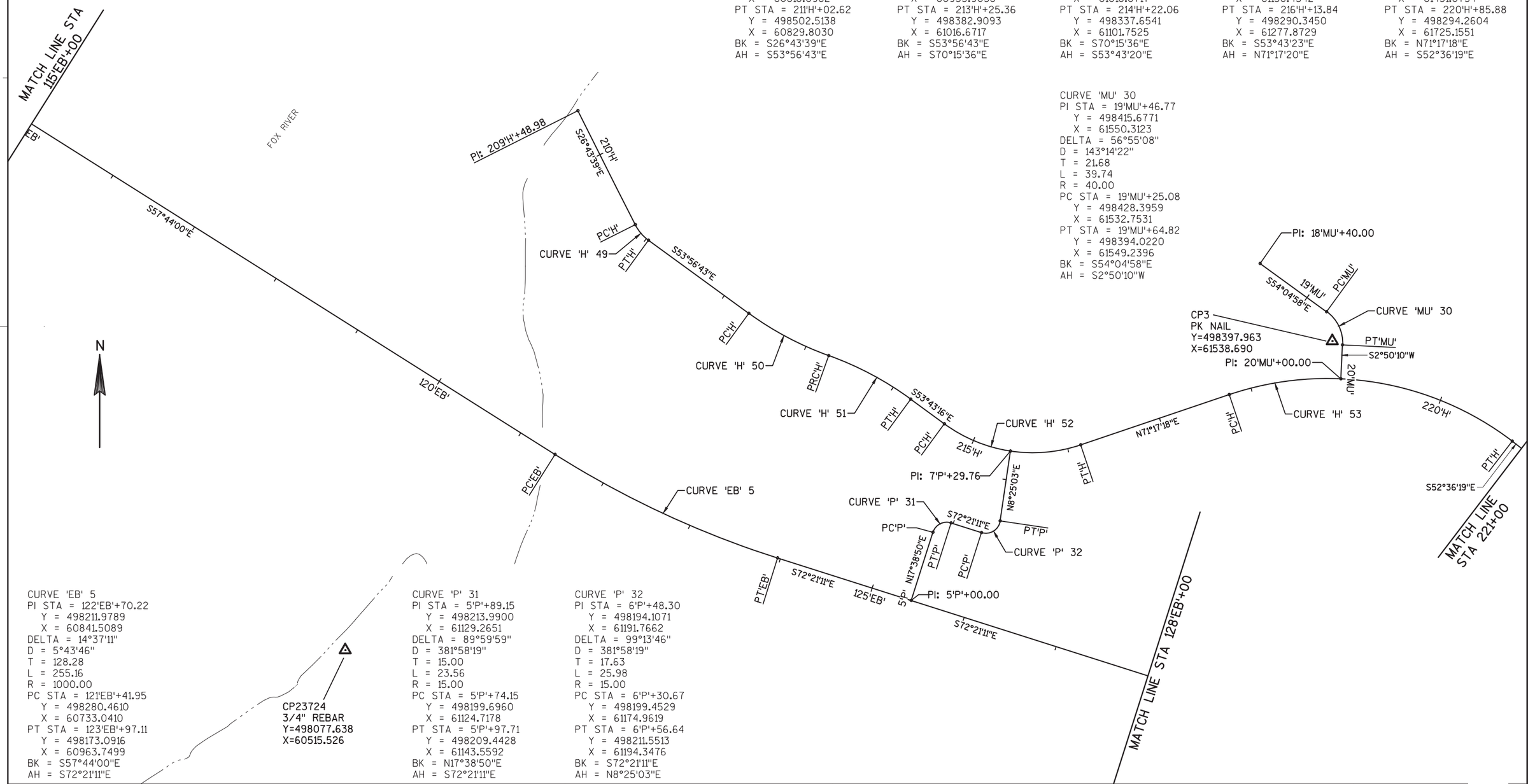


CURVE 'H' 49
PI STA = 210'H'+92.14
Y = 498508.9256
X = 60820.9957
DELTA = 27°13'04"
D = 127°19'26"
T = 10.89
L = 21.38
R = 45.00
PC STA = 210'H'+81.25
Y = 498518.6556
X = 60816.0962
PT STA = 211'H'+02.62
Y = 498502.5138
X = 60829.8030
BK = S26°43'39"E
AH = S53°56'43"E

CURVE 'H' 50
PI STA = 212'H'+78.69
Y = 498398.8861
X = 60972.1483
DELTA = 16°18'53"
D = 17°21'44"
T = 47.30
L = 93.97
R = 330.00
PC STA = 212'H'+31.39
Y = 498426.7267
X = 60933.9058
PT STA = 213'H'+25.36
Y = 498382.9093
X = 61016.6717
BK = S53°56'43"E
AH = S70°15'36"E

CURVE 'H' 51
PI STA = 213'H'+74.05
Y = 498366.4641
X = 61062.5006
DELTA = 16°32'16"
D = 17°06'06"
T = 48.69
L = 96.70
R = 335.03
PC STA = 213'H'+25.36
Y = 498382.9093
X = 61016.6717
PT STA = 214'H'+22.06
Y = 498337.6541
X = 61101.7525
BK = S70°15'36"E
AH = S53°43'20"E

CURVE 'H' 52
PI STA = 215'H'+45.75
Y = 498264.4663
X = 61201.4671
DELTA = 54°59'18"
D = 36°57'51"
T = 80.67
L = 148.76
R = 155.00
PC STA = 214'H'+65.08
Y = 498312.1976
X = 61136.4342
PT STA = 216'H'+13.84
Y = 498290.3450
X = 61277.8729
BK = S53°43'23"E
AH = N71°17'20"E

CURVE 'H' 53
PI STA = 219'H'+44.83
Y = 498396.5280
X = 61591.3692
DELTA = 56°06'23"
D = 18°07'54"
T = 168.40
L = 309.44
R = 316.00
PC STA = 217'H'+76.44
Y = 498342.5058
X = 61431.8734
PT STA = 220'H'+85.88
Y = 498294.2604
X = 61725.1551
BK = N71°17'18"E
AH = S52°36'19"E

CURVE 'MU' 30
PI STA = 19'MU'+46.77
Y = 498415.6771
X = 61550.3123
DELTA = 56°55'08"
D = 143°14'22"
T = 21.68
L = 39.74
R = 40.00
PC STA = 19'MU'+25.08
Y = 498428.3959
X = 61532.7531
PT STA = 19'MU'+64.82
Y = 498394.0220
X = 61549.2396
BK = S54°04'58"E
AH = S2°50'10"W

CURVE 'EB' 5
PI STA = 122'EB'+70.22
Y = 498211.9789
X = 60841.5089
DELTA = 14°37'11"
D = 5°43'46"
T = 128.28
L = 255.16
R = 1000.00
PC STA = 121'EB'+41.95
Y = 498280.4610
X = 60733.0410
PT STA = 123'EB'+97.11
Y = 498173.0916
X = 60963.7499
BK = S57°44'00"E
AH = S72°21'11"E

CURVE 'P' 31
PI STA = 5'P'+89.15
Y = 498213.9900
X = 61129.2651
DELTA = 89°59'59"
D = 381°58'19"
T = 15.00
L = 23.56
R = 15.00
PC STA = 5'P'+74.15
Y = 498199.6960
X = 61124.7178
PT STA = 5'P'+97.71
Y = 498209.4428
X = 61143.5592
BK = N17°38'50"E
AH = S72°21'11"E

CURVE 'P' 32
PI STA = 6'P'+48.30
Y = 498194.1071
X = 61191.7662
DELTA = 99°13'46"
D = 381°58'19"
T = 17.63
L = 25.98
R = 15.00
PC STA = 6'P'+30.67
Y = 498199.4529
X = 61174.9619
PT STA = 6'P'+56.64
Y = 498211.5513
X = 61194.3476
BK = S72°21'11"E
AH = N8°25'03"E

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CURVE 'H' 54
PI STA = 222'H'+23.87
Y = 498210.4590
X = 61834.7836
DELTA = 7°10'01"
D = 11°27'33"
T = 31.31
L = 62.54
R = 500.00
PC STA = 221'H'+92.55
Y = 498229.4749
X = 61809.9072
PT STA = 222'H'+55.10
Y = 498194.6953
X = 61861.8380
BK = S52°36'19"E
AH = S59°46'19"E

CURVE 'TNB' 36
PI STA = 402'TNB'+65.98
Y = 498167.7322
X = 61843.4880
DELTA = 29°43'49"
D = 12°43'57"
T = 119.44
L = 233.50
R = 450.00
PC STA = 401'TNB'+46.53
Y = 498050.1582
X = 61822.4407
PT STA = 403'TNB'+80.03
Y = 498259.3920
X = 61920.0720
BK = N10°08'57"E
AH = N39°52'46"E

CURVE 'TNB' 37
PI STA = 404'TNB'+64.78
Y = 498324.4223
X = 61974.4063
DELTA = 9°37'27"
D = 19°05'55"
T = 25.26
L = 50.39
R = 300.00
PC STA = 404'TNB'+39.52
Y = 498305.0416
X = 61958.2133
PT STA = 404'TNB'+89.91
Y = 498346.2374
X = 61987.1314
BK = N39°52'46"E
AH = N30°15'20"E

CURVE 'TSB' 38
PI STA = 401'TSB'+01.30
Y = 498005.5837
X = 61803.5694
DELTA = 36°46'34"
D = 49°23'34"
T = 38.56
L = 74.46
R = 116.00
PC STA = 400'TSB'+62.74
Y = 497983.3299
X = 61772.0777
PT STA = 401'TSB'+37.20
Y = 498042.2623
X = 61815.4705
BK = N54°45'10"E
AH = N17°58'36"E

CURVE 'HC' 55
PI STA = 5'HC'+67.53
Y = 497874.5904
X = 61995.6745
DELTA = 26°00'21"
D = 85°30'58"
T = 15.47
L = 30.41
R = 67.00
PC STA = 5'HC'+52.06
Y = 497885.3124
X = 61984.5203
PT STA = 5'HC'+82.47
Y = 497860.0633
X = 62000.9981
BK = S46°07'54"E
AH = S20°07'33"E

CURVE 'HC' 56
PI STA = 6'HC'+63.61
Y = 497783.8776
X = 62028.9170
DELTA = 69°02'06"
D = 572°57'28"
T = 6.88
L = 12.05
R = 10.00
PC STA = 6'HC'+56.73
Y = 497790.3350
X = 62026.5506
PT STA = 6'HC'+68.78
Y = 497779.3575
X = 62023.7337
BK = S20°07'33"E
AH = S48°54'33"W

CURVE 'EB' 6
PI STA = 128'EB'+52.37
Y = 498035.0777
X = 61397.5915
DELTA = 1°05'01"
D = 2°51'53"
T = 18.91
L = 37.83
R = 2000.00
PC STA = 128'EB'+33.46
Y = 498040.8115
X = 61379.5676
PT STA = 128'EB'+71.28
Y = 498029.6859
X = 61415.7207
BK = S72°21'11"E
AH = S73°26'12"E

CURVE 'EB' 7
PI STA = 131'EB'+15.35
Y = 497960.1102
X = 61649.6551
DELTA = 39°52'14"
D = 52°05'13"
T = 39.90
L = 76.55
R = 110.00
PC STA = 130'EB'+75.45
Y = 497971.4835
X = 61611.4147
PT STA = 131'EB'+52.00
Y = 497926.8670
X = 61671.7137
BK = S73°26'12"E
AH = S33°33'59"E

CURVE 'EB' 8
PI STA = 134'EB'+69.73
Y = 497810.1930
X = 61958.6000
DELTA = 46°03'23"
D = 19°05'55"
T = 127.52
L = 241.15
R = 300.00
PC STA = 133'EB'+42.22
Y = 497832.7372
X = 61833.0918
PT STA = 135'EB'+83.37
Y = 497704.1796
X = 62029.4641
BK = S79°49'01"E
AH = S33°45'38"E

CURVE 'EB' 9
PI STA = 136'EB'+55.10
Y = 497644.5456
X = 62069.3261
DELTA = 13°38'05"
D = 9°32'57"
T = 71.73
L = 142.78
R = 600.00
PC STA = 135'EB'+83.37
Y = 497704.1796
X = 62029.4641
PT STA = 137'EB'+26.15
Y = 497577.1954
X = 62094.0071
BK = S33°45'38"E
AH = S20°07'33"E

CURVE 'WB' 33
PI STA = 130'WB'+00.39
Y = 497992.8810
X = 61539.4697
DELTA = 7°23'13"
D = 2°51'53"
T = 129.11
L = 257.85
R = 2000.00
PC STA = 128'WB'+71.28
Y = 498029.6857
X = 61415.7210
PT STA = 131'WB'+29.13
Y = 497972.2922
X = 61666.9233
BK = S73°26'12"E
AH = S80°49'25"E

CURVE 'WB' 34
PI STA = 133'WB'+44.38
Y = 497851.8933
X = 61838.5968
DELTA = 34°16'23"
D = 57°17'45"
T = 30.83
L = 59.82
R = 100.00
PC STA = 133'WB'+13.55
Y = 497877.2448
X = 61821.0462
PT STA = 133'WB'+73.36
Y = 497840.8272
X = 61867.3764
BK = S34°41'40"E
AH = S68°58'03"E

CURVE 'WB' 35
PI STA = 135'WB'+38.95
Y = 497777.7976
X = 62020.4947
DELTA = 47°30'34"
D = 19°05'55"
T = 132.03
L = 248.76
R = 300.00
PC STA = 134'WB'+06.91
Y = 497828.0362
X = 61898.3931
PT STA = 136'WB'+55.67
Y = 497653.8266
X = 62065.9249
BK = S67°38'07"E
AH = S20°07'33"E

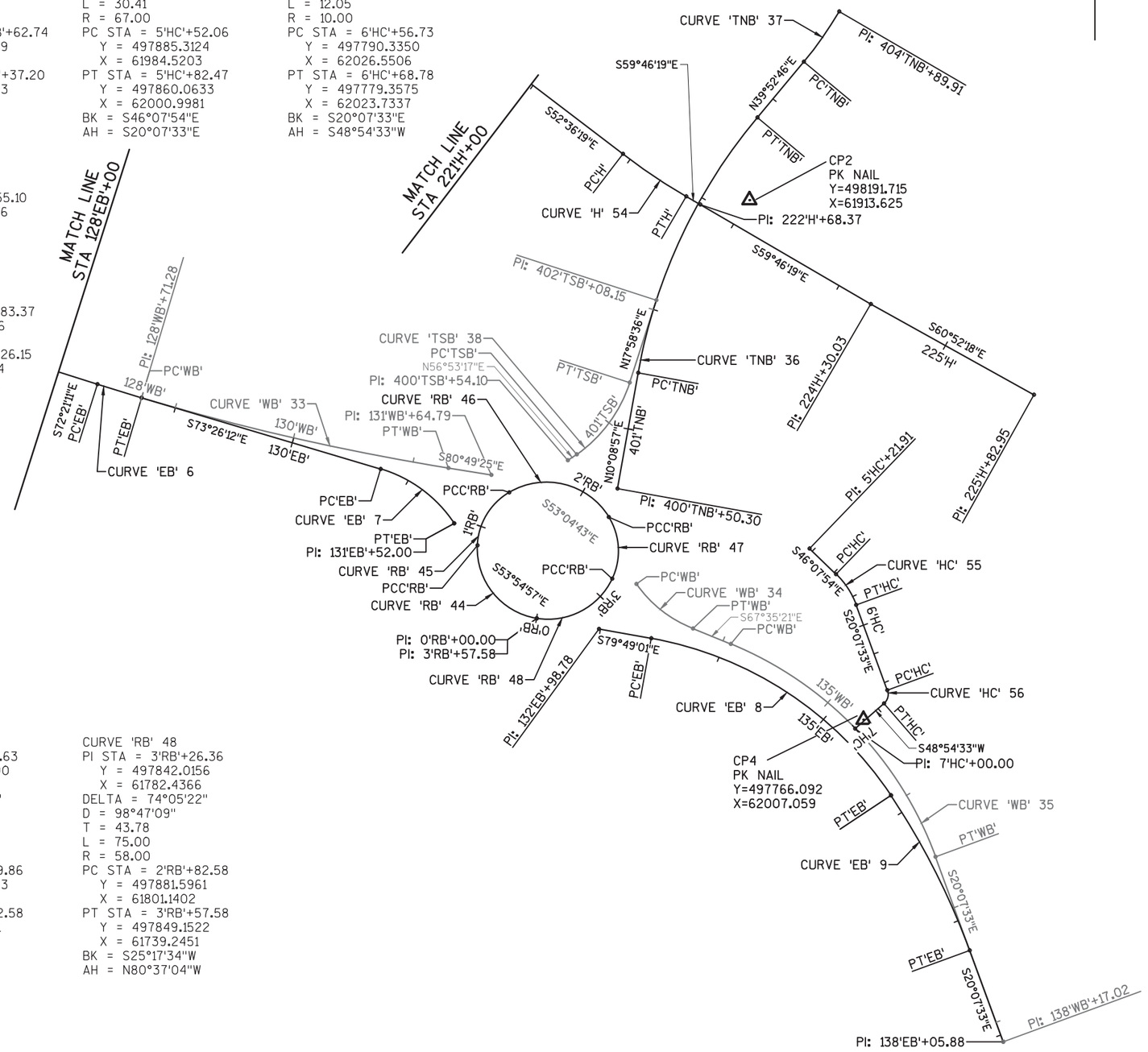
CURVE 'RB' 44
PI STA = 0'RB'+51.36
Y = 497857.5253
X = 61688.5700
DELTA = 83°03'12"
D = 98°47'09"
T = 51.36
L = 84.07
R = 58.00
PC STA = 0'RB'+00.00
Y = 497849.1522
X = 61739.2451
PT STA = 0'RB'+84.07
Y = 497908.8410
X = 61690.7527
BK = N80°37'04"W
AH = N2°26'08"E

CURVE 'RB' 45
PI STA = 1'RB'+12.85
Y = 497937.5866
X = 61691.9754
DELTA = 56°59'29"
D = 108°06'19"
T = 28.77
L = 52.72
R = 53.00
PC STA = 0'RB'+84.07
Y = 497908.8410
X = 61690.7527
PT STA = 1'RB'+36.79
Y = 497952.2208
X = 61716.7471
BK = N2°26'08"E
AH = N59°25'37"E

CURVE 'RB' 46
PI STA = 1'RB'+95.63
Y = 497982.1456
X = 61767.4016
DELTA = 88°52'30"
D = 95°29'35"
T = 58.83
L = 93.07
R = 60.00
PC STA = 1'RB'+36.79
Y = 497952.2208
X = 61716.7471
PT STA = 2'RB'+29.86
Y = 497932.0883
X = 61798.3151
BK = N59°25'37"E
AH = S31°41'52"E

CURVE 'RB' 47
PI STA = 2'RB'+58.63
Y = 497907.6090
X = 61813.4325
DELTA = 56°59'26"
D = 108°06'19"
T = 28.77
L = 52.72
R = 53.00
PC STA = 2'RB'+29.86
Y = 497932.0883
X = 61798.3151
PT STA = 2'RB'+82.58
Y = 497881.5961
X = 61801.1402
BK = S31°41'52"E
AH = S25°17'34"W

CURVE 'RB' 48
PI STA = 3'RB'+26.36
Y = 497842.0156
X = 61782.4366
DELTA = 74°05'22"
D = 98°47'09"
T = 43.78
L = 75.00
R = 58.00
PC STA = 2'RB'+82.58
Y = 497881.5961
X = 61801.1402
PT STA = 3'RB'+57.58
Y = 497849.1522
X = 61739.2451
BK = S25°17'34"W
AH = N80°37'04"W



CURVE 'NWA' 10
PI STA = 6'NWA'+44.63
Y = 499305.7835
X = 59239.0414
DELTA = 2°55'16"
D = 4°50'21"
T = 30.19
L = 60.37
R = 1184.00
PC STA = 6'NWA'+14.44
Y = 499305.7205
X = 59208.8520
PT STA = 6'NWA'+74.81
Y = 499307.3849
X = 59269.1883
BK = N89°52'50"E
AH = N86°57'33"E

CURVE 'NWA' 11
PI STA = 8'NWA'+86.91
Y = 499318.6355
X = 59480.9897
DELTA = 43°30'33"
D = 12°16'08"
T = 186.36
L = 354.63
R = 467.00
PC STA = 7'NWA'+00.55
Y = 499308.7504
X = 59294.8946
PT STA = 10'NWA'+55.18
Y = 499197.6837
X = 59622.7634
BK = N86°57'34"E
AH = S49°31'53"E

CURVE 'NWA' 8
PI STA = 11'NWA'+90.54
Y = 499105.9950
X = 59722.0552
DELTA = 10°16'08"
D = 18°58'20"
T = 27.14
L = 54.13
R = 302.00
PC STA = 11'NWA'+63.40
Y = 499123.8591
X = 59701.6295
PT STA = 12'NWA'+17.53
Y = 499092.0583
X = 59745.3384
BK = S48°49'39"E
AH = S59°05'47"E

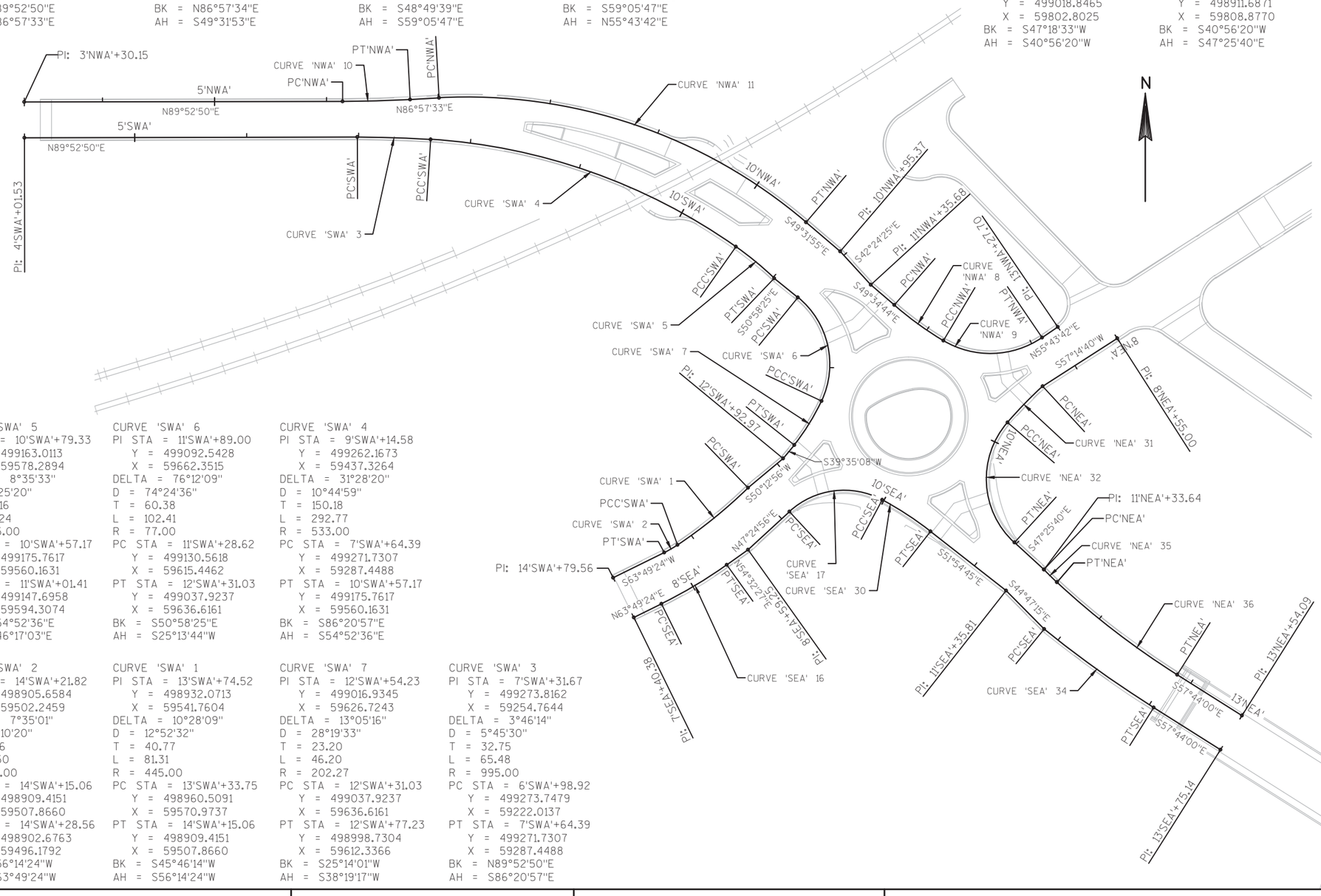
CURVE 'NWA' 9
PI STA = 12'NWA'+69.94
Y = 499065.1374
X = 59790.3134
DELTA = 65°10'32"
D = 69°52'22"
T = 52.42
L = 93.28
R = 82.00
PC STA = 12'NWA'+17.53
Y = 499092.0583
X = 59745.3384
PT STA = 13'NWA'+10.81
Y = 499094.6541
X = 59833.6291
BK = S59°05'47"E
AH = N55°43'42"E

CURVE 'NEA' 31
PI STA = 9'NEA'+56.70
Y = 499035.8720
X = 59817.5707
DELTA = 6°22'13"
D = 14°08'50"
T = 22.54
L = 45.03
R = 405.00
PC STA = 9'NEA'+34.16
Y = 499051.1537
X = 59834.1367
PT STA = 9'NEA'+79.19
Y = 499018.8465
X = 59802.8025
BK = S47°18'33"W
AH = S40°56'20"W

CURVE 'NEA' 32
PI STA = 10'NEA'+54.02
Y = 498962.3149
X = 59753.7662
DELTA = 88°21'59"
D = 74°24'36"
T = 74.84
L = 118.76
R = 77.00
PC STA = 9'NEA'+79.19
Y = 499018.8465
X = 59802.8025
PT STA = 10'NEA'+97.94
Y = 498911.6871
X = 59808.8770
BK = S40°56'20"W
AH = S47°25'40"E

CURVE 'NEA' 35
PI STA = 11'NEA'+41.83
Y = 498881.6401
X = 59840.8460
DELTA = 3°11'24"
D = 19°29'19"
T = 8.19
L = 16.37
R = 294.00
PC STA = 11'NEA'+33.64
Y = 498887.5362
X = 59835.1663
PT STA = 11'NEA'+50.01
Y = 498876.0691
X = 59846.8449
BK = S43°55'42"E
AH = S47°07'07"E

CURVE 'NEA' 36
PI STA = 12'NEA'+18.01
Y = 498829.7955
X = 59896.6736
DELTA = 10°36'53"
D = 7°49'38"
T = 68.00
L = 135.61
R = 732.00
PC STA = 11'NEA'+50.01
Y = 498876.0693
X = 59846.8447
PT STA = 12'NEA'+85.63
Y = 498793.4924
X = 59954.1737
BK = S47°07'07"E
AH = S57°44'00"E




CURVE 'SEA' 16
PI STA = 8'SEA'+02.06
Y = 498871.9023
X = 59524.2478
DELTA = 9°16'57"
D = 13°38'31"
T = 34.10
L = 68.04
R = 420.00
PC STA = 7'SEA'+67.97
Y = 498856.8607
X = 59493.6479
PT STA = 8'SEA'+36.01
Y = 498891.6828
X = 59552.0207
BK = N63°49'24"E
AH = N54°32'27"E

CURVE 'SEA' 17
PI STA = 9'SEA'+60.76
Y = 498973.8557
X = 59645.6927
DELTA = 70°48'33"
D = 79°34'39"
T = 51.18
L = 88.98
R = 72.00
PC STA = 9'SEA'+09.59
Y = 498939.2258
X = 59608.0123
PT STA = 9'SEA'+98.57
Y = 498949.6525
X = 59690.7842
BK = N47°24'56"E
AH = S61°46'30"E

CURVE 'SEA' 30
PI STA = 10'SEA'+24.45
Y = 498937.4113
X = 59713.5901
DELTA = 9°51'45"
D = 19°05'55"
T = 25.88
L = 51.64
R = 300.00
PC STA = 9'SEA'+98.57
Y = 498949.6525
X = 59690.7842
PT STA = 10'SEA'+50.21
Y = 498921.4446
X = 59733.9624
BK = S61°46'30"E
AH = S51°54'45"E

CURVE 'SEA' 34
PI STA = 12'SEA'+44.46
Y = 498796.3402
X = 59882.2295
DELTA = 6°46'58"
D = 5°37'42"
T = 60.27
L = 120.41
R = 1018.00
PC STA = 11'SEA'+84.19
Y = 498834.3070
X = 59835.4169
PT STA = 13'SEA'+04.59
Y = 498764.1626
X = 59933.1951
BK = S50°57'28"E
AH = S57°44'00"E

CURVE 'SEA' 3
PI STA = 11'SE
Y = 498881
X = 59840.
DELTA = 3°11'2
D = 19°29'19"
T = 8.19
L = 16.37
R = 294.00
PC STA = 11'SE
Y = 498887
X = 59846.
PT STA = 11'S
Y = 498876
X = 59846.
BK = S43°55'4
AH = S47°07'0

CURVE 'SWA' 5
PI STA = 10'SWA'+79.33
Y = 499163.0113
X = 59578.2894
DELTA = 8°35'33"
D = 19°25'20"
T = 22.16
L = 44.24
R = 295.00
PC STA = 10'SWA'+57.17
Y = 499175.7617
X = 59560.1631
PT STA = 11'SWA'+01.41
Y = 499147.6958
X = 59594.3074
BK = S54°52'36"E
AH = S46°17'03"E

CURVE 'SWA' 6
PI STA = 11'SWA'+89.00
Y = 499092.5428
X = 59662.3515
DELTA = 76°12'09"
D = 74°24'36"
T = 60.38
L = 102.41
R = 77.00
PC STA = 11'SWA'+28.62
Y = 499130.5618
X = 59615.4462
PT STA = 12'SWA'+31.03
Y = 499037.9237
X = 59636.6161
BK = S50°58'25"E
AH = S25°13'44"W

CURVE 'SWA' 4
PI STA = 9'SWA'+14.58
Y = 499262.1673
X = 59437.3264
DELTA = 31°28'20"
D = 10°44'59"
T = 150.18
L = 292.77
R = 533.00
PC STA = 7'SWA'+64.39
Y = 499271.7307
X = 59287.4488
PT STA = 10'SWA'+57.17
Y = 499175.7617
X = 59560.1631
BK = S86°20'57"E
AH = S54°52'36"E

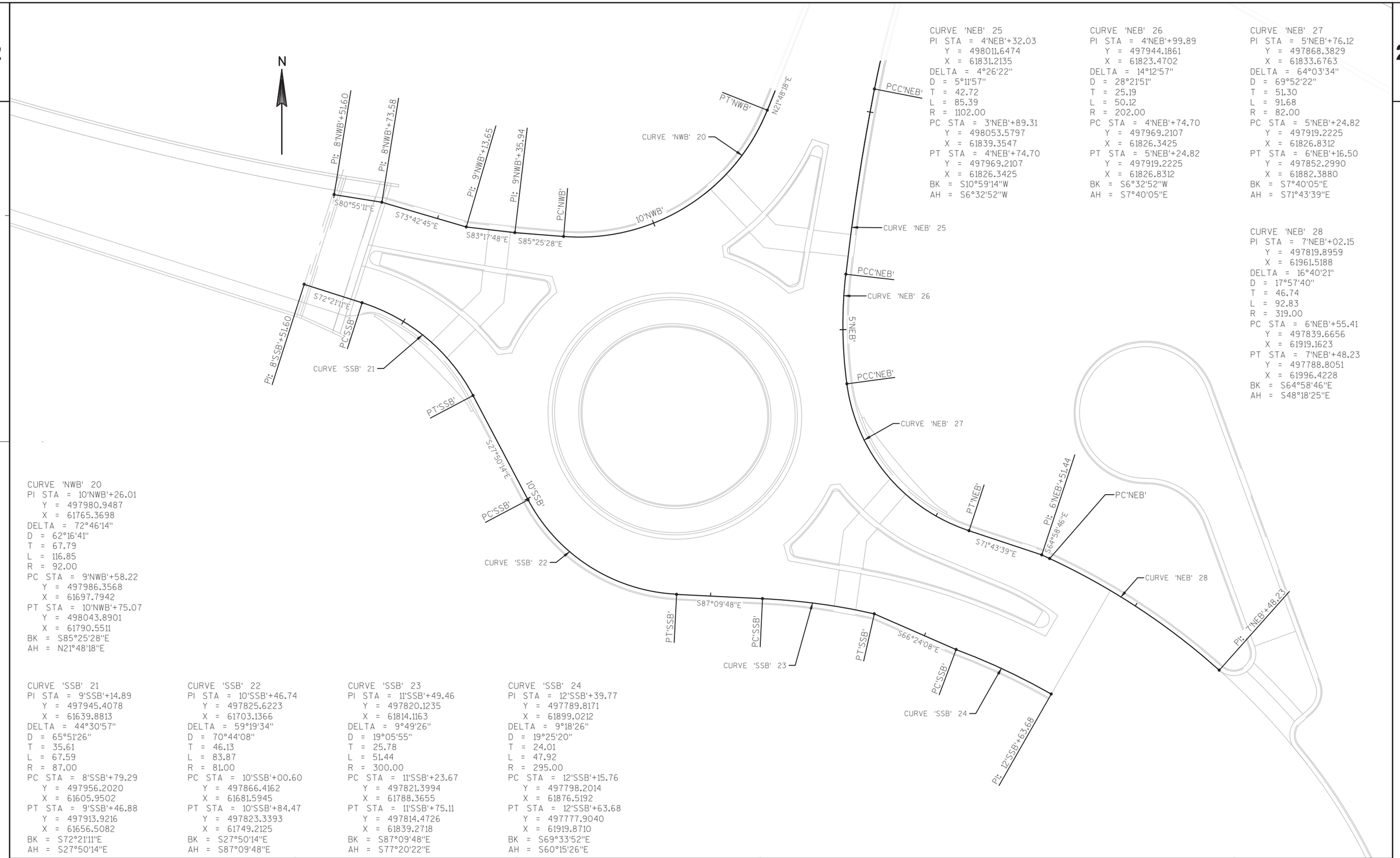
CURVE 'SWA' 2
PI STA = 14'SWA'+21.82
Y = 498905.6584
X = 59502.2459
DELTA = 7°35'01"
D = 56°10'20"
T = 6.76
L = 13.50
R = 102.00
PC STA = 14'SWA'+15.06
Y = 498909.4151
X = 59507.8660
PT STA = 14'SWA'+28.56
Y = 498902.6763
X = 59496.1792
BK = S56°14'24"W
AH = S63°49'24"W

CURVE 'SWA' 1
PI STA = 13'SWA'+74.52
Y = 498932.0713
X = 59541.7604
DELTA = 10°28'09"
D = 12°52'32"
T = 40.77
L = 81.31
R = 445.00
PC STA = 13'SWA'+33.75
Y = 498960.5091
X = 59570.9737
PT STA = 14'SWA'+15.06
Y = 498909.4151
X = 59507.8660
BK = S45°46'14"W
AH = S56°14'24"W

CURVE 'SWA' 7
PI STA = 12'SWA'+54.23
Y = 499016.9345
X = 59626.7243
DELTA = 13°05'16"
D = 28°19'33"
T = 23.20
L = 46.20
R = 202.27
PC STA = 12'SWA'+31.03
Y = 499037.9237
X = 59636.6161
PT STA = 12'SWA'+77.23
Y = 498998.7304
X = 59612.3366
BK = S25°14'01"W
AH = S38°19'17"W

CURVE 'SWA' 3
PI STA = 7'SWA'+31.67
Y = 499273.8162
X = 59254.7644
DELTA = 3°46'14"
D = 5°45'30"
T = 32.75
L = 65.48
R = 995.00
PC STA = 6'SWA'+98.92
Y = 499273.7479
X = 59222.0137
PT STA = 7'SWA'+64.39
Y = 499271.7307
X = 59287.4488
BK = N89°52'50"E
AH = S86°20'57"E

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | ALIGNMENT: STH 96 - CURB RETURNS | SHEET 179 | E |
|---|---|---|---|---|---|




CURVE 'NWB' 20
PI STA = 10'NWB'+26.01
Y = 497980.9487
X = 61765.3698
DELTA = 72°46'14"
D = 62°16'41"
T = 67.79
L = 116.85
R = 92.00
PC STA = 9'NWB'+58.22
Y = 497986.3568
X = 61697.7942
PT STA = 10'NWB'+75.07
Y = 498043.8901
X = 61790.5511
BK = S85°25'28"E
AH = N21°48'18"E

CURVE 'NEB' 25
PI STA = 4'NEB'+32.03
Y = 498011.6474
X = 61831.2135
DELTA = 4°26'22"
D = 5°11'57"
T = 42.72
L = 85.39
R = 1102.00
PC STA = 3'NEB'+89.31
Y = 498053.5797
X = 61839.3547
PT STA = 4'NEB'+74.70
Y = 497969.2107
X = 61826.3425
BK = S10°59'14"W
AH = S6°32'52"W

CURVE 'NEB' 26
PI STA = 4'NEB'+99.89
Y = 497944.1861
X = 61823.4702
DELTA = 14°12'57"
D = 28°21'51"
T = 25.19
L = 50.12
R = 202.00
PC STA = 4'NEB'+74.70
Y = 497969.2107
X = 61826.3425
PT STA = 5'NEB'+24.82
Y = 497919.2225
X = 61826.8312
BK = S6°32'52"W
AH = S7°40'05"E

CURVE 'NEB' 27
PI STA = 5'NEB'+76.12
Y = 497868.3829
X = 61833.6763
DELTA = 64°03'34"
D = 69°52'22"
T = 51.30
L = 91.68
R = 82.00
PC STA = 5'NEB'+24.82
Y = 497919.2225
X = 61826.8312
PT STA = 6'NEB'+16.50
Y = 497852.2990
X = 61882.3880
BK = S7°40'05"E
AH = S71°43'39"E

CURVE 'NEB' 28
PI STA = 7'NEB'+02.15
Y = 497819.8959
X = 61961.5188
DELTA = 16°40'21"
D = 17°57'40"
T = 46.74
L = 92.83
R = 319.00
PC STA = 6'NEB'+55.41
Y = 497839.6656
X = 61919.1623
PT STA = 7'NEB'+48.23
Y = 497788.8051
X = 61996.4228
BK = S64°58'46"E
AH = S48°18'25"E

CURVE 'SSB' 21
PI STA = 9'SSB'+14.89
Y = 497945.4078
X = 61639.8813
DELTA = 44°30'57"
D = 65°51'26"
T = 35.61
L = 67.59
R = 87.00
PC STA = 8'SSB'+79.29
Y = 497956.2020
X = 61605.9502
PT STA = 9'SSB'+46.88
Y = 497913.9216
X = 61656.5082
BK = S72°21'11"E
AH = S27°50'14"E

CURVE 'SSB' 22
PI STA = 10'SSB'+46.74
Y = 497825.6223
X = 61703.1366
DELTA = 59°19'34"
D = 70°44'08"
T = 46.13
L = 83.87
R = 81.00
PC STA = 10'SSB'+00.60
Y = 497866.4162
X = 61681.5945
PT STA = 10'SSB'+84.47
Y = 497823.3393
X = 61749.2125
BK = S27°50'14"E
AH = S87°09'48"E

CURVE 'SSB' 23
PI STA = 11'SSB'+49.46
Y = 497820.1235
X = 61814.1163
DELTA = 9°49'26"
D = 19°05'55"
T = 25.78
L = 51.44
R = 300.00
PC STA = 11'SSB'+23.67
Y = 497821.3994
X = 61788.3655
PT STA = 11'SSB'+75.11
Y = 497814.4726
X = 61839.2718
BK = S87°09'48"E
AH = S77°20'22"E

CURVE 'SSB' 24
PI STA = 12'SSB'+39.77
Y = 497789.8171
X = 61899.0212
DELTA = 9°18'26"
D = 19°25'20"
T = 24.01
L = 47.92
R = 295.00
PC STA = 12'SSB'+15.76
Y = 497798.2014
X = 61876.5192
PT STA = 12'SSB'+63.68
Y = 497777.9040
X = 61919.8710
BK = S69°33'52"E
AH = S60°15'26"E

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | ALIGNMENT: STH 96 - CURB RETURNS | SHEET 180 E |
|---|---|---|---|---|

DATE 16MAY14 E S T I M A T E O F Q U A N T I T I E S

LINE 4075-28-71

| NUMBER | ITEM | ITEM DESCRIPTION | UNIT | TOTAL QUANTITY | |
|---|---|---|---|---|---|
| 0010 | 201.0105 | CLEARING | STA | 11.000 | 11.000 |
| 0020 | 201.0120 | CLEARING | ID | 772.000 | 772.000 |
| 0030 | 201.0205 | GRUBBING | STA | 11.000 | 11.000 |
| 0040 | 201.0220 | GRUBBING | ID | 772.000 | 772.000 |
| 0050 | 203.0600.S | REMOVING OLD STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS (STATION) 01. STA 206"H"+00 | LS | 1.000 | 1.000 |
| 0060 | 204.0100 | REMOVING PAVEMENT | SY | 15,123.000 | 15,123.000 |
| 0070 | 204.0150 | REMOVING CURB & GUTTER | LF | 1,320.000 | 1,320.000 |
| 0080 | 204.0155 | REMOVING CONCRETE SIDEWALK | SY | 3,751.000 | 3,751.000 |
| 0090 | 204.0165 | REMOVING GUARDRAIL | LF | 489.000 | 489.000 |
| 0100 | 204.0185 | REMOVING MASONRY | CY | 119.000 | 119.000 |
| 0110 | 204.0195 | REMOVING CONCRETE BASES | EACH | 2.000 | 2.000 |
| 0120 | 204.0210 | REMOVING MANHOLES | EACH | 9.000 | 9.000 |
| 0130 | 204.0220 | REMOVING INLETS | EACH | 23.000 | 23.000 |
| 0140 | 204.0245 | REMOVING STORM SEWER (SIZE) 01. 6-INCH | LF | 148.000 | 148.000 |
| 0150 | 204.0245 | REMOVING STORM SEWER (SIZE) 02. 8-INCH | LF | 5.000 | 5.000 |
| 0160 | 204.0245 | REMOVING STORM SEWER (SIZE) 03. 10-INCH | LF | 35.000 | 35.000 |
| 0170 | 204.0245 | REMOVING STORM SEWER (SIZE) 04. 12-INCH | LF | 1,547.000 | 1,547.000 |
| 0180 | 204.0245 | REMOVING STORM SEWER (SIZE) 05. 15-INCH | LF | 97.000 | 97.000 |
| 0210 | 204.0245 | REMOVING STORM SEWER (SIZE) 08. 30-INCH | LF | 62.000 | 62.000 |
| 0220 | 204.0291.S | ABANDONING SEWER | CY | 45.000 | 45.000 |
| 0230 | 205.0100 | EXCAVATION COMMON | CY | 21,156.000 | 21,156.000 |
| 0240 | 205.0300 | EXCAVATION STONE PILES AND STONE FENCES | CY | 48.000 | 48.000 |
| 0250 | 205.0501.S | EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL | TON | 380.000 | 380.000 |
| 0260 | 206.1000 | EXCAVATION FOR STRUCTURES BRIDGES (STRUCTURE) 01. B-5-381 | LS | 1.000 | 1.000 |
| 0270 | 206.3000 | EXCAVATION FOR STRUCTURES RETAINING WALLS (STRUCTURE) 01. R-5-110 | LS | 1.000 | 1.000 |
| 0280 | 206.3000 | EXCAVATION FOR STRUCTURES RETAINING WALLS (STRUCTURE) 02. R-5-111 | LS | 1.000 | 1.000 |
| 0290 | 206.5000 | COFFERDAMS (STRUCTURE) 01. B-5-381 | LS | 1.000 | 1.000 |
| 0300 | 206.6000.S | TEMPORARY SHORING | SF | 2,375.000 | 2,375.000 |
| 0310 | 208.0100 | BORROW | CY | 20,567.000 | 20,567.000 |
| 0320 | 209.0100 | BACKFILL GRANULAR | CY | 1,605.000 | 1,605.000 |
| 0330 | 210.0100 | BACKFILL STRUCTURE | CY | 2,523.000 | 2,523.000 |
| 0340 | 213.0100 | FINISHING ROADWAY (PROJECT) 01. 4075-28-71 | EACH | 1.000 | 1.000 |
| 0360 | 214.0100 | OBLITERATING OLD ROAD | STA | 7.000 | 7.000 |
| 0370 | 305.0120 | BASE AGGREGATE DENSE 1 1/4-INCH | TON | 16,625.000 | 16,625.000 |
| 0380 | 311.0110 | BREAKER RUN | TON | 13,764.000 | 13,764.000 |
| 0390 | 312.0115 | SELECT CRUSHED MATERIAL | CY | 36.000 | 36.000 |
| 0400 | 405.0100 | COLORING CONCRETE RED | CY | 442.000 | 442.000 |
| 0410 | 415.0080 | CONCRETE PAVEMENT 8-INCH | SY | 4,950.000 | 4,950.000 |
| 0420 | 415.0090 | CONCRETE PAVEMENT 9-INCH | SY | 9,261.000 | 9,261.000 |
| 0430 | 415.0100 | CONCRETE PAVEMENT 10-INCH | SY | 3,023.000 | 3,023.000 |
| 0440 | 415.0410 | CONCRETE PAVEMENT APPROACH SLAB | SY | 231.000 | 231.000 |
| 0450 | 415.1080 | CONCRETE PAVEMENT HES 8-INCH | SY | 132.000 | 132.000 |
| 0460 | 416.0160 | CONCRETE DRIVEWAY 6-INCH | SY | 784.000 | 784.000 |
| 0470 | 416.0260 | CONCRETE DRIVEWAY HES 6-INCH | SY | 46.000 | 46.000 |
| 0480 | 416.0512 | CONCRETE ROUNDABOUT TRUCK APRON 12-INCH | SY | 812.000 | 812.000 |
| 0490 | 416.0620 | DRILLED DOWEL BARS | EACH | 53.000 | 53.000 |
| 0500 | 455.0120 | ASPHALTIC MATERIAL PG64-28 | TON | 69.000 | 69.000 |
| 0510 | 455.0605 | TACK COAT | GAL | 127.000 | 127.000 |

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DATE 16MAY14 E S T I M A T E O F Q U A N T I T I E S

| LINE NUMBER | ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 4075-28-71 QUANTITY |
|---|---|---|---|---|---|
| 0520 | 460.1101 | HMA PAVEMENT TYPE E-1 | TON | 719.000 | 719.000 |
| 0530 | 460.1103 | HMA PAVEMENT TYPE E-3 | TON | 310.000 | 310.000 |
| 0540 | 460.2000 | INCENTIVE DENSITY HMA PAVEMENT | DOL | 660.000 | 660.000 |
| 0550 | 465.0120 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | TON | 229.000 | 229.000 |
| 0560 | 465.0125 | ASPHALTIC SURFACE TEMPORARY | TON | 435.000 | 435.000 |
| 0570 | 465.0310 | ASPHALTIC CURB | LF | 1,175.000 | 1,175.000 |
| 0580 | 502.0100 | CONCRETE MASONRY BRIDGES | CY | 8,759.000 | 8,759.000 |
| 0590 | 502.1100 | CONCRETE MASONRY SEAL | CY | 357.000 | 357.000 |
| 0600 | 502.3100 | EXPANSION DEVICE (STRUCTURE) 02. B-5-381 | LS | 1.000 | 1.000 |
| 0610 | 502.3110.S | EXPANSION DEVICE MODULAR (STRUCTURE) 01. B-5-381 | LS | 1.000 | 1.000 |
| 0620 | 502.3200 | PROTECTIVE SURFACE TREATMENT | SY | 3,705.000 | 3,705.000 |
| 0630 | 503.0172 | PRESTRESSED GIRDER TYPE I 72W-INCH | LF | 12,657.000 | 12,657.000 |
| 0640 | 504.0500 | CONCRETE MASONRY RETAINING WALLS | CY | 203.000 | 203.000 |
| 0650 | 505.0405 | BAR STEEL REINFORCEMENT HS BRIDGES | LB | 82,050.000 | 82,050.000 |
| 0660 | 505.0415 | BAR STEEL REINFORCEMENT HS RETAINING WALLS | LB | 11,850.000 | 11,850.000 |
| 0670 | 505.0605 | BAR STEEL REINFORCEMENT HS COATED BRIDGES | LB | 1,414,520.000 | 1,414,520.000 |
| 0680 | 505.0615 | BAR STEEL REINFORCEMENT HS COATED RETAINING WALLS | LB | 5,900.000 | 5,900.000 |
| 0690 | 506.2605 | BEARING PADS ELASTOMERIC NON-LAMINATED | EACH | 98.000 | 98.000 |
| 0700 | 506.2610 | BEARING PADS ELASTOMERIC LAMINATED | EACH | 77.000 | 77.000 |
| 0710 | 506.4000 | STEEL DIAPHRAGMS (STRUCTURE) 01. B-5-381 | EACH | 168.000 | 168.000 |
| 0720 | 506.6000 | BEARING ASSEMBLIES EXPANSION (STRUCTURE) 01. B-5-381 | EACH | 21.000 | 21.000 |
| 0730 | 509.5100.S | POLYMER OVERLAY | SY | 8,380.000 | 8,380.000 |
| 0740 | 513.2050.S | RAILING PIPE | LF | 3.000 | 3.000 |
| 0750 | 514.0450 | FLOOR DRAINS TYPE WF | EACH | 10.000 | 10.000 |
| 0760 | 514.2608 | DOWNSPOUT 8-INCH | LF | 266.000 | 266.000 |
| 0770 | 516.0500 | RUBBERIZED MEMBRANE WATERPROOFING | SY | 55.000 | 55.000 |
| 0780 | 517.1010.S | CONCRETE STAINING (STRUCTURE) 01. B-5-381 | SF | 93,085.000 | 93,085.000 |
| 0790 | 517.1010.S | CONCRETE STAINING (STRUCTURE) 02. R-5-110 | SF | 810.000 | 810.000 |
| 0800 | 517.1010.S | CONCRETE STAINING (STRUCTURE) 03. R-5-111 | SF | 880.000 | 880.000 |
| 0810 | 517.1010.S | CONCRETE STAINING (STRUCTURE) 04. R-5-112 | SF | 580.000 | 580.000 |
| 0820 | 517.1010.S | CONCRETE STAINING (STRUCTURE) 05. R-5-113 | SF | 565.000 | 565.000 |
| 0830 | 517.1050.S | ARCHITECTURAL SURFACE TREATMENT (STRUCTURE) 01. B-5-381 | SF | 21,250.000 | 21,250.000 |
| 0840 | 517.1050.S | ARCHITECTURAL SURFACE TREATMENT (STRUCTURE) 02. R-5-110 | SF | 640.000 | 640.000 |
| 0850 | 517.1050.S | ARCHITECTURAL SURFACE TREATMENT (STRUCTURE) 03. R-5-111 | SF | 565.000 | 565.000 |
| 0860 | 520.4012 | CULVERT PIPE TEMPORARY 12-INCH | LF | 298.000 | 298.000 |
| 0870 | 520.4024 | CULVERT PIPE TEMPORARY 24-INCH | LF | 48.000 | 48.000 |
| 0880 | 520.8000 | CONCRETE COLLARS FOR PIPE | EACH | 2.000 | 2.000 |
| 0910 | 522.1012 | APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH | EACH | 1.000 | 1.000 |
| 0930 | 522.1024 | APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH | EACH | 2.000 | 2.000 |

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DATE 16MAY14 E S T I M A T E O F Q U A N T I T I E S

| LINE NUMBER | ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 4075-28-71 QUANTITY |
|---|---|---|---|---|---|
| 0940 | 522.1036 | APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH | EACH | 1.000 | 1.000 |
| 0950 | 532.0300.S | WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH | SF | 2,035.000 | 2,035.000 |
| 0960 | 550.0010 | PRE-BORING UNCONSOLIDATED MATERIALS | LF | 1,230.000 | 1,230.000 |
| 0970 | 550.0500 | PILE POINTS | EACH | 460.000 | 460.000 |
| 0980 | 550.1100 | PILING STEEL HP 10-INCH X 42 LB | LF | 1,360.000 | 1,360.000 |
| 0990 | 550.1120 | PILING STEEL HP 12-INCH X 53 LB | LF | 24,420.000 | 24,420.000 |
| 1000 | 601.0405 | CONCRETE CURB & GUTTER 18-INCH TYPE A | LF | 483.000 | 483.000 |
| 1010 | 601.0409 | CONCRETE CURB & GUTTER 30-INCH TYPE A | LF | 8,989.000 | 8,989.000 |
| 1020 | 601.0411 | CONCRETE CURB & GUTTER 30-INCH TYPE D | LF | 2,437.000 | 2,437.000 |
| 1030 | 601.0551 | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A | LF | 388.000 | 388.000 |
| 1040 | 601.0580 | CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R | LF | 811.000 | 811.000 |
| 1050 | 601.0600 | CONCRETE CURB PEDESTRIAN | LF | 328.000 | 328.000 |
| 1060 | 602.0405 | CONCRETE SIDEWALK 4-INCH | SF | 37,503.000 | 37,503.000 |
| 1070 | 602.0415 | CONCRETE SIDEWALK 6-INCH | SF | 4,133.000 | 4,133.000 |
| 1080 | 602.0505 | CURB RAMP DETECTABLE WARNING FIELD YELLOW | SF | 690.000 | 690.000 |
| 1090 | 602.1500 | CONCRETE STEPS | SF | 105.000 | 105.000 |
| 1100 | 603.8000 | CONCRETE BARRIER TEMPORARY PRECAST DELIVERED | LF | 70.000 | 70.000 |
| 1110 | 603.8125 | CONCRETE BARRIER TEMPORARY PRECAST INSTALLED | LF | 70.000 | 70.000 |
| 1120 | 604.0600 | SLOPE PAVING SELECT CRUSHED MATERIAL | SY | 735.000 | 735.000 |
| 1130 | 606.0200 | RIPRAP MEDIUM | CY | 57.000 | 57.000 |
| 1140 | 606.0300 | RIPRAP HEAVY | CY | 1,612.000 | 1,612.000 |
| 1150 | 608.0312 | STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH | LF | 2,821.000 | 2,821.000 |
| 1160 | 608.0318 | STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH | LF | 560.000 | 560.000 |
| 1170 | 608.0324 | STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH | LF | 1,416.000 | 1,416.000 |
| 1180 | 608.0336 | STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH | LF | 390.000 | 390.000 |
| 1190 | 608.0512 | STORM SEWER PIPE REINFORCED CONCRETE CLASS V 12-INCH | LF | 121.000 | 121.000 |
| 1200 | 611.0420 | RECONSTRUCTING MANHOLES | EACH | 4.000 | 4.000 |
| 1210 | 611.0530 | MANHOLE COVERS TYPE J | EACH | 28.000 | 28.000 |
| 1220 | 611.0612 | INLET COVERS TYPE C | EACH | 9.000 | 9.000 |
| 1230 | 611.0624 | INLET COVERS TYPE H | EACH | 75.000 | 75.000 |
| 1240 | 611.0627 | INLET COVERS TYPE HM | EACH | 5.000 | 5.000 |
| 1250 | 611.0652 | INLET COVERS TYPE T | EACH | 5.000 | 5.000 |
| 1260 | 611.2004 | MANHOLES 4-FT DIAMETER | EACH | 34.000 | 34.000 |
| 1270 | 611.2006 | MANHOLES 6-FT DIAMETER | EACH | 9.000 | 9.000 |
| 1280 | 611.3225 | INLETS 2X2.5-FT | EACH | 3.000 | 3.000 |
| 1290 | 611.3230 | INLETS 2X3-FT | EACH | 69.000 | 69.000 |
| 1300 | 611.8110 | ADJUSTING MANHOLE COVERS | EACH | 12.000 | 12.000 |
| 1310 | 611.8115 | ADJUSTING INLET COVERS | EACH | 4.000 | 4.000 |
| 1320 | 611.8120.S | COVER PLATES TEMPORARY | EACH | 1.000 | 1.000 |
| 1330 | 611.9800.S | PIPE GRATES | EACH | 1.000 | 1.000 |
| 1340 | 612.0106 | PIPE UNDERDRAIN 6-INCH | LF | 1,026.000 | 1,026.000 |
| 1350 | 612.0206 | PIPE UNDERDRAIN UNPERFORATED 6-INCH | LF | 35.000 | 35.000 |
| 1360 | 612.0406 | PIPE UNDERDRAIN WRAPPED 6-INCH | LF | 605.000 | 605.000 |

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DATE 16MAY14 E S T I M A T E O F Q U A N T I T I E S

| LINE NUMBER | ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 4075-28-71 QUANTITY |
|---|---|---|---|---|---|
| 1370 | 612.0600 | UNDERDRAIN TRENCH | LF | 717.000 | 717.000 |
| 1380 | 614.0115 | ANCHORAGES FOR STEEL PLATE BEAM GUARD TYPE 2 | EACH | 1.000 | 1.000 |
| 1390 | 614.0305 | STEEL PLATE BEAM GUARD CLASS A | LF | 19.000 | 19.000 |
| 1400 | 614.0345 | STEEL PLATE BEAM GUARD SHORT RADIUS | LF | 50.000 | 50.000 |
| 1410 | 614.0370 | STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL | EACH | 1.000 | 1.000 |
| 1440 | 616.0700.S | FENCE SAFETY | LF | 3,100.000 | 3,100.000 |
| 1450 | 618.0100 | MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 4075-28-71 | EACH | 1.000 | 1.000 |
| 1460 | 619.1000 | MOBILIZATION | EACH | 1.000 | 1.000 |
| 1470 | 620.0300 | CONCRETE MEDIAN SLOPED NOSE | SF | 972.000 | 972.000 |
| 1480 | 624.0100 | WATER | MGAL | 187.000 | 187.000 |
| 1490 | 625.0100 | TOPSOIL | SY | 38,684.000 | 38,684.000 |
| 1500 | 627.0200 | MULCHING | SY | 13,970.000 | 13,970.000 |
| 1510 | 628.1504 | SILT FENCE | LF | 5,530.000 | 5,530.000 |
| 1520 | 628.1520 | SILT FENCE MAINTENANCE | LF | 2,770.000 | 2,770.000 |
| 1530 | 628.1905 | MOBILIZATIONS EROSION CONTROL | EACH | 16.000 | 16.000 |
| 1540 | 628.1910 | MOBILIZATIONS EMERGENCY EROSION CONTROL | EACH | 10.000 | 10.000 |
| 1550 | 628.2006 | EROSION MAT URBAN CLASS I TYPE A | SY | 9,983.000 | 9,983.000 |
| 1560 | 628.2023 | EROSION MAT CLASS II TYPE B | SY | 14,741.000 | 14,741.000 |
| 1570 | 628.6510 | SOIL STABILIZER TYPE B | ACRE | 1.363 | 1.363 |
| 1580 | 628.7005 | INLET PROTECTION TYPE A | EACH | 130.000 | 130.000 |
| 1590 | 628.7010 | INLET PROTECTION TYPE B | EACH | 13.000 | 13.000 |
| 1600 | 628.7015 | INLET PROTECTION TYPE C | EACH | 139.000 | 139.000 |
| 1610 | 628.7020 | INLET PROTECTION TYPE D | EACH | 64.000 | 64.000 |
| 1620 | 628.7504 | TEMPORARY DITCH CHECKS | LF | 104.000 | 104.000 |
| 1640 | 628.7560 | TRACKING PADS | EACH | 4.000 | 4.000 |
| 1650 | 628.7570 | ROCK BAGS | EACH | 200.000 | 200.000 |
| 1660 | 629.0210 | FERTILIZER TYPE B | CWT | 32.000 | 32.000 |
| 1670 | 630.0120 | SEEDING MIXTURE NO. 20 | LB | 398.000 | 398.000 |
| 1680 | 630.0130 | SEEDING MIXTURE NO. 30 | LB | 234.000 | 234.000 |
| 1690 | 630.0140 | SEEDING MIXTURE NO. 40 | LB | 261.000 | 261.000 |
| 1700 | 630.0200 | SEEDING TEMPORARY | LB | 474.000 | 474.000 |
| 1710 | 632.0101 | TREES (SPECIES, ROOT, SIZE) 0001. GINKGO PRINCTON SENTRY B&B 2 1/2 INCH CAL | EACH | 3.000 | 3.000 |
| 1720 | 632.0101 | TREES (SPECIES, ROOT, SIZE) 0002. LINDEN AMERICAN SENTRY B&B 2 1/2 INCH CAL | EACH | 2.000 | 2.000 |
| 1730 | 632.0101 | TREES (SPECIES, ROOT, SIZE) 0003. MAPLE FREEMAN 'ARMSTRONG' B&B 2 1/2 INCH CAL | EACH | 15.000 | 15.000 |
| 1740 | 632.0101 | TREES (SPECIES, ROOT, SIZE) 0004. MAPLE MORTON MIYABE B&B 2 1/2 INCH CAL | EACH | 3.000 | 3.000 |
| 1750 | 632.0101 | TREES (SPECIES, ROOT, SIZE) 0005. OAK REGAL PRINCE B&B 2 1/2 INCH CAL | EACH | 12.000 | 12.000 |
| 1760 | 632.0101 | TREES (SPECIES, ROOT, SIZE) 0006. CRABAPPLE GOLDEN RAINDROPS B&B 2 INCH CAL | EACH | 2.000 | 2.000 |
| 1770 | 632.0101 | TREES (SPECIES, ROOT, SIZE) 0007. CRABAPPLE GOLDEN SPRING SNOW B&B 2 INCH CAL | EACH | 3.000 | 3.000 |
| 1780 | 632.0101 | TREES (SPECIES, ROOT, SIZE) 0008. HAWTHORN WASHINGTON B&B 2 INCH CAL | EACH | 4.000 | 4.000 |
| 1790 | 632.0101 | TREES (SPECIES, ROOT, SIZE) 0009. LILAC IVORY SILK B&B 2 INCH CAL | EACH | 6.000 | 6.000 |

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DATE 16MAY14 E S T I M A T E O F Q U A N T I T I E S

| LINE NUMBER | ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 4075-28-71 QUANTITY |
|---|---|---|---|---|---|
| 1800 | 632.0101 | TREES (SPECIES, ROOT, SIZE) 0010. PEAR AUTUMN BLAZE B&B 2 INCH CAL | EACH | 7.000 | 7.000 |
| 1810 | 632.0101 | TREES (SPECIES, ROOT, SIZE) 0011. REDCEDAR EASTERN B&B 60 INCH HT | EACH | 6.000 | 6.000 |
| 1820 | 632.0101 | TREES (SPECIES, ROOT, SIZE) 0012. ARBORVITAE TECHNY B&B 60 INCH HT | EACH | 3.000 | 3.000 |
| 1830 | 632.0101 | TREES (SPECIES, ROOT, SIZE) 0013. SPRUCE WHITE B&B 60 INCH HT | EACH | 2.000 | 2.000 |
| 1840 | 632.9101 | LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES | EACH | 24.000 | 24.000 |
| 1850 | 633.1100 | DELINEATORS TEMPORARY | EACH | 13.000 | 13.000 |
| 1860 | 633.5200 | MARKERS CULVERT END | EACH | 4.000 | 4.000 |
| 1870 | 634.0614 | POSTS WOOD 4X6-INCH X 14-FT | EACH | 58.000 | 58.000 |
| 1880 | 634.0616 | POSTS WOOD 4X6-INCH X 16-FT | EACH | 30.000 | 30.000 |
| 1890 | 634.0812 | POSTS TUBULAR STEEL 2X2-INCH X 12-FT | EACH | 4.000 | 4.000 |
| 1900 | 637.2210 | SIGNS TYPE II REFLECTIVE H | SF | 723.400 | 723.400 |
| 1910 | 637.2220 | SIGNS TYPE II REFLECTIVE SH | SF | 20.250 | 20.250 |
| 1920 | 637.2230 | SIGNS TYPE II REFLECTIVE F | SF | 91.640 | 91.640 |
| 1930 | 638.2602 | REMOVING SIGNS TYPE II | EACH | 85.000 | 85.000 |
| 1940 | 638.3000 | REMOVING SMALL SIGN SUPPORTS | EACH | 35.000 | 35.000 |
| 1950 | 642.5201 | FIELD OFFICE TYPE C | EACH | 1.000 | 1.000 |
| 1960 | 643.0100 | TRAFFIC CONTROL (PROJECT) 01. 4075-28-71 | EACH | 1.000 | 1.000 |
| 1980 | 643.0300 | TRAFFIC CONTROL DRUMS | DAY | 2,408.000 | 2,408.000 |
| 1990 | 643.0410 | TRAFFIC CONTROL BARRICADES TYPE II | DAY | 2,575.000 | 2,575.000 |
| 2000 | 643.0420 | TRAFFIC CONTROL BARRICADES TYPE III | DAY | 12,219.000 | 12,219.000 |
| 2010 | 643.0500 | TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS | EACH | 42.000 | 42.000 |
| 2020 | 643.0600 | TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES | EACH | 42.000 | 42.000 |
| 2030 | 643.0705 | TRAFFIC CONTROL WARNING LIGHTS TYPE A | DAY | 24,438.000 | 24,438.000 |
| 2050 | 643.0900 | TRAFFIC CONTROL SIGNS | DAY | 25,012.000 | 25,012.000 |
| 2060 | 643.1050 | TRAFFIC CONTROL SIGNS PCMS | DAY | 42.000 | 42.000 |
| 2070 | 643.2000 | TRAFFIC CONTROL DETOUR (PROJECT) 01. 4075-28-71 | EACH | 1.000 | 1.000 |
| 2090 | 643.3000 | TRAFFIC CONTROL DETOUR SIGNS | DAY | 9,922.000 | 9,922.000 |
| 2100 | 645.0112 | GEOTEXTILE FABRIC TYPE DF SCHEDULE B | SY | 451.000 | 451.000 |
| 2110 | 645.0120 | GEOTEXTILE FABRIC TYPE HR | SY | 2,534.000 | 2,534.000 |
| 2120 | 645.0130 | GEOTEXTILE FABRIC TYPE R | SY | 50.000 | 50.000 |
| 2130 | 646.0106 | PAVEMENT MARKING EPOXY 4-INCH | LF | 12,321.000 | 12,321.000 |
| 2140 | 646.0600 | REMOVING PAVEMENT MARKINGS | LF | 665.000 | 665.000 |
| 2150 | 646.0843.S | PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH | LF | 110.000 | 110.000 |
| 2160 | 647.0110 | PAVEMENT MARKING RAILROAD CROSSINGS EPOXY | EACH | 3.000 | 3.000 |
| 2170 | 647.0456 | PAVEMENT MARKING CURB EPOXY | LF | 100.000 | 100.000 |
| 2180 | 647.0606 | PAVEMENT MARKING ISLAND NOSE EPOXY | EACH | 9.000 | 9.000 |
| 2190 | 647.0656 | PAVEMENT MARKING PARKING STALL EPOXY | LF | 66.000 | 66.000 |
| 2200 | 647.0726 | PAVEMENT MARKING DIAGONAL EPOXY 12-INCH | LF | 329.000 | 329.000 |
| 2210 | 647.0766 | PAVEMENT MARKING CROSSWALK EPOXY 6-INCH | LF | 752.000 | 752.000 |
| 2220 | 649.0200 | TEMPORARY PAVEMENT MARKING REFLECTIVE PAINT 4-INCH | LF | 795.000 | 795.000 |
| 2230 | 649.0400 | TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH | LF | 4,286.000 | 4,286.000 |
| 2240 | 649.2100 | TEMPORARY RAISED PAVEMENT MARKERS | EACH | 9.000 | 9.000 |
| 2250 | 650.4000 | CONSTRUCTION STAKING STORM SEWER | EACH | 117.000 | 117.000 |
| 2260 | 650.4500 | CONSTRUCTION STAKING SUBGRADE | LF | 7,023.000 | 7,023.000 |

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DATE 16MAY14 E S T I M A T E O F Q U A N T I T I E S

| LINE NUMBER | ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 4075-28-71 QUANTITY |
|---|---|---|---|---|---|
| 2270 | 650.5000 | CONSTRUCTION STAKING BASE | LF | 2,807.000 | 2,807.000 |
| 2280 | 650.5500 | CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER | LF | 4,093.000 | 4,093.000 |
| 2290 | 650.6500 | CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 01. B-5-381 | LS | 1.000 | 1.000 |
| 2300 | 650.6500 | CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 02. R-5-110 | LS | 1.000 | 1.000 |
| 2310 | 650.6500 | CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 03.R-5-111 | LS | 1.000 | 1.000 |
| 2320 | 650.6500 | CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 04. R-5-112 | LS | 1.000 | 1.000 |
| 2330 | 650.6500 | CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 05. R-5-113 | LS | 1.000 | 1.000 |
| 2340 | 650.7000 | CONSTRUCTION STAKING CONCRETE PAVEMENT | LF | 4,216.000 | 4,216.000 |
| 2350 | 650.8500 | CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) 01. 4075-28-71 | LS | 1.000 | 1.000 |
| 2360 | 650.9910 | CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 4075-28-71 | LS | 1.000 | 1.000 |
| 2380 | 650.9920 | CONSTRUCTION STAKING SLOPE STAKES | LF | 7,673.000 | 7,673.000 |
| 2390 | 652.0125 | CONDUIT RIGID METALLIC 2-INCH | LF | 84.000 | 84.000 |
| 2400 | 652.0210 | CONDUIT RIGID NONMETALLIC SCHEDULE 40 1-INCH | LF | 190.000 | 190.000 |
| 2410 | 652.0225 | CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH | LF | 6,340.000 | 6,340.000 |
| 2420 | 652.0235 | CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH | LF | 1,630.000 | 1,630.000 |
| 2430 | 653.0140 | PULL BOXES STEEL 24X42-INCH | EACH | 22.000 | 22.000 |
| 2440 | 653.0222 | JUNCTION BOXES 18X12X6-INCH | EACH | 23.000 | 23.000 |
| 2450 | 654.0105 | CONCRETE BASES TYPE 5 | EACH | 16.000 | 16.000 |
| 2460 | 655.0610 | ELECTRICAL WIRE LIGHTING 12 AWG | LF | 2,400.000 | 2,400.000 |
| 2470 | 655.0615 | ELECTRICAL WIRE LIGHTING 10 AWG | LF | 10,110.000 | 10,110.000 |
| 2480 | 655.0625 | ELECTRICAL WIRE LIGHTING 6 AWG | LF | 13,632.000 | 13,632.000 |
| 2490 | 655.0635 | ELECTRICAL WIRE LIGHTING 2 AWG | LF | 9,088.000 | 9,088.000 |
| 2500 | 656.0200 | ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 01. BRIDGE LIGHTING CABINET W | LS | 1.000 | 1.000 |
| 2510 | 657.6005.S | ANCHOR ASSEMBLIES LIGHT POLES ON STRUCTURES | EACH | 11.000 | 11.000 |
| 2520 | 690.0150 | SAWING ASPHALT | LF | 1,580.000 | 1,580.000 |
| 2530 | 690.0250 | SAWING CONCRETE | LF | 1,054.000 | 1,054.000 |
| 2540 | 715.0415 | INCENTIVE STRENGTH CONCRETE PAVEMENT | DOL | 25,500.000 | 25,500.000 |
| 2550 | 715.0502 | INCENTIVE STRENGTH CONCRETE STRUCTURES | DOL | 55,000.000 | 55,000.000 |
| 2560 | 999.1500.S | CRACK AND DAMAGE SURVEY | LS | 1.000 | 1.000 |
| 2570 | ASP.1T0A | ON-THE-JOB TRAINING APPRENTICE AT $5. 00/HR | HRS | 2,100.000 | 2,100.000 |
| 2580 | ASP.1T0G | ON-THE-JOB TRAINING GRADUATE AT $5.00/HR | HRS | 5,760.000 | 5,760.000 |
| 2590 | SPV.0005 | SPECIAL 01. SUBSOILING | ACRE | 1.363 | 1.363 |
| 2600 | SPV.0035 | SPECIAL 01. COLORING CONCRETE BUFF | CY | 93.000 | 93.000 |
| 2610 | SPV.0035 | SPECIAL 02. AGGREGATE FILTER | CY | 50.000 | 50.000 |
| 2620 | SPV.0045 | SPECIAL 01. TEMPORARY CROSSWALK ACCESS | DAY | 503.000 | 503.000 |
| 2630 | SPV.0060 | SPECIAL 01. FROST PROOF YARD HYDRANT, 6-FOOT | EACH | 2.000 | 2.000 |
| 2640 | SPV.0060 | SPECIAL 02. REMOVING COVER PLATE | EACH | 3.000 | 3.000 |
| 2650 | SPV.0060 | SPECIAL 03. ADJUSTING MANHOLE COVERS WITH RUBBER RINGS | EACH | 8.000 | 8.000 |

| LINE NUMBER | ITEM | ITEM DESCRIPTION | UNIT | TOTAL | QUANTITY |
|---|---|---|---|---|---|
| 2660 | SPV.0060 | SPECIAL 04. ADJUSTING SANITARY MANHOLE COVER | EACH | 14.000 | 14.000 |
| 2670 | SPV.0060 | SPECIAL 05. ADJUSTING WATER SERVICE CURB STOP | EACH | 35.000 | 35.000 |
| 2680 | SPV.0060 | SPECIAL 06. ADJUSTING WATER VALVE BOX | EACH | 18.000 | 18.000 |
| 2690 | SPV.0060 | SPECIAL 07. CLEARANCE GAUGE | EACH | 2.000 | 2.000 |
| 2700 | SPV.0060 | SPECIAL 08. FLEXIBLE COUPLING | EACH | 10.000 | 10.000 |
| 2710 | SPV.0060 | SPECIAL 09. SUN WETLAND PLANTING | EACH | 1,650.000 | 1,650.000 |
| 2720 | SPV.0060 | SPECIAL 10. WETLAND TREE PLANTING | EACH | 500.000 | 500.000 |
| 2730 | SPV.0060 | SPECIAL 11. WETLAND SHRUB PLANTING | EACH | 620.000 | 620.000 |
| 2740 | SPV.0060 | SPECIAL 12. WILDLIFE STRUCTURES | EACH | 20.000 | 20.000 |
| 2750 | SPV.0060 | SPECIAL 13. SPECIAL SIGN POST AND BRACKET | EACH | 9.000 | 9.000 |
| 2760 | SPV.0060 | SPECIAL 14. CATCH BASIN SPECIAL | EACH | 2.000 | 2.000 |
| 2770 | SPV.0060 | SPECIAL 15. ANCHOR BOLT ASSEMBLY SIGN BRIDGE | EACH | 2.000 | 2.000 |
| 2780 | SPV.0060 | SPECIAL 16. ANCHOR BOLT ASSEMBLY SIGNS | EACH | 9.000 | 9.000 |
| 2790 | SPV.0060 | SPECIAL 17. ANCHOR BOLT COVER SHROUD | EACH | 2.000 | 2.000 |
| 2800 | SPV.0060 | SPECIAL 18. PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC ARROWS, TYPE 2 | EACH | 1.000 | 1.000 |
| 2810 | SPV.0060 | SPECIAL 19. PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC WORDS | EACH | 3.000 | 3.000 |
| 2820 | SPV.0060 | SPECIAL 20. BRIDGE LIGHTING PULL BOXES | EACH | 4.000 | 4.000 |
| 2830 | SPV.0060 | SPECIAL 21. BRIDGE LIGHTING CONTROL CABINET | EACH | 1.000 | 1.000 |
| 2840 | SPV.0060 | SPECIAL 22. CONCRETE CONTROL CABINET BASE | EACH | 2.000 | 2.000 |
| 2850 | SPV.0060 | SPECIAL 23. LIGHTING CONTROL CABINET BLACK | EACH | 2.000 | 2.000 |
| 2860 | SPV.0060 | SPECIAL 24. TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE BLACK | EACH | 16.000 | 16.000 |
| 2870 | SPV.0060 | SPECIAL 25. POLES TYPE 5 (ALUMINUM) BLACK | EACH | 16.000 | 16.000 |
| 2880 | SPV.0060 | SPECIAL 26. LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 12-FT BLACK | EACH | 16.000 | 16.000 |
| 2890 | SPV.0060 | SPECIAL 27. BRIDGE LIGHTING UNITS | EACH | 11.000 | 11.000 |
| 2900 | SPV.0060 | SPECIAL 28. LED LUMINAIRE, LED-B BLACK | EACH | 16.000 | 16.000 |
| 2910 | SPV.0060 | SPECIAL 29. PILE DYNAMIC ANALYZER (PDA) TESTING | EACH | 22.000 | 22.000 |
| 2920 | SPV.0060 | SPECIAL 30. PILE DYNAMIC ANALYZER (PDA) RESTRIKING | EACH | 22.000 | 22.000 |
| 2930 | SPV.0060 | SPECIAL 31. CASE PILE WAVE ANALYSIS PROGRAM (CAPWAP) EVALUATION | EACH | 11.000 | 11.000 |
| 2940 | SPV.0060 | SPECIAL 32. SEDIMENTATION BASIN | EACH | 2.000 | 2.000 |
| 2950 | SPV.0075 | SPECIAL 01. STREET SWEEPING | HRS | 300.000 | 300.000 |
| 2960 | SPV.0075 | SPECIAL 02. PRE-BORING UNCONSOLIDATED MATERIAL OBSTRUCTION B-5-381 | HRS | 3.000 | 3.000 |
| 2970 | SPV.0075 | SPECIAL 03. PRE-BORING UNCONSOLIDATED MATERIAL OBSTRUCTION R-5-110 | HRS | 2.000 | 2.000 |
| 2980 | SPV.0085 | SPECIAL 01. BAR STEEL REINFORCEMENT HS STAINLESS BRIDGES | LB | 2,090.000 | 2,090.000 |
| 2990 | SPV.0085 | SPECIAL 02. MYCORRHIZAL INOCULANT | LB | 81.800 | 81.800 |
| 3000 | SPV.0085 | SPECIAL 03. SUN WETLAND SEEDING | LB | 9.400 | 9.400 |
| 3010 | SPV.0085 | SPECIAL 04. SHADE WETLAND SEEDING | LB | 4.200 | 4.200 |
| 3020 | SPV.0090 | SPECIAL 01. SAW CUT CONCRETE | LF | 202.000 | 202.000 |

DATE 16MAY14 E S T I M A T E O F Q U A N T I T I E S

| LINE NUMBER | ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 4075-28-71 QUANTITY |
|---|---|---|---|---|---|
| 3030 | SPV.0090 | SPECIAL 02. CONCRETE CURB AND GUTTER HES 30-INCH TYPE A | LF | 76.000 | 76.000 |
| 3040 | SPV.0090 | SPECIAL 03. FENCE DECORATIVE BRIDGE | LF | 210.000 | 210.000 |
| 3050 | SPV.0090 | SPECIAL 04. HEAVY DUTY SILT FENCE | LF | 2,290.000 | 2,290.000 |
| 3060 | SPV.0090 | SPECIAL 05. PAVEMENT MARKING GROOVED PREFORMED THERMOPLASTIC YIELD LINE | LF | 101.000 | 101.000 |
| 3070 | SPV.0090 | SPECIAL 06. PAVEMENT MARKING GROOVED CONTRAST PREFORMED THERMOPLASTIC CROSSWALK | LF | 501.000 | 501.000 |
| 3080 | SPV.0105 | SPECIAL 01. CONCRETE PAVEMENT JOINT LAYOUT | LS | 1.000 | 1.000 |
| 3090 | SPV.0105 | SPECIAL 02. RAILING STEEL TYPE C2 GALVANIZED B-5-381 | LS | 1.000 | 1.000 |
| 3100 | SPV.0105 | SPECIAL 03. RAILING STEEL TYPE C2 GALVANIZED R-5-110 | LS | 1.000 | 1.000 |
| 3110 | SPV.0105 | SPECIAL 04. RAILING STREEL TYPE C2A GALVANIZED PEDESTRAIN R-5-111 | LS | 1.000 | 1.000 |
| 3120 | SPV.0105 | SPECIAL 05. RAILING STEEL TYPE C2B GALVANIZED PEDESTRIAN R-5-112 | LS | 1.000 | 1.000 |
| 3130 | SPV.0105 | SPECIAL 06. RAILING STEEL TYPE C2C GALVANIZED PEDESTRIAN R-5-113 | LS | 1.000 | 1.000 |
| 3140 | SPV.0105 | SPECIAL 07. OPEN DRAIN DRIP PLATE | LS | 1.000 | 1.000 |
| 3150 | SPV.0105 | SPECIAL 08. PEDESTRIAN ACCESS COVER PLATE | LS | 1.000 | 1.000 |
| 3160 | SPV.0105 | SPECIAL 09. TRAFFIC CONTROL FOR THE FOX RIVER RECREATIONAL VEHICLES | LS | 1.000 | 1.000 |
| 3170 | SPV.0105 | SPECIAL 10. TEMPORARY HAUL ROAD ACCESS FOR STRUCTURE CONSTRUCTION | LS | 1.000 | 1.000 |
| 3180 | SPV.0105 | SPECIAL 11. TEMPORARY RIVER ACCESS FOR STRUCTURE B-05-381 | LS | 1.000 | 1.000 |
| 3190 | SPV.0105 | SPECIAL 12. TEMPORARY RIVER ACCESS FOR STRUCTURE B-05-736 | LS | 1.000 | 1.000 |
| 3200 | SPV.0105 | SPECIAL 13. NAVIGATION LIGHTS AND AIDS | LS | 1.000 | 1.000 |
| 3210 | SPV.0105 | SPECIAL 14. METER BREAKER PEDESTAL BLACK (CTH DD ROUNDABOUT) | LS | 1.000 | 1.000 |
| 3220 | SPV.0105 | SPECIAL 15. METER BREAKER PEDESTAL BLACK (TURNER ST ROUNDABOUT) | LS | 1.000 | 1.000 |
| 3230 | SPV.0105 | SPECIAL 16. ELECTRICAL SERVICE METER BREAKER PEDESTAL BLACK AT CTH DD ROUNDABOUT | LS | 1.000 | 1.000 |
| 3240 | SPV.0105 | SPECIAL 17. ELECTRICAL SERVICE METER BREAKER PEDESTAL BLACK AT TURNER ST ROUNDABOUT | LS | 1.000 | 1.000 |
| 3250 | SPV.0105 | SPECIAL 18. SIESMOGRAPH URBAN | LS | 1.000 | 1.000 |
| 3260 | SPV.0105 | SPECIAL 19. CONSTRUCTION STAKING TEMPORARY CAUSEWAY A | LS | 1.000 | 1.000 |
| 3270 | SPV.0105 | SPECIAL 20. CONSTRUCTION STAKING TEMPORARY CAUSEWAY B | LS | 1.000 | 1.000 |
| 3280 | SPV.0105 | SPECIAL 21. CONSTRUCTION STAKING TEMPORARY CAUSEWAY C | LS | 1.000 | 1.000 |
| 3290 | SPV.0105 | SPECIAL 22. CONSTRUCTION STAKING TEMPORARY CAUSEWAY D | LS | 1.000 | 1.000 |
| 3300 | SPV.0105 | SPECIAL 23. WETLAND RESTORATION SURVEY | LS | 1.000 | 1.000 |
| 3310 | SPV.0120 | SPECIAL 01. WATER FOR SEEDED AREAS | MGAL | 869.000 | 869.000 |
| 3320 | SPV.0165 | SPECIAL 01. STAINING CONCRETE | SF | 1,325.000 | 1,325.000 |
| 3330 | SPV.0165 | SPECIAL 02. STAMPED CONCRETE SIDEWALK 4-INCH | SF | 7,518.000 | 7,518.000 |

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DATE 16MAY14 E S T I M A T E O F Q U A N T I T I E S

| LINE NUMBER | ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 4075-28-71 QUANTITY |
|---|---|---|---|---|---|
| 3340 | SPV.0165 | SPECIAL 03. MULCH SHREDDED BARK | SF | 2,355.000 | 2,355.000 |
| 3350 | SPV.0165 | SPECIAL 04. INSULATION BOARD, 2-INCH | SF | 160.000 | 160.000 |
| 3360 | SPV.0165 | SPECIAL 05. QUARRY STONE WALL | SF | 90.000 | 90.000 |
| 3370 | SPV.0165 | SPECIAL 06. REMOVE AND SALVAGE ROCK WALL | SF | 630.000 | 630.000 |
| 3380 | SPV.0180 | SPECIAL 01. CONCRETE 5-INCH DECORATIVE | SY | 148.000 | 148.000 |
| 3390 | SPV.0180 | SPECIAL 02. BROOM FINISH CONCRETE PAVEMENT CROSSWALK | SY | 500.000 | 500.000 |
| 3400 | SPV.0180 | SPECIAL 03. GEOGRID REINFORCEMENT | SY | 2,700.000 | 2,700.000 |
| 3410 | SPV.0195 | SPECIAL 01. EXCAVATION, HAULING, AND DISPOSAL OF CONTAMINATED SEDIMENT | TON | 100.000 | 100.000 |

## CLEARING AND GRUBBING SUMMARY

| STATION - STATION | LOCATION | 201.0105 CLEARING STA | 201.0120 CLEARING ID | 201.0205 GRUBBING STA | 201.0220 GRUBBING ID |
|---|---|---|---|---|---|
| 102'BEB'+37 | BROADWAY ST 24' LT | - | 18 | - | 18 |
| 102'BEB'+62 | BROADWAY ST 24 'LT | - | 12 | - | 12 |
| 106'BEB'+52 | BROADWAY ST 10' LT | - | 18 | - | 18 |
| 106'BEB'+82 | BROADWAY ST 61' LT | - | 18 | - | 18 |
| 107'BEB'+02 | BROADWAY ST 55' LT | - | 12 | - | 12 |
| 107'BEB'+25 | BROADWAY ST 20' LT | - | 18 | - | 18 |
| 107'BEB'+25 | BROADWAY ST 3' RT | - | 18 | - | 18 |
| 107'BEB'+34 | BROADWAY ST 50' LT | - | 18 | - | 18 |
| 107'BEB'+37 | BROADWAY ST 87' LT | - | 12 | - | 12 |
| 110'EB'+38 | STH 96 35' RT | - | 3 | - | 3 |
| 111'EB'+10 | STH 96 35' LT | - | 30 | - | 30 |
| 111'EB'+18 | STH 96 68' LT | - | 48 | - | 48 |
| 111'EB'+50 | STH 96 15' LT | - | 18 | - | 18 |
| 111'EB'+95 | STH 96 14' LT | - | 24 | - | 24 |
| 112'EB'+00 - 113'EB'+00 | STH 96 LT & RT | 1 | - | 1 | - |
| 113'EB'+03 | STH 96 62' RT | - | 12 | - | 12 |
| 113'EB'+05 | STH 96 50' RT | - | 24 | - | 24 |
| 113'EB'+36 | STH 96 28' LT | - | 6 | - | 6 |
| 113'EB'+86 | STH 96 22' RT | - | 15 | - | 15 |
| 113'EB'+86 | STH 96 31' RT | - | 15 | - | 15 |
| 113'EB'+99 | STH 96 4' LT | - | 24 | - | 24 |
| 114'EB'+08 | STH 96 39' RT | - | 24 | - | 24 |
| 121'EB'+00 - 129'EB'+00 | STH 96 LT & RT | 8 | - | 8 | - |
| 133'EB'+00 - 134'EB'+00 | STH 96 LT & RT | 1 | - | 1 | - |
| 7'C'+74 | CEDAR ST 45' RT | - | 18 | - | 18 |
| 507'MNB'+27 | MAIN ST 37' RT | - | 60 | - | 60 |
| 13'H'+15 | HIGH ST 36' RT | - | 18 | - | 18 |
| 13'H'+17 | HIGH ST 38' LT | - | 10 | - | 10 |
| 13'H'+56 | HIGH ST 80' RT | - | 19 | - | 19 |
| 13'H'+94 | HIGH ST 53' RT | - | 18 | - | 18 |
| 14'H'+60 | HIGH ST 8' RT | - | 10 | - | 10 |
| 14'H'+60 | HIGH ST 8' RT | - | 36 | - | 36 |
| 14'H'+66 | HIGH ST 37' RT | - | 18 | - | 18 |
| 14'H'+90 | HIGH ST 19' RT | - | 18 | - | 18 |
| 210'H'+52 | HIGH ST 66' RT | - | 6 | - | 6 |
| 210'H'+80 | HIGH ST 53' RT | - | 6 | - | 6 |
| 210'H'+94 | HIGH ST 44' RT | - | 6 | - | 6 |
| 221'H'+43 | HIGH ST 19' RT | - | 27 | - | 27 |
| 221'H'+79 | HIGH ST 19' RT | - | 33 | - | 33 |
| 401'TNB'+00 - 402'TNB'+00 | TURNER ST | 1 | - | 1 | - |
| 402'TNB'+51 | TURNER ST 21' LT | - | 23 | - | 23 |
| 403'TNB'+89 | TURNER ST 21' LT | - | 11 | - | 11 |
| 6'HC'+65 | HIGH CT 51' LT | - | 48 | - | 48 |
| | **TOTALS** | **11** | **772** | **11** | **772** |

## REMOVING PAVEMENT

| STAGE | STATION - STATION | LOCATION | 204.0100 SY |
|---|---|---|---|
| 1A | 99'BEB'+87.1 - 106'BEB'+85 | BROADWAY ST | 2900 |
| | STAGE 1A SUBTOTAL: | | 2900 |
| 1B | 302'EB'+31-302'EB'+58 | STH 96 | 80 |
| | 106'BEB'+85-111'EB'+70 | BROADWAY ST | 2500 |
| | 503'MNB'+08-504'MNB'+68 | MAIN ST | 450 |
| | STAGE 1B SUBTOTAL: | | 3030 |
| 2 | 217'H'+25 - 223'H'+50 | HIGH ST | 4000 |
| | OBLITERATE OLD ROAD | HIGH ST | 750 |
| | 5'HC'+00-6'HC'+50 | HIGH ST | 850 |
| | 224'H'+53 | FAIR ST, CE LT | 20 |
| | 18'MU'+46.7-19'MU'+35 | MUELLER ST | 200 |
| | STAGE 2 SUBTOTAL: | | 5820 |
| 3B | 210'H'+37.5 - 212'H'+25 | HIGH ST | 1300 |
| | 10'H'+40 - 13'H'+07 | HIGH ST | 1100 |
| | 14'H'+54 | VERHASSLET DRWY | 223 |
| | STAGE 3B SUBTOTAL: | | 2623 |
| 3C | 504'MNB'+68 - '506'MNB'+86 | MAIN ST, LT | 350 |
| | STAGE 3C SUBTOTAL: | | 350 |
| 3D | 504'MNB'+68 - 506'MNB'+86 | MAIN ST, RT | 400 |
| | STAGE 3D SUBTOTAL: | | 400 |
| | **TOTAL** | | **15,123** |

## REMOVING CURB AND GUTTER

| STAGE | STATION - STATION | LOCATION | 204.0150 LF |
|---|---|---|---|
| 1B | 300'EB'+00 - 302'EB'+46 | MAIN ST LT | 240 |
| | 300'EB'+00 - 302'EB'+85 | MAIN ST RT | 260 |
| | 503'MNB'+23 - 504'MNB'+20 | MAIN ST RT | 100 |
| | 503'MNB'+02 - 504'MNB'+70 | MAIN ST LT | 170 |
| | STAGE 1B SUBTOTAL: | | 770 |
| 3B | 506'MNB'+03 - 506'MNB'+58 | MAIN ST RT | 60 |
| | 504'MNB'+20 - 505'MNB'+58 | MAIN ST RT | 140 |
| | 13'H'+33 - 15'H'+47 | BRIDGE ST LT | 140 |
| | 14'H'+65 - 14'H'+70 | BRIDGE ST RT | 20 |
| | STAGE 3B SUBTOTAL: | | 360 |
| 3C | 504'MNB+70 - 506'MNB'+58 | MAIN ST LT | 190 |
| | STAGE 3C SUBTOTAL: | | 190 |
| | **TOTAL** | | **1,320** |

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ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## REMOVING CONCRETE SIDEWALK

| STAGE | STATION - STATION | LOCATION | 204.0155 SY |
|---|---|---|---|
| 1A | 99'BEB'+61 - 105'BEB'+60 | BROADWAY ST, LT | 328 |
| | 106'BEB'+35-108'BEB'+00 | BROADWAY ST, LT | 144 |
| | 106'BEB'+60-106'BEB'+85 | BROADWAY ST, RT | 11 |
| | 504'MNB'+50-505'MNB'+50 | MAIN ST, LT | 56 |
| | STAGE 1A SUBTOTAL: | | 539 |
| 1B | 300'EB'+00 - 302'EB'+80 | STH 96 | 328 |
| | 109'EB+15 - 112'EB'+09 | STH 96 | 361 |
| | 106'BEB'+85 - 108'BEB'+66 | BROADWAY ST, RT | 106 |
| | 503'MNB'+05 - 504'MNB'+50 | MAIN ST, LT | 133 |
| | 503'MNB'+38 - 504'MNB'+68 | MAIN ST, RT | 144 |
| | STAGE 1B SUBTOTAL: | | 1072 |
| 2 | 217'H'+25 - 218'H'+80 | HIGH ST, LT | 94 |
| | 219'H'+17 - 222'H'+67 | HIGH ST, LT | 217 |
| | 221'H'+31 - 223'H'+23 | HIGH ST, RT | 117 |
| | 5'HC'+00-7'HC'+50 | HIGH CT, LT & RT | 233 |
| | OBLITERING OLD ROAD | HIGH ST, LT & RT | 178 |
| | 403'TNB'+23-404'TNB'+89.9 | TURNER ST, RT | 122 |
| | 223'H'+16-225'H'+82.9 | FAIR ST, LT | 178 |
| | 18'MU'+46.7-19'MU'+49 | MUELLER ST, LT | 62 |
| | STAGE 2 SUBTOTAL: | | 1201 |
| 3B | 504'MNB'+68 - 505'MNB'+27 | MAIN ST, RT | 61 |
| | 506'MNB'+00 - 507'MNB'+30 | MAIN ST, RT | 72 |
| | 10'H'+48 - 13'H'+07 | HIGH ST, LT & RT | 283 |
| | 210'H'+37.5 - 212'H'+25 | HIGH ST, LT & RT | 450 |
| | STAGE 3B SUBTOTAL: | | 867 |
| 3E | 505'MNB'+50 - 506'MNB'+86 | MAIN ST, LT | 72 |
| | STAGE 3E SUBTOTAL: | | 72 |
| | **TOTAL** | | **3,751** |

## REMOVING CONCRETE BASES

| ROADWAY | STATION | | 204.0195 EA |
|---|---|---|---|
| BROADWAY ST | 104'BEB'+81 | LT | 2 |
| | | **TOTAL** | **2** |

## REMOVING STORM SEWER

| LOCATION | STATION | | -- | STATION | | 204.0245.01 6-INCH LF | 204.0245.02 8-INCH LF | 204.0245.03 10-INCH LF | 204.0245.04 12-INCH LF | 204.0245.05 15-INCH LF | 204.0245.08 30-INCH LF |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | REMOVING STORM SEWER | | | | | |
| BROADWAY ST | 103'BEB'+75 | 24' LT | -- | 103'BEB'+75 | 2' RT | - | - | - | 22 | - | - |
| BROADWAY ST | 103'BEB'+74 | 12' RT | -- | 103'BEB'+75 | 2' RT | - | - | - | 15 | - | - |
| BROADWAY ST' | 104'BEB'+64 | 16' LT | -- | 104'BEB'+64 | 43' LT | - | - | - | 29 | - | - |
| BROADWAY ST | 106'BEB'+30 | 38' RT | -- | 106'BEB'+44 | 2' RT | - | - | - | 34 | - | - |
| BROADWAY ST | 106'BEB'+44 | 2' RT | -- | 106'BEB'+43 | 7' RT | - | 5 | - | - | - | - |
| BROADWAY ST | 108'BEB'+43 | 27' LT | -- | 108'BEB'+51 | 11' RT | – | - | - | 39 | - | - |
| BROADWAY ST | 108'BEB'+51 | 11' RT | -- | 108'BEB'+51 | 35' RT | – | - | - | 24 | - | - |
| STH 96 | 111'EB'+85 | 20' LT | -- | 111'EB'+91 | 11' RT | - | - | - | 43 | - | - |
| STH 96 | 111'EB'+93 | 12' RT | -- | 112'EB'+44 | 27' LT | - | - | - | - | - | 62 |
| STH 96 | 111'EB'+94 | 12' RT | -- | 111'EB'+98 | 2' RT | - | - | - | 20 | - | - |
| STH 96 | 300'EB'+59 | 6' RT | -- | 301'EB'+48 | 22' RT | - | - | - | 92 | - | - |
| STH 96 | 301'EB'+48 | 22' RT | -- | 301'EB'+48 | 32' RT | 10 | - | - | - | - | - |
| HIGH ST | 10'H'+08 | 9' LT | -- | 10'H'+49 | 1' RT | - | - | - | 42 | - | - |
| HIGH ST | 10'H'+49 | 1' RT | -- | 10'H'+69 | 19' RT | - | - | - | 27 | - | - |
| HIGH ST | 12'H'+90 | 12' RT | -- | 12'H'+90 | 31' LT | - | - | - | 43 | - | - |
| HIGH ST | 12'H'+90 | 31' LT | -- | 13'H'+75 | 4' RT | - | - | - | 75 | - | - |
| HIGH ST | 14'H'+55 | 32' LT | -- | 15'H'+06 | 37' LT | - | - | - | 52 | - | - |
| HIGH ST | 15'H'+00 | 46' LT | -- | 15'H'+06 | 37' LT | - | - | - | 10 | - | - |
| HIGH ST | 15'H'+45 | 12' RT | -- | 15'H'+63 | 7' RT | - | - | 20 | - | - | - |
| HIGH ST | 209'H'+42 | 2' RT | -- | 210'H'+42 | 4' RT | – | - | - | 100 | - | - |
| HIGH ST | 209'H'+58 | 25' RT | -- | 210'H'+93 | 9' RT | 138 | - | - | - | - | - |
| HIGH ST | 210'H'+42 | 4' RT | -- | 212'H'+33 | 17' LT | - | - | - | 188 | - | - |
| HIGH ST | 210'H'+93 | 9' RT | -- | 211'H'+05 | 20' RT | - | - | - | 19 | - | - |
| HIGH ST | 210'H'+93 | 9' RT | -- | 211'H'+02 | 20' LT | - | - | - | 29 | - | - |
| HIGH ST | 219'H'+26 | 8' RT | -- | 219'H'+42 | 8' RT | - | - | 15 | - | - | - |
| HIGH ST | 4'D'+15 | 18'RT | -- | 5'D'+17 | 11' RT | - | - | - | - | 97 | - |
| MUELLER ST | 19'MU'+00 | 7' RT | -- | 19'MU'+70 | 32' LT | - | - | - | 90 | - | - |
| MUELLER ST | 19'MU'+25 | 30' LT | -- | 19'MU'+26 | 8' RT | - | - | - | 39 | - | - |
| MUELLER ST | 19'MU'+25 | 30' LT | -- | 19'MU'+25 | 54' LT | - | - | - | 24 | - | - |
| MAIN ST | 502'MNB'+97 | 34' RT | -- | 505'MNB'+53 | 22' RT | - | - | - | 260 | - | - |
| MAIN ST | 505'MNB'+53 | 22' RT | -- | 507'MNB'+84 | 22' RT | - | - | - | 231 | - | - |
| | | | | | **TOTAL** | **148** | **5** | **35** | **1,547** | **97** | **62** |

## ABANDONING SEWER

| STATION - STATION | LOCATION | 204.0291.S CY |
|---|---|---|
| 103'BEB'+75, 2' LT - 104'BEB'+64, 16' LT | BROADWAY ST | 16 |
| 5'HK'+45 - 6'HK'+90 | HICKORY ST | 29 |
| **TOTAL** | | **45** |

## REMOVING GUARDRAIL

| STAGE | STATION - STATION | LOCATION | 204.0165 LF |
|---|---|---|---|
| 1A | 4'HK'+55 - 7'HK'+70 | HICKORY ST, RT | 315 |
| | 7'HK'+20 - 7'HK'+74 | HICKORY ST, LT | 54 |
| | 15'H'+25 - 15'H'+53 | HICKORY ST, RT | 28 |
| | STAGE 1A SUBTOTAL | | 397 |
| 2 | 209'H'+62 | HIGH ST, LT & RT | 92 |
| | STAGE 2 SUBTOTAL | | 92 |
| | **TOTAL** | | **489** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## REMOVING STORM SEWER STRUCTURES

| ROADWAY | STATION | OFFSET | 204.0210 REMOVING MANHOLES EACH | 204.0220 REMOVING INLETS EACH |
|---|---|---|---|---|
| BROADWAY ST | 103'BEB'+74 | RT | -- | 1 |
| BROADWAY ST | 103'BEB'+75 | LT | -- | 1 |
| BROADWAY ST | 104'BEB'+66 | LT | -- | 1 |
| BROADWAY ST | 106'BEB'+43 | RT | 1 | -- |
| BROADWAY ST | 108'BEB'+48 | LT | -- | 1 |
| BROADWAY ST | 108'BEB'+51 | RT | -- | 1 |
| STH 96 | 111'EB'+93 | LT | -- | 1 |
| STH 96 | 111'EB'+98 | RT | -- | 1 |
| STH 96 | 112'EB'+43 | LT | 1 | -- |
| MAIN ST | 301'EB'+49 | RT | 1 | -- |
| MAIN ST | 505'MNB'+46 | LT | -- | 1 |
| HIGH ST | 10'H'+49 | RT | 1 | -- |
| HIGH ST | 10'H'+68 | RT | -- | 1 |
| HIGH ST | 12'H'+89 | LT | -- | 1 |
| HIGH ST | 12'H'+90 | RT | -- | 1 |
| HIGH ST | 12'H'+95 | LT | -- | 1 |
| HIGH ST | 12'H'+95 | RT | -- | 1 |
| HIGH ST | 14'H'+55 | LT | -- | 1 |
| HIGH ST | 15'H'+00 | LT | -- | 1 |
| HIGH ST | 15'H'+45 | RT | -- | 1 |
| HIGH ST | 4'D'+15 | RT | 1 | -- |
| HIGH ST | 219'H'+24 | LT | 1 | -- |
| HIGH ST | 219'H'+24 | LT | -- | 1 |
| HIGH ST | 219'H'+27 | RT | -- | 1 |
| HIGH ST | 219'H'+42 | RT | -- | 1 |
| MUELLER ST | 19'MU'+00 | RT | 1 | -- |
| MUELLER ST | 19'MU'+56 | LT | -- | 1 |
| HIGH ST | 210'H'+93 | RT | 1 | -- |
| HIGH ST | 211'H'+02 | LT | -- | 1 |
| HIGH ST | 211'H'+05 | RT | -- | 1 |
| BROADWAY ST | 108'BEB'+43 | LT | 1 | -- |
| MAIN ST | 504'MNB'+63 | LT | -- | 1 |
| | | **TOTAL** | **9** | **23** |

## REMOVING COVER PLATES

| ROADWAY | STATION | OFFSET | SPV.0060.20 REMOVING COVER PLATES EACH |
|---|---|---|---|
| HIGH ST | 135'EB'+55 | 50.1' LT | 1 |
| HIGH ST | 135'EB'+89 | 31.0' LT | 1 |
| HIGH ST | 135'EB'+96 | 30.5' LT | 1 |
| | | **TOTALS** | **3** |

## REMOVING EXISTING RETAINING WALLS

| STAGE | STATION - STATION | LOCATION | REMOVING MASONRY 204.0185 CY | EXCAVATION STONE PILE AND STONE FENCES 205.0300 CY | REMOVE AND SALVAGE ROCK WALL SPV.0165.06 SF |
|---|---|---|---|---|---|
| 3 | 210'H'+00 - 211'H+00 | HIGH RT | 0 | 0 | 630 |
| 2 | 209'H'+62 | HIGH RT | 10 | 0 | 0 |
| 3B | 111'EB'+48 - 111'EB'+67 | BROADWAY LT | 0 | 2 | 0 |
| | 111'EB'+72 - 7'HK'+24 | HICKORY LT | 0 | 36 | 0 |
| | 13'H'+69 - 14'H'+61 | HIGH LT | 0 | 10 | 0 |
| | 112'EB'+81 - 113'EB'+50 | BROADWAY LT | 11 | 0 | 0 |
| | 113'EB'+00 - 113'EB'+13 | BROADWAY LT/RT | 6 | 0 | 0 |
| | 113'EB'+88 - 113'EB'+50 | BROADWAY LT/RT | 4 | 0 | 0 |
| | 112'EB'+38 - 113'EB'+71 | BROADWAY LT/RT | 42 | 0 | 0 |
| | **TOTAL** | | **73** | **48** | **630** |

## TEMPORARY SHORING

| LOCATION | 206.6000.S SF | REMARKS |
|---|---|---|
| TEMPORARY ACCESS ROAD WEST | 1000 | BETWEEN ACCESS ROAD AND WEST ABUTMENT. |
| CAUSEWAY A | 875 | ALONG STORM SEWER TRENCH |
| UNDISTRIBUTED | 500 | |
| **TOTALS** | **2,375** | |

## ACCESS TO CAUSEWAYS

| LOCATION | 205.0100 EXCAVATION COMMON CY* | 209.0100 BACKFILL GRANULAR CY | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON* | 606.0300 RIPRAP HEAVY CY * | 645.0120 GEOTEXTILE FABRIC TYPE HR SY * | SPV.0035.02 AGGREGATE FILTER CY | SPV.0180.03 GEOGRID REINFORCEMENT SY |
|---|---|---|---|---|---|---|---|
| CAUSEWAY A | 9730 | 700 | 950 | 400 | 600 | 25 | 1400 |
| CAUSEWAY B | | | | 400 | 600 | | |
| CAUSEWAY C | 2680 | 635 | 845 | 400 | 600 | 25 | 1300 |
| CAUSEWAY D | | | | 400 | 600 | | |
| **TOTAL** | **12410** | **1335** | **1795** | **1600** | **2400** | **50** | **2700** |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## FINISHING ROADWAY

| PROJECT ID | 213.0100 EA |
|---|---|
| 4075-28-71 | 1 |
| **TOTAL** | **1** |

## OBLITERATING OLD ROAD

| STAGE | STATION - STATION | LOCATION | 214.0100 STA |
|---|---|---|---|
| 1A | 106'BEB'+47- 7'C'+50 | CEDAR ST | 1 |
| 2 | 223'H'+00 - 136'EB'+00 | HIGH ST | 3 |
| 3B | 503'MNB'+00 - 506'MNB'+00 | HICKORY ST | 3 |
| | **TOTAL** | | **7** |

| LOCATION | EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL 205.0501.S TON | EXCAVATION, HAULING, AND DISPOSAL OF CONTAMINATED SEDIMENT SPV.0195.01 TON |
|---|---|---|
| PROJECT 4075-28-71 | 380 | 100 |
| **TOTAL** | **380** | **100** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

| Division | From/To Station | Common Excavation (1) | (item # 205.0100) | Salvaged/ Unusable Pavement Material (4) | Available Material (5) | Unexpanded Fill | Expanded Fill (6) | Mass Ordinate +/- (7) | Waste | Borrow |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Cut (2) | EBS Excavation (3) | | | | 1.3 | | | |
| **Stage 1** | | | | | | | | | | (item #208.0100) |
| **Stage 1A** | | | | | | | | | | |
| Temporary Bypass | 10+00.00 - 13+30.93 | 385 | | 0 | 385 | 137 | 178 | 207 | | |
| Temporary Access Road (West) | 1000+00.00 - 1005+68 | 4160 | | 0 | 4,160 | 545 | 708 | 3452 | | |
| STH 96 EB | 101+50.00 - 107+50 | 764 | | 326 | 438 | 748 | 972 | -534 | | |
| STH 96 WB | 99+87 - 107+50 | 1585 | | 489 | 1,095 | 330 | 429 | 666 | | |
| **Stage 1B** | | | | | | | | | | |
| STH 96 EB | 109+50 - 134+46.41 | 1519 | | 144 | 1,375 | 2921 | 3797 | -2422 | | |
| STH 96 WB | 109+76.90 - 134+50 | 935 | | 137 | 798 | 2540 | 3302 | -2504 | | |
| Main Street NB | 300+00 - 504+50 | 1132 | | 15 | 1,117 | 17 | 22 | 1095 | | |
| Main Street SB | 501+25 - 504+50 | 392 | | 16 | 376 | 0 | 0 | 376 | | |
| Turner Street NB | 400+70 - 402+15 | 559 | | 0 | 559 | 457 | 594 | -35 | | |
| Turner Street SB | 400+60 - 402+15 | 107 | | 0 | 107 | 3051 | 3966 | -3859 | | |
| West Roundabout | | 2200 | | | 2,200 | 400 | 520 | 1680 | | |
| East Roundabout | | 160 | | | 160 | 14500 | 18850 | -18690 | | |
| **Division 1 Subtotal** | | 13,897 | 0 | 1,127 | 12,770 | 25,644 | 33,337 | -20,567 | | 20,567 |
| **Stage 2** | | | | | | | | | | |
| Turner Street | 402+15 - 404+89.91 | 993 | | 0 | 993 | 8 | 10 | 983 | | |
| High Street (East) | 217+25 - 225+50 | 1,217 | | 458 | 758 | 90 | 118 | 641 | | |
| Mueller Street | 18+46 - 19+65 | 261 | | 76 | 185 | 4 | 5 | 179 | | |
| Hight Court | 4+84 - 6+68 | 520 | | 0 | 520 | 10 | 14 | 506 | | |
| Pedestrian Access Path | 5+11.75 - 6+95.26 | 46 | | 0 | 46 | 1808 | 2351 | -2305 | | |
| **Division 2 Subtotal** | | 3,036 | 0 | 534 | 2,502 | 1,921 | 2,497 | 5 | 5 | |
| **Stage 3** | | | | | | | | | | |
| **Stage 3A** | | | | | 0 | 0 | 0.00 | 0 | | |
| **Stage 3B** | | | | | | | | | | |
| High Street (West) | 11+00 - 15+75.82 | 1,661 | | 0 | 1,661 | 731 | 950 | 710 | | |
| High Street (East) | 209+80 - 212+25 | 923 | | 323 | 600 | 52 | 67 | 533 | | |
| Cedar Street | 7+13.80 - 9+50 | 650 | | 0 | 650 | 9 | 11 | 638 | | |
| Main Street NB Widening | 504+50 - 507+40 | 165 | | 0 | 165 | 11 | 14 | 151 | | |
| Verhasslet Driveway | 10+00.52 - 11+49.95 | 4 | | 0 | 4 | 629 | 818 | -815 | | |
| **Stage 3C** | | | | | | | | | | |
| Main Street SB | 504+50 - 507+40 | 372 | | 0 | 372 | 0 | 0 | 372 | | |
| **Stage 3D** | | | | | | | | | | |
| Main Street NB | 504+50 - 507+40 | 337 | | 0 | 337 | 33 | 43 | 294 | | |
| **Stage 3E** | | | | | | | | | | |
| Main Street SB C&G | 504+25 - 507+90 | 112 | | 0 | 112 | 12 | 15 | 97 | | |
| **Division 3 Subtotal** | | 4,223 | 0 | 323 | 3,900 | 1,476 | 1,919 | 1,981 | 1,981 | |
| Grand Total | | 21,156 | 0 | 1,984 | 19,172 | 29,041 | 37,754 | -18,581 | 1,986 | 20,567 |
| | | Total Common Exc | 21,156 | | | | | | | |

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) EBS Excavation to be backfilled with Select Borrow material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well.
4) Salvaged/Unusable Pavement Material
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
(6) Expanded Fill. Factor = 1.30
(7) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## BASE AGGREGATE DENSE SUMMARY

| STAGE | STATION - STATION | LOCATION | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON* | 311.0110 BREAKER RUN TON | 624.0100 WATER MGAL |
|---|---|---|---|---|---|
| 1A | 99'BEB'+87.1 - 107'BEB'+59 | STH 96 | 1829 | - | 26 |
| | 104'BEB'+75-107'BEB'+59 | STH 96 | - | 2900 | - |
| | TEMP CONST ACCESS WEST | STH 96 | 778 | 2900 | 11 |
| | TEMP BYPASS ROAD | MAIN ST, LT | 470 | - | 7 |
| | CEDAR TEMP ACCESS | CEDAR ST, RT | 82 | - | 1 |
| | STAGE 1A SUBTOTAL: | | 3159 | 5800 | 44 |
| 1B | 300'EB'+00-301'EB'+99 | STH 96 | 328 | 930 | 5 |
| | WEST ROUNDABOUT | STH 96 | 910 | 2080 | 13 |
| | TRUCK OVER TRACKING PAD | STH 96 | 55 | - | 1 |
| | 109'EB'+66-112'EB'+35 | STH 96 | 565 | 1260 | 8 |
| | 130'EB'+49-131'EB'+20 | STH 96 | 235 | 430 | 3 |
| | EAST ROUNDABOUT | STH 96 | 1111 | 2054 | 16 |
| | TRUCK OVER TRACKING PAD | STH 96 | 19 | - | 0 |
| | 133'EB'+42 - 134'EB'+46.75 | STH 96 | 329 | 650 | 5 |
| | 504'MNB'+11-504'MNB'+68 | MAIN ST | 113 | - | 2 |
| | 504'MNB'+11-504'MNB'+50 | MAIN ST | - | 180 | - |
| | 400'TNB'+85 - 402'TNB'+18 | TURNER ST | 331 | - | 5 |
| | 400'TNB'+85 - 401'TNB'+50 | TURNER ST | - | 380 | - |
| | STAGE 1B SUBTOTAL: | | 3996 | 7964 | 56 |
| 2 | 7'C'+13.8-7'C'+9'C'+47 | CEDAR ST | 677 | - | 9 |
| | 5'HC'+21.9-6'HC'+81 | HIGH CT | 510 | - | 7 |
| | 217'H'+25-222'H'+42 | HIGH ST | 868 | - | 12 |
| | 222'H'+67-225'H'82.95 | FAIR ST | 515 | - | 7 |
| | 402'TNB'+18-404'TNB'+89.9 | TURNER ST | 508 | - | 7 |
| | 18'MU'46.7-19'MU'85 | MUELLER ST | 243 | - | 3 |
| | STAGE 2 SUBTOTAL: | | 3321 | 0 | 46 |
| 3B | 11'H'+80-15'H'+75.85 | HIGH ST | 1513 | - | 21 |
| | 210'H' +37.5 - 212'H'+25 | HIGH ST | 592 | - | 8 |
| | 503'MNB'+94 - 507'MNB'+31 | MAIN ST, RT (TEMP) | 220 | - | 3 |
| | STAGE 3B SUBTOTAL: | | 2325 | 0 | 33 |
| 3C | 504'MNB'+68 - 506'MNB'+86 | MAIN LT | 200 | - | 3 |
| | 503'MNB'+94 - 507'MNB'+31 | MAIN ST, LT (TEMP) | 130 | - | 2 |
| | STAGE 3C SUBTOTAL: | | 330 | 0 | 5 |
| 3D | 504'MNB'+68 - 506'MNB'+86 | MAIN RT | 250 | - | 4 |
| | STAGE 3D SUBTOTAL: | | 250 | 0 | 4 |
| | **TOTAL** | | **13,381** | **13,764** | **187** |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## COLORED CONCRETE PAVEMENT SUMMARY

| STAGE | STATION - STATION | LOCATION | 405.0100 COLORING CONCRETE RED* CAT 0070 CY | SPV.0035.01 COLORING CONCRETE BUFF CAT 0070 CY | 416.0512 CONCRETE ROUNDABOUT TRUCK APRON 12-INCH SY | SPV.0180.02 BROOM FINISH CONCRETE PAVEMENT CROSSWALK CAT 0070 SY |
|---|---|---|---|---|---|---|
| 1A | WEST SPLITTER ISLAND RAIL ROAD | BROADWAY ST, | - | 11 | - | - |
| | EAST SPLITTER ISLAND RAIL ROAD | BROADWAY ST, | - | 12 | - | - |
| | STAGE 1A SUBTOTAL: | | 0 | 23 | 0 | 0 |
| 1B | 302'EB'+01-302'EB'+11 | STH 96, LT & RT | 10 | - | - | 38 |
| | 109'EB'+56-109'EB'+66 | STH 96, LT & RT | 10 | - | - | 39 |
| | 131'EB'+20-131'EB'+30 | STH 96, LT & RT | 10 | - | - | 39 |
| | 133'EB'+32-133'EB'+42 | STH 96, LT & RT | 10 | - | - | 39 |
| | 107'BEB'+59-107'BEB'+69 | BROADWAY ST, LT & RT | 10 | - | - | 40 |
| | 504'MNB'+01-504'MNB'+11 | MAIN ST, LT & RT | 10 | - | - | 38 |
| | TRUCK OVER TRACKING PAD | WEST ROUNDABOUT | 31 | - | - | - |
| | WEST SPLITTER ISLAND | WEST ROUNDABOUT | - | 12 | - | - |
| | SOUTH SPLITTER ISLAND | WEST ROUNDABOUT | - | 5 | - | - |
| | EAST SPLITTER ISLAND | WEST ROUNDABOUT | - | 8 | - | - |
| | TRUCK OVER TRACKING PAD | EAST ROUNDABOUT | 10 | - | - | - |
| | WEST SPLITTER ISLAND | EAST ROUNDABOUT | - | 13 | - | - |
| | EAST SPLITTER ISLAND | EAST ROUNDABOUT | - | 18 | - | - |
| | NORTH SPLITTER ISLAND | EAST ROUNDABOUT | - | 10 | - | - |
| | 400'TNB'+85-400'TNB'+95 | TURNER ST, LT & RT | 12 | - | - | 46 |
| | STAGE 1B SUBTOTAL: | | 113 | 66 | 0 | 279 |
| 2 | WEST ROUNDABOUT | STH 96 | 147 | - | 440 | - |
| | EAST ROUNDABOUT | STH 96 | 124 | - | 372 | - |
| | 402'TNB'+30-402'TNB'+40 | TURNER ST | 7 | - | - | 26 |
| | 403'TNB'+20-403'TNB'+30 | TURNER ST | 7 | - | - | 25 |
| | 222'H'+32-222'H'+42 | HIGH ST | 8 | – | - | 32 |
| | 222'H'+98-223'H'+08 | FAIR ST | 10 | – | - | 38 |
| | 19'MU'+71-19'MU+81 | MUELLER ST | 7 | – | - | 28 |
| | 6'HC'+68-6'HC'+78 | HIGH CT | 5 | - | - | 18 |
| | STAGE 2 SUBTOTAL: | | 315 | 0 | 812 | 167 |
| 3D | 10'H'+55-10'H'+65 | HIGH ST | 8 | - | - | 31 |
| | STAGE 3D SUBTOTAL: | | 8 | 0 | 0 | 31 |
| 3E | 9'C'+66-9'C'+76 | CEDAR ST | 6 | - | - | 23 |
| | NORTH SPLITTER ISLAND | WEST ROUNDABOUT | - | 4 | - | - |
| | STAGE 3E SUBTOTAL: | | 6 | 4 | 0 | 23 |
| | **TOTAL** | | **442** | **93** | **812** | **500** |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## CONCRETE PAVEMENT SUMMARY

| STAGE | STATION - STATION | LOCATION | 415.0080 CONCRETE PAVEMENT 8-INCH SY | 415.0090 CONCRETE PAVEMENT 9-INCH SY | 415.0100 CONCRETE PAVEMENT 10-INCH SY | 415.0410 CONCRETE PAVEMENT APPROACH SLAB SY | 415.1080 HES 8-INCH SY | 416.0620 DRILLED DOWEL BARS EA |
|---|---|---|---|---|---|---|---|---|
| 1A | 99'BEB'+97.1 - 105'BEB'+11 | BROADWAY ST | - | 2029 | - | - | - | - |
| | 105'BEB'+90 - 107'BEB'+69 | BROADWAY ST | - | 845 | - | - | - | - |
| | STAGE 1A SUBTOTAL: | | 0 | 2874 | 0 | 0 | 0 | 0 |
| 1B | 300'EB'+10 - 302'EB'+11 | STH 96 | - | 868 | - | - | - | - |
| | WEST ROUNDABOUT | STH 96 | - | - | 1517 | - | - | - |
| | 302'MNB'+05 TRUCK OVERTRACKING PAD | STH 96, RT | 97 | - | - | - | - | - |
| | 109'EB'+61 TRUCK OVERTRACKING PAD | STH 96, RT, LT | 39 | - | - | - | - | - |
| | 109'EB'+56 - 112'EB'+15 | STH 96 | - | 1047 | - | - | - | - |
| | 112'EB'+15-112'EB'+35 | STH 96 | - | - | - | 106 | - | - |
| | 130'EB'+50 - 130'EB'+70 | STH 96 | - | - | - | 125 | - | - |
| | 130'EB'+70 - 131'EB'+30 | STH 96, LT & RT | - | 228 | - | - | - | - |
| | EAST ROUNDABOUT | STH 96 | - | - | 1506 | - | - | - |
| | 131'EB'+23 TRUCK OVERTRACKING PAD | STH 96, RT | 23 | - | - | - | - | - |
| | 133'EB'+38 TRUCK OVERTRACKING PAD | STH 96, LT | 19 | - | - | - | - | - |
| | 133'EB'+32 - 134'EB'+46.75 | STH 96 | - | 503 | - | - | - | - |
| | 134'EB'+46.75 | STH 96 | - | - | - | - | - | 53 |
| | 504'MNB'+01 - 504'MNB'+68 | MAIN ST | - | 1135 | - | - | - | - |
| | 400'TNB'+75 - 403'TNB'+30 | TURNER ST | - | 1548 | - | - | - | - |
| | STAGE 1B SUBTOTAL: | | 178 | 5329 | 3023 | 231 | 0 | 53 |
| 2 | 403'TNB'+30 - 404'TNB'+79.9 | TURNER ST | 533 | - | - | - | - | - |
| | 217'H'+25 - 222'H'+07 | HIGH ST | 1596 | - | - | - | 132 | - |
| | 223'H'+25 - 225'H'+72.95 | FAIR ST | 891 | - | - | - | - | - |
| | 18'MU'+61 - 19'MU'+84 | MUELLER | 378 | - | - | - | - | - |
| | 6'HC'+48 - 6'HC'+81 | HIGH ST | - | 117 | - | - | - | - |
| | STAGE 2 SUBTOTAL: | | 3398 | 117 | 0 | 0 | 132 | 0 |
| 3B | 210'H'+37.5 - 212'H'+25 | HIGH ST | 1374 | - | - | - | - | - |
| | STAGE 3B SUBTOTAL: | | 1374 | 0 | 0 | 0 | 0 | 0 |
| 3C | 504'MNB'+68 - 506'MNB'+58.85 | MAIN ST, LT | - | 386 | - | - | - | - |
| | STAGE 3C SUBTOTAL: | | 0 | 386 | 0 | 0 | 0 | 0 |
| 3D | 504'MNB'+68 - 506'MNB'+58.85 | MAIN ST, RT | - | 381 | - | - | - | - |
| | 10'H'+54 - 10'H'+80 | HIGH ST | - | 99 | - | - | - | - |
| | STAGE 3D SUBTOTAL: | | 0 | 480 | 0 | 0 | 0 | 0 |
| 3E | 9'C'47 - 9'C'+81 | CEDAR ST | - | 75 | - | - | - | - |
| | STAGE 3E SUBTOTAL: | | 0 | 75 | 0 | 0 | 0 | 0 |
| | **TOTAL** | | **4,950** | **9,261** | **3,023** | **231** | **132** | **53** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## DRIVEWAY SUMMARY

| STAGE | STATION - STATION | LOCATION | 416.0160 CONCRETE DRIVEWAY 6-INCH SY | 416.0260 CONCRETE DRIVEWAY HES 6-INCH SY | 602.0415 CONCRETE SIDEWALK 6-INCH SF | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON* |
|---|---|---|---|---|---|---|
| 1A | 103'BEB'+16 | BROADWAY ST, PE LT | - | - | 177 | 5 |
| | 103'BEB'+84 | BROADWAY ST, PE LT | - | - | 79 | 2 |
| | WEST SPLITTER ISLAND | RAILROAD | 68 | - | - | 23 |
| | 105'BEB'+13 | BROADWAY ST, CE LT | 30 | - | 370 | 18 |
| | 106'BEB'+93 | BROADWAY ST, PE RT | 8 | - | - | 7 |
| | STAGE 1A SUBTOTAL: | | 106 | 0 | 626 | 55 |
| 1B | 300'EB'+39 | STH 96, PE LT | 14 | | 80 | 5 |
| | 300'EB'+62 | STH 96, PE RT | 15 | - | 150 | 8 |
| | 301'EB'+03 | STH 96, PE LT | 10 | - | 85 | 10 |
| | 110'EB'+18 | STH 96, PE RT | 30 | - | 350 | 20 |
| | 111'EB'+08 | STH 96, PE RT | 16 | - | 145 | 8 |
| | 111'EB'+22-11'EB'+33 | STH 96, RT | - | - | 60 | - |
| | 111'EB'+39 | STH 96, PE RT | 7 | - | 65 | 4 |
| | 111'EB'+45-11'EB'+64 | STH 96, RT | - | - | 95 | - |
| | 111'EB'+76 | STH 96, PE RT | 17 | - | 155 | 9 |
| | 504'MNB'+79 | MAIN ST, CE RT | 30 | - | 375 | 26 |
| | STAGE 1B SUBTOTAL: | | 139 | 0 | 1560 | 90 |
| 2 | 135'EB'+79 | STH 96, PE RT | 12 | - | 90 | 6 |
| | 217'H'+98 | HIGH ST, CE LT | - | 46 | - | 24 |
| | 219'H'+42 | HIGH ST, PE LT | 14 | - | 60 | 6 |
| | 220'H'+08 | HIGH ST, PE LT | 27 | - | 115 | 12 |
| | 220'H'+19-220'H'+27 | HIGH ST, LT | - | - | 45 | - |
| | 220'H'+32 | HIGH ST, PE LT | 16 | - | 65 | 7 |
| | 221'H'+01 | HIGH ST, PE LT | 14 | - | 55 | 6 |
| | 221'H'+23 | HIGH ST, PE RT | 11 | - | 100 | 6 |
| | 224'H'+53 | FAIR ST, PE LT | 20 | - | 135 | 9 |
| | 224'H'+56 | FAIR ST, PE RT | 13 | - | - | 3 |
| | 225'H'+04 | FAIR ST, PE RT | 16 | - | - | 4 |
| | 18'MU'+60 | MUELLER ST, PE LT | 9 | - | 55 | 3 |
| | 19'MU'+28 | MUELLER ST, PE LT | 22 | - | 75 | 9 |
| | 5'D'+73 | HIGH ST, PE LT | 3 | - | 45 | 2 |
| | 6'D'+06 | HIGH ST, PE LT | 3 | - | 60 | 2 |
| | 6'D'+58 | HIGH ST, PE LT | 3 | - | 50 | 2 |
| | STAGE 2 SUBTOTAL: | | 183 | 46 | 950 | 101 |
| 3B | 11'H'+11 | HIGH ST, CE RT | 30 | - | 255 | 15 |
| | 11'H+60 | HIGH ST, PE RT | 12 | - | 110 | 5 |
| | 14'H'+54 | HIGH ST, PE RT | 220 | - | - | 71 |
| | 15'H'+25 | HIGH ST, PE LT | 7 | - | - | 2 |
| | 211'H'+15 | HIGH ST, CE LT | 9 | - | 77 | 2 |
| | STAGE 3B SUBTOTAL: | | 278 | 0 | 442 | 95 |
| 3D | 504'MNB'+79 | MAIN ST, PE RT | 23 | - | 155 | 6 |
| | 506'MNB+74 | MAIN ST, PE RT | 13 | - | 80 | 5 |
| | 507'MNB+13 | MAIN ST, PE RT | 11 | - | 55 | - |
| | STAGE 3D SUBTOTAL: | | 47 | 0 | 290 | 11 |

## DRIVEWAY SUMMARY CONTINUED

| STAGE | STATION - STATION | LOCATION | 416.0160 CONCRETE DRIVEWAY 6-INCH SY | 416.0260 CONCRETE DRIVEWAY HES 6-INCH SY | 602.0415 CONCRETE SIDEWALK 6-INCH SF | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON* |
|---|---|---|---|---|---|---|
| 3E | 506'MNB'+05 | MAIN ST, PE LT | 13 | - | 95 | 6 |
| | 506'MNB'+14-506'MNB'+22 | MAIN ST, LT | - | - | 40 | - |
| | 506'MNB'+28 | MAIN ST, PE LT | 9 | - | 65 | 5 |
| | 506'MNB'+80 | MAIN ST, PE LT | 9 | - | 65 | 4 |
| | STAGE 3E SUBTOTAL: | | 31 | 0 | 265 | 15 |
| | **TOTAL** | | **784** | **46** | **4,133** | **367** |

## HMA PAVEMENT SUMMARY

| STAGE | STATION - STATION | LOCATION | 455.0120 ASPHALTIC MATERIAL PG64-28 TON | 455.0605 TACK COAT GAL | 460.1101 HMA PAVEMENT TYPE E-1 TON | 460.1103 HMA PAVEMENT TYPE E-3 TON |
|---|---|---|---|---|---|---|
| 1A | 99'BEB'+87.1 - 99'BEB'+97.10 | BROADWAY ST | 1 | 1 | -- | 10 |
| | 105'BEB'+11 - 105'BEB+69 | BROADWAY ST | 16 | 33 | -- | 230 |
| | STAGE 1A SUBTOTAL: | | 17 | 34 | 0 | 240 |
| 1B | 300'EB'+00-300-EB-10 | STH 96 | 1 | 1 | -- | 10 |
| | STAGE 1B SUBTOTAL: | | 1 | 1 | 0 | 10 |
| 2 | 404'TNB'+79.9-404'TNB'+89.9 | TURNER ST | 1 | 1 | -- | 10 |
| | 225'H'+72.9-225'H'+82.9 | FAIR ST | 1 | 1 | -- | 10 |
| | 18'MU'+46.7-18'MU'82.7 | MUELLER ST | 1 | 1 | -- | 10 |
| | 5'D'+21.9-6'D'+43 | HIGH ST | 8 | 15 | 120 | -- |
| | STAGE 2 SUBTOTAL: | | 11 | 18 | 120 | 30 |
| 3B | 7'C'+13.8-9'C'+47 | CEDAR ST (BINDER) | 6 | - | 105 | -- |
| | 10'H'+80-15'H'+75.8 | HIGH ST (BINDER) | 15 | - | 233 | -- |
| | STAGE 3B SUBTOTAL: | | 21 | 0 | 338 | 0 |
| 3C | 506'MNB'+58.8-506'MNB'+86 | MAIN ST, LT | 1 | 2 | -- | 15 |
| | STAGE 3C SUBTOTAL: | | 1 | 2 | 0 | 15 |
| 3D | 506'MNB'+58.85-506'MNB'+86 | MAIN ST, RT | 1 | 2 | -- | 15 |
| | STAGE 3D SUBTOTAL: | | 1 | 2 | 0 | 15 |
| 3E | 7'C'+13.8-9'C'+47 | CEDAR ST (SURFACE) | 5 | 20 | 80 | -- |
| | 10'H'+80-15'H'+75.8 | HIGH ST (SURFACE) | 12 | 50 | 181 | -- |
| | STAGE 3E SUBTOTAL: | | 17 | 70 | 261 | 0 |
| | **TOTAL** | | **69** | **127** | **719** | **310** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

| STAGE | STATION - STATION | LOCATION | 465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON* |
|---|---|---|---|---|
| 1A | 103'BEB'+16 | BROADWAY ST, PE LT | 2 | 4 |
| | 103'BEB'+75 | BROADWAY ST, CE RT | 6 | 16 |
| | 103'BEB'+84 | BROADWAY ST, PE LT | 1 | 2 |
| | 105'BEB'+13 | BROADWAY ST, CE LT | 14 | 80 |
| | 106'BEB'+35 | BROADWAY ST, CE RT | 98 | 295 |
| | 106'BEB'+93 | BROADWAY ST, PE RT | 7 | 14 |
| | STAGE 1A SUBTOTAL: | | 128 | 411 |
| 1B | 300'EB'+62 | STH 96, PE RT | 2 | 4 |
| | 110'EB'+18 | STH 96, CE RT | 19 | 56 |
| | 111'EB'+08 | STH 96, PE RT | 4 | 7 |
| | 111'EB'+39 | STH 96, PE RT | 2 | 3 |
| | 111'EB'+76 | STH 96, PE RT | 12 | 25 |
| | 504'MNB'+79 | MAIN ST, CE RT | 6 | 17 |
| | STAGE 1B SUBTOTAL: | | 45 | 112 |
| 2 | 217'H'+98 | HIGH ST, CE LT | 12 | 36 |
| | 219'H'+42 | HIGH ST, PE LT | 4 | 8 |
| | 220'H'+08 | HIGH ST, PE LT | 3 | 5 |
| | 220'H'+32 | HIGH ST, PE LT | 1 | 3 |
| | 221'H'+01 | HIGH ST, PE LT | 2 | 4 |
| | 221'H'+23 | HIGH ST, PE RT | 1 | 1 |
| | 224'H'+53 | FAIR ST, PE LT | 4 | 7 |
| | 18'MU'+63 | MUELLER ST, PE RT | 5 | 14 |
| | 135'EB'+79 | STH 96, PE LT | 1 | 2 |
| | STAGE 2 SUBTOTAL: | | 33 | 80 |
| 3B | 11'H'+11 | HIGH ST, CE RT | 5 | 14 |
| | 11'H'+60 | HIGH ST, PE RT | 11 | 32 |
| | 15'H'+25 | HIGH ST, PE LT | 2 | 3 |
| | 211'H'+15 | HIGH ST, CE LT | 1 | 1 |
| | STAGE 3B SUBTOTAL: | | 19 | 50 |
| 3D | 504'MNB'+79 | MAIN ST, CE RT | 1 | 2 |
| | STAGE 3D SUBTOTAL: | | 1 | 2 |
| 3E | 506'MNB'+05 | MAIN ST, PE LT | 1 | 1 |
| | 506'MNB'+28 | MAIN ST, PE LT | 1 | 1 |
| | 506'MNB'+73 | MAIN ST, PE LT | 1 | 1 |
| | STAGE 3E SUBTOTAL: | | 3 | 3 |
| | **TOTAL** | | **229** | **658** |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

## ASPHALTIC SURFACE TEMPORARY

| STAGE | STATION - STATION | LOCATION | 465.0125 ASPHALTIC SURFACE TEMPORARY TON | 465.0310 ASPHALTIC CURB LF |
|---|---|---|---|---|
| 1A | TEMPORARY BYPASS RD | MAIN ST, LT | 230 | 505 |
| | TEMPORARY ACCESS RD | CEDAR ST | 40 | - |
| | STAGE 1A SUBTOTAL: | | 270 | 505 |
| 1B | NORTH SPLITTER ISLAND | WEST ROUNDABOUT | 20 | - |
| | STAGE 1B SUBTOTAL: | | 20 | 0 |
| 3B | TEMPORARY WIDENING | MAIN ST, RT | 95 | 335 |
| | STAGE 3B SUBTOTAL: | | 95 | 335 |
| 3C | TEMPORARY WIDENING | MAIN ST, LT | 50 | 335 |
| | STAGE 3C SUBTOTAL: | | 50 | 335 |
| | **TOTAL** | | **435** | **1,175** |

## CULVERT PIPE TEMPORARY

| STAGE | ROADWAY | STATION | | 520.4012 CULVERT PIPE TEMPORARY 12-INCH LF | 520.4024 CULVERT PIPE TEMPORARY 24-INCH LF |
|---|---|---|---|---|---|
| 1A | EAST ACCESS RD | 600+25 | LT/RT | 186 | -- |
| | EAST ACCESS RD | 605+50 | LT | 60 | -- |
| | EAST ACCESS RD | 605+70 | LT/RT | -- | 48 |
| | EAST ACCESS RD | 606+15 | LT | 52 | -- |
| | | | **TOTAL** | **298** | **48** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

3

## CONCRETE CURB AND GUTTER SUMMARY

| STAGE | STATION - STATION | LOCATION | 601.0405 CONCRETE CURB AND GUTTER 18-INCH TYPE A LF | 601.0409 CONCRETE CURB AND GUTTER 30-INCH TYPE A LF | 601.0411 CONCRETE CURB AND GUTTER 30-INCH TYPE D LF | 601.0551 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A LF | 601.0580 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R LF | SPV.0090.02 CONCRETE CURB AND GUTTER HES 30-INCH TYPE A LF |
|---|---|---|---|---|---|---|---|---|
| 1A | 99'BEB'+87.1-99'BEB'+97.1 | BROADWAY ST, LT & RT | - | - | 20 | - | - | - |
| | 99'BEB'+97.1-105'BEB'+76 | BROADWAY ST, LT & RT | - | 1037 | - | - | - | - |
| | 105'BEB'+76-106'BEB+14 | BROADWAY ST, LT & RT | - | - | 107 | - | - | - |
| | WEST SPLITTER ISLAND | RAILROAD | - | 207 | 56 | - | - | - |
| | EAST SPLITTER ISLAND | RAILROAD | - | 88 | 46 | - | - | - |
| | 106'BEB'+14-107'BEB'+33 | BROADWAY ST, LT | - | 168 | - | - | - | - |
| | 106'BEB'+14-107'BEB'+58 | BROADWAY ST, RT | - | 168 | - | - | - | - |
| | WEST SPLITTER ISLAND | WEST ROUNDABOUT | - | 60 | - | - | - | - |
| | 210'H'+37 | HIGH ST | - | - | - | - | 145 | - |
| | STAGE 1A SUBTOTAL: | | 0 | 1728 | 229 | 0 | 145 | 0 |
| 1B | 300'EB'+00+300'EB'+10 | STH 96, LT & RT | - | - | 20 | - | - | - |
| | 300'EB'+10-301'EB'+93 | STH 96, LT | - | 195 | - | - | - | - |
| | SW QUAD | WEST ROUNDABOUT | - | 94 | - | - | - | - |
| | 300'EB'+10-112'EB'+15 | STH 96, RT | - | 560 | - | 164 | - | - |
| | 109'EB'+81-112'EB'+15 | STH 96, LT | - | 244 | - | - | - | - |
| | NW QUAD | WEST ROUNDABOUT | - | 110 | - | - | - | - |
| | NE QUAD | WEST ROUNDABOUT | - | 87 | - | 101 | - | - |
| | ROUNDABOUT | WEST ROUNDABOUT | 220 | - | - | - | 321 | - |
| | WEST SPLITTER ISLAND | WEST ROUNDABOUT | - | 137 | - | - | - | - |
| | SOUTH SPLITTER ISLAND | WEST ROUNDABOUT | - | 92 | - | - | - | - |
| | EAST SPLITTER ISLAND | WEST ROUNDABOUT | - | 112 | - | - | - | - |
| | 130'EB'+69-134'EB'+46.75 | STH 96, RT | - | 390 | - | - | - | - |
| | 130'EB'+70-131'EB'+09 | STH 96, LT | - | 60 | - | - | - | - |
| | NW QUAD | EAST ROUNDABOUT | - | 95 | - | - | - | - |
| | NE QUAD | EAST ROUNDABOUT | - | 105 | - | 46 | - | - |
| | ROUNDABOUT | EAST ROUNDABOUT | 263 | - | - | - | 345 | - |
| | WEST SPLITTER ISLAND | EAST ROUNDABOUT | - | 169 | - | - | - | - |
| | NORTH SPLITTER ISLAND | EAST ROUNDABOUT | - | 143 | - | - | - | - |
| | EAST SPLITTER ISLAND | EAST ROUNDABOUT | - | 252 | - | - | - | - |
| | 133'EB'+55-134'EB+46.75 | STH 96, LT | - | 114 | - | 77 | - | - |
| | 504'MNB'+13-504'MNB'+69 | MAIN ST, RT | - | 54 | - | - | - | - |
| | 400'TNB'+86-402'TNB'+14 | TURNER ST, RT | - | 157 | - | - | - | - |
| | 401'TNB'+04-402'TNB'+21 | TURNER ST, LT | - | 150 | - | - | - | - |
| | STAGE 1B SUBTOTAL: | | 483 | 3320 | 20 | 388 | 666 | 0 |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED



FILE NAME: X:\3230500\113689.01\TECH\COST\4075-28-71\Misc%20Quantities\40752871%20MQ.ppt PLOT DATE : 5/8/2014 PLOT BY : Mead & Hunt PLOT NAME : _____ PLOT SCALE : 1:1

CONCRETE CURB AND GUTTER SUMMARY CONTINUED

| STAGE | STATION - STATION | LOCATION | 601.0405 CONCRETE CURB AND GUTTER 18-INCH TYPE A LF | 601.0409 CONCRETE CURB AND GUTTER 30-INCH TYPE A LF | 601.0411 CONCRETE CURB AND GUTTER 30-INCH TYPE D LF | 601.0551 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A LF | 601.0580 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R LF | SPV.0090.02 CONCRETE CURB AND GUTTER HES 30-INCH TYPE A LF |
|---|---|---|---|---|---|---|---|---|
| 2 | 106'BEB'+33-107'BEB'+51 | BROADWAY ST, LT | - | 135 | - | - | - | - |
| | NW QUAD | WEST ROUNDABOUT | - | 130 | - | - | - | - |
| | 134'EB'+46.75-136'EB'+30.65 | STH 96, LT | - | 62 | - | - | - | - |
| | 504'MNB'+23-504'MNB'+68 | MAIN ST, LT | - | 49 | - | - | - | - |
| | 217'H'+25-222'H'+06 | HIGH ST, LT & RT | - | 972 | - | - | - | 76 |
| | 223'H'+64-225'H'+72.95 | FAIR ST, LT & RT | - | 580 | - | - | - | - |
| | 225'H'+72.95-225'H'+82.95 | FAIR ST, LT & RT | - | - | 20 | - | - | - |
| | SW QUAD | TURNER ST - HIGH ST INTER | - | 86 | - | - | - | - |
| | SE QUAD | TURNER ST - FAIR ST INTER | - | 109 | - | - | - | - |
| | NW QUAD | TURNER ST - HIGH ST INTER | - | 62 | - | - | - | - |
| | NE QUAD | TURNER ST - FAIR ST INTER | - | 101 | - | - | - | - |
| | 403'TNB'+44-404'TNB'+404+79.9 | TURNER ST, LT & RT | - | 314 | - | - | - | - |
| | 404'TNB'+79-404'TNB+89.9 | TURNER ST, LT & RT | - | - | 20 | - | - | - |
| | 18'MU'+46.7-18'MU'+60.7 | MUELLER ST, LT & RT | - | - | 28 | - | - | - |
| | 18'MU'+60.7-19'MU'+87 | MUELLER ST, LT & RT | - | 271 | - | - | - | - |
| | 5'HC'+22-6'HC'+43 | HIGH ST, LT & RT | - | - | 352 | - | - | - |
| | 6'HC'+43-6'HC'+79 | HIGH ST, LT & RT | - | 82 | - | - | - | - |
| | STAGE 2 SUBTOTAL: | | 0 | 2953 | 420 | 0 | 0 | 76 |
| 3A | | | | | | | | |
| | STAGE 3A SUBTOTAL: | | 0 | 0 | 0 | 0 | 0 | 0 |
| 3B | 7'C'+13.80-9'C'+47 | CEDAR ST, LT & RT | - | - | 509 | - | - | - |
| | 10'H'+75-15'H'+75.85 | HIGH ST, LT & RT | - | - | 1049 | - | - | - |
| | 210'H'+00-212'H'+25 | HIGH ST, LT & RT | - | 390 | - | - | - | - |
| | STAGE 3B SUBTOTAL: | | 0 | 390 | 1558 | 0 | 0 | 0 |
| 3C | | | | | | | | |
| | STAGE 3C SUBTOTAL: | | 0 | 0 | 0 | 0 | 0 | 0 |
| 3D | 504'MNB'+13-10'C'+75 | MAIN ST, LT | - | 100 | - | - | - | - |
| | 10'C'+86-506'MNB'+58.85 | MAIN ST, LT | - | 164 | - | - | - | - |
| | 506'MNB'+58.85-506'MNB'+86 | MAIN ST, RT | - | - | 110 | - | - | - |
| | STAGE 3D SUBTOTAL: | | 0 | 264 | 110 | 0 | 0 | 0 |
| 3E | NORTH SPLITTER ISLAND | WEST ROUNDABOUT | - | 79 | - | - | - | - |
| | 504'MNB'+506'MNB'+58.85 | MAIN ST, RT | - | 255 | - | - | - | - |
| | 506'MNB'+58.85-506'MNB'+86 | MAIN ST, RT | - | - | 100 | - | - | - |
| | STAGE 3E SUBTOTAL: | | 0 | 334 | 100 | 0 | 0 | 0 |
| | **TOTAL** | | **483** | **8,989** | **2,437** | **388** | **811** | **76** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## CONCRETE SIDEWALK SUMMARY

| STAGE | STATION - STATION | LOCATION | 602.0405 CONCRETE SIDEWALK 4-INCH SF | 602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF | 601.0600 CONCRETE CURB PEDESTRIAN LF | 620.0300 CONCRETE MEDIAN SLOPED NOSE SF | SPV.0165.02 STAMPED CONCRETE SIDEWALK 4-INCH CAT 0070 SF |
|---|---|---|---|---|---|---|---|
| 1A | 99'BEB'+73-106'BEB'+34 | BROADWAY ST, LT | 3070 | 18 | - | - | - |
| | 107'BEB'+06-107'BEB'+58 | BROADWAY ST, RT | 425 | - | - | - | - |
| | WEST SPLITTER ISLAND | RAILROAD | - | - | - | 85 | 884 |
| | EAST SPLITTER ISLAND | RAILROAD | - | - | - | 81 | 964 |
| | WEST SPLITTER ISLAND | WEST ROUNDABOUT | - | - | - | 64 | - |
| | STAGE 1A SUBTOTAL: | | 3495 | 18 | 0 | 230 | 1848 |
| 1B | 300'EB'+00-301'EB'+90 | STH 96, LT | 1000 | - | - | - | - |
| | 300'EB'+00-112'EB'+14 | STH 96, RT | 3390 | 36 | - | - | - |
| | SW QUAD | WEST ROUNDABOUT | 1135 | 18 | - | - | - |
| | NE QUAD | WEST ROUNDABOUT | 1280 | 18 | - | - | - |
| | WEST SPLITTER ISLAND | WEST ROUNDABOUT | - | 36 | 50 | 45 | 965 |
| | SOUTH SPLITTER ISLAND | WEST ROUNDABOUT | - | 36 | 28 | 107 | 410 |
| | EAST SPLITTER ISLAND | WEST ROUNDABOUT | - | 36 | 42 | 119 | 670 |
| | 109'EB'+89-112'EB'+14 | STH 96, LT | 1525 | 36 | - | - | - |
| | 130'EB'+69-134'EB'+46.75 | STH 96, RT | 3780 | 36 | - | - | - |
| | NW QUAD | EAST ROUNDABOUT | 1615 | 36 | - | - | - |
| | NE QUAD | EAST ROUNDABOUT | 2035 | 36 | - | - | - |
| | WEST SPLITTER ISLAND | EAST ROUNDABOUT | - | 36 | 49 | 130 | 1060 |
| | EAST SPLITTER ISLAND | EAST ROUNDABOUT | - | 36 | 46 | 127 | 1450 |
| | NORTH SPLITTER ISLAND | EAST ROUNDABOUT | - | 36 | 49 | 107 | 790 |
| | 401'TNB'+09-402'TNB'+22 | TURNER ST, LT | 810 | - | - | - | - |
| | 400'TNB'+86-402'TNB'+11 | TURNER ST, RT | 600 | - | - | - | - |
| | STAGE 1B SUBTOTAL: | | 17170 | 432 | 264 | 635 | 5345 |
| 2 | 134'EB'+46.75-136'EB'+30.65 | STH 96, LT | 760 | 16 | 12 | - | - |
| | 106'BEB'+34-107'BEB'+50 | BROADWAY ST, LT | 885 | 18 | - | - | - |
| | NW QUAD | WEST ROUNDABOUT | 1730 | 18 | - | - | - |
| | 5'D'+55-6'D'+68 | HIGH ST, LT | 595 | - | - | - | - |
| | 217'H'+25-222'H'+43 | HIGH ST, LT & RT | 2505 | 16 | - | - | - |
| | 222'H'+97-225'H'+82.95 | FAIR ST, LT | 1470 | 24 | - | - | - |
| | 402'TNB'+14-404'TNB'+89.9 | TURNER ST, LT & RT | 2425 | 32 | - | - | - |
| | 18'MU'+46.7-19'MU'+71 | MUELLER ST, LT | 615 | 16 | 11 | - | - |
| | STAGE 2 SUBTOTAL: | | 10985 | 140 | 23 | 0 | 0 |
| 3B | 11'H'+31-11'H'+50 | HIGH ST, RT | 95 | - | - | - | - |
| | 210'H'+37-211'H'+25 | HIGH ST, LT & RT | 3773 | - | - | - | - |
| | STAGE 3B SUBTOTAL: | | 3868 | 0 | 0 | 0 | 0 |
| 3D | 504'MNB'+98-507'MNB'+69 | MAIN ST, RT | 945 | - | - | - | - |
| | 10'H'+50-10'H'+81 | HIGH ST, LT & RT | 150 | 16 | 18 | - | - |
| | 9'C'+60-9'C'+75 | CEDAR ST, LT & RT | - | 16 | - | - | - |
| | STAGE 3D SUBTOTAL: | | 1095 | 32 | 18 | 0 | 0 |
| 3E | 504'MNB'+68-506'MNB'+86 | MAIN ST, LT | 890 | - | - | - | - |
| | NORTH SPLITTER ISLAND | WEST ROUNDABOUT | - | 36 | 23 | 107 | 325 |
| | STAGE 3E SUBTOTAL: | | 890 | 36 | 23 | 107 | 325 |
| | **TOTAL** | | **37,503** | **658** | **328** | **972** | **7,518** |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

## CONCRETE BARRIER TEMPORARY PRECAST

| STAGE | 603.8000 DELIVERED LF | 603.8125 INSTALLED LF |
|---|---|---|
| 3A | 70 | 70 |
| **TOTAL** | **70** | **70** |

## STEEL PLATE BEAM GUARD SUMMARY

| STATION - STATION | LOCATION | STEEL PLATE BEAM GUARD 614.0115 ANCHORAGES FOR STEEL PLATE BEAM GUARD TYPE 2 EA | 614.0305 CLASS A LF | 614.0345 SHORT RADIUS LF | 614.0370 ENERGY ABSORBING TERMINAL EA |
|---|---|---|---|---|---|
| STA 13'H'+21 - STA 14'H'+07 | HIGH ST. | 1 | 19 | 50 | 1 |
| **TOTAL** | | **1** | **19** | **50** | **1** |

## CONCRETE STEPS AND PIPE RAILING

| STATION - STATION | LOCATION | 602.1500 CONCRETE STEPS SF | 513.2050.S RAILING PIPE LF |
|---|---|---|---|
| 211'H'+66 | HIGH ST, 30' RT | 24 | -- |
| 211'H'+79 | HIGH ST, 30' RT | 30 | -- |
| 212'H'+08 | HIGH ST, 30' RT | 18 | -- |
| 212'H'+15 | HIGH ST, 30' RT | 8 | 3 |
| 505'MNB'+50 | MAIN ST, 31' LT | 15 | -- |
| 505'MNB'+92 | MAIN ST, 31' LT | 10 | -- |
| | **TOTALS** | **105** | **3** |

## FENCE SAFETY

| STAGE | LOCATION | 616.0700.S LF |
|---|---|---|
| 2 | EAST ROUNDABOUT | 1700 |
| 3C | MAIN STREET | 210 |
| 3D | MAIN STREET | 190 |
| | UNDISTRIBUTED | 1000 |
| **TOTAL** | | **3,100** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

STORM SEWER ITEMS

| FROM STR | TO STR | INLET ELEV | DISCH ELEV | SLOPE | 608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF | 608.0318 18-INCH LF | 608.0324 24-INCH LF | 608.0336 36-INCH LF | 608.0512 CLASS V 12-INCH LF | 522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH | 533.1024 24-INCH EACH | 522.1036 36-INCH EACH | 611.9800.S PIPE GRATES EACH | 633.5200 MARKERS CULVERT END EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1105 | 104 | 643.60 | 643.31 | 0.50% | ---- | ---- | ---- | 59 | ---- | ---- | ---- | ---- | ---- | ---- |
| 104A | 104B | 650.01 | 649.68 | 1.00% | 33 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 104B | 104C | 649.68 | 649.47 | 1.00% | 21 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 104C | 104 | 649.47 | 649.38 | 1.00% | 9 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 104D | 104 | 649.60 | 649.38 | 1.00% | 22 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 104E | 104D | 650.00 | 649.64 | 1.00% | 36 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 104 | 105 | 643.30 | 643.07 | 0.50% | ---- | ---- | ---- | 47 | ---- | ---- | ---- | ---- | ---- | ---- |
| 106A | 106B | 652.00 | 651.76 | 1.00% | 24 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 106B | 106C | 651.75 | 651.53 | 1.00% | 22 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 106C | 106 | 649.75 | 649.44 | 1.00% | 31 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 106 | 1010 | 649.40 | 648.84 | 1.00% | 56 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 108A | 108B | 652.00 | 651.67 | 1.00% | 34 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 108B | 108 | 651.60 | 651.32 | 1.00% | 28 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 108C | 108 | 649.33 | 649.23 | 1.00% | 10 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 108D | 108C | 649.64 | 649.33 | 1.00% | 31 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 108E | 180D | 650.00 | 649.64 | 1.00% | 36 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 108F | 108E | 650.53 | 650.00 | 1.00% | 53 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 108 | 109 | 649.00 | 648.01 | 1.00% | ---- | ---- | 99 | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| T.1 ** | 1015 | 649.35 | 649.25 | 0.50% | 20 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 109 | 110 | 647.50 | 646.65 | 1.00% | ---- | ---- | 85 | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 110A | 110B | 649.39 | 648.80 | 1.00% | 59 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 110B | 110 | 648.80 | 648.58 | 1.00% | 22 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 110C | 110 | 648.30 | 648.14 | 1.00% | 16 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 110D | 110C | 648.55 | 648.35 | 1.00% | 20 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 110 | 112 | 646.63 | 644.40 | 1.00% | ---- | ---- | 223 | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 112A | 112 | 644.86 | 644.65 | 1.00% | 21 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 112B | 112 | 644.86 | 644.65 | 1.00% | 21 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 112 | 1016 | 644.17 | 644.04 | 1.00% | ---- | ---- | 13 | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 1016 | 113 | 637.25 | 636.79 | 2.00% | ---- | ---- | ---- | 23 | ---- | ---- | ---- | ---- | ---- | ---- |
| 113 | 114 | 636.79 | 636.30 | 2.00% | ---- | ---- | ---- | 25 | ---- | ---- | ---- | ---- | ---- | ---- |
| 114 | 115 | 626.30 | 621.06 | 10.00% | ---- | ---- | ---- | 52 | ---- | ---- | ---- | ---- | ---- | ---- |
| 115 | 116 | 615.35 | 610.03 | 5.00% | ---- | ---- | ---- | 107 | ---- | ---- | ---- | ---- | ---- | ---- |
| 116 | 117 | 606.00 | 605.37 | 5.00% | ---- | ---- | ---- | 13 | ---- | ---- | ---- | 1 | 1 | 1 |
| 117 | TEMP END ** | 605.37 | 602.12 | 5.00% | ---- | ---- | ---- | 65 | ---- | ---- | ---- | ---- | ---- | ---- |
| 300A | 300B | 647.80 | 647.37 | 1.00% | 43 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 300B | 301 | 647.30 | 646.63 | 1.00% | 67 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 301 | 302B | 646.56 | 646.00 | 1.00% | 56 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 302B | 302 | 646.00 | 645.91 | 1.00% | 9 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 302A | 302 | 649.20 | 648.88 | 1.00% | 32 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 302 | 1013 | 645.91 | 645.14 | 1.00% | 77 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 109B | 109A | 649.09 | 649.05 | 1.00% | 4 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 109A | 109 | 649.04 | 648.50 | 1.00% | 55 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 504A | 504B | 649.60 | 649.28 | 1.00% | 32 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 504B | 504C | 649.28 | 648.98 | 1.00% | 30 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 504C | 504 | 648.98 | 648.90 | 1.00% | 9 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |

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ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

STORM SEWER ITEMS CONTINUED

| FROM STR | TO STR | INLET ELEV | DISCH ELEV | SLOPE | 608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF | 608.0318 18-INCH LF | 608.0324 24-INCH LF | 608.0336 36-INCH LF | 608.0512 CLASS V 12-INCH LF | 522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH | 533.1024 24-INCH EACH | 522.1036 36-INCH EACH | 611.9800.S PIPE GRATES EACH | 633.5200 MARKERS CULVERT END EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 504 | 109 | 648.40 | 647.50 | 1.00% | --- | 89 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| T.2 ** | 1032 | 650.63 | 650.21 | 0.50% | ---- | ---- | ---- | ---- | 84 | ---- | ---- | ---- | ---- | ---- |
| 8B | 8 | 649.99 | 649.85 | 1.00% | 14 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 8A | 8 | 649.95 | 649.35 | 1.00% | 60 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 8 | 10 | 649.00 | 646.22 | 1.75% | 159 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 10C | 10 | 647.70 | 647.50 | 1.00% | 20 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 10A | 10B | 647.95 | 647.80 | 1.00% | 15 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 10B | 10 | 647.77 | 647.50 | 1.00% | 27 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 10 | 1032 | 650.40 | 650.21 | 0.50% | ---- | ---- | ---- | ---- | 37 | ---- | ---- | ---- | ---- | ---- |
| 10 | 505 | 646.00 | 645.57 | 1.00% | 43 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 505A | 505 | 647.47 | 647.10 | 1.00% | 37 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 506A | 505 | 647.55 | 647.10 | 1.00% | 45 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 505 | 202 | 644.00 | 640.88 | 2.00% | ---- | 156 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 202B | 202 | 643.63 | 643.48 | 1.00% | 15 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 202A | 202 | 643.62 | 643.48 | 1.00% | 14 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 202 | 203 | 634.72 | 626.09 | 5.00% | ---- | 173 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 203C | 203B | 628.00 | 627.92 | 1.00% | 8 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 203B | 203 | 627.45 | 627.17 | 1.00% | 28 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 203A | 203 | 626.48 | 626.35 | 1.00% | 13 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 14A | 1024 | 614.56 | 614.00 | 1.00% | 56 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 14B | 1024 | 613.42 | 613.15 | 0.50% | 55 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 131C | 131B | 642.85 | 642.62 | 1.00% | 23 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 130A | 130 | 640.83 | 640.75 | 1.00% | 8 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 130B | 130 | 641.00 | 640.75 | 1.00% | 25 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 130 | 131 | 640.75 | 640.11 | 1.00% | 64 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 131D | 131 | 642.46 | 641.95 | 1.00% | 51 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 131 | 131B | 639.10 | 638.69 | 1.00% | ---- | ---- | 41 | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 131B | 131A | 634.85 | 634.00 | 2.00% | ---- | ---- | 42 | ---- | ---- | ---- | 1 | ---- | ---- | 1 |
| 132 | 131 | 641.50 | 640.86 | 1.00% | ---- | ---- | 64 | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 132B | 132 | 642.57 | 642.50 | 1.00% | 7 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 133 | 132 | 643.50 | 641.50 | 1.80% | ---- | ---- | 111 | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 133A | 133B | 645.25 | 645.03 | 1.00% | 22 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 133B | 133 | 645.00 | 644.73 | 1.00% | 27 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 133C | 133 | 644.86 | 644.73 | 1.00% | 13 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 134 | 133 | 644.00 | 643.61 | 1.00% | ---- | ---- | 39 | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 134B | 134 | 645.32 | 645.00 | 1.00% | 32 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 134C | 134 | 645.28 | 645.00 | 1.00% | 28 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 134A | J2 | 647.20 | 647.00 | 1.00% | 20 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 132A | 131 | 641.50 | 641.07 | 1.00% | ---- | ---- | 44 | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 4A | J2 | 646.30 | 645.65 | 0.75% | 87 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 400 | 132A | 642.50 | 641.51 | 1.00% | ---- | ---- | 99 | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 400A | 400B | 643.87 | 643.60 | 1.00% | 27 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 400B | 400 | 643.60 | 643.50 | 1.00% | 10 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 402 | 400 | 643.00 | 642.57 | 2.00% | ---- | ---- | 22 | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 401A | 401 | 644.19 | 644.00 | 1.00% | 19 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |

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ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## STORM SEWER ITEMS CONTINUED

| FROM STR | TO STR | INLET ELEV | DISCH ELEV | SLOPE | 608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF | 608.0318 18-INCH LF | 608.0324 24-INCH LF | 608.0336 36-INCH LF | 608.0512 CLASS V 12-INCH LF | 522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH | 522.1024 24-INCH EACH | 522.1036 36-INCH EACH | 611.9800.S PIPE GRATES EACH | 633.5200 MARKERS CULVERT END EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 402 | 401 | 646.10 | 643.04 | 2.50% | ---- | ---- | 122 | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 403 | 402 | 647.30 | 646.31 | 1.00% | ---- | ---- | 99 | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 403A | 403 | 648.52 | 648.35 | 1.00% | 17 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 403B | 403 | 648.54 | 648.35 | 1.00% | 19 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 403C | 403B | 648.90 | 648.56 | 1.00% | 34 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 405 | 403 | 648.05 | 647.35 | 0.50% | ---- | ---- | 138 | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 405A | 405 | 648.75 | 648.44 | 1.00% | 31 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 405B | 405 | 648.68 | 648.45 | 1.00% | 23 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 218A | 218B | 632.40 | 631.53 | 2.50% | 35 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 218C | 218B | 631.69 | 631.53 | 1.00% | 16 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 218B | 218 | 631.50 | 629.50 | 7.55% | 27 | ---- | ---- | ---- | ---- | 1 | ---- | ---- | ---- | 1 |
| 221A | 221B | 644.75 | 644.25 | 1.13% | 44 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 221B | 219A | 644.25 | 637.25 | 3.55% | 197 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 219C | 219B | 638.06 | 637.90 | 1.00% | 16 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 219B | 219A | 637.90 | 637.25 | 1.76% | 37 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 219A | 219 | 637.25 | 636.89 | 2.00% | 18 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| 219 | 19 | 636.89 | 632.87 | 5.00% | 80 | ---- | ---- | ---- | | | | | -- | ---- |
| 19A | 19 | 634.00 | 633.68 | 1.00% | 32 | ---- | ---- | ---- | | | | | -- | ---- |
| 19B | 19 | 635.00 | 634.45 | 5.00% | 11 | ---- | ---- | ---- | | | | | -- | ---- |
| 301 | 300 | 598.68 | 598.00 | 1.00% | ---- | ---- | 68 | ---- | | | | | -- | 1 |
| 302 | 301 | 599.90 | 598.83 | 1.00% | ---- | ---- | 107 | ---- | | | | | -- | ---- |
| 302A | 302 | 601.13 | 600.95 | 0.50% | 35 | ---- | ---- | ---- | | | | | -- | ---- |
| 302B | 302 | 601.15 | 600.95 | 0.50% | 40 | ---- | ---- | ---- | | | | | -- | ---- |
| 303 | 302 | 601.58 | 600.45 | 0.86% | ---- | 132 | ---- | ---- | | | | | -- | ---- |
| 303A | 303 | 602.01 | 601.90 | 1.00% | ---- | 11 | ---- | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| | | | | **TOTALS** | **2,821** | **560** | **1,416** | **390** | **121** | **1** | **2** | **1** | **1** | **4** |

** SEE TRAFFIC CONTROL - STAGING PLAN SHEETS

## CONCRETE COLLARS FOR PIPE

| ROADWAY | LOCATION | | 520.8000 EA |
|---|---|---|---|
| BROADWAY ST | 108'BEB'+43 | LT | 1 |
| TEMP ACCESS RD E | 600+40 | LT | 1 |
| | | **TOTALS** | **2** |

## ADJUSTING COVERS

| CAT 0090 ROADWAY | STATION | LOCATION | 611.8110 ADJUSTING MANHOLE COVERS EA | 611.8115 ADJUSTING INLET COVERS EA |
|---|---|---|---|---|
| BROADWAY ST | 101'BEB'+17 | LT | -- | 1 |
| BROADWAY ST | 101'BEB'+19 | RT | 1 | -- |
| BROADWAY ST | 101'BEB'+16 | RT | -- | 1 |
| BROADWAY ST | 104'BEB'+18 | LT | 1 | -- |
| BROADWAY ST | 103'BEB'+75 | LT | 1 | -- |
| BROADWAY ST | 104'BEB'+64 | LT | 1 | -- |
| BROADWAY ST | 105'BEB'+94 | RT | 1 | -- |
| BROADWAY ST | 106'BEB'+32 | RT | 1 | -- |
| BROADWAY ST | 109'BEB'+02 | LT | 1 | -- |
| BROADWAY ST | 109'BEB'+13 | LT | 1 | -- |
| MAIN ST | 300'EB'+53 | LT | -- | 1 |
| MAIN ST | 300'EB'+59 | RT | 1 | -- |
| MAIN ST | 300'EB'+43 | RT | -- | 1 |
| HIGH ST | 15'H'+62 | RT | 1 | -- |
| STH 96 | 134'EB'+19 | LT | 1 | -- |
| HIGH ST | 221'H'+76 | RT | 1 | -- |
| **TOTALS** | | | **12** | **4** |

## PIPE UNDERDRAIN

| ROADWAY | LOCATION | | 612.0106 PIPE UNDERDRAIN 6-INCH LF | 612.0600 UNDERDRAIN TRENCH LF | 645.0112 GEOTEXTILE FABRIC TYPE DF SCHEDULE B SY |
|---|---|---|---|---|---|
| BROADWAY ST | 104'BEB'+12 - 104'BEB'+34 | LT | 17 | 17 | 8 |
| BROADWAY ST | 104'BEB'+25 - 105'BEB'+02 | RT | 74 | 74 | 33 |
| BROADWAY ST | 105'BEB'+02 - 105'BEB'+55 | RT/LT | 86 | 0 | 48 |
| BROADWAY ST | 105'BEB'+74 - 106'BEB'+18 | RT/LT | 85 | 0 | 47 |
| BROADWAY ST | 106'BEB'+09 - 106'BEB'+18 | LT | 10 | 0 | 6 |
| STH 96 | 108'BEB'+10 - 109'BEB'+10 | RT/LT | 300 | 300 | 133 |
| MAIN ST | 505'MNB'+13 | RT | 13 | 13 | 6 |
| HICKORY ST | 5'HK'+50 - 7'HK'+00 | LT | 15 | 0 | 7 |
| VERHASSLET DRWY | 10'V'+75 - 11'V'+00 | LT/RT | 45 | 0 | 20 |
| STH 96 | 131'EB'+75 - 132'EB'+80 | RT/LT | 320 | 320 | 142 |
| ROCK RETAINING WALL | 211'H'+00 | RT | 10 | 0 | 5 |
| | | **TOTALS** | **975** | **724** | **454** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## INLET ITEMS

| STRUC ID | STATION | OFFSET | 611.3225 INLETS 2x2.5-FT EACH | 611.3230 INLETS 2x3-FT EACH | 611.0624 INLET COVERS TYPE H EACH* | 611.0627 INLET COVERS TYPE HM EACH | 611.0652 INLET COVERS TYPE T EACH* | RIM / EDGE OF PAVEMENT ELEV. | TOP OF STRUCTURE ELEV. | FLOWLINE ELEV. | DEPTH FT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 104A | 104'BEB'+00 | 30.0' LT | -- | 1 | 1 | -- | -- | 654.20 | 653.37 | 650.01 | 3.36 |
| 104B | 104'BEB'+31 | 31.9' LT | -- | 1 | 1 | -- | -- | 655.08 | 654.25 | 649.68 | 4.57 |
| 104C | 104'BEB'+33 | 11.3' LT | -- | 1 | 1 | -- | -- | 654.42 | 653.59 | 649.47 | 4.12 |
| 104D | 104'BEB'+25 | 18.5' RT | -- | 1 | 1 | -- | -- | 654.53 | 653.70 | 649.60 | 4.10 |
| 104E | 103'BEB'+88 | 18.5' RT | -- | 1 | -- | 1 | -- | 654.24 | 653.41 | 650.00 | 3.41 |
| 106A | 106'BEB'+07 | 40.5' LT | -- | 1 | 1 | -- | -- | 659.41 | 658.58 | 652.00 | 6.58 |
| 106B | 105'BEB'+96 | 20.5' LT | -- | 1 | 1 | -- | -- | 659.67 | 658.84 | 651.75 | 7.09 |
| 106C | 105'BEB'+86 | 1.5' LT | -- | 1 | 1 | -- | -- | 659.91 | 659.08 | 649.75 | 9.33 |
| 106 | 105'BEB'+74 | 26.7' RT | -- | 1 | 1 | -- | -- | 660.23 | 659.40 | 649.40 | 10.00 |
| 108A | 107'BEB'+48 | 42.8' LT | -- | 1 | 1 | -- | -- | 657.75 | 656.92 | 652.00 | 4.92 |
| 108B | 107'BEB'+71 | 33.7' LT | -- | 1 | 1 | -- | -- | 656.08 | 655.25 | 651.60 | 3.65 |
| 108C | 107'BEB'+78 | 1.5' LT | -- | 1 | 1 | -- | -- | 656.10 | 655.27 | 649.33 | 5.94 |
| 108D | 107'BEB'+52 | 19.2' RT | -- | 1 | 1 | -- | -- | 656.73 | 655.90 | 649.64 | 6.26 |
| 110B | 109'EB'+94 | 30.7' LT | -- | 1 | -- | 1 | -- | 653.58 | 652.75 | 648.80 | 3.95 |
| 110C | 109'EB'+78 | 1.5' LT | -- | 1 | 1 | -- | -- | 653.78 | 652.95 | 648.30 | 4.65 |
| 110D | 109'EB'+85 | 17.5' RT | -- | 1 | 1 | -- | -- | 653.41 | 652.58 | 648.55 | 4.03 |
| 112A | 112'EB'+08 | 20.0' LT | -- | 1 | 1 | -- | -- | 649.73 | 648.90 | 644.86 | 4.04 |
| 112B | 112'EB'+08 | 19.5' RT | -- | 1 | 1 | -- | -- | 649.73 | 648.90 | 644.86 | 4.04 |
| 300A | 300'EB'+79 | 21.2' LT | -- | 1 | 1 | -- | -- | 652.69 | 651.86 | 647.80 | 4.06 |
| 300B | 300'EB'+82 | 21.5' RT | -- | 1 | 1 | -- | -- | 652.69 | 651.86 | 647.30 | 4.56 |
| 302A | 302'EB'+02 | 39 LT | -- | 1 | 1 | -- | -- | 654.21 | 653.38 | 649.20 | 4.18 |
| 302B | 301'EB'+94 | 1.5' LT | -- | 1 | 1 | -- | -- | 653.60 | 652.77 | 646.00 | 6.77 |
| 109A | 108'BEB'+96 | 14.4' RT | 1 | -- | -- | -- | 1 | 654.05 | 653.22 | 649.05 | 4.17 |
| 109B | 108'BEB'+99 | 11.4' RT | 1 | -- | -- | -- | 1 | 654.06 | 653.23 | 649.09 | 4.14 |
| 504B | 504'MNB'+08 | 38.6' LT | -- | 1 | 1 | -- | -- | 654.39 | 653.56 | 649.28 | 4.28 |
| 504C | 504'MNB'+17 | 10.0' LT | -- | 1 | 1 | -- | -- | 654.10 | 653.27 | 648.98 | 4.29 |
| T.2 ** | 504'MNB'+62.8 | 25.3' LT | -- | 1 | 1 | -- | -- | 652.68 | 651.85 | 650.62 | 1.23 |
| 8A | 7'C'+77 | 46.4' RT | -- | 1 | 1 | -- | -- | 653.97 | 653.14 | 649.95 | 3.19 |
| 8B | 8'C'+16 | 13.5' LT | -- | 1 | 1 | -- | -- | 654.40 | 653.57 | 649.99 | 3.58 |
| 10A | 9'C'+56 | 15.4' RT | -- | 1 | 1 | -- | -- | 652.96 | 652.13 | 648.05 | 4.08 |
| 10B | 504'MNB'+83 | 27.1' LT | -- | 1 | 1 | -- | -- | 652.87 | 652.04 | 647.77 | 4.27 |
| 10C | 9'C'+60 | 13.5' LT | -- | 1 | 1 | -- | -- | 652.77 | 651.94 | 647.70 | 4.24 |
| 505A | 505'MNB'+13 | 19.5' RT | -- | 1 | 1 | -- | -- | 652.77 | 651.94 | 647.47 | 4.47 |
| 506A | 505'MNB'+85 | 19.5' LT | -- | 1 | 1 | -- | -- | 652.40 | 651.57 | 647.55 | 4.02 |
| 202B | 11'H'+81 | 14.5' LT | -- | 1 | 1 | -- | -- | 648.98 | 648.15 | 643.63 | 4.52 |
| 202A | 11'H'+81 | 14.5' RT | -- | 1 | 1 | -- | -- | 648.98 | 648.15 | 643.63 | 4.52 |
| 203B | 13'H'+40 | 15.3' LT | -- | 1 | 1 | -- | -- | 632.67 | 631.84 | 627.45 | 4.39 |
| 203A | 13'H'+56 | 20.7' RT | -- | 1 | 1 | -- | -- | 630.93 | 630.10 | 626.48 | 3.62 |
| 14A | 14'H'+50 | 38.4' LT | -- | 1 | 1 | -- | -- | 621.71 | 620.88 | 614.28 | 6.60 |
| 14B | 15'H'+23 | 14.7' RT | -- | 1 | 1 | -- | -- | 616.60 | 615.77 | 613.42 | 2.35 |
| 131C | 131'EB'05 | 37.8' LT | -- | 1 | 1 | -- | -- | 646.99 | 646.16 | 642.85 | 3.31 |
| 130A | 130'EB'+78 | 9.3' LT | -- | 1 | 1 | -- | -- | 646.27 | 645.44 | 640.83 | 4.61 |
| 130 | 130'EB'+78 | 1.5' LT | -- | 1 | 1 | -- | -- | 646.06 | 645.23 | 640.75 | 4.48 |
| 130B | 130'EB'+95 | 18.3' RT | -- | 1 | -- | 1 | -- | 646.13 | 645.30 | 641.00 | 4.30 |
| 131D | 131'EB'+61 | 27.9' RT | -- | 1 | 1 | -- | -- | 647.45 | 646.62 | 642.46 | 4.16 |

## INLET ITEMS CONTINUED

| STRUC ID | STATION | OFFSET | 611.3225 INLETS 2x2.5-FT EACH | 611.3230 INLETS 2x3-FT EACH | 611.0624 INLET COVERS TYPE H EACH* | 611.0627 INLET COVERS TYPE HM EACH* | 611.0652 INLET COVERS TYPE T EACH* | RIM / EDGE OF PAVEMENT ELEV. | TOP OF STRUCTURE ELEV. | FLOWLINE ELEV. | DEPTH FT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 132B | 131'EB'+94 | 17.3' RT | 1 | -- | -- | -- | 1 | 647.68 | 646.76 | 642.57 | 4.19 |
| 133A | 133'EB'+45 | 49.2' LT | -- | 1 | -- | 1 | -- | 650.23 | 649.40 | 645.25 | 4.15 |
| 133B | 133'EB'+30 | 32.8' LT | -- | 1 | 1 | -- | -- | 650.56 | 649.73 | 645.00 | 4.73 |
| 133C | 133'EB'+17 | 1.5' LT | -- | 1 | 1 | -- | -- | 650.10 | 649.27 | 644.86 | 4.41 |
| 134B | 133'EB'+61 | 37.7' LT | -- | 1 | -- | 1 | -- | 650.55 | 649.72 | 645.32 | 4.40 |
| 134C | 133'EB'+57 | 19.2' RT | -- | 1 | 1 | -- | -- | 650.20 | 649.37 | 645.28 | 4.09 |
| 134A | 134'EB'+04 | 103.8' LT | -- | 1 | 1 | -- | -- | 651.12 | 650.29 | 647.20 | 3.09 |
| 400A | 401'TNB'+10 | 40.9' LT | -- | 1 | 1 | -- | -- | 648.73 | 647.90 | 643.87 | 4.03 |
| 400B | 400'TNB'+97 | 17.3' LT | -- | 1 | 1 | -- | -- | 649.20 | 648.37 | 643.60 | 4.77 |
| 401A | 401'TNB'+14 | 17.7' RT | -- | 1 | 1 | -- | -- | 649.15 | 648.32 | 644.19 | 4.13 |
| 403A | 403'TNB'+35 | 17.5' LT | -- | 1 | 1 | -- | -- | 653.21 | 652.38 | 648.52 | 3.86 |
| 403B | 403'TNB'+38 | 17.6' RT | -- | 1 | 1 | -- | -- | 653.84 | 653.01 | 648.54 | 4.47 |
| 403C | 223'H'+13 | 17.5' LT | -- | 1 | 1 | -- | -- | 653.65 | 652.82 | 648.90 | 3.92 |
| 405A | 404'TNB'+89 | 18.0' LT | -- | 1 | 1 | -- | -- | 652.75 | 651.92 | 648.75 | 3.17 |
| 405B | 404'TNB'+89 | 18.0' RT | -- | 1 | 1 | -- | -- | 652.75 | 651.92 | 648.68 | 3.24 |
| 218A | 217'H'+72 | 17.5' LT | -- | 1 | 1 | -- | -- | 636.88 | 636.05 | 632.40 | 3.65 |
| 218B | 217'H'+72 | 17.5' RT | -- | 1 | 1 | -- | -- | 636.39 | 635.56 | 631.50 | 4.06 |
| 218C | 217'H'+89 | 17.5' RT | -- | 1 | 1 | -- | -- | 637.30 | 636.47 | 631.69 | 4.78 |
| 219A | 219'H'+24 | 19.2' LT | -- | 1 | 1 | -- | -- | 644.85 | 644.02 | 637.25 | 6.77 |
| 219B | 219'H'+28 | 17.6' RT | -- | 1 | 1 | -- | -- | 644.38 | 643.55 | 637.90 | 5.65 |
| 219C | 219'H'+45 | 17.5' RT | -- | 1 | 1 | -- | -- | 645.08 | 644.25 | 638.06 | 6.19 |
| 221B | 221'H'+15 | 17.5' LT | -- | 1 | 1 | -- | -- | 650.27 | 649.44 | 644.25 | 5.19 |
| 221A | 221'H'+42 | 17.5' RT | -- | 1 | 1 | -- | -- | 650.20 | 649.37 | 644.75 | 4.62 |
| 19A | 18'MU'+76 | 15.0' LT | -- | 1 | 1 | -- | -- | 638.05 | 637.22 | 634.00 | 3.22 |
| 19B | 18'MU'+92 | 15.0' RT | -- | 1 | 1 | -- | -- | 638.88 | 638.05 | 635.00 | 3.05 |
| 302A | 211'H'+31 | 21.5' LT | -- | 1 | 1 | -- | -- | 604.80 | 603.97 | 601.12 | 2.85 |
| 302B | 211'H'+31 | 21.5' RT | -- | 1 | 1 | -- | -- | 604.63 | 603.80 | 601.15 | 2.65 |
| | | **TOTAL** | **3** | **69** | **64** | **5** | **3** | | | | |

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

** SEE TRAFFIC CONTROL - STAGE 1A PLAN SHEETS

### ADJUSTING MANHOLE COVERS WITH RUBBER RINGS

| ROADWAY | STRUCTURE | SPV.0060.03 EA |
|---|---|---|
| BROADWAY ST | 104E | 1 |
| STH 96 | 109A | 1 |
| STH 96 | 109B | 1 |
| STH 96 | 110B | 1 |
| STH 96 | 130B | 1 |
| STH 96 | 132A | 1 |
| STH 96 | 132B | 1 |
| STH 96 | 133A | 1 |
| STH 96 | 134B | 1 |

### COVER PLATES TEMPORARY

611.8120.S

| ROADWAY | STATION | OFFSET | COVER PLATES TEMPORARY EACH |
|---|---|---|---|
| MAIN ST | 504'MNB'+83 | 27.1' LT | 1 |
| | | **TOTALS** | **1** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

3

| | | | MANHOLE ITEMS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 611.2004 | 611.2006 | 611.0420 | 611.0530 | 611.0612 | 611.0624 | 611.0652 | | | | |
| | | | MANHOLES | | RECONSTRUCTING | MANHOLE COVER | INLET COVER | | | RIM/EDGE OF | TOP OF | | |
| STRUC | | | 4-FT DIA | 6-FT DIA | MANHOLES | TYPE J | TYPE C | TYPE H | TYPE T | PAVEMENT | STRUCTURE | FLOWLINE | DEPTH |
| ID | STATION | OFFSET | EACH | EACH | EACH | EACH | EACH | EACH* | EACH* | ELEV. | ELEV. | ELEV. | FT |
| 104 | 104'BEB'+33 | 2.5' LT | --- | 1 | --- | --- | --- | 1 | --- | 654.72 | 653.89 | 643.30 | 10.59 |
| 105 | 104'BEB'+79 | 7.7' LT | --- | 1 | --- | 1 | --- | --- | --- | 655.35 | 654.27 | 643.04 | 11.23 |
| 108 | 107'BEB'+83 | 9.6' LT | 1 | --- | --- | --- | --- | 1 | --- | 655.76 | 654.93 | 649.00 | 5.93 |
| 108E | 107'BEB'+34 | 53.3' RT | 1 | --- | --- | --- | 1 | --- | --- | 654.18 | 653.10 | 650.00 | 3.10 |
| 108F | 106'BEB'+71 | 57.5' RT | 1 | --- | --- | --- | 1 | --- | --- | 654.40 | 653.32 | 650.53 | 2.79 |
| T.1 ** | 108'BEB'+43.2 | 27.3' LT | 1 | --- | --- | 1 | --- | --- | --- | 654.90 | 653.82 | 648.41 | 5.41 |
| 109 | 108'BEB'+81 | 37.9' LT | 1 | --- | --- | 1 | --- | --- | --- | 655.69 | 654.61 | 647.50 | 7.11 |
| 110 | 109'EB'+77 | 17.2' LT | 1 | --- | --- | --- | --- | 1 | --- | 654.04 | 653.21 | 646.63 | 6.58 |
| 110A | 109'EB'+95 | 90.0' LT | 1 | --- | --- | --- | 1 | --- | --- | 654.25 | 653.17 | 649.39 | 3.78 |
| 1016 | 111'BEB'+94 | 11.6' RT | --- | --- | 1 | 1 | --- | --- | --- | 650.14 | 649.06 | 637.25 | --- |
| 112 | 112'EB'+00 | 0.0' LT | 1 | --- | --- | 1 | --- | --- | --- | 650.25 | 649.17 | 644.17 | 5.00 |
| 113 | 112'EB'+00 | 37.0' RT | --- | 1 | --- | 1 | --- | --- | --- | 649.80 | 648.72 | 636.79 | 11.93 |
| 114 | 112'EB'+24 | 37.8' RT | --- | 1 | --- | 1 | --- | --- | --- | 646.48 | 645.40 | 626.30 | 19.10 |
| 115 | 112'EB'+75 | 50.0' RT | --- | 1 | --- | 1 | --- | --- | --- | 626.50 | 625.42 | 615.35 | 10.07 |
| 116 | 113'EB'+79 | 70.9' RT | --- | 1 | --- | 1 | --- | --- | --- | 615.52 | 614.44 | 606.00 | 8.44 |
| 1013 | 108'BEB'+52 | 11.1' RT | --- | --- | 1 | 1 | --- | --- | --- | 655.72 | 654.64 | 639.82 | --- |
| 301 | 301'EB'+46 | 30.8' RT | 1 | --- | --- | 1 | --- | --- | --- | 653.54 | 652.46 | 646.56 | 5.90 |
| 302 | 301'EB'+92 | 10.1' LT | 1 | --- | --- | --- | --- | 1 | --- | 653.76 | 652.93 | 645.91 | 7.02 |
| 504A | 504'MNB'+28 | 63.0' LT | 1 | --- | --- | --- | 1 | --- | --- | 653.28 | 652.20 | 649.60 | 2.60 |
| 504 | 504'MNB'+15 | 1.5' LT | 1 | --- | --- | --- | --- | 1 | --- | 654.06 | 653.23 | 648.40 | 4.83 |
| 8 | 8'C'+16 | 0.1' RT | 1 | --- | --- | 1 | --- | --- | --- | 654.60 | 653.52 | 649.00 | 4.52 |
| 10 | 505'MNB'+09 | 24.5' LT | 1 | --- | --- | 1 | --- | --- | --- | 652.78 | 651.70 | 646.00 | 5.70 |
| 505 | 505'MNB'+45 | 0.0' RT | --- | 1 | --- | 1 | --- | --- | --- | 652.95 | 651.87 | 644.00 | 7.87 |
| 202 | 11'H'+81 | 0.4' RT | 1 | --- | --- | 1 | --- | --- | --- | 649.72 | 648.64 | 634.72 | 13.92 |
| 203 | 13'H'+49 | 11.7' RT | --- | 1 | --- | 1 | --- | --- | --- | 631.81 | 630.73 | 620.16 | 10.57 |
| 1020 | 13'H'+25 | 60.7' RT | --- | --- | 1 | --- | 1 | --- | --- | 627.41 | 626.33 | 623.79 | --- |
| 203C | 13'H'+50 | 20.2' LT | 1 | --- | --- | --- | 1 | --- | --- | 631.81 | 630.73 | 628.00 | 2.73 |
| 14C | 14'H'+86 | 62.5' LT | 1 | --- | --- | --- | 1 | --- | --- | 621.78 | 620.70 | 617.83 | 2.87 |
| 1024 | 15'H'+06 | 37.5' LT | --- | --- | 1 | --- | --- | 1 | --- | 617.42 | 616.59 | 610.44 | --- |
| 131 | 131'EB'+37 | 15.0' LT | --- | 1 | --- | 1 | --- | --- | --- | 648.14 | 647.06 | 639.10 | 7.96 |
| 131B | 131'EB'+19 | 49.2' LT | 1 | --- | --- | --- | --- | 1 | --- | 647.60 | 646.77 | 634.85 | 11.92 |
| 132 | 131'EB'+98 | 11.4' RT | 1 | --- | --- | 1 | --- | --- | --- | 647.95 | 646.87 | 641.50 | 5.37 |
| 132A | 131'EB'+75 | 46.4' LT | 1 | --- | --- | --- | --- | --- | 1 | 648.64 | 647.72 | 641.50 | 6.22 |
| 133 | 133'EB'+12 | 12.8' LT | 1 | --- | --- | --- | --- | 1 | --- | 650.10 | 649.27 | 643.50 | 5.77 |
| 134 | 133'EB'+50 | 8.0' LT | 1 | --- | --- | 1 | --- | --- | --- | 651.05 | 649.97 | 644.00 | 5.97 |
| | **SUBTOTAL:** | | **22** | **9** | **4** | **19** | **7** | **8** | **1** | | | | |

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

** SEE TRAFFIC CONTROL - STAGE 1 PLAN SHEETS

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

3

MANHOLE ITEMS CONTINUED

| STRUC ID | STATION | OFFSET | 611.2004 MANHOLES 4-FT DIA EACH | 611.2006 MANHOLES 6-FT DIA EACH | 611.0420 RECONSTRUCTING MANHOLES EACH | 611.0530 MANHOLE COVER TYPE J EACH | 611.0612 INLET COVER TYPE C EACH | 611.0624 INLET COVER TYPE H EACH* | 611.0652 INLET COVER TYPE T EACH* | RIM/EDGE OF PAVEMENT ELEV. | TOP OF STRUCTURE ELEV. | FLOWLINE ELEV. | DEPTH FT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EX MH | 135'EB'+55 | 50.1' LT | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- | --- |
| EX MH | 135'EB'+89 | 31.0' LT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- |
| EX MH | 135'EB'+96 | 30.5' LT | --- | --- | --- | --- | --- | 1 | --- | --- | --- | --- | --- |
| 4A | 401'TNB'+10 | 113.0' RT | 1 | --- | --- | --- | 1 | --- | --- | 649.50 | 648.42 | 646.30 | 2.12 |
| 400 | 400'TNB'+92 | 8.5' LT | 1 | --- | --- | 1 | --- | --- | --- | 649.42 | 648.34 | 642.50 | 5.84 |
| 401 | 401'TNB'+12 | 1.5' LT | 1 | --- | --- | --- | --- | 1 | --- | 649.45 | 648.62 | 643.00 | 5.62 |
| 402 | 402'TNB'+34 | 6.0' LT | 1 | --- | --- | 1 | --- | --- | --- | 651.16 | 650.08 | 646.10 | 3.98 |
| 403 | 403'TNB'+33 | 0.3' LT | 1 | --- | --- | 1 | --- | --- | --- | 653.47 | 652.39 | 647.30 | 5.09 |
| 405 | 404'TNB'+70 | 6.6' RT | 1 | --- | --- | 1 | --- | --- | --- | 653.38 | 652.30 | 648.05 | 4.25 |
| 219 | 219'H'+16 | 34.8' LT | 1 | --- | --- | 1 | --- | --- | --- | 644.78 | 643.70 | 636.89 | 6.81 |
| 19 | 19'MU'+00 | 7.1' RT | 1 | --- | --- | 1 | --- | --- | --- | 639.66 | 638.58 | 632.87 | 5.71 |
| 301 | 209'H'+91 | 1.7' LT | 1 | --- | --- | --- | --- | --- | 1 | 603.43 | 602.60 | 598.60 | 4.00 |
| 302 | 211'H'+01 | 4.1' LT | 1 | --- | --- | 1 | --- | --- | --- | 604.68 | 603.60 | 599.96 | 3.64 |
| 303 | 212'H'+33 | 6.9' LT | 1 | --- | --- | 1 | --- | --- | --- | 606.83 | 605.75 | 601.58 | 4.17 |
| 303A | 212'H'+33 | 17.4' LT | 1 | --- | --- | 1 | --- | --- | --- | 607.72 | 606.64 | 602.01 | 4.63 |
| | | **TOTAL** | **34** | **9** | **4** | **28** | **9** | **11** | **2** | | | | |

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

** SEE TRAFFIC CONTROL - STAGE 1 PLAN SHEETS

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## FINISHING ITEMS

| STAGE | LOCATION | 625.0100 TOPSOIL SY | 627.0200 MULCHING SY | 628.2006 EROSION MAT URBAN CLASS I TYPE A SY | 628.2023 CLASS II TYPE B SY | 629.0210 FERTILIZER TYPE B CWT | 630.0120 NO. 20 LB | 630.0130 SEEDING MIXTURE NO. 30 LB | 630.0140 NO. 40 LB | 630.0200 SEEDING TEMPORARY LB | SPV.0120.01 WATER FOR SEEDED AREAS MGAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1A | | | | | | | | | | | |
| | BROADWAY ST | 2,820 | 1,082 | 1,739 | -- | 2 | -- | 31 | 19 | 38 | 63 |
| | CONST. ACCESS WEST | 1,682 | -- | -- | 1,682 | 1 | 45 | -- | -- | 23 | 38 |
| | STAGE 1A SUBTOTAL: | 4,502 | 1,082 | 1,739 | 1,682 | 3 | 45 | 31 | 19 | 61 | 101 |
| 1B | | | | | | | | | | | |
| | STH 96 - WEST | 2,903 | 1,687 | 685 | 532 | 2 | 14 | 52 | 30 | 39 | 65 |
| | STH 96 - EAST | 5,402 | -- | 2,414 | 2,989 | 3 | 81 | 43 | -- | 73 | 121 |
| | STAGE 1B SUBTOTAL: | 8,305 | 1,687 | 3,098 | 3,520 | 5 | 95 | 96 | 30 | 112 | 187 |
| 2 | | | | | | | | | | | |
| | TEMP BYPASS | 2,832 | 2,545 | 287 | -- | 2 | -- | 5 | 46 | 38 | 64 |
| | CONST ACCESS WEST | 5,596 | 1,478 | 367 | 3,751 | 4 | 101 | 7 | 27 | 76 | 126 |
| | HIGH, MUELLER, TURNER | 2,176 | 829 | 1,348 | -- | 1 | -- | 24 | 15 | 29 | 49 |
| | HIGH COURT | 3,616 | 3,433 | 183 | -- | 8 | -- | 3 | 62 | 49 | 81 |
| | STAGE 2 SUBTOTAL: | 14,220 | 8,284 | 2,185 | 3,751 | 15 | 101 | 39 | 149 | 192 | 319 |
| 3A | | | | | | | | | | | |
| | | -- | -- | -- | | -- | | -- | -- | -- | -- |
| | STAGE 3A SUBTOTAL: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3B | | | | | | | | | | | |
| | MAIN ST | 202 | -- | 202 | -- | 0 | -- | 4 | -- | 3 | 5 |
| | CAUSEWAY C | 409 | -- | -- | 409 | 0 | 11 | -- | -- | -- | 9 |
| | STAGE 3B SUBTOTAL: | 611 | 0 | 202 | 409 | 0 | 11 | 4 | 0 | 3 | 14 |
| 3C | | | | | | | | | | | |
| | | -- | -- | -- | | -- | | -- | -- | -- | -- |
| | STAGE 3C SUBTOTAL: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3D | | | | | | | | | | | |
| | MAIN ST | 221 | 49 | 172 | -- | 0 | -- | 3 | 1 | 3 | 5 |
| | HIGH ST - WEST | 2,819 | -- | 390 | 2,429 | 2 | 66 | 7 | -- | -- | 63 |
| | STAGE 3D SUBTOTAL: | 3,040 | 49 | 563 | 2,429 | 2 | 66 | 10 | 1 | 3 | 68 |
| 3E | | | | | | | | | | | |
| | MAIN ST | 266 | 69 | 196 | -- | 0 | -- | 4 | 1 | 4 | 6 |
| | STAGE 3E SUBTOTAL: | 266 | 69 | 196 | 0 | 0 | 0 | 4 | 1 | 4 | 6 |
| | UNDISTRIBUTED (25%) | 7,740 | 2,800 | 2,000 | 2,950 | 7 | 80 | 50 | 60 | 100 | 174 |
| | **TOTAL:** | **38,684** | **13,970** | **9,983** | **14,741** | **32** | **398** | **234** | **261** | **474** | **869** |

## SILT FENCE

| STAGE | LOCATION | 628.1504 SILT FENCE LF | 628.1520 SILT FENCE MAINTENANCE LF | SPV.0090.04 HEAVY DUTY SILT FENCE LF |
|---|---|---|---|---|
| 1A | | | | |
| | STH 96 | 1700 | 850 | 870 |
| | STAGE 1A SUBTOTAL: | 1700 | 850 | 870 |
| 1B | | | | |
| | STH 96 | 1500 | 750 | 960 |
| | STAGE 1B SUBTOTAL: | 1500 | 750 | 960 |
| 2 | | | | |
| | STH 96 | 370 | 185 | -- |
| | STAGE 2 SUBTOTAL: | 370 | 185 | 0 |
| 3A | | | | |
| | STH 96 | 560 | 280 | -- |
| | STAGE 3A SUBTOTAL: | 560 | 280 | 0 |
| 3B | | | | |
| | STH 96 | 290 | 145 | -- |
| | STAGE 3B SUBTOTAL: | 290 | 145 | 0 |
| 3C | | | | |
| | STH 96 | 0 | 0 | -- |
| | STAGE 3C SUBTOTAL: | 0 | 0 | 0 |
| 3D | | | | |
| | STH 96 | 0 | 0 | -- |
| | STAGE 3D SUBTOTAL: | 0 | 0 | 0 |
| 3E | | | | |
| | STH 96 | 0 | 0 | -- |
| | STAGE 3E SUBTOTAL: | 0 | 0 | 0 |
| | UNDISTRIBUTED (25%) | 1110 | 560 | 460 |
| | TOTAL: | **5,530** | **2,770** | **2,290** |

## MOBILIZATIONS EROSION CONTROL

| STAGE | 628.1905 EA |
|---|---|
| STAGE 1A | 2 |
| STAGE 1B | 4 |
| STAGE 2 | 4 |
| STAGE 3A | 1 |
| STAGE 3B | 2 |
| STAGE 3C | 1 |
| STAGE 3D | 1 |
| STAGE 3E | 1 |
| **TOTAL** | **16** |

## MOBILIZATIONS EMERGENCY EROSION CONTROL

| STAGE | 628.1910 EA |
|---|---|
| STAGE 1A | 1 |
| STAGE 1B | 2 |
| STAGE 2 | 2 |
| STAGE 3A | 1 |
| STAGE 3B | 1 |
| STAGE 3C | 1 |
| STAGE 3D | 1 |
| STAGE 3E | 1 |
| **TOTAL** | **10** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## PLANTING ITEMS

| CAT 0080 | | LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES 632.9101 | MULCH SHREDDED BARK SPV.0165.03 | |
|---|---|---|---|---|
| PROJECT NUMBER | | EACH | SF | COMMENT |
| 4075-28-71 | | 24 | | UNDISTRIBUTED |
| 4075-28-71 | | | 1180 | MAIN/96 RBT |
| 4075-28-71 | | | 1175 | TURNER/96 RBT |
| **TOTALS** | | **24** | **2355** | |

| CAT 0080 | | | PLANTING LAYOUT SHEET NUMBERS | | | | | | | | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | |
| BID ITEMS | SYM. | COMMON NAME | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH |
| | | COLUMNAR DECIDUOUS TREES | | | | | | | | | |
| 632.0101.0001 | PSG | Ginkgo, Princeton Sentry | | 1 | | | 1 | | | 1 | 3 |
| 632.0101.0002 | ASL | Linden, American Sentry | | | | | | | | 2 | 2 |
| 632.0101.0003 | FM | Maple, Freeman 'Armstrong' | | 4 | 1 | | 5 | | 1 | 4 | 15 |
| 632.0101.0004 | MM | Acer miyabei 'Morton' | | 1 | | | 1 | | | 1 | 3 |
| 632.0101.0005 | RPO | Oak, Regal Prince | | 3 | | | 4 | | 2 | 3 | 12 |
| | | ORNAMENTAL TREES | | | | | | | | | |
| 632.0101.0006 | GRC | Crabapple, Golden Raindrops | | | | 2 | | | | | 2 |
| 632.0101.0007 | SSC | Crabapple, Spring Snow | | 1 | 1 | 1 | | | | | 3 |
| 632.0101.0008 | WH | Hawthorn, Washington | | | | | 3 | 1 | | | 4 |
| 632.0101.0009 | ISL | Lilac, Ivory Silk Tree | | 3 | | | 3 | | | | 6 |
| 632.0101.0010 | AB | Pear, Autumn Blaze | | | 2 | | | | 5 | | 7 |
| | | EVERGREEN TREES | | | | | | | | | |
| 632.0101.0011 | ERC | Redcedar, Eastern | | | | | 3 | | | 3 | 6 |
| 632.0101.0012 | TA | Arborvitae, Techny | | | | | | | | 3 | 3 |
| 632.0101.0013 | WS | Spruce, White | | | | | 2 | | | | 2 |

## INLET PROTECTION

| STAGE | LOCATION | 628.7005 INLET PROTECTION TYPE A EA | 628.7010 INLET PROTECTION TYPE B EA | 628.7015 INLET PROTECTION TYPE C EA | 628.7020 INLET PROTECTION TYPE D EA |
|---|---|---|---|---|---|
| 1A | STH 96 | 14 | 0 | 15 | 8 |
| | STAGE 1A SUBTOTAL: | 14 | 0 | 15 | 8 |
| 1B | STH 96 | 37 | 3 | 22 | 15 |
| | STAGE 1B SUBTOTAL: | 37 | 3 | 22 | 15 |
| 2 | STH 96 | 3 | -- | 11 | 1 |
| | HIGH STREET | 11 | -- | 12 | 4 |
| | HICKORY STREET | 1 | -- | 2 | -- |
| | BROADWAY STREET | -- | -- | 2 | -- |
| | TURNER STREET | 5 | -- | 4 | 5 |
| | MUELLER STREET | 2 | -- | 2 | -- |
| | FAIR STREET | 1 | -- | -- | 3 |
| | STAGE 2 SUBTOTAL: | 23 | 0 | 33 | 13 |
| 3A | HIGH STREET | -- | -- | 1 | 3 |
| | HICKORY STREET | 1 | -- | 2 | -- |
| | STAGE 3A SUBTOTAL: | 1 | 0 | 3 | 3 |
| 3B | HICKORY STREET | 7 | -- | 8 | -- |
| | MAIN STREET | -- | -- | 3 | -- |
| | HIGH STREET | 5 | -- | 4 | 1 |
| | STAGE 3B SUBTOTAL: | 12 | 0 | 15 | 1 |
| 3C | HICKORY STREET | 5 | -- | 3 | -- |
| | MAIN STREET | -- | -- | 2 | 2 |
| | HIGH STREET | 4 | -- | 4 | -- |
| | STAGE 3B SUBTOTAL: | 9 | 0 | 9 | 2 |
| 3D | HIGH STREET | -- | -- | 10 | -- |
| | HICKORY STREET | 2 | -- | -- | -- |
| | STAGE 3B SUBTOTAL: | 2 | 0 | 10 | 0 |
| 3E | MAIN STREET | 2 | -- | 2 | 2 |
| | STAGE 3E SUBTOTAL: | 2 | 0 | 2 | 2 |
| | UNDISTRIBUTED (25%) | 30 | 10 | 30 | 20 |
| | **TOTAL** | **130** | **13** | **139** | **64** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED



FILE NAME: X:\3230500\113689.01\TECH\COST\4075-28-71\Misc%20Quantities\40752871%20MQ.ppt PLOT DATE : 5/8/2014 PLOT BY : Mead & Hunt PLOT NAME : _____ PLOT SCALE : 1:1

3

## TRAFFIC CONTROL SUMMARY

| STAGE | DURATION DAYS | 643.0300 DRUMS NO | 643.0300 DRUMS DAYS | 643.0410 BARRICADES TYPE II NO | 643.0410 BARRICADES TYPE II DAYS | 643.0420 BARRICADES TYPE III NO | 643.0420 BARRICADES TYPE III DAYS | 643.0705 WARNING LIGHTS TYPE A NO | 643.0705 WARNING LIGHTS TYPE A DAYS | 643.0900 SIGNS NO | 643.0900 SIGNS DAYS | 643.1050 PCMS EA | 643.1050 PCMS DAYS | 643.0500 FLEXIBLE TUBULAR MARKERS POSTS EA | 643.0600 FLEXIBLE TUBULAR MARKERS BASES EA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1A | 60 | 0 | 0 | 2 | 120 | 33 | 1980 | 66 | 3960 | 34 | 2040 | 2 | 14 | 7 | 7 |
| 1B | 121 | 0 | 0 | 5 | 605 | 40 | 4840 | 80 | 9680 | 69 | 8349 | 2 | 14 | 0 | 0 |
| 2 | 123 | 0 | 0 | 10 | 1230 | 35 | 4305 | 70 | 8610 | 77 | 9471 | 2 | 14 | 0 | 0 |
| 3A | 60 | 0 | 0 | 2 | 120 | 8 | 480 | 16 | 960 | 28 | 1680 | 0 | 0 | 0 | 0 |
| 3B | 62 | 14 | 868 | 5 | 310 | 7 | 434 | 14 | 868 | 32 | 1984 | 0 | 0 | 0 | 0 |
| 3C | 25 | 30 | 750 | 2 | 50 | 3 | 75 | 6 | 150 | 24 | 600 | 0 | 0 | 19 | 19 |
| 3D | 13 | 32 | 416 | 4 | 52 | 3 | 39 | 6 | 78 | 26 | 338 | 0 | 0 | 16 | 16 |
| 3E | 22 | 17 | 374 | 4 | 88 | 3 | 66 | 6 | 132 | 25 | 550 | 0 | 0 | 0 | 0 |
| **TOTAL** | | | **2,408** | | **2,575** | | **12,219** | | **24,438** | | **25,012** | | **42** | **42** | **42** |

## EROSION CONTROL ITEMS

| ROADWAY | STATION | LOCATION | 606.0200 RIPRAP MEDIUM CY | 606.0300 RIPRAP HEAVY CY * | 645.0120 GEOTEXTILE FABRIC TYPE HR SY * | 628.7504 TEMPORARY DITCH CHECKS LF | 628.7560 TRACKING PADS EACH | 628.7570 ROCK BAGS EACH |
|---|---|---|---|---|---|---|---|---|
| STH 96 | 109'EB'+80 | LT | -- | -- | -- | -- | 1 | -- |
| STH 96 | 114'EB'+00 | RT | -- | 12 | 33 | -- | -- | -- |
| STH 96 | 123'EB'+00 - 129'EB'+50 | LT/RT | -- | -- | -- | -- | -- | 200 |
| STH 96 | 125'EB'+50 | LT | -- | -- | -- | -- | 1 | -- |
| STH 96 | 131'EB'+00 | LT | 10 | -- | 33 | -- | -- | -- |
| STH 96 | 132'EB'+40 - 133'EB'+75 | LT | -- | -- | -- | -- | 1 | -- |
| PED TRAIL | 4+50 - 5+10 | LT/RT | 30 | -- | 68 | 20 | -- | -- |
| HICKORY ST | 5'HK'+25 - 6'HK'+75 | LT/RT | -- | -- | -- | 84 | -- | -- |
| HIGH ST | 14'H'+75 | RT | -- | -- | -- | -- | 1 | -- |
| | | **TOTAL** | **40** | **12** | **134** | **104** | **4** | **200** |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## TEMPORARY CROSSWALK ACCESS

| | STAGE | DURATION DAYS | EACH | SPV.0045.01 TEMPORARY CROSSWALK ACCESS DAYS |
|---|---|---|---|---|
| CROSSING BROADWAY ST AT MAIN ST/BROADWAY ST INTERSECTION | 1B | 121 | 1 | 121 |
| CROSSING MUELLER ST AT MUELLER ST/HIGH ST INTERSECTION | 2 | 123 | 1 | 123 |
| CROSSING TURNER ST AT TURNER ST/ HIGH ST INTERSECTION | 2 | 123 | 1 | 123 |
| CROSSING FAIR ST AT FAIR ST/TURNER ST INTERSECTION | 2 | 123 | 1 | 123 |
| CROSSING CEDAR ST AT MAIN ST/CEDAR ST INTERSECTION | 3D | 13 | 1 | 13 |
| | **TOTAL** | | | **503** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

DETOUR SIGNING

| SIGN NUMBER | SIGN CODE | MESSAGE | W X H | EACH | 643.3000 TRAFFIC CONTROL DETOUR SIGNS DAYS |
|---|---|---|---|---|---|
| 1 | MO3-2 | EAST | 24" X 12" | 1 | 121 |
| | M1-6 | 96 | 24" X 24" | 1 | 121 |
| | W20-2 | DETOUR AHEAD | 36" X 36" | 1 | 121 |
| 2 | MO4-8 | DETOUR | 24" X 12" | 1 | 121 |
| | MO3-2 | EAST | 24" X 12" | 1 | 121 |
| | M1-6 | 96 | 24" X 24" | 1 | 121 |
| | MO5-1L | ADVANCED ARROW LEFT | 21" X 21" | 1 | 121 |
| 3 | MO4-8 | DETOUR | 24" X 12" | 1 | 121 |
| | MO3-2 | EAST | 24" X 12" | 1 | 121 |
| | M1-6 | 96 | 24" X 24" | 1 | 121 |
| | M06-1 | ARROW LEFT | 21" X 21" | 1 | 121 |
| 4 | R11-3 | ROAD CLOAD_1.0 MILES AHEAD LOCAL | 60" X 30" | 1 | 121 |
| | MO4-9L | DETOUR LEFT ARROW | 30" X 24" | 1 | 121 |
| 5 | MO4-8 | DETOUR | 24" X 12" | 1 | 121 |
| | MO3-2 | EAST | 24" X 12" | 1 | 121 |
| | M1-6 | 96 | 24" X 24" | 1 | 121 |
| | M5-1R | ARROW RIGHT | 21" X 21" | 1 | 121 |
| 6 | MO4-8 | DETOUR | 24" X 12" | 1 | 121 |
| | MO3-2 | EAST | 24" X 12" | 1 | 121 |
| | M1-6 | 96 | 24" X 24" | 1 | 121 |
| | MO6-1 | ARROW RIGHT | 21" X 21" | 1 | 121 |
| 7 | MO4-8 | DETOUR | 24" X 12" | 1 | 121 |
| | MO3-2 | EAST | 24" X 12" | 1 | 121 |
| | M1-6 | 96 | 24" X 24" | 1 | 121 |
| | MO1-1 | ARROW LEFT | 21" X 21" | 1 | 121 |
| 8 | MO4-8 | DETOUR | 24" X 12" | 1 | 121 |
| | M03-4 | WEST | 24" X 12" | 1 | 121 |
| | M1-6 | 96 | 24" X 24" | 1 | 121 |
| | MO6-1 | ARROW AHEAD | 21" X 21" | 1 | 121 |
| 9 | MO4-8 | DETOUR | 24" X 12" | 1 | 121 |
| | MO3-4 | EAST | 24" X 12" | 1 | 121 |
| | M1-6 | 96 | 24" X 24" | 1 | 121 |
| | MO5-1L | ADVANCED ARROW LEFT | 21" X 21" | 1 | 121 |
| 10 | MO4-8 | DETOUR | 24" X 12" | 1 | 121 |
| | MO3-4 | WEST | 24" X 12" | 1 | 121 |
| | M1-6 | 96 | 24" X 24" | 1 | 121 |
| | MO6-1 | ARROW AHEAD | 21" X 21" | 1 | 121 |
| 11 | MO1-6 | 96 | 24" X 24" | 1 | 121 |
| | W20-2 | DETOUR AHEAD | 36" X 36" | 1 | 121 |
| 12 | MO4-8 | DETOUR | 24" X 12" | 1 | 121 |
| | MO3-4 | WEST | 24" X 12" | 1 | 121 |
| | M1-6 | 96 | 24" X 24" | 1 | 121 |
| | MO6-1 | ARROW LEFT | 21" X 21" | 1 | 121 |
| 13 | MO4-8 | DETOUR | 24" X 12" | 1 | 121 |
| | MO3-2 | EAST | 24" X 12" | 1 | 121 |
| | M1-6 | 96 | 24" X 24" | 1 | 121 |
| 14 | MO4-8 | DETOUR | 24" X 12" | 1 | 121 |
| | MO3-4 | WEST | 24" X 12" | 1 | 121 |
| | M1-6 | 96 | 24" X 24" | 1 | 121 |
| | MO5-1L | ADVANCED ARROW LEFT | 21" X 21" | 1 | 121 |

DETOUR SIGNING CONTINUED

| SIGN NUMBER | SIGN CODE | MESSAGE | W X H | EACH | 643.3000 TRAFFIC CONTROL DETOUR SIGNS DAYS |
|---|---|---|---|---|---|
| 15 | MO4-8 | DETOUR | 24" X 12" | 1 | 121 |
| | MO3-4 | WEST | 24" X 12" | 1 | 121 |
| | M1-6 | 96 | 24" X 24" | 1 | 121 |
| 16 | MO4-8 | DETOUR | 24" X 12" | 1 | 121 |
| | MO3-4 | WEST | 24" X 12" | 1 | 121 |
| | M1-6 | 96 | 24" X 24" | 1 | 121 |
| 17 | MO4-8 | DETOUR | 24" X 12" | 1 | 121 |
| | MO3-4 | WEST | 24" X 12" | 1 | 121 |
| | M1-6 | 96 | 24" X 24" | 1 | 121 |
| | MO5-1L | ARROW AHEAD | 21" X 21" | 1 | 121 |
| 18 | MO4-8 | DETOUR | 24" X 12" | 1 | 121 |
| | MO3-4 | WEST | 24" X 12" | 1 | 121 |
| | M1-6 | 96 | 24" X 24" | 1 | 121 |
| | MO6-1 | ARROW AHEAD | 21" X 21" | 1 | 121 |
| 19 | MO3-4 | WEST | 24" X 12" | 1 | 121 |
| | M1-6 | 96 | 24" X 24" | 1 | 121 |
| | W20-2 | DETOUR AHEAD | 36" X 36" | 1 | 121 |
| 20 | MO4-8 | DETOUR | 24" X 12" | 1 | 121 |
| | MO3-4 | WEST | 24" X 12" | 1 | 121 |
| | M1-6 | 96 | 24" X 24" | 1 | 121 |
| | MO6-1 | ARROW RIGHT | 21" X 21" | 1 | 121 |
| 21 | MO4-8 | DETOUR | 24" X 12" | 1 | 121 |
| | MO3-4 | WEST | 24" X 12" | 1 | 121 |
| | M1-6 | 96 | 24" X 24" | 1 | 121 |
| | MO5-1R | ADVANCED ARROW RIGHT | 21" X 21" | 1 | 121 |
| 22 | MO3-4 | WEST | 24" X 12" | 1 | 121 |
| | M1-6 | 96 | 24" X 24" | 1 | 121 |
| | W20-2 | DETOUR AHEAD | 36" X 36" | 1 | 121 |
| 23 | MO4-8A | END DETOUR | 24" X 18" | 1 | 121 |
| 24 | MO4-8A | END DETOUR | 24" X 18" | 1 | 121 |
| 25 | R11-2 | ROAD CLOSED | 48" X 30" | 1 | 121 |
| | MO4-9R | DETOUR RIGHT ARROW | 30" X 24" | 1 | 121 |
| | | | | **TOTAL** | **9,922** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## PAVEMENT MARKING SUMMARY

| | STATION | LOCATION | 646.0106 EPOXY 4-INCH YELLOW LF* | 646.0106 EPOXY 4-INCH WHITE LF* | 646.0843.S GROOVED WET REFLECTIVE CONTRAST TAPE 8-INCH WHITE LF | 647.0110 RAILROAD CROSSING EPOXY WHITE EA | SPV.0060.18 GROOVED CONTRAST PREFORMED THERMOPLASTIC ARROWS, TYPE 2 EA | SPV.0060.19 GROOVED CONTRAST PREFORMED THERMOPLASTIC WORDS EA | 647.0456 CURB EPOXY LF | 647.0606 ISLAND NOSE EPOXY EA | 647.0656 PARKING STALL EPOXY LF | 647.0726 DIAGONAL EPOXY 12-INCH YELLOW LF | 647.0766 CROSSWALK EPOXY 6-INCH WHITE LF | SPV.0090.05 GROOVED PREFORMED THERMOPLASTIC YEILD LINE 18-INCH WHITE LF | SPV.0090.06 GROOVED CONTRAST PREFORMED THERMOPLASTIC CROSSWALK 6-INCH WHITE LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1A | 99'BEB'+87.10-107'BEB'+59 | BROADWAY ST | 1357 | 270 | - | 1 | - | - | 30 | 3 | - | 40 | - | - | - |
| | 10+00-13+31 | TEMPORARY BYPASS RD | - | - | - | 1 | - | - | - | - | - | - | - | - | - |
| | STAGE 1A SUBTOTAL: | | 1357 | 270 | 0 | 2 | 0 | 0 | 30 | 3 | 0 | 40 | 0 | 0 | 0 |
| 1B | 300'EB'+00-301+99 | STH 96 | 547 | - | - | - | - | - | 10 | 1 | - | 23 | - | - | - |
| | WEST ROUNDABOUT | STH 96 | - | - | - | - | - | - | - | - | - | - | - | 40 | 278 |
| | 109'EB'+66-131'EB'+20 | STH 96 | 5117 | - | - | - | - | - | 20 | 2 | - | 68 | 80 | - | - |
| | EAST ROUNDABOUT | STH 96 | - | - | 35 | - | - | - | - | - | - | - | - | 61 | 223 |
| | 133'EB'+42-137'EB'+26 | STH 96 | 1270 | - | - | - | - | - | 10 | 1 | - | 148 | - | - | - |
| | 99'BEB'+87.10-107'BEB'+59 | BROADWAY ST | 235 | - | - | 1 | - | - | - | - | - | - | - | - | - |
| | STAGE 1B SUBTOTAL: | | 7169 | 0 | 35 | 1 | 0 | 0 | 40 | 4 | 0 | 239 | 80 | 101 | 501 |
| 2 | 400'TNB'+84-404'TNB'+89.9 | TURNER ST | 732 | - | 75 | - | 1 | 3 | 10 | 1 | - | 27 | 152 | - | - |
| | 5'HC'+21.9-6'HC'+81 | HIGH ST | - | - | - | - | - | - | - | - | - | - | 64 | - | - |
| | 217'H'+25'-222'H'+42 | HIGH ST | 1014 | - | - | - | - | - | - | - | - | - | 97 | - | - |
| | 222'H'+67-225'H'+82.95 | FAIR ST | 559 | - | - | - | - | - | - | - | - | - | 114 | - | - |
| | 18'MU'+68.7-19'MU'+85 | MUELLER ST | 246 | - | - | - | - | - | - | - | - | - | 84 | - | - |
| | STAGE 2 SUBTOTAL: | | 2551 | 0 | 75 | 0 | 1 | 3 | 10 | 1 | 0 | 27 | 511 | 0 | 0 |
| 3B | 210'H'+37.5-212'H'+25 | HIGH ST | 230 | - | - | - | - | - | - | - | 66 | - | - | - | - |
| | STAGE 3B SUBTOTAL: | | 230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 0 |
| 3E | 504'MNB'+68-506'MNB'+86 | MAIN ST | 744 | - | - | - | - | - | 20 | 1 | - | 23 | - | - | - |
| | 7'C'+13.8+9'C'+47 | CEDAR ST | - | - | - | - | - | - | - | - | - | - | 69 | - | - |
| | 11'H'+80-15'H'+75.85 | HIGH ST | - | - | - | - | - | - | - | - | - | - | 92 | - | - |
| | STAGE 3E SUBTOTAL: | | 744 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 0 | 23 | 161 | 0 | 0 |
| | **TOTAL** | | **12,051** | **270** | **110** | **3** | **1** | **3** | **100** | **9** | **66** | **329** | **752** | **101** | **501** |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

3

## REMOVING PAVEMENT MARKINGS

| STAGE | STATION - STATION | LOCATION | 646.0600 LF | REMARKS |
|---|---|---|---|---|
| 1B | 504'MNB'+68-505'MNB'+25 | MAIN ST | 115 | |
| | 505'MNB'+25 | MAIN ST | 75 | CROSSWALK |
| | 505'MNB'+50-505'MNB'+90 | MAIN ST, LT | 30 | PARKING STALLS |
| | STAGE 1B SUBTOTAL: | | 220 | |
| 2 | 135'EB'+00-137'EB'+26.15 | STH 96 | 285 | |
| | STAGE 2 SUBTOTAL: | | 285 | |
| 3C | 506'MNB'+86-508'MNB'+11 | MAIN ST | 160 | TAPER |
| | STAGE 3C SUBTOTAL: | | 160 | |
| | **TOTAL** | | **665** | |

## TEMPORARY PAVEMENT MARKING SUMMARY

| | | | 649.0100 | | 649.0400 | | 633.1100 | 649.2100 |
|---|---|---|---|---|---|---|---|---|
| | | | TEMPORARY PAVEMENT MARKING | | | | | |
| | | | 4-INCH | | REMOVABLE TAPE 4-INCH | | | |
| STAGE | STATION - STATION | LOCATION | (YELLOW) LF | EDGELINE (WHITE) LF | (YELLOW) LF | EDGELINE (WHITE) LF | DELINEATORS TEMPORARY (CRYSTAL WHITE) EACH | TEMPORARY RAISED PAVEMENT MARKERS (TWO WAY YELLOW) EACH |
| 1A | 10+00-13+31 | TEMPORARY BYPASS RD | 360 | 435 | 187 | 134 | 13 | 9 |
| | STAGE 1A SUBTOTAL: | | 360 | 435 | 187 | 134 | 13 | 9 |
| 3C | 504'MNB'+11-508'MNB'+00 | MAIN ST | - | - | 1050 | 990 | - | - |
| | STAGE 3C SUBTOTAL: | | 0 | 0 | 1050 | 990 | 0 | 0 |
| 3D | 504'MNB'+11-507'MNB'+00 | MAIN ST | - | - | 950 | 975 | - | - |
| | STAGE 3D SUBTOTAL: | | 0 | 0 | 950 | 975 | 0 | 0 |
| | **TOTAL** | | **360** | **435** | **2,187** | **2,099** | **13** | **9** |
| | | | **795** | | **4,286** | | | |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## CONSTRUCTION STAKING

| STATION - STATION | LOCATION | 650.4500 SUBGRADE LF | 650.5000 BASE LF | 650.5500 CURB & GUTTER LF | 650.7000 CONCRETE PAVEMENT LF | 650.9920 SLOPE STAKES LF |
|---|---|---|---|---|---|---|
| 10+00 - 13+31 | TEMPORARY BYPASS | 331 | 331 | --- | --- | 331 |
| 1000+00 - 1005+68 | TEMPORARY ACCESS ROAD WEST | 568 | 568 | --- | --- | 568 |
| 600+00 - 607+00 | TEMPORARY ACCESS ROAD EAST | 700 | 700 | --- | --- | 700 |
| 99'BEB'+87 - 99'BEB'+97 | BROADWAY ST | 10 | 10 | 20 | --- | 10 |
| 99'BEB'+97 - 105'BEB'+11 | BROADWAY ST | 514 | --- | --- | 514 | 514 |
| 105'BEB'+11 - 105'BEB'+90 | BROADWAY ST | 79 | 79 | 107 | --- | 79 |
| 105'BEB'+90- 107'BEB'+90 | BROADWAY ST | 200 | --- | --- | 200 | 200 |
| 109'EB'+29 - 112'EB'+14 | STH 96 | 285 | --- | 806 | 285 | 285 |
| 130'EB'+71 - 131'EB'+52 | STH 96 | 81 | --- | 366 | 81 | 81 |
| 132'EB'+99 - 134'EB'+47 | STH 96 | 148 | --- | 365 | 148 | 148 |
| 300'EB'+00 - 302'EB'+31 | MAIN ST | 231 | --- | 20 | 231 | 231 |
| 503'MNB'+78 - 506'MNB'+86 | MAIN ST | 308 | --- | --- | 308 | 308 |
| 506'MNB'+86 - 507'MNB'+68 | MAIN ST | 82 | 82 | 210 | --- | 82 |
| 400'TNB'+50 - 404'TNB'+80 | TURNER ST | 430 | --- | --- | 430 | 430 |
| 404'TNB'+80 - 404'TNB'+90 | TURNER ST | 10 | 10 | 20 | --- | 10 |
| 7'C'+14 - 9'C'+47 | CEDAR ST | 233 | 233 | 509 | --- | 233 |
| 9'C'+47 - 9'C'+66 | CEDAR ST | 19 | --- | --- | 19 | 19 |
| 10'H'+61 - 10'H'+80 | HIGH ST | 19 | --- | --- | 19 | 19 |
| 10'H'+80 - 15'H'+76 | HIGH ST | 496 | 496 | 1049 | --- | 496 |
| 209'H'+84 - 212'H'+25 | HIGH ST | 241 | --- | 145 | 241 | 241 |
| 217'H'+25 - 222'H'+23 | HIGH ST | 498 | --- | 76 | 498 | 498 |
| 223'H'+11 - 225'H'+73 | FAIR ST | 262 | --- | --- | 262 | 262 |
| 225'H'+73 - 225'H'+83 | FAIR ST | 10 | 10 | 20 | --- | 10 |
| 18'MU'+47 - 18'MU'+57 | MUELLER ST | 10 | 10 | 28 | --- | 10 |
| 18'MU'+57 - 19'MU'+71 | MUELLER ST | 114 | --- | --- | 114 | 114 |
| 5'P'+39 - 6'P'+95 | PATH | 156 | 156 | --- | --- | 256 |
| 5'HC'+21 - 6'HC'+43 | HIGH CT | 122 | 122 | 352 | --- | 122 |
| 6'HC'+43 - 6'HC'+68 | HIGH CT | 25 | --- | --- | 25 | 25 |
| 10+00 - 11+50 | VERHASSLET DRIVEWAY | 150 | --- | --- | 150 | 150 |
| | BERM | --- | --- | --- | --- | 310 |
| 5'HK'+00 - 7'HK'+40 | HICKORY SWALE | --- | --- | --- | --- | 240 |
| 0'RA'+00 - 3'RA'+33 | WEST ROUNDABOUT | 333 | --- | --- | 333 | 333 |
| 0'RB'+00 - 3'RB'+58 | EAST ROUNDABOUT | 358 | --- | --- | 358 | 358 |
| | **TOTAL** | **7023** | **2807** | **4093** | **4216** | **7673** |

| STRUCTURES | 650.4000 CONSTRUCTION STAKING STORM SEWER EA |
|---|---|
| MANHOLES | 42 |
| INLETS | 71 |
| ENDWALLS | 4 |
| **TOTAL** | **117** |

| CATEGORY | STRUCTURE | 650.6500 STRUCTURE STAKING LS |
|---|---|---|
| 0020 | 01. B-5-381 | 1 |
| 0030 | 02. R-5-110 | 1 |
| 0040 | 03. R-5-111 | 1 |
| 0050 | 04. R-5-112 | 1 |
| 0060 | 05. R-5-113 | 1 |

| LOCATION | SPV.0105.19 CONSTRUCTION STAKING TEMPORARY CAUSEWAY A LS |
|---|---|
| CAUSEWAY A | 1 |
| **TOTAL** | **1** |

| LOCATION | SPV.0105.20 CONSTRUCTION STAKING TEMPORARY CAUSEWAY B LS |
|---|---|
| CAUSEWAY B | 1 |
| **TOTAL** | **1** |

| LOCATION | SPV.0105.21 CONSTRUCTION STAKING TEMPORARY CAUSEWAY C LS |
|---|---|
| CAUSEWAY C | 1 |
| **TOTAL** | **1** |

| LOCATION | SPV.0105.22 CONSTRUCTION STAKING TEMPORARY CAUSEWAY D LS |
|---|---|
| CAUSEWAY D | 1 |
| **TOTAL** | **1** |

| LOCATION | 650.8500 ELECTRICAL INSTALLATIONS 01. 4075-28-71 LS | REMARKS |
|---|---|---|
| STRUCTURE B-5-381 | | 11 POLES |
| STH 96 & CTH DD ROUNDABOUT | | 9 POLES |
| STH 96 & TURNER ST ROUNDABOUT | | 7 POLES |
| **TOTAL** | **1** | |

| STA - STA | 650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 01. 4075-28-71 EA |
|---|---|
| 99'BEB'+87.26 - 134'EB'+46.75 | 1 |
| **TOTAL** | **1** |

| STATION - STATION | LOCATION | SPV.0105.23 WETLAND RESTORATION SURVEY LS |
|---|---|---|
| 126'EB'+00 - 130'EB'+75 | STH 96 | 1 |
| **TOTAL** | | **1** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

# ROUNDABOUT LIGHTING QUANTITIES



CONDUIT RIGID NONMETALLIC SCHEDULE 40

| LOCATION<br>STH 96 & CTH DD | | 652.0225<br>2-INCH | 652.0235<br>3-INCH |
|---|---|---|---|
| FROM | TO | LF* | LF* |
| CB1 | PB1 | | 20 |
| PB1 | LB1 | 5 | |
| PB1 | PB2 | | 70 |
| PB2 | LB2 | 40 | |
| PB2 | PB3 | | 140 |
| PB3 | LB3 | 10 | |
| PB3 | PB4 | | 70 |
| PB4 | LB4 | 20 | |
| LB4 | LB5 | 80 | |
| LB5 | PB5 | 80 | |
| PB5 | PB6 | 130 | |
| PB8 | LB6 | | 70 |
| PB8 | PB7 | 80 | |
| PB8 | PB9 | 140 | |
| PB9 | LB7 | | 130 |
| PB9 | LB7 | 10 | |
| PB9 | PB10 | | 100 |
| PB10 | LB8 | 20 | |
| PB10 | PB11 | | 70 |
| PB11 | LB9 | 40 | |
| PB11 | CB1 | | 130 |
| | **SUBTOTAL** | **655** | **800** |
| LOCATION<br>STH 96 & Turner St | | | |
| CB1 | PB1 | | 60 |
| PB1 | LB1 | 5 | |
| PB1 | PB2 | | 70 |
| PB2 | LB2 | 60 | |
| LB2 | LB3 | 140 | |
| LB3 | PB3 | 120 | |
| PB3 | LB4 | 20 | |
| PB3 | PB4 | | 70 |
| PB4 | DRAIN | 20 | |
| PB4 | LB5 | 30 | |
| LB5 | PB5 | 80 | |
| PB5 | LB6 | 10 | |
| PB5 | PB6 | | 100 |
| PB6 | LB7 | 5 | |
| PB6 | CB1 | | 100 |
| | SUBTOTAL | 490 | 400 |
| | **TOTAL** | **1,145** | **1,200** |

* ADDITIONAL QUANTITIES ELSEWHERE

PULL BOXES STEEL

| LOCATION | 653.0140<br>24x42-INCH<br>EACH |
|---|---|
| STH 96 & CTH DD | 11 |
| STH 96 & TURNER ST | 6 |
| **TOTAL** | **17** |

CONCRETE BASES

| LOCATION | 654.0105<br>TYPE 5<br>EACH | SPV.0060.22<br>CONCRETE<br>CONTROL<br>CABINET<br>BASE<br>EACH |
|---|---|---|
| STH 96 & CTH DD | 9 | 1 |
| STH 96 & TURNER ST | 7 | 1 |
| **TOTAL** | **16** | **2** |

ELECTRIC SERVICE

| LOCATION | SPV.0105.14<br>METER BREAKER PEDESTAL BLACK<br>AT CTH DD ROUNDABOUT<br>LS | SPV.0105.15<br>METER BREAKER PEDESTAL BLACK<br>AT TURNER STREET ROUNDABOUT<br>LS | SPV.0060.23<br>LIGHTING CONTROL CABINET BLACK<br>EACH |
|---|---|---|---|
| STH 96 & CTH DD | 1 | --- | 1 |
| STH 96 & TURNER ST | --- | 1 | 1 |
| **TOTAL** | **1** | **1** | **2** |

LIGHTING SUMMARY

| LOCATION | SPV.0060.24<br>TRANSFORMER BASES<br>BREAKAWAY<br>11 1/2-INCH<br>BOLT CIRCLE<br>BLACK<br>EACH | SPV.0060.25<br>POLES<br>TYPE 5<br>(ALUMINUM)<br>BLACK<br>EACH | SPV.0060.26<br>LUMINAIRE ARMS<br>TRUSS TYPE<br>4 1/2-INCH CLAMP<br>12-FT<br>BLACK<br>EACH | SPV.0060.28<br>LUMINAIRES<br>UTILITY<br>LED-B<br>BLACK<br>EACH |
|---|---|---|---|---|
| STH 96 & CTH DD | 9 | 9 | 9 | 9 |
| STH 96 & TURNER ST | 7 | 7 | 7 | 7 |
| **TOTAL** | **16** | **16** | **16** | **16** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

# ROUNDABOUT LIGHTING QUANTITIES

ELECTRICAL WIRE LIGHTING

LOCATION
STH 96 & CTH DD

(240 VOLT SYSTEM)

| CIRCUIT | FROM | TO | 10AWG 655.0615* UNGROUNDED CONDUCTOR (SEE CIRCUIT COLOR) LF | 12AWG 655.0610 UNGROUNDED CONDUCTOR **(Black)/(Red)** LF | 655.0610 EQUIPMENT GROUNDING CONDUCTOR **(Green)** LF |
|---|---|---|---|---|---|
| **A** | CB1 | LB1 | 120 | | |
| **(Black)** | LB1 | Luminaire | | 100 | 50 |
| | CB1 | LB9 | 400 | | |
| | LB9 | Luminaire | | 100 | 50 |
| **B** | CB1 | LB2 | 340 | | |
| **(Red)** | LB2 | Luminaire | | 100 | 50 |
| | LB2 | LB3 | 460 | | |
| | LB3 | Luminaire | | 100 | 50 |
| **C** | CB1 | LB4 | 760 | | |
| **(Blue)** | LB4 | Luminaire | | 100 | 50 |
| | LB4 | LB5 | 200 | | |
| | LB5 | Luminaire | | 100 | 50 |
| **D** | CB1 | LB8 | 520 | | |
| **(Brown)** | LB8 | Luminaire | | 100 | 50 |
| | LB8 | LB7 | 340 | | |
| | LB7 | Luminaire | | 100 | 50 |
| | LB7 | LB6 | 520 | | |
| | LB6 | Luminaire | | 100 | 50 |
| | | **SUB-TOTALS** | **3,660** | **900** | **450** |
| | | **TOTAL** | **3,660** | **1,350** | |

* ADDITIONAL QUANTITIES ELSEWHERE

ELECTRICAL WIRE LIGHTING (CONTINUED)

LOCATION
STH 96 & Turner St

(240 VOLT SYSTEM)

| CIRCUIT | FROM | TO | 10AWG 655.0615* UNGROUNDED CONDUCTOR (SEE CIRCUIT COLOR) LF | 12AWG 655.0610 UNGROUNDED CONDUCTOR **(Black)/(Red)** LF | 655.0610 EQUIPMENT GROUNDING CONDUCTOR **(Green)** LF |
|---|---|---|---|---|---|
| **A** | CB1 | LB1 | 180 | | |
| **(Black)** | LB1 | Luminaire | | 100 | 50 |
| | CB1 | LB7 | 260 | | |
| | LB7 | Luminaire | | 100 | 50 |
| **B** | CB1 | LB2 | 460 | | |
| **(Red)** | LB2 | Luminaire | | 100 | 50 |
| | LB2 | LB3 | 320 | | |
| | LB3 | Luminaire | | 100 | 50 |
| | LB3 | LB4 | 340 | | |
| | LB4 | Luminaire | | 100 | 50 |
| **C** | CB1 | LB6 | 500 | | |
| **(Blue)** | LB6 | Luminaire | | 100 | 50 |
| | LB6 | LB5 | 240 | | |
| | LB5 | Luminaire | | 100 | 50 |
| | | SUB-TOTALS | 2,300 | 700 | 350 |
| | | **TOTAL** | **2,300** | **1,050** | |
| | | **PROJECT TOTALS** | **5,960** | **2,400** | |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

# ROUNDABOUT LIGHTING QUANTITIES

ELECTRICAL WIRE LIGHTING 10AWG

| LOCATION STH 96 & CTH DD (240 VOLT SYSTEM) | | 655.0615* EQUIPMENT GROUNDING CONDUCTOR **(Green)** |
|---|---|---|
| FROM | TO | LF |
| CB1 | LB1 | 60 |
| LB1 | PB1 | 20 |
| LB1 | LB2 | 160 |
| LB2 | PB2 | 60 |
| LB2 | LB3 | 230 |
| LB3 | PB3 | 40 |
| LB3 | LB4 | 140 |
| LB4 | PB4 | 40 |
| LB4 | LB5 | 100 |
| LB5 | PB5 | 100 |
| LB5 | LB6 | 240 |
| LB5 | LB6 | 270 |
| LB6 | PB8 | 100 |
| LB6 | PB7 | 250 |
| LB6 | LB7 | 260 |
| LB7 | PB9 | 30 |
| LB7 | LB8 | 170 |
| LB8 | PB10 | 40 |
| LB8 | LB9 | 170 |
| LB9 | PB11 | 60 |
| LB9 | CB1 | 200 |
| | **SUBTOTAL** | **2,740** |

ELECTRICAL WIRE LIGHTING 10AWG (CONTINUED)

| LOCATION STH 96 & Turner St | | 655.0615* EQUIPMENT GROUNDING CONDUCTOR **(Green)** |
|---|---|---|
| FROM | TO | LF |
| CB1 | LB1 | 90 |
| LB1 | PB1 | 20 |
| LB1 | LB2 | 180 |
| LB2 | PB2 | 80 |
| LB2 | LB3 | 160 |
| LB3 | LB4 | 170 |
| LB4 | PB4 | 40 |
| LB4 | LB5 | 160 |
| LB5 | PB4 | 50 |
| LB5 | LB6 | 120 |
| LB6 | PB5 | 30 |
| LB6 | LB7 | 160 |
| LB7 | PB6 | 20 |
| LB7 | CB1 | 130 |
| | **SUBTOTAL** | **1,410** |
| | **PROJECT TOTAL** | **4,150** |

* ADDITIONAL QUANTITIES ELSEWHERE

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH

| CAT 0090 STATION - STATION | LOCATION | 652.0225 LF* | REMARKS |
|---|---|---|---|
| 107'EB'+29 - 302'MNB'+73 | BROADWAY ST RT | 175 | MUNICIPAL SERVICE LINE |
| 132'EB'+37 - 134'EB'+00 | BROADWAY ST LT | 170 | MUNICIPAL SERVICE LINE |
| **TOTAL** | | **345** | |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

PULL BOXES STEEL 24X42-INCH

| CAT 0090 STATION | LOCATION | 653.0140 EA* | REMARKS |
|---|---|---|---|
| 107'EB'+22 | 36.6' RT | 1 | MUNICIPAL SERVICE LINE |
| 302'EB'+13 | 56.5' LT | 1 | MUNICIPAL SERVICE LINE |
| 302'EB'+73 | 53.9' LT | 1 | MUNICIPAL SERVICE LINE |
| 132'EB'+37 | 24.0' LT | 1 | MUNICIPAL SERVICE LINE |
| 133'EB'+98 | 101.2' LT | 1 | MUNICIPAL SERVICE LINE |
| **TOTALS** | | **5** | |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ELECTRICAL SERVICE METER BREAKER PEDESTAL BLACK AT CTH DD ROUNDABOUT

| CAT 0090 STATION | LOCATION | SPV.0105.16 LS |
|---|---|---|
| 107'EB'+29 | 37.2' RT | 1 |
| **TOTALS** | | **1** |

ELECTRICAL SERVICE METER BREAKER PEDESTAL BLACK AT TURNER STREET ROUNDABOUT

| CAT 0090 STATION | LOCATION | SPV.0105.17 LS |
|---|---|---|
| 134'EB'+00 | 95.1' LT | 1 |
| **TOTALS** | | **1** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

# BRIDGE LIGHTING QUANTITIES

## BRIDGE LIGHTING BRANCH CIRCUIT WIRE AND CONDUIT

| FROM | TO | 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF * | 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF* | 655.0625 ELECTRICAL WIRE LIGHTING 6 AWG LF | 655.0635 ELECTRICAL WIRE LIGHTING 2 AWG LF |
|---|---|---|---|---|---|
| CAB. 'W' | LPB-W1 | | 25 | 210 | 140 |
| LPB-W1 | LPB-W2 | | 115 | 750 | 500 |
| LPB-W2 | LPB-W3 | | 290 | 1800 | 1200 |
| LPB-W3 | LPB-W4 | 85 | | 279 | 186 |
| LPB-W4 | W-1/3L-2R-1 | 10 | | 408 | 272 |
| W-1/3L-2R-1 | W-1/3L-2R-2 | | | 1008 | 672 |
| W-1/3L-2R-2 | W-1/3L-2R-3 | | | 1008 | 672 |
| W-1/3L-2R-3 | W-1/3L-2R-4 | | | 1026 | 684 |
| W-1/3L-2R-4 | W-1/3L-2R-5 | | | 1029 | 686 |
| W-1/3L-2R-5 | W-1/3L-2R-6 | | | 1029 | 686 |
| LPB-W3 | W-5/7L-4R-1 | 5 | | 1014 | 676 |
| W-5/7L-4R-1 | W-5/7L-4R-2 | | | 1014 | 676 |
| W-5/7L-4R-2 | W-5/7L-4R-3 | | | 1014 | 676 |
| W-5/7L-4R-3 | W-5/7L-4R-4 | | | 1014 | 676 |
| W-5/7L-4R-4 | W-5/7L-4R-5 | | | 1029 | 686 |
| | **TOTAL** | **100** | **430** | **13632** | **9088** |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## BRIDGE LIGHTING PULL BOX

| NO. | LOCATION | SPV.0060.20 BRIDGE LIGHTING PULL BOXES EACH |
|---|---|---|
| LPB-W1 | 134+02.3, 55.0' LT | 1 |
| LPB-W2 | 133+45, 41.7' RT | 1 |
| LPB-W3 | 130+83.5, 39.2' RT | 1 |
| LPB-W4 | 130+84.8, 48.8 LT | 1 |
| | **TOTAL** | **4** |

## BRIDGE LIGHTING CONTROL

| LOCATION | LOCATION | 656.0200 ELECTRICAL SERVICE METER BREAKER PEDESTAL 01. BRIDGE CABINET W LS | SPV.0060.21 BRIDGE LIGHTING CONTROL CABINET EACH |
|---|---|---|---|
| CABINET W | 133+93, 118.8' LT | 1 | 1 |
| | **TOTAL** | **1** | **1** |

## BRIDGE LIGHTING UNIT

| NO. | SPV.0060.27 BRIDGE LIGHTING UNITS EA |
|---|---|
| W-1/3L-2R-1 | 1 |
| W-1/3L-2R-2 | 1 |
| W-1/3L-2R-3 | 1 |
| W-1/3L-2R-4 | 1 |
| W-1/3L-2R-5 | 1 |
| W-1/3L-2R-6 | 1 |
| W-5/7L-4R-1 | 1 |
| W-5/7L-4R-2 | 1 |
| W-5/7L-4R-3 | 1 |
| W-5/7L-4R-4 | 1 |
| W-5/7L-4R-5 | 1 |
| **TOTAL** | **11** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## SAWING PAVEMENT SUMMARY

| STAGE | STATION - STATION | LOCATION | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | COMMENT |
|---|---|---|---|---|---|
| 1A | 99'BEB'+87.1 | BROADWAY ST | - | 38 | MAINLINE |
| | 103'BEB'+16 | BROADWAY ST, PE LT | 30 | - | |
| | 103'BEB'+75 | BROADWAY ST, CE RT | 52 | - | |
| | 103'BEB'+84 | BROADWAY ST, PE LT | 14 | - | |
| | 105'BEB'+13 | BROADWAY ST, CE LT | 142 | - | |
| | 106'BEB'+35 | BROADWAY ST, CE RT | 76 | - | |
| | 106'BEB'+93 | BROADWAY ST, PE RT | 15 | - | |
| | 106'BEB'+85 | BROADWAY ST, RT | - | 46 | MAINLINE |
| | 504'MNB'+50 | MAIN ST, LT | 100 | - | EDGELINE |
| | 504'MNB'+50 | MAIN ST, LT | - | 5 | SIDEWALK |
| | 504'MNB'+50 | MAIN ST, LT | - | 3 | CURB & GUTTER |
| | 505'MNB'+50 | MAIN ST, LT | - | 5 | SIDEWALK |
| | 505'MNB'+50 | MAIN ST, LT | - | 3 | CURB & GUTTER |
| | STAGE 1A SUBTOTAL: | | 429 | 100 | |
| 1B | 300'EB'+00 | STH 96 | 40 | - | MAINLINE |
| | 300'EB'+00 | STH 96, LT & RT | - | 5 | CURB & GUTTER |
| | 300'EB'+00 | STH 96, LT & RT | - | 10 | SIDEWALK |
| | 300'EB'+39 | STH 96, PE LT | 11 | - | |
| | 300'EB'+62 | STH 96, PE RT | 48 | - | |
| | 110'EB'+62 | STH 96, CE RT | 214 | - | |
| | 111'EB'+08 | STH 96, PE RT | 24 | - | |
| | 111'EB'+39 | STH 96, PE RT | 8 | - | |
| | 111'EB'+78 | STH 96, PE RT | 25 | - | |
| | 504'MNB'+68 | MAIN ST | 16 | 24 | MAINLINE |
| | 504'MNB'+68 | MAIN ST, LT & RT | - | 9 | SIDEWALK |
| | 504'MNB'+79 | MAIN ST, CE RT | 47 | - | |
| | STAGE 1B SUBTOTAL: | | 433 | 48 | |
| | COLUMN SUBTOTALS | | 862 | 148 | |

## SAWING PAVEMENT SUMMARY CONTINUED

| STAGE | STATION - STATION | LOCATION | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | COMMENT |
|---|---|---|---|---|---|
| 2 | 135'EB'+00-136'EB'+29 | STH 96, LT | - | 137 | EDGELINE |
| | 135'EB'+85 | STH 96, LT | 13 | - | |
| | 136'EB'+29 | STH 96, LT | - | 5 | SIDEWALK |
| | 404'TNB'+89.9 | TURNER ST, LT & RT | 32 | - | |
| | 404'TNB'+89.9 | TURNER ST, LT & RT | - | 5 | CURB & GUTTER |
| | 404'TNB'+89.9 | TURNER ST, RT | - | 5 | SIDEWALK |
| | 217'H'+25 | HIGH ST | - | 39 | MAINLINE |
| | 217'H'+25 | HIGH ST, LT | - | 5 | SIDEWALK |
| | 217'H'+98 | HIGH ST, CE LT | 52 | - | |
| | 219'H'+42 | HIGH ST, PE LT | 14 | - | |
| | 220'H'+08 | HIGH ST, PE LT | 24 | - | |
| | 220'H'+32 | HIGH ST, PE LT | 13 | - | |
| | 221'H'+01 | HIGH ST, PE LT | 11 | - | |
| | 221'H'+23 | HIGH ST, PE RT | 20 | - | |
| | 224'H'58+225'H'+82.9 | FAIR ST, CE LT | 124 | - | |
| | 224'H'+56 | FAIR ST, PE RT | 16 | - | |
| | 225'H'+04 | FAIR ST, PE RT | 22 | - | |
| | 225'H'+82.9 | FAIR ST, LT & RT | - | 5 | CURB & GUTTER |
| | 225'H'+82.9 | FAIR ST, LT | - | 5 | SIDEWALK |
| | 18'MU'+72.5 | MUELLER ST | - | 31 | MAINLINE |
| | 18'MU'+72.5 | MUELLER ST, LT | - | 5 | SIDEWALK |
| | 19'MU'+28 | MUELLER ST, PE LT | 16 | - | |
| | 5HC'+73 | HIGH CT, PE LT | - | 9 | |
| | 6'HC'+06 | HIGH CT, PE LT | 12 | - | |
| | 6'HC'+57 | HIGH CT, PE LT | 5 | - | |
| | 7'C'+13.8 | CEDAR ST | 16 | - | MAINLINE |
| | STAGE 2 SUBTOTAL: | | 390 | 251 | |
| | PAGE SUBTOTAL | | 1252 | 399 | |

SAWING PAVEMENT CONTINUED ON NEXT PAGE

## SCENIC OVERLOOK SUMMARY

| LOCATION | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TONS* | CAT 0070 SPV.0090.01 SAW CUT CONCRETE SY * | CAT 0070 SPV.0165.01 STAINING CONCRETE SF | SPV.0180.01 CONCRETE 5-INCH DECORATIVE SY |
|---|---|---|---|---|
| BROADWAY AT MAIN STREET | 50 | 202 | 1,325 | 148 |
| **TOTALS** | **50** | **202** | **1,325** | **148** |

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

## FROST PROOF YARD HYDRANT, 6-FOOT

| LOCATION | CAT 0090 SPV.0060.01 EA |
|---|---|
| WEST ROUNDABOUT | 1 |
| EAST ROUNDABOUT | 1 |
| **TOTALS** | **2** |

## INSULATION BOARD, 2-INCH

| LOCATION | CAT 0090 SPV.0165.04 SF |
|---|---|
| STA 15'H'+00, 35' LT | 160 |
| **TOTALS** | **160** |

## STREET SWEEPING

| LOCATION | SPV.0075.01 HRS |
|---|---|
| UNDISTRIBUTED | 300 |
| **TOTALS** | **300** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## SAWING PAVEMENT SUMMARY CONTINUED

| STAGE | STATION - STATION | LOCATION | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | COMMENT |
|---|---|---|---|---|---|
| 3B | 504'MNB'+79 | MAIN ST, PE RT | 40 | - | |
| | 504'MNB'+68-505'MNB'+28 | MAIN ST, RT | 60 | - | EDGELINE |
| | 505'MNB,+28-505'MNB,+73 | MAIN ST, RT | - | 45 | |
| | 505'MNB'+73-506'MNB'+18 | MAIN ST, RT | 45 | - | |
| | 506'MNB'+18-507'MNB'+30 | MAIN ST, RT | - | 115 | EDGELINE |
| | 506'MNB'+74 | MAIN ST, PE RT | 11 | - | |
| | 507'MNB'+13 | MAIN ST, PE RT | 13 | - | |
| | 507'MNB'+30 | MAIN ST, RT | - | 5 | SIDEWALK |
| | 211'H'+15 | HIGH ST, CE LT | 15 | - | |
| | 212'H'+25 | HIGH ST | - | 49 | MAINLINE |
| | 212'H'+25 | HIGH ST, LT & RT | - | 15 | SIDEWALK |
| | 11'H'+11 | HIGH ST, CE RT | 64 | - | |
| | 11'H'+60 | HIGH ST, PE RT | 16 | - | |
| | 14'H'+54 | HIGH ST, PE RT | 15 | - | |
| | 15'H'+25 | HIGH ST, PE LT | 11 | - | |
| | 15'H'+75.9 | HIGH ST | 15 | - | MAINLINE |
| | 15'H'+75.9 | HIGH ST, LT & RT | - | 5 | CURB & GUTTER |
| | STAGE 3B SUBTOTAL: | | 305 | 234 | |
| 3C | 504'MNB'+68-506'MNB'+86 | MAIN ST | - | 218 | |
| | 506'MNB+86 | MAIN ST, LT | - | 21 | MAINLINE |
| | 506'MNB'+86-507'MNB'+69 | MAIN ST, LT & RT | | 156 | |
| | STAGE 3C SUBTOTAL: | | 0 | 395 | |
| 3D | 506'MNB'+86 | MAIN ST, RT | - | 21 | MAINLINE |
| | STAGE 3D SUBTOTAL: | | 0 | 21 | |
| 3E | 506'MNB'+05 | MAIN ST, PE LT | 14 | - | |
| | 506'MNB'+28 | MAIN ST, PE LT | 9 | - | |
| | 506'MNB'+86 | MAIN ST, LT | - | 5 | SIDEWALK |
| | STAGE 3E SUBTOTAL: | | 23 | 5 | |
| | PAGE TOTAL | | 328 | 655 | |
| | **GRAND TOTAL** | | **1,580** | **1,054** | |

## ADJUSTING WATER

| CAT 0090 ROADWAY | STATION | LOCATION | SPV.0060.05 ADJUSTING WATER SERVICE CURB STOP EA | SPV.0060.06 ADJUSTING WATER VALVE BOX EA |
|---|---|---|---|---|
| BROADWAY ST | 102'BEB'+17 | LT | 1 | -- |
| BROADWAY ST | 102'BEB'+93 | LT | 1 | -- |
| BROADWAY ST | 103'BEB'+04 | RT | 1 | -- |
| BROADWAY ST | 103'BEB'+45 | RT | 1 | -- |
| BROADWAY ST | 103'BEB'+45 | RT | -- | 1 |
| BROADWAY ST | 103'BEB'+49 | LT | 1 | -- |
| BROADWAY ST | 104'BEB'+39.8 | RT | -- | 1 |
| BROADWAY ST | 106'BEB'+68 | RT | 1 | -- |
| BROADWAY ST | 107'BEB'+80 | RT | 1 | -- |
| BROADWAY ST | 107'BEB'+93 | RT | 1 | -- |
| BROADWAY ST | 108'BEB'+43 | LT | 1 | -- |
| STH 96 | 110'EB'+64 | LT | 1 | -- |
| STH 96 | 110'EB'+89 | RT | 1 | -- |
| STH 96 | 111'EB'+01 | LT | 1 | -- |
| STH 96 | 111'EB'+27 | RT | 1 | -- |
| STH 96 | 111'EB'+34 | RT | 1 | -- |
| STH 96 | 134'EB'+56.3 | LT | -- | 1 |
| MAIN ST | 300'EB'+33 | LT | 1 | -- |
| MAIN ST | 301'EB'+19 | LT | 1 | -- |
| MAIN ST | 301'EB'+32 | RT | 1 | -- |
| MAIN ST | 301'EB'+68 | RT | 1 | -- |
| MAIN ST | 302'EB'+10 | LT | -- | 1 |
| MAIN ST | 302'EB'+12 | LT | -- | 1 |
| MAIN ST | 302'EB'+16 | LT | -- | 1 |
| MAIN ST | 502'MNB'+52 | LT | -- | 1 |
| MAIN ST | 502'MNB'+58 | RT | -- | 1 |
| MAIN ST | 504'MNB'+05 | RT | -- | 1 |
| MAIN ST | 504'MNB'+45 | RT | 1 | -- |
| MAIN ST | 505'MNB'+00 | LT | 1 | -- |
| MAIN ST | 505'MNB'+54 | LT | 1 | -- |
| MAIN ST | 505'MNB'+77 | RT | -- | 1 |
| HIGH ST | 14'H'+55 | LT | 1 | -- |
| HIGH ST | 15'H'+33 | LT | 1 | -- |
| HIGH CT | 5'HC'+73 | LT | 1 | -- |
| HIGH CT | 6'HC'+21 | LT | 1 | -- |
| HIGH CT | 6'HC'+61 | LT | 1 | -- |
| HIGH CT | 6'HC'+51 | RT | -- | 1 |
| TURNER ST | 402'TNB'+96 | RT | -- | 1 |
| TURNER ST | 403'TNB'+00 | RT | -- | 1 |
| TURNER ST | 403'TNB'+46 | RT | -- | 1 |
| TURNER ST | 403'TNB'+49 | RT | -- | 1 |
| TURNER ST | 403'TNB'+67 | LT | 1 | -- |

## ADJUSTING WATER CONTINUTED

| CAT 0090 ROADWAY | STATION | LOCATION | SPV.0060.05 ADJUSTING WATER SERVICE CURB STOP EA | SPV.0060.06 ADJUSTING WATER VALVE BOX EA |
|---|---|---|---|---|
| TURNER ST | 403'TNB'+98 | RT | 1 | -- |
| TURNER ST | 404'TNB'+76 | RT | 1 | -- |
| HIGH ST | 218'H'+72 | LT | -- | 1 |
| HIGH ST | 219'H'+00 | LT | -- | 1 |
| HIGH ST | 219'H'+06 | LT | -- | 1 |
| HIGH ST | 219'H'+69 | LT | 1 | -- |
| HIGH ST | 220'H'+36 | LT | 1 | -- |
| HIGH ST | 221'H'+26 | LT | 1 | -- |
| HIGH ST | 221'H'+39 | RT | 1 | -- |
| MUELLER ST | 18'MU'89 | LT | 1 | -- |
| MUELLER ST | 19'MU'+45 | RT | 1 | -- |
| | | **TOTALS:** | **35** | **18** |

## ADJUSTING SANITARY MANHOLE COVERS

| CAT 0090 ROADWAY | STATION | LOCATION | SPV.0060.04 ADJUSTING SANITARY MANHOLE COVERS EA |
|---|---|---|---|
| BROADWAY ST | 101'BEB'+25 | LT | 1 |
| BROADWAY ST | 104'BEB'+71 | LT | 1 |
| BROADWAY ST | 105'BEB'+96.4 | RT | 1 |
| BROADWAY ST | 106'BEB'+24 | RT | 1 |
| BROADWAY ST | 108'BEB'+78 | RT | 1 |
| BROADWAY ST | 108'BEB'+75 | LT | 1 |
| STH 96 | 111'EB'+44 | RT | 1 |
| MAIN ST | 506'MNB'+83 | LT | 1 |
| HIGH CT | 5'HC'+83 | LT | 1 |
| TURNER ST | 402'TNB'+92 | RT | 1 |
| TURNER ST | 403'TNB'+39 | RT | 1 |
| TURNER ST | 403'TNB'+69 | RT | 1 |
| MUELLER ST | 18'MU'+74.8 | RT | 1 |
| MUELLER ST | 19'MU'+60 | LT | 1 |
| **TOTALS** | | | **14** |

## WETLAND RESTORATION

| STATION - STATION | LOCATION | 628.6510 SOIL STABILIZER TYPE B ACRE | SPV.0005.01 SUBSOILING ACRE | SPV.0060.09 SUN WETLAND PLANTING EACH | SPV.0060.10 WETLAND TREE PLANTING EACH | SPV.0060.11 WETLAND SHRUB PLANTING EACH | SPV.0060.12 WILDLIFE STRUCTURES EACH | SPV.0085.02 MYCORRHIZAL INOCULANT LB | SPV.0085.03 SUN WETLAND SEEDING LB | SPV.0085.04 SHADE WETLAND SEEDING LB |
|---|---|---|---|---|---|---|---|---|---|---|
| 126'EB'+25 - 129'EB'+55 | STH 96 | 1.363 | 1.363 | 1650 | 500 | 620 | 20 | 81.8 | 9.4 | 4.2 |

ALL ITEMS ARE CATEGORY 0010
UNLESS OTHERWISE SPECIFIED

3

TEMPORARY HAUL ROAD ACCESS FOR STRUCTURE CONSTRUCTION, SPV.0105.10
(FOR INFORMATION ONLY)

| LOCATION | EXCAVATION COMMON CY | SELECT CRUSHED MATERIAL TON | RIPRAP HEAVY CY | GEOTEXTILE FABRIC TYPE HR SY |
|---|---|---|---|---|
| TEMPORARY ACCESS ROADWAY EAST | 16000 | 5950 | 14000 | 21150 |
| **TOTAL** | **16000** | **5950** | **14000** | **21150** |

TEMPORARY RIVER ACCESS FOR STRUCTURE B-5-381, SPV.0105.11
(FOR INFORMATION ONLY)

| LOCATION | EXCAVATION COMMON CY | SELECT CRUSHED MATERIAL TON | RIPRAP HEAVY CY | GEOTEXTILE FABRIC TYPE HR SY |
|---|---|---|---|---|
| CAUSEWAY A | 8850 | 1240 | 7700 | 2300 |
| CAUSEWAY B | 4000 | 1900 | 2815 | 3500 |
| **TOTAL** | **12850** | **3140** | **10515** | **5800** |

TEMPORARY RIVER ACCESS FOR STRUCTURE B-5-736, SPV.0105.12
(FOR INFORMATION ONLY)

| LOCATION | EXCAVATION COMMON | SELECT CRUSHED MATERIAL TON | RIPRAP HEAVY CY | GEOTEXTILE FABRIC TYPE HR SY |
|---|---|---|---|---|
| CAUSEWAY C | 3565 | 620 | 2400 | 1520 |
| CAUSEWAY D | 5070 | 850 | 4620 | 1580 |
| **TOTAL** | **8635** | **1470** | **7020** | **3100** |

SEDIMENTATION BASIN

| LOCATION | SPV.0060.32 EA |
|---|---|
| FOX RIVER BANK WEST SIDE | 1 |
| FOX RIVER BANK EAST SIDE | 1 |
| **TOTAL** | **2** |

3

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED



FILE NAME: X:\3230500\113689.01\TECH\COST\4075-28-71\Misc%20Quantities\40752871%20MQ.ppt PLOT DATE : 5/8/2014 PLOT BY : Mead & Hunt PLOT NAME : _____ PLOT SCALE : 1:1

| SHEET 2 | | |
|---|---|---|
| POINTS | STATION | OFFSET |
| 100 | 301'EB'23.34 | -26.2 |
| 101 | 502'MSB'+16.70 | -41.1 |
| 102 | 107'BEB'+38.74 | 37.6 |
| 103 | 108'BWB'+09.19 | -38.6 |
| 104 | 503'MSB'+80.38 | -39.4 |
| 105 | 108'BEB'+53.71 | -9.0 |
| 106 | 108'BEB'+60.35 | -37.15 |
| 107 | 108'BEB'+78.24 | -16.4 |
| 108 | 109'EB'+86.94 | 24.3 |
| 109 | 110'EB'+79.41 | 23.0 |
| 110 | 110'WB'+52.18 | -31.9 |
| 111 | 111'WB'+18.10 | -32.1 |
| 112 | 111'WB'+92.99 | -35.8 |

| SHEET 3 | | |
|---|---|---|
| POINTS | STATION | OFFSET |
| 113 | 504'MNB'+65.01 | -30.0 |
| 114 | 505'MNB'+80.30 | -22.9 |
| 115 | 506'MNB'+52.03 | -22.7 |
| 116 | 506'MNB'+43.42 | 23.6 |

| SHEET 4 | | |
|---|---|---|
| POINTS | STATION | OFFSET |
| 117 | 6'P'+13.67 | -21.8 |
| 118 | 5'P'+68.85 | 18.0 |
| 119 | 6'P'+38.94 | 13.8 |

| SHEET 5 | | |
|---|---|---|
| POINTS | STATION | OFFSET |
| 120 | 131'EB'+44.84 | 45.1 |
| 121 | 131'EB'+97.62 | 71.5 |
| 122 | 132'EB'+76.86 | 67.1 |
| 123 | 133'EB'+07.45 | 44.8 |
| 124 | 130'WB'+89.07 | -35.3 |
| 125 | 131'WB'+59.35 | -44.0 |
| 126 | 400'TNB'+64.18 | 45.5 |
| 127 | 133'WB'+13.54 | -49.6 |
| 128 | 134'WB'+44.22 | -24.9 |
| 129 | 134'WB'+62.99 | -59.0 |
| 130 | 135'WB'+63.36 | -23.5 |

| SHEET 6 | | |
|---|---|---|
| POINTS | STATION | OFFSET |
| 131 | 210'H'+32.67 | 60.2 |

| SHEET 7 | | |
|---|---|---|
| POINTS | STATION | OFFSET |
| 132 | 215'H'+16.31 | -22.7 |
| 133 | 215'H'+61.20 | -22.1 |
| 134 | 217'H'+23.21 | -21.4 |
| 135 | 217'H'+58.39 | -21.2 |
| 136 | 218'H'+46.35 | -21.0 |
| 137 | 218'H'+78.02 | 28.2 |
| 138 | 219'H'+43.65 | 26.5 |
| 139 | 219'H'+70.43 | -23.8 |

| SHEET 8 | | |
|---|---|---|
| POINTS | STATION | OFFSET |
| 140 | 220'H'+12.59 | 24.0 |
| 141 | 220'H'+81.51 | 23.8 |
| 142 | 220'H'+68.90 | -23.3 |
| 143 | 221'H'+43.53 | -25.3 |
| 144 | 221'H'+78.23 | -23.7 |
| 145 | 222'H'+15.08 | -24.8 |
| 146 | 403'TNB'+59.56 | 21.2 |
| 147 | 223'H'+58.97 | -21.0 |
| 148 | 401'TNB'+63.20 | -33.0 |
| 149 | 401'TNB'+99.55 | -25.8 |

2

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

**TRANSPORTATION PROJECT PLAT TITLE SHEET**

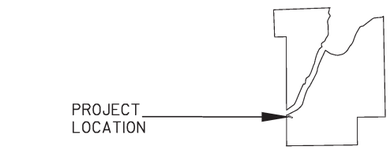
# PROJECT NO. 4075-28-21

**FOX RIVER BRIDGE AND APPROACHES**

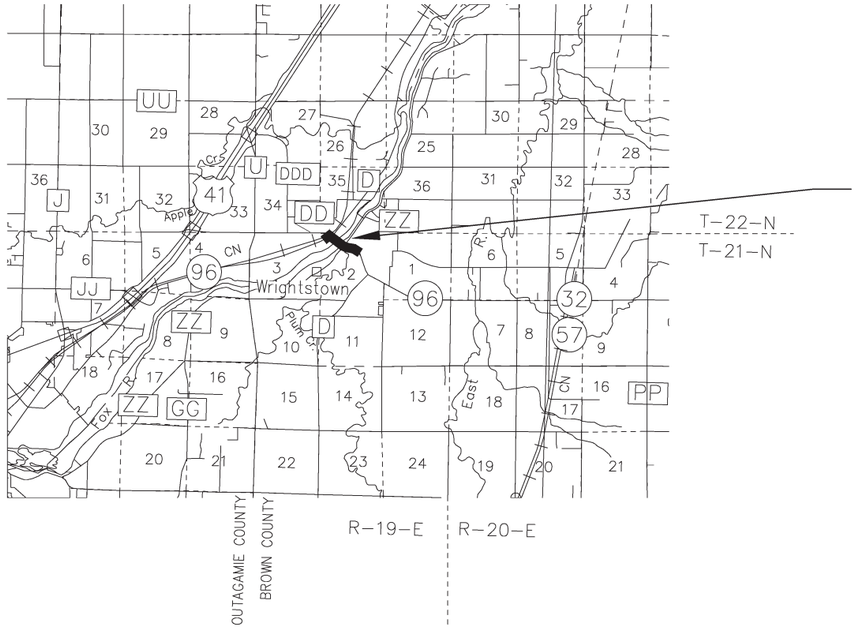
## STH 96

## BROWN COUNTY

BROWN COUNTY



PROJECT LOCATION




NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, BROWN COUNTY, NAD 83 (1991) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND 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".

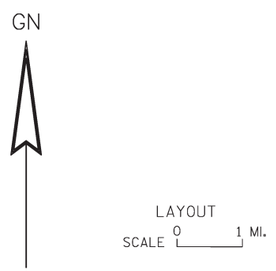
PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD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

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

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

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

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.




LAYOUT
SCALE 0 1 MI.

### CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS POINT/ DRIVEWAY CONNECTION | AP | REFERENCE LINE | R/L |
| ACCESS RIGHTS | AR | RELEASE OF RIGHTS | ROR |
| ACRES | AC. | REMAINING | REM. |
| AND OTHERS | ET.AL. | RIGHT-OF-WAY | R/W |
| CENTERLINE | C/L | SECTION | SEC. |
| CERTIFIED SURVEY MAP | CSM | STATION | STA. |
| CORNER | COR. | TEMPORARY LIMITED EASEMENT | TLE |
| DOCUMENT | DOC. | VOLUME | V. |
| EASEMENT | EASE. | | |
| HIGHWAY EASEMENT | H.E. | | |
| LAND CONTRACT | LC | | |
| MONUMENT | MON. | | |
| PAGE | P. | | |
| PERMANENT LIMITED EASEMENT | PLE | | |
| PROPERTY LINE | PL | | |
| RECORDED AS | (100') | | |

### CURVE DATA

| | |
|---|---|
| LONG CHORD | LCH |
| LONG CHORD BEARING | LCB |
| RADIUS | R |
| DEGREE OF CURVE | D |
| CENTRAL ANGLE OR DELTA | DELTA |
| LENGTH OF CURVE | L |
| TANGENT | TAN |

### CONVENTIONAL SYMBOLS

| | |
|---|---|
| FOUND IRON PIPE/PIN (1" UNLESS NOTED) | PROPOSED R/W LINE |
| R/W MONUMENT ●(SET) | EXISTING H.E. LINE |
| R/W STANDARD ▲(SET) | PROPERTY LINE |
| SIGN ISIGN | LOT & TIE LINES |
| SECTION CORNER MONUMENT | SLOPE INTERCEPTS |
| SECTION CORNER SYMBOL | CORPORATE LIMITS |
| FEE (HATCH VARIES) | ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL) |
| TEMPORARY LIMITED EASEMENT | ACCESS RESTRICTED (BY ACQUISITION) |
| PERMANENT LIMITED EASEMENT | NO ACCESS (BY STATUTORY AUTHORITY) |
| R/W BOUNDARY POINT 5000 | SECTION LINE |
| EXISTING MONUMENTS POINTS 4000 | QUARTER LINE |
| PARCEL NUMBER (15) | SIXTEENTH LINE |
| UTILITY PARCEL NUMBER (103) | EXISTING CENTERLINE |
| SIGN NUMBER (OFF PREMISE) 21-1 | PROPOSED REFERENCE LINE |
| BUILDING | PARALLEL OFFSET |

### CONVENTIONAL UTILITY SYMBOLS

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

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4075-28-21 - 4.01
SHEET 2 OF 2
AMENDMENT NO:___ 222

# TRANSPORTATION PROJECT PLAT NO: 4075-28-21 - 4.01

THAT PART OF THE 200 FOOT CHICAGO AND NORTHWESTERN RAILWAY COMPANY RIGHT OF WAY, AND THAT PART OF LOTS 1 AND 4 OF BLOCK 7 OF ASSESSOR'S PLAT AND REPLAT OF VILLAGE OF WRIGHTSTOWN W.S.F.R, ALL LOCATED IN AND PART OF GOVERNMENT LOT 4 OF SECTION 2, T21N, R19E, VILLAGE OF WRIGHTSTOWN, BROWN COUNTY, WISCONSIN

RELOCATION ORDER STH 96 BROWN COUNTY
STH 96, WRIGHTSTOWN FOX RIVER BRIDGE AND APPROACHES

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

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

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

**2620905**
**CATHY WILLIQUETTE LINDSAY**
**BROWN COUNTY RECORDER**
**GREEN BAY, WI**
**RECORDED ON**
**04/01/2013 11:49 AM**
**REC FEE: 25.00**
**EXEMPT #**
**PAGES: 2**

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4075-28-21-4.01
AMENDMENT NO:___



OWNER'S NAMES ARE SHOWN FOR REFERENCE ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

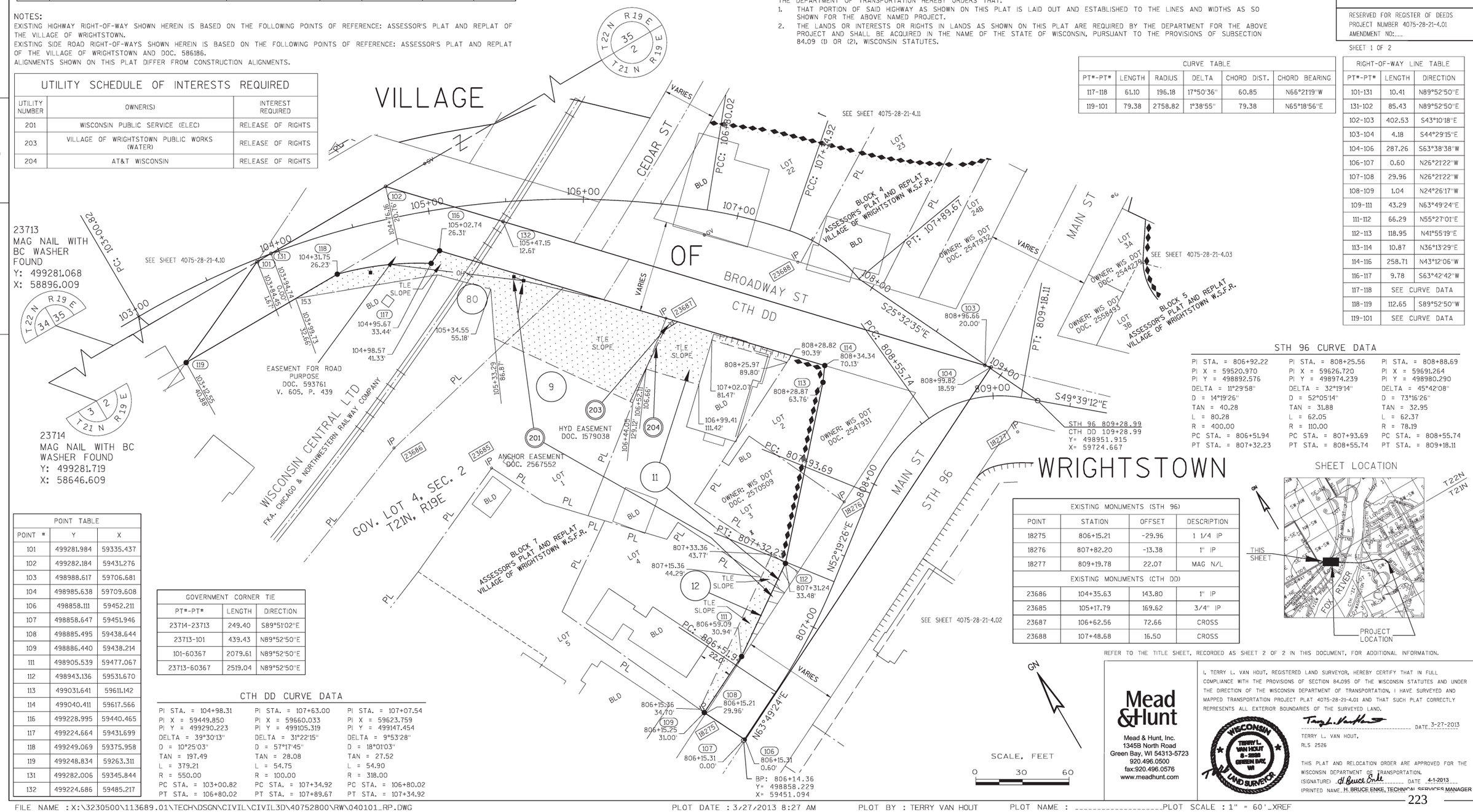
## SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W NEW SF | R/W EXISTING SF | R/W TOTAL SF | TLE SF |
|---|---|---|---|---|---|---|
| 9 | PAUL ALGREM | TLE | --- | --- | --- | 4203 |
| 11 | RICHARD G. VAN EPEREN AND JENNIFER J. VAN EPEREN | FEE, ACCESS RIGHTS & TLE | 141 | --- | 141 | 141 |
| 12 | MICHAEL SWIETLICKI AND SARA SWIETLICKI | FEE & TLE | 248 | --- | 248 | 1607 |
| 80 | WISCONSIN CENTRAL, LTD | TLE | --- | --- | --- | 2662 |

NOTES:
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN.
EXISTING SIDE ROAD RIGHT-OF-WAYS SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN AND DOC. 586186.
ALIGNMENTS SHOWN ON THIS PLAT DIFFER FROM CONSTRUCTION ALIGNMENTS.

## UTILITY SCHEDULE OF INTERESTS REQUIRED

| UTILITY NUMBER | OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 201 | WISCONSIN PUBLIC SERVICE (ELEC) | RELEASE OF RIGHTS |
| 203 | VILLAGE OF WRIGHTSTOWN PUBLIC WORKS (WATER) | RELEASE OF RIGHTS |
| 204 | AT&T WISCONSIN | RELEASE OF RIGHTS |




## CURVE TABLE

| PT*-PT* | LENGTH | RADIUS | DELTA | CHORD DIST. | CHORD BEARING |
|---|---|---|---|---|---|
| 117-118 | 61.10 | 196.18 | 17°50'36" | 60.85 | N66°21'19"W |
| 119-101 | 79.38 | 2758.82 | 1°38'55" | 79.38 | N65°18'56"E |

## RIGHT-OF-WAY LINE TABLE

| PT*-PT* | LENGTH | DIRECTION |
|---|---|---|
| 101-131 | 10.41 | N89°52'50"E |
| 131-102 | 85.43 | N89°52'50"E |
| 102-103 | 402.53 | S43°10'18"E |
| 103-104 | 4.18 | S44°29'15"E |
| 104-106 | 287.26 | S63°38'38"W |
| 106-107 | 0.60 | N26°21'22"W |
| 107-108 | 29.96 | N26°21'22"W |
| 108-109 | 1.04 | N24°26'17"W |
| 109-111 | 43.29 | N63°49'24"E |
| 111-112 | 66.29 | N55°27'01"E |
| 112-113 | 118.95 | N41°55'19"E |
| 113-114 | 10.87 | N36°13'29"E |
| 114-116 | 258.71 | N43°12'06"W |
| 116-117 | 9.78 | S63°42'42"W |
| 117-118 | SEE CURVE DATA | |
| 118-119 | 112.65 | S89°52'50"W |
| 119-101 | SEE CURVE DATA | |

## POINT TABLE

| POINT # | Y | X |
|---|---|---|
| 101 | 499281.984 | 59335.437 |
| 102 | 499282.184 | 59431.276 |
| 103 | 498988.617 | 59706.681 |
| 104 | 498985.638 | 59709.608 |
| 106 | 498858.111 | 59452.211 |
| 107 | 498858.647 | 59451.946 |
| 108 | 498885.495 | 59438.644 |
| 109 | 498886.440 | 59438.214 |
| 111 | 498905.539 | 59477.067 |
| 112 | 498943.136 | 59531.670 |
| 113 | 499031.641 | 59611.142 |
| 114 | 499040.411 | 59617.566 |
| 116 | 499228.995 | 59440.465 |
| 117 | 499224.664 | 59431.699 |
| 118 | 499249.069 | 59375.958 |
| 119 | 499248.834 | 59263.311 |
| 131 | 499282.006 | 59345.844 |
| 132 | 499224.686 | 59485.217 |

## GOVERNMENT CORNER TIE

| PT*-PT* | LENGTH | DIRECTION |
|---|---|---|
| 23714-23713 | 249.40 | S89°51'02"E |
| 23713-101 | 439.43 | N89°52'50"E |
| 101-60367 | 2079.61 | N89°52'50"E |
| 23713-60367 | 2519.04 | N89°52'50"E |

## CTH DD CURVE DATA

| | | |
|---|---|---|
| PI STA. = 104+98.31 | PI STA. = 107+63.00 | PI STA. = 107+07.54 |
| PI X = 59449.850 | PI X = 59660.033 | PI X = 59623.759 |
| PI Y = 499290.223 | PI Y = 499105.319 | PI Y = 499147.454 |
| DELTA = 39°30'13" | DELTA = 31°22'15" | DELTA = 9°53'28" |
| D = 10°25'03" | D = 57°17'45" | D = 18°01'03" |
| TAN = 197.49 | TAN = 28.08 | TAN = 27.52 |
| L = 379.21 | L = 54.75 | L = 54.90 |
| R = 550.00 | R = 100.00 | R = 318.00 |
| PC STA. = 103+00.82 | PC STA. = 107+34.92 | PC STA. = 106+80.02 |
| PT STA. = 106+80.02 | PT STA. = 107+89.67 | PT STA. = 107+34.92 |

## STH 96 CURVE DATA

| | | |
|---|---|---|
| PI STA. = 806+92.22 | PI STA. = 808+25.56 | PI STA. = 808+88.69 |
| PI X = 59520.970 | PI X = 59626.720 | PI X = 59691.264 |
| PI Y = 498892.576 | PI Y = 498974.239 | PI Y = 498980.290 |
| DELTA = 11°29'58" | DELTA = 32°19'14" | DELTA = 45°42'08" |
| D = 14°19'26" | D = 52°05'14" | D = 73°16'26" |
| TAN = 40.28 | TAN = 31.88 | TAN = 32.95 |
| L = 80.28 | L = 62.05 | L = 62.37 |
| R = 400.00 | R = 110.00 | R = 78.19 |
| PC STA. = 806+51.94 | PC STA. = 807+93.69 | PC STA. = 808+55.74 |
| PT STA. = 807+32.23 | PT STA. = 808+55.74 | PT STA. = 809+18.11 |

## EXISTING MONUMENTS (STH 96)

| POINT | STATION | OFFSET | DESCRIPTION |
|---|---|---|---|
| 18275 | 806+15.21 | -29.96 | 1 1/4 IP |
| 18276 | 807+82.20 | -13.38 | 1" IP |
| 18277 | 809+19.78 | 22.07 | MAG N/L |
| EXISTING MONUMENTS (CTH DD) | | | |
| 23686 | 104+35.63 | 143.80 | 1" IP |
| 23685 | 105+17.79 | 169.62 | 3/4" IP |
| 23687 | 106+62.56 | 72.66 | CROSS |
| 23688 | 107+48.68 | 16.50 | CROSS |

SHEET LOCATION




REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 IN THIS DOCUMENT, FOR ADDITIONAL INFORMATION.

Mead & Hunt, Inc.
1345B North Road
Green Bay, WI 54313-5723
920.496.0500
fax:920.496.0576
www.meadhunt.com

I, TERRY L. VAN HOUT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 4075-28-21-4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Terry L. VanHout DATE 3-27-2013

TERRY L. VAN HOUT,
RLS 2526

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) H Bruce Enke DATE 4-1-2013
(PRINTED NAME) H. BRUCE ENKE, TECHNICAL SERVICES MANAGER



FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\RW\040101_RP.DWG PLOT DATE : 3/27/2013 8:27 AM PLOT BY : TERRY VAN HOUT PLOT NAME : _____ PLOT SCALE : 1" = 60'_XREF
APPRAISAL PLAT DATE : _____

OWNER'S NAMES ARE SHOWN FOR REFERENCE ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

# TRANSPORTATION PROJECT PLAT NO: 4075-28-21 - 4.02

THAT PART OF LOTS 1, 7, AND 9 OF BLOCK 8 OF ASSESSOR'S PLAT AND REPLAT OF VILLAGE OF WRIGHTSTOWN W.S.F.R, ALL LOCATED IN AND PART OF GOVERNMENT LOT 4 OF SECTION 2, T21N, R19E, VILLAGE OF WRIGHTSTOWN, BROWN COUNTY, WISCONSIN.

RELOCATION ORDER STH 96 BROWN COUNTY

STH 96, WRIGHTSTOWN FOX RIVER BRIDGE AND APPROACHES

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

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

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

**2632917**
**CATHY WILLIQUETTE LINDSAY**
**BROWN COUNTY RECORDER**
**GREEN BAY, WI**
**RECORDED ON**
**06/20/2013 10:25 AM**
**REC FEE: 25.00**
**EXEMPT #**
**PAGES: 1**

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4075-28-21-4.02
AMENDMENT NO:___

## SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W NEW SF | R/W EXISTING SF | R/W TOTAL SF | TLE SF | HE SF |
|---|---|---|---|---|---|---|---|
| 24 | THOMAS P. AND NANCY L. VANDERHEIDEN | TLE | --- | --- | --- | 319 | --- |
| 26 | BMG DEVELOPMENT, LLC | FEE, ACCESS RIGHTS & TLE | 133 | --- | 133 | 1902 | --- |
| 27 | THOMAS AND SUSAN SCHREURS | HE, ACCESS RIGHTS & TLE | --- | --- | --- | 4639 | 2274 |
| 28 | JOHN M. NETTEKOVEN | FEE & TLE | 486 | --- | 486 | 4034 | --- |
| 29 | RONALD R. PENNENBERG AND CHERYL K. PENNENBERG | TLE | --- | --- | --- | 721 | --- |
| 31 | RICHARD W. CARROLL, JR | ACCESS RIGHTS & TLE | --- | --- | --- | 2482 | --- |

NOTES:
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN.
EXISTING SIDE ROAD RIGHT-OF-WAYS SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN.
ALIGNMENTS SHOWN ON THIS PLAT DIFFER FROM CONSTRUCTION ALIGNMENTS.
TLE AREAS SHOWN HEREON DO NOT INCLUDE BUILDING STRUCTURES UNLESS BUILDING IS LABELED "BLD RAZED".

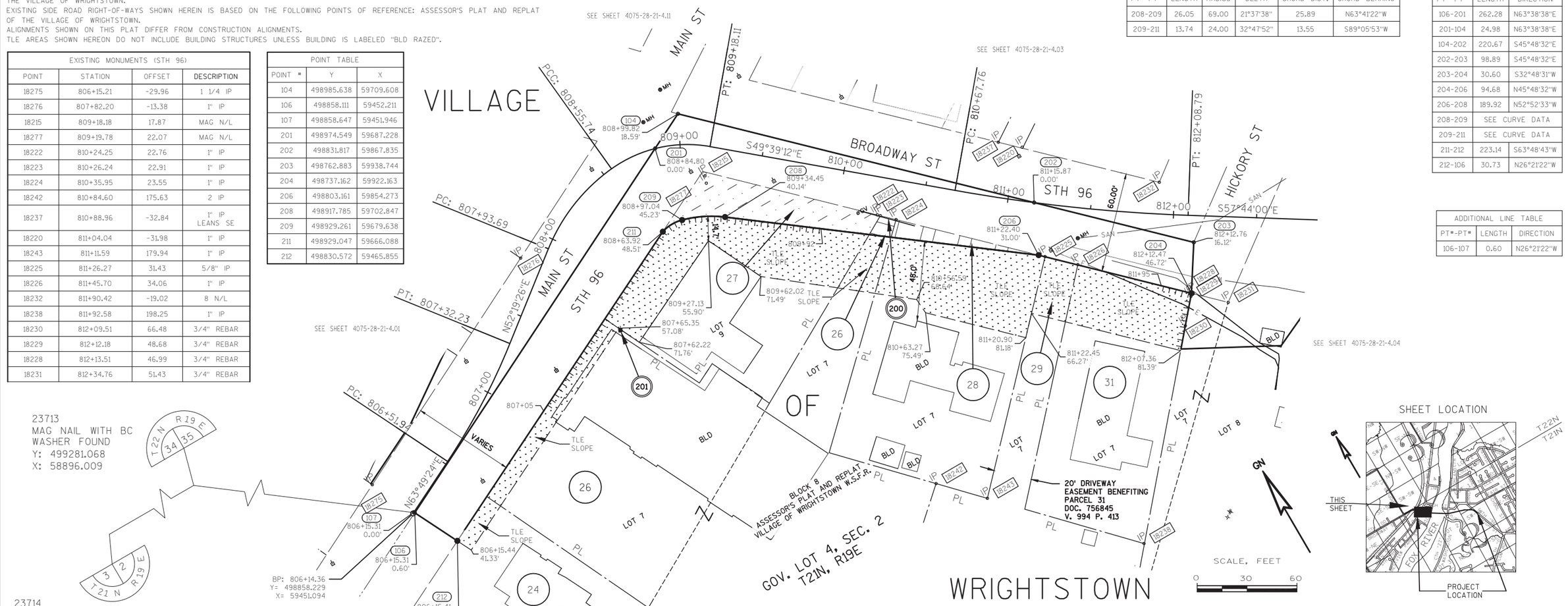
| EXISTING MONUMENTS (STH 96) | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | DESCRIPTION |
| 18275 | 806+15.21 | -29.96 | 1 1/4 IP |
| 18276 | 807+82.20 | -13.38 | 1" IP |
| 18215 | 809+18.18 | 17.87 | MAG N/L |
| 18277 | 809+19.78 | 22.07 | MAG N/L |
| 18222 | 810+24.25 | 22.76 | 1" IP |
| 18223 | 810+26.24 | 22.91 | 1" IP |
| 18224 | 810+35.95 | 23.55 | 1" IP |
| 18242 | 810+84.60 | 175.63 | 2 IP |
| 18237 | 810+88.96 | -32.84 | 1" IP LEANS SE |
| 18220 | 811+04.04 | -31.98 | 1" IP |
| 18243 | 811+11.59 | 179.94 | 1" IP |
| 18225 | 811+26.27 | 31.43 | 5/8" IP |
| 18226 | 811+45.70 | 34.06 | 1" IP |
| 18232 | 811+90.42 | -19.02 | 8 N/L |
| 18238 | 811+92.58 | 198.25 | 1" IP |
| 18230 | 812+09.51 | 66.48 | 3/4" REBAR |
| 18229 | 812+12.18 | 48.68 | 3/4" REBAR |
| 18228 | 812+13.51 | 46.99 | 3/4" REBAR |
| 18231 | 812+34.76 | 51.43 | 3/4" REBAR |

| POINT TABLE | | |
|---|---|---|
| POINT # | Y | X |
| 104 | 498985.638 | 59709.608 |
| 106 | 498858.111 | 59452.211 |
| 107 | 498858.647 | 59451.946 |
| 201 | 498974.549 | 59687.228 |
| 202 | 498831.817 | 59867.835 |
| 203 | 498762.883 | 59938.744 |
| 204 | 498737.162 | 59922.163 |
| 206 | 498803.161 | 59854.273 |
| 208 | 498917.785 | 59702.847 |
| 209 | 498929.261 | 59679.638 |
| 211 | 498929.047 | 59666.088 |
| 212 | 498830.572 | 59465.855 |

| CURVE TABLE | | | | | |
|---|---|---|---|---|---|
| PT#-PT# | LENGTH | RADIUS | DELTA | CHORD DIST. | CHORD BEARING |
| 208-209 | 26.05 | 69.00 | 21°37'38" | 25.89 | N63°41'22"W |
| 209-211 | 13.74 | 24.00 | 32°47'52" | 13.55 | S89°05'53"W |

| RIGHT-OF-WAY LINE TABLE | | |
|---|---|---|
| PT#-PT# | LENGTH | DIRECTION |
| 106-201 | 262.28 | N63°38'38"E |
| 201-104 | 24.98 | N63°38'38"E |
| 104-202 | 220.67 | S45°48'32"E |
| 202-203 | 98.89 | S45°48'32"E |
| 203-204 | 30.60 | S32°48'31"W |
| 204-206 | 94.68 | N45°48'32"W |
| 206-208 | 189.92 | N52°52'33"W |
| 208-209 | SEE CURVE DATA | |
| 209-211 | SEE CURVE DATA | |
| 211-212 | 223.14 | S63°48'43"W |
| 212-106 | 30.73 | N26°21'22"W |

| ADDITIONAL LINE TABLE | | |
|---|---|---|
| PT#-PT# | LENGTH | DIRECTION |
| 106-107 | 0.60 | N26°21'22"W |




| GOVERNMENT CORNER TIE | | |
|---|---|---|
| PT#-PT# | LENGTH | DIRECTION |
| 23714-23713 | 249.40 | S89°51'02"E |
| 23713-106 | 698.75 | S52°44'57"E |

## STH 96 CURVE DATA

| | | | |
|---|---|---|---|
| PI STA. = 806+92.22 | PI STA. = 808+25.56 | PI STA. = 808+88.69 | PI STA. = 811+38.39 |
| PI X = 59520.970 | PI X = 59626.720 | PI X = 59691.264 | PI X = 59884.263 |
| PI Y = 498892.576 | PI Y = 498974.239 | PI Y = 498980.290 | PI Y = 498816.343 |
| DELTA = 11°29'58" | DELTA = 32°19'14" | DELTA = 45°42'08" | DELTA = 8°04'49" |
| D = 14°19'26" | D = 52°05'14" | D = 73°16'26" | D = 5°43'46" |
| TAN = 40.28 | TAN = 31.88 | TAN = 32.95 | TAN = 70.63 |
| L = 80.28 | L = 62.05 | L = 62.37 | L = 141.03 |
| R = 400.00 | R = 110.00 | R = 78.19 | R = 1000.00 |
| PC STA. = 806+51.94 | PC STA. = 807+93.69 | PC STA. = 808+55.74 | PC STA. = 810+67.76 |
| PT STA. = 807+32.23 | PT STA. = 808+55.74 | PT STA. = 809+18.11 | PT STA. = 812+08.79 |

## UTILITY SCHEDULE OF INTERESTS REQUIRED

| UTILITY NUMBER | OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 200 | WISCONSIN PUBLIC SERVICE (GAS) | RELEASE OF RIGHTS |
| 201 | WISCONSIN PUBLIC SERVICE (ELEC) | RELEASE OF RIGHTS |

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN DOCUMENT NO. 2620905 FOR ADDITIONAL INFORMATION.


Mead & Hunt
Mead & Hunt, Inc.
1345B North Road
Green Bay, WI 54313-5723
920.496.0500
fax:920.496.0576
www.meadhunt.com


I, TERRY L. VAN HOUT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 4075-28-21-4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN TERRY L. VAN HOUT S-2526 GREEN BAY, WI LAND SURVEYOR

Terry L. VanHout DATE 6-17-2013

TERRY L. VAN HOUT,
RLS 2526

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

(SIGNATURE) H. Bruce Enke DATE 6-18-2013

(PRINTED NAME) H. BRUCE ENKE, TECHNICA ...NAGER



FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\RW\040101_RP_402.DWG PLOT DATE : 6/17/2013 3:07 PM PLOT BY : TERRY VAN HOUT PLOT NAME : _____PLOT SCALE : 1:60_XREF
APPRAISAL PLAT DATE : _____

_____ 4075-28-21 - 4.02

OWNER'S NAMES ARE SHOWN FOR REFERENCE ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W NEW SF | R/W EXISTING SF | R/W TOTAL SF | TLE SF | HE SF |
|---|---|---|---|---|---|---|---|
| 14 | FRANCIS P. AND MARY L. LAMERS | HE, ACCESS RIGHTS & TLE | --- | --- | --- | 4755 | 2779 |
| 16 | BRUCE F. AND BARBARA G. LAMERS | FEE, ACCESS RIGHTS & TLE | 389 | --- | 389 | 821 | --- |

NOTES:
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN.
EXISTING SIDE ROAD RIGHT-OF-WAYS SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN.
ALIGNMENTS SHOWN ON THIS PLAT DIFFER FROM CONSTRUCTION ALIGNMENTS.
TLE AREAS SHOWN HEREON DO NOT INCLUDE BUILDING STRUCTURES UNLESS BUILDING IS LABELED "BLD RAZED".

| EXISTING MONUMENTS (STH 96) | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | DESCRIPTION |
| 18215 | 809+18.18 | 17.87 | MAG N/L |
| 18277 | 809+19.78 | 22.07 | MAG N/L |
| 23706 | 809+16.75 | -206.04 | 3/4" IP |
| 18237 | 810+88.96 | -32.84 | 1" IP LEANS SE |
| 18220 | 811+04.04 | -31.98 | 1" IP |
| 18225 | 811+26.27 | 31.43 | 5/8" IP |
| 18226 | 811+45.70 | 34.06 | 1" IP |
| 18232 | 811+90.42 | -19.02 | 8 N/L |
| 18229 | 812+12.18 | 48.68 | 3/4" REBAR |
| 18228 | 812+13.51 | 46.99 | 3/4" REBAR |
| 18231 | 812+34.76 | 51.43 | 3/4" REBAR |
| 18233 | 812+35.54 | -135.73 | 1" IP |
| 18235 | 812+81.73 | -68.13 | 1-1/4" IP |

# TRANSPORTATION PROJECT PLAT NO: 4075-28-21 - 4.03

THAT PART OF LOT 1 AND LOT 2 OF CSM NO.3786, V.22 P.47, BEING LOCATED IN LOTS 4A AND 4B OF BLOCK 5, OF ASSESSOR'S PLAT AND REPLAT OF VILLAGE OF WRIGHTSTOWN W.S.F.R, ALL LOCATED IN AND PART OF GOVERNMENT LOT 4 OF SECTION 2, T21N, R19E, VILLAGE OF WRIGHTSTOWN, BROWN COUNTY, WISCONSIN.

RELOCATION ORDER STH 96 BROWN COUNTY

STH 96, WRIGHTSTOWN FOX RIVER BRIDGE AND APPROACHES

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

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

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

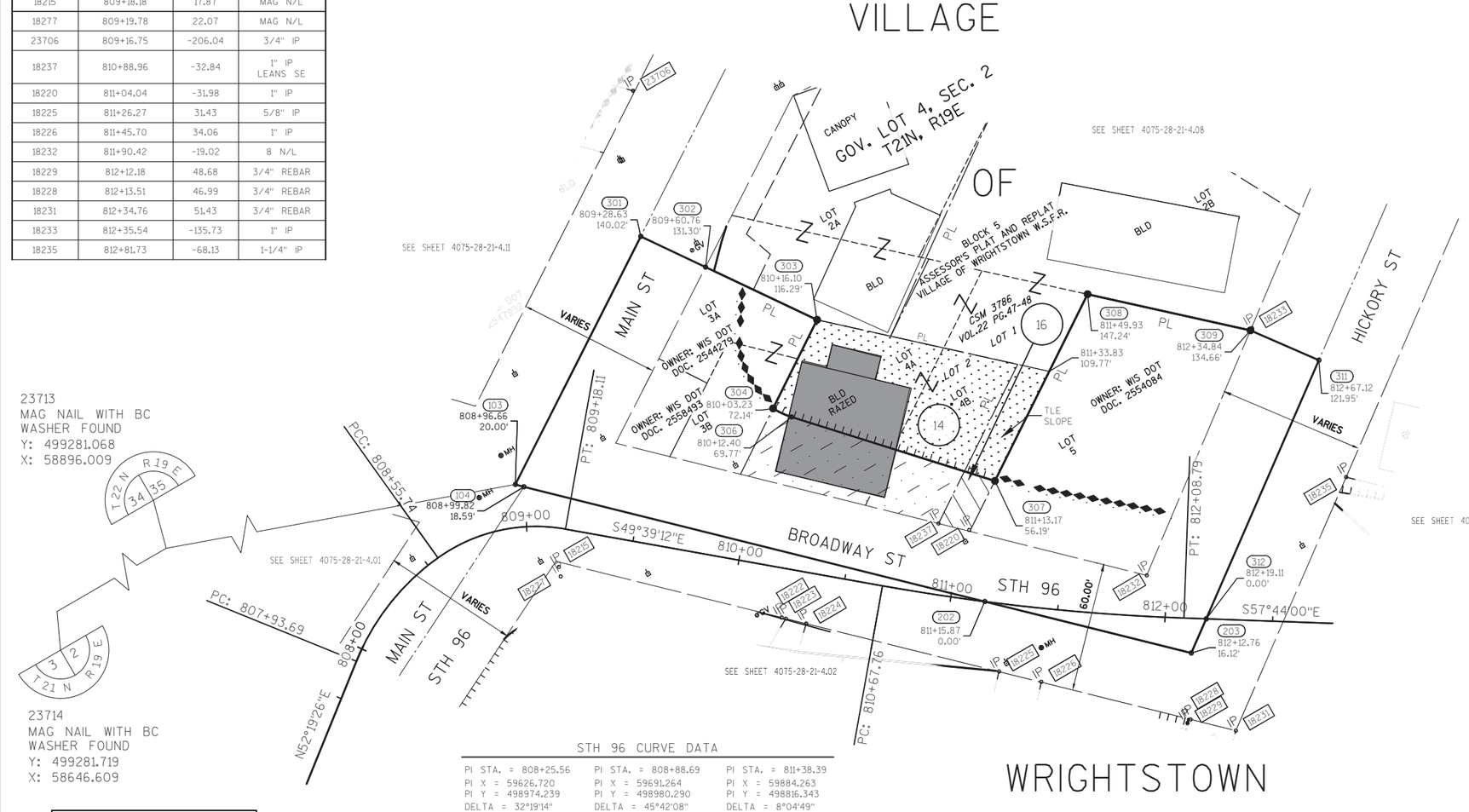
**2632302**
**CATHY WILLIQUETTE LINDSAY**
**BROWN COUNTY RECORDER**
**GREEN BAY, WI**
**RECORDED ON**
**06/17/2013 3:45 PM**
**REC FEE: 25.00**
**EXEMPT #**
**PAGES: 1**

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4075-28-21-4.03
AMENDMENT NO:___

| CURVE TABLE | | | | | |
|---|---|---|---|---|---|
| PT*-PT* | LENGTH | RADIUS | DELTA | CHORD DIST. | CHORD BEARING |
| 304-306 | 9.49 | 38.00 | 14°18'57" | 9.47 | S35°10'48"E |

| RIGHT-OF-WAY LINE TABLE | | |
|---|---|---|
| PT*-PT* | LENGTH | DIRECTION |
| 103-301 | 129.14 | N57°03'02"E |
| 301-302 | 33.29 | S34°28'25"E |
| 302-303 | 57.34 | S34°28'25"E |
| 303-304 | 45.99 | S56°36'03"W |
| 304-306 | SEE CURVE DATA | |
| 306-307 | 99.01 | S42°20'16"E |
| 307-308 | 96.83 | N56°37'45"E |
| 308-309 | 77.51 | S47°17'09"E |
| 309-311 | 34.68 | S36°14'47"E |
| 311-312 | 131.06 | S53°45'13"W |
| 312-203 | 17.32 | S53°45'13"W |
| 203-202 | 98.89 | N45°48'32"W |
| 202-104 | 220.67 | N45°48'32"W |
| 104-103 | 4.18 | N44°29'15"W |

| POINT TABLE | | |
|---|---|---|
| POINT # | Y | X |
| 103 | 498988.617 | 59706.681 |
| 104 | 498985.638 | 59709.608 |
| 202 | 498831.817 | 59867.835 |
| 203 | 498762.883 | 59938.744 |
| 301 | 499058.858 | 59815.051 |
| 302 | 499031.414 | 59833.893 |
| 303 | 498984.145 | 59866.349 |
| 304 | 498958.827 | 59827.952 |
| 306 | 498951.087 | 59833.408 |
| 307 | 498877.900 | 59900.091 |
| 308 | 498931.165 | 59980.960 |
| 309 | 498878.588 | 60037.908 |
| 311 | 498850.617 | 60058.415 |
| 312 | 498773.126 | 59952.716 |

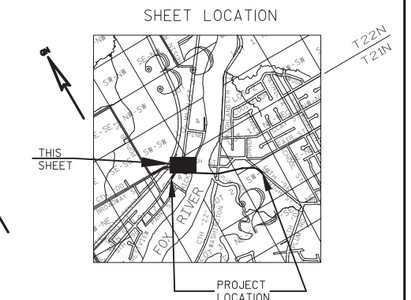



| GOVERNMENT CORNER TIE | | |
|---|---|---|
| PT*-PT* | LENGTH | DIRECTION |
| 23714-23713 | 249.40 | S89°51'02"E |
| 23713-103 | 861.81 | S70°09'47"E |

### STH 96 CURVE DATA

| | | |
|---|---|---|
| PI STA. = 808+25.56 | PI STA. = 808+88.69 | PI STA. = 811+38.39 |
| PI X = 59626.720 | PI X = 59691.264 | PI X = 59884.263 |
| PI Y = 498974.239 | PI Y = 498980.290 | PI Y = 498816.343 |
| DELTA = 32°19'14" | DELTA = 45°42'08" | DELTA = 8°04'49" |
| D = 52°05'14" | D = 73°16'26" | D = 5°43'46" |
| TAN = 31.88 | TAN = 32.95 | TAN = 70.63 |
| L = 62.05 | L = 62.37 | L = 141.03 |
| R = 110.00 | R = 78.19 | R = 1000.00 |
| PC STA. = 807+93.69 | PC STA. = 808+55.74 | PC STA. = 810+67.76 |
| PT STA. = 808+55.74 | PT STA. = 809+18.11 | PT STA. = 812+08.79 |

SHEET LOCATION




GN

SCALE, FEET
0 30 60

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN DOCUMENT NO. 2620905 FOR ADDITIONAL INFORMATION.


Mead & Hunt
Mead & Hunt, Inc.
1345B North Road
Green Bay, WI 54313-5723
920.496.0500
fax:920.496.0576
www.meadhunt.com


I, TERRY L. VAN HOUT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 4075-28-21-4.03 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Terry L. VanHout DATE 6-03-2013

TERRY L. VAN HOUT,
RLS 2526

WISCONSIN TERRY L. VAN HOUT S-2526 GREEN BAY, WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) H. Bruce Enke DATE 6-6-2013
(PRINTED NAME) H. BRUCE ENKE, TECHNICA... MANAGER



FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\RW\040101_RP_403.DWG
APPRAISAL PLAT DATE : _____
PLOT DATE : 6/3/2013 3:37 PM
PLOT BY : TERRY VAN HOUT
PLOT NAME : _____ PLOT SCALE : 1:60_XREF

# TRANSPORTATION PROJECT PLAT NO: 4075-28-21 - 4.04

THAT PART OF LOTS 7 AND 8 OF BLOCK 8 OF ASSESSOR'S PLAT AND REPLAT OF VILLAGE OF WRIGHTSTOWN W.S.F.R, ALL LOCATED IN AND PART OF GOVERNMENT LOT 4 OF SECTION 2, T21N, R19E, VILLAGE OF WRIGHTSTOWN, BROWN COUNTY, WISCONSIN.

RELOCATION ORDER STH 96 BROWN COUNTY

STH 96, WRIGHTSTOWN FOX RIVER BRIDGE AND APPROACHES

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

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

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

**2635524**
**CATHY WILLIQUETTE LINDSAY**
**BROWN COUNTY RECORDER**
**GREEN BAY, WI**
**RECORDED ON**
**07/09/2013 1:57 PM**
**REC FEE: 25.00**
**EXEMPT #**
**PAGES: 1**

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4075-28-21-4.04
AMENDMENT NO:___

OWNER'S NAMES ARE SHOWN FOR REFERENCE ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

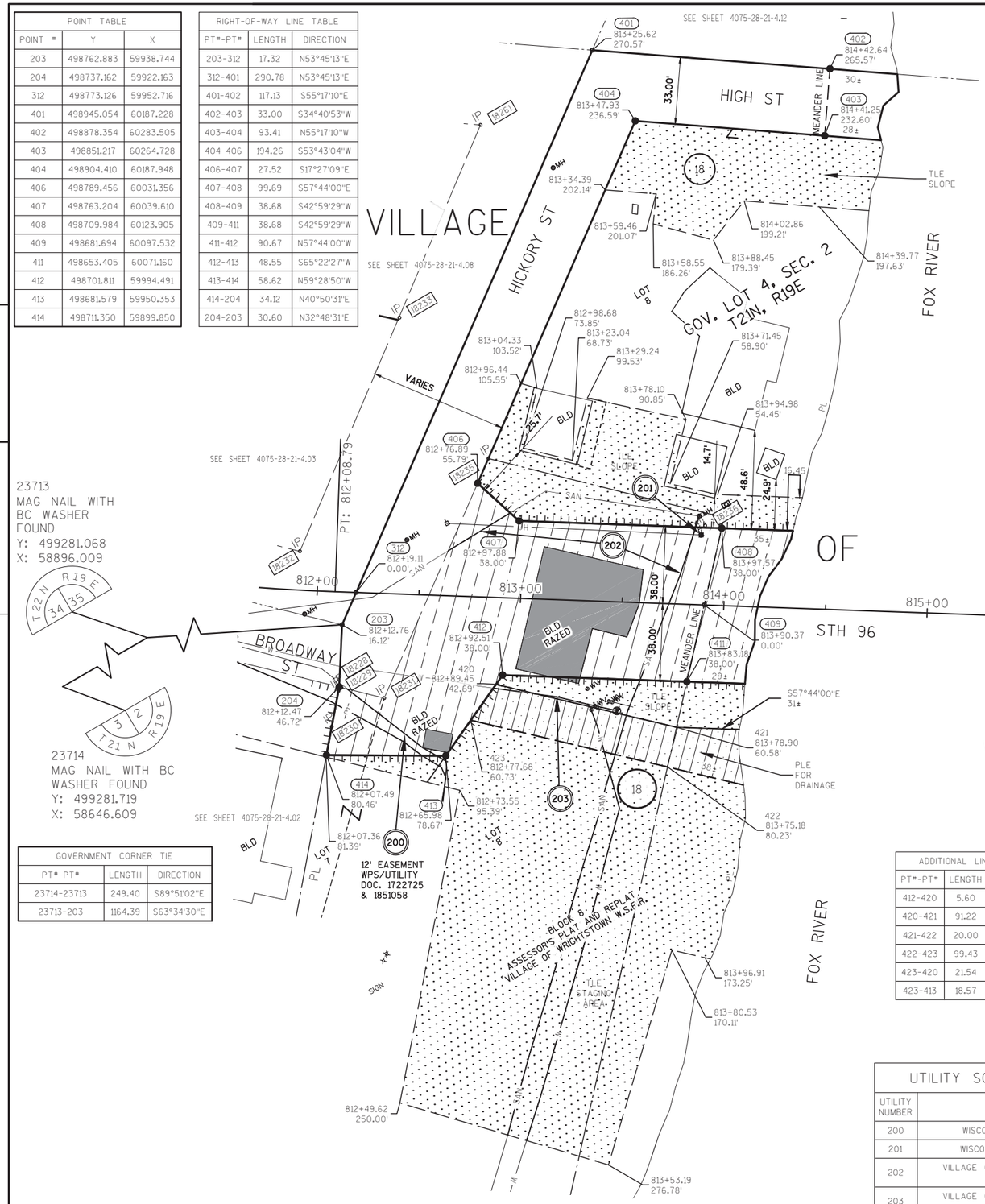
## SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W NEW SF | R/W EXISTING SF | R/W TOTAL SF | TLE SF | PLE SF |
|---|---|---|---|---|---|---|---|
| 18 | JOHN J. VERHASSELT REVOCABLE TRUST & JOHN J. VERHASSELT | FEE, ACCESS RIGHTS, PLE & TLE | 15306 | --- | 15306 | 37531 | 2695 |

NOTES:
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN AND STH 96 SPECIAL BRIDGE PROJECT NUMBER 62.
EXISTING SIDE ROAD RIGHT-OF-WAYS SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN.
ALIGNMENTS SHOWN ON THIS PLAT DIFFER FROM CONSTRUCTION ALIGNMENTS.
TLE AREAS SHOWN HEREON DO NOT INCLUDE BUILDING STRUCTURES UNLESS BUILDING IS LABELED "BLD RAZED".

| POINT TABLE | | |
|---|---|---|
| POINT # | Y | X |
| 203 | 498762.883 | 59938.744 |
| 204 | 498737.162 | 59922.163 |
| 312 | 498773.126 | 59952.716 |
| 401 | 498945.054 | 60187.228 |
| 402 | 498878.354 | 60283.505 |
| 403 | 498851.217 | 60264.728 |
| 404 | 498904.410 | 60187.948 |
| 406 | 498789.456 | 60031.356 |
| 407 | 498763.204 | 60039.610 |
| 408 | 498709.984 | 60123.905 |
| 409 | 498681.694 | 60097.532 |
| 411 | 498653.405 | 60071.160 |
| 412 | 498701.811 | 59994.491 |
| 413 | 498681.579 | 59950.353 |
| 414 | 498711.350 | 59899.850 |

| RIGHT-OF-WAY LINE TABLE | | |
|---|---|---|
| PT#-PT# | LENGTH | DIRECTION |
| 203-312 | 17.32 | N53°45'13"E |
| 312-401 | 290.78 | N53°45'13"E |
| 401-402 | 117.13 | S55°17'10"E |
| 402-403 | 33.00 | S34°40'53"W |
| 403-404 | 93.41 | N55°17'10"W |
| 404-406 | 194.26 | S53°43'04"W |
| 406-407 | 27.52 | S17°27'09"E |
| 407-408 | 99.69 | S57°44'00"E |
| 408-409 | 38.68 | S42°59'29"W |
| 409-411 | 38.68 | S42°59'29"W |
| 411-412 | 90.67 | N57°44'00"W |
| 412-413 | 48.55 | S65°22'27"W |
| 413-414 | 58.62 | N59°28'50"W |
| 414-204 | 34.12 | N40°50'31"E |
| 204-203 | 30.60 | N32°48'31"E |




| GOVERNMENT CORNER TIE | | |
|---|---|---|
| PT#-PT# | LENGTH | DIRECTION |
| 23714-23713 | 249.40 | S89°51'02"E |
| 23713-203 | 1164.39 | S63°34'30"E |

| ADDITIONAL LINE TABLE | | |
|---|---|---|
| PT#-PT# | LENGTH | DIRECTION |
| 412-420 | 5.60 | S65°22'27"W |
| 420-421 | 91.22 | S46°25'25"E |
| 421-422 | 20.00 | S42°59'29"W |
| 422-423 | 99.43 | N46°25'25"W |
| 423-420 | 21.54 | N65°22'27"E |
| 423-413 | 18.57 | S65°22'27"W |

| EXISTING MONUMENTS (STH 96) | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | DESCRIPTION |
| 18232 | 811+90.42 | -19.02 | 8 N/L |
| 18230 | 812+09.51 | 66.48 | 3/4" REBAR |
| 18229 | 812+12.18 | 48.68 | 3/4" REBAR |
| 18228 | 812+13.51 | 46.99 | 3/4" REBAR |
| 18231 | 812+34.76 | 51.43 | 3/4" REBAR |
| 18233 | 812+35.54 | -135.73 | 1" IP |
| 18261 | 812+71.93 | -231.83 | 1" IP |
| 18235 | 812+81.73 | -68.13 | 1-1/4" IP |
| 18236 | 813+89.40 | -38.93 | 5/8" REBAR |

## STH 96 CURVE DATA

PI STA. = 811+38.39
PI X = 59884.263
PI Y = 498816.343
DELTA = 8°04'49"
D = 5°43'46"
TAN = 70.63
L = 141.03
R = 1000.00
PC STA. = 810+67.76
PT STA. = 812+08.79

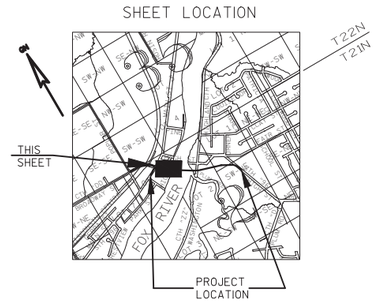
## UTILITY SCHEDULE OF INTERESTS REQUIRED

| UTILITY NUMBER | OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 200 | WISCONSIN PUBLIC SERVICE (GAS) | RELEASE OF RIGHTS |
| 201 | WISCONSIN PUBLIC SERVICE (ELEC) | RELEASE OF RIGHTS |
| 202 | VILLAGE OF WRIGHTSTOWN PUBLIC WORKS (SANITARY) | RELEASE OF RIGHTS |
| 203 | VILLAGE OF WRIGHTSTOWN PUBLIC WORKS (WATER) | RELEASE OF RIGHTS |

GN

SCALE, FEET
0 30 60

SHEET LOCATION




REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN DOCUMENT NO. 2620905 FOR ADDITIONAL INFORMATION.


Mead & Hunt
Mead & Hunt, Inc.
1345B North Road
Green Bay, WI 54313-5723
920.496.0500
fax:920.496.0576
www.meadhunt.com


I, TERRY L. VAN HOUT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 4075-28-21-4.04 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

_____ DATE 7-2-2013
TERRY L. VAN HOUT,
RLS 2526

WISCONSIN TERRY L. VAN HOUT S-2526 GREEN BAY, WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) H. Bruce Enke DATE 7-3-2013
(PRINTED NAME) H. BRUCE ENKE, TECHNICAL [illegible] MANAGER

# TRANSPORTATION PROJECT PLAT NO: 4075-28-21 - 4.05

THAT PART OF LOTS 1A, 1B, 2A, 2B, 3A AND 4A OF BLOCK 4 OF ASSESSOR'S PLAT AND REPLAT OF VILLAGE OF WRIGHTSTOWN E.S.F.R. ALL LOCATED IN AND PART OF GOVERNMENT LOT 2 OF SECTION 2, T21N, R19E, VILLAGE OF WRIGHTSTOWN, BROWN COUNTY, WISCONSIN.

RELOCATION ORDER STH 96 BROWN COUNTY

STH 96, WRIGHTSTOWN FOX RIVER BRIDGE AND APPROACHES

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

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

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

NOTES:

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN E.S.F.R.

EXISTING SIDE ROAD RIGHT-OF-WAYS SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN E.S.F.R.

ALIGNMENTS SHOWN ON THIS PLAT DIFFER FROM CONSTRUCTION ALIGNMENTS.

TLE AREAS SHOWN HEREON DO NOT INCLUDE BUILDING STRUCTURES UNLESS BUILDING IS LABELED "BLD RAZED".

| EXISTING MONUMENTS (STH 96) | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | DESCRIPTION |
| 18379 | 822+07.66 | 126.91 | 1" IP |
| 18378 | 822+23.13 | 22.27 | 1" IP |
| 18362 | 822+59.91 | -195.06 | CHIS X |
| 18376 | 822+84.10 | 9.94 | 1" IP |
| 18375 | 822+91.65 | -26.20 | MAG N/L |
| 18374 | 823+02.87 | -74.94 | 1" IP |

| RIGHT-OF-WAY LINE TABLE | | |
|---|---|---|
| PT*-PT* | LENGTH | DIRECTION |
| 501-502 | 222.85 | S35°37'32"W |
| 502-503 | 194.05 | S35°37'32"W |
| 503-504 | 92.33 | N9°31'56"W |
| 504-506 | 31.52 | S46°39'28"E |
| 506-507 | 43.80 | N37°53'32"E |
| 507-508 | 3.00 | S53°06'28"E |
| 508-509 | 36.86 | N35°37'32"E |
| 509-511 | SEE CURVE TABLE | |
| 511-512 | 51.95 | N7°35'20"E |
| 512-513 | 46.71 | N7°35'20"E |
| 513-514 | 18.76 | S57°44'00"E |
| 514-516 | SEE CURVE TABLE | |
| 516-517 | 154.47 | N35°37'32"E |
| 517-518 | 100.30 | N53°56'43"W |
| 518-519 | 21.60 | N55°04'43"W |
| 519-521 | 3.00 | S34°55'17"W |
| 521-522 | 30.35 | S85°50'37"W |
| 522-523 | 91.50 | N55°04'43"W |
| 523-524 | 50.27 | N34°40'53"E |
| 524-526 | 137.78 | S55°17'10"E |
| 526-501 | 129.24 | S54°43'11"E |

| ADDITIONAL LINE TABLE | | |
|---|---|---|
| PT*-PT* | LENGTH | DIRECTION |
| 524-530 | 0.79 | N34°40'53"E |
| 501-614 | 1.49 | N35°37'32"E |

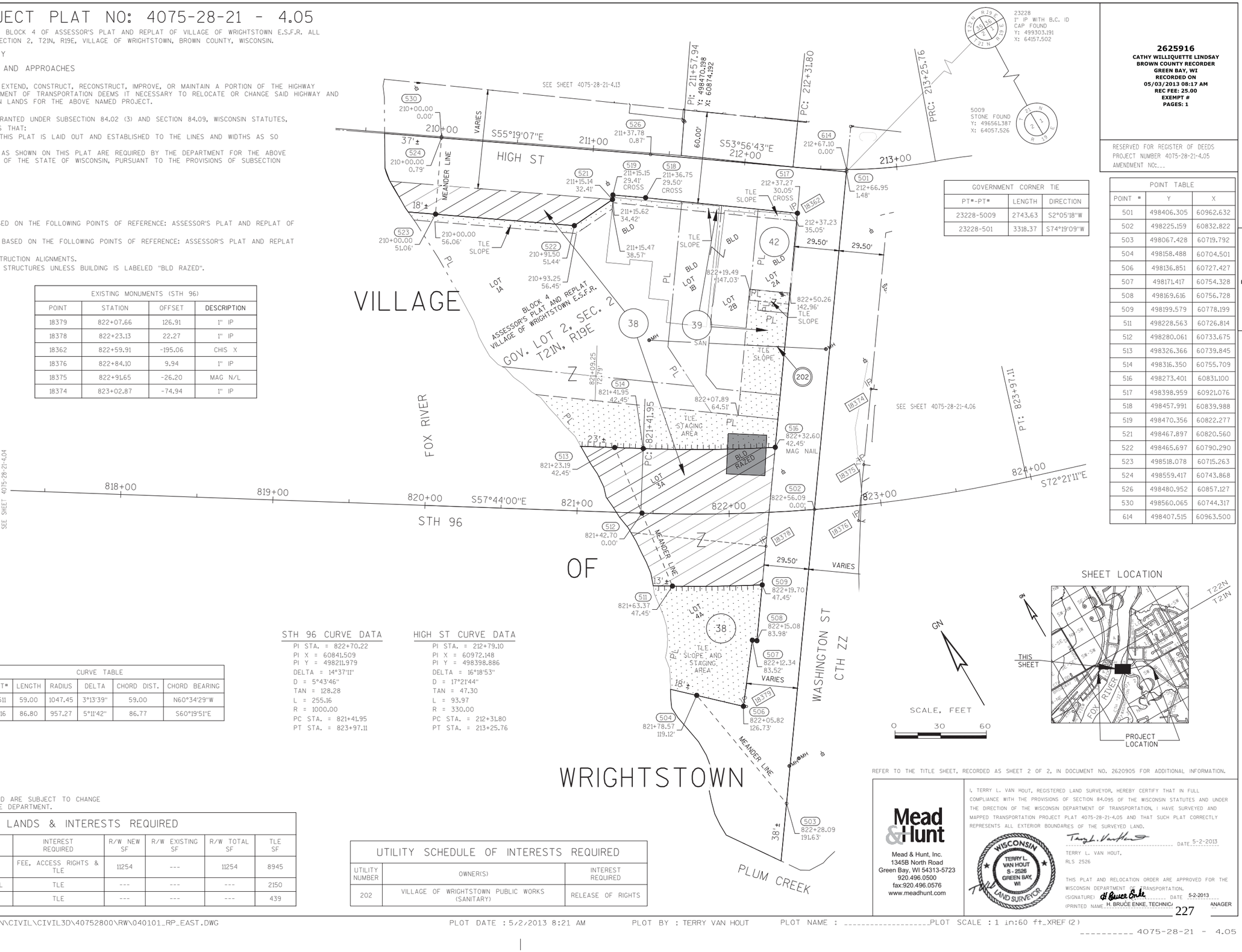
| CURVE TABLE | | | | | |
|---|---|---|---|---|---|
| PT*-PT* | LENGTH | RADIUS | DELTA | CHORD DIST. | CHORD BEARING |
| 509-511 | 59.00 | 1047.45 | 3°13'39" | 59.00 | N60°34'29"W |
| 514-516 | 86.80 | 957.27 | 5°11'42" | 86.77 | S60°19'51"E |

**STH 96 CURVE DATA**

PI STA. = 822+70.22
PI X = 60841.509
PI Y = 498211.979
DELTA = 14°37'11"
D = 5°43'46"
TAN = 128.28
L = 255.16
R = 1000.00
PC STA. = 821+41.95
PT STA. = 823+97.11

**HIGH ST CURVE DATA**

PI STA. = 212+79.10
PI X = 60972.148
PI Y = 498398.886
DELTA = 16°18'53"
D = 17°21'44"
TAN = 47.30
L = 93.97
R = 330.00
PC STA. = 212+31.80
PT STA. = 213+25.76




| GOVERNMENT CORNER TIE | | |
|---|---|---|
| PT*-PT* | LENGTH | DIRECTION |
| 23228-5009 | 2743.63 | S2°05'18"W |
| 23228-501 | 3318.37 | S74°19'09"W |

| POINT TABLE | | |
|---|---|---|
| POINT # | Y | X |
| 501 | 498406.305 | 60962.632 |
| 502 | 498225.159 | 60832.822 |
| 503 | 498067.428 | 60719.792 |
| 504 | 498158.488 | 60704.501 |
| 506 | 498136.851 | 60727.427 |
| 507 | 498171.417 | 60754.328 |
| 508 | 498169.616 | 60756.728 |
| 509 | 498199.579 | 60778.199 |
| 511 | 498228.563 | 60726.814 |
| 512 | 498280.061 | 60733.675 |
| 513 | 498326.366 | 60739.845 |
| 514 | 498316.350 | 60755.709 |
| 516 | 498273.401 | 60831.100 |
| 517 | 498398.959 | 60921.076 |
| 518 | 498457.991 | 60839.988 |
| 519 | 498470.356 | 60822.277 |
| 521 | 498467.897 | 60820.560 |
| 522 | 498465.697 | 60790.290 |
| 523 | 498518.078 | 60715.263 |
| 524 | 498559.417 | 60743.868 |
| 526 | 498480.952 | 60857.127 |
| 530 | 498560.065 | 60744.317 |
| 614 | 498407.515 | 60963.500 |

OWNER'S NAMES ARE SHOWN FOR REFERENCE ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| SCHEDULE OF LANDS & INTERESTS REQUIRED | | | | | | |
|---|---|---|---|---|---|---|
| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W NEW SF | R/W EXISTING SF | R/W TOTAL SF | TLE SF |
| 38 | DALE DEMSKI AND NANCY DEMSKI | FEE, ACCESS RIGHTS & TLE | 11254 | --- | 11254 | 8945 |
| 39 | DOUGLAS M. SCHEEL AND SALLY J. SCHEEL | TLE | --- | --- | --- | 2150 |
| 42 | CHRISTOPHER P. LAWS, D.D.S. | TLE | --- | --- | --- | 439 |

| UTILITY SCHEDULE OF INTERESTS REQUIRED | | |
|---|---|---|
| UTILITY NUMBER | OWNER(S) | INTEREST REQUIRED |
| 202 | VILLAGE OF WRIGHTSTOWN PUBLIC WORKS (SANITARY) | RELEASE OF RIGHTS |

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN DOCUMENT NO. 2620905 FOR ADDITIONAL INFORMATION.


Mead & Hunt, Inc.
1345B North Road
Green Bay, WI 54313-5723
920.496.0500
fax:920.496.0576
www.meadhunt.com


I, TERRY L. VAN HOUT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 4075-28-21-4.05 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Terry L. Van Hout DATE 5-2-2013

TERRY L. VAN HOUT,
RLS 2526

WISCONSIN TERRY L. VAN HOUT S-2526 GREEN BAY, WI LAND SURVEYOR

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

(SIGNATURE) H Bruce Enke DATE 5-2-2013

(PRINTED NAME) H. BRUCE ENKE, TECHNICAL SERVICES MANAGER


**2625916**
CATHY WILLIQUETTE LINDSAY
BROWN COUNTY RECORDER
GREEN BAY, WI
RECORDED ON
05/03/2013 08:17 AM
REC FEE: 25.00
EXEMPT #
PAGES: 1


RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4075-28-21-4.05
AMENDMENT NO:...




FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\RW\040101_RP_EAST.DWG
APPRAISAL PLAT DATE : _____
PLOT DATE : 5/2/2013 8:21 AM
PLOT BY : TERRY VAN HOUT
PLOT NAME : _____ PLOT SCALE : 1 in:60 ft_XREF(2)

# TRANSPORTATION PROJECT PLAT NO: 4075-28-21 - 4.06

THAT PART OF LOT 1 OF CSM NO.4983, PART OF LOT 1 OF CSM NO.7593, ALL BEING PART OF LOTS 1, 7 AND OUTTLOT 1A, BLOCK 3 OF ASSESSOR'S PLAT AND REPLAT OF VILLAGE OF WRIGHTSTOWN E.S.F.R. AND THAT PART OF LOTS 3, 4, AND 5, BLOCK 3 OF ASSESSOR'S PLAT AND REPLAT OF VILLAGE OF WRIGHTSTOWN E.S.F.R., ALL LOCATED IN AND PART OF GOVERNMENT LOT 2, SECTION 2, T21N, R19E, VILLAGE OF WRIGHTSTOWN, BROWN COUNTY, WISCONSIN.

RELOCATION ORDER STH 96 BROWN COUNTY

STH 96, WRIGHTSTOWN FOX RIVER BRIDGE AND APPROACHES

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

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

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

**2632306**
**CATHY WILLIQUETTE LINDSAY**
**BROWN COUNTY RECORDER**
**GREEN BAY, WI**
**RECORDED ON**
**06/17/2013 3:51 PM**
**REC FEE: 25.00**
**EXEMPT #**
**PAGES: 1**

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4075-28-21-4.06
AMENDMENT NO:___

OWNER'S NAMES ARE SHOWN FOR REFERENCE ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W NEW SF | R/W EXISTING SF | R/W TOTAL SF | TLE SF |
|---|---|---|---|---|---|---|
| 52 | DALE R. DEMSKE AND NANCY A. DEMSKE | FEE, ACCESS RIGHTS & TLE | 8997 | --- | 8997 | 19173 |
| 54 | EUGENE J. MANDERS AND BARBARA L. MANDERS | FEE, ACCESS RIGHTS & TLE | 8360 | --- | 8360 | 6005 |
| 56 | PETER J. OLEJNICZAK AND NAOMI OLEJNICZAK | FEE & TLE | 2815 | --- | 2815 | 3864 |

NOTES:
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN E.S.F.R. AND DOC. 324302, V.260, P. 580
EXISTING SIDE ROAD RIGHT-OF-WAYS SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN E.S.F.R.
ALIGNMENTS SHOWN ON THIS PLAT DIFFER FROM CONSTRUCTION ALIGNMENTS.
TLE AREAS SHOWN HEREON DO NOT INCLUDE BUILDING STRUCTURES UNLESS BUILDING IS LABELED "BLD RAZED".

| GOVERNMENT CORNER TIE | | |
|---|---|---|
| PT*-PT* | LENGTH | DIRECTION |
| 23228-5009 | 2743.63 | S2°05'18"W |
| 23228-601 | 3122.50 | S70°25'28"W |

| RIGHT-OF-WAY LINE TABLE | | |
|---|---|---|
| PT*-PT* | LENGTH | DIRECTION |
| 601-602 | 40.91 | S6°25'47"E |
| 602-603 | 118.92 | S17°38'49"W |
| 603-604 | 47.46 | S16°08'29"W |
| 604-606 | 117.41 | S25°57'50"W |
| 606-608 | 231.04 | N45°55'01"W |
| 608-609 | 13.81 | N2°13'32"E |
| 609-611 | 4.85 | N72°21'11"W |
| 611-612 | SEE CURVE TABLE | |
| 612-613 | 157.71 | S35°37'32"W |
| 613-503 | 60.00 | N54°22'28"W |
| 503-502 | 194.05 | N35°37'32"E |
| 502-501 | 222.85 | N35°37'32"E |
| 501-614 | 1.49 | N35°37'32"E |
| 614-615 | 28.43 | N35°37'32"E |
| 615-616 | 223.49 | S53°35'28"E |
| 616-601 | 69.03 | S53°35'28"E |
| 602-617 | 56.18 | N53°35'28"W |
| 617-618 | SEE CURVE TABLE | |
| 618-619 | 23.35 | N78°08'08"W |
| 619-621 | SEE CURVE TABLE | |
| 621-622 | 20.21 | S44°43'45"W |
| 622-623 | 18.47 | S25°09'23"W |
| 623-624 | 7.49 | N53°35'28"W |
| 624-626 | 15.88 | S28°24'43"W |
| 626-627 | 76.90 | N72°21'11"W |
| 627-628 | 97.29 | N53°19'28"W |
| 628-629 | 103.00 | N35°37'32"E |
| 629-631 | 95.38 | S73°42'09"E |
| 631-632 | 9.63 | S79°27'29"E |
| 632-617 | 135.51 | S53°35'28"E |

| POINT TABLE | | |
|---|---|---|
| POINT # | Y | X |
| 501 | 498406.305 | 60962.632 |
| 502 | 498225.159 | 60832.822 |
| 503 | 498067.428 | 60719.792 |
| 601 | 498257.002 | 61215.479 |
| 602 | 498216.347 | 61220.061 |
| 603 | 498103.022 | 61184.010 |
| 604 | 498057.429 | 61170.814 |
| 606 | 497951.872 | 61119.413 |
| 608 | 498112.605 | 60953.451 |
| 609 | 498126.406 | 60953.988 |
| 611 | 498127.876 | 60949.366 |
| 612 | 498160.671 | 60860.426 |
| 613 | 498032.479 | 60768.562 |
| 614 | 498407.515 | 60963.500 |
| 615 | 498430.625 | 60980.060 |
| 616 | 498297.976 | 61159.921 |
| 617 | 498249.691 | 61174.848 |
| 618 | 498243.183 | 61160.853 |
| 619 | 498247.984 | 61138.001 |
| 621 | 498234.103 | 61091.741 |
| 622 | 498219.745 | 61077.518 |
| 623 | 498203.029 | 61069.668 |
| 624 | 498207.472 | 61063.643 |
| 626 | 498193.508 | 61056.089 |
| 627 | 498216.819 | 60982.810 |
| 628 | 498274.929 | 60904.780 |
| 629 | 498358.652 | 60964.776 |
| 631 | 498331.886 | 61056.324 |
| 632 | 498330.125 | 61065.786 |

| CURVE TABLE | | | | | |
|---|---|---|---|---|---|
| PT*-PT* | LENGTH | RADIUS | DELTA | CHORD DIST. | CHORD BEARING |
| 611-612 | 94.83 | 1047.46 | 5°11'13" | 94.79 | N69°45'34"W |
| 617-618 | 16.55 | 12.88 | 73°36'38" | 15.43 | S65°03'33"W |
| 619-621 | 50.36 | 50.50 | 57°08'07" | 48.30 | S73°17'49"W |

### STH 96 CURVE DATA

PI STA. = 822+70.22
PI X = 60841.509
PI Y = 498211.979
DELTA = 14°37'11"
D = 5°43'46"
TAN = 128.28
L = 255.16
R = 1000.00
PC STA. = 821+41.95
PT STA. = 823+97.11

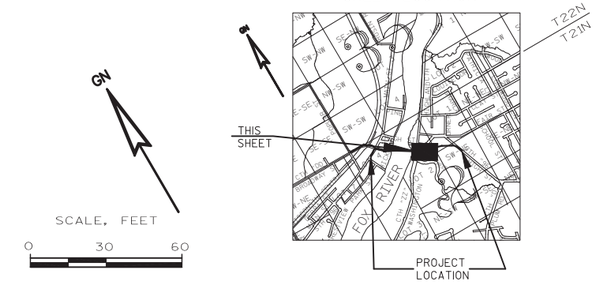
### HIGH ST CURVE DATA

PI STA. = 212+79.10
PI X = 60972.148
PI Y = 498398.886
DELTA = 16°18'53"
D = 17°21'44"
TAN = 47.30
L = 93.97
R = 330.00
PC STA. = 212+31.80
PT STA. = 213+25.76

PI STA. = 213+74.45
PI X = 61062.501
PI Y = 498366.464
DELTA = 16°32'16"
D = 17°06'06"
TAN = 48.69
L = 96.70
R = 335.03
PC STA. = 213+25.76
PT STA. = 214+22.47

PI STA. = 215+46.16
PI X = 61201.467
PI Y = 498264.466
DELTA = 54°59'22"
D = 36°57'54"
TAN = 80.67
L = 148.76
R = 155.00
PC STA. = 214+65.49
PT STA. = 216+14.25

SHEET LOCATION




SCALE, FEET
0 30 60

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN DOCUMENT NO. 2620905 FOR ADDITIONAL INFORMATION.

| EXISTING MONUMENTS (STH 96) | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | DESCRIPTION |
| 18379 | 822+07.66 | 126.91 | 1" IP |
| 18378 | 822+23.13 | 22.27 | 1" IP |
| 18362 | 822+59.91 | -195.06 | CHIS X |
| 18376 | 822+84.10 | 9.94 | 1" IP |
| 18375 | 822+91.65 | -26.20 | MAG N/L |
| 18373 | 822+70.24 | 167.01 | 1" IP W/ VANDE HEI CAP |
| 18377 | 822+98.68 | 15.08 | 1" IP W/ VANDE HEI CAP |
| 18372 | 825+09.11 | -95.94 | 1" IP |

| UTILITY SCHEDULE OF INTERESTS REQUIRED | | |
|---|---|---|
| UTILITY NUMBER | OWNER(S) | INTEREST REQUIRED |
| 205 | TIME WARNER CABLE | RELEASE OF RIGHTS |


Mead & Hunt, Inc.
1345B North Road
Green Bay, WI 54313-5723
920.496.0500
fax:920.496.0576
www.meadhunt.com


I, TERRY L. VAN HOUT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 4075-28-21-4.06 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Terry L. VanHout DATE 6-10-2013

TERRY L. VAN HOUT,
RLS 2526

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

(SIGNATURE) H. Bruce Enke DATE 6-17-2013

(PRINTED NAME) H. BRUCE ENKE, TECHNICAL ... NAGER



FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\RW\040101_RP_EAST.DWG
APPRAISAL PLAT DATE : _____
PLOT DATE : 6/10/2013 10:16 AM PLOT BY : TERRY VAN HOUT PLOT NAME : _____ PLOT SCALE : 1 in:60 ft_XREF (2)

OWNER'S NAMES ARE SHOWN FOR REFERENCE ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W NEW SF | R/W EXISTING SF | R/W TOTAL SF | PLE SF | TLE SF |
|---|---|---|---|---|---|---|---|
| 52 | DALE R. DEMSKE AND NANCY A. DEMSKE | FEE, ACCESS RIGHTS, PLE & TLE | 19932 | --- | 19932 | 700 | 21627 |

NOTES:
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN E.S.F.R.
EXISTING SIDE ROAD RIGHT-OF-WAYS SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN E.S.F.R.
ALIGNMENTS SHOWN ON THIS PLAT DIFFER FROM CONSTRUCTION ALIGNMENTS.

| GOVERNMENT CORNER TIE | | |
|---|---|---|
| PT#-PT# | LENGTH | DIRECTION |
| 23228-5009 | 2743.63 | S2°05'18"W |
| 23228-701 | 2929.47 | S70°22'18"W |

# TRANSPORTATION PROJECT PLAT NO: 4075-28-21 - 4.07

THAT PART OF OUTLOT 1 OF THE WEST 1/2, SECTION 2, T22N, R19E, ASSESSOR'S PLAT AND REPLAT OF VILLAGE OF WRIGHTSTOWN E.S.F.R., LOCATED IN GOVERNMENT LOTS 1 AND 2, SECTION 2, T21N, R19E, VILLAGE OF WRIGHTSTOWN, BROWN COUNTY, WISCONSIN

RELOCATION ORDER STH 96 BROWN COUNTY

STH 96, WRIGHTSTOWN FOX RIVER BRIDGE AND APPROACHES

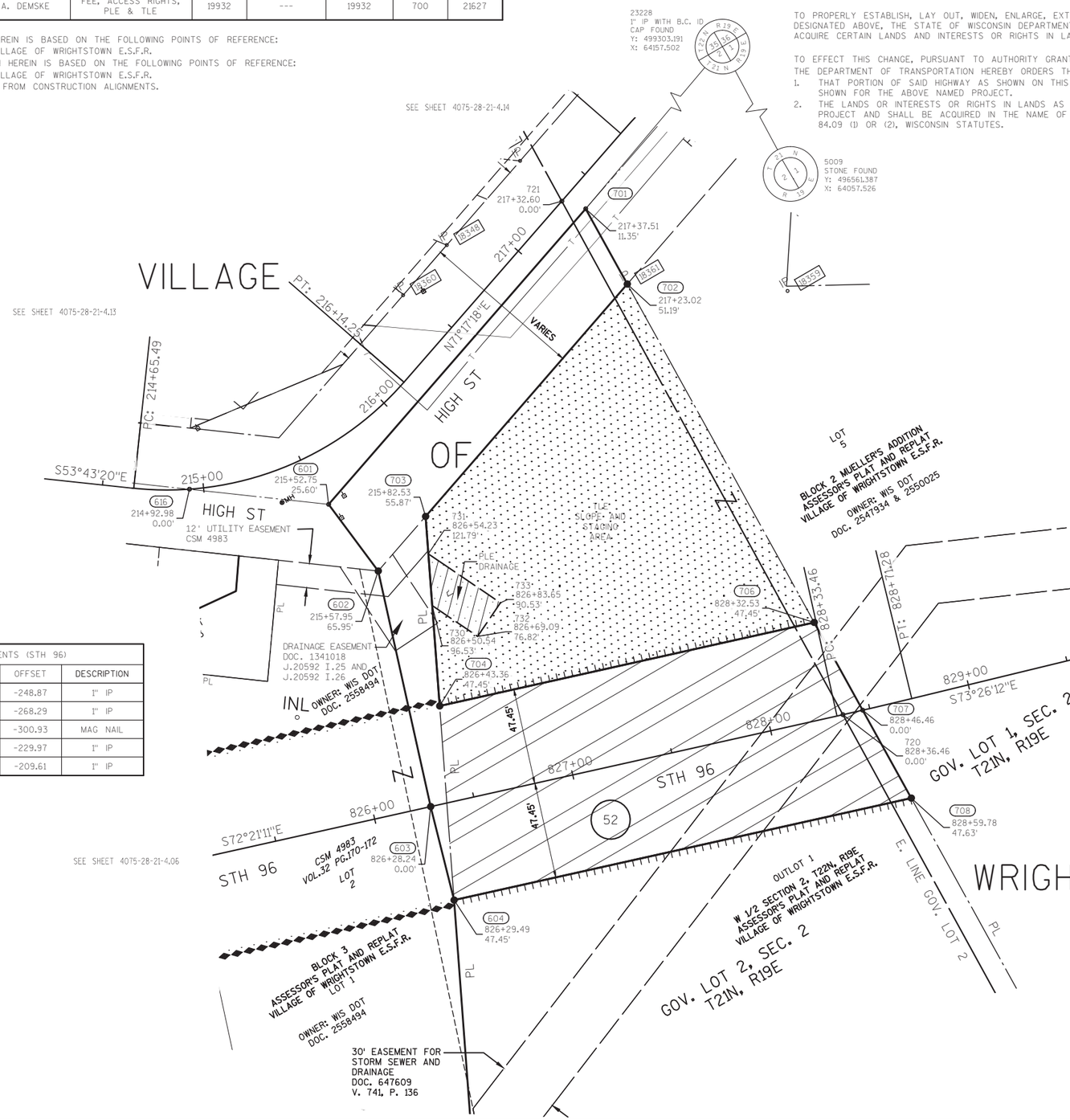
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN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

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

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

**2627959**
**CATHY WILLIQUETTE LINDSAY**
**BROWN COUNTY RECORDER**
**GREEN BAY, WI**
**RECORDED ON**
**05/16/2013 08:36 AM**
**REC FEE: 25.00**
**EXEMPT #**
**PAGES: 1**

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4075-28-21-4.07
AMENDMENT NO:___


23228
1" IP WITH B.C. ID
CAP FOUND
Y: 499303.191
X: 64157.502
5009
STONE FOUND
Y: 496561.387
X: 64057.526
SEE SHEET 4075-28-21-4.14
SEE SHEET 4075-28-21-4.13
SEE SHEET 4075-28-21-4.06
VILLAGE OF WRIGHTSTOWN
HIGH ST
STH 96
721
217+32.60
0.00'
701
217+37.51
11.35'
702
217+23.02
51.19'
PT: 216+14.25
N71°17'18"E
VARIES
217+00
216+00
PC: 214+65.49
S53°43'20"E
215+00
601
215+52.75
25.60'
615
214+92.98
0.00'
12' UTILITY EASEMENT
CSM 4983
602
215+57.95
65.95'
DRAINAGE EASEMENT
DOC. 1341018
J.20592 I.25 AND
J.20592 I.26
703
215+82.53
55.87'
731
826+54.23
121.79'
PLE DRAINAGE
733
826+83.65
90.53'
732
826+69.09
76.82'
730
826+50.54
96.53'
704
826+43.36
47.45'
706
828+32.53
47.45'
828+33.46
PC:
PT: 828+71.28
829+00
S73°26'12"E
828+00
827+00
826+00
S72°21'11"E
707
828+46.46
0.00'
720
828+36.46
0.00'
708
828+59.78
47.63'
603
826+28.24
0.00'
604
826+29.49
47.45'
47.45'
47.45'
52
OWNER: WIS DOT
DOC. 2558494
INL
CSM 4983
VOL.32 PG.170-172
LOT 2
LOT 1
BLOCK 3
ASSESSOR'S PLAT AND REPLAT
VILLAGE OF WRIGHTSTOWN E.S.F.R.
LOT 1
OWNER: WIS DOT
DOC. 2558494
30' EASEMENT FOR
STORM SEWER AND
DRAINAGE
DOC. 647609
V. 741, P. 136
TLE
SLOPE AND
STAGING
AREA
PLE
DRAINAGE
LOT
5
BLOCK 2 MUELLER'S ADDITION
ASSESSOR'S PLAT AND REPLAT
VILLAGE OF WRIGHTSTOWN E.S.F.R.
OWNER: WIS DOT
DOC. 2547934 & 2550025
OUTLOT 1
W 1/2 SECTION 2, T22N, R19E
ASSESSOR'S PLAT AND REPLAT
VILLAGE OF WRIGHTSTOWN E.S.F.R.
GOV. LOT 2, SEC. 2
T21N, R19E
GOV. LOT 1, SEC. 2
T21N, R19E
E. LINE GOV. LOT 2
PL
PL
PL

OWNER'S NAMES ARE SHOWN FOR REFERENCE ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W NEW SF | R/W EXISTING SF | R/W TOTAL SF | TLE SF |
|---|---|---|---|---|---|---|
| 16 | BRUCE F. AND BARBARA G. LAMERS | TLE | --- | --- | --- | 3775 |
| 17 | BRIDGEPORT GAS STATION, LLC | FEE & TLE | 43 | --- | 43 | 1812 |

NOTES:
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN AND STH 96 SPECIAL BRIDGE PROJECT 62.
EXISTING SIDE ROAD RIGHT-OF-WAYS SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN.
ALIGNMENTS SHOWN ON THIS PLAT DIFFER FROM CONSTRUCTION ALIGNMENTS.
TLE AREAS SHOWN HEREON DO NOT INCLUDE BUILDING STRUCTURES UNLESS BUILDING IS LABELED "BLD RAZED".

# TRANSPORTATION PROJECT PLAT NO: 4075-28-21 - 4.08

THAT PART OF LOT 2A AND 3A, BLOCK 5 AND PART OF LOT 1 OF CSM NO.3786, V.22 P.47, BEING LOCATED IN LOTS 2B, 4A AND 4B OF BLOCK 5, ALL IN ASSESSOR'S PLAT AND REPLAT OF VILLAGE OF WRIGHTSTOWN W.S.F.R, LOCATED IN AND PART OF GOVERNMENT LOT 4 OF SECTION 2, T21N, R19E, VILLAGE OF WRIGHTSTOWN, BROWN COUNTY, WISCONSIN.

RELOCATION ORDER STH 96 BROWN COUNTY

STH 96, WRIGHTSTOWN FOX RIVER BRIDGE AND APPROACHES

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

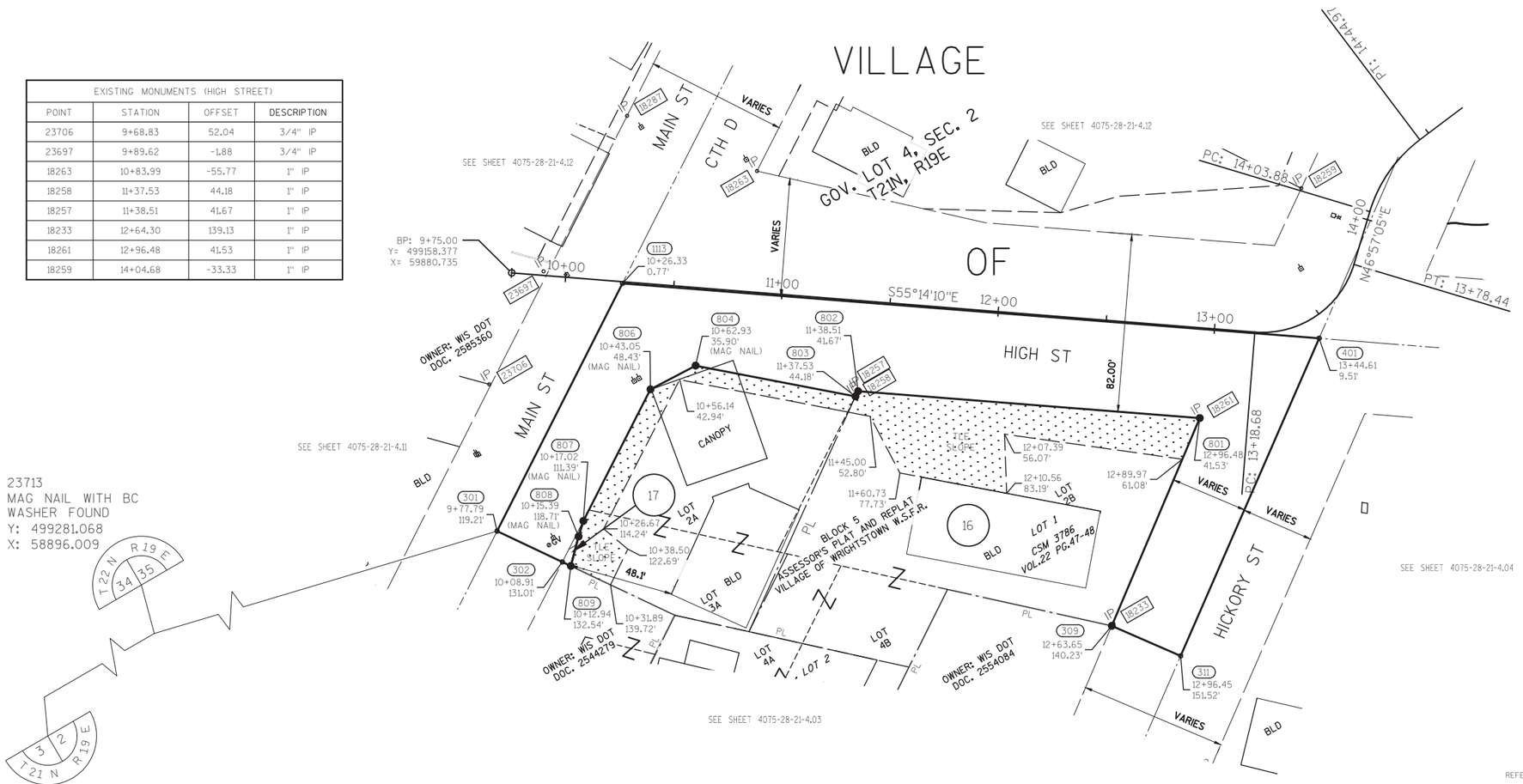
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTION 84.02 (3) AND SECTION 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

**2637199**
**CATHY WILLIQUETTE LINDSAY**
**BROWN COUNTY RECORDER**
**GREEN BAY, WI**
**RECORDED ON**
**07/22/2013 12:14 PM**
**REC FEE: 25.00**
**EXEMPT #**
**PAGES: 1**

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4075-28-21-4.08
AMENDMENT NO:___

| EXISTING MONUMENTS (HIGH STREET) | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | DESCRIPTION |
| 23706 | 9+68.83 | 52.04 | 3/4" IP |
| 23697 | 9+89.62 | -1.88 | 3/4" IP |
| 18263 | 10+83.99 | -55.77 | 1" IP |
| 18258 | 11+37.53 | 44.18 | 1" IP |
| 18257 | 11+38.51 | 41.67 | 1" IP |
| 18233 | 12+64.30 | 139.13 | 1" IP |
| 18261 | 12+96.48 | 41.53 | 1" IP |
| 18259 | 14+04.68 | -33.33 | 1" IP |



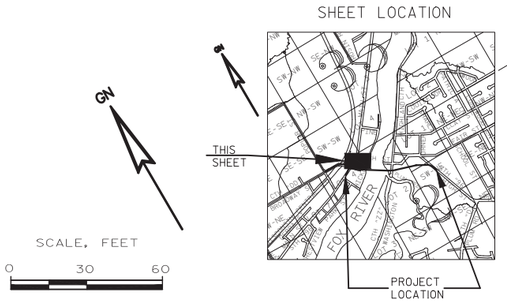

| GOVERNMENT CORNER TIE | | |
|---|---|---|
| PT*-PT* | LENGTH | DIRECTION |
| 23714-23713 | 249.40 | S89°51'02"E |
| 23713-301 | 945.52 | S76°24'27"E |

| CURVE DATA (HIGH STREET) | |
|---|---|
| PI STA. = 13+54.19 | PI STA. = 14+25.14 |
| PI X = 60192.246 | PI X = 60252.324 |
| PI Y = 498942.163 | PI Y = 498998.282 |
| DELTA = 77°48'45" | DELTA = 36°13'33" |
| D = 130°13'04" | D = 88°08'50" |
| TAN = 35.51 | TAN = 21.26 |
| L = 59.76 | L = 41.10 |
| R = 44.00 | R = 65.00 |
| PC STA. = 13+18.68 | PC STA. = 14+03.88 |
| PT STA. = 13+78.44 | PT STA. = 14+44.97 |

| RIGHT-OF-WAY LINE TABLE | | |
|---|---|---|
| PT*-PT* | LENGTH | DIRECTION |
| 301-1113 | 128.00 | N57°03'02"E |
| 1113-401 | 322.09 | S55°17'10"E |
| 401-311 | 159.72 | S53°45'13"W |
| 311-309 | 34.68 | N36°14'47"W |
| 309-801 | 104.01 | N53°09'30"E |
| 801-802 | 157.97 | N55°17'10"W |
| 802-803 | 2.70 | S56°06'13"W |
| 803-804 | 75.06 | N48°54'26"W |
| 804-806 | 23.49 | N87°27'10"W |
| 806-807 | 68.13 | S57°13'25"W |
| 807-808 | 7.51 | S47°18'29"W |
| 808-809 | 14.04 | S44°49'59"W |
| 809-302 | 4.31 | N34°28'25"W |
| 302-301 | 33.29 | N34°28'25"W |

| POINT TABLE | | |
|---|---|---|
| POINT # | Y | X |
| 301 | 499058.858 | 59815.051 |
| 302 | 499031.414 | 59833.893 |
| 309 | 498878.588 | 60037.908 |
| 311 | 498850.617 | 60058.415 |
| 401 | 498945.054 | 60187.228 |
| 801 | 498940.955 | 60121.149 |
| 802 | 499030.915 | 59991.298 |
| 803 | 499029.412 | 59989.061 |
| 804 | 499078.747 | 59932.493 |
| 806 | 499079.791 | 59909.027 |
| 807 | 499042.909 | 59851.746 |
| 808 | 499037.820 | 59846.230 |
| 809 | 499027.864 | 59836.331 |
| 1113 | 499128.479 | 59922.466 |

SHEET LOCATION




SCALE, FEET
0 30 60

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN DOCUMENT NO. 2620905 FOR ADDITIONAL INFORMATION.


Mead & Hunt
Mead & Hunt, Inc.
1345B North Road
Green Bay, WI 54313-5723
920.496.0500
fax:920.496.0576
www.meadhunt.com


I, TERRY L. VAN HOUT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 4075-28-21-4.08 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Terry L. VanHout DATE 7-11-2013
TERRY L. VAN HOUT,
RLS 2526

WISCONSIN TERRY L. VAN HOUT S-2526 GREEN BAY, WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) Curt VanErem DATE 7-17-2013
(PRINTED NAME) CURT VAN EREM, REAL ESTATE MANAGER



FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\RW\040101_RP_408.DWG PLOT DATE : 7/11/2013 10:44 AM PLOT BY : TERRY VAN HOUT PLOT NAME : _____ PLOT SCALE : 1:60_XREF
APPRAISAL PLAT DATE : _____

_____ 4075-28-21 - 4.08

# TRANSPORTATION PROJECT PLAT NO: 4075-28-21 - 4.09

THAT PART OF LOTS 3, 4, 7, 8, 9, 10 AND 11 OF BLOCK 3 OF MUELLER'S ADDITION OF ASSESSOR'S PLAT AND REPLAT OF VILLAGE OF WRIGHTSTOWN E.S.F.R., ALL LOCATED IN PART OF GOVERNMENT LOT 1 AND THE SW1/4 OF THE NE1/4 OF SECTION 2, T21N, R19E, VILLAGE OF WRIGHTSTOWN, BROWN COUNTY, WISCONSIN

RELOCATION ORDER STH 96 BROWN COUNTY

STH 96, WRIGHTSTOWN FOX RIVER BRIDGE AND APPROACHES

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

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

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


**2628353**
CATHY WILLIQUETTE LINDSAY
BROWN COUNTY RECORDER
GREEN BAY, WI
RECORDED ON
05/20/2013 09:02 AM
REC FEE: 25.00
EXEMPT #
PAGES: 1


RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4075-28-21-4.09
AMENDMENT NO:___

OWNER'S NAMES ARE SHOWN FOR REFERENCE ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W NEW SF | R/W EXISTING SF | R/W TOTAL SF | TLE SF |
|---|---|---|---|---|---|---|
| 60 | KENNETH J. DUNPHY | TLE | --- | --- | --- | 1051 |
| 61 | TIMOTHY J. DOLE AND SAMANTHA L. DOLE | TLE | --- | --- | --- | 556 |
| 62 | ERVIN ZITTLOW | TLE | --- | --- | --- | 906 |
| 63 | DAVID ROSIN | TLE | --- | --- | --- | 540 |
| 64 | JEAN M. GEIGER IRREVOCABLE TRUST | TLE | --- | --- | --- | 541 |
| 65 | JILL M. GEYSO | TLE | --- | --- | --- | 564 |

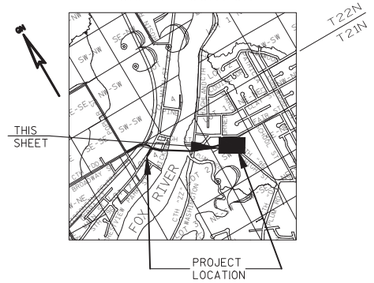
NOTES:
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: MUELLER'S ADDITION OF ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN E.S.F.R.
EXISTING SIDE ROAD RIGHT-OF-WAYS SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: MUELLER'S ADDITION OF ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN E.S.F.R.
ALIGNMENTS SHOWN ON THIS PLAT DIFFER FROM CONSTRUCTION ALIGNMENTS.
TLE AREAS SHOWN HEREON DO NOT INCLUDE BUILDING STRUCTURES UNLESS BUILDING IS LABELED "BLD RAZED".
STATION AND OFFSET DIMENSIONS IN *ITALICS* ARE IN REFERENCE THE ALIGNMENT FOR TPP 4095-10-21-4.01 RECORDED IN BROWN COUNTY RECORDS AS DOC. 2609676.

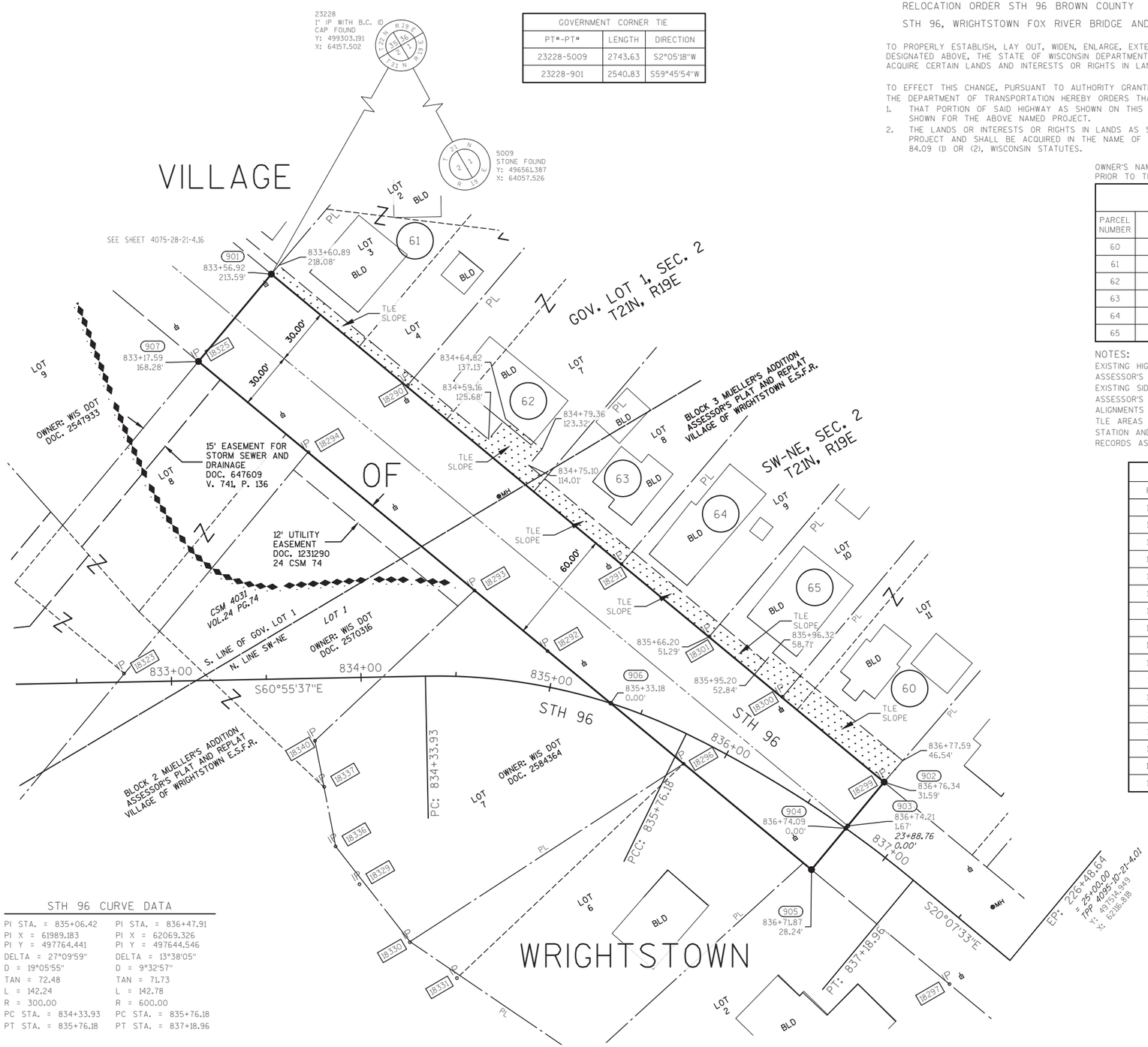
| EXISTING MONUMENTS (STH 96) | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | DESCRIPTION |
| 18323 | 832+75.01 | -4.47 | 1" IP |
| 18325 | 833+17.62 | -168.30 | 1" IP |
| 18294 | 833+74.70 | -119.28 | 1" IP |
| 18340 | 833+75.02 | 33.01 | 1" IP |
| 18337 | 833+79.44 | 57.36 | 1" IP |
| 18336 | 833+84.80 | 88.91 | PINCHED 1" IP |
| 18329 | 833+96.97 | 109.10 | 1" IP |
| 18330 | 834+22.96 | 140.21 | 1" IP |
| 18290 | 834+27.71 | -153.59 | 1" IP |
| 18293 | 834+57.23 | -45.65 | 1" IP |
| 18331 | 834+62.59 | 158.97 | 1" IP |
| 18292 | 834+95.25 | -18.53 | 1" IP |
| 18291 | 835+19.39 | -72.02 | 1" IP |
| 18301 | 835+66.32 | -51.58 | 1" IP |
| 18296 | 835+82.02 | 14.87 | 1" IP |
| 18300 | 836+10.96 | -40.78 | 1" IP |
| 18299 | 836+76.44 | -32.02 | 1" IP |

| RIGHT-OF-WAY LINE TABLE | | |
|---|---|---|
| PT#-PT# | LENGTH | DIRECTION |
| 901-902 | 419.78 | S20°07'33"E |
| 902-903 | 30.00 | S69°52'27"W |
| 903-904 | 1.68 | S69°52'27"W |
| 904-905 | 28.32 | S69°52'27"W |
| 905-906 | 137.53 | N20°07'33"W |
| 906-907 | 282.43 | N20°07'33"W |
| 907-901 | 60.00 | N70°02'28"E |

| POINT TABLE | | |
|---|---|---|
| POINT # | Y | X |
| 901 | 498023.758 | 61962.311 |
| 902 | 497629.610 | 62106.750 |
| 903 | 497619.287 | 62078.582 |
| 904 | 497618.710 | 62077.008 |
| 905 | 497608.965 | 62050.414 |
| 906 | 497738.096 | 62003.093 |
| 907 | 498003.277 | 61905.915 |

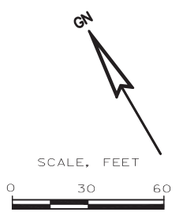
SHEET LOCATION




## STH 96 CURVE DATA

| | |
|---|---|
| PI STA. = 835+06.42 | PI STA. = 836+47.91 |
| PI X = 61989.183 | PI X = 62069.326 |
| PI Y = 497764.441 | PI Y = 497644.546 |
| DELTA = 27°09'59" | DELTA = 13°38'05" |
| D = 19°05'55" | D = 9°32'57" |
| TAN = 72.48 | TAN = 71.73 |
| L = 142.24 | L = 142.78 |
| R = 300.00 | R = 600.00 |
| PC STA. = 834+33.93 | PC STA. = 835+76.18 |
| PT STA. = 835+76.18 | PT STA. = 837+18.96 |




REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN DOCUMENT NO. 2620905 FOR ADDITIONAL INFORMATION.


Mead & Hunt
Mead & Hunt, Inc.
1345B North Road
Green Bay, WI 54313-5723
920.496.0500
fax:920.496.0576
www.meadhunt.com


I, TERRY L. VAN HOUT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 4075-28-21-4.09 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN TERRY L. VAN HOUT S-2526 GREEN BAY, WI LAND SURVEYOR

Terry L. VanHout DATE 5-16-2013
TERRY L. VAN HOUT,
RLS 2526

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) H. Bruce Enke DATE 5-16-2013
(PRINTED NAME) H. BRUCE ENKE, TECHNICAL SERVICES MANAGER

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\RW\040101_RP_409.DWG
PLOT DATE : 5/16/2013 1:44 PM PLOT BY : TERRY VAN HOUT PLOT NAME : _____ PLOT SCALE : 1:60_XREF
APPRAISAL PLAT DATE : _____

OWNER'S NAMES ARE SHOWN FOR REFERENCE ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

# TRANSPORTATION PROJECT PLAT NO: 4075-28-21 - 4.10

THAT PART OF OUTLOTS 6 AND 8 OF ASSESSOR'S PLAT AND REPLAT OF VILLAGE OF WRIGHTSTOWN W.S.F.R, ALL LOCATED IN AND PART OF THE SW1/4 OF THE SW1/4 OF SECTION 35, T22N, R19E, VILLAGE OF WRIGHTSTOWN, BROWN COUNTY, WISCONSIN

RELOCATION ORDER STH 96 BROWN COUNTY
STH 96, WRIGHTSTOWN FOX RIVER BRIDGE AND APPROACHES

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

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

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

**2623017**
**CATHY WILLIQUETTE LINDSAY**
**BROWN COUNTY RECORDER**
**GREEN BAY, WI**
**RECORDED ON**
**04/12/2013 11:34 AM**
**REC FEE: 25.00**
**EXEMPT #**
**PAGES: 1**

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4075-28-21-4.10
AMENDMENT NO:___

## SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W NEW SF | R/W EXISTING SF | R/W TOTAL SF | TLE SF |
|---|---|---|---|---|---|---|
| 1 | ROSE E. VAN ROSSUM AS TRUSTEE OF THE VAN ROSSUM FAMILY TRUST | TLE | 0 | --- | 0 | 821 |
| 2 | DEBRA J. HEIN AND MICHAEL A. HEIN | FEE & TLE | 72 | --- | 72 | 1098 |
| 3 | RICHARD P. BUECHLER | FEE & TLE | 190 | --- | 190 | 770 |
| 4 | JAMES P. MERRITT | FEE & TLE | 76 | --- | 76 | 560 |

NOTES:
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN.
EXISTING SIDE ROAD RIGHT-OF-WAYS SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN.
ALIGNMENTS SHOWN ON THIS PLAT DIFFER FROM CONSTRUCTION ALIGNMENTS.
TLE AREAS SHOWN HEREON DO NOT INCLUDE BUILDING STRUCTURES UNLESS BUILDING IS LABELED "BLD RAZED".

## UTILITY SCHEDULE OF INTERESTS REQUIRED

| UTILITY NUMBER | OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 201 | WISCONSIN PUBLIC SERVICE (ELEC) | RELEASE OF RIGHTS |
| 204 | AT&T WISCONSIN | RELEASE OF RIGHTS |

## CURVE TABLE

| PT*-PT* | LENGTH | RADIUS | DELTA | CHORD DIST. | CHORD BEARING |
|---|---|---|---|---|---|
| 1007-1008 | 59.91 | 1174.94 | 2°55'17" | 59.90 | N88°25'12"E |
| 1009-1011 | 36.09 | 476.00 | 4°20'38" | 36.08 | N89°07'52"E |
| 1012-1013 | 30.71 | 336.00 | 5°14'14" | 30.70 | S85°45'09"E |
| 1014-1016 | 71.86 | 2758.82 | 1°29'33" | 71.86 | S63°41'00"W |
| 1016-101 | 2.97 | 2758.82 | 0°03'42" | 2.97 | S64°27'38"W |
| 101-119 | 79.38 | 2758.82 | 1°38'55" | 79.38 | S65°18'56"W |

## RIGHT-OF-WAY LINE TABLE

| PT*-PT* | LENGTH | DIRECTION |
|---|---|---|
| 1001-1002 | 8.03 | N4°35'58"E |
| 1002-1003 | 32.11 | N4°35'58"E |
| 1003-1004 | 126.00 | N89°52'50"E |
| 1004-1006 | 7.00 | S0°26'59"E |
| 1006-1007 | 152.23 | N89°52'50"E |
| 1007-1008 | SEE CURVE DATA | |
| 1008-1009 | 25.74 | N86°57'33"E |
| 1009-1011 | SEE CURVE DATA | |
| 1011-1012 | 31.88 | S88°22'16"E |
| 1012-1013 | SEE CURVE DATA | |
| 1013-1014 | 9.56 | N89°52'50"E |
| 1014-1016 | SEE CURVE DATA | |
| 1016-101 | SEE CURVE DATA | |
| 101-119 | SEE CURVE DATA | |
| 119-1017 | 338.63 | S89°52'50"W |
| 1017-1001 | 33.11 | N4°35'58"E |

## POINT TABLE

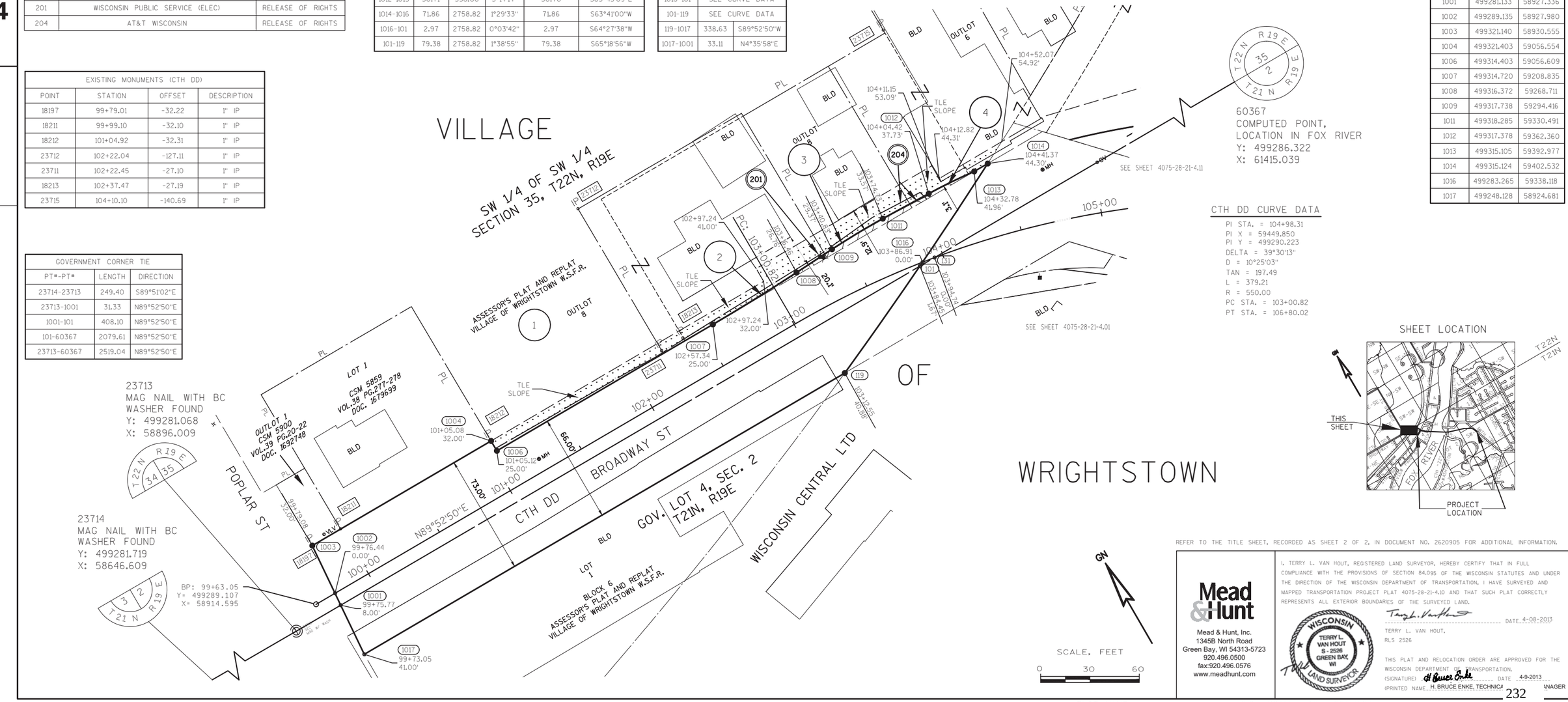
| POINT * | Y | X |
|---|---|---|
| 101 | 499281.984 | 59335.437 |
| 119 | 499248.834 | 59263.311 |
| 1001 | 499281.133 | 58927.336 |
| 1002 | 499289.135 | 58927.980 |
| 1003 | 499321.140 | 58930.555 |
| 1004 | 499321.403 | 59056.554 |
| 1006 | 499314.403 | 59056.609 |
| 1007 | 499314.720 | 59208.835 |
| 1008 | 499316.372 | 59268.711 |
| 1009 | 499317.738 | 59294.416 |
| 1011 | 499318.285 | 59330.491 |
| 1012 | 499317.378 | 59362.360 |
| 1013 | 499315.105 | 59392.977 |
| 1014 | 499315.124 | 59402.532 |
| 1016 | 499283.265 | 59338.118 |
| 1017 | 499248.128 | 58924.681 |

## EXISTING MONUMENTS (CTH DD)

| POINT | STATION | OFFSET | DESCRIPTION |
|---|---|---|---|
| 18197 | 99+79.01 | -32.22 | 1" IP |
| 18211 | 99+99.10 | -32.10 | 1" IP |
| 18212 | 101+04.92 | -32.31 | 1" IP |
| 23712 | 102+22.04 | -127.11 | 1" IP |
| 23711 | 102+22.45 | -27.10 | 1" IP |
| 18213 | 102+37.47 | -27.19 | 1" IP |
| 23715 | 104+10.10 | -140.69 | 1" IP |

## GOVERNMENT CORNER TIE

| PT*-PT* | LENGTH | DIRECTION |
|---|---|---|
| 23714-23713 | 249.40 | S89°51'02"E |
| 23713-1001 | 31.33 | N89°52'50"E |
| 1001-101 | 408.10 | N89°52'50"E |
| 101-60367 | 2079.61 | N89°52'50"E |
| 23713-60367 | 2519.04 | N89°52'50"E |




## CTH DD CURVE DATA

PI STA. = 104+98.31
PI X = 59449.850
PI Y = 499290.223
DELTA = 39°30'13"
D = 10°25'03"
TAN = 197.49
L = 379.21
R = 550.00
PC STA. = 103+00.82
PT STA. = 106+80.02

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN DOCUMENT NO. 2620905 FOR ADDITIONAL INFORMATION.


Mead & Hunt, Inc.
1345B North Road
Green Bay, WI 54313-5723
920.496.0500
fax:920.496.0576
www.meadhunt.com


I, TERRY L. VAN HOUT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 4075-28-21-4.10 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Terry L. VanHout DATE 4-08-2013

TERRY L. VAN HOUT,
RLS 2526

WISCONSIN TERRY L. VAN HOUT S-2526 GREEN BAY, WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) H Bruce Enke DATE 4-9-2013
(PRINTED NAME) H. BRUCE ENKE, TECHNICA ANAGER

OWNER'S NAMES ARE SHOWN FOR REFERENCE ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W NEW SF | R/W EXISTING SF | R/W TOTAL SF | TLE SF | HE SF |
|---|---|---|---|---|---|---|---|
| 4 | JAMES P. MERRITT | FEE & TLE | 28984 | --- | 28984 | 2030 | --- |
| 6 | DIANE L. COSTELLO, SHARON L. COLWELL, LEA A. MEULEMANS, DEBRA L. MEULEMANS AND DONNA J. CORNELISSEN | FEE | 15210 | --- | 15210 | --- | --- |
| 7 | TODD AND LOIS LUEDTKE, LLC | FEE | 6767 | --- | 6767 | --- | --- |
| 80 | WISCONSIN CENTRAL, LTD | HE & TLE | --- | --- | --- | 6025 | 4758 |

NOTES:
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN.
EXISTING SIDE ROAD RIGHT-OF-WAYS SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN AND DOC. 586186.
ALIGNMENTS SHOWN ON THIS PLAT DIFFER FROM CONSTRUCTION ALIGNMENTS.
TLE AREAS SHOWN HEREON DO NOT INCLUDE BUILDING STRUCTURES UNLESS BUILDING IS LABELED "BLD RAZED".

| POINT TABLE | | |
|---|---|---|
| POINT # | Y | X |
| 101 | 499281.984 | 59335.437 |
| 102 | 499282.184 | 59431.276 |
| 103 | 498988.617 | 59706.681 |
| 131 | 499282.006 | 59345.844 |
| 132 | 499224.686 | 59485.217 |
| 1014 | 499315.124 | 59402.532 |
| 1016 | 499283.265 | 59338.118 |
| 1101 | 499315.205 | 59441.106 |
| 1102 | 499302.463 | 59453.044 |
| 1103 | 499290.571 | 59488.755 |
| 1104 | 499281.792 | 59512.023 |
| 1106 | 499277.283 | 59555.900 |
| 1107 | 499234.589 | 59600.637 |
| 1108 | 499352.961 | 59791.940 |
| 1109 | 499325.000 | 59810.913 |
| 1111 | 499292.862 | 59762.631 |
| 1112 | 499152.714 | 59889.183 |
| 1113 | 499128.479 | 59922.466 |

| EXISTING MONUMENTS (CTH DD) | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | DESCRIPTION |
| 23687 | 106+62.56 | 72.66 | CROSS |
| 23701 | 106+83.50 | -81.69 | 1" PINCH IP |
| 23698 | 106+96.24 | -140.05 | 3/4" IP |
| 23699 | 106+96.32 | -139.98 | 3/4" REBAR |
| 23700 | 106+97.69 | -139.57 | 3/4" IP |
| 23707 | 107+06.79 | -202.22 | 1/2" REBAR |
| 23688 | 107+48.68 | 16.50 | CROSS |
| 23710 | 107+50.49 | -211.12 | 1" IP |
| 23702 | 107+51.19 | -146.80 | 1/2" REBAR |
| 23708 | 107+51.23 | -210.25 | 1" IP |
| 23703 | 107+51.28 | -164.37 | 1" IP |
| 23705 | 107+69.77 | -162.55 | 1" IP |
| 23704 | 107+71.02 | -133.99 | 2" IP |
| 23709 | 107+72.65 | -127.70 | 1" IP |
| 23697 | 108+21.76 | -238.72 | 3/4" IP |
| 23706 | 108+30.42 | -181.57 | 3/4" IP |

| GOVERNMENT CORNER TIE | | |
|---|---|---|
| PT#-PT# | LENGTH | DIRECTION |
| 23714-23713 | 249.40 | S89°51'02"E |
| 23713-101 | 439.43 | N89°52'50"E |
| 101-60367 | 2079.61 | N89°52'50"E |
| 23713-60367 | 2519.04 | N89°52'50"E |

# TRANSPORTATION PROJECT PLAT NO: 4075-28-21 - 4.11

THAT PART OF THE 200 FOOT CHICAGO AND NORTHWESTERN RAILWAY COMPANY RIGHT OF WAY, ALL OF LOTS 21, 22 AND 23, BLOCK 4 OF ASSESSOR'S PLAT AND REPLAT OF VILLAGE OF WRIGHTSTOWN W.S.F.R, ALL LOCATED IN AND PART OF GOVERNMENT LOT 4, SECTION 2, T21N, R19E AND PART OF THE 200 FOOT CHICAGO AND NORTH WESTERN RAILWAY COMPANY RIGHT OF WAY OF THE ASSESSOR'S PLAT AND REPLAT OF VILLAGE OF WRIGHTSTOWN W.S.F.R, LOCATED IN AND PART OF THE SW1/4 OF THE SW1/4 OF SECTION 35, T22N, R19E, VILLAGE OF WRIGHTSTOWN, BROWN COUNTY, WISCONSIN.

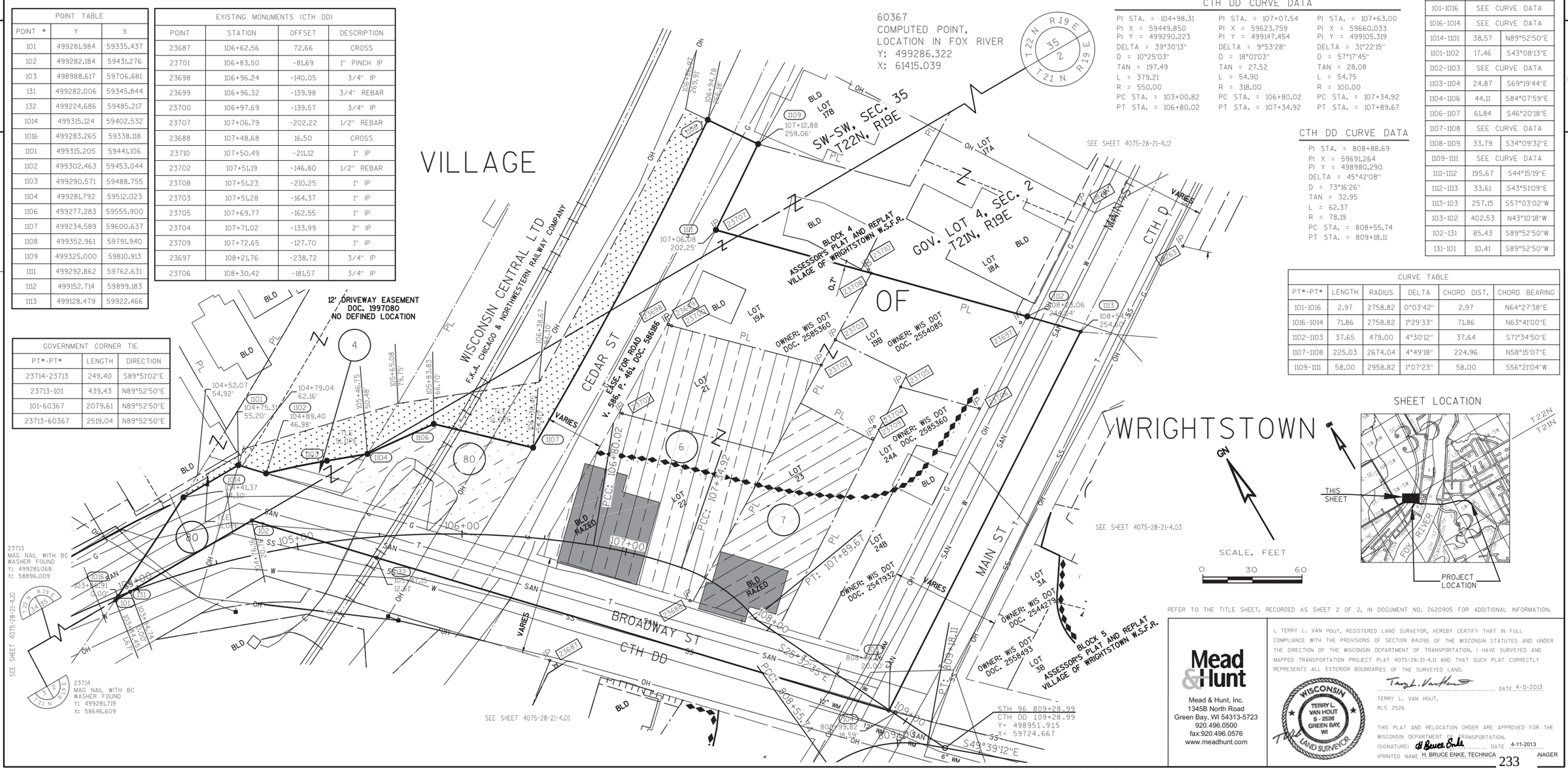
RELOCATION ORDER STH 96 BROWN COUNTY
STH 96, WRIGHTSTOWN FOX RIVER BRIDGE AND APPROACHES

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

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

**2623018**
**CATHY WILLIQUETTE LINDSAY**
**BROWN COUNTY RECORDER**
**GREEN BAY, WI**
**RECORDED ON**
**04/12/2013 11:35 AM**
**REC FEE: 25.00**
**EXEMPT #**
**PAGES: 1**

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4075-28-21-4.11
AMENDMENT NO:___




| RIGHT-OF-WAY LINE TABLE | | |
|---|---|---|
| PT#-PT# | LENGTH | DIRECTION |
| 101-1016 | SEE CURVE DATA | |
| 1016-1014 | SEE CURVE DATA | |
| 1014-1101 | 38.57 | N89°52'50"E |
| 1101-1102 | 17.46 | S43°08'13"E |
| 1102-1103 | SEE CURVE DATA | |
| 1103-1104 | 24.87 | S69°19'44"E |
| 1104-1106 | 44.11 | S84°07'59"E |
| 1106-1107 | 61.84 | S46°20'18"E |
| 1107-1108 | SEE CURVE DATA | |
| 1108-1109 | 33.79 | S34°09'32"E |
| 1109-1111 | SEE CURVE DATA | |
| 1111-1112 | 195.67 | S44°15'19"E |
| 1112-1113 | 33.61 | S43°51'09"E |
| 1113-103 | 257.15 | S57°03'02"W |
| 103-102 | 402.53 | N43°10'18"W |
| 102-131 | 85.43 | S89°52'50"W |
| 131-101 | 10.41 | S89°52'50"W |

### CTH DD CURVE DATA

| | | |
|---|---|---|
| PI STA. = 104+98.31 | PI STA. = 107+07.54 | PI STA. = 107+63.00 |
| PI X = 59449.850 | PI X = 59623.759 | PI X = 59660.033 |
| PI Y = 499290.223 | PI Y = 499147.454 | PI Y = 499105.319 |
| DELTA = 39°30'13" | DELTA = 9°53'28" | DELTA = 31°22'15" |
| D = 10°25'03" | D = 18°01'03" | D = 57°17'45" |
| TAN = 197.49 | TAN = 27.52 | TAN = 28.08 |
| L = 379.21 | L = 54.90 | L = 54.75 |
| R = 550.00 | R = 318.00 | R = 100.00 |
| PC STA. = 103+00.82 | PC STA. = 106+80.02 | PC STA. = 107+34.92 |
| PT STA. = 106+80.02 | PT STA. = 107+34.92 | PT STA. = 107+89.67 |

### CTH DD CURVE DATA

| |
|---|
| PI STA. = 808+88.69 |
| PI X = 59691.264 |
| PI Y = 498980.290 |
| DELTA = 45°42'08" |
| D = 73°16'26" |
| TAN = 32.95 |
| L = 62.37 |
| R = 78.19 |
| PC STA. = 808+55.74 |
| PT STA. = 809+18.11 |

| CURVE TABLE | | | | | |
|---|---|---|---|---|---|
| PT#-PT# | LENGTH | RADIUS | DELTA | CHORD DIST. | CHORD BEARING |
| 101-1016 | 2.97 | 2758.82 | 0°03'42" | 2.97 | N64°27'38"E |
| 1016-1014 | 71.86 | 2758.82 | 1°29'33" | 71.86 | N63°41'00"E |
| 1102-1103 | 37.65 | 479.00 | 4°30'12" | 37.64 | S71°34'50"E |
| 1107-1108 | 225.03 | 2674.04 | 4°49'18" | 224.96 | N58°15'07"E |
| 1109-1111 | 58.00 | 2958.82 | 1°07'23" | 58.00 | S56°21'04"W |

SHEET LOCATION




REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN DOCUMENT NO. 2620905 FOR ADDITIONAL INFORMATION.


Mead & Hunt
Mead & Hunt, Inc.
1345B North Road
Green Bay, WI 54313-5723
920.496.0500
fax:920.496.0576
www.meadhunt.com


I, TERRY L. VAN HOUT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 4075-28-21-4.11 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Terry L. Van Hout DATE 4-11-2013
TERRY L. VAN HOUT,
RLS 2526

WISCONSIN TERRY L. VAN HOUT S-2526 GREEN BAY, WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) H Bruce Enke DATE 4-11-2013
(PRINTED NAME) H. BRUCE ENKE, TECHNICA ...NAGER

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\RW\040101_RP.DWG
APPRAISAL PLAT DATE : _____
PLOT DATE : 4/11/2013 12:18 PM PLOT BY : TERRY VAN HOUT PLOT NAME : _____ PLOT SCALE : 1:60_XREF

OWNER'S NAMES ARE SHOWN FOR REFERENCE ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W NEW SF | R/W EXISTING SF | R/W TOTAL SF | TLE SF |
|---|---|---|---|---|---|---|
| 8 | ROGER A. MEULEMANS AND DENNIS B. MEULEMANS | TLE | --- | --- | --- | 726 |
| 10 | PAUL J. MUELLER AND LAURINE J. MUELLER | TLE | --- | --- | --- | 3306 |
| 18 | JOHN J. VERHASSELT REVOCABLE TRUST & JOHN J. VERHASSELT | FEE & TLE | 2979 | --- | 2979 | 4562 |
| 19 | DUANE D. BUSH AND JAN W. BUSH | TLE | --- | --- | --- | 9761 |
| 21 | MICHAEL J. DEMERATH AND MARY F. DEMERATH | FEE & TLE | 119 | --- | 119 | 1728 |
| 23 | LOU ANN AMBROSIUS, MICHAEL O. VERHASSELT, DAVID P. VERHASSELT AND RUSSELL A. VERHASSELT | TLE | --- | --- | --- | 331 |

NOTES:
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN AND STH 96 SPECIAL BRIDGE PROJECT 62.
EXISTING SIDE ROAD RIGHT-OF-WAYS SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN.
ALIGNMENTS SHOWN ON THIS PLAT DIFFER FROM CONSTRUCTION ALIGNMENTS.
TLE AREAS SHOWN HEREON DO NOT INCLUDE BUILDING STRUCTURES UNLESS BUILDING IS LABELED "BLD RAZED".

| EXISTING MONUMENTS (HIGH STREET) | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | DESCRIPTION |
| 23706 | 9+68.83 | 52.04 | 3/4" IP |
| 23697 | 9+89.62 | -1.88 | 3/4" IP |
| 18287 | 10+22.29 | -76.39 | 1" IP |
| 18286 | 10+75.31 | -205.76 | 1" IP |
| 18285 | 10+77.14 | -210.44 | 1" IP |
| 18279 | 11+34.58 | -178.72 | 1" IP |
| 18258 | 11+37.53 | 44.18 | 1" IP |
| 18263 | 10+83.99 | -55.77 | 1" IP |
| 18257 | 11+38.51 | 41.67 | 1" IP |
| 18266 | 12+2326 | -164.43 | 1" IP |
| 18261 | 12+96.48 | 41.53 | 1" IP |
| 18259 | 14+04.68 | -33.33 | 1" IP |
| 18269 | 14+57.59 | -52.01 | 1" IP |

# TRANSPORTATION PROJECT PLAT NO: 4075-28-21 - 4.12

THAT PART OF LOT 30, BLOCK 3, LOTS 15A, 16A, 17A AND 18A, BLOCK 4, LOTS 1A AND 1B, BLOCK 5 AND LOT 8, BLOCK 8, ALL IN THE ASSESSOR'S PLAT AND REPLAT OF VILLAGE OF WRIGHTSTOWN W.S.F.R, LOCATED IN AND PART OF GOVERNMENT LOT 4 OF SECTION 2, T21N, R19E, VILLAGE OF WRIGHTSTOWN, BROWN COUNTY, WISCONSIN.

RELOCATION ORDER STH 96 BROWN COUNTY

STH 96, WRIGHTSTOWN FOX RIVER BRIDGE AND APPROACHES

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

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

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

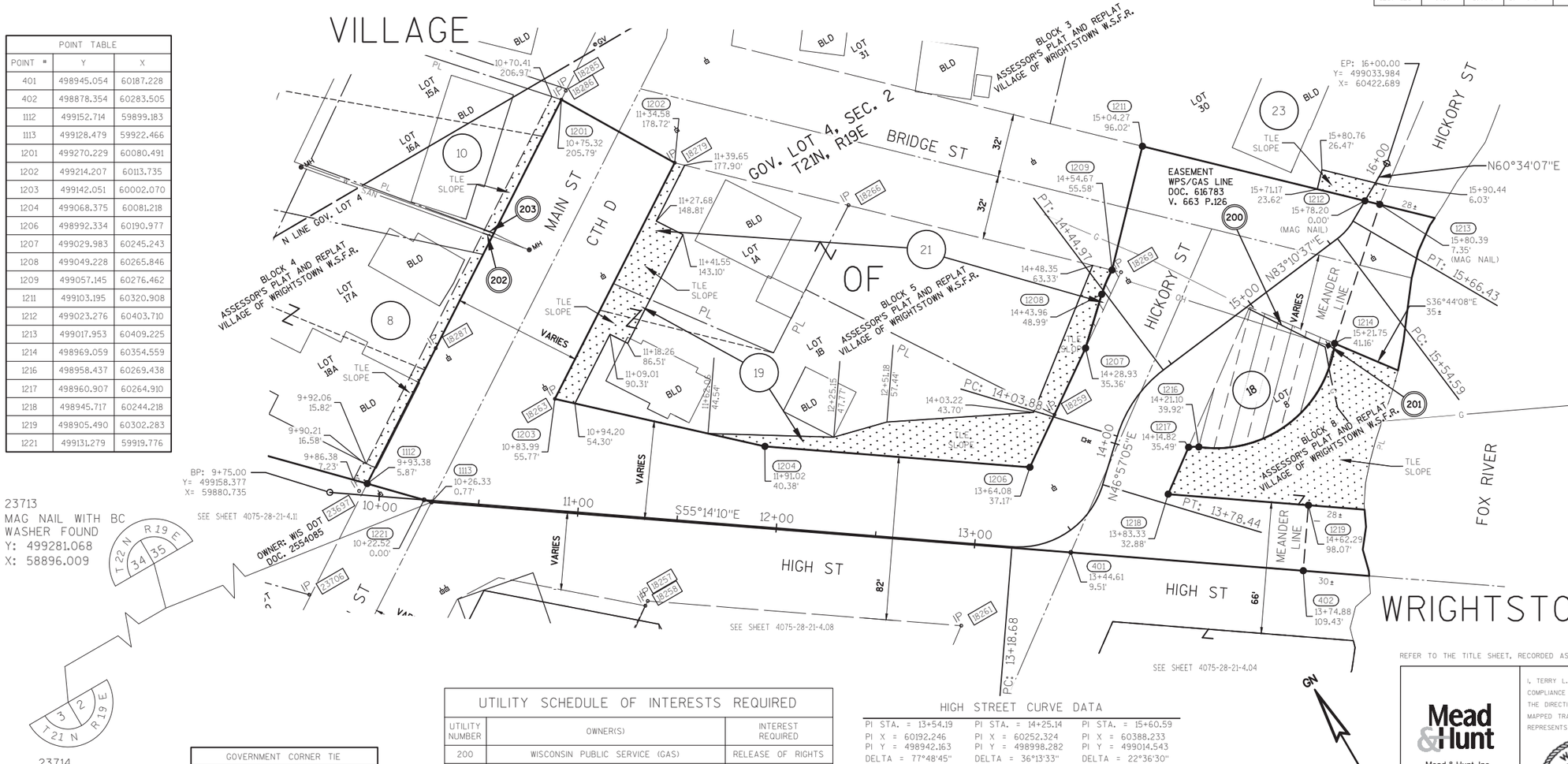
**2637202**
**CATHY WILLIQUETTE LINDSAY**
**BROWN COUNTY RECORDER**
**GREEN BAY, WI**
**RECORDED ON**
**07/22/2013 12:21 PM**
**REC FEE: 25.00**
**EXEMPT #**
**PAGES: 1**

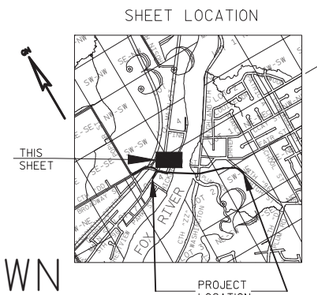
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4075-28-21-4.12
AMENDMENT NO:___

| CURVE TABLE | | | | | |
|---|---|---|---|---|---|
| PT*-PT* | LENGTH | RADIUS | DELTA | CHORD DIST. | CHORD BEARING |
| 1208-1209 | 13.27 | 60.00 | 12°40'21" | 13.24 | N53°17'15"E |
| 1214-1216 | 95.57 | 60.00 | 91°15'40" | 85.78 | S82°53'13"W |
| 1216-1217 | 5.18 | 15.00 | 19°48'04" | 5.16 | N61°22'59"W |

| RIGHT-OF-WAY LINE TABLE | | |
|---|---|---|
| PT*-PT* | LENGTH | DIRECTION |
| 1113-1221 | 3.88 | N43°51'09"W |
| 1221-1112 | 29.72 | N43°51'09"W |
| 1112-1201 | 216.06 | N57°03'02"E |
| 1201-1202 | 65.14 | S30°41'08"E |
| 1202-1203 | 132.95 | S57°07'49"W |
| 1203-1204 | 108.13 | S47°03'03"E |
| 1204-1206 | 133.53 | S55°17'10"E |
| 1206-1207 | 66.05 | N55°14'51"E |
| 1207-1208 | 28.19 | N46°57'05"E |
| 1208-1209 | SEE CURVE TABLE | |
| 1209-1211 | 64.00 | N43°59'06"E |
| 1211-1212 | 115.08 | S46°00'54"E |
| 1212-1213 | 7.66 | S46°00'54"E |
| 1213-1214 | 73.34 | S48°11'25"W |
| 1214-1216 | SEE CURVE TABLE | |
| 1216-1217 | SEE CURVE TABLE | |
| 1217-1218 | 25.67 | S53°43'04"W |
| 1218-1219 | 70.64 | S55°17'10"E |
| 1219-402 | 33.00 | S34°40'53"W |
| 402-401 | 117.13 | N55°17'10"W |
| 401-1113 | 322.09 | N55°17'10"W |

| POINT TABLE | | |
|---|---|---|
| POINT * | Y | X |
| 401 | 498945.054 | 60187.228 |
| 402 | 498878.354 | 60283.505 |
| 1112 | 499152.714 | 59899.183 |
| 1113 | 499128.479 | 59922.466 |
| 1201 | 499270.229 | 60080.491 |
| 1202 | 499214.207 | 60113.735 |
| 1203 | 499142.051 | 60002.070 |
| 1204 | 499068.375 | 60081.218 |
| 1206 | 498992.334 | 60190.977 |
| 1207 | 499029.983 | 60245.243 |
| 1208 | 499049.228 | 60265.846 |
| 1209 | 499057.145 | 60276.462 |
| 1211 | 499103.195 | 60320.908 |
| 1212 | 499023.276 | 60403.710 |
| 1213 | 499017.953 | 60409.225 |
| 1214 | 498969.059 | 60354.559 |
| 1216 | 498958.437 | 60269.438 |
| 1217 | 498960.907 | 60264.910 |
| 1218 | 498945.717 | 60244.218 |
| 1219 | 498905.490 | 60302.283 |
| 1221 | 499131.279 | 59919.776 |




| GOVERNMENT CORNER TIE | | |
|---|---|---|
| PT*-PT* | LENGTH | DIRECTION |
| 23714-23713 | 249.40 | S89°51'02"E |
| 23713-1113 | 1037.74 | S81°32'40"E |

## UTILITY SCHEDULE OF INTERESTS REQUIRED

| UTILITY NUMBER | OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 200 | WISCONSIN PUBLIC SERVICE (GAS) | RELEASE OF RIGHTS |
| 201 | WISCONSIN PUBLIC SERVICE (ELEC) | RELEASE OF RIGHTS |
| 202 | VILLAGE OF WRIGHTSTOWN PUBLIC WORKS (SANITARY) | RELEASE OF RIGHTS |
| 203 | VILLAGE OF WRIGHTSTOWN PUBLIC WORKS (WATER) | RELEASE OF RIGHTS |

## HIGH STREET CURVE DATA

| | | |
|---|---|---|
| PI STA. = 13+54.19 | PI STA. = 14+25.14 | PI STA. = 15+60.59 |
| PI X = 60192.246 | PI X = 60252.324 | PI X = 60388.233 |
| PI Y = 498942.163 | PI Y = 498998.282 | PI Y = 499014.543 |
| DELTA = 77°48'45" | DELTA = 36°13'33" | DELTA = 22°36'30" |
| D = 130°13'04" | D = 88°08'50" | D = 190°59'09" |
| TAN = 35.51 | TAN = 21.26 | TAN = 6.00 |
| L = 59.76 | L = 41.10 | L = 11.84 |
| R = 44.00 | R = 65.00 | R = 30.00 |
| PC STA. = 13+18.68 | PC STA. = 14+03.88 | PC STA. = 15+54.59 |
| PT STA. = 13+78.44 | PT STA. = 14+44.97 | PT STA. = 15+66.43 |

SCALE, FEET
0 30 60

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN DOCUMENT NO. 2620905 FOR ADDITIONAL INFORMATION.


Mead & Hunt, Inc.
1345B North Road
Green Bay, WI 54313-5723
920.496.0500
fax:920.496.0576
www.meadhunt.com


I, TERRY L. VAN HOUT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 4075-28-21-4.12 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Terry L. Van Hout DATE 7-11-2013
TERRY L. VAN HOUT,
RLS 2526

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) Curt Thuren DATE 7-17-2013
(PRINTED NAME) CURT VAN EREM, REAL EST OR

OWNER'S NAMES ARE SHOWN FOR REFERENCE ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W NEW SF | R/W EXISTING SF | R/W TOTAL SF | TLE SF |
|---|---|---|---|---|---|---|
| 33 | WILLIAM M. FRITSCH AND CAROL T. FRITSCH | TLE | --- | --- | --- | 2470 |
| 34 | NIES PROPERTIES, LLC | TLE | --- | --- | --- | 332 |
| 36 | HORKMAN RESTAURANTS, LLC (VENDEE) | TLE | --- | --- | --- | 326 |
| 46 | WRIGTHSTOWN TAVERN, LLC | TLE | --- | --- | --- | 524 |
| 47 | GARY A. VANDE VOORT | TLE | --- | --- | --- | 360 |

NOTES:
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN E.S.F.R.
EXISTING SIDE ROAD RIGHT-OF-WAYS SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN E.S.F.R.
ALIGNMENTS SHOWN ON THIS PLAT DIFFER FROM CONSTRUCTION ALIGNMENTS.
TLE AREAS SHOWN HEREON DO NOT INCLUDE BUILDING STRUCTURES UNLESS BUILDING IS LABELED "BLD RAZED".

# TRANSPORTATION PROJECT PLAT NO: 4075-28-21 - 4.13

THAT PART OF LOTS 3, 4A AND 4B OF BLOCK 1 AND PART OF 5 AND 6A OF BLOCK 2 OF ASSESSOR'S PLAT AND REPLAT OF VILLAGE OF WRIGHTSTOWN E.S.F.R. ALL LOCATED IN AND PART OF GOVERNMENT LOT 2 OF SECTION 2, T21N, R19E, VILLAGE OF WRIGHTSTOWN, BROWN COUNTY, WISCONSIN

RELOCATION ORDER STH 96 BROWN COUNTY

STH 96, WRIGHTSTOWN FOX RIVER BRIDGE AND APPROACHES

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

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

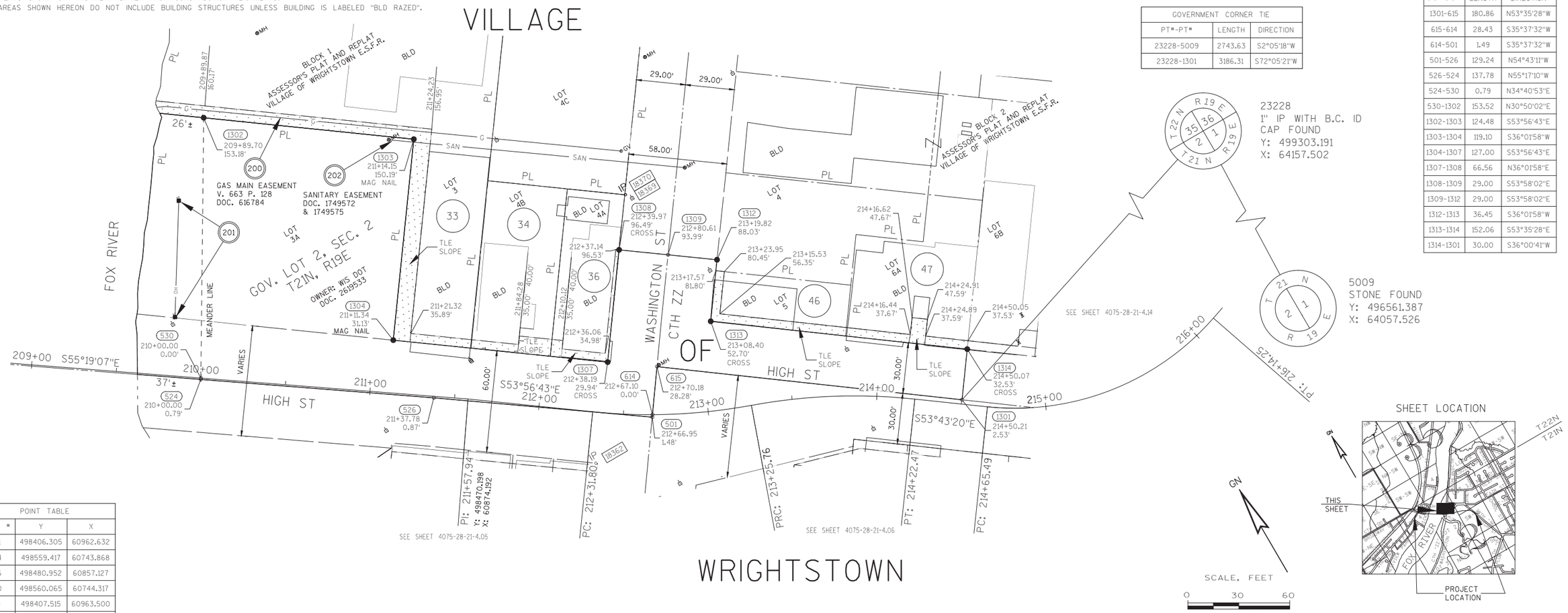
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME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

**2626446**
**CATHY WILLIQUETTE LINDSAY**
**BROWN COUNTY RECORDER**
**GREEN BAY, WI**
**RECORDED ON**
**05/07/2013 10:41 AM**
**REC FEE: 25.00**
**EXEMPT #**
**PAGES: 1**

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4075-28-21-4.13
AMENDMENT NO:---

| RIGHT-OF-WAY LINE TABLE | | |
|---|---|---|
| PT*-PT* | LENGTH | DIRECTION |
| 1301-615 | 180.86 | N53°35'28"W |
| 615-614 | 28.43 | S35°37'32"W |
| 614-501 | 1.49 | S35°37'32"W |
| 501-526 | 129.24 | N54°43'11"W |
| 526-524 | 137.78 | N55°17'10"W |
| 524-530 | 0.79 | N34°40'53"E |
| 530-1302 | 153.52 | N30°50'02"E |
| 1302-1303 | 124.48 | S53°56'43"E |
| 1303-1304 | 119.10 | S36°01'58"W |
| 1304-1307 | 127.00 | S53°56'43"E |
| 1307-1308 | 66.56 | N36°01'58"E |
| 1308-1309 | 29.00 | S53°58'02"E |
| 1309-1312 | 29.00 | S53°58'02"E |
| 1312-1313 | 36.45 | S36°01'58"W |
| 1313-1314 | 152.06 | S53°35'28"E |
| 1314-1301 | 30.00 | S36°00'41"W |

| GOVERNMENT CORNER TIE | | |
|---|---|---|
| PT*-PT* | LENGTH | DIRECTION |
| 23228-5009 | 2743.63 | S2°05'18"W |
| 23228-1301 | 3186.31 | S72°05'21"W |




| POINT TABLE | | |
|---|---|---|
| POINT # | Y | X |
| 501 | 498406.305 | 60962.632 |
| 524 | 498559.417 | 60743.868 |
| 526 | 498480.952 | 60857.127 |
| 530 | 498560.065 | 60744.317 |
| 614 | 498407.515 | 60963.500 |
| 615 | 498430.625 | 60980.060 |
| 1301 | 498323.278 | 61125.614 |
| 1302 | 498691.889 | 60823.005 |
| 1303 | 498618.622 | 60923.645 |
| 1304 | 498522.308 | 60853.585 |
| 1307 | 498447.562 | 60956.259 |
| 1308 | 498501.388 | 60995.413 |
| 1309 | 498484.329 | 61018.865 |
| 1312 | 498467.270 | 61042.317 |
| 1313 | 498437.797 | 61020.878 |
| 1314 | 498347.546 | 61143.253 |

## UTILITY SCHEDULE OF INTERESTS REQUIRED

| UTILITY NUMBER | OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 200 | WISCONSIN PUBLIC SERVICE (GAS) | RELEASE OF RIGHTS |
| 201 | WISCONSIN PUBLIC SERVICE (ELEC) | RELEASE OF RIGHTS |
| 202 | VILLAGE OF WRIGHTSTOWN PUBLIC WORKS (SANITARY) | RELEASE OF RIGHTS |

## HIGH ST CURVE DATA

| | | |
|---|---|---|
| PI STA. = 212+79.10 | PI STA. = 213+74.45 | PI STA. = 215+46.16 |
| PI X = 60972.148 | PI X = 61062.501 | PI X = 61201.467 |
| PI Y = 498398.886 | PI Y = 498366.464 | PI Y = 498264.466 |
| DELTA = 16°18'53" | DELTA = 16°32'16" | DELTA = 54°59'22" |
| D = 17°21'44" | D = 17°06'06" | D = 36°57'54" |
| TAN = 47.30 | TAN = 48.69 | TAN = 80.67 |
| L = 93.97 | L = 96.70 | L = 148.76 |
| R = 330.00 | R = 335.03 | R = 155.00 |
| PC STA. = 212+31.80 | PC STA. = 213+25.76 | PC STA. = 214+65.49 |
| PT STA. = 213+25.76 | PT STA. = 214+22.47 | PT STA. = 216+14.25 |

| EXISTING MONUMENTS (HIGH STREET) | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | DESCRIPTION |
| 18362 | 212+36.35 | 30.03 | CHIS X |
| 18370 | 212+41.70 | -129.10 | MAG N/L |
| 18369 | 212+42.06 | -129.21 | 3/4 REBAR |

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN DOCUMENT NO. 2620905 FOR ADDITIONAL INFORMATION.


Mead & Hunt, Inc.
1345B North Road
Green Bay, WI 54313-5723
920.496.0500
fax:920.496.0576
www.meadhunt.com


I, TERRY L. VAN HOUT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 4075-28-21-4.13 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Terry L. Van Hout DATE 5-2-2013
TERRY L. VAN HOUT,
RLS 2526

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) H. Bruce Enke DATE 5-3-2013
(PRINTED NAME, TITLE) H. BRUCE ENKE, TECHNICAL SERVICES MANAGER

OWNER'S NAMES ARE SHOWN FOR REFERENCE ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

| SCHEDULE OF LANDS & INTERESTS REQUIRED | | | | | | |
|---|---|---|---|---|---|---|
| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W NEW SF | R/W EXISTING SF | R/W TOTAL SF | TLE SF |
| 48 | ROBERT E. VANDE HEY AND BONETA E. VANDE HEY | TLE | --- | --- | --- | 463 |
| 49 | WISCONSIN TELEPHONE COMPANY | TLE | --- | --- | --- | 338 |
| 55 | WRIGHTSTOP, LLC | TLE | --- | --- | --- | 4055 |

NOTES:
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN E.S.F.R. AND DOC. 328720, V. 263, P. 220
EXISTING SIDE ROAD RIGHT-OF-WAYS SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN E.S.F.R.
ALIGNMENTS SHOWN ON THIS PLAT DIFFER FROM CONSTRUCTION ALIGNMENTS.
TLE AREAS SHOWN HEREON DO NOT INCLUDE BUILDING STRUCTURES UNLESS BUILDING IS LABELED "BLD RAZED".

| UTILITY SCHEDULE OF INTERESTS REQUIRED | | |
|---|---|---|
| UTILITY NUMBER | OWNER(S) | INTEREST REQUIRED |
| 204 | AT&T WISCONSIN | RELEASE OF RIGHTS |

# TRANSPORTATION PROJECT PLAT NO: 4075-28-21 - 4.14

THAT PART OF LOT 2 OF CSM NO. 4300, AND PART OF LOTS 6B, AND 7 OF BLOCK 2 OF ASSESSOR'S PLAT AND REPLAT OF VILLAGE OF WRIGHTSTOWN E.S.F.R., ALL LOCATED IN PART OF GOVERNMENT LOTS 1 AND 2, SECTION 2, T21N, R19E, VILLAGE OF WRIGHTSTOWN, BROWN COUNTY, WISCONSIN

RELOCATION ORDER STH 96 BROWN COUNTY

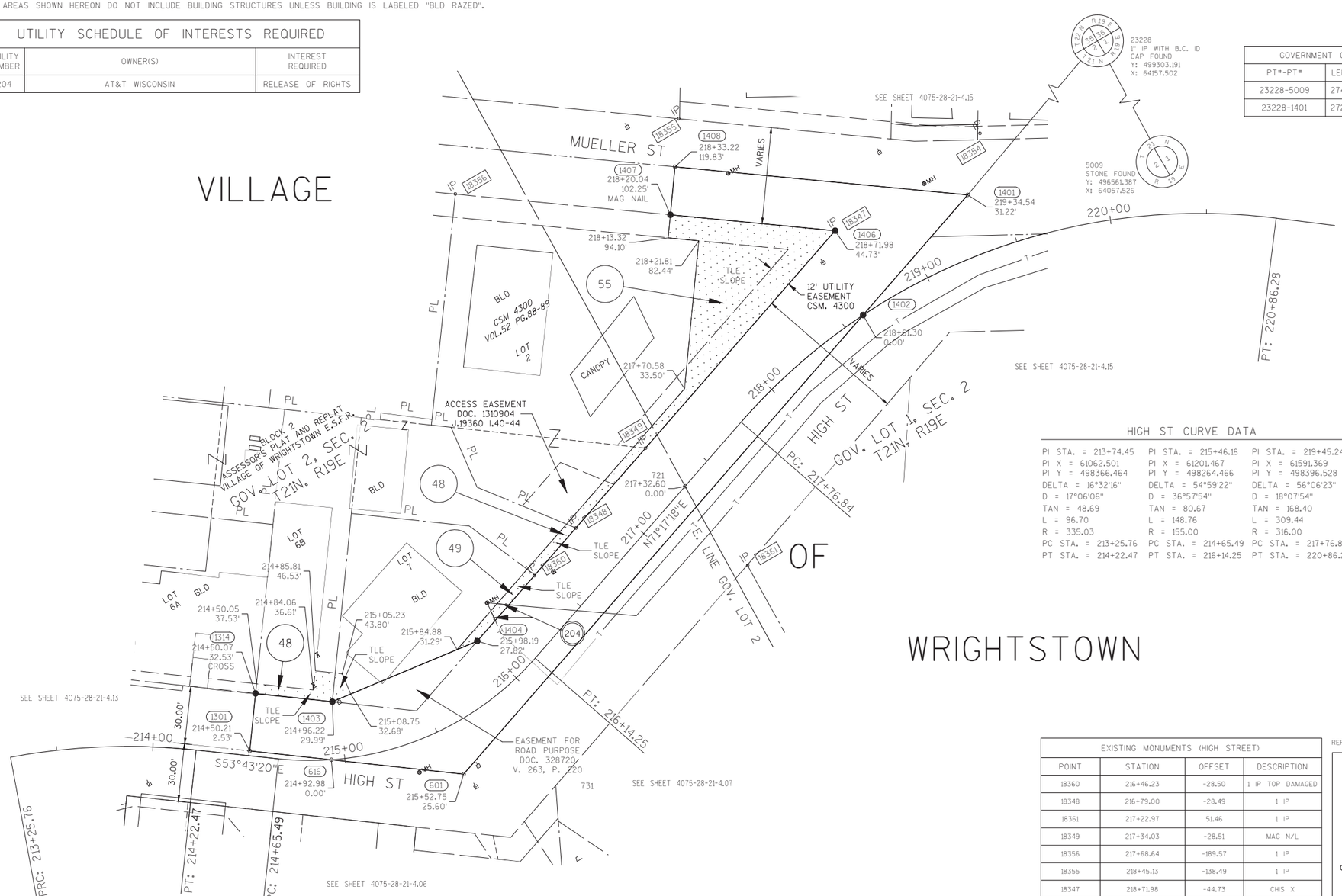
STH 96, WRIGHTSTOWN FOX RIVER BRIDGE AND APPROACHES

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

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

**2626450**
**CATHY WILLIQUETTE LINDSAY**
**BROWN COUNTY RECORDER**
**GREEN BAY, WI**
**RECORDED ON**
**05/07/2013 10:44 AM**
**REC FEE: 25.00**
**EXEMPT #**
**PAGES: 1**

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4075-28-21-4.14
AMENDMENT NO:---




VILLAGE

WRIGHTSTOWN

| GOVERNMENT CORNER TIE | | |
|---|---|---|
| PT-PT | LENGTH | DIRECTION |
| 23228-5009 | 2743.63 | S2°05'18"W |
| 23228-1401 | 2723.99 | S70°18'26"W |

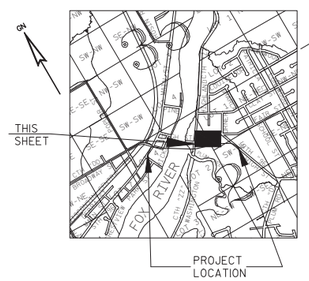
| RIGHT-OF-WAY LINE TABLE | | |
|---|---|---|
| PT-PT | LENGTH | DIRECTION |
| 1401-1402 | 82.71 | S71°13'34"W |
| 1402-601 | 315.85 | S71°13'34"W |
| 601-616 | 69.03 | N53°35'28"W |
| 616-1301 | 42.63 | N53°35'28"W |
| 1301-1314 | 30.00 | N36°00'41"E |
| 1314-1403 | 40.04 | S53°35'27"E |
| 1403-1404 | 81.49 | S82°29'07"E |
| 1404-1406 | 282.72 | N71°17'18"E |
| 1406-1407 | 85.89 | N54°17'35"W |
| 14071-1408 | 25.02 | N35°42'25"E |
| 1408-1401 | 152.57 | S54°19'02"E |

| POINT TABLE | | |
|---|---|---|
| POINT # | Y | X |
| | | |
| 601 | 498257.002 | 61215.479 |
| 616 | 498297.976 | 61159.921 |
| 721 | 498328.314 | 61389.972 |
| 1301 | 498323.278 | 61125.614 |
| 1314 | 498347.546 | 61143.253 |
| 1401 | 498385.272 | 61592.832 |
| 1402 | 498358.652 | 61514.520 |
| 1403 | 498323.777 | 61175.481 |
| 1404 | 498313.120 | 61256.274 |
| 1406 | 498403.816 | 61524.047 |
| 1407 | 498453.944 | 61454.304 |
| 1408 | 498474.264 | 61468.909 |

HIGH ST CURVE DATA

| | | |
|---|---|---|
| PI STA. = 213+74.45 | PI STA. = 215+46.16 | PI STA. = 219+45.24 |
| PI X = 61062.501 | PI X = 61201.467 | PI X = 61591.369 |
| PI Y = 498366.464 | PI Y = 498264.466 | PI Y = 498396.528 |
| DELTA = 16°32'16" | DELTA = 54°59'22" | DELTA = 56°06'23" |
| D = 17°06'06" | D = 36°57'54" | D = 18°07'54" |
| TAN = 48.69 | TAN = 80.67 | TAN = 168.40 |
| L = 96.70 | L = 148.76 | L = 309.44 |
| R = 335.03 | R = 155.00 | R = 316.00 |
| PC STA. = 213+25.76 | PC STA. = 214+65.49 | PC STA. = 217+76.84 |
| PT STA. = 214+22.47 | PT STA. = 216+14.25 | PT STA. = 220+86.28 |

SHEET LOCATION




GN

SCALE, FEET
0 30 60

| EXISTING MONUMENTS (HIGH STREET) | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | DESCRIPTION |
| 18360 | 216+46.23 | -28.50 | 1 IP TOP DAMAGED |
| 18348 | 216+79.00 | -28.49 | 1 IP |
| 18361 | 217+22.97 | 51.46 | 1 IP |
| 18349 | 217+34.03 | -28.51 | MAG N/L |
| 18356 | 217+68.64 | -189.57 | 1 IP |
| 18355 | 218+45.13 | -138.49 | 1 IP |
| 18347 | 218+71.98 | -44.73 | CHIS X |
| 18354 | 219+48.90 | -59.37 | 1 IP |

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN DOCUMENT NO. 2620905 FOR ADDITIONAL INFORMATION.


Mead & Hunt, Inc.
1345B North Road
Green Bay, WI 54313-5723
920.496.0500
fax:920.496.0576
www.meadhunt.com


I, TERRY L. VAN HOUT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 4075-28-21-4.14 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN TERRY L. VAN HOUT S - 2526 GREEN BAY, WI LAND SURVEYOR

Terry L. VanHout DATE 5-2-2013
TERRY L. VAN HOUT,
RLS 2526

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) H Bruce Enke DATE 5-3-2013
(PRINTED NAME) H. BRUCE ENKE, TECHNICAL SERVICES MANAGER



FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\RW\040101_RP_414.DWG
APPRAISAL PLAT DATE : ----------
PLOT DATE : 5/2/2013 7:46 AM
PLOT BY : TERRY VAN HOUT
PLOT NAME : ----------
PLOT SCALE : 1:60_XREF

OWNER'S NAMES ARE SHOWN FOR REFERENCE ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

# TRANSPORTATION PROJECT PLAT NO: 4075-28-21 - 4.15, AMENDMENT NO: 1

## AMENDS TO ADD PARCEL 58 TO TPP 4075-28-21 - 4.15, RECORDED AS BROWN COUNTY DOC. NO. 2627960

THAT PART OF LOT 1 OF CSM NO. 5947, PART OF LOTS 1, 2, 4, 5, AND 28A OF BLOCK 1 AND PART OF LOTS 11 AND 12 OF BLOCK 2, MUELLER'S ADDITION OF ASSESSOR'S PLAT AND REPLAT OF VILLAGE OF WRIGHTSTOWN E.S.F.R., ALL LOCATED IN AND PART GOVERNMENT LOT 1 OF SECTION 2, T21N, R19E, VILLAGE OF WRIGHTSTOWN, BROWN COUNTY, WISCONSIN

RELOCATION ORDER STH 96 BROWN COUNTY

STH 96, WRIGHTSTOWN FOX RIVER BRIDGE AND APPROACHES

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

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

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

**2648287**
**CATHY WILLIQUETTE LINDSAY**
**BROWN COUNTY RECORDER**
**GREEN BAY, WI**
**RECORDED ON**
**10/16/2013 12:07 PM**
**REC FEE: 25.00**
**EXEMPT #**
**PAGES: 1**

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4075-28-21-4.15
AMENDMENT NO: 1

| SCHEDULE OF LANDS & INTERESTS REQUIRED | | | | | | |
|---|---|---|---|---|---|---|
| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W NEW SF | R/W EXISTING SF | R/W TOTAL SF | TLE SF |
| 58 | DANIEL F. EGAN, JR. | TLE | --- | --- | --- | 2587 |
| 66 | PAUL C. JANSEN | TLE | --- | --- | --- | 1023 |
| 67 | JASON W. KRUEGER AND TARA L. KRUEGER | TLE | --- | --- | --- | 519 |
| 68 | CHARLES N. BOWERS | TLE | --- | --- | --- | 1168 |
| 69 | SCHMIDT DEVELOPMENT, LLC | TLE | --- | --- | --- | 707 |
| 71 | DANIEL K. GARVEY AND NICOLE A. GARVEY | TLE | --- | --- | --- | 502 |

NOTES:
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: MUELLER'S ADDITION OF ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN E.S.F.R.
EXISTING SIDE ROAD RIGHT-OF-WAYS SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: MUELLER'S ADDITION OF ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN E.S.F.R.
ALIGNMENTS SHOWN ON THIS PLAT DIFFER FROM CONSTRUCTION ALIGNMENTS.
TLE AREAS SHOWN HEREON DO NOT INCLUDE BUILDING STRUCTURES UNLESS BUILDING IS LABELED "BLD RAZED".

| UTILITY SCHEDULE OF INTERESTS REQUIRED | | |
|---|---|---|
| UTILITY NUMBER | OWNER(S) | INTEREST REQUIRED |
| 204 | AT&T WISCONSIN | RELEASE OF RIGHTS |

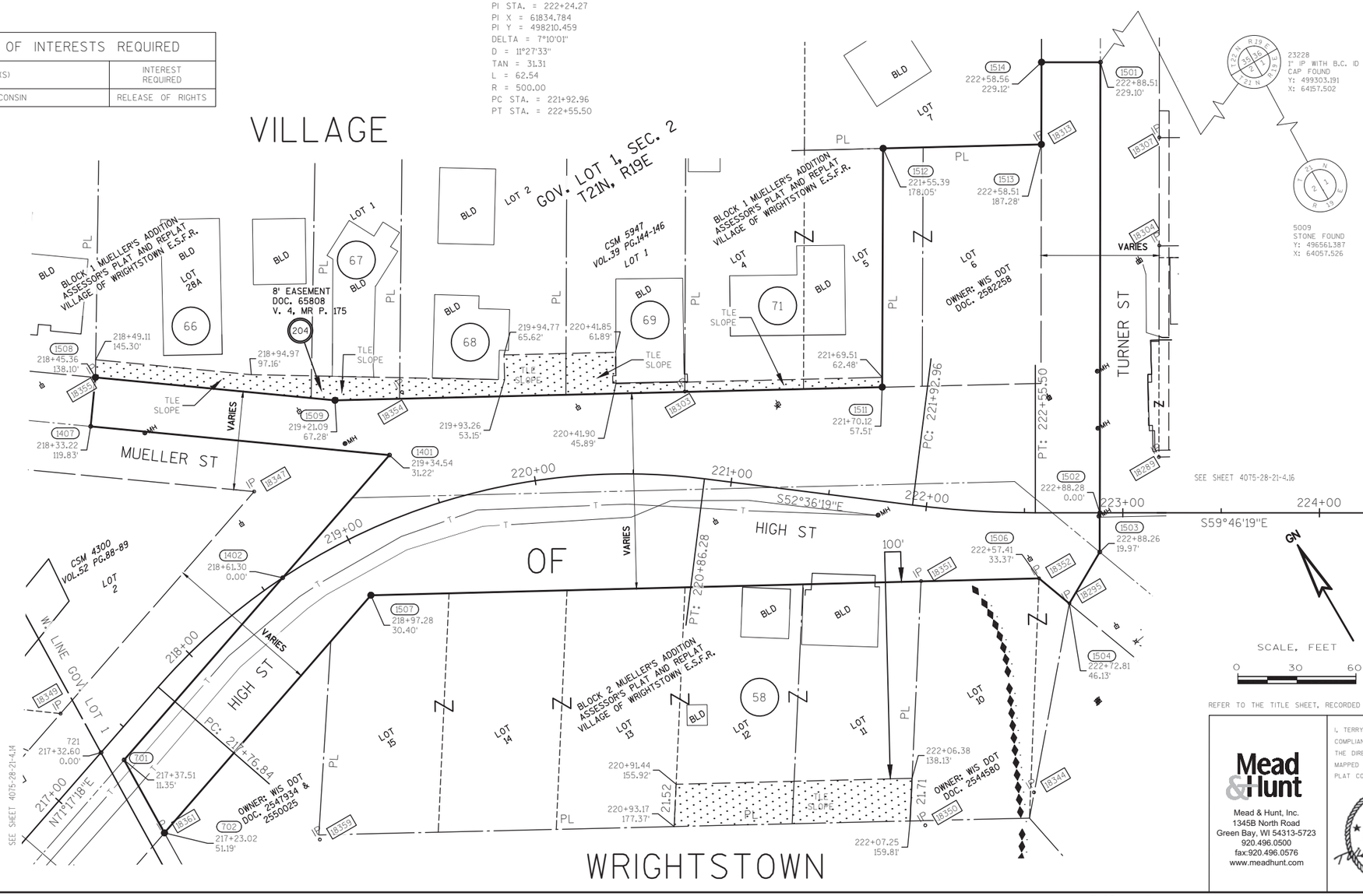
HIGH ST CURVE DATA

PI STA. = 219+45.24
PI X = 61591.369
PI Y = 498396.528
DELTA = 56°06'23"
D = 18°07'54"
TAN = 168.40
L = 309.44
R = 316.00
PC STA. = 217+76.84
PT STA. = 220+86.28

PI STA. = 222+24.27
PI X = 61834.784
PI Y = 498210.459
DELTA = 7°10'01"
D = 11°27'33"
TAN = 31.31
L = 62.54
R = 500.00
PC STA. = 221+92.96
PT STA. = 222+55.50

| RIGHT-OF-WAY LINE TABLE | | |
|---|---|---|
| PT#-PT# | LENGTH | DIRECTION |
| 1501-1502 | 229.10 | S30°17'07"W |
| 1502-1503 | 19.97 | S30°17'07"W |
| 1503-1504 | 30.38 | S60°48'17"W |
| 1504-1506 | 20.00 | N20°07'33"W |
| 1506-1507 | 339.78 | N61°14'22"W |
| 1507-702 | 160.06 | S71°10'52"W |
| 702-701 | 42.39 | N1°16'39"E |
| 701-1402 | 122.79 | N71°13'34"E |
| 1402-1401 | 82.71 | N71°13'34"E |
| 1401-1407 | 152.57 | N54°19'02"W |
| 1407-1508 | 25.01 | N35°42'25"E |
| 1508-1509 | 122.33 | S54°20'23"E |
| 1509-1511 | 278.30 | S61°09'54"E |
| 1511-1512 | 121.43 | N30°25'38"E |
| 1512-1513 | 80.47 | S61°13'17"E |
| 1513-1514 | 41.83 | N30°17'43"E |
| 1514-1501 | 29.96 | S59°44'40"E |

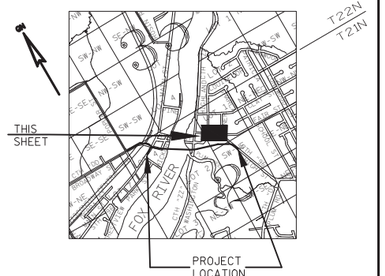
| POINT TABLE | | |
|---|---|---|
| POINT # | Y | X |
| 701 | 498319.134 | 61398.263 |
| 702 | 498276.755 | 61397.318 |
| 721 | 498328.314 | 61389.972 |
| 1401 | 498385.272 | 61592.832 |
| 1402 | 498358.652 | 61514.520 |
| 1407 | 498474.264 | 61468.909 |
| 1501 | 498376.027 | 62005.699 |
| 1502 | 498178.192 | 61890.161 |
| 1503 | 498160.944 | 61880.088 |
| 1504 | 498146.125 | 61853.567 |
| 1506 | 498164.904 | 61846.686 |
| 1507 | 498328.387 | 61548.823 |
| 1508 | 498494.574 | 61483.507 |
| 1509 | 498423.260 | 61582.896 |
| 1511 | 498289.038 | 61826.690 |
| 1512 | 498393.743 | 61888.186 |
| 1513 | 498355.001 | 61958.719 |
| 1514 | 498391.121 | 61979.822 |




| GOVERNMENT CORNER TIE | | |
|---|---|---|
| PT#-PT# | LENGTH | DIRECTION |
| 23228-5009 | 2743.63 | S2°05'18"W |
| 23228-1501 | 2343.05 | S66°41'24"W |

| EXISTING MONUMENTS (HIGH STREET) | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | DESCRIPTION |
| 18361 | 217+22.97 | 51.46 | 1 IP |
| 18349 | 217+34.03 | -28.51 | MAG N/L |
| 18359 | 217+72.37 | 112.95 | 1 IP |
| 18355 | 218+45.13 | -138.49 | 1 IP |
| 18347 | 218+71.98 | -44.73 | CHIS X |
| 18354 | 219+48.90 | -59.37 | 1 IP |
| 18303 | 220+72.67 | -43.10 | 1 IP |
| 18351 | 222+01.39 | 37.92 | 1 IP |
| 18352 | 222+57.38 | 33.37 | CUT X |
| 18313 | 222+58.60 | -187.36 | 1 IP |
| 18295 | 222+72.85 | 46.10 | 1 IP |
| 18289 | 223+18.32 | -28.35 | CUT X |
| 18304 | 223+18.44 | -135.87 | 1 IP W/VAN HORN CAP |
| 18307 | 223+18.45 | -190.86 | 1 IP |

SHEET LOCATION




REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN DOCUMENT NO. 2620905 FOR ADDITIONAL INFORMATION.


Mead & Hunt
Mead & Hunt, Inc.
1345B North Road
Green Bay, WI 54313-5723
920.496.0500
fax:920.496.0576
www.meadhunt.com


I, TERRY L. VAN HOUT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 4075-28-21-4.15 AMENDMENT NO: 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Terry L. VanHout DATE 10-08-2013
TERRY L. VAN HOUT,
RLS 2526

WISCONSIN TERRY L. VAN HOUT S-2526 GREEN BAY, WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) Curt Van Erem DATE 10-09-2013
(PRINTED NAME) CURT VAN EREM

OWNER'S NAMES ARE SHOWN FOR REFERENCE ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | R/W NEW SF | R/W EXISTING SF | R/W TOTAL SF | TLE SF |
|---|---|---|---|---|---|---|
| 59 | MARY C. FRITSCH | TLE | --- | --- | --- | 1240 |
| 61 | TIMOTHY J. DOLE AND SAMANTHA L. DOLE | TLE | --- | --- | --- | 619 |
| 74 | GARY HENDRICKS | TLE | --- | --- | --- | 68 |
| 76 | GEORGE SCHUSSLER | TLE | --- | --- | --- | 275 |
| 77 | ST. JOHN'S EVANGELICAL LUTHERAN CONGREGATION OF WRIGHTSTOWN, WISCONSIN | TLE | --- | --- | --- | 2046 |
| 79 | LYLE VAN ASTEN AND VIRGINIA B. VAN ASTEN | TLE | --- | --- | --- | 170 |

NOTES:
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
MUELLER'S ADDITION OF ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN E.S.F.R.
EXISTING SIDE ROAD RIGHT-OF-WAYS SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
MUELLER'S ADDITION OF ASSESSOR'S PLAT AND REPLAT OF THE VILLAGE OF WRIGHTSTOWN E.S.F.R.
ALIGNMENTS SHOWN ON THIS PLAT DIFFER FROM CONSTRUCTION ALIGNMENTS.
TLE AREAS SHOWN HEREON DO NOT INCLUDE BUILDING STRUCTURES UNLESS BUILDING IS LABELED "BLD RAZED".

## UTILITY SCHEDULE OF INTERESTS REQUIRED

| UTILITY NUMBER | OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 204 | AT&T WISCONSIN | RELEASE OF RIGHTS |

(204) EASEMENTS **AT&T WISCONSIN**

DOC. 772796, V. 1029 P. 440
DOC. 1483986, J. 26221 I 43
DOC. 1483986, J. 26221 I 43

| GOVERNMENT CORNER TIE | | |
|---|---|---|
| PT#-PT# | LENGTH | DIRECTION |
| 23228-5009 | 2743.63 | S2°05'18"W |
| 23228-1501 | 2343.05 | S66°41'24"W |

# TRANSPORTATION PROJECT PLAT NO: 4075-28-21 - 4.16

THAT PART OF LOTS 1, 2, 5, AND 6 OF BLOCK 3 AND PART OF LOTS 11, 12, 13, 22, 23, AND 24 OF BLOCK 4 OF MUELLER'S ADDITION OF ASSESSOR'S PLAT AND REPLAT OF VILLAGE OF WRIGHTSTOWN E.S.F.R., ALL LOCATED IN AND PART OF GOVERNMENT LOT 1 OF SECTION 2, T21N, R19E, VILLAGE OF WRIGHTSTOWN, BROWN COUNTY, WISCONSIN

RELOCATION ORDER STH 96 BROWN COUNTY

STH 96, WRIGHTSTOWN FOX RIVER BRIDGE AND APPROACHES

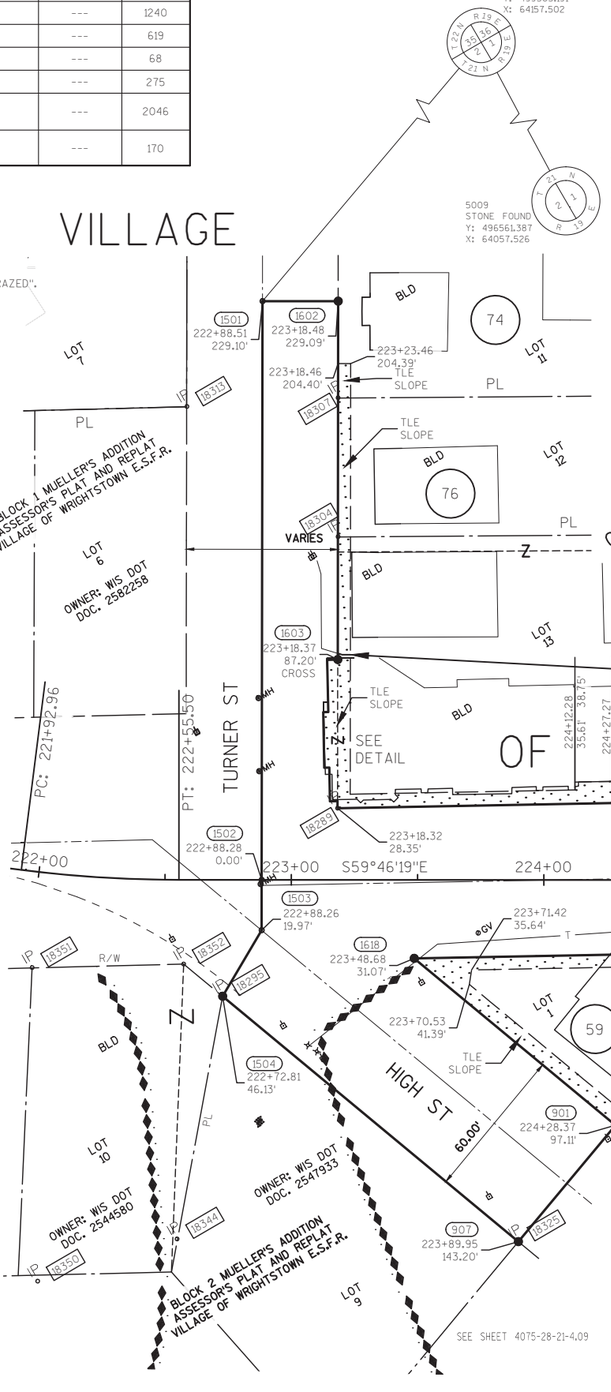
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN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

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

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

**2627961**
**CATHY WILLIQUETTE LINDSAY**
**BROWN COUNTY RECORDER**
**GREEN BAY, WI**
**RECORDED ON**
**05/16/2013 08:39 AM**
**REC FEE: 25.00**
**EXEMPT #**
**PAGES: 1**

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4075-28-21-4.16
AMENDMENT NO:___

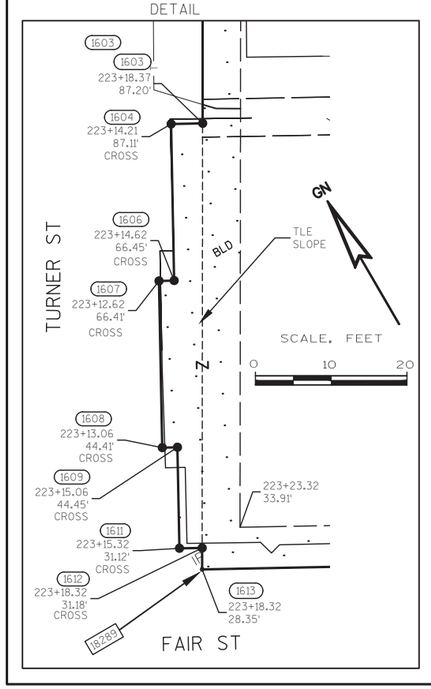



| EXISTING MONUMENTS (HIGH STREET) | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | DESCRIPTION |
| 18351 | 222+01.39 | 37.92 | 1 IP |
| 18350 | 222+13.19 | 161.30 | 1 IP |
| 18344 | 222+54.98 | 142.21 | 1 IP |
| 18352 | 222+57.38 | 33.37 | CUT X |
| 18313 | 222+58.60 | -187.36 | 1 IP |
| 18295 | 222+72.85 | 46.10 | 1 IP |
| 18289 | 223+18.32 | -28.35 | CUT X |
| 18304 | 223+18.44 | -135.87 | 1 IP W/VAN HORN CAP |
| 18307 | 223+18.45 | -190.86 | 1 IP |
| 18325 | 223+89.99 | 143.18 | 1 IP |
| 18318 | 226+16.03 | -30.58 | 1 IP W/ VAN HORN CAP |

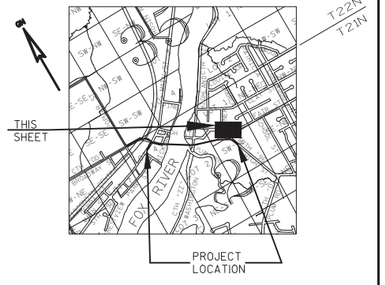
| RIGHT-OF-WAY LINE TABLE | | |
|---|---|---|
| PT#-PT# | LENGTH | DIRECTION |
| 1501-1602 | 29.97 | S59°44'40"E |
| 1602-1603 | 141.89 | S30°16'23"W |
| 1603-1604 | 4.16 | N60°54'51"W |
| 1604-1606 | 20.67 | S29°05'09"W |
| 1606-1607 | 2.00 | N60°54'51"W |
| 1607-1608 | 22.00 | S29°05'09"W |
| 1608-1609 | 2.00 | S60°54'51"E |
| 1609-1611 | 13.33 | S29°05'09"W |
| 1611-1612 | 3.00 | S60°54'51"E |
| 1612-1613 | 2.83 | S30°16'23"W |
| 1613-1614 | 322.75 | S60°52'18"E |
| 1614-1616 | 30.50 | S29°07'42"W |
| 1616-1617 | 29.50 | S29°07'42"W |
| 1617-1618 | 293.54 | N60°52'18"W |
| 1618-901 | 103.50 | S20°07'33"E |
| 901-907 | 60.00 | S70°02'28"W |
| 907-1504 | 152.14 | N20°07'33"W |
| 1504-1503 | 30.38 | N60°48'17"E |
| 1503-1502 | 19.97 | N30°17'07"E |
| 1502-1501 | 229.10 | N30°17'07"E |

| POINT TABLE | | |
|---|---|---|
| POINT # | Y | X |
| 901 | 498023.758 | 61962.311 |
| 907 | 498003.277 | 61905.915 |
| 1501 | 498376.027 | 62005.699 |
| 1502 | 498178.192 | 61890.161 |
| 1503 | 498160.944 | 61880.088 |
| 1504 | 498146.125 | 61853.567 |
| 1602 | 498360.929 | 62031.582 |
| 1603 | 498238.387 | 61960.052 |
| 1604 | 498240.409 | 61956.416 |
| 1606 | 498222.346 | 61946.368 |
| 1607 | 498223.318 | 61944.620 |
| 1608 | 498204.093 | 61933.925 |
| 1609 | 498203.120 | 61935.673 |
| 1611 | 498191.471 | 61929.193 |
| 1612 | 498190.013 | 61931.815 |
| 1613 | 498187.569 | 61930.388 |
| 1614 | 498030.465 | 62212.320 |
| 1616 | 498003.822 | 62197.474 |
| 1617 | 497978.053 | 62183.114 |
| 1618 | 498120.938 | 61926.699 |

HIGH ST CURVE DATA
PI STA. = 222+24.27
PI X = 61834.784
PI Y = 498210.459
DELTA = 7°10'01"
D = 11°27'33"
TAN = 31.31
L = 62.54
R = 500.00
PC STA. = 221+92.96
PT STA. = 222+55.70




SHEET LOCATION




REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN DOCUMENT NO. 2620905 FOR ADDITIONAL INFORMATION.


Mead & Hunt
Mead & Hunt, Inc.
1345B North Road
Green Bay, WI 54313-5723
920.496.0500
fax:920.496.0576
www.meadhunt.com


I, TERRY L. VAN HOUT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 4075-28-21-4.16 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

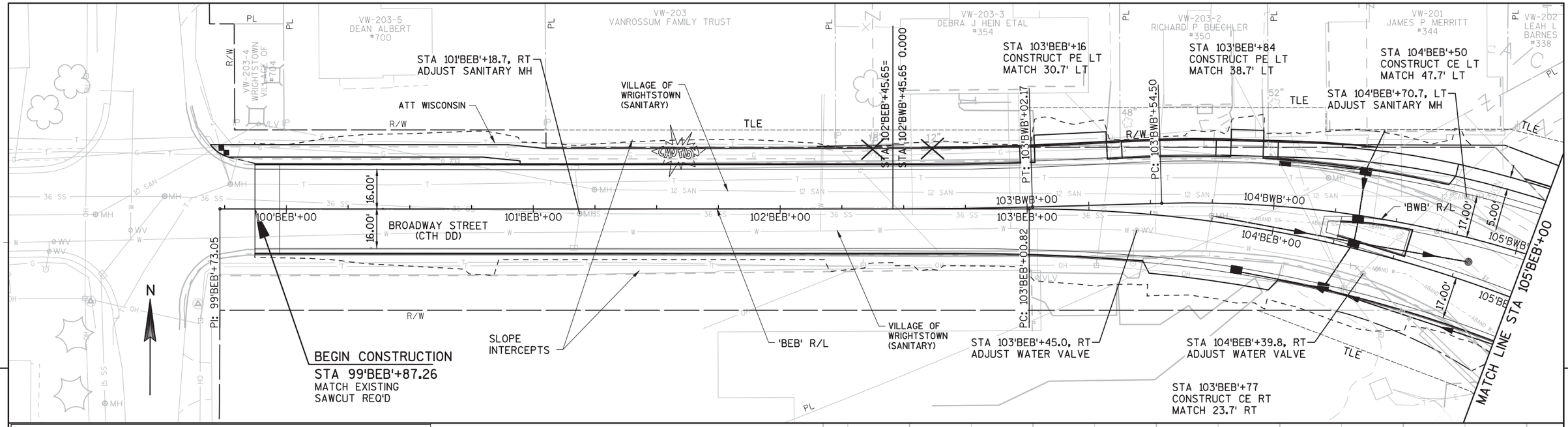
Terry L. VanHout DATE 5-15-2013
TERRY L. VAN HOUT,
RLS 2526

WISCONSIN TERRY L. VAN HOUT S-2526 GREEN BAY, WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) H. Bruce Enke DATE 5-15-2013
(PRINTED NAME) H. BRUCE ENKE, TECHNICAL ... NAGER

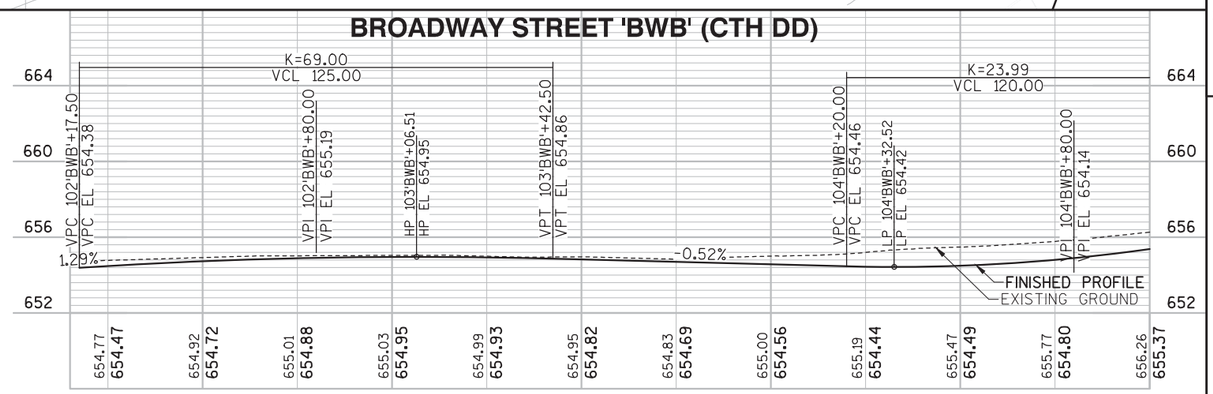


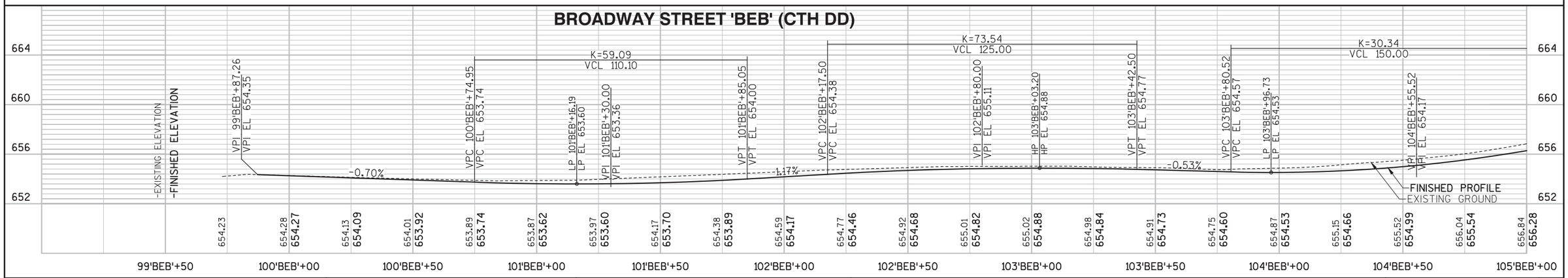
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\RW\040101_RP_416.DWG
PLOT DATE : 5/15/2013 8:53 AM
PLOT BY : TERRY VAN HOUT
PLOT NAME : _____PLOT SCALE : 1:60_XREF
APPRAISAL PLAT DATE : _____




| BENCHMARKS (APRIL 2007 ELEVATION ADJUSTMENT NAVD88) | | |
|---|---|---|
| * | DESCRIPTION | ELEV. |
| BM*1 | RRX NW/S PPOL*86AA43 @ HSE*321 HIGH ST | 652.98 |
| BM*2 | BURY TAG BOLT ON HYD., W. SIDE OF FOX RIVER, S. OF STH 96 | 617.51 |
| BM*T5 | IN CONC. NGS MON, 62' S. OF STH 96, 24' E. OF E RAIL, W. OF BROADWAY +/- 300 FT | 655.61 |

REMOVE TREE




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: BROADWAY STREET (CTH DD) | SHEET 239 | E |
|---|---|---|---|---|---|

STA 105'BEB'+13
CONSTRUCT CE LT
MATCH 56.9' LT

TLE

OBLITERATE
EXISTING ROADWAY

107'BWB'+00

108'BWB'+00

'BWB' R/L

'BEB' R/L

107'BEB'+00

106'BWB'+00

106'BEB'+00

17.00'

CAUTION

BROADWAY STREET
(CTH DD)

MATCH LINE STA 105'BEB'+00

PC: 106'BEB'+80.02

PC: 107'BEB'+34.92

PI: 107'BEB'+89.67

STA 106'EB'+24.5, RT
ADJUST SANITARY MH

ATT
WISCONSIN

R/W

STA 105'BEB'+96.4, RT
ADJUST SANITARY MH

TLE

STA 105'BEB'+58.92
CONSTRUCT RAILROAD CROSSING
SEE DETAIL

SLOPE
INTERCEPTS

TIME
WARNER
CABLE

ATT
WISCONSIN

TLE
STA 108'BEB'+75.0, LT
ADJUST SANITARY MH

STA 108'BEB'+77.7, RT
ADJUST SANITARY MH

VW-360
WIS DOT
#305

STA 106'BEB'+05
CONSTRUCT CE RT
MATCH 83.0' RT

STA 106'BEB'+93
CONSTRUCT PE RT
MATCH 71.7' RT

VW-358-A
WISCONSIN
CENTRAL LTD

FROST PROOF
YARD HYDRANT,
6-FOOT

VW-347
WIS DOT
#526

3'RA'+00

'MSB'
R/L

504'MNB'+00

'MNB'
R/L

0'RA'+00

2'RA'+00

1'RA'+00

CAUTION

502'MSB'+00

302'EB'+00

PC: 302'EB'+32.38

PI: 304'EB'+93.75

303'EB'+00

PI: 109'BEB'+28.99
PI: 109'EB'+28.99
PI: 303'EB'+04.63

PROPOSED FUTURE
CURB & GUTTER

EQUATION

MONITORING
WELLS (TYP)

STA 110'EB'+24
CONSTRUCT PE RT
MATCH 44.2' RT

TLE

VW-353
WIS DOT
#529

PL TLE PL

VW-354
FRANCIS P &
MARY L LAMERS
#230

SLOPE
INTERCEPTS

ATT
WISCONSIN

R/W

R/W

PROPOSED FUTURE
CURB & GUTTER

VW-352
WIS DOT
#250

110'BWB'+00

111'BWB'+00

111'EB'+00

110'EB'+00

STH 96

PC: 110'EB'+67.76

MATCH LINE STA 111'EB'+00

R/W

SLOPE
INTERCEPTS

5

5

## BROADWAY STREET 'BEB' (CTH DD) / STH 96 'EB'

C/L
RAILROAD
CROSSING

K=30.34
VCL 150.00

VPT 105'BEB'+30.52
VPT EL 657.48

4.41%

VPI 106'BEB'+30.00
VPI EL 661.86

-3.91%

VPI 107'BEB'+75.10
VPI EL 656.19

-2.96%

VPI 107'BEB'+89.68
VPI EL 655.76

R/L
'MSB'

R/L
'MNB'

FINISHED PROFILE

EXISTING GROUND

-1.03%

VPI 109'EB'+28.99
VPI EL 654.32

-1.05%

VPI 110'EB'+75.00
VPI EL 652.79

VPC 105'BEB'+80.00
VPC EL 659.66

HP 106'BEB'+33.01
HP EL 660.83

VPT 106'BEB'+80.00
VPT EL 659.91

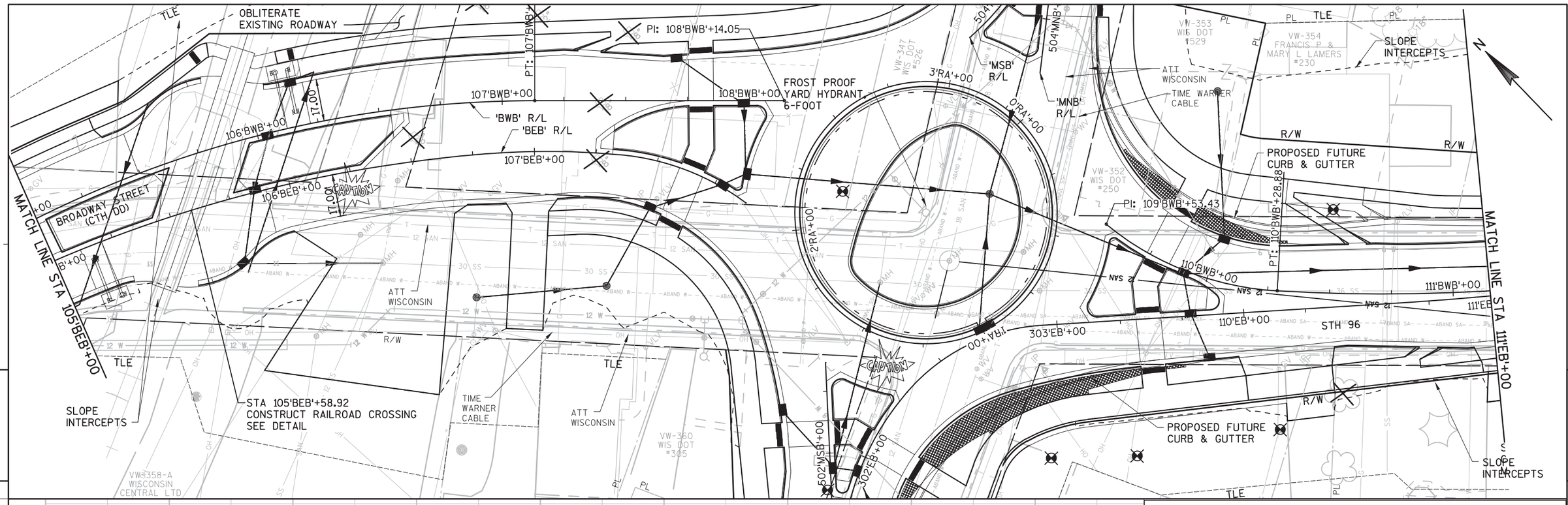
K=12.02
VCL 100.00

VPC 110'EB'+25.00
VPC EL 653.32

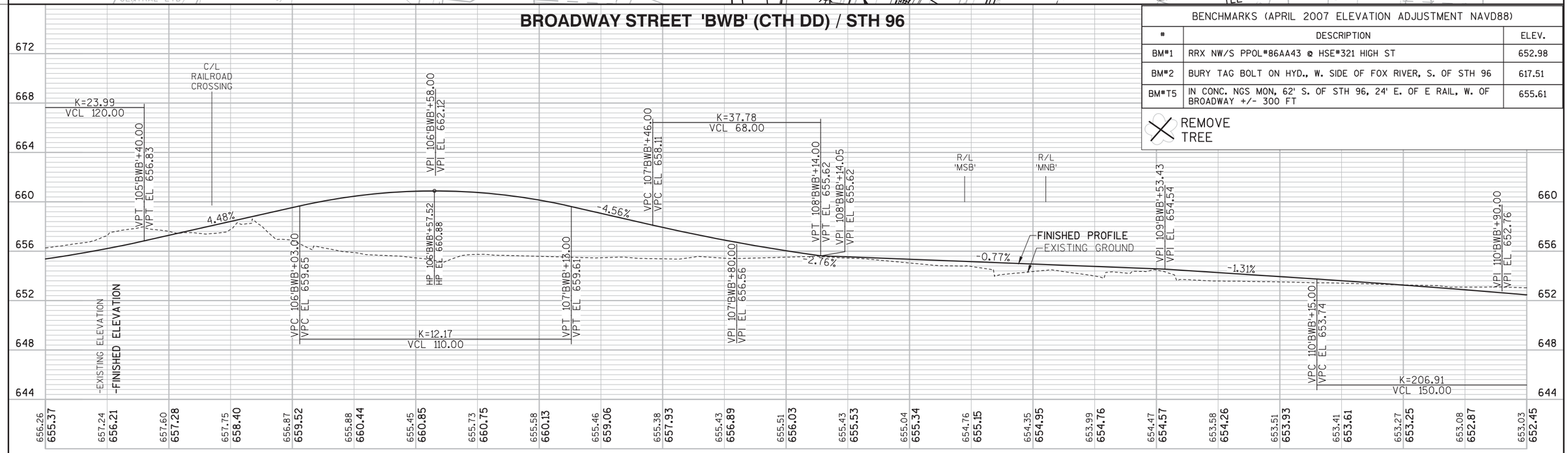
K=101.57
VCL 100.00

-EXISTING ELEVATION
-FINISHED ELEVATION

| | | |




## BROADWAY STREET 'BWB' (CTH DD) / STH 96




| BENCHMARKS (APRIL 2007 ELEVATION ADJUSTMENT NAVD88) | | |
|---|---|---|
| # | DESCRIPTION | ELEV. |
| BM#1 | RRX NW/S PPOL#86AA43 @ HSE#321 HIGH ST | 652.98 |
| BM#2 | BURY TAG BOLT ON HYD., W. SIDE OF FOX RIVER, S. OF STH 96 | 617.51 |
| BM#T5 | IN CONC. NGS MON, 62' S. OF STH 96, 24' E. OF E RAIL, W. OF BROADWAY +/- 300 FT | 655.61 |

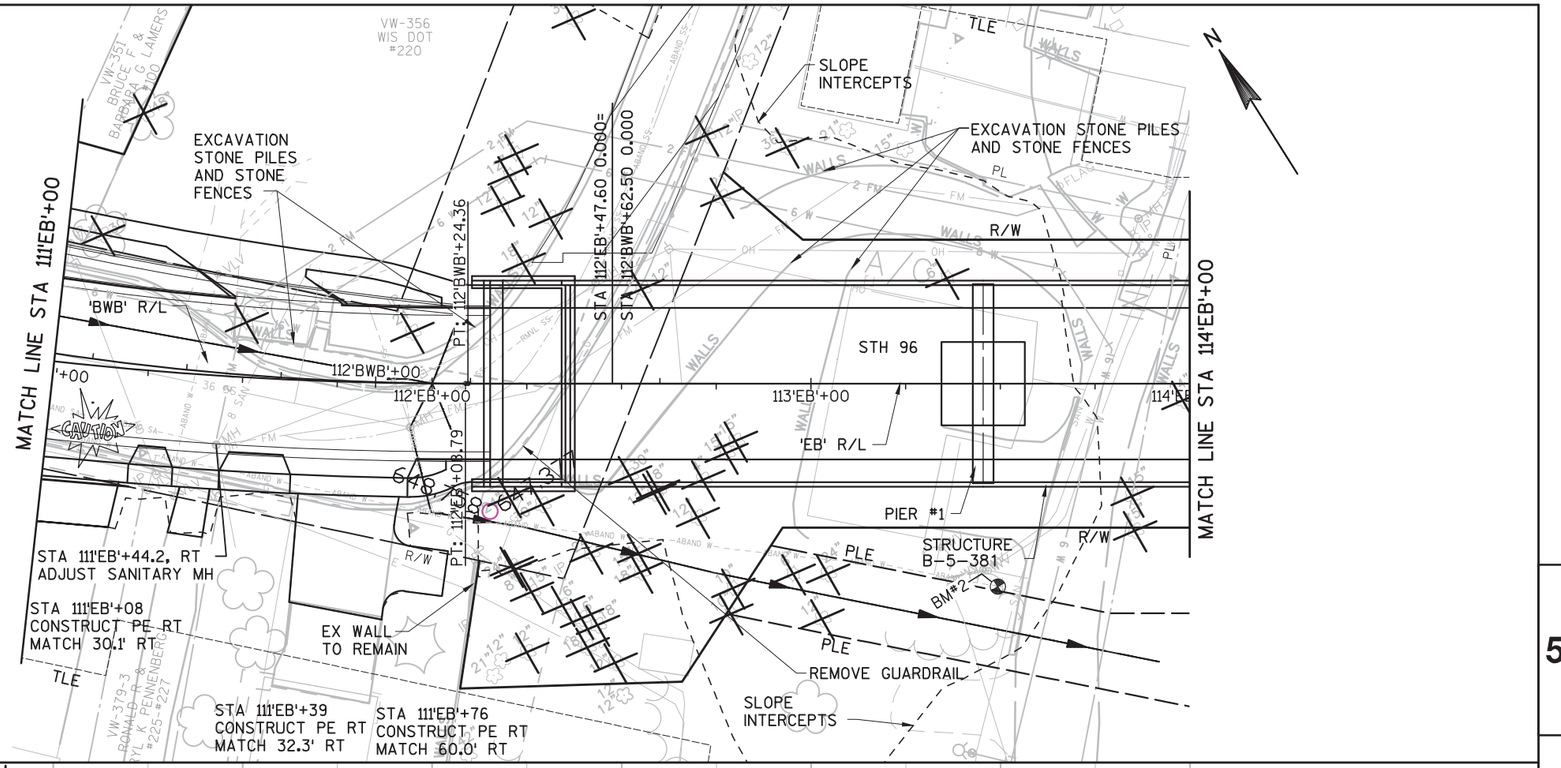
REMOVE TREE

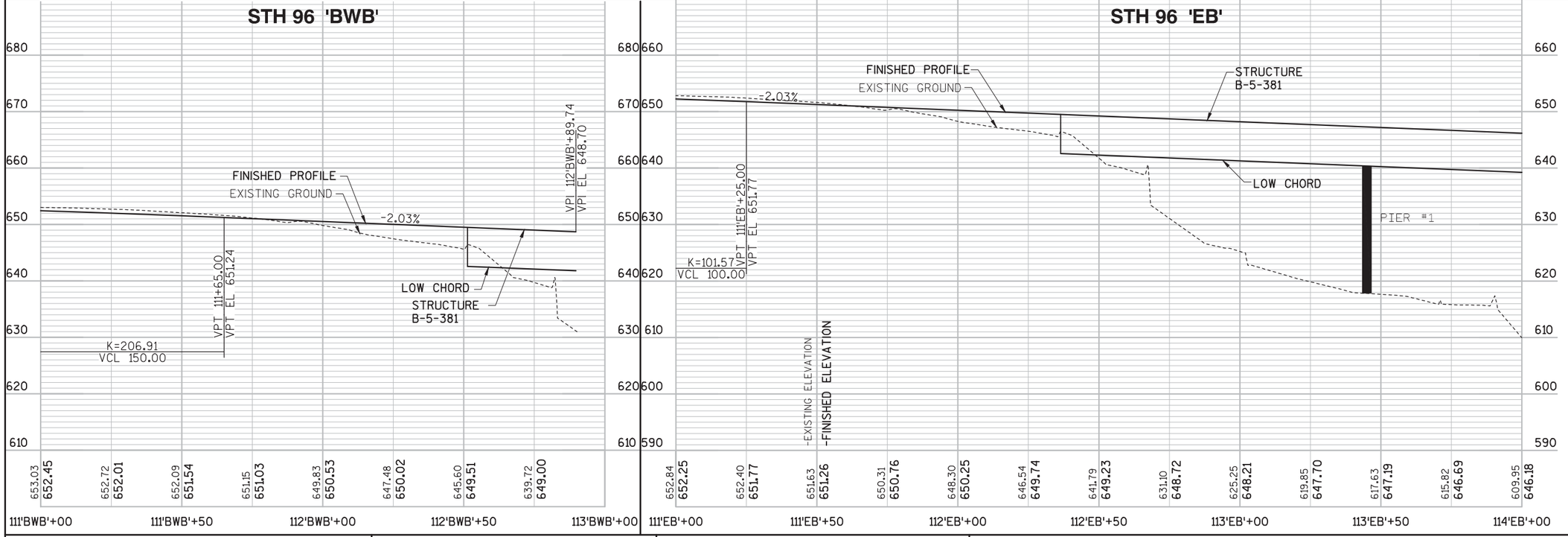
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: BROADWAY STREET 'BWB' (CTH DD) / STH 96 | SHEET 241 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_050101_PP_96.DWG PLOT DATE : 5/8/2014 9:20 AM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 44

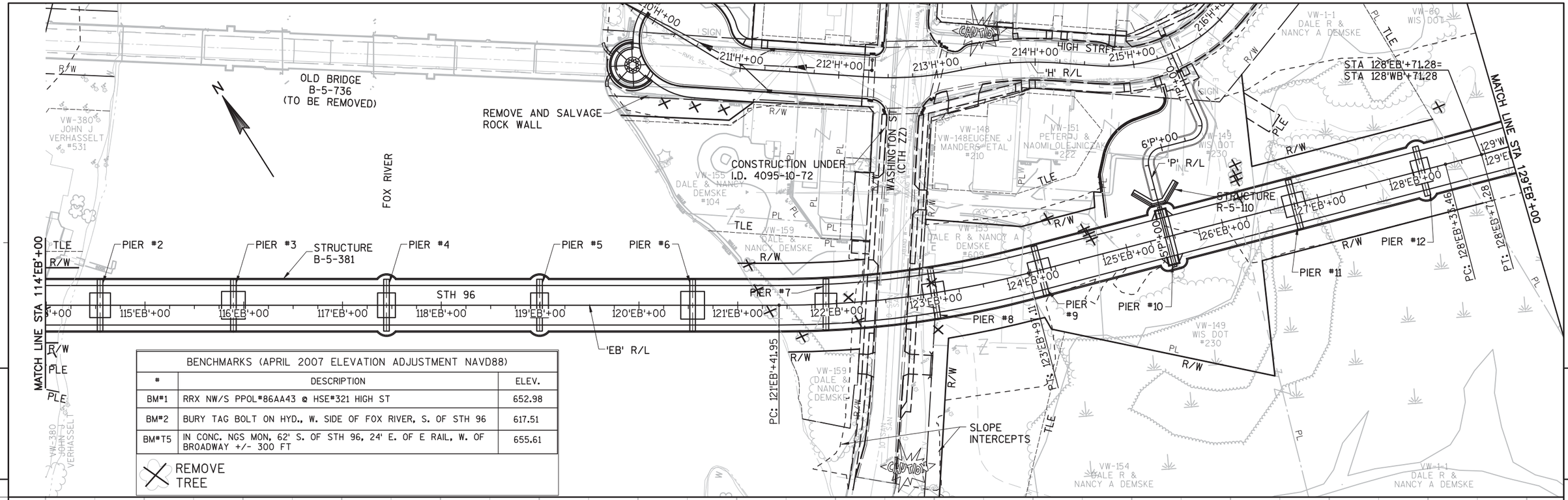
| BENCHMARKS (APRIL 2007 ELEVATION ADJUSTMENT NAVD88) | | |
|---|---|---|
| # | DESCRIPTION | ELEV. |
| BM#1 | RRX NW/S PPOL#86AA43 @ HSE#321 HIGH ST | 652.98 |
| BM#2 | BURY TAG BOLT ON HYD., W. SIDE OF FOX RIVER, S. OF STH 96 | 617.51 |
| BM#T5 | IN CONC. NGS MON, 62' S. OF STH 96, 24' E. OF E RAIL, W. OF BROADWAY +/- 300 FT | 655.61 |

REMOVE TREE



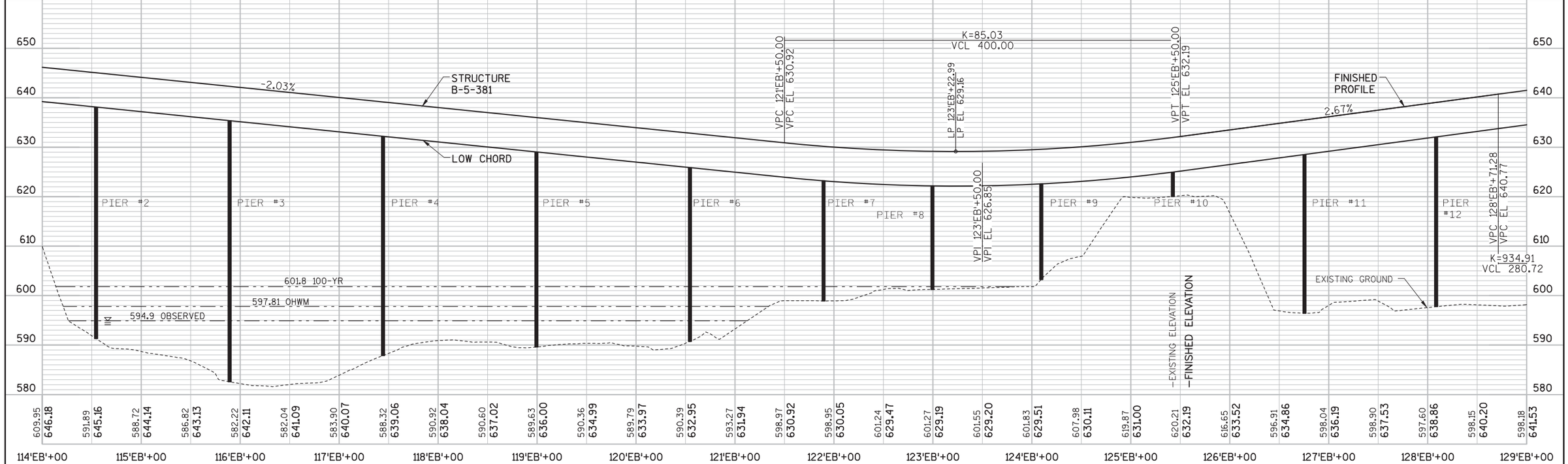




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: STH 96 | SHEET 242 | E |
|---|---|---|---|---|---|




| BENCHMARKS (APRIL 2007 ELEVATION ADJUSTMENT NAVD88) | | |
|---|---|---|
| # | DESCRIPTION | ELEV. |
| BM#1 | RRX NW/S PPOL#86AA43 @ HSE#321 HIGH ST | 652.98 |
| BM#2 | BURY TAG BOLT ON HYD., W. SIDE OF FOX RIVER, S. OF STH 96 | 617.51 |
| BM#T5 | IN CONC. NGS MON, 62' S. OF STH 96, 24' E. OF E RAIL, W. OF BROADWAY +/- 300 FT | 655.61 |

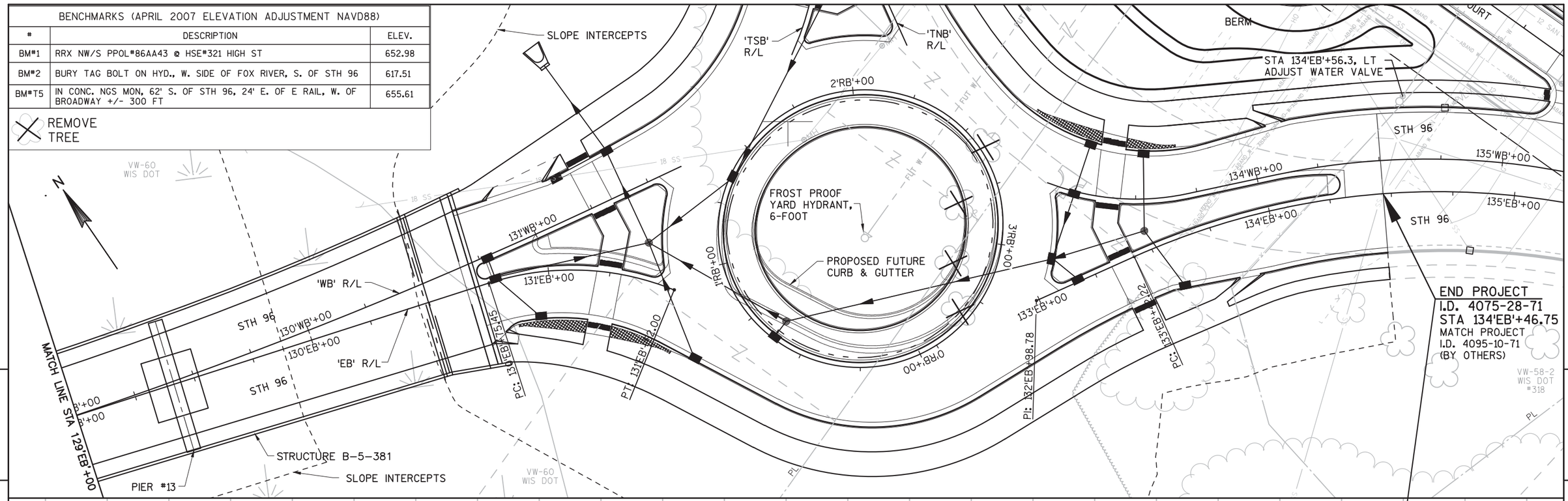
REMOVE TREE



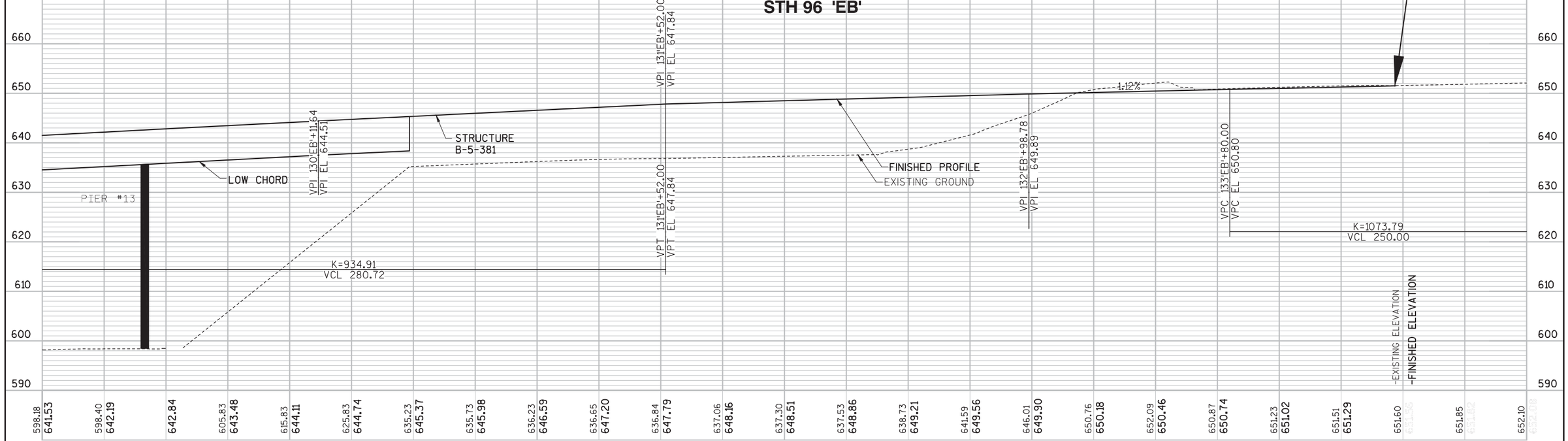

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: STH 96 | SHEET 243 | E |
|---|---|---|---|---|---|

| BENCHMARKS (APRIL 2007 ELEVATION ADJUSTMENT NAVD88) | | |
|---|---|---|
| # | DESCRIPTION | ELEV. |
| BM#1 | RRX NW/S PPOL#86AA43 @ HSE#321 HIGH ST | 652.98 |
| BM#2 | BURY TAG BOLT ON HYD., W. SIDE OF FOX RIVER, S. OF STH 96 | 617.51 |
| BM#T5 | IN CONC. NGS MON, 62' S. OF STH 96, 24' E. OF E RAIL, W. OF BROADWAY +/- 300 FT | 655.61 |

REMOVE TREE



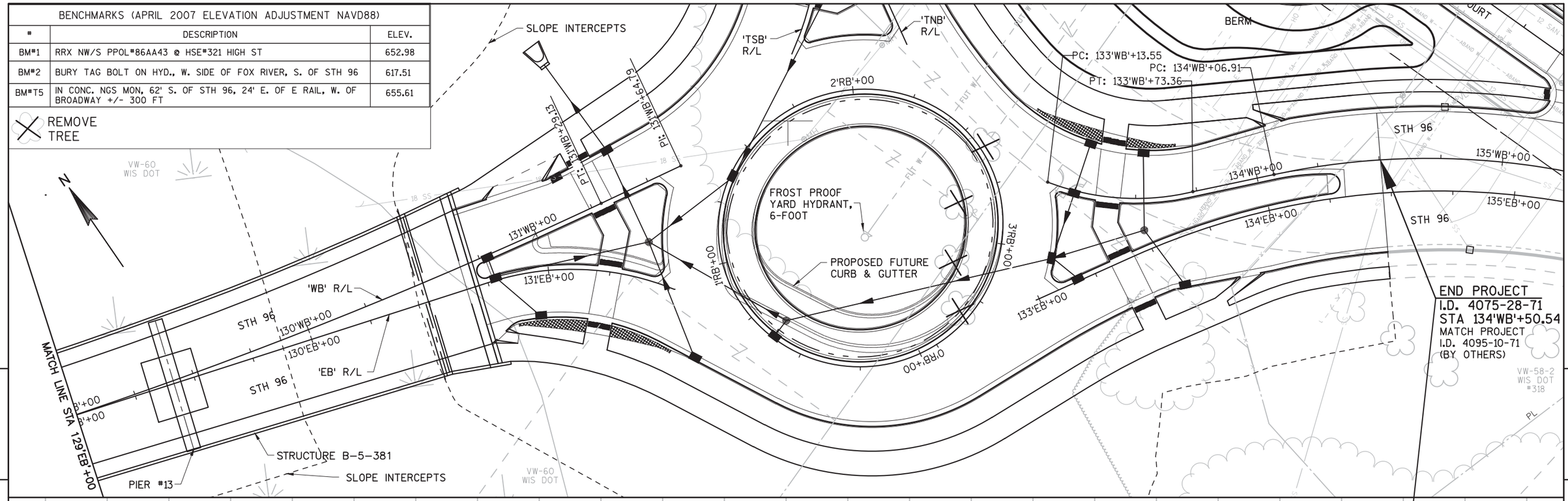

## STH 96 'EB'



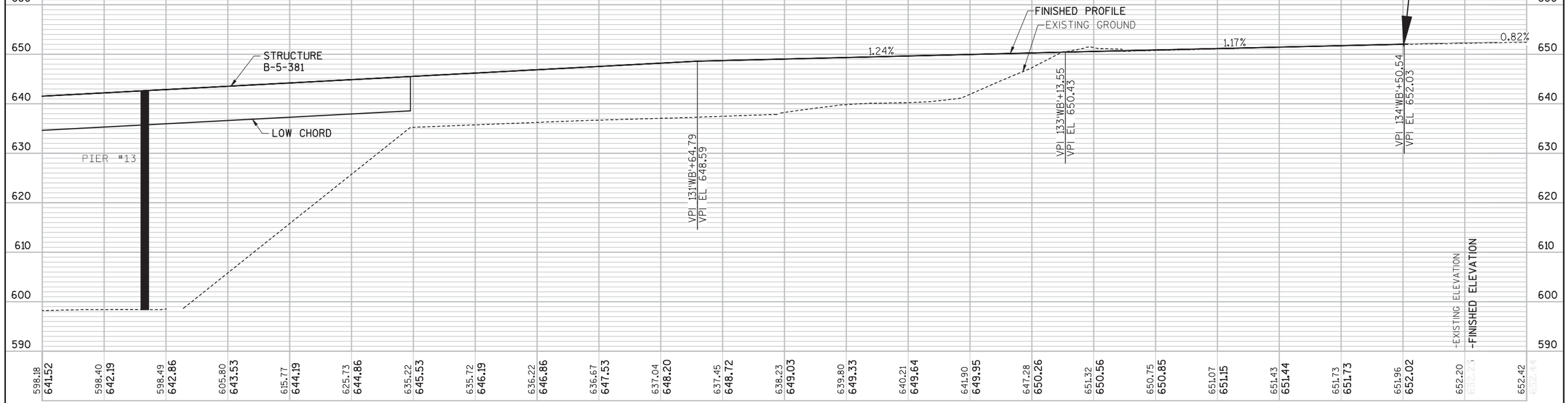

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: STH 96 'EB' | SHEET 244 | E |
|---|---|---|---|---|---|

| BENCHMARKS (APRIL 2007 ELEVATION ADJUSTMENT NAVD88) | | |
|---|---|---|
| # | DESCRIPTION | ELEV. |
| BM#1 | RRX NW/S PPOL#86AA43 @ HSE#321 HIGH ST | 652.98 |
| BM#2 | BURY TAG BOLT ON HYD., W. SIDE OF FOX RIVER, S. OF STH 96 | 617.51 |
| BM#T5 | IN CONC. NGS MON, 62' S. OF STH 96, 24' E. OF E RAIL, W. OF BROADWAY +/- 300 FT | 655.61 |

REMOVE TREE



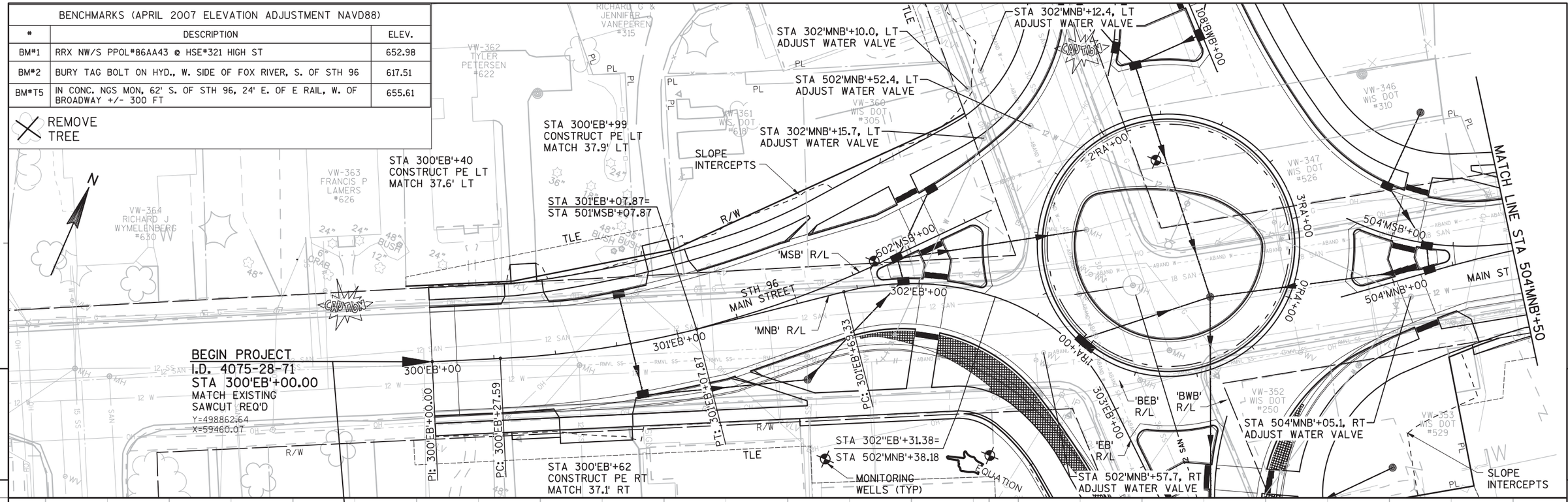

## STH 96 'WB'



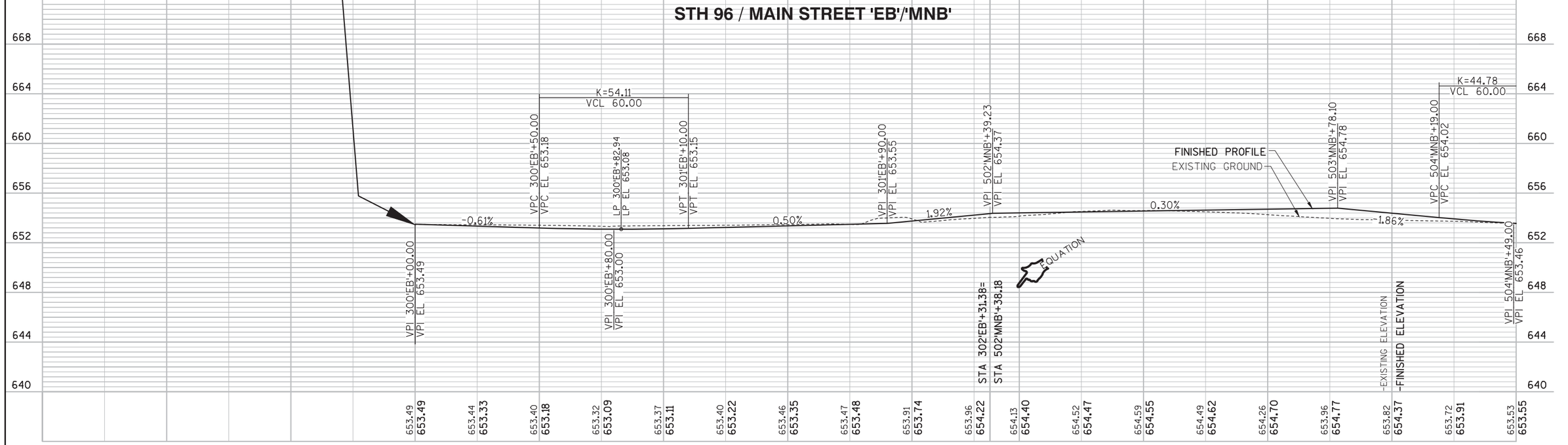

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: STH 96 'WB' | SHEET 245 | E |
|---|---|---|---|---|---|

| BENCHMARKS (APRIL 2007 ELEVATION ADJUSTMENT NAVD88) | | |
|---|---|---|
| # | DESCRIPTION | ELEV. |
| BM#1 | RRX NW/S PPOL#86AA43 @ HSE#321 HIGH ST | 652.98 |
| BM#2 | BURY TAG BOLT ON HYD., W. SIDE OF FOX RIVER, S. OF STH 96 | 617.51 |
| BM#T5 | IN CONC. NGS MON, 62' S. OF STH 96, 24' E. OF E RAIL, W. OF BROADWAY +/- 300 FT | 655.61 |

REMOVE TREE



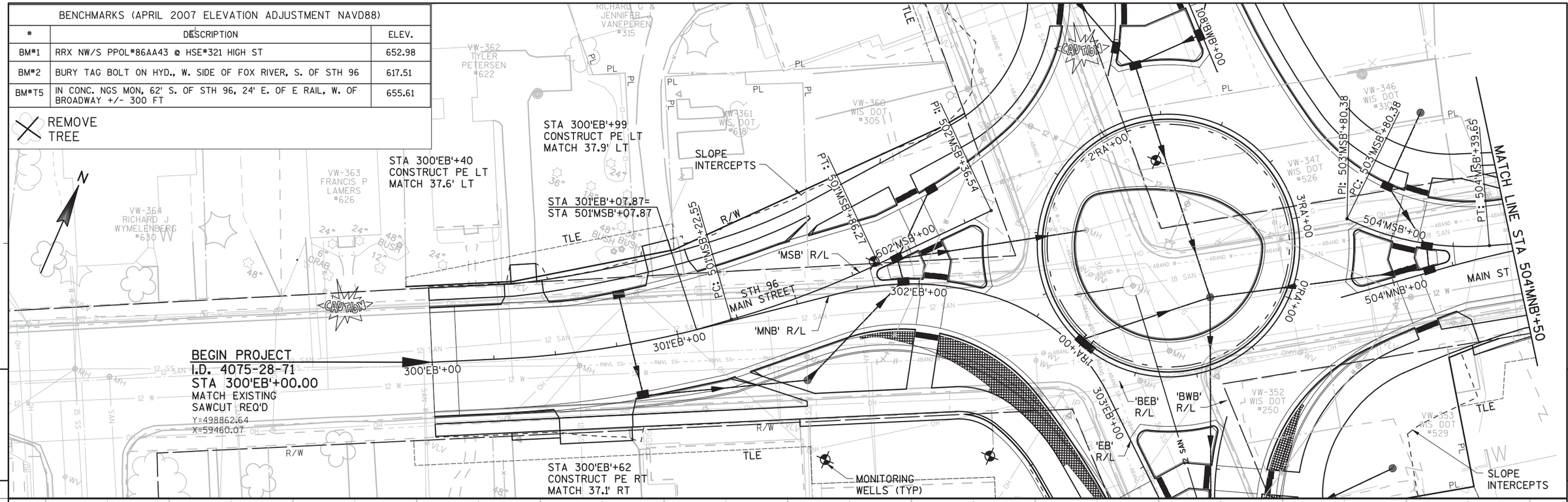

## STH 96 / MAIN STREET 'EB'/'MNB'



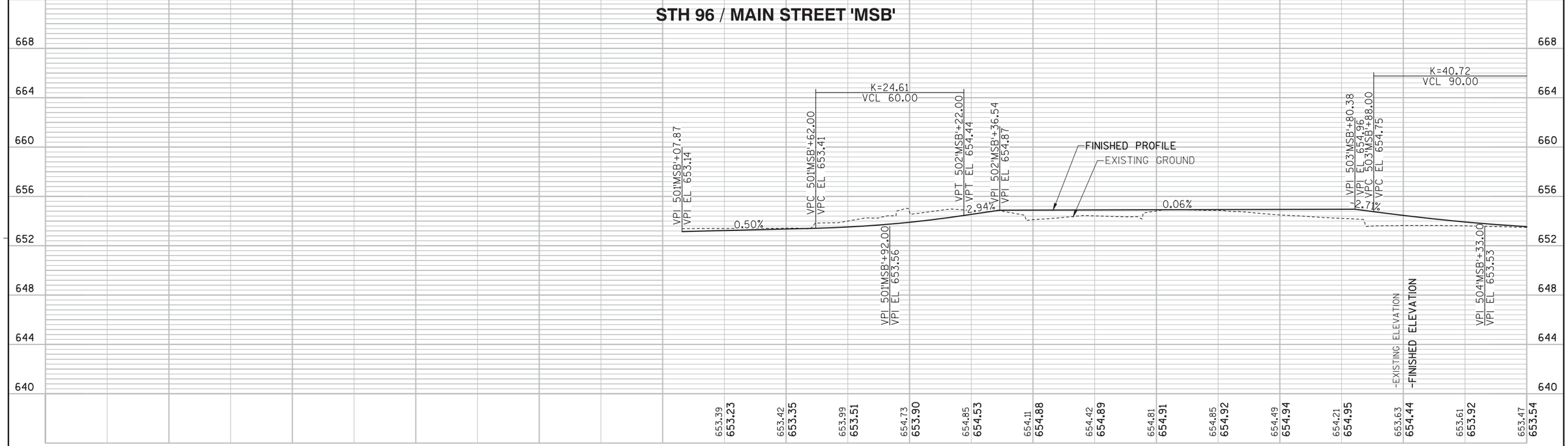

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: STH 96 / MAIN STREET 'EB'/'MNB' | SHEET 246 E |
|---|---|---|---|---|

| BENCHMARKS (APRIL 2007 ELEVATION ADJUSTMENT NAVD88) | | |
|---|---|---|
| # | DESCRIPTION | ELEV. |
| BM#1 | RRX NW/S PPOL#86AA43 @ HSE#321 HIGH ST | 652.98 |
| BM#2 | BURY TAG BOLT ON HYD., W. SIDE OF FOX RIVER, S. OF STH 96 | 617.51 |
| BM#T5 | IN CONC. NGS MON, 62' S. OF STH 96, 24' E. OF E RAIL, W. OF BROADWAY +/- 300 FT | 655.61 |

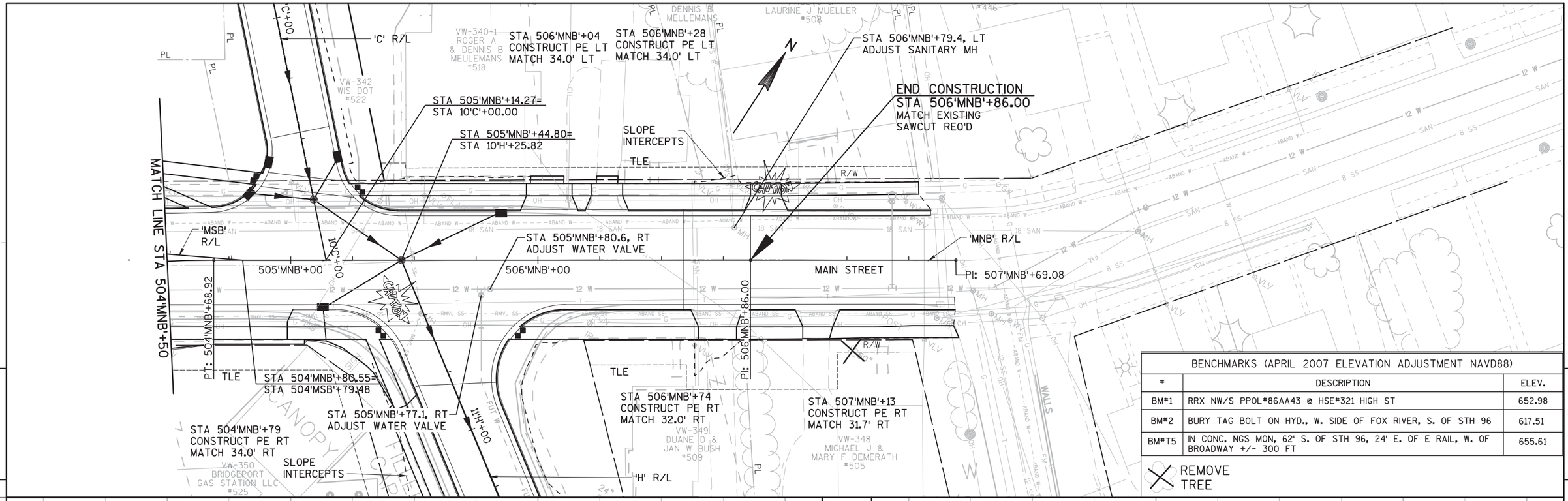
REMOVE TREE




## STH 96 / MAIN STREET 'MSB'




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: STH 96 / MAIN STREET 'MSB' | SHEET 247 | E |
|---|---|---|---|---|---|




| BENCHMARKS (APRIL 2007 ELEVATION ADJUSTMENT NAVD88) | | |
|---|---|---|
| # | DESCRIPTION | ELEV. |
| BM#1 | RRX NW/S PPOL#86AA43 @ HSE#321 HIGH ST | 652.98 |
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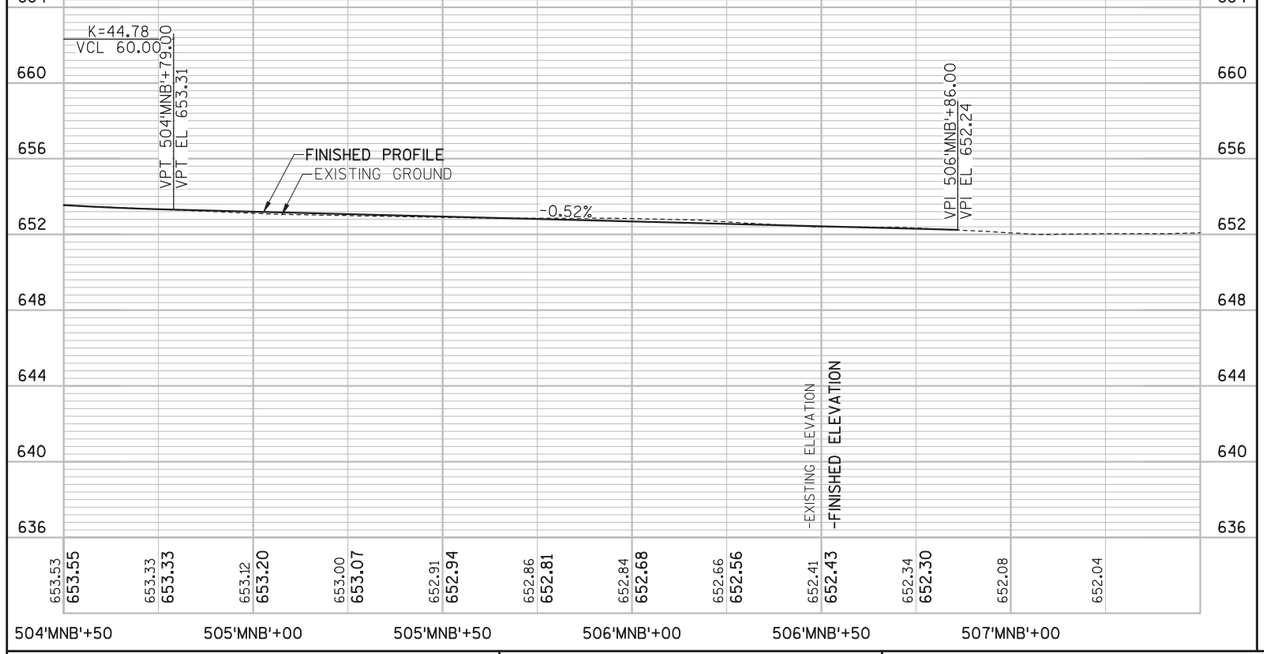
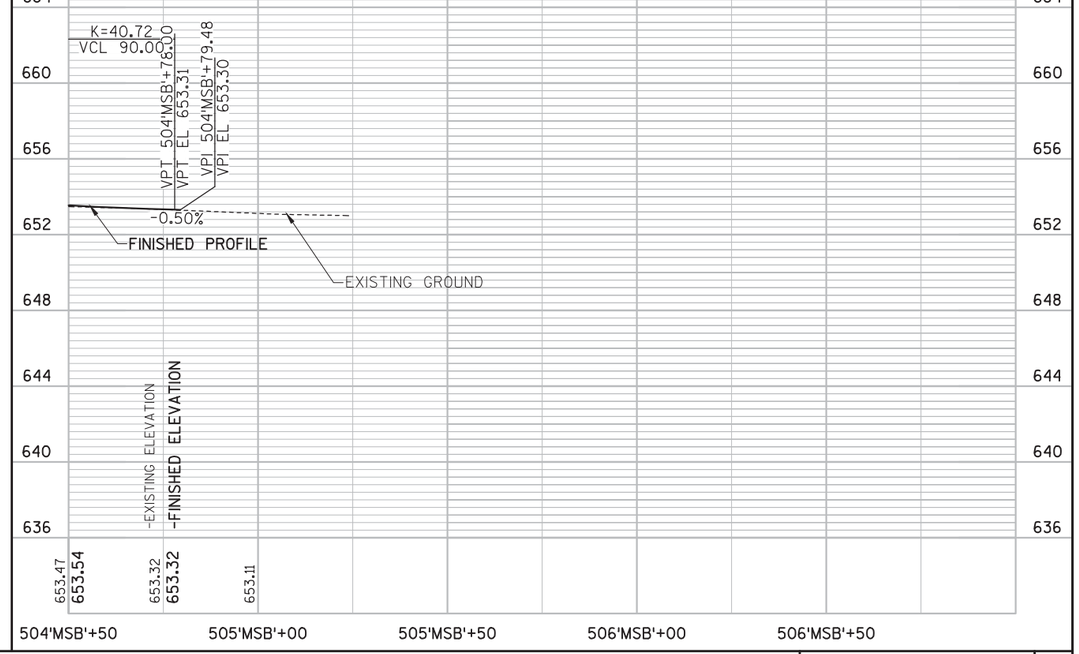
REMOVE TREE

## MAIN STREET 'MNB'



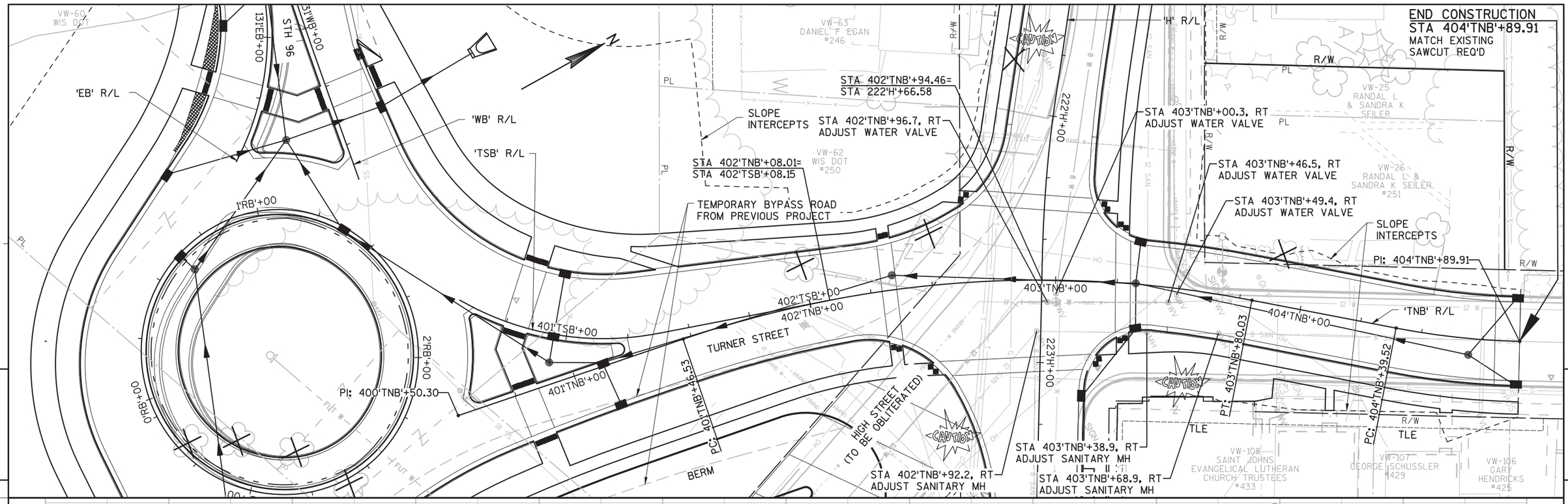

## MAIN STREET 'MSB'

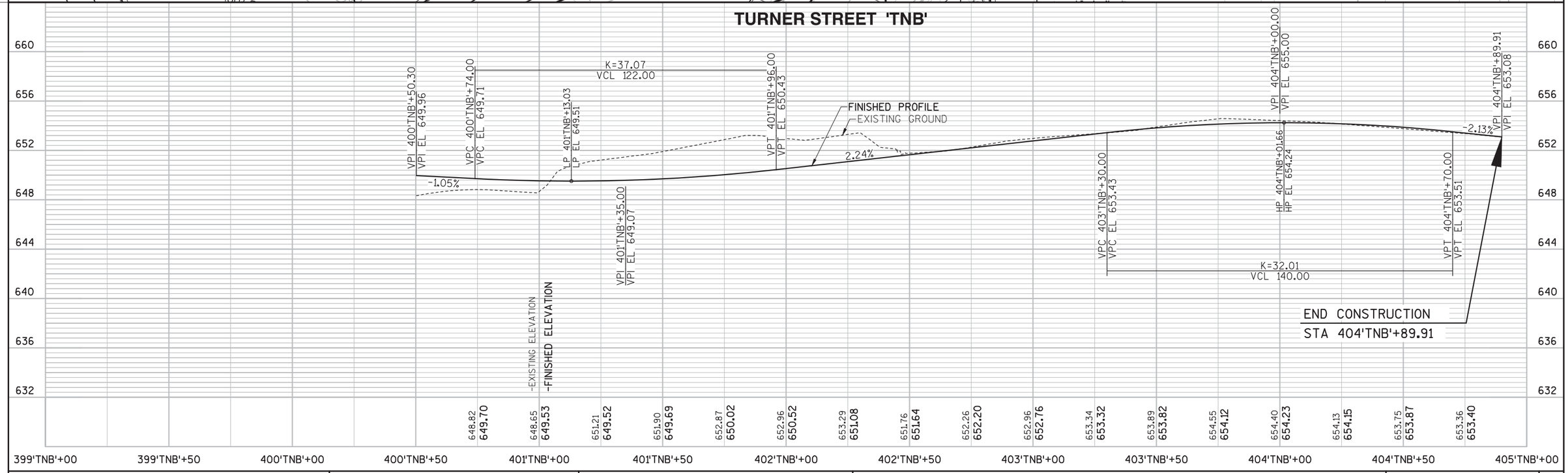



| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: MAIN STREET | SHEET E |
|---|---|---|---|---|

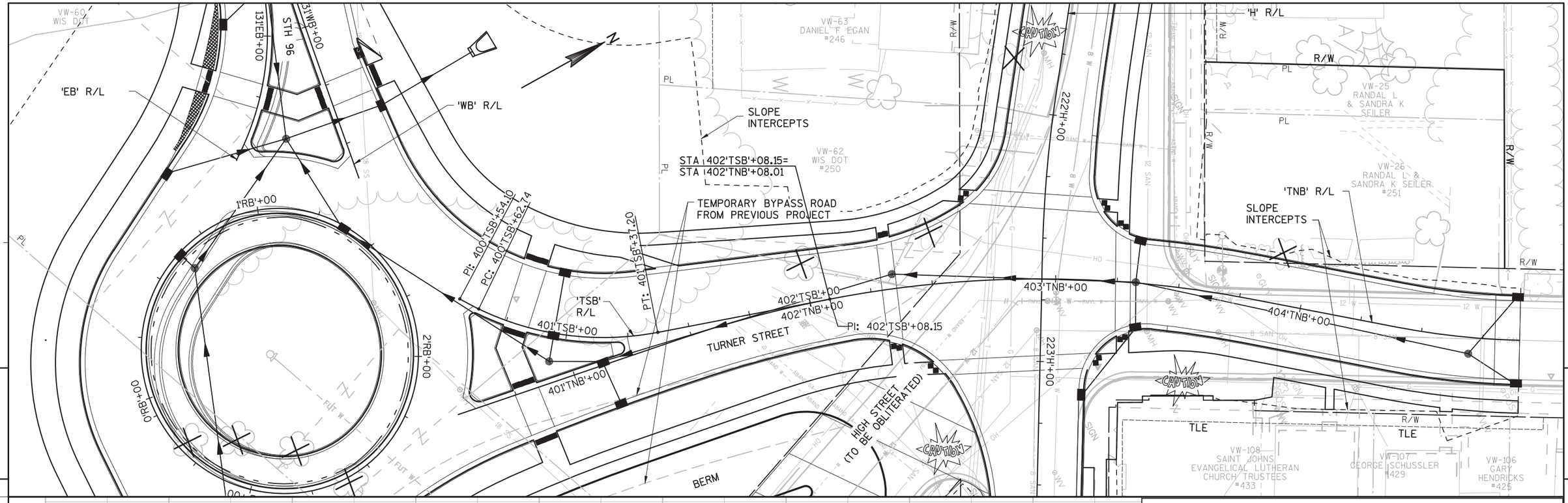


FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_050101_PP_96.DWG PLOT DATE : 5/8/2014 9:22 AM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 44

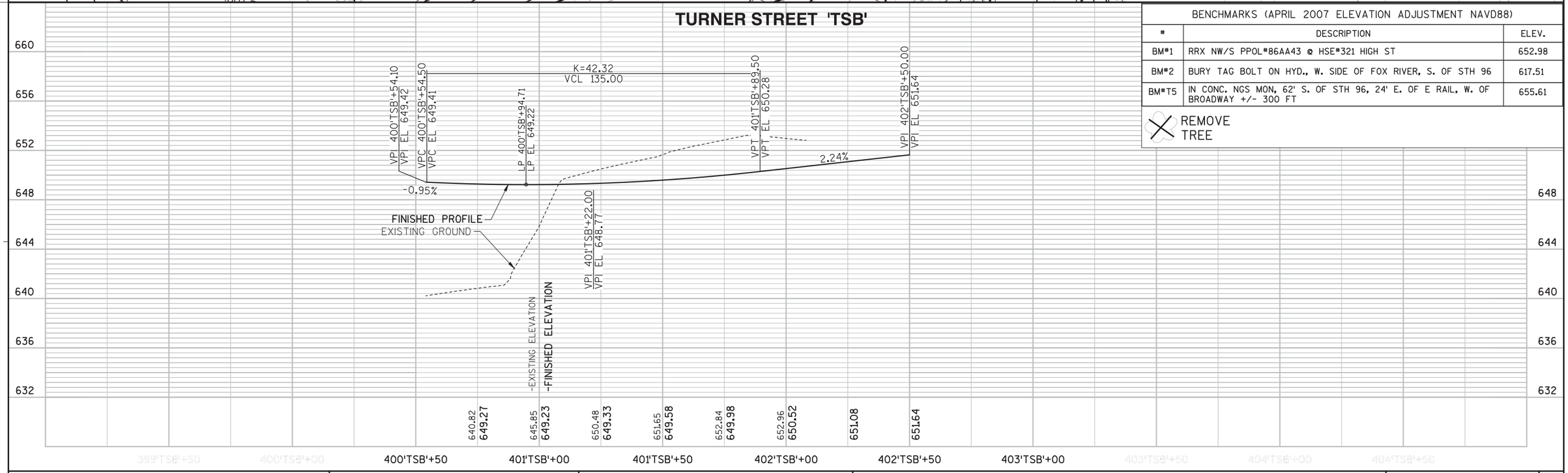



| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: TURNER STREET 'TNB' | SHEET 249 | E |
|---|---|---|---|---|---|



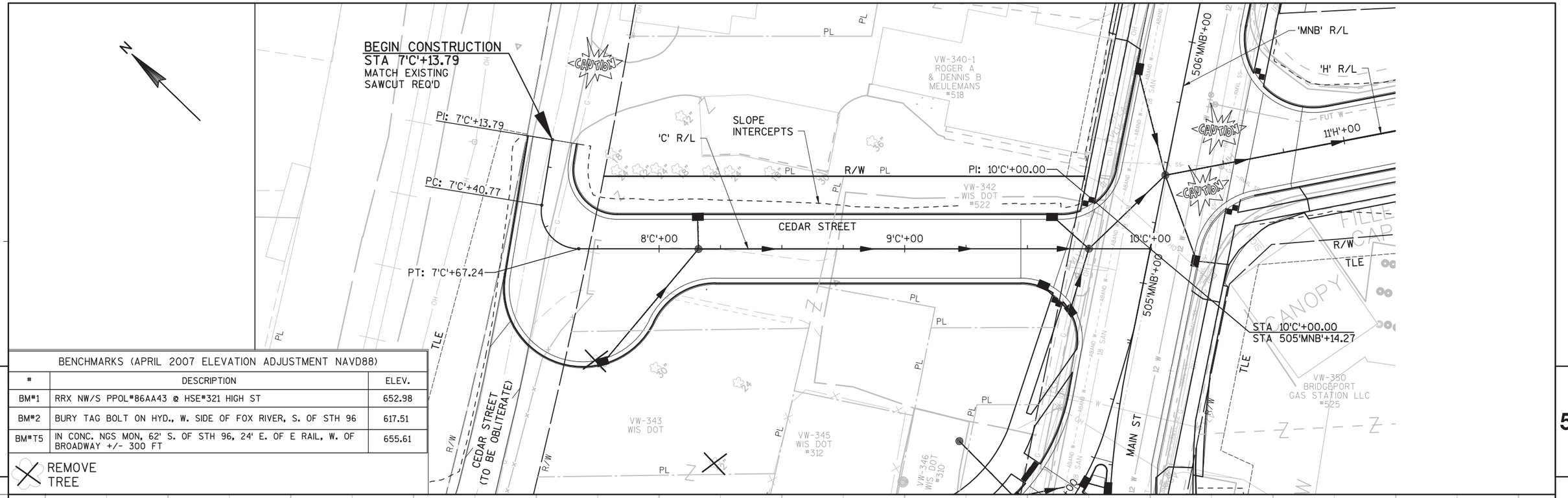

## TURNER STREET 'TSB'




| BENCHMARKS (APRIL 2007 ELEVATION ADJUSTMENT NAVD88) | | |
|---|---|---|
| # | DESCRIPTION | ELEV. |
| BM#1 | RRX NW/S PPOL#86AA43 @ HSE#321 HIGH ST | 652.98 |
| BM#2 | BURY TAG BOLT ON HYD., W. SIDE OF FOX RIVER, S. OF STH 96 | 617.51 |
| BM#T5 | IN CONC. NGS MON, 62' S. OF STH 96, 24' E. OF E RAIL, W. OF BROADWAY +/- 300 FT | 655.61 |

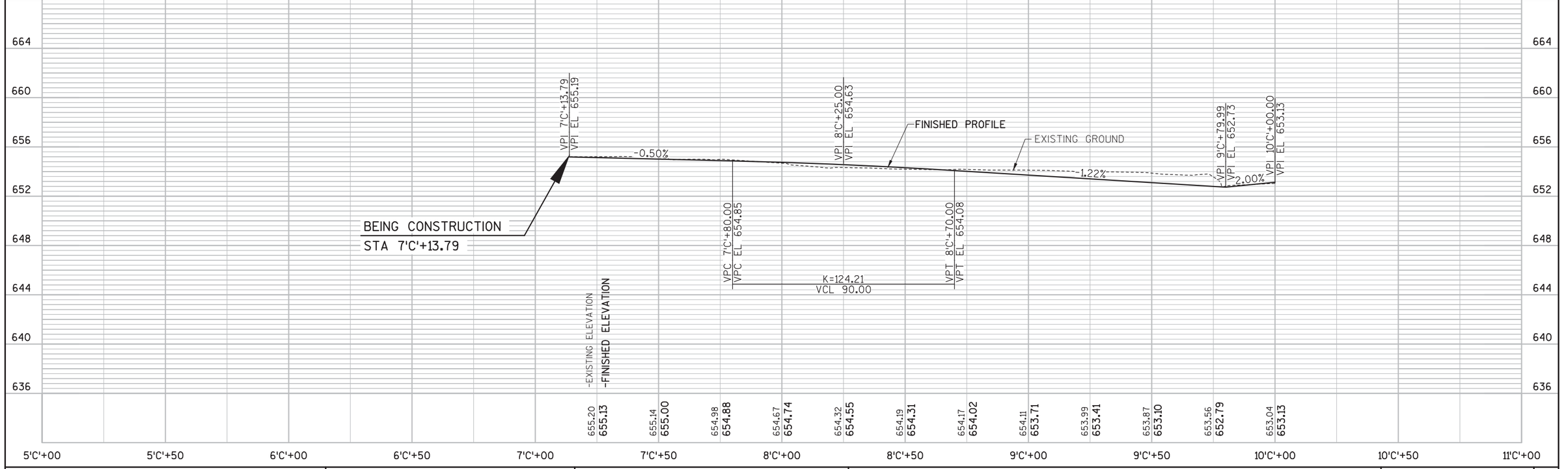
REMOVE TREE

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: TURNER STREET 'TSB' | SHEET 250 | E |
|---|---|---|---|---|---|

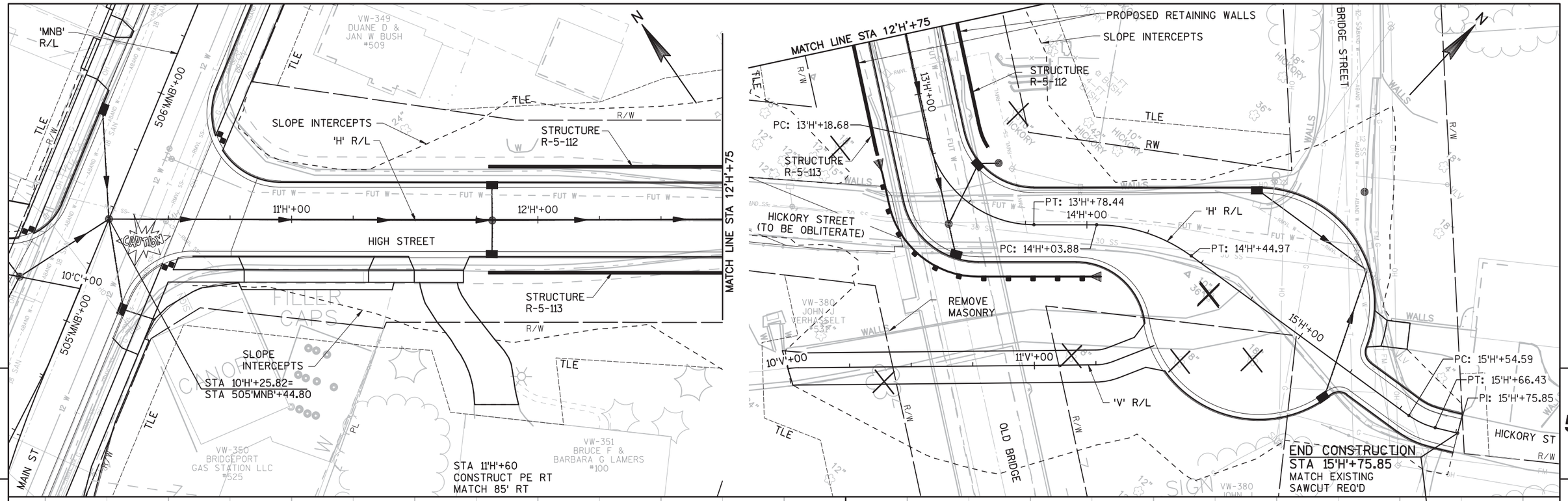



| BENCHMARKS (APRIL 2007 ELEVATION ADJUSTMENT NAVD88) | | |
|---|---|---|
| # | DESCRIPTION | ELEV. |
| BM#1 | RRX NW/S PPOL#86AA43 @ HSE#321 HIGH ST | 652.98 |
| BM#2 | BURY TAG BOLT ON HYD., W. SIDE OF FOX RIVER, S. OF STH 96 | 617.51 |
| BM#T5 | IN CONC. NGS MON, 62' S. OF STH 96, 24' E. OF E RAIL, W. OF BROADWAY +/- 300 FT | 655.61 |

REMOVE TREE



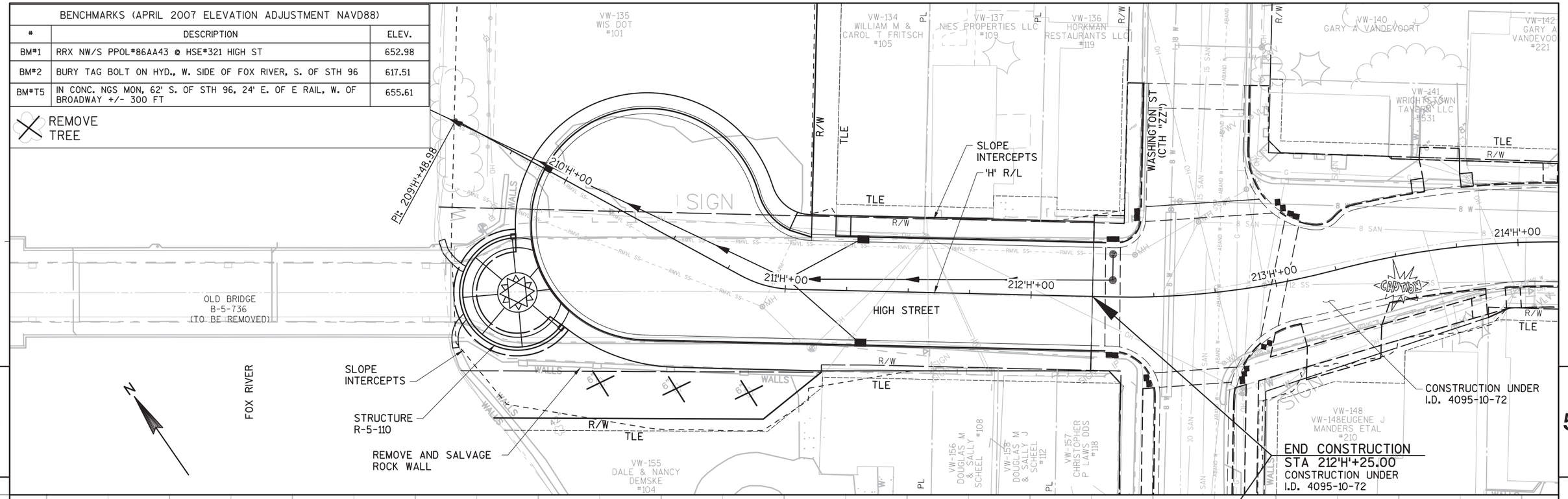

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: CEDAR STREET | SHEET 251 | E |
|---|---|---|---|---|---|

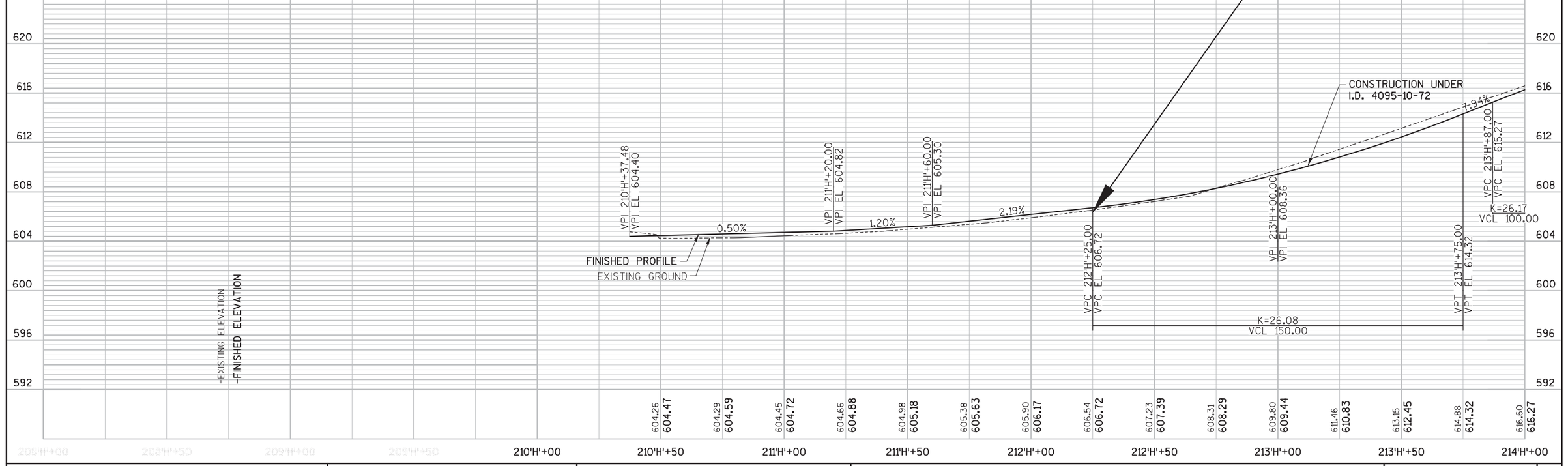



| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: HIGH STREET (WEST) | SHEET 252 E |
|---|---|---|---|---|

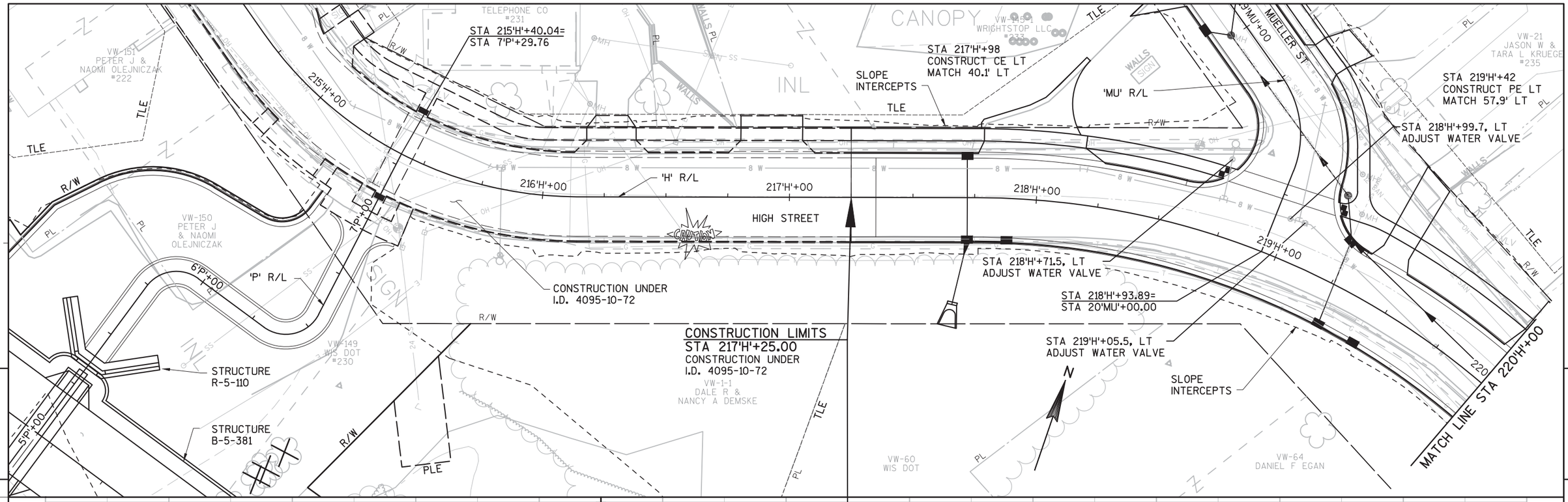
| BENCHMARKS (APRIL 2007 ELEVATION ADJUSTMENT NAVD88) | | |
|---|---|---|
| # | DESCRIPTION | ELEV. |
| BM#1 | RRX NW/S PPOL#86AA43 @ HSE#321 HIGH ST | 652.98 |
| BM#2 | BURY TAG BOLT ON HYD., W. SIDE OF FOX RIVER, S. OF STH 96 | 617.51 |
| BM#T5 | IN CONC. NGS MON, 62' S. OF STH 96, 24' E. OF E RAIL, W. OF BROADWAY +/- 300 FT | 655.61 |

REMOVE TREE




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: HIGH STREET (EAST) | SHEET 253 | E |
|---|---|---|---|---|---|




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: HIGH STREET (EAST) | SHEET 254 | E |
|---|---|---|---|---|---|

STA 220'H'+08
CONSTRUCT PE LT
MATCH 41.6' LTTLE

STA 220'H'+32
CONSTRUCT PE LT
MATCH 39.9' LT

STA 221'H'+01
CONSTRUCT PE LT
MATCH 46.5' LT

SLOPE INTERCEPTS

TLE

R/W

MATCH LINE STA 220'H'+00

H'+00

221'H'+00

222'H'+00

HIGH STREET

CAUTION

SLOPE INTERCEPTS

STA 221'H'+23
CONSTRUCT PE RT
MATCH 28.0' RT

'H' R/L

'TNB' R/L

VW-108
SAINT JOHNS EVANGELICAL LUTHERAN CHURCH TRUSTEES
#433

STA 224'H'+53
CONSTRUCT PE LT
MATCH 29.5' LT

VW-121
SAINT JOHNS EVANGELICAL LUTHERAN CONGREGATION

VW-122
SAINT JOHNS EVANGELICAL LUTHERAN CONGREGATION

STA 222'H'+66.58=
STA 402'TNB'+94.46

403'TNB'+00

223'H'+00

224'H'+00

225'H'+00

FAIR STREET

FAIR

SLOPE INTERCEPTS

(TO BE OBLITERATED)

BERM

VW-68
MARY C FRITSCH
#305

STA 224'H'+56
CONSTRUCT PE RT
MATCH 24.5' RT

STA 225'H'+04
CONSTRUCT PE RT
MATCH 24.5' RT

END CONSTRUCTION
STA 225'H'+82.95
MATCH EXISTING
SAWCUT REQ'D

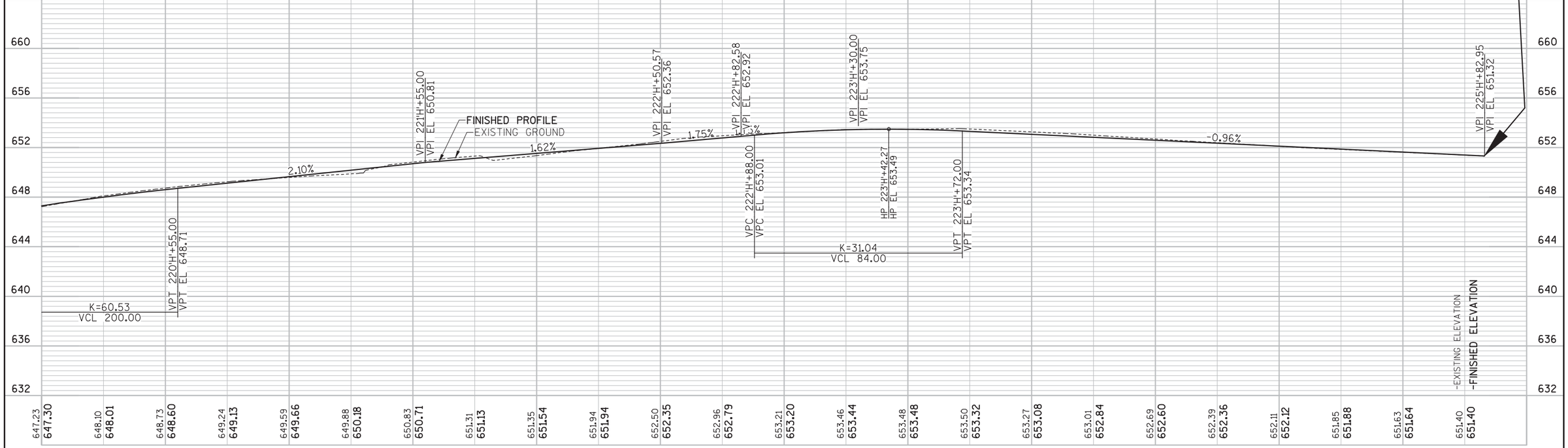
VW-63
NIEL F EGAN
#246

VW-62
WIS DOT
#250

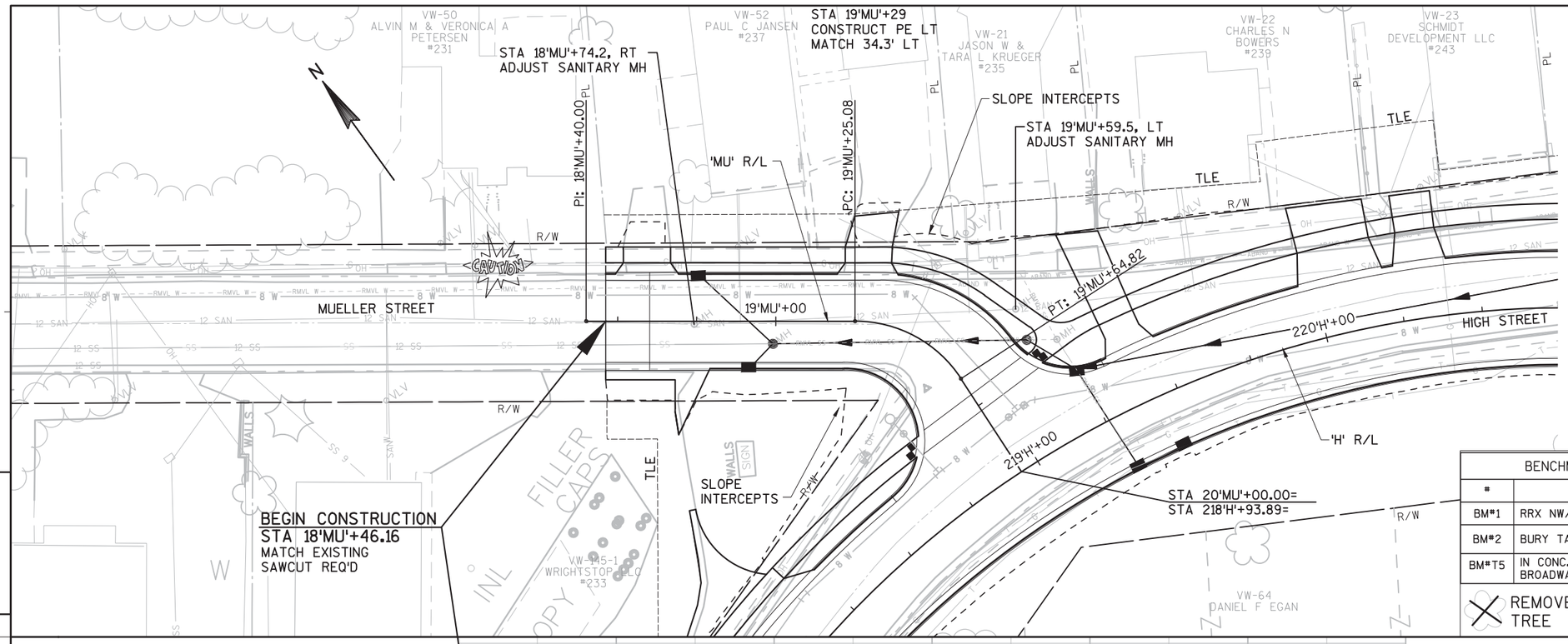
VW-69
TIMOTHY J & SAMANTHA L DOLE

| BENCHMARKS (APRIL 2007 ELEVATION ADJUSTMENT NAVD88) | | |
|---|---|---|
| # | DESCRIPTION | ELEV. |
| BM#1 | RRX NW/S PPOL#86AA43 @ HSE#321 HIGH ST | 652.98 |
| BM#2 | BURY TAG BOLT ON HYD., W. SIDE OF FOX RIVER, S. OF STH 96 | 617.51 |
| BM#T5 | IN CONC. NGS MON, 62' S. OF STH 96, 24' E. OF E RAIL, W. OF BROADWAY +/- 300 FT | 655.61 |

REMOVE TREE

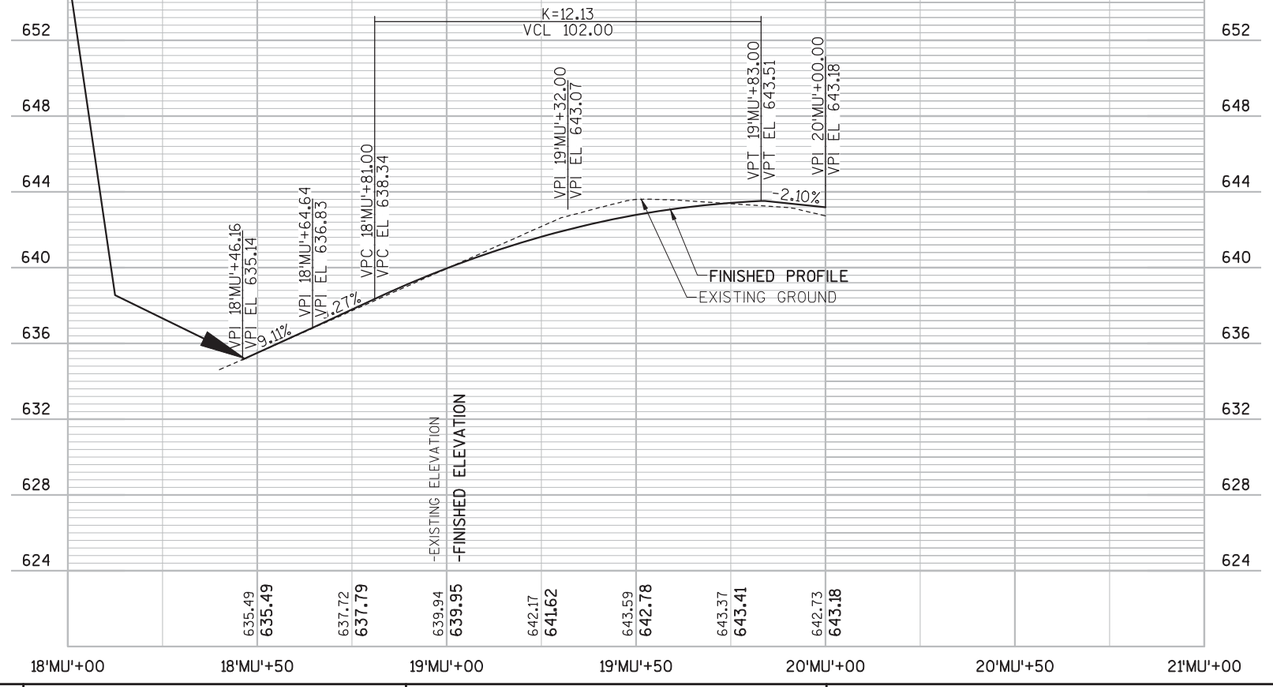



| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: HIGH STREET (EAST) / FAIR STREET | SHEET 255 | E |
|---|---|---|---|---|---|

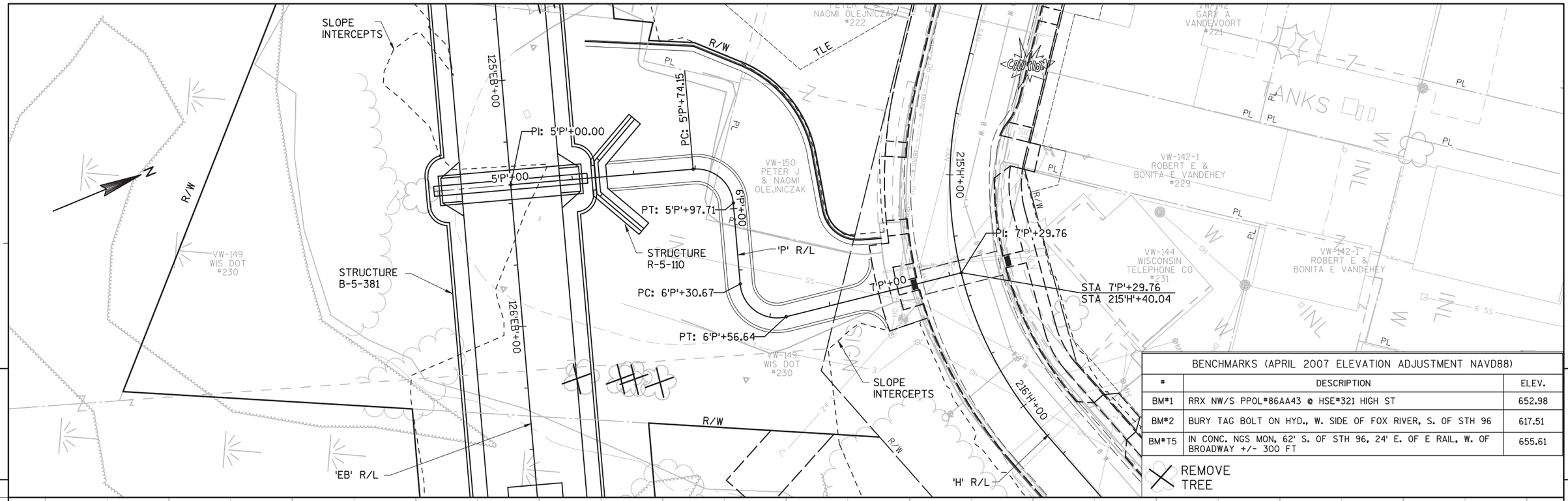



| BENCHMARKS (APRIL 2007 ELEVATION ADJUSTMENT NAVD88) | | |
|---|---|---|
| # | DESCRIPTION | ELEV. |
| BM#1 | RRX NW/S PPOL#86AA43 @ HSE#321 HIGH ST | 652.98 |
| BM#2 | BURY TAG BOLT ON HYD., W. SIDE OF FOX RIVER, S. OF STH 96 | 617.51 |
| BM#T5 | IN CONC. NGS MON, 62' S. OF STH 96, 24' E. OF E RAIL, W. OF BROADWAY +/- 300 FT | 655.61 |

REMOVE TREE

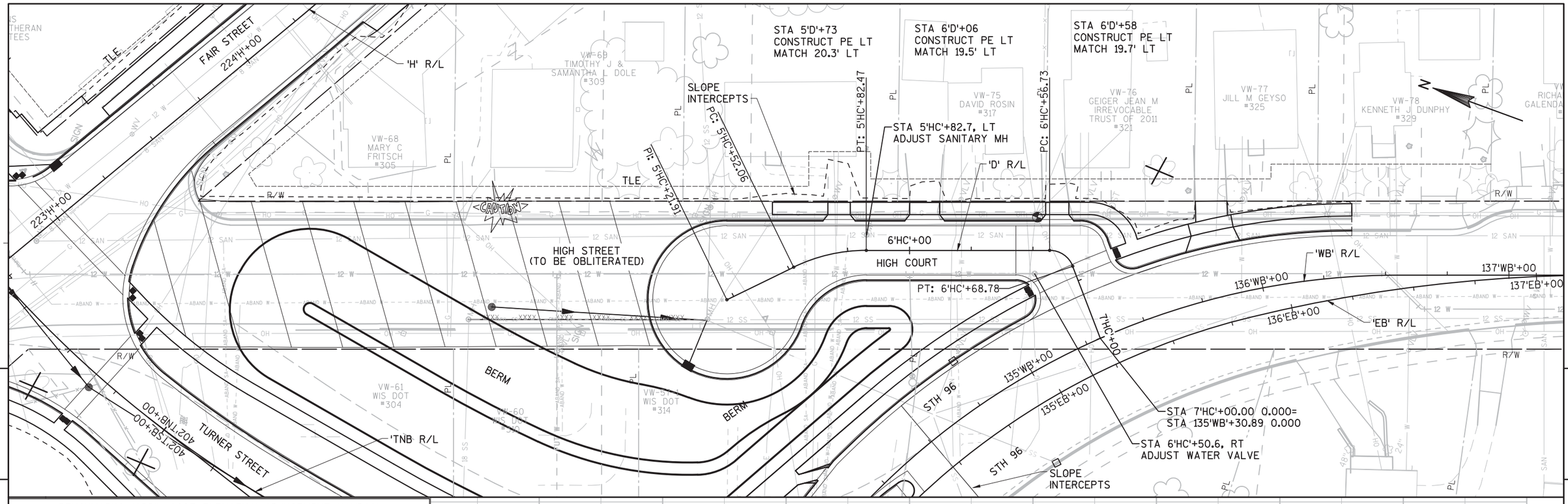



| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: MUELLER STREET | SHEET 256 | E |
|---|---|---|---|---|---|



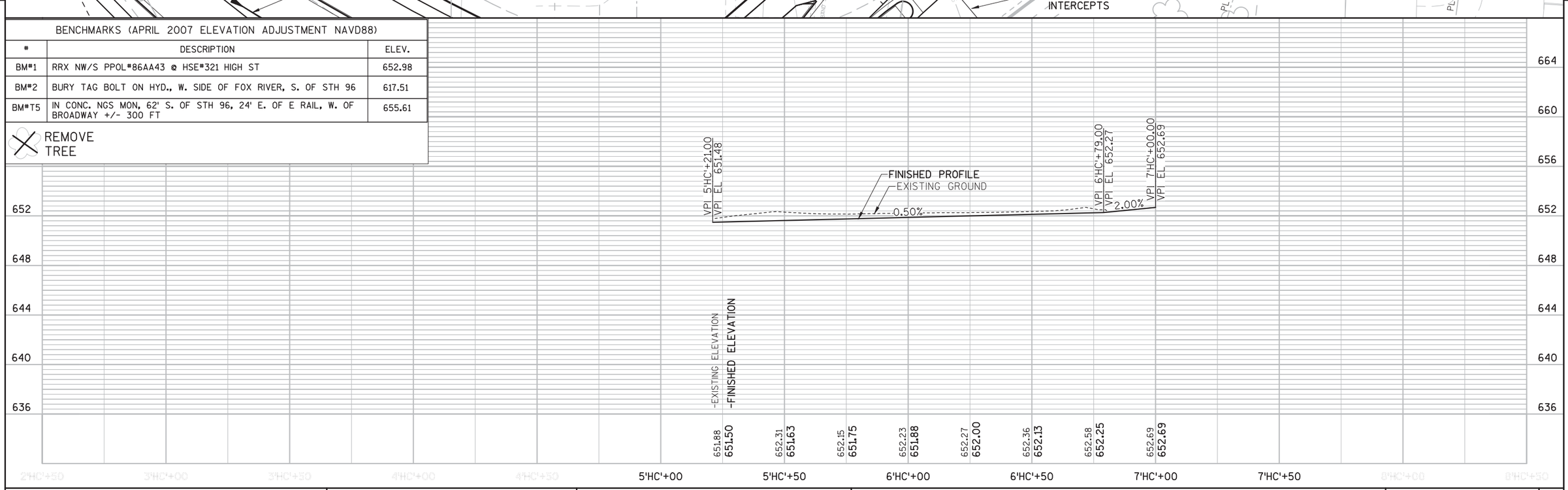

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: PEDESTRIAN ACCESS PATH | SHEET 257 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_050101_PP_96.DWG PLOT DATE : 5/8/2014 9:18 AM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 44

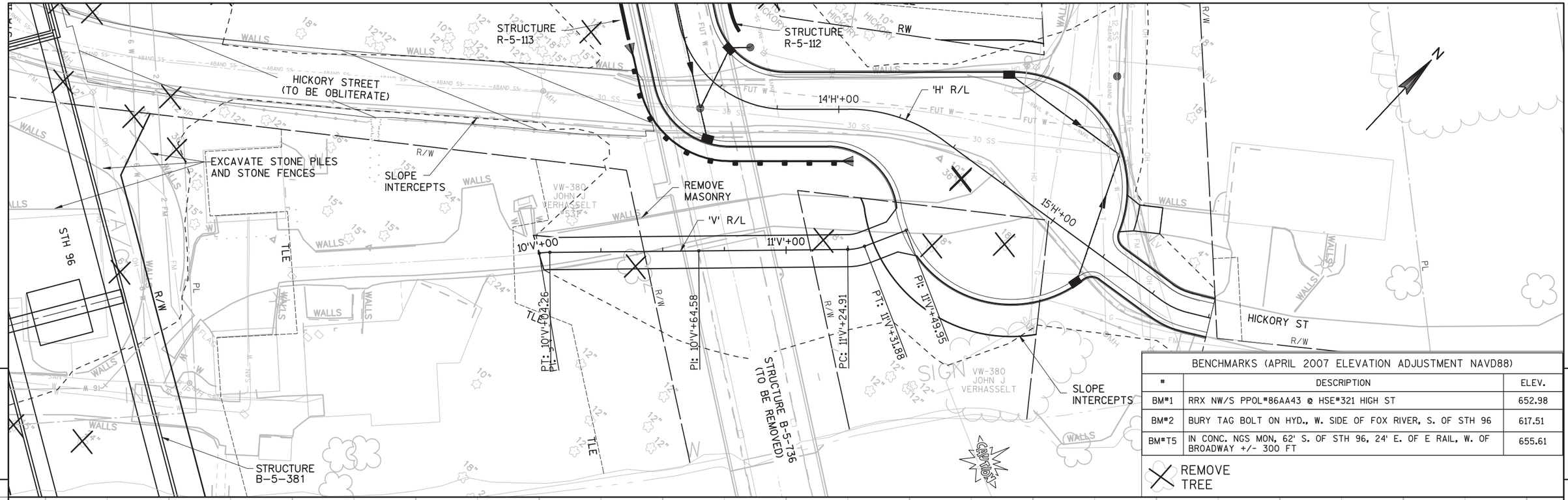


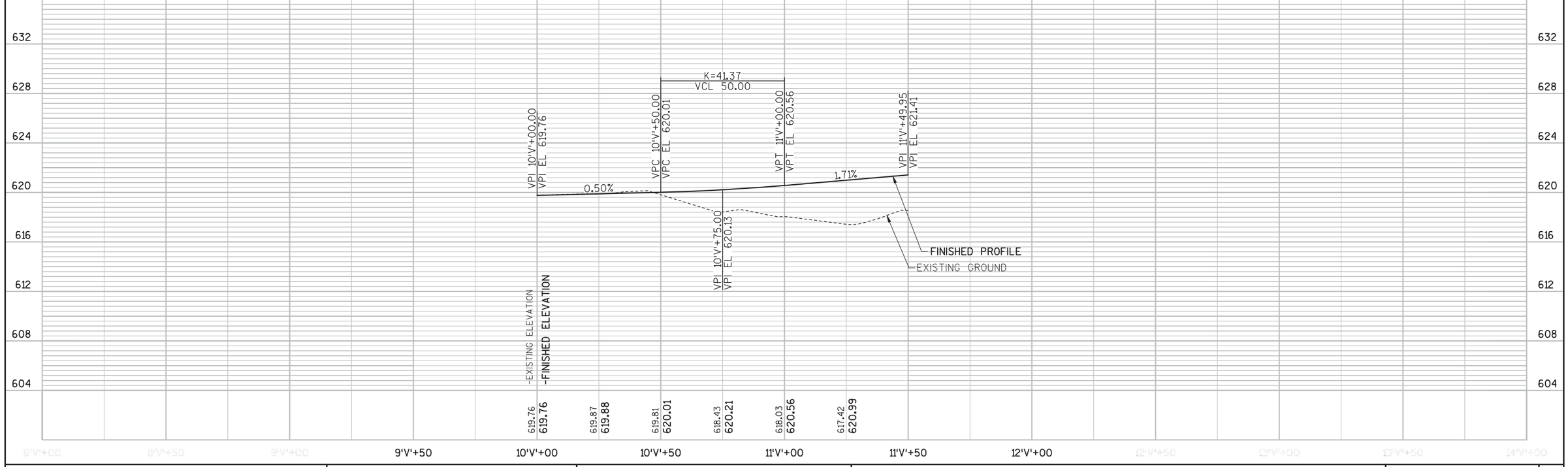

| BENCHMARKS (APRIL 2007 ELEVATION ADJUSTMENT NAVD88) | | |
|---|---|---|
| # | DESCRIPTION | ELEV. |
| BM#1 | RRX NW/S PPOL#86AA43 @ HSE#321 HIGH ST | 652.98 |
| BM#2 | BURY TAG BOLT ON HYD., W. SIDE OF FOX RIVER, S. OF STH 96 | 617.51 |
| BM#T5 | IN CONC. NGS MON, 62' S. OF STH 96, 24' E. OF E RAIL, W. OF BROADWAY +/- 300 FT | 655.61 |

REMOVE TREE




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: HIGH COURT | SHEET 258 E |
|---|---|---|---|---|




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: VERHASSELT DRIVEWAY | SHEET 259 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_050101_PP_96.DWG
PLOT DATE : 5/8/2014 9:19 AM
PLOT BY : ANDREA BONELL
PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 44

| BENCHMARKS (APRIL 2007 ELEVATION ADJUSTMENT NAVD88) | | |
|---|---|---|
| # | DESCRIPTION | ELEV. |
| BM*1 | RRX NW/S PPOL*86AA43 @ HSE*321 HIGH ST | 652.98 |
| BM*2 | BURY TAG BOLT ON HYD., W. SIDE OF FOX RIVER, S. OF STH 96 | 617.51 |
| BM*T5 | IN CONC. NGS MON. 62' S. OF STH 96, 24' E. OF E RAIL, W. OF BROADWAY +/- 300 FT | 655.61 |

REMOVE TREE

SLOPE INTERCEPTS

'MSB' R/L

'BEB' R/L

'BWB' R/L

'MNB' R/L

'H' R/L

'EB' R/L

MAIN ST

HIGH STREET

STH 96 MAIN STREET

0'RA'+00

1'RA'+00

2'RA'+00

3'RA'+00

PI: 0'RA'+00.00
PI: 3'RA'+33.01

302'EB'+00

303'EB'+00

502'MSB'+00

504'MSB'+00

504'MNB'+00

505'MNB'+00

108'BWB'+00

110'BWB'

11'H'+00

10'C'+00

VW-359 RICHARD C & JENNIFER J VANEPEREN #315

VW-360 WIS DOT #305

VW-361 WIS DOT #618

VW-362 TYLER PETERSEN #622

VW-346 WIS DOT #310

VW-347 WIS DOT #526

VW-350 BRIDGEPORT GAS STATION LLC #525

VW-352 WIS DOT #250

VW-353 WIS DOT #529

VW-354 FRANCIS & MARY L LAMERS #230

CANOPY

FILLER CAPS

R/W

TLE

CAUTION

N

VPI 0'RA'+00.00
VPI EL 654.75

-0.75%

VPC 0'RA'+86.00
VPC EL 654.10

LP 1'RA'+01.16
LP EL 654.05

K=20.21
VCL 60.00

VPT 1'RA'+46.00
VPT EL 654.55

2.22%

VPI 1'RA'+16.00
VPI EL 653.88

VPI 2'RA'+00.00
VPI EL 655.74

HP 2'RA'+14.84
HP EL 655.58

VPC 1'RA'+70.00
VPC EL 655.08

K=20.21
VCL 60.00

VPT 2'RA'+30.00
VPT EL 655.52

-0.75%

VPI 3'RA'+32.50
VPI EL 654.75

FINISHED PROFILE
EXISTING GROUND

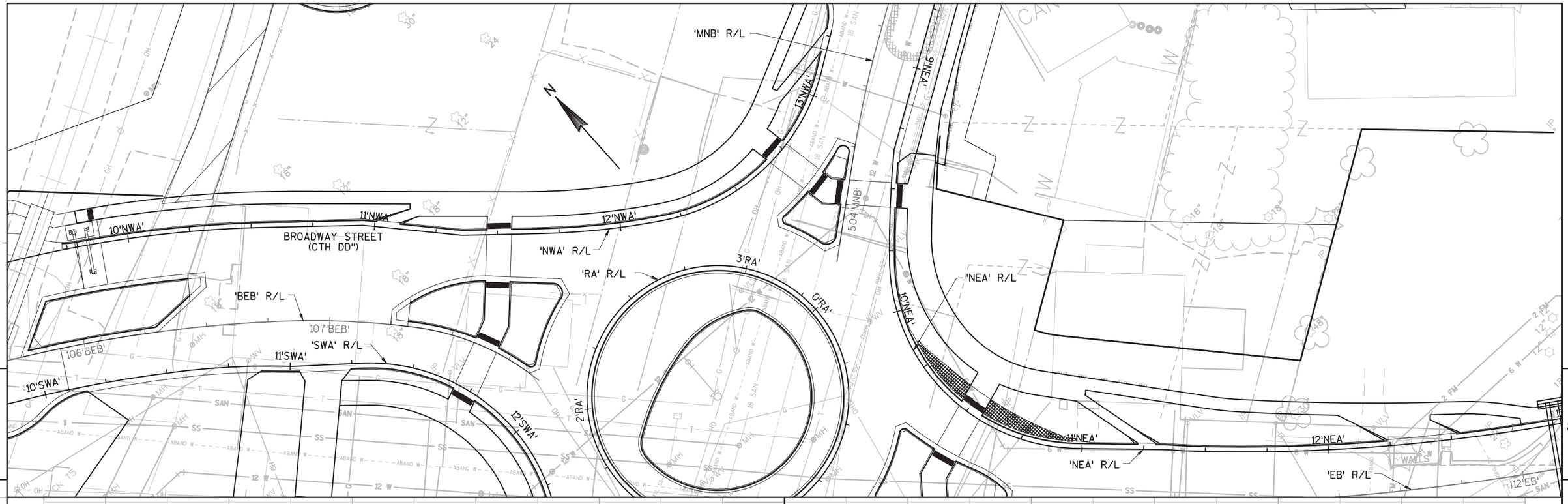
EXISTING ELEVATION
FINISHED ELEVATION

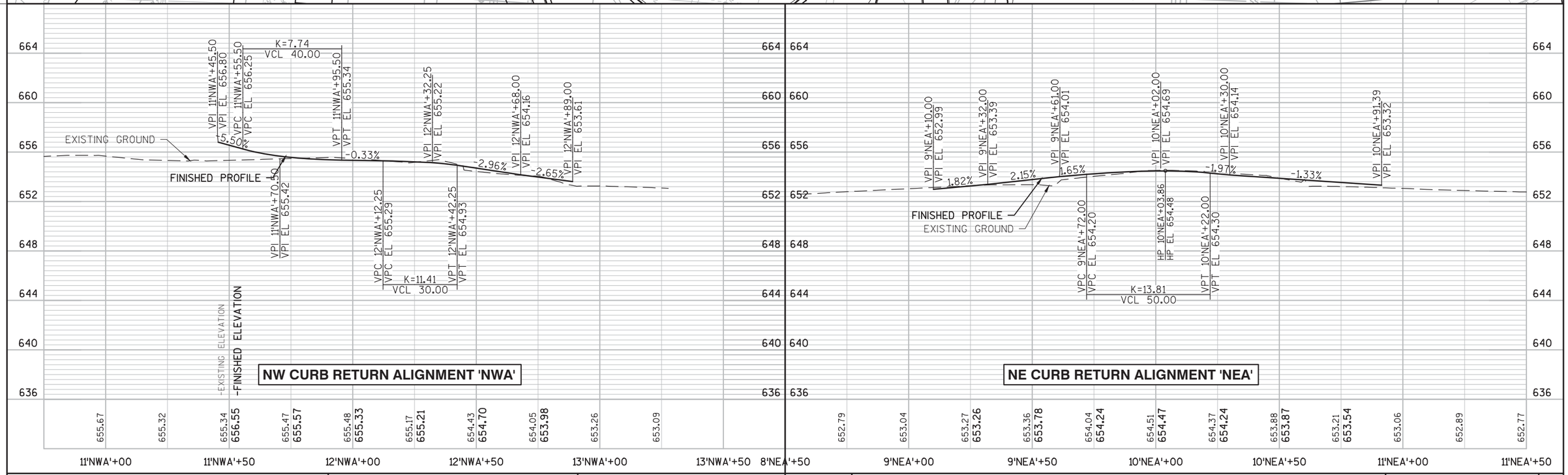
| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 654.16 | 654.75 | 653.88 | 654.56 | 653.96 | 654.38 | 654.32 | 654.19 | 654.39 | 654.05 | 654.24 | 654.19 | 654.12 | 654.63 | 654.47 | 655.18 | 654.65 | 655.52 | 655.38 | 655.55 | 655.30 | 655.37 |
| 654.96 | 655.18 | 654.38 | 654.99 | 654.10 | 654.81 | | | | | | | | | | | | | | | | |

664 660 656 652 648 644 640 636

-1'RA'+-00 -0'RA'+-50 0'RA'+00 0'RA'+50 1'RA'+00 1'RA'+50 2'RA'+00 2'RA'+50 3'RA'+00 3'RA'+50 4'RA'+00 4'RA'+50 5'RA'+00

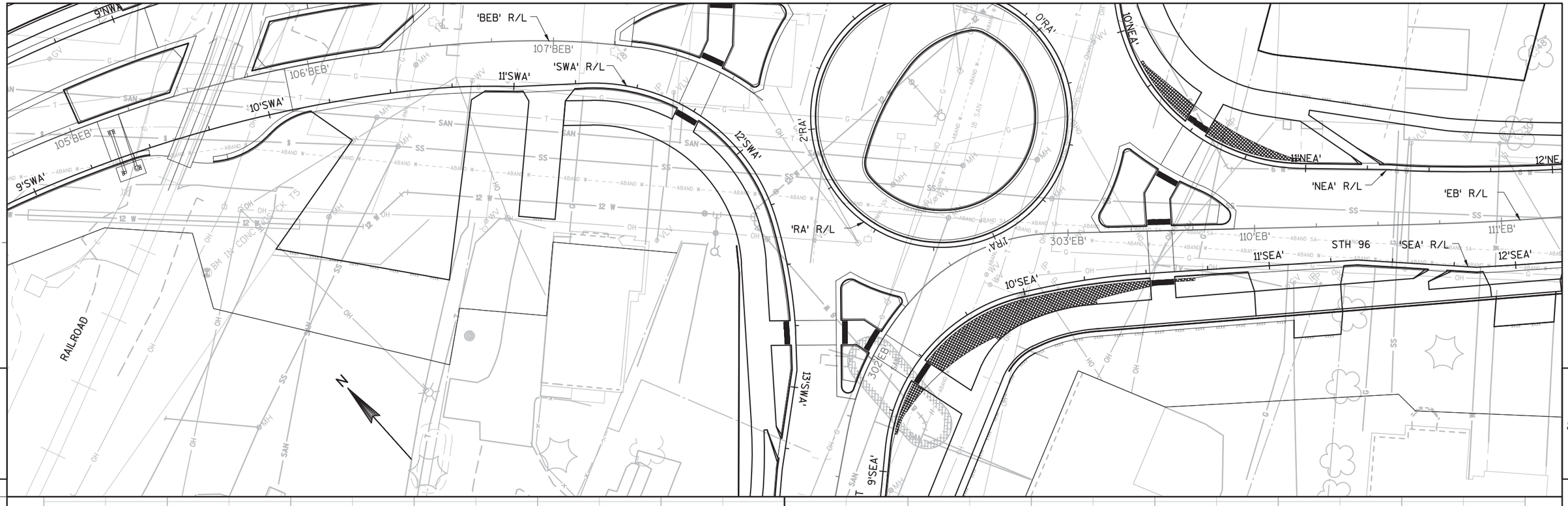
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: CTH DD ROUNDABOUT | SHEET 260 | E |
|---|---|---|---|---|---|

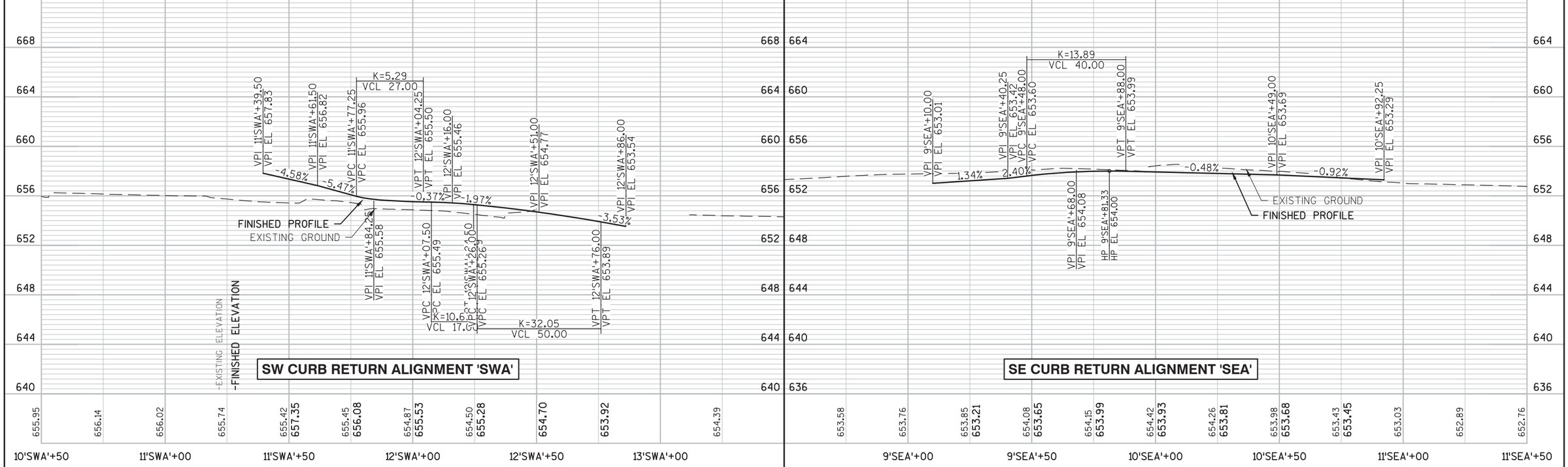



| | | | | |
|---|---|---|---|---|
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: STH 96 / MAIN ST - CURB RETURNS | SHEET 261 E |


FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_050101_PP_CURBRETURNS.DWG PLOT DATE : 3/23/2014 2:06 PM PLOT BY : DOUGLAS HOBYAN PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 44



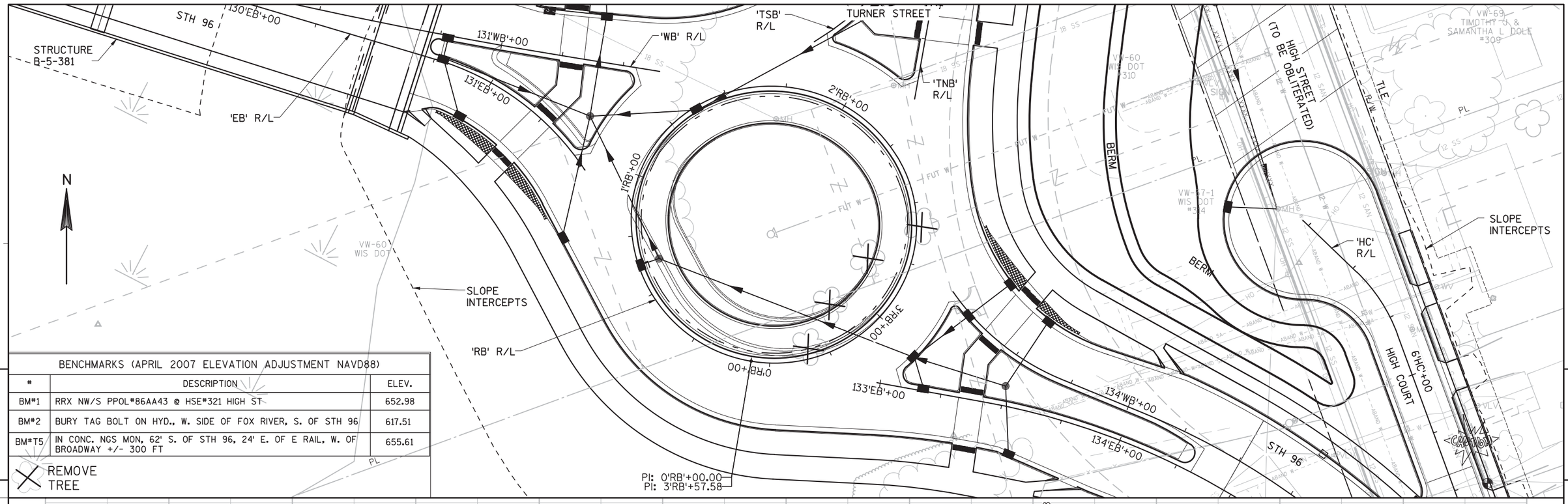



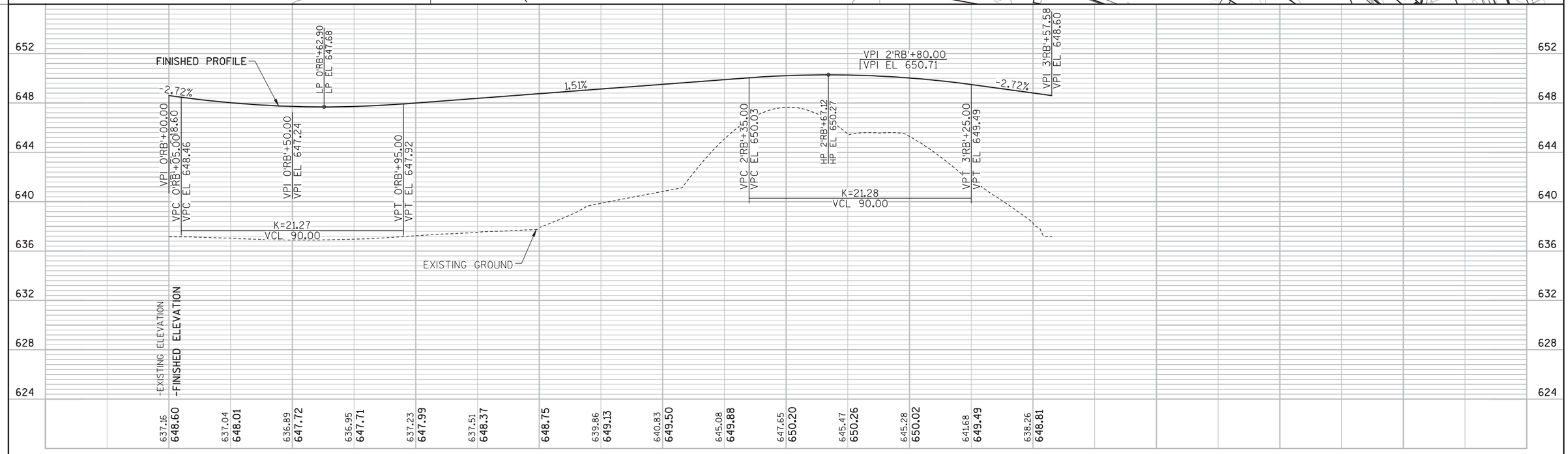

| | | | | | |
|---|---|---|---|---|---|
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: STH 96 / MAIN ST - CURB RETURNS | SHEET 262 | E |

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_050101_PP_CURBRETURNS.DWG PLOT DATE : 3/23/2014 2:03 PM PLOT BY : DOUGLAS HOBYAN PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 44

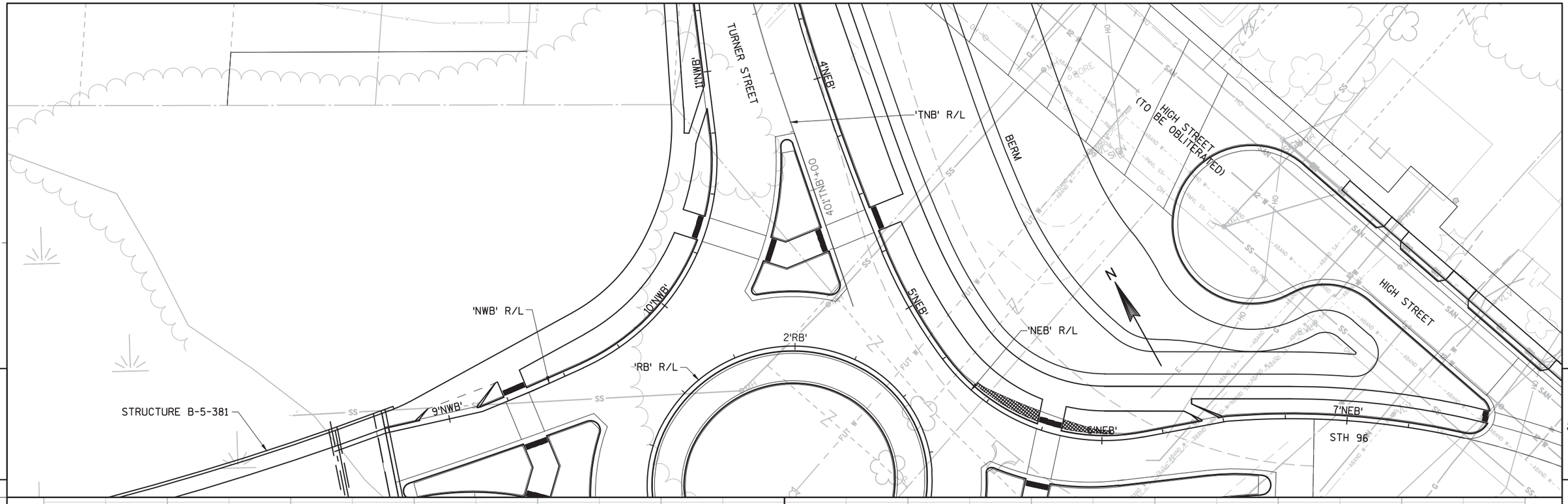
| BENCHMARKS (APRIL 2007 ELEVATION ADJUSTMENT NAVD88) | | |
|---|---|---|
| # | DESCRIPTION | ELEV. |
| BM#1 | RRX NW/S PPOL#86AA43 @ HSE#321 HIGH ST | 652.98 |
| BM#2 | BURY TAG BOLT ON HYD., W. SIDE OF FOX RIVER, S. OF STH 96 | 617.51 |
| BM#T5 | IN CONC. NGS MON, 62' S. OF STH 96, 24' E. OF E RAIL, W. OF BROADWAY +/- 300 FT | 655.61 |

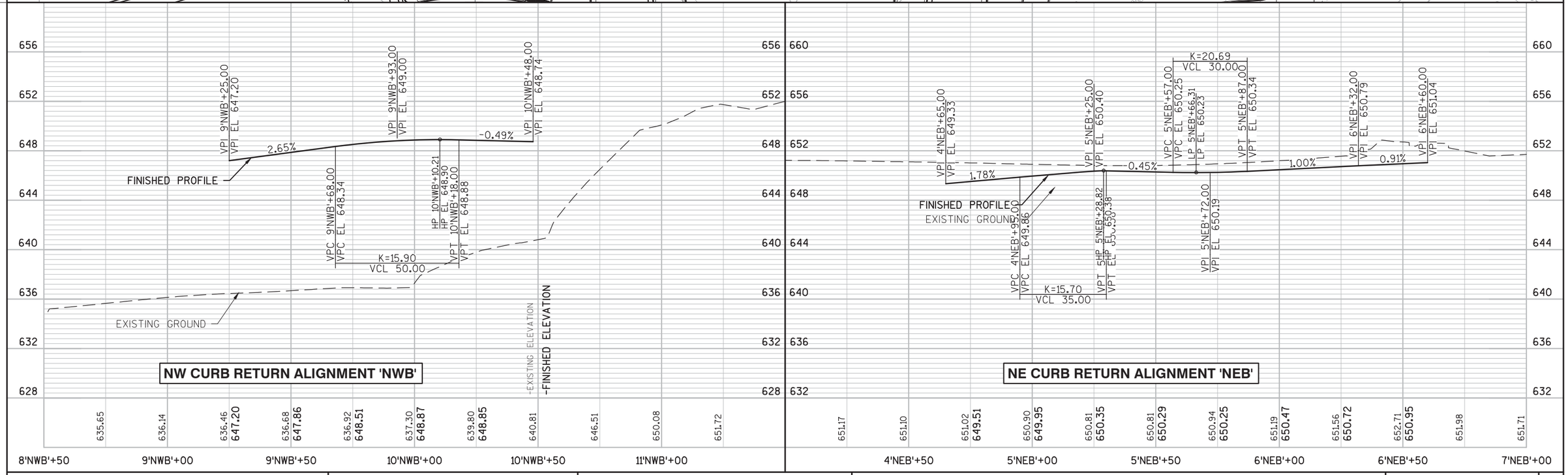
REMOVE TREE



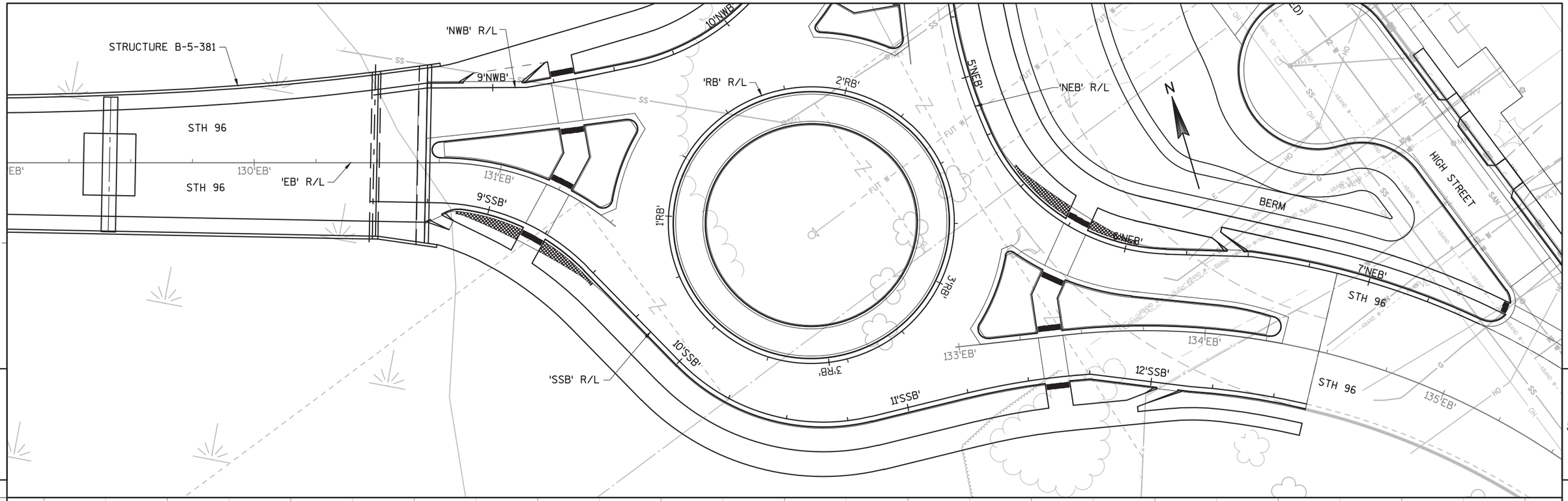

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: TURNER ST. ROUNDABOUT | SHEET 263 E |
|---|---|---|---|---|

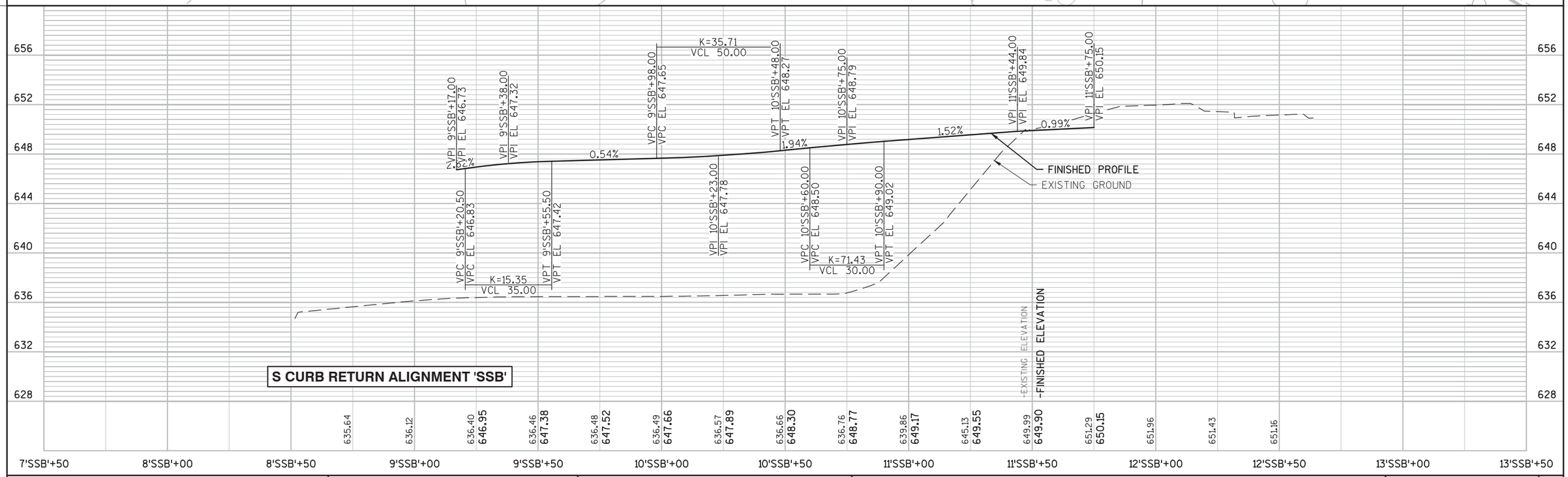



| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: STH 96 / TURNER ST - CURB RETURNS | SHEET 264 E |
|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_050101_PP_CURBRETURNS.DWG PLOT DATE : 3/23/2014 2:16 PM PLOT BY : DOUGLAS HOBYAN PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 44




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: STH 96 / TURNER ST - CURB RETURNS | SHEET 265 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_050101_PP_CURBRETURNS.DWG PLOT DATE : 3/23/2014 2:20 PM PLOT BY : DOUGLAS HOBYAN PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 44

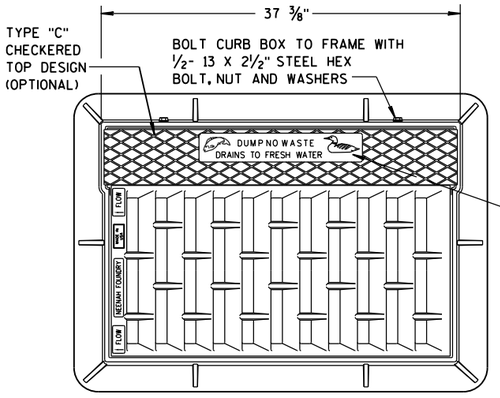
# Standard Detail Drawing List

| | |
|---|---|
| 08A05-19A | INLET COVERS TYPE A, H, A-S, H-S & Z |
| 08A05-19B | INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM |
| 08A05-19C | INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S |
| 08A05-19D | INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M |
| 08B09-01 | MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER |
| 08C07-01 | INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT |
| 08D01-17 | CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES |
| 08D05-15A | CURB RAMPS TYPES 1 AND 1-A |
| 08D05-15B | CURB RAMPS TYPES 2 AND 3 |
| 08D05-15C | CURB RAMPS TYPES 4A AND 4A1 |
| 08D05-15D | CURB RAMPS TYPE 4B AND 4B1 |
| 08D05-15E | CURB RAMPS TYPES 5, 6, 7A, 7B & 8 |
| 08E08-03 | TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS |
| 08E09-06 | SILT FENCE |
| 08E10-02 | INLET PROTECTION TYPE A, B, C AND D |
| 08E14-01 | TRACKING PAD |
| 08F01-11 | APRON ENDWALLS FOR CULVERT PIPE |
| 08F04-07 | JOINT TIES FOR CONCRETE PIPE  AND CONCRETE COLLAR DETAIL |
| 09B02-07 | CONDUIT |
| 09B04-10 | PULL BOX |
| 09C02-06 | CONCRETE BASES, TYPES 1, 2 & 5 |
| 09C03-03 | TRANSFORMER/PEDESTAL BASES |
| 09E01-12D | POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET) |
| 09E01-12G | HARDWARE DETAILS FOR POLE MOUNTINGS |
| 09E03-04 | NON-FREEWAY LIGHTING UNIT POLE WIRING |
| 11B02-02 | CONCRETE MEDIAN NOSE |
| 12A03-10 | NAME PLATE (STRUCTURES) |
| 13B01-10 | PAVEMENT DETAILS FOR RAILROAD APPROACH |
| 13B02-06 | CONCRETE PAVEMENT APPROACH SLAB |
| 13C01-16 | CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES |
| 13C13-08 | URBAN DOWELED CONCRETE PAVEMENT |
| 13C18-02A | CONCRETE PAVEMENT JOINTING |
| 13C18-02B | CONCRETE PAVEMENT STEEL REINFORCEMENT |
| 13C18-02C | CONCRETE PAVEMENT JOINT TIES |
| 13C18-02D | CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES |
| 13C18-02E | CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS |
| 14A02-01 | TREE PLANTING DETAIL |
| 14B07-13A | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-13B | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-13C | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-13D | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-13E | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-13F | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-13G | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-13H | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B15-07A | STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS |
| 14B15-07B | STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS |
| 14B15-07C | STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS |
| 14B16-04A | ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2 |
| 14B16-04B | ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2 |
| 14B24-07A | STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL |
| 14B24-07B | STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL |
| 14B24-07C | STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL |
| 14B27-01A | STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL |
| 14B27-01B | STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL |
| 14B27-01C | STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL |
| 15A03-02A | FLEXIBLE MARKER POST FOR CULVERT END |
| 15A03-02B | FLEXIBLE MARKER POST FOR CULVERT END |
| 15C02-05A | BARRICADES AND SIGNS FOR MAINLINE CLOSURES |
| 15C02-05B | BARRICADES AND SIGNS FOR MAINLINE CLOSURES |
| 15C02-05C | DETOUR SIGNING FOR MAINLINE CLOSURES |
| 15C03-02 | BARRICADES AND SIGNS FOR SIDEROAD CLOSURES |
| 15C05-02 | TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS |
| 15C07-12B | PAVEMENT MARKING WORDS |
| 15C07-12D | ROUNDABOUT ARROWS |
| 15C08-16A | PAVEMENT MARKING (MAINLINE) |
| 15C08-16F | PAVEMENT MARKING (ISLANDS) |
| 15C09-09A | SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE  CROSSINGS |

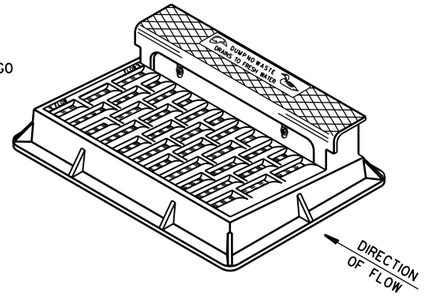

6

# Standard Detail Drawing List

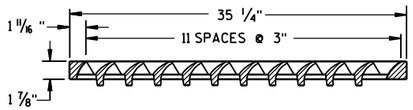
| | |
|---|---|
| 15C12-04 | TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS) |
| 15C18-03 | MEDIAN ISLAND MARKING |
| 15C33-01 | STOP LINE AND CROSSWALK PAVEMENT MARKING |
| 15D21-02 | TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE |
| 15D28-02 | TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY |
| 15D29-03 | TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD |
| 15D30-01 | TRAFFIC CONTROL, SIDEWALK CLOSURE |
| 15D31-02 | TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY |

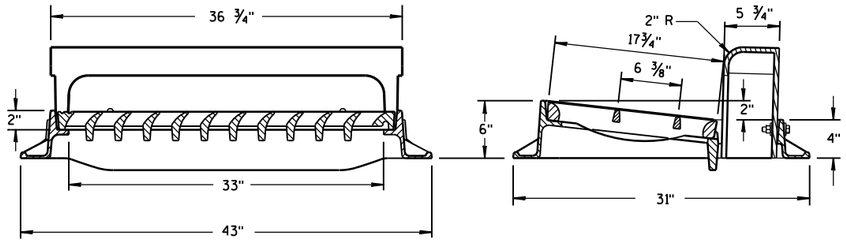


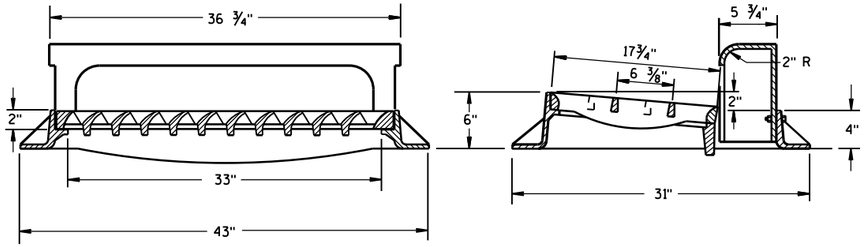

**NOTE:**
**GRATE IS REVERSIBLE.**




NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

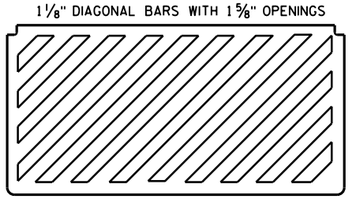



## TYPE "H"

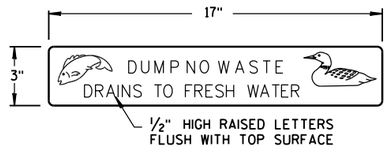
**NOTE: EITHER CASTING IS ACCEPTABLE**



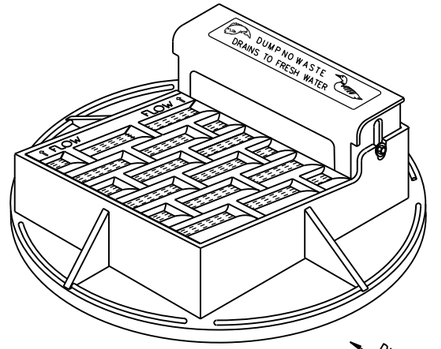

## SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

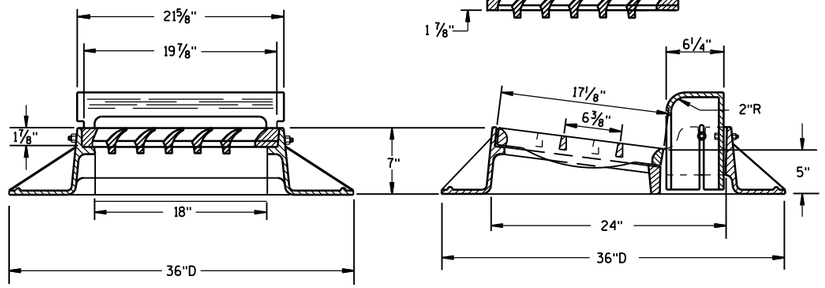



## LOGO DETAIL




NOTE: CURB BOX ADJUSTABLE 4" TO 9"

**NOTE:**
**GRATE IS REVERSIBLE.**



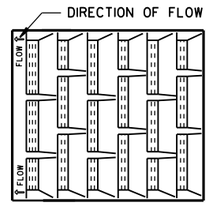

## TYPE "A"

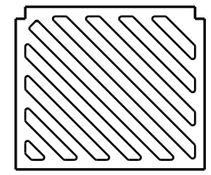
## GENERAL NOTES

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.

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

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

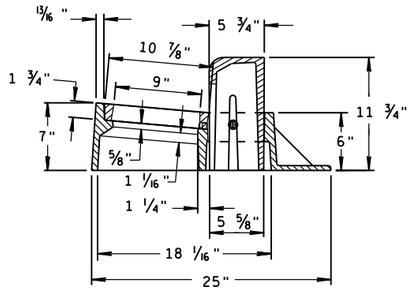


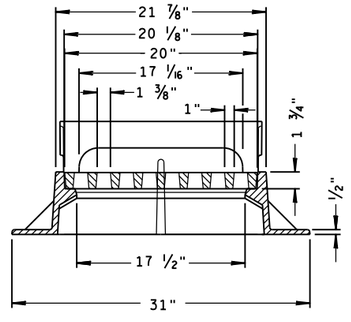




## SPECIAL GRATE FOR TYPE "A" COVER

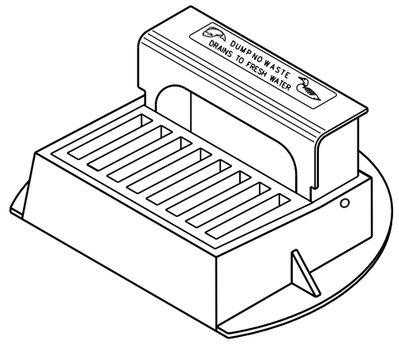
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)




## TYPE "Z"




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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

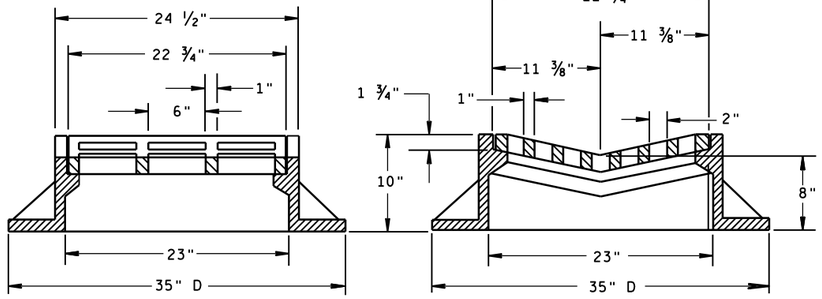


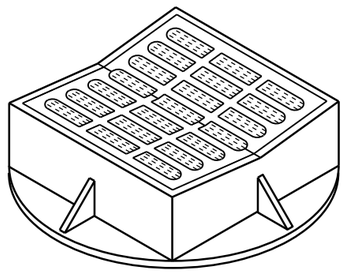
6

S.D.D. 8 A 5-19a

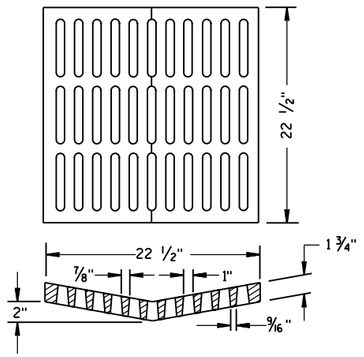
6

S.D.D. 8 A 5-19a



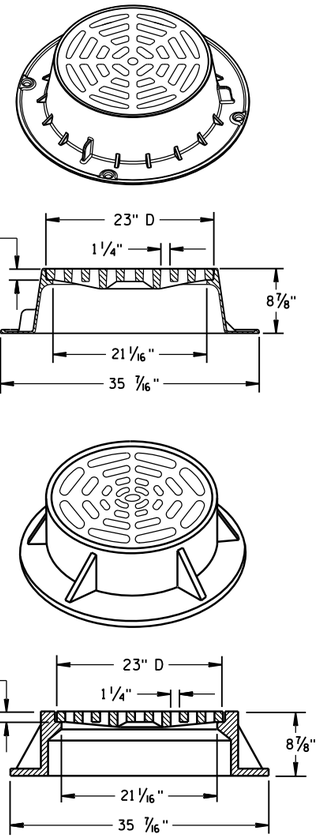



TYPE "B"




ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE




TYPE "C"

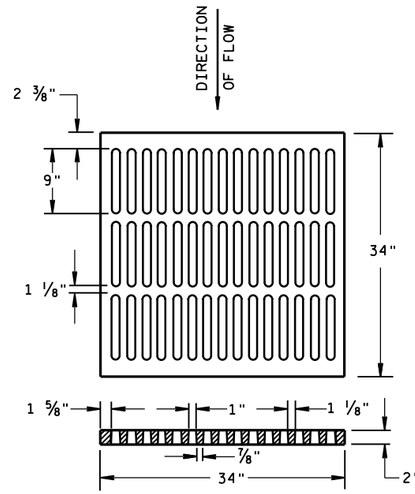
NOTE: EITHER CASTING IS ACCEPTABLE

## GENERAL NOTES

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

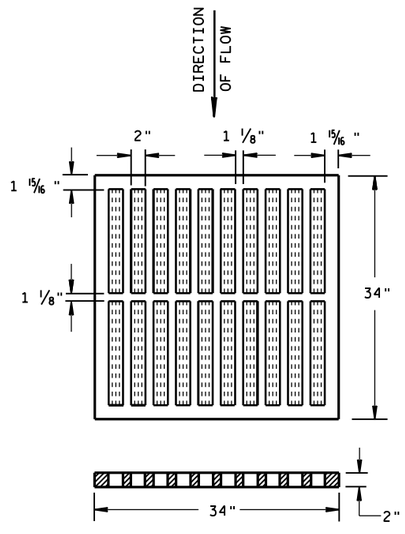
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



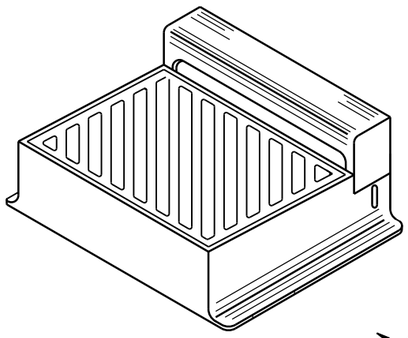

ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



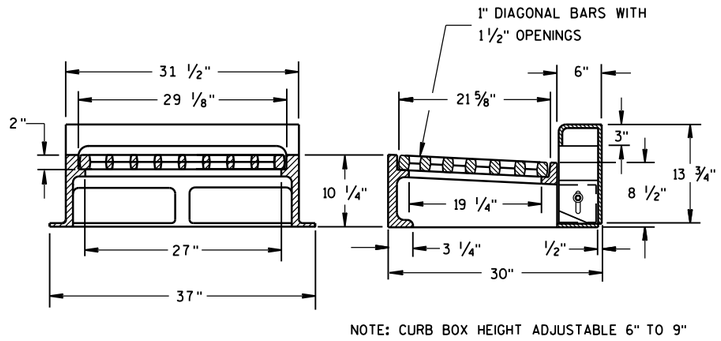

TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIRECTION OF FLOW

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




NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

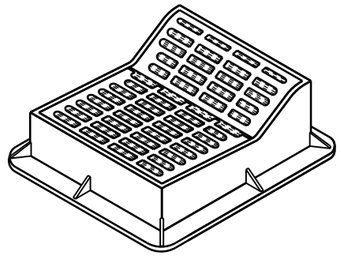
APPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

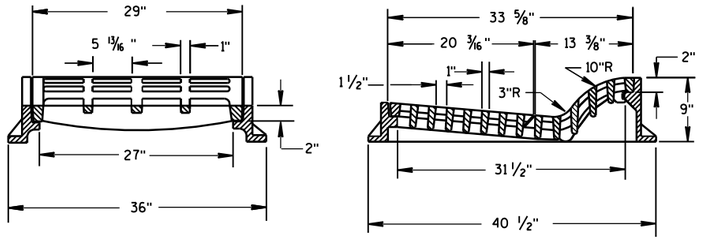




6

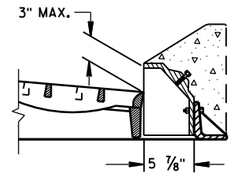
S.D.D. 8 A 5-19b






## TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.




## ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

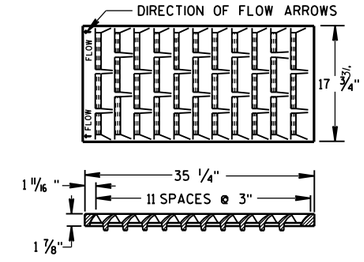
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

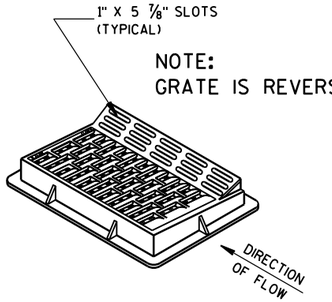
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

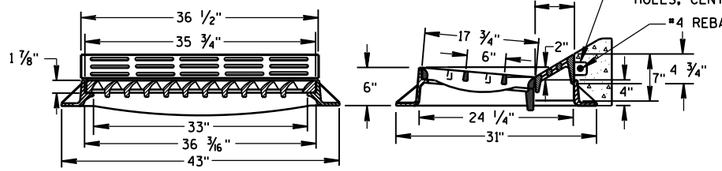
## GENERAL NOTES

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

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



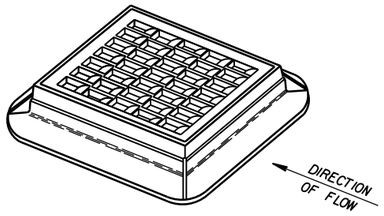



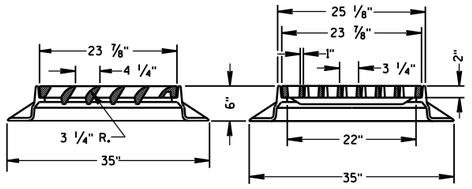




## TYPE "HM"

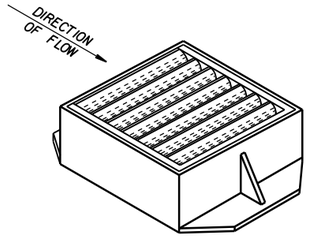
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

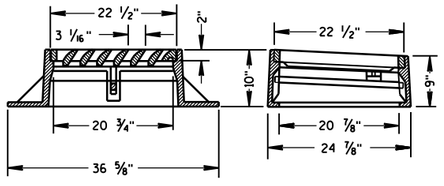
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



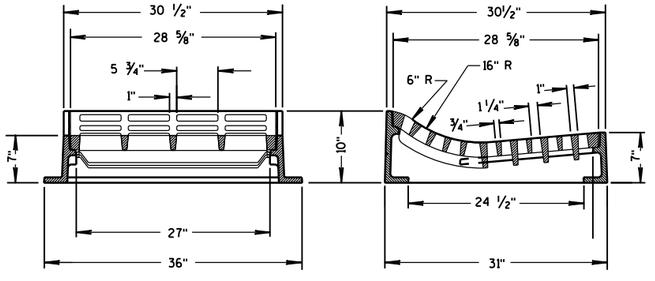




## TYPE "S"



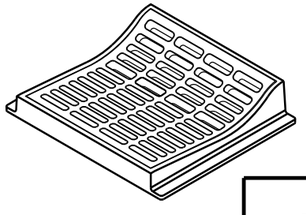




## TYPE "V"




## TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE

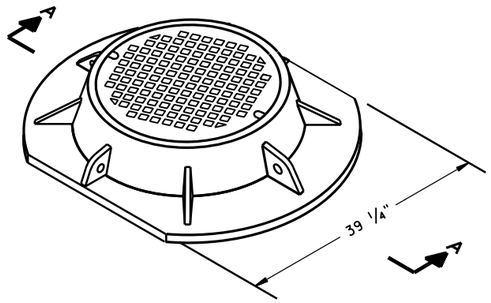
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

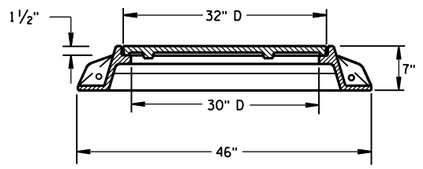
FHWA



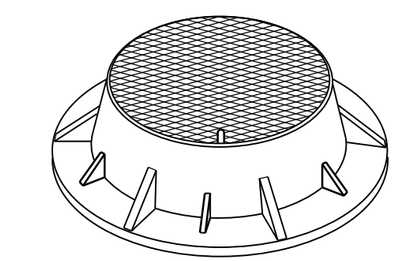

6

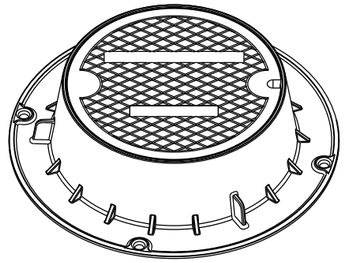

S.D.D. 8 A 5-19c

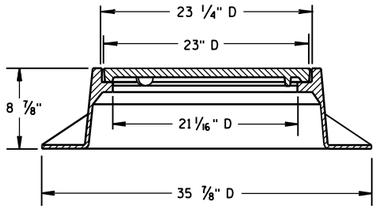


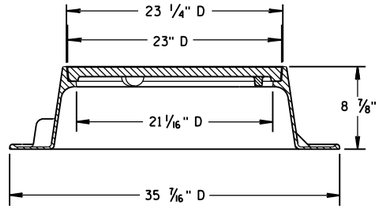




SECTION A-A
**TYPE "K"**







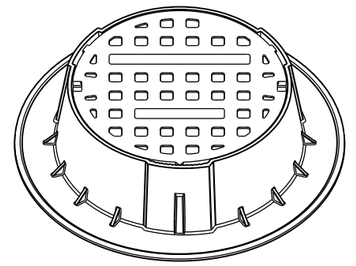

**TYPE "J"**
**NOTE: EITHER CASTING IS ACCEPTABLE**

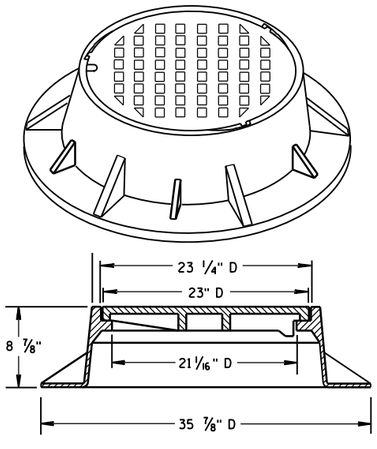
## GENERAL NOTES

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

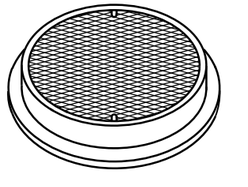
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

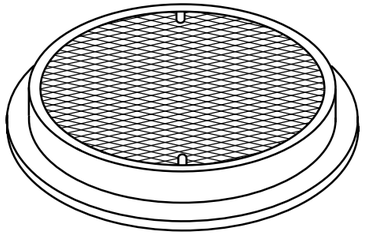
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

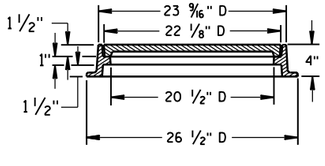


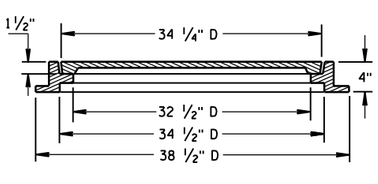

**TYPE "J" SPECIAL**
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
**NOTE: EITHER CASTING IS ACCEPTABLE**



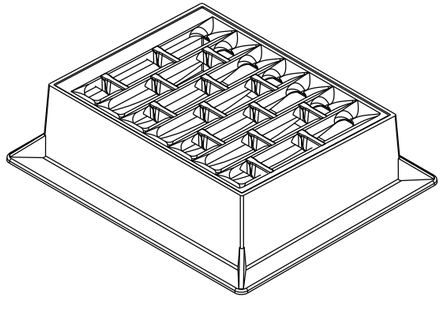


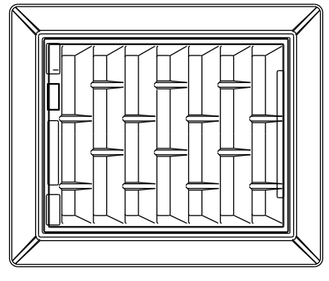


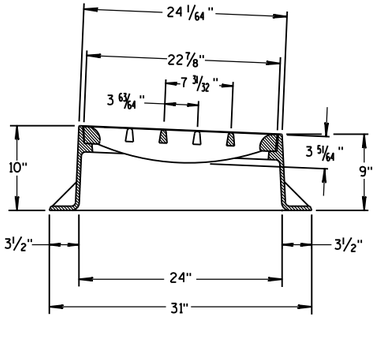

**TYPE "L"**

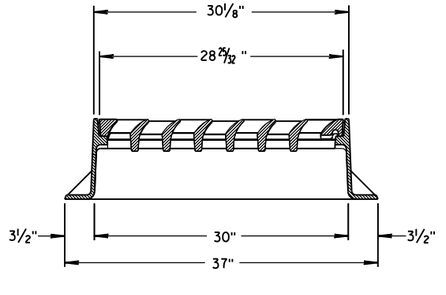



**TYPE "M"**








**INLET COVER TYPE "BW"**

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

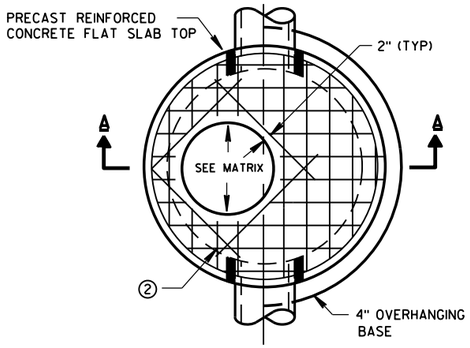
APPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA



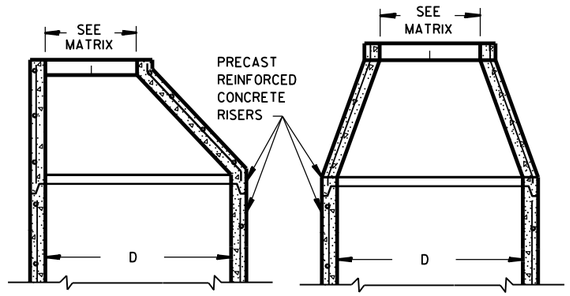


6

S.D.D. 8 A 5-19d

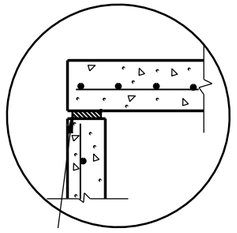



PLAN VIEW CIRCULAR OPENING

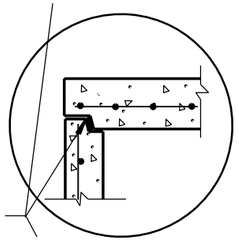



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

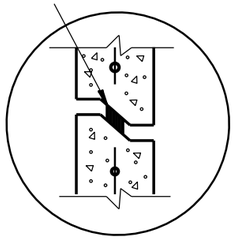


TOP WITH PLAIN END JOINT



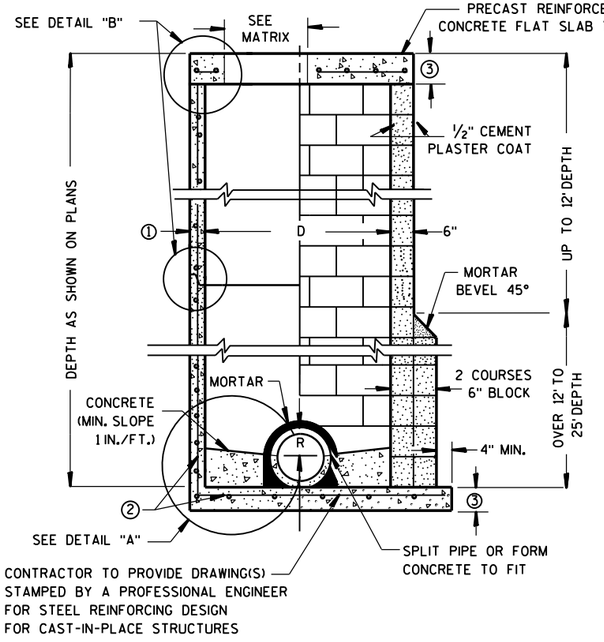
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



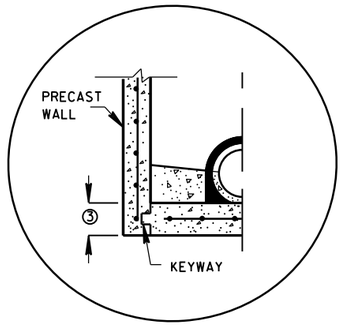
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

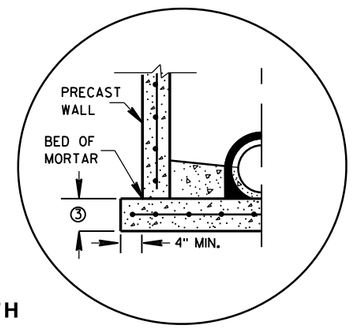



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

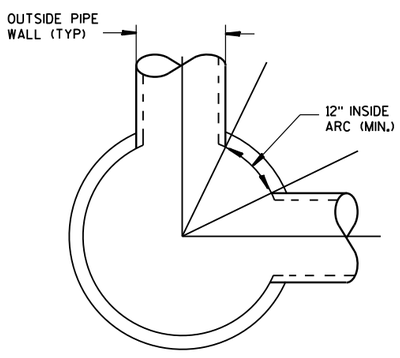



PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION




SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"




DETAIL "C"

## GENERAL NOTES

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

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

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

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

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

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

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

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

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

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

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

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

## MANHOLE COVER OPENING MATRIX

| MANHOLE COVER TYPE | C | ALL J'S | K | L | M |
|---|---|---|---|---|---|
| OPENING SIZE (FT) | | | | | |
| 2 DIA. | X | X | | X | |
| 3 DIA. | | | X | | X |

## PIPE MATRIX

| MANHOLE SIZE | MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES | |
|---|---|---|
| | 180° SEPARATION (IN) | 90° SEPARATION (IN) |
| 3-FT | 15 | 12 |
| 4-FT | 24 | 18 |
| 5-FT | 36 | 24 |
| 6-FT | 42 | 36 |
| 7-FT | 48 | 36 |
| 8-FT | 60 | 42 |

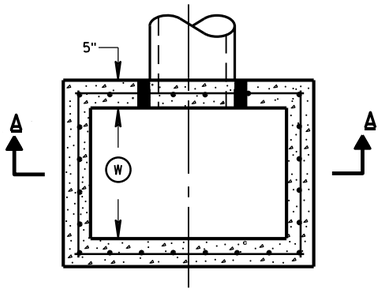
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

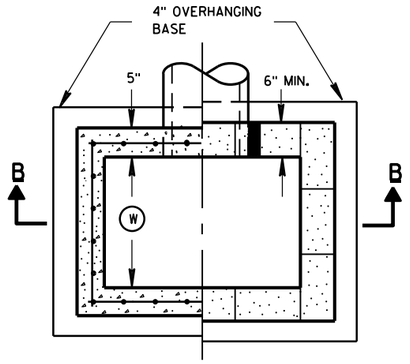
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA



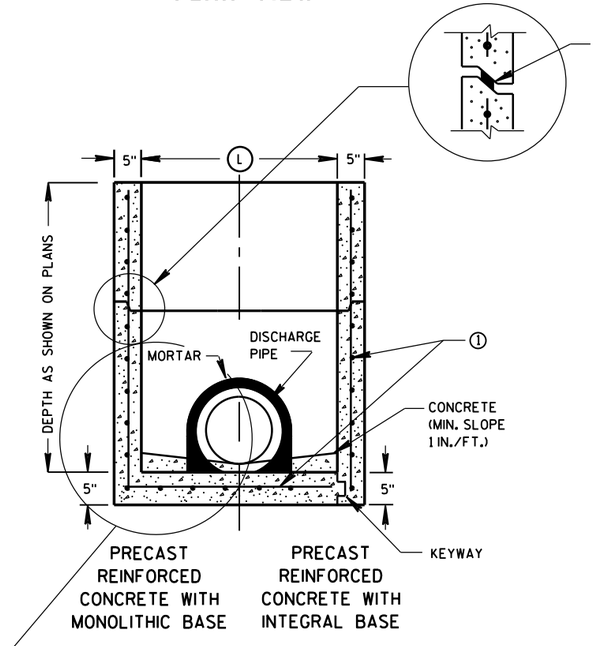

6
S.D.D. 8 B 9-1



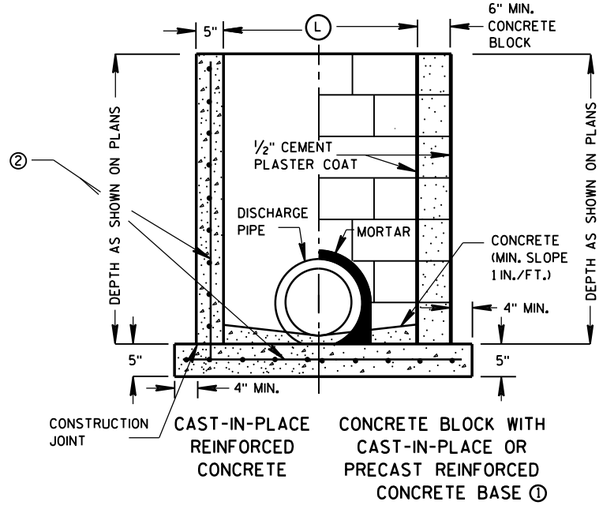

PLAN VIEW



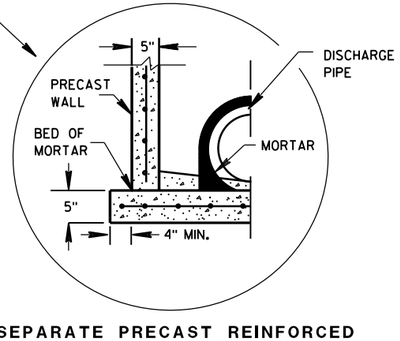

PLAN VIEW




SECTION A-A




SECTION B-B




SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

## GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

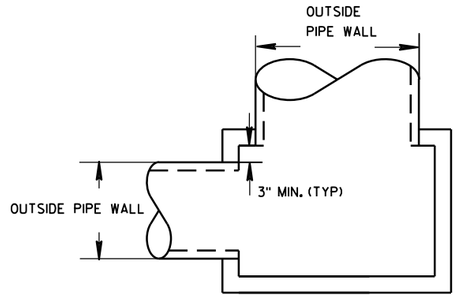
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

## INLET COVER MATRIX

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

## PIPE MATRIX

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




DETAIL "A"

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

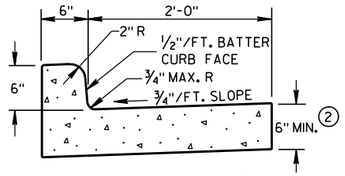
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

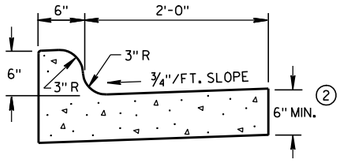



6

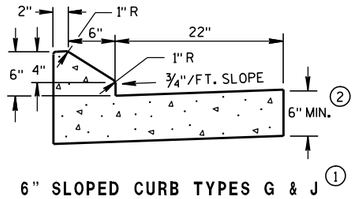
S.D.D. 8 C 7-1



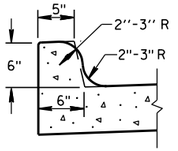

TYPES A & D (1)



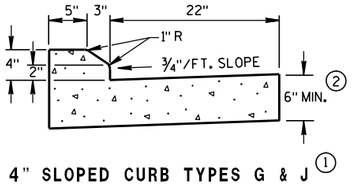

TYPES K & L (1)




6" SLOPED CURB TYPES G & J (1)

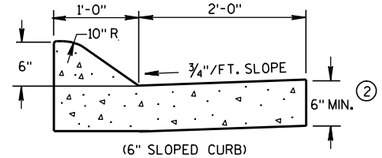



OPTIONAL CURB SHAPE FOR TYPES K & L (1)

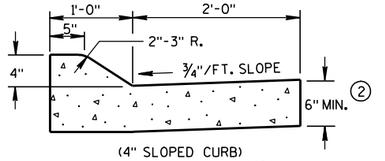



4" SLOPED CURB TYPES G & J (1)

## CONCRETE CURB & GUTTER 30"

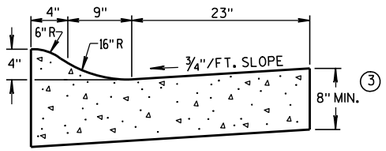



(6" SLOPED CURB)



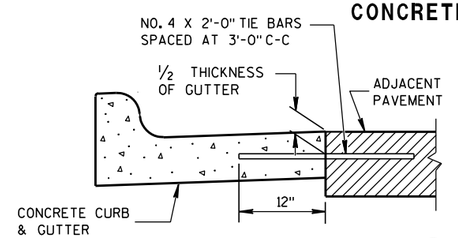

(4" SLOPED CURB)

TYPES A & D (1)

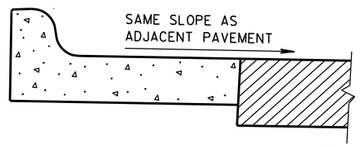



4" SLOPED CURB TYPES R & T (1) (4)

## CONCRETE CURB & GUTTER 36"




TYPICAL TIE BAR LOCATION (1)




REVERSE SLOPE GUTTER (5)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

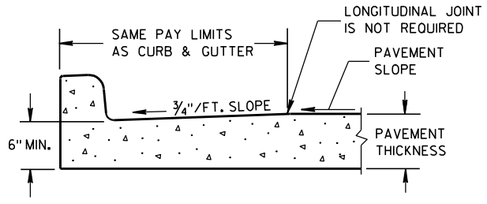
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

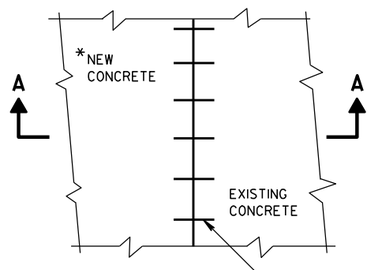
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(4) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(5) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

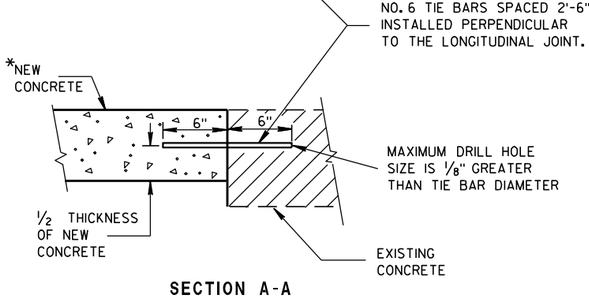



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



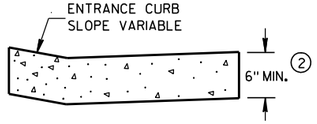

PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

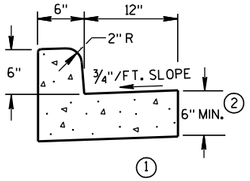



SECTION A-A

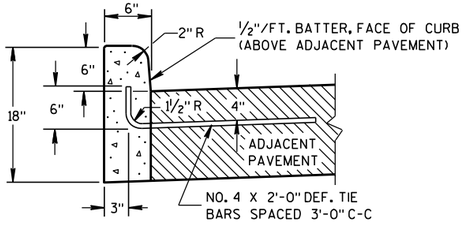
TIE BARS DRILLED INTO EXISTING PAVEMENT



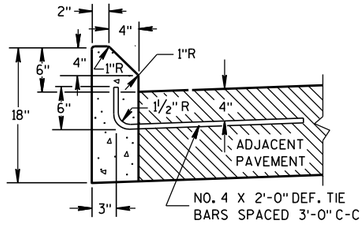

DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)



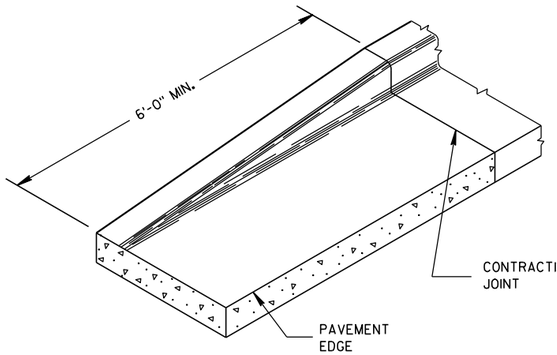

(1)
TYPES A & D
CONCRETE CURB & GUTTER 18"




(1)
TYPES A & D




(1)
TYPES G & J




END SECTION CURB & GUTTER

## CONCRETE CURB

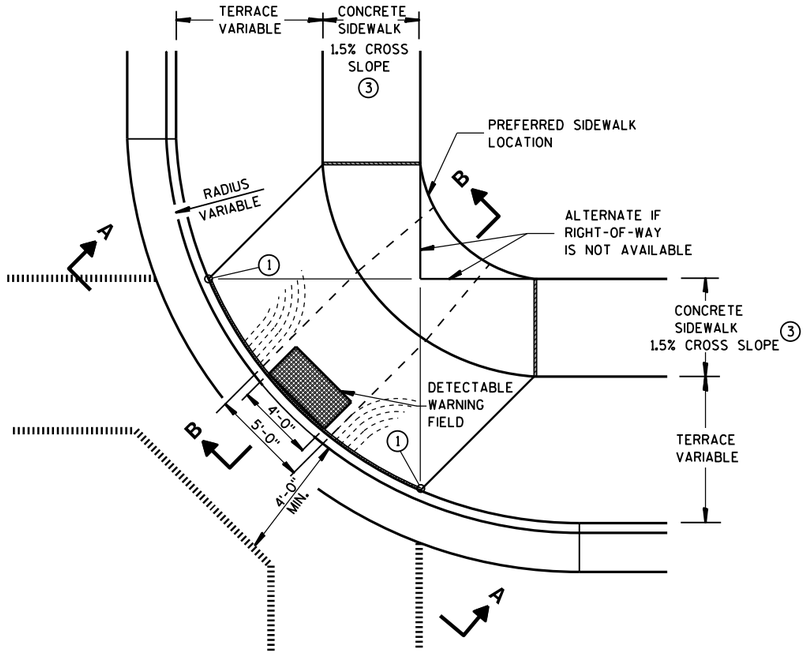
| | |
|---|---|
| CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES | |
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED | |
| 9/4/08 DATE | /S/ Jerry H. [illegible] ROADWAY STANDARDS ENGINEER |
| FHWA | 274 ENT |

6

S.D.D. 8 D 1-17

6

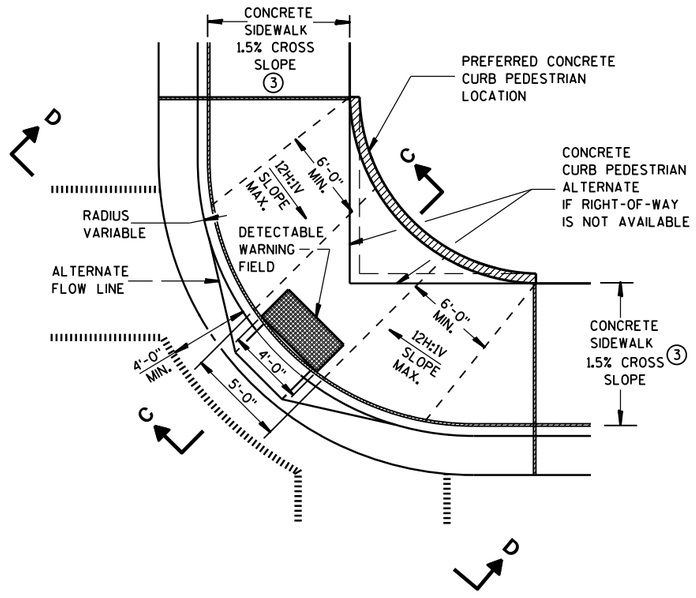
S.D.D. 8 D 1-17




PLAN VIEW

## TYPE 1 RAMP

(CENTER OF CORNER RADIUS)




PLAN VIEW

## TYPE 1-A RAMP

(NO TERRACE)

## GENERAL NOTES

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

RAMPS SHALL BE BUILT AT 12H:1V OR FLATTER. WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

**TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.**

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

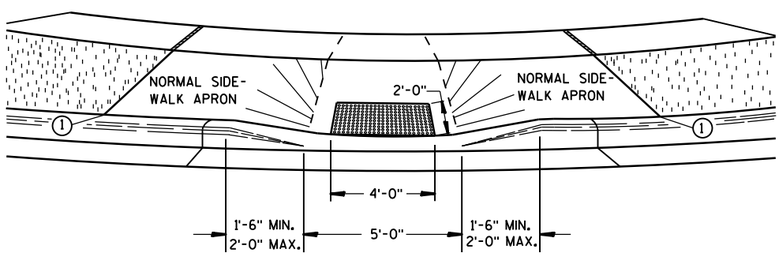
① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

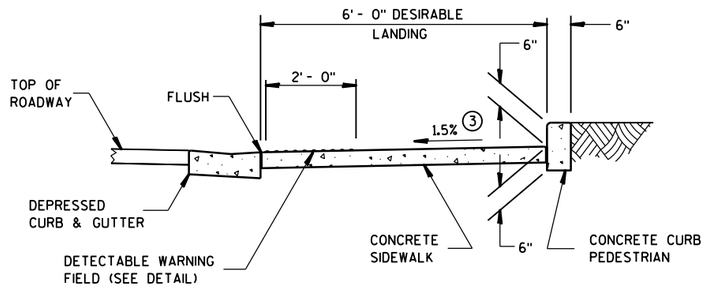
③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

### LEGEND

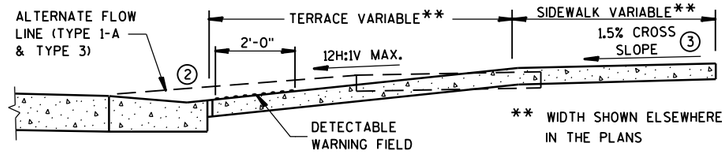
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



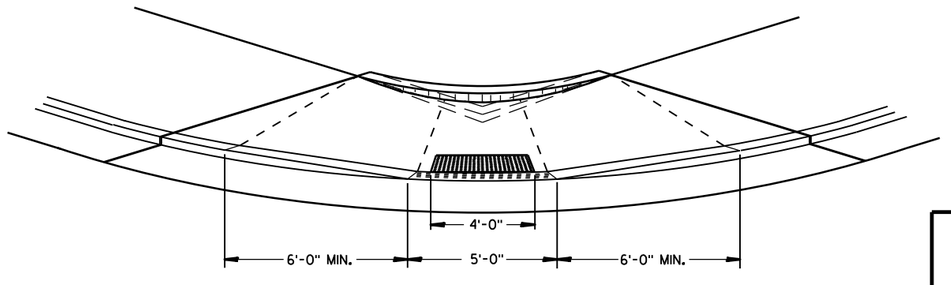

VIEW A-A




SECTION C-C




SECTION B-B




VIEW D-D

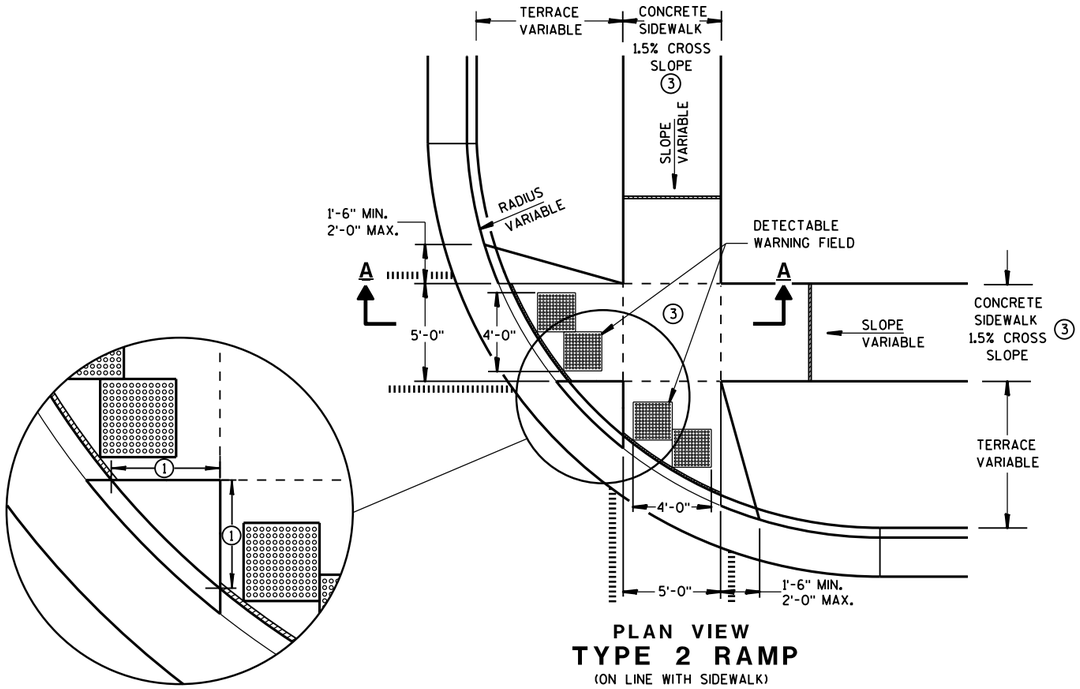
## CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

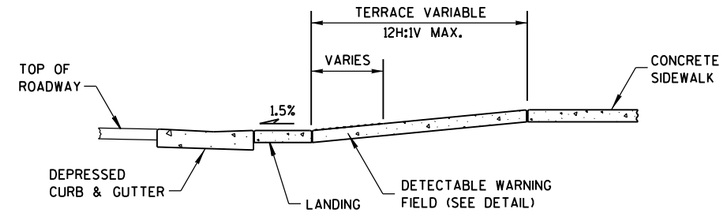



6

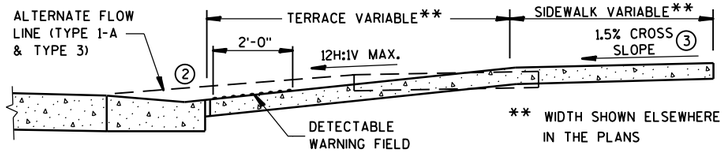

S.D.D. 8 D 5-15a




**PLAN VIEW**
## TYPE 2 RAMP
(ON LINE WITH SIDEWALK)




**SECTION A-A**




**SECTION B-B**

## GENERAL NOTES

USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

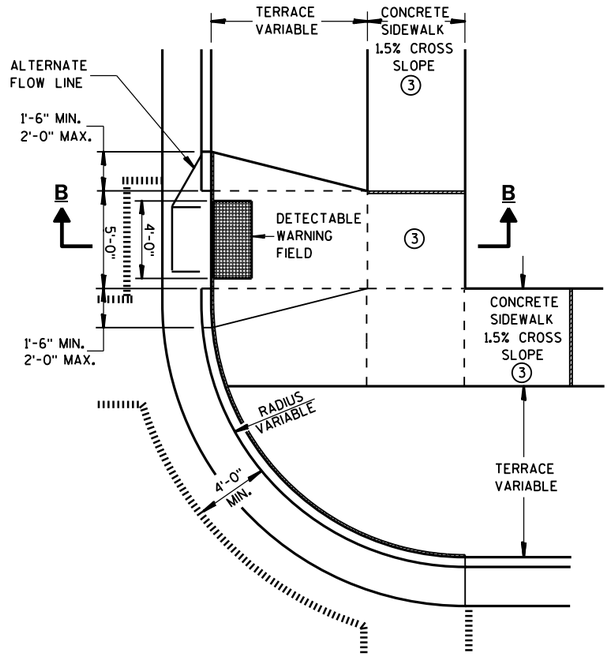
① WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

### LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT




**PLAN VIEW**
## TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

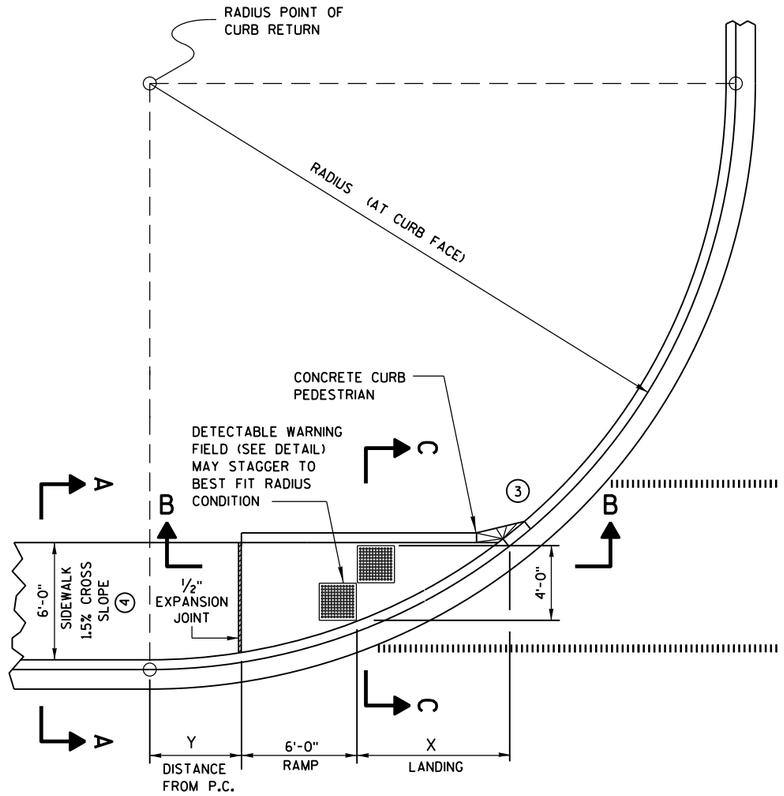
**CURB RAMPS TYPES 2 AND 3**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

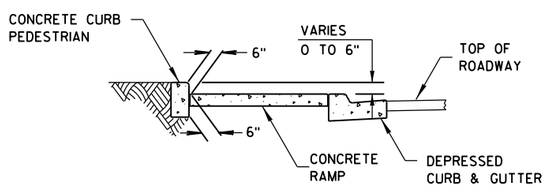



6

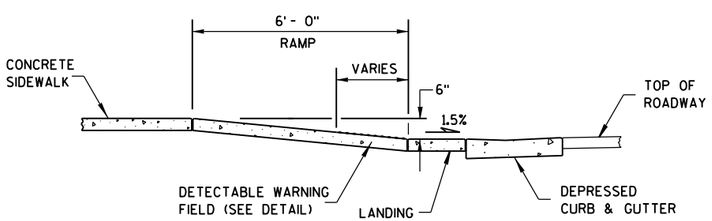
S.D.D. 8 D 5-15b




## CURB RAMP TYPE 4A
### PLAN VIEW



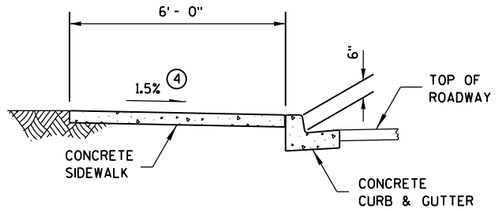

SECTION C-C FOR TYPE 4A




SECTION B-B FOR TYPE 4A

| RADIUS (AT CURB FACE) | X | Y |
|---|---|---|
| 20 FEET | 6'-1¾" | 2'-7¼" |
| 30 FEET | 7'-11¾" | 4'-8¼" |
| 40 FEET | 9'-5¼" | 6'-5" |
| 50 FEET | 10'-8¾" | 7'-11¼" |
| 60 FEET | 11'-10¼" | 9'-3½" |

INTERMEDIATE RADII CAN BE INTERPOLATED




SECTION A-A FOR TYPE 4A

## GENERAL NOTES

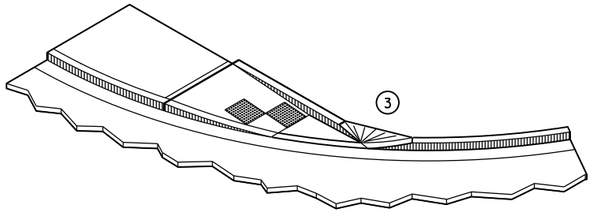
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

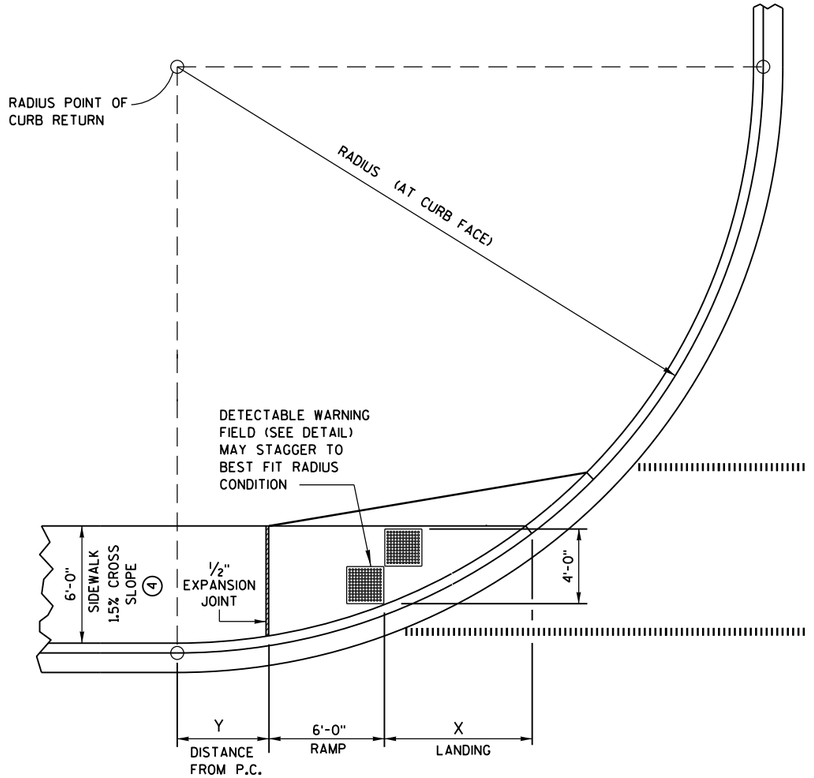
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

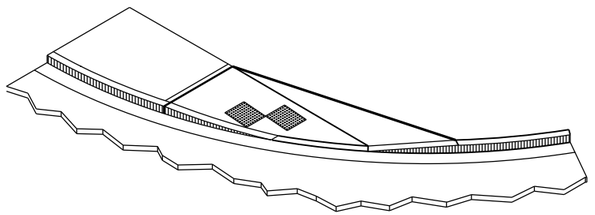
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.




ISOMETRIC VIEW FOR TYPE 4A




## CURB RAMP TYPE 4A1
### PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

### LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

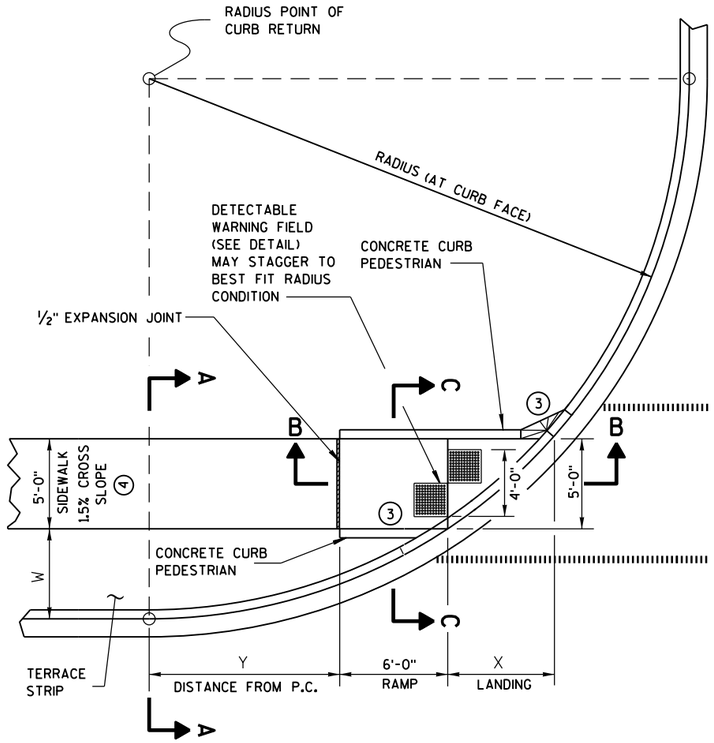
CURB RAMPS
TYPES 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

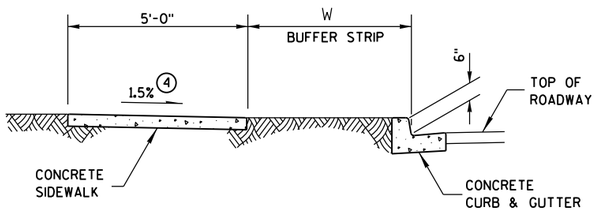



6

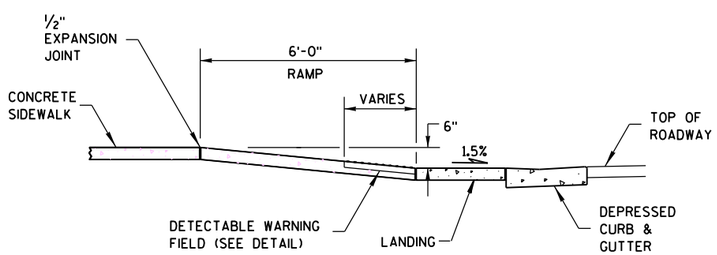
S.D.D. 8 D 5-15c



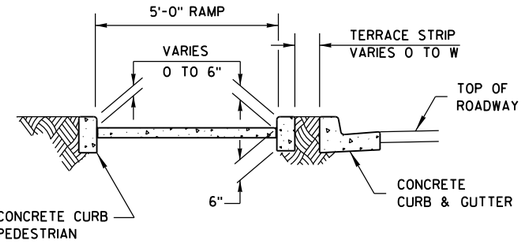

## CURB RAMP TYPE 4B
### PLAN VIEW




SECTION A-A FOR TYPE 4B




SECTION B-B FOR TYPE 4B




SECTION C-C FOR TYPE 4B

## LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)

| RADIUS (AT CURB FACE) | W = 3'-0" | | W = 4'-0" | | W = 5'-0" | | W = 6'-0" | | W = 7'-0" | |
|---|---|---|---|---|---|---|---|---|---|---|
| | X | Y | X | Y | X | Y | X | Y | X | Y |
| 20 FEET | 5'-5½" | 4'-6½" | 4'-8½" | 6'-0" | 4'-1" | 7'-2¾" | 3'-7" | 8'-3½" | 3'-1½" | 9'-2½" |
| 30 FEET | 7'-3¾" | 7'-1" | 6'-5½" | 8'-11½" | 5'-9¼" | 10'-7" | 5'-2½" | 12'-0" | 4'-8¾" | 13'-3¼" |
| 40 FEET | 8'-9½" | 9'-2½" | 7'-10" | 11'-5¼" | 7'-1" | 13'-4½" | 6'-5¾" | 15'-¾" | 5'-11½" | 16'-7¼" |
| 50 FEET | 10'-¾" | 11'-¾" | 9'-¼" | 13'-7¼" | 8'-2½" | 15'-9½" | 7'-6½" | 17'-9" | 6'-11¾" | 19'-6¼" |
| 60 FEET | 11'-2½" | 12'-8¾" | 10'-¾" | 15'-6½" | 9'-2¼" | 17'-11¾" | 8'-5¾" | 20'-1¾" | 7'-10½" | 22'-1½" |

INTERMEDIATE RADII CAN BE INTERPOLATED

## GENERAL NOTES

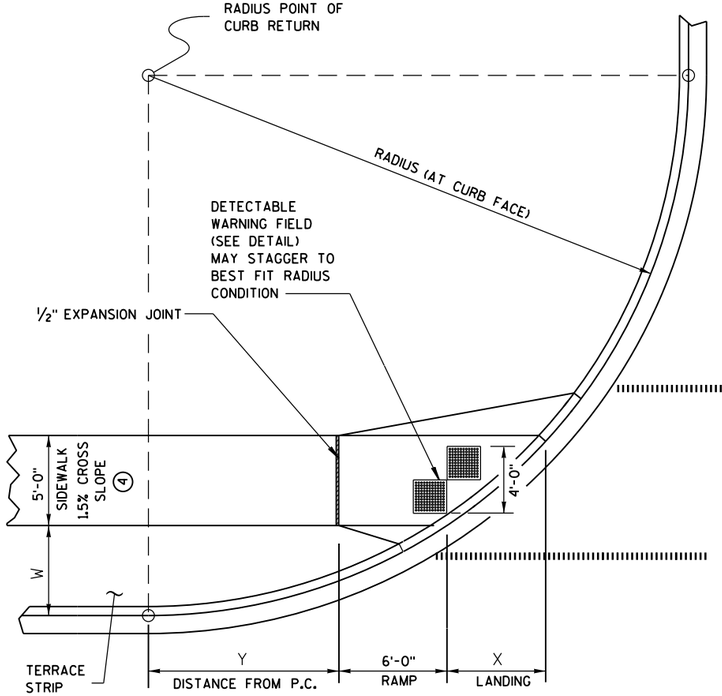
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

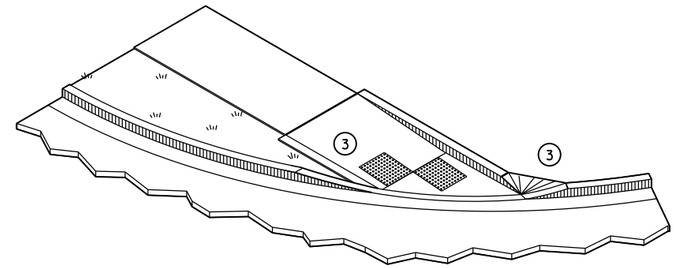
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

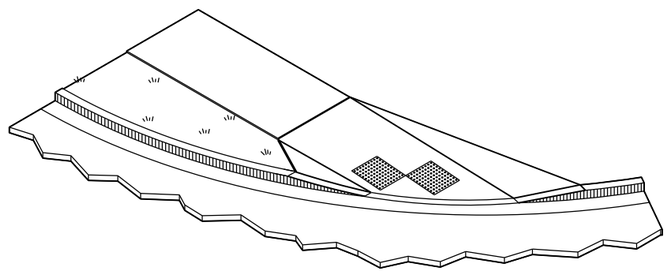
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.




## CURB RAMP TYPE 4B1
### PLAN VIEW




ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

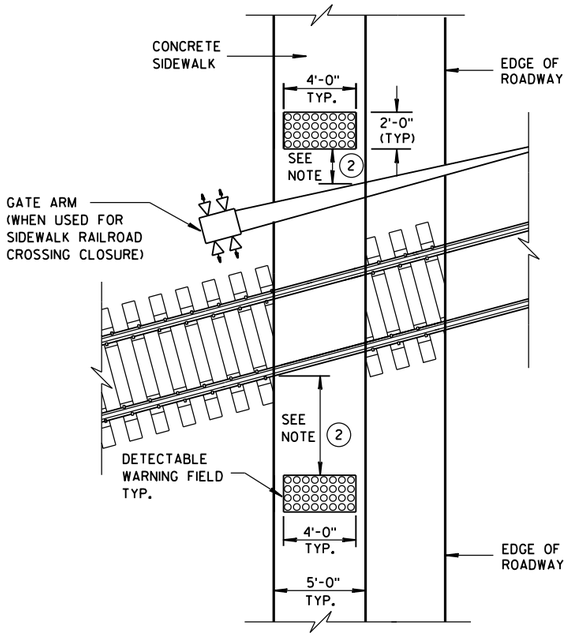
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

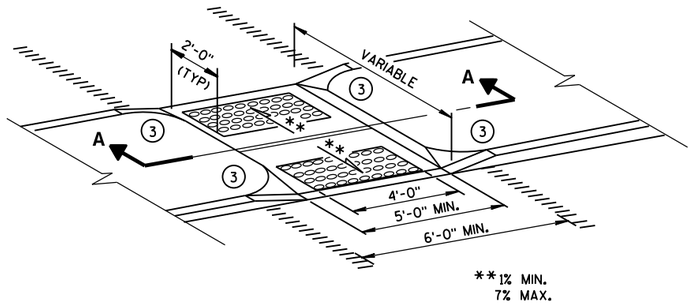



6


S.D.D. 8 D 5-15d




**TYPE 8**
**DETECTABLE WARNINGS AT RAILROAD CROSSING**




**MEDIAN ISLAND**
**NON-ELEVATED CROSSING**
**TYPE 5**

## GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

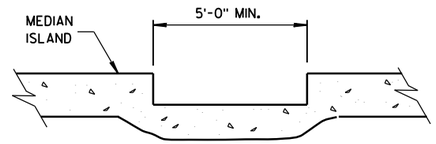
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(1) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

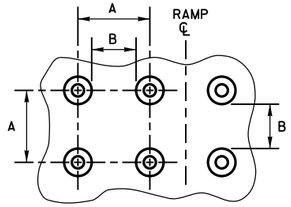
(2) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



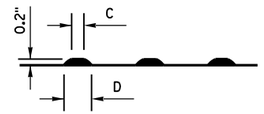

**SECTION A-A**



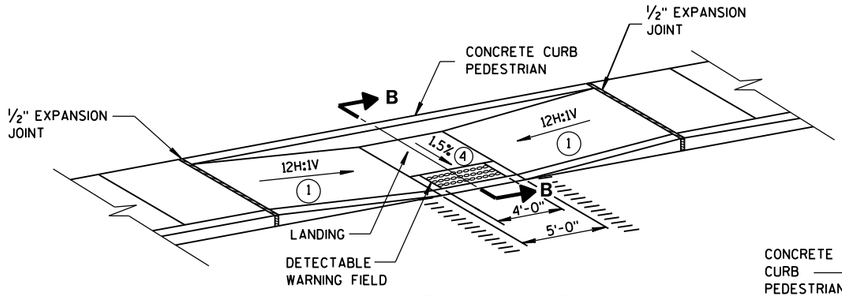

**PLAN VIEW**

| | MIN. | MAX. |
|---|---|---|
| A | 1.6" | 2.4" |
| B | 0.65" | 1.5" |
| C | * | * |
| D | 0.9" | 1.4" |

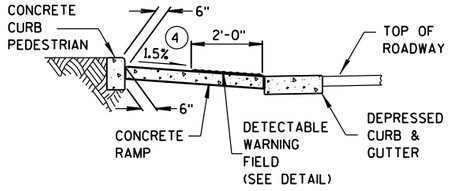
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.




**ELEVATION VIEW**

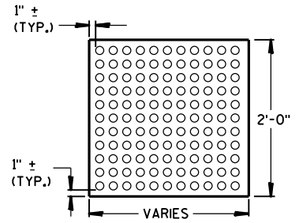



**MID-BLOCK CROSSING**
**TYPE 7A**



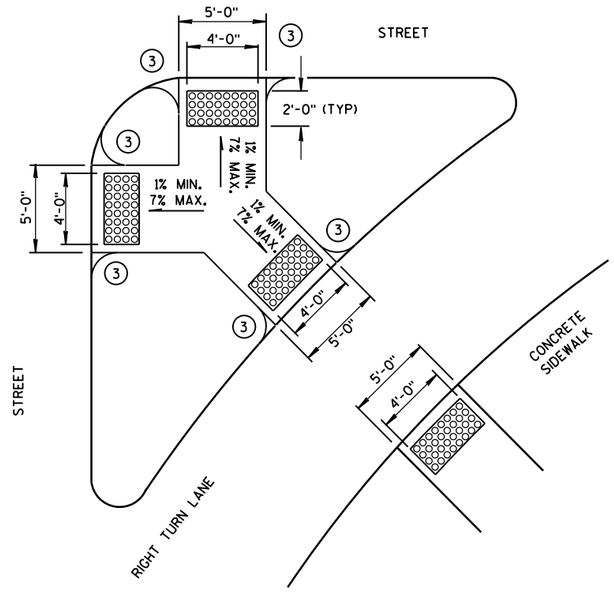

**SECTION B-B**

## TRUNCATED DOMES
### DETECTABLE WARNING PATTERN DETAIL

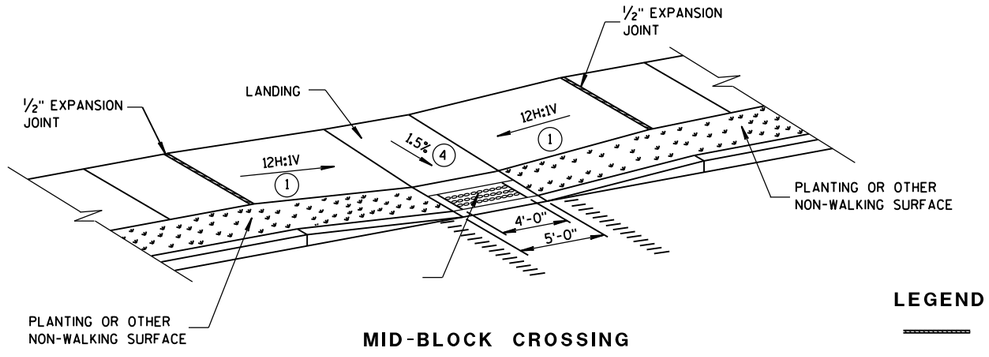



**PLAN VIEW**

## DETECTABLE WARNING FIELD (TYPICAL)




**TYPE 6**
**DETECTABLE WARNING AT ISLANDS**




**MID-BLOCK CROSSING**
**TYPE 7B**

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

**LEGEND**

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

**CURB RAMPS**
**TYPES 5, 6, 7A, 7B & 8**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2-6-2013 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

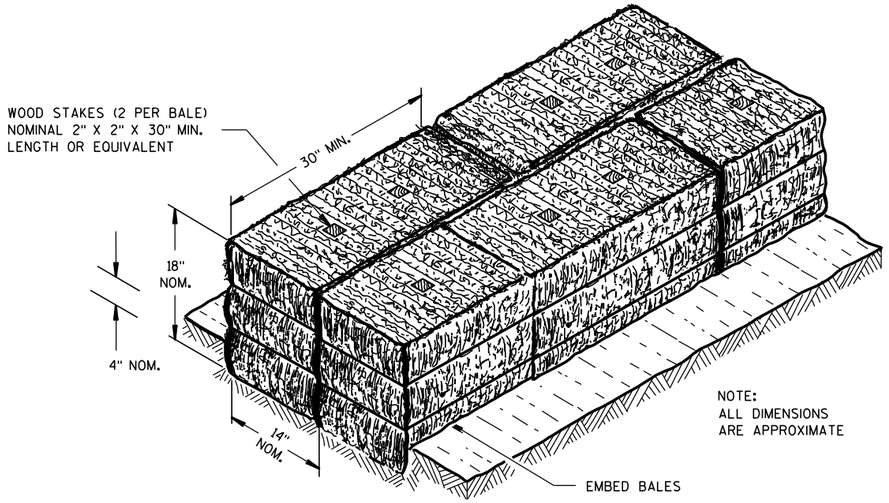


6

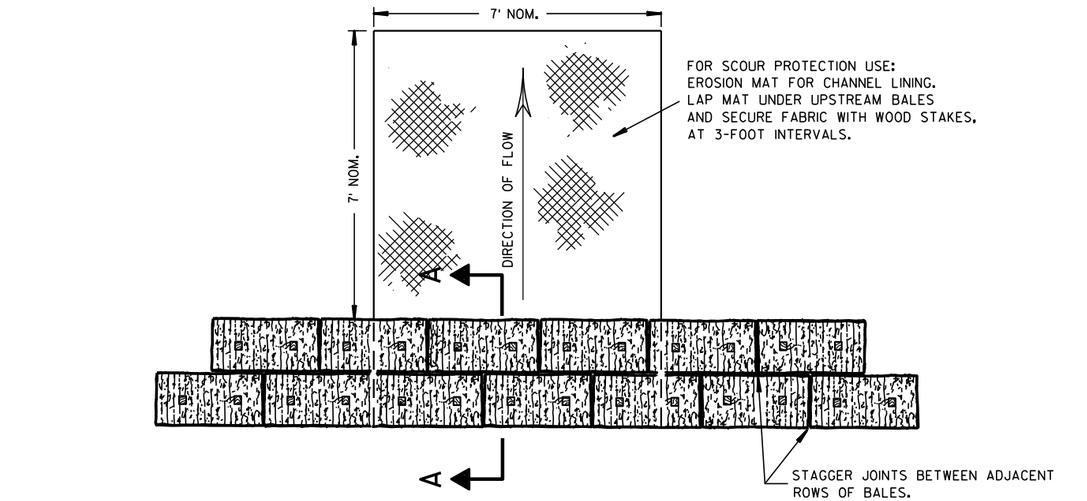
S.D.D. 8 D 5-15e

6

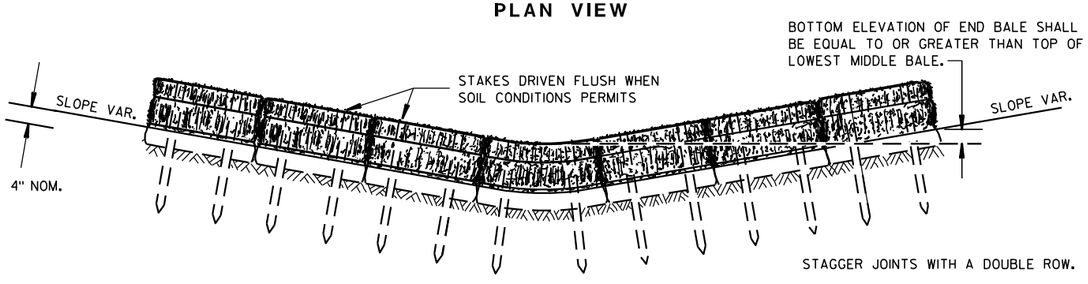
S.D.D. 8 D 5-15e




**SECTION A-A**




**PLAN VIEW**



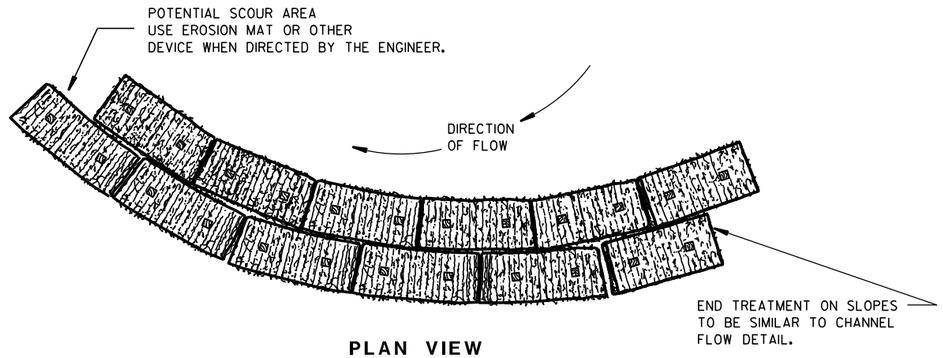

**FRONT ELEVATION**

## TEMPORARY DITCH CHECK USING EROSION BALES (1)

## GENERAL NOTES

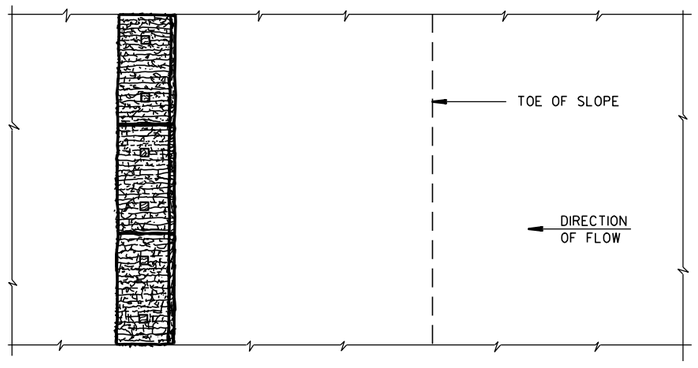
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

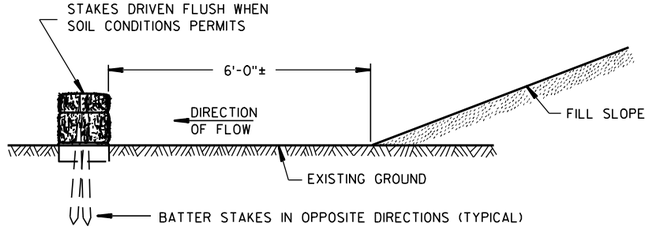



**PLAN VIEW**

WHEN ALTERING THE DIRECTION OF FLOW




**PLAN VIEW**




**FRONT ELEVATION**

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

## EROSION BALES FOR SHEET FLOW

## TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

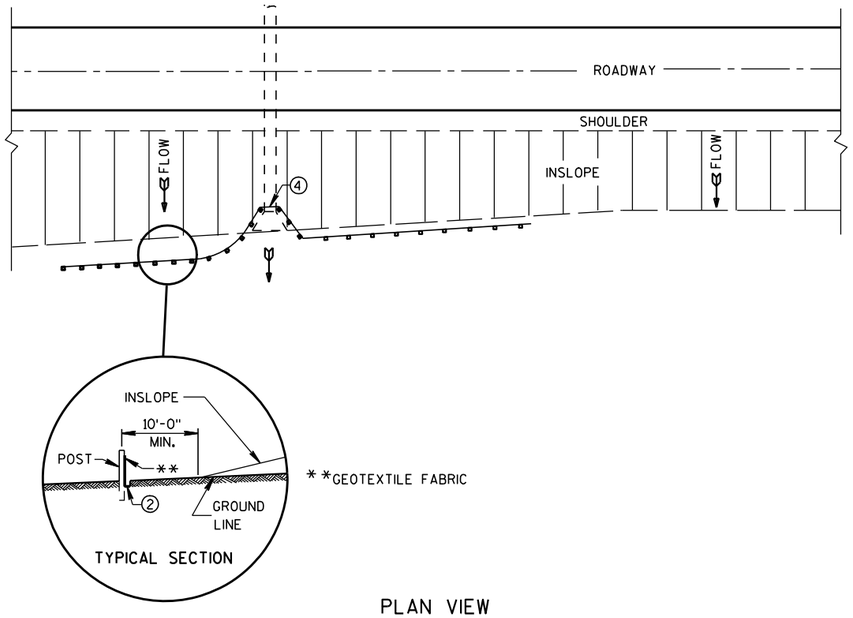


6

S.D.D. 8 E 8-3

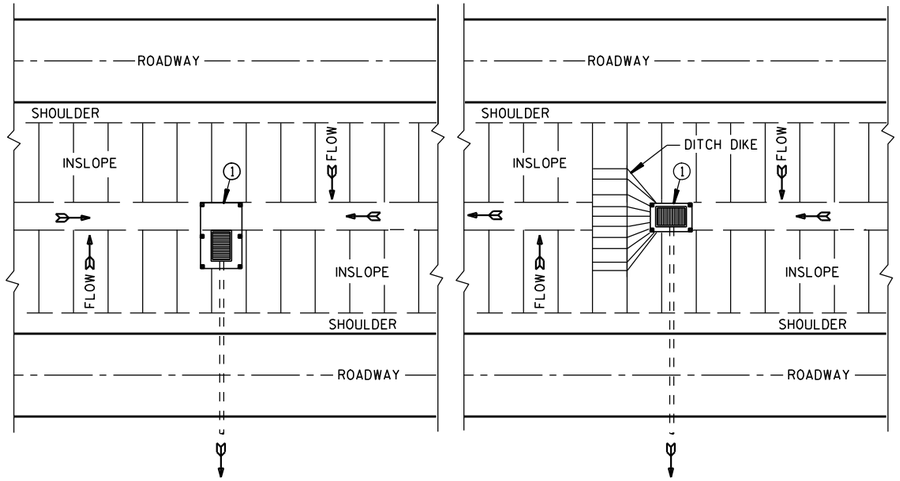
6

S.D.D. 8 E 8-3



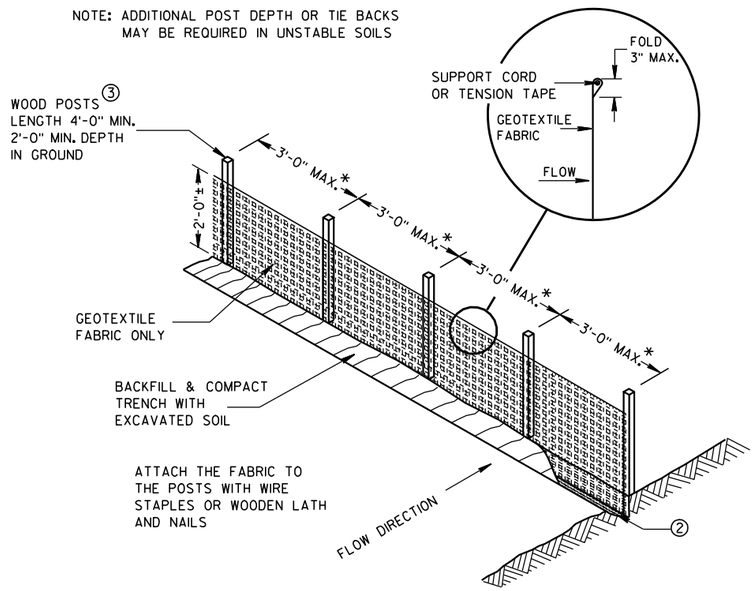

PLAN VIEW

## TYPICAL APPLICATION OF SILT FENCE



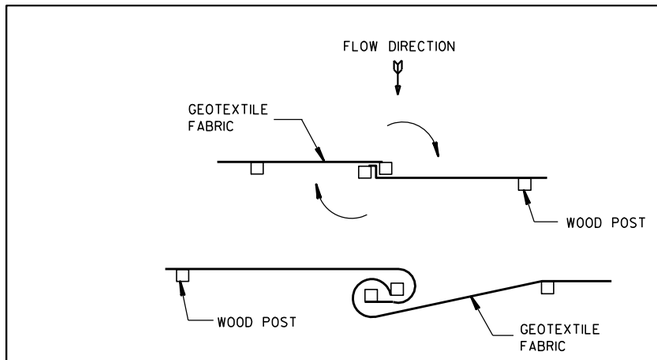

PLAN VIEW

## SILT FENCE AT MEDIAN SURFACE DRAINS

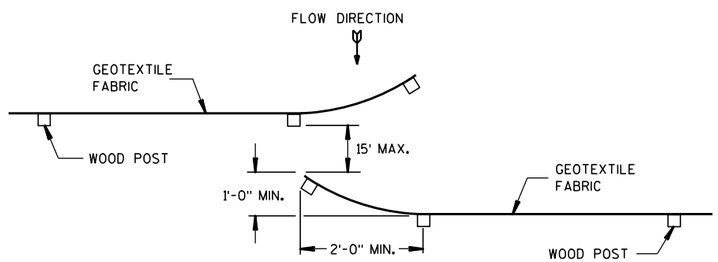



*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

## SILT FENCE




TWIST METHOD



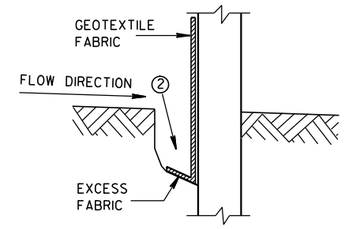

HOOK METHOD

## JOINING TWO LENGTHS OF SILT FENCE 5

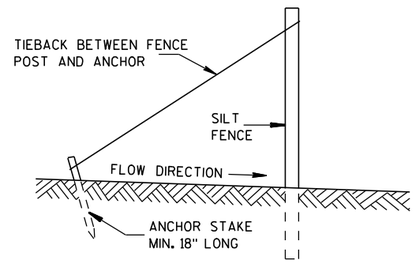
## GENERAL NOTES

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

1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.




## TRENCH DETAIL




## SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

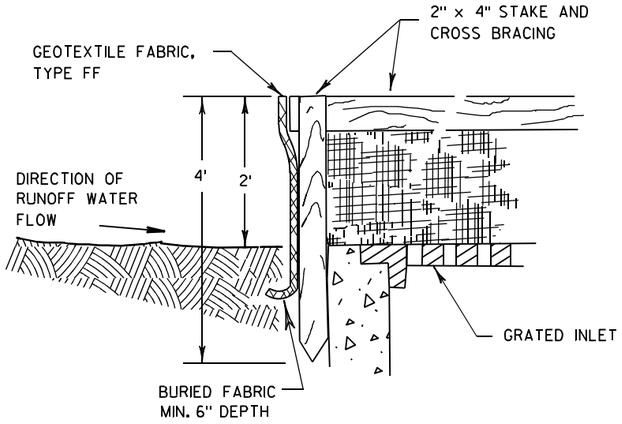


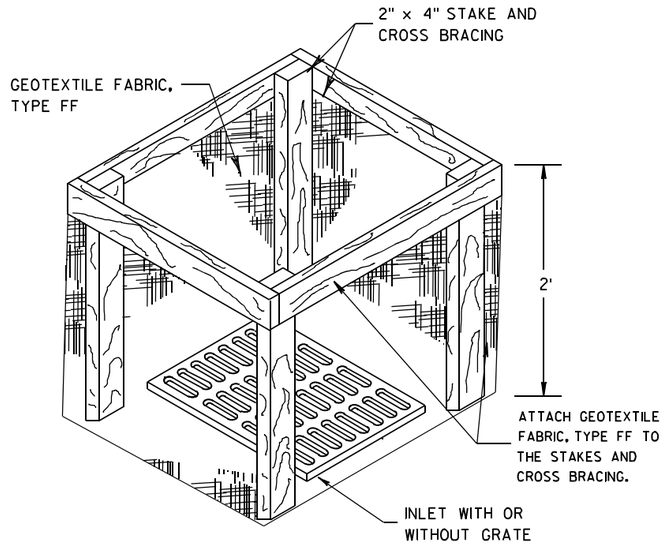
6

S.D.D. 8 E 9-6

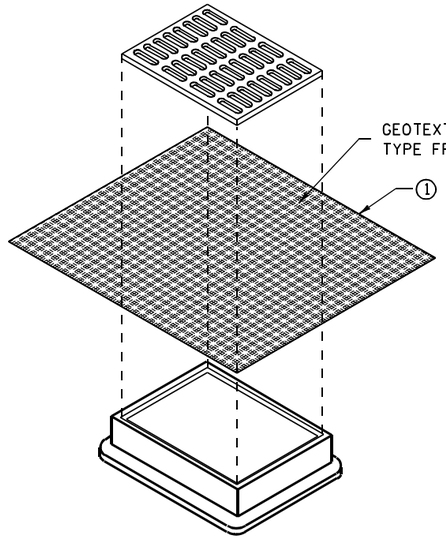
6

S.D.D. 8 E 9-6



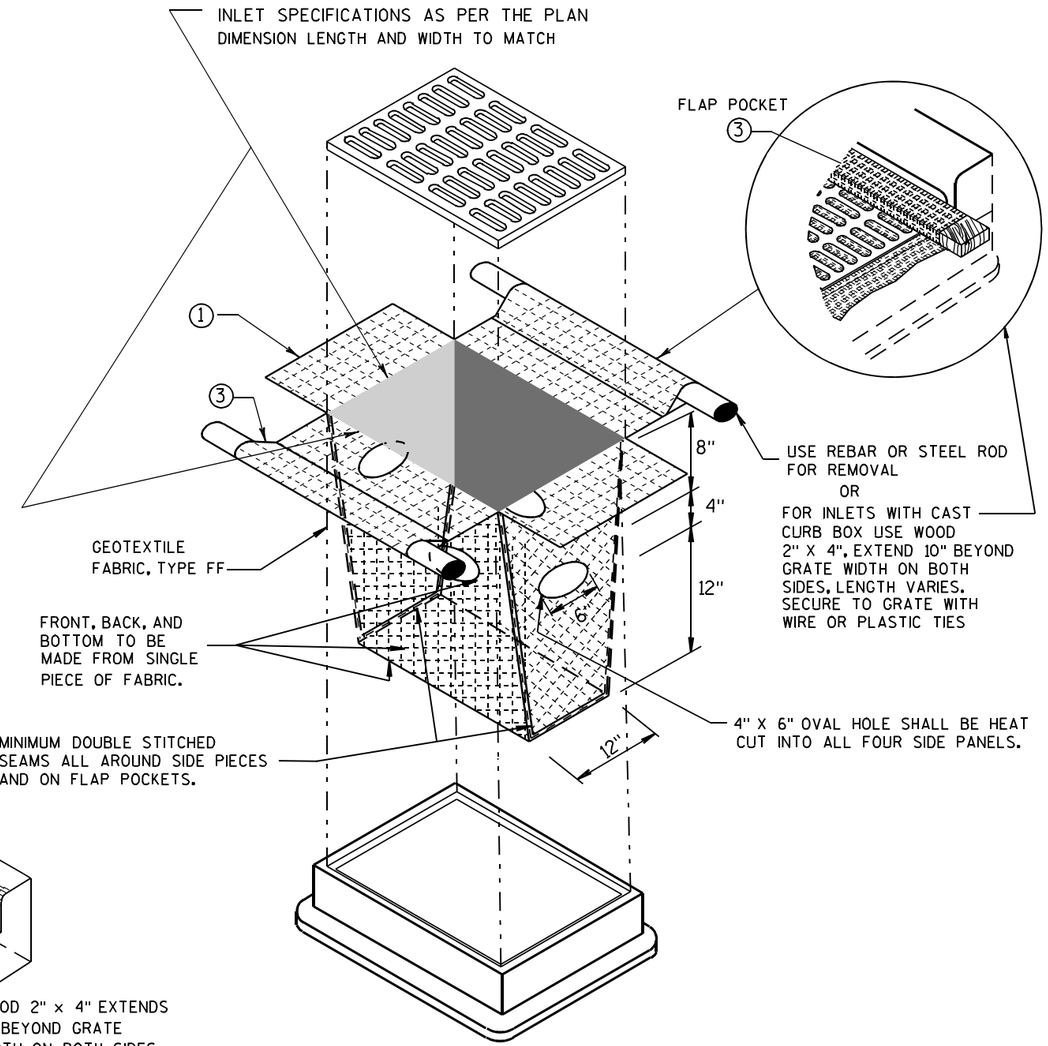




## INLET PROTECTION, TYPE A



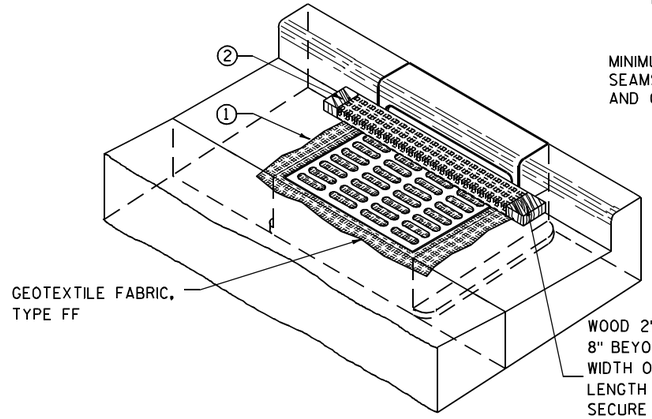

## INLET PROTECTION, TYPE B
## (WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)




## INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ② )




## INLET PROTECTION, TYPE C (WITH CURB BOX)

## GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

## INSTALLATION NOTES

### TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

### TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

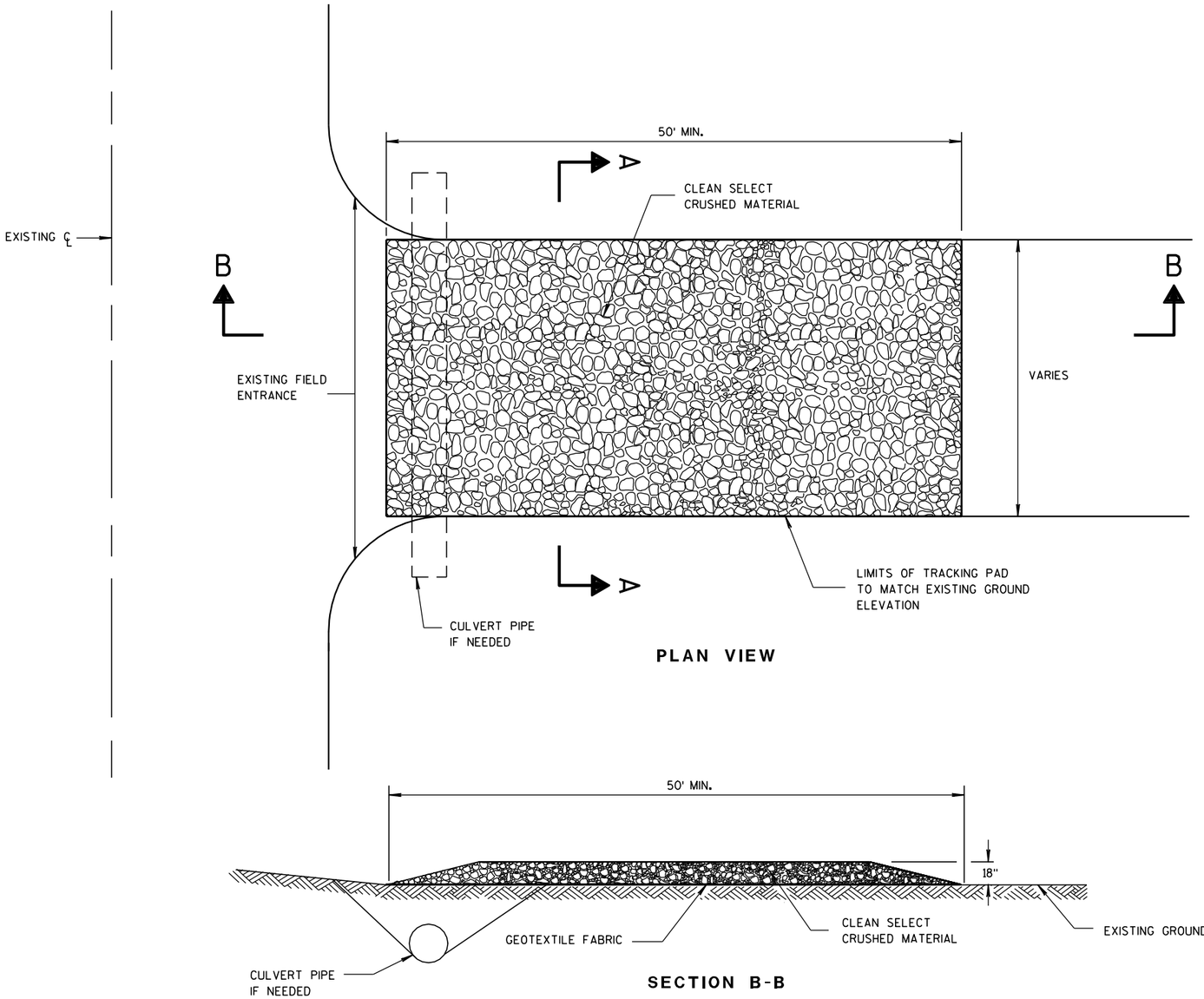
**INLET PROTECTION**
**TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA




6
S.D.D. 8 E 10-2




PLAN VIEW




SECTION B-B

## GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

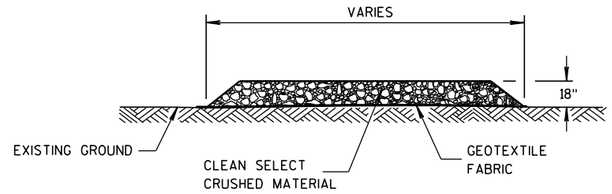
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.




SECTION A-A

# TRACKING PAD

6

S.D.D. 8 E 14-1

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS ENGINEER

FHWA



ENT

6

S.D.D. 8 E 14-1

## METAL APRON ENDWALLS

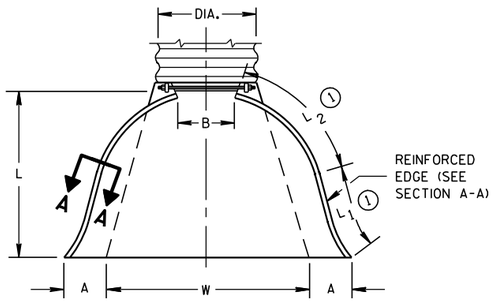
| PIPE DIA. (IN.) | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | .064 | .060 | 6 | 6 | 6 | 21 | 12 | 17 1/2 | 24 | 2 1/2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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

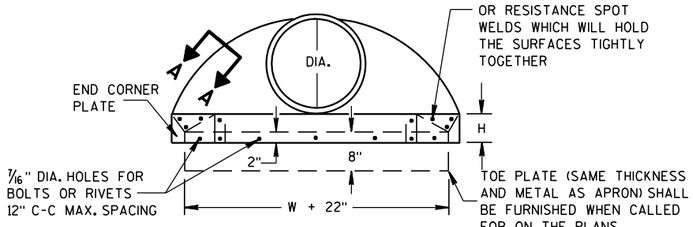
## REINFORCED CONCRETE APRON ENDWALLS

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

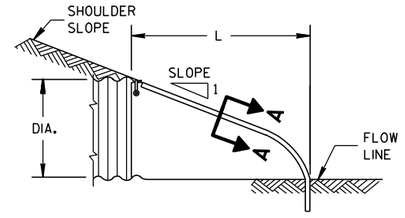
*MINIMUM
**MAXIMUM




PLAN VIEW

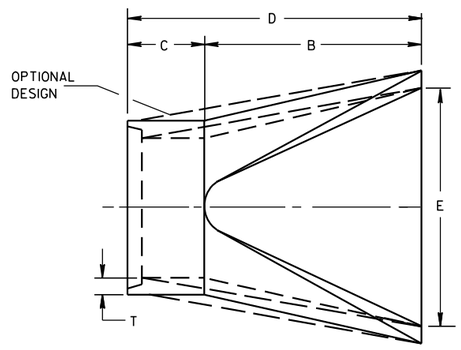



END VIEW

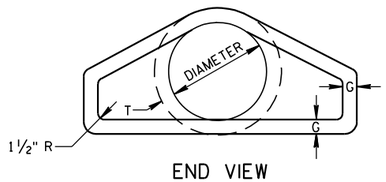



SIDE ELEVATION

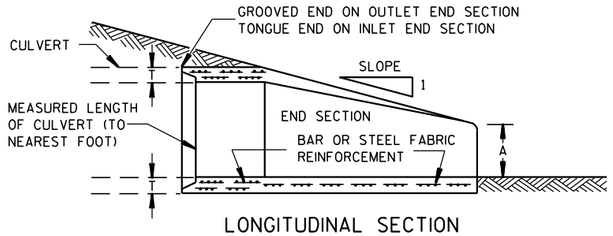
## METAL ENDWALLS




PLAN

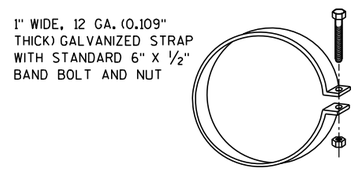



END VIEW



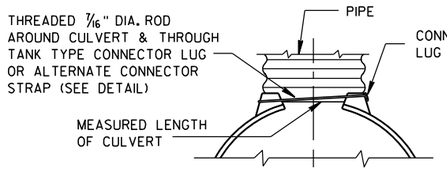

LONGITUDINAL SECTION

## CONCRETE ENDWALLS

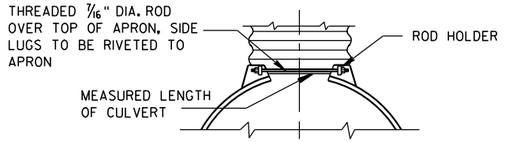



ALTERNATE FOR TYPE 1 CONNECTION

## END SECTION CONNECTOR STRAP



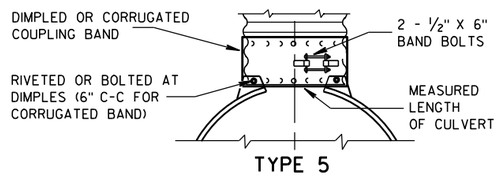

TYPE 1
FOR 12" THRU 24" CORR. PIPE




TYPE 2
FOR 30" THRU 96" CORR. PIPE




TYPE 3
FOR 42" THRU 96" CORR. PIPE




TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

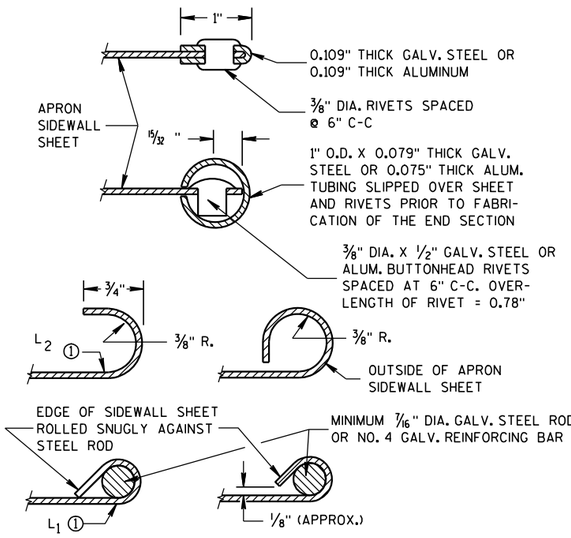
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

## CONNECTION DETAILS




## SECTION A-A

## GENERAL NOTES

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

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

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

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

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

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

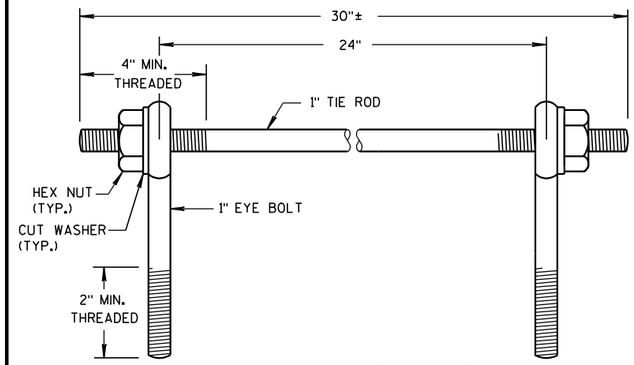
# APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

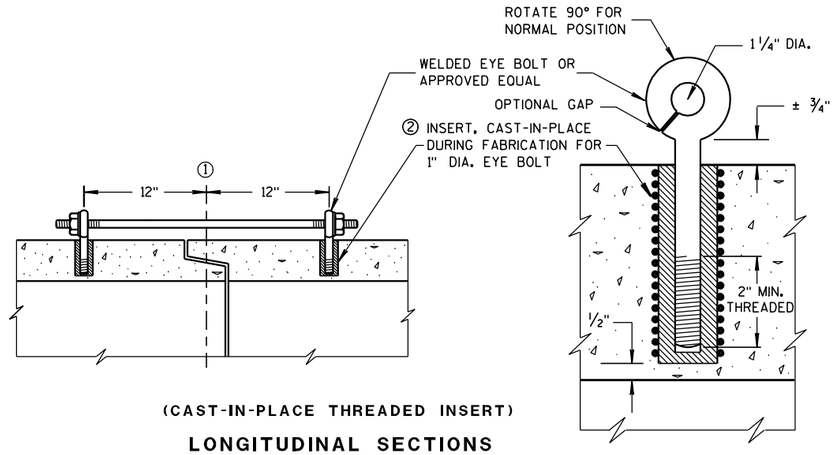
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA


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




EYE BOLTS AND TIE ROD




(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

## GENERAL NOTES

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

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

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

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

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

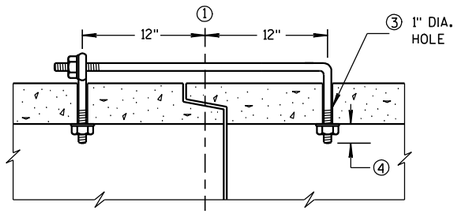
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

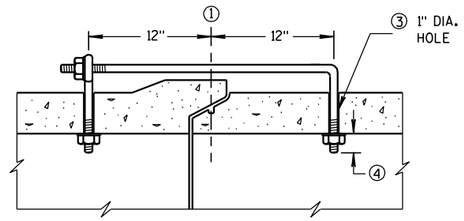
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

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




(TONGUE & GROOVE PIPE)

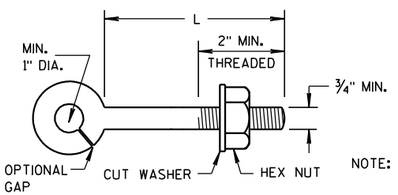



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

**EYE BOLT DIMENSION TABLE**

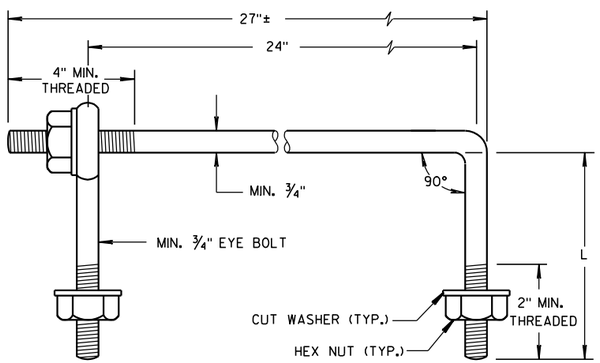
| PIPE SIZE | L = LENGTH | |
|---|---|---|
| | TONGUE & GROOVE PIPE | MODIFIED BELL PIPE |
| 18" TO 24" | 4 1/2" | 6 1/4" |
| 30" | 5" | 7" |
| 36" | 5 1/2" | 7" |
| 42" | 6" | |
| 48" | 6 1/2" | |
| 60" | 7 1/2" | |
| 66" | 8" | |




NOTE:

EYE BOLT

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




EYE BOLT AND TIE ROD

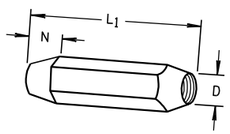
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

**ADJUSTABLE TIE ROD TABLE**

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

DIMENSIONS SHOWN ARE IN INCHES

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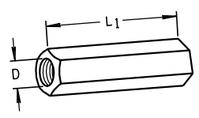
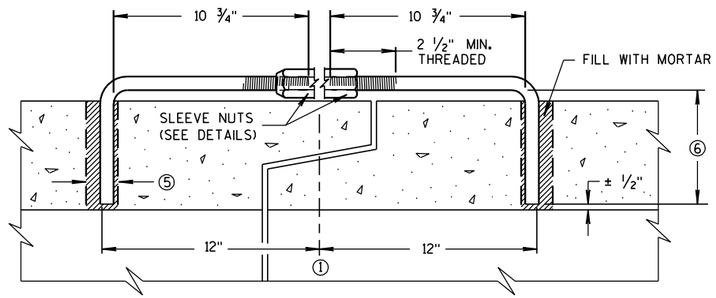



PLAIN

RIGHT AND LEFT THREADS

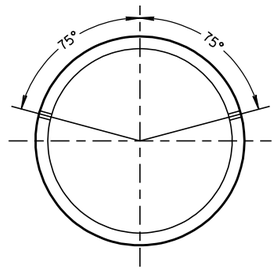
SLEEVE NUTS




LONGITUDINAL SECTION

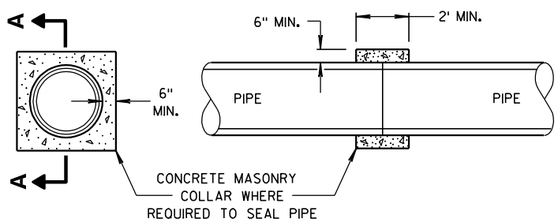
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

# ADJUSTABLE TIE ROD (ALTERNATE NO. 3)




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

TRANSVERSE SECTION




SECTION A-A

# CONCRETE COLLAR DETAIL

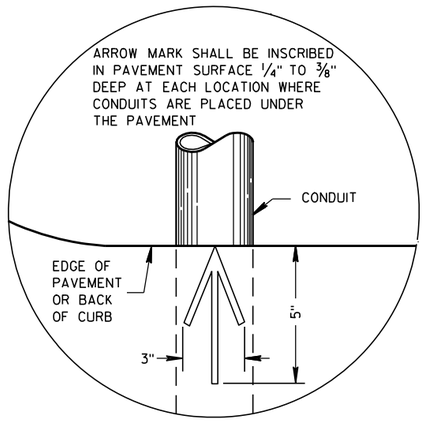
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
285
FHWA

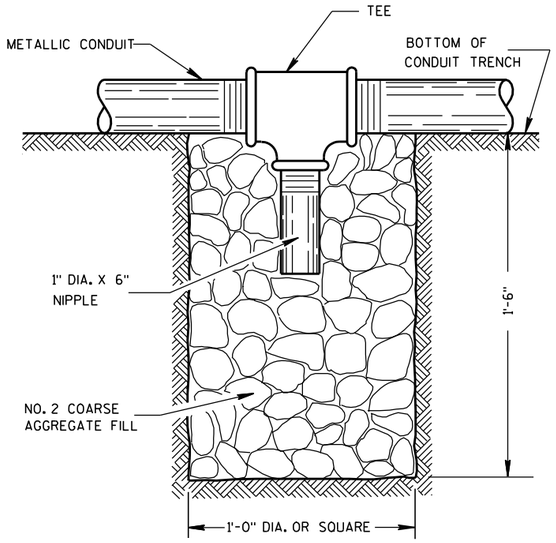
6

S.D.D. 8 F 4-7



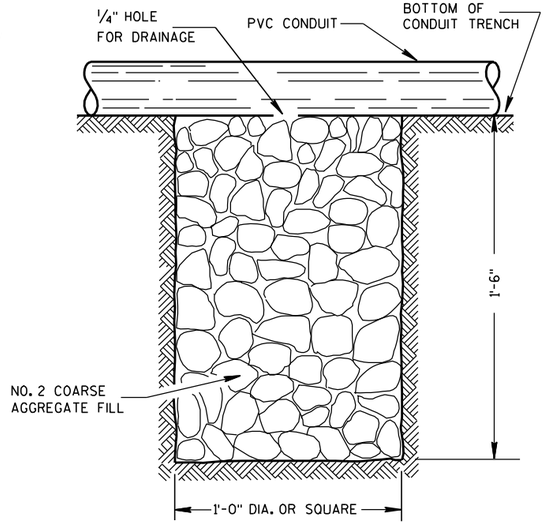

PLAN VIEW

**ARROW MARK**




NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

**DRAIN SUMP FOR METALLIC CONDUIT**




NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

**DRAIN SUMP FOR PVC CONDUIT**

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

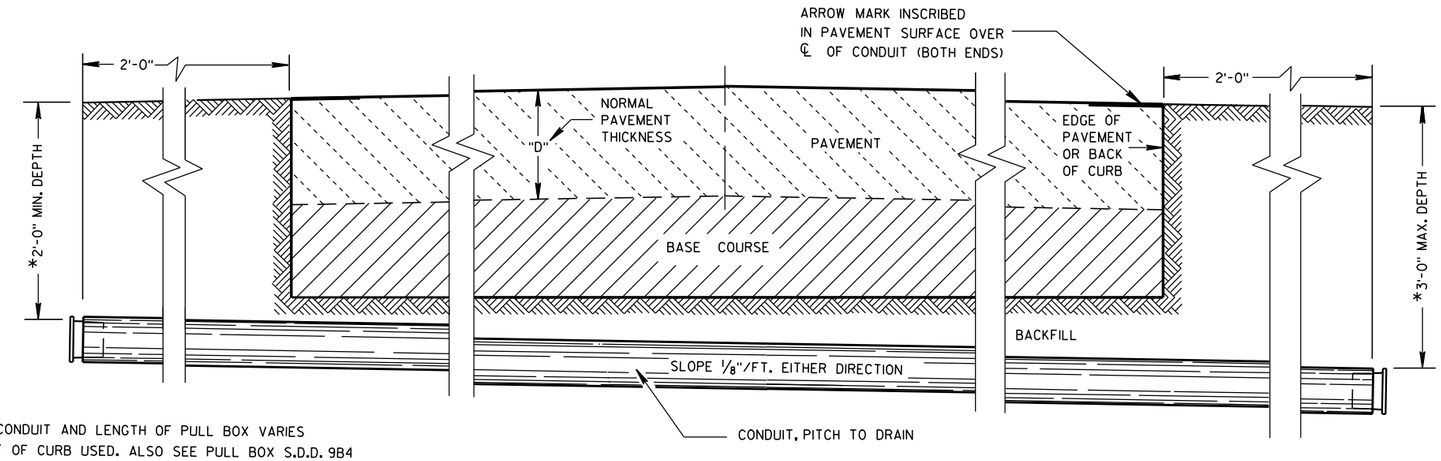
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.




*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

**DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS**

**CONDUIT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/23/03 — DATE

/S/ Balu Ananthanarayanan — STATE ELECTRICAL ENGI

FHWA







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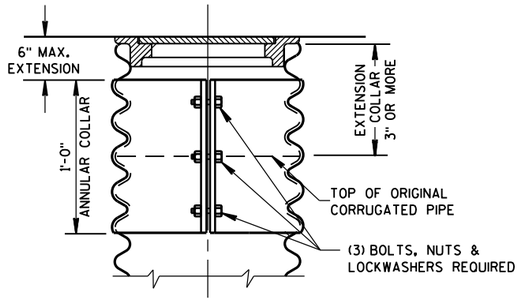
S.D.D. 9 B 2-7

## TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

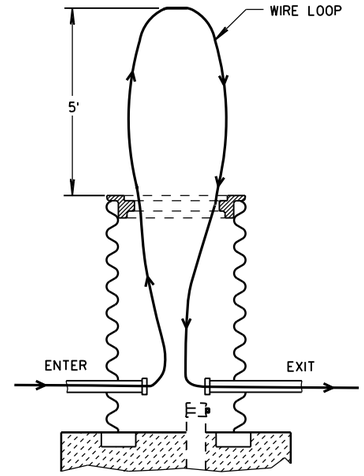
| DIMENSION IN INCHES | | CORRUGATED STEEL PIPE | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PIPE DIAMETER (INSIDE) | A | 12 | 12 | 12 | 18 | 18 | 18 | 24 | 24 | 24 |
| PIPE LENGTH ** | B | 24 | 30 | 36 | 24 | 30 | 36 | 36 | 42 | 48 |
| WALL THICKNESS | C | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 |
| COVER | D | 10 1/4 | 10 1/4 | 10 1/4 | 16 1/4 | 16 1/4 | 16 1/4 | 22 1/4 | 22 1/4 | 22 1/4 |
| FRAME | E | 14 1/2 | 14 1/2 | 14 1/2 | 20 1/2 | 20 1/2 | 20 1/2 | 26 1/2 | 26 1/2 | 26 1/2 |
| FRAME | F | 8 1/2 | 8 1/2 | 8 1/2 | 14 1/2 | 14 1/2 | 14 1/2 | 20 1/2 | 20 1/2 | 20 1/2 |
| FRAME | G | 11 1/2 | 11 1/2 | 11 1/2 | 17 1/2 | 17 1/2 | 17 1/2 | 23 1/2 | 23 1/2 | 23 1/2 |
| WEIGHT IN POUNDS * | | | | | | | | | | |
| FRAME AND COVER | | 60 | 60 | 60 | 110 | 110 | 110 | 155 | 155 | 155 |

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

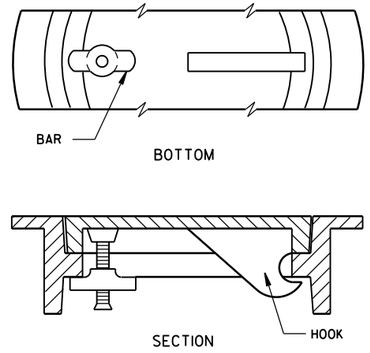
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.




CORRUGATED PIPE EXTENDER

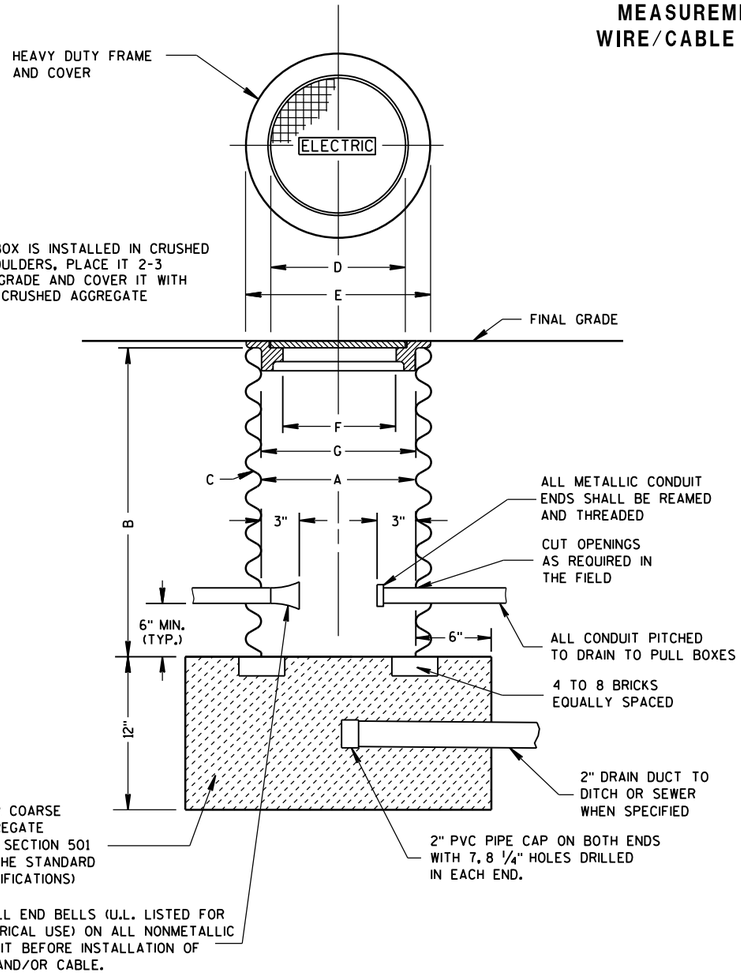



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



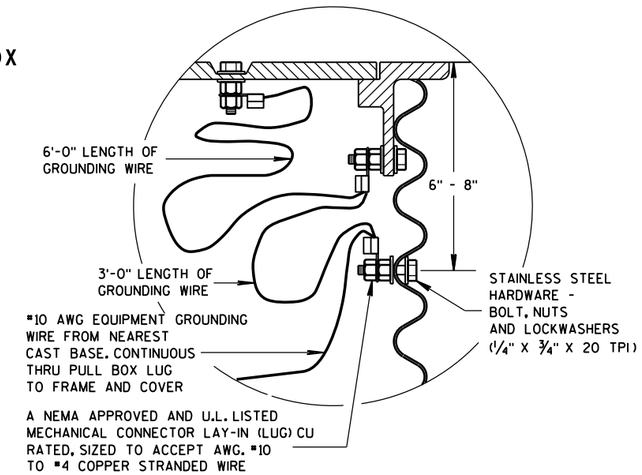

ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

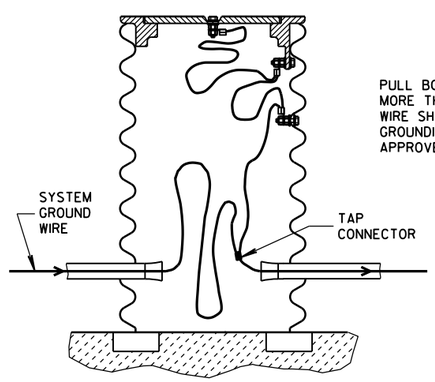



WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX




EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES




PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

GROUNDING LUGS ARE NOT REQUIRED IN PULL BOXES WHEN VOLTAGES OF LESS THAN 50 VOLTS AC ARE THE ONLY VOLTAGES ENCOUNTERED IN THE BOXES.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

S.D.D. 9B2, "CONDUIT", APPLIES TO THIS DRAWING.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

# PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

2-7-2013
DATE

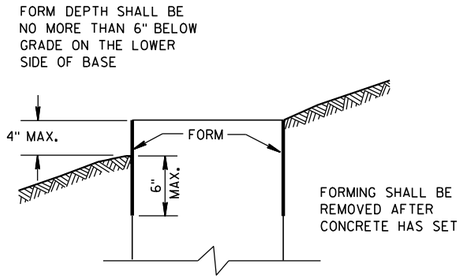
/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA




6


S.D.D. 9 B 4-10




## FORMING DETAIL

| QUANTITY REQUIREMENTS | CONCRETE BASE TYPE | | |
|---|---|---|---|
| | 1 | 2 | 5 |
| APPROX. CUBIC YARDS OF CONCRETE | 0.40 | 0.57 | 0.40 |
| LBS. OF HOOP BAR STEEL | NONE | 23 | 16 |
| LBS. OF VERTICAL BAR STEEL | NONE | 60 | 18 |

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

## GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2 AND TYPE 5 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-449, OR ASTM A-687 (GRADE 105).

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

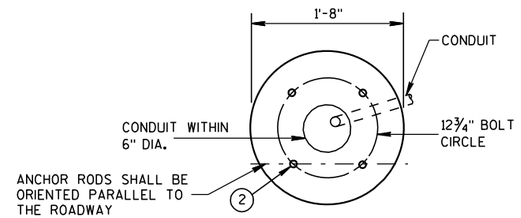
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

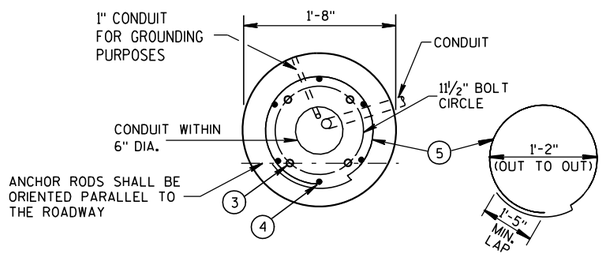
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

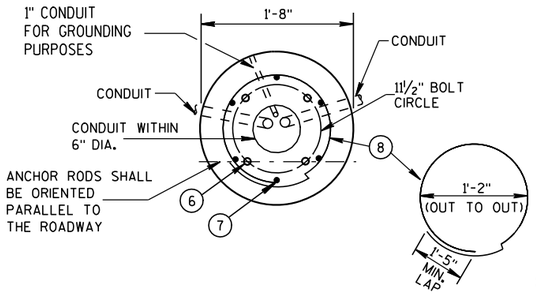
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

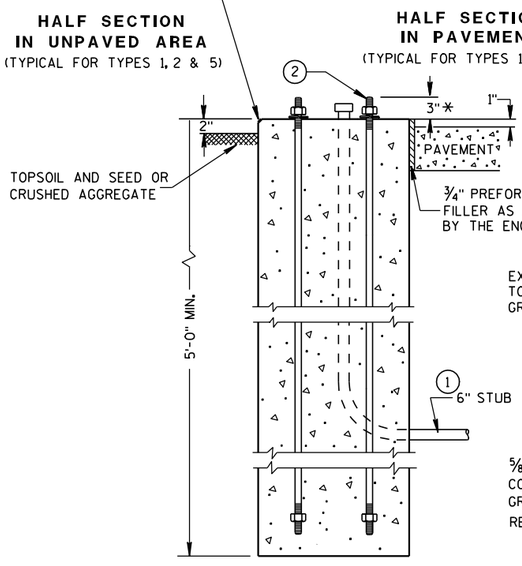



FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND

### HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2 & 5)

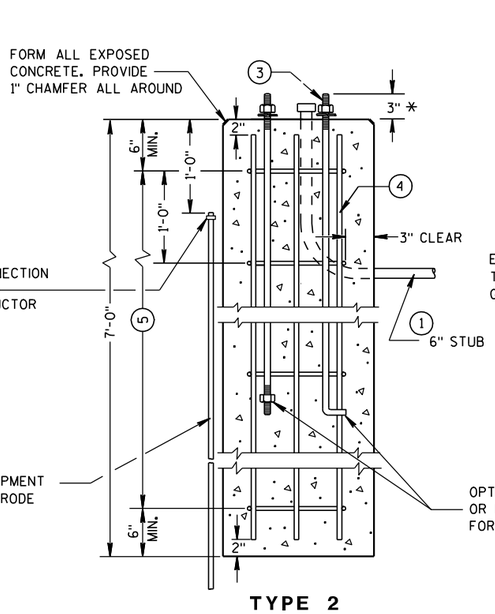



### HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2 & 5)



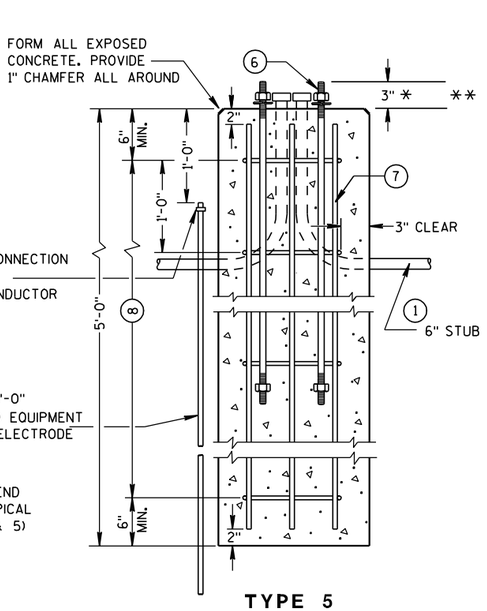

**TYPE 1**

FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND




**TYPE 2**

FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND




**TYPE 5**

## CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

**CONCRETE BASES, TYPES 1, 2 & 5**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/3/10 — DATE
/S/ Joanna L. Rush — STATE ELECTRICAL ENGI 288 — HWYS
FHWA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S.D.D. 9 C 2-6

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-325, (92,000 YIELD) HEAVY HEX NUT AND BE GALVANIZED IN ACCORDANCE WITH ASTM A-153, CLASS C.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED AND U.L. LISTED MECHANICAL CONNECTOR (LUG) AL/CU RATED AND SIZED TO ACCEPT #10 AWG STRANDED WIRE, SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

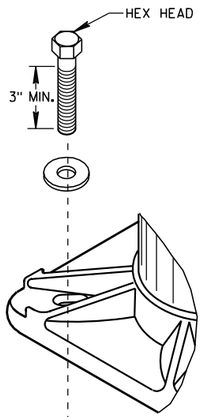
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

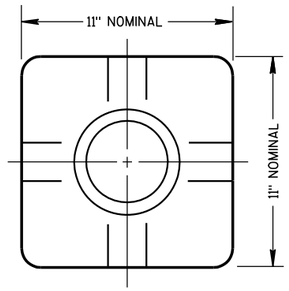
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

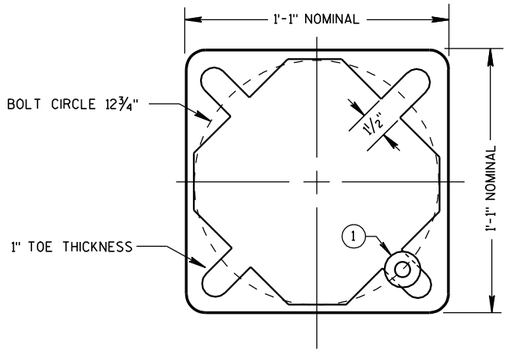
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1½", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

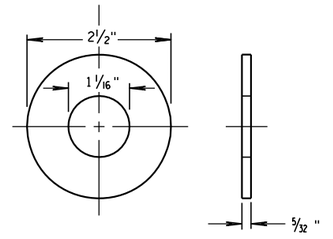



TOP VIEW
(PEDESTAL BASE)

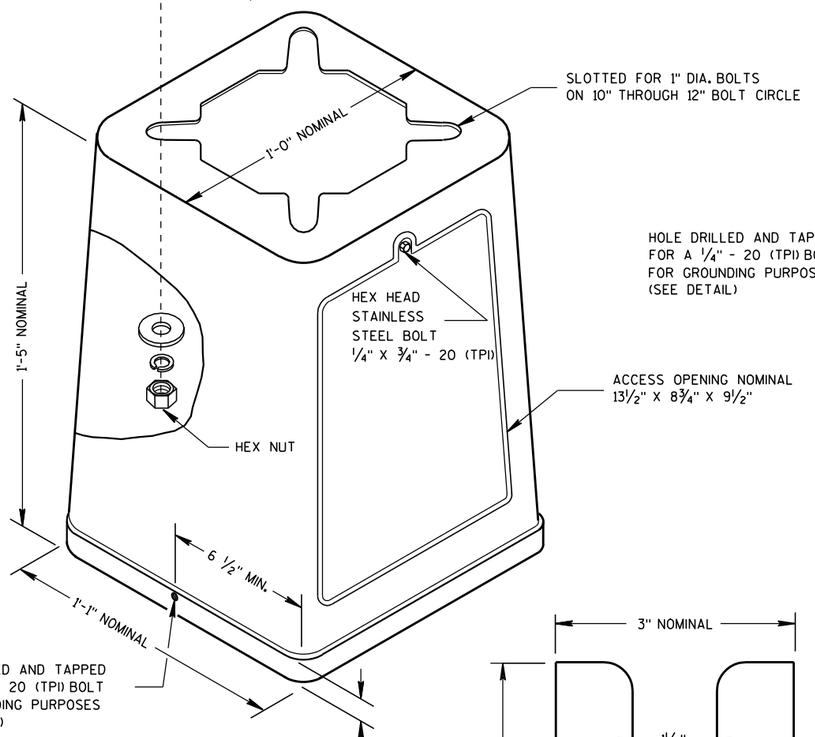



BOTTOM VIEW
(PEDESTAL BASE)

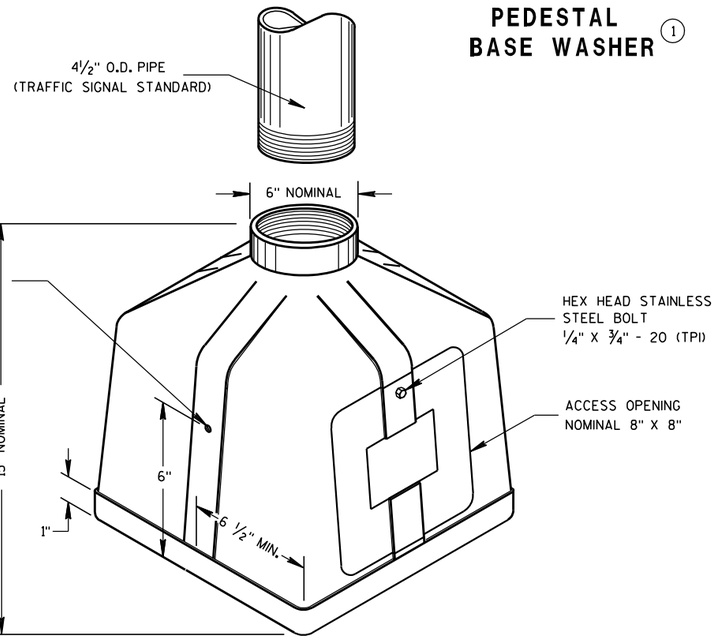



ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

**PEDESTAL BASE WASHER** (1)

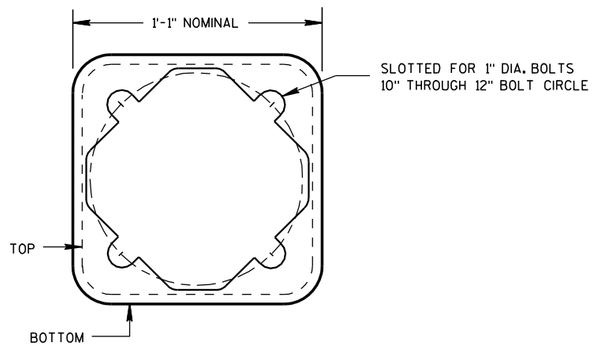



ISOMETRIC VIEW

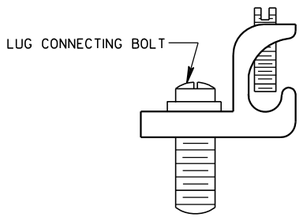



ISOMETRIC VIEW

## PEDESTAL BASE




BOTTOM VIEW
(TRANSFORMER BASE)

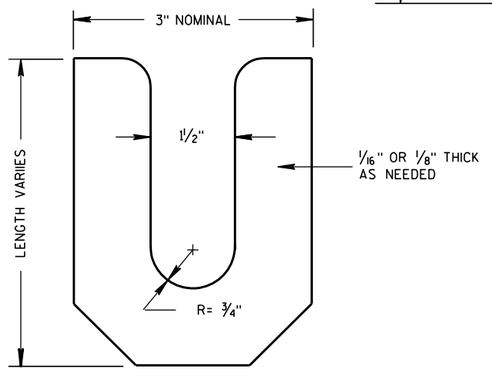



**TYPICAL MECHANICAL CONNECTOR LUG**

TO BE FURNISHED WITH EACH BASE

## TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES




**LEVELING SHIM**

**TRANSFORMER/PEDESTAL BASES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/27/09 — DATE
/S/ Joanna L. Rich — STATE ELECTRICAL ENGI
289
HWYS
FHWA

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S.D.D. 9 C 3-3

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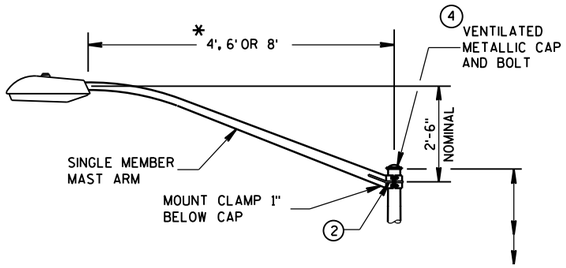
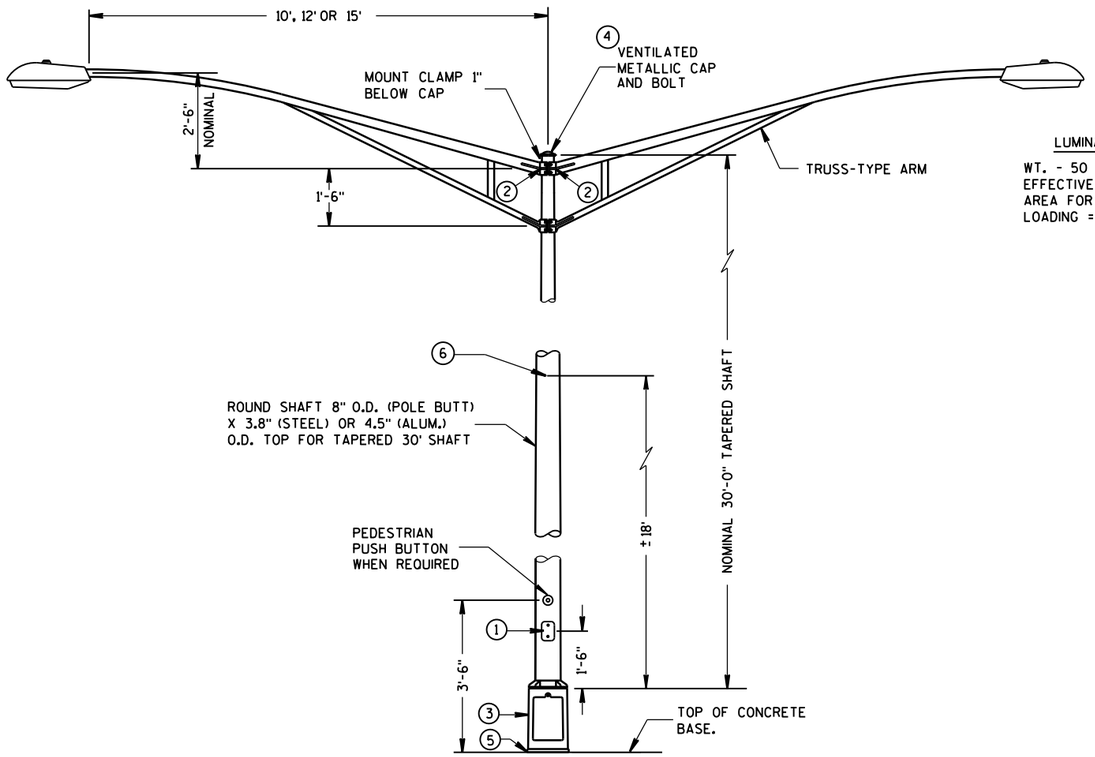
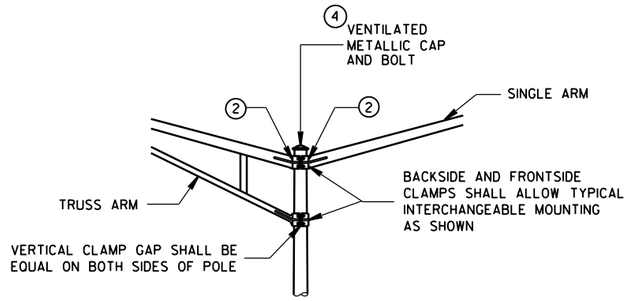
S.D.D. 9 C 3-3

*RISE FOR 4' ARM SHALL BE 2'-0".




TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY




INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONEECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

6

S.D.D. 9 E 1-12d

POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



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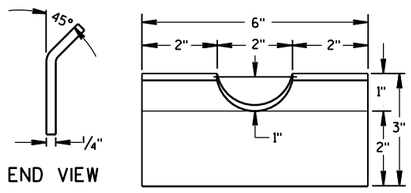
S.D.D. 9 E 1-12d

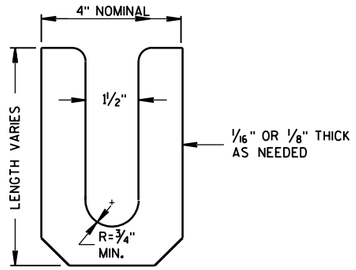



END VIEW

FRONT VIEW

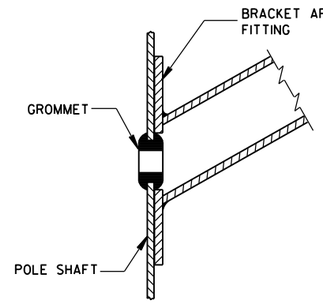
**RECTANGULAR CLAMP SHIM**

(4 TO A SET)

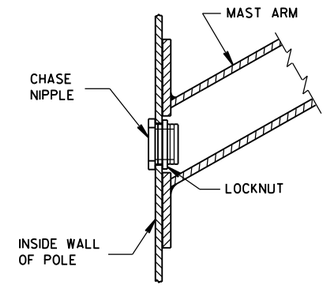



**LEVELING SHIM** (15)

SHALL BE ALUMINUM




**TYPICAL APPLICATION OF GROMMET IN POLE SHAFT**




**TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT**

## GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) OUTSIDE SHIM DIAMETER - (4.5" O.D. FOR LUMINAIRE MAST ARM)
(6.625" O.D. FOR TROMBONE MAST ARM)

(14) VARIABLE SHIM THICKNESS - (0.10", 0.25", 0.35", 0.53" OR 0.70")

SHIM THICKNESS FOR TROMBONE MAST ARMS MAY BE TYPICALLY 0.25", 0.35", 0.53" OR 0.70".

SHIM THICKNESS FOR LUMINAIRE MAST ARMS MAY BE TYPICALLY 0.10", 0.25" OR 0.35".

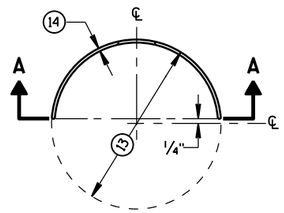
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

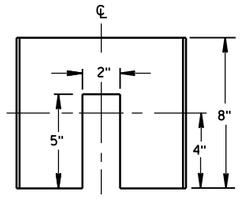
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(15) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



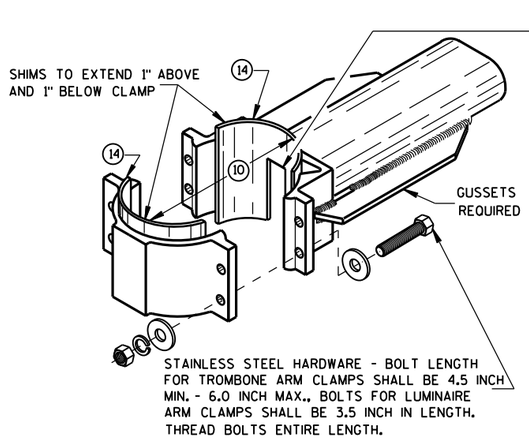

PLAN VIEW



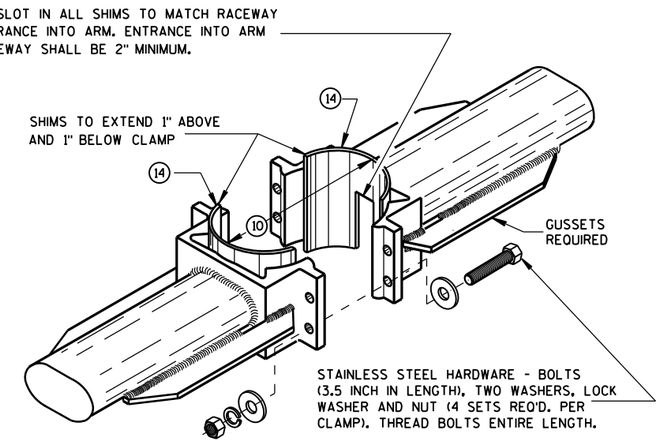

SECTION A-A

**CIRCULAR CLAMP SHIM**

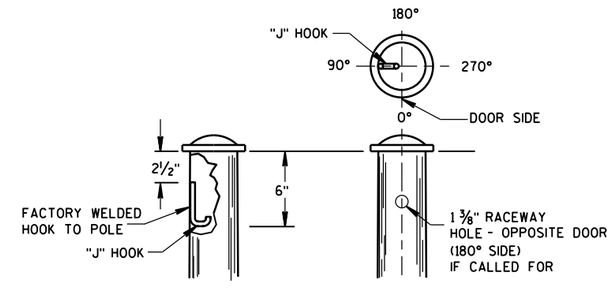
(2 TO A SET)



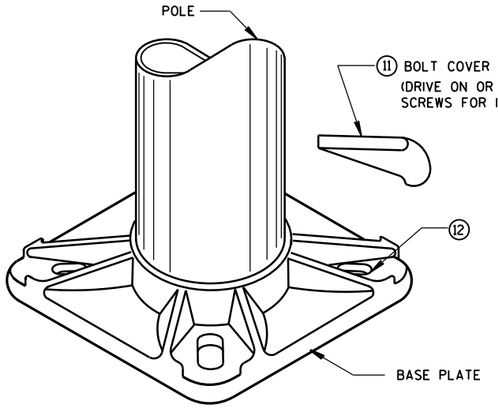

**TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP**



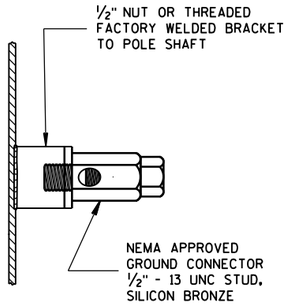

**TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS**

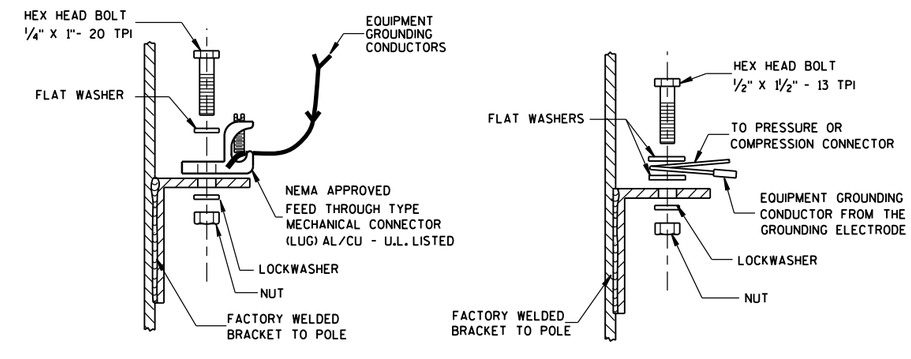



**TYPICAL "J" HOOK LOCATION**




**BASE PLATE**




**TYPICAL GROUNDING CONNECTIONS**

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

**HARDWARE DETAILS FOR POLE MOUNTINGS**

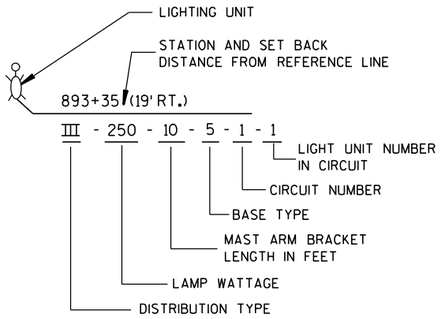
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/7/2013 DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

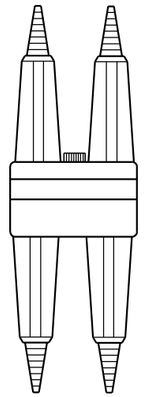



6

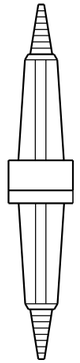

S.D.D. 9 E 1-12g



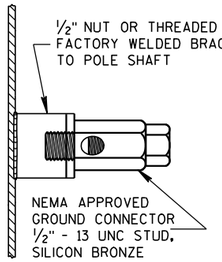

## LIGHTING UNIT CODE
(TYPICAL)

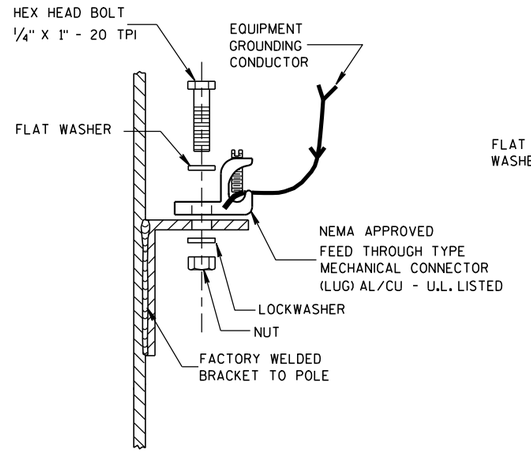


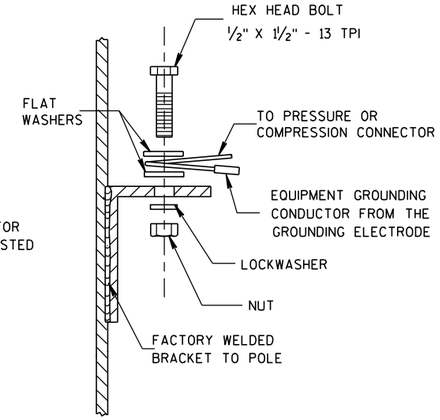
## DETAIL "A"
BREAKAWAY
DOUBLE POLE WITH
WATERPROOF
INSULATING BOOT



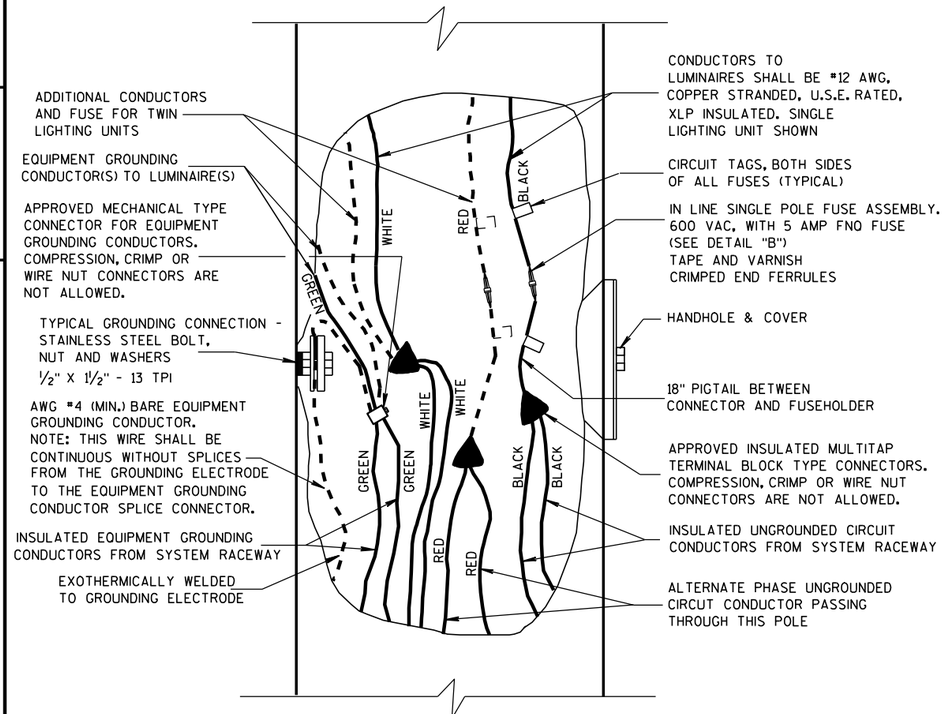
## DETAIL "B"
BREAKAWAY
SINGLE POLE WITH
WATERPROOF
INSULATING BOOT



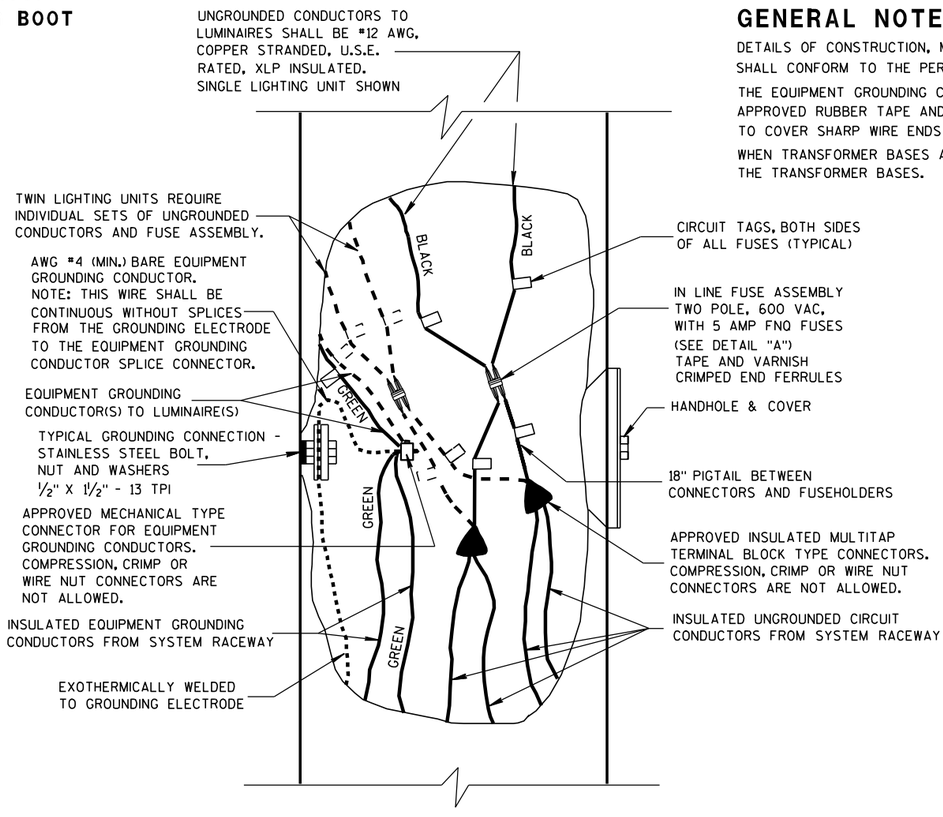




## TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL




## 3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR




## 2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

# NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

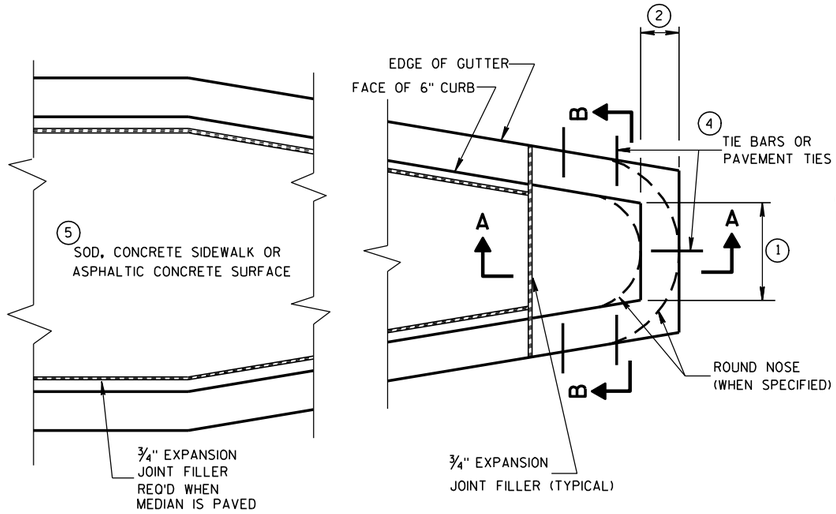
3/2/2011
DATE

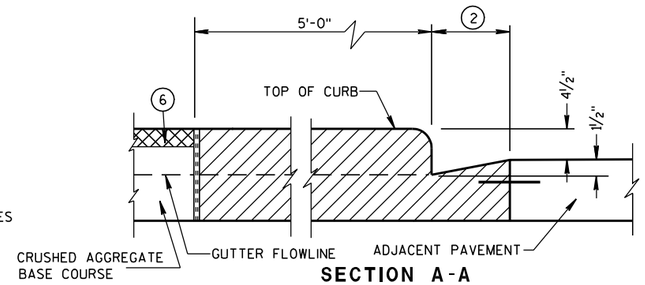
/S/ Thomas J. Gosnell
STATE ELECTRICAL ENGI

292

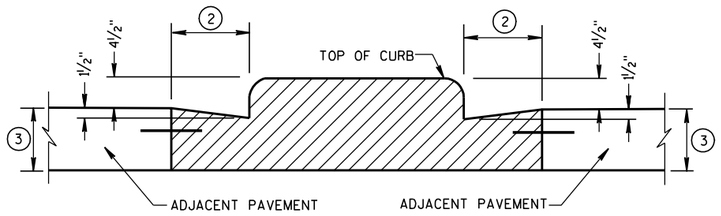
HWYS

FHWA




SECTION A-A




SECTION B-B

## CONCRETE MEDIAN BLUNT NOSE DETAIL

## GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

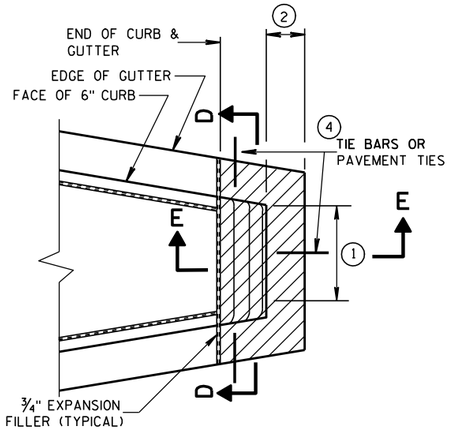
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

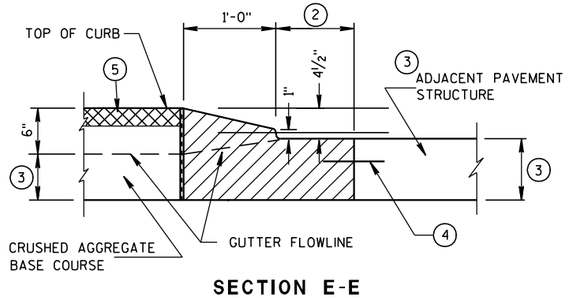
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

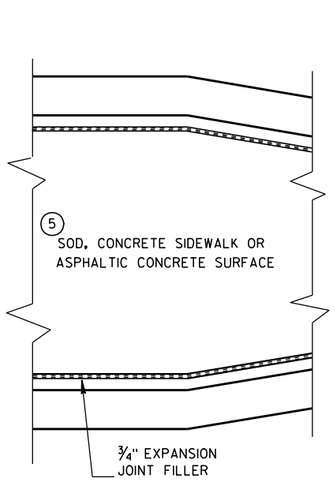
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

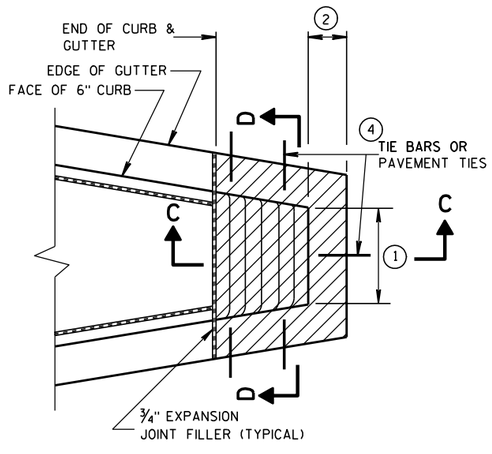


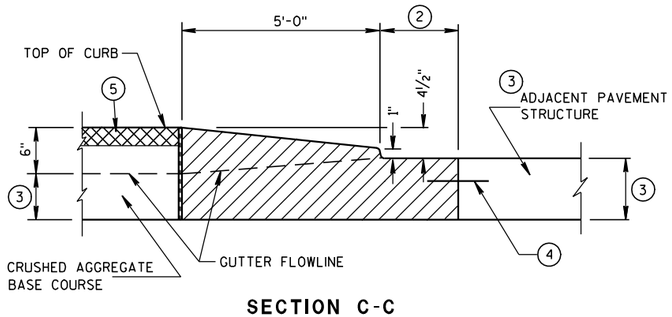

SECTION E-E

## CONCRETE MEDIAN SLOPED NOSE TYPE 2

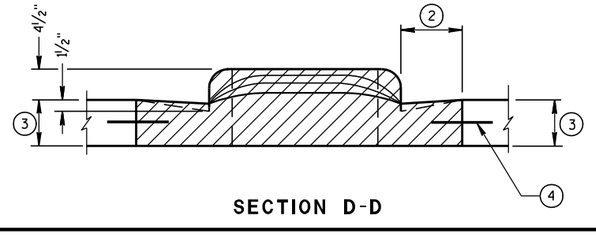



## CONCRETE MEDIAN SLOPED NOSE TYPE 1




SECTION C-C




SECTION D-D

| CONCRETE MEDIAN NOSE | |
|---|---|
| STATE OF WISCONSIN<br>DEPARTMENT OF TRANSPORTATION | |
| APPROVED<br>6/8/2006<br>DATE | /S/ Jerry H. [illegible]<br>ROADWAY STANDARDS ENGINEER |
| FHWA | 293 NT |

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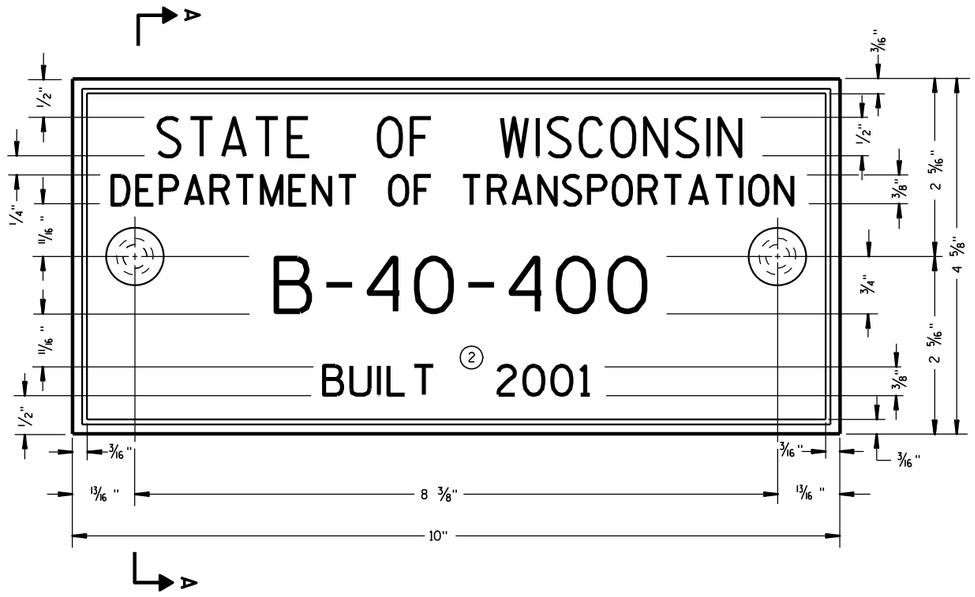
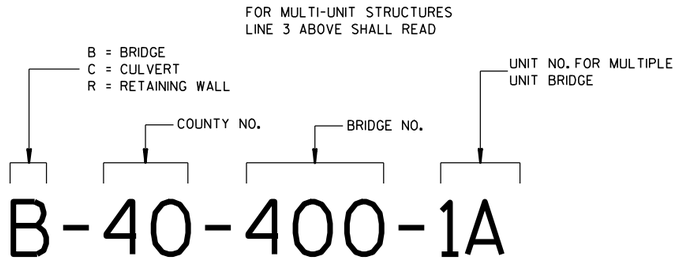
S.D.D. 11 B 2-2




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




**NUMBERING DESIGNATION**
**MULTI-UNIT STRUCTURES**

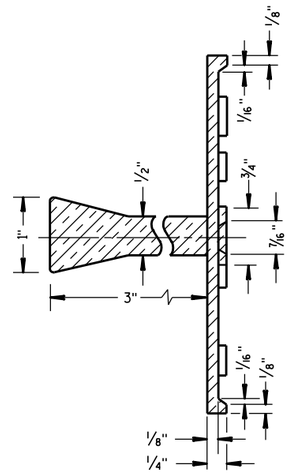
## GENERAL NOTES

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.

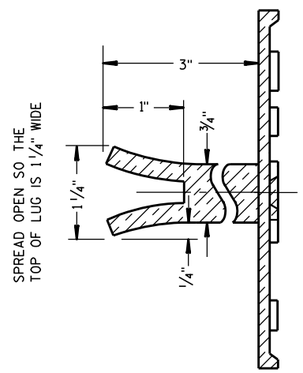
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

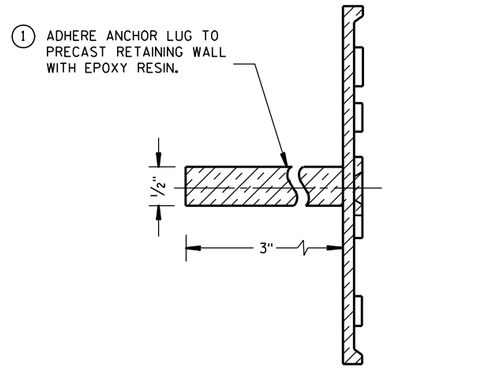
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.




**SECTION A-A**




**ALTERNATE LUG**




**ALTERNATE LUG**
(FOR ATTACHMENT TO PRECAST STRUCTURES)

**NAME PLATE (STRUCTURES)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE

/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOP ENGINEER

FHWA



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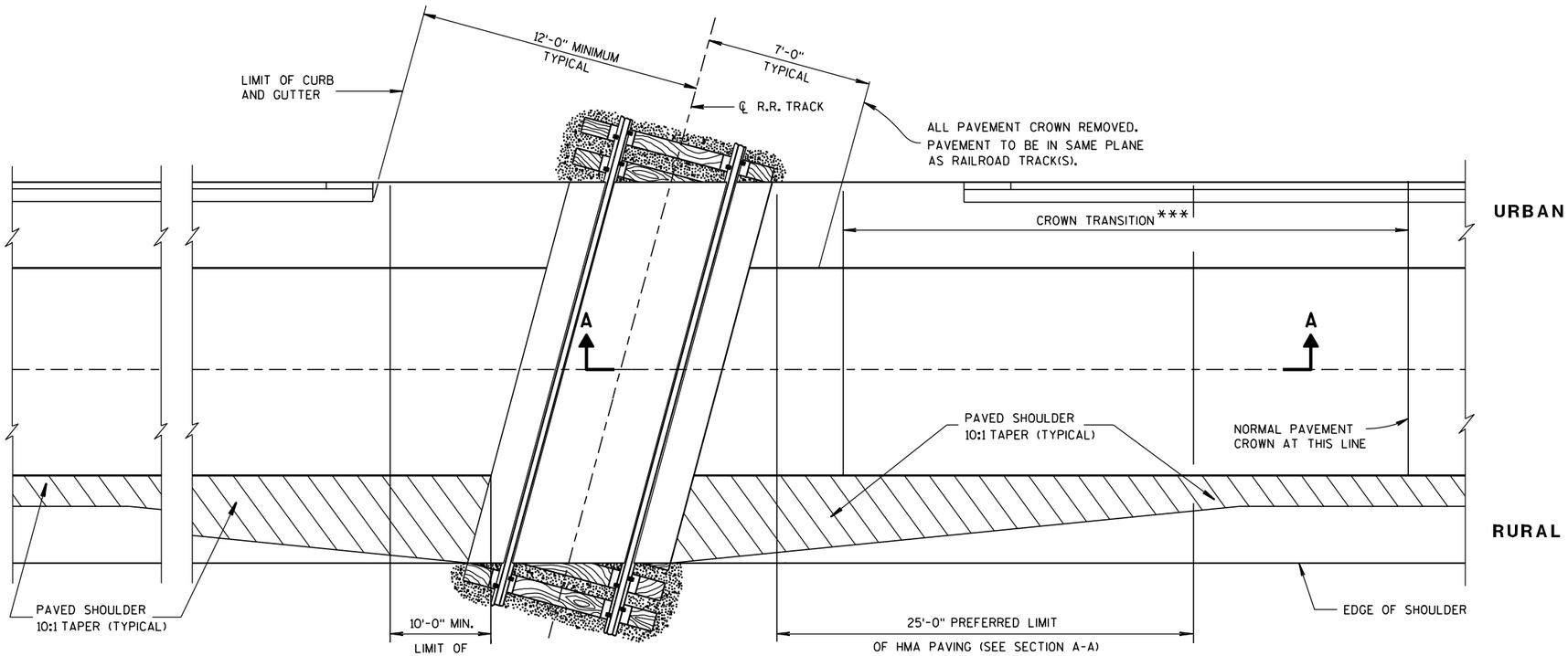
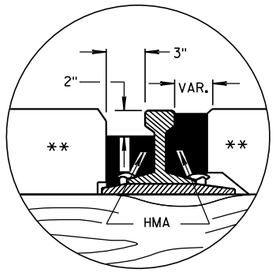
S.D.D. 12 A 3-10




**DETAIL B**

**HMA FLANGEWAY AND FIELD FILLERS**

## 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.

TIMBER, CONCRETE OR RUBBER CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, GEOTEXTILE FABRIC AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS OTHERWISE PROVIDED.

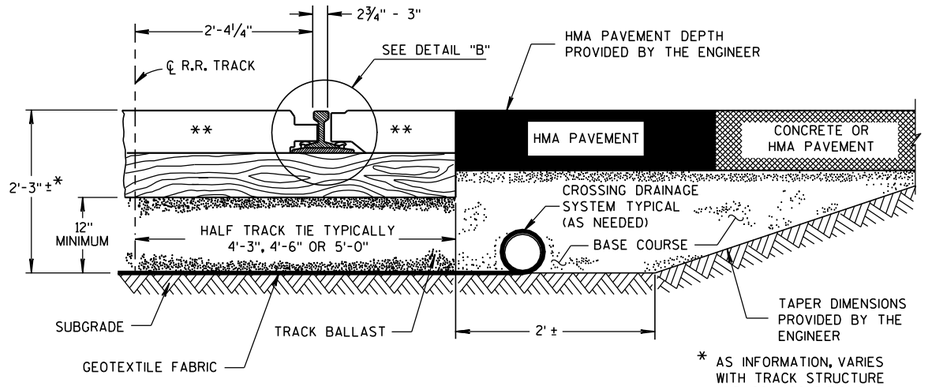
HMA PAVEMENT APPROACHES AND HMA PAVEMET CROSSING SURFACES TO BE PLACED BY CONTRACTOR UNLESS OTHERWISE PROVIDED.

HMA FLANGEWAY AND FIELD FILLERS TO BE PLACED AND THOROUGHLY HAND COMPACTED BY THE CONTRACTOR WHEN NOT PROVIDED BY OTHERS. SEE DETAIL B. HMA FILLERS NOT REQUIRED WHEN RUBBER FILLERS ARE PROVIDED.

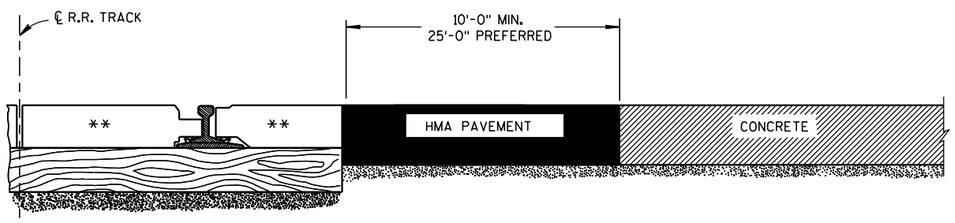
HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

** CROSSING SURFACE MAY BE TIMBER, RUBBER, CONCRETE, HMA PAVEMENT OR A COMBINATION OF SUCH MATERIALS.

*** CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.

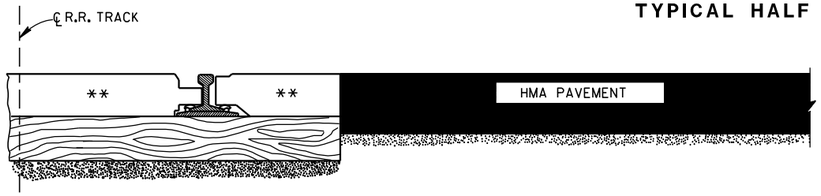



**TYPICAL HALF SECTION**




**SECTION A-A**

**CONCRETE PAVEMENT APPROACH**




**SECTION A-A**

**HMA PAVEMENT APPROACH**

**EXAMPLES OF PAVEMENT APPROACHES**

**PAVEMENT DETAILS FOR RAILROAD APPROACH**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-28-09 DATE
/S/ Ronald E. Adams
CHIEF, RAILROADS & HAI295 CTION
FHWA

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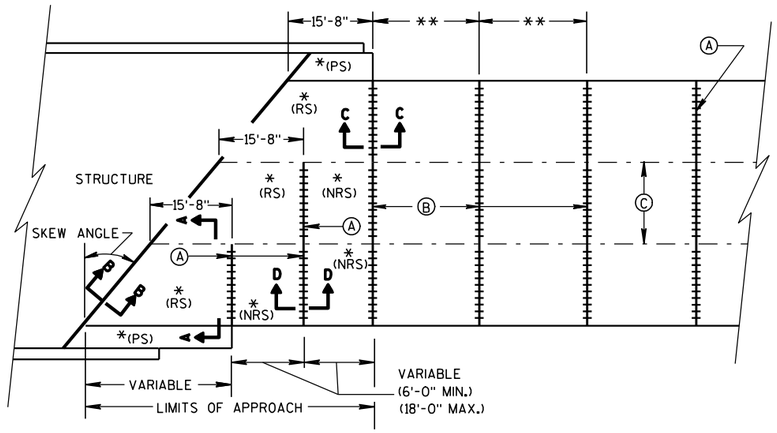
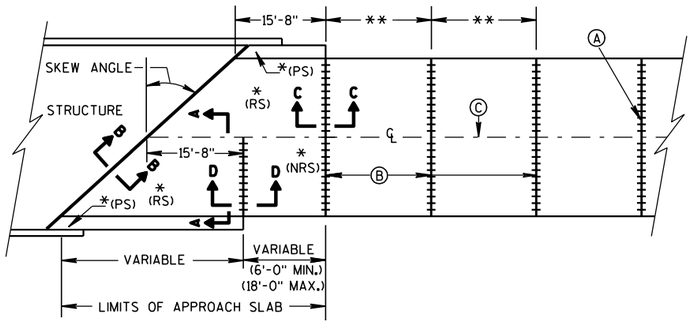
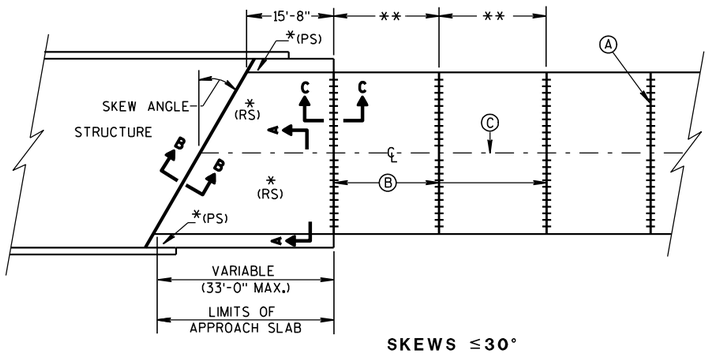
S.D.D. 13 B 1-10




**SKEWED APPROACH**
**(PAVEMENT MORE THAN 2 LANES)**




**SKEWS >30°**
**(PAVEMENT WIDTH ≤30')**



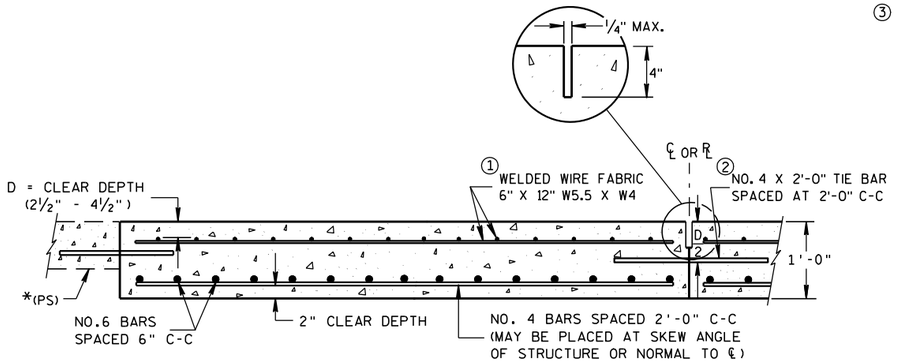

**SKEWS ≤30°**
**(PAVEMENT WIDTH ≤30')**

**APPROACH SLAB AND ADJACENT PAVEMENT**

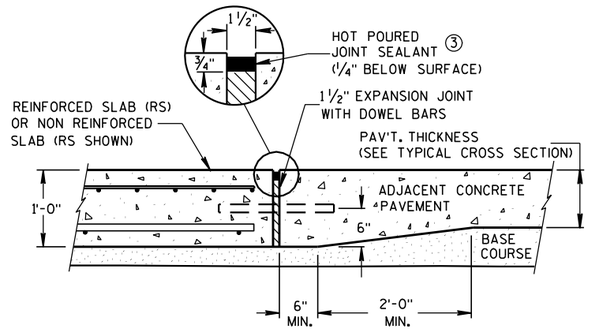
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER: CONCRETE PAVEMENT, OR CONCRETE SURFACE DRAIN
(SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

**STANDARD TRANSVERSE JOINT SPACING
(SEE SDD 13C4, SDD 13C11, & SDD 13C13)

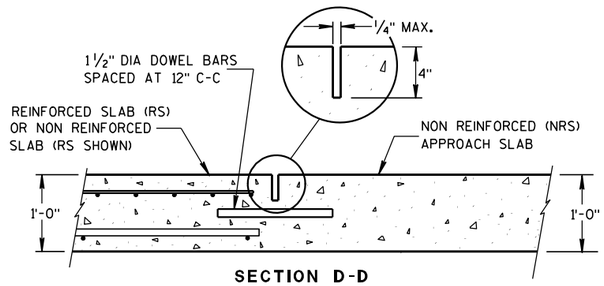
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄
(B) 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄
(C) STANDARD LONGITUDINAL JOINT AND TIE BARS.




**SECTION A-A**
**REINFORCEMENT POSITIONING DETAIL**




**SECTION C-C**
**TRANSITION DETAIL**
**APPROACH SLAB TO ADJACENT PAVEMENT**




**SECTION D-D**
**CONTRACTION JOINT**

## GENERAL NOTES

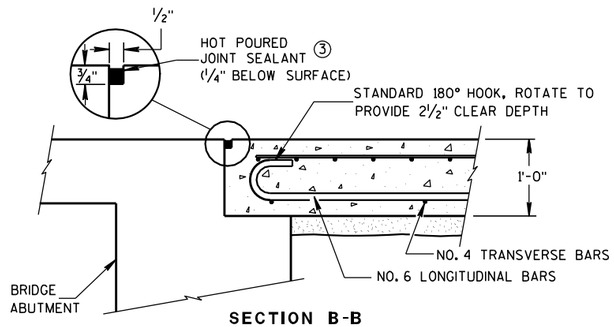
APPROACH SLABS ABUTTING AN HMA PAVEMENT OVER BASE COURSE DO NOT NEED TO BE DOWELED.

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

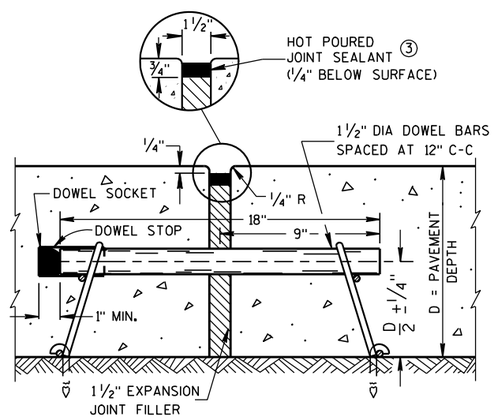
(1) THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

(2) THE CONTRACTOR MAY OMIT TIE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

(3) USE A JOINT SEALANT MEETING THE REQUIREMENTS OF ASTM D6690.




**SECTION B-B**
**BEND DETAIL**
**BOTTOM REINFORCEMENT**




**EXPANSION JOINT**

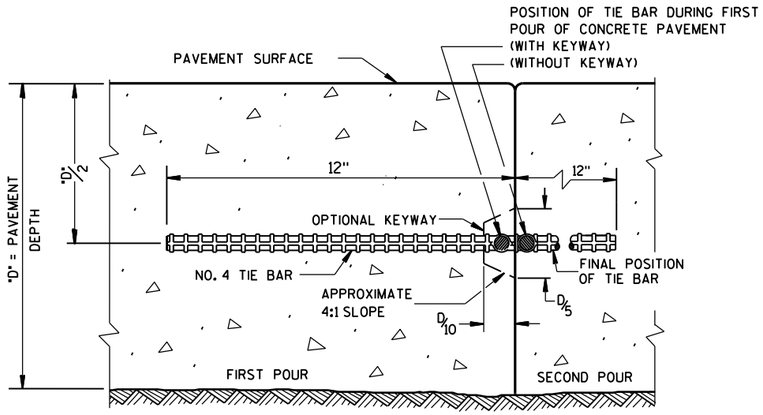
**CONCRETE PAVEMENT APPROACH SLAB**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

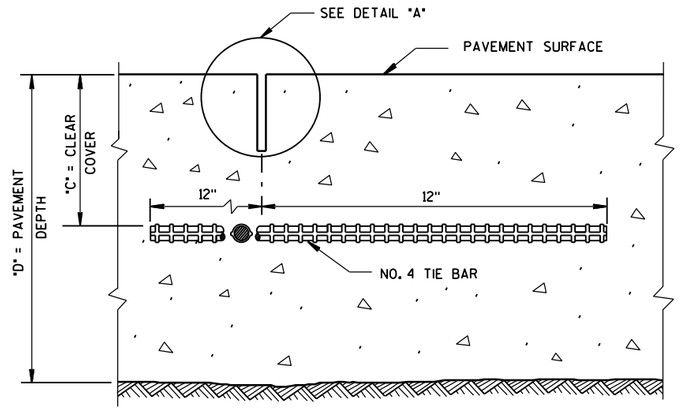
APPROVED
12/11/2009 — DATE
/S/ Deb Bischoff — PAVEMENT POLICY & DESIGNER
FHWA




6
S.D.D. 13 B 2-6




CONSTRUCTION JOINT




SAWED JOINT

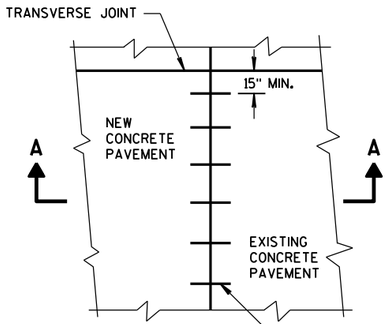
## GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

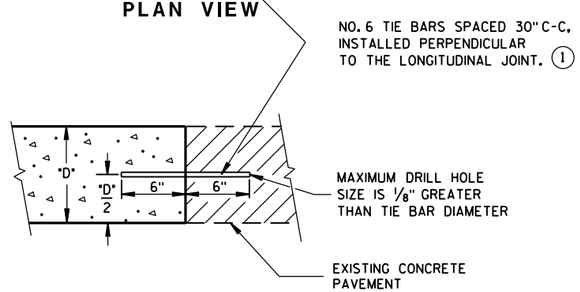
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

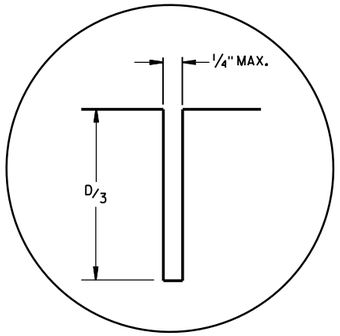



PLAN VIEW




SECTION A-A

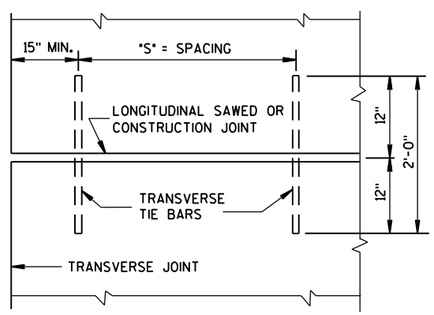
LONGITUDINAL CONSTRUCTION JOINT
TIE BARS ANCHORED
INTO EXISTING PAVEMENT




DETAIL "A"

TIE BAR TABLE

| PAVEMENT DEPTH "D" | CLEAR COVER "C" | MAXIMUM TIE BAR SPACING "S" | |
|---|---|---|---|
| | | PAVEMENT WIDTH | |
| | | 24' OR 26' | ≥ 30' |
| 6, 6 1/2" | 3"±1/2" | 48" | 42" |
| 7, 7 1/2" | 3 1/4"±1" | 45" | 36" |
| 8, 8 1/2" | 3 3/4"±1" | 39" | 30" |
| 9, 9 1/2" | 4 1/4"±1" | 33" | 27" |
| 10, 10 1/2" | 4 3/4"±1" | 30" | 24" |
| 11, 11 1/2" | 5 1/4"±1" | 27" | 21" |
| 12" | 5 3/4"±1" | 24" | 21" |




PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-3-2013
DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER

FHWA



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S.D.D. 13 C 1-16

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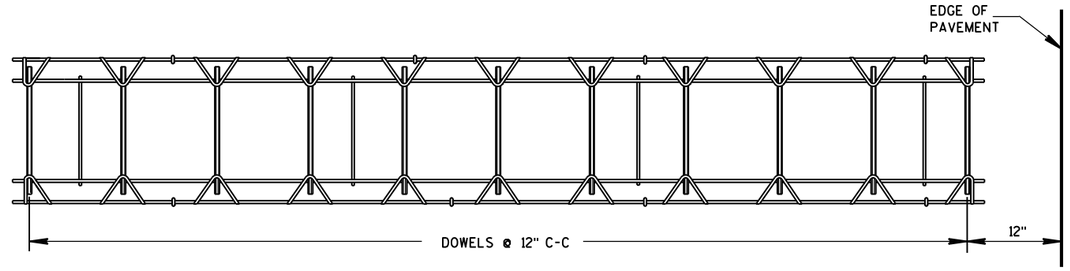
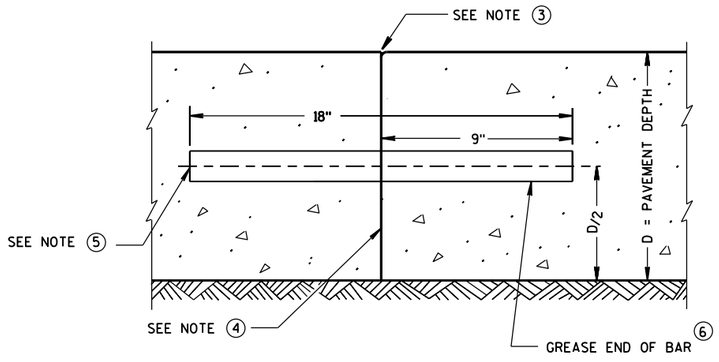
S.D.D. 13 C 1-16



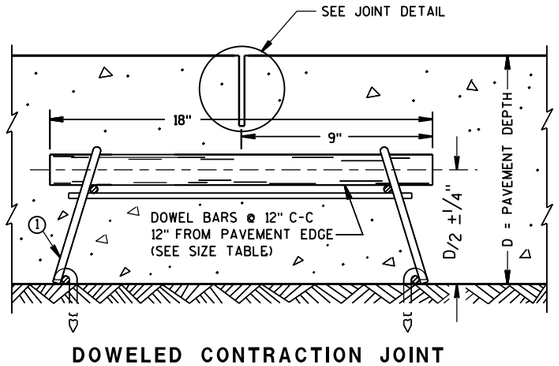

PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



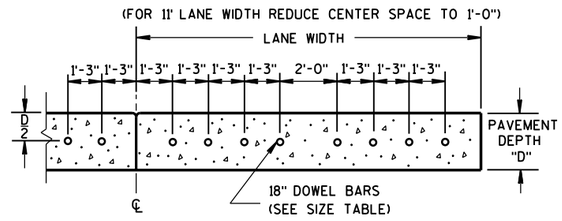

TRANSVERSE CONSTRUCTION JOINT



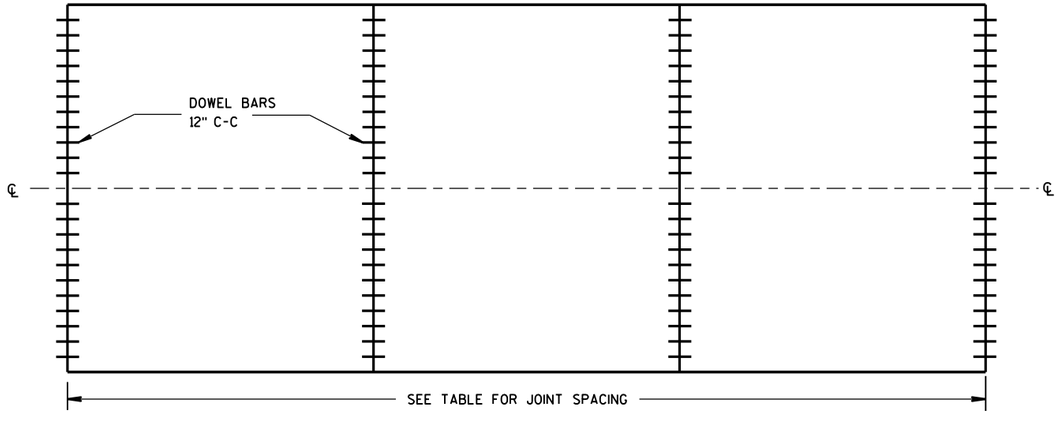

DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

| PAVEMENT DEPTH (D) | DOWEL BAR DIAMETER | CONTRACTION JOINT SPACING |
|---|---|---|
| 5 ½", 6", 6 ½" | NONE | 12' |
| 7", 7 ½" | 1" | 14' |
| 8", 8 ½" | 1 ¼" | 15' |
| 9", 9 ½" | 1 ¼" | 15' |
| 10" & ABOVE | 1 ½" | 15' |




DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦




CONTRACTION JOINT LOCATIONS

## GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① **OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.**

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

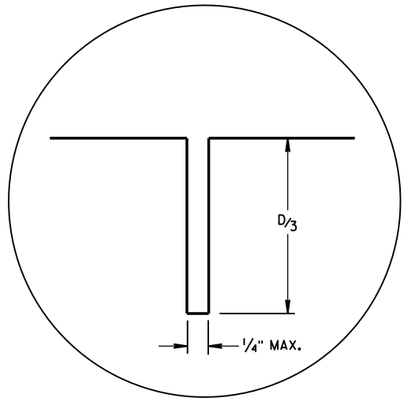
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.




JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/3/2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER
FHWA

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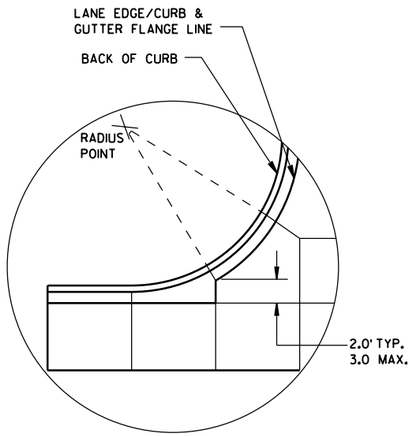
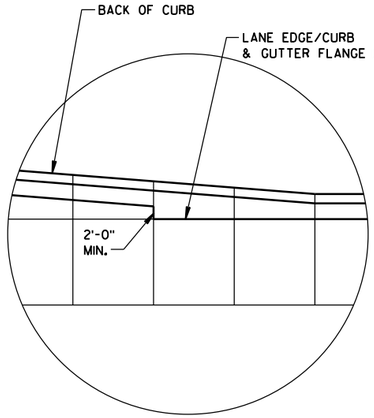
S.D.D. 13 C 13-8




DETAIL "A"

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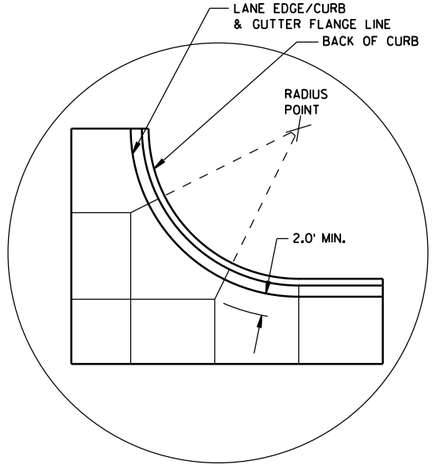
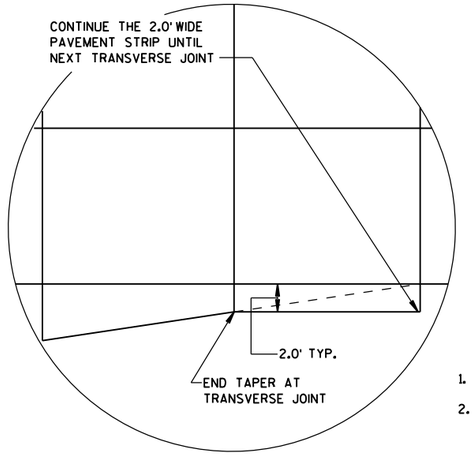



DETAIL "C"




DETAIL "D"

## GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

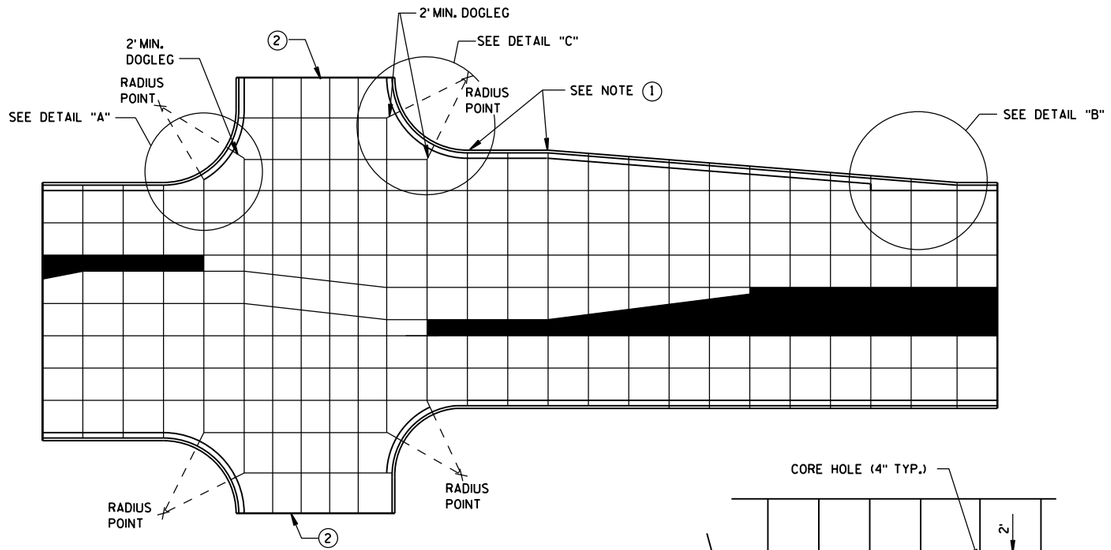
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



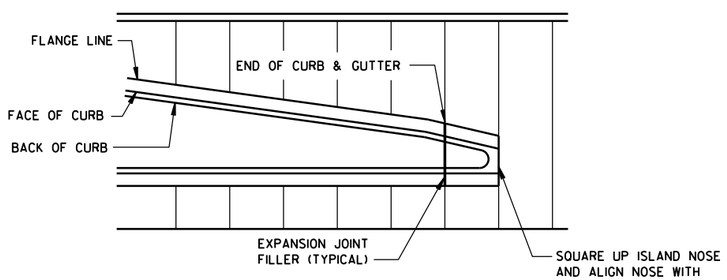

STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

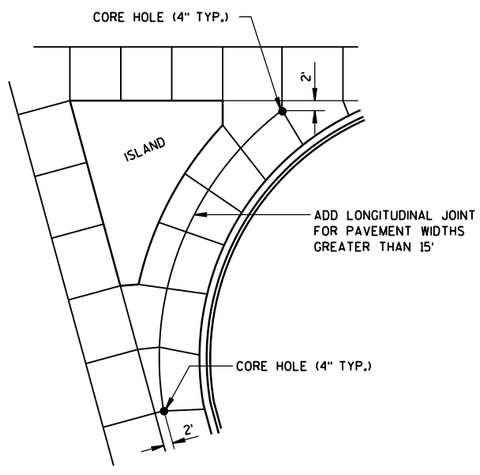
| PAVEMENT DEPTH (D) | CONTRACTION JOINT SPACING |
|---|---|
| 6", 6½" | 12' |
| 7", 7½" | 14' |
| 8" & ABOVE | 15' |




SKEWED INTERSECTION




APPROACH TO MEDIAN




LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR



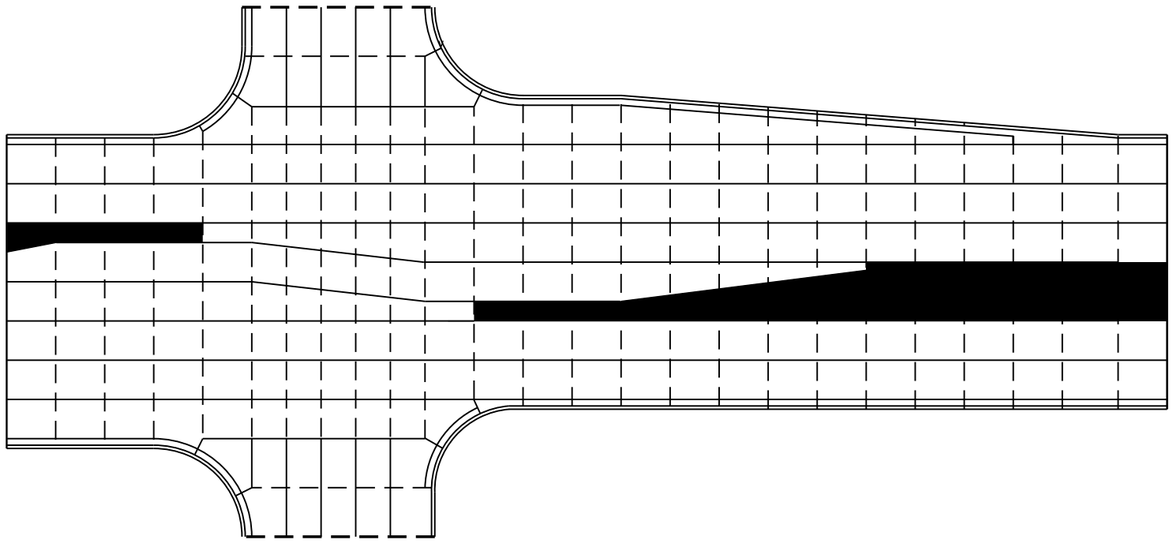

6
S.D.D. 13 C 18-2a

## LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

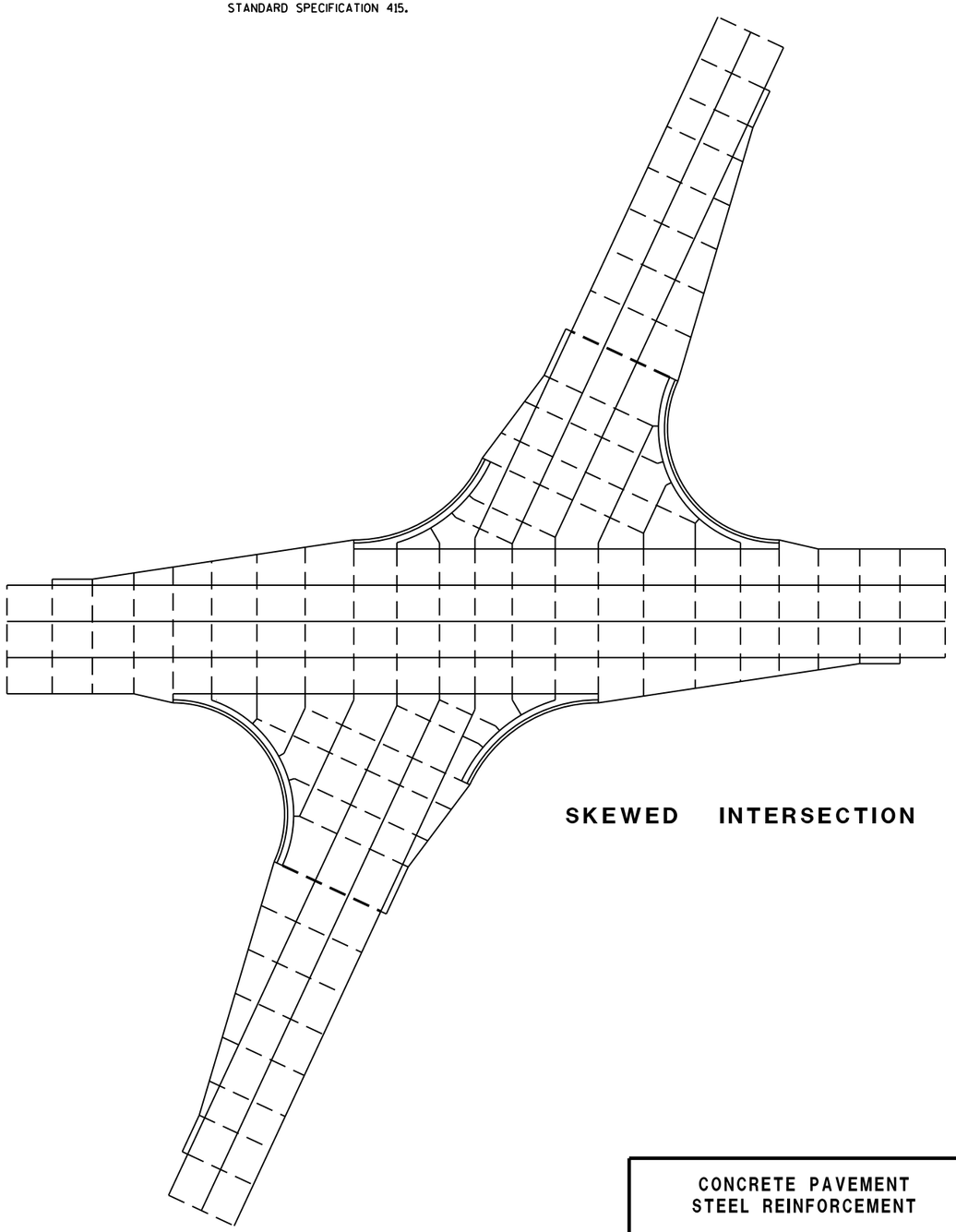
TIED JOINT



STANDARD INTERSECTION

## GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

S.D.D. 13 C 18-2b

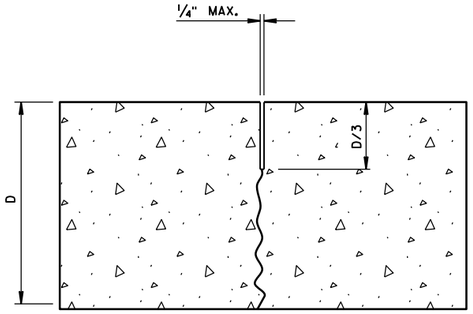
CONCRETE PAVEMENT
STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

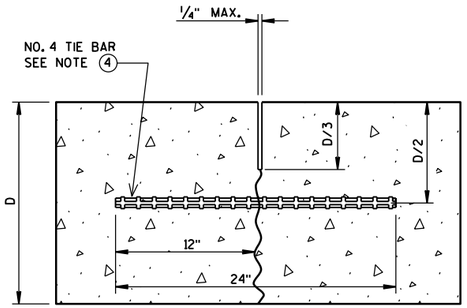


6

S.D.D. 13 C 18-2b



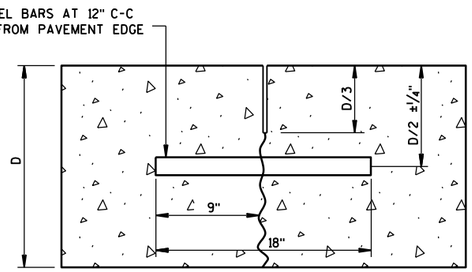

UNDOWELED-TRANSVERSE




TIED LONGITUDINAL

## GENERAL NOTES

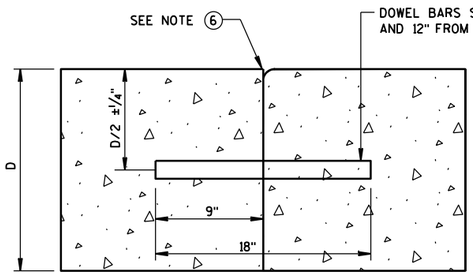
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. SPACE TIE BARS AT LONGITUDINAL CONSTRUCTION OR CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C1.
5. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
6. IF JOINT IS FORMED, PROVIDE A 1/4-INCH RADIUS.



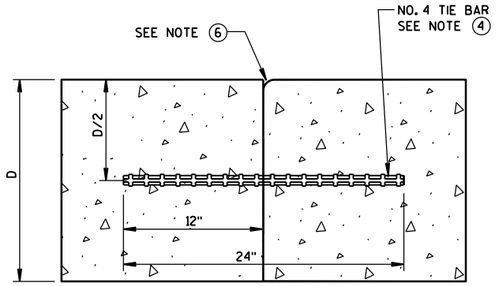

DOWELED-TRANSVERSE

## CONTRACTION JOINTS

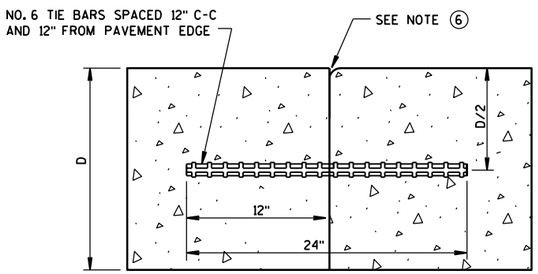
SEE NOTE (2)




DOWELED TRANSVERSE

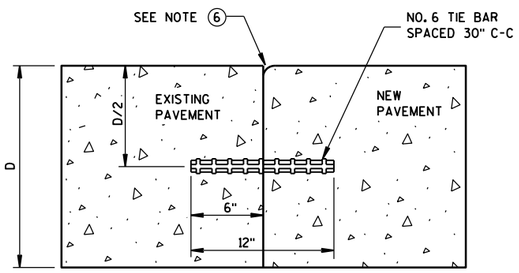



TIED LONGITUDINAL




TIED TRANSVERSE

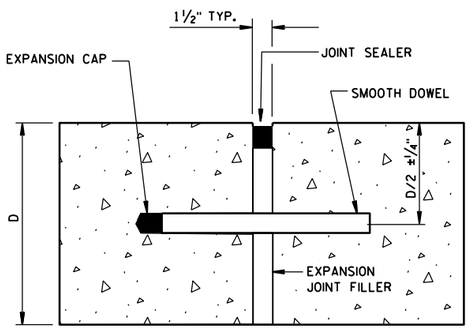
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)




TIED LONGITUDINAL TO EXISTING

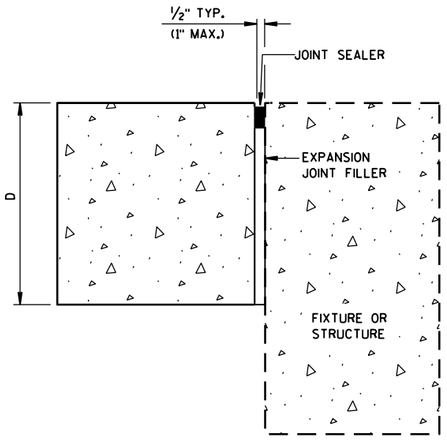
## CONSTRUCTION JOINTS

SEE NOTE (5)




DOWELED-TRANSVERSE

SEE NOTE (1)




UNTIED-LONGITUDINAL

## EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

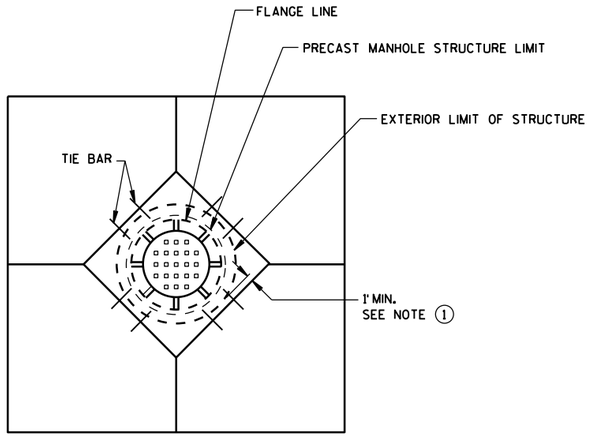


6

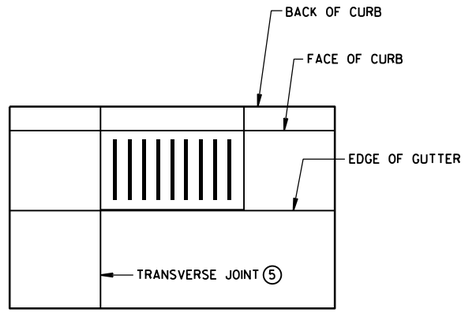
S.D.D. 13 C 18-2c

6

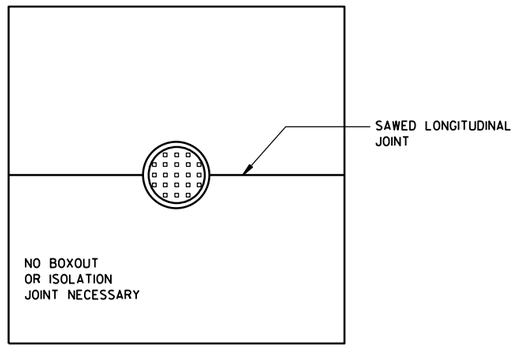
S.D.D. 13 C 18-2c



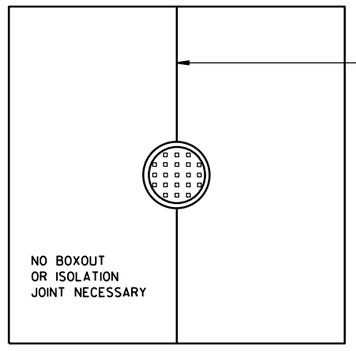

## DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



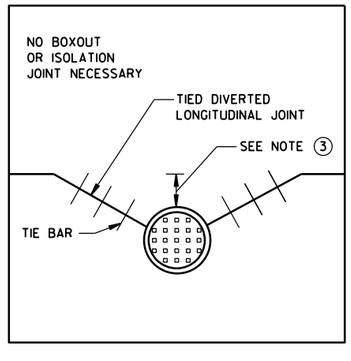

## INLET WITH TRANSVERSE JOINT



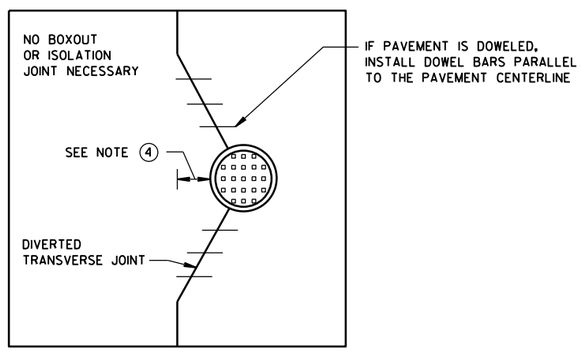

## MANHOLE WITH LONGITUDINAL JOINT




## MANHOLE WITH TRANSVERSE JOINT




## MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT




## MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

## GENERAL NOTES

(1) USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1-FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.

(2) ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.

(3) IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDIAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(4) IF DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(5) ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

# CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-3-2013
DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DE

NEER

FHWA

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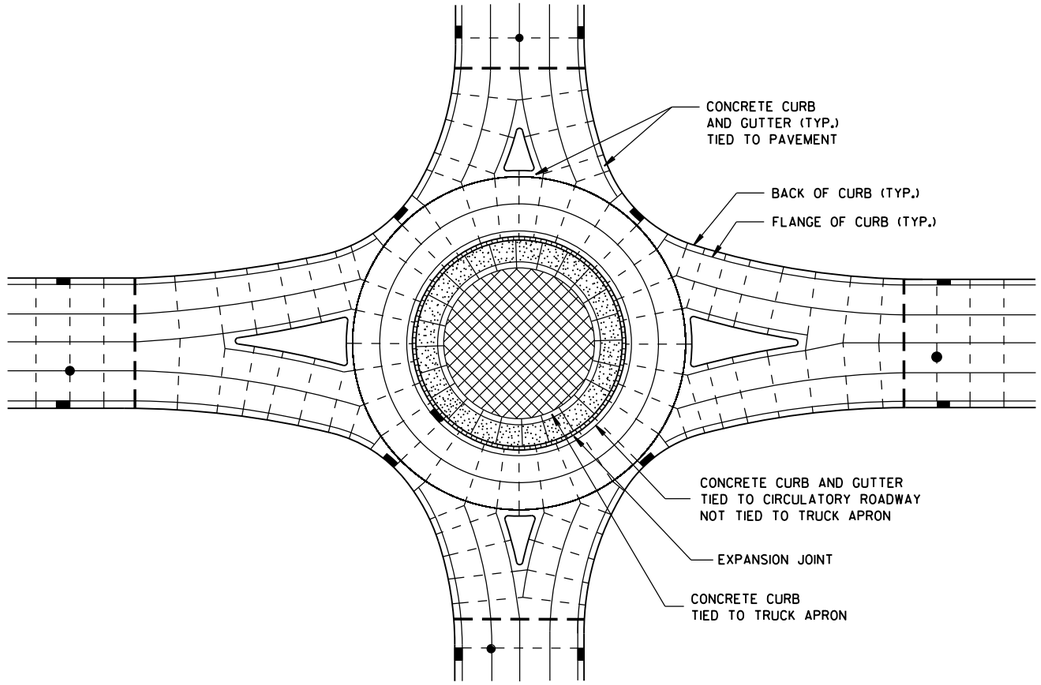
S.D.D. 13 C 18-2d

## LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT
- TRUCK APRON
- CENTRAL ISLAND
- UTILITY STRUCTURES



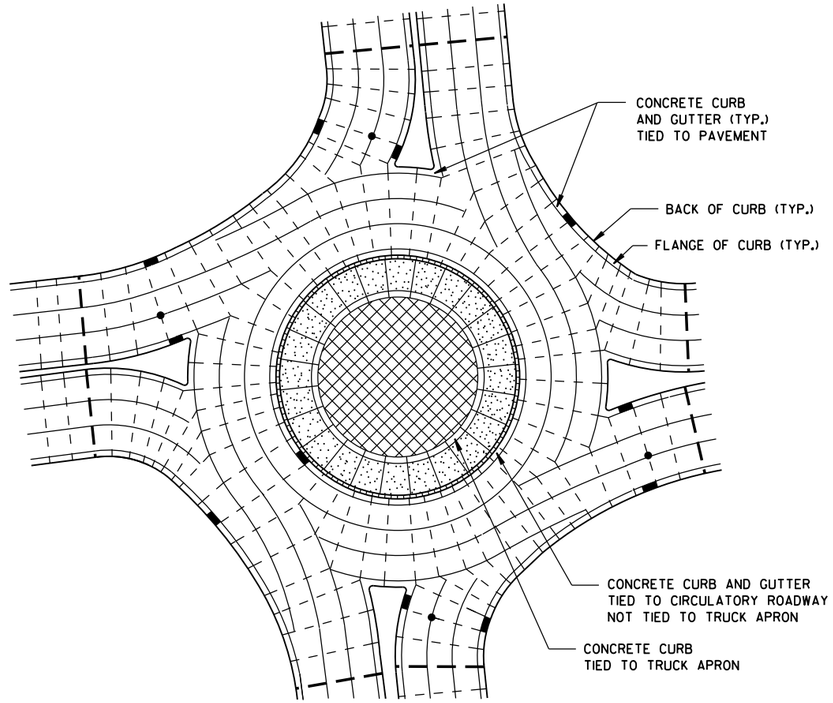

ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS

## GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 SHEET "a".

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.

DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.




PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

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S.D.D. 13 C 18-2e

S.D.D. 13 C 18-2e

CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS

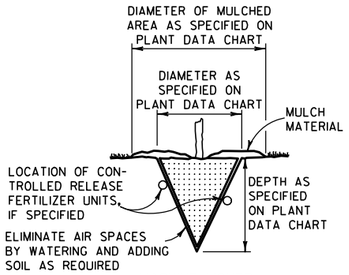
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

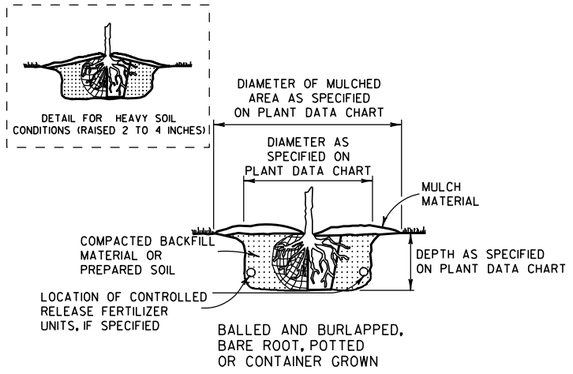
5-3-2013
DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER

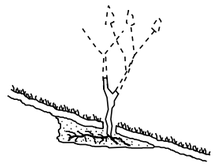
FHWA




MACHINE MOVED

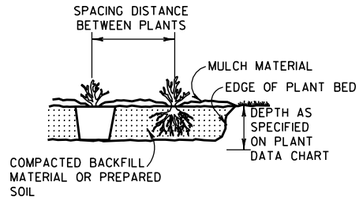



BALLED AND BURLAPPED, BARE ROOT, POTTED OR CONTAINER GROWN



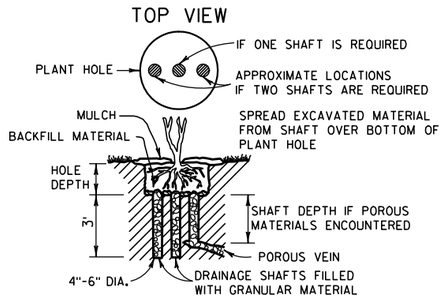
ACCOMMODATE ROOTS (SMOOTH AND STAGHORN SUMAC)

NOTE:
1) ENGINEER SHALL REQUIRE 3 SLITS IN POT TO SPEED DETERIORATION
2) METAL, PLASTIC OR OTHER NONDEGRADABLE POTS SHALL BE REMOVED PRIOR TO PLANTING



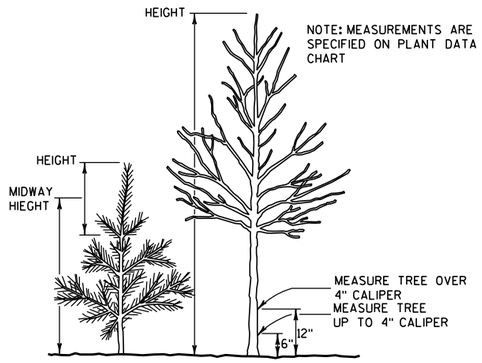

PREPARED BED (BARE ROOT AND POTTED)

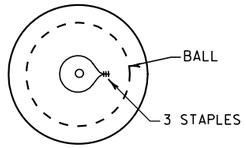
PLANTING



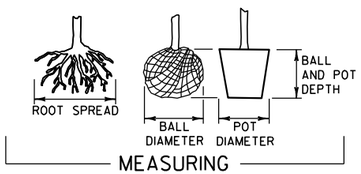

NOTE:
DRAINAGE SHAFT AS SPECIFIED ON PLANT DATA CHART

DRAINING

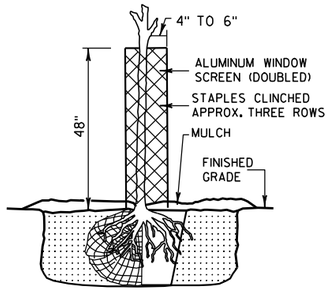


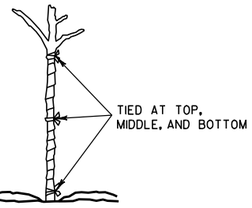

TOP VIEW



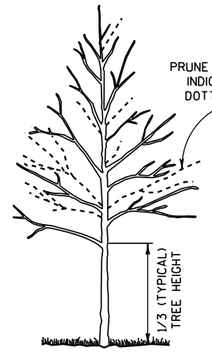

MEASURING




RODENT PROTECTION




WRAPPING

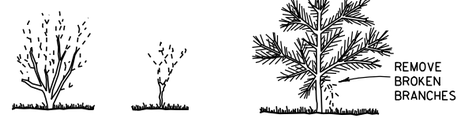



TALL DECIDUOUS TREES (ASH, MAPLE, LINDEN, OAK)

SINGLE STEMMED LOW DECIDUOUS TREES (CRABS AND OTHER SINGLE STEM TYPE)

MULTI-STEMMED LOW DECIDUOUS TREES OR LARGE SHRUBS (HAWTHORN, SERVICEBERRY)

NOTE: WHEN PRUNING, PRESERVE CHARACTER AND SHAPE OF TREE. AVOID LEAVING STUBS - REMOVE BRANCH OR TWIG BACK TO THE NEAREST CROTCH
1) PRUNE TO REMOVE DEAD AND BROKEN BRANCHES
2) PRUNE TO REMOVE BRANCHES THAT TOUCH OR ARE TOO CLOSE TO OTHER BRANCHES

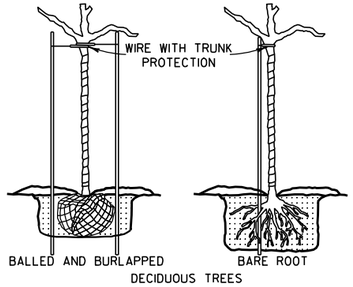


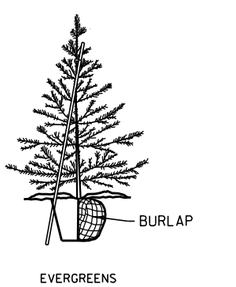

SHRUBS (GRAY DOGWOOD ARROWWOOD VIBURNUM)

SUMAC

TREE TYPE EVERGREENS (PINE, SPRUCE, FIR) EVERGREENS USUALLY ARE NOT PRUNED

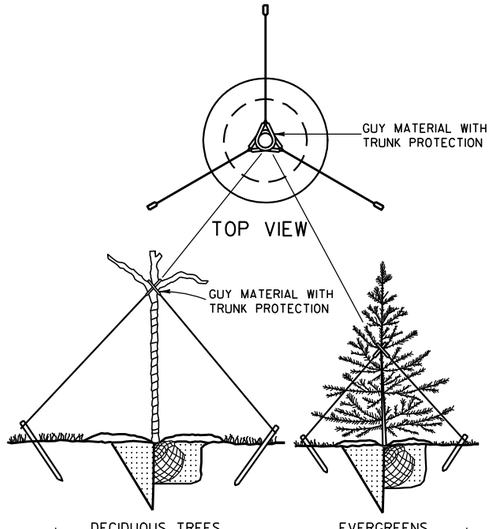
PRUNING



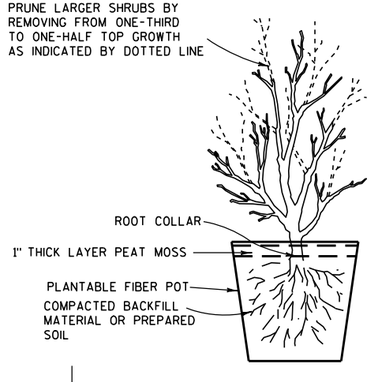




NOTE: BRACING STAKE
1) SHALL BE DRIVEN INTO THE GROUND AS CLOSE TO THE TREE AS POSSIBLE WITHOUT DAMAGING THE BRANCHES.
2) MAY BE DRIVEN AT SUCH AN ANGLE THAT IT DOES NOT PENETRATE THE BALL OR POT.
3) SHALL NOT PROTRUDE ABOVE THE TOP OF THE TREE; AND
4) SHALL HAVE A HOLE NEAR THE TOP TO HOLD THE WIRE IN PLACE.

BRACING




GUYING




POTTING

## NOTES

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

BRACING, WRAPPING, GUYING, RODENT PROTECTION, FERTILIZER AND MULCH SHALL BE USED ONLY WHEN SPECIFIED ON THE PLANT DATA CHART (PART OF PLAN) OR SPECIAL PROVISIONS.

# TREE PLANTING DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/11/94
DATE

/S/ Rory L. Rhinesmith
CHIEF METHODS DEVELOPMENT ENGINEER

FHWA





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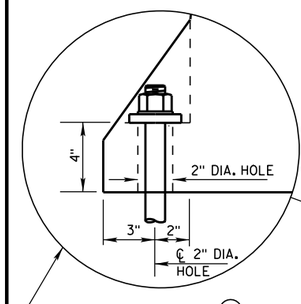
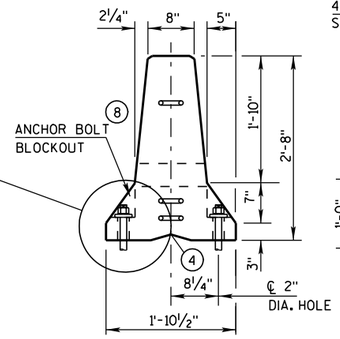
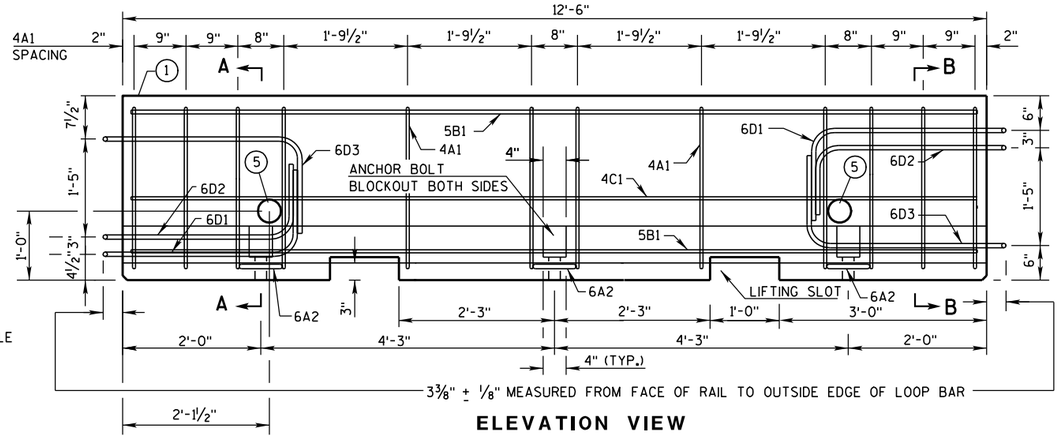
S.D.D. 14 A 2-1



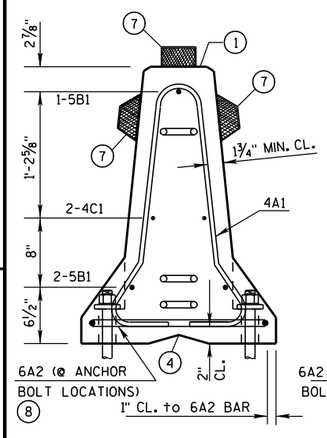

ANCHOR ON TRAFFIC SIDE (8) ONLY WHEN REQUIRED (SEE SHEET D FOR ADDITIONAL ANCHOR DETAIL)



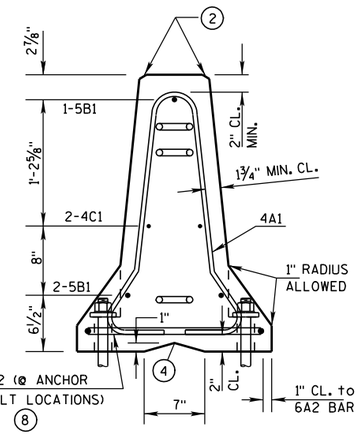

**END VIEW**



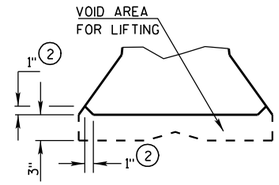

**ELEVATION VIEW**



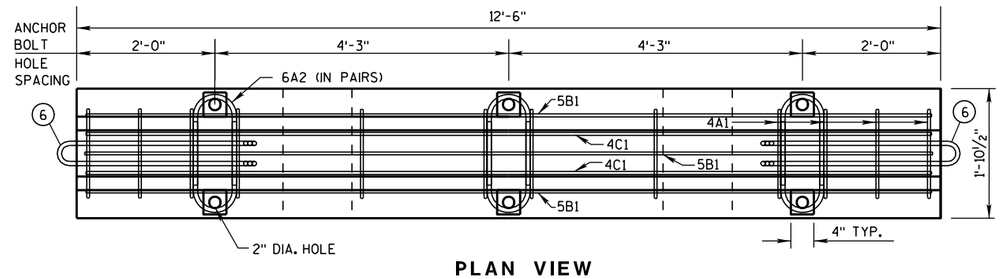

**SECTION A-A**
(STIRRUP PLACEMENT)




**SECTION B-B**
(STIRRUP PLACEMENT)

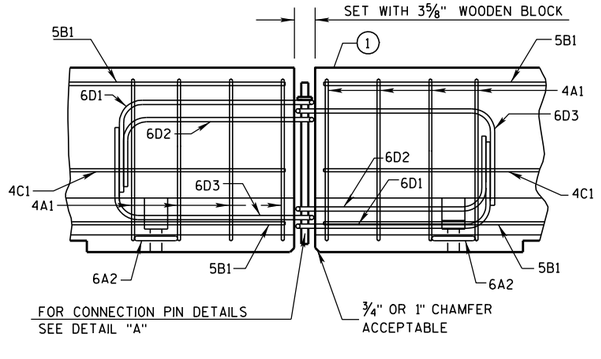



**DETAIL "B"**
**LIFTING SLOT DETAIL**

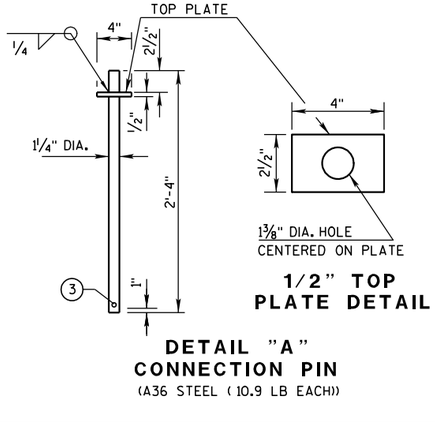



**PLAN VIEW**

## DETAILS OF BARRIER SECTION

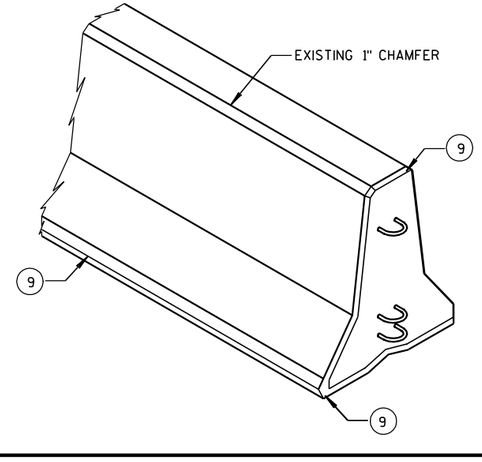



## DETAILS OF BARRIER CONNECTION




**1/2" TOP PLATE DETAIL**

**DETAIL "A"**
**CONNECTION PIN**
(A36 STEEL ( 10.9 LB EACH))




## GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-13(a) THRU 14B7-13(h).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR EPOXY ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WICBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

(8) SEE SHEET D FOR ANCHORING CRITERIA.

(9) 1" CHAMFER OPTIONAL.

**CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

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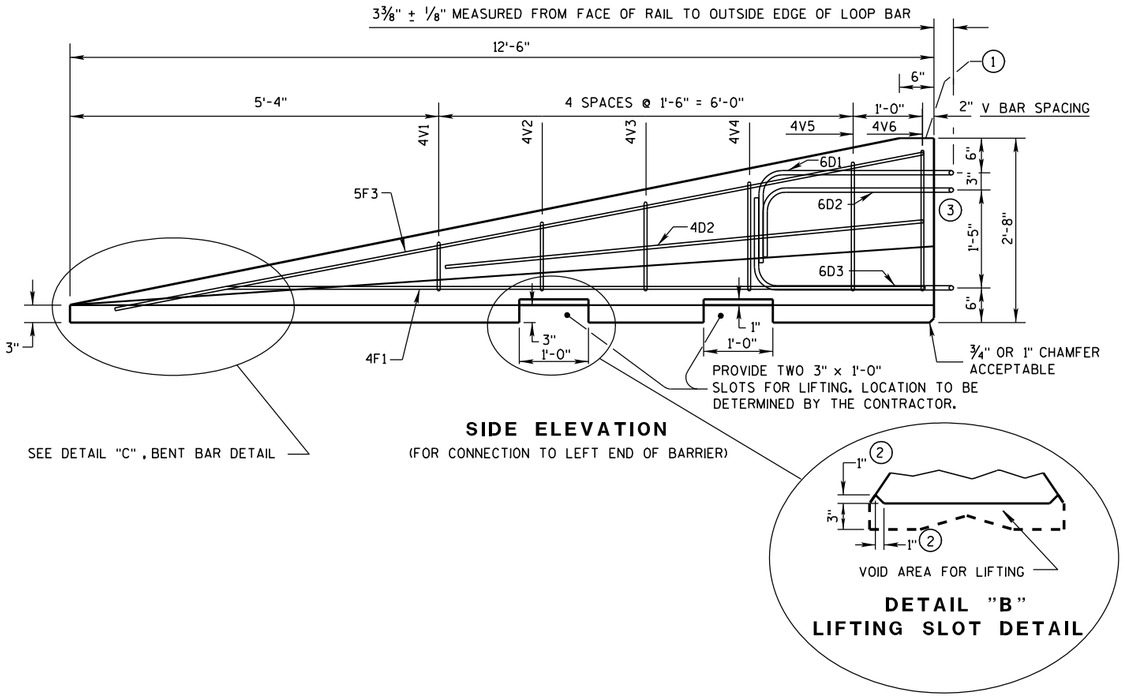
S.D.D. 14 B 7-13a

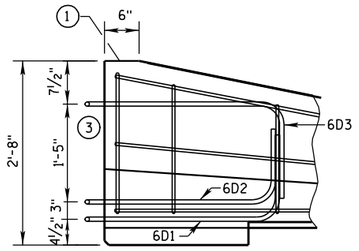



**SIDE ELEVATION**

(FOR CONNECTION TO LEFT END OF BARRIER)




**DETAIL "B"**
**LIFTING SLOT DETAIL**

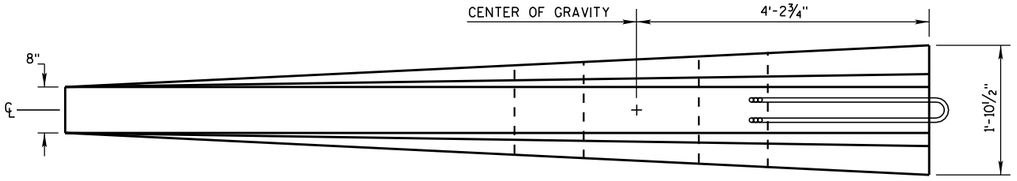



**SIDE ELEVATION**

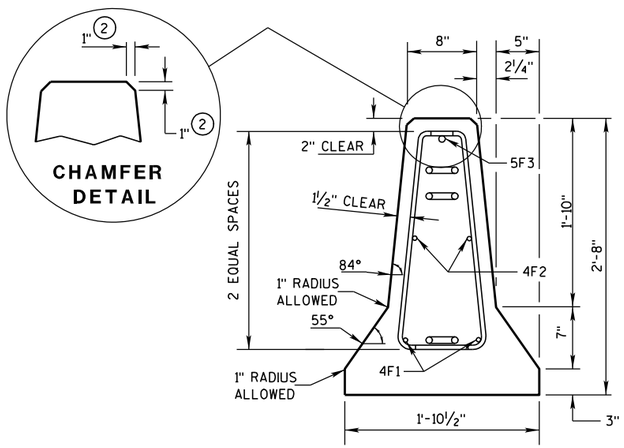
LOOP BAR ASSEMBLY INVERTED
FOR OPPOSITE END.
(FOR CONNECTION TO RIGHT END OF BARRIER)

## GENERAL NOTES

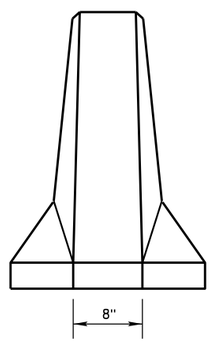
1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.



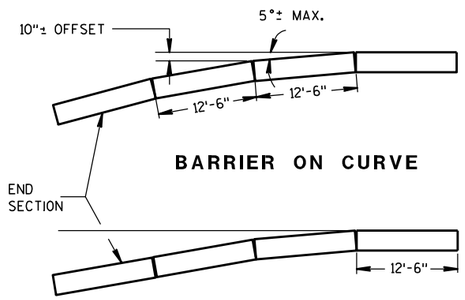

**PLAN VIEW**




**END SECTION**




**FRONT ELEVATION**




**BARRIER ON CURVE**

**FLARE AT BARRIER END**

| POSTED SPEED, (MPH) | FLARE RATE |
|---|---|
| 40 OR LESS | 6:1 |
| 45 OR GREATER | 8:1 |

## DETAILS OF BARRIER TAPER SECTION

**CONCRETE BARRIER**
**TEMPORARY PRECAST, 12'-6"**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



6

S.D.D. 14 B 7-13b

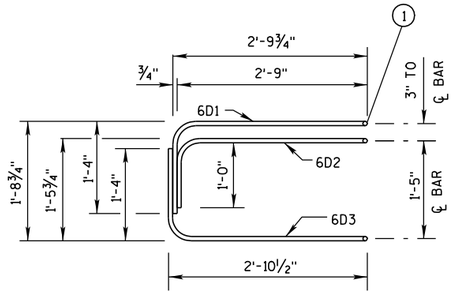
6

S.D.D. 14 B 7-13b

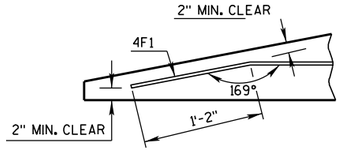
## BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

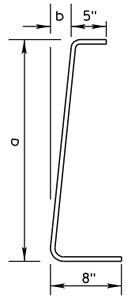
| BAR | BAR SIZE | NO. OF BARS | LENGTH FT. |
|---|---|---|---|
| 4V1 | 4 | 2 | 1'-11" |
| 4V2 | 4 | 2 | 2'-2" |
| 4V3 | 4 | 2 | 2'-6" |
| 4V4 | 4 | 2 | 2'-9" |
| 4V5 | 4 | 2 | 3'-2" |
| 4V6 | 4 | 2 | 3'-4" |
| 4F1 | 4 | 2 | 12'-0" |
| 4F2 | 4 | 2 | 7'-6" |
| 5F3 | 5 | 1 | 11'-9" |
| **LOOP ASSEMBLY** | | | |
| 6D1 | 6 | 1 | 8'-5" |
| 6D2 | 6 | 1 | 7'-7" |
| 6D3 | 6 | 1 | 8'-6" |




ELEVATION
LOOP BAR ASSEMBLY




DETAIL "C"
BENT BAR DETAIL




| BAR | a | b |
|---|---|---|
| V1 | 10" | 1" |
| V2 | 1'-1" | 1¼" |
| V3 | 1'-5" | 1⅝" |
| V4 | 1'-8" | 1⅞" |
| V5 | 2'-0½" | 2⅜" |
| V6 | 2'-3" | 2¾" |

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

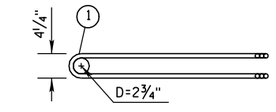
## GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

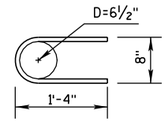
## BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

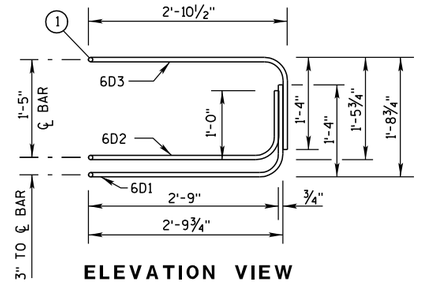
| BAR | BAR SIZE | NO. OF BARS | LENGTH FT. |
|---|---|---|---|
| 4A1 | 4 | 12 | 6'-0" |
| 6A2 | 6 | 6 | 2'-11" |
| 5B1 | 5 | 3 | 12'-2" |
| 4C1 | 4 | 2 | 12'-2" |
| **LOOP ASSEMBLY** | | | |
| 6D1 | 6 | 2 | 8'-5" |
| 6D2 | 6 | 2 | 7'-7" |
| 6D3 | 6 | 2 | 8'-6" |



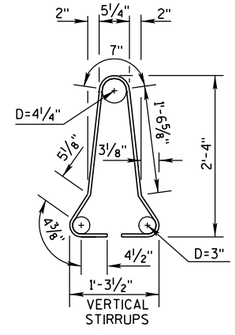

PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)




6A2




ELEVATION VIEW




4A1

BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION





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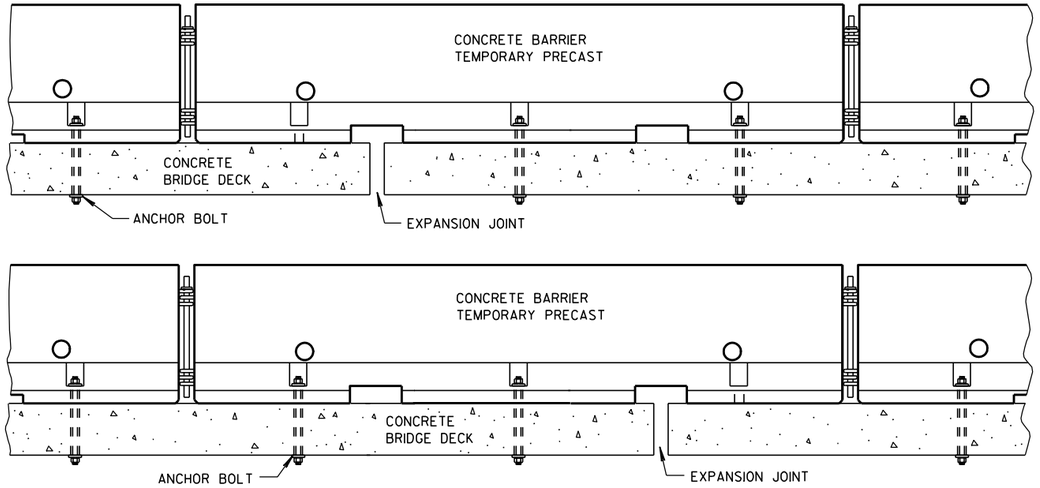
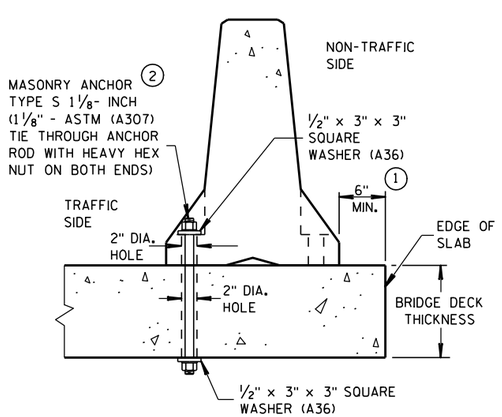
S.D.D. 14 B 7-13c



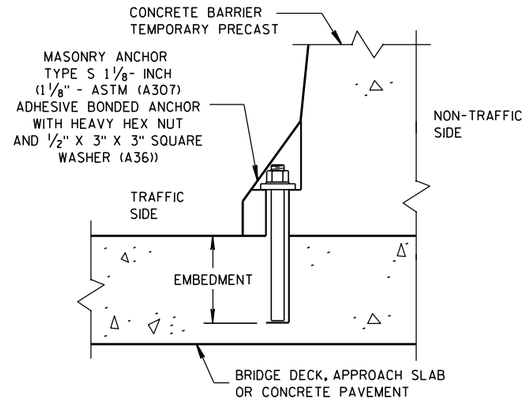

## TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)




## THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)




## REMOVABLE ADHESIVE BONDED ANCHOR INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

2

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)

## GENERAL NOTES

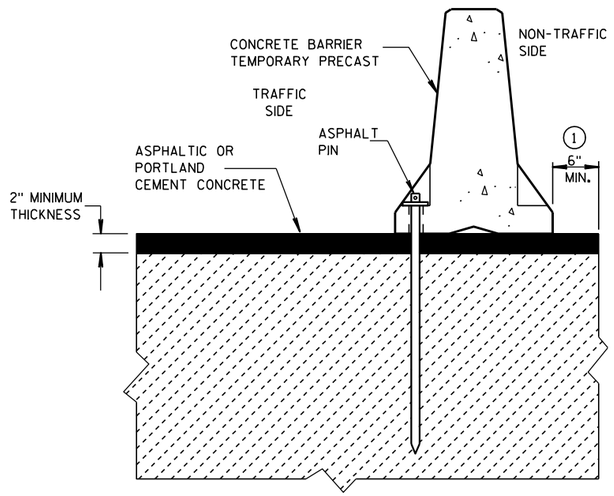
1. CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
   THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 45 MPH OR GREATER, OR

   THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT. IS LESS THAN 2 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 40 MPH OR LESS.

2. ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

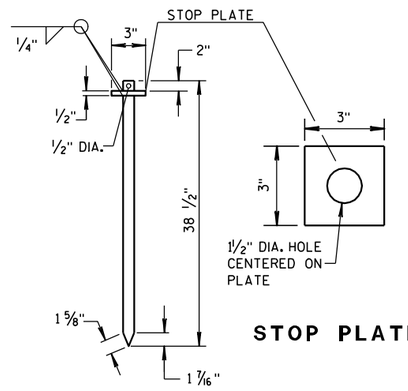
   WITH THE APPROVAL OF THE ENGINEER, REMOVABLE ADHESIVE BONDED (EPOXY) ANCHOR BOLT INSTALLATION MAY BE USED IN LIEU OF THROUGH BOLTED ANCHOR INSTALLATION. THE ADHESIVE BONDED ANCHOR BOLT MUST BE REMOVABLE. USE ASTM (A307) MASONRY ANCHORS TYPE S 1⅛-INCH, EMBEDDED TO A DEPTH SUFFICIENT TO DEVELOP THE ULTIMATE CAPACITY OF THE ANCHOR BOLT AND PROVIDE DOCUMENTATION TO CONFIRM THIS.

   UPON REMOVAL OR RELOCATION OF THE BARRIER UNITS, REMOVE ALLANCHOR BOLTS AND COMPLETELY FILL IN THE REMAINING HOLES IN CONCRETE BRIDGE DECKS, CONCRETE APPROACH SLABS AND CONCRETE PAVEMENTS THAT ARE TO REMAIN, WITH A NON-SHRINK COMMERICAL GROUT OR EPOXY MATERIAL IDENTIFIED ON THE CURRENT WISDOT APPROVED PRODUCTS LIST.




## STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

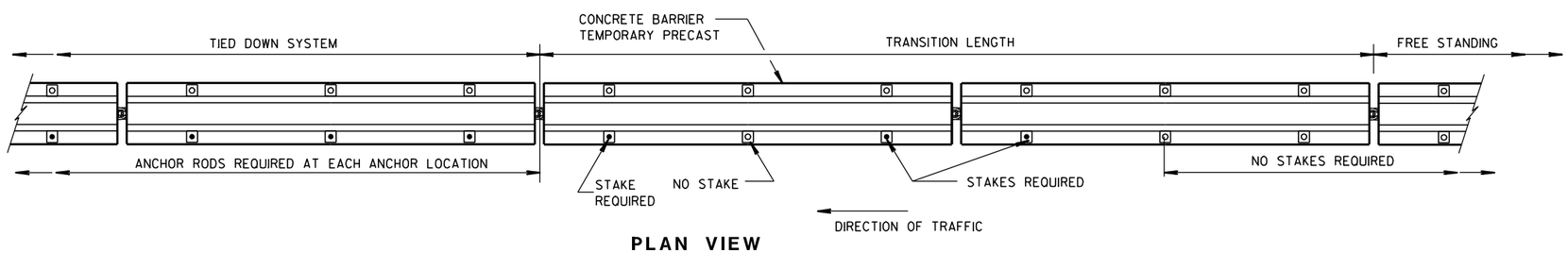
(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)




## STOP PLATE

## ASPHALT PIN

(ASTM A36 STEEL)




PLAN VIEW

## FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

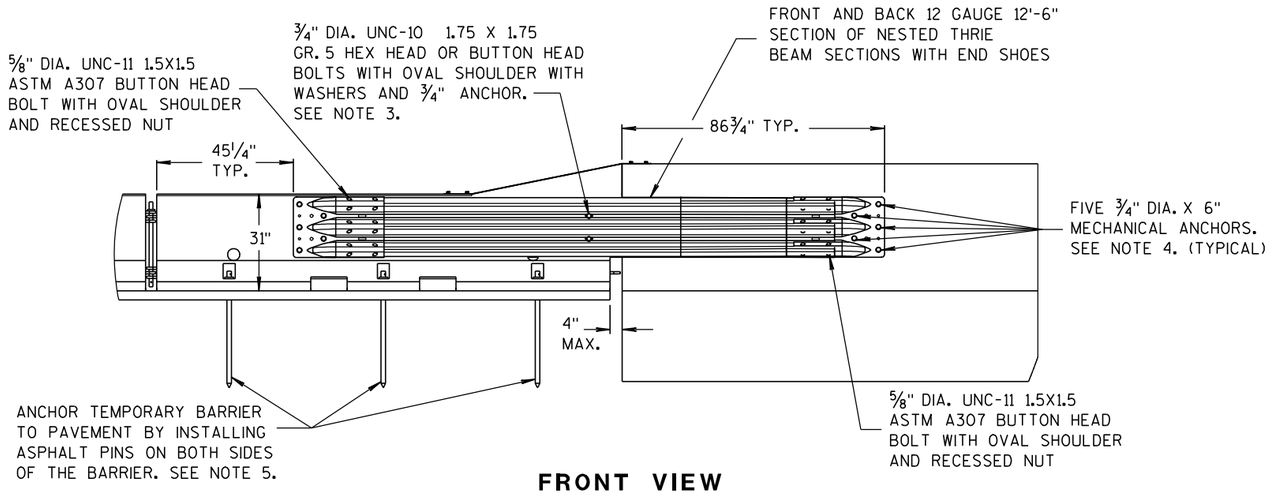
**CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...





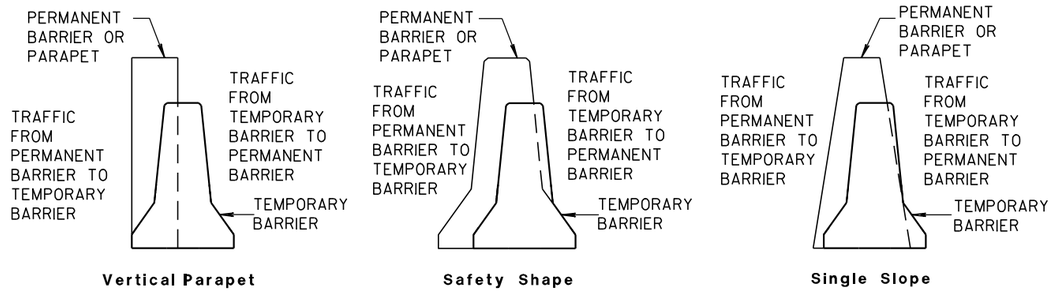
6
S.D.D. 14 B 7-13d



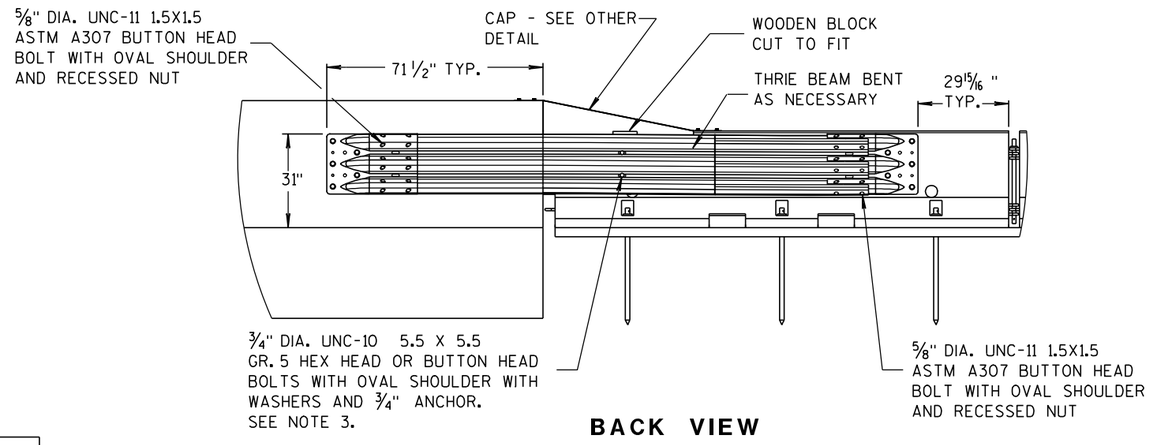

**FRONT VIEW**

## NOTES

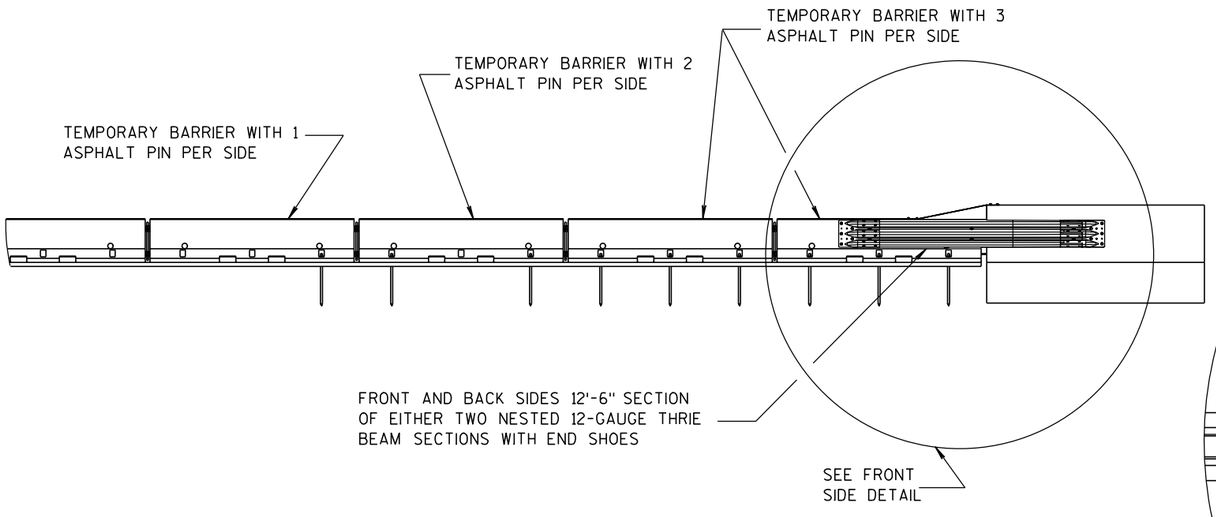
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.



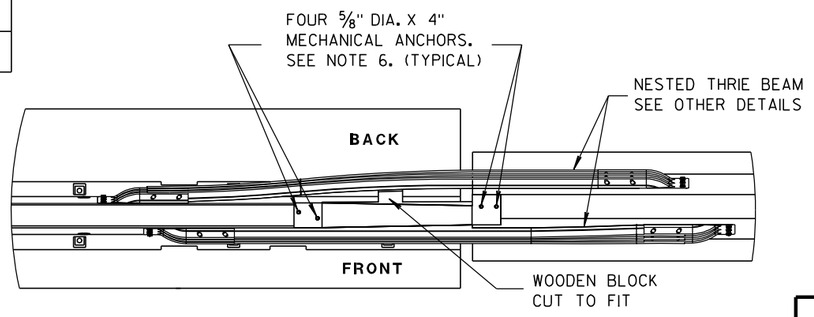

## TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM




**BACK VIEW**




**FRONT VIEW**




**PLAN VIEW**

## BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

**CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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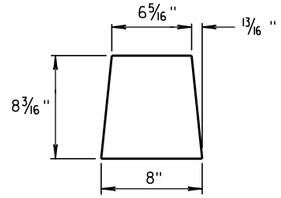
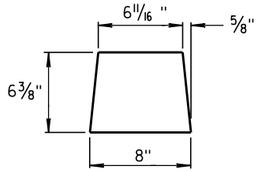
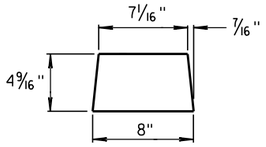
S.D.D. 14 B 7-13e



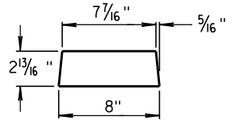

GUSSET 1




GUSSET 2

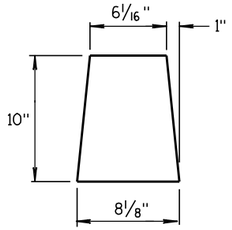



GUSSET 3

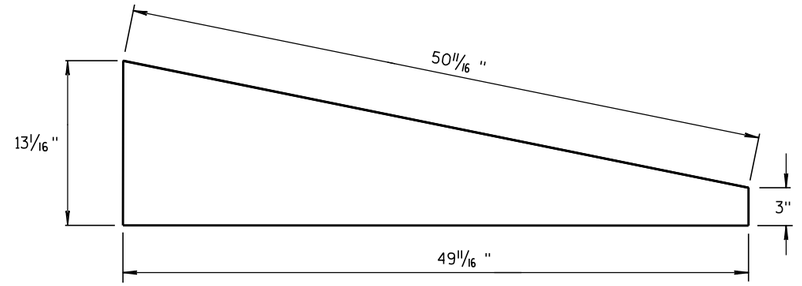



GUSSET 4

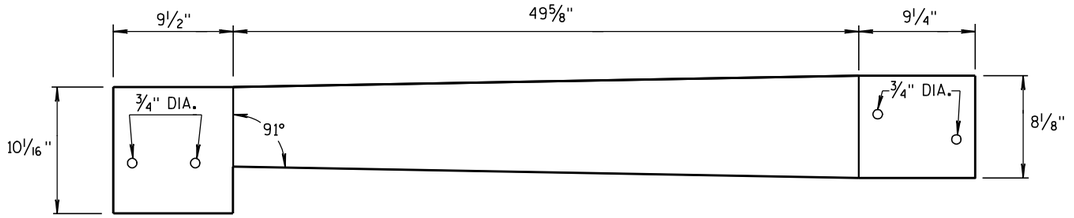
GUSSETS

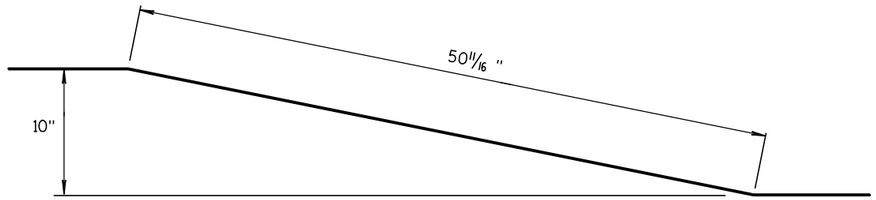



END PLATE

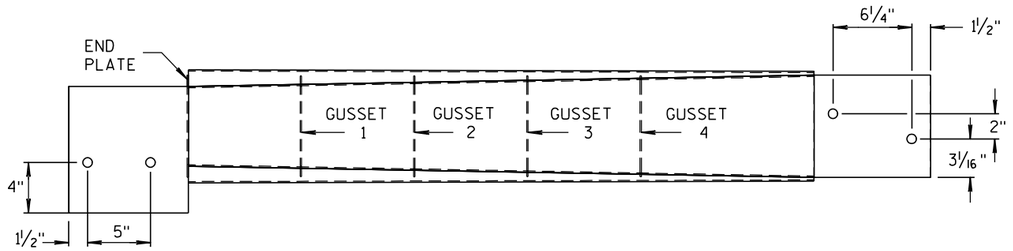


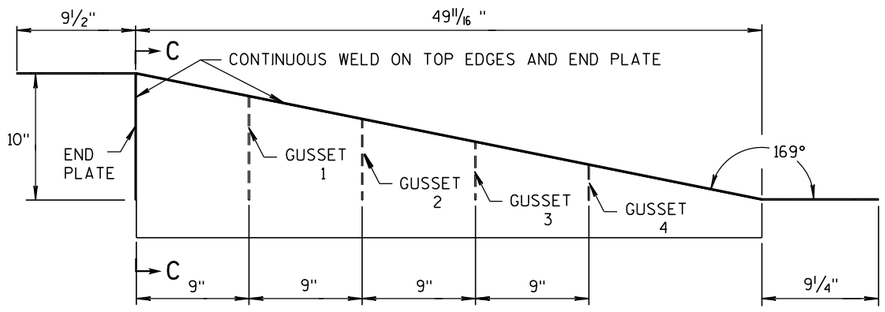

SIDE PLATE

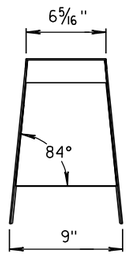



TOP PLATE




SECTION C-C

NOTES

1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

## CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

## SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.

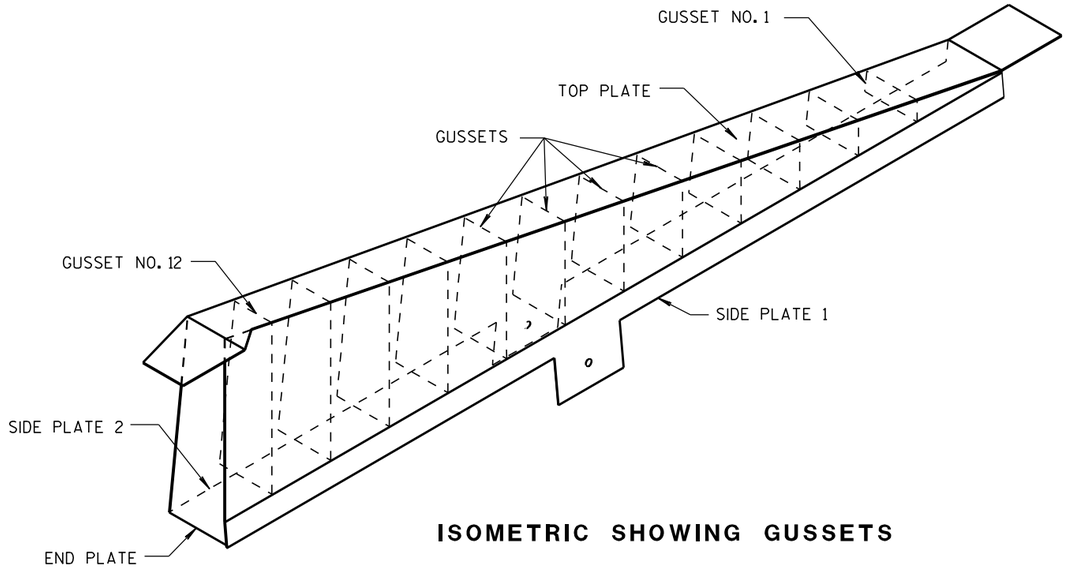
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

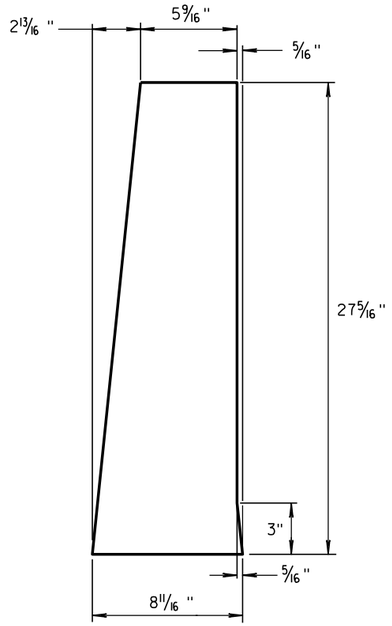



6

S.D.D. 14 B 7-13f

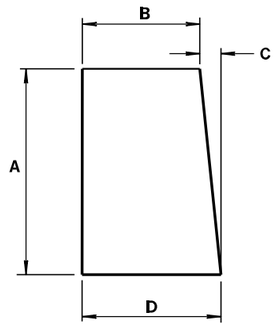



**ISOMETRIC SHOWING GUSSETS**




**END PLATE**

1/8" STEEL PLATE




**GUSSETS 1 - 12**

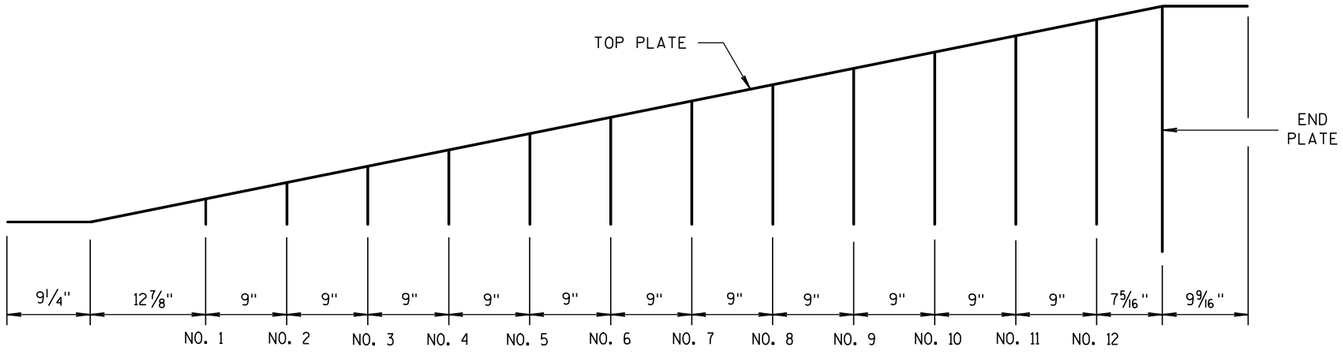
ALL GUSSETS 1/8" STEEL PLATE

**GUSSET DIMENSIONS**

| GUSSET NO. | A | B | C | D |
|---|---|---|---|---|
| 1 | 2 7/8" | 7 3/4" | 1/4" | 8 |
| 2 | 4 11/16 " | 7 9/16 " | 1/2" | 8 |
| 3 | 6 1/2" | 7 3/8" | 11/16 " | 8 1/16 " |
| 4 | 8 5/16 " | 7 3/16 " | 7/8" | 8 1/16 " |
| 5 | 10 1/8" | 7" | 1 1/16 " | 8 1/16 " |
| 6 | 11 15/16 " | 6 13/16 " | 1 1/4" | 8 1/16 " |
| 7 | 13 3/4" | 6 5/8" | 1 7/16 " | 8 1/16 " |
| 8 | 15 9/16 " | 6 7/16 " | 1 9/16 " | 8 1/16 " |
| 9 | 17 3/8" | 6 1/4" | 1 13/16 " | 8 1/16 " |
| 10 | 19 3/16 " | 6 1/16 " | 1 15/16 " | 8 1/16 " |
| 11 | 21" | 5 7/8" | 2 3/16 " | 8 1/16 " |
| 12 | 22 13/16 " | 5 11/16 " | 2 5/16 " | 8 1/16 " |

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.




**GUSSET LOCATION**

# CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

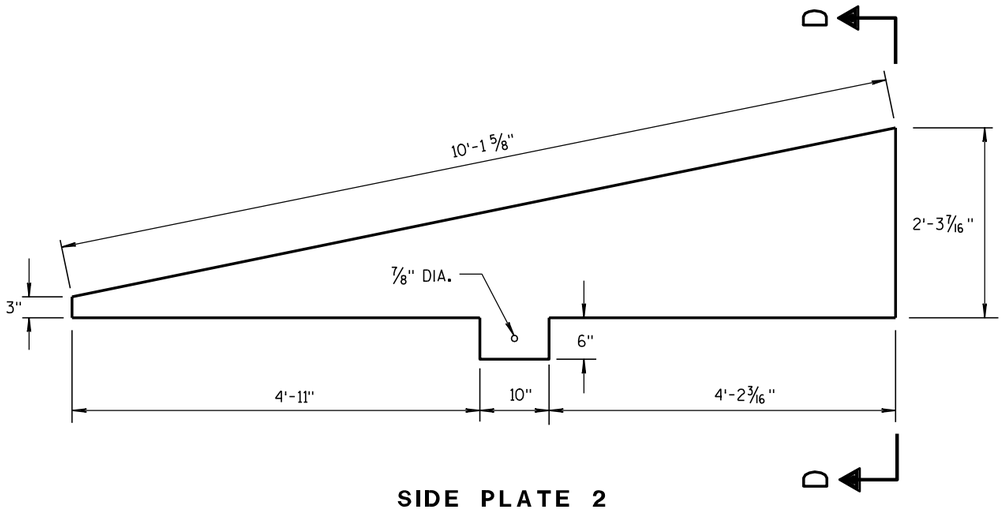
**CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

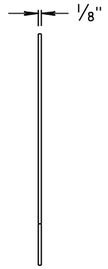



6

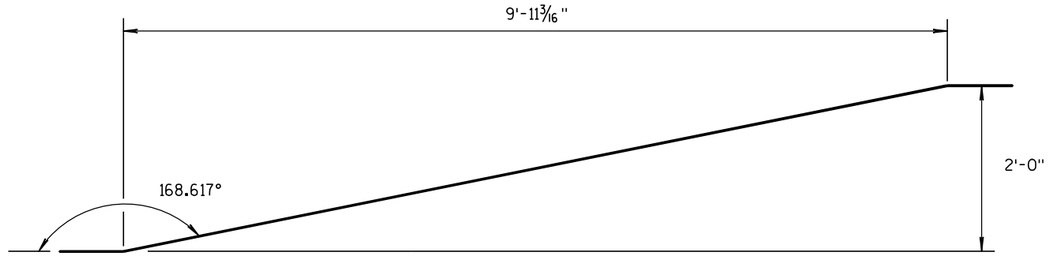
S.D.D. 14 B 7-13g




**SIDE PLATE 2**

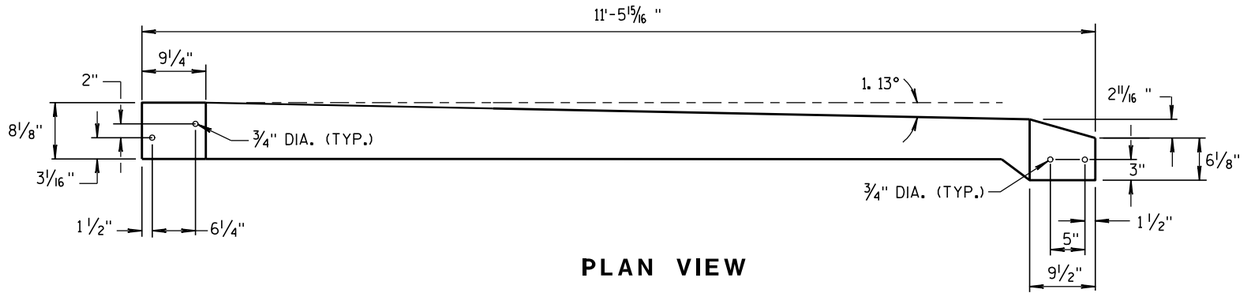



**END VIEW**



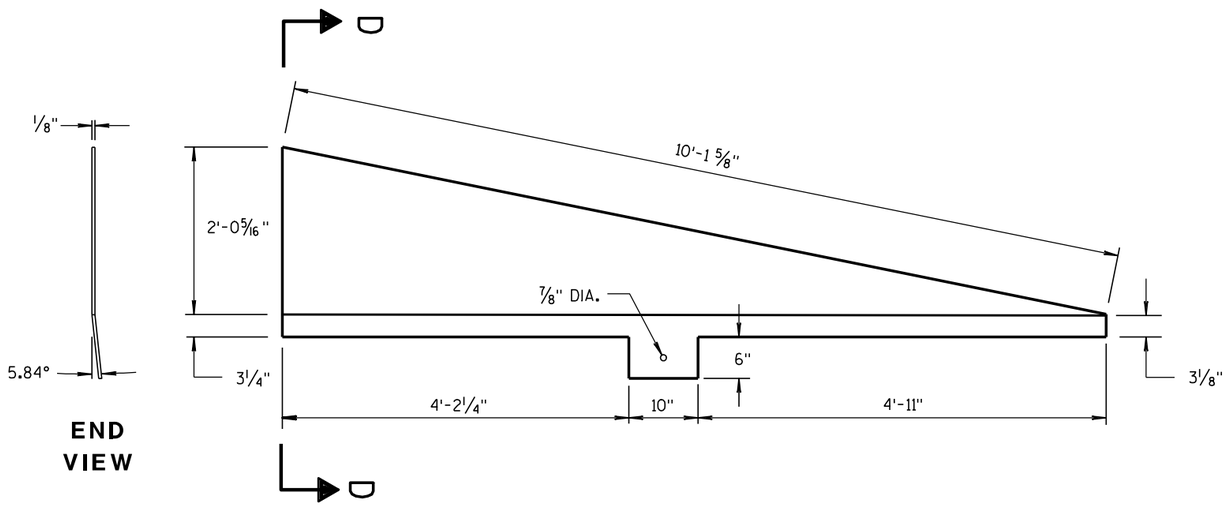

**SIDE VIEW**

**TOP PLATE**



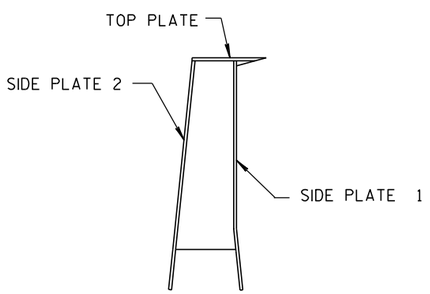

**PLAN VIEW**

**TOP PLATE**




**END VIEW**

**SIDE PLATE 1**




**SECTION D-D**

## CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

| | |
|---|---|
| CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" | |
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED | |
| 8/31/2012 DATE | /S/ Jerry H. ---- ROADWAY STANDARDS ENGINEER |
| FHWA | 312 ENT |

6

S.D.D. 14 B 7-13h

6

S.D.D. 14 B 7-13h

## GENERAL NOTES

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

(1) W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.

DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.

(2) USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.

(3) INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

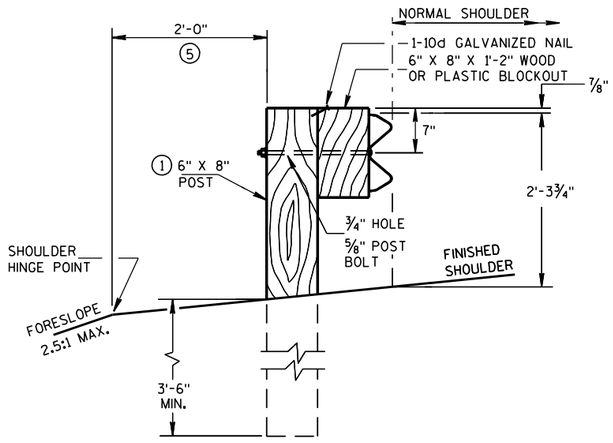
(4) USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

(5) IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

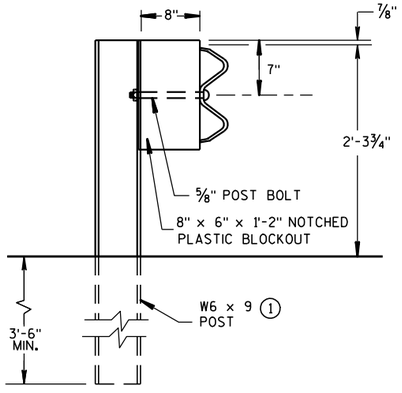
(6) IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

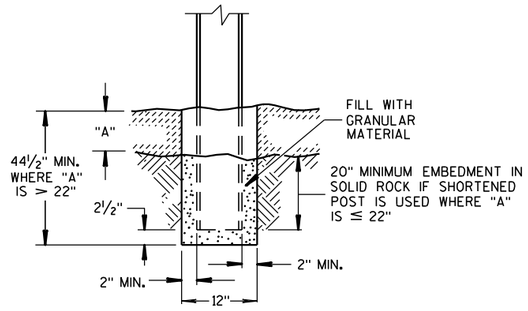
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



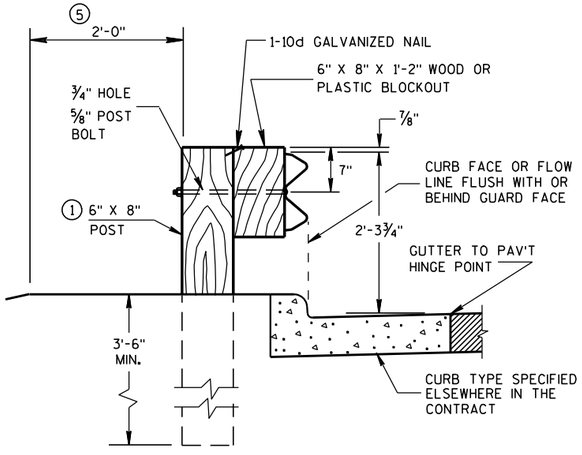

END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



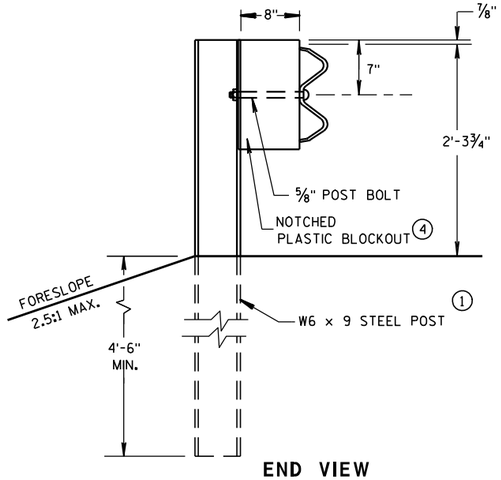

END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



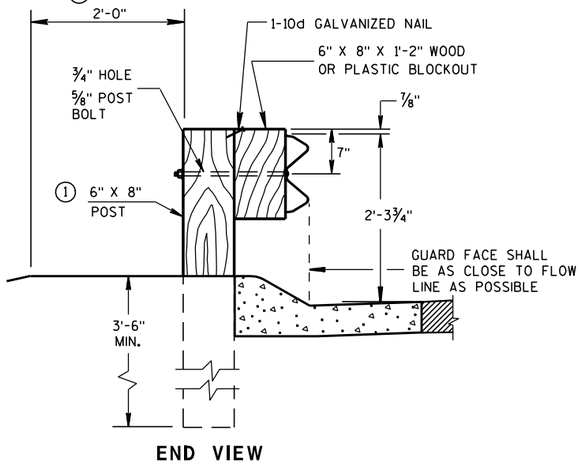

END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)



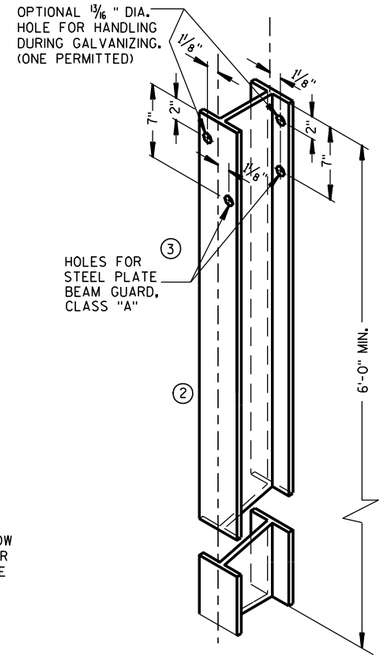

END VIEW
LOCATED ALONG A CURBED ROADWAY




END VIEW
LONGER POST AT HALF
POST SPACING W BEAM
(LHW)

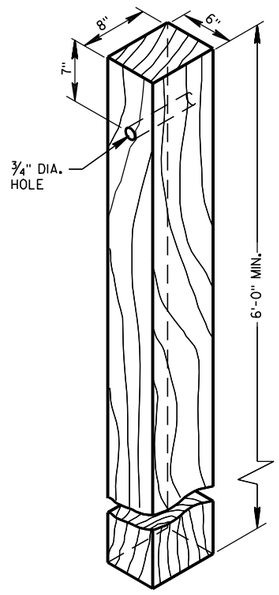



END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

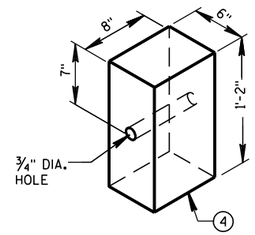



STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

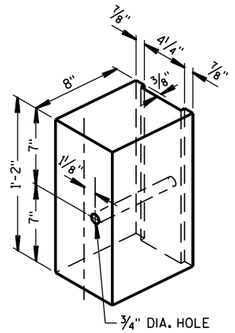
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



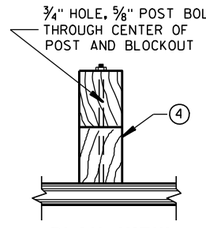

WOOD POST
(6"X8") NOMINAL



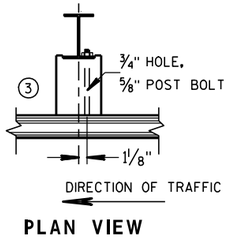

WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS




TYPICAL NOTCHED (1)
PLASTIC BLOCKOUT
FOR STEEL POSTS




PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM




PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM

## TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

STEEL PLATE BEAM GUARD,
CLASS "A"
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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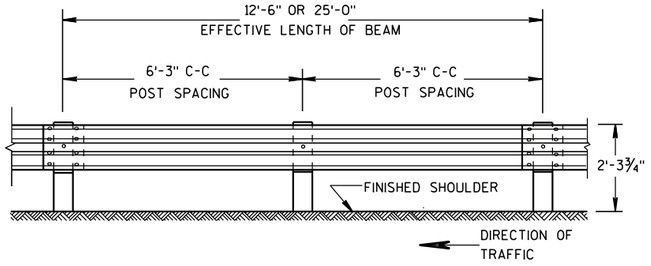
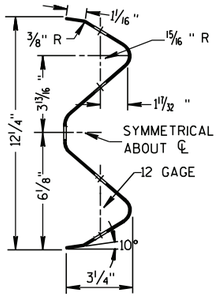
S.D.D. 14 B 15-7a

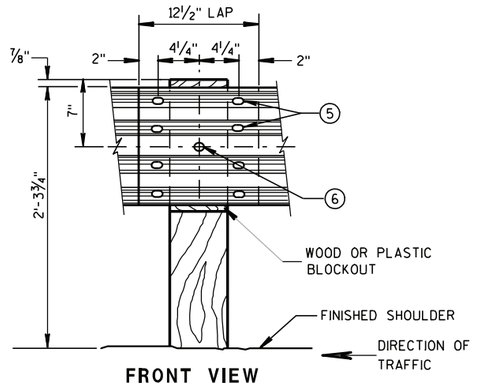



FRONT VIEW

## POST SPACING STANDARD INSTALLATION




## SECTION THRU W BEAM

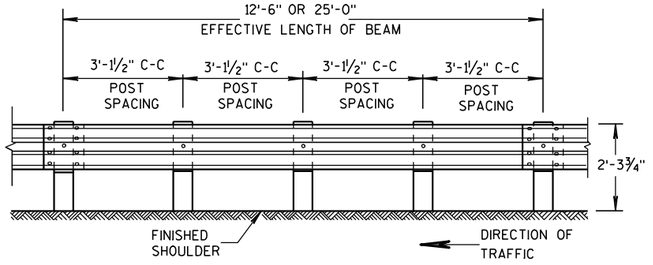



FRONT VIEW

## BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

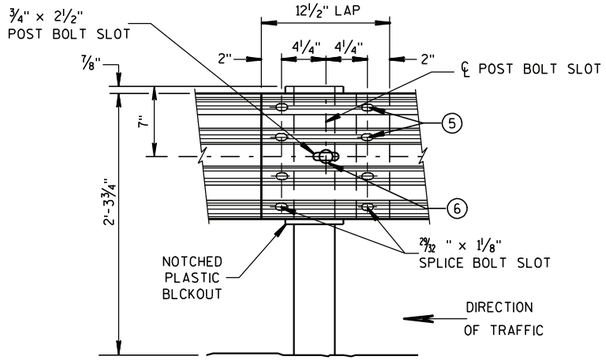
## GENERAL NOTES

1. PROVIDE TYPE "H" SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH TYPE "H" YELLOW REFLECTIVE SHEETING.
2. DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.
3. REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.
4. PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.
5. 8 - 5/8" ϕ X 2 " BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.
6. 5/8" ϕ X 1'-6" BUTTON HEAD BOLT AND AND RECESS NUT WITH ROUND WASHER UNDER NUT.




FRONT VIEW

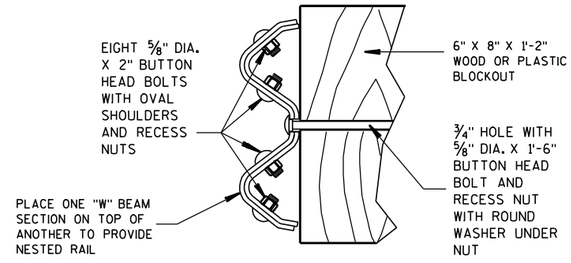
## POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)




FRONT VIEW

## BEAM SPLICE AT STEEL POST

## TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

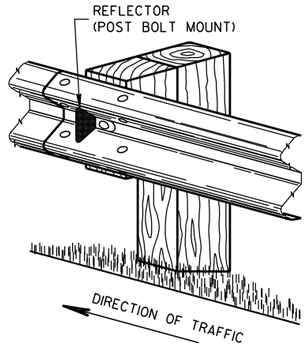


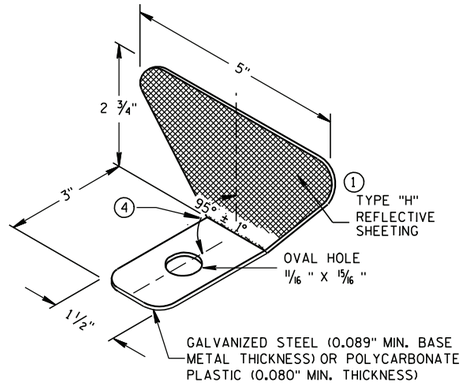

## NESTED W BEAM (NW)

USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

REFLECTOR SPACING (2)

| | BEAM GUARD LENGTH | REFLECTOR SPACING | NO. SURFACES REFLECTORIZED | MIN. NO. REFLECTORS |
|---|---|---|---|---|
| ONE WAY TRAFFIC | < 200' | 50' C-C | 1 | 3 |
| | > 200' | 100' C-C | 1 | |
| TWO WAY TRAFFIC | < 200' | 25' C-C | 1 (3) | 6 |
| | > 200' | 50' C-C | 1 | |
| TWO WAY TRAFFIC | < 200' | 50' C-C | 2 | 3 |
| | > 200' | 100' C-C | 2 (4) | |




## ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (1)

STEEL PLATE BEAM GUARD,
CLASS "A",
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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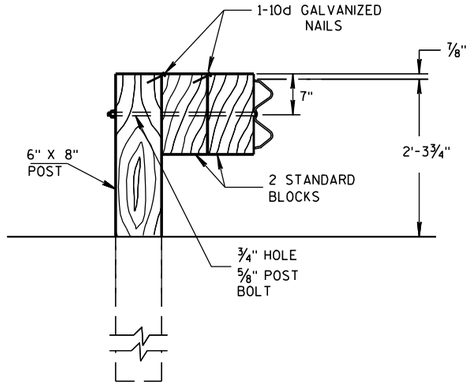
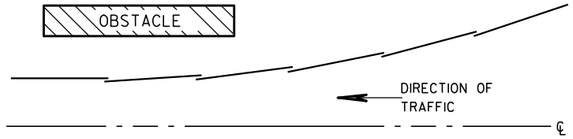
S.D.D. 14 B 15-7b

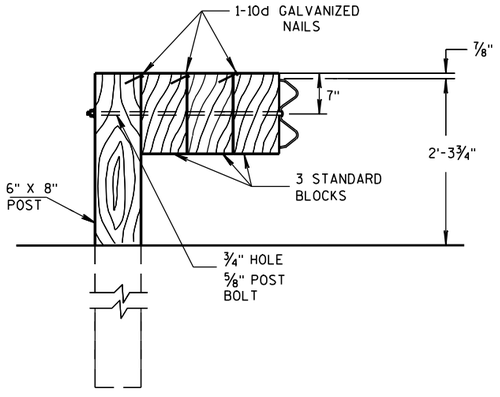



**DETAIL FOR DOUBLE BLOCKS**

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

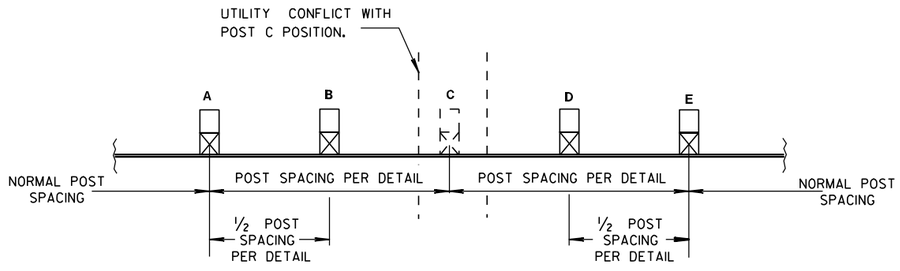



**PLAN VIEW**
**BEAM LAPPING DETAIL**




**DETAIL FOR TRIPLE BLOCKS**

TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.




**POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION**

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

**STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

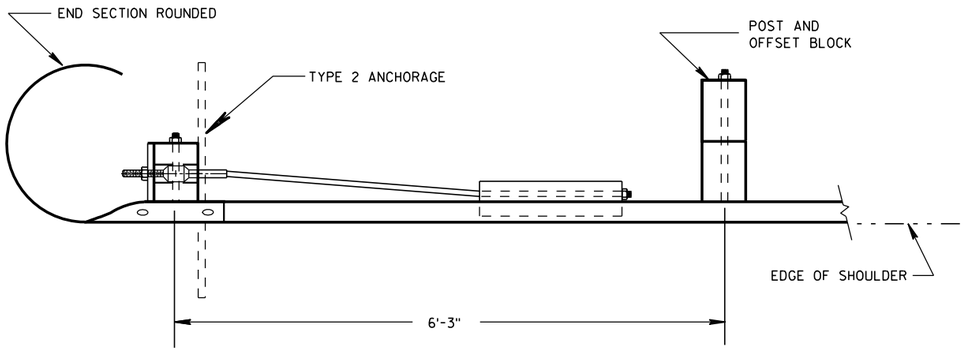
APPROVED

| 5/23/11 | /S/ Jerry H. Zogg | |
|---|---|---|
| DATE | ROADWAY STANDARDS ENGINEER | ENT |

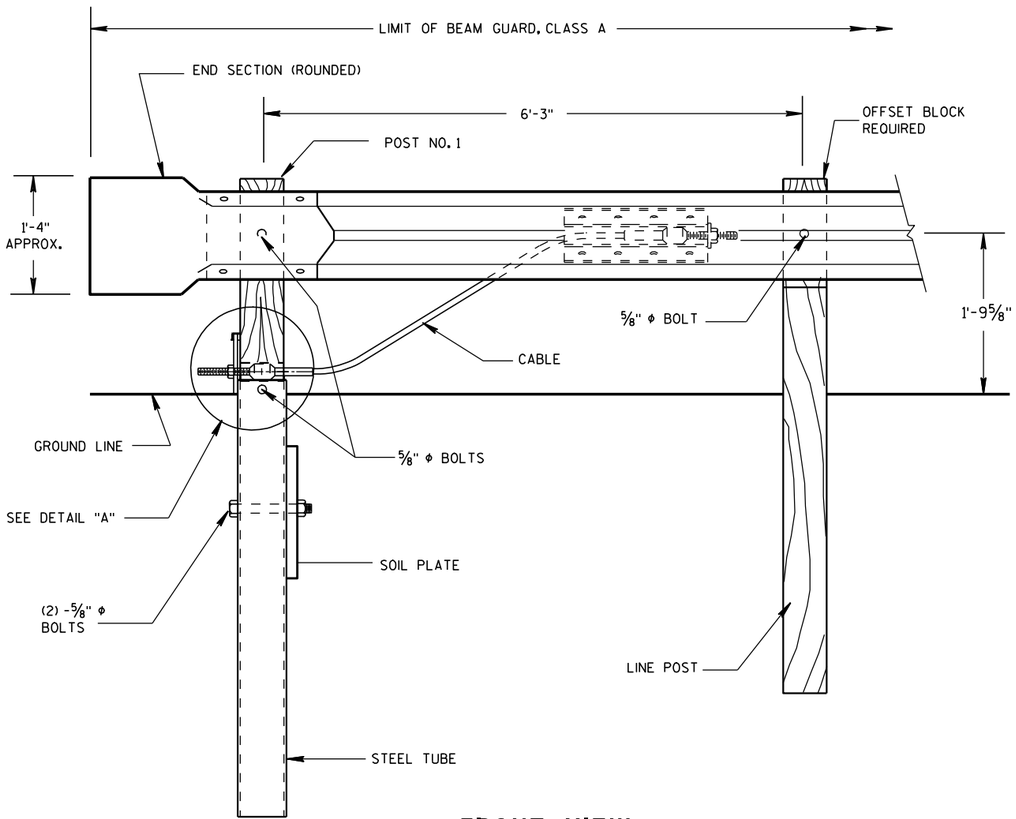
FHWA




6
S.D.D. 14 B 15-7c



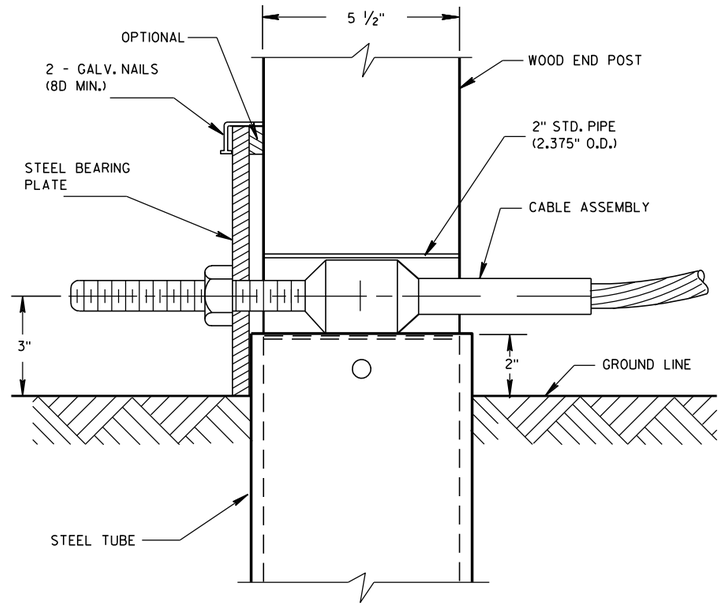

**PLAN VIEW**




**FRONT VIEW**

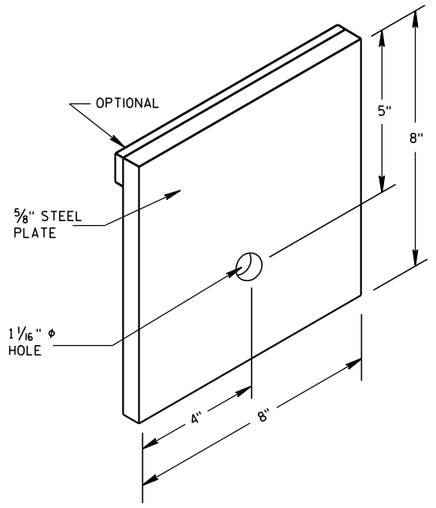
## END TREATMENT WITH TYPE 2 ANCHORAGE

(USE ON ONE-WAY ROADWAYS ONLY - DEPARTING END)




## DETAIL "A"

POST NO. 1




## STEEL BEARING PLATE

ANCHORAGE FOR STEEL
PLATE BEAM GUARD
TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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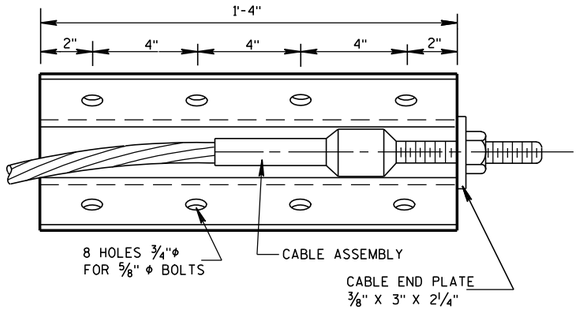
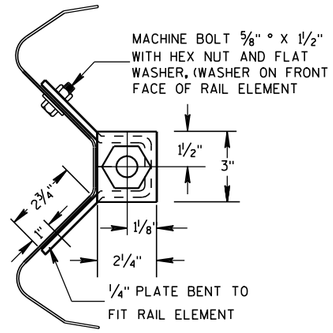
6

S.D.D. 14 B 16-4a

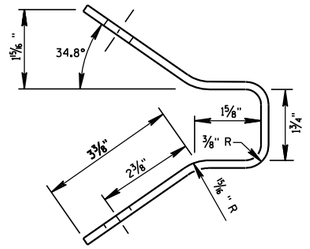



FRONT VIEW

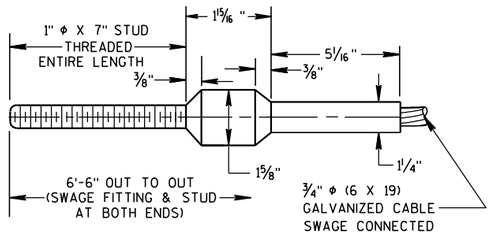



END VIEW

## ANCHOR PLATE DETAIL




END VIEW OF BRACKET




### CABLE ASSEMBLY

CABLE, SWAGE FITTING, STUD AND NUT SHALL DEVELOP A MINIMUM BREAKING STRENGTH OF 40,000 LB (TIGHTEN UNTIL TAUT)

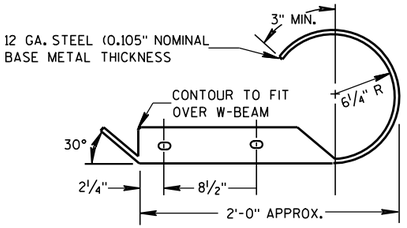
## GENERAL NOTES

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

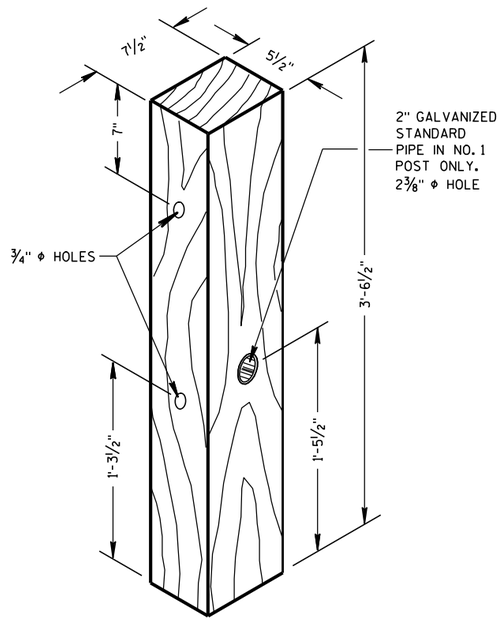
STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-500 GRADE B OR ASTM A-501.

POST NO. 1 SHALL BE WOOD BREAKAWAY POST INSERTED AND BOLTED INTO STEEL TUBE.

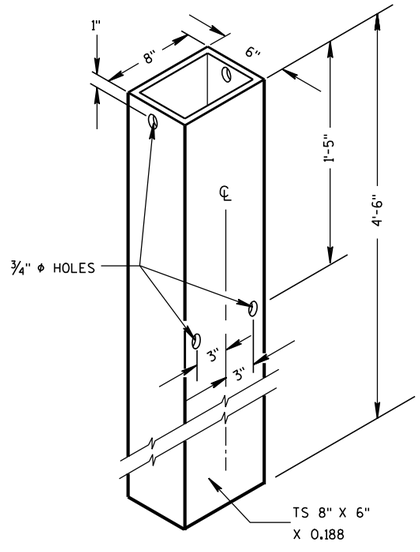
TYPE 2 ANCHORAGE SHALL CONSIST OF A STEEL TUBE, SOIL PLATE WOOD BREAKAWAY POST, BEARING PLATE, ANCHOR PLATE, CABLE ASSEMBLY AND ALL ASSOCIATED HARDWARE, ALL STEEL PARTS SHALL BE GALVANIZED.




PLAN VIEW

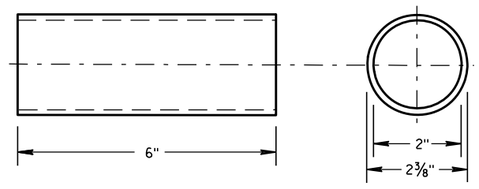



WOOD BREAKAWAY POST



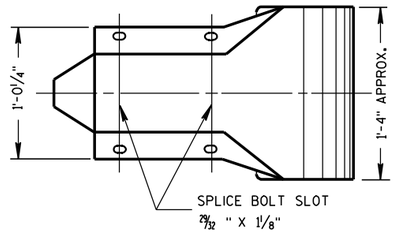

### STEEL TUBE

STEEL TUBE SHALL CONFORM TO REQUIREMENTS OF ASTM A500

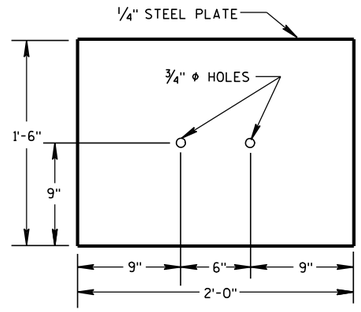



### BREAKAWAY TERMINAL POST SLEEVE

GALVANIZED STANDARD STRENGTH STEEL PIPE, ASTM 53 GRADE "B"




FRONT VIEW
W BEAM END SECTION ROUNDED




SOIL PLATE

ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/21/2007 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
317
FHWA

6

S.D.D. 14 B 16-4b

6

S.D.D. 14 B 16-4b

## BILL OF MATERIALS

| NOTE NO. | QTY. | DESCRIPTION |
|---|---|---|
| (1) | 4 | WOOD BREAKAWAY TERMINAL POST: 5½" X 7½" X 3'-9" |
| (2) | ** | STEEL TUBE: OPTION 1 - QUANITY OF 4 TS 8" X 6" X 0.188", 4'-6" LONG OR OPTION 2 - QUANITY OF 2 TS 8" X 6" X 0.188", 6'-0" AND 2 TS 8" X 6" X 0.188", 4'-6" LONG |
| (3) | 2 | SOIL PLATE: 2'-0" X 1'-6" X ¼" ** |
| (4) | 4 | WOOD BREAKAWAY CRT POST: 6" X 8" X 6'-0" |
| (5) | 6 | WOOD OFFSET BLOCKS: 6' X 8" X 1'-2" |
| (6) | 1 | PIPE SLEEVE: 2" X 5 ½" STANDARD PIPE |
| (7) | 1 | BEARING PLATE |
| (8) | 1 | BCT CABLE ASSEMBLY |
| (9) | 1 | CABLE ANCHOR BOX |
| (10) | 1 | STRUT & YOKE |
| (11) | 1 | STEEL PLATE BEAM, END PANEL 12 GA. 13'-6½" LONG FOR SKT-350, ET-2000 AND ET-2000 PLUS |
| (12) | 3 | STEEL PLATE BEAM: 12 GA. 13'-6½" |
| (13) | 1 | ET-2000/ET-2000 PLUS GUARDRAIL EXTRUDER OR SKT-350 IMPACT HEAD: AS FURNISHED BY MANUFACTURER |
| (14) | 1 | REFLECTIVE SHEETING TYPE H: 18" X 18" |
| (15) | 1 | E.A.T. MARKER POST |

## GENERAL NOTES

FOLLOW MANUFACTURE'S BOLTING RECOMMENDATIONS. IF NONE ARE AVAILABLE, INSTALL ⅝" ϕ X 1'-6" BUTTON HEAD BOLTS AT ALL POSTS EXCEPT FOR POST 1.

(A) THE SLOPE IN THE AREA BOUNDED BY THE EXTENDED VEHICLE RUNOUT PATH (EVRP), THE HINGE POINT LINE (HPL),AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(C) THE 13 SLOT FIRST RAIL PANEL MAY BE USED IN LIEU OF THE 3 SLOT RAIL PANEL ON SKT-350 ONLY.

(D) THE TOP OF THE STEEL TUBE ON POSTS 1 THROUGH 4 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

(E) THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST 5 THROUGH 8 SHALL BE ¾" ABOVE THE FINISHED GROUND LINE.

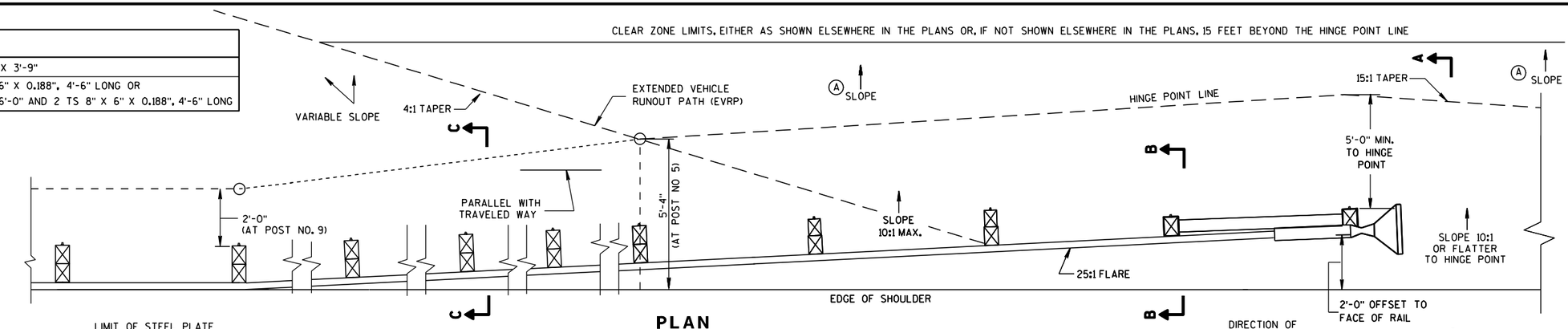
(F) SHEETING IS ATTACHED TO 0.040 ALUMINUM SHEET AND ATTACHED TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER OF E.A.T.

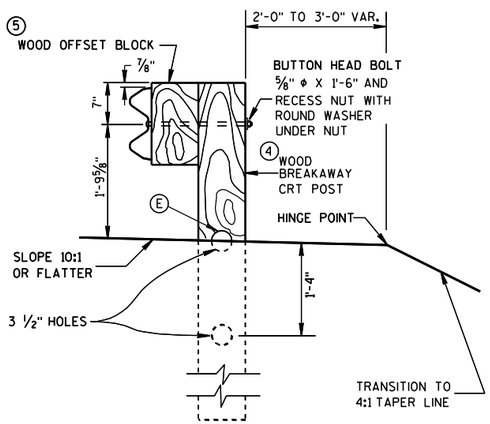
STEEL POSTS SHALL NOT BE ALLOWED FOR USE WITH ENERGY ABSORBING TERMINALS.

DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

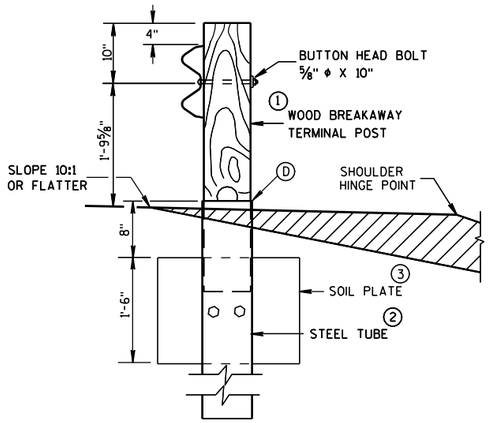
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

** SDD SHOWS 4 - 54 INCH STEEL TUBES WITH SOIL PLATES INSTALLED ON POST 1 AND POST 2. POST 3 AND 4 DO NOT NEED SOIL PLATES. AN ALTERNATIVE INSTALLATION WOULD CONSIST OF 2 - 72 INCH STEEL TUBES ON POST 1 AND POST 2 AND 54 INCH SOIL TUBES ON POSTS 3 AND 4. THE ALTERNATIVE INSTALLATION DOES NOT REQUIRE SOIL PLATES.

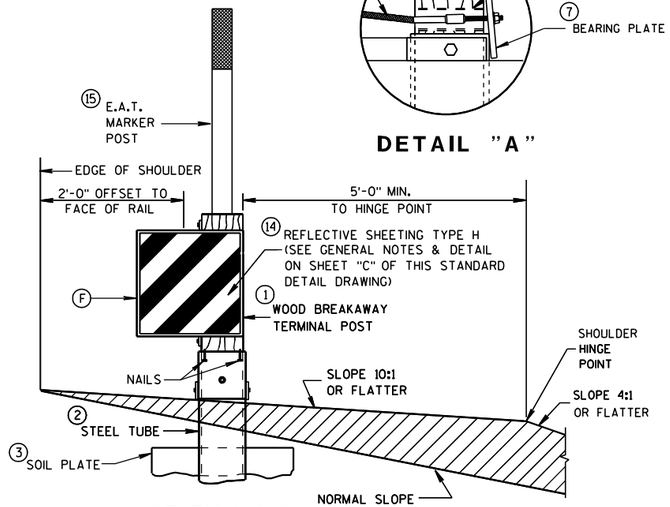



SECTION C-C
TYPICAL AT POST NOS. 6, 8

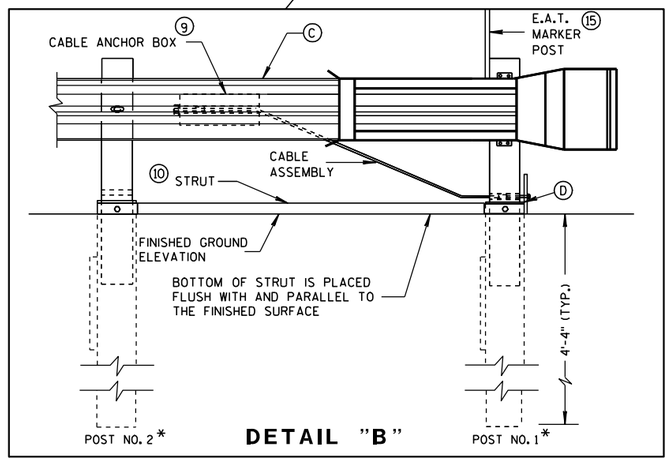



SECTION B-B
TYPICAL AT POST NO. 2*




DETAIL "A"

SECTION A-A
TYPICAL AT POST NO. 1*



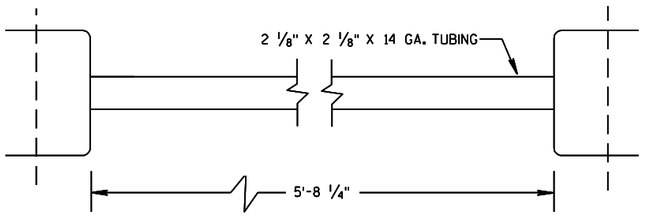

DETAIL "B"

**STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL**

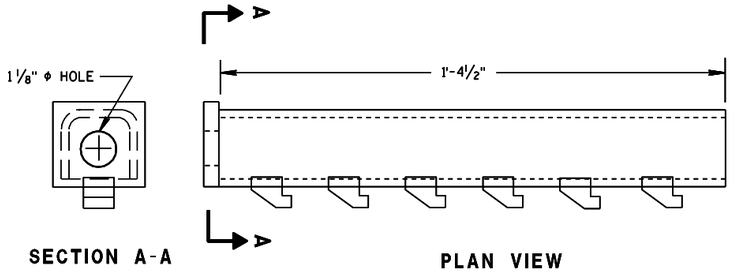
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



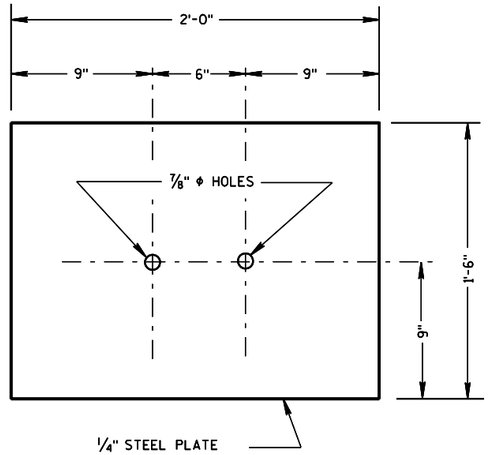

6
S.D.D. 14 B 24-7a




⑩ STRUT DETAIL (SKT-350)

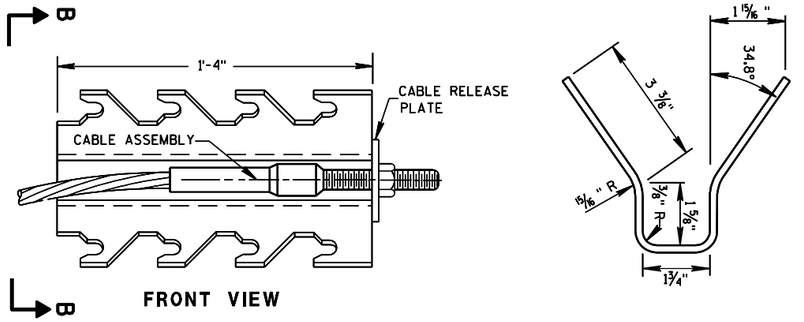



⑨ CABLE ANCHOR BOX (ET-2000/ET-2000 PLUS)



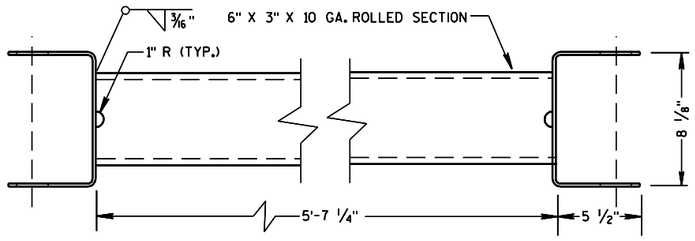

③ SOIL PLATE

(SKT-350, ET-2000/ET-2000 PLUS)



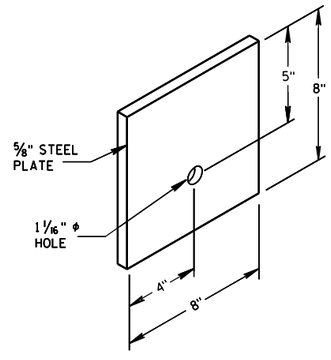

⑨ CABLE ANCHOR BOX (SKT-350)

(SKT-350)




⑩ STRUT DETAIL (ET-2000/ET-2000 PLUS)

(ET-2000/ET-2000 PLUS)

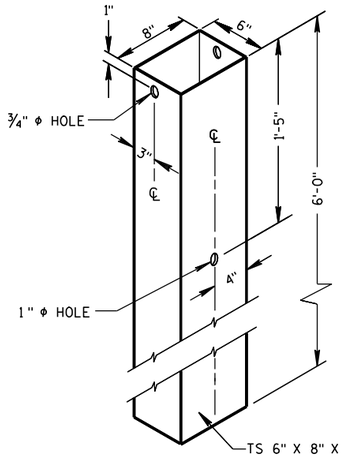



⑦ STEEL BEARING PLATE

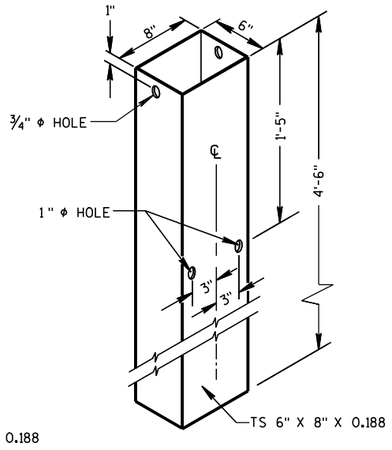
(SKT-350, ET-2000/ET-2000 PLUS)

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

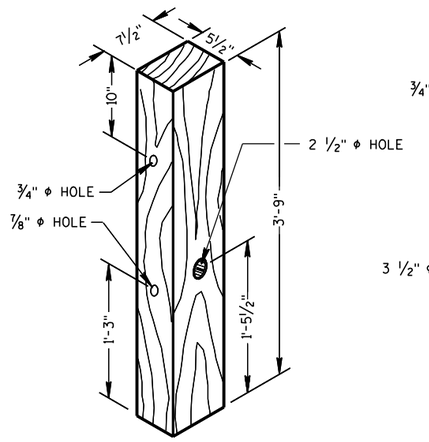
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



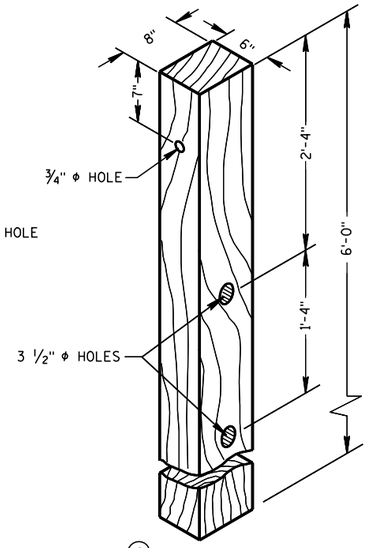

(2) 72" STEEL TUBE
(POSTS NO. 1-4




(2) 54" STEEL TUBE
(POSTS NO. 1-4




(1) TERMINAL POST
(POSTS NO. 1-4




(4) CRT POST
(POSTS NO'S 5-8

## WOOD BREAKAWAY POSTS

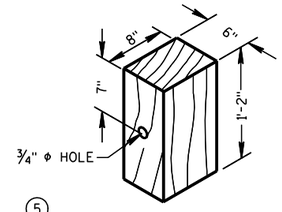
## GENERAL NOTES

STEEL PLATE BEAM GUARD, ENERGY ABSORBING TERMINAL SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH, WHICH SHALL INCLUDE HARDWARE, STEEL PLATE BEAM GUARD, POSTS, REFLECTIVE SHEETING AND INSTALLATION AS SHOWN.

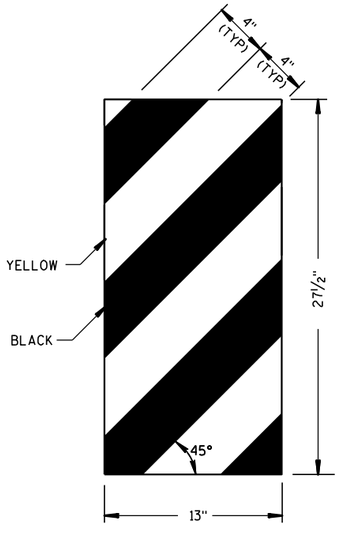
WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 ½" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.

SEE APPROVED PRODUCTS LIST FOR ACCEPTABLE E. A. T. MARKER POST.

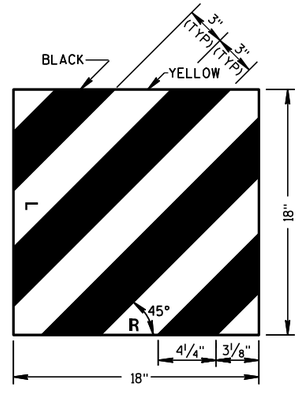
(G) ½" DIA. X 3" LAG BOLT WITH WASHER.




(5) WOOD OFFSET BLOCK
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2

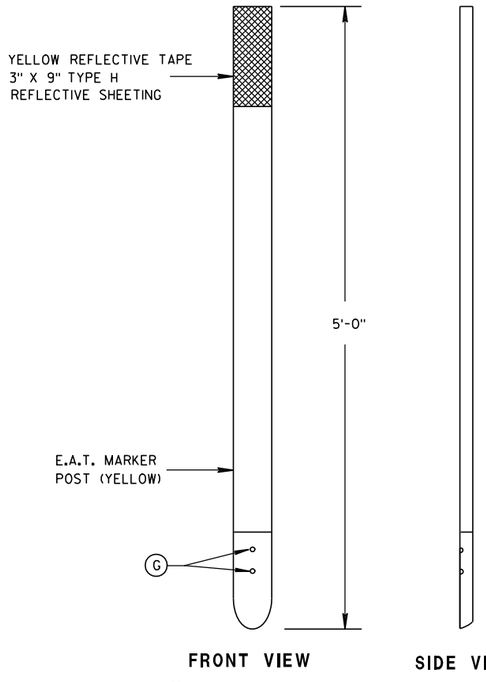



ET-2000 PLUS ONLY

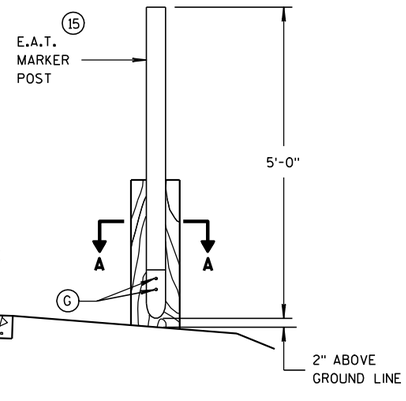



ET-2000 AND SKT-350

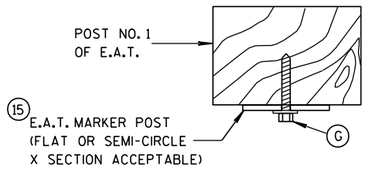
(14) REFLECTIVE SHEETING DETAILS




(15) E.A.T. MARKER POST




TYPICAL INSTALLATION OF E.A.T.
MARKER POST BACKSIDE OF POST NO. 1
(E.A.T. AND RAIL REMOVED FOR CLARITY)




SECTION A-A

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-12-10
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

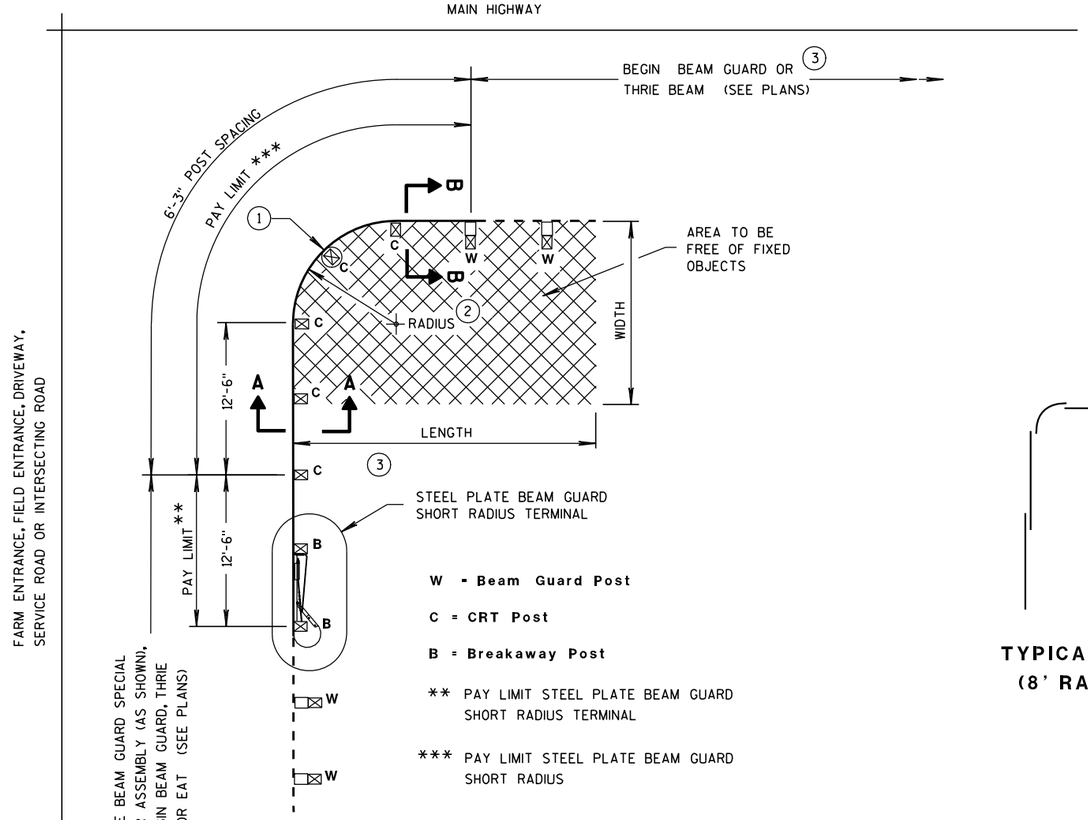
320

6

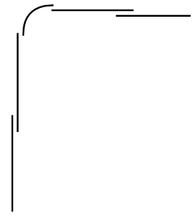
S.D.D. 14 B 24-7c

6

S.D.D. 14 B 24-7c




**TYPICAL LAYOUT**
**(8' RADIUS SHOWN)**



**TYPICAL LAP SPLICES**
**(8' RADIUS SHOWN)**

## GENERAL NOTES

ALL ANGLES, CHANNELS, AND PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A36 AND THE STRUCTURAL TUBING SHALL CONFORM TO ASTM A 500. WELDING SHALL MEET THE CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI/AWS D1.1. ALL STRUCTURAL STEEL SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 123. PUNCHING, DRILLING, CUTTING, OR WELDING WILL NOT BE PERMITTED AFTER GALVANIZING. FURNISH AND INSTALL HARDWARE PER STANDARD SPECIFICATION 614.2. UNLESS NOTED OTHERWISE.

SHOP BEND CURVED RAIL SECTIONS.

SEE STANDARD DETAIL DRAWING 14 B 15 FOR OTHER DETAIL.

(1) ON THE 8 FOOT RADIUS INSTALLATION, DO NOT INSTALL BUTTON HEAD BOLT AT CENTER CRT POST.

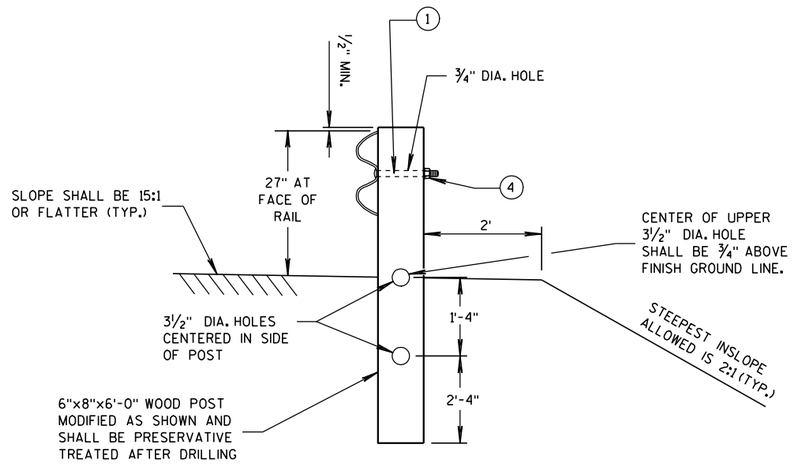
(2) RADIUS FROM 8' - 36'. SEE PLAN.

(3) HEIGHT TRANSITION MAY BE REQUIRED. SEE PLAN OR PROJECT ENGINEER.

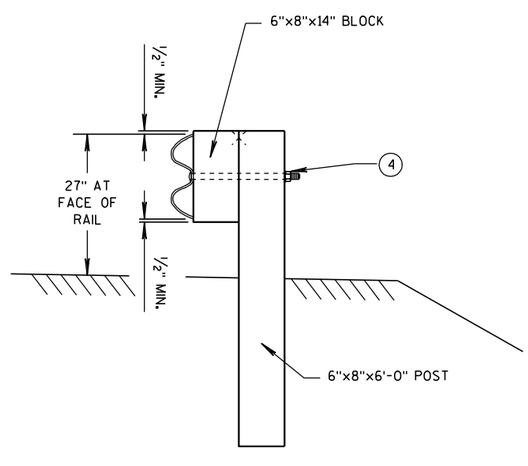
(4) 5/8" ø X 1'-6" BUTTON HEAD BOLT AND RECESS NUT WITH ROUND WASHER UNDER NUT.

| RADIUS | NUMBER OF CRT POSTS | *NUMBER AND LENGTH OF CURVED RAILS | REQUIRED AREA FREE OF FIXED OBJECTS (LENGTH x WIDTH) |
|---|---|---|---|
| 8' | 5 | 1 at 12.5' | 25' x 15' |
| 16' | 7 | 1 at 25' | 30' x 15' |
| 24' | 9 | 1 at 25' and 1 at 12.5' | 40' x 20' |
| 32' | 11 | 2 at 25' | 50' x 20' |

* THE NUMBER OF RAILS IS BASED ON A 90° INTERSECTION. SEE PLAN FOR NON 90° INSTALLATIONS.




**SECTION A-A**
**(CRT POST)**




**SECTION B-B**
**(BEAM GUARD POST)**

# STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

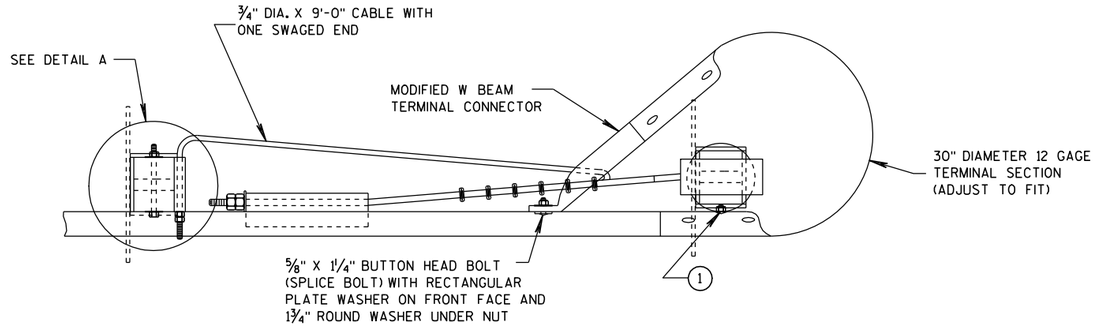


6

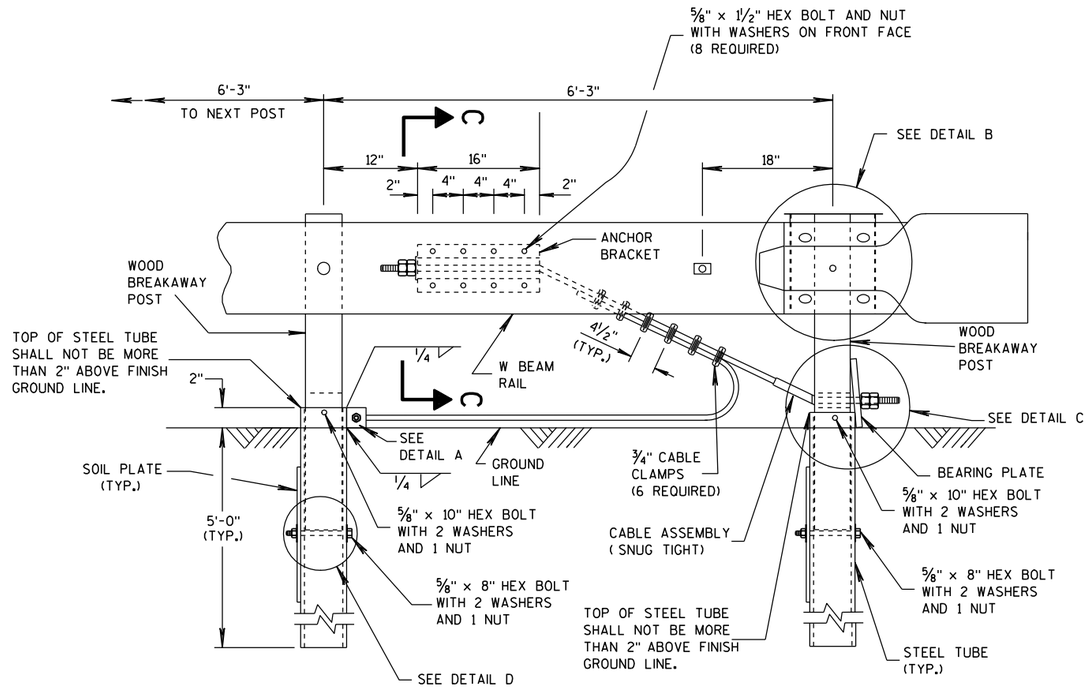
S.D.D. 14 B 27-1a

6

S.D.D. 14 B 27-1a




**PLAN VIEW**



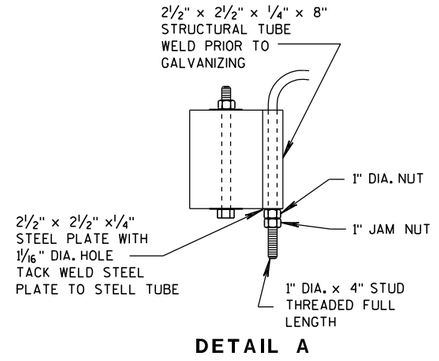

**ELEVATION VIEW**

# STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

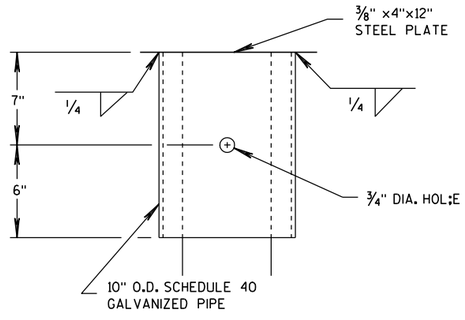
## GENERAL NOTES

(1) ATTACH W BEAM RAIL TO THE STEEL PIPE WITH A ⅝" X 2" BUTTON HEAD BOLT WITH NO WASHER. CONNECTION TO THE POST IS NOT REQUIRED.

INSTALL GALVANIZED ¾" (6X19) PREFORMED WIRE OR INDEPENDENT WIRE ROPE CORE CONFORMING TO AASHTO M 30. MANUFACTURE WIRE ROPE OUT OF IMPROVED PLOW STEEL WITH A MINIMUM BREAKING STRENGTH OF 42,800 PSI.




**DETAIL A**




**DETAIL B**

(BEAM GUARD AND TERMINAL SECTION NOT SHOWN)

**STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

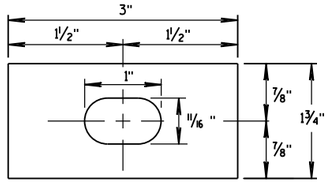


6

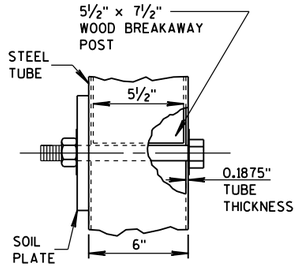
S.D.D. 14 B 27-1b

6

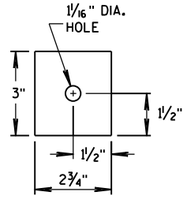
S.D.D. 14 B 27-1b



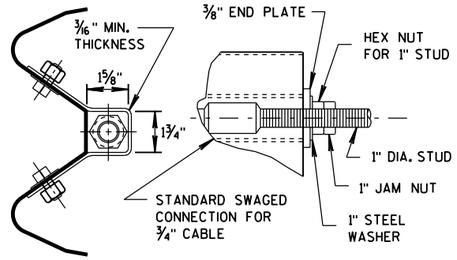

**RECTANGULAR PLATE WASHER**



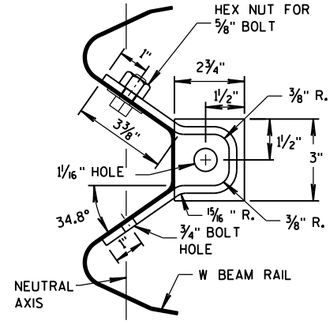

**DETAIL D**



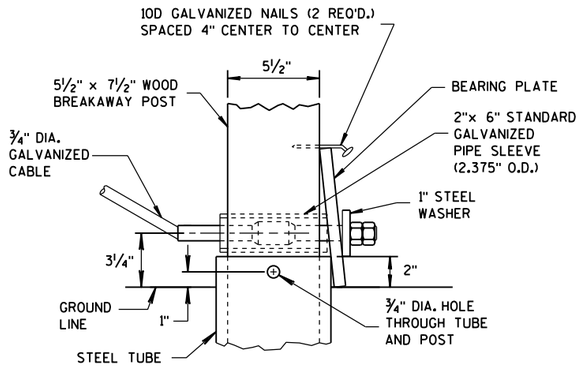

**END PLATE**



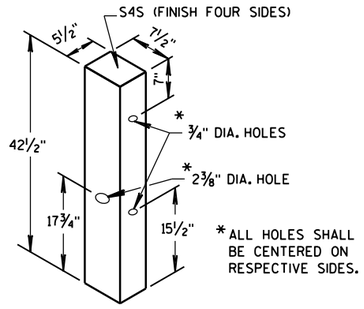

**SECTION C-C**
**(END PLATE REMOVED)**



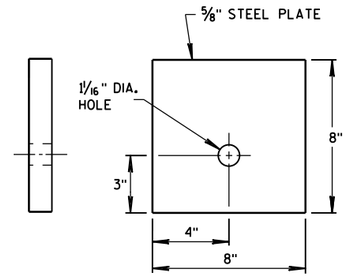

**ANCHOR BRACKET**



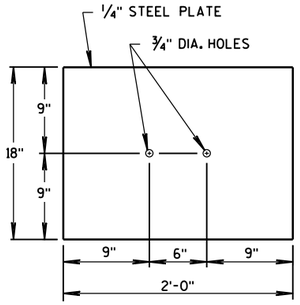

**DETAIL C**



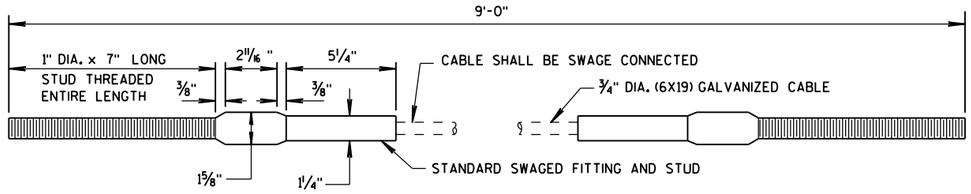

**WOOD BREAKAWAY POST**



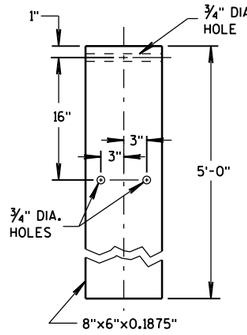

**BEARING PLATE**




**SOIL PLATE**




**CABLE ASSEMBLY**




**STEEL TUBE**

**STEEL PLATE BEAM GUARD**
**SHORT RADIUS TERMINAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/18/08 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA



6

S.D.D. 14 B 27-1c

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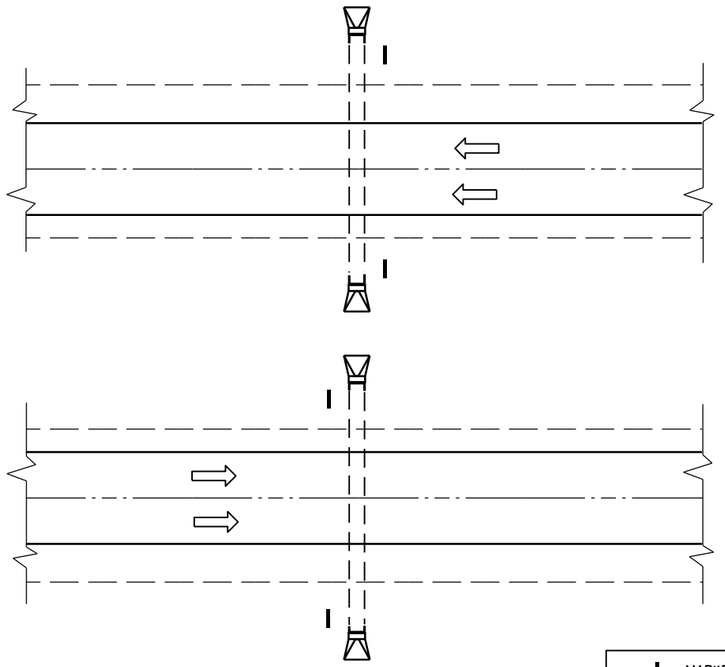
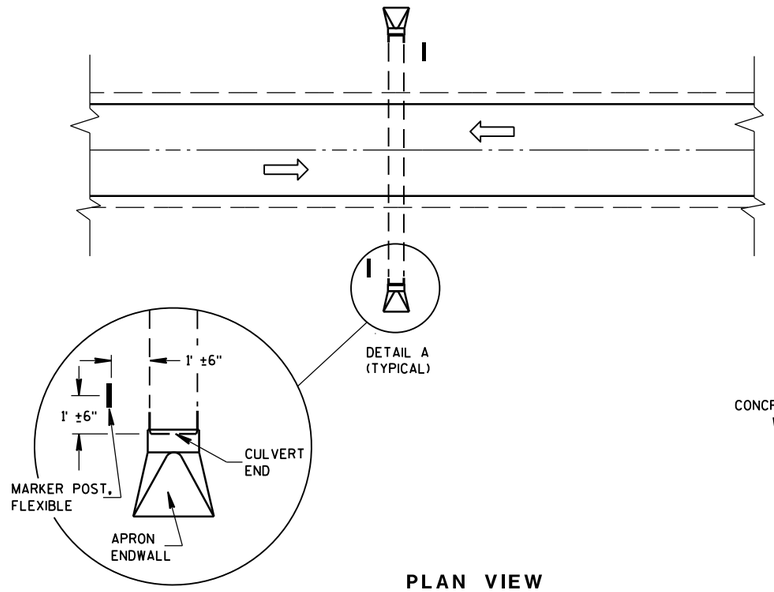
S.D.D. 14 B 27-1c



PLAN VIEW

**DIVIDED HIGHWAY**




DETAIL A
(TYPICAL)

PLAN VIEW

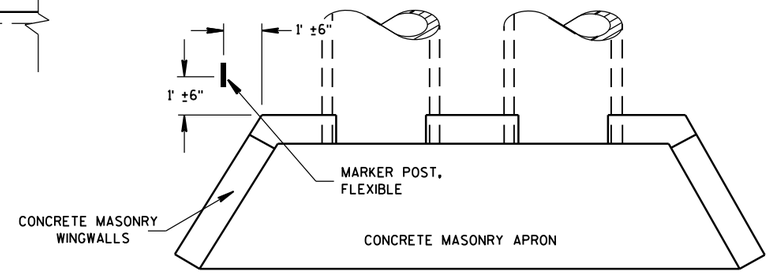
**UNDIVIDED HIGHWAY**

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

## GENERAL NOTES

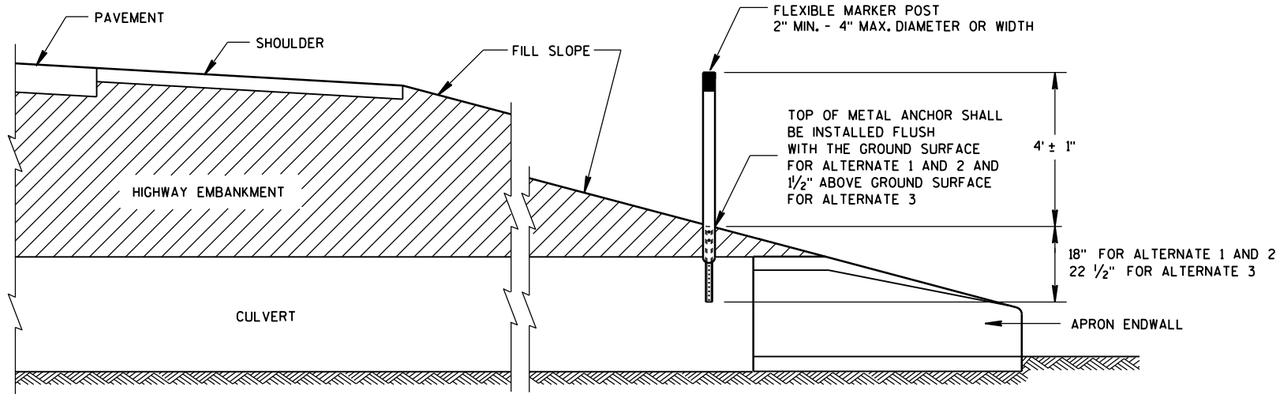
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.




PLAN VIEW

**CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH**

## FLEXIBLE MARKER POST LOCATION




CROSS SECTION

**FLEXIBLE MARKER POST**

**FLEXIBLE MARKER POST FOR CULVERT END**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



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S.D.D. 15 A 3-2a

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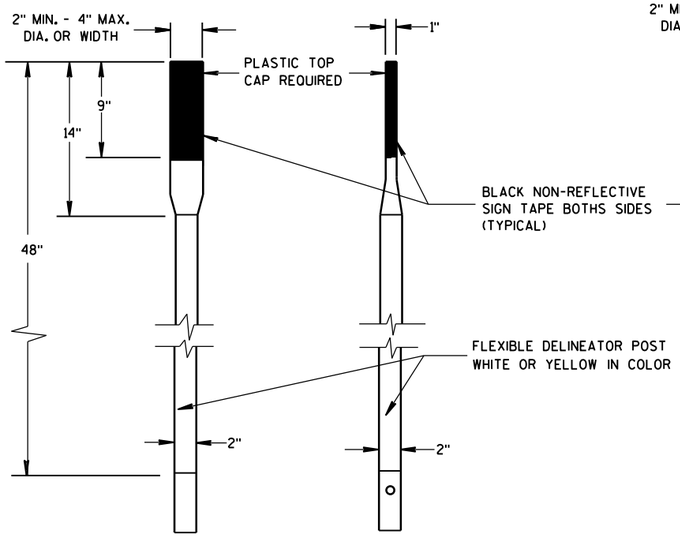
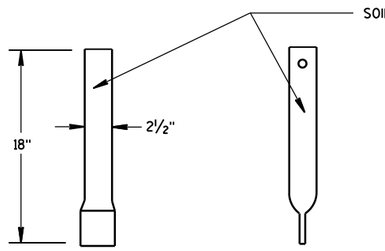
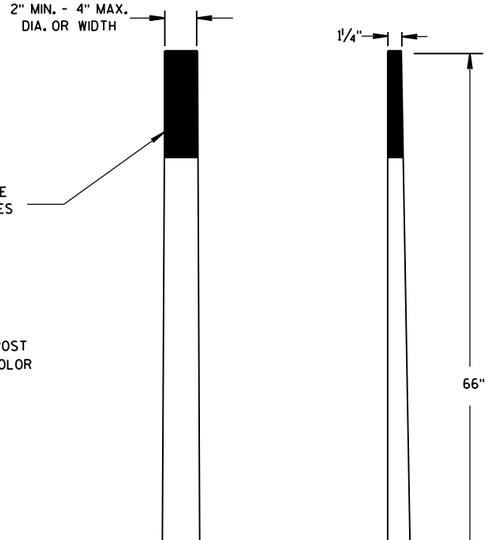
S.D.D. 15 A 3-2a



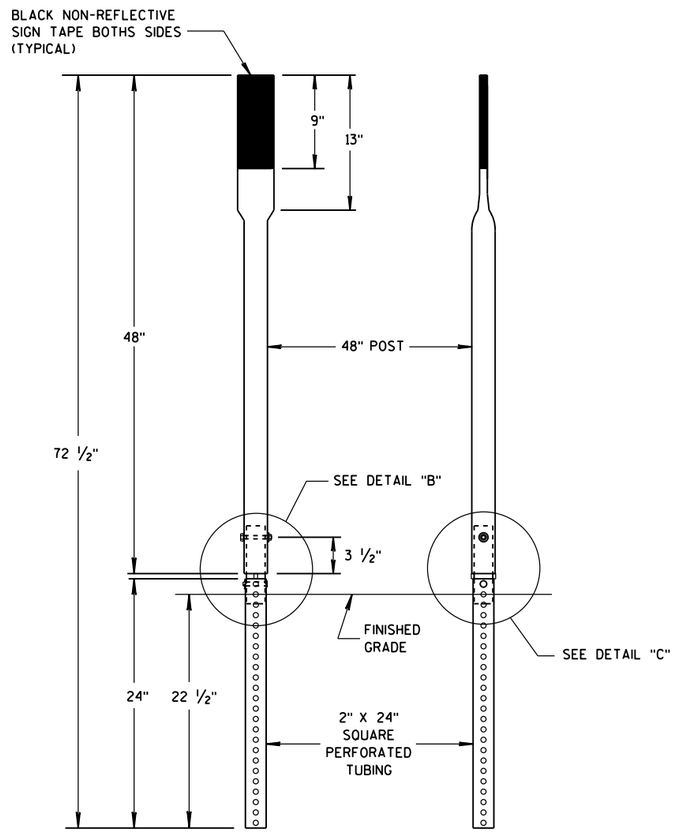

FRONT VIEW SIDE VIEW

ALTERNATE 1




FRONT VIEW SIDE VIEW

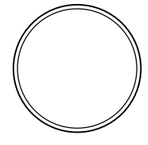
ALTERNATE 2



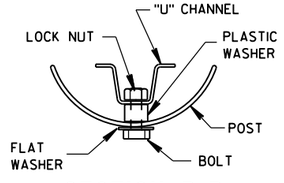

FRONT VIEW SIDE VIEW

ALTERNATE 3

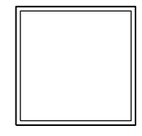
## FLEXIBLE MARKER POSTS



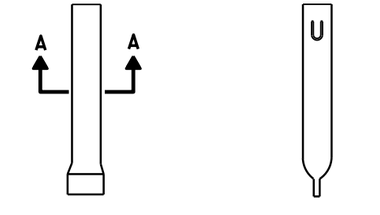
SECTION A-A




SECTION B-B

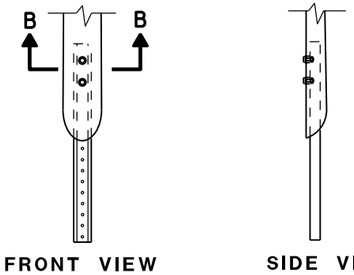


SECTION C-C



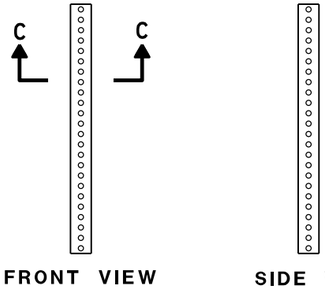

FRONT VIEW SIDE VIEW

ALTERNATE 1




FRONT VIEW SIDE VIEW

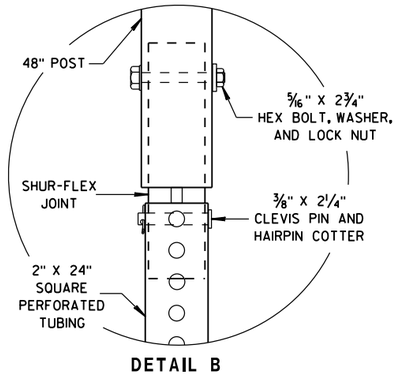
ALTERNATE 2



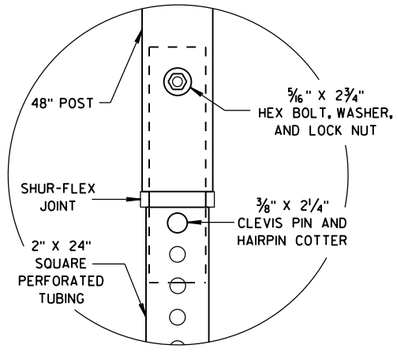

FRONT VIEW SIDE VIEW

ALTERNATE 3

## FLEXIBLE MARKER POST ANCHORS




DETAIL B




DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA



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S.D.D. 15 A 3-2b

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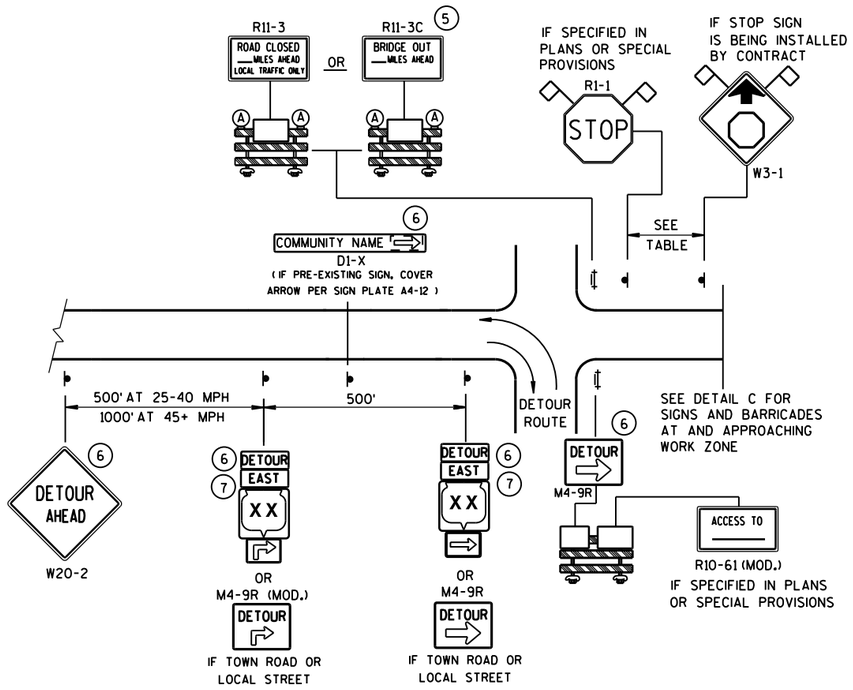
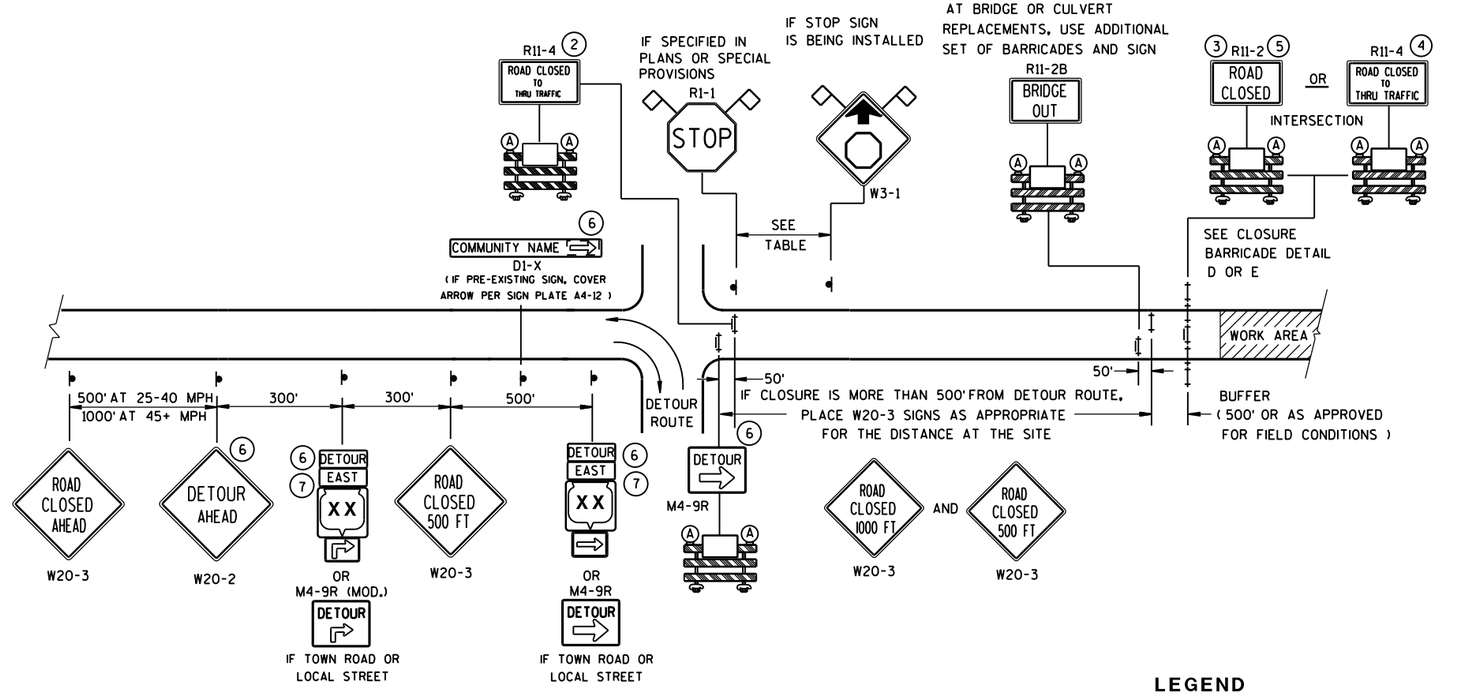
S.D.D. 15 A 3-2b



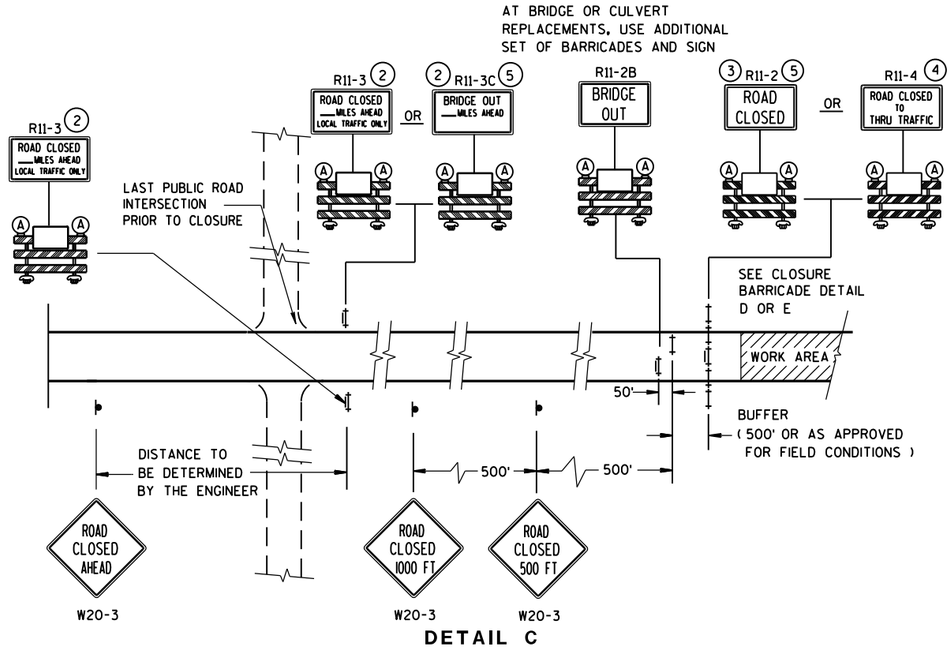

## DETAIL A
## MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE ( 1000 FEET IF URBAN )




## DETAIL B
## MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE ( 1000 FEET IF URBAN )




## DETAIL C
## MAINLINE CLOSURE, NO POSTED DETOUR

| SPEED LIMIT (MPH) | "STOP AHEAD" ADVANCE WARNING DISTANCE (FT) |
|---|---|
| 25 | 200 |
| 30 | 200 |
| 35 | 350 |
| 40 | 350 |
| 45 | 500 |
| 50 | 550 |
| 55 | 750 |

SEE SDD 15C2-SHEET "**b**"
FOR GENERAL NOTES
AND FOOTNOTES (1) THROUGH (7)

### LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

**BARRICADES AND SIGNS FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

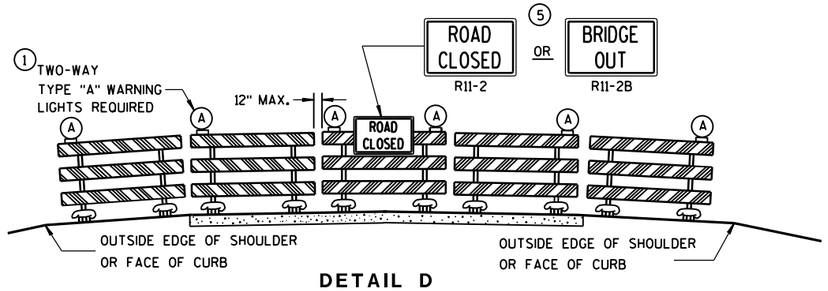
8/2013 DATE — /S/ Travis Feltes STATE TRAFFIC ENGINEER — DESIGN

FHWA




6

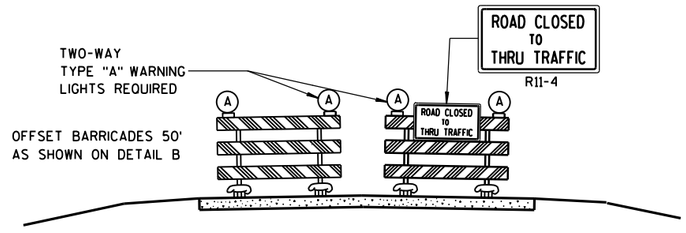
S.D.D. 15 C 2-5a




**DETAIL D**

## ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW




**DETAIL E**

## LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" 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.

"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 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- 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

8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA







6

S.D.D. 15 C 2-5b

**THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.**

## GENERAL NOTES

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

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. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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.

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

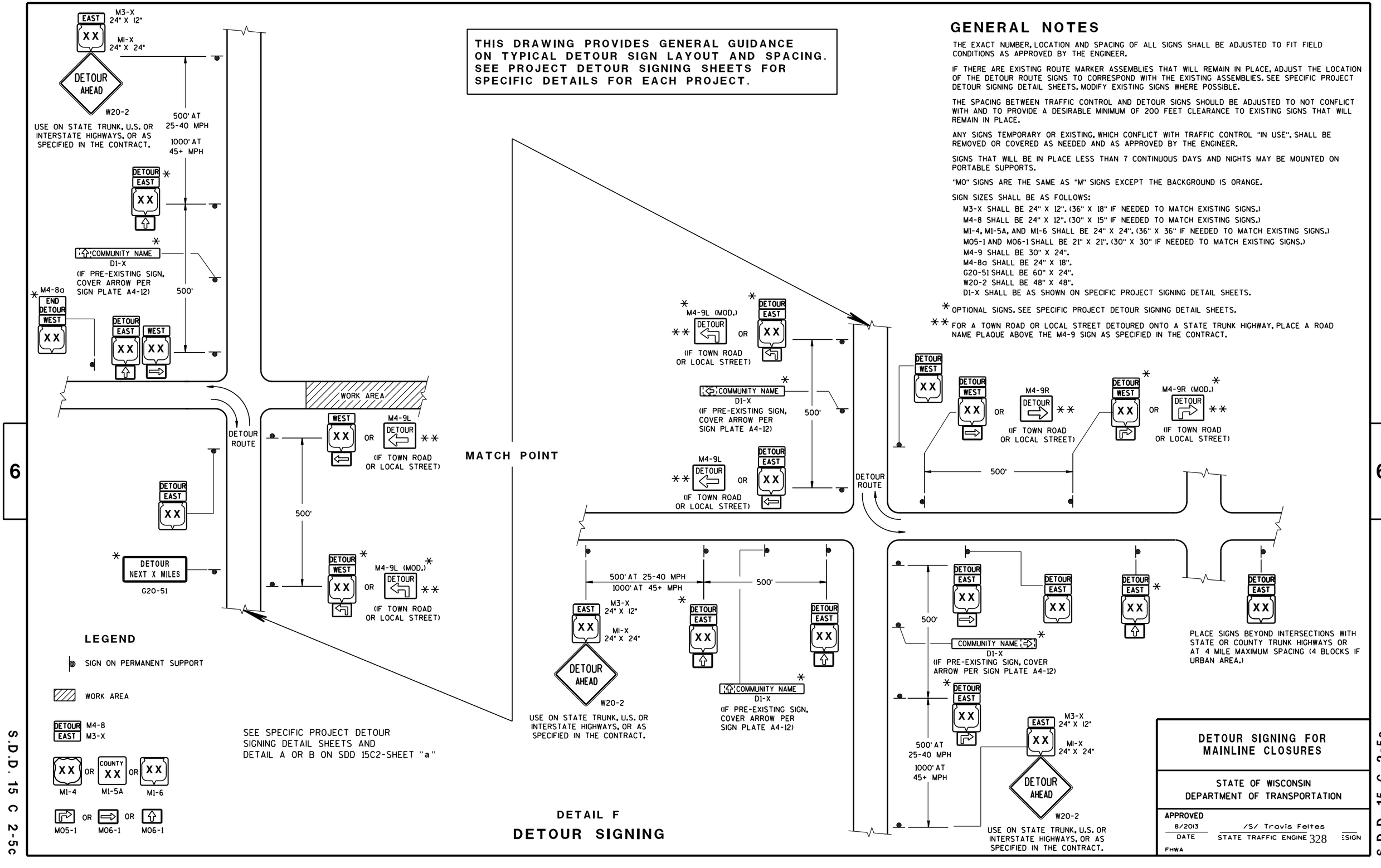
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- 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.)
- MO5-1 AND MO6-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.




### LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR EAST M4-8 M3-X
- XX OR COUNTY XX OR XX — M1-4, M1-5A, M1-6
- MO5-1, MO6-1, MO6-1

SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD 15C2-SHEET "a"

**DETAIL F**

**DETOUR SIGNING**

**DETOUR SIGNING FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

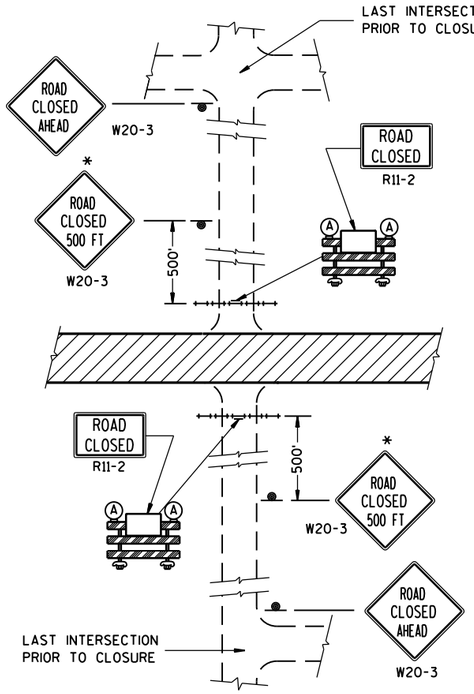
APPROVED
8/2013 DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA



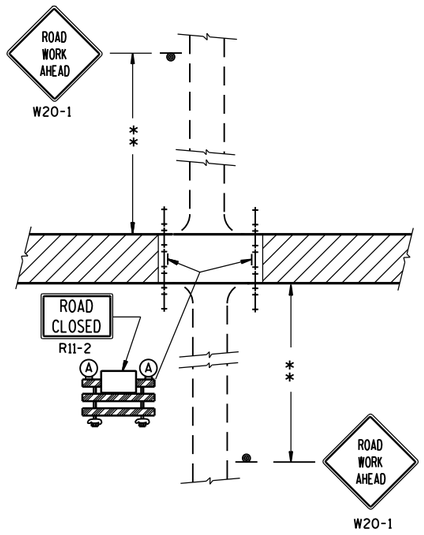
6

S.D.D. 15 C 2-5c



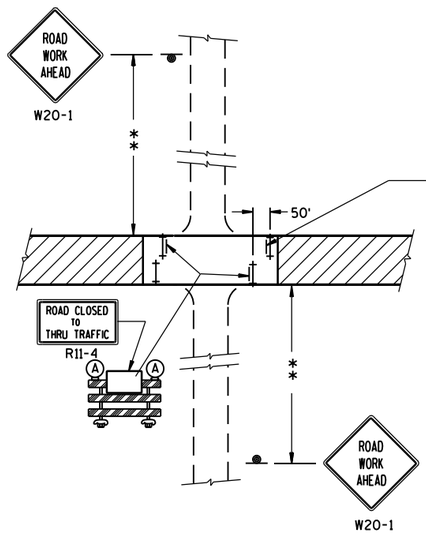

**DETAIL 1**

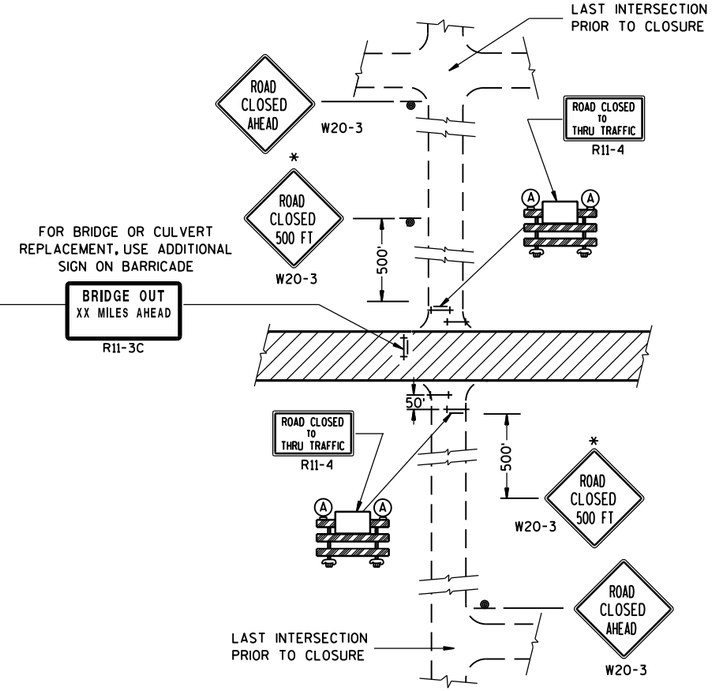
(NO ACCESS TO PROJECT)




**DETAIL 2**

(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).




**DETAIL 3**

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).

**DETAIL 4**

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

## GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

## LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

**BARRICADES AND SIGNS FOR SIDEROAD CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINE
ESIGN
FHWA

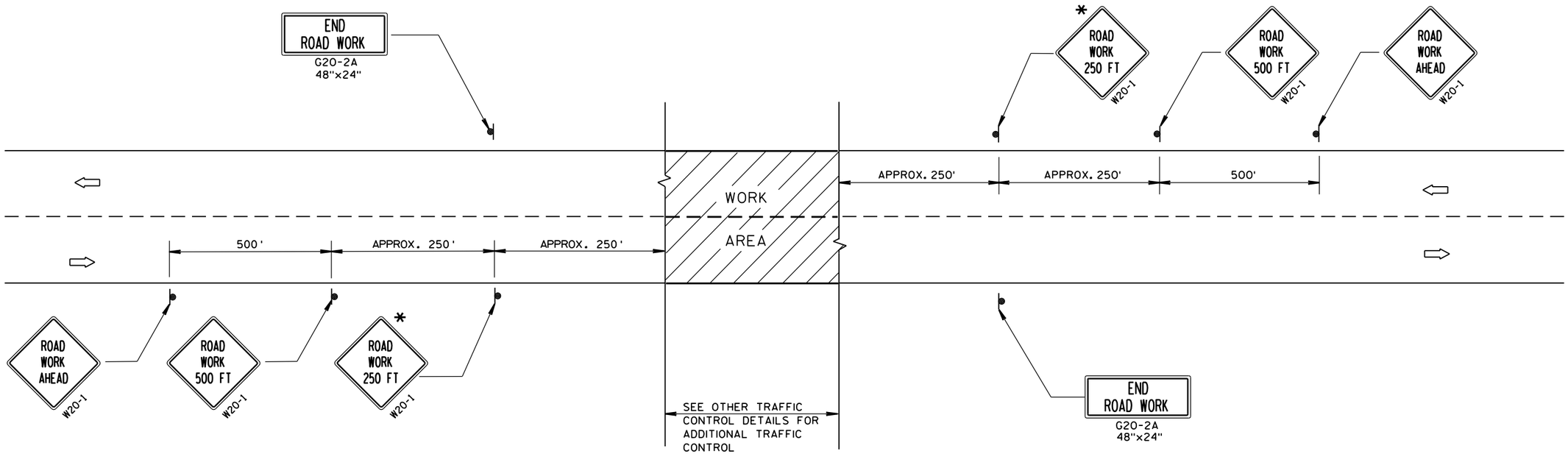


6

S.D.D. 15 C 3-2

6

S.D.D. 15 C 3-2




# 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.

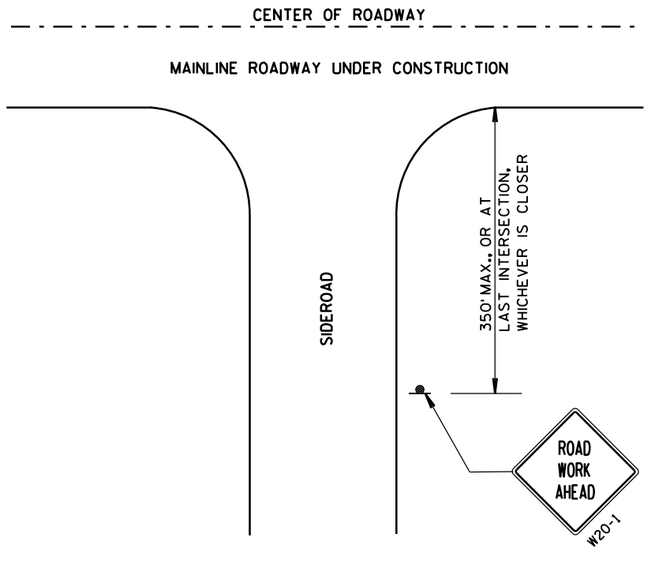
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.

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

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

**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

8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

330 — SIGN

FHWA



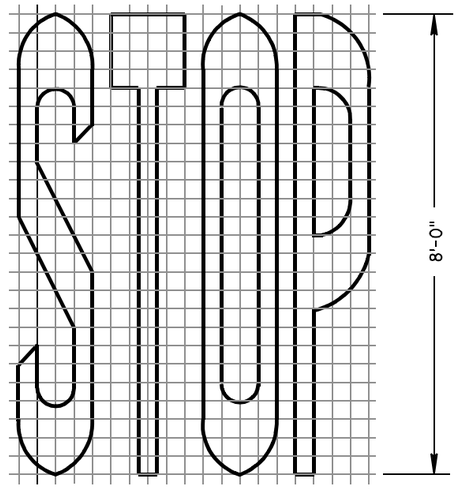
6

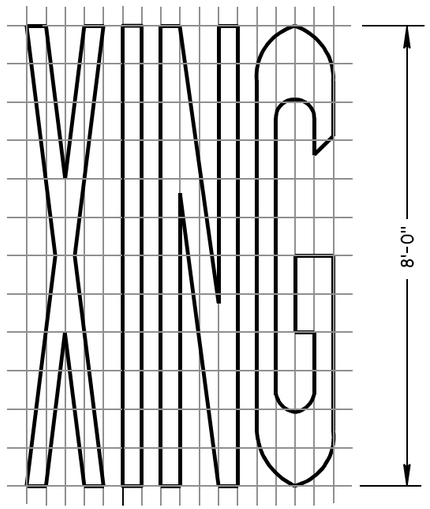
S.D.D. 15 C 5-2

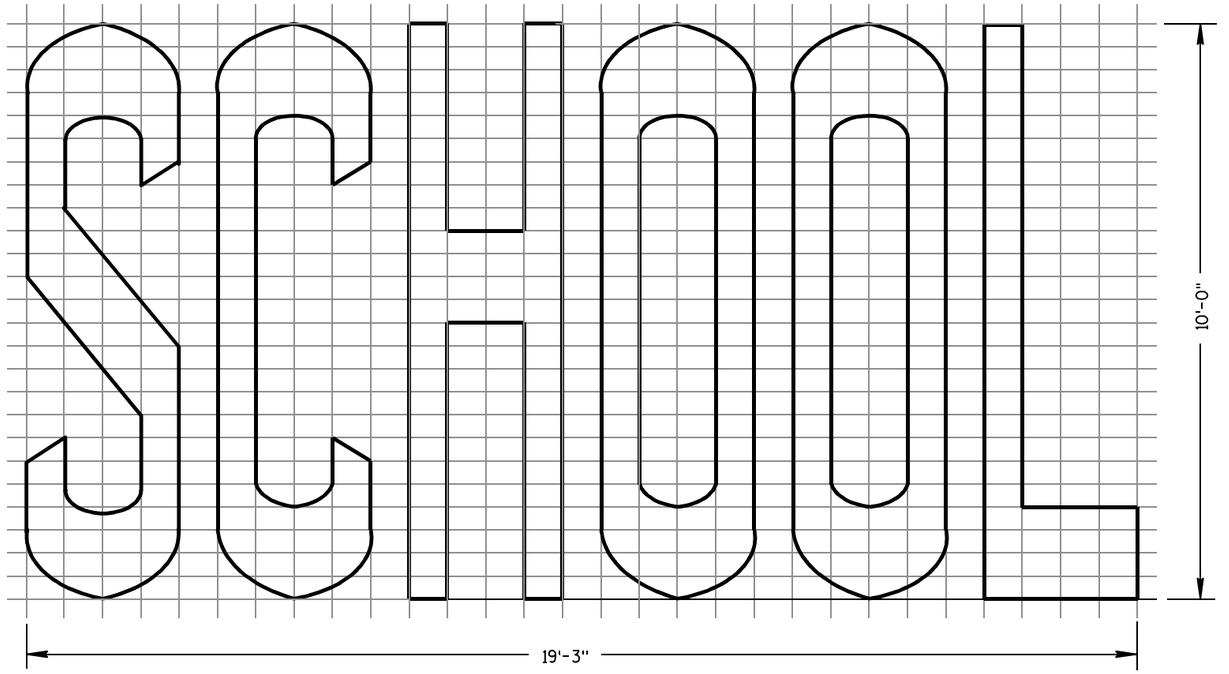
## GENERAL NOTES

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

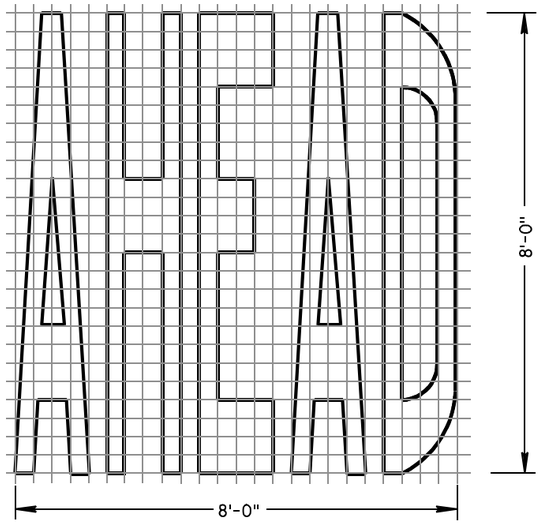
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

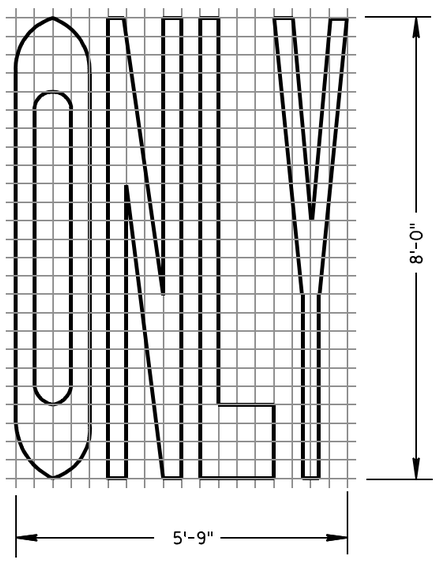


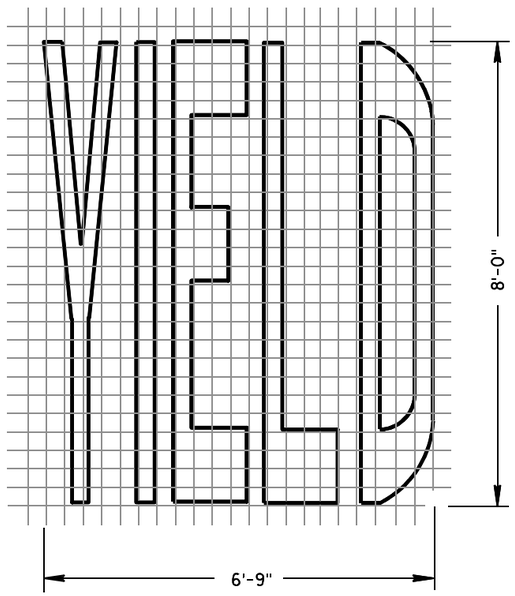



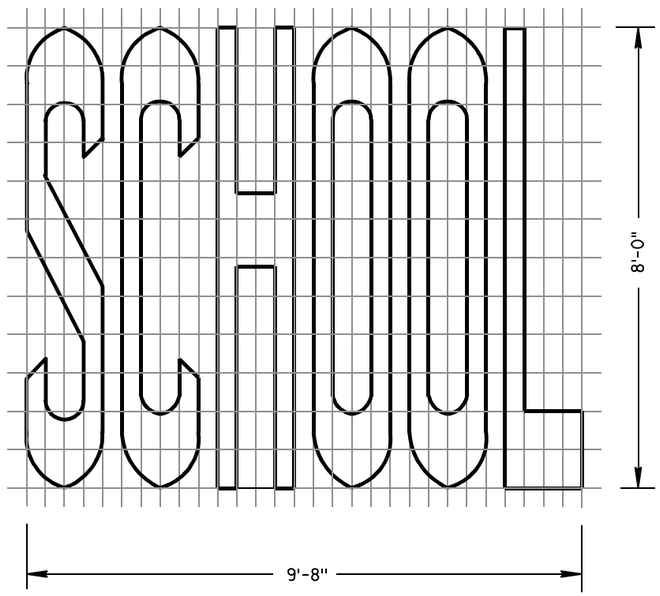




**TWO-LANE**




**SINGLE-LANE**

**PAVEMENT MARKING WORDS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7-1-11 DATE — /S/ Thomas N. Nothohm STATE TRAFFIC ENGINEER

FHWA



6

S.D.D. 15 C 7-12b

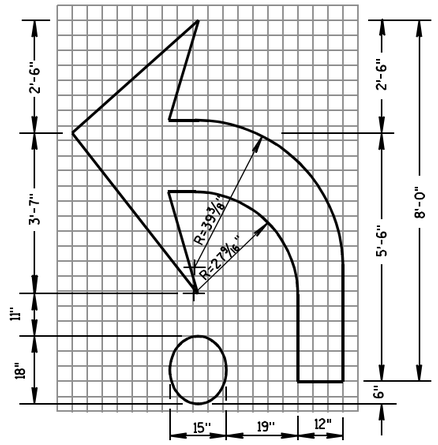
6

S.D.D. 15 C 7-12b

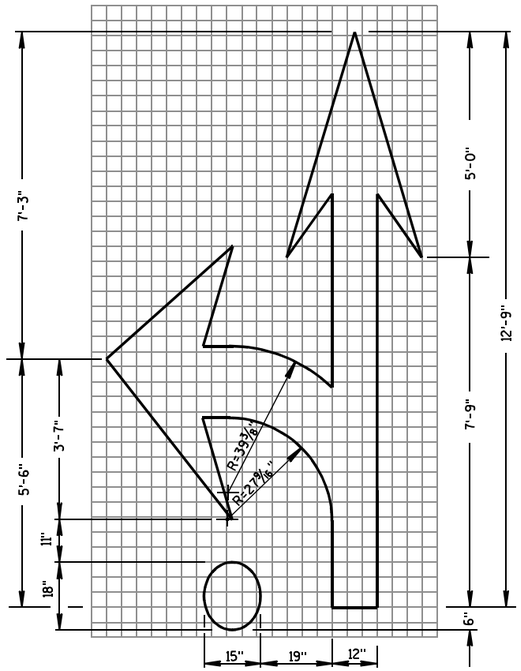
## GENERAL NOTES

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

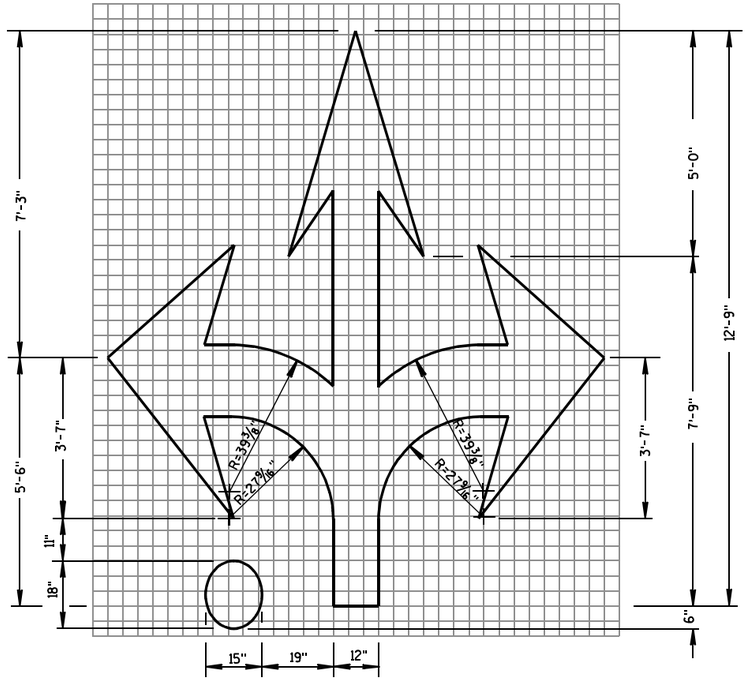
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



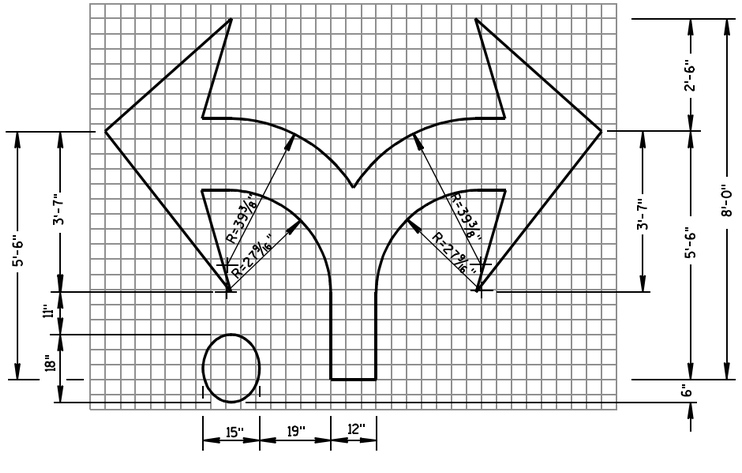

TYPE 2R




TYPE 3R




TYPE 6R




TYPE 7R

ROUNDABOUT ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/1/11 — DATE

/S/ Thomas N. Nottbohm — STATE TRAFFIC ENGINEER — SIGN

FHWA

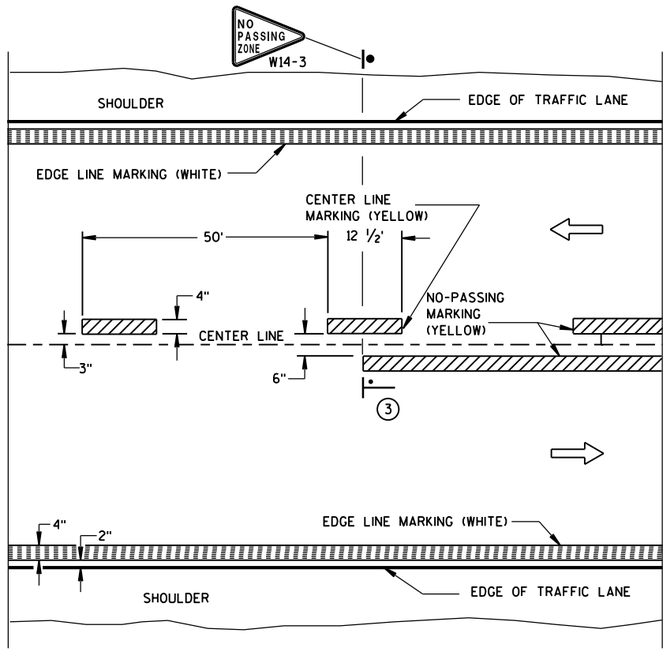




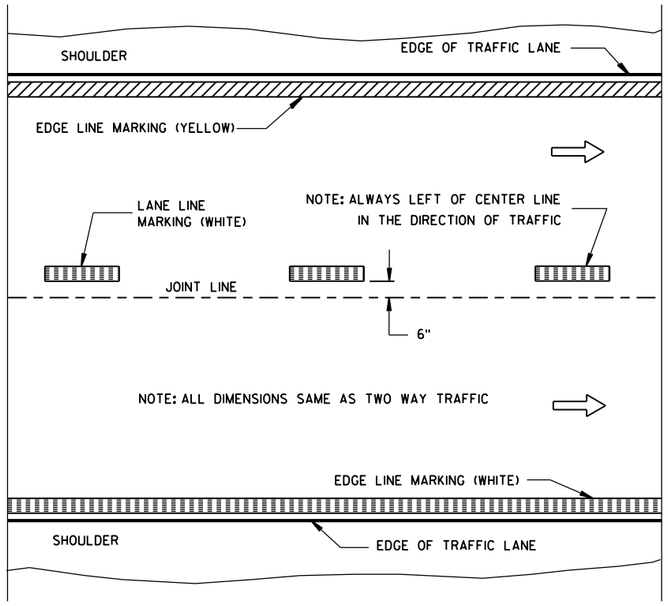


6

S.D.D. 15 C 7-12d

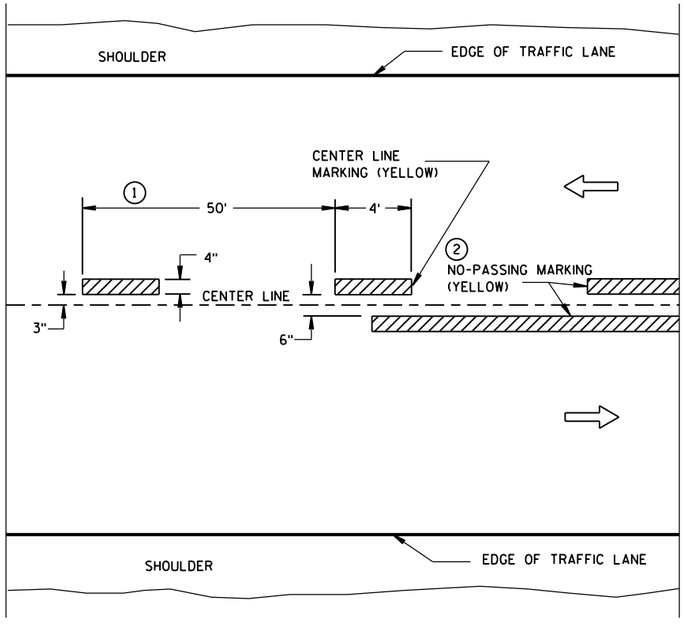



TWO WAY TRAFFIC

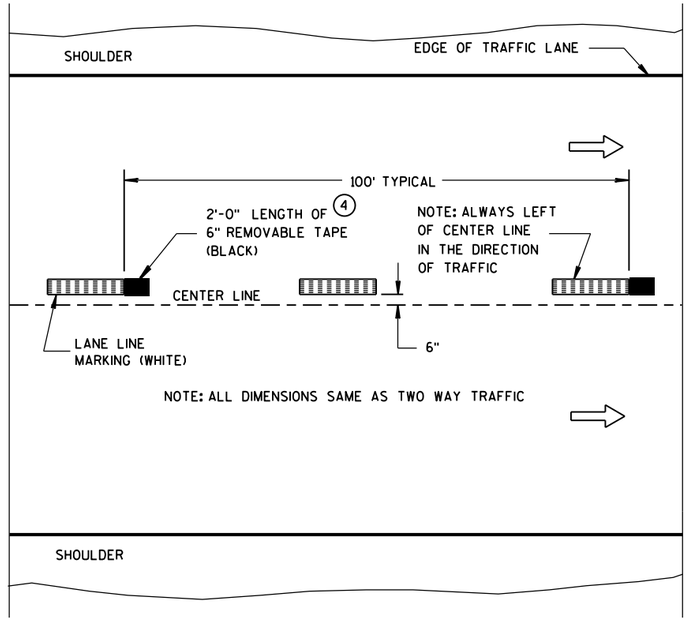



ONE WAY TRAFFIC

## PERMANENT PAVEMENT MARKING




TWO WAY TRAFFIC




ONE WAY TRAFFIC

## TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

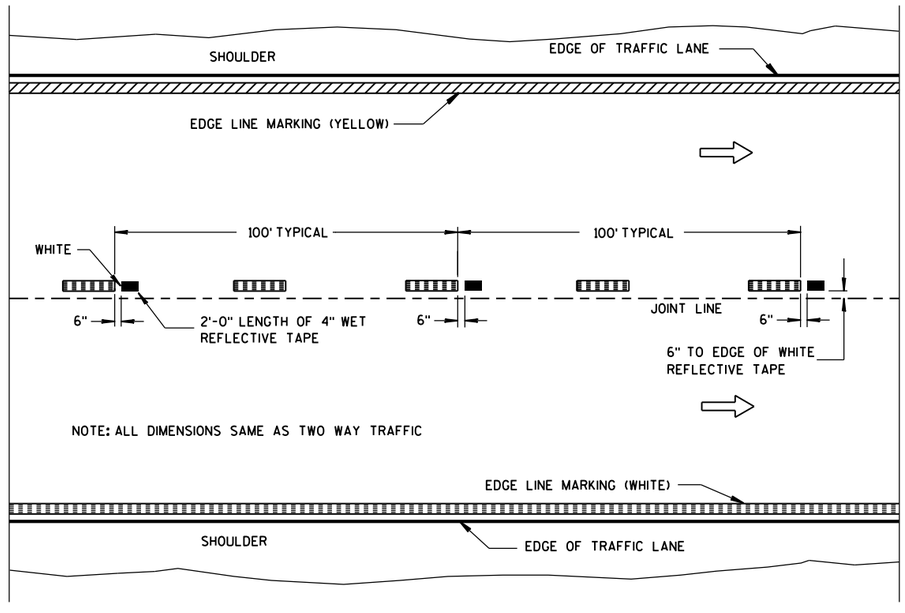
## GENERAL NOTES

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.
4. CONCRETE ONLY.

## 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
5-13-2013 DATE
/S/ Travis Feltes STATE TRAFFIC E
FHWA

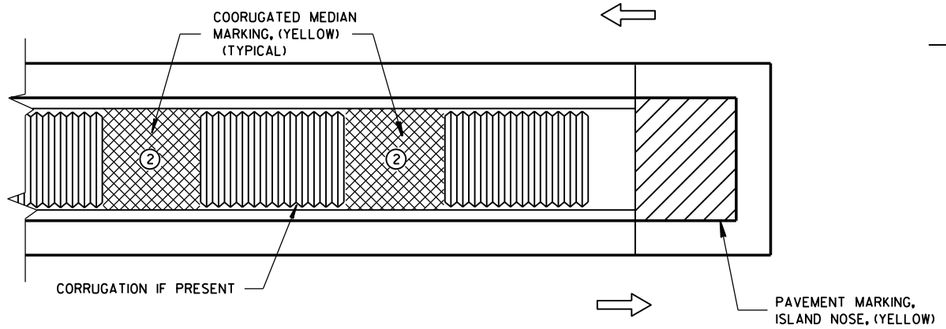


6

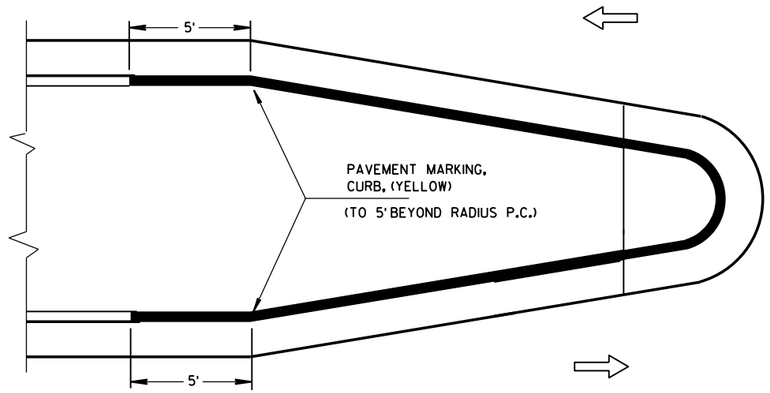
S.D.D. 15 C 8-16a

6

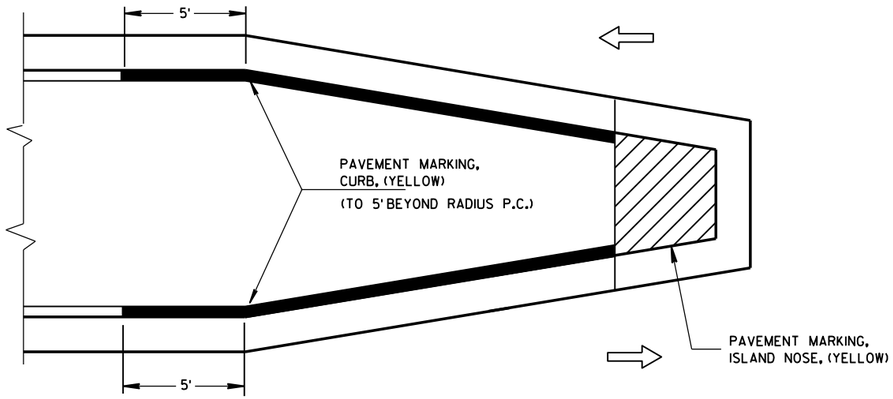
S.D.D. 15 C 8-16a




MEDIAN ISLAND WITH SQUARE BLUNT NOSE

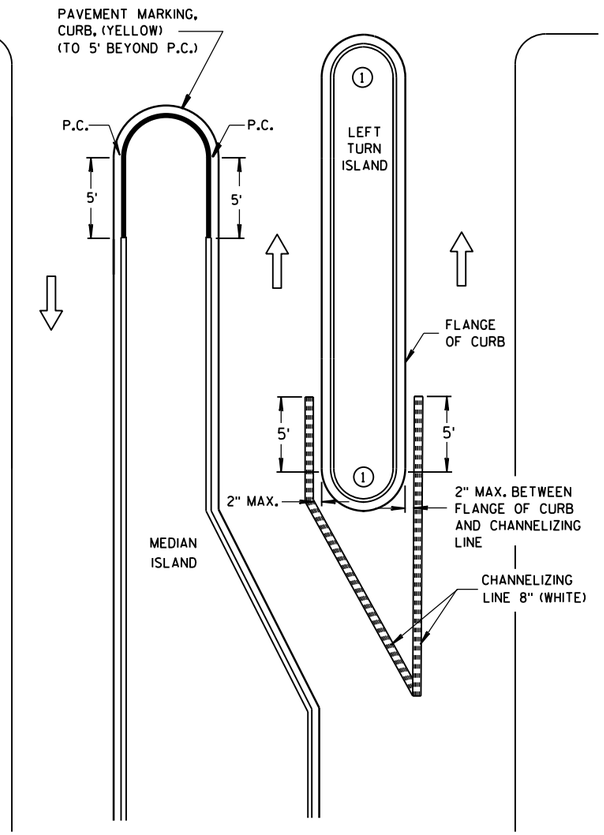



MEDIAN ISLAND WITH ROUND BLUNT NOSE




MEDIAN ISLAND WITH SLOPED NOSE

## TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

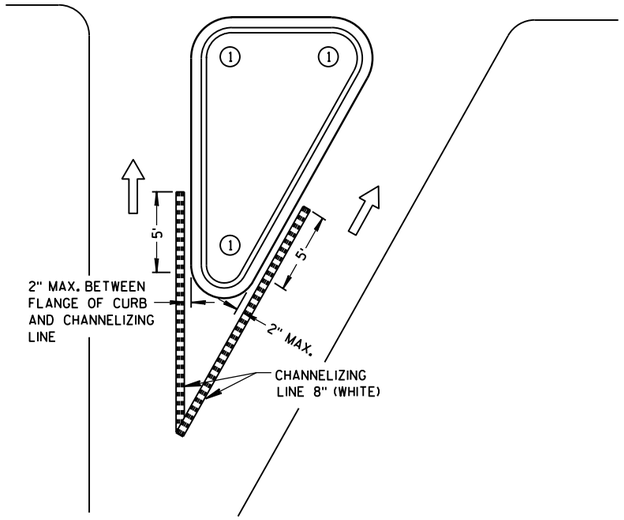



LEFT TURN & MEDIAN ISLAND

## GENERAL NOTES

1. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.

2. WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.




RIGHT TURN ISLAND

### LEGEND

- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



6

S.D.D. 15 C 8-16f

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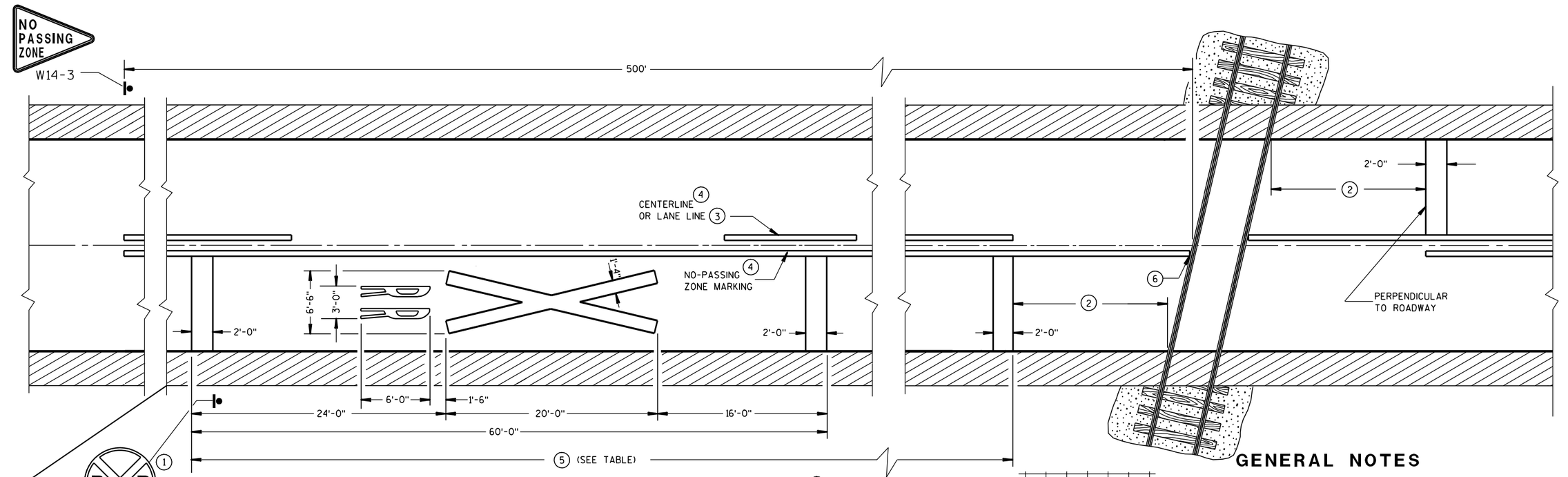
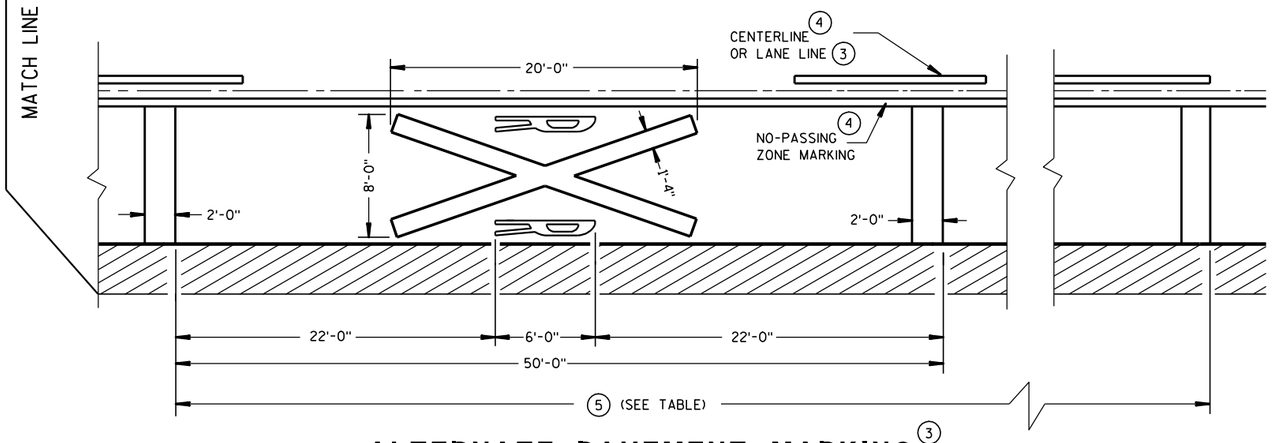
S.D.D. 15 C 8-16f




## PREFERRED PAVEMENT MARKING (3)

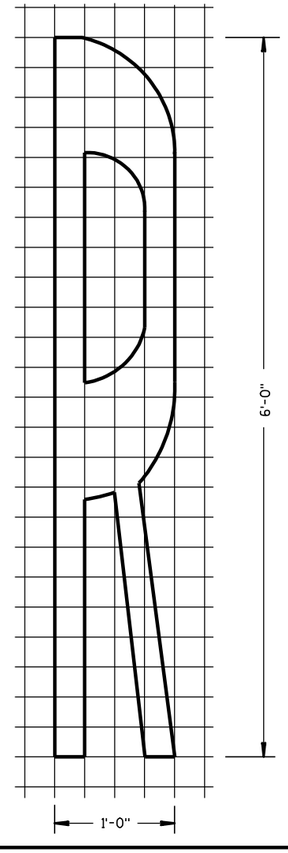



## ALTERNATE PAVEMENT MARKING (3)

(5)

| Posted Speed (M.P.H.) | Dimension Range (Feet) |
|---|---|
| 25 | 150*- 250 |
| 30 | 200*- 300 |
| 35 | 250*- 450 |
| 40 | 300*- 500 |
| 45 | 400*- 650 |
| 50 | 550*- 800 |
| 55 | 750*- 1000 |
| 60 | 1000*- 1250 |
| 65 | 1000*- 1250 |

* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSE PROXIMITY OF DRIVEWAYS, BRIDGES, SIDEROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.




## 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.

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

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

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

(1) A PORTION OF THE PAVEMENT MARKING SYMBOL SHOULD BE DIRECTLY OPPOSITE THE ADVANCE WARNING SIGN (W10-1).

(2) MINIMUM 8' FROM ANY RAILROAD WARNING DEVICES (SIGNALS, GATES, ETC.) OR 25' FROM THE NEAREST RAIL, WHICHEVER DISTANCE IS GREATER.

(3) REFLECTIVE WHITE.

(4) REFLECTIVE YELLOW 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.

(5) TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(6) FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

# SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

1-9-2012
DATE

/S/ Thomas N. [illegible]
STATE TRAFFIC ENGINEER

335

DESIGN

FHWA

6

S.D.D. 15 C 9-9a

6

S.D.D. 15 C 9-9a

## LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

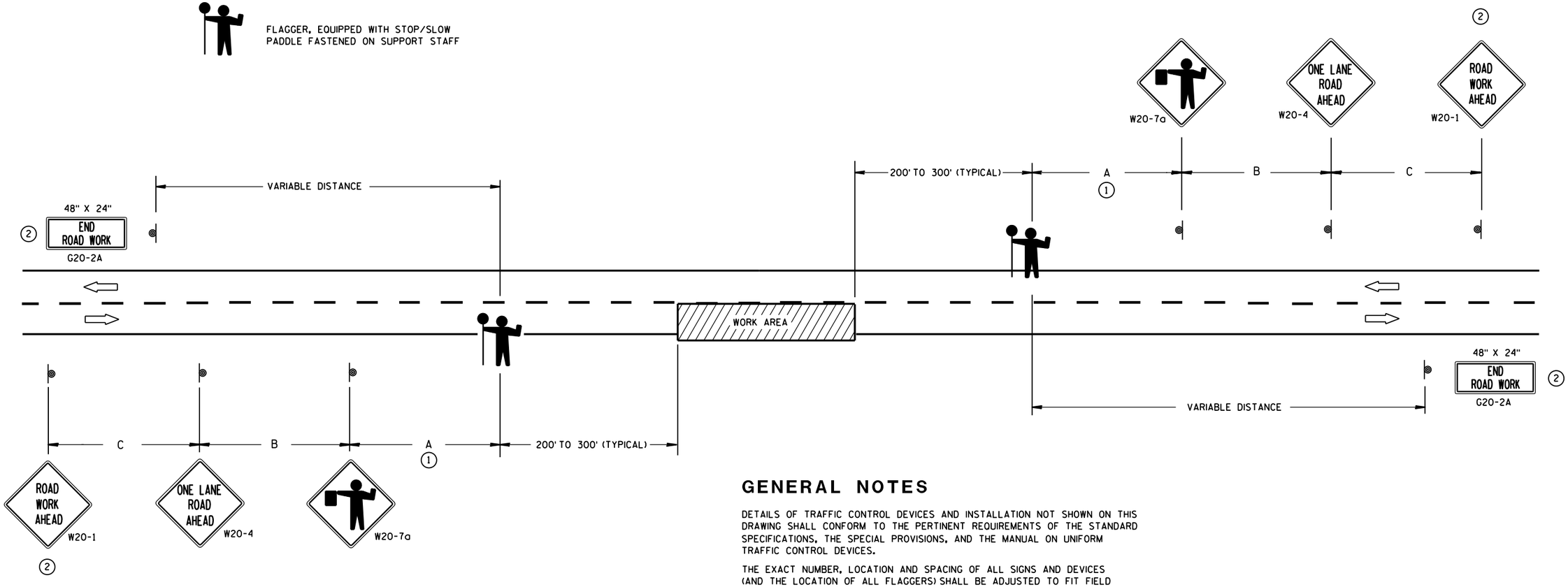
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

## SIGN SPACING TABLE

| SPEED LIMIT | SIGN SPACING A,B,C |
|---|---|
| 25-35 MPH | 200' |
| 35-40 MPH | 350' |
| 45-55 MPH | 500' |

W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.




(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

## GENERAL NOTES

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

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

# TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
DESIGN
FHWA

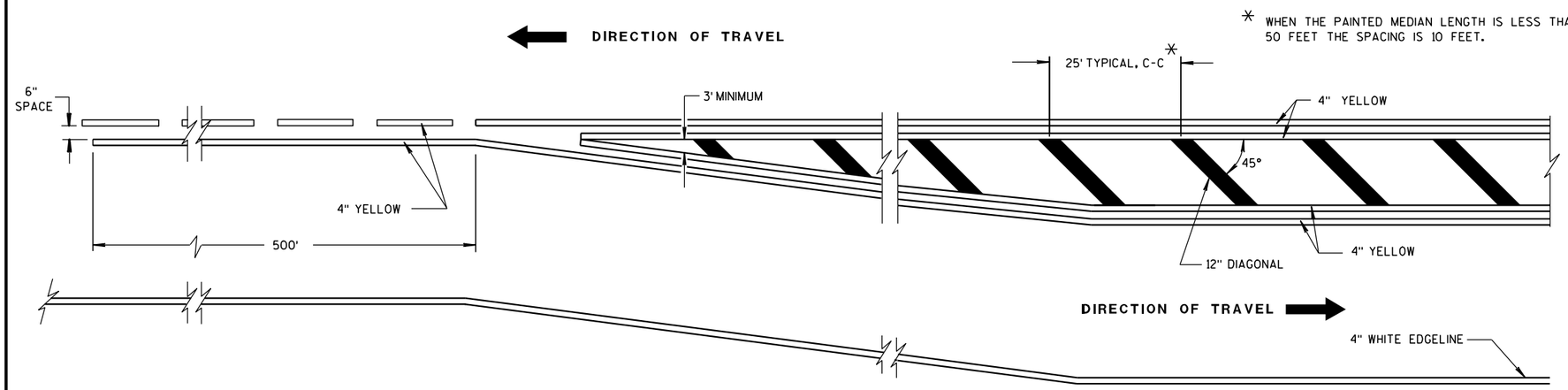


6

S.D.D. 15 C 12-4

6

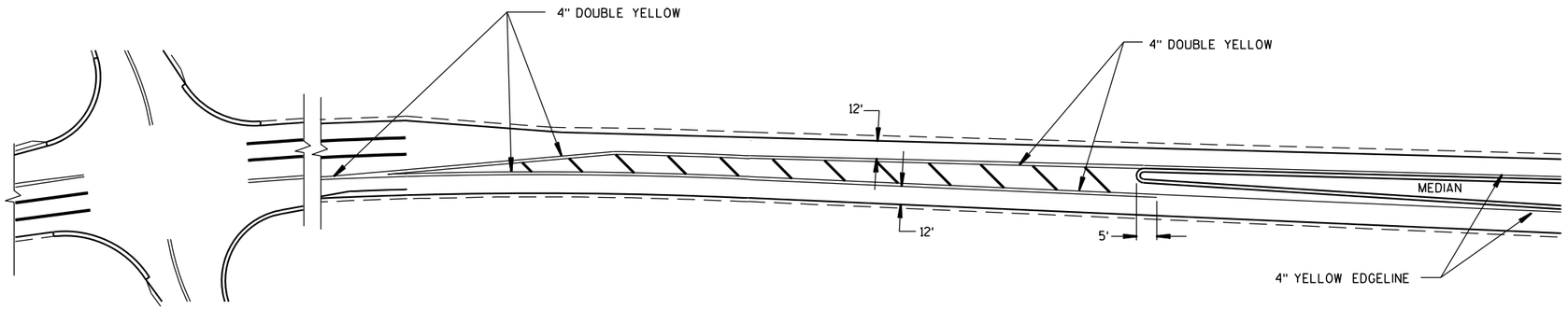
S.D.D. 15 C 12-4



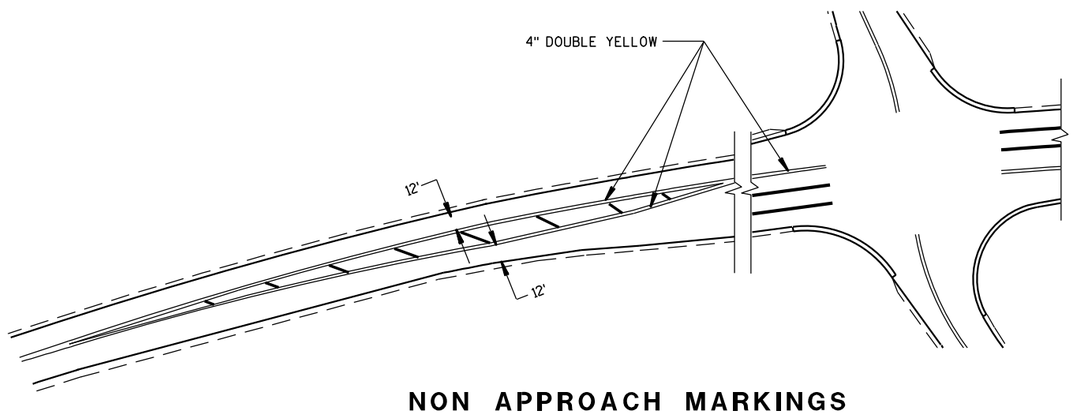

## MEDIAN ISLAND DETAIL

## GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.




## APPROACH MARKINGS FOR OTHER MEDIAN TYPES




## NON APPROACH MARKINGS

| MEDIAN ISLAND MARKING | |
|---|---|
| STATE OF WISCONSIN<br>DEPARTMENT OF TRANSPORTATION | |
| APPROVED<br>2-5-09<br>DATE | /S/ Thomas N. Nothohm<br>STATE TRAFFIC ENGINEER |
| FHWA | 337 IGN |

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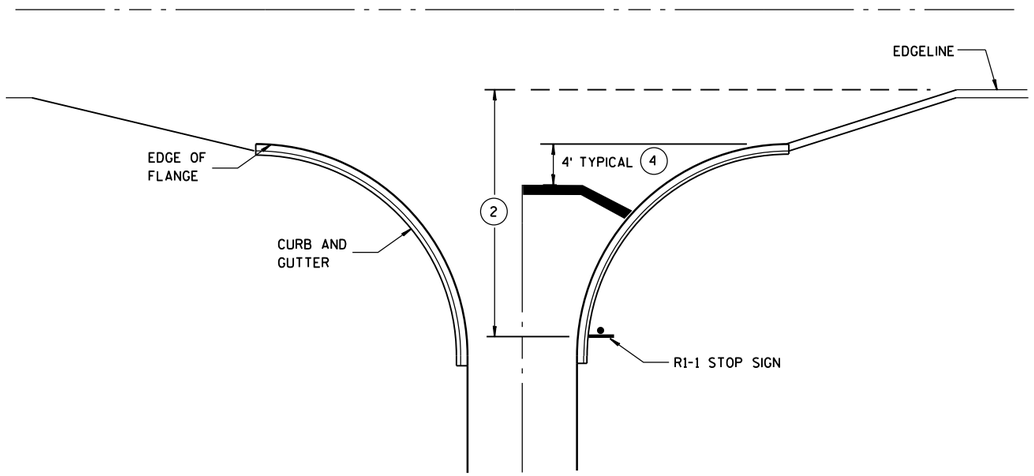
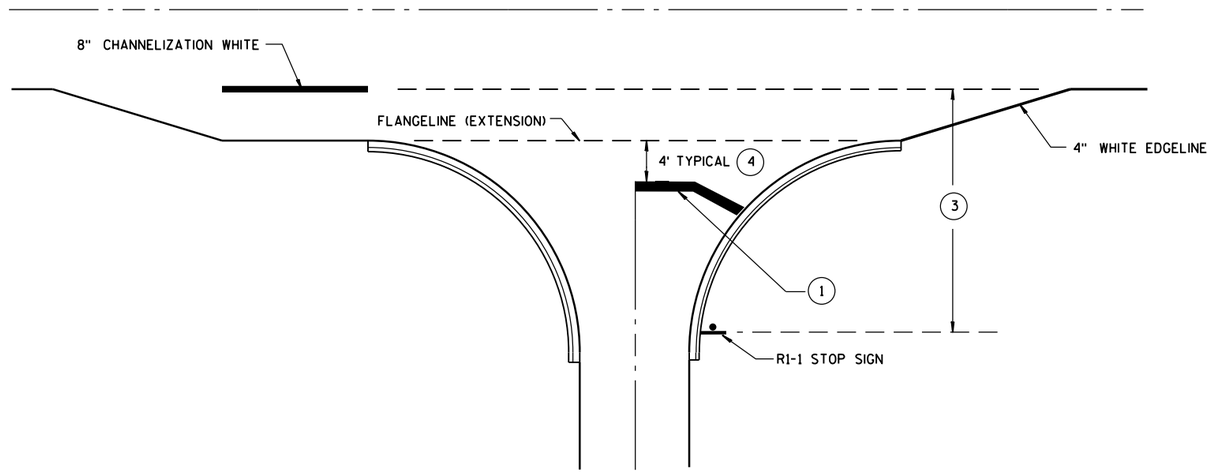
S.D.D. 15 C 18-3

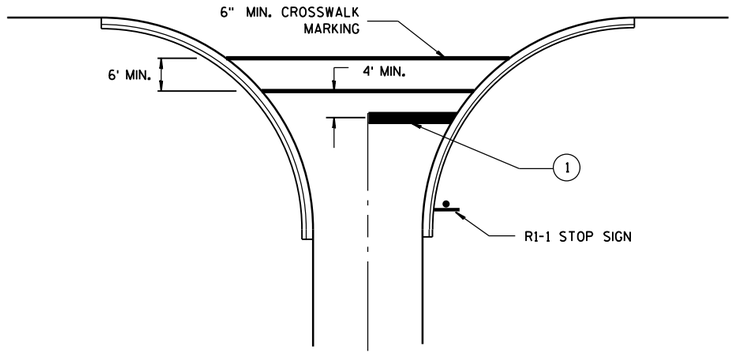
S.D.D. 15 C 18-3



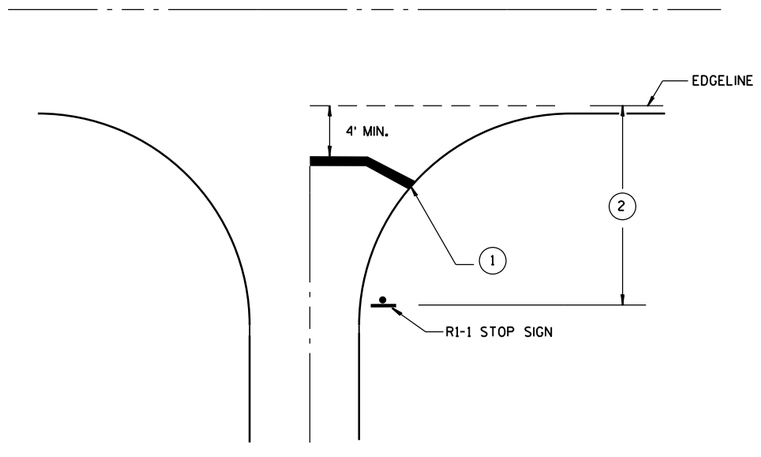

## TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER




## TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE




## TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING




## TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

## GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES.

**STOP LINE AND CROSSWALK PAVEMENT MARKING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC EI

FHWA



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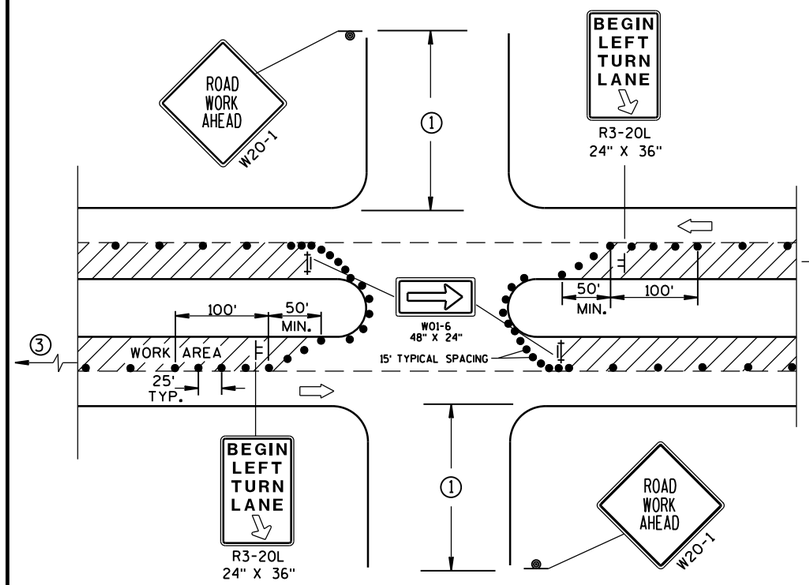
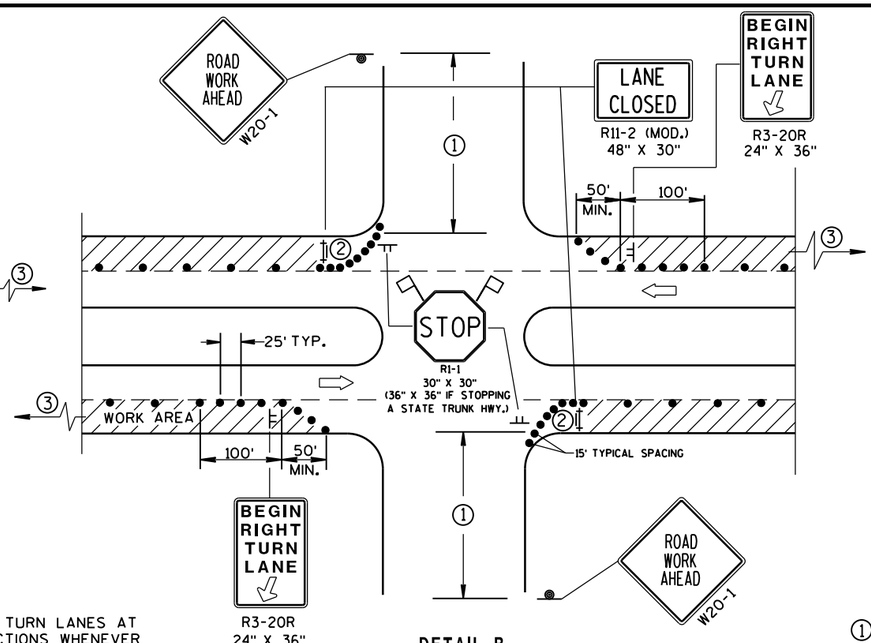
S.D.D. 15 C 33-1




DETAIL A

## FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.




DETAIL B

## FOR RIGHT LANE CLOSURE AT INTERSECTION

## GENERAL NOTES

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

THE SPACING BETWEEN 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 IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

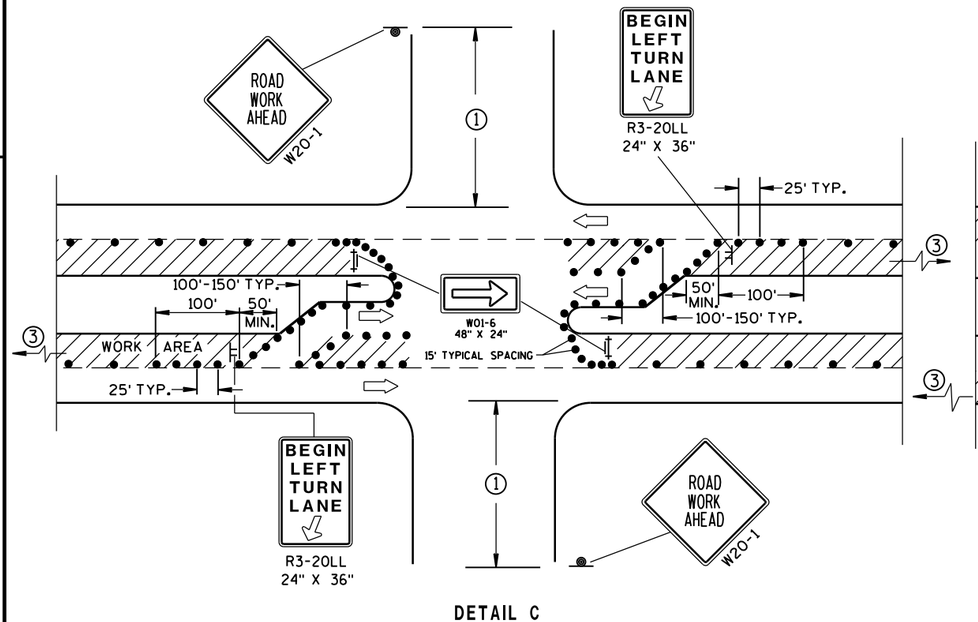
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE 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.

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

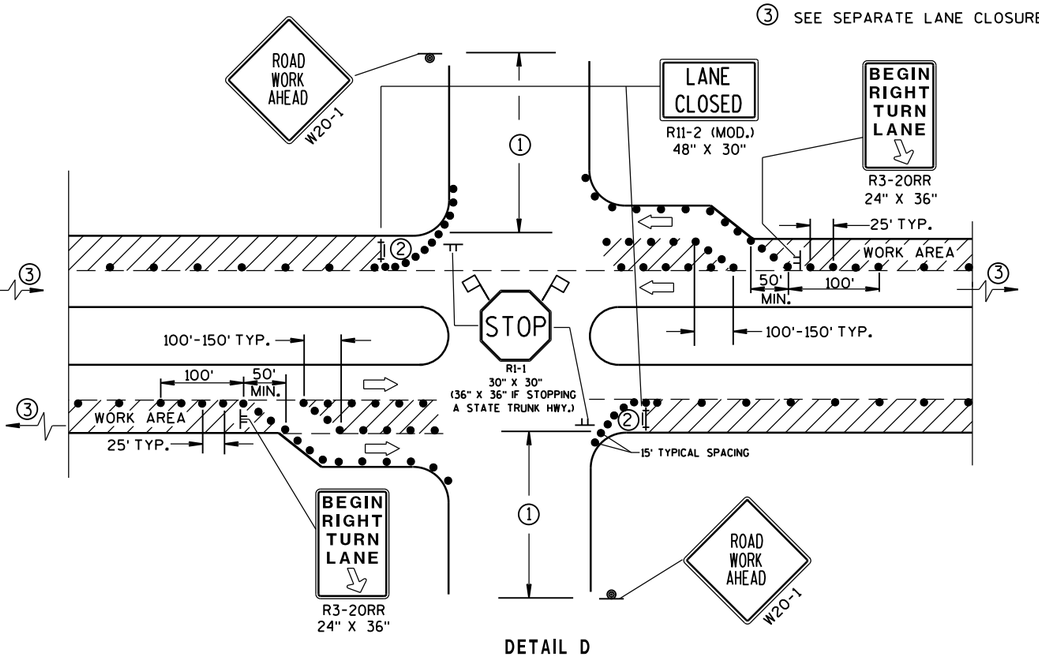
② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.




DETAIL C

## FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)




DETAIL D

## FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

## LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

**TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

| 8/2013 | /S/ Travis Feltes |
|---|---|
| DATE | STATE TRAFFIC ENGINEER |

FHWA




6


S.D.D. 15 D 21-2

## GENERAL NOTES

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

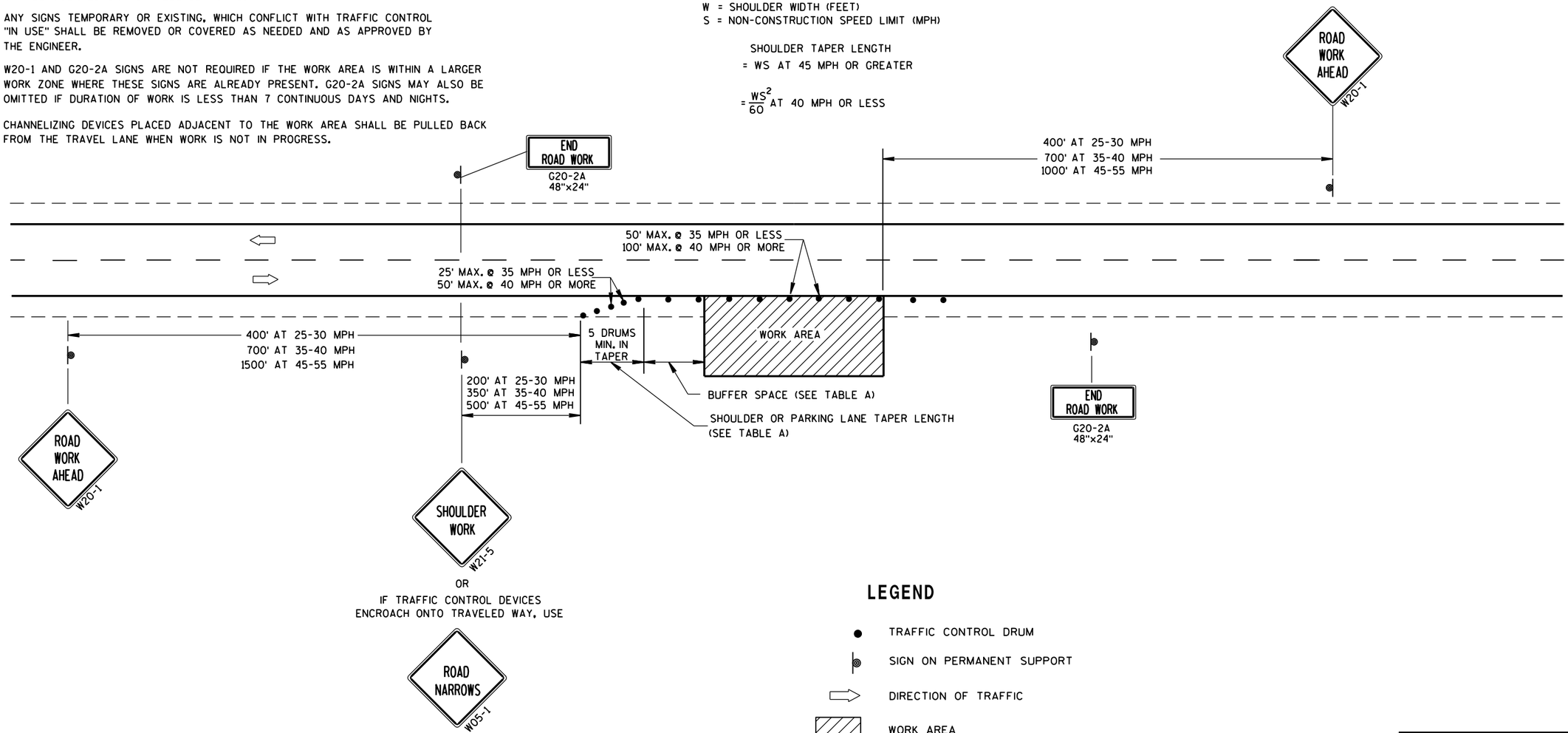
## TABLE A

| S \ W | SHOULDER TAPER LENGTH (FEET) 4 | 6 | 8 | 10 | BUFFER SPACE (FEET) |
|---|---|---|---|---|---|
| 30 | 20 | 30 | 40 | 50 | 85 |
| 35 | 30 | 45 | 55 | 70 | 120 |
| 40 | 40 | 55 | 75 | 90 | 170 |
| 45 | 60 | 90 | 120 | 150 | 220 |
| 50 | 70 | 100 | 135 | 170 | 280 |
| 55 | 75 | 110 | 150 | 185 | 335 |

W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

SHOULDER TAPER LENGTH
= WS AT 45 MPH OR GREATER

$= \frac{WS^2}{60}$ AT 40 MPH OR LESS




## LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

**TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 DATE

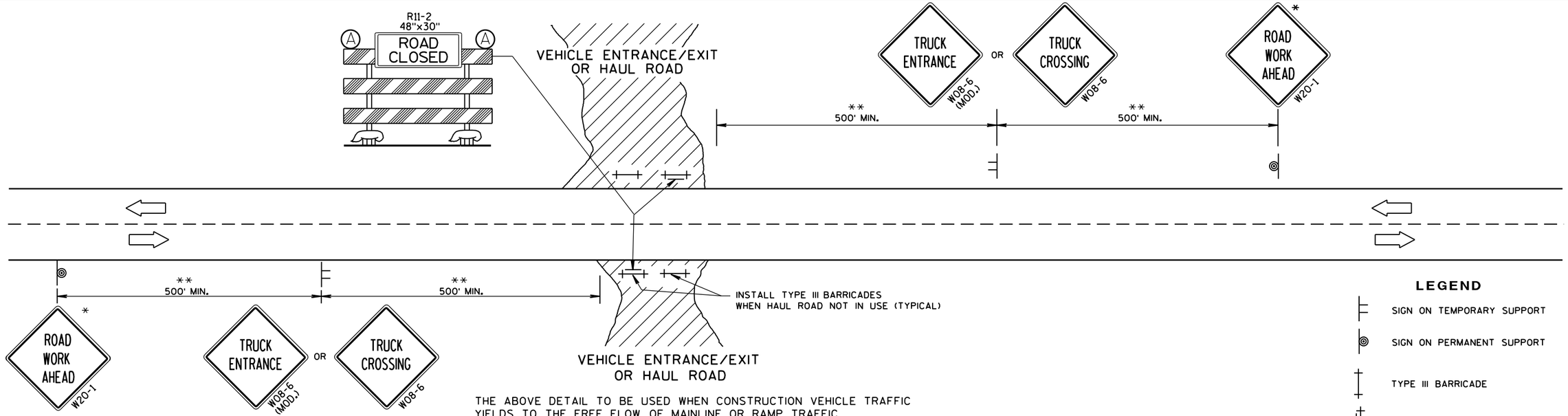
/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA




6


S.D.D. 15 D 28-2




THE ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC

## LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

## GENERAL NOTES

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

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

* THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE ENTRANCE/EXIT CONDITIONS ARE SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.

** 500 FEET SHOWN IS FOR ROADWAYS WITH A NON-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FEET. FOR 25-30 MPH, USE 200 FEET. USE 1000 FEET/1500 FEET FOR EXPRESSWAY/FREEWAY.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

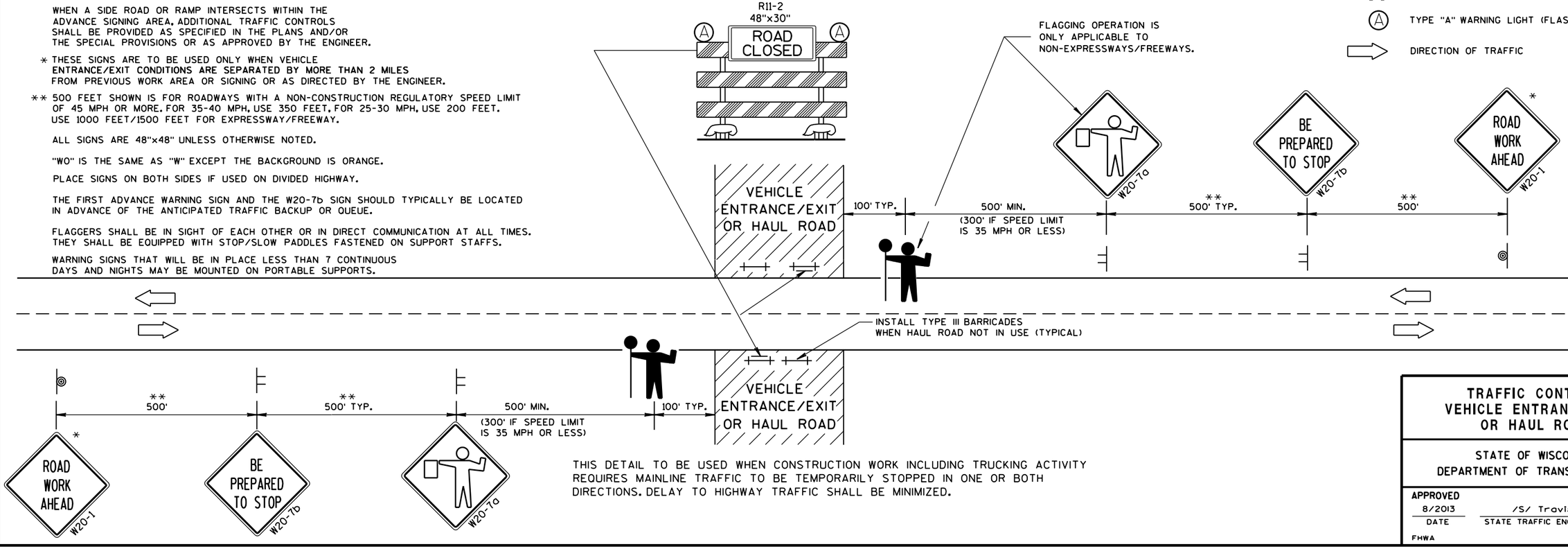
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

THE FIRST ADVANCE WARNING SIGN AND THE W20-7b SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS.

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




THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

# TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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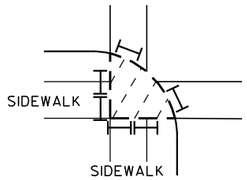
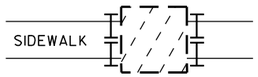
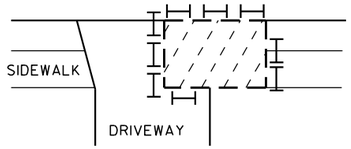
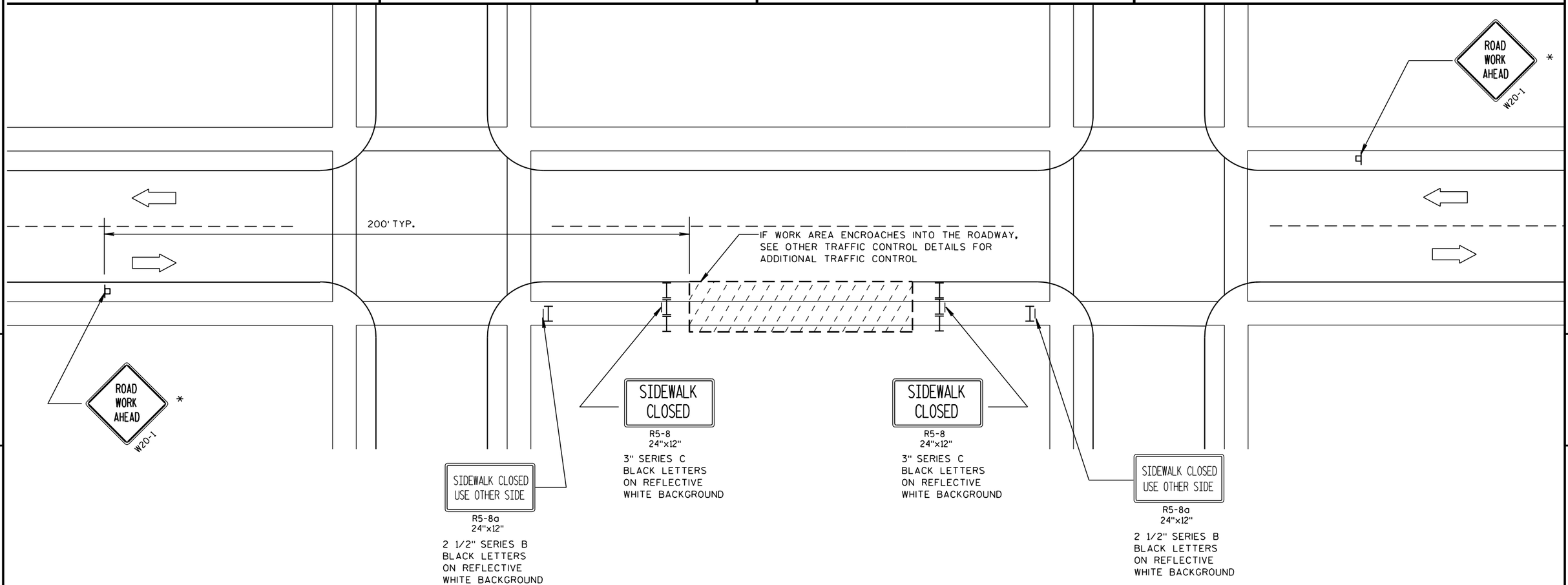
S.D.D. 15 D 29-3

# WARNING OF LOCALIZED SIDEWALK WORK AREAS




## LEGEND

- POST MOUNTED SIGN
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC FLOW

## GENERAL NOTES :

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

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

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

* "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

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

TRAFFIC CONTROL, SIDEWALK CLOSURE

**TRAFFIC CONTROL, SIDEWALK CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/2000 DATE
/S/ Chester J. [illegible]
CHIEF SIGNS AND MARK[illegible]NEER
FHWA



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S.D.D. 15 D 30-1

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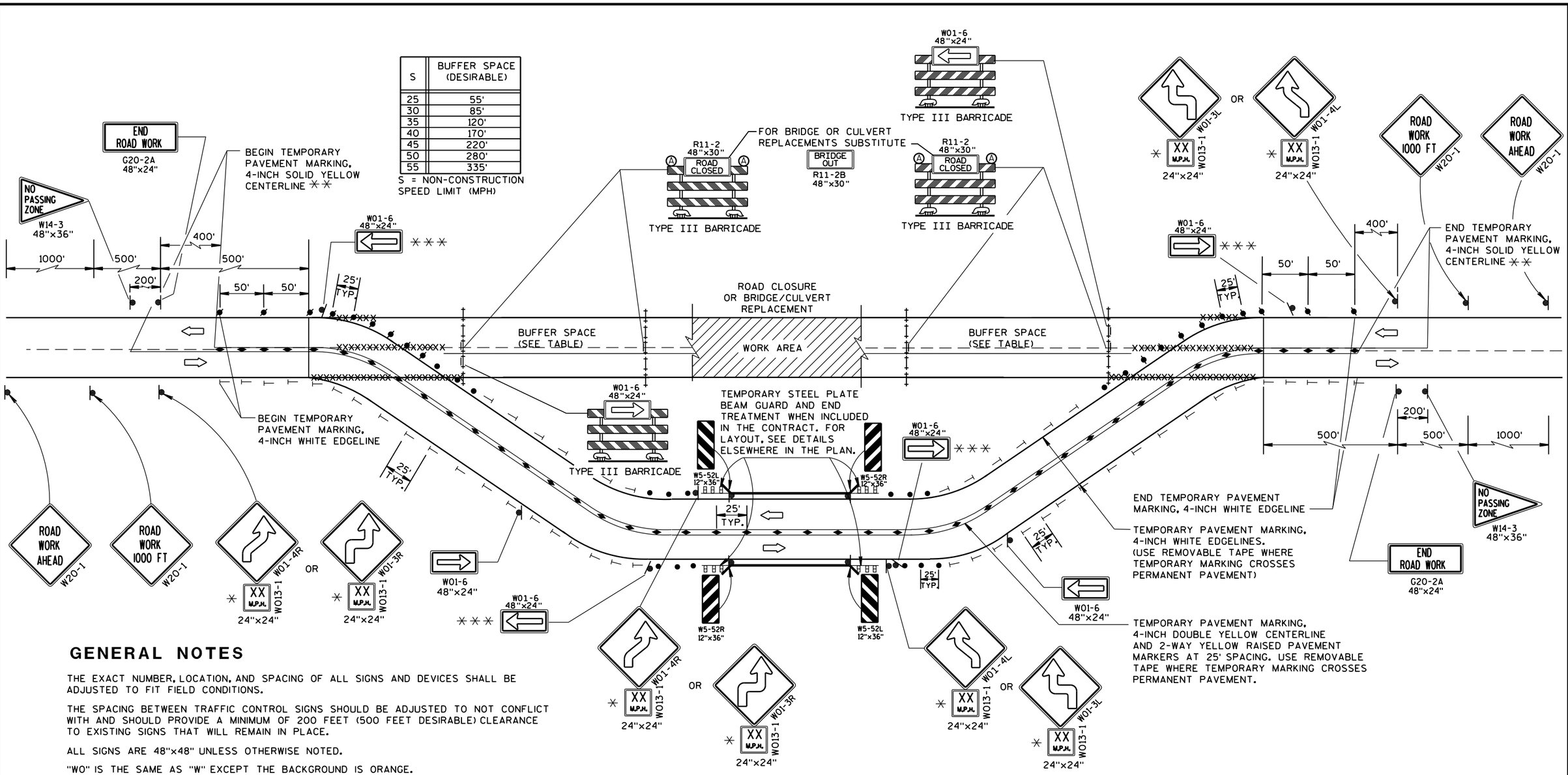
S.D.D. 15 D 30-1




| S | BUFFER SPACE (DESIRABLE) |
|---|---|
| 25 | 55' |
| 30 | 85' |
| 35 | 120' |
| 40 | 170' |
| 45 | 220' |
| 50 | 280' |
| 55 | 335' |

## 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 MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED.

EQUIPMENT, VEHICLES, OR MATERIAL SHOULD NOT BE STORED IN BUFFER SPACE.

✳ IF ADVISORY SPEED IS GREATER THAN 30 MPH, USE THE W01-4 SIGN. IF ADVISORY SPEED IS 30 MPH OR LESS, USE THE W01-3 SIGN.

✳✳ WHEN THE DISTANCE TO/FROM THE NEXT CLOSEST NO-PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.

✳✳✳ OMIT THESE W01-6 SIGNS IF THE ADVISORY SPEED OF THE CURVE IS GREATER THAN 30 MPH.

## LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY-BURN LIGHT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- TEMPORARY DELINEATOR, (WHITE) (SINGLE DELINEATOR)
- TEMPORARY RAISED PAVEMENT MARKERS (TWO-WAY YELLOW)
- XXX REMOVE PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- TEMPORARY STEEL PLATE BEAM GUARD AND END TREATMENT
- WORK AREA

**TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

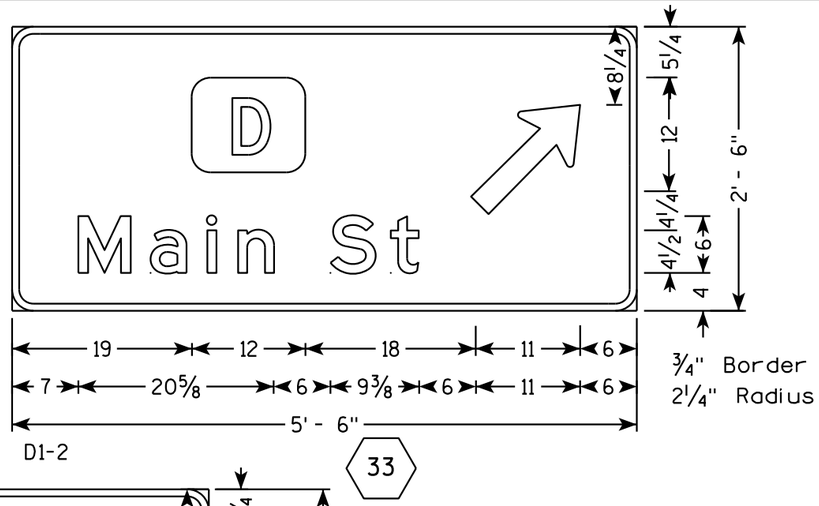
APPROVED
8/2013 DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

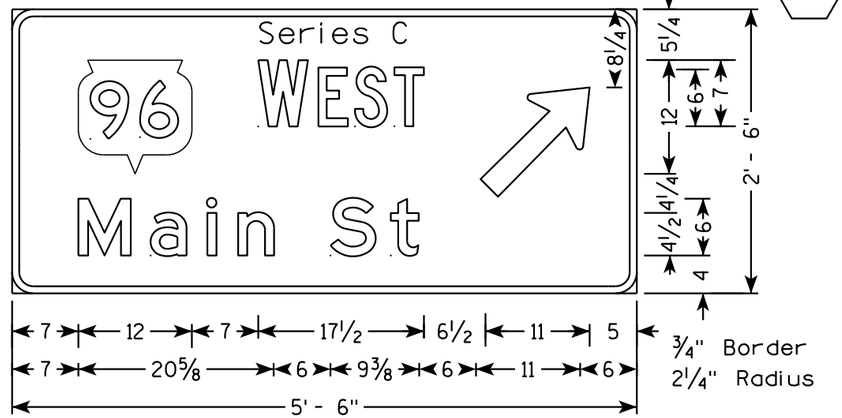


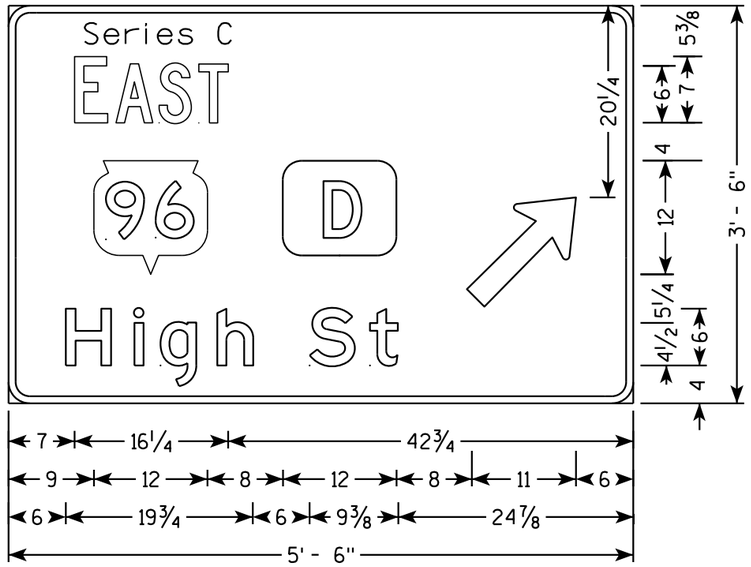

6 S.D.D. 15 D 31-2

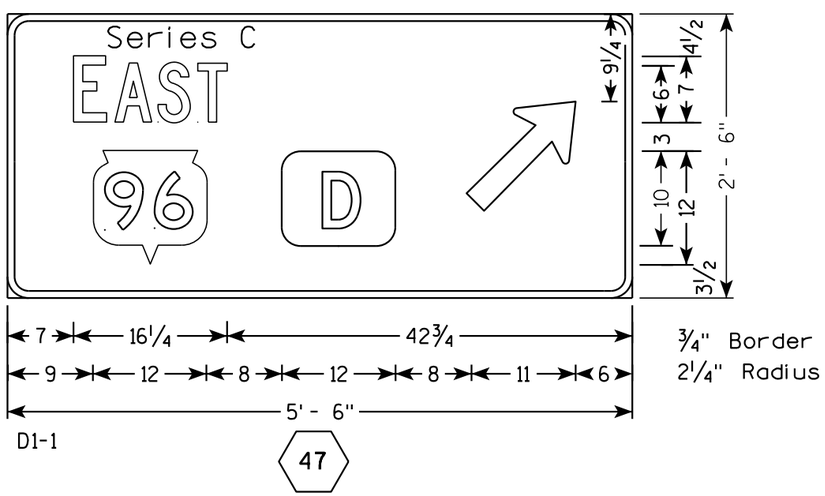
NOTES

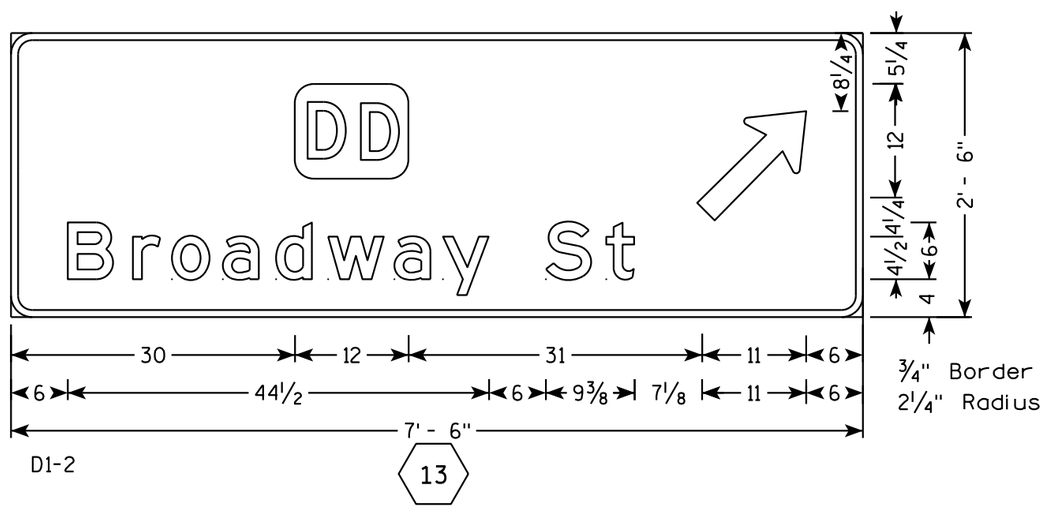
1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E except as Shown



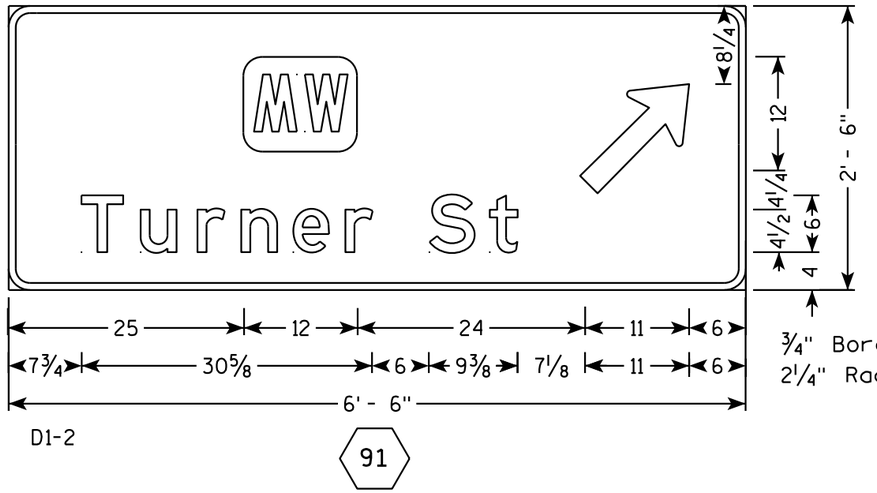




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PERMANENT SIGNING | SHEET NO: 344 | E |
|---|---|---|---|---|---|

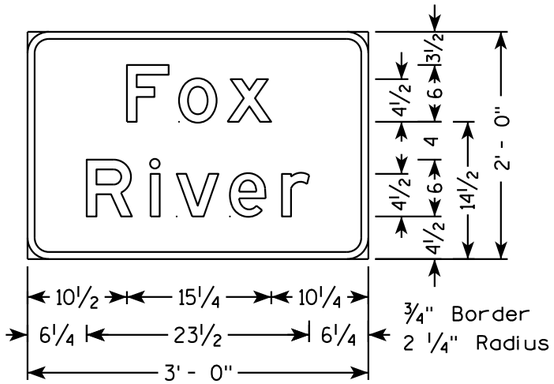
NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - GREEN except as Shown
   Message - WHITE except as Shown
3. Message Series - E except as Shown



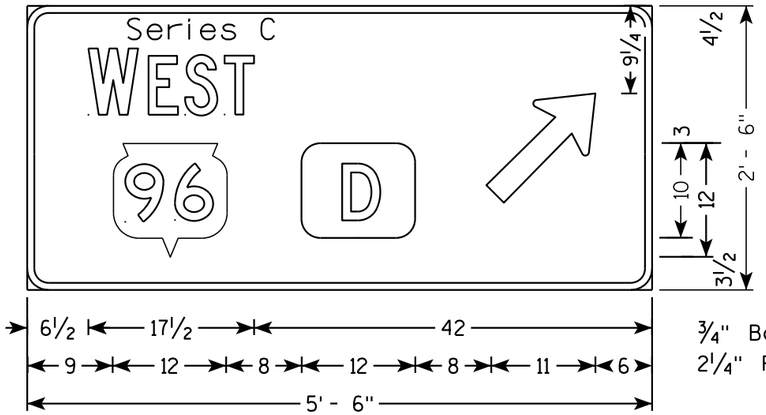

D1-2

91



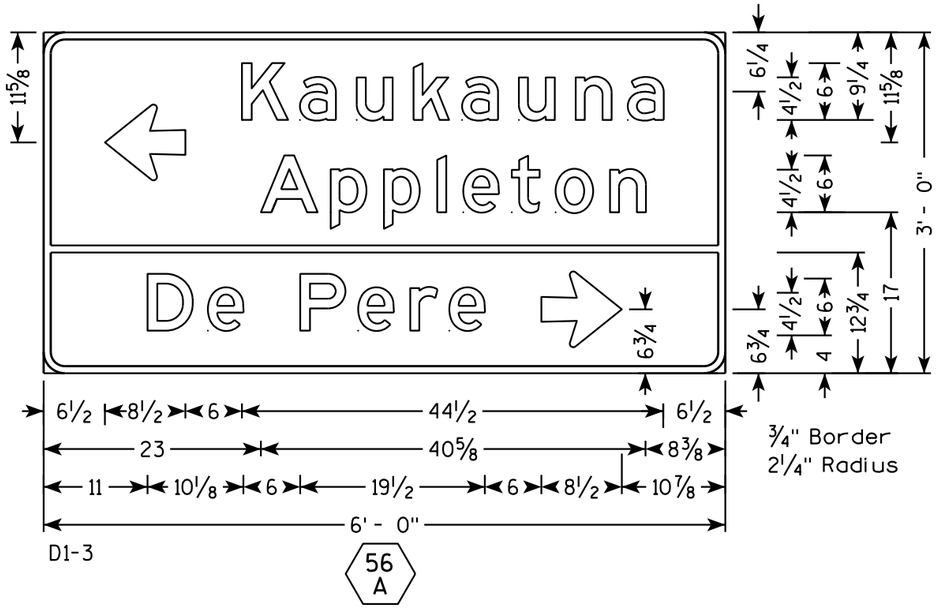

I3-1

54 63



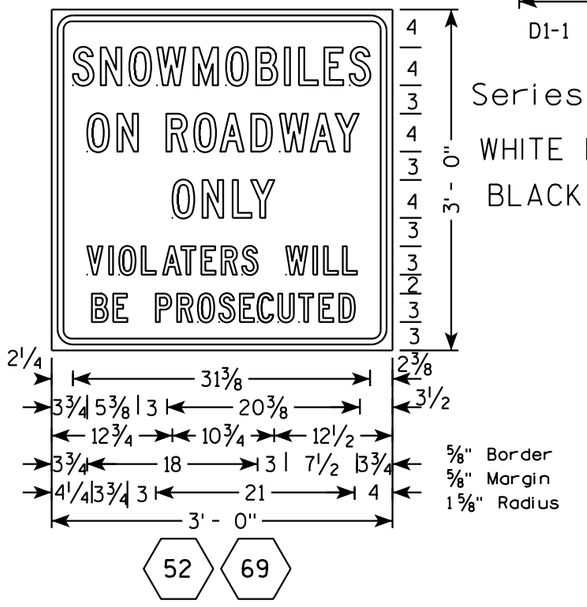

D1-1

74




D1-3

56 A




52 69

Series C
WHITE BACKGROUND
BLACK MESSAGE

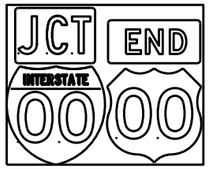
7

7

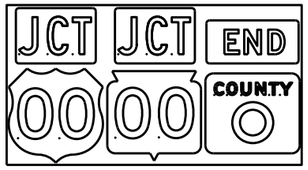
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | PERMANENT SIGNING | SHEET NO: 345 | E |
|---|---|---|---|---|---|

## TYPICAL ASSEMBLIES

J1-1

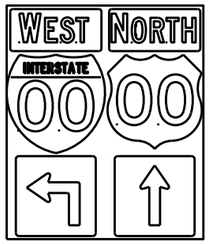


J1-2

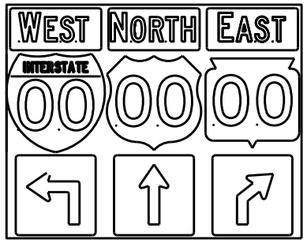


J1-3

J2-1



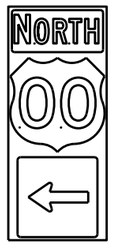
J2-2



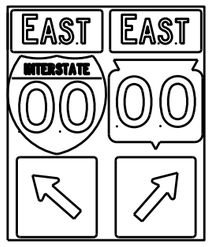
J2-3

JV

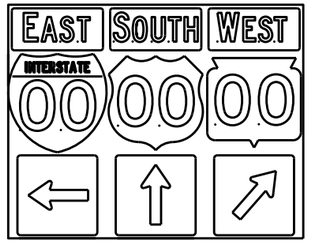
( Typical Vertical J-Assembly
See Note 10 and 11 )



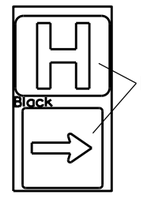
J3-1



J3-2



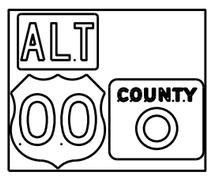
J3-3



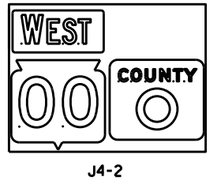
Blue Background

JH-1

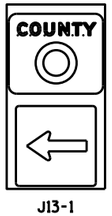
J4-1



J4-2



J4-2



J13-1

J12-1

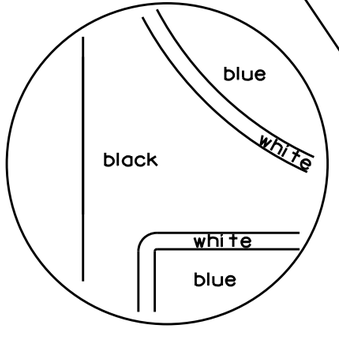
J32-1

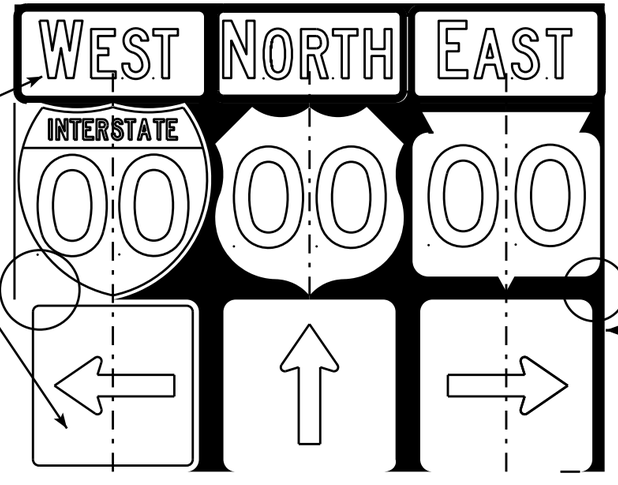
J33-1

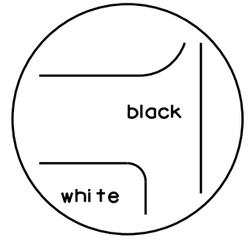
J23-1

J22-1

[blue background with interstate]




[black background]

### NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

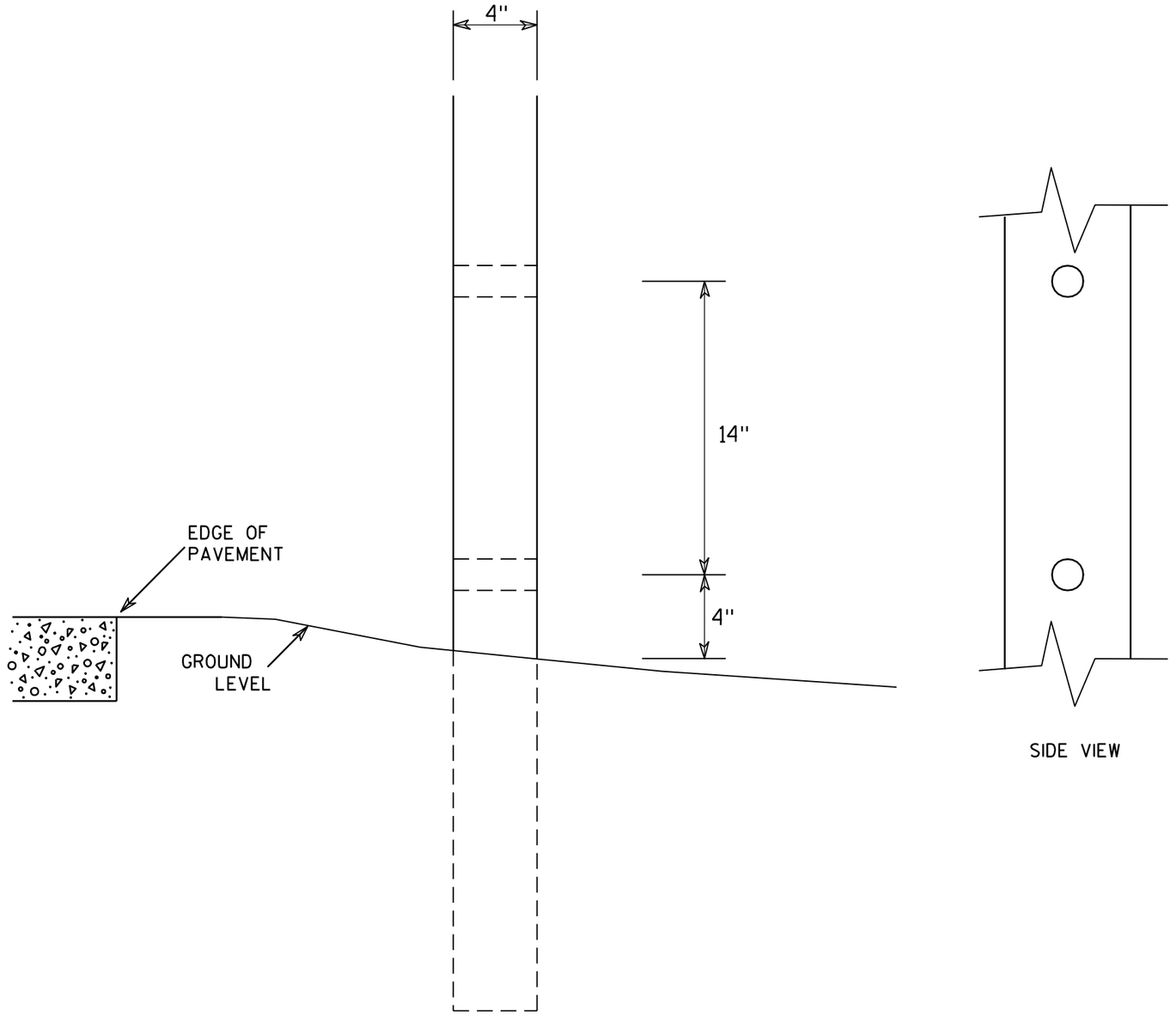
DATE 2/06/14 PL... A2-1S.8

PROJECT NO: | SHEET NO: E



FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

WISDOT/CADDS SHEET 42






SIDE VIEW

GENERAL NOTES

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

# 4 X 6 WOOD POST MODIFICATIONS

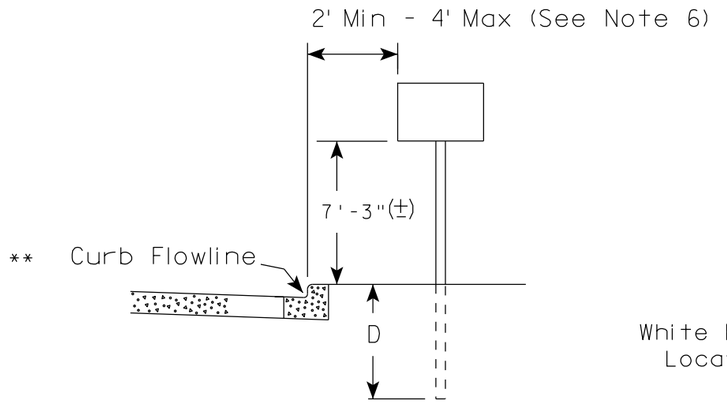
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

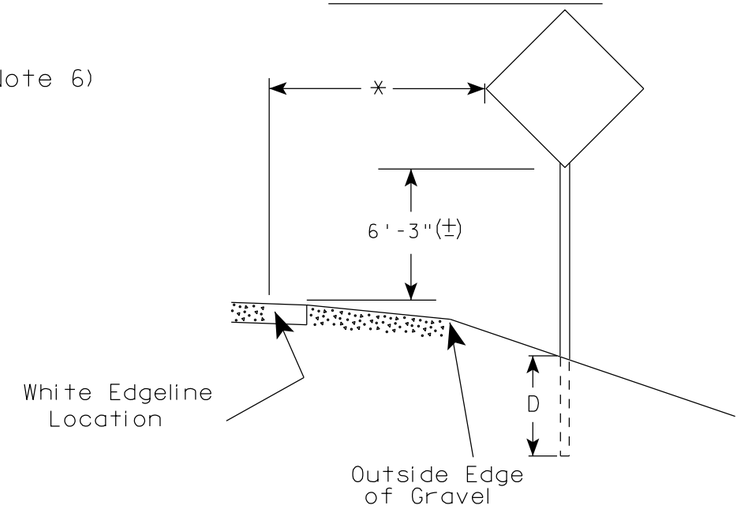
DATE 3/27/97 PLATE NO. A4-11.2

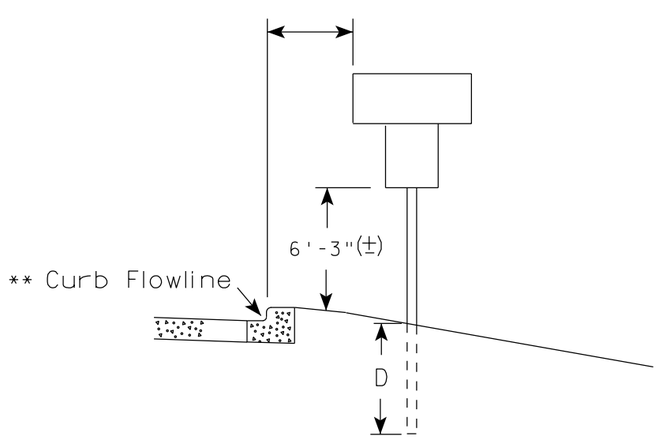
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 347 | E |
|---|---|---|---|---|---|

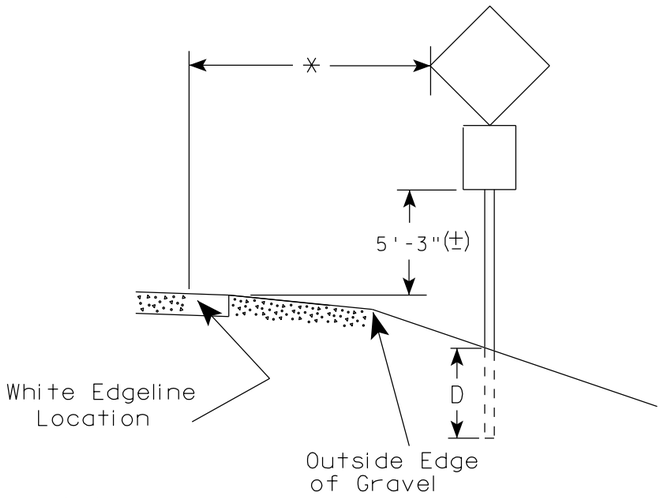
## URBAN AREA




## RURAL AREA (See Note 2)




** 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.

## GENERAL NOTES

1. Signs wider than 4 feet, 20 sq.ft or larger, 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), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series) & End of Rod Markers (W5-56 & W5-56A) shall be mounted at a height of 4'-3" (+).

## POST EMBEDMENT DEPTH

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

# TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/13 PLATE NO. A4-3.18

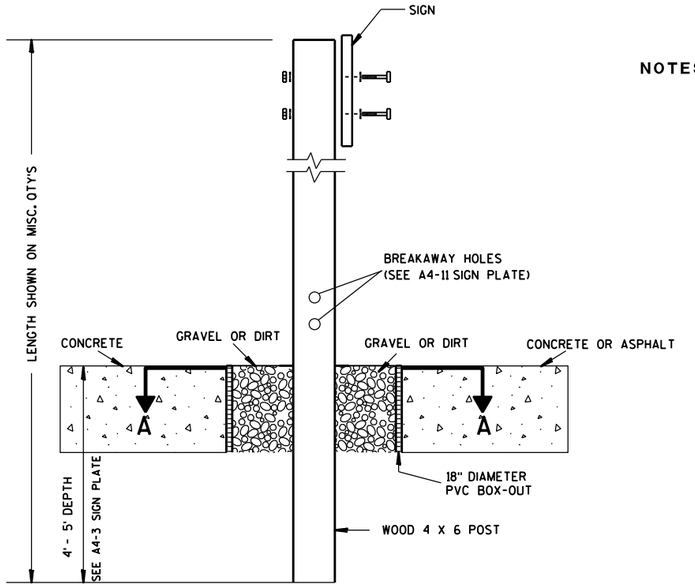


| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|



7

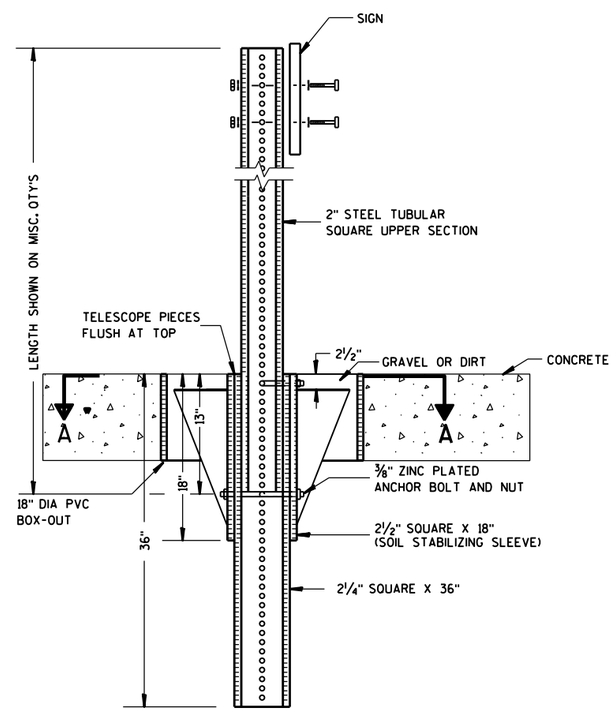
7




**ELEVATION VIEW**

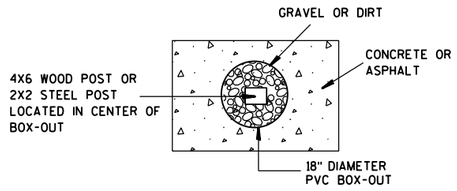
**DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT**

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.




**ELEVATION VIEW**

**DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT**




**PLAN VIEW**

**FOR NEW CONCRETE/ASPHALT INSTALLATIONS**

# SIGN POST BOX-OUTS A4-3B

*WISCONSIN DEPT OF TRANSPORTATION*

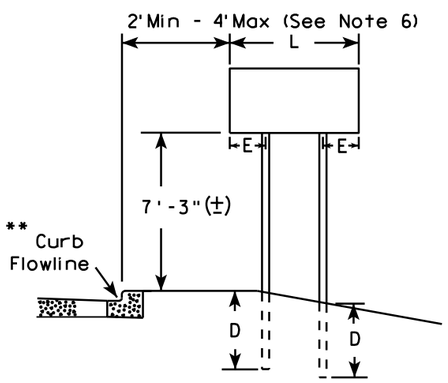
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

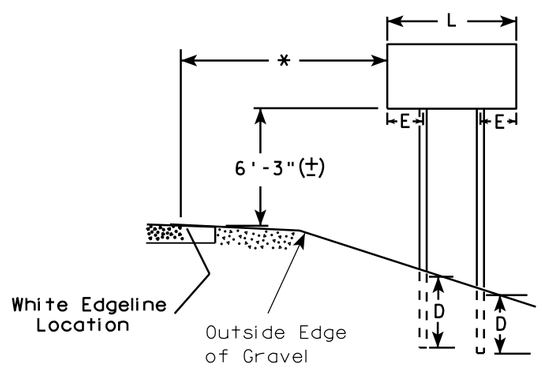


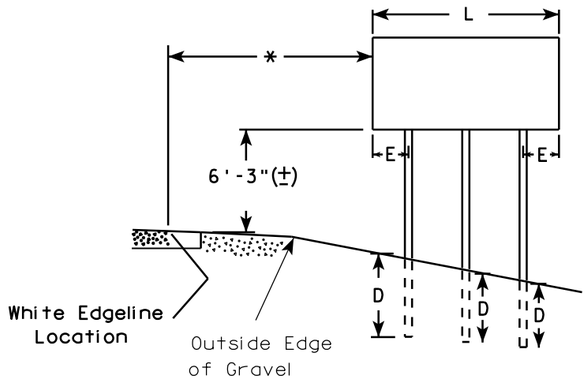
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

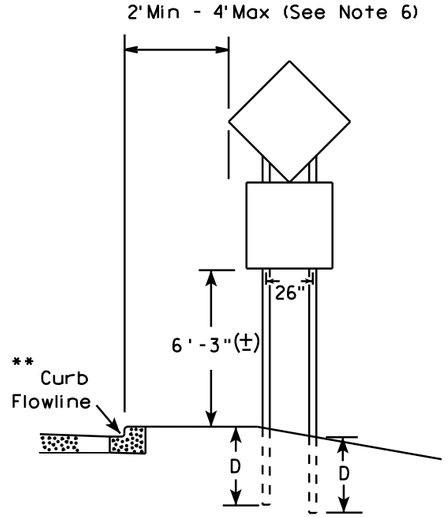
## URBAN AREA



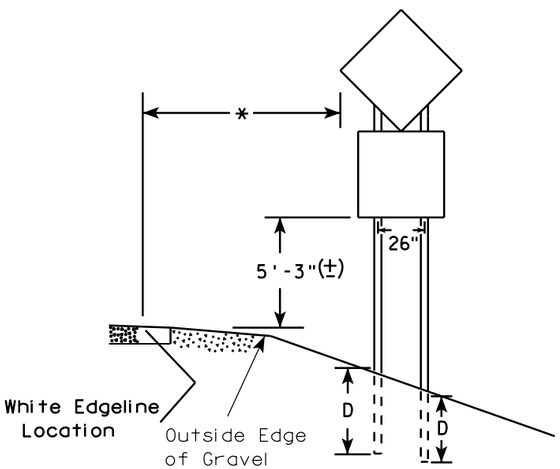

## RURAL AREA (See Note 3)




48" DIAMOND WARNING SIGN




48" DIAMOND WARNING SIGN

### GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. 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" (±).

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

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically 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.

*** See A4-3 sign plate for signs 4' or less in width or less than 20 S.F. in area.

| SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED) | |
|---|---|
| L | E |
| Greater than 48" Less than 60" | 12" |
| 60" to 120" | L/5 |

***

| SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED) | |
|---|---|
| L | E |
| Greater than 120" less than 168" | 12" |

| SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED) | |
|---|---|
| L | E |
| 168" and greater | 12" |

### POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

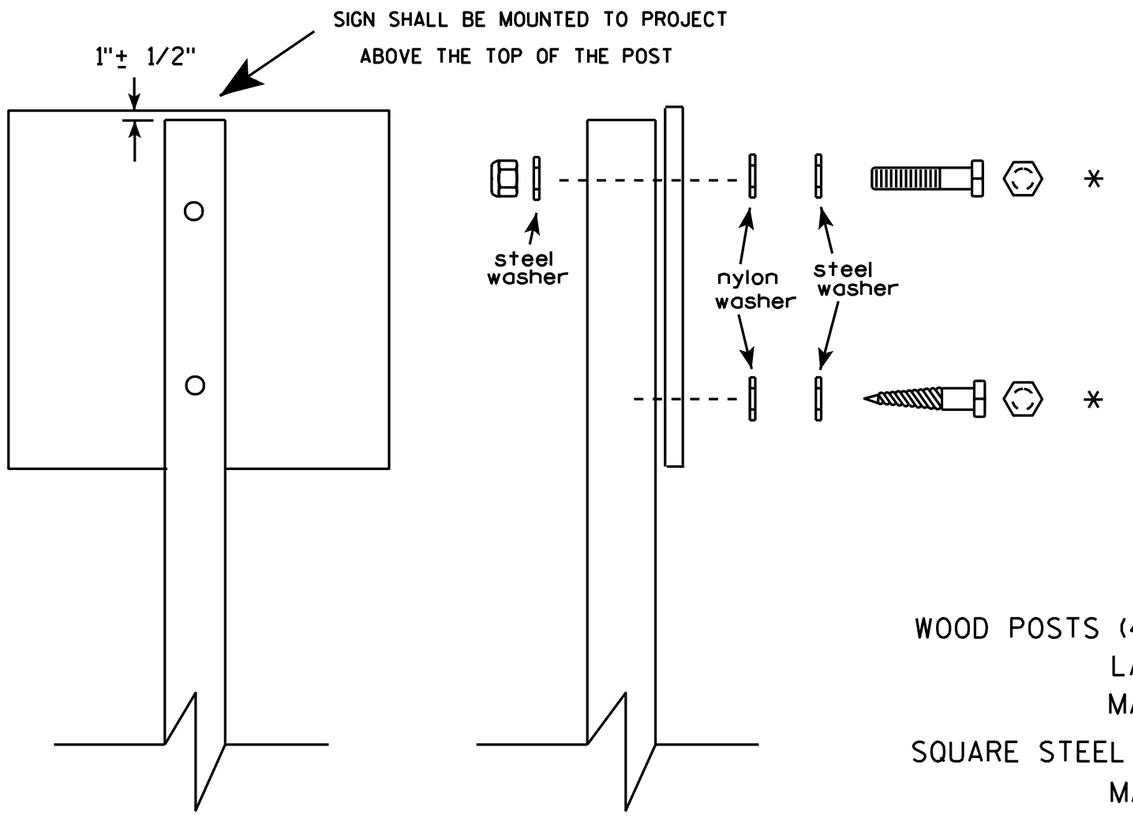
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/29/14 PLATE NO. A4-4 13
350

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 30-APR-2014 13:10 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 107.021305:1.000000




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

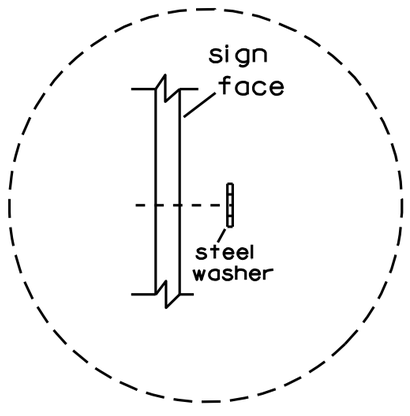
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

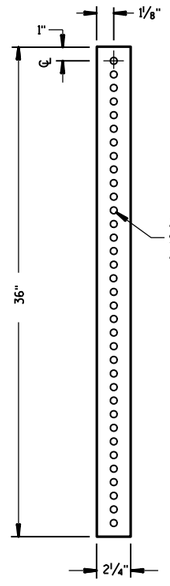
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

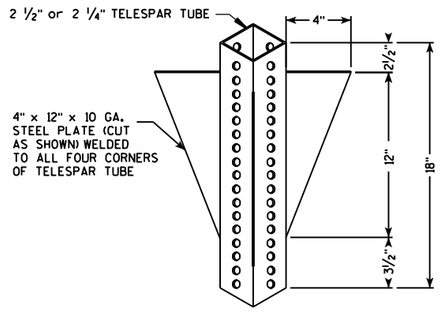
DATE 3/23/10 PLATE NO. A4-8.7

## TELESCOPIC TUBING ANCHORS
## TWO PIECE SYSTEM

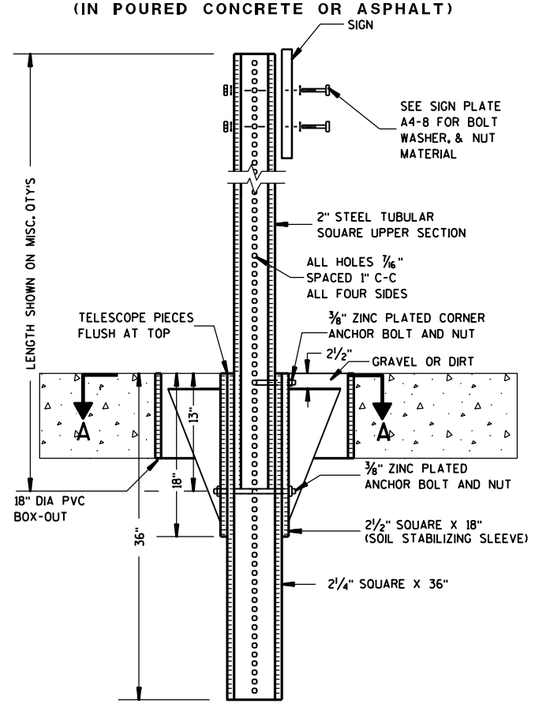
**2 1/4 " SQUARE**
**12 GAUGE**
**PERFORATED**
**GALVANIZED FINISH**



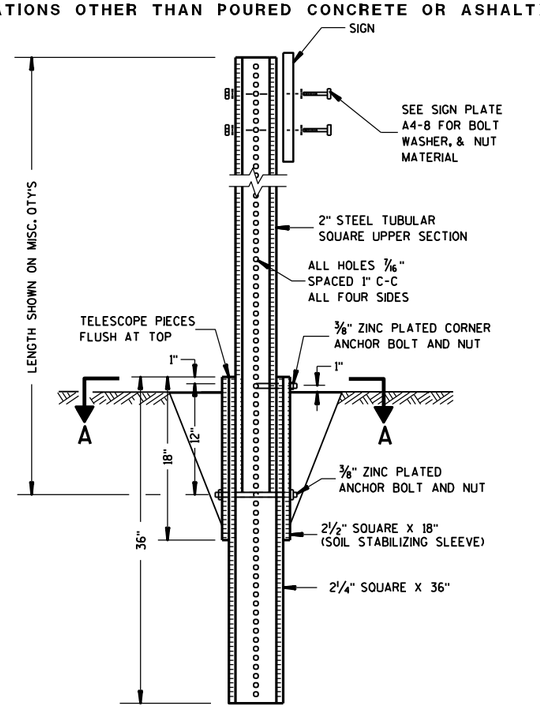

**2 1/2 " SQUARE**
**12 GAUGE**
**OMNI-DIRECTIONAL**
**PERFORATED**
**SOIL STABILIZING SLEEVE**
**GALVANIZED FINISH**

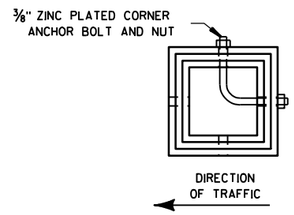



## DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)




## DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASHALT)




**SECTION A-A**

| Area of Sign Installation (Sq. Ft.) | Number of Required Posts |
|---|---|
| 9 or less | 1 |
| Greater than 9 less than or equal to 18 | 2 |
| Greater than 18 less than or equal to 27 | 3 |

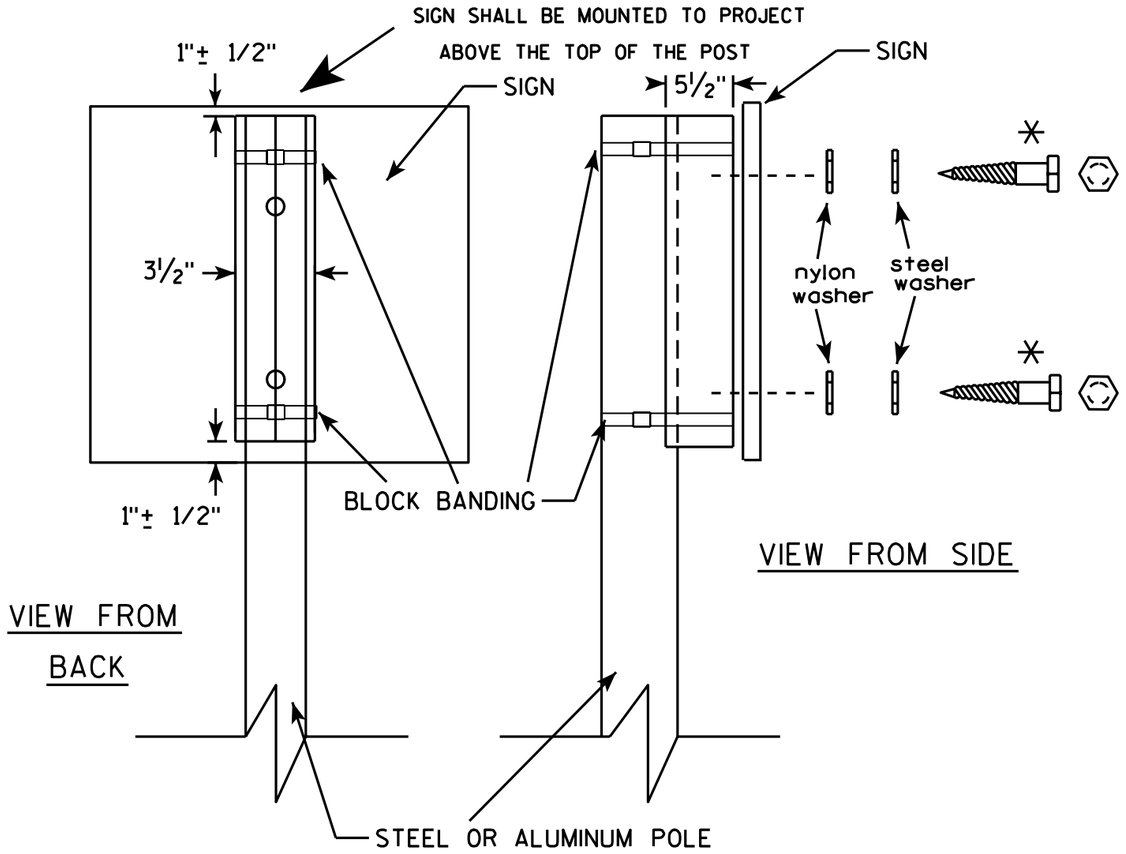
**Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).**

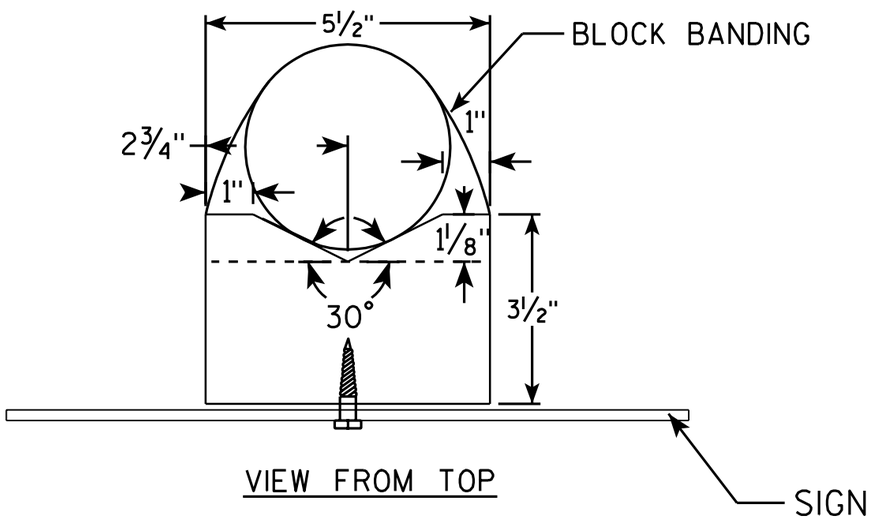
# TUBULAR STEEL SIGN POST A4-9

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 5/30/12 PLATE NO. A4-9.7

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 352 | E |
|---|---|---|---|---|---|




## GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

# BLOCK BANDING DETAIL ( V-BLOCK OPTION )

WISCONSIN DEPT OF TRANSPORTATION

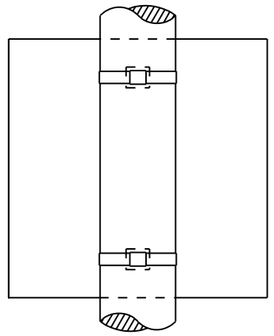
APPROVED Matthew R Rauch
for State Traffic Engineer

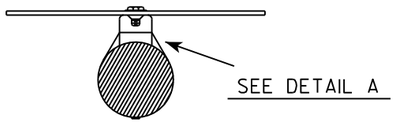
DATE 7/12/07 PLATE NO. A5-10.1

| PROJECT NO: | | | | SHEET NO: 353 | E |
|---|---|---|---|---|---|

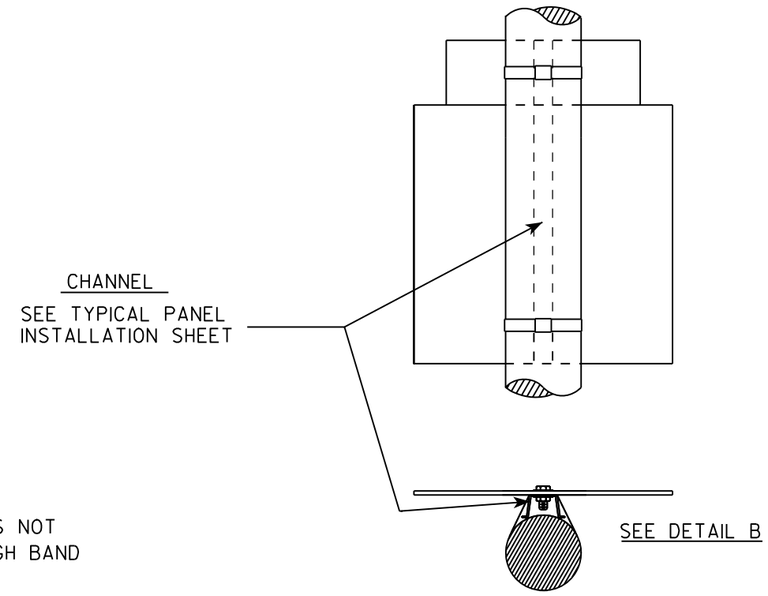
# BANDING

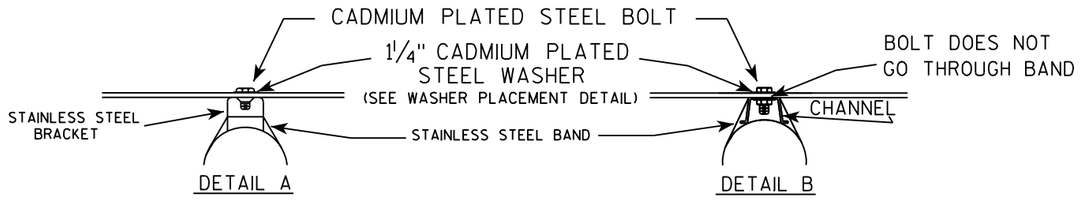
SINGLE SIGN



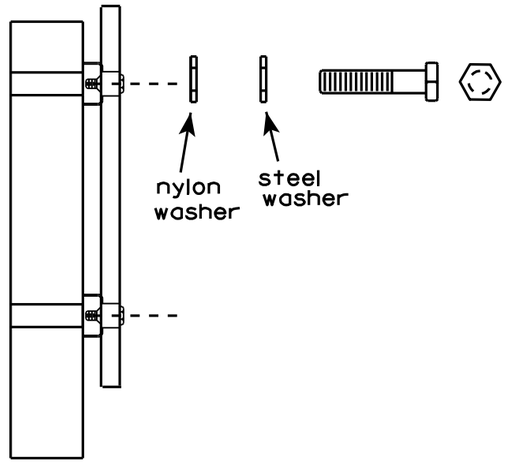



"J" ASSEMBLY




WASHER PLACEMENT




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

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

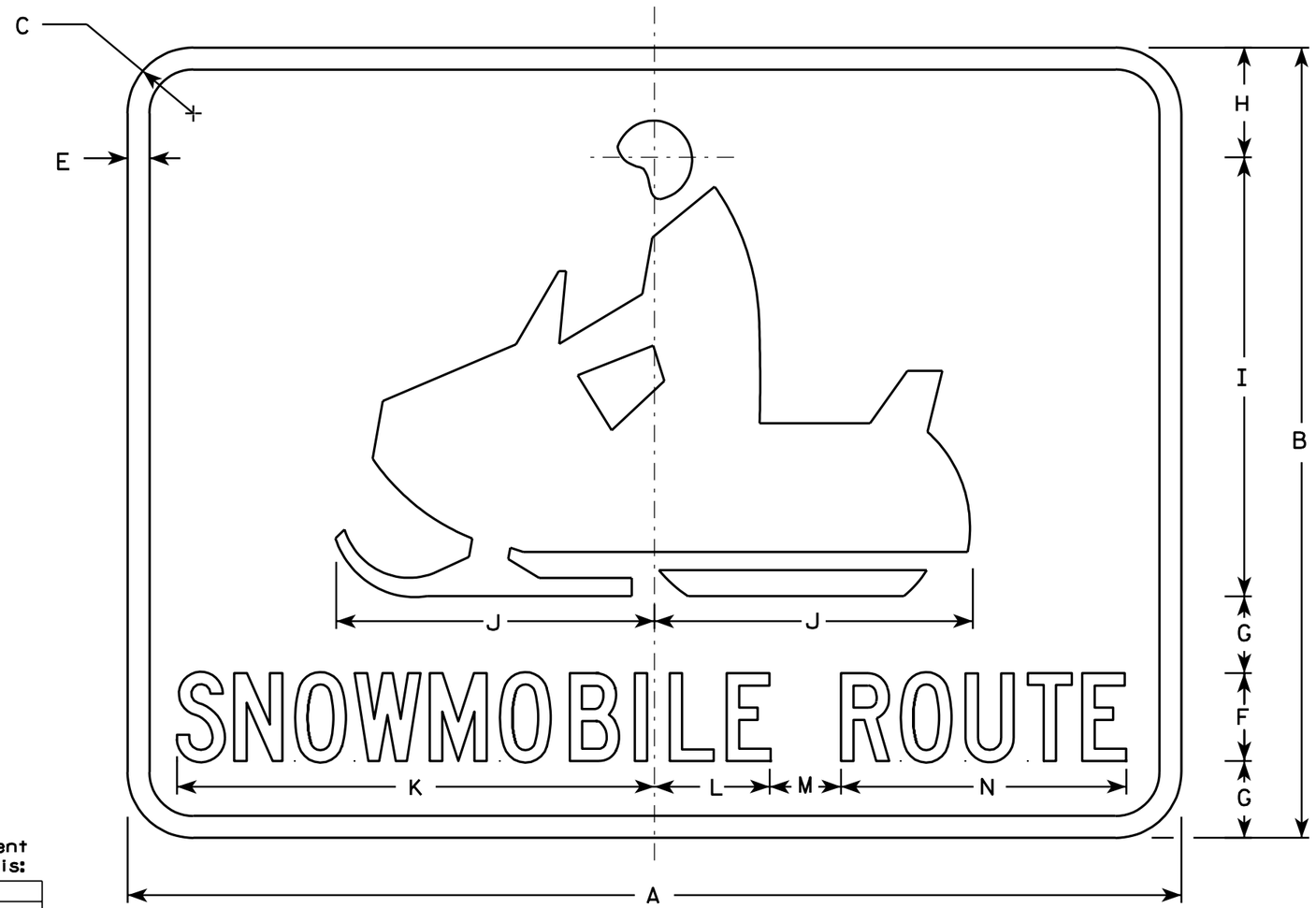
STANDARD SIGN
SIGN BANDING DETAILS

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 354 | E |
|---|---|---|---|---|---|




D11-6

NOTES

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

Metric equivalent for this sign is:

| SIZE | |
|---|---|
| 1 | |
| 2 | 600 mm X 450 mm |
| 3 | |
| 4 | |
| 5 | |

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. | Area m² |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 18 | 1 1/2 | | 1/2 | 2 | 1 3/4 | 2 1/2 | 10 | 7 1/4 | 10 7/8 | 2 5/8 | 1 5/8 | 6 1/2 | | | | | | | | | | | | | 3.0 | 0.27 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
D11-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spry for State Traffic Engineer

DATE 1/16/02 PLATE NO. D11-6.6

PROJECT NO:

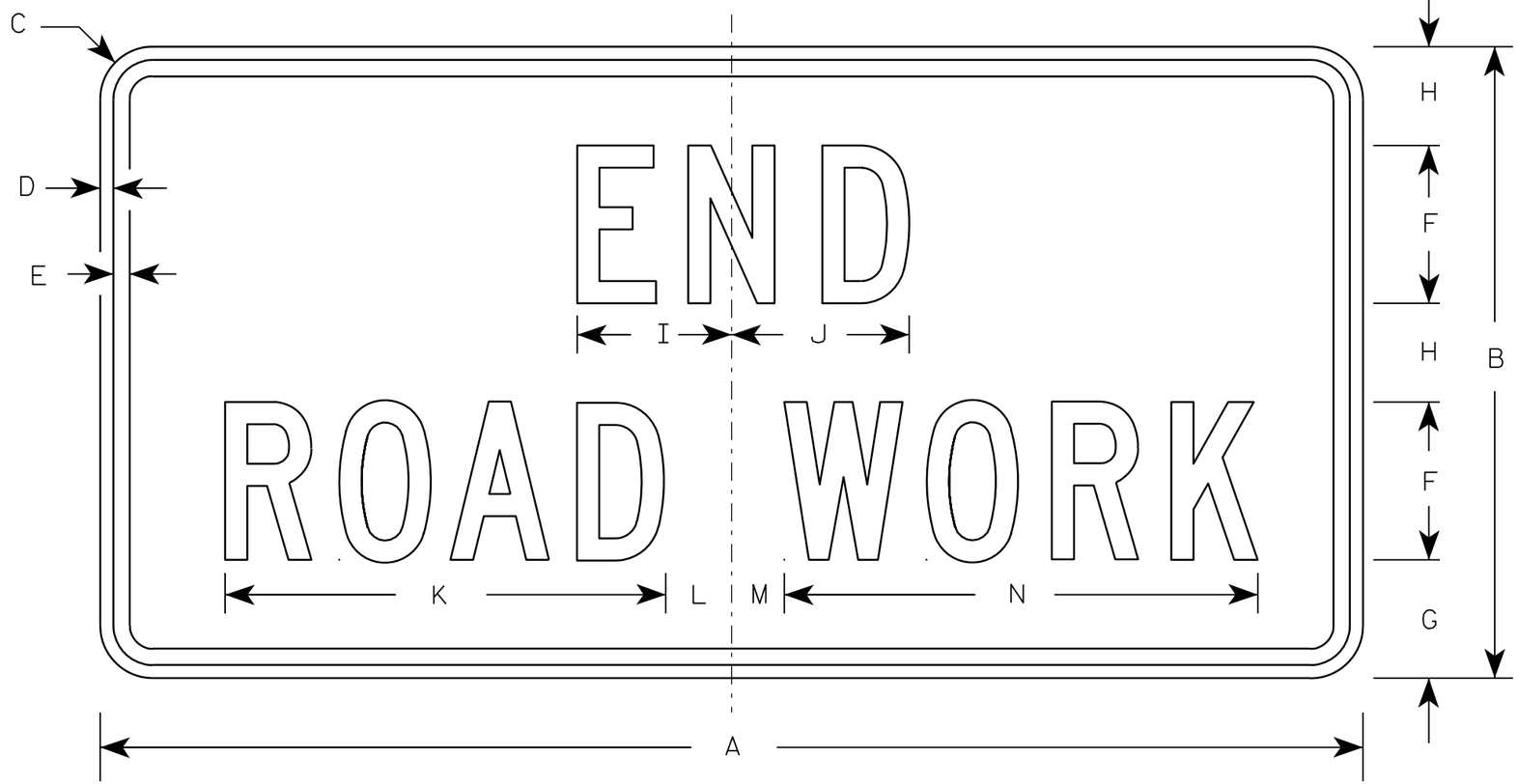
SHEET NO: 355 E

FILE NAME : C:\Users\Projects\tr_stdplate\D116.DGN PLOT DATE : 11-OCT-2005 14:57 PLOT BY : DOTSJA

WISDOT/CADDS SHEET 42

7

7




G20-2A

NOTES

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

Metric equivalent for this sign is:

| SIZE | |
|---|---|
| 1 | 900 mm X 450 mm |
| 2 | 1200 mm X 600 mm |
| 3 | 1200 mm X 600 mm |
| 4 | 1200 mm X 600 mm |
| 5 | 1200 mm X 600 mm |

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. | Area m2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 4 | 3 3/4 | 2 1/2 | 4 1/8 | 4 1/8 | 11 1/8 | 2 | 1 | 12 1/8 | | | | | | | | | | | | | 4.5 | 0.41 |
| 2 | 48 | 24 | 1 1/2 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | | | | | | | | | | | | | 8.0 | 0.72 |
| 3 | 48 | 24 | 1 1/2 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | | | | | | | | | | | | | 8.0 | 0.72 |
| 4 | 48 | 24 | 1 1/2 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | | | | | | | | | | | | | 8.0 | 0.72 |
| 5 | 48 | 24 | 1 1/2 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | | | | | | | | | | | | | 8.0 | 0.72 |

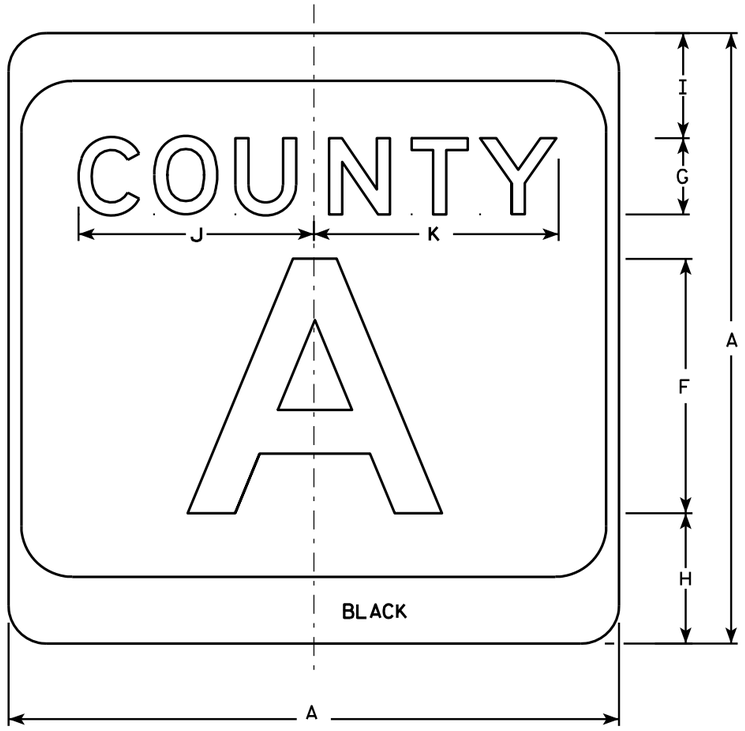
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

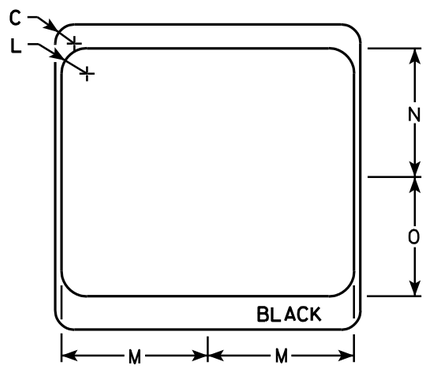
APPROVED Matthew R Rauch
for State Traffic Engineer

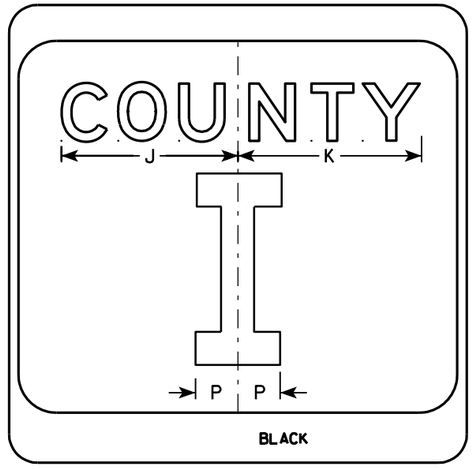
DATE 9/30/09 PLATE NO. G20-2A.8

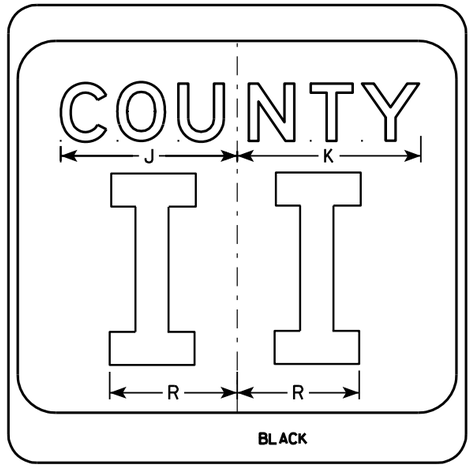
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 356 | E |
|---|---|---|---|---|---|




M1-5A




NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | | 1 1/2 | | | 10 | 3 | 5 1/8 | 4 1/8 | 9 1/4 | 9 5/8 | 2 | 11 1/2 | 10 1/8 | 9 3/8 | 2 1/4 | | 6 5/8 | | | | | | | | | 4.0 |
| 3 | 36 | | 2 1/4 | | | 16 | 4 | 7 5/8 | 5 5/8 | 12 1/4 | 12 7/8 | 3 | 17 1/8 | 15 1/4 | 14 | 3 3/8 | | 10 | | | | | | | | | 9.0 |
| 4 | 36 | | 2 1/4 | | | 16 | 4 | 7 5/8 | 5 5/8 | 12 1/4 | 12 7/8 | 3 | 17 1/8 | 15 1/4 | 14 | 3 3/8 | | 10 | | | | | | | | | 9.0 |
| 5 | 36 | | 2 1/4 | | | 16 | 4 | 7 5/8 | 5 5/8 | 12 1/4 | 12 7/8 | 3 | 17 1/8 | 15 1/4 | 14 | 3 3/8 | | 10 | | | | | | | | | 9.0 |

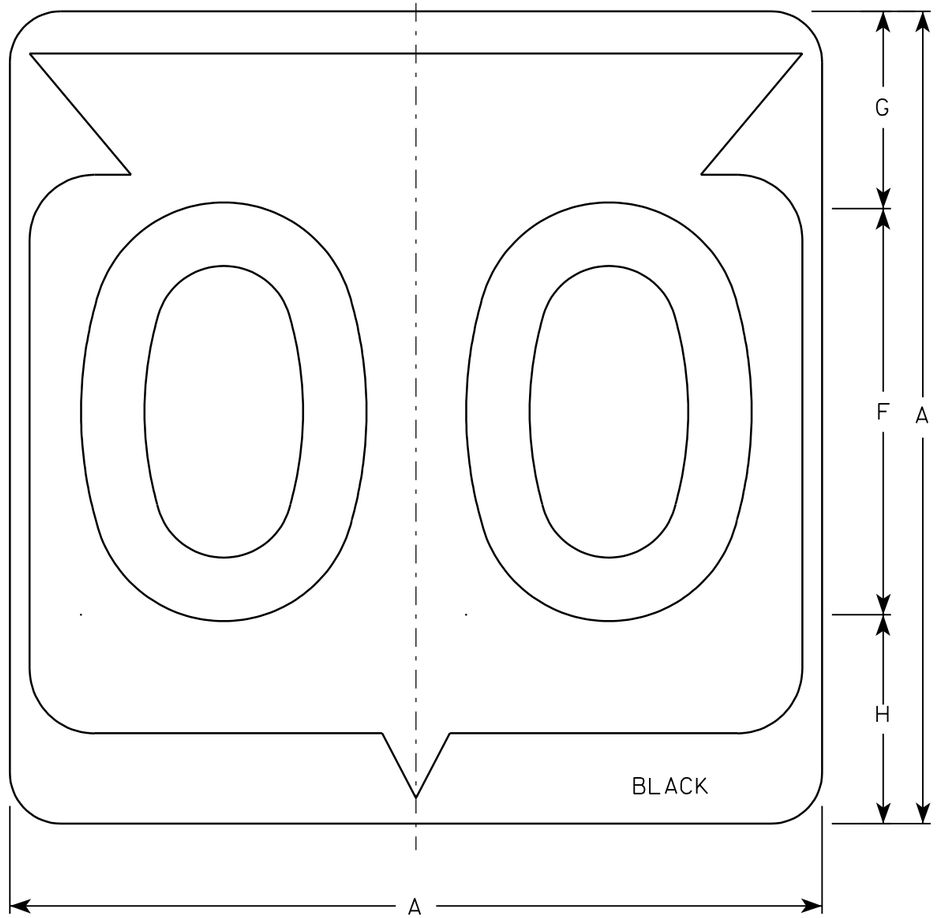
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

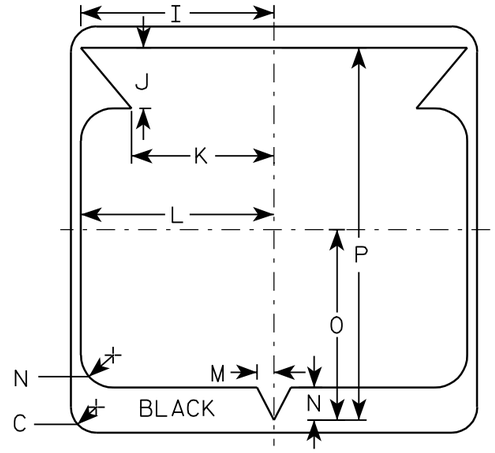
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 357 | E




M1-6

## NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective




Metric equivalent for this sign is:

| SIZE | |
|---|---|
| 1 | |
| 2 | 600 mm X 600 mm |
| 3 | 900 mm X 900 mm |
| 4 | 900 mm X 900 mm |
| 5 | 900 mm X 900 mm |

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. | Area m2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | | 1 1/2 | | | 12 | 5 1/2 | 6 1/2 | 10 1/4 | 2 1/2 | 8 7/8 | 11 1/2 | 1 | 1 7/8 | 11 1/4 | 21 7/8 | | | | | | | | | | | 4.0 | .36 |
| 3 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 | .81 |
| 4 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 | .81 |
| 5 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 | .81 |

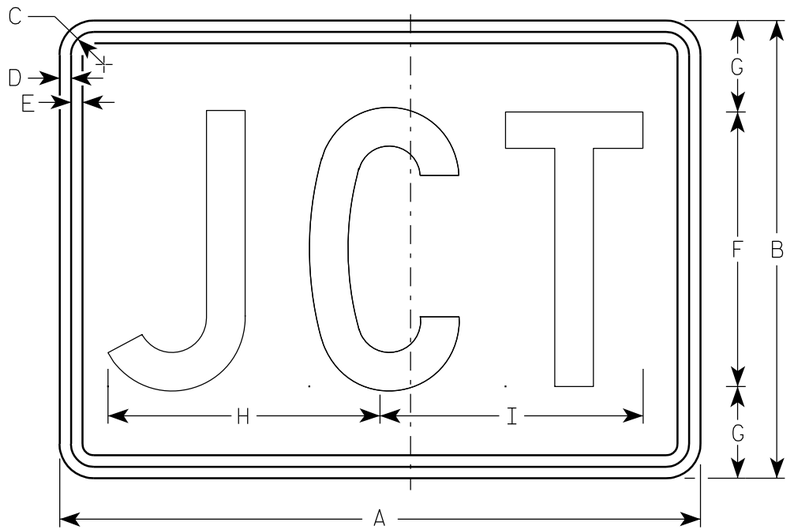
# STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

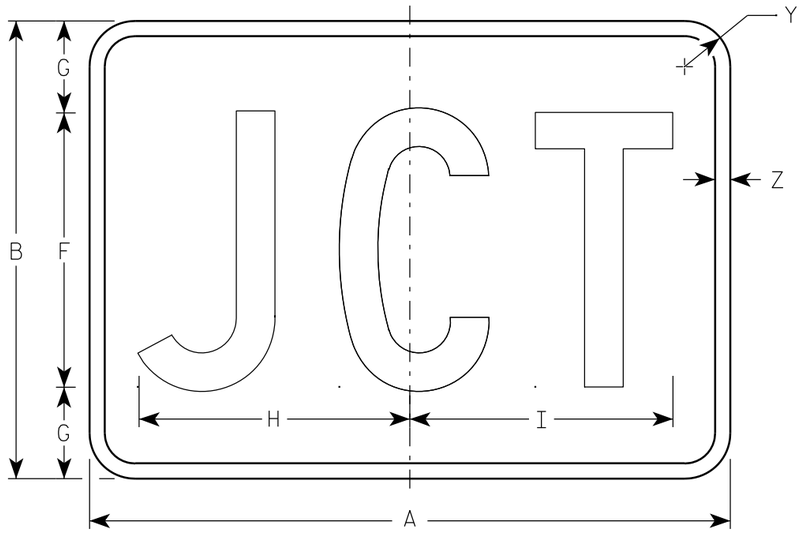
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 358 | E |
|---|---|---|---|---|---|




M2-1
MK2-1
MM2-1
MR2-1




MB2-1
MG2-1
MN2-1

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White - Type H Reflective
   (Detour or temporary Signs - Reflective)
   Message - Black
   MB2-1 Background - Blue
   Message - White - Type H Reflective
   (Detour or temporary Signs - Reflective)
   MG2-1 Background - Green
   Message - White - Type H Reflective
   MK2-1 Background - Green
   Message - White - Type H Reflective
   MM2-1 Background - White - Type H Reflective
   Message - Green
   MN2-1 Background - Brown
   Message - White - Type H Reflective
   MR2-1 Background - Brown
   Message - Yellow - Type H Reflective

Metric equivalent for this sign is:

| SIZE | |
|---|---|
| 1 | |
| 2 | 525 mm X 375 mm |
| 3 | 750 mm X 525 mm |
| 4 | 750 mm X 525 mm |
| 5 | 750 mm X 525 mm |

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. | Area m2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 21 | 15 | 1 1/8 | 3/8 | 3/8 | 9 | 3 | 8 7/8 | 8 5/8 | | | | | | | | | | | | | | | | 1 1/2 | 1/2 | 2.20 | 0.20 |
| 3 | 30 | 21 | 1 1/8 | 3/8 | 3/8 | 13 | 4 | 12 7/8 | 12 3/8 | | | | | | | | | | | | | | | | 1 1/2 | 1/2 | 4.40 | 0.20 |
| 4 | 30 | 21 | 1 1/8 | 3/8 | 3/8 | 13 | 4 | 12 7/8 | 12 3/8 | | | | | | | | | | | | | | | | 1 1/2 | 1/2 | 4.40 | 0.20 |
| 5 | 30 | 21 | 1 1/8 | 3/8 | 3/8 | 13 | 4 | 12 7/8 | 12 3/8 | | | | | | | | | | | | | | | | 1 1/2 | 1/2 | 4.40 | 0.20 |

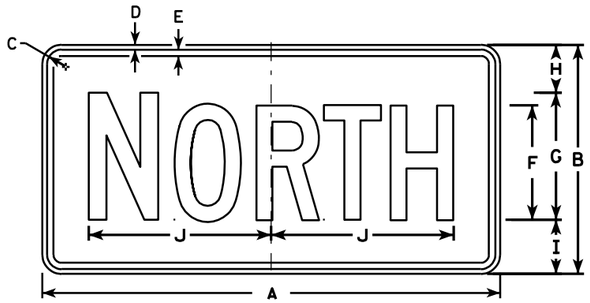
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

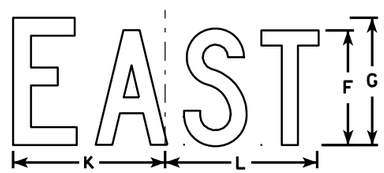
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/10 PLATE NO. M2-1.10

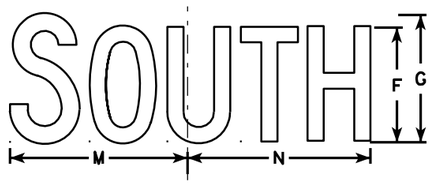
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 359 | E |
|---|---|---|---|---|---|



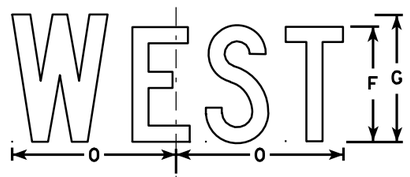

M3-1
MK3-1
MO3-1



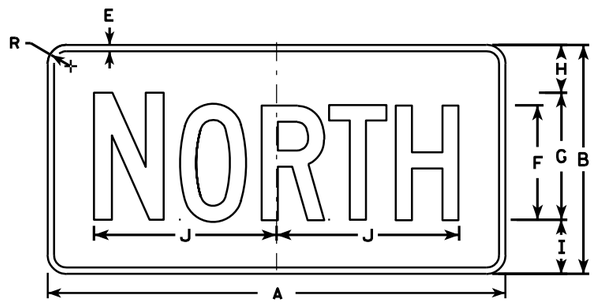

M3-2
MK3-2
MO3-2




M3-3
MK3-3
MO3-3

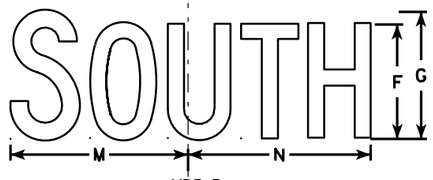



M3-4
MK3-4
MO3-4

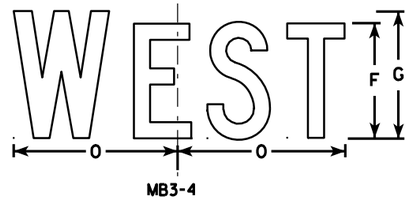



MB3-1
MG3-1
MM3-1
MN3-1

MB3-2
MG3-2
MM3-2
MN3-2




MB3-3
MG3-3
MM3-3
MN3-3




MB3-4
MG3-4
MM3-4
MN3-4

NOTES

1. All Signs Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White - Type H Reflective
   (Detour or temporary signs - Reflective)
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White - Type H Reflective
   (Detour or temporary signs - Reflective)
   MG3-1 thru MG3-4 Background - Green
   Message - White - Type H Reflective
   MK3-1 thru MK3-4 Background - Green
   Message - White - Type H Reflective
   MM3-1 thru MM3-4 Background - White - Type H Reflective
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White - Type H Reflective
   M03-1 thru M03-4 Background - Orange - Reflective
   Message - Black
6. Note the first letter of each direction is larger than the remainder of the message.

| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 6 | 7 | 2 1/4 | 2 3/4 | 10 1/4 | 7 7/8 | 8 3/8 | 10 1/4 | 9 3/4 | 8 3/4 | | | 1 1/2 | | | | | | | | | 2.00 |
| 3 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | 1 1/2 | | | | | | | | | 4.5 |
| 4 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | 1 1/2 | | | | | | | | | 4.5 |
| 5 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | 1 1/2 | | | | | | | | | 4.5 |

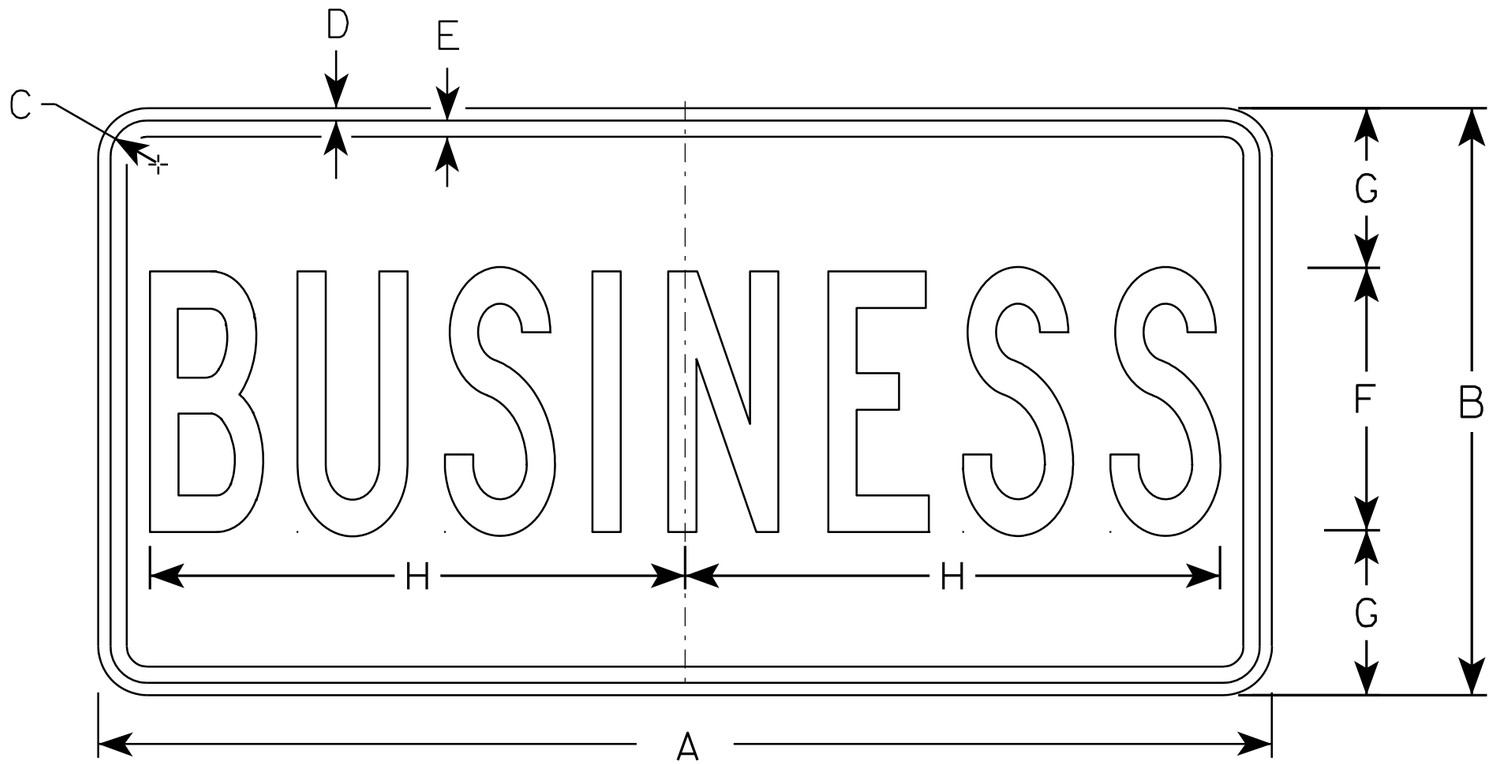
STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/10/10 PLATE NO. M3-1.12

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 360 | E |
|---|---|---|---|---|---|




M4-3

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White - See Note 5
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary Signs
   Background - Reflective

| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 5 | 3 1/2 | 9 5/8 | | | | | | | | | | | | | | | | | | | 2.0 |
| 3 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 8 | 5 | 16 3/8 | | | | | | | | | | | | | | | | | | | 4.5 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

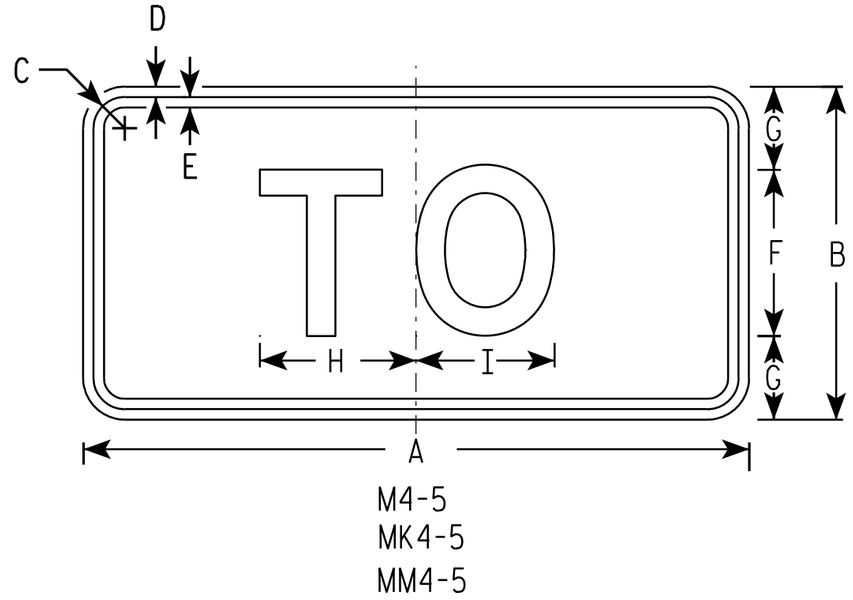
STANDARD SIGN
M4-3

WISCONSIN DEPT OF TRANSPORTATION

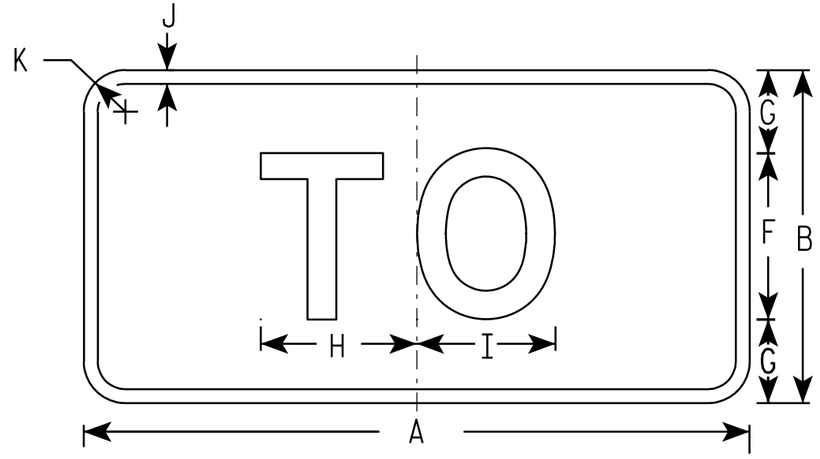
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-3.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 361 | E




M4-5
MK4-5
MM4-5




MB4-5
MG4-5
MN4-5

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White - Type H Reflective (Detour or temporary Signs - Reflective)
   Message - Black
   MB4-5 Background - Blue
   Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG4-5 Background - Green
   Message - White - Type H Reflective
   MK4-5 Background - Green
   Message - White - Type H Reflective
   MM4-5 Background - White - Type H Reflective
   Message - Green
   MN4-5 Background - Brown
   Message - White - Type H Reflective

| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 6 | 3 | 5 3/8 | 5 1/4 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 2.00 |
| 3 | 36 | 18 | 1 3/8 | 3/8 | 1/2 | 9 | 4 1/2 | 8 1/4 | 8 3/8 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 4.5 |
| 4 | 36 | 18 | 1 3/8 | 3/8 | 1/2 | 9 | 4 1/2 | 8 1/4 | 8 3/8 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 4.5 |
| 5 | 36 | 18 | 1 3/8 | 3/8 | 1/2 | 9 | 4 1/2 | 8 1/4 | 8 3/8 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 4.5 |

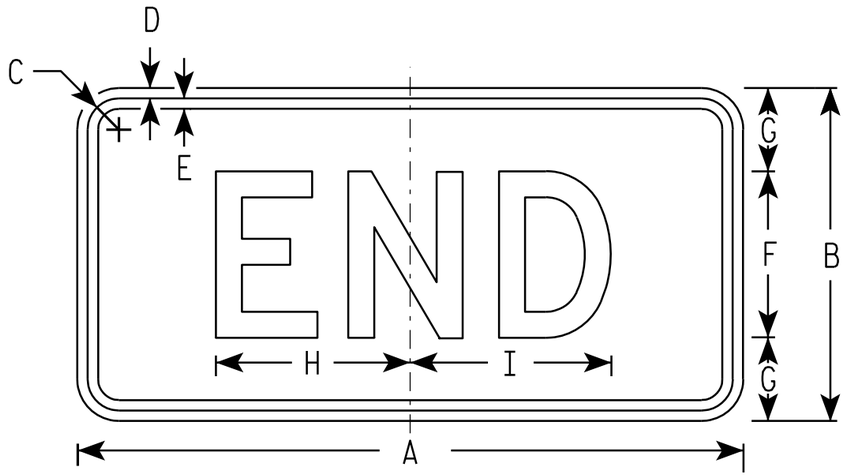
STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

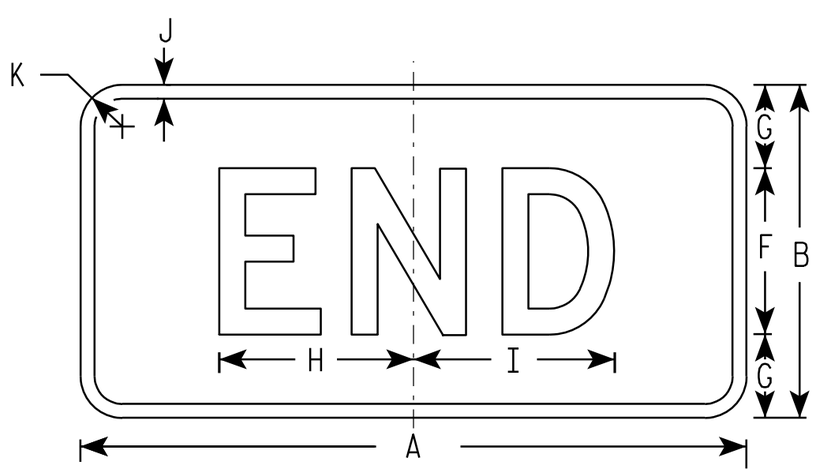
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-5.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 362 | E




M4-6
MK4-6
MM4-6
MR4-6




MB4-6
MG4-6
MN4-6

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-6 Background - White - Type H Reflective (Detour or temporary Signs - Reflective)
   Message - Black

   MB4-6 Background - Blue
   Message - White - Type H Reflective (Detour or temporary Signs - Reflective)

   MG4-6 Background - Green
   Message - White - Type H Reflective

   MK4-6 Background - Green
   Message - White - Type H Reflective

   MM4-6 Background - White - Type H Reflective
   Message - Green

   MN4-6 Background - Brown
   Message - White - Type H Reflective

   MR4-6 Background - Brown
   Message - Yellow - Type H Reflective

| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 6 | 3 | 7 | 7 1/4 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 2.00 |
| 3 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 4 1/2 | 12 | 11 7/8 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 4.5 |
| 4 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 4 1/2 | 12 | 11 7/8 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 4.5 |
| 5 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 4 1/2 | 12 | 11 7/8 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 4.5 |

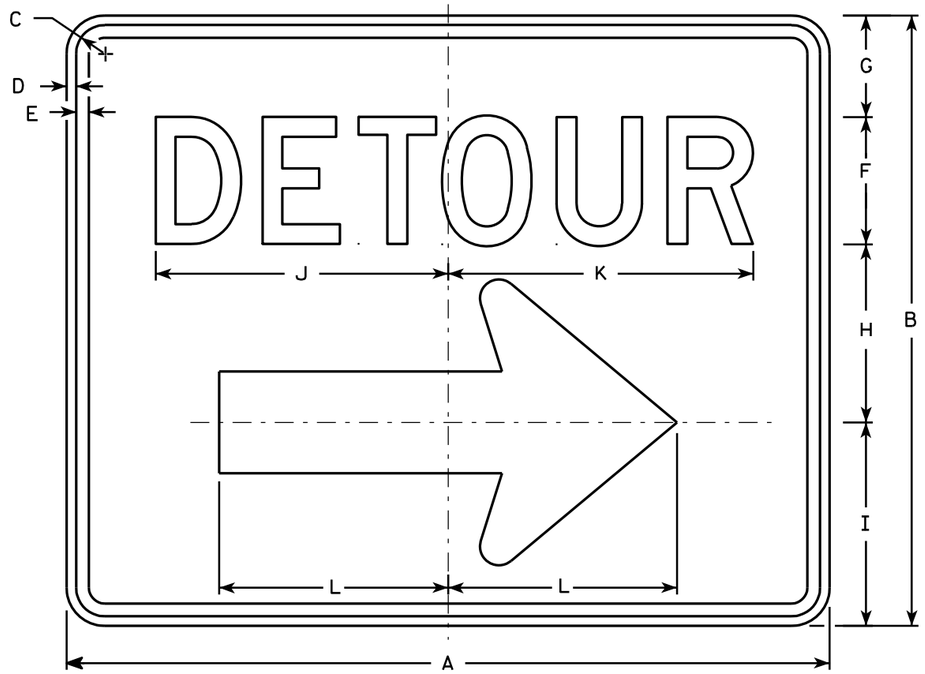
STANDARD SIGN
M4-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-6.7

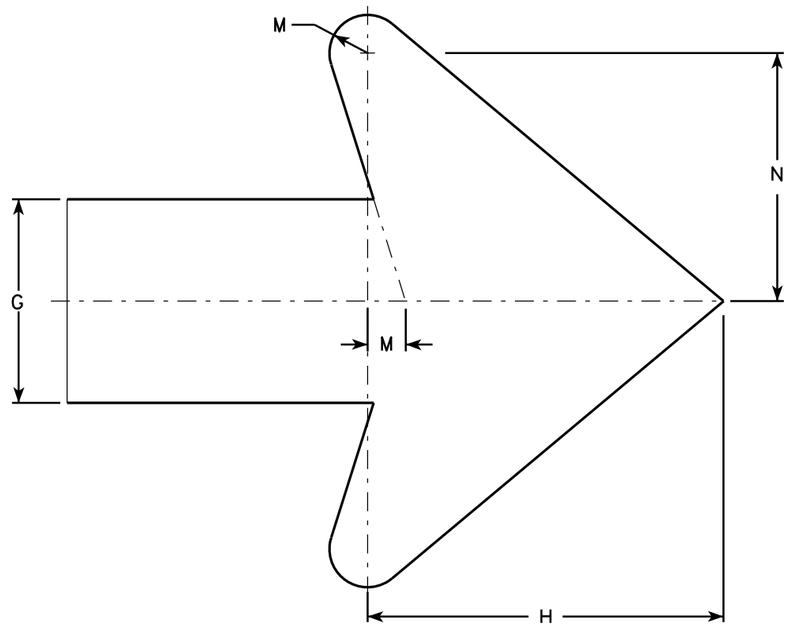
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 363 | E




M4-9R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9L is the same as M4-9R except the arrow is reversed.




Arrow Detail

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 30 | 24 | 1 1/8 | 3/8 | 1/2 | 5 | 4 | 7 | 8 | 11 1/2 | 12 | 9 | 3/4 | 4 7/8 | | | | | | | | | | | | | 5.00 |
| 3 | 30 | 24 | 1 1/8 | 3/8 | 1/2 | 5 | 4 | 7 | 8 | 11 1/2 | 12 | 9 | 3/4 | 4 7/8 | | | | | | | | | | | | | 5.00 |
| 4 | 48 | 36 | 1 3/8 | 1/2 | 5/8 | 8 | 6 | 10 1/2 | 11 5/8 | 20 5/8 | 20 1/2 | 13 1/4 | 1 1/8 | 6 7/8 | | | | | | | | | | | | | 12.0 |
| 5 | 48 | 36 | 1 3/8 | 1/2 | 5/8 | 8 | 6 | 10 1/2 | 11 5/8 | 20 5/8 | 20 1/2 | 13 1/4 | 1 1/8 | 6 7/8 | | | | | | | | | | | | | 12.0 |

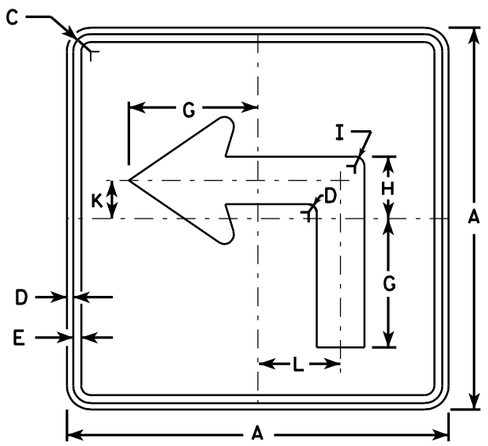
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

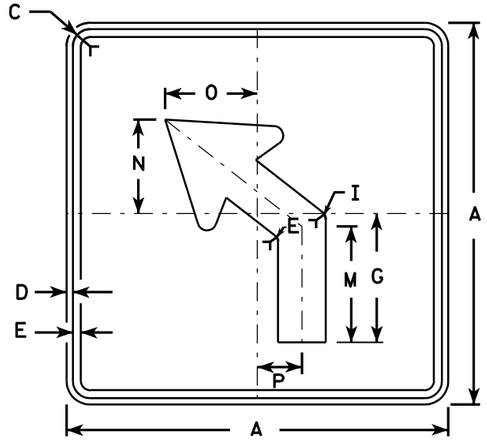
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

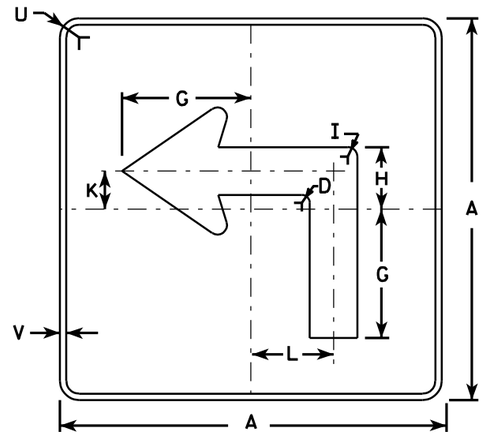
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 364 | E |
|---|---|---|---|---|---|



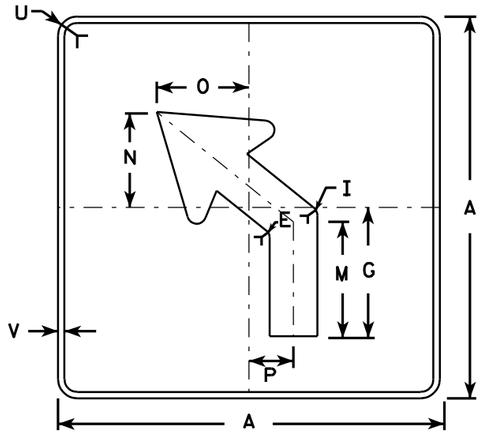

M5-1L
MK5-1L
MM5-1L
MO5-1L
MP5-1L
MR5-1L



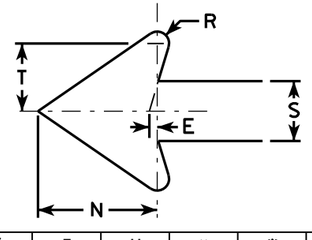

M5-2L
MK5-2L
MM5-2L
MO5-2L
MP5-2L
MR5-2L




MB5-1L
MG5-1L
MN5-1L




MB5-2L
MG5-2L
MN5-2L




## NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White - Type H Reflective
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White - Type H Reflective
   MG5-1 and MG5-2 Background - Green
   Message - White - Type H Reflective
   MK5-1 and MK5-2 Background - Green
   Message - White Type H Reflective
   MM5-1 and MM5-2 Background - White - Type H Reflective
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White - Type H Reflective
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow - Type H Reflective
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 21 | | 1 1/8 | 3/8 | 3/8 | | 7 | 3 3/8 | 5/8 | | 2 1/8 | 4 1/2 | 6 3/8 | 5 1/4 | 5 | 2 1/2 | | 1/2 | 2 5/8 | 3 | 1 1/2 | 1/2 | | | | | 3.06 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 1/8 | 4 1/8 | 7/8 | | 3 | 6 1/2 | 9 1/8 | 7 1/2 | 7 1/4 | 3 1/2 | | 3/4 | 3 3/4 | 4 1/4 | 1 7/8 | 1/2 | | | | | 6.25 |
| 4 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 1/8 | 4 1/8 | 7/8 | | 3 | 6 1/2 | 9 1/8 | 7 1/2 | 7 1/4 | 3 1/2 | | 3/4 | 3 3/4 | 4 1/4 | 1 7/8 | 1/2 | | | | | 6.25 |
| 5 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 1/8 | 4 1/8 | 7/8 | | 3 | 6 1/2 | 9 1/8 | 7 1/2 | 7 1/4 | 3 1/2 | | 3/4 | 3 3/4 | 4 1/4 | 1 7/8 | 1/2 | | | | | 6.25 |

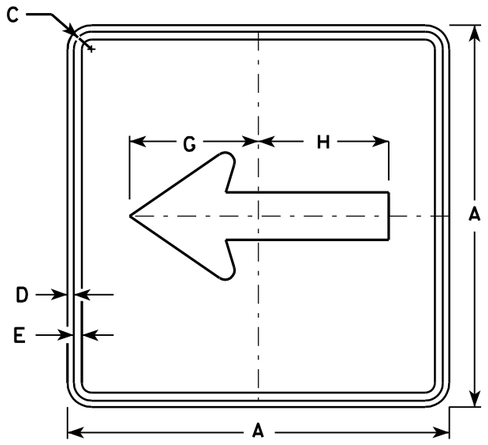
# STANDARD SIGN
# M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

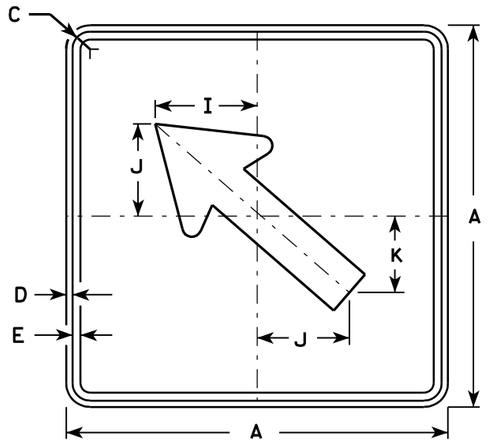
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M5-1.12

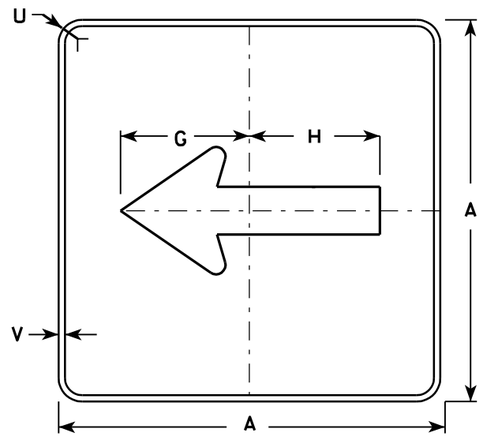
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 365 | E



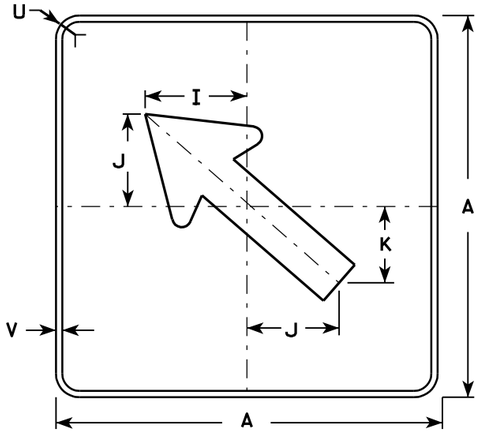

M6-1
MK6-1
MM6-1
MO6-1
MP6-1
MR6-1




M6-2
MK6-2
MM6-2
MO6-2
MP6-2
MR6-2




MB6-1
MG6-1
MN6-1




MB6-2
MG6-2
MN6-2

## NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White - Type H Reflective
   Message - Black

   MB6-1 and MB6-2 Background - Blue
   Message - White - Type H Reflective

   MG6-1 and MG6-2 Background - Green
   Message - White - Type H Reflective

   MK6-1 and MK6-2 Background - Green
   Message - White - Type H Reflective

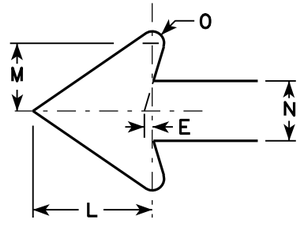
   MM6-1 and MM6-2 Background - White - Type H Reflective
   Message - Green

   MN6-1 and MN6-2 Background - Brown
   Message - White - Type H Reflective

   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black

   MP6-1 and MP6-2 Background - White - Type H Reflective
   Message - Blue

   MR6-1 and MR6-2 Background - Brown
   Message - Yellow - Type H Reflective




| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 21 | | 1 1/8 | 3/8 | 3/8 | | 7 1/2 | 7 1/8 | 5 5/8 | 5 | 4 1/4 | 5 1/4 | 3 | 2 5/8 | 1/2 | | | | | | 1 1/2 | 1/2 | | | | | | 3.06 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | | 6.25 |
| 4 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | | 6.25 |
| 5 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | | 6.25 |

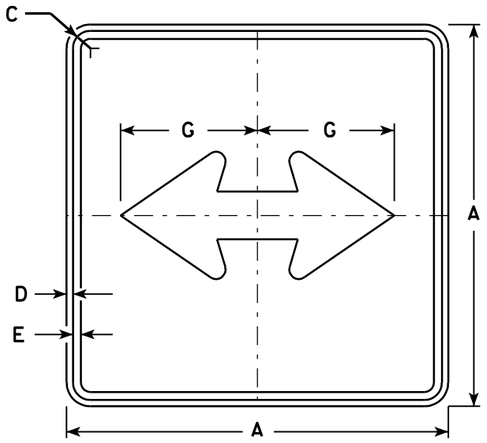
# STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

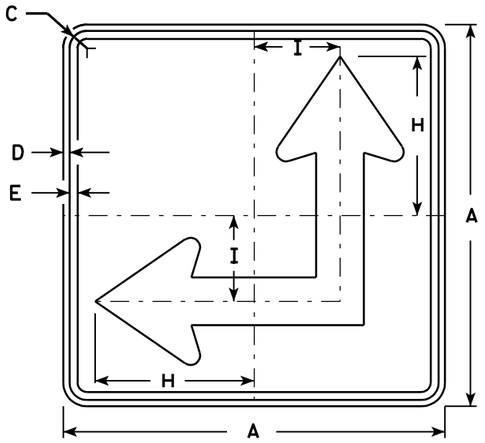
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M6-1.13

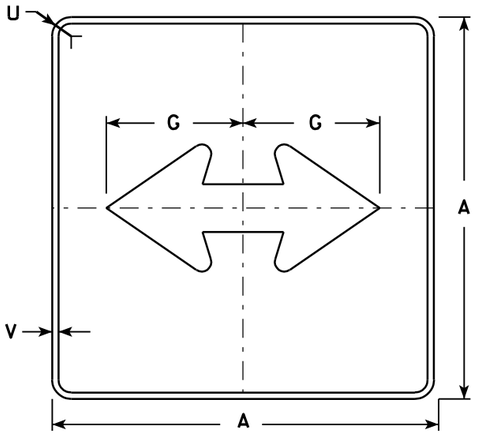
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 366 | E |
|---|---|---|---|---|---|



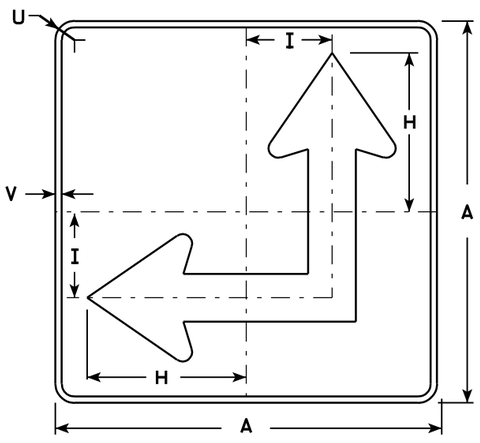

M6-4
MK6-4
MM6-4
MO6-4
MP6-4
MR6-4




M6-6
MK6-6
MM6-6
MO6-6
MP6-6
MR6-6



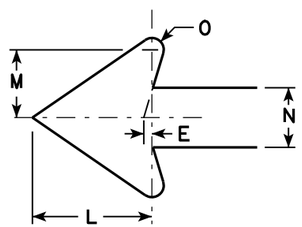

MB6-4
MG6-4
MN6-4




MB6-6
MG6-6
MN6-6

## NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White - Type H Reflective
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White - Type H Reflective
   MG6-4 and MG6-6 Background - Green
   Message - White - Type H Reflective
   MK6-4 and MK6-6 Background - Green
   Message - White - Type H Reflective
   MM6-4 and MM6-6 Background - White - Type H Reflective
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White - Type H Reflective
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White - Type H Reflective
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow - Type H Reflective
5. M6-6R same as M6-6L except arrow points ahead and right.




| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 21 | | 1 1/8 | 3/8 | 3/8 | | 7 1/2 | 8 3/4 | 4 1/4 | | | 5 1/4 | 3 | 2 5/8 | 1/2 | | | | | | 1 1/2 | 1/2 | | | | | 3.06 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 12 1/2 | 6 3/4 | | | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | 6.25 |
| 4 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 12 1/2 | 6 3/4 | | | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | 6.25 |
| 5 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 12 1/2 | 6 3/4 | | | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | 6.25 |

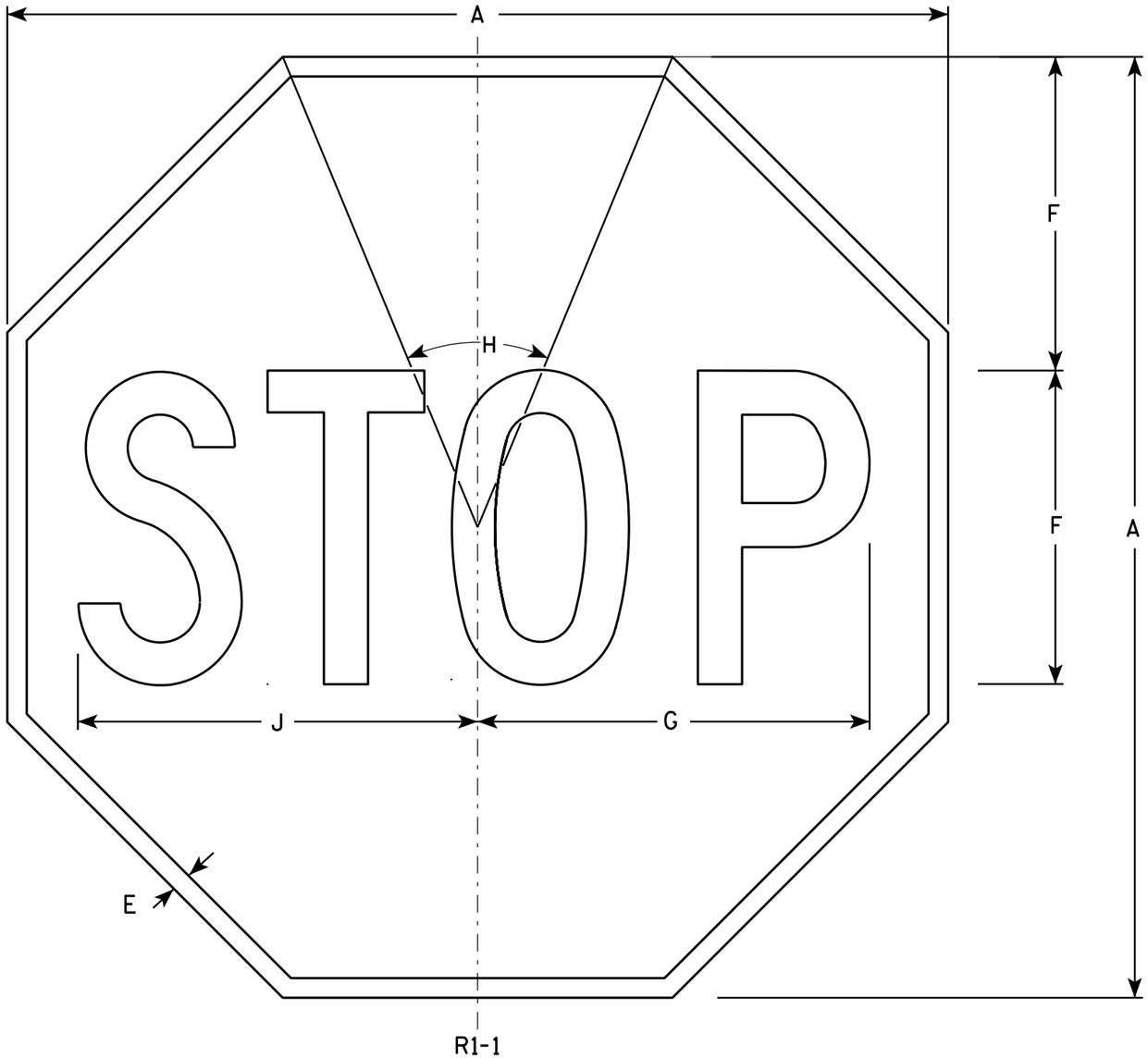
# STANDARD SIGN M6-4 & M6-6 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 7/29/13 PLATE NO. M6-4.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 367 | E




NOTES

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

| 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 |

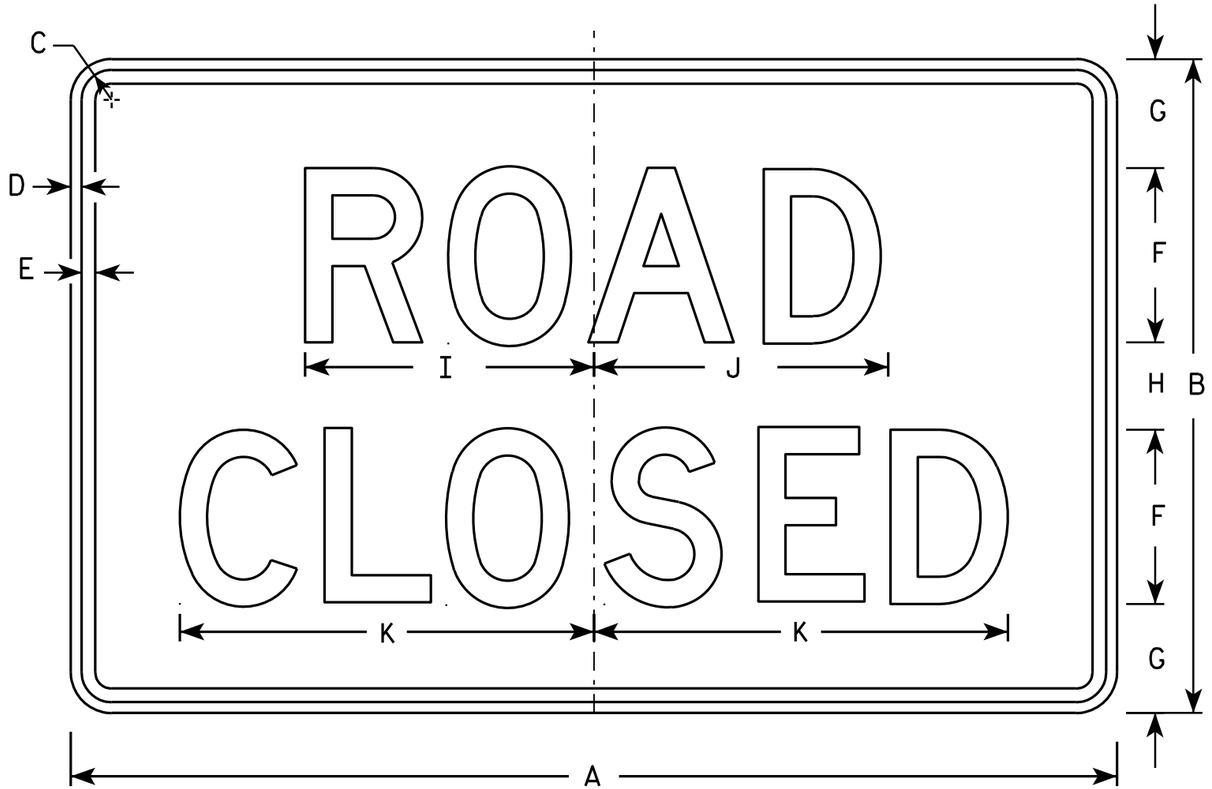
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

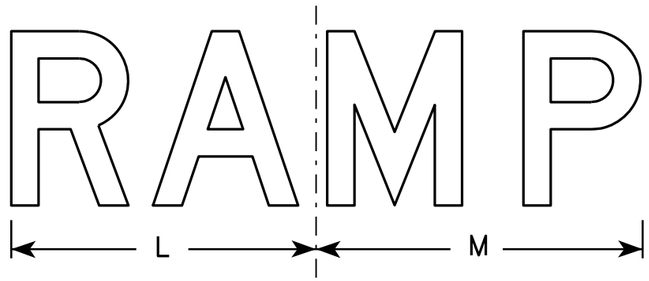
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 368 | E |
|---|---|---|---|---|---|



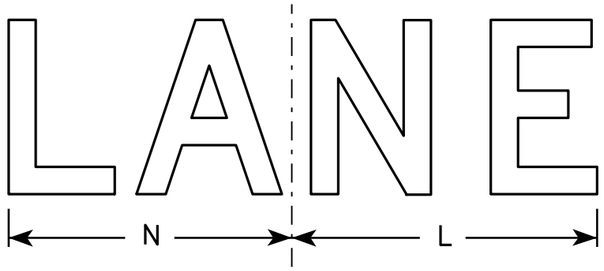

R11-2

NOTES

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




R11-2R




R11-2L

| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | | | | | | | | | | | | | 10.0 |
| 2M | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | | | | | | | | | | | | | 10.0 |
| 3 | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | | | | | | | | | | | | | 10.0 |
| 4 | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | | | | | | | | | | | | | 10.0 |
| 5 | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | | | | | | | | | | | | | 10.0 |

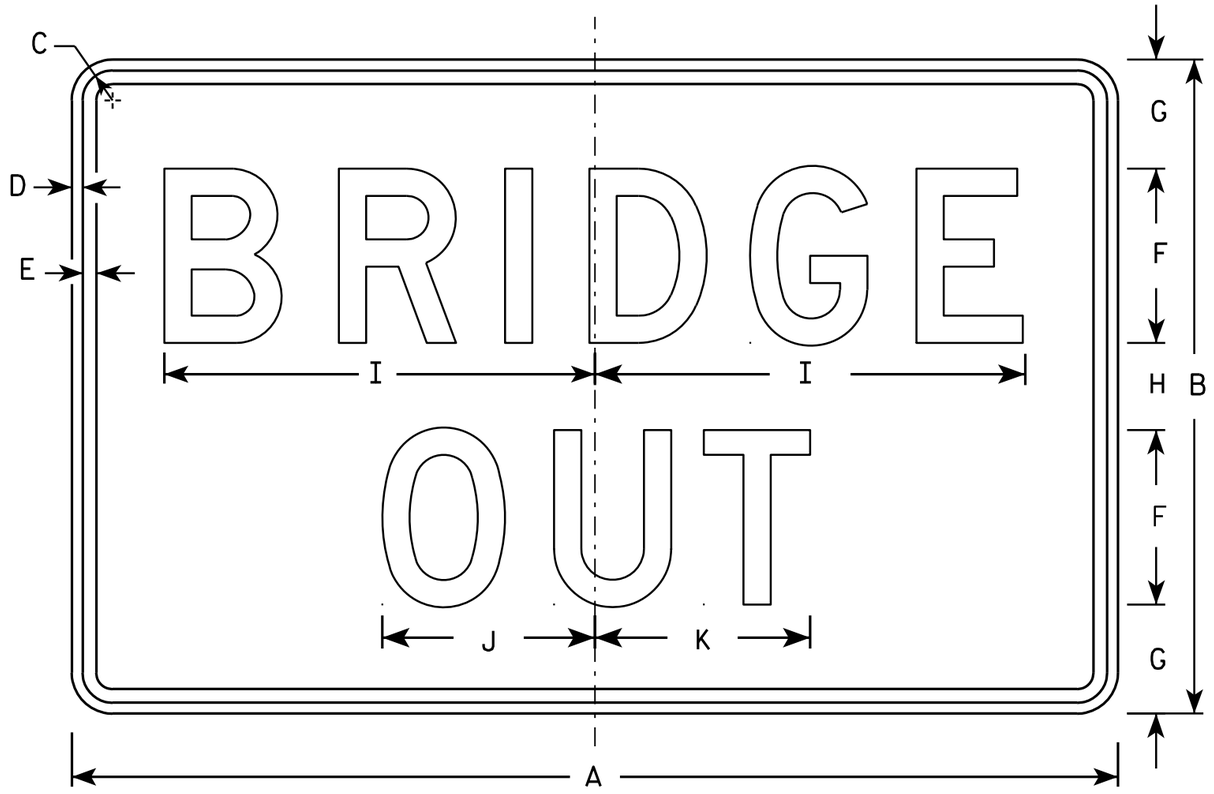
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 369 | E |
|---|---|---|---|---|---|




R11-2B

NOTES

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

| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 19 3/4 | 9 3/4 | 9 7/8 | | | | | | | | | | | | | | | | 10.0 |
| 2M | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 19 3/4 | 9 3/4 | 9 7/8 | | | | | | | | | | | | | | | | 10.0 |
| 3 | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 19 3/4 | 9 3/4 | 9 7/8 | | | | | | | | | | | | | | | | 10.0 |
| 4 | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 19 3/4 | 9 3/4 | 9 7/8 | | | | | | | | | | | | | | | | 10.0 |
| 5 | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 19 3/4 | 9 3/4 | 9 7/8 | | | | | | | | | | | | | | | | 10.0 |

STANDARD SIGN
R11-2B

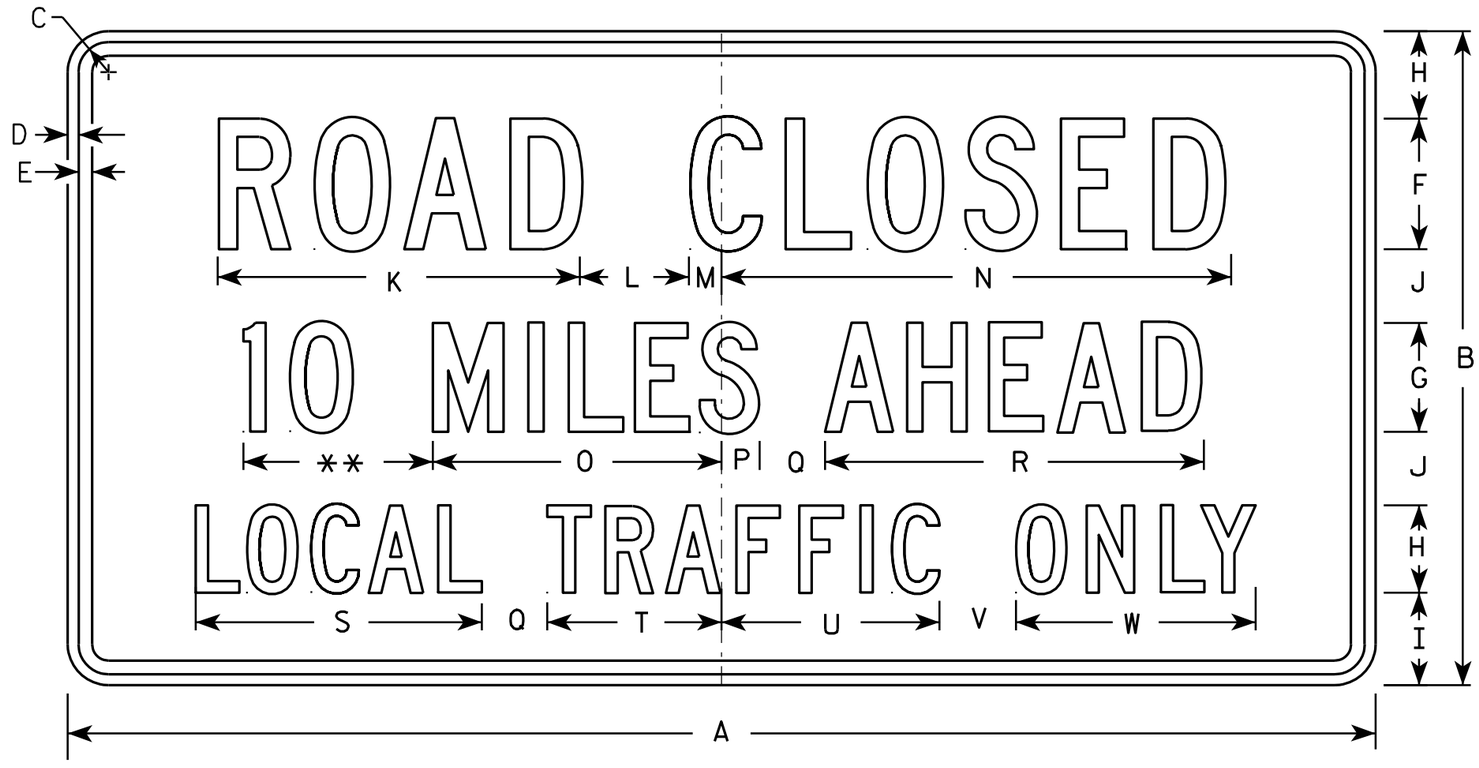
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2B.2

PROJECT NO:

SHEET NO: 370 E




R11-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

** See Note 5

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | 18 | 1 3/8 | 1/2 | 5/8 | 4 | 3 | 2 1/2 | 2 | 2 | 11 1/8 | 3 | 1 1/8 | 15 1/4 | 8 | 1 1/2 | 2 | 10 3/4 | 8 3/8 | 4 3/4 | 6 1/2 | 2 | 6 3/4 | | | | 4.5 |
| 2S | 60 | 30 | 1 3/8 | 1/2 | 5/8 | 6 | 5 | 4 | 4 1/4 | 3 3/8 | 16 5/8 | 5 | 1 1/2 | 23 | 13 1/4 | 1 3/4 | 3 | 17 3/8 | 13 1/8 | 8 | 10 | 3 1/2 | 11 | | | | 12.5 |
| 2M | 60 | 30 | 1 3/8 | 1/2 | 5/8 | 6 | 5 | 4 | 4 1/4 | 3 3/8 | 16 5/8 | 5 | 1 1/2 | 23 | 13 1/4 | 1 3/4 | 3 | 17 3/8 | 13 1/8 | 8 | 10 | 3 1/2 | 11 | | | | 12.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

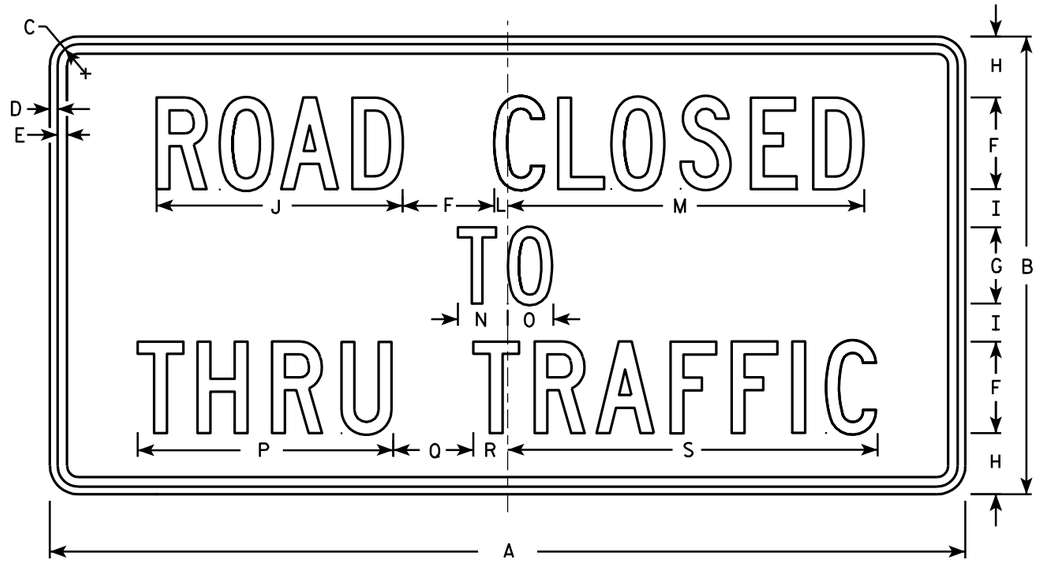
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-3.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 371 | E




R11-4

NOTES

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

| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 60 | 30 | 1 3/8 | 1/2 | 5/8 | 6 | 5 | 4 | 2 1/2 | 16 1/8 | | 7/8 | 23 3/8 | 3 1/4 | 3 | 16 3/4 | 5 1/4 | 2 1/4 | 24 1/4 | | | | | | | | 12.5 |
| 2M | 60 | 30 | 1 3/8 | 1/2 | 5/8 | 6 | 5 | 4 | 2 1/2 | 16 1/8 | | 7/8 | 23 3/8 | 3 1/4 | 3 | 16 3/4 | 5 1/4 | 2 1/4 | 24 1/4 | | | | | | | | 12.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

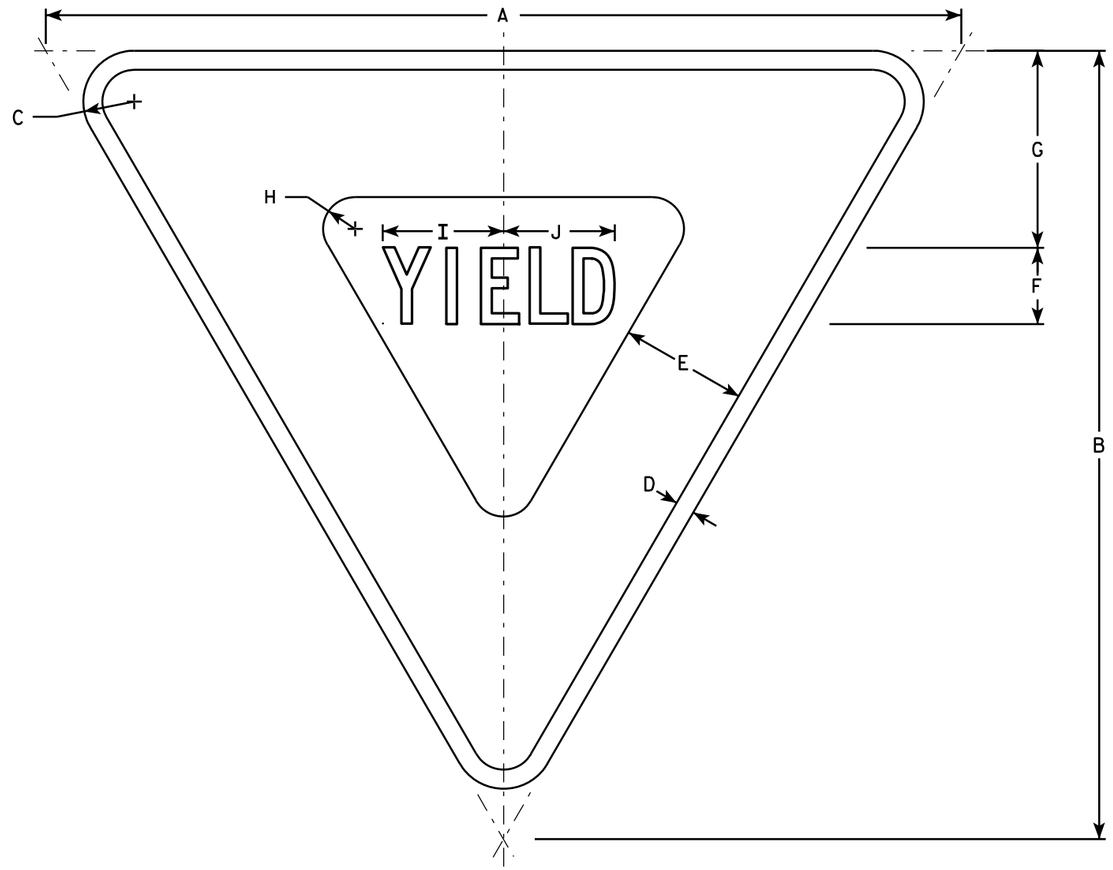
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 372 | E




R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

| 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 | 30 | 26 | 1 1/2 | 5/8 | 4 | 2 1/2 | 6 3/8 | 7/8 | 4 | 3 5/8 | | | | | | | | | | | | | | | | | 2.71 |
| 2S | 36 | 31 | 2 | 3/4 | 5 | 3 | 7 3/4 | 1 1/4 | 4 3/4 | 4 3/8 | | | | | | | | | | | | | | | | | 3.88 |
| 2M | 48 | 42 | 3 | 1 | 6 | 4 | 9 3/4 | 2 | 6 1/4 | 5 7/8 | | | | | | | | | | | | | | | | | 7.00 |
| 3 | 48 | 42 | 3 | 1 | 6 | 4 | 9 3/4 | 2 | 6 1/4 | 5 7/8 | | | | | | | | | | | | | | | | | 7.00 |
| 4 | 48 | 42 | 3 | 1 | 6 | 4 | 9 3/4 | 2 | 6 1/4 | 5 7/8 | | | | | | | | | | | | | | | | | 7.00 |
| 5 | 60 | 52 | 3 | 1 1/2 | 8 | 5 | 13 | 2 1/2 | 7 7/8 | 7 1/4 | | | | | | | | | | | | | | | | | 10.83 |
| 6 | 24 | 21 | 1 1/2 | 3/8 | 3 | 2 | 4 3/4 | 7/8 | 3 1/4 | 3 | | | | | | | | | | | | | | | | | 1.75 |
| 7 | 18 | 15 1/2 | 1 | 3/8 | 2 1/2 | 1 1/2 | 3 7/8 | 5/8 | 2 3/8 | 2 1/4 | | | | | | | | | | | | | | | | | 0.97 |

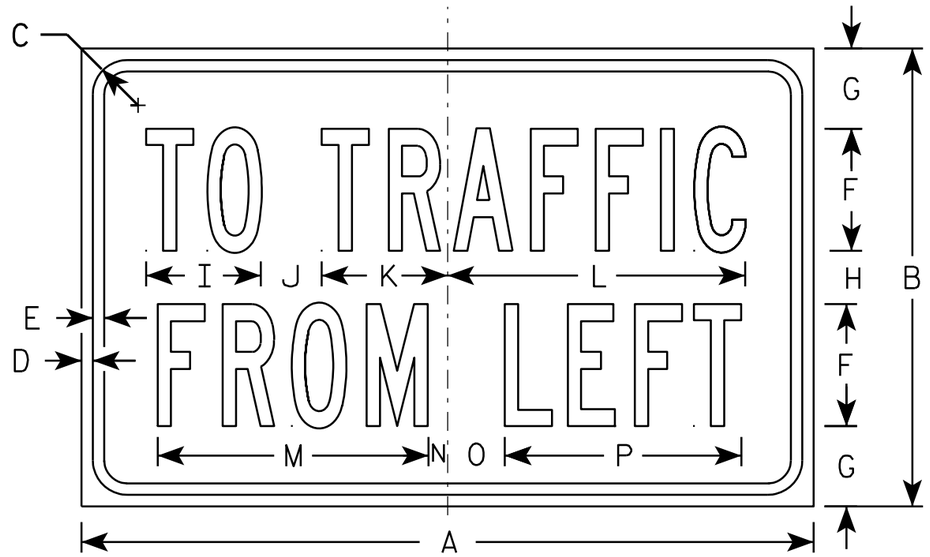
# STANDARD SIGN
# R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. R1-2.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 373 | E




R1-54

NOTES

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

R1-54

| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 15 | 1 1/8 | 3/8 | 3/8 | 4 | 2 5/8 | 1 3/4 | 3 3/4 | 2 | 4 1/8 | 9 3/4 | 8 7/8 | 5/8 | 1 7/8 | 7 3/4 | | | | | | | | | | | 2.5 |
| 2M | 24 | 15 | 1 1/8 | 3/8 | 3/8 | 4 | 2 5/8 | 1 3/4 | 3 3/4 | 2 | 4 1/8 | 9 3/4 | 8 7/8 | 5/8 | 1 7/8 | 7 3/4 | | | | | | | | | | | 2.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R1-54

WISCONSIN DEPT OF TRANSPORTATION

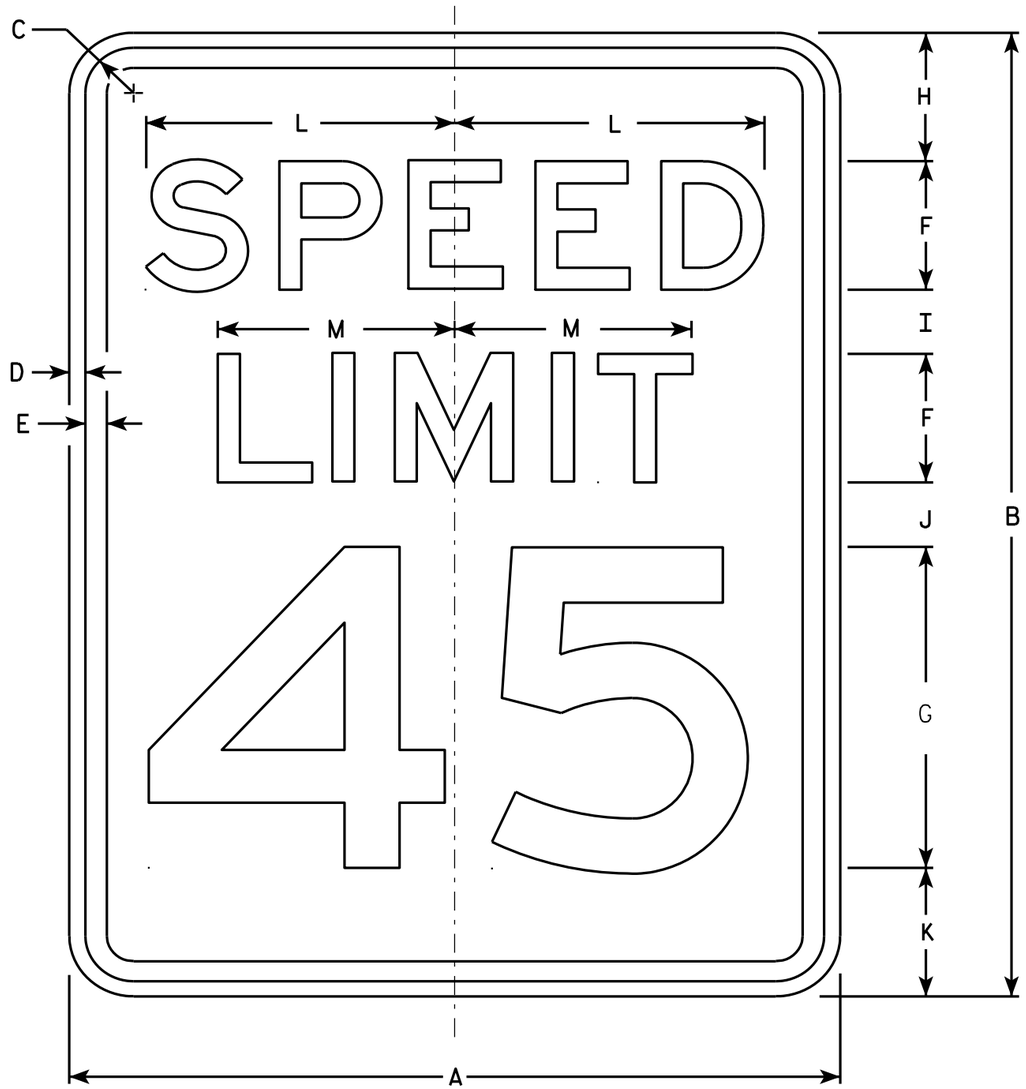
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-54.2

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 374 | E |
|---|---|---|---|---|---|




7




R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

| 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 | 18 | 24 | 1 1/8 | 3/8 | 1/2 | 3 | 8 | 3 | 2 | 2 | 3 | 7 1/4 | 5 1/2 | | | | | | | | | | | | | | 3.0 |
| 2S | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 4 | 10 | 3 | 2 1/4 | 3 3/8 | 3 3/8 | 9 5/8 | 7 3/8 | | | | | | | | | | | | | | 5.0 |
| 2M | 30 | 36 | 1 3/8 | 1/2 | 5/8 | 5 | 12 | 5 | 2 1/2 | 2 1/2 | 4 | 12 | 9 1/4 | | | | | | | | | | | | | | 7.5 |
| 3 | 36 | 48 | 1 3/8 | 1/2 | 5/8 | 6 | 14 | 6 | 5 | 5 | 6 | 14 3/8 | 11 | | | | | | | | | | | | | | 12.0 |
| 4 | 36 | 48 | 1 3/8 | 1/2 | 5/8 | 6 | 14 | 6 | 5 | 5 | 6 | 14 3/8 | 11 | | | | | | | | | | | | | | 12.0 |
| 5 | 48 | 60 | 2 1/4 | 3/4 | 1 | 8 | 20 | 6 | 4 1/2 | 6 3/4 | 6 3/4 | 19 1/4 | 14 5/8 | | | | | | | | | | | | | | 20.0 |

STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

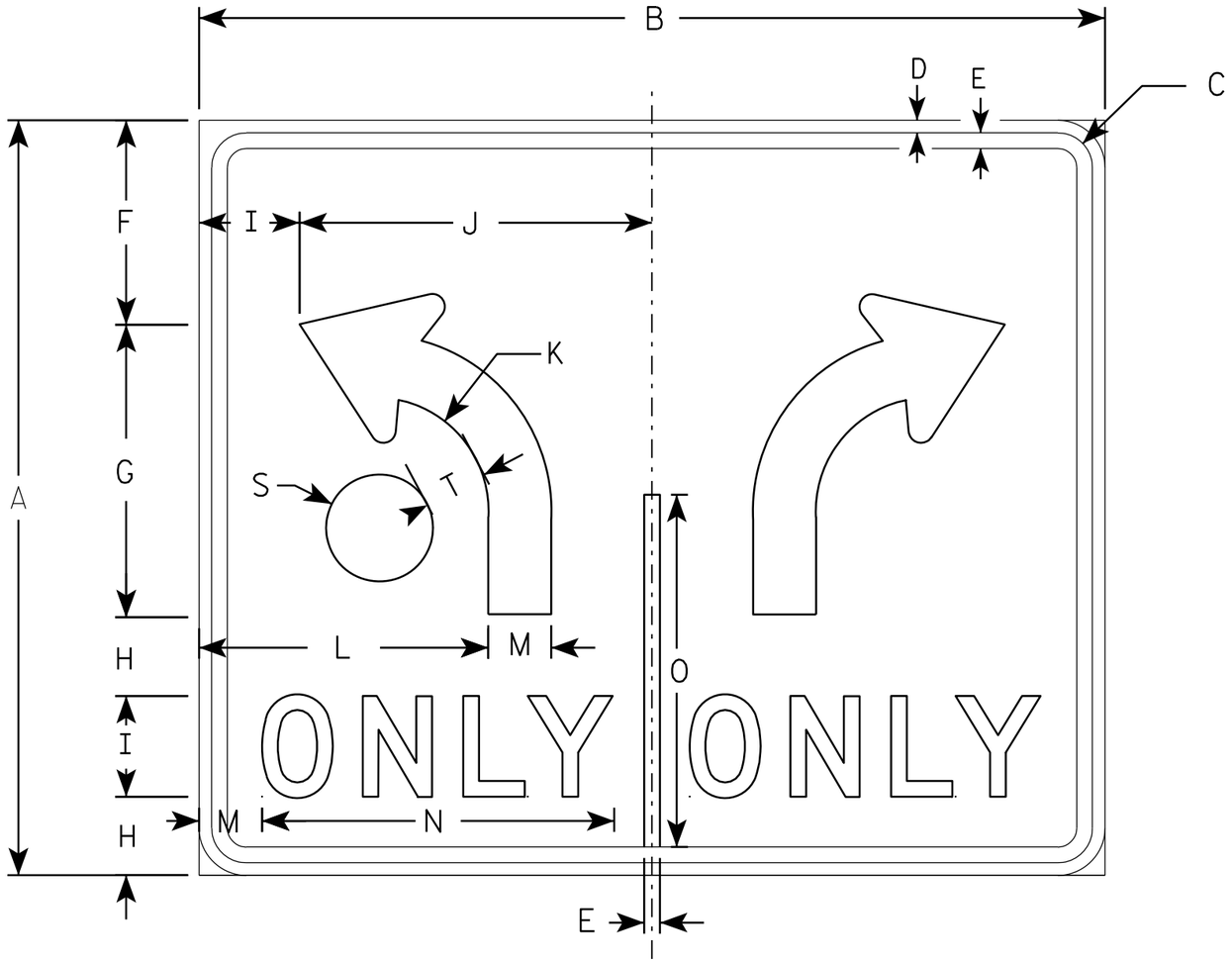
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 375 | E



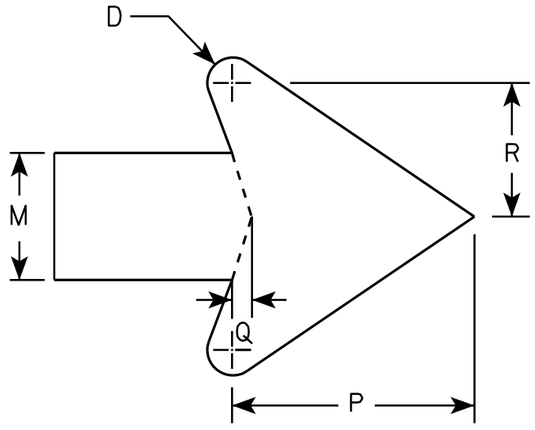
FILE NAME : C:\Users\PROJECTS\tr_stdplate\R21.DGN PLOT DATE : 28-MAY-2010 08:32 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.717577:1.000000
WISDOT/CADDS SHEET 42




R3-8HH

NOTES

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




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 36 | 1 3/8 | 1/2 | 5/8 | 8 1/8 | 11 5/8 | 3 1/8 | 4 | 14 | 4 1/2 | 11 1/2 | 2 1/2 | 14 | 14 | 4 3/4 | 3/8 | 2 5/8 | 4 1/4 | 2 1/2 | | | | | | | 7.5 |
| 2M | 30 | 36 | 1 3/8 | 1/2 | 5/8 | 8 1/8 | 11 5/8 | 3 1/8 | 4 | 14 | 4 1/2 | 11 1/2 | 2 1/2 | 14 | 14 | 4 3/4 | 3/8 | 2 5/8 | 4 1/4 | 2 1/2 | | | | | | | 7.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

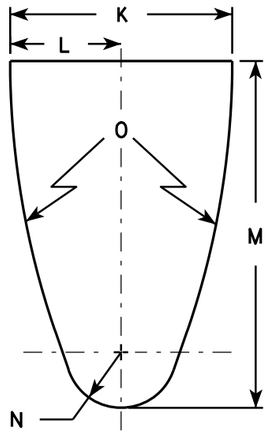
STANDARD SIGN
R3-8HH

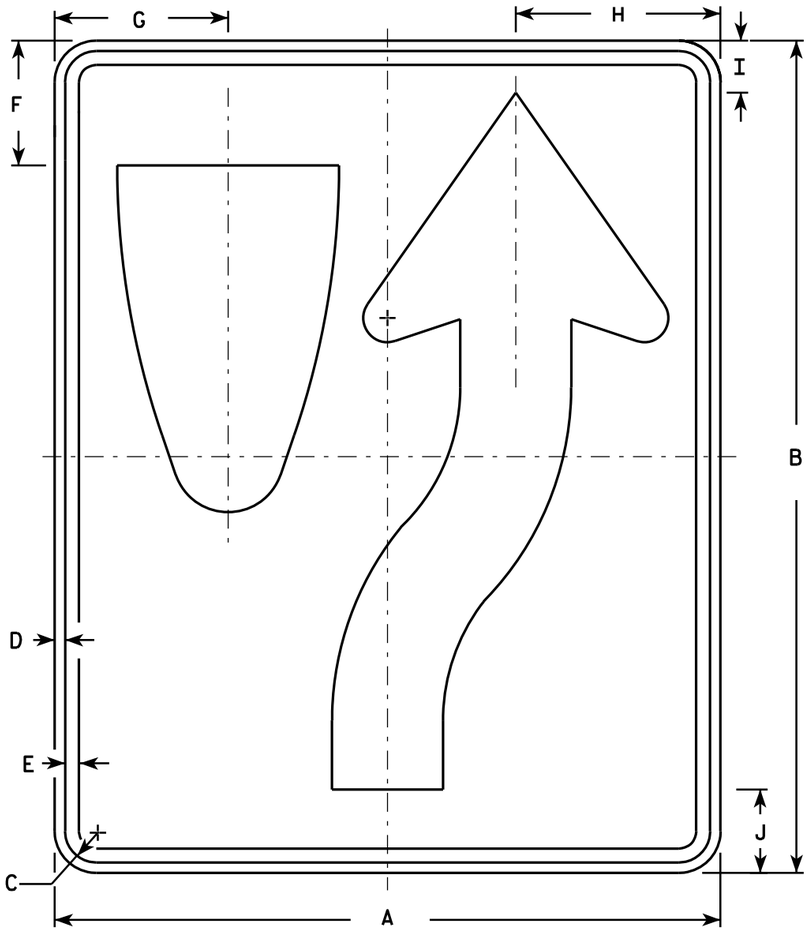
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8HH.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 376 | E

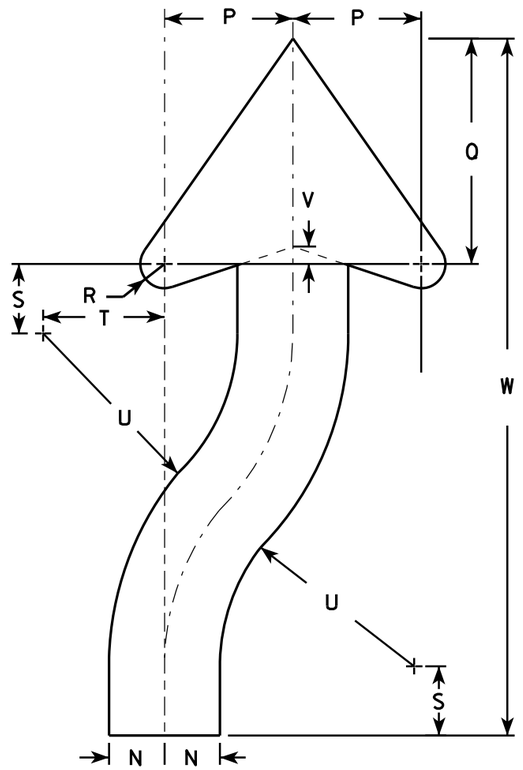



R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.




ARROW DETAIL

| 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 | 18 | 24 | 1 1/8 | 3/8 | 1/2 | 3 3/8 | 4 3/4 | 5 1/2 | 1 3/8 | 2 1/4 | 6 | 3 | 9 3/8 | 1 1/2 | 22 1/2 | 3 1/2 | 6 1/8 | 5/8 | 1 7/8 | 3 1/4 | 6 3/4 | 1/2 | 20 3/8 | | | | 3.0 |
| 2S | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 4 1/2 | 6 1/4 | 7 3/8 | 1 7/8 | 3 | 8 | 4 | 12 1/2 | 2 | 30 | 4 5/8 | 8 1/8 | 7/8 | 2 1/2 | 4 3/8 | 9 | 5/8 | 25 1/8 | | | | 5.0 |
| 2M | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 4 1/2 | 6 1/4 | 7 3/8 | 1 7/8 | 3 | 8 | 4 | 12 1/2 | 2 | 30 | 4 5/8 | 8 1/8 | 7/8 | 2 1/2 | 4 3/8 | 9 | 5/8 | 25 1/8 | | | | 5.0 |
| 3 | 36 | 48 | 1 3/4 | 1/2 | 5/8 | 6 3/4 | 9 3/8 | 11 1/8 | 2 7/8 | 4 1/2 | 12 | 6 | 18 3/4 | 3 | 45 | 6 7/8 | 12 1/4 | 1 1/4 | 3 3/4 | 6 5/8 | 13 1/2 | 1 | 40 3/4 | | | | 12.0 |
| 4 | 36 | 48 | 1 3/4 | 1/2 | 5/8 | 6 3/4 | 9 3/8 | 11 1/8 | 2 7/8 | 4 1/2 | 12 | 6 | 18 3/4 | 3 | 45 | 6 7/8 | 12 1/4 | 1 1/4 | 3 3/4 | 6 5/8 | 13 1/2 | 1 | 40 3/4 | | | | 12.0 |
| 5 | 48 | 60 | 2 1/4 | 3/4 | 1 | 9 | 12 1/2 | 14 3/4 | 3 3/4 | 6 | 16 | 8 | 25 | 4 | 60 | 9 1/4 | 16 1/4 | 1 5/8 | 5 | 8 3/4 | 18 | 1 1/4 | 50 1/4 | | | | 20.0 |

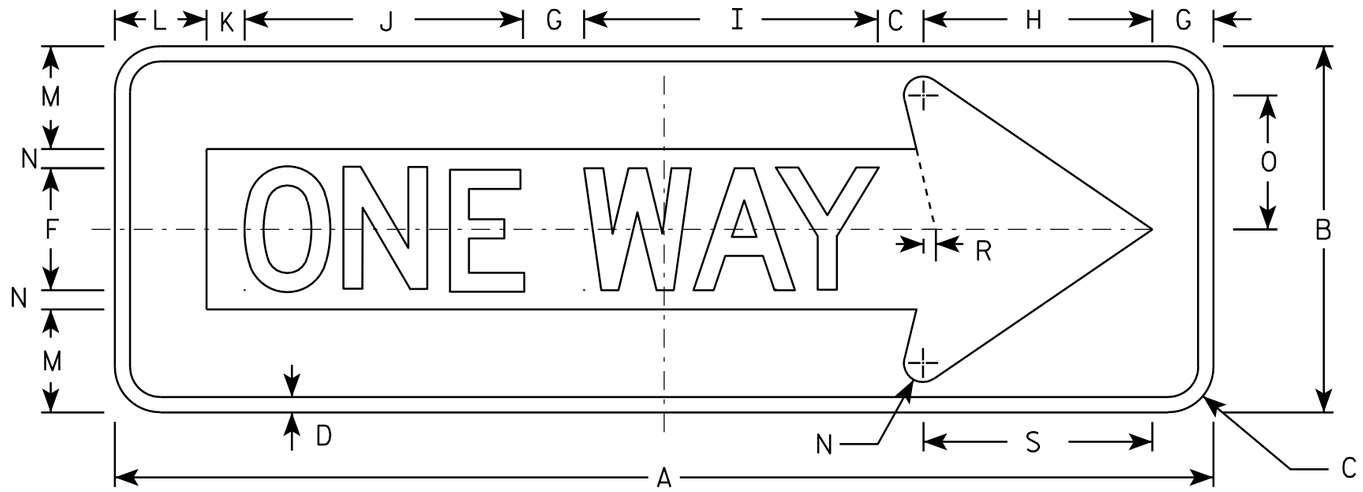
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

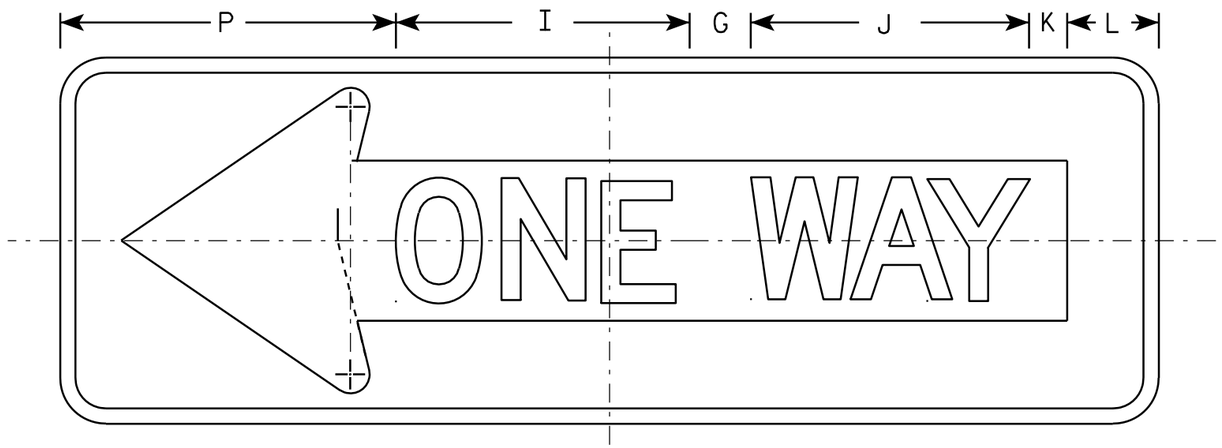
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 377 | E |
|---|---|---|---|---|---|




R6-1R

NOTES

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




R6-1L

| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 36 | 12 | 1 ½ | ½ | | 4 | 2 | 7 ½ | 9 ⅝ | 9 ⅛ | 1 ¼ | 3 | 3 ⅜ | ⅝ | 4 ⅜ | 11 | | ⅜ | 7 ½ | | | | | | | | 3.0 |
| 2M | 54 | 18 | 2 ¼ | ¾ | | 6 | 3 | 11 ¼ | 14 ½ | 13 ⅝ | 1 ⅞ | 4 ½ | 5 | 1 | 6 ½ | 16 ½ | | ⅝ | 11 ¼ | | | | | | | | 6.75 |
| 3 | 54 | 18 | 2 ¼ | ¾ | | 6 | 3 | 11 ¼ | 14 ½ | 13 ⅝ | 1 ⅞ | 4 ½ | 5 | 1 | 6 ½ | 16 ½ | | ⅝ | 11 ¼ | | | | | | | | 6.75 |
| 4 | 54 | 18 | 2 ¼ | ¾ | | 6 | 3 | 11 ¼ | 14 ½ | 13 ⅝ | 1 ⅞ | 4 ½ | 5 | 1 | 6 ½ | 16 ½ | | ⅝ | 11 ¼ | | | | | | | | 6.75 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R6-1 L & R

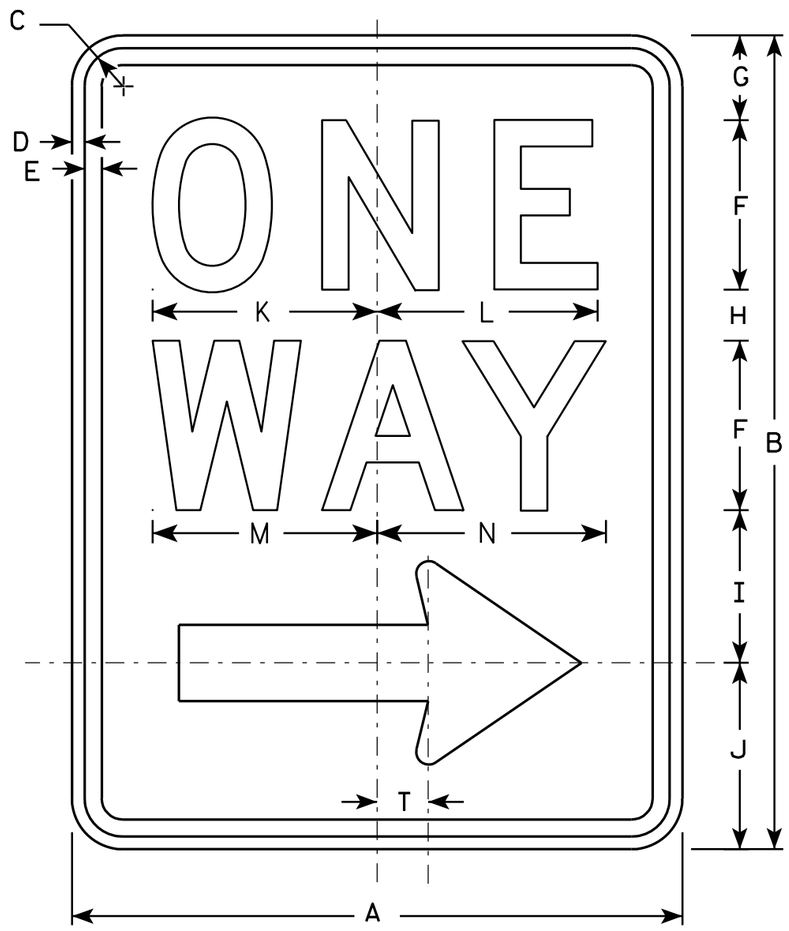
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

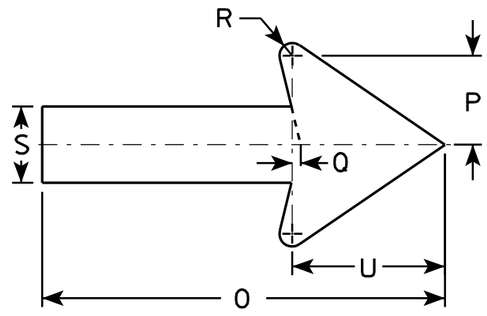
SHEET NO: 378 E




R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.




| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 18 | 24 | 1 1/8 | 3/8 | 1/2 | 5 | 2 1/2 | 1 1/2 | 4 1/2 | 5 1/2 | 6 5/8 | 6 1/2 | 6 5/8 | 6 3/4 | 11 7/8 | 2 5/8 | 1/4 | 3/8 | 2 1/4 | 1 1/2 | 4 1/2 | | | | | |
| 2S | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 6 | 3 | 2 1/2 | 5 1/2 | 7 | 8 1/8 | 8 1/8 | 8 1/2 | 8 5/8 | 16 | 3 1/2 | 3/8 | 1/2 | 3 | 2 | 6 | | | | | |
| 2M | 30 | 36 | 1 3/8 | 1/2 | 5/8 | 8 | 2 1/2 | 2 5/8 | 6 7/8 | 8 | 10 1/2 | 10 1/2 | 11 1/4 | 11 1/4 | 20 | 4 3/8 | 1/2 | 5/8 | 3 3/4 | 2 1/2 | 7 1/2 | | | | | |
| 3 | 36 | 48 | 1 7/8 | 1/2 | 5/8 | 10 | 5 1/4 | 3 1/4 | 9 | 10 1/2 | 12 3/4 | 12 3/4 | 13 1/4 | 13 1/2 | 24 | 5 5/8 | 1/2 | 3/4 | 4 3/4 | 3 | 9 | | | | | |
| 4 | 36 | 48 | 1 7/8 | 1/2 | 5/8 | 10 | 5 1/4 | 3 1/4 | 9 | 10 1/2 | 12 3/4 | 12 3/4 | 13 1/4 | 13 1/2 | 24 | 5 5/8 | 1/2 | 3/4 | 4 3/4 | 3 | 9 | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

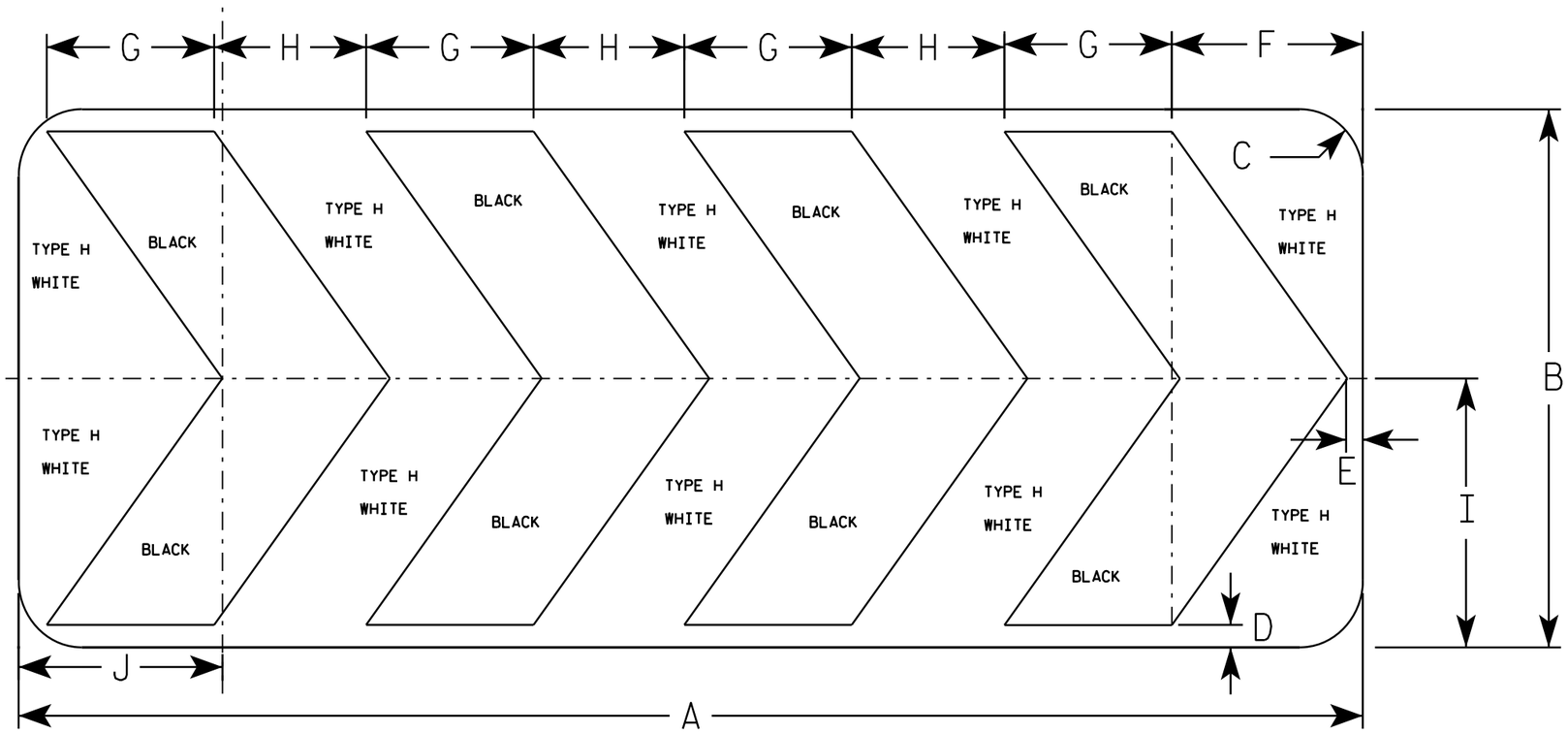
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 379 | E |
|---|---|---|---|---|---|

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   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.




R6-4B

| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 60 | 24 | 2 1/4 | 1 | 3/4 | 8 1/2 | 7 1/2 | 6 3/4 | 12 | 9 1/8 | | | | | | | | | | | | | | | | | 10.0 |
| 2M | 60 | 24 | 2 1/4 | 1 | 3/4 | 8 1/2 | 7 1/2 | 6 3/4 | 12 | 9 1/8 | | | | | | | | | | | | | | | | | 10.0 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/03/11 PLATE NO. R6-4B.2

PROJECT NO:

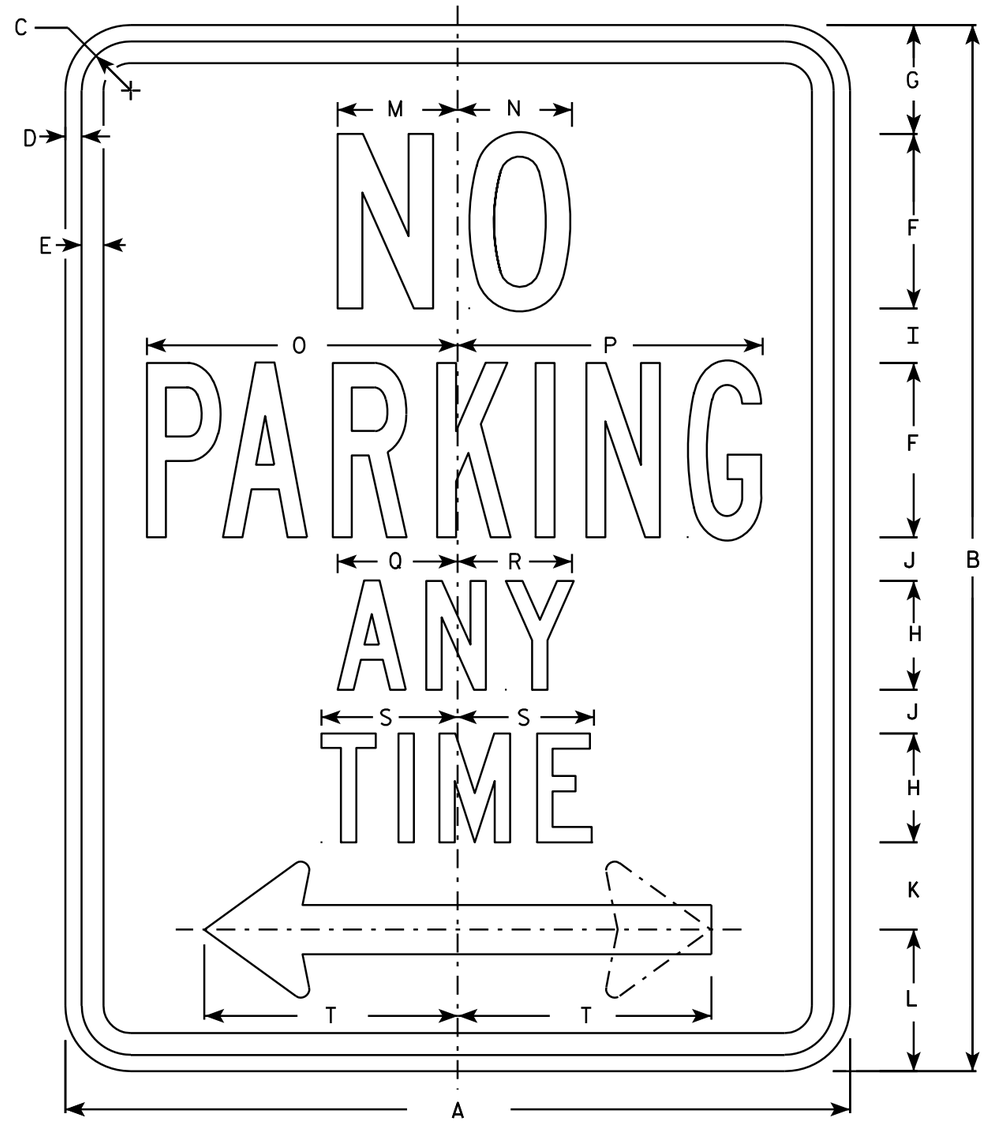
SHEET NO: 380 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R64B.DGN PLOT DATE : 03-JAN-2011 14:30 PLOT BY : dotsja

WISDOT/CADDS SHEET 42

7

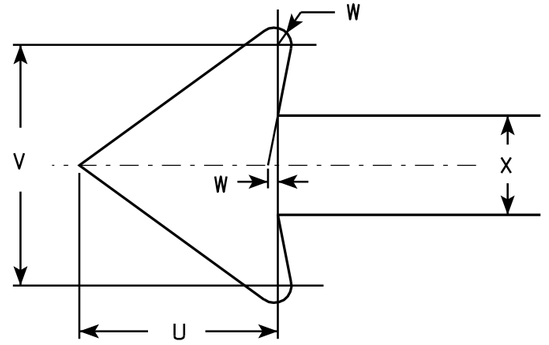
7




R7-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)




| 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 | 18 | 1 1/8 | 3/8 | 3/8 | 3 | 1 7/8 | 2 | 7/8 | 5/8 | 1 1/2 | 2 1/2 | 2 | 2 | 4 7/8 | 4 7/8 | 2 1/4 | 2 1/8 | 2 1/2 | 3 7/8 | 1 1/2 | 1 3/4 | 1/8 | 3/4 | | | 1.5 |
| 2S | 18 | 24 | 1 1/8 | 3/8 | 1/2 | 4 | 2 1/2 | 2 1/2 | 1 1/4 | 1 | 2 | 3 1/4 | 2 3/4 | 2 5/8 | 7 1/8 | 7 | 2 3/4 | 2 5/8 | 3 1/8 | 5 7/8 | 2 1/4 | 2 5/8 | 1/4 | 1 1/8 | | | 3.0 |
| 2M | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 5 | 3 | 3 | 2 | 1 1/4 | 2 1/2 | 4 | 3 1/4 | 3 3/8 | 9 1/4 | 9 1/4 | 3 1/4 | 3 1/4 | 3 3/4 | 7 3/4 | 3 | 3 1/2 | 1/4 | 1 1/2 | | | 5.0 |
| 3 | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 5 | 3 | 3 | 2 | 1 1/4 | 2 1/2 | 4 | 3 1/4 | 3 3/8 | 9 1/4 | 9 1/4 | 3 1/4 | 3 1/4 | 3 3/4 | 7 3/4 | 3 | 3 1/2 | 1/4 | 1 1/2 | | | 5.0 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 381 | E




FILE NAME : C:\Users\PROJECTS\tr_stdplate\R71.DGN PLOT DATE : 31-MAR-2011 09:20 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 3.476110:1.000000

WISDOT/CADDS SHEET 42

R8-8

NOTES

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

| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 4 | 3 5/8 | 2 1/4 | 9 1/4 | 9 5/8 | 6 5/8 | 3 5/8 | 10 | | | | | | | | | | | | | | 5.0 |
| 2M | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 4 | 3 5/8 | 2 1/4 | 9 1/4 | 9 5/8 | 6 5/8 | 3 5/8 | 10 | | | | | | | | | | | | | | 5.0 |
| 3 | 36 | 48 | 1 3/8 | 1/2 | 5/8 | 6 | 6 | 4 | 13 7/8 | 14 3/8 | 9 7/8 | 5 3/8 | 15 | | | | | | | | | | | | | | 12.0 |
| 4 | 48 | 60 | 2 1/4 | 3/4 | 1 | 8 | 7 1/4 | 4 1/2 | 18 1/2 | 19 1/4 | 13 1/4 | 7 1/4 | 20 | | | | | | | | | | | | | | 20.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

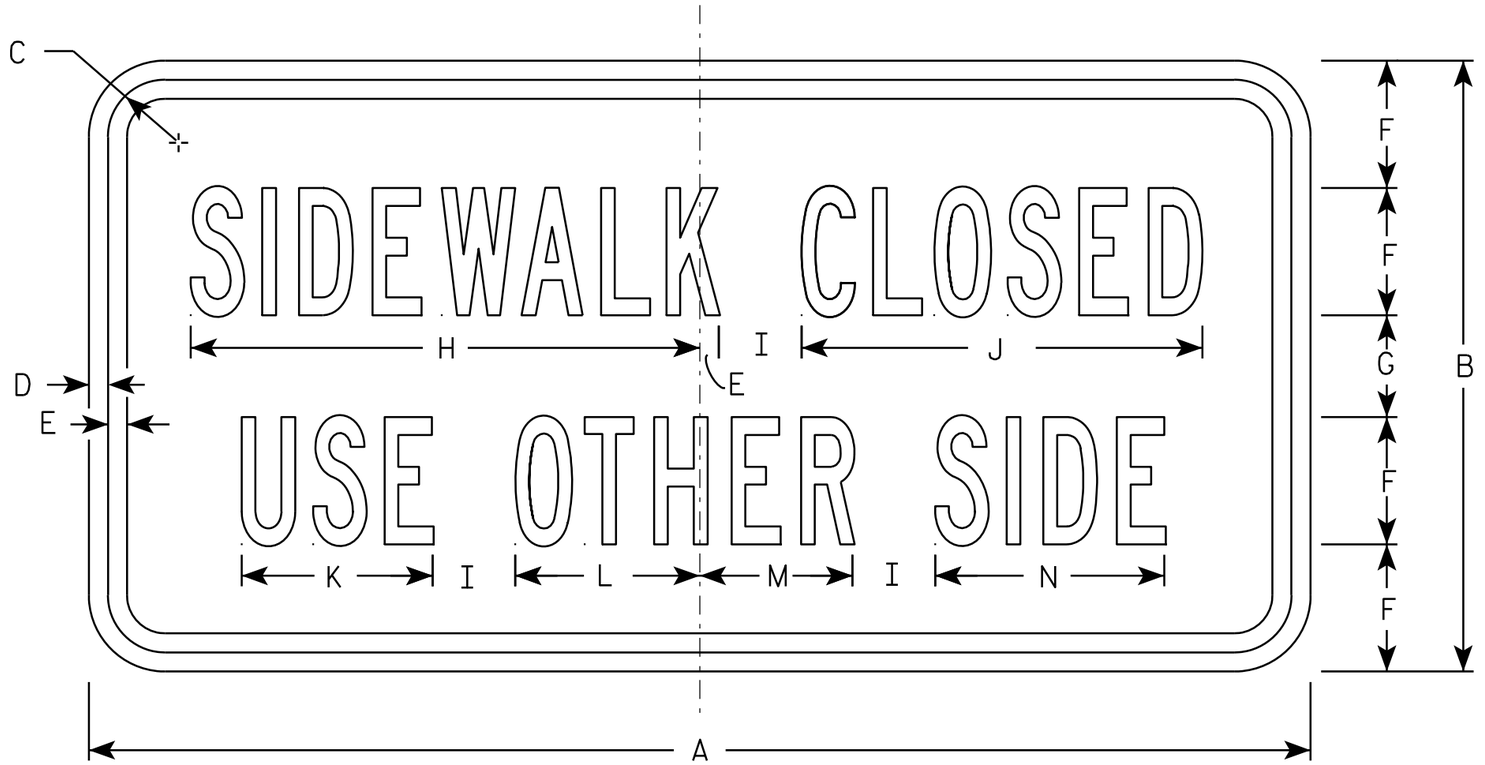
STANDARD SIGN
R8-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/31/2011 PLATE NO. R8-8.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 382 | E




R9-10

NOTES

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

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 2 1/2 | 2 | 10 | 1 5/8 | 7 7/8 | 3 3/4 | 3 5/8 | 3 | 4 1/2 | | | | | | | | | | | | | 2.0 |
| 2S | 48 | 24 | 2 3/4 | 3/4 | 3/4 | 5 | 4 | 20 | 3 1/4 | 15 3/4 | 7 1/2 | 7 1/4 | 6 | 9 | | | | | | | | | | | | | 8.0 |
| 2M | 48 | 24 | 2 3/4 | 3/4 | 3/4 | 5 | 4 | 20 | 3 1/4 | 15 3/4 | 7 1/2 | 7 1/4 | 6 | 9 | | | | | | | | | | | | | 8.0 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R9-10

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/2012 PLATE NO. R9-10.5

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 383 | E |
|---|---|---|---|---|---|

R9-56

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series E.
   Lines 2, 3, 4, 5 and 6 are Series C.

| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 18 | 24 | 1 1/8 | 3/8 | 1/2 | 3 | 1 1/2 | 2 | 1 | 3 1/8 | 6 3/8 | | 5 1/4 | 2 1/8 | 5 3/4 | | | | | | | | | | | | 3.0 |
| 2M | 18 | 24 | 1 1/8 | 3/8 | 1/2 | 3 | 1 1/2 | 2 | 1 | 3 1/8 | 6 3/8 | | 5 1/4 | 2 1/8 | 5 3/4 | | | | | | | | | | | | 3.0 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R9-56

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/4/2011 PLATE NO. R9-56.5

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 384 | E |
|---|---|---|---|---|---|

R9-9

NOTES

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

| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 18 | 1 3/4 | 1/2 | 1/2 | 4 | 3 1/2 | 3 | 10 3/4 | 8 1/8 | | | | | | | | | | | | | | | | | 3.75 |
| 2M | 30 | 18 | 1 3/4 | 1/2 | 1/2 | 4 | 3 1/2 | 3 | 10 3/4 | 8 1/8 | | | | | | | | | | | | | | | | | 3.75 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

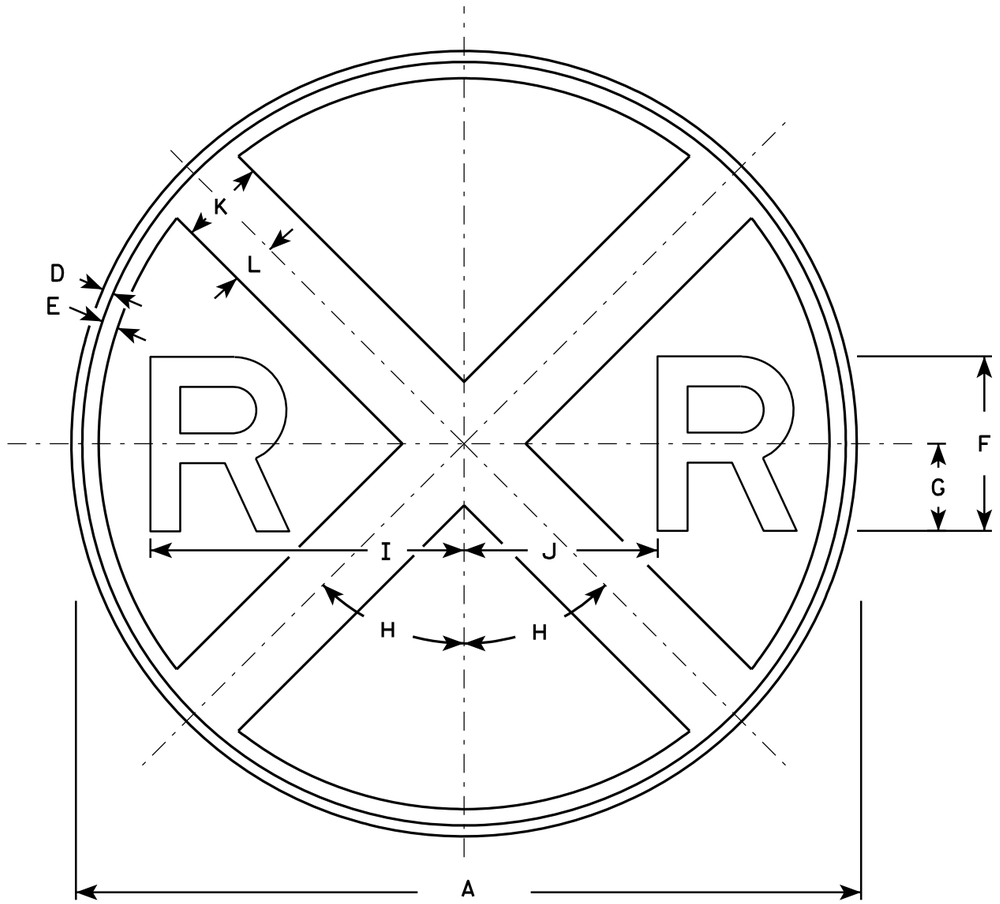
STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/2011 PLATE NO. R9-9.5

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 385 | E |
|---|---|---|---|---|---|




W10-1

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. Message Series - E

| 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 | 30 | | | 3/8 | 5/8 | 7 | 3 1/2 | 45° | 12 3/8 | 7 1/8 | 3 | 1 1/2 | | | | | | | | | | | | | | | 4.91 |
| 2S | 36 | | | 5/8 | 3/4 | 8 | 4 | 45° | 14 3/8 | 8 5/8 | 4 | 2 | | | | | | | | | | | | | | | 7.07 |
| 2M | 36 | | | 5/8 | 3/4 | 8 | 4 | 45° | 14 3/8 | 8 5/8 | 4 | 2 | | | | | | | | | | | | | | | 7.07 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 48 | | | 3/4 | 1 1/4 | 10 | 5 | 45° | 18 3/8 | 11 5/8 | 5 | 2 1/2 | | | | | | | | | | | | | | | 12.57 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

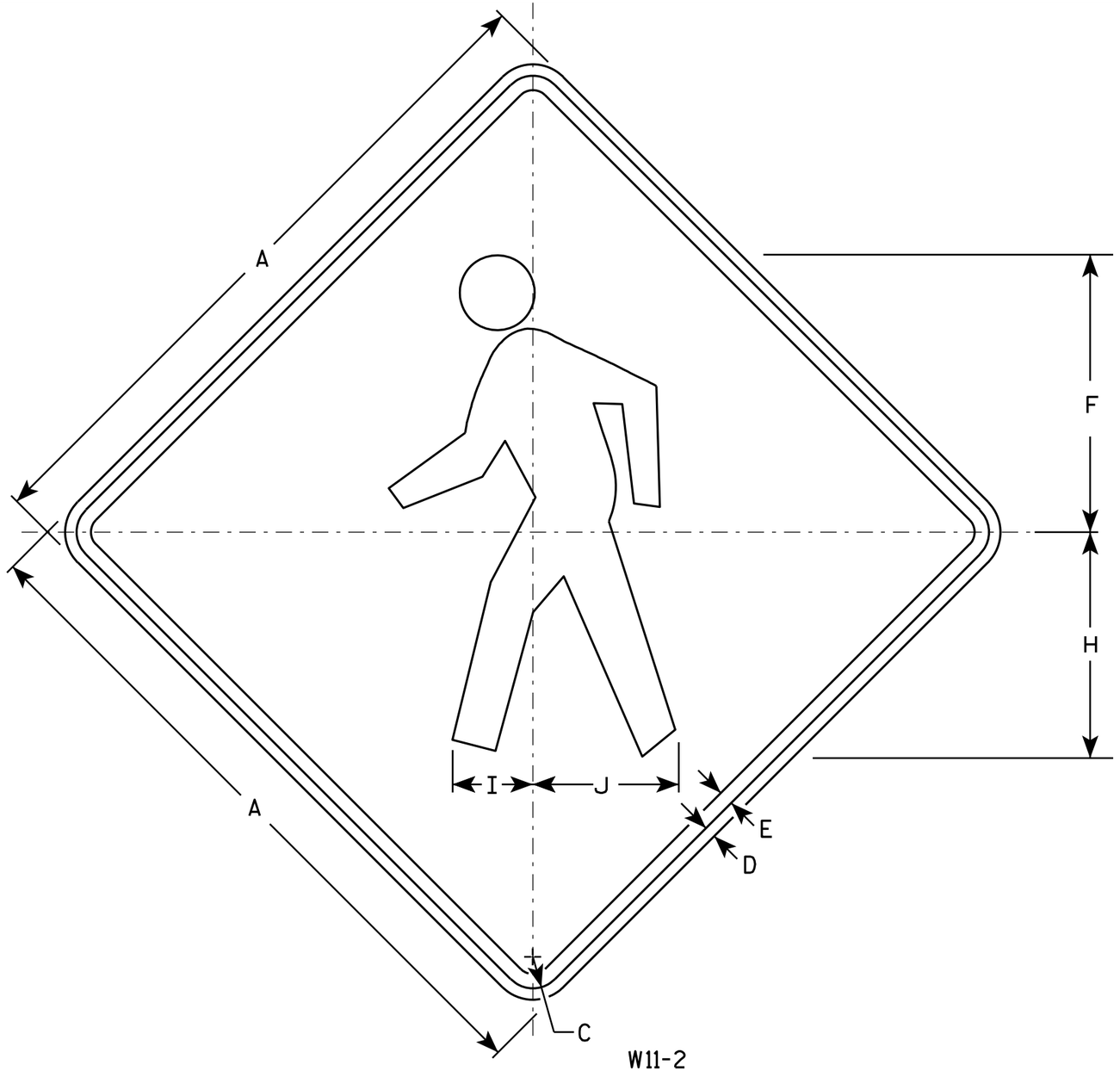
STANDARD SIGN
W10-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/13/13 PLATE NO. W10-1.8

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 386 | E |
|---|---|---|---|---|---|




W11-2

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.

| 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 | | 1 1/8 | 3/8 | 1/2 | 9 3/4 | | 7 7/8 | 2 7/8 | 5 1/8 | | | | | | | | | | | | | | | | | 4.0 |
| 2S | 30 | | 1 3/8 | 1/2 | 5/8 | 12 1/8 | | 9 7/8 | 3 1/2 | 6 3/8 | | | | | | | | | | | | | | | | | 6.25 |
| 2M | 36 | | 1 5/8 | 5/8 | 3/4 | 14 1/2 | | 11 7/8 | 4 1/4 | 7 5/8 | | | | | | | | | | | | | | | | | 9.0 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 14 1/2 | | 11 7/8 | 4 1/4 | 7 5/8 | | | | | | | | | | | | | | | | | 9.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 19 3/8 | | 15 3/4 | 5 5/8 | 10 1/4 | | | | | | | | | | | | | | | | | 16.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

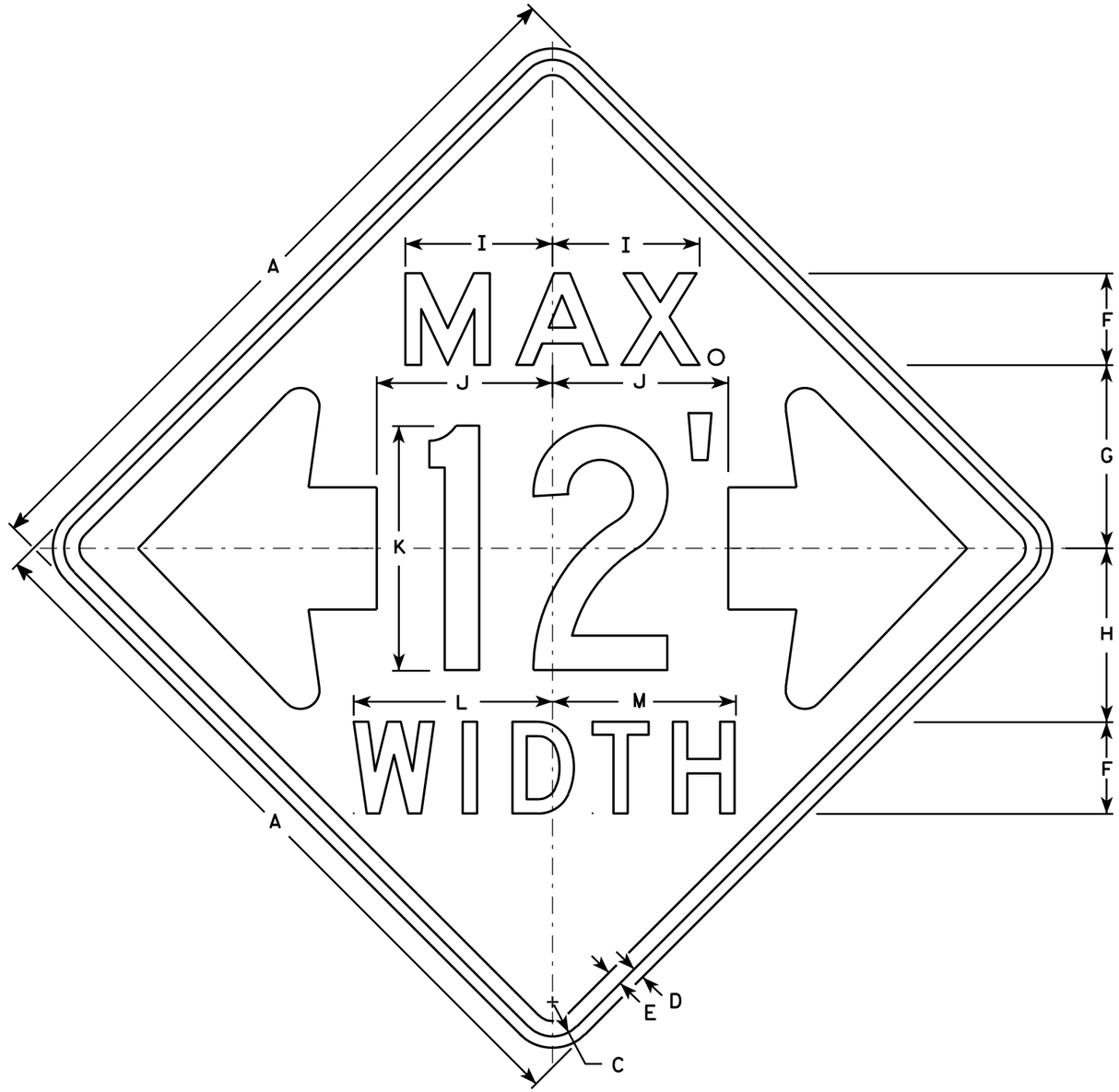
# STANDARD SIGN
# W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W11-2.7

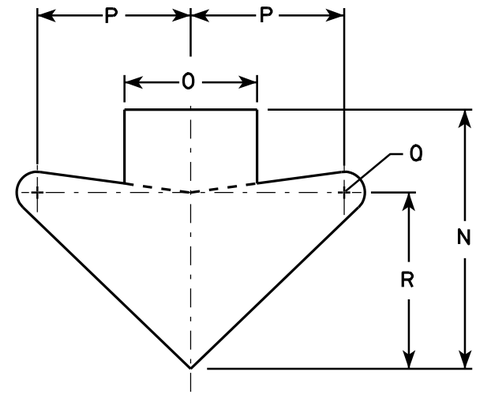
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 387 | E |
|---|---|---|---|---|---|




W12-52

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 6 | 12 | 11 3/8 | 9 5/8 | 11 1/2 | 16 | 13 | 12 | 15 5/8 | 8 | 9 1/4 | 1 1/4 | 10 5/8 | | | | | | | | | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 6 | 12 | 11 3/8 | 9 5/8 | 11 1/2 | 16 | 13 | 12 | 15 5/8 | 8 | 9 1/4 | 1 1/4 | 10 5/8 | | | | | | | | | 16.0 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

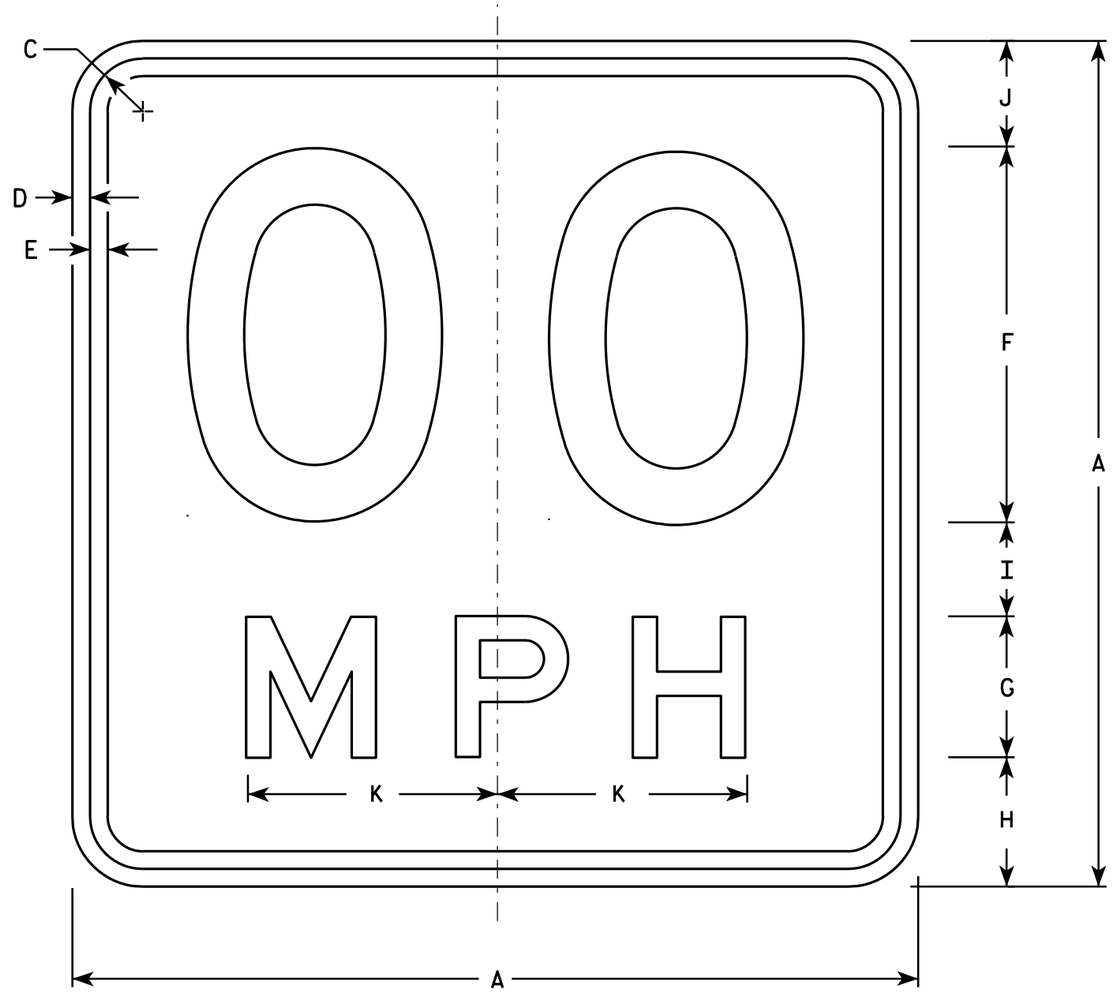
STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 388 | E |
|---|---|---|---|---|---|




W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

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. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

| | 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 | 18 | | 1 1/8 | 3/8 | 3/8 | 8 | 3 | 2 3/4 | 2 | 2 1/4 | 5 3/8 | | | | | | | | | | | | | | | | 2.25 |
| * | 2S | 18 | | 1 1/8 | 3/8 | 3/8 | 8 | 3 | 2 3/4 | 2 | 2 1/4 | 5 3/8 | | | | | | | | | | | | | | | | 2.25 |
| * | 2M | 18 | | 1 1/8 | 3/8 | 3/8 | 8 | 3 | 2 3/4 | 2 | 2 1/4 | 5 3/8 | | | | | | | | | | | | | | | | 2.25 |
| | 3 | 24 | | 1 1/8 | 3/8 | 1/2 | 10 | 4 | 4 | 2 3/4 | 3 1/4 | 6 5/8 | | | | | | | | | | | | | | | | 4.00 |
| | 4 | 36 | | 1 5/8 | 5/8 | 3/4 | 16 | 6 | 5 1/2 | 4 | 4 1/2 | 10 5/8 | | | | | | | | | | | | | | | | 9.00 |
| | 5 | 36 | | 1 5/8 | 5/8 | 3/4 | 16 | 6 | 5 1/2 | 4 | 4 1/2 | 10 5/8 | | | | | | | | | | | | | | | | 9.00 |

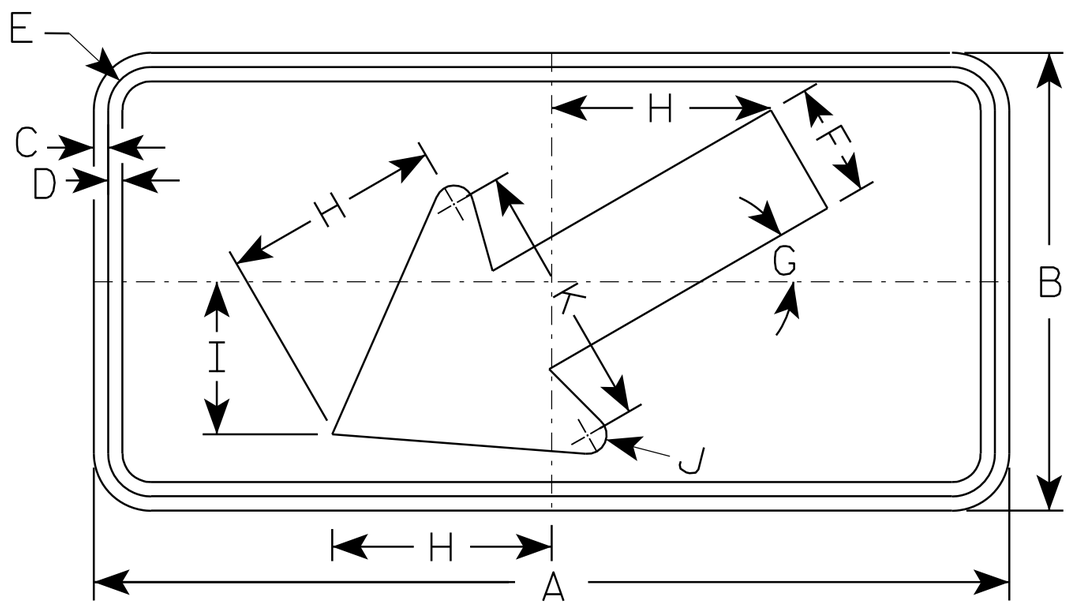
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 389 | E




W16-7L

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. W16-7R is the same as W16-L except the arrow is reversed along the vertical centerline.

| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 12 | 3/8 | 3/8 | 1 1/8 | 3 | 30° | 5 3/4 | 4 | 1/2 | 7 | | | | | | | | | | | | | | | | 2.0 |
| 2M | 30 | 18 | 3/8 | 1/2 | 1 1/8 | 4 1/2 | 30° | 8 1/2 | 6 | 5/8 | 10 1/4 | | | | | | | | | | | | | | | | 3.75 |
| 3 | 30 | 18 | 3/8 | 1/2 | 1 1/8 | 4 1/2 | 30° | 8 1/2 | 6 | 5/8 | 10 1/4 | | | | | | | | | | | | | | | | 3.75 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | 8 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | 8 |

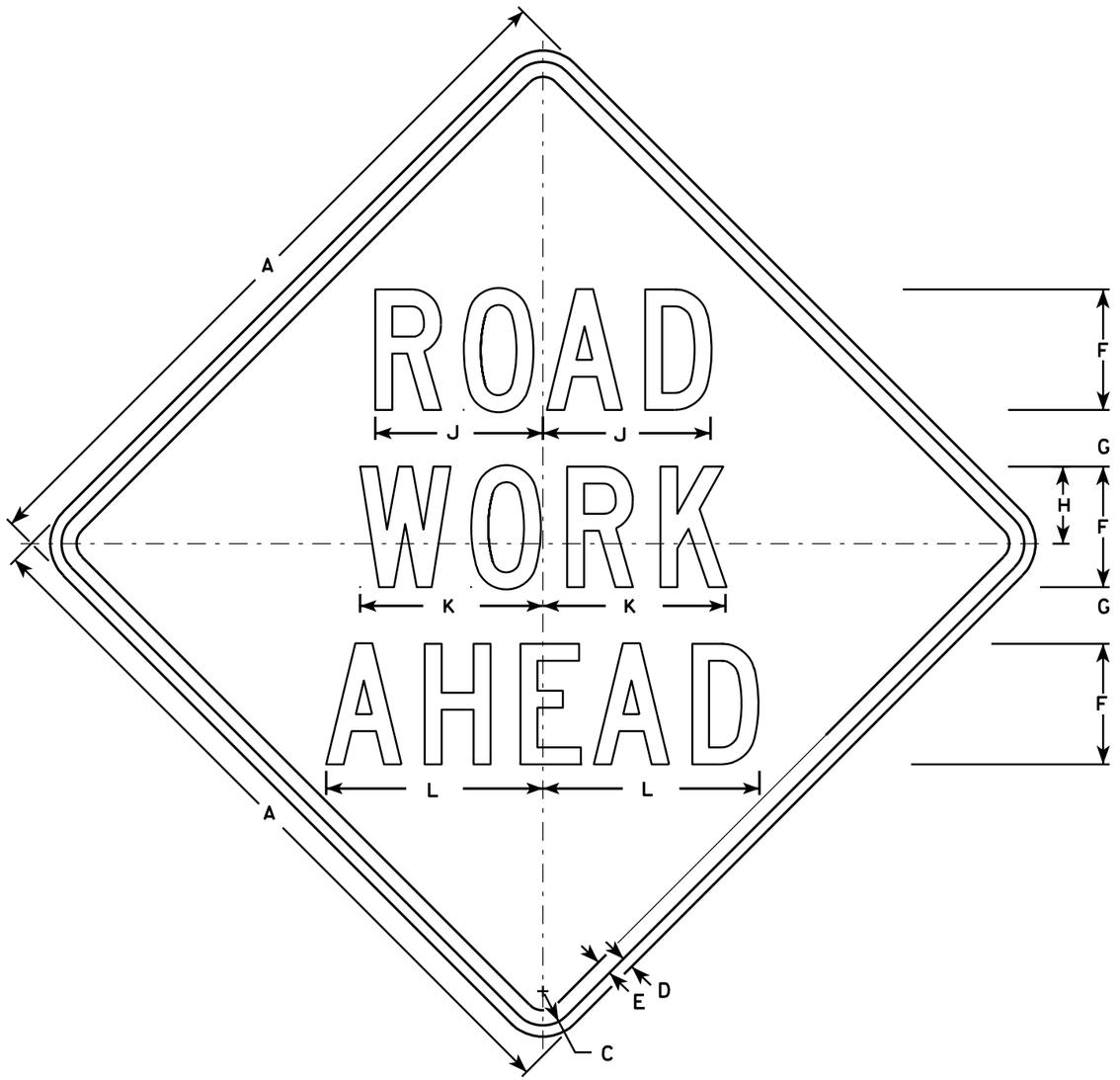
STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

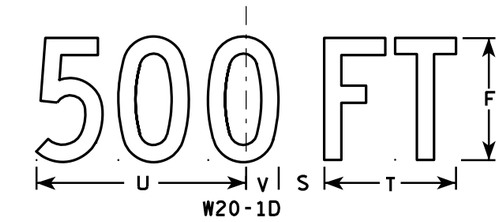
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. W16-7.5

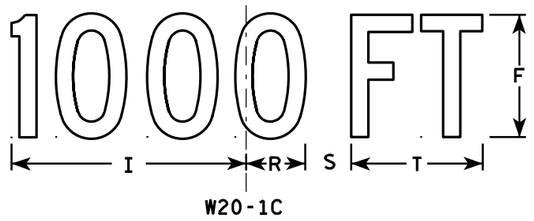
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 390 | E |
|---|---|---|---|---|---|



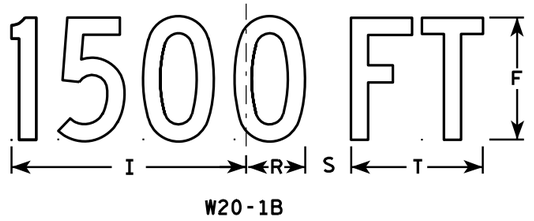

W20-1A




W20-1D

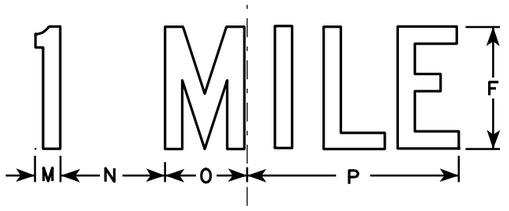



W20-1C




W20-1B

W20-1G




W20-1F

NOTES

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

| 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 | 36 | | 1 3/8 | 1/2 | 5/8 | 5 | 2 5/8 | 3 1/4 | 10 1/8 | 7 | 7 5/8 | 8 7/8 | 1 1/8 | 4 1/2 | 3 1/2 | 9 | | 2 1/2 | 1 7/8 | 5 5/8 | 9 | 1 3/8 | 8 | 1 3/4 | 10 3/4 | 6 | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-1.9

PROJECT NO:

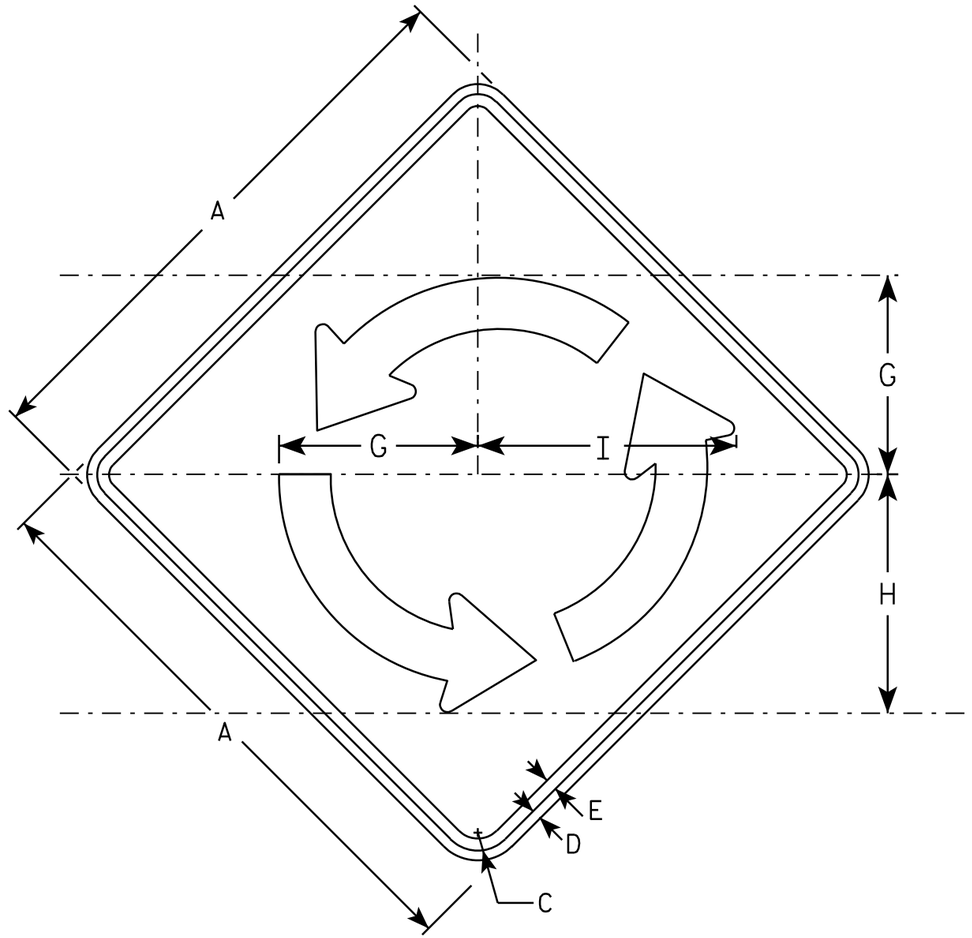
SHEET NO: 391 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W201.DGN PLOT DATE : 18-MAR-2011 09:56 PLOT BY : mscj9h

WISDOT/CADDS SHEET 42

7

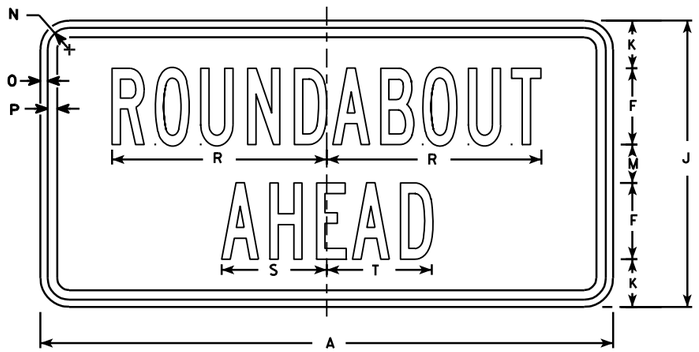
7




W2-6

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. Message Series - B
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.




W2-6P

| 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 | W2-6 Area sq. ft. | W2-6P Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | | 1 3/8 | 1/2 | 5/8 | 4 | 10 3/8 | 12 1/2 | 13 1/2 | 15 | 2 1/2 | | 2 | 1 1/8 | 3/8 | 1/2 | | 11 1/4 | 5 1/2 | 5 1/2 | | | | | 6.25 | 3.12 |
| 2M | 30 | | 1 3/8 | 1/2 | 5/8 | 4 | 10 3/8 | 12 1/2 | 13 1/2 | 15 | 2 1/2 | | 2 | 1 1/8 | 3/8 | 1/2 | | 11 1/4 | 5 1/2 | 5 1/2 | | | | | 6.25 | 3.12 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 5 | 12 1/2 | 15 | 16 1/4 | 18 | 2 5/8 | | 2 3/4 | 1 1/8 | 3/8 | 1/2 | | 14 | 7 | 6 3/4 | | | | | 9.00 | 4.50 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 6 | 16 5/8 | 20 | 16 1/4 | 24 | 4 3/8 | | 3 5/8 | 1 3/8 | 1/2 | 5/8 | | 17 | 8 1/4 | 8 1/4 | | | | | 16.0 | 8.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
W2-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/29/12 PLATE NO. W2-6.5

PROJECT NO:

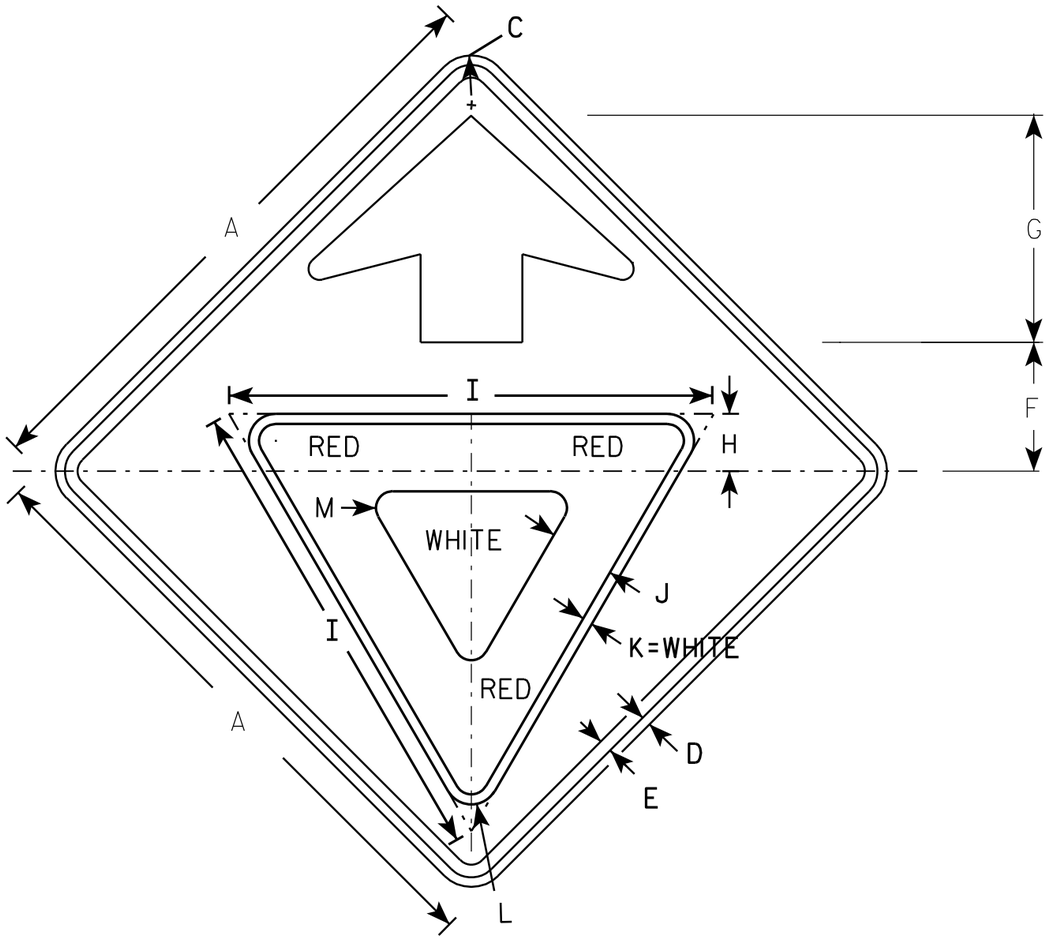
SHEET NO: 392 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W26.DGN PLOT DATE : 29-JUN-2012 10:15 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

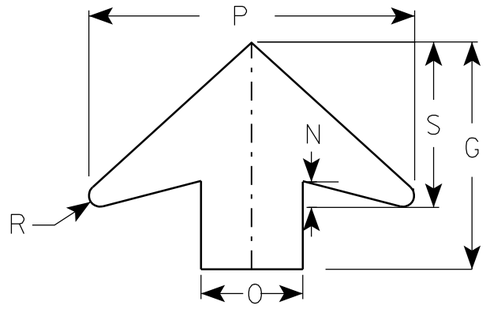
7




W3-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 30 | | 1 3/8 | 1/2 | 5/8 | 6 1/4 | 11 1/4 | 3 | 25 | 3 3/8 | 1/2 | 1 3/8 | 7/8 | 1 1/4 | 5 | 16 | | 1/2 | 8 | | | | | | | | 6.25 |
| 2S | 36 | | 1 5/8 | 5/8 | 3/4 | 7 1/2 | 13 1/2 | 3 3/8 | 28 | 3 3/4 | 5/8 | 1 1/2 | 1 | 1 5/8 | 6 | 19 1/4 | | 5/8 | 9 3/4 | | | | | | | | 9.0 |
| 2M | 36 | | 1 5/8 | 5/8 | 3/4 | 7 1/2 | 13 1/2 | 3 3/8 | 28 | 3 3/4 | 5/8 | 1 1/2 | 1 | 1 5/8 | 6 | 19 1/4 | | 5/8 | 9 3/4 | | | | | | | | 9.0 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 7 1/2 | 13 1/2 | 3 3/8 | 28 | 3 3/4 | 5/8 | 1 1/2 | 1 | 1 5/8 | 6 | 19 1/4 | | 5/8 | 9 3/4 | | | | | | | | 9.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 10 | 17 7/8 | 4 1/2 | 38 | 5 | 3/4 | 2 1/8 | 1 3/8 | 2 | 8 | 25 5/8 | | 7/8 | 13 | | | | | | | | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 10 | 17 7/8 | 4 1/2 | 38 | 5 | 3/4 | 2 1/8 | 1 3/8 | 2 | 8 | 25 5/8 | | 7/8 | 13 | | | | | | | | 16.0 |

STANDARD SIGN
W3-2

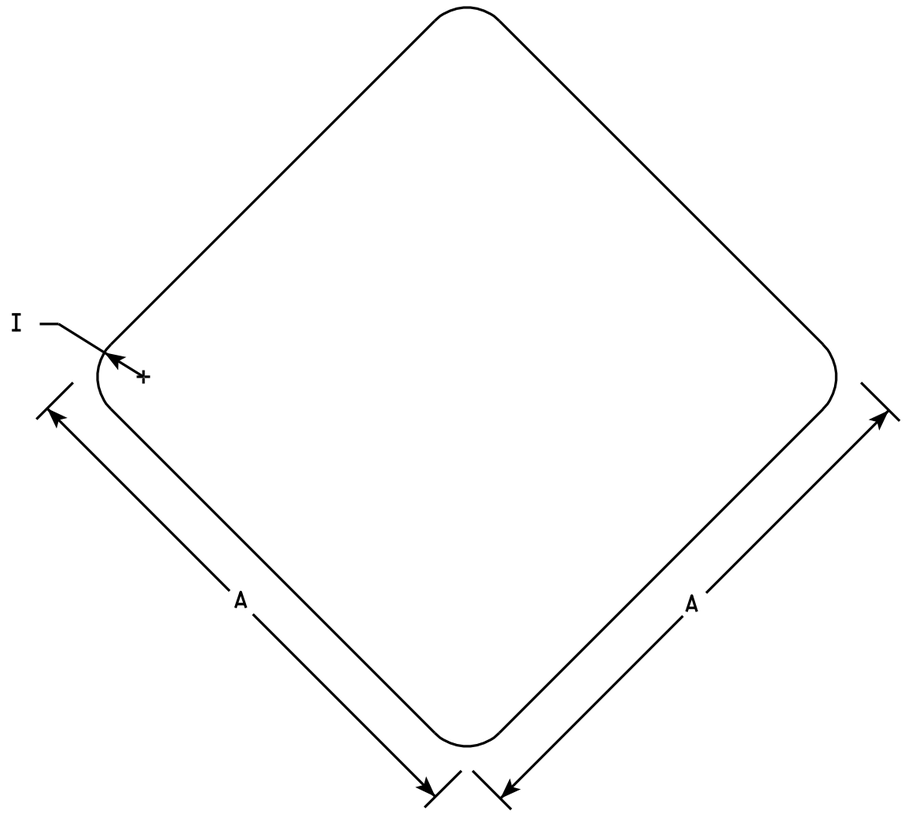
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-2..9

PROJECT NO:

SHEET NO: 393 E




W5-56

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.

| 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 ½ | | | | | | | | | | | | | | | | | | 2.25 |
| 2M | 18 | | | | | | | | 1 ½ | | | | | | | | | | | | | | | | | | 2.25 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

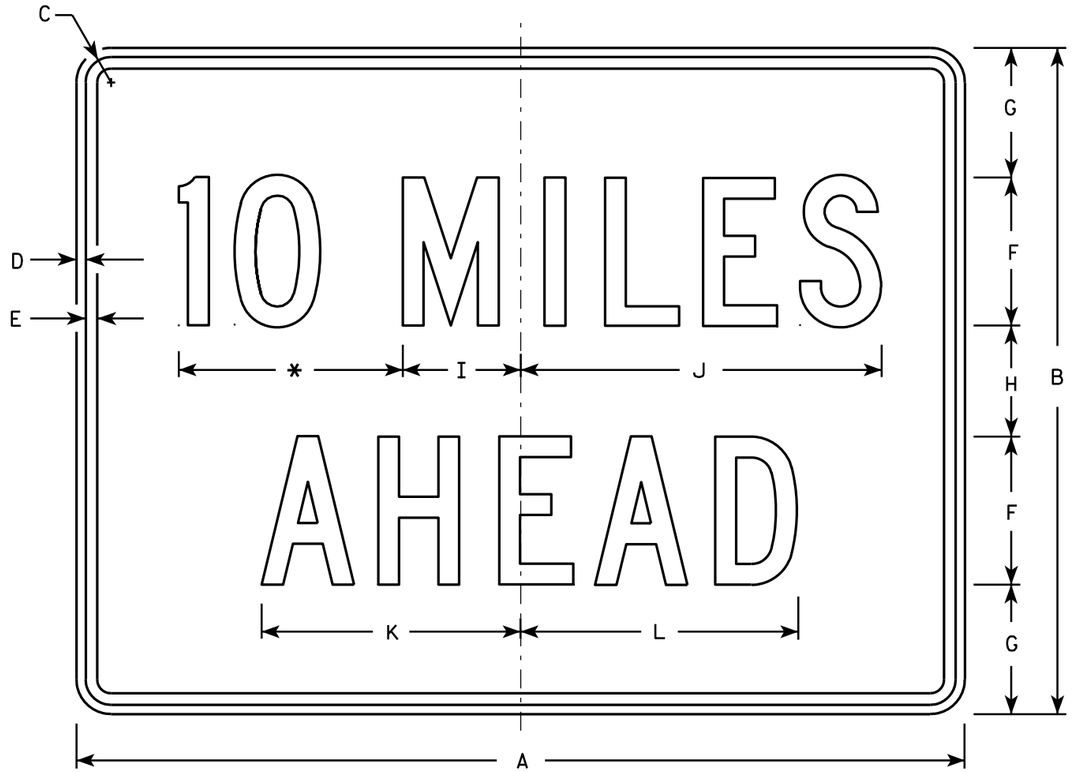
STANDARD SIGN
W5-56

WISCONSIN DEPT OF TRANSPORTATION

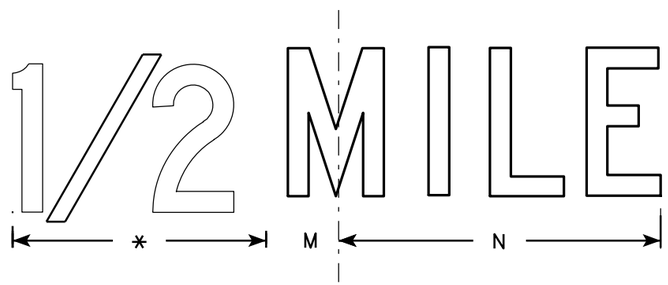
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. W5-56.6

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 394 | E |
|---|---|---|---|---|---|




W57-52




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. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

* See note 5

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | 18 | 1 1/8 | 3/8 | 1/2 | 4 | 3 1/2 | 3 | 3 1/8 | 9 3/4 | 7 | 7 1/2 | 1 3/8 | 8 3/4 | | | | | | | | | | | | | 3.0 |
| 2S | 36 | 24 | 1 1/8 | 3/8 | 1/2 | 6 | 4 1/2 | 3 | 4 3/4 | 14 5/8 | 10 5/8 | 11 3/8 | 2 | 13 | | | | | | | | | | | | | 6.0 |
| 2M | 36 | 24 | 1 1/8 | 3/8 | 1/2 | 6 | 4 1/2 | 3 | 4 3/4 | 14 5/8 | 10 5/8 | 11 3/8 | 2 | 13 | | | | | | | | | | | | | 6.0 |
| 3 | 36 | 24 | 1 1/8 | 3/8 | 1/2 | 6 | 4 1/2 | 3 | 4 3/4 | 14 5/8 | 10 5/8 | 11 3/8 | 2 | 13 | | | | | | | | | | | | | 6.0 |
| 4 | 48 | 36 | 1 3/8 | 1/2 | 5/8 | 8 | 7 | 6 | 6 3/8 | 19 1/2 | 14 | 15 | 2 3/4 | 17 3/8 | | | | | | | | | | | | | 12.0 |
| 5 | 48 | 36 | 1 3/8 | 1/2 | 5/8 | 8 | 7 | 6 | 6 3/8 | 19 1/2 | 14 | 15 | 2 3/4 | 17 3/8 | | | | | | | | | | | | | 12.0 |

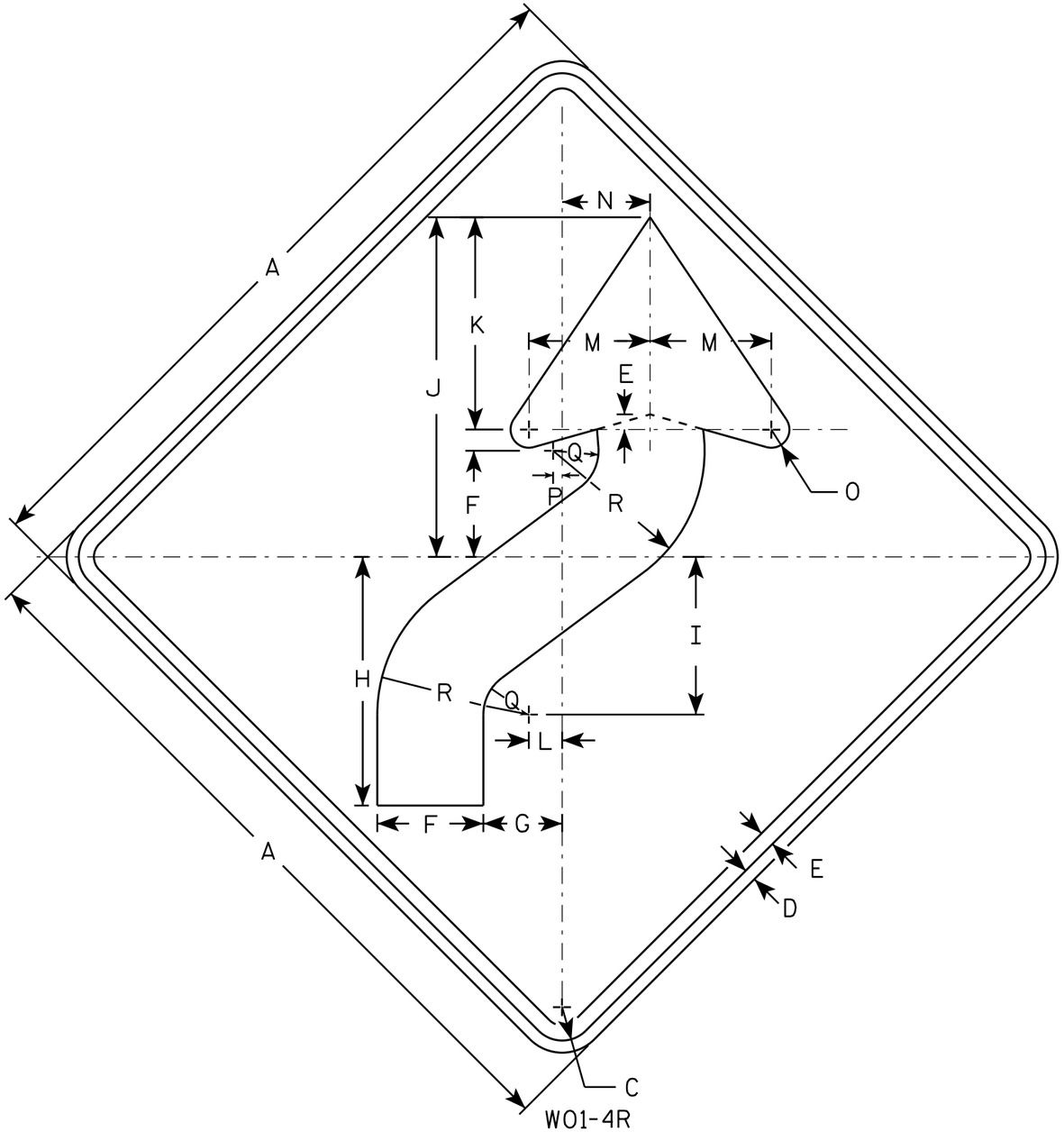
STANDARD SIGN
W57-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/13/13 PLATE NO. W57-52.7

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 395 | E |
|---|---|---|---|---|---|




W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   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. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

| 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 | 36 | | 1 5/8 | 5/8 | 3/4 | 5 1/4 | 4 | 12 3/8 | 7 7/8 | 16 7/8 | 10 1/2 | 1 5/8 | 6 | 4 1/2 | 1 | 1/2 | 2 1/4 | 7 1/2 | | | | | | | | | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 7 | 5 1/4 | 16 1/2 | 10 1/2 | 22 1/2 | 14 | 2 1/4 | 8 | 6 | 1 1/4 | 5/8 | 3 | 10 | | | | | | | | | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 7 | 5 1/4 | 16 1/2 | 10 1/2 | 22 1/2 | 14 | 2 1/4 | 8 | 6 | 1 1/4 | 5/8 | 3 | 10 | | | | | | | | | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 5 1/4 | 16 1/2 | 10 1/2 | 22 1/2 | 14 | 2 1/4 | 8 | 6 | 1 1/4 | 5/8 | 3 | 10 | | | | | | | | | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 5 1/4 | 16 1/2 | 10 1/2 | 22 1/2 | 14 | 2 1/4 | 8 | 6 | 1 1/4 | 5/8 | 3 | 10 | | | | | | | | | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 5 1/4 | 16 1/2 | 10 1/2 | 22 1/2 | 14 | 2 1/4 | 8 | 6 | 1 1/4 | 5/8 | 3 | 10 | | | | | | | | | 16.0 |

# STANDARD SIGN
# W01-4

WISCONSIN DEPT OF TRANSPORTATION

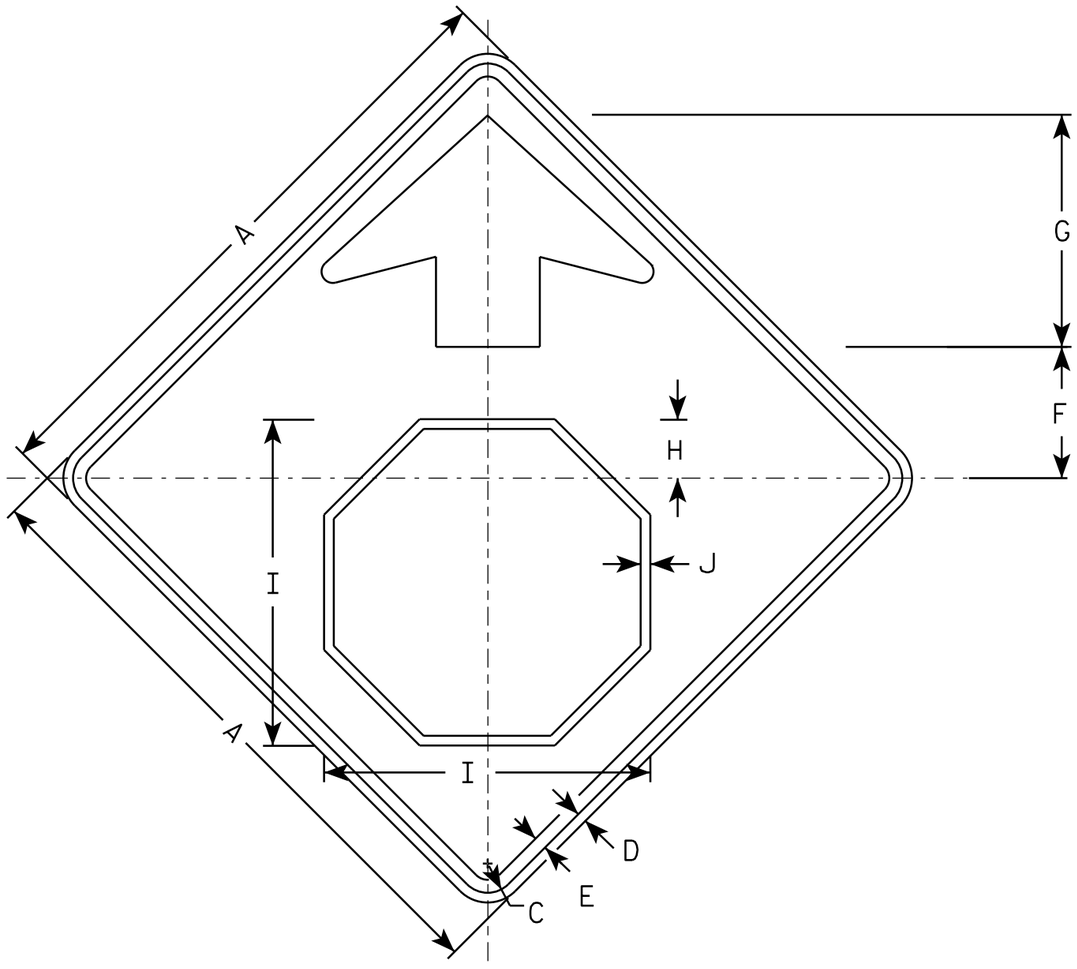
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1



PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

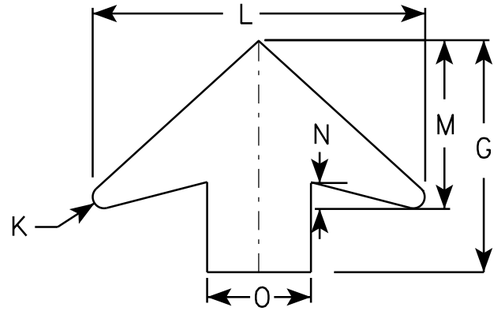
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000
WISDOT/CADDS SHEET 42




W03-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 1 5/8 | 5/8 | 3/4 | 7 1/2 | 13 1/2 | 3 1/2 | 19 | 5/8 | 5/8 | 19 1/4 | 9 3/4 | 1 5/8 | 6 | | | | | | | | | | | | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 10 | 17 7/8 | 4 1/2 | 25 1/8 | 3/4 | 7/8 | 25 5/8 | 13 | 2 | 8 | | | | | | | | | | | | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 10 | 17 7/8 | 4 1/2 | 25 1/8 | 3/4 | 7/8 | 25 5/8 | 13 | 2 | 8 | | | | | | | | | | | | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 10 | 17 7/8 | 4 1/2 | 25 1/8 | 3/4 | 7/8 | 25 5/8 | 13 | 2 | 8 | | | | | | | | | | | | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 10 | 17 7/8 | 4 1/2 | 25 1/8 | 3/4 | 7/8 | 25 5/8 | 13 | 2 | 8 | | | | | | | | | | | | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 10 | 17 7/8 | 4 1/2 | 25 1/8 | 3/4 | 7/8 | 25 5/8 | 13 | 2 | 8 | | | | | | | | | | | | 16.0 |

STANDARD SIGN
W03-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 03-1.1

PROJECT NO:

SHEET NO: E



FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W031.DGN PLOT DATE : 20-NOV-2013 10:54 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

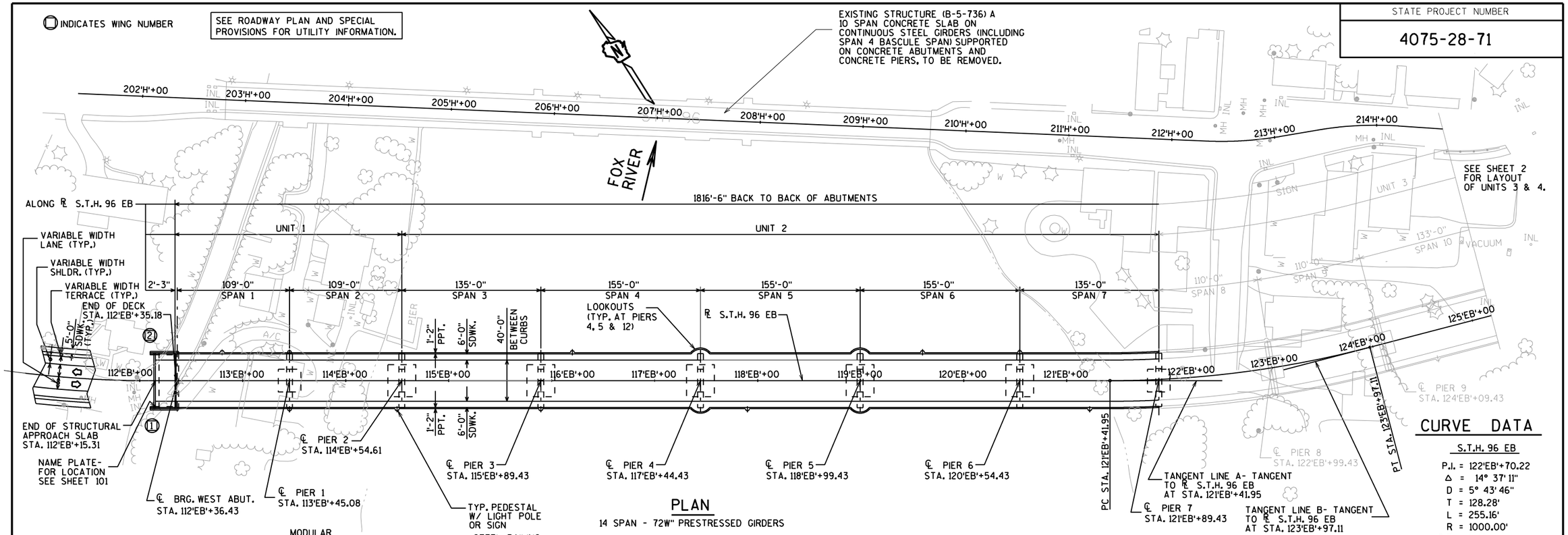
STATE PROJECT NUMBER

4075-28-71

(2) INDICATES WING NUMBER

SEE ROADWAY PLAN AND SPECIAL PROVISIONS FOR UTILITY INFORMATION.

EXISTING STRUCTURE (B-5-736) A 10 SPAN CONCRETE SLAB ON CONTINUOUS STEEL GIRDERS (INCLUDING SPAN 4 BASCULE SPAN) SUPPORTED ON CONCRETE ABUTMENTS AND CONCRETE PIERS, TO BE REMOVED.



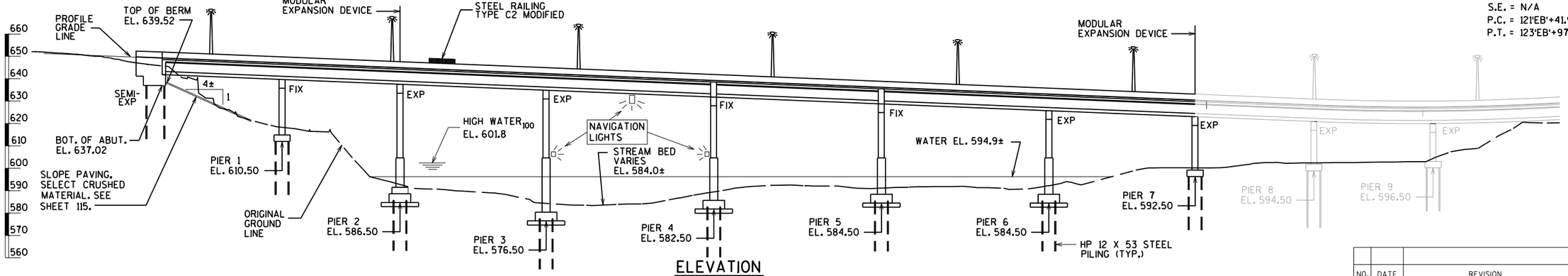

## PLAN

14 SPAN - 72W" PRESTRESSED GIRDERS

## CURVE DATA

S.T.H. 96 EB

P.I. = 122'EB'+70.22
Δ = 14° 37' 11"
D = 5° 43' 46"
T = 128.28'
L = 255.16'
R = 1000.00'
S.E. = N/A
P.C. = 121'EB'+41.95
P.T. = 123'EB'+97.11




## ELEVATION

NORMAL TO FOX RIVER

## DESIGN DATA

LIVE LOAD:

DESIGN LOADING; HL-93
INVENTORY RATING FACTOR: RF=1.03
OPERATING RATING FACTOR: RF=1.34
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 230 (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

STRUCTURE IS RATED FOR A POLYMER OVERLAY. LOADING IS ASSUMED TO BE 5 POUNDS PER SQUARE FOOT.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY DECK — f'c = 4,000 P.S.I. ALL OTHER — f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,000 P.S.I.
72W" PRESTRESSED GIRDERS, CONCRETE MASONRY — f'c = 8,000 P.S.I.
STRANDS- 0.6" DIA. WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

## FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 12 X 53 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS* PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. FOR ESTIMATED PILE LENGTHS SEE NOTES ON ABUTMENT SHEETS.

PIERS 1 AND 2 TO BE SUPPORTED ON HP 12 X 53 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE AS INDICATED ON THE PIER SHEETS* AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. FOR ESTIMATED PILE LENGTHS SEE NOTES ON PIER SHEETS.

PIERS 3 THRU 13 TO BE SUPPORTED ON HP 12 X 53 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE AS INDICATED ON THE PIER SHEETS** AS DETERMINED BY THE PILE DRIVING ANALYZER. FOR ESTIMATED PILE LENGTHS SEE NOTES ON PIER SHEETS. PRE-BORING TO 30' BELOW BOTTOM OF FOOTING REQ'D AT PIER 10.

* FOR ABUTMENTS AND PIERS 1 AND 2 THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

** FOR PIERS 3 THRU 13 THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.65 USING THE PILE DRIVING ANALYZER TO DETERMINE PILE CAPACITY.

## HYDRAULIC DATA

100 YEAR FREQUENCY

$Q_{100}$ = 28,310 C.F.S.
VEL. = 3.6 F.P.S.
HW.= EL. 601.8
WATERWAY AREA= 7,864 SQ. FT.
DRAINAGE AREA= 6,050 SQ. MI.
ROAD OVERTOPPING = NA
SCOUR CRITICAL CODE = 5

2 YEAR FREQUENCY

$Q_2$ = 17,900 C.F.S.
$HW._2$ = EL. 598.8

## TRAFFIC VOLUME

S.T.H. 96

A.D.T.=13,000 (2035)
R.D.S.=30 M.P.H.

STRUCTURE DESIGN CONTACTS:

BRANDAN BURGER (608) 267-4019
LAURA SHADEWALD (608) 267-9592

| NO. | DATE | REVISION | BY |
|---|---|---|---|

Plans Prepared By WISDOT
BUREAU OF STRUCTURES

ACCEPTED William C. Dreher LLS 4/22/14
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-5-381

S.T.H. 96 OVER FOX RIVER

COUNTY BROWN — ~~TOWN/CITY~~/VILLAGE WRIGHTSTOWN

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY BLB | DESIGN CK'D. DFD | DRAWN BY WWR/DFD | PLANS CK'D. BLB/DFD

GENERAL PLAN UNITS 1 & 2

SHEET 1 OF 118

398

I.D. 4075-28-00

DATE: FEB. 2014

SCALE = 4

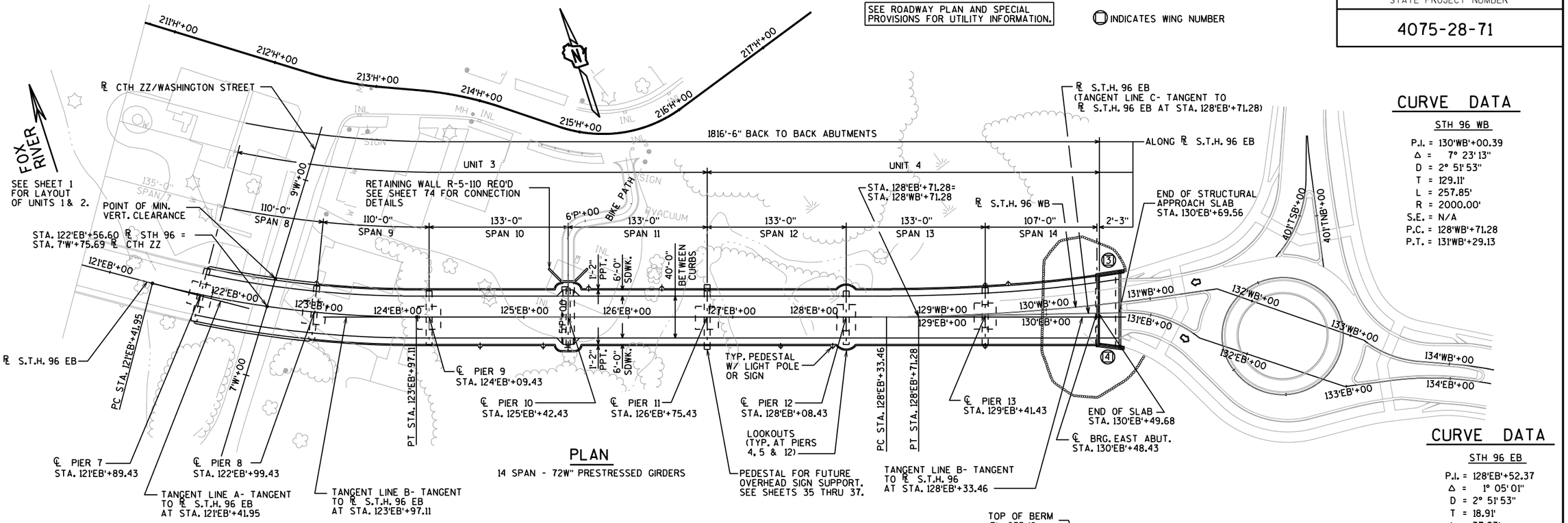
8

STATE PROJECT NUMBER

4075-28-71

SEE ROADWAY PLAN AND SPECIAL PROVISIONS FOR UTILITY INFORMATION.

INDICATES WING NUMBER




## PLAN

14 SPAN - 72W" PRESTRESSED GIRDERS

## CURVE DATA

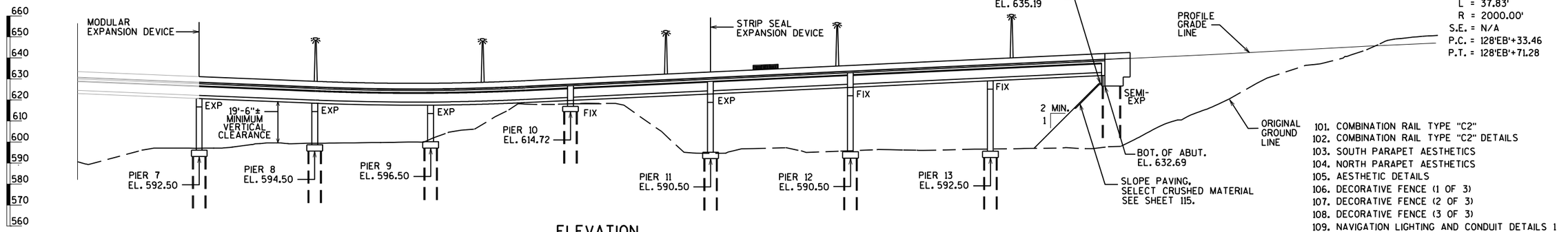
STH 96 WB

P.I. = 130'WB'+00.39
Δ = 7° 23' 13"
D = 2° 51' 53"
T = 129.11'
L = 257.85'
R = 2000.00'
S.E. = N/A
P.C. = 128'WB'+71.28
P.T. = 131'WB'+29.13

## CURVE DATA

STH 96 EB

P.I. = 128'EB'+52.37
Δ = 1° 05' 01"
D = 2° 51' 53"
T = 18.91'
L = 37.83'
R = 2000.00'
S.E. = N/A
P.C. = 128'EB'+33.46
P.T. = 128'EB'+71.28




## ELEVATION

NORMAL TO FOX RIVER

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96. RAIL POST & AESTHETICS SPACING 4
97. RAIL POST & AESTHETICS SPACING 5
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117. EAST ABUTMENT STRUCTURAL APPROACH SLAB
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| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY BLB/WWR | PLANS CK'D. BLB

GENERAL PLAN UNITS 3 & 4

SHEET 2

399

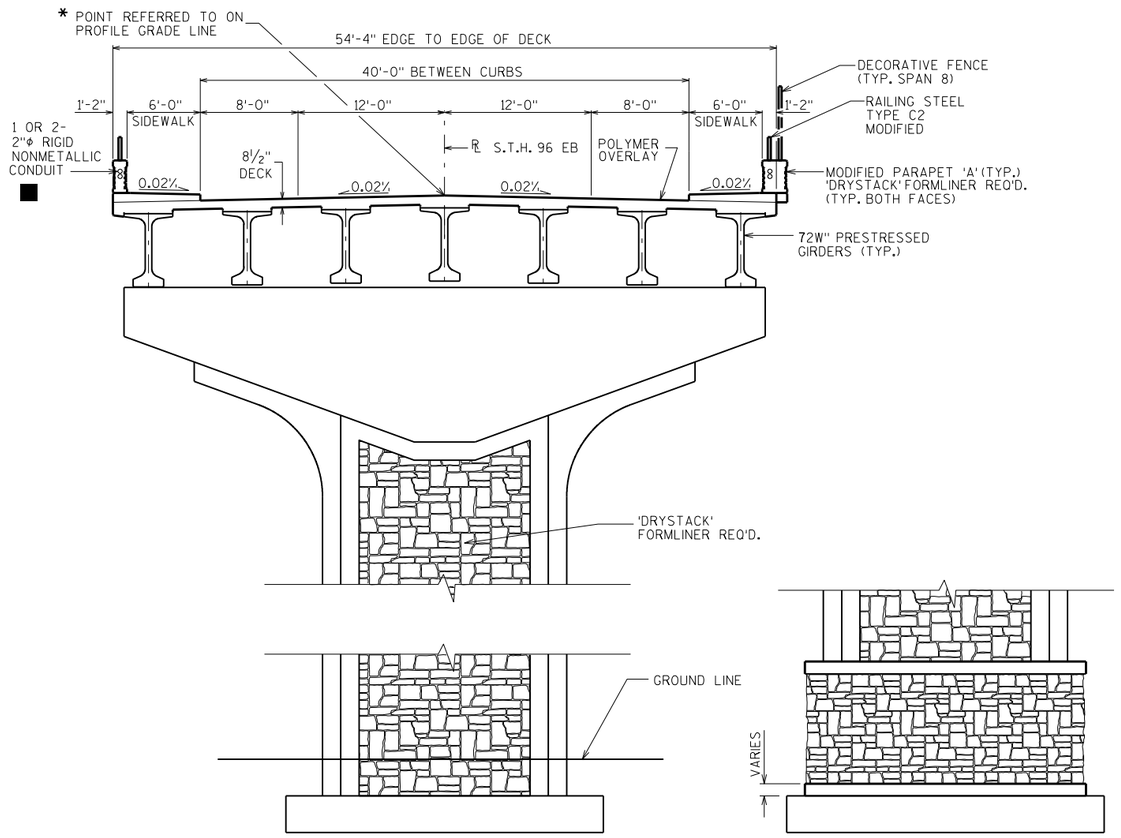
8

8

SCALE = 4

STATE PROJECT NUMBER

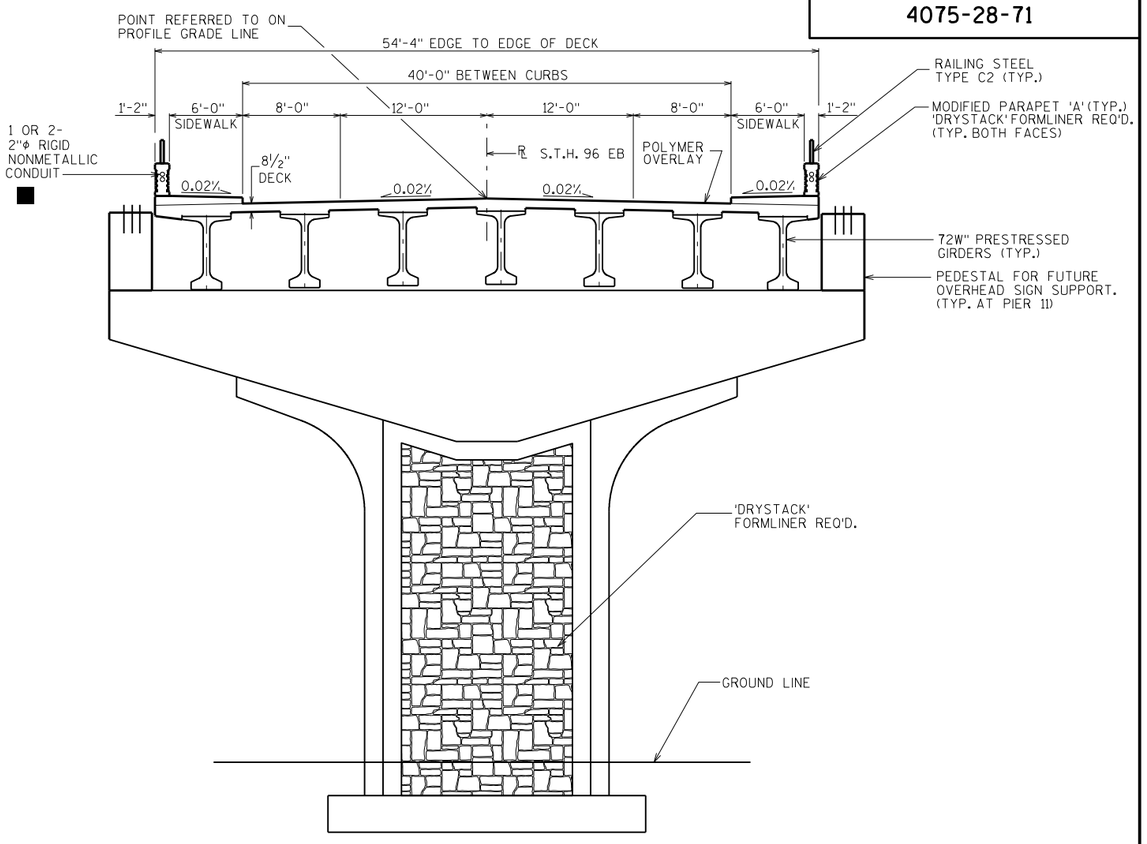
4075-28-71




CROSS SECTION THRU ROADWAY LOOKING EAST

SHOWING PIERS 1, 7 THRU 9, 12 AND 13

SHOWING PIER SHAFT BOTTOM AT PIERS 2 THRU 6




CROSS SECTION THRU ROADWAY LOOKING EAST

SHOWING PIER 11

8

8

■ SEE SHEETS 93-100 FOR LOCATIONS
SEE SHEETS 95 & 110 FOR CONDUIT LIMITS.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

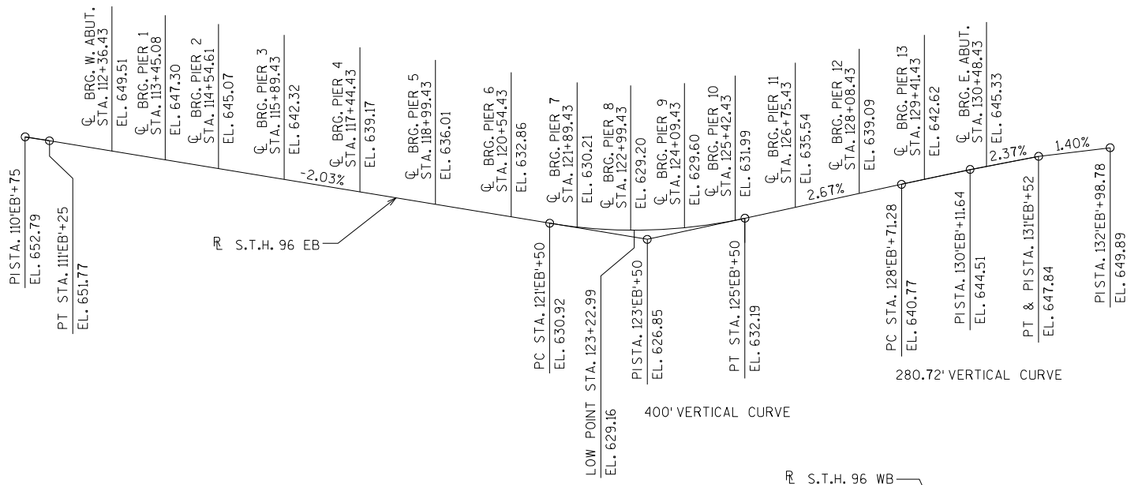
DRAWN BY WWR | PLANS CK'D. BLB

CROSS SECTIONS

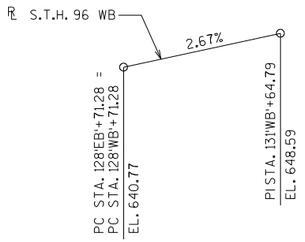
SHEET 3

400

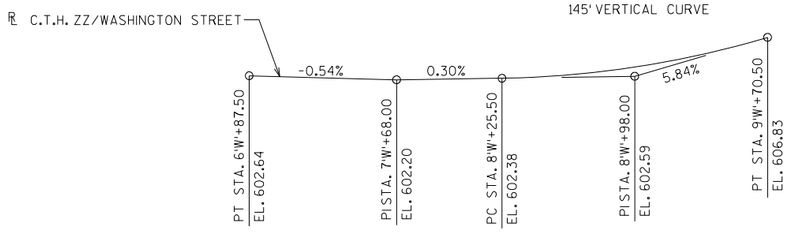
SCALE =




PROFILE GRADE LINE S.T.H. 96 - EB




PROFILE GRADE LINE S.T.H. 96 - WB




PROFILE GRADE LINE C.T.H. ZZ/WASHINGTON STREET

STATE PROJECT NUMBER

4075-28-71

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

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

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

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

THE EXISTING GROUND LINE OR THE EXISTING STREAMBED, WHICHEVER IS APPLICABLE, SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIERS.

APPLY BRIDGE SEAT PROTECTION, AS PER SECTION 502.3.12 OF THE STANDARD SPECIFICATIONS, TO THE TOP SURFACES OF ALL PIERS BELOW EXPANSION DEVICES.

APPLY PROTECTIVE SURFACE TREATMENT TO ALL EXPOSED SURFACES OF THE SIDEWALK AND TO THE UPPER PORTION OF PARAPETS AS SHOWN ON SHEET 105.

APPLY POLYMER OVERLAY TO ENTIRE TOP OF DECK AND TOP OF STRUCTURAL APPROACH SLABS, BETWEEN CURB FACES.

8

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| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

NOTES & PROFILE

SHEET 4

401

SCALE =

STATE PROJECT NUMBER

4075-28-71

# TOTAL ESTIMATED QUANTITIES

| BID ITEM NUMBER | BID ITEMS | UNIT | SUPER. | WEST ABUT. | EAST ABUT. | WEST APPR. SLAB | EAST APPR. SLAB | PIER 1 | PIER 2 | PIER 3 | PIER 4 | PIER 5 | PIER 6 | PIER 7 | PIER 8 | PIER 9 | PIER 10 | PIER 11 | PIER 12 | PIER 13 | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 203.0600.S | REMOVING OLD STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS STA. 206'H'+00 | LS | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| 206.1000 | EXCAVATION FOR STRUCTURES BRIDGES B-5-381 | LS | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| 206.5000 | COFFERDAMS B-5-381 | LS | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| 210.0100 | BACKFILL STRUCTURE | CY | — | 355 | 450 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 805 |
| 305.0120 | BASE AGGREGATE DENSE 1 1/4-INCH | TON | — | — | — | 163 | 211 | — | — | — | — | — | — | — | — | — | — | — | — | — | 374 |
| 502.0100 | CONCRETE MASONRY BRIDGES | CY | 4,680 | 69 | 81 | 79 | 102 | 240 | 326 | 435 | 344 | 325 | 357 | 242 | 230 | 225 | 134 | 297 | 293 | 300 | 8,759 |
| 502.1100 | CONCRETE MASONRY SEAL | CY | — | — | — | — | — | — | 62 | 93 | 78 | 62 | 62 | — | — | — | — | — | — | — | 357 |
| 502.3100 | EXPANSION DEVICE B-5-381 | LS | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| 502.3110.S | EXPANSION DEVICE MODULAR B-5-381 | LS | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| 502.3200 | PROTECTIVE SURFACE TREATMENT | SY | 3,629 | — | — | 29 | 32 | — | — | — | — | — | — | — | — | — | — | — | — | — | 3,690 |
| 503.0172 | PRESTRESSED GIRDER TYPE I 72W-INCH | LF | 12,657 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 12,657 |
| 505.0405 | BAR STEEL REINFORCEMENT HS BRIDGES | LB | — | 4,830 | 6,210 | — | — | 5,100 | 4,860 | 8,520 | 4,110 | 3,960 | 8,120 | 5,540 | 5,530 | 5,200 | 3,290 | 5,660 | 5,290 | 5,830 | 82,050 |
| 505.0605 | BAR STEEL REINFORCEMENT HS COATED BRIDGES | LB | 937,550 | 3,800 | 3,820 | 12,840 | 16,680 | 27,230 | 39,670 | 44,490 | 46,010 | 43,870 | 37,150 | 27,220 | 26,000 | 25,320 | 7,860 | 37,230 | 40,790 | 36,990 | 1,414,520 |
| 506.2605 | BEARING PADS ELASTOMERIC NON-LAMINATED | EACH | 98 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 98 |
| 506.2610 | BEARING PADS ELASTOMERIC LAMINATED | EACH | 77 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 77 |
| 506.4000 | STEEL DIAPHRAGMS B-5-381 | EACH | 168 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 168 |
| 506.6000 | BEARING ASSEMBLIES EXPANSION B-5-381 | EACH | 21 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 21 |
| 509.5100.S | POLYMER OVERLAY | SY | 8,170 | — | — | 90 | 120 | — | — | — | — | — | — | — | — | — | — | — | — | — | 8,380 |
| 514.0450 | FLOOR DRAINS TYPE WF | EACH | 10 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 10 |
| 514.2608 | DOWNSPOUT 8-INCH | LF | 266 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 266 |
| 516.0500 | RUBBERIZED MEMBRANE WATERPROOFING | SY | — | 17 | 20 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 37 |
| 517.1010.S | CONCRETE STAINING B-5-381 | SF | 62,000 | 485 | 550 | — | — | 1,900 | 3,050 | 2,890 | 2,980 | 2,820 | 2,420 | 1,920 | 1,750 | 1,670 | 720 | 2,650 | 2,650 | 2,630 | 93,085 |
| 517.1050.S | ARCHITECTURAL SURFACE TREATMENT B-5-381 | SF | 13,700 | — | — | — | — | 290 | 1,090 | 970 | 850 | 800 | 740 | 300 | 210 | 170 | 470 | 450 | 570 | 640 | 21,250 |
| 550.0010 | PRE-BORING UNCONSOLIDATED MATERIALS | LF | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 720 | — | — | — | 720 |
| 550.0500 | PILE POINTS | EACH | — | 12 | 14 | — | — | 32 | 42 | 38 | 34 | 34 | 38 | 30 | 32 | 32 | 24 | 32 | 32 | 34 | 460 |
| 550.1120 | PILING STEEL HP 12-INCH X 53 LB | LF | — | 1,200 | 1,050 | — | — | 2,240 | 1,890 | 1,330 | 1,530 | 1,700 | 1,710 | 1,650 | 1,920 | 1,760 | 2,040 | 1,600 | 1,440 | 1,360 | 24,420 |
| 602.0505 | CURB RAMP DETECTABLE WARNING FIELD YELLOW | SF | 32 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 32 |
| 604.0600 | SLOPE PAVING SELECT CRUSHED MATERIAL | SY | — | 520 | 215 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 735 |
| 606.0200 | RIPRAP MEDIUM | CY | — | — | — | — | — | — | — | — | — | — | — | — | 6 | — | — | 11 | — | — | 17 |
| 612.0406 | PIPE UNDERDRAIN WRAPPED 6-INCH | LF | — | 100 | 115 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 215 |
| 645.0130 | GEOTEXTILE FABRIC TYPE R | SY | — | — | — | — | — | — | — | — | — | — | — | — | 18 | — | — | 32 | — | — | 50 |
| 652.0125 | CONDUIT RIGID METALLIC 2-INCH | LF | 84 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 84 |
| 652.0210 | CONDUIT RIGID NONMETALLIC SCHEDULE 40 1-INCH | LF | 36 | — | — | — | — | — | — | 80 | 74 | — | — | — | — | — | — | — | — | — | 190 |
| 652.0225 | CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH | LF | 4,750 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 4,750 |
| 653.0222 | JUNCTION BOXES 18X12X6-INCH | EACH | 23 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 23 |
| 657.6005.S | ANCHOR ASSEMBLIES LIGHT POLES ON STRUCTURES | EACH | 11 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 11 |
| SPV.0060 | ANCHOR BOLT ASSEMBLY SIGN BRIDGE | EACH | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 2 |
| SPV.0060 | ANCHOR BOLT ASSEMBLY SIGNS | EACH | 9 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 9 |
| SPV.0060 | CLEARANCE GAUGE | EACH | — | — | — | — | — | — | — | 1 | 1 | — | — | — | — | — | — | — | — | — | 2 |
| SPV.0060 | FLEXIBLE COUPLING | EACH | 10 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 10 |
| SPV.0060 | ANCHOR BOLT COVER SHROUD | EACH | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 2 | — | — | 2 |
| SPV.0060 | PILE DYNAMIC ANALYZER (PDA) TESTING | EACH | — | — | — | — | — | — | — | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 22 |
| SPV.0060 | PILE DYNAMIC ANALYZER (PDA) RESTRIKES | EACH | — | — | — | — | — | — | — | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 22 |
| SPV.0060 | CATCH BASIN SPECIAL | EACH | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 2 |
| SPV.0075 | PRE-BORING UNCONSOLIDATED MATERIAL OBSTRUCTION | HRS | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 3 | — | — | — | 3 |
| SPV.0085 | BAR STEEL REINFORCEMENT HS STAINLESS BRIDGES | LB | 2,090 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 2,090 |
| SPV.0090 | FENCE DECORATIVE BRIDGE | LF | 210 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 210 |
| SPV.0105 | PEDESTRIAN ACCESS COVER PLATE | LS | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| SPV.0105 | OPEN DRAIN DRIP PLATE | LS | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| SPV.0105 | NAVIGATION LIGHTS AND AIDS | LS | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 |
| SPV.0105 | RAILING STEEL TYPE C2 GALVANIZED B-5-381 | LS | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1 |

| NON-BID ITEMS | | |
|---|---|---|
| BRIDGE SEAT PROTECTION | LS | 1 |
| FILLER | SIZE | 1/2" & 3/4" |
| EXPANDED POLYSTYRENE | SIZE | 1" |

8

8

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

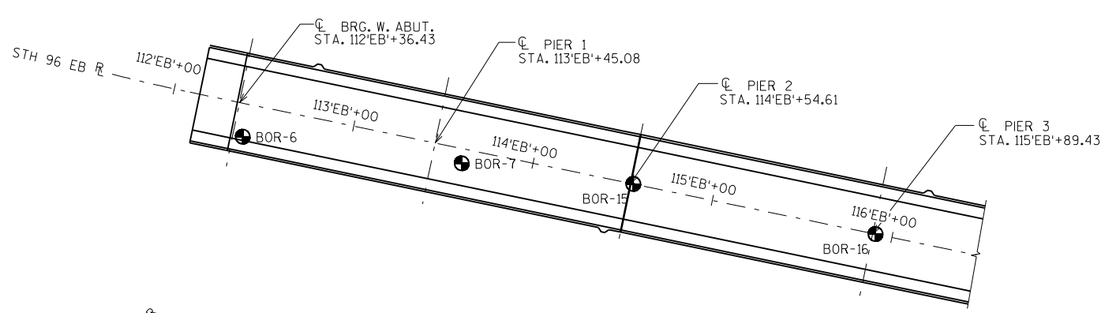
QUANTITIES

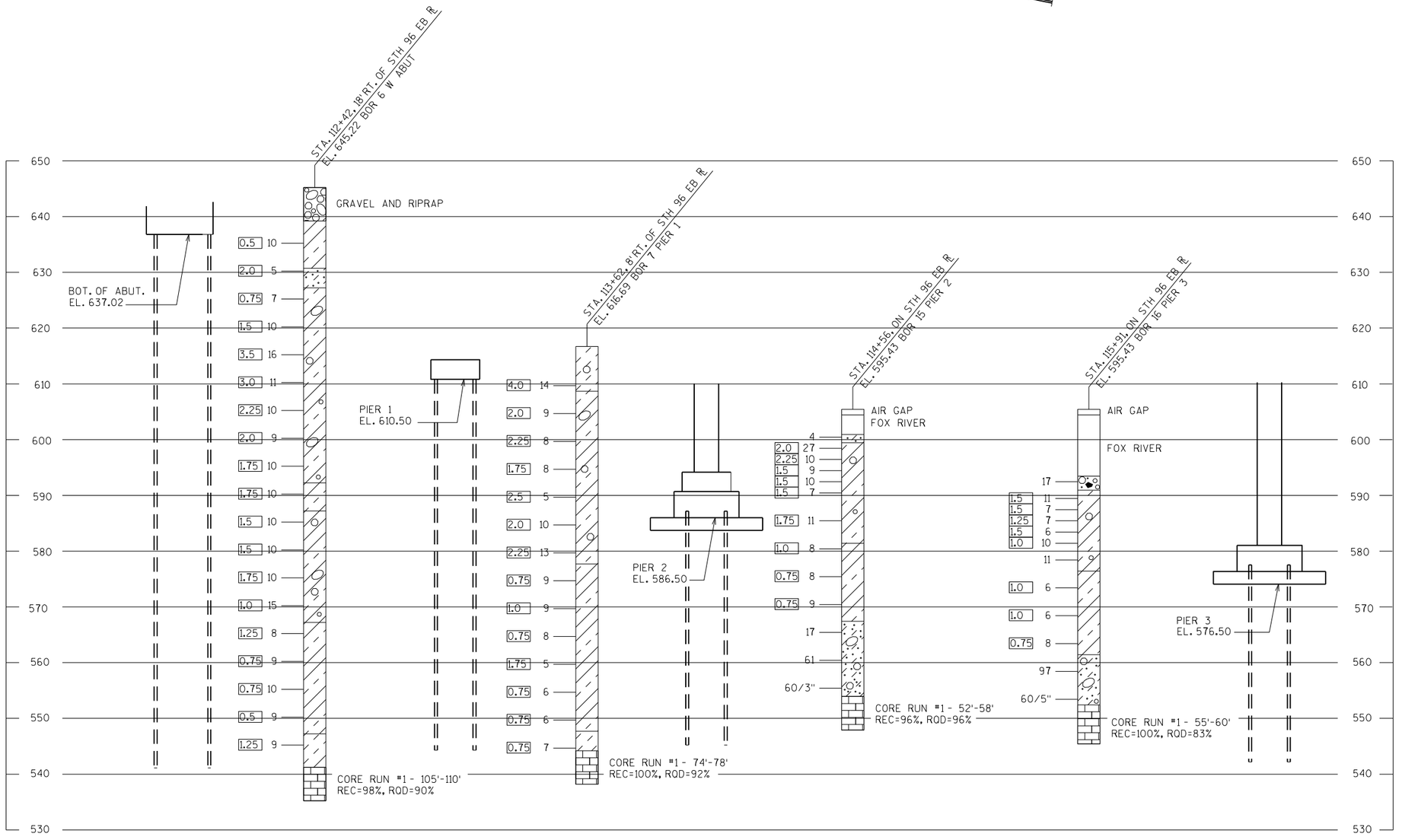
SHEET 5

402

SCALE =

VILLAGE OF WRIGHTSTOWN
FOX RIVER BRIDGE AND APPROACHES




STATE PROJECT NUMBER

**4075-28-71**

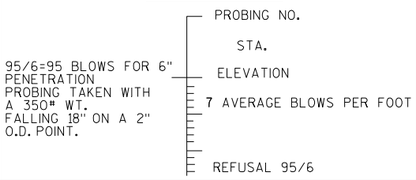
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE, SAND, PEAT, LIMESTONE, GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING

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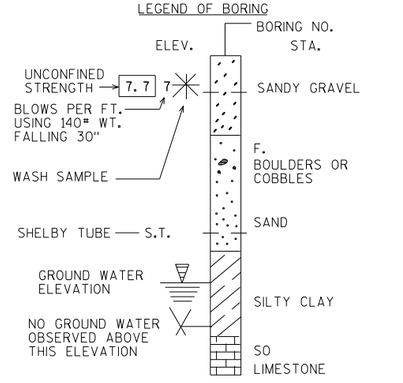


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SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

SUBSURFACE EXPLORATION 1

SHEET 6

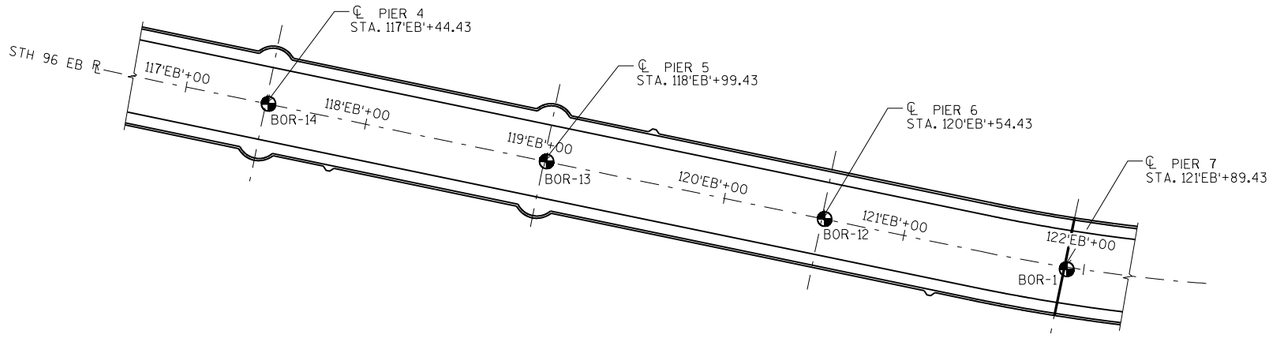
403

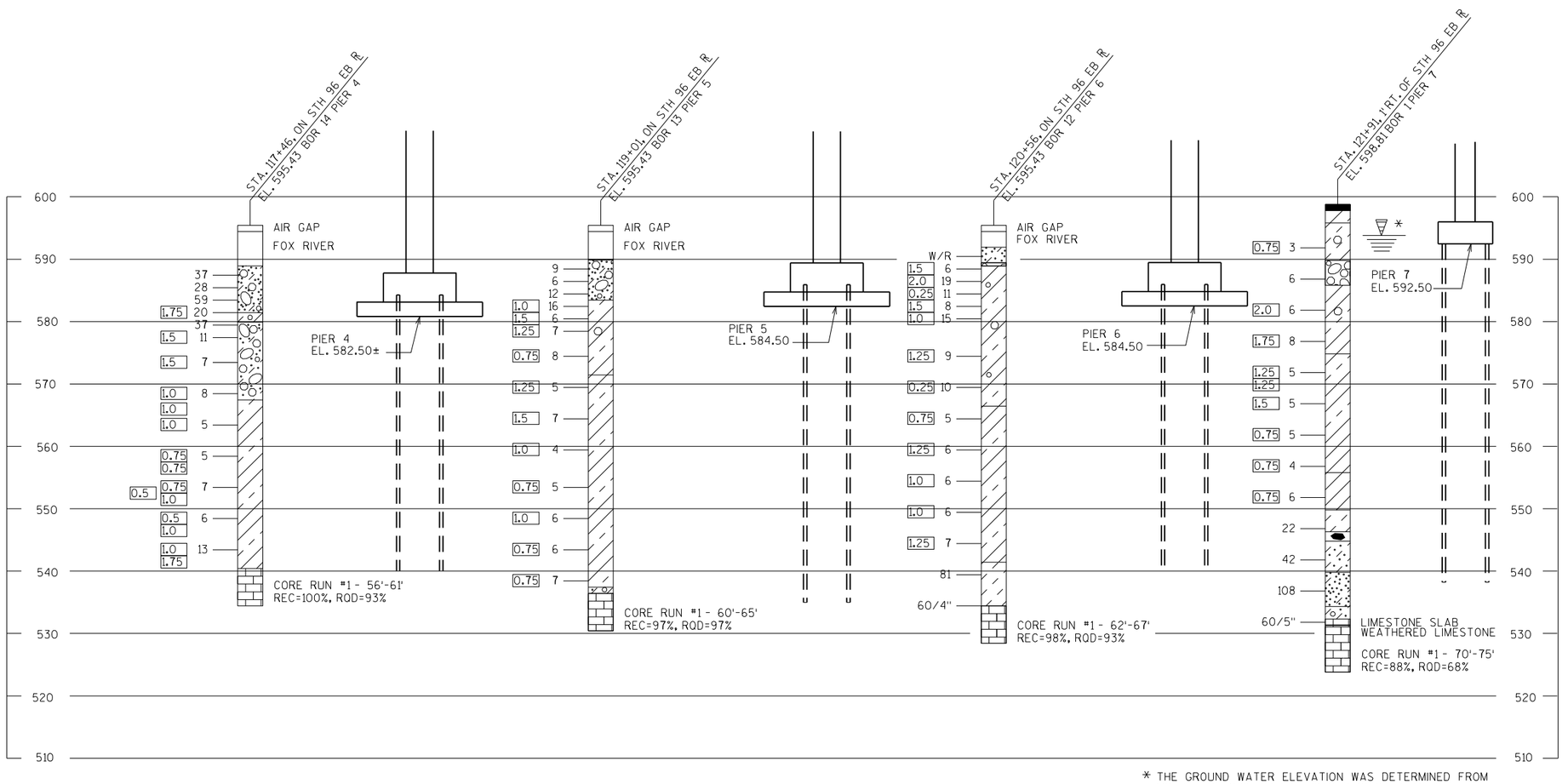
SCALE =

8

8

VILLAGE OF WRIGHTSTOWN
FOX RIVER BRIDGE AND APPROACHES




* THE GROUND WATER ELEVATION WAS DETERMINED FROM WHERE THE SOIL SAMPLE WAS DESCRIBED AS WET.

STATE PROJECT NUMBER

**4075-28-71**

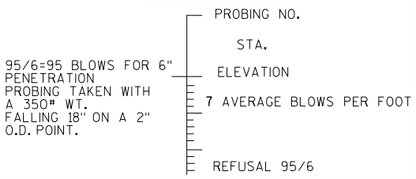
ABBREVIATIONS

F — FINE  M — MEDIUM  C — COARSE
WS — WEATHERED  SO — SOUND

MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE
SAND, PEAT, LIMESTONE
GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING

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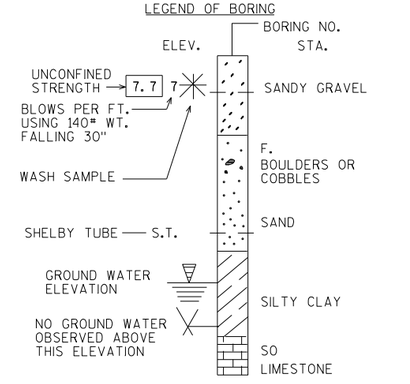


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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR  PLANS CK'D. BLB

SUBSURFACE EXPLORATION 2

SHEET 7

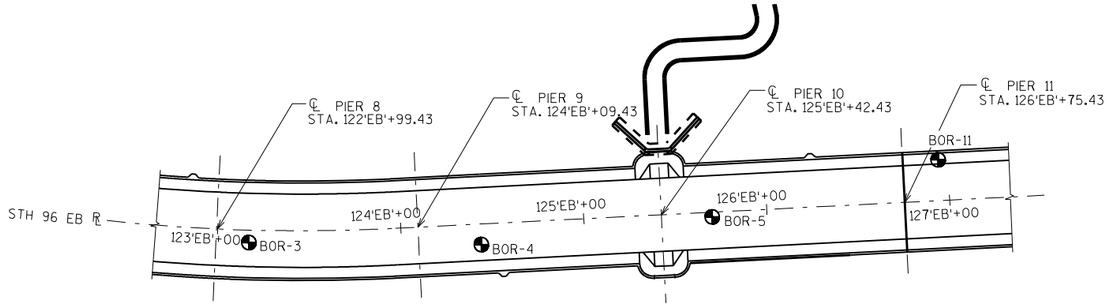
404

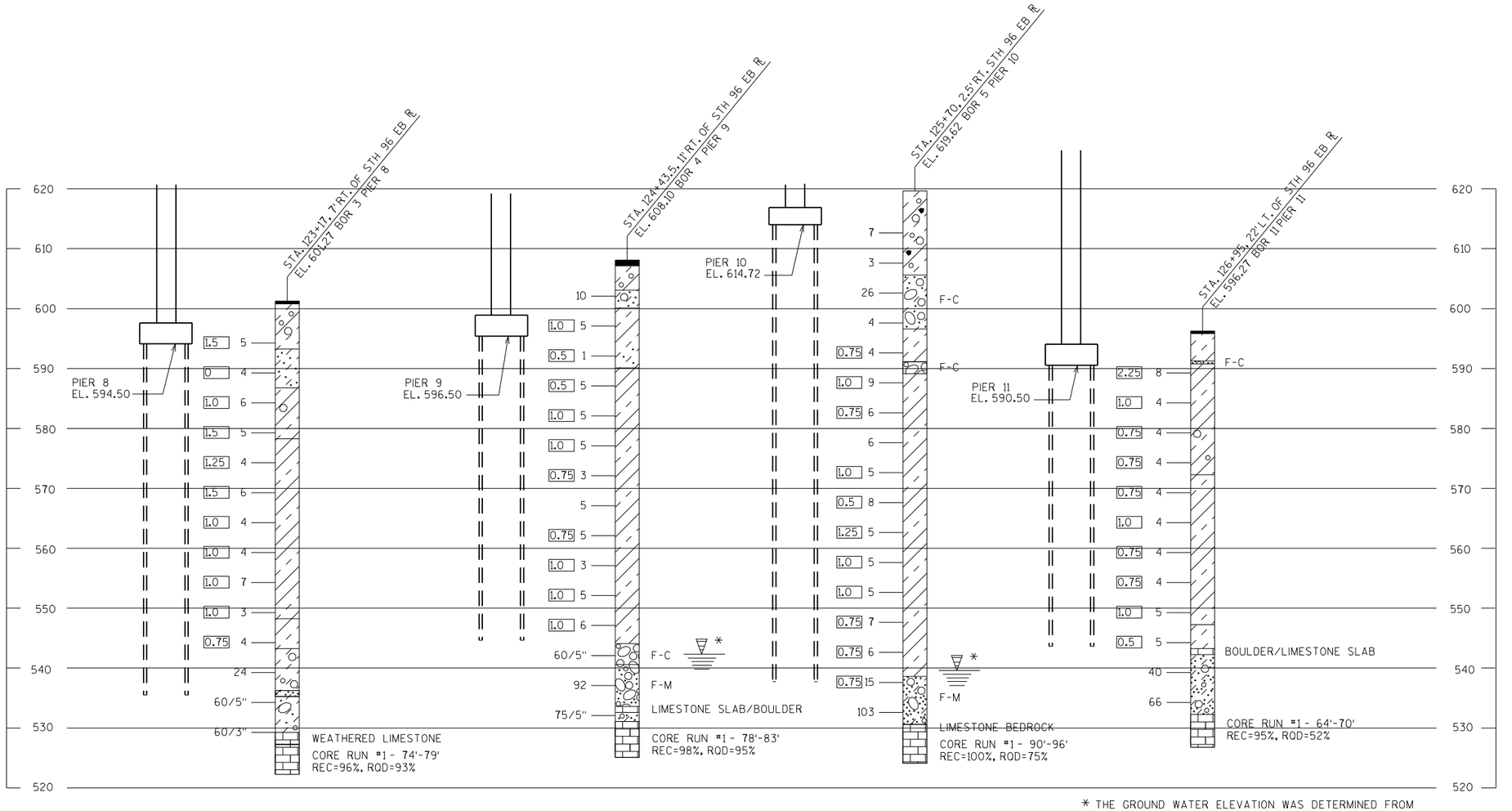
SCALE =

8

8

VILLAGE OF WRIGHTSTOWN
FOX RIVER BRIDGE AND APPROACHES



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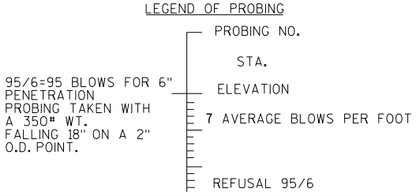
LEGEND OF PROBING

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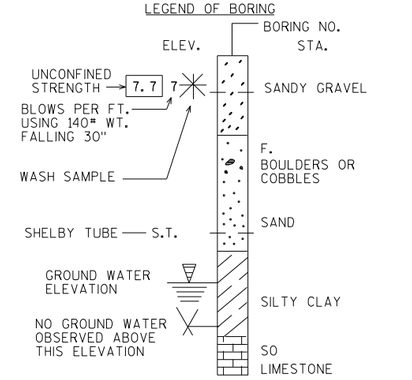


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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR  PLANS CK'D. BLB

SUBSURFACE EXPLORATION 3

SHEET 8

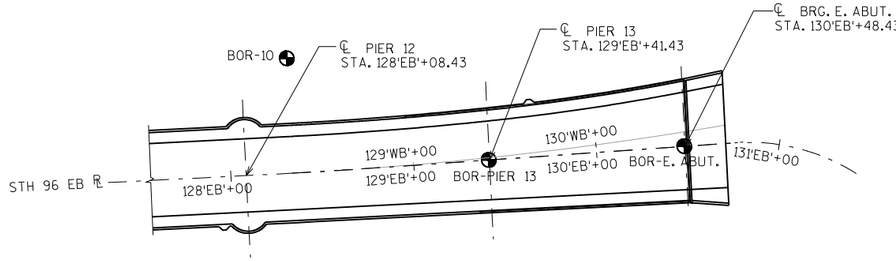
405

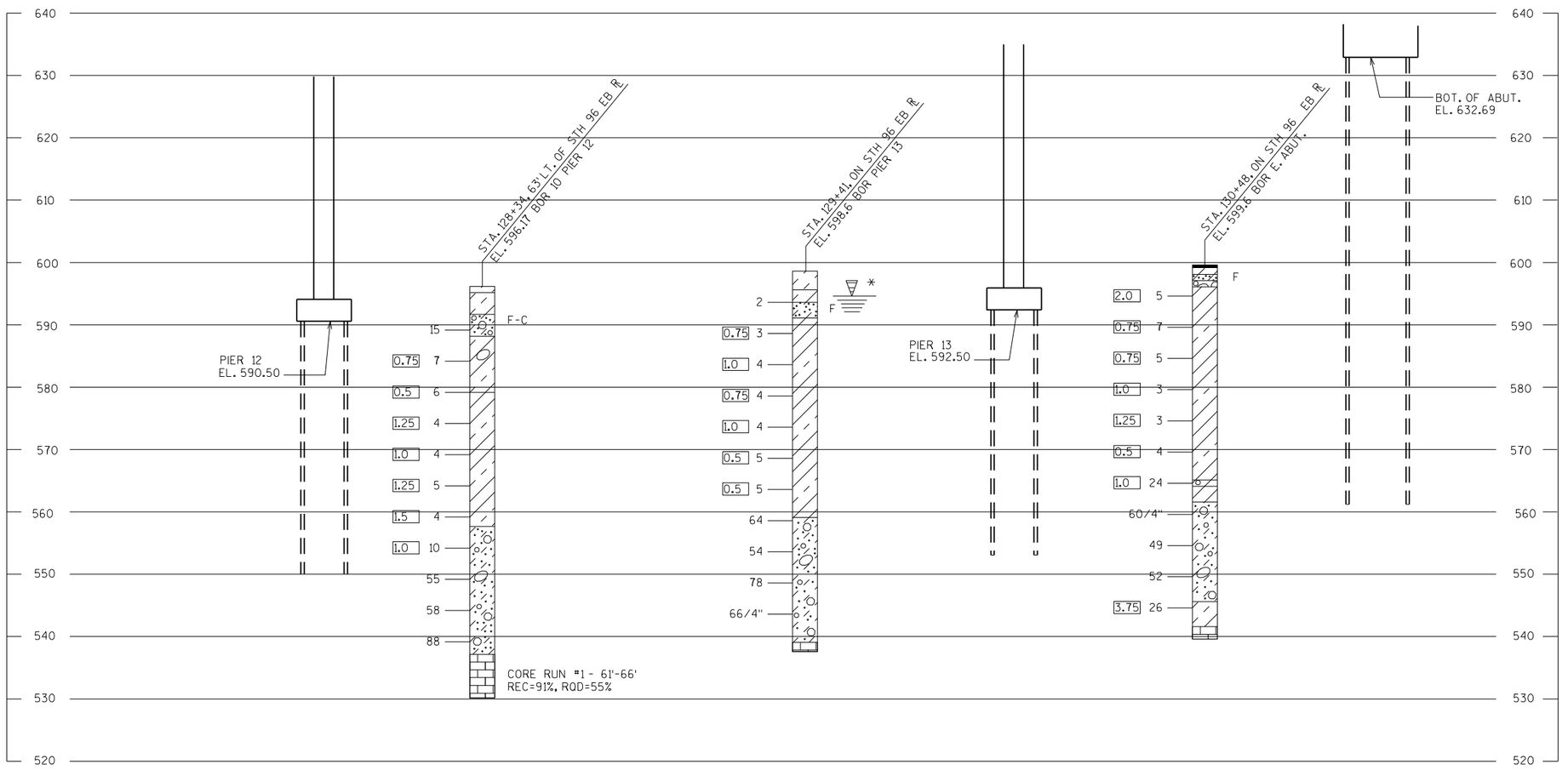
SCALE =

8

8

VILLAGE OF WRIGHTSTOWN
FOX RIVER BRIDGE AND APPROACHES



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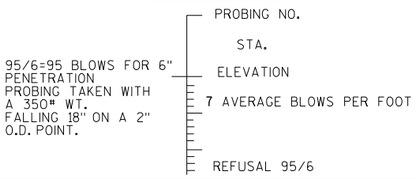


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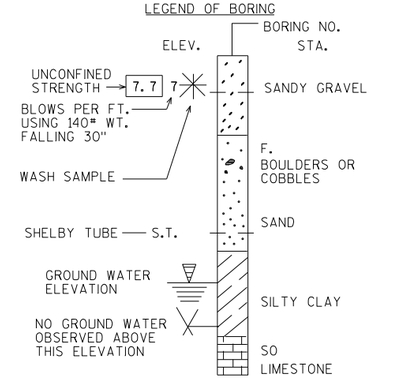


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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR  PLANS CK'D. BLB

SUBSURFACE EXPLORATION 4

SHEET 9

406

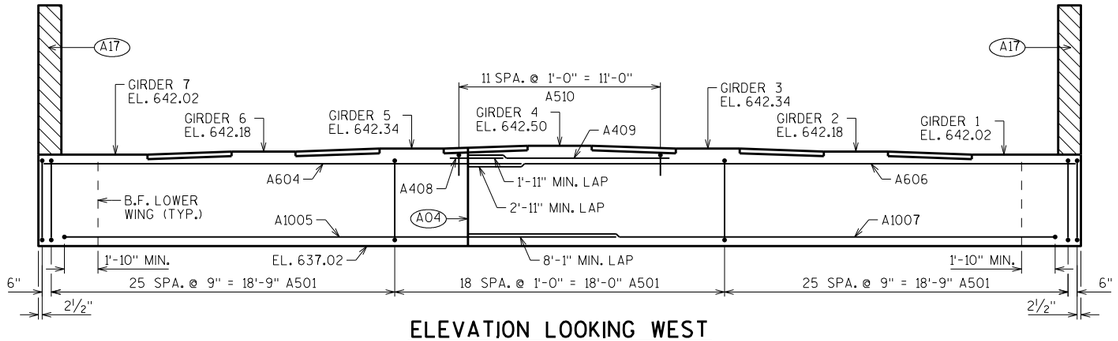
SCALE =

8

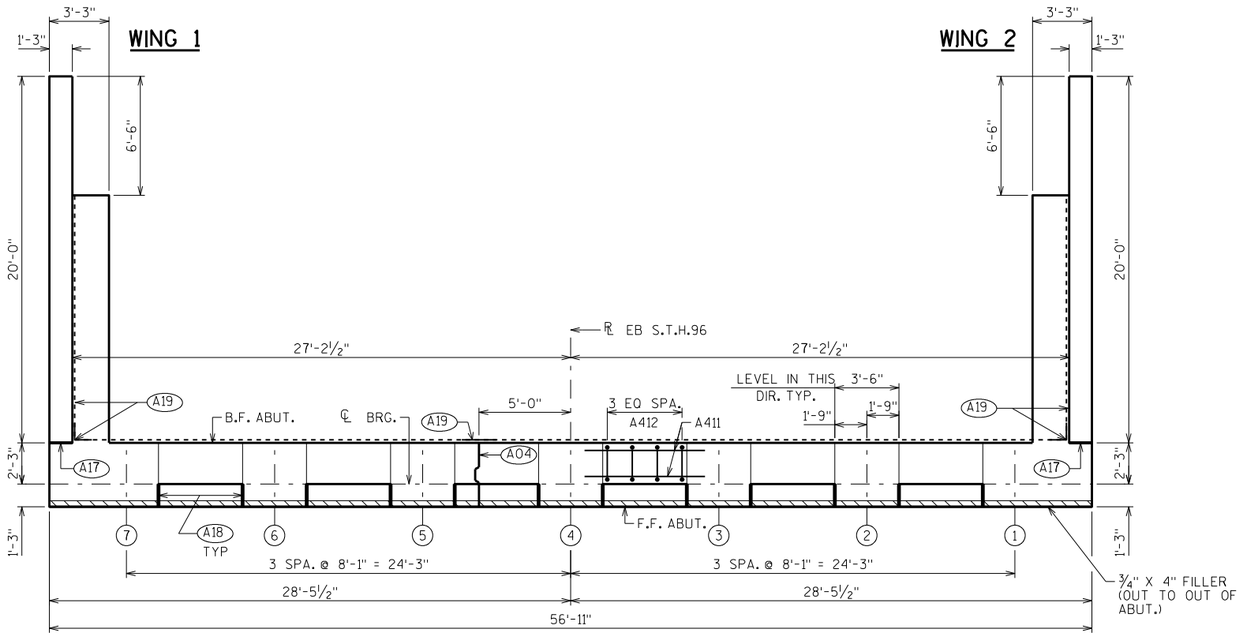
8

STATE PROJECT NUMBER

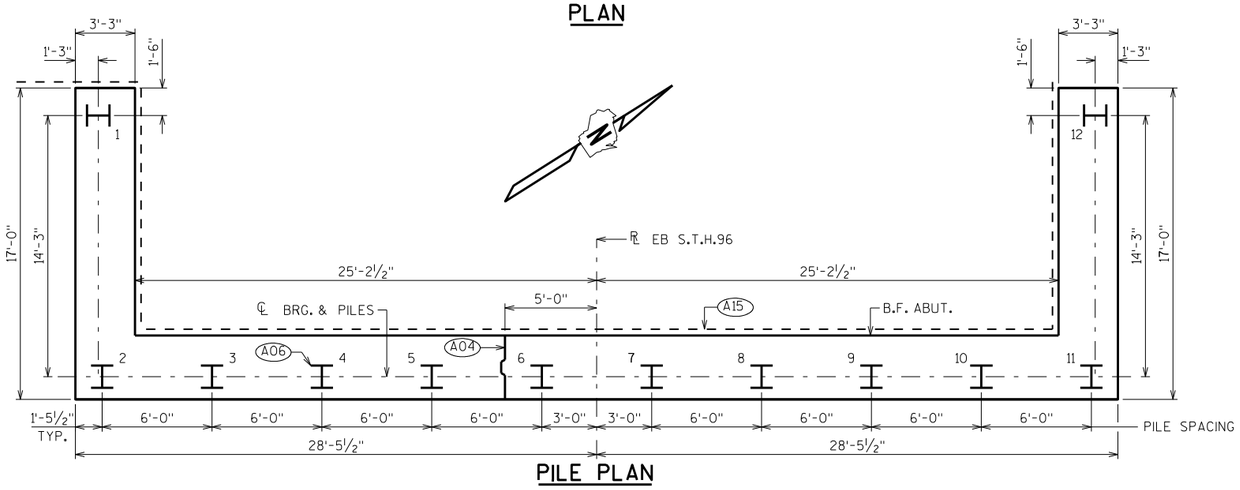
4075-28-71



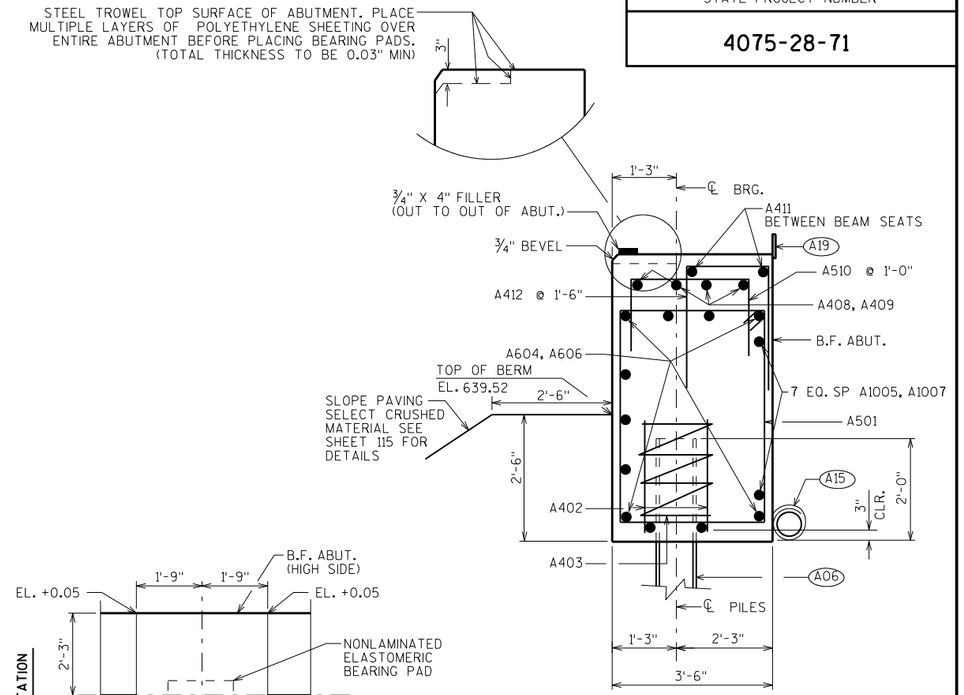

ELEVATION LOOKING WEST



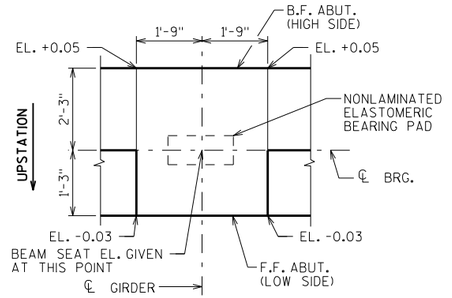

PLAN




PILE PLAN

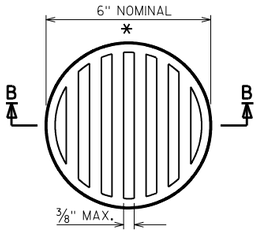



SECTION THRU BODY

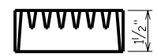



SLOPED BEAM SEAT DETAIL

(SHOWN AT INTERIOR GIRDER, EXTERIOR GIRDER SIMILAR)




RODENT SCREEN DETAIL




SECTION B-B

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SCREEN SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SCREEN TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH SHEET METAL SCREWS.

## NOTES

"CONCRETE STAINING" REQ'D ON ALL EXPOSED FACES OF ABUTMENTS AND WINGS TO 1'-0" BELOW FINISHED GROUNDLINE. FEDERAL COLOR NUMBER 33522.

(A04) VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2" × 8". ¾" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. FOR OPTIONAL DETAILS SEE SHEET 114.

(A06) SUPPORT ABUTMENT ON HP 12 × 53 STEEL PILING, ESTIMATED 100 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 220 TONS PER PILE AS DETERMINED BY MODIFIED GATES.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A18) ¾" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

WEST ABUTMENT

SHEET 10

407

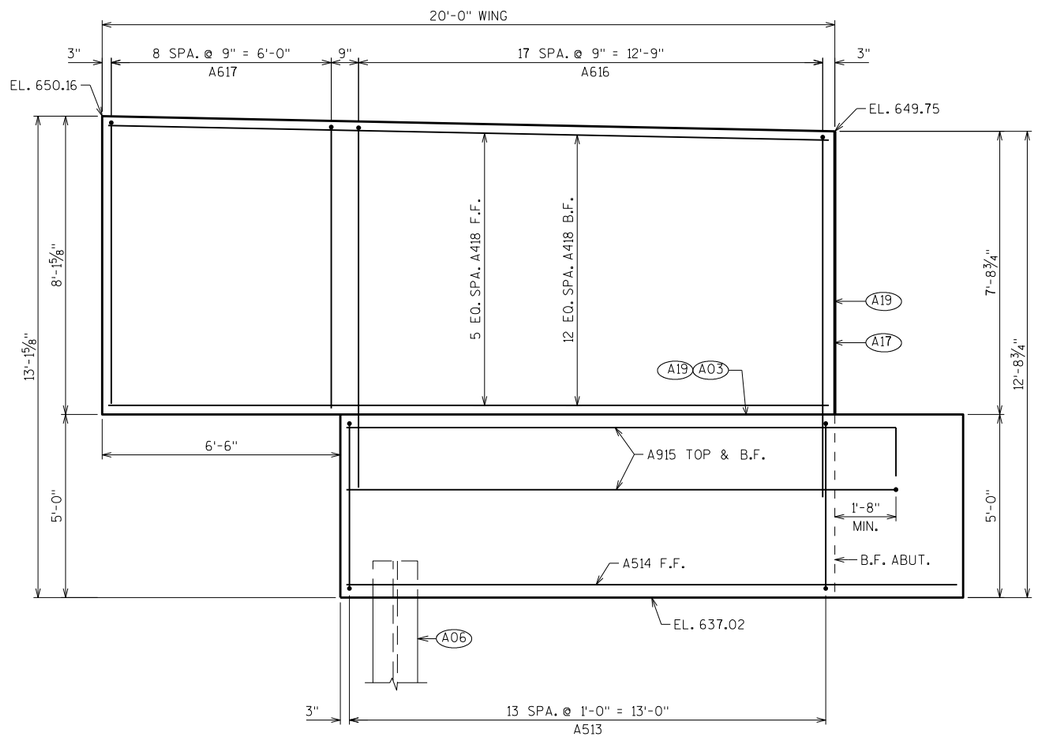
SCALE = 4.0

8

8

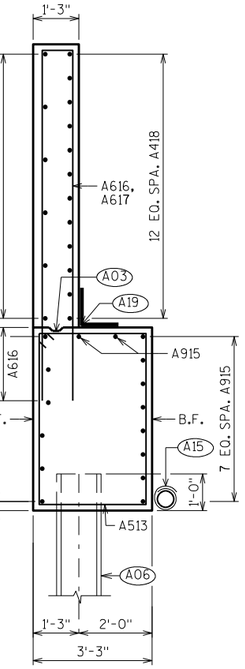
STATE PROJECT NUMBER

4075-28-71




## WING ELEVATION

SHOWING F.F. WING 1
WING 2 SIMILAR

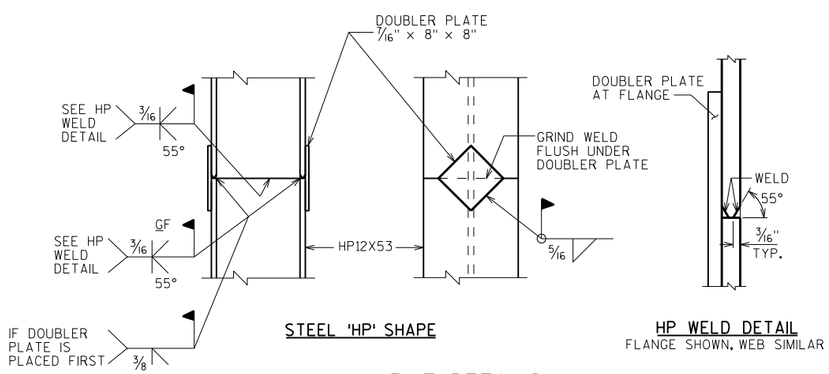



## WING SECTION

## BILL OF BARS

NOTE: THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| A501 | | 71 | 15'-7" | X | | BODY-STIRRUPS |
| A402 | | 20 | 2'-3" | | | PILES- 2 PER PILE |
| A403 | | 10 | 28-0" | X | | PILES- 1 PER PILE |
| A604 | | 11 | 26'-2" | | | BODY-HORIZONTAL |
| A1005 | | 8 | 31'-8" | X | | BODY-HORIZONTAL-B.F. |
| A606 | | 11 | 33'-3" | | | BODY-HORIZONTAL |
| A1007 | | 8 | 33'-7" | X | | BODY-HORIZONTAL-B.F. |
| A408 | | 4 | 2'-11" | | | BODY-HORZ. UNDER GIR. 4 |
| A409 | | 4 | 11'-0" | | | BODY-HORZ. UNDER GIR. 4 |
| A510 | | 12 | 5'-11" | X | | BODY-UNDER GIR. 4 |
| A411 | | 12 | 6'-7" | | | BODY-HORZ. EXT BTWN BEAM SEATS |
| A412 | | 24 | 4'-3" | X | | BODY-EXT. BTWN BEAM SEATS |
| A513 | X | 28 | 15'-5" | X | | WING-STIRRUP |
| A514 | X | 12 | 16'-8" | | | WING-HORIZONTAL-F.F |
| A915 | X | 20 | 16'-4" | X | | WING-HORIZONTAL-B.F. |
| A616 | X | 36 | 20'-3" | X | | WING-VERTICAL |
| A617 | X | 18 | 15'-11" | X | | WING-VERTICAL |
| A418 | X | 38 | 19'-8" | | | WING-HORIZONTAL |

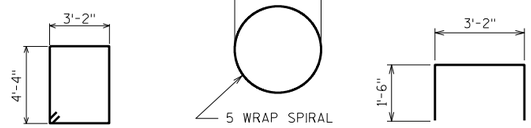



## STEEL 'HP' SHAPE

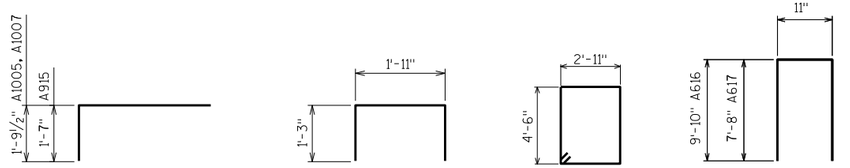
## HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR

## PILE DETAILS




## A501 — A403 — A510




## A1005, A1007, A915 — A412 — A513 — A616, A617

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 12 x 53 STEEL PILING, ESTIMATED 100 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 220 TONS PER PILE AS DETERMINED BY MODIFIED GATES.

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

WEST ABUTMENT DETAILS

SHEET 11

408

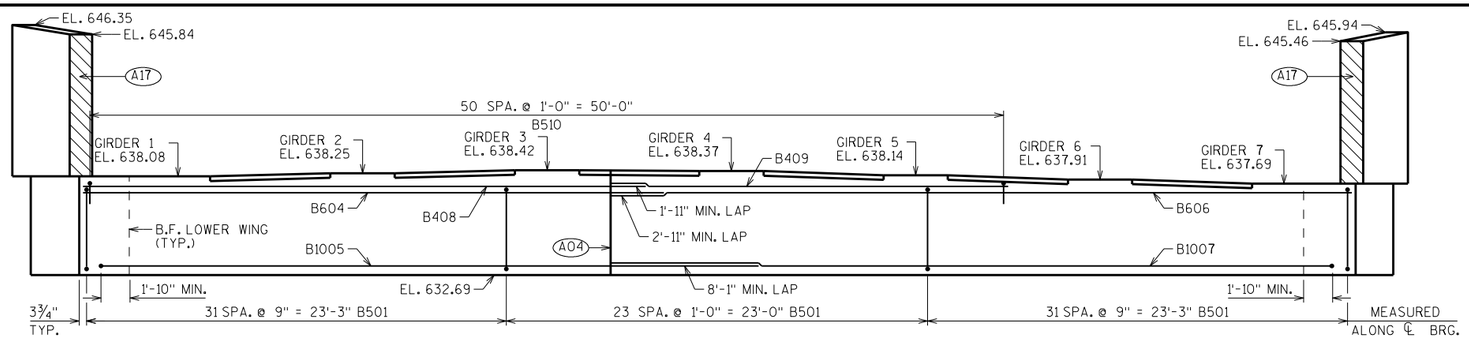
SCALE = 4.0

8

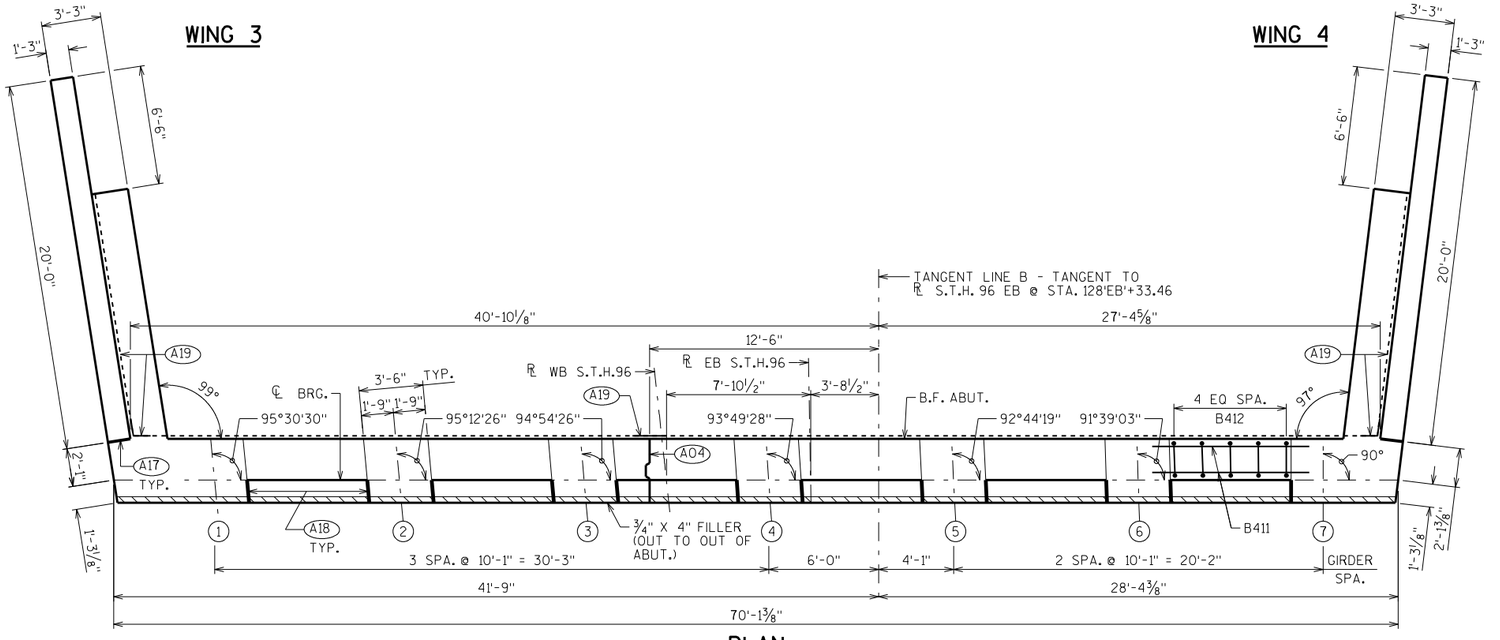
8

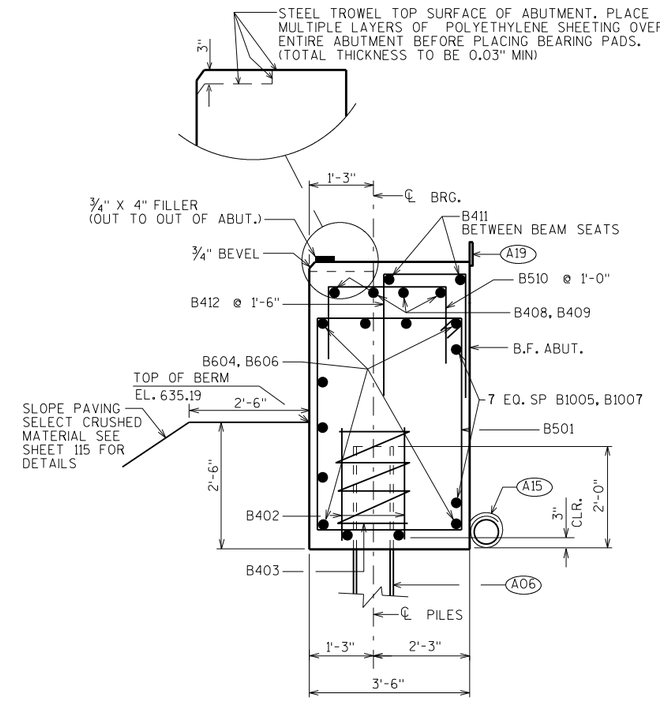
STATE PROJECT NUMBER

4075-28-71

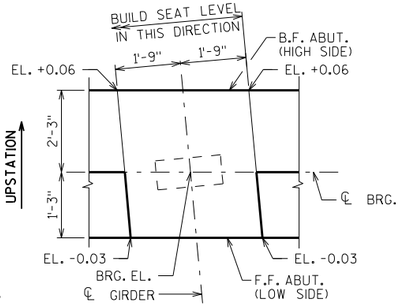



## ELEVATION LOOKING EAST




## SECTION THRU BODY




## SLOPED BEAM SEAT DETAIL

(SHOWN AT INTERIOR GIRDER, EXTERIOR GIRDER SIMILAR)

## NOTES

"CONCRETE STAINING" REQ'D ON ALL EXPOSED FACES OF ABUTMENTS AND WINGS TO 1'-0" BELOW FINISHED GROUNDLINE. FEDERAL COLOR NUMBER 33522.

(A04) VERT. CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2" x 8". ¾" "V" GROOVE @ THE FRONT FACE AND 18" R.M.W. @ BACKFACE. FOR OPTIONAL DETAILS SEE SHEET 114.

(A06) SUPPORT ABUTMENT ON HP 12 x 53 STEEL PILING, ESTIMATED 75 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 220 TONS PER PILE AS DETERMINED BY MODIFIED GATES.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A18) ¾" CORK FILLER UP VERT. BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

EAST ABUTMENT

SHEET 12

409

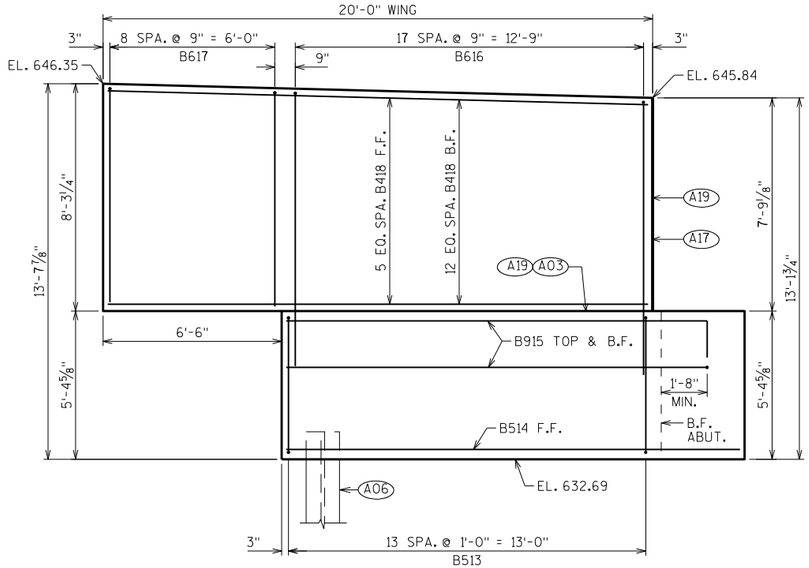
SCALE = 4.0

8

8

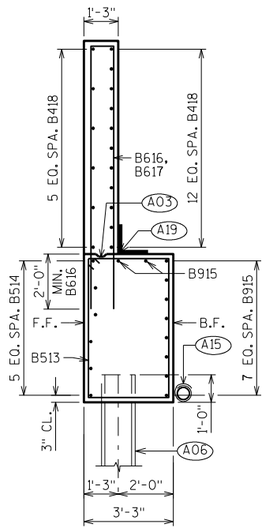
STATE PROJECT NUMBER

4075-28-71

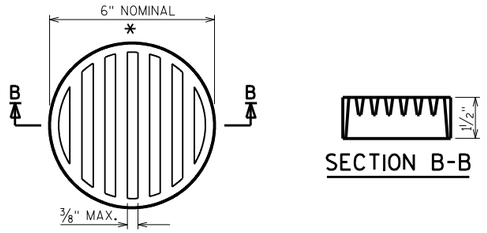



## WING 3 ELEVATION

SHOWING F.F. WING 3




## WING 3 SECTION




## RODENT SCREEN DETAIL




SECTION B-B

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

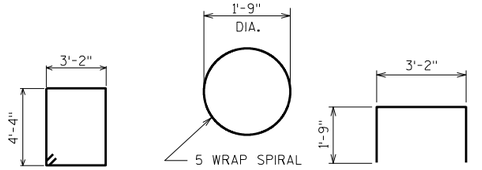
THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SCREEN SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SCREEN TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH SHEET METAL SCREWS.

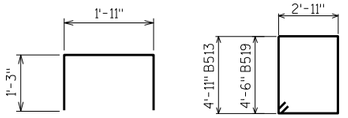
## BILL OF BARS

NOTE: THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE

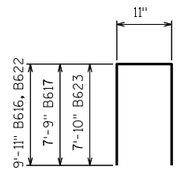
| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| B501 | | 86 | 15'-7" | X | | BODY-STIRRUPS |
| B402 | | 24 | 2'-3" | | | PILES- 2 PER PILE |
| B403 | | 12 | 28-0" | X | | PILES- 1 PER PILE |
| B604 | | 11 | 31'-9" | | | BODY-HORIZONTAL |
| B1005 | | 8 | 37'-9" | X | | BODY-HORIZONTAL-B.F. |
| B606 | | 11 | 40'-5" | | | BODY-HORIZONTAL |
| B1007 | | 8 | 41'-2" | X | | BODY-HORIZONTAL-B.F. |
| B408 | | 4 | 31'-3" | | | BODY-HORZ. UNDER GIRS. 1-3 |
| B409 | | 4 | 21'-9" | | | BODY-HORZ. UNDER GIRS. 4-5 |
| B510 | | 51 | 6'-5" | X | | BODY-UNDER GIRS. 1-5 |
| B411 | | 12 | 8'-8" | | | BODY-HORZ. EXT BTWN BEAM SEATS |
| B412 | | 30 | 4'-3" | X | | BODY-EXT. BTWN BEAM SEATS |
| B513 | X | 14 | 16'-3" | X | | WING 3-STIRRUP |
| B514 | X | 6 | 16'-6" | | | WING 3-HORIZONTAL-F.F |
| B915 | X | 10 | 16'-4" | X | | WING 3-HORIZONTAL-B.F. |
| B616 | X | 18 | 20'-5" | X | | WING 3-VERTICAL |
| B617 | X | 9 | 16'-1" | X | | WING 3-VERTICAL |
| B418 | X | 19 | 19'-8" | | | WING 3-HORIZONTAL |
| B519 | X | 14 | 15'-5" | X | | WING 4-STIRRUP |
| B520 | X | 6 | 16'-6" | | | WING 4-HORIZONTAL-F.F |
| B921 | X | 10 | 16'-4" | X | | WING 4-HORIZONTAL-B.F. |
| B622 | X | 18 | 20'-5" | X | | WING 4-VERTICAL |
| B623 | X | 9 | 16'-3" | X | | WING 4-VERTICAL |
| B424 | X | 19 | 19'-8" | | | WING 4-HORIZONTAL |



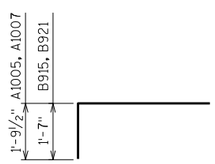

B501 B403 B510



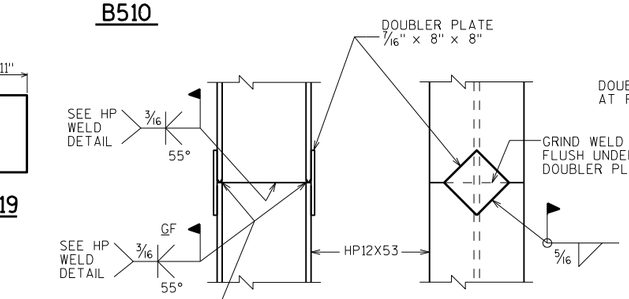

B412 B513, B519



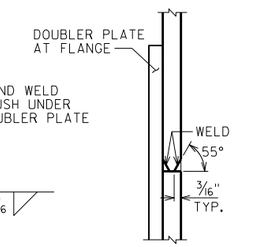

B616, B617, B622, B623




B1005, B1007, B915, B921

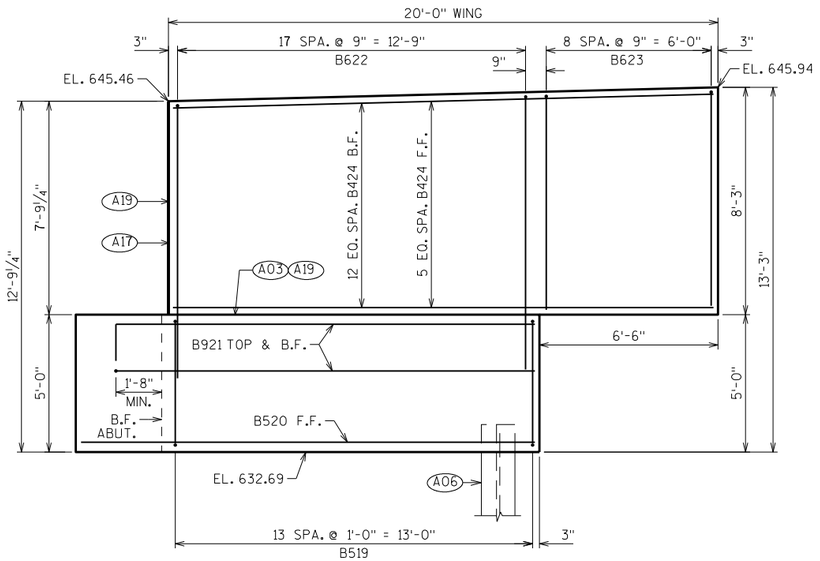



STEEL 'HP' SHAPE



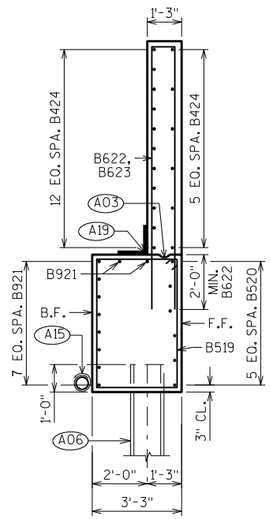

HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

## PILE DETAILS




## WING 4 ELEVATION

SHOWING F.F. WING 3




## WING 4 SECTION

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 12 x 53 STEEL PILING. ESTIMATED 75 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 220 TONS PER PILE AS DETERMINED BY MODIFIED GATES.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

EAST ABUTMENT DETAILS

SHEET 13

410

SCALE = 2.66

8

8

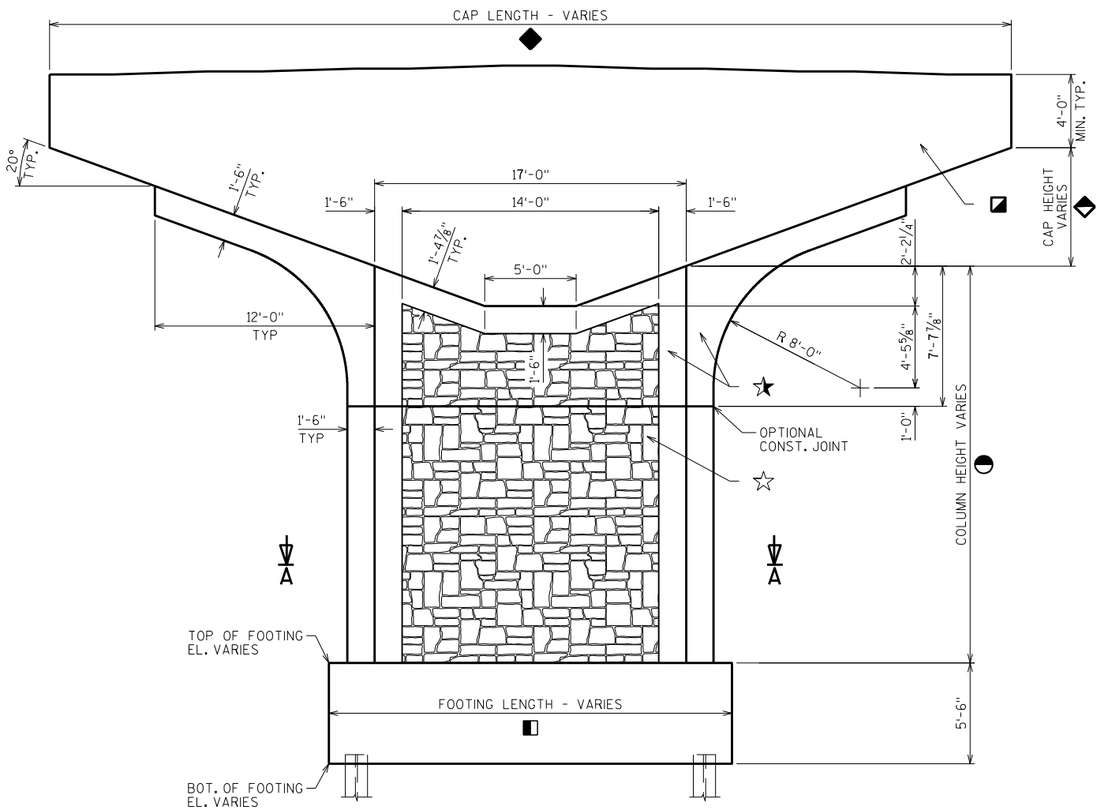
| STATE PROJECT NUMBER |
|---|
| 4075-28-71 |

## PIER NOTES

FORMLINER COURSING ON PIERS SHALL BE LEVEL.

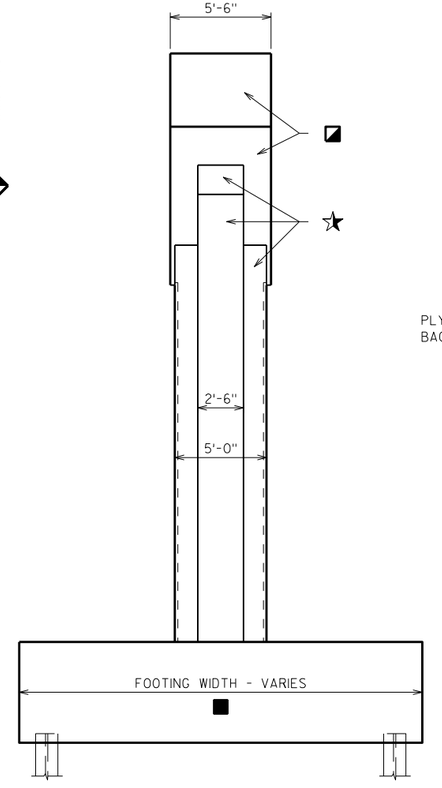
SPACE ADJACENT PORTIONS OF FORMLINER ON SLOPED FACE SO THAT COURSING IS ALIGNED VERTICALLY WITH COURSING ON VERTICAL FACE.

THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS CONSTRUCTION JOINTS.



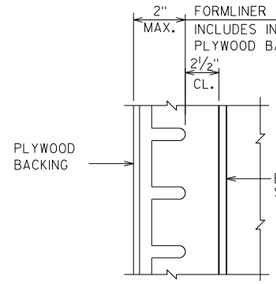

### ELEVATION

(LOOKING UPSTATION, SHOWING PIERS 1, 7-9 & 11-13)

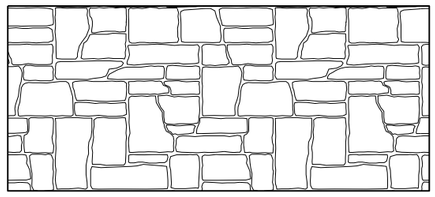



### SIDE ELEVATION

(SHOWING PIERS 1, 7-9 & 11-13)

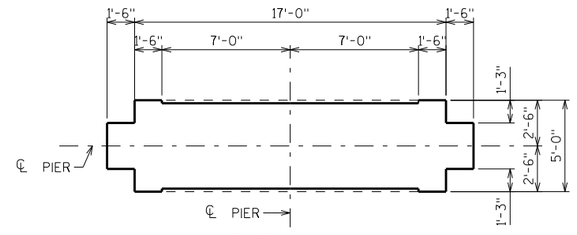



SECTION THRU FORMLINER

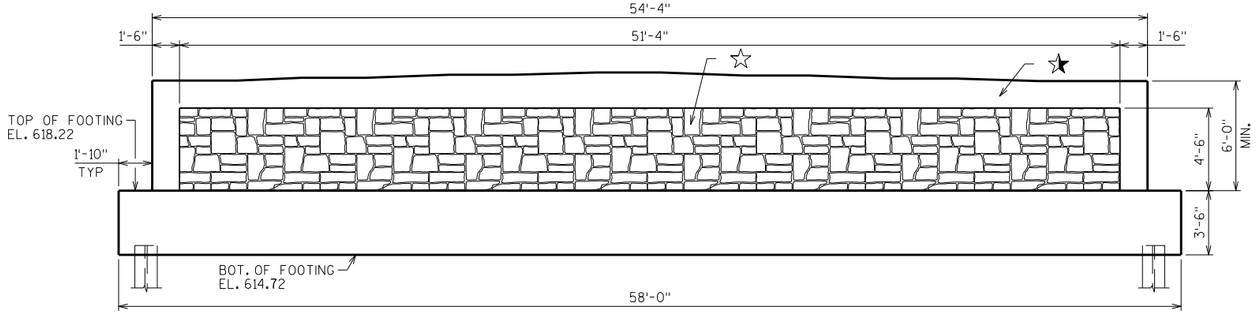


DRYSTACK STONE FORMLINER
FORMLINER THICKNESS = 3"
SIZE = 3" TO 36"
MAX. RELIEF = 1"

## FORMLINER DETAILS

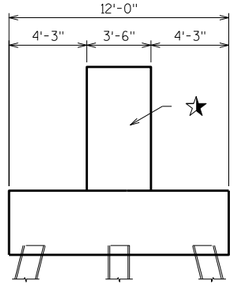



### SECTION A-A




### ELEVATION

(PIER 10, LOOKING UPSTATION)




### SIDE ELEVATION

(PIER 10)

| PIER | CAP LENGTH ◆ | CAP HEIGHT ◆ | COL. HEIGHT ◑ | FOOTING LENGTH ◧ | FOOTING WIDTH ■ |
|---|---|---|---|---|---|
| 1 | 52'-6" | 6'-5 1/2" | 13'-4 3/8" | 22'-0" | 22'-0" |
| 7 | 52'-6" | 6'-5 1/2" | 13'-9 3/4" | 22'-0" | 22'-0" |
| 8 | 52'-6" | 6'-5 1/2" | 10'-5 5/8" | 22'-0" | 22'-0" |
| 9 | 52'-6" | 6'-5 1/2" | 9'-0 1/8" | 22'-0" | 22'-0" |
| 11 | 62'-2" | 8'-2 5/8" | 19'-3 3/4" | 22'-0" | 22'-0" |
| 12 | 61'-0" | 8'-0" | 23'-6 5/8" | 25'-0" | 18'-0" |
| 13 | 55'-0" | 6'-11" | 26'-1 1/8" | 25'-0" | 21'-0" |

### LEGEND

☆ "ARCHITECTURAL SURFACE TREATMENT" AND "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 33522.

◪ "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 23430.

★ "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 33522.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER LAYOUT
1, 7 THRU 13

SHEET 14

411

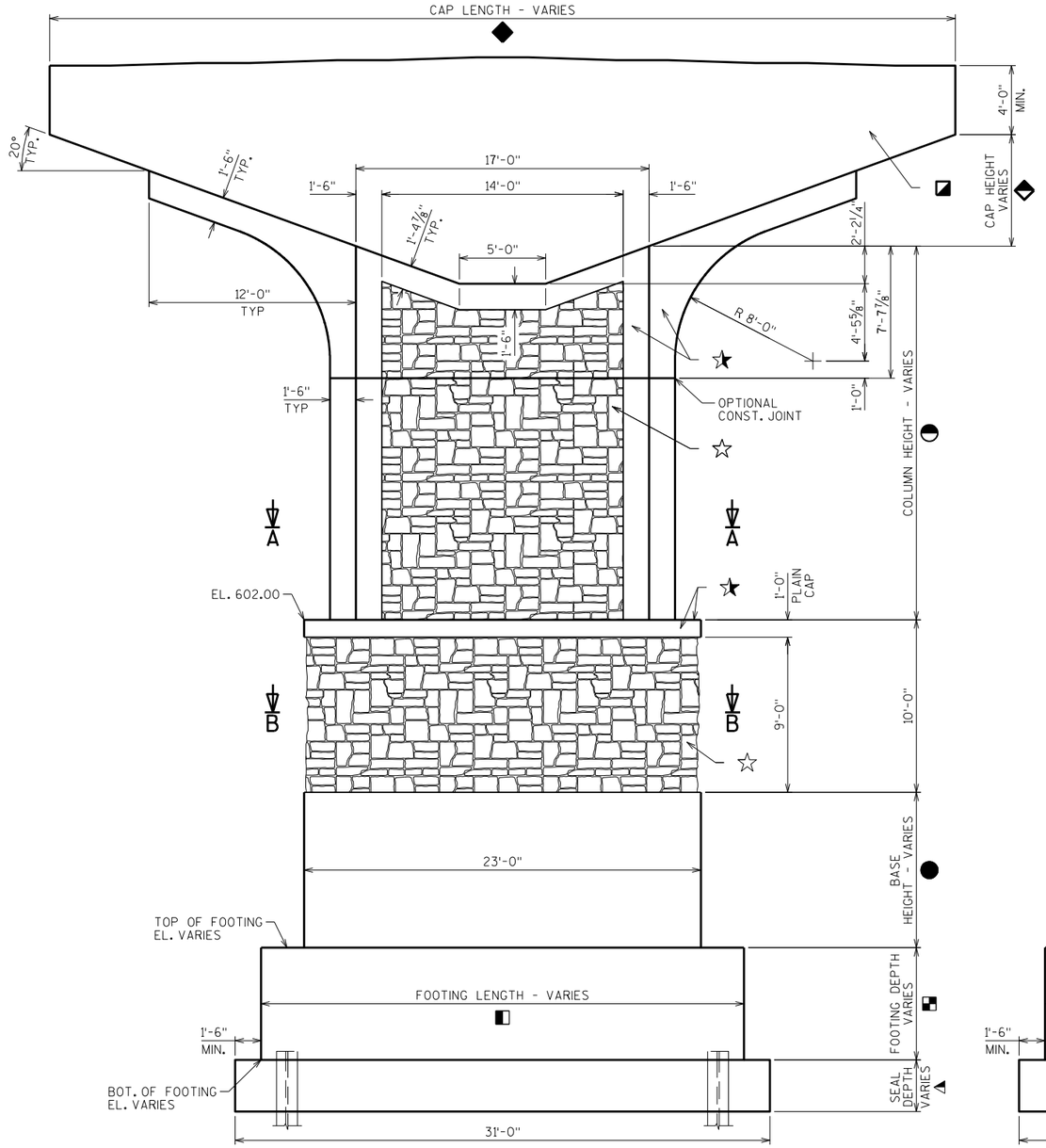
8

8

SCALE =

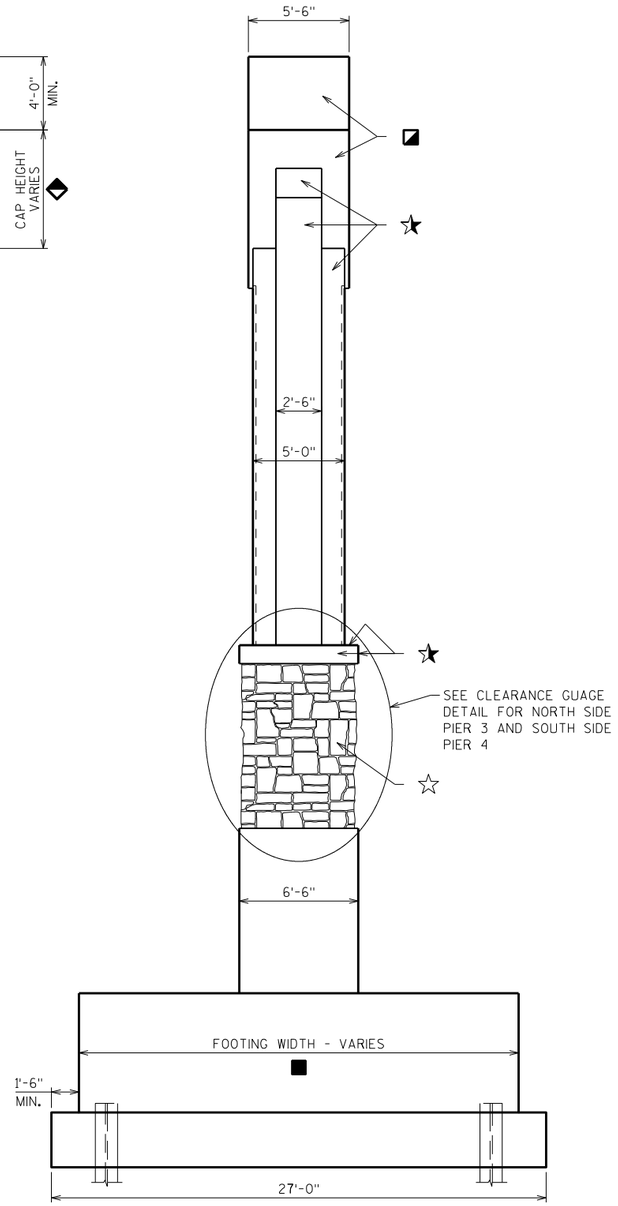
STATE PROJECT NUMBER

4075-28-71

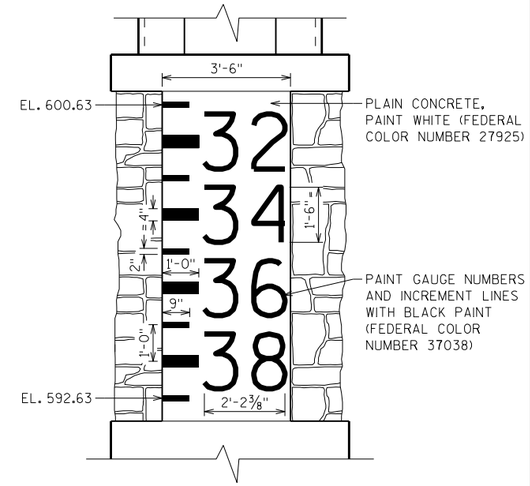



## ELEVATION

(LOOKING UPSTATION)




## SIDE ELEVATION

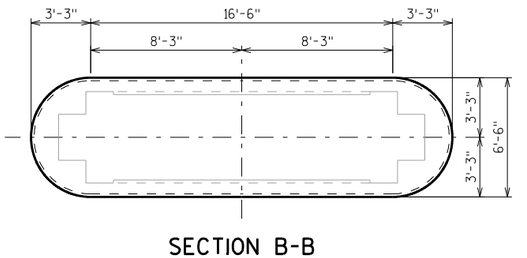



## CLEARANCE GAUGE DETAIL

(LOOKING SOUTH ON PIER 3, LOOKING NORTH ON PIER 4)




## SECTION A-A




## SECTION B-B

| PIER | CAP LENGTH ◆ | CAP HEIGHT ◆ | COL. HEIGHT ◑ | BASE HEIGHT ● | FOOTING LENGTH ◧ | FOOTING WIDTH ■ | FOOTING DEPTH ◪ | SEAL DEPTH ◭ |
|---|---|---|---|---|---|---|---|---|
| 2 | 52'-6" | 6'-5½" | 24'-9⅝" | 1'-0" | 25'-0" | 21'-0" | 4'-6" | 2'-0" |
| 3 | 52'-6" | 6'-5½" | 21'-7⅛" | 9'-0" | 28'-0" | 24'-0" | 6'-6" | 3'-0" |
| 4 | 61'-0" | 8'-0" | 17'-7⅛" | 4'-0" | 25'-0" | 18'-0" | 5'-6" | 2'-6" |
| 5 | 61'-0" | 8'-0" | 14'-5¼" | 2'-0" | 25'-0" | 18'-0" | 5'-6" | 2'-0" |
| 6 | 52'-6" | 6'-5½" | 12'-2⅜" | 1'-0" | 28'-0" | 24'-0" | 6'-6" | 2'-0" |

## LEGEND

☆ "ARCHITECTURAL SURFACE TREATMENT" AND "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 33522. FOR DETAILS SEE SHEET 14.

◪ "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 23430.

★ "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 33522.

## PIER NOTES

FORMLINER COURSING ON PIERS SHALL BE LEVEL.

THE FORMLINER COURSING ON ALL FACES OF EACH COLUMN SHALL BE VERTICALLY ALIGNED.

THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS CONSTRUCTION JOINTS.

WRAP FORMLINER AROUND BASE TO CREATE A CONTINUOUS PATTERN.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER LAYOUT 2 THRU 6

SHEET 15

412

8

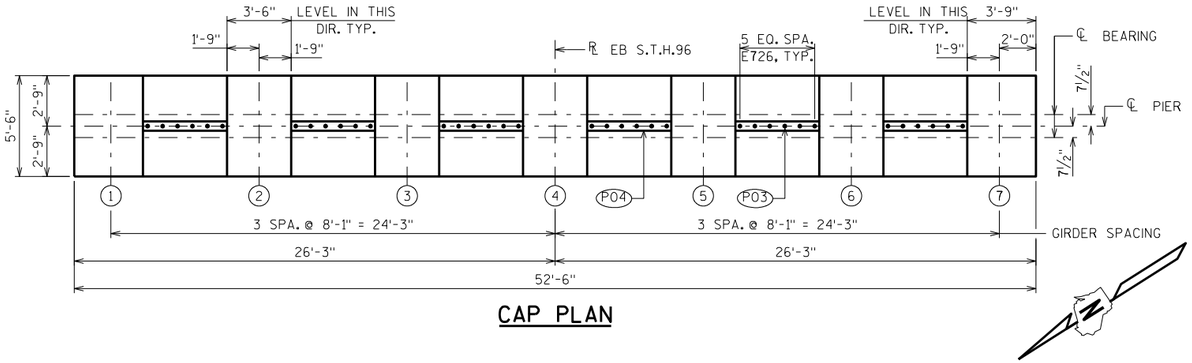
8

SCALE =

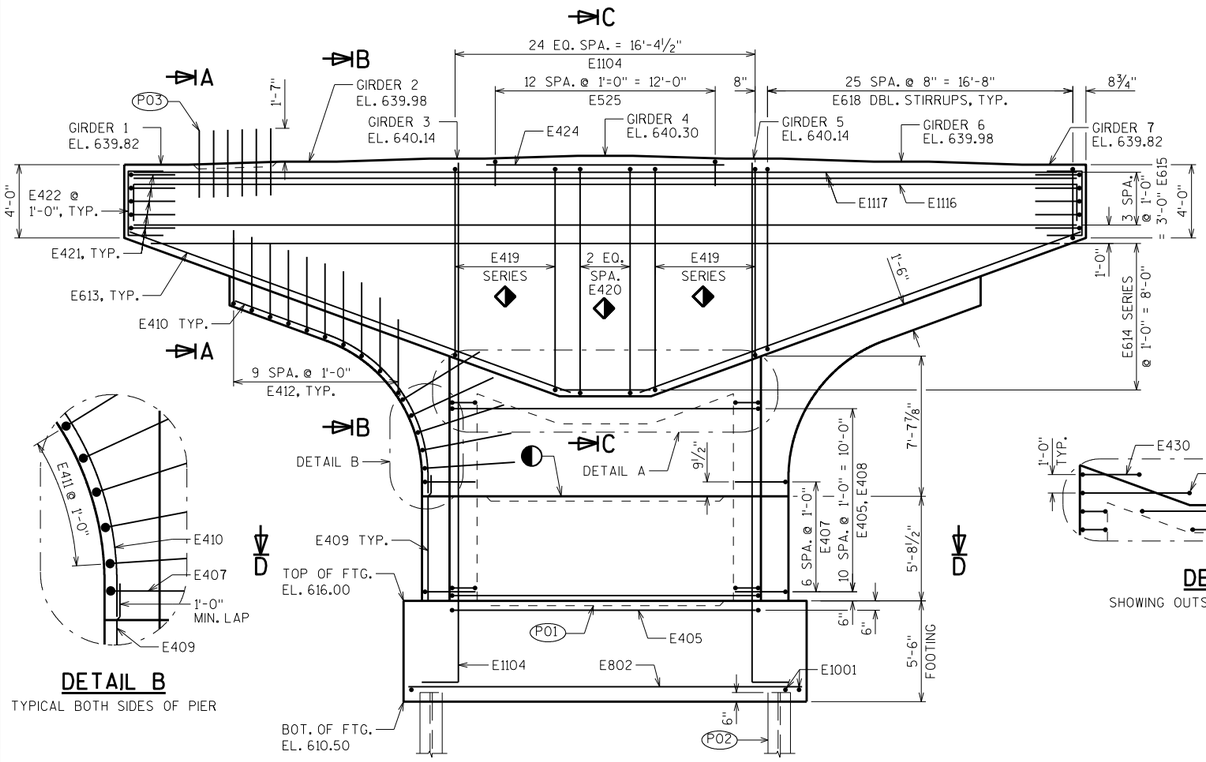
STATE PROJECT NUMBER

4075-28-71

NOTE:
SEE SHEET 14 FOR PIER LAYOUT



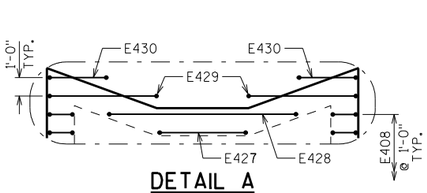

## CAP PLAN



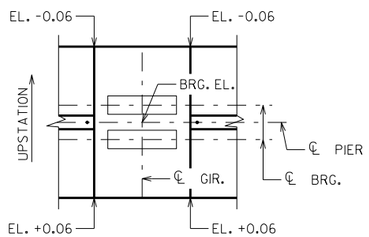

## ELEVATION
(LOOKING UPSTATION)



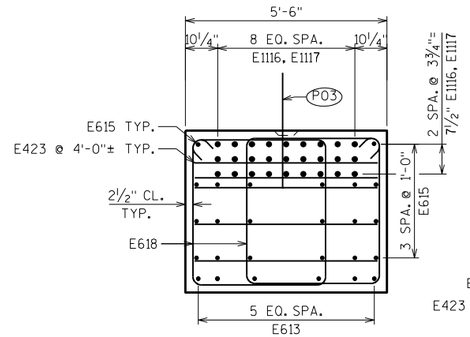

## DETAIL B
TYPICAL BOTH SIDES OF PIER



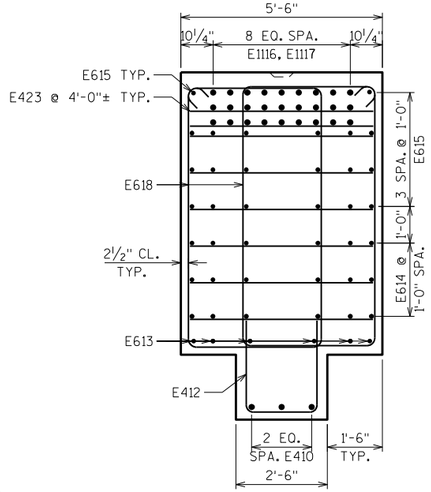

## DETAIL A
SHOWING OUTSIDE FACE REINFORCING



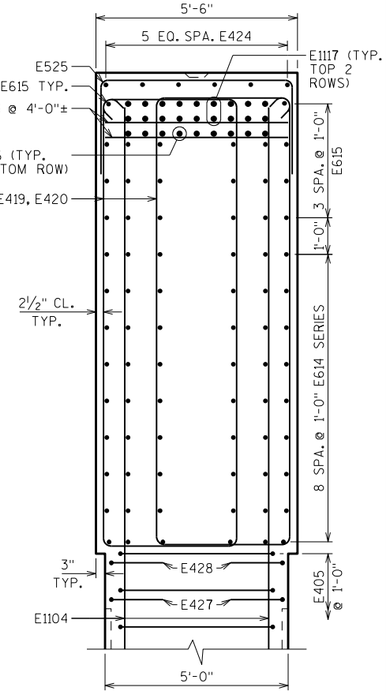

## SLOPED BEAM SEAT DETAILS



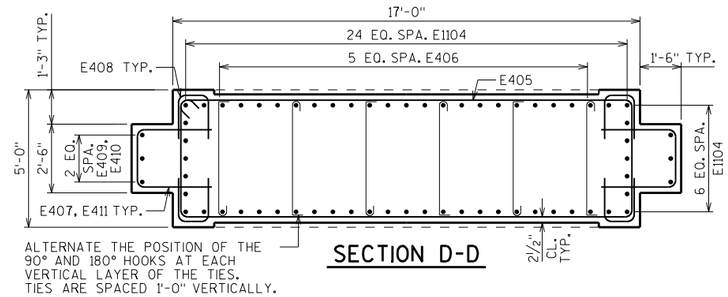

## SECTION A-A




## SECTION B-B




## SECTION C-C




## SECTION D-D

ALTERNATE THE POSITION OF THE 90° AND 180° HOOKS AT EACH VERTICAL LAYER OF THE TIES. TIES ARE SPACED 1'-0" VERTICALLY.

◆ DOUBLE STIRRUPS, TIE WITH EVERY OTHER E1104 COLUMN BAR

◐ OPTIONAL KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 4" DEEP X 1'-10" WIDE X 13'-0" LONG.

(P01) KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 4" DEEP X 1'-10" WIDE X 13'-0" LONG. EXPOSED EDGES OF CONST. JOINT SHALL BE FLUSH AND NOT BEVELED.

(P02) SUPPORT PIER ON HP 12 X 53 STEEL PILING, ESTIMATED 70 FEET LONG, & WITH A REQ'D DRIVING RESISTANCE OF 170 TONS PER PILE AS DETERMINED BY MODIFIED GATES.

(P03) E726 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-7" INTO CONC.)

(P04) KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6" BETWEEN BEAM SEATS.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER 1

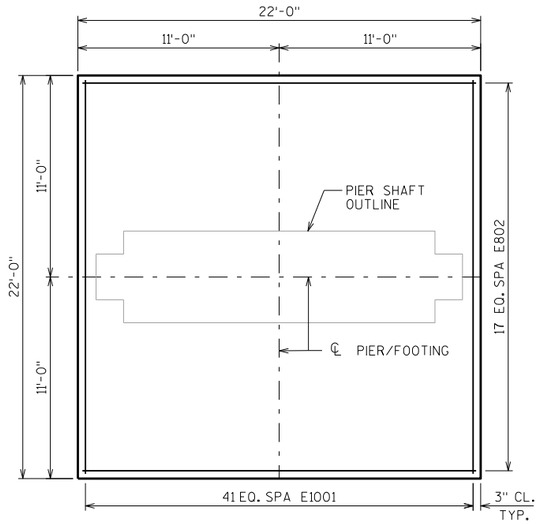
SHEET 16

413

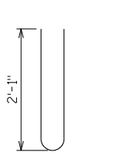
SCALE = 4.0

STATE PROJECT NUMBER

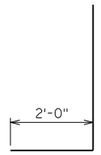
4075-28-71



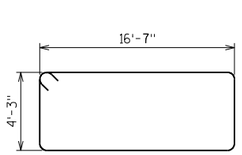

FOOTING PLAN




E603




E1104

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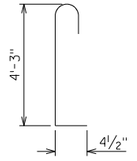


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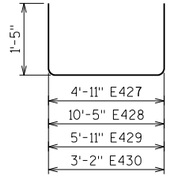
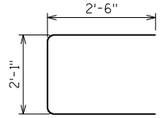



E427, E428, E429, E430

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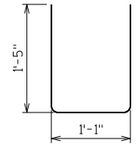


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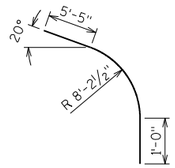


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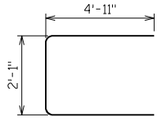
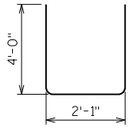



E411




E412

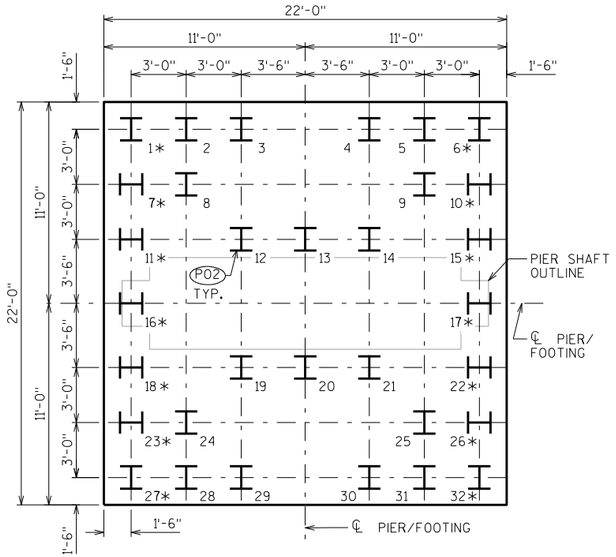
E1116

## BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

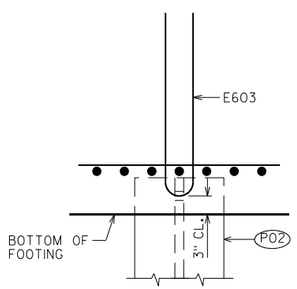
| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| E1001 | | 42 | 21'-6" | | | FOOTING HORIZ. |
| E802 | | 18 | 21'-6" | | | FOOTING HORIZ. |
| E603 | | 28 | 4'-4" | X | | PILE UPLIFT CONNECTION |
| E1104 | X | 60 | 30'-4" | X | | COLUMN VERT. |
| E405 | X | 12 | 42'-1" | X | | COLUMN STIRRUPS |
| E406 | X | 72 | 5'-1" | X | | COLUMN TIES |
| E407 | X | 14 | 6'-11" | X | | COLUMN U BARS |
| E408 | X | 44 | 3'-9" | X | | COLUMN U BARS |
| E409 | X | 6 | 6'-11" | | | COLUMN VERT. EXT. |
| E410 | X | 6 | 16'-5" | X | | CAP CURVE |
| E411 | X | 10 | 11'-9" | X | | CURVE U BARS |
| E412 | X | 20 | 9'-11" | X | | CURVE U BARS |
| E613 | X | 12 | 25'-1" | | | CAP BOTTOM |
| E614 | X | 54 | 27'-6" | | X | CAP HORIZ. ⚠ |
| E615 | X | 20 | 52'-1" | | | CAP HORIZ. |
| E1116 | X | 9 | 55'-4" | X | | CAP TOP |
| E1117 | X | 18 | 52'-1" | | | CAP TOP |
| E618 | X | 104 | 21'-5" | X | X | CAP STIRRUPS ⚠ |
| E419 | X | 20 | 29'-8" | X | X | CAP STIRRUPS ⚠ |
| E420 | X | 6 | 31'-10 | X | | CAP STIRRUPS |
| E421 | X | 10 | 7'-7" | X | | CAP U BARS HORIZ. |
| E422 | X | 12 | 5'-5" | X | | CAP U BARS VERT. |
| E423 | X | 78 | 4'-0" | | | CAP TOP SUPPORT BARS |
| E424 | X | 6 | 13'-0" | | | CAP HORIZ. TOP |
| E525 | X | 13 | 7'-5" | X | | CAP U BARS TOP |
| E726 | X | 36 | 3'-2" | | | CAP DOWELS |
| E427 | X | 2 | 7'-7" | X | | COLUMN TOP EXTERIOR |
| E428 | X | 2 | 13'-1" | X | | COLUMN TOP EXTERIOR |
| E429 | X | 4 | 8'-7" | X | | COLUMN TOP EXTERIOR |
| E430 | X | 4 | 5'-10" | X | | COLUMN TOP EXTERIOR |

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.



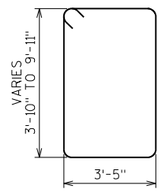

PILE PLAN

* UPLIFT CONNECTION REQUIRED AT THIS PILE. SEE DETAIL THIS SHEET

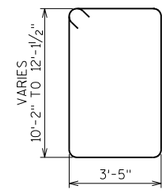



UPLIFT CONNECTION DETAIL

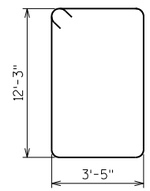
PLACE E603 BARS IN 1¼" HOLES BURNED INTO PILE WEB. USE 2 BARS AT EACH UPLIFT PILE.




E618




E419

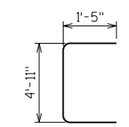



E420

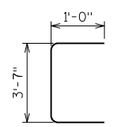
## BAR SERIES TABLE

| MARK | NO. REQD. | LENGTH |
|---|---|---|
| E614 | 6 SERIES OF 9 | 5'-6" TO 49'-6" |
| E618 | 4 SERIES OF 26 | 15'-4" TO 27'-6" |
| E419 | 4 SERIES OF 5 | 27'-8" TO 31'-7" |

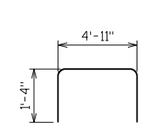
BUNDLE AND TAG EACH SERIES SEPARATELY.




E421




E422




E525

P02 SUPPORT PIER ON HP 12 X 53 STEEL PILING, ESTIMATED 70 FEET LONG. & WITH A REQ'D DRIVING RESISTANCE OF 170 TONS PER PILE AS DETERMINED BY MODIFIED GATES.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER 1 DETAILS

SHEET 17

414

SCALE = 4.0

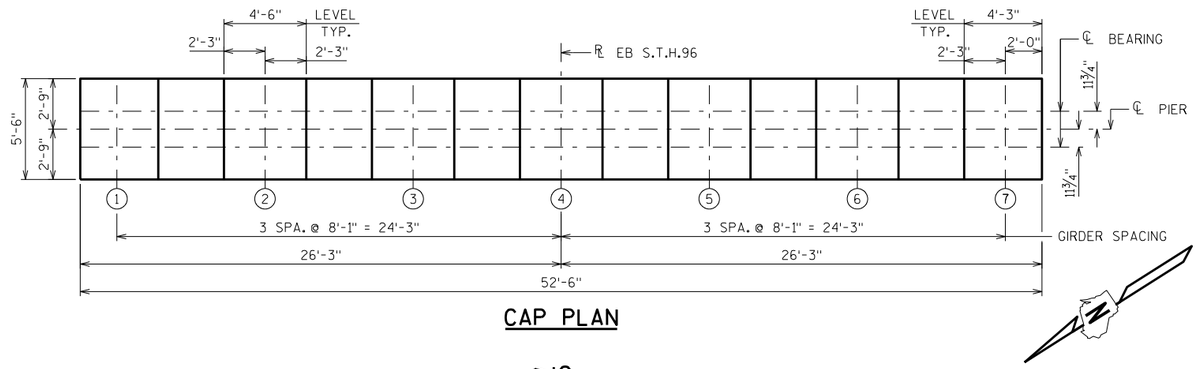
8

8

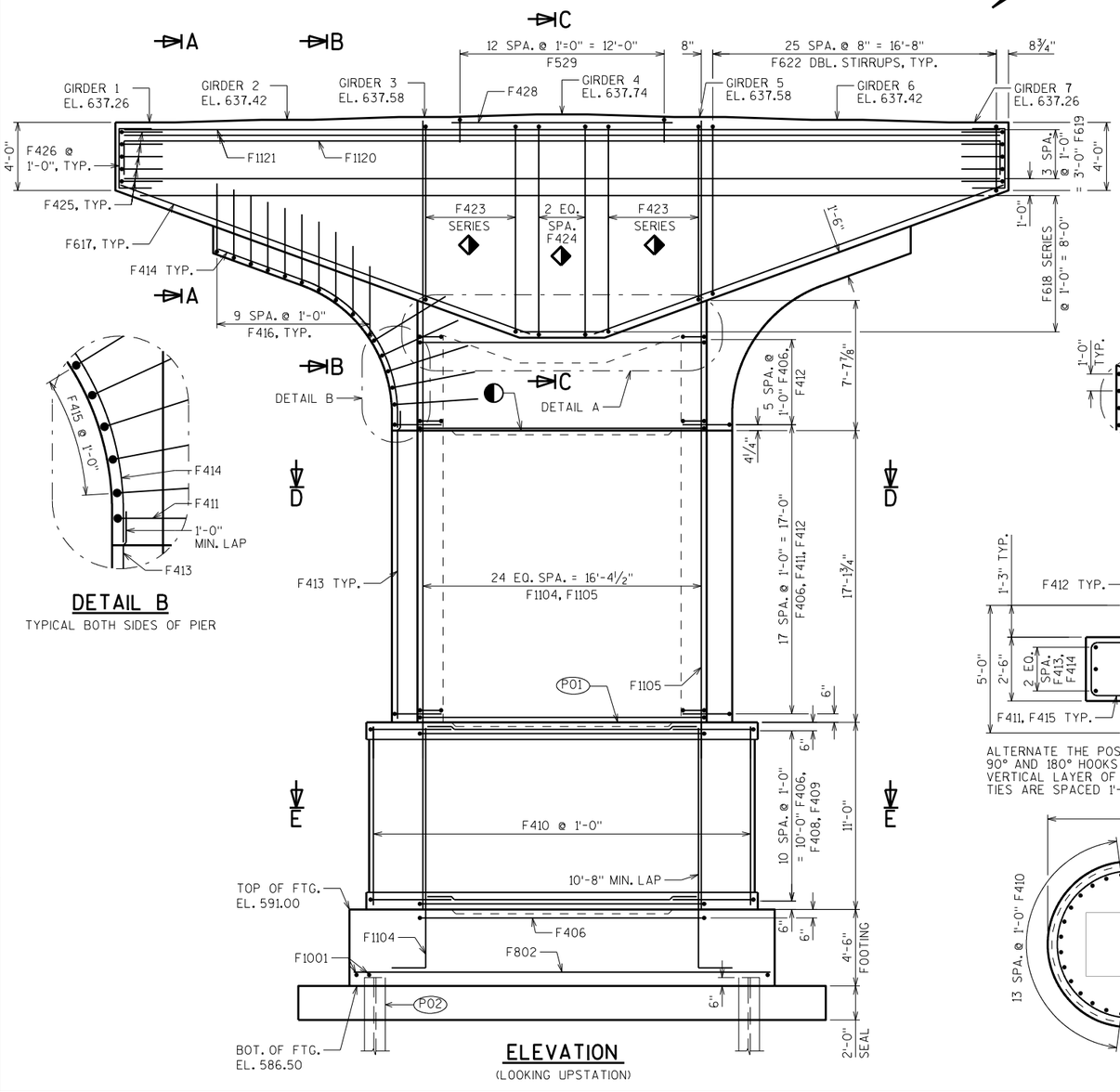
STATE PROJECT NUMBER

4075-28-71

NOTE:
SEE SHEET 15 FOR PIER LAYOUT



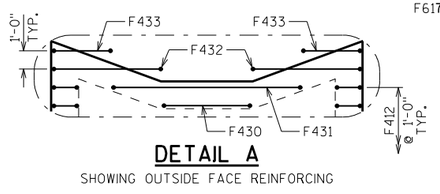

CAP PLAN



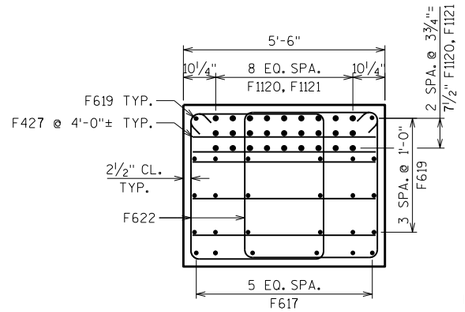

ELEVATION
(LOOKING UPSTATION)



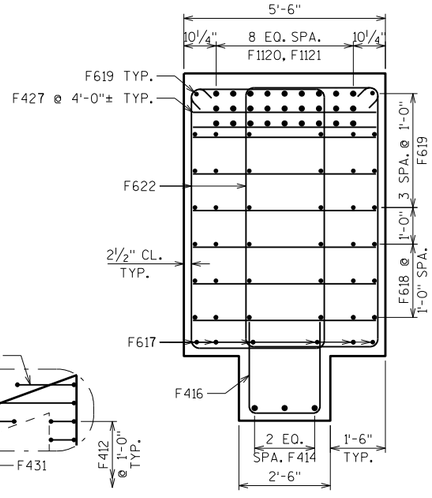

DETAIL B
TYPICAL BOTH SIDES OF PIER



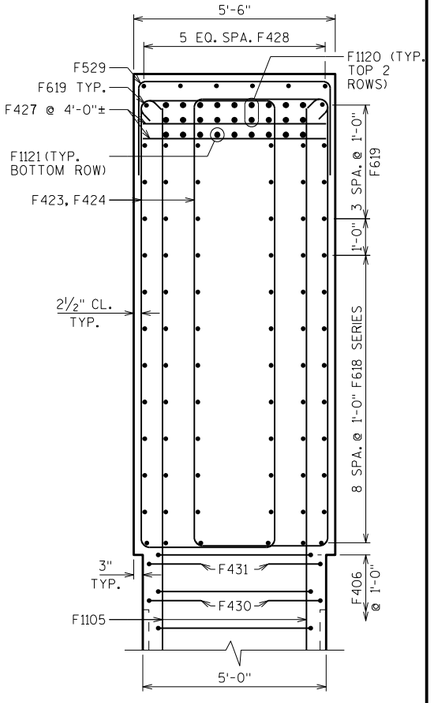

DETAIL A
SHOWING OUTSIDE FACE REINFORCING



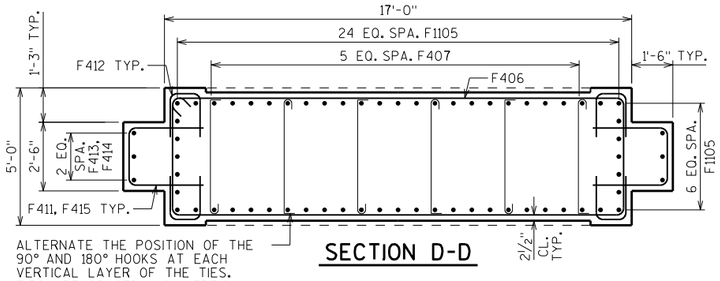

SECTION A-A




SECTION B-B

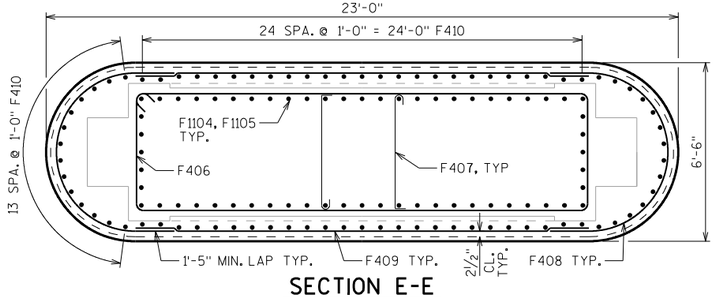



SECTION C-C




ALTERNATE THE POSITION OF THE 90° AND 180° HOOKS AT EACH VERTICAL LAYER OF THE TIES. TIES ARE SPACED 1'-0" VERTICALLY.

SECTION D-D




SECTION E-E

◆ DOUBLE STIRRUPS, TIE WITH EVERY OTHER F1105 COLUMN BAR

◐ OPTIONAL KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 4" DEEP X 1'-10" WIDE X 13'-0" LONG.

(P01) KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 4" DEEP X 1'-10" WIDE X 13'-0" LONG. EXPOSED EDGES OF CONST. JOINT SHALL BE FLUSH AND NOT BEVELED.

(P02) SUPPORT PIER ON HP 12 X 53 STEEL PILING, ESTIMATED 45 FEET LONG. & WITH A REQ'D DRIVING RESISTANCE OF 150 TONS PER PILE AS DETERMINED BY MODIFIED GATES.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER 2

SHEET 18

415

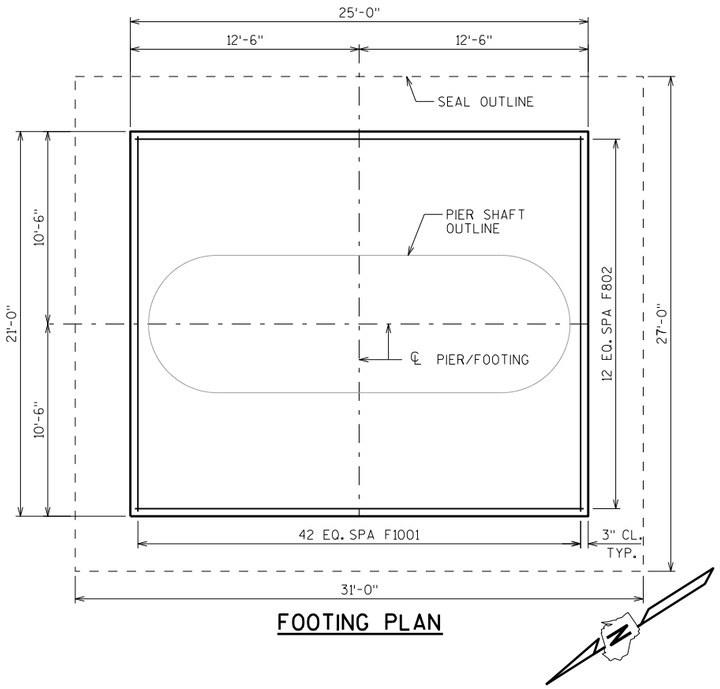
SCALE = 4.0

8

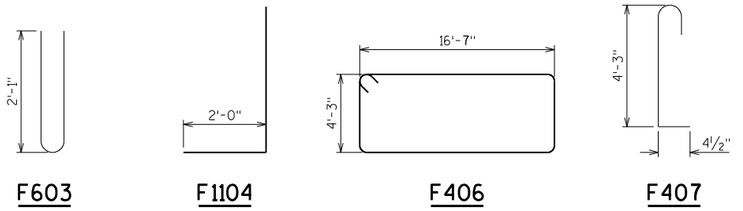
8

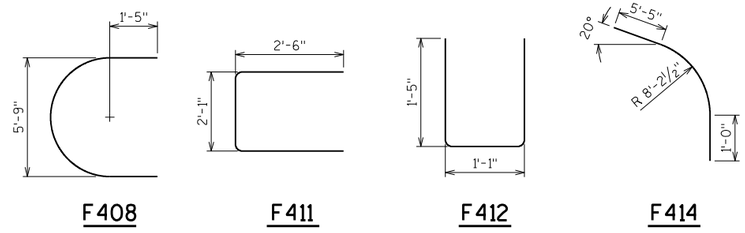
STATE PROJECT NUMBER

4075-28-71




FOOTING PLAN



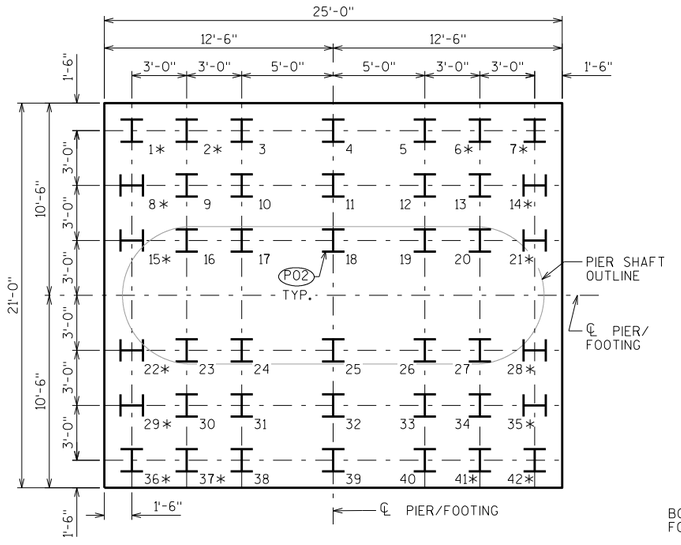




## BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

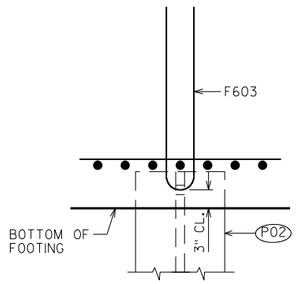
| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| F1001 | | 43 | 20'-6" | | | FOOTING HORIZ. |
| F802 | | 13 | 24'-6" | | | FOOTING HORIZ. |
| F603 | | 32 | 4'-4" | X | | PILE UPLIFT CONNECTION |
| F1104 | X | 60 | 16'-4" | X | | COLUMN VERT. BOT. |
| F1105 | X | 60 | 46'-4" | | | COLUMN VERT. TOP |
| F406 | X | 35 | 42'-1" | X | | COLUMN STIRRUPS |
| F407 | X | 210 | 5'-1" | X | | COLUMN TIES |
| F408 | X | 22 | 11'-11 | X | | COLUMN HORIZ. |
| F409 | X | 22 | 16'-6" | | | COLUMN HORIZ. |
| F410 | X | 78 | 10'-9" | | | COLUMN VERT. BOT. |
| F411 | X | 36 | 6'-11" | X | | COLUMN U BARS |
| F412 | X | 92 | 3'-9" | X | | COLUMN U BARS |
| F413 | X | 6 | 18'-3" | | | COLUMN VERT. EXT. |
| F414 | X | 6 | 16'-5" | X | | CAP CURVE |
| F415 | X | 10 | 11'-9" | X | | CURVE U BARS |
| F416 | X | 20 | 9'-11" | X | | CURVE U BARS |
| F617 | X | 12 | 25'-1" | | | CAP BOTTOM |
| F618 | X | 54 | 27'-6" | | X | CAP HORIZ. ⚠ |
| F619 | X | 20 | 52'-1" | | | CAP HORIZ. |
| F1120 | X | 9 | 55'-4" | X | | CAP TOP |
| F1121 | X | 18 | 52'-1" | | | CAP TOP |
| F622 | X | 104 | 21'-5" | X | X | CAP STIRRUPS ⚠ |
| F423 | X | 20 | 29'-8" | X | X | CAP STIRRUPS ⚠ |
| F424 | X | 6 | 31'-10 | X | | CAP STIRRUPS |
| F425 | X | 10 | 7'-7" | X | | CAP U BARS HORIZ. |
| F426 | X | 12 | 5'-5" | X | | CAP U BARS VERT. |
| F427 | X | 78 | 4'-0" | | | CAP TOP SUPPORT BARS |
| F428 | X | 6 | 13'-0" | | | CAP HORIZ. TOP |
| F529 | X | 13 | 7'-5" | X | | CAP U BARS TOP |
| F430 | X | 2 | 7'-7" | X | | COLUMN TOP EXTERIOR |
| F431 | X | 2 | 13'-1" | X | | COLUMN TOP EXTERIOR |
| F432 | X | 4 | 8'-7" | X | | COLUMN TOP EXTERIOR |
| F433 | X | 4 | 5'-10" | X | | COLUMN TOP EXTERIOR |

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.



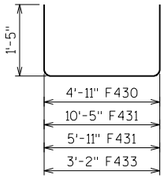

PILE PLAN

* UPLIFT CONNECTION REQUIRED AT THIS PILE. SEE DETAIL THIS SHEET

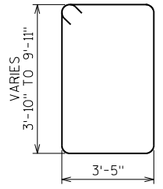



UPLIFT CONNECTION DETAIL

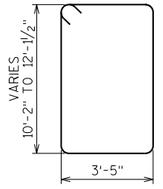
PLACE F603 BARS IN 1¼" HOLES BURNED INTO PILE WEB. USE 2 BARS AT EACH UPLIFT PILE.



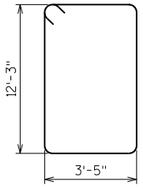

F430, F431, F432, F433




F622




F423

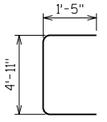



F424

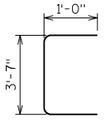
## BAR SERIES TABLE

| MARK | NO. REQD. | LENGTH |
|---|---|---|
| F618 | 6 SERIES OF 9 | 5'-6" TO 49'-6" |
| F622 | 4 SERIES OF 26 | 15'-4" TO 27'-6" |
| F423 | 4 SERIES OF 5 | 27'-8" TO 31'-7" |

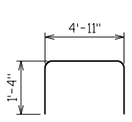
BUNDLE AND TAG EACH SERIES SEPARATELY.




F425




F426




F529

(P02) SUPPORT PIER ON HP 12 X 53 STEEL PILING, ESTIMATED 45 FEET LONG. & WITH A REQ'D DRIVING RESISTANCE OF 150 TONS PER PILE AS DETERMINED BY MODIFIED GATES.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER 2 DETAILS

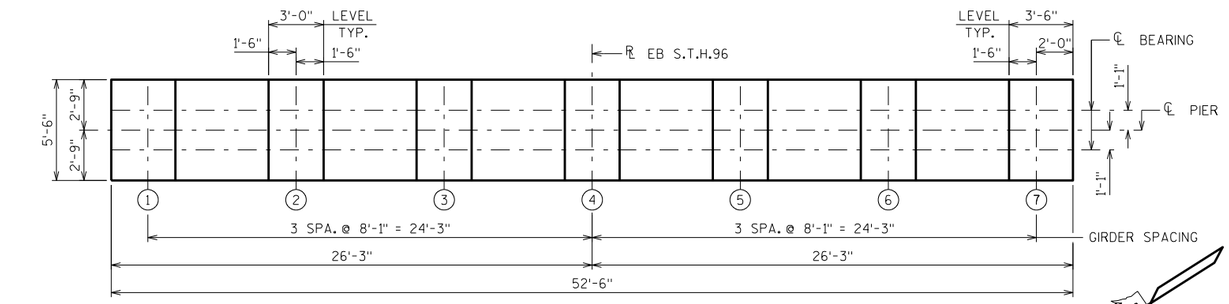
SHEET 19

416

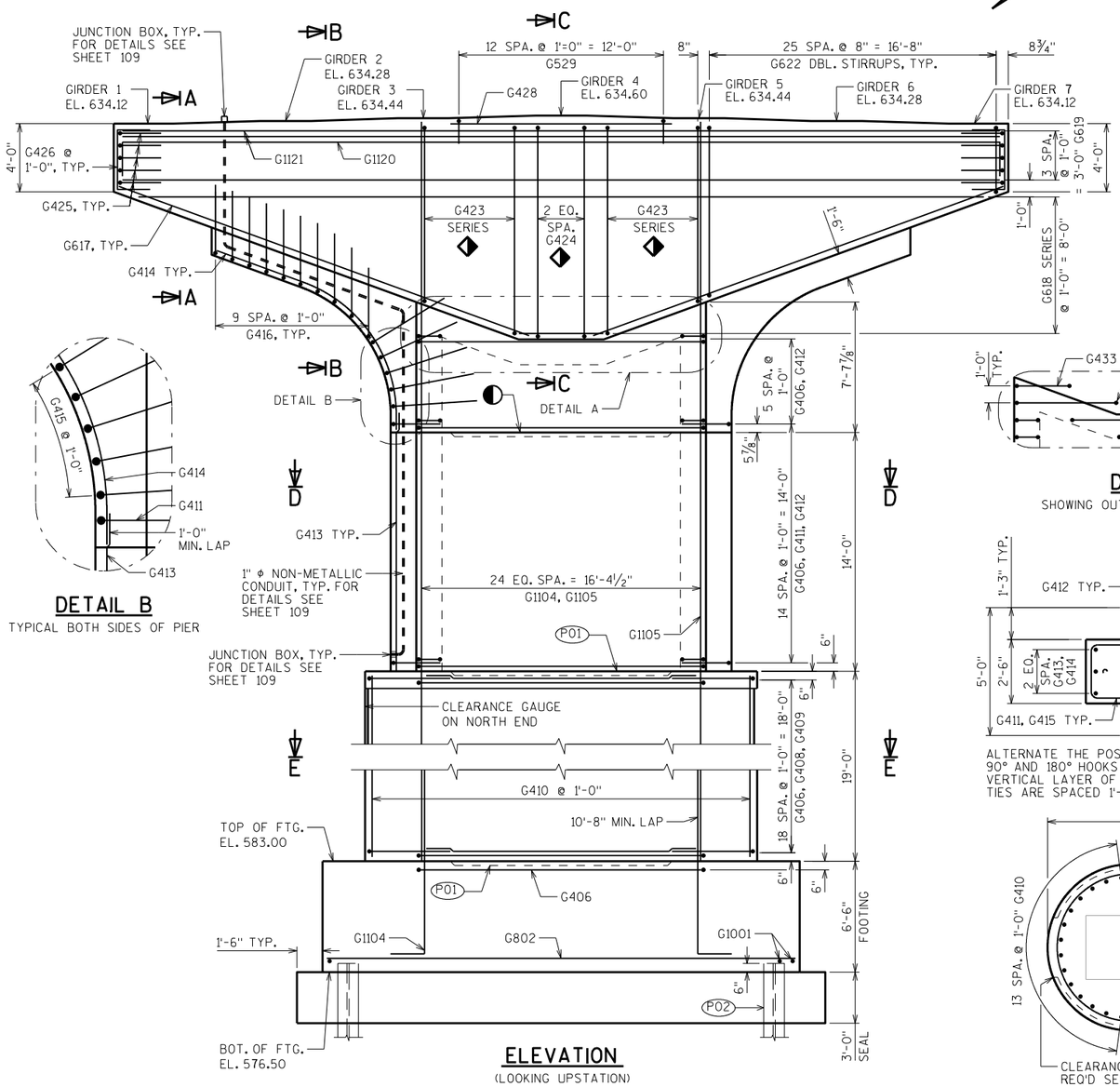
SCALE = 4.0

8

8




## CAP PLAN



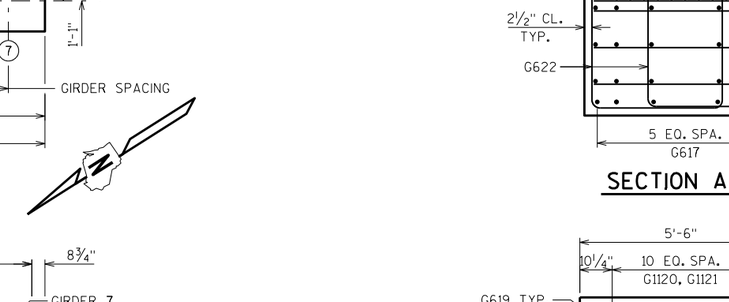

## ELEVATION
(LOOKING UPSTATION)




## DETAIL B
TYPICAL BOTH SIDES OF PIER

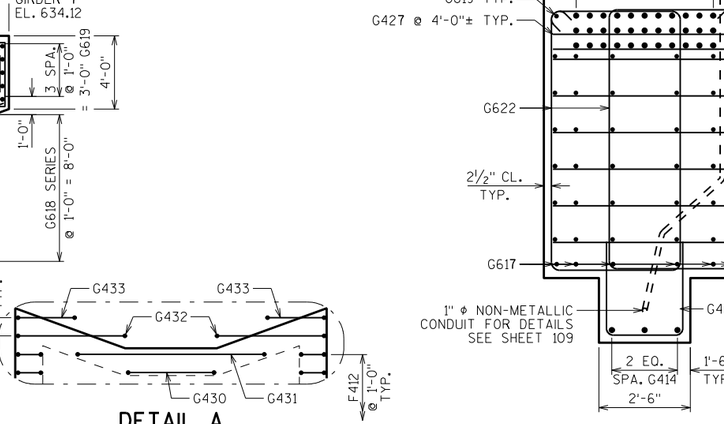



## DETAIL A
SHOWING OUTSIDE FACE REINFORCING

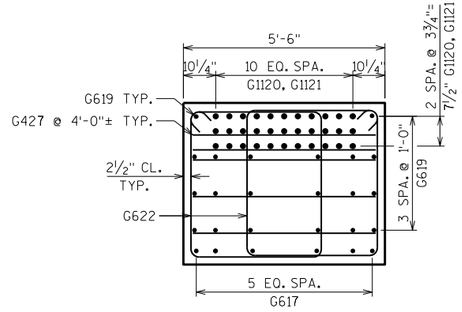



ALTERNATE THE POSITION OF THE 90° AND 180° HOOKS AT EACH VERTICAL LAYER OF THE TIES. TIES ARE SPACED 1'-0" VERTICALLY.

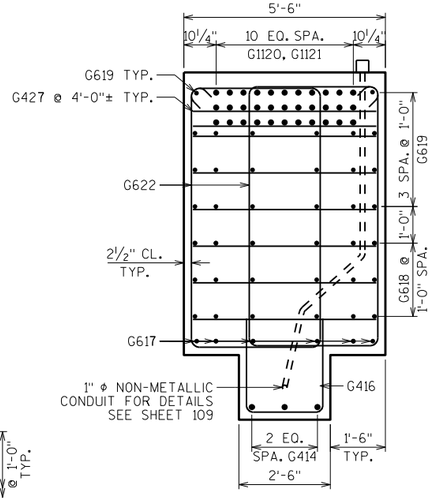
## SECTION D-D



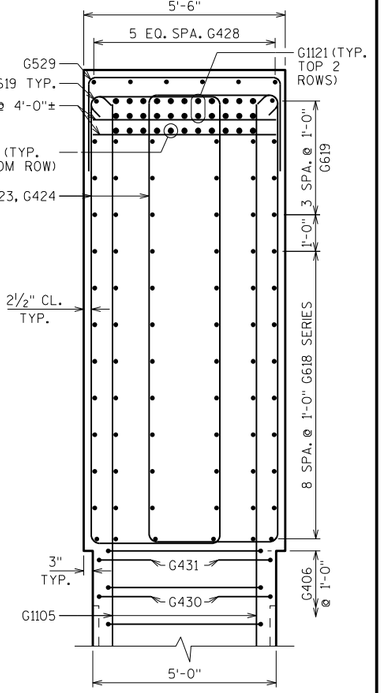

## SECTION E-E




## SECTION A-A




## SECTION B-B




## SECTION C-C

◆ DOUBLE STIRRUPS, TIE WITH EVERY OTHER G1105 COLUMN BAR

◐ OPTIONAL KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 4" DEEP X 1'-10" WIDE X 13'-0" LONG.

(P01) KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 4" DEEP X 1'-10" WIDE X 13'-0" LONG. EXPOSED EDGES OF CONST. JOINT SHALL BE FLUSH AND NOT BEVELED.

(P02) SUPPORT PIER ON HP 12 X 53 STEEL PILING, ESTIMATED 35 FEET LONG. & WITH A REQ'D DRIVING RESISTANCE OF 210 TONS PER PILE AS DETERMINED BY THE PILE DRIVING ANALYZER.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER 3

SHEET 20

417

STATE PROJECT NUMBER

4075-28-71

NOTE:
SEE SHEET 15 FOR PIER LAYOUT

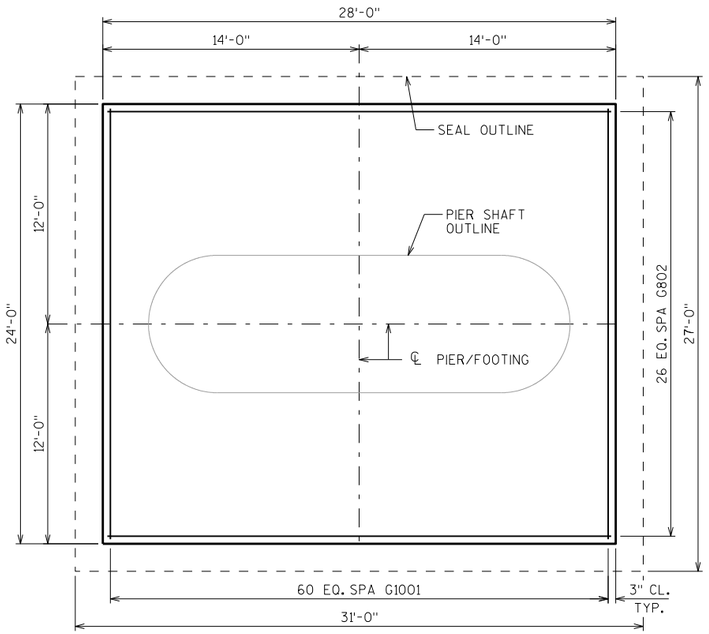
8

8

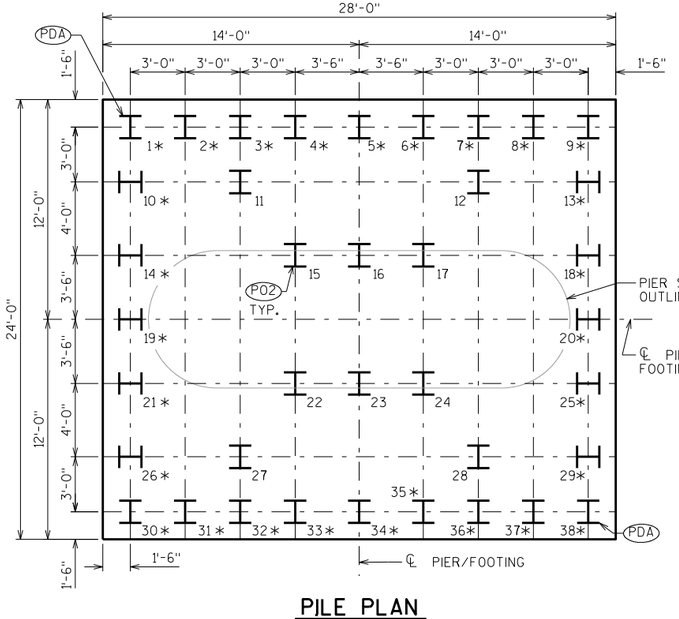
SCALE = 4.0

STATE PROJECT NUMBER

4075-28-71



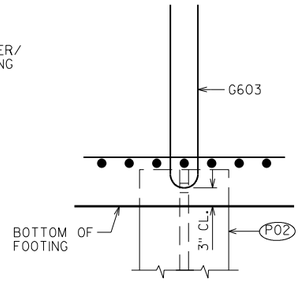

## FOOTING PLAN




## PILE PLAN

*UPLIFT CONNECTION REQUIRED AT THIS PILE. SEE DETAIL THIS SHEET

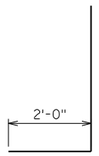
(PDA) PILE DYNAMIC ANALYZER TESTING AND RESTRIKES REQ'D AT THIS PILE



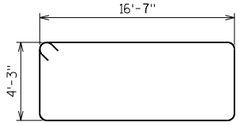

## UPLIFT CONNECTION DETAIL

PLACE G603 BARS IN 1¼" HOLES BURNED INTO PILE WEB. USE 2 BARS AT EACH UPLIFT PILE.

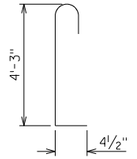
G603



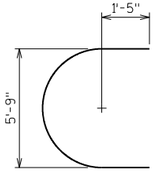

G1104



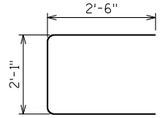

G406



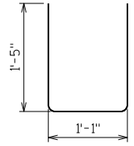

G407



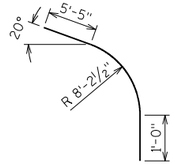

G408



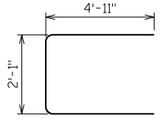

G411



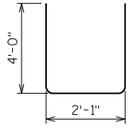

G412




G414




G415




G416

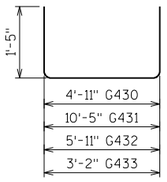
G1120

## BILL OF BARS

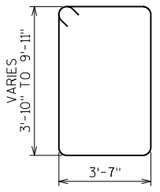
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| G1001 | | 61 | 23'-6" | | | FOOTING HORIZ. |
| G802 | | 27 | 27'-6" | | | FOOTING HORIZ. |
| G603 | | 56 | 4'-4" | X | | PILE UPLIFT CONNECTION |
| G1104 | X | 60 | 18'-4" | X | | COLUMN VERT. BOT. |
| G1105 | X | 60 | 51'-2" | | | COLUMN VERT. TOP |
| G406 | X | 40 | 42'-1" | X | | COLUMN STIRRUPS |
| G407 | X | 240 | 5'-1" | X | | COLUMN TIES |
| G408 | X | 38 | 11'-11" | X | | COLUMN HORIZ. |
| G409 | X | 38 | 16'-6" | | | COLUMN HORIZ. |
| G410 | X | 78 | 18'-9" | | | COLUMN VERT. BOT. |
| G411 | X | 30 | 6'-11" | X | | COLUMN U BARS |
| G412 | X | 80 | 3'-9" | X | | COLUMN U BARS |
| G413 | X | 6 | 15'-2" | | | COLUMN VERT. EXT. |
| G414 | X | 6 | 16'-5" | X | | CAP CURVE |
| G415 | X | 10 | 11'-9" | X | | CURVE U BARS |
| G416 | X | 20 | 9'-11" | X | | CURVE U BARS |
| G617 | X | 12 | 25'-1" | | | CAP BOTTOM |
| G618 | X | 54 | 27'-6" | | X | CAP HORIZ. ⚠ |
| G619 | X | 20 | 52'-1" | | | CAP HORIZ. |
| G1120 | X | 11 | 55'-4" | X | | CAP TOP |
| G1121 | X | 22 | 52'-1" | | | CAP TOP |
| G622 | X | 104 | 21'-9" | X | X | CAP STIRRUPS ⚠ |
| G423 | X | 20 | 30'-0" | X | X | CAP STIRRUPS ⚠ |
| G424 | X | 6 | 32'-2" | X | | CAP STIRRUPS |
| G425 | X | 10 | 7'-7" | X | | CAP U BARS HORIZ. |
| G426 | X | 12 | 5'-5" | X | | CAP U BARS VERT. |
| G427 | X | 78 | 4'-0" | | | CAP TOP SUPPORT BARS |
| G428 | X | 6 | 13'-0" | | | CAP HORIZ. TOP |
| G529 | X | 13 | 7'-5" | X | | CAP U BARS TOP |
| G430 | X | 2 | 7'-7" | X | | COLUMN TOP EXTERIOR |
| G431 | X | 2 | 13'-1" | X | | COLUMN TOP EXTERIOR |
| G432 | X | 4 | 8'-7" | X | | COLUMN TOP EXTERIOR |
| G433 | X | 4 | 5'-10" | X | | COLUMN TOP EXTERIOR |

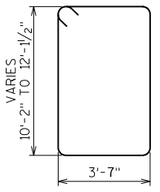
⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.



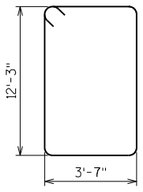

G430, G431, G432, G433




G622




G423

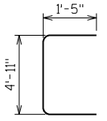



G424

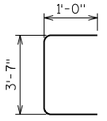
## BAR SERIES TABLE

| MARK | NO. REQD. | LENGTH |
|---|---|---|
| G618 | 6 SERIES OF 9 | 5'-6" TO 49'-6" |
| G622 | 4 SERIES OF 26 | 15'-8" TO 27'-10" |
| G423 | 4 SERIES OF 5 | 28'-0" TO 31'-11" |

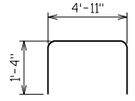
BUNDLE AND TAG EACH SERIES SEPARATELY.




G425




G426




G529

(P02) SUPPORT PIER ON HP 12 X 53 STEEL PILING, ESTIMATED 35 FEET LONG. & WITH A REQ'D DRIVING RESISTANCE OF 210 TONS PER PILE AS DETERMINED BY THE PILE DRIVING ANALYZER.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER 3 DETAILS

SHEET 21

418

SCALE = 4.0

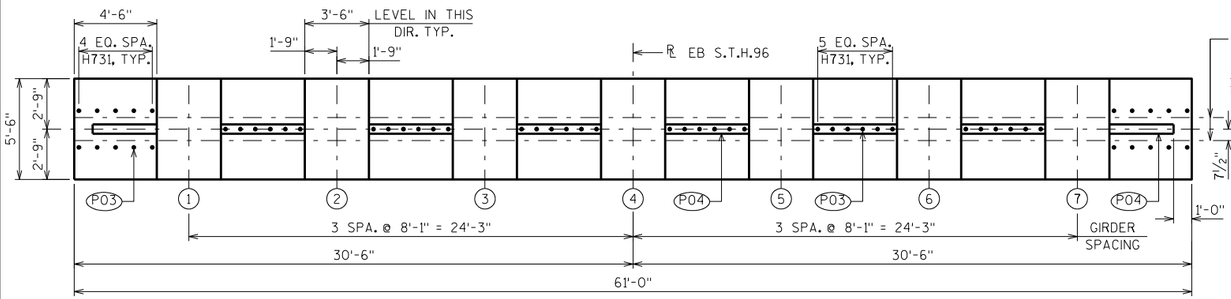
8

8

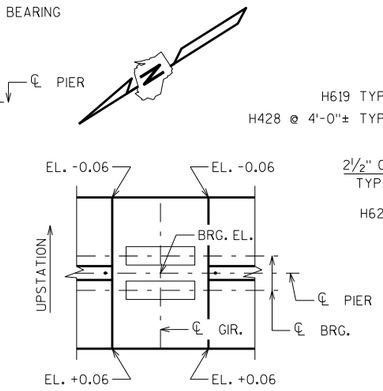
STATE PROJECT NUMBER

4075-28-71

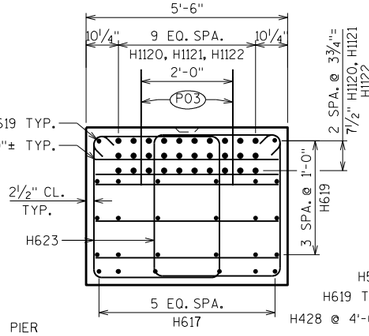
NOTE:
SEE SHEET 15 FOR PIER LAYOUT



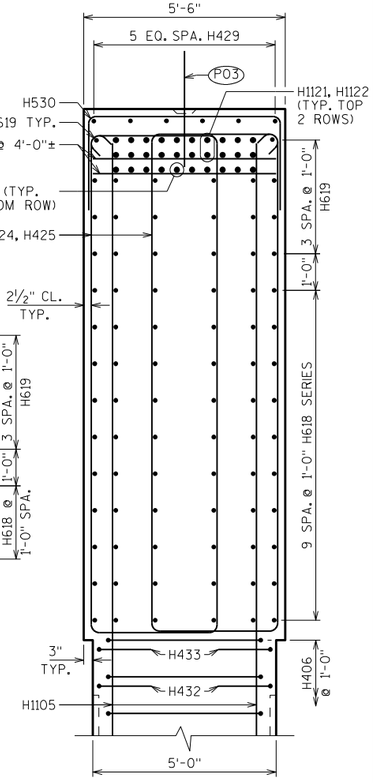

## CAP PLAN



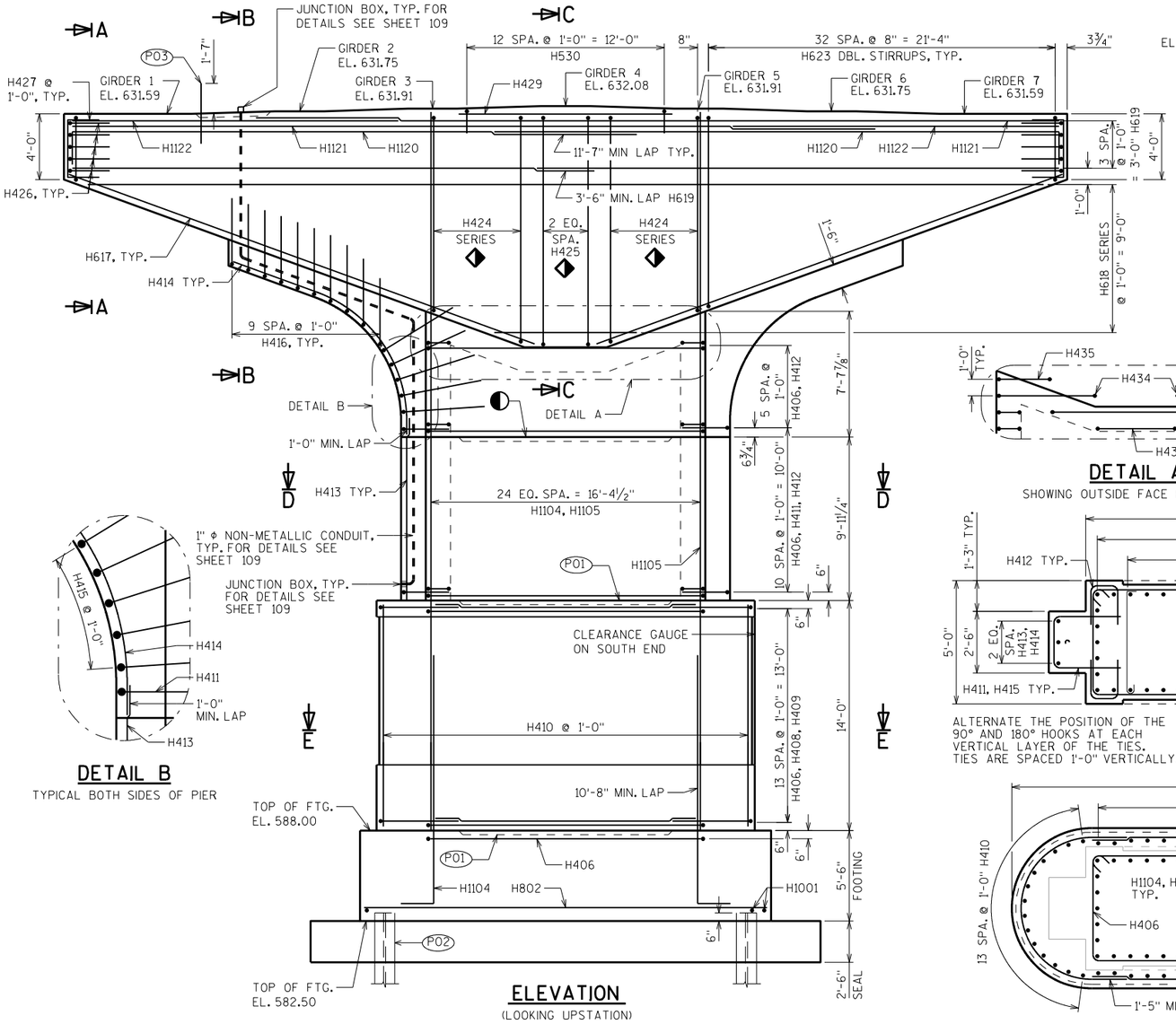

## SLOPED BEAM SEAT DETAILS




## SECTION A-A

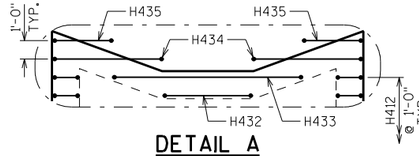



## SECTION C-C

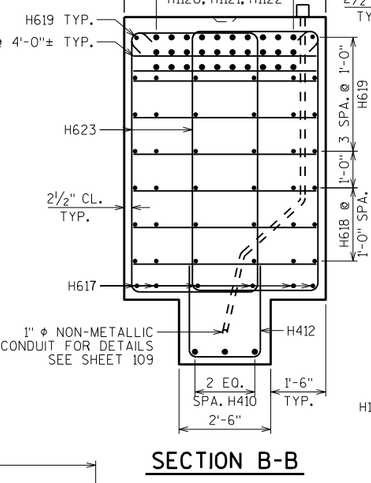



## ELEVATION
(LOOKING UPSTATION)

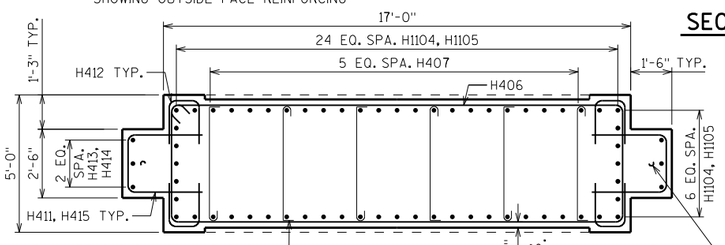
## DETAIL B
TYPICAL BOTH SIDES OF PIER




## DETAIL A
SHOWING OUTSIDE FACE REINFORCING

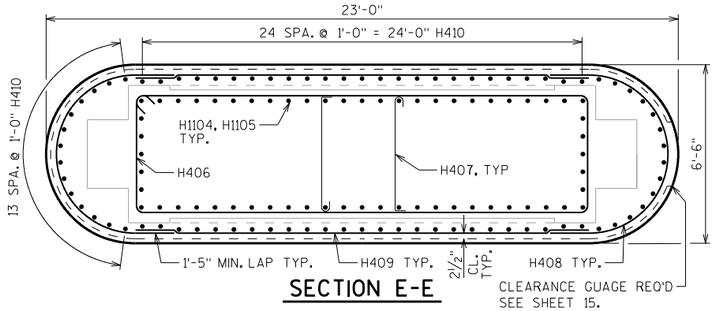



## SECTION B-B




ALTERNATE THE POSITION OF THE 90° AND 180° HOOKS AT EACH VERTICAL LAYER OF THE TIES. TIES ARE SPACED 1'-0" VERTICALLY.

## SECTION D-D




## SECTION E-E

◆ DOUBLE STIRRUPS, TIE WITH EVERY OTHER H1105 COLUMN BAR

◐ OPTIONAL KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 4" DEEP X 1'-10" WIDE X 13'-0" LONG.

(P01) KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 4" DEEP X 1'-10" WIDE X 13'-0" LONG. EXPOSED EDGES OF CONST. JOINT SHALL BE FLUSH AND NOT BEVELED.

(P02) SUPPORT PIER ON HP 12 X 53 STEEL PILING, ESTIMATED 45 FEET LONG. & WITH A REQ'D DRIVING RESISTANCE OF 205 TONS PER PILE AS DETERMINED BY THE PILE DRIVING ANALYZER.

(P03) H731 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-7" INTO CONC.)

(P04) KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6" BETWEEN BEAM SEATS.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER 4

SHEET 22

419

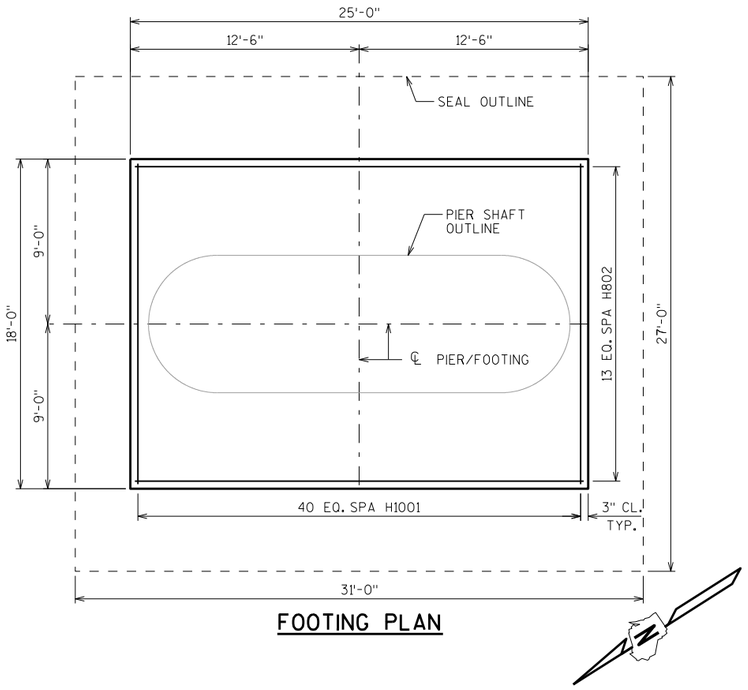
SCALE = 4.0

8

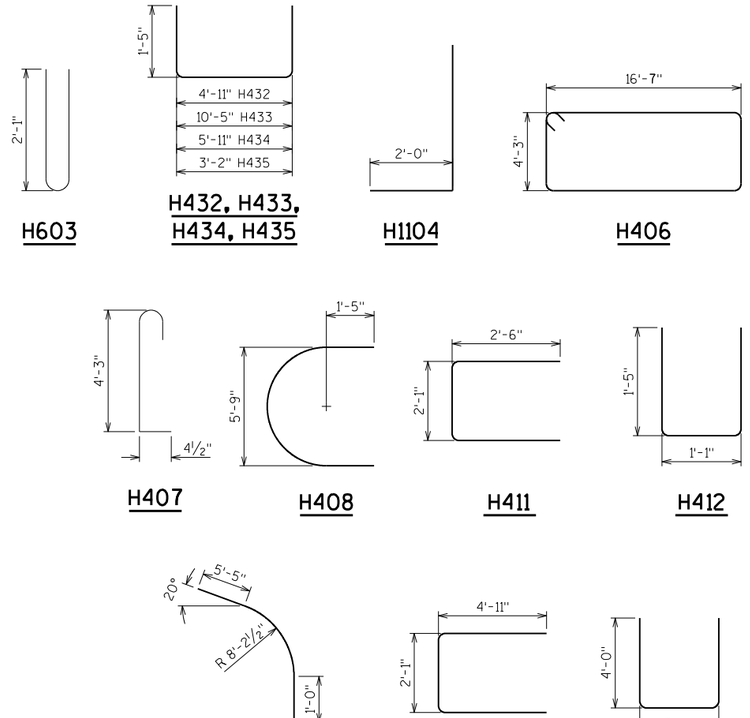
8

STATE PROJECT NUMBER

4075-28-71




FOOTING PLAN

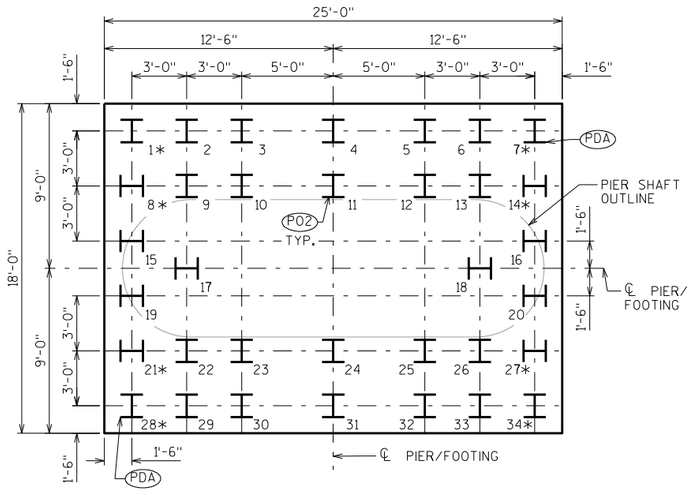



## BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| H1001 | | 41 | 17'-6" | | | FOOTING HORIZ. |
| H802 | | 14 | 24'-6" | | | FOOTING HORIZ. |
| H603 | | 16 | 4'-4" | X | | PILE UPLIFT CONNECTION |
| H1104 | X | 60 | 17'-4" | X | | COLUMN VERT. BOT. |
| H1105 | X | 60 | 43'-8" | | | COLUMN VERT. TOP |
| H406 | X | 31 | 42'-1" | X | | COLUMN STIRRUPS |
| H407 | X | 186 | 5'-1" | X | | COLUMN TIES |
| H408 | X | 28 | 11'-11" | X | | COLUMN HORIZ. |
| H409 | X | 28 | 16'-6" | | | COLUMN HORIZ. |
| H410 | X | 78 | 13'-9" | | | COLUMN VERT. BOT. |
| H411 | X | 22 | 6'-11" | X | | COLUMN U BARS |
| H412 | X | 64 | 3'-9" | X | | COLUMN U BARS |
| H413 | X | 6 | 11'-0" | | | COLUMN VERT. EXT. |
| H414 | X | 6 | 16'-5" | X | | CAP CURVE |
| H415 | X | 10 | 11'-9" | X | | CURVE U BARS |
| H416 | X | 20 | 9'-11" | X | | CURVE U BARS |
| H617 | X | 12 | 29'-7" | | | CAP BOTTOM |
| H618 | X | 60 | 33'-3" | | X | CAP HORIZ. ⚠ |
| H619 | X | 40 | 32'-1" | | | CAP HORIZ. |
| H1120 | X | 20 | 37'-9" | X | | CAP TOP |
| H1121 | X | 20 | 52'-2" | | | CAP TOP |
| H1122 | X | 20 | 20'-0" | | | CAP TOP |
| H623 | X | 132 | 23'-0" | X | X | CAP STIRRUPS ⚠ |
| H424 | X | 20 | 32'-11 | X | X | CAP STIRRUPS ⚠ |
| H425 | X | 6 | 35'-1" | X | | CAP STIRRUPS |
| H426 | X | 10 | 7'-7" | X | | CAP U BARS HORIZ. |
| H427 | X | 12 | 5'-5" | X | | CAP U BARS VERT. |
| H428 | X | 102 | 4'-0" | | | CAP TOP SUPPORT BARS |
| H429 | X | 6 | 13'-0" | | | CAP HORIZ. TOP |
| H530 | X | 13 | 7'-5" | X | | CAP U BARS TOP |
| H731 | X | 56 | 3'-2" | | | CAP DOWELS |
| H432 | X | 2 | 7'-7" | X | | COLUMN TOP EXTERIOR |
| H433 | X | 2 | 13'-1" | X | | COLUMN TOP EXTERIOR |
| H434 | X | 4 | 8'-7" | X | | COLUMN TOP EXTERIOR |
| H435 | X | 4 | 5'-10" | X | | COLUMN TOP EXTERIOR |

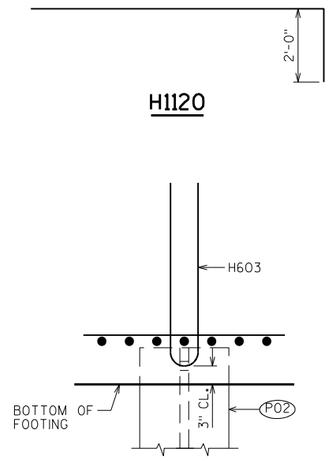
⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.




## PILE PLAN

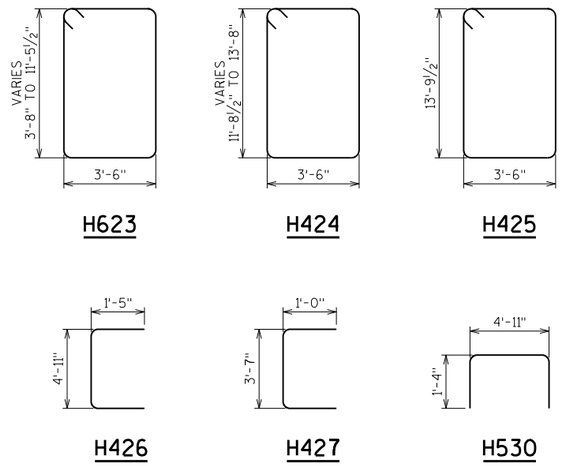
*UPLIFT CONNECTION REQUIRED AT THIS PILE. SEE DETAIL THIS SHEET

(PDA) PILE DYNAMIC ANALYZER TESTING AND RESTRIKES REQ'D AT THIS PILE




## UPLIFT CONNECTION DETAIL

PLACE H603 BARS IN 1¼" HOLES BURNED INTO PILE WEB. USE 2 BARS AT EACH UPLIFT PILE.




## BAR SERIES TABLE

| MARK | NO. REQD. | LENGTH |
|---|---|---|
| H618 | 6 SERIES OF 10 | 8'-6" TO 58'-0" |
| H623 | 4 SERIES OF 33 | 15'-2" TO 30'-9" |
| H424 | 4 SERIES OF 5 | 30'-11" TO 34'-10" |

BUNDLE AND TAG EACH SERIES SEPARATELY.

(P02) SUPPORT PIER ON HP 12 X 53 STEEL PILING, ESTIMATED 45 FEET LONG. & WITH A REQ'D DRIVING RESISTANCE OF 205 TONS PER PILE A DETERMINED BY THE PILE DRIVING ANALYZER.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER 4 DETAILS

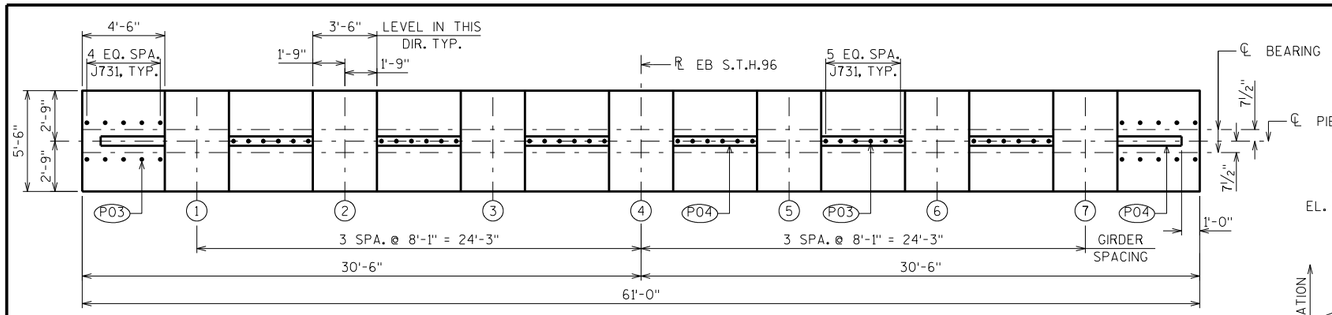
SHEET 23

420

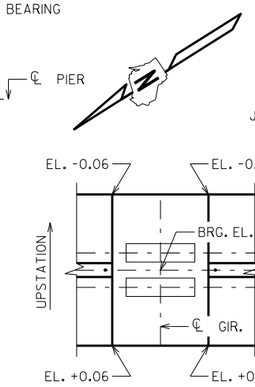
SCALE = 4.0

8

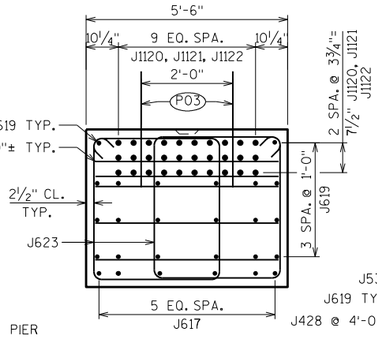
8



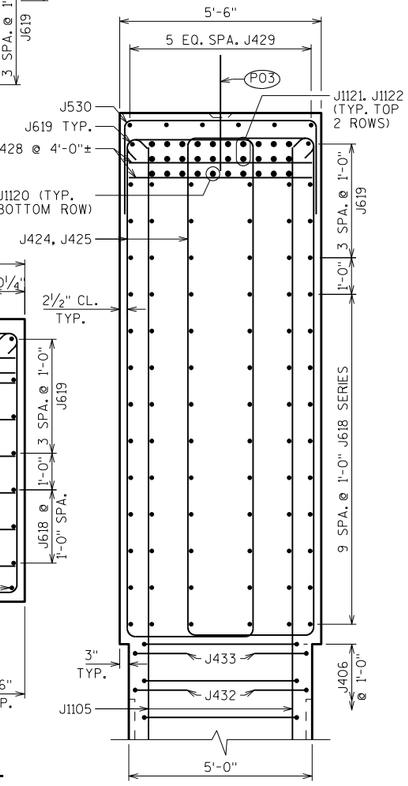

## CAP PLAN



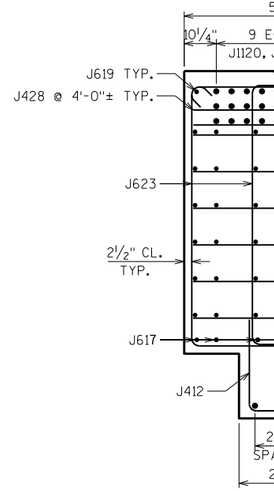

## SLOPED BEAM SEAT DETAILS



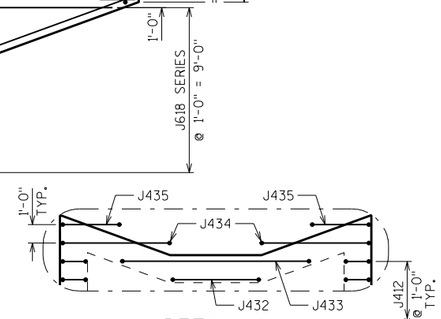

## SECTION A-A




## SECTION C-C




## SECTION B-B



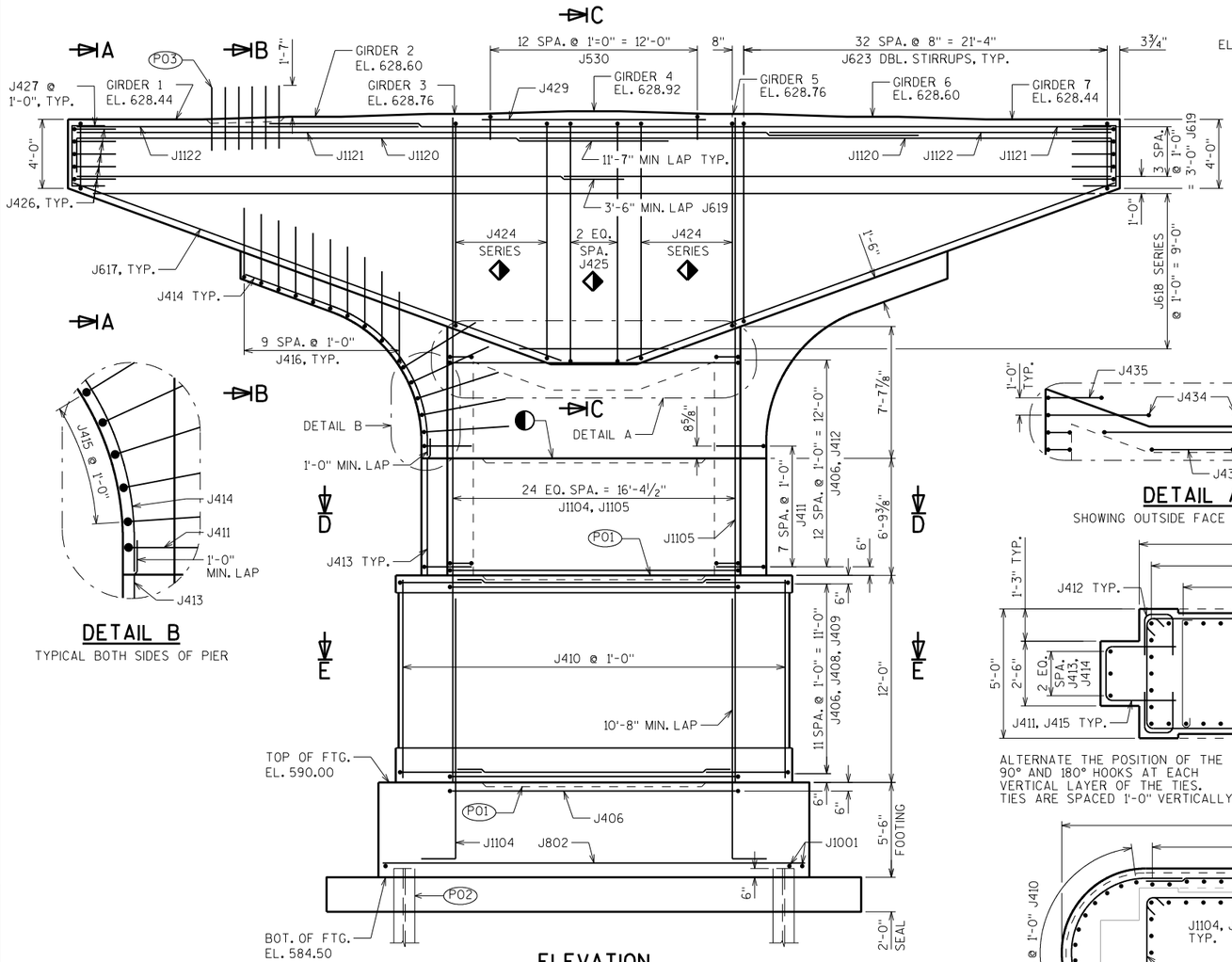

## DETAIL A

SHOWING OUTSIDE FACE REINFORCING



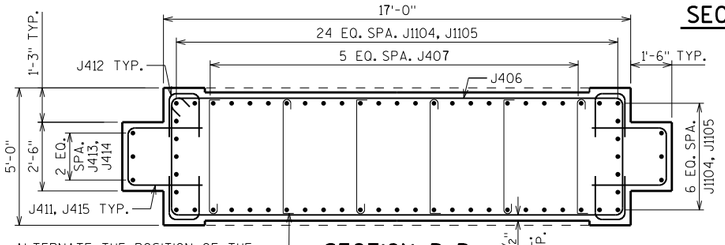

## DETAIL B

TYPICAL BOTH SIDES OF PIER



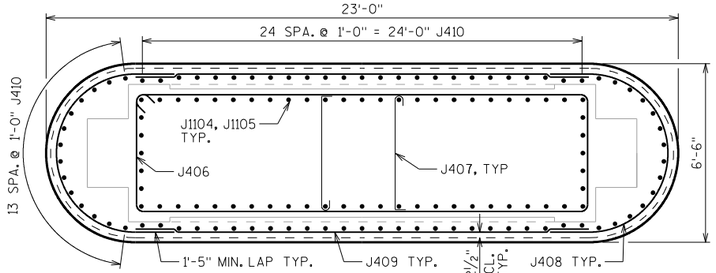

## ELEVATION

(LOOKING UPSTATION)




## SECTION D-D

ALTERNATE THE POSITION OF THE 90° AND 180° HOOKS AT EACH VERTICAL LAYER OF THE TIES. TIES ARE SPACED 1'-0" VERTICALLY.




## SECTION E-E

◆ DOUBLE STIRRUPS, TIE WITH EVERY OTHER J1105 COLUMN BAR

◐ OPTIONAL KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 4" DEEP X 1'-10" WIDE X 13'-0" LONG.

(P01) KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 4" DEEP X 1'-10" WIDE X 13'-0" LONG. EXPOSED EDGES OF CONST. JOINT SHALL BE FLUSH AND NOT BEVELED.

(P02) SUPPORT PIER ON HP 12 X 53 STEEL PILING, ESTIMATED 50 FEET LONG. & WITH A REQ'D DRIVING RESISTANCE OF 200 TONS PER PILE AS DETERMINED BY THE PILE DRIVING ANALYZER.

(P03) J731 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-7" INTO CONC.)

(P04) KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6" BETWEEN BEAM SEATS.

STATE PROJECT NUMBER

4075-28-71

NOTE:
SEE SHEET 15 FOR PIER LAYOUT

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER 5

SHEET 24

421

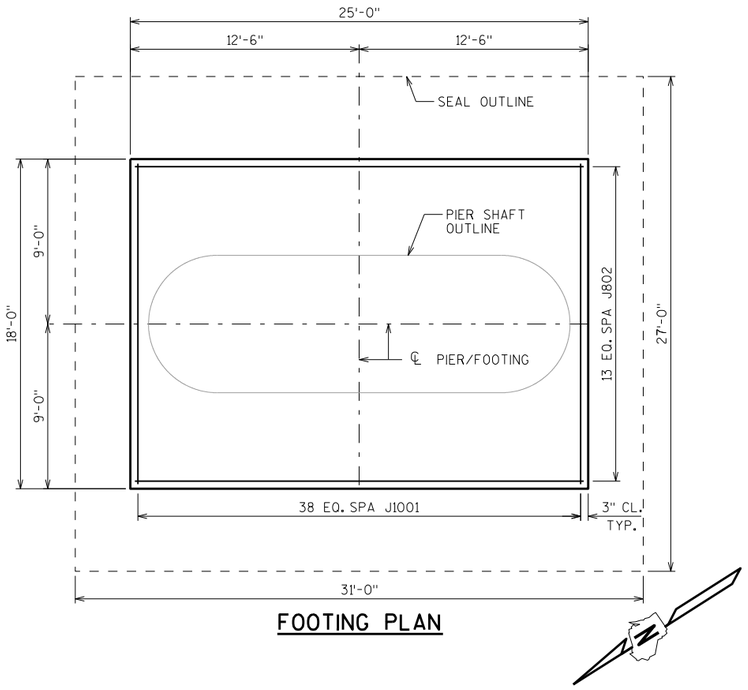
SCALE = 4.0

8

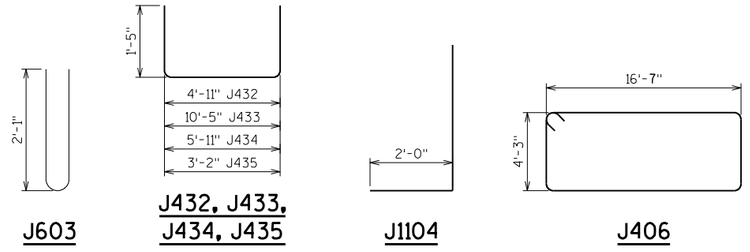
8

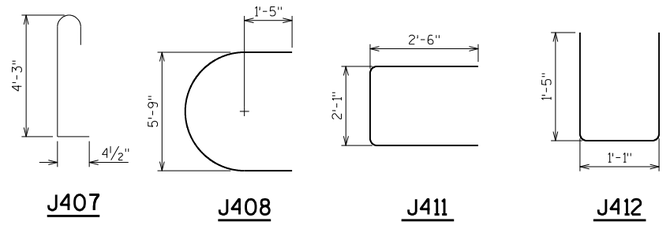
STATE PROJECT NUMBER

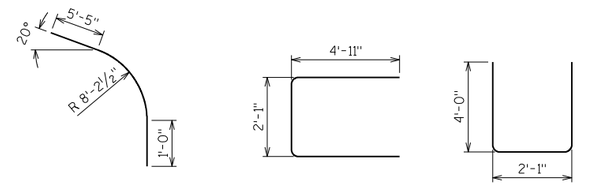
4075-28-71




FOOTING PLAN



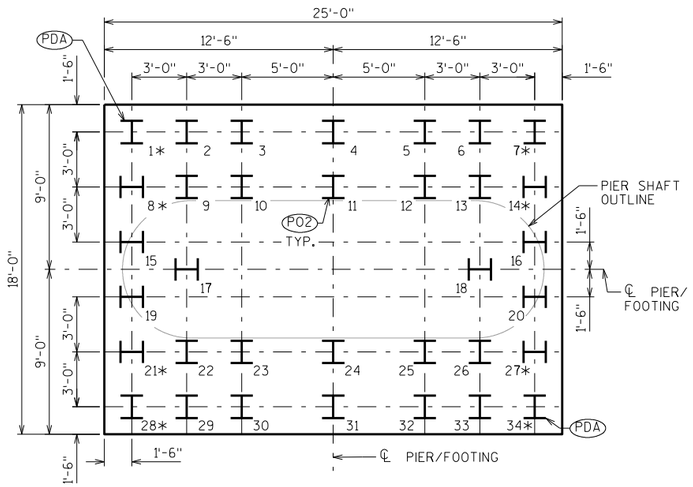




## BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| J1001 | | 39 | 17'-6" | | | FOOTING HORIZ. |
| J802 | | 14 | 24'-6" | | | FOOTING HORIZ. |
| J603 | | 16 | 4'-4" | X | | PILE UPLIFT CONNECTION |
| J1104 | X | 60 | 17'-4" | X | | COLUMN VERT. BOT. |
| J1105 | X | 60 | 38'-6" | | | COLUMN VERT. TOP |
| J406 | X | 26 | 42'-1" | X | | COLUMN STIRRUPS |
| J407 | X | 156 | 5'-1" | X | | COLUMN TIES |
| J408 | X | 24 | 11'-11" | X | | COLUMN HORIZ. |
| J409 | X | 24 | 16'-6" | | | COLUMN HORIZ. |
| J410 | X | 78 | 11'-9" | | | COLUMN VERT. BOT. |
| J411 | X | 16 | 6'-11" | X | | COLUMN U BARS |
| J412 | X | 52 | 3'-9" | X | | COLUMN U BARS |
| J413 | X | 6 | 8'-0" | | | COLUMN VERT. EXT. |
| J414 | X | 6 | 16'-5" | X | | CAP CURVE |
| J415 | X | 10 | 11'-9" | X | | CURVE U BARS |
| J416 | X | 20 | 9'-11" | X | | CURVE U BARS |
| J617 | X | 12 | 29'-7" | | | CAP BOTTOM |
| J618 | X | 60 | 33'-3" | | X | CAP HORIZ. ⚠ |
| J619 | X | 40 | 32'-1" | | | CAP HORIZ. |
| J1120 | X | 20 | 37'-9" | X | | CAP TOP |
| J1121 | X | 20 | 52'-2" | | | CAP TOP |
| J1122 | X | 20 | 20'-0" | | | CAP TOP |
| J623 | X | 132 | 23'-0" | X | X | CAP STIRRUPS ⚠ |
| J424 | X | 20 | 32'-11 | X | X | CAP STIRRUPS ⚠ |
| J425 | X | 6 | 35'-1" | X | | CAP STIRRUPS |
| J426 | X | 10 | 7'-7" | X | | CAP U BARS HORIZ. |
| J427 | X | 12 | 5'-5" | X | | CAP U BARS VERT. |
| J428 | X | 102 | 4'-0" | | | CAP TOP SUPPORT BARS |
| J429 | X | 6 | 13'-0" | | | CAP HORIZ. TOP |
| J530 | X | 13 | 7'-5" | X | | CAP U BARS TOP |
| J731 | X | 56 | 3'-2" | | | CAP DOWELS |
| J432 | X | 2 | 7'-7" | X | | COLUMN TOP EXTERIOR |
| J433 | X | 2 | 13'-1" | X | | COLUMN TOP EXTERIOR |
| J434 | X | 4 | 8'-7" | X | | COLUMN TOP EXTERIOR |
| J435 | X | 4 | 5'-10" | X | | COLUMN TOP EXTERIOR |

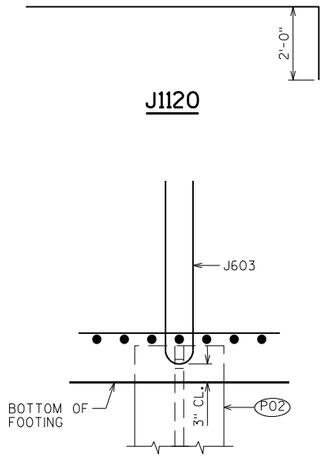
⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.




## PILE PLAN

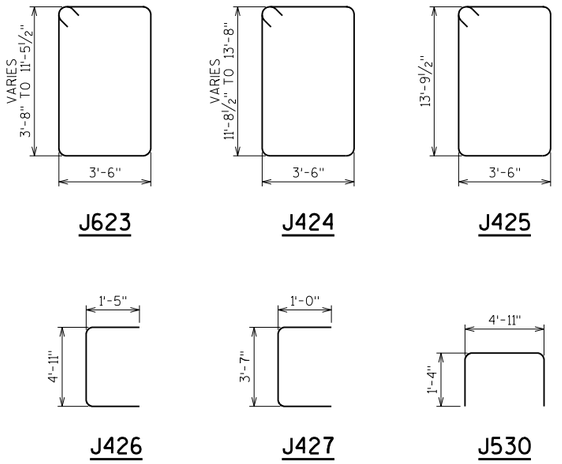
*UPLIFT CONNECTION REQUIRED AT THIS PILE. SEE DETAIL THIS SHEET

(PDA) PILE DYNAMIC ANALYZER TESTING AND RESTRIKES REQ'D AT THIS PILE




## UPLIFT CONNECTION DETAIL

PLACE J603 BARS IN 1¼" HOLES BURNED INTO PILE WEB. USE 2 BARS AT EACH UPLIFT PILE.




(PO2) SUPPORT PIER ON HP 12 X 53 STEEL PILING, ESTIMATED 50 FEET LONG. & WITH A REQ'D DRIVING RESISTANCE OF 200 TONS PER PILE AS DETERMINED BY THE PILE DRIVING ANALYZER.

## BAR SERIES TABLE

| MARK | NO. REQD. | LENGTH |
|---|---|---|
| J618 | 6 SERIES OF 10 | 8'-6" TO 58'-0" |
| J623 | 4 SERIES OF 33 | 15'-2" TO 30'-9" |
| J424 | 4 SERIES OF 5 | 30'-11" TO 34'-10" |

BUNDLE AND TAG EACH SERIES SEPARATELY.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER 5 DETAILS

SHEET 25

422

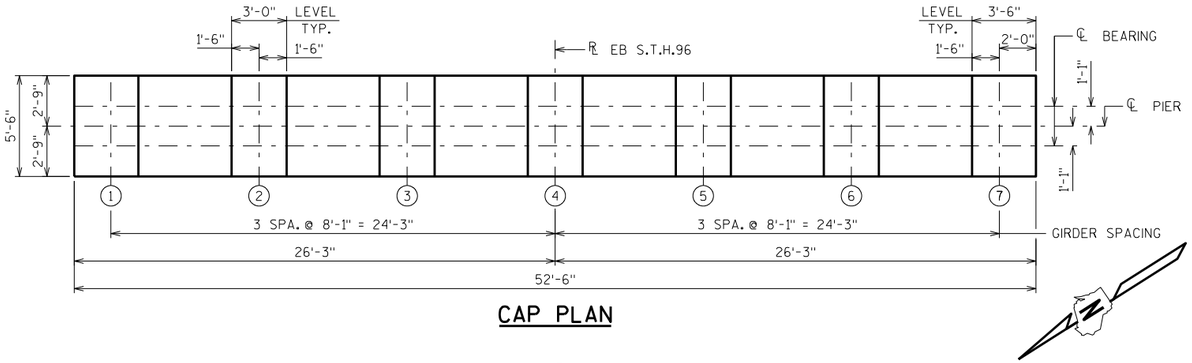
SCALE = 4.0

8

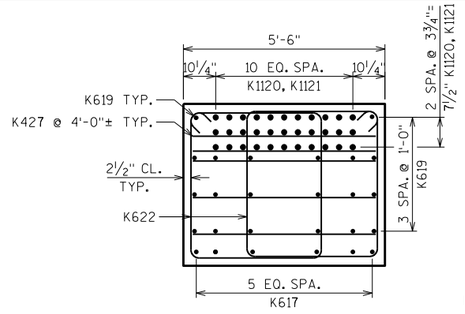
8

| STATE PROJECT NUMBER |
|---|
| 4075-28-71 |

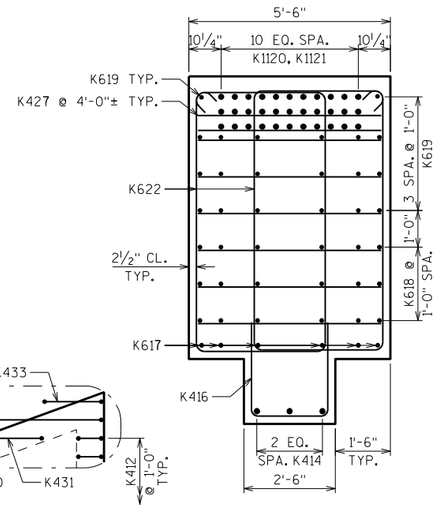
NOTE:
SEE SHEET 15 FOR PIER LAYOUT



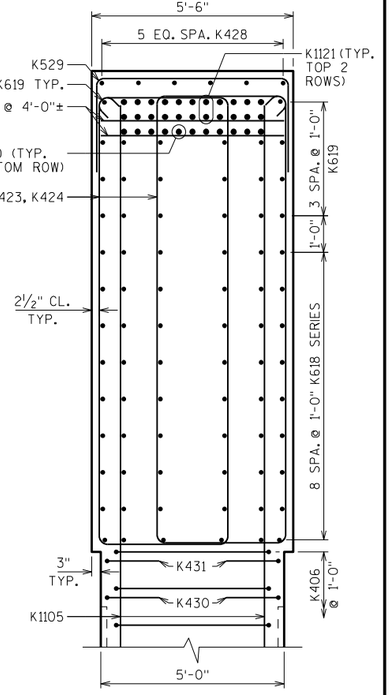

## CAP PLAN



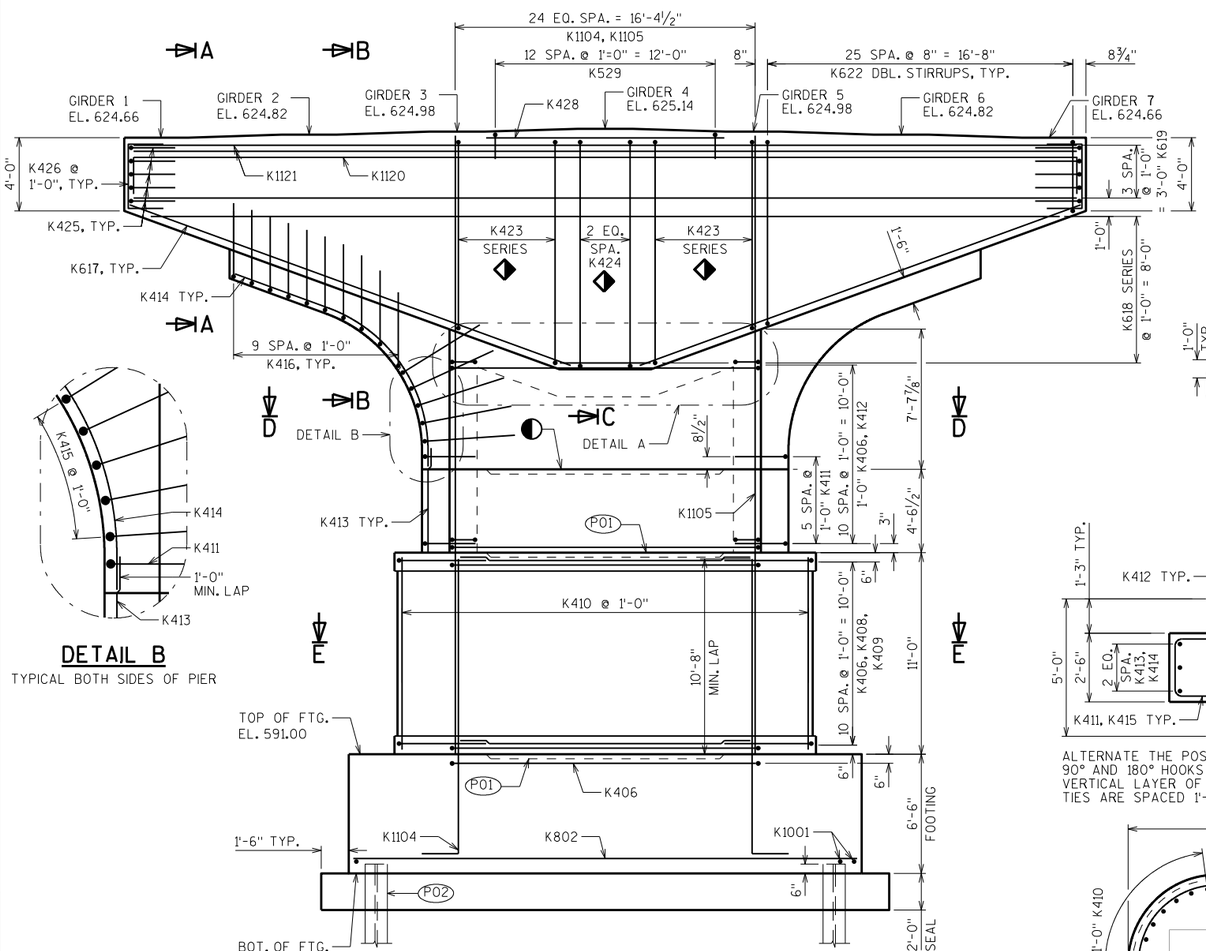

## SECTION A-A




## SECTION B-B

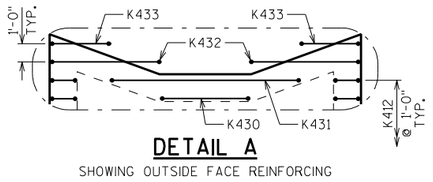



## SECTION C-C

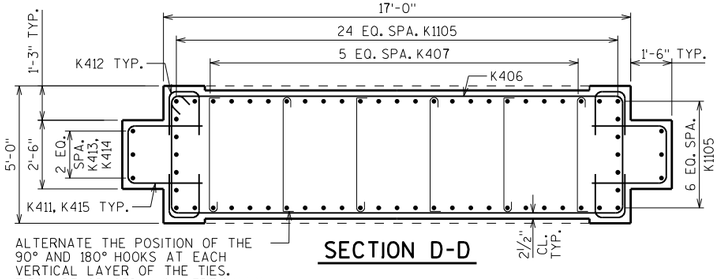



## ELEVATION
(LOOKING UPSTATION)

## DETAIL B
TYPICAL BOTH SIDES OF PIER

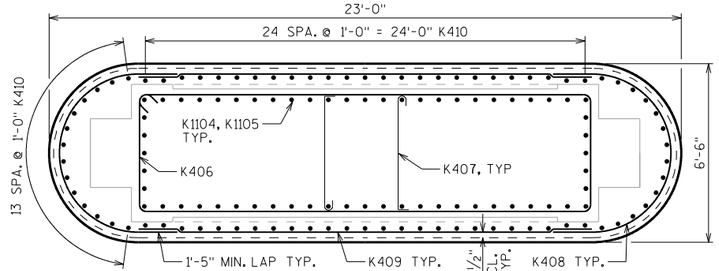



## DETAIL A
SHOWING OUTSIDE FACE REINFORCING




ALTERNATE THE POSITION OF THE 90° AND 180° HOOKS AT EACH VERTICAL LAYER OF THE TIES. TIES ARE SPACED 1'-0" VERTICALLY.

## SECTION D-D




## SECTION E-E

◆ DOUBLE STIRRUPS, TIE WITH EVERY OTHER K1105 COLUMN BAR

◐ OPTIONAL KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 4" DEEP X 1'-10" WIDE X 13'-0" LONG.

(P01) KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 4" DEEP X 1'-10" WIDE X 13'-0" LONG. EXPOSED EDGES OF CONST. JOINT SHALL BE FLUSH AND NOT BEVELED.

(P02) SUPPORT PIER ON HP 12 X 53 STEEL PILING, ESTIMATED 45 FEET LONG. & WITH A REQ'D DRIVING RESISTANCE OF 175 TONS PER PILE AS DETERMINED BY THE PILE DRIVING ANALYZER.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

| DRAWN BY | DFD | PLANS CK'D. | BLB |
|---|---|---|---|

PIER 6

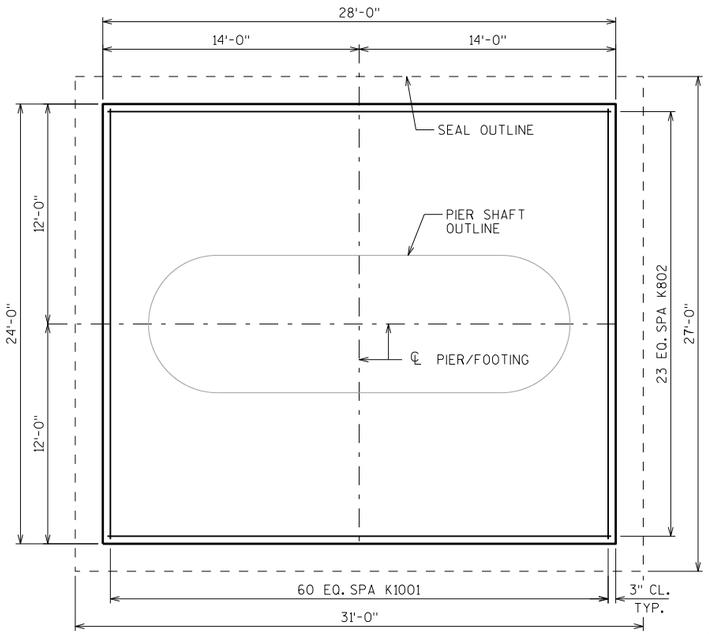
SHEET 26

423

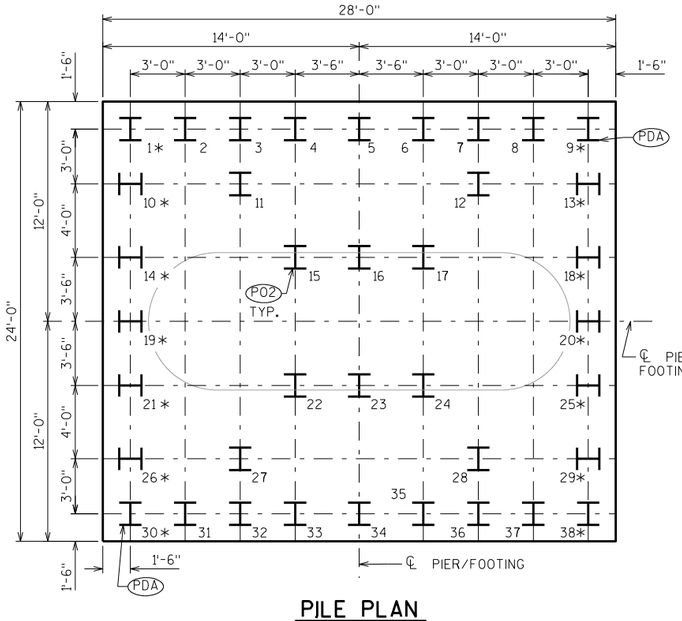
SCALE = 4.0

STATE PROJECT NUMBER

4075-28-71



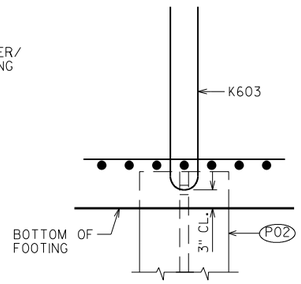

## FOOTING PLAN




## PILE PLAN

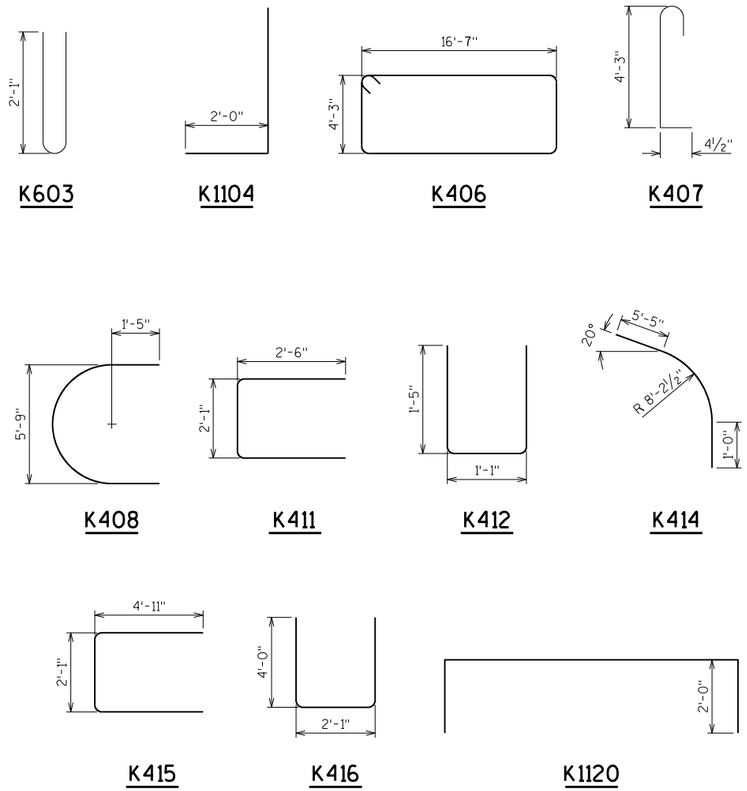
*UPLIFT CONNECTION REQUIRED AT THIS PILE. SEE DETAIL THIS SHEET

(PDA) PILE DYNAMIC ANALYZER TESTING AND RESTRIKES REQ'D AT THIS PILE




## UPLIFT CONNECTION DETAIL

PLACE K603 BARS IN 1¼" HOLES BURNED INTO PILE WEB. USE 2 BARS AT EACH UPLIFT PILE.

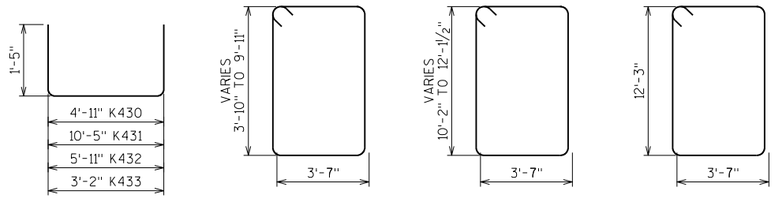



## BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| K1001 | | 61 | 23'-6" | | | FOOTING HORIZ. |
| K802 | | 24 | 27'-6" | | | FOOTING HORIZ. |
| K603 | | 28 | 4'-4" | X | | PILE UPLIFT CONNECTION |
| K1104 | X | 60 | 18'-4" | X | | COLUMN VERT. BOT. |
| K1105 | X | 60 | 33'-8" | | | COLUMN VERT. TOP |
| K406 | X | 23 | 42'-1" | X | | COLUMN STIRRUPS |
| K407 | X | 138 | 5'-1" | X | | COLUMN TIES |
| K408 | X | 22 | 11'-11 | X | | COLUMN HORIZ. |
| K409 | X | 22 | 16'-6" | | | COLUMN HORIZ. |
| K410 | X | 78 | 10'-9" | | | COLUMN VERT. BOT. |
| K411 | X | 12 | 6'-11" | X | | COLUMN U BARS |
| K412 | X | 44 | 3'-9" | X | | COLUMN U BARS |
| K413 | X | 6 | 5'-7" | | | COLUMN VERT. EXT. |
| K414 | X | 6 | 16'-5" | X | | CAP CURVE |
| K415 | X | 10 | 11'-9" | X | | CURVE U BARS |
| K416 | X | 20 | 9'-11" | X | | CURVE U BARS |
| K617 | X | 12 | 25'-1" | | | CAP BOTTOM |
| K618 | X | 54 | 27'-6" | | X | CAP HORIZ. ⚠ |
| K619 | X | 20 | 52'-1" | | | CAP HORIZ. |
| K1120 | X | 11 | 55'-4" | X | | CAP TOP |
| K1121 | X | 22 | 52'-1" | | | CAP TOP |
| K622 | X | 104 | 21'-9" | X | X | CAP STIRRUPS ⚠ |
| K423 | X | 20 | 30'-0" | X | X | CAP STIRRUPS ⚠ |
| K424 | X | 6 | 32'-2" | X | | CAP STIRRUPS |
| K425 | X | 10 | 7'-7" | X | | CAP U BARS HORIZ. |
| K426 | X | 12 | 5'-5" | X | | CAP U BARS VERT. |
| K427 | X | 78 | 4'-0" | | | CAP TOP SUPPORT BARS |
| K428 | X | 6 | 13'-0" | | | CAP HORIZ. TOP |
| K529 | X | 13 | 7'-5" | X | | CAP U BARS TOP |
| K430 | X | 2 | 7'-7" | X | | COLUMN TOP EXTERIOR |
| K431 | X | 2 | 13'-1" | X | | COLUMN TOP EXTERIOR |
| K432 | X | 4 | 8'-7" | X | | COLUMN TOP EXTERIOR |
| K433 | X | 4 | 5'-10" | X | | COLUMN TOP EXTERIOR |

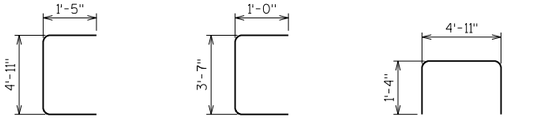
⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.




## BAR SERIES TABLE

| MARK | NO. REQD. | LENGTH |
|---|---|---|
| K618 | 6 SERIES OF 9 | 5'-6" TO 49'-6" |
| K622 | 4 SERIES OF 26 | 15'-8" TO 27'-10" |
| K423 | 4 SERIES OF 5 | 28'-0" TO 31'-11" |

BUNDLE AND TAG EACH SERIES SEPARATELY.




(P02) SUPPORT PIER ON HP 12 X 53 STEEL PILING, ESTIMATED 45 FEET LONG. & WITH A REQ'D DRIVING RESISTANCE OF 175 TONS PER PILE AS DETERMINED BY THE PILE DRIVING ANALYZER.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER 6 DETAILS

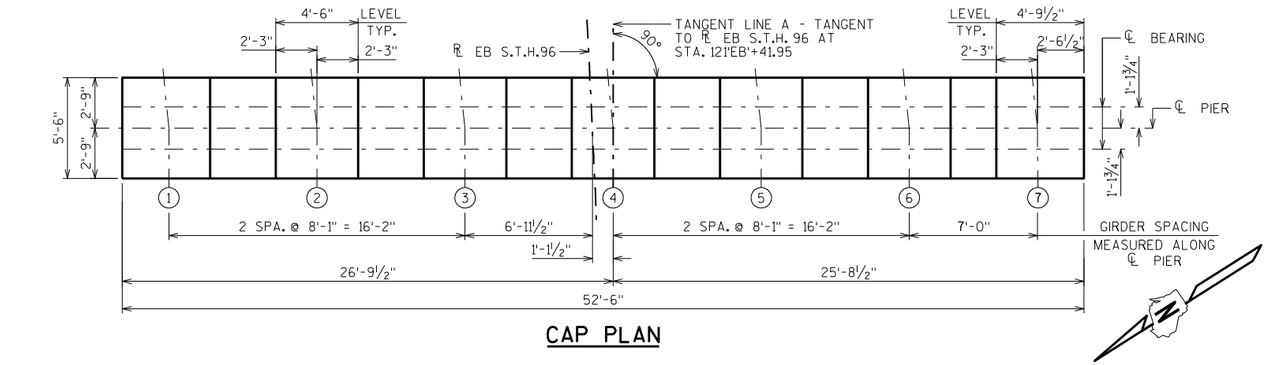
SHEET 27

424

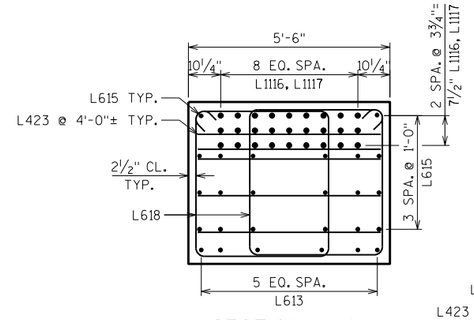
SCALE = 4.0

8

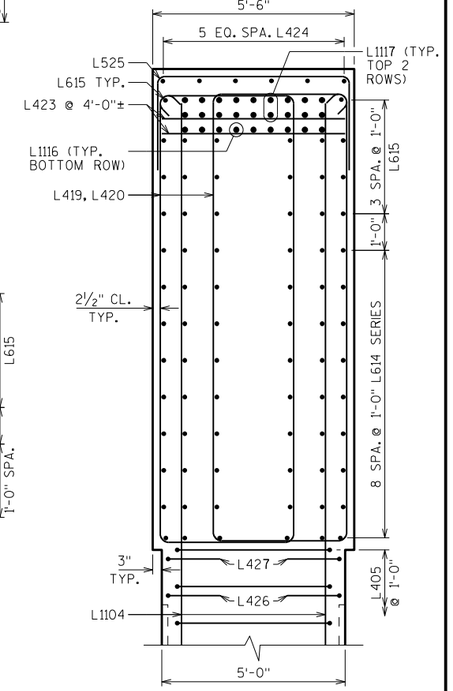
8



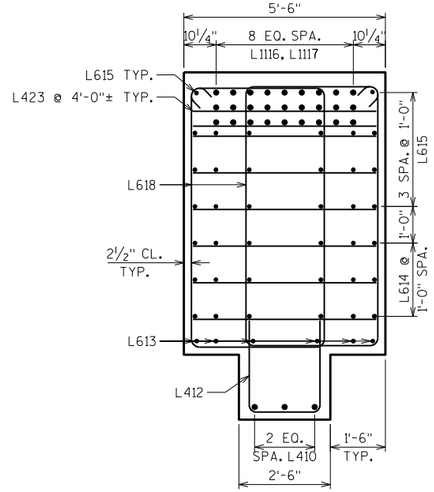

## CAP PLAN



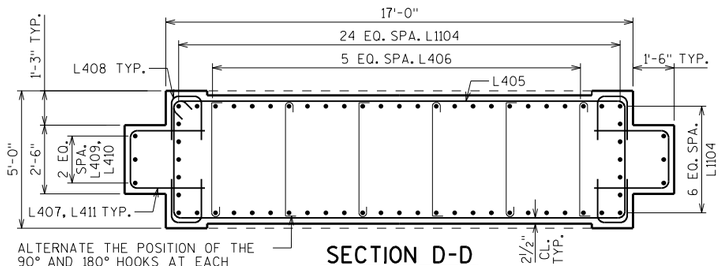

## SECTION A-A




## SECTION C-C

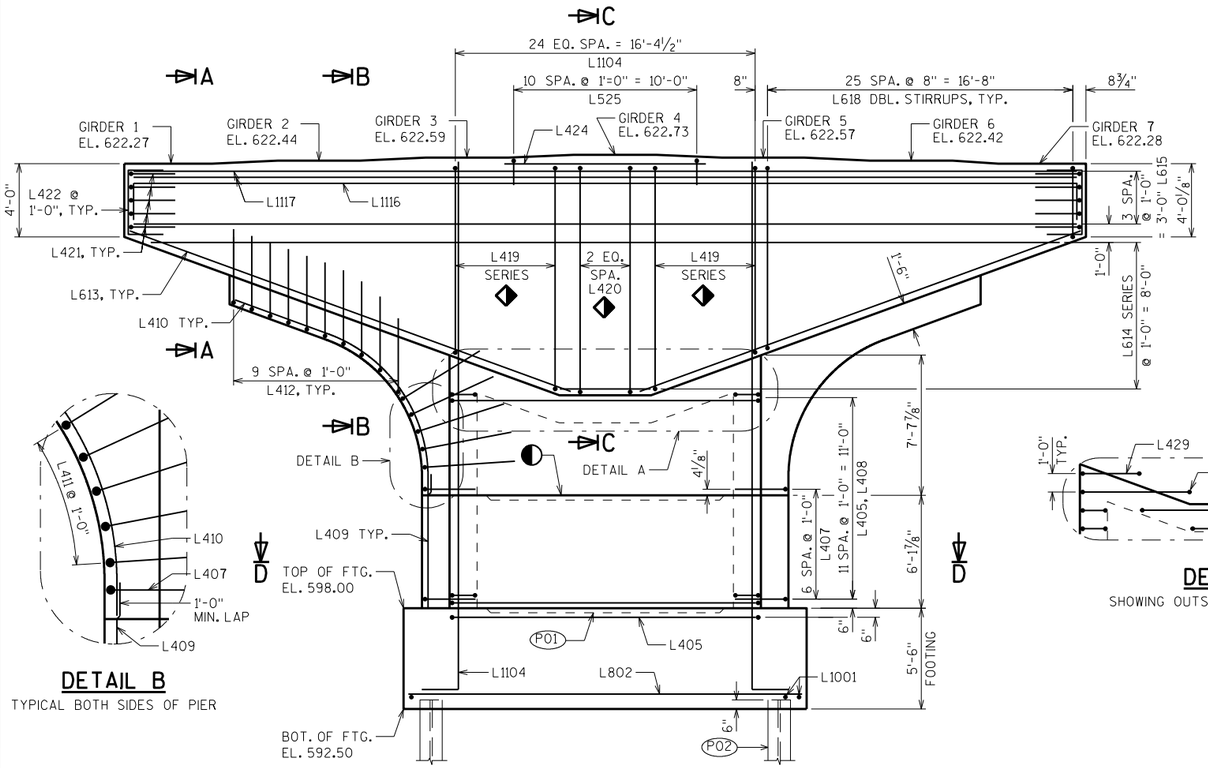



## SECTION B-B



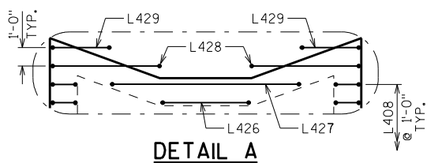

## SECTION D-D

ALTERNATE THE POSITION OF THE 90° AND 180° HOOKS AT EACH VERTICAL LAYER OF THE TIES. TIES ARE SPACED 1'-0" VERTICALLY.




## ELEVATION

(LOOKING UPSTATION)




## DETAIL A

SHOWING OUTSIDE FACE REINFORCING

## DETAIL B

TYPICAL BOTH SIDES OF PIER

◆ DOUBLE STIRRUPS, TIE WITH EVERY OTHER L1104 COLUMN BAR

◐ OPTIONAL KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 4" DEEP X 1'-10" WIDE X 13'-0" LONG.

(P01) KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 4" DEEP X 1'-10" WIDE X 13'-0" LONG. EXPOSED EDGES OF CONST. JOINT SHALL BE FLUSH AND NOT BEVELED.

(P02) SUPPORT PIER ON HP 12 X 53 STEEL PILING, ESTIMATED 55 FEET LONG. & WITH A REQ'D DRIVING RESISTANCE OF 190 TONS PER PILE AS DETERMINED BY THE PILE DRIVING ANALYZER.

STATE PROJECT NUMBER

4075-28-71

NOTE:
SEE SHEET 14 FOR PIER LAYOUT

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER 7

SHEET 28

425

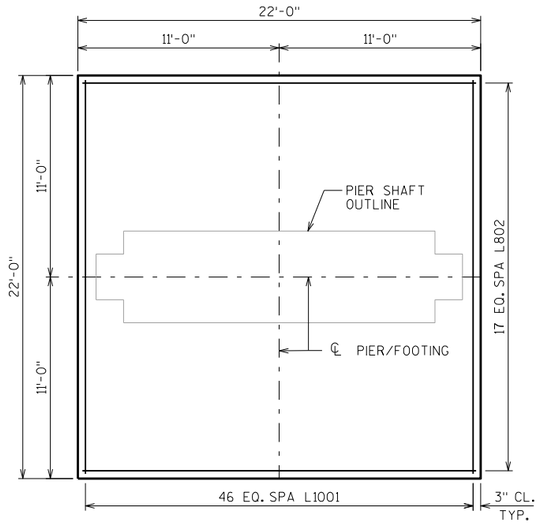
SCALE = 4.0

8

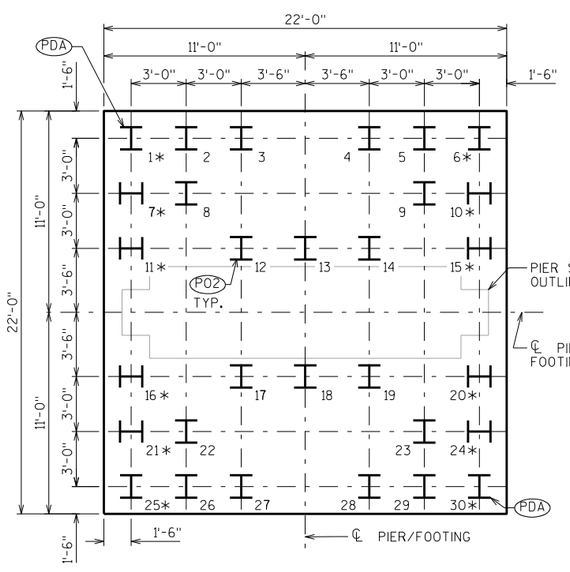
8

STATE PROJECT NUMBER

4075-28-71



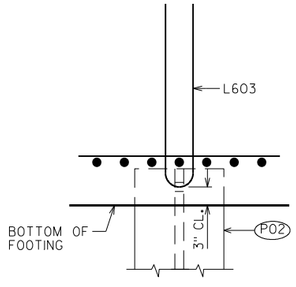

FOOTING PLAN




PILE PLAN

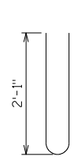
*UPLIFT CONNECTION REQUIRED AT THIS PILE. SEE DETAIL THIS SHEET

(PDA) PILE DYNAMIC ANALYZER TESTING AND RESTRIKES REQ'D AT THIS PILE

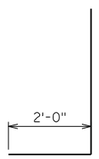



UPLIFT CONNECTION DETAIL

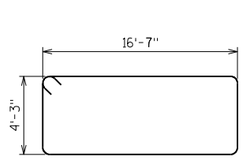
PLACE L603 BARS IN 1¼" HOLES BURNED INTO PILE WEB. USE 2 BARS AT EACH UPLIFT PILE.



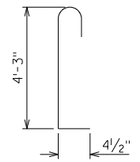

L603



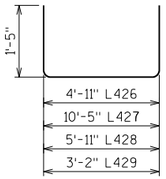

L1104



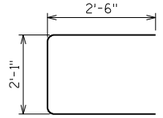

L405



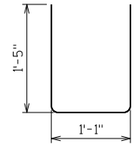

L406



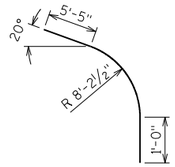

L426, L427, L428, L429



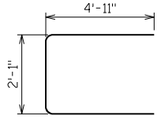

L407



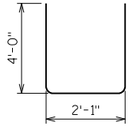

L408




L410

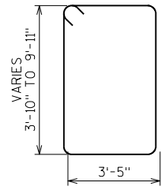



L411

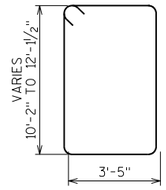



L412

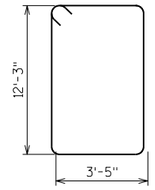
L1116



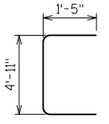

L618



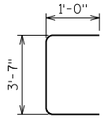

L419



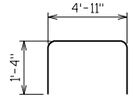

L420




L421




L422




L525

## BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| L1001 | | 47 | 21'-6" | | | FOOTING HORIZ. |
| L802 | | 18 | 21'-6" | | | FOOTING HORIZ. |
| L603 | | 24 | 4'-4" | X | | PILE UPLIFT CONNECTION |
| L1104 | X | 60 | 30'-11" | X | | COLUMN VERT. |
| L405 | X | 13 | 42'-1" | X | | COLUMN STIRRUPS |
| L406 | X | 78 | 5'-1" | X | | COLUMN TIES |
| L407 | X | 14 | 6'-11" | X | | COLUMN U BARS |
| L408 | X | 48 | 3'-9" | X | | COLUMN U BARS |
| L409 | X | 6 | 7'-2" | | | COLUMN VERT. EXT. |
| L410 | X | 6 | 16'-5" | X | | CAP CURVE |
| L411 | X | 10 | 11'-9" | X | | CURVE U BARS |
| L412 | X | 20 | 9'-11" | X | | CURVE U BARS |
| L613 | X | 12 | 25'-1" | | | CAP BOTTOM |
| L614 | X | 54 | 27'-6" | | X | CAP HORIZ. ⚠ |
| L615 | X | 20 | 52'-1" | | | CAP HORIZ. |
| L1116 | X | 9 | 55'-4" | X | | CAP TOP |
| L1117 | X | 18 | 52'-1" | | | CAP TOP |
| L618 | X | 104 | 21'-5" | X | X | CAP STIRRUPS ⚠ |
| L419 | X | 20 | 29'-8" | X | X | CAP STIRRUPS ⚠ |
| L420 | X | 6 | 31'-10 | X | | CAP STIRRUPS |
| L421 | X | 10 | 7'-7" | X | | CAP U BARS HORIZ. |
| L422 | X | 12 | 5'-5" | X | | CAP U BARS VERT. |
| L423 | X | 78 | 4'-0" | | | CAP TOP SUPPORT BARS |
| L424 | X | 6 | 10'-8" | | | CAP HORIZ. TOP |
| L525 | X | 11 | 7'-5" | X | | CAP U BARS TOP |
| L426 | X | 2 | 7'-7" | X | | COLUMN TOP EXTERIOR |
| L427 | X | 2 | 13'-1" | X | | COLUMN TOP EXTERIOR |
| L428 | X | 4 | 8'-7" | X | | COLUMN TOP EXTERIOR |
| L429 | X | 4 | 5'-10" | X | | COLUMN TOP EXTERIOR |

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

## BAR SERIES TABLE

| MARK | NO. REQD. | LENGTH |
|---|---|---|
| L614 | 6 SERIES OF 9 | 5'-6" TO 49'-6" |
| L618 | 4 SERIES OF 26 | 15'-4" TO 27'-6" |
| L419 | 4 SERIES OF 5 | 27'-8" TO 31'-7" |

BUNDLE AND TAG EACH SERIES SEPARATELY.

(P02) SUPPORT PIER ON HP 12 X 53 STEEL PILING, ESTIMATED 55 FEET LONG. & WITH A REQ'D DRIVING RESISTANCE OF 190 TONS PER PILE AS DETERMINED BY THE PILE DRIVING ANALYZER.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER 7 DETAILS

SHEET 29

426

SCALE = 4.0

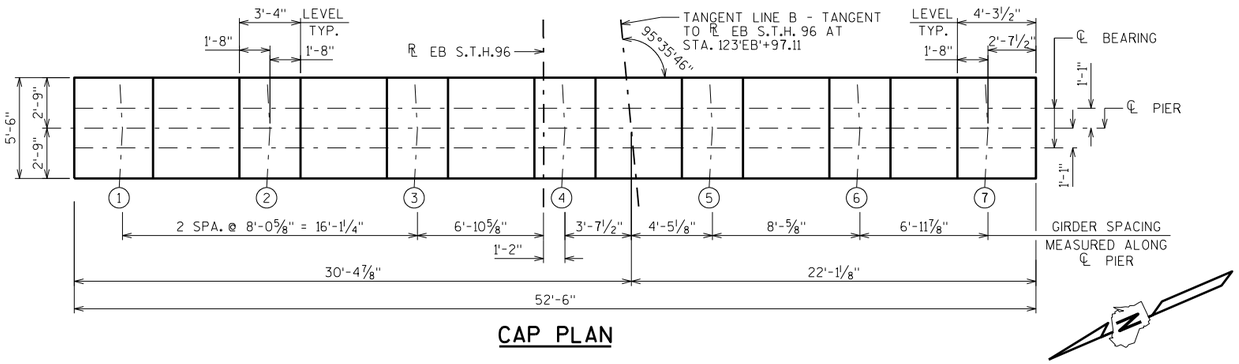
8

8

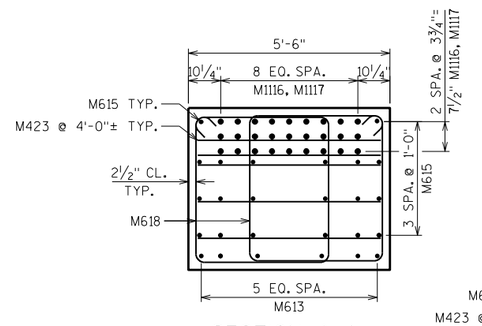
STATE PROJECT NUMBER

4075-28-71

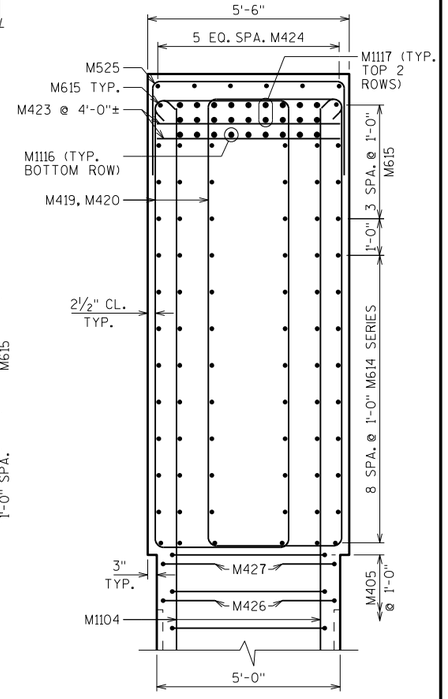
NOTE:
SEE SHEET 14 FOR PIER LAYOUT



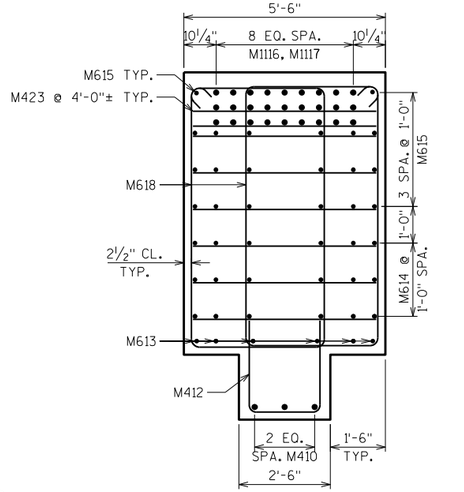

## CAP PLAN



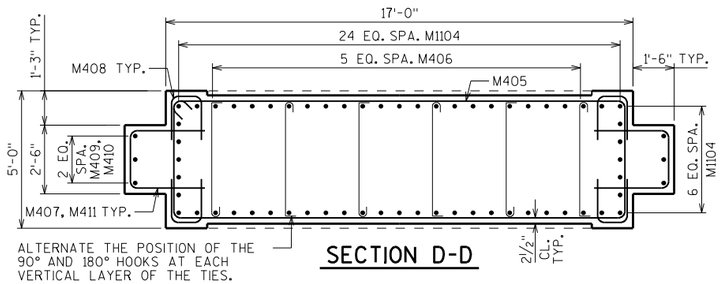

## SECTION A-A




## SECTION C-C

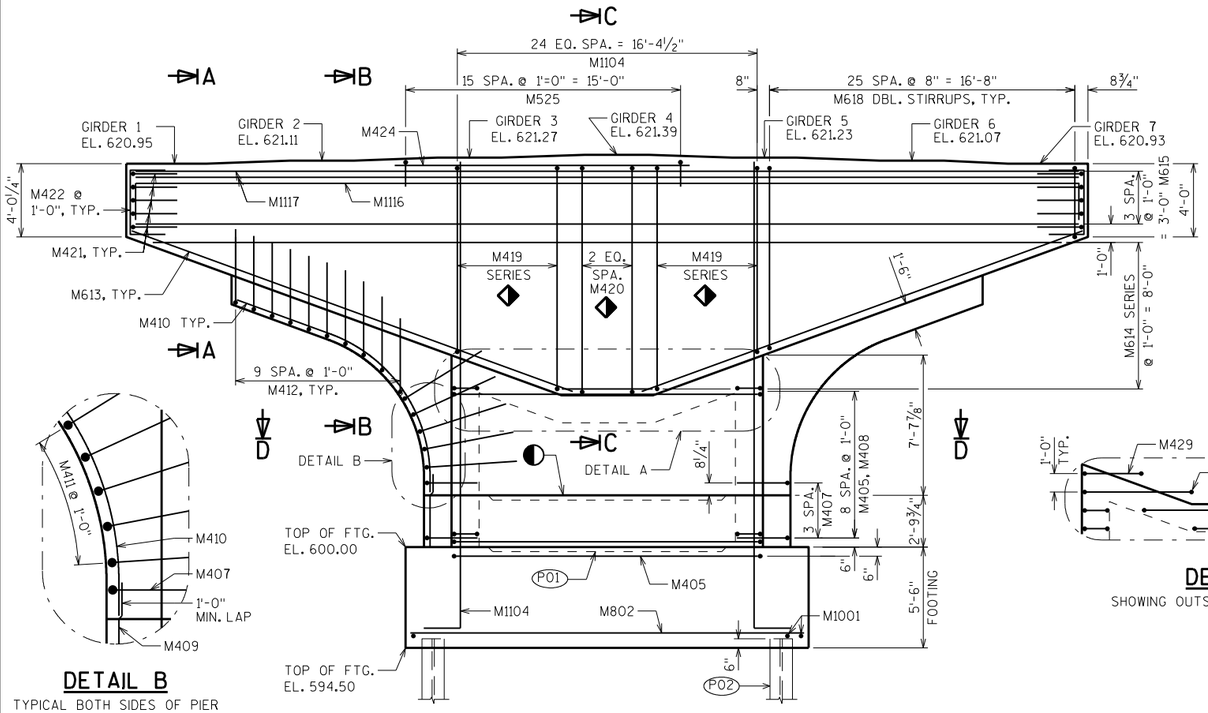



## SECTION B-B



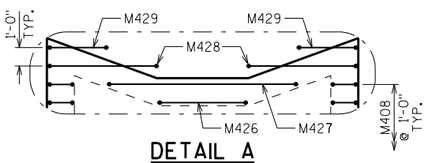

## SECTION D-D

ALTERNATE THE POSITION OF THE 90° AND 180° HOOKS AT EACH VERTICAL LAYER OF THE TIES. TIES ARE SPACED 1'-0" VERTICALLY.




## ELEVATION
(LOOKING UPSTATION)

## DETAIL B
TYPICAL BOTH SIDES OF PIER




## DETAIL A
SHOWING OUTSIDE FACE REINFORCING

◆ DOUBLE STIRRUPS, TIE WITH EVERY OTHER M1104 COLUMN BAR

◐ OPTIONAL KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 4" DEEP X 1'-10" WIDE X 13'-0" LONG.

(P01) KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 4" DEEP X 1'-10" WIDE X 13'-0" LONG. EXPOSED EDGES OF CONST. JOINT SHALL BE FLUSH AND NOT BEVELED.

(P02) SUPPORT PIER ON HP 12 X 53 STEEL PILING, ESTIMATED 60 FEET LONG. & WITH A REQ'D DRIVING RESISTANCE OF 180 TONS PER PILE AS DETERMINED BY THE PILE DRIVING ANALYZER.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER 8

SHEET 30

427

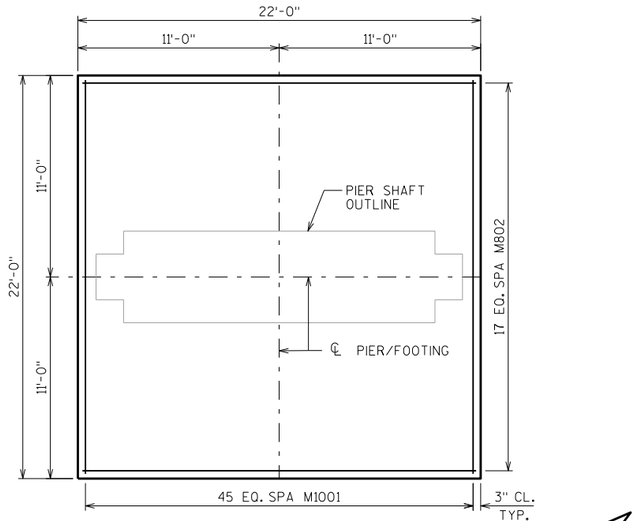
SCALE = 4.0

8

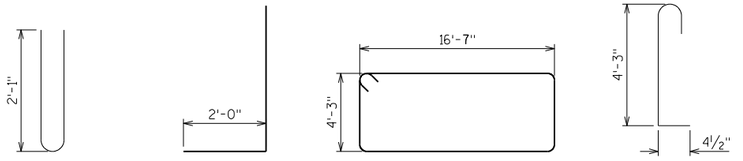
8

STATE PROJECT NUMBER

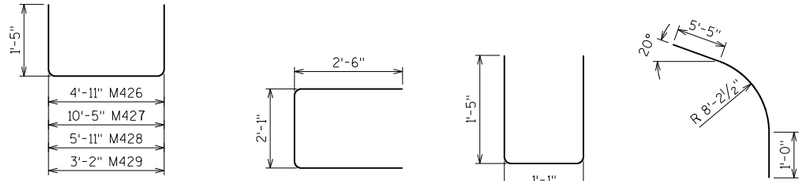
4075-28-71



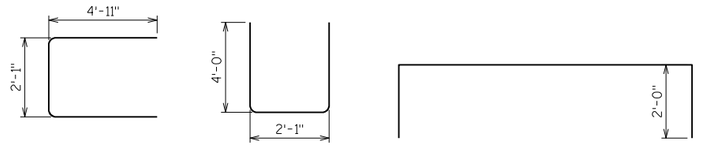

FOOTING PLAN




M603 M1104 M405 M406




M426, M427, M428, M429 M407 M408 M410



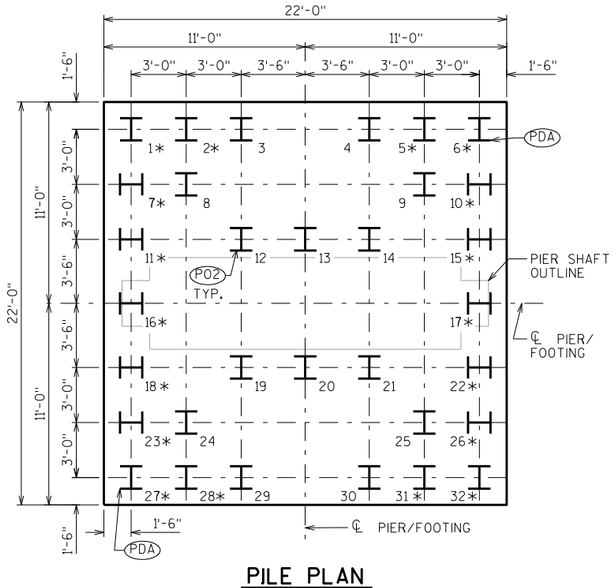

M411 M412 M1116

## BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| M1001 | | 46 | 21'-6" | | | FOOTING HORIZ. |
| M802 | | 18 | 21'-6" | | | FOOTING HORIZ. |
| M603 | | 36 | 4'-4" | X | | PILE UPLIFT CONNECTION |
| M1104 | X | 60 | 27'-7" | X | | COLUMN VERT. |
| M405 | X | 10 | 42'-1" | X | | COLUMN STIRRUPS |
| M406 | X | 60 | 5'-1" | X | | COLUMN TIES |
| M407 | X | 8 | 6'-11" | X | | COLUMN U BARS |
| M408 | X | 36 | 3'-9" | X | | COLUMN U BARS |
| M409 | X | 6 | 3'-10" | | | COLUMN VERT. EXT. |
| M410 | X | 6 | 16'-5" | X | | CAP CURVE |
| M411 | X | 10 | 11'-9" | X | | CURVE U BARS |
| M412 | X | 20 | 9'-11" | X | | CURVE U BARS |
| M613 | X | 12 | 25'-1" | | | CAP BOTTOM |
| M614 | X | 54 | 27'-6" | | X | CAP HORIZ. ⚠ |
| M615 | X | 20 | 52'-1" | | | CAP HORIZ. |
| M1116 | X | 9 | 55'-4" | X | | CAP TOP |
| M1117 | X | 18 | 52'-1" | | | CAP TOP |
| M618 | X | 104 | 21'-5" | X | X | CAP STIRRUPS ⚠ |
| M419 | X | 20 | 29'-8" | X | X | CAP STIRRUPS ⚠ |
| M420 | X | 6 | 31'-10 | X | | CAP STIRRUPS |
| M421 | X | 10 | 7'-7" | X | | CAP U BARS HORIZ. |
| M422 | X | 12 | 5'-5" | X | | CAP U BARS VERT. |
| M423 | X | 78 | 4'-0" | | | CAP TOP SUPPORT BARS |
| M424 | X | 6 | 15'-6" | | | CAP HORIZ. TOP |
| M525 | X | 16 | 7'-5" | X | | CAP U BARS TOP |
| M426 | X | 2 | 7'-7" | X | | COLUMN TOP EXTERIOR |
| M427 | X | 2 | 13'-1" | X | | COLUMN TOP EXTERIOR |
| M428 | X | 4 | 8'-7" | X | | COLUMN TOP EXTERIOR |
| M429 | X | 4 | 5'-10" | X | | COLUMN TOP EXTERIOR |

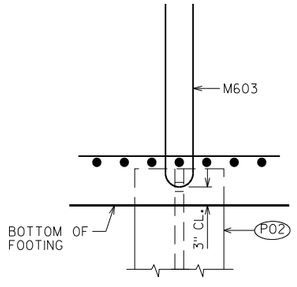
⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.




## PILE PLAN

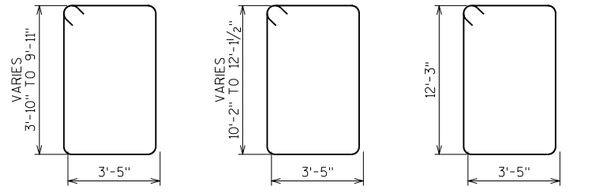
*UPLIFT CONNECTION REQUIRED AT THIS PILE. SEE DETAIL THIS SHEET

(PDA) PILE DYNAMIC ANALYZER TESTING AND RESTRIKES REQ'D AT THIS PILE




## UPLIFT CONNECTION DETAIL

PLACE M603 BARS IN 1¼" HOLES BURNED INTO PILE WEB. USE 2 BARS AT EACH UPLIFT PILE.

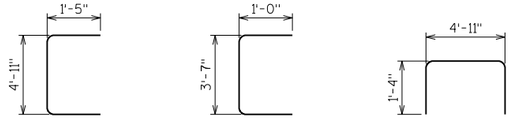



M618 M419 M420

## BAR SERIES TABLE

| MARK | NO. REQD. | LENGTH |
|---|---|---|
| M614 | 6 SERIES OF 9 | 5'-6" TO 49'-6" |
| M618 | 4 SERIES OF 26 | 15'-4" TO 27'-6" |
| M419 | 4 SERIES OF 5 | 27'-8" TO 31'-7" |

BUNDLE AND TAG EACH SERIES SEPARATELY.




M421 M422 M525

(P02) SUPPORT PIER ON HP 12 X 53 STEEL PILING, ESTIMATED 60 FEET LONG, & WITH A REQ'D DRIVING RESISTANCE OF 180 TONS PER PILE AS DETERMINED BY THE PILE DRIVING ANALYZER.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER 8 DETAILS

SHEET 31

428

8

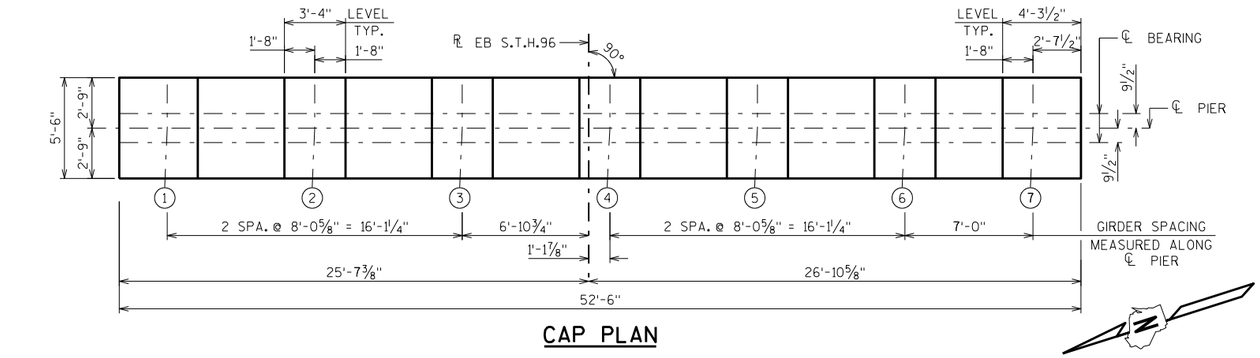
8

SCALE = 4.0

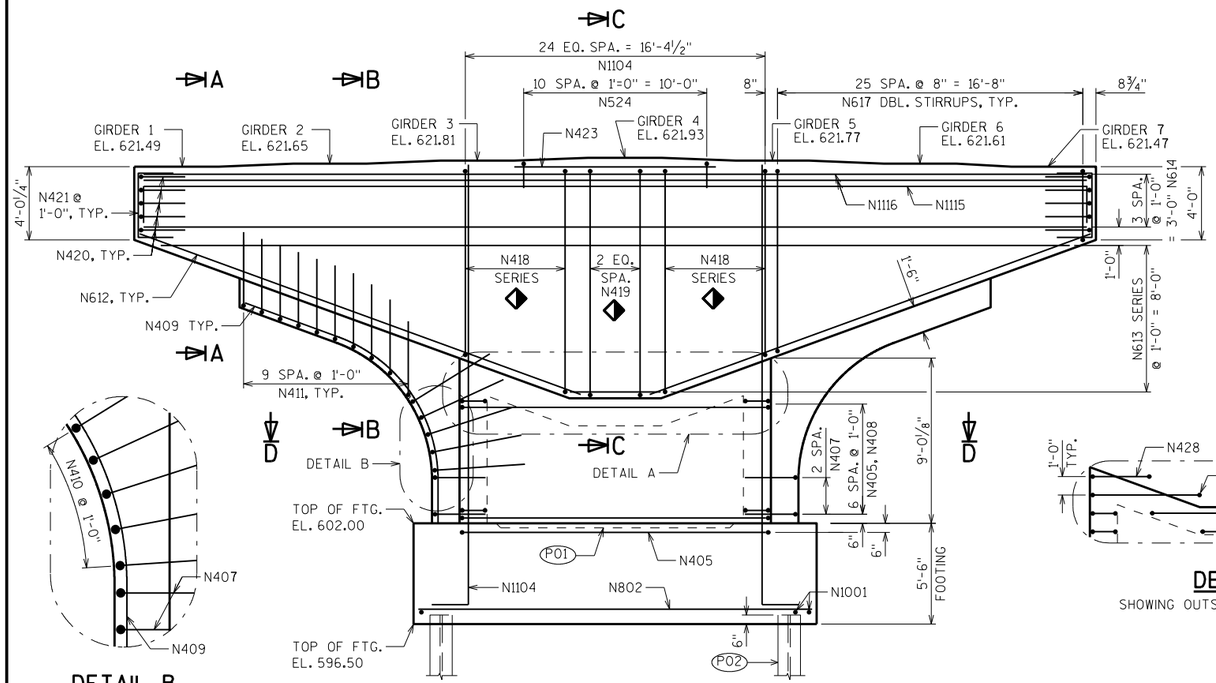
STATE PROJECT NUMBER

4075-28-71

NOTE:
SEE SHEET 14 FOR PIER LAYOUT



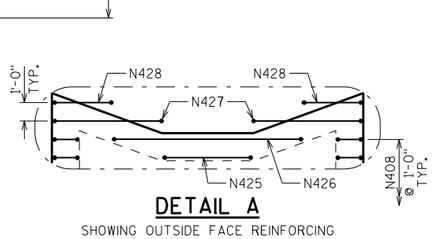

## CAP PLAN



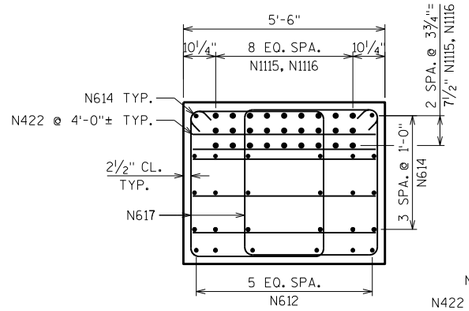

## ELEVATION
(LOOKING UPSTATION)



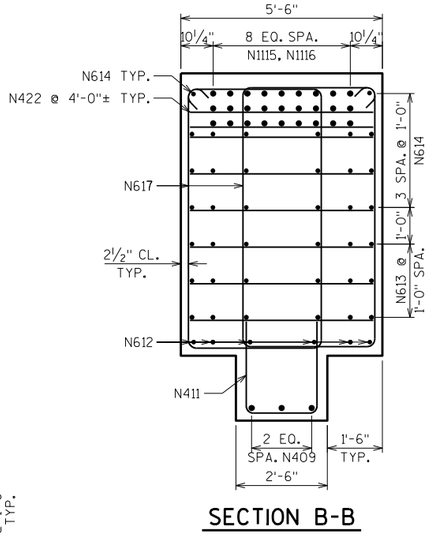

## DETAIL B
TYPICAL BOTH SIDES OF PIER



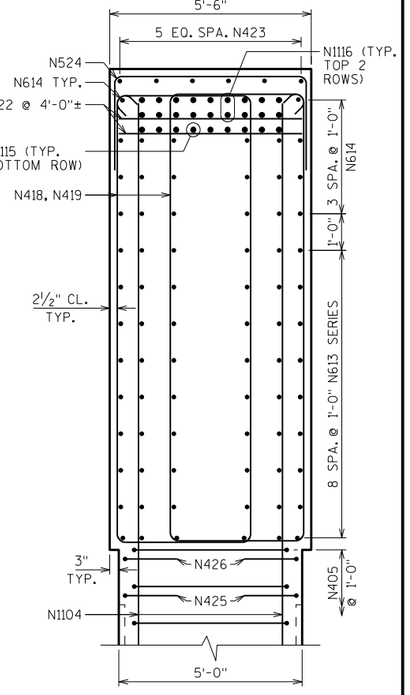

## DETAIL A
SHOWING OUTSIDE FACE REINFORCING



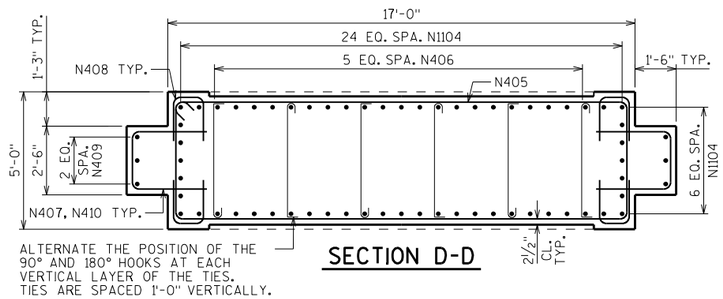

## SECTION A-A




## SECTION B-B




## SECTION C-C




## SECTION D-D

ALTERNATE THE POSITION OF THE 90° AND 180° HOOKS AT EACH VERTICAL LAYER OF THE TIES. TIES ARE SPACED 1'-0" VERTICALLY.

◆ DOUBLE STIRRUPS, TIE WITH EVERY OTHER N1104 COLUMN BAR

◐ OPTIONAL KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 4" DEEP X 1'-10" WIDE X 13'-0" LONG.

(P01) KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 4" DEEP X 1'-10" WIDE X 13'-0" LONG. EXPOSED EDGES OF CONST. JOINT SHALL BE FLUSH AND NOT BEVELED.

(P02) SUPPORT PIER ON HP 12 X 53 STEEL PILING, ESTIMATED 55 FEET LONG. & WITH A REQ'D DRIVING RESISTANCE OF 175 TONS PER PILE AS DETERMINED BY THE PILE DRIVING ANALYZER.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER 9

SHEET 32

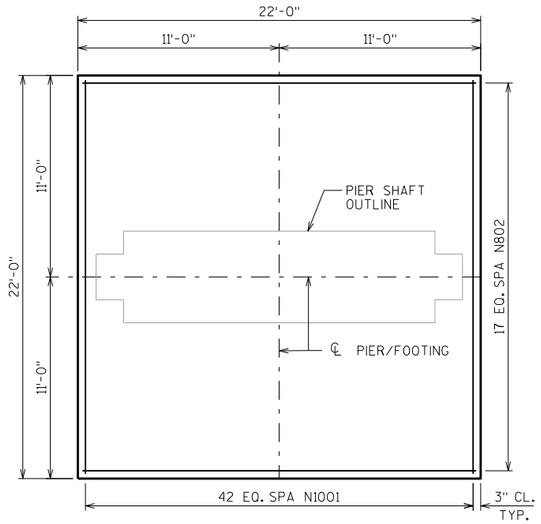
429

SCALE = 4.0

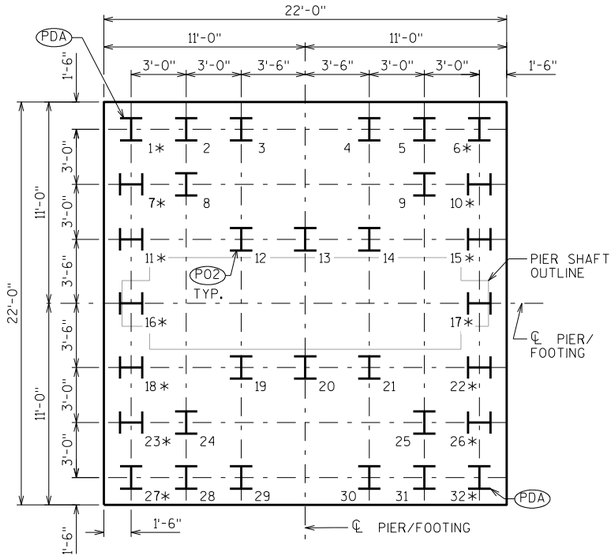
8

8

| STATE PROJECT NUMBER |
|---|
| 4075-28-71 |




FOOTING PLAN

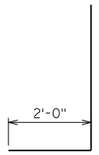



PILE PLAN

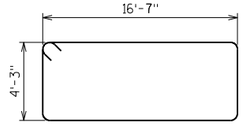
*UPLIFT CONNECTION REQUIRED AT THIS PILE. SEE DETAIL THIS SHEET

(PDA) PILE DYNAMIC ANALYZER TESTING AND RESTRIKES REQ'D AT THIS PILE

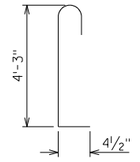
N603



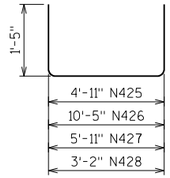

N1104



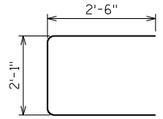

N405



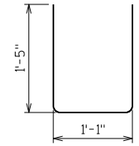

N406



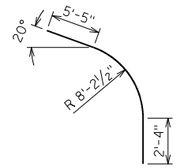

N425, N426, N427, N428



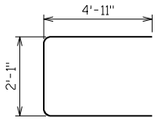

N407



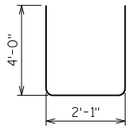

N408




N409




N410




N411

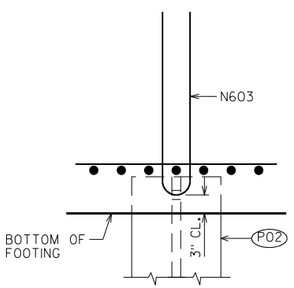
N1115

## BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

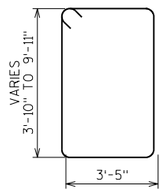
| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| N1001 | | 43 | 21'-6" | | | FOOTING HORIZ. |
| N802 | | 18 | 21'-6" | | | FOOTING HORIZ. |
| N603 | | 28 | 4'-4" | X | | PILE UPLIFT CONNECTION |
| N1104 | X | 60 | 26'-1" | X | | COLUMN VERT. |
| N405 | X | 8 | 42'-1" | X | | COLUMN STIRRUPS |
| N406 | X | 48 | 5'-1" | X | | COLUMN TIES |
| N407 | X | 6 | 6'-11" | X | | COLUMN U BARS |
| N408 | X | 28 | 3'-9" | X | | COLUMN U BARS |
| N409 | X | 6 | 17'-9" | X | | CAP CURVE |
| N410 | X | 10 | 11'-9" | X | | CURVE U BARS |
| N411 | X | 20 | 9'-11" | X | | CURVE U BARS |
| N612 | X | 12 | 25'-1" | | | CAP BOTTOM |
| N613 | X | 54 | 27'-6" | | X | CAP HORIZ. ⚠ |
| N614 | X | 20 | 52'-1" | | | CAP HORIZ. |
| N1115 | X | 9 | 55'-4" | X | | CAP TOP |
| N1116 | X | 18 | 52'-1" | | | CAP TOP |
| N617 | X | 104 | 21'-5" | X | X | CAP STIRRUPS ⚠ |
| N418 | X | 20 | 29'-8" | X | X | CAP STIRRUPS ⚠ |
| N419 | X | 6 | 31'-10 | X | | CAP STIRRUPS |
| N420 | X | 10 | 7'-7" | X | | CAP U BARS HORIZ. |
| N421 | X | 12 | 5'-5" | X | | CAP U BARS VERT. |
| N422 | X | 78 | 4'-0" | | | CAP TOP SUPPORT BARS |
| N423 | X | 6 | 10'-8" | | | CAP HORIZ. TOP |
| N524 | X | 11 | 7'-5" | X | | CAP U BARS TOP |
| N425 | X | 2 | 7'-7" | X | | COLUMN TOP EXTERIOR |
| N426 | X | 2 | 13'-1" | X | | COLUMN TOP EXTERIOR |
| N427 | X | 4 | 8'-7" | X | | COLUMN TOP EXTERIOR |
| N428 | X | 4 | 5'-10" | X | | COLUMN TOP EXTERIOR |

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

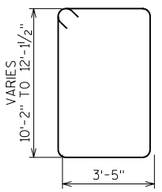



UPLIFT CONNECTION DETAIL

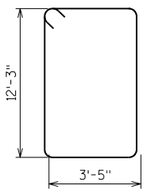
PLACE N603 BARS IN 1¼" HOLES BURNED INTO PILE WEB. USE 2 BARS AT EACH UPLIFT PILE.



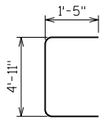

N617



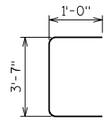

N418



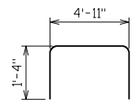

N419




N420




N421




N524

## BAR SERIES TABLE

| MARK | NO. REQD. | LENGTH |
|---|---|---|
| N613 | 6 SERIES OF 9 | 5'-6" TO 49'-6" |
| N617 | 4 SERIES OF 26 | 15'-4" TO 27'-6" |
| N418 | 4 SERIES OF 5 | 27'-8" TO 31'-7" |

BUNDLE AND TAG EACH SERIES SEPARATELY.

(P02) SUPPORT PIER ON HP 12 X 53 STEEL PILING, ESTIMATED 55 FEET LONG. & WITH A REQ'D DRIVING RESISTANCE OF 175 TONS PER PILE AS DETERMINED BY THE PILE DRIVING ANALYZER.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER 9 DETAILS

SHEET 33

430

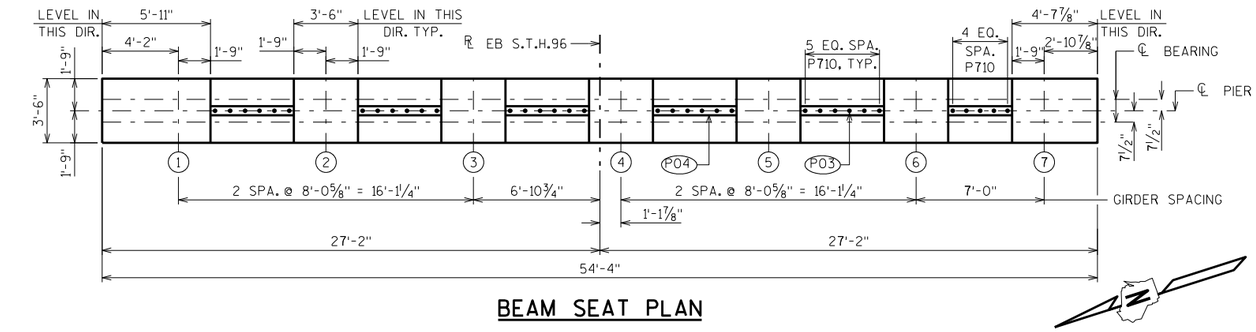
SCALE = 4.0

8

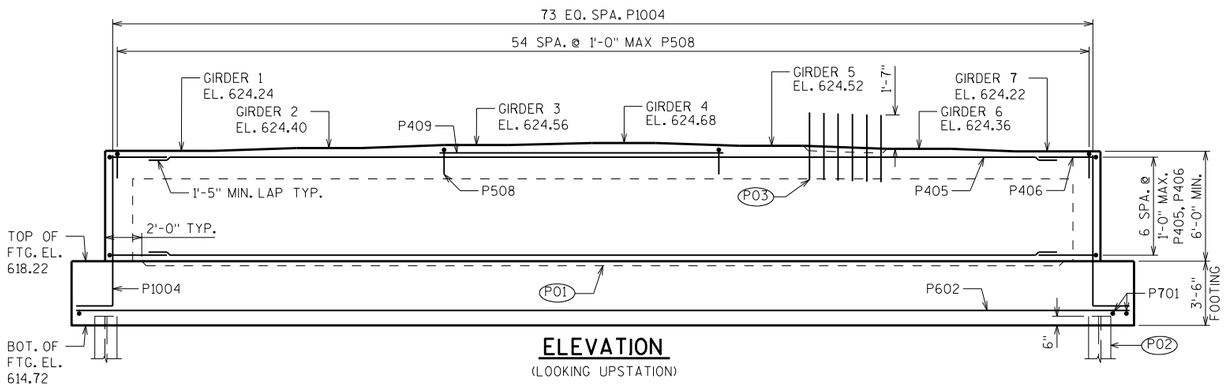
8

STATE PROJECT NUMBER

4075-28-71

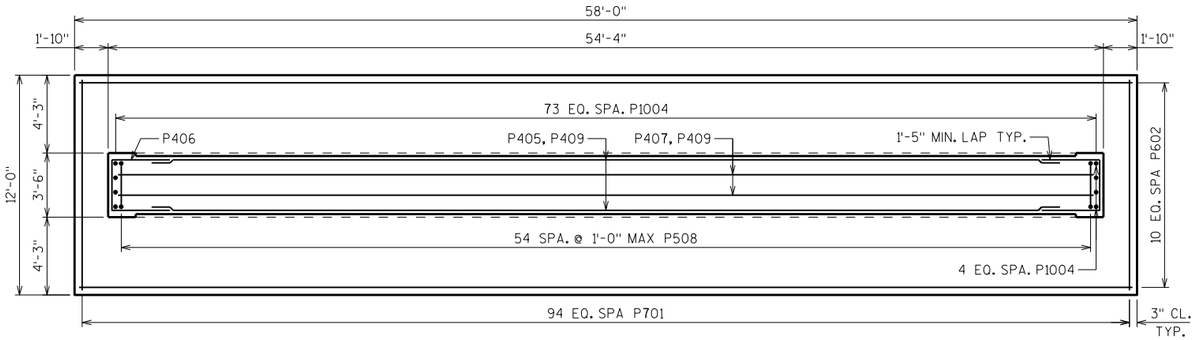



## BEAM SEAT PLAN

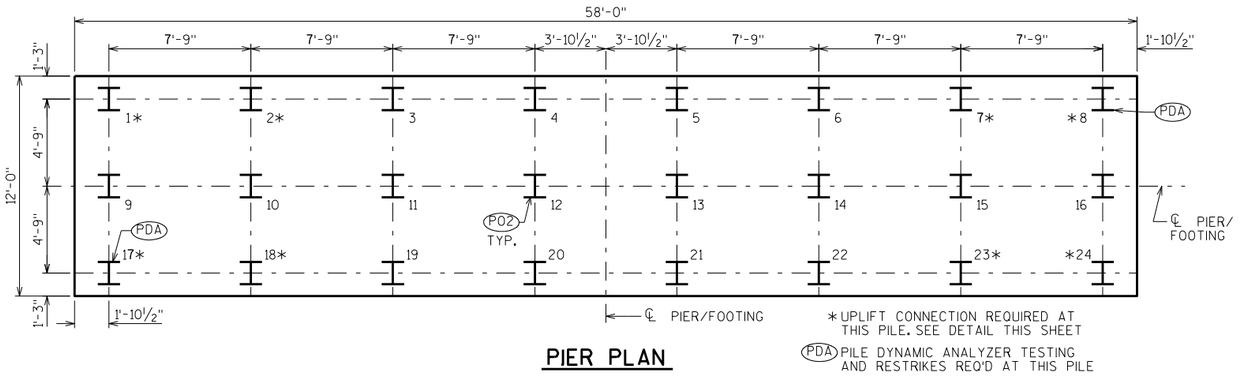



## ELEVATION

(LOOKING UPSTATION)



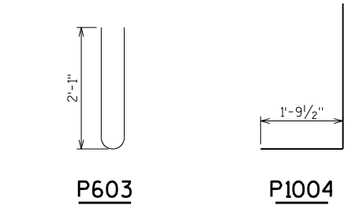

## PIER PLAN

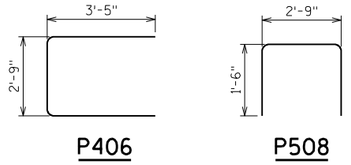



## PIER PLAN

*UPLIFT CONNECTION REQUIRED AT THIS PILE. SEE DETAIL THIS SHEET

(PDA) PILE DYNAMIC ANALYZER TESTING AND RESTRIKES REQ'D AT THIS PILE

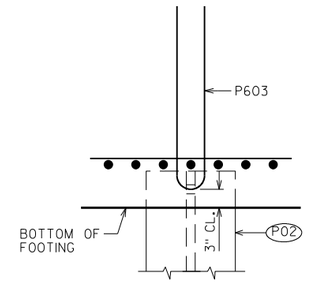



## BILL OF BARS

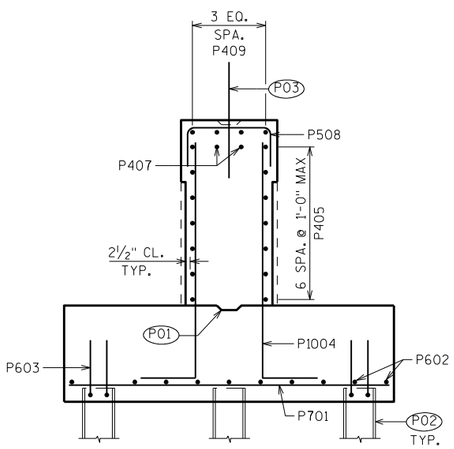
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| P701 | | 95 | 11'-6" | | | FOOTING HORIZ. |
| P602 | | 11 | 57'-6" | | | FOOTING HORIZ. |
| P603 | | 16 | 4'-4" | X | | PILE UPLIFT CONNECTION |
| P1004 | X | 152 | 10'-2" | X | | STEM VERT. |
| P405 | X | 14 | 50'-0" | | | STEM HORIZ. |
| P406 | X | 14 | 9'-5" | X | | STEM U BARS HORIZ. |
| P407 | X | 2 | 53'-11 | | | STEM HORIZ. TOP |
| P508 | X | 55 | 5'-6" | X | | STEM U BARS VERT. |
| P409 | X | 4 | 15'-6" | | | STEM HORIZ. BELOW GIRS. 3 & 4 |
| P710 | X | 35 | 3'-2" | | | PIER DOWELS |

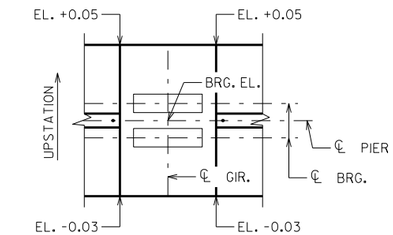



## UPLIFT CONNECTION DETAIL

PLACE P603 BARS IN 1¼" HOLES BURNED INTO PILE WEB. USE 2 BARS AT EACH UPLIFT PILE.




## SECTION THRU PIER




## SLOPED BEAM SEAT DETAILS

SEE SHEET 14 FOR PIER LAYOUT

(P01) KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 2" X 6"

(P02) SUPPORT PIER ON HP 12 X 53 STEEL PILING, ESTIMATED 85 FEET LONG, & WITH A REQ'D DRIVING RESISTANCE OF 210 TONS PER PILE AS DETERMINED BY THE PILE DRIVING ANALYZER. PRE-BORING REQUIRED TO 30' BELOW FOOTING.

(P03) R710 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-7" INTO CONC.)

(P04) KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6" BETWEEN BEAM SEATS.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER 10

SHEET 34

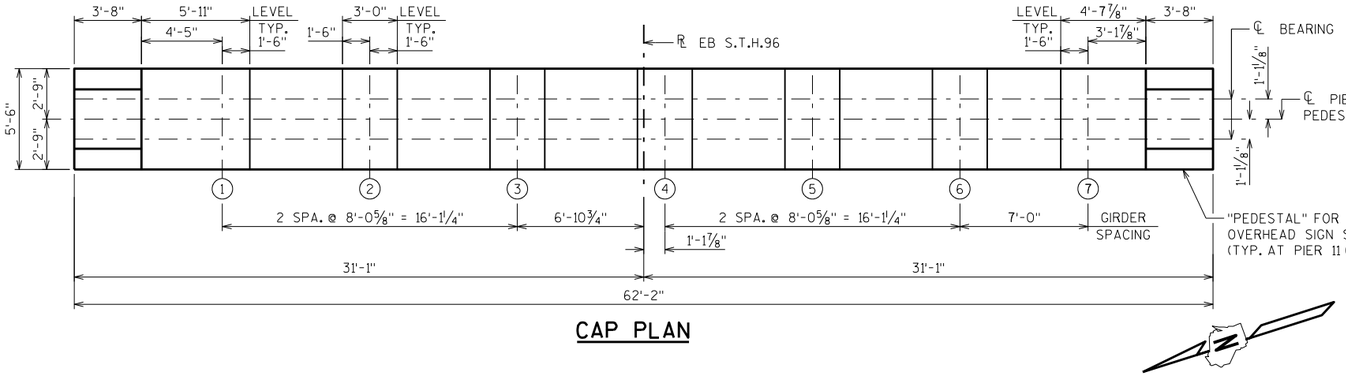
431

SCALE = 4.0

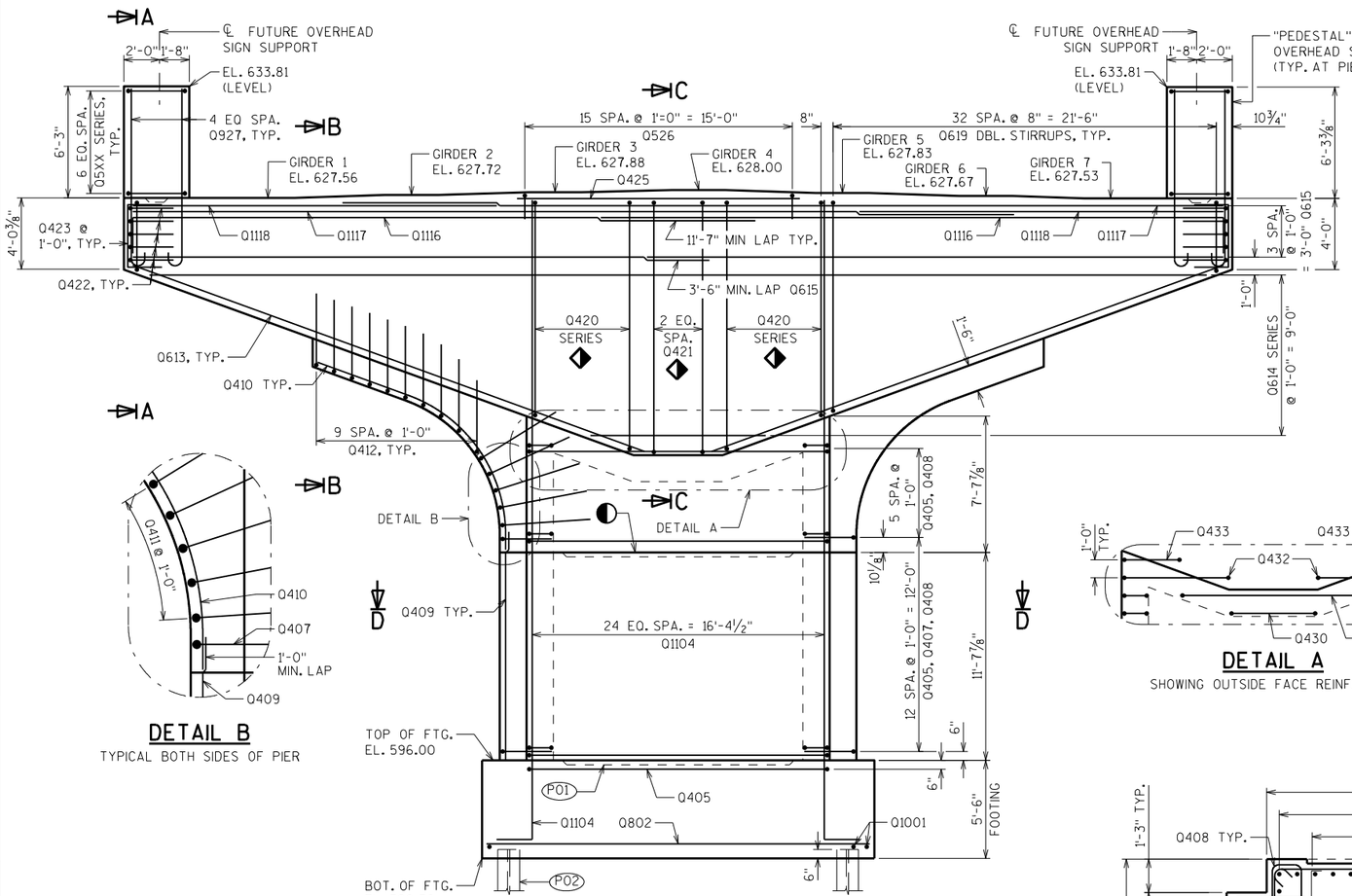
STATE PROJECT NUMBER

4075-28-71

NOTE:
SEE SHEET 14 FOR PIER LAYOUT



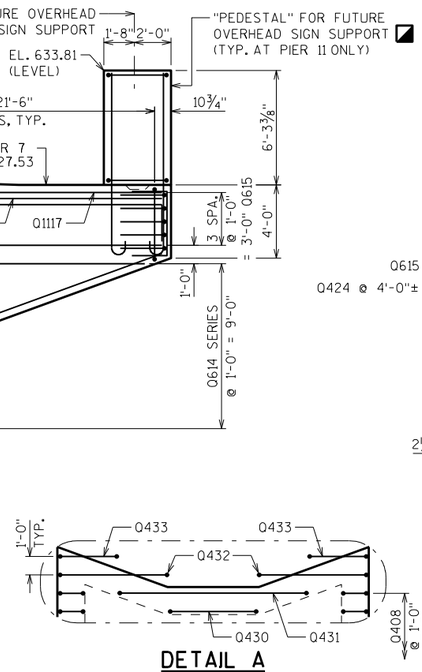

## CAP PLAN



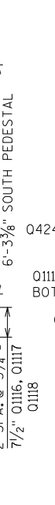

## ELEVATION
(LOOKING UPSTATION)



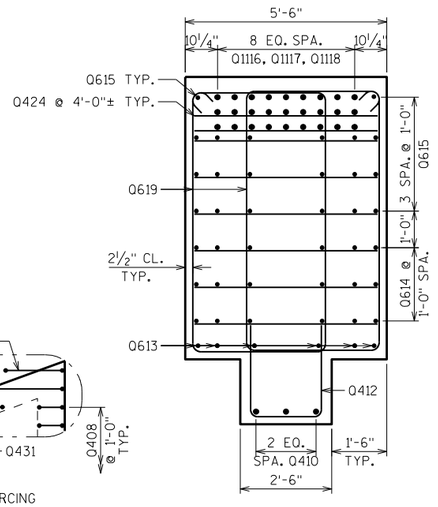

## DETAIL B
TYPICAL BOTH SIDES OF PIER



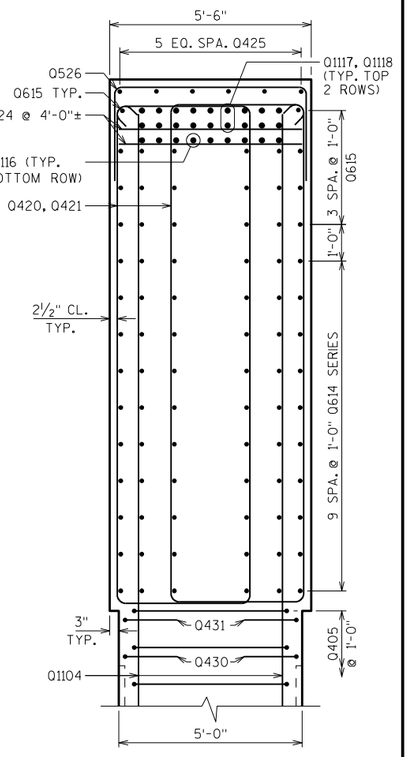

## DETAIL A
SHOWING OUTSIDE FACE REINFORCING



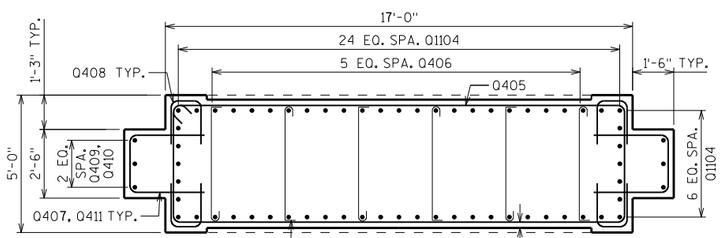

## SECTION A-A




## SECTION B-B




## SECTION C-C




## SECTION D-D

ALTERNATE THE POSITION OF THE 90° AND 180° HOOKS AT EACH VERTICAL LAYER OF THE TIES. TIES ARE SPACED 1'-0" VERTICALLY.

- "CONCRETE STAINING" REQ'D ON ALL EXPOSED FACES OF PEDESTAL, FEDERAL COLOR NUMBER 23430.
- OPTIONAL KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 2" DEEP X 1'-0" X 1'-0"
- DOUBLE STIRRUPS, TIE WITH EVERY OTHER Q1104 COLUMN BAR
- OPTIONAL KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 4" DEEP X 1'-10" WIDE X 13'-0" LONG.
- (P01) KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 4" DEEP X 1'-10" WIDE X 13'-0" LONG. EXPOSED EDGES OF CONST. JOINT SHALL BE FLUSH AND NOT BEVELED.
- (P02) SUPPORT PIER ON HP 12 X 53 STEEL PILING, ESTIMATED 50 FEET LONG. & WITH A REQ'D DRIVING RESISTANCE OF 190 TONS PER PILE AS DETERMINED BY THE PILE DRIVING ANALYZER.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER 11

SHEET 35

432

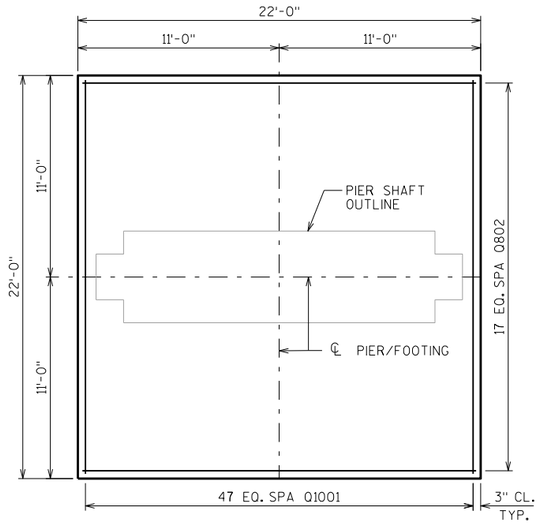
SCALE = 4.0

8

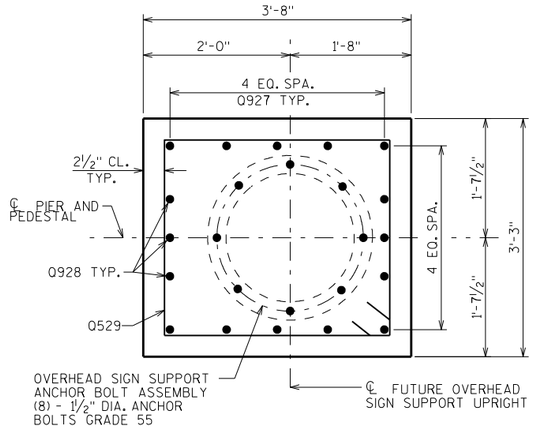
8

STATE PROJECT NUMBER

4075-28-71

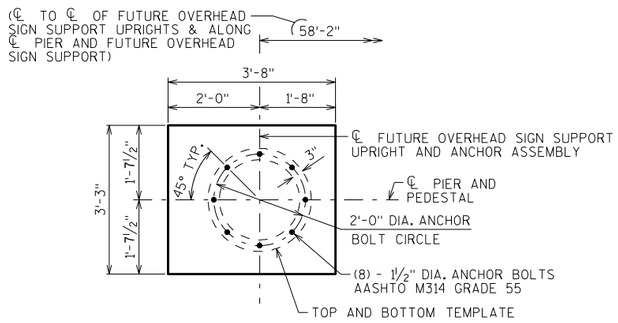



## FOOTING PLAN



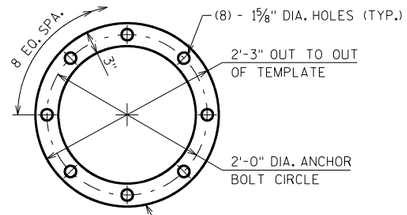

## PEDESTAL PLAN

NORTH PEDESTAL SHOWN, SOUTH PEDESTAL SIMILAR

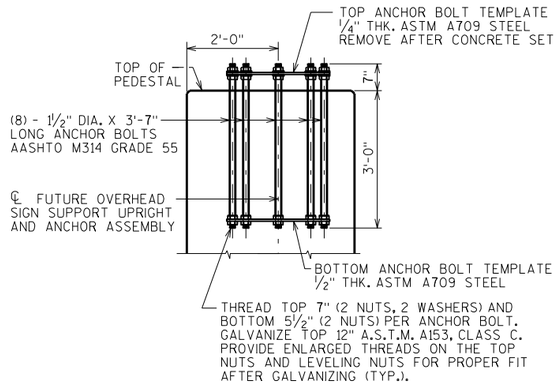



## ANCHOR ASSEMBLY DETAILS FOR FUTURE OVERHEAD SIGN SUPPORT

NORTH PEDESTAL SHOWN, SOUTH PEDESTAL SIMILAR

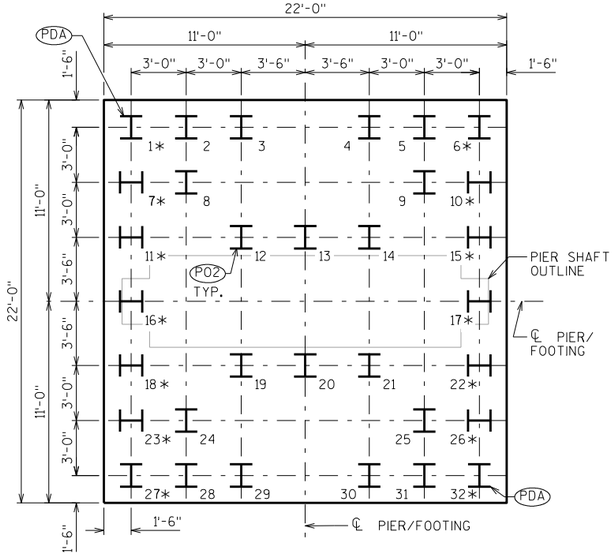



## TOP VIEW OF TOP AND BOTTOM TEMPLATES




## ANCHOR BOLT ASSEMBLY DETAILS

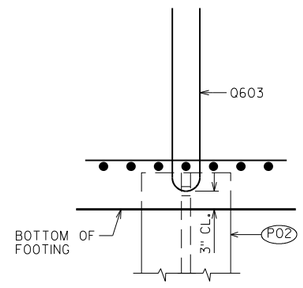
1 ANCHOR BOLT ASSEMBLY SHOWN
(LOOKING UPSTATION SHOWING NORTH SUPPORT.
SOUTH SUPPORT SIMILAR)




## PILE PLAN

*UPLIFT CONNECTION REQUIRED AT THIS PILE. SEE DETAIL THIS SHEET

(PDA) PILE DYNAMIC ANALYZER TESTING AND RESTRIKES REQ'D AT THIS PILE




## UPLIFT CONNECTION DETAIL

PLACE 0603 BARS IN 1¼" HOLES BURNED INTO PILE WEB. USE 2 BARS AT EACH UPLIFT PILE.

(P02) SUPPORT PIER ON HP 12 X 53 STEEL PILING, ESTIMATED 50 FEET LONG. & WITH A REQ'D DRIVING RESISTANCE OF 190 TONS PER PILE AS DETERMINED BY THE PILE DRIVING ANALYZER.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER 11
DETAILS 1

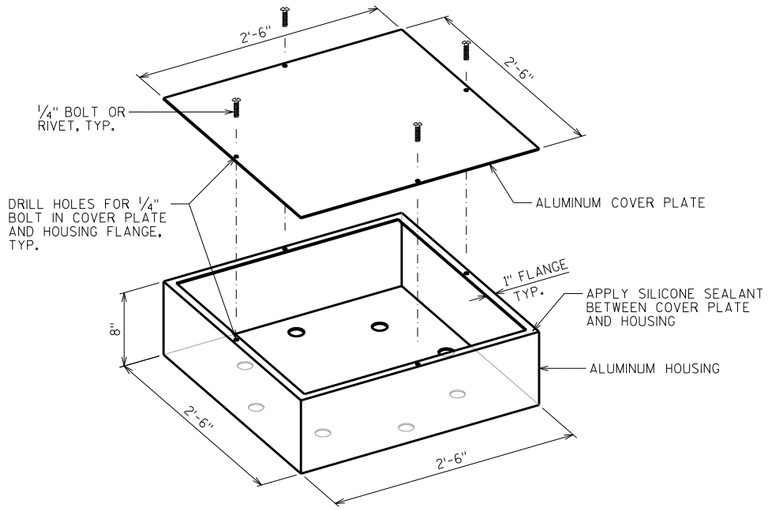
SHEET 36

433

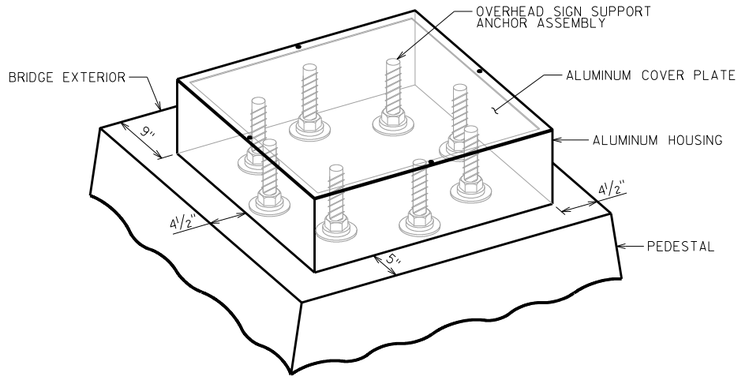
SCALE = 4.0

8

8

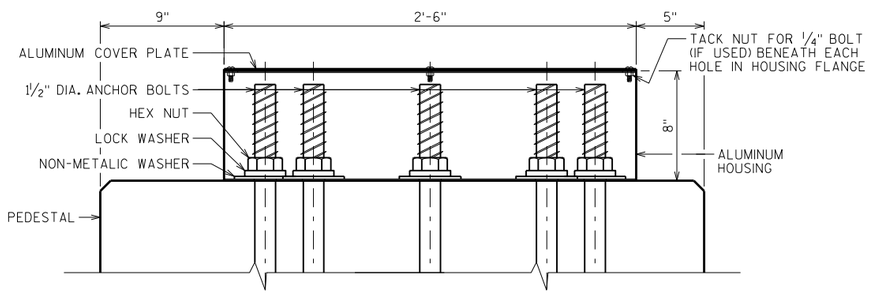



## ANCHOR BOLT COVER SHROUD



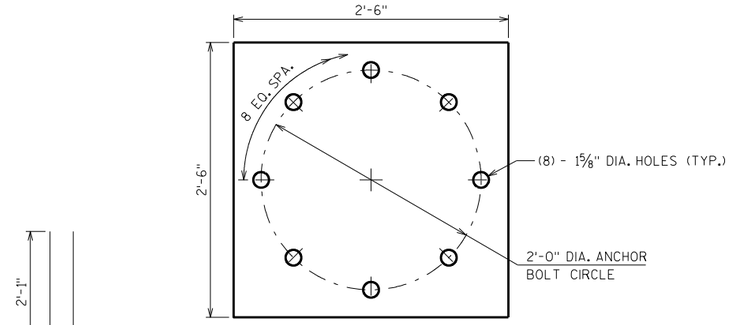

## ANCHOR BOLT COVER SHROUD

INSTALL COVER SHROUD OVER ANCHOR BOLT ASSEMBLIES AFTER CONCRETE SET




## ANCHOR BOLT COVER SHROUD SECTION

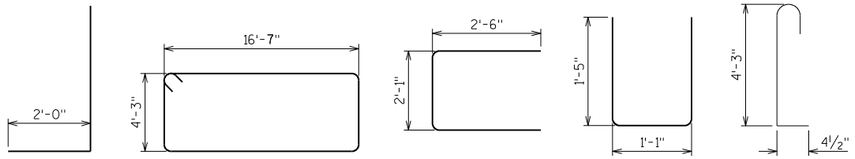
(LOOKING UPSTATION SHOWING NORTH SUPPORT. SOUTH SUPPORT SIMILAR)



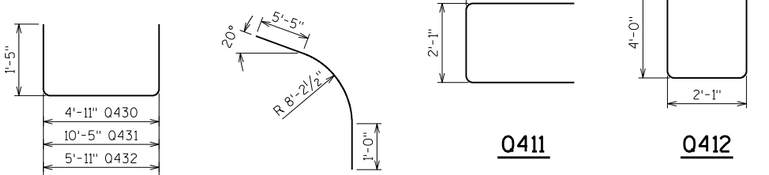

## ANCHOR BOLT COVER SHROUD PLAN

SHOWING BOTTOM PLATE.

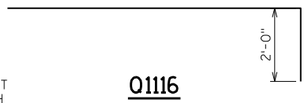
0603



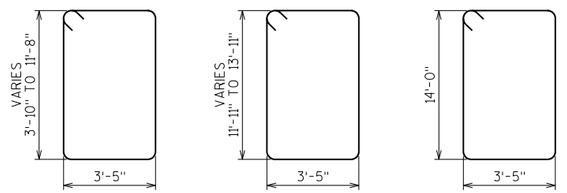

0110 0405 0407 0408 0406



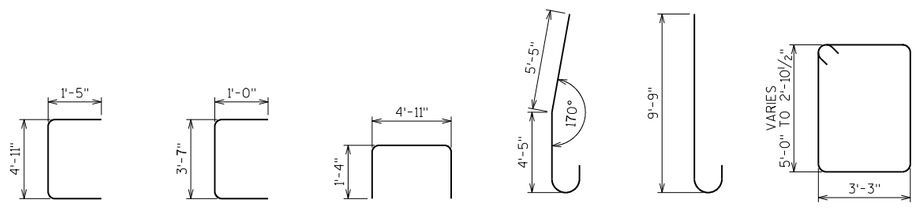

0430, 0431, 0432, 0433 0410 0411 0412




0116




0619 0420 0421




0422 0423 0526 0927 0928 0529

## BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| 01001 | | 48 | 21'-6" | | | FOOTING HORIZ. |
| 0802 | | 18 | 21'-6" | | | FOOTING HORIZ. |
| 0603 | | 28 | 4'-4" | X | | PILE UPLIFT CONNECTION |
| 01104 | X | 60 | 38'-2" | X | | COLUMN VERT. BOT. |
| 0405 | X | 19 | 42'-1" | X | | COLUMN STIRRUPS |
| 0406 | X | 114 | 5'-1" | X | | COLUMN TIES |
| 0407 | X | 26 | 6'-11" | X | | COLUMN U BARS |
| 0408 | X | 72 | 3'-9" | X | | COLUMN U BARS |
| 0409 | X | 6 | 12'-8" | | | COLUMN VERT. EXT. |
| 0410 | X | 6 | 16'-5" | X | | CAP CURVE |
| 0411 | X | 10 | 11'-9" | X | | CURVE U BARS |
| 0412 | X | 20 | 9'-11" | X | | CURVE U BARS |
| 0613 | X | 12 | 30'-2" | | | CAP BOTTOM |
| 0614 | X | 60 | 34'-5" | | X | CAP HORIZ. ⚠ |
| 0615 | X | 40 | 32'-8" | | | CAP HORIZ. |
| 01116 | X | 18 | 38'-4" | X | | CAP TOP |
| 01117 | X | 18 | 53'-4" | | | CAP TOP |
| 01118 | X | 18 | 20'-0" | | | CAP TOP |
| 0619 | X | 132 | 23'-2" | X | X | CAP STIRRUPS ⚠ |
| 0420 | X | 20 | 33'-2" | X | X | CAP STIRRUPS ⚠ |
| 0421 | X | 6 | 35'-4" | X | | CAP STIRRUPS |
| 0422 | X | 10 | 7'-7" | X | | CAP U BARS HORIZ. |
| 0423 | X | 12 | 5'-5" | X | | CAP U BARS VERT. |
| 0424 | X | 102 | 4'-0" | | | CAP TOP SUPPORT BARS |
| 0425 | X | 6 | 16'-0" | | | CAP HORIZ. TOP |
| 0526 | X | 16 | 7'-5" | X | | CAP U BARS TOP |
| 0927 | X | 20 | 11'-1" | X | | PEDESTALS VERT. |
| 0928 | X | 12 | 11'-0" | X | | PEDESTALS VERT. |
| 0529 | X | 14 | 15'-0" | X | X | PEDESTALS STIRRUPS ⚠ |
| 0430 | X | 2 | 7'-7" | X | | COLUMN TOP EXTERIOR |
| 0431 | X | 2 | 13'-1" | X | | COLUMN TOP EXTERIOR |
| 0432 | X | 4 | 8'-7" | X | | COLUMN TOP EXTERIOR |
| 0433 | X | 4 | 5'-10" | X | | COLUMN TOP EXTERIOR |

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

## BAR SERIES TABLE

| MARK | NO. REQD. | LENGTH |
|---|---|---|
| 0614 | 6 SERIES OF 10 | 9'-8" TO 59'-2" |
| 0619 | 4 SERIES OF 33 | 15'-4" TO 31'-0" |
| 0420 | 4 SERIES OF 5 | 31'-2" TO 35'-2" |
| 0529 | 2 SERIES OF 7 | 12'-10" TO 17'-1" |

BUNDLE AND TAG EACH SERIES SEPARATELY.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER 11
DETAILS 2

SHEET 37
434

STATE PROJECT NUMBER
4075-28-71

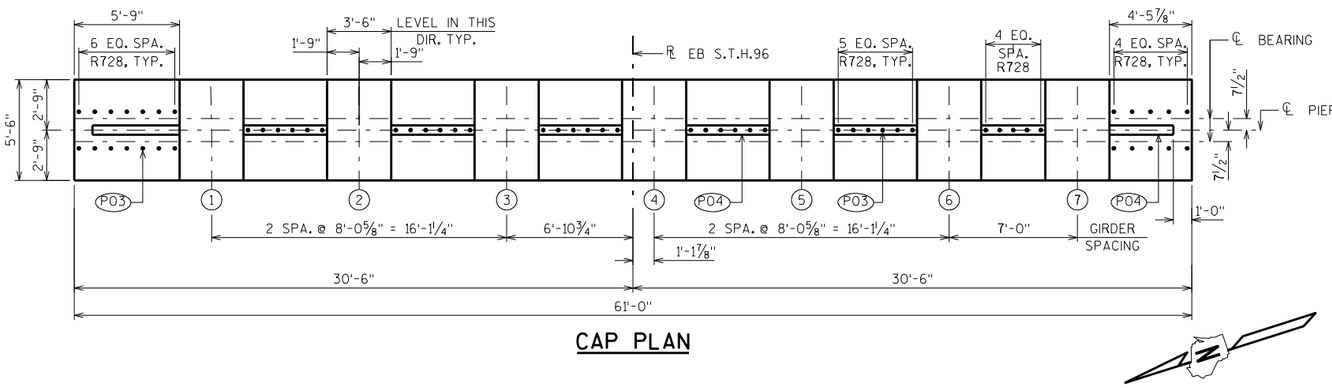
SCALE = 4.0

8

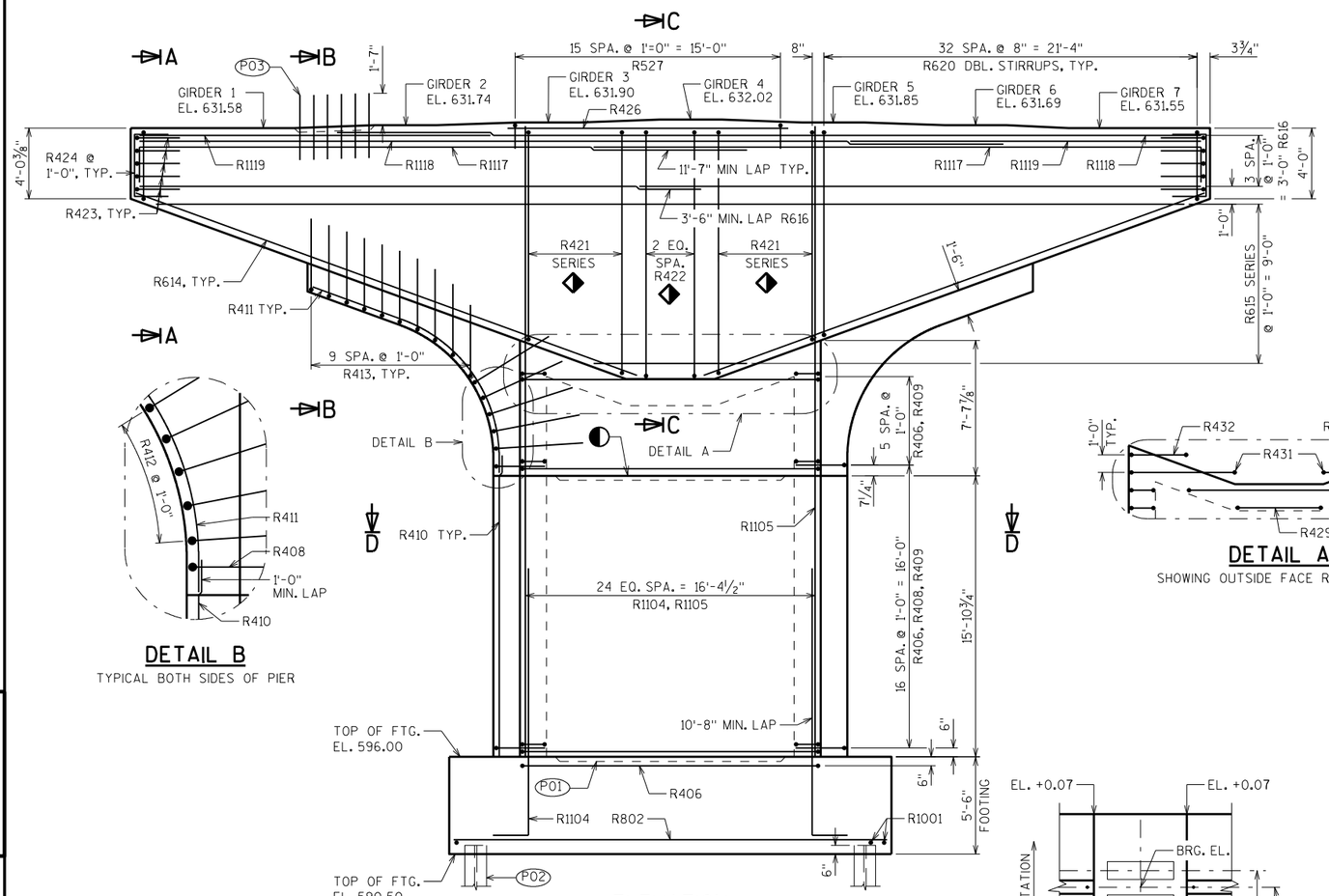
8

STATE PROJECT NUMBER

4075-28-71




## CAP PLAN



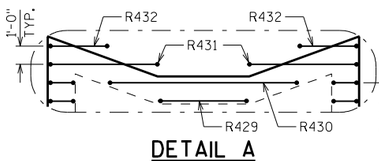

## ELEVATION

(LOOKING UPSTATION)



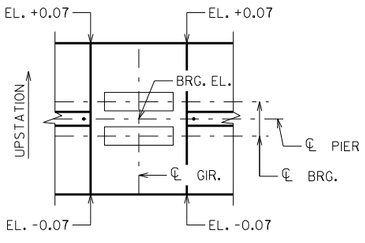

## DETAIL B

TYPICAL BOTH SIDES OF PIER

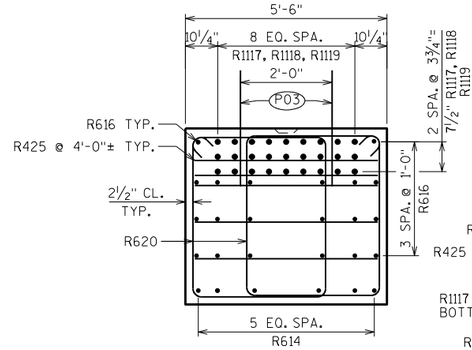



## DETAIL A

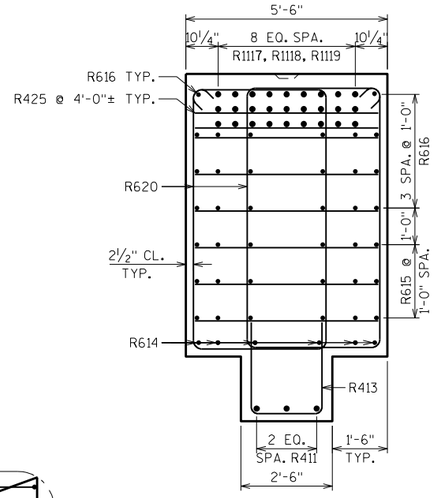
SHOWING OUTSIDE FACE REINFORCING



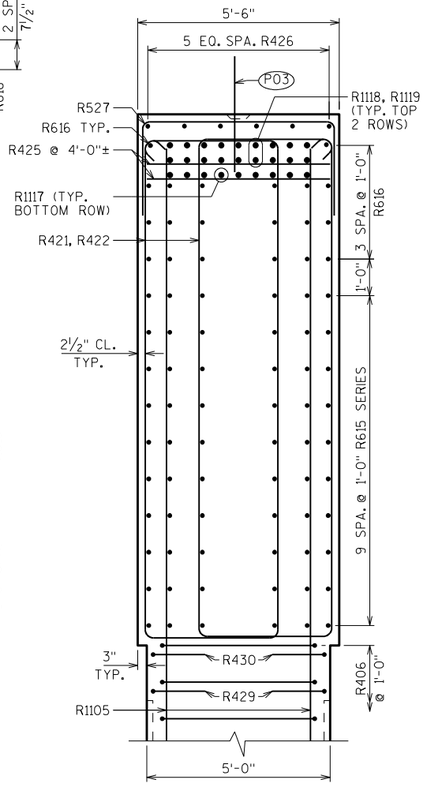

## SLOPED BEAM SEAT DETAILS



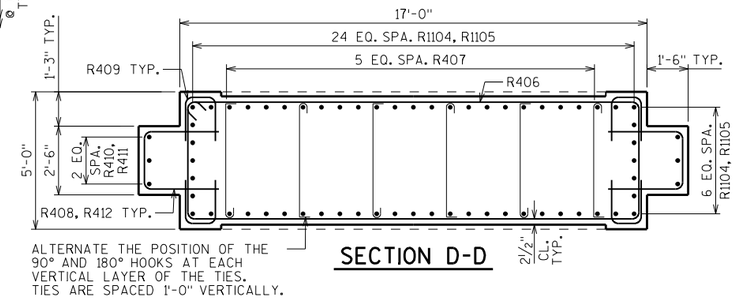

## SECTION A-A




## SECTION B-B




## SECTION C-C




## SECTION D-D

ALTERNATE THE POSITION OF THE 90° AND 180° HOOKS AT EACH VERTICAL LAYER OF THE TIES. TIES ARE SPACED 1'-0" VERTICALLY.

◆ DOUBLE STIRRUPS, TIE WITH EVERY OTHER R1105 COLUMN BAR

◐ OPTIONAL KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 4" DEEP X 1'-10" WIDE X 13'-0" LONG.

(P01) KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 4" DEEP X 1'-10" WIDE X 13'-0" LONG. EXPOSED EDGES OF CONST. JOINT SHALL BE FLUSH AND NOT BEVELED.

(P02) SUPPORT PIER ON HP 12 X 53 STEEL PILING. ESTIMATED 45 FEET LONG. & WITH A REQ'D DRIVING RESISTANCE OF 195 TONS PER PILE AS DETERMINED BY THE PILE DRIVING ANALYZER.

(P03) R728 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-7" INTO CONC.)

(P04) KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6" BETWEEN BEAM SEATS.

NOTE:
SEE SHEET 14 FOR PIER LAYOUT

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER 12

SHEET 38

435

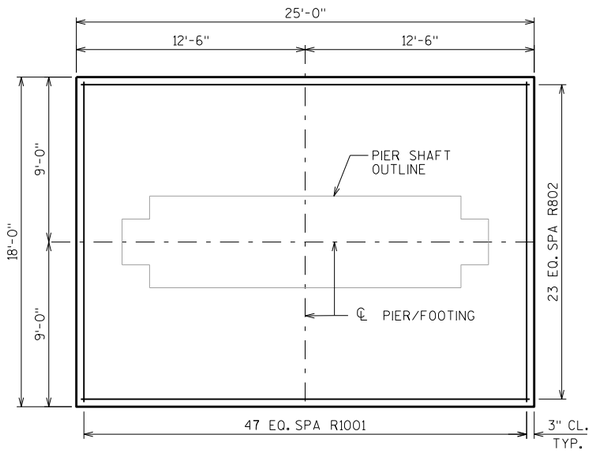
SCALE = 4.0

8

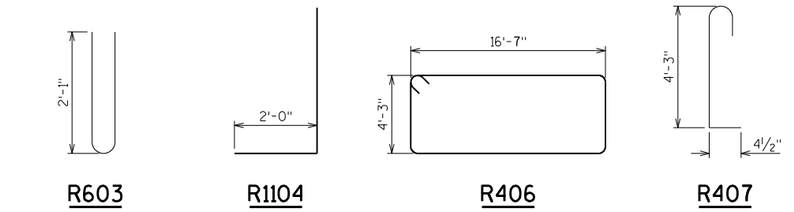
8

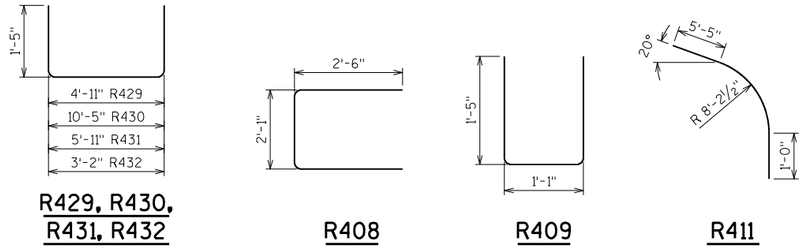
STATE PROJECT NUMBER

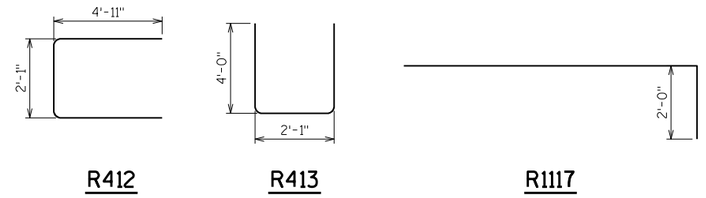
4075-28-71




FOOTING PLAN



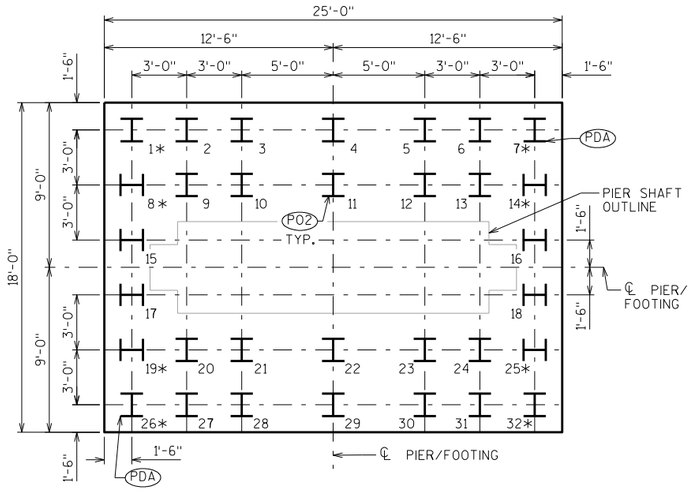




## BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| R1001 | | 48 | 17'-6" | | | FOOTING HORIZ. |
| R802 | | 24 | 24'-6" | | | FOOTING HORIZ. |
| R603 | | 16 | 4'-4" | X | | PILE UPLIFT CONNECTION |
| R1104 | X | 60 | 17'-4" | X | | COLUMN VERT. BOT. |
| R1105 | X | 60 | 35'-7" | | | COLUMN VERT. TOP |
| R406 | X | 23 | 42'-1" | X | | COLUMN STIRRUPS |
| R407 | X | 138 | 5'-1" | X | | COLUMN TIES |
| R408 | X | 34 | 6'-11" | X | | COLUMN U BARS |
| R409 | X | 88 | 3'-9" | X | | COLUMN U BARS |
| R410 | X | 6 | 16'-11" | | | COLUMN VERT. EXT. |
| R411 | X | 6 | 16'-5" | X | | CAP CURVE |
| R412 | X | 10 | 11'-9" | X | | CURVE U BARS |
| R413 | X | 20 | 9'-11" | X | | CURVE U BARS |
| R614 | X | 12 | 29'-7" | | | CAP BOTTOM |
| R615 | X | 60 | 33'-3" | | X | CAP HORIZ. ⚠ |
| R616 | X | 40 | 32'-1" | | | CAP HORIZ. |
| R1117 | X | 18 | 37'-9" | X | | CAP TOP |
| R1118 | X | 18 | 52'-2" | | | CAP TOP |
| R1119 | X | 18 | 20'-0" | | | CAP TOP |
| R620 | X | 132 | 22'-10 | X | X | CAP STIRRUPS ⚠ |
| R421 | X | 20 | 32'-9 | X | X | CAP STIRRUPS ⚠ |
| R422 | X | 6 | 34'-11" | X | | CAP STIRRUPS |
| R423 | X | 10 | 7'-7" | X | | CAP U BARS HORIZ. |
| R424 | X | 12 | 5'-5" | X | | CAP U BARS VERT. |
| R425 | X | 102 | 4'-0" | | | CAP TOP SUPPORT BARS |
| R426 | X | 6 | 16'-0" | | | CAP HORIZ. TOP |
| R527 | X | 16 | 7'-5" | X | | CAP U BARS TOP |
| R728 | X | 59 | 3'-2" | | | CAP DOWELS |
| R429 | X | 2 | 7'-7" | X | | COLUMN TOP EXTERIOR |
| R430 | X | 2 | 13'-1" | X | | COLUMN TOP EXTERIOR |
| R431 | X | 4 | 8'-7" | X | | COLUMN TOP EXTERIOR |
| R432 | X | 4 | 5'-10" | X | | COLUMN TOP EXTERIOR |

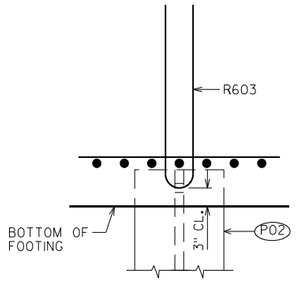
⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.




## PILE PLAN

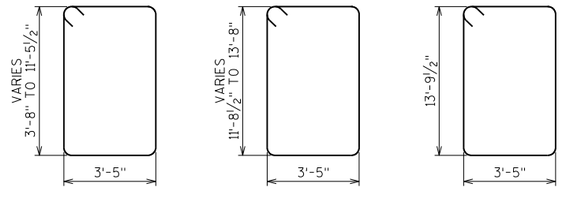
*UPLIFT CONNECTION REQUIRED AT THIS PILE. SEE DETAIL THIS SHEET

(PDA) PILE DYNAMIC ANALYZER TESTING AND RESTRIKES REQ'D AT THIS PILE




## UPLIFT CONNECTION DETAIL

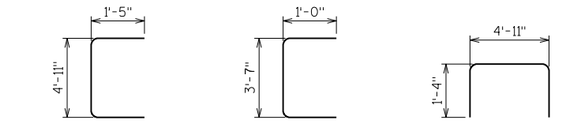
PLACE R603 BARS IN 1¼" HOLES BURNED INTO PILE WEB. USE 2 BARS AT EACH UPLIFT PILE.




## BAR SERIES TABLE

| MARK | NO. REQD. | LENGTH |
|---|---|---|
| R615 | 6 SERIES OF 10 | 8'-6" TO 58'-0" |
| R620 | 4 SERIES OF 33 | 15'-0" TO 30'-7" |
| R421 | 4 SERIES OF 5 | 30'-9" TO 34'-8" |

BUNDLE AND TAG EACH SERIES SEPARATELY.




(P02) SUPPORT PIER ON HP 12 X 53 STEEL PILING, ESTIMATED 45 FEET LONG. & WITH A REQ'D DRIVING RESISTANCE OF 195 TONS PER PILE AS DETERMINED BY THE PILE DRIVING ANALYZER.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER 12 DETAILS

SHEET 39

436

SCALE = 4.0

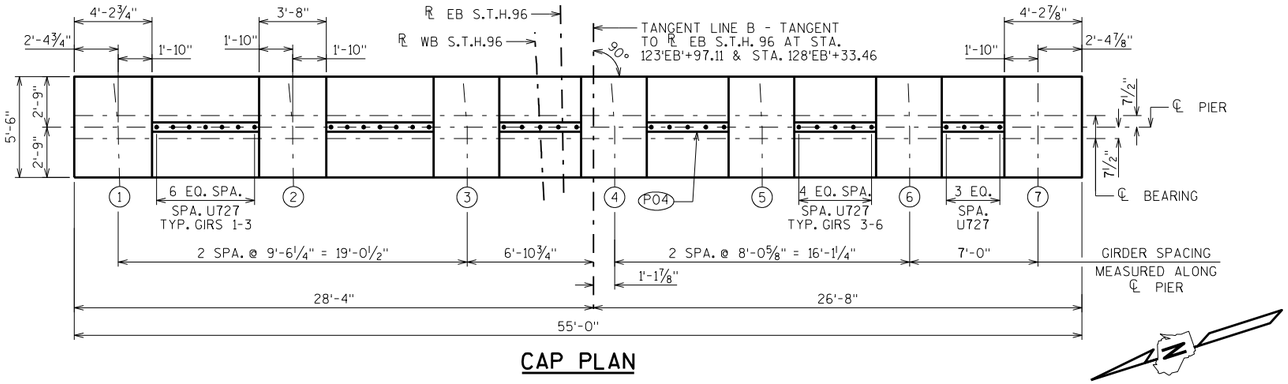
8

8

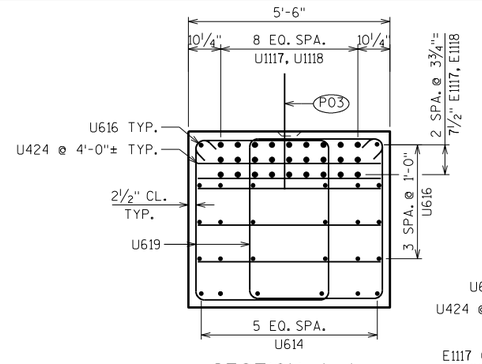
STATE PROJECT NUMBER

4075-28-71

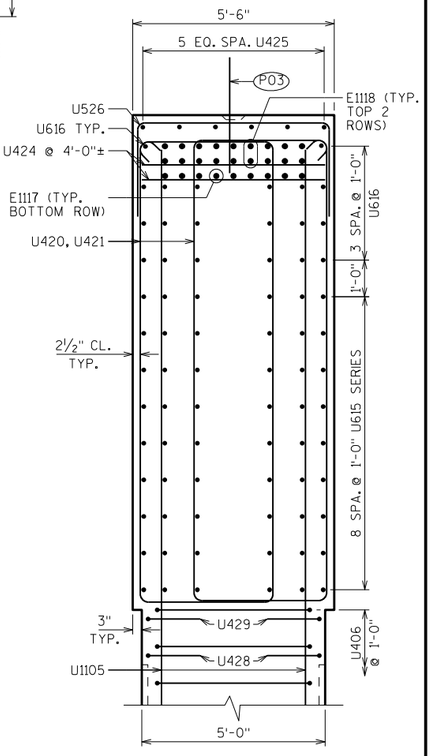
NOTE:
SEE SHEET 14 FOR PIER LAYOUT



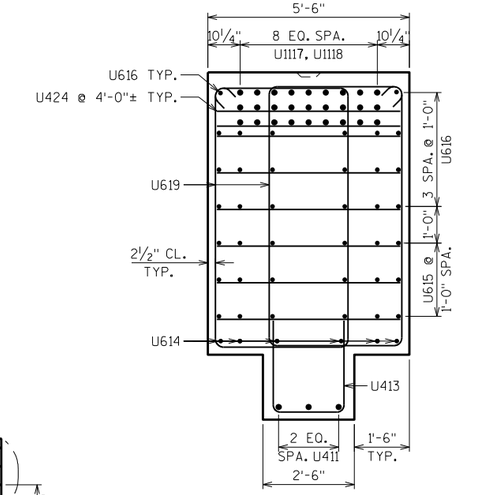

## CAP PLAN



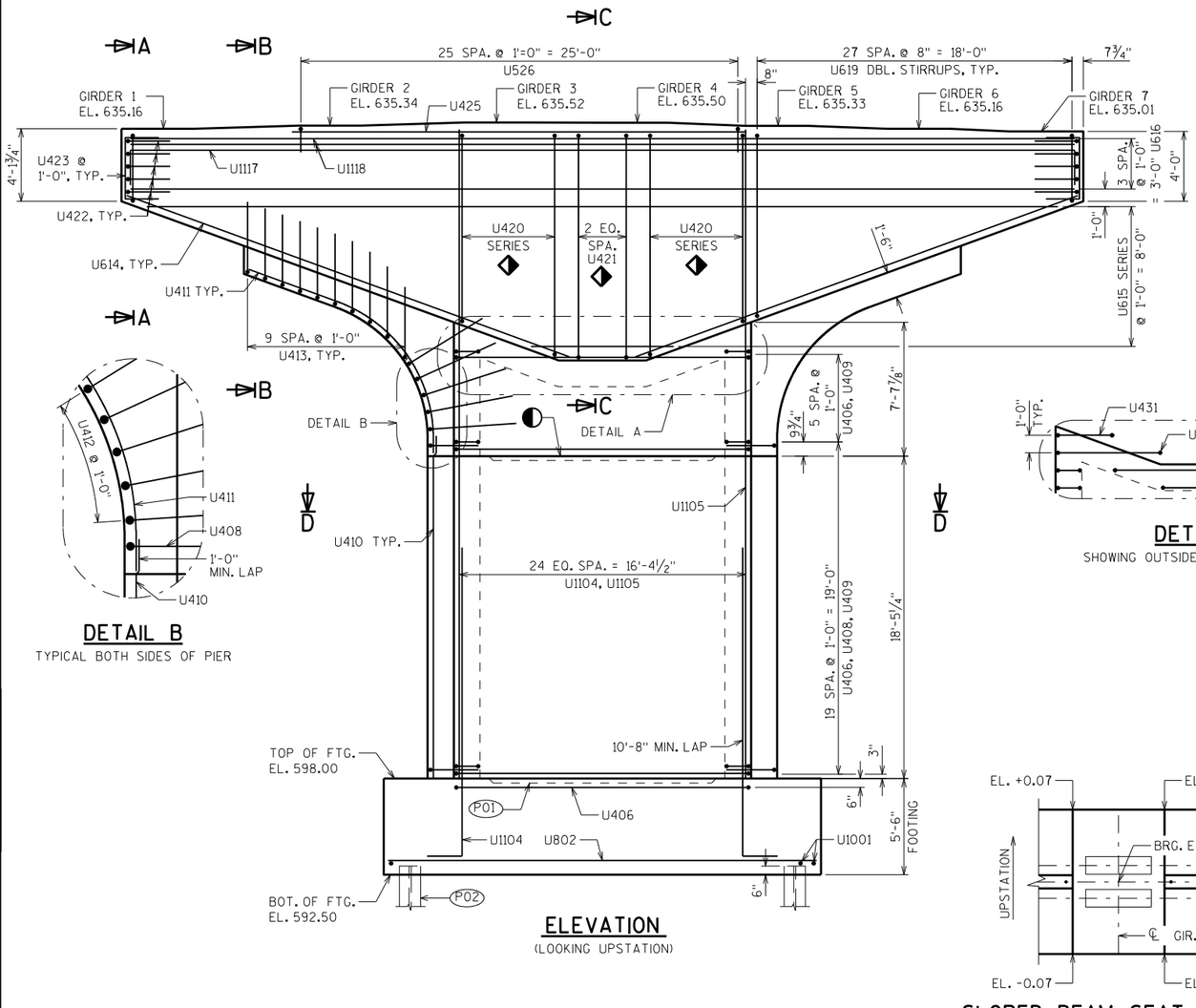

## SECTION A-A




## SECTION C-C




## SECTION B-B

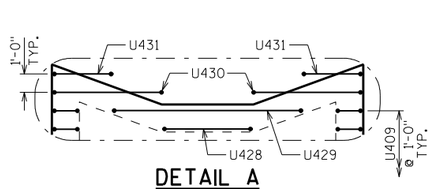



## ELEVATION

(LOOKING UPSTATION)

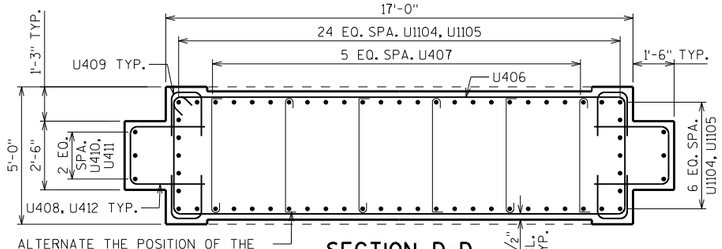
## DETAIL B

TYPICAL BOTH SIDES OF PIER



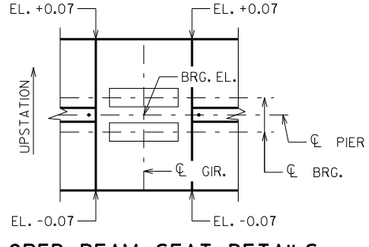

## DETAIL A

SHOWING OUTSIDE FACE REINFORCING




ALTERNATE THE POSITION OF THE 90° AND 180° HOOKS AT EACH VERTICAL LAYER OF THE TIES. TIES ARE SPACED 1'-0" VERTICALLY.

## SECTION D-D




## SLOPED BEAM SEAT DETAILS

◆ DOUBLE STIRRUPS, TIE WITH EVERY OTHER U1105 COLUMN BAR

◐ OPTIONAL KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 4" DEEP X 1'-10" WIDE X 13'-0" LONG.

(P01) KEYED CONST. JOINT FORMED BY BEVELED KEYWAY 4" DEEP X 1'-10" WIDE X 13'-0" LONG. EXPOSED EDGES OF CONST. JOINT SHALL BE FLUSH AND NOT BEVELED.

(P02) SUPPORT PIER ON HP 12 X 53 STEEL PILING, ESTIMATED 40 FEET LONG, & WITH A REQ'D DRIVING RESISTANCE OF 185 TONS PER PILE AS DETERMINED BY THE PILE DRIVING ANALYZER.

(P03) U727 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-7" INTO CONC.)

(P04) KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6" BETWEEN BEAM SEATS.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER 13

SHEET 40

437

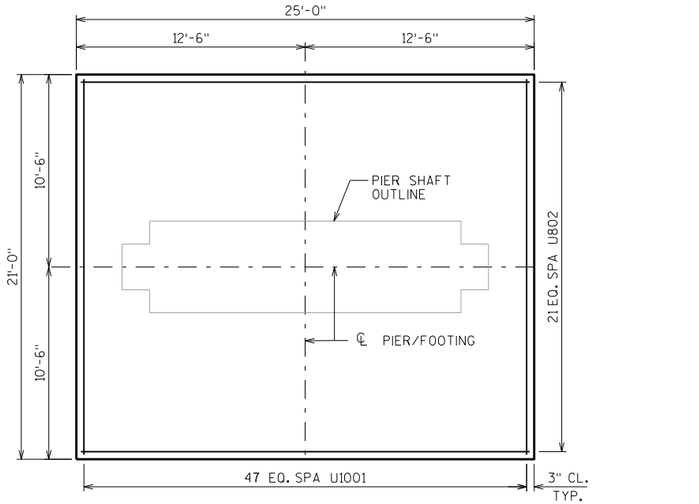
SCALE = 4.0

8

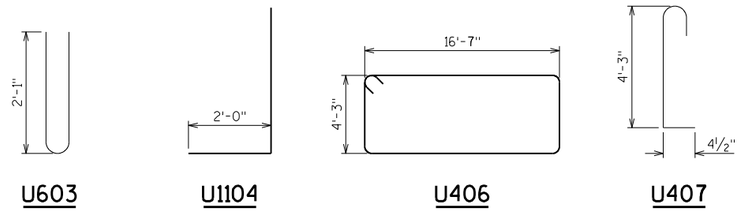
8

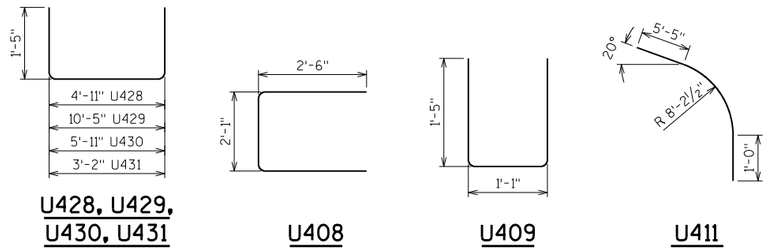
STATE PROJECT NUMBER

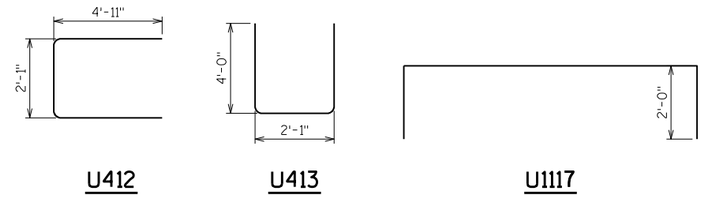
4075-28-71




FOOTING PLAN



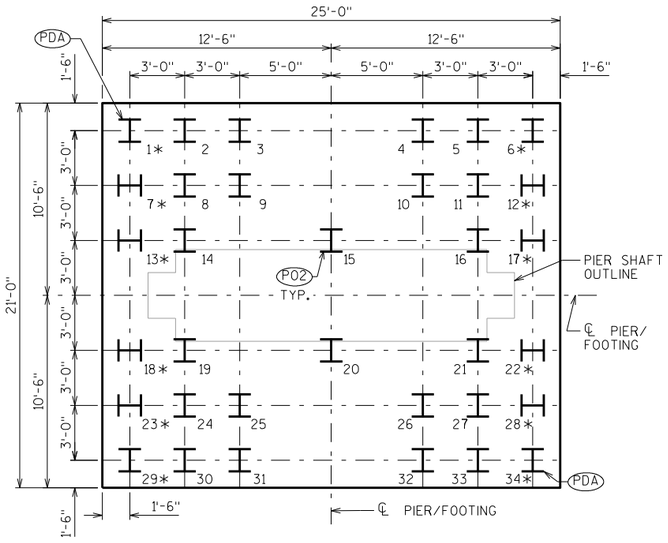




## BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| U1001 | | 48 | 20'-6" | | | FOOTING HORIZ. |
| U802 | | 22 | 24'-6" | | | FOOTING HORIZ. |
| U603 | | 24 | 4'-4" | X | | PILE UPLIFT CONNECTION |
| U1104 | X | 60 | 17'-4" | X | | COLUMN VERT. BOT. |
| U1105 | X | 60 | 37'-1" | | | COLUMN VERT. TOP |
| U406 | X | 26 | 42'-1" | X | | COLUMN STIRRUPS |
| U407 | X | 150 | 5'-1" | X | | COLUMN TIES |
| U408 | X | 38 | 6'-11" | X | | COLUMN U BARS |
| U409 | X | 96 | 3'-9" | X | | COLUMN U BARS |
| U410 | X | 6 | 19'-6" | | | COLUMN VERT. EXT. |
| U411 | X | 6 | 16'-5" | X | | CAP CURVE |
| U412 | X | 10 | 11'-9" | X | | CURVE U BARS |
| U413 | X | 20 | 9'-11" | X | | CURVE U BARS |
| U614 | X | 12 | 26'-5" | | | CAP BOTTOM |
| U615 | X | 54 | 30'-0" | | X | CAP HORIZ. ⚠ |
| U616 | X | 20 | 54'-7" | | | CAP HORIZ. |
| U1117 | X | 9 | 57'-10" | X | | CAP TOP |
| U1118 | X | 18 | 54'-7" | | | CAP TOP |
| U619 | X | 112 | 21'-9" | X | X | CAP STIRRUPS ⚠ |
| U420 | X | 20 | 30'-6" | X | X | CAP STIRRUPS ⚠ |
| U421 | X | 6 | 32'-8" | X | | CAP STIRRUPS |
| U422 | X | 10 | 7'-7" | X | | CAP U BARS HORIZ. |
| U423 | X | 12 | 5'-5" | X | | CAP U BARS VERT. |
| U424 | X | 80 | 4'-0" | | | CAP TOP SUPPORT BARS |
| U425 | X | 6 | 26'-0" | | | CAP HORIZ. TOP |
| U526 | X | 26 | 7'-5" | X | | CAP U BARS TOP |
| U727 | X | 33 | 3'-2" | | | CAP DOWELS |
| U428 | X | 2 | 7'-7" | X | | COLUMN TOP EXTERIOR |
| U429 | X | 2 | 13'-1" | X | | COLUMN TOP EXTERIOR |
| U430 | X | 4 | 8'-7" | X | | COLUMN TOP EXTERIOR |
| U431 | X | 4 | 5'-10" | X | | COLUMN TOP EXTERIOR |

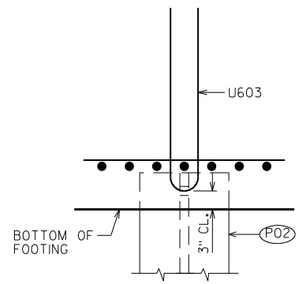
⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.




PILE PLAN

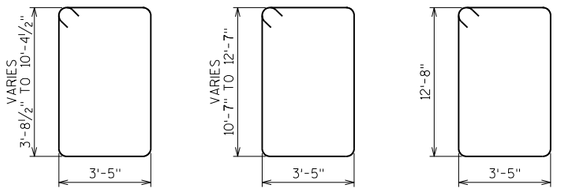
*UPLIFT CONNECTION REQUIRED AT THIS PILE. SEE DETAIL THIS SHEET

(PDA) PILE DYNAMIC ANALYZER TESTING AND RESTRIKES REQ'D AT THIS PILE




UPLIFT CONNECTION DETAIL

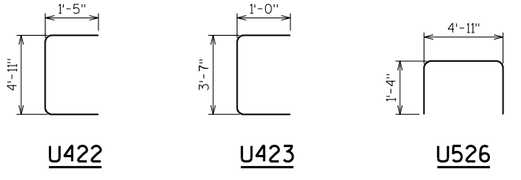
PLACE U603 BARS IN 1¼" HOLES BURNED INTO PILE WEB. USE 2 BARS AT EACH UPLIFT PILE.




## BAR SERIES TABLE

| MARK | NO. REQD. | LENGTH |
|---|---|---|
| U615 | 6 SERIES OF 9 | 8'-0" TO 52'-0" |
| U619 | 4 SERIES OF 28 | 15'-1" TO 28'-5" |
| U420 | 4 SERIES OF 5 | 28'-6" TO 32'-6" |

BUNDLE AND TAG EACH SERIES SEPARATELY.




(P02) SUPPORT PIER ON HP 12 X 53 STEEL PILING, ESTIMATED 40 FEET LONG. & WITH A REQ'D DRIVING RESISTANCE OF 185 TONS PER PILE AS DETERMINED BY THE PILE DRIVING ANALYZER.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

PIER 13 DETAILS

SHEET 41

438

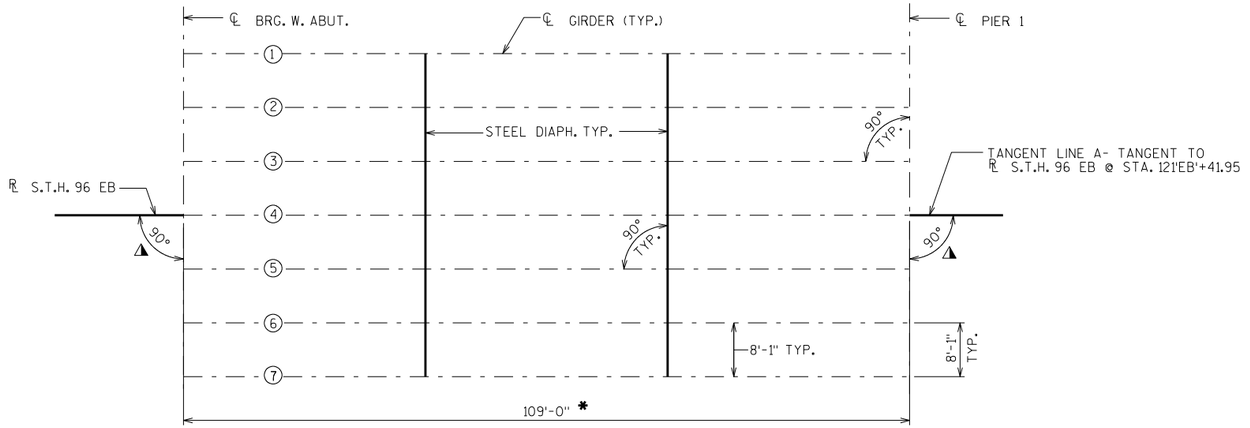
SCALE = 4.0

8

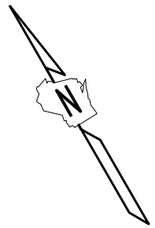
8

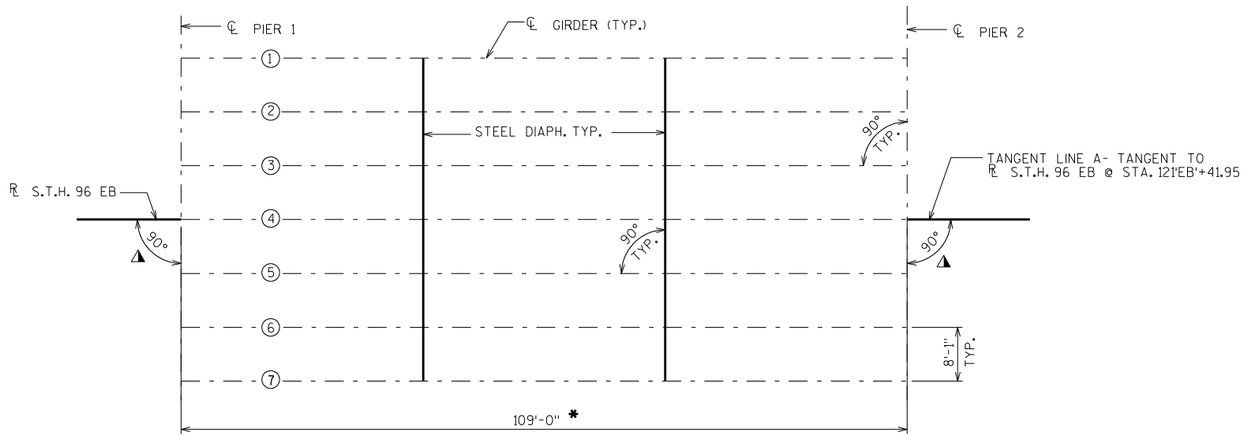
STATE PROJECT NUMBER

4075-28-71




PLAN SPAN 1




PLAN SPAN 2

## NOTES:

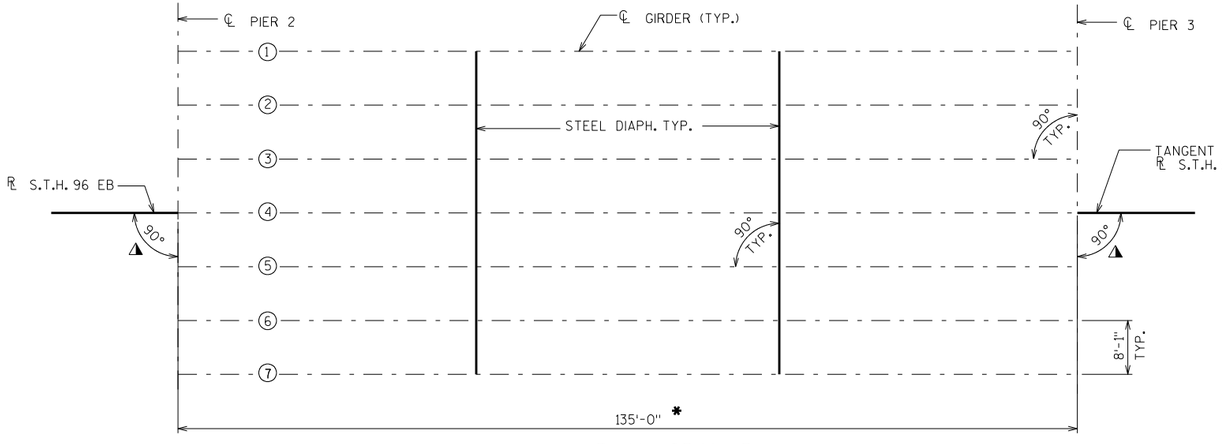
ANGLES ARE TAKEN FROM ℄ OF SUBSTRUCTURE TO ℄ OF GIRDER.

FOR DIAPHRAGM SPACING, SEE SHEET 75.

* MEASURED FROM ℄ PIER TO ℄ PIER ALONG ℄ GIRDER 4.

◭ MEASURED FROM ℄ SUBSTRUCTURE TO TANGENT LINE.

Ⓧ INDICATES GIRDER NUMBER




PLAN SPAN 3

8

8

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. DFD

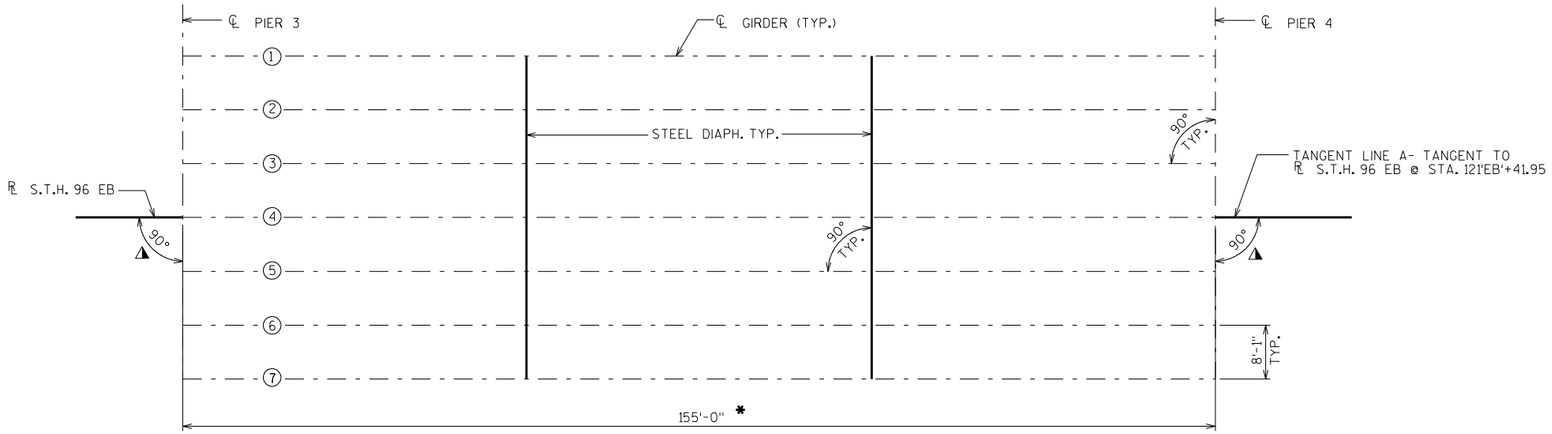
SPANS 1, 2, & 3 FRAMING PLAN

SHEET 42

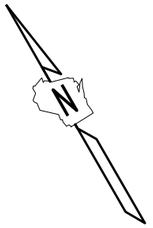
439

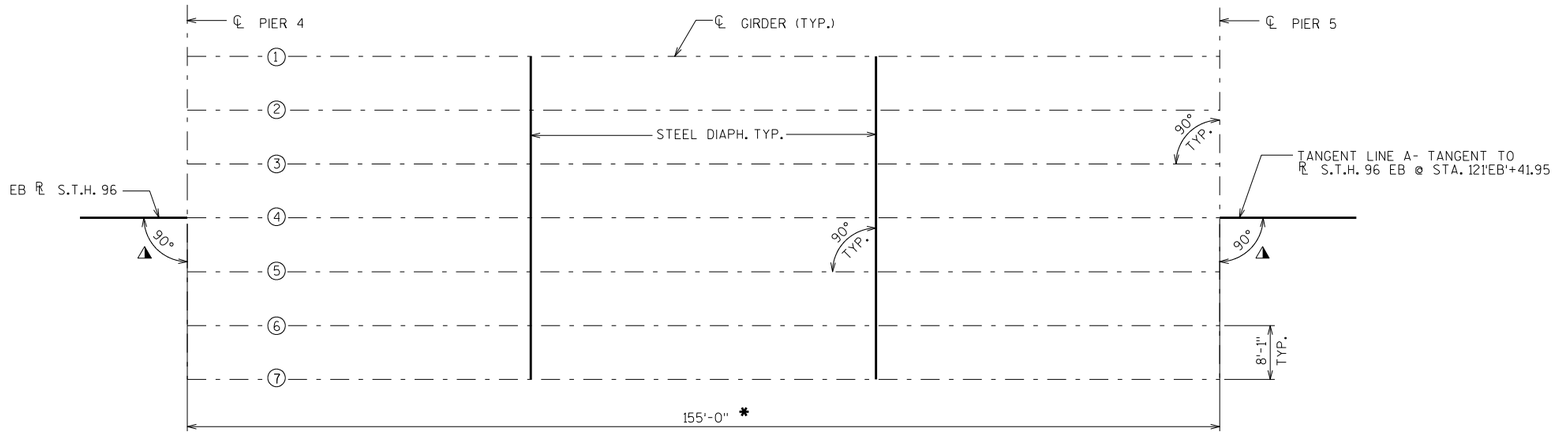
SCALE = 1"

| STATE PROJECT NUMBER |
| --- |
| 4075-28-71 |

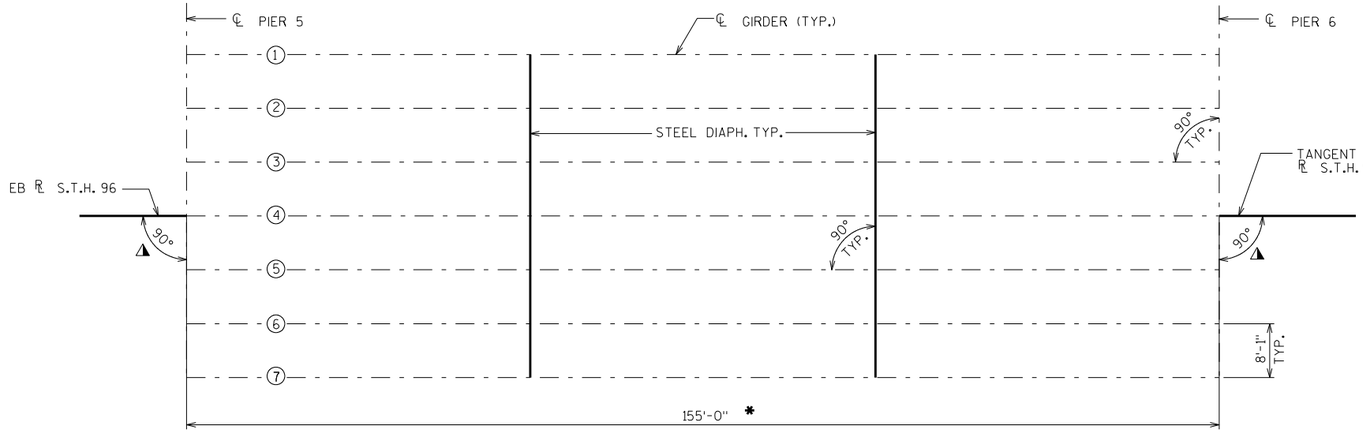



PLAN SPAN 4




PLAN SPAN 5




PLAN SPAN 6

## NOTES:

ANGLES ARE TAKEN FROM ℄ OF SUBSTRUCTURE TO ℄ OF GIRDER.

FOR DIAPHRAGM SPACING, SEE SHEET 75.

* MEASURED FROM ℄ PIER TO ℄ PIER ALONG ℄ GIRDER 4.

◭ MEASURED FROM ℄ SUBSTRUCTURE TO TANGENT LINE.

Ⓧ INDICATES GIRDER NUMBER

8

8

| NO. | DATE | REVISION | BY |
| --- | --- | --- | --- |
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. DFD

SPANS 4, 5, & 6
FRAMING PLAN

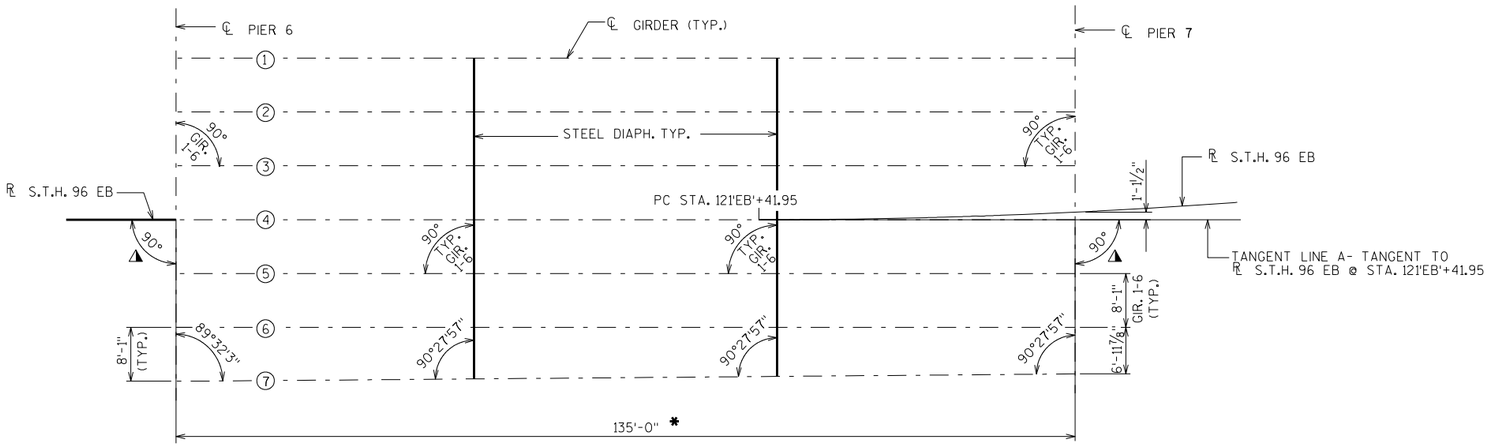
SHEET 43

440

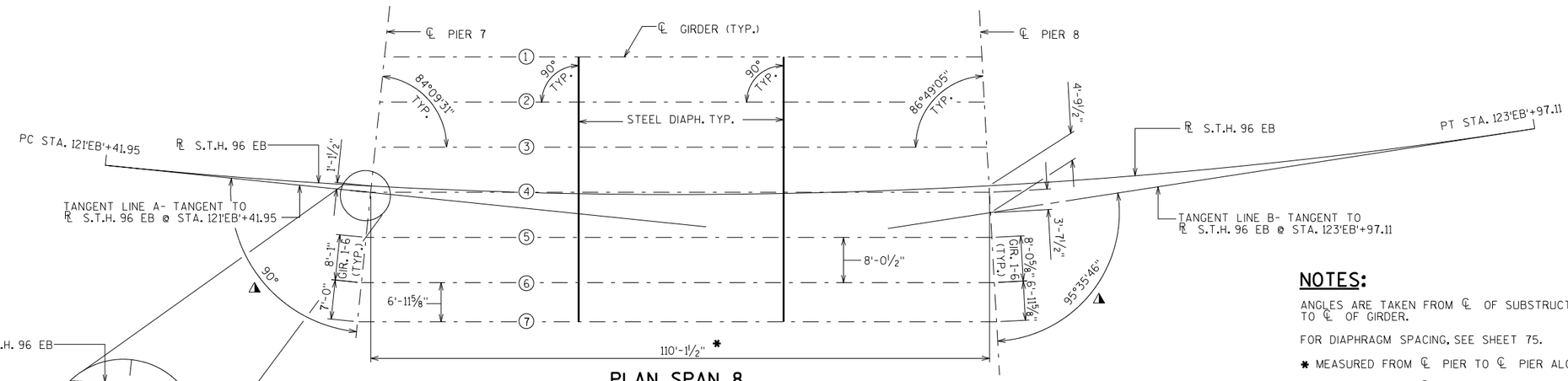
SCALE = 1"

STATE PROJECT NUMBER

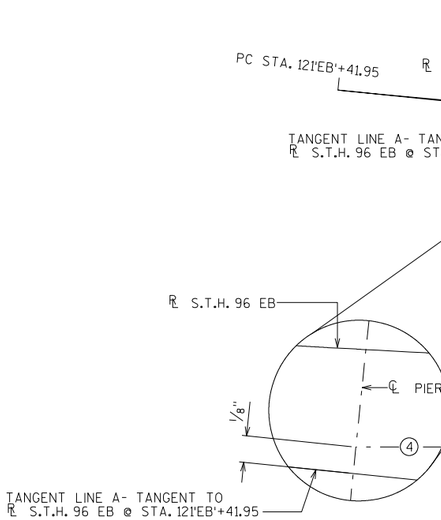
4075-28-71

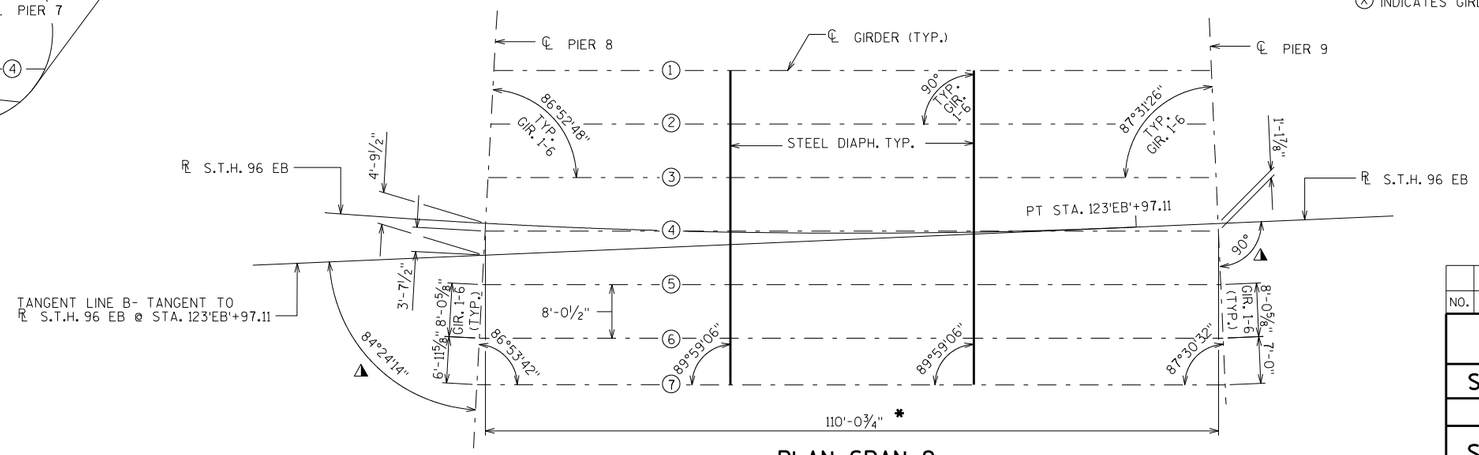



PLAN SPAN 7




PLAN SPAN 8




PLAN SPAN 9

## NOTES:

ANGLES ARE TAKEN FROM ℄ OF SUBSTRUCTURE TO ℄ OF GIRDER.

FOR DIAPHRAGM SPACING, SEE SHEET 75.

* MEASURED FROM ℄ PIER TO ℄ PIER ALONG ℄ GIRDER 4.

◭ MEASURED FROM ℄ SUBSTRUCTURE TO TANGENT LINE.

Ⓧ INDICATES GIRDER NUMBER

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. DFD

SPANS 7, 8, & 9 FRAMING PLAN

SHEET 44

441

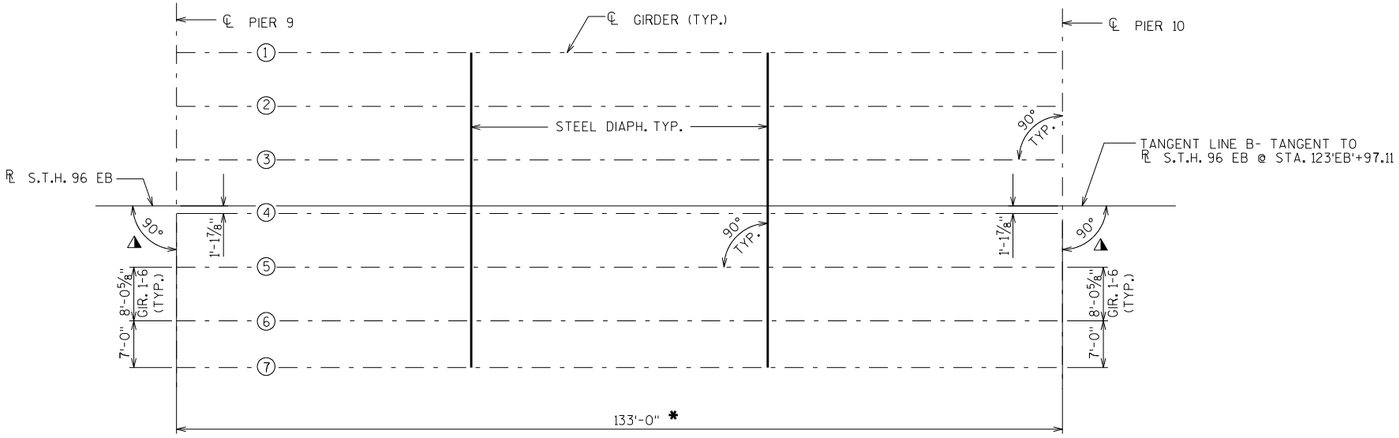
SCALE = 11

8

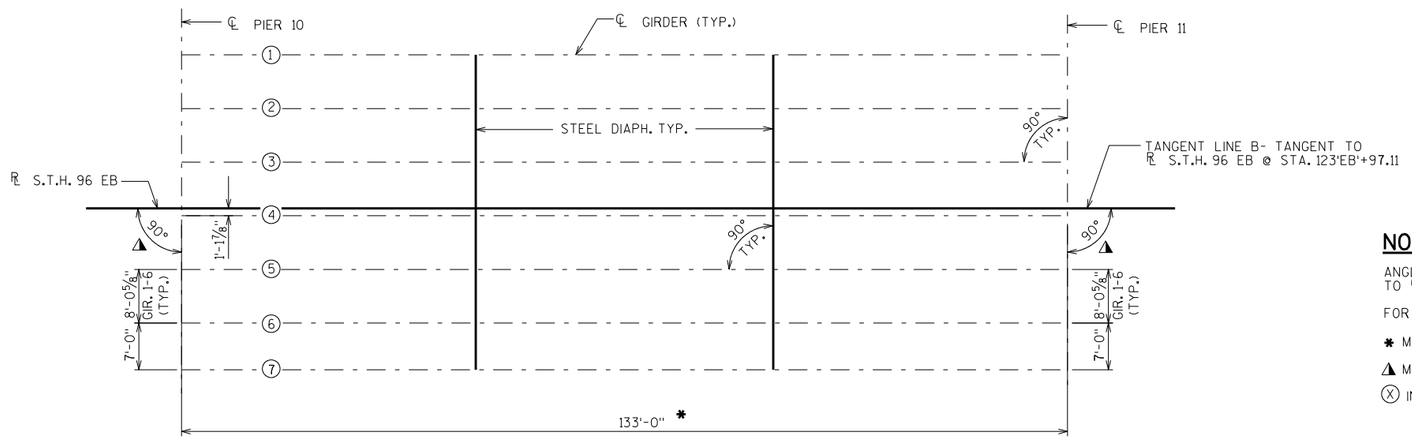
8

STATE PROJECT NUMBER

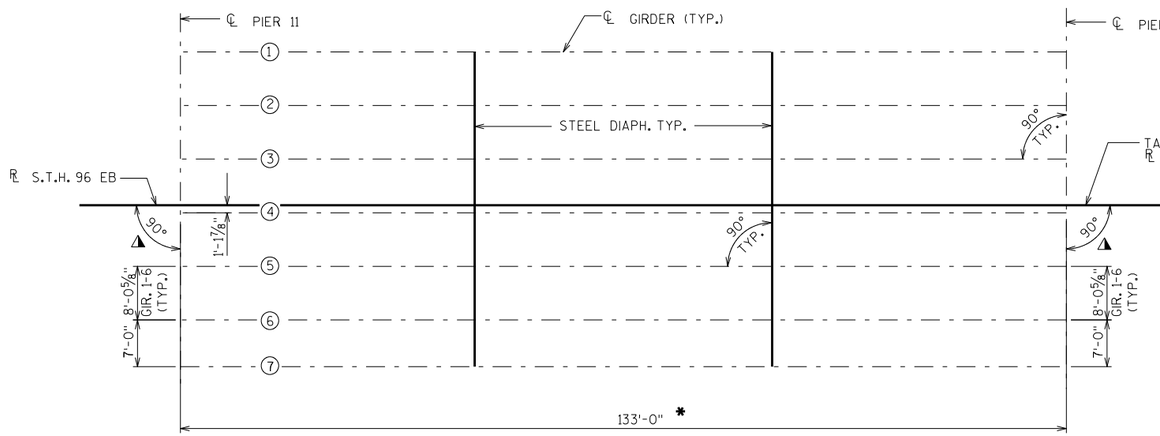
4075-28-71




PLAN SPAN 10




PLAN SPAN 11




PLAN SPAN 12

## NOTES:

ANGLES ARE TAKEN FROM ℄ OF SUBSTRUCTURE TO ℄ OF GIRDER.

FOR DIAPHRAGM SPACING, SEE SHEET 75.

* MEASURED FROM ℄ PIER TO ℄ PIER ALONG ℄ GIRDER 4.

◭ MEASURED FROM ℄ SUBSTRUCTURE TO TANGENT LINE.

(X) INDICATES GIRDER NUMBER

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. DFD

SPANS 10, 11, & 12
FRAMING PLAN

SHEET 45

442

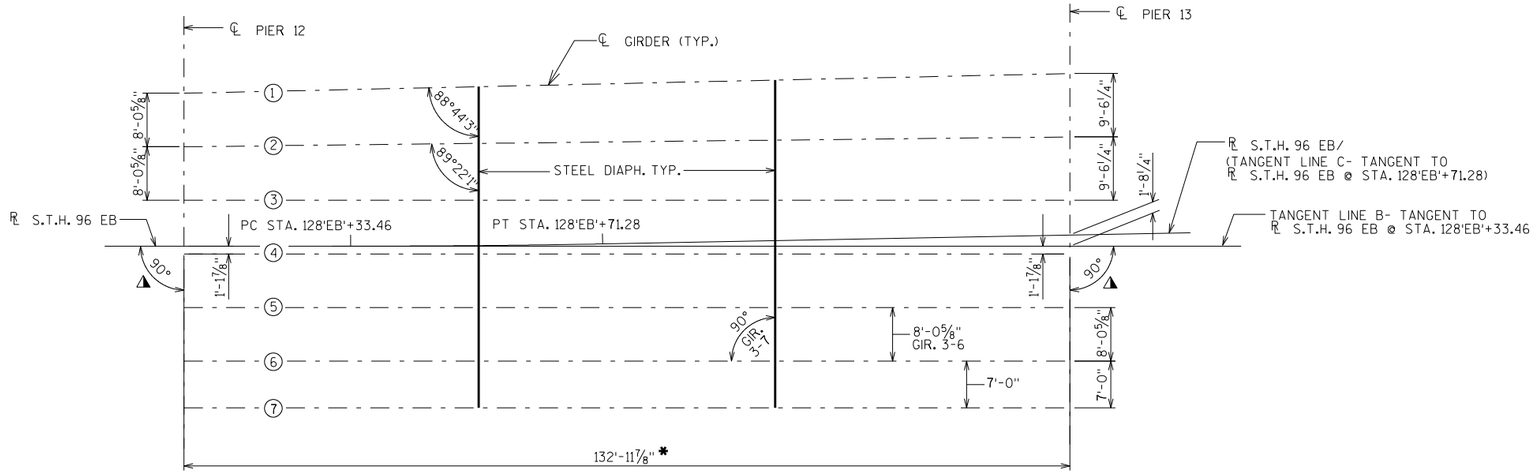
8

8

SCALE = 1"

STATE PROJECT NUMBER

4075-28-71




PLAN SPAN 13

## NOTES:

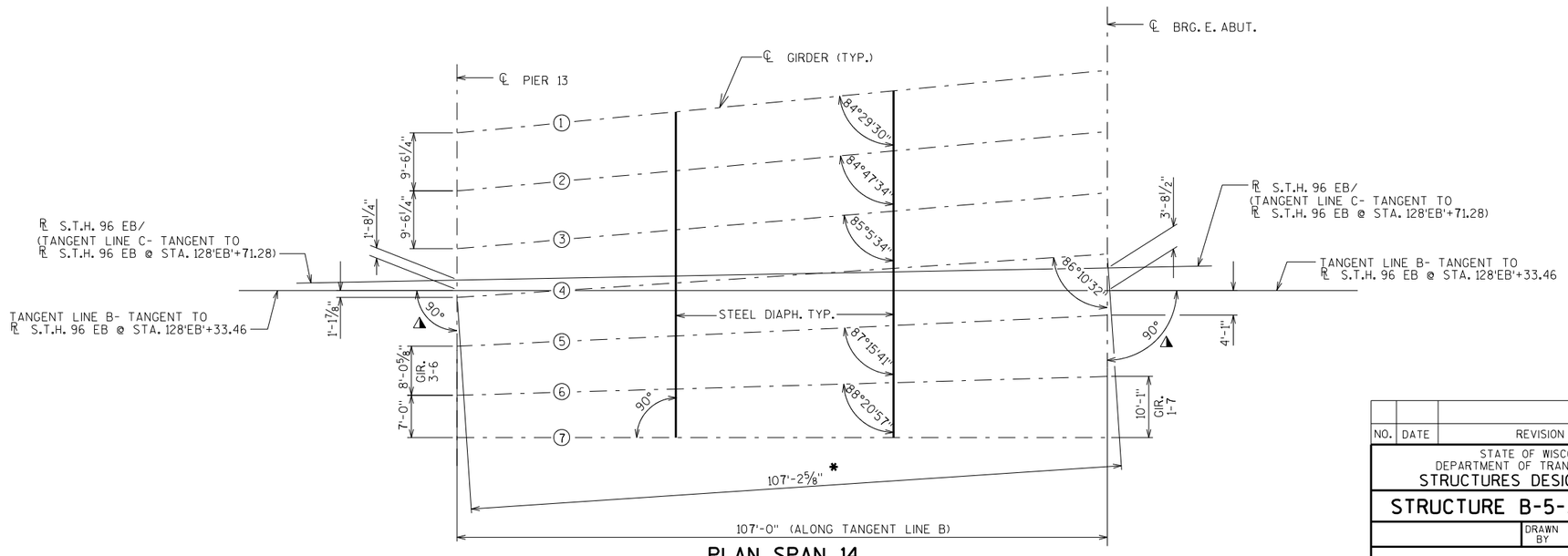
ANGLES ARE TAKEN FROM ℄ OF SUBSTRUCTURE TO ℄ OF GIRDER.

FOR DIAPHRAGM SPACING, SEE SHEET 75.

* MEASURED FROM ℄ PIER TO ℄ PIER ALONG ℄ GIRDER 4.

◭ MEASURED FROM ℄ SUBSTRUCTURE TO TANGENT LINE.

Ⓧ INDICATES GIRDER NUMBER




PLAN SPAN 14

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. DFD

SPANS 13 & 14
FRAMING PLAN

SHEET 46

443

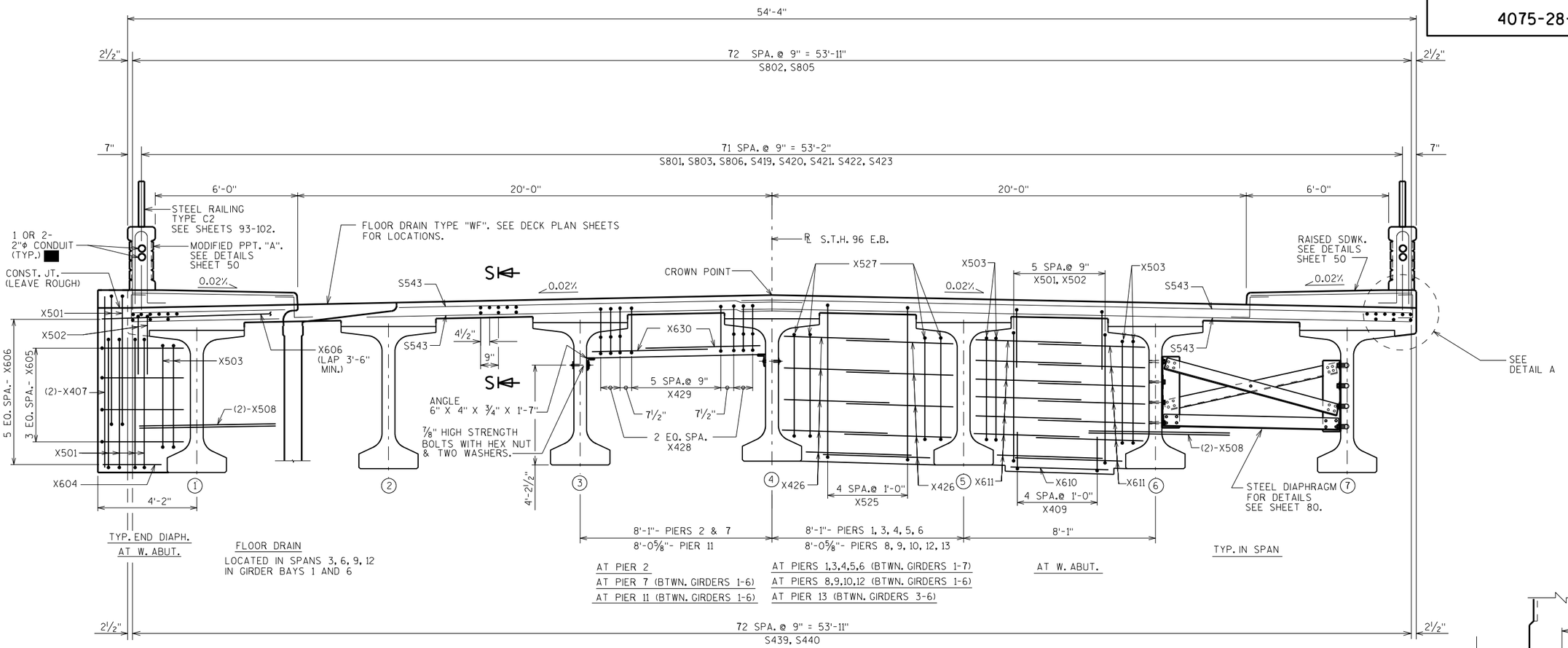
8

8

SCALE = 11

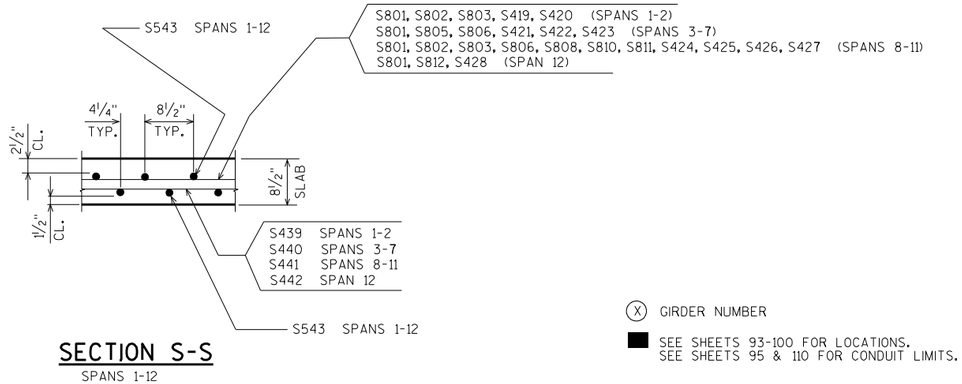
STATE PROJECT NUMBER

4075-28-71




## CROSS SECTION LOOKING EAST (SPAN 1 THRU SPAN 7)

(SHOWING DECK BARS & DIMENSIONS FOR SPAN 1 THRU SPAN 7)

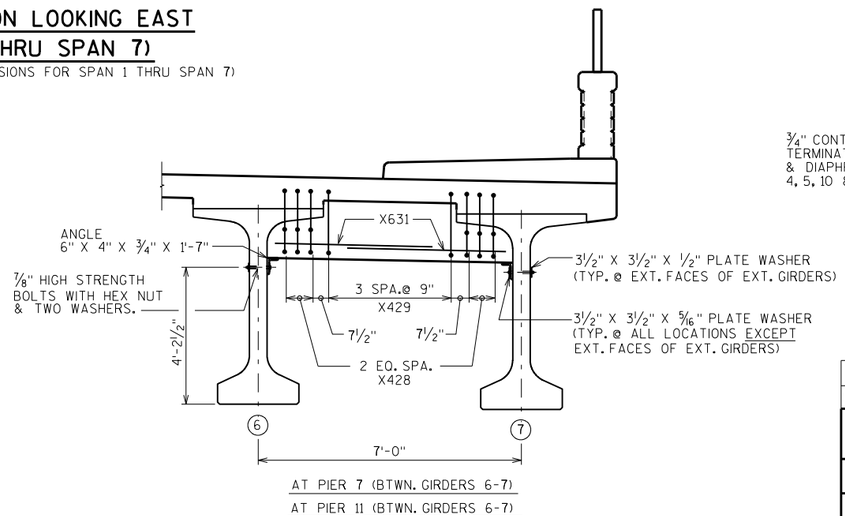



## SECTION S-S

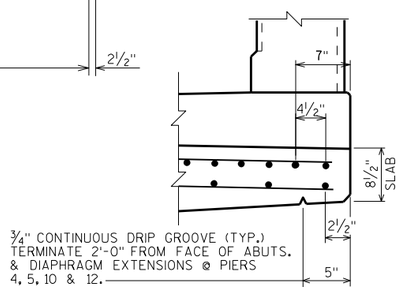
SPANS 1-12

(X) GIRDER NUMBER

■ SEE SHEETS 93-100 FOR LOCATIONS. SEE SHEETS 95 & 110 FOR CONDUIT LIMITS.




## DIAPH.'S BTWN. GIRDERS 6 & 7




## DETAIL A

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. DFD

SUPERSTRUCTURE CROSS SECTION 1

SHEET 47

444

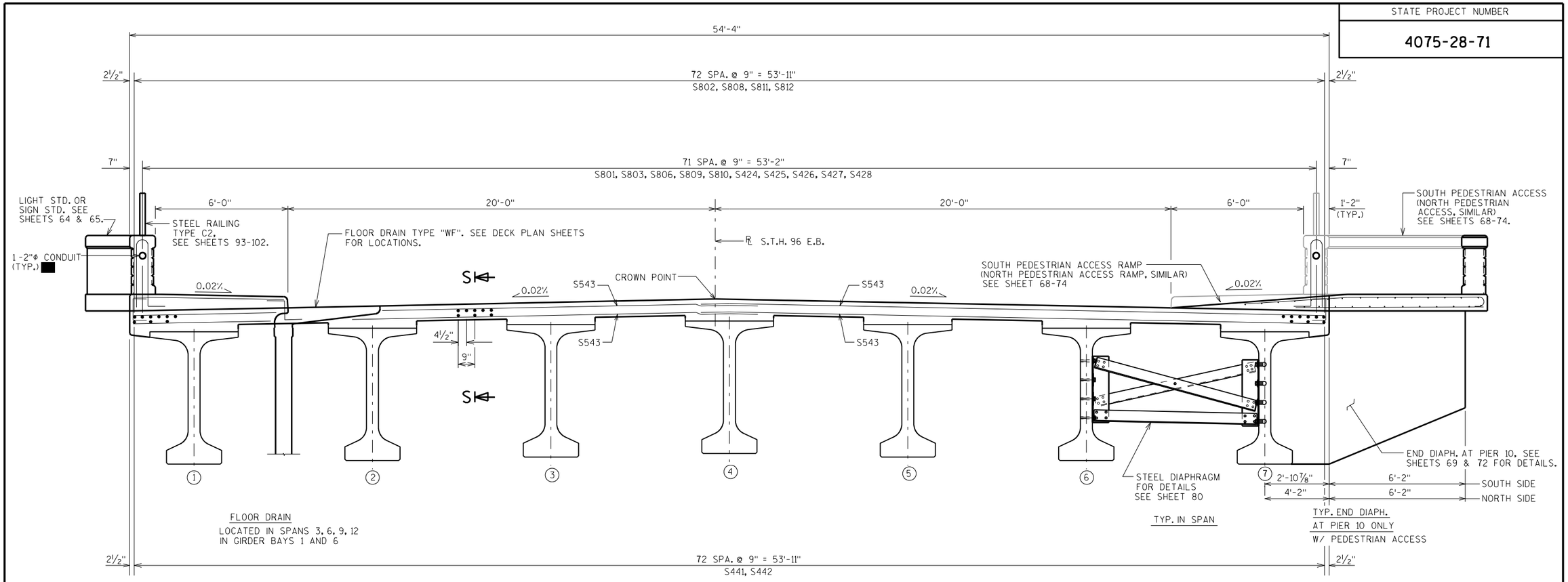
SCALE =

8

8

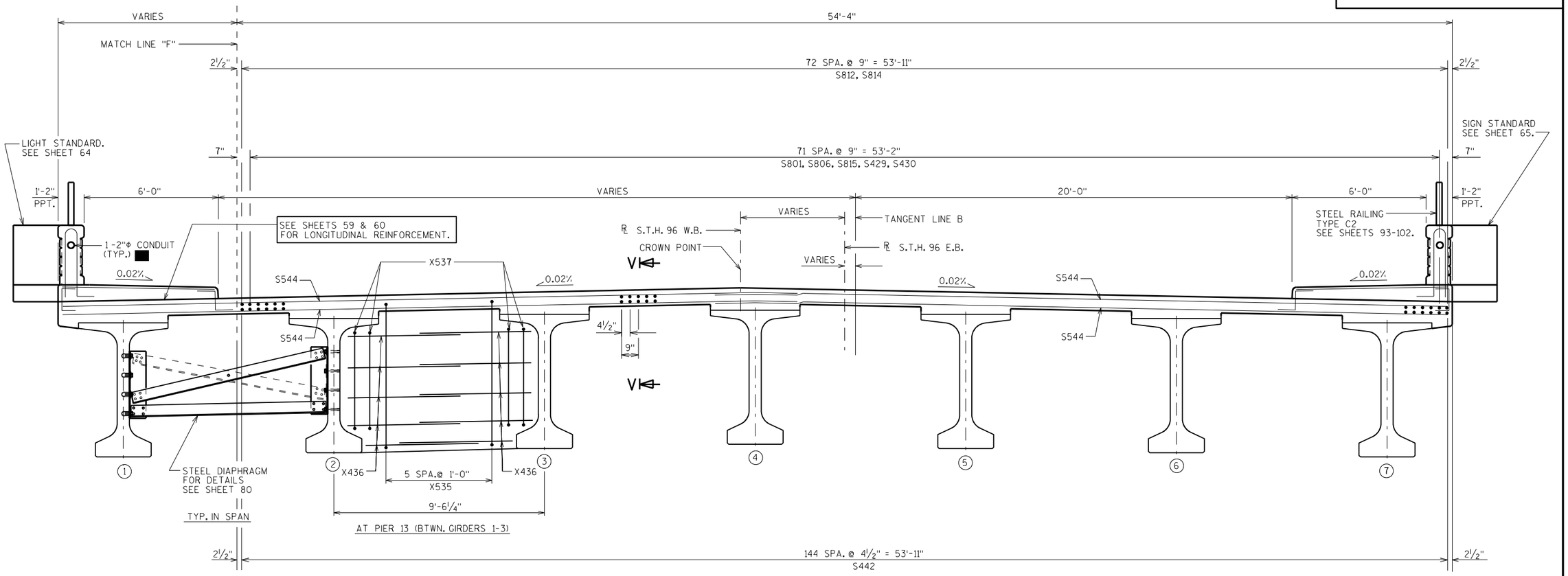
STATE PROJECT NUMBER

4075-28-71


54'-4"
2½"
72 SPA. @ 9" = 53'-11"
S802, S808, S811, S812
2½"
7"
71 SPA. @ 9" = 53'-2"
S801, S803, S806, S809, S810, S424, S425, S426, S427, S428
7"
LIGHT STD. OR SIGN STD. SEE SHEETS 64 & 65.
6'-0"
20'-0"
20'-0"
6'-0"
1'-2" (TYP.)
SOUTH PEDESTRIAN ACCESS (NORTH PEDESTRIAN ACCESS, SIMILAR) SEE SHEETS 68-74.
STEEL RAILING TYPE C2, SEE SHEETS 93-102.
FLOOR DRAIN TYPE "WF". SEE DECK PLAN SHEETS FOR LOCATIONS.
℄ S.T.H. 96 E.B.
1-2"ϕ CONDUIT (TYP.)
0.02¼
S543
CROWN POINT
S543
0.02¼
0.02¼
SOUTH PEDESTRIAN ACCESS RAMP (NORTH PEDESTRIAN ACCESS RAMP, SIMILAR) SEE SHEET 68-74
0.02¼
4½"
9"
S543
S543
S543

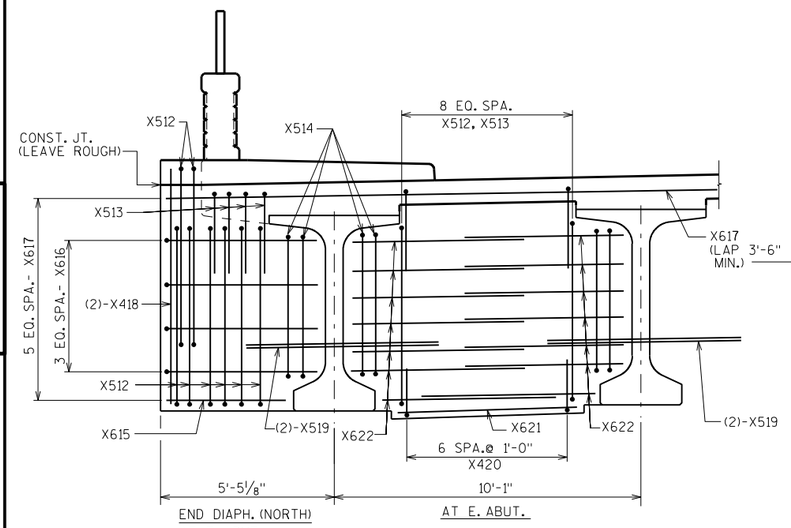
STATE PROJECT NUMBER

4075-28-71

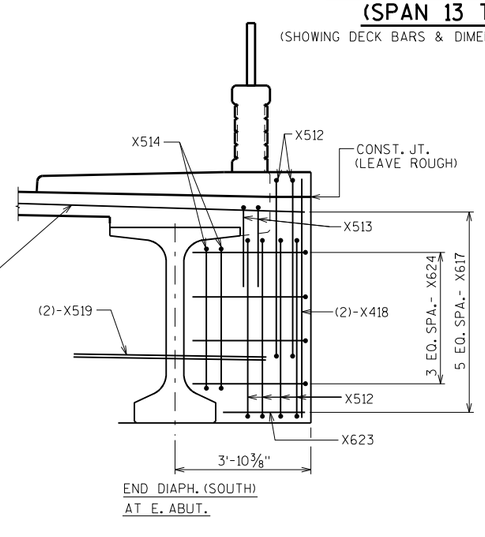


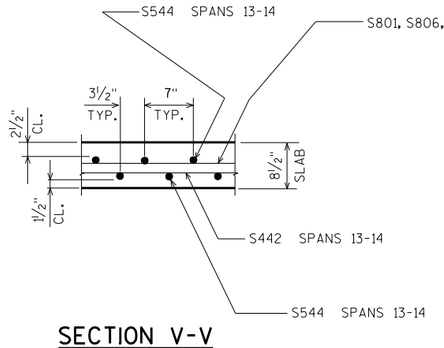

## CROSS SECTION LOOKING EAST (SPAN 13 THRU SPAN 14)

(SHOWING DECK BARS & DIMENSIONS FOR SPAN 13 THRU SPAN 14)




## DIAPH.'S AT E. ABUT.




## SECTION V-V

SPANS 13-14

(ADDITIONAL LONGITUDINAL BARS WITHIN DECK FLARE, SHOWN ON SHEET 60)

(X) GIRDER NUMBER

■ SEE SHEETS 93-100 FOR LOCATIONS. SEE SHEETS 95 & 110 FOR CONDUIT LIMITS.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. DFD

SUPERSTRUCTURE CROSS SECTION 3

SHEET 49

446

8

8

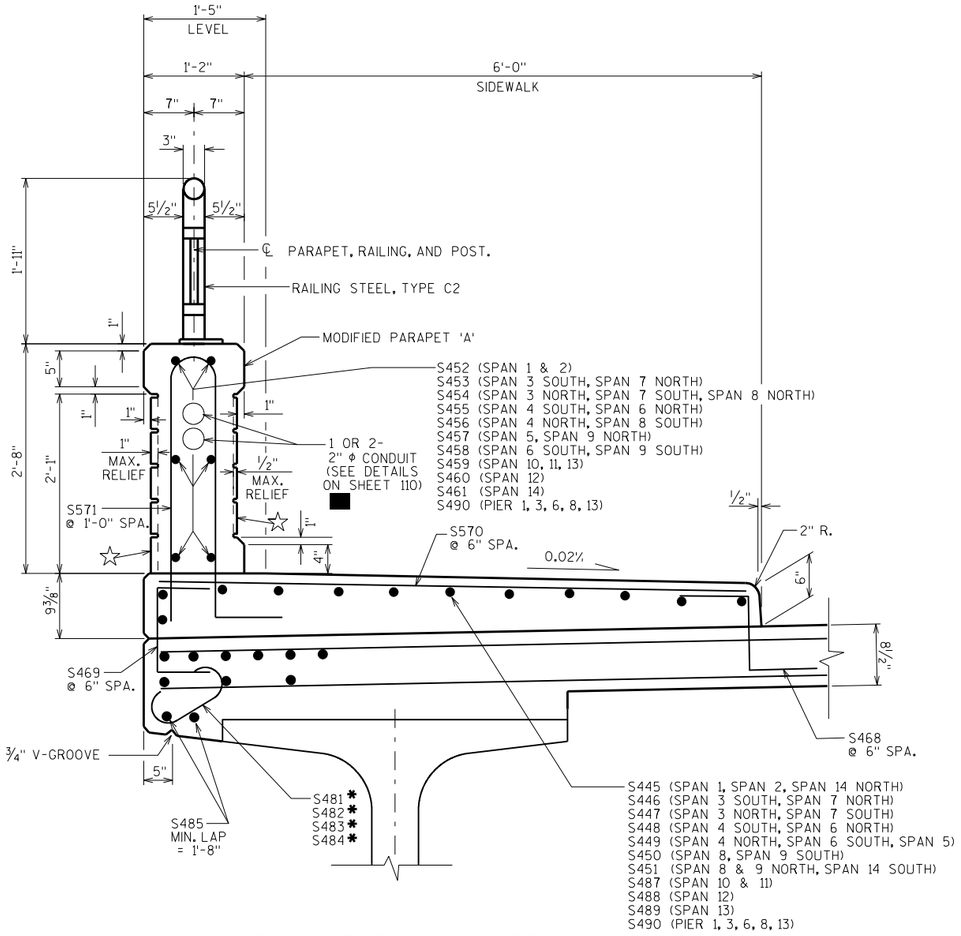
SCALE =

| STATE PROJECT NUMBER |
|---|
| 4075-28-71 |

△ THE DIMENSION BETWEEN THE BOTTOM OF THE WELDED FRAME AND THE TOP OF THE PARAPET VARIES DUE TO THE VERTICAL PROFILE OFTHE STRUCTURE. SET THIS DIMENSION TO 2" ADJACENT TO THE POST WHERE NO. 5 HAS THE SMALLEST VERTICAL DIMENSION.

☆ DRY STACK FORMLINER (SEE SHEET 105 FOR DETAILS)

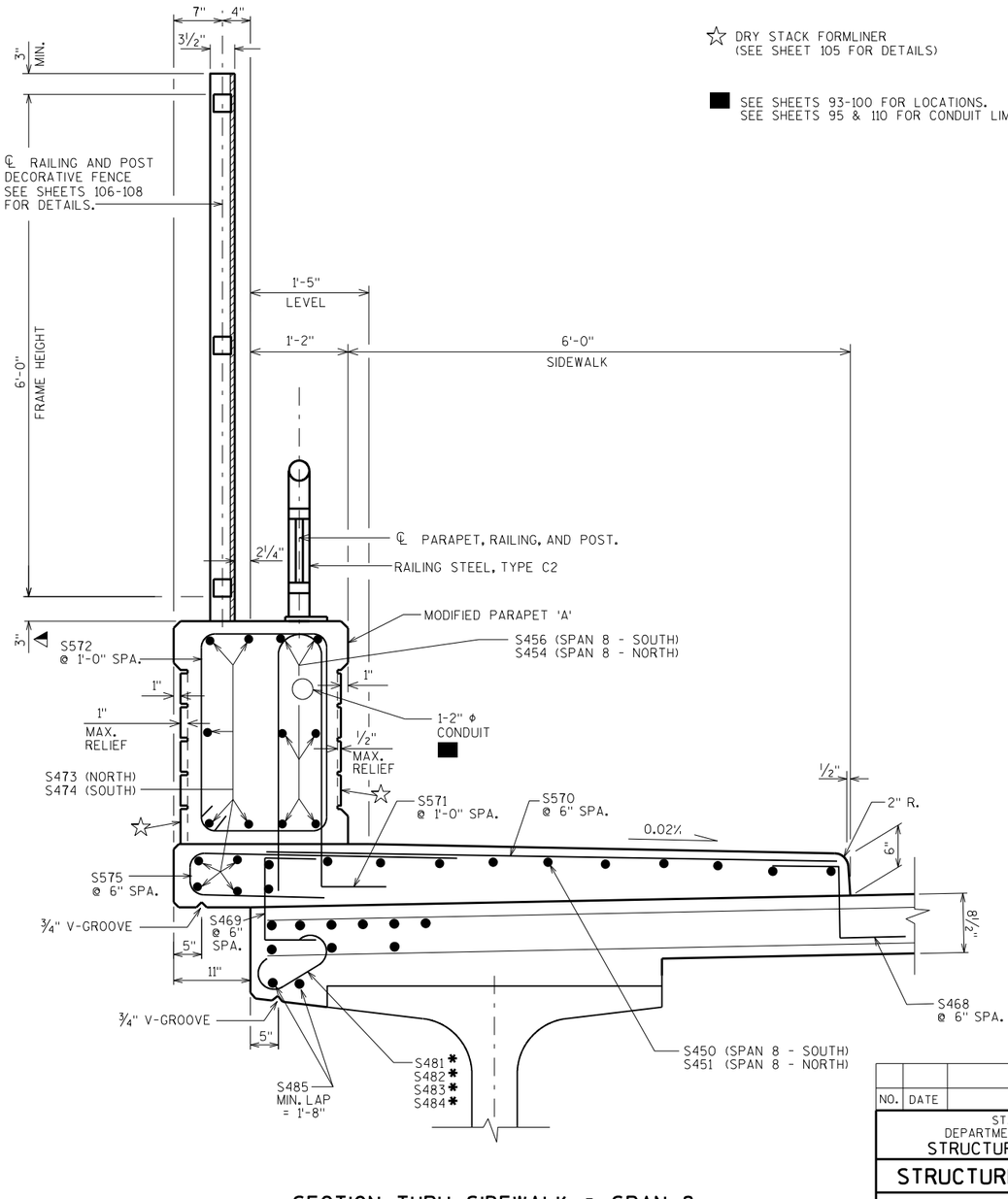
■ SEE SHEETS 93-100 FOR LOCATIONS. SEE SHEETS 95 & 110 FOR CONDUIT LIMITS.




## TYP. SECTION THRU SIDEWALK

SHOWING MODIFIED PPT. 'A' & STEEL RAILING TYPE C2

✱ SEE SHEETS 54 THRU 59 FOR PLACEMENT LOCATION DETAILS




## SECTION THRU SIDEWALK @ SPAN 8

SHOWING MODIFIED PPT. 'A' & STEEL RAILING TYPE C2 W/ ADDITIONAL DECORATIVE FENCE AT NORTH AND SOUTH PPT. OF SPAN 8.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. DFD

SIDEWALK, PARAPET, & RAIL CROSS SECTION

SHEET 50

447

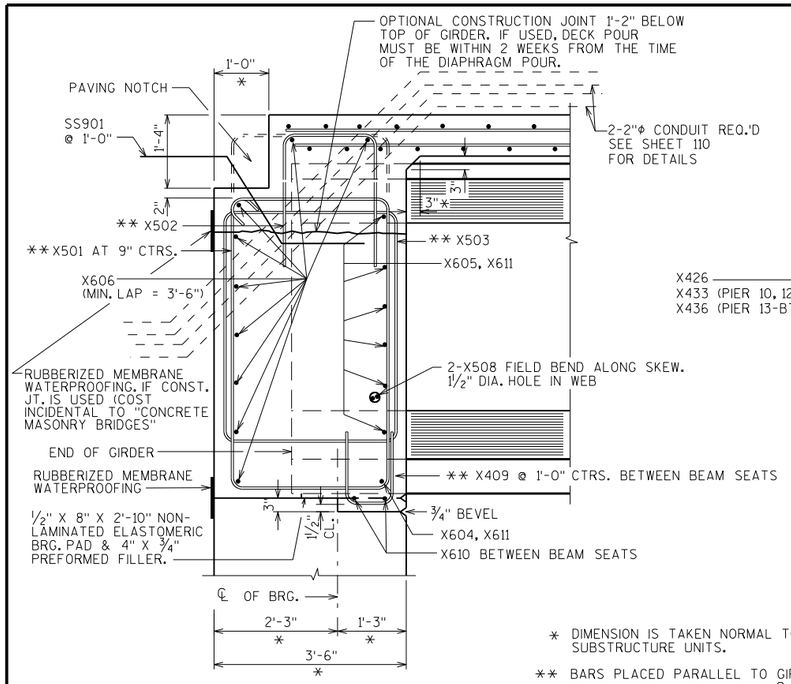
8

8

SCALE =

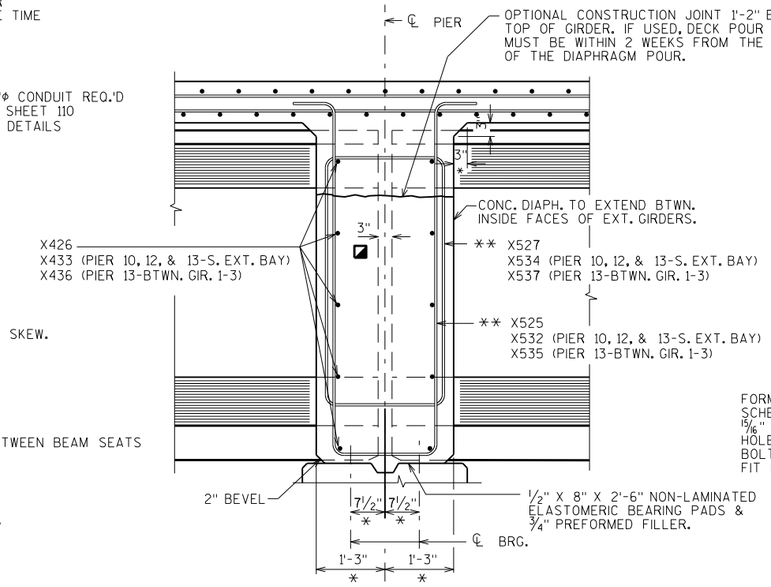
STATE PROJECT NUMBER

4075-28-71




## PART LONGIT. SECTION AT W. ABUT.

(LOOKING NORTH)



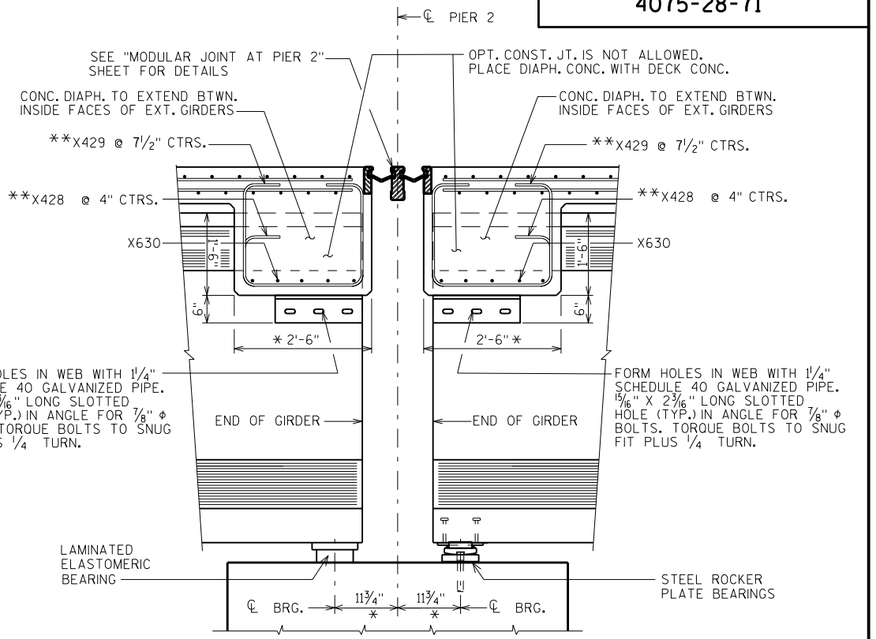

## AT PIER DIAPHRAGMS 1, 4, 5, 10, 12, 13

(LOOKING NORTH)

* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

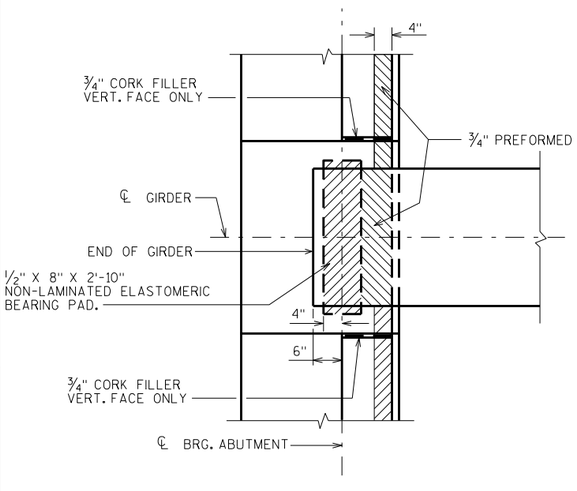
** BARS PLACED PARALLEL TO GIRDERS SPACING PERPENDICULAR TO ℄ GIRDERS

◪ 3" TYPICAL. VARIES AT SKEWED GIRDERS. (1½" MIN.)

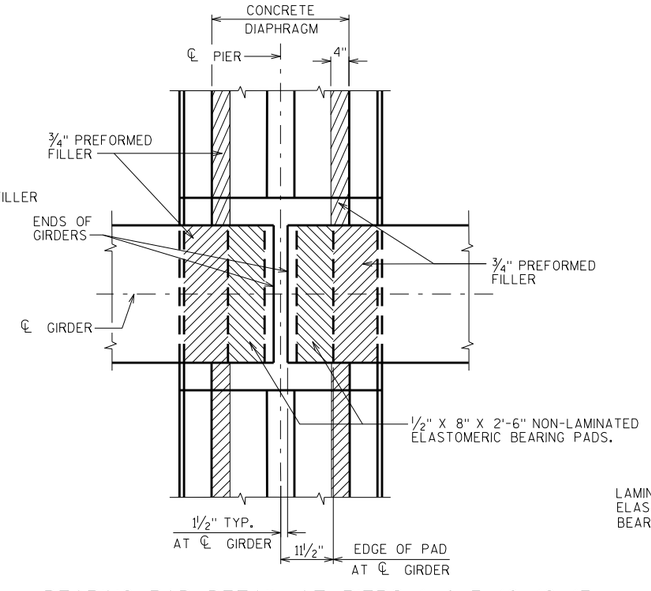



## PART LONGIT. SECTION AT PIER 2

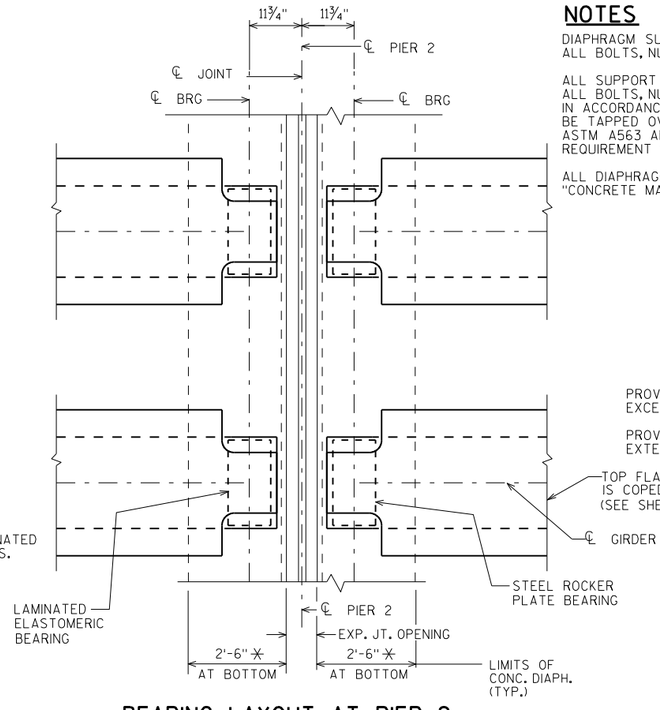
(LOOKING NORTH)




## BEARING PAD DETAIL AT W. ABUT.




## BEARING PAD DETAIL AT PIERS 1, 4, 5, 10, 12, 13



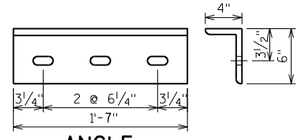

## BEARING LAYOUT AT PIER 2

## NOTES

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

ALL SUPPORT ANGLES 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.

ALL DIAPHRAGM SUPPORT HARDWARE SHALL BE INCIDENTAL TO "CONCRETE MASONRY BRIDGES".




## ANGLE

6" X 4" X ¾" X 1'-7"

PROVIDE 3½" X 3½" X 5/16" PLATE WASHERS AT ALL LOCATIONS EXCEPT AT EXTERIOR FACES OF EXTERIOR GIRDERS.

PROVIDE 3½" X 3½" X ½" PLATE WASHERS AT EXTERIOR FACES OF EXTERIOR GIRDERS.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR PLANS CK'D. DFD

SUPERSTRUCTURE DETAILS 1

SHEET 51

448

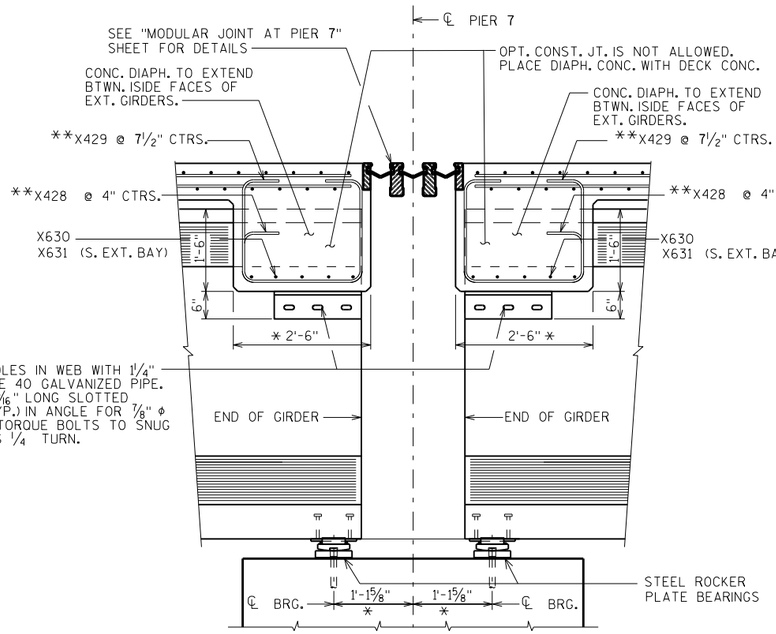
8

8

SCALE =

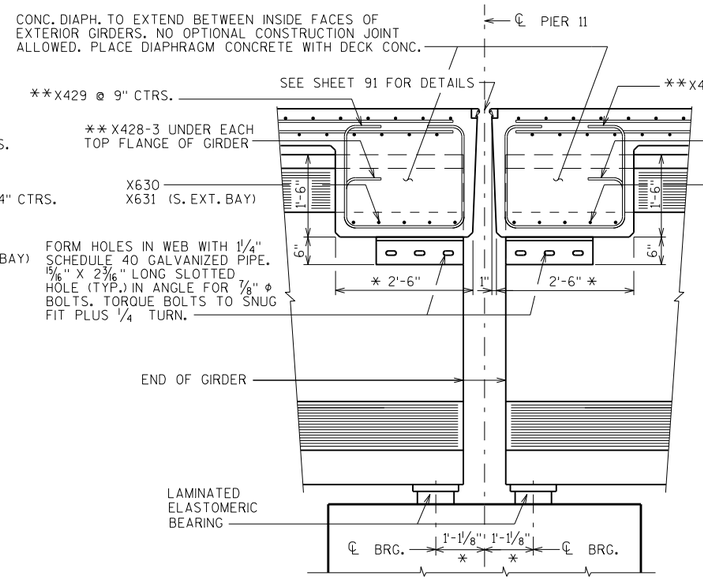
STATE PROJECT NUMBER

4075-28-71



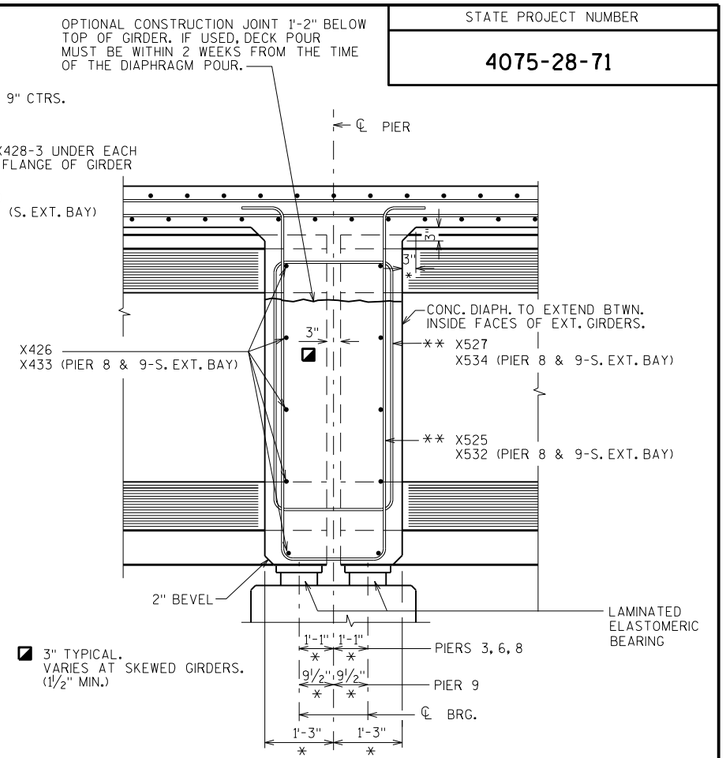

## PART LONGIT. SECTION AT PIER 7

(LOOKING NORTH)




## PART LONGIT. SECTION AT PIER 11

(LOOKING NORTH)

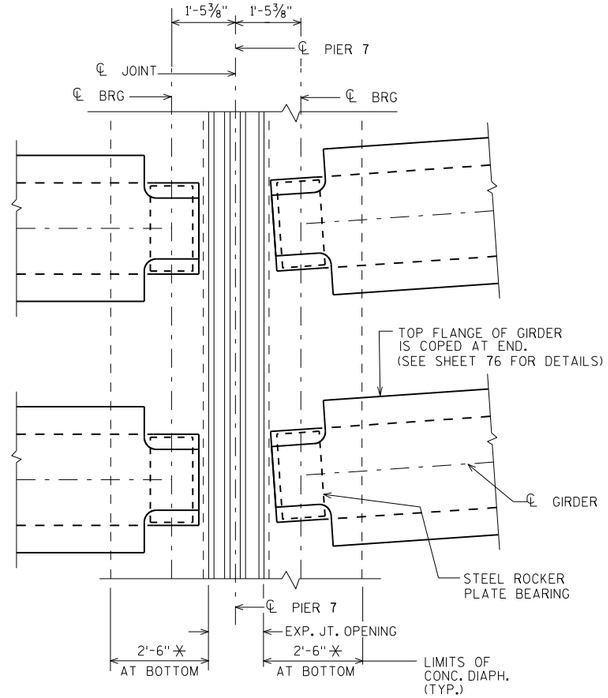



## AT PIER DIAPHRAGMS 3, 6, 8, 9

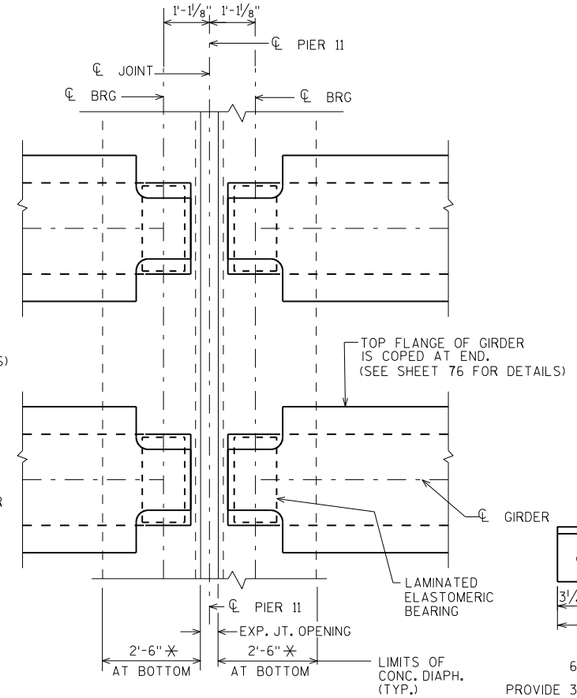
(LOOKING NORTH)

* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

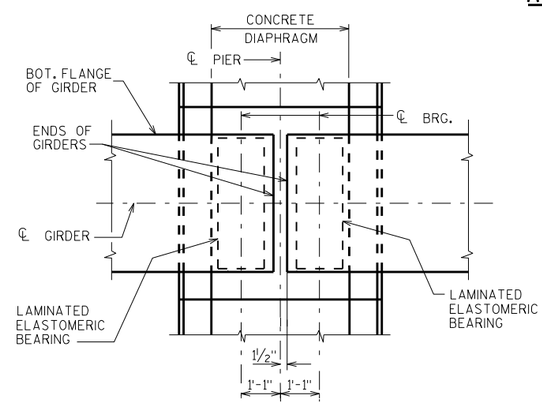
** BARS PLACED PARALLEL TO GIRDERS SPACING PERPENDICULAR TO ℄ GIRDERS



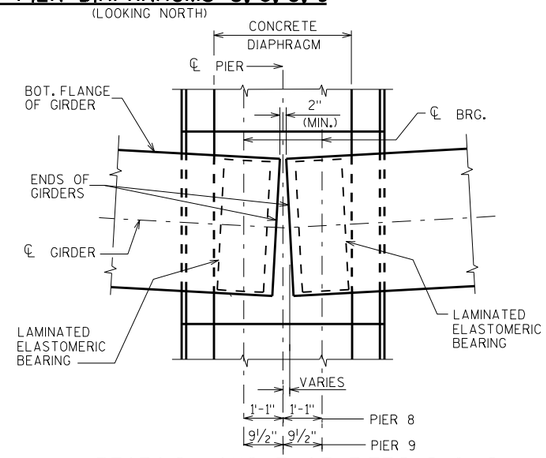

## BEARING LAYOUT AT PIER 7



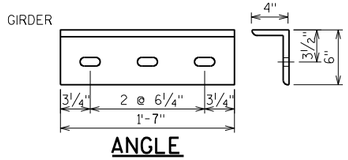

## BEARING LAYOUT AT PIER 11




## BEARING LAYOUT AT PIERS 3 & 6




## BEARING LAYOUT AT PIERS 8 & 9




## ANGLE

6" X 4" X ¾" X 1'-7"

PROVIDE 3½" X 3½" X 5/16" PLATE WASHERS AT ALL LOCATIONS EXCEPT AT EXTERIOR FACES OF EXTERIOR GIRDERS.

PROVIDE 3½" X 3½" X ½" PLATE WASHERS AT EXTERIOR FACES OF EXTERIOR GIRDERS.

## NOTES

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

ALL SUPPORT ANGLES 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.

ALL DIAPHRAGM SUPPORT HARDWARE SHALL BE INCIDENTAL TO "CONCRETE MASONRY BRIDGES".

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. DFD

SUPERSTRUCTURE DETAILS 2

SHEET 52

449

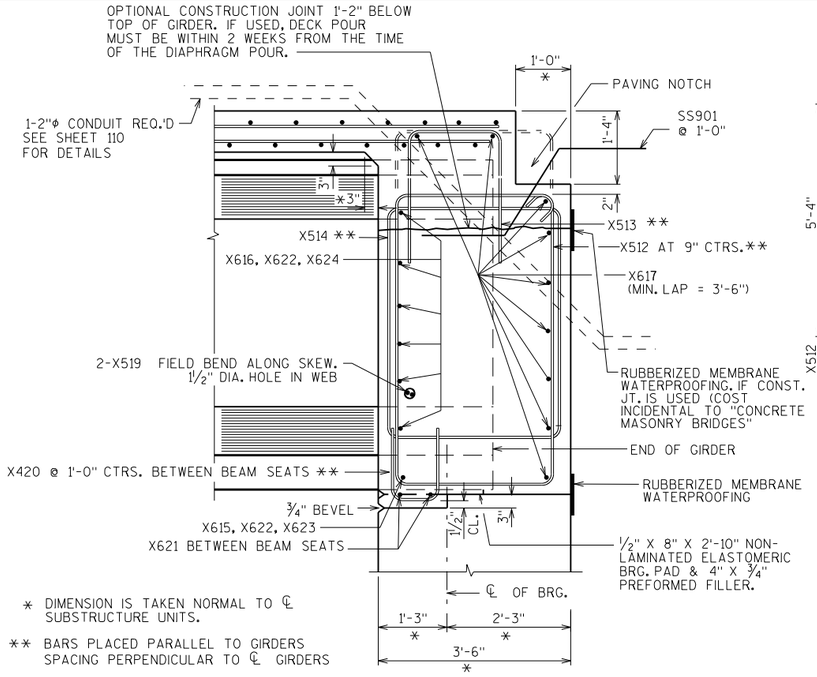
8

8

SCALE =

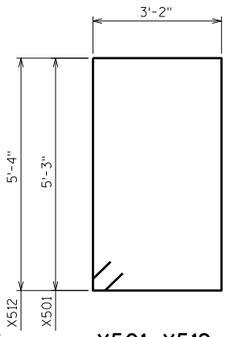
STATE PROJECT NUMBER

4075-28-71

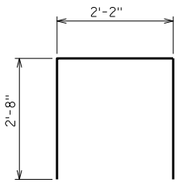



## PART LONGIT. SECTION AT E. ABUT.

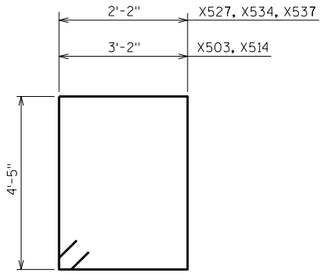
(LOOKING NORTH)



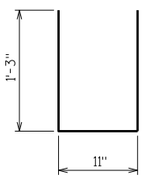

X501, X512



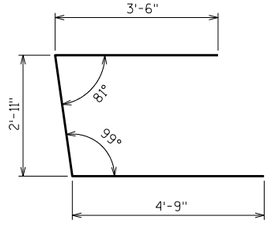

X502, X513



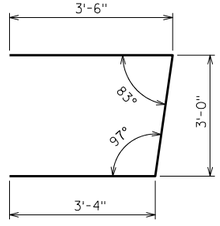

X503, X514, X527, X534, X537




X409, X420




X616

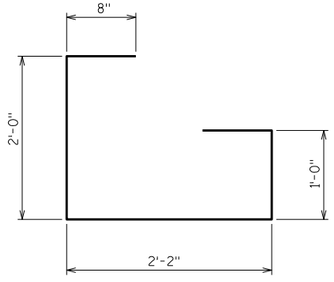



X624

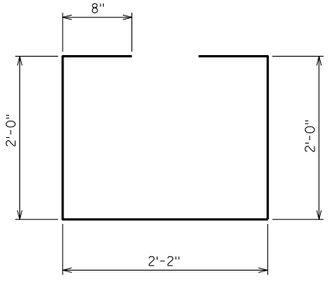
## BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

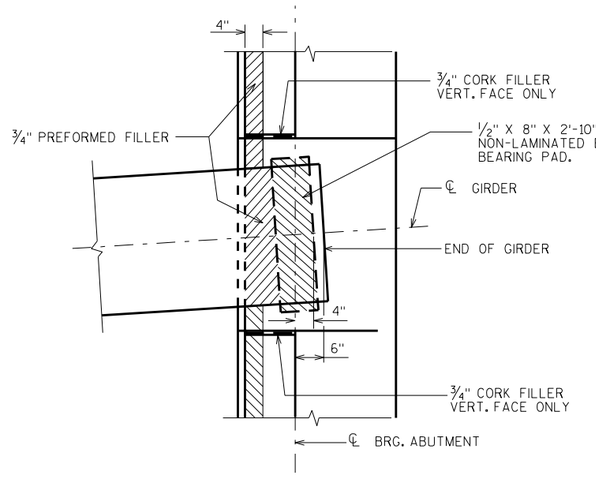
| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| X501 | X | 48 | 17'-5" | X | | W. ABUT. DIAPH.-VERT. |
| X502 | X | 40 | 7'-3" | X | | W. ABUT. DIAPH.-VERT. |
| X503 | X | 28 | 15'-9" | X | | W. ABUT. DIAPH.-VERT. |
| X604 | X | 2 | 2'-7" | | | W. ABUT. DIAPH.-HORIZ. END |
| X605 | X | 8 | 9'-11" | X | | W. ABUT. DIAPH.-HORIZ. END |
| X606 | X | 18 | 30'-0" | | | W. ABUT. DIAPH.-HORIZ. |
| X407 | X | 4 | 7'-4" | | | W. ABUT. DIAPH.-VERT. |
| X508 | X | 14 | 6'-0" | | | W. ABUT. DIAPH.-HORIZ. |
| X409 | X | 30 | 3'-3" | X | | W. ABUT. DIAPH.-VERT. U-BAR |
| X610 | X | 12 | 4'-3" | | | W. ABUT. DIAPH.-HORIZ. |
| X611 | X | 84 | 4'-8" | | | W. ABUT. DIAPH.-HORIZ. |
| X512 | X | 68 | 17'-7" | X | | E. ABUT. DIAPH.-VERT. |
| X513 | X | 60 | 7'-3" | X | | E. ABUT. DIAPH.-VERT. |
| X514 | X | 28 | 15'-9" | X | | E. ABUT. DIAPH.-VERT. |
| X615 | X | 1 | 3'-9" | | | E. ABUT. DIAPH.-HORIZ. N. END |
| X616 | X | 4 | 10'-11 | X | | E. ABUT. DIAPH.-HORIZ. N. END |
| X617 | X | 12 | 36'-11 | | | E. ABUT. DIAPH.-HORIZ. |
| X418 | X | 4 | 7'-4" | | | E. ABUT. DIAPH.-VERT. |
| X519 | X | 14 | 6'-0" | | | E. ABUT. DIAPH.-HORIZ. |
| X420 | X | 42 | 3'-3" | X | | E. ABUT. DIAPH.-VERT. U-BAR |
| X621 | X | 12 | 6'-3" | | | E. ABUT. DIAPH.-HORIZ. |
| X622 | X | 84 | 5'-8" | | | E. ABUT. DIAPH.-HORIZ. |
| X623 | X | 1 | 2'-4" | | | E. ABUT. DIAPH.-HORIZ. S. END |
| X624 | X | 4 | 9'-7" | X | | E. ABUT. DIAPH.-HORIZ. S. END |
| X525 | X | 265 | 16'-4" | X | | PIER DIAPH.-VERT. |
| X426 | X | 1060 | 4'-8" | | | PIER DIAPH.-HORIZ. |
| X527 | X | 212 | 13'-9" | X | | PIER DIAPH.-VERT. |
| X428 | X | 216 | 6'-2" | X | | PIER DIAPH.-VERT. |
| X429 | X | 208 | 7'-2" | X | | PIER DIAPH.-VERT. |
| X630 | X | 320 | 5'-2" | | | PIER DIAPH.-HORIZ. |
| X631 | X | 40 | 4'-8" | | | PIER DIAPH.-HORIZ. |
| X532 | X | 20 | 16'-4" | X | | PIER DIAPH.-VERT. |
| X433 | X | 100 | 4'-8" | | | PIER DIAPH.-HORIZ. |
| X534 | X | 20 | 13'-9" | X | | PIER DIAPH.-VERT. |
| X535 | X | 12 | 16'-4" | X | | PIER DIAPH.-VERT. |
| X436 | X | 40 | 5'-11" | | | PIER DIAPH.-HORIZ. |
| X537 | X | 8 | 13'-9" | X | | PIER DIAPH.-VERT. |
| SS901 | | 123 | 5'-0" | X | | W. & E. ABUT. DIAPH.-VERT. |
| | | | | | | |
| | | | | | | |



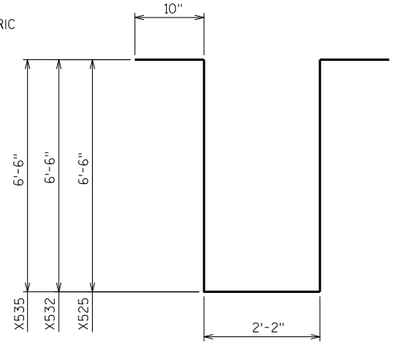

X428



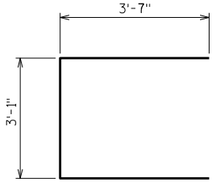

X429



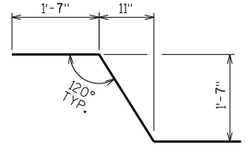

## BEARING PAD DETAIL AT E. ABUT.




X525, X532, X535




X605




SS901

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. DFD

SUPERSTRUCTURE DETAILS 3

SHEET 53

450

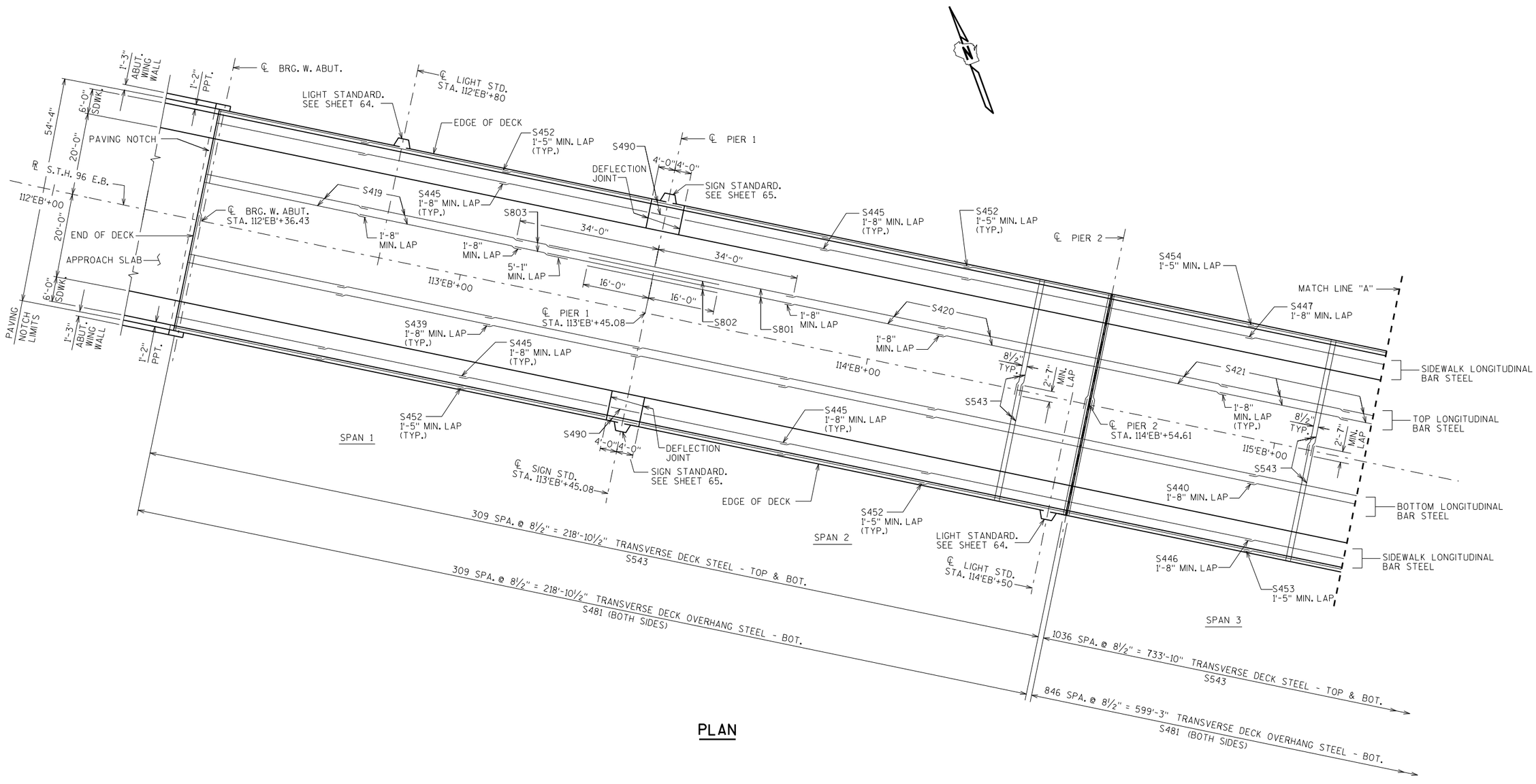
8

8

SCALE =

STATE PROJECT NUMBER

4075-28-71




PLAN

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. DFD

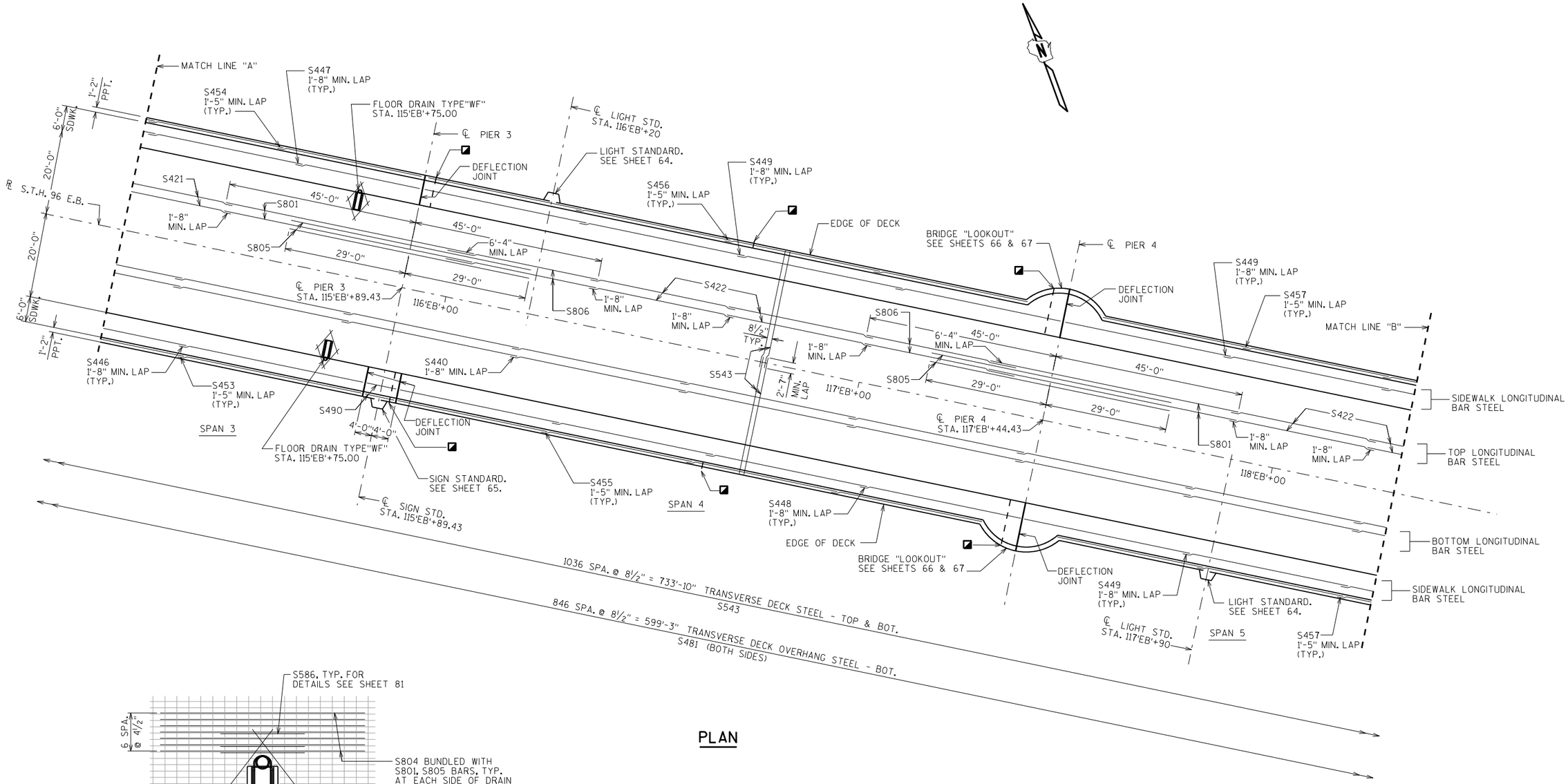
DECK PLAN 1

SHEET 54

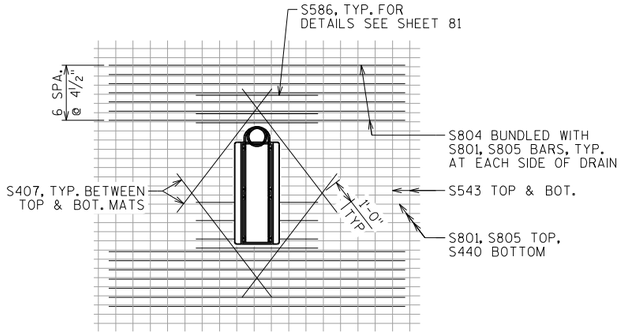
451

SCALE = 12

| STATE PROJECT NUMBER |
|---|
| 4075-28-71 |




PLAN




## FLOOR DRAIN REINFORCING DETAIL

CUT TRANSVERSE AND LONGITUDINAL BARS AROUND DRAIN AS REQ'D. PROVIDE 1" CLEAR BETWEEN DRAIN AND CUT BAR.

◪ 1"ϕ NONMETALLIC CONDUIT REQ'D. FOR NAVIGATIONAL LIGHTING. SEE DETAILS ON SHEET 109 FOR ADDITIONAL DETAILS.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. DFD

DECK PLAN 2

SHEET 55

452

SCALE = 12

8

8

| STATE PROJECT NUMBER |
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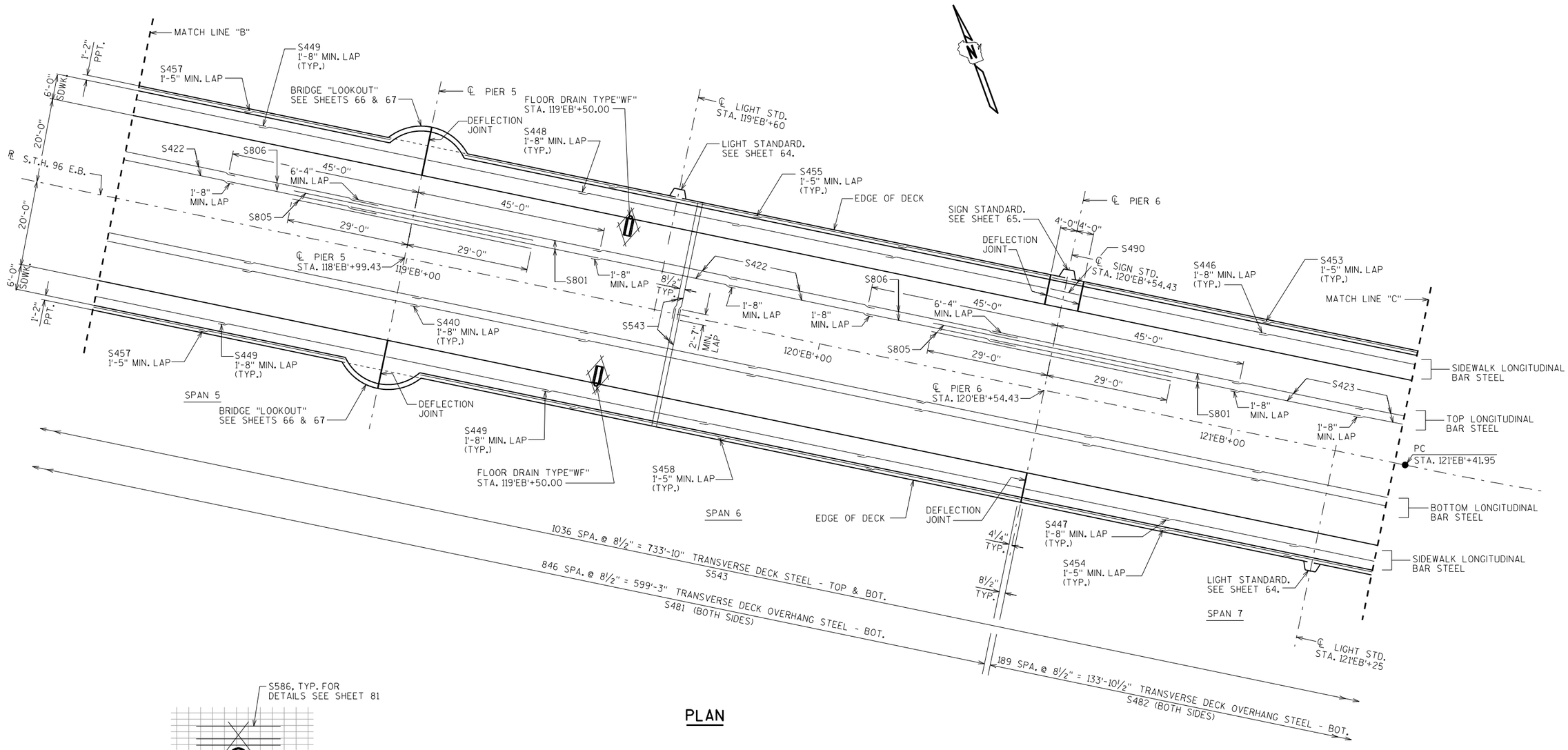
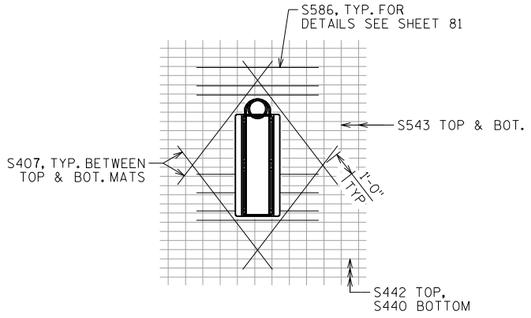
| 4075-28-71 |




PLAN




## FLOOR DRAIN REINFORCING DETAIL

CUT TRANSVERSE AND LONGITUDINAL BARS AROUND DRAIN AS REQ'D. PROVIDE 1" CLEAR BETWEEN DRAIN AND CUT BAR.

8

8

| NO. | DATE | REVISION | BY |
| --- | --- | --- | --- |
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. DFD

DECK PLAN 3

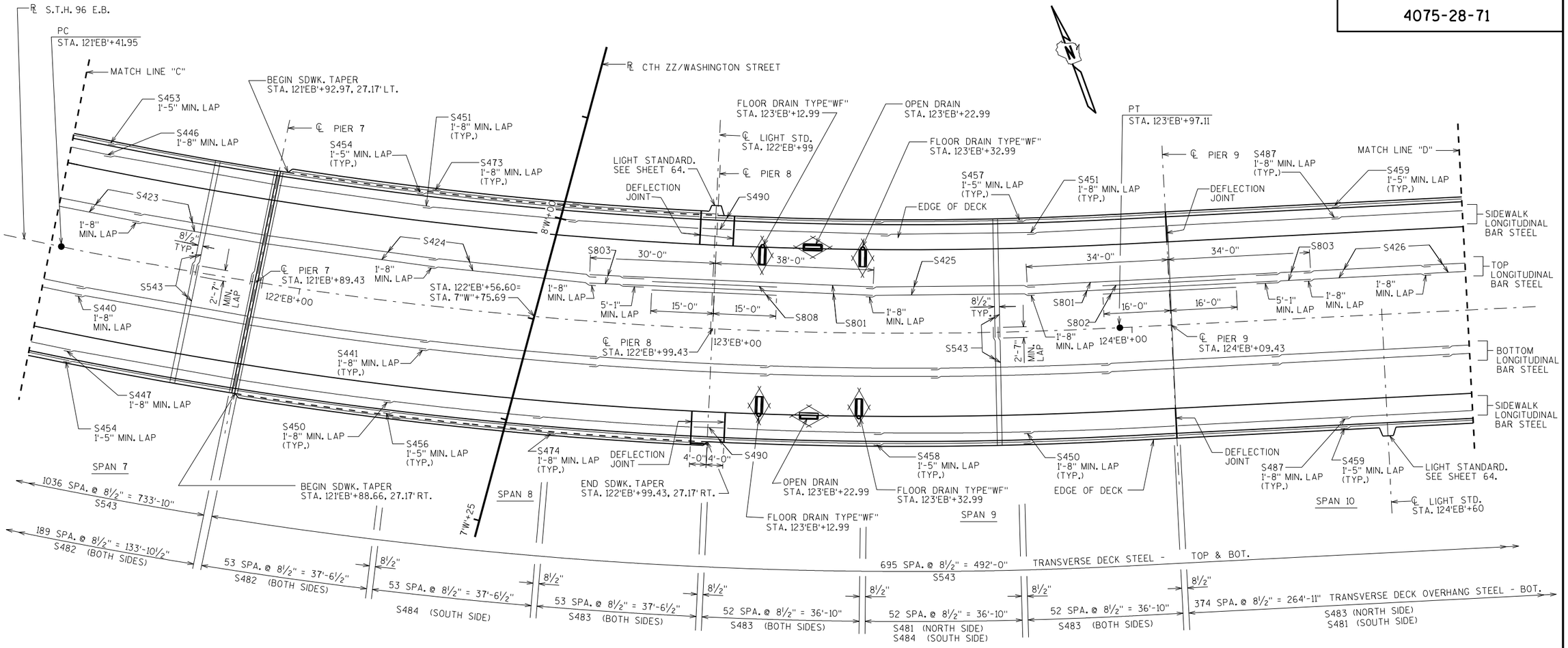
SHEET 56

453

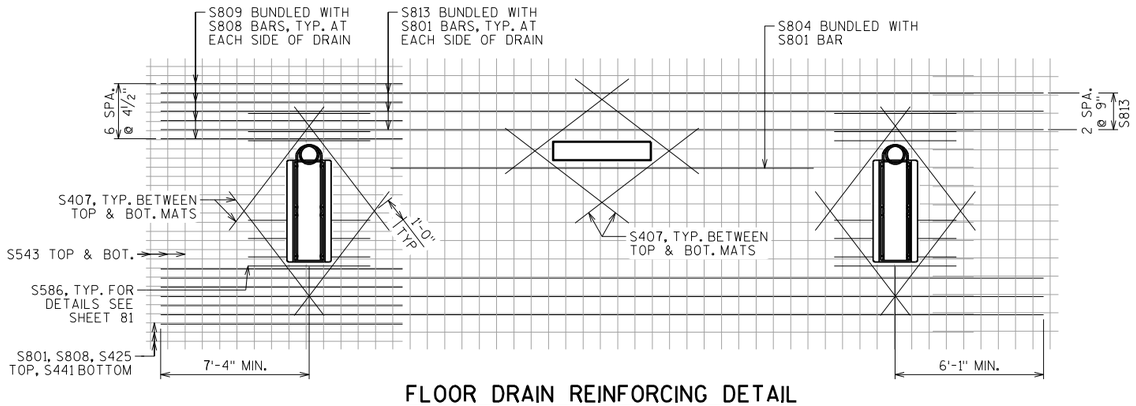
SCALE = 12

STATE PROJECT NUMBER

4075-28-71




## PLAN




## FLOOR DRAIN REINFORCING DETAIL

(SHOWING DRAINS AT NORTH SIDE OF BRIDGE, SOUTH DRAINS SIMILAR)

CUT TRANSVERSE AND LONGITUDINAL BARS AROUND DRAIN
AS REQ'D. PROVIDE 1" CLEAR BETWEEN DRAIN AND CUT BAR.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. DFD

DECK PLAN 4

SHEET 57

454

SCALE = 12

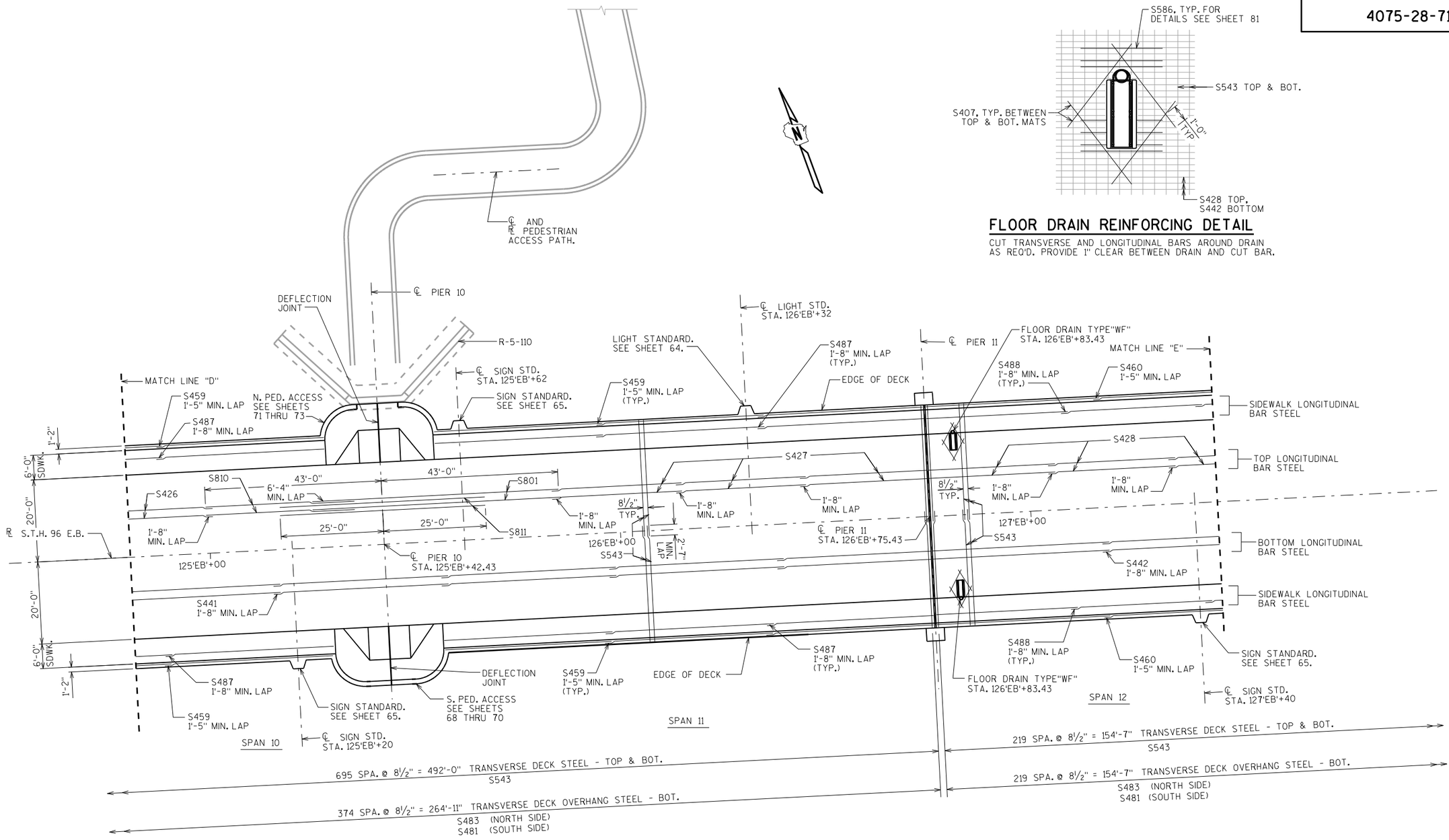
STATE PROJECT NUMBER

4075-28-71




## FLOOR DRAIN REINFORCING DETAIL

CUT TRANSVERSE AND LONGITUDINAL BARS AROUND DRAIN AS REQ'D. PROVIDE 1" CLEAR BETWEEN DRAIN AND CUT BAR.




## PLAN

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. DFD

DECK PLAN 5

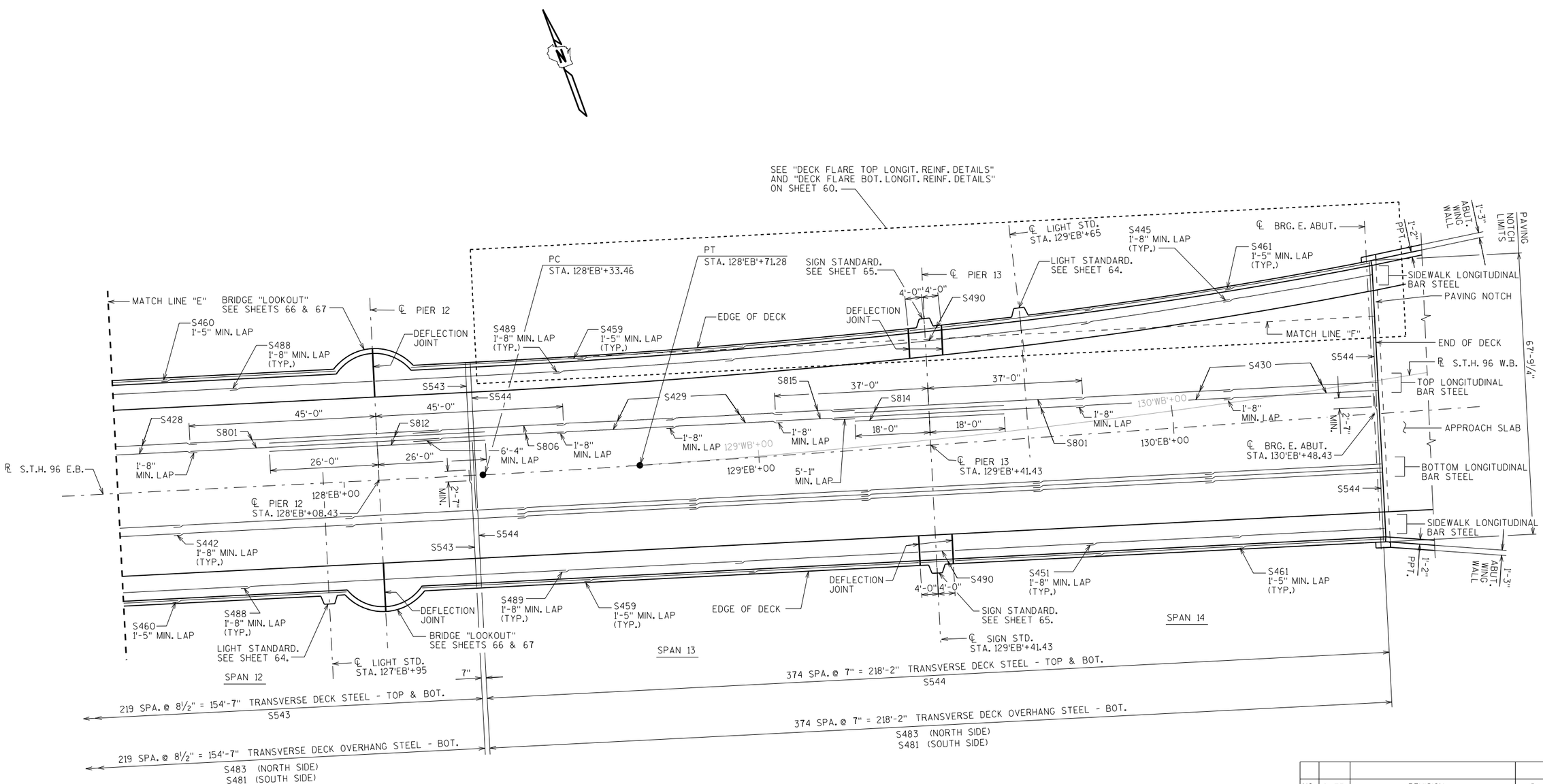
SHEET 58

455

SCALE = 12

STATE PROJECT NUMBER

4075-28-71




PLAN

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. DFD

DECK PLAN 6

SHEET 59

456

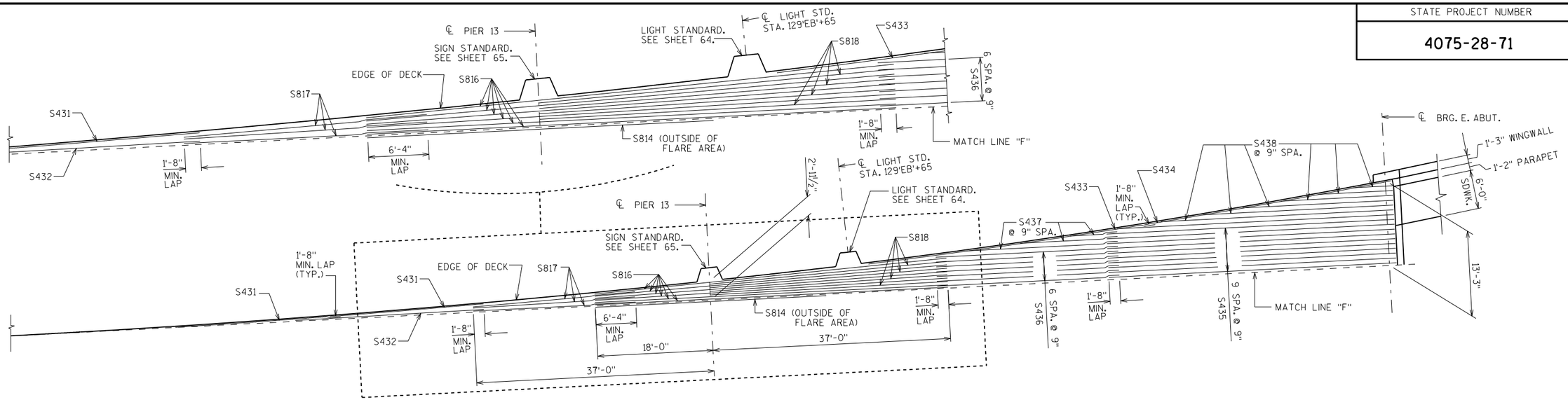
SCALE = 12

8

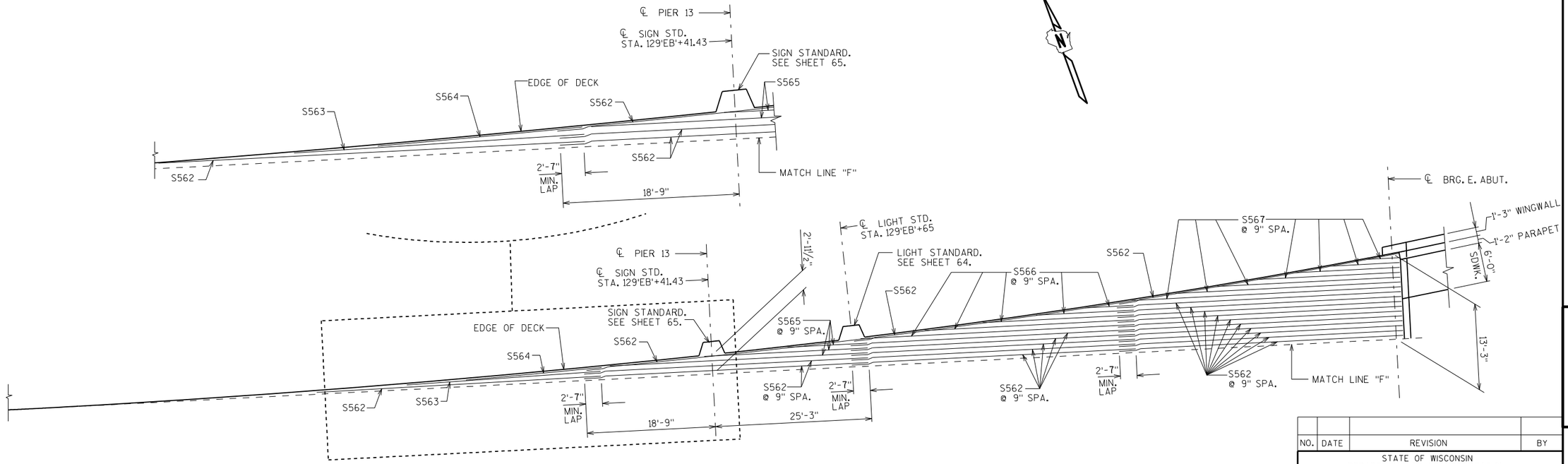
8

STATE PROJECT NUMBER

4075-28-71




DECK FLARE TOP LONGIT. REINF. DETAILS




DECK FLARE BOT. LONGIT. REINF. DETAILS

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. DFD

DECK PLAN 7

SHEET 60

457

SCALE = 12

8

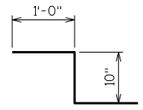
8

# BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| S801 | X | 720 | 60'-0" | | | DECK TOP LONGIT. CONTUNITY- PIER 1,3,4,5,6,8,9,10,12,13 |
| S802 | X | 146 | 32'-0" | | | DECK TOP LONGIT. CONTINUITY- PIER 1, 9 |
| S803 | X | 216 | 13'-1" | | | DECK TOP LONGIT. CONTUNITY- PIER 1,8,9 |
| S804 | X | 30 | 14'-10 | | | DECK TOP LONGIT. AROUND DRAIN |
| S805 | X | 292 | 58'-0" | | | DECK TOP LONGIT. CONTINUITY- PIER 3,4,5,6 |
| S806 | X | 360 | 36'-4" | | | DECK TOP LONGIT. CONTINUITY- PIER 3,4,5,6,12 |
| S407 | X | 48 | 6'-6" | | | DECK FLOOR DRAIN |
| S808 | X | 73 | 30'-0" | | | DECK TOP LONGIT. CONTINUITY- PIER 8 |
| S809 | X | 16 | 11'-3" | | | DECK TOP LONGIT. CONTINUITY AROUND DRAIN |
| S810 | X | 72 | 32'-4" | | | DECK TOP LONGIT. CONTINUITY- PIER 10 |
| S811 | X | 73 | 50'-0" | | | DECK TOP LONGIT. CONTINUITY- PIER 10 |
| S812 | X | 73 | 52'-0" | | | DECK TOP LONGIT. CONTINUITY- PIER 12 |
| S813 | X | 12 | 37'-5" | | | DECK TOP LONGIT. CONTINUITY AROUND DRAIN |
| S814 | X | 73 | 36'-0" | | | DECK TOP LONGIT. CONTINUITY- PIER 13 |
| S815 | X | 72 | 19'-1" | | | DECK TOP LONGIT. CONTINUITY- PIER 13 |
| S816 | X | 6 | 55'-0" | | | DECK TOP LONGIT. CONTINUITY- FLARE |
| S817 | X | 3 | 25'-4" | | | DECK TOP LONGIT. CONTINUITY- FLARE |
| S818 | X | 4 | 37'-1" | | | DECK TOP LONGIT. CONTINUITY- FLARE |
| S419 | X | 144 | 39'-9" | | | DECK TOP LONGIT.- SPAN 1 |
| S420 | X | 144 | 39'-3" | | | DECK TOP LONGIT.- SPAN 2 |
| S421 | X | 216 | 31'-6" | | | DECK TOP LONGIT.- SPAN 3 |
| S422 | X | 432 | 35'-0" | | | DECK TOP LONGIT.- SPAN 4,5,6 |
| S423 | X | 216 | 31'-6" | | | DECK TOP LONGIT.- SPAN 7 |
| S424 | X | 144 | 43'-7" | | | DECK TOP LONGIT.- SPAN 8 |
| S425 | X | 72 | 44'-0" | | | DECK TOP LONGIT.- SPAN 9 |
| S426 | X | 144 | 30'-6" | | | DECK TOP LONGIT.- SPAN 10 |
| S427 | X | 216 | 31'-8" | | | DECK TOP LONGIT.- SPAN 11 |
| S428 | X | 216 | 31'-0" | | | DECK TOP LONGIT.- SPAN 12 |
| S429 | X | 144 | 28'-0" | | | DECK TOP LONGIT.- SPAN 13 |
| S430 | X | 144 | 37'-3" | | | DECK TOP LONGIT.- SPAN 14 |
| S431 | X | 2 | 25'-9" | | | DECK TOP LONGIT.- FLARE |
| S432 | X | 1 | 29'-5" | | | DECK TOP LONGIT.- FLARE |
| S433 | X | 1 | 45'-0" | | | DECK TOP LONGIT.- FLARE |
| S434 | X | 1 | 39'-3" | | | DECK TOP LONGIT.- FLARE |
| S435 | X | 10 | 45'-10 | | | DECK TOP LONGIT.- FLARE |
| S436 | X | 7 | 28'-6" | | | DECK TOP LONGIT.- FLARE |
| S437 | X | 3 | 16'-8" | | ⚠ | DECK TOP LONGIT.- FLARE |
| S438 | X | 7 | 26'-5" | | ⚠ | DECK TOP LONGIT.- FLARE |
| S439 | X | 438 | 37'-11 | | | DECK BOT.- LONGIT.-SPANS 1 & 2 |
| S440 | X | 1314 | 42'-5" | | | DECK BOT.- LONGIT.-SPANS 3 THRU 7 |
| S441 | X | 876 | 42'-7" | | | DECK BOT.- LONGIT.-SPANS 8 THRU 11 |
| S442 | X | 657 | 43'-1" | | | DECK BOT.- LONGIT.-SPANS 12 THRU 14 |
| S543 | X | 9052 | 28'-4" | | | DECK TOP & BOT.- TRANSVERSE-SPANS 1 THRU 12 |
| S544 | X | 1500 | 35'-0" | | | DECK TOP & BOT.- TRANSVERSE-SPANS 13 & 14 |
| S445 | X | 180 | 36'-4" | | | SDWK. LONGIT.-SPAN 1 & 2, SPAN 14 NORTH |
| S446 | X | 72 | 44'-7" | | | SDWK. LONGIT.-SPAN 3 SOUTH, SPAN 7 NORTH |
| S447 | X | 96 | 34'-10 | | | SDWK. LONGIT.-SPAN 3 NORTH, SPAN 7 SOUTH |
| S448 | X | 96 | 38'-11 | | | SDWK. LONGIT.-SPAN 4 SOUTH, SPAN 6 NORTH |
| S449 | X | 192 | 39'-11 | | | SDWK. LONGIT.-SPAN 4 NORTH, SPAN 6 SOUTH, SPAN 5 N & S |
| S450 | X | 72 | 37'-8" | | | SDWK. LONGIT.-SPAN 8 & 9 SOUTH |
| S451 | X | 108 | 36'-9" | | | SDWK. LONGIT.-SPAN 8 & 9 NORTH, SPAN 14 SOUTH |
| S452 | X | 72 | 36'-2" | | | PPT. LONGIT.-SPAN 1 & 2 NORTH & SOUTH |
| S453 | X | 36 | 44'-7" | | | PPT. LONGIT.-SPAN 3 SOUTH, SPAN 7 NORTH |
| S454 | X | 66 | 34'-8" | | | PPT. LONGIT.-SPAN 3 NORTH, SPAN 7 SOUTH, SPAN 8 NORTH |
| S455 | X | 48 | 36'-6" | | | PPT. LONGIT.-SPAN 4 SOUTH, SPAN 6 NORTH |
| S456 | X | 42 | 37'-6" | | | PPT. LONGIT.-SPAN 4 NORTH, SPAN 8 SOUTH |
| S457 | X | 66 | 35'-4" | | | PPT. LONGIT.-SPAN 5, SPAN 9 NORTH |
| S458 | X | 42 | 37'-4" | | | PPT. LONGIT.-SPAN 6 SOUTH, SPAN 9 SOUTH |
| S459 | X | 108 | 41'-0" | | | PPT. LONGIT.-SPAN 10, 11, 13 |
| S460 | X | 36 | 42'-4" | | | PPT. LONGIT.-SPAN 12 |
| S461 | X | 36 | 35'-7" | | | PPT. LONGIT.-SPAN 14 |
| S562 | X | 21 | 44'-0" | | | DECK BOT. LONGIT.- FLARE |
| S563 | X | 1 | 30'-0" | | | DECK BOT. LONGIT.- FLARE |
| S564 | X | 1 | 21'-1" | | | DECK BOT. LONGIT.- FLARE |
| S565 | X | 3 | 26'-1" | | ⚠ | DECK BOT. LONGIT.- FLARE |
| S566 | X | 5 | 24'-11 | | ⚠ | DECK BOT. LONGIT.- FLARE |
| S567 | X | 7 | 23'-3" | | ⚠ | DECK BOT. LONGIT.- FLARE |

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| S468 | X | 7162 | 2'-8" | X | | DECK/SDWK. TRANS. |
| S469 | X | 7162 | 3'-2" | X | | DECK/SDWK. TRANS. |
| S570 | X | 7162 | 6'-10" | | | SDWK. TRANS. |
| S571 | X | 3601 | 6'-8" | X | | PPT. TRANS. |
| S572 | X | 216 | 8'-2" | X | | PPT. TRANS. - EXTENSION SPAN 8 |
| S473 | X | 27 | 35'-8" | | | PPT. LONGIT. - EXTENSION SPAN 8 NORTH |
| S474 | X | 27 | 38'-11 | | | PPT. LONGIT. - EXTENSION SPAN 8 SOUTH |
| S575 | X | 432 | 4'-0" | X | | SDWK. TRANSVERSE - EXTENSION SPAN 8 |
| S476 | X | 24 | 12'-3" | X | | PPT. LONGIT. AT PED. ACCESS-SOUTH & NORTH |
| S477 | X | 24 | 3'-7" | X | | PPT. LONGIT. AT PED. ACCESS-SOUTH & NORTH |
| S478 | X | 12 | 6'-5" | | | PPT. LONGIT. AT PED. ACCESS-SOUTH |
| S479 | X | 72 | 10'-6" | X | | PPT. LONGIT. AT LOOKOUT |
| S480 | X | 72 | 3'-7" | X | | PPT. LONGIT. AT LOOKOUT |
| S481 | X | 3391 | 2'-4" | X | | DECK OVERHANG - TRANS.-BOT. |
| S482 | X | 488 | 3'-4" | X | | DECK OVERHANG - TRANS.-BOT. |
| S483 | X | 1290 | 3'-7" | X | | DECK OVERHANG - TRANS.-BOT. |
| S484 | X | 107 | 3'-10" | X | | DECK OVERHANG - TRANS.-BOT. |
| S485 | X | 180 | 43'-2" | | | DECK OVERHANG - LONGIT.-BOT. |
| S586 | X | 70 | 5'-0" | | | DECK FLOOR DRAIN |
| S487 | X | 144 | 41'-0" | | | SDWK. LONGIT.-SPAN 10 & 11 |
| S488 | X | 96 | 34'-5" | | | SDWK. LONGIT.-SPAN 12 |
| S489 | X | 72 | 44'-1" | | | SDWK. LONGIT.-SPAN 13 |
| S490 | X | 144 | 7'-8" | | | SDWK. & PPT. LONGIT.-PIERS 1, 3, 6, 8, 1 |



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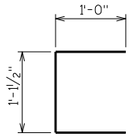

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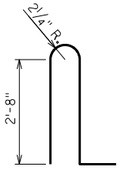

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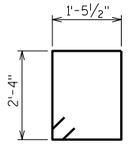

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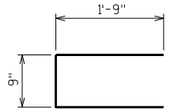

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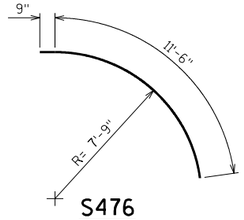

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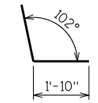

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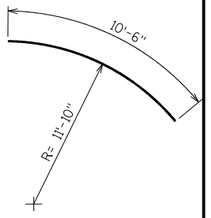

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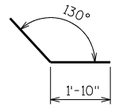

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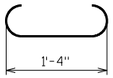

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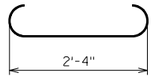

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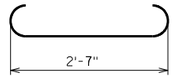

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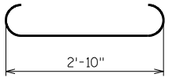


S484

## BAR SERIES TABLE

| MARK | NO. REQD. | LENGTH |
|---|---|---|
| S437 | 1 SERIES OF 3 | 8'-4" TO 25'-0" |
| S438 | 1 SERIES OF 7 | 7'-8" TO 45'-2" |
| S565 | 1 SERIES OF 3 | 12'-3" TO 39'-10" |
| S566 | 1 SERIES OF 5 | 7'-5" TO 42'-4" |
| S567 | 1 SERIES OF 7 | 4'-11" TO 41'-7" |

BUNDLE AND TAG EACH SERIES SEPARATELY.

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

STATE PROJECT NUMBER

4075-28-71

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. DFD

DECK
BILL OF BARS

SHEET 61

458

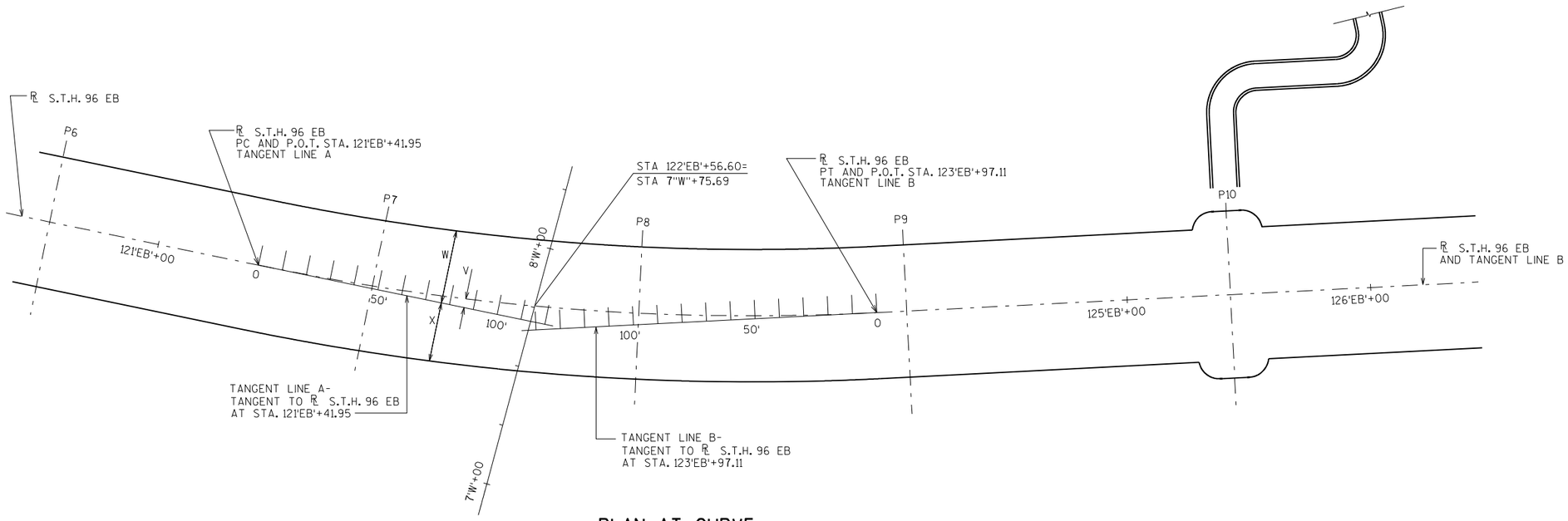
8

8

SCALE =

STATE PROJECT NUMBER

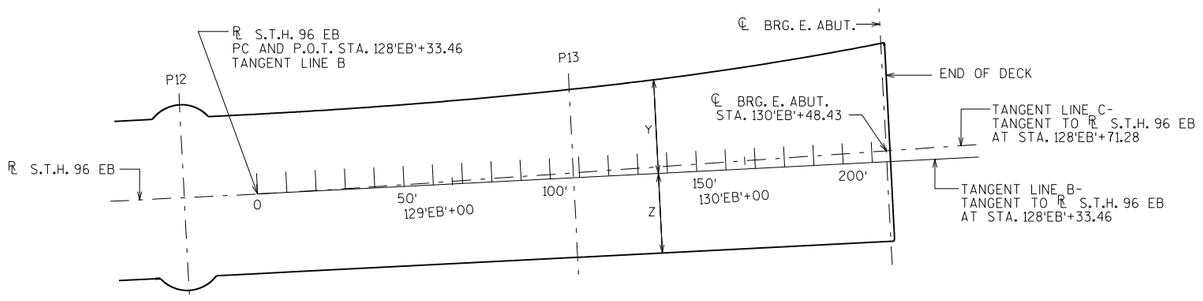
4075-28-71




PLAN AT CURVE

## TABLE OF TANGENT OFFSETS AT CURVE

| DISTANCE FROM P.O.T. (FT.) | V (FT.) | W (FT.) | X (FT.) |
|---|---|---|---|
| 0 | 0.00 | 27.17 | 27.17 |
| 10 | 0.05 | 27.22 | 27.12 |
| 20 | 0.20 | 27.37 | 26.97 |
| 30 | 0.45 | 27.63 | 26.73 |
| 40 | 0.80 | 27.99 | 26.39 |
| 50 | 1.25 | 28.45 | 25.95 |
| 60 | 1.80 | 29.02 | 25.41 |
| 70 | 2.45 | 29.69 | 24.78 |
| 80 | 3.21 | 30.46 | 24.05 |
| 90 | 4.06 | 31.34 | 23.22 |
| 100 | 5.01 | 32.32 | 22.29 |
| 110 | 6.07 | 33.41 | 21.26 |
| 120 | 7.23 | 34.60 | 20.13 |
| 130 | 8.49 | 35.89 | 18.91 |
| 140 | 9.85 | 37.30 | 17.58 |




PLAN AT EAST END OF DECK

## TABLE OF TANGENT OFFSETS AT EAST END OF DECK

| DISTANCE FROM P.O.T. (FT.) | Y (FT.) | Z (FT.) |
|---|---|---|
| 0 | 27.17 | 27.17 |
| 10 | 27.19 | 27.17 |
| 20 | 27.27 | 27.17 |
| 30 | 27.39 | 27.17 |
| 40 | 27.57 | 27.17 |
| 50 | 27.80 | 27.17 |
| 60 | 28.08 | 27.17 |
| 70 | 28.41 | 27.17 |
| 80 | 28.79 | 27.17 |
| 90 | 29.22 | 27.17 |
| 100 | 29.70 | 27.17 |
| 110 | 30.14 | 27.17 |
| 120 | 30.82 | 27.17 |
| 130 | 31.47 | 27.17 |
| 140 | 32.20 | 27.17 |
| 150 | 33.02 | 27.17 |
| 160 | 33.92 | 27.17 |
| 170 | 34.91 | 27.17 |
| 180 | 35.99 | 27.17 |
| 190 | 37.15 | 27.17 |
| 200 | 38.40 | 27.17 |
| 210 | 39.73 | 27.17 |
| 214.94 | 40.42 | 27.17 |

8

8

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

TANGENT OFFSET DETAILS

SHEET 62

459

SCALE =

# TOP OF DECK ELEVATIONS

STATE PROJECT NUMBER

4075-28-71

| | W. ABUT. | 1/10 | 2/10 | 3/10 | 4/10 | 5/10 | 6/10 | 7/10 | 8/10 | 9/10 | PIER 1 | 1/10 | 2/10 | 3/10 | 4/10 | 5/10 | 6/10 | 7/10 | 8/10 | 9/10 | PIER 2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LT. E.O.D. | 648.97 | 648.75 | 648.53 | 648.31 | 648.08 | 647.86 | 647.64 | 647.42 | 647.20 | 646.98 | 646.76 | 646.54 | 646.31 | 646.09 | 645.87 | 645.65 | 645.43 | 645.21 | 644.99 | 644.77 | 644.53 |
| G1 | 649.03 | 648.81 | 648.59 | 648.36 | 648.14 | 647.92 | 647.70 | 647.48 | 647.26 | 647.04 | 646.82 | 646.59 | 646.37 | 646.15 | 645.93 | 645.71 | 645.49 | 645.27 | 645.05 | 644.82 | 644.59 |
| G2 | 649.19 | 648.97 | 648.75 | 648.53 | 648.30 | 648.08 | 647.86 | 647.64 | 647.42 | 647.20 | 646.98 | 646.76 | 646.53 | 646.31 | 646.09 | 645.87 | 645.65 | 645.43 | 645.21 | 644.99 | 644.75 |
| G3 | 649.35 | 649.13 | 648.91 | 648.69 | 648.47 | 648.24 | 648.02 | 647.80 | 647.58 | 647.36 | 647.14 | 646.92 | 646.70 | 646.47 | 646.25 | 646.03 | 645.81 | 645.59 | 645.37 | 645.15 | 644.91 |
| CROWN (*) | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| G4 | 649.51 | 649.29 | 649.07 | 648.85 | 648.63 | 648.41 | 648.19 | 647.96 | 647.74 | 647.52 | 647.30 | 647.08 | 646.86 | 646.64 | 646.42 | 646.19 | 645.97 | 645.75 | 645.53 | 645.31 | 645.07 |
| G5 | 649.35 | 649.13 | 648.91 | 648.69 | 648.47 | 648.24 | 648.02 | 647.80 | 647.58 | 647.36 | 647.14 | 646.92 | 646.70 | 646.47 | 646.25 | 646.03 | 645.81 | 645.59 | 645.37 | 645.15 | 644.91 |
| G6 | 649.19 | 648.97 | 648.75 | 648.53 | 648.30 | 648.08 | 647.86 | 647.64 | 647.42 | 647.20 | 646.98 | 646.76 | 646.53 | 646.31 | 646.09 | 645.87 | 645.65 | 645.43 | 645.21 | 644.99 | 644.75 |
| G7 | 649.03 | 648.81 | 648.59 | 648.36 | 648.14 | 647.92 | 647.70 | 647.48 | 647.26 | 647.04 | 646.82 | 646.59 | 646.37 | 646.15 | 645.93 | 645.71 | 645.49 | 645.27 | 645.05 | 644.82 | 644.59 |
| RT. E.O.D. | 648.97 | 648.75 | 648.53 | 648.31 | 648.08 | 647.86 | 647.64 | 647.42 | 647.20 | 646.98 | 646.76 | 646.54 | 646.31 | 646.09 | 645.87 | 645.65 | 645.43 | 645.21 | 644.99 | 644.77 | 644.53 |

| | PIER 2 | 1/10 | 2/10 | 3/10 | 4/10 | 5/10 | 6/10 | 7/10 | 8/10 | 9/10 | PIER 3 | 1/10 | 2/10 | 3/10 | 4/10 | 5/10 | 6/10 | 7/10 | 8/10 | 9/10 | PIER 4 | 1/10 | 2/10 | 3/10 | 4/10 | 5/10 | 6/10 | 7/10 | 8/10 | 9/10 | PIER 5 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LT. E.O.D. | 644.53 | 644.25 | 643.98 | 643.70 | 643.43 | 643.15 | 642.88 | 642.60 | 642.33 | 642.05 | 641.78 | 641.46 | 641.15 | 640.83 | 640.52 | 640.20 | 639.89 | 639.57 | 639.26 | 638.94 | 638.63 | 638.31 | 637.99 | 637.68 | 637.36 | 637.05 | 636.73 | 636.42 | 636.10 | 635.79 | 635.47 |
| G1 | 644.59 | 644.31 | 644.04 | 643.76 | 643.49 | 643.21 | 642.94 | 642.66 | 642.39 | 642.11 | 641.84 | 641.52 | 641.21 | 640.89 | 640.58 | 640.26 | 639.95 | 639.63 | 639.31 | 639.00 | 638.68 | 638.37 | 638.05 | 637.74 | 637.42 | 637.11 | 636.79 | 636.48 | 636.16 | 635.84 | 635.53 |
| G2 | 644.75 | 644.47 | 644.20 | 643.92 | 643.65 | 643.37 | 643.10 | 642.82 | 642.55 | 642.27 | 642.00 | 641.68 | 641.37 | 641.05 | 640.74 | 640.42 | 640.11 | 639.79 | 639.48 | 639.16 | 638.85 | 638.53 | 638.21 | 637.90 | 637.58 | 637.27 | 636.95 | 636.64 | 636.32 | 636.01 | 635.69 |
| G3 | 644.91 | 644.63 | 644.36 | 644.08 | 643.81 | 643.53 | 643.26 | 642.99 | 642.71 | 642.44 | 642.16 | 641.85 | 641.53 | 641.21 | 640.90 | 640.58 | 640.27 | 639.95 | 639.64 | 639.32 | 639.01 | 638.69 | 638.38 | 638.06 | 637.75 | 637.43 | 637.11 | 636.80 | 636.48 | 636.17 | 635.85 |
| CROWN (*) | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| G4 | 645.07 | 644.80 | 644.52 | 644.25 | 643.97 | 643.70 | 643.42 | 643.15 | 642.87 | 642.60 | 642.32 | 642.01 | 641.69 | 641.38 | 641.06 | 640.75 | 640.43 | 640.11 | 639.80 | 639.48 | 639.17 | 638.85 | 638.54 | 638.22 | 637.91 | 637.59 | 637.28 | 636.96 | 636.65 | 636.33 | 636.01 |
| G5 | 644.91 | 644.63 | 644.36 | 644.08 | 643.81 | 643.53 | 643.26 | 642.99 | 642.71 | 642.44 | 642.16 | 641.85 | 641.53 | 641.21 | 640.90 | 640.58 | 640.27 | 639.95 | 639.64 | 639.32 | 639.01 | 638.69 | 638.38 | 638.06 | 637.75 | 637.43 | 637.11 | 636.80 | 636.48 | 636.17 | 635.85 |
| G6 | 644.75 | 644.47 | 644.20 | 643.92 | 643.65 | 643.37 | 643.10 | 642.82 | 642.55 | 642.27 | 642.00 | 641.68 | 641.37 | 641.05 | 640.74 | 640.42 | 640.11 | 639.79 | 639.48 | 639.16 | 638.85 | 638.53 | 638.21 | 637.90 | 637.58 | 637.27 | 636.95 | 636.64 | 636.32 | 636.01 | 635.69 |
| G7 | 644.59 | 644.31 | 644.04 | 643.76 | 643.49 | 643.21 | 642.94 | 642.66 | 642.39 | 642.11 | 641.84 | 641.52 | 641.21 | 640.89 | 640.58 | 640.26 | 639.95 | 639.63 | 639.31 | 639.00 | 638.68 | 638.37 | 638.05 | 637.74 | 637.42 | 637.11 | 636.79 | 636.48 | 636.16 | 635.84 | 635.53 |
| RT. E.O.D. | 644.53 | 644.25 | 643.98 | 643.70 | 643.43 | 643.15 | 642.88 | 642.60 | 642.33 | 642.05 | 641.78 | 641.46 | 641.15 | 640.83 | 640.52 | 640.20 | 639.89 | 639.57 | 639.26 | 638.94 | 638.63 | 638.31 | 637.99 | 637.68 | 637.36 | 637.05 | 636.73 | 636.42 | 636.10 | 635.79 | 635.47 |

| | PIER 5 | 1/10 | 2/10 | 3/10 | 4/10 | 5/10 | 6/10 | 7/10 | 8/10 | 9/10 | PIER 6 | 1/10 | 2/10 | 3/10 | 4/10 | 5/10 | 6/10 | 7/10 | 8/10 | 9/10 | PIER 7 | 1/10 | 2/10 | 3/10 | 4/10 | 5/10 | 6/10 | 7/10 | 8/10 | 9/10 | PIER 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LT. E.O.D. | 635.47 | 635.16 | 634.84 | 634.52 | 634.21 | 633.89 | 633.58 | 633.26 | 632.95 | 632.63 | 632.32 | 632.04 | 631.77 | 631.49 | 631.22 | 630.94 | 630.67 | 630.39 | 630.12 | 629.88 | 629.64 | 629.49 | 629.34 | 629.20 | 629.08 | 628.98 | 628.88 | 628.81 | 628.74 | 628.69 | 628.65 |
| G1 | 635.53 | 635.21 | 634.90 | 634.58 | 634.27 | 633.95 | 633.64 | 633.32 | 633.01 | 632.69 | 632.38 | 632.10 | 631.83 | 631.55 | 631.28 | 631.00 | 630.73 | 630.46 | 630.19 | 629.95 | 629.73 | 629.57 | 629.41 | 629.26 | 629.14 | 629.03 | 628.94 | 628.87 | 628.80 | 628.76 | 628.73 |
| G2 | 635.69 | 635.38 | 635.06 | 634.74 | 634.43 | 634.11 | 633.80 | 633.48 | 633.17 | 632.85 | 632.54 | 632.26 | 631.99 | 631.71 | 631.44 | 631.16 | 630.89 | 630.62 | 630.35 | 630.11 | 629.90 | 629.73 | 629.57 | 629.43 | 629.30 | 629.19 | 629.10 | 629.03 | 628.96 | 628.92 | 628.89 |
| G3 | 635.85 | 635.54 | 635.22 | 634.91 | 634.59 | 634.28 | 633.96 | 633.64 | 633.33 | 633.01 | 632.70 | 632.42 | 632.15 | 631.87 | 631.60 | 631.32 | 631.05 | 630.78 | 630.51 | 630.28 | 630.06 | 629.89 | 629.73 | 629.59 | 629.46 | 629.35 | 629.26 | 629.19 | 629.12 | 629.08 | 629.05 |
| CROWN (*) | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| G4 | 636.01 | 635.70 | 635.38 | 635.07 | 634.75 | 634.44 | 634.12 | 633.81 | 633.49 | 633.18 | 632.86 | 632.59 | 632.31 | 632.04 | 631.76 | 631.49 | 631.21 | 630.94 | 630.68 | 630.42 | 630.19 | 630.03 | 629.89 | 629.75 | 629.62 | 629.51 | 629.42 | 629.35 | 629.28 | 629.22 | 629.17 |
| G5 | 635.85 | 635.54 | 635.22 | 634.91 | 634.59 | 634.28 | 633.96 | 633.64 | 633.33 | 633.01 | 632.70 | 632.42 | 632.15 | 631.87 | 631.60 | 631.32 | 631.05 | 630.78 | 630.51 | 630.27 | 630.04 | 629.87 | 629.73 | 629.59 | 629.48 | 629.37 | 629.28 | 629.19 | 629.12 | 629.06 | 629.01 |
| G6 | 635.69 | 635.38 | 635.06 | 634.74 | 634.43 | 634.11 | 633.80 | 633.48 | 633.17 | 632.85 | 632.54 | 632.26 | 631.99 | 631.71 | 631.44 | 631.16 | 630.89 | 630.62 | 630.35 | 630.11 | 629.87 | 629.71 | 629.57 | 629.43 | 629.31 | 629.21 | 629.11 | 629.03 | 628.95 | 628.90 | 628.84 |
| G7 | 635.53 | 635.21 | 634.90 | 634.58 | 634.27 | 633.95 | 633.64 | 633.32 | 633.01 | 632.69 | 632.38 | 632.11 | 631.85 | 631.56 | 631.28 | 631.02 | 630.75 | 630.47 | 630.21 | 629.96 | 629.74 | 629.57 | 629.43 | 629.29 | 629.18 | 629.07 | 628.98 | 628.89 | 628.82 | 628.76 | 628.71 |
| RT. E.O.D. | 635.47 | 635.16 | 634.84 | 634.52 | 634.21 | 633.89 | 633.58 | 633.26 | 632.95 | 632.63 | 632.32 | 632.04 | 631.77 | 631.49 | 631.22 | 630.94 | 630.67 | 630.39 | 630.15 | 629.91 | 629.68 | 629.52 | 629.36 | 629.22 | 629.10 | 628.99 | 628.89 | 628.81 | 628.74 | 628.69 | 628.65 |

| | PIER 8 | 1/10 | 2/10 | 3/10 | 4/10 | 5/10 | 6/10 | 7/10 | 8/10 | 9/10 | PIER 9 | 1/10 | 2/10 | 3/10 | 4/10 | 5/10 | 6/10 | 7/10 | 8/10 | 9/10 | PIER 10 | 1/10 | 2/10 | 3/10 | 4/10 | 5/10 | 6/10 | 7/10 | 8/10 | 9/10 | PIER 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LT. E.O.D. | 628.65 | 628.63 | 628.62 | 628.62 | 628.64 | 628.68 | 628.72 | 628.79 | 628.86 | 628.95 | 629.06 | 629.20 | 629.37 | 629.56 | 629.76 | 629.99 | 630.24 | 630.51 | 630.80 | 631.12 | 631.45 | 631.80 | 632.16 | 632.51 | 632.87 | 633.22 | 633.58 | 633.93 | 634.29 | 634.64 | 635.00 |
| G1 | 628.73 | 628.70 | 628.68 | 628.68 | 628.69 | 628.73 | 628.77 | 628.85 | 628.92 | 629.02 | 629.14 | 629.28 | 629.45 | 629.64 | 629.84 | 630.07 | 630.32 | 630.59 | 630.88 | 631.20 | 631.53 | 631.88 | 632.24 | 632.59 | 632.95 | 633.30 | 633.66 | 634.01 | 634.37 | 634.72 | 635.08 |
| G2 | 628.89 | 628.86 | 628.84 | 628.84 | 628.85 | 628.89 | 628.93 | 629.01 | 629.08 | 629.18 | 629.30 | 629.44 | 629.61 | 629.80 | 630.00 | 630.23 | 630.48 | 630.75 | 631.04 | 631.36 | 631.69 | 632.04 | 632.40 | 632.75 | 633.11 | 633.46 | 633.82 | 634.17 | 634.53 | 634.88 | 635.24 |
| G3 | 629.05 | 629.02 | 629.00 | 629.00 | 629.01 | 629.05 | 629.09 | 629.17 | 629.24 | 629.34 | 629.46 | 629.60 | 629.77 | 629.96 | 630.16 | 630.39 | 630.64 | 630.91 | 631.20 | 631.52 | 631.85 | 632.20 | 632.56 | 632.91 | 633.27 | 633.62 | 633.98 | 634.33 | 634.69 | 635.04 | 635.40 |
| CROWN (*) | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| G4 | 629.17 | 629.16 | 629.16 | 629.16 | 629.17 | 629.21 | 629.26 | 629.33 | 629.40 | 629.48 | 629.58 | 629.72 | 629.89 | 630.08 | 630.28 | 630.51 | 630.76 | 631.03 | 631.32 | 631.64 | 631.97 | 632.32 | 632.68 | 633.03 | 633.39 | 633.74 | 634.10 | 634.45 | 634.81 | 635.16 | 635.52 |
| G5 | 629.01 | 629.00 | 628.99 | 629.00 | 629.02 | 629.07 | 629.10 | 629.17 | 629.23 | 629.32 | 629.42 | 629.56 | 629.73 | 629.92 | 630.12 | 630.35 | 630.60 | 630.87 | 631.16 | 631.48 | 631.81 | 632.16 | 632.52 | 632.87 | 633.23 | 633.58 | 633.94 | 634.29 | 634.65 | 635.00 | 635.36 |
| G6 | 628.84 | 628.84 | 628.83 | 628.84 | 628.86 | 628.90 | 628.94 | 629.01 | 629.07 | 629.15 | 629.26 | 629.40 | 629.57 | 629.76 | 629.96 | 630.19 | 630.44 | 630.71 | 631.00 | 631.32 | 631.65 | 632.00 | 632.36 | 632.71 | 633.07 | 633.42 | 633.78 | 634.13 | 634.49 | 634.84 | 635.20 |
| G7 | 628.71 | 628.70 | 628.69 | 628.70 | 628.72 | 628.77 | 628.80 | 628.87 | 628.93 | 629.01 | 629.12 | 629.26 | 629.43 | 629.62 | 629.82 | 630.05 | 630.30 | 630.57 | 630.86 | 631.18 | 631.51 | 631.86 | 632.22 | 632.57 | 632.93 | 633.28 | 633.64 | 633.99 | 634.35 | 634.70 | 635.06 |
| RT. E.O.D. | 628.65 | 628.63 | 628.62 | 628.62 | 628.64 | 628.68 | 628.72 | 628.79 | 628.86 | 628.95 | 629.06 | 629.20 | 629.37 | 629.56 | 629.76 | 629.99 | 630.24 | 630.51 | 630.80 | 631.12 | 631.45 | 631.80 | 632.16 | 632.51 | 632.87 | 633.22 | 633.58 | 633.93 | 634.29 | 634.64 | 635.00 |

| | PIER 11 | 1/10 | 2/10 | 3/10 | 4/10 | 5/10 | 6/10 | 7/10 | 8/10 | 9/10 | PIER 12 | 1/10 | 2/10 | 3/10 | 4/10 | 5/10 | 6/10 | 7/10 | 8/10 | 9/10 | PIER 13 | 1/10 | 2/10 | 3/10 | 4/10 | 5/10 | 6/10 | 7/10 | 8/10 | 9/10 | E. ABUT. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LT. E.O.D. | 635.00 | 635.35 | 635.71 | 636.06 | 636.42 | 636.77 | 637.13 | 637.48 | 637.84 | 638.19 | 638.55 | 638.91 | 639.27 | 639.62 | 639.98 | 640.34 | 640.70 | 641.06 | 641.42 | 641.78 | 642.14 | 642.43 | 642.72 | 643.01 | 643.30 | 643.59 | 643.88 | 644.16 | 644.45 | 644.73 | 645.02 |
| G1 | 635.08 | 635.43 | 635.79 | 636.14 | 636.50 | 636.85 | 637.21 | 637.56 | 637.92 | 638.27 | 638.63 | 638.98 | 639.35 | 639.71 | 640.06 | 640.42 | 640.78 | 641.14 | 641.50 | 641.87 | 642.22 | 642.50 | 642.78 | 643.07 | 643.35 | 643.64 | 643.93 | 644.22 | 644.51 | 644.80 | 645.09 |
| G2 | 635.24 | 635.59 | 635.95 | 636.30 | 636.66 | 637.01 | 637.37 | 637.72 | 638.08 | 638.43 | 638.79 | 639.14 | 639.51 | 639.86 | 640.22 | 640.58 | 640.94 | 641.30 | 641.67 | 642.03 | 642.39 | 642.67 | 642.96 | 643.24 | 643.53 | 643.81 | 644.10 | 644.39 | 644.68 | 644.97 | 645.26 |
| G3 | 635.40 | 635.75 | 636.11 | 636.46 | 636.82 | 637.17 | 637.53 | 637.88 | 638.24 | 638.59 | 638.95 | 639.31 | 639.66 | 640.02 | 640.38 | 640.74 | 641.10 | 641.47 | 641.83 | 642.20 | 642.57 | 642.85 | 643.13 | 643.42 | 643.70 | 643.99 | 644.27 | 644.56 | 644.85 | 645.14 | 645.43 |
| CROWN (*) | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 640.87 | 641.22 | 641.58 | 641.93 | 642.28 | 642.64 | 642.92 | 643.21 | 643.50 | 643.78 | 644.07 | 644.35 | 644.64 | 644.92 | 645.21 | 645.50 |
| G4 | 635.52 | 635.87 | 636.23 | 636.58 | 636.94 | 637.29 | 637.65 | 638.00 | 638.36 | 638.71 | 639.07 | 639.42 | 639.78 | 640.13 | 640.48 | 640.83 | 641.18 | 641.53 | 641.87 | 642.22 | 642.56 | 642.84 | 643.13 | 643.42 | 643.70 | 643.98 | 644.27 | 644.55 | 644.83 | 645.10 | 645.38 |
| G5 | 635.36 | 635.71 | 636.07 | 636.42 | 636.78 | 637.13 | 637.49 | 637.84 | 638.20 | 638.55 | 638.91 | 639.26 | 639.62 | 639.97 | 640.32 | 640.67 | 641.02 | 641.36 | 641.70 | 642.04 | 642.38 | 642.67 | 642.95 | 643.23 | 643.51 | 643.78 | 644.06 | 644.34 | 644.61 | 644.88 | 645.15 |
| G6 | 635.20 | 635.55 | 635.91 | 636.26 | 636.62 | 636.97 | 637.33 | 637.68 | 638.04 | 638.39 | 638.75 | 639.10 | 639.46 | 639.81 | 640.16 | 640.50 | 640.85 | 641.19 | 641.53 | 641.87 | 642.21 | 642.49 | 642.76 | 643.04 | 643.31 | 643.58 | 643.85 | 644.12 | 644.39 | 644.66 | 644.92 |
| G7 | 635.06 | 635.41 | 635.77 | 636.12 | 636.48 | 636.83 | 637.19 | 637.54 | 637.90 | 638.25 | 638.61 | 638.96 | 639.32 | 639.67 | 640.01 | 640.36 | 640.70 | 641.05 | 641.39 | 641.73 | 642.06 | 642.33 | 642.60 | 642.87 | 643.13 | 643.40 | 643.66 | 643.92 | 644.18 | 644.44 | 644.70 |
| RT. E.O.D. | 635.00 | 635.35 | 635.71 | 636.06 | 636.42 | 636.77 | 637.13 | 637.48 | 637.84 | 638.19 | 638.55 | 638.90 | 639.26 | 639.61 | 639.95 | 640.30 | 640.64 | 640.98 | 641.32 | 641.66 | 642.00 | 642.27 | 642.54 | 642.80 | 643.07 | 643.33 | 643.59 | 643.85 | 644.11 | 644.37 | 644.63 |

* WHERE VALUES ARE GIVEN THE CROWN FOLLOWS THE WB ALIGNMENT AND PROFILE
WHERE VALUES ARE NOT GIVEN THE CROWN FOLLOWS THE EB ALIGNMENT AND PROFILE

8

8

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

DECK ELEVATIONS

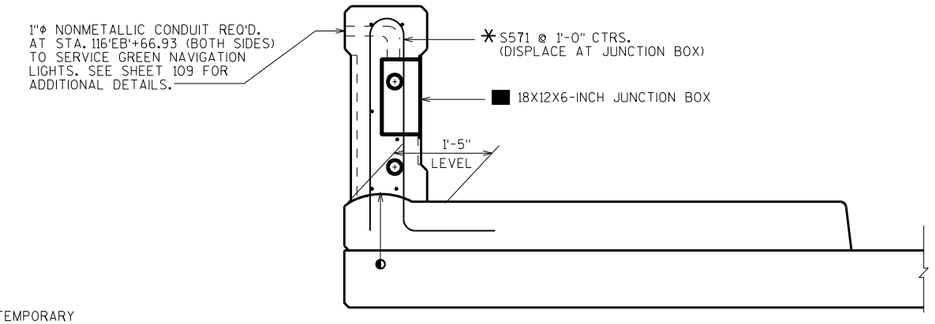
SHEET 63

460

SCALE =

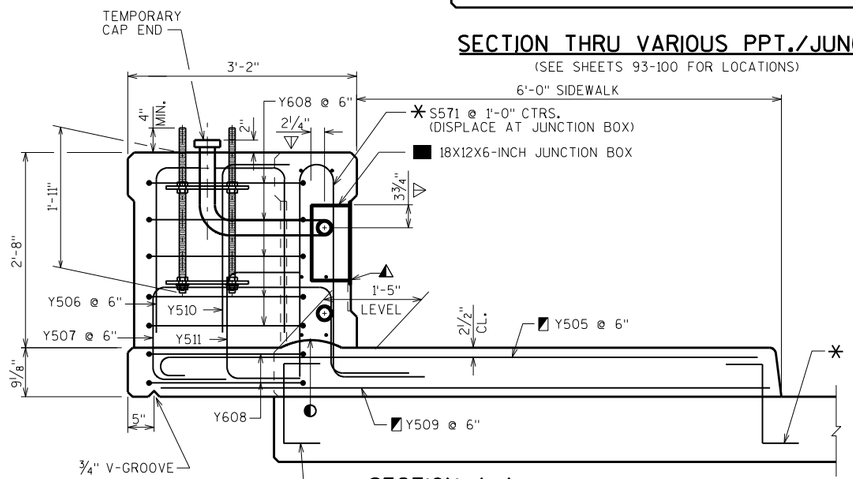
STATE PROJECT NUMBER

4075-28-71

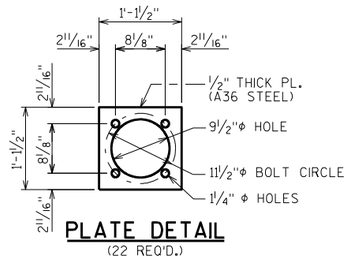



## SECTION THRU VARIOUS PPT./JUNCTION BOX LOCATIONS

(SEE SHEETS 93-100 FOR LOCATIONS)

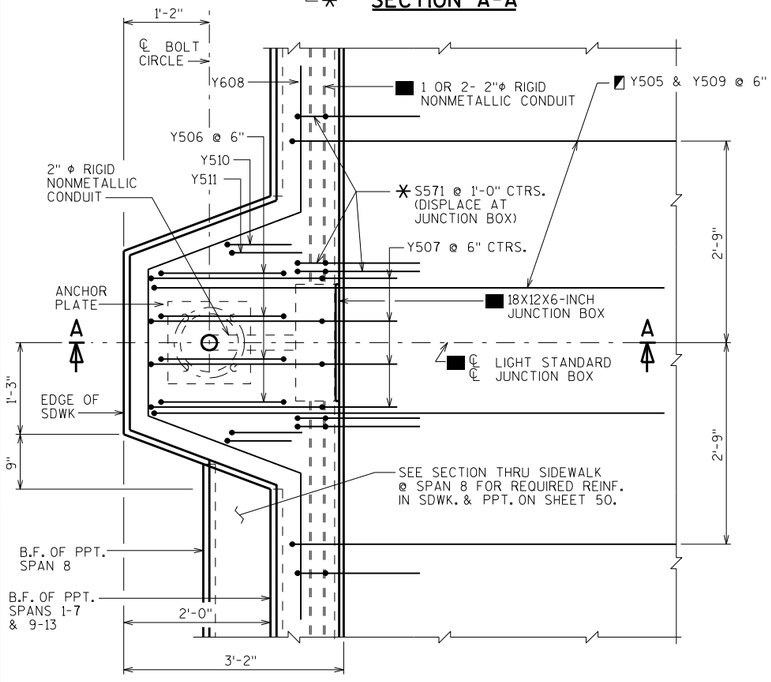



## SECTION A-A

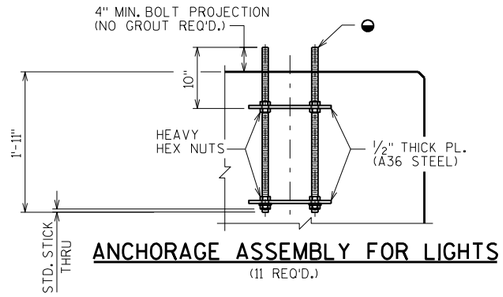



## PLATE DETAIL

(22 REQ'D.)

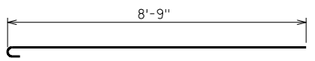



## TYP. PLAN AT LIGHT STANDARD

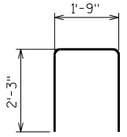



## ANCHORAGE ASSEMBLY FOR LIGHTS

(11 REQ'D.)




## Y505

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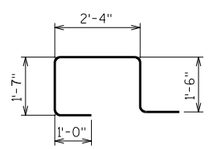


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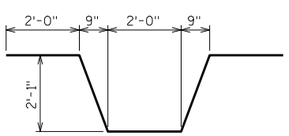
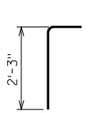
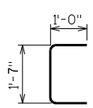



## Y608




## Y510




## Y511

- ◐ CONSTR. JT. STRIKE OFF AS SHOWN
- ◭ CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.
- ▽ LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.
- ◪ THESE BARS ARE IN ADDITION TO STANDARD TRANSVERSE BARS IN SIDEWALK.
- ◒ 1"ϕ THREADED ANCHOR BOLTS ASTM A449 OR AASHTO M 314-90 GR 55. HOT DIP ASTM A153, CLASS C, UPPER 8" OF BOLT INCLUDING NUTS & WASHERS. PROVIDE ENLARGED THREAD ON NUTS FOR PROPER FIT AFTER GALVANIZING. PROVIDE DOUBLE FLAT WASHERS & NUTS.
- ✳ SEE SHEET 50 FOR ADDITIONAL BAR STEEL DETAILS.

## NOTES

BID ITEMS SHALL BE:
"JUNCTION BOXES 18X12X6-INCH", EACH.
"ANCHOR ASSEMBLIES LIGHT POLES ON STRUCTURES", EACH.
"CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH"
"CONDUIT RIGID METALLIC 2-INCH"

APPROVED MANUFACTURERS - JUNCTION BOXES:
SEE APPROVED PRODUCTS LIST.

APPROVED MANUFACTURER OR EQUIVALENT - EXPANSION FITTING:
O-Z/GEDNEY TYPE AX-200 AND BONDING JUMPER (4" TOTAL CONDUIT MOVEMENT).
O-Z/GEDNEY TYPE AX-8-200 AND BONDING JUMPER (8" TOTAL CONDUIT MOVEMENT).
O-Z/GEDNEY TYPE EX-200 WITH PBS-200-12S AND BONDING JUMPER (10" TOTAL CONDUIT MOVEMENT).

EXPANSION FITTINGS, ANGLES AND ADAPTER FITTINGS TO BE INCIDENTAL TO "CONDUIT RIGID METALLIC 2-INCH".

WHEN CONNECTING NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS U.L. LISTED FOR ELECTRICAL USE SHALL BE USED.

■ SEE SHEETS 93-100 FOR LOCATIONS.
SEE SHEETS 95 AND 110 FOR CONDUIT LIMITS.

ONLY ONE INDIVIDUAL RUN OF CONDUIT IS ALLOWED TO ENTER AND EXIT A JUNCTION BOX. WHERE TWO RUNS OF CONDUIT EXIST IN THE PARAPET, THE SECOND CONDUIT SHALL RUN ABOVE OR BELOW THE JUNCTION BOX. SEE SHEETS 93 100 TO DETERMINE WHICH CONDUIT (ROADWAY LIGHTING OR NAVIGATION LIGHTING) SHALL ENTER JUNCTION BOXES.

## BILL OF BARS

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | LOCATION |
|---|---|---|---|---|---|
| Y505 | X | 55 | 9-5 | X | SIDEWALK HORIZ. @ LIGHT STD. |
| Y506 | X | 44 | 6-0 | X | PARAPET VERT. @ LIGHT STD. |
| Y507 | X | 44 | 6-11 | X | PARAPET VERT. @ LIGHT STD. |
| Y608 | X | 77 | 10-0 | X | PARAPET HORIZ. @ LIGHT STD. |
| Y509 | X | 55 | 8-9 | | SIDEWALK HORIZ. @ JUNCTION BOX |
| Y510 | X | 22 | 3-2 | X | PARAPET VERT. @ LIGHT STD. |
| Y511 | X | 22 | 3-5 | X | PARAPET VERT. @ LIGHT STD. |

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

TYPICAL LIGHT STANDARD

SHEET 64

461

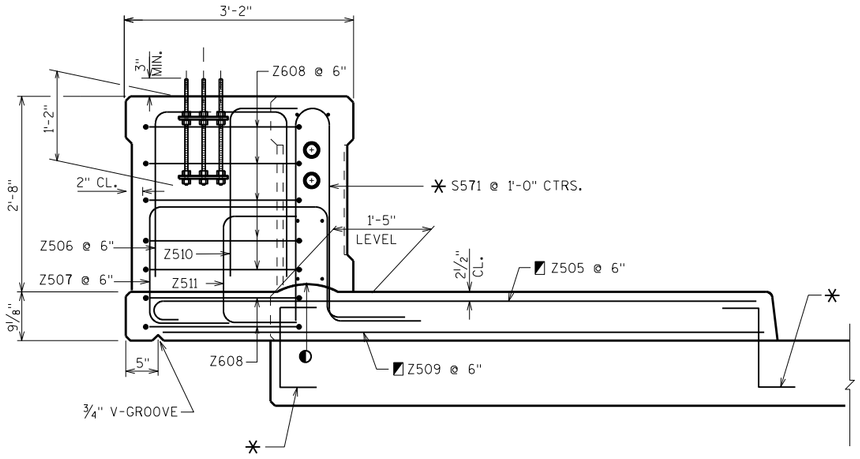
SCALE =

8

8

STATE PROJECT NUMBER

4075-28-71




SECTION A-A

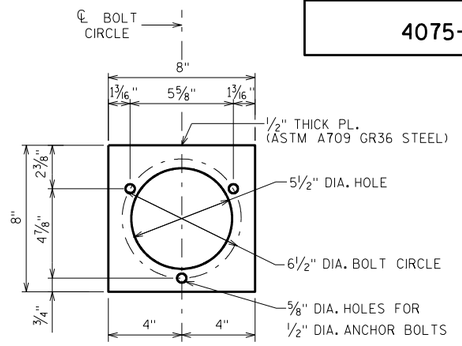
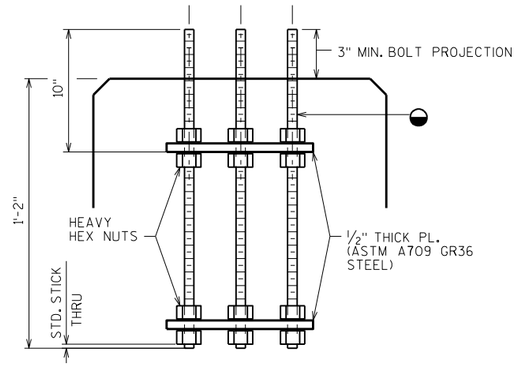



PLATE DETAIL

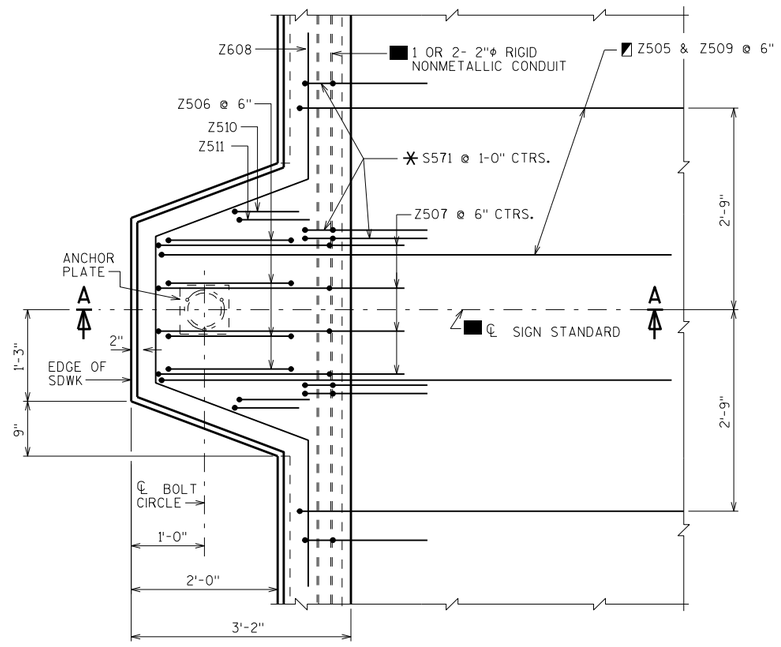
(18 REQ'D.)



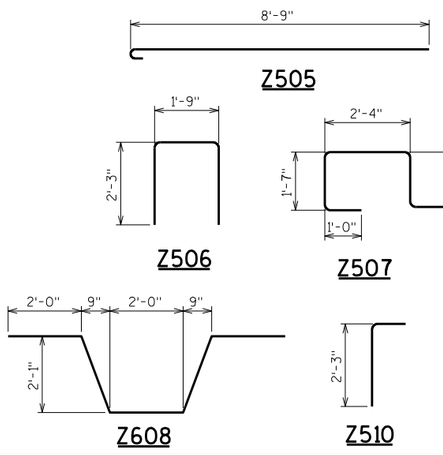

ANCHORAGE ASSEMBLY FOR SIGNS

(9 REQ'D.)

◒ ½"DIA. THREADED ANCHOR BOLTS ASTM A449 OR AASHTO M 314-90 GR 55. HOT DIP ASTM A153, CLASS C, UPPER 8" OF BOLT INCLUDING NUTS & WASHERS. PROVIDE ENLARGED THREAD ON NUTS FOR PROPER FIT AFTER GALVANIZING. PROVIDE DOUBLE FLAT WASHERS & NUTS.




PLAN AT SIGN STANDARD




◐ CONSTR. JT. STRIKE OFF AS SHOWN

◪ THESE BARS ARE IN ADDITION TO STANDARD TRANSVERSE BARS IN SIDEWALK.

◒ ½"φ THREADED ANCHOR BOLTS ASTM A449 OR AASHTO M 314-90 GR 55. HOT DIP ASTM A153, CLASS C, UPPER 8" OF BOLT INCLUDING NUTS & WASHERS. PROVIDE ENLARGED THREAD ON NUTS FOR PROPER FIT AFTER GALVANIZING. PROVIDE DOUBLE FLAT WASHERS & NUTS.

✳ SEE SHEET 50 FOR ADDITIONAL BAR STEEL DETAILS.

## NOTES

BID ITEMS SHALL BE:

"ANCHOR BOLT ASSEMBLY SIGNS", EACH.

■ SEE SHEETS 93-100 FOR LOCATIONS. SEE SHEETS 95 AND 110 FOR CONDUIT LIMITS.

## BILL OF BARS

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | LOCATION |
|---|---|---|---|---|---|
| Z505 | X | 45 | 9-5 | X | SIDEWALK HORIZ. @ SIGN STD. |
| Z506 | X | 36 | 6-0 | X | PARAPET VERT. @ SIGN STD. |
| Z507 | X | 36 | 6-11 | X | PARAPET VERT. @ SIGN STD. |
| Z608 | X | 63 | 10-0 | X | PARAPET HORIZ. @ SIGN STD. |
| Z509 | X | 45 | 8-9 | | SIDEWALK HORIZ. @ SIGN STD. |
| Z510 | X | 18 | 3-2 | X | PARAPET VERT. @ SIGN STD. |
| Z511 | X | 18 | 3-5 | X | PARAPET VERT. @ SIGN STD. |

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

TYPICAL SIGN STANDARD

SHEET 65

462

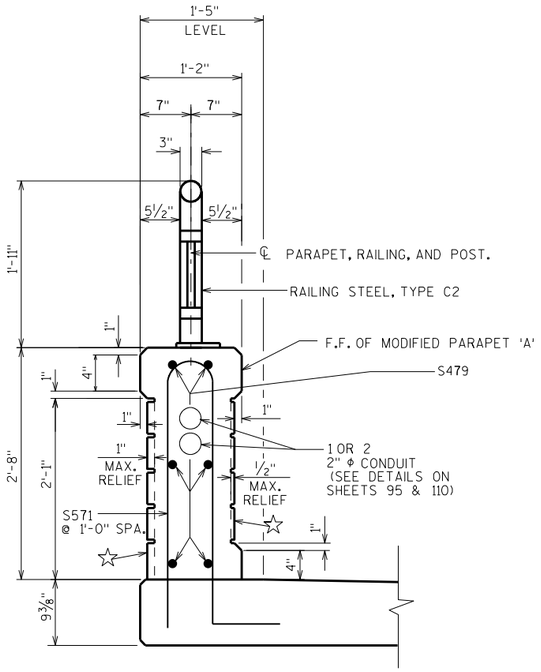
8

8

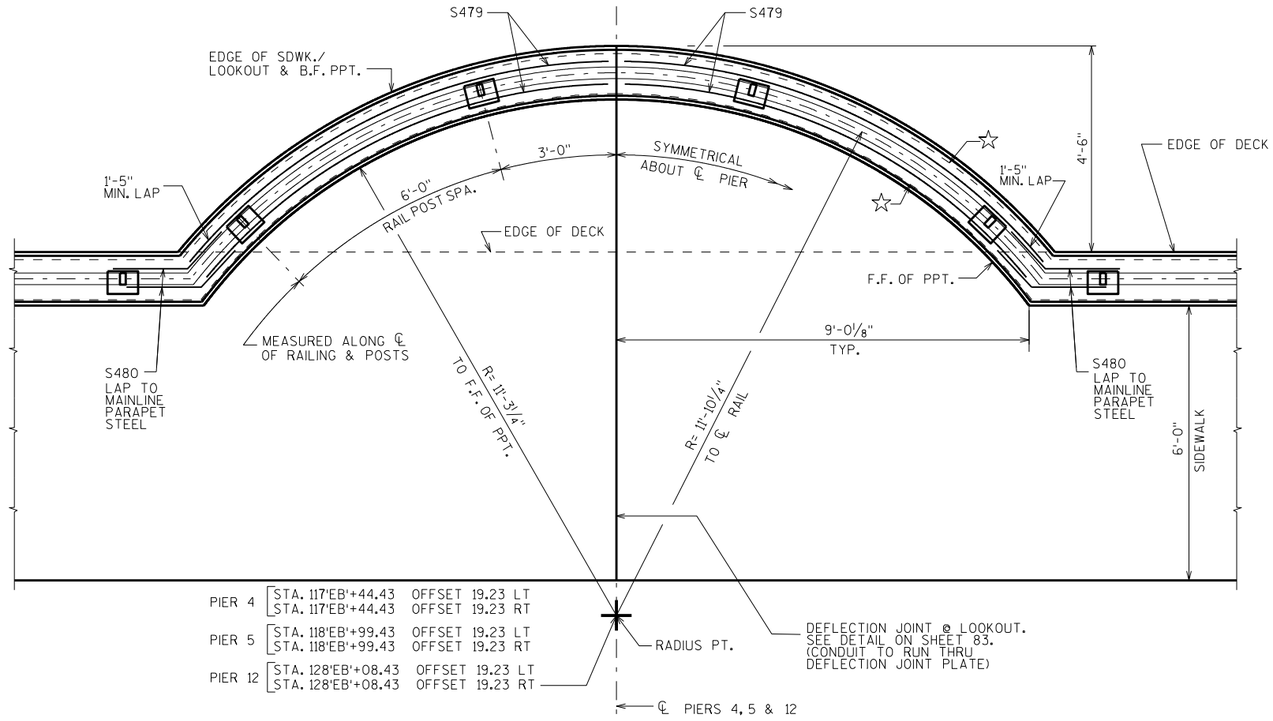
SCALE =

STATE PROJECT NUMBER

4075-28-71

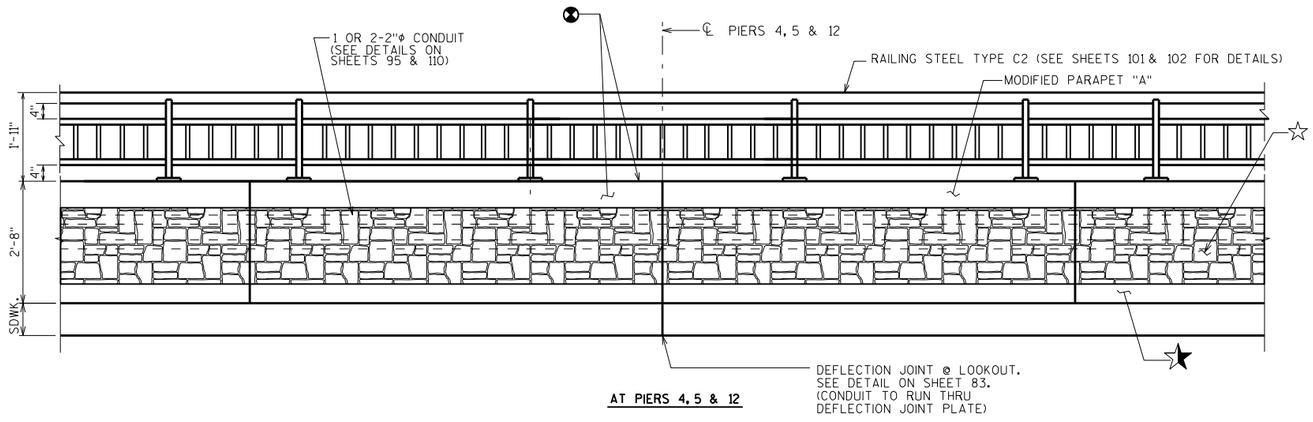



## SECTION THRU RAILING AT LOOKOUT




## PLAN AT LOOKOUTS

(SHOWING LONGITUDINAL PARAPET STEEL)




AT PIERS 4, 5 & 12

## INSIDE ELEVATION

## LEGEND

- PROTECTIVE SURFACE TREATMENT (GRAY)
- "ARCHITECTURAL SURFACE TREATMENT" AND "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 33522.
- "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 23430.
- "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 33522.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

LOOKOUT DETAILS 1

SHEET 66

463

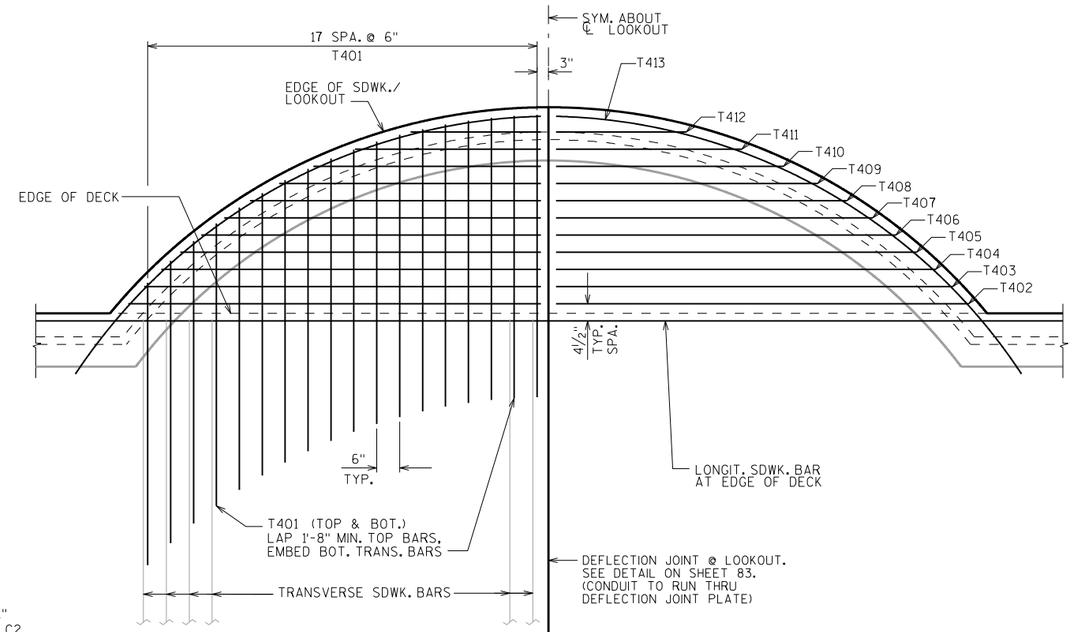
8

8

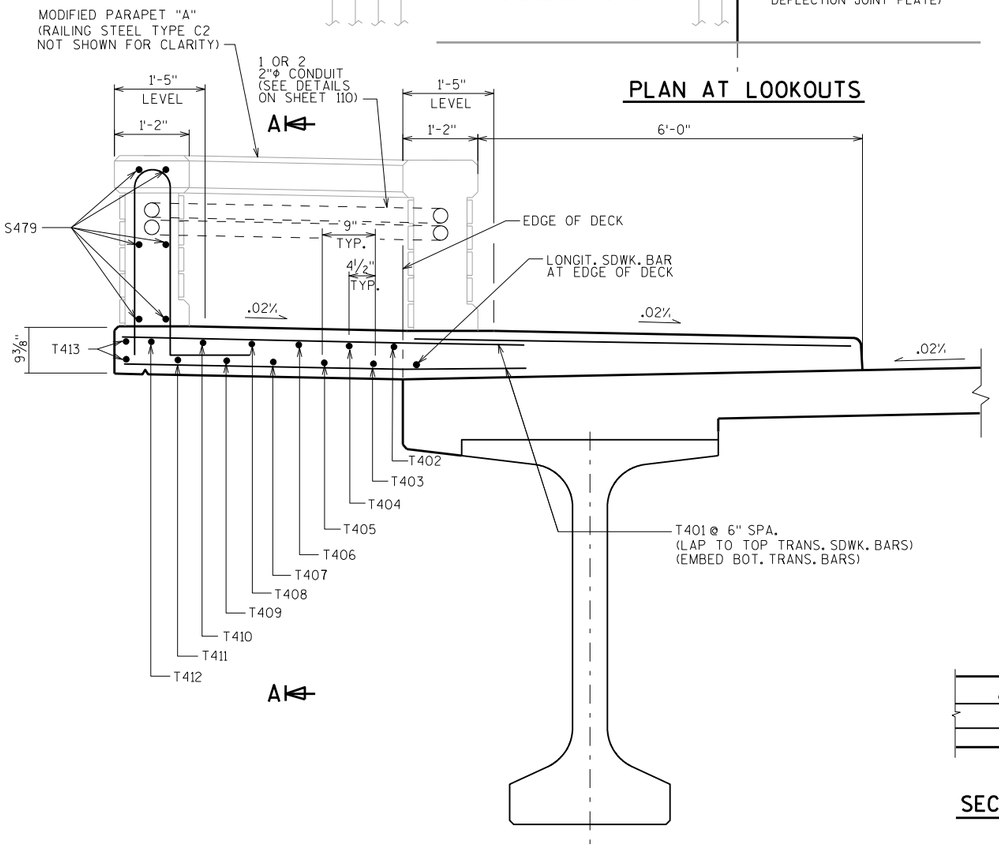
SCALE =

STATE PROJECT NUMBER

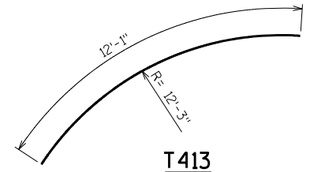
4075-28-71



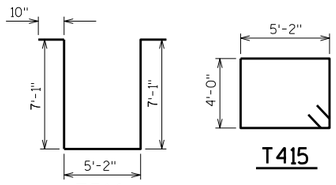

PLAN AT LOOKOUTS




SECTION THRU SDWK. AT LOOKOUT



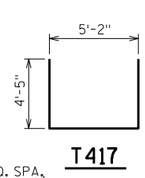

T413



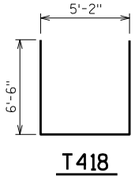

T514




T415




T417

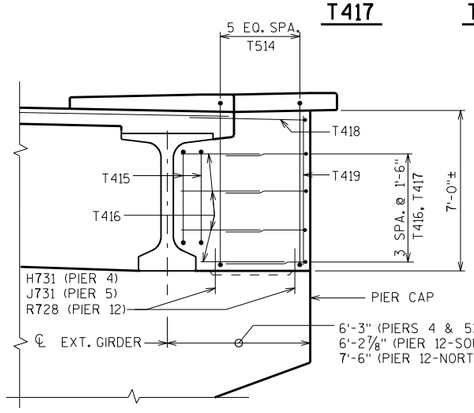



T418

## BILL OF BARS

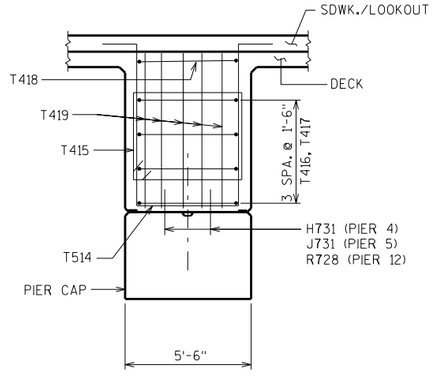
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| T401 | X | 432 | 6'-2" | | | DECK @ LOOKOUTS-TRANS. TOP & BOTT. |
| T402 | X | 12 | 9'-0" | | | DECK @ LOOKOUTS-LONGIT.-TOP |
| T403 | X | 12 | 8'-8" | | | DECK @ LOOKOUTS-LONGIT.-BOT. |
| T404 | X | 12 | 8'-3" | | | DECK @ LOOKOUTS-LONGIT.-TOP |
| T405 | X | 12 | 7'-10" | | | DECK @ LOOKOUTS-LONGIT.-BOT. |
| T406 | X | 12 | 7'-5" | | | DECK @ LOOKOUTS-LONGIT.-TOP |
| T407 | X | 12 | 6'-11" | | | DECK @ LOOKOUTS-LONGIT.-BOT. |
| T408 | X | 12 | 6'-4" | | | DECK @ LOOKOUTS-LONGIT.-TOP |
| T409 | X | 12 | 5'-9" | | | DECK @ LOOKOUTS-LONGIT.-BOT. |
| T410 | X | 12 | 5'-0" | | | DECK @ LOOKOUTS-LONGIT.-TOP |
| T411 | X | 12 | 4'-1" | | | DECK @ LOOKOUTS-LONGIT.-BOT. |
| T412 | X | 12 | 2'-10" | | | DECK @ LOOKOUTS-LONGIT.-TOP |
| T413 | X | 24 | 12'-1" | X | | DECK @ LOOKOUTS-LONGIT.-EDGE |
| T514 | X | 36 | 20'-8" | X | | END DIAPHRAGM-VERT. |
| T415 | X | 12 | 18'-10 | X | | END DIAPHRAGM-VERT.-STIRRUP |
| T416 | X | 48 | 4'-10" | | | END DIAPHRAGM-HORIZ. |
| T417 | X | 24 | 13'-10 | X | | END DIAPHRAGM-HORIZ. |
| T418 | X | 6 | 18'-1" | X | | END DIAPHRAGM-HORIZ. |
| T419 | X | 30 | 6'-8" | | | END DIAPHRAGM-VERT. |



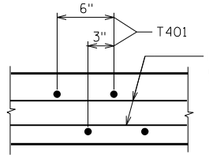

SIDE ELEVATION

(PPT. NOT SHOWN FOR CLARITY)

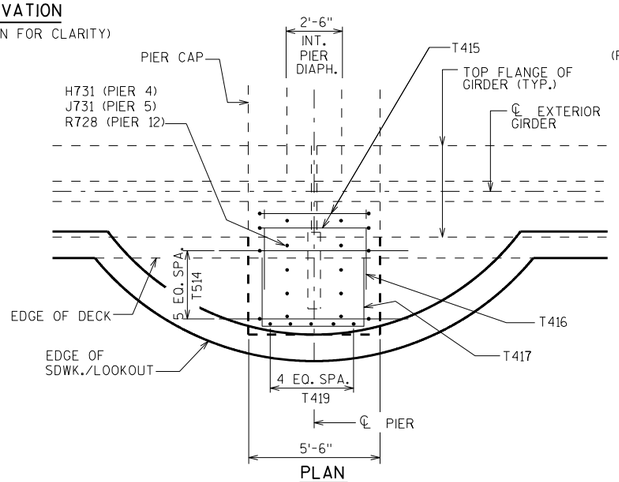



END ELEVATION

(PPT. AND GIRDER NOT SHOWN FOR CLARITY)




SECTION A-A




PLAN

END DIAPHRAGM DETAILS AT PIERS 4, 5, & 12

(PARAPET SHOWN AT LOOKOUT, IN PLAN VIEW ONLY)

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

LOOKOUT DETAILS 2

SHEET 67

464

8

8

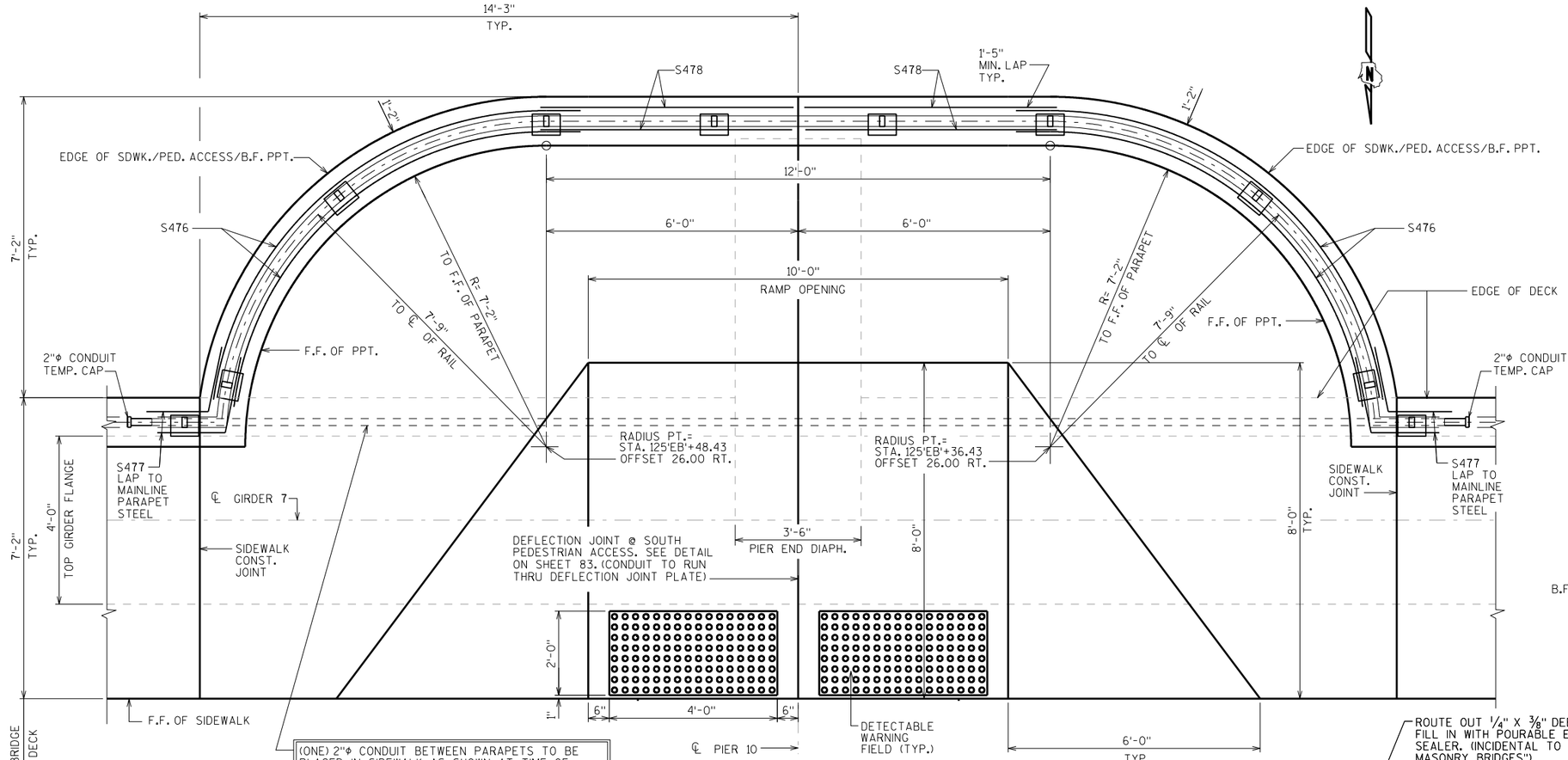
SCALE =

STATE PROJECT NUMBER

4075-28-71

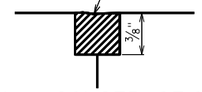
## LEGEND

- PROTECTIVE SURFACE TREATMENT (GRAY)
- "ARCHITECTURAL SURFACE TREATMENT" AND "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 33522.
- "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 33522.

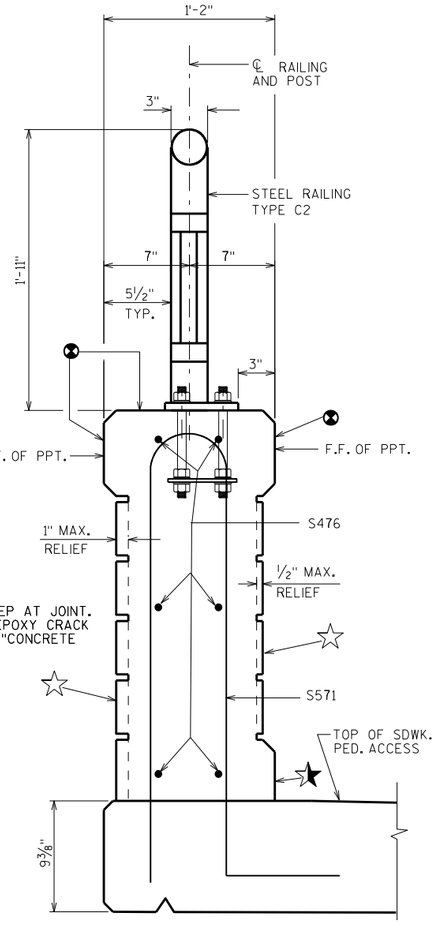



## PLAN AT S. PEDESTRIAN ACCESS

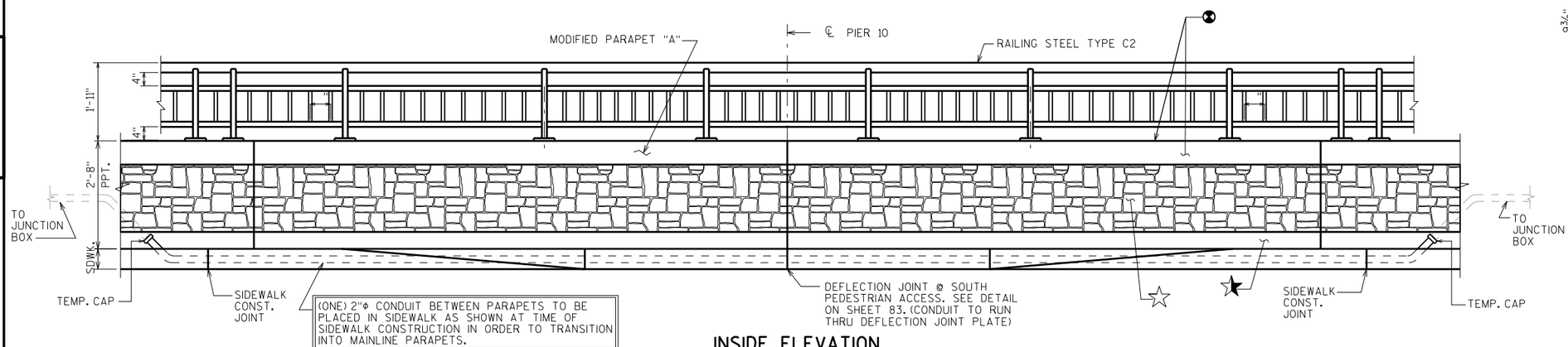
(SHOWING LONGITUDINAL PARAPET STEEL)




## SIDEWALK CONSTRUCTION JOINT DETAIL




## SECTION THRU RAILING AT PEDESTRIAN ACCESS




## INSIDE ELEVATION

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

SOUTH PEDESTRIAN ACCESS DETAILS 1

SHEET 68

465

SCALE =

8

8

STATE PROJECT NUMBER

4075-28-71

(ONE) 2"φ CONDUIT BETWEEN PARAPETS TO BE PLACED IN SIDEWALK AS SHOWN AT TIME OF SIDEWALK CONSTRUCTION IN ORDER TO TRANSITION INTO MAINLINE PARAPETS.

ALL BAR STEEL SYM. ABOUT ℄ PIER 10

EDGE OF SDWK./ PED. ACCESS/ B.F. PPT.

2"φ CONDUIT TEMP. CAP

EDGE OF DECK

℄ GIRDER 7

SIDEWALK CONST. JOINT (SEE DETAIL ON SHEET 68)

SLOPE VARIES

0.083" SLOPE

4'-0" TOP GIRDER FLANGE

F.F. OF SDWK.

27 SPA. @ 6" = 13'-6"
V429

8 SPA. @ 9¼" = 6'-2"

4 SPA. @ 10½" = 3'-6"
V438

1'-8" MIN. LAP (TYP.)

1½"

3'-4¼"

10 SPA. @ 6" = 5'-0"
V448

2'-4½"
45°

6 SPA. @ 6" = 3'-0"
V459

V428 V430 V431 V432 V433 V434 V435 V436 V437 V439 V440 V441 V442 V443 V444 V445 V446 V447 V449 V450 V451 V452 V453 V454 V455 V456 V457 V458

2"φ CONDUIT TEMP. CAP

SIDEWALK CONST. JOINT (SEE DETAIL ON SHEET 68)

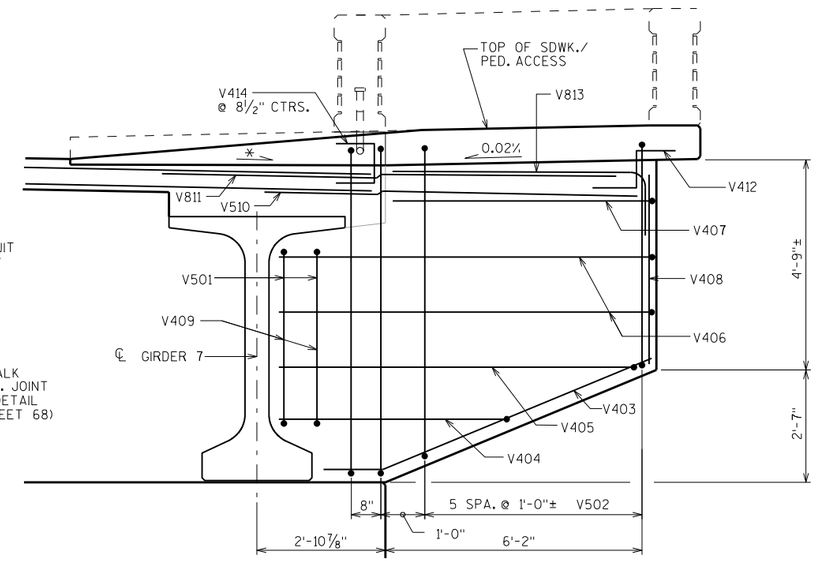
℄ PIER 10

SYMMETRICAL ABOUT ℄ PIER 10

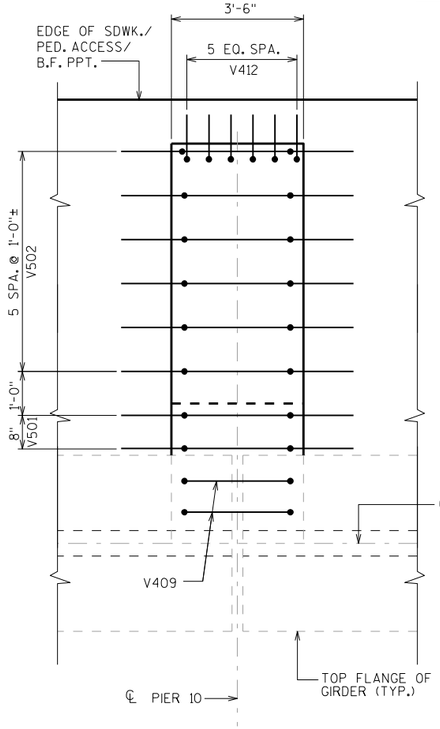
DEFLECTION JOINT @ SOUTH PEDESTRIAN ACCESS. SEE DETAIL ON SHEET 83. (CONDUIT TO RUN THRU DEFLECTION JOINT PLATE)

## PLAN

SHOWING TOP SDWK. BARS ONLY

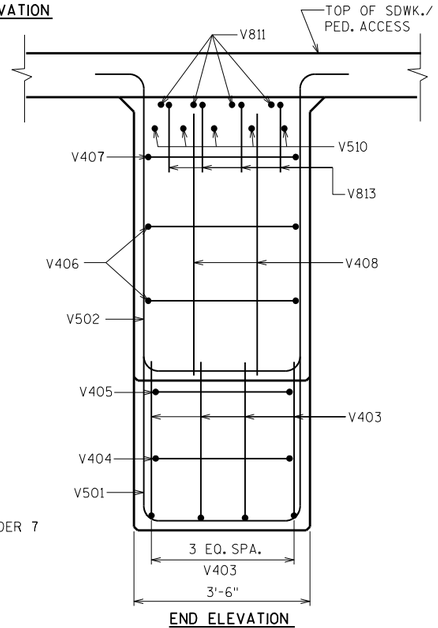



## SIDE ELEVATION

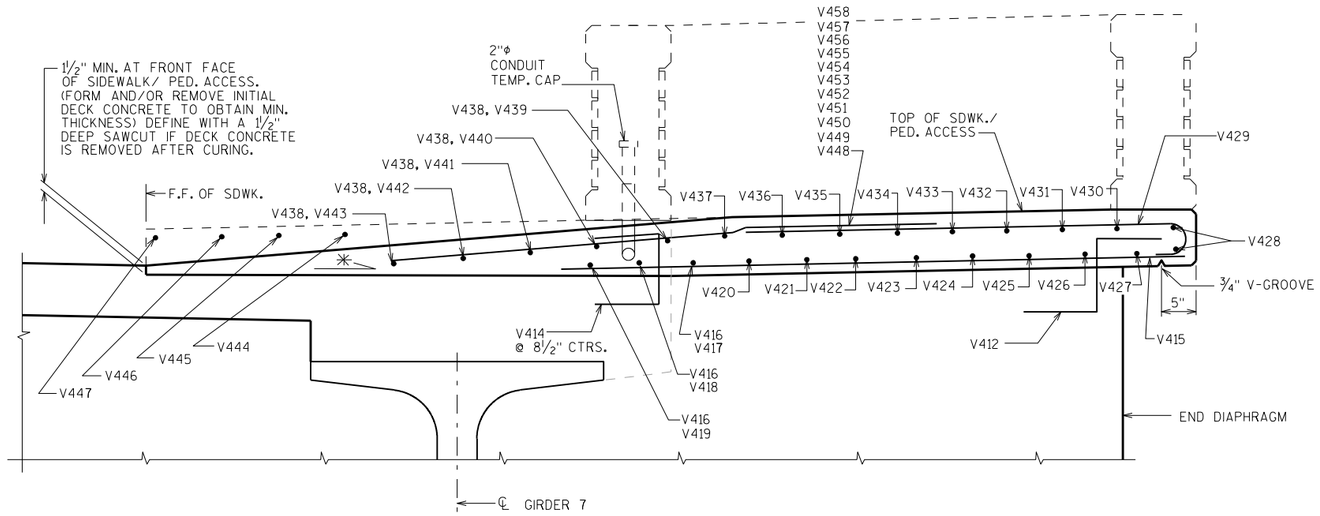



## PLAN

## END DIAPHRAGM DETAILS




## END ELEVATION




## SECTION THRU PEDESTRIAN ACCESS

✳ SLOPE VARIES

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

SOUTH PEDESTRIAN ACCESS DETAILS 2

SHEET 69

466

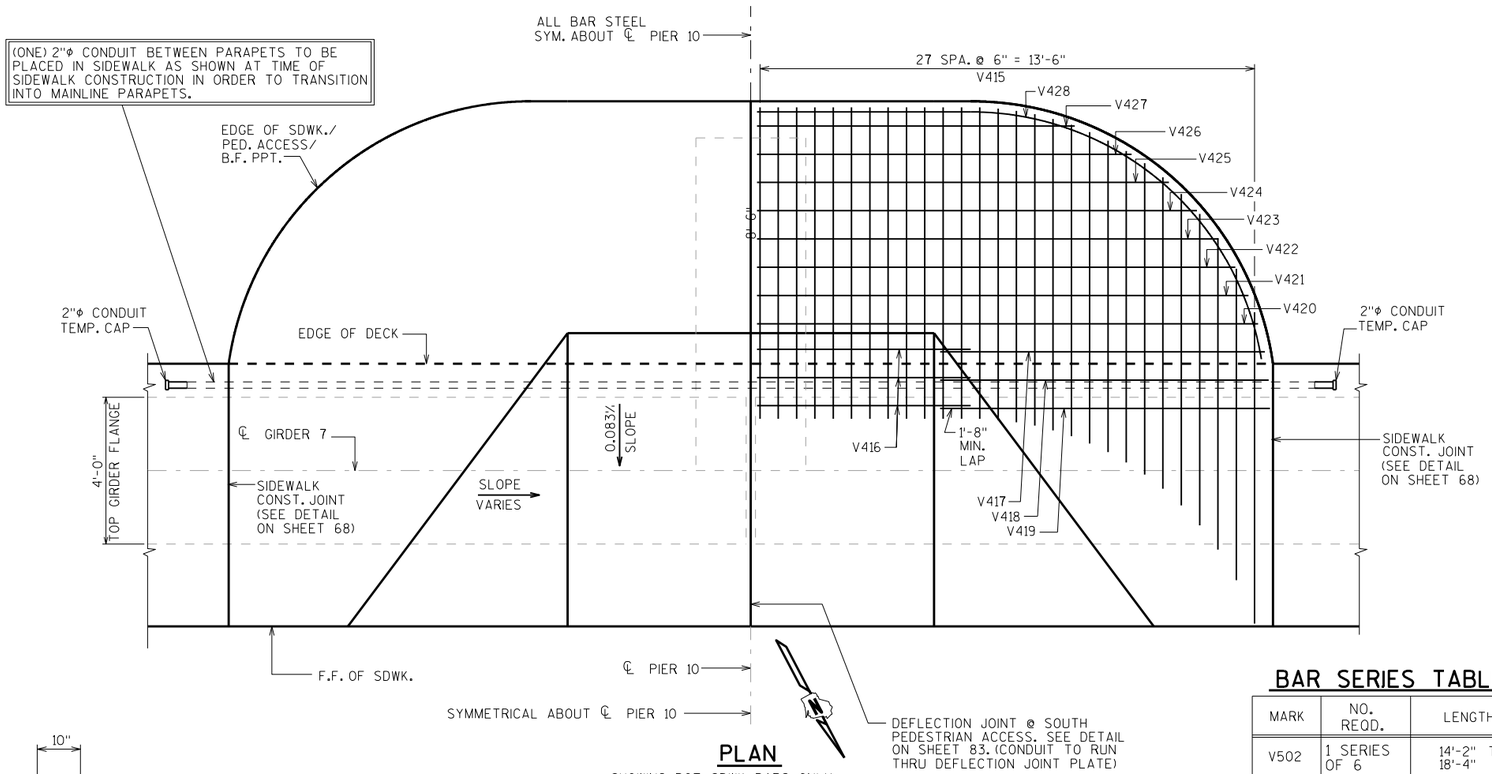
SCALE =

8

8

| STATE PROJECT NUMBER |
|---|
| 4075-28-71 |

(ONE) 2"φ CONDUIT BETWEEN PARAPETS TO BE PLACED IN SIDEWALK AS SHOWN AT TIME OF SIDEWALK CONSTRUCTION IN ORDER TO TRANSITION INTO MAINLINE PARAPETS.



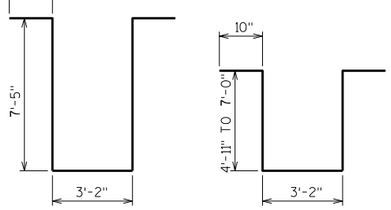

## PLAN

SHOWING BOT. SDWK. BARS ONLY

## BAR SERIES TABLE

| MARK | NO. REQD. | LENGTH |
|---|---|---|
| V502 | 1 SERIES OF 6 | 14'-2" TO 18'-4" |
| V459 | 1 SERIES OF 7 | 6'-1" TO 8'-5" |

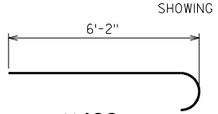
BUNDLE AND TAG EACH SERIES SEPARATELY.



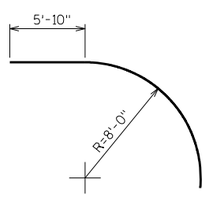

V501



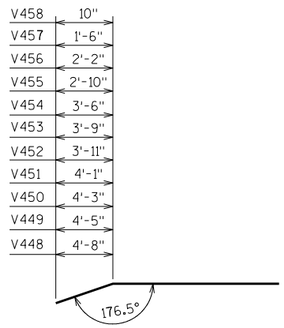

V502



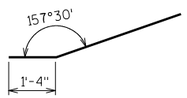

V429



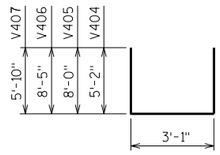

V428



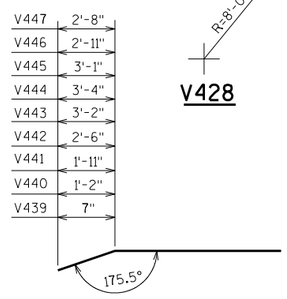

V448, V449, V450, V451, V452, V453, V454, V455, V456, V457, V458



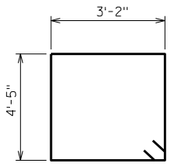

V403



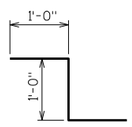

V404, V405, V406, V407



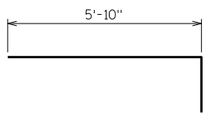

V439, V440, V441, V442, V443, V444, V445, V446, V447



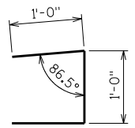

V409




V412




V813




V414

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| V449 | X | 2 | 7'-6" | X | | SDWK.-TOP-HORIZ. |
| V450 | X | 2 | 8'-0" | X | | SDWK.-TOP-HORIZ. |
| V451 | X | 2 | 8'-6" | X | | SDWK.-TOP-HORIZ. |
| V452 | X | 2 | 9'-0" | X | | SDWK.-TOP-HORIZ. |
| V453 | X | 2 | 9'-6" | X | | SDWK.-TOP-HORIZ. |
| V454 | X | 2 | 9'-11" | X | | SDWK.-TOP-HORIZ. |
| V455 | X | 2 | 9'-11" | X | | SDWK.-TOP-HORIZ. |
| V456 | X | 2 | 9'-11" | X | | SDWK.-TOP-HORIZ. |
| V457 | X | 2 | 9'-11" | X | | SDWK.-TOP-HORIZ. |
| V458 | X | 2 | 9'-11" | X | | SDWK.-TOP-HORIZ. |
| V459 | X | 14 | 7'-3" | | ⚠ | SDWK.-TOP-HORIZ. |

## BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| V501 | X | 2 | 19'-2" | X | | PIER DIAPH. @ PED. ACCESS-VERT. |
| V502 | X | 6 | 16'-5" | X | ⚠ | PIER DIAPH. @ PED. ACCESS-VERT. |
| V403 | X | 4 | 7'-11" | X | | PIER DIAPH. @ PED. ACCESS-VERT. |
| V404 | X | 1 | 13'-3" | X | | PIER DIAPH. @ PED. ACCESS-HORIZ. |
| V405 | X | 1 | 18'-11 | X | | PIER DIAPH. @ PED. ACCESS-HORIZ. |
| V406 | X | 2 | 19'-9" | X | | PIER DIAPH. @ PED. ACCESS-HORIZ. |
| V407 | X | 1 | 14'-7" | X | | PIER DIAPH. @ PED. ACCESS-HORIZ. |
| V408 | X | 2 | 4'-3" | | | PIER DIAPH. @ PED. ACCESS-VERT. |
| V409 | X | 2 | 15'-8" | X | | PIER DIAPH. @ PED. ACCESS-VERT. |
| V510 | X | 6 | 9'-1" | | | PIER DIAPH. @ PED. ACCESS-HORIZ. |
| V813 | X | 6 | 11'-3" | | | PIER DIAPH. @ PED. ACCESS-HORIZ. |
| V412 | X | 6 | 2'-11" | X | | PIER DIAPH. @ PED. ACCESS-VERT. |
| V813 | X | 6 | 7'-2" | X | | PIER DIAPH. @ PED. ACCESS-HORIZ. |
| V414 | X | 42 | 2'-11" | X | | PIER DIAPH. @ PED. ACCESS-VERT. |
| V415 | X | 56 | 8'-6" | | | SDWK. OVERHANG-BOT.-HORIZ. |
| V416 | X | 6 | 6'-8" | | | SDWK.-BOT.-HORIZ. |
| V417 | X | 2 | 8'-10" | | | SDWK.-BOT.-HORIZ. |
| V418 | X | 2 | 8'-10" | | | SDWK.-BOT.-HORIZ. |
| V419 | X | 2 | 8'-10" | | | SDWK.-BOT.-HORIZ. |
| V420 | X | 2 | 13'-8" | | | SDWK.-BOT.-HORIZ. |
| V421 | X | 2 | 13'-5" | | | SDWK.-BOT.-HORIZ. |
| V422 | X | 2 | 13'-1" | | | SDWK.-BOT.-HORIZ. |
| V423 | X | 2 | 12'-7" | | | SDWK.-BOT.-HORIZ. |
| V424 | X | 2 | 12'-0" | | | SDWK.-BOT.-HORIZ. |
| V425 | X | 2 | 11'-3" | | | SDWK.-BOT.-HORIZ. |
| V426 | X | 2 | 10'-2" | | | SDWK.-BOT.-HORIZ. |
| V427 | X | 2 | 8'-8" | | | SDWK.-BOT.-HORIZ. |
| V428 | X | 4 | 17'-2" | X | | SDWK.-EDGE-HORIZ. |
| V429 | X | 56 | 6'-8" | X | | SDWK. OVERHANG-TOP-HORIZ. |
| V430 | X | 2 | 9'-9" | | | SDWK.-TOP-HORIZ. |
| V431 | X | 2 | 10'-11 | | | SDWK.-TOP-HORIZ. |
| V432 | X | 2 | 11'-9" | | | SDWK.-TOP-HORIZ. |
| V433 | X | 2 | 12'-4" | | | SDWK.-TOP-HORIZ. |
| V434 | X | 2 | 12'-10 | | | SDWK.-TOP-HORIZ. |
| V435 | X | 2 | 13'-3" | | | SDWK.-TOP-HORIZ. |
| V436 | X | 2 | 13'-6" | | | SDWK.-TOP-HORIZ. |
| V437 | X | 2 | 13'-9" | | | SDWK.-TOP-HORIZ. |
| V438 | X | 10 | 5'-10" | | | SDWK.-TOP-HORIZ. |
| V439 | X | 2 | 8'-11" | X | | SDWK.-TOP-HORIZ. |
| V440 | X | 2 | 8'-11" | X | | SDWK.-TOP-HORIZ. |
| V441 | X | 2 | 8'-11" | X | | SDWK.-TOP-HORIZ. |
| V442 | X | 2 | 8'-11" | X | | SDWK.-TOP-HORIZ. |
| V443 | X | 2 | 8'-11" | X | | SDWK.-TOP-HORIZ. |
| V444 | X | 2 | 8'-5" | X | | SDWK.-TOP-HORIZ. |
| V445 | X | 2 | 7'-7" | X | | SDWK.-TOP-HORIZ. |
| V446 | X | 2 | 6'-9" | X | | SDWK.-TOP-HORIZ. |
| V447 | X | 2 | 5'-11" | X | | SDWK.-TOP-HORIZ. |
| V448 | X | 22 | 6'-9" | X | | SDWK.-TOP-HORIZ. |

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

SOUTH PEDESTRIAN ACCESS DETAILS 3

SHEET 70

467

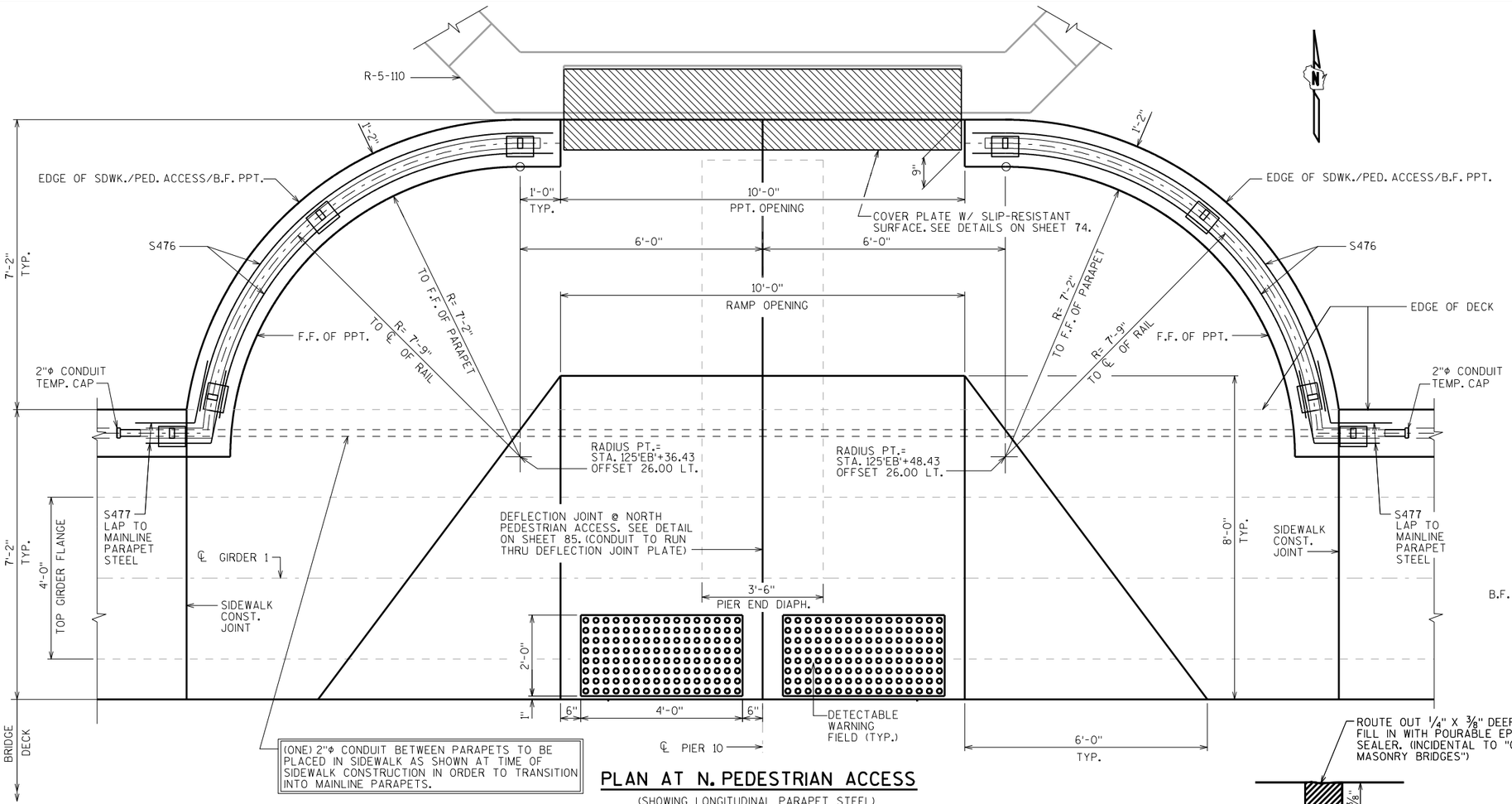
SCALE =

STATE PROJECT NUMBER

4075-28-71

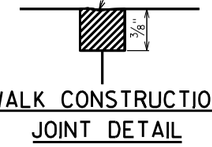
## LEGEND

- PROTECTIVE SURFACE TREATMENT (GRAY)
- "ARCHITECTURAL SURFACE TREATMENT" AND "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 33522.
- "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 23430.
- "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 33522.

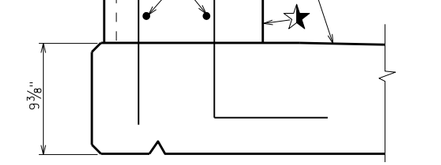



PLAN AT N. PEDESTRIAN ACCESS

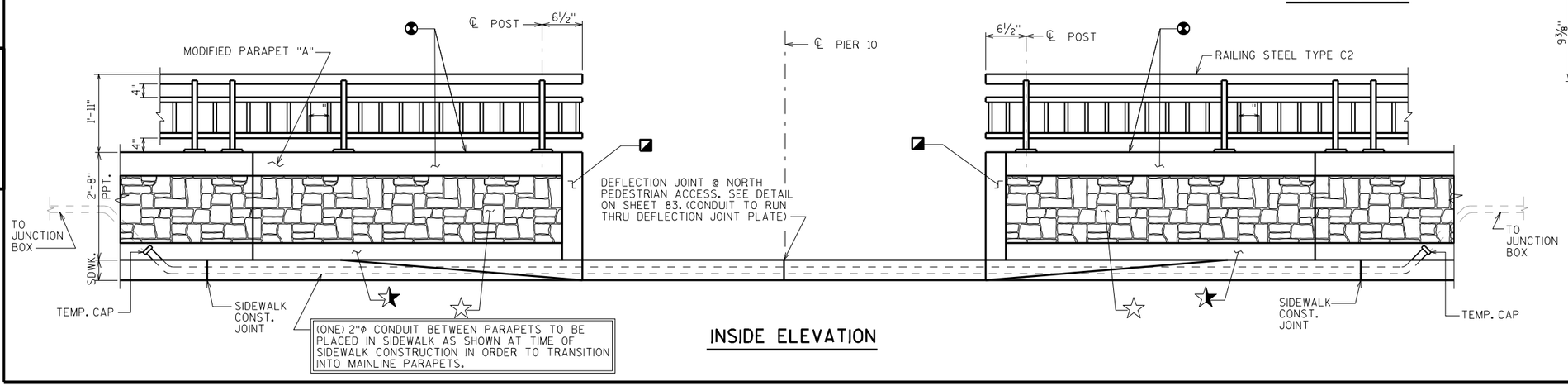
(SHOWING LONGITUDINAL PARAPET STEEL)




SIDEWALK CONSTRUCTION JOINT DETAIL




SECTION THRU RAILING AT PEDESTRIAN ACCESS




INSIDE ELEVATION

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

NORTH PEDESTRIAN ACCESS DETAILS 1

SHEET 71

468

8

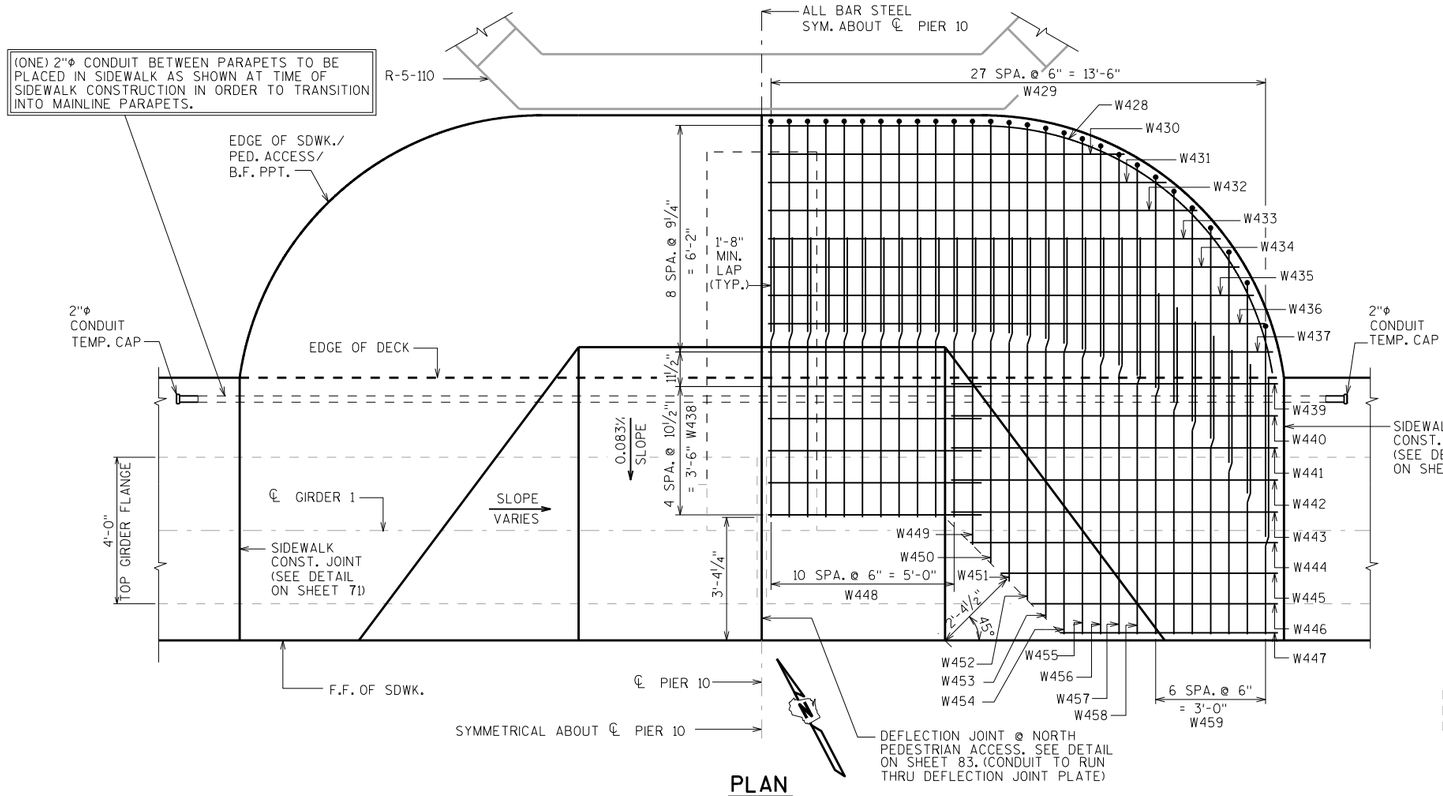
8

SCALE =

STATE PROJECT NUMBER

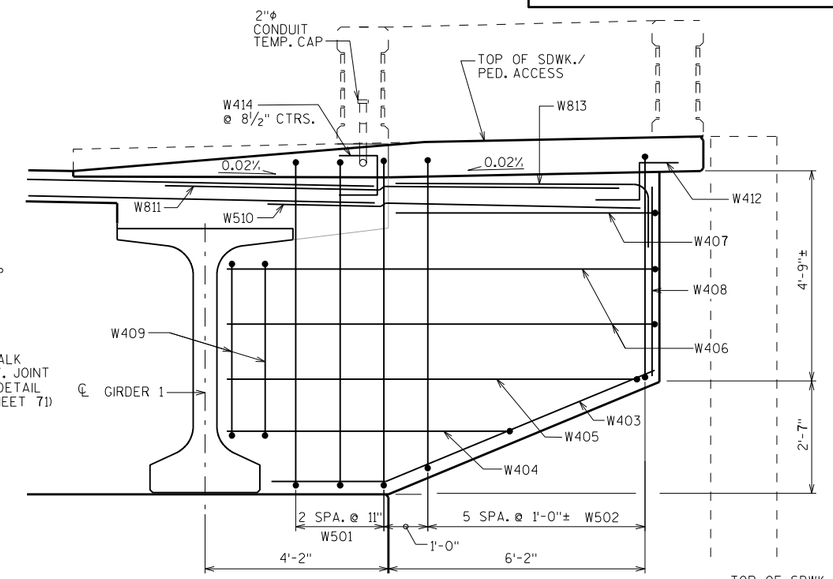
4075-28-71

(ONE) 2"Φ CONDUIT BETWEEN PARAPETS TO BE PLACED IN SIDEWALK AS SHOWN AT TIME OF SIDEWALK CONSTRUCTION IN ORDER TO TRANSITION INTO MAINLINE PARAPETS.

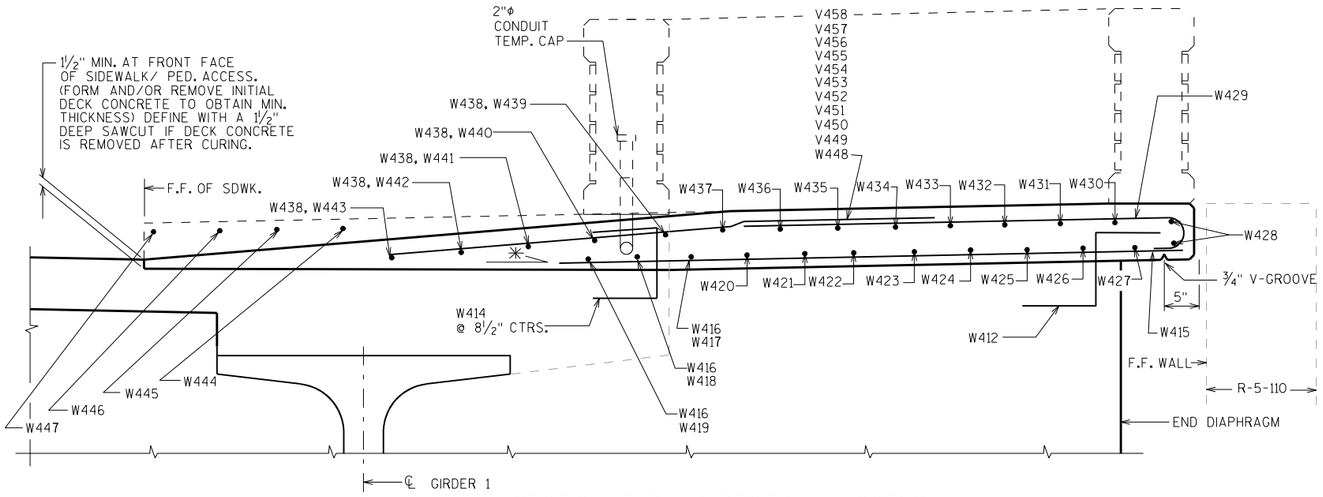



**PLAN**

SHOWING TOP SDWK. BARS ONLY

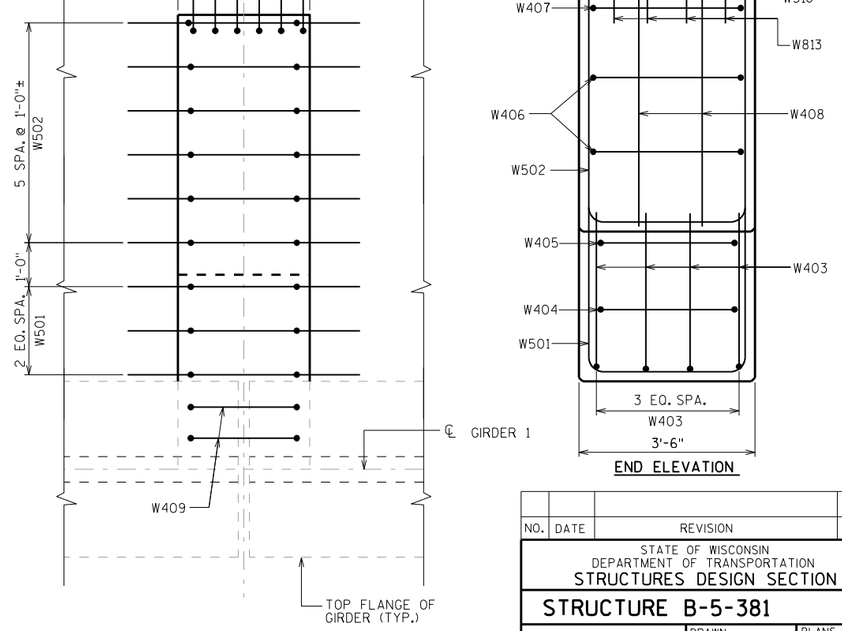



**SIDE ELEVATION**




**SECTION THRU PEDESTRIAN ACCESS**

✳ SLOPE VARIES




PLAN

**END DIAPHRAGM DETAILS**

**END ELEVATION**

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

NORTH PEDESTRIAN ACCESS DETAILS 2

SHEET 72

469

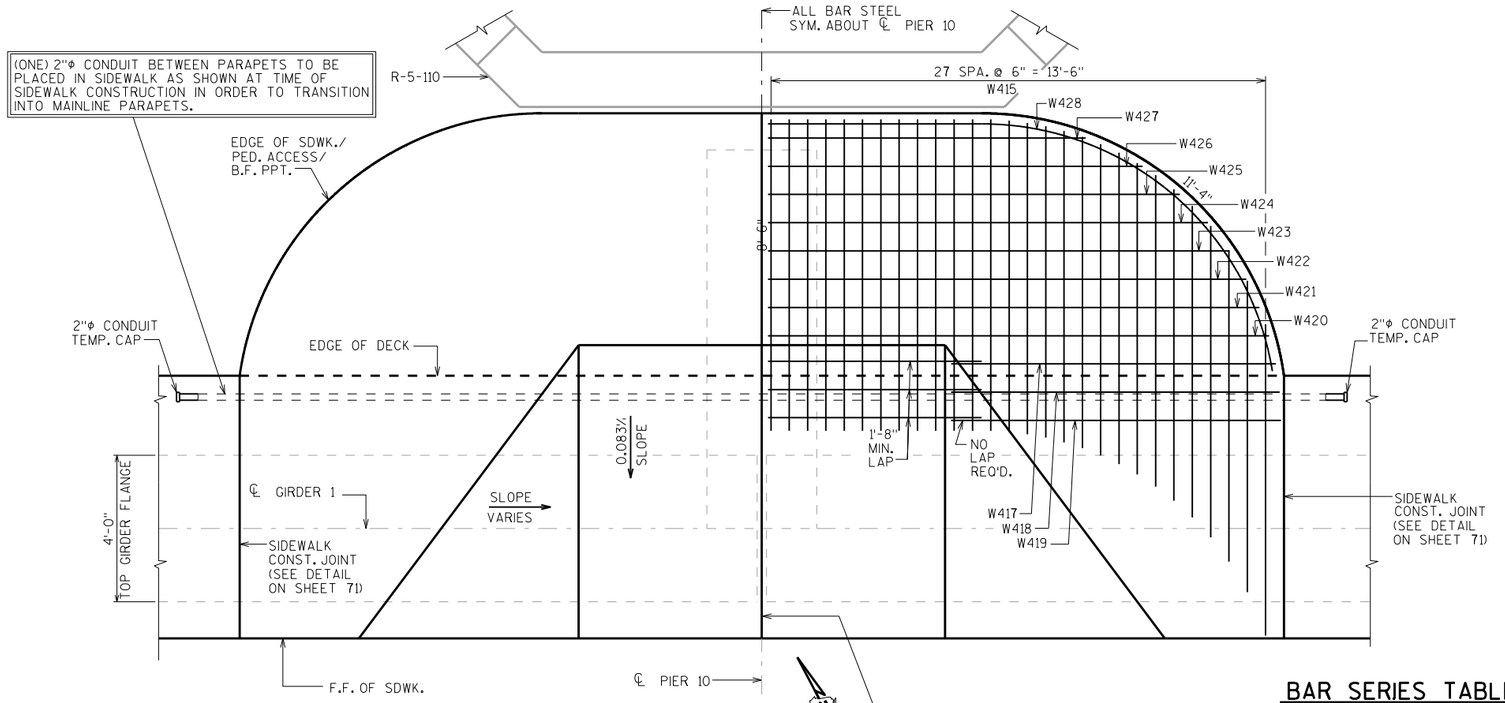
SCALE =

8

8

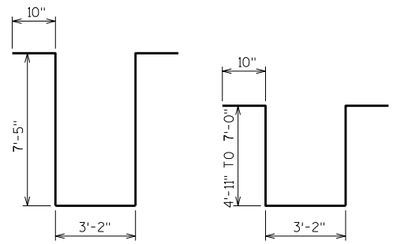
STATE PROJECT NUMBER

4075-28-71




PLAN

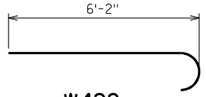
SHOWING BOT. SDWK. BARS ONLY




W501




W502

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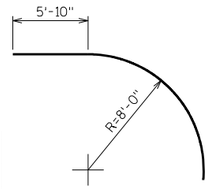
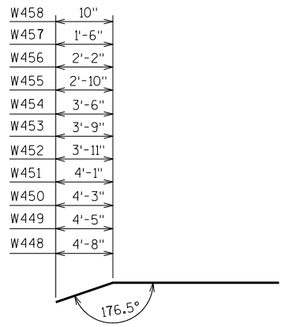
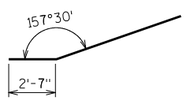



W428




W448, W449, W450, W451, W452, W453, W454, W455, W456, W457, W458

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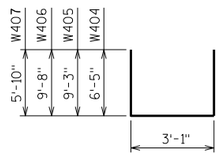
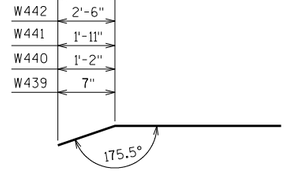
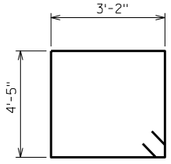



W404, W405, W406, W407




W439, W440, W441, W442, W443, W444, W445, W446, W447

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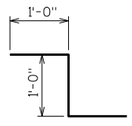


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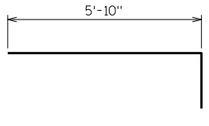
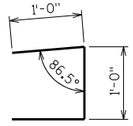



W813




W414

## BAR SERIES TABLE

| MARK | NO. REQD. | LENGTH |
|---|---|---|
| W502 | 1 SERIES OF 6 | 14'-2" TO 18'-6" |
| W459 | 1 SERIES OF 7 | 6'-1" TO 8'-5" |

BUNDLE AND TAG EACH SERIES SEPARATELY.

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| W449 | X | 2 | 7'-6" | X | | SDWK.-TOP-HORIZ. |
| W450 | X | 2 | 8'-0" | X | | SDWK.-TOP-HORIZ. |
| W451 | X | 2 | 8'-6" | X | | SDWK.-TOP-HORIZ. |
| W452 | X | 2 | 9'-0" | X | | SDWK.-TOP-HORIZ. |
| W453 | X | 2 | 9'-6" | X | | SDWK.-TOP-HORIZ. |
| W454 | X | 2 | 9'-11" | X | | SDWK.-TOP-HORIZ. |
| W455 | X | 2 | 9'-11" | X | | SDWK.-TOP-HORIZ. |
| W456 | X | 2 | 9'-11" | X | | SDWK.-TOP-HORIZ. |
| W457 | X | 2 | 9'-11" | X | | SDWK.-TOP-HORIZ. |
| W458 | X | 2 | 9'-11" | X | | SDWK.-TOP-HORIZ. |
| W459 | X | 14 | 7'-3" | | ⚠ | SDWK.-TOP-HORIZ. |

## BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| W501 | X | 3 | 19'-2" | X | | PIER DIAPH. @ PED. ACCESS-VERT. |
| W502 | X | 6 | 16'-5" | X | ⚠ | PIER DIAPH. @ PED. ACCESS-VERT. |
| W403 | X | 4 | 9'-2" | X | | PIER DIAPH. @ PED. ACCESS-VERT. |
| W404 | X | 1 | 15'-9" | X | | PIER DIAPH. @ PED. ACCESS-HORIZ. |
| W405 | X | 1 | 21'-5" | X | | PIER DIAPH. @ PED. ACCESS-HORIZ. |
| W406 | X | 2 | 22'-3" | X | | PIER DIAPH. @ PED. ACCESS-HORIZ. |
| W407 | X | 1 | 14'-7" | X | | PIER DIAPH. @ PED. ACCESS-HORIZ. |
| W408 | X | 2 | 4'-3" | | | PIER DIAPH. @ PED. ACCESS-VERT. |
| W409 | X | 2 | 15'-8" | X | | PIER DIAPH. @ PED. ACCESS-VERT. |
| W510 | X | 6 | 9'-1" | | | PIER DIAPH. @ PED. ACCESS-HORIZ. |
| W811 | X | 6 | 11'-3" | | | PIER DIAPH. @ PED. ACCESS-HORIZ. |
| W412 | X | 6 | 2'-11" | X | | PIER DIAPH. @ PED. ACCESS-VERT. |
| W813 | X | 8 | 7'-2" | X | | PIER DIAPH. @ PED. ACCESS-HORIZ. |
| W414 | X | 42 | 2'-11" | X | | PIER DIAPH. @ PED. ACCESS-VERT. |
| W415 | X | 56 | 8'-6" | | | SDWK. OVERHANG-BOT.-HORIZ. |
| W416 | X | 6 | 5'-10" | | | SDWK.-BOT.-HORIZ. |
| W417 | X | 2 | 8'-10" | | | SDWK.-BOT.-HORIZ. |
| W418 | X | 2 | 8'-10" | | | SDWK.-BOT.-HORIZ. |
| W419 | X | 2 | 8'-10" | | | SDWK.-BOT.-HORIZ. |
| W420 | X | 2 | 13'-8" | | | SDWK.-BOT.-HORIZ. |
| W421 | X | 2 | 13'-5" | | | SDWK.-BOT.-HORIZ. |
| W422 | X | 2 | 13'-1" | | | SDWK.-BOT.-HORIZ. |
| W423 | X | 2 | 12'-7" | | | SDWK.-BOT.-HORIZ. |
| W424 | X | 2 | 12'-0" | | | SDWK.-BOT.-HORIZ. |
| W425 | X | 2 | 11'-3" | | | SDWK.-BOT.-HORIZ. |
| W426 | X | 2 | 10'-2" | | | SDWK.-BOT.-HORIZ. |
| W427 | X | 2 | 8'-8" | | | SDWK.-BOT.-HORIZ. |
| W428 | X | 4 | 17'-2" | X | | SDWK.-EDGE-HORIZ. |
| W429 | X | 56 | 6'-8" | X | | SDWK. OVERHANG-TOP-HORIZ. |
| W430 | X | 2 | 9'-9" | | | SDWK.-TOP-HORIZ. |
| W431 | X | 2 | 10'-11 | | | SDWK.-TOP-HORIZ. |
| W432 | X | 2 | 11'-9" | | | SDWK.-TOP-HORIZ. |
| W433 | X | 2 | 12'-4" | | | SDWK.-TOP-HORIZ. |
| W434 | X | 2 | 12'-10 | | | SDWK.-TOP-HORIZ. |
| W435 | X | 2 | 13'-3" | | | SDWK.-TOP-HORIZ. |
| W436 | X | 2 | 13'-6" | | | SDWK.-TOP-HORIZ. |
| W437 | X | 2 | 13'-9" | | | SDWK.-TOP-HORIZ. |
| W438 | X | 10 | 5'-10" | | | SDWK.-TOP-HORIZ. |
| W439 | X | 2 | 8'-11" | X | | SDWK.-TOP-HORIZ. |
| W440 | X | 2 | 8'-11" | X | | SDWK.-TOP-HORIZ. |
| W441 | X | 2 | 8'-11" | X | | SDWK.-TOP-HORIZ. |
| W442 | X | 2 | 8'-11" | X | | SDWK.-TOP-HORIZ. |
| W443 | X | 2 | 8'-11" | X | | SDWK.-TOP-HORIZ. |
| W444 | X | 2 | 8'-5" | X | | SDWK.-TOP-HORIZ. |
| W445 | X | 2 | 7'-7" | X | | SDWK.-TOP-HORIZ. |
| W446 | X | 2 | 6'-9" | X | | SDWK.-TOP-HORIZ. |
| W447 | X | 2 | 5'-11" | X | | SDWK.-TOP-HORIZ. |
| W448 | X | 22 | 6'-9" | X | | SDWK.-TOP-HORIZ. |

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

NORTH PEDESTRIAN ACCESS DETAILS 3

SHEET 73

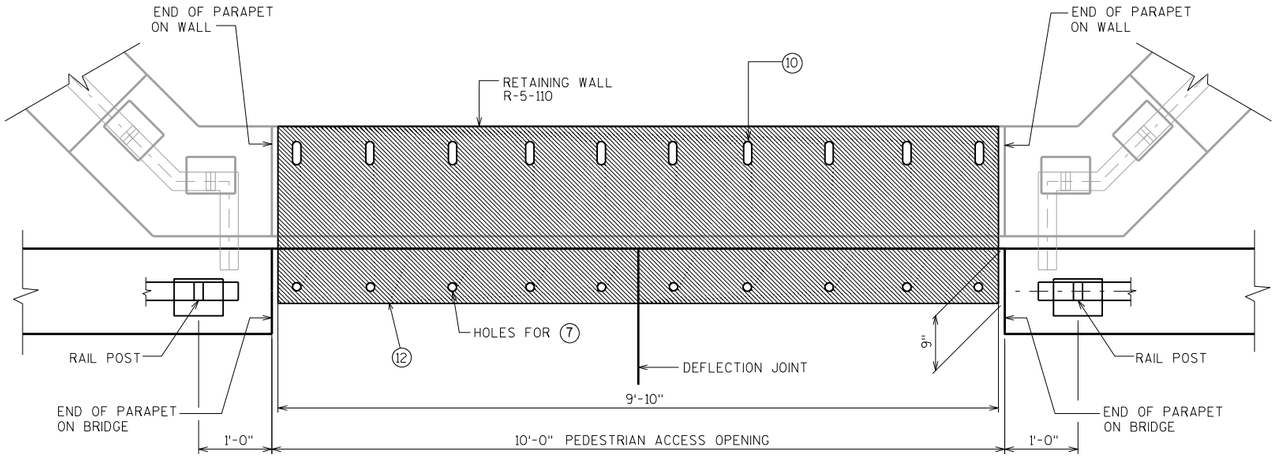
470

SCALE =

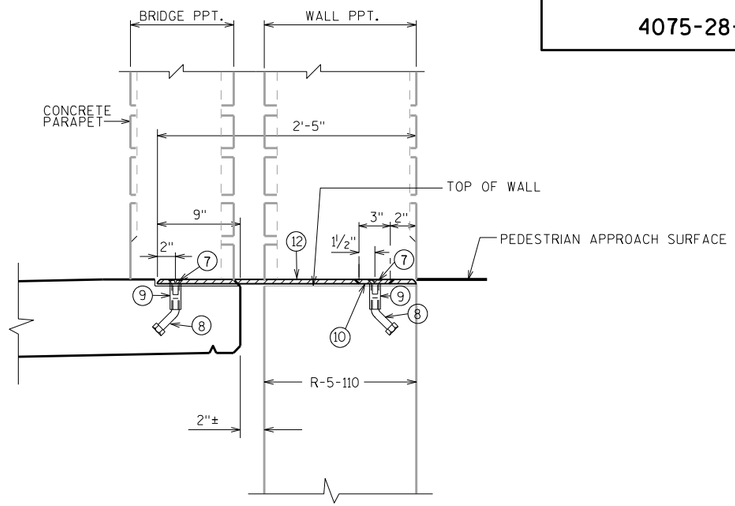
8

STATE PROJECT NUMBER

4075-28-71




## PLAN OF PEDESTRIAN ACCESS/WALL R-5-110 COVER PLATE WITH SLIP-RESISTANT SURFACE




## SECTION THRU PEDESTRIAN ACCESS/WALL R-5-110 COVER PLATE WITH SLIP-RESISTANT SURFACE

LOOKING WEST

## LEGEND

(7) ¾"Φ X 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.

(8) ¾"Φ X 4" GALVANIZED HEX HEAD BOLT. BEND 45°.

(9) ¾"Φ X 2¼" GALVANIZED THREADED COUPLING.

(10) 1" X 3" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.

(12) PEDESTRIAN ACCESS COVER PLATE ⅜" X 2'-5" X LIMITS SHOWN, WITH HOLES FOR NO. 7. GALVANIZE PLATE AFTER SLIP-RESISTANT SURFACE IS APPLIED.

| APPROVED SLIP-RESISTANT APPLIED SURFACES FOR STEEL PLATES | | |
|---|---|---|
| PRODUCT | MANUFACTURER | CONTACT AT |
| SLIPNOT GRADE 2, STEEL | W. S. MOLNAR COMPANY | 1-800-SLIPNOT |
| ALGRIP, STEEL | ROSS TECHNOLOGY CORP. | 1-800-345-8170 |

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

PEDESTRIAN ACCESS COVER PLATE DETAILS

SHEET 74

471

8

8

SCALE =

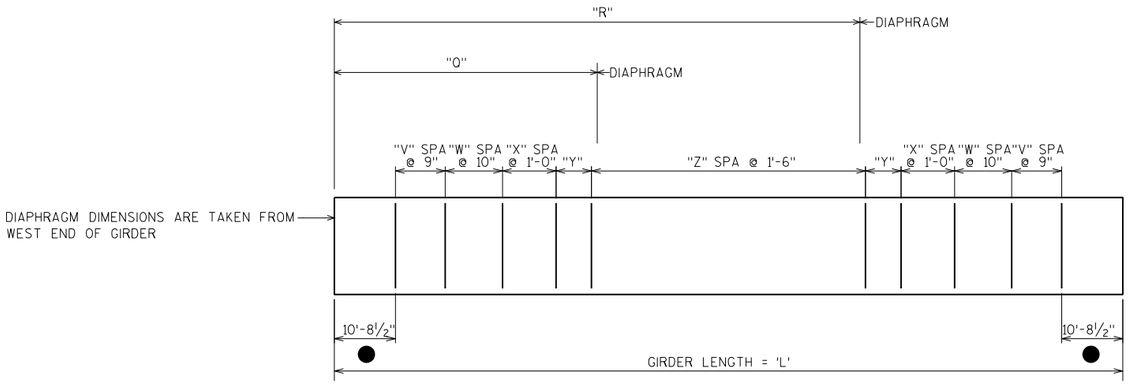
STATE PROJECT NUMBER

4075-28-71

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

# GIRDER DATA

| LOCATION | EXPANSION BEARING DETAILS REQUIRED. | QUANT. | GIRDER LENGTH "L" (FEET) | DEAD LOAD DEFL. (IN.) | | | | | | | | | CONC. STRGTH. f'c (P.S.I.) | "P" 1ST 1/3 OF GIRDER (IN.) | "P" MID 1/3 OF GIRDER (IN.) | "P" END 1/3 OF GIRDER (IN.) | STRAND DIAMETER (IN.) | (B) BAR SIZE NO. | DRAPED PATTERN | | | | | | STIRRUP SPA. | | | | | DIAPHRAGM SPACING | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 0.1 | 0.2 | 0.3 | 0.4 | 0.5 | 0.6 | 0.7 | 0.8 | 0.9 | | | | | | | TOTAL NO. OF STRANDS | f'ci (P.S.I.) * | (IN.) "A" | (IN.) "B" MIN. | (IN.) "B" MAX. | (IN.) "C" | "V" | "W" | "X" | "Y" | "Z" | LOCATION | "Q" | "R" |
| SPAN 1 | ——— | 7 | 109.02 | 0.26 | 0.50 | 0.68 | 0.79 | 0.83 | 0.78 | 0.66 | 0.47 | 0.25 | 8000 | 7 | 6 | 7 | 0.6 | #4 | 22 | 6400 | 56 | 17.0 | 20.0 | 4 | 0 | 0 | 11 | 1'-3⅝" | 42 | SPAN 1 ALL GIRDERS | 36'-4" | 72'-8" |
| SPAN 2 | AT EAST END | 7 | 109.02 | 0.25 | 0.47 | 0.66 | 0.78 | 0.83 | 0.79 | 0.68 | 0.50 | 0.26 | 8000 | 7 | 6 | 7 | 0.6 | #4 | 22 | 6400 | 56 | 17.0 | 20.0 | 4 | 0 | 0 | 11 | 1'-3⅝" | 42 | SPAN 2 ALL GIRDERS | 36'-4" | 72'-8" |
| SPAN 3 | AT BOTH ENDS | 7 | 134.30 | 0.62 | 1.17 | 1.60 | 1.86 | 1.94 | 1.83 | 1.55 | 1.12 | 0.58 | 8000 | 7 | 7 | 8 | 0.6 | #4 | 36 | 6400 | 67 | 20.5 | 23.5 | 5 | 0 | 20 | 0 | 9¼" | 52 | SPAN 3 ALL GIRDERS | 44'-9" | 89'-6" |
| SPAN 4 | AT WEST END | 7 | 154.75 | 1.01 | 1.95 | 2.68 | 3.16 | 3.33 | 3.16 | 2.70 | 1.95 | 1.03 | ■8000 | 8 | 6 | 8 | 0.6 | #6 | 48 | ■6800 | 67 | 20.5 | 23.5 | 5 | 0 | 24 | 0 | 11" | 61 | SPAN 4 ALL GIRDERS | 51'-7" | 103'-2" |
| SPAN 5 | ——— | 7 | 154.75 | 1.03 | 1.97 | 2.70 | 3.18 | 3.35 | 3.18 | 2.70 | 1.97 | 1.03 | ■8000 | 8 | 6 | 8 | 0.6 | #6 | 48 | ■6800 | 67 | 20.5 | 23.5 | 5 | 0 | 24 | 0 | 11" | 61 | SPAN 5, ALL GIRDERS | 51'-7" | 103'-2" |
| SPAN 6 | AT EAST END | 7 | 154.75 | 1.03 | 1.95 | 2.70 | 3.16 | 3.33 | 3.16 | 2.70 | 1.95 | 1.01 | ■8000 | 8 | 6 | 8 | 0.6 | #6 | 48 | ■6800 | 67 | 20.5 | 23.5 | 5 | 0 | 24 | 0 | 11" | 61 | SPAN 6, ALL GIRDERS | 51'-7" | 103'-2" |
| SPAN 7 | AT BOTH ENDS | 7 | 134.30 | 0.58 | 1.12 | 1.55 | 1.83 | 1.94 | 1.86 | 1.60 | 1.17 | 0.62 | 8000 | 8 | 7 | 9 | 0.6 | #4 | 36 | 6400 | 67 | 20.5 | 23.5 | 5 | 0 | 20 | 0 | 9¼" | 52 | SPAN 7, ALL GIRDERS | 44'-9" | 89'-6" |
| SPAN 8, G1 | AT BOTH ENDS | 1 | 105.54 | 0.25 | 0.47 | 0.64 | 0.76 | 0.79 | 0.75 | 0.64 | 0.46 | 0.24 | 8000 | 9 | 7 | 9 | 0.6 | #4 | 24 | 6400 | 57 | 17.25 | 20.25 | 4 | 0 | 0 | 12 | 9¾" | 39 | SPAN 8 GIRDER 1 | 33'-11¾" | 70'-5⅛" |
| SPAN 8, G2 | AT BOTH ENDS | 1 | 106.81 | 0.25 | 0.48 | 0.66 | 0.77 | 0.80 | 0.77 | 0.65 | 0.47 | 0.25 | 8000 | 9 | 7 | 9 | 0.6 | #4 | 24 | 6400 | 57 | 17.25 | 20.25 | 4 | 0 | 0 | 12 | 1'-5⅜" | 39 | SPAN 8 GIRDER 2 | 34'-9⅝" | 71'-3" |
| SPAN 8, G3 | AT BOTH ENDS | 1 | 108.08 | 0.25 | 0.48 | 0.66 | 0.77 | 0.80 | 0.77 | 0.65 | 0.47 | 0.25 | 8000 | 9 | 7 | 9 | 0.6 | #4 | 24 | 6400 | 57 | 17.25 | 20.25 | 4 | 0 | 0 | 12 | 1'-4" | 40 | SPAN 8 GIRDER 3 | 35'-7½" | 72'-0⅞" |
| SPAN 8, G4 | AT BOTH ENDS | 1 | 109.35 | 0.28 | 0.53 | 0.73 | 0.85 | 0.89 | 0.85 | 0.72 | 0.52 | 0.28 | 8000 | 9 | 7 | 9 | 0.6 | #4 | 24 | 6400 | 57 | 17.25 | 20.25 | 4 | 0 | 0 | 12 | 1'-2⅝" | 41 | SPAN 8 GIRDER 4 | 36'-5⅜" | 72'-10¾" |
| SPAN 8, G5 | AT BOTH ENDS | 1 | 110.62 | 0.30 | 0.56 | 0.77 | 0.90 | 0.94 | 0.90 | 0.76 | 0.55 | 0.29 | 8000 | 9 | 7 | 9 | 0.6 | #4 | 24 | 6400 | 57 | 17.25 | 20.25 | 4 | 0 | 0 | 12 | 1'-1¼" | 42 | SPAN 8 GIRDER 5 | 37'-3¼" | 73'-8⅝" |
| SPAN 8, G6 | AT BOTH ENDS | 1 | 111.89 | 0.30 | 0.56 | 0.77 | 0.90 | 0.94 | 0.90 | 0.76 | 0.55 | 0.29 | 8000 | 9 | 7 | 9 | 0.6 | #4 | 24 | 6400 | 57 | 17.25 | 20.25 | 4 | 0 | 0 | 12 | 11⅞" | 43 | SPAN 8 GIRDER 6 | 38'-1⅛" | 74'-6½" |
| SPAN 8, G7 | AT BOTH ENDS | 1 | 112.99 | 0.31 | 0.59 | 0.80 | 0.94 | 0.98 | 0.93 | 0.79 | 0.58 | 0.30 | 8000 | 9 | 7 | 9 | 0.6 | #4 | 24 | 6400 | 57 | 17.25 | 20.25 | 4 | 0 | 0 | 12 | 9½" | 44 | SPAN 8 GIRDER 7 | 38'-9¾" | 75'-3" |
| SPAN 9, G1 | AT BOTH ENDS | 1 | 107.37 | 0.25 | 0.47 | 0.64 | 0.76 | 0.79 | 0.76 | 0.64 | 0.47 | 0.25 | 8000 | 9 | 8 | 10 | 0.6 | #4 | 22 | 6400 | 57 | 17.25 | 20.25 | 4 | 0 | 0 | 12 | 11¾" | 40 | SPAN 9 GIRDER 1 | 35'-3⅛" | 71'-10⅛" |
| SPAN 9, G2 | AT BOTH ENDS | 1 | 108.15 | 0.25 | 0.47 | 0.65 | 0.77 | 0.80 | 0.77 | 0.65 | 0.47 | 0.25 | 8000 | 9 | 8 | 10 | 0.6 | #4 | 22 | 6400 | 57 | 17.25 | 20.25 | 4 | 0 | 0 | 12 | 1'-4⅜" | 40 | SPAN 9 GIRDER 2 | 35'-8⅜" | 72'-3⅜" |
| SPAN 9, G3 | AT BOTH ENDS | 1 | 108.94 | 0.25 | 0.47 | 0.65 | 0.77 | 0.80 | 0.77 | 0.65 | 0.47 | 0.25 | 8000 | 9 | 8 | 10 | 0.6 | #4 | 22 | 6400 | 57 | 17.25 | 20.25 | 4 | 0 | 0 | 12 | 1'-0⅛" | 41 | SPAN 9 GIRDER 3 | 36'-1⅝" | 72'-8½" |
| SPAN 9, G4 | AT BOTH ENDS | 1 | 109.73 | 0.26 | 0.50 | 0.69 | 0.81 | 0.85 | 0.81 | 0.69 | 0.50 | 0.26 | 8000 | 9 | 8 | 10 | 0.6 | #4 | 22 | 6400 | 57 | 17.25 | 20.25 | 4 | 0 | 0 | 12 | 1'-4⅞" | 41 | SPAN 9 GIRDER 4 | 36'-7" | 73'-1¾" |
| SPAN 9, G5 | AT BOTH ENDS | 1 | 110.51 | 0.27 | 0.51 | 0.70 | 0.83 | 0.87 | 0.83 | 0.70 | 0.51 | 0.27 | 8000 | 9 | 8 | 10 | 0.6 | #4 | 22 | 6400 | 57 | 17.25 | 20.25 | 4 | 0 | 0 | 12 | 1'-0½" | 42 | SPAN 9 GIRDER 5 | 37'-0¼" | 73'-7⅛" |
| SPAN 9, G6 | AT BOTH ENDS | 1 | 111.30 | 0.27 | 0.51 | 0.70 | 0.83 | 0.87 | 0.83 | 0.70 | 0.51 | 0.27 | 8000 | 9 | 8 | 10 | 0.6 | #4 | 22 | 6400 | 57 | 17.25 | 20.25 | 4 | 0 | 0 | 12 | 1'-5¼" | 42 | SPAN 9 GIRDER 6 | 37'-5⅜" | 74'-0⅜" |
| SPAN 9, G7 | AT BOTH ENDS | 1 | 111.98 | 0.28 | 0.53 | 0.73 | 0.86 | 0.90 | 0.86 | 0.73 | 0.53 | 0.28 | 8000 | 9 | 8 | 10 | 0.6 | #4 | 22 | 6400 | 57 | 17.25 | 20.25 | 4 | 0 | 0 | 12 | 1'-0⅜" | 43 | SPAN 9 GIRDER 7 | 37'-10" | 74'-4⅞" |
| SPAN 10 | AT WEST END | 7 | 132.75 | 0.57 | 1.09 | 1.50 | 1.76 | 1.84 | 1.76 | 1.49 | 1.08 | 0.56 | 8000 | 10 | 7 | 10 | 0.6 | #4 | 34 | 6400 | 67 | 20.5 | 23.5 | 5 | 0 | 0 | 16 | 1'-5" | 51 | SPAN 10, ALL GIRDERS | 44'-3" | 88'-6" |
| SPAN 11 | AT EAST END | 7 | 132.53 | 0.57 | 1.09 | 1.51 | 1.77 | 1.86 | 1.78 | 1.52 | 1.11 | 0.58 | 8000 | 10 | 8 | 7 | 0.6 | #4 | 36 | 6400 | 67 | 20.5 | 23.5 | 5 | 0 | 0 | 16 | 1'-3⅝" | 51 | SPAN 11, ALL GIRDERS | 44'-2" | 88'-4" |
| SPAN 12 | AT WEST END | 7 | 132.53 | 0.59 | 1.11 | 1.52 | 1.77 | 1.85 | 1.76 | 1.50 | 1.09 | 0.57 | 8000 | 7 | 7 | 7 | 0.6 | #4 | 36 | 6400 | 67 | 20.5 | 23.5 | 5 | 0 | 0 | 16 | 1'-3⅝" | 51 | SPAN 12, ALL GIRDERS | 44'-2" | 88'-4" |
| SPAN 13 | ——— | 7 | 132.75 | 0.54 | 1.02 | 1.42 | 1.67 | 1.76 | 1.67 | 1.42 | 1.02 | 0.54 | 8000 | 7 | 7 | 7 | 0.6 | #4 | 34 | 6400 | 67 | 20.5 | 23.5 | 5 | 0 | 0 | 16 | 1'-5" | 51 | SPAN 13, ALL GIRDERS | 44'-3" | 88'-6" |
| SPAN 14, G1 | ——— | 1 | 107.85 | 0.26 | 0.50 | 0.69 | 0.82 | 0.86 | 0.82 | 0.70 | 0.51 | 0.27 | 8000 | 7 | 7 | 7 | 0.6 | #4 | 24 | 6400 | 55 | 16.75 | 19.75 | 4 | 14 | 0 | 0 | 1'-2⅝" | 42 | SPAN 14 GIRDER 1 | 35'-11½" | 71'-10⅞" |
| SPAN 14, G2 | ——— | 1 | 107.80 | 0.26 | 0.50 | 0.69 | 0.81 | 0.86 | 0.82 | 0.70 | 0.51 | 0.27 | 8000 | 7 | 7 | 7 | 0.6 | #4 | 24 | 6400 | 55 | 16.75 | 19.75 | 4 | 14 | 0 | 0 | 1'-2¼" | 42 | SPAN 14 GIRDER 2 | 35'-11¼" | 71'-10½" |
| SPAN 14, G3 | ——— | 1 | 107.75 | 0.26 | 0.50 | 0.69 | 0.81 | 0.86 | 0.82 | 0.70 | 0.51 | 0.27 | 8000 | 7 | 7 | 7 | 0.6 | #4 | 24 | 6400 | 55 | 16.75 | 19.75 | 4 | 14 | 0 | 0 | 1'-2" | 42 | SPAN 14 GIRDER 3 | 35'-11" | 71'-10" |
| SPAN 14, G4 | ——— | 1 | 107.59 | 0.26 | 0.50 | 0.69 | 0.81 | 0.86 | 0.82 | 0.70 | 0.51 | 0.27 | 8000 | 7 | 7 | 7 | 0.6 | #4 | 24 | 6400 | 55 | 16.75 | 19.75 | 4 | 14 | 0 | 0 | 1'-1" | 42 | SPAN 14 GIRDER 4 | 35'-10½" | 71'-8⅞" |
| SPAN 14, G5 | ——— | 1 | 107.48 | 0.26 | 0.48 | 0.67 | 0.79 | 0.83 | 0.79 | 0.68 | 0.49 | 0.26 | 8000 | 7 | 7 | 7 | 0.6 | #4 | 24 | 6400 | 55 | 16.75 | 19.75 | 4 | 14 | 0 | 0 | 1'-0⅜" | 42 | SPAN 14 GIRDER 5 | 35'-10" | 71'-8" |
| SPAN 14, G6 | ——— | 1 | 107.40 | 0.26 | 0.48 | 0.67 | 0.79 | 0.83 | 0.79 | 0.68 | 0.49 | 0.26 | 8000 | 7 | 7 | 7 | 0.6 | #4 | 24 | 6400 | 55 | 16.75 | 19.75 | 4 | 14 | 0 | 0 | 11⅞" | 42 | SPAN 14 GIRDER 6 | 35'-9¾" | 71'-7⅜" |
| SPAN 14, G7 | ——— | 1 | 107.36 | 0.24 | 0.46 | 0.63 | 0.75 | 0.79 | 0.75 | 0.64 | 0.47 | 0.25 | 8000 | 7 | 7 | 7 | 0.6 | #4 | 24 | 6400 | 55 | 16.75 | 19.75 | 4 | 14 | 0 | 0 | 11⅝" | 42 | SPAN 14 GIRDER 7 | 35'-9½" | 71'-7" |




## GIRDER ELEVATION

(SHOWING DIAPHRAGM AND STIRRUP SPACING)

● SEE SHEET 76 FOR END REINFORCEMENT

■ ONCE f'c = 8,000 PSI IS ACHIEVED, THIS GIRDER IS REINFORCED TO ALLOW A MAXIMUM OVERHANG FROM THE LIFTING LOCATION OR POINT OF SUPPORT OF UP TO 1/10 THE GIRDER LENGTH FOR STORAGE, HANDLING AND TRANSPORTING. THE CONTRACTOR IS RESPONSIBLE FOR THE LATERAL STABILITY OF THE GIRDER UNTIL THE DECK HAS CURED.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY BLB | PLANS CK'D. DFD

GIRDER DATA

SHEET 75

472

XX-GIRDATA.DGN

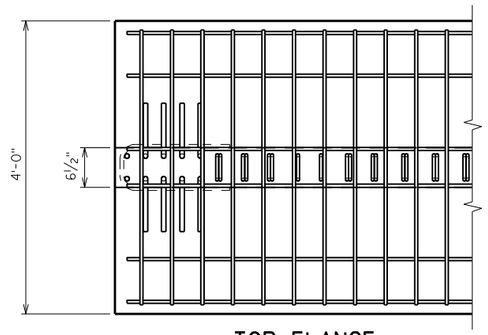
SCALE =

8

8

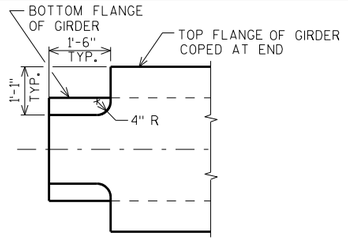
STATE PROJECT NUMBER

4075-28-71

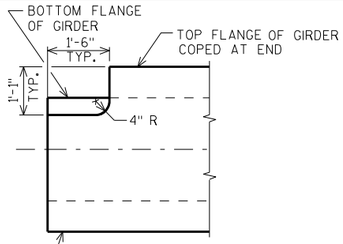



TOP FLANGE

TYPICAL UNLESS SHOWN OTHERWISE




INT. GIRDER COPE DETAILS AT PIERS 2 & 7




DO NOT BLOCKOUT TOP FLANGE ON EXTERIOR FACE OF EXTERIOR GIRDERS (G1 & G7)

EXT. GIRDER COPE DETAILS AT PIERS 2 & 7

## NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 15" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 15" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

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

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, GRADE 2, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

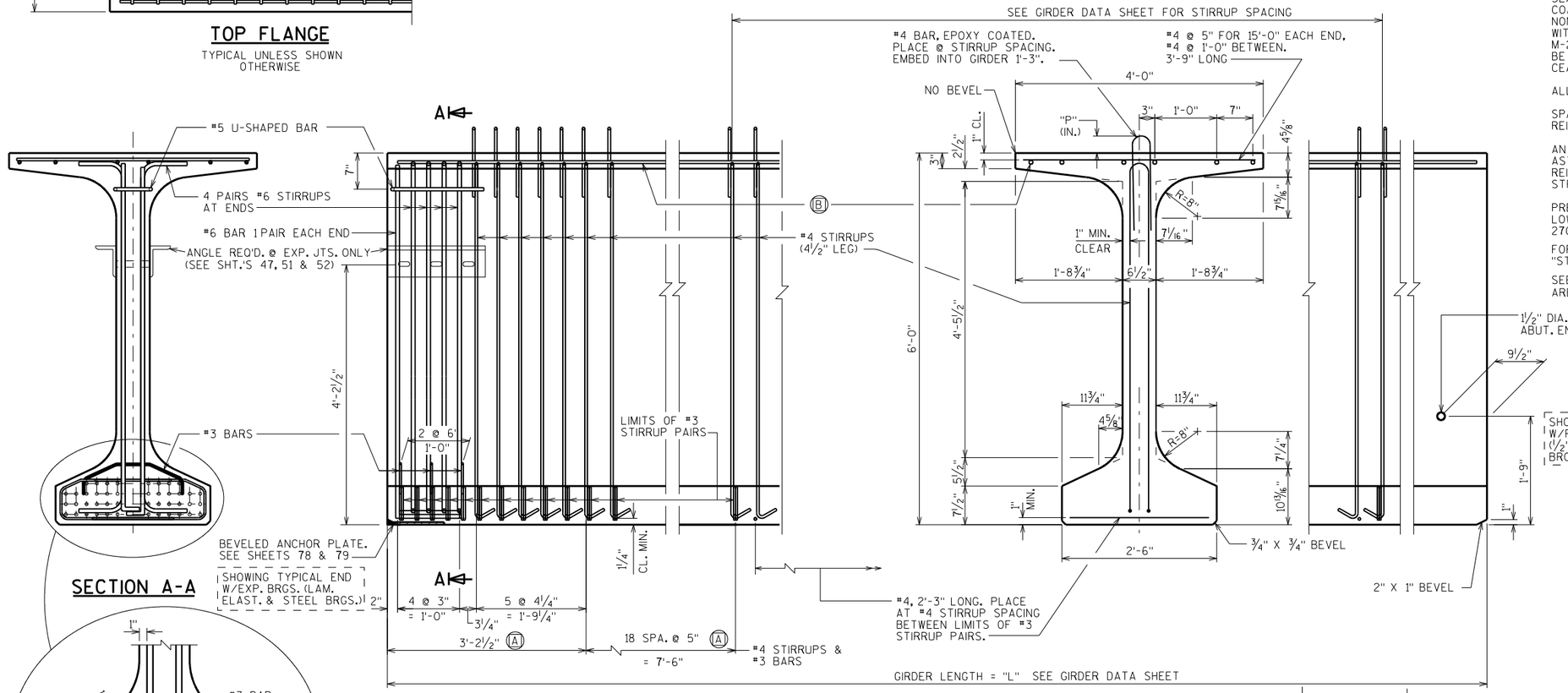
SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A497 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

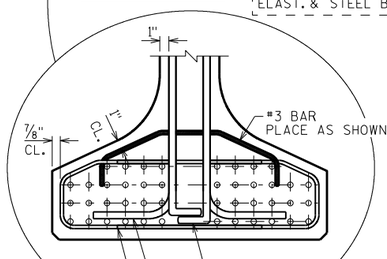
PRESTRESSING STRANDS SHALL BE (0.6" DIA.)-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

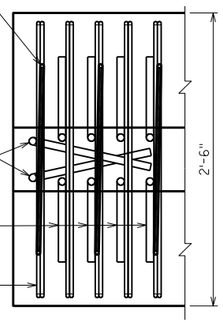
FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.

SEE SHEET 75 FOR LOCATIONS WHERE EXPANSION BEARINGS ARE REQUIRED.




SECTION A-A




BOTTOM FLANGE

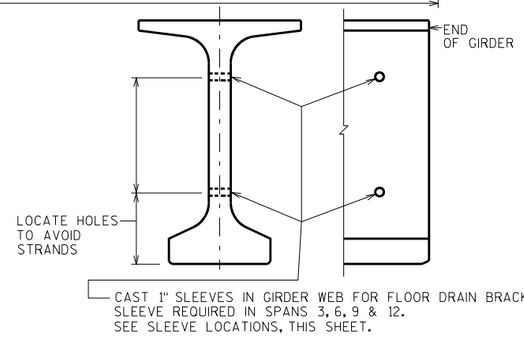
## SIDE VIEW & TYP. SECTION IN SPAN

(A) DETAIL TYP. AT EACH END

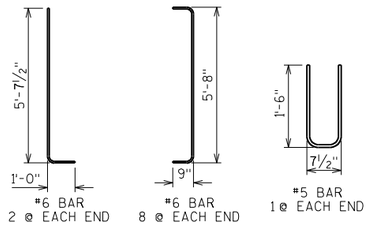
(B) 6 BARS, FULL LENGTH, BAR SIZE GIVEN ON "GIRDER DATA" SHEET
MIN. LAP #6 BARS = 2'-11"
MIN. LAP #4 BARS = 1'-11"

## SLEEVE LOCATIONS

| | |
|---|---|
| SPAN 3 | IN GIRDER 2, 14'-3¾" FROM EAST END<br>IN GIRDER 6, 14'-3¾" FROM EAST END |
| SPAN 6 | IN GIRDER 2, 50'-5¼" FROM WEST END<br>IN GIRDER 6, 50'-5¼" FROM WEST END |
| SPAN 9 | IN GIRDER 1, 12'-10⅞" FROM WEST END<br>IN GIRDER 1, 32'-6" FROM WEST END<br>IN GIRDER 7, 13'-9⅞" FROM WEST END<br>IN GIRDER 7, 34'-2½" FROM WEST END |
| SPAN 12 | IN GIRDER 1, 7'-7⅞" FROM WEST END<br>IN GIRDER 6, 7'-7⅞" FROM WEST END |




FLOOR DRAIN ATTACHMENT




| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

72W" PRESTRESSED GIRDER DETAILS 1

SHEET 76

473

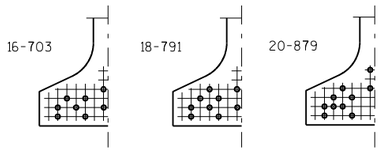
SCALE =

8

8

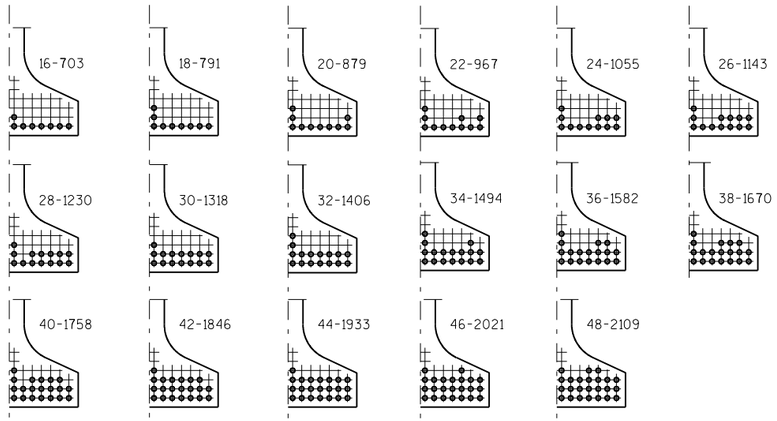
STATE PROJECT NUMBER

4075-28-71



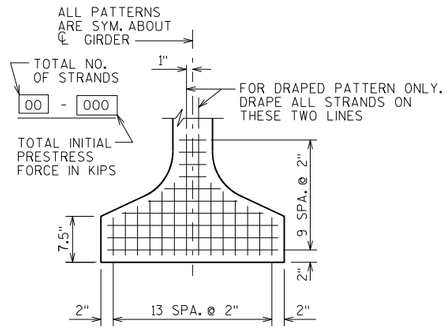

## STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"ϕ STRANDS

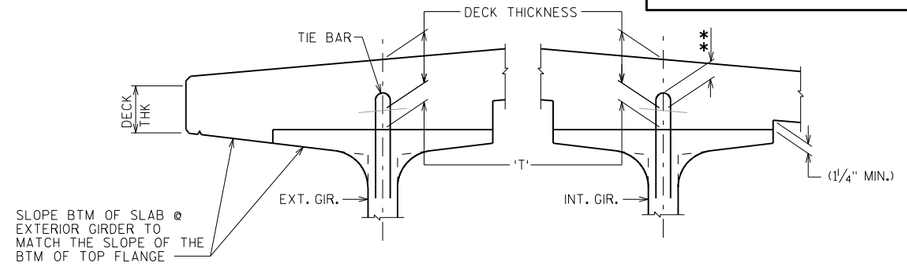



## ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"ϕ STRANDS




## TYP. STRAND PATTERN




## DECK HAUNCH DETAIL

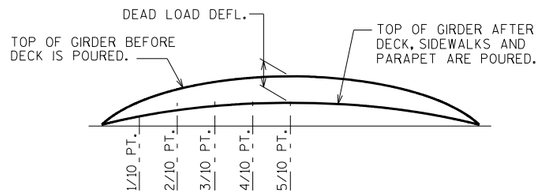
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

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

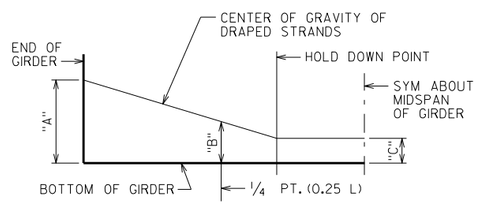
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- DECK THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 3¼" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".




## DEAD LOAD DEFLECTION DIAGRAM




## DRAPED STRAND PROFILE

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

| SPAN | CAMBER (IN.) * |
|---|---|
| 1, 2, 9 | 1.23 |
| 3, 7, 11, 12 | 2.94 |
| 4, 5, 6 | 4.93 |
| 8, 14 | 1.44 |
| 10, 13 | 2.65 |

**THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.**

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

72W" PRESTRESSED GIRDER DETAILS 2

SHEET 77

474

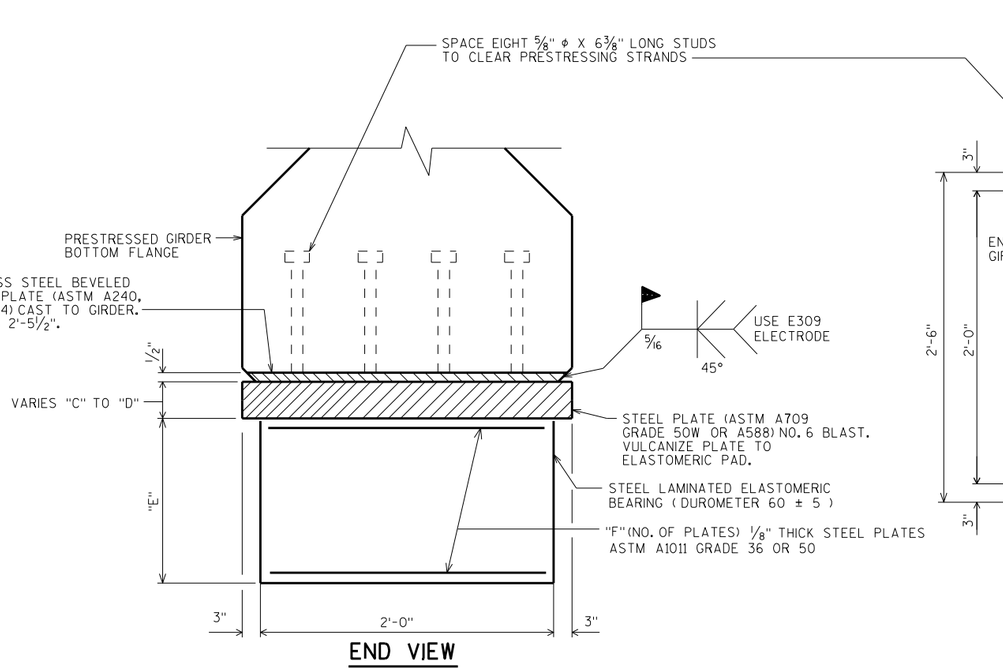
8

8

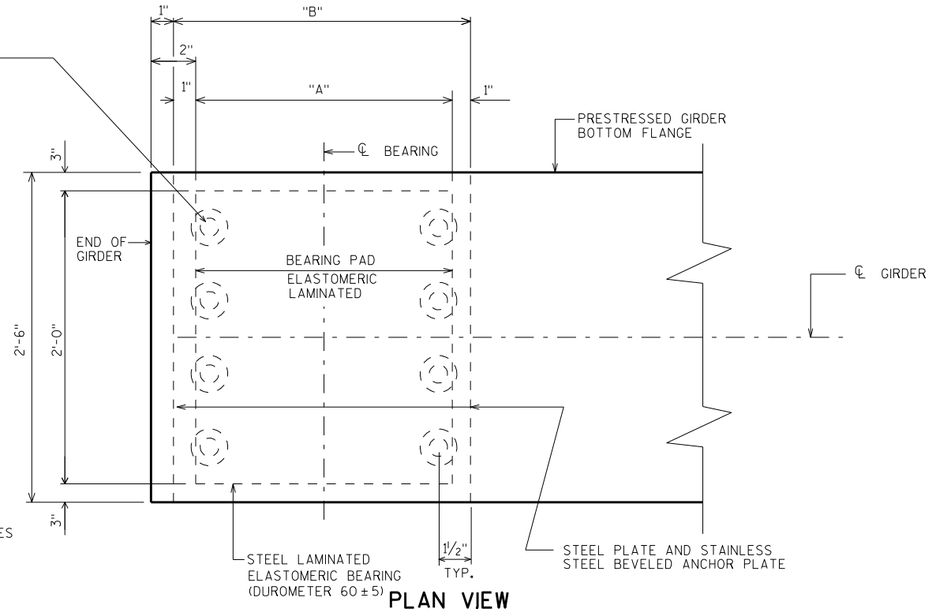
SCALE =

STATE PROJECT NUMBER

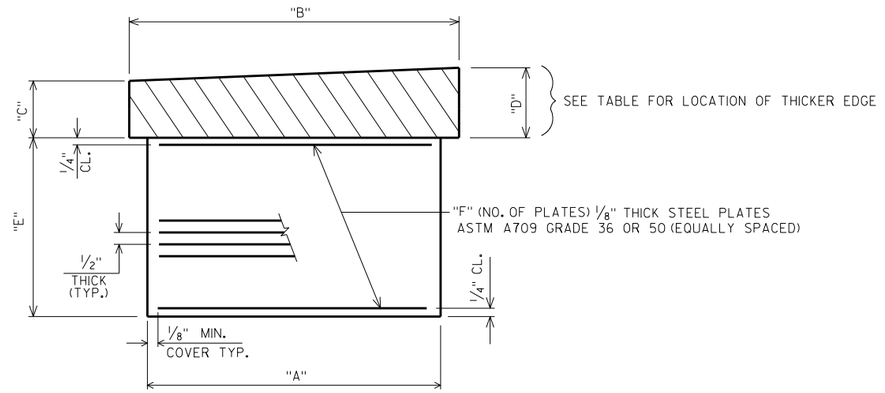
4075-28-71




END VIEW




PLAN VIEW




## SECTION THRU BEARING PAD ELASTOMERIC LAMINATED

(GIRDER AND STAINLESS STEEL ANCHOR PLATE NOT SHOWN FOR CLARITY)

| | NO. REQ'D. | "A" | "B" | "C" | "D" | "E" | "F" | THICKER EDGE LOCATION |
|---|---|---|---|---|---|---|---|---|
| PIER 2, SPAN 2 | 7 | 0'-10" | 1'-0" | 1 1/2" | 1 3/4" | 2 1/2" | 4 | DOWNSTATION (TOWARD MIDDLE OF GIRDER) |
| PIER 3, SPAN 3 | 7 | 1'-7" | 1'-9" | 1 1/2" | 2" | 6 1/4" | 10 | DOWNSTATION (TOWARD MIDDLE OF GIRDER) |
| PIER 3, SPAN 4 | 7 | 1'-7" | 1'-9" | 1 1/2" | 2" | 6 1/4" | 10 | DOWNSTATION (TOWARD END OF GIRDER) |
| PIER 6, SPAN 6 | 7 | 1'-7" | 1'-9" | 1 1/2" | 2" | 6 1/4" | 10 | DOWNSTATION (TOWARD MIDDLE OF GIRDER) |
| PIER 6, SPAN 7 | 7 | 1'-7" | 1'-9" | 1 1/2" | 2" | 6 1/4" | 10 | DOWNSTATION (TOWARD END OF GIRDER) |
| PIER 8, SPAN 8 | 7 | 1'-5" | 1'-7" | 1 1/2" | 2" | 5 5/8" | 9 | DOWNSTATION (TOWARD MIDDLE OF GIRDER) |
| PIER 8, SPAN 9 | 7 | 1'-5" | 1'-7" | 1 1/2" | 1 1/2" | 5 5/8" | 9 | ——— |
| PIER 9, SPAN 9 | 7 | 1'-0" | 1'-2" | 1 1/2" | 1 1/2" | 3 1/8" | 5 | ——— |
| PIER 9, SPAN 10 | 7 | 1'-0" | 1'-2" | 1 1/2" | 1 3/4" | 3 1/8" | 5 | UPSTATION (TOWARD MIDDLE OF GIRDER) |
| PIER 11, SPAN 11 | 7 | 1'-2" | 1'-4" | 1 1/2" | 2" | 4 3/8" | 7 | UPSTATION (TOWARD END OF GIRDER) |
| PIER 11, SPAN 12 | 7 | 1'-2" | 1'-4" | 1 1/2" | 2" | 4 3/8" | 7 | UPSTATION (TOWARD MIDDLE OF GIRDER) |

## BEARING NOTES

BEARINGS SHALL NOT BE PLACED AT A TEMPERATURE GREATER THAN 85° F.

ALL MATERIAL USED FOR BEARING PADS ELASTOMERIC LAMINATED SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "BEARING PADS ELASTOMERIC LAMINATED", EACH.

ALL STRUCTURAL STEEL BEARING PLATES SHALL BE FLAT ROLLED WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL

ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

8

8

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

LAMINATED ELASTOMERIC BEARINGS

SHEET 78

475

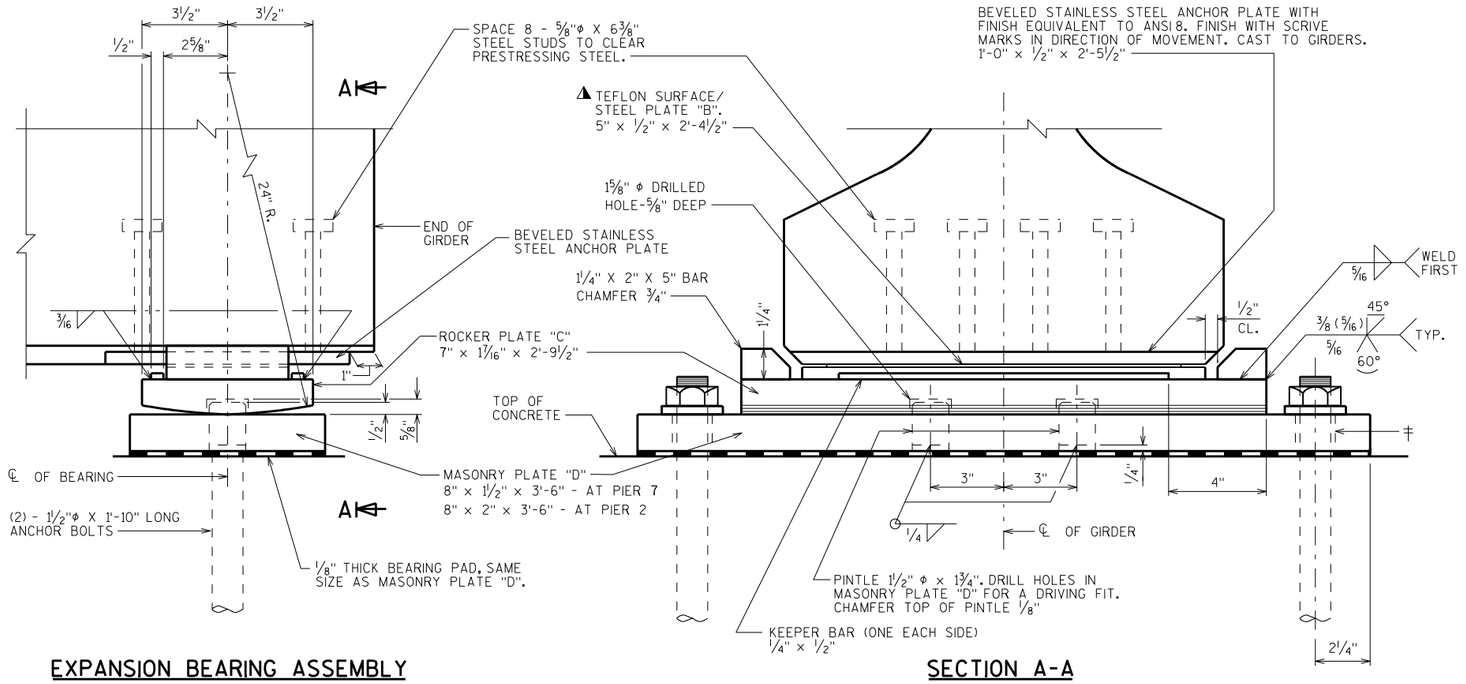
66-BEARINGS.DGN

SCALE = :4

BRELASPG

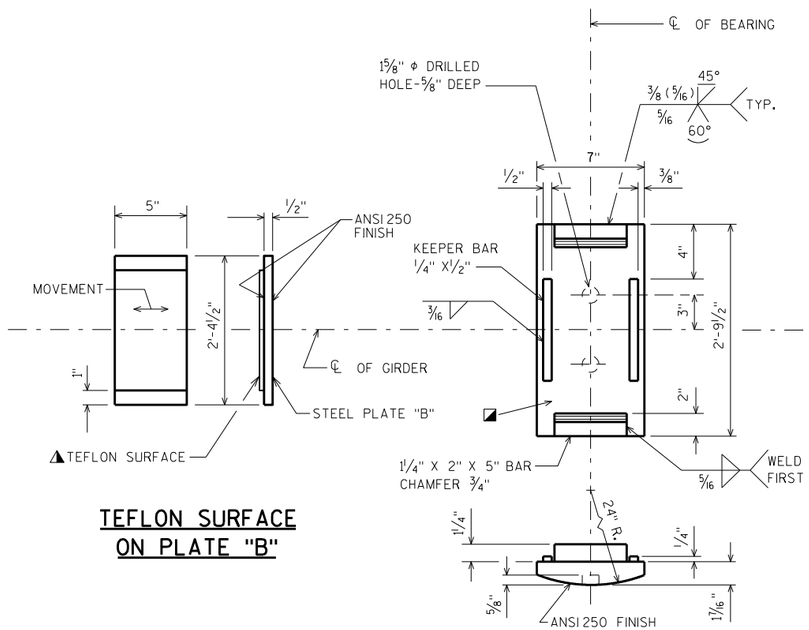
STATE PROJECT NUMBER

4075-28-71



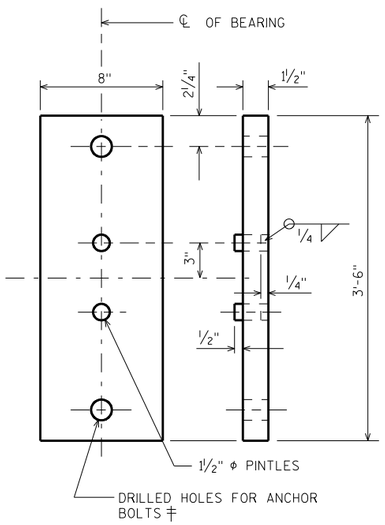

## EXPANSION BEARING ASSEMBLY

## SECTION A-A




## TEFLON SURFACE ON PLATE "B"

## ROCKER PLATE "C"




## MASONRY PLATE "D"

## EXPANSION BEARING

## BEARING NOTES

ALL BEARINGS ARE SYMMETRICAL ABOUT ℄ OF GIRDER AND ℄ OF BEARING.

ALL MATERIAL IN BEARINGS, BUT EXCLUDING STAINLESS STEEL PLATE, TEFLON SURFACE, PINTLES, ANCHOR BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A709 GRADE 50W.

STAINLESS STEEL PLATE SHALL CONFORM TO ASTM A240, TYPE 304.

STEEL PINTLES SHALL CONFORM TO ASTM A449 OR MATERIAL OF EQUIVALENT YIELD STRENGTH AND ELONGATION.

ANCHOR BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A709 GRADE 36, OR MATERIAL OF EQUIVALENT YIELD STRENGTH AND ELONGATION.

ALL STRUCTURAL STEEL BEARING PLATES SHALL BE FLAT ROLLED STEEL PLATES WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT, AND VERTICAL.

ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

ALL FINISHED SURFACES SHALL BE MACHINE FINISHED BY AN AUTOMATIC PROCESS.

ANCHOR BOLTS SHALL BE THREADED 3". PROVIDE ONE STANDARD WROUGHT WASHER AND ONE HEX NUT PER BOLT. PROJECT ANCHOR BOLTS, MASONRY PLATE "D" THICKNESS + 2¼", ABOVE TOP OF CONCRETE.

CHAMFER ANCHOR BOLTS PRIOR TO THREADING.

MASONRY PLATE "D", ROCKER PLATE "C", ANCHOR BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153, CLASS "C". STEEL PLATE "B" SHALL BE SHOP PAINTED. DO NOT PAINT TEFLON SURFACE.

ALL MATERIAL IN "STEEL ROCKER PLATE BEARINGS", INCLUDING BEARING PADS, SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "BEARING ASSEMBLIES EXPANSION B-5-381", EACH.

‡ DRILLED HOLES FOR ANCHOR BOLTS IN MASONRY PLATE "D" SHALL HAVE A DIAMETER ⅜" LARGER THAN ANCHOR BOLT.

◭ TEFLON SURFACE. USE UNFILLED WITH MINIMUM 1/16" THICKNESS. PLACE WITH SCRIVE MARKS IN DIRECTION OF MOVEMENT. BOND STEEL PLATE "B" AND TEFLON WITH ADHESIVE MATERIAL MEETING FEDERAL SPECIFICATION MMM-A-134, FEP FILM OR EQUAL.

◪ PROVIDE A METHOD FOR HANDLING ROCKER PLATE "C" DURING GALVANIZING.

AT INSTALLATION, ENSURE STAINLESS STEEL SLIDING FACE OF THE UPPER ELEMENT AND THE TFE SLIDING FACE OF THE LOWER ELEMENT HAVE THE SURFACE FINISH SPECIFIED AND ARE CLEAN AND FREE OF ALL DUST, MOISTURE, AND OTHER FOREIGN MATTER.

7 BEARINGS REQUIRED AT PIER 2

14 BEARINGS REQUIRED AT PIER 7

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

STEEL ROCKER PLATE BEARINGS

SHEET 79

476

BRGPCG 7-10

8

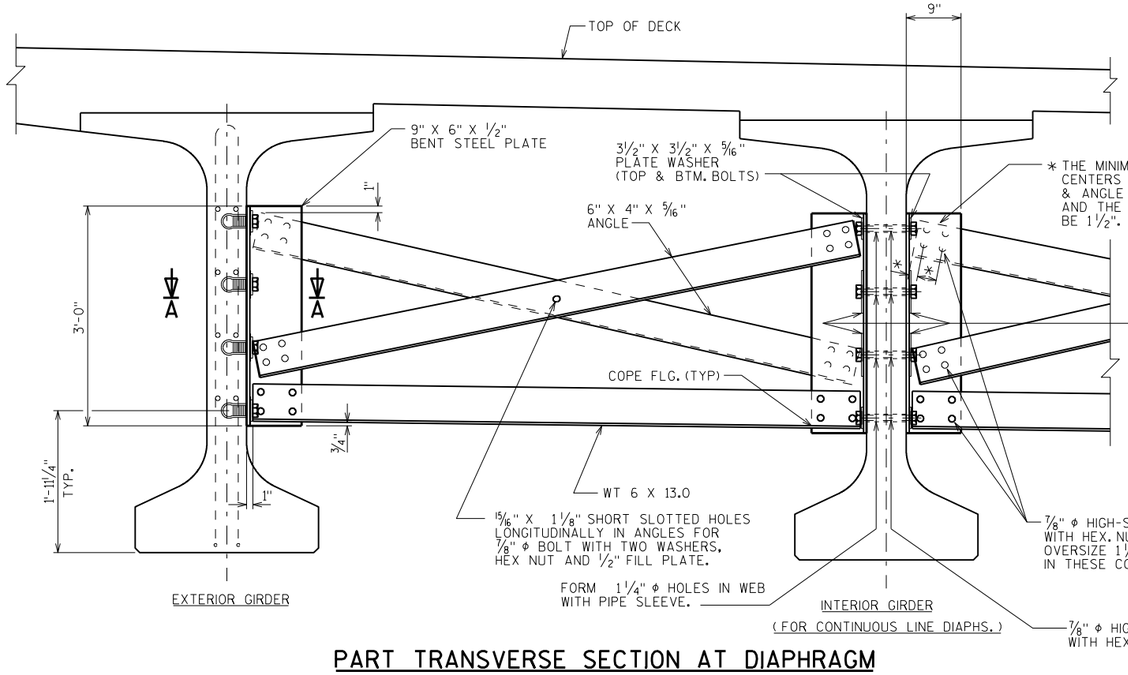
8

1 2 3 4 5 9

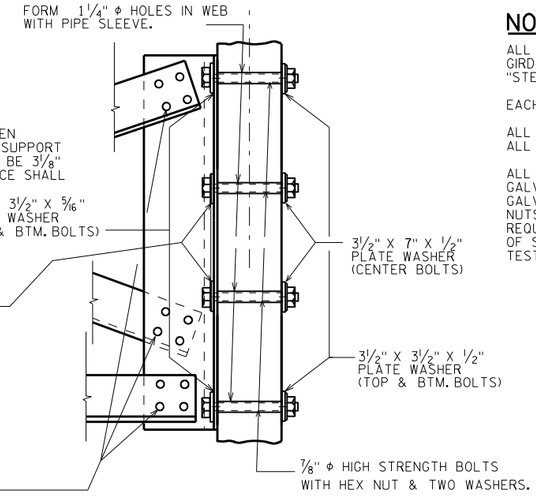
SCALE =

STATE PROJECT NUMBER

4075-28-71




## PART TRANSVERSE SECTION AT DIAPHRAGM




## SECTION AT INTERIOR GIRDERS (FOR STAGGERED DIAPHRAGMS)

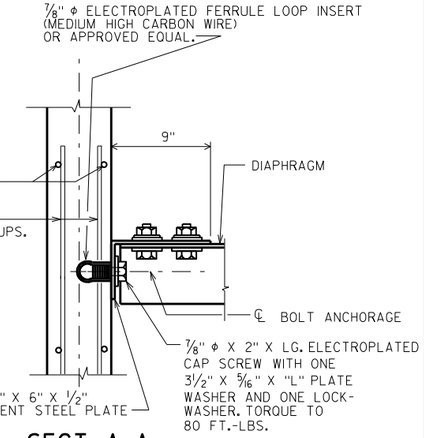
## NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-5-381", 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.

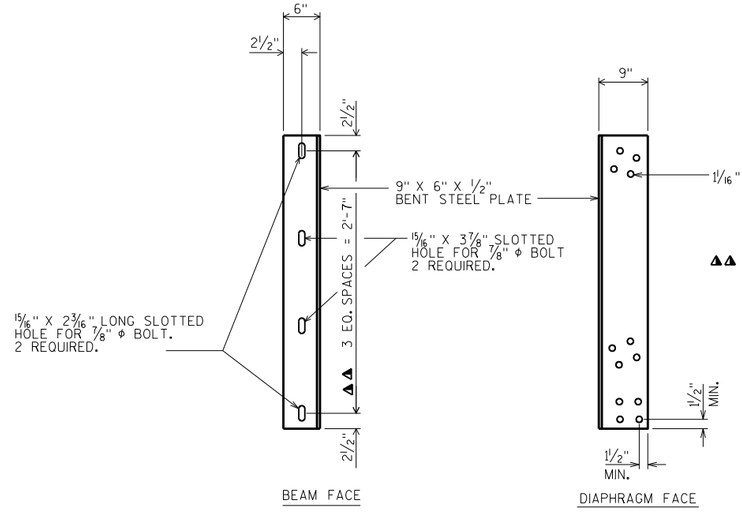
ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY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




## SECT. A-A

(FOR EXTERIOR ATTACHMENT)

"L" = 3 1/2"; TOP AND BOTTOM BOLTS
"L" = 7"; CENTER BOLTS




▲▲ BOLT HOLES SHALL BE SPACED SO AS TO MISS PRESTRESSED STRANDS IN CONCRETE BEAMS.

## DIAPHRAGM SUPPORT

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

STEEL DIAPHRAGM

SHEET 80

477

8

8

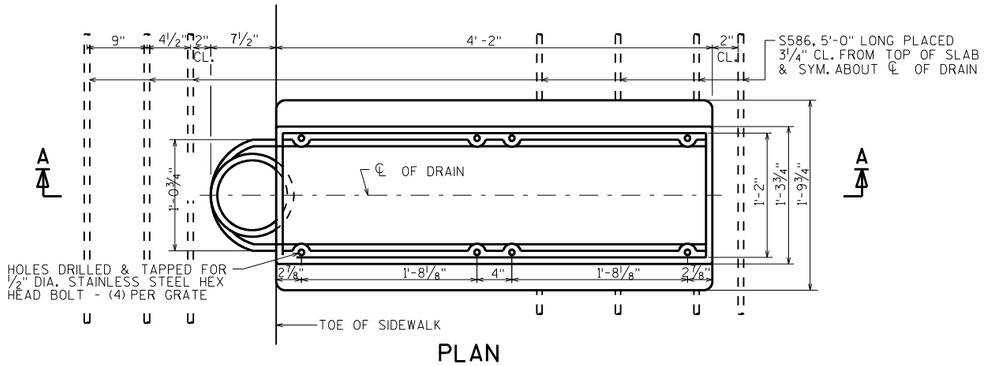
1 2 4

SCALE =

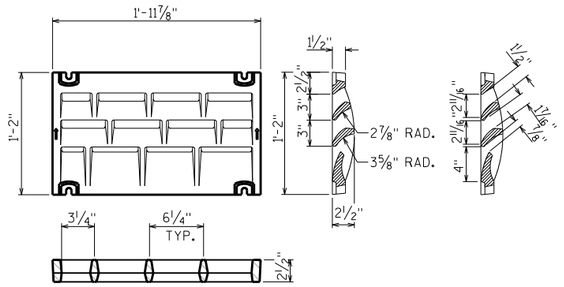
7-13
GSTDIA70

STATE PROJECT NUMBER

4075-28-71




PLAN




GRATE CASTING DETAILS

ATTACH GRATES TO FRAME FOR SHIPMENT

## GENERAL NOTES

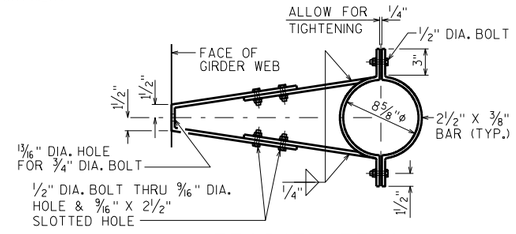
ALL MATERIAL FOR TYPE "WF" CASTING AND 8" DIA. CONNECTION PIPE, EXCLUDING GRATE HOLD DOWN SCREWS, SHALL BE GRAY IRON CONFORMING TO ASTM A48, CLASS 30.

MATERIAL FOR BRACKETS SHALL CONFORM TO ASTM A36.

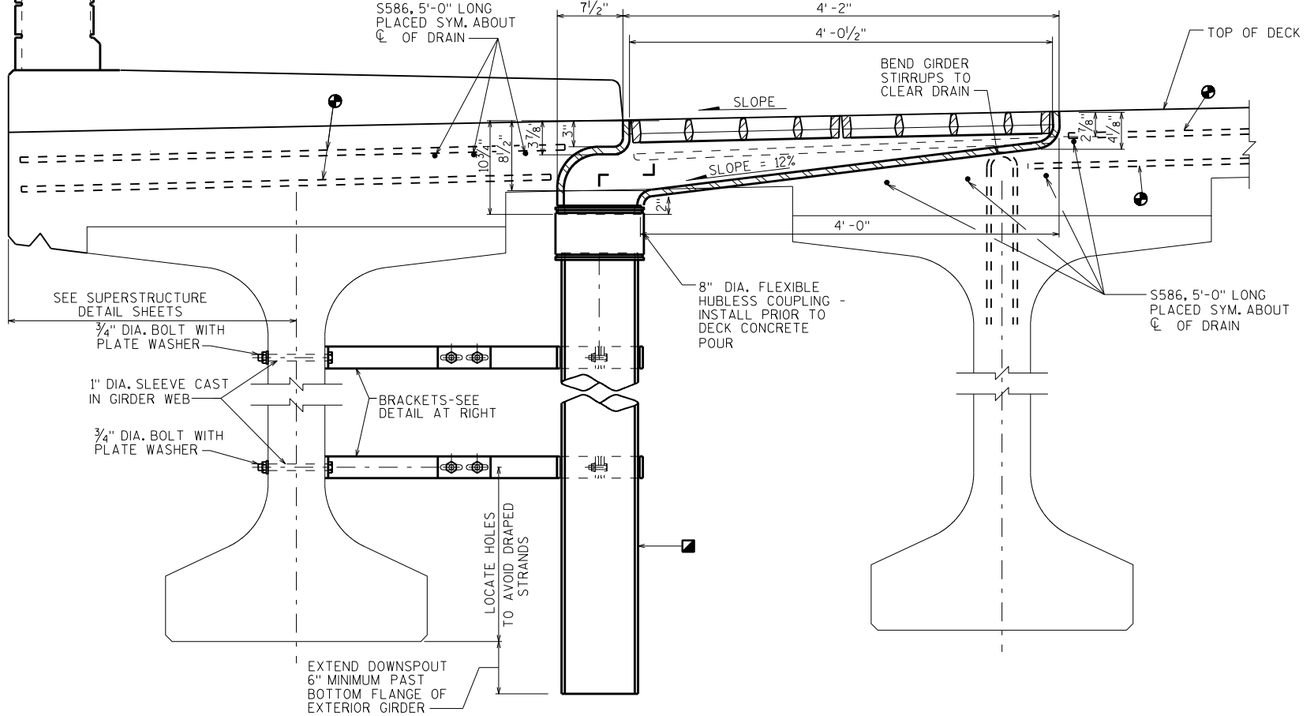
THE CONTRACTOR MAY PROPOSE AN ALTERNATE TYPE OF BRACKET. THE PROPOSED ALTERNATE DETAILS SHALL BE SUBMITTED AND SUBJECT TO THE APPROVAL OF THE ENGINEER.

◪ 8" DIA. DOWNSPOUTS SHALL BE REINFORCED THERMOSETTING RESIN PIPE CONFORMING TO SECTION 514 OF THE STANDARD SPECIFICATIONS.

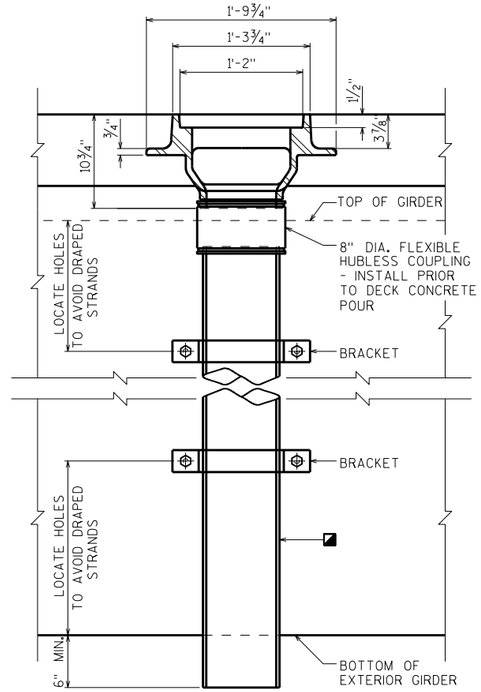
◔ TRANSVERSE & LONGITUDINAL SLAB BAR REINFORCEMENT TO BE CUT A MAXIMUM OF 1" CLEAR FROM DRAIN FRAME. DISPLACE BARS WHERE POSSIBLE. ADDITIONAL LONGITUDINAL STEEL REQ'D. AT DRAINS AS SHOWN IN DECK PLAN.




BRACKET DETAIL




SECTION A-A




SECTION B-B

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

FLOOR DRAIN TYPE "WF"

SHEET 81

478

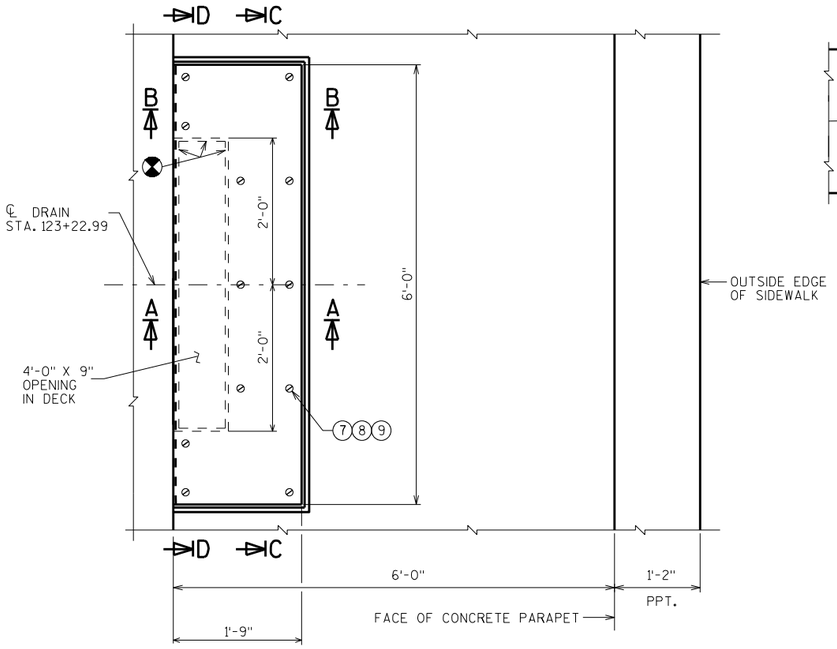
8

8

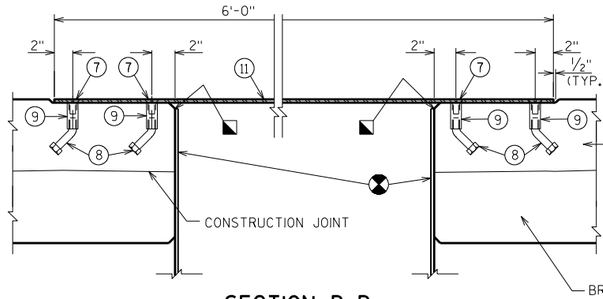
SCALE =

STATE PROJECT NUMBER

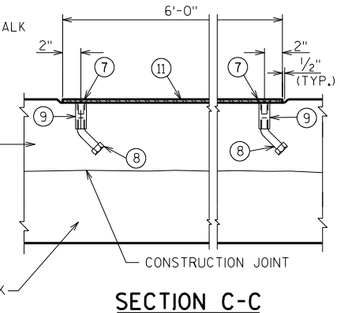
4075-28-71



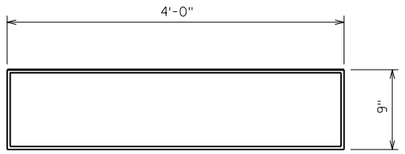

PLAN AT SIDEWALK



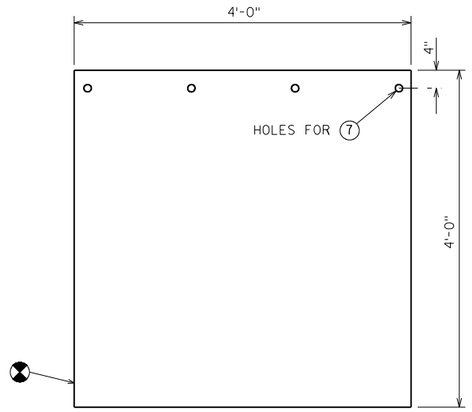

SECTION D-D



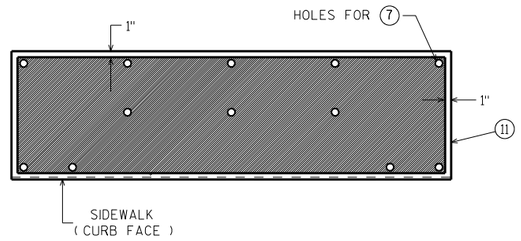

SECTION C-C




PLAN OF OPEN DRAIN DRIP PLATE



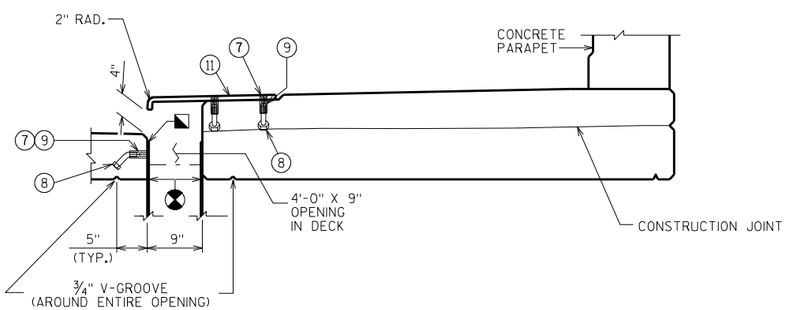

ELEVATION OF OPEN DRAIN DRIP PLATE



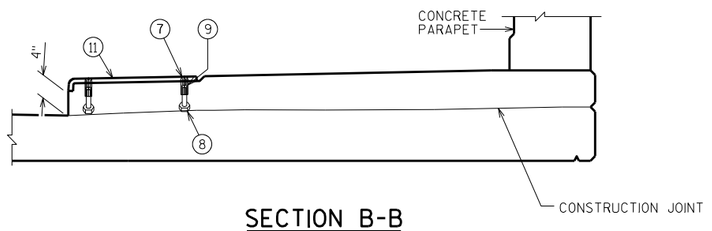

PLAN OF OPEN DRAIN COVER PLATE
WITH SLIP-RESISTANT SURFACE

PLACE SLIP-RESISTANT SURFACE ON TOP WALKING SURFACE IN SHADED AREA ONLY (NOT ON CURB FACE).

| APPROVED SLIP-RESISTANT APPLIED SURFACES FOR STEEL PLATES | | |
|---|---|---|
| PRODUCT | MANUFACTURER | CONTACT AT |
| SLIPNOT GRADE 2, STEEL | W. S. MOLNAR COMPANY | 1-800-SLIPNOT |
| ALGRIP, STEEL | ROSS TECHNOLOGY CORP. | 1-800-345-8170 |




SECTION A-A




SECTION B-B

## LEGEND

(7) 3/4"ϕ X 1 1/2" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.

(8) 3/4"ϕ X 4" GALVANIZED HEX HEAD BOLT. BEND 45°.

(9) 3/4"ϕ X 2 1/4" GALVANIZED THREADED COUPLING.

(11) SIDEWALK COVER PLATE 3/8" X 6'-0" X LIMITS SHOWN. BEND DOWN FACE OF SIDEWALK WITH HOLES FOR NO. 7. GALVANIZE PLATE AFTER SLIP-RESISTANT SURFACE IS APPLIED.

OPEN DRAIN DRIP PLATE. FABRICATE FROM A NON-CORROSIVE MATERIAL AS INDICATED IN THE BRIDGE SPECIAL PROVISIONS.

SEAL JOINT BETWEEN DRIP PLATE AND CONCRETE WITH SILICONE CAULK.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

OPEN DRAIN & COVER PLATE DETAILS

SHEET 82

479

JTSS_RAISSDWK

SCALE =

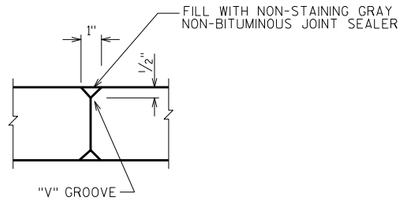
STATE PROJECT NUMBER

4075-28-71

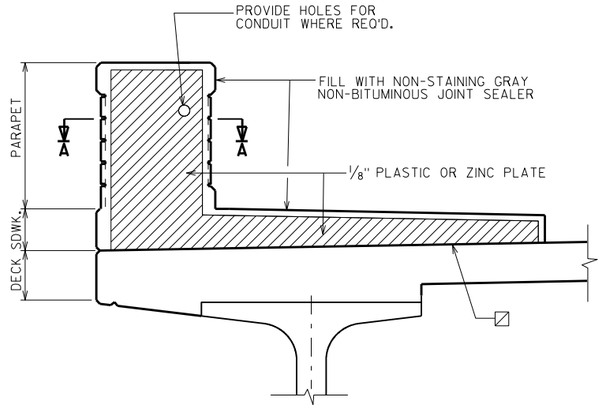
## NOTES:

WHEN PARAPETS ARE POURED CONTINUOUSLY FROM END TO END, THEY SHALL BE SEPARATED AT THE DEFLECTION JOINTS BY A PIECE OF 1/8" ZINC OR PLASTIC PLATE CUT AS SHOWN IN SECTIONS ON THIS SHEET BY SHADED AREA. IF CONSTRUCTION JOINTS IN PARAPETS ARE USED AT THE DEFLECTION JOINTS, ONE SIDE OF JOINT SHALL BE COATED WITH AN APPROVED LIQUID BOND BREAKER AND PLATE SEPARATORS MAY BE OMITTED.

☒ HORIZ. CONST. JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.

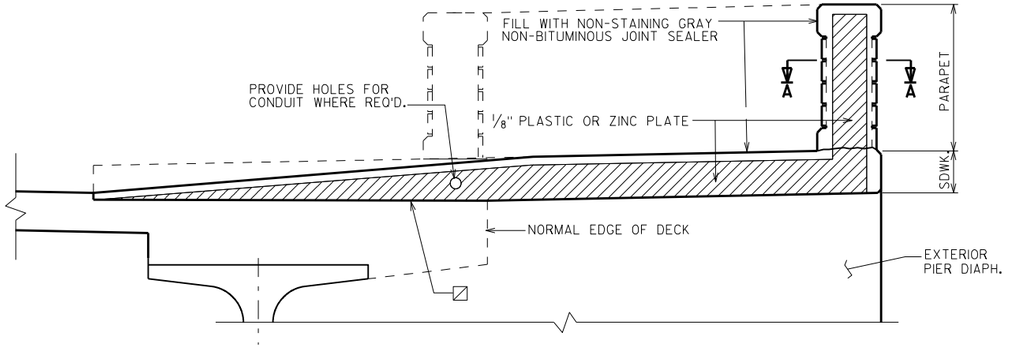



SECTION A-A



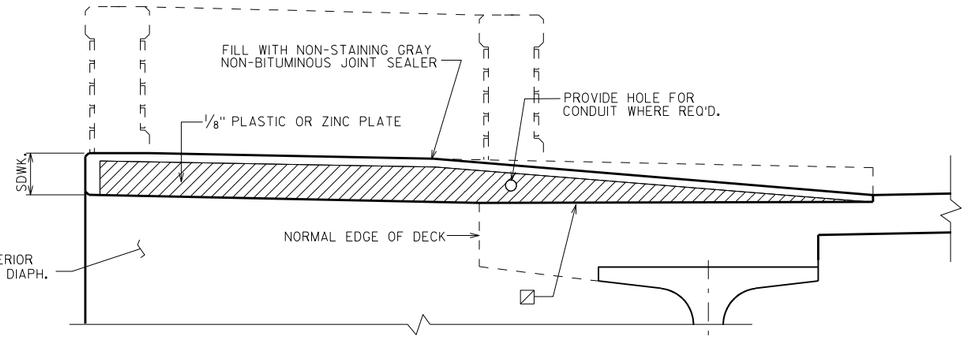

SECTION THRU SIDEWALK AT SPAN 8

(SHOWING DEFLECTION JOINT IN PARAPET AND SIDEWALK)
(FOR LOCATIONS, SEE SHEETS 57)



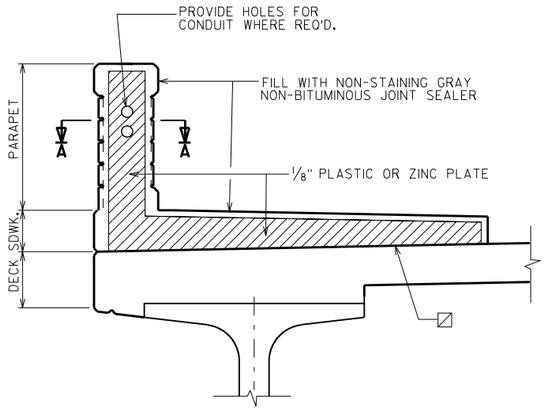

SECTION THRU SDWK. AT S. PEDESTRIAN ACCESS- PIER 10

(SHOWING DEFLECTION JOINT IN PED. ACCESS/SIDEWALK)
(FOR LOCATION, SEE SHEET 58)



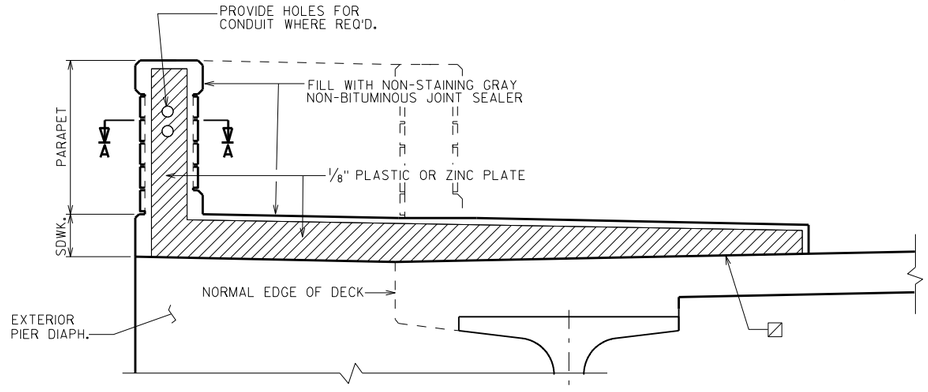

SECTION THRU SDWK. AT N. PEDESTRIAN ACCESS- PIER 10

(SHOWING DEFLECTION JOINT IN PED. ACCESS/SIDEWALK)
(FOR LOCATION, SEE SHEET 58)




SECTION THRU SIDEWALK

(SHOWING DEFLECTION JOINT IN PARAPET AND SIDEWALK)
(FOR LOCATIONS, SEE SHEETS 54 THRU 57 & 59)




SECTION THRU SDWK./LOOKOUTS

(SHOWING DEFLECTION JOINT IN PARAPET AND SIDEWALK/LOOKOUT)
(FOR LOCATIONS, SEE SHEETS 55, 56 & 59)

8

8

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

DEFLECTION JOINT DETAILS

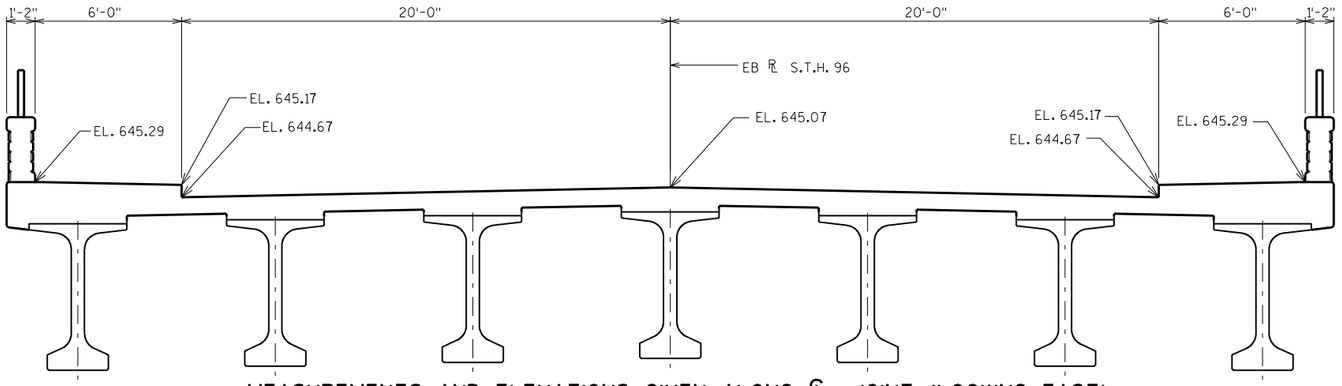
SHEET 83

480

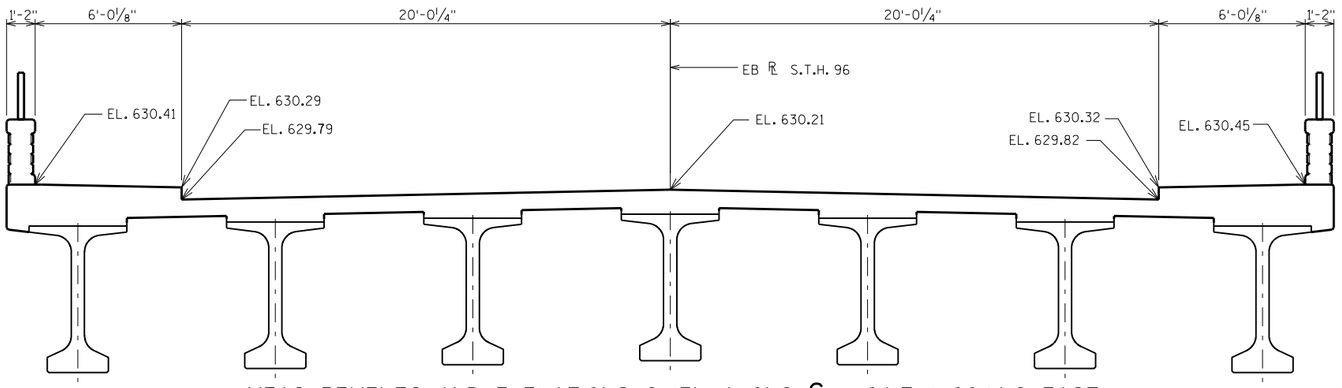
SCALE =

STATE PROJECT NUMBER

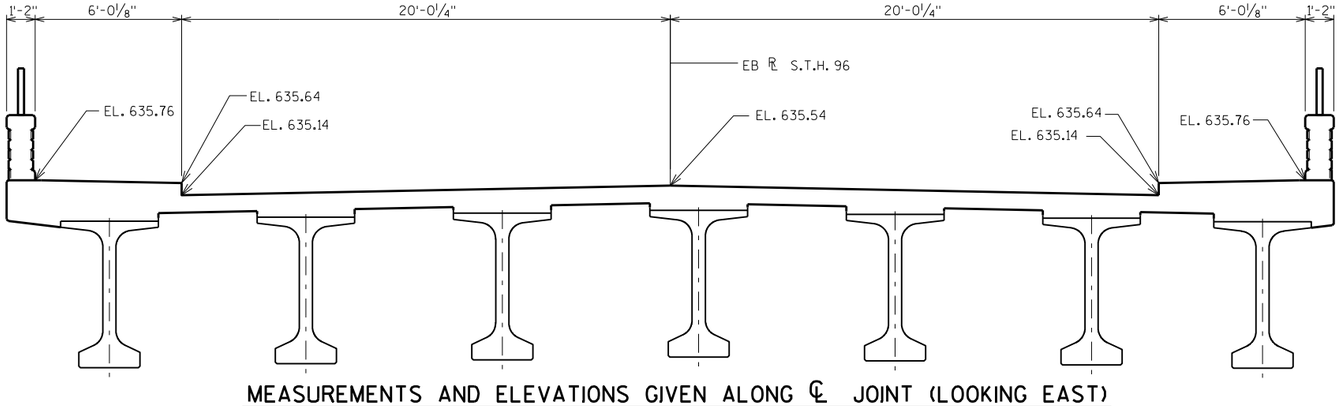
4075-28-71



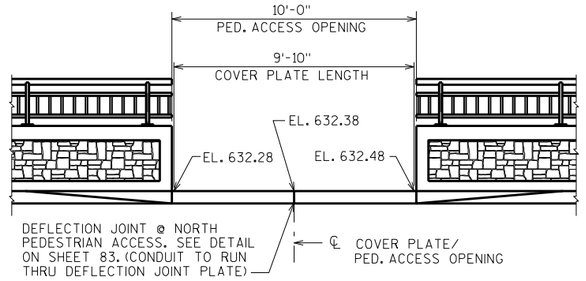

MEASUREMENTS AND ELEVATIONS GIVEN ALONG ℄ JOINT (LOOKING EAST)
(PIER 2 MODULAR JOINT)




MEASUREMENTS AND ELEVATIONS GIVEN ALONG ℄ JOINT (LOOKING EAST)
(PIER 7 MODULAR JOINT)




MEASUREMENTS AND ELEVATIONS GIVEN ALONG ℄ JOINT (LOOKING EAST)
(PIER 11 STRIP SEAL JOINT)




MEASUREMENTS AND ELEVATIONS
GIVEN ALONG ℄ JOINT (LOOKING NORTH)
(PIER 10- NORTH PEDESTRIAN ACCESS)

(NO STRIP SEAL REQUIRED. ONLY COVER PLATE REQ'D.)

8

8

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

DECK JOINT DIMENSIONS & ELEVATIONS

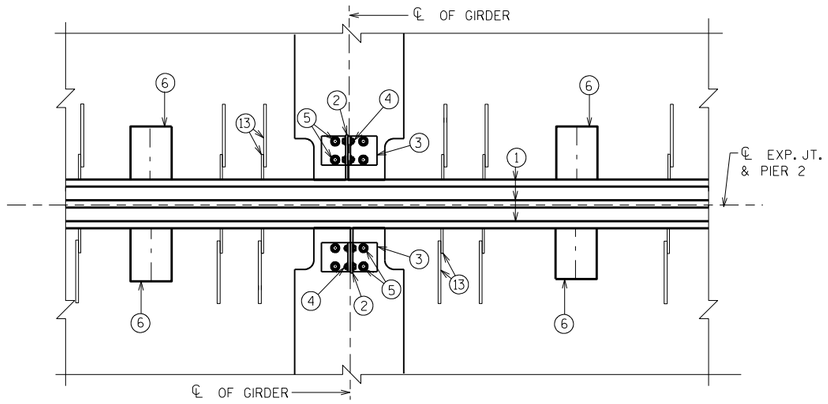
SHEET 84

481

SCALE =

STATE PROJECT NUMBER

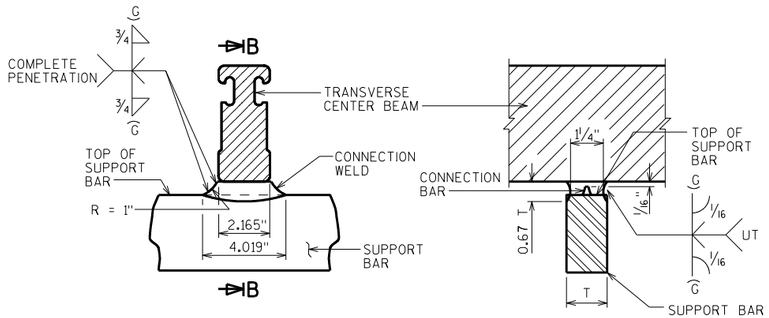
4075-28-71




## PART PLAN

NOTE:
FABRICATOR WILL DESIGN EACH JOINT DEPENDING ON THE CONDITIONS AND THE DESIGN CRITERIA USED BY THE SUPPLIER. FABRICATION DRAWING IS SUBJECT TO THE APPROVAL OF THE BUREAU OF STRUCTURES.

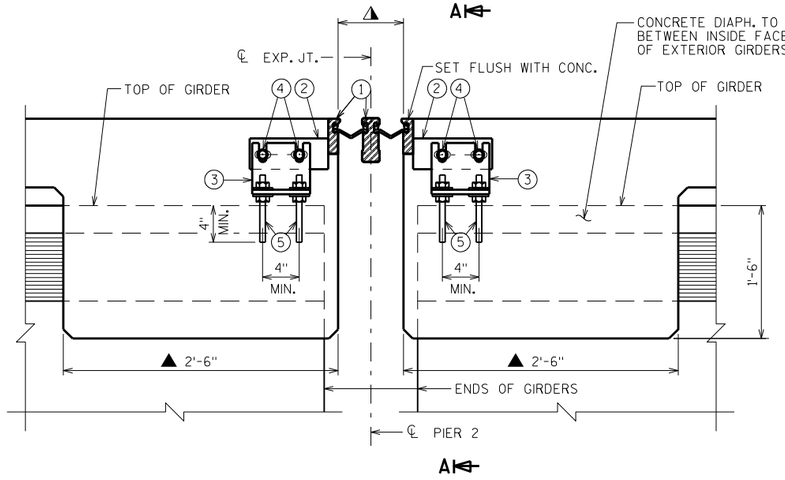
SUPPORT BOXES ARE SHOWN FOR GENERAL INFORMATION AND LOCATION MAY VARY ACCORDING TO FABRICATOR DESIGN. SPACE SUPPORT BOXES TO MISS GIRDER TOP FLANGES WHEN POSSIBLE, BUT NOT TO EXCEED MAXIMUM SPACING PER SPECIAL PROVISIONS.




## MODULAR EXPANSION JOINT CONNECTION DETAIL AND WELD SPECIFICATION




## SECTION B-B




## SECTION THRU JOINT @ PIER 2

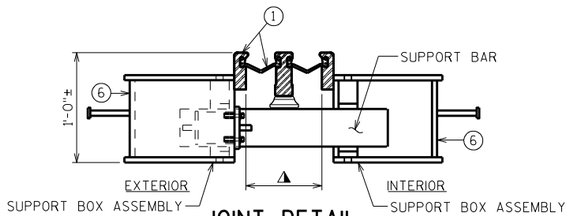
NORMAL TO ℄ SUBSTRUCTURE

## LEGEND

1. MODULAR EXPANSION JOINT DEVICE, 2 CELLS.
2. 1/2" PLATE, ONE PER GIRDER MIN. PROVIDE 2 - 1" X 2" MIN. SLOTTED HOLES PLACED HORIZONTALLY FOR NO. 4.
3. WT 6 X 29 (OR EQUIVALENT BUILT UP T-SECTION). ONE PER GIRDER. PROVIDE 2 - 1" X 3" MIN. SLOTTED HOLES PLACED VERTICALLY IN WEB OF WT FOR BOLTS NO. 4.
4. 3/4" Φ HIGH STRENGTH BOLTS WITH NUTS & WASHERS. (A325 GALV.)
5. 3/4" Φ THREADED ROD WITH 2 NUTS & WASHERS. GROUT THREADED ROD INTO FIELD DRILLED HOLES. (GALV.)
6. SUPPORT BOX ASSEMBLY FOR SUPPORT BAR (SPA. PER MANUFACTURER). FABRICATE BOX FROM 1/2" PLATES.
7. 3/8" BULKHEAD PLATE. WELD TO NO. 1, NO. 8 AND NO. 14. WHEN CONDUIT IS PRESENT IN PARAPET OR SIDEWALK, ACCOMMODATE FOR BY PROVIDING OPENING IN NO. 7.
8. INSIDE PLATE. FABRICATE FROM 3/8" PLATE.
9. OUTSIDE PLATE. FABRICATE FROM 5/8" PLATE.
10. 7/8" SQUARE BAR. WELD TO NO. 8 AS SHOWN.
11. 3/4" Φ X 4" LONG STUDS. WELD TO NO. 8 , NO. 7 & NO. 14 AS SHOWN.
12. 3/4" Φ X 2" STAINLESS STEEL FLAT CTSK. SLOTTED HEAD CAP SCREWS WITH ANTI-SEIZE LUBRICANT. RECESS 1/16" BELOW PLATE SURFACE.
13. 1/2" PLATE WITH 5/8" Φ LOOP ANCHOR FABRICATED AS SHOWN. SPACED AT MANUFACTURER'S SPEC.
14. INSIDE PLATE. FABRICATE FROM 5/8" PLATE
15. ADIPRENE BUTTON. SEE DETAIL. SET IN OUTSIDE PLATE.

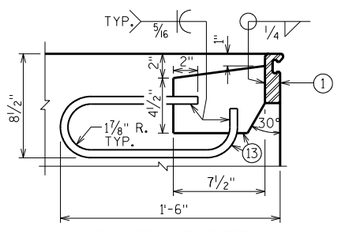
⚠ MANUFACTURER'S RECOMMENDED JOINT OPENING BASED ON THE TEMPERATURE ON THE DAY OF PLACEMENT PER TEMPERATURE TABLE. THE MODULAR EXPANSION DEVICE SHALL HAVE THE NUMBER OF CELLS AS INDICATED IN ①.

▲ JOINT MANUFACTURER SHALL INFORM AND PROVIDE NECESSARY DETAILS TO THE PRESTRESSED GIRDER FABRICATOR, WHEN FORM-OUT OF THE TOP FLANGE IS REQ'D. TO ALLOW PLACEMENT OF SUPPORT BOX ASSEMBLY.



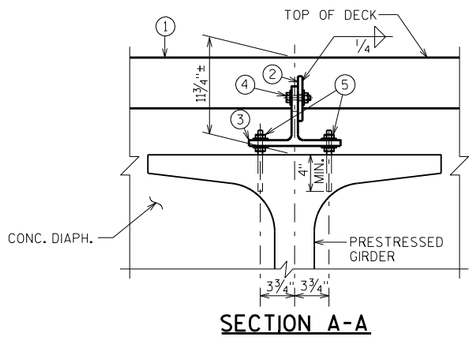

## JOINT DETAIL

AT SUPPORT BAR & SUPPORT BOX ASSEMBLY




## ANCHORAGE DETAIL

PLACE ADJACENT TO SUPPORT BOXES IN DECK @ CONC. DIAPH.




## SECTION A-A

## GENERAL NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS. DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE GLAND.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST & SWEEP.

NO EXPANSION JOINT PROTRUSIONS PERMITTED ABOVE ROADWAY SURFACE, ON PARAPET ROADWAY FACE OR ABOVE SIDEWALK SURFACE (FOR RAISED SIDEWALK).

THE EXPANSION JOINT SEALS SHALL BE PLACED, BONDED & SEALED AS RECOMMENDED BY THE MANUFACTURER. FORM WORK SHALL BE PLACED BETWEEN THE SUPPORT BOXES TO PREVENT CONCRETE INTRUSION INTO THE SUPPORT BOX. A TECHNICAL REPRESENTATIVE OF THE MANUFACTURER SHALL BE PRESENT DURING INSTALLATION. PRIOR TO SETTING THE JOINT ASSEMBLY INTO POSITION, THE PROJECT ENGINEER SHALL DETERMINE THE PROPER JOINT OPENING.

EXPANSION JOINT EXTRUSIONS SHALL BE FABRICATED TO CONFORM TO ROADWAY CROWN & GRADE. FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN & SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST BARS, PLATES, WT-SECTION, ANCHORAGE LOOP, & EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERICAL BLAST CLEANING". AFTER BLAST CLEANING, THIS ASSEMBLY SHALL BE HOT DIPPED GALVANIZED. SLIP-RESISTANT SURFACE IS APPLIED TO SIDEWALK COVER PLATES BY THE MANUFACTURER AND THEN HOT DIPPED GALVANIZED TO THEIR RECOMMENDATIONS TO MAINTAIN THE INTEGRITY OF THIS SURFACE.

COST OF FURNISHING & PLACING OF THE EXPANSION JOINTS COMPLETE WITH PARAPET PLATES & SIDEWALK PLATES SHALL BE PAID FOR UNDER THE PRICE BID FOR "EXPANSION DEVICE MODULAR B-5-381".

BAR STEEL REINF. IN DECK AND CONC. DIAPHRAGM SHALL BE RESPACED AS NECESSARY TO ALLOW PLACEMENT OF JOINT ASSEMBLY. TOP TRANSVERSE BARS, ADJACENT TO MOD. JT., TO BE CUT AND PLACED BETWEEN JT. SUPPORT SYSTEM.

## TEMP. TABLE

TEMPERATURE TABLE FOR SETTING JOINT OPENINGS TO BE DETERMINED BY JOINT MANUFACTURER WITH THE FOLLOWING DESIGN DATA:

1. 3/8" IN. OF MOVEMENT PER 10° F
2. MEDIAN TEMPERATURE OF 45° F
3. TEMP. RANGE IN TABLE FROM (5°F) TO (85°F)
4. ADJUST INITIAL JOINT OPENINGS BY A REDUCTION OF 1 3/4" IN., WHICH ACCOUNTS FOR SHRINKAGE (CREEP) OF THE SUPERSTRUCTURE OVER TIME , TO PRODUCE FINAL JOINT OPENINGS FOR TABLE.

A TABLE OF JOINT OPENINGS BASED ON ABOVE DATA SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

MODULAR JOINT AT PIER 2

SHEET 85

482

8

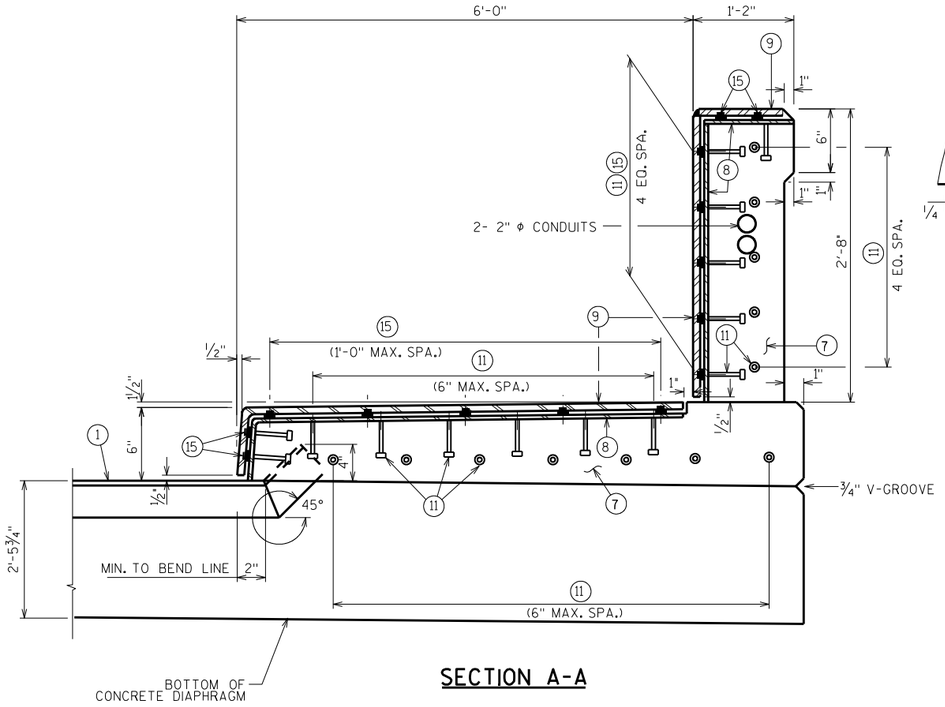
8

SCALE =

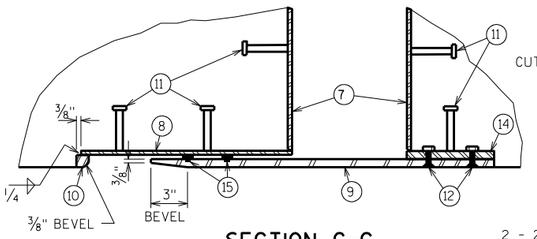
JTMODDETAILS
7-10

STATE PROJECT NUMBER

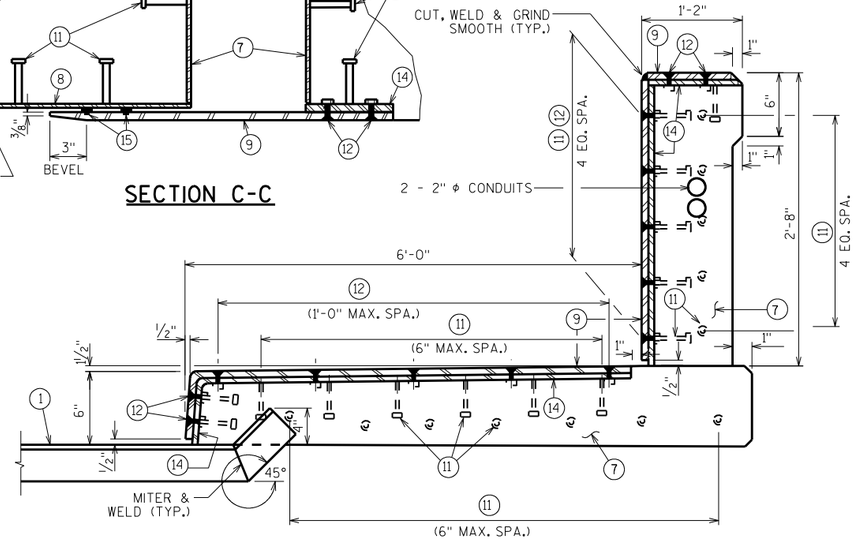
4075-28-71



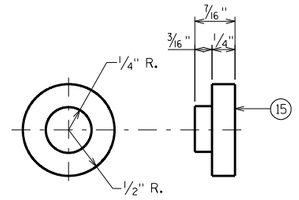

SECTION A-A



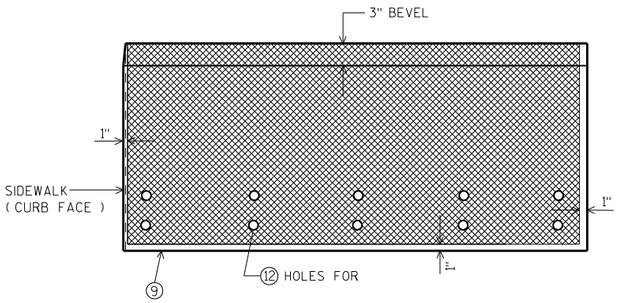

SECTION C-C



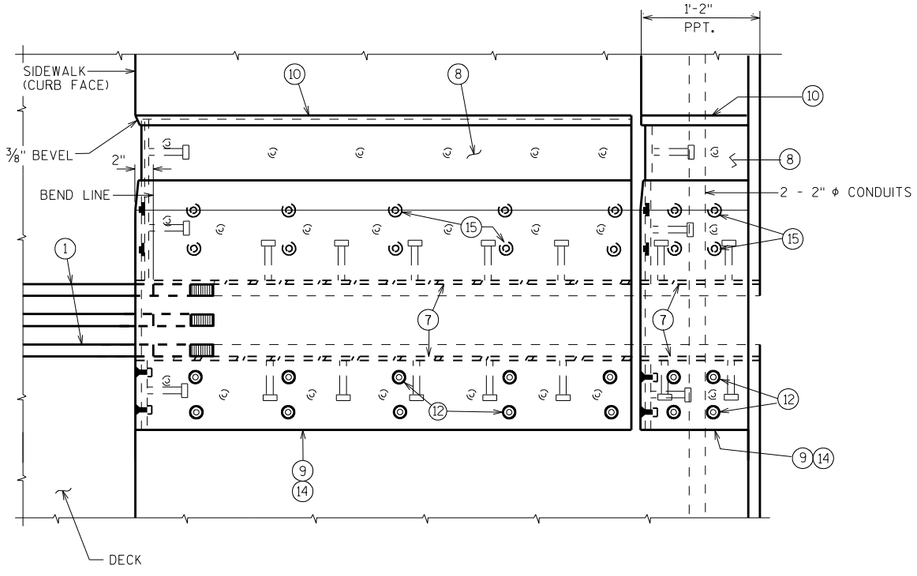

SECTION B-B



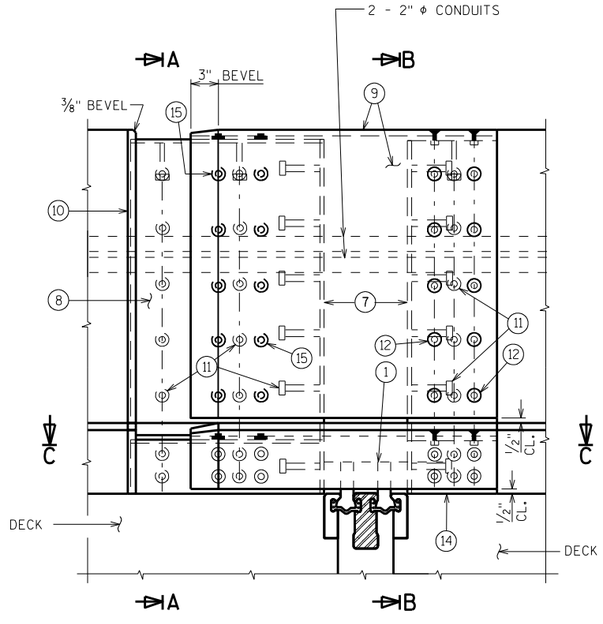

ADIPRENE BUTTON DETAIL




PLAN OF SIDEWALK COVER PLATE WITH SLIP-RESISTANT SURFACE ◥




PLAN OF SIDEWALK W/ PARAPET




ELEVATION OF SIDEWALK W/ PARAPET

DIRECTION OF TRAFFIC

| APPROVED SLIP-RESISTANT APPLIED SURFACES FOR STEEL PLATES | | |
|---|---|---|
| PRODUCT | MANUFACTURER | CONTACT AT |
| SLIPNOT GRADE 2, STEEL | W. S. MOLNAR COMPANY | 1-800-SLIPNOT |
| ALGRIP, STEEL | ROSS TECHNOLOGY CORP. | 1-800-345-8170 |

◥ PLACE SLIP-RESISTANT SURFACE ON TOP WALKING SURFACE IN SHADED AREA ONLY (NOT ON CURB FACE). GALVANIZE PLATE AFTER SLIP-RESISTANT SURFACE IS APPLIED.

SEE SHEET 85 FOR LEGEND.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

PIER 2
SOUTH SIDE
COVER PLATES

SHEET 86

483

JTMODCVR1
7-11

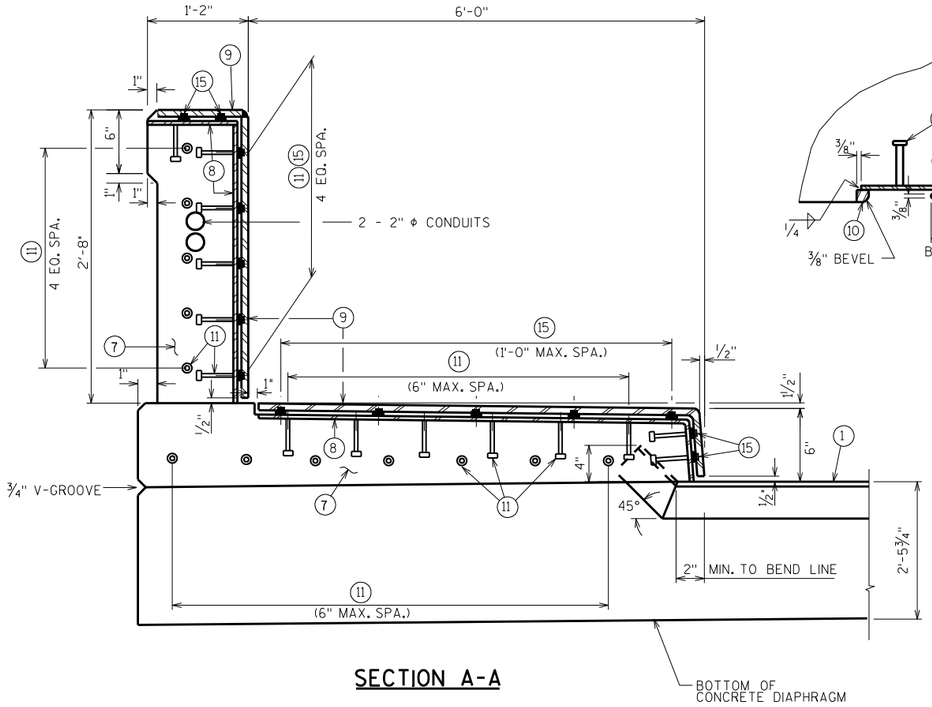
SCALE =

8

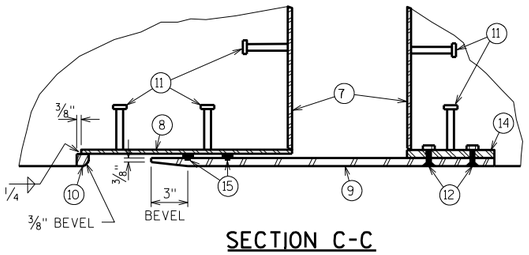
8

STATE PROJECT NUMBER

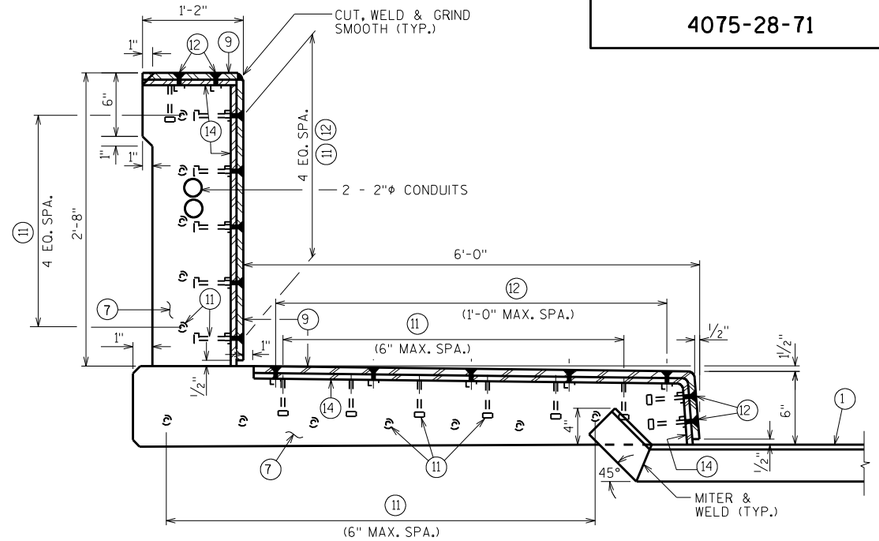
4075-28-71



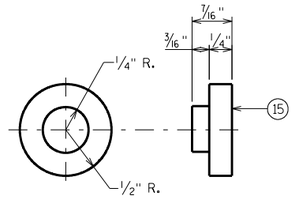

SECTION A-A



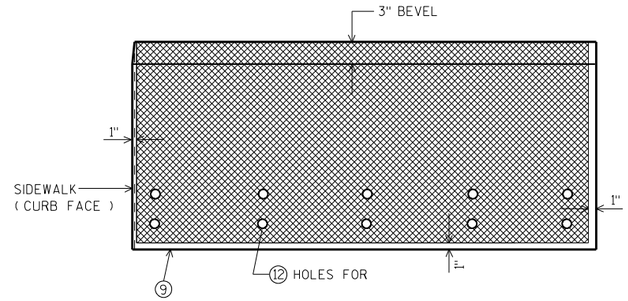

SECTION C-C




SECTION B-B




ADIPRENE BUTTON DETAIL

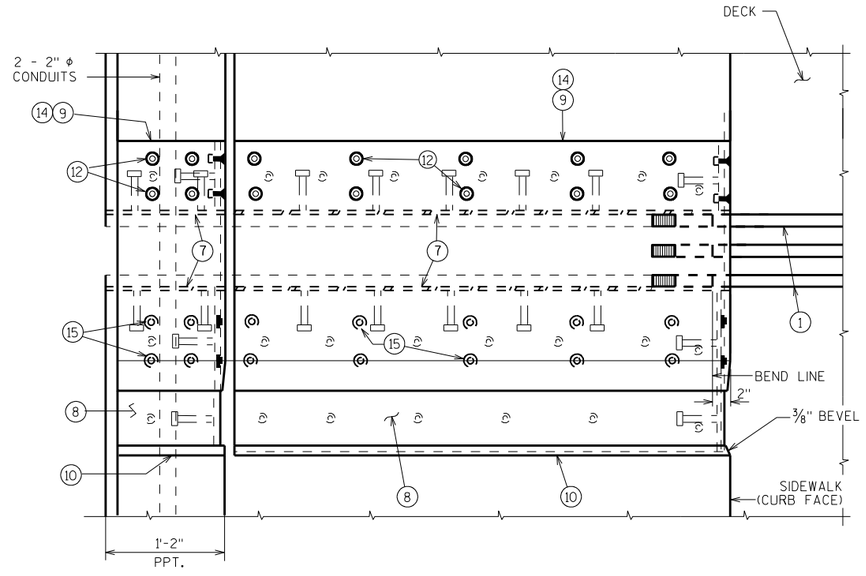



PLAN OF SIDEWALK COVER PLATE WITH SLIP-RESISTANT SURFACE ◥

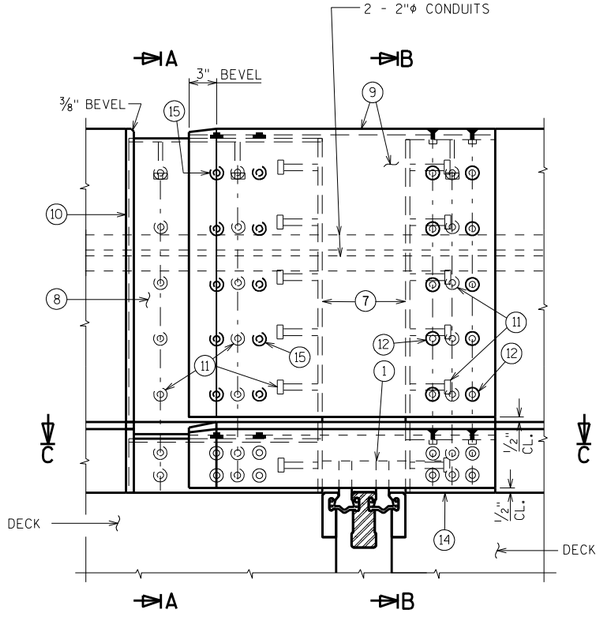
| APPROVED SLIP-RESISTANT APPLIED SURFACES FOR STEEL PLATES | | |
|---|---|---|
| PRODUCT | MANUFACTURER | CONTACT AT |
| SLIPNOT GRADE 2, STEEL | W. S. MOLNAR COMPANY | 1-800-SLIPNOT |
| ALGRIP, STEEL | ROSS TECHNOLOGY CORP. | 1-800-345-8170 |

◥ PLACE SLIP-RESISTANT SURFACE ON TOP WALKING SURFACE IN SHADED AREA ONLY (NOT ON CURB FACE). GALVANIZE PLATE AFTER SLIP-RESISTANT SURFACE IS APPLIED.

SEE SHEET 85 FOR LEGEND.




PLAN OF SIDEWALK W/ PARAPET




ELEVATION OF SIDEWALK W/ PARAPET

DIRECTION OF TRAFFIC

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

PIER 2
NORTH SIDE
COVER PLATES

SHEET 87

484

8

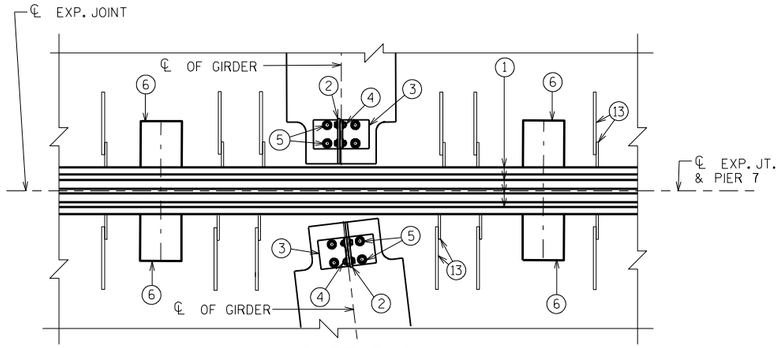
8

SCALE =

JTMODCVR1
7-11

STATE PROJECT NUMBER

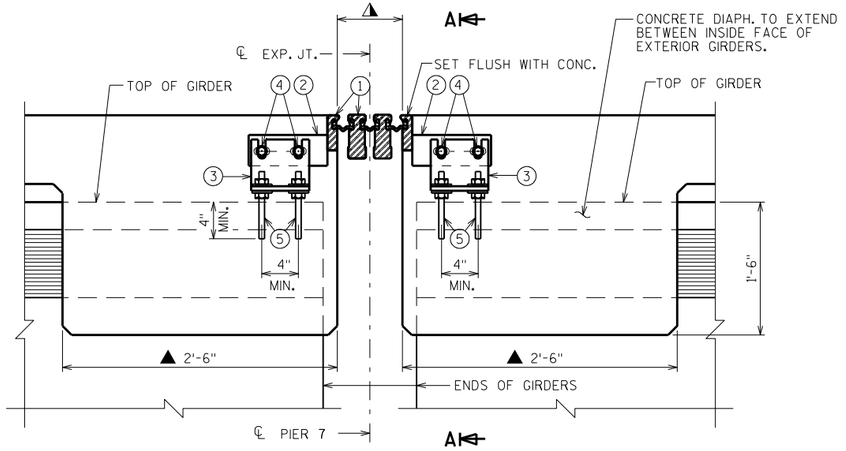
4075-28-71




## PART PLAN

NOTE:
MODULAR EXPANSION DEVICE DESIGN AND DETAILS ARE SPECIFIC TO THE MANUFACTURER SELECTED FROM THOSE LISTED IN THE SPECIAL PROVISIONS. FABRICATION DRAWING IS SUBJECT TO THE APPROVAL OF THE BUREAU OF STRUCTURES.

SUPPORT BOXES ARE SHOWN FOR GENERAL INFORMATION AND LOCATION MAY VARY ACCORDING TO FABRICATOR DESIGN. SPACE SUPPORT BOXES TO MISS GIRDER TOP FLANGES WHEN POSSIBLE, BUT NOT TO EXCEED MAXIMUM SPACING PER SPECIAL PROVISIONS.




## SECTION THRU JOINT @ PIER 7

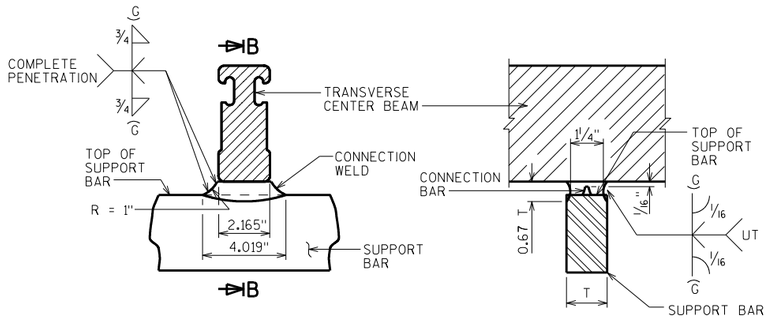
NORMAL TO ℄ SUBSTRUCTURE

## LEGEND

1. MODULAR EXPANSION JOINT DEVICE, 3 CELLS.
2. 1/2" PLATE, ONE PER GIRDER MIN. PROVIDE 2 - 1" X 2" MIN. SLOTTED HOLES PLACED HORIZONTALLY FOR NO. 4.
3. WT 6 X 29 (OR EQUIVALENT BUILT UP T-SECTION). ONE PER GIRDER. PROVIDE 2 - 1" X 3" MIN. SLOTTED HOLES PLACED VERTICALLY IN WEB OF WT FOR BOLTS NO. 4.
4. 3/4" Φ HIGH STRENGTH BOLTS WITH NUTS & WASHERS. (A325 GALV.)
5. 3/4" Φ THREADED ROD WITH 2 NUTS & WASHERS. GROUT THREADED ROD INTO FIELD DRILLED HOLES. (GALV.)
6. SUPPORT BOX ASSEMBLY FOR SUPPORT BAR (SPA. PER MANUFACTURER). FABRICATE BOX FROM 1/2" PLATES.
7. 3/8" BULKHEAD PLATE. WELD TO NO. 1, NO. 8 AND NO. 14. WHEN CONDUIT IS PRESENT IN PARAPET OR SIDEWALK, ACCOMMODATE FOR BY PROVIDING OPENING IN NO. 7.
8. INSIDE PLATE. FABRICATE FROM 3/8" PLATE.
9. OUTSIDE PLATE. FABRICATE FROM 5/8" PLATE.
10. 7/8" SQUARE BAR. WELD TO NO. 8 AS SHOWN.
11. 3/4" Φ X 4" LONG STUDS. WELD TO NO. 8 , NO. 7 & NO. 14 AS SHOWN.
12. 3/4" Φ X 2" STAINLESS STEEL FLAT CTSK. SLOTTED HEAD CAP SCREWS WITH ANTI-SEIZE LUBRICANT. RECESS 1/16" BELOW PLATE SURFACE.
13. 1/2" PLATE WITH 5/8" Φ LOOP ANCHOR FABRICATED AS SHOWN. SPACED AT MANUFACTURER'S SPEC.
14. INSIDE PLATE. FABRICATE FROM 5/8" PLATE
15. ADIPRENE BUTTON. SEE DETAIL. SET IN OUTSIDE PLATE.

▲ MANUFACTURER'S RECOMMENDED JOINT OPENING BASED ON THE TEMPERATURE ON THE DAY OF PLACEMENT PER TEMPERATURE TABLE. THE MODULAR EXPANSION DEVICE SHALL HAVE THE NUMBER OF CELLS AS INDICATED IN ①.

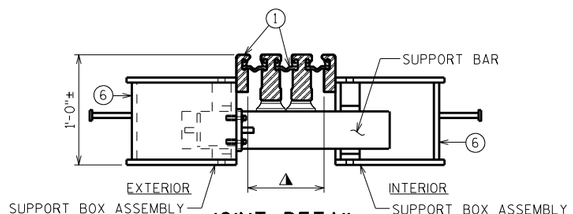
▲ JOINT MANUFACTURER SHALL INFORM AND PROVIDE NECESSARY DETAILS TO THE PRESTRESSED GIRDER FABRICATOR, WHEN FORM-OUT OF THE TOP FLANGE IS REQ'D. TO ALLOW PLACEMENT OF SUPPORT BOX ASSEMBLY.




## MODULAR EXPANSION JOINT CONNECTION DETAIL AND WELD SPECIFICATION

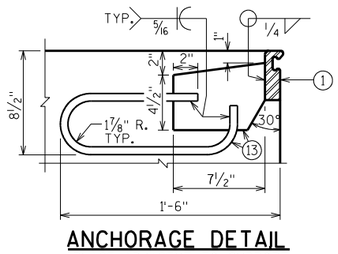



## SECTION B-B



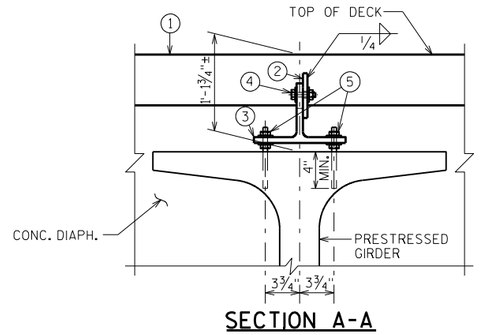

## JOINT DETAIL

AT SUPPORT BAR & SUPPORT BOX ASSEMBLY




## ANCHORAGE DETAIL

PLACE ADJACENT TO SUPPORT BOXES IN DECK @ CONC. DIAPH.




## SECTION A-A

## GENERAL NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS. DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE GLAND.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST & SWEEP.

NO EXPANSION JOINT PROTRUSIONS PERMITTED ABOVE ROADWAY SURFACE, ON PARAPET ROADWAY FACE OR ABOVE SIDEWALK SURFACE (FOR RAISED SIDEWALK).

THE EXPANSION JOINT SEALS SHALL BE PLACED, BONDED & SEALED AS RECOMMENDED BY THE MANUFACTURER. FORM WORK SHALL BE PLACED BETWEEN THE SUPPORT BOXES TO PREVENT CONCRETE INTRUSION INTO THE SUPPORT BOX. A TECHNICAL REPRESENTATIVE OF THE MANUFACTURER SHALL BE PRESENT DURING INSTALLATION. PRIOR TO SETTING THE JOINT ASSEMBLY INTO POSITION, THE PROJECT ENGINEER SHALL DETERMINE THE PROPER JOINT OPENING.

EXPANSION JOINT EXTRUSIONS SHALL BE FABRICATED TO CONFORM TO ROADWAY CROWN & GRADE. FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN & SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST BARS, PLATES, WT-SECTION, ANCHORAGE LOOP, & EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERICAL BLAST CLEANING". AFTER BLAST CLEANING, THIS ASSEMBLY SHALL BE HOT DIPPED GALVANIZED. SLIP-RESISTANT SURFACE IS APPLIED TO SIDEWALK COVER PLATES BY THE MANUFACTURER AND THEN HOT DIPPED GALVANIZED TO THEIR RECOMMENDATIONS TO MAINTAIN THE INTEGRITY OF THIS SURFACE.

COST OF FURNISHING & PLACING OF THE EXPANSION JOINTS COMPLETE WITH PARAPET PLATES & SIDEWALK PLATES SHALL BE PAID FOR UNDER THE PRICE BID FOR "EXPANSION DEVICE MODULAR B-5-381".

BAR STEEL REINF. IN DECK AND CONC. DIAPHRAGM SHALL BE RESPACED AS NECESSARY TO ALLOW PLACEMENT OF JOINT ASSEMBLY. TOP TRANSVERSE BARS, ADJACENT TO MOD. JT., TO BE CUT AND PLACED BETWEEN JT. SUPPORT SYSTEM.

## TEMP. TABLE

TEMPERATURE TABLE FOR SETTING JOINT OPENINGS TO BE DETERMINED BY JOINT MANUFACTURER WITH THE FOLLOWING DESIGN DATA:

1. 1/2" IN. OF MOVEMENT PER 10° F
2. MEDIAN TEMPERATURE OF 45° F
3. TEMP. RANGE IN TABLE FROM (5°F) TO (85°F)
4. ADJUST INITIAL JOINT OPENINGS BY A REDUCTION OF 2 1/2" IN., WHICH ACCOUNTS FOR SHRINKAGE (CREEP) OF THE SUPERSTRUCTURE OVER TIME , TO PRODUCE FINAL JOINT OPENINGS FOR TABLE.

A TABLE OF JOINT OPENINGS BASED ON ABOVE DATA SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

MODULAR JOINT AT PIER 7

SHEET 88

485

JTMODDETAILS
7-10

8

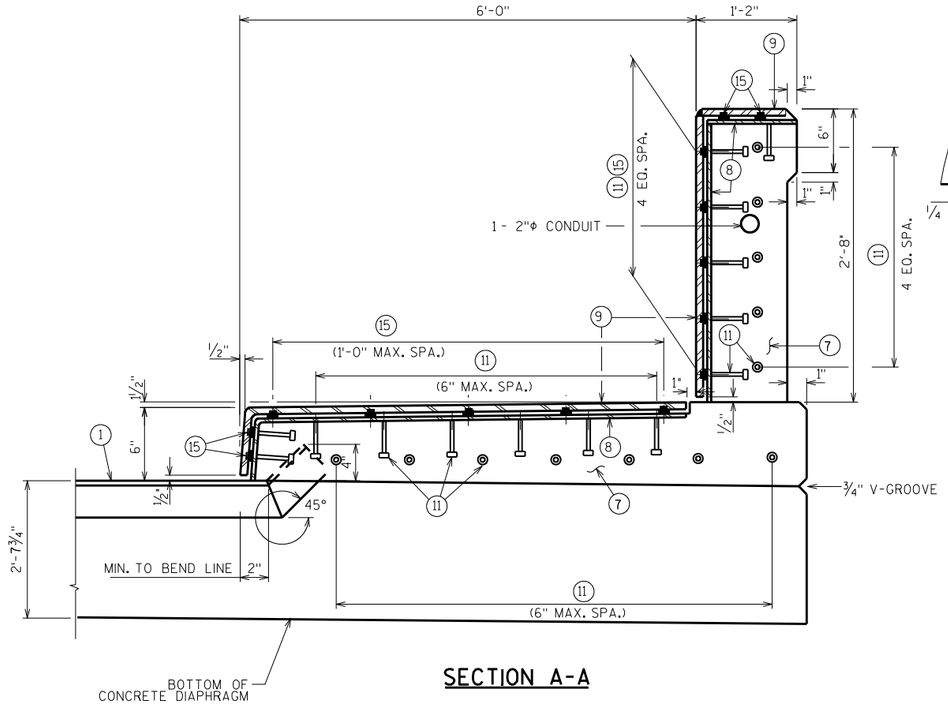
12 7

8

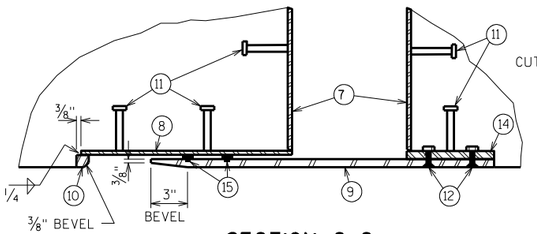
SCALE =

STATE PROJECT NUMBER

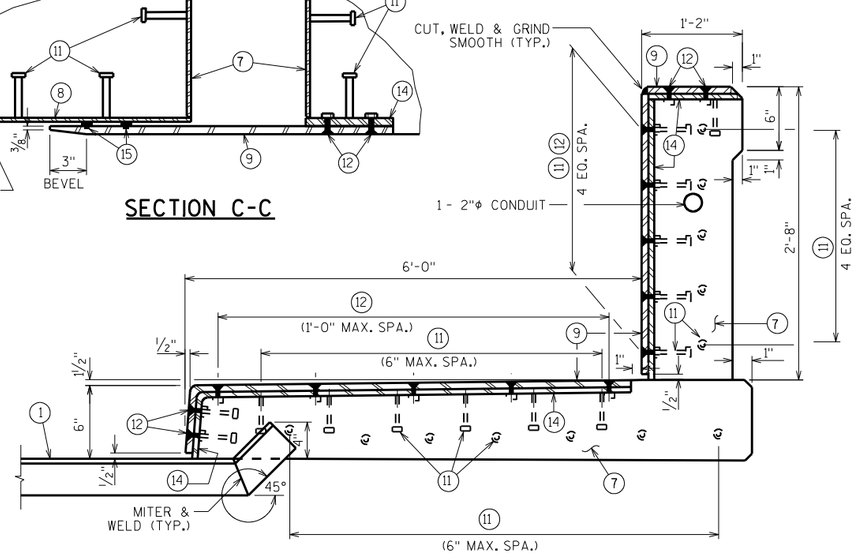
4075-28-71



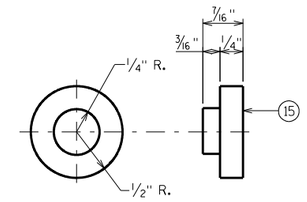

SECTION A-A



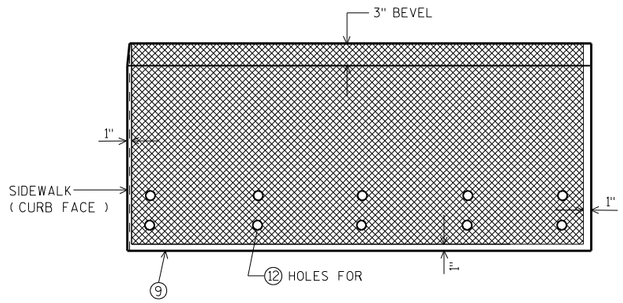

SECTION C-C



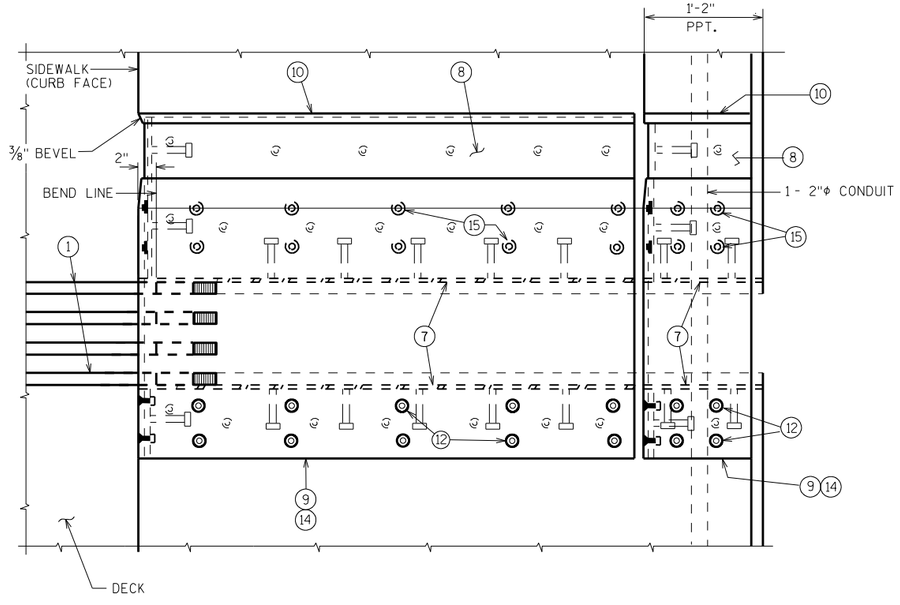

SECTION B-B



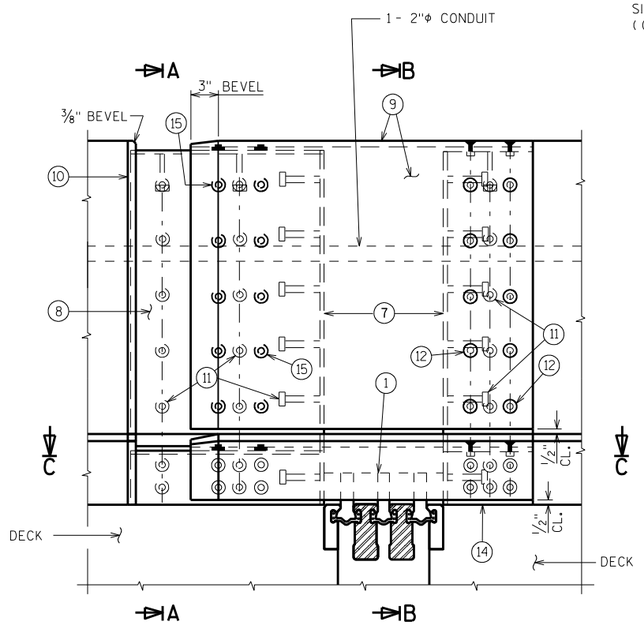

ADIPRENE BUTTON DETAIL




PLAN OF SIDEWALK COVER PLATE WITH SLIP-RESISTANT SURFACE




PLAN OF SIDEWALK W/ PARAPET




ELEVATION OF SIDEWALK W/ PARAPET

DIRECTION OF TRAFFIC

| APPROVED SLIP-RESISTANT APPLIED SURFACES FOR STEEL PLATES | | |
|---|---|---|
| PRODUCT | MANUFACTURER | CONTACT AT |
| SLIPNOT GRADE 2, STEEL | W. S. MOLNAR COMPANY | 1-800-SLIPNOT |
| ALGRIP, STEEL | ROSS TECHNOLOGY CORP. | 1-800-345-8170 |

◥ PLACE SLIP-RESISTANT SURFACE ON TOP WALKING SURFACE IN SHADED AREA ONLY (NOT ON CURB FACE). GALVANIZE PLATE AFTER SLIP-RESISTANT SURFACE IS APPLIED.

SEE SHEET 88 FOR LEGEND.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

PIER 7
SOUTH SIDE
COVER PLATES

SHEET 89

486

8

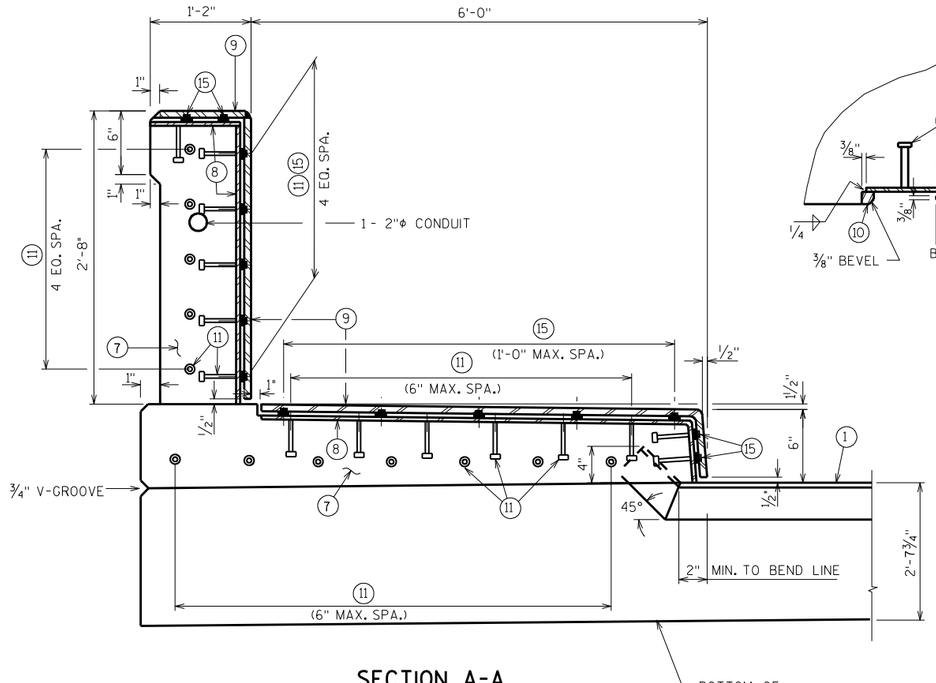
8

SCALE =

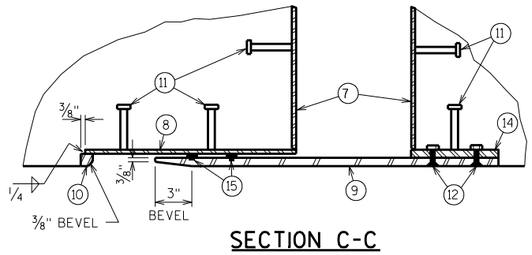
JTMODCVR1
7-11

STATE PROJECT NUMBER

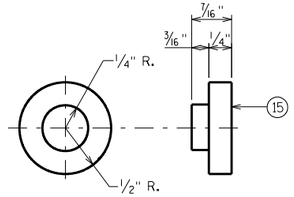
4075-28-71



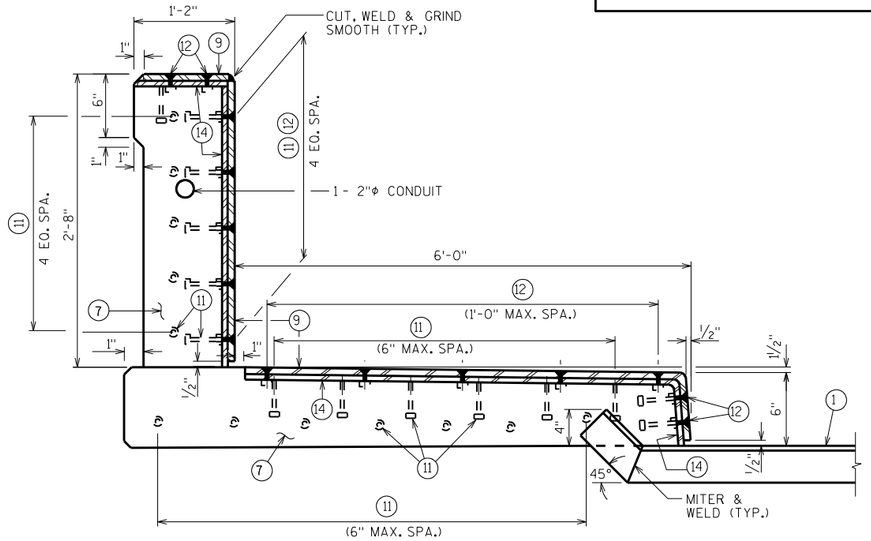

SECTION A-A



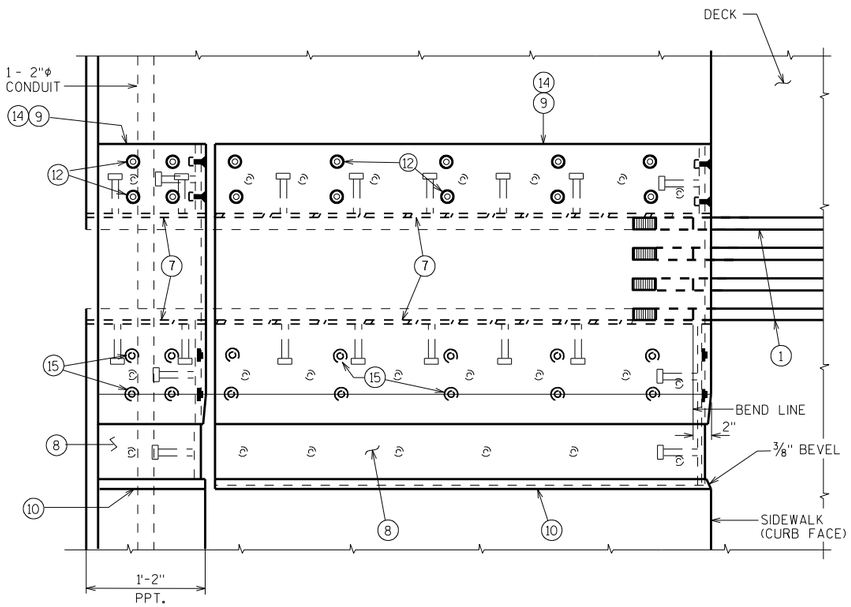

SECTION C-C



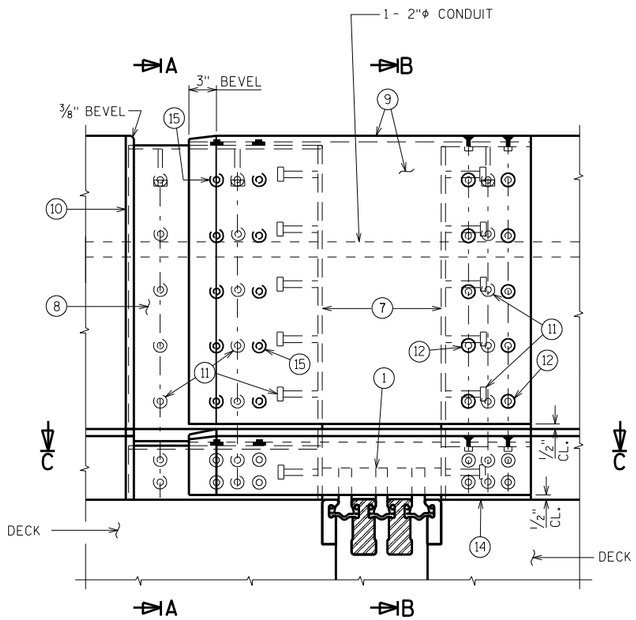

ADIPRENE BUTTON DETAIL




SECTION B-B

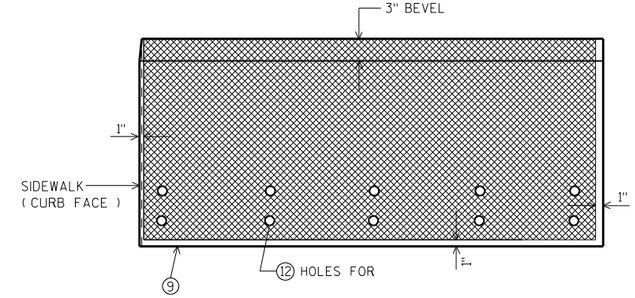



PLAN OF SIDEWALK W/ PARAPET




ELEVATION OF SIDEWALK W/ PARAPET

DIRECTION OF TRAFFIC




PLAN OF SIDEWALK COVER PLATE
WITH SLIP-RESISTANT SURFACE ◥

| APPROVED SLIP-RESISTANT APPLIED SURFACES FOR STEEL PLATES | | |
|---|---|---|
| PRODUCT | MANUFACTURER | CONTACT AT |
| SLIPNOT GRADE 2, STEEL | W. S. MOLNAR COMPANY | 1-800-SLIPNOT |
| ALGRIP, STEEL | ROSS TECHNOLOGY CORP. | 1-800-345-8170 |

◥ PLACE SLIP-RESISTANT SURFACE ON TOP WALKING SURFACE IN SHADED AREA ONLY (NOT ON CURB FACE). GALVANIZE PLATE AFTER SLIP-RESISTANT SURFACE IS APPLIED.

SEE SHEET 88 FOR LEGEND.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

PIER 7
NORTH SIDE
COVER PLATES

SHEET 90

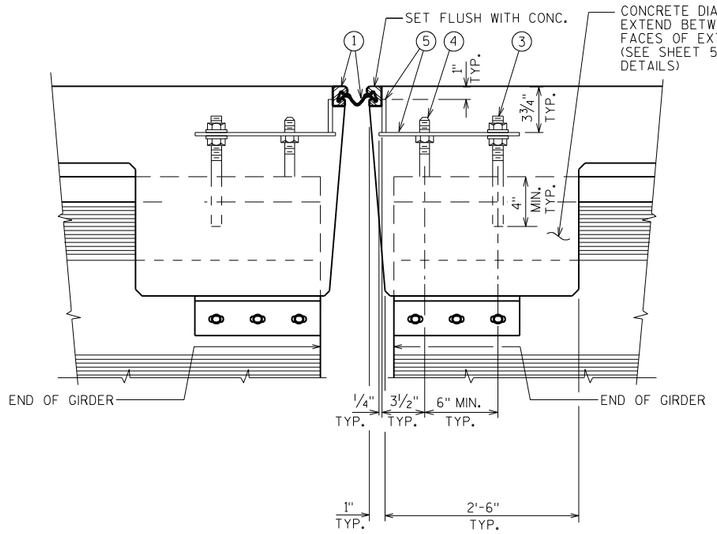
487

JTMODCVR1
7-11

SCALE =

STATE PROJECT NUMBER

4075-28-71



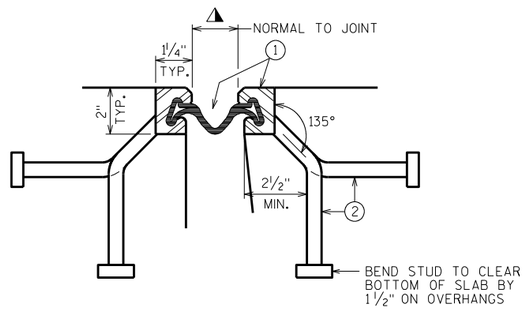

## SECTION THRU JOINT AT PIER 11

NORMAL TO ℄ SUBSTRUCTURE

## LEGEND

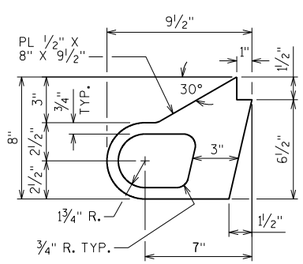
1. NEOPRENE STRIP SEAL ( 4 - INCH) AND STEEL EXTRUSIONS.
2. STUDS $\frac{5}{8}$"ϕ X $6\frac{3}{8}$" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.
2A. $\frac{1}{2}$" THICK ANCHOR PLATE WITH $\frac{5}{8}$"ϕ ROD (OR ALTERNATE STRIP SEAL ANCHOR). WELD ROD TO ANCHOR PLATE, WELD ANCHOR PLATE TO NO. 1 AT 1'-6" CENTERS BETWEEN GIRDERS.
3. $\frac{3}{4}$" ϕ THREADED ROD WITH 2 NUTS AND PLATE WASHERS. GROUT THREADED ROD INTO FIELD DRILLED HOLES ON ℄ OF GIRDER.
4. $\frac{3}{4}$"ϕ THREADED ROD WITH NUT. TACK WELD NUT TO NO. 5.
5. FABRICATE SUPPORT FROM 3" X $\frac{1}{2}$" BAR AS SHOWN OR EQUIVALENT, ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE $1\frac{1}{2}$" ϕ HOLE FOR NO. 3 & 1" ϕ HOLE FOR NO. 4.
7. $\frac{3}{4}$"ϕ X $1\frac{1}{2}$" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS $\frac{1}{16}$" BELOW PLATE SURFACE.
8. $\frac{3}{4}$"ϕ X 4" GALVANIZED HEX HEAD BOLT. BEND 45°.
9. $\frac{3}{4}$"ϕ X $2\frac{1}{4}$" GALVANIZED THREADED COUPLING.
10. 1" X 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.
11. SIDEWALK COVER PLATE $\frac{3}{8}$" X 2'-0" X LIMITS SHOWN. BEND DOWN FACE OF SIDEWALK WITH HOLES FOR NO. 7. GALVANIZE PLATE AFTER SLIP-RESISTANT SURFACE IS APPLIED.

SEE SHEET 92

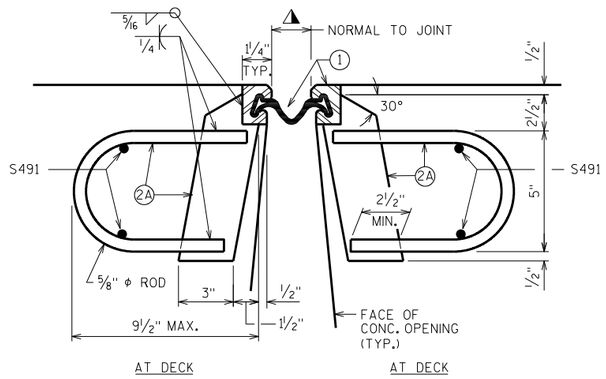



## SECTION THRU JOINT

EXTERIOR GIRDER TO EDGE OF DECK AND AT PARAPETS, MEDIANS AND SIDEWALKS

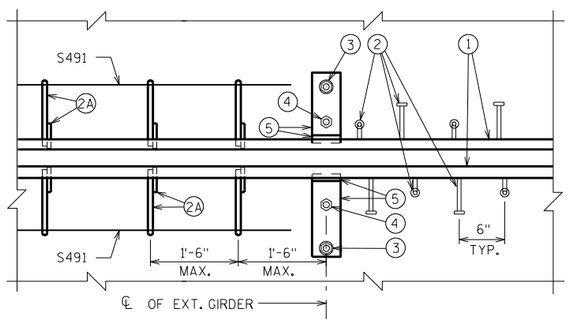



## ALTERNATE STRIP SEAL ANCHOR




## SECTION THRU JOINT

ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS.




## PART PLAN

## NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST AND SWEEP.

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN AND SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST PLATES, SUPPORTS AND EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES, SUPPORTS AND EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED. SLIP-RESISTANT SURFACE IS APPLIED TO SIDEWALK COVER PLATES BY THE MANUFACTURER AND THEN HOT DIPPED GALVANIZED TO THEIR RECOMMENDATIONS TO MAINTAIN THE INTEGRITY OF THIS SURFACE.

ANCHOR SYSTEM NO. 8 AND NO. 9 SHALL CONFORM TO ASTM A307 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C AND D.

STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE B-5-381".

## ⚠ TEMPERATURE TABLE

| SHADED UNDERSIDE DECK TEMP. (°F) | JOINT OPENING (NORMAL TO JT.) |
|---|---|
| 85° | ¾" |
| 75° | 1" |
| 65° | 1¼" |
| 55° | 1½" |
| 45° | 1¾" |
| 35° | 2" |
| 25° | 2¼" |
| 15° | 2½" |
| 5° | 2¾" |

A SMALL JOINT OPENING DUE TO A HIGH TEMPERATURE AT TIME OF CONSTRUCTION MAY REQUIRE NEOPRENE STRIP SEAL INSTALLATION INTO STEEL EXTRUSIONS PRIOR TO SETTING THE EXPANSION JOINT.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

STRIP SEAL AT PIER 11

SHEET 91

488

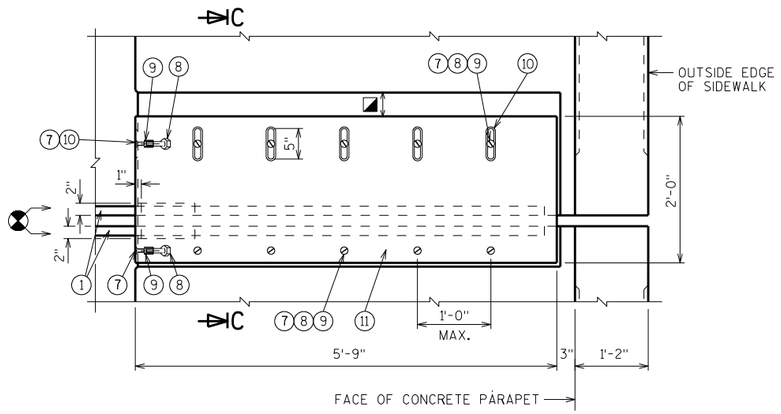
8

8

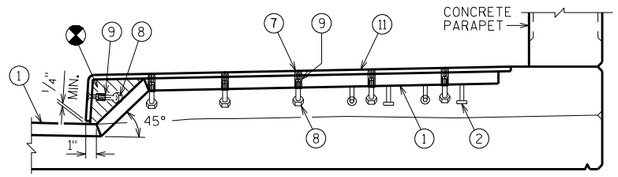
SCALE =

STATE PROJECT NUMBER

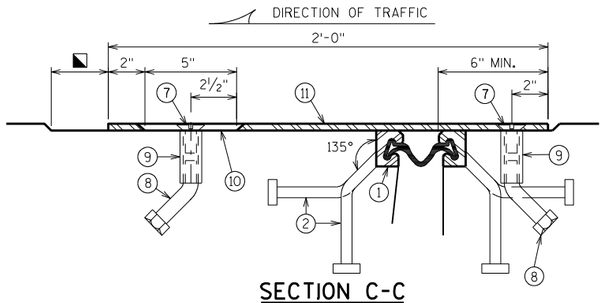
4075-28-71



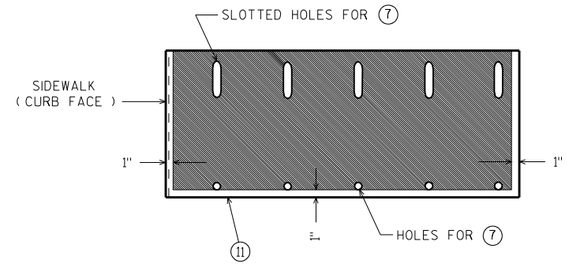

## PLAN AT SIDEWALK




## SECTION AT SIDEWALK




## SECTION C-C




## PLAN OF SIDEWALK COVER PLATE WITH SLIP-RESISTANT SURFACE

PLACE SLIP-RESISTANT SURFACE ON TOP WALKING SURFACE IN SHADED AREA ONLY (NOT ON CURB FACE).

| APPROVED SLIP-RESISTANT APPLIED SURFACES FOR STEEL PLATES | | |
|---|---|---|
| PRODUCT | MANUFACTURER | CONTACT AT |
| SLIPNOT GRADE 2, STEEL | W. S. MOLNAR COMPANY | 1-800-SLIPNOT |
| ALGRIP, STEEL | ROSS TECHNOLOGY CORP. | 1-800-345-8170 |

⊗ BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING.

◪ JOINT OPENING DIMENSION ALONG SKEW PLUS ½".

SEE SHEET 91 FOR LEGEND.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

STRIP SEAL COVER PLATE DETAILS

SHEET 92

489

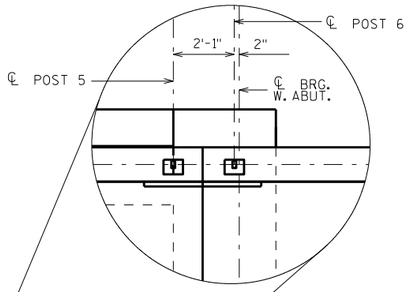
8

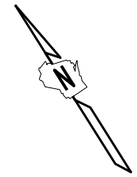
8

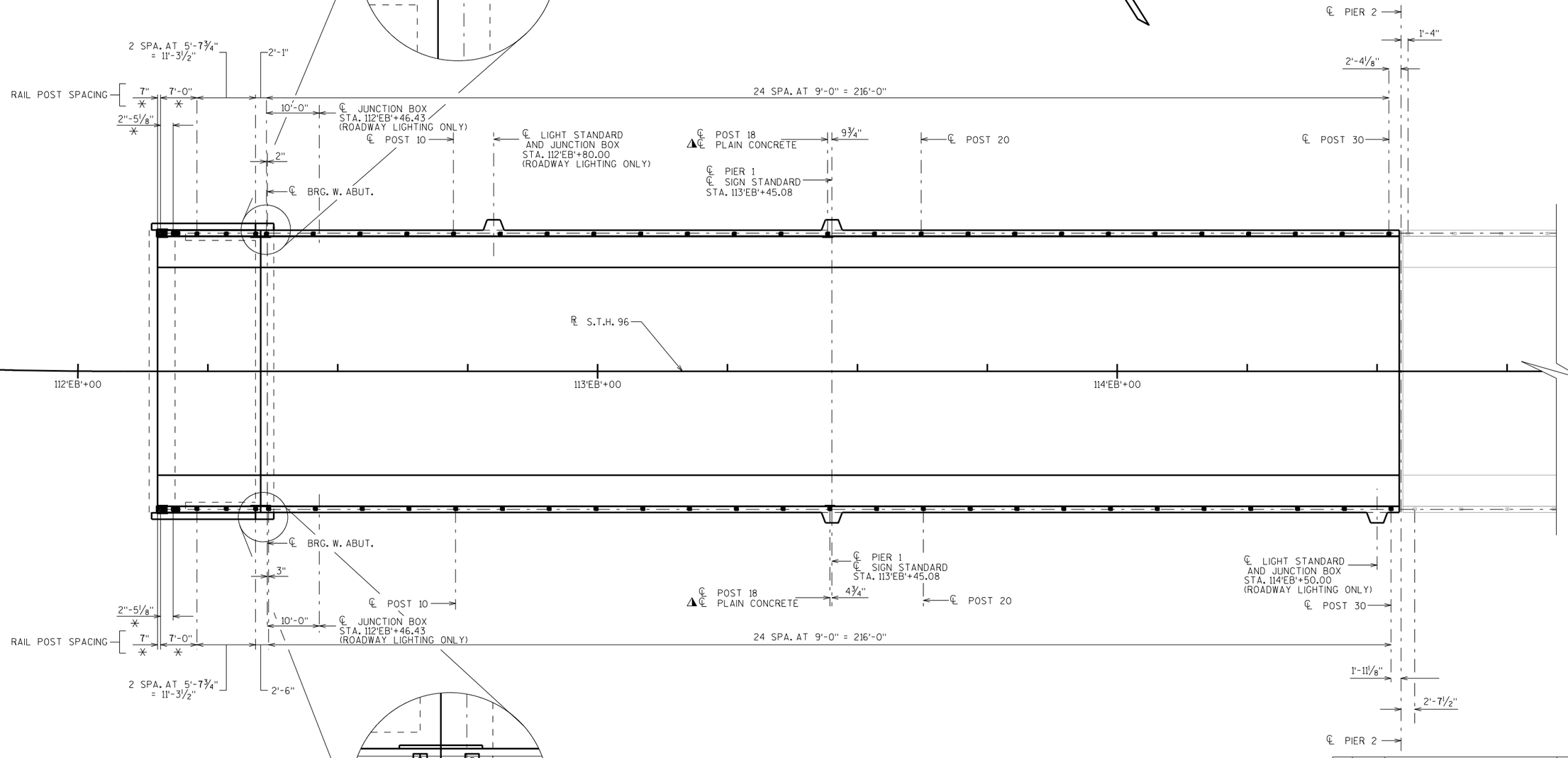
SCALE =

STATE PROJECT NUMBER

4075-28-71




8

8

✳ SEE SHEET 101 FOR END OF RAIL LAYOUT.

⚠ SEE DETAILS FOR 'PLAIN CONCRETE' AESTHETICS ON SHEETS 103 & 104.

NOTE: RAIL POST SPACING IS MEASURED ALONG ℄ OF RAIL

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY BLB | PLANS CK'D. DFD

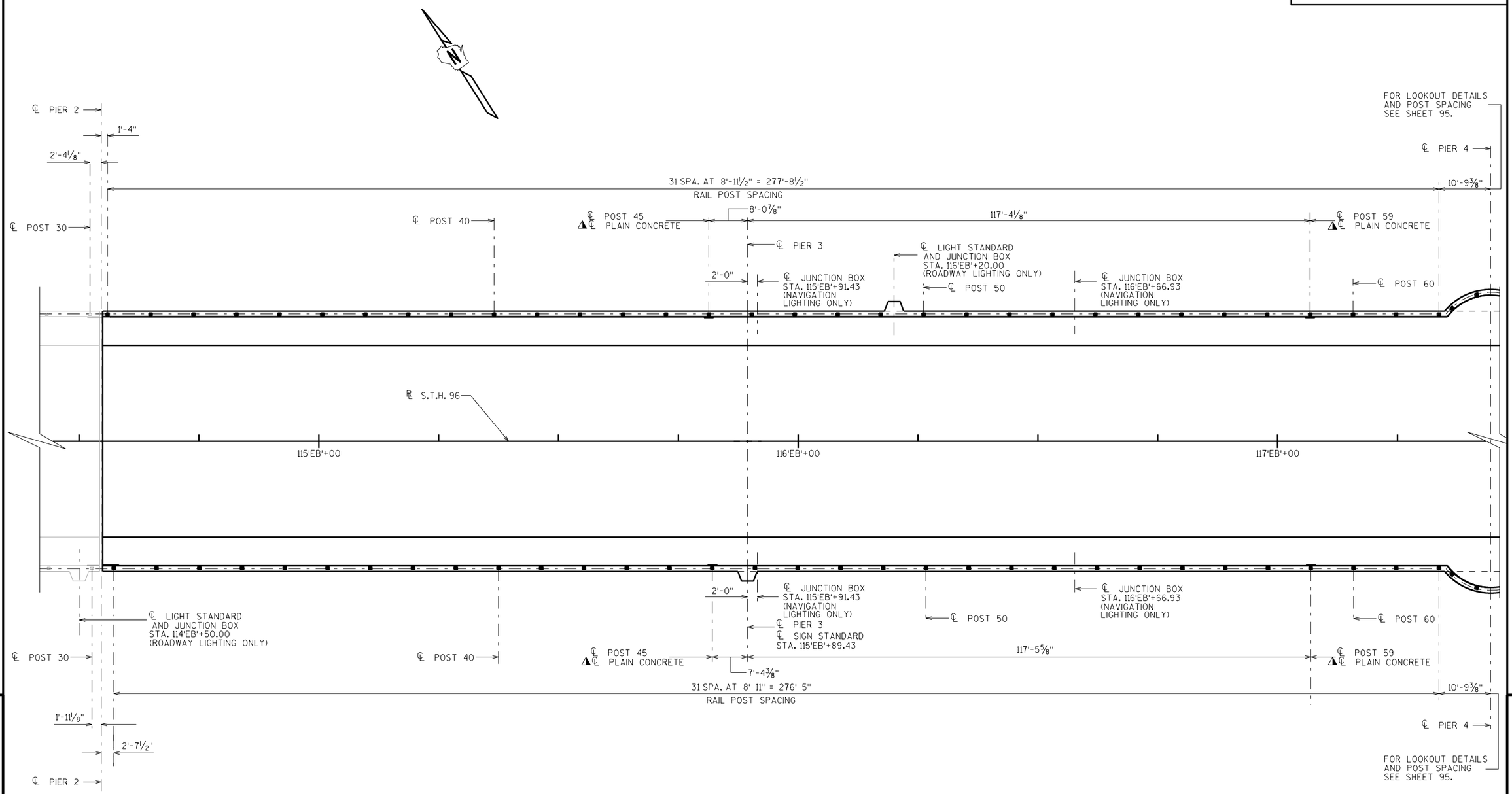
RAIL POST & AESTHETICS SPACING 1

SHEET 93

490

SCALE = 10

| STATE PROJECT NUMBER |
|---|
| 4075-28-71 |




8

8

SCALE = 10

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY BLB | PLANS CK'D. DFD

RAIL POST & AESTHETICS SPACING 2

SHEET 94

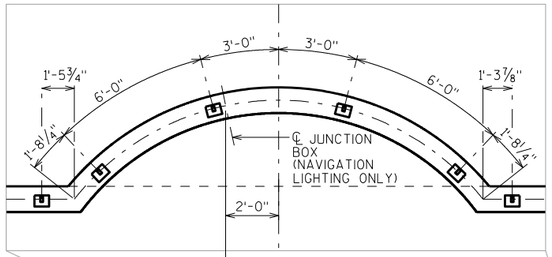
491

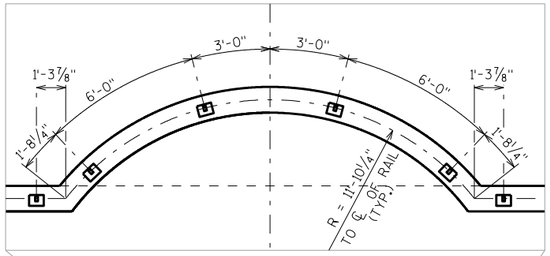
⚠ SEE DETAILS FOR 'PLAIN CONCRETE' AESTHETICS ON SHEETS 103 & 104.

NOTE: RAIL POST SPACING IS MEASURED ALONG ℄ OF RAIL

STATE PROJECT NUMBER

4075-28-71




DOUBLE 2" CONDUITS * SINGLE 2" CONDUIT (FOR CONTINUED ROADWAY LIGHTING)

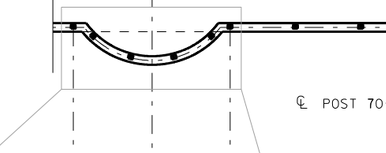
10'-9⅜" 10'-7½" 15 SPA. AT 8'-11" = 133'-9" RAIL POST SPACING 10'-7½" 10'-7½"

℄ PIER 4 — 81'-11½" — ℄ POST 75 ◭℄ PLAIN CONCRETE

℄ POST 70 ℄ POST 80 ℄ PIER 5

℄ S.T.H. 96

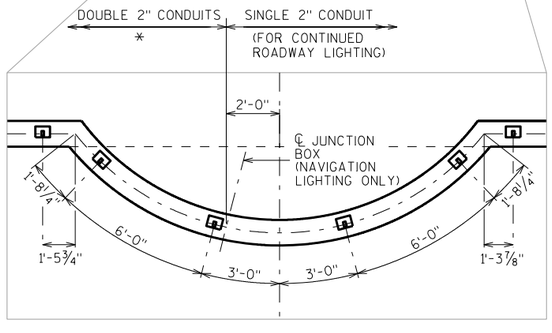
118'EB'+00 119'EB'+00

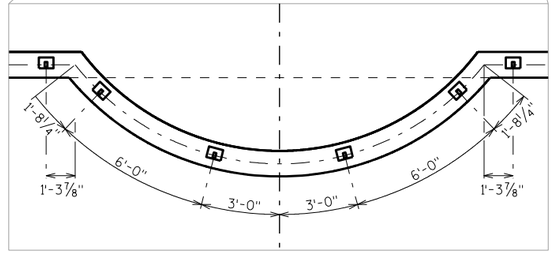



* HORIZONTAL CONDUIT IN PARAPET FOR NAVIGATION LIGHTING TO END AT PIER 4 LOOKOUT JUNCTION BOX.

℄ PIER 4 — 81'-11½" — ℄ POST 75 ◭℄ PLAIN CONCRETE ℄ PIER 5

10'-9⅜" 10'-7½" 15 SPA. AT 8'-11" = 133'-9" RAIL POST SPACING 10'-7½" 10'-7½"




◭ SEE DETAILS FOR 'PLAIN CONCRETE' AESTHETICS ON SHEETS 103 & 104.

NOTE: RAIL POST SPACING IS MEASURED ALONG ℄ OF RAIL

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY BLB PLANS CK'D. DFD

RAIL POST & AESTHETICS SPACING 3

SHEET 95

492

SCALE = 10

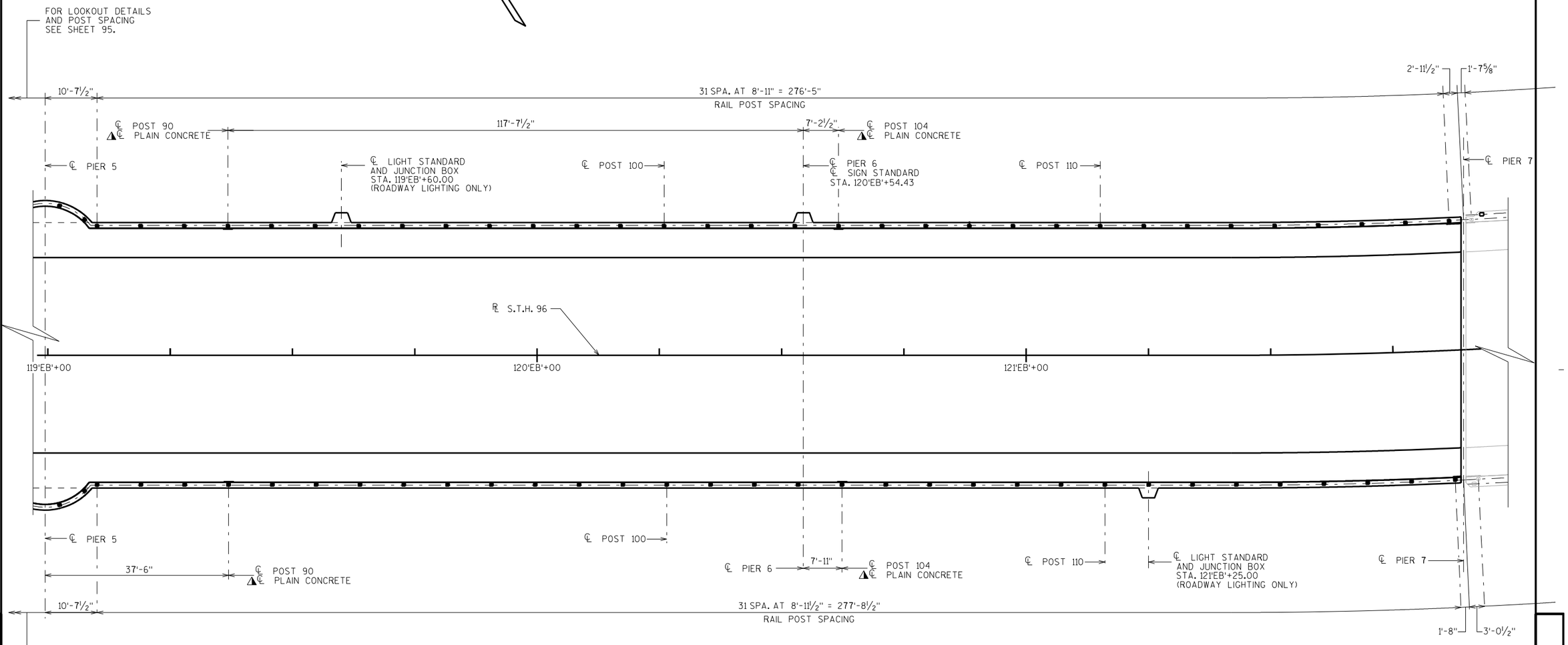
8

8

STATE PROJECT NUMBER

4075-28-71

FOR LOOKOUT DETAILS
AND POST SPACING
SEE SHEET 95.




FOR LOOKOUT DETAILS
AND POST SPACING
SEE SHEET 95.

8

8

▲ SEE DETAILS FOR 'PLAIN CONCRETE' AESTHETICS ON SHEETS 103 & 104.

NOTE: RAIL POST SPACING IS MEASURED ALONG ℄ OF RAIL

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY BLB | PLANS CK'D. DFD

RAIL POST & AESTHETICS SPACING 4

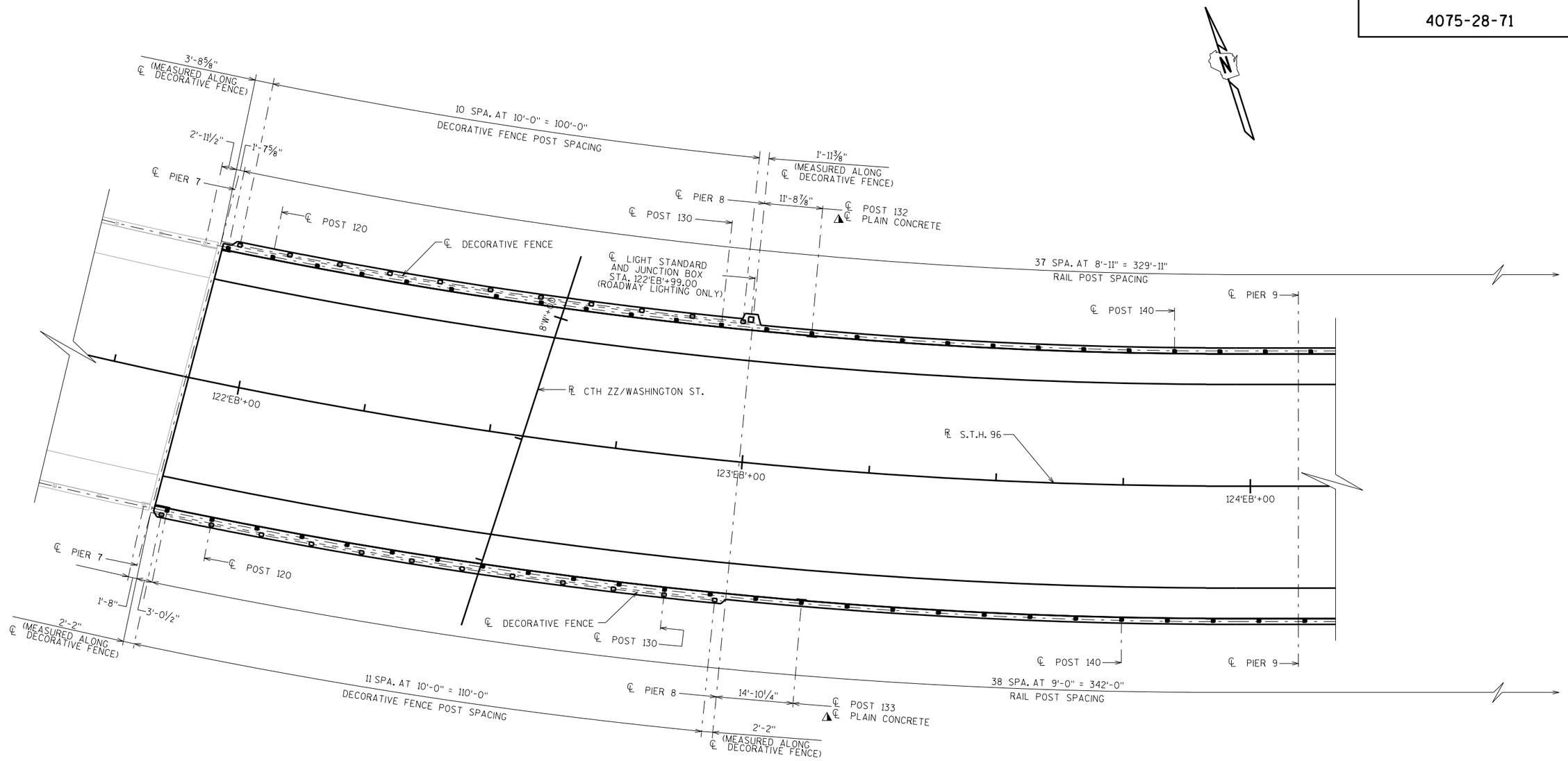
SHEET 96

493

SCALE = 10

STATE PROJECT NUMBER

4075-28-71




8

8

⚠ SEE DETAILS FOR 'PLAIN CONCRETE' AESTHETICS ON SHEETS 103 & 104.

NOTE: RAIL POST SPACING IS MEASURED ALONG ℄ OF RAIL

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY BLB | PLANS CK'D. DFD

RAIL POST & AESTHETICS SPACING 5

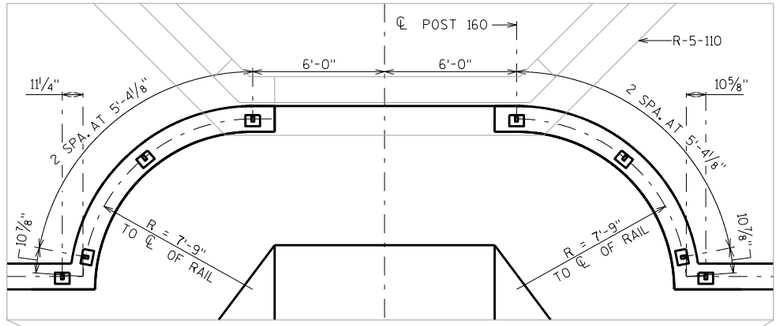
SHEET 97

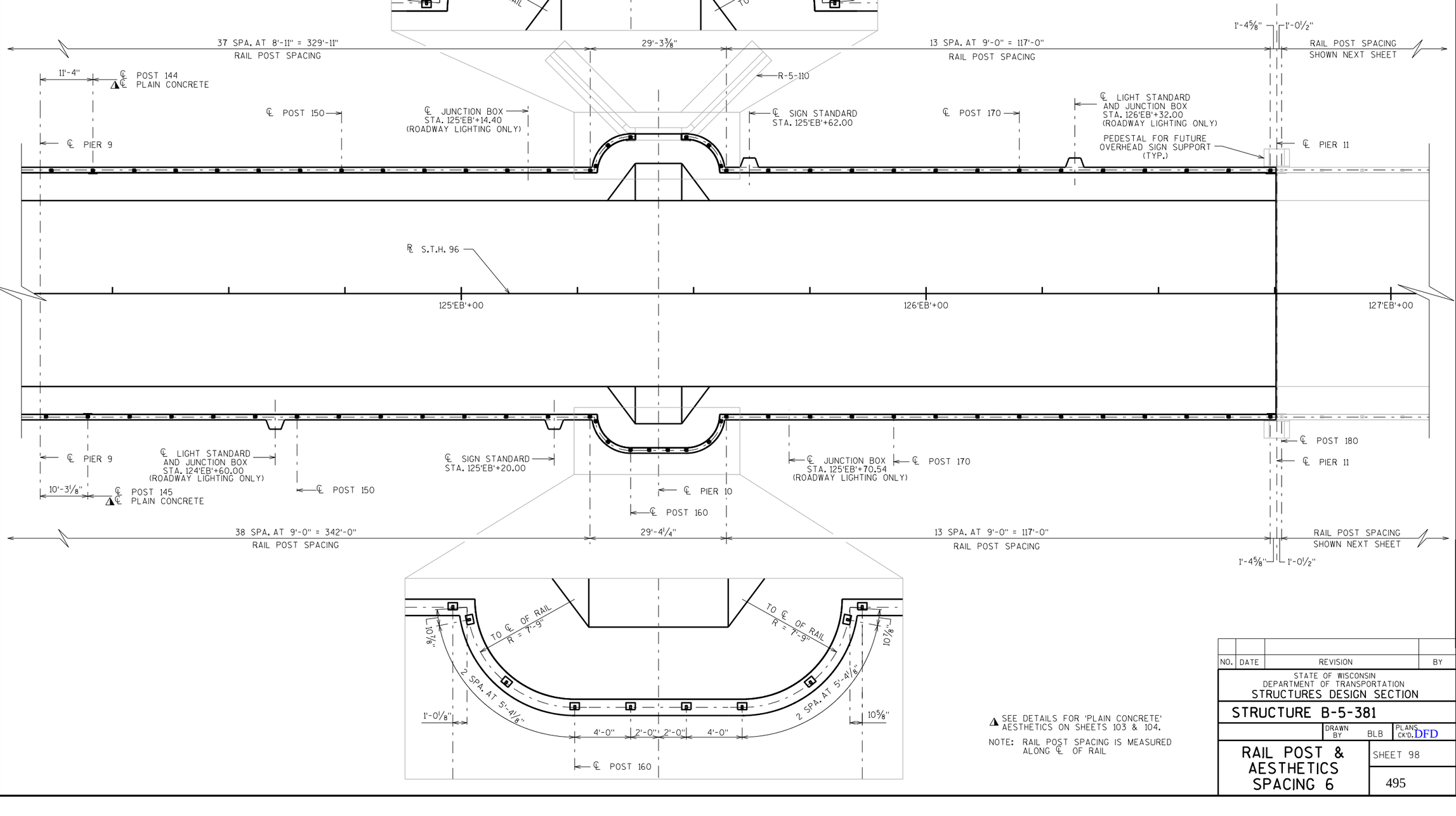
494

SCALE = 10

STATE PROJECT NUMBER

4075-28-71









⚠ SEE DETAILS FOR 'PLAIN CONCRETE' AESTHETICS ON SHEETS 103 & 104.

NOTE: RAIL POST SPACING IS MEASURED ALONG ℄ OF RAIL

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY BLB | PLANS CK'D. DFD

RAIL POST & AESTHETICS SPACING 6

SHEET 98

495

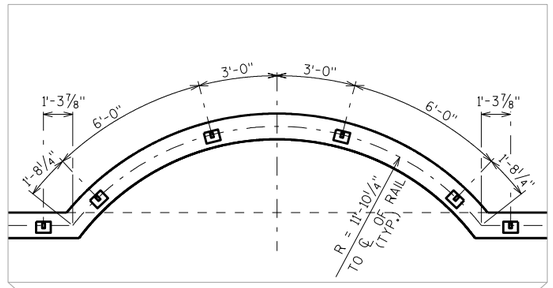
SCALE = 10

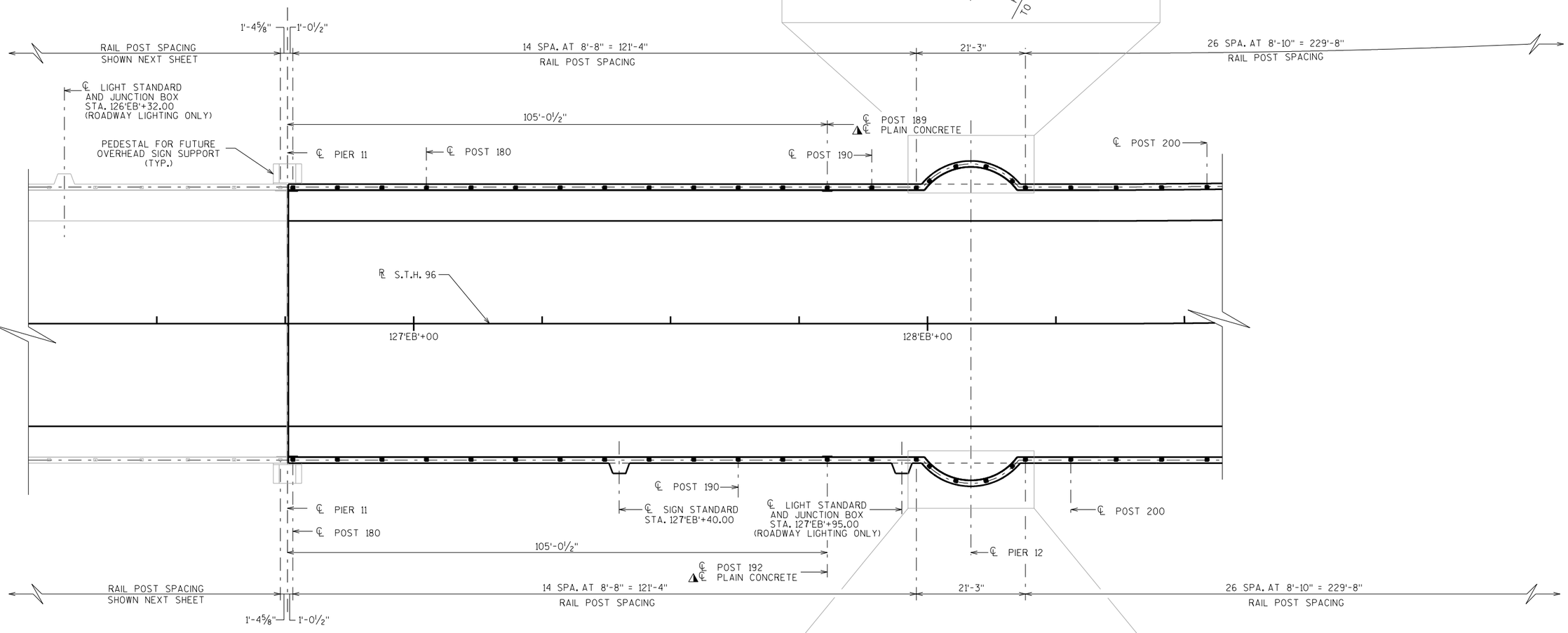
8

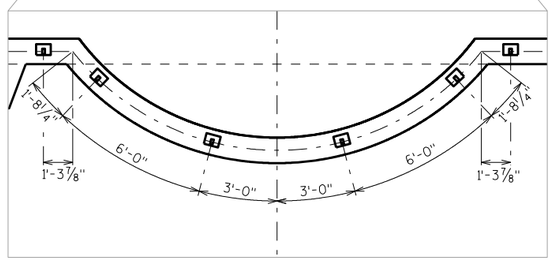
8

STATE PROJECT NUMBER

4075-28-71




△ SEE DETAILS FOR 'PLAIN CONCRETE' AESTHETICS ON SHEETS 103 & 104.

NOTE: RAIL POST SPACING IS MEASURED ALONG ℄ OF RAIL

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY BLB | PLANS CK'D. DFD

RAIL POST & AESTHETICS SPACING 7

SHEET 99

496

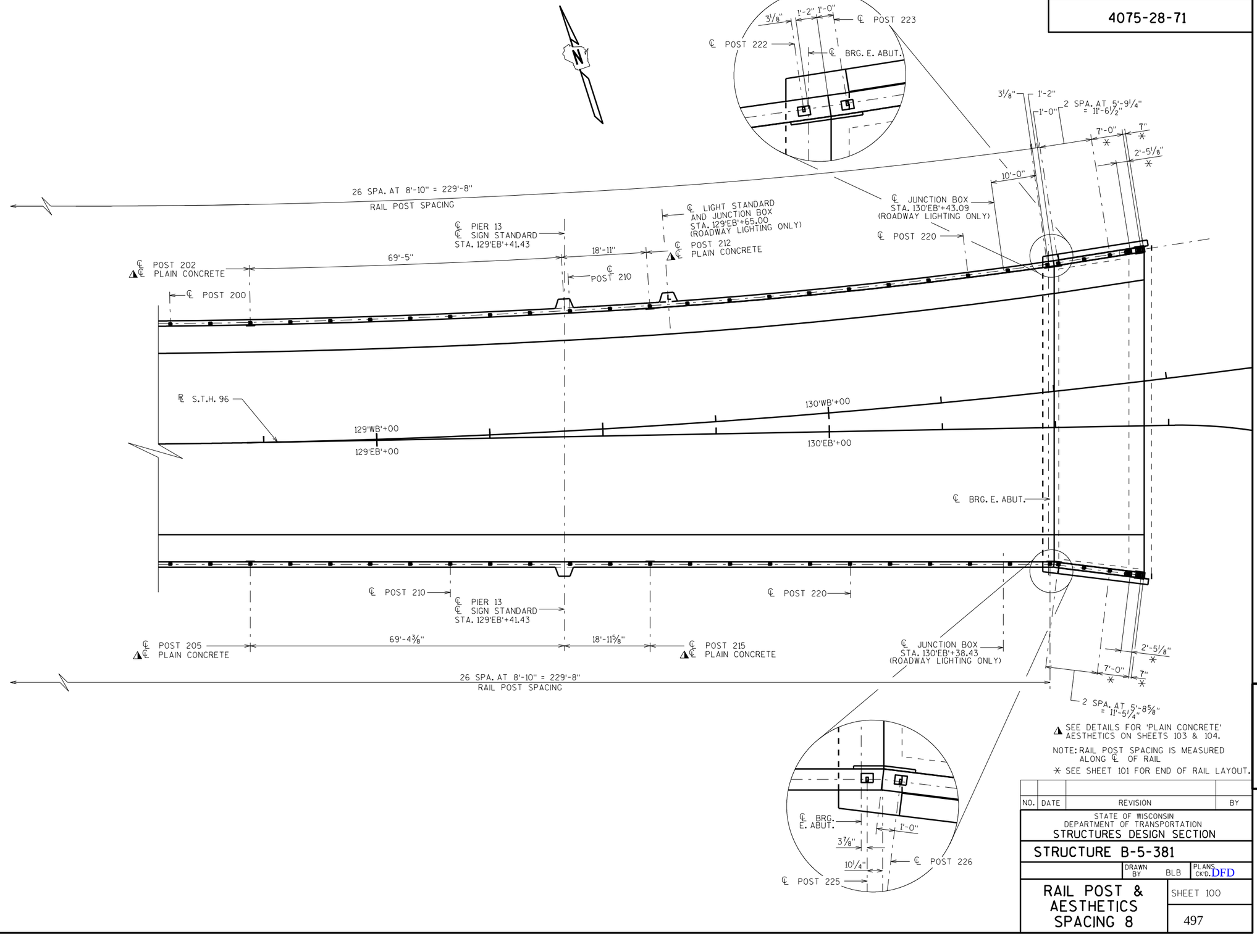
SCALE = 10

8

8

STATE PROJECT NUMBER

4075-28-71




▲ SEE DETAILS FOR 'PLAIN CONCRETE' AESTHETICS ON SHEETS 103 & 104.

NOTE: RAIL POST SPACING IS MEASURED ALONG ℄ OF RAIL

✳ SEE SHEET 101 FOR END OF RAIL LAYOUT.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY: BLB | PLANS CK'D.: DFD

RAIL POST & AESTHETICS SPACING 8

SHEET 100

497

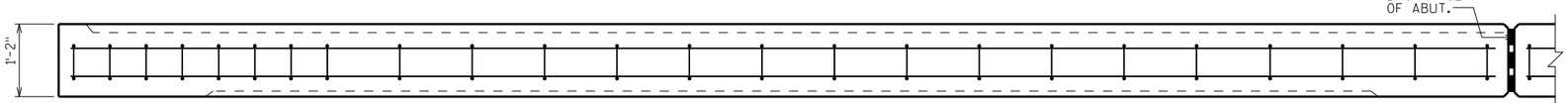
SCALE = 10

8

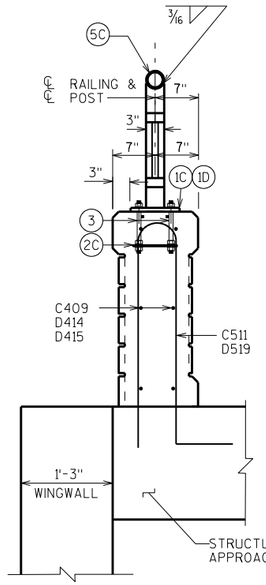
8

STATE PROJECT NUMBER

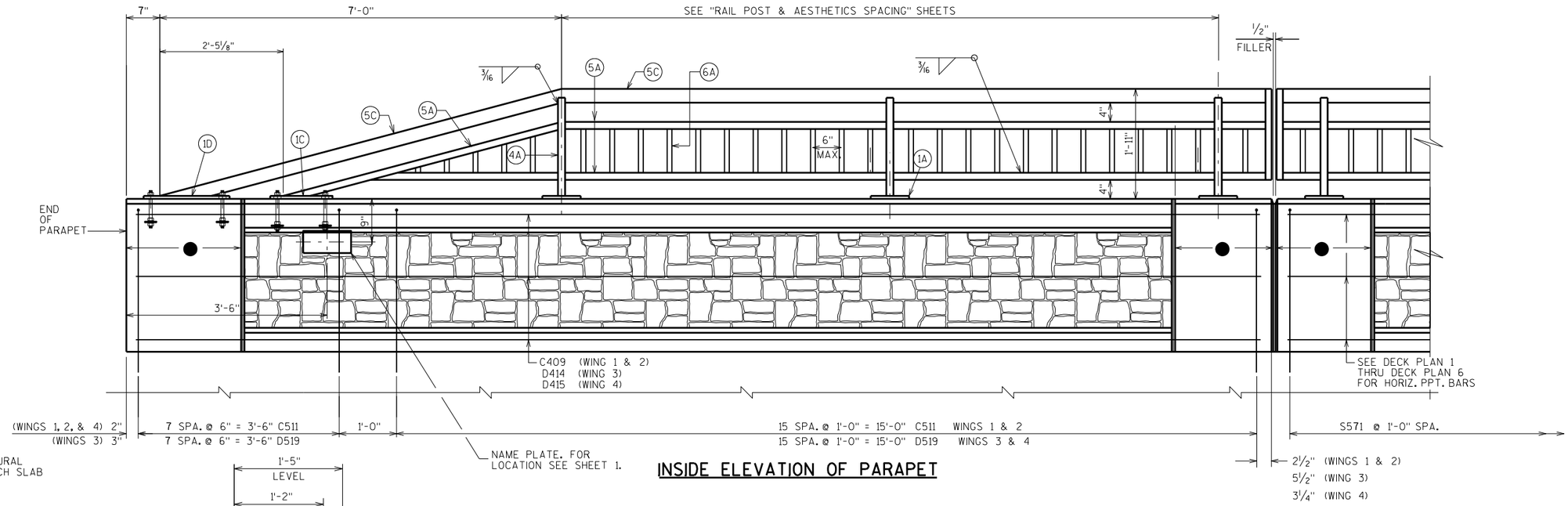
4075-28-71



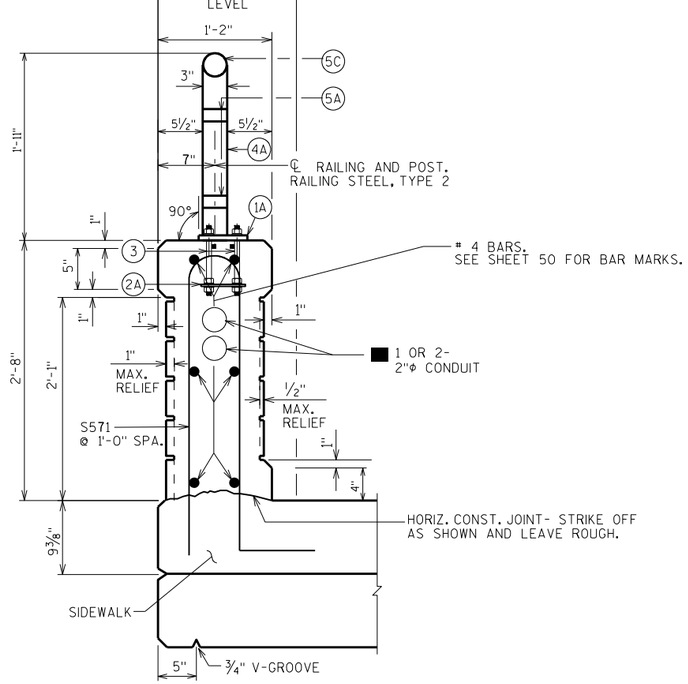

PLAN




END VIEW




INSIDE ELEVATION OF PARAPET




SECTION THRU PARAPET ON BRIDGE

## NOTES:

SEE 'RAIL POST & AESTHETICS SPACING' SHEETS FOR RAIL POST LOCATIONS.

● LIMITS OF "PLAIN CONCRETE". ARCHITECTURAL SURFACE TREATMENT IS NOT REQUIRED IN THESE AREAS. SEE SHEETS 103 & 104 FOR ADDITIONAL DETAILS.

SEE 'EAST ABUTMENT APPROACH SLAB DETAILS' AND 'WEST ABUTMENT STRUCTURAL APPROACH SLAB', SHEETS 114 AND 116 FOR APPROACH SLAB PARAPET DETAILS.

■ SEE SHEETS 93-100 FOR LOCATIONS. SEE SHEETS 95 & 110 FOR CONDUIT LIMITS.

SEE SHEET 102 FOR LEGEND.

8

8

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

COMBINATION
RAIL TYPE "C2"

SHEET 101

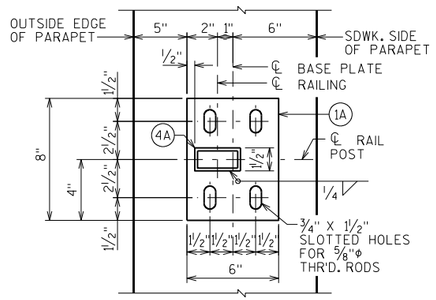
498

SCALE = 1.000

RAILCOMB
7-11

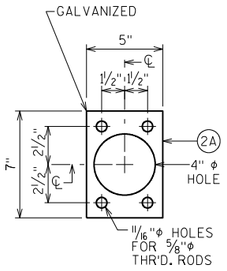
STATE PROJECT NUMBER

4075-28-71



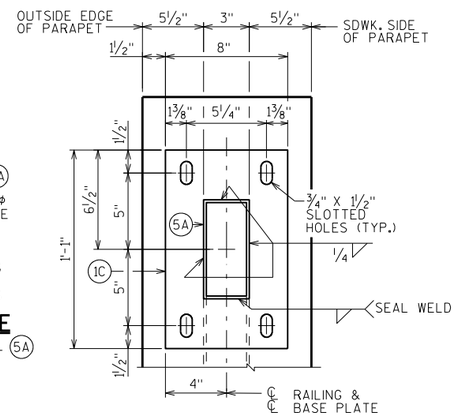

## TYPICAL RAIL POST BASE PLATE

FOR 3" X 1 1/2" X 3/16" POSTS (4A)



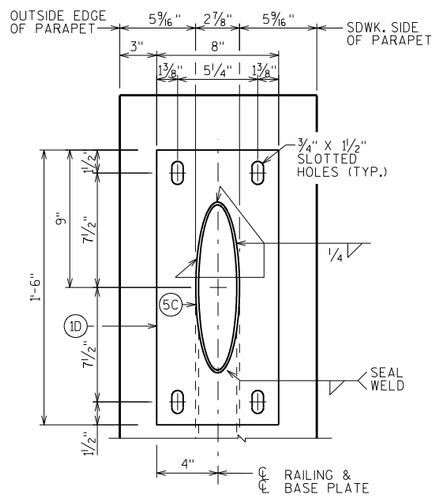

## ANCHOR PLATE

FOR 3" X 1 1/2" X 3/16" RAIL (5A)



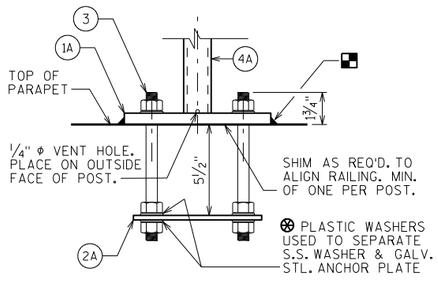

## END RAIL BASE PLATE

FOR 3" X 1 1/2" X 3/16" RAIL (5A)



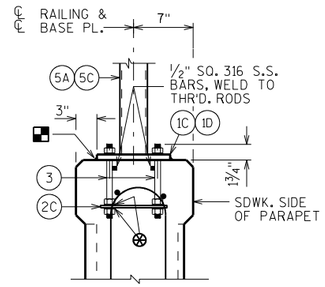

## END RAIL BASE PLATE

FOR 2 1/2"φ STANDARD PIPE RAIL (5C)



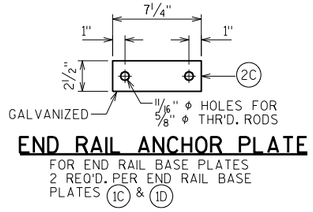

## ANCHORAGE FOR RAIL POSTS

NOTE: ANCHOR PLATE NOT REQUIRED WHEN TYPE S ANCHORS ARE USED.



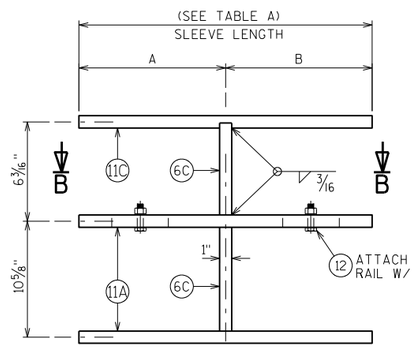

## ANCHORAGE FOR END RAIL

NOTE: ANCHOR PLATES NOT REQ'D. WHEN TYPE "S" ANCHORS ARE USED.




## END RAIL ANCHOR PLATE

FOR END RAIL BASE PLATES 2 REQ'D. PER END RAIL BASE PLATES (1C) & (1D)

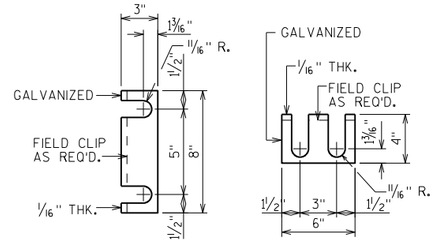



## SECTION B-B

## SLEEVE DETAIL

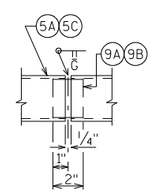
(AT MODULAR EXP. JT.)

(SEE RAIL LAYOUT AT MOD. JOINTS ON SHEETS 103 & 104)



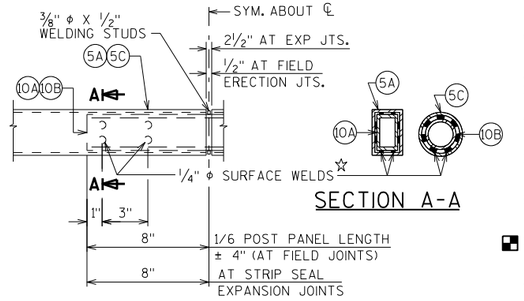

## RAIL POST SHIM DETAIL

(2 SETS PER POST)




## SHOP RAIL SPLICE DETAIL

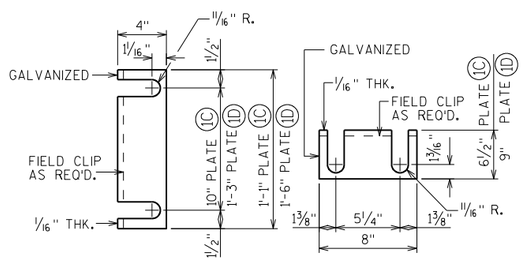
(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)




## SECTION A-A

## FIELD ERECTION JOINT DETAIL

☆ MIN. 5/8" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.




## END RAIL SHIM DETAIL

(2 SETS PER PLATE)

## TABLE A

| SLEEVE LENGTH | A | B | C | D | E | F | G | H |
|---|---|---|---|---|---|---|---|---|
| PIER 2-SOUTH | 2'-2" | 1'-1" | 1'-1" | 2 1/2" | 4" | 6 1/2" | 6 1/2" | 4" | 2 1/2" |
| PIER 2-NORTH | 2'-0" | 1'-0" | 1'-0" | 2 1/2" | 4" | 6" | 6" | 4" | 2 1/2" |
| PIER 7-SOUTH | 2'-7" | 1'-3 1/2" | 1'-3 1/2" | 2 1/2" | 4" | 9" | 9" | 4" | 2 1/2" |
| PIER 7-NORTH | 2'-5" | 1'-2 1/2" | 1'-3 1/2" | 2 1/2" | 4" | 8" | 8" | 4" | 2 1/2" |

## LEGEND

(1A) PLATE 5/8" X 6" X 8" WITH 3/4" X 1 1/2" SLOTTED HOLES.

(1C) PLATE 5/8" X 8" X 1'-1" WITH 3/4" X 1 1/2" SLOTTED HOLES.

(1D) PLATE 5/8" X 8" X 1'-6" WITH 3/4" X 1 1/2" SLOTTED HOLES

(2A) 1/4" X 5" X 7" ANCHOR PLATE WITH 11/16" φ HOLES FOR THR'D. RODS NO. 3.

(2C) 1/4" X 2 1/2" X 7 1/4" ANCHOR PLATE WITH 11/16" φ HOLES FOR THR'D. RODS NO. 3.

(3) 5/8" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP. (ALTERNATE RAIL POST ANCHORAGE: 4 EQUIVALENT STAINLESS STEEL CONCRETE MASONRY ANCHORS TYPE S 5/8-INCH. EMBED 7" IN CONCRETE FOR RAIL POSTS. EMBED 5" IN CONCRETE FOR END RAILS.)

(4A) STRUCTURAL TUBING 3" X 1 1/2" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.

(5A) STRUCTURAL TUBING 3" X 1 1/2" X 3/16" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.

(5C) STRUCTURAL TUBING 2 1/2" φ (STANDARD SIZE) (2.875" O.D.). WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.

(6A) BAR 1" X 1" PICKETS. WELD TO NO. 5. PLACE VERTICAL.

(6C) BAR 1" X 1 1/2" PICKETS. WELD TO NO. 11. PLACE VERTICAL.

(9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".

(9B) CIRCULAR SLEEVE FABRICATED FROM STRUCTURAL TUBING 2" φ (STANDARD SIZE) (2.375" O.D.)

(10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" @ FIELD ERECTION JTS.) (1'-4" @ STRIP SEAL JTS.)

(10B) CIRCULAR SLEEVE FABRICATED FROM STRUCTURAL TUBING 2" φ (STANDARD SIZE) (2.375" O.D.) (1'-4" @ FIELD ERECTION JTS.) (1'-4" @ STRIP SEAL EXP. JTS.)

(11A) BAR 2 1/2" X 1" X "SLEEVE LENGTH"

(11C) STRUCTURAL TUBING 2" φ (STANDARD SIZE) (2.375" O.D.) X "SLEEVE LENGTH"

(12) 1/2" DIA. STAINLESS STEEL BOLT WITH NUT AND LOCKWASHER.

## RAILING NOTES

BID ITEM SHALL BE "RAILING STEEL TYPE C2 GALVANIZED B-5-381", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

ALL PLATES, BARS, AND RECTANGULAR SLEEVES SHALL CONFORM TO ASTM A709 GRADE 36. ALL STRUCTURAL TUBING SHALL CONFORM TO ASTM A500 GRADE B.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

■ CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

ALL JOINTS AND RECESSES IN CONCRETE PARAPET ARE TO BE VERTICAL.

ALL MATERIAL (EXCEPT NO. 3 & 12) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE "BRIDGE SPECIAL PROVISIONS". THE RAILING SHALL BE PAINTED FEDERAL COLOR NO. 37038, BLACK.

VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

COMBINATION RAIL TYPE "C2" DETAILS

SHEET 102

499

SCALE = 1.000

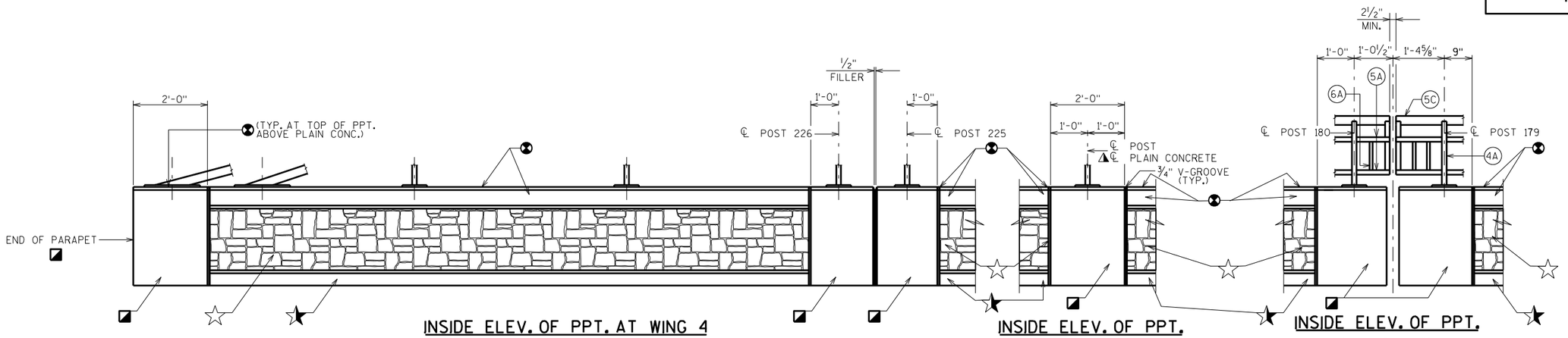
RAILCOMBDET 7-13

8

8

STATE PROJECT NUMBER

4075-28-71

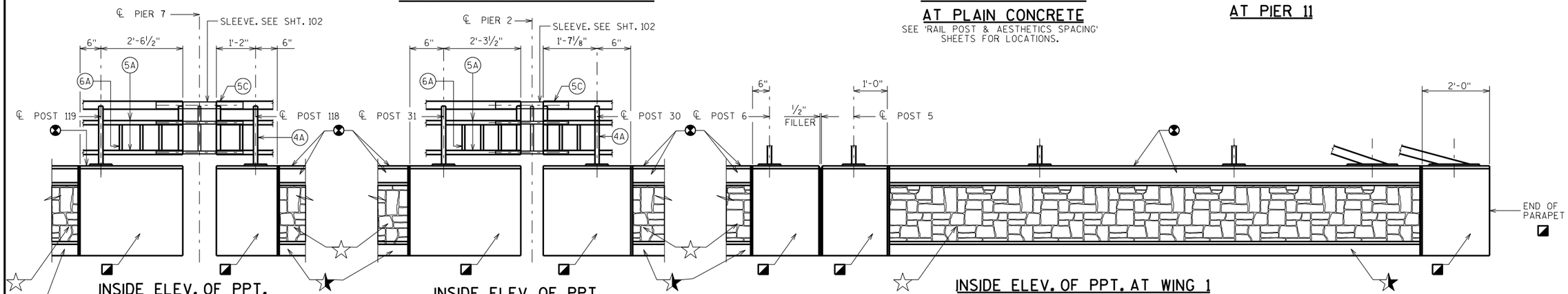



INSIDE ELEV. OF PPT. AT WING 4

INSIDE ELEV. OF PPT. AT PLAIN CONCRETE

SEE 'RAIL POST & AESTHETICS SPACING' SHEETS FOR LOCATIONS.

INSIDE ELEV. OF PPT. AT PIER 11



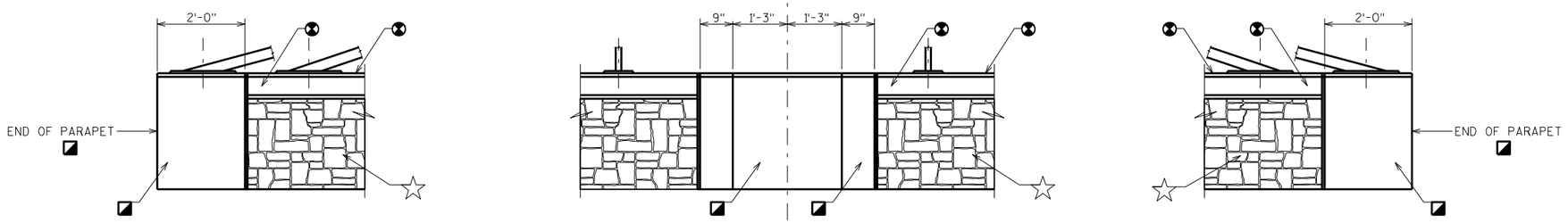

INSIDE ELEV. OF PPT. AT PIER 7

SIDEWALK/PPT COVER PLATE NOT SHOWN FOR CLARITY.

INSIDE ELEV. OF PPT. AT PIER 2

SIDEWALK/PPT COVER PLATE NOT SHOWN FOR CLARITY.

INSIDE ELEV. OF PPT. AT WING 1




OUTSIDE ELEV. OF PPT. AT WING 1

OUTSIDE ELEV. OF PPT. AT LIGHT/SIGN STD.

OUTSIDE ELEV. OF PPT. AT WING 4

## LEGEND

- PROTECTIVE SURFACE TREATMENT (GRAY)
- "ARCHITECTURAL SURFACE TREATMENT" AND "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 33522. FOR DETAILS SEE SHEET 105.
- "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 23430.
- "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 33522.
- (XX) SEE SHEET 102 FOR RAILING MEMBER DESCRIPTIONS.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY BLB | PLANS CK'D. DFD

SOUTH PARAPET AESTHETICS

SHEET 103

500

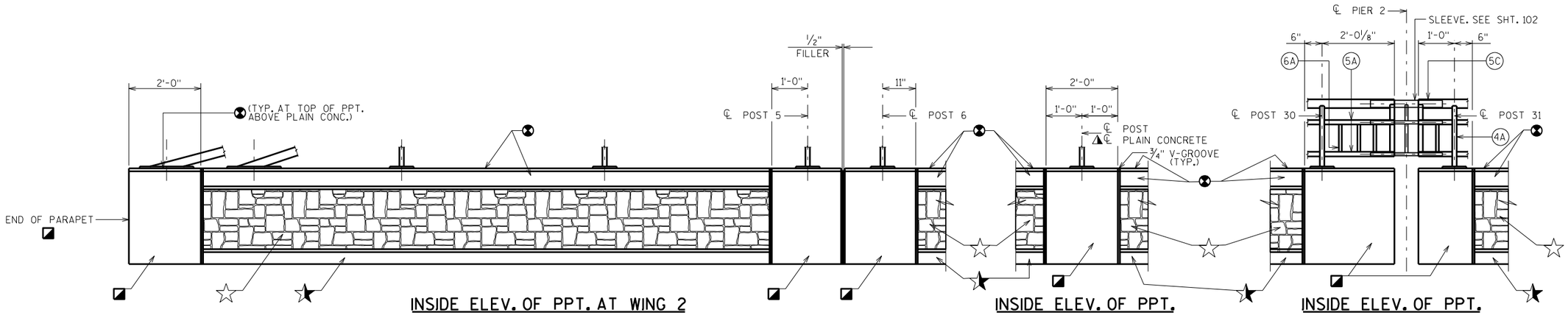
SCALE = 1.5

8

8

STATE PROJECT NUMBER

4075-28-71



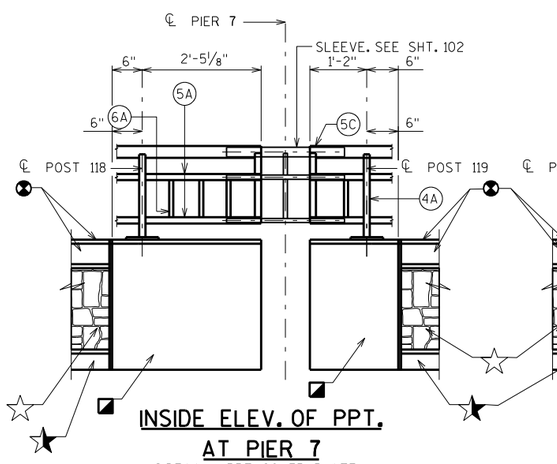

INSIDE ELEV. OF PPT. AT WING 2

INSIDE ELEV. OF PPT. AT PLAIN CONCRETE

SEE 'RAIL POST & AESTHETICS SPACING' SHEETS FOR LOCATIONS.

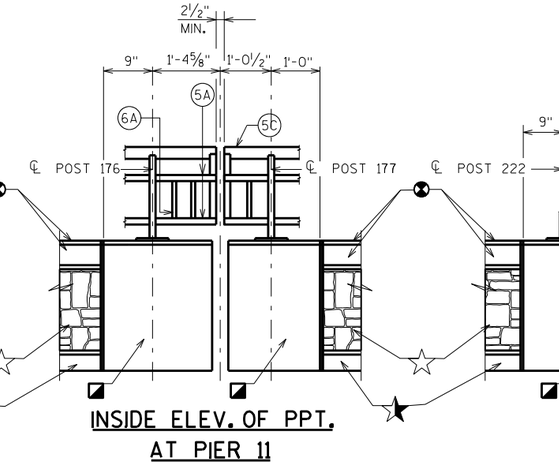
INSIDE ELEV. OF PPT. AT PIER 2

SIDEWALK/PPT COVER PLATE NOT SHOWN FOR CLARITY.

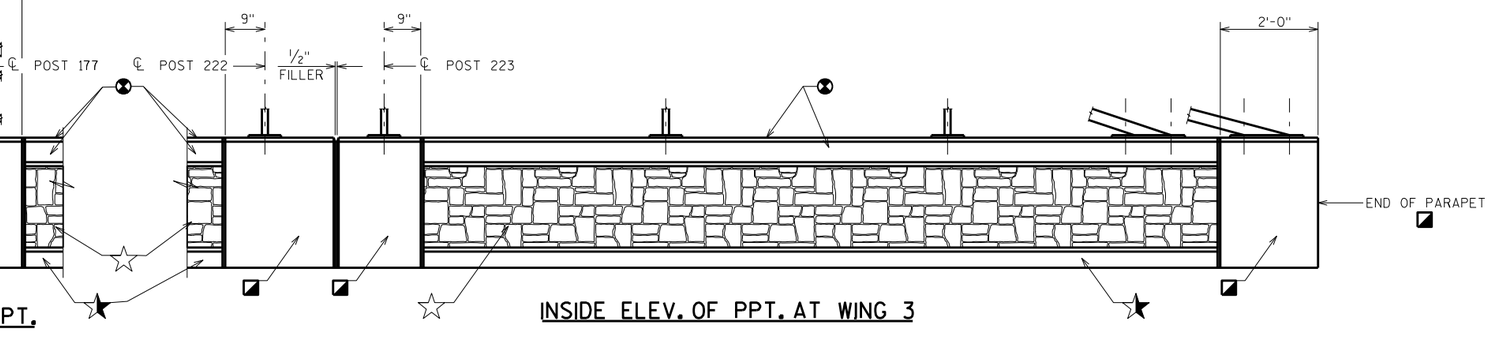



INSIDE ELEV. OF PPT. AT PIER 7

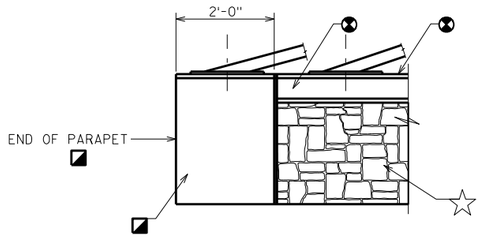
SIDEWALK/PPT COVER PLATE NOT SHOWN FOR CLARITY.



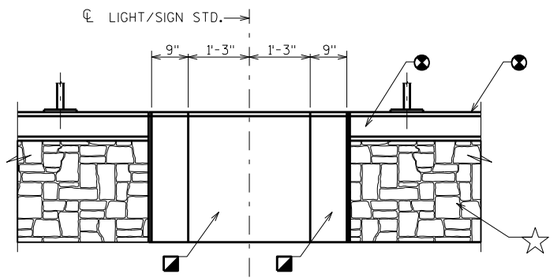

INSIDE ELEV. OF PPT. AT PIER 11



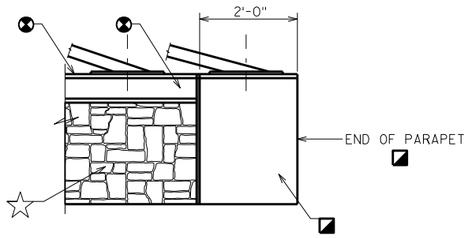

INSIDE ELEV. OF PPT. AT WING 3




OUTSIDE ELEV. OF PPT. AT WING 3




OUTSIDE ELEV. OF PPT. AT LIGHT/SIGN STD.




OUTSIDE ELEV. OF PPT. AT WING 2

## LEGEND

- PROTECTIVE SURFACE TREATMENT (GRAY)
- "ARCHITECTURAL SURFACE TREATMENT" AND "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 33522. FOR DETAILS SEE SHEET 105.
- "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 23430.
- "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 33522.
- (XX) SEE SHEET 102 FOR RAILING MEMBER DESCRIPTIONS.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY BLB | PLANS CK'D. DFD

NORTH PARAPET AESTHETICS

SHEET 104

501

SCALE = 1.5

8

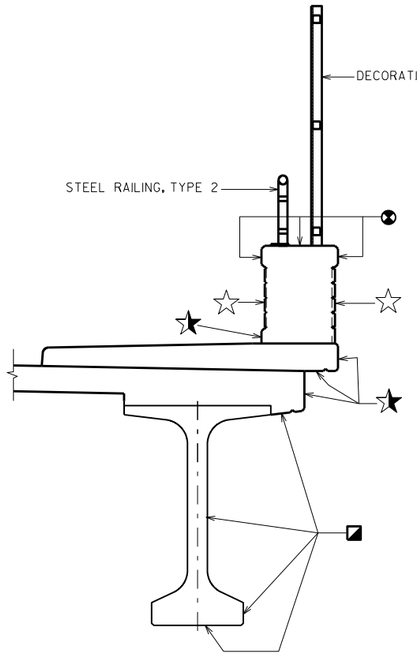
8

STATE PROJECT NUMBER

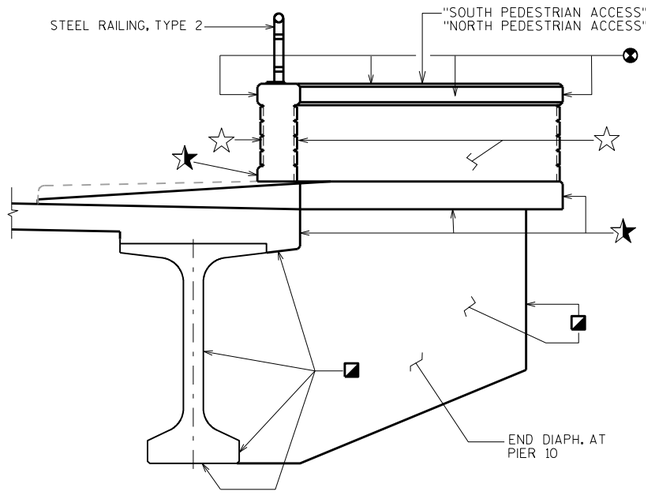
4075-28-71

## PARAPET NOTES

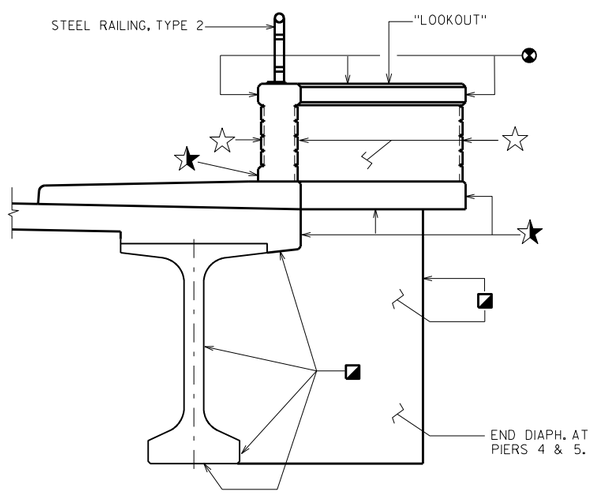
FORMLINER COURSING ON PARAPETS SHALL BE PARALLEL TO TOP OF PARAPET. THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS CONST. JTS.



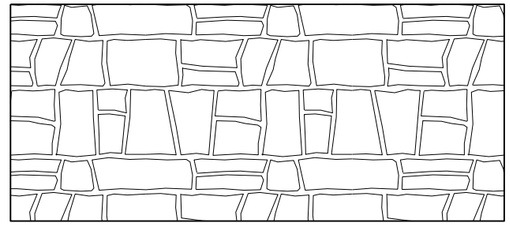

PARTIAL SECTION THRU SPAN 8




PARTIAL SECTION AT PIER 10

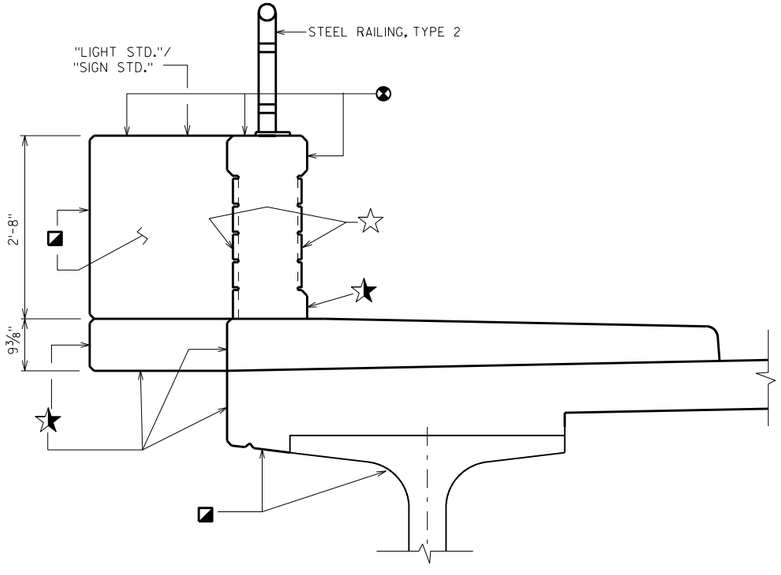



PARTIAL SECTION AT PIERS 4 & 5

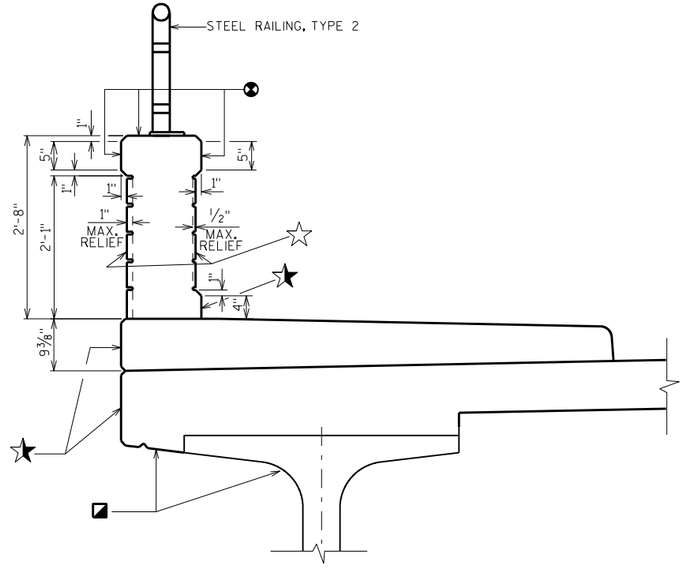


DRYSTACK STONE FORMLINER

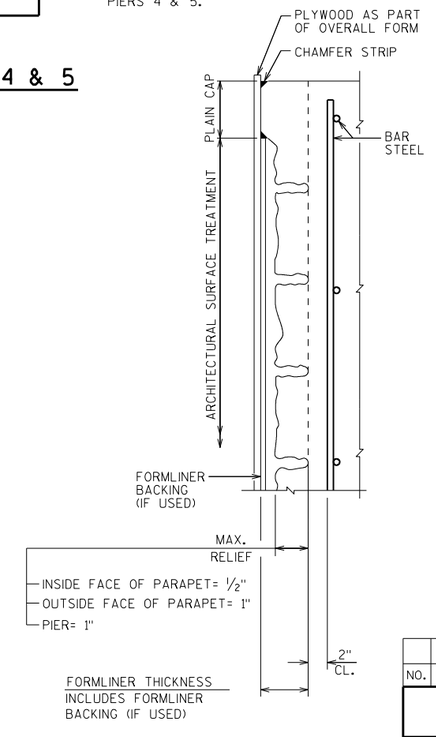
FORMLINER THICKNESS = 3"
SIZE = 3" TO 24" (PARAPET)
SIZE = 3" TO 36" (PIER)
MAX. RELIEF = 1"




SECTION THRU PARAPET
AT LIGHT STD. / SIGN STD.




SECTION THRU PARAPET (TYP.)




SECTION THRU FORMLINER

## LEGEND

- PROTECTIVE SURFACE TREATMENT (GRAY)
- "ARCHITECTURAL SURFACE TREATMENT" AND "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 33522.
- "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 23430.
- "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 33522.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

AESTHETIC DETAILS

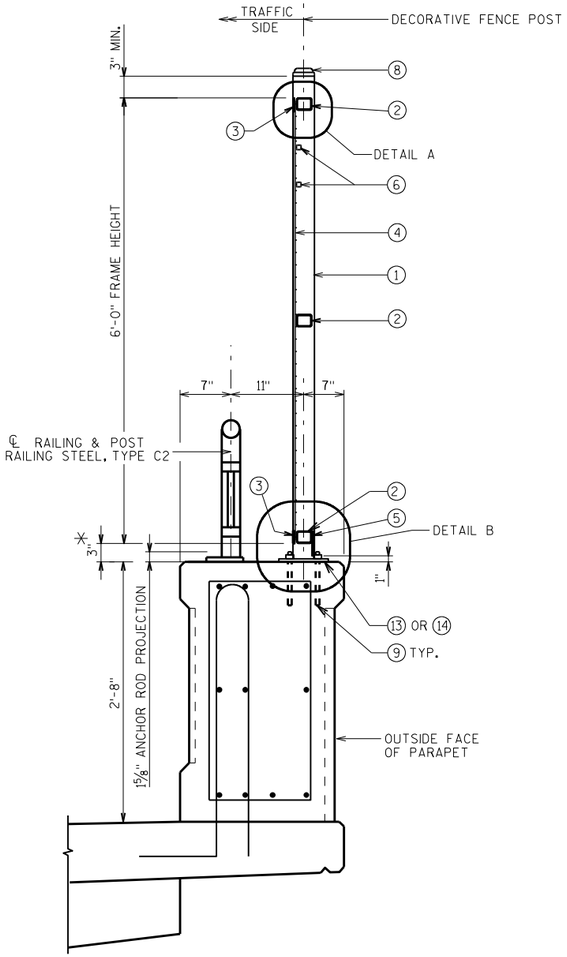
SHEET 105

502

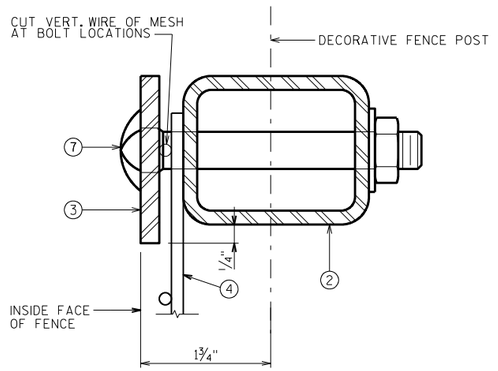
8

8

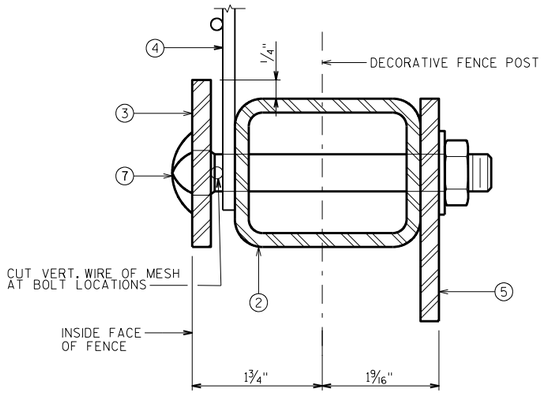
SCALE =



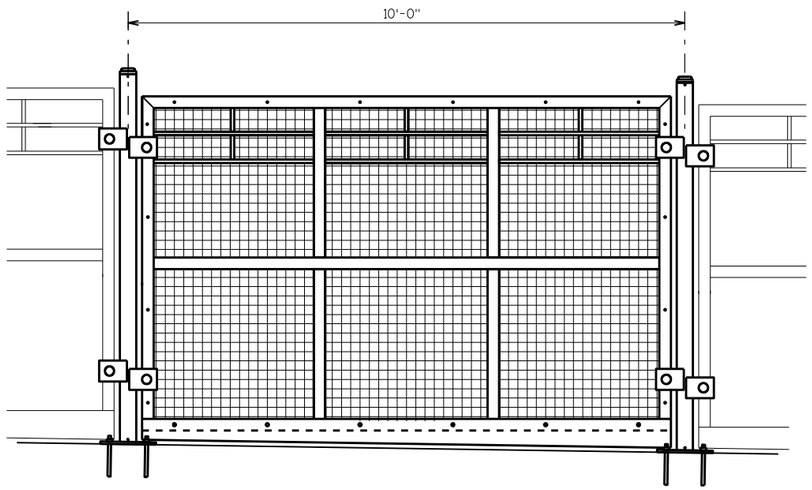

SECTION THRU PARAPET AT SPAN 8




DETAIL A




DETAIL B




OUTSIDE ELEVATION OF PANEL TYPE "A"

SEE FURTHER DETAILS ON SHEETS 107 & 108.

## LEGEND

1. HSS 3½ X 3½ X 3/16 POST WITH ¼" DIA. VENT HOLES TOP & BOTTOM ON OUTSIDE FACE. RESIZE AS NECESSARY FOR GALVANIZING PROCESS. WELD TO NO. 8 & BASE PLATE, TYP.
2. HSS 2½ X 2½ X 3/16. WELD TO NO. 6.
3. PL 2¾" X ¼" WELDED FRAME. WELD TO NO. 4. BOLT TO NO. 2 WITH NO. 7 AFTER PAINTING.
4. STEEL MESH 2" X 2" X 0.162 (8 GA.). PLACE VERTICAL WIRES ON INSIDE FACE OF PARAPET. WELD TO NO. 3.
5. PL ¼" X WIDTH VARIES. PROVIDE SHORT SLOTTED VERT. HOLES FOR NO. 7.
6. ¾" x ¾" BAR. WELD TO NO. 2 & 6.
7. ½" DIA. CARRIAGE BOLT, WASHER & NUT. PROVIDE ⅝" X ⅝" SQUARE HOLE IN NO. 3 & NO. 2 WHERE CONNECTED TO DECORATIVE INSET PLATE FOR SQUARE PORTION OF THE BOLT HEAD.
8. 3½" X 3½" SQUARE END CAP. WELD TO NO. 1.
9. ⅝" DIA. CONCRETE MASONRY ANCHOR TYPE S EPOXY, 7" MINIMUM EMBEDMENT WITH A MINIMUM PULLOUT OF 20 KIPS.
10. PL 5/16" X 4½" X 6" CONNECTION WITH 2" DIA. HOLE FOR NO. 7. USE NO. 11 TO COVER 2" DIA. ADJUSTMENT HOLES.
11. PL ⅜" X 2½" X 4½".
12. PL WASHER ¼" X 3½" X 3½".
13. PL ½" X 8" X 10" BASE PLATE. WELD TO NO. 1.
14. PL ½" X 8" X 1'-0" BASE PLATE. WELD TO NO. 1.

✳ THE DIMENSION BETWEEN THE BOTTOM OF THE WELDED FRAME AND THE TOP OF THE PARAPET VARIES DUE TO THE VERTICAL PROFILE OF THE STRUCTURE. SET THIS DIMENSION TO 2" ADJACENT TO THE POST WHERE NO. 5 HAS THE SMALLEST VERTICAL DIMENSION.

## NOTES

THE BID ITEM SHALL BE "FENCE DECORATIVE BRIDGE" WHICH SHALL INCLUDE ALL ITEMS SHOWN.

FOR ELEVATION VIEWS OF FENCE PANELS, SEE SHEET 107.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

STRUCTURAL TUBING SHALL BE A.S.T.M. A500, GRADE B. ROLLED SHAPES, PLATES, BARS AND SHIMS SHALL BE A.S.T.M. A709, GRADE 36.

CAULK AROUND PERIMETER OF BASE PLATES AND FILL PORTION OF HOLES AROUND ANCHOR BOLTS WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

CUT BOTTOM OF POST TO MAKE POST VERTICAL.

ANCHOR BOLTS, NUTS AND WASHERS SHALL BE A.S.T.M. A307 AND SHALL BE GALVANIZED.

STANDARD WASHERS SHALL BE USED TO SHIM BASE PLATES IF REQUIRED. ALL WASHERS SHALL BE GALVANIZED.

THE STEEL MESH SHALL BE TACK WELDED TO THE 2¾" X ¼" WELDED FRAME. THE MESH SHALL BE STRETCHED TO REMOVE SLACK.

VENT HOLES SHALL BE DRILLED IN MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

PRIOR TO FABRICATION, STEEL SHALL BE BLAST CLEANED PER SSPC-SP 6 AND GALVANIZED ACCORDING TO ASTM A 123. REPAIR ZINC COATING DAMAGED DURING FENCE ASSEMBLAGE AS SPECIFIED IN 635.3.4.

ALL WELDS SHALL BE PREQUALIFIED ACCORDING TO THE STRUCTURAL WELDING CODE STEEL (AWS D1.1). THE MINIMUM SIZE OF FILLET WELDS IS 3/16".

COAT THE RAILING WITH AN EPOXY PAINT SYSTEM. TOUCH UP DAMAGED PORTIONS OF PAINT AFTER PANEL ERECTION. SEE SPECIAL PROVISIONS FOR REQUIREMENTS.

STATE PROJECT NUMBER

4075-28-71

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

DECORATIVE FENCE (1 OF 3)

SHEET 106

503

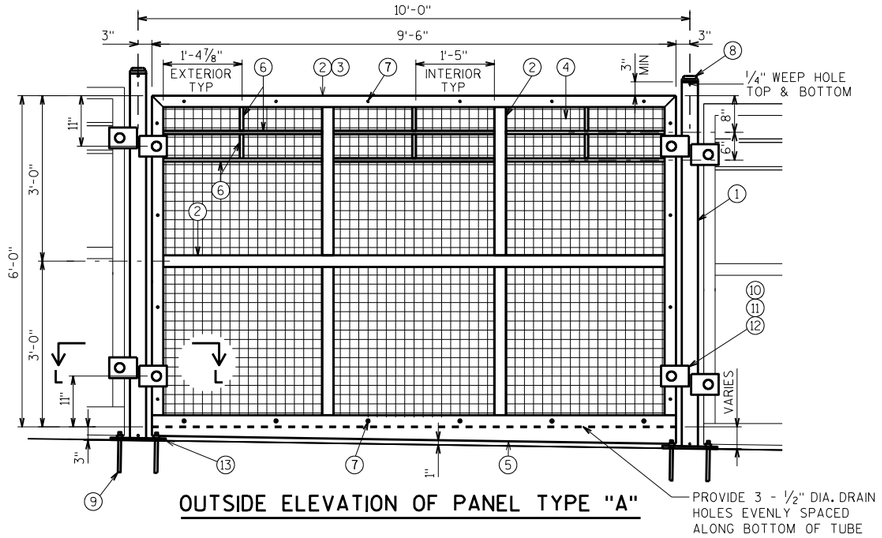
SCALE =

8

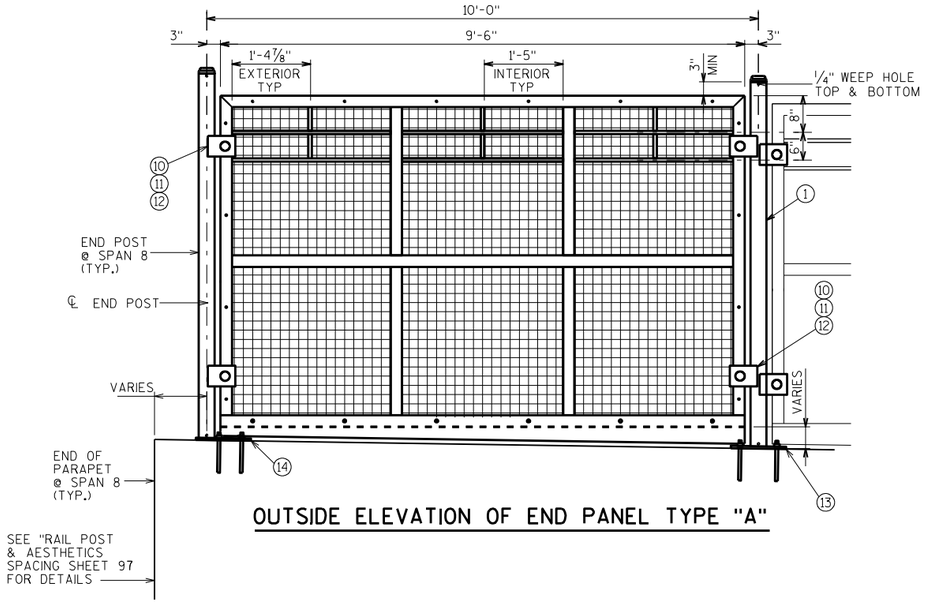
8

STATE PROJECT NUMBER

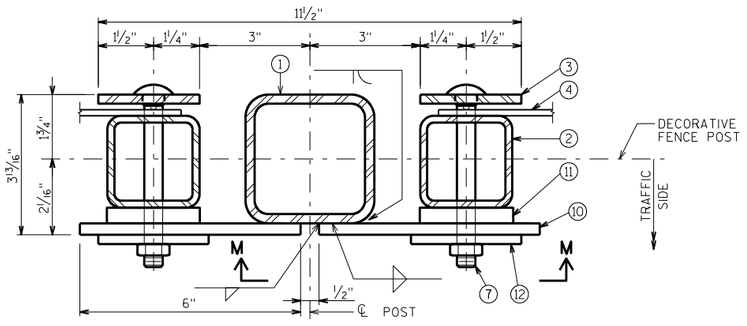
4075-28-71



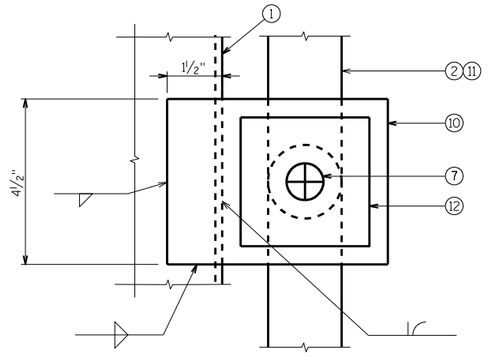

OUTSIDE ELEVATION OF PANEL TYPE "A"




OUTSIDE ELEVATION OF END PANEL TYPE "A"




SECTION L-L




ELEVATION M-M

## NOTES

FOR NOTES AND LEGEND, SEE SHEET 106.

TYPICAL MEMBER SIZES, WELDING AND BOLTING DETAILS, AND MATERIALS ARE SHOWN IN 'DECORATIVE FENCE PANEL' ON SHEET 108.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

DECORATIVE FENCE (2 OF 3)

SHEET 107

504

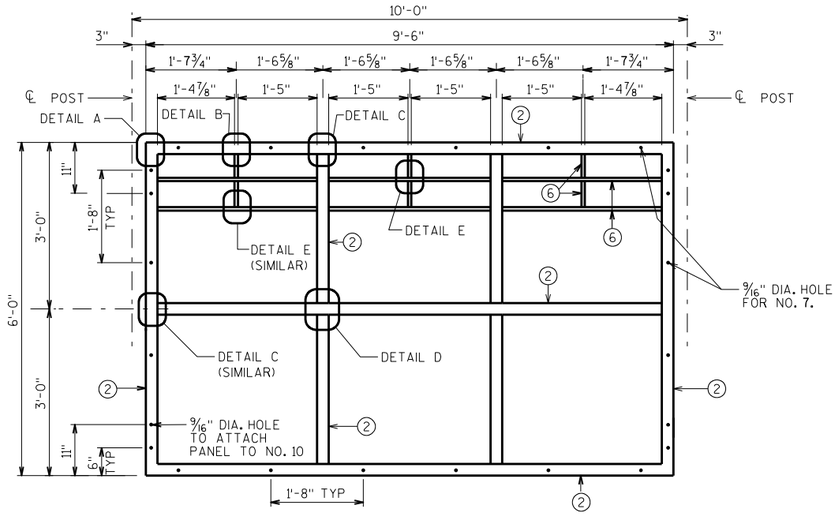
8

8

SCALE =

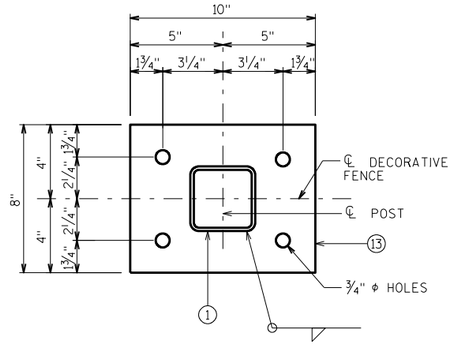
STATE PROJECT NUMBER

4075-28-71

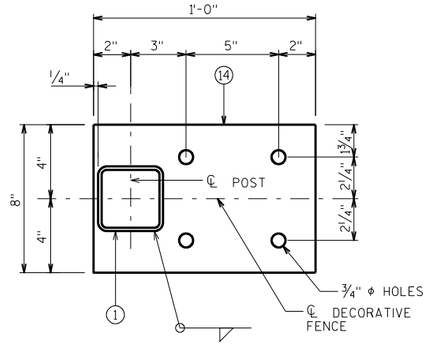



## DECORATIVE FENCE PANEL

TYPICAL 10' PANEL SHOWN

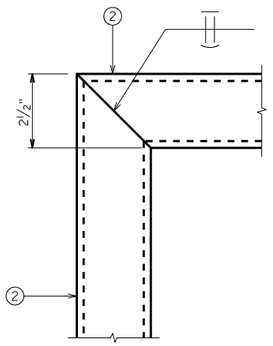



BASE PLATE

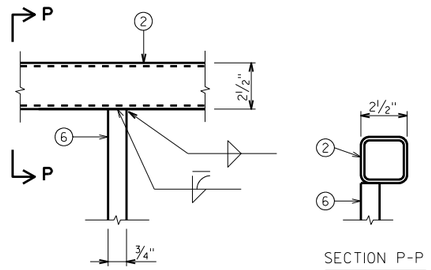



END BASE PLATE

## BASE PLATE DETAILS



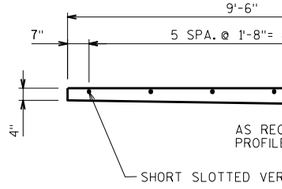

## DETAIL A



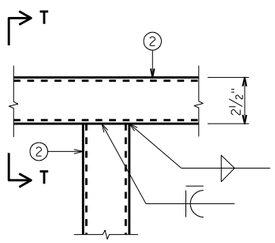

## DETAIL B



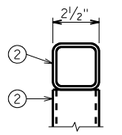

SECTION P-P



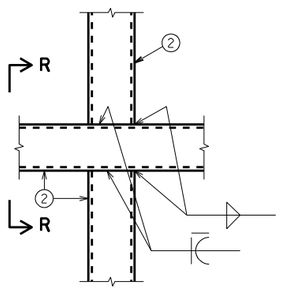

## ¼" PLATE (NO. 5)



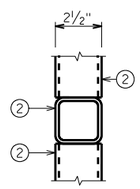

## DETAIL C



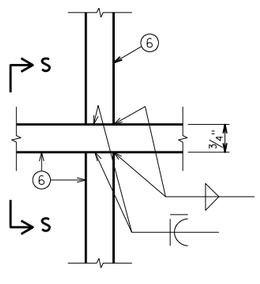

SECTION T-T



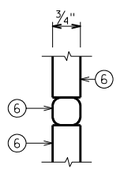

## DETAIL D




SECTION R-R




## DETAIL E




SECTION S-S

## NOTES

FOR NOTES AND LEGEND, SEE SHEET 106.

DETAILS SHOWN ARE TYPICAL FOR ALL FENCE PANELS.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

DECORATIVE FENCE (3 OF 3)

SHEET 108

505

8

8

SCALE =

STATE PROJECT NUMBER

4075-28-71

## ESTIMATED NAVIGATION LIGHTING QUANTITIES

| ITEM | UNIT | TOTAL |
|---|---|---|
| GREEN CENTER CHANNEL FIXTURE LED, 360° | EACH | 2 |
| RED PIER FIXTURE LED, 180° | EACH | 4 |
| 1" RIGID SCHEDULE 80 NON-METALLIC CONDUIT | LF | 25 |
| 4X4X4 SURFACE MOUNTED JUNCTION BOXES | EACH | 4 |
| #12 AWG. WIRE | LF | 7,600 |
| 4X4X4 RECESSED WATERTIGHT JUNCTION BOX | EACH | 4 |

## NOTES

1) FIELD VERIFY THE LOCATIONS, LENGTHS & DIMENSIONS OF ALL NAVIGATION LIGHT MOUNTING EQUIPMENT. ADJUST AS REQ'D.

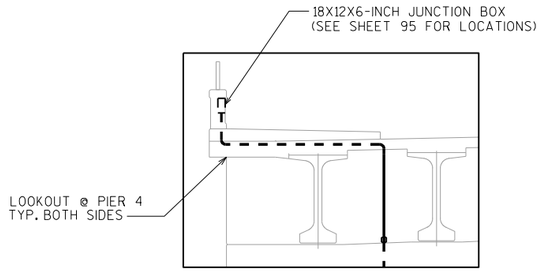
2) PLACE SWIVEL MOUNTING BRACKET AT STA. 116'EB'+66.93 (BOTH SIDES OF BRIDGE)

3) ALL ITEMS INDICATED WITH * SHALL BE PAID UNDER THE BID ITEM "NAVIGATION LIGHTS AND AIDS".

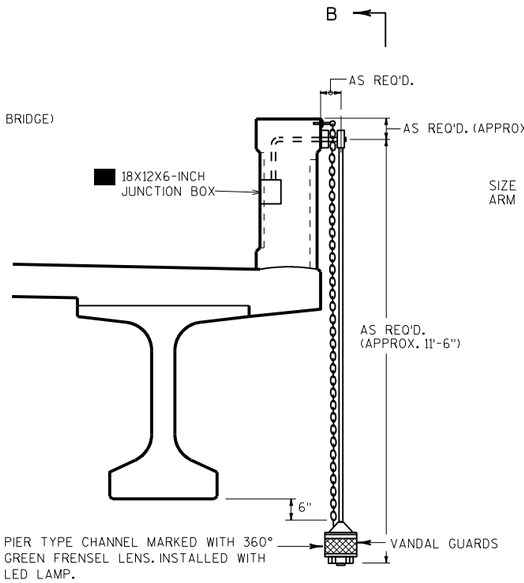
4) ALL OTHER ITEMS SHOWN SHALL BE PAID UNDER SEPARATE BID ITEMS.

5) AVOID REINFORCEMENT STEEL WHEN DRILLING HOLES FOR MASONRY ANCHORS. USE EPOXY ANCHORING COMPOUND IN CONJUNCTION WITH THE MASONRY ANCHORS.

■ SEE SHEETS 93-100 FOR LOCATIONS.
SEE SHEETS 95 & 110 FOR CONDUIT LIMITS.

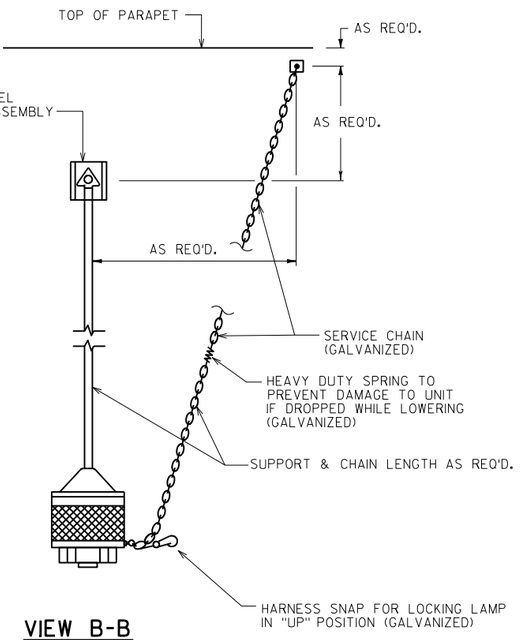



PART ELEVATION AT PIER 4

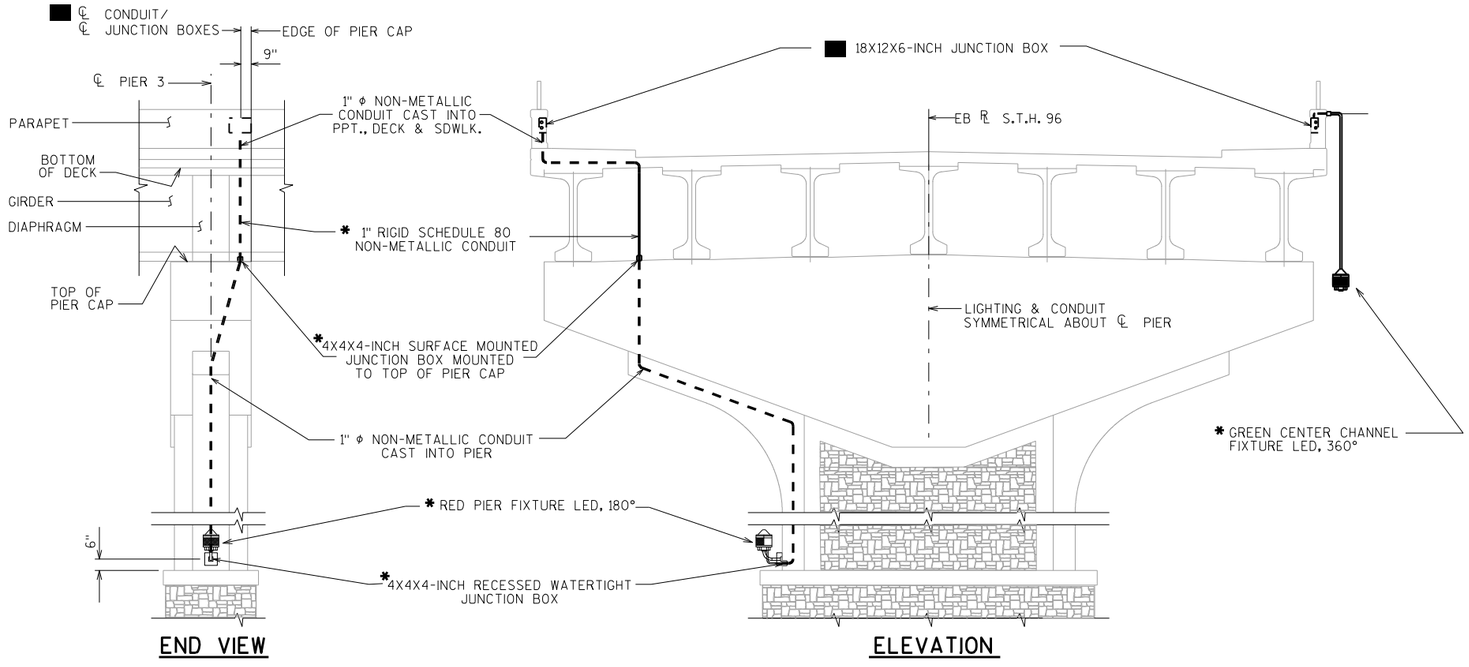



TYPICAL GREEN LIGHT INSTALLATION

(REQ'D. AT MIDWAY POINT OF SPAN 4- STATION 116'EB'+66.93)




VIEW B-B

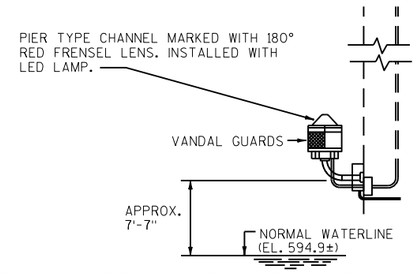



SHOWING TYPICAL DETAILS FOR RED LIGHT INSTALLATIONS

(SHOWING PIER 3, PIER 4 SIMILAR EXCEPT WHERE SHOWN)

SHOWING TYPICAL DETAILS FOR GREEN LIGHT INSTALLATIONS

(GREEN NAVIGATION LIGHTS SHALL BE LOCATED ON EACH SIDE OF THE BRIDGE AT THE MIDWAY POINT OF SPAN 4 - STATION 116'EB'+66.93)




TYPICAL RED LIGHT INSTALLATION

(REQ'D. AT PIERS 3 & 4)

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

NAVIGATION LIGHTING AND CONDUIT DETAILS 1

SHEET 109

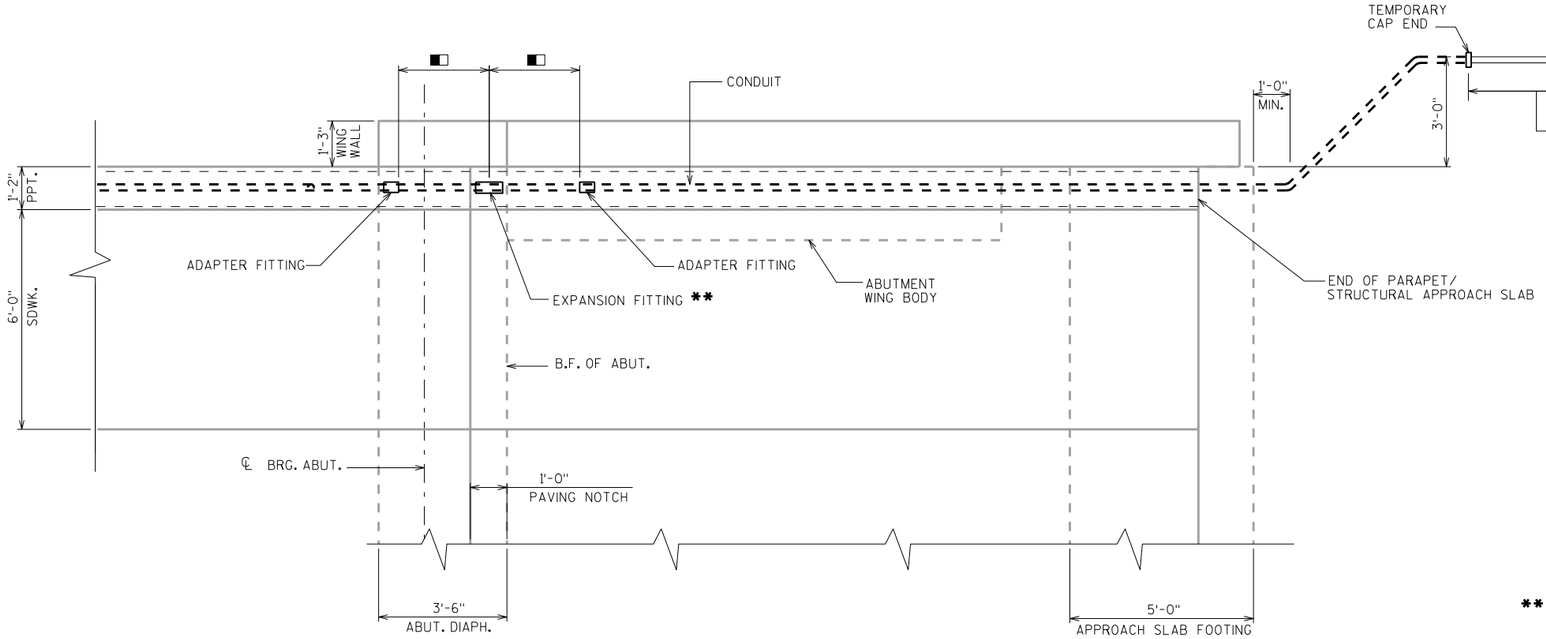
506

8

8

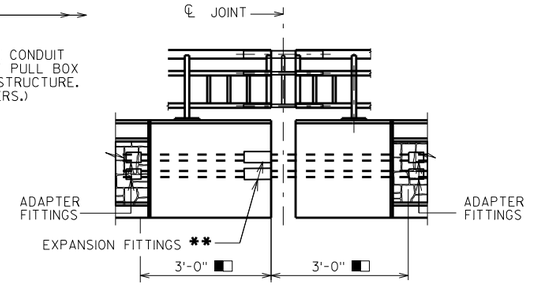
SCALE = 5.0

| STATE PROJECT NUMBER |
|---|
| 4075-28-71 |




## PLAN OF CONDUIT AT ABUTMENT/STRUCTURAL APPROACH SLAB

(WING 1 SHOWN, WING 2, 3, & 4 SIMILAR)




## INSIDE ELEVATION OF CONDUIT AT EXPANSION JOINTS

(MODULAR JOINT SHOWN, STRIP SEAL SIMILAR)

## NOTES

BID ITEMS SHALL BE:
"JUNCTION BOXES 18X12X6-INCH", EACH.
"CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH"
"CONDUIT RIGID METALLIC 2-INCH".

APPROVED MANUFACTURERS - JUNCTION BOXES:
SEE APPROVED MATERIAL LIST.

** APPROVED MANUFACTURER OR EQUIVALENT - EXPANSION FITTING:
O-Z/GEDNEY TYPE AX-200 AND BONDING JUMPER (4" TOTAL CONDUIT MOVEMENT).

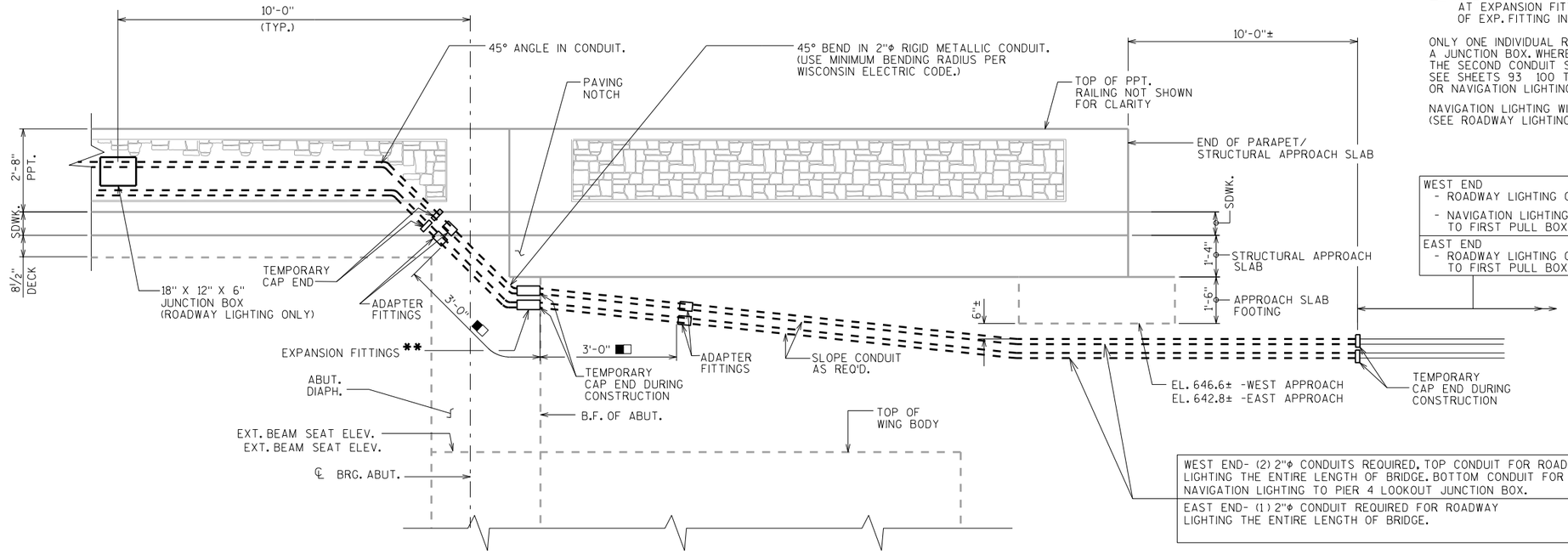
EXPANSION FITTINGS, ANGLES AND ADAPTER FITTINGS TO BE INCIDENTAL TO "CONDUIT RIGID METALLIC 2-INCH".

WHEN CONNECTING NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS U.L. OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED.

■□ USE 2"Φ RIGID NONMETALLIC CONDUIT EXCEPT AT EXPANSION FITTING. AT EXPANSION FITTING, USE RIGID METALLIC CONDUIT 3'-0" ON EACH SIDE OF EXP. FITTING INTO ABUTMENT DIAPHRAGM AND STRUCTURE BACKFILL.

ONLY ONE INDIVIDUAL RUN OF CONDUIT IS ALLOWED TO ENTER AND EXIT A JUNCTION BOX. WHERE TWO RUNS OF CONDUIT EXIST IN THE PARAPET, THE SECOND CONDUIT SHALL RUN ABOVE OR BELOW THE JUNCTION BOX. SEE SHEETS 93 100 TO DETERMINE WHICH CONDUIT (ROADWAY LIGHTING OR NAVIGATION LIGHTING) SHALL ENTER JUNCTION BOXES.

NAVIGATION LIGHTING WIRE SHALL CONNECT TO CB1 ON WEST SIDE OF BRIDGE. (SEE ROADWAY LIGHTING PLAN 05-0868)




| WEST END |
|---|
| - ROADWAY LIGHTING CONDUIT - CAP END FOR POSSIBLE FUTURE CONNECTION. |
| - NAVIGATION LIGHTING CONDUIT - CONTINUE RIGID METALLIC CONDUIT TO FIRST PULL BOX OFF OF STRUCTURE. (BY OTHERS) |
| EAST END |
| - ROADWAY LIGHTING CONDUIT - CONTINUE RIGID METALLIC CONDUIT TO FIRST PULL BOX OFF OF STRUCTURE. (BY OTHERS) |

| |
|---|
| WEST END- (2) 2"Φ CONDUITS REQUIRED, TOP CONDUIT FOR ROADWAY LIGHTING THE ENTIRE LENGTH OF BRIDGE. BOTTOM CONDUIT FOR NAVIGATION LIGHTING TO PIER 4 LOOKOUT JUNCTION BOX. |
| EAST END- (1) 2"Φ CONDUIT REQUIRED FOR ROADWAY LIGHTING THE ENTIRE LENGTH OF BRIDGE. |

## INSIDE ELEVATION OF CONDUIT AT ABUTMENT/STRUCTURAL APPROACH SLAB

(WINGS 1 AND 4 SHOWN, WINGS 2 & 3 SIMILAR)

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

NAVIGATION LIGHTING AND CONDUIT DETAILS 2

SHEET 110

507

8

8

SCALE =

STATE PROJECT NUMBER

4075-28-71

## NOTES

8" DIA. DOWNSPOUTS AND FITTINGS SHALL BE REINFORCED THERMOSETTING RESIN PIPING (RTRP) CONFORMING TO SECTION 514 OF THE STANDARD SPECIFICATIONS.

CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS.

INSTALL PIPING AT THE STEEPEST GRADE POSSIBLE. MINIMUM 1 PERCENT.

ALL FITTINGS, ELBOWS, CLEAN-OUTS, HANGERS, MASONRY ANCHORS, BOLTS AND OTHER HARDWARE REQUIRED FOR MOUNTING THE DOWNSPOUT AND/OR FLOOR DRAIN IS INCLUDED IN BID ITEM "DOWNSPOUT 8-INCH".

MATERIAL FOR CLAMPS AND PIPE HANGERS SHALL CONFORM TO ASTM A36 AND BE HOT-DIP GALVANIZED AFTER FABRICATION. ALL BOLTS SHALL BE STAINLESS STEEL. PROVIDE OVERSIZE NYLON WASHERS TO ISOLATE STAINLESS STEEL BOLTS FROM GALVANIZED STEEL.

TIGHTEN CLAMPS TO A TIGHT SLIP FIT (FOR TEMP. EXPANSION).

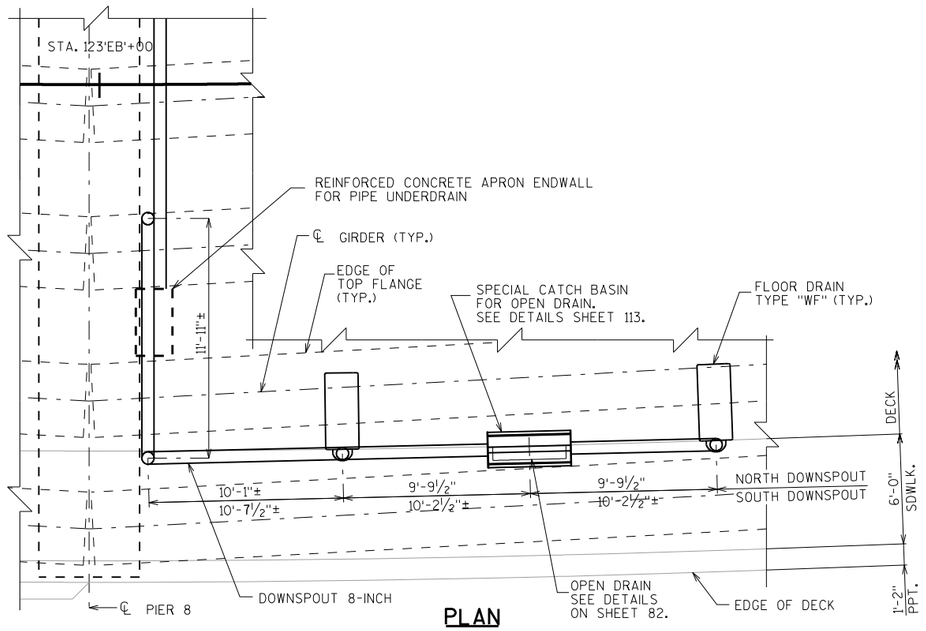
ALL ELBOWS TO BE LONG RADIUS TYPE.

THE CONTRACTOR MAY PROPOSE AN ALTERNATE TYPE OF CLAMP. THE PROPOSED ALTERNATE DETAILS SHALL BE SUBMITTED AND SUBJECT TO THE APPROVAL OF THE ENGINEER.

INSTALL CLEAN-OUTS AT ELBOWS AS SHOWN.

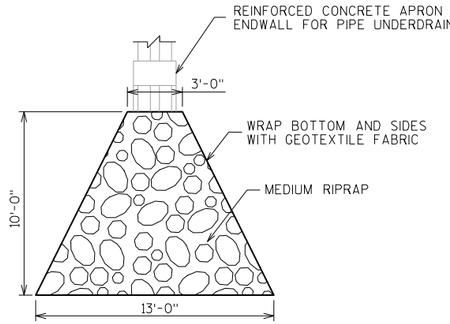
DRAIN WORK TO BE COMPLETED AS DIRECTED BY THE ENGINEER.

REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN IS INCLUDED IN BID ITEM "DOWNSPOUT 8-INCH".

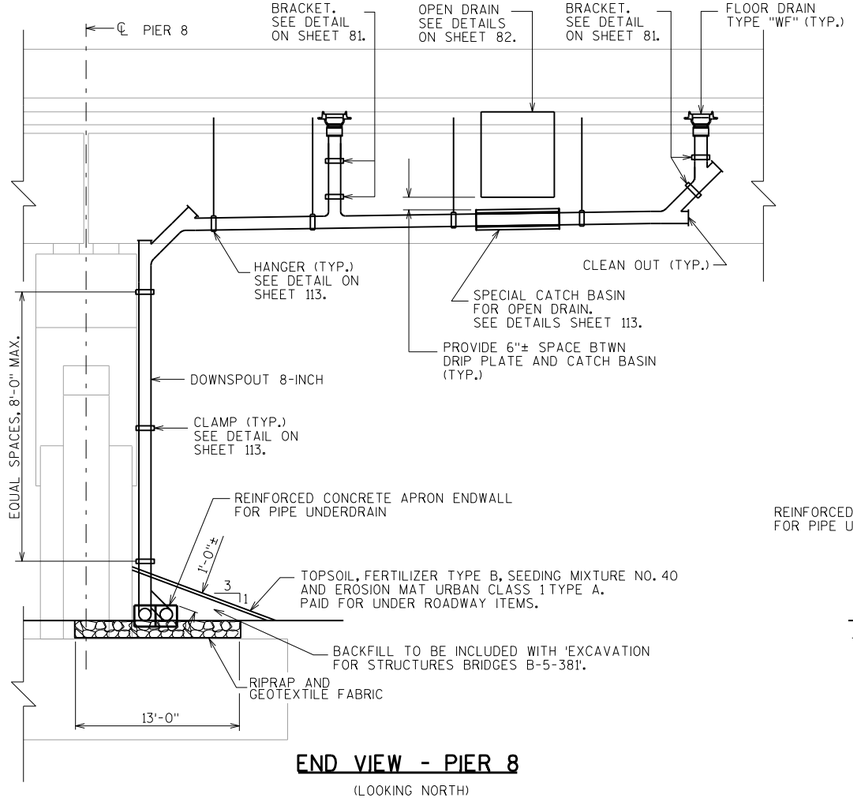



## PLAN

(SOUTH DOWNSPOUT SHOWN, NORTH DOWNSPOUT SIMILAR)

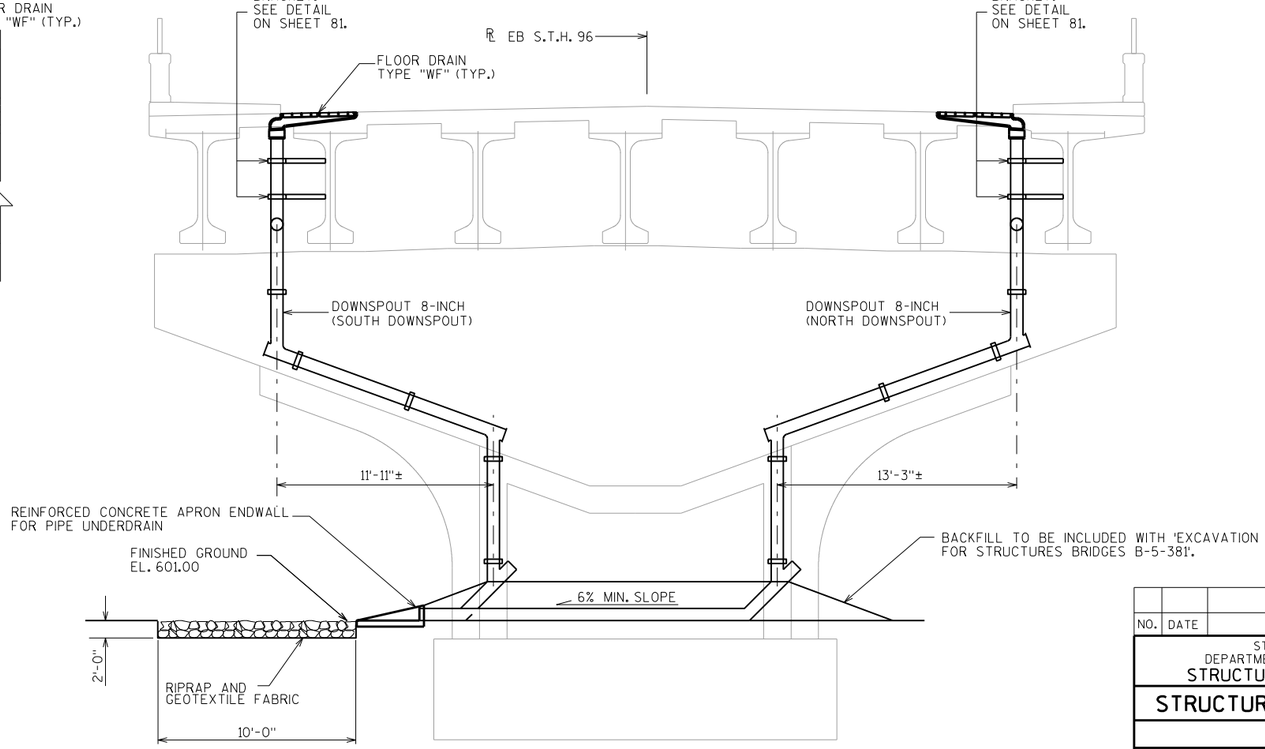



## PLAN OF RIPRAP AT DOWNSPOUT




## END VIEW - PIER 8

(LOOKING NORTH)




## ELEVATION - PIER 8

(LOOKING WEST)

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY BLB | PLANS CK'D. DFD

DRAINAGE SYSTEM AND DOWNSPOUT PIER 8

SHEET 111

508

8

8

SCALE = 4

STATE PROJECT NUMBER

4075-28-71

## NOTES

8" DIA. DOWNSPOUTS AND FITTINGS SHALL BE REINFORCED THERMOSETTING RESIN PIPING (RTRP) CONFORMING TO SECTION 514 OF THE STANDARD SPECIFICATIONS.

CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS.

INSTALL PIPING AT THE STEEPEST GRADE POSSIBLE. MINIMUM 1 PERCENT.

ALL FITTINGS, ELBOWS, CLEAN-OUTS, HANGERS, MASONRY ANCHORS, BOLTS AND OTHER HARDWARE REQUIRED FOR MOUNTING THE DOWNSPOUT AND/OR FLOOR DRAIN IS INCLUDED IN BID ITEM "DOWNSPOUT 8-INCH".

MATERIAL FOR CLAMPS AND PIPE HANGERS SHALL CONFORM TO ASTM A36 AND BE HOT-DIP GALVANIZED AFTER FABRICATION. ALL BOLTS SHALL BE STAINLESS STEEL. PROVIDE OVERSIZE NYLON WASHERS TO ISOLATE STAINLESS STEEL BOLTS FROM GALVANIZED STEEL.

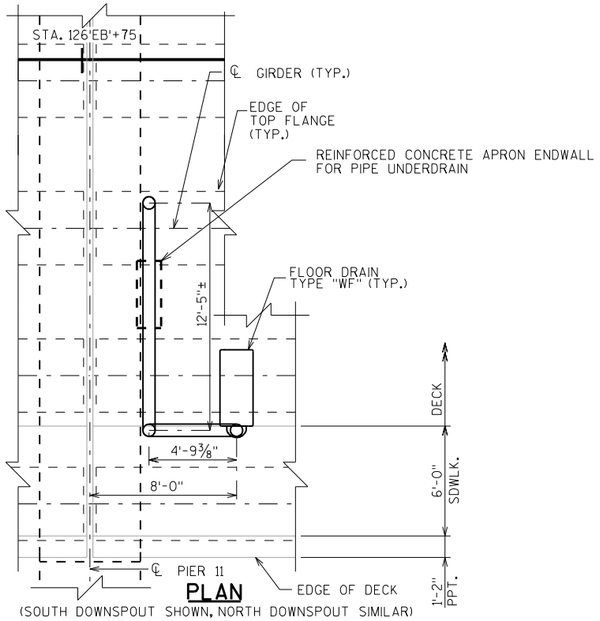
TIGHTEN CLAMPS TO A TIGHT SLIP FIT (FOR TEMP. EXPANSION).

ALL ELBOWS TO BE LONG RADIUS TYPE.

THE CONTRACTOR MAY PROPOSE AN ALTERNATE TYPE OF CLAMP. THE PROPOSED ALTERNATE DETAILS SHALL BE SUBMITTED AND SUBJECT TO THE APPROVAL OF THE ENGINEER.

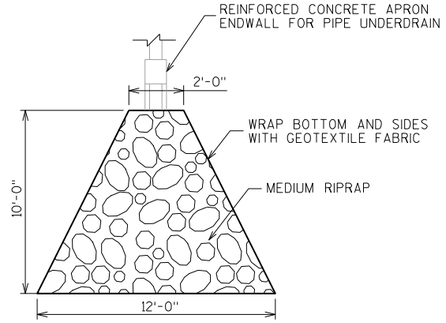
INSTALL CLEAN-OUTS AT ELBOWS AS SHOWN.

DRAIN WORK TO BE COMPLETED AS DIRECTED BY THE ENGINEER.

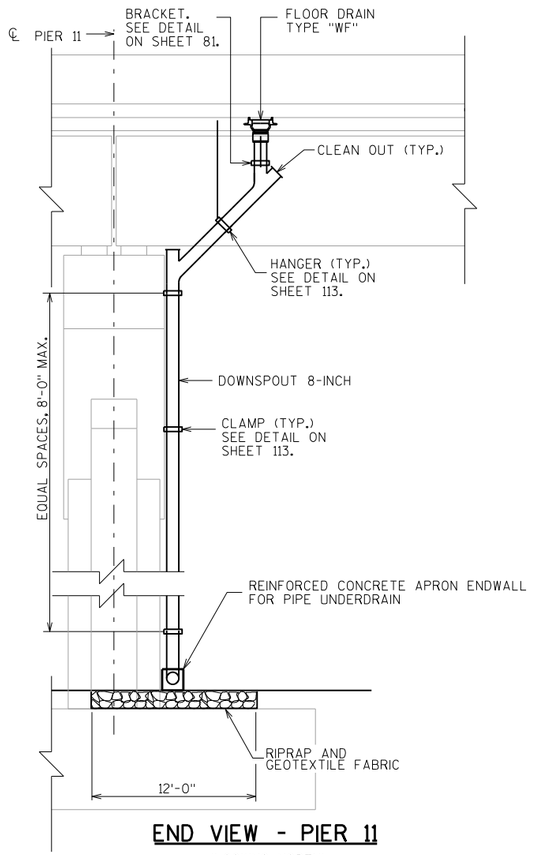



PLAN

(SOUTH DOWNSPOUT SHOWN, NORTH DOWNSPOUT SIMILAR)

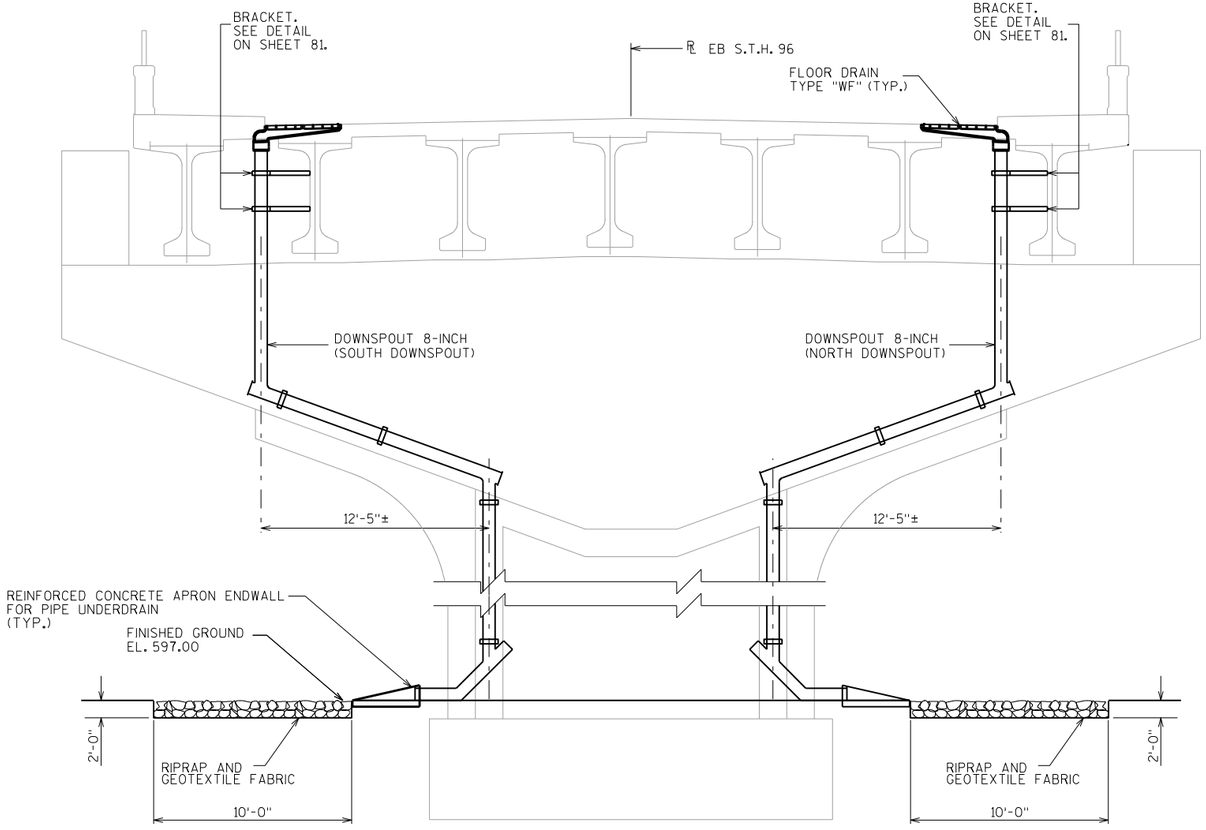



PLAN OF RIPRAP AT DOWNSPOUTS




END VIEW - PIER 11

(LOOKING NORTH)




ELEVATION - PIER 11

(LOOKING WEST)

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY BLB | PLANS CK'D. DFD

DRAINAGE SYSTEM AND DOWNSPOUT PIER 11

SHEET 112

509

8

8

SCALE = 4

STATE PROJECT NUMBER

4075-28-71

## NOTES

CATCH BASIN SHALL BE FABRICATED OF A NON-CORROSIVE MATERIAL THAT IS COMPATIBLE WITH THE REINFORCED THERMOSETTING RESIN PIPE (RTRP) DOWNSPOUTS. PROVIDE DESIGN AND SHOP DRAWINGS AS INDICATED IN THE 'BRIDGE SPECIAL PROVISIONS'.

ANY AND ALL HARDWARE USED TO CONNECT THE CATCH BASIN TO THE DOWNSPOUT SYSTEM SHALL BE NON-CORROSIVE.

PROVIDE ADEQUATE SUPPORT OF THE CATCH BASIN AS INDICATED IN THE DESIGN AND THE SHOP DRAWINGS. THESE REQUIREMENTS MAY VARY FROM WHAT IS SHOWN ON SHEETS 111 AND 112.

DIMENSIONS AS SHOWN IN THE 'TOP VIEW' SHALL BE PROVIDED. THE DEPTH OF THE CATCH BASIN MAY BE ADJUSTED AS REQUIRED BY THE DESIGN AND SHALL BE APPROVED BY THE ENGINEER.

## LEGEND

(1) 8" ϕ DOWNSPOUT SHALL BE REINFORCED THERMOSETTING RESIN PIPE (RTRP).

(2) 6" LONG SPLIT RTRP STRIP. BOND TO #1. PLACE AT ALL CLAMP LOCATIONS.

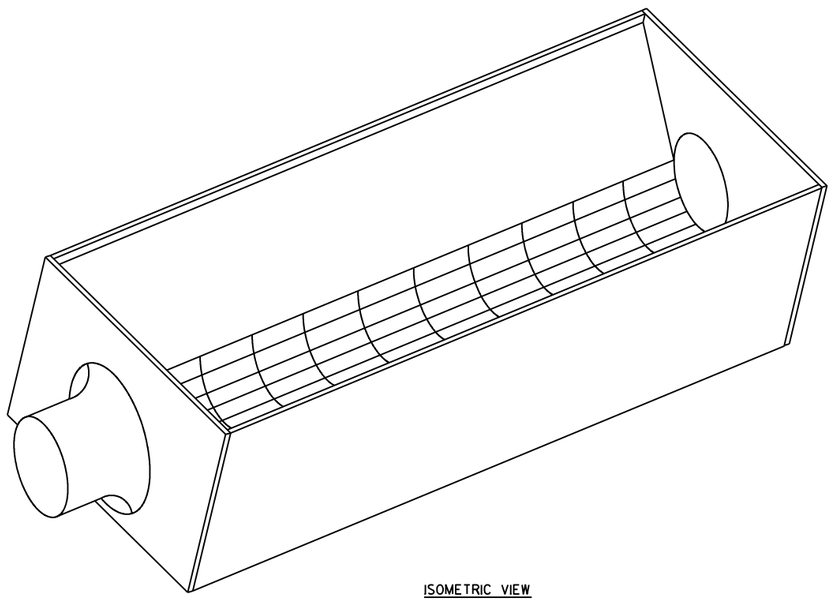
(3) 2½" X ⅜" BAR. TYP

(4) ⅝" ϕ TYPE S ANCHORS (STAINLESS STEEL BOLT & WASHER, TYP)

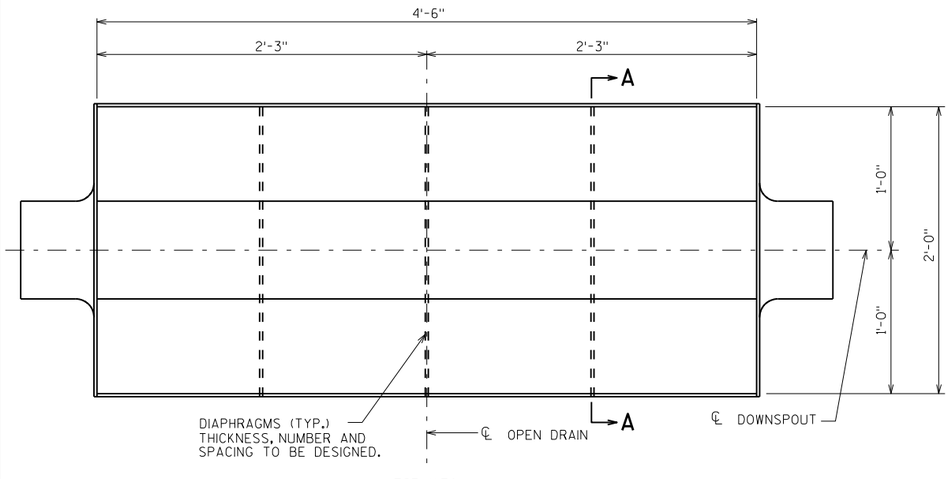
(5) 8" ϕ DOWNSPOUT SHALL BE REINFORCED THERMOSETTING RESIN PIPE (RTRP) CONFORMING TO SECTION 514 OF THE STANDARD SPECIFICATIONS.

(9) FLEXIBLE RUBBER HOSE. MIN. 3/16" THICK WALL. I.D. TO SUIT DOWNSPOUT.

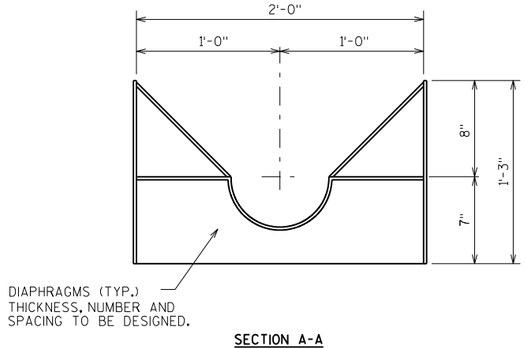
(10) BREEZE "HI-TORQUE CLAMP HTM-700 304 HALF HARD STAINLESS STEEL OR EQUIVALENT. (4 REQUIRED PER EACH )



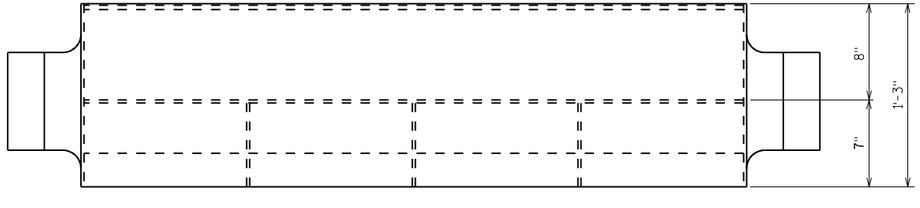
ISOMETRIC VIEW



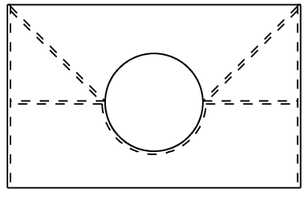

TOP VIEW




SECTION A-A

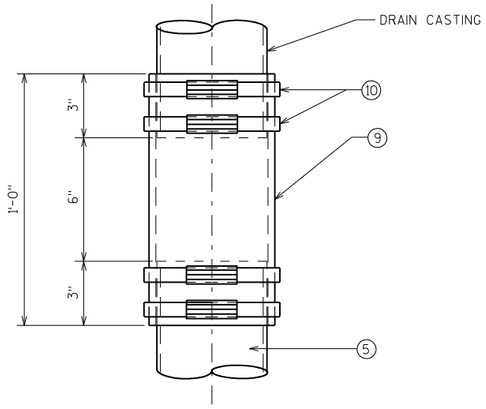



ELEVATION

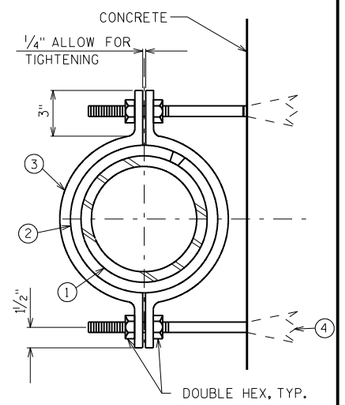


END VIEW

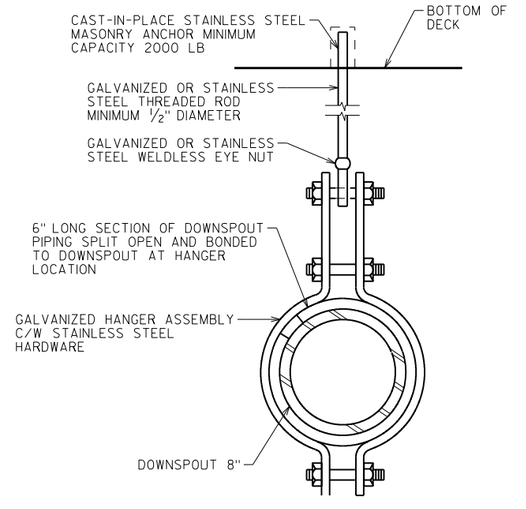
## CATCH BASIN DETAILS




## FLEXIBLE CONNECTION




## CLAMP DETAIL




## PIPE HANGER DETAIL

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY BLB | PLANS CK'D. DFD

DRAINAGE SYSTEM AND DOWNSPOUT DETAILS

SHEET 113

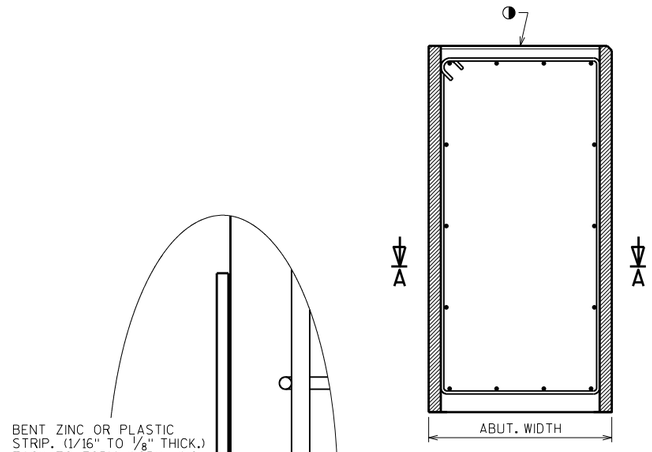
510

8

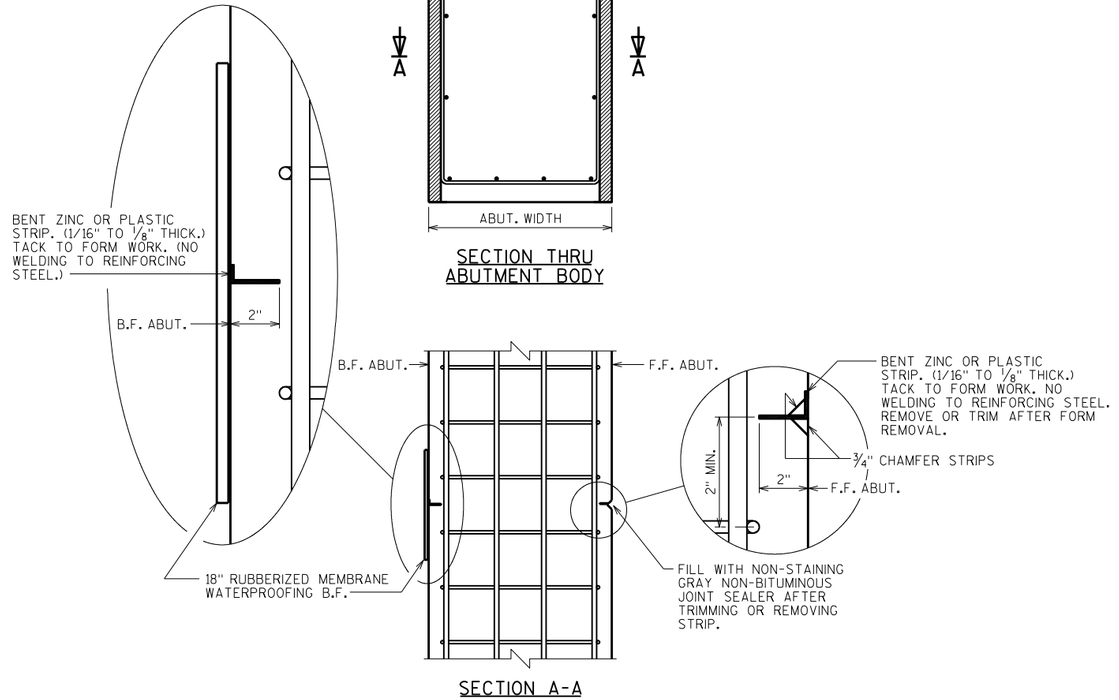
8

SCALE = 0.33333

| STATE PROJECT NUMBER |
| --- |
| 4075-28-71 |




SECTION THRU ABUTMENT BODY




SECTION A-A

## ALTERNATE CONSTRUCTION JOINT AT ABUTMENT

### NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

◑ USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY 1/2" DEEP.

| NO. | DATE | REVISION | BY |
| --- | --- | --- | --- |
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

ALTERNATE CONSTRUCTION JOINT

SHEET 114

511

8

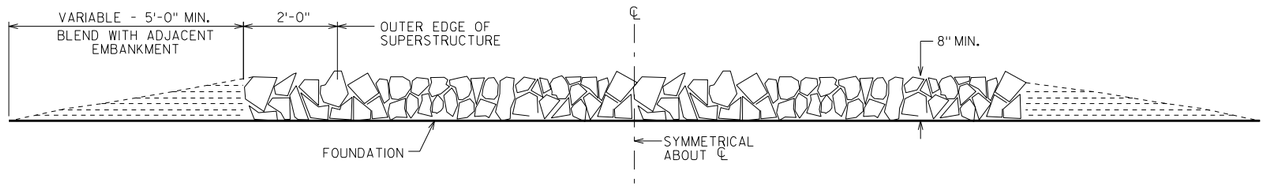
8

123 6

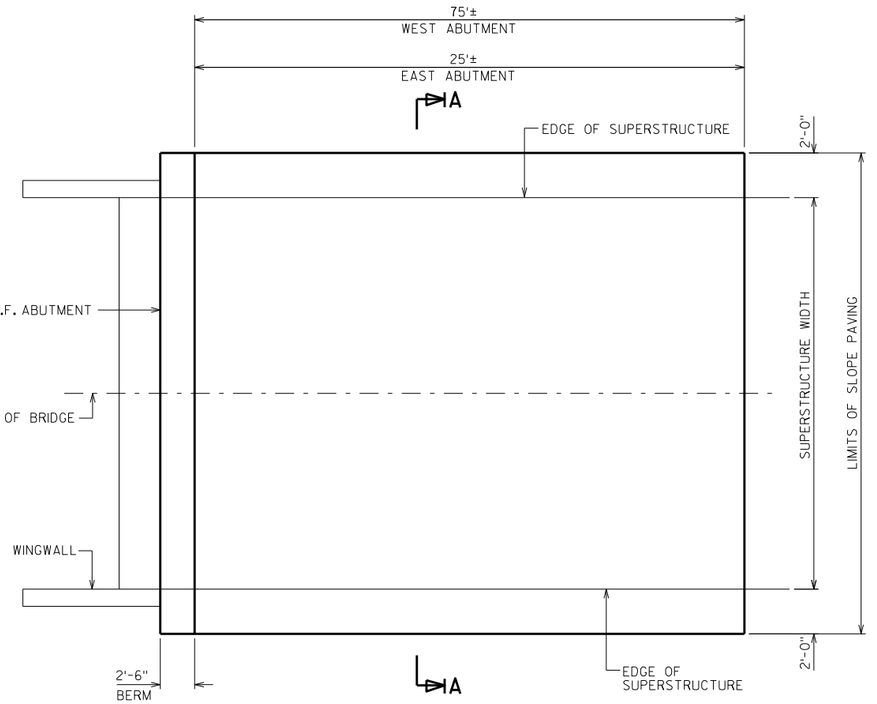
SCALE =

STATE PROJECT NUMBER

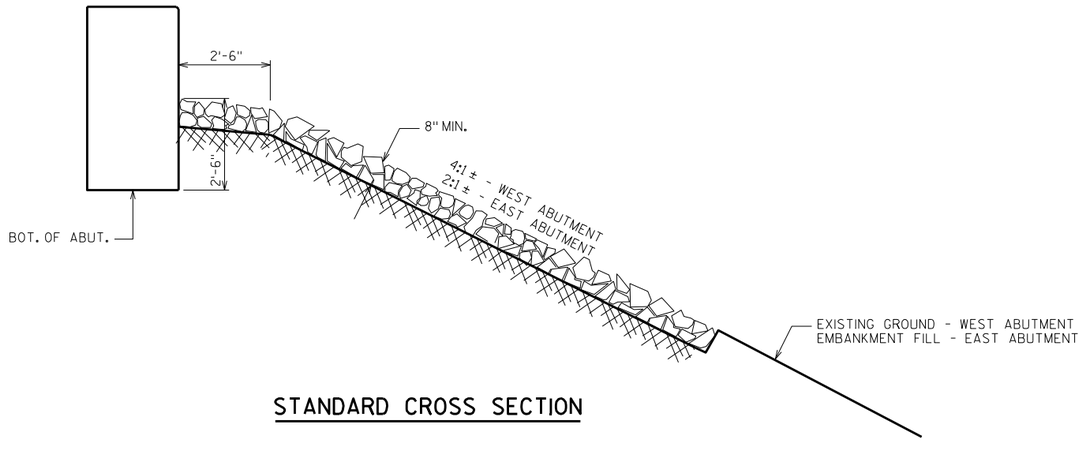
4075-28-71




SECTION A-A




PLAN




STANDARD CROSS SECTION

## GENERAL NOTES

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

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY WWR | PLANS CK'D. BLB

SLOPE PAVING (SELECT CRUSHED MATERIAL)

SHEET 115

512

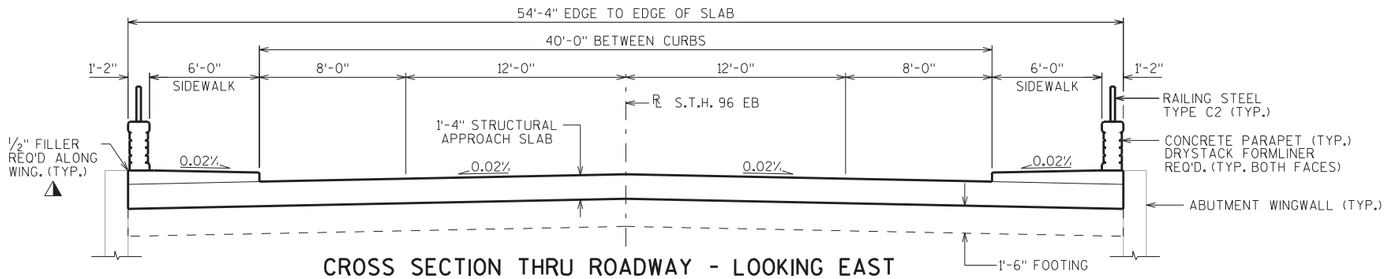
8

8

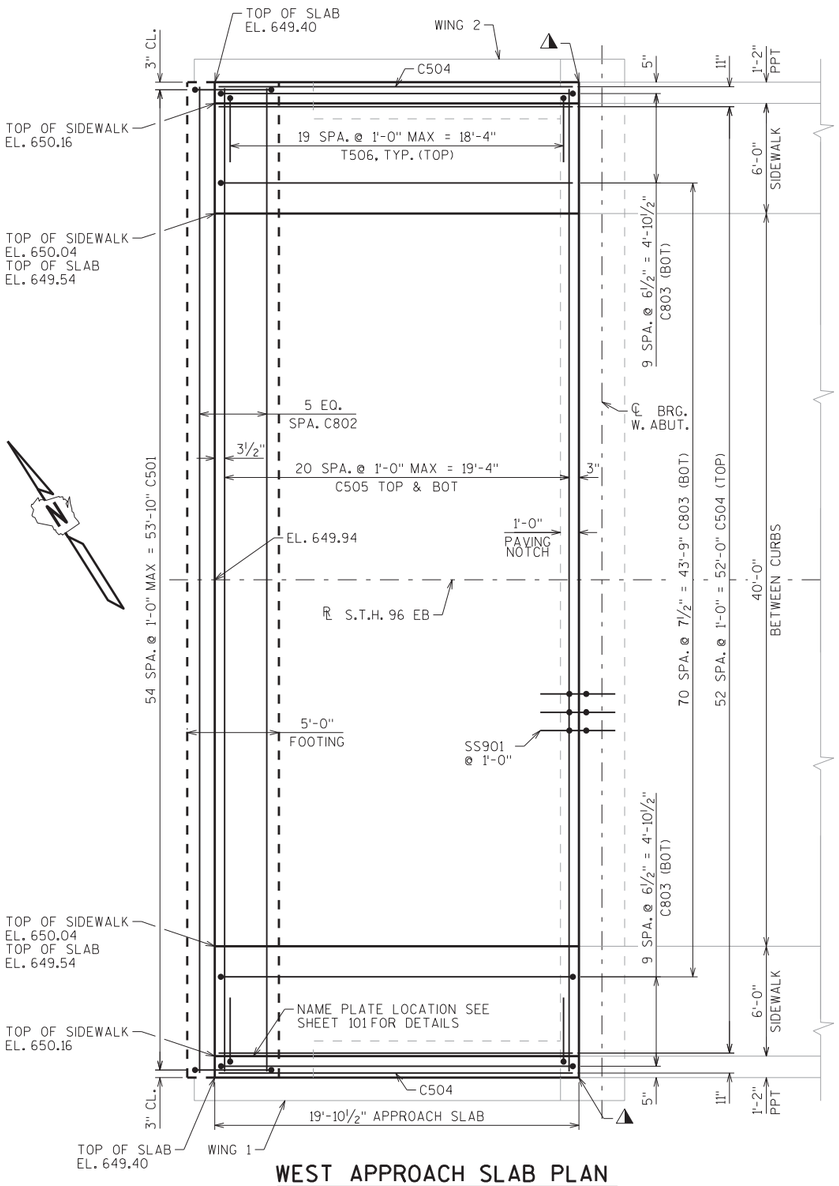
SCALE =

STATE PROJECT NUMBER

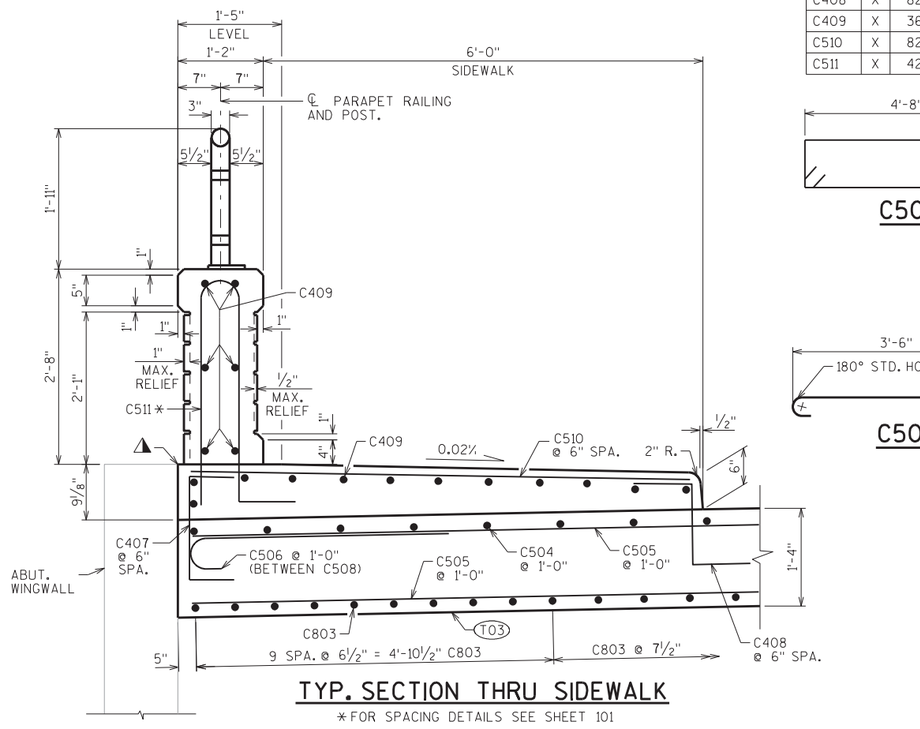
4075-28-71




## CROSS SECTION THRU ROADWAY - LOOKING EAST

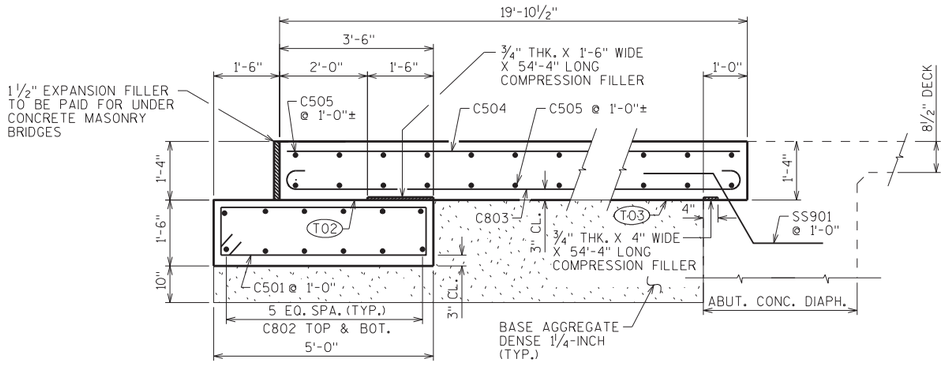



## WEST APPROACH SLAB PLAN




## TYP. SECTION THRU SIDEWALK

*FOR SPACING DETAILS SEE SHEET 101

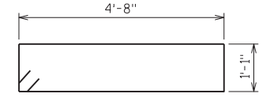



## SECTION THRU APPROACH SLAB

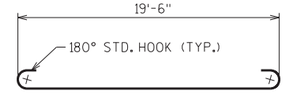
## BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

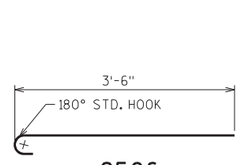
| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| C501 | X | 55 | 12'-2" | X | | APPROACH SLAB FOOTING - STIRRUP |
| C802 | X | 12 | 53'-10" | | | APPROACH SLAB FOOTING - TRANS. |
| C803 | X | 89 | 21'-4" | X | | APPROACH SLAB - LONGIT. BOT. |
| C504 | X | 55 | 19'-6" | | | APPROACH SLAB - LONGIT. TOP |
| C505 | X | 42 | 53'-10" | | | APPROACH SLAB - TRANS. TOP & BOT. |
| C506 | X | 40 | 4'-1" | X | | APPROACH SLAB - TRANS. TOP |
| C407 | X | 82 | 3'-6" | X | | SIDEWALK - VERT. |
| C408 | X | 82 | 3'-3" | X | | SIDEWALK - VERT. |
| C409 | X | 36 | 19'-6" | | | SIDEWALK & PARAPET - LONGIT. |
| C510 | X | 82 | 6'-8" | | | SIDEWALK - TRANS. |
| C511 | X | 42 | 6'-8" | X | | PARAPET - STIRRUP |



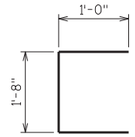

C501



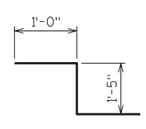

C803



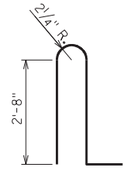

C506




C407




C408




C511

(T02) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE LENGTH OF THE FOOTING.

(T03) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE LENGTH OF THE SUBGRADE.

▲ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

WEST ABUTMENT STRUCTURAL APPROACH SLAB

SHEET 116

513

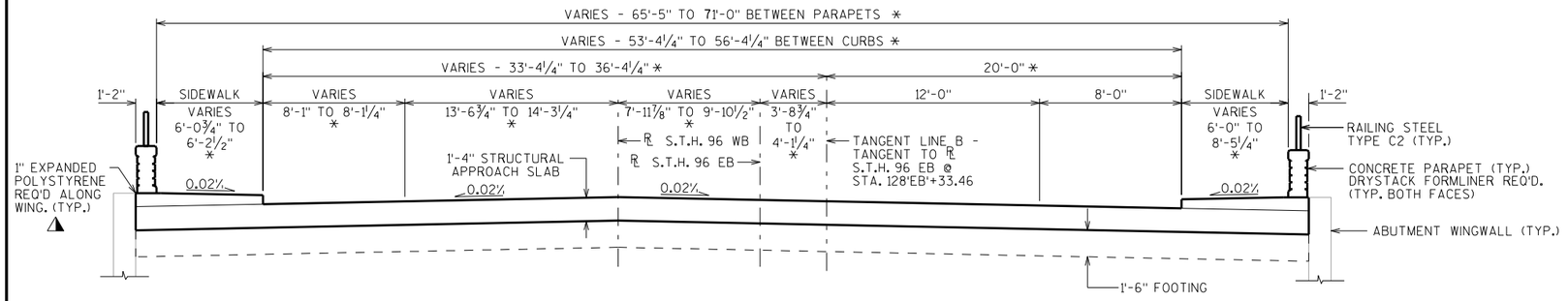
8

8

SCALE = 4.0

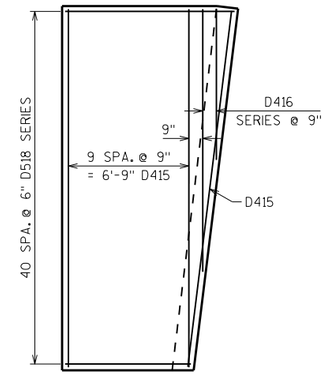
STATE PROJECT NUMBER

4075-28-71

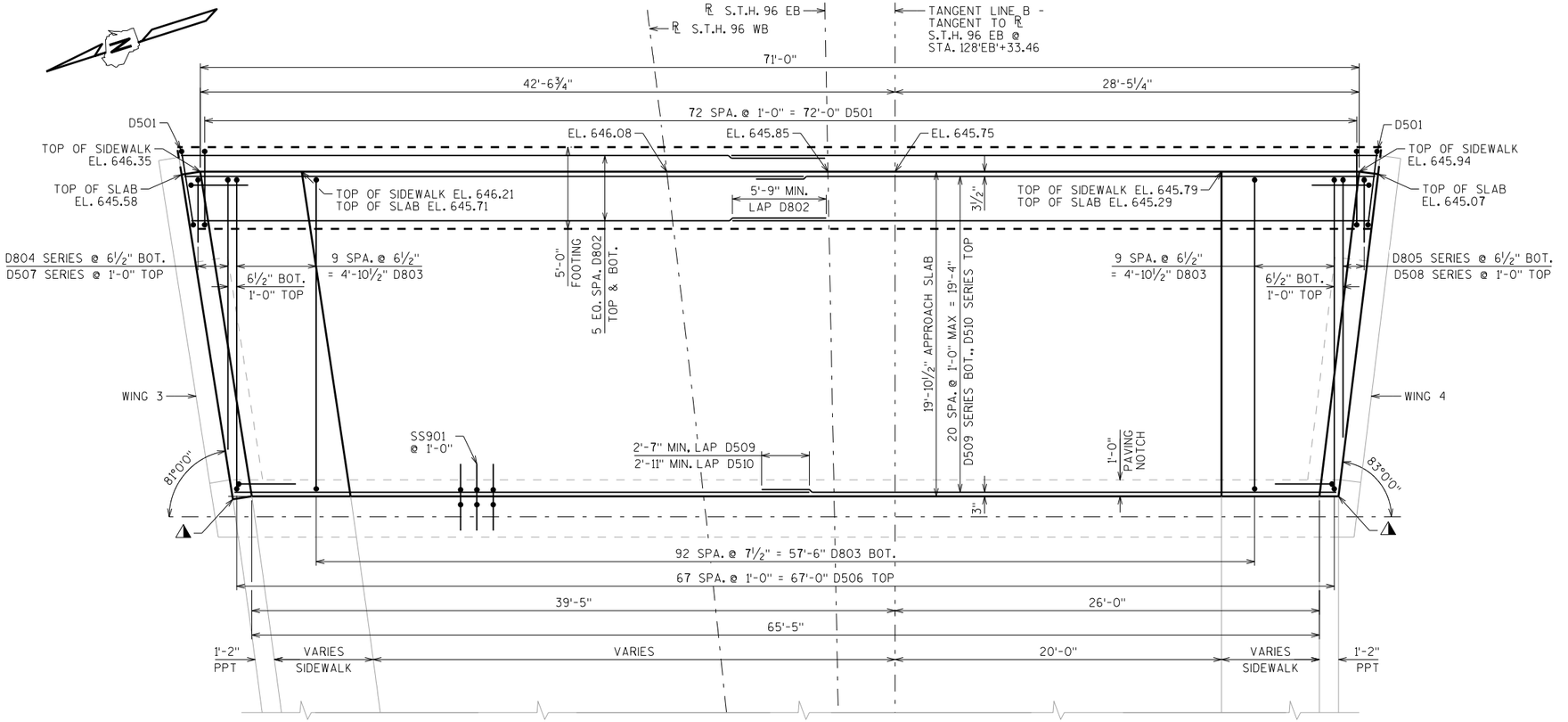



## CROSS SECTION THRU ROADWAY - LOOKING EAST

* MEASURED PARALLEL TO ℄ BRG. EAST ABUTMENT




## SIDEWALK DETAIL




## EAST APPROACH SLAB PLAN

⚠ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1" EXPANDED POLYSTYRENE WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

EAST ABUTMENT STRUCTURAL APPROACH SLAB

SHEET 117

514

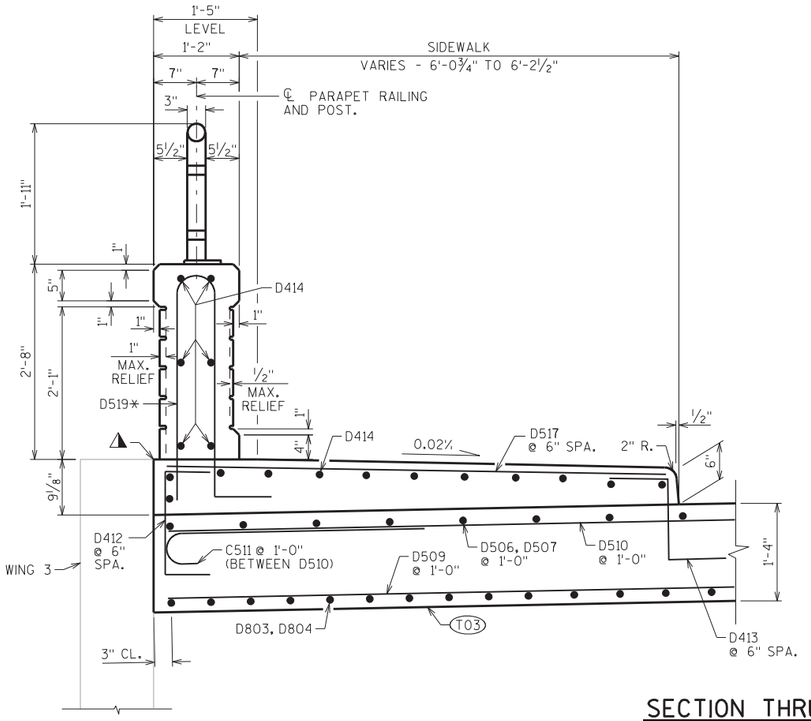
SCALE = 4.0

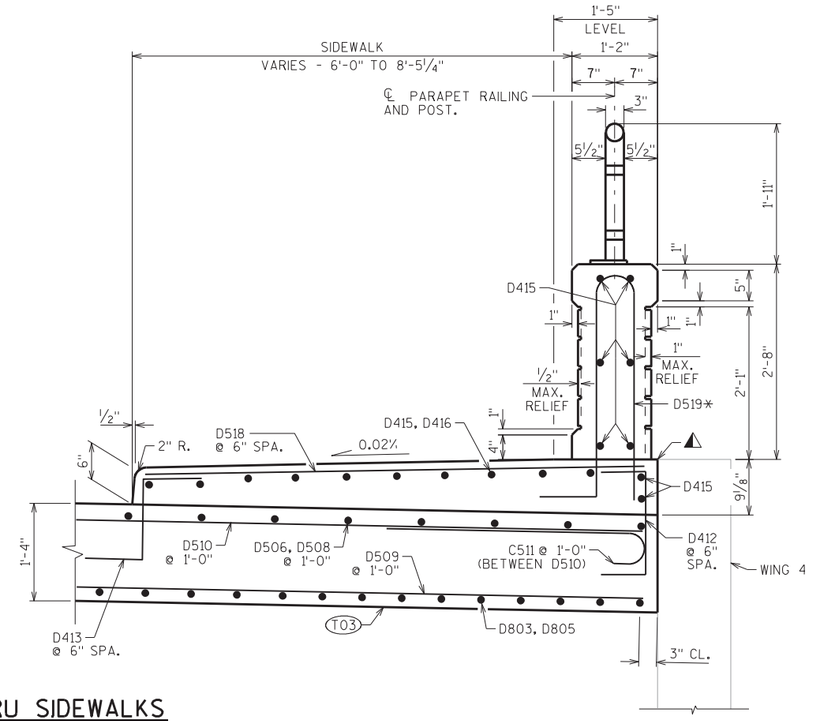
8

8

STATE PROJECT NUMBER

4075-28-71




## SECTION THRU SIDEWALKS

*FOR SPACING DETAILS SEE SHEET 101

## BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

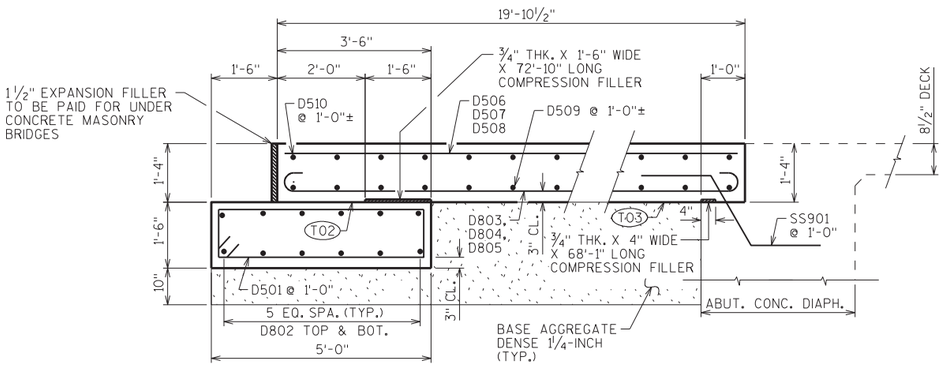
| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| D501 | X | 75 | 12'-2" | X | | APPROACH SLAB FOOTING - STIRRUP |
| D802 | X | 24 | 39'-8" | | | APPROACH SLAB FOOTING - TRANS. |
| D803 | X | 111 | 21'-4" | X | | APPROACH SLAB - LONGIT. BOT. |
| D804 | X | 5 | 10'-10" | X | X | APPROACH SLAB - LONGIT. BOT. |
| D805 | X | 4 | 10'-5" | X | X | APPROACH SLAB - LONGIT. BOT. |
| D506 | X | 68 | 19'-6" | | | APPROACH SLAB - LONGIT. TOP |
| D507 | X | 3 | 8'-5" | | X | APPROACH SLAB - LONGIT. TOP |
| D508 | X | 2 | 9'-3" | | X | APPROACH SLAB - LONGIT. TOP |
| D509 | X | 42 | 36'-5" | | X | APPROACH SLAB - TRANS. BOT. |
| D510 | X | 42 | 36'-7" | | X | APPROACH SLAB - TRANS. TOP |
| D511 | X | 40 | 4'-1" | X | | APPROACH SLAB - TRANS. TOP |
| D412 | X | 82 | 3'-6" | X | | SIDEWALK - VERT. |
| D413 | X | 82 | 3'-3" | X | | SIDEWALK - VERT. |
| D414 | X | 18 | 19'-9" | | | SIDEWALK & PARAPET - LONGIT. |
| D415 | X | 18 | 19'-6" | | | SIDEWALK & PARAPET - LONGIT. |
| D416 | X | 2 | 11'-3" | | X | SIDEWALK & PARAPET - LONGIT. |
| D517 | X | 41 | 6'-9" | | | SIDEWALK - TRANS. |
| D518 | X | 41 | 7'-11" | | X | SIDEWALK - TRANS. |
| D519 | X | 46 | 6'-8" | X | | PARAPET - STIRRUP |

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

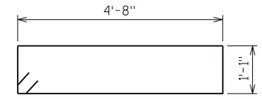
## BAR SERIES TABLE

| MARK | NO. REQD. | LENGTH |
|---|---|---|
| D804 | 1 SERIES OF 5 | 4'-0" TO 17'-8" |
| D805 | 1 SERIES OF 4 | 3'-9" TO 17'-0" |
| D507 | 1 SERIES OF 3 | 2'-0" TO 14'-9" |
| D508 | 1 SERIES OF 2 | 5'-2" TO 13'-4" |
| D509 | 2 SERIES OF 21 | 35'-1" TO 37'-8" |
| D510 | 2 SERIES OF 21 | 35'-3" TO 37'-10" |
| D416 | 1 SERIES OF 2 | 8'-2" TO 14'-4" |
| D518 | 1 SERIES OF 41 | 6'-8" TO 9'-2" |

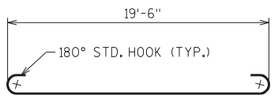
BUNDLE AND TAG EACH SERIES SEPARATELY.



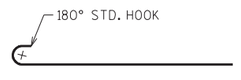

## SECTION THRU APPROACH SLAB



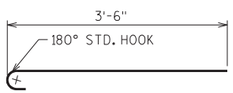

D501




D803




D804, D805

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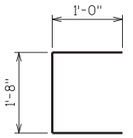


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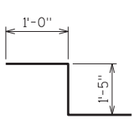
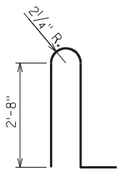



D413




D519

T02 STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE LENGTH OF THE FOOTING.

T03 PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE LENGTH OF THE SUBGRADE.

⚠ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1" EXPANDED POLYSTYRENE WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-5-381

DRAWN BY DFD | PLANS CK'D. BLB

EAST ABUTMENT APPROACH SLAB DETAILS

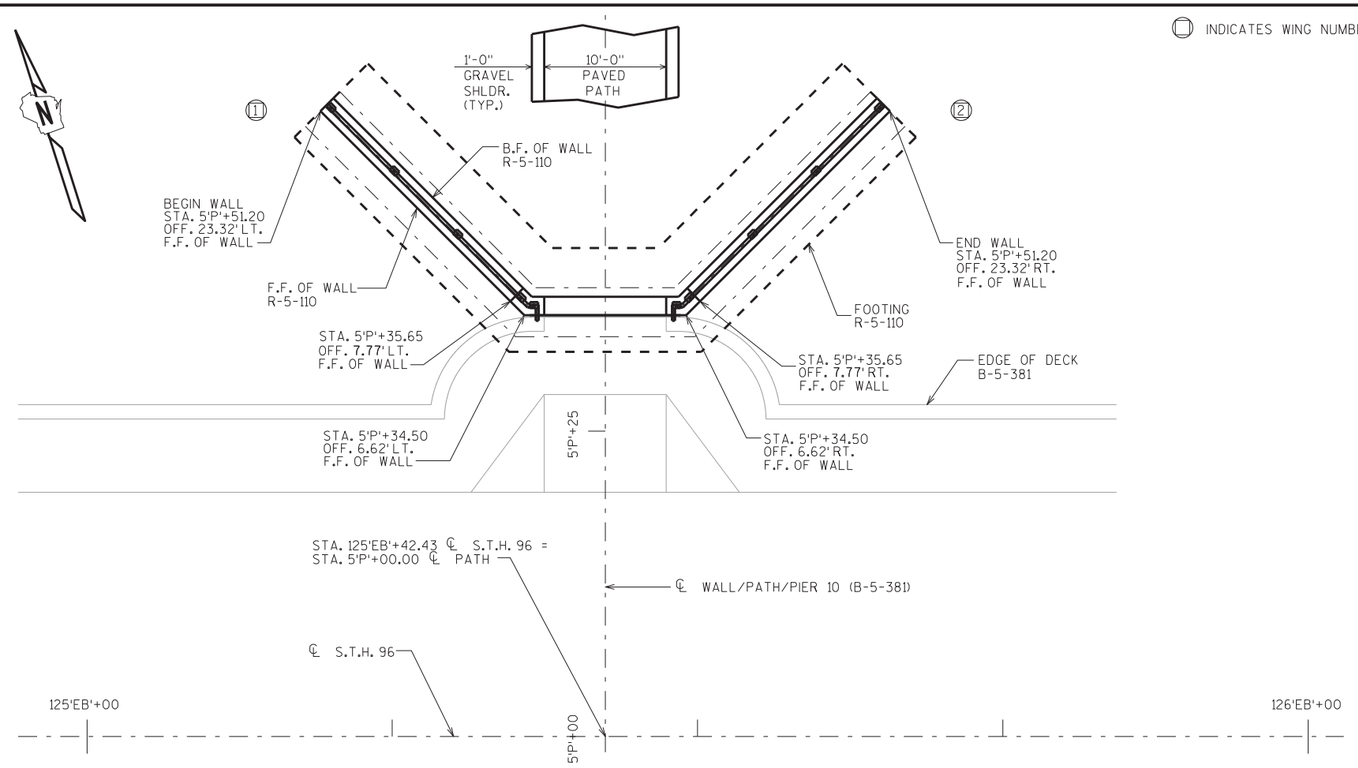
SHEET 118

515

SCALE = 4.0

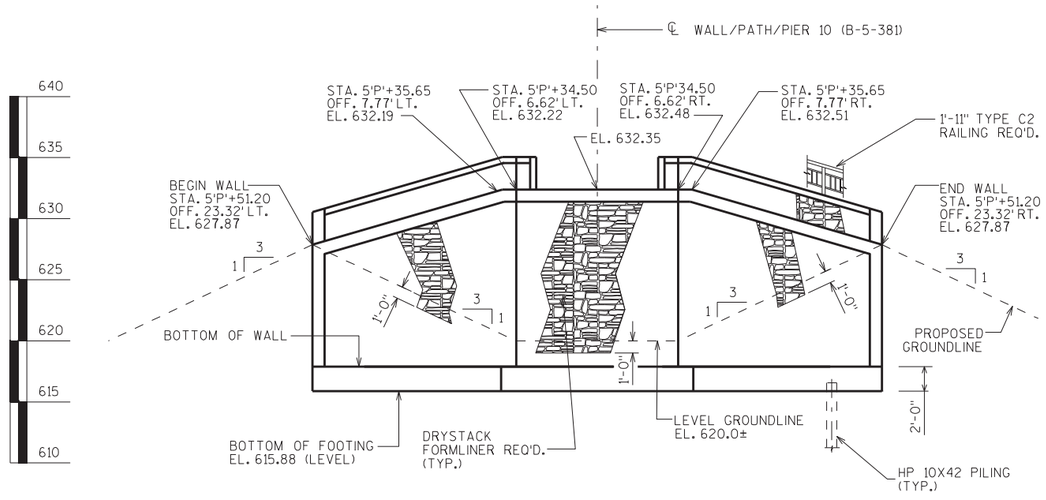
STATE PROJECT NUMBER

4075-28-71




## PLAN

(CAST-IN-PLACE CONCRETE CANITILEVER RETAINING WALL)




## ELEVATION

(LOOKING NORMAL TO ℄ S.T.H. 96)

## DESIGN DATA

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY RETAINING WALL f'c = 3,500 P.S.I.

BAR STEEL REINFORCEMENT, GRADE 60

## FOUNDATION DATA

RETAINING WALL TO BE SUPPORTED ON HP 10 X 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 80 FEET LONG. PRE-BORING TO 30' BELOW BOTTOM OF FOOTING REQUIRED.

## LIST OF DRAWINGS

1. GENERAL PLAN
2. CAST-IN-PLACE WALL DETAILS
3. BILL OF BARS & COVER PLATE DETAILS
4. PARAPET & RAILING DETAILS
5. COMBINATION RAIL TYPE "C2"
6. AESTHETIC DETAILS
7. SUBSURFACE EXPLORATION

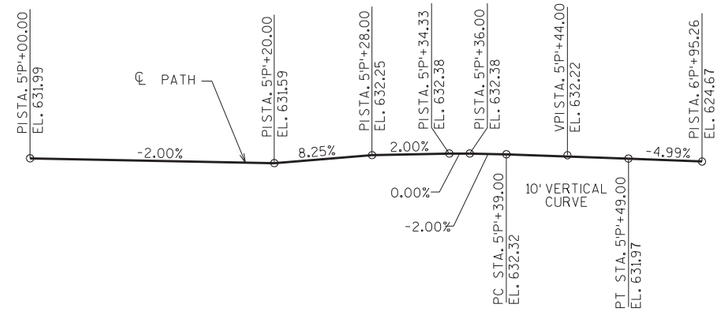
## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

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

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.




## PROFILE GRADE LINE PEDESTRIAN CONNECTION

## TOTAL ESTIMATED QUANTITIES

| BID ITEM NUMBER | BID ITEMS | UNIT | TOTALS |
|---|---|---|---|
| 206.3000 | EXCAVATION FOR STRUCTURES RETAINING WALLS R-5-110 | LS | 1 |
| 210.0100 | BACKFILL STRUCTURE | CY | 390 |
| 502.3200 | PROTECTIVE SURFACE TREATMENT | SY | 15 |
| 504.0500 | CONCRETE MASONRY RETAINING WALLS | CY | 83 |
| 505.0415 | BAR STEEL REINFORCEMENT HS RETAINING WALLS | LB | 3,660 |
| 505.0615 | BAR STEEL REINFORCEMENT HS COATED RETAINING WALLS | LB | 5,900 |
| 516.0500 | RUBBERIZED MEMBRANE WATERPROOFING | SY | 10 |
| 517.1010.S | CONCRETE STAINING R-5-110 | SF | 810 |
| 517.1050.S | ARCHITECTURAL SURFACE TREATMENT R-5-110 | SF | 640 |
| 550.0010 | PRE-BORING UNCONSOLIDATED MATERIALS | LF | 510 |
| 550.1100 | PILING STEEL HP 10-INCH X 42 LB | LF | 1,360 |
| 612.0106 | PIPE UNDERDRAIN 6-INCH | LF | 58 |
| 612.0206 | PIPE UNDERDRAIN UNPERFORATED 6-INCH | LF | 15 |
| SPV.0075 | PRE-BORING UNCONSOLIDATED MATERIALS OBSTRUCTION | HRS | 2 |
| SPV.0105 | RAILING STEEL TYPE C2 GALVANIZED R-5-110 | LS | 1 |


STRUCTURE DESIGN CONTACTS:

BRANDAN BURGER (608) 267-4019

LAURA SHADEWALD (608) 267-9592


| NO. | DATE | REVISION | BY |
|---|---|---|---|

Plans Prepared By WISDOT

BUREAU OF STRUCTURES

ACCEPTED William C. Dreher LLS 4/22/14

CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE R-5-110

PEDESTRIAN TRAIL CONNECTION WALL

| COUNTY | TOWN/CITY/VILLAGE |
|---|---|
| BROWN | WRIGHTSTOWN |

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

| DESIGNED BY | DESIGN CK'D. | DRAWN BY | PLANS CK'D. |
|---|---|---|---|
| BLB | DFD | WWR | DFD |

GENERAL PLAN

SHEET 1 OF 7

516

8

8

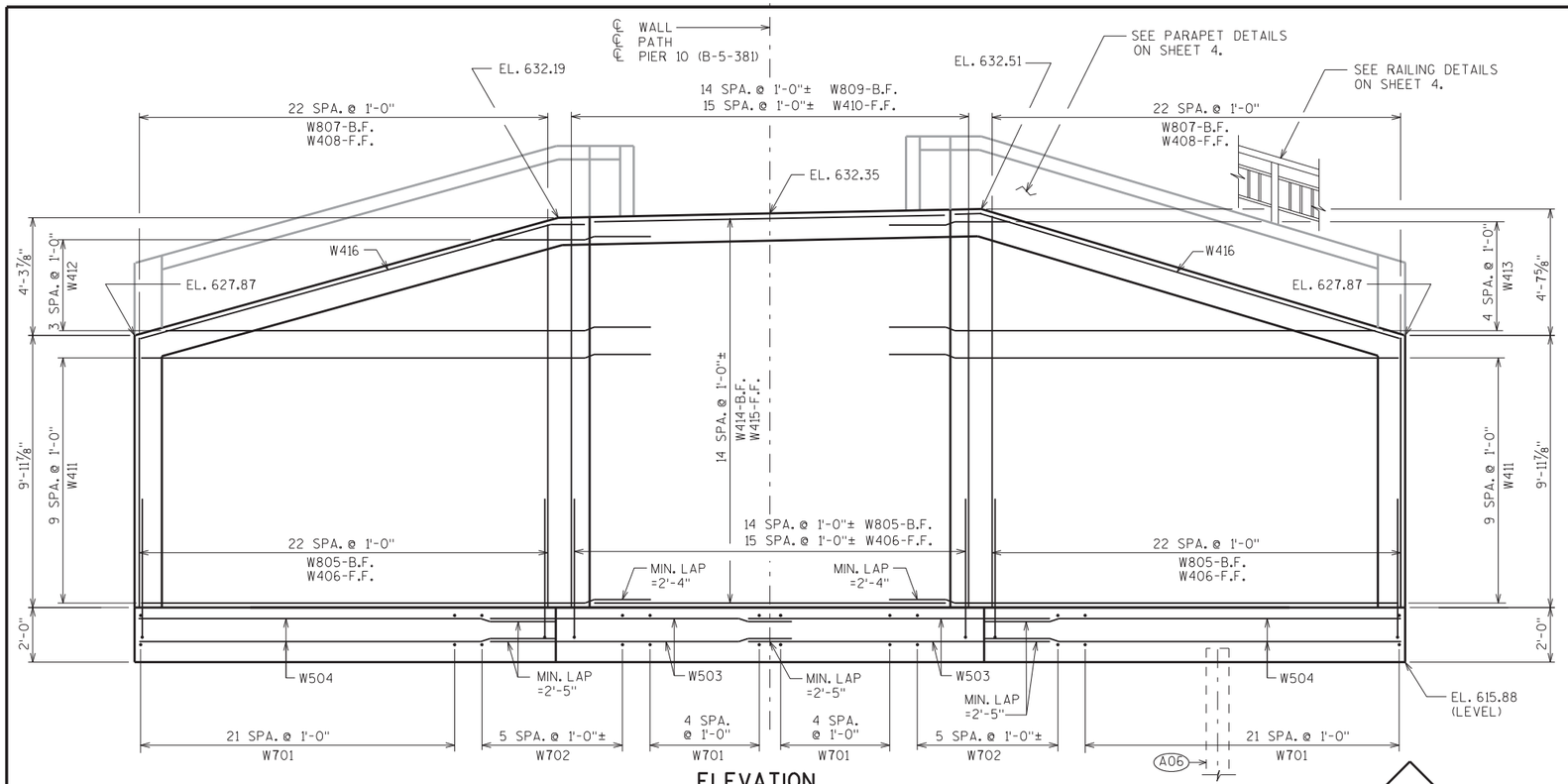
SCALE = 6

I.D. 4075-28-00

DATE: JAN. 2014

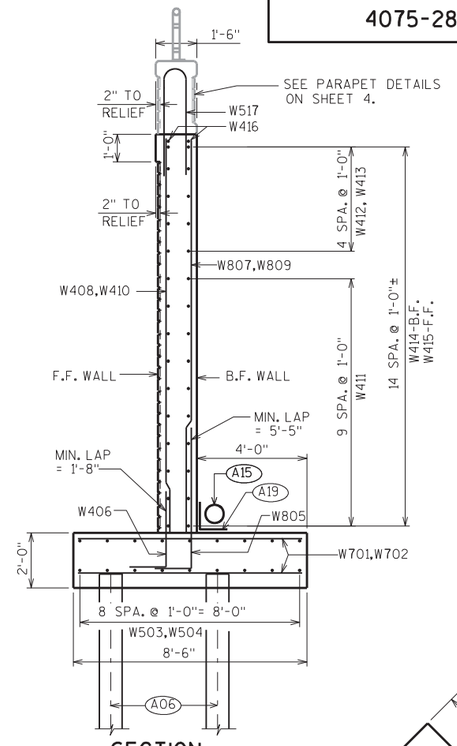
STATE PROJECT NUMBER

4075-28-71

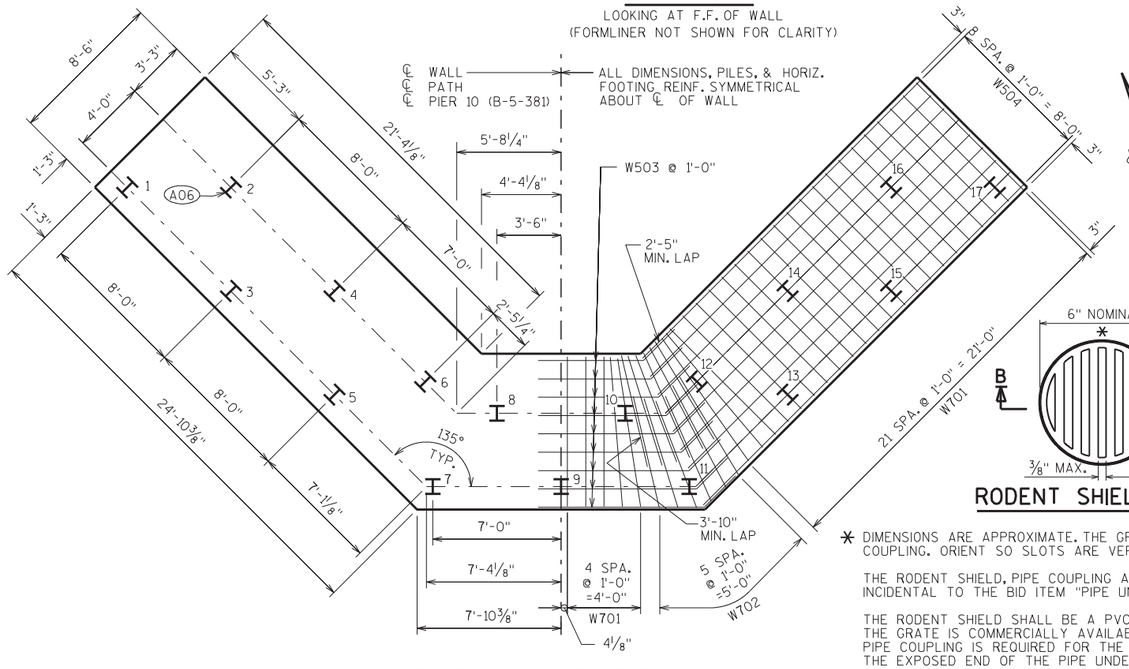



## ELEVATION

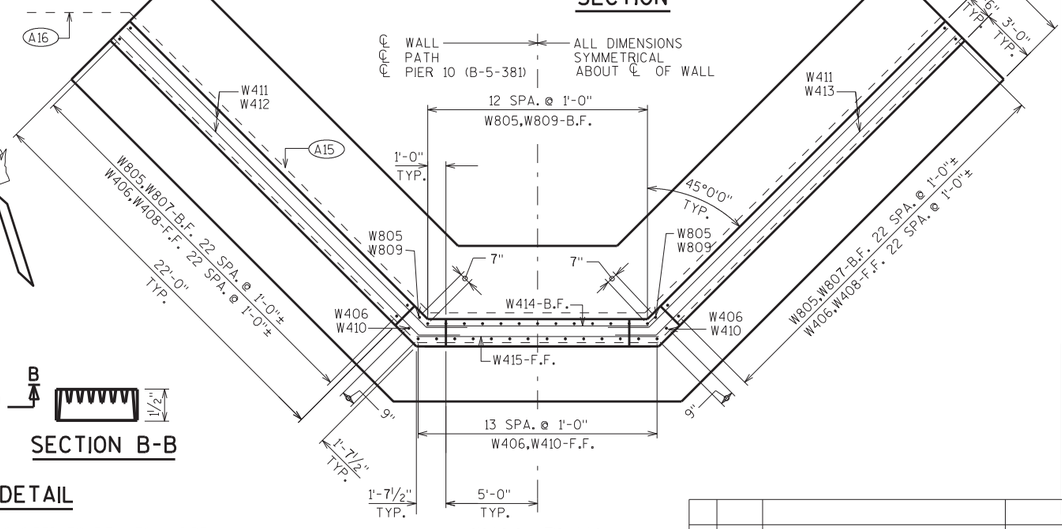
LOOKING AT F.F. OF WALL
(FORMLINER NOT SHOWN FOR CLARITY)



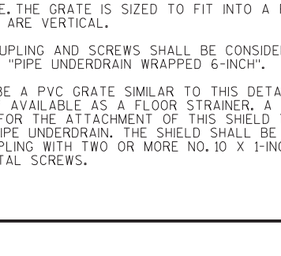

## SECTION




## FOOTING AND PILE PLAN




## WALL PLAN




## RODENT SHIELD DETAIL

## SECTION B-B

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 80 FEET LONG WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE. PRE-BORING TO 30' BELOW BOTTOM OF FOOTING REQUIRED

(A15) PIPE UNDERDRAIN 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A16) PIPE UNDERDRAIN UNPERFORATED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-5-110

DRAWN BY WWR | PLANS CK'D. DFD

CAST-IN-PLACE WALL DETAILS

SHEET 2

517

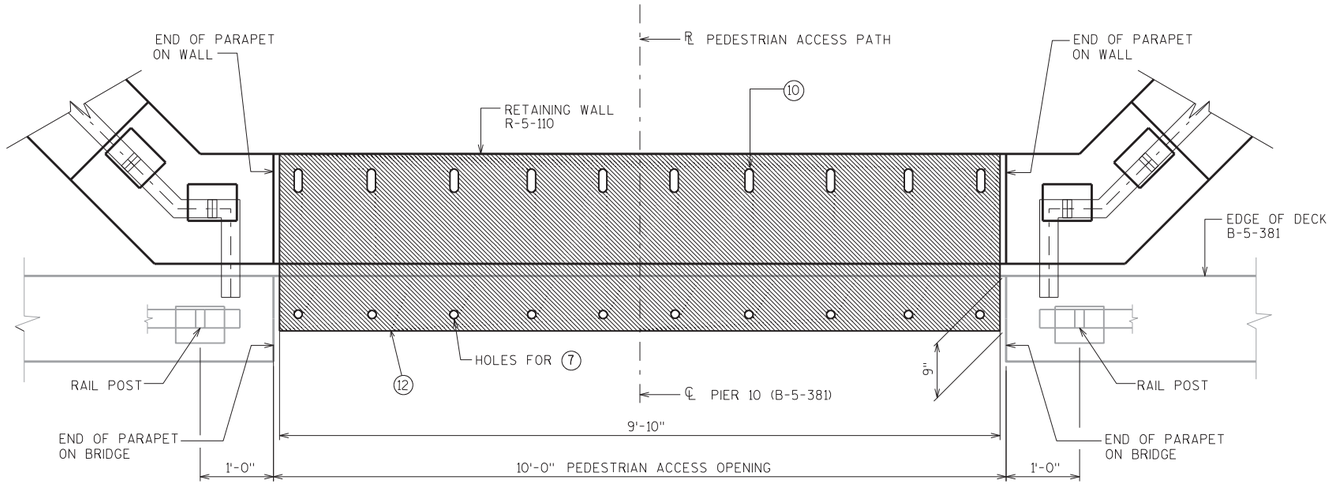
8

8

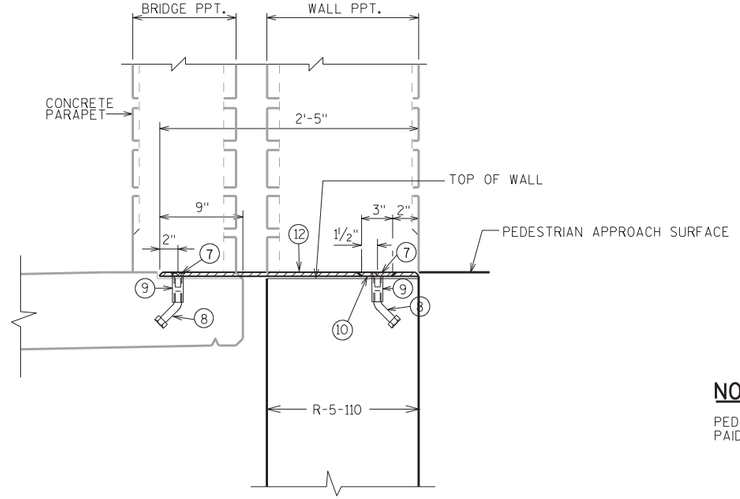
SCALE =

STATE PROJECT NUMBER

4075-28-71




## PLAN OF PEDESTRIAN ACCESS B-5-381 / WALL R-5-110 COVER PLATE WITH SLIP-RESISTANT SURFACE




## SECTION THRU PEDESTRIAN ACCESS B-5-381 / WALL R-5-110 COVER PLATE WITH SLIP-RESISTANT SURFACE

LOOKING WEST

### NOTE

PEDESTRIAN ACCESS COVER PLATE TO BE PAID FOR UNDER BRIDGE BID ITEM ON B-5-381.

### LEGEND

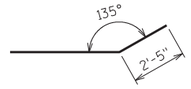
(7) ¾"Φ X 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.

(8) ¾"Φ X 4" GALVANIZED HEX HEAD BOLT. BEND 45°.

(9) ¾"Φ X 2¼" GALVANIZED THREADED COUPLING.

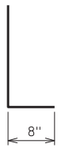
(10) 1" X 3" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.

(12) PEDESTRIAN ACCESS COVER PLATE ⅜" X 2'-5" X LIMITS SHOWN, WITH HOLES FOR NO. 7. GALVANIZE PLATE AFTER SLIP-RESISTANT SURFACE IS APPLIED.

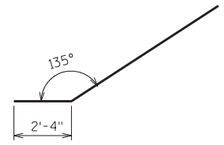



W503

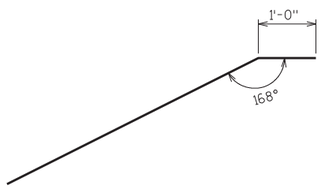
W805



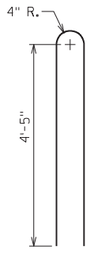

W406



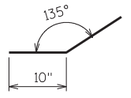

W411, W412, W413



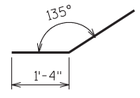

W416, W418




W517




W419




W420

## BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| W701 | | 108 | 8'-2" | | | FOOTING-HORIZ.-TOP & BOT. |
| W702 | | 48 | 6'-4" | | | FOOTING-HORIZ.-TOP & BOT. |
| W503 | | 36 | 9'-10" | X | ⚠ | FOOTING-HORIZ.-TOP & BOT. |
| W504 | | 36 | 23'-0" | | ⚠ | FOOTING-HORIZ.-TOP & BOT. |
| W805 | X | 61 | 8'-4" | X | | FOOTING-DOWEL-B.F. |
| W406 | X | 62 | 4'-1" | X | | FOOTING-DOWEL-F.F. |
| W807 | X | 44 | 11'-11 | | ⚠ | WALL-VERT.-B.F. |
| W408 | X | 44 | 11'-11 | | ⚠ | WALL-VERT.-F.F. |
| W809 | X | 15 | 14'-2" | | | WALL-VERT.-B.F. |
| W410 | X | 16 | 14'-2" | | | WALL-VERT.-F.F. |
| W411 | X | 40 | 25'-5" | X | | WALL-HORIZ.-F.F. & B.F. |
| W412 | X | 8 | 16'-5" | X | ⚠ | WALL-HORIZ.-F.F. & B.F. |
| W413 | X | 10 | 14'-8" | X | ⚠ | WALL-HORIZ.-F.F. & B.F. |
| W414 | X | 15 | 12'-2" | | | WALL-HORIZ.-B.F. |
| W415 | X | 15 | 13'-2" | | | WALL-HORIZ.-F.F. |
| W416 | X | 4 | 23'-3" | X | | WALL-HORIZ.-TOP |
| W517 | X | 50 | 9'-11" | X | | PARAPET-VERT. |
| W418 | X | 12 | 23'-3" | X | | PARAPET-HORIZ.-F.F. & B.F. |
| W419 | X | 6 | 1'-10" | X | | PARAPET-HORIZ.-B.F. |
| W420 | X | 6 | 2'-4" | X | | PARAPET-HORIZ.-F.F. |

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

## BAR SERIES TABLE

| MARK | NO. REQD. | LENGTH |
|---|---|---|
| W503 | 4 SERIES OF 9 | 8'-2" TO 11'-6" |
| W504 | 4 SERIES OF 9 | 21'-4" TO 24'-8" |
| W807 | 2 SERIES OF 23 | 9'-8" TO 14'-2" |
| W408 | 2 SERIES OF 23 | 9'-8" TO 14'-2" |
| W412 | 2 SERIES OF 4 | 8'-10" TO 24'-1" |
| W413 | 2 SERIES OF 5 | 5'-3" TO 24'-2" |

BUNDLE AND TAG EACH SERIES SEPARATELY.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-5-110

DRAWN BY WWR | PLANS CK'D. DFD

BILL OF BARS & COVER PLATE DETAILS

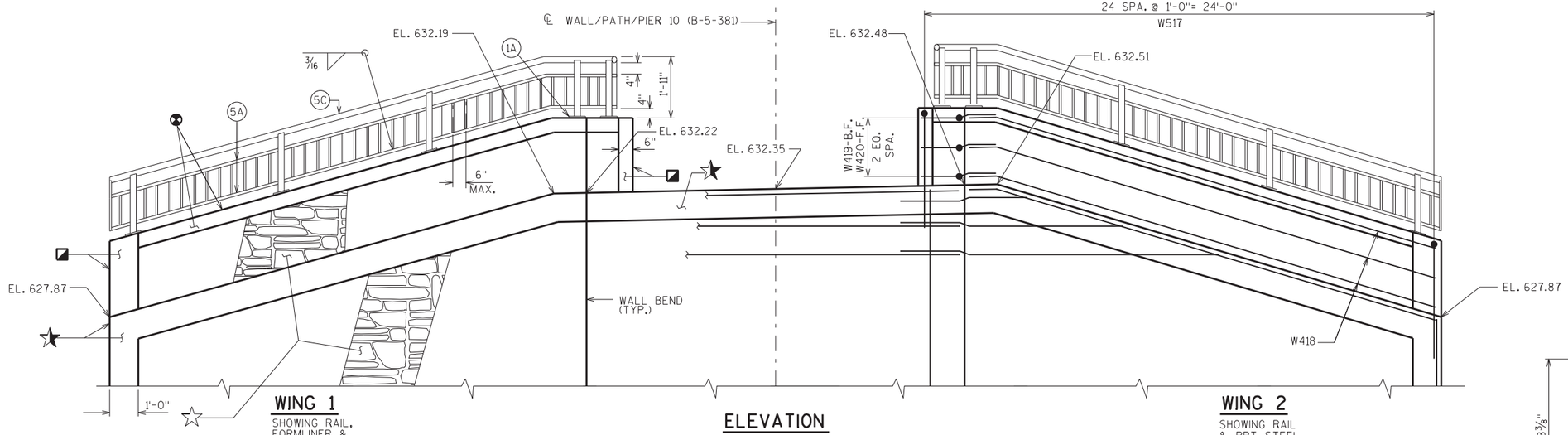
SHEET 3

518

SCALE =

STATE PROJECT NUMBER

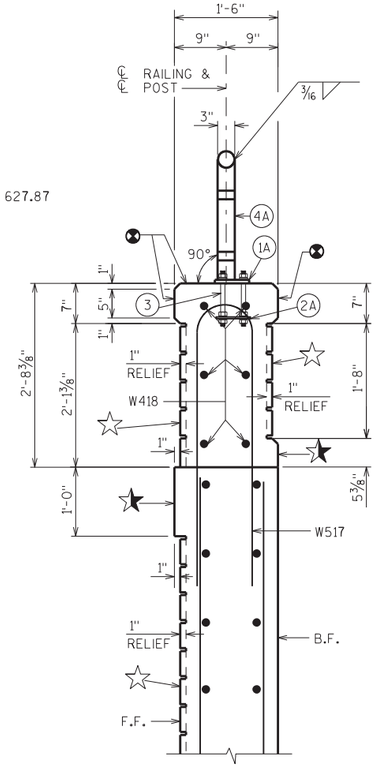
4075-28-71



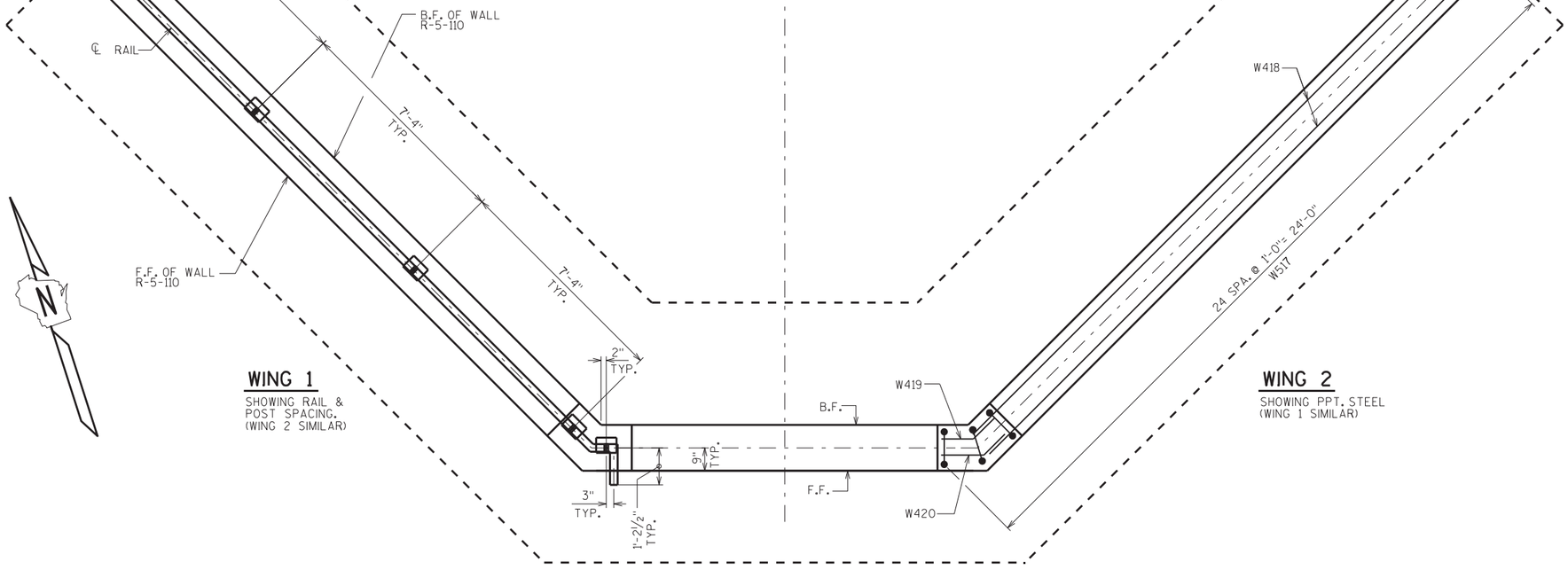

**WING 1**
SHOWING RAIL, FORMLINER, & STAINING DETAILS. (WING 2 SIMILAR)

**ELEVATION**

**WING 2**
SHOWING RAIL & PPT. STEEL (WING 1 SIMILAR)




**SECTION THRU PARAPET & RAIL**




**WING 1**
SHOWING RAIL & POST SPACING. (WING 2 SIMILAR)

**WING 2**
SHOWING PPT. STEEL (WING 1 SIMILAR)

**PLAN**

## LEGEND

- PROTECTIVE SURFACE TREATMENT (GRAY)
- "ARCHITECTURAL SURFACE TREATMENT" AND "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 33522. FOR DETAILS SEE SHEET 6.
- "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 23430.
- "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 33522.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-5-110

DRAWN BY WWR | PLANS CK'D. DFD

PARAPET & RAILING DETAILS

SHEET 4

519

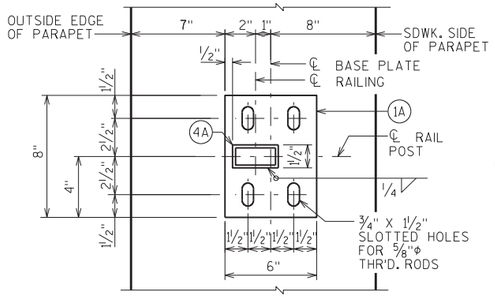
SCALE =

8

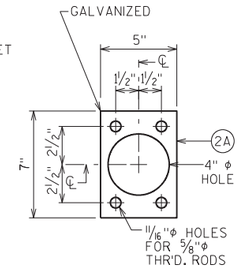
8

STATE PROJECT NUMBER

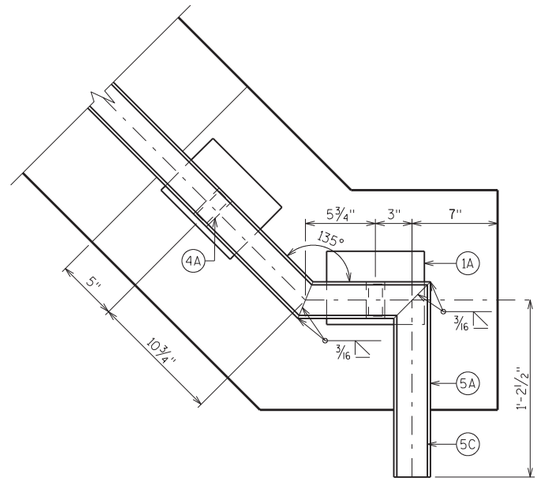
4075-28-71




## TYPICAL RAIL POST BASE PLATE

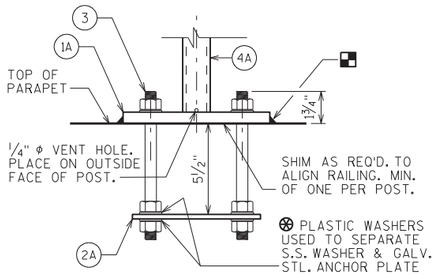



## ANCHOR PLATE



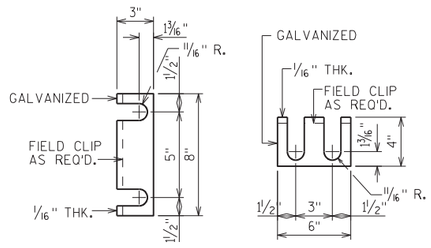

## DETAIL FOR END POST AT PATH

END POST ON WING 1 SHOWN, WING 2 MIRRORED.



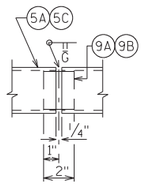

## ANCHORAGE FOR RAIL POSTS

NOTE: ANCHOR PLATE NOT REQUIRED WHEN TYPE S ANCHORS ARE USED.



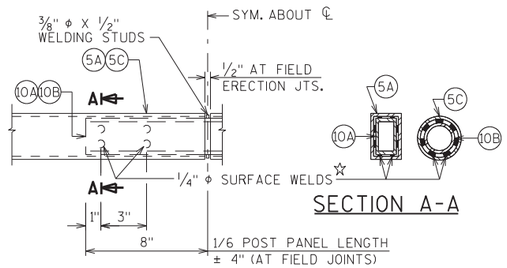

## RAIL POST SHIM DETAIL

(2 SETS PER POST)




## SHOP RAIL SPLICE DETAIL

(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)




## SECTION A-A

## FIELD ERECTION JOINT DETAIL

☆ MIN. 5/8" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.

## LEGEND

(1A) PLATE 5/8" X 6" X 8" WITH 3/4" X 1 1/2" SLOTTED HOLES.

(2A) 1/4" X 5" X 7" ANCHOR PLATE WITH 11/16" φ HOLES FOR THR'D. RODS NO. 3.

(3) 5/8" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP. (ALTERNATE RAIL POST ANCHORAGE: 4 EQUIVALENT STAINLESS STEEL CONCRETE MASONRY ANCHORS TYPE S 5/8-INCH. EMBED 7" IN CONCRETE FOR RAIL POSTS. EMBED 5" IN CONCRETE FOR END RAILS.)

(4A) STRUCTURAL TUBING 3" X 1 1/2" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.

(5A) STRUCTURAL TUBING 3" X 1 1/2" X 3/16" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.

(5C) STRUCTURAL TUBING 2 1/2" φ (STANDARD SIZE) (2.875" O.D.). WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.

(6A) BAR 1" X 1" PICKETS. WELD TO NO. 5. PLACE VERTICAL.

(9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".

(9B) CIRCULAR SLEEVE FABRICATED FROM STRUCTURAL TUBING 2" φ (STANDARD SIZE) (2.375" O.D.)

(10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" @ FIELD ERECTION JTS.) (1'-4" @ STRIP SEAL JTS.)

(10B) CIRCULAR SLEEVE FABRICATED FROM STRUCTURAL TUBING 2" φ (STANDARD SIZE) (2.375" O.D.) (1'-4" @ FIELD ERECTION JTS.) (1'-4" @ STRIP SEAL EXP. JTS.)

## RAILING NOTES

BID ITEM SHALL BE "RAILING STEEL TYPE C2 GALVANIZED R-5-110", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

ALL PLATES, BARS, AND RECTANGULAR SLEEVES SHALL CONFORM TO ASTM A709 GRADE 36. ALL STRUCTURAL TUBING SHALL CONFORM TO ASTM A500 GRADE B.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

■ CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

ALL JOINTS AND RECESSES IN CONCRETE PARAPET ARE TO BE VERTICAL.

ALL MATERIAL (EXCEPT NO. 3 & 12) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE "BRIDGE SPECIAL PROVISIONS". THE RAILING SHALL BE PAINTED FEDERAL COLOR NO. 27038, BLACK.

VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.

8

8

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-5-110

DRAWN BY WWR | PLANS CK'D. DFD

COMBINATION RAIL TYPE "C2"

SHEET 5

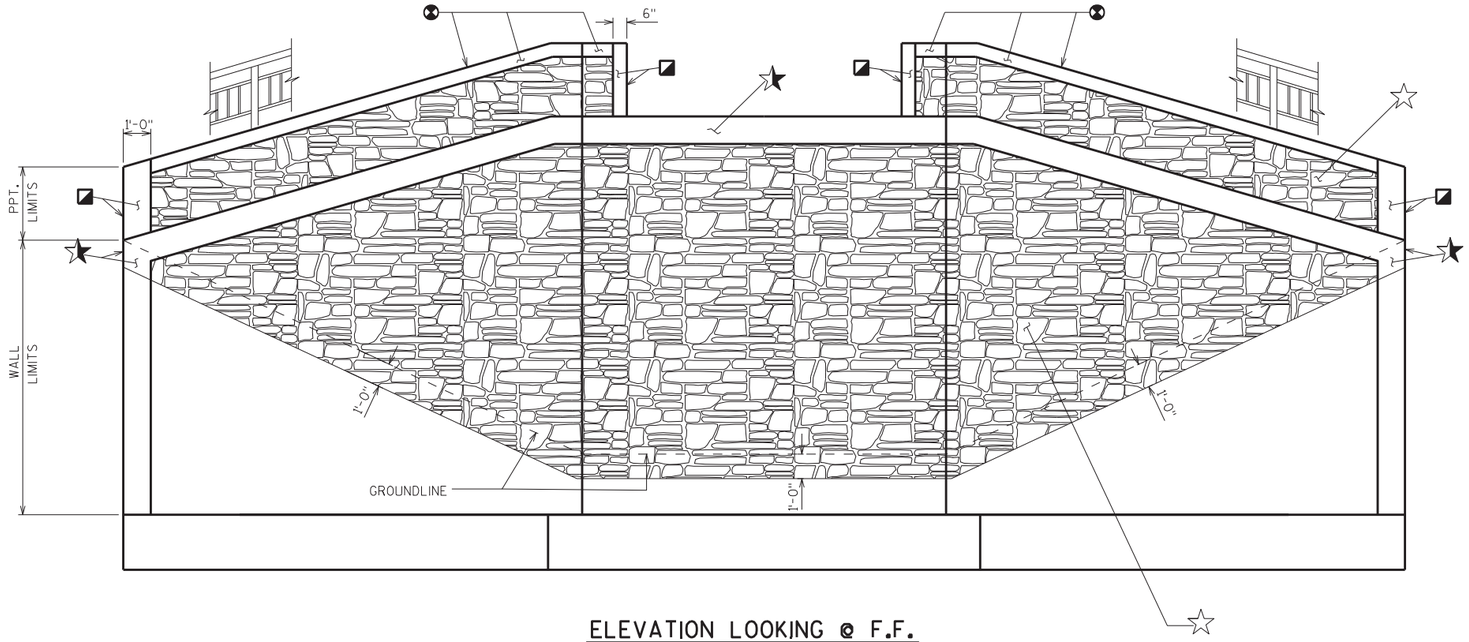
520

SCALE = 1.000

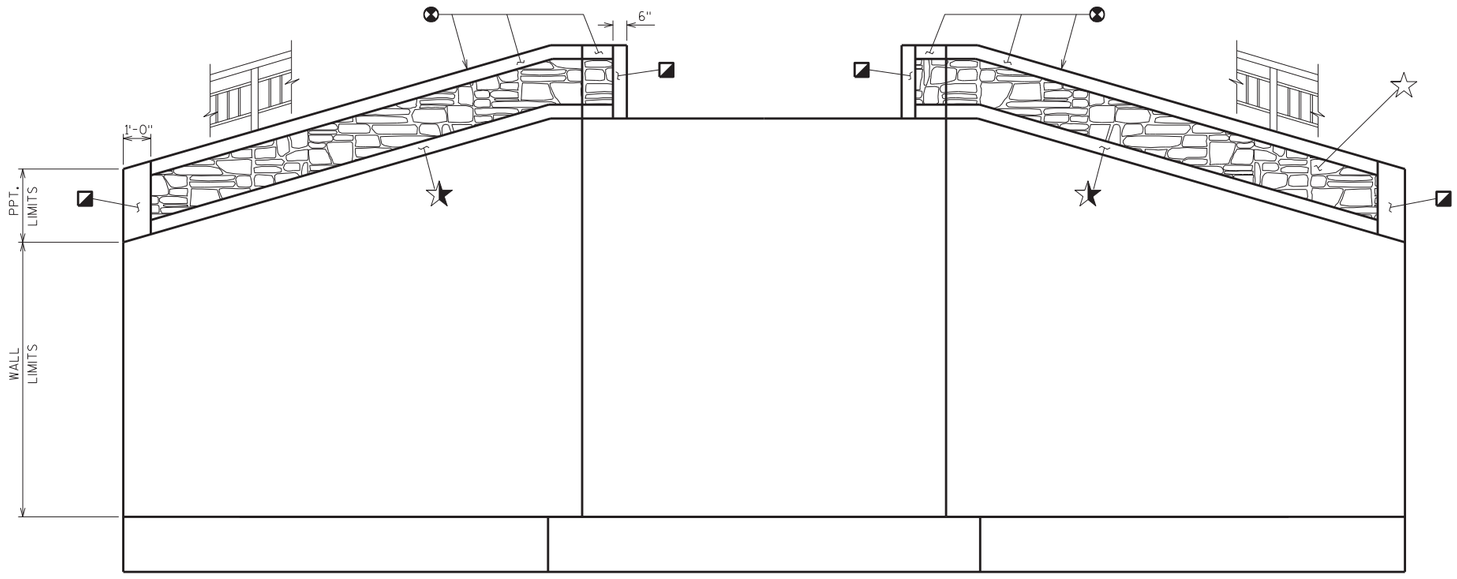
RAILCOMBDET
7-13

STATE PROJECT NUMBER

4075-28-71



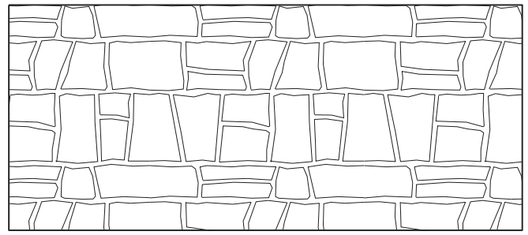

ELEVATION LOOKING @ F.F.




ELVEATION LOOKING @ B.F.

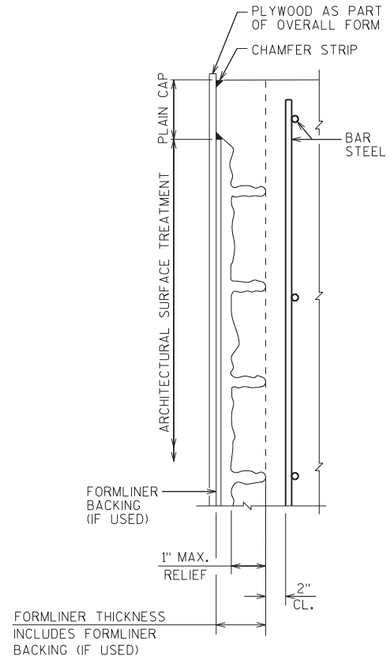
## PARAPET NOTES

FORMLINER COURSING ON PARAPETS SHALL BE LEVEL.
THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS CONST. JTS.



## DRYSTACK STONE FORMLINER

FORMLINER THICKNESS = 3"
SIZE = 3" TO 24" (PARAPET)
SIZE = 3" TO 36" (PIER)
MAX. RELIEF = 1"




## SECTION THRU FORMLINER

## LEGEND

- PROTECTIVE SURFACE TREATMENT (GRAY)
- "ARCHITECTURAL SURFACE TREATMENT" AND "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 33522. FOR DETAILS SEE SHEET 6.
- "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 23430.
- "CONCRETE STAINING" REQ'D. FEDERAL COLOR NUMBER 33522.

FOR ADDITIONAL CROSS-SECTION THRU WALL AND PPT. SEE SHEET 4

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-5-110

DRAWN BY WWR | PLANS CK'D. DFD

AESTHETIC DETAILS

SHEET 6

521

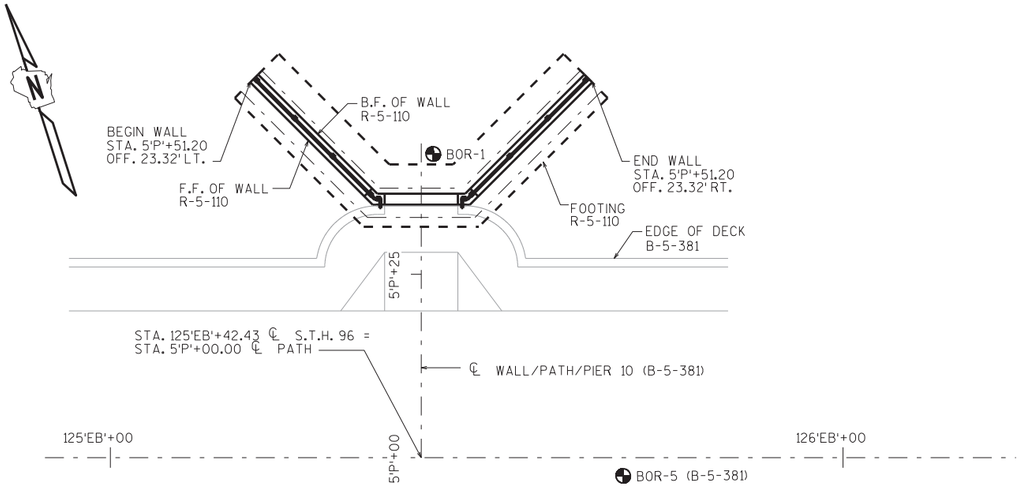
SCALE =

8

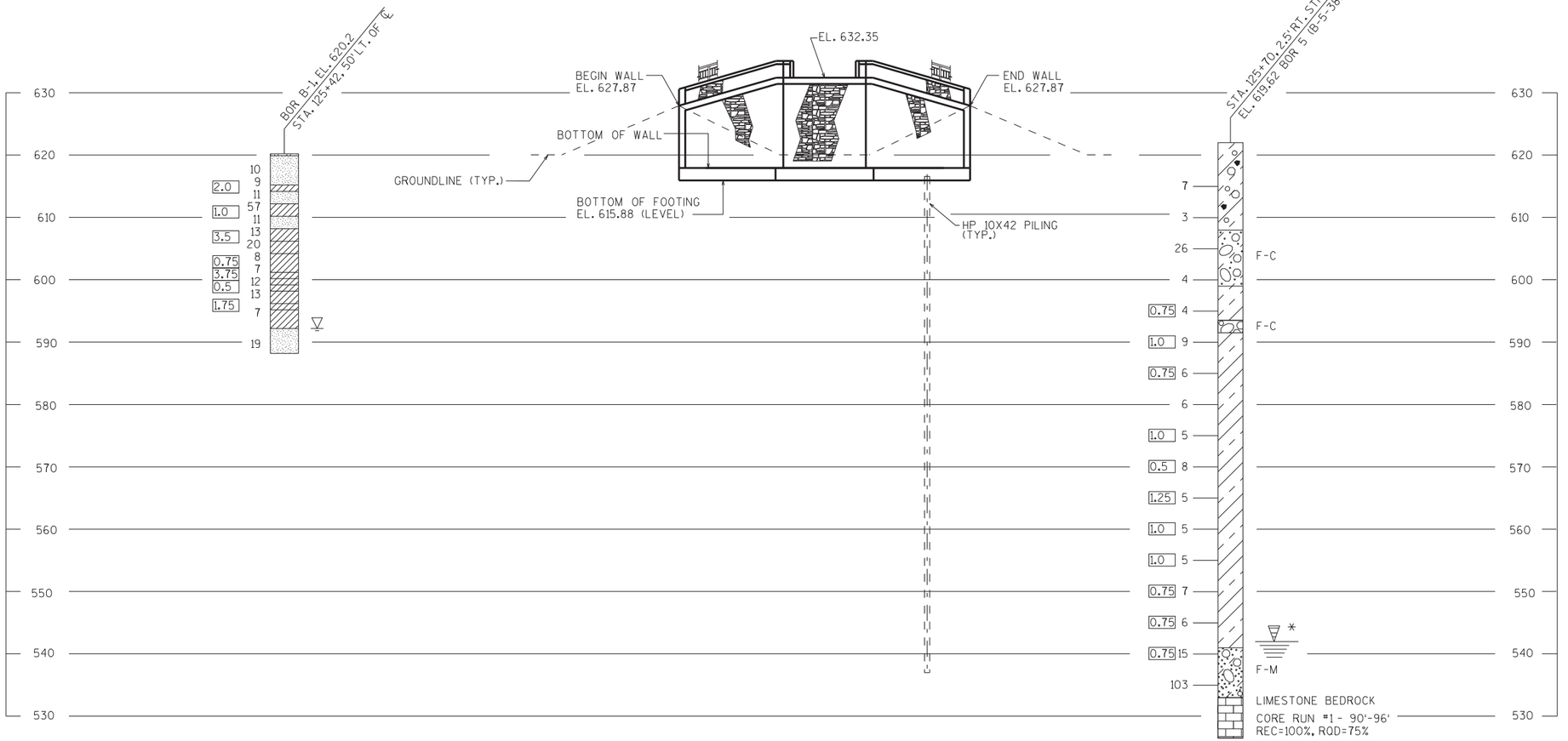
8

VILLAGE OF WRIGHTSTOWN
FOX RIVER BRIDGE AND APPROACHES

| BORING # | DATE COMPLETED | NORTHING (Y) | EASTING (X) |
|---|---|---|---|
| 1 | 8/21/2013 | 498168.0139 | 61116.3663 |
| | | | |
| | | | |
| | | | |
| | | | |
| BORINGS COMPLETED BY: PROFESSIONAL SERVICES INDUSTRIES | | | |
| REPORT COMPLETED BY: WISDOT | | | |
| ALL COORDINATES REFERENCED TO WCCS NAD 83(91) BROWN COUNTY | | | |




## PLAN



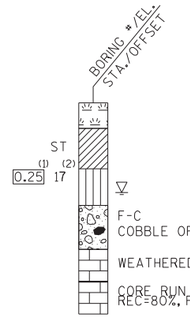

STATE PROJECT NUMBER

**4075-28-71**

MATERIAL SYMBOLS

| | | |
|---|---|---|
| ASPHALT | TOPSOIL | PEAT |
| CONCRETE | FILL | GRAVEL |
| SAND | CLAY | SILT |
| BOULDERS OR COBBLES | LIMESTONE | BEDROCK (UNKNOWN) |
| SHALE | SANDSTONE | IGNEOUS/ META |

LEGEND OF BORING




(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

| NO. | DATE | REVISION | BY |
|---|---|---|---|

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-5-110

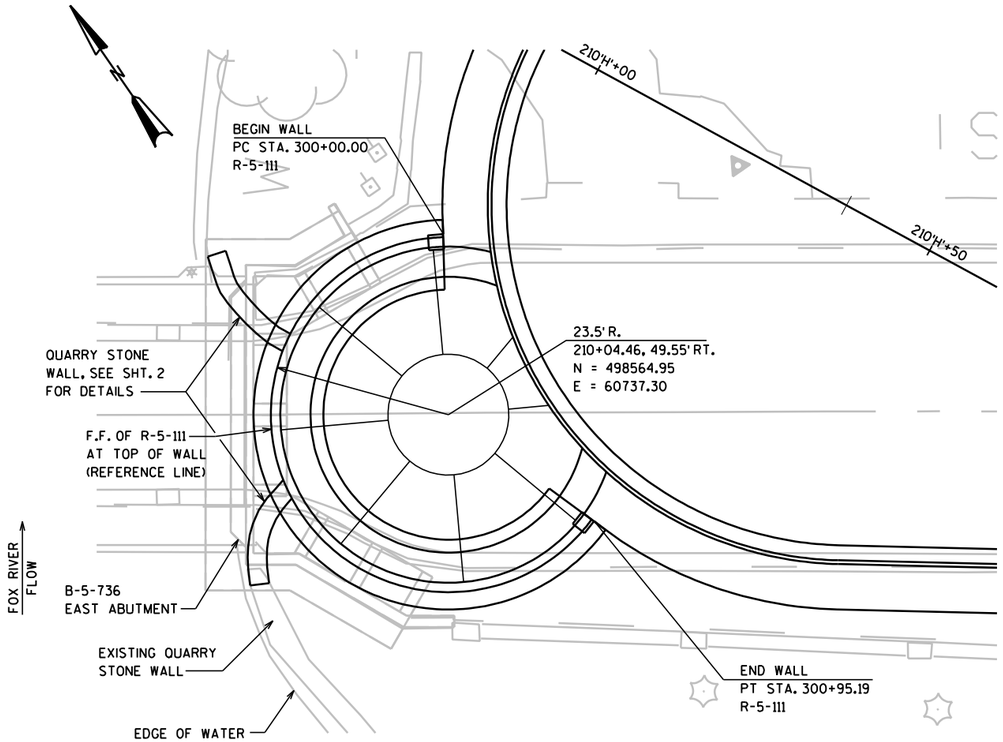
DRAWN BY WWR | PLANS CK'D. DFD

SUBSURFACE EXPLORATION

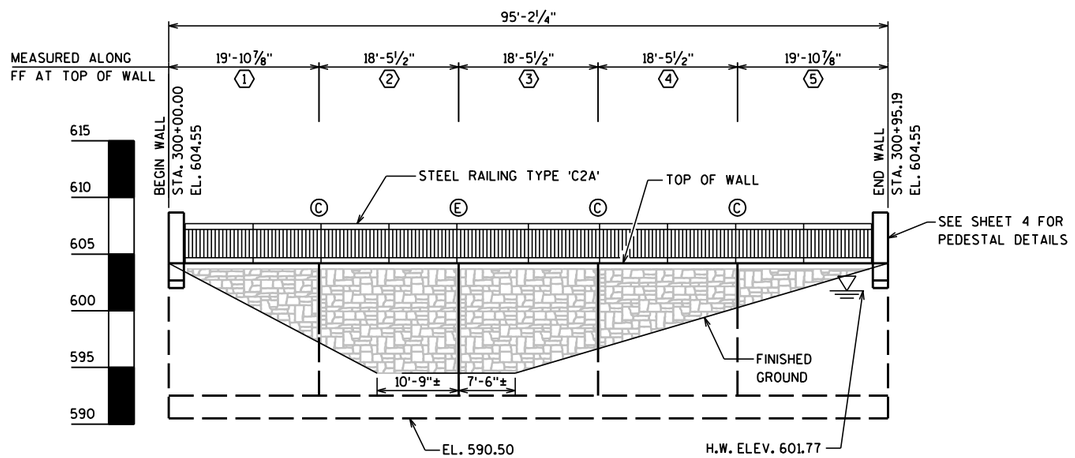
SHEET 7

522

SCALE =




PLAN




ELEVATION

(LOOKING AT F.F. OF WALL)

## DESIGN DATA

LIVE LOAD

LIVE LOAD SURCHARGE (TRAFFIC) —— 240 P.S.F.

MATERIAL PROPERTIES

CONCRETE MASONRY —————— f'c = 3,500 psi

HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 ———— fy = 60,000 psi

## FOUNDATION DATA

RETAINING WALL TO BE SUPPORTED ON SPREAD FOOTINGS WITH A REQUIRED BEARING RESISTANCE OF 5,000 PSF

## CONSULTANT CONTACT

KRISTOFER OLSON
OMNNI ASSOCIATES, INC.
(920) 735-6900

## BRIDGE OFFICE CONTACT

WILLIAM DREHER
(608) 266-8489

## LEGEND

Ⓒ = VERTICAL CONTRACTION JOINT-SEE SHEET 2 FOR DETAILS
Ⓔ = VERTICAL EXPANSION JOINT-SEE SHEET 2 FOR DETAILS
⟨1⟩ = PANEL NUMBER

## LIST OF DRAWINGS

1. GENERAL PLAN
2. TYPICAL WALL DETAILS
3. FOOTING PLAN
4. TYPICAL SECTION & DETAILS
5. RAILING LAYOUT
6. RAILING DETAILS
7. SUBSURFACE EXPLORATION

## GEOMETRY TABLE

| WALL STATION | NORTHING | EASTING | TOP OF WALL | FINISHED GROUND |
|---|---|---|---|---|
| 300+00.00 | 498584.66 | 60750.10 | 604.55 | 604.01 |
| 300+19.91 | 498587.59 | 60731.00 | 604.55 | 597.19 |
| 300+38.36 | 498576.51 | 60716.84 | 604.55 | 594.50 |
| 300+56.82 | 498558.65 | 60714.66 | 604.55 | 596.65 |
| 300+75.28 | 498544.49 | 60725.75 | 604.55 | 600.27 |
| 300+95.19 | 498542.75 | 60744.99 | 604.55 | 604.19 |

2/16/14

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE EXISTING GROUND LINE SHALL BE THE UPPER LIMITS OF EXCAVATION FOR STRUCTURE.

LENGTH OF RETAINING WALL IS MEASURED ALONG THE FRONT FACE AT TOP OF WALL.

ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL AS SHOWN ON SHEET 2.

BACKFILL THE FRONT FACE OF WALLS BEFORE THE BACK FACE.

WALL GEOMETRY AND OFFSETS ARE MEASURED TO THE FRONT FACE OF RETAINING WALL AT THE TOP OF WALL.
THE FRONT FACE OF CURVED WALLS MUST BE FORMED ON THE CURVE. STRAIGHT OR TANGENT SECTIONS WILL NOT BE ALLOWED ON THE FRONT FACE.

CONCRETE QUANTITIES FOR WALLS AND FOOTINGS ARE BASED ON ALL SECTIONS CURVED. IF THE CONTRACTOR ELECTS TO POUR THE BACK FACE OF WALLS OR FOOTINGS ON STRIAGHT OR TANGENT SECTIONS, ADDITIONAL CONCRETE QUANTITY WILL NOT BE MEASURED FOR PAYMENT.

OPTIONAL TRANSVERSE CONSTRUCTION JOINTS ARE PERMITTED IN FOOTINGS WITH A MINIMUM SPACING OF THREE PANEL LENGTHS. OFFSET FOOTING JOINTS A MINIMUM OF 1'-0" FROM WALL JOINTS. RUN BAR STEEL THROUGH FOOTING JOINTS.

BEVEL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE NOTED.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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

THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK INDICATE THE SIZE OF BAR.

REINFORCING BARS SHALL BE TAGGED SO THAT THE STRUCTURE UNIT IN WHICH THEY ARE TO BE PLACED IS IDENTIFIABLE.

REMOVAL OF THE EAST ABUTMENT OF B-5-736 WILL BE PAID FOR UNDER "REMOVING OLD STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS STA. 206'H'+00". THIS ITEM IS INCLUDED IN THE PLANS FOR B-5-381.

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATIONS AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

STATE PROJECT NUMBER
4075-28-71

| NO. | DATE | REVISION | BY |
|---|---|---|---|

ORIGINAL PLANS PREPARED BY
OMNNI ASSOCIATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher KAR 03/18/14
CHIEF STRUCTURES DESIGN ENGINEER DATE

# STRUCTURE R-5-111

HIGH STREET OVERLOOK RETAINING WALL

| COUNTY | TOWN |
|---|---|
| BROWN | WRIGHTSTOWN |

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

| DESIGNED BY | DESIGN CK'D. | DRAWN BY | PLANS CK'D. |
|---|---|---|---|
| BRE | KRO | BRE | KRO |

GENERAL PLAN

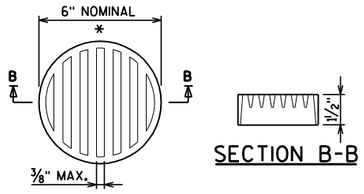
SHEET 1 OF 7

523

8

8

| STATE PROJECT NUMBER |
|---|
| 4075-28-71 |




SECTION B-B

## RODENT SCREEN DETAIL

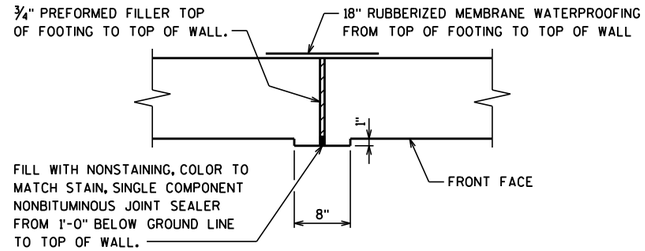
* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

◪ THE RODENT SCREEN SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SCREEN TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH SHEET METAL SCREWS.

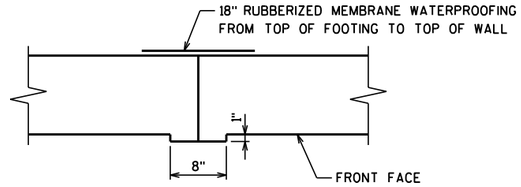
## TOTAL ESTIMATED QUANTITIES

| ITEM NO. | BID ITEMS | UNIT | TOTALS |
|---|---|---|---|
| 206.3000.02 | EXCAVATION FOR STRUCTURES RETAINING WALLS R-5-111 | LS | 1 |
| 209.0100 | BACKFILL GRANULAR | CY | 270 |
| 210.0100 | BACKFILL STRUCTURE | CY | 238 |
| 312.0115 | SELECT CRUSHED MATERIAL | CY | 36 |
| 504.0500 | CONCRETE MASONRY RETAINING WALLS | CY | 120 |
| 505.0415 | BAR STEEL REINFORCEMENT HS RETAINING WALLS | LB | 8,190 |
| 516.0500 | RUBBERIZED MEMBRANE WATERPROOFING | SY | 8 |
| 517.1010.S.03 | CONCRETE STAINING (R-5-111) | SF | 880 |
| 517.1050.S.03 | ARCHITECTURAL SURFACE TREATMENT (R-5-111) | SF | 565 |
| 612.0406 | PIPE UNDERDRAIN WRAPPED 6-INCH | LF | 100 |
| SPV.0105.04 | RAILING STEEL TYPE C2A GALVANIZED (R-5-111) | LS | 1 |
| SPV.0165.05 | QUARRY STONE WALL | SF | 90 |
| | NON-BID ITEMS | | |
| | PREFORMED JOINT FILLER, ¾-INCH | | |



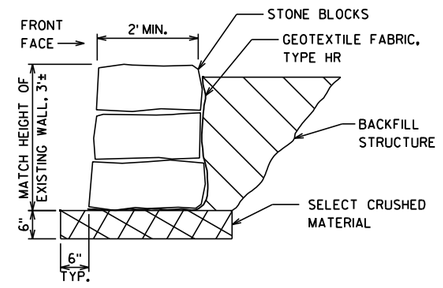

## VERTICAL EXPANSION JOINT Ⓔ

(DO NOT RUN BAR STEEL THRU JOINT)

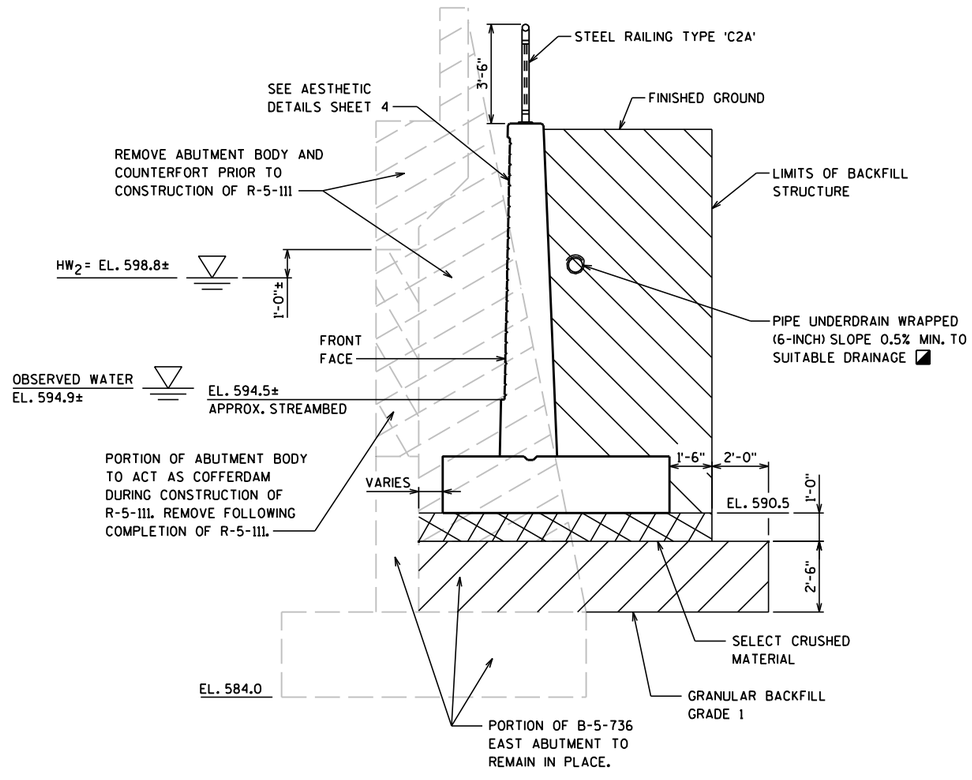



## VERTICAL CONTRACTION JOINT Ⓒ

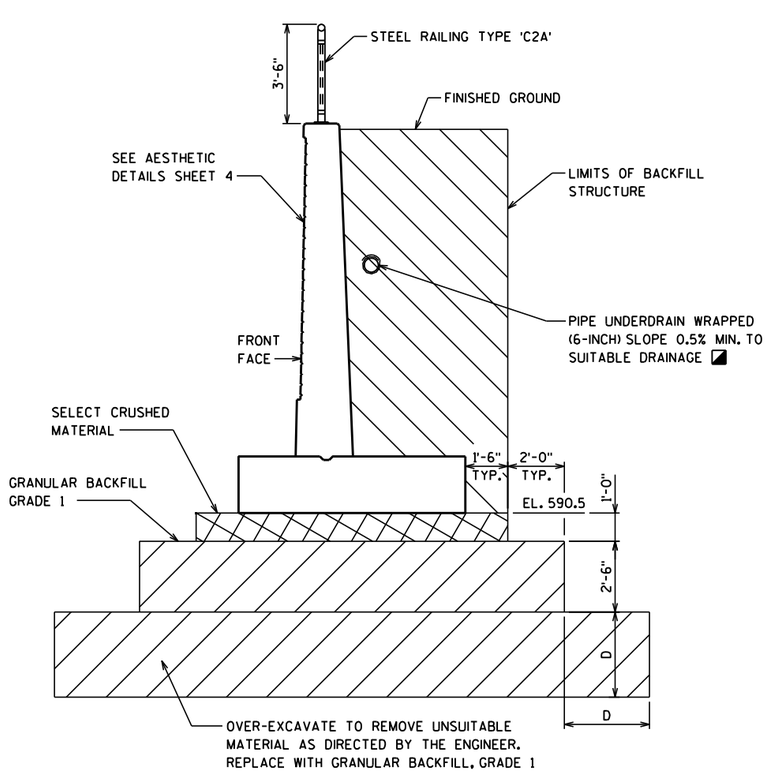
(DO NOT RUN BAR STEEL THRU JOINT)




## SECTION THRU QUARRY STONE WALL




## SECTION THRU WALL WITHIN LIMITS OF B-5-736 EAST ABUTMENT




## SECTION THRU WALL OUTSIDE LIMITS OF B-5-736 EAST ABUTMENT

8

8

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-5-111

DRAWN BY BRE | PLANS CK'D. KRO

TYPICAL WALL DETAILS

SHEET 2 OF 7

524

| STATE PROJECT NUMBER |
|---|
| 4075-28-71 |

## NOTES:

SEE SHEET 1 FOR WALL GEOMETRY/REFERENCE LINE.

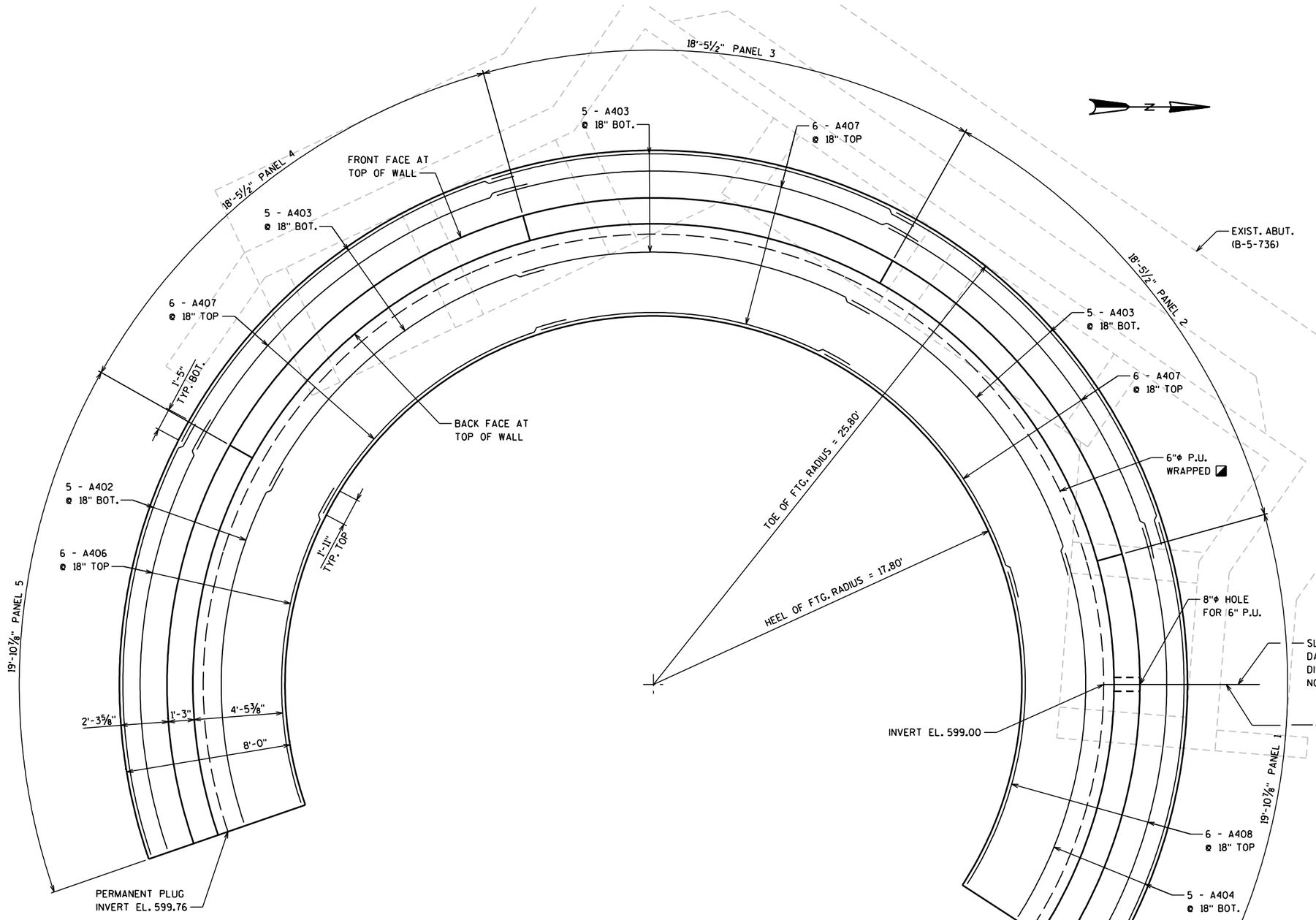
WALL GEOMETRY AND WALL DIMENSIONS ARE GIVEN AT THE FRONT FACE OF THE TOP OF WALL.

PLACE LONGITUDINAL BARS CONCENTRIC WITH RADIUS OF WALL. SEE TYPICAL SECTION AND BILL OF BARS FOR TRANSVERSE BARS IN FOOTINGS. PLACE TRANSVERSE BARS RADIALLY.

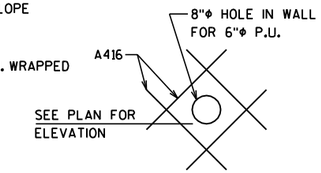
ALL WALLS ARE BATTERED ON THE FRONT AND BACK FACE. SEE THE TYPICAL SECTION ON SHEET 4.

BATTER MUST BE CONSIDERED WHEN PLACING WALL DOWELS IN FOOTINGS.

◪ PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO NORTH SLOPE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN. SEE SHEET 2 FOR DETAIL.




FOOTING PLAN




ELEVATION AT PIPE UNDERDRAIN

8

8

| NO. | DATE | REVISION | BY |
|---|---|---|---|
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-5-111

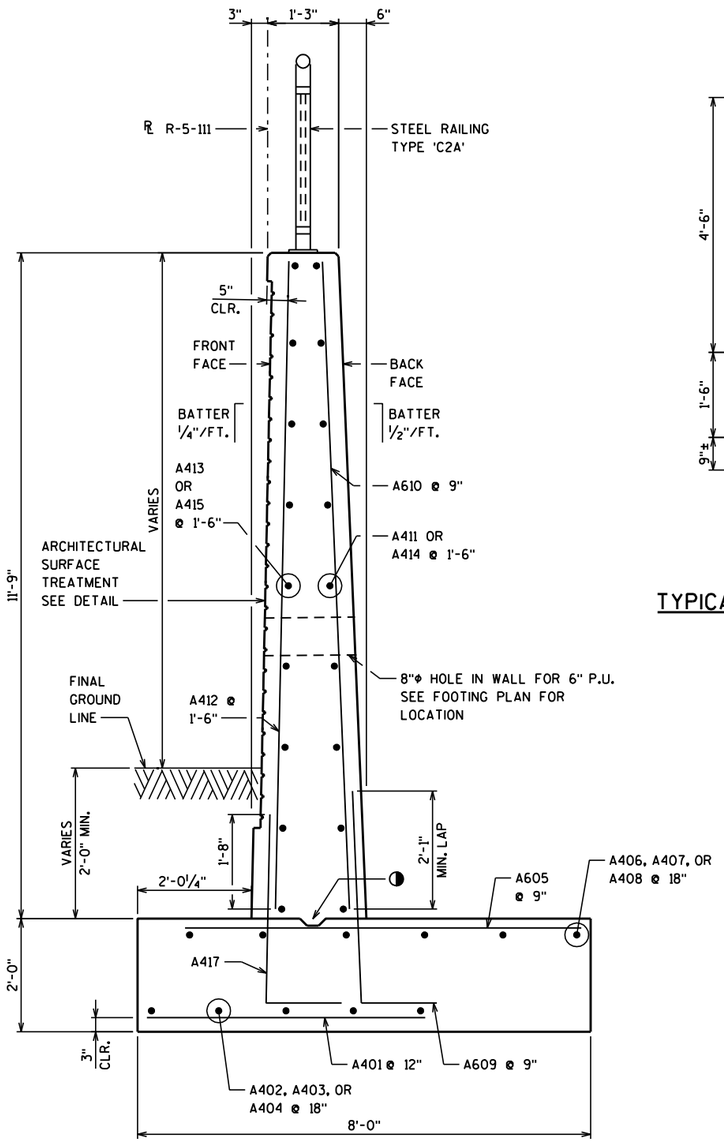
DRAWN BY BRE | PLANS CK'D. KRO

FOOTING PLAN

SHEET 3 OF 7

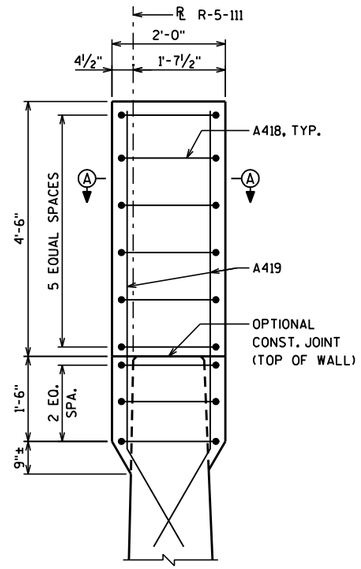
525

| STATE PROJECT NUMBER |
|---|
| 4075-28-71 |

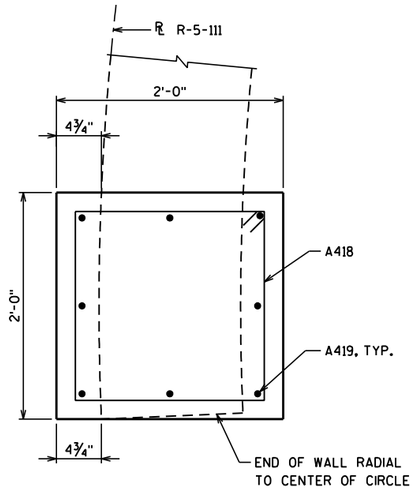



TYPICAL SECTION THRU WALL

◑ CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6", TYP.

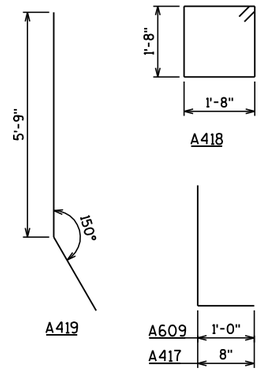



TYPICAL SECTION THRU PEDESTAL

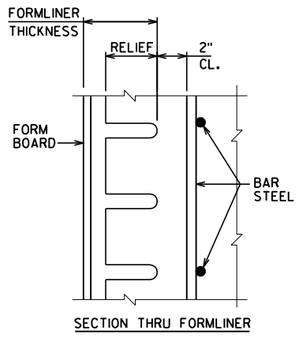


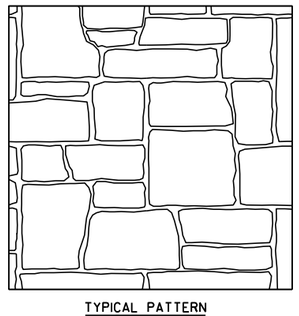

SECTION A-A

(PEDESTAL GEOMETRY)




BAR BENDING DIAGRAMS



TYPICAL PATTERN

ARCHITECTURAL SURFACE TREATMENT
DRY STACK

STONE SIZE 3" TO 36"
MAX RELIEF 2"

## BILL OF BARS

| BAR MARK | COAT | NO. REQ'D. | LENGTH | SERIES | BENT | LOCATION |
|---|---|---|---|---|---|---|
| A401 | | 109 | 4'-10" | | | FOOTING - TRANS. BOTTOM |
| A402 | | 5 | 20'-0" | △ | | FOOTING - LONG. BOTTOM |
| A403 | | 15 | 19'-7" | △ | | FOOTING - LONG. BOTTOM |
| A404 | | 5 | 20'-9" | △ | | FOOTING - LONG. BOTTOM |
| A605 | | 138 | 7'-0" | | | FOOTING - TRANS. TOP |
| A406 | | 6 | 19'-1" | △ | | FOOTING - LONG. TOP |
| A407 | | 18 | 18'-8" | △ | | FOOTING - LONG. TOP |
| A408 | | 6 | 18'-9" | △ | | FOOTING - LONG. TOP |
| A609 | | 124 | 4'-9" | | X | FOOTING - DOWEL |
| A610 | | 124 | 11'-8" | | | WALL - VERTICAL, B.F. |
| A411 | | 18 | 18'-9" | | | WALL - HORIZONTAL, B.F. PANELS 1 & 5 |
| A412 | | 129 | 11'-8" | | | WALL - VERTICAL, F.F. |
| A413 | | 18 | 19'-2" | | | WALL - HORIZONTAL, F.F. PANELS 1 & 5 |
| A414 | | 27 | 17'-4" | | | WALL - HORIZONTAL, B.F. PANELS 2 THRU 4 |
| A415 | | 27 | 17'-9" | | | WALL - HORIZONTAL, F.F. PANELS 2 THRU 4 |
| A416 | | 8 | 2'-0" | | | AT PIPE UNDERDRAIN OPENING |
| A417 | | 129 | 4'-1" | | X | FOOTING DOWEL |
| A418 | | 18 | 7'-2" | | X | PEDESTAL STIRRUP |
| A419 | | 16 | 7'-9" | | X | PEDESTAL VERTICAL |
| | | | | | | |

## BAR SERIES

| BAR NO. | NO. REQ'D. | LENGTH |
|---|---|---|
| A402 | 1 SERIES OF 5 | 18'-1" TO 21'-11" |
| A403 | 3 SERIES OF 5 | 17'-9" TO 21'-5" |
| A404 | 1 SERIES OF 5 | 18'-8" TO 22'-10" |
| A406 | 1 SERIES OF 6 | 16'-4" TO 21'-10" |
| A407 | 3 SERIES OF 6 | 16'-0" TO 21'-4" |
| A408 | 1 SERIES OF 6 | 15'-9" TO 21'-9" |

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-5-111

DRAWN BY BRE | PLANS CK'D. KRO

TYPICAL SECTION & DETAILS

SHEET 4 OF 7

526

8

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| STATE PROJECT NUMBER |
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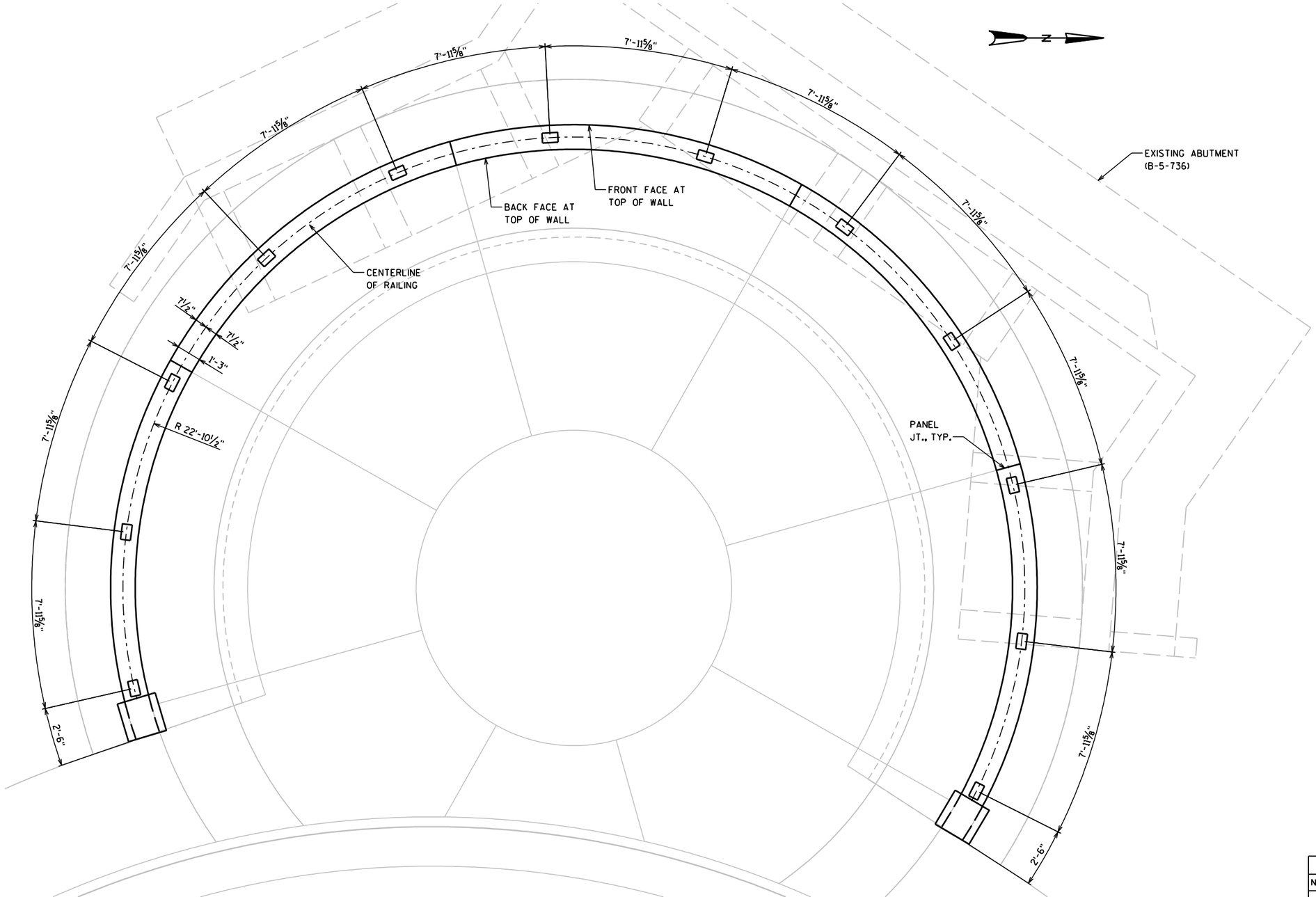
| 4075-28-71 |




## NOTES:

SEE SHEET 1 FOR WALL GEOMETRY/REFERENCE LINE.

RAILING POST SPACING IS MEASURED ALONG ℄ AT TOP OF WALL.

RAILING POST SPACING PLAN

8

8

| NO. | DATE | REVISION | BY |
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| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-5-111

DRAWN BY BRE | PLANS CK'D. KRO

RAILING LAYOUT

SHEET 5 OF 7

527

FILE NAME : F:±TR±JOBS±E2075A13±Sheets±Retaining Walls±R-05-111±R-05-111 05 railing layout.dgn PLOT BY : olsonk PLOT DATE: 2/16/2014 9:47:31 PM

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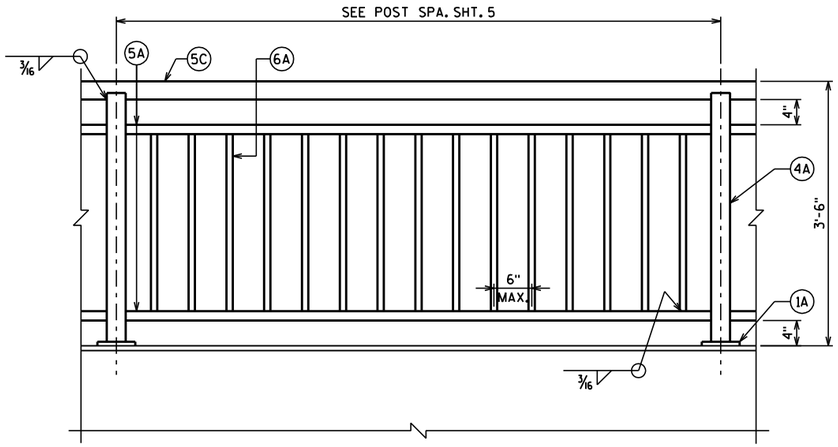
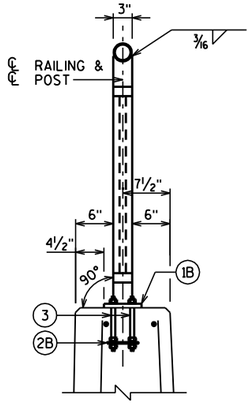
|---|
| 4075-28-71 |




ELEVATION OF RAILING




SECTION THRU RAILING

## LEGEND

(1B) PLATE ⅝" X 6" X 10" WITH ¾" X 1½" SLOTTED HOLES.

(2B) 1¼" X 5" X 9" ANCHOR PLATE WITH 11/16 " ϕ HOLES FOR THR'D. RODS NO. 3.

(3) ⅝" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP. (ALTERNATE RAIL POST ANCHORAGE: 4 EQUIVALENT STAINLESS STEEL CONCRETE MASONRY ANCHORS TYPE S ⅝-INCH. EMBED 7" IN CONCRETE FOR RAIL POSTS. EMBED 5" IN CONCRETE FOR END RAILS.)

(4A) STRUCTURAL TUBING 3" X 3" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.

(5A) STRUCTURAL TUBING 3" X 1½" X 3/16" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.

(5C) STRUCTURAL TUBING 2½" ϕ (STANDARD SIZE) (2.875" O.D.). WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.

(6A) BAR 1" X 1" PICKETS. WELD TO NO. 5. PLACE VERTICAL.

(9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".

(9B) CIRCULAR SLEEVE FABRICATED FROM STRUCTURAL TUBING 2" ϕ (STANDARD SIZE) (2.375" O.D.)

(10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" @ FIELD ERECTION JTS.) (1'-4" @ STRIP SEAL JTS.)

(10B) CIRCULAR SLEEVE FABRICATED FROM STRUCTURAL TUBING 2" ϕ (STANDARD SIZE) (2.375" O.D.) (1'-4" @ FIELD ERECTION JTS.) (1'-4" @ STRIP SEAL EXP. JTS.)

## RAILING NOTES

BID ITEM SHALL BE "RAILING STEEL TYPE C2A GALVANIZED R-5-111", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

ALL PLATES, BARS, AND RECTANGULAR SLEEVES SHALL CONFORM TO ASTM A709 GRADE 36. ALL STRUCTURAL TUBING SHALL CONFORM TO ASTM A500 GRADE B.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

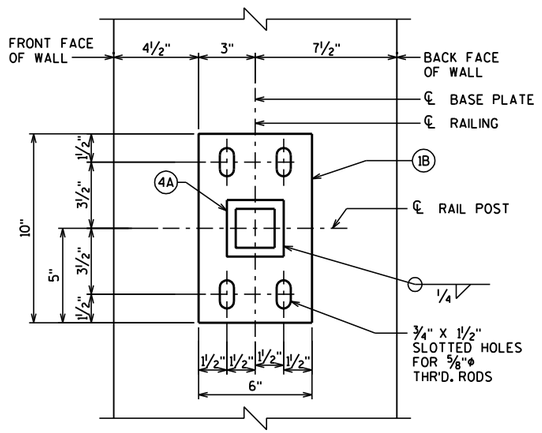
■ CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

ALL MATERIAL (EXCEPT NO. 3) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE "BRIDGE SPECIAL PROVISIONS". THE RAILING SHALL BE PAINTED FEDERAL COLOR NO. 27038, BLACK.

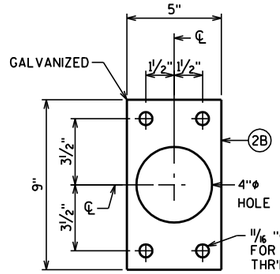
VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

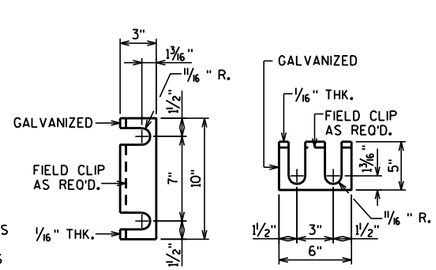
TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.



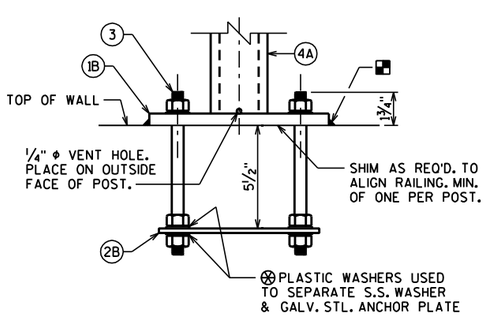

TYPICAL RAIL POST BASE PLATE




ANCHOR PLATE

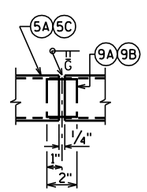



RAIL POST SHIM DETAIL
(2 SETS PER POST)



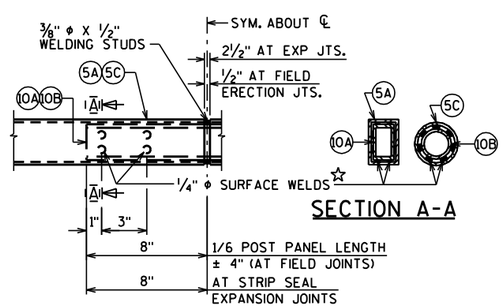

ANCHORAGE FOR RAIL POSTS

NOTE: ANCHOR PLATE NOT REQUIRED WHEN TYPE S ANCHORS ARE USED.




SHOP RAIL SPLICE DETAIL

(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)




SECTION A-A

FIELD ERECTION JOINT DETAIL

☆ MIN. ⅝" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-5-111

DRAWN BY BRE | PLANS CK'D. KRO

RAILING DETAILS

SHEET 6 OF 7

528

8

8

| STATE PROJECT NUMBER |
|---|
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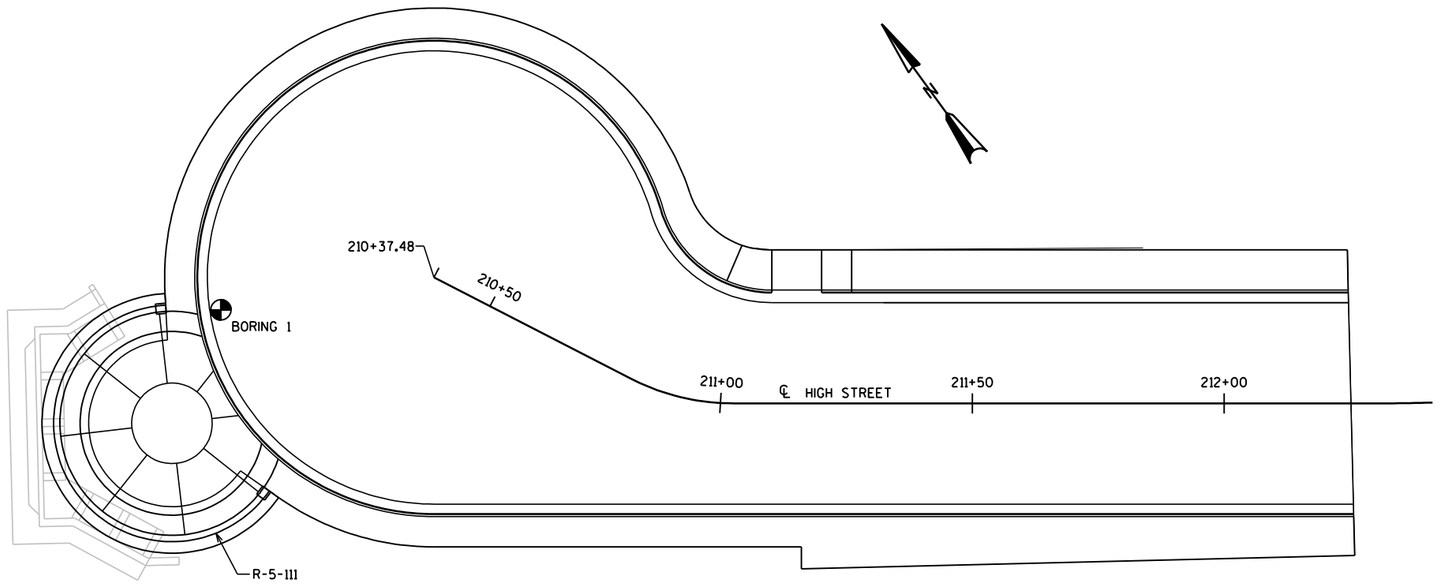


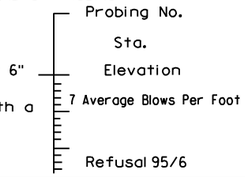

ABBREVIATIONS

F — Fine  M — Medium  C — Coarse
Ws — Weathered  So — Sound

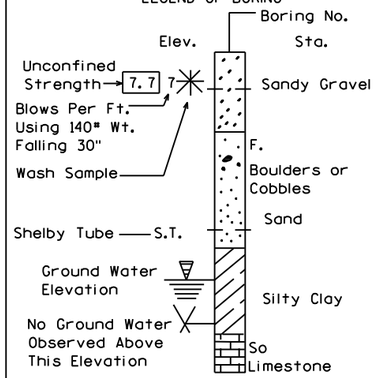
MATERIAL SYMBOLS

Topsoil, Silt, Sandstone
Sand, Peat, Limestone
Gravel, Clay, Igneous Rock

LEGEND OF PROBING



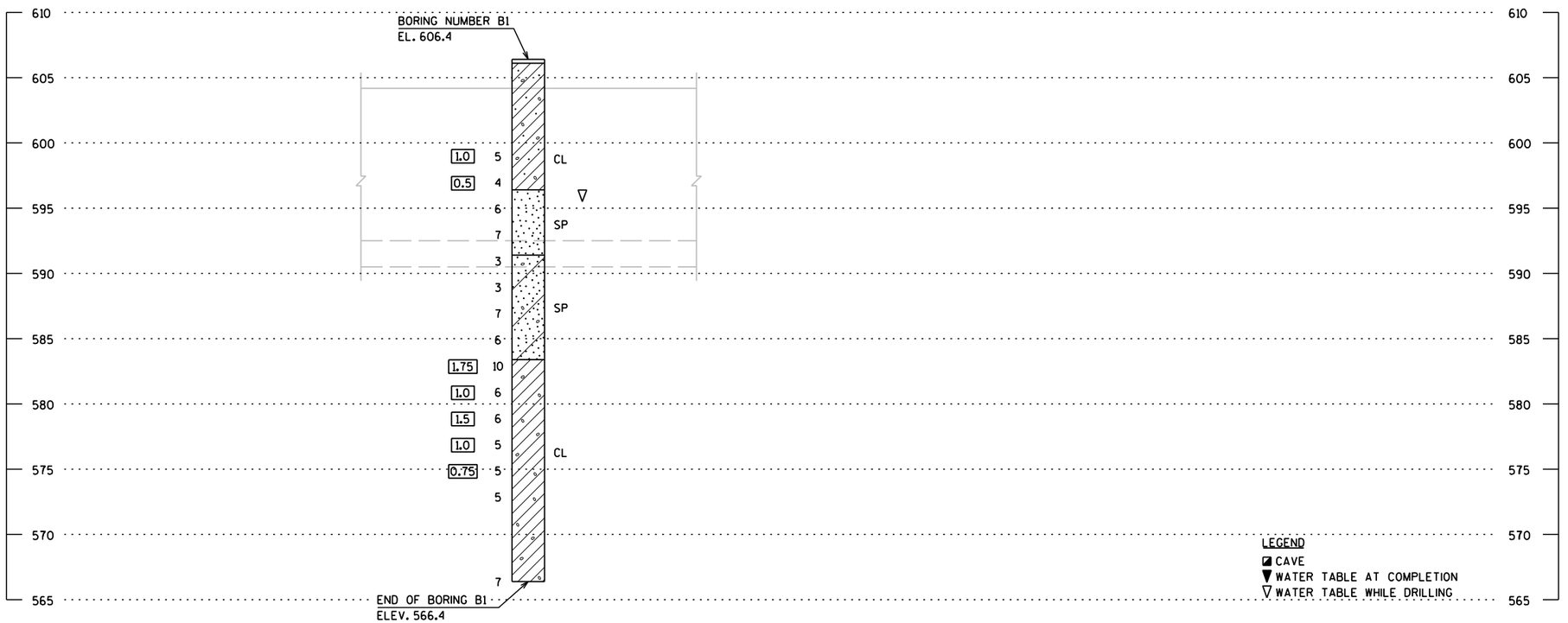

LEGEND OF BORING




Unless otherwise specified, the blows per foot at the locations indicated are based on driving a O.D. x 1. 4" I.D. split spoon sampler with a 140# hammer having a free fall of 30". The blow count is taken in undisturbed soil immediately below a cased or open hole eliminating side friction on the drive pipe.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

To obtain relative data concerning the character of material in and upon which the foundation might be built, borings and/or soundings were made at points approximately as indicated on this drawing. The data presented herein represents the findings of the subsurface explorations made. However, because the depths investigated are limited and the area of the borings and/or soundings is very small in relation to the entire area, the Division of Highways does not warrant conditions below the depths investigated or that the classification of material encountered in these investigations is necessarily typical of the entire site.

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-5-111

DRAWN BY BRE | PLANS CK'D. KRO

SUBSURFACE EXPLORATION

SHEET 7 OF 7

529

8

8

| STATE PROJECT NUMBER |
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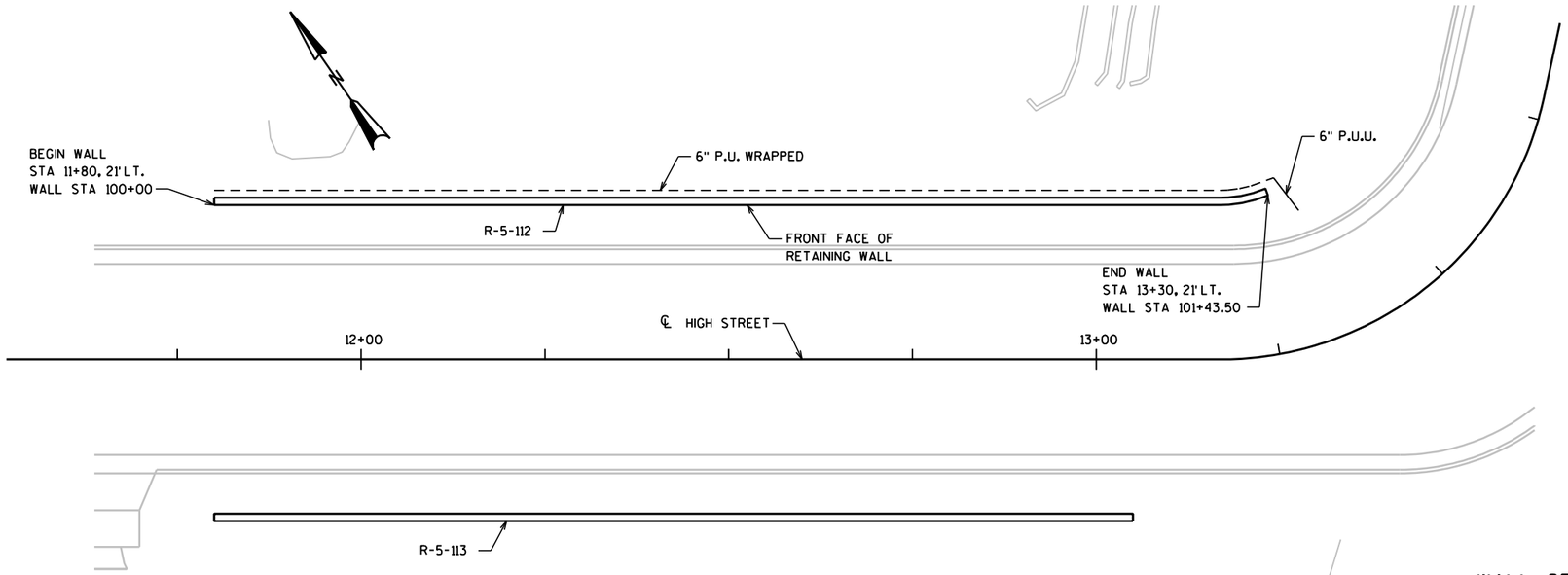
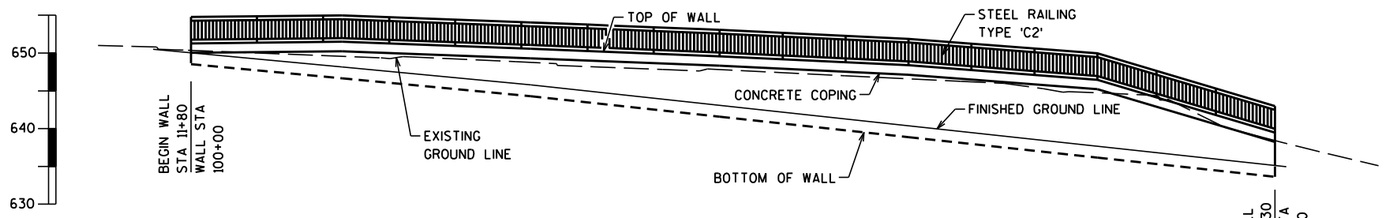



## PLAN




## ELEVATION

(LOOKING AT FRONT FACE OF WALL)

## TOTAL ESTIMATED QUANTITIES

| | | |
|---|---|---|
| 210.0100 | BACKFILL STRUCTURE | 595 CY |
| 517.1010.S | STAINING CONCRETE (R-5-112) | 580 SF |
| 532.0300.S | WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH | 1050 SF |
| 612.0206 | PIPE UNDERDRAIN UNPERFORATED 6-INCH | 10 LF |
| 612.0406 | PIPE UNDERDRAIN WRAPPED 6-INCH | 145 LF |
| SPV.0105.05 | RAILING STEEL TYPE C2B GALVANIZED R-5-112 | 1 LS |

## GEOMETRY TABLE

| ROADWAY STATIONING | STATIONING ALONG FF OF WALL | OFFSET FACE OF WALL FROM REF. LINE (FT) | TOP OF WALL ELEVATION | BOTTOM OF WALL ELEVATION | FINISHED GROUND LINE ELEVATION |
|---|---|---|---|---|---|
| 11+80 | 100+00 | 21 LT | 651.27 | 648.54 | 650.04 |
| 12+00 | 100+20 | 21 LT | 651.49 | 646.65 | 648.15 |
| 12+25 | 100+45 | 21 LT | 650.56 | 644.29 | 645.79 |
| 12+50 | 100+70 | 21 LT | 649.58 | 641.59 | 643.09 |
| 12+75 | 100+95 | 21 LT | 648.39 | 638.88 | 640.38 |
| 13+00 | 101+20 | 21 LT | 646.46 | 636.17 | 637.67 |
| 13+16.85 | 101+36.85 | 21 LT | 641.46 | 634.34 | 635.84 |
| 13+30 | 101+43.50 | 21 LT | 639.49 | 633.62 | 635.12 |

## LIST OF DRAWINGS

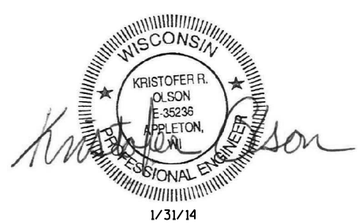
1. GENERAL PLAN
2. TYPICAL DETAILS
3. RAILING DETAILS
4. SUBSURFACE EXPLORATION

## BRIDGE OFFICE CONTACT

BILL DREHER
(608) 266-8489

## CONSULTANT CONTACT

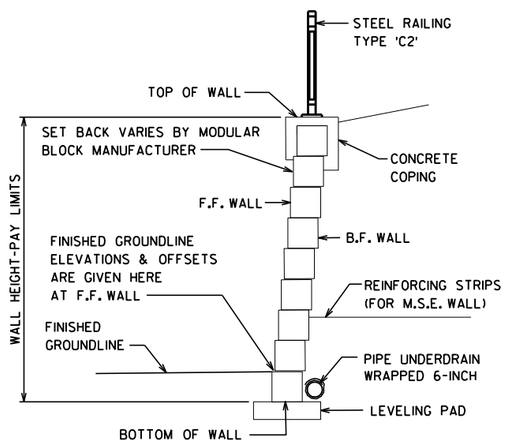
KRISTOFER OLSON
OMNNI ASSOCIATES
(920) 735-6900




1/31/14

## WALL GEOMETRY

PI = 101+40.22
N = 498,979.13
E = 60,175.81
Δ = 23°06'26"
D = 347°40'07"
T = 6.60'
R = 16.48'
L = 6.64'




## SECTION THRU WALL MODULAR BLOCK

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

GROUND LINE ELEVATIONS ARE SUBJECT TO THE APPROVAL OF THE ENGINEER.

LENGTH OF RETAINING WALL IS MEASURED ALONG THE FRONT FACE.

WALL GEOMETRY AND OFFSETS ARE MEASURED TO THE FRONT FACE OF RETAINING WALL AT THE TOP OF WALL.

BEVEL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE NOTED.

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

CONCRETE COPING SHALL BE STAINED FEDERAL COLOR NO. 33522, LATTE. APPLY STAIN TO ENTIRE SURFACE AREA OF FRONT AND TOP OF COPING AND TOP 9 INCHES OF BACK FACE. THE MODULAR BLOCKS SHALL BE A MATCHING COLOR AND HAVE A TUMBLED STONE APPEARANCE.

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATIONS AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

## DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS AND SHOP DRAWINGS FOR THE RETAINIG WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH".

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL SHALL BE DESIGNED USING THE ELEVATIONS GIVEN ON SHEET 1. DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN ON THE ROADWAY CROSS SECTIONS.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 240 PSF.

| NO. | DATE | REVISION | BY |
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| | | | |

ORIGINAL PLANS PREPARED BY
OMNNI ASSOCIATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED William R. Drehen KAR 03/18/14
CHIEF STRUCTURES DESIGN ENGINEER DATE

# STRUCTURE R-5-112

RETAINING WALL NORTH OF HIGH STREET

| COUNTY | TOWN |
|---|---|
| BROWN | WRIGHTSTOWN |

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

| DESIGNED BY | DESIGN CK'D. | DRAWN BY | PLANS CK'D. |
|---|---|---|---|
| BRE | KRO | BRE | KRO |

GENERAL PLAN

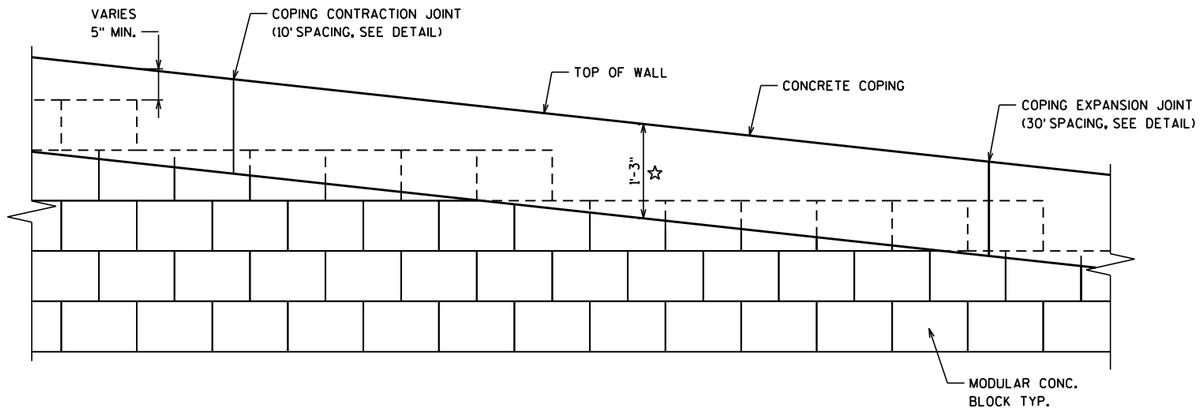
SHEET 1 OF 4

530

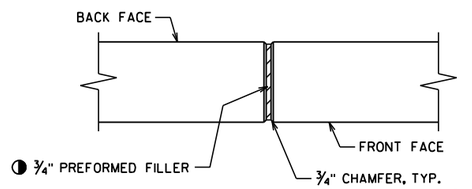
8

8

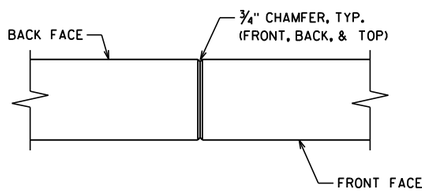
STATE PROJECT NUMBER
4075-28-71



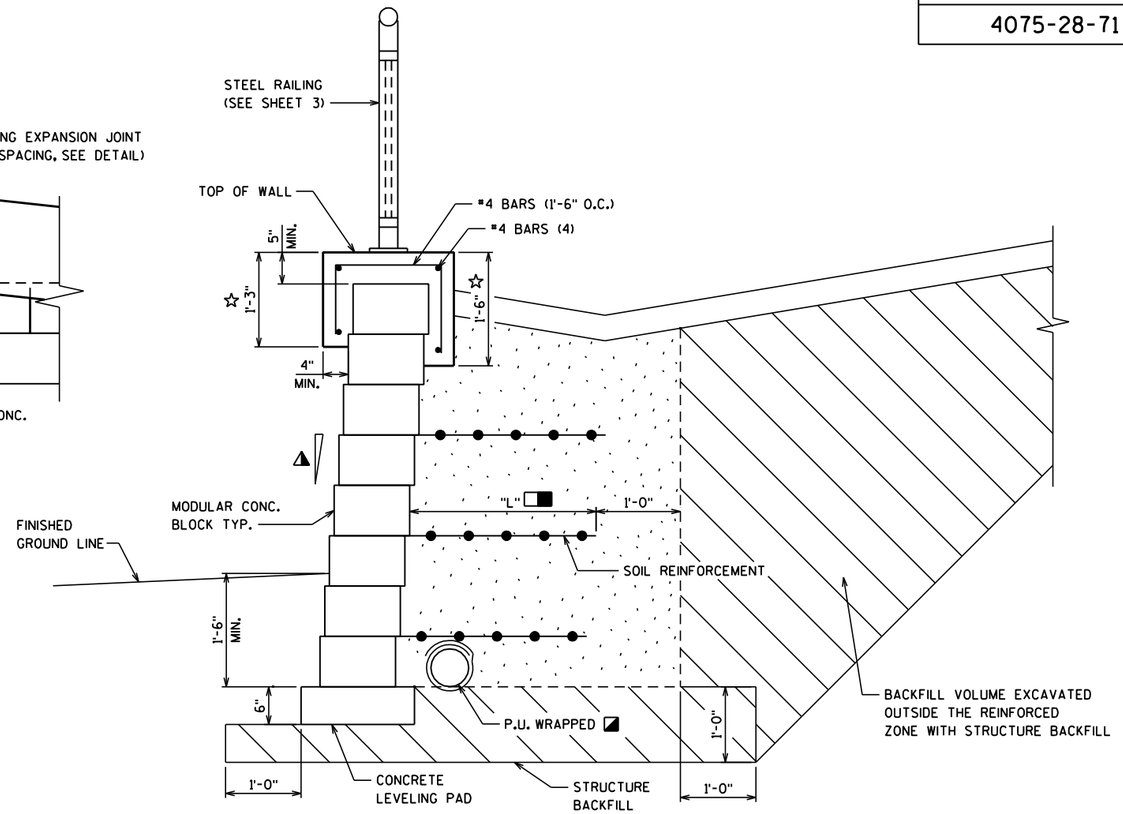

## RETAINING WALL FACE & CONCRETE COPING DETAIL



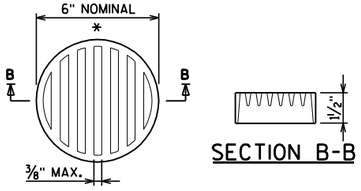

## COPING
## VERTICAL EXPANSION JOINT
(DO NOT RUN BAR STEEL THRU JOINT)




## COPING
## VERTICAL CONTRACTION JOINT
(DO NOT RUN BAR STEEL THRU JOINT)




## TYPICAL RETAINING WALL SECTION




## SECTION B-B

## RODENT SCREEN DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SCREEN SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SCREEN TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH SHEET METAL SCREWS.

| SOIL PARAMETERS | | | |
|---|---|---|---|
| SOIL DESCRIPTION | FRICTION ANGLE (DEGREES) | COHESION (PSF) | UNIT WEIGHT (PCF) |
| GRANULAR BACKFILL WITHIN THE WALL IN THE REINFORCING ZONE | 30 | 0 | 120 |
| FILL BEHIND THE REINFORCING ZONE | 31 | 0 | 120 |
| B-1, 12+00 | | | |
| GRANULAR FILL (ELEVATION 646.6 FT – 645.6 FT) | 32 | 0 | 120 |
| GRAVEL, BROWN, SOME SAND (ELEVATION 645.6 FT – 644.6 FT) | 32 | 0 | 120 |
| CLAY, REDDISH BROWN, TRACE GRAVEL (ELEVATION 644.6 FT – 632.6 FT) | 0 | 500 | 115 |
| CLAY, GRAY (ELEVATION 632.6 FT – 624.6 FT) | 0 | 750 | 115 |
| B-2, 13+00 | | | |
| GRANULAR FILL (ELEVATION 636.2 FT – 635.2 FT) | 32 | 0 | 120 |
| CLAY, REDDISH BROWN, TRACE GRAVEL (ELEVATION 635.2 FT – 630.6 FT) | 0 | 1,000 | 115 |
| CLAY, GRAY (ELEVATION 630.6 FT – 623.6 FT) | 0 | 500 | 115 |
| CLAY, GRAY (ELEVATION 623.6 FT – 616.6 FT) | 0 | 2,000 | 125 |

| RESULTS OF MSE WALL EXTERNAL STABILITY EVALUATION | | |
|---|---|---|
| DIMENSIONS | | |
| WALL HEIGHT (FEET)[1] | 4.8 | 10.3 |
| EXPOSED WALL HEIGHT (FEET) | 3.3 | 8.8 |
| LENGTH OF REINFORCEMENT (FEET)[2] | 6 | 7.2 |
| LENGTH OF REIN. / WALL HEIGHT | NA[3] | 0.7 |
| WALL STATION | 100+20 | 101+20 |
| BORING USED | B-1 | B-2 |
| CAPACITY TO DEMAND RATIO (CDR)[4] | | |
| SLIDING (CDR > 1.0) | 1.8 | 1.3 |
| ECCENTRICITY (CDR > 1.0) | 34.1 | 1.5 |
| GLOBAL STABILITY (CDR > 1.0) | NA | 1.7 |
| BEARING RESISTANCE (CDR > 1.0) | 2.3 | 1.1 |
| REQUIRED BEARING RESISTANCE (PSF) | 1,900 PSF | 2,100 PSF |

1. THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 1.5 FEET.
2. THE LENGTH OF REINFORCEMENT IS THE MINIMUM
3. NA – THE MINIMUM REINFORCEMENT LENGTH OF 6 FEET WAS
4. CDR REQUIREMENTS AND LOAD AND RESISTANCE FACTORS

## NOTES:

▲ BATTER VARIES BY MANUFACTURER

◪ PIPE UNDERDRAIN WRAPPED 6-INCH, SLOPE 0.5% MIN. TO SUITABLE DISCHARGE. ATTACH RODENT SCREEN AT END OF PIPE UNDERDRAIN.

☆ THIS DIMENSION MAY CHANGE DEPENDING ON HEIGHT OF BLOCKS. THIS DIMENSION TO BE CONSTANT FOR ENTIRE LENGTH OF WALL. MAXIMUM ALLOWABLE HEIGHT OF BLOCKS TO BE 9 INCHES.

◑ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONC.)

PLACE EXPANSION JOINTS AT EVERY THIRD JOINT AND AT ALL WALL RADIUS PC/PT POINTS AND BEND POINTS.

■ "L" SHALL BE A MINIMUM OF 0.7 TIMES THE WALL HEIGHT BUT NOT LESS THAN 6 FEET.

MAINTAIN 2" MINIMUM COVER ON ALL REBAR

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-5-112

DRAWN BY BRE | PLANS CK'D. KRO

TYPICAL DETAILS

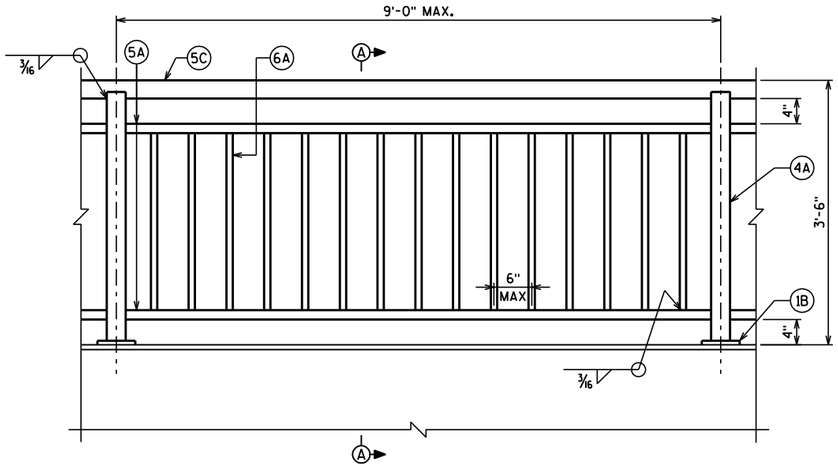
SHEET 2 OF 4

531

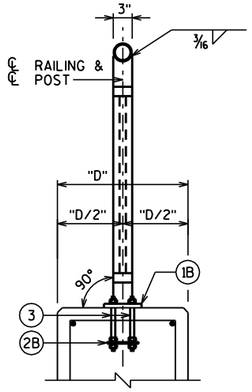
8

8

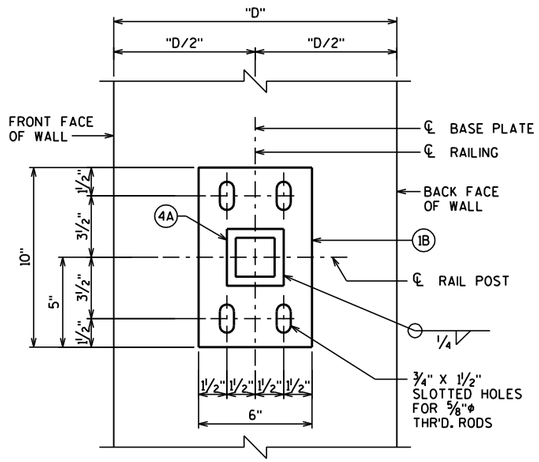
| STATE PROJECT NUMBER |
|---|
| 4075-28-71 |



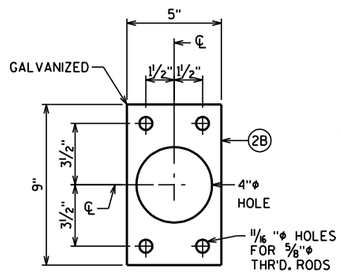

ELEVATION OF RAILING



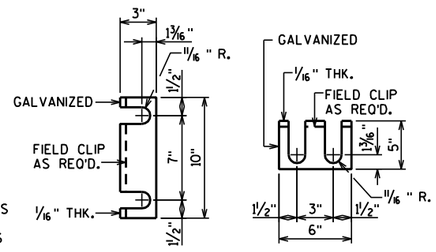

SECTION A-A




TYPICAL RAIL POST BASE PLATE




ANCHOR PLATE




RAIL POST SHIM DETAIL
(2 SETS PER POST)

## LEGEND

(1B) PLATE 5/8" X 6" X 9 1/2" WITH 3/4" X 1 1/2" SLOTTED HOLES.

(2B) 1/4" X 5" X 8 1/2" ANCHOR PLATE WITH 11/16 " φ HOLES FOR THR'D. RODS NO. 3.

(3) 5/8" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP. (ALTERNATE RAIL POST ANCHORAGE: 4 EQUIVALENT STAINLESS STEEL CONCRETE MASONRY ANCHORS TYPE S 5/8-INCH. EMBED 7" IN CONCRETE FOR RAIL POSTS. EMBED 5" IN CONCRETE FOR END RAILS.)

(4A) STRUCTURAL TUBING 3" X 3" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.

(5A) STRUCTURAL TUBING 3" X 1 1/2" X 3/16" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.

(5C) STRUCTURAL TUBING 2 1/2" φ (STANDARD SIZE) (2.875" O.D.). WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.

(6A) BAR 1" X 1" PICKETS. WELD TO NO. 5. PLACE VERTICAL.

(9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".

(9B) CIRCULAR SLEEVE FABRICATED FROM STRUCTURAL TUBING 2" φ (STANDARD SIZE) (2.375" O.D.)

(10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" @ FIELD ERECTION JTS.) (1'-4" @ STRIP SEAL JTS.)

(10B) CIRCULAR SLEEVE FABRICATED FROM STRUCTURAL TUBING 2" φ (STANDARD SIZE) (2.375" O.D.) (1'-4" @ FIELD ERECTION JTS.) (1'-4" @ STRIP SEAL EXP. JTS.)

## RAILING NOTES

BID ITEM SHALL BE "RAILING STEEL TYPE C2B GALVANIZED R-5-112", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

ALL PLATES, BARS, AND RECTANGULAR SLEEVES SHALL CONFORM TO ASTM A709 GRADE 36. ALL STRUCTURAL TUBING SHALL CONFORM TO ASTM A500 GRADE B.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

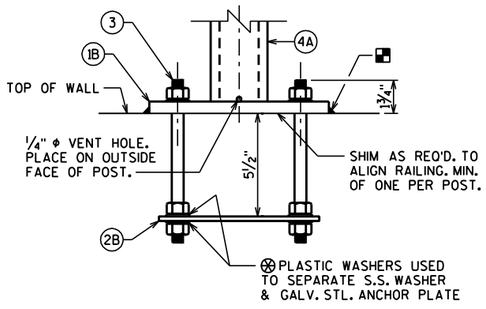
■ CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

ALL MATERIAL (EXCEPT NO. 3) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE "BRIDGE SPECIAL PROVISIONS". THE RAILING SHALL BE PAINTED FEDERAL COLOR NO. 27038, BLACK.

VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

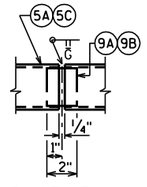
RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.



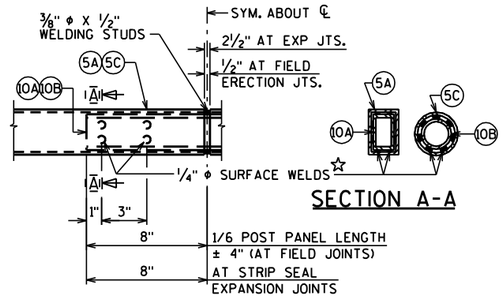

ANCHORAGE FOR RAIL POSTS

NOTE: ANCHOR PLATE NOT REQUIRED WHEN TYPE S ANCHORS ARE USED.




SHOP RAIL SPLICE DETAIL

(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)




SECTION A-A

FIELD ERECTION JOINT DETAIL

☆ MIN. 5/8" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.

| NO. | DATE | REVISION | BY |
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-5-112

DRAWN BY BRE | PLANS CK'D. KRO

RAILING DETAILS

SHEET 3 OF 4

532

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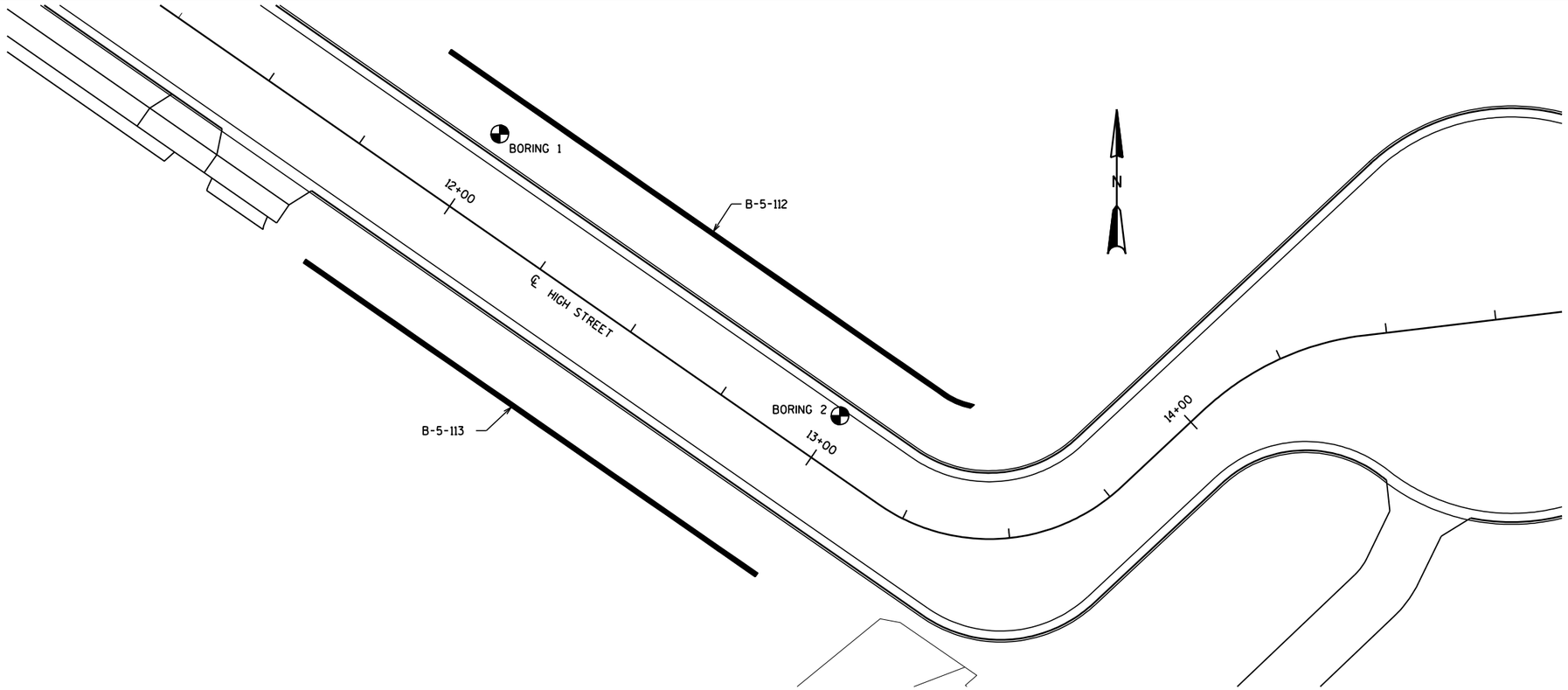
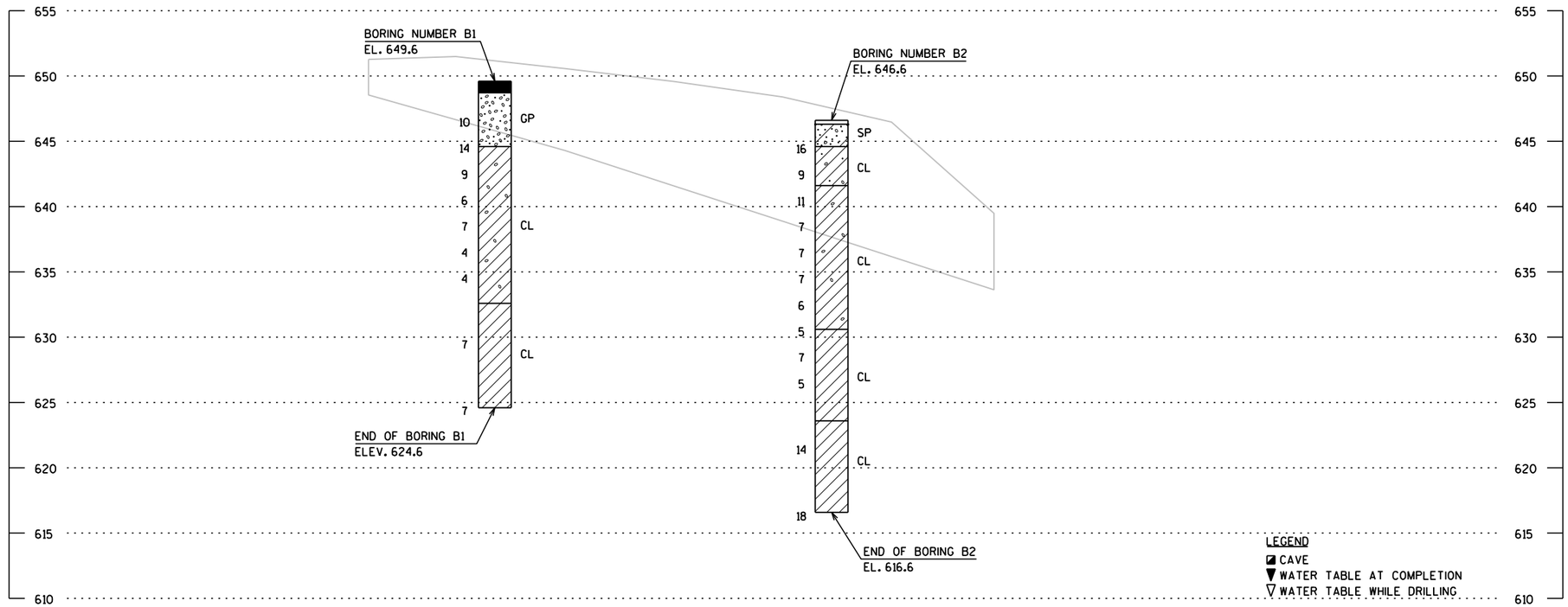
8

| STATE PROJECT NUMBER |
|---|
| 4075-28-71 |



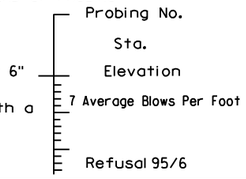

ABBREVIATIONS

F — Fine  M — Medium  C — Coarse
Ws — Weathered  So — Sound

MATERIAL SYMBOLS

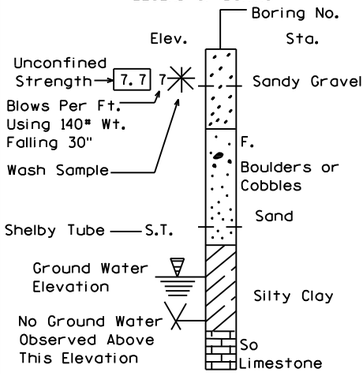
Topsoil, Silt, Sandstone
Sand, Peat, Limestone
Gravel, Clay, Igneous Rock

LEGEND OF PROBING




95/6=95 Blows for 6" Penetration
Probing taken with a 350#wt.
Falling 18" on a 2" O.D. Point.

LEGEND OF BORING




Unless otherwise specified, the blows per foot at the locations indicated are based on driving a O.D.x1.4" I.D. split spoon sampler with a 140# hammer having a free fall of 30". The blow count is taken in undisturbed soil immediately below a cased or open hole eliminating side friction on the drive pipe.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

To obtain relative data concerning the character of material in and upon which the foundation might be built, borings and/or soundings were made at points approximately as indicated on this drawing. The data presented herein represents the findings of the subsurface explorations made. However, because the depths investigated are limited and the area of the borings and/or soundings is very small in relation to the entire area, the Division of Highways does not warrant conditions below the depths investigated or that the classification of material encountered in these investigations is necessarily typical of the entire site.

| NO. | DATE | REVISION | BY |
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| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-5-112

DRAWN BY BRE  PLANS CK'D. KRO

SUBSURFACE EXPLORATION

SHEET 4 OF 4

533

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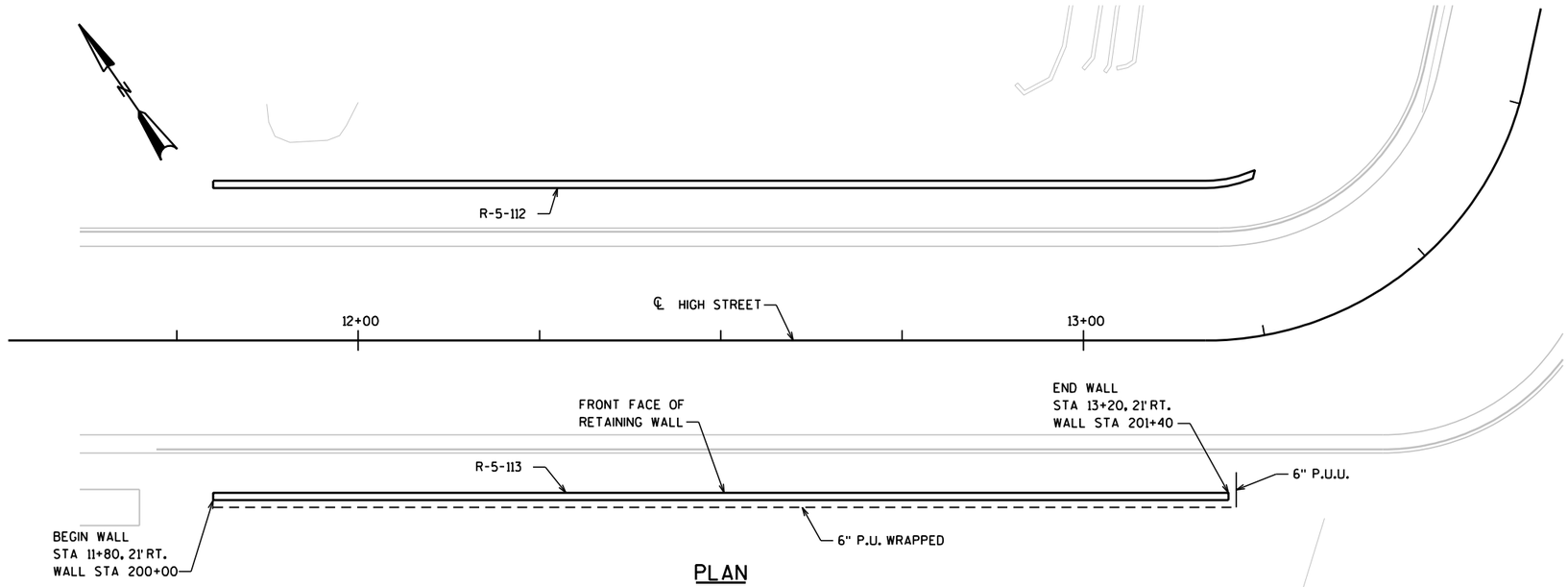
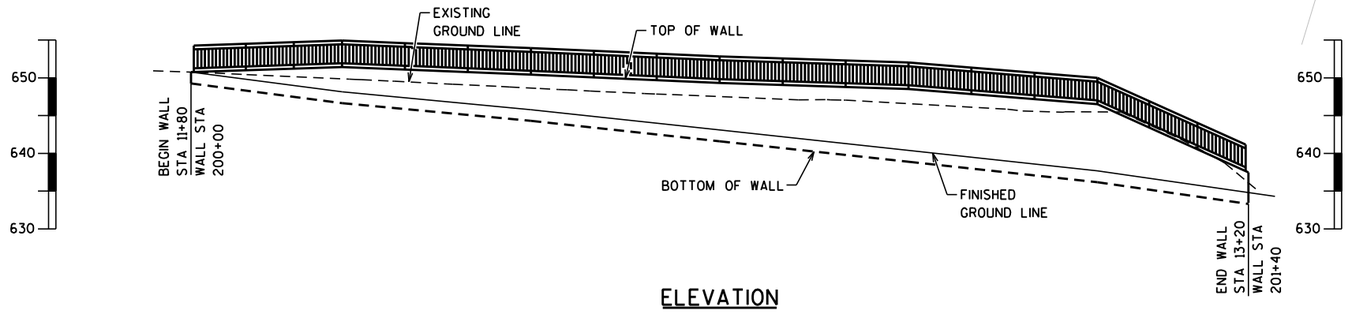
FILE NAME : F:±TR±JOBS±E2075A13±Sheets±Retaining Walls±R-05-112±R-05-112 04 sub explr.dgn  PLOT BY : olsonk  PLOT DATE: 1/31/2014  2:24:14 PM




PLAN




ELEVATION

(LOOKING AT BACK FACE OF WALL)

## TOTAL ESTIMATED QUANTITIES

| | | |
|---|---|---|
| 210.0100 | BACKFILL STRUCTURE | 495 CY |
| 517.1010.S | STAINING CONCRETE (R-5-113) | 565 SF |
| 532.0300.S | WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH | 985 SF |
| 612.0206 | PIPE UNDERDRAIN UNPERFORATED 6-INCH | 10 LF |
| 612.0406 | PIPE UNDERDRAIN WRAPPED 6-INCH | 145 LF |
| SPV.0105.XX | RAILING STEEL TYPE C2C GALVANIZED R-5-113 | 1 LS |

## GEOMETRY TABLE

| ROADWAY STATIONING | STATIONING ALONG FF OF WALL | OFFSET FACE OF WALL FROM REF. LINE (FT) | TOP OF WALL ELEVATION | BOTTOM OF WALL ELEVATION | FINISHED GROUND LINE ELEVATION |
|---|---|---|---|---|---|
| 11+80 | 200+00 | 21 RT | 650.75 | 649.25 | 650.75 |
| 12+00 | 200+20 | 21 RT | 651.43 | 646.65 | 648.15 |
| 12+25 | 200+45 | 21 RT | 650.42 | 644.29 | 645.79 |
| 12+50 | 200+70 | 21 RT | 649.33 | 641.59 | 643.09 |
| 12+75 | 200+95 | 21 RT | 648.53 | 638.88 | 640.38 |
| 13+00 | 201+20 | 21 RT | 646.50 | 636.17 | 637.67 |
| 13+20 | 201+40 | 21 RT | 637.47 | 633.30 | 634.80 |

## LIST OF DRAWINGS

1. GENERAL PLAN
2. TYPICAL DETAILS
3. RAILING DETAILS
4. SUBSURFACE EXPLORATION

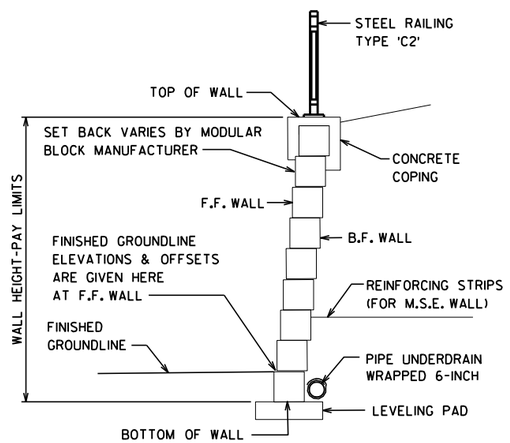
## BRIDGE OFFICE CONTACT

BILL DREHER
(608) 266-8489

## CONSULTANT CONTACT

KRISTOFER OLSON
OMNNI ASSOCIATES
(920) 735-6900

1/31/14




SECTION THRU WALL MODULAR BLOCK

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

GROUND LINE ELEVATIONS ARE SUBJECT TO THE APPROVAL OF THE ENGINEER.

LENGTH OF RETAINING WALL IS MEASURED ALONG THE FRONT FACE.

WALL GEOMETRY AND OFFSETS ARE MEASURED TO THE FRONT FACE OF RETAINING WALL AT THE TOP OF WALL.

BEVEL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE NOTED.

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

CONCRETE COPING SHALL BE STAINED FEDERAL COLOR NO. 33522, LATTE. APPLY STAIN TO ENTIRE SURFACE AREA OF FRONT AND TOP OF COPING AND TOP 9 INCHES OF BACK FACE. THE MODULAR BLOCKS SHALL BE A MATCHING COLOR AND HAVE A TUMBLED STONE APPEARANCE.

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATIONS AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

## DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS AND SHOP DRAWINGS FOR THE RETAINIG WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK MECHANICALLY STABILIZED EARTH".

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL SHALL BE DESIGNED USING THE ELEVATIONS GIVEN ON SHEET 1. DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN ON THE ROADWAY CROSS SECTIONS.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 240 PSF.

STATE PROJECT NUMBER
4075-28-71

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

ORIGINAL PLANS PREPARED BY
OMNNI ASSOCIATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Duchac KAR 03/18/14
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE R-5-113

RETAINING WALL SOUTH OF HIGH STREET

| | |
|---|---|
| COUNTY: BROWN | TOWN: WRIGHTSTOWN |
| DESIGN SPEC.: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS | LOAD: HL-93 |
| DESIGNED BY: BRE | DESIGN CK'D.: KRO |
| DRAWN BY: BRE | PLANS CK'D.: KRO |

GENERAL PLAN

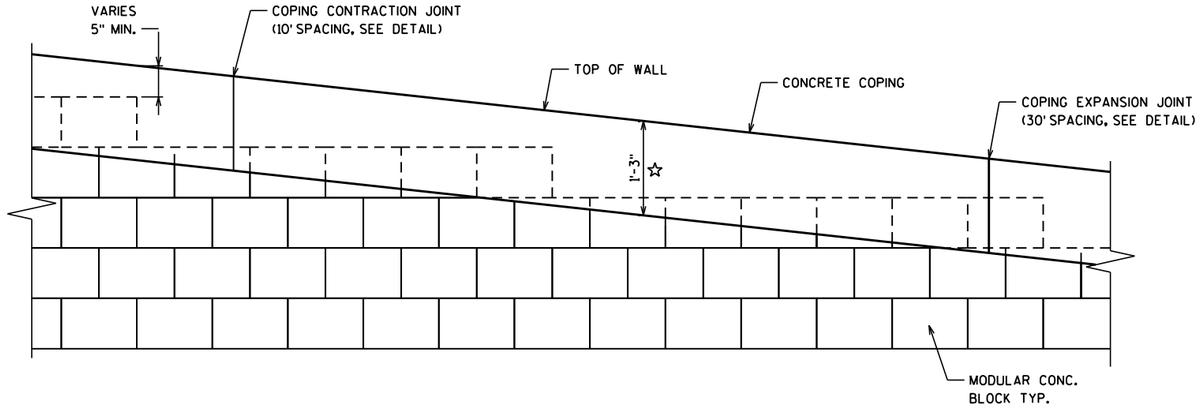
SHEET 1 OF 4

534

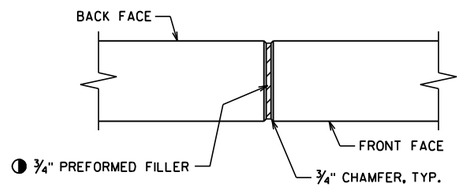
8

8

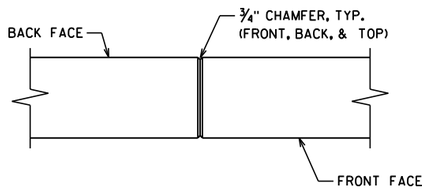
| STATE PROJECT NUMBER |
|---|
| 4075-28-71 |



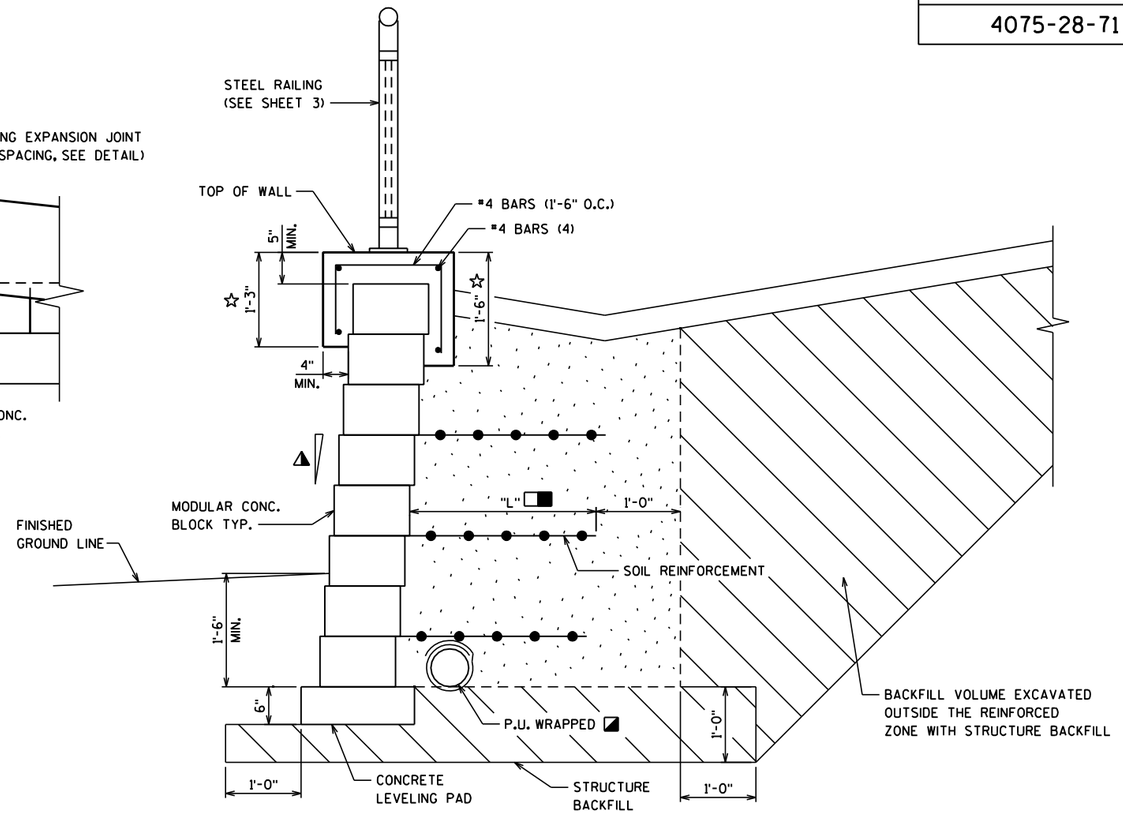

## RETAINING WALL FACE & CONCRETE COPING DETAIL



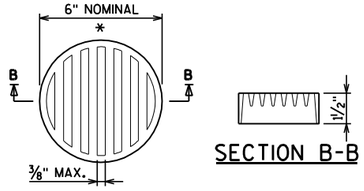

## COPING
## VERTICAL EXPANSION JOINT
(DO NOT RUN BAR STEEL THRU JOINT)




## COPING
## VERTICAL CONTRACTION JOINT
(DO NOT RUN BAR STEEL THRU JOINT)




## TYPICAL RETAINING WALL SECTION




## SECTION B-B

## RODENT SCREEN DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SCREEN SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SCREEN TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH SHEET METAL SCREWS.

| SOIL PARAMETERS | | | |
|---|---|---|---|
| SOIL DESCRIPTION | FRICTION ANGLE (DEGREES) | COHESION (PSF) | UNIT WEIGHT (PCF) |
| GRANULAR BACKFILL WITHIN THE WALL IN THE REINFORCING ZONE | 30 | 0 | 120 |
| FILL BEHIND THE REINFORCING ZONE | 31 | 0 | 120 |
| B-1, 12+00 | | | |
| GRANULAR FILL (ELEVATION 646.6 FT – 645.6 FT) | 32 | 0 | 120 |
| CLAY, REDDISH BROWN, TRACE SAND (ELEVATION 645.6 FT – 639.3 FT) | 0 | 1,000 | 115 |
| CLAY, REDDISH BROWN, TRACE SAND (ELEVATION 639.3 FT – 624.3 FT) | 0 | 500 | 115 |
| B-2, 12+97 | | | |
| GRANULAR FILL (ELEVATION 636.2 FT – 635.2 FT) | 32 | 0 | 120 |
| CLAY, REDDISH BROWN, TRACE GRAVEL (ELEVATION 635.2 FT – 631.5 FT) | 0 | 1,000 | 115 |
| CLAY, GRAY (ELEVATION 631.5 FT – 625.5 FT) | 0 | 750 | 115 |
| CLAY, GRAY (ELEVATION 625.5 FT – 615.5 FT) | 0 | 1,000 | 115 |

| RESULTS OF MSE WALL EXTERNAL STABILITY EVALUATION | | |
|---|---|---|
| DIMENSIONS | | |
| WALL HEIGHT (FEET)[1] | 4.8 | 10.3 |
| EXPOSED WALL HEIGHT (FEET) | 3.3 | 8.8 |
| LENGTH OF REINFORCEMENT (FEET)[2] | 6 | 7.2 |
| LENGTH OF REIN. / WALL HEIGHT | NA[3] | 0.7 |
| WALL STATION | 200+20 | 201+20 |
| BORING USED | B-1 | B-2 |
| CAPACITY TO DEMAND RATIO (CDR)[4] | | |
| SLIDING (CDR > 1.0) | 2.2 | 2 |
| ECCENTRICITY (CDR > 1.0) | 39.5 | 2 |
| GLOBAL STABILITY (CDR > 1.0) | NA | 2.6 |
| BEARING RESISTANCE (CDR > 1.0) | 3.7 | 1.9 |
| REQUIRED BEARING RESISTANCE (PSF) | 3,000 PSF | 3,700 PSF |

1. THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 1.5 FEET.
2. THE LENGTH OF REINFORCEMENT IS THE MINIMUM
3. NA – THE MINIMUM REINFORCEMENT LENGTH OF 6 FEET
4. CDR REQUIREMENTS AND LOAD AND RESISTANCE FACTORS

## NOTES:

▲ BATTER VARIES BY MANUFACTURER

◪ PIPE UNDERDRAIN WRAPPED 6-INCH, SLOPE 0.5% MIN. TO SUITABLE DISCHARGE. ATTACH RODENT SCREEN AT END OF PIPE UNDERDRAIN.

☆ THIS DIMENSION MAY CHANGE DEPENDING ON HEIGHT OF BLOCKS. THIS DIMENSION TO BE CONSTANT FOR ENTIRE LENGTH OF WALL. MAXIMUM ALLOWABLE HEIGHT OF BLOCKS TO BE 9 INCHES.

◑ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONC.)

PLACE EXPANSION JOINTS AT EVERY THIRD JOINT AND AT ALL WALL RADIUS PC/PT POINTS AND BEND POINTS.

◧ "L" SHALL BE A MINIMUM OF 0.7 TIMES THE WALL HEIGHT BUT NOT LESS THAN 6 FEET.

MAINTAIN 2" MINIMUM COVER ON ALL REBAR

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-5-113

DRAWN BY BRE | PLANS CK'D. KRO

TYPICAL DETAILS

SHEET 2 OF 4

535

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8

| STATE PROJECT NUMBER |
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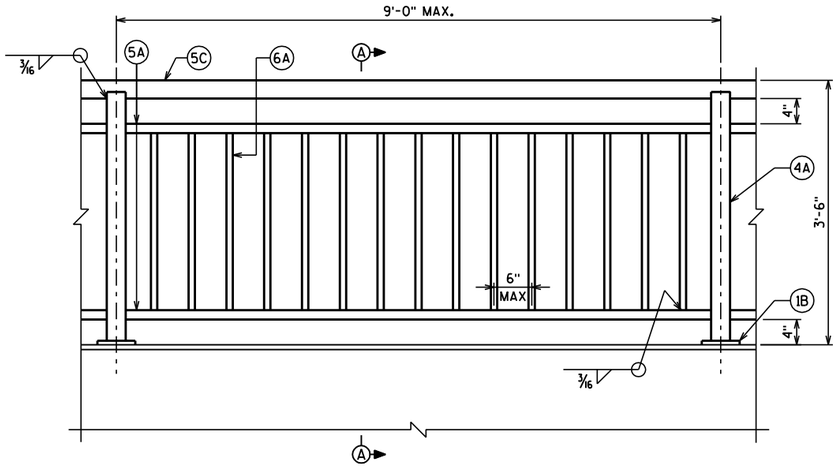
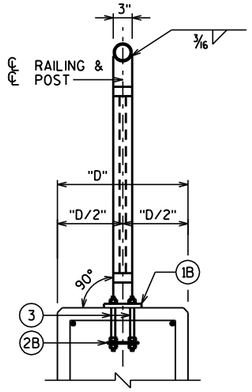
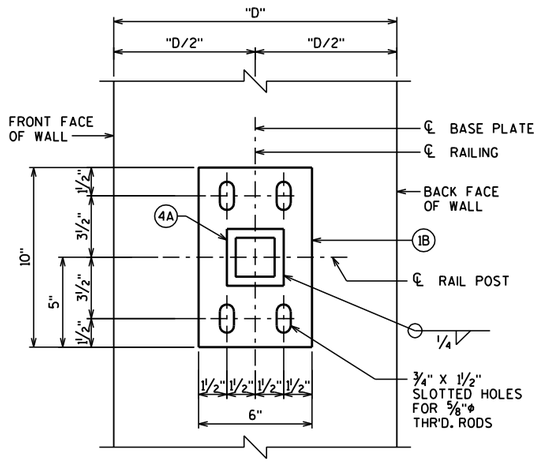
| 4075-28-71 |



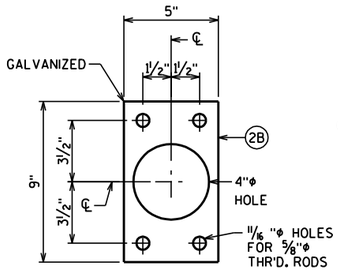

ELEVATION OF RAILING



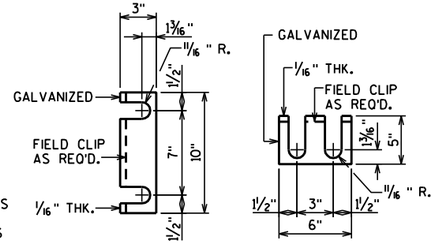

SECTION A-A




TYPICAL RAIL POST BASE PLATE




ANCHOR PLATE




RAIL POST SHIM DETAIL
(2 SETS PER POST)

## LEGEND

(1B) PLATE 5/8" X 6" X 9 1/2" WITH 3/4" X 1 1/2" SLOTTED HOLES.

(2B) 1/4" X 5" X 8 1/2" ANCHOR PLATE WITH 11/16 " φ HOLES FOR THR'D. RODS NO. 3.

(3) 5/8" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP. (ALTERNATE RAIL POST ANCHORAGE: 4 EQUIVALENT STAINLESS STEEL CONCRETE MASONRY ANCHORS TYPE S 5/8-INCH. EMBED 7" IN CONCRETE FOR RAIL POSTS. EMBED 5" IN CONCRETE FOR END RAILS.)

(4A) STRUCTURAL TUBING 3" X 3" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.

(5A) STRUCTURAL TUBING 3" X 1 1/2" X 3/16" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.

(5C) STRUCTURAL TUBING 2 1/2" φ (STANDARD SIZE) (2.875" O.D.). WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.

(6A) BAR 1" X 1" PICKETS. WELD TO NO. 5. PLACE VERTICAL.

(9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".

(9B) CIRCULAR SLEEVE FABRICATED FROM STRUCTURAL TUBING 2" φ (STANDARD SIZE) (2.375" O.D.)

(10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" @ FIELD ERECTION JTS.) (1'-4" @ STRIP SEAL JTS.)

(10B) CIRCULAR SLEEVE FABRICATED FROM STRUCTURAL TUBING 2" φ (STANDARD SIZE) (2.375" O.D.) (1'-4" @ FIELD ERECTION JTS.) (1'-4" @ STRIP SEAL EXP. JTS.)

## RAILING NOTES

BID ITEM SHALL BE "RAILING STEEL TYPE C2C GALVANIZED R-5-113", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

ALL PLATES, BARS, AND RECTANGULAR SLEEVES SHALL CONFORM TO ASTM A709 GRADE 36. ALL STRUCTURAL TUBING SHALL CONFORM TO ASTM A500 GRADE B.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

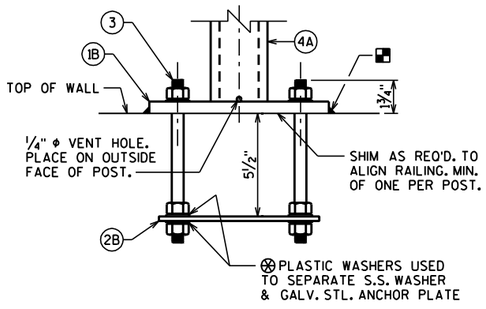
■ CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

ALL MATERIAL (EXCEPT NO. 3) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE "BRIDGE SPECIAL PROVISIONS". THE RAILING SHALL BE PAINTED FEDERAL COLOR NO. 27038, BLACK.

VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

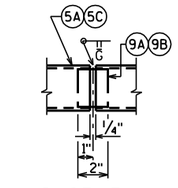
RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.



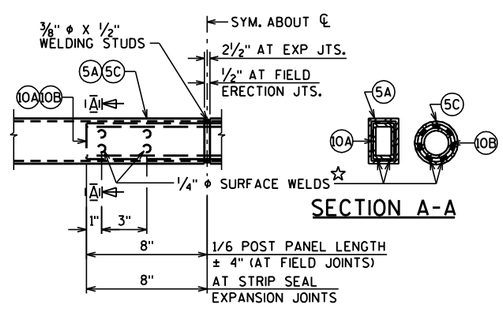

ANCHORAGE FOR RAIL POSTS

NOTE: ANCHOR PLATE NOT REQUIRED WHEN TYPE S ANCHORS ARE USED.




SHOP RAIL SPLICE DETAIL

(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)




SECTION A-A

FIELD ERECTION JOINT DETAIL

☆ MIN. 5/8" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-5-113

DRAWN BY BRE | PLANS CK'D. KRO

RAILING DETAILS

SHEET 3 OF 4

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| STATE PROJECT NUMBER |
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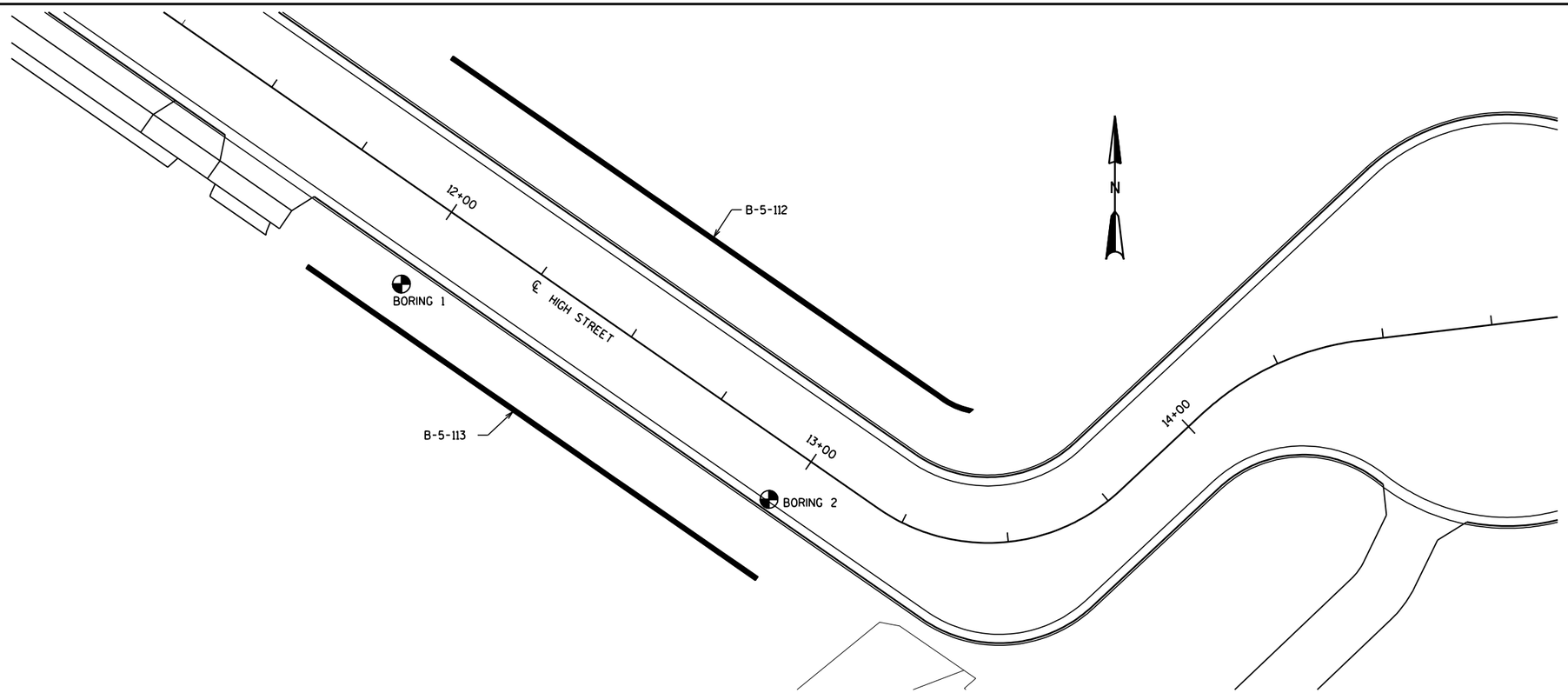






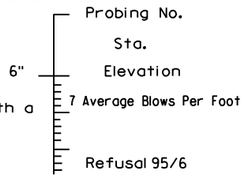
ABBREVIATIONS

F — Fine  M — Medium  C — Coarse
Ws — Weathered  So — Sound

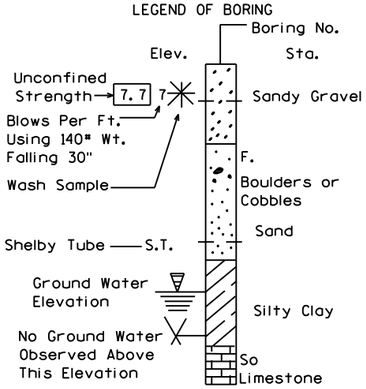
MATERIAL SYMBOLS

Topsoil, Silt, Sandstone
Sand, Peat, Limestone
Gravel, Clay, Igneous Rock

LEGEND OF PROBING




LEGEND OF BORING




Unless otherwise specified, the blows per foot at the locations indicated are based on driving a O.D. x 1. 4" I.D. split spoon sampler with a 140# hammer having a free fall of 30". The blow count is taken in undisturbed soil immediately below a cased or open hole eliminating side friction on the drive pipe.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

To obtain relative data concerning the character of material in and upon which the foundation might be built, borings and/or soundings were made at points approximately as indicated on this drawing. The data presented herein represents the findings of the subsurface explorations made. However, because the depths investigated are limited and the area of the borings and/or soundings is very small in relation to the entire area, the Division of Highways does not warrant conditions below the depths investigated or that the classification of material encountered in these investigations is necessarily typical of the entire site.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-5-113

DRAWN BY BRE  PLANS CK'D. KRO

SUBSURFACE EXPLORATION

SHEET 4 OF 4

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8

8

## TEMPORARY BYPASS STAGE 1A

| STATION | Real Station | Distance | AREA (SF) Cut | AREA (SF) Salvaged/Unusable Pavement Material | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.30 | Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 10+00 | 1000.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 10+50 | 1050.00 | 50.00 | 0.00 | 0.00 | 65.08 | 0.00 | 0.00 | 60.26 | 0.00 | 78.33 | -78.33 |
| 11+00 | 1100.00 | 50.00 | 0.01 | 0.00 | 67.87 | 0.01 | 0.00 | 123.10 | 0.01 | 238.36 | -238.35 |
| 11+50 | 1150.00 | 50.00 | 0.34 | 0.00 | 30.12 | 0.32 | 0.00 | 90.73 | 0.32 | 356.31 | -355.99 |
| 12+00 | 1200.00 | 50.00 | 48.45 | 0.00 | 1.86 | 45.17 | 0.00 | 29.61 | 45.49 | 394.81 | -349.31 |
| 12+50 | 1250.00 | 50.00 | 64.29 | 0.00 | 0.08 | 104.38 | 0.00 | 1.80 | 149.88 | 397.15 | -247.27 |
| 13+00 | 1300.00 | 50.00 | 109.25 | 0.00 | 0.08 | 160.68 | 0.00 | 0.15 | 310.55 | 397.34 | -86.79 |
| 13+30.93 | 1330.93 | 30.93 | 35.34 | 0.00 | 0.00 | 82.82 | 0.00 | 0.05 | 393.38 | 397.40 | -4.03 |
| | | | | | | 393.38 | 0.00 | 305.70 | | | |

## TEMPORARY ACCESS ROAD (WEST) STAGE 1A

| STATION | Real Station | Distance | AREA (SF) Cut | AREA (SF) Salvaged/Unusable Pavement Material | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.30 | Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1000+00.00 | 100000.00 | 0.00 | 25.49 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1000+50 | 100050.00 | 50.00 | 88.94 | 0.00 | 0.00 | 105.95 | 0.00 | 0.00 | 105.95 | 0.00 | 105.95 |
| 1001+00 | 100100.00 | 50.00 | 135.26 | 0.00 | 0.00 | 207.59 | 0.00 | 0.00 | 313.54 | 0.00 | 313.54 |
| 1001+50 | 100150.00 | 50.00 | 210.96 | 0.00 | 0.00 | 320.57 | 0.00 | 0.00 | 634.11 | 0.00 | 634.11 |
| 1002+00 | 100200.00 | 50.00 | 409.67 | 0.00 | 0.00 | 574.66 | 0.00 | 0.00 | 1208.76 | 0.00 | 1208.76 |
| 1002+50 | 100250.00 | 50.00 | 774.60 | 0.00 | 0.00 | 1096.55 | 0.00 | 0.00 | 2305.31 | 0.00 | 2305.31 |
| 1003+00 | 100300.00 | 50.00 | 183.75 | 0.00 | 0.00 | 887.36 | 0.00 | 0.00 | 3192.67 | 0.00 | 3192.67 |
| 1003+50 | 100350.00 | 50.00 | 31.47 | 0.00 | 0.00 | 199.27 | 0.00 | 0.00 | 3391.94 | 0.00 | 3391.94 |
| 1004+00 | 100400.00 | 50.00 | 54.21 | 0.00 | 2.13 | 79.33 | 0.00 | 1.98 | 3471.27 | 2.57 | 3468.70 |
| 1004+50 | 100450.00 | 50.00 | 164.54 | 0.00 | 0.54 | 202.54 | 0.00 | 2.48 | 3673.81 | 5.79 | 3668.02 |
| 1005+00 | 100500.00 | 50.00 | 0.19 | 0.00 | 240.63 | 152.53 | 0.00 | 223.31 | 3826.34 | 296.09 | 3530.25 |
| 1005+50 | 100550.00 | 50.00 | 211.67 | 0.00 | 63.55 | 196.17 | 0.00 | 281.65 | 4022.50 | 662.23 | 3360.27 |
| 1005+68 | 100568.00 | 18.00 | 201.32 | 0.00 | 41.96 | 137.66 | 0.00 | 35.17 | 4160.17 | 48.29 | 3560.64 |
| | | | | | | 4160.17 | 0.00 | 544.58 | | | |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## BROADWAY STREET/STH 96 'BEB' STAGE 1A

| STATION | Real Station | Distance | AREA (SF) Cut | AREA (SF) Salvaged/Unusable Pavement Material | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.30 | Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 101+50.00 | 10150.00 | 0.00 | 37.09 | 14.66 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 102+00.00 | 10200.00 | 50.00 | 36.58 | 14.66 | 0.00 | 68.21 | 27.15 | 0.00 | 68.21 | 0.00 | 41.06 |
| 102+50.00 | 10250.00 | 50.00 | 31.27 | 14.66 | 0.00 | 62.82 | 27.15 | 0.00 | 131.04 | 0.00 | 76.74 |
| 103+00.00 | 10300.00 | 50.00 | 33.28 | 14.66 | 0.00 | 59.77 | 27.15 | 0.00 | 190.81 | 0.00 | 109.36 |
| 103+50.00 | 10350.00 | 50.00 | 36.75 | 14.66 | 0.00 | 64.84 | 27.15 | 0.00 | 255.65 | 0.00 | 147.06 |
| 104+00.00 | 10400.00 | 50.00 | 40.53 | 14.66 | 0.00 | 71.56 | 27.15 | 0.00 | 327.20 | 0.00 | 191.46 |
| 104+50.00 | 10450.00 | 50.00 | 56.74 | 14.66 | 0.00 | 90.06 | 27.15 | 0.00 | 417.27 | 0.00 | 254.38 |
| 105+00.00 | 10500.00 | 50.00 | 72.70 | 14.66 | 0.13 | 119.85 | 27.15 | 0.12 | 537.12 | 0.16 | 346.93 |
| 105+50.00 | 10550.00 | 50.00 | 38.80 | 14.66 | 1.41 | 103.24 | 27.15 | 1.43 | 640.36 | 2.01 | 421.17 |
| 106+00.00 | 10600.00 | 50.00 | 25.66 | 14.66 | 114.02 | 59.69 | 27.15 | 106.88 | 700.05 | 140.95 | 314.76 |
| 106+50.00 | 10650.00 | 50.00 | 0.00 | 14.66 | 185.53 | 23.76 | 27.15 | 277.36 | 723.81 | 501.52 | -49.20 |
| 107+00.00 | 10700.00 | 50.00 | 0.00 | 14.66 | 83.29 | 0.00 | 27.15 | 248.91 | 723.81 | 825.10 | -399.93 |
| 107+50.00 | 10750.00 | 50.00 | 43.38 | 14.66 | 39.03 | 40.17 | 27.15 | 113.26 | 763.97 | 972.34 | -534.15 |
| | | | | | | 763.97 | 325.78 | 747.95 | | | |

## BROADWAY STREET 'BWB' (CTH DD) STAGE 1A

| STATION | Real Station | Distance | AREA (SF) Cut | AREA (SF) Salvaged/Unusable Pavement Material | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.30 | Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 99+87.10 | 9987.10 | 0.00 | 50.99 | 29.33 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 100+00.00 | 10000.00 | 12.90 | 52.33 | 29.33 | 0.00 | 24.67 | 14.01 | 0.17 | 24.67 | 0.22 | 10.45 |
| 100+50.00 | 10050.00 | 50.00 | 64.53 | 29.33 | 0.00 | 108.20 | 54.31 | 0.00 | 132.88 | 0.22 | 64.34 |
| 101+00.00 | 10100.00 | 50.00 | 65.83 | 29.33 | 0.00 | 120.70 | 54.31 | 0.00 | 253.58 | 0.22 | 130.73 |
| 101+50.00 | 10150.00 | 50.00 | 36.57 | 14.66 | 0.00 | 94.81 | 40.73 | 0.00 | 348.40 | 0.22 | 184.81 |
| 102+00.00 | 10200.00 | 50.00 | 35.40 | 14.66 | 0.00 | 66.64 | 27.15 | 0.00 | 415.04 | 0.22 | 224.30 |
| 102+50.00 | 10250.00 | 50.00 | 30.37 | 14.66 | 0.00 | 60.90 | 27.15 | 0.00 | 475.93 | 0.22 | 258.05 |
| 103+00.00 | 10300.00 | 50.00 | 30.01 | 14.66 | 0.00 | 55.91 | 27.15 | 0.00 | 531.84 | 0.22 | 286.81 |
| 103+18.20 | 10318.20 | 18.20 | 34.23 | 14.66 | 0.00 | 21.65 | 9.88 | 0.00 | 553.49 | 0.22 | 298.58 |
| 103+50.00 | 10350.00 | 31.80 | 36.66 | 14.66 | 0.00 | 41.75 | 17.27 | 0.00 | 595.24 | 0.22 | 323.06 |
| 103+87.94 | 10387.94 | 37.94 | 52.62 | 14.66 | 0.00 | 62.73 | 20.60 | 0.00 | 657.97 | 0.22 | 365.19 |
| 104+00.00 | 10400.00 | 12.06 | 57.02 | 14.66 | 0.00 | 24.49 | 6.55 | 0.00 | 682.45 | 0.22 | 383.12 |
| 104+50.00 | 10450.00 | 50.00 | 110.26 | 14.66 | 0.00 | 154.89 | 27.15 | 0.00 | 837.34 | 0.22 | 510.87 |
| 105+00.00 | 10500.00 | 50.00 | 149.42 | 14.66 | 0.00 | 240.44 | 27.15 | 0.00 | 1077.79 | 0.22 | 724.16 |
| 105+50.00 | 10550.00 | 50.00 | 160.93 | 14.66 | 0.00 | 287.36 | 27.15 | 0.00 | 1365.15 | 0.22 | 984.37 |
| 106+00.00 | 10600.00 | 50.00 | 34.05 | 14.66 | 13.30 | 180.54 | 27.15 | 12.31 | 1545.68 | 16.23 | 1121.75 |
| 106+50.00 | 10650.00 | 50.00 | 0.00 | 14.66 | 95.74 | 31.53 | 27.15 | 100.96 | 1577.21 | 147.48 | 994.88 |
| 107+00.00 | 10700.00 | 50.00 | 0.00 | 14.66 | 69.10 | 0.00 | 27.15 | 152.63 | 1577.21 | 345.90 | 769.32 |
| 107+50.00 | 10750.00 | 50.00 | 7.97 | 14.66 | 0.00 | 7.38 | 27.15 | 63.98 | 1584.59 | 429.07 | 666.37 |
| | | | | | | 1584.59 | 489.15 | 330.06 | | | |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## STH 96 'EB' STAGE 1B

| | | | AREA (SF) | | | Incremental Vol (CY) (Unadjusted) | | | Cumulative Vol (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | Real Station | Distance | Cut | Salvaged/Unusable Pavement Material | Fill | Cut | Salvaged/Unusable Pavement Material | Fill | Cut 1.00 | Expanded Fill 1.30 | Mass Ordinate |
| | | | | | | Note 1 | Note 2 | Note 3 | Note 1 | | Note 8 |
| 109+50.00 | 10950.00 | 0.00 | 172.37 | 14.66 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 110+00.00 | 11000.00 | 50.00 | 44.32 | 14.66 | 0.13 | 200.64 | 27.15 | 0.12 | 200.64 | 0.16 | 173.33 |
| 110+50.00 | 11050.00 | 50.00 | 91.67 | 14.66 | 2.23 | 125.92 | 27.15 | 2.19 | 326.56 | 3.00 | 269.26 |
| 111+00.00 | 11100.00 | 50.00 | 123.76 | 14.66 | 0.00 | 199.47 | 27.15 | 2.06 | 526.03 | 5.68 | 438.90 |
| 111+50.00 | 11150.00 | 50.00 | 146.19 | 14.66 | 0.03 | 249.95 | 27.15 | 0.03 | 775.98 | 5.72 | 661.67 |
| 112+00.00 | 11200.00 | 50.00 | 98.90 | 14.66 | 54.05 | 226.94 | 27.15 | 50.07 | 1002.92 | 70.81 | 796.36 |
| 112+15.00 | 11215.00 | 15.00 | 16.79 | 14.66 | 76.00 | 32.14 | 8.14 | 36.13 | 1035.05 | 117.78 | 773.39 |
| Bridge | | | | | | | | | | | |
| 130+50.00 | 13050.00 | 0.00 | 225.41 | 0.00 | 386.71 | 0.00 | 0.00 | 0.00 | 1035.05 | 117.78 | 773.39 |
| 131+00.00 | 13100.00 | 50.00 | 0.00 | 0.00 | 793.92 | 208.71 | 0.00 | 1470.22 | 1243.77 | 1911.29 | -929.18 |
| 131+25.00 | 13125.00 | 25.00 | 0.00 | 0.00 | 1113.48 | 0.00 | 0.00 | 883.06 | 1243.77 | 3059.26 | -2077.16 |
| East Roundabout | | | | | | | | | | | |
| 133+00.00 | 13300.00 | 0.00 | 23.31 | 0.00 | 880.54 | 0.00 | 0.00 | 0.00 | 1243.77 | 3059.26 | -2077.16 |
| 133+25.00 | 13325.00 | 25.00 | 29.31 | 0.00 | 65.00 | 27.14 | 0.00 | 437.75 | 1270.90 | 3628.34 | -2619.09 |
| 133+50.00 | 13350.00 | 25.00 | 58.69 | 0.00 | 3.51 | 40.74 | 0.00 | 31.72 | 1311.65 | 3669.57 | -2619.59 |
| 134+00.00 | 13400.00 | 50.00 | 66.01 | 0.00 | 0.00 | 115.46 | 0.00 | 3.25 | 1427.11 | 3673.79 | -2504.12 |
| 134+46.41 | 13446.41 | 46.41 | 40.49 | 0.00 | 4.56 | 91.53 | 0.00 | 3.92 | 1518.64 | 3678.89 | -2417.69 |
| | | | | | | 1518.64 | 143.89 | 2920.51 | | | |

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ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## STH 96 'BWB' STAGE 1B

| STATION | Real Station | Distance | AREA (SF) Cut | AREA (SF) Salvaged/Unusable Pavement Material | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.30 | Cumulative Vol (CY) Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 109+76.90 | 10976.90 | 0.00 | 104.41 | 14.66 | 76.94 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 110+00.00 | 11000.00 | 23.10 | 83.20 | 14.66 | 50.48 | 80.26 | 12.54 | 54.51 | 80.26 | 70.86 | -3.15 |
| 110+50.00 | 11050.00 | 50.00 | 79.97 | 14.66 | 21.12 | 151.08 | 27.15 | 66.30 | 231.34 | 157.05 | 34.60 |
| 111+00.00 | 11100.00 | 50.00 | 100.21 | 14.66 | 4.96 | 166.83 | 27.15 | 24.15 | 398.18 | 188.44 | 142.90 |
| 111+50.00 | 11150.00 | 50.00 | 116.16 | 14.66 | 26.75 | 200.34 | 27.15 | 29.36 | 598.52 | 226.61 | 277.92 |
| 112+00.00 | 11200.00 | 50.00 | 104.25 | 14.66 | 106.79 | 204.08 | 27.15 | 123.65 | 802.60 | 387.35 | 294.11 |
| 112+29.47 | 11229.47 | 29.47 | 0.00 | 14.66 | 84.23 | 56.90 | 16.00 | 104.26 | 859.50 | 522.89 | 199.47 |
| | | | | | | | | | | | |
| | | | | | | 859.50 | 137.14 | 402.22 | | | |

## STH 96 'WB' STAGE 1B

| STATION | Real Station | Distance | AREA (SF) Cut | AREA (SF) Salvaged/Unusable Pavement Material | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.30 | Cumulative Vol (CY) Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 130+55.00 | 13055.00 | 0.00 | 0.00 | 0.00 | 313.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 131+00 | 13100.00 | 45.00 | 0.00 | 0.00 | 592.73 | 0.00 | 0.00 | 754.85 | 0.00 | 981.31 | -981.31 |
| 131+38.01 | 13138.01 | 38.01 | 0.00 | 0.00 | 801.82 | 0.00 | 0.00 | 981.61 | 0.00 | 2257.40 | -2257.40 |
| East Roundabout | | | | | | | | | | | |
| 133+17.04 | 13317.04 | 0.00 | 63.47 | 0.00 | 114.20 | 0.00 | 0.00 | 0.00 | 0.00 | 2257.40 | -2257.40 |
| 133+50 | 13350.00 | 32.96 | 10.99 | 0.00 | 117.44 | 45.45 | 0.00 | 141.40 | 45.45 | 2441.21 | -2395.76 |
| 134+50 | 13450.00 | 100.00 | 5.09 | 0.00 | 22.89 | 29.78 | 0.00 | 259.87 | 75.23 | 2779.05 | -2703.82 |
| | | | | | | | | | | | |
| | | | | | | 75.23 | 0.00 | 2137.73 | | | |

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ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## STH 96/MAIN STREET 'MSB' STAGE 1B

| STATION | Real Station | Distance | AREA (SF) Cut | AREA (SF) Salvaged/Unusable Pavement Material | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.30 | Cumulative Vol (CY) Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 501+25.00 | 50125.00 | 0.00 | 123.37 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 501+50.00 | 50150.00 | 25.00 | 142.23 | 0.00 | 0.00 | 122.96 | 0.00 | 0.00 | 122.96 | 0.00 | 122.96 |
| 502+00.00 | 50200.00 | 50.00 | 53.81 | 0.00 | 0.00 | 181.51 | 0.00 | 0.00 | 304.48 | 0.00 | 304.48 |
| Roundabout | | | | | | | | | | | |
| 503+94.52 | 50394.52 | 0.00 | 44.60 | 8.00 | 0.00 | 0.00 | 0.00 | 0.00 | 304.48 | 0.00 | 304.48 |
| 504+00.00 | 50400.00 | 5.48 | 44.20 | 8.00 | 0.00 | 9.01 | 1.62 | 0.00 | 313.49 | 0.00 | 311.86 |
| 504+50.00 | 50450.00 | 50.00 | 41.02 | 8.00 | 0.00 | 78.91 | 14.81 | 0.00 | 392.39 | 0.00 | 375.96 |
| | | | | | | 392.39 | 16.44 | 0.00 | | | |

## STH 96/MAIN STREET 'MNB' STAGE 1B

| STATION | Real Station | Distance | AREA (SF) Cut | AREA (SF) Salvaged/Unusable Pavement Material | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.30 | Cumulative Vol (CY) Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 300+00.00 | 30000.00 | 0.00 | 131.08 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 300+39.63 | 30039.63 | 39.63 | 136.95 | 0.00 | 0.20 | 196.70 | 0.00 | 0.28 | 196.70 | 0.36 | 196.34 |
| 300+50.00 | 30050.00 | 10.37 | 138.51 | 0.00 | 0.15 | 52.90 | 0.00 | 0.07 | 249.60 | 0.45 | 249.15 |
| 301+00.00 | 30100.00 | 50.00 | 159.25 | 0.00 | 0.61 | 275.70 | 0.00 | 0.70 | 525.31 | 1.36 | 523.94 |
| 301+50.00 | 30150.00 | 50.00 | 77.14 | 0.00 | 1.10 | 218.88 | 0.00 | 1.58 | 744.19 | 3.42 | 740.76 |
| 302+00.00 | 30200.00 | 50.00 | 116.48 | 0.00 | 1.55 | 179.28 | 0.00 | 2.45 | 923.46 | 6.61 | 916.85 |
| 302+14.51 | 30214.51 | 14.51 | 140.14 | 0.00 | 2.14 | 68.96 | 0.00 | 0.99 | 992.42 | 7.90 | 984.52 |
| West Roundabout | | | | | | | | | | | |
| 303+93.20 | 30393.20 | 0.00 | 90.25 | 8.00 | 16.30 | 0.00 | 0.00 | 0.00 | 992.42 | 7.90 | 984.52 |
| 304+23.20 | 30423.20 | 30.00 | 69.60 | 8.00 | 1.16 | 88.81 | 8.89 | 9.70 | 1081.23 | 20.51 | 1051.83 |
| 304+43.20 | 30443.20 | 20.00 | 67.15 | 8.00 | 1.20 | 50.65 | 5.93 | 0.87 | 1131.87 | 21.65 | 1095.41 |
| | | | | | | 1131.87 | 14.81 | 16.65 | | | |

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ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## TURNER STREET 'TNB' STAGE 1B

| STATION | Real Station | Distance | AREA (SF) Cut | AREA (SF) Salvaged/Unusable Pavement Material | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.30 | Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 400+70.00 | 40070.00 | 0.00 | 52.17 | 0.00 | 296.71 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 401+00.00 | 40100.00 | 30.00 | 84.86 | 0.00 | 97.61 | 76.13 | 0.00 | 219.07 | 76.13 | 284.79 | -208.66 |
| 401+50.00 | 40150.00 | 50.00 | 114.90 | 0.00 | 69.85 | 184.96 | 0.00 | 155.06 | 261.09 | 486.36 | -225.27 |
| 402+00.00 | 40200.00 | 50.00 | 135.78 | 0.00 | 14.91 | 232.11 | 0.00 | 78.48 | 493.20 | 588.39 | -95.19 |
| 402+15.00 | 40215.00 | 15.00 | 101.79 | 0.00 | 1.34 | 65.99 | 0.00 | 4.51 | 559.19 | 594.26 | -35.06 |
| | | | | | | 559.19 | 0.00 | 457.12 | | | |

## TURNER STREET 'TSB' STAGE 1B

| STATION | Real Station | Distance | AREA (SF) Cut | AREA (SF) Salvaged/Unusable Pavement Material | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.30 | Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 400+60.00 | 40060.00 | 0.00 | 0.00 | 0.00 | 982.48 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 401+00.00 | 40100.00 | 40.00 | 0.00 | 0.00 | 891.19 | 0.00 | 0.00 | 1387.90 | 0.00 | 1804.27 | -1804.27 |
| 401+50.00 | 40150.00 | 50.00 | 31.96 | 0.00 | 452.22 | 29.59 | 0.00 | 1243.90 | 29.60 | 3421.34 | -3391.75 |
| 402+00.00 | 40200.00 | 50.00 | 51.40 | 0.00 | 0.00 | 77.19 | 0.00 | 418.72 | 106.78 | 3965.68 | -3858.90 |
| | | | | | | 106.78 | 0.00 | 3050.52 | | | |

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ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## TURNER STREET STAGE 2

| STATION | Real Station | Distance | AREA (SF) Cut | AREA (SF) Salvaged/Unusable Pavement Material | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.30 | Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 402+15.00 | 40215.00 | 0.00 | 139.05 | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 402+50.00 | 40250.00 | 35.00 | 153.73 | 0.00 | 0.00 | 189.76 | 0.00 | 0.21 | 189.76 | 0.27 | 189.50 |
| 403+00.00 | 40300.00 | 50.00 | 131.19 | 0.00 | 0.00 | 263.81 | 0.00 | 0.00 | 453.58 | 0.27 | 453.31 |
| 403+50.00 | 40350.00 | 50.00 | 105.77 | 0.00 | 0.66 | 219.41 | 0.00 | 0.61 | 672.99 | 1.06 | 671.92 |
| 404+00.00 | 40400.00 | 50.00 | 73.22 | 0.00 | 2.84 | 165.73 | 0.00 | 3.24 | 838.72 | 5.28 | 833.44 |
| 404+50.00 | 40450.00 | 50.00 | 52.11 | 0.00 | 0.73 | 116.04 | 0.00 | 3.31 | 954.76 | 9.57 | 945.18 |
| 404+89.91 | 40489.91 | 39.91 | 0.00 | 0.00 | 0.00 | 38.52 | 0.00 | 0.54 | 993.27 | 10.28 | 983.00 |
| | | | | | | 993.27 | 0.00 | 7.90 | | | |

## HIGH STREET (EAST) 'H' STAGE 2

| STATION | Real Station | Distance | AREA (SF) Cut | AREA (SF) Salvaged/Unusable Pavement Material | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.30 | Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 217+25.00 | 21725.00 | 0.00 | 64.45 | 19.80 | 0.84 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 217+50.00 | 21750.00 | 25.00 | 59.68 | 19.80 | 0.39 | 57.47 | 18.33 | 0.57 | 57.47 | 0.74 | 38.39 |
| 218+00.00 | 21800.00 | 50.00 | 51.08 | 19.80 | 0.22 | 102.56 | 36.67 | 0.56 | 160.02 | 1.47 | 103.55 |
| 218+50.00 | 21850.00 | 50.00 | 38.09 | 19.80 | 4.13 | 82.56 | 36.67 | 4.03 | 242.59 | 6.71 | 144.21 |
| 219+00.00 | 21900.00 | 50.00 | 28.36 | 19.80 | 0.77 | 61.53 | 36.67 | 4.54 | 304.12 | 12.61 | 163.17 |
| 219+41.56 | 21941.56 | 41.56 | 38.95 | 19.80 | 10.53 | 51.80 | 30.48 | 8.70 | 355.92 | 23.91 | 173.19 |
| 219+50.00 | 21950.00 | 8.44 | 39.62 | 19.80 | 17.11 | 12.28 | 6.19 | 4.32 | 368.20 | 29.53 | 173.67 |
| 220+00.00 | 22000.00 | 50.00 | 52.54 | 19.80 | 6.69 | 85.33 | 36.67 | 22.04 | 453.53 | 58.18 | 193.69 |
| 220+31.00 | 22031.00 | 31.00 | 60.80 | 19.80 | 2.23 | 65.07 | 22.73 | 5.12 | 518.60 | 64.84 | 229.36 |
| 220+50.00 | 22050.00 | 19.00 | 65.92 | 19.80 | 2.10 | 46.39 | 13.93 | 1.52 | 564.99 | 60.16 | 259.84 |
| 221+00.00 | 22100.00 | 50.00 | 69.37 | 19.80 | 0.07 | 125.27 | 36.67 | 2.01 | 690.26 | 62.77 | 345.83 |
| 221+25.00 | 22125.00 | 25.00 | 67.07 | 19.80 | 3.36 | 63.17 | 18.33 | 1.59 | 753.42 | 64.84 | 388.60 |
| 221+50.00 | 22150.00 | 25.00 | 72.55 | 19.80 | 8.98 | 64.64 | 18.33 | 5.71 | 818.06 | 72.26 | 427.47 |
| 222+00.00 | 22200.00 | 50.00 | 70.82 | 19.80 | 17.87 | 132.75 | 36.67 | 24.86 | 950.81 | 104.58 | 491.24 |
| Turner Street Intersection | | | | | | | | | | | |
| 224+00.00 | 22400.00 | 0.00 | 49.58 | 19.80 | 1.49 | 0.00 | 0.00 | 0.00 | 950.81 | 104.58 | 491.24 |
| 224+50.00 | 22450.00 | 50.00 | 48.64 | 19.80 | 0.70 | 90.94 | 36.67 | 2.03 | 1041.76 | 107.22 | 542.88 |
| 225+00.00 | 22500.00 | 50.00 | 46.42 | 19.80 | 0.47 | 88.02 | 36.67 | 1.08 | 1129.77 | 108.63 | 592.82 |
| 225+50.00 | 22550.00 | 50.00 | 47.44 | 19.80 | 1.45 | 86.91 | 36.67 | 1.78 | 1216.68 | 110.94 | 640.75 |
| | | | | | | 1216.68 | 458.33 | 90.46 | | | |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## MUELLER STREET 'MU' STAGE 2

| STATION | Real Station | Distance | AREA (SF) Cut | AREA (SF) Salvaged/Unusable Pavement Material | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.30 | Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 18+46.40 | 1846.40 | 0.00 | 43.45 | 17.30 | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 18+50.00 | 1850.00 | 3.60 | 43.07 | 17.30 | 0.41 | 5.77 | 2.31 | 0.04 | 5.77 | 0.05 | 3.41 |
| 18+75.00 | 1875.00 | 25.00 | 46.96 | 17.30 | 0.73 | 41.68 | 16.02 | 0.53 | 47.45 | 0.73 | 28.39 |
| 19+00.00 | 1900.00 | 25.00 | 52.25 | 17.30 | 0.10 | 45.93 | 16.02 | 0.38 | 93.38 | 1.23 | 57.80 |
| 19+30.60 | 1930.60 | 30.60 | 79.87 | 17.30 | 0.00 | 74.87 | 19.61 | 0.06 | 168.25 | 1.31 | 112.99 |
| 19+50.00 | 1950.00 | 19.40 | 69.21 | 17.30 | 0.00 | 53.56 | 12.43 | 0.00 | 221.81 | 1.31 | 154.12 |
| 19+65.00 | 1965.00 | 15.00 | 70.74 | 17.30 | 10.97 | 38.88 | 9.61 | 3.05 | 207.12 | 5.27 | 138.29 |
| | | | | | | 260.68 | 75.99 | 4.05 | | | |

## PEDESTRIAN ACCESS PATH STAGE 2

| STATION | Real Station | Distance | AREA (SF) Cut | AREA (SF) Salvaged/Unusable Pavement Material | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.30 | Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 05+11.75 | 511.75 | 0.00 | 0.00 | 0.00 | 0.85 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 05+36.00 | 536.00 | 24.25 | 14.74 | 0.00 | 345.20 | 6.62 | 0.00 | 155.40 | 6.62 | 202.02 | -195.40 |
| 05+50.00 | 550.00 | 14.00 | 23.36 | 0.00 | 444.59 | 9.88 | 0.00 | 204.76 | 16.50 | 468.21 | -451.71 |
| 05+70.00 | 570.00 | 20.00 | 3.66 | 0.00 | 460.10 | 10.01 | 0.00 | 335.07 | 26.50 | 903.80 | -877.30 |
| 05+86.00 | 586.00 | 16.00 | 0.00 | 0.00 | 384.33 | 1.08 | 0.00 | 250.20 | 27.59 | 1229.06 | -1201.48 |
| 06+44.00 | 644.00 | 58.00 | 0.34 | 0.00 | 222.05 | 0.37 | 0.00 | 651.30 | 27.95 | 2075.75 | -2047.80 |
| 06+95.26 | 695.26 | 51.26 | 18.17 | 0.00 | 0.69 | 17.57 | 0.00 | 211.44 | 45.52 | 2350.62 | -2305.10 |
| | | | | | | 45.52 | 0.00 | 1808.17 | | | |

## HIGH COURT 'HC' STAGE 2

| STATION | Real Station | Distance | AREA (SF) Cut | AREA (SF) Salvaged/Unusable Pavement Material | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.30 | Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 04+84.00 | 484.00 | 0.00 | 0.00 | 28.33 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 05+21.91 | 521.91 | 37.91 | 147.40 | 28.33 | 2.29 | 103.49 | 39.78 | 1.61 | 103.49 | 2.09 | 61.62 |
| 05+50.00 | 550.00 | 28.09 | 89.22 | 28.33 | 0.96 | 123.07 | 29.47 | 1.69 | 226.56 | 4.29 | 153.02 |
| 05+75.00 | 575.00 | 25.00 | 64.30 | 28.33 | 3.76 | 71.07 | 26.23 | 2.19 | 297.64 | 7.13 | 195.02 |
| 06+00.00 | 600.00 | 25.00 | 54.69 | 28.33 | 1.15 | 55.09 | 26.23 | 2.27 | 352.72 | 10.08 | 220.93 |
| 06+10.00 | 610.00 | 10.00 | 57.71 | 28.33 | 1.43 | 20.81 | 10.49 | 0.48 | 373.54 | 10.70 | 230.63 |
| 06+25.00 | 625.00 | 15.00 | 52.32 | 28.33 | 1.42 | 30.56 | 15.74 | 0.79 | 404.10 | 11.73 | 244.42 |
| 06+50.00 | 650.00 | 25.00 | 74.91 | 28.33 | 0.03 | 58.90 | 26.23 | 0.67 | 463.01 | 12.61 | 276.22 |
| 06+55.00 | 655.00 | 5.00 | 69.44 | 28.33 | 0.00 | 13.37 | 5.25 | 0.00 | 476.37 | 12.61 | 284.34 |
| 06+68.00 | 668.00 | 18.00 | 51.99 | 28.33 | 3.13 | 43.63 | 18.89 | 0.70 | 520.00 | 13.52 | 308.17 |
| | | | | | | 520.00 | 198.31 | 10.40 | | | |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## HIGH STREET (WEST) 'H' STAGE 3

| STATION | Real Station | Distance | AREA (SF) Cut | AREA (SF) Salvaged/Unusable Pavement Material | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.30 | Cumulative Vol (CY) Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 11+00.00 | 1100.00 | 0.00 | 54.05 | 0.00 | 2.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 11+25.00 | 1125.00 | 25.00 | 56.88 | 0.00 | 3.01 | 51.36 | 0.00 | 2.55 | 51.36 | 3.32 | 48.04 |
| 11+50.00 | 1150.00 | 25.00 | 59.72 | 0.00 | 3.01 | 53.98 | 0.00 | 2.79 | 105.34 | 6.94 | 98.40 |
| 11+75.00 | 1175.00 | 25.00 | 86.73 | 0.00 | 10.73 | 67.80 | 0.00 | 6.36 | 173.14 | 15.21 | 157.93 |
| 12+00.00 | 1200.00 | 25.00 | 113.74 | 0.00 | 18.44 | 92.81 | 0.00 | 13.50 | 265.95 | 32.76 | 233.18 |
| 12+25.00 | 1225.00 | 25.00 | 171.62 | 0.00 | 14.88 | 132.11 | 0.00 | 15.43 | 398.06 | 52.82 | 345.24 |
| 12+50.00 | 1250.00 | 25.00 | 229.51 | 0.00 | 11.32 | 185.71 | 0.00 | 12.13 | 583.77 | 68.59 | 515.18 |
| 12+75.00 | 1275.00 | 25.00 | 125.63 | 0.00 | 16.54 | 164.42 | 0.00 | 12.90 | 748.19 | 85.35 | 662.83 |
| 13+00.00 | 1300.00 | 25.00 | 21.75 | 0.00 | 355.27 | 68.23 | 0.00 | 172.13 | 816.42 | 309.13 | 507.29 |
| 13+25.00 | 1325.00 | 25.00 | 107.38 | 0.00 | 178.01 | 59.78 | 0.00 | 246.89 | 876.20 | 630.08 | 246.11 |
| 13+50.00 | 1350.00 | 25.00 | 193.00 | 0.00 | 0.74 | 139.06 | 0.00 | 82.75 | 1015.26 | 737.67 | 277.60 |
| 13+75.00 | 1375.00 | 25.00 | 83.00 | 0.00 | 2.83 | 127.78 | 0.00 | 1.65 | 1143.04 | 739.81 | 403.23 |
| 14+00.00 | 1400.00 | 25.00 | 127.01 | 0.00 | 0.54 | 97.23 | 0.00 | 1.56 | 1240.27 | 741.84 | 498.43 |
| 14+25.00 | 1425.00 | 25.00 | 92.85 | 0.00 | 0.00 | 101.79 | 0.00 | 0.25 | 1342.06 | 742.17 | 599.89 |
| 14+50.00 | 1450.00 | 25.00 | 118.65 | 0.00 | 18.40 | 97.92 | 0.00 | 8.52 | 1439.97 | 753.24 | 686.73 |
| 14+65.00 | 1465.00 | 15.00 | 105.81 | 0.00 | 6.50 | 62.35 | 0.00 | 6.92 | 1502.32 | 762.23 | 740.09 |
| 14+75.00 | 1475.00 | 10.00 | 87.44 | 0.00 | 25.18 | 35.79 | 0.00 | 5.87 | 1538.11 | 769.86 | 768.25 |
| 14+86.00 | 1486.00 | 11.00 | 102.23 | 0.00 | 50.55 | 38.64 | 0.00 | 15.43 | 1576.75 | 789.91 | 786.83 |
| 15+00.00 | 1500.00 | 14.00 | 77.02 | 0.00 | 56.56 | 46.47 | 0.00 | 27.77 | 1623.22 | 826.01 | 797.20 |
| 15+25.00 | 1525.00 | 25.00 | 1.05 | 0.00 | 23.35 | 36.14 | 0.00 | 37.00 | 1659.36 | 874.11 | 785.25 |
| 15+50.00 | 1550.00 | 25.00 | 0.86 | 0.00 | 33.32 | 0.88 | 0.00 | 26.24 | 1660.25 | 908.22 | 752.03 |
| 15+75.85 | 1575.85 | 25.85 | 0.00 | 0.00 | 34.12 | 0.41 | 0.00 | 32.28 | 1660.66 | 950.18 | 710.48 |
| | | | | | | 1660.66 | 0.00 | 730.91 | | | |

## HIGH STREET (EAST) 'H' STAGE 3

| STATION | Real Station | Distance | AREA (SF) Cut | AREA (SF) Salvaged/Unusable Pavement Material | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.30 | Cumulative Vol (CY) Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 209+61.00 | 20961.00 | 0.00 | 41.77 | 33.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 209+80.00 | 20980.00 | 19.00 | 90.81 | 33.00 | 0.00 | 46.65 | 23.22 | 0.00 | 46.65 | 0.00 | 23.43 |
| 210+00.00 | 21000.00 | 20.00 | 197.59 | 33.00 | 0.00 | 81.52 | 24.44 | 0.00 | 128.17 | 0.00 | 57.08 |
| 210+50.00 | 21050.00 | 50.00 | 169.66 | 33.00 | 21.98 | 340.04 | 61.11 | 20.35 | 468.22 | 26.46 | 309.56 |
| 211+00.00 | 21100.00 | 50.00 | 46.55 | 33.00 | 5.86 | 200.19 | 61.11 | 25.78 | 668.41 | 59.97 | 415.13 |
| 211+50.00 | 21150.00 | 50.00 | 51.99 | 33.00 | 0.00 | 91.24 | 61.11 | 5.43 | 759.65 | 67.02 | 438.21 |
| 212+00.00 | 21200.00 | 50.00 | 61.75 | 33.00 | 0.00 | 105.32 | 61.11 | 0.00 | 864.97 | 67.02 | 482.41 |
| 212+25.00 | 21225.00 | 25.00 | 62.55 | 33.00 | 0.00 | 57.55 | 30.56 | 0.00 | 922.52 | 67.02 | 509.41 |
| | | | | | | 922.52 | 322.67 | 51.56 | | | |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## CEDAR STREET 'C' STAGE 3

| STATION | Real Station | Distance | AREA (SF) Cut | AREA (SF) Salvaged/Unusable Pavement Material | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.30 | Cumulative Vol (CY) Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 07+13.80 | 713.80 | 0.00 | 32.63 | 0.00 | 2.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 07+50.00 | 750.00 | 36.20 | 60.23 | 0.00 | 0.71 | 62.25 | 0.00 | 1.91 | 62.25 | 2.48 | 59.77 |
| 08+00.00 | 800.00 | 50.00 | 78.19 | 0.00 | 1.14 | 128.17 | 0.00 | 1.71 | 190.42 | 4.71 | 185.71 |
| 08+50.00 | 850.00 | 50.00 | 61.37 | 0.00 | 1.99 | 129.22 | 0.00 | 2.90 | 319.64 | 8.48 | 311.16 |
| 09+00.00 | 900.00 | 50.00 | 109.23 | 0.00 | 0.00 | 157.96 | 0.00 | 1.84 | 477.60 | 10.87 | 466.73 |
| 09+50.00 | 950.00 | 50.00 | 76.81 | 0.00 | 0.52 | 172.26 | 0.00 | 0.48 | 649.86 | 11.50 | 638.36 |
| | | | | | | 649.86 | 0.00 | 8.85 | | | |

## MAIN STREET STAGE 3B

| STATION | Real Station | Distance | AREA (SF) Cut | AREA (SF) Salvaged/Unusable Pavement Material | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.30 | Cumulative Vol (CY) Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 504+50.00 | 50450.00 | 0.00 | 12.48 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 504+80.00 | 50480.00 | 30.00 | 12.87 | 0.00 | 0.00 | 14.08 | 0.00 | 0.00 | 14.08 | 0.00 | 14.08 |
| 505+00.00 | 50500.00 | 20.00 | 13.79 | 0.00 | 0.00 | 9.87 | 0.00 | 0.00 | 23.96 | 0.00 | 23.96 |
| 505+50.00 | 50550.00 | 50.00 | 14.06 | 0.00 | 0.00 | 25.79 | 0.00 | 0.00 | 49.74 | 0.00 | 49.74 |
| 506+00.00 | 50600.00 | 50.00 | 5.42 | 0.00 | 5.65 | 18.04 | 0.00 | 5.23 | 67.78 | 6.80 | 60.98 |
| 506+50.00 | 50650.00 | 50.00 | 24.35 | 0.00 | 0.10 | 27.56 | 0.00 | 5.32 | 95.35 | 13.72 | 81.62 |
| 506+75.00 | 50675.00 | 25.00 | 28.04 | 0.00 | 0.00 | 24.25 | 0.00 | 0.05 | 119.60 | 13.78 | 105.82 |
| 507+00.00 | 50700.00 | 25.00 | 24.26 | 0.00 | 0.02 | 24.21 | 0.00 | 0.01 | 143.81 | 13.79 | 130.02 |
| 507+40.00 | 50740.00 | 40.00 | 4.72 | 0.00 | 2.38 | 21.47 | 0.00 | 1.78 | 165.28 | 16.11 | 149.18 |
| | | | | | | 165.28 | 0.00 | 10.61 | | | |

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ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## MAIN STREET STAGE 3C

| STATION | Real Station | Distance | AREA (SF) Cut | AREA (SF) Salvaged/Unusable Pavement Material | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.30 | Cumulative Vol (CY) Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 504+50.00 | 50450.00 | 0.00 | 26.39 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 504+80.00 | 50480.00 | 30.00 | 33.03 | 0.00 | 0.00 | 33.01 | 0.00 | 0.00 | 33.01 | 0.00 | 33.01 |
| 505+00.00 | 50500.00 | 20.00 | 61.98 | 0.00 | 0.00 | 35.19 | 0.00 | 0.00 | 68.20 | 0.00 | 68.20 |
| 505+50.00 | 50550.00 | 50.00 | 33.44 | 0.00 | 0.00 | 88.35 | 0.00 | 0.00 | 156.55 | 0.00 | 156.55 |
| 506+00.00 | 50600.00 | 50.00 | 37.50 | 0.00 | 0.00 | 65.69 | 0.00 | 0.00 | 222.24 | 0.00 | 222.24 |
| 506+50.00 | 50650.00 | 50.00 | 32.98 | 0.00 | 0.00 | 65.26 | 0.00 | 0.00 | 287.50 | 0.00 | 287.50 |
| 506+75.00 | 50675.00 | 25.00 | 32.36 | 0.00 | 0.00 | 30.25 | 0.00 | 0.00 | 317.75 | 0.00 | 317.75 |
| 507+00.00 | 50700.00 | 25.00 | 28.12 | 0.00 | 0.00 | 28.00 | 0.00 | 0.00 | 345.75 | 0.00 | 345.75 |
| 507+40.00 | 50740.00 | 40.00 | 7.77 | 0.00 | 0.00 | 26.59 | 0.00 | 0.00 | 372.33 | 0.00 | 372.33 |
| | | | | | | 372.33 | 0.00 | 0.00 | | | |

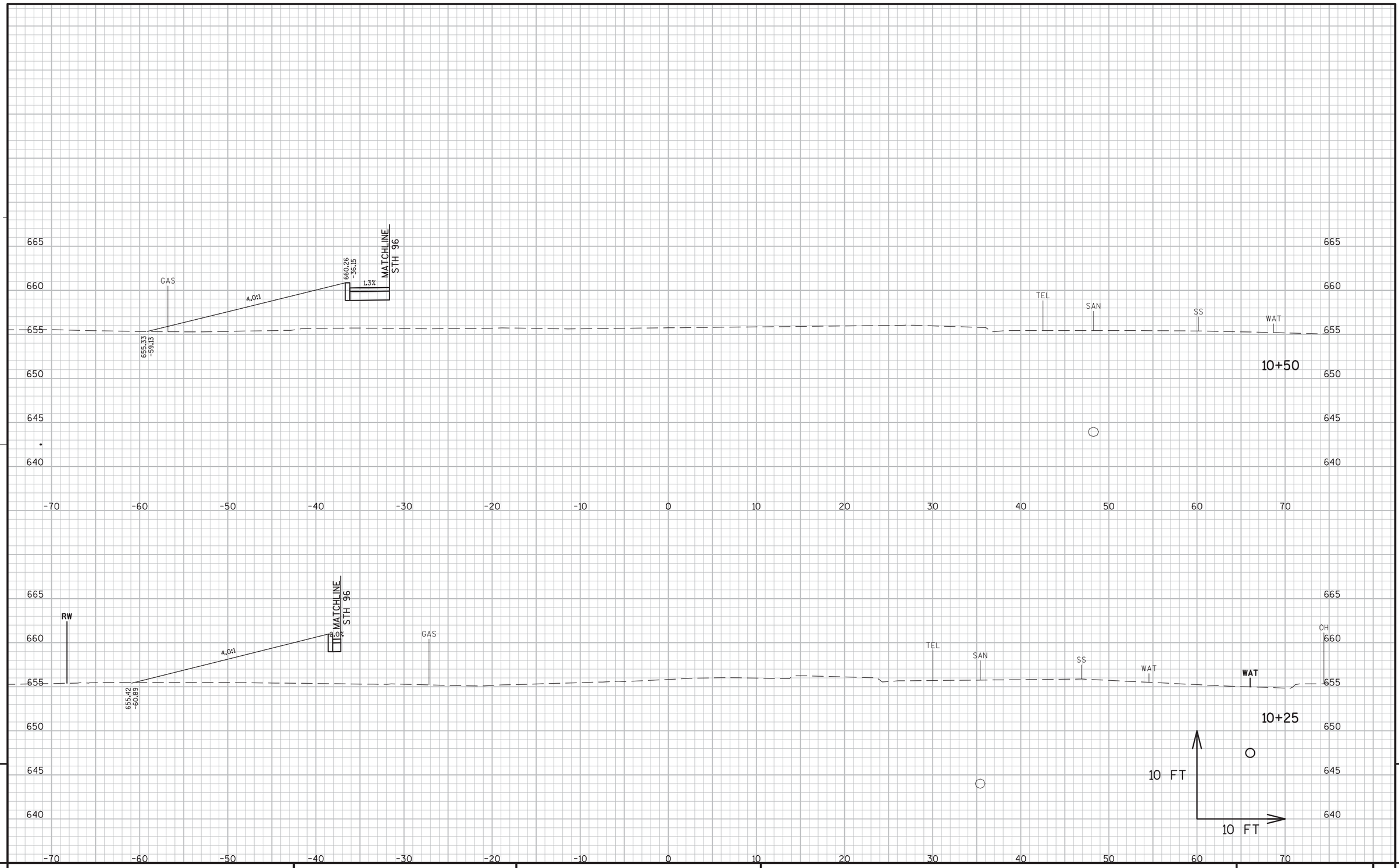
## MAIN STREET STAGE 3D

| STATION | Real Station | Distance | AREA (SF) Cut | AREA (SF) Salvaged/Unusable Pavement Material | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.30 | Cumulative Vol (CY) Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 504+50.00 | 50450.00 | 0.00 | 66.37 | 0.00 | 2.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 504+80.00 | 50480.00 | 30.00 | 27.62 | 0.00 | 3.73 | 52.22 | 0.00 | 3.60 | 52.22 | 4.68 | 47.54 |
| 505+00.00 | 50500.00 | 20.00 | 25.59 | 0.00 | 5.29 | 19.71 | 0.00 | 3.34 | 71.92 | 9.02 | 62.90 |
| 505+50.00 | 50550.00 | 50.00 | 22.58 | 0.00 | 0.00 | 44.60 | 0.00 | 4.90 | 116.53 | 15.39 | 101.14 |
| 506+00.00 | 50600.00 | 50.00 | 25.64 | 0.00 | 0.00 | 44.65 | 0.00 | 0.00 | 161.17 | 15.39 | 145.78 |
| 506+50.00 | 50650.00 | 50.00 | 27.82 | 0.00 | 3.56 | 49.50 | 0.00 | 3.30 | 210.67 | 19.68 | 191.00 |
| 506+75.00 | 50675.00 | 25.00 | 27.92 | 0.00 | 3.45 | 25.81 | 0.00 | 3.25 | 236.48 | 23.89 | 212.58 |
| 506+86.00 | 50686.00 | 36.00 | 27.82 | 0.00 | 3.45 | 37.16 | 0.00 | 4.60 | 273.64 | 29.87 | 243.76 |
| 507+00.00 | 50700.00 | 25.00 | 7.95 | 0.00 | 0.00 | 16.56 | 0.00 | 1.60 | 290.20 | 31.95 | 258.25 |
| 507+11.00 | 50711.00 | 25.00 | 7.95 | 0.00 | 6.25 | 7.36 | 0.00 | 2.89 | 297.56 | 35.71 | 261.85 |
| 507+50.00 | 50750.00 | 50.00 | 7.95 | 0.00 | 0.00 | 14.72 | 0.00 | 5.79 | 312.28 | 43.24 | 269.05 |
| 507+70.00 | 50770.00 | 84.00 | 7.95 | 0.00 | 0.00 | 24.73 | 0.00 | 0.00 | 337.02 | 43.24 | 293.78 |
| | | | | | | 337.02 | 0.00 | 33.26 | | | |

# MAIN STREET STAGE 3E

| STATION | Real Station | Distance | AREA (SF) Cut | AREA (SF) Salvaged/Unusable Pavement Material | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.30 | Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 504+25.00 | 50425.00 | 0.00 | 14.04 | 0.00 | 3.47 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 504+50.00 | 50450.00 | 25.00 | 12.20 | 0.00 | 1.80 | 12.15 | 0.00 | 2.44 | 12.15 | 3.17 | 8.98 |
| 504+80.00 | 50480.00 | 30.00 | 8.45 | 0.00 | 0.15 | 11.47 | 0.00 | 1.08 | 23.62 | 4.58 | 19.04 |
| 505+00.00 | 50500.00 | 20.00 | 10.72 | 0.00 | 0.99 | 7.10 | 0.00 | 0.42 | 30.72 | 5.13 | 25.59 |
| 505+50.00 | 50550.00 | 50.00 | 8.41 | 0.00 | 0.98 | 17.71 | 0.00 | 1.82 | 48.43 | 7.50 | 40.93 |
| 506+00.00 | 50600.00 | 50.00 | 9.06 | 0.00 | 0.00 | 16.18 | 0.00 | 0.91 | 64.61 | 8.68 | 55.93 |
| 506+50.00 | 50650.00 | 50.00 | 8.60 | 0.00 | 1.04 | 16.35 | 0.00 | 0.96 | 80.96 | 9.93 | 71.03 |
| 506+75.00 | 50675.00 | 25.00 | 7.97 | 0.00 | 1.04 | 7.67 | 0.00 | 0.96 | 88.63 | 11.18 | 77.45 |
| 507+00.00 | 50700.00 | 25.00 | 7.97 | 0.00 | 1.04 | 7.38 | 0.00 | 0.96 | 96.01 | 12.44 | 83.58 |
| 507+35.00 | 50735.00 | 35.00 | 7.97 | 0.00 | 1.04 | 10.33 | 0.00 | 1.35 | 106.34 | 14.19 | 92.16 |
| 507+53.97 | 50753.97 | 18.97 | 7.97 | 0.00 | 1.04 | 5.60 | 0.00 | 0.73 | 111.94 | 15.14 | 96.81 |
| | | | | | | 111.94 | 0.00 | 11.64 | | | |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

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| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: TEMPORARY BYPASS | SHEET 550 | E |
|---|---|---|---|---|---|

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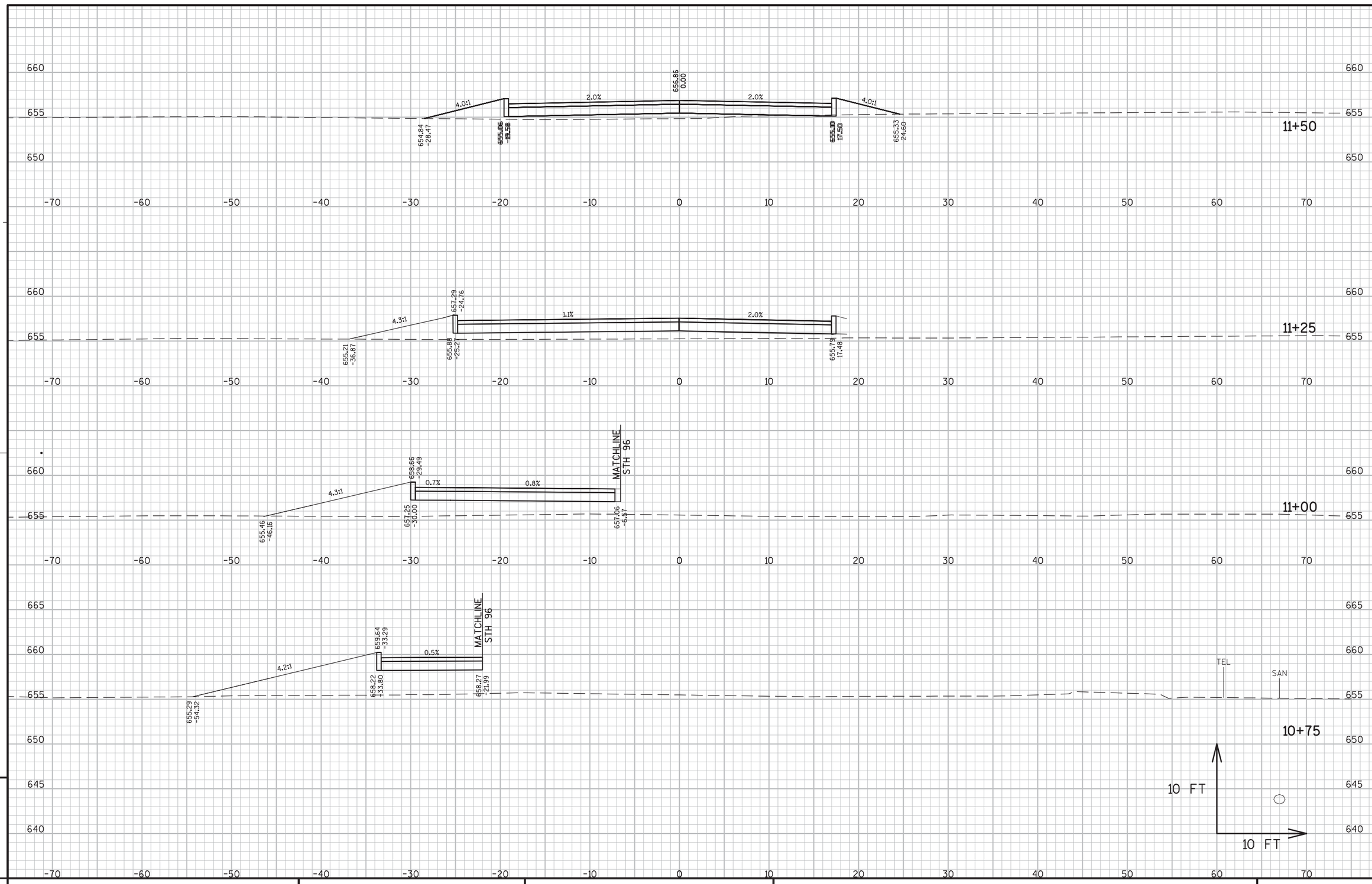
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 TEMP BYPASS.DWG PLOT DATE : 3/23/2014 7:02 PM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

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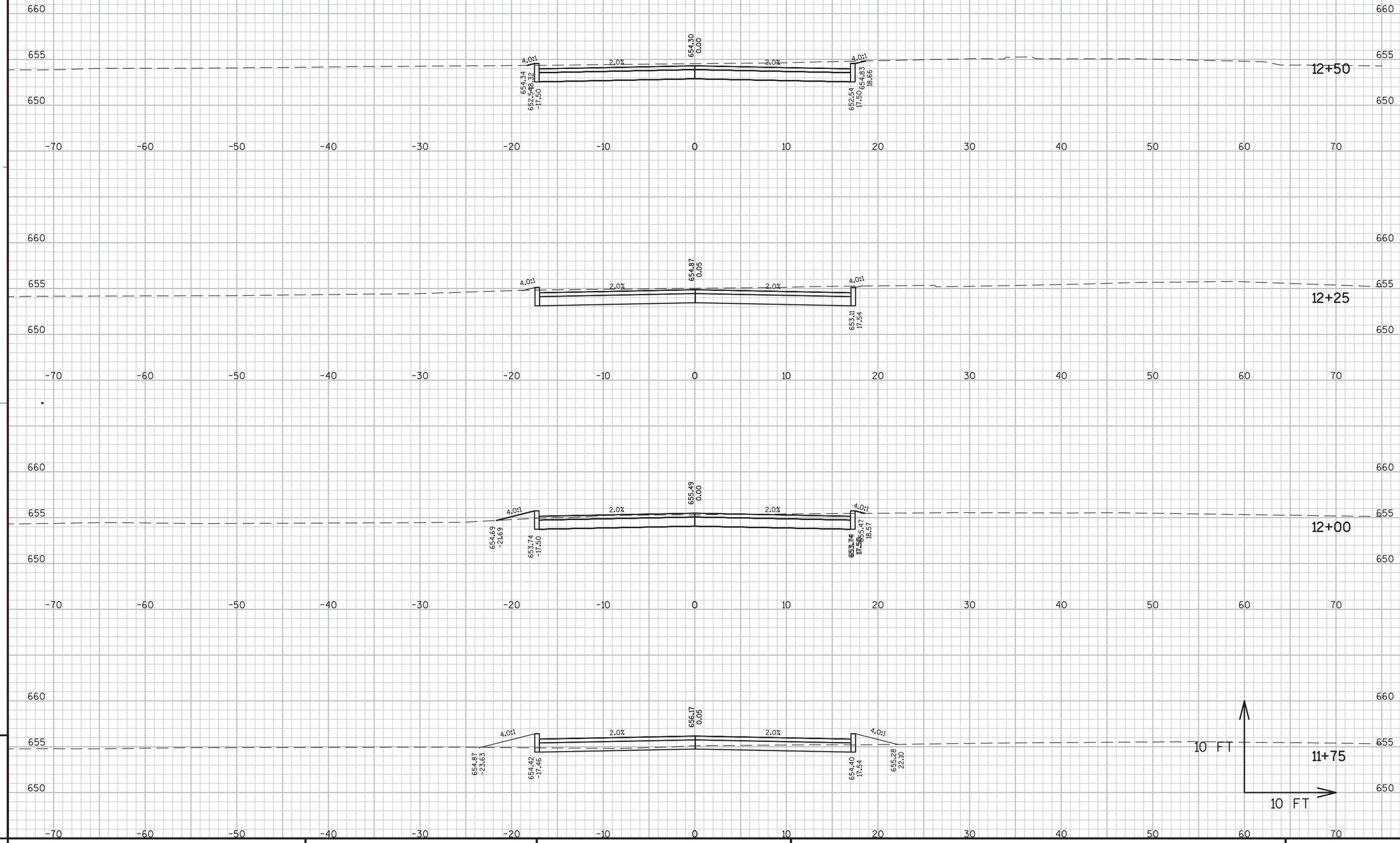
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: TEMPORARY BYPASS | SHEET 551 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 TEMP BYPASS.DWG PLOT DATE : 3/23/2014 7:02 PM PLOT BY : ANDREA BONELL PLOT NAME : **PLOT SCALE : 1" = 10'** _XREF

WISDOT/CADDS SHEET 49

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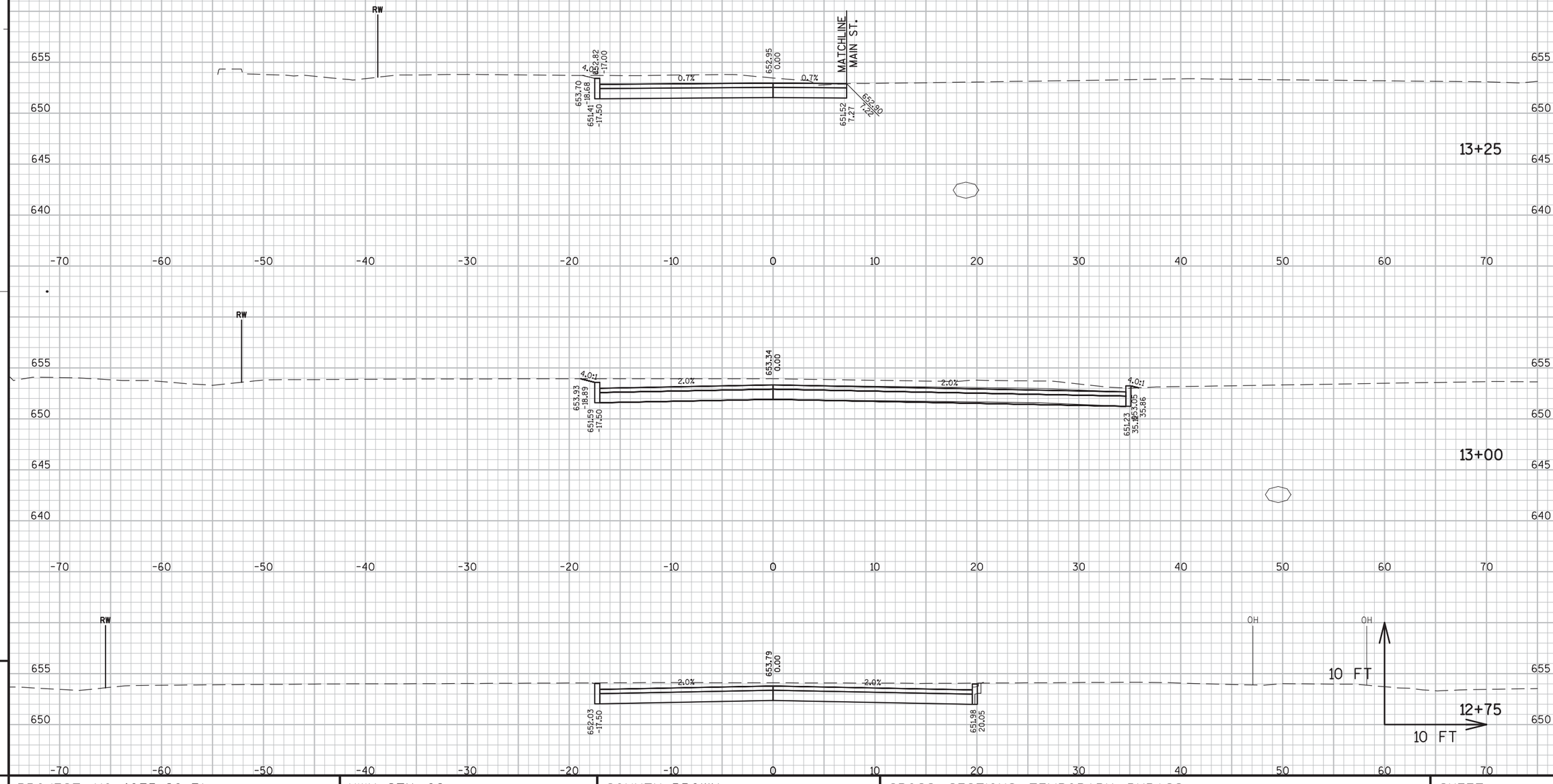
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: TEMPORARY BYPASS | SHEET 552 | E |
|---|---|---|---|---|---|

9

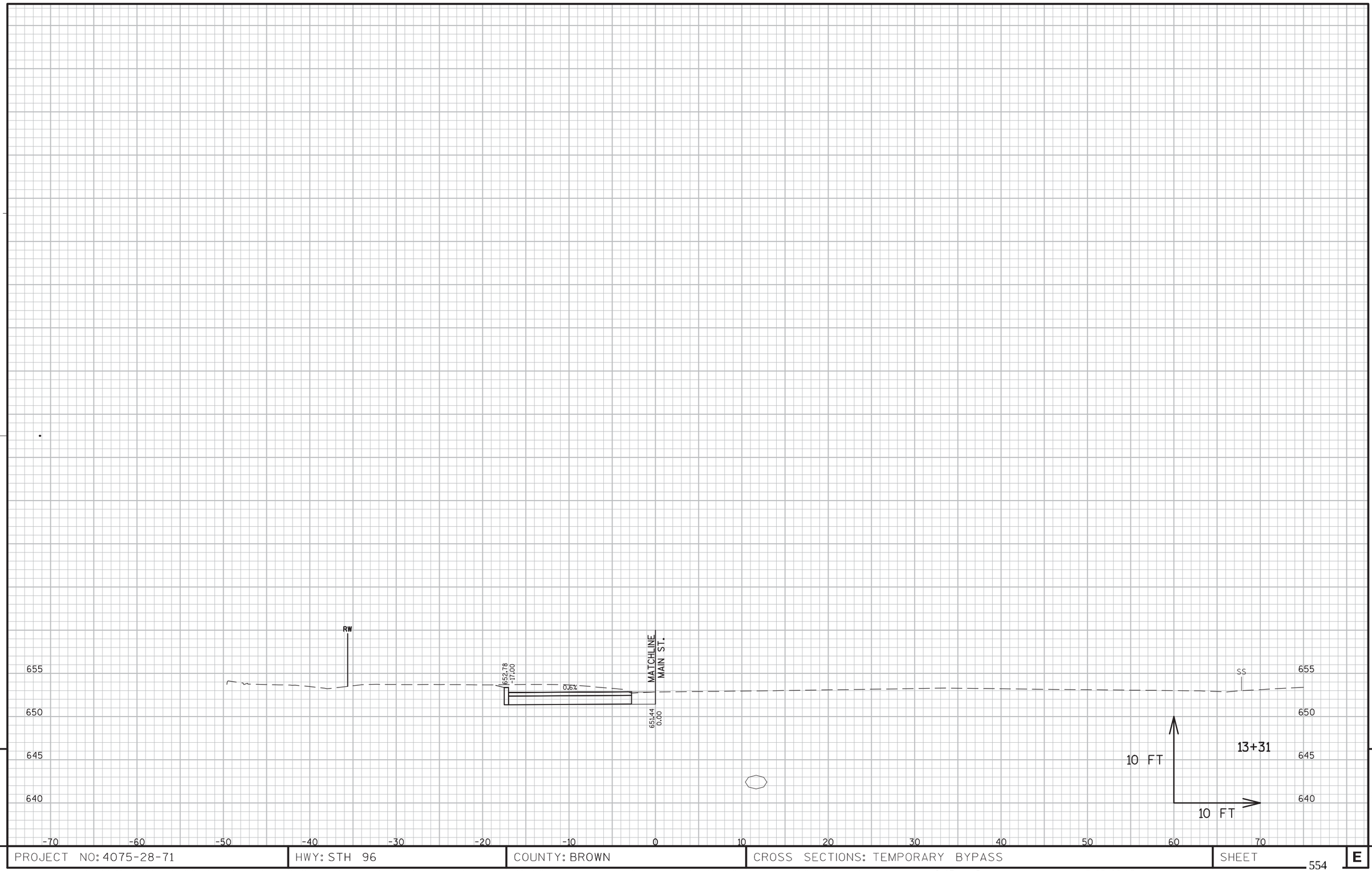
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 TEMP BYPASS.DWG PLOT DATE : 3/23/2014 7:02 PM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: TEMPORARY BYPASS | SHEET 553 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 TEMP BYPASS.DWG PLOT DATE : 3/23/2014 7:02 PM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

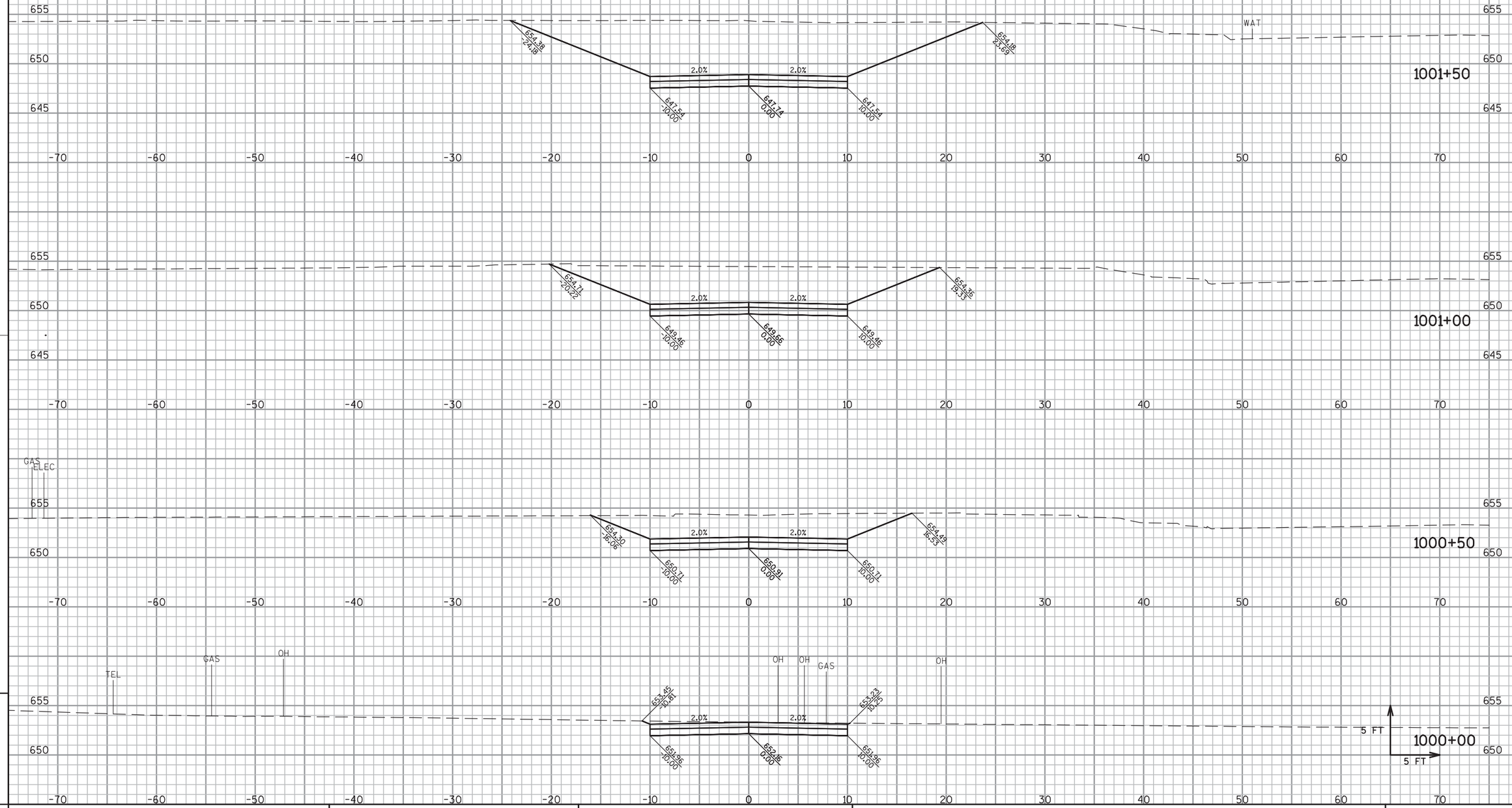



9

9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: TEMPORARY BYPASS | SHEET 554 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 TEMP BYPASS.DWG PLOT DATE : 3/23/2014 7:02 PM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49

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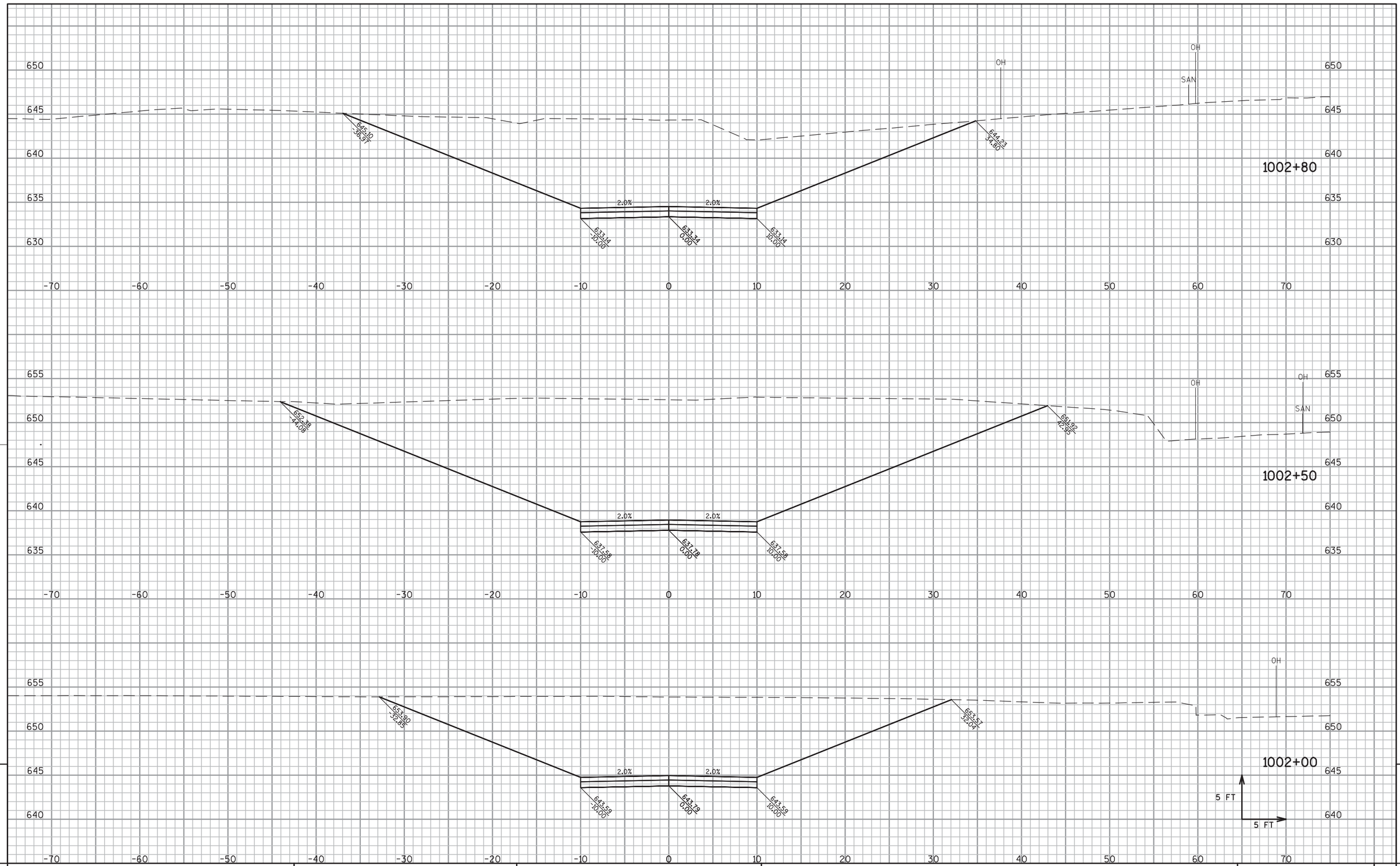
9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: TEMPORARY ACCESS ROAD (WEST) | SHEET 555 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\MH_96_TEMP CORRIDORS-XS.DWG PLOT DATE : 3/24/2014 4:47 PM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

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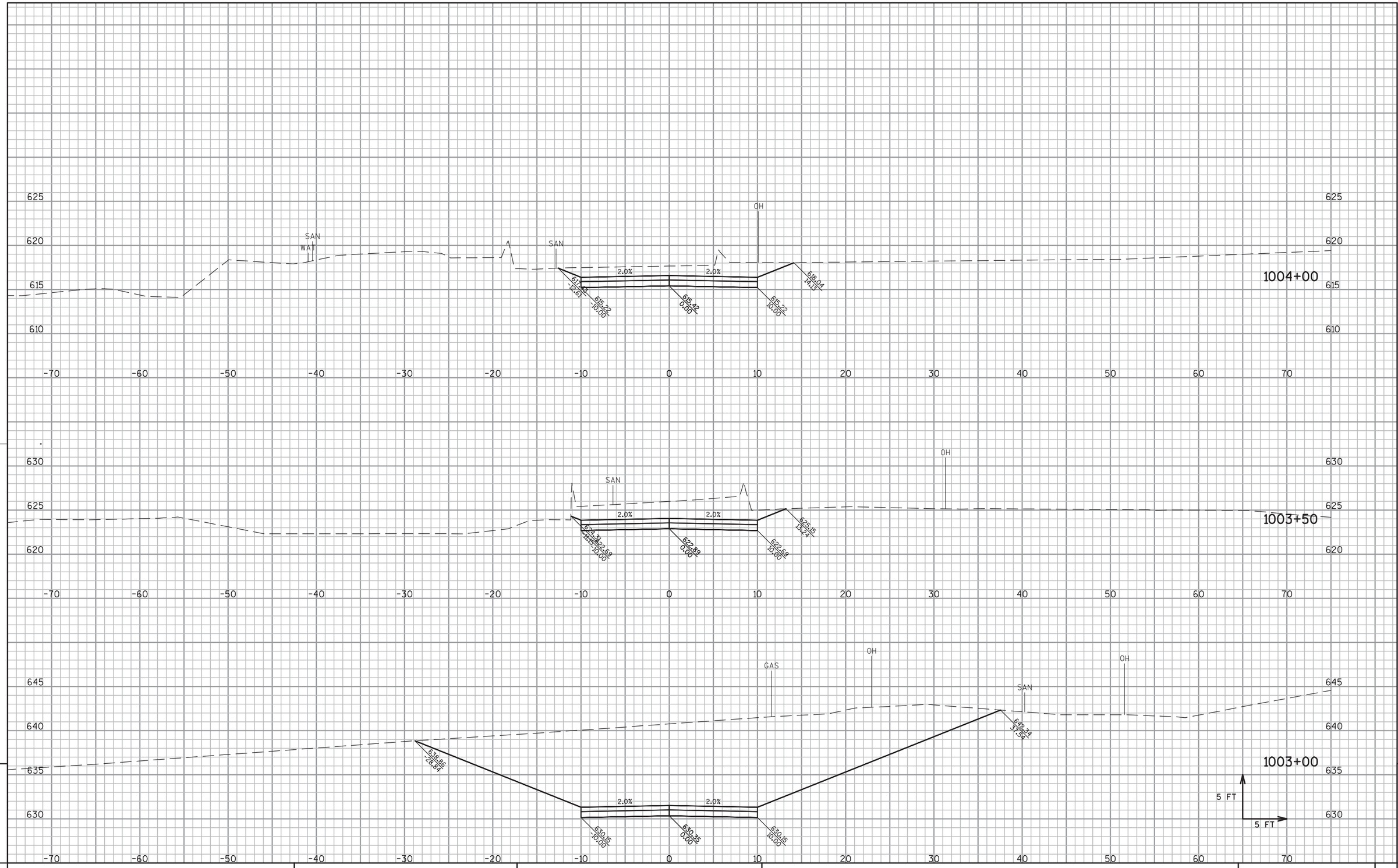
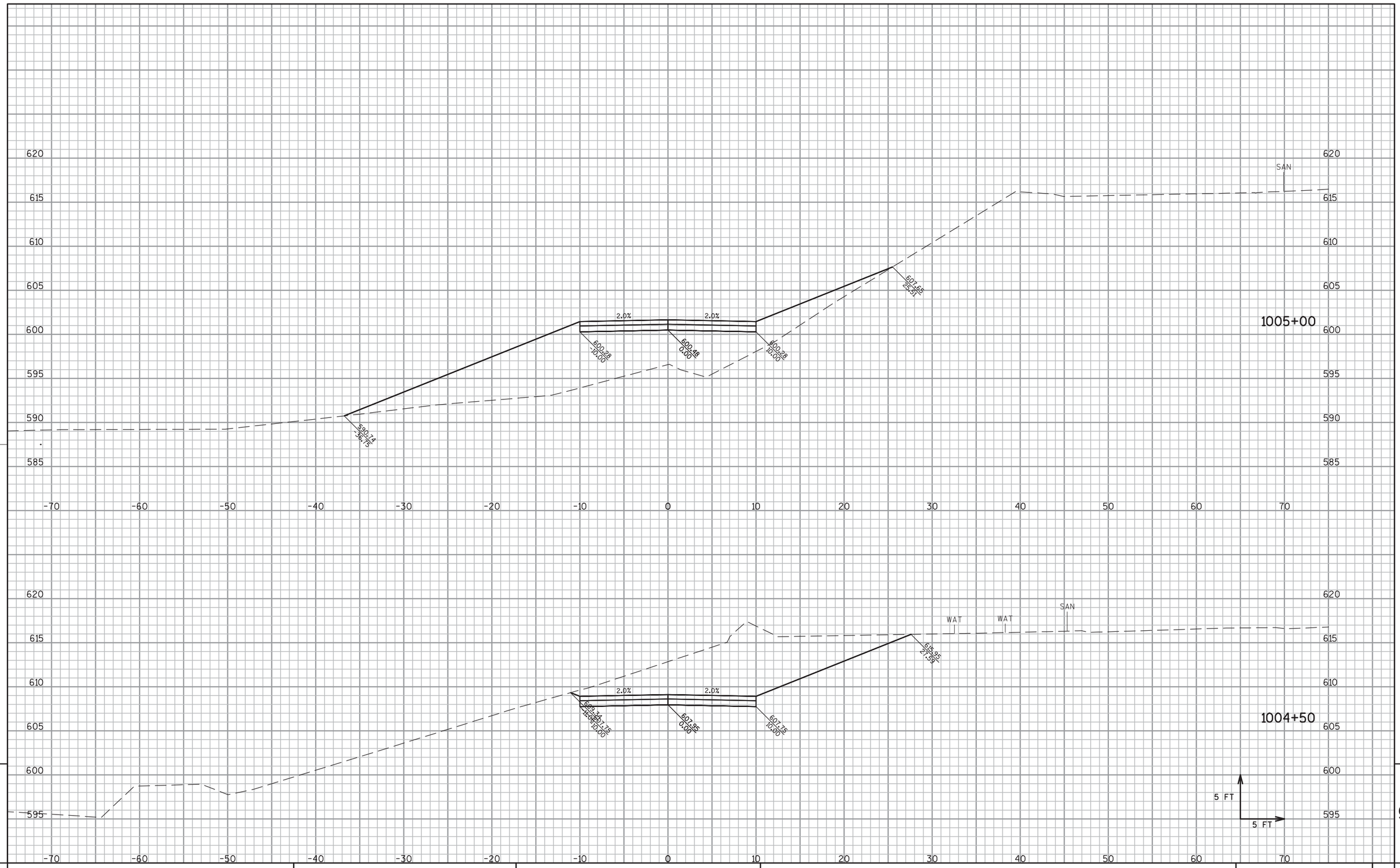
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: TEMPORARY ACCESS ROAD (WEST) | SHEET 556 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\MH_96_TEMP CORRIDORS-XS.DWG PLOT DATE : 3/24/2014 4:47 PM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: TEMPORARY ACCESS ROAD (WEST) | SHEET 557 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\MH_96_TEMP CORRIDORS-XS.DWG PLOT DATE : 3/24/2014 4:47 PM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49

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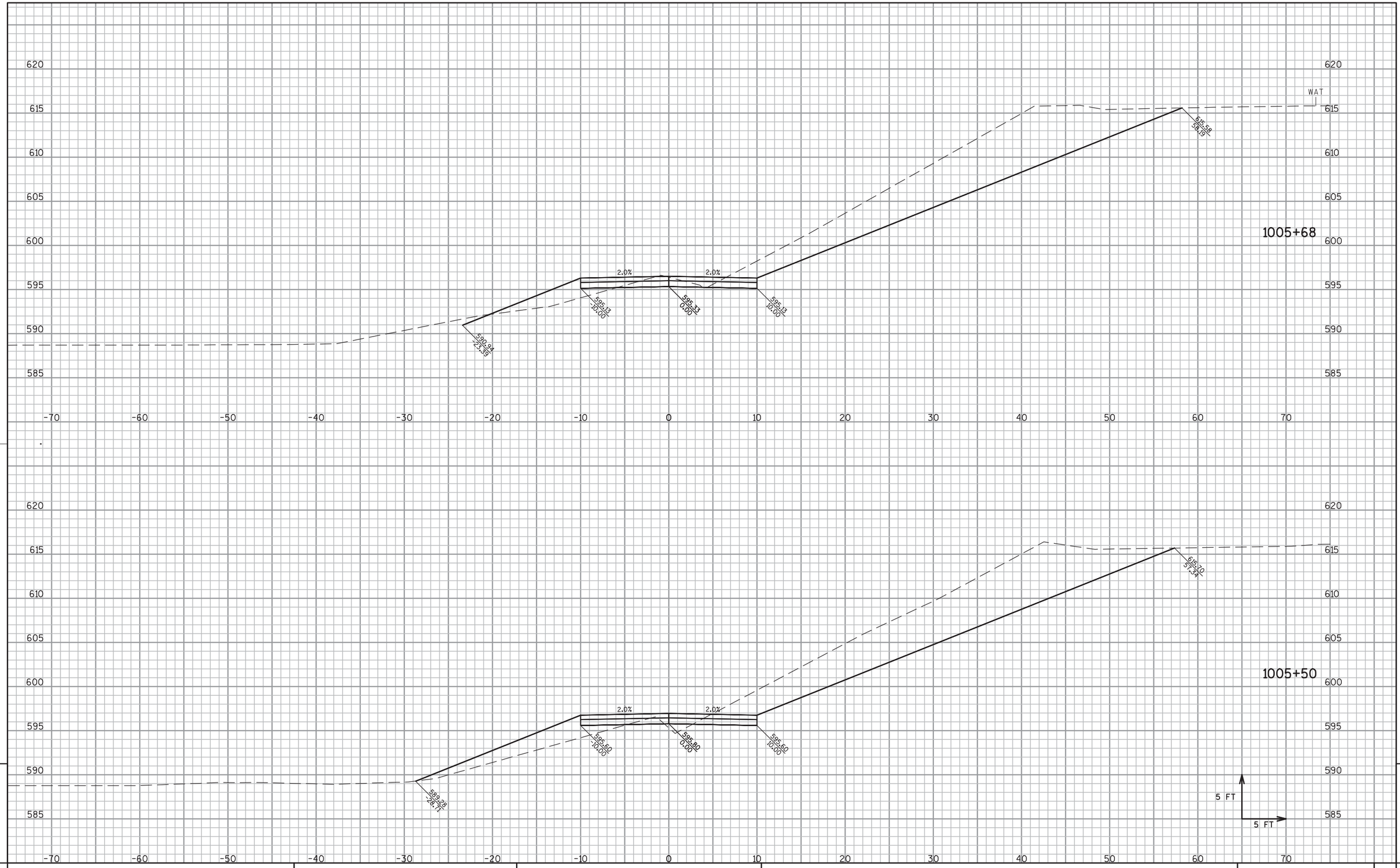
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: TEMPORARY ACCESS ROAD (WEST) | SHEET 558 E |
|---|---|---|---|---|

9

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\MH_96_TEMP CORRIDORS-XS.DWG PLOT DATE : 3/24/2014 4:47 PM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

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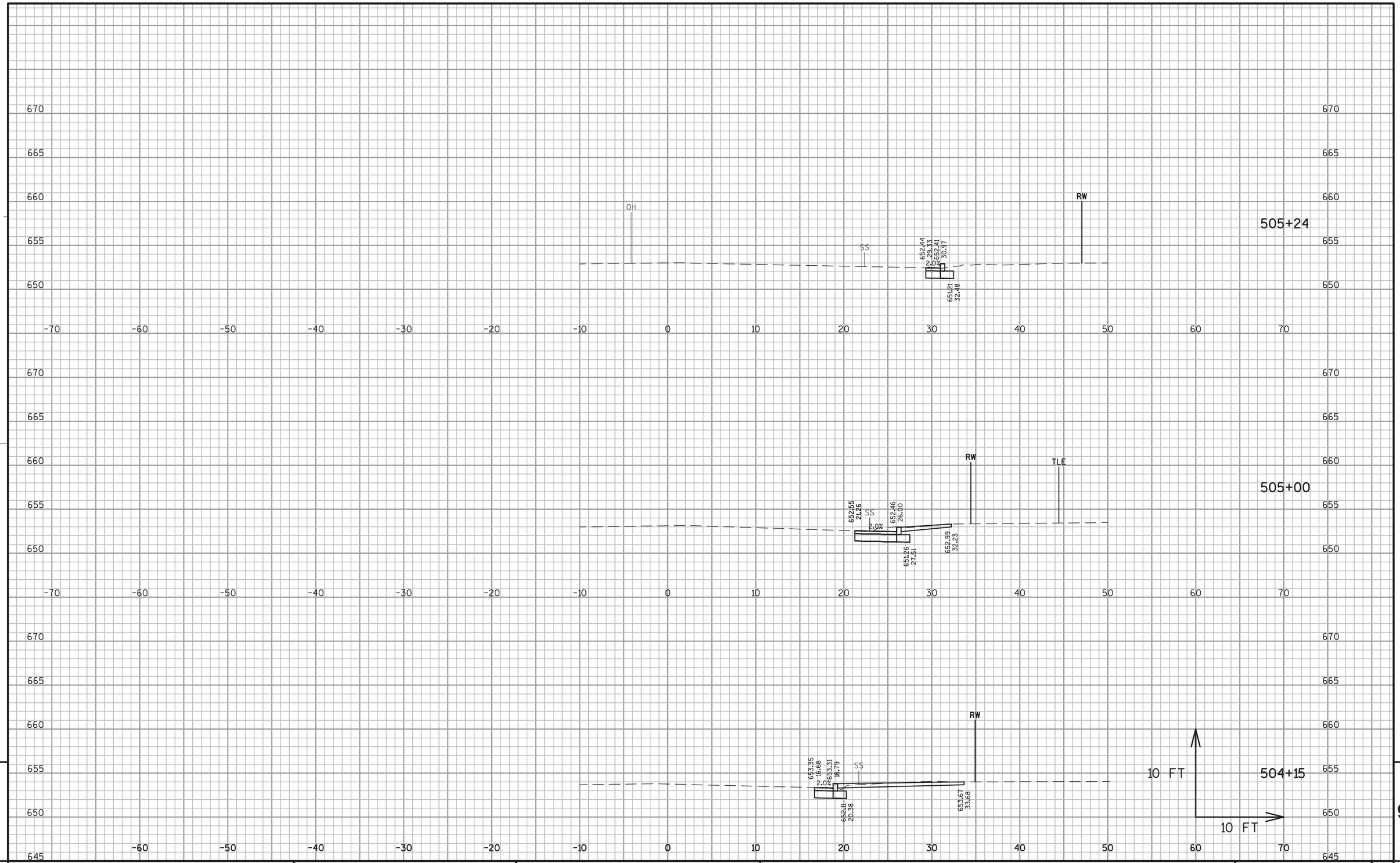
9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: TEMPORARY ACCESS ROAD (WEST) | SHEET 559 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\MH_96_TEMP CORRIDORS-XS.DWG PLOT DATE : 3/24/2014 4:47 PM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49

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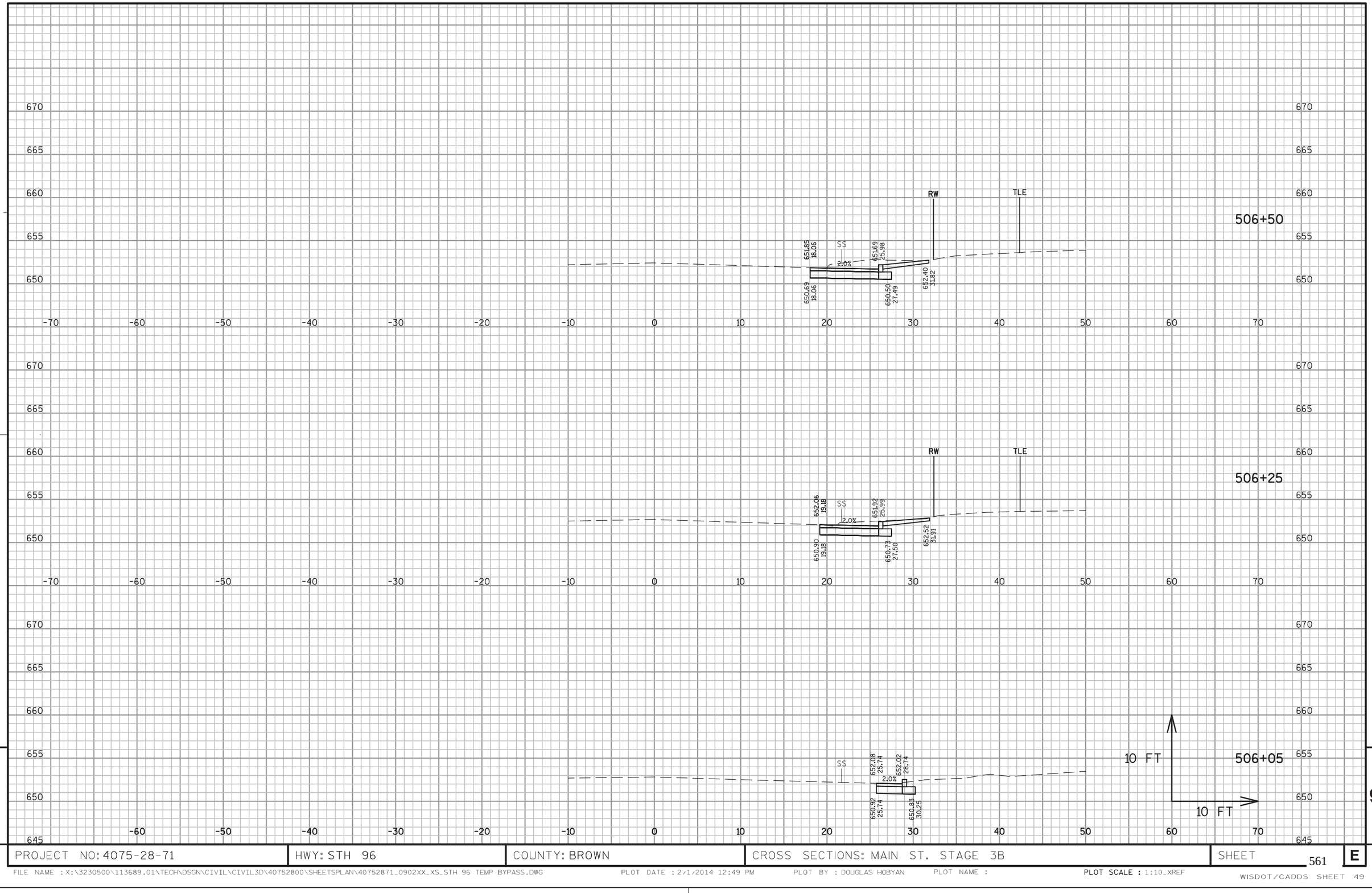
9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: MAIN ST. STAGE 3B | SHEET 560 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 TEMP BYPASS.DWG PLOT DATE : 2/1/2014 12:48 PM PLOT BY : DOUGLAS HOBYAN PLOT NAME : PLOT SCALE : 1:10_XREF

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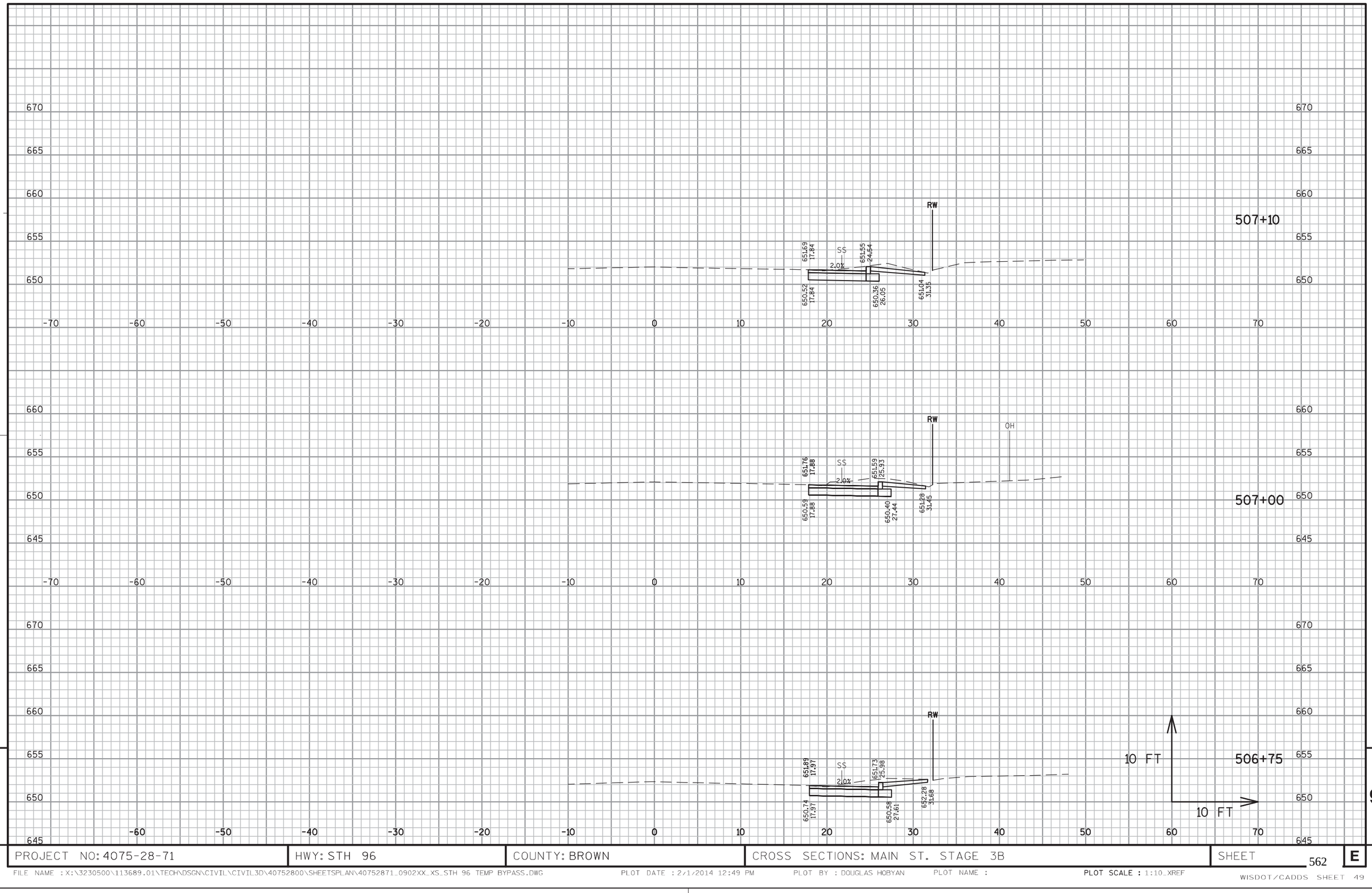
9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: MAIN ST. STAGE 3B | SHEET 561 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 TEMP BYPASS.DWG PLOT DATE : 2/1/2014 12:49 PM PLOT BY : DOUGLAS HOBYAN PLOT NAME : PLOT SCALE : 1:10_XREF

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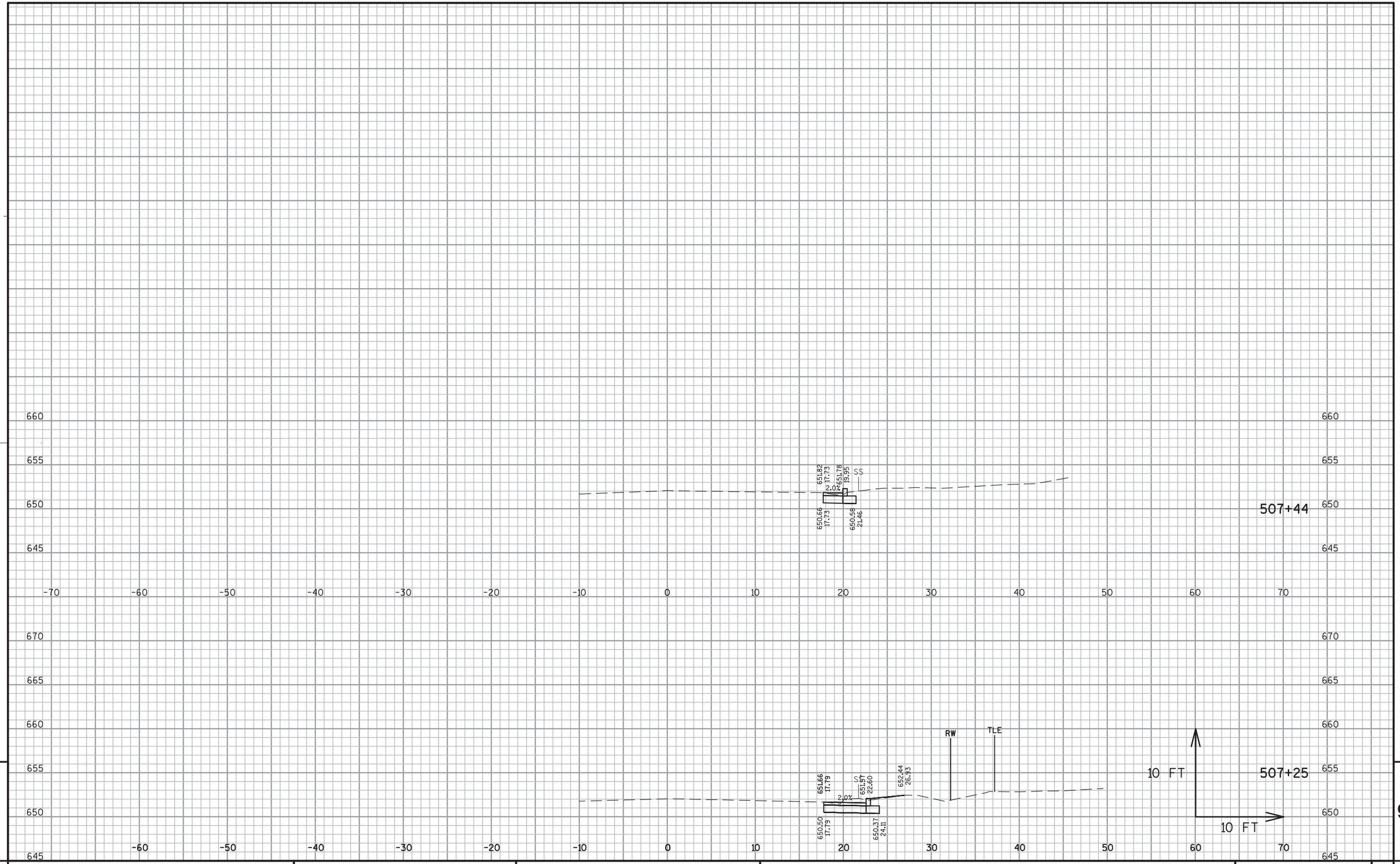
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: MAIN ST. STAGE 3B | SHEET 562 | E |
|---|---|---|---|---|---|

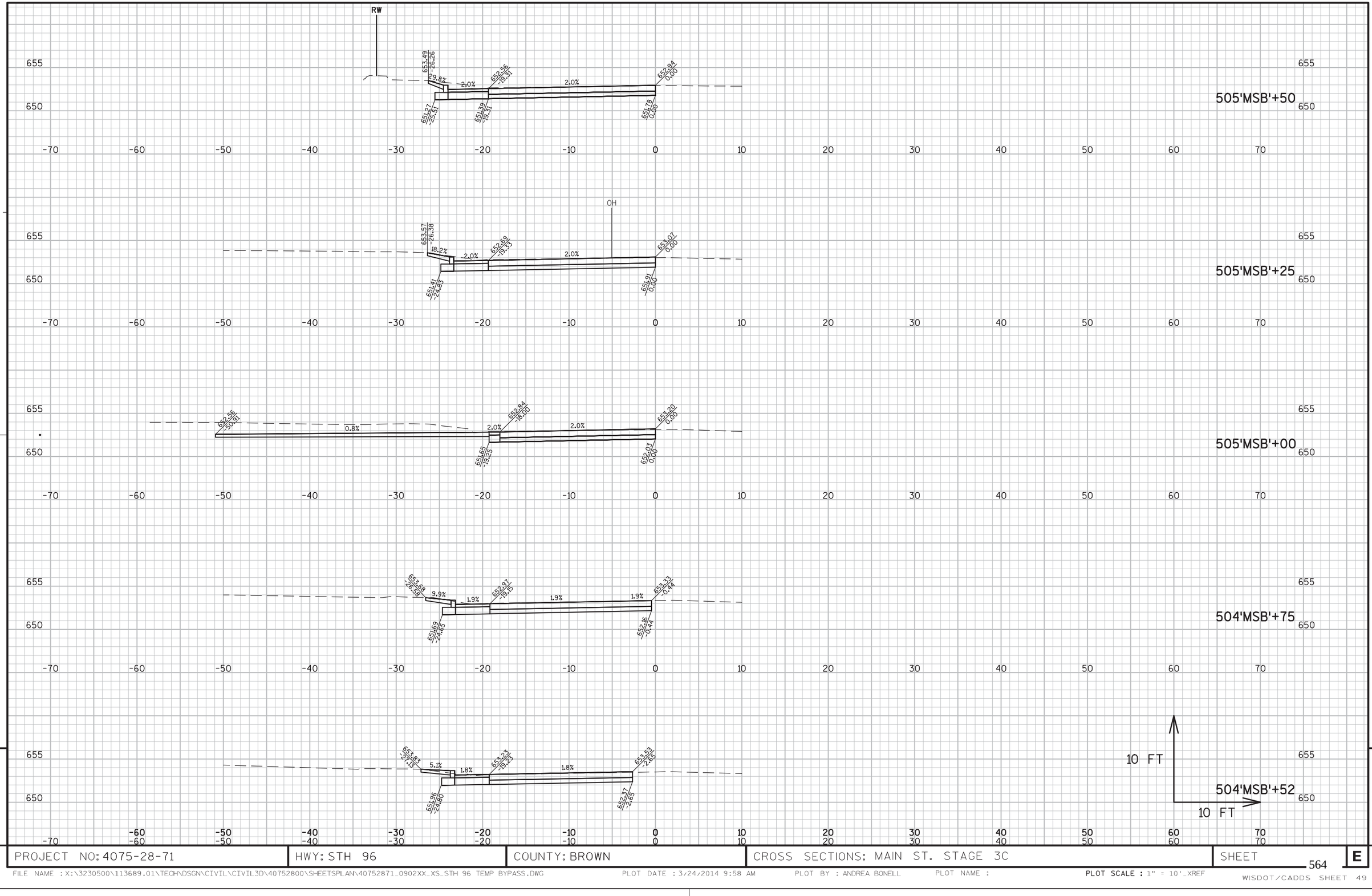



9

9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: MAIN ST. STAGE 3B | SHEET 563 | E |
|---|---|---|---|---|---|

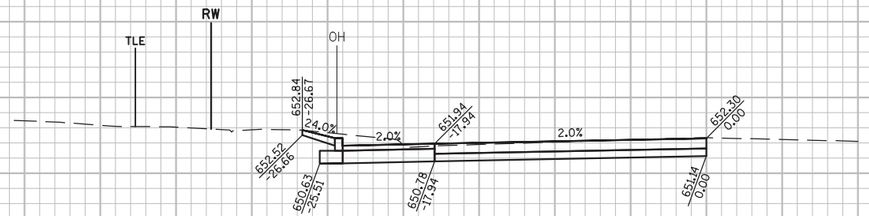
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 TEMP BYPASS.DWG PLOT DATE : 2/1/2014 12:51 PM PLOT BY : DOUGLAS HOBYAN PLOT NAME : PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



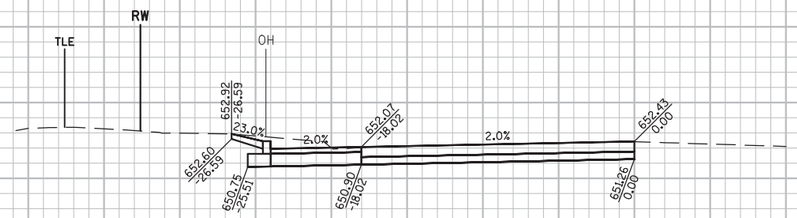

9

9

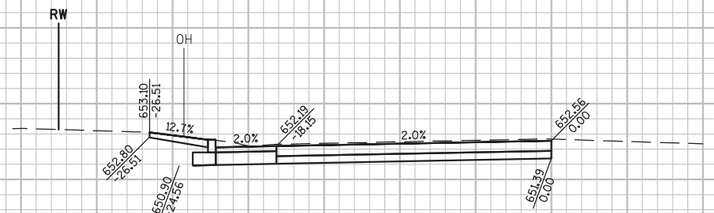
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: MAIN ST. STAGE 3C | SHEET 564 | E |
|---|---|---|---|---|---|



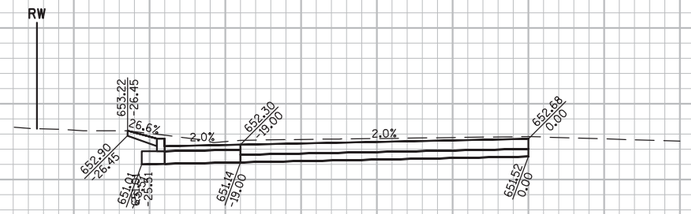

506'MSB'+75



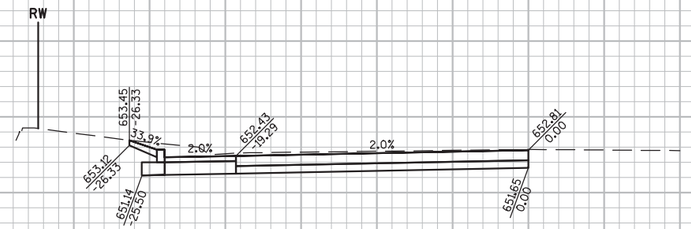

506'MSB'+50



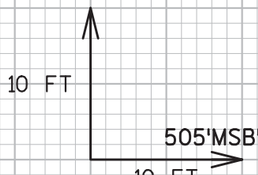

506'MSB'+25




506'MSB'+00




505'MSB'+75

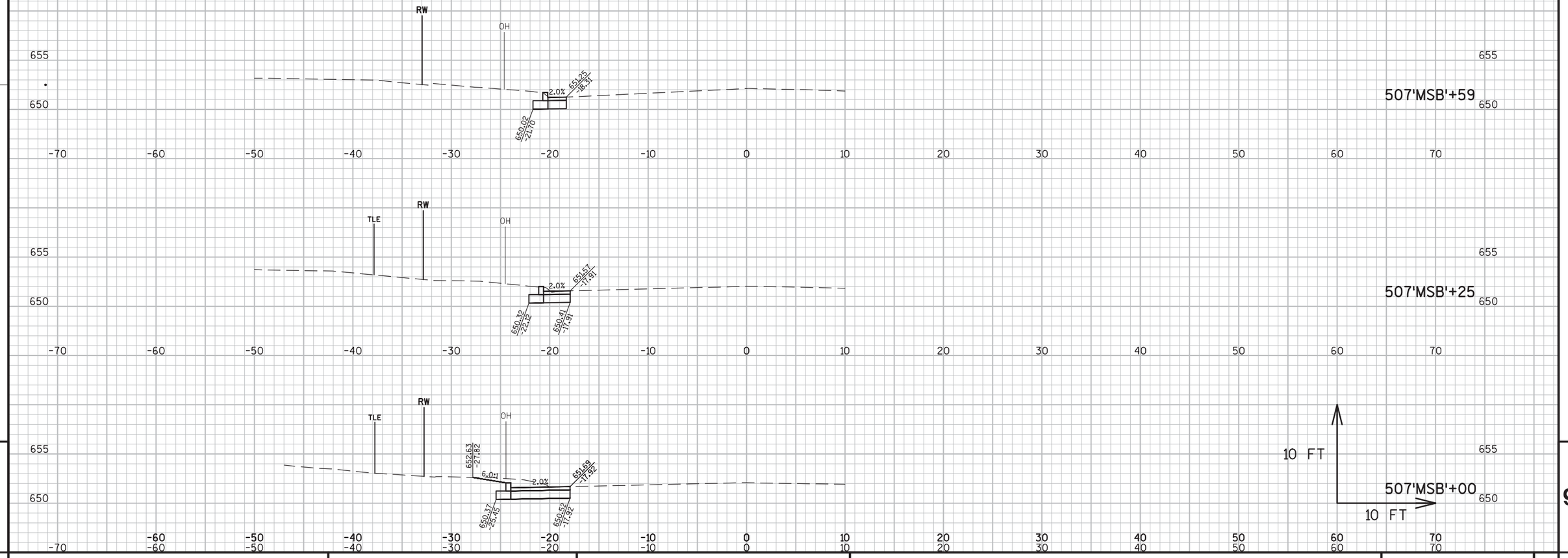



9

9

PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: MAIN ST. STAGE 3C | SHEET 565 | E

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 TEMP BYPASS.DWG PLOT DATE : 3/24/2014 9:58 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49

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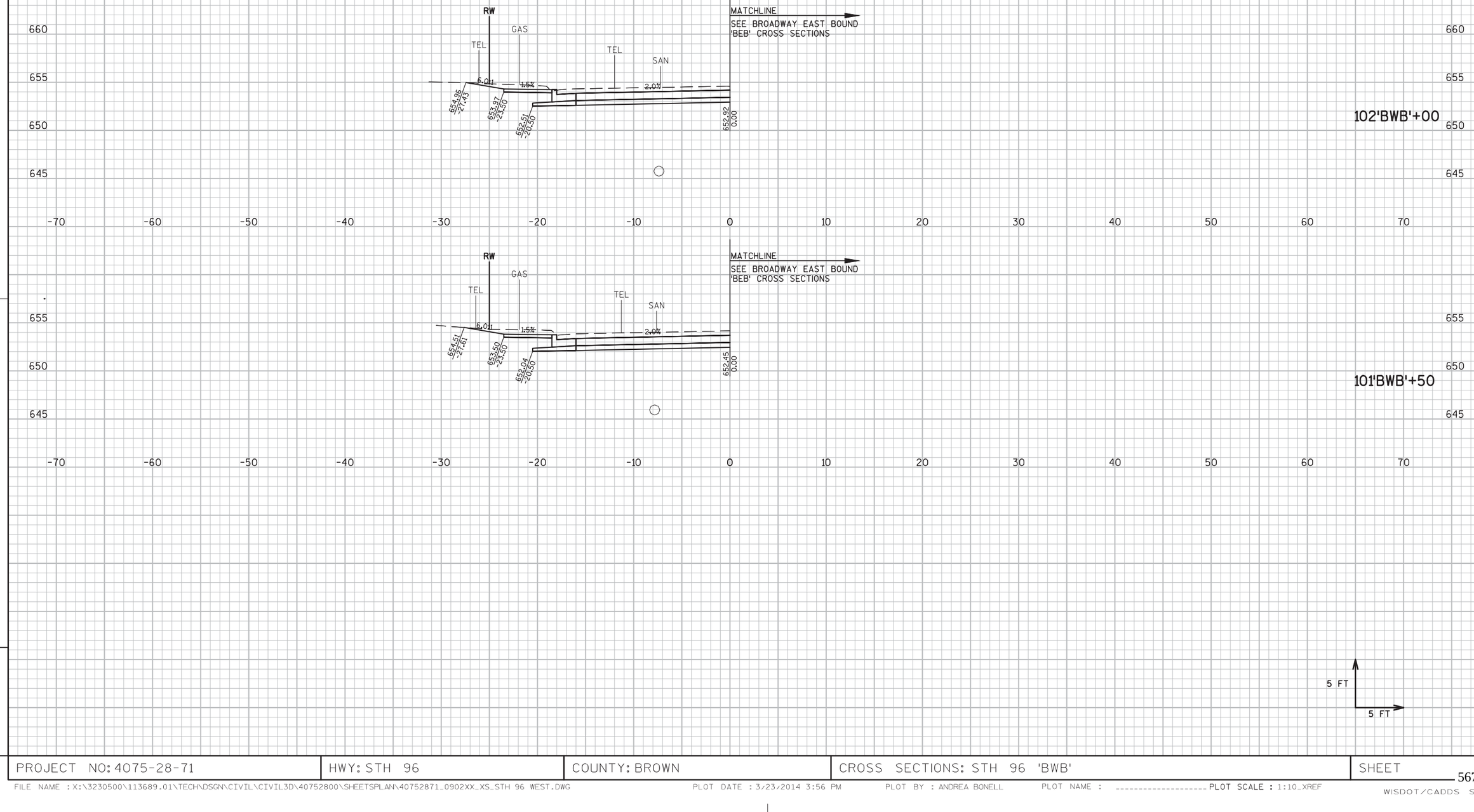
9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: MAIN ST. STAGE 3C | SHEET 566 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 TEMP BYPASS.DWG PLOT DATE : 3/24/2014 9:58 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

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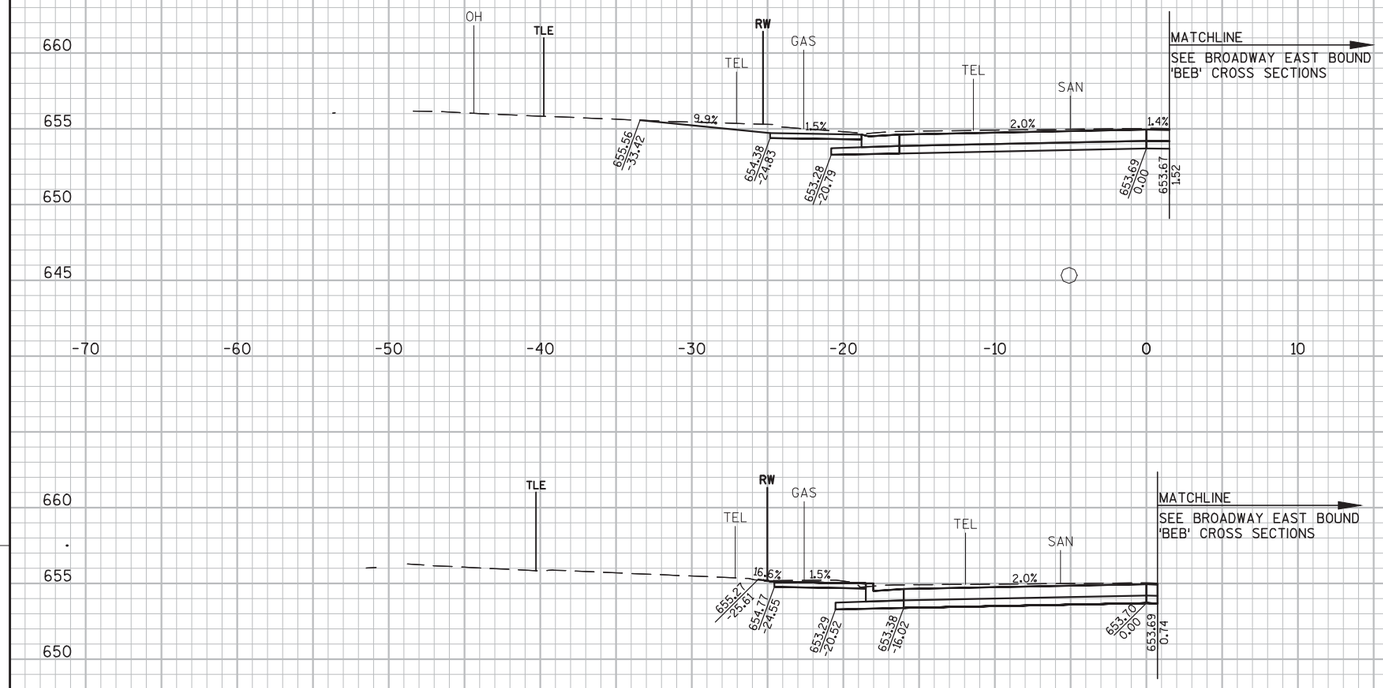
9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: STH 96 'BWB' | SHEET 567 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 WEST.DWG PLOT DATE : 3/23/2014 3:56 PM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49




103'BWB'+18




103'BWB'+00




102'BWB'+50

5 FT

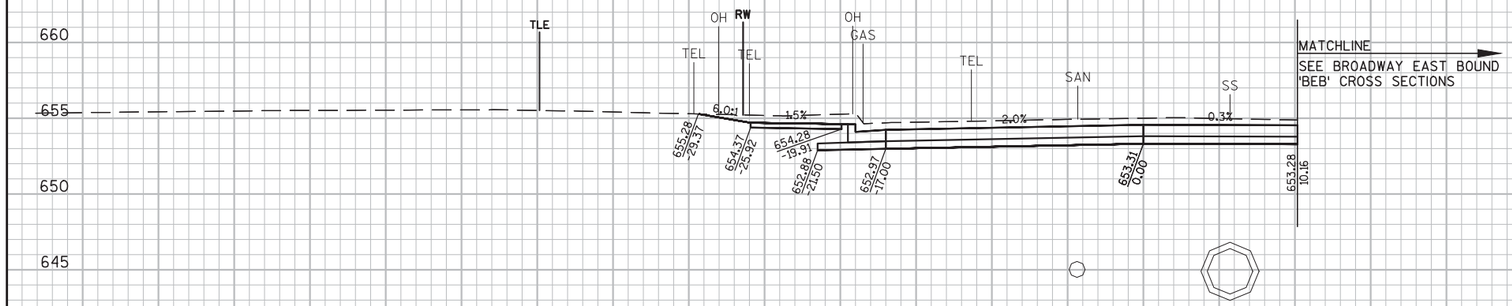
5 FT

9

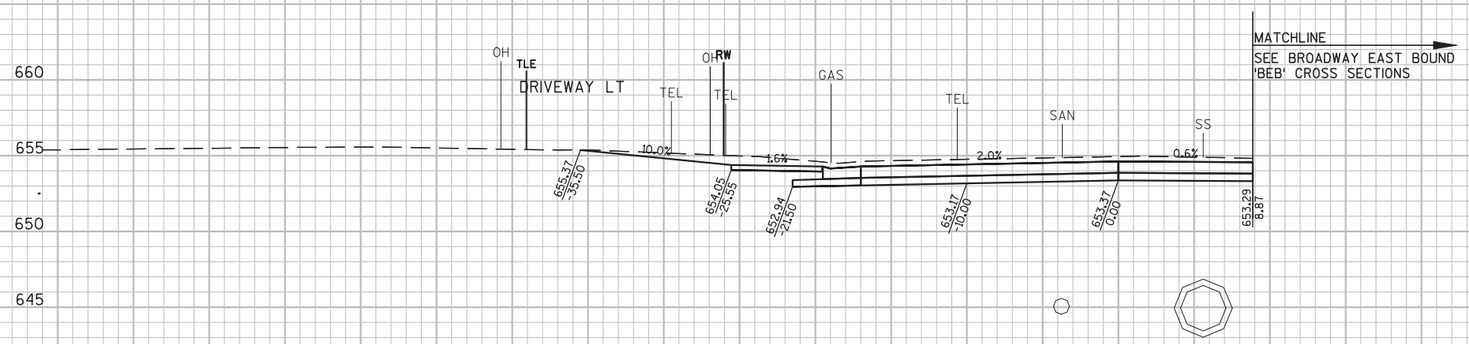
9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: STH 96 'BWB' | SHEET 568 | E |
|---|---|---|---|---|---|

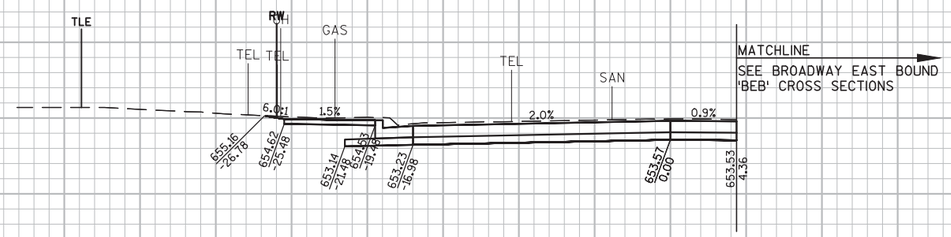
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 WEST.DWG PLOT DATE : 3/23/2014 3:56 PM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1:10_XREF




104'BWB'+00




103'BWB'+88




103'BWB'+50

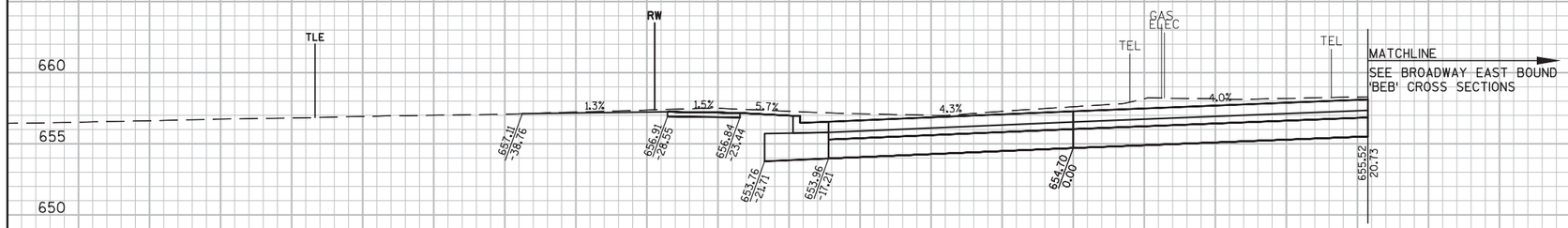
5 FT
5 FT

9

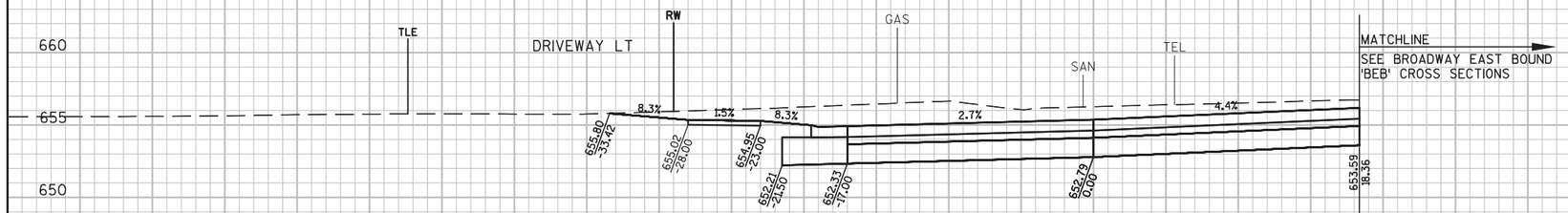
9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: STH 96 'BWB' | SHEET 569 | E |
|---|---|---|---|---|---|

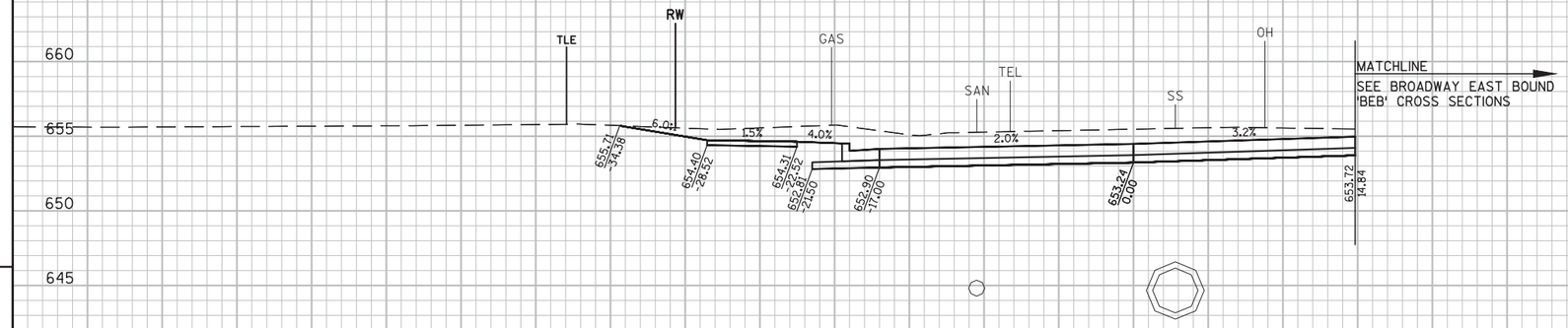
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 WEST.DWG
PLOT DATE : 3/23/2014 3:56 PM
PLOT BY : ANDREA BONELL
PLOT NAME : _____ PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49




105'BWB'+50




105'BWB'+00




104'BWB'+50

5 FT
5 FT

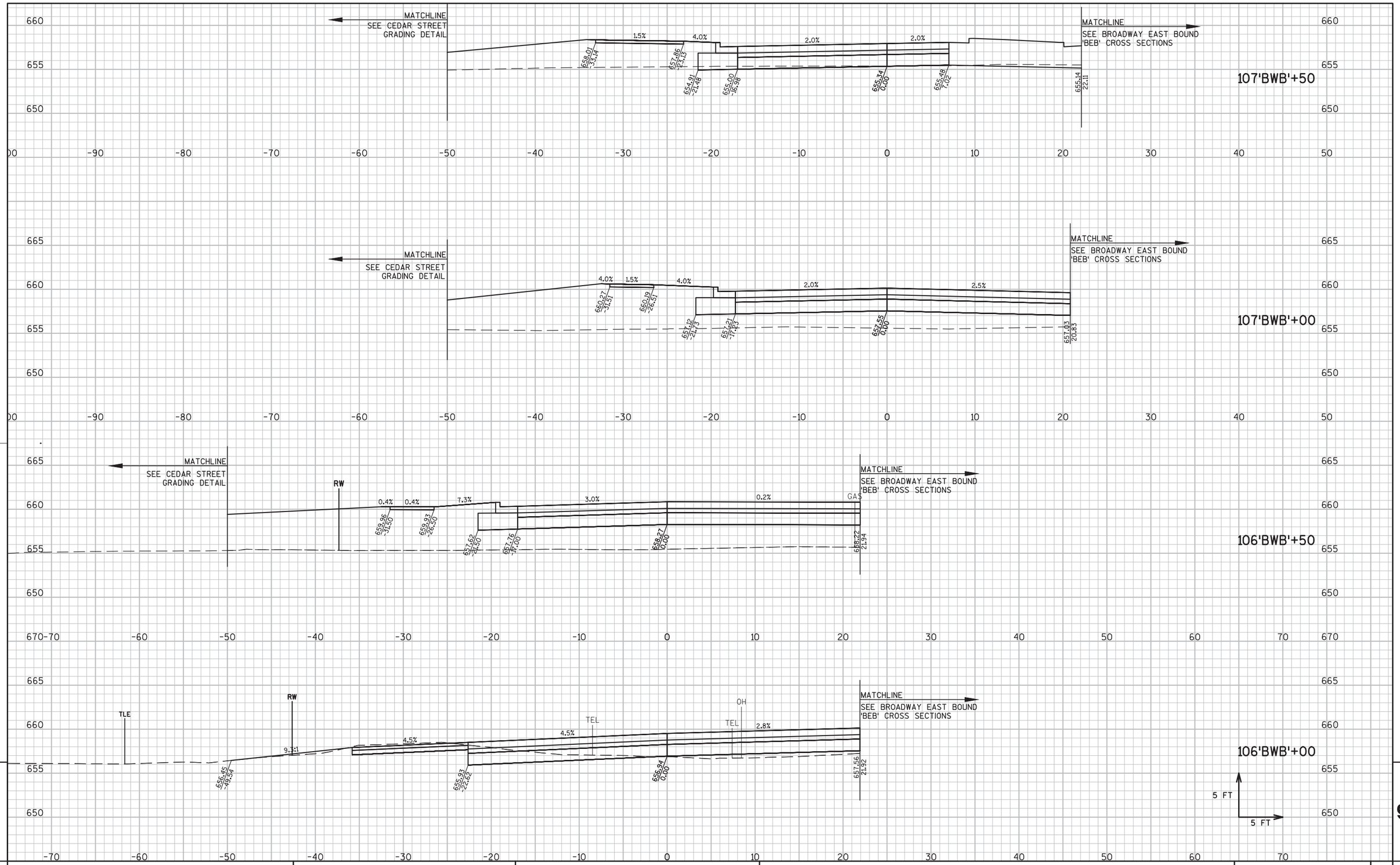
9

9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: STH 96 'BWB' | SHEET 570 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 WEST.DWG PLOT DATE : 3/23/2014 3:57 PM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1:10_XREF

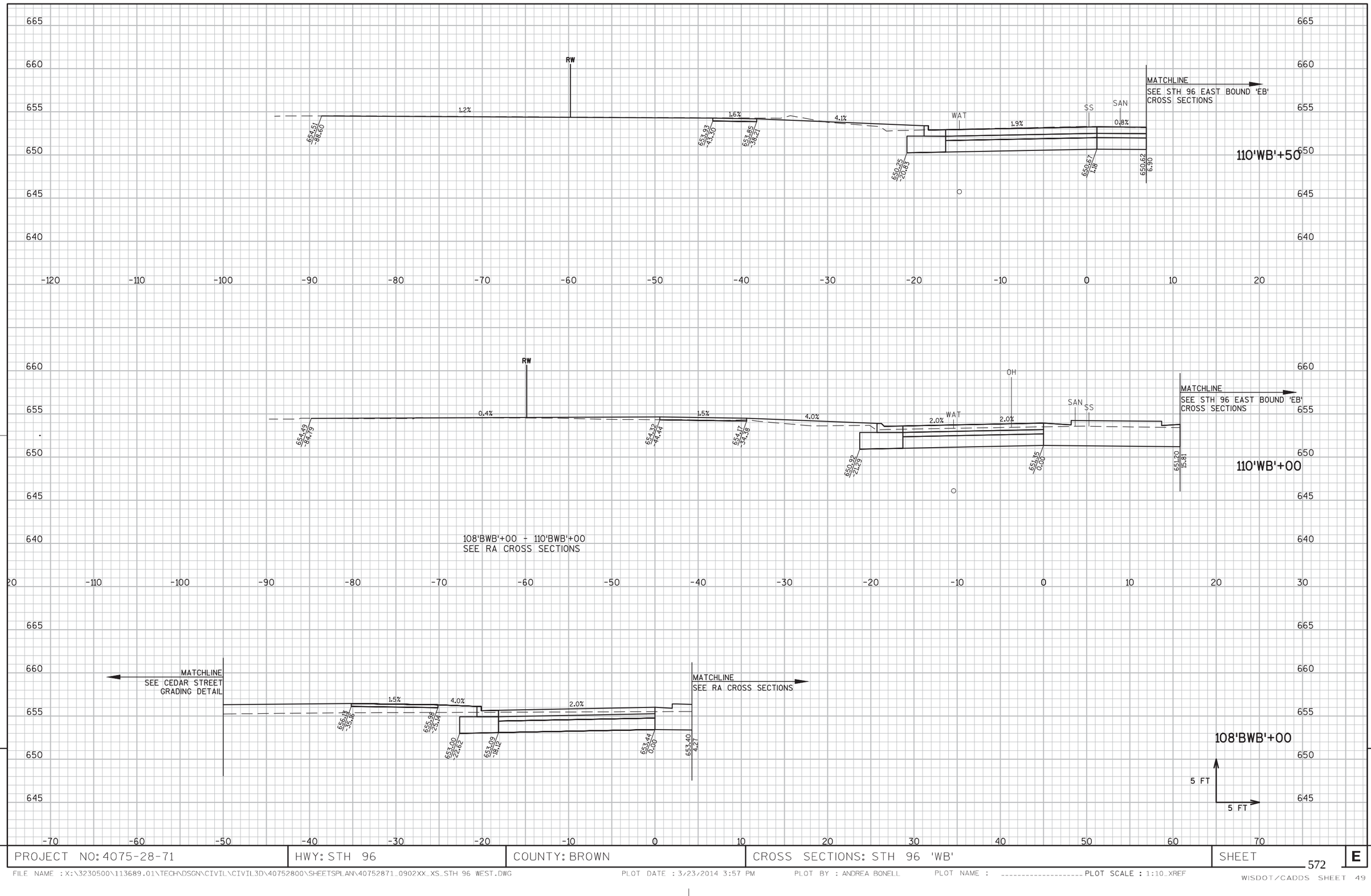
WISDOT/CADDS SHEET 49




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: STH 96 'BWB' | SHEET 571 E |
|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 WEST.DWG PLOT DATE : 3/23/2014 3:57 PM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

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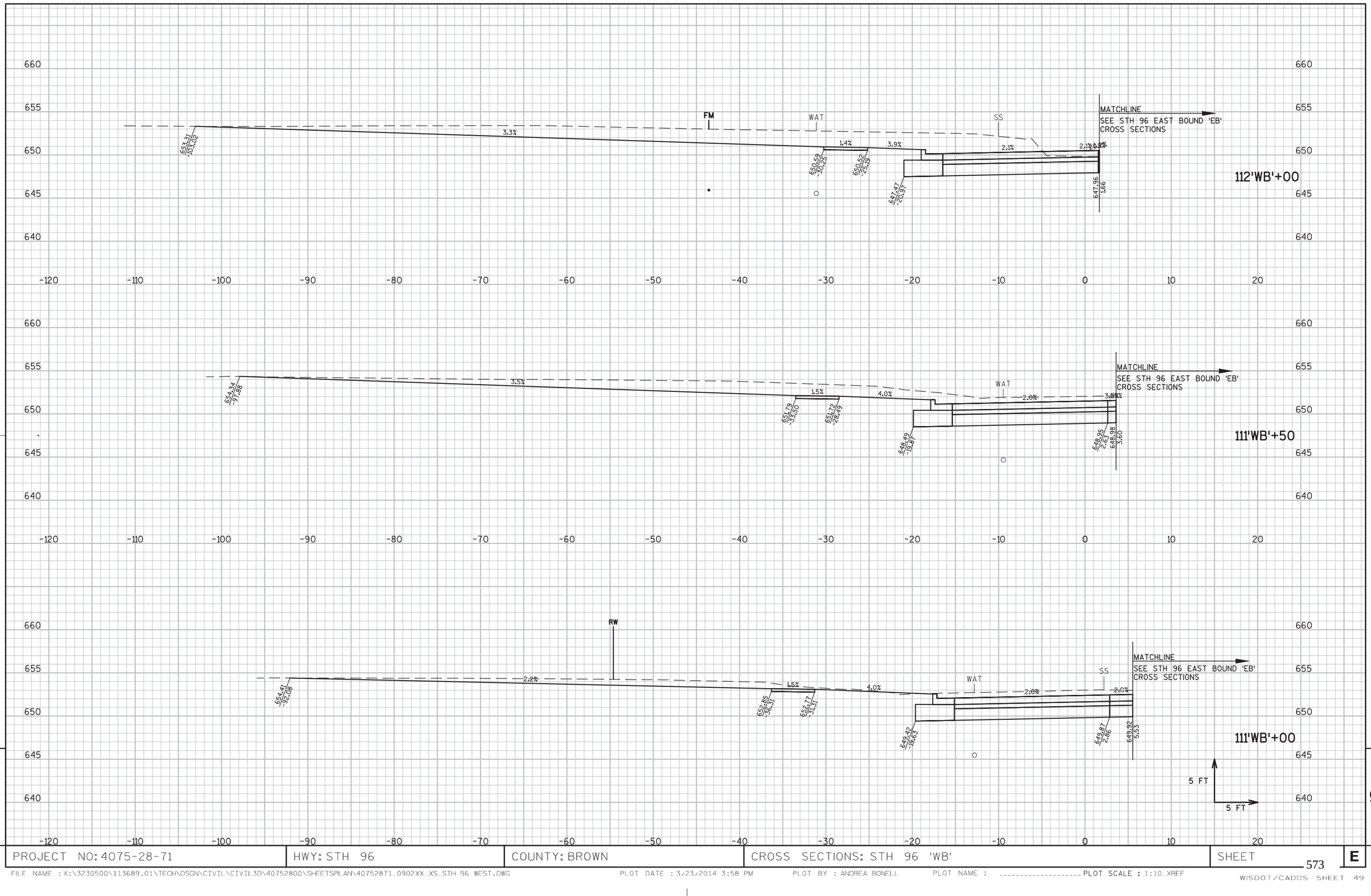
9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: STH 96 'WB' | SHEET 572 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 WEST.DWG
PLOT DATE : 3/23/2014 3:57 PM
PLOT BY : ANDREA BONELL
PLOT NAME : _____ PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



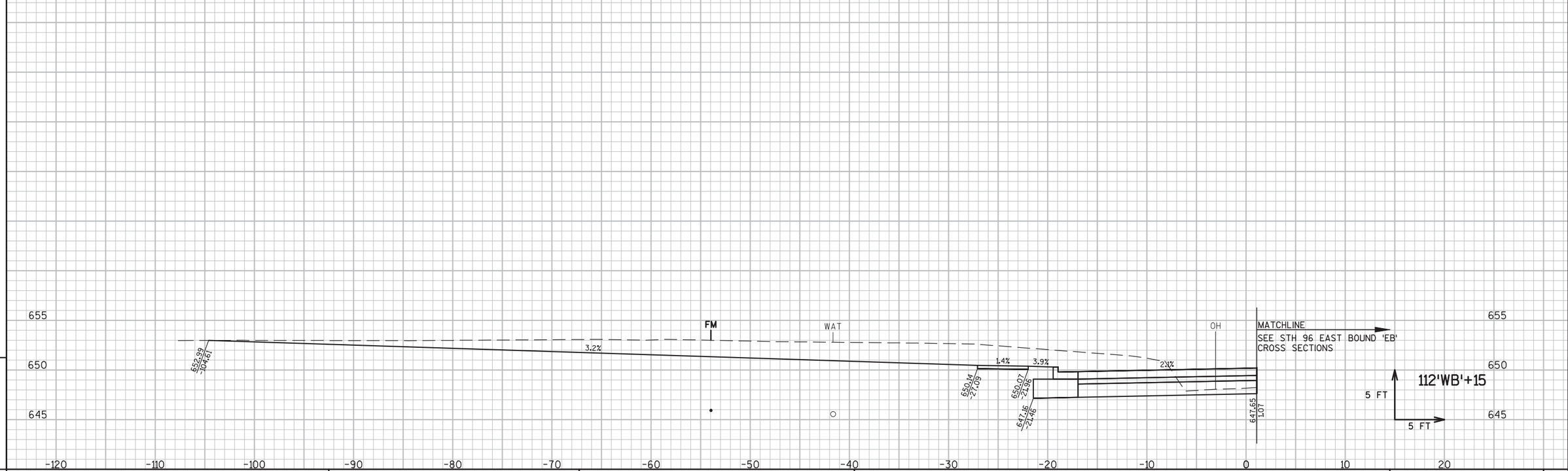

9

9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: STH 96 'WB' | SHEET 573 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 WEST.DWG PLOT DATE : 3/23/2014 3:58 PM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49




9

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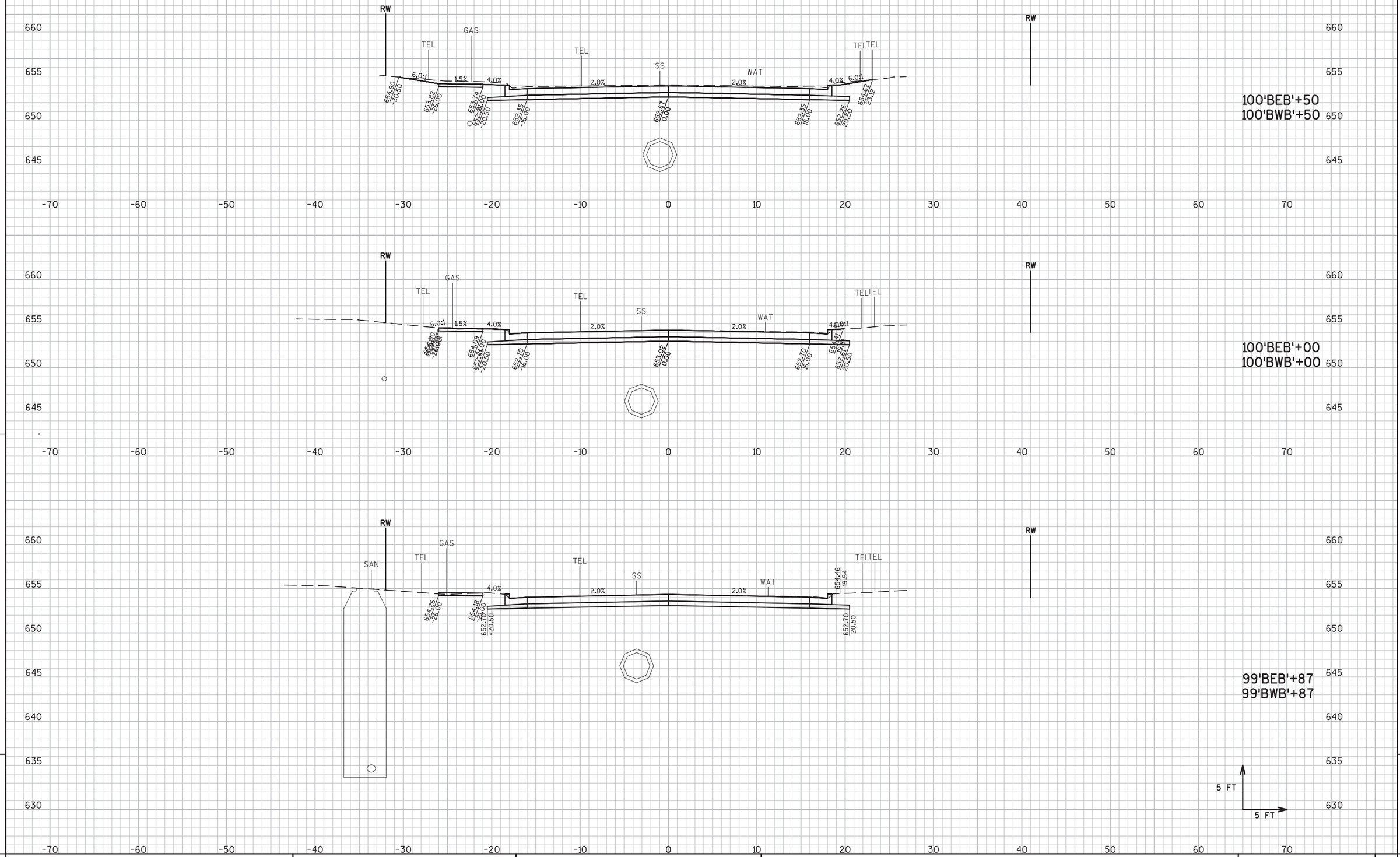
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: STH 96 'WB' | SHEET 574 | E |
|---|---|---|---|---|---|







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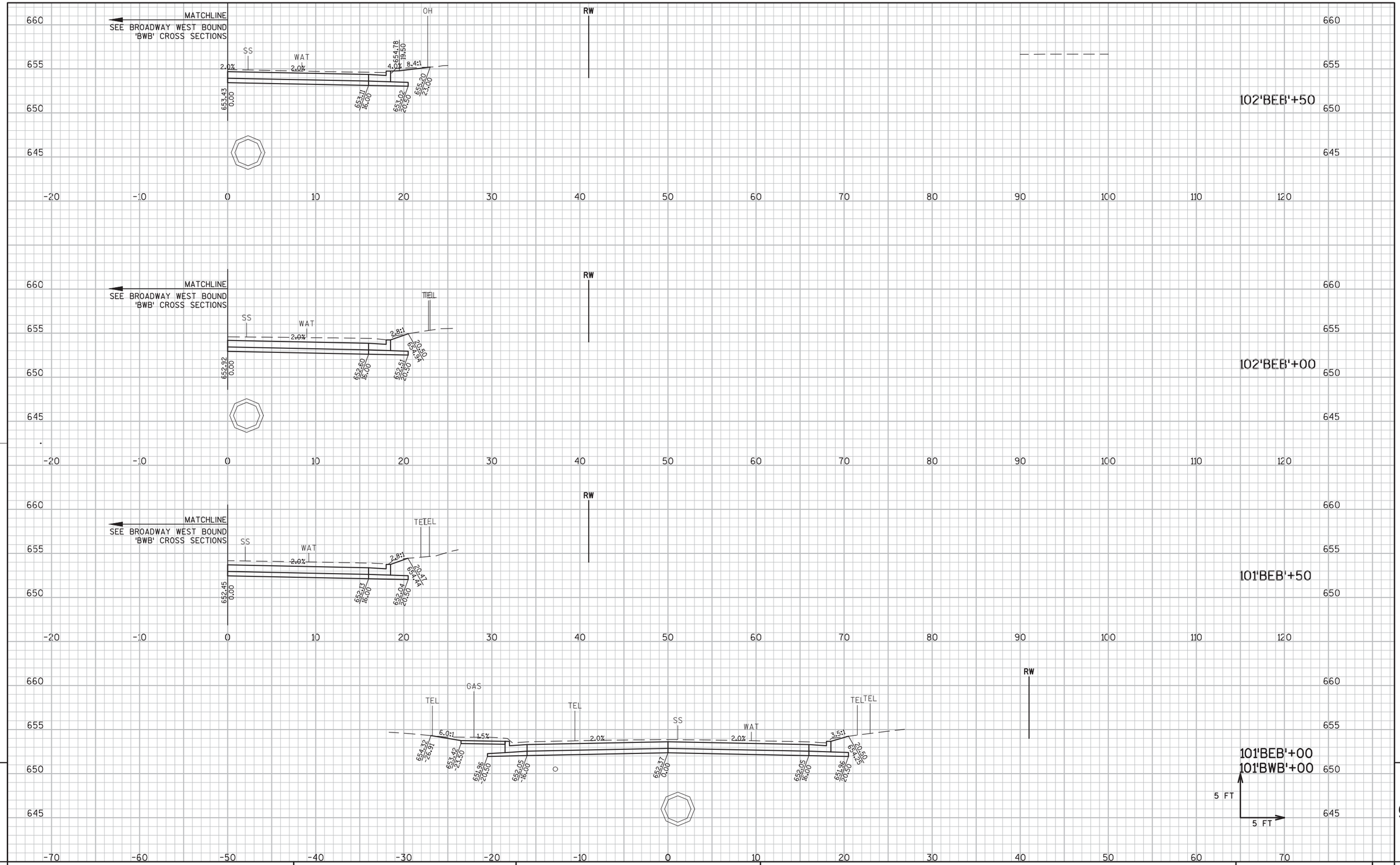
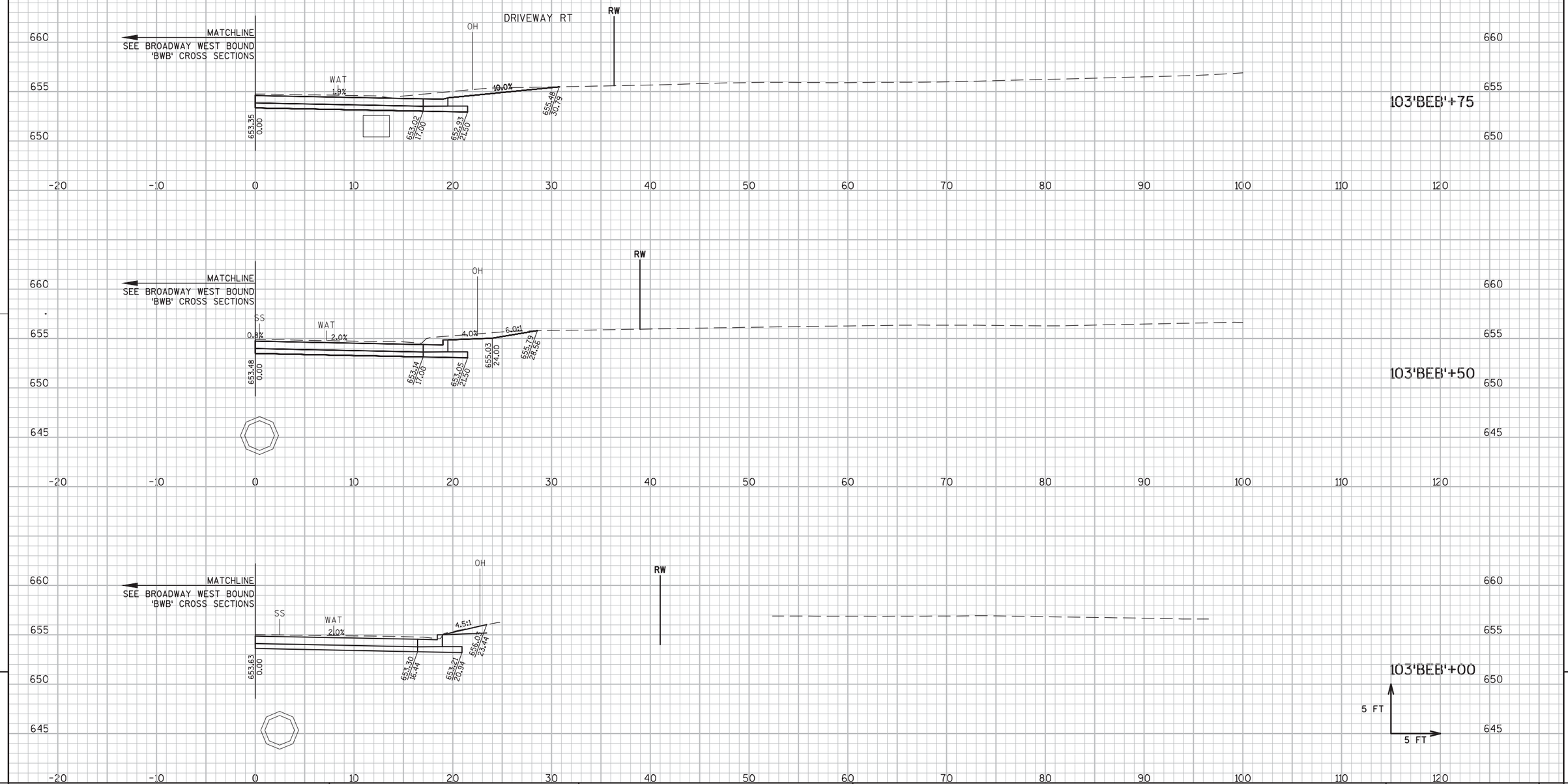
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: STH 96 'EB' | SHEET 575 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 WEST.DWG
PLOT DATE : 3/23/2014 12:32 PM
PLOT BY : ANDREA BONELL
PLOT NAME : _____ PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: STH 96 'EB' | SHEET 576 | E |
|---|---|---|---|---|---|

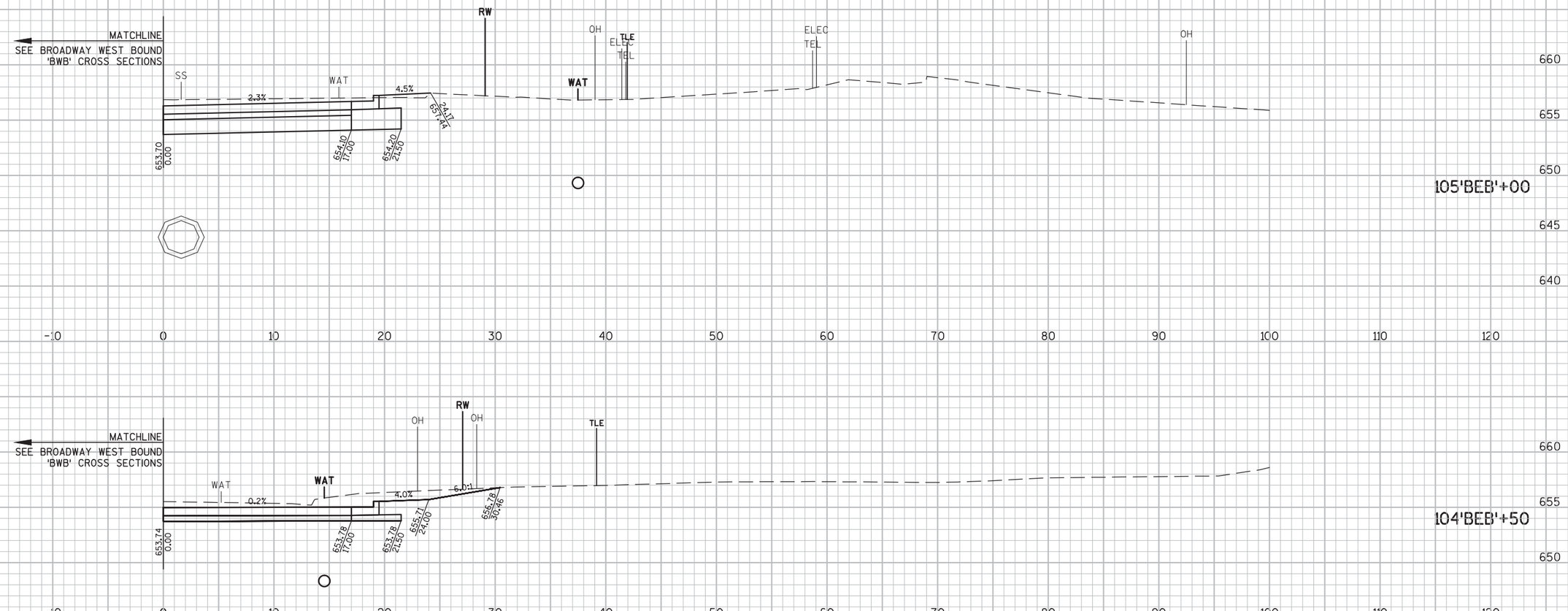
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 WEST.DWG
PLOT DATE : 3/23/2014 12:32 PM
PLOT BY : ANDREA BONELL
PLOT NAME : _____ PLOT SCALE : 1:10_XREF




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: STH 96 'EB' | SHEET 577 E |
|---|---|---|---|---|

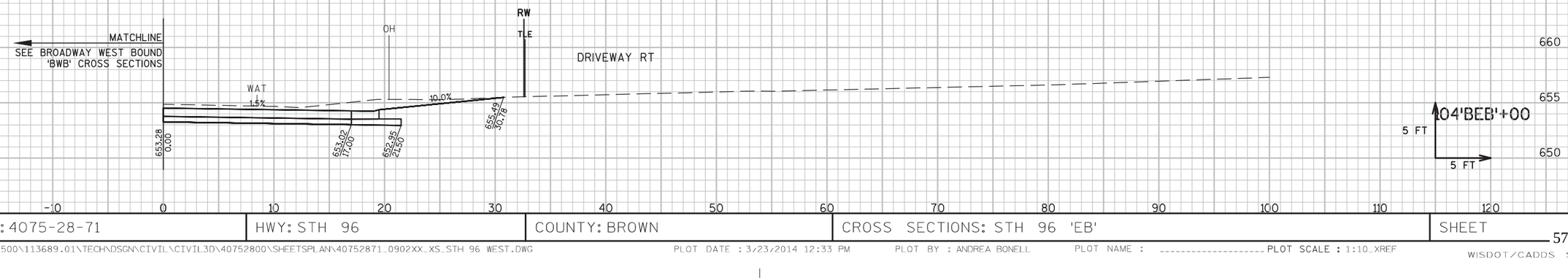
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 WEST.DWG PLOT DATE : 3/23/2014 12:32 PM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49







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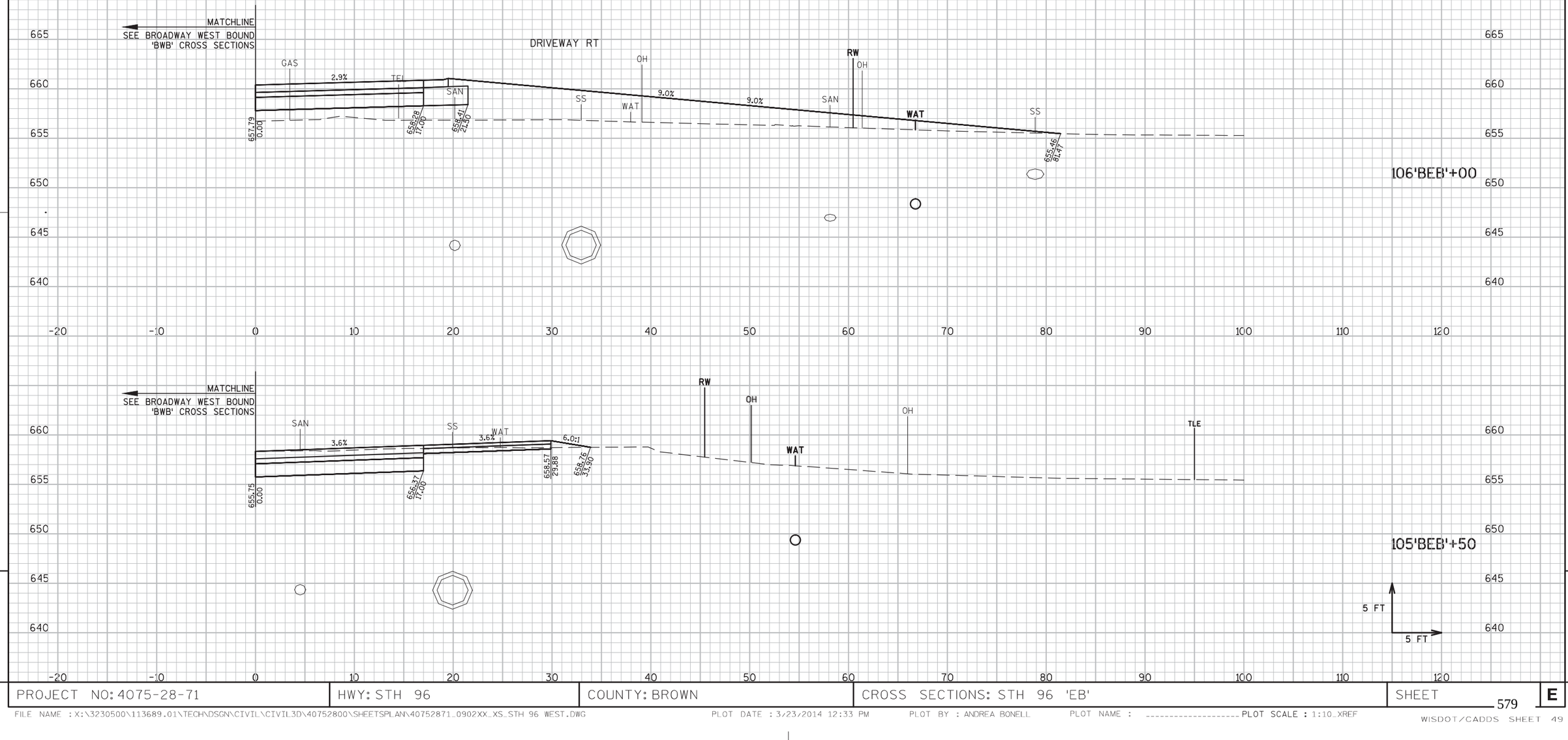
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: STH 96 'EB' | SHEET 578 | E |
|---|---|---|---|---|---|

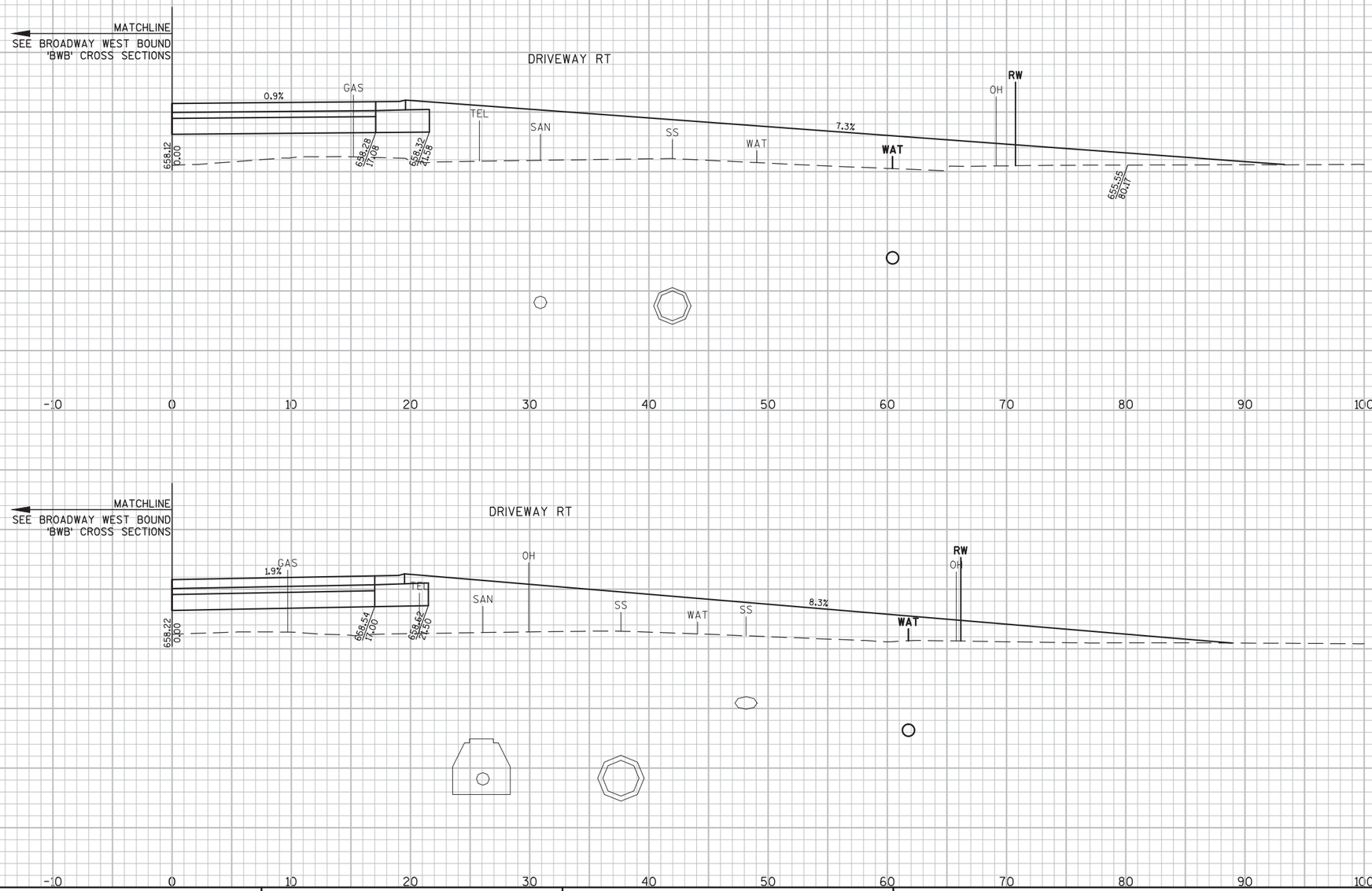
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 WEST.DWG
PLOT DATE : 3/23/2014 12:33 PM
PLOT BY : ANDREA BONELL
PLOT NAME : _____ PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: STH 96 'EB' | SHEET 579 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 WEST.DWG PLOT DATE : 3/23/2014 12:33 PM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49







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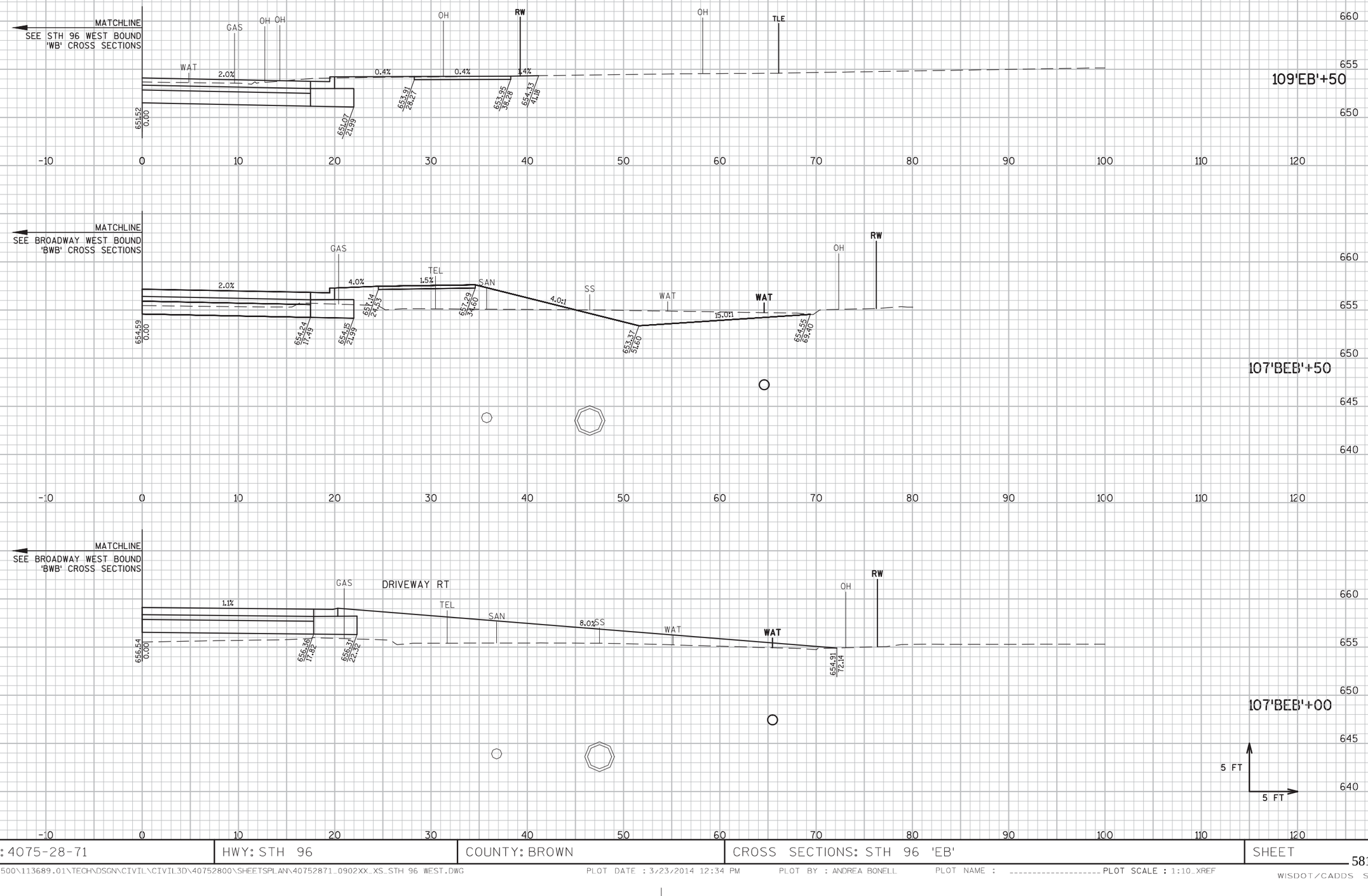
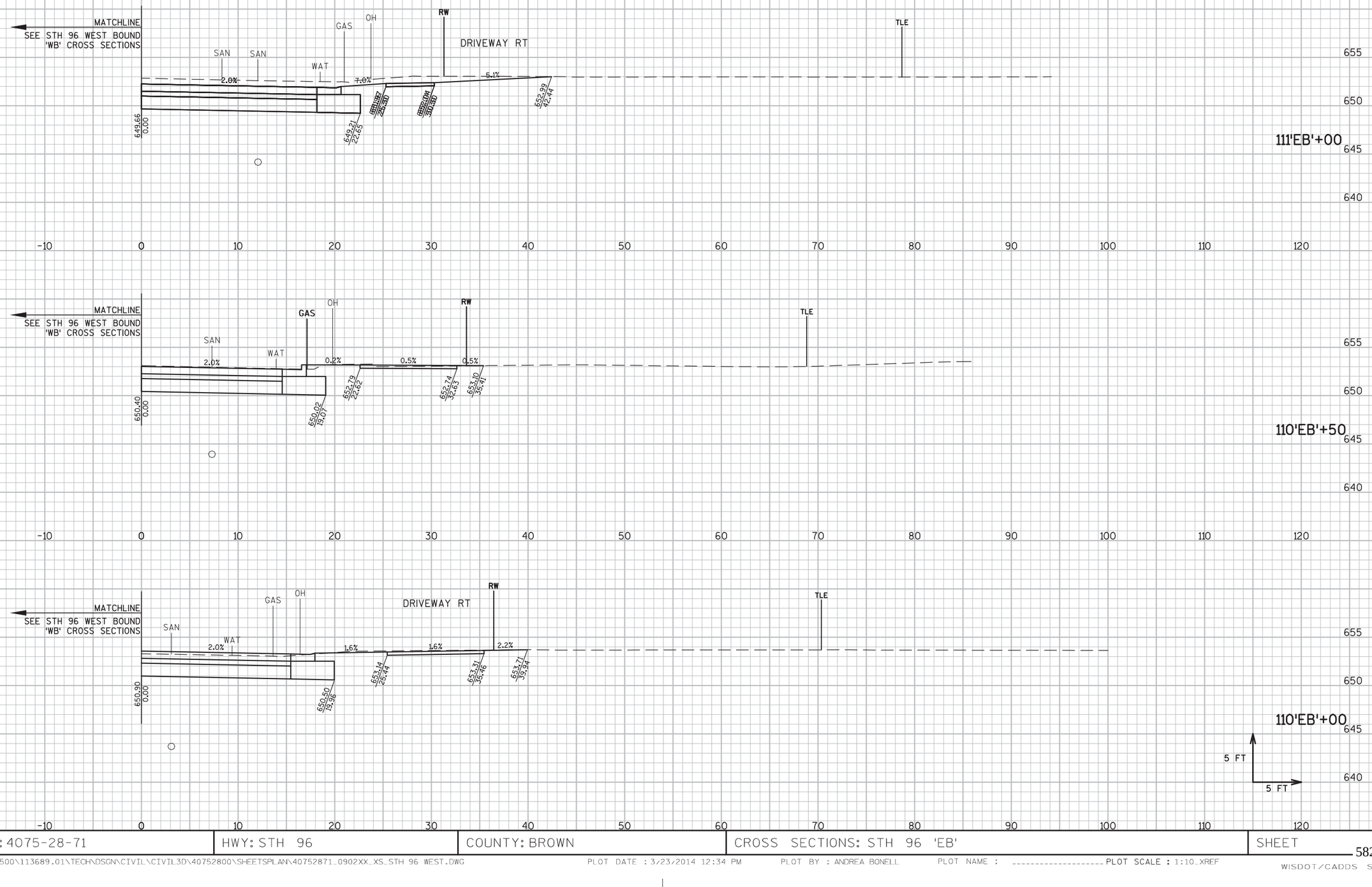
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: STH 96 'EB' | SHEET 580 | E |
|---|---|---|---|---|---|




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: STH 96 'EB' | SHEET 581 E |
|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 WEST.DWG PLOT DATE : 3/23/2014 12:34 PM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

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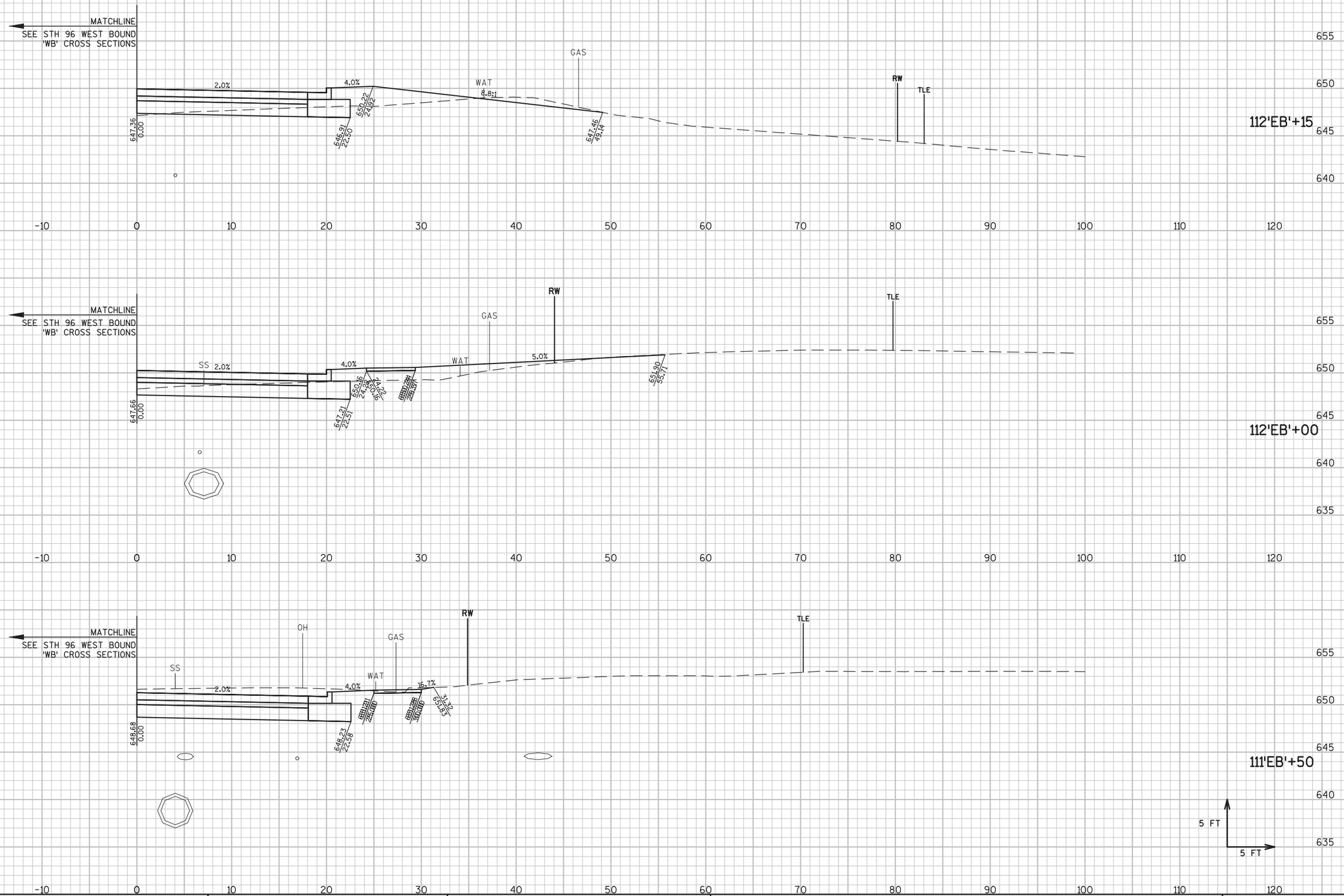
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: STH 96 'EB' | SHEET 582 | E |
|---|---|---|---|---|---|

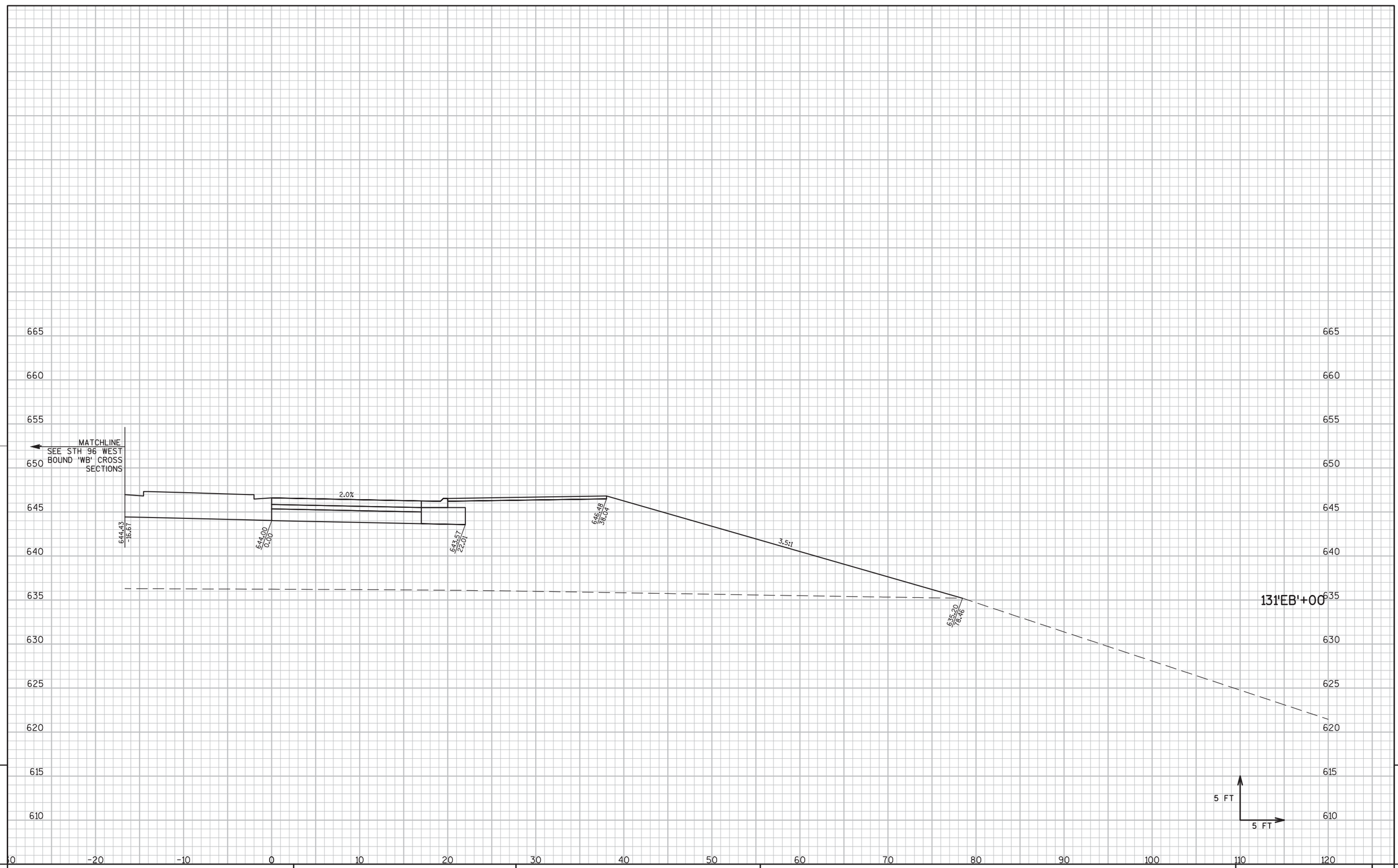
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 WEST.DWG PLOT DATE : 3/23/2014 12:34 PM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: STH 96 'EB' | SHEET 583 |
|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 WEST.DWG PLOT DATE : 3/23/2014 12:34 PM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

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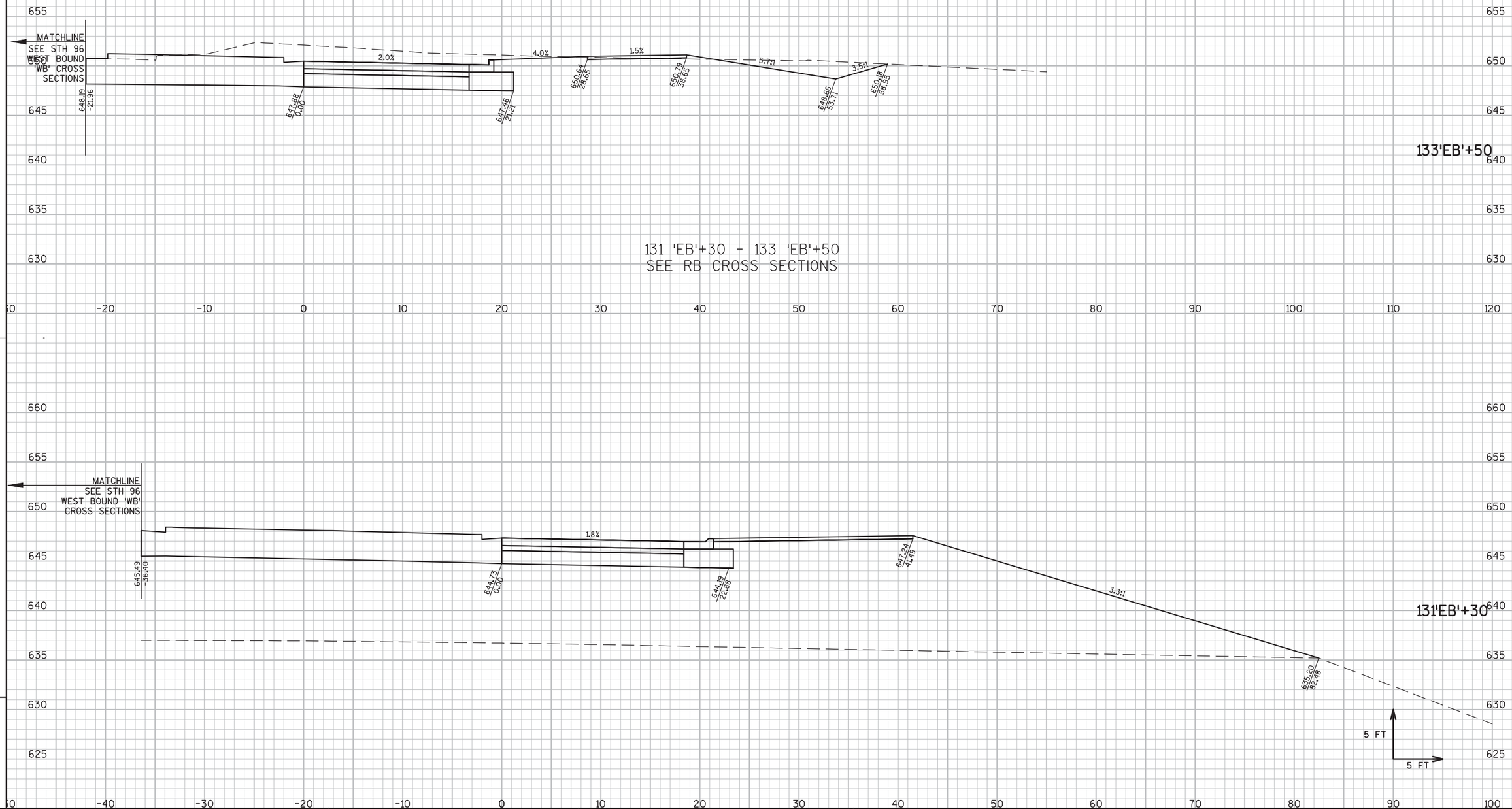
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: STH 96 'EB' | SHEET 584 | E |
|---|---|---|---|---|---|

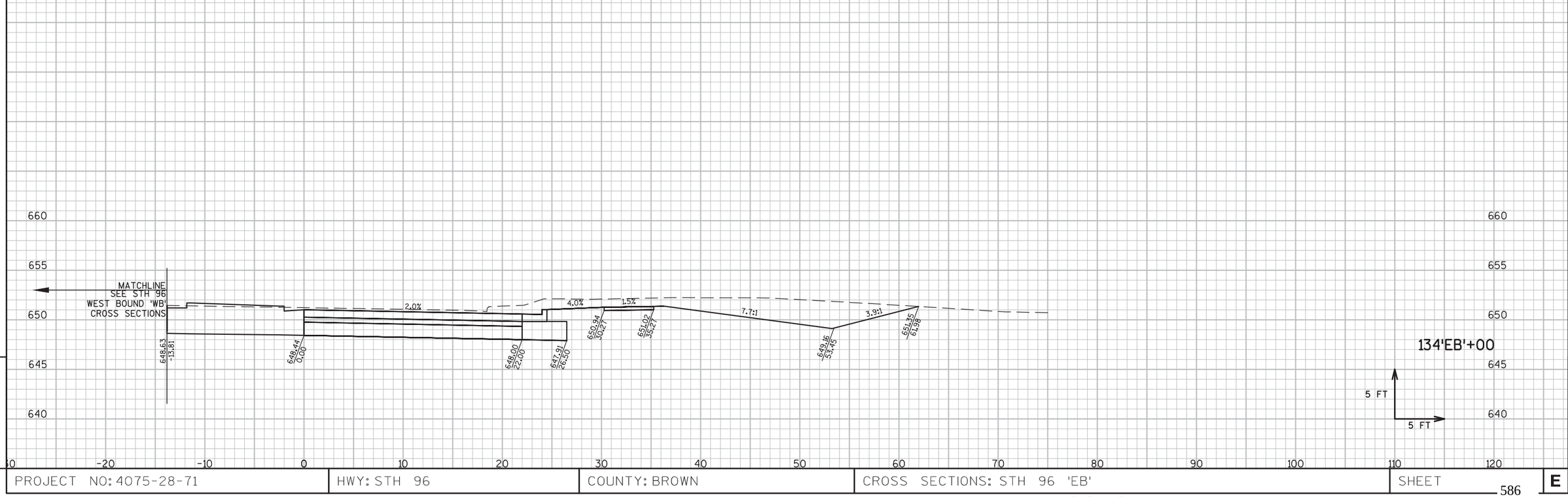
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 EAST.DWG PLOT DATE : 3/23/2014 10:01 PM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: STH 96 'EB' | SHEET 585 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 EAST.DWG PLOT DATE : 3/23/2014 10:01 PM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

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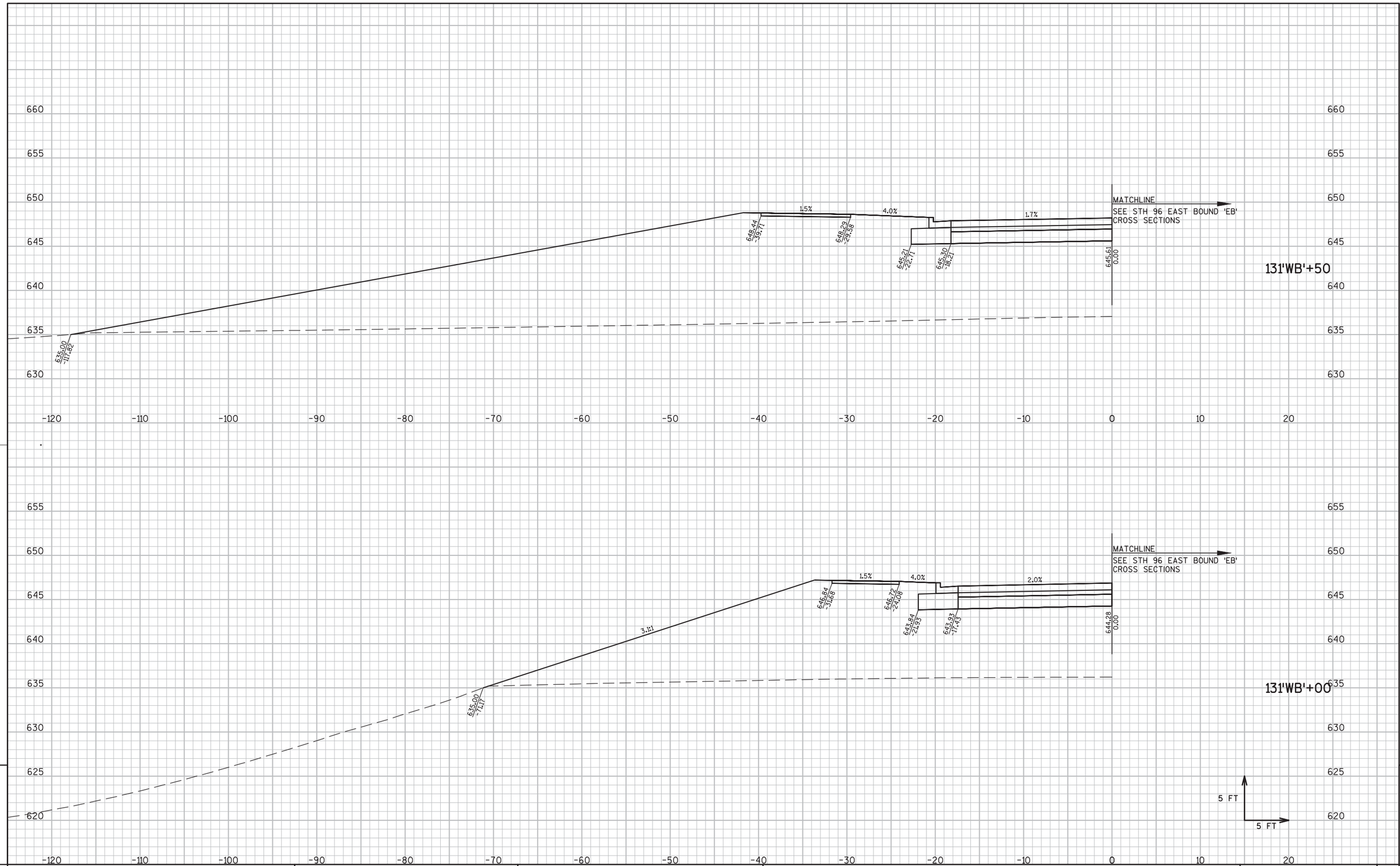
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: STH 96 'EB' | SHEET 586 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 EAST.DWG PLOT DATE : 3/23/2014 10:02 PM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49

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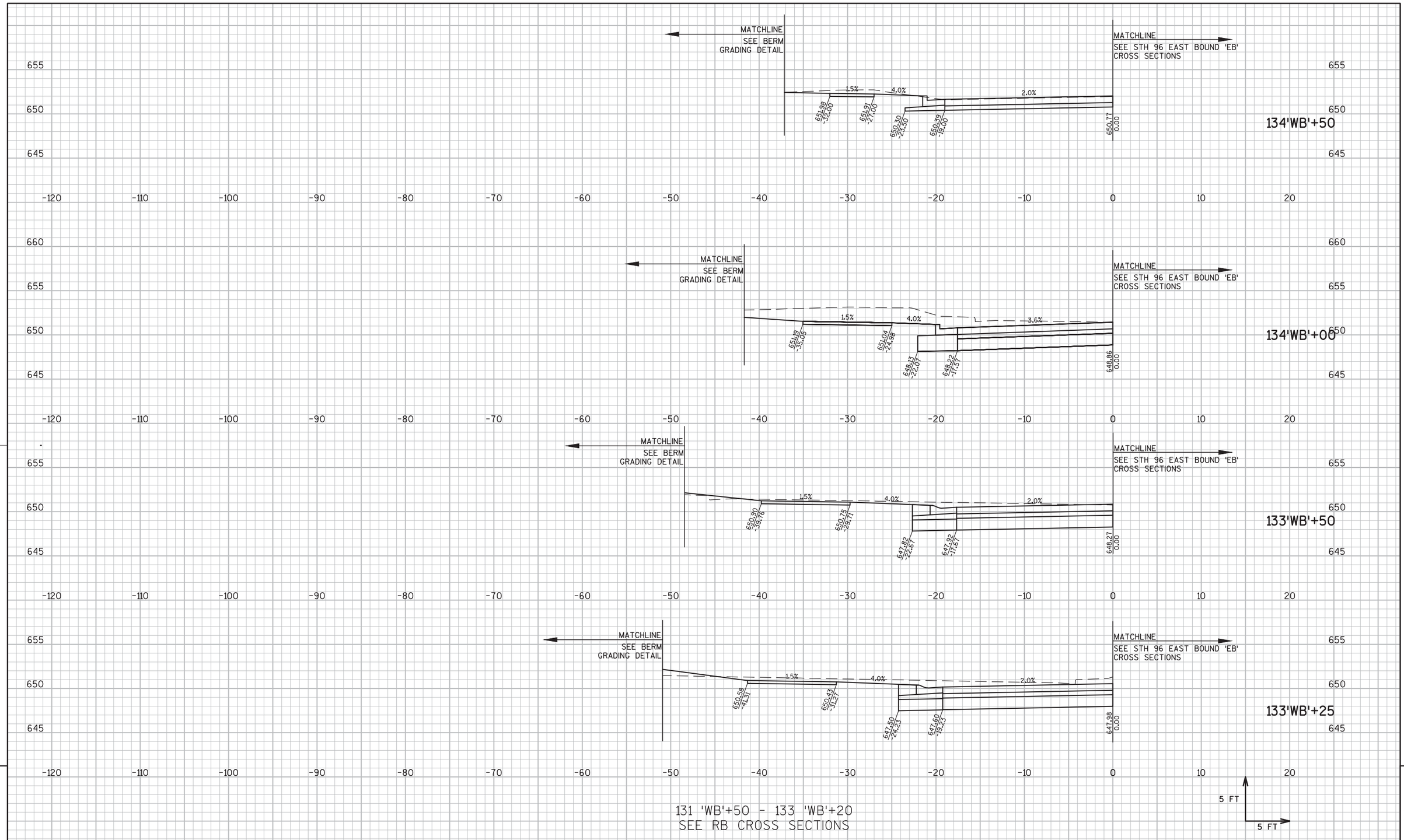
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: STH 96 'WB' | SHEET 587 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 EAST.DWG PLOT DATE : 3/23/2014 10:02 PM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

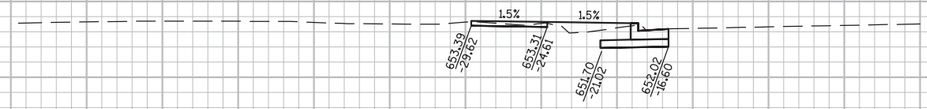



131 'WB'+50 - 133 'WB'+20
SEE RB CROSS SECTIONS

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: STH 96 'WB' | SHEET 588 | E |
|---|---|---|---|---|---|

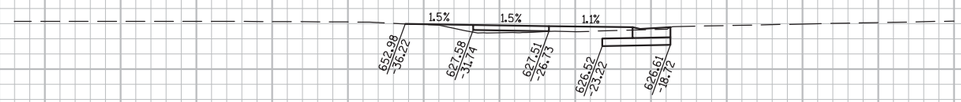
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 EAST.DWG PLOT DATE : 3/23/2014 10:02 PM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49

660
655
650
645
-120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20

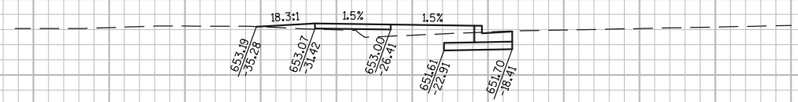



136'WB'+37

DRIVEWAY LT

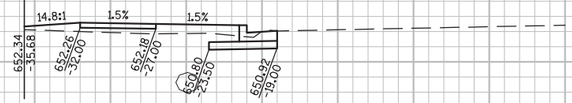



135'WB'+88




136'WB'+00

MATCHLINE
SEE HIGH COURT 'HC'
CROSS SECTIONS




135'WB'+00

5 FT
5 FT

9

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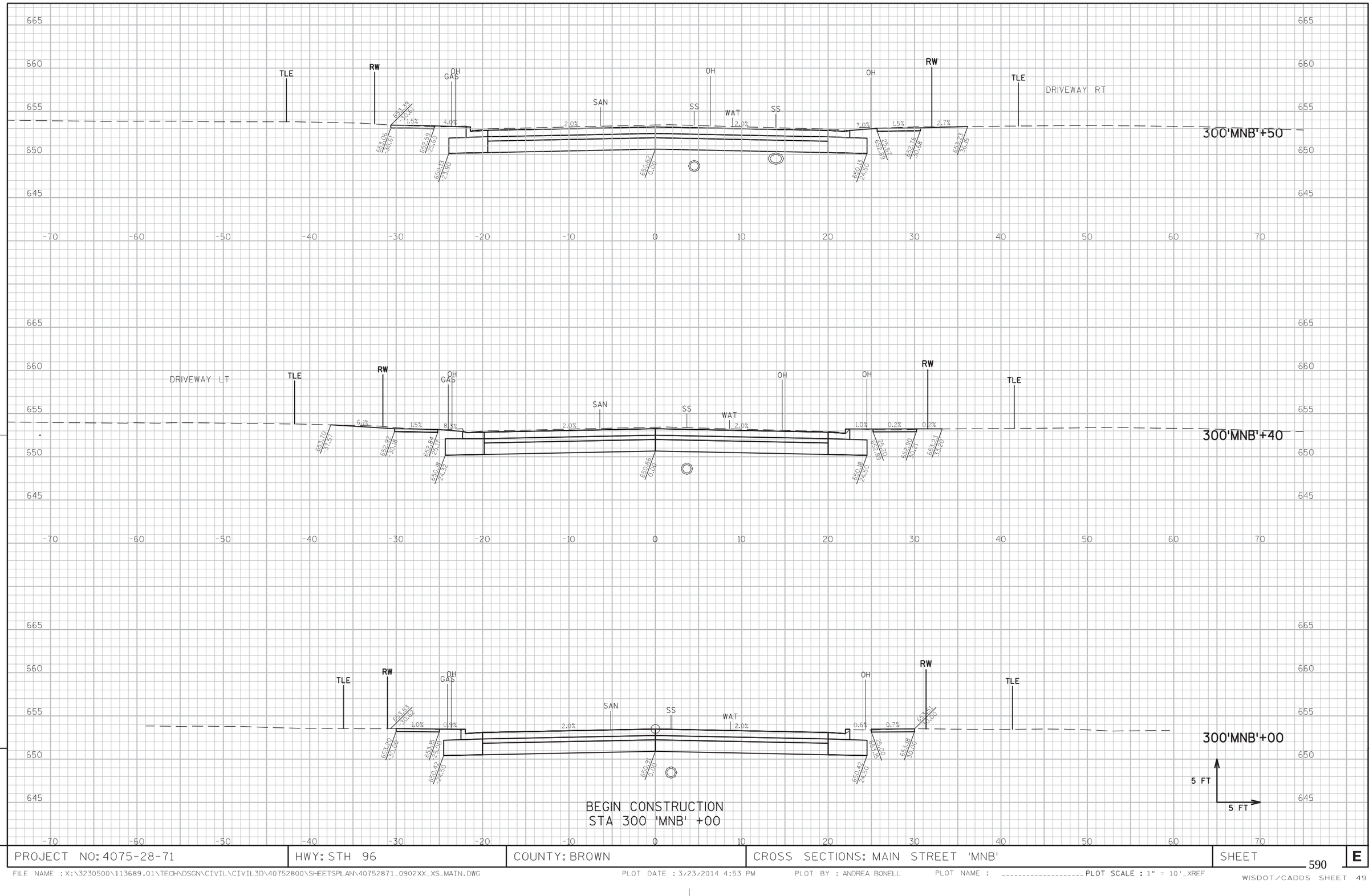
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: STH 96 'WB' | SHEET 589 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 EAST.DWG PLOT DATE : 3/23/2014 10:02 PM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49

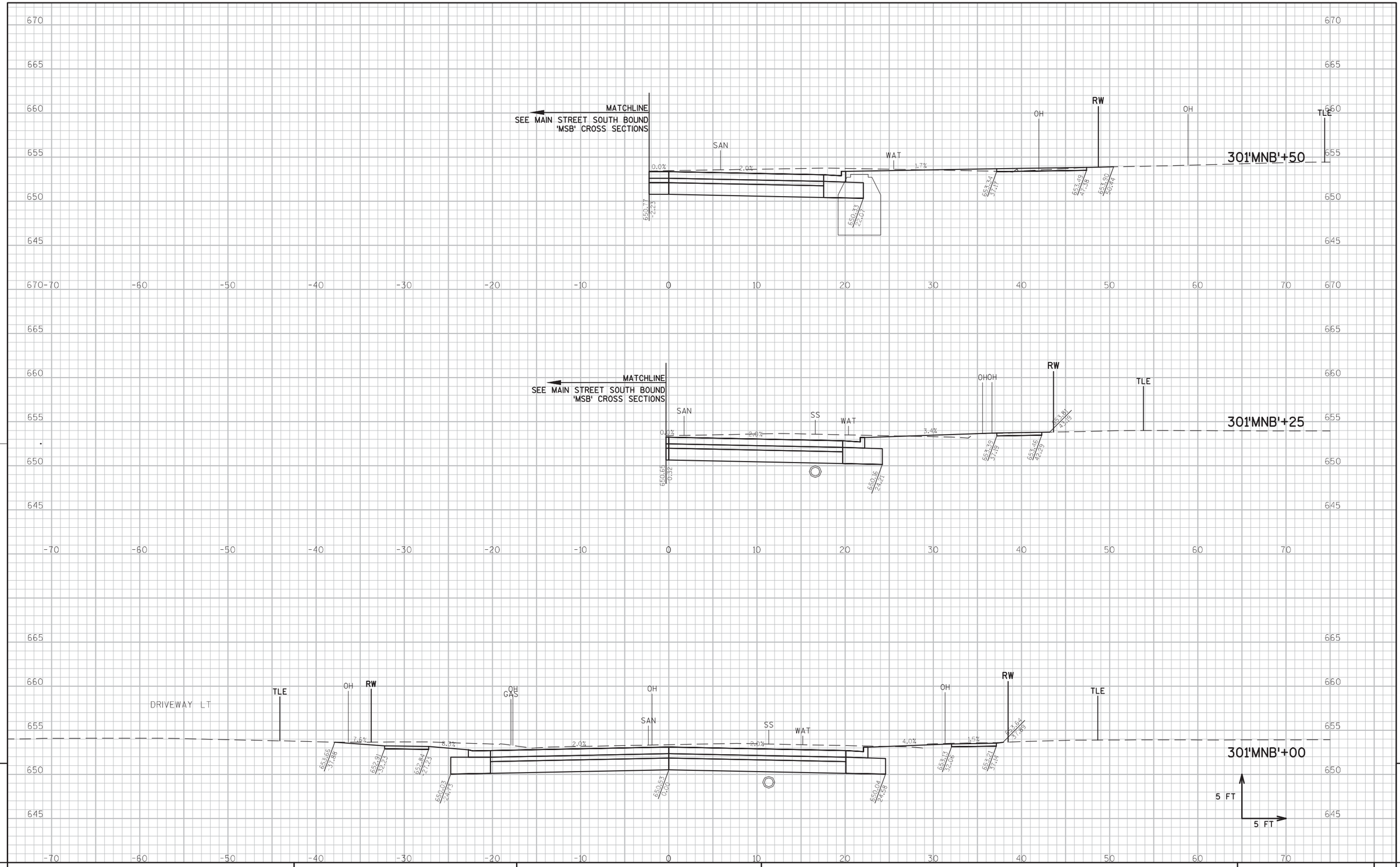



BEGIN CONSTRUCTION
STA 300 'MNB' +00

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: MAIN STREET 'MNB' | SHEET 590 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_MAIN.DWG PLOT DATE : 3/23/2014 4:53 PM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

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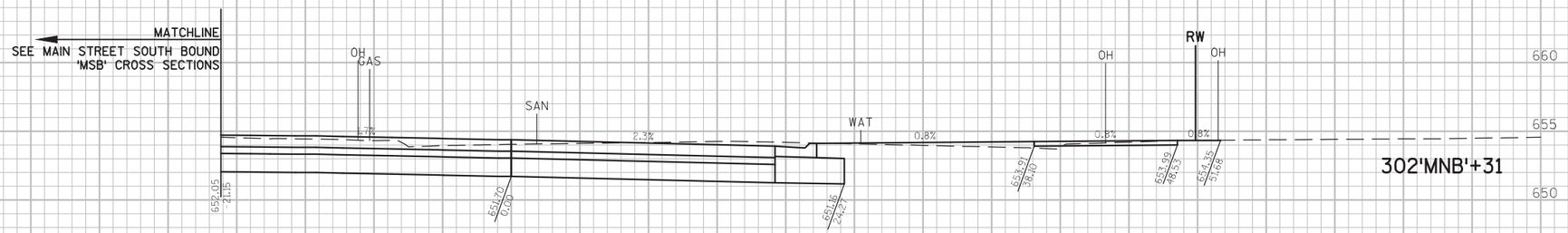
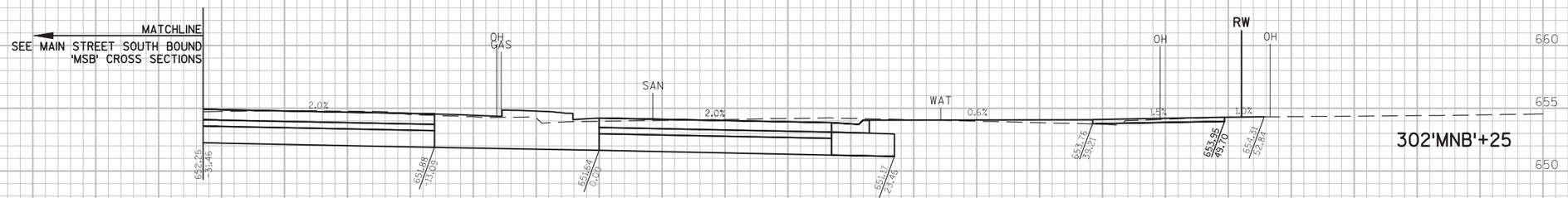
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: MAIN STREET 'MNB' | SHEET 591 | E |
|---|---|---|---|---|---|

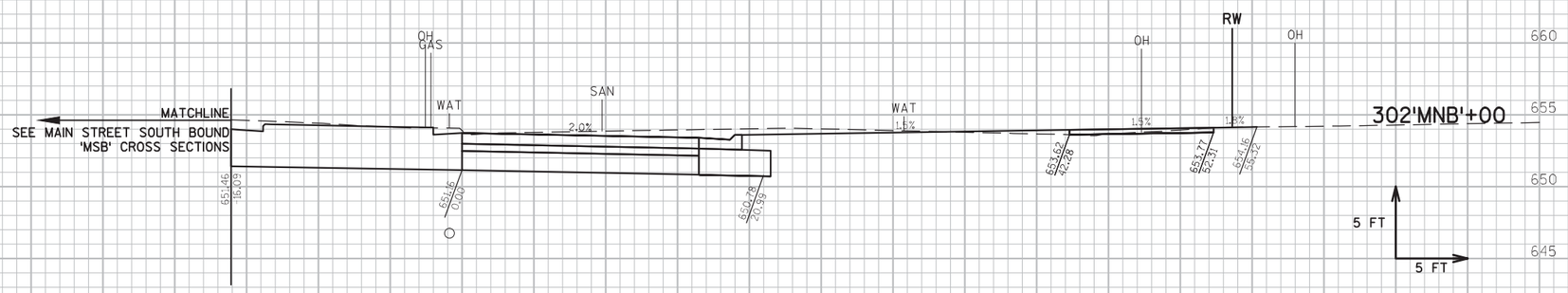
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_MAIN.DWG PLOT DATE : 3/23/2014 4:53 PM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

STA 302 'MNB'+31.00 TO STA 504 'MNB'+00.00
SEE 'RA' CROSS SECTION SHEETS

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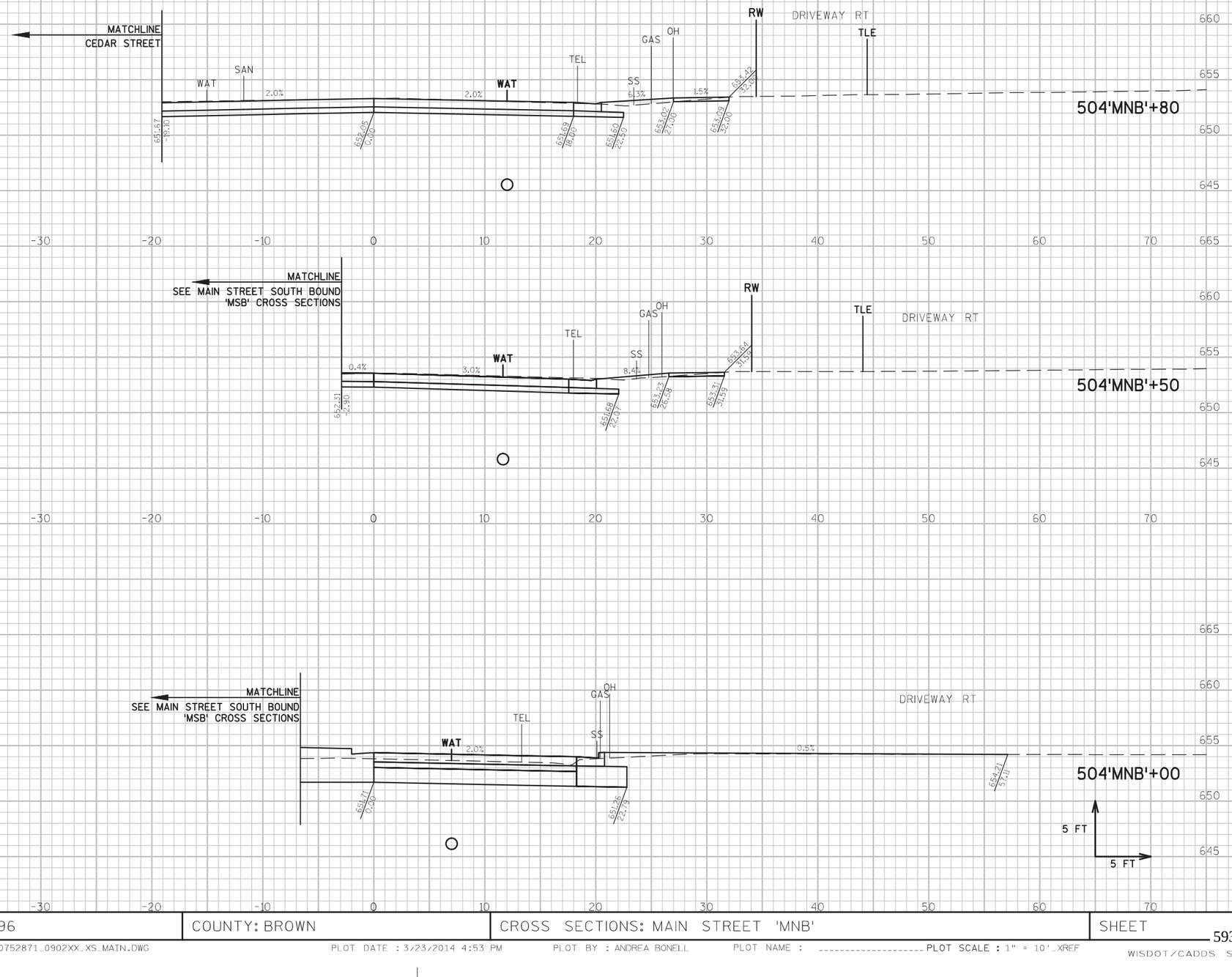
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: MAIN STREET 'MNB' | SHEET 592 | E |
|---|---|---|---|---|---|

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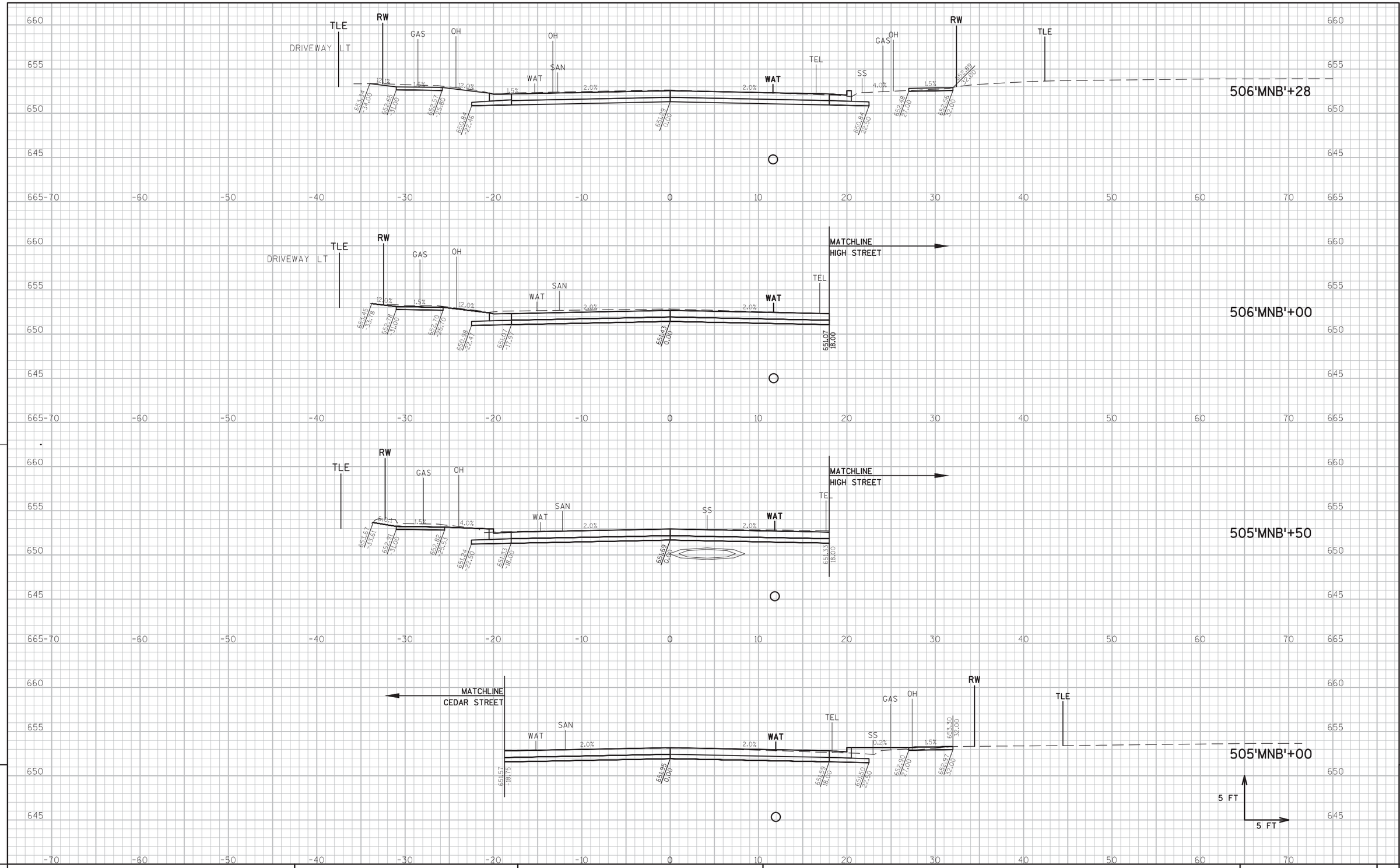
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: MAIN STREET 'MNB' | SHEET 593 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_MAIN.DWG PLOT DATE : 3/23/2014 4:53 PM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49

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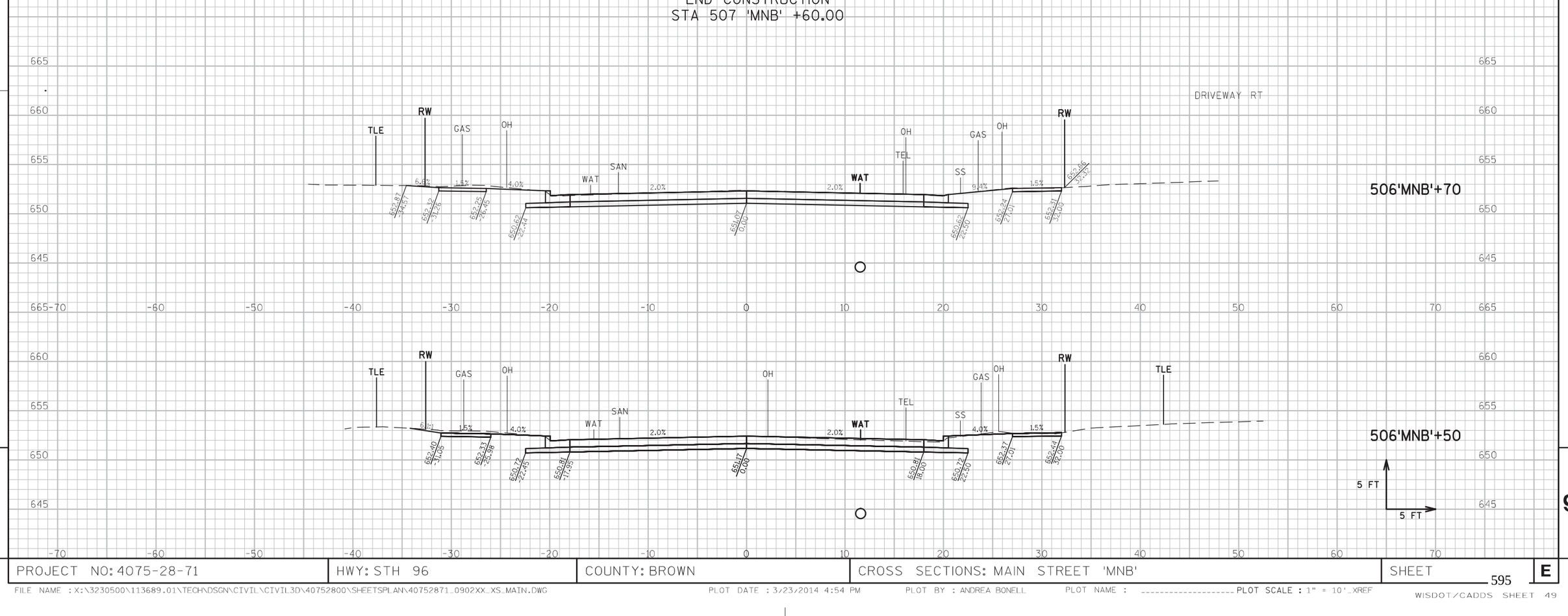
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: MAIN STREET 'MNB' | SHEET 594 | E |
|---|---|---|---|---|---|

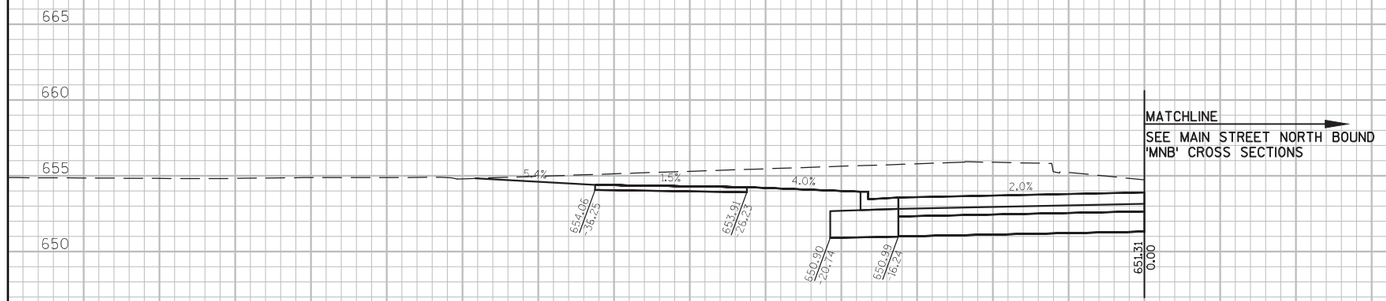
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_MAIN.DWG PLOT DATE : 3/23/2014 4:54 PM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49

END CONSTRUCTION
STA 507 'MNB' +60.00

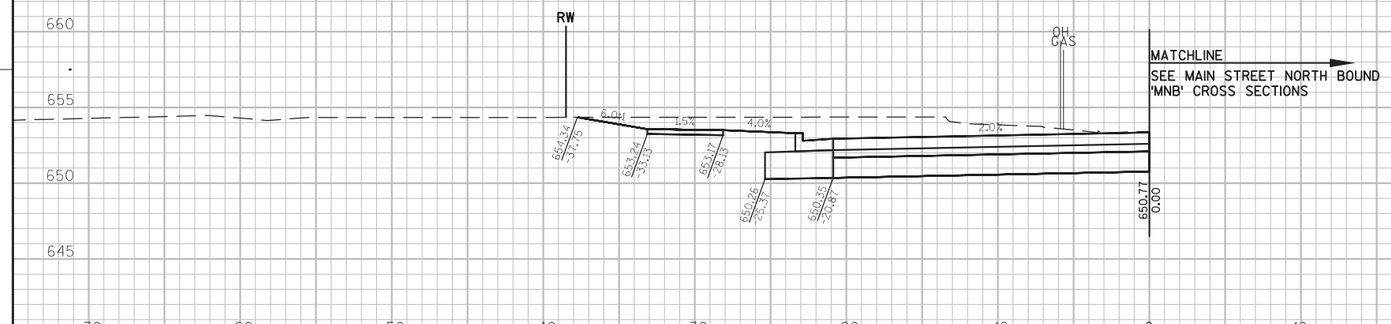



| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: MAIN STREET 'MNB' | SHEET 595 E |
|---|---|---|---|---|

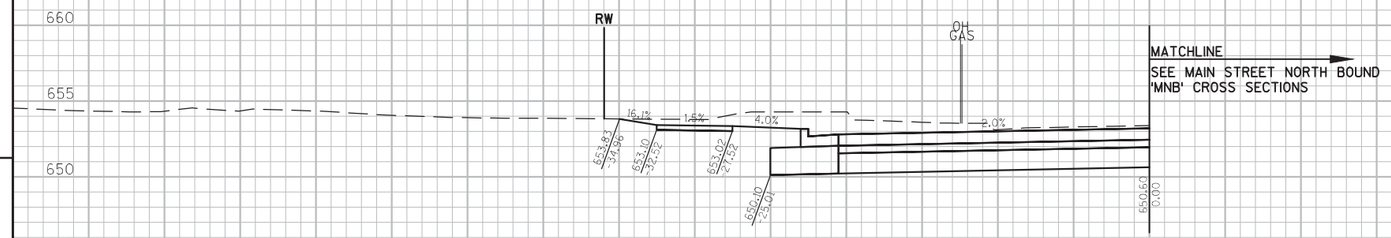
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_MAIN.DWG PLOT DATE : 3/23/2014 4:54 PM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1" = 10'_XREF



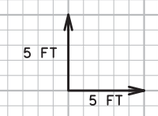

502'MSB'+00




501'MSB'+50




501'MSB'+25

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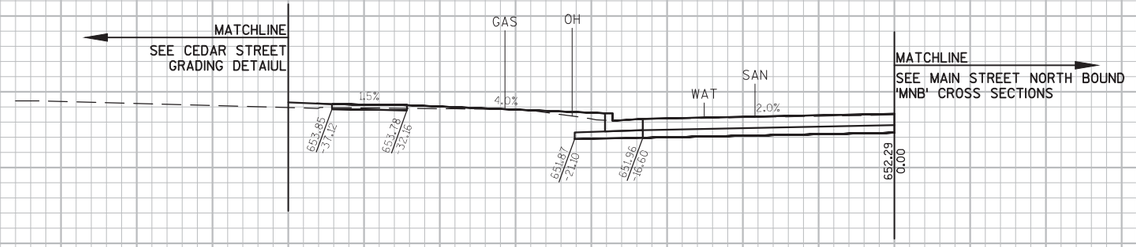
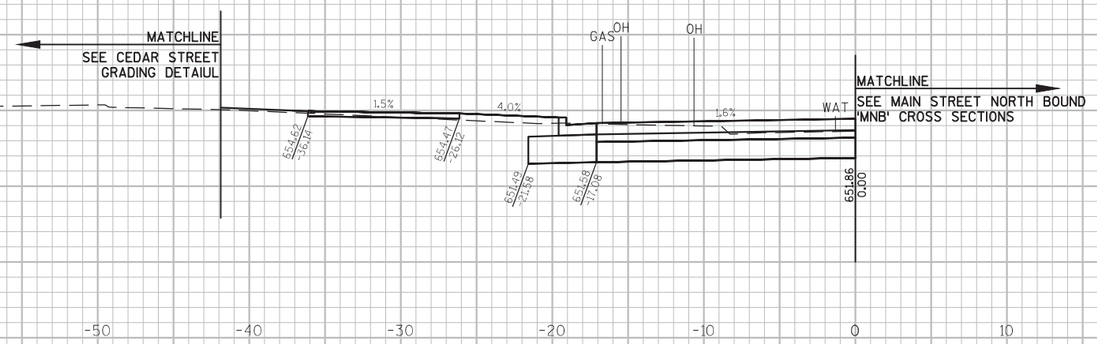
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: MAIN STREET 'MSB' | SHEET 596 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_MAIN.DWG PLOT DATE : 3/23/2014 4:54 PM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49

STA 504 'MSB' +50 TO STA 507 'MSB' +60.00
SEE 'MNB' CROSS SECTION SHEETS

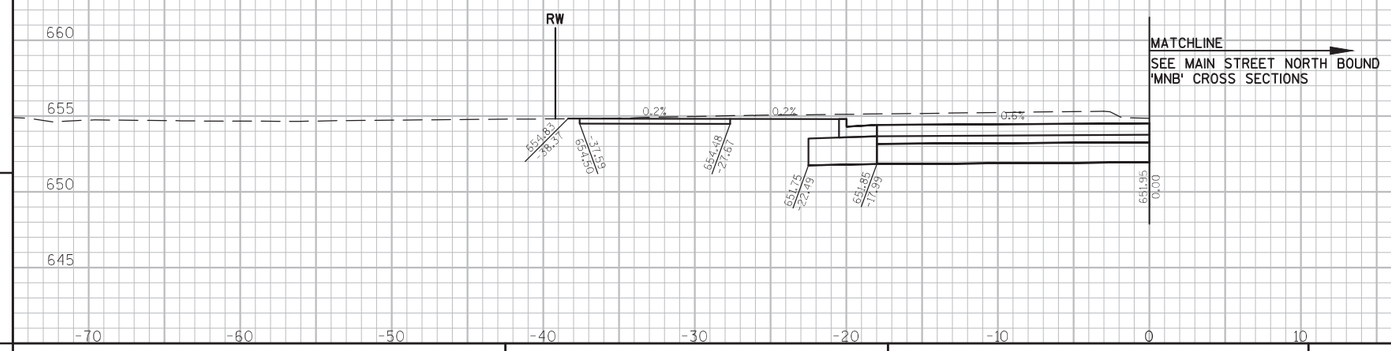



504'MSB'+50




504'MSB'+00

STA 502 'MSB' +25.00 TO STA 504 'MSB' +00.00
SEE 'RA' CROSS SECTION SHEETS




502'MSB'+25

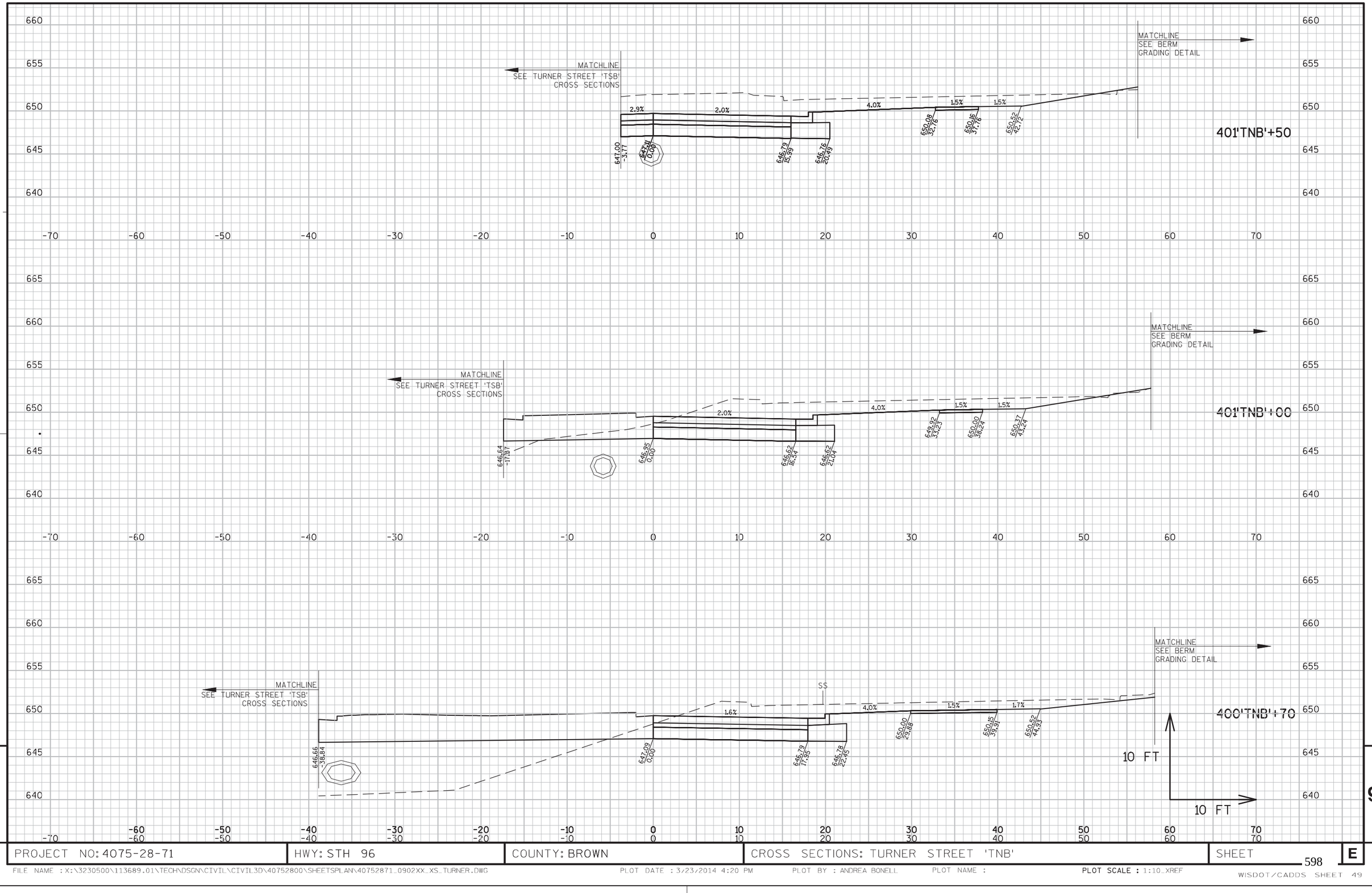
5 FT
5 FT

9

9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: MAIN STREET 'MSB' | SHEET 597 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_MAIN.DWG PLOT DATE : 3/23/2014 4:55 PM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49

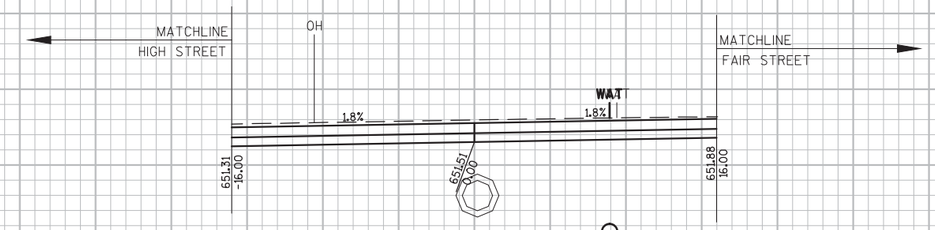



9

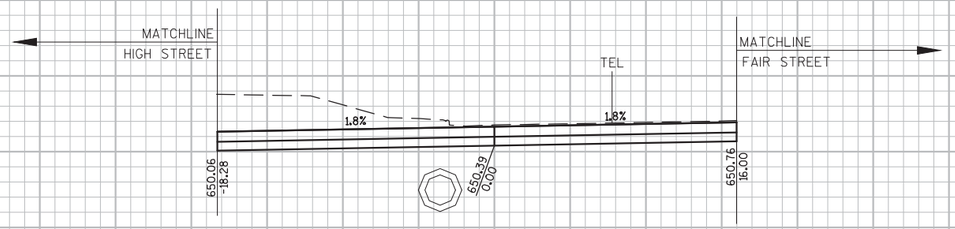
9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: TURNER STREET 'TNB' | SHEET 598 | E |
|---|---|---|---|---|---|

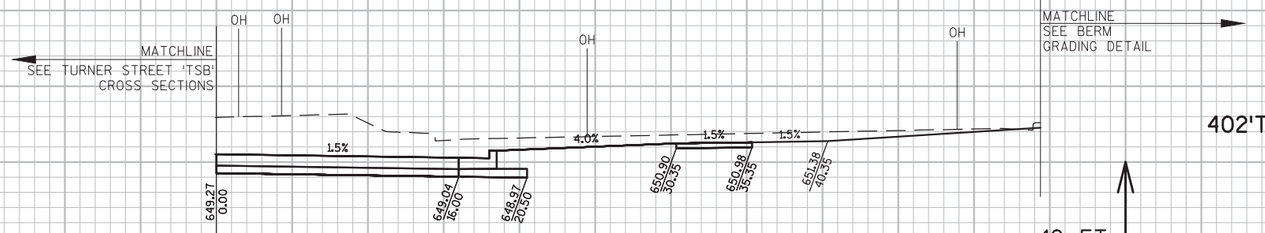
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_TURNER.DWG PLOT DATE : 3/23/2014 4:20 PM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1:10_XREF



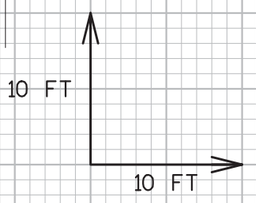

403'TNB'+00




402'TNB'+50




402'TNB'+00

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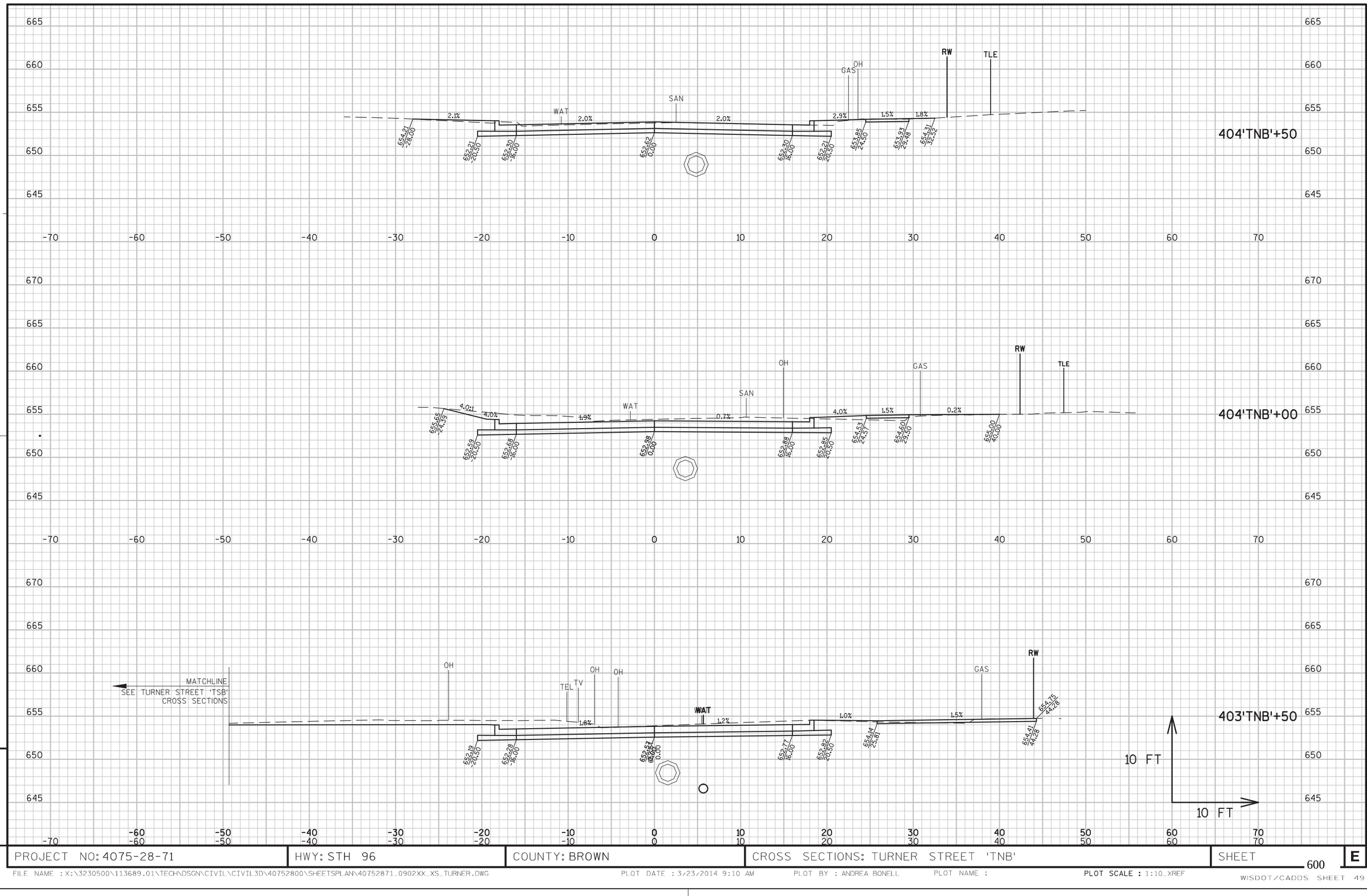
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: TURNER STREET 'TNB' | SHEET 599 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_TURNER.DWG
PLOT DATE : 3/23/2014 9:09 AM
PLOT BY : ANDREA BONELL
PLOT NAME :
PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49

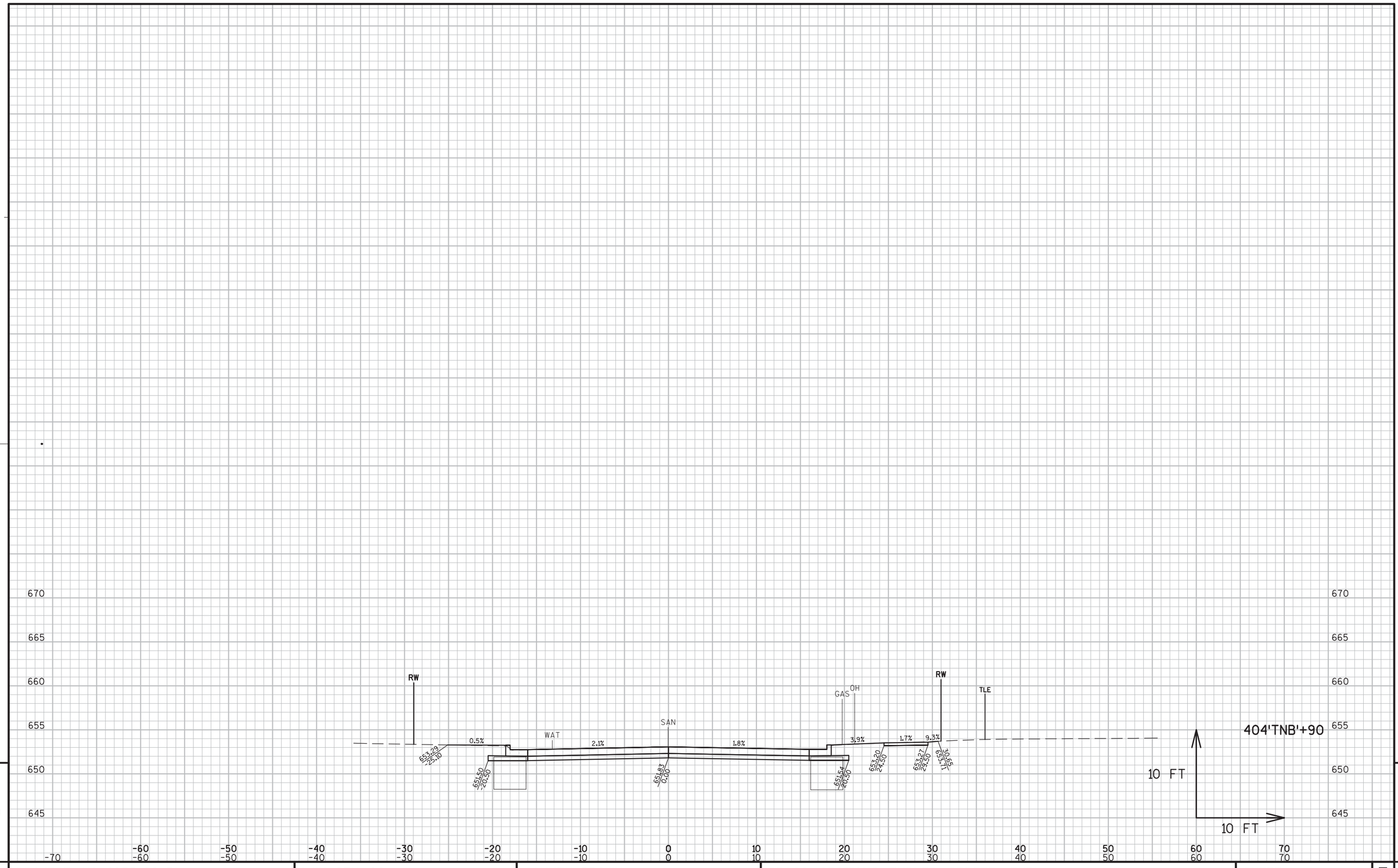



9

9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: TURNER STREET 'TNB' | SHEET 600 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_TURNER.DWG PLOT DATE : 3/23/2014 9:10 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49

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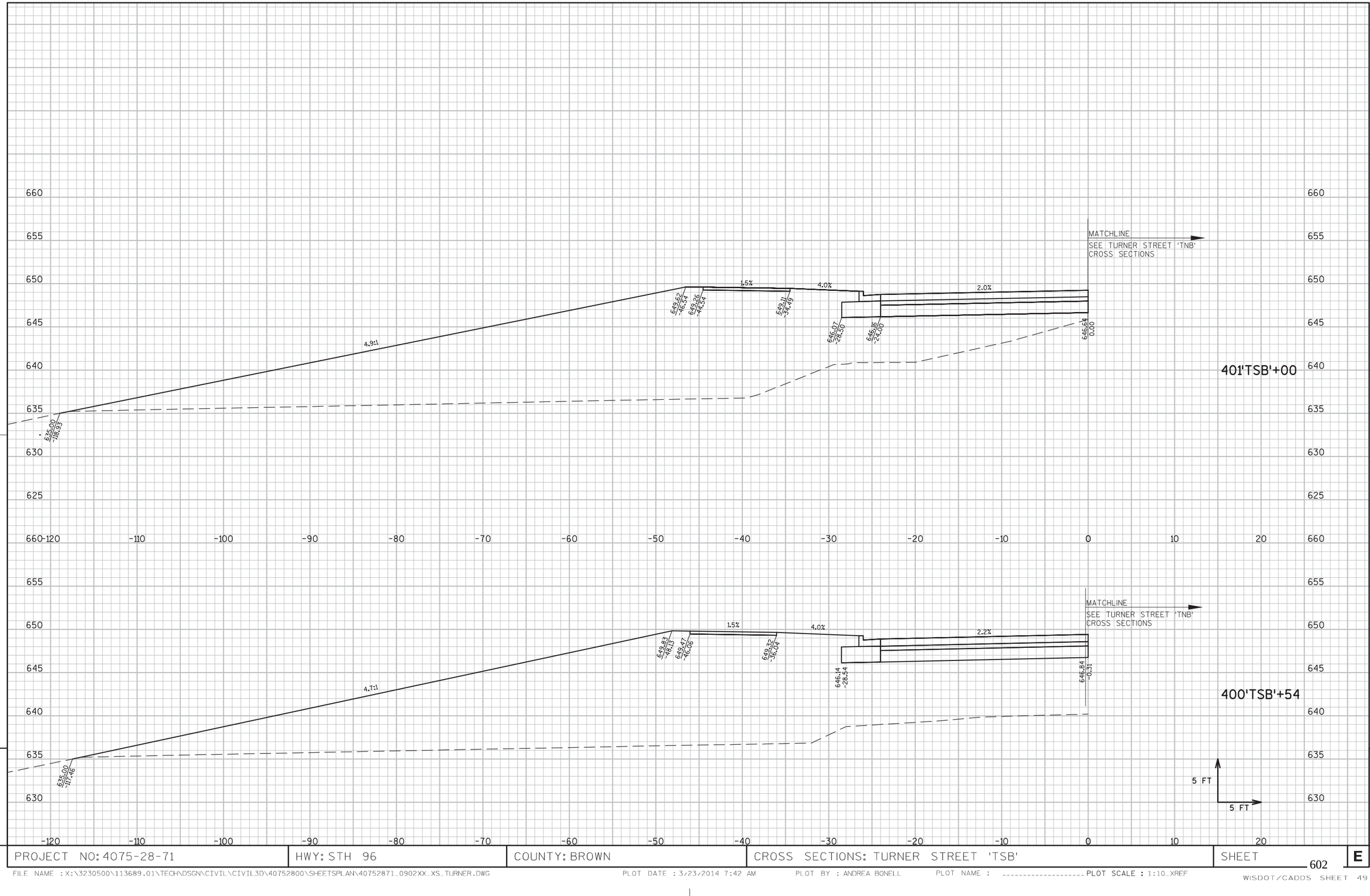
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: TURNER STREET 'TNB' | SHEET 601 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_TURNER.DWG PLOT DATE : 3/23/2014 9:10 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49

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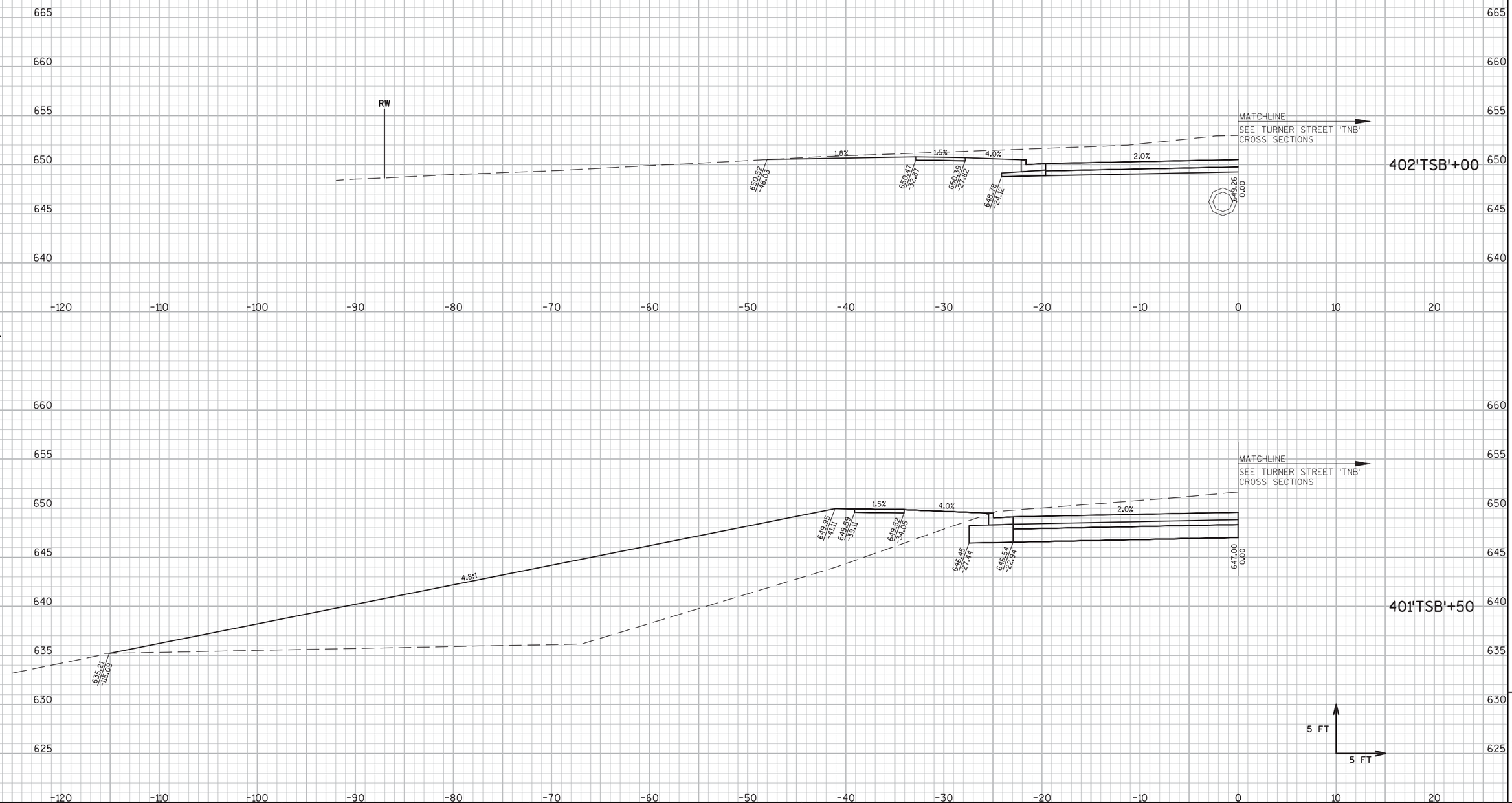
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: TURNER STREET 'TSB' | SHEET 602 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_TURNER.DWG PLOT DATE : 3/23/2014 7:42 AM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49




9

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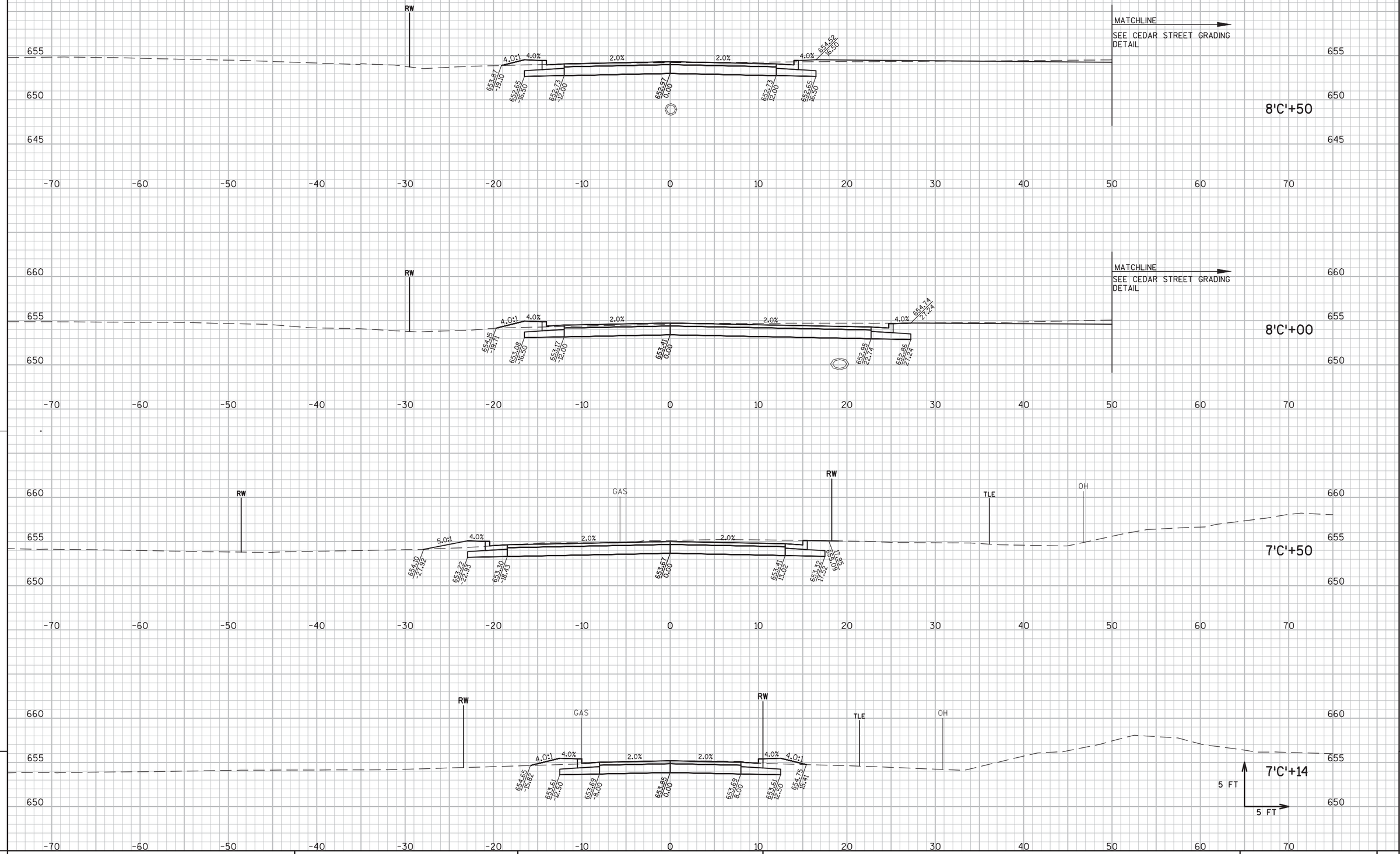
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: TURNER STREET 'TSB' | SHEET 603 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_TURNER.DWG
PLOT DATE : 3/23/2014 7:43 AM
PLOT BY : ANDREA BONELL
PLOT NAME : _____ PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49

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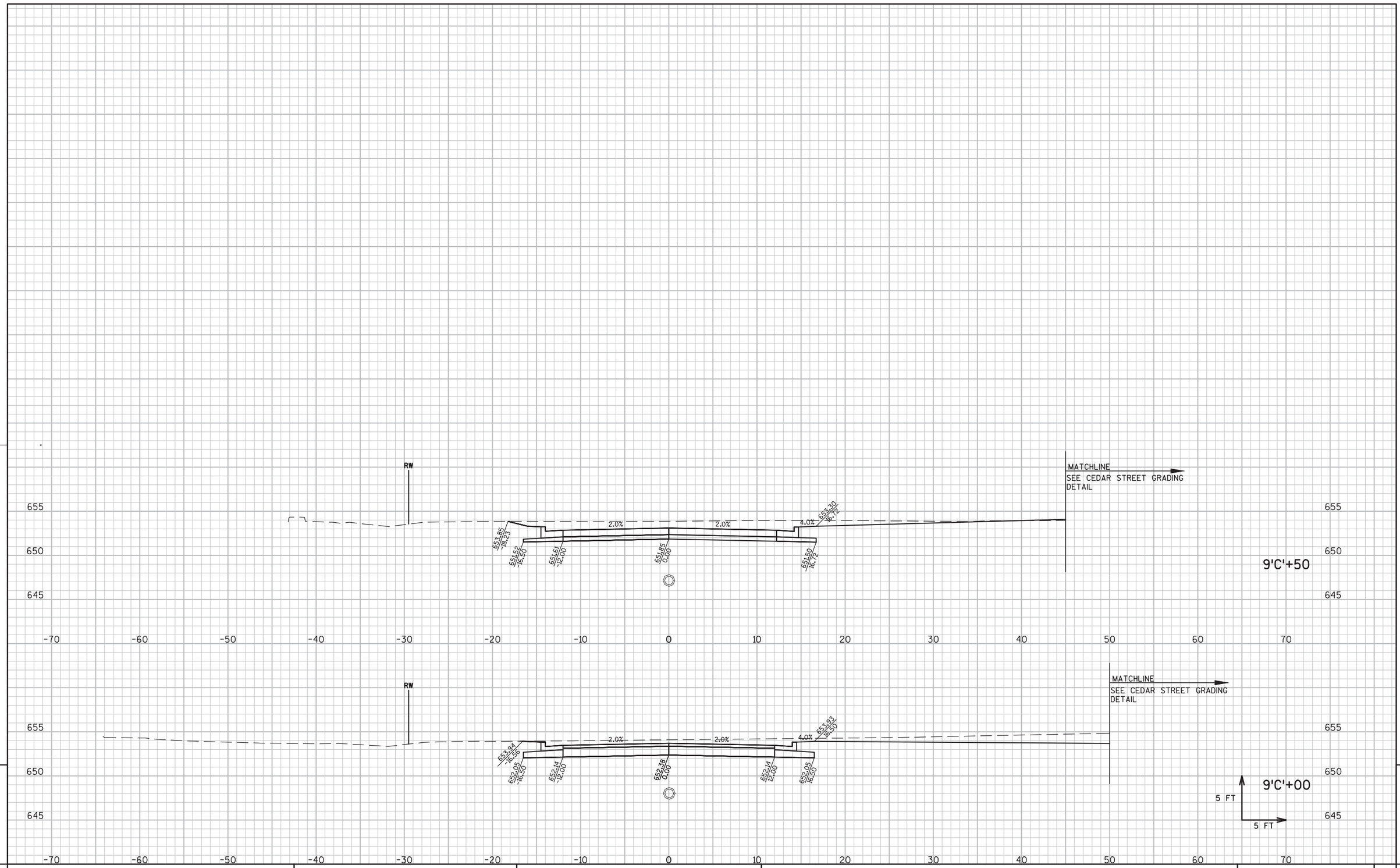
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: CEDAR STREET | SHEET 604 E |
|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_HIGH ST ALT 6_CEDAR.DWG PLOT DATE : 3/19/2014 8:17 AM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1:10_XREF

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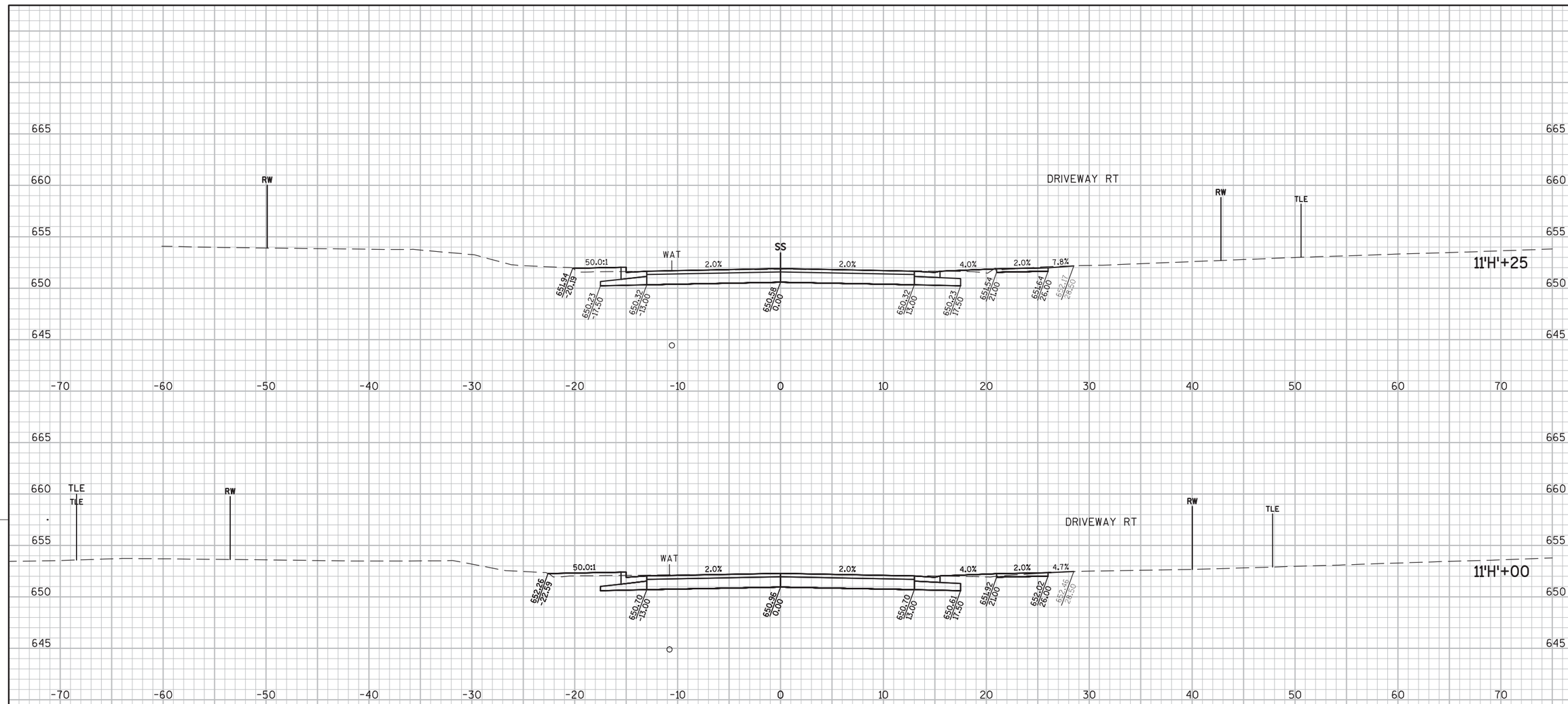
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: CEDAR STREET | SHEET 605 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_HIGH ST ALT 6_CEDAR.DWG PLOT DATE : 3/19/2014 8:17 AM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

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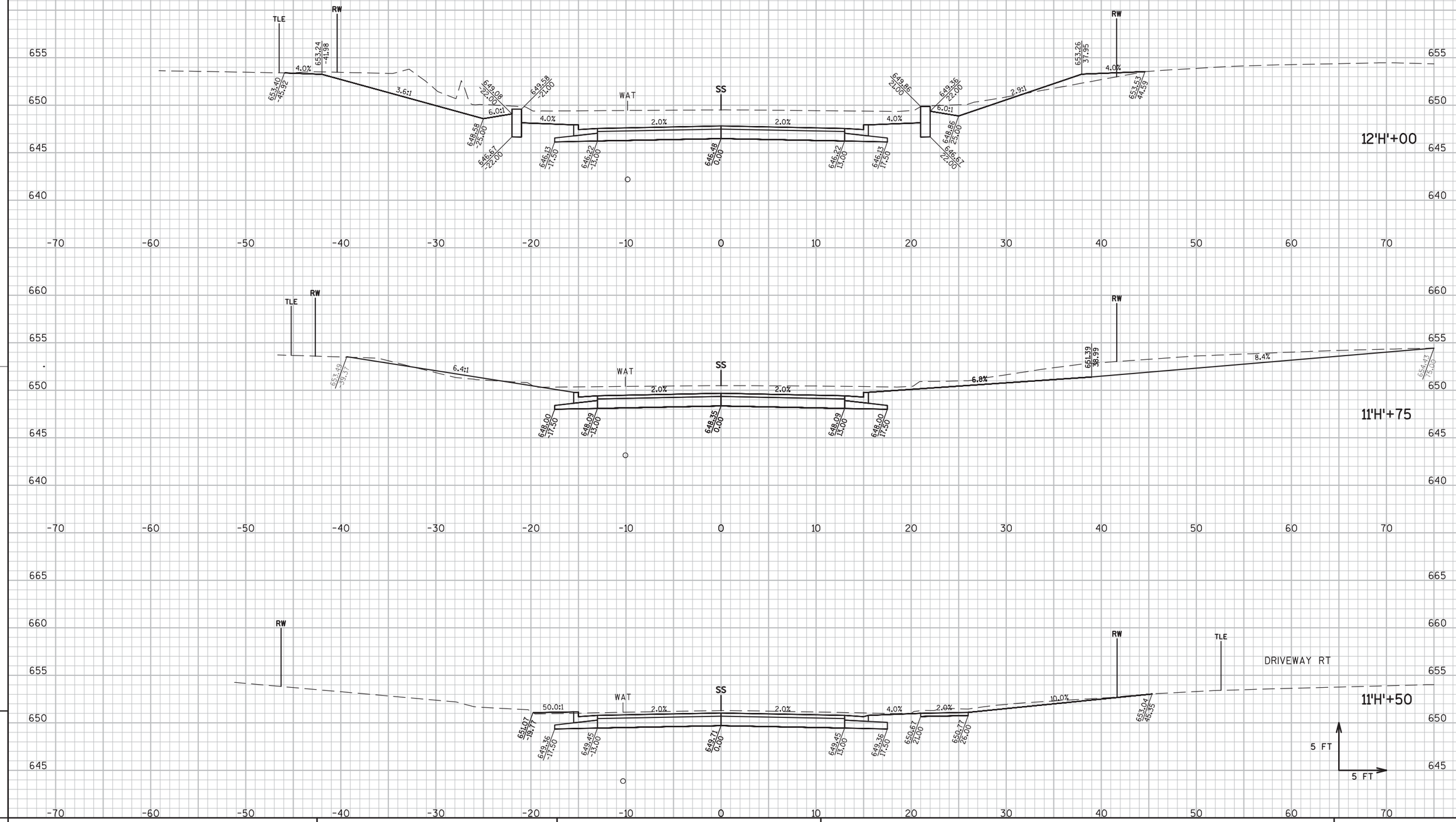
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET | SHEET 606 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\4075280O\DESIGN\CORRIDORS\ALT 7_REL-MH_2800_CORRIDOR_T1.DWG PLOT DATE : 3/22/2014 12:06 PM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1:10_XREF

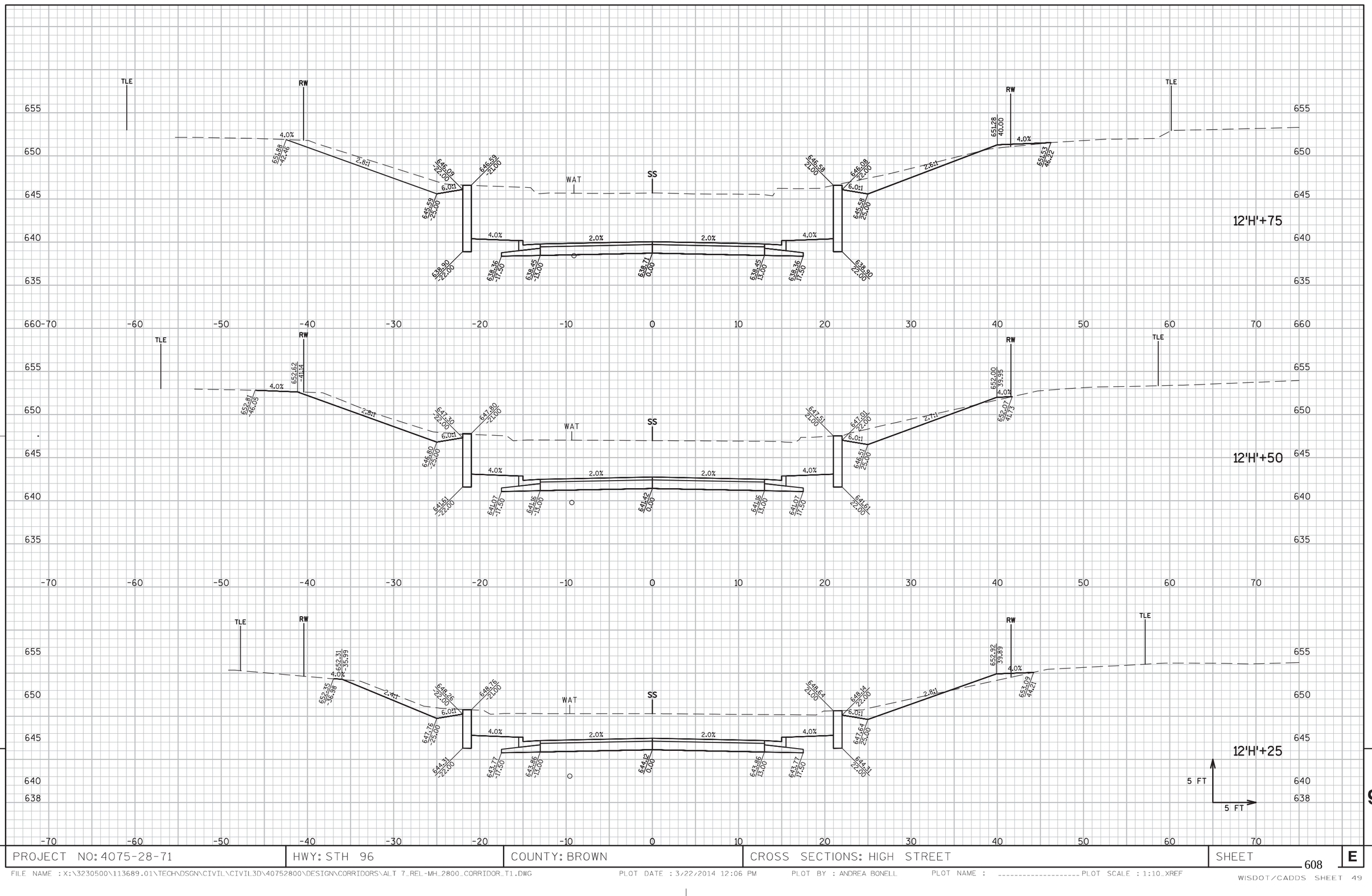
WISDOT/CADDS SHEET 49




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET | SHEET 607 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\4075280O\DESIGN\CORRIDORS\ALT 7_REL-MH_2800_CORRIDOR_T1.DWG PLOT DATE : 3/22/2014 12:06 PM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1:10_XREF

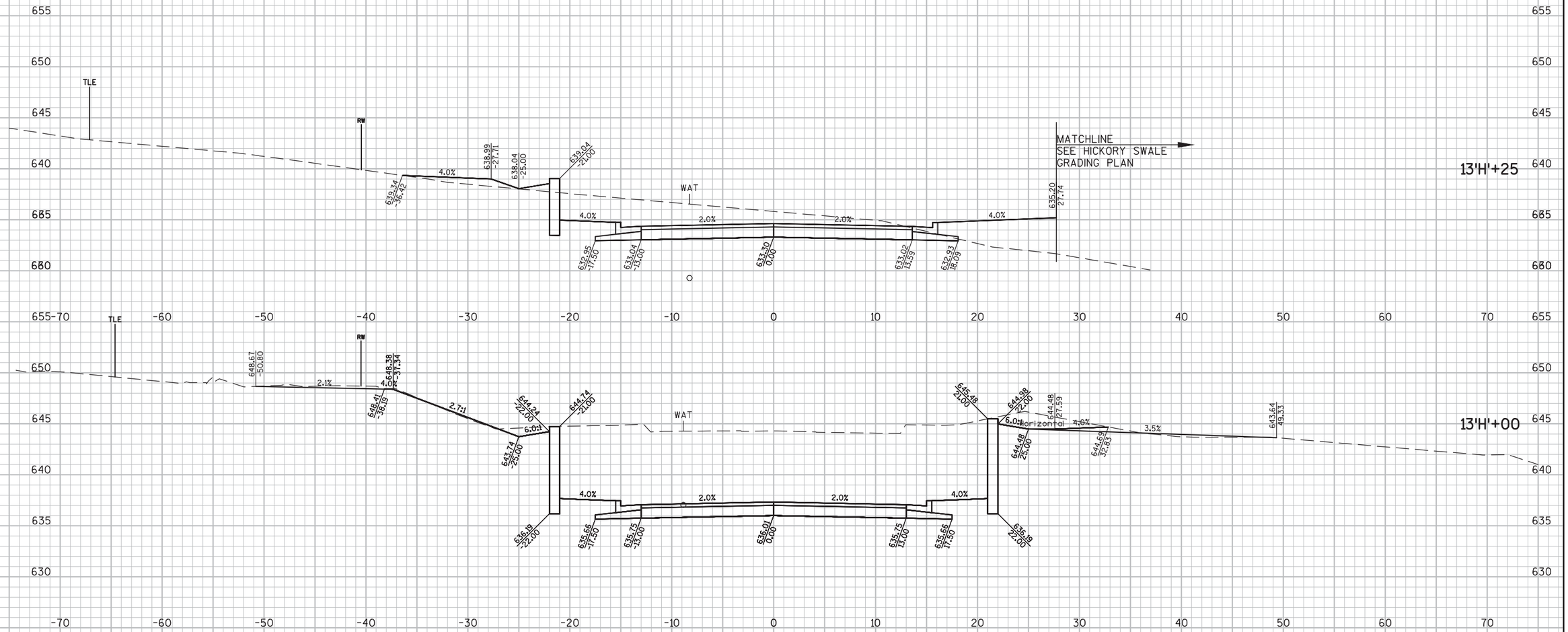
WISDOT/CADDS SHEET 49




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET | SHEET 608 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\DESIGN\CORRIDORS\ALT 7_REL-MH_2800_CORRIDOR_T1.DWG PLOT DATE : 3/22/2014 12:06 PM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49




9

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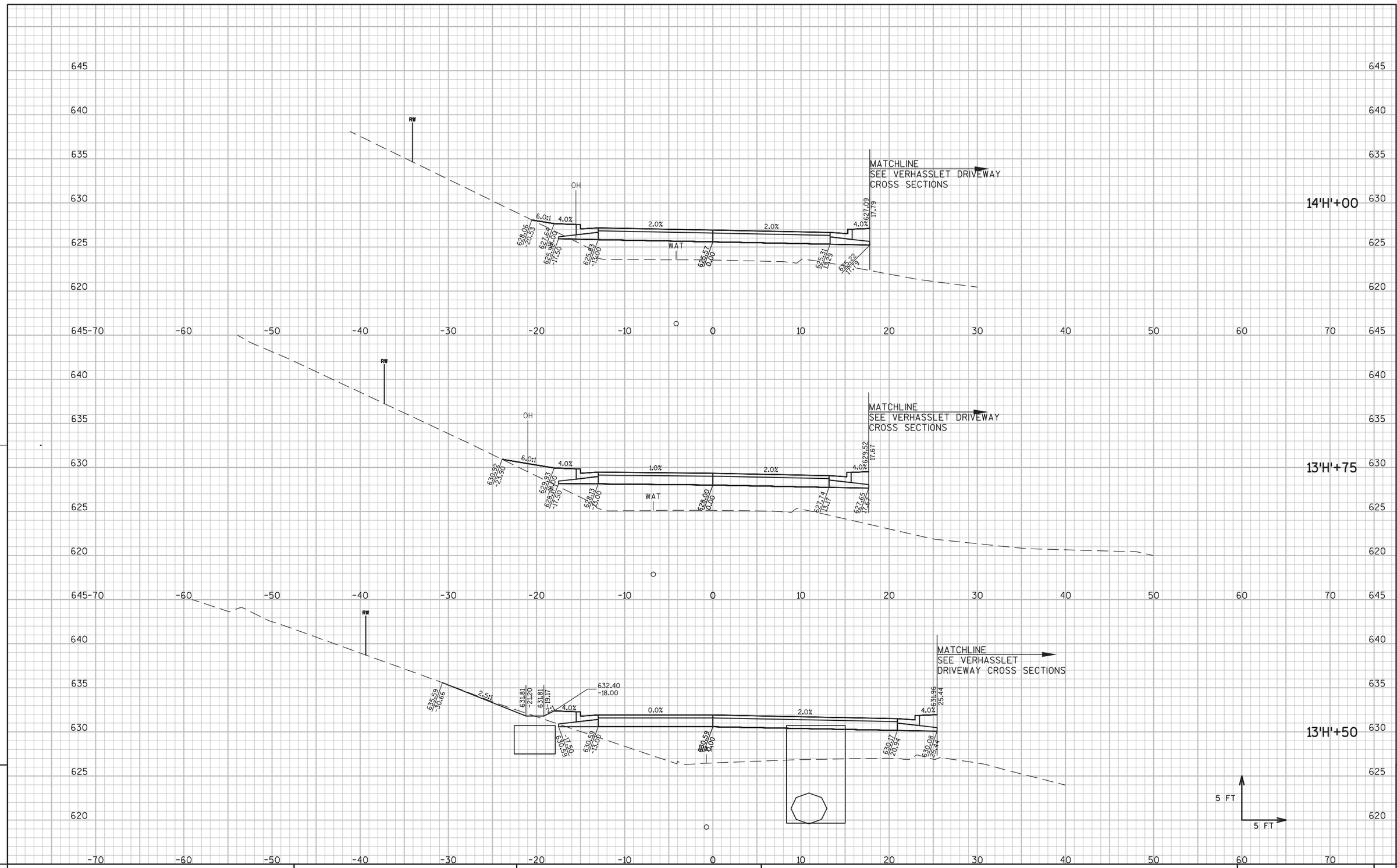
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET | SHEET 609 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\DESIGN\CORRIDORS\HIGHWEST CULDESAC CRDR.DWG PLOT DATE : 5/6/2014 1:52 PM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



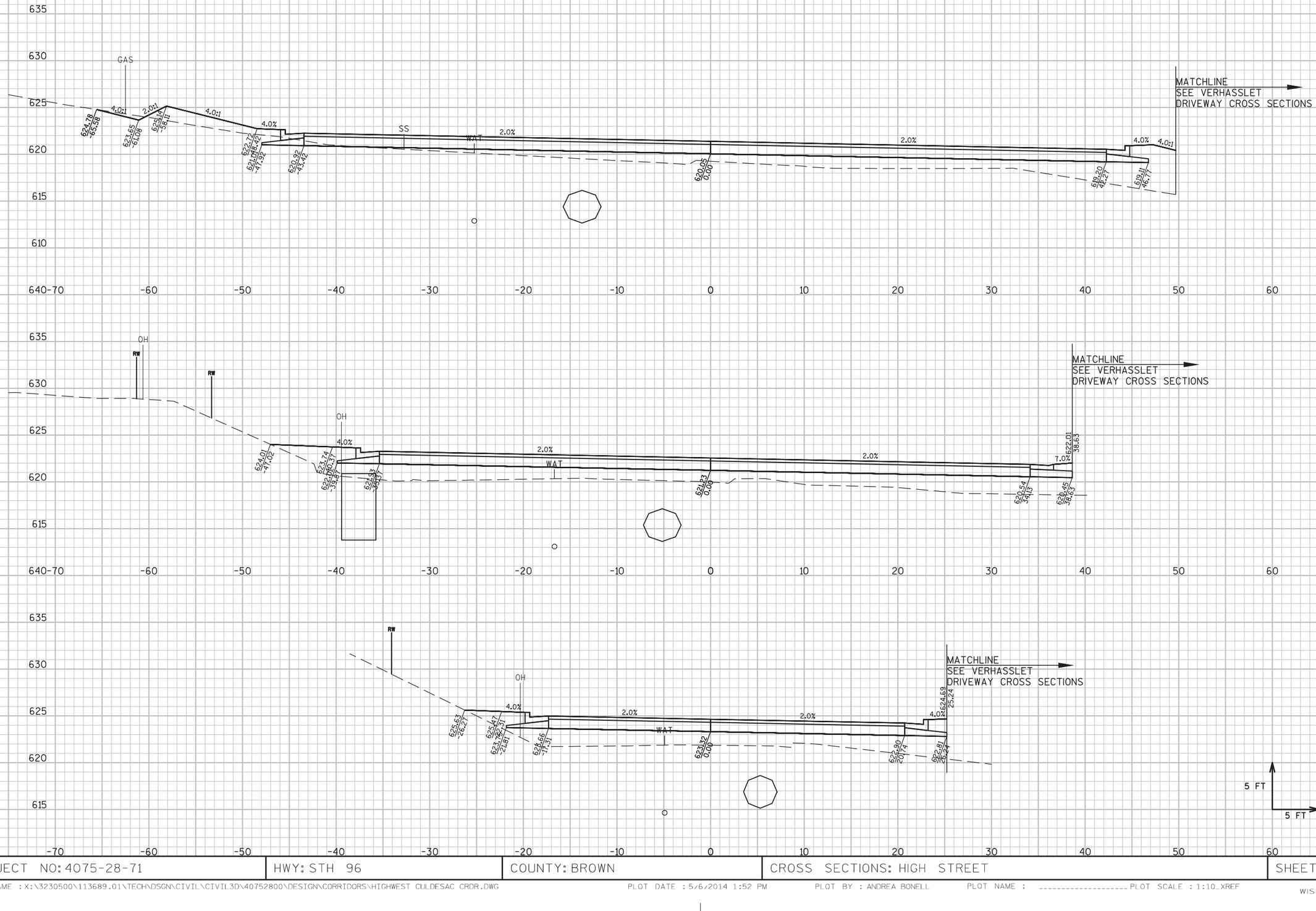

9

9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET | SHEET 610 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\DESIGN\CORRIDORS\HIGHWEST CULDESAC CRDR.DWG PLOT DATE : 5/6/2014 1:52 PM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

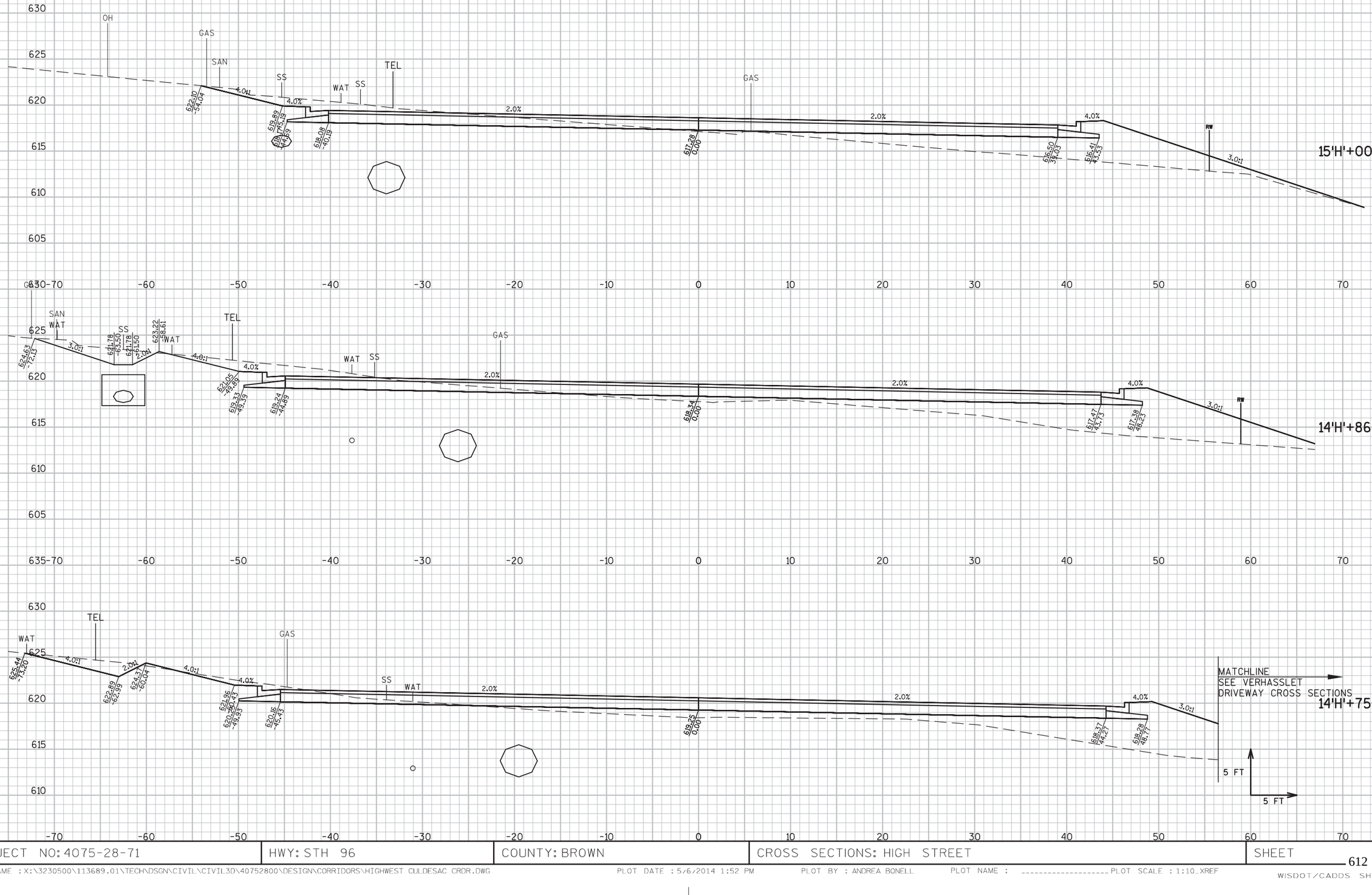
WISDOT/CADDS SHEET 49




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET | SHEET 611 E |
|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\DESIGN\CORRIDORS\HIGHWEST CULDESAC CRDR.DWG PLOT DATE : 5/6/2014 1:52 PM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

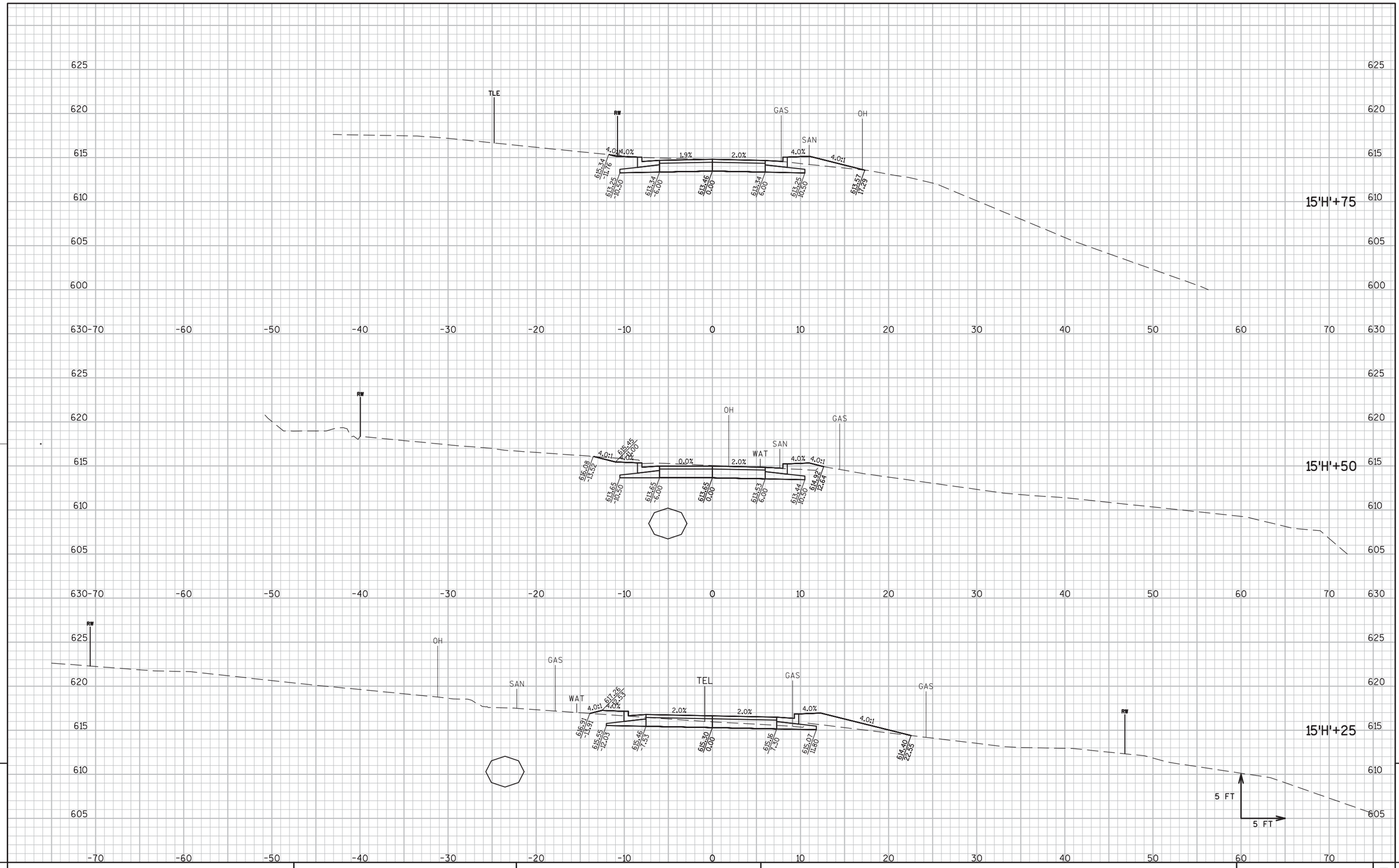
WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET | SHEET 612 | E |
|---|---|---|---|---|---|



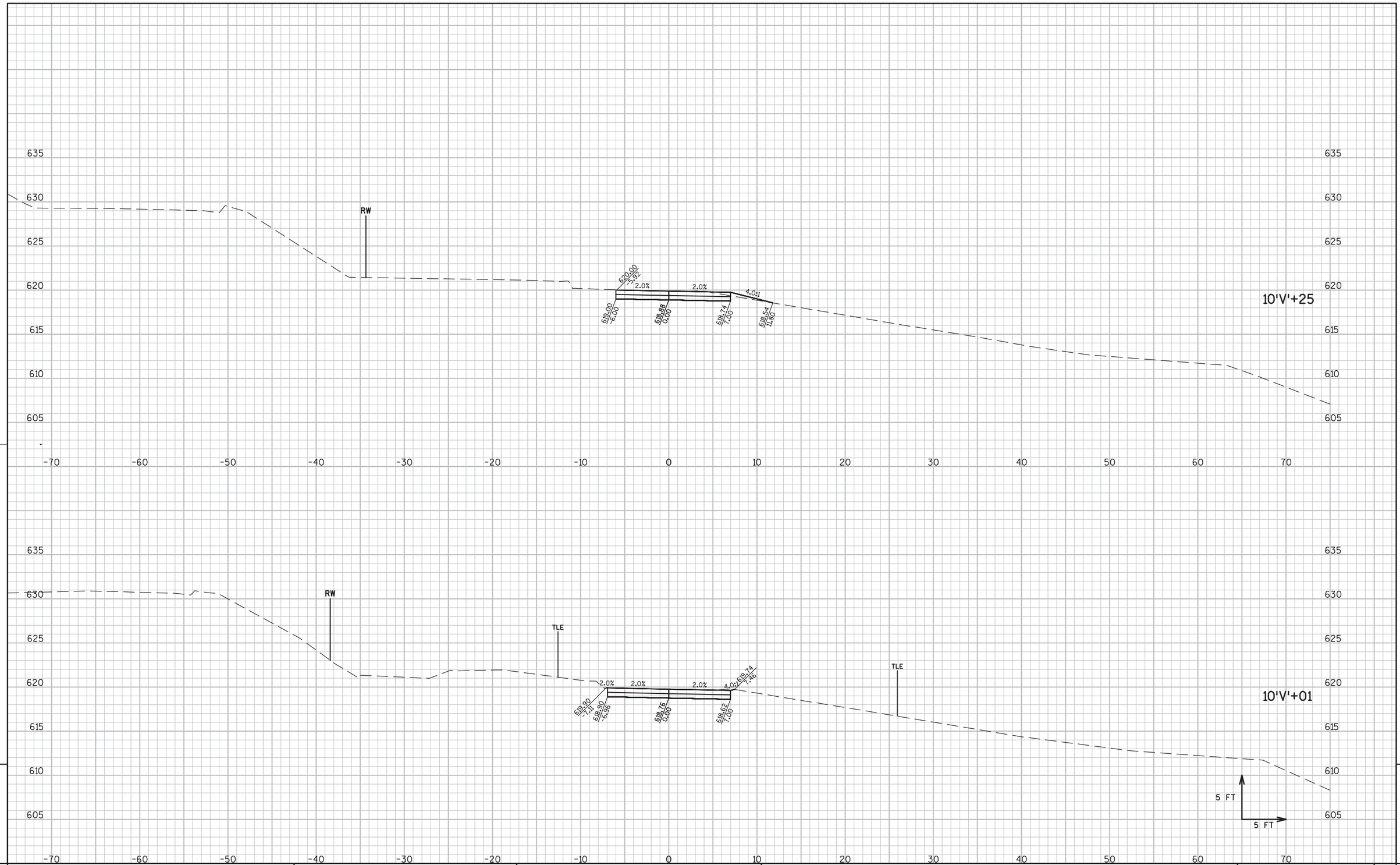

9

9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET | SHEET 613 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\DESIGN\CORRIDORS\HIGHWEST CULDESAC CRDR.DWG PLOT DATE : 5/6/2014 1:52 PM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1:10_XREF

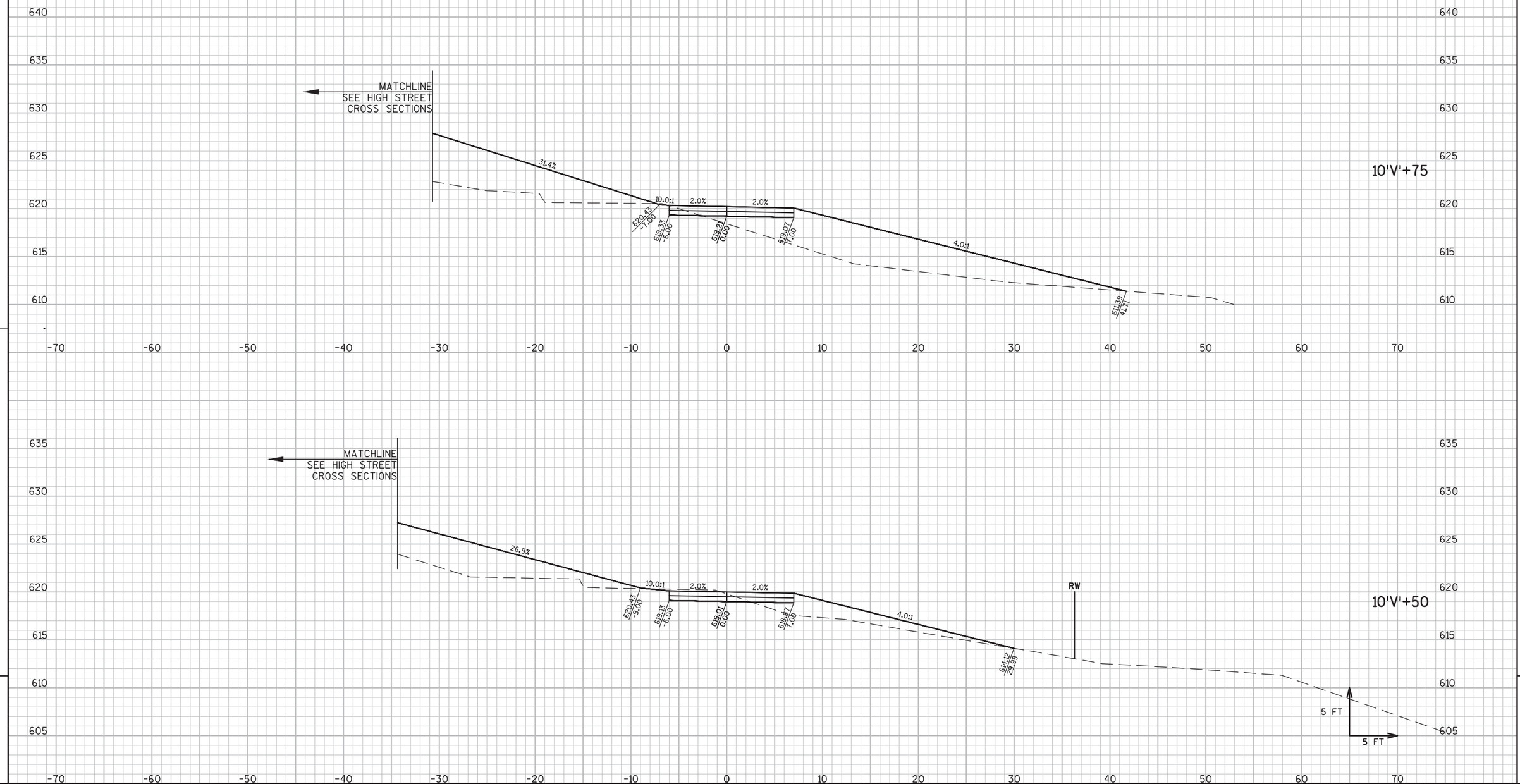
WISDOT/CADDS SHEET 49




9

9

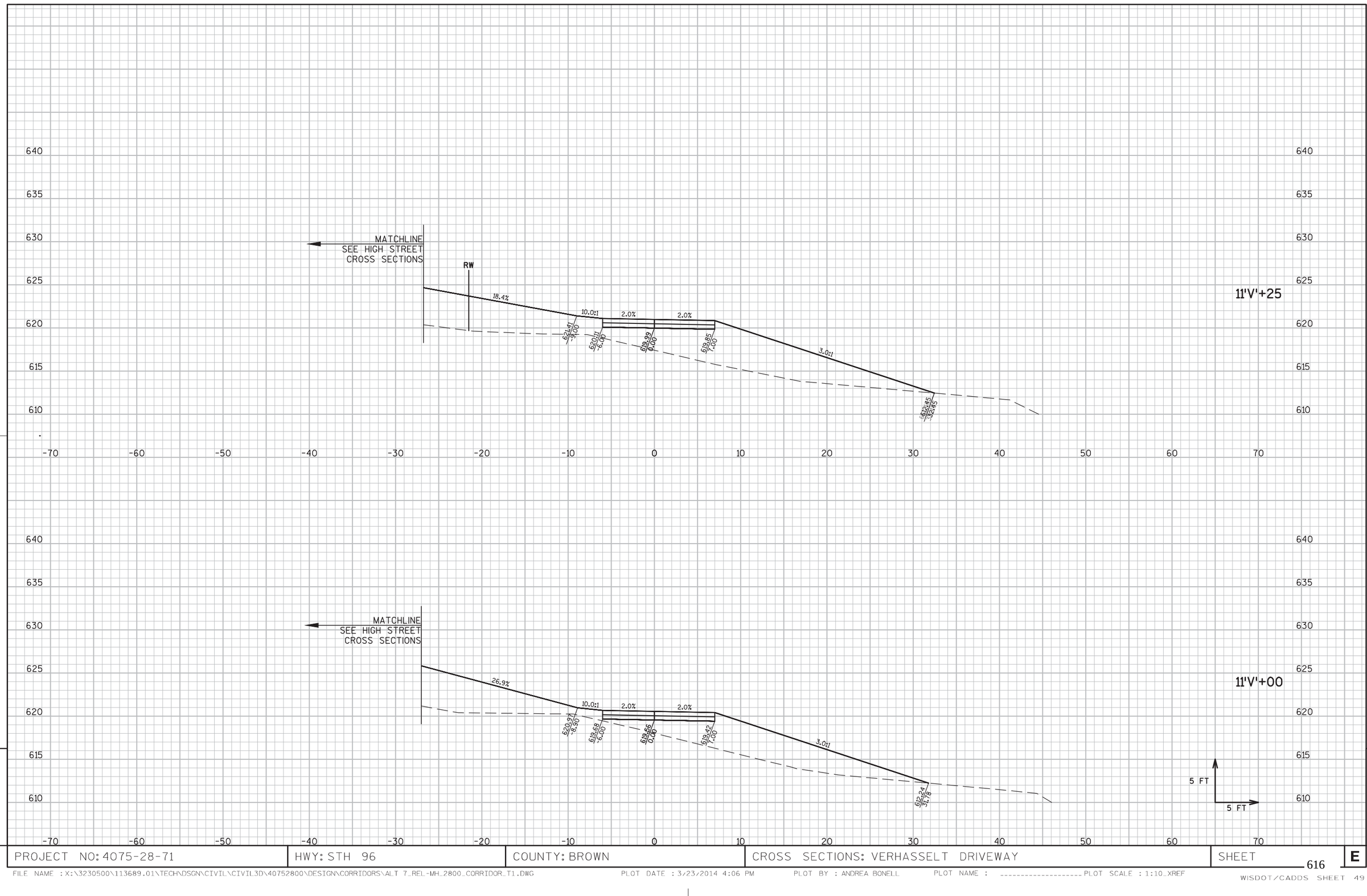
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: VERHASSELT DRIVEWAY | SHEET 614 | E |
|---|---|---|---|---|---|




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: VERHASSELT DRIVEWAY | SHEET 615 E |
|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\DESIGN\CORRIDORS\ALT 7_REL-MH_2800_CORRIDOR_T1.DWG PLOT DATE : 3/23/2014 4:06 PM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

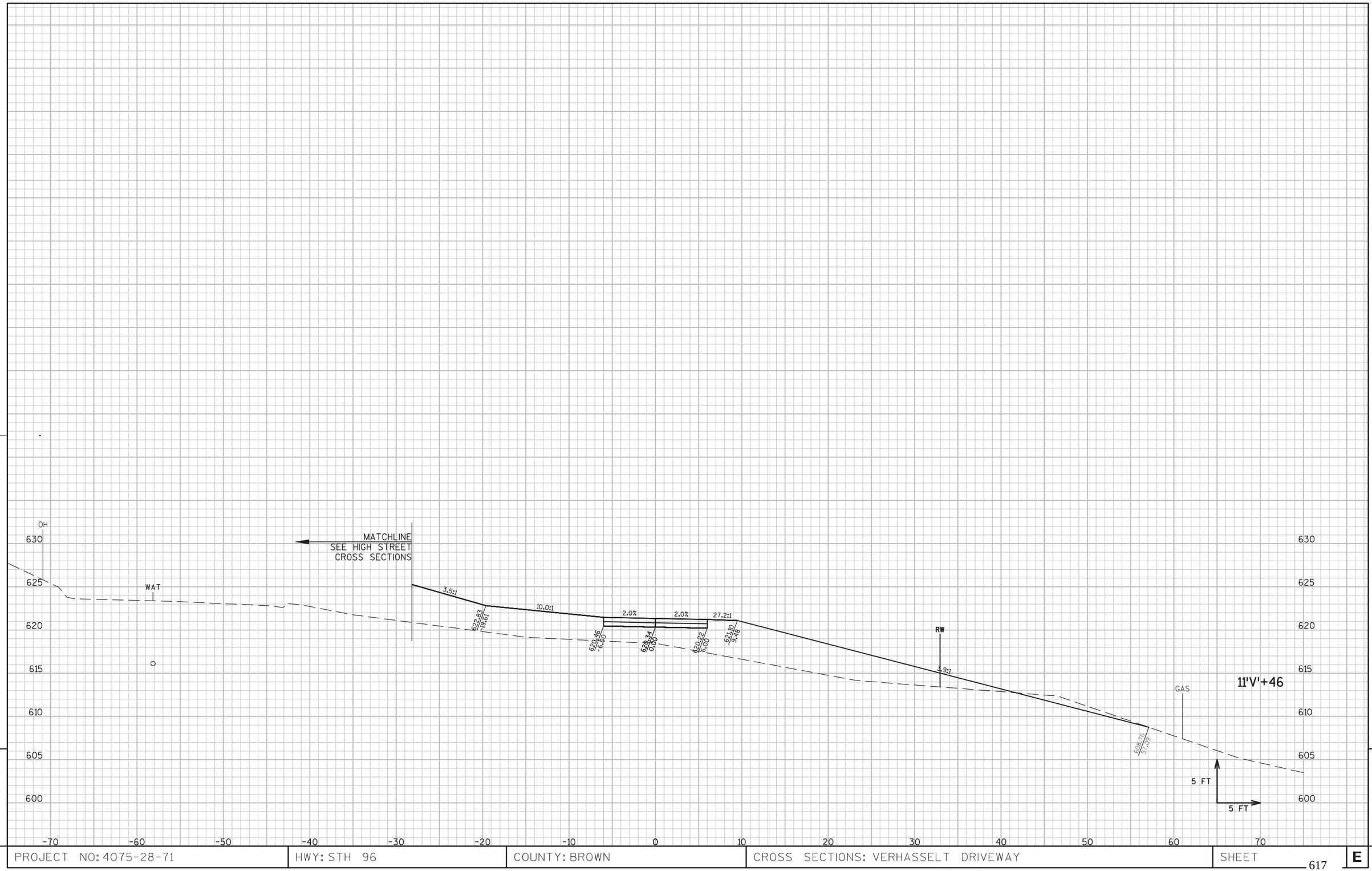



9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: VERHASSELT DRIVEWAY | SHEET 616 | E |
|---|---|---|---|---|---|

9

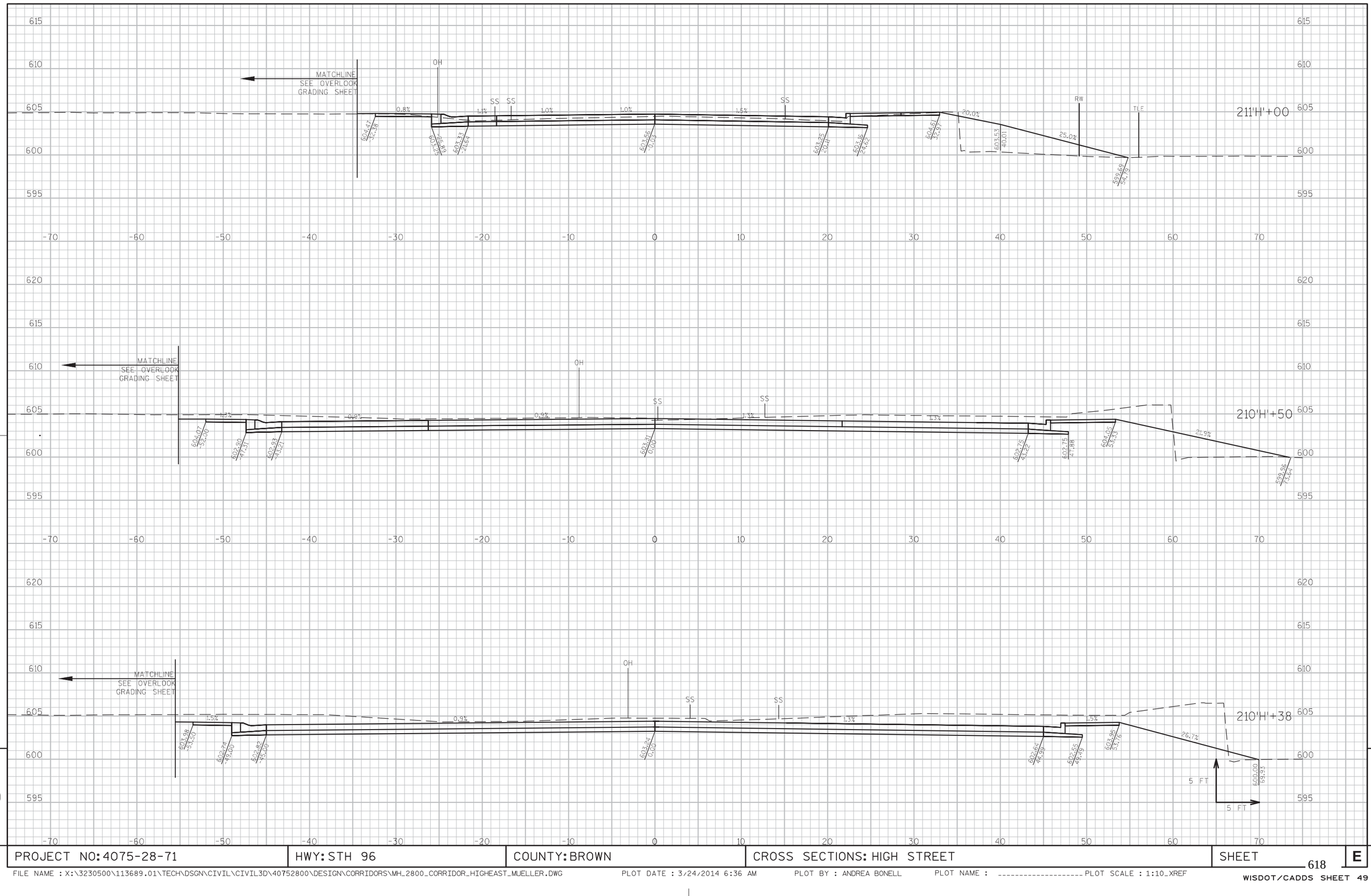
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\DESIGN\CORRIDORS\ALT 7_REL-MH_2800_CORRIDOR_T1.DWG PLOT DATE : 3/23/2014 4:06 PM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: VERHASSELT DRIVEWAY | SHEET 617 | E |
|---|---|---|---|---|---|

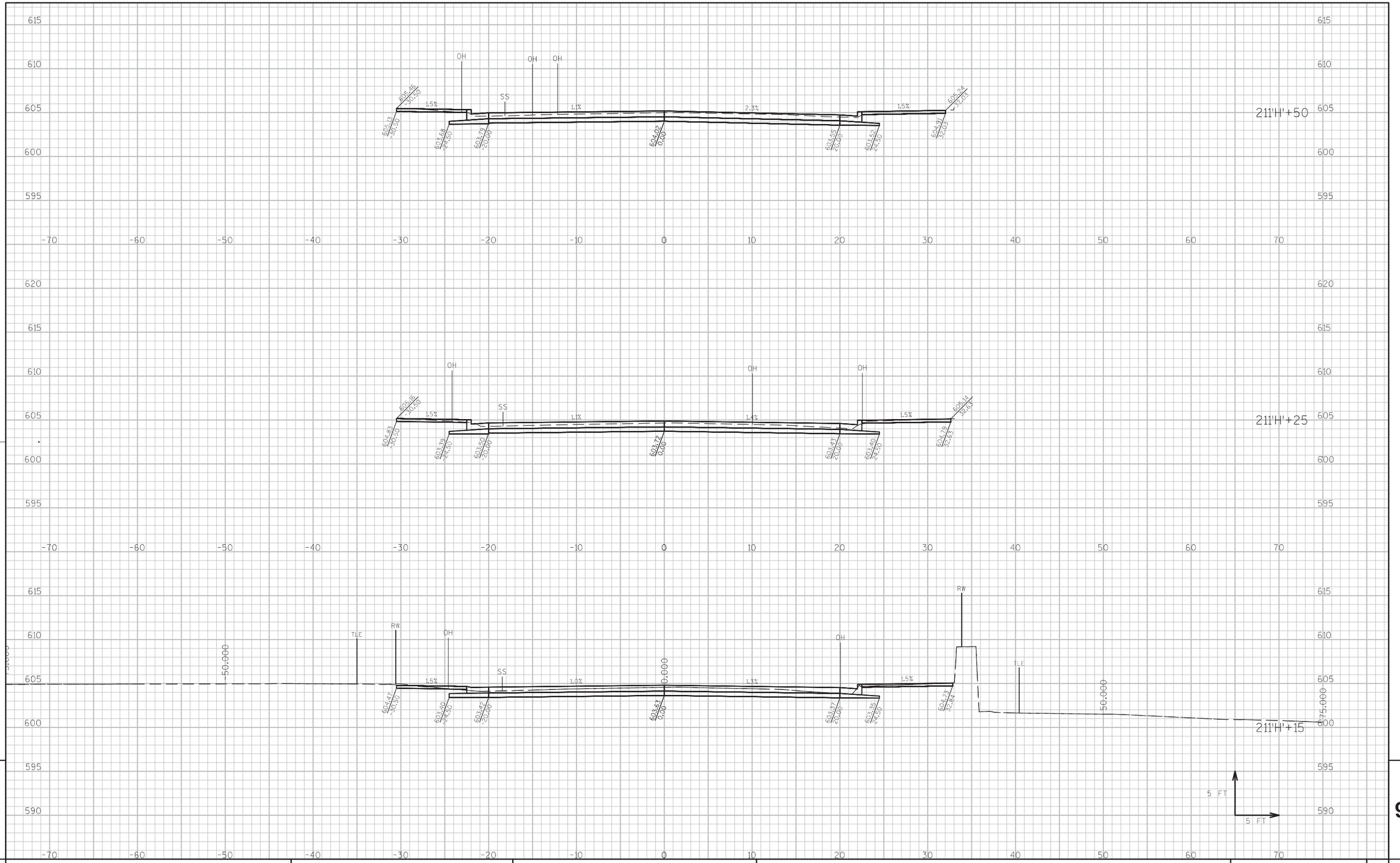



9

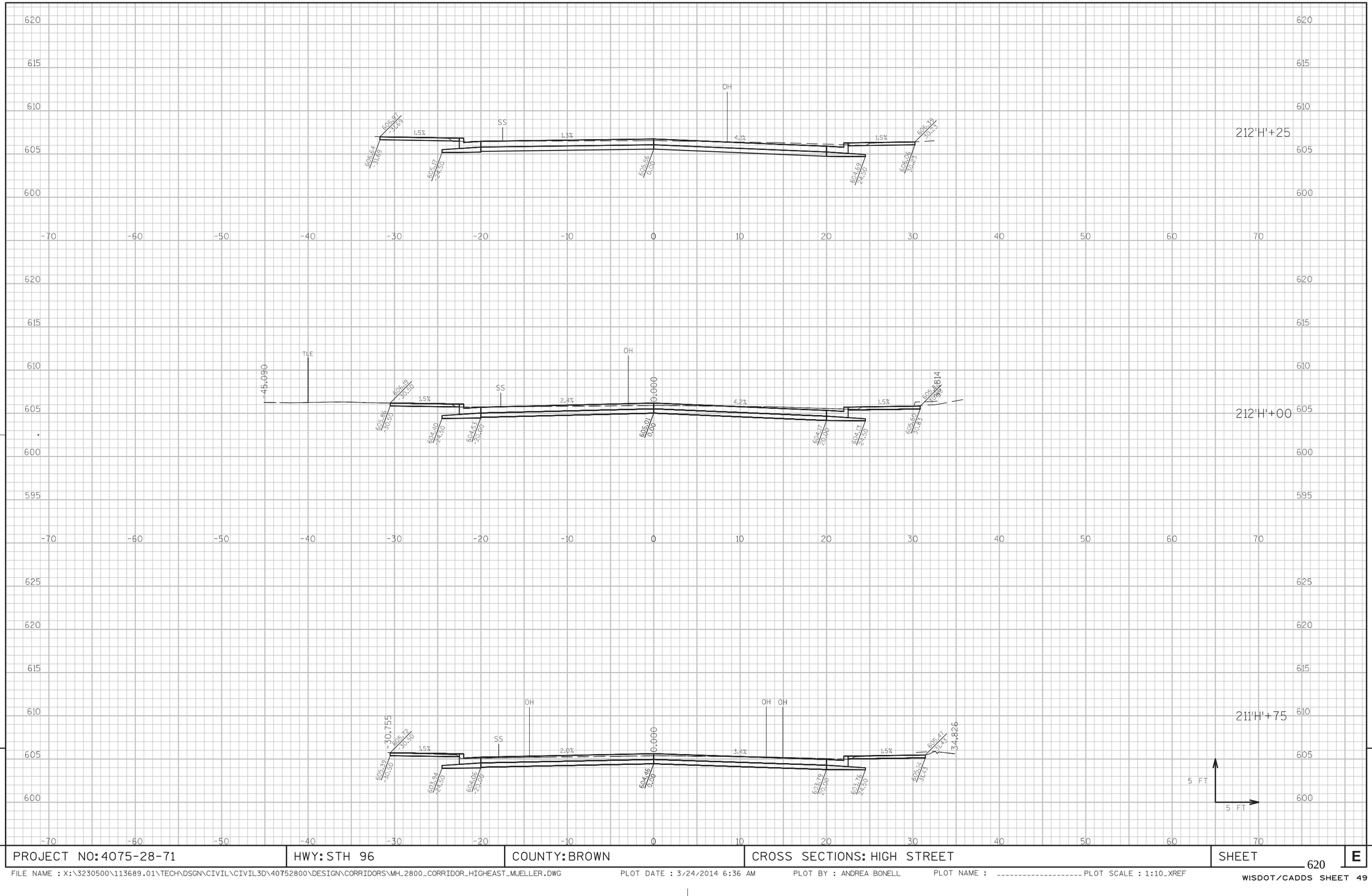
9

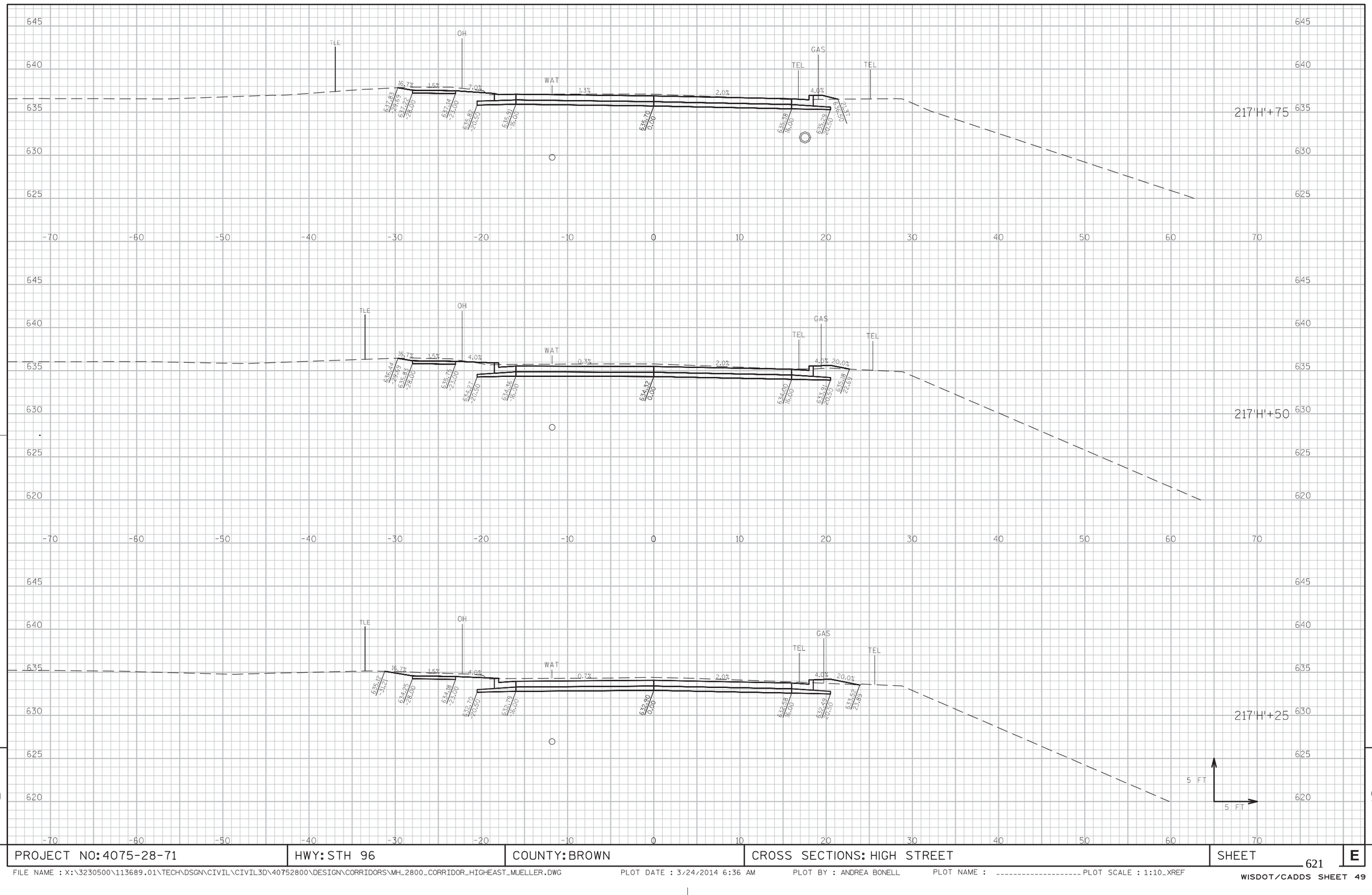
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET | SHEET 618 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\DESIGN\CORRIDORS\MH_2800_CORRIDOR_HIGHEAST_MUELLER.DWG PLOT DATE : 3/24/2014 6:36 AM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1:10_XREF




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET | SHEET | E |
|---|---|---|---|---|---|

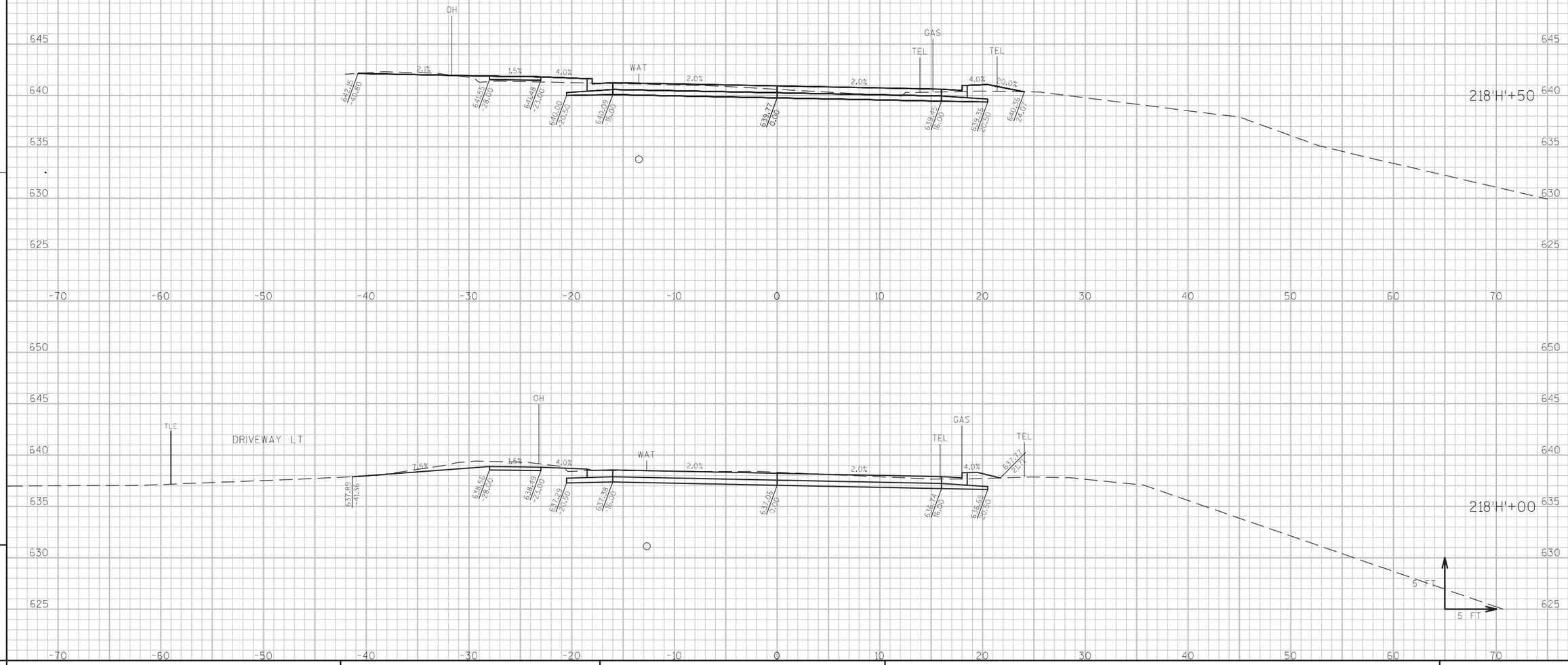

212'H'+25
OH
SS
1.5%
1.3%
4.2%
1.5%
605.92
-34.67
606.34
30.43
606.64
31.83
605.17
24.50
605.55
0.00
604.59
24.50
606.06
30.43
212'H'+00
TLE
-45.090
OH
SS
0.000
1.5%
2.4%
4.2%
1.5%
606.10
30.50
605.86
30.50
605.81
30.43
604.40
24.50
604.53
20.00
605.91
0.00
604.17
20.00
604.13
24.50
605.60
30.43
211'H'+75
OH
OH
OH
30.755
SS
0.000
34.826
1.5%
2.0%
3.4%
1.5%
605.29
30.30
605.72
30.50
605.47
31.43
603.94
24.50
604.05
20.00
604.46
0.00
603.26
20.00
603.26
24.50
605.24
31.43
5 FT
5 FT
9
9
PROJECT NO: 4075-28-71
HWY: STH 96
COUNTY: BROWN
CROSS SECTIONS: HIGH STREET
SHEET
620
E
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\DESIGN\CORRIDORS\MH_2800_CORRIDOR_HIGHEAST_MUELLER.DWG
PLOT DATE : 3/24/2014 6:36 AM
PLOT BY : ANDREA BONELL
PLOT NAME : ----------
PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET | SHEET 621 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\DESIGN\CORRIDORS\MH_2800_CORRIDOR_HIGHEAST_MUELLER.DWG PLOT DATE : 3/24/2014 6:36 AM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

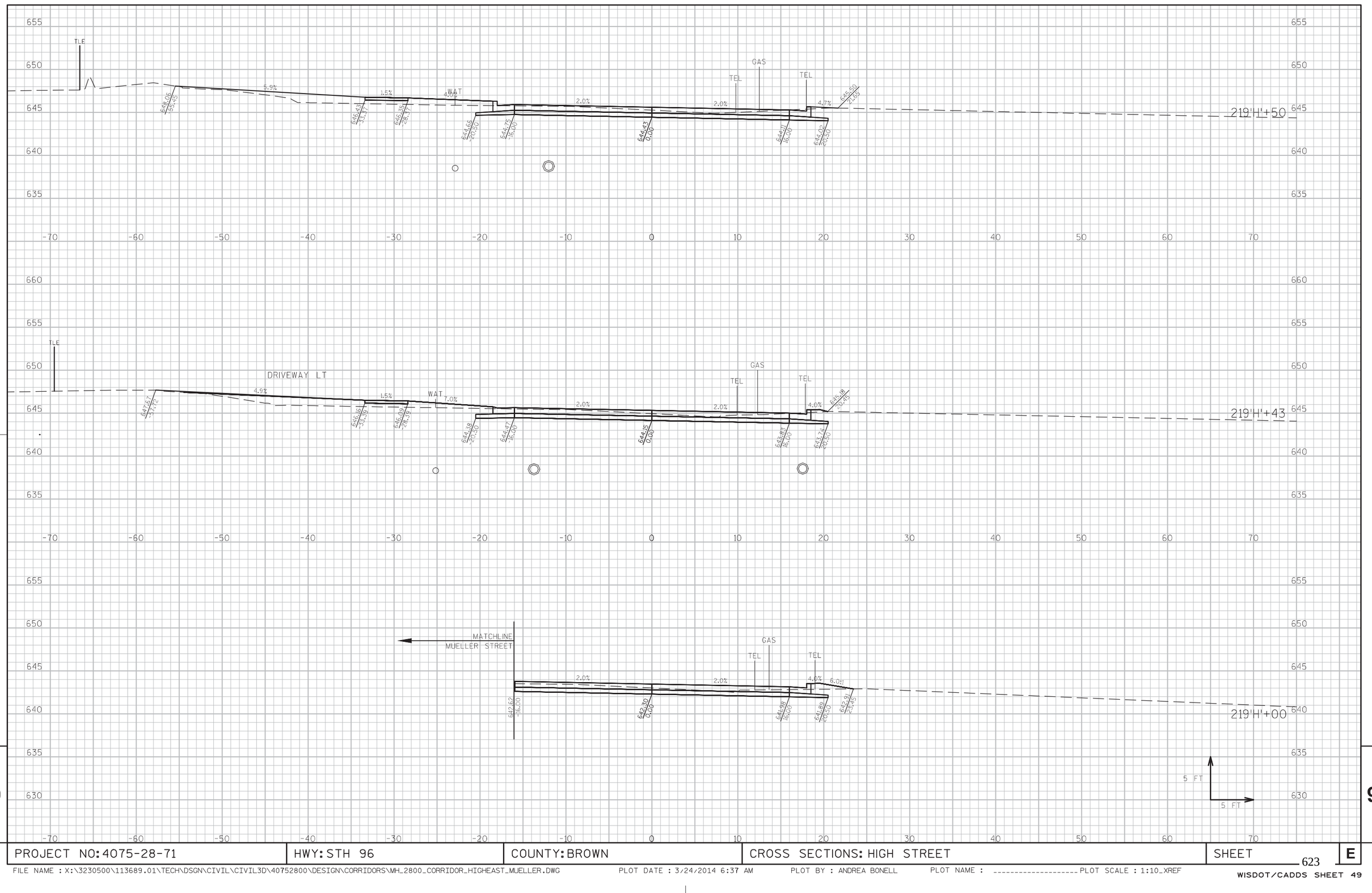



9

9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET | SHEET 622 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\DESIGN\CORRIDORS\MH_2800_CORRIDOR_HIGHEAST_MUELLER.DWG PLOT DATE : 3/24/2014 6:36 AM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1:10_XREF

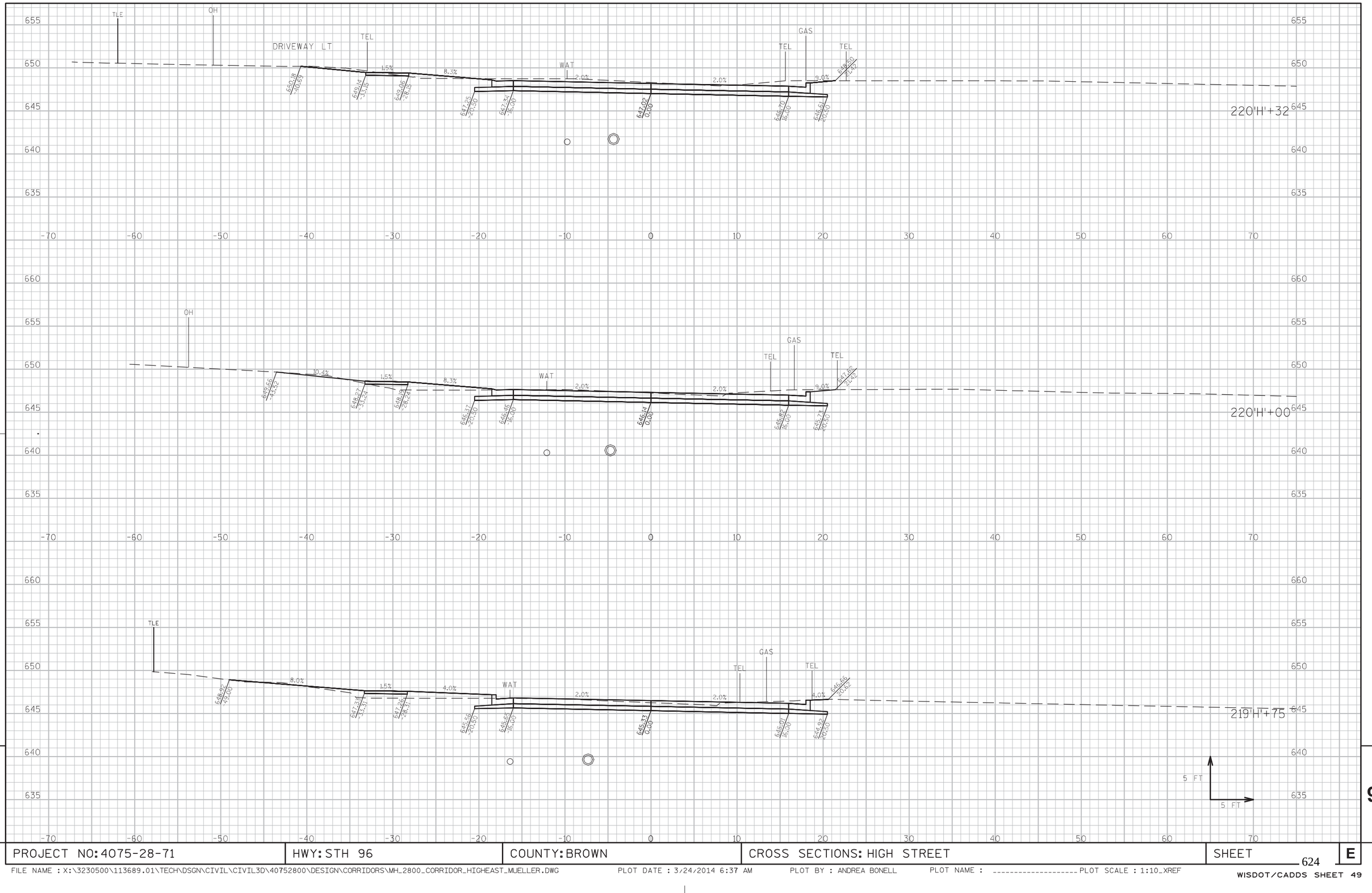



9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET | SHEET 623 | E |
|---|---|---|---|---|---|

9

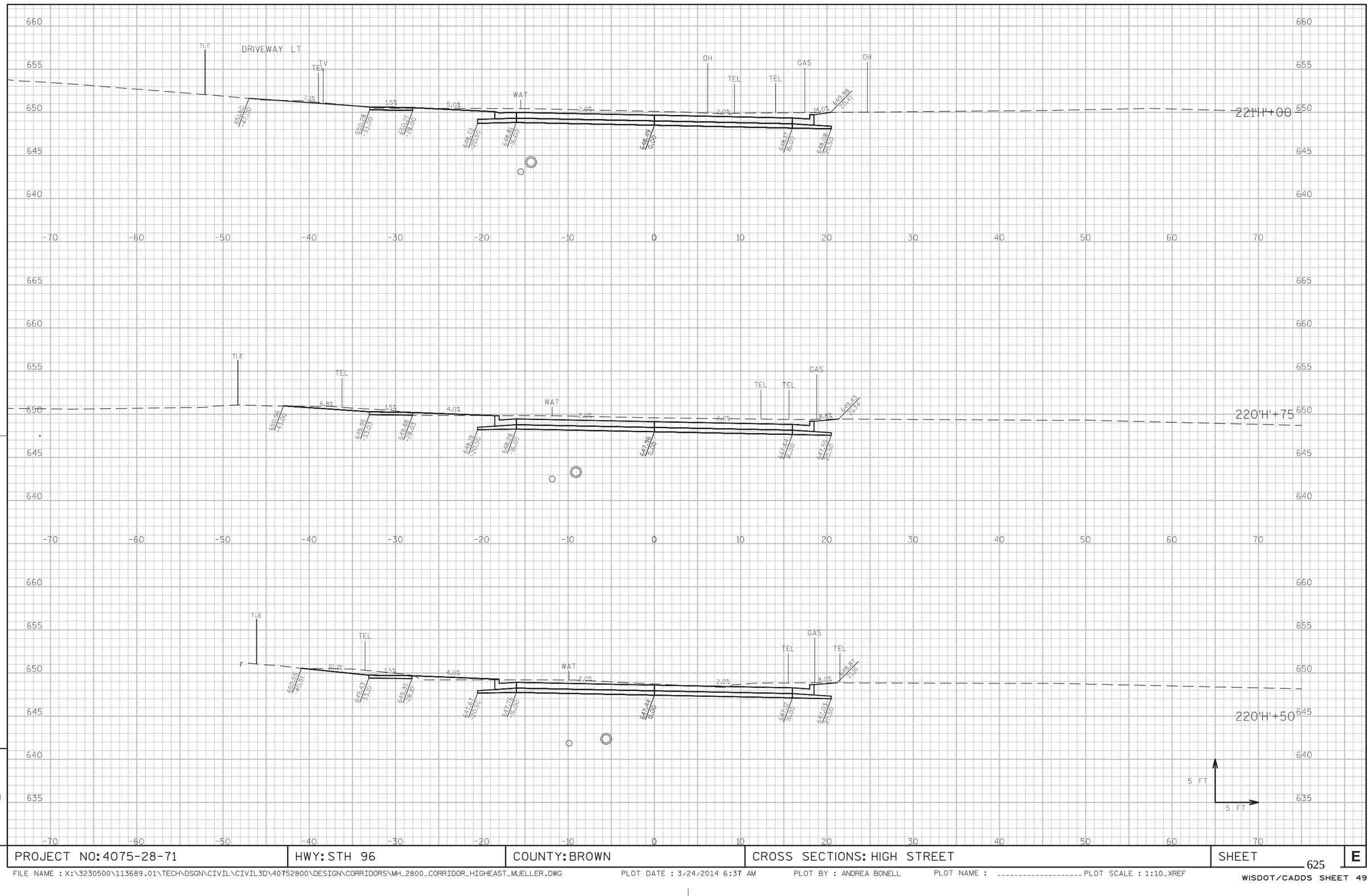
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\DESIGN\CORRIDORS\MH_2800_CORRIDOR_HIGHEAST_MUELLER.DWG PLOT DATE : 3/24/2014 6:37 AM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1:10_XREF




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET | SHEET 624 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\DESIGN\CORRIDORS\MH_2800_CORRIDOR_HIGHEAST_MUELLER.DWG PLOT DATE : 3/24/2014 6:37 AM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1:10_XREF

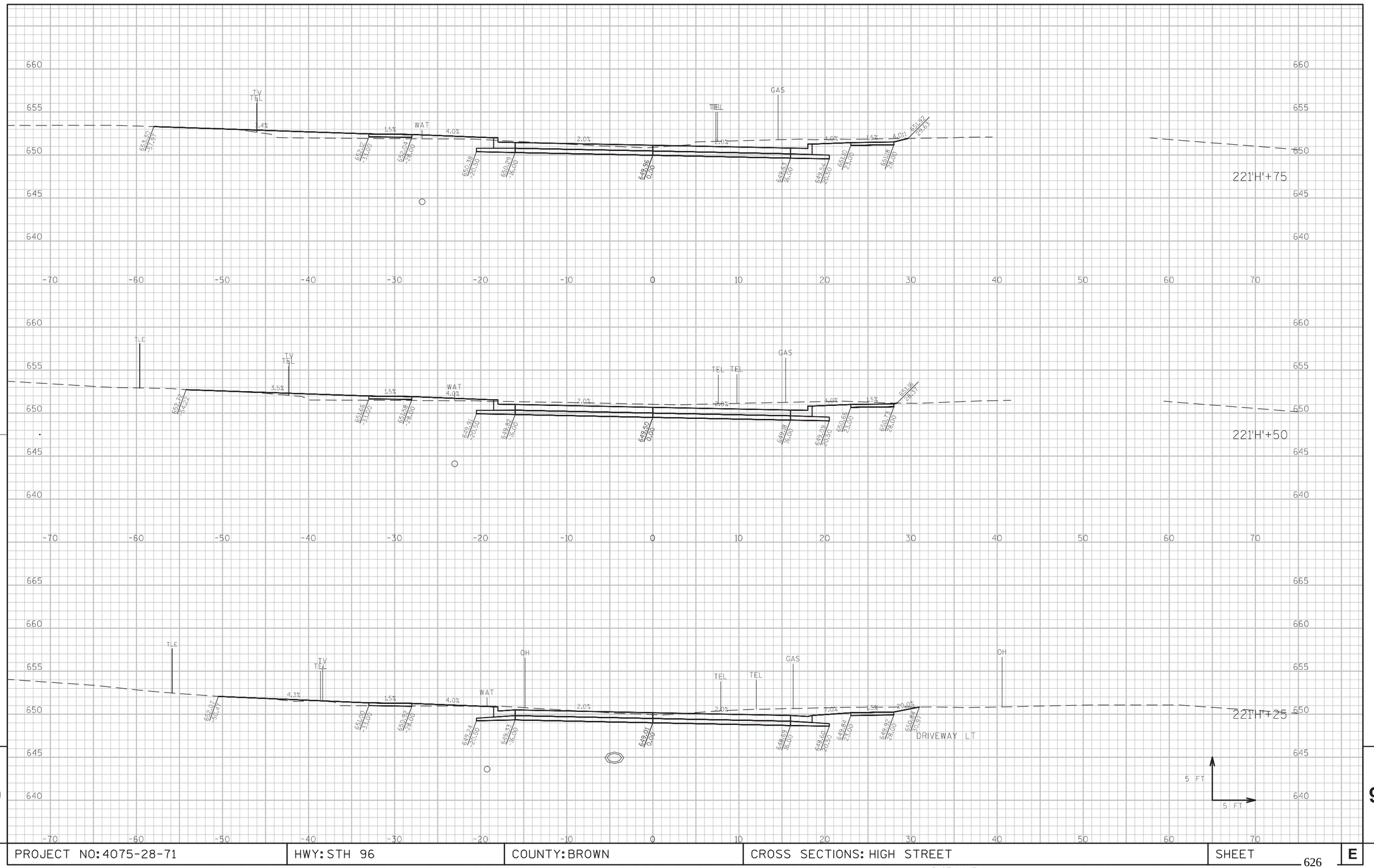
WISDOT/CADDS SHEET 49




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET | SHEET 625 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\DESIGN\CORRIDORS\MH_2800_CORRIDOR_HIGHEAST_MUELLER.DWG PLOT DATE : 3/24/2014 6:37 AM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



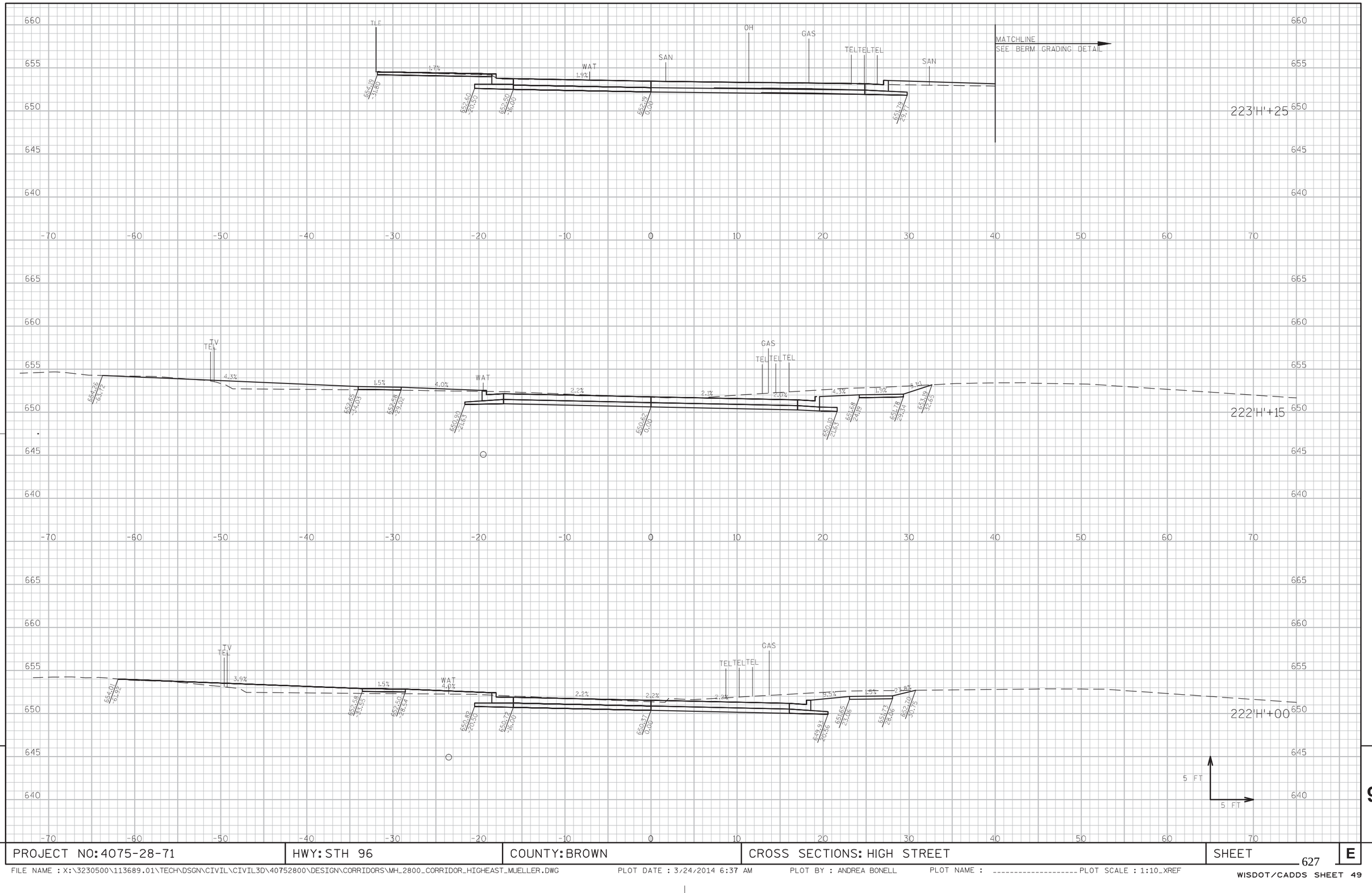

9

9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\DESIGN\CORRIDORS\MH_2800_CORRIDOR_HIGHEAST_MUELLER.DWG PLOT DATE : 3/24/2014 6:37 AM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1:10_XREF

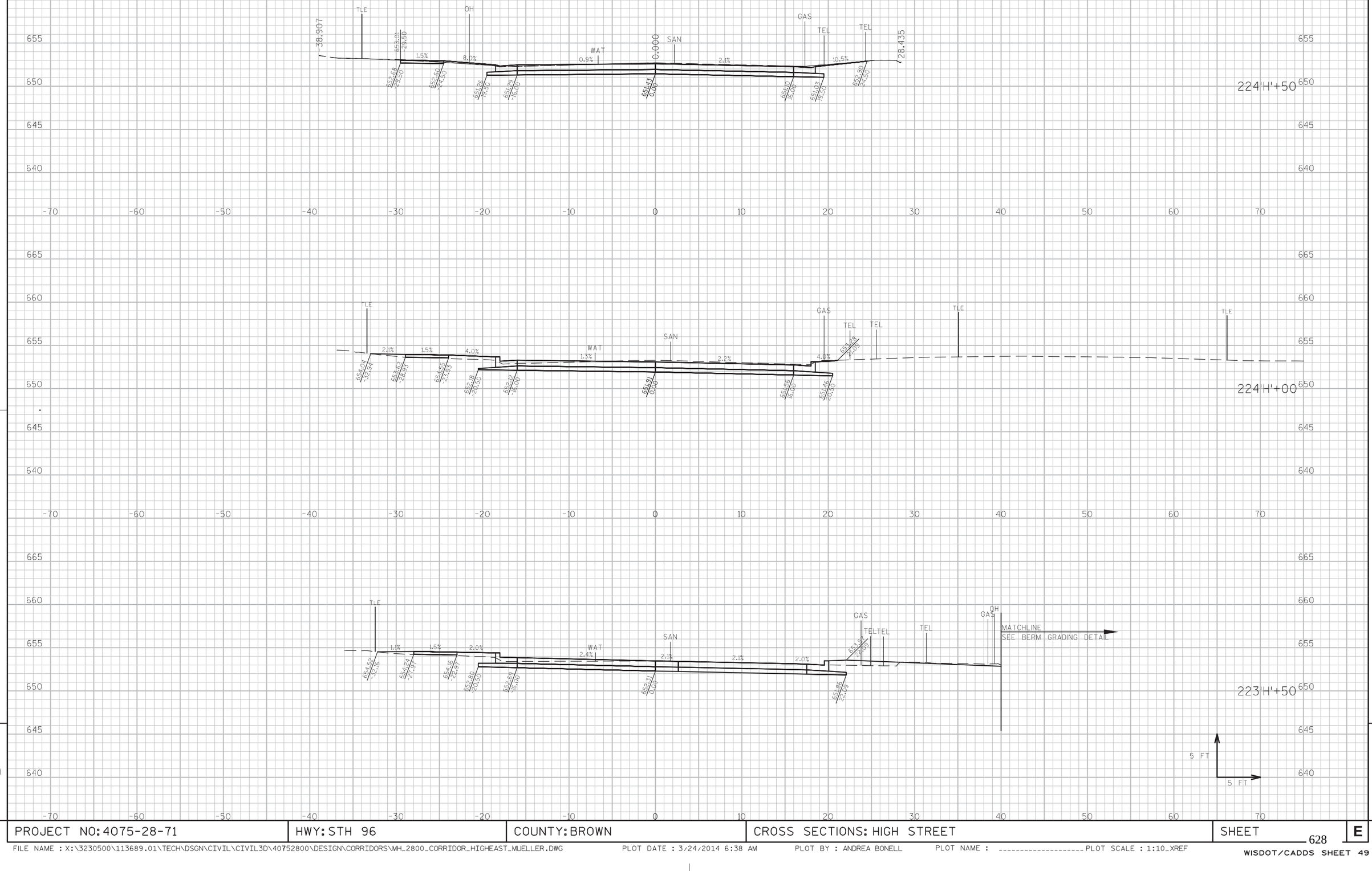



9

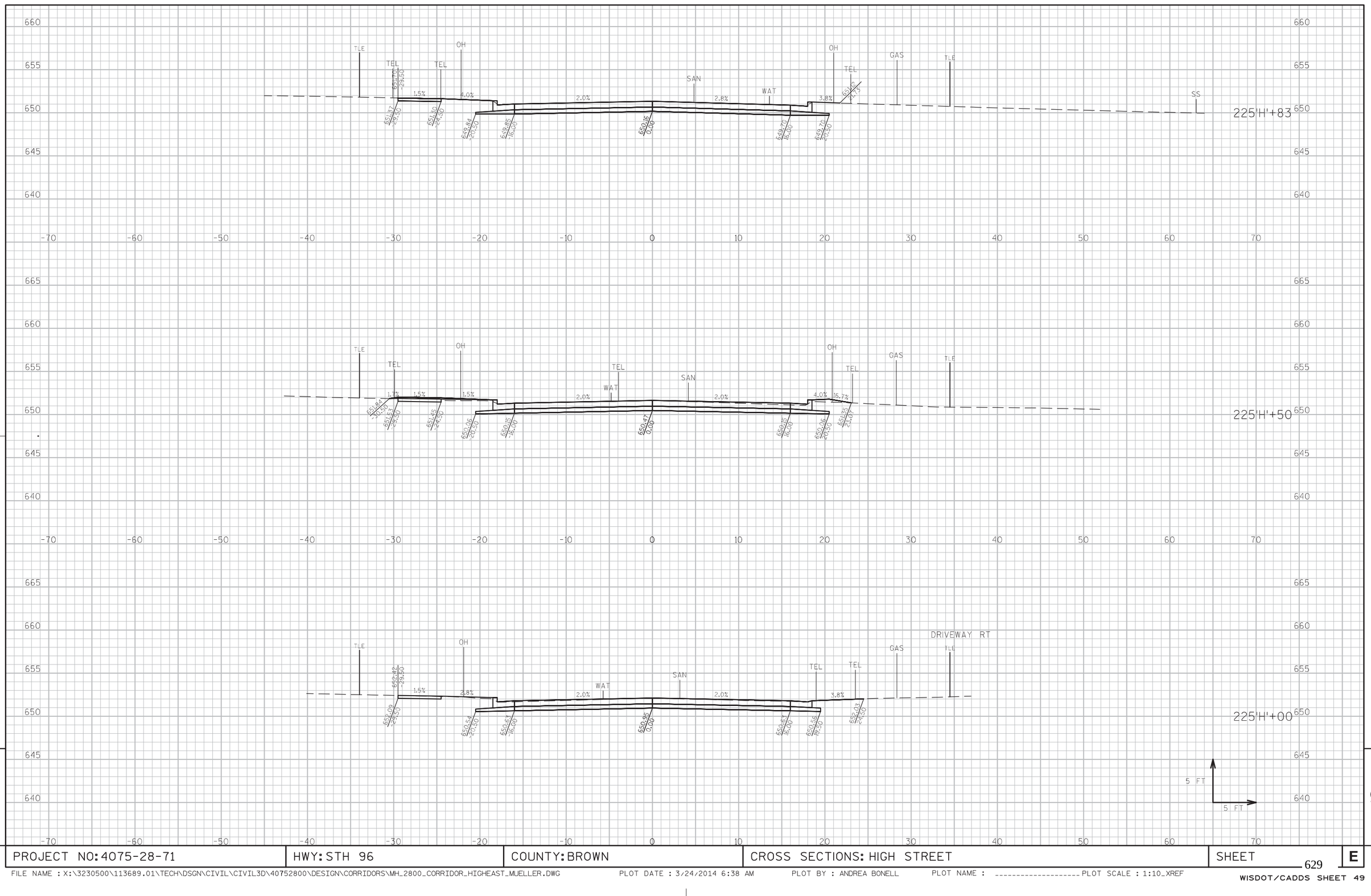
9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET | SHEET 627 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\DESIGN\CORRIDORS\MH_2800_CORRIDOR_HIGHEAST_MUELLER.DWG PLOT DATE : 3/24/2014 6:37 AM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1:10_XREF




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET | SHEET | E |
|---|---|---|---|---|---|




9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET | SHEET | E |
|---|---|---|---|---|---|

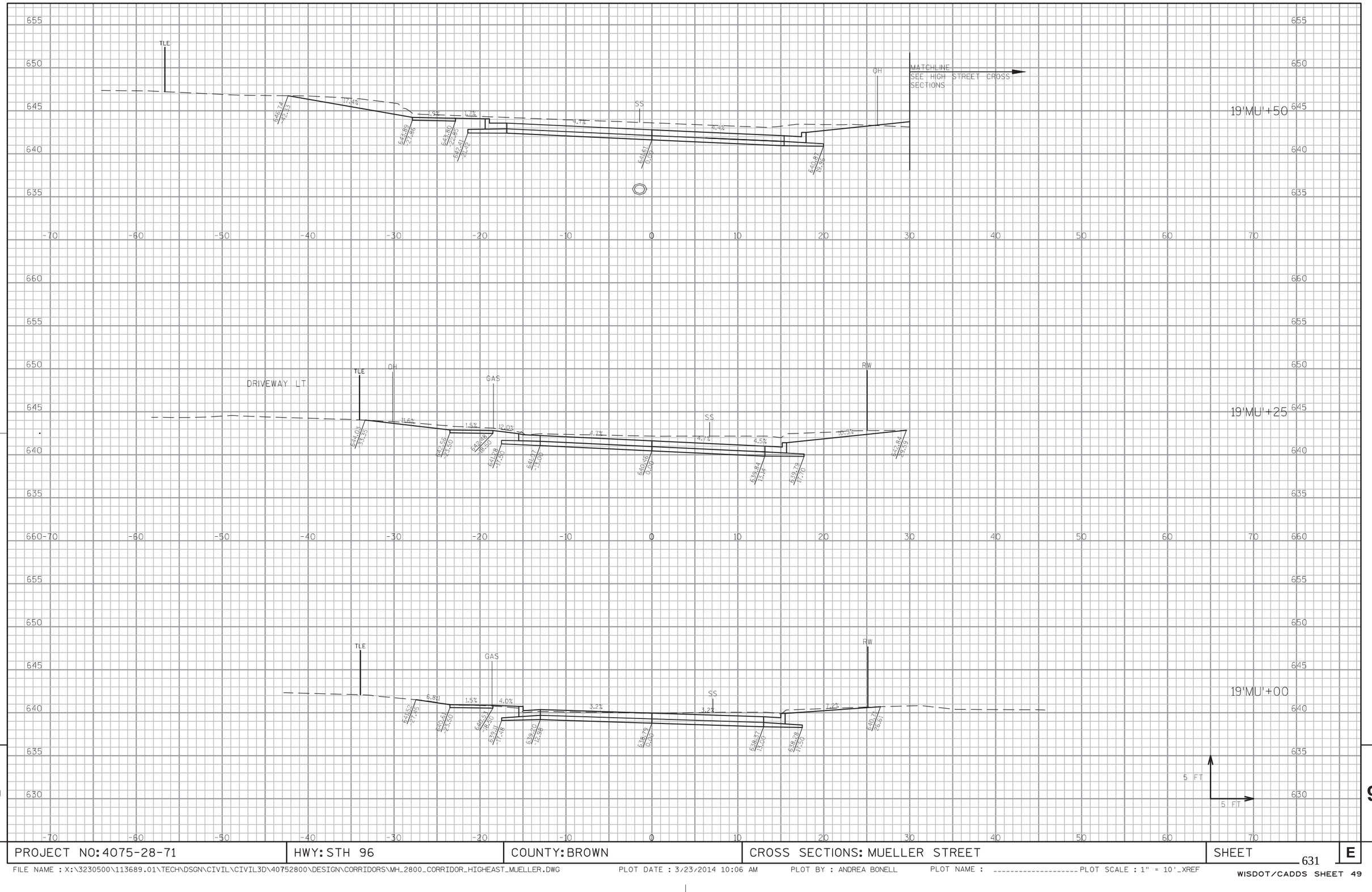


FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\DESIGN\CORRIDORS\MH_2800_CORRIDOR_HIGHEAST_MUELLER.DWG PLOT DATE : 3/24/2014 6:38 AM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1:10_XREF

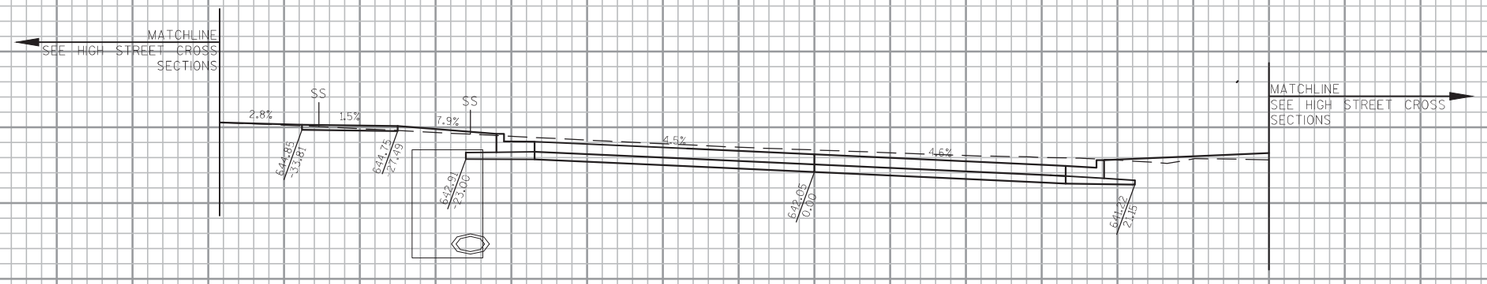
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: MUELLER STREET | SHEET 630 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\DESIGN\CORRIDORS\MH_2800_CORRIDOR_HIGHEAST_MUELLER.DWG PLOT DATE : 3/23/2014 10:05 AM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: MUELLER STREET | SHEET 631 | E |
|---|---|---|---|---|---|



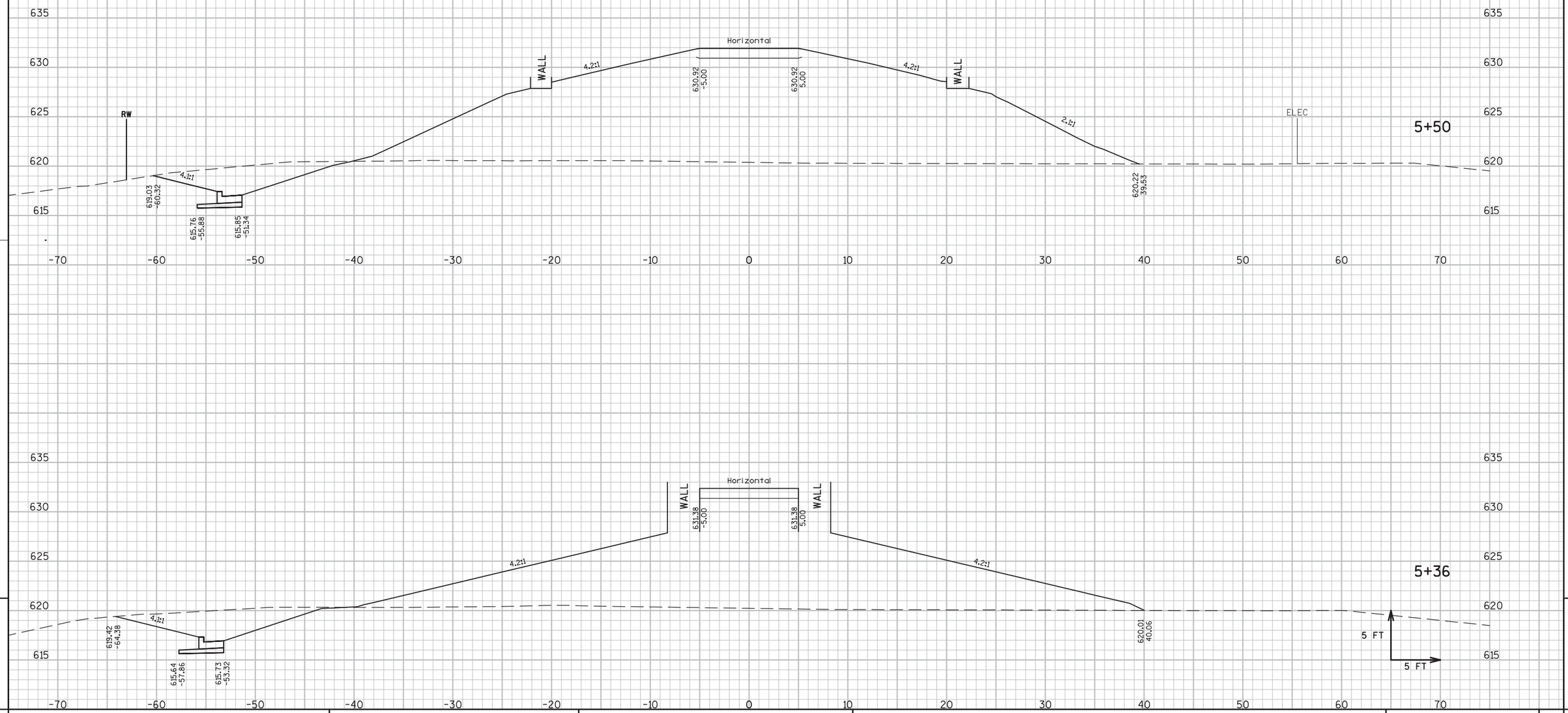

9

9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: MUELLER STREET | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\DESIGN\CORRIDORS\MH_2800_CORRIDOR_HIGHEAST_MUELLER.DWG PLOT DATE : 3/23/2014 10:06 AM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1" = 10'_XREF

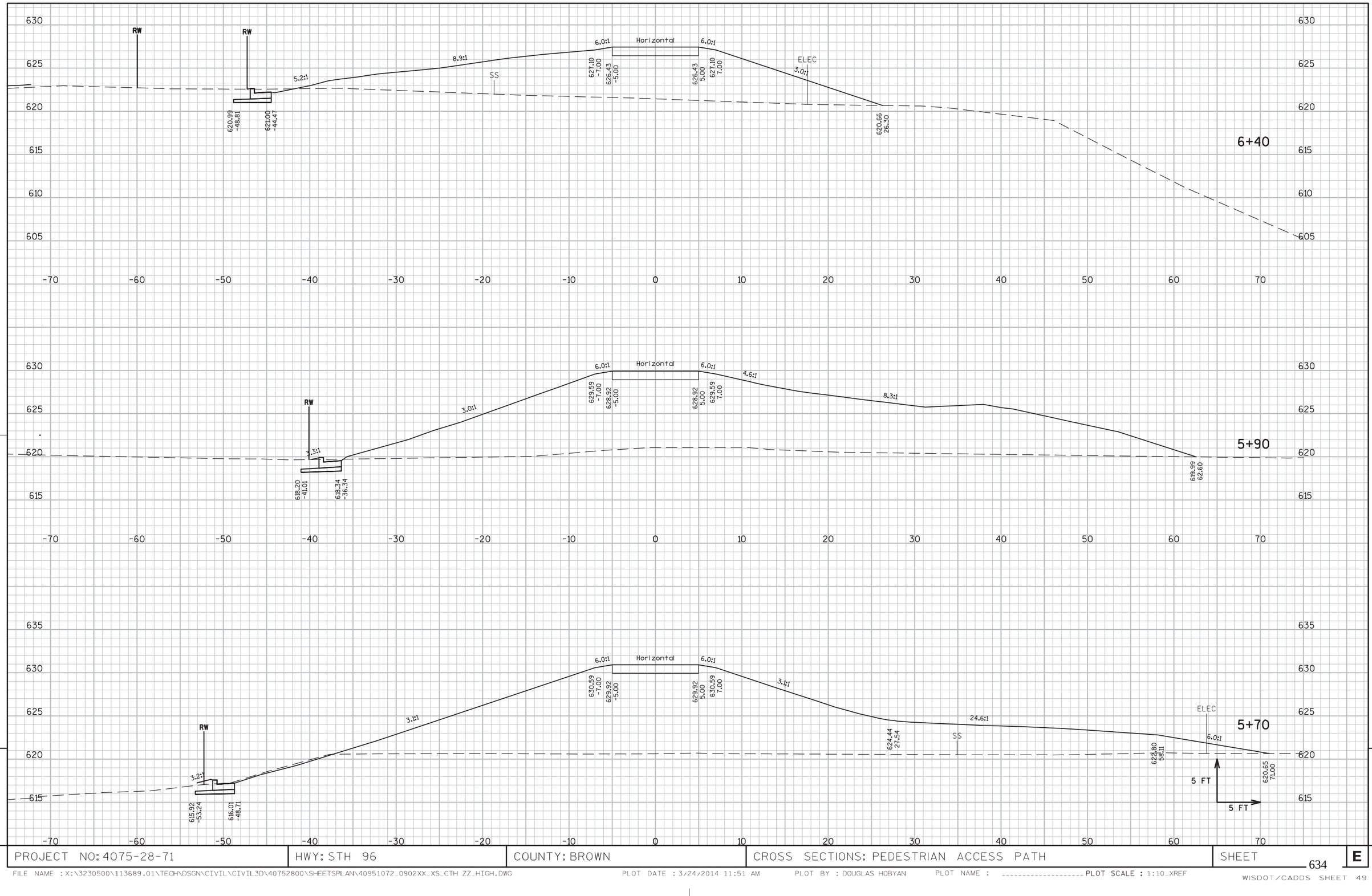



9

9

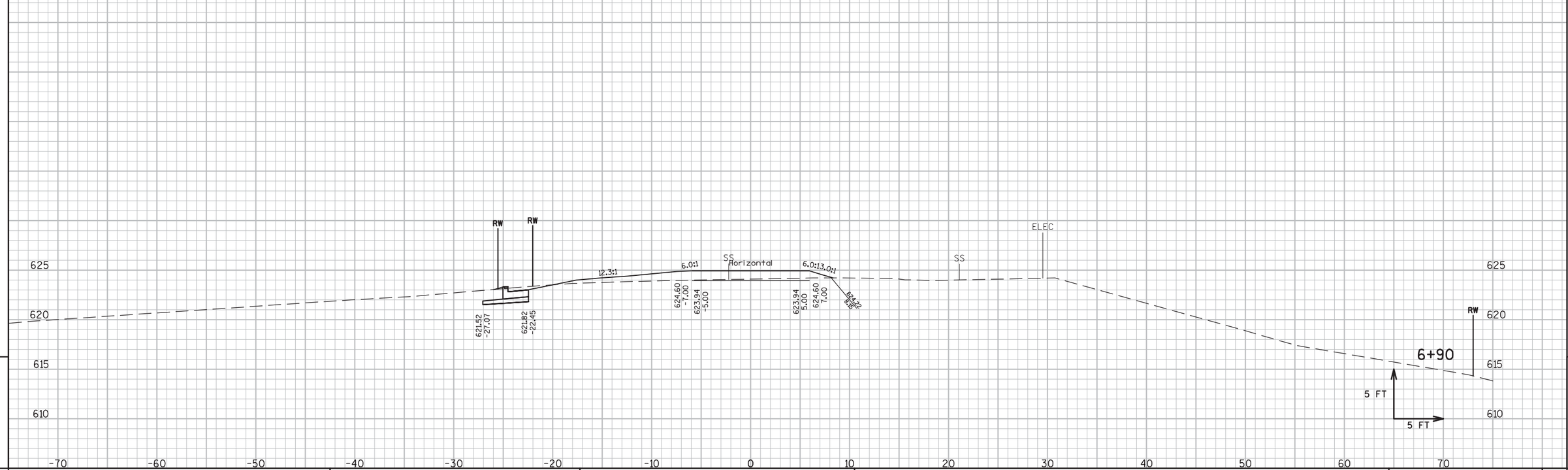
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: PEDESTRIAN ACCESS PATH | SHEET 633 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40951072_0902XX_XS_CTH ZZ_HIGH.DWG PLOT DATE : 3/24/2014 11:51 AM PLOT BY : DOUGLAS HOBYAN PLOT NAME : _____ PLOT SCALE : 1:10_XREF




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: PEDESTRIAN ACCESS PATH | SHEET 634 E |
|---|---|---|---|---|

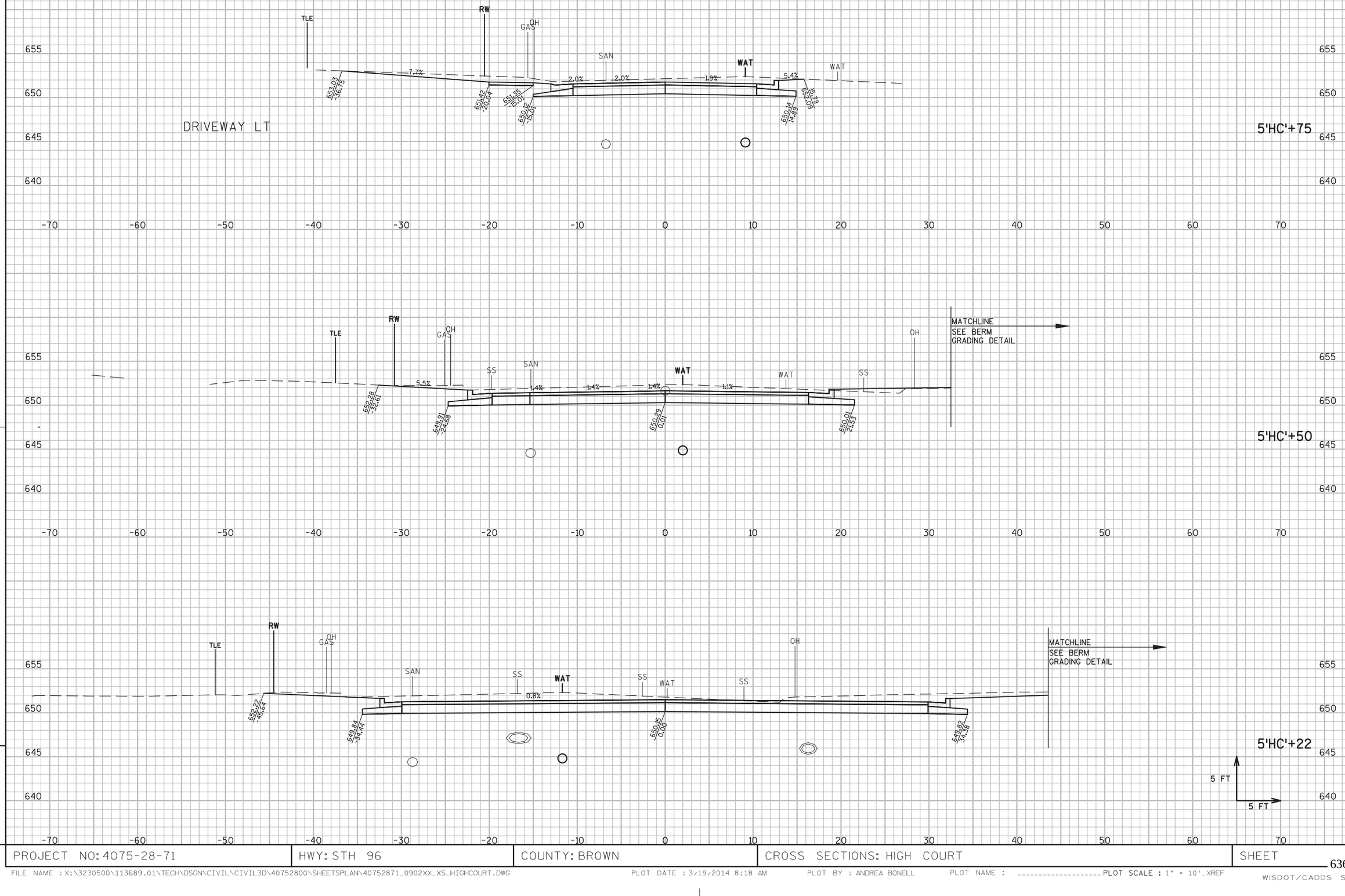
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40951072_0902XX_XS_CTH ZZ_HIGH.DWG PLOT DATE : 3/24/2014 11:51 AM PLOT BY : DOUGLAS HOBYAN PLOT NAME : _____ PLOT SCALE : 1:10_XREF




9

9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: PEDESTRIAN ACCESS PATH | SHEET 635 | E |
|---|---|---|---|---|---|

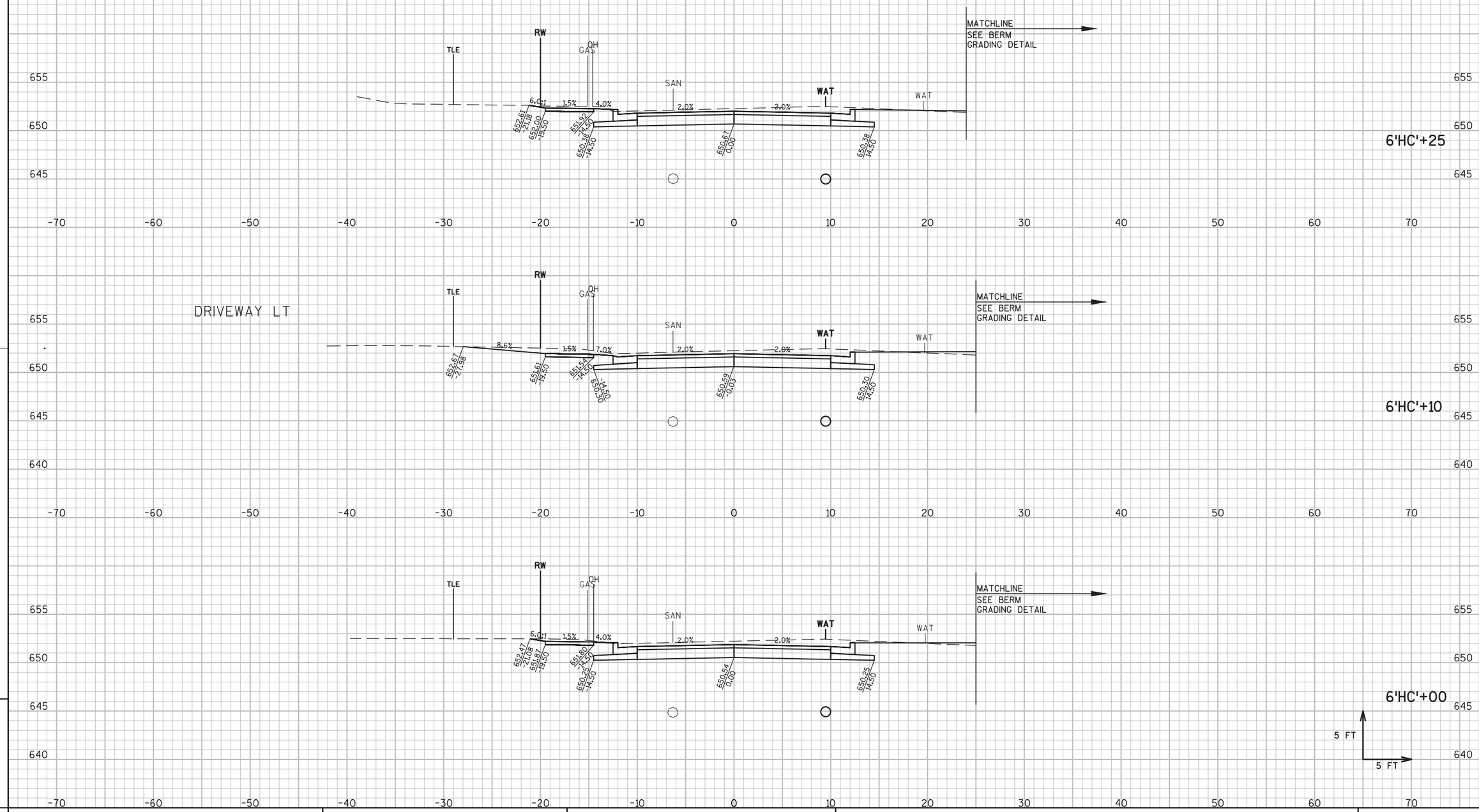



9

9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH COURT | SHEET 636 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_HIGHCOURT.DWG PLOT DATE : 3/19/2014 8:18 AM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49



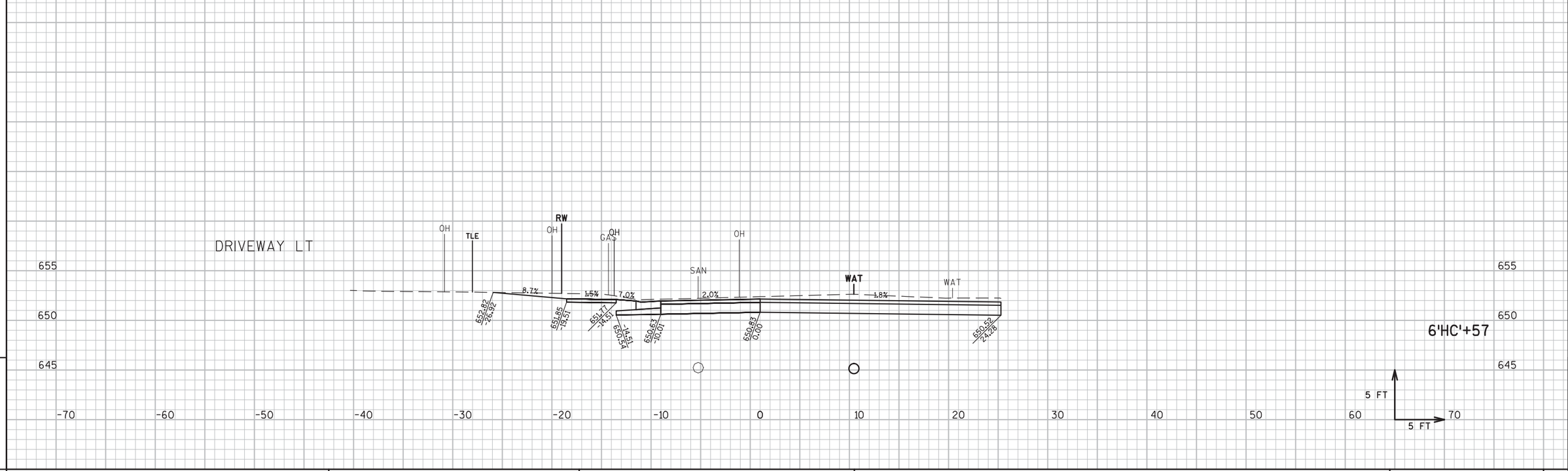

9

9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH COURT | SHEET 637 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_HIGHCOURT.DWG PLOT DATE : 3/19/2014 8:18 AM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

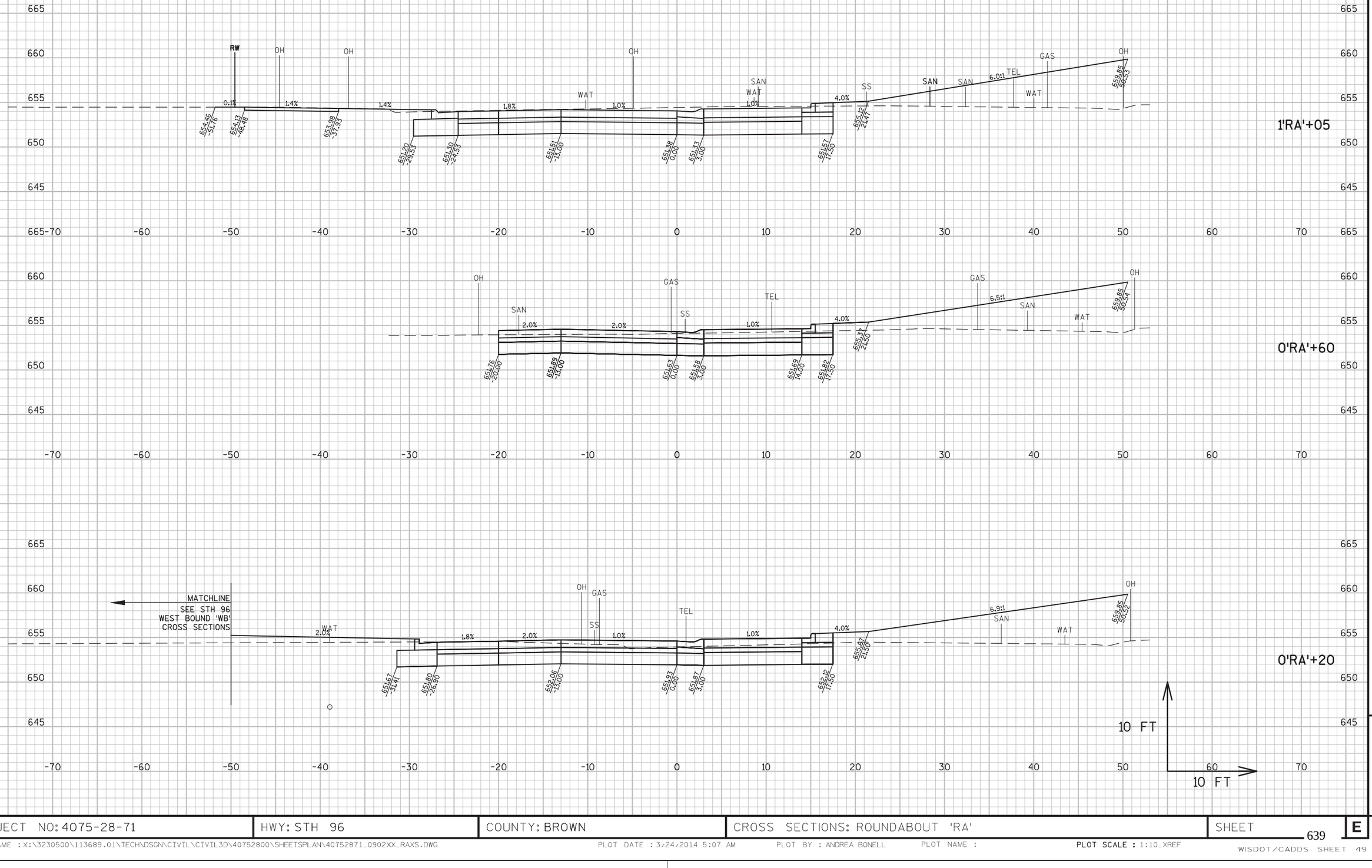



9

9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH COURT | SHEET 638 | E |
|---|---|---|---|---|---|

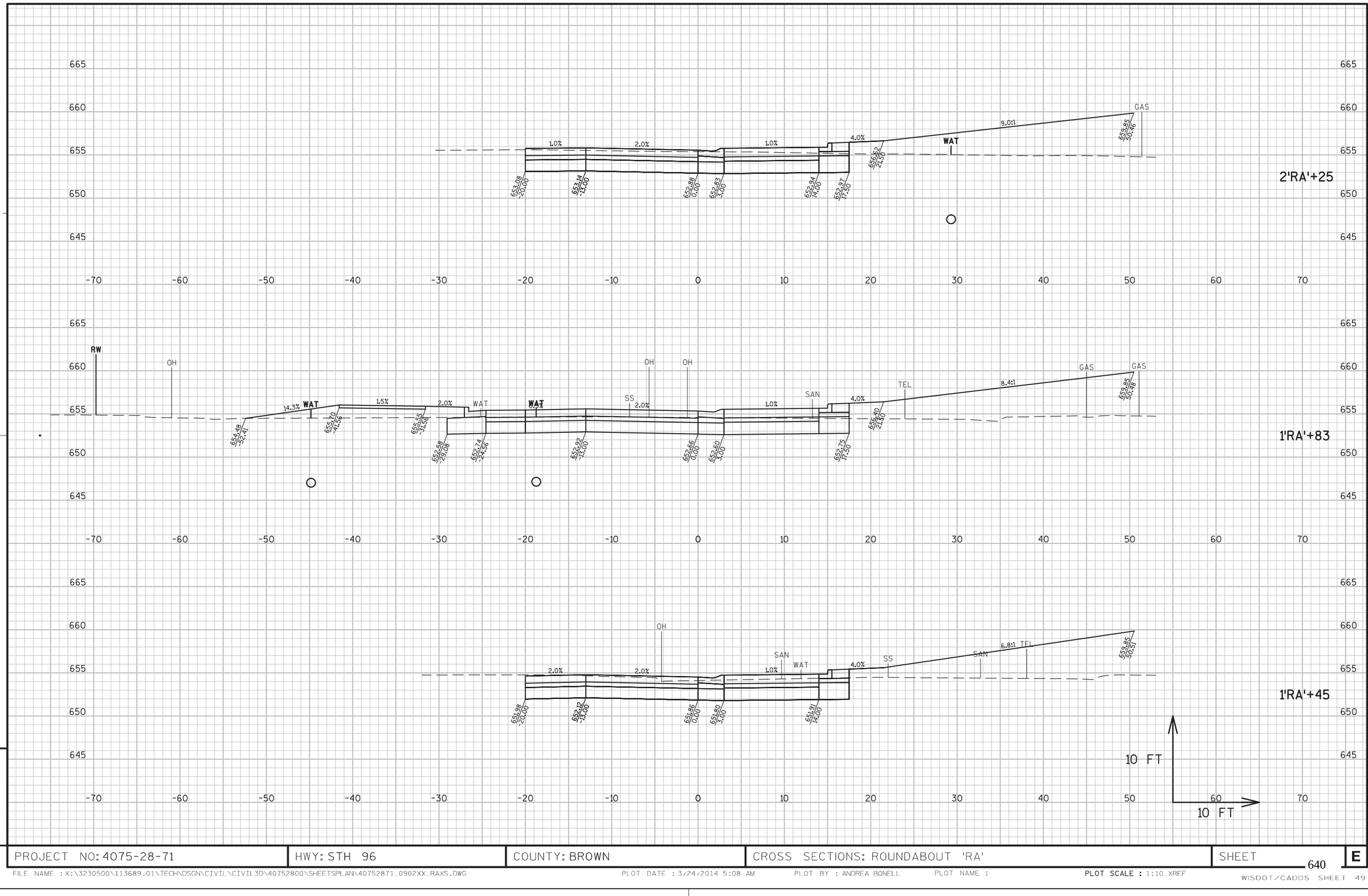
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_HIGHCOURT.DWG PLOT DATE : 3/19/2014 8:19 AM PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: ROUNDABOUT 'RA' | SHEET 639 | E |
|---|---|---|---|---|---|

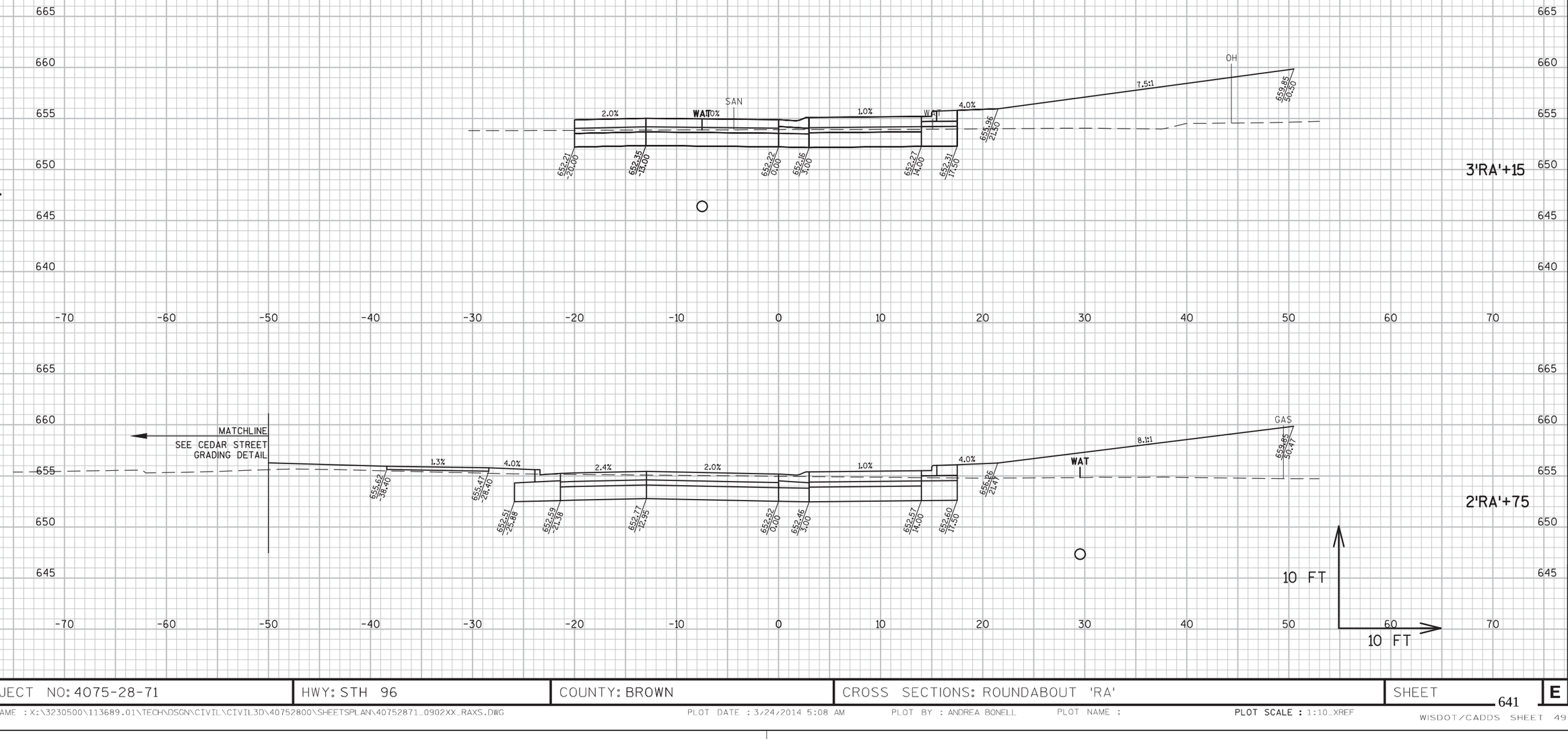



9

9

| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: ROUNDABOUT 'RA' | SHEET 640 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_RAXS.DWG PLOT DATE : 3/24/2014 5:08 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49

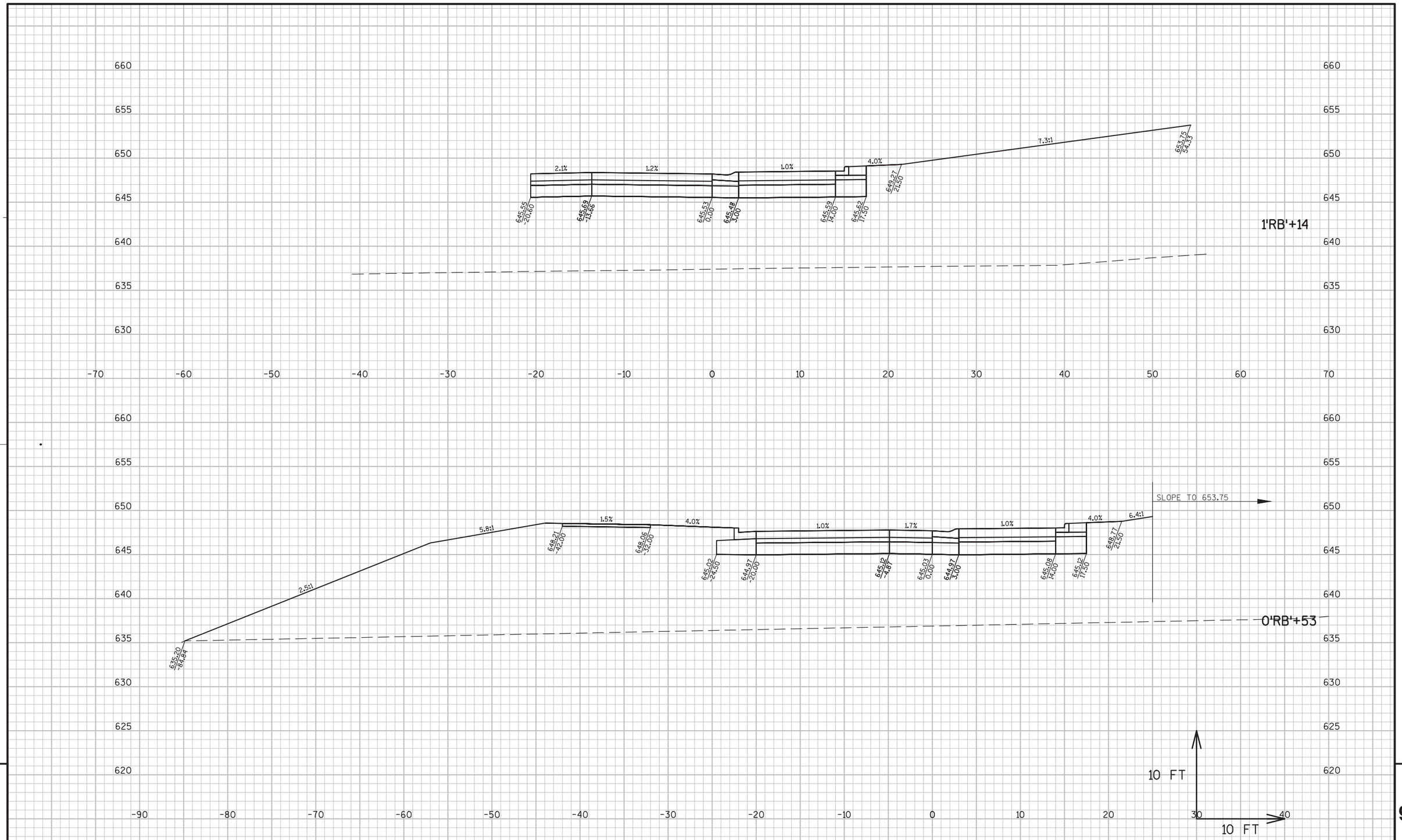



9

9

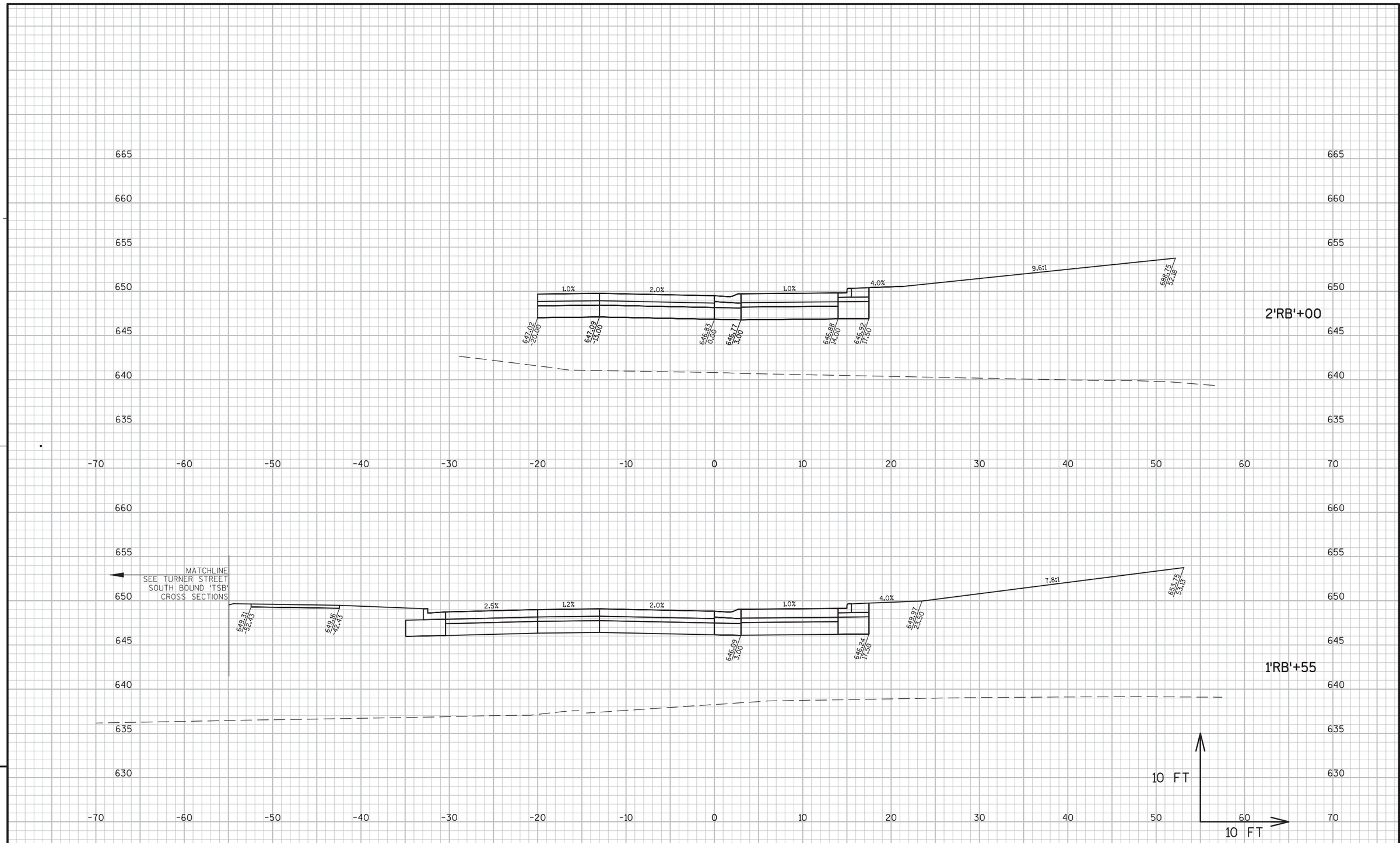
| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: ROUNDABOUT 'RA' | SHEET 641 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_RAXS.DWG PLOT DATE : 3/24/2014 5:08 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: ROUNDABOUT 'RB' | SHEET 642 | E |
|---|---|---|---|---|---|

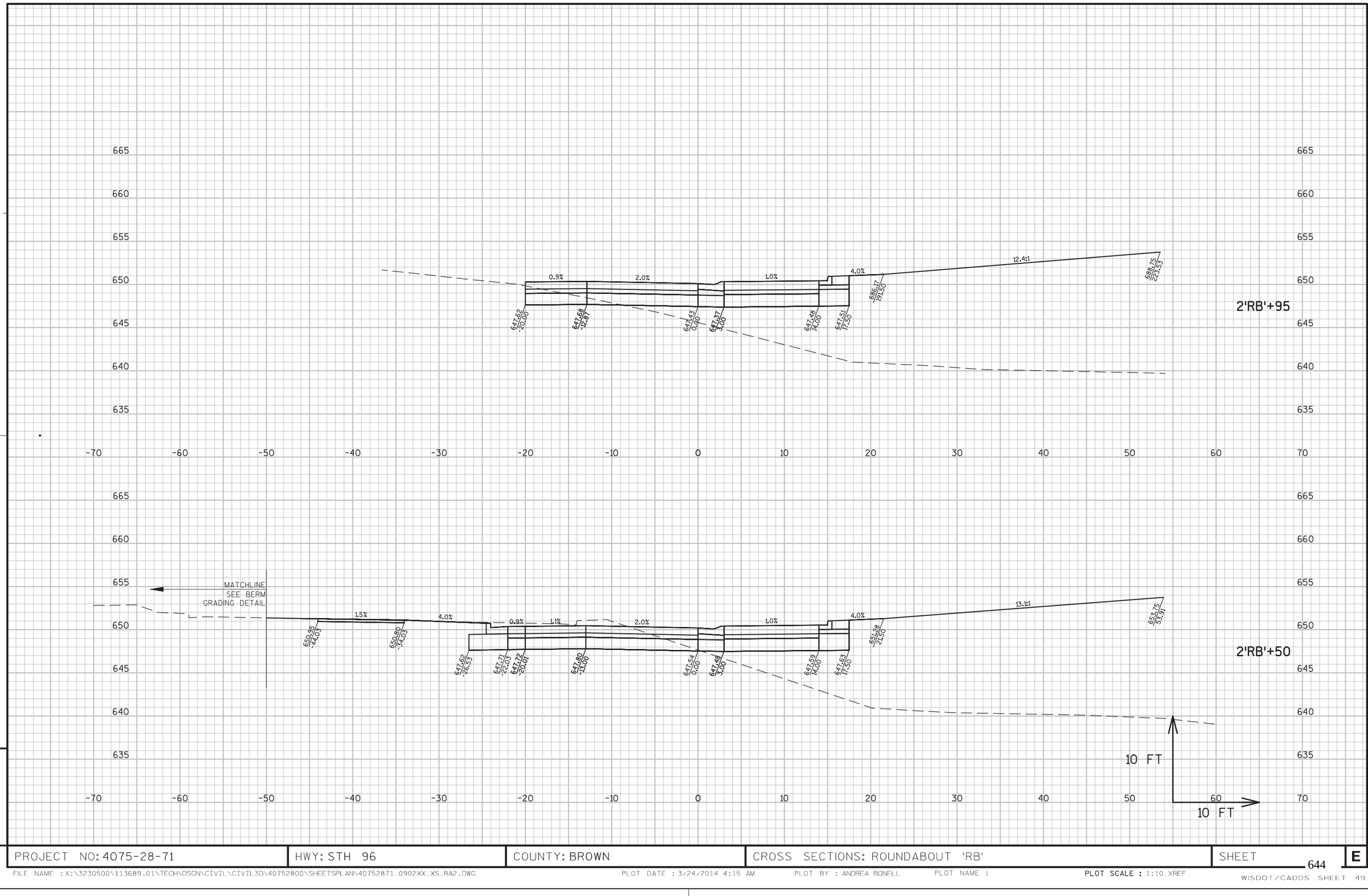
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_RA2.DWG PLOT DATE : 3/24/2014 4:14 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1:10_XREF




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: ROUNDABOUT 'RB' | SHEET 643 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_RA2.DWG PLOT DATE : 3/24/2014 4:14 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49




| PROJECT NO: 4075-28-71 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: ROUNDABOUT 'RB' | SHEET 644 E |
|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_RA2.DWG PLOT DATE : 3/24/2014 4:15 AM PLOT BY : ANDREA BONELL PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

Notes

**Wisconsin Department of Transportation**

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

GRE

JULY 2014

PROJECT ID: 4095-10-72
WITH: 4075-28-71

COUNTY: BROWN

**ORDER OF SHEETS**


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


TOTAL SHEETS = 146

23

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

# HIGH ST. VILLAGE OF WRIGHTSTOWN

FOX RIVER - SHANTY ROAD

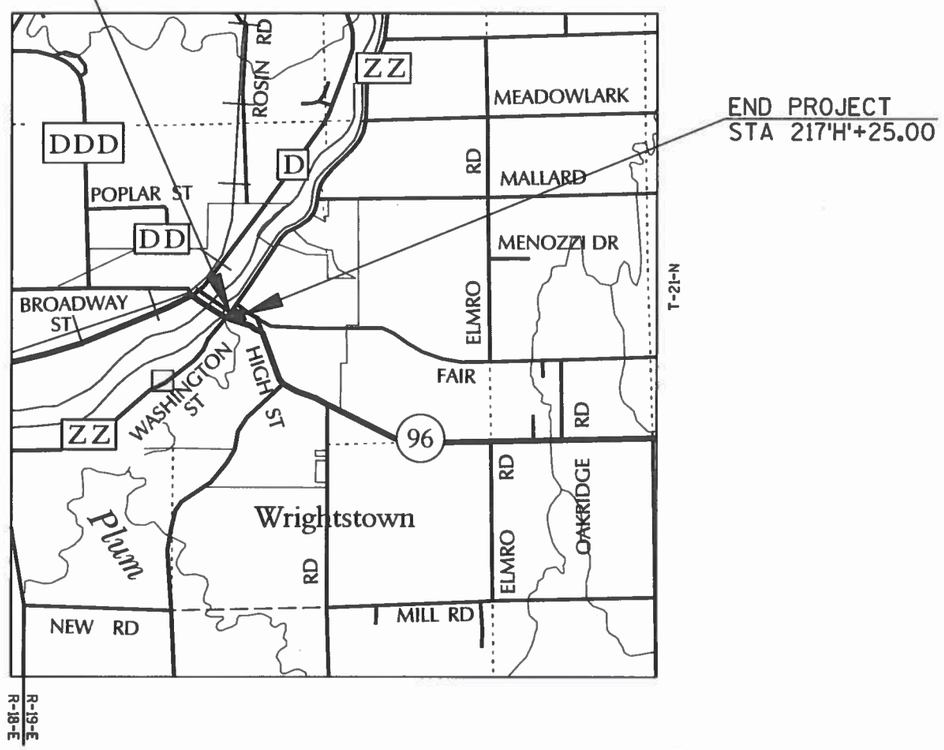
STH 96

BROWN COUNTY

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 4095-10-72 | WISC 2014270 | 1 |
| | | |
| | | |
| | | |

BEGIN PROJECT
STA 212'H'+25.00
Y = 498430.49
X = 60928.74

STATE PROJECT NUMBER
4095-10-72




END PROJECT
STA 217'H'+25.00

N

LAYOUT
SCALE 0 1/2 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.095 MI.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), BROWN COUNTY, NAD 83 (1997)

ELEVATIONS ON THIS PLAN ARE REFERENCED TO NAVD 88

**DESIGN DESIGNATION**

| | | |
|---|---|---|
| A.A.D.T. 2015 | = | 3,700 |
| A.A.D.T. 2035 | = | 4,700 |
| D.H.V. | = | 460 |
| D.D. | = | 60-40 |
| T. | = | 11.6% |
| DESIGN SPEED | = | 30 MPH |
| ESALS | = | 1,759,300 |

**CONVENTIONAL SYMBOLS**

| PLAN | | PROFILE | |
|---|---|---|---|
| CORPORATE LIMITS | | GRADE LINE | |
| PROPERTY LINE | | ORIGINAL GROUND | |
| LOT LINE | | MARSH OR ROCK PROFILE (To be noted as such) | ROCK |
| LIMITED HIGHWAY EASEMENT | | SPECIAL DITCH | LABEL |
| EXISTING RIGHT OF WAY | | GRADE ELEVATION | 95.36 |
| PROPOSED OR NEW R/W LINE | | CULVERT (Profile View) | |
| SLOPE INTERCEPT | | **UTILITIES** | |
| REFERENCE LINE | | ELECTRIC | E |
| EXISTING CULVERT | | FIBER OPTIC | FO |
| PROPOSED CULVERT (Box or Pipe) | | GAS | G |
| COMBUSTIBLE FLUIDS | CAUTION | SANITARY SEWER | SAN |
| | | STORM SEWER | SS |
| MARSH AREA | | TELEPHONE | T |
| | | WATER | W |
| WOODED OR SHRUB AREA | | UTILITY PEDESTAL | |
| | | POWER POLE | |
| | | TELEPHONE POLE | |

ORIGINAL PLANS PREPARED BY


Mead & Hunt
Mead & Hunt, Inc.
1345B North Road
Green Bay, WI 54313
920.496.0500
fax: 920.496.0576
www.meadhunt.com


WISCONSIN
STEVEN T. POPKE
E36017
GREEN BAY WI
1-20-2014
PROFESSIONAL ENGINEER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

| PREPARED BY | |
|---|---|
| Surveyor | MEAD & HUNT |
| Designer | MEAD & HUNT |
| Project Manager | ANDREW FULCER |
| Regional Examiner | |
| Regional Supervisor | DANIEL SEGERSTROM |
| C.O. Examiner | |

APPROVED FOR THE DEPARTMENT

DATE: 1/21/2014 Andrew D. Fulcer (Signature)

E

## GENERAL NOTES

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

CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE LINE. CURB AND GUTTER RADII ARE MEASURED TO THE FLANGE.

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

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN WITH THE ENGINEER.

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ON THE PLAN MAY BE ADJUSTED BY THE ENGINEER TO FIT FIELD CONDITIONS.

THE QUANTITY OF TOPSOIL IS COMPUTED FROM MEASUREMENTS TAKEN:
A) ALONG THE HIGHWAYS OUTSIDE SLOPE AREAS, BETWEEN THE SUBGRADE SHOULDER OR BACK OF CURB AND A POINT POSITIONED 5-FEET PAST THE SLOPE INTERCEPT.

EXISTING DRIVEWAYS AND FIELD ENTRANCES SHALL BE RESTORED IN KIND AS DIRECTED BY THE ENGINEER IN THE FIELD AND AT THE LOCATION DETERMINED BY THE ENGINEER.

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL WILL NOT BE PERMITTED IN WETLANDS.

BROKEN CONCRETE CONTAINING RE-BAR SHALL NOT BE USED AS RIPRAP OR HEAVY RIPRAP.

A SAWED JOINT IS REQUIRED WHERE NEW ASPHALTIC CONCRETE SURFACE MEETS EXISTING ASPHALTIC CONCRETE SURFACE.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

VILLAGE OF WRIGHTSTOWN SIGNS WILL BE REMOVED AND RE-INSTALLED BY THE VILLAGE OF WRIGHTSTOWN.

SIGNS TO BE MOVED WILL BE STORED AND PROTECTED BY THE CONTRACTOR AT A LOCATION APPROVED BY THE ENGINEER, FREE FROM DAMAGE, UNTIL SUCH TIME AS THEY ARE RE-INSTALLED.

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

EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE SUGGESTED LOCATIONS. THE ENGINEER MAY MODIFY LOCATIONS AS NEEDED. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

STORM SEWER PIPE ELEVATIONS, LENGTH, AND LOCATIONS AS SHOWN ON THE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

IMMEDIATELY AFTER CONSTRUCTION OF ANY INLET CONTRACTOR SHALL CONSTRUCT THE INLET PROTECTION TO MINIMIZE SEDIMENTATION IN THE INLET AND STORM SEWER.

### ALIGNMENT CODES

'EB' - STH 96 (EASTBOUND)
'H' - HIGH STREET
'P' - PEDESTRIAN ACCESS PATH
'W' - WASHINGTON STREET (CTH ZZ)

### ORDER OF SECTION 2 SHEETS

GENERAL NOTES AND UTILITIES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
EROSION CONTROL
STORM SEWER
SIGNING
PAVEMENT MARKING
TRAFFIC CONTROL AND CONSTRUCTION STAGING

### RUNOFF COEFFICIENT TABLE

| | HYDROLOGIC SOIL GROUP | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | | | B | | | C | | | D | | |
| | SLOPE RANGE (%) | | | SLOPE RANGE (%) | | | SLOPE RANGE (%) | | | SLOPE RANGE (%) | | |
| LAND | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER | 0-2 | 2-6 | 6 & OVER |
| ROW CROPS | 0.08 | 0.16 | 0.22 | 0.12 | 0.20 | 0.27 | 0.15 | 0.24 | 0.33 | 0.19 | 0.28 | 0.38 |
| | 0.22 | 0.30 | 0.38 | 0.23 | 0.34 | 0.44 | 0.30 | 0.37 | 0.50 | 0.34 | 0.41 | 0.56 |
| MEDIAN STRIP TURF | 0.19 | 0.20 | 0.24 | 0.19 | 0.22 | 0.27 | 0.20 | 0.23 | 0.30 | 0.20 | 0.25 | 0.30 |
| | 0.24 | 0.26 | 0.30 | 0.25 | 0.28 | 0.44 | 0.26 | 0.30 | 0.37 | 0.27 | 0.32 | 0.40 |
| SIDE SLOPE TURF | | | 0.25 | | | 0.27 | | | 0.28 | | | 0.30 |
| | | | 0.32 | | | 0.44 | | | 0.36 | | | 0.38 |
| PAVEMENT | | | | | | | | | | | | |
| ASPHALT | 0.70 - 0.95 | | | | | | | | | | | |
| CONCRETE | 0.80 - 0.95 | | | | | | | | | | | |
| BRICK | 0.70 - 0.80 | | | | | | | | | | | |
| DRIVES, WALKS | 0.75 - 0.85 | | | | | | | | | | | |
| ROOFS | 0.75 - 0.95 | | | | | | | | | | | |
| GRAVEL ROADS, SHOULDERS | 0.40 - 0.60 | | | | | | | | | | | |

APPROXIMATE TOTAL PROJECT AREA 1.88 ACRES

APPROXIMATE TOTAL PROJECT AREA EXPECTED TO BE DISTRUBED BY CONSTRUCTION 1.64 ACRES

### UTILITY COMPANIES

TO OBTAIN LOCATION OF PARTICIPANTS' UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

WIS. STATUES 182.0175 (1974) REQUIRES MIN. OF 3 WORK DAYS NOTICE BEFORE YOU EXCAVATE

**ELECTRIC**

WISCONSIN PUBLIC SERVICE CORPORATION - ELECTRIC
2850 SOUTH ASHLAND AVENUE
GREEN BAY, WI 54304
SCOTT GAUGER
TEL: 920-617-5151
CELL: 920-660-6430

EMERGENCY CONTACT NUMBERS FOR WISCONSIN PUBLIC SERVICE CORPORATION
WPSC ELECTRIC 24-HOUR EMERGENCY SERVICE:
1-800-450-7240

**GAS**

WISCONSIN PUBLIC SERVICE CORPORATION - GAS
2850 SOUTH ASHLAND AVENUE
GREEN BAY, WI 54304
PHIL MAUERMANN
TEL: 920-617-5012
CELL: 920-606-8448

EMERGENCY CONTACT NUMBERS FOR WISCONSIN PUBLIC SERVICE CORPORATION
WPSC GAS 24-HOUR EMERGENCY SERVICE: 1-800-450-7280

**WATER**

VILLAGE OF WRIGHTSTOWN - PUBLIC WORKS & UTILITIES
101 WASHINGTON STREET
WRIGHTSTOWN, WI 54180
TRAVIS COENEN
TEL: 920-532-0434
CELL: 920-660-2118
FAX: 920-532-0433
EMAIL: tcoenen@wrightstown.us

**SANITARY SEWER**

VILLAGE OF WRIGHTSTOWN - PUBLIC WORKS & UTILITIES
101 WASHINGTON STREET
WRIGHTSTOWN, WI 54180
TRAVIS COENEN
TEL: 920-532-0434
CELL: 920-660-2118
FAX: 920-532-0433
EMAIL: tcoenen@wrightstown.us

**COMMUNICATIONS**

AT&T WISCONSIN
205 SOUTH JEFFERSON STREET
GREEN BAY, WI 54301
ERIC ADAIR
TEL: 920-433-4155
CELL:
EMAIL: az9216@att.com

TIME WARNER CABLE
3520 EAST DESTINATION DRIVE
APPLETON, WI 54915
VINCE ALBIN
TEL: 920-831-9249
CELL: 920-378-0444
FAX: 920-749-1154
EMAIL: vince.albin@twcable.com

**OTHER CONTACTS**

BROWN COUNTY HIGHWAY DEPARTMENT
ATTN: PAUL VAN NOIE
2198 GLENDALE AVENUE
GREEN BAY, WI 54303
TEL: 920-492-4925

BROWN COUNTY SURVEY COORDINATOR
ATTN: PAT FORD
305 EAST WALNUT STREET
GREEN BAY, WI 54305
TEL: 920-448-4493
FAX: 920-448-4487
EMAIL: FORD_PJ@CO.BROWN.WI.US

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
ATTN: JIM DOPERALSKI
2984 SHAWANO AVENUE
GREEN BAY, WI 54313
TEL: 920-662-5119
EMAIL: JAMES.DOPERALSKI@WISCONSIN.GOV

DIGGERS HOTLINE
Dial 811 or (800) 242-8511
www.DiggersHotline.com

2

POPLAR STREET

NORBERT ST.

BROADWAY STREET (CTH DD)

PAMELA ST.

PAMELA ST.

CONSTRUCTION
UNDER PROJECT
ID 4075-28-71

CEDAR ST.

MAIN STREET (CTH D)

PINE ST.

RIVERLANE ST.

BRIDGE ST.

HICKORY ST.

FOX RIVER

TOWN OF WRIGHTSTOWN

VILLAGE OF WRIGHTSTOWN

FAWNWOOD CT.

BURNING TREE CT.

LOUISE DR.

HIGHLAND ST.

ALISON CT.

SHARLA ST.

LAURA CT.

JUSTINA CT.

CLAY STREET

BEGIN PROJECT
I.D. 4095-10-72
STA 212'H'+25.00

STRUCTURE B-5-381
CONSTRUCTION UNDER
PROJECT ID
4075-28-71

STH 96

210'H'

MUELLER ST.

END CONSTRUCTION
STA 10'W'+85.38

END PROJECT
I.D. 4095-10-72
STA 217'H'+25.00

TURNER ST.

10'W'

215'H'

220'H'

HIGH ST.

225'H'

JANET LANE

SHORT ST.

BEGIN CONSTRUCTION
STA 5'W'+91.17

FLOOD FRINGE
(TYP)

5'W'

WETLANDS

CONSTRUCTION
UNDER PROJECT
ID 4075-28-71

FAIR STREET

STH 96/MAIN STREET

PARK STREET

100 YR
FLOODWAY
(601.40)

PLUM CREEK

BY OTHERS
UNDER PROJECT
ID 4075-28-73

100 YR
FLOODWAY
(601.80)

STH 96/HIGH STREET

FOX RIVER

WASHINGTON STREET (CTH ZZ)

FLOOD FRINGE
(TYP)

BY OTHERS
UNDER PROJECT
ID 4095-10-71

N

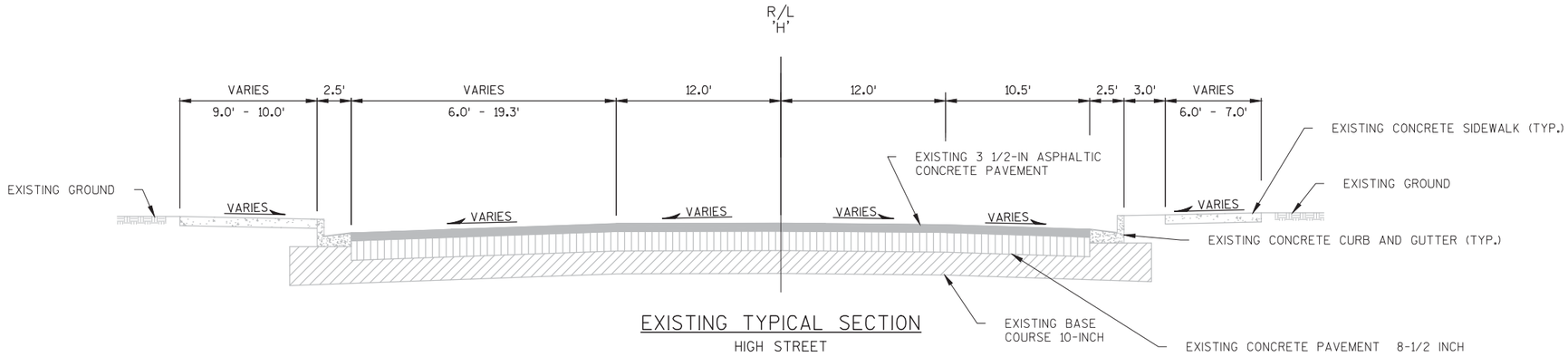
0 200 400

NICOLE LANE

SCHOOL STREET

PRAIRIE WAY

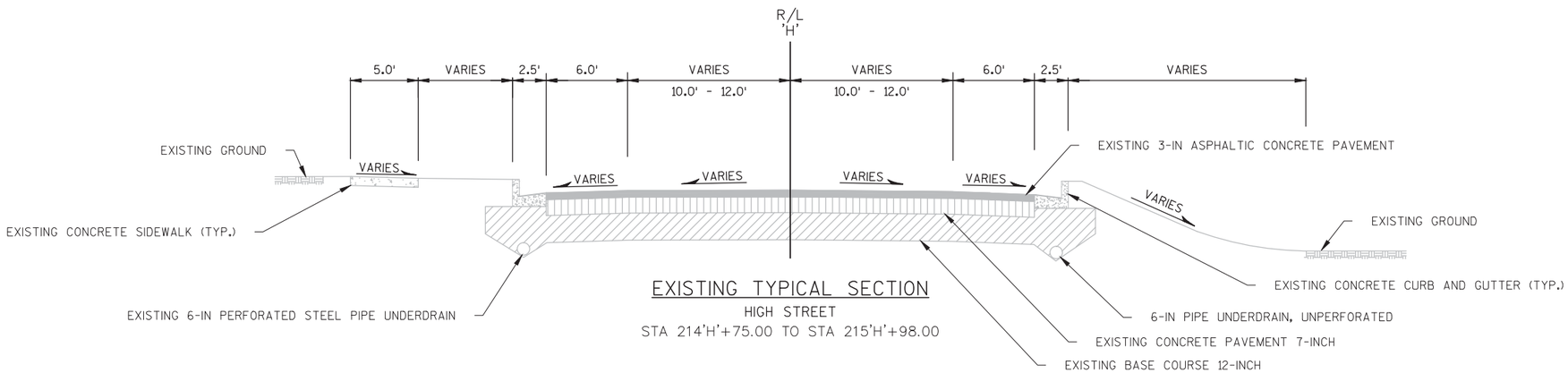
| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | PROJECT OVERVIEW | SHEET 3 | E |
|---|---|---|---|---|---|




EXISTING TYPICAL SECTION

HIGH STREET

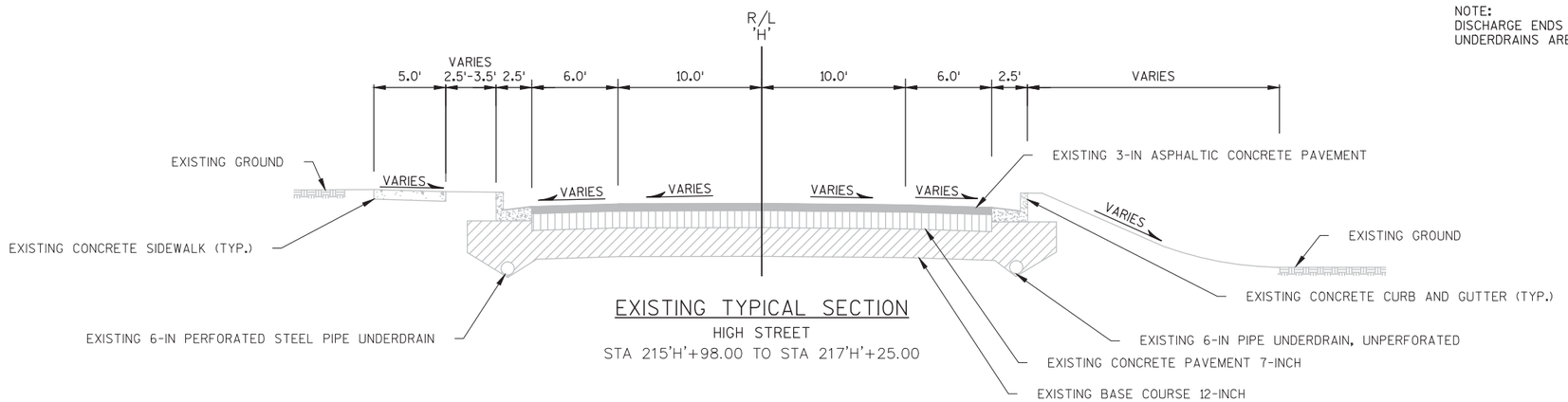
STA 212'H'+25.00 TO STA 214'H'+75.00




EXISTING TYPICAL SECTION

HIGH STREET

STA 214'H'+75.00 TO STA 215'H'+98.00



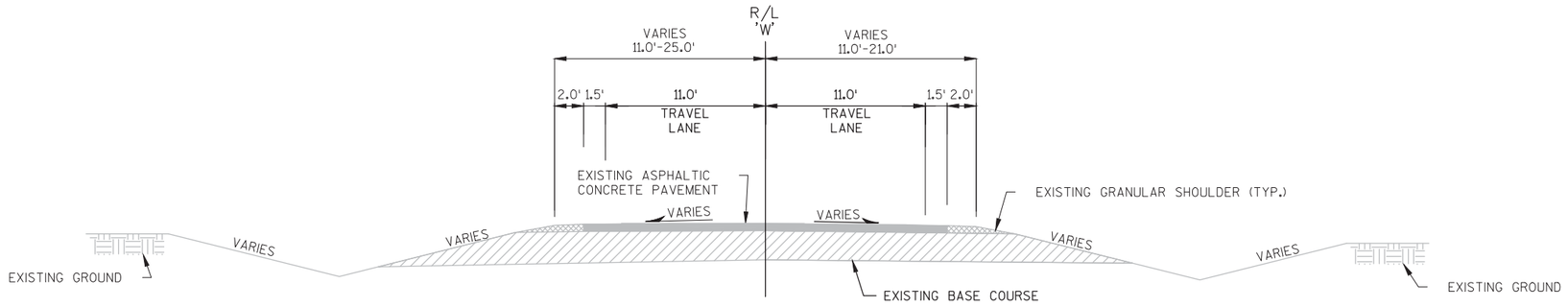

EXISTING TYPICAL SECTION

HIGH STREET

STA 215'H'+98.00 TO STA 217'H'+25.00

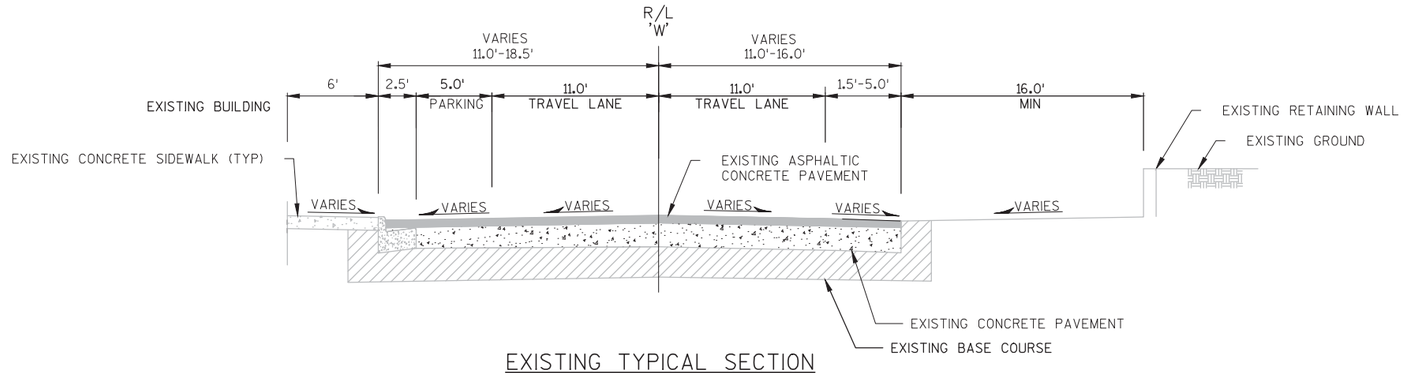
NOTE:
DISCHARGE ENDS OF THE 6-IN PERFORATED PIPE UNDERDRAINS ARE CONNECTED TO EXISTING INLETS.

| PROJECT NO: 4095-10-72 | HWY: HIGH STREET | COUNTY: BROWN | EXISTING TYPICAL SECTIONS | SHEET 4 E |
|---|---|---|---|---|



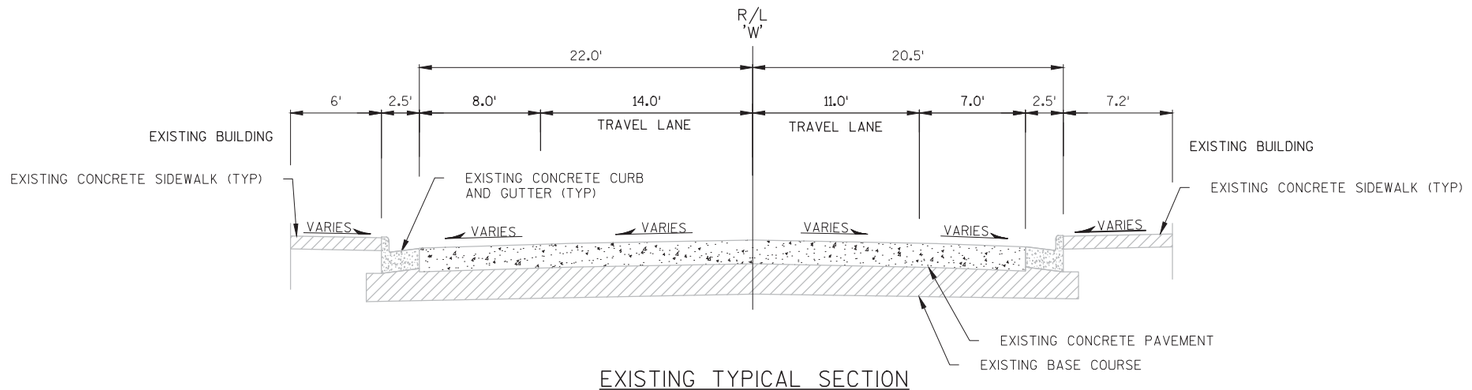

## EXISTING TYPICAL SECTION

WASHINGTON STREET (CTH ZZ)
STA 5'W'+91.17 TO STA 9'W'+02.21




## EXISTING TYPICAL SECTION

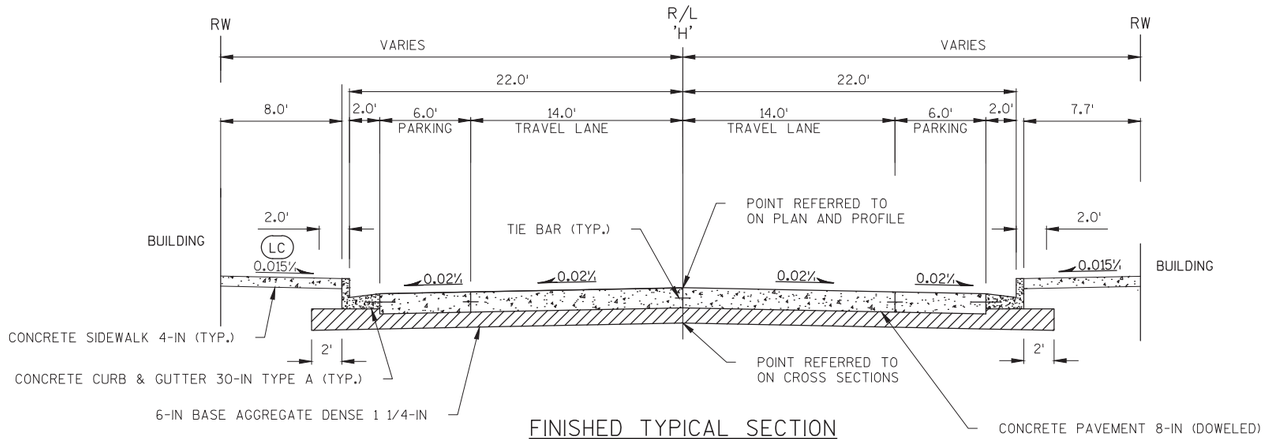
WASHINGTON STREET (CTH ZZ)
STA 9'W'+02.21 TO STA 10'W'+00.00




## EXISTING TYPICAL SECTION

WASHINGTON STREET (CTH ZZ)
STA 10'W'+00.00 TO STA 10'W'+85.38

| PROJECT NO: 4095-10-72 | HWY: CTH ZZ | COUNTY: BROWN | EXISTING TYPICAL SECTIONS | SHEET 5 E |
|---|---|---|---|---|




## FINISHED TYPICAL SECTION

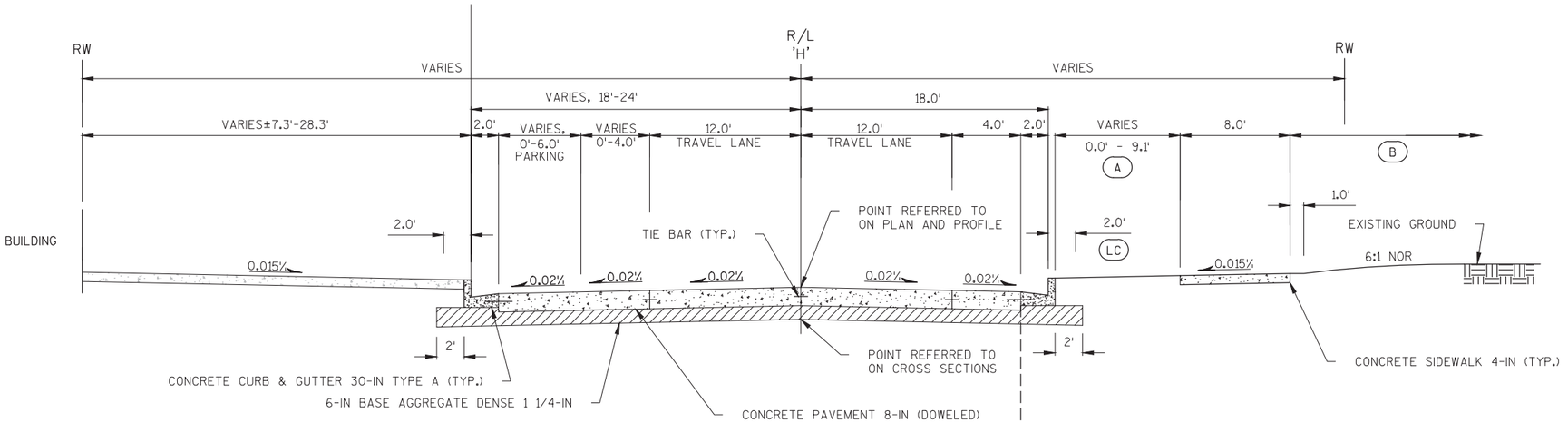
HIGH STREET

STA 212'H'+25.00 TO STA 212'H'+67.00

(A) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.30 AND EROSION MAT URBAN CLASS I TYPE A

(B) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.40 AND MULCHING

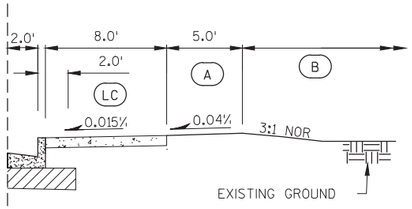
(LC) LATERAL CLEARANCE




## FINISHED TYPICAL SECTION

HIGH STREET

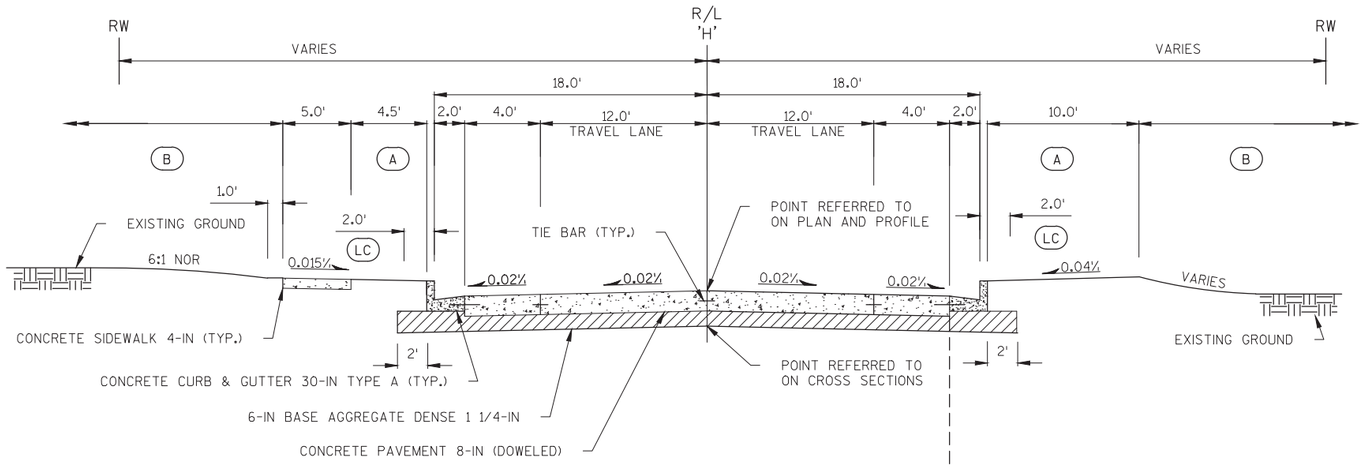
STA 212'H'+67.00 TO STA 214'H'+93.30




STA 213'H'+93.60 TO STA 214'H'+93.30

| PROJECT NO: 4095-10-72 | HWY: HIGH STREET | COUNTY: BROWN | TYPICAL SECTIONS | SHEET 6 E |
|---|---|---|---|---|

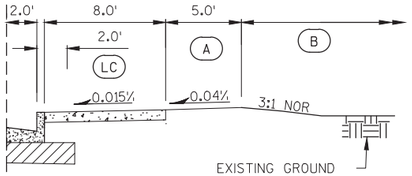
2




FINISHED TYPICAL SECTION

HIGH STREET

STA 214'H'+93.30 TO STA 217'H'+25.00



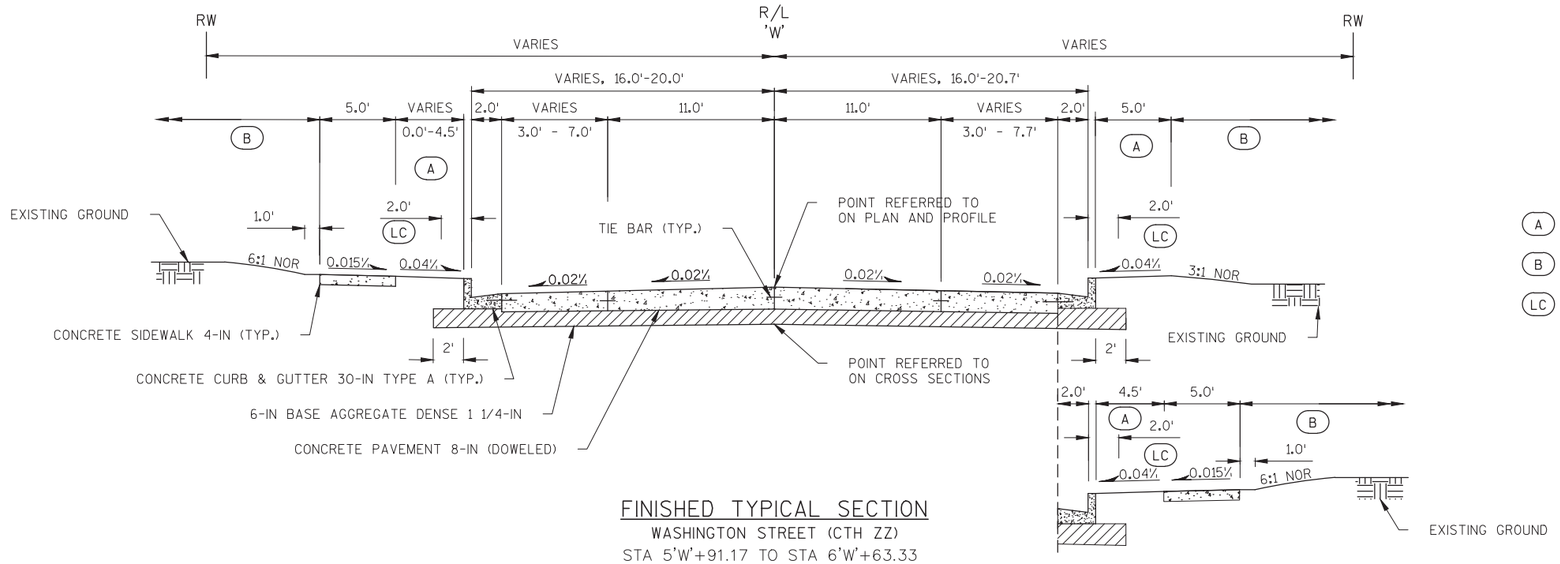

STA 214'H'+93.30 TO STA 215'H'+52.10

(A) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.30 AND EROSION MAT URBAN CLASS I TYPE A

(B) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.40 AND MULCHING

(LC) LATERAL CLEARANCE

| PROJECT NO: 4095-10-72 | HWY: HIGH STREET | COUNTY: BROWN | TYPICAL SECTIONS | SHEET 7 E |
|---|---|---|---|---|




## FINISHED TYPICAL SECTION

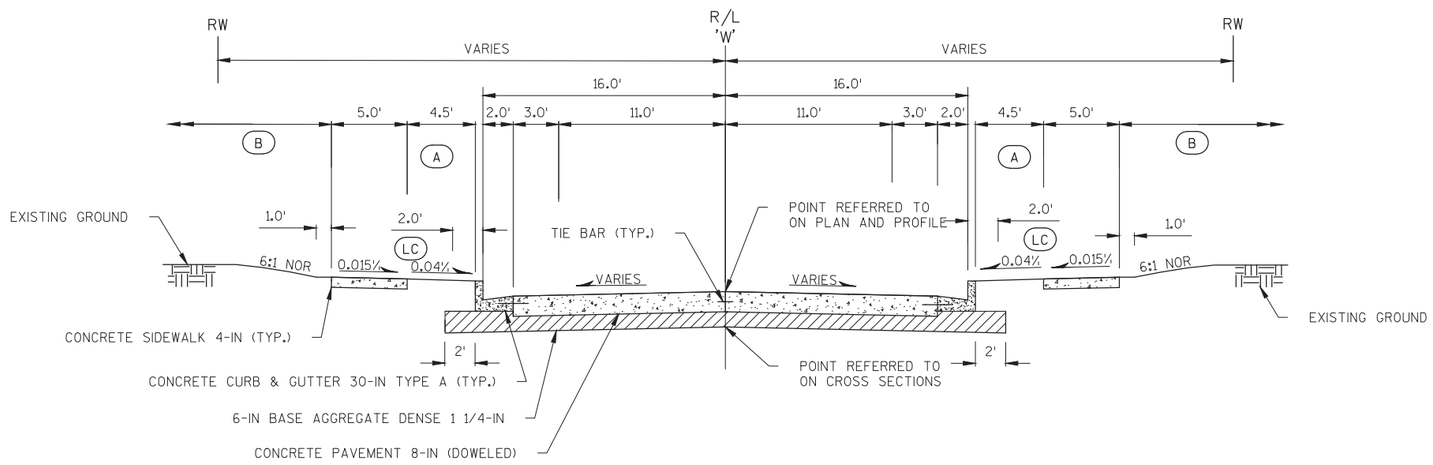
WASHINGTON STREET (CTH ZZ)
STA 5'W'+91.17 TO STA 6'W'+63.33

(A) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.30 AND EROSION MAT URBAN CLASS I TYPE A

(B) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.40 AND MULCHING

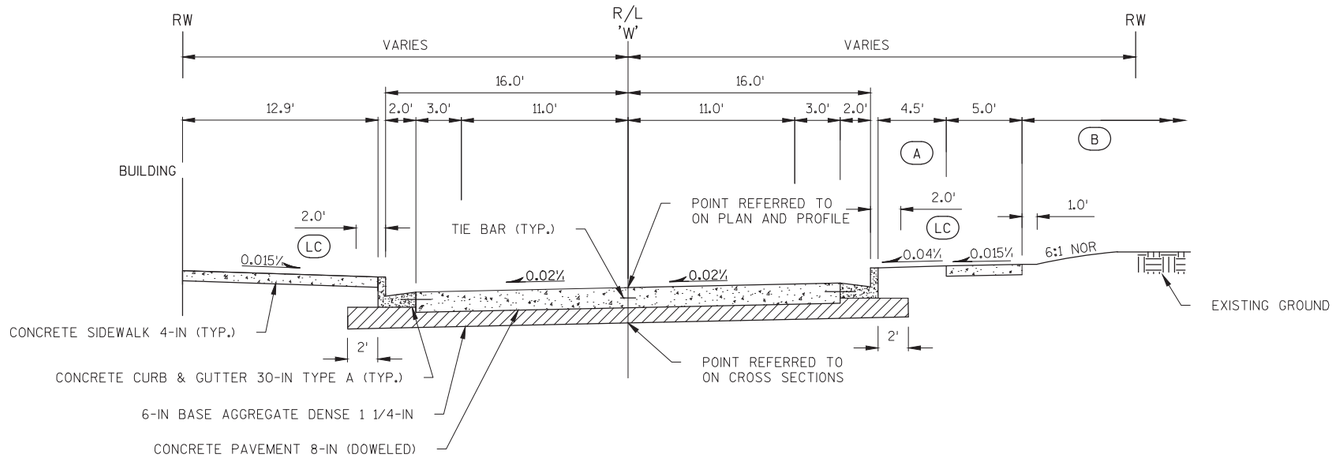
(LC) LATERAL CLEARANCE

STA 5'W'+91.17 TO STA 6'W'+63.33




## FINISHED TYPICAL SECTION

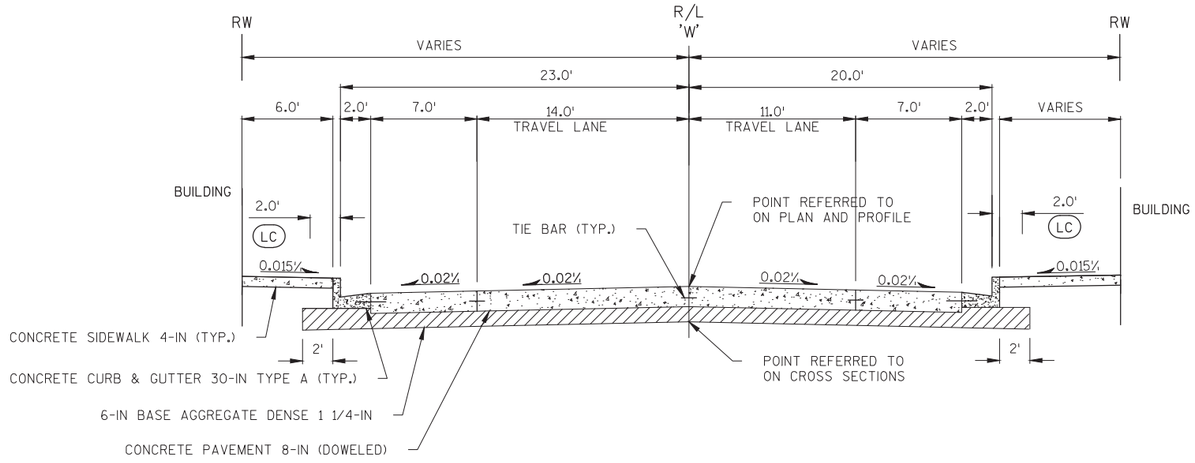
WASHINGTON STREET (CTH ZZ)
STA 6'W'+63.33 TO STA 9'W'+02.01




FINISHED TYPICAL SECTION

WASHINGTON STREET (CTH ZZ)

STA 9'W'+02.01 TO STA 10'W'+00.00




FINISHED TYPICAL SECTION

WASHINGTON STREET (CTH ZZ)

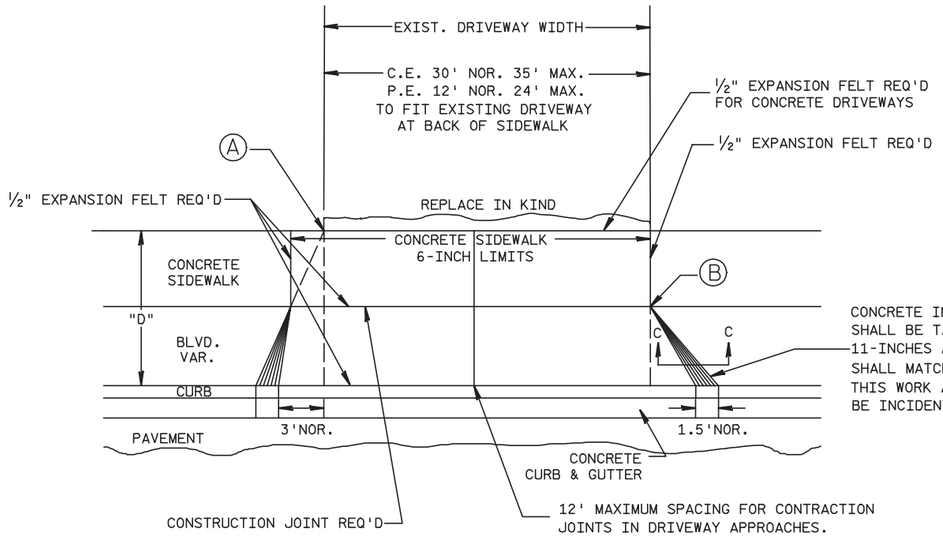
STA 10'W'+00.00 TO STA 10'W'+85.38

(A) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.30 AND EROSION MAT URBAN CLASS I TYPE A

(B) TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO.40 AND MULCHING

(LC) LATERAL CLEARANCE

# DRIVEWAY ENTRANCE DETAIL WITH SIDEWALK, CURB & GUTTER

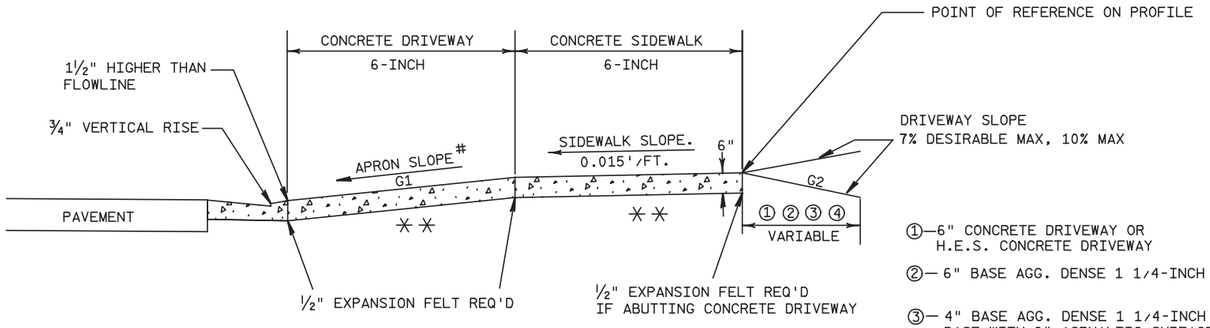



CONCRETE IN THE 1.5' TAPER AREA SHALL BE TAPERED TO A DEPTH OF 11-INCHES AND THE EXPANSION FELT SHALL MATCH THIS DEPTH. THIS WORK AND MATERIAL WILL BE INCIDENTAL TO THE BID ITEM.

## PLAN VIEW

Ⓐ WHEN "D" IS 13' OR LESS, ALIGN TAPER WITH BACK OF SIDEWALK

Ⓑ WHEN "D" IS GREATER THAN 13', ALIGN TAPER WITH FRONT OF SIDEWALK




## TYPICAL SIDEWALK SECTION

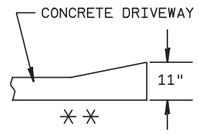
✳✳ = 6" BASE AGG. DENSE 1 1/4-INCH REQ'D UNDER CONCRETE DRWY

\# 

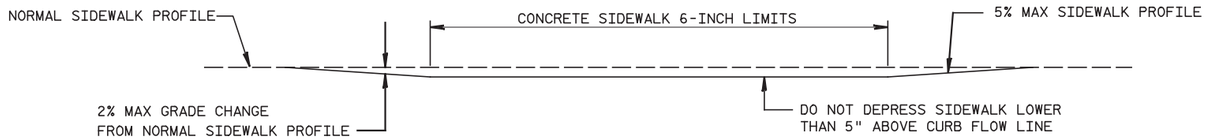
| TERRACE WIDTH | APRON SLOPE (G1) MIN % | DESIRABLE % | MAX % |
|---|---|---|---|
| 3 FT | 7.0 | 8.5 | 9.0 |
| 4 FT | 5.0 | 7.0 | 9.0 |
| 5 FT | 4.0 | 7.0 | 9.0 |
| 6 FT | 4.0 | 7.0 | 9.0 |
| 7 FT | 3.5 | 7.0 | 9.0 |
| 8 FT | 3.0 | 7.0 | 9.0 |

NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G1 & G2 TO NOT EXCEED 15%

DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAX SLOPE

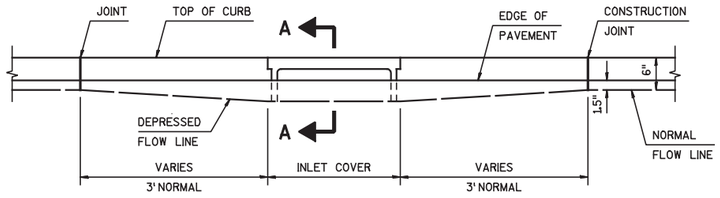



SECTION C-C

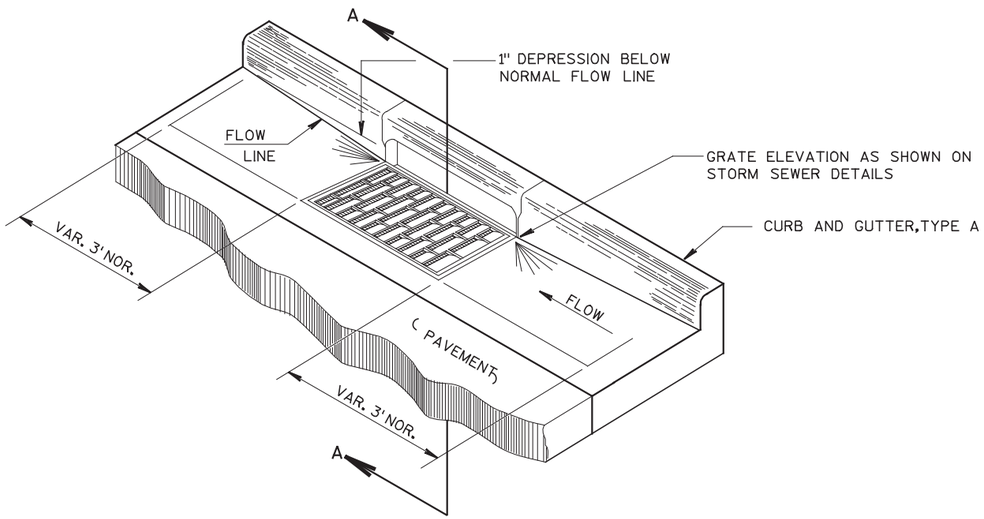


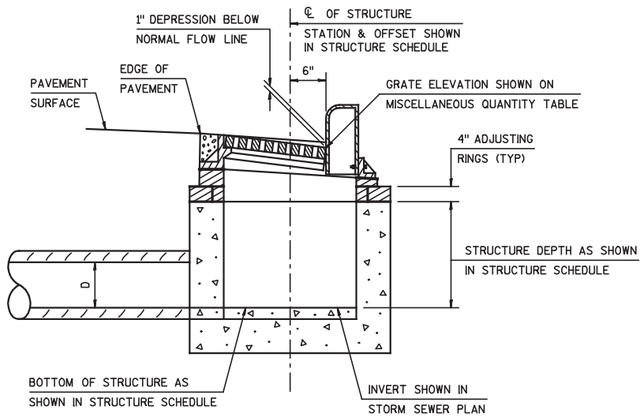

## DEPRESSED SIDEWALK PROFILE DETAIL

| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | CONSTRUCTION DETAILS | SHEET 10 | E |
|---|---|---|---|---|---|



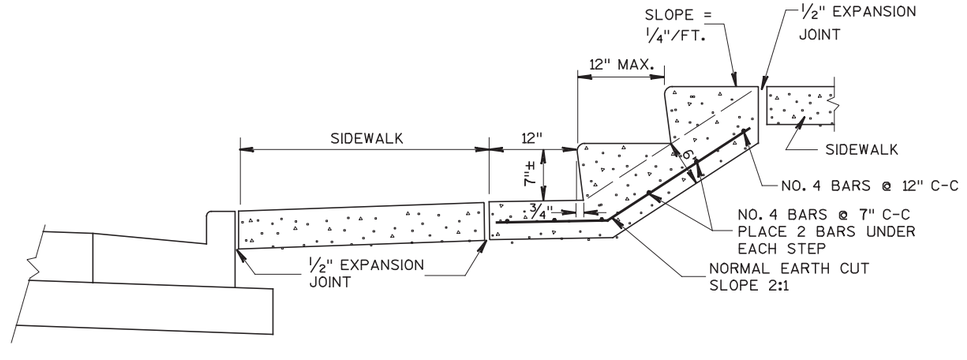

ELEVATION



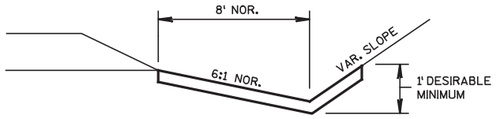

SECTION A-A

DETAIL OF CURB AND GUTTER AT INLETS

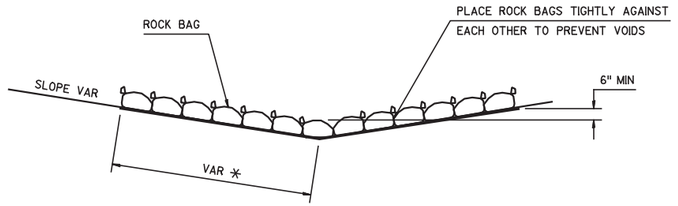



CONCRETE STEPS DETAIL

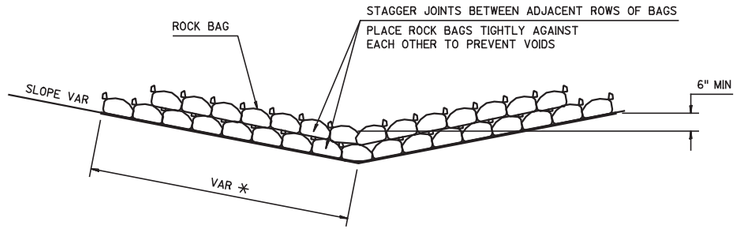
STA 211'H'+35, 33' RT




EROSION MAT DETAIL FOR DITCHES




SIDE VIEW (SINGLE LAYER)

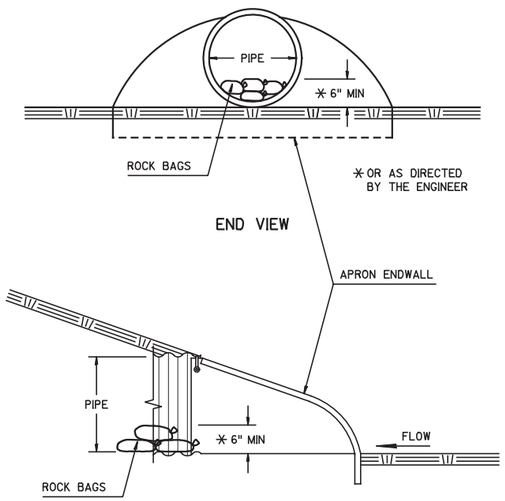



* LENGTH AND NUMBER OF BAGS MAY VARY
DEPENDING ON DESIRED DEPTH OF WATER POOL

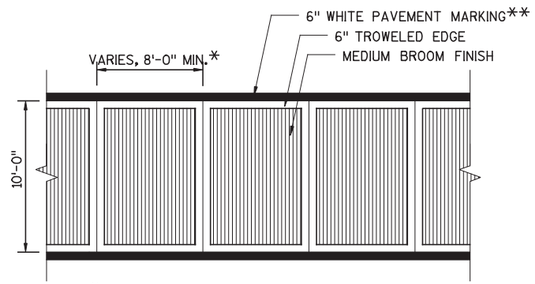
SIDE VIEW (MULTIPLE LAYER)

TEMPORARY DITCH CHECK

PAID AS ROCK BAGS

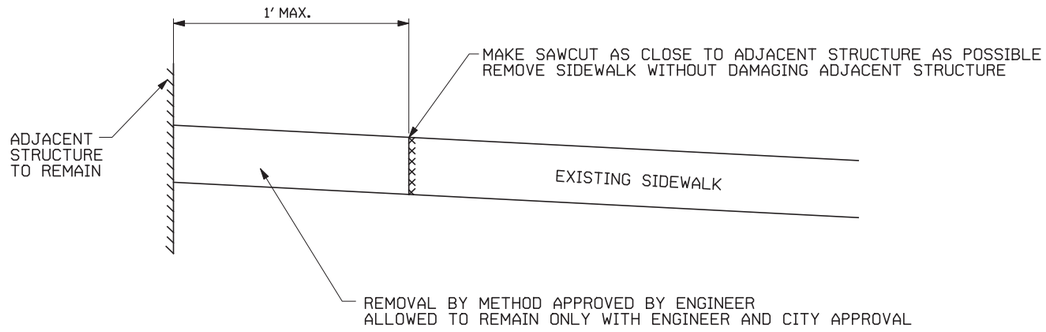



CULVERT PIPE CHECKS

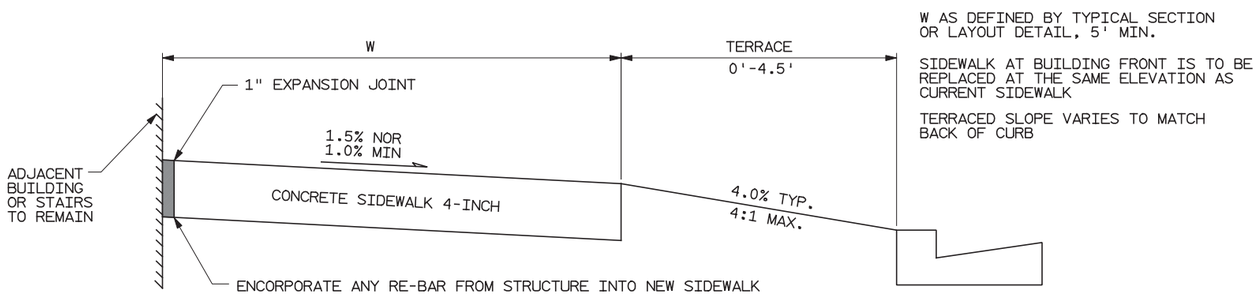



* DETERMINE JOINT SPACING IN THE FIELD
** WORK TO BE COMPLETED BY OTHERS

BROOM FINISH CONCRETE
PAVEMENT CROSSWALK

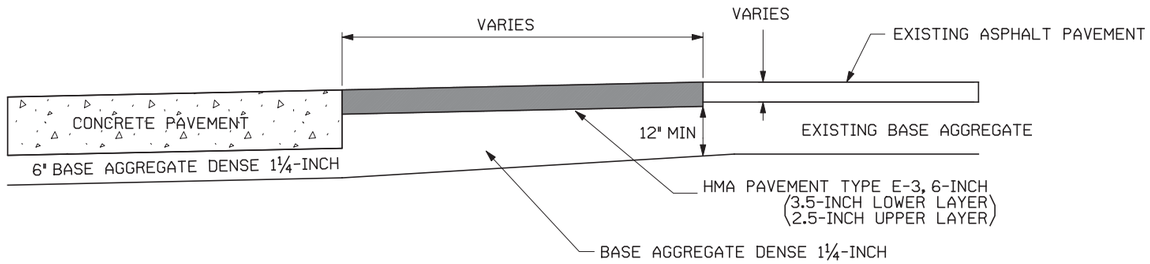



SIDEWALK REMOVAL AT ADJACENT STRUCTURE

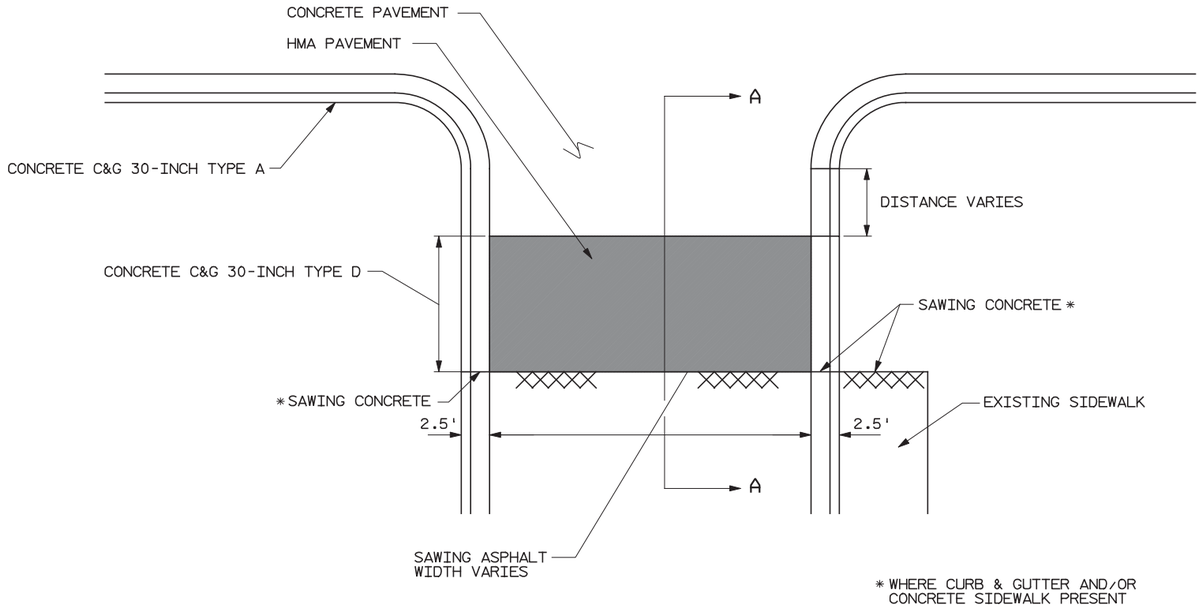



SIDEWALK REPLACEMENT AT ADJACENT STRUCTURE

2

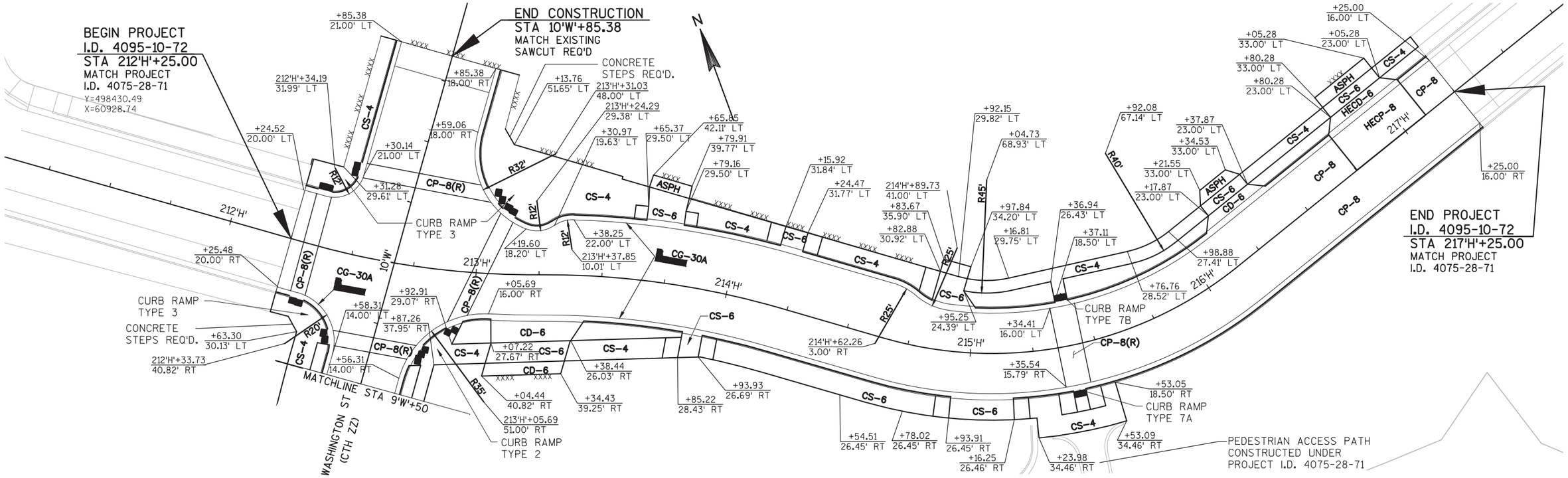


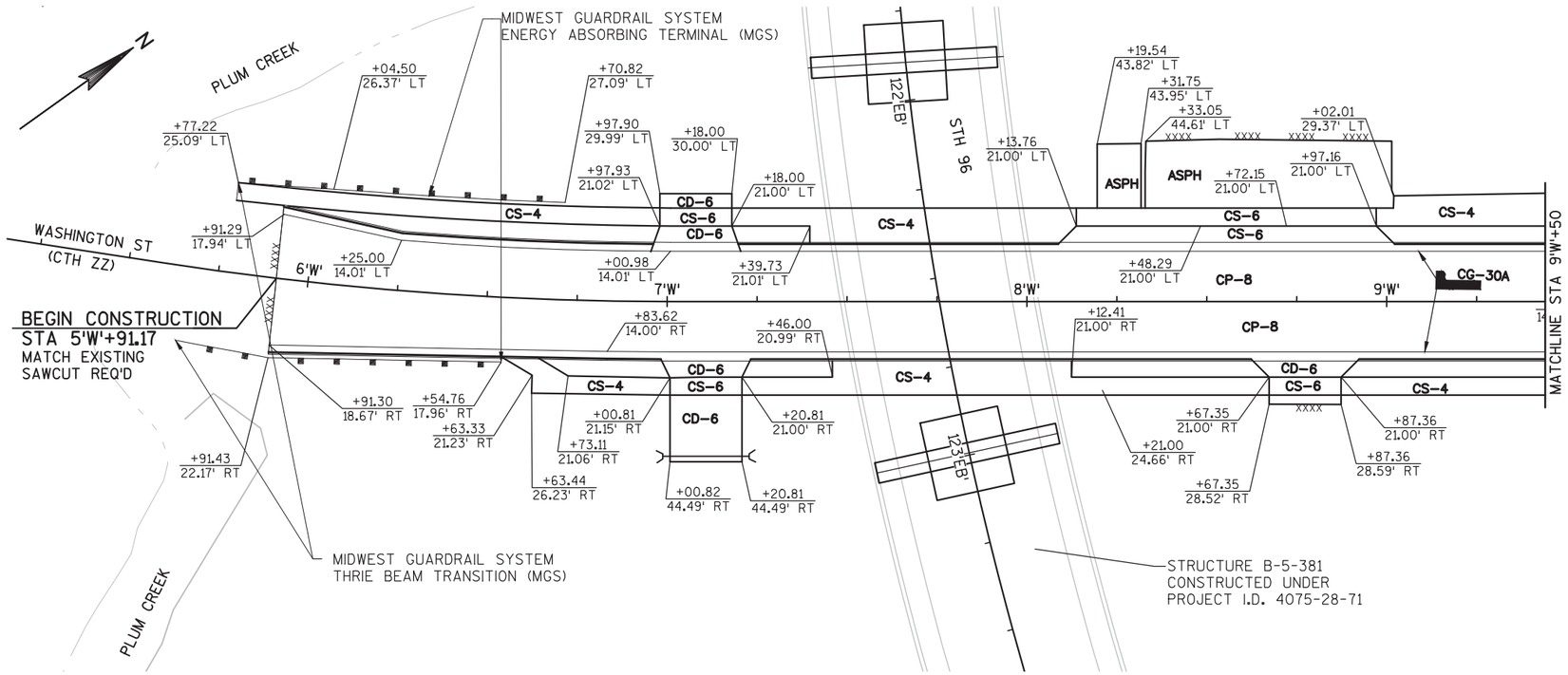

SECTION A-A




PLAN VIEW

BUTT JOINT DETAIL




## LEGEND

| | | | |
|---|---|---|---|
| CG-18A(REJ) | CONCRETE CURB AND GUTTER 18-INCH TYPE A (REJECT) | CG-30A | CONCRETE CURB AND GUTTER 30-INCH TYPE A |
| CG-36R | CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R | CG-30INT | CONCRETE CURB AND GUTTER INTEGRAL 30-INCH |
| CG-30D | CONCRETE CURB AND GUTTER 30-INCH TYPE D | | |

| | |
|---|---|
| CP-SAS | CONCRETE PAVEMENT STRUCTURAL APPROACH SLAB |
| CD-6 | CONCRETE DRIVEWAY 6-INCH |
| CS-4 | CONCRETE SIDEWALK 4-INCH |
| CS-6 | CONCRETE SIDEWALK 6-INCH |
| CP-8 | CONCRETE PAVEMENT 8-INCH |
| CP-9 | CONCRETE PAVEMENT 9-INCH |
| CP-10 | CONCRETE PAVEMENT 10-INCH |
| CP-12 | CONCRETE ROUNDABOUT APRON 12-INCH |
| HMA-4 | HMA PAVEMENT TYPE E-1 4-INCH |
| HMA-9 | HMA PAVEMENT TYPE E-1 9-INCH |
| ASPH | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES |
| CR-X | CURB RAMP TYPE X |
| CT | CURB TRANSITION SEE CONSTRUCTION DETAIL |
| SBO | SIGN BOX OUT |
| XXX | SAWING ASPHALT OR SAWING CONCRETE |
| R | COLORING CONCRETE RED |
| B | COLORING CONCRETE BUFF |
| S | STAMPED |
| HECP-8 | HIGH EARLY STRENGTH CONCRETE PAVEMENT 8-INCH |
| HECD-6 | HIGH EARLY STRENGTH CONCRETE DRIVEWAY 6-INCH |

| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | PLAN DETAILS: HIGH ST / WASHINGTON ST (CTH ZZ) | SHEET 15 | E |
|---|---|---|---|---|---|

2

BEGIN PROJECT
I.D. 4095-10-72
STA 212'H'+25.00
MATCH PROJECT
I.D. 4075-28-71

END CONSTRUCTION
STA 10'W'+85.38
MATCH EXISTING
SAWCUT REQ'D

N

STA 216'H'+79
END TRANSITION
BEGIN NORMAL CROWN

STA 215'H'+03
END TRANSITION
BEGIN REVERSE CROWN

END PROJECT
I.D. 4095-10-72
STA 217'H'+25.00
MATCH PROJECT
I.D. 4075-28-71

STA 216'H'+11
BEGIN TRANSITION
END NORMAL CROWN

STA 214'H'+45
BEGIN TRANSITION
END NORMAL CROWN

PEDESTRIAN ACCESS PATH
CONSTRUCTED UNDER
PROJECT I.D. 4075-28-71

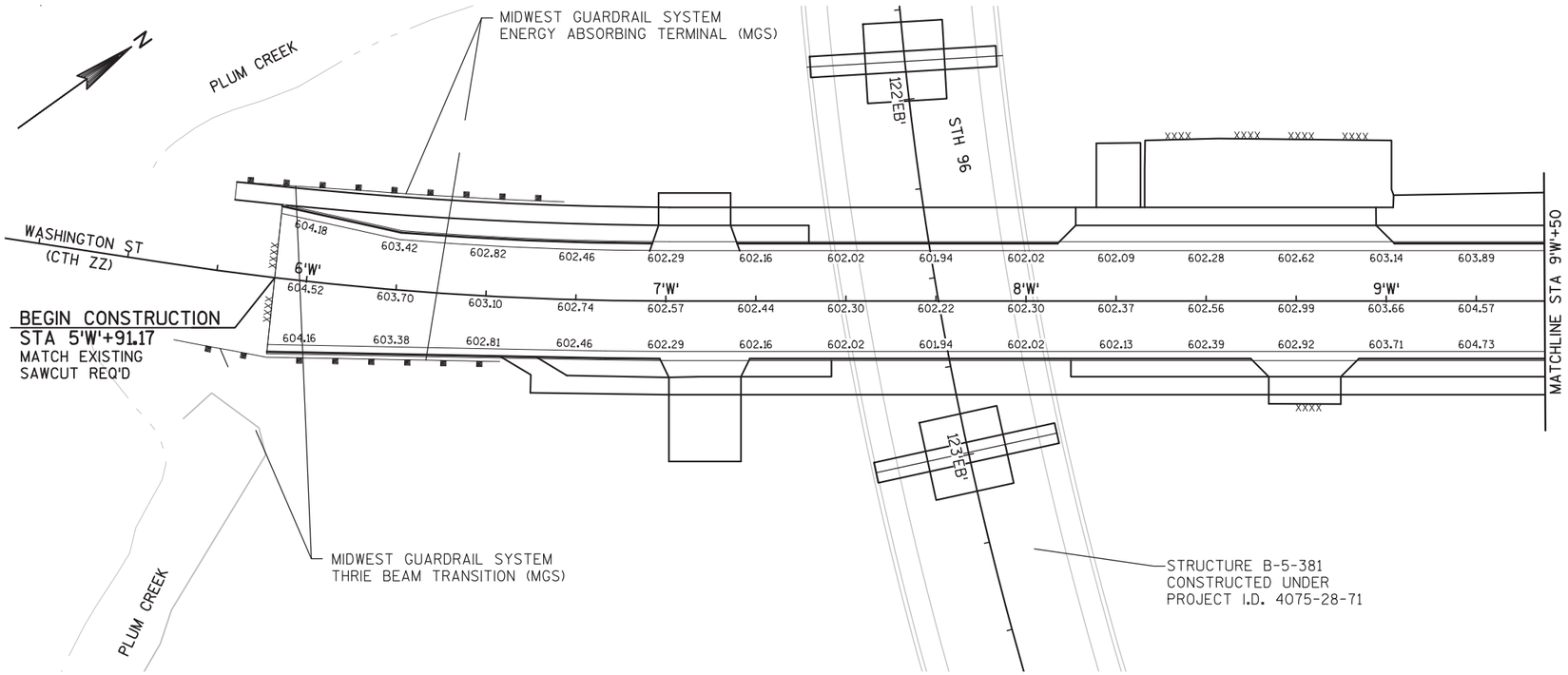
212'H' 213'H' 214'H' 215'H' 216'H' 217'H'

10'W'

606.44 606.72 606.84 606.89 607.32 607.50 608.43 608.27 608.41 609.04 609.33 607.93 607.09 608.18 606.73 607.39 607.99 608.30 609.45 610.29 610.63 610.97 612.00 611.46 611.20 614.09 615.83 617.57 619.08 619.73 620.02 620.33 620.73 621.09 621.52 622.61 623.83 625.17 626.60 628.03 623.46 630.88 632.36 633.95 631.21 632.64 633.75 630.99 632.32 629.78 629.74 628.35 628.48 626.92 625.49 625.81 624.15 624.47 622.93 623.25 622.16 621.84 621.07 619.63 619.52 620.78 617.95 616.04 614.06 612.21 611.07 609.66 608.56 606.36 605.61 606.34 605.91 605.93

MATCHLINE STA 9'W'+50

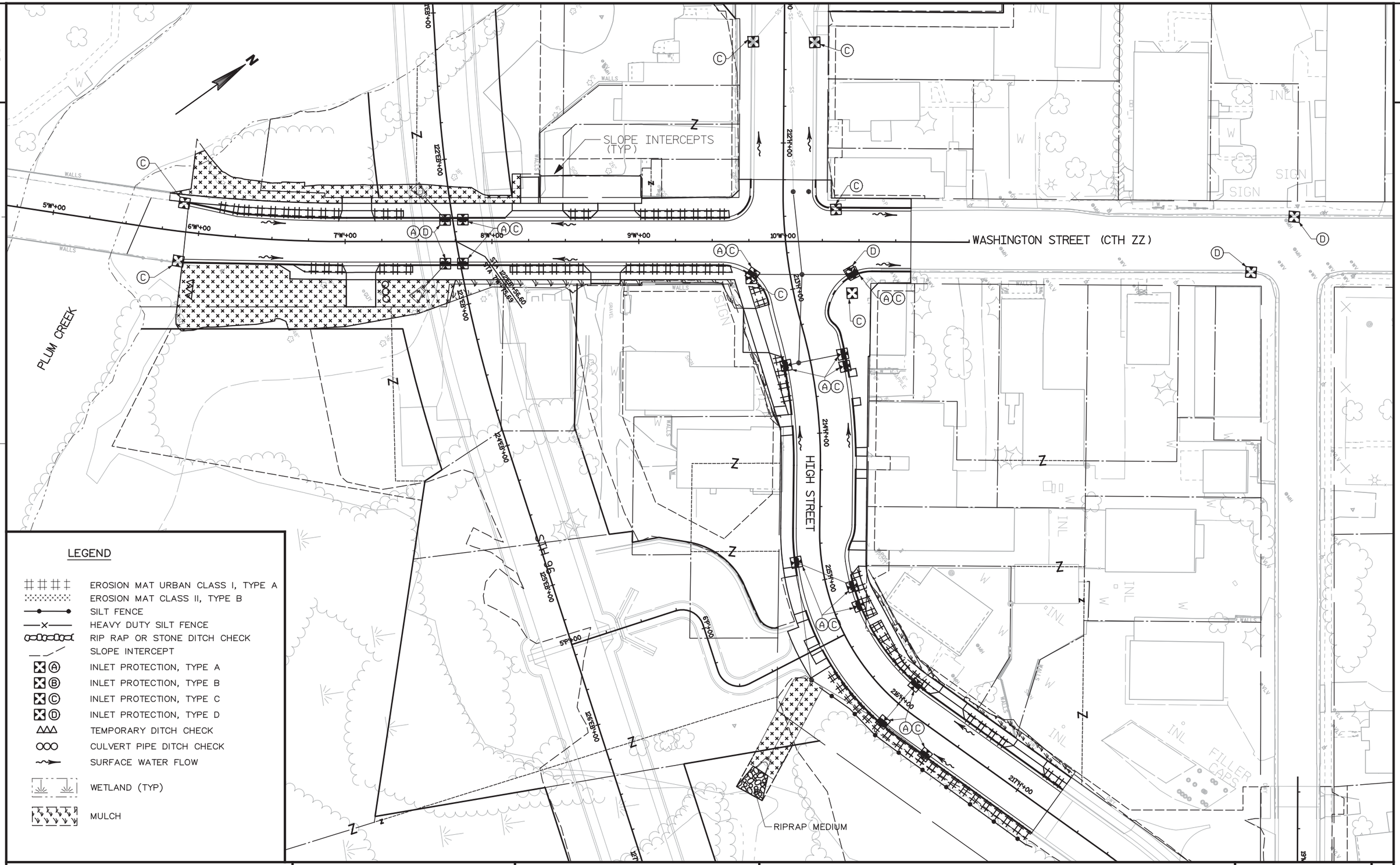
WASHINGTON ST
(CTH ZZ)




| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | PAVEMENT GRADES: HIGH ST / WASHINGTON ST (CTH ZZ) | SHEET 16 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40951072_0212XX_PD_ELEV_96_JT.DWG PLOT DATE : 3/20/2014 10:59 AM PLOT BY : JOEL DOBBERPUHL PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 44

2




## LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT CLASS II, TYPE B
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- (A) INLET PROTECTION, TYPE A
- (B) INLET PROTECTION, TYPE B
- (C) INLET PROTECTION, TYPE C
- (D) INLET PROTECTION, TYPE D
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW
- WETLAND (TYP)
- MULCH

| PROJECT NO: 4095–10–72 | HWY: STH 96 | COUNTY: BROWN | EROSION CONTROL | SHEET 17 | E |
|---|---|---|---|---|---|

2

HIGH STREET

STA. 212'H'+33, 6.9 LT
ADJUST EXISTING RIM, CONNECT 18-INCH PIPE
303

STA. 212'H'+91, 8.0 LT
4-FT MANHOLE, TYPE J COVER
304

304B

STA. 213'H'+58, 23.5 LT
2x3-FT INLET, TYPE H COVER
305A

STA. 213'H'+50, 23.5 LT
2x3-FT INLET, TYPE H COVER
305B

STA. 213'H'+50, 17.5 RT
2x3-FT INLET, TYPE H COVER
305C

STA. 213'H'+50, 8.0 RT
4-FT MANHOLE, TYPE J COVER
305

STA. 215'H'+09, 17.5 LT
2X3-FT INLET, TYPE H COVER
310A

STA. 215'H'+25, 17.5 LT
2X3-FT INLET, TYPE H COVER
310B

STA. 214'H'+86, 17.5 RT
4-FT MANHOLE, TYPE H COVER
310

STA. 215'H'+54, 34.8 RT
4-FT MANHOLE, TYPE J COVER
311

STA. 215'H'+73, 90.9 RT
24-INCH CONCRETE APRON ENDWALL
311A

STA. 216'H'+00, 17.9 LT
2X3-FT INLET, TYPE H COVER
312A

STA. 216'H'+35, 17.5 RT
2X3-FT INLET, TYPE H COVER
312B

STA. 216'H'+00, 17.1 RT
2X3-FT INLET, TYPE H COVER
312

'W' R/L

'H' R/L

10'W'+00

213'H'+00

214'H'+00

215'H'+00

216'H'+00

217'H'+00

CAUTION

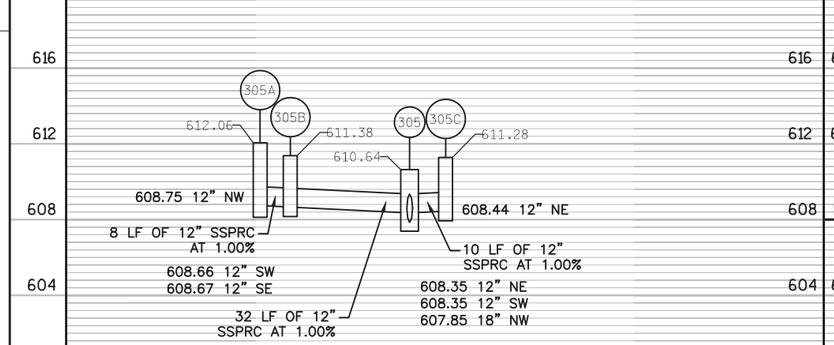
R/W

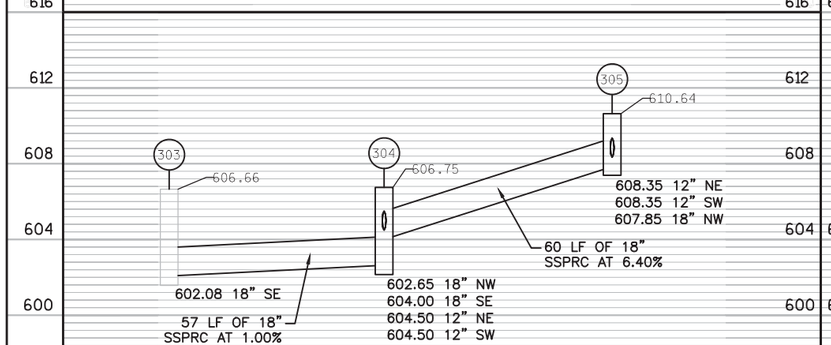
TILE

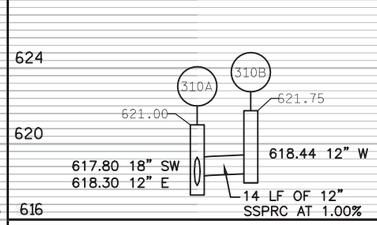
PL

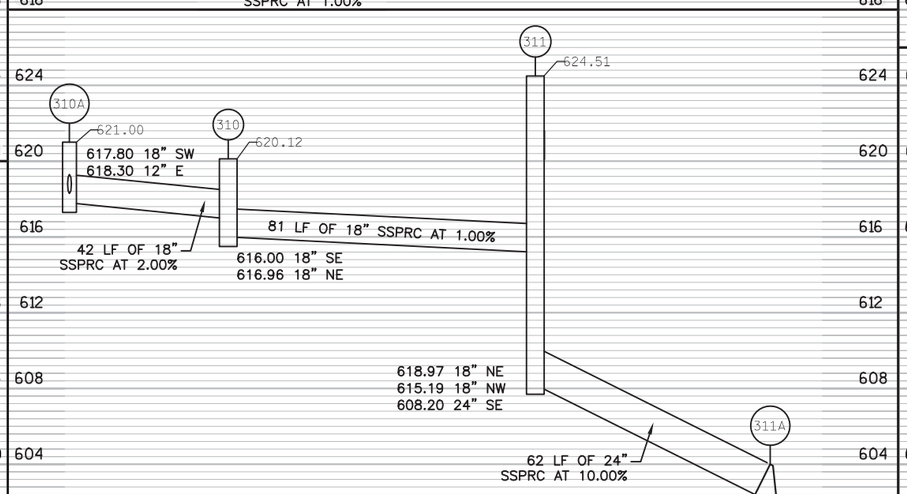
NOTES:

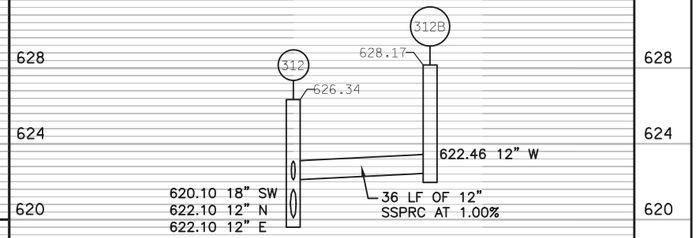
1. STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE AND END OF PIPE.
2. LOCATION AND DEPTHS OF EXISTING STORM SEWER TO BE VERIFIED IN THE FIELD. DEPTHS LISTED ARE APPROXIMATE.
3. PROPOSED TOP OF STRUCTURE (TOS) ELEVATIONS = TOS = RIM ELEVATION - CASTING HEIGHT - 4" ADJUSTING RING.
4. ALL SSPRC IS CLASS III UNLESS OTHERWISE NOTED.
5. CONNECTIONS TO EXISTING STORM SEWER TO BE FIELD VERIFIED.

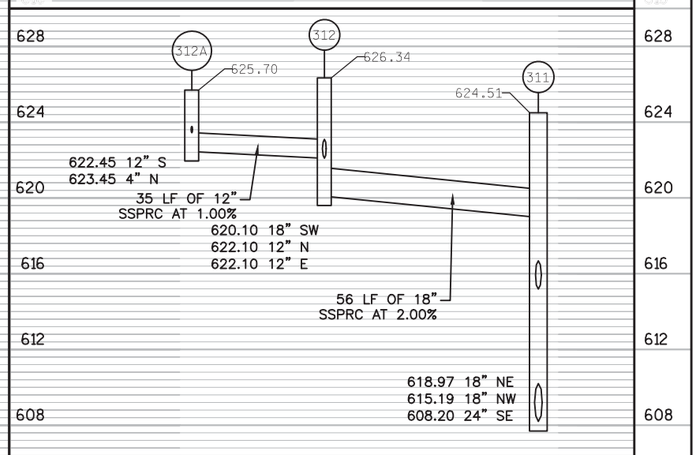


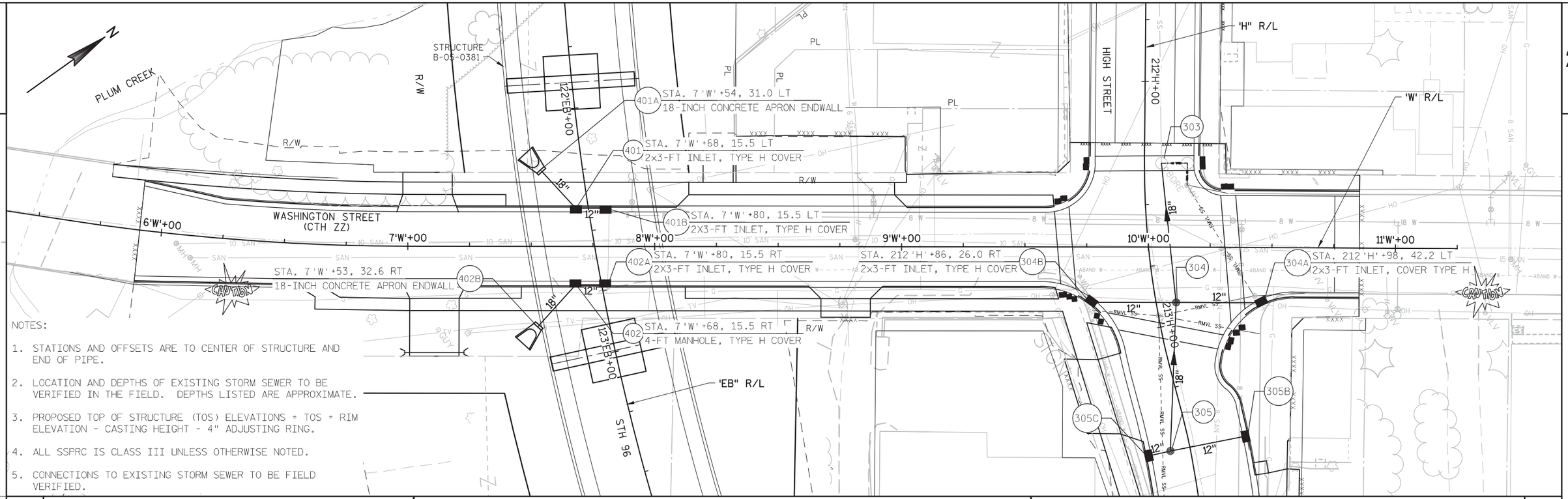



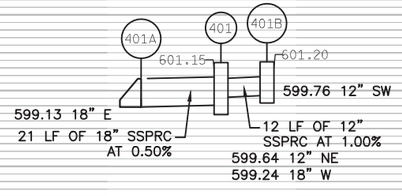

| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | STORM SEWER PLAN - HIGH STREET | SHEET 18 E |
|---|---|---|---|---|

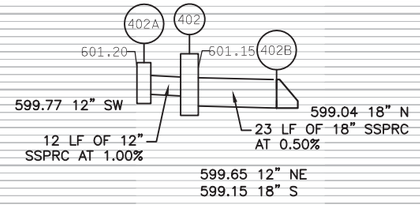
FILE NAME = X:\3230500\113688_01\TECH\DSGN\CIVIL\CIVIL 3D\40752_00\SHEETS\PLAN\4095107Z_02SEXX-SS_96_IT.DWG PLOT DATE = 5/8/2014 10:40 AM PLOT BY = ANDREA BONELL PLOT NAME = PLOT SCALE = ##########

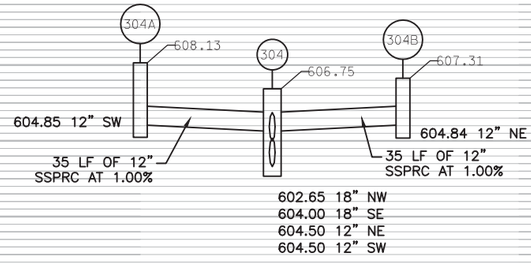



NOTES:

1. STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE AND END OF PIPE.
2. LOCATION AND DEPTHS OF EXISTING STORM SEWER TO BE VERIFIED IN THE FIELD. DEPTHS LISTED ARE APPROXIMATE.
3. PROPOSED TOP OF STRUCTURE (TOS) ELEVATIONS = TOS = RIM ELEVATION - CASTING HEIGHT - 4" ADJUSTING RING.
4. ALL SSPRC IS CLASS III UNLESS OTHERWISE NOTED.
5. CONNECTIONS TO EXISTING STORM SEWER TO BE FIELD VERIFIED.





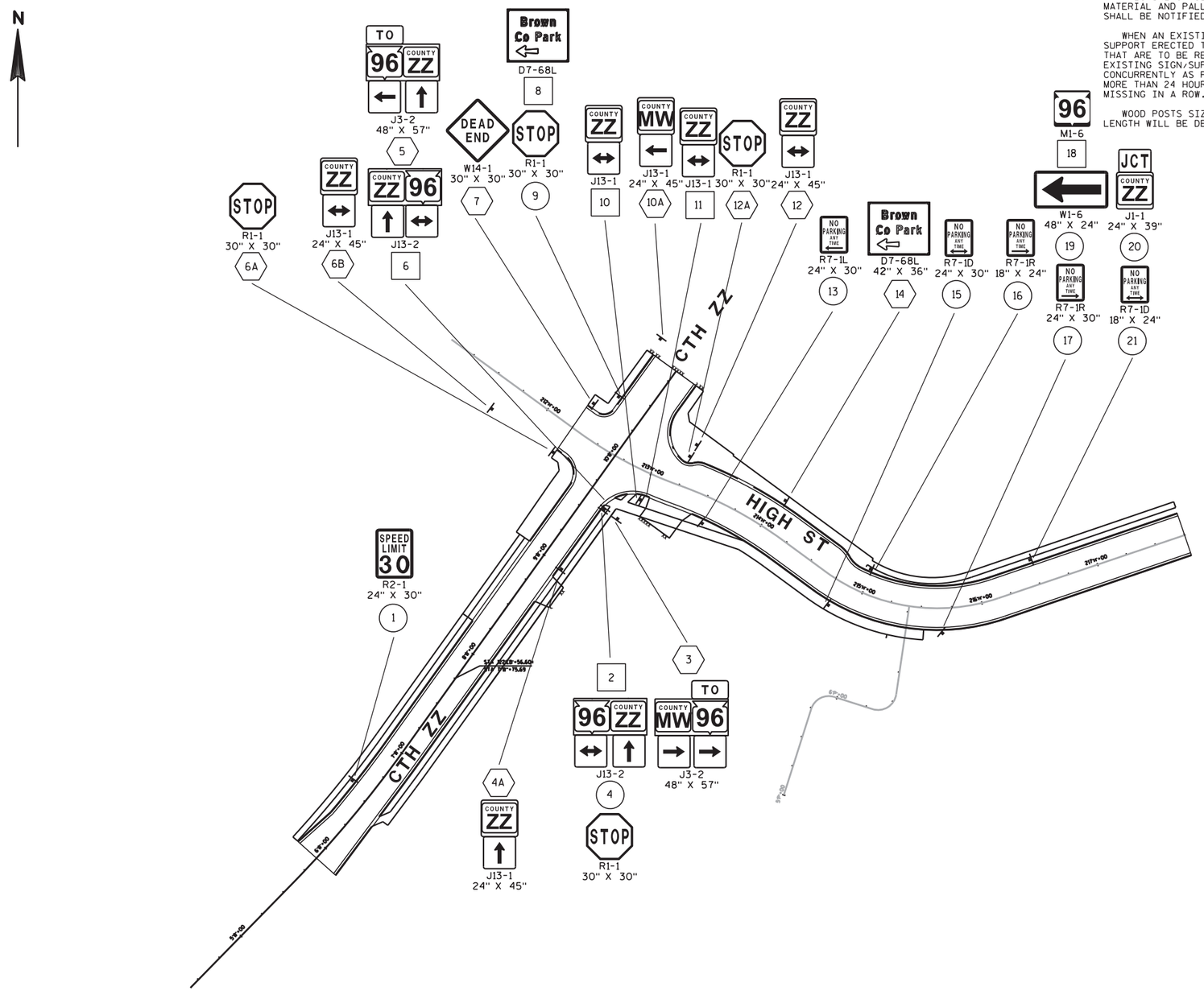

FILE NAME: ...\3230500\1136_0_01\TECH\DSGN\CIVIL\CIVIL3D\40752_00\SHEETS\PLAN\4095107Z_02SEXX-SS_96_IT.DWG PLOT DATE: 5/8/2014 10:40 AM PLOT BY: ANDREA BONELLI PLOT NAME: PLOT SCALE: ##########

## SIGNING NOTES

TYPE II SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE REGIONAL TRAFFIC UNIT. SIGNS SHALL BE CAREFULLY REMOVED FROM THE SUPPORTS, SORTED BY BASE MATERIAL AND PALLETIZED BY MATERIAL TYPE. THE REGIONAL TRAFFIC UNIT 920-492-5653, SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF SIGNS.

WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.




SIGN-REMOVE AND REPLACE

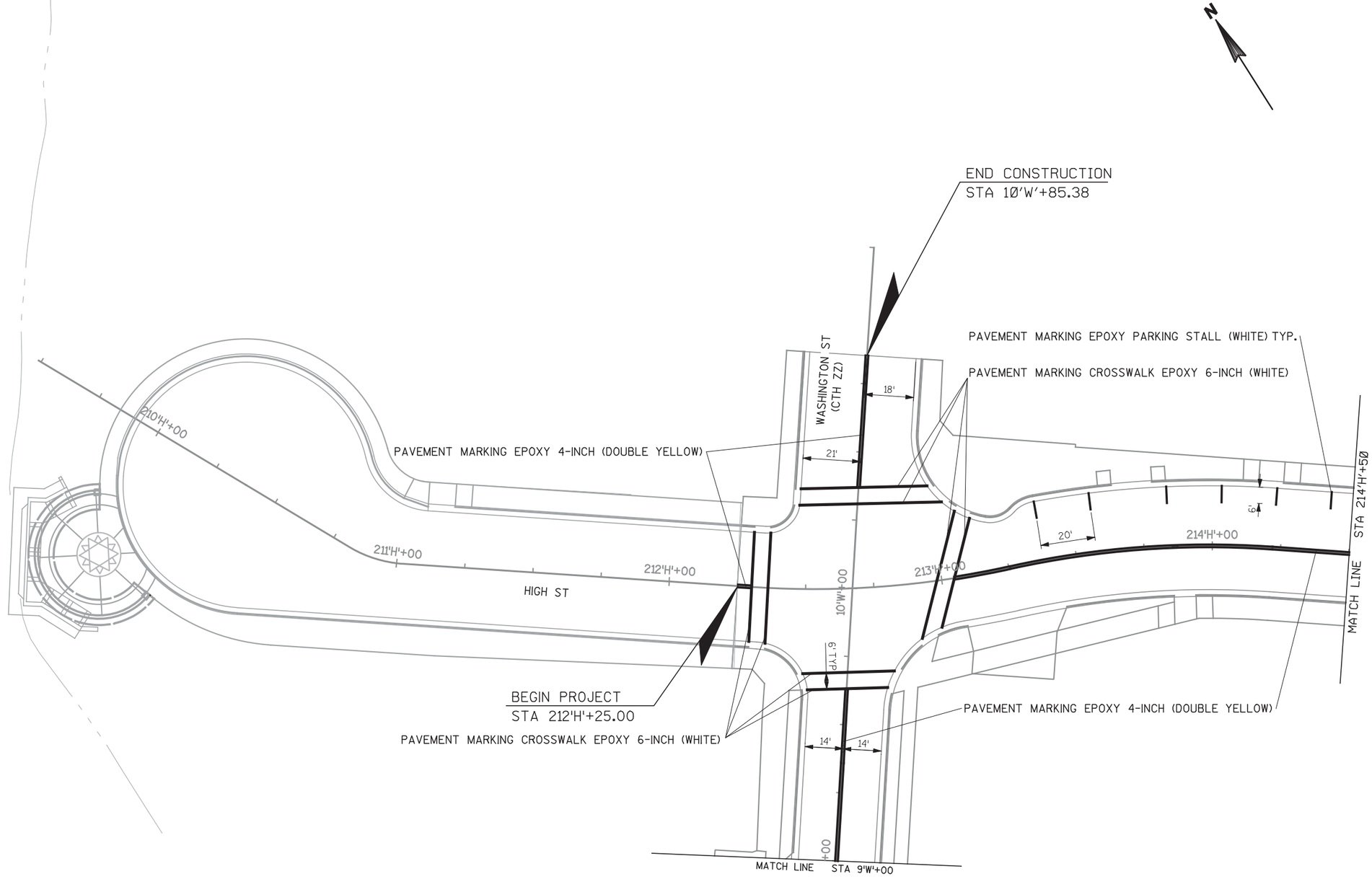
SIGN-REMOVE EXISTING

SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | PERMANENT SIGNING | SHEET 20 | E |
|---|---|---|---|---|---|

2

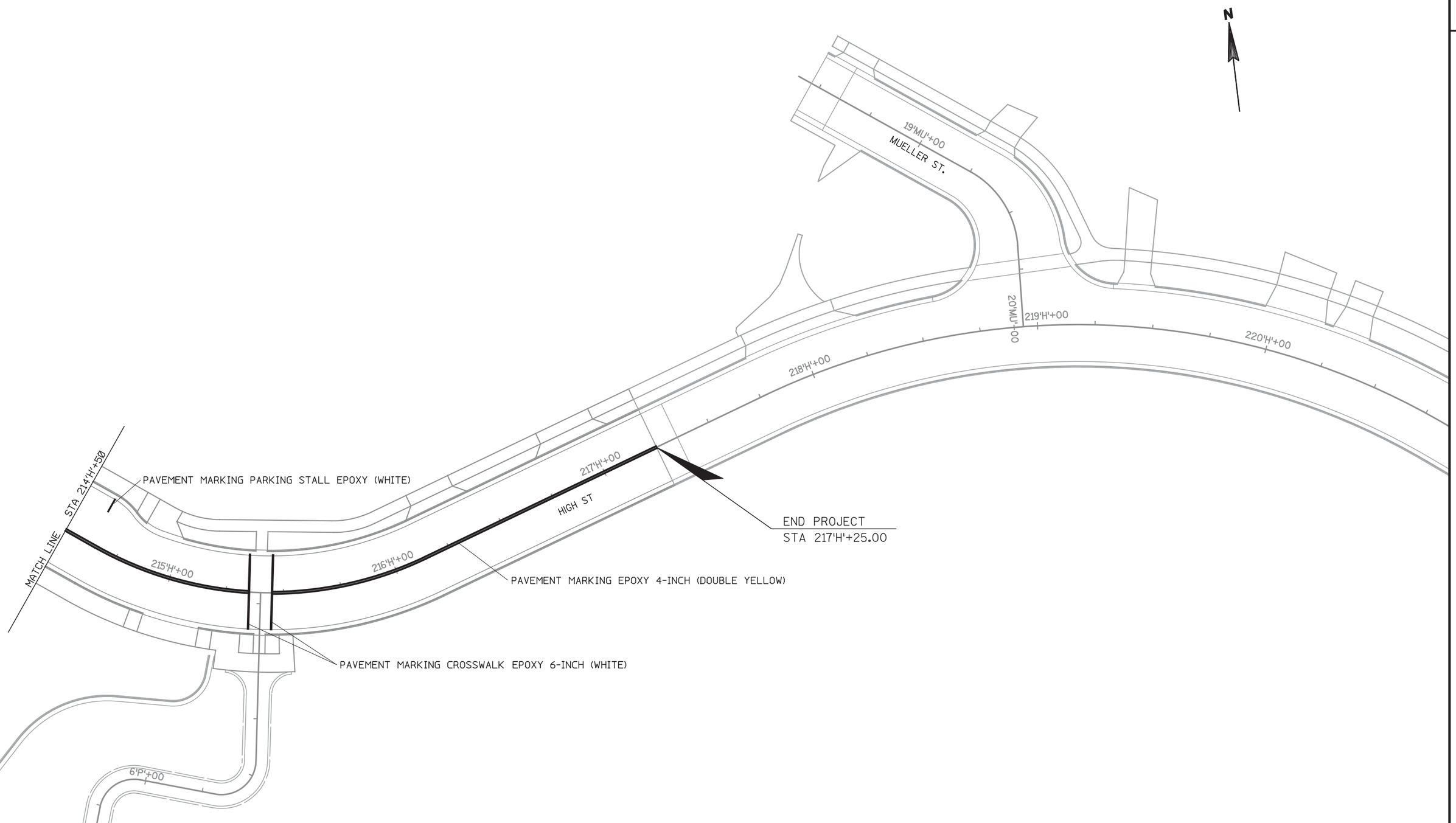



NOTE

ALL PAVEMENT MARKING DIMENSIONS ARE FROM FLANGE OF CURB.

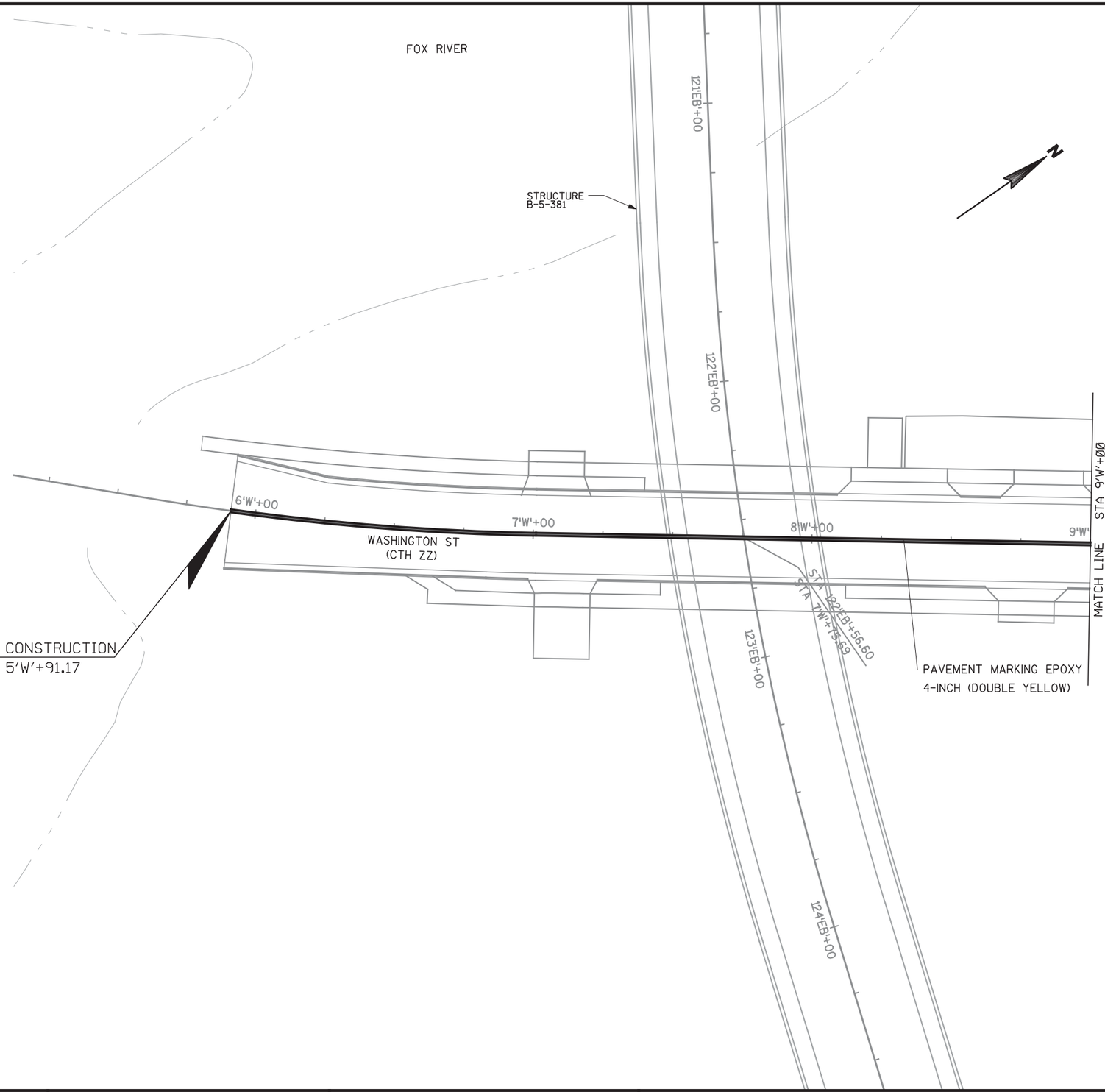
| PROJECT NO: 4095-10-72 | HWY: HIGH STREET | COUNTY: BROWN | PAVEMENT MARKING | SHEET 21 | E |
|---|---|---|---|---|---|

2



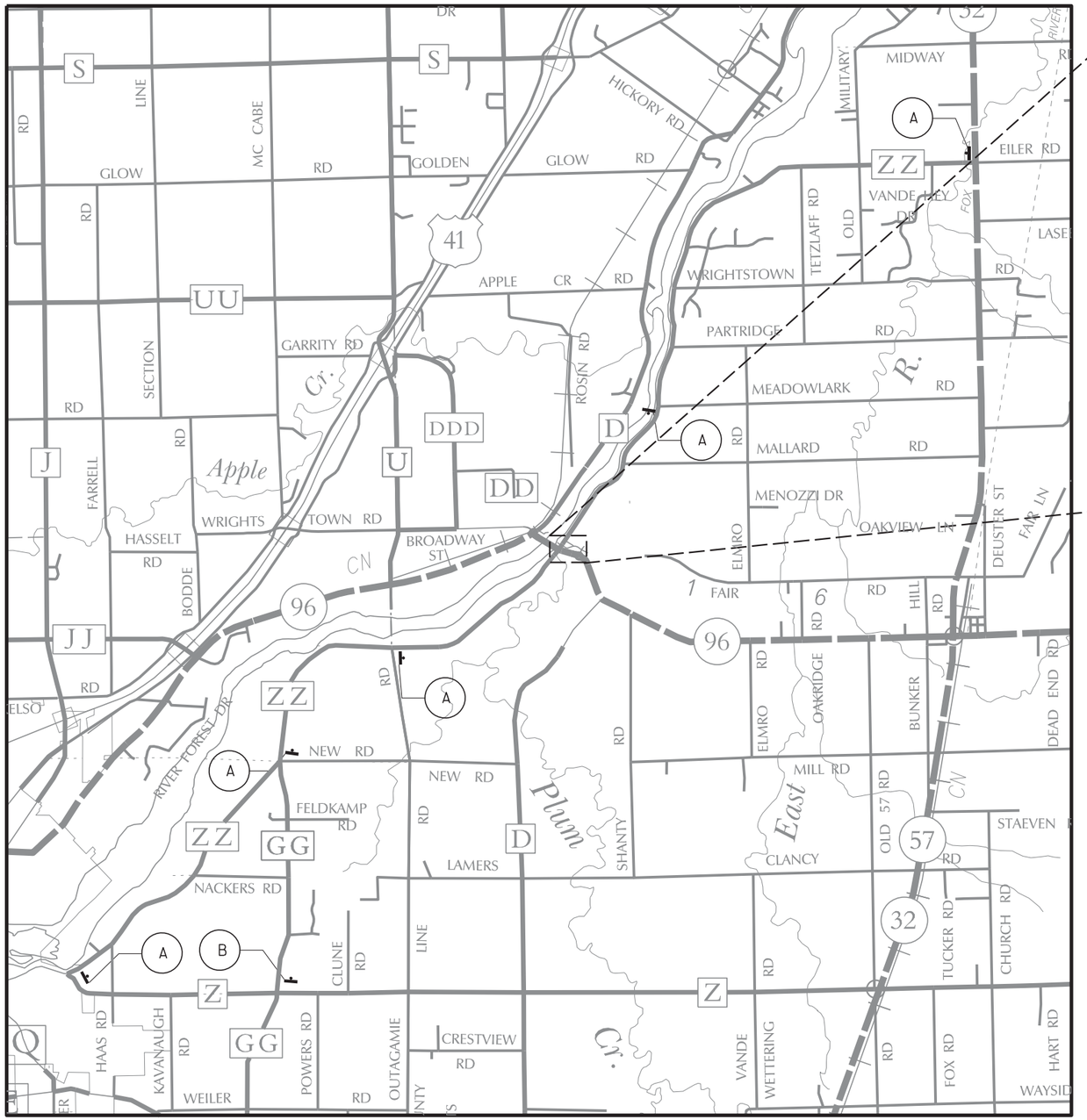

| PROJECT NO: 4095-10-72 | HWY: HIGH STREET | COUNTY: BROWN | PAVEMENT MARKING | SHEET 22 | E |
|---|---|---|---|---|---|

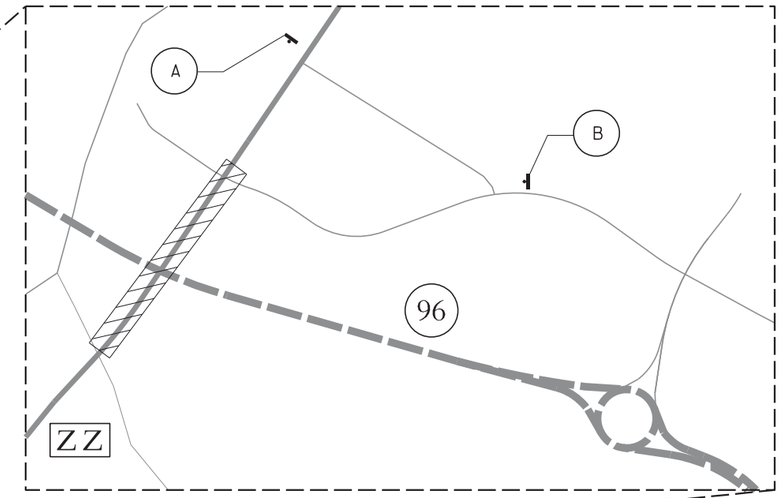
2



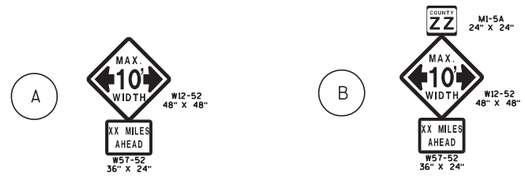

| PROJECT NO: 4095-10-72 | HWY: CTH ZZ | COUNTY: BROWN | PAVEMENT MARKING | SHEET 23 | E |
|---|---|---|---|---|---|

2



STAGE 1 AND 3



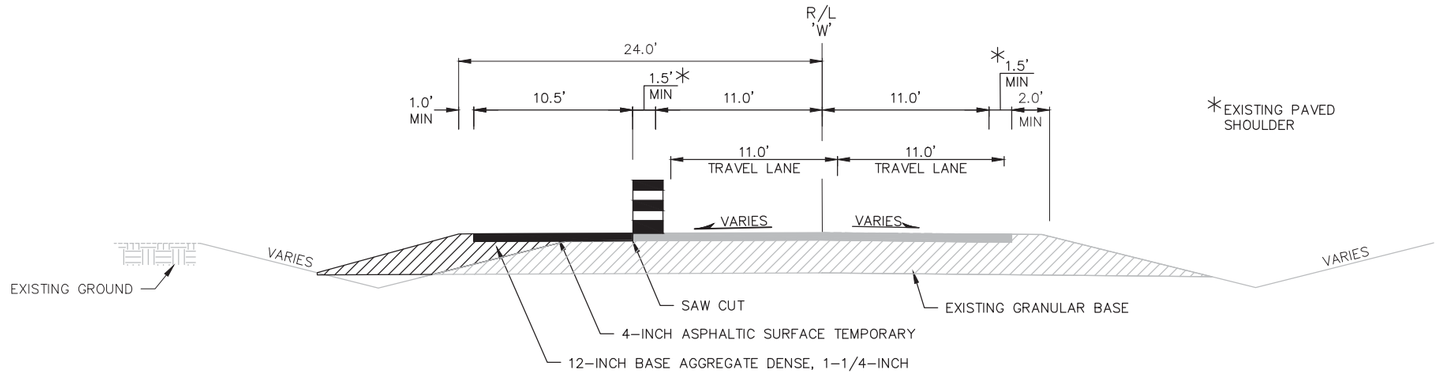

STAGE 2

NOTE:

ALL SIGNS ARE 48"x48" UNLESS NOTED OTHERWISE

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

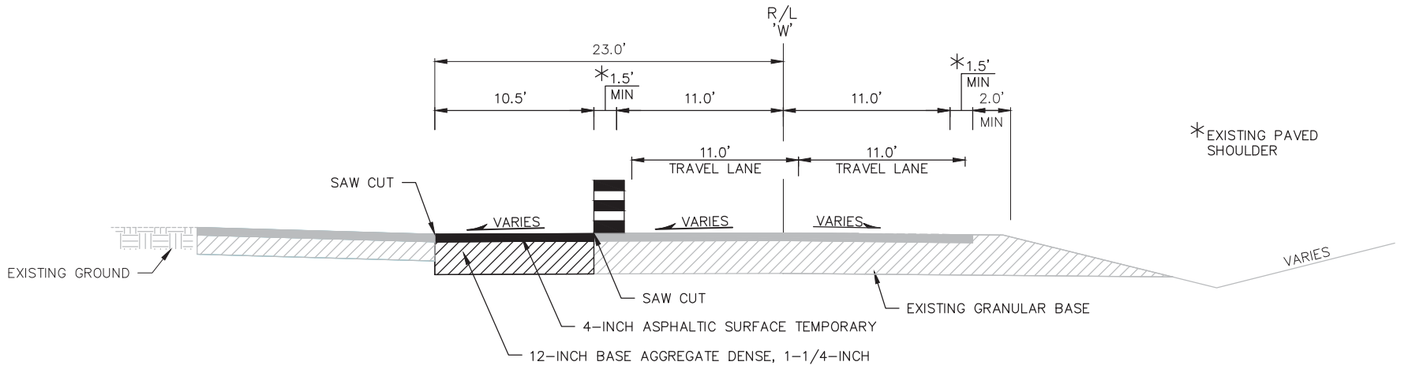
| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | TRAFFIC CONTROL: REDUCED LANE WIDTH SIGNING | SHEET 24 | E |
|---|---|---|---|---|---|




## STAGE 1 TYPICAL SECTION

WASHINGTON STREET (CTH ZZ)

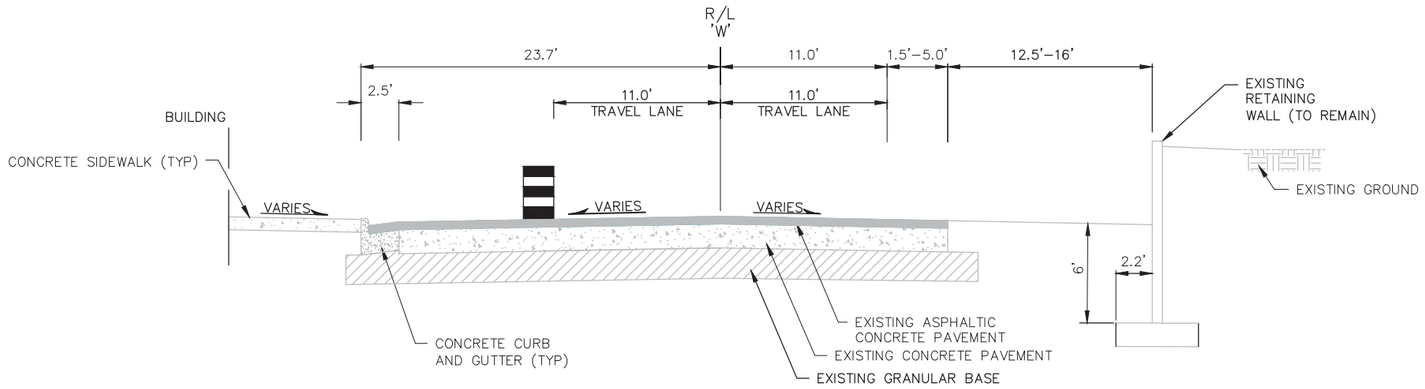
STA 5'W'+91.17 TO STA 7'W'+96.80




## STAGE 1 TYPICAL SECTION

WASHINGTON STREET (CTH ZZ)

STA 7'W'+96.80 TO STA 9'W'+02.01




## STAGE 1 TYPICAL SECTION

WASHINGTON STREET (CTH ZZ)

STA 9'W'+02.01 TO STA 9'W'+65.00

| PROJECT NO:4095–10–72 | HWY:CTH ZZ | COUNTY:BROWN | TRAFFIC CONTROL: TYPICAL SECTIONS – STAGE 1 | SHEET 25 E |
|---|---|---|---|---|

2

2

N

FOX RIVER

STH 96

HIGH ST

MUELLER ST.

WASHINGTON ST
CTH "ZZ"

TURNER ST

ROAD WORK AHEAD
W20-1

ROAD WORK 250 FT
W20-1

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

ROAD WORK 250 FT
W20-1

ROAD WORK AHEAD
W20-1

R11-2(MOD)
48" X 30"
LANE CLOSED
TYPE III BARRICADE

210'H'
211'H'
212'H'
213'H'
214'H'
215'H'
216'H'
217'H'
218'H'
219'H'
220'H'
221'H'
222'H'

10'W'
8'W'
7'W'
6'W'
5'W'
25'

SIGN
INL
FILLER CAPS
FOOTPATH

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

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

ROAD WORK 250 FT
W20-1

ROAD WORK 500 FT
W20-1

ROAD WORK AHEAD
W20-1

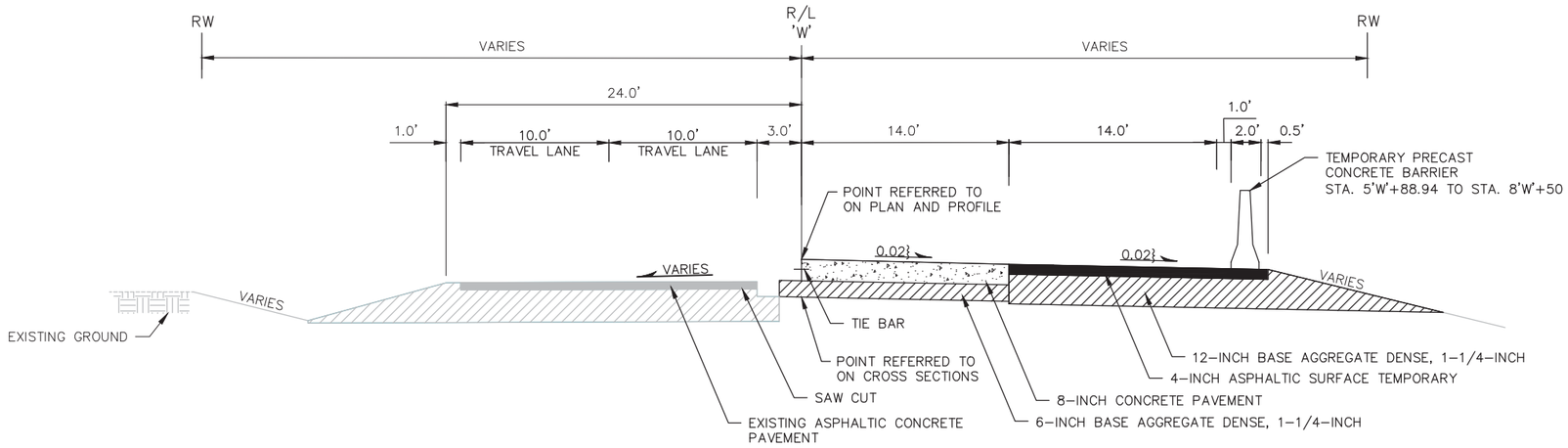
LEGEND

- CONSTRUCTION THIS STAGE
- WORK COMPLETED
- TEMPORARY PAVEMENT

| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | TRAFFIC CONTROL - STAGE 1 | SHEET 26 | E |
|---|---|---|---|---|---|

FILE NAME : \\grb-fp01\entp\3230500\113689.01\TECH\dsgn\CIVIL\Civil3D\40951072\SheetsPlan\40951072_026001_s1.dgn PLOT DATE : 1/31/2014 PLOT BY : 1035stp PLOT NAME : PLOT SCALE : 100.0000 sf / in.

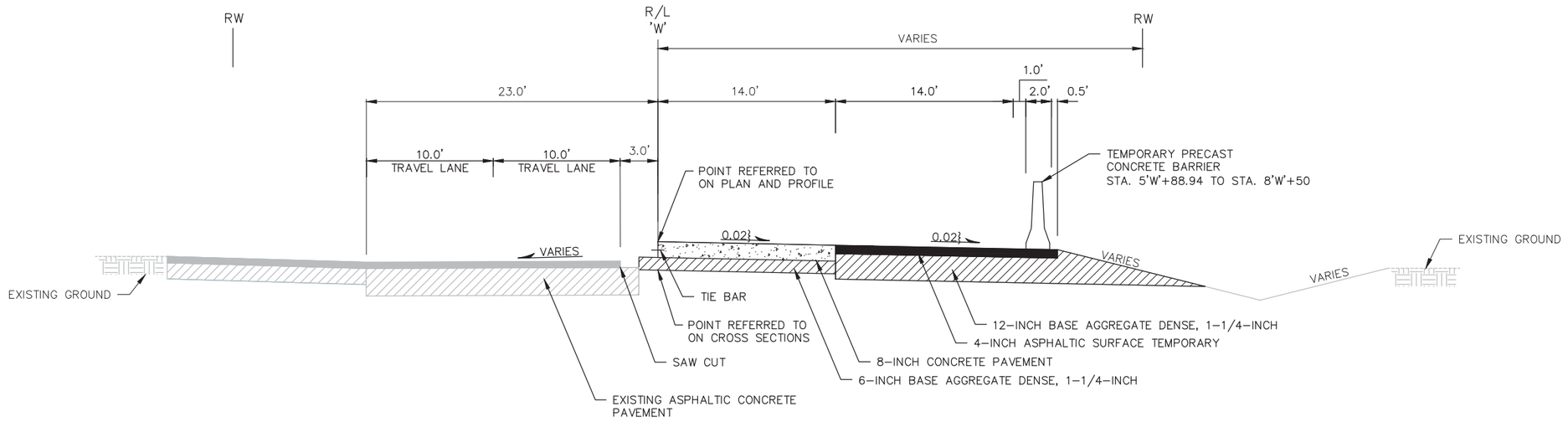
WISDOT/CADDS SHEET 42




STAGE 2 TYPICAL SECTION

WASHINGTON STREET (CTH ZZ)

STA 5'W'+91.17 TO STA 7'W'+96.80

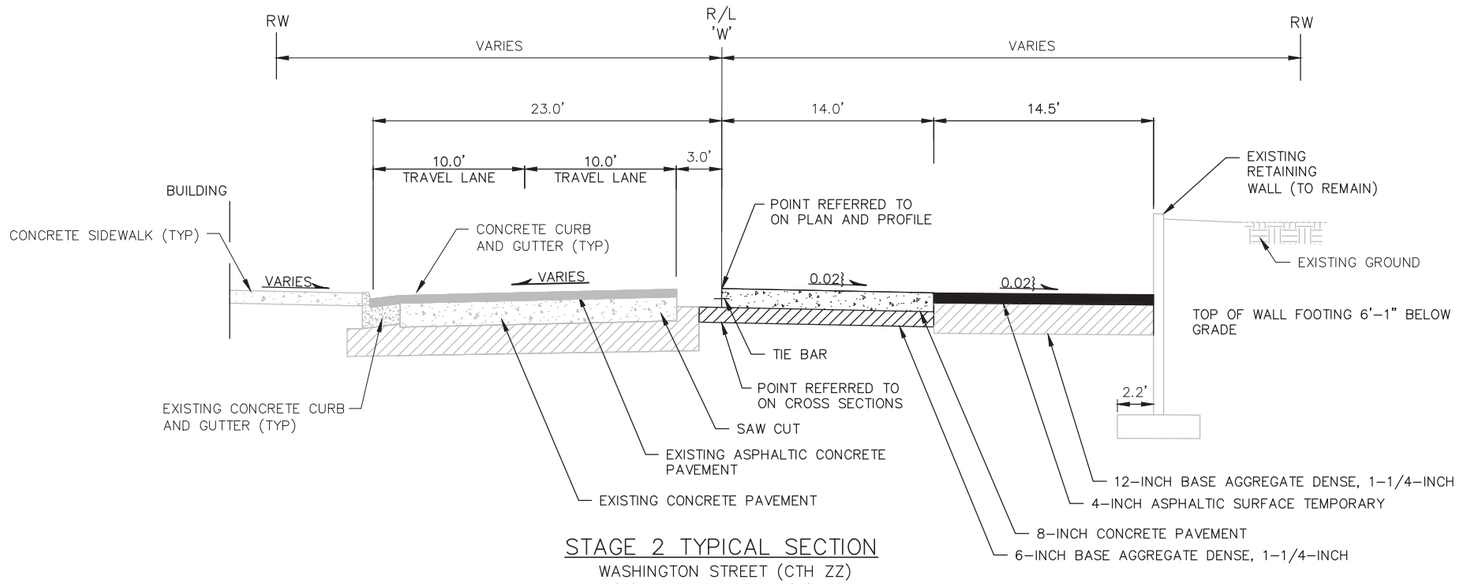



STAGE 2 TYPICAL SECTION

WASHINGTON STREET (CTH ZZ)

STA 7'W'+96.80 TO STA 9'W'+02.01

| PROJECT NO: 4095-10-72 | HWY: CTH ZZ | COUNTY: BROWN | TRAFFIC CONTROL: TYPICAL SECTIONS – STAGE 2 | SHEET 27 E |
|---|---|---|---|---|




## STAGE 2 TYPICAL SECTION

WASHINGTON STREET (CTH ZZ)
STA 9'W'+02.01 TO STA 10'W'+00.00

2

2

N

FOX RIVER

STH 96

HIGH ST

WASHINGTON ST
CTH "ZZ"

MUELLER ST.

TURNER ST

ROAD WORK AHEAD
W20-1

ROAD WORK 250 FT
W20-1

W01-4R

SIGN

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

R11-2(MOD)
48" X 30"
LANE CLOSED
TYPE III BARRICADE

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

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

ROAD CLOSED AHEAD
W20-3

210'H'
211'H'
212'H'
213'H'
214'H'
215'H'
216'H'
217'H'
218'H'
219'H'
220'H'
221'H'
222'H'

10'W'
6'W'
5'W'
25'

W01-4L

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW) DOUBLE

ROAD WORK 500 FT
W20-1

FILLER CAPS

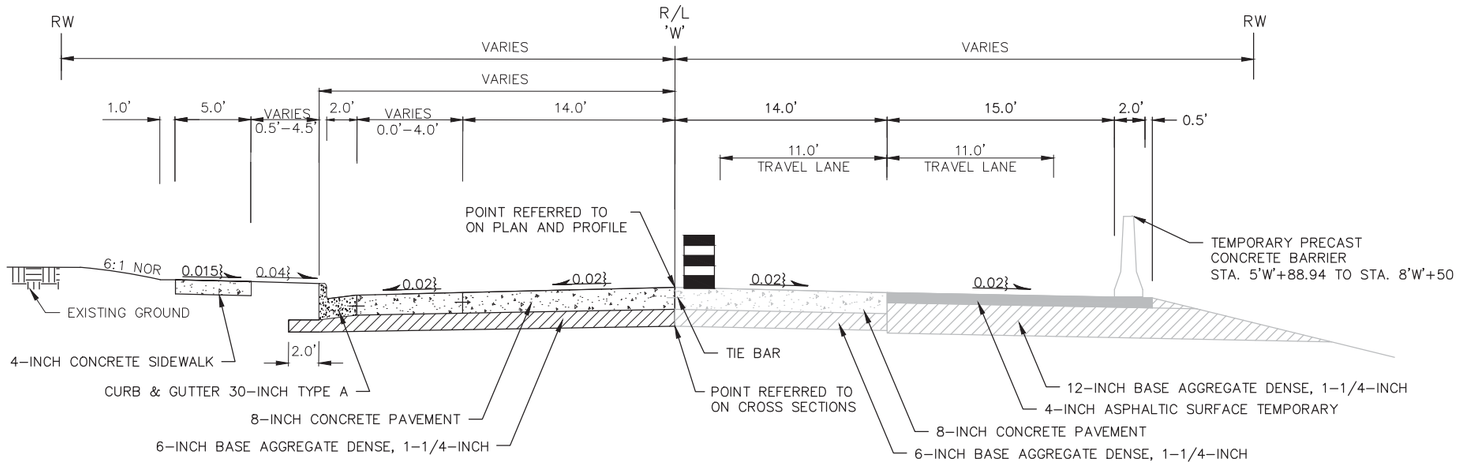
INL

FOOTH

## LEGEND

- CONSTRUCTION THIS STAGE
- WORK COMPLETED
- TEMPORARY PAVEMENT

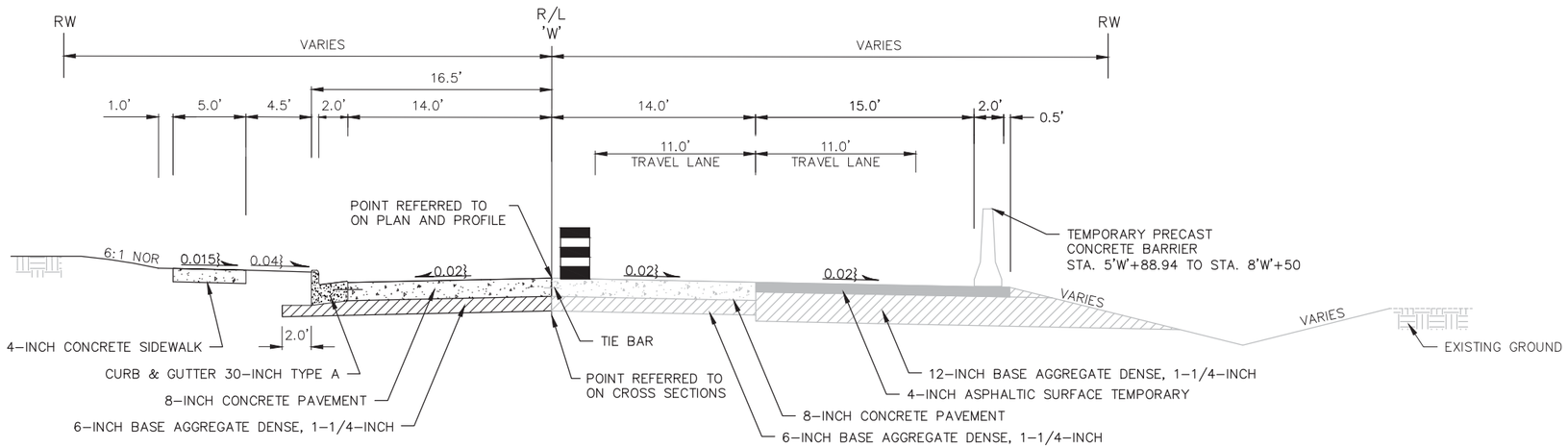
| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | TRAFFIC CONTROL - STAGE 2 | SHEET 29 | E |
|---|---|---|---|---|---|




STAGE 3 TYPICAL SECTION

WASHINGTON STREET (CTH ZZ)

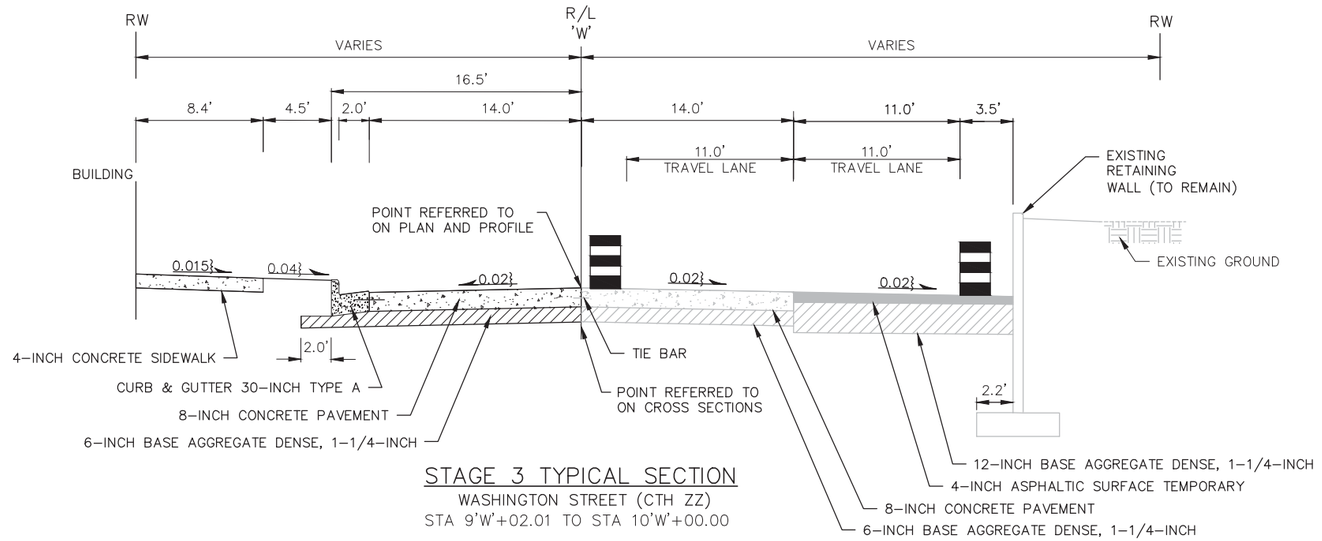
STA 5'W'+91.17 TO STA 6'W'+46.44




STAGE 3 TYPICAL SECTION

WASHINGTON STREET (CTH ZZ)

STA 6'W'+83.62 TO STA 9'W'+02.01




## STAGE 3 TYPICAL SECTION

WASHINGTON STREET (CTH ZZ)
STA 9'W'+02.01 TO STA 10'W'+00.00

| PROJECT NO: 4095-10-72 | HWY: CTH ZZ | COUNTY: BROWN | TRAFFIC CONTROL: TYPICAL SECTIONS – STAGE 3 | SHEET 31 E |
|---|---|---|---|---|

N

FOX RIVER

STH 96

HIGH ST

WASHINGTON ST
CTH "ZZ"

MUELLER ST.

TURNER ST

ROAD WORK AHEAD W20-1

ROAD WORK 250 FT W20-1

W01-4L

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

210'H'

211'H'

212'H'

214'H'

215'H'

216'H'

217'H'

218'H'

219'H'

220'H'

221'H'

222'H'

25'

10'W'

9'W'

8'W'

7'W'

5'W'

R11-2(MOD) 48" X 30" LANE CLOSED TYPE III BARRICADE

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

R11-4 60" X 30" ROAD CLOSED TO THRU TRAFFIC TYPE III BARRICADE

ROAD CLOSED AHEAD W20-3

W01-4R

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW) DOUBLE

TEMPORARY PRECAST CONCRETE BARRIER

ROAD WORK 500 FT W20-1

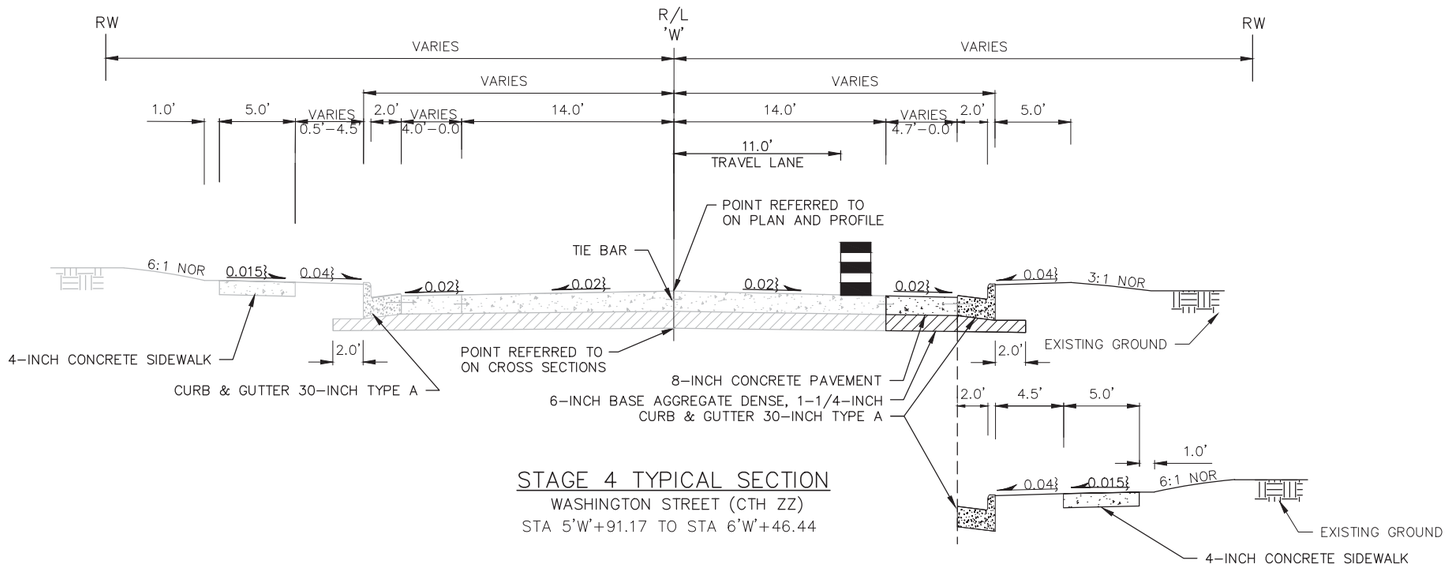
LEGEND

CONSTRUCTION THIS STAGE

WORK COMPLETED

TEMPORARY PAVEMENT

| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | TRAFFIC CONTROL - STAGE 3 | SHEET 32 | E |
|---|---|---|---|---|---|

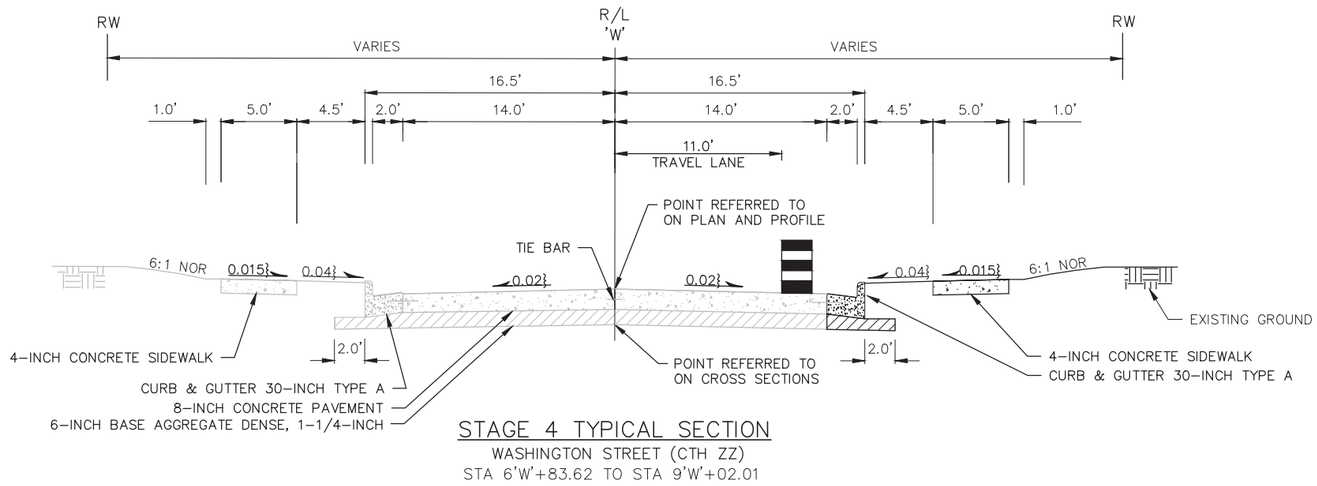



STAGE 4 TYPICAL SECTION

WASHINGTON STREET (CTH ZZ)

STA 5'W'+91.17 TO STA 6'W'+46.44

STA 5'W'+91.17 TO STA 6'W'+83.62

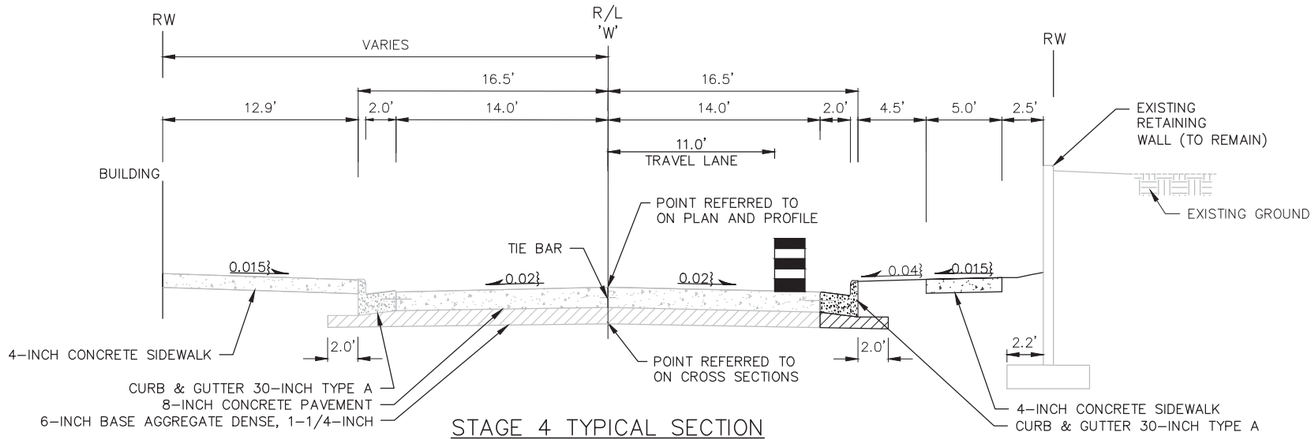



STAGE 4 TYPICAL SECTION

WASHINGTON STREET (CTH ZZ)

STA 6'W'+83.62 TO STA 9'W'+02.01

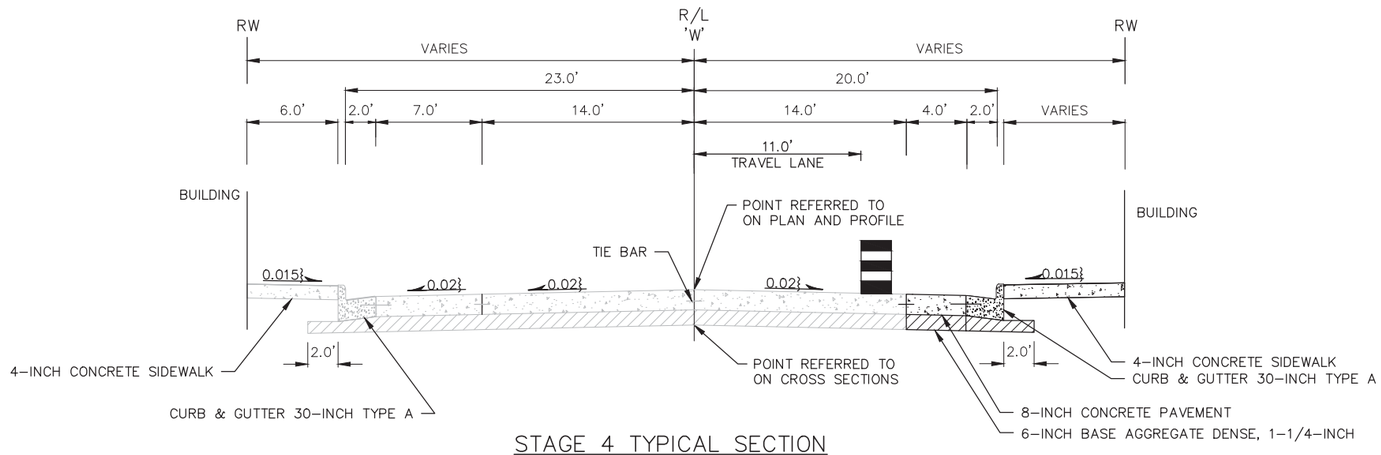
| PROJECT NO:4095–10–72 | HWY:CTH ZZ | COUNTY:BROWN | TRAFFIC CONTROL: TYPICAL SECTIONS – STAGE 4 | SHEET 33 E |
|---|---|---|---|---|




STAGE 4 TYPICAL SECTION

WASHINGTON STREET (CTH ZZ)

STA 9'W'+02.01 TO STA 10'W'+00.00




STAGE 4 TYPICAL SECTION

WASHINGTON STREET (CTH ZZ)

STA 10'W'+00.00 TO STA 10'W'+85.38

2

2

N

FOX RIVER

STH 96

HIGH ST

MUELLER ST.

WASHINGTON ST
CTH "ZZ"

TURNER ST

ROAD WORK AHEAD
W20-1

ROAD WORK 250 FT
W20-1

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

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

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

ROAD CLOSED AHEAD
W20-3

210'H'
211'H'
212'H'
213'H'
214'H'
215'H'
216'H'
217'H'
218'H'
219'H'
220'H'
221'H'
222'H'

10'W'
9'W'
8'W'
7'W'
6'W'
5'W'
25'

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW) DOUBLE

LEGEND

- CONSTRUCTION THIS STAGE
- WORK COMPLETED
- TEMPORARY PAVEMENT

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

ROAD WORK 250 FT
W20-1

ROAD WORK 500 FT
W20-1

ROAD WORK AHEAD
W20-1

| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | TRAFFIC CONTROL - STAGE 4 | SHEET 35 | E |
|---|---|---|---|---|---|

2

2

N

FOX RIVER

STH 96

HIGH ST

WASHINGTON ST
CTH "ZZ"

MUELLER ST.

TURNER ST

ROAD CLOSED AHEAD
W20-3

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

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

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

ROAD WORK 250 FT
W20-1

ROAD WORK AHEAD
W20-1

W1-6
48" X 24"

210'H'
211'H'
212'H'
213'H'
214'H'
215'H'
216'H'
217'H'
218'H'
219'H'
220'H'
221'H'
222'H'

9'W
8'W
7'W
6'W
5'W

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

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

ROAD CLOSED 250 FT
W20-3

ROAD CLOSED 500 FT
W20-3

ROAD CLOSED AHEAD
W20-3

LEGEND

- CONSTRUCTION THIS STAGE
- WORK COMPLETED
- TEMPORARY PAVEMENT

| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | TRAFFIC CONTROL - STAGE 5 | SHEET 36 | E |
|---|---|---|---|---|---|

DATE 16MAY14 — E S T I M A T E O F Q U A N T I T I E S

| LINE NUMBER | ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 4095-10-72 QUANTITY |
|---|---|---|---|---|---|
| 0010 | 201.0105 | CLEARING | STA | 2.000 | 2.000 |
| 0020 | 201.0120 | CLEARING | ID | 12.000 | 12.000 |
| 0030 | 201.0205 | GRUBBING | STA | 2.000 | 2.000 |
| 0040 | 201.0220 | GRUBBING | ID | 12.000 | 12.000 |
| 0060 | 204.0100 | REMOVING PAVEMENT | SY | 3,101.000 | 3,101.000 |
| 0070 | 204.0150 | REMOVING CURB & GUTTER | LF | 70.000 | 70.000 |
| 0080 | 204.0155 | REMOVING CONCRETE SIDEWALK | SY | 7,170.000 | 7,170.000 |
| 0090 | 204.0165 | REMOVING GUARDRAIL | LF | 136.000 | 136.000 |
| 0120 | 204.0210 | REMOVING MANHOLES | EACH | 3.000 | 3.000 |
| 0130 | 204.0220 | REMOVING INLETS | EACH | 8.000 | 8.000 |
| 0170 | 204.0245 | REMOVING STORM SEWER (SIZE) 04. 12-INCH | LF | 420.000 | 420.000 |
| 0180 | 204.0245 | REMOVING STORM SEWER (SIZE) 05. 15-INCH | LF | 21.000 | 21.000 |
| 0190 | 204.0245 | REMOVING STORM SEWER (SIZE) 06. 18-INCH | LF | 11.000 | 11.000 |
| 0200 | 204.0245 | REMOVING STORM SEWER (SIZE) 07. 24-INCH | LF | 80.000 | 80.000 |
| 0230 | 205.0100 | EXCAVATION COMMON | CY | 2,281.000 | 2,281.000 |
| 0310 | 208.0100 | BORROW | CY | 1,312.000 | 1,312.000 |
| 0350 | 213.0100 | FINISHING ROADWAY (PROJECT) 02. 4095-10-72 | EACH | 1.000 | 1.000 |
| 0370 | 305.0120 | BASE AGGREGATE DENSE 1 1/4-INCH | TON | 2,332.000 | 2,332.000 |
| 0400 | 405.0100 | COLORING CONCRETE RED | CY | 30.000 | 30.000 |
| 0410 | 415.0080 | CONCRETE PAVEMENT 8-INCH | SY | 3,333.000 | 3,333.000 |
| 0450 | 415.1080 | CONCRETE PAVEMENT HES 8-INCH | SY | 170.000 | 170.000 |
| 0460 | 416.0160 | CONCRETE DRIVEWAY 6-INCH | SY | 198.000 | 198.000 |
| 0470 | 416.0260 | CONCRETE DRIVEWAY HES 6-INCH | SY | 15.000 | 15.000 |
| 0490 | 416.0620 | DRILLED DOWEL BARS | EACH | 40.000 | 40.000 |
| 0500 | 455.0120 | ASPHALTIC MATERIAL PG64-28 | TON | 1.000 | 1.000 |
| 0510 | 455.0605 | TACK COAT | GAL | 1.000 | 1.000 |
| 0530 | 460.1103 | HMA PAVEMENT TYPE E-3 | TON | 15.000 | 15.000 |
| 0540 | 460.2000 | INCENTIVE DENSITY HMA PAVEMENT | DOL | 10.000 | 10.000 |
| 0550 | 465.0120 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | TON | 24.000 | 24.000 |
| 0560 | 465.0125 | ASPHALTIC SURFACE TEMPORARY | TON | 255.000 | 255.000 |
| 0890 | 521.0118 | CULVERT PIPE CORRUGATED STEEL 18-INCH | LF | 24.000 | 24.000 |
| 0900 | 521.1018 | APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH | EACH | 2.000 | 2.000 |
| 0920 | 522.1018 | APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH | EACH | 2.000 | 2.000 |
| 0930 | 522.1024 | APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH | EACH | 1.000 | 1.000 |
| 1010 | 601.0409 | CONCRETE CURB & GUTTER 30-INCH TYPE A | LF | 1,740.000 | 1,740.000 |
| 1020 | 601.0411 | CONCRETE CURB & GUTTER 30-INCH TYPE D | LF | 20.000 | 20.000 |
| 1060 | 602.0405 | CONCRETE SIDEWALK 4-INCH | SF | 8,599.000 | 8,599.000 |
| 1070 | 602.0415 | CONCRETE SIDEWALK 6-INCH | SF | 2,865.000 | 2,865.000 |
| 1080 | 602.0505 | CURB RAMP DETECTABLE WARNING FIELD YELLOW | SF | 97.000 | 97.000 |
| 1090 | 602.1500 | CONCRETE STEPS | SF | 10.000 | 10.000 |
| 1100 | 603.8000 | CONCRETE BARRIER TEMPORARY PRECAST DELIVERED | LF | 350.000 | 350.000 |
| 1110 | 603.8125 | CONCRETE BARRIER TEMPORARY PRECAST INSTALLED | LF | 350.000 | 350.000 |
| 1130 | 606.0200 | RIPRAP MEDIUM | CY | 3.000 | 3.000 |
| 1150 | 608.0312 | STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH | LF | 229.000 | 229.000 |
| 1160 | 608.0318 | STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH | LF | 340.000 | 340.000 |

3

DATE 16MAY14 E S T I M A T E O F Q U A N T I T I E S

| LINE NUMBER | ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 4095-10-72 QUANTITY |
|---|---|---|---|---|---|
| 1170 | 608.0324 | STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH | LF | 62.000 | 62.000 |
| 1210 | 611.0530 | MANHOLE COVERS TYPE J | EACH | 3.000 | 3.000 |
| 1230 | 611.0624 | INLET COVERS TYPE H | EACH | 15.000 | 15.000 |
| 1260 | 611.2004 | MANHOLES 4-FT DIAMETER | EACH | 5.000 | 5.000 |
| 1290 | 611.3230 | INLETS 2X3-FT | EACH | 13.000 | 13.000 |
| 1300 | 611.8110 | ADJUSTING MANHOLE COVERS | EACH | 1.000 | 1.000 |
| 1320 | 611.8120.S | COVER PLATES TEMPORARY | EACH | 2.000 | 2.000 |
| 1420 | 614.2500 | MGS THRIE BEAM TRANSITION | LF | 80.000 | 80.000 |
| 1430 | 614.2610 | MGS GUARDRAIL TERMINAL EAT | EACH | 2.000 | 2.000 |
| 1480 | 624.0100 | WATER | MGAL | 29.000 | 29.000 |
| 1490 | 625.0100 | TOPSOIL | SY | 1,984.000 | 1,984.000 |
| 1500 | 627.0200 | MULCHING | SY | 199.000 | 199.000 |
| 1510 | 628.1504 | SILT FENCE | LF | 185.000 | 185.000 |
| 1520 | 628.1520 | SILT FENCE MAINTENANCE | LF | 185.000 | 185.000 |
| 1530 | 628.1905 | MOBILIZATIONS EROSION CONTROL | EACH | 5.000 | 5.000 |
| 1540 | 628.1910 | MOBILIZATIONS EMERGENCY EROSION CONTROL | EACH | 5.000 | 5.000 |
| 1550 | 628.2006 | EROSION MAT URBAN CLASS I TYPE A | SY | 654.000 | 654.000 |
| 1560 | 628.2023 | EROSION MAT CLASS II TYPE B | SY | 1,131.000 | 1,131.000 |
| 1580 | 628.7005 | INLET PROTECTION TYPE A | EACH | 15.000 | 15.000 |
| 1600 | 628.7015 | INLET PROTECTION TYPE C | EACH | 20.000 | 20.000 |
| 1610 | 628.7020 | INLET PROTECTION TYPE D | EACH | 5.000 | 5.000 |
| 1620 | 628.7504 | TEMPORARY DITCH CHECKS | LF | 15.000 | 15.000 |
| 1630 | 628.7555 | CULVERT PIPE CHECKS | EACH | 5.000 | 5.000 |
| 1650 | 628.7570 | ROCK BAGS | EACH | 24.000 | 24.000 |
| 1660 | 629.0210 | FERTILIZER TYPE B | CWT | 1.300 | 1.300 |
| 1680 | 630.0130 | SEEDING MIXTURE NO. 30 | LB | 12.000 | 12.000 |
| 1690 | 630.0140 | SEEDING MIXTURE NO. 40 | LB | 24.000 | 24.000 |
| 1700 | 630.0200 | SEEDING TEMPORARY | LB | 27.000 | 27.000 |
| 1860 | 633.5200 | MARKERS CULVERT END | EACH | 5.000 | 5.000 |
| 1870 | 634.0614 | POSTS WOOD 4X6-INCH X 14-FT | EACH | 11.000 | 11.000 |
| 1880 | 634.0616 | POSTS WOOD 4X6-INCH X 16-FT | EACH | 6.000 | 6.000 |
| 1900 | 637.2210 | SIGNS TYPE II REFLECTIVE H | SF | 131.720 | 131.720 |
| 1920 | 637.2230 | SIGNS TYPE II REFLECTIVE F | SF | 14.250 | 14.250 |
| 1930 | 638.2602 | REMOVING SIGNS TYPE II | EACH | 25.000 | 25.000 |
| 1940 | 638.3000 | REMOVING SMALL SIGN SUPPORTS | EACH | 8.000 | 8.000 |
| 1970 | 643.0100 | TRAFFIC CONTROL (PROJECT) 02. 4095-10-72 | EACH | 1.000 | 1.000 |
| 1980 | 643.0300 | TRAFFIC CONTROL DRUMS | DAY | 2,692.000 | 2,692.000 |
| 2000 | 643.0420 | TRAFFIC CONTROL BARRICADES TYPE III | DAY | 1,089.000 | 1,089.000 |
| 2030 | 643.0705 | TRAFFIC CONTROL WARNING LIGHTS TYPE A | DAY | 1,602.000 | 1,602.000 |
| 2040 | 643.0715 | TRAFFIC CONTROL WARNING LIGHTS TYPE C | DAY | 1,051.000 | 1,051.000 |
| 2050 | 643.0900 | TRAFFIC CONTROL SIGNS | DAY | 1,682.000 | 1,682.000 |
| 2060 | 643.1050 | TRAFFIC CONTROL SIGNS PCMS | DAY | 14.000 | 14.000 |
| 2080 | 643.2000 | TRAFFIC CONTROL DETOUR (PROJECT) 02. 4095-10-72 | EACH | 1.000 | 1.000 |
| 2110 | 645.0120 | GEOTEXTILE FABRIC TYPE HR | SY | 15.000 | 15.000 |
| 2130 | 646.0106 | PAVEMENT MARKING EPOXY 4-INCH | LF | 1,676.000 | 1,676.000 |
| 2140 | 646.0600 | REMOVING PAVEMENT MARKINGS | LF | 803.000 | 803.000 |
| 2190 | 647.0656 | PAVEMENT MARKING PARKING STALL EPOXY | LF | 42.000 | 42.000 |
| 2210 | 647.0766 | PAVEMENT MARKING CROSSWALK EPOXY 6-INCH | LF | 394.000 | 394.000 |
| 2230 | 649.0400 | TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH | LF | 6,390.000 | 6,390.000 |
| 2250 | 650.4000 | CONSTRUCTION STAKING STORM SEWER | EACH | 21.000 | 21.000 |
| 2260 | 650.4500 | CONSTRUCTION STAKING SUBGRADE | LF | 913.000 | 913.000 |

3

DATE 16MAY14 E S T I M A T E O F Q U A N T I T I E S

| LINE NUMBER | ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 4095-10-72 QUANTITY |
|---|---|---|---|---|---|
| 2270 | 650.5000 | CONSTRUCTION STAKING BASE | LF | 10.000 | 10.000 |
| 2280 | 650.5500 | CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER | LF | 20.000 | 20.000 |
| 2340 | 650.7000 | CONSTRUCTION STAKING CONCRETE PAVEMENT | LF | 903.000 | 903.000 |
| 2370 | 650.9910 | CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 02. 4095-10-72 | LS | 1.000 | 1.000 |
| 2380 | 650.9920 | CONSTRUCTION STAKING SLOPE STAKES | LF | 913.000 | 913.000 |
| 2520 | 690.0150 | SAWING ASPHALT | LF | 999.000 | 999.000 |
| 2530 | 690.0250 | SAWING CONCRETE | LF | 547.000 | 547.000 |
| 2540 | 715.0415 | INCENTIVE STRENGTH CONCRETE PAVEMENT | DOL | 500.000 | 500.000 |
| 2570 | ASP.1T0A | ON-THE-JOB TRAINING APPRENTICE AT $5. 00/HR | HRS | 300.000 | 300.000 |
| 2580 | ASP.1T0G | ON-THE-JOB TRAINING GRADUATE AT $5.00/HR | HRS | 600.000 | 600.000 |
| 2660 | SPV.0060 | SPECIAL 04. ADJUSTING SANITARY MANHOLE COVER | EACH | 5.000 | 5.000 |
| 2670 | SPV.0060 | SPECIAL 05. ADJUSTING WATER SERVICE CURB STOP | EACH | 8.000 | 8.000 |
| 2680 | SPV.0060 | SPECIAL 06. ADJUSTING WATER VALVE BOX | EACH | 2.000 | 2.000 |
| 2950 | SPV.0075 | SPECIAL 01. STREET SWEEPING | HRS | 50.000 | 50.000 |
| 3030 | SPV.0090 | SPECIAL 02. CONCRETE CURB AND GUTTER HES 30-INCH TYPE A | LF | 34.000 | 34.000 |
| 3310 | SPV.0120 | SPECIAL 01. WATER FOR SEEDED AREAS | MGAL | 45.000 | 45.000 |
| 3390 | SPV.0180 | SPECIAL 02. BROOM FINISH CONCRETE PAVEMENT CROSSWALK | SY | 147.000 | 147.000 |

## CLEARING AND GRUBBING SUMMARY

| STATION - STATION | LOCATION | 201.0105 CLEARING STA | 201.0120 CLEARING ID | 201.0205 GRUBBING STA | 201.0220 GRUBBING ID |
|---|---|---|---|---|---|
| 215'H'+27 | HIGH ST, LT | | 12 | | 12 |
| 6'W'+00 - 8'W'+00 | WASHINGTON ST | 2 | | 2 | |
| | **TOTALS:** | **2** | **12** | **2** | **12** |

## REMOVING PAVEMENT

| STAGE | STATION - STATION | LOCATION | 204.0100 SY |
|---|---|---|---|
| 2 | 9'W'+02 - 10'W+30 | WASHINGTON ST, RT | 177 |
| | STAGE 2 SUBTOTAL: | | 177 |
| 3 | 9'W'+02 - 10'WB'+30 | WASHINGTON ST, LT | 439 |
| | 212'H'+98-217'H'+25 | HIGH ST | 2080 |
| | STAGE 3 SUBTOTAL: | | 2519 |
| 4 | 9'W'+67 - 10'W'+30 | WASHINGTON ST, RT | 110 |
| | STAGE 4 SUBTOTAL: | | 110 |
| 5 | 10'W'+00 - 10'W'+30 | WASHINGTON ST | 295 |
| | STAGE 5 SUBTOTAL: | | 295 |
| | **TOTAL** | | **3,101** |

## REMOVING CONCRETE SIDEWALK

| STAGE | STATION - STATION | LOCATION | 204.0155 SF |
|---|---|---|---|
| 2 | 6'W'+55 - 9'W'+72 | WASHINGTON ST, RT | 1670 |
| | 10'W'+48 - 10'W'+85.4 | WASHINGTON ST, RT | 250 |
| | STAGE 1 SUBTOTAL: | | 1920 |
| 3 | 212'H'+87 - 215'H'+17 | HIGH ST, RT | 1400 |
| | 213'H+04 - 217'H'+25 | HIGH ST, LT | 2900 |
| | 9'W'+02 - 9'W'+73 | WASHINGTON ST, LT | 500 |
| | 10'W'+22 - 10'W'+85.4 | WASHINGTON ST, LT | 450 |
| | STAGE 2 SUBTOTAL: | | 5250 |
| | **TOTAL** | | **7,170** |

## REMOVING GUARDRAIL

| STAGE | STATION - STATION | LOCATION | 204.0165 LF |
|---|---|---|---|
| 3 | 215'H'+00 - 215'H'+29 | HIGH ST, RT | 54 |
| | 5'W'+75 - 6'W'+16 | WASHINGTON ST, LT | 41 |
| | 5'W'+60 - 6'W'+01 | WASHINGTON ST, RT | 41 |
| | **TOTAL** | | **136** |

## REMOVING INLETS

| ROADWAY | STATION | LOCATION | 204.0220 EA |
|---|---|---|---|
| HIGH ST | 212'H'+89 | RT | 1 |
| HIGH ST | 213'H'+12 | LT | 1 |
| HIGH ST | 215'H'+47 | RT | 1 |
| HIGH ST | 215'H'+59 | RT | 1 |
| HIGH ST | 215'H'+46 | LT | 1 |
| HIGH ST | 215'H'+98 | LT | 1 |
| WASHINGTON ST | 10'W'+32 | LT | 1 |
| WASHINGTON ST | 10'W'+64 | RT | 1 |
| **TOTAL** | | | **8** |

## REMOVING STORM SEWER

| ROADWAY | STATION | -- | STATION | LOCATION | 204.0245.04 12-INCH LF | 204.0245.05 15-INCH LF | 204.0245.06 18-INCH LF | 204.0245.07 24-INCH LF |
|---|---|---|---|---|---|---|---|---|
| HIGH ST | 212'H'+33 | -- | 212'H'+42 | LT | 9 | -- | -- | -- |
| HIGH ST | 212'H'+42 | -- | 212'H'+94 | LT | 52 | -- | -- | -- |
| HIGH ST | 212'H'+95 | -- | 212'H'+95 | LT | 40 | -- | -- | -- |
| HIGH ST | 212'H'+89 | -- | 212'H'+95 | RT | 27 | -- | -- | -- |
| HIGH ST | 212'H'+95 | -- | 213'H'+12 | LT | 42 | -- | -- | -- |
| HIGH ST | 212'H'+95 | -- | 214'H'+06 | RT | 109 | -- | -- | -- |
| HIGH ST | 215'H'+46 | -- | 215'H'+98 | LT | 46 | -- | -- | -- |
| HIGH ST | 215'H'+47 | -- | 215'H'+98 | RT | 64 | -- | -- | -- |
| HIGH ST | 215'H'+47 | -- | 215'H'+59 | RT | 14 | -- | -- | -- |
| HIGH ST | 215'H'+47 | -- | 215'H'+73 | RT | -- | -- | -- | 80 |
| WASHINGTON ST | 10'W'+05 | -- | 10'W'+16 | LT | -- | -- | 11 | -- |
| WASHINGTON ST | 10'W'+16 | -- | 10'W'+32 | LT | 17 | -- | -- | -- |
| WASHINGTON ST | 10'W'+43 | -- | 10'W'+64 | RT | -- | 21 | -- | -- |
| | | | | **TOTAL** | **420** | **21** | **11** | **80** |

## REMOVING CURB AND GUTTER

| STAGE | STATION - STATION | LOCATION | 204.0150 LF |
|---|---|---|---|
| 2 | 9'W'+55 - 9'W'+77 | WASHINGTON ST, RT | 25 |
| | 10'W'+45 - 10'W'+85.4 | WASHINGTON ST, RT | 45 |
| | STAGE 1 SUBTOTAL: | | 70 |
| | **TOTAL** | | **70** |

## REMOVING MANHOLES

| ROADWAY | STATION | LOCATION | 204.0210 EA |
|---|---|---|---|
| HIGH ST | 212'H'+33 | LT | 1 |
| HIGH ST | 212'H'+42 | LT | 1 |
| HIGH ST | 212'H'+95 | LT | 1 |
| **TOTAL** | | | **3** |

## FINISHING ROADWAY

| PROJECT ID | 213.0100 EA |
|---|---|
| 4075-28-72 | 1 |
| **TOTAL** | **1** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

| Division | From/To Station | Common Excavation (1) | (item # 205.0100) | Salvaged/Unusable Pavement Material (4) | Available Material (5) | Expanded EBS Backfill (11) | Unexpanded Fill | Expanded Fill (6) | Mass Ordinate +/- (7) | Waste | Borrow |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Cut (2) | EBS Excavation (3) | | | Factor | | 1.3 | | | |
| **Stage 1** | | | | | | | | | | | (item #208.0100) |
| High Street | 212+25 - 217+25 | 1339 | | 121 | 1,218 | | 26 | 34 | 1184 | | |
| Washington Street | 5+88.94 - 9+65 | 149 | | 0 | 149 | | 17 | 22 | 127 | | |
| **Division 1 Subtotal** | | 1,488 | 0 | 121 | 1,367 | 0 | 43 | 56 | 1,312 | | 1,312 |
| **Stage 2** | | | | | | | | | | | |
| Washington Street | 5+22 - 9+50 | 354 | | 0 | 354 | | 29 | 38 | 317 | | |
| **Division 2 Subtotal** | | 354 | 0 | 0 | 354 | 0 | 29 | 38 | 317 | 317 | |
| **Stage 3** | | | | | | | | | | | |
| Washington Street | 6+00 - 10+85.39 | 219 | | 0 | 219 | | 243 | 317 | -98 | | |
| **Division 3 Subtotal** | | 219 | 0 | 0 | 219 | 0 | 243 | 317 | -98 | 98 | |
| **Stage 4** | | | | | | | | | | | |
| Washington Street | 5-91.40 - 10+85.14 | 219 | | 0 | 219 | | 39 | 51 | 169 | | |
| **Division 3 Subtotal** | | 219 | 0 | 0 | 219 | 0 | 39 | 51 | 169 | 169 | |
| Grand Total | | 2,281 | 0 | 121 | 2,160 | 0 | 354 | 461 | 1,699 | 583 | 1,312 |
| | Total Common Exc | | 2,281 | | | | | | | | |

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unsuable Pavement Material is included in Cut.
3) EBS Excavation to be backfilled with Select Borrow material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well.
4) Salvaged/Unusable Pavement Material
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
(6) Expanded Fill. Factor = 1.30
(7) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## BASE AGGREGATE DENSE SUMMARY

| STAGE | STATION - STATION | LOCATION | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON* | 624.0100 WATER MGAL |
|---|---|---|---|---|
| 1 | 5'W'+91.2-9'W'+65 | TEMP ROAD WIDENING | 165 | 2.3 |
| | STAGE 1 SUBTOTAL: | | 165 | 2 |
| 2 | 5'W'+91.2-10'W'+00 | WASHINGTON ST, RT | 628 | 9 |
| | STAGE 2 SUBTOTAL: | | 628 | 9 |
| 3 | 213'H'+05-217'H'+25 | HIGH ST | 685 | 10 |
| | 5'W'+91.2-10'W'+30 | WASHINGTON ST, LT | 370 | 5 |
| | STAGE 3 SUBTOTAL: | | 1055 | 15 |
| 4 | 5'W'+91.2-10'W'+85 | WASHINGTON ST, RT | 86 | 1 |
| | 212'H'+81-213'H'+07 | HIGH ST | 81 | 1 |
| | STAGE 4 SUBTOTAL: | | 167 | 2 |
| 5 | 10'W'+30-10'W'+85.4 | WASHIINGTON ST | 85 | 1 |
| | STAGE 5 SUBTOTAL: | | 85 | 1 |
| | **TOTAL** | | **2,100** | **29** |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## HMA PAVEMENT SUMMARY

| STAGE | STATION - STATION | LOCATION | 455.0120 ASPHALTIC MATERIAL PG64-28 TON | 455.0605 TACK COAT GAL | 460.1103 HMA PAVEMENT TYPE E-3 TON |
|---|---|---|---|---|---|
| 5 | 10'W'+75.4-10'W'+85.4 | WASHINGTON ST | 1 | 1 | 15 |
| | STAGE 5 SUBTOTAL: | | 1 | 1 | 15 |
| | **TOTAL** | | **1** | **1** | **15** |

## CONCRETE BARRIER

| STAGE | STATION - STATION | LOCATION | 603.8000 TEMPORARY PRECAST DELIVERED LF | 603.8125 TEMPORARY PRECAST INSTALLED LF |
|---|---|---|---|---|
| 2 | 5'W'+88.94 - 8'W+50 | WASHINGTON ST, RT | 350 | 350 |
| | **TOTAL** | | **350** | **350** |

## CONCRETE PAVEMENT SUMMARY

| STAGE | STATION - STATION | LOCATION | 415.0080 8-INCH SY | 415.1080 HES 8-INCH SY | 416.0620 DRILLED DOWEL BARS EA |
|---|---|---|---|---|---|
| 2 | 5'W'+91.2-10'W'+00 | WASHINGTON ST, RT | 640 | - | - |
| | 5'W'+91.2-6'W'+21.2 | WASHINGTON ST, LT | - | 50 | - |
| | STAGE 2 SUBTOTAL: | | 640 | 50 | 0 |
| 3 | 213'H'+05-217'H'+25 | HIGH ST, RT & LT | 1647 | 70 | - |
| | 5'W'+91.2-6'W'+21 | WASHINGTON ST, RT | - | 50 | - |
| | 5'W'+91.2-10'W'+30 | WASHINGTON ST, LT | 710 | - | |
| | STAGE 3 SUBTOTAL: | | 2357 | 120 | 0 |
| 4 | 5'W'+91.2-10'W'+85.4 | HIGH ST, RT | 68 | - | - |
| | 212'H'+81-213'H'+07 | HIGH ST, RT | 136 | - | - |
| | STAGE 4 SUBTOTAL: | | 204 | 0 | 0 |
| 5 | 10'W'+00-10'W'+75.4 | WASHINGTON ST | 132 | - | 40 |
| | STAGE 5 SUBTOTAL: | | 132 | 0 | 40 |
| | **TOTAL** | | **3,333** | **170** | **40** |

## DRIVEWAY SUMMARY

| STAGE | STATION - STATION | LOCATION | 416.0160 CONCRETE DRIVEWAY 6-INCH SY | 416.0260 CONCRETE DRIVEWAY HES 6-INCH SY | 602.0415 CONCRETE SIDEWALK 6-INCH SY | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON* |
|---|---|---|---|---|---|---|
| 3 | 213'H'+19 | HIGH ST, RT | 49 | - | 255 | 25 |
| | 213'H'+72 | HIGH ST, LT | - | - | 230 | 10 |
| | 213'H'+90 | HIGH ST, RT | - | - | 170 | 10 |
| | 214'H'+20 | HIGH ST, LT | - | - | 155 | 5 |
| | 214'H'+66 | HIGH ST, RT | - | - | 720 | 10 |
| | 214'H'+90 | HIGH ST, LT | - | - | 210 | 10 |
| | 215'H'+05 | HIGH ST, RT | - | - | 305 | 10 |
| | 216'H'+28 | HIGH ST, LT | 13 | - | 100 | 10 |
| | 216'H'+93 | HIGH ST, LT | - | 15 | 125 | 10 |
| | 7'W'+08 | WASHINGTON ST, LT | 20 | - | 100 | 10 |
| | 8'W'+31 | WASHINGTON ST, LT | 25 | - | 175 | 15 |
| | 8'W'+85 | WASHINGTON ST, LT | 20 | - | 120 | 11 |
| | STAGE 3 SUBTOTAL: | | 127 | 15 | 2665 | 136 |
| 4 | 7'W'+11 | WASHINGTON ST, RT | 53 | - | 100 | 22 |
| | 8'W'+77 | WASHINGTON ST, RT | 18 | - | 100 | 10 |
| | STAGE 4 SUBTOTAL: | | 71 | 0 | 200 | 32 |
| | **TOTAL** | | **198** | **15** | **2,865** | **168** |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

| STAGE | STATION - STATION | LOCATION | 465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON* |
|---|---|---|---|---|
| 3 | 213'H'+72 | HIGH ST, LT | 1 | 1 |
| | 213'H'+90 | HIGH ST, RT | 1 | 1 |
| | 214'H'+90 | HIGH ST, LT | 1 | 1 |
| | 216'H'+28 | HIGH ST, LT | 1 | 1 |
| | 216'H'+93 | HIGH ST, LT | 1 | 4 |
| | 8'W'+19-9'W'+02 | WASHINGTON ST, LT | 19 | 56 |
| | STAGE 3 SUBTOTAL: | | 24 | 64 |
| | **TOTAL** | | **24** | **64** |

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

## COLORED CONCRETE PAVEMENT SUMMARY

| CAT 0020 STAGE | STATION - STATION | LOCATION | 405.0100 COLORING CONCRETE RED CY | SPV.0180.01 BROOM FINISH CONCRETE PAVEMENT CROSSWALK CROSSWALK SY |
|---|---|---|---|---|
| 2 | 9'W'+63-9'W'+69 | WASHINGTON ST, RT | 3 | 11 |
| | STAGE 1 SUBTOTAL: | | 3 | 11 |
| 3 | 212'H'+30-212'H'+36 | HIGH ST, LT & RT | 6 | 27 |
| | 215'H'+35-215'H'+45 | HIGH ST, LT & RT | 8 | 36 |
| | 9'W'+63-9'W'+69 | WASHINGTON ST, LT | 2 | 10 |
| | STAGE 2 SUBTOTAL: | | 16 | 73 |
| 4 | 212'H'+98-213'H'+04 | HIGH ST, LT & RT | 7 | 30 |
| | STAGE 3 SUBTOTAL: | | 7 | 30 |
| 5 | 10'W'+31-10'W'+37 | WASHINGTON ST, LT & RT | 7 | 33 |
| | STAGE 5 SUBTOTAL: | | 7 | 33 |
| | **TOTAL** | | **30** | **147** |

## CULVERT PIPE

| STAGE | ROADWAY | STATION | | 521.0118 CULVERT PIPE CORRUGATED STEEL 18-INCH LF | 521.1018 APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH EACH | 633.5200 MARKERS CULVERT END EACH* | MINIMUM THICKNESS INCHES STEEL | MINIMUM THICKNESS INCHES ALUM. | RCCP CLASS PIPE |
|---|---|---|---|---|---|---|---|---|---|
| 3 | WASHINGTON ST | 7'W'+10 | RT | 24 | 2 | 2 | 0.064 | 0.060 | III |
| | | **TOTAL** | | **24** | **2** | **2** | | | |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## CONCRETE STEPS

| STATION - STATION | LOCATION | 602.1500 CONCRETE STEPS SF |
|---|---|---|
| 211'H'+35 | HIGH ST, 33' RT | 10 |
| | **TOTALS** | **10** |

## ASPHALTIC SURFACE TEMPORARY

| STAGE | STATION - STATION | LOCATION | 465.0125 ASPHALTIC SURFACE TEMPORARY TON |
|---|---|---|---|
| 1 | 5'W'+91.2-9'W'+02 | WASHINGTON ST, LT | 85 |
| | STAGE 2 SUBTOTAL: | | 85 |
| 2 | 5'W'+91.2-10'W'+00 | WASHINGTON ST, RT | 170 |
| | STAGE 2 SUBTOTAL: | | 170 |
| | **TOTAL** | | **255** |

## CONCRETE SIDEWALK SUMMARY

| STAGE | STATION - STATION | LOCATION | 602.0405 CONCRETE SIDEWALK 4-INCH SF | 602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW LF | 602.1500 CONCRETE STEPS LF |
|---|---|---|---|---|---|
| 3 | 213'H'+19-217'H'+25 | HIGH ST, LT & RT | 3204 | 36 | |
| | 5'W'+77-10'W'85.4 | WASHINGTON ST, LT | 2674 | 20 | |
| | STAGE 3 SUBTOTAL: | | 5878 | 56 | 0 |
| 4 | 6'W'+54-10'W'+85.4 | WASHINGTON ST, RT | 2721 | 41 | |
| | STAGE 4 SUBTOTAL: | | 2721 | 41 | 0 |
| | **TOTAL** | | **8,599** | **97** | **0** |

## CONCRETE CURB AND GUTTER SUMMARY

| STAGE | STATION - STATION | LOCATION | 601.0409 CONCRETE CURB AND GUTTER 30-INCH TYPE A LF | 601.0411 CONCRETE CURB AND GUTTER 30-INCH TYPE D LF | SPV.0090.02 CONCRETE CURB AND GUTTER HES 30-INCH TYPE A LF |
|---|---|---|---|---|---|
| 3 | 213'H'+05-217'H'+25 | HIGH ST, LT & RT | 795 | - | 34 |
| | 5'W'+91.2-10'W'+75.4 | WASHINGTON ST, LT | 472 | - | - |
| | STAGE 2 SUBTOTAL: | | 1267 | 0 | 34 |
| 4 | 5'W'+91.2-10'W'+85.4 | WASHINGTON ST, RT | 473 | - | - |
| | STAGE 4 SUBTOTAL: | | 473 | 0 | 0 |
| 5 | 10'W'+75.4-10'W'+85.4 | WASHINGTON ST, LT & RT | - | 20 | - |
| | STAGE 5 SUBTOTAL: | | 0 | 20 | 0 |
| | **TOTAL** | | **1,740** | **20** | **34** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## STORM SEWER PIPE SUMMARY

| FROM STRUC | TO STRUC | INLET ELEV | DISCH ELEV | SLOPE | 608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF | 608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF | 608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF | 522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH | 522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH | 633.5200 MARKERS CULVERT END EACH* |
|---|---|---|---|---|---|---|---|---|---|---|
| 304 | 303 | 602.65 | 602.08 | 0.99% | -- | 57 | -- | -- | -- | -- |
| 304A | 304 | 604.85 | 604.50 | 1.00% | 35 | -- | -- | -- | -- | -- |
| 304B | 304 | 604.85 | 604.50 | 1.00% | 35 | -- | -- | -- | -- | -- |
| 305 | 304 | 607.85 | 604.00 | 6.42% | -- | 60 | -- | -- | -- | -- |
| 305A | 305B | 608.75 | 608.67 | 1.00% | 8 | -- | -- | -- | -- | -- |
| 305B | 305 | 608.67 | 608.35 | 0.97% | 32 | -- | -- | -- | -- | -- |
| 305C | 305 | 608.45 | 608.35 | 1.00% | 10 | -- | -- | -- | -- | -- |
| 310B | 310A | 618.44 | 618.30 | 1.00% | 14 | -- | -- | -- | -- | -- |
| 310A | 310 | 617.80 | 616.96 | 2.00% | -- | 42 | -- | -- | -- | -- |
| 310 | 311 | 616.00 | 615.19 | 1.00% | -- | 81 | -- | -- | -- | -- |
| 312A | 312 | 622.45 | 622.10 | 1.00% | 35 | -- | -- | -- | -- | -- |
| 312B | 312 | 622.46 | 622.10 | 1.00% | 36 | -- | -- | -- | -- | -- |
| 312 | 311 | 620.10 | 618.97 | 2.02% | -- | 56 | -- | -- | -- | -- |
| 311 | 311A | 608.20 | 602.00 | 10.00% | -- | -- | 62 | -- | 1 | 1 |
| 401B | 401 | 599.76 | 599.64 | 1.00% | 12 | -- | -- | -- | -- | -- |
| 401 | 401A | 599.24 | 599.03 | 1.00% | -- | 21 | -- | 1 | -- | 1 |
| 402A | 402 | 599.77 | 599.65 | 1.00% | 12 | -- | -- | -- | -- | -- |
| 402 | 402B | 599.15 | 599.04 | 0.50% | -- | 23 | -- | 1 | -- | 1 |
| | | | | **TOTAL** | **229** | **340** | **62** | **2** | **1** | **3** |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

## MANHOLES AND INLETS SUMMARY

| STRUC ID | STATION | OFFSET | 611.2004 MANHOLES 4-FT DIA EACH | 611.3230 INLETS 2x3-FT EACH | 611.0530 MANHOLE COVERS TYPE J EACH | 611.0624 INLET COVERS TYPE H EACH | RIM / EDGE OF PAVEMENT ELEV | TOP OF STRUCTURE ELEV | FLOWLINE ELEV | DEPTH FT |
|---|---|---|---|---|---|---|---|---|---|---|
| 304 | 212'H'+91 | 8.0' LT | 1 | -- | 1 | -- | 608.94 | 607.86 | 602.65 | 5.21 |
| 305B | 213'H'+50 | 23.5' LT | -- | 1 | -- | 1 | 612.02 | 611.19 | 608.54 | 2.65 |
| 305A | 213'H'+58 | 23.5' LT | -- | 1 | -- | 1 | 612.61 | 611.78 | 608.62 | 3.16 |
| 305 | 213'H'+50 | 8.0' RT | 1 | -- | 1 | -- | 612.34 | 611.26 | 607.90 | 3.36 |
| 305C | 213'H'+50 | 17.5' RT | -- | 1 | -- | 1 | 612.23 | 611.40 | 608.46 | 2.94 |
| 310A | 215'H'+09 | 17.5' LT | -- | 1 | -- | 1 | 621.91 | 621.08 | 617.80 | 3.28 |
| 310B | 215'H'+25 | 17.5' LT | -- | 1 | -- | 1 | 622.63 | 621.80 | 618.44 | 3.36 |
| 310 | 214'H'+86 | 17.5' RT | 1 | -- | -- | 1 | 621.56 | 620.73 | 616.00 | 4.73 |
| 311 | 215'H'+54 | 34.8' RT | 1 | -- | 1 | -- | 625.59 | 624.51 | 608.20 | 16.31 |
| 312A | 216'H'+00 | 17.9' LT | -- | 1 | -- | 1 | 626.61 | 625.78 | 622.45 | 3.33 |
| 312 | 216'H'+00 | 17.1' RT | -- | 1 | -- | 1 | 627.20 | 626.37 | 620.10 | 6.27 |
| 312B | 216'H'+35 | 17.5' RT | -- | 1 | -- | 1 | 628.98 | 628.15 | 622.46 | 5.69 |
| 401 | 7'W'+68 | 15.5' LT | -- | 1 | -- | 1 | 601.98 | 601.15 | 599.23 | 1.92 |
| 401B | 7'W'+80 | 15.5' LT | -- | 1 | -- | 1 | 602.03 | 601.20 | 599.76 | 1.44 |
| 402A | 7'W'+80 | 15.5' RT | -- | 1 | -- | 1 | 602.03 | 601.20 | 599.77 | 1.43 |
| 402 | 7'W'+68 | 15.5' RT | 1 | -- | -- | 1 | 601.98 | 601.15 | 599.23 | 1.92 |
| 304A | 212'H'+98 | 42.2' LT | -- | 1 | -- | 1 | 609.16 | 608.33 | 604.69 | 3.64 |
| 304B | 212'H'+86 | 26.0' RT | -- | 1 | -- | 1 | 608.43 | 607.60 | 604.66 | 2.94 |
| | | **TOTAL** | **5** | **13** | **3** | **15** | | | | |

## COVER PLATES TEMPORARY

| ROADWAY | STATION | OFFSET | 611.8120.S COVER PLATES TEMPORARY EACH |
|---|---|---|---|
| WASHINGTON ST | 7'W'+80 | 15.5' RT | 1 |
| WASHINGTON ST | 7'W'+68 | 15.5' RT | 1 |
| | | **TOTALS** | **2** |

## ADJUSTING MANHOLE COVERS

| ROADWAY | STATION | LOCATION | 611.8110 EA |
|---|---|---|---|
| HIGH ST | 212'H'+33 | LT | 1 |
| **TOTAL** | | | **1** |

## MIDWEST GUARDRAIL SYSTEM

| ROADWAY | STATION | LOCATION | 614.2500 MGS THRIE BEAM TRANSITION LF | 614.2610 MGS GUARDRAIL TERMINAL EAT EA |
|---|---|---|---|---|
| WASHINGTON ST. | 5'W'+66- 6'W'+55 | RT | 40 | 1 |
| WASHINGTON ST. | 5'W'+77- 6'W'+71 | LT | 40 | 1 |
| **TOTAL** | | | **80** | **2** |

## FINISHING ITEMS

| STATION | LOCATION | | 606.0200 RIPRAP MEDIUM CY | 645.0120 GEOTEXTILE FABRIC TYPE HR SY | 628.7504 TEMPORARY DITCH CHECKS LF | 628.7555 CULVERT PIPE CHECKS EACH | 628.7570 ROCK BAGS EACH |
|---|---|---|---|---|---|---|---|
| 215'H'+75 | HIGH ST | RT | 3 | 15 | -- | -- | -- |
| 6'W'+00 | WASHINGTON ST | RT | -- | -- | 15 | -- | 24 |
| 7'W'+25 | WASHINGTON ST | RT | -- | -- | -- | 5 | -- |
| **TOTAL** | | | **3** | **15** | **15** | **5** | **24** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

3

## REMOVING PAVEMENT MARKINGS

| STAGE | STATION - STATION | LOCATION | 646.0600 LF |
|---|---|---|---|
| 2 | 5'W'+95-10'W'+80 | WASHINGTON ST, LT | 53 |
| | 5'W'+10-6'W'+30 | WASHINGTON ST | 290 |
| | 10'W'+30-11'W'+40 | WASHINGTON ST | 220 |
| | STAGE 3 SUBTOTAL: | | 563 |
| 3 | 5'W'+10-6'W'+30 | WASHINGTON ST, RT | 240 |
| | STAGE 3 SUBTOTAL: | | 240 |
| | **TOTAL** | | **803** |

## MOBILIZATION EMERGENCY EROSION CONTROL

| STAGE | 628.1910 EA |
|---|---|
| STAGE 1 | 1 |
| STAGE 2 | 1 |
| STAGE 3 | 1 |
| STAGE 4 | 1 |
| STAGE 5 | 1 |
| **TOTAL** | **5** |

## MOBILIZATION EROSION CONTROL

| STAGE | 628.1905 EA |
|---|---|
| STAGE 1 | 1 |
| STAGE 2 | 1 |
| STAGE 3 | 1 |
| STAGE 4 | 1 |
| STAGE 5 | 1 |
| **TOTAL** | **5** |

## TRAFFIC CONTROL SUMMARY

| STAGE | DURATION DAYS | 643.0300 DRUMS NO | 643.0300 DRUMS DAYS | 643.0420 BARRICADES TYPE III NO | 643.0420 BARRICADES TYPE III DAYS | 643.0705 TYPE A NO | 643.0705 TYPE A DAYS | 643.0715 TYPE C NO | 643.0715 TYPE C DAYS | 643.0900 SIGNS NO | 643.0900 SIGNS DAYS | 643.1050 PCMS NO | 643.1050 PCMS DAYS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 3 | 32 | 96 | 1 | 3 | 2 | 6 | 15 | 45 | 11 | 33 | 2 | 14 |
| 2 | 59 | 26 | 1534 | 14 | 826 | 20 | 1180 | 12 | 708 | 19 | 1121 | -- | -- |
| 3 | 9 | 56 | 504 | 12 | 108 | 20 | 180 | 20 | 180 | 20 | 180 | -- | -- |
| 4 | 22 | 24 | 528 | 5 | 110 | 8 | 176 | 4 | 88 | 12 | 264 | -- | -- |
| 5 | 6 | 5 | 30 | 7 | 42 | 10 | 60 | 5 | 30 | 14 | 84 | -- | -- |
| **TOTAL** | | | **2,692** | | **1,089** | | **1,602** | | **1,051** | | **1,682** | | 14 |

## FINISHING ITEMS

| STATION - STATION | LOCATION | 625.0100 TOPSOIL SY | 627.0200 MULCHING SY | 628.2006 EROSION MAT URBAN CLASS I TYPE A SY | 628.2023 EROSION MAT CLASS II TYPE B SY | 629.0210 FERTILIZER TYPE B CWT | 630.0130 SEEDING MIXTURE NO. 30 LB | 630.0140 SEEDING MIXTURE NO. 40 LB | 630.0200 SEEDING TEMPORARY LB | SPV.0120.01 WATER FOR SEEDED AREAS MGAL |
|---|---|---|---|---|---|---|---|---|---|---|
| 212'H'+25 - 217'H'+25 | HIGH ST | 579 | 95 | 334 | 150 | 0.4 | 6 | 4 | 8 | 13 |
| 5'W'+91 - 10'W'+85 | WASHINGTON ST | 1405 | 104 | 320 | 981 | 0.9 | 6 | 20 | 19 | 32 |
| **TOTAL** | | **1,984** | **199** | **654** | **1,131** | **1.3** | **12** | **24** | **27** | **45** |

## SILT FENCE

| STATION - STATION | LOCATION | 628.1504 SILT FENCE LF | 628.1520 SILT FENCE MAINTENANCE LF |
|---|---|---|---|
| 215'H'+60 - 217'H'+25 | RT | 185 | 185 |
| **TOTAL** | | **185** | **185** |

## PAVEMENT MARKING SUMMARY

| STAGE | STATION - STATION | LOCATION | 646.0106 EPOXY 4-INCH YELLOW LF | 647.0656 PARKING STALL EPOXY LF | 647.0766 PAVEMENT MARKING CROSSWALK EPOXY 6-INCH WHITE LF |
|---|---|---|---|---|---|
| 5 | 212'H'+25-217H'+74.8 | HIGH ST | 832 | 42 | 233 |
| | 5'W'+88.9-10'W'+85.4 | WASHINGTON ST | 844 | - | 161 |
| | STAGE 5 SUBTOTAL: | | 1676 | 42 | 394 |
| | **TOTAL** | | **1,676** | **42** | **394** |

## TEMPORARY PAVEMENT MARKING SUMMARY

| STAGE | STATION - STATION | LOCATION | 649.0400 REMOVABLE TAPE 4-INCH EDGELINE (YELLOW) LF | 649.0400 REMOVABLE TAPE 4-INCH EDGELINE (WHITE) LF |
|---|---|---|---|---|
| 2 | 5'W'+90.1-10'W'+85.4 | WASHINGTON ST | 1070 | 1130 |
| | STAGE 2 SUBTOTAL: | | 1070 | 1130 |
| 3 | 5'W'+90.1-10'W'+85.4 | WASHINGTON ST | 1260 | 1230 |
| | STAGE 3 SUBTOTAL: | | 1260 | 1230 |
| 4 | 5'W'+90.1-10'W'+85.4 | WASHINGTON ST | 1080 | 620 |
| | STAGE 4 SUBTOTAL: | | 1080 | 620 |
| | **TOTAL** | | **3,410** | **2,980** |
| | | | **6,390** | |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## INLET PROTECTION

| LOCATION | 628.7005 TYPE A EA | 628.7015 TYPE C EA | 628.7020 TYPE D EA |
|---|---|---|---|
| HIGH ST | 11 | 16 | 1 |
| WASHINGTON ST | 4 | 4 | 4 |
| **TOTAL** | **15** | **20** | **5** |

## ADJUSTING WATER

| CAT 0030 ROADWAY | STATION | LOCATION | SPV.0060.05 ADJUSTING WATER SERVICE CURB STOP EA | SPV.0060.06 ADJUSTING WATER VALVE BOX EA |
|---|---|---|---|---|
| HIGH ST | 212'H'+06 | RT | 2 | -- |
| HIGH ST | 214'H'+36 | LT | 1 | -- |
| HIGH ST | 215'H'+38 | LT | 1 | -- |
| HIGH ST | 215'H'+87 | RT | 1 | -- |
| WASHINGTON ST | 7'W'+91 | LT | 1 | -- |
| WASHINGTON ST | 8'W'+89 | LT | 1 | -- |
| WASHINGTON ST | 10'W'+34 | LT | -- | 1 |
| WASHINGTON ST | 10'W'+38 | LT | -- | 1 |
| WASHINGTON ST | 10'W'+72 | RT | 1 | -- |
| | | **TOTALS** | **8** | **2** |

## ADJUSTING SANITARY MANHOLE COVERS

| CAT 0030 ROADWAY | STATION | LOCATION | SPV.0060.04 ADJUSTING SANITARY MANHOLE COVERS EA |
|---|---|---|---|
| HIGH ST | 215'H'+34 | RT | 1 |
| WASHINGTON ST | 6'W'+06 | RT | 1 |
| WASHINGTON ST | 6'W'+13 | RT | 1 |
| WASHINGTON ST | 8'W'+81 | LT | 1 |
| WASHINGTON ST | 10'W'+29 | RT | 1 |
| | **TOTALS** | | **5** |

## STREET SWEEPING

| LOCATION | SPV.0075.01 HRS |
|---|---|
| UNDISTRIBUTED | 50 |
| **TOTALS** | **50** |

## SAWING PAVEMENT SUMMARY

| STAGE | STATION - STATION | LOCATION | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | |
|---|---|---|---|---|---|
| 1 | 5'W'+91.5 - 9'W'+02 | WASHINGTON ST, LT | 435 | - | |
| | STAGE 1 SUBTOTAL: | | 435 | 0 | |
| 2 | 5'W'+91.5 - 9'W'+55 | WASHINGTON ST | 363 | - | |
| | 9'W'+55 - 10'W'+30 | WASHINGTON ST | - | 165 | ALONG CURB & GUTTER |
| | 9'W'+65 - 9'W'+70 | WASHINGTON ST, RT | - | 7 | SIDEWALK |
| | 10'W'+45 - 10'W'+85.4 | WASHINGTON ST, RT | - | 50 | ALONG CURB & GUTTER |
| | 10'W'+85.4 | WASHINGTON ST, RT | - | 7 | SIDEWALK |
| | STAGE 2 SUBTOTAL: | | 363 | 229 | |
| 3 | 212'H'+25 | HIGH ST | - | 45 | MAINLINE |
| | 212'H'+25 | HIGH ST, LT & RT | - | 18 | SIDEWALK |
| | 214'H'+20 | HIGH ST, PE LT | - | 10 | |
| | 217'H'+25 | HIGH ST | - | 37 | |
| | 217'H'+25 | HIGH ST, LT & RT | - | 5 | |
| | 7'W'+95 - 9'W'+02 | WASHINGTON ST, LT | 104 | - | PARKING LOT |
| | 10'W'+30 | WASHINGTON ST, LT | - | 21 | |
| | 10'W'+30 - 10'W'+85.4 | WASHINGTON ST, LT | - | 56 | |
| | 10'W'+85.4 | WASHINGTON ST, LT | - | 5 | SIDEWALK |
| | 212'H'+98 | HIGH ST | - | 72 | MAINLINE |
| | 213'H'+72 | HIGH ST, CE LT | 16 | - | |
| | 213'H'+90 | HIGH ST, CE RT | 11 | - | |
| | 214'H'+90 | HIGH ST, CE LT | 11 | - | |
| | 216'H'+28 | HIGH ST, CE LT | 13 | - | |
| | 216'H'+77 - 217'H'+25 | HIGH ST, LT | 46 | - | PARKING LOT |
| | STAGE 3 SUBTOTAL: | | 201 | 269 | |
| 4 | 10'W'+30 | WASHINGTON ST, RT | - | 10 | MAINLINE |
| | STAGE 4 SUBTOTAL: | | 0 | 10 | |
| 5 | 10'W'+85.4 | WASHINGTON ST | - | 39 | MAINLINE |
| | STAGE 5 SUBTOTAL: | | 0 | 39 | |
| | **TOTAL** | | **999** | **547** | |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

3

## CONSTRUCTION STAKING

| STATION - STATION | LOCATION | 650.4500 SUBGRADE LF | 650.5000 BASE LF | 650.5500 CURB & GUTTER LF | 650.7000 CONCRETE PAVEMENT LF | 650.9920 SLOPE STAKES LF |
|---|---|---|---|---|---|---|
| 213'H'+06 - 217'H'+25 | HIGH ST | 419 | --- | --- | 419 | 419 |
| 5'W'+91 - 10'W'+75 | WASHINGTON ST | 484 | --- | --- | 484 | 484 |
| 10'W'+75 - 10'W'+85 | WASHINGTON ST | 10 | 10 | 20 | --- | 10 |
| | **TOTAL** | **913** | **10** | **20** | **903** | **913** |

## CONSTRUCTION STAKING STORM SEWER

| STRUCTURES | 650.4000 EA |
|---|---|
| MANHOLES | 4 |
| INLETS | 14 |
| ENDWALLS | 3 |
| **TOTAL** | **21** |

## CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 4095-10-72

| STA - STA | 650.9910 EA |
|---|---|
| 212'H'+25 - 217'H'-25 | 1 |
| **TOTAL** | **1** |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

STA 212'H'+67.19=
STA 10'W'+00.00

HIGH STREET

BEGIN PROJECT
STA 212'H'+25.00
MATCH PROJECT
I.D. 4075-28-71

212'H'+00

PC: 212'H'+31.39

REMOVE CONCRETE STEPS PAID FOR UNDER REMOVING CONCRETE SIDEWALK

REMOVE CONCRETE STEPS PAID FOR UNDER REMOVING CONCRETE SIDEWALK

CAUTION

'W' R/L

WASHINGTON STREET (CTH 22)

9W+00

10'W+00

N35°37'32"E

213'H'+00

214'H'+00

215'H'+00

216'H'+00

217'H'+00

218'H'+00

CURVE 'H' 2

CURVE 'H' 3

CURVE 'H' 4

PRC: 213'H'+25.36

PT: 214'H'+22.06

PC: 214'H'+65.08

PT: 216'H'+13.84

PC: 217'H'+76.44

S53°43'16"E

N71°17'18"E

'H' R/L

CONC STEP TO REMAIN

REMOVE TREE

SLOPE INTERCEPTS

WALLS TO REMAIN

CURVE 'H' 2
PI STA = 212'H'+78.69
Y = 498398.8861
X = 60972.1483
DELTA = 16°18'53"
D = 17°21'44"
T = 47.30
L = 93.97
R = 330.00
PC STA = 212'H'+31.39
PT STA = 213'H'+25.36

CURVE 'H' 3
PI STA = 213'H'+74.05
Y = 498366.4641
X = 61062.5006
DELTA = 16°32'16"
D = 17°06'06"
T = 48.69
L = 96.70
R = 335.03
PC STA = 213'H'+25.36
PT STA = 214'H'+22.06

CURVE 'H' 4
PI STA = 215'H'+45.75
Y = 498264.4663
X = 61201.4671
DELTA = 54°59'18"
D = 36°57'51"
T = 80.67
L = 148.76
R = 155.00
PC STA = 214'H'+65.08
PT STA = 216'H'+13.84

STA 213'H'+19
CONSTRUCT PE RT
MATCH 39.2' RT

STA 213'H'+71
CONSTRUCT PE LT
MATCH 36.1' LT

STA 214'H'+20
CONSTRUCT PE LT
MATCH 31.8' LT

STA 214'H'+90
CONSTRUCT PE LT
MATCH 30.1' LT

STA 216'H'+28
CONSTRUCT PE LT
MATCH 28.1' LT

STA 216'H'+92
CONSTRUCT PE LT
MATCH 28.5' LT

END PROJECT
STA 217'H'+25.00
MATCH PROJECT
I.D. 4075-28-71

STA 215'H'+34.0, RT
ADJUST SANITARY MH

REMOVE EX GUARDRAIL

STA 215'H'+40.04=
STA 7'P'+29.76

CONSTRUCTION UNDER PROJECT I.D. 4075-28-71

VW-141 WRIGHTSTOWN TAVERN LLC #531

VW-142-1 ROBERT E & BONITA E VANDEHEY #229

VW-144 WISCONSIN TELEPHONE CO #231

VW-148 VW-148EUGENE J MANDERS ETAL #210

VW-151 PETER J & NAOMI OLEJNICZAK #222

VW-150 PETER J

VW-156 DOUGLAS M & SALLY J SCHEEL #108

VW-155 DOUGLAS M & SALLY J SCHEEL #112

VW-157 CHRISTOPHER P LAWS DDS #118

VW-1-1 DALE R & NANCY A DEMSKE

VW-60 KEITH D & JENNIFER A BLOCK

TLE

N

5

5

CONSTRUCTED UNDER PROJECT I.D. 4095-28-71

K=26.08
VCL 150.00

VPC 212'H'+25.00
VPC EL 606.72

BEGIN PROJECT
STA 212'H'+25.00

VPI 213'H'+00.00
VPI EL 608.36

FINISHED PROFILE
EXISTING GROUND

VPT 213'H'+75.00
VPT EL 614.32

VPC 213'H'+87.00
VPC EL 615.27

7.94%

K=26.17
VCL 100.00

VPI 214'H'+37.00
VPI EL 619.24

VPT 214'H'+87.00
VPT EL 621.30

4.12%

K=50.00
VCL 80.00

VPC 215'H'+00.00
VPC EL 621.84

VPI 215'H'+40.00
VPI EL 623.49

VPT 215'H'+80.00
VPT EL 625.77

-EXISTING ELEVATION
-FINISHED ELEVATION

CONSTRUCTED UNDER PROJECT I.D. 4095-28-71

END PROJECT
STA 217'H'+25.00

FINISHED PROFILE
EXISTING GROUND

VPI 217'H'+60.00
VPI EL 636.07

5.72%

VPC 217'H'+22.50
VPC EL 633.92

K=238.08
VCL 75.00

VPT 217'H'+97.50
VPT EL 638.10

| 605.90 | 606.54 | 607.23 | 608.31 | 609.80 | 611.46 | 613.15 | 614.88 | 616.60 | 618.26 | 619.75 | 621.05 | 622.15 | 623.11 | 624.34 | 625.74 | 627.19 | 628.61 | 630.10 | 631.60 | 633.01 | 634.41 | 635.77 | 637.07 | 638.33 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 606.17 | 606.72 | 607.39 | 608.29 | 609.44 | 610.83 | 612.45 | 614.32 | 616.27 | 618.01 | 619.52 | 620.78 | 621.84 | 622.93 | 624.15 | 625.49 | 626.92 | 628.35 | 629.78 | 631.21 | 632.64 | 634.07 | 635.48 | 636.87 | 638.23 |

212'H'+00 | 212'H'+50 | 213'H'+00 | 213'H'+50 | 214'H'+00 | 214'H'+50 | 215'H'+00 | 215'H'+50 | 216'H'+00 | 216'H'+50 | 217'H'+00 | 217'H'+50 | 218'H'+00

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | PLAN AND PROFILE: HIGH STREET | SHEET 48 E |

CURVE 'W' 5
PI STA = 6'W'+30.28
Y = 498106.5215
X = 60748.4213
DELTA = 8°44'02"
D = 6°09'39"
T = 71.02
L = 141.76
R = 930.00
PC STA = 5'W'+59.27
PT STA = 7'W'+01.03

STA 5'W'+77, LT BEGIN BEAM GUARD

STA 6'W'+71, LT END BEAM GUARD

STRUCTURE B-5-381
CONSTRUCTION UNDER
I.D. 4075-28-71

STA 7'W'+08
CONSTRUCT PE LT
MATCH 30.0' LT

STA 7'W'+75.69=
STA 122'EB'+56.60

SLOPE INTERCEPTS

MATCH WALL DO NOT DISTURB EXISTING WALL IN PLACE

STA 8'W'+63
CONSTRUCT PE LT
MATCH 45.0' LT

'H' R/L

STA 212'H'+67.19

STA 10'W'+00.00=

END CONSTRUCTION
STA 10'W'+85.38
MATCH EXISTING
SAWCUT REQ'D

REMOVE EX GUARDRAIL

CURVE 'W' 5

PC: 5'W'+59.27

PT: 7'W'+01.03

STA 5'W'+66, RT BEGIN BEAM GUARD

STA 6'W'+55, RT END BEAM GUARD

BEGIN CONSTRUCTION
STA 5'W'+91.17
MATCH EXISTING
SAWCUT REQ'D

STA 8'W'+81.2, LT
ADJUST SANITARY MH

'W' R/L

WASHINGTON STREET
(CTH ZZ)

N35°37'32"E

N35°54'50"E

STA 7'W'+10',RT
INSTALL 18" CPCS
24 LF AT 0.55%
2-ENDWALLS REQ'D

'EB' R/L

STA 7'W'+11
CONSTRUCT PE RT
MATCH 44.5' RT

WALL TO REMAIN

PI: 9'W+35.91

STA 8'W'+77
CONSTRUCT PE RT
MATCH 28.6' RT

PI: 10'W+00.00

PI: 10'W+26.25

STA 10'W'+37.6, LT
ADJUST WATER VALVE

STA 10'W'+34.2, LT
ADJUST WATER VALVE

STA 10'W'+29.4, RT
ADJUST SANITARY MH

SLOPE INTERCEPTS

PLUM CREEK

STH 96

VW-159 DALE & NANCY DEMSKE

VW-156 DOUGLAS M & SALLY J SCHEEL #108

VW-158 DOUGLAS M & SALLY J SCHEEL #112

VW-157 CHRISTOPHER P LAWS DDS #118

VW-137 NIES PROPERTIES LLC #109

VW-136 HORKMAN RESTAURANTS LLC #119

VW-153 DALE R & NANCY A DEMSKE #609

VW-148 VW-148EUGENE J MANDERS ETAL #210

VW-141 WRIGHTSTOWN TAVERN LLC #531

VW-140 GARY A VANDEVOORT

5

5

K=27.25
VCL 95.00

K=26.16
VCL 145.00

VPC 5'W'+32.50
VPC EL 604.81

VPI 5'W'+91.17
VPI EL 604.87

VPI 6'W'+40.00
VPI EL 602.90

VPT 6'W'+87.50
VPT EL 602.64

VPI 7'W'+68.00
VPI EL 602.20

VPC 8'W'+25.50
VPC EL 602.38

VPI 8'W'+98.00
VPI EL 602.59

VPT 9'W'+70.50
VPT EL 606.83

VPI 9'W'+72.00
VPI EL 606.92

VPI 10'W'+00.00
VPI EL 607.99

VPI 10'W'+20.11
VPI EL 607.88

VPI 10'W'+85.38
VPI EL 608.55

-4.03%
-0.54%
0.30%
5.84%
3.84%
-0.58%
1.04%

FINISHED PROFILE
EXISTING GROUND

-EXISTING ELEVATION
-FINISHED ELEVATION

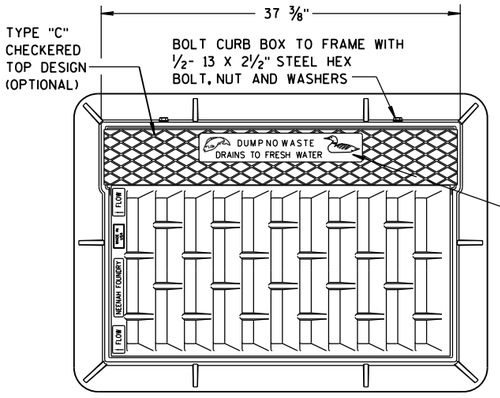
616 612 608 604 600 596 592 588

| | | |

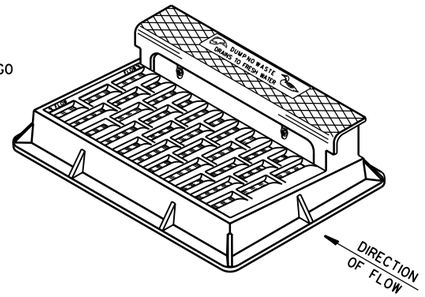
# Standard Detail Drawing List

| | |
|---|---|
| 08A05-19A | INLET COVERS TYPE A, H, A-S, H-S & Z |
| 08A05-19D | INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M |
| 08B09-01 | MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER |
| 08C07-01 | INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT |
| 08D01-17 | CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES |
| 08D05-15A | CURB RAMPS TYPES 1 AND 1-A |
| 08D05-15B | CURB RAMPS TYPES 2 AND 3 |
| 08D05-15C | CURB RAMPS TYPES 4A AND 4A1 |
| 08D05-15D | CURB RAMPS TYPE 4B AND 4B1 |
| 08D05-15E | CURB RAMPS TYPES 5, 6, 7A, 7B & 8 |
| 08E08-03 | TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS |
| 08E09-06 | SILT FENCE |
| 08E10-02 | INLET PROTECTION TYPE A, B, C AND D |
| 08F01-11 | APRON ENDWALLS FOR CULVERT PIPE |
| 08F04-07 | JOINT TIES FOR CONCRETE PIPE  AND CONCRETE COLLAR DETAIL |
| 13C01-16 | CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES |
| 13C13-08 | URBAN DOWELED CONCRETE PAVEMENT |
| 13C18-02A | CONCRETE PAVEMENT JOINTING |
| 13C18-02B | CONCRETE PAVEMENT STEEL REINFORCEMENT |
| 13C18-02C | CONCRETE PAVEMENT JOINT TIES |
| 13C18-02D | CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES |
| 14B07-13A | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-13B | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-13C | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-13D | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-13E | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-13F | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-13G | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B07-13H | CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" |
| 14B42-02A | MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL |
| 14B42-02B | MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL |
| 14B42-02C | MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL |
| 14B44-01A | MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS) |
| 14B44-01B | MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS) |
| 14B44-01C | MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS) |
| 14B45-03A | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-03B | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-03C | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-03E | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-03F | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 15A03-02A | FLEXIBLE MARKER POST FOR CULVERT END |
| 15A03-02B | FLEXIBLE MARKER POST FOR CULVERT END |
| 15C02-05A | BARRICADES AND SIGNS FOR MAINLINE CLOSURES |
| 15C02-05B | BARRICADES AND SIGNS FOR MAINLINE CLOSURES |
| 15C05-02 | TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS |
| 15C08-16A | PAVEMENT MARKING (MAINLINE) |
| 15C33-01 | STOP LINE AND CROSSWALK PAVEMENT MARKING |
| 15D21-02 | TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE |
| 15D28-02 | TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED  ROADWAY |
| 15D30-01 | TRAFFIC CONTROL, SIDEWALK CLOSURE |

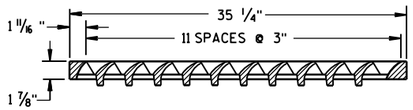

6

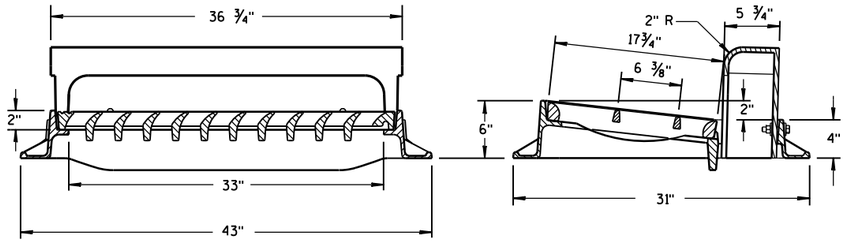


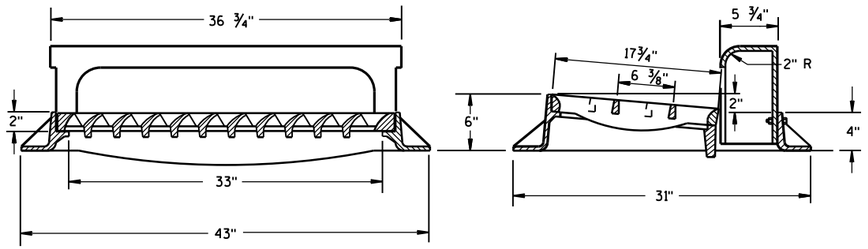

**NOTE:**
**GRATE IS REVERSIBLE.**




NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

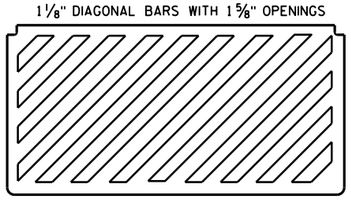



## TYPE "H"

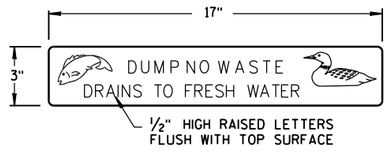
**NOTE: EITHER CASTING IS ACCEPTABLE**



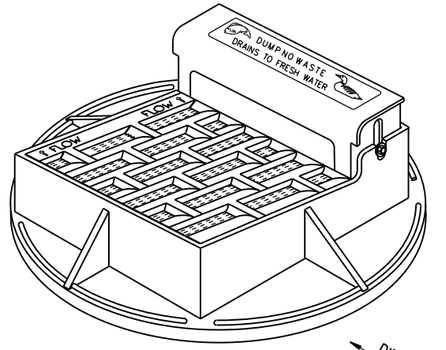

**SPECIAL GRATE FOR TYPE "H" COVER**

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)




**LOGO DETAIL**




NOTE: CURB BOX ADJUSTABLE 4" TO 9"

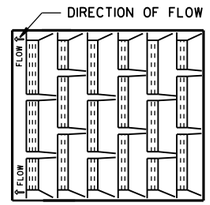
**NOTE:**
**GRATE IS REVERSIBLE.**

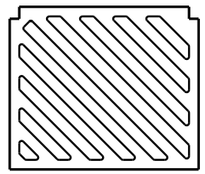
## GENERAL NOTES

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

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

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

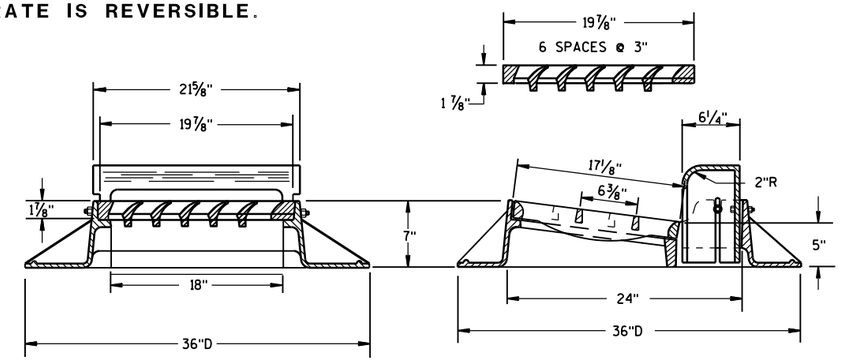


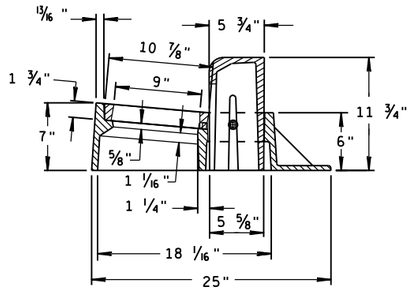

**SPECIAL GRATE FOR TYPE "A" COVER**

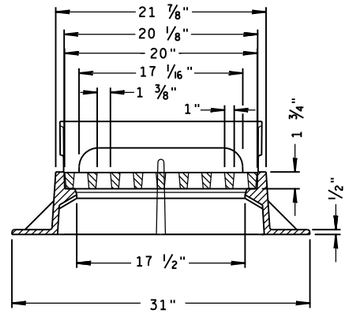
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

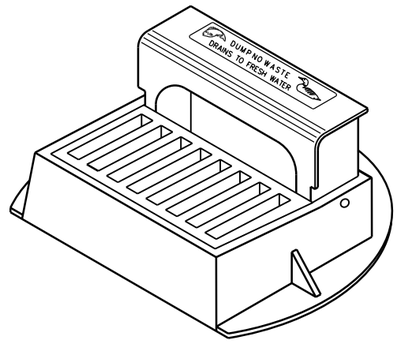



## TYPE "A"




## TYPE "Z"




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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

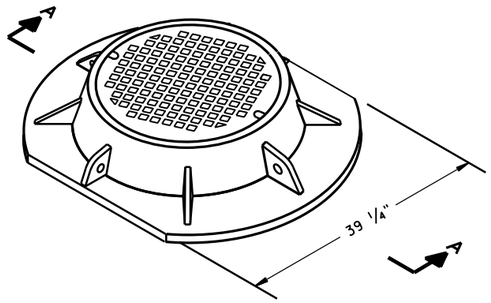
APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

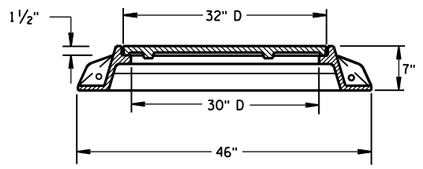




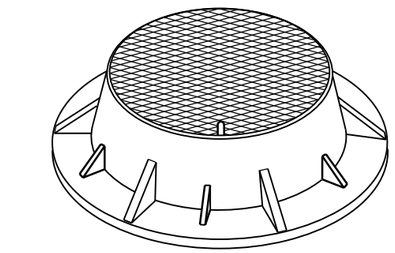


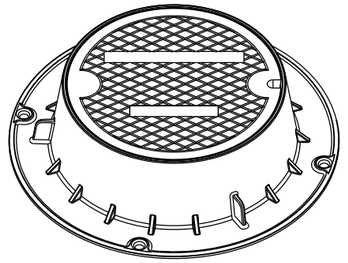
S.D.D. 8 A 5-19a

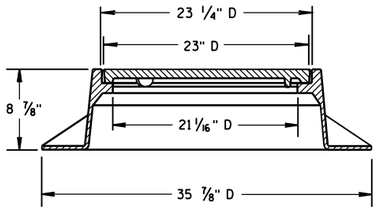


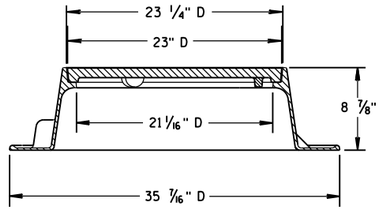




SECTION A-A
TYPE "K"







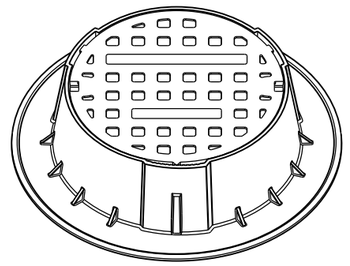

TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

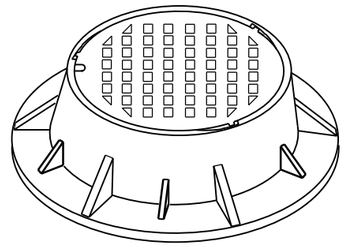
## GENERAL NOTES

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

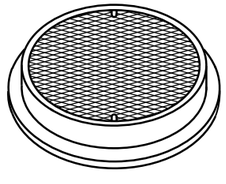
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

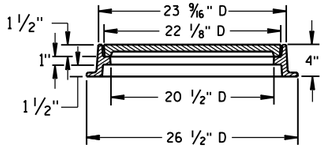
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



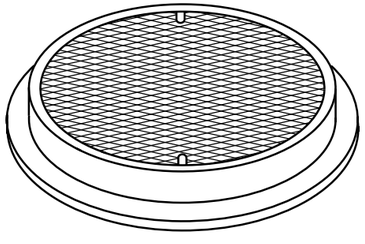



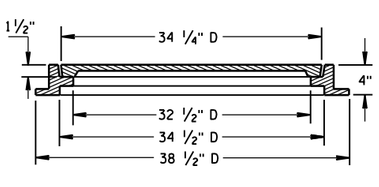

TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



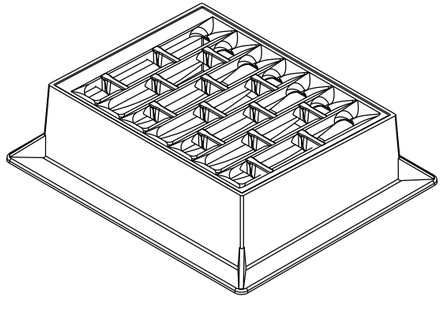


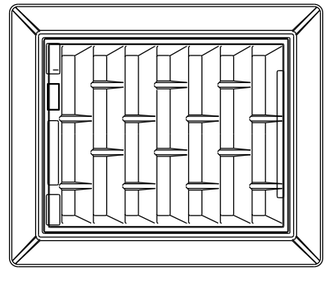

TYPE "L"

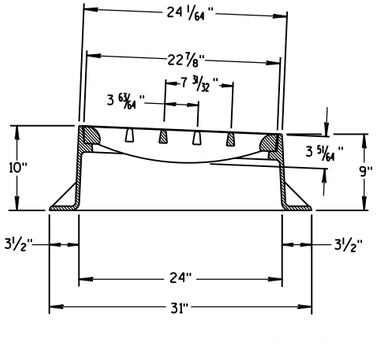


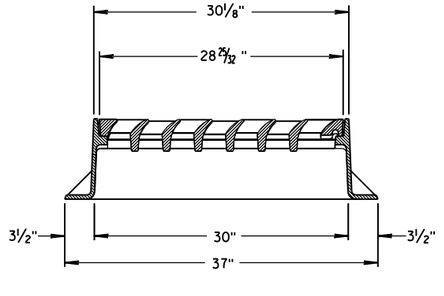



TYPE "M"







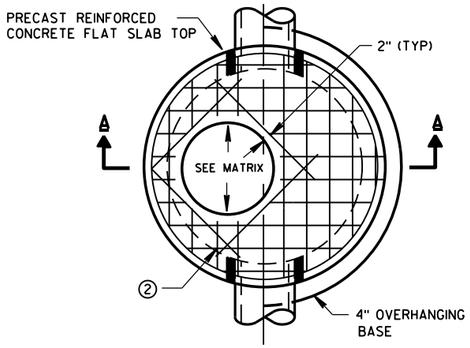

INLET COVER TYPE "BW"

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

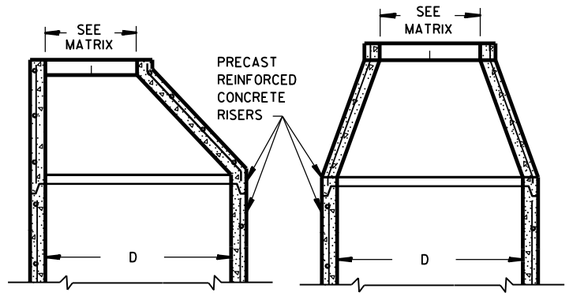
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA


6
S.D.D. 8 A 5-19d

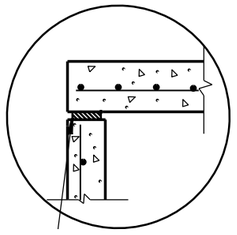



PLAN VIEW CIRCULAR OPENING

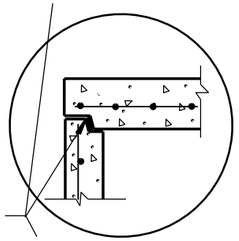



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

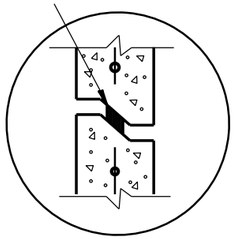


TOP WITH PLAIN END JOINT



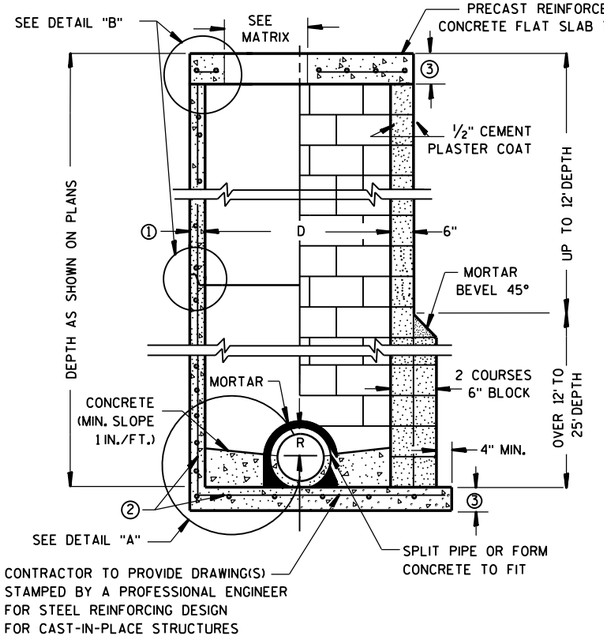
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



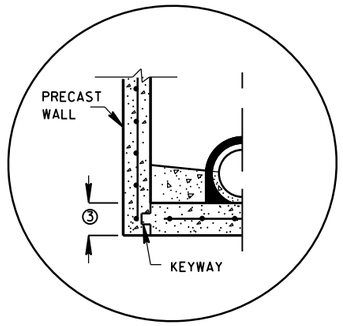
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

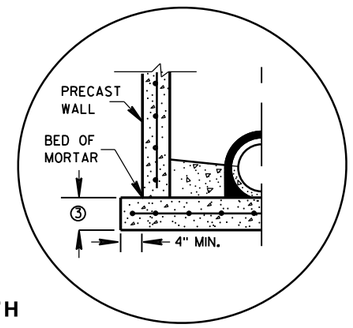



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

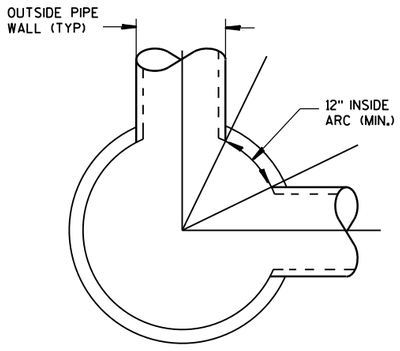



PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION




SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"




DETAIL "C"

## GENERAL NOTES

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

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

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

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

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

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

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

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

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

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

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

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

## MANHOLE COVER OPENING MATRIX

| MANHOLE COVER TYPE | C | ALL J'S | K | L | M |
|---|---|---|---|---|---|
| OPENING SIZE (FT) | | | | | |
| 2 DIA. | X | X | | X | |
| 3 DIA. | | | X | | X |

## PIPE MATRIX

| MANHOLE SIZE | MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES | |
|---|---|---|
| | 180° SEPARATION (IN) | 90° SEPARATION (IN) |
| 3-FT | 15 | 12 |
| 4-FT | 24 | 18 |
| 5-FT | 36 | 24 |
| 6-FT | 42 | 36 |
| 7-FT | 48 | 36 |
| 8-FT | 60 | 42 |

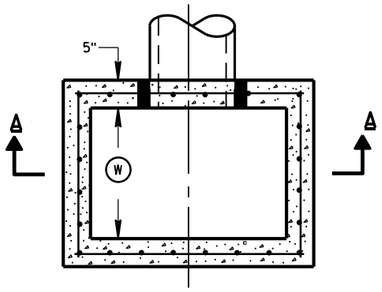
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

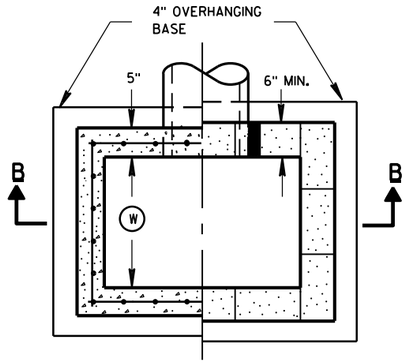
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA



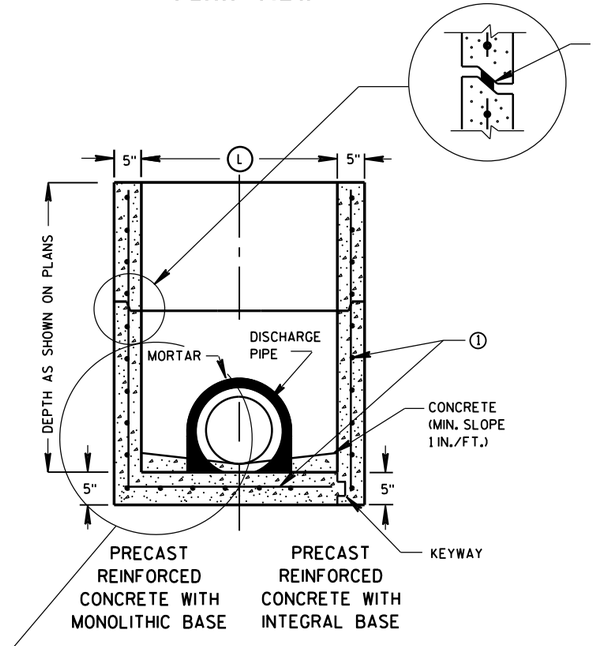

6
S.D.D. 8 B 9-1



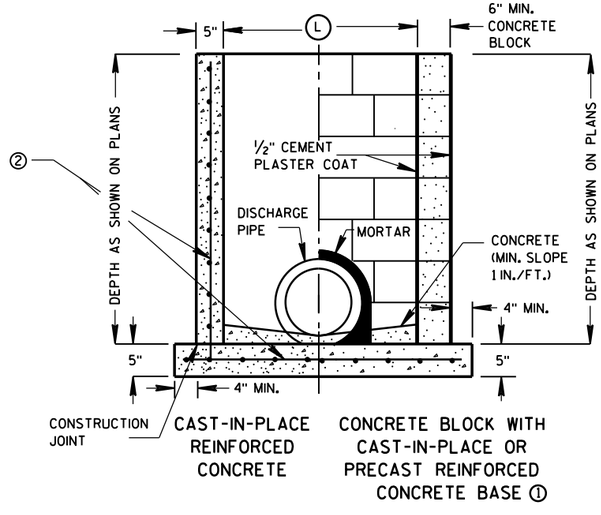

PLAN VIEW




PLAN VIEW




SECTION A-A

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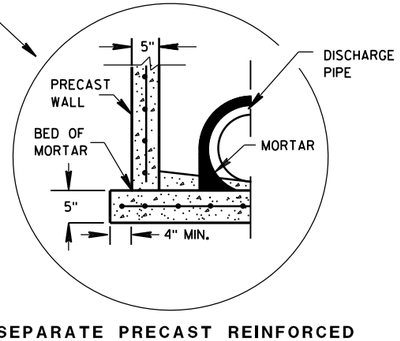



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

## GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

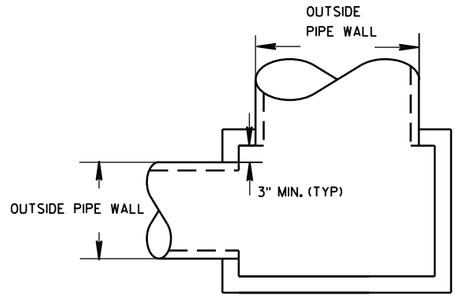
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

## INLET COVER MATRIX

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

## PIPE MATRIX

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




DETAIL "A"

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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





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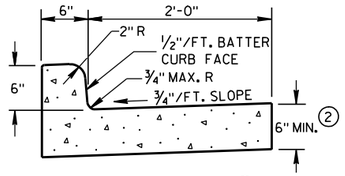
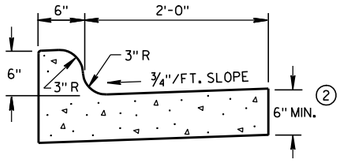
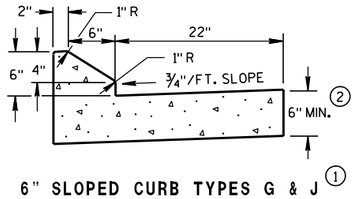
S.D.D. 8 C 7-1



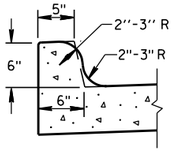

TYPES A & D (1)



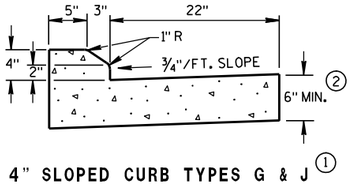

TYPES K & L (1)




6" SLOPED CURB TYPES G & J (1)

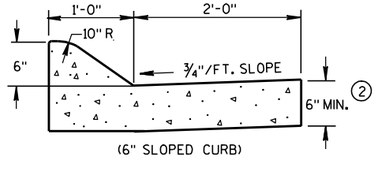



OPTIONAL CURB SHAPE FOR TYPES K & L (1)

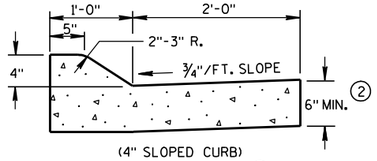



4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

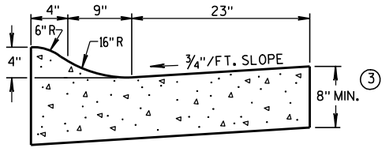



(6" SLOPED CURB)



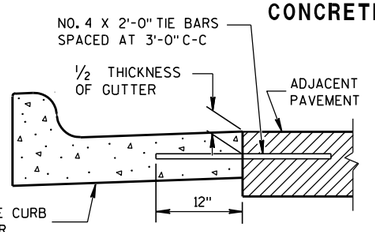

(4" SLOPED CURB)

TYPES A & D (1)

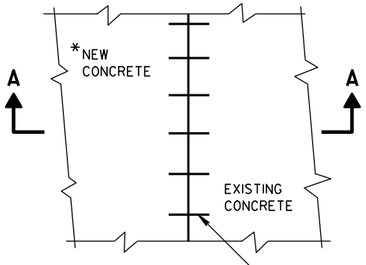



4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"

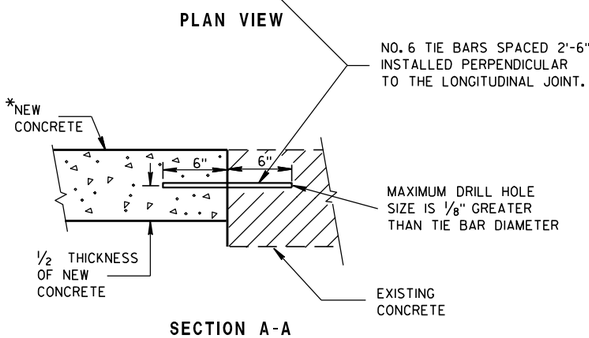



TYPICAL TIE BAR LOCATION (1)



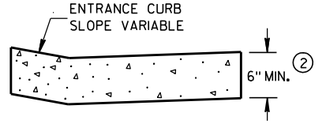

PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.



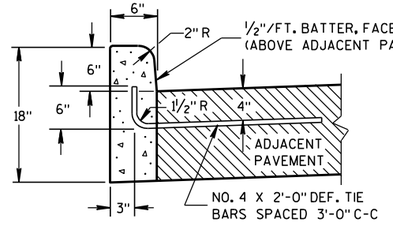

SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT



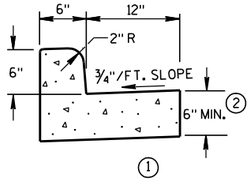

DRIVEWAY ENTRANCE CURB

(WHEN DIRECTED BY THE ENGINEER)




(1)

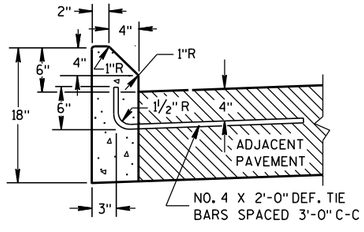
TYPES A & D




(1)

TYPES A & D

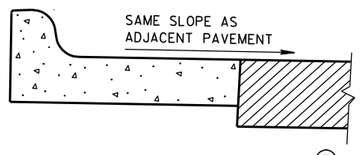
CONCRETE CURB & GUTTER 18"




(1)

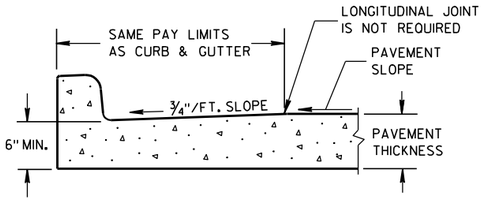
TYPES G & J

CONCRETE CURB

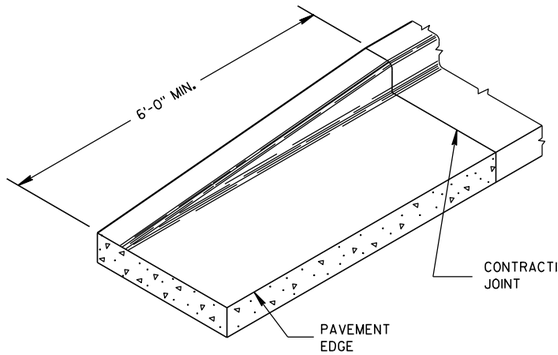



REVERSE SLOPE GUTTER (5)

(TYPICAL FOR ALL CURB & GUTTER TYPES)




PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER




END SECTION CURB & GUTTER

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

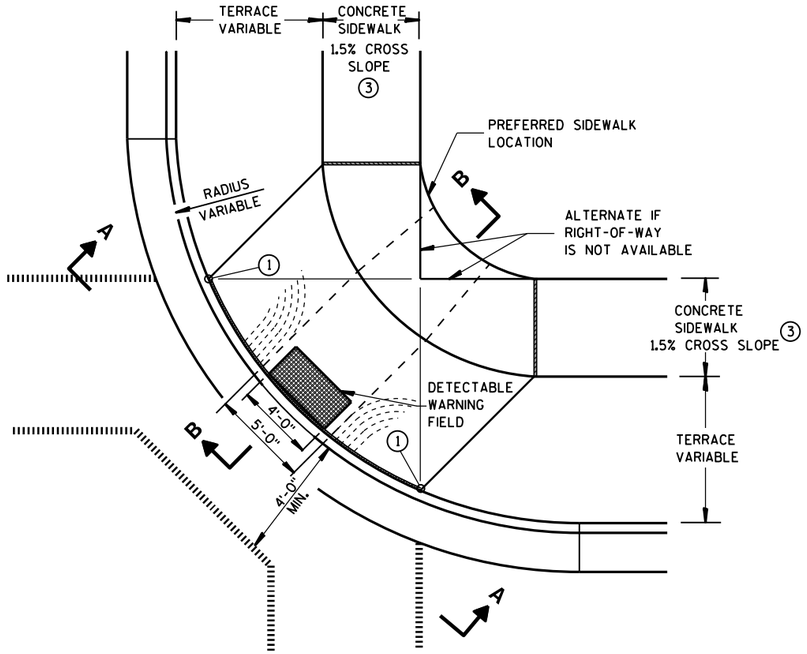
(4) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(5) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

# CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

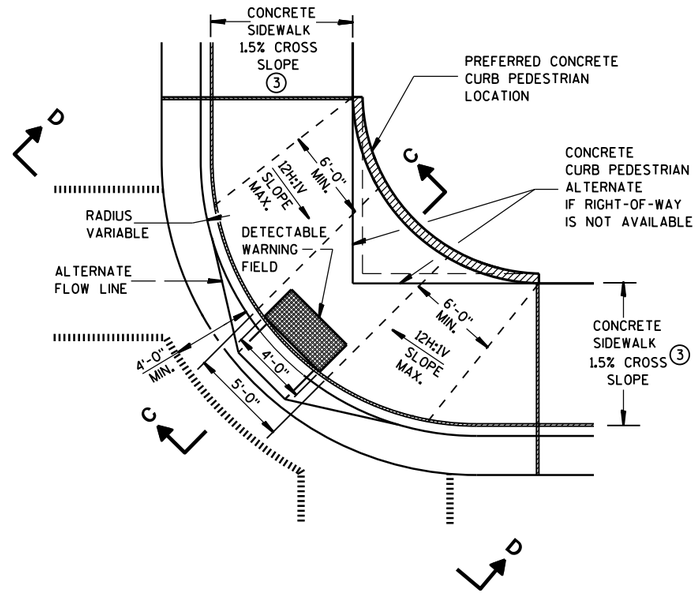
APPROVED
9/4/08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
FHWA




PLAN VIEW

## TYPE 1 RAMP

(CENTER OF CORNER RADIUS)




PLAN VIEW

## TYPE 1-A RAMP

(NO TERRACE)

## GENERAL NOTES

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

RAMPS SHALL BE BUILT AT 12H:1V OR FLATTER. WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

**TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.**

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

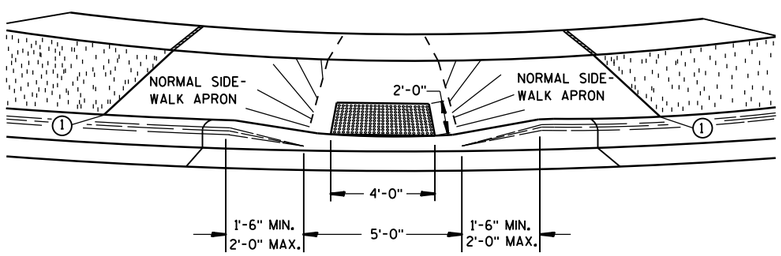
① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

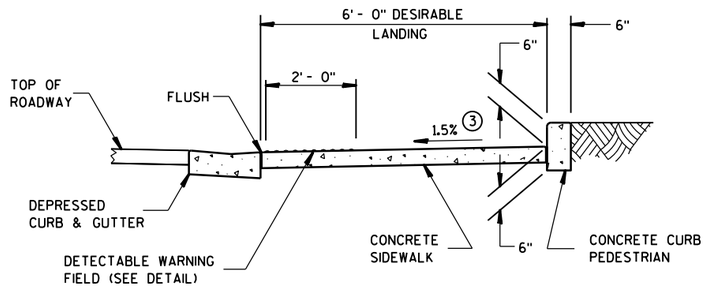
③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

### LEGEND

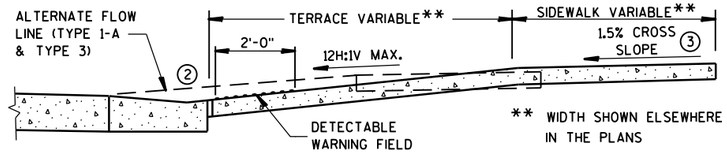
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



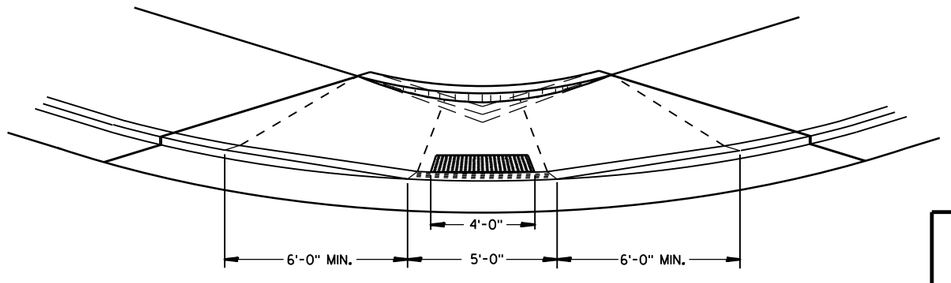

VIEW A-A




SECTION C-C




SECTION B-B




VIEW D-D

## CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

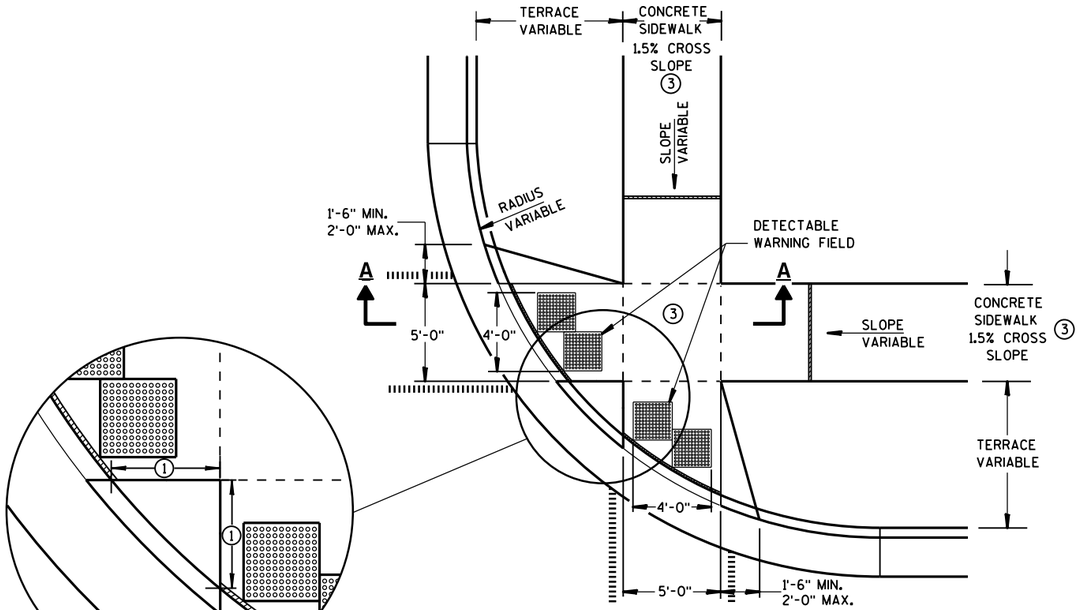




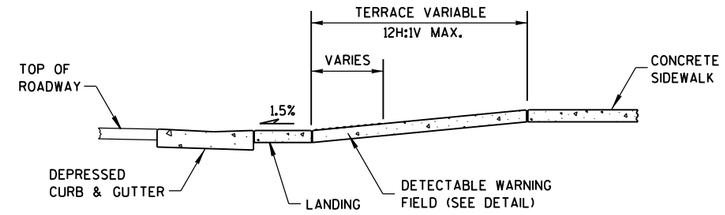
6



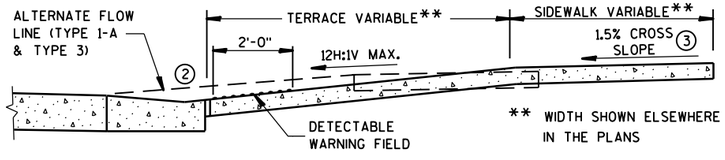
S.D.D. 8 D 5-15a




**PLAN VIEW**
## TYPE 2 RAMP
(ON LINE WITH SIDEWALK)




**SECTION A-A**




**SECTION B-B**

## GENERAL NOTES

USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

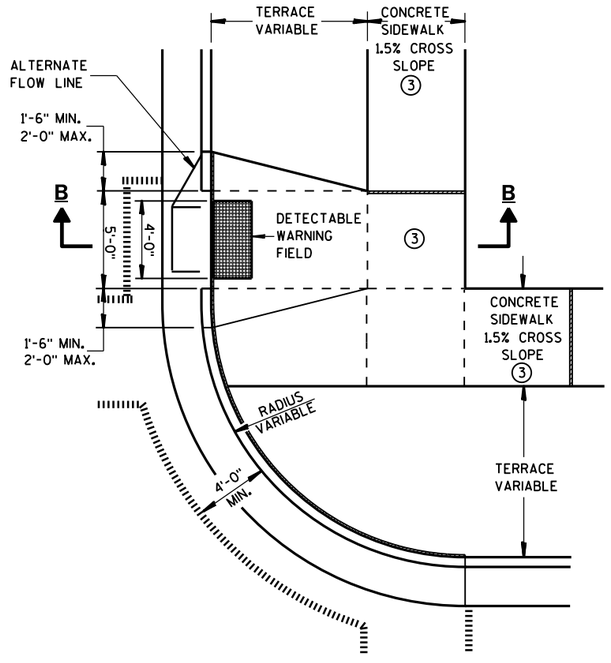
① WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

### LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT




**PLAN VIEW**
## TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

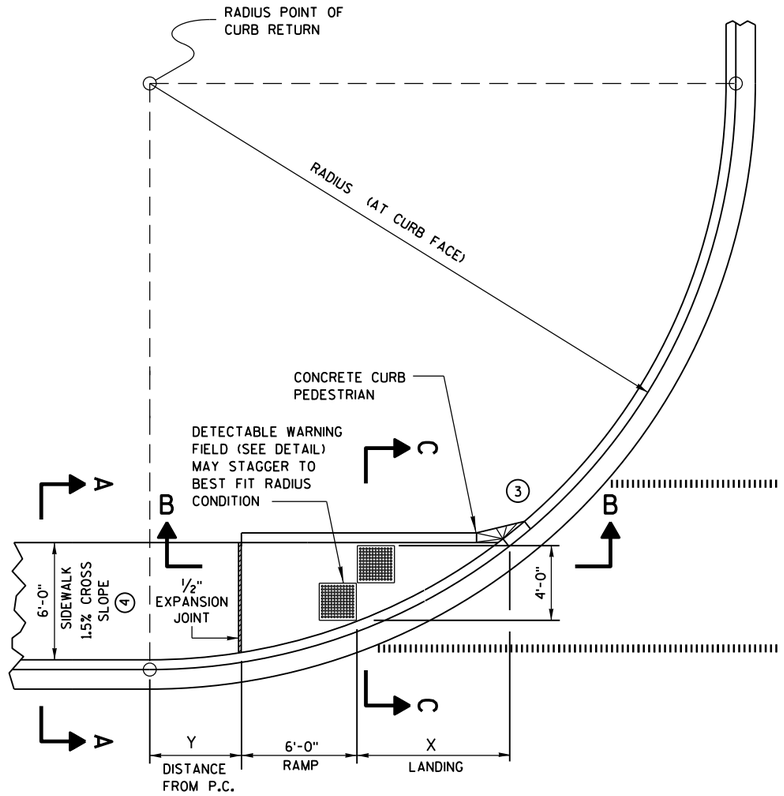
**CURB RAMPS TYPES 2 AND 3**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

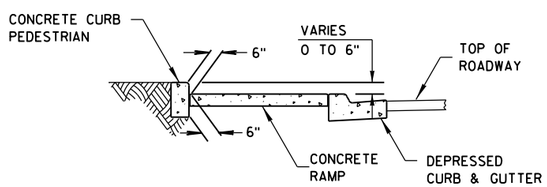



6

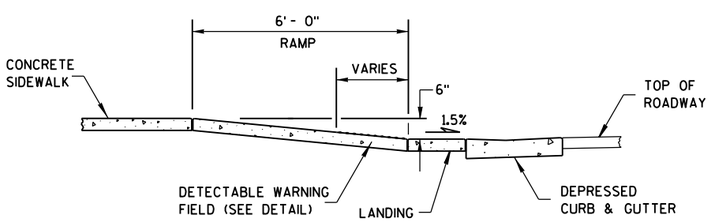
S.D.D. 8 D 5-15b




## CURB RAMP TYPE 4A
### PLAN VIEW



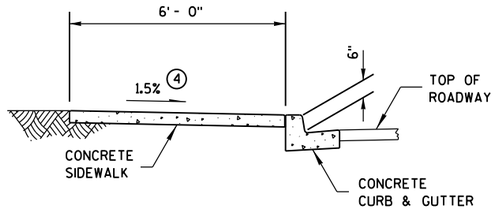

### SECTION C-C FOR TYPE 4A




### SECTION B-B FOR TYPE 4A

| RADIUS (AT CURB FACE) | X | Y |
|---|---|---|
| 20 FEET | 6'-1¾" | 2'-7¼" |
| 30 FEET | 7'-11¾" | 4'-8¼" |
| 40 FEET | 9'-5¼" | 6'-5" |
| 50 FEET | 10'-8¾" | 7'-11¼" |
| 60 FEET | 11'-10¼" | 9'-3½" |

INTERMEDIATE RADII CAN BE INTERPOLATED




### SECTION A-A FOR TYPE 4A

## GENERAL NOTES

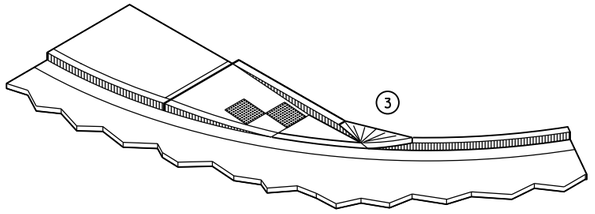
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

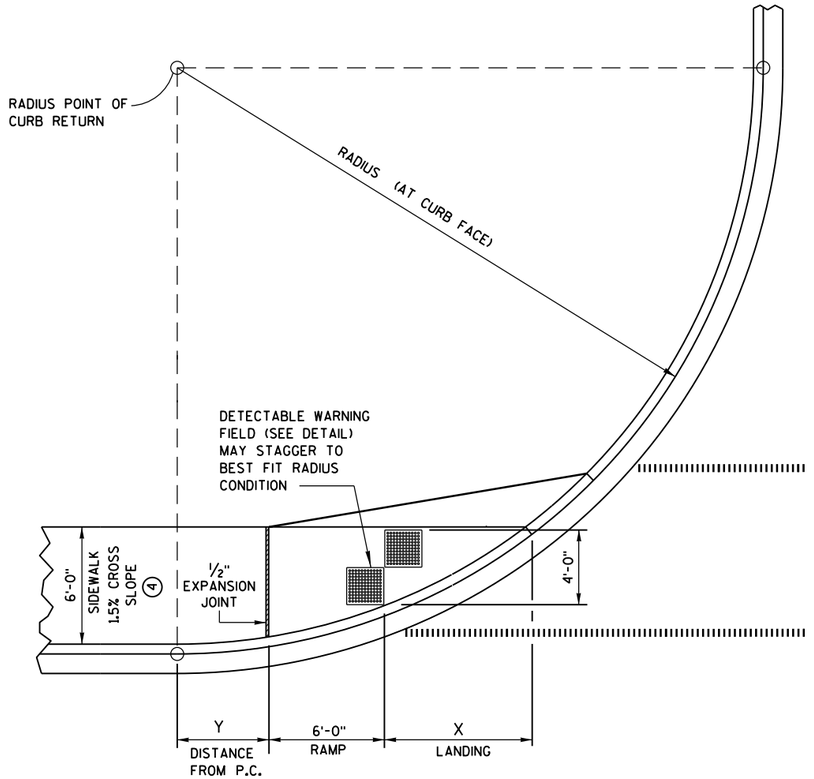
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

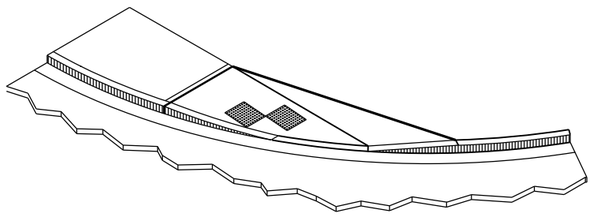
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.




### ISOMETRIC VIEW FOR TYPE 4A




## CURB RAMP TYPE 4A1
### PLAN VIEW



### ISOMETRIC VIEW FOR TYPE 4A1

### LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

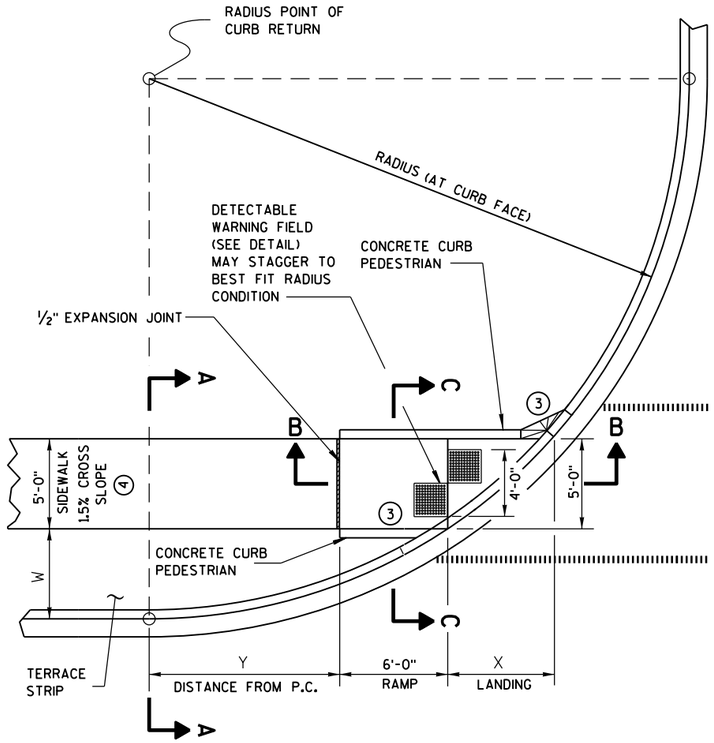
CURB RAMPS
TYPES 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

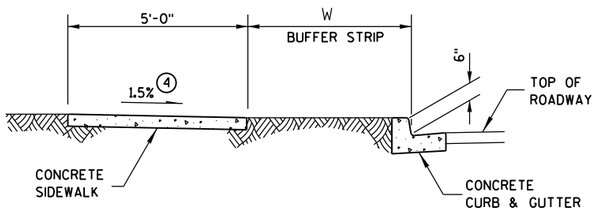



6

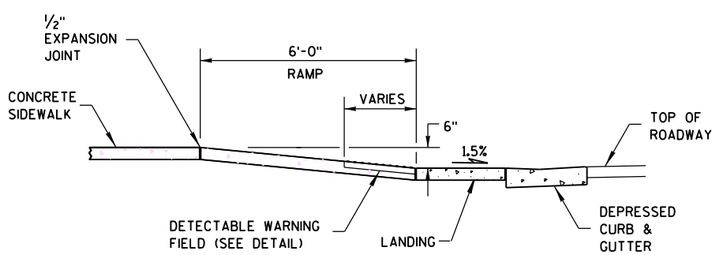
S.D.D. 8 D 5-15c



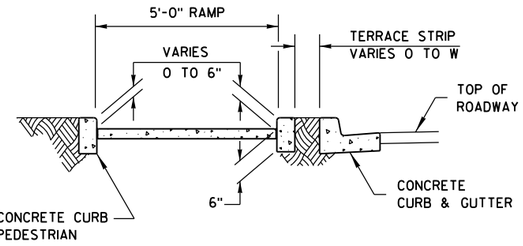

## CURB RAMP TYPE 4B
### PLAN VIEW




SECTION A-A FOR TYPE 4B




SECTION B-B FOR TYPE 4B




SECTION C-C FOR TYPE 4B

## LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)

| RADIUS (AT CURB FACE) | W = 3'-0" | | W = 4'-0" | | W = 5'-0" | | W = 6'-0" | | W = 7'-0" | |
|---|---|---|---|---|---|---|---|---|---|---|
| | X | Y | X | Y | X | Y | X | Y | X | Y |
| 20 FEET | 5'-5½" | 4'-6½" | 4'-8½" | 6'-0" | 4'-1" | 7'-2¾" | 3'-7" | 8'-3½" | 3'-1½" | 9'-2½" |
| 30 FEET | 7'-3¾" | 7'-1" | 6'-5½" | 8'-11½" | 5'-9¼" | 10'-7" | 5'-2½" | 12'-0" | 4'-8¾" | 13'-3¼" |
| 40 FEET | 8'-9½" | 9'-2½" | 7'-10" | 11'-5¼" | 7'-1" | 13'-4½" | 6'-5¾" | 15'-¾" | 5'-11½" | 16'-7¼" |
| 50 FEET | 10'-¾" | 11'-¾" | 9'-¼" | 13'-7¼" | 8'-2½" | 15'-9½" | 7'-6½" | 17'-9" | 6'-11¾" | 19'-6¼" |
| 60 FEET | 11'-2½" | 12'-8¾" | 10'-¾" | 15'-6½" | 9'-2¼" | 17'-11¾" | 8'-5¾" | 20'-1¾" | 7'-10½" | 22'-1½" |

INTERMEDIATE RADII CAN BE INTERPOLATED

## GENERAL NOTES

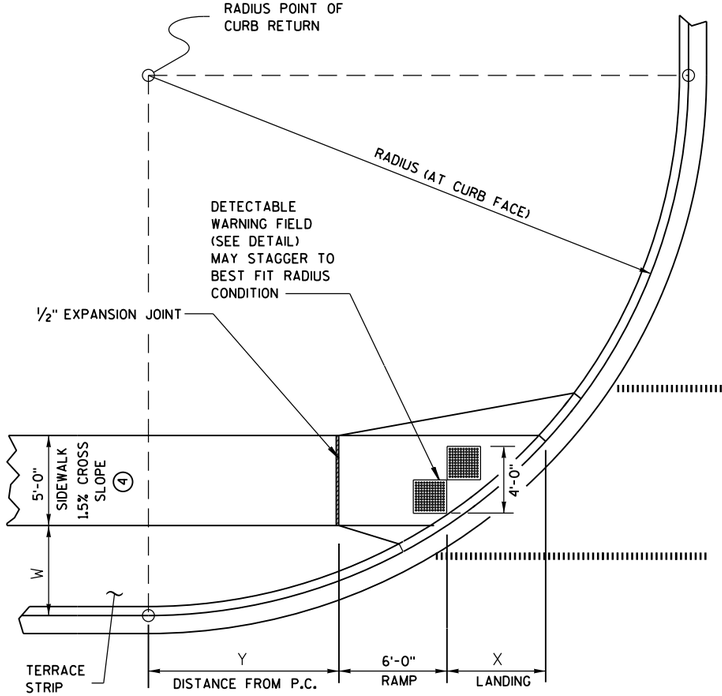
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

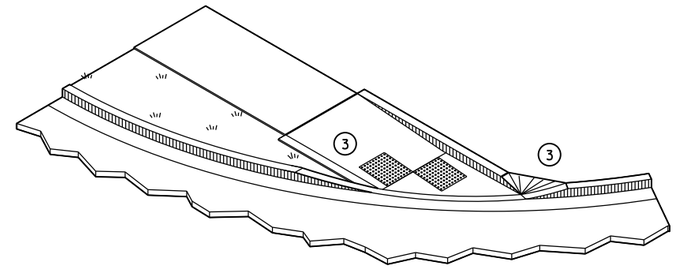
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

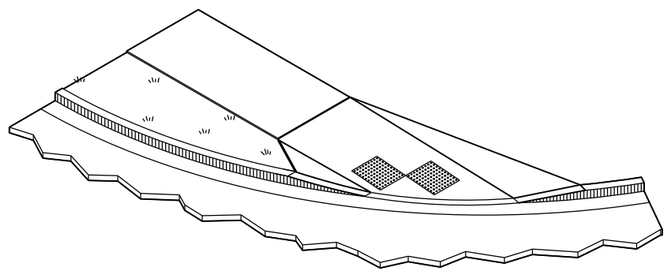
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.




## CURB RAMP TYPE 4B1
### PLAN VIEW




ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

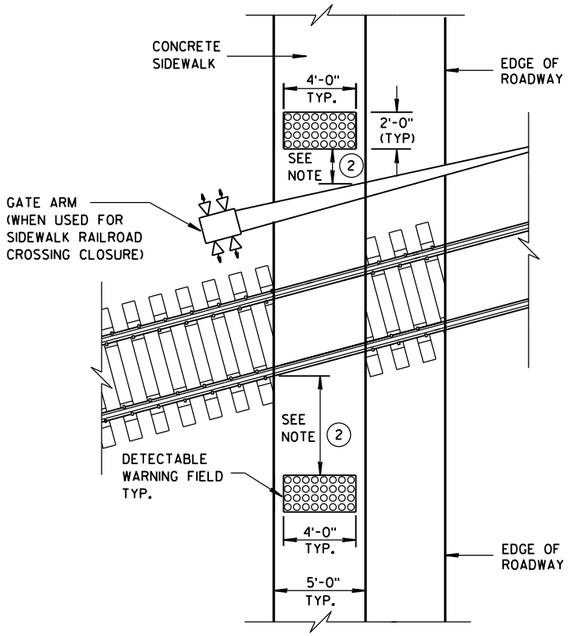
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

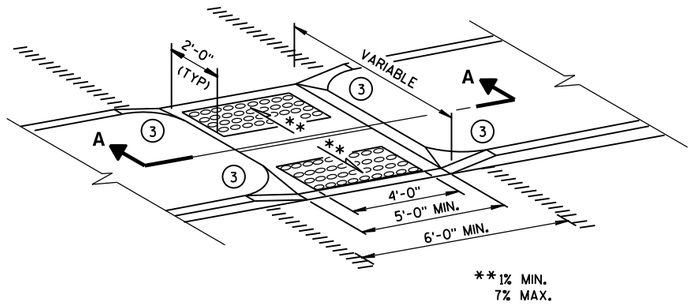



6

S.D.D. 8 D 5-15d




**TYPE 8**
**DETECTABLE WARNINGS AT RAILROAD CROSSING**




**MEDIAN ISLAND**
**NON-ELEVATED CROSSING**
**TYPE 5**

## GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

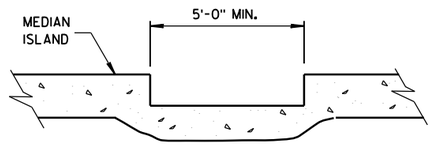
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(1) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

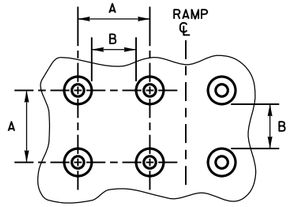
(2) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(3) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



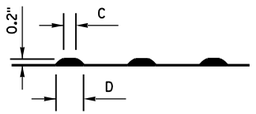

**SECTION A-A**



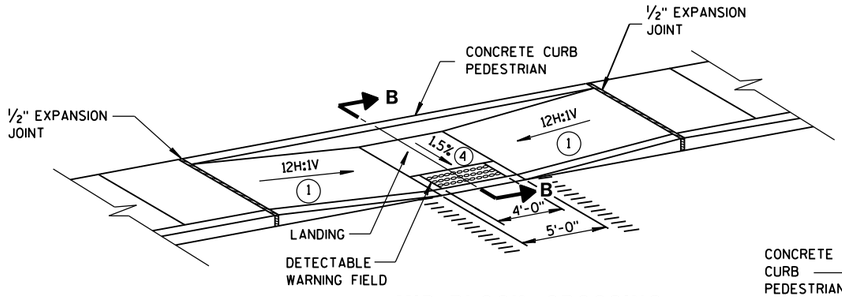

**PLAN VIEW**

| | MIN. | MAX. |
|---|---|---|
| A | 1.6" | 2.4" |
| B | 0.65" | 1.5" |
| C | * | * |
| D | 0.9" | 1.4" |

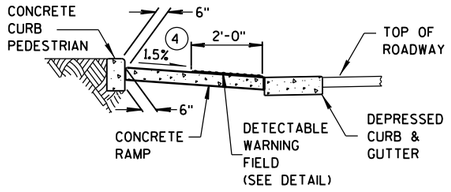
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.




**ELEVATION VIEW**

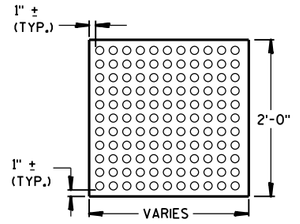



**MID-BLOCK CROSSING**
**TYPE 7A**



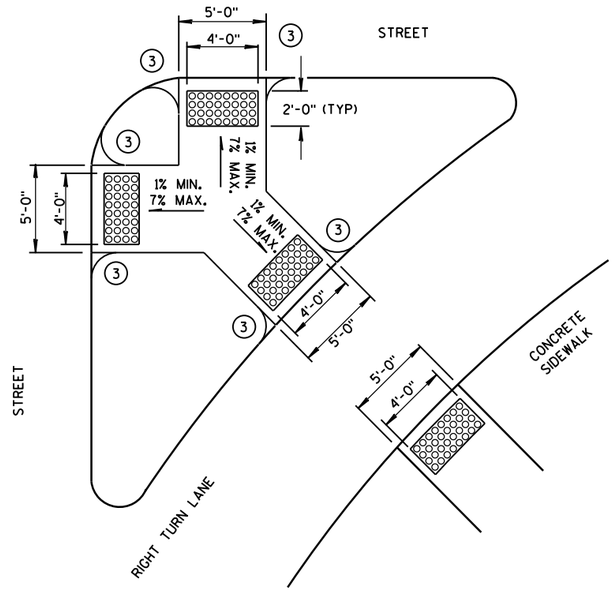

**SECTION B-B**

## TRUNCATED DOMES
### DETECTABLE WARNING PATTERN DETAIL

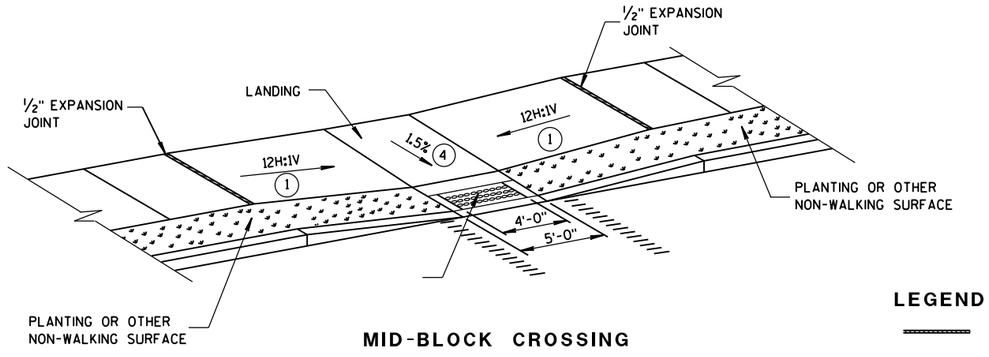



**PLAN VIEW**

## DETECTABLE WARNING FIELD (TYPICAL)




**TYPE 6**
**DETECTABLE WARNING AT ISLANDS**




**MID-BLOCK CROSSING**
**TYPE 7B**

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

**LEGEND**

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

**CURB RAMPS**
**TYPES 5, 6, 7A, 7B & 8**

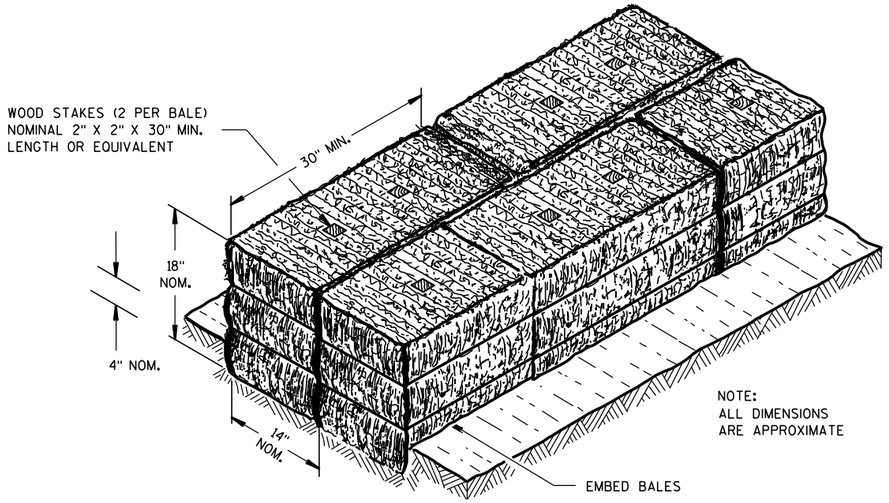
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2-6-2013 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS [illegible] ENGINEER
FHWA

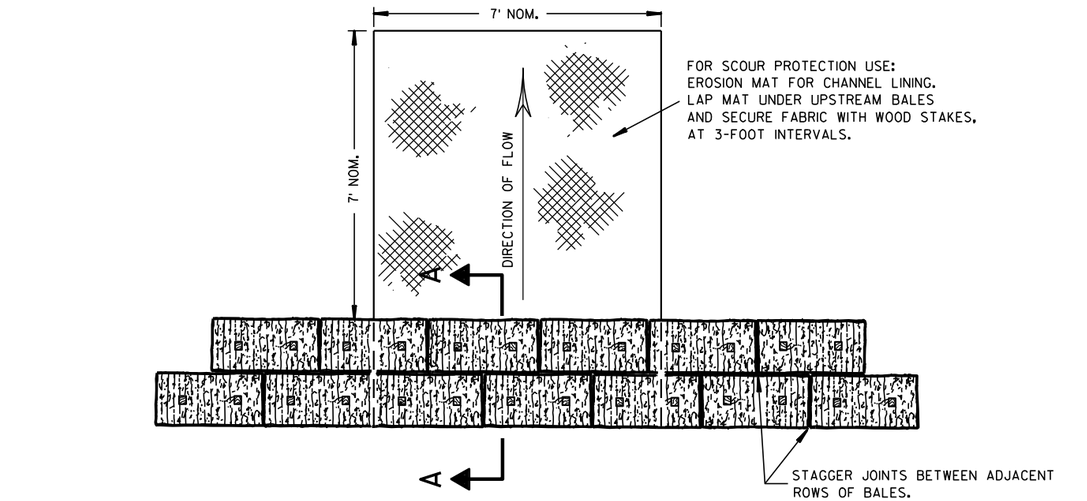



6

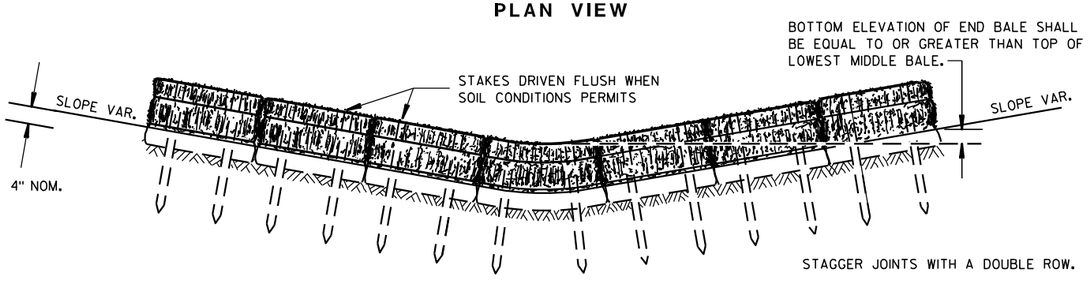
S.D.D. 8 D 5-15e




**SECTION A-A**




**PLAN VIEW**



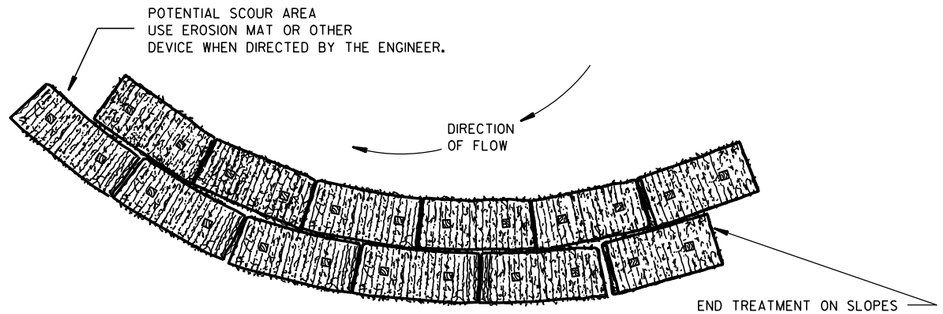

**FRONT ELEVATION**

## TEMPORARY DITCH CHECK USING EROSION BALES ①

## GENERAL NOTES

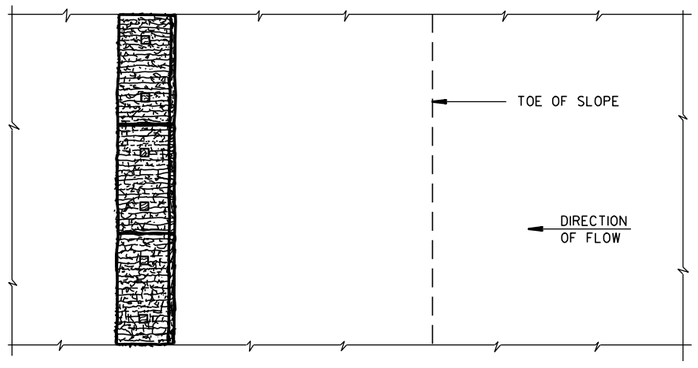
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

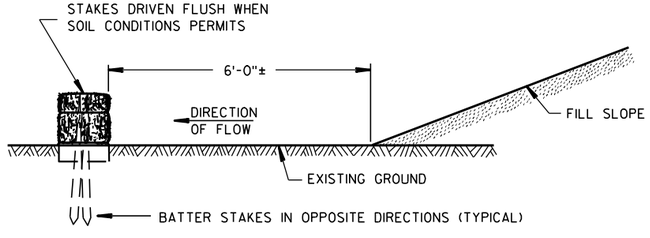



**PLAN VIEW**

WHEN ALTERING THE DIRECTION OF FLOW




**PLAN VIEW**




**FRONT ELEVATION**

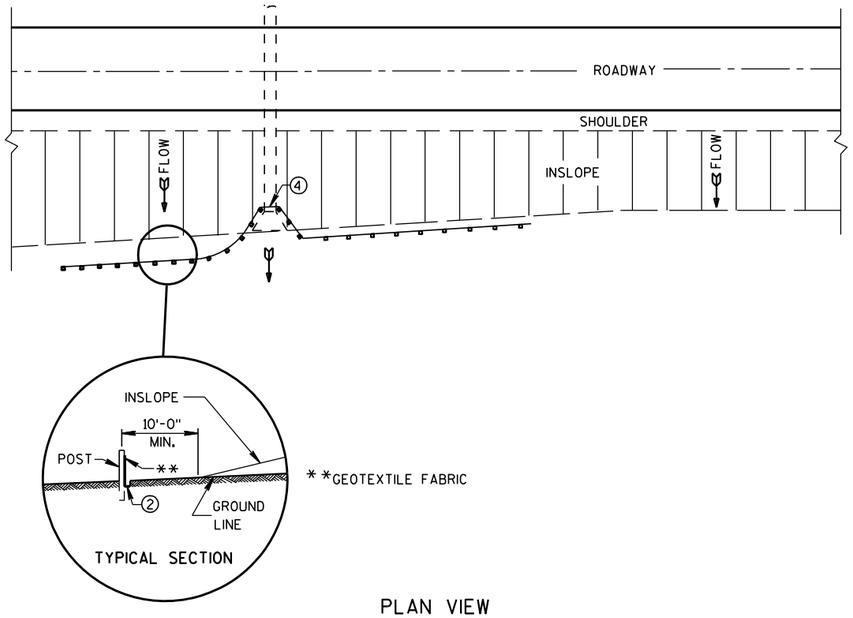
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

## EROSION BALES FOR SHEET FLOW

**TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS**

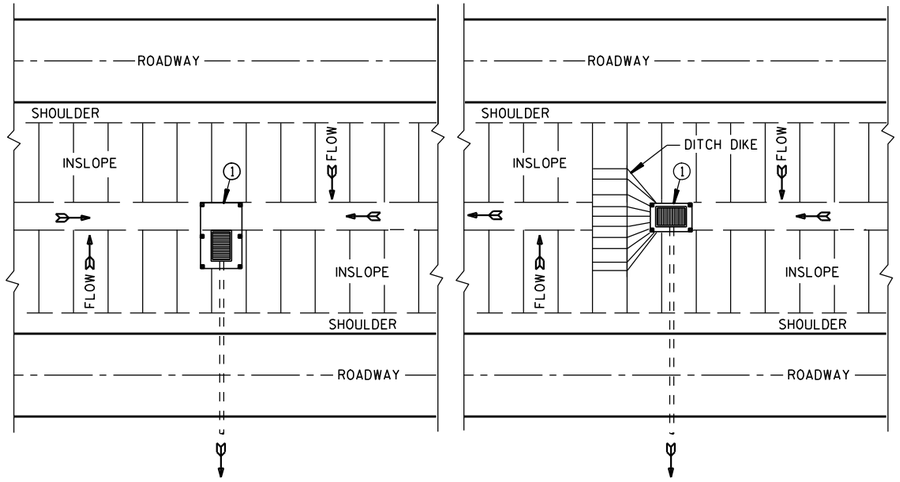
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/04/02 — DATE
/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA




PLAN VIEW

## TYPICAL APPLICATION OF SILT FENCE



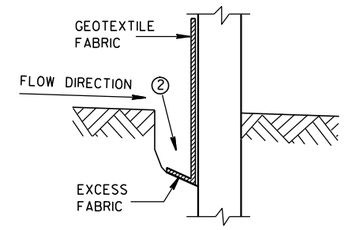

PLAN VIEW

## SILT FENCE AT MEDIAN SURFACE DRAINS

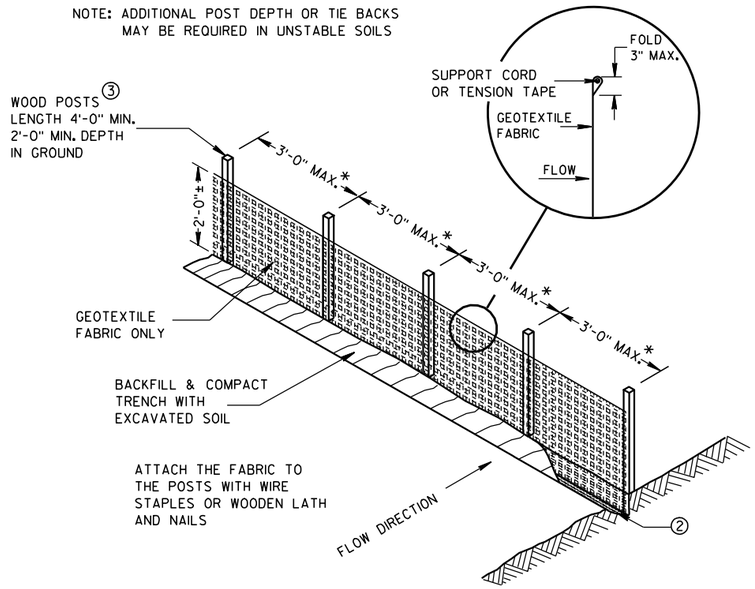
## GENERAL NOTES

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

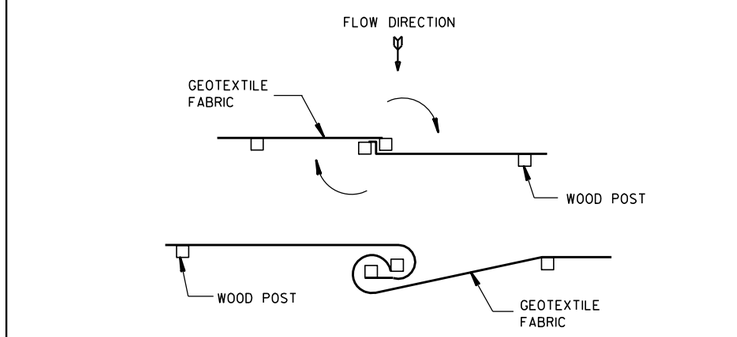
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



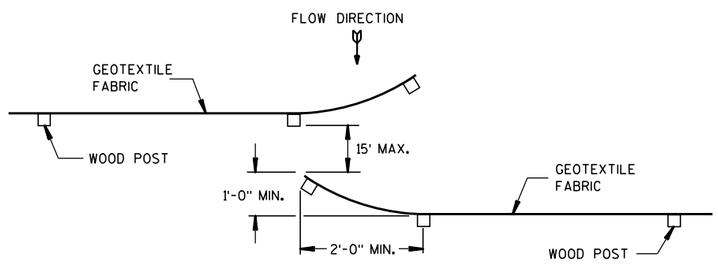

## TRENCH DETAIL




## SILT FENCE

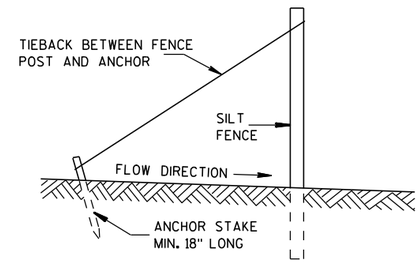



TWIST METHOD




HOOK METHOD

## JOINING TWO LENGTHS OF SILT FENCE 5




## SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

**SILT FENCE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

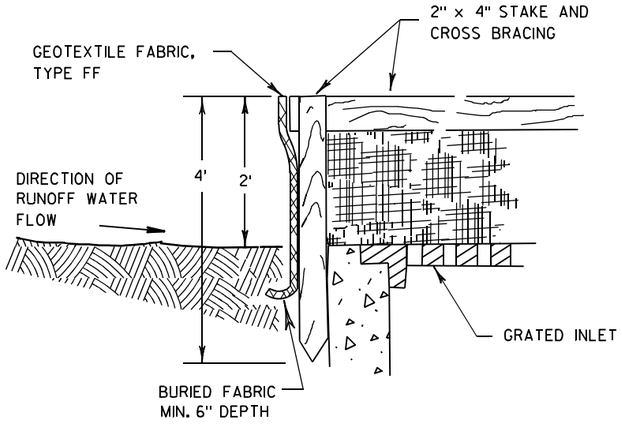


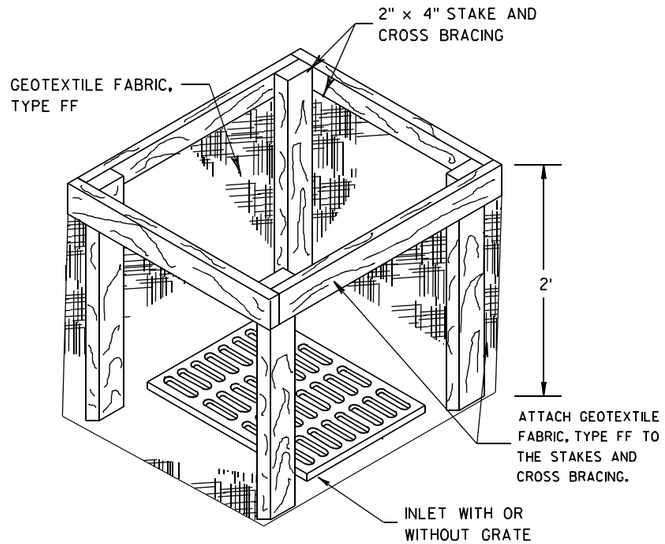
6

S.D.D. 8 E 9-6

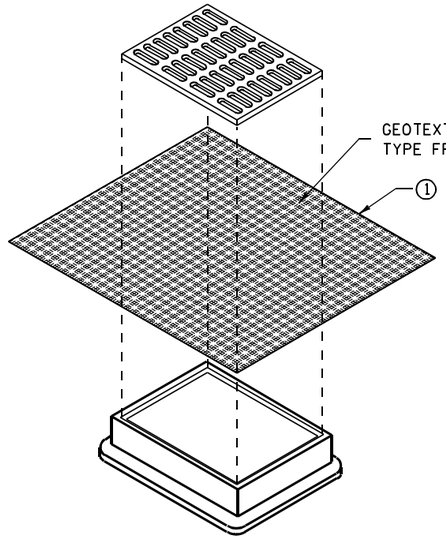
6

S.D.D. 8 E 9-6



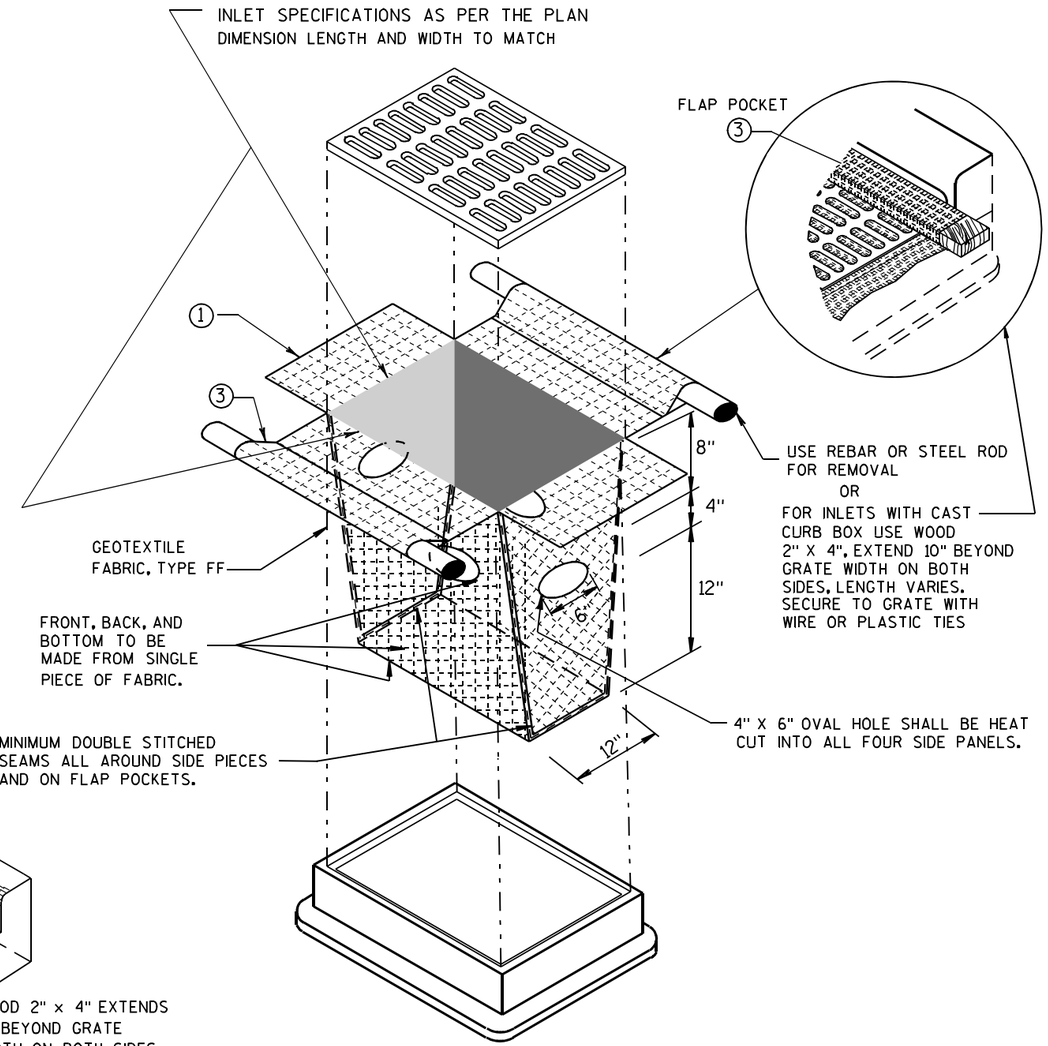




## INLET PROTECTION, TYPE A



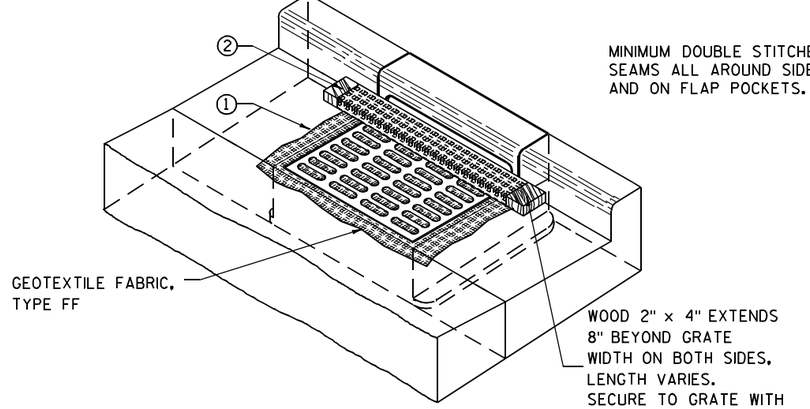

## INLET PROTECTION, TYPE B
## (WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)




## INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ② )




## INLET PROTECTION, TYPE C (WITH CURB BOX)

## GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

## INSTALLATION NOTES

### TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

### TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

**INLET PROTECTION**
**TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA




6
S.D.D. 8 E 10-2

## METAL APRON ENDWALLS

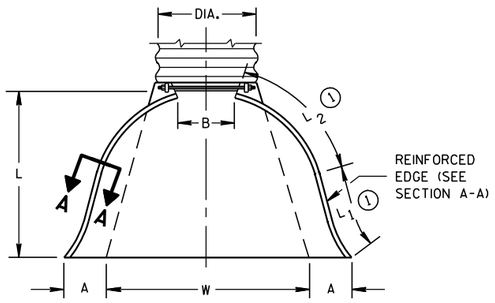
| PIPE DIA. (IN.) | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | .064 | .060 | 6 | 6 | 6 | 21 | 12 | 17 1/2 | 24 | 2 1/2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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

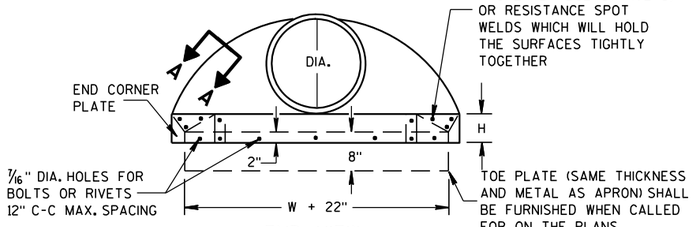
## REINFORCED CONCRETE APRON ENDWALLS

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

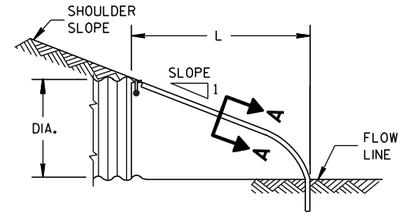
*MINIMUM
**MAXIMUM




PLAN VIEW

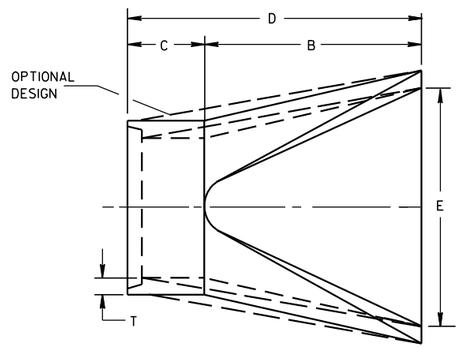



END VIEW

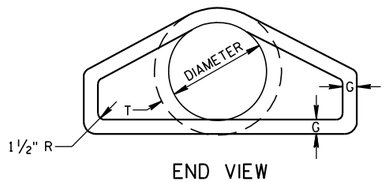



SIDE ELEVATION

## METAL ENDWALLS




PLAN

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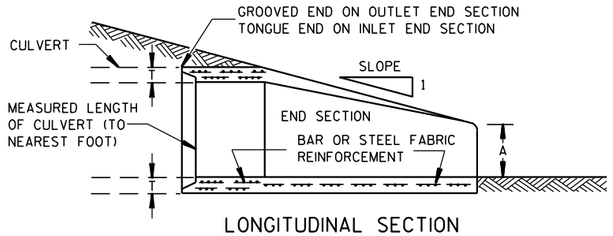
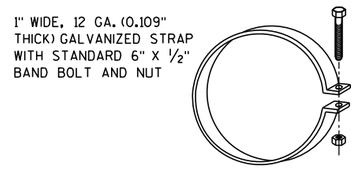


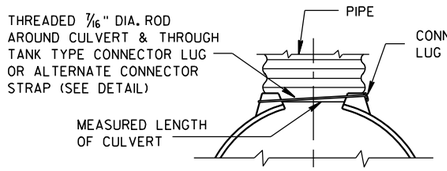

LONGITUDINAL SECTION

## CONCRETE ENDWALLS

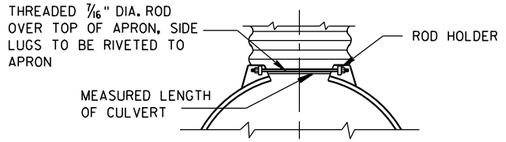



ALTERNATE FOR TYPE 1 CONNECTION

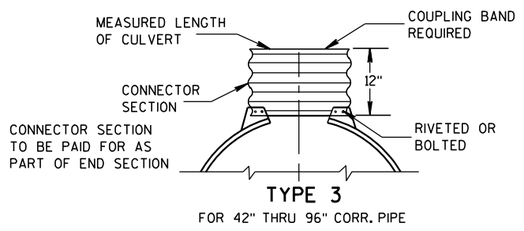
## END SECTION CONNECTOR STRAP



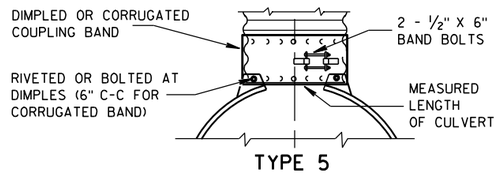

TYPE 1
FOR 12" THRU 24" CORR. PIPE




TYPE 2
FOR 30" THRU 96" CORR. PIPE




TYPE 3
FOR 42" THRU 96" CORR. PIPE




TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

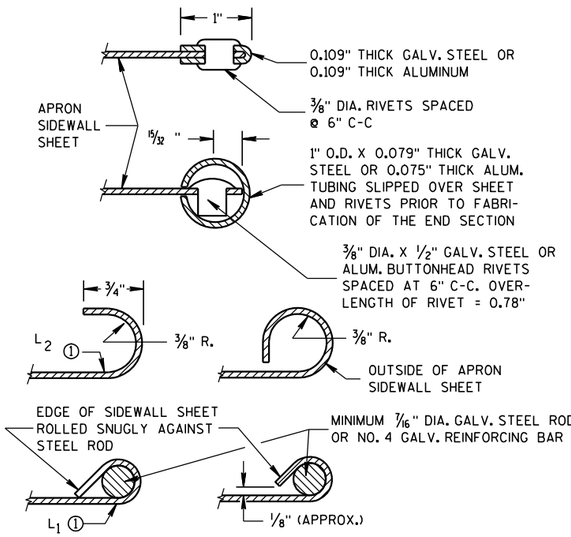
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

## CONNECTION DETAILS




## SECTION A-A

## GENERAL NOTES

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

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

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

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

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

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

# APRON ENDWALLS FOR CULVERT PIPE

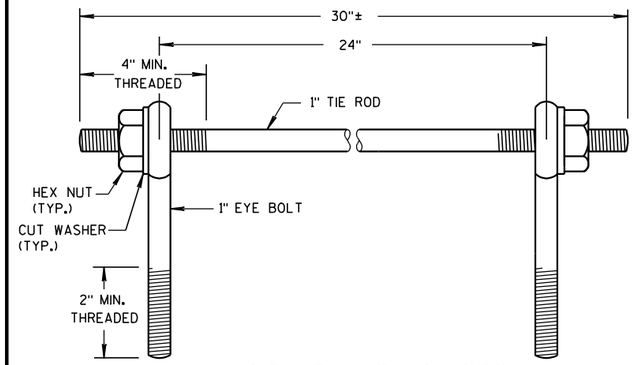
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

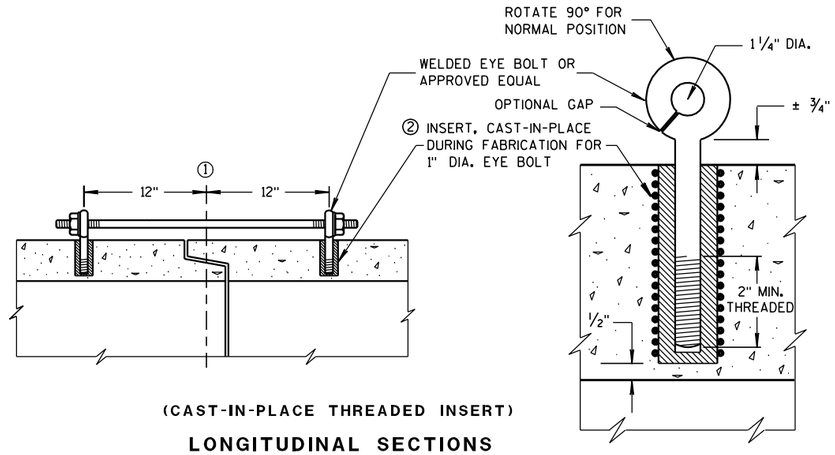


6

S.D.D. 8 F 1-11




EYE BOLTS AND TIE ROD




(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

## GENERAL NOTES

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

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

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

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

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

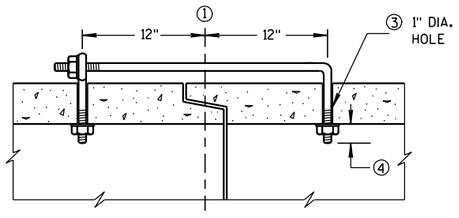
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

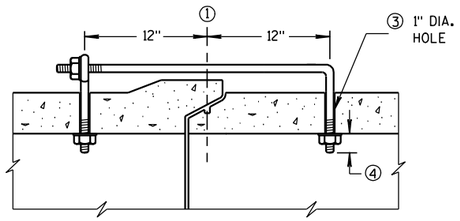
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

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




(TONGUE & GROOVE PIPE)

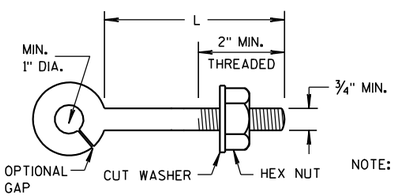



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

**EYE BOLT DIMENSION TABLE**

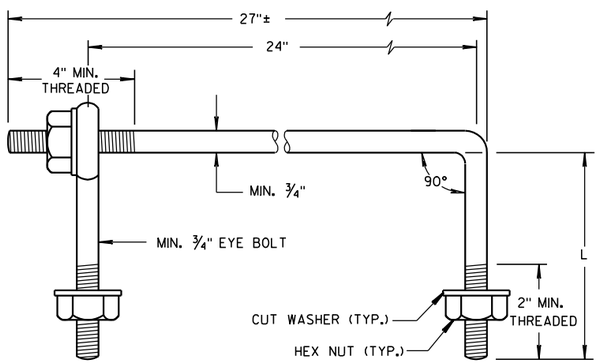
| PIPE SIZE | L = LENGTH | |
|---|---|---|
| | TONGUE & GROOVE PIPE | MODIFIED BELL PIPE |
| 18" TO 24" | 4 1/2" | 6 1/4" |
| 30" | 5" | 7" |
| 36" | 5 1/2" | 7" |
| 42" | 6" | |
| 48" | 6 1/2" | |
| 60" | 7 1/2" | |
| 66" | 8" | |




NOTE:

EYE BOLT

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




EYE BOLT AND TIE ROD

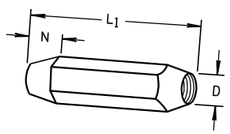
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

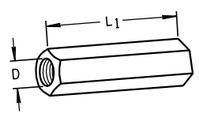
**ADJUSTABLE TIE ROD TABLE**

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

DIMENSIONS SHOWN ARE IN INCHES



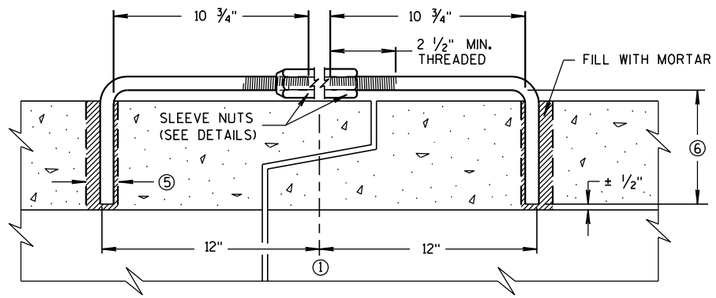

TAPERED




PLAIN

RIGHT AND LEFT THREADS

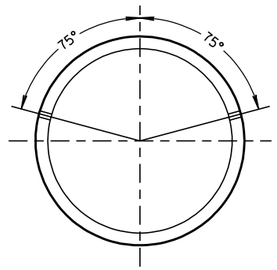
SLEEVE NUTS




LONGITUDINAL SECTION

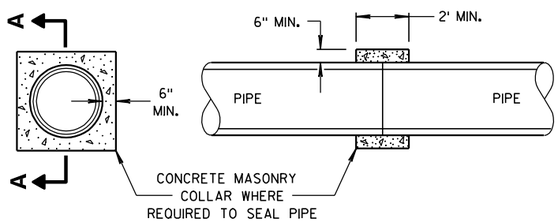
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

# ADJUSTABLE TIE ROD (ALTERNATE NO. 3)




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

TRANSVERSE SECTION




SECTION A-A

# CONCRETE COLLAR DETAIL

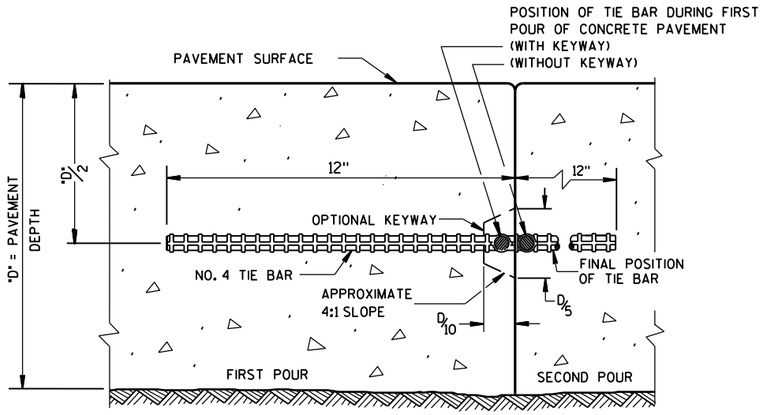
**JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

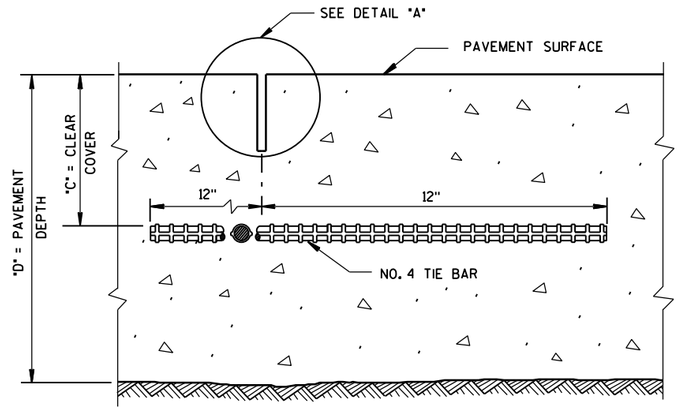
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
65
FHWA

6

S.D.D. 8 F 4-7




CONSTRUCTION JOINT




SAWED JOINT

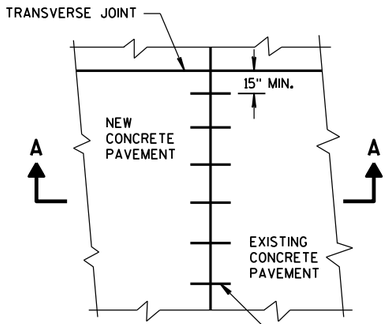
## GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

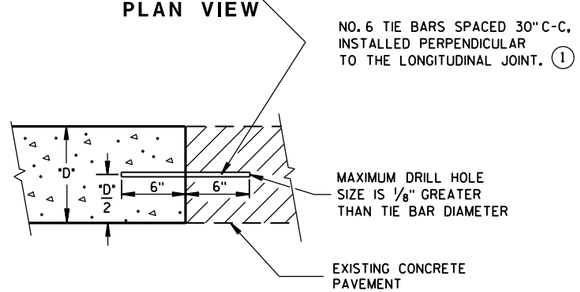
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

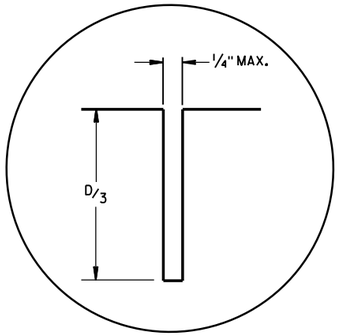



PLAN VIEW




SECTION A-A

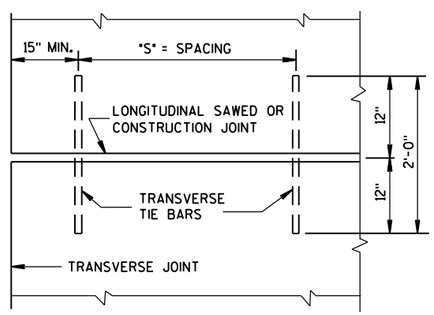
LONGITUDINAL CONSTRUCTION JOINT
TIE BARS ANCHORED
INTO EXISTING PAVEMENT




DETAIL "A"

TIE BAR TABLE

| PAVEMENT DEPTH "D" | CLEAR COVER "C" | MAXIMUM TIE BAR SPACING "S" | |
|---|---|---|---|
| | | PAVEMENT WIDTH | |
| | | 24' OR 26' | ≥ 30' |
| 6, 6 1/2" | 3"±1/2" | 48" | 42" |
| 7, 7 1/2" | 3 1/4"±1" | 45" | 36" |
| 8, 8 1/2" | 3 3/4"±1" | 39" | 30" |
| 9, 9 1/2" | 4 1/4"±1" | 33" | 27" |
| 10, 10 1/2" | 4 3/4"±1" | 30" | 24" |
| 11, 11 1/2" | 5 1/4"±1" | 27" | 21" |
| 12" | 5 3/4"±1" | 24" | 21" |




PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-3-2013
DATE

/S/ Deb Bischoff
PAVEMENT POLICY & DE

FHWA



6

S.D.D. 13 C 1-16

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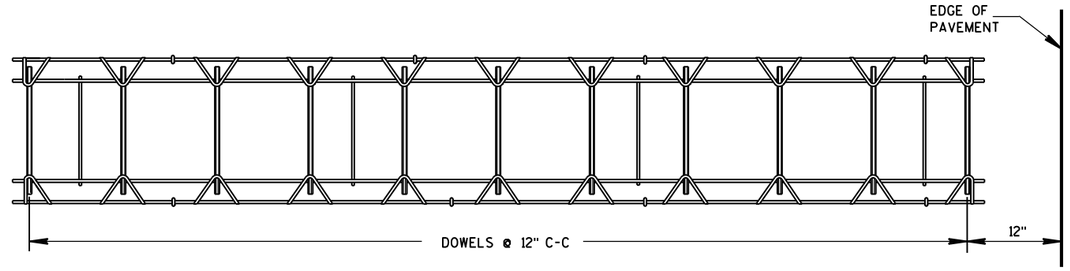
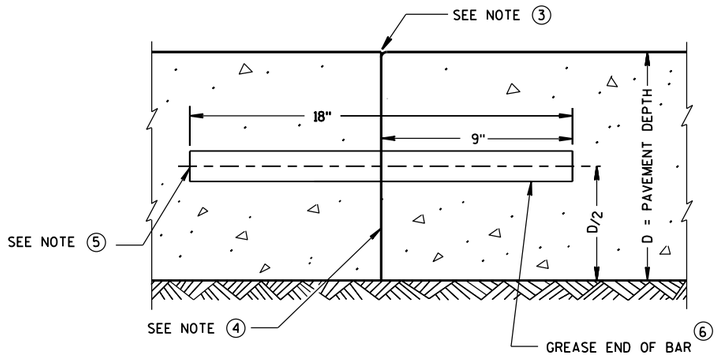
S.D.D. 13 C 1-16



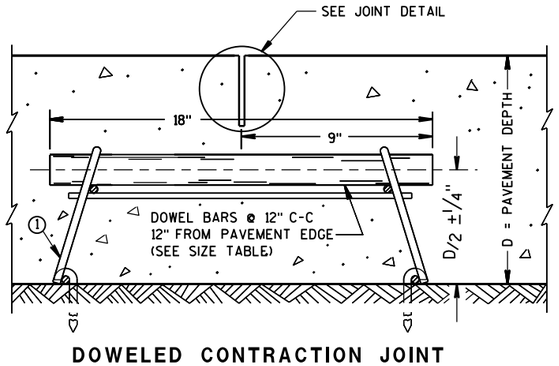

PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



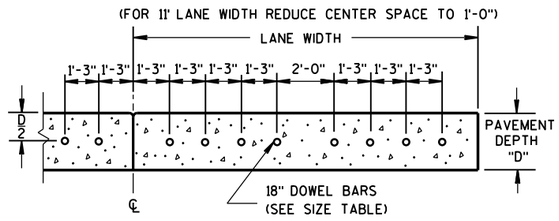

TRANSVERSE CONSTRUCTION JOINT



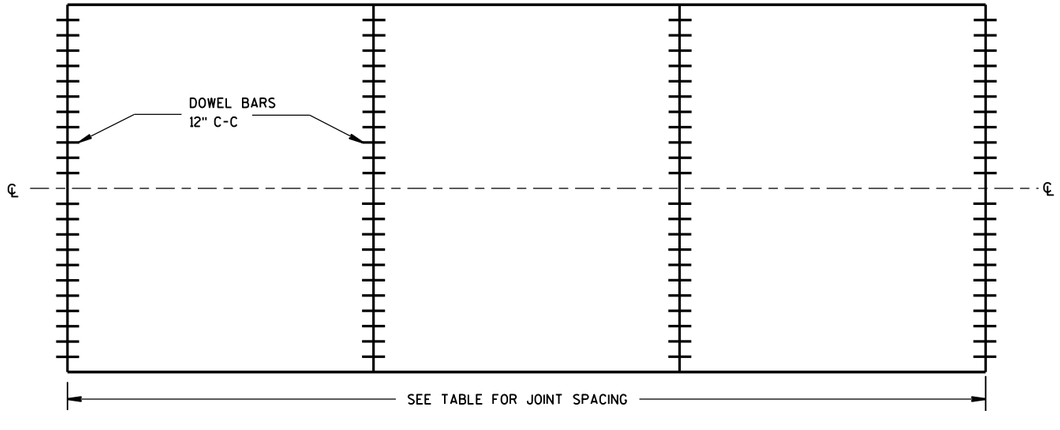

DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

| PAVEMENT DEPTH (D) | DOWEL BAR DIAMETER | CONTRACTION JOINT SPACING |
|---|---|---|
| 5 ½", 6", 6 ½" | NONE | 12' |
| 7", 7 ½" | 1" | 14' |
| 8", 8 ½" | 1 ¼" | 15' |
| 9", 9 ½" | 1 ¼" | 15' |
| 10" & ABOVE | 1 ½" | 15' |




DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦




CONTRACTION JOINT LOCATIONS

## GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① **OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.**

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

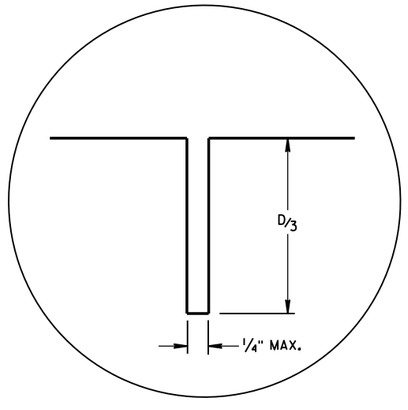
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.




JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/3/2013 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DE ENGINEER
FHWA

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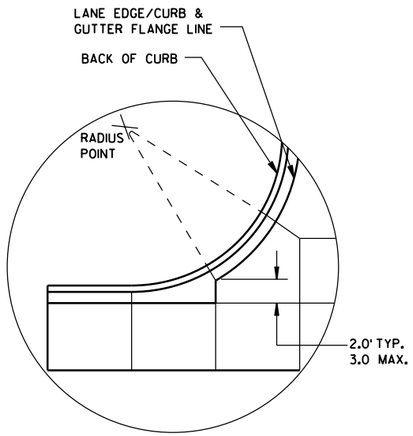
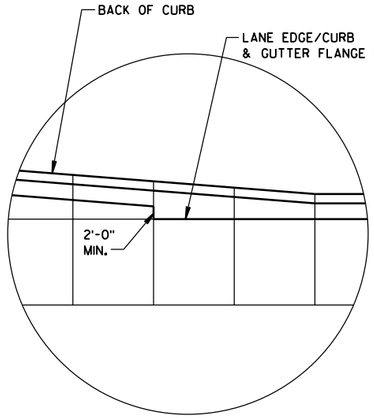
S.D.D. 13 C 13-8




DETAIL "A"

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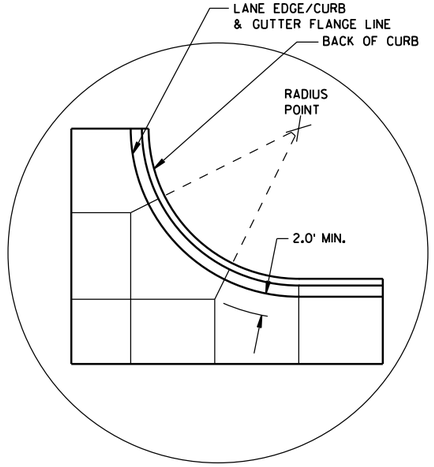
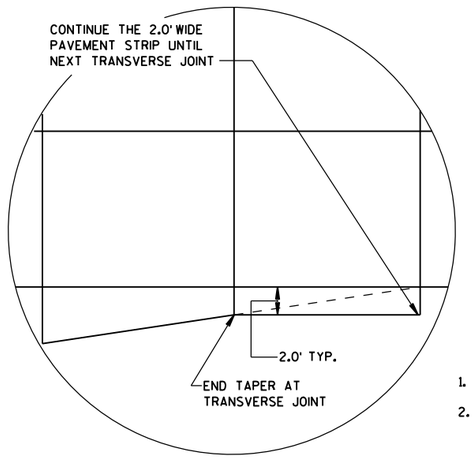



DETAIL "C"




DETAIL "D"

## GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

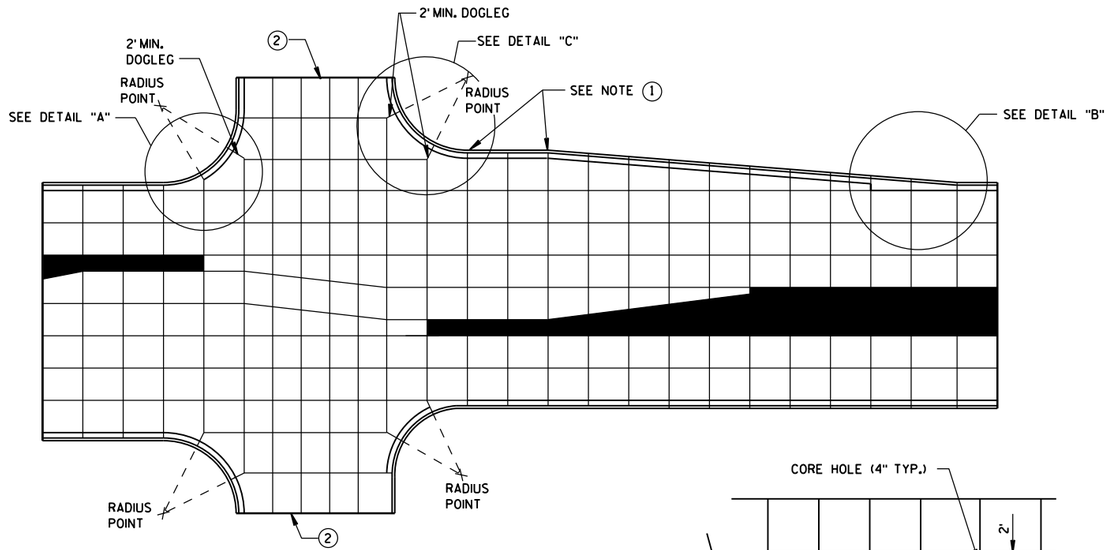
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

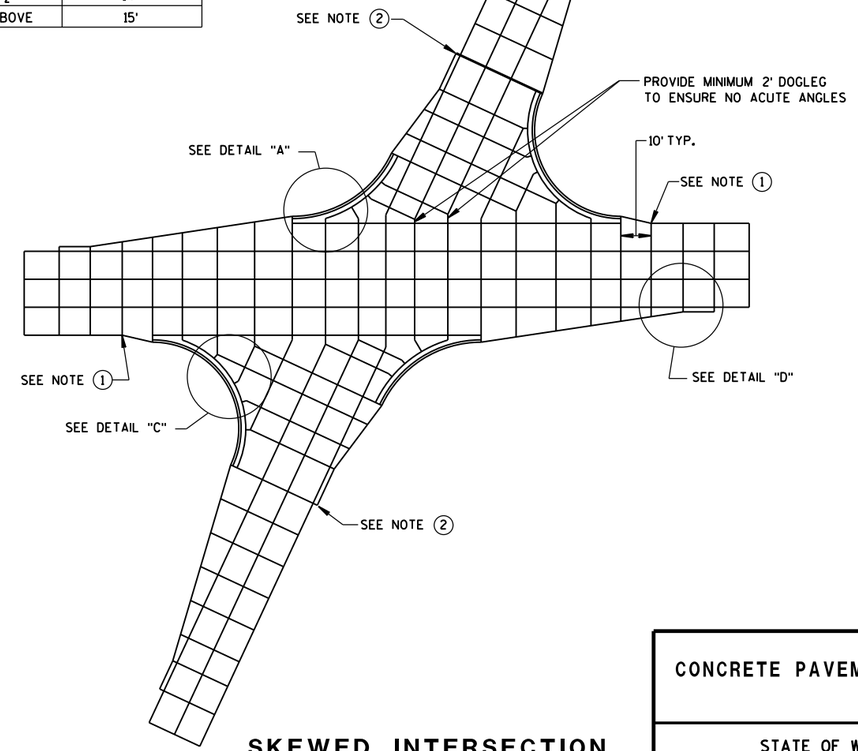
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



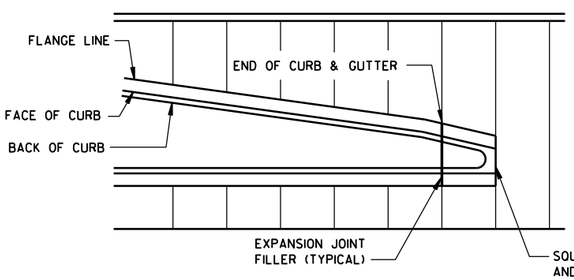

STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

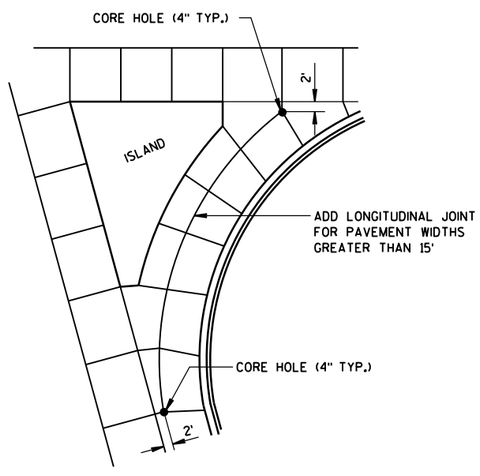
| PAVEMENT DEPTH (D) | CONTRACTION JOINT SPACING |
|---|---|
| 6", 6½" | 12' |
| 7", 7½" | 14' |
| 8" & ABOVE | 15' |




SKEWED INTERSECTION




APPROACH TO MEDIAN




LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR





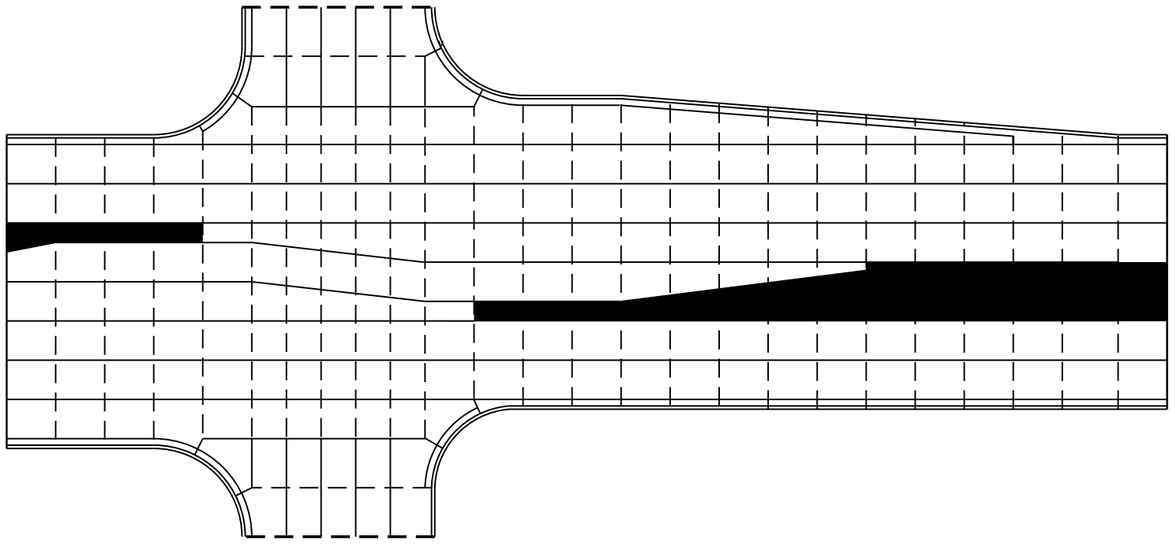
6
S.D.D. 13 C 18-2a

## LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

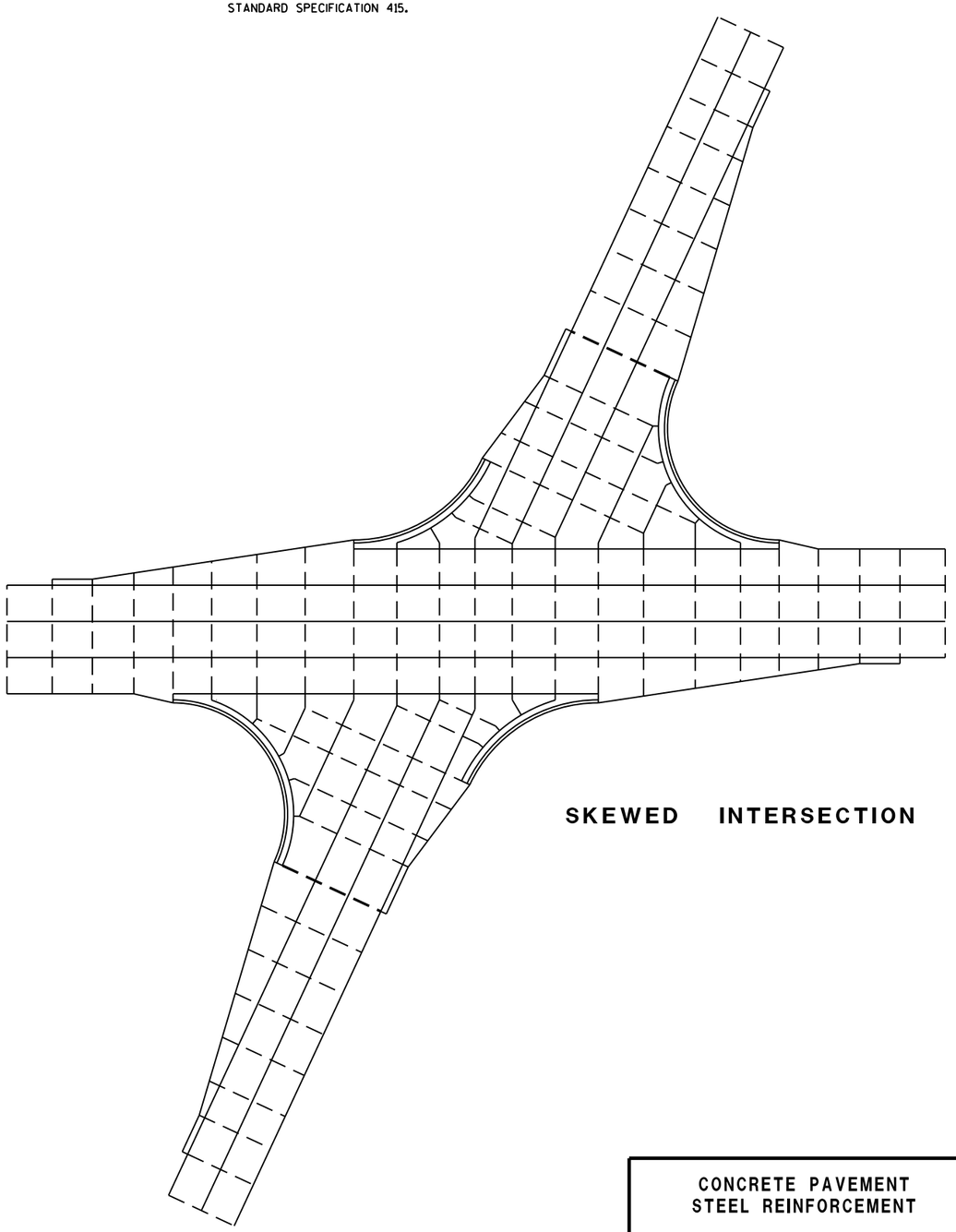
TIED JOINT



STANDARD INTERSECTION

## GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

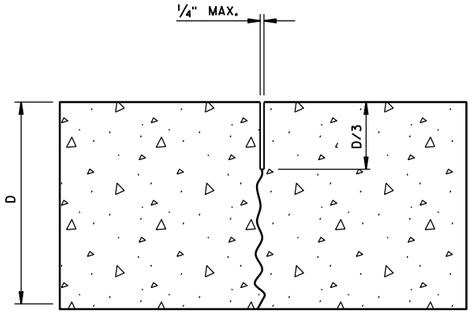


6

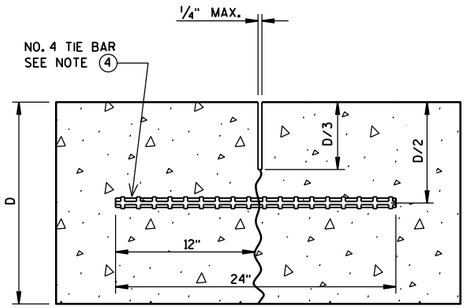
S.D.D. 13 C 18-2b

6

S.D.D. 13 C 18-2b



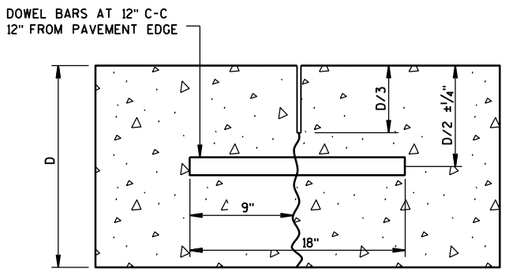

UNDOWELED-TRANSVERSE




TIED LONGITUDINAL

## GENERAL NOTES

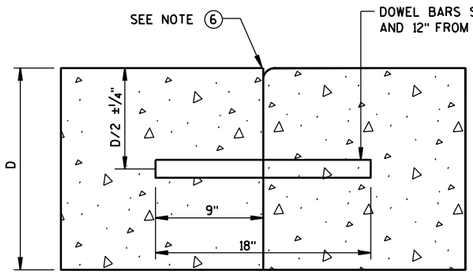
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. SPACE TIE BARS AT LONGITUDINAL CONSTRUCTION OR CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C1.
5. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
6. IF JOINT IS FORMED, PROVIDE A 1/4-INCH RADIUS.



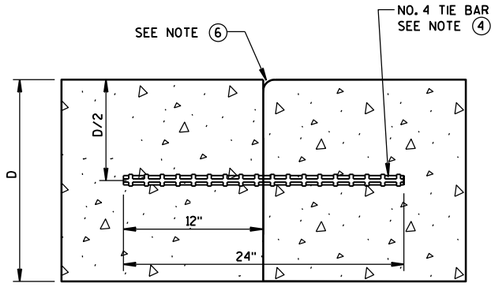

DOWELED-TRANSVERSE

## CONTRACTION JOINTS

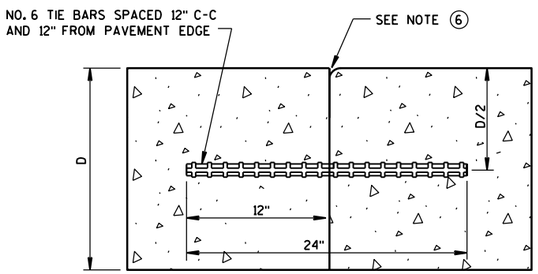
SEE NOTE (2)




DOWELED TRANSVERSE

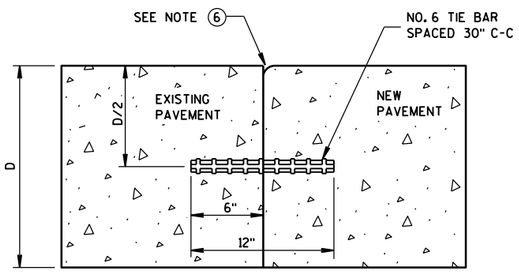



TIED LONGITUDINAL




TIED TRANSVERSE

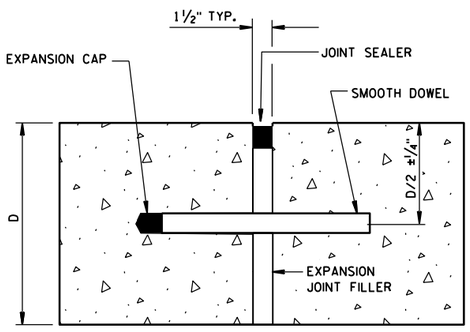
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)




TIED LONGITUDINAL TO EXISTING

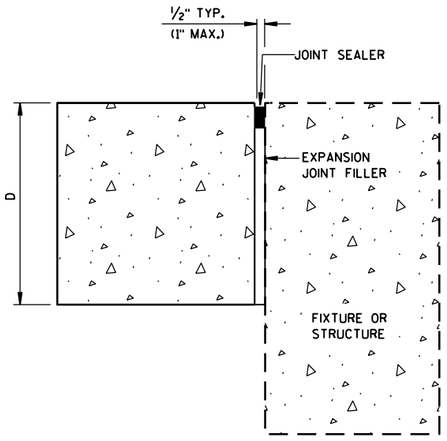
## CONSTRUCTION JOINTS

SEE NOTE (5)




DOWELED-TRANSVERSE

SEE NOTE (1)




UNTIED-LONGITUDINAL

## EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



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S.D.D. 13 C 18-2c

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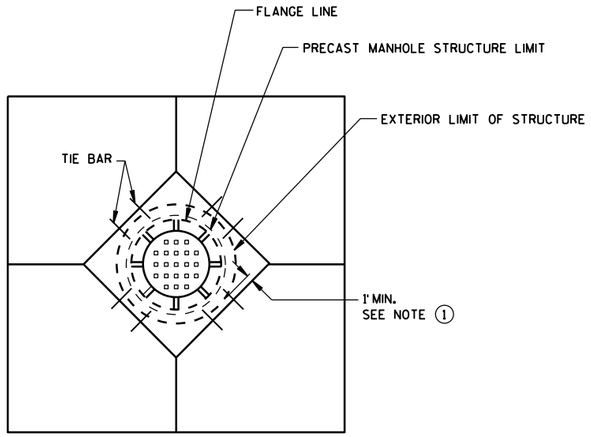
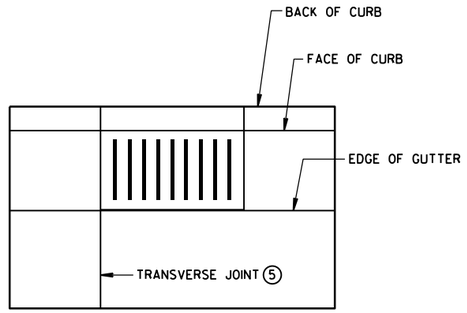
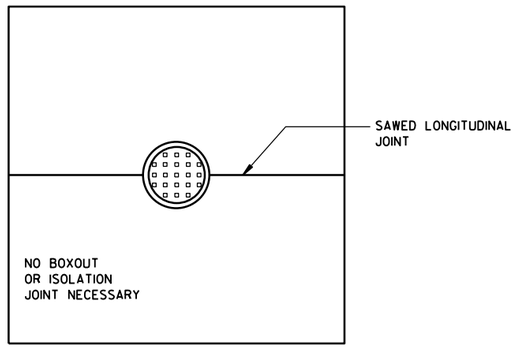


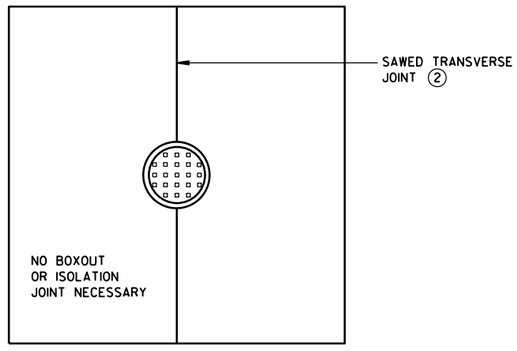

## DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



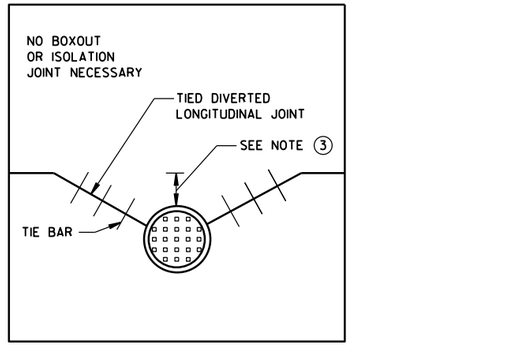

## INLET WITH TRANSVERSE JOINT



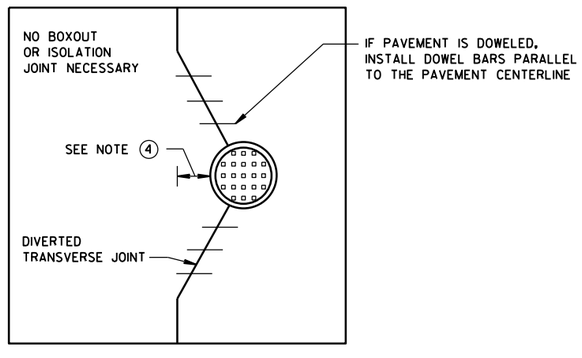

## MANHOLE WITH LONGITUDINAL JOINT




## MANHOLE WITH TRANSVERSE JOINT




## MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT




## MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

## GENERAL NOTES

(1) USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1-FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.

(2) ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.

(3) IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDIAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(4) IF DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(5) ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

# CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

| 5-3-2013 | /S/ Deb Bischoff | |
|---|---|---|
| DATE | PAVEMENT POLICY & DE | NEER |

FHWA

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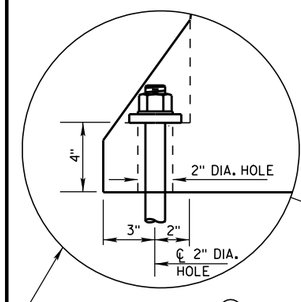
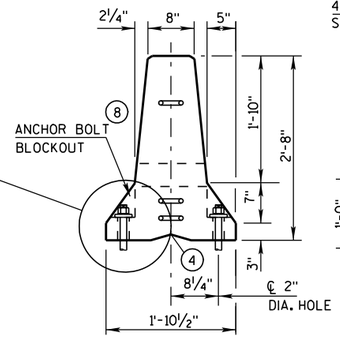
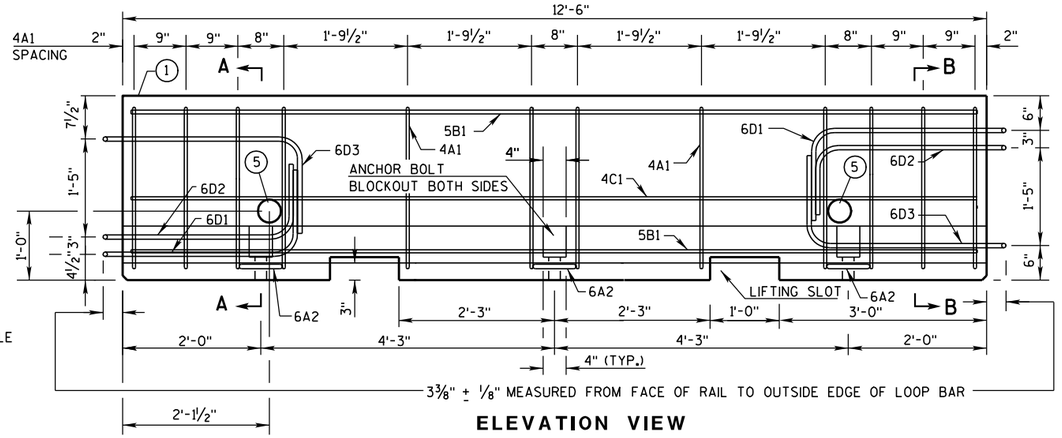


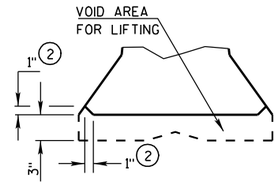

ANCHOR ON TRAFFIC SIDE (8) ONLY WHEN REQUIRED (SEE SHEET D FOR ADDITIONAL ANCHOR DETAIL)



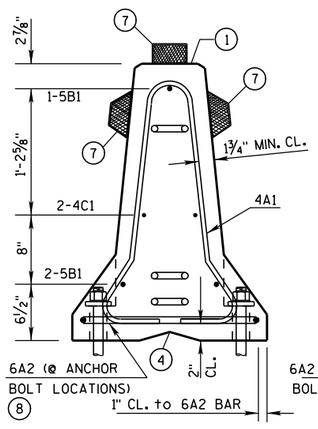

**END VIEW**



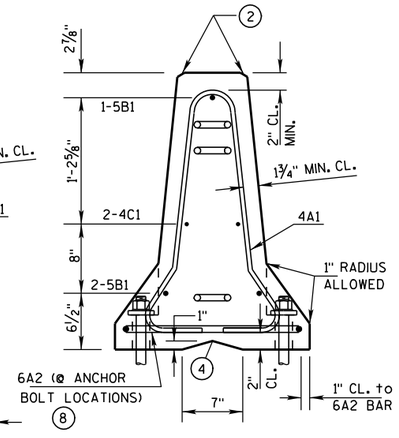

**ELEVATION VIEW**




**DETAIL "B"**
**LIFTING SLOT DETAIL**




**SECTION A-A**
(STIRRUP PLACEMENT)

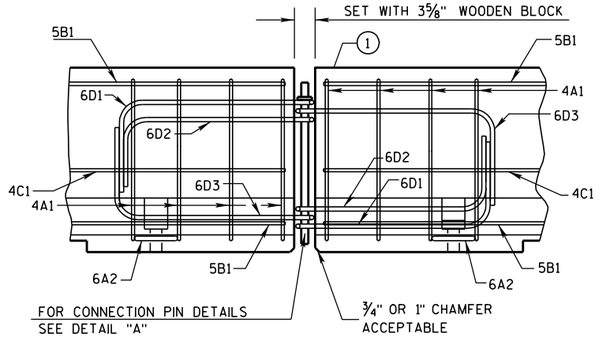



**SECTION B-B**
(STIRRUP PLACEMENT)




**PLAN VIEW**

## DETAILS OF BARRIER SECTION

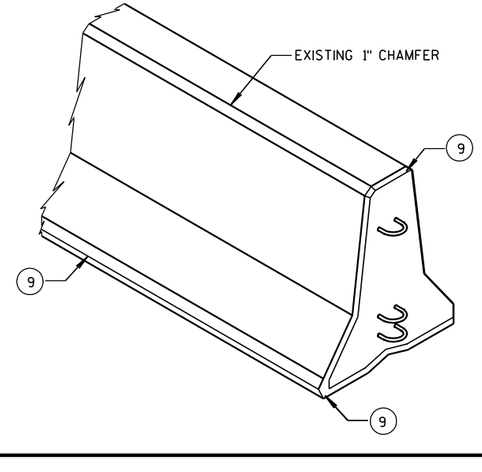



## DETAILS OF BARRIER CONNECTION




**1/2" TOP PLATE DETAIL**

**DETAIL "A"**
**CONNECTION PIN**
(A36 STEEL ( 10.9 LB EACH))




## GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-13(a) THRU 14B7-13(h).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR EPOXY ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WICBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

(8) SEE SHEET D FOR ANCHORING CRITERIA.

(9) 1" CHAMFER OPTIONAL.

**CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO.....

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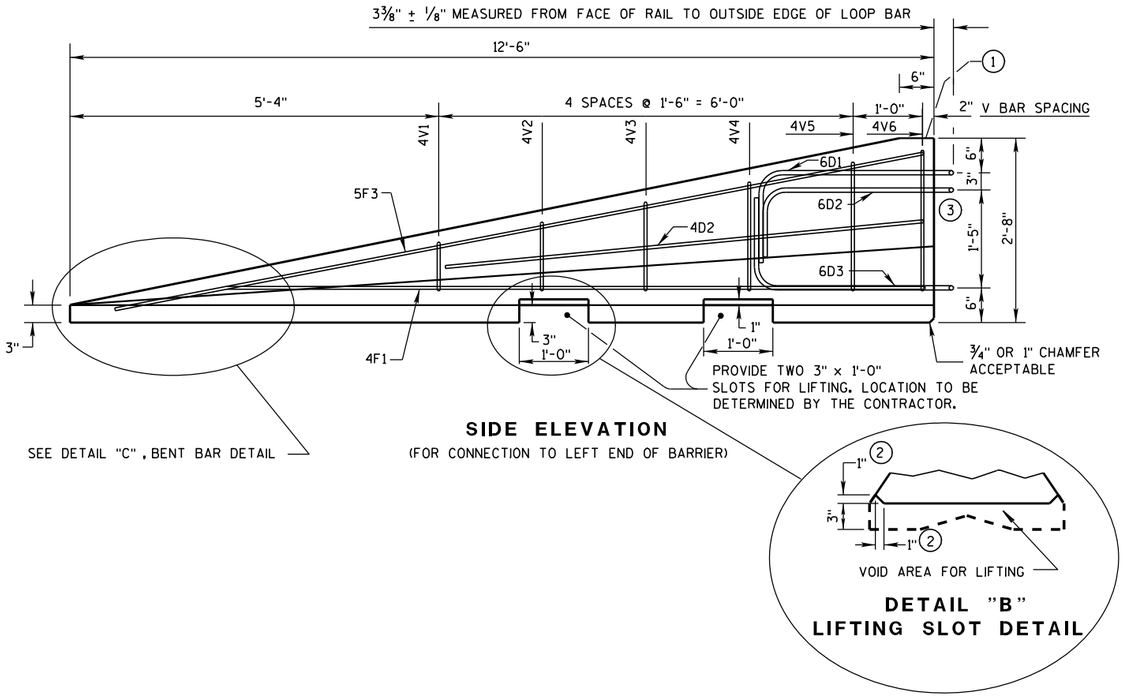
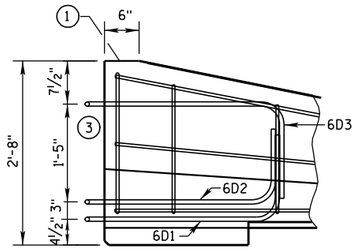
S.D.D. 14 B 7-13a




**SIDE ELEVATION**
(FOR CONNECTION TO LEFT END OF BARRIER)



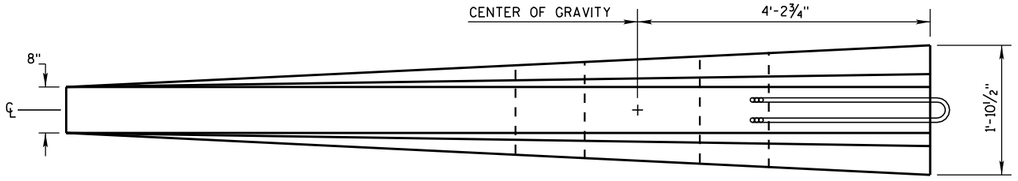

**DETAIL "B"**
**LIFTING SLOT DETAIL**



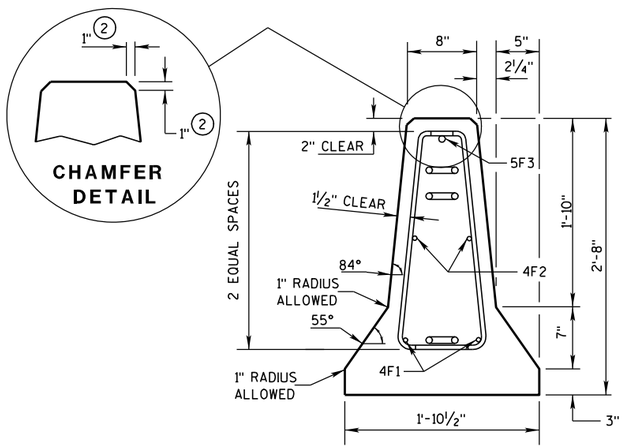

**SIDE ELEVATION**
LOOP BAR ASSEMBLY INVERTED
FOR OPPOSITE END.
(FOR CONNECTION TO RIGHT END OF BARRIER)

## GENERAL NOTES

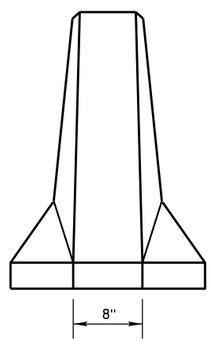
1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.



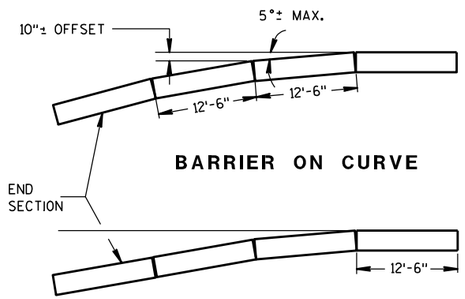

**PLAN VIEW**




**END SECTION**




**FRONT ELEVATION**




**BARRIER ON CURVE**

**FLARE AT BARRIER END**

| POSTED SPEED, (MPH) | FLARE RATE |
|---|---|
| 40 OR LESS | 6:1 |
| 45 OR GREATER | 8:1 |

# DETAILS OF BARRIER TAPER SECTION

**CONCRETE BARRIER**
**TEMPORARY PRECAST, 12'-6"**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



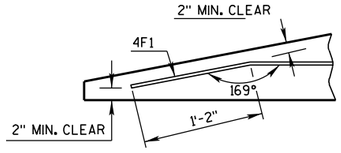

6

S.D.D. 14 B 7-13b

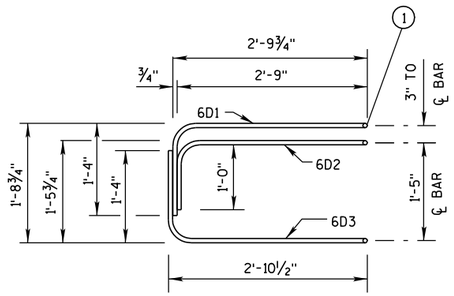
## BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

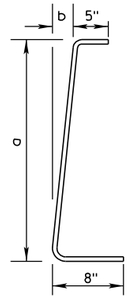
| BAR | BAR SIZE | NO. OF BARS | LENGTH FT. |
|---|---|---|---|
| 4V1 | 4 | 2 | 1'-11" |
| 4V2 | 4 | 2 | 2'-2" |
| 4V3 | 4 | 2 | 2'-6" |
| 4V4 | 4 | 2 | 2'-9" |
| 4V5 | 4 | 2 | 3'-2" |
| 4V6 | 4 | 2 | 3'-4" |
| 4F1 | 4 | 2 | 12'-0" |
| 4F2 | 4 | 2 | 7'-6" |
| 5F3 | 5 | 1 | 11'-9" |
| **LOOP ASSEMBLY** | | | |
| 6D1 | 6 | 1 | 8'-5" |
| 6D2 | 6 | 1 | 7'-7" |
| 6D3 | 6 | 1 | 8'-6" |




**DETAIL "C"**
**BENT BAR DETAIL**




**ELEVATION**
**LOOP BAR ASSEMBLY**




| BAR | a | b |
|---|---|---|
| V1 | 10" | 1" |
| V2 | 1'-1" | 1¼" |
| V3 | 1'-5" | 1⅝" |
| V4 | 1'-8" | 1⅞" |
| V5 | 2'-0½" | 2⅜" |
| V6 | 2'-3" | 2¾" |

**4V BARS**
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

## TAPER BARRIER SECTION

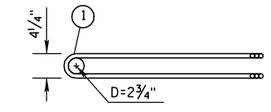
## GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

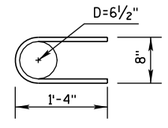
## BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

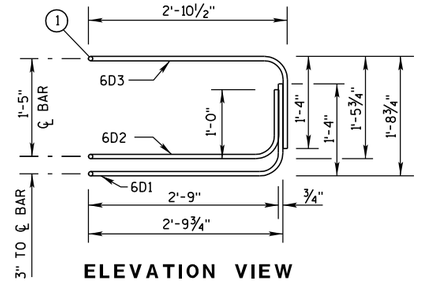
| BAR | BAR SIZE | NO. OF BARS | LENGTH FT. |
|---|---|---|---|
| 4A1 | 4 | 12 | 6'-0" |
| 6A2 | 6 | 6 | 2'-11" |
| 5B1 | 5 | 3 | 12'-2" |
| 4C1 | 4 | 2 | 12'-2" |
| **LOOP ASSEMBLY** | | | |
| 6D1 | 6 | 2 | 8'-5" |
| 6D2 | 6 | 2 | 7'-7" |
| 6D3 | 6 | 2 | 8'-6" |



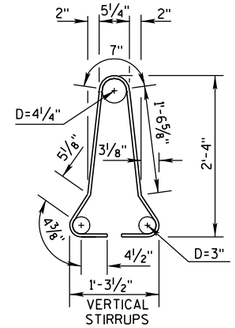

**PLAN VIEW**
**LOOP BAR ASSEMBLY**
(MARKED END SHOWN, INVERT FOR OTHER END)




**6A2**




**ELEVATION VIEW**




**4A1**

## BARRIER SECTION

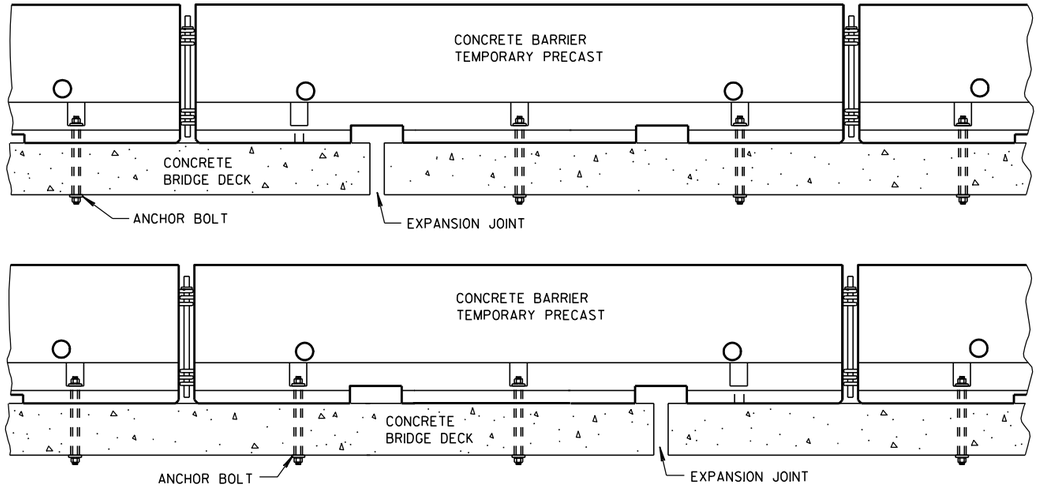
**CONCRETE BARRIER**
**TEMPORARY PRECAST, 12'-6"**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



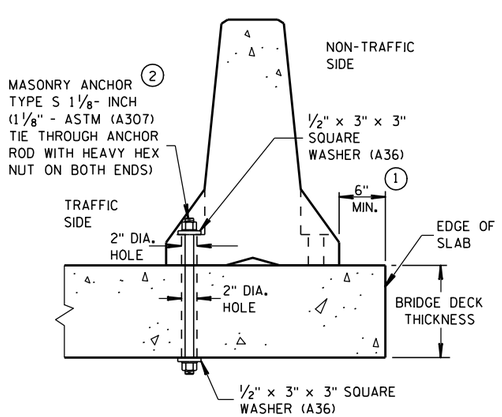


6
S.D.D. 14 B 7-13c



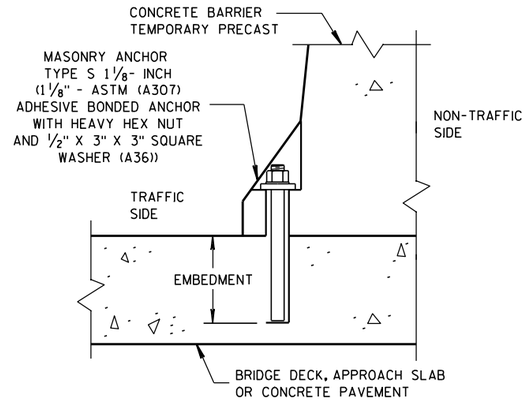

## TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)




## THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)




## REMOVABLE ADHESIVE BONDED ANCHOR INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

2

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)

## GENERAL NOTES

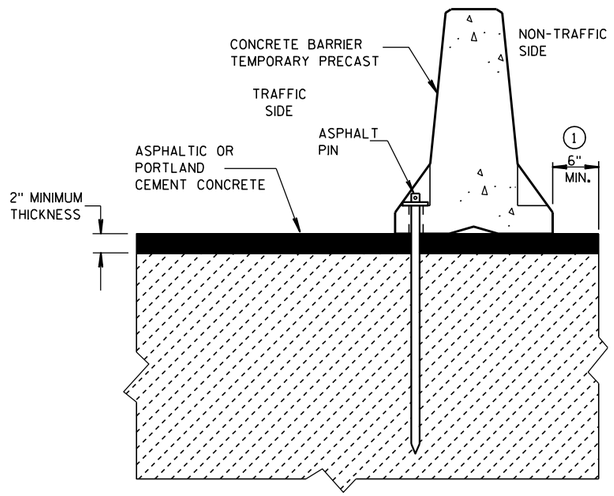
1. CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
   THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 45 MPH OR GREATER, OR

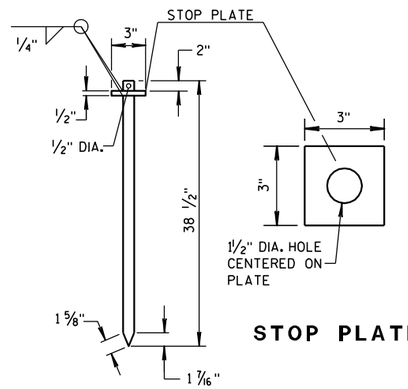
   THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT. IS LESS THAN 2 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 40 MPH OR LESS.

2. ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

   WITH THE APPROVAL OF THE ENGINEER, REMOVABLE ADHESIVE BONDED (EPOXY) ANCHOR BOLT INSTALLATION MAY BE USED IN LIEU OF THROUGH BOLTED ANCHOR INSTALLATION. THE ADHESIVE BONDED ANCHOR BOLT MUST BE REMOVABLE. USE ASTM (A307) MASONRY ANCHORS TYPE S 1⅛-INCH, EMBEDDED TO A DEPTH SUFFICIENT TO DEVELOP THE ULTIMATE CAPACITY OF THE ANCHOR BOLT AND PROVIDE DOCUMENTATION TO CONFIRM THIS.

   UPON REMOVAL OR RELOCATION OF THE BARRIER UNITS, REMOVE ALLANCHOR BOLTS AND COMPLETELY FILL IN THE REMAINING HOLES IN CONCRETE BRIDGE DECKS, CONCRETE APPROACH SLABS AND CONCRETE PAVEMENTS THAT ARE TO REMAIN, WITH A NON-SHRINK COMMERICAL GROUT OR EPOXY MATERIAL IDENTIFIED ON THE CURRENT WISDOT APPROVED PRODUCTS LIST.



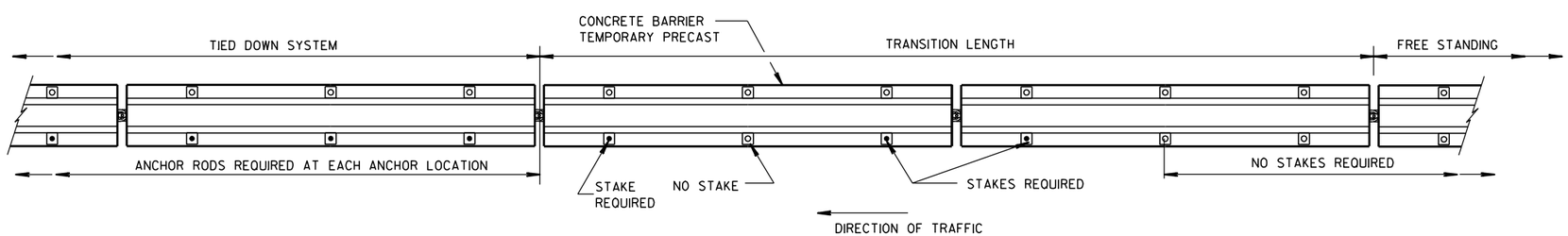

**STOP PLATE**

**ASPHALT PIN**

(ASTM A36 STEEL)

## STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)




**PLAN VIEW**

## FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

**CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...





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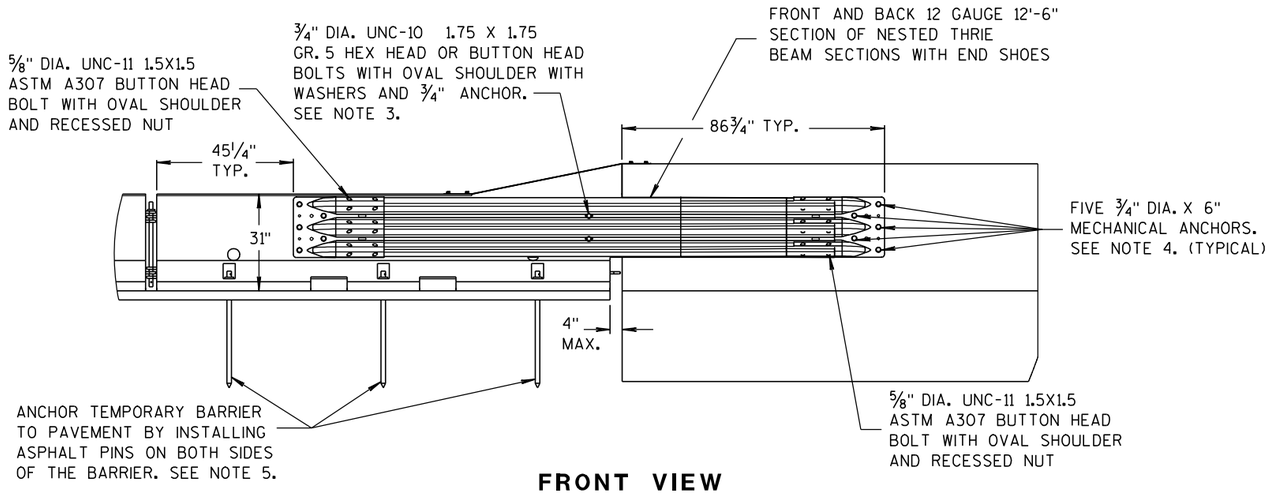
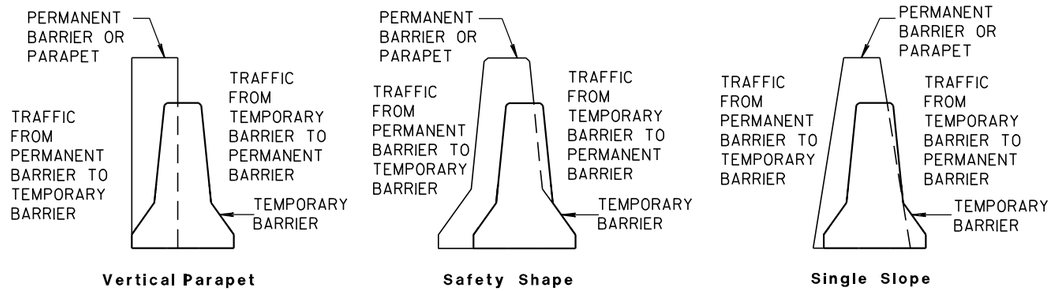
S.D.D. 14 B 7-13d



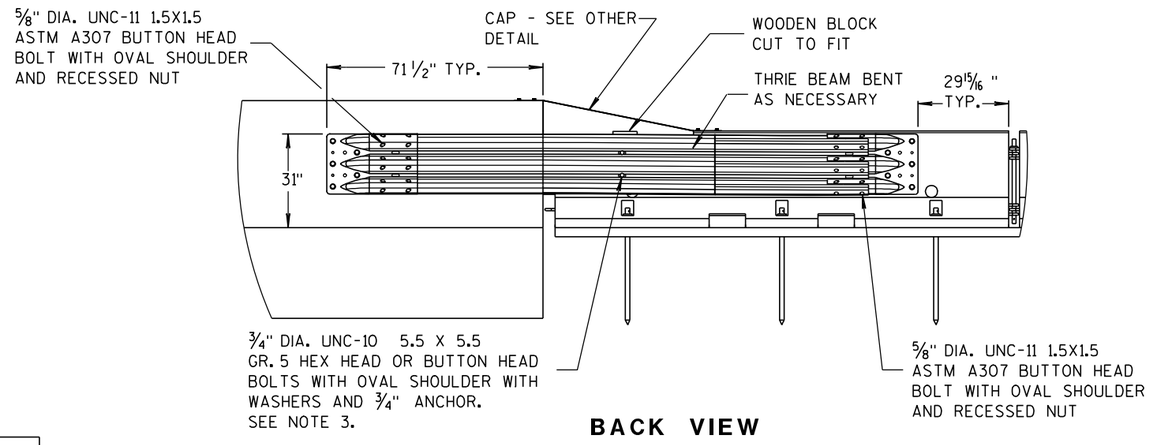

**FRONT VIEW**

## NOTES

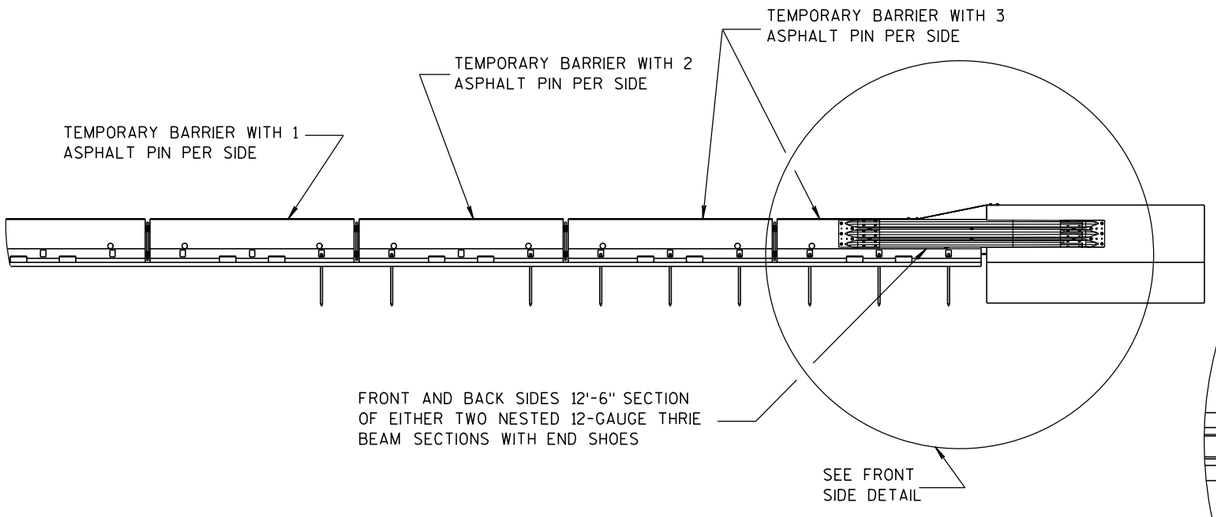
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR EPOXY ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.



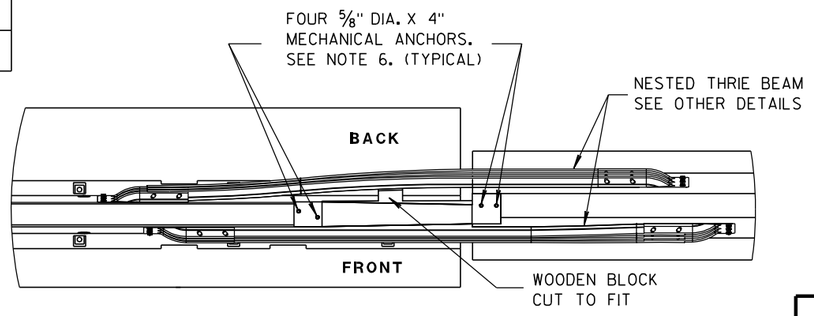

## TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM




**BACK VIEW**




**FRONT VIEW**




**PLAN VIEW**

## BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

**CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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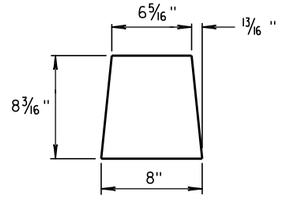
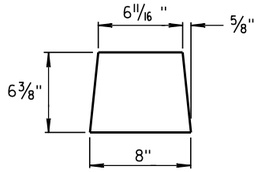
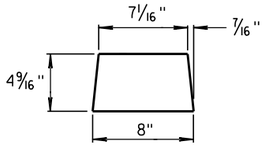
S.D.D. 14 B 7-13e



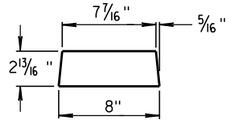

GUSSET 1




GUSSET 2

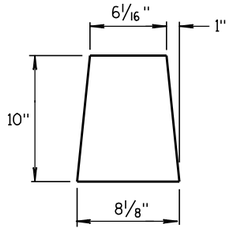



GUSSET 3

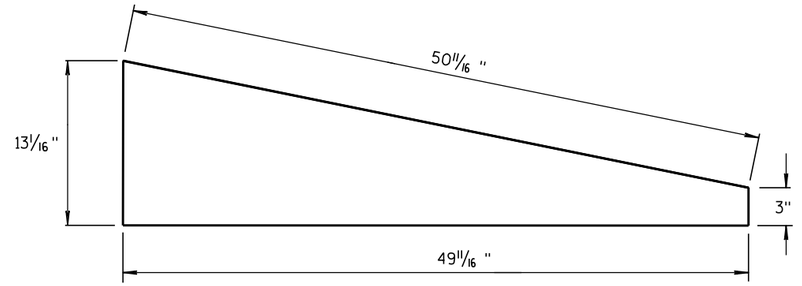



GUSSET 4

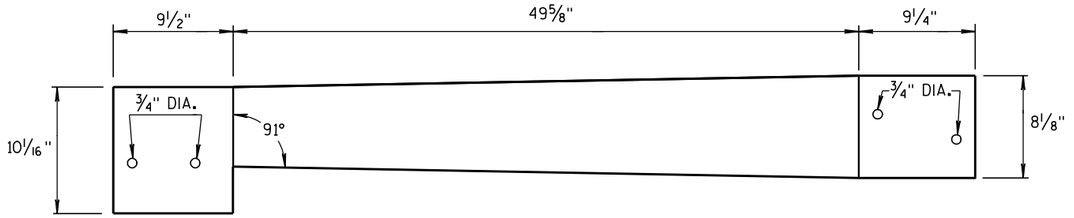
GUSSETS

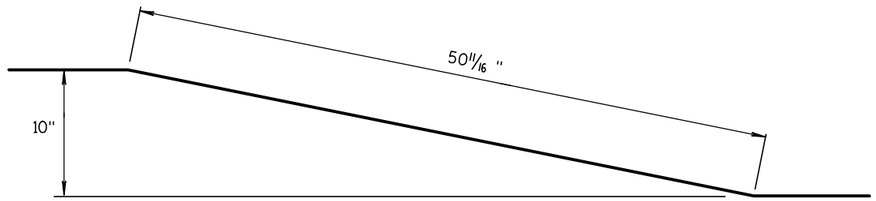



END PLATE

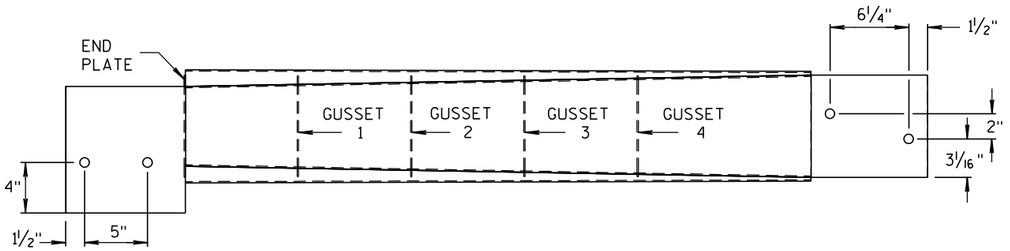


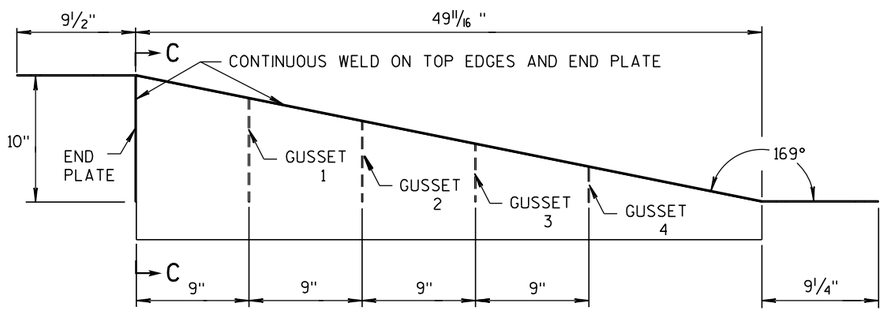

SIDE PLATE

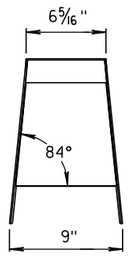



TOP PLATE




SECTION C-C

NOTES

1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

## CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

## SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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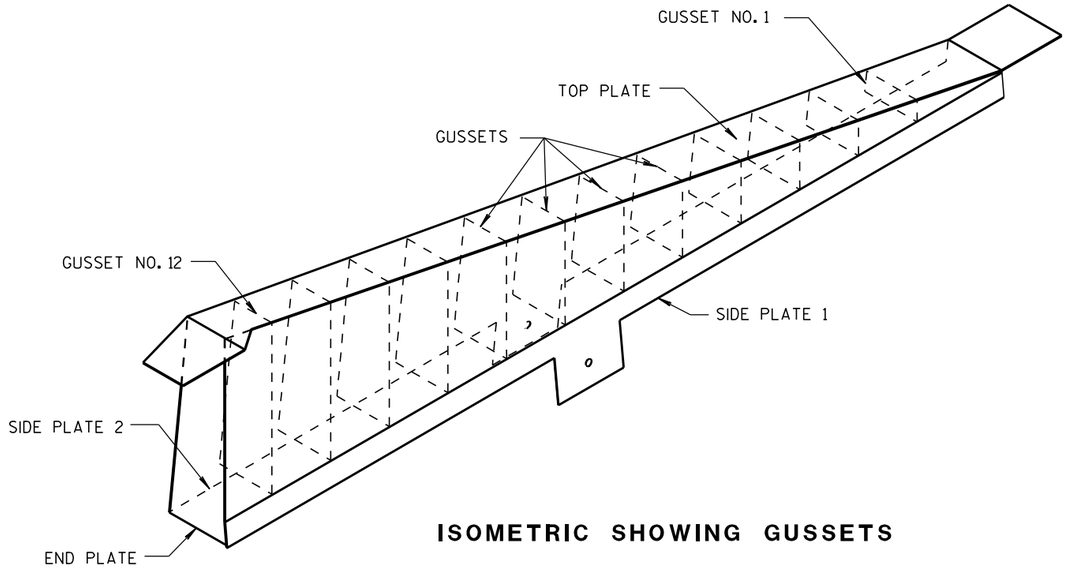
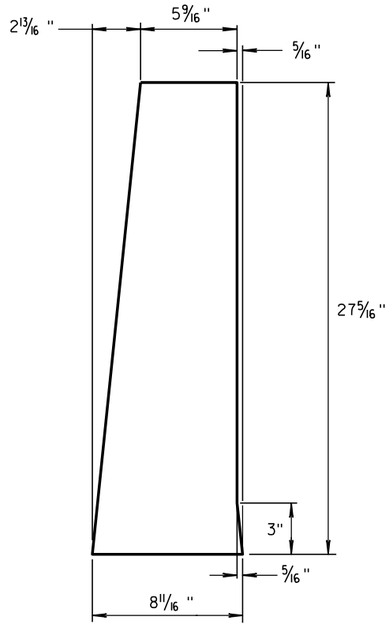
S.D.D. 14 B 7-13f

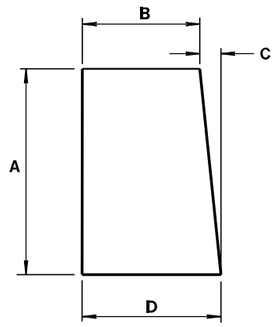



**ISOMETRIC SHOWING GUSSETS**




**END PLATE**

1/8" STEEL PLATE



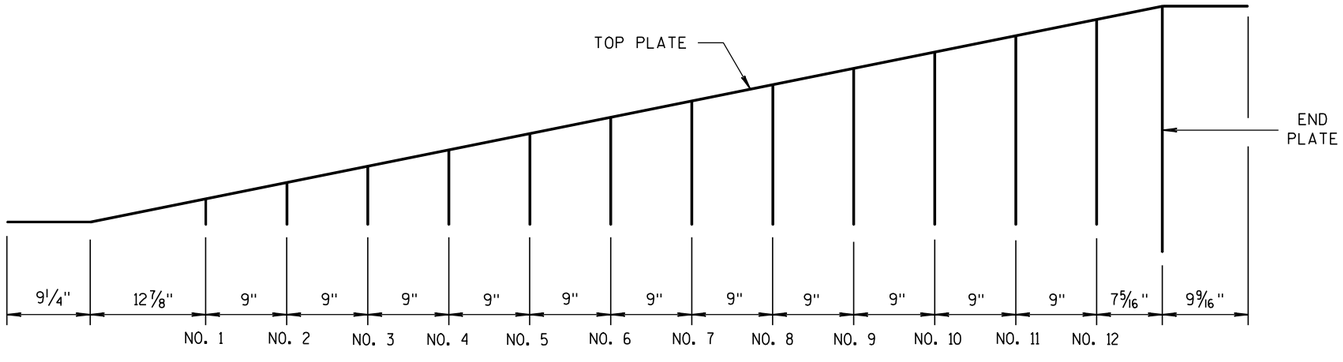

**GUSSETS 1 - 12**

ALL GUSSETS 1/8" STEEL PLATE

| GUSSET DIMENSIONS | | | | |
|---|---|---|---|---|
| GUSSET NO. | A | B | C | D |
| 1 | 2 7/8" | 7 3/4" | 1/4" | 8 |
| 2 | 4 11/16 " | 7 9/16 " | 1/2" | 8 |
| 3 | 6 1/2" | 7 3/8" | 11/16 " | 8 1/16 " |
| 4 | 8 5/16 " | 7 3/16 " | 7/8" | 8 1/16 " |
| 5 | 10 1/8" | 7" | 1 1/16 " | 8 1/16 " |
| 6 | 11 15/16 " | 6 13/16 " | 1 1/4" | 8 1/16 " |
| 7 | 13 3/4" | 6 5/8" | 1 7/16 " | 8 1/16 " |
| 8 | 15 9/16 " | 6 7/16 " | 1 9/16 " | 8 1/16 " |
| 9 | 17 3/8" | 6 1/4" | 1 13/16 " | 8 1/16 " |
| 10 | 19 3/16 " | 6 1/16 " | 1 15/16 " | 8 1/16 " |
| 11 | 21" | 5 7/8" | 2 3/16 " | 8 1/16 " |
| 12 | 22 13/16 " | 5 11/16 " | 2 5/16 " | 8 1/16 " |

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.




**GUSSET LOCATION**

# CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

**CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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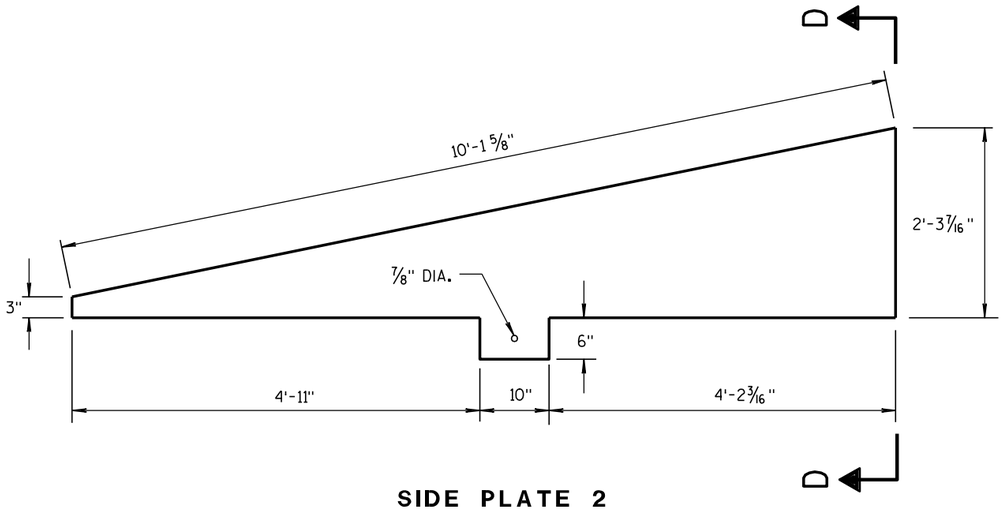
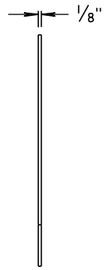
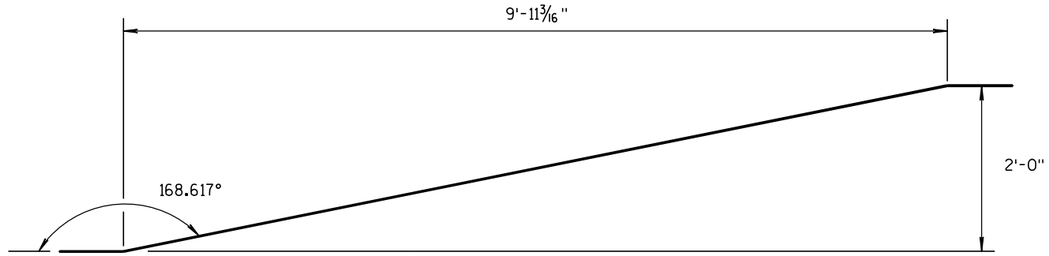
S.D.D. 14 B 7-13g




SIDE PLATE 2

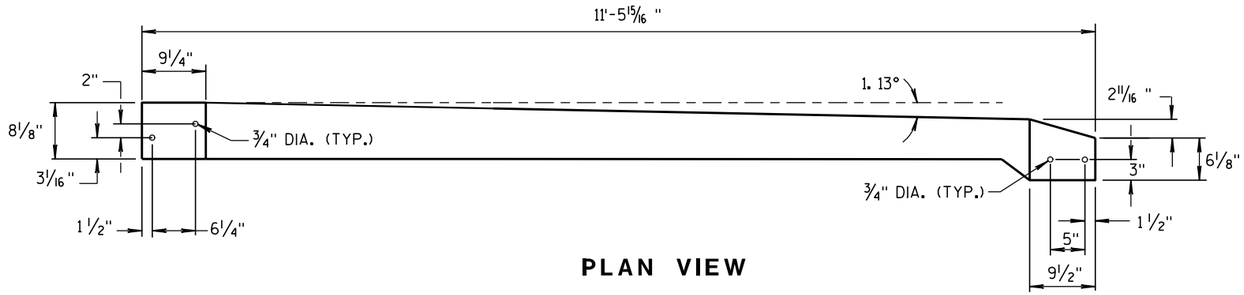



END VIEW



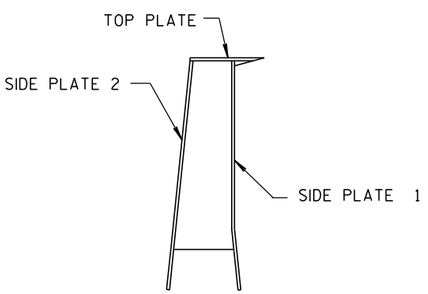

SIDE VIEW

TOP PLATE

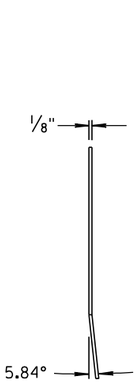



PLAN VIEW

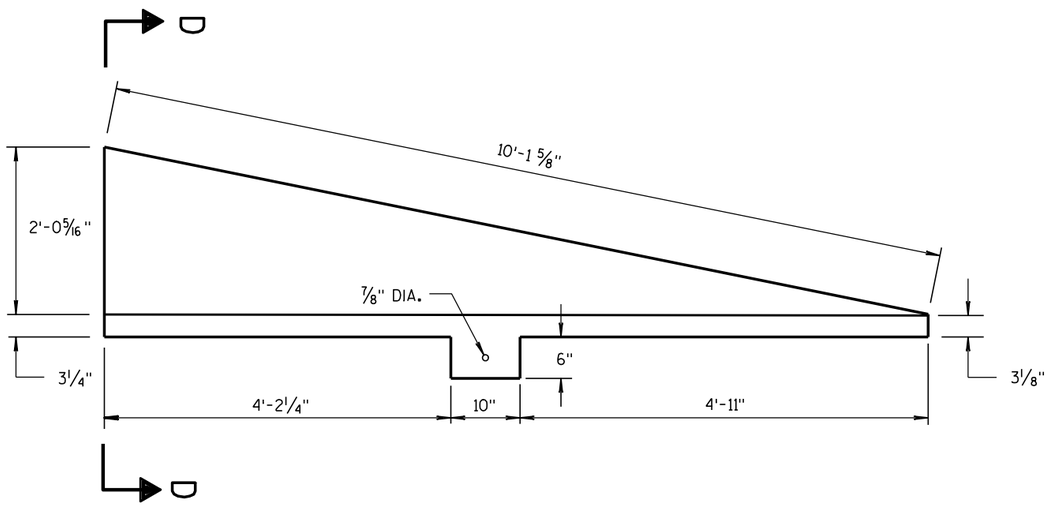
TOP PLATE




SECTION D-D




END VIEW




SIDE PLATE 1

# CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

| | |
|---|---|
| CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" | |
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED | |
| 8/31/2012 DATE | /S/ Jerry H. ENGINEER |
| FHWA | ROADWAY STANDARD 79 ENT |

6

S.D.D. 14 B 7-13h

6

S.D.D. 14 B 7-13h

## GENERAL NOTES

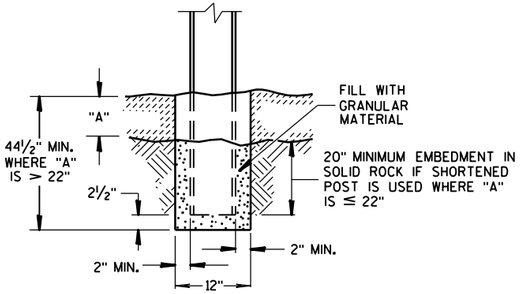
1. WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

2. USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

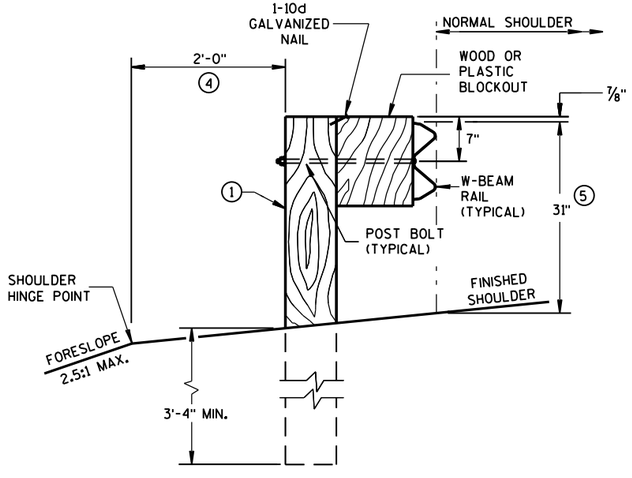
3. IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2½ INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

4. WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

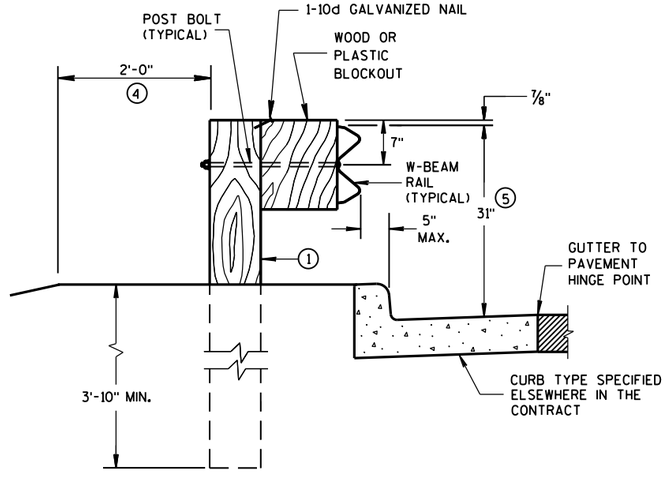
5. FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".



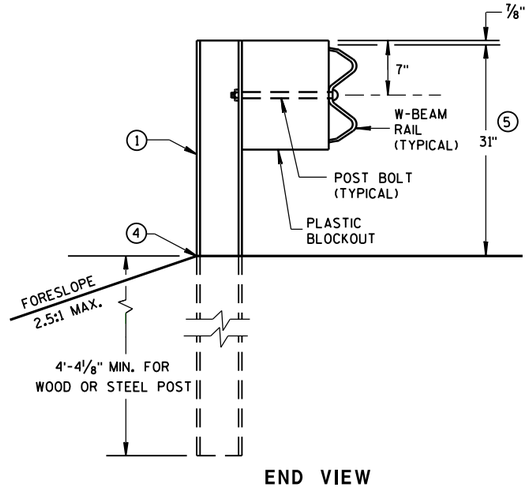

END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



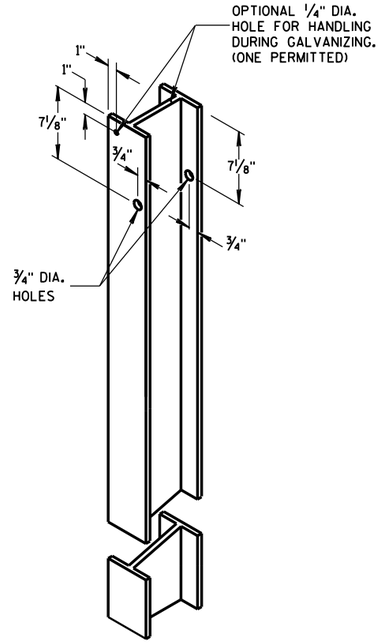

END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



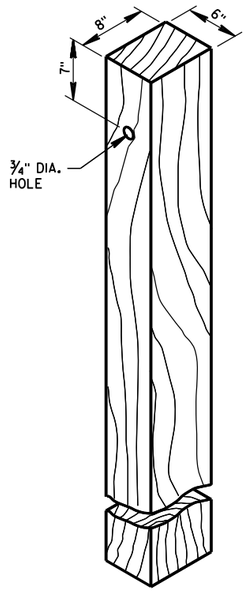

END VIEW
LOCATED ALONG A CURBED ROADWAY



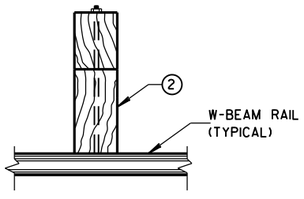

END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



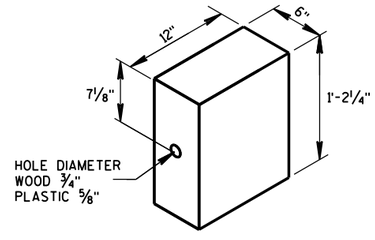

STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) (1)



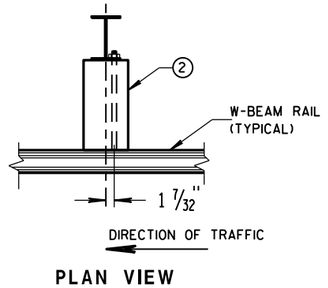

WOOD POST
(6" X 8") NOMINAL (1)




PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM




WOOD OR
PLASTIC BLOCKOUT (2)



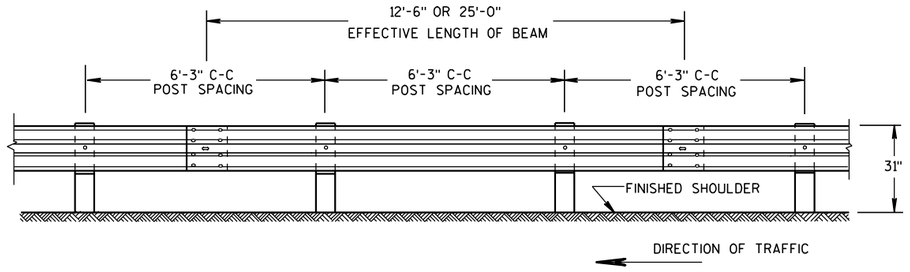

PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

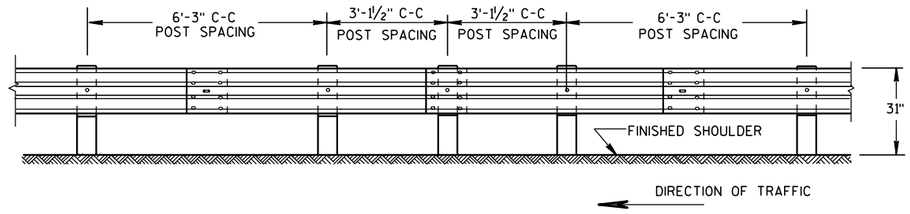



6
S.D.D. 14 B 42-2a



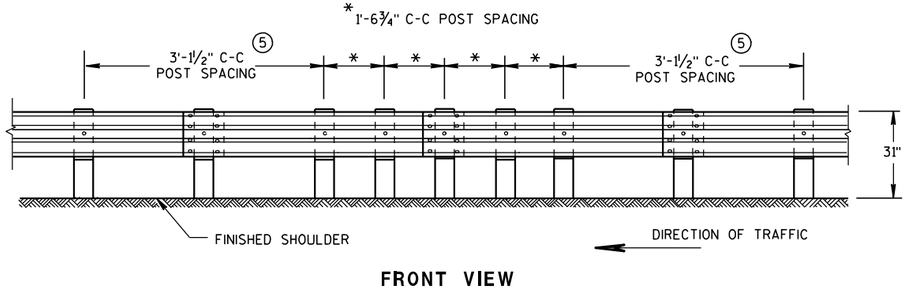

FRONT VIEW

## POST SPACING STANDARD INSTALLATION



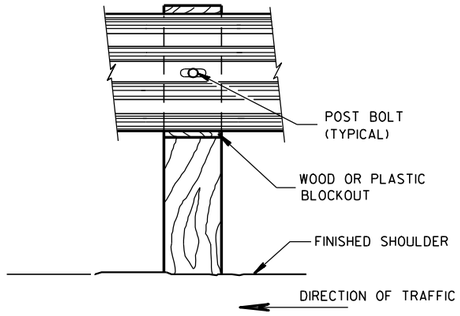

FRONT VIEW

## HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)

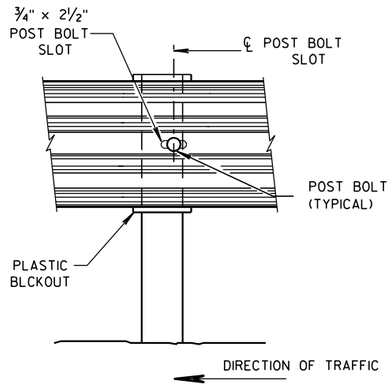



FRONT VIEW

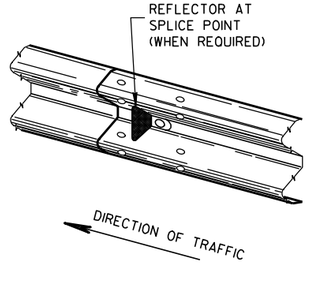
## QUARTER POST SPACING (QS)

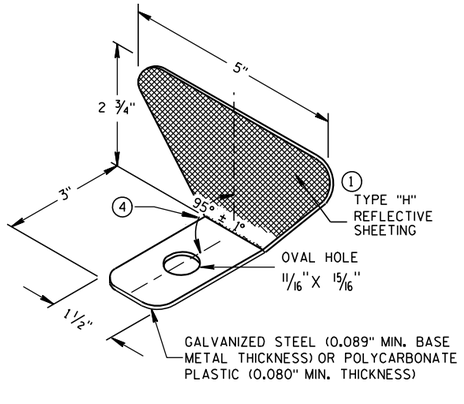



FRONT VIEW AT WOOD POST

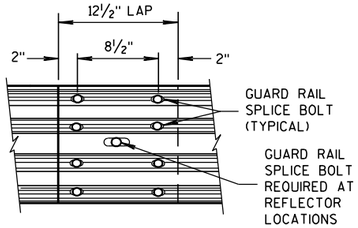



FRONT VIEW AT STEEL POST



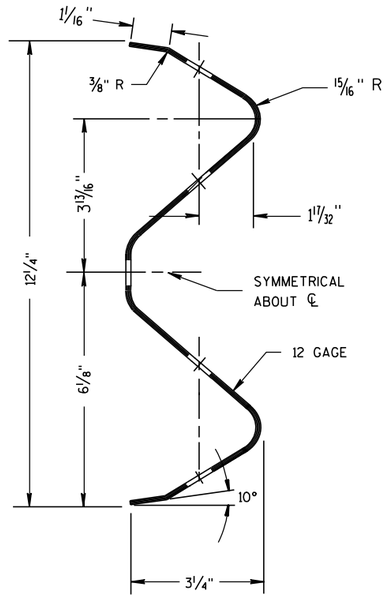




## ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION ①




FRONT VIEW

MID-SPAN BEAM SPLICE




SECTION THRU W-BEAM RAIL

## GENERAL NOTES

① PROVIDE TYPE "H" SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH TYPE "H" YELLOW REFLECTIVE SHEETING.

② DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.

③ REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

④ PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.

⑤ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

### REFLECTOR SPACING ②

| | BEAM GUARD LENGTH | REFLECTOR SPACING | NO. SURFACES REFLECTORIZED | MIN. NO. REFLECTORS |
|---|---|---|---|---|
| ONE WAY TRAFFIC | < 200'<br>> 200' | 50' C-C<br>100' C-C | 1<br>1 | 3 |
| TWO WAY TRAFFIC | < 200'<br>> 200' | 25' C-C<br>50' C-C | 1 ③<br>1 | 6 |
| TWO WAY TRAFFIC | < 200'<br>> 200' | 50' C-C<br>100' C-C | 2 ④<br>2 | 3 |

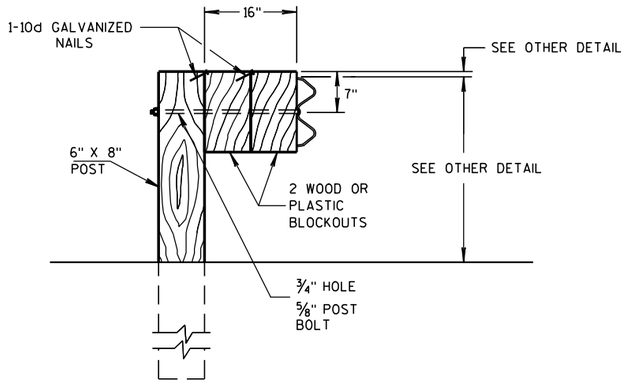
MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



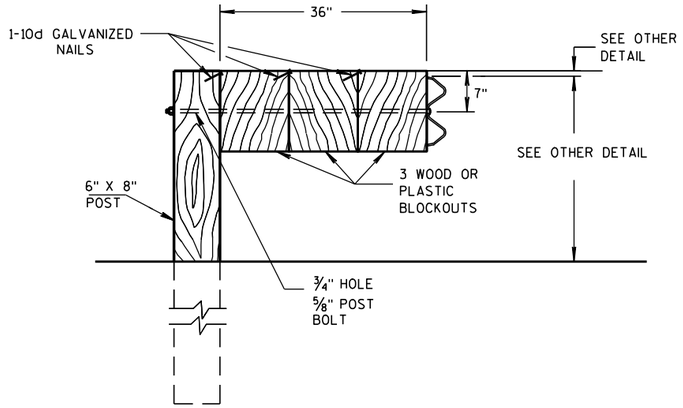
S.D.D. 14 B 42-2b

S.D.D. 14 B 42-2b




## DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

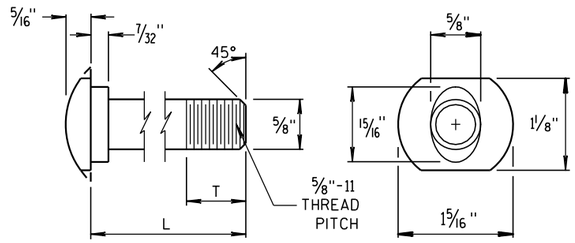



## DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

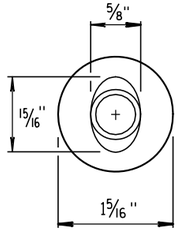
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

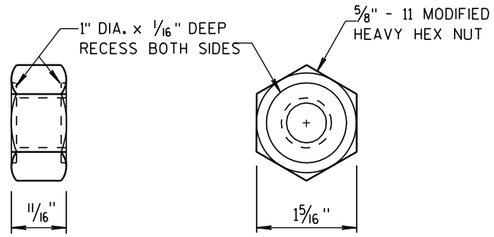



### POST BOLT TABLE

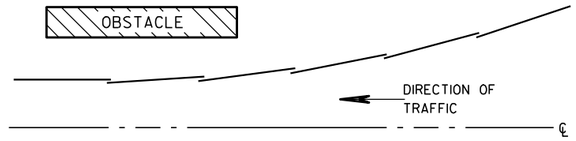
| L | T (MIN.) |
|---|---|
| 1 1/4" | 1 1/8" |
| 2" | 1 3/4" |
| 10" | 4" |
| 14" | 4 1/16" |
| 18" | 4" |
| 21" | 4 1/16" |
| 25" | 4" |




ALTERNATE BOLT HEAD

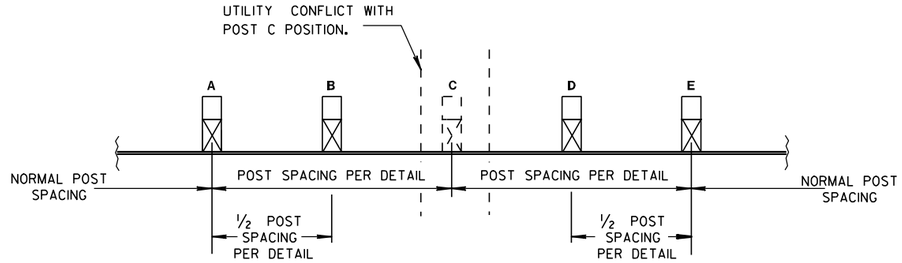



## POST BOLT AND RECESS NUT

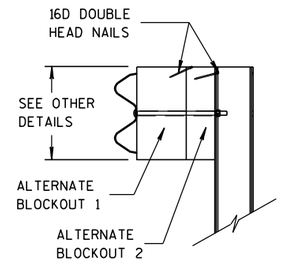



PLAN VIEW

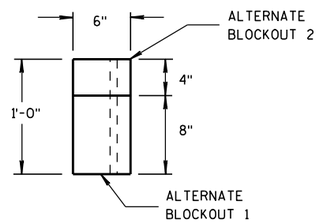
## BEAM LAPPING DETAIL




## POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION




SIDE VIEW




TOP VIEW

## ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/15/2011 DATE

/S/ Jerry H. [illegible] ROADWAY STANDARDS ENGINEER

FHWA



ENT

6

S.D.D. 14 B 42-2c

6

S.D.D. 14 B 42-2c

## GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE EXTENDED VEHICLE RUNOUT PATH (EVRP), THE HINGE POINT LINE (HPL),AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

(D) THE TOP OF THE STEEL TUBE ON POST 1 AND POST 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

(F) SHEETING IS ATTACHED TO 0.040 ALUMINUM SHEET AND ATTACHED TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER OF E.A.T.

(G) ½" DIAMETER X 3" LONG LAG BOLT AND WASHER.

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

(I) DIMENSIONS MAY VARY. SEE MANUFACTURE'S INFORMATION.

SEE SDD 14B42 FOR MORE INFORMATION.

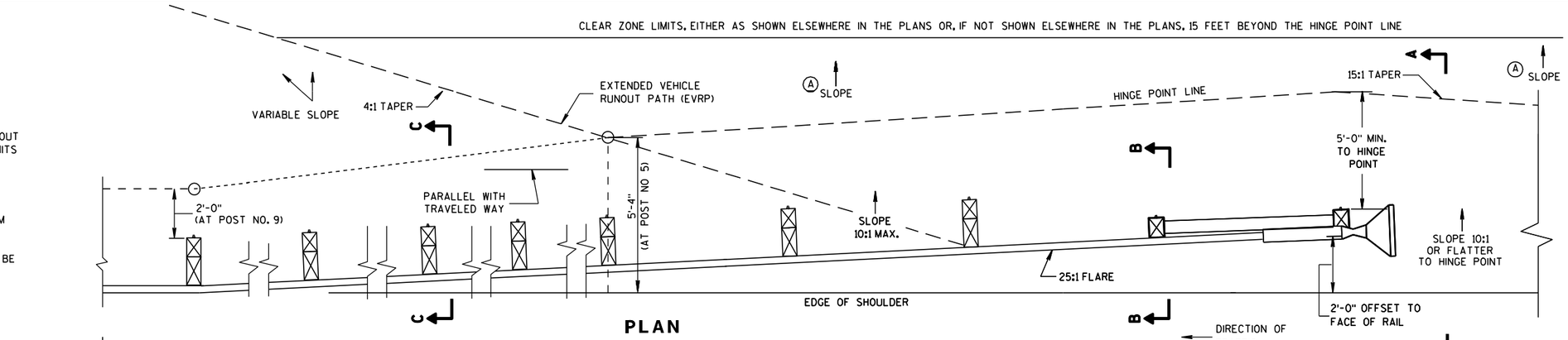
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

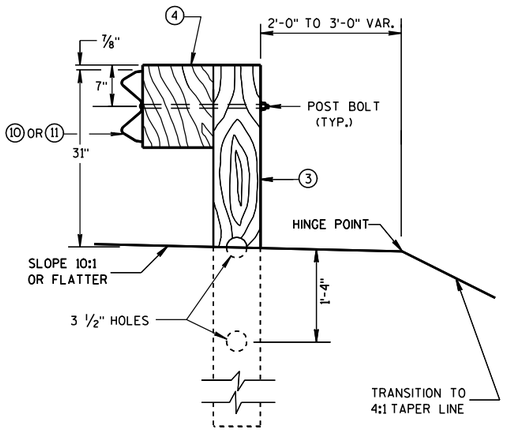
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

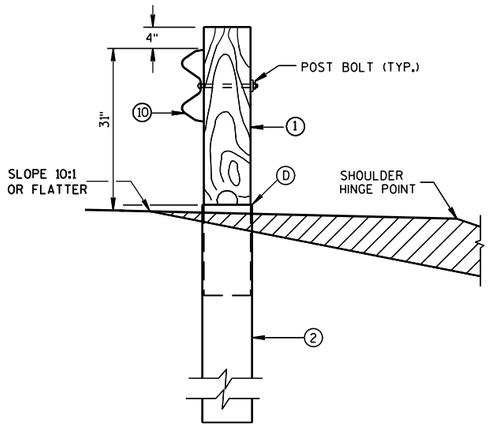
PATTERN AND COLORS ON REFLECTIVE SHEETING TYPE H ARE TO CONFORM TO OM3-L OR OM3-R OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE ( ± ¾")

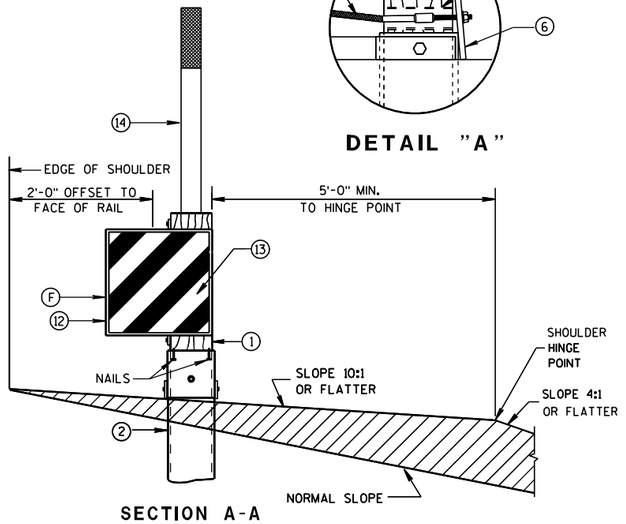


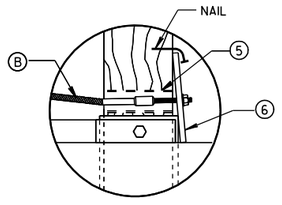

SECTION C-C
TYPICAL AT POST NOS. 3-9



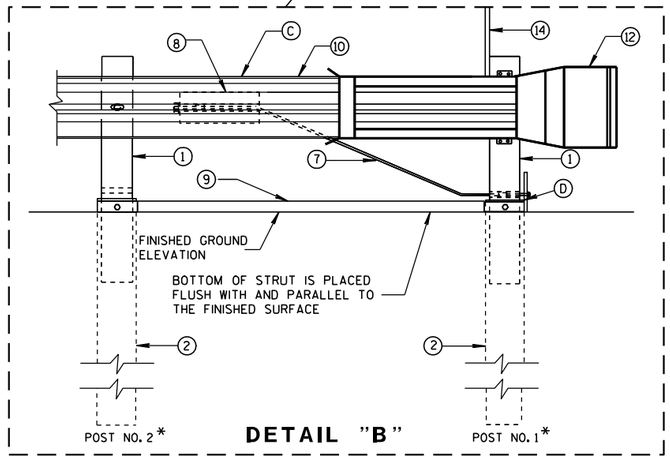

SECTION B-B
TYPICAL AT POST NO. 2*




SECTION A-A
TYPICAL AT POST NO. 1*




DETAIL "A"




DETAIL "B"

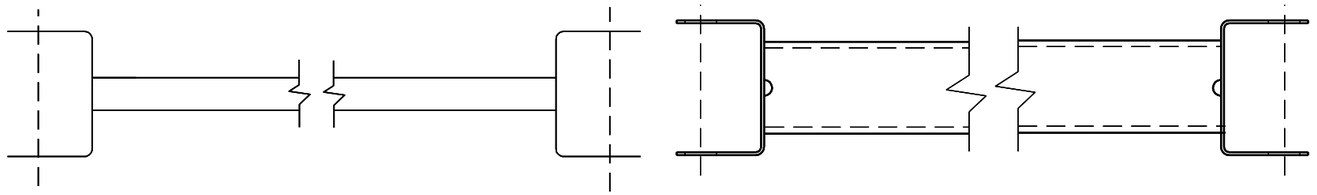
**MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



S.D.D. 14 B 44-1a

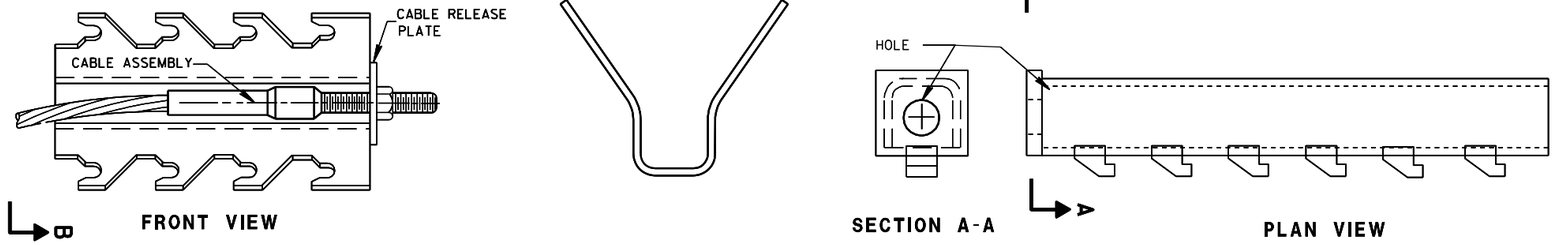
6



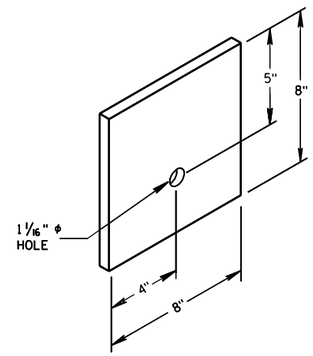
GENERIC GROUND STRUT (9) (H)

## BILL OF MATERIALS

| PART NO. | DESCRIPTION<br>MATERIALS PROVIDED BY MGS EAT MANUFACTURER.<br>SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION. |
|---|---|
| (1) | WOOD BREAKAWAY POST |
| (2) | 6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE<br>AT POSTS 1 AND 2 |
| (3) | WOOD CRT |
| (4) | WOOD BLOCKOUT |
| (5) | PIPE SLEEVE |
| (6) | BEARING PLATE |
| (7) | BCT CABLE ASSEMBLY |
| (8) | ANCHOR CABLE BOX |
| (9) | GROUND STRUT |
| (10) | PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG. |
| (11) | STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED.<br>SECTIONS VARY IN LENGTH. |
| (12) | END SECTION EAT |
| (13) | 0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE H<br>(ONLY THE SHEETING IS SUPPLIED BY THE MANUFACTURER) |
| (14) | EAT MARKER POST - YELLOW<br>(SEE APPROVED PRODUCTS LIST) |




GENERIC ANCHOR CABLE BOX (8) (H)




BEARING PLATE (6)

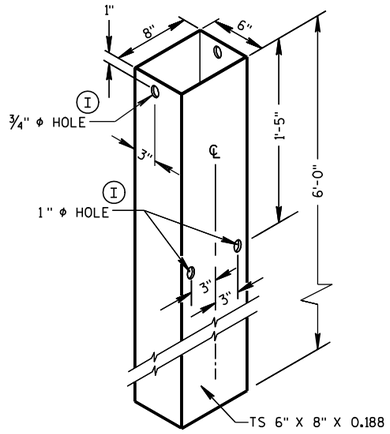
MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

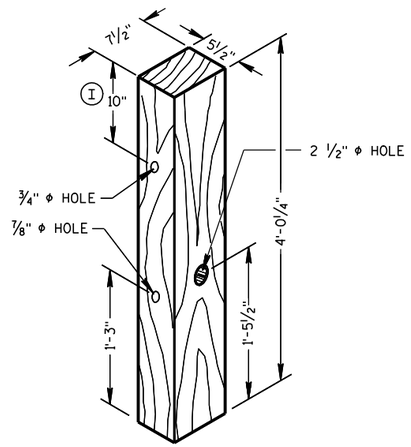



6


S.D.D. 14 B 44-1b

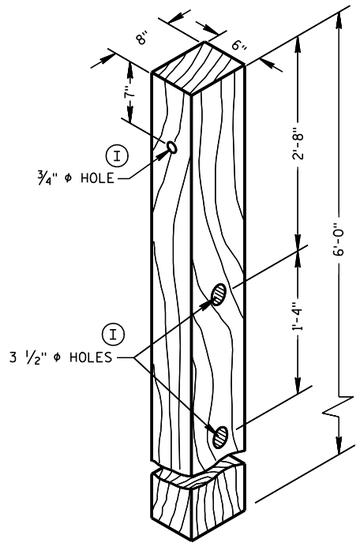



**FOUNDATION TUBE** (2)



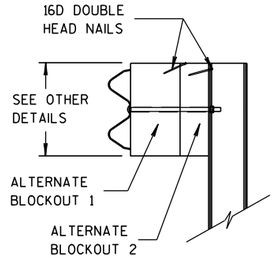

POSTS NUMBER 1 AND 2

**WOOD BREAKAWAY POST** (1)

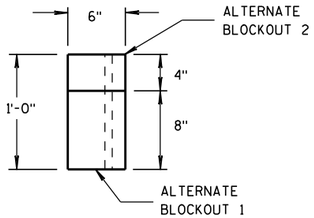



POSTS NUMBER 3-9

**WOOD CRT POST** (3)

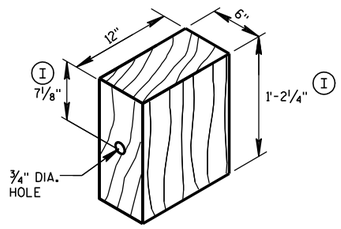



**SIDE VIEW**



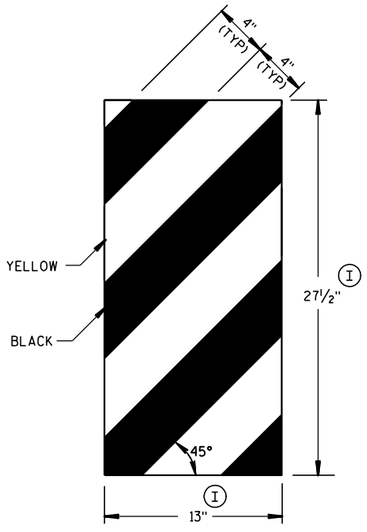

**TOP VIEW**

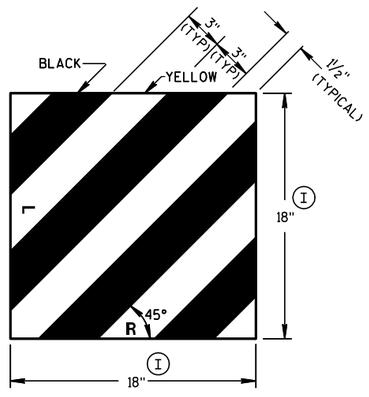
## ALTERNATE WOOD BLOCKOUT DETAIL



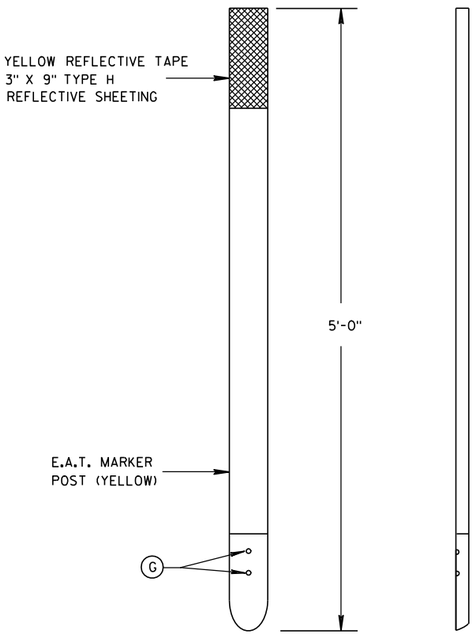

**WOOD BLOCKOUT** (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



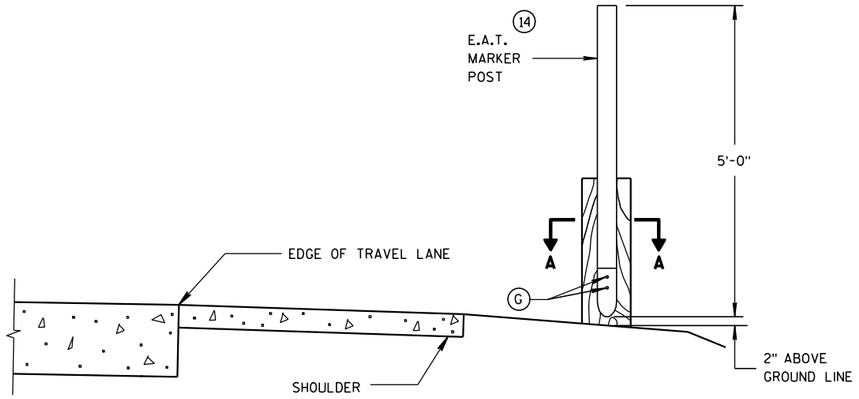




**GENERIC REFLECTIVE SHEETING** (13) (H)



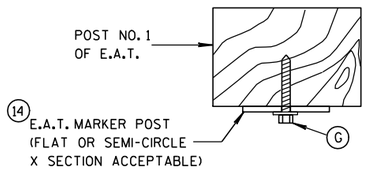

**FRONT VIEW** **SIDE VIEW**

**E.A.T. MARKER POST** (14)




**TYPICAL INSTALLATION OF E.A.T. MARKER POST BACKSIDE OF POST NO. 1**

(E.A.T. AND RAIL REMOVED FOR CLARITY)




**SECTION A-A**

**MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/2011 — DATE
/S/ Jerry H. [illegible] — ROADWAY STANDARDS ENGINEER
85 — [illegible]ENT
FHWA

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S.D.D. 14 B 44-1c

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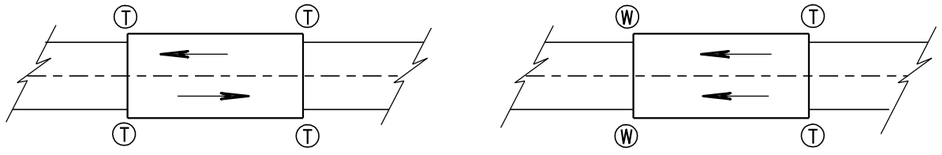
S.D.D. 14 B 44-1c




TWO WAY TRAFFIC




ONE WAY TRAFFIC

Ⓣ THRIE BEAM CONNECTION

Ⓦ W-BEAM CONNECTION WHEN REQUIRED

## TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

## GENERAL NOTES

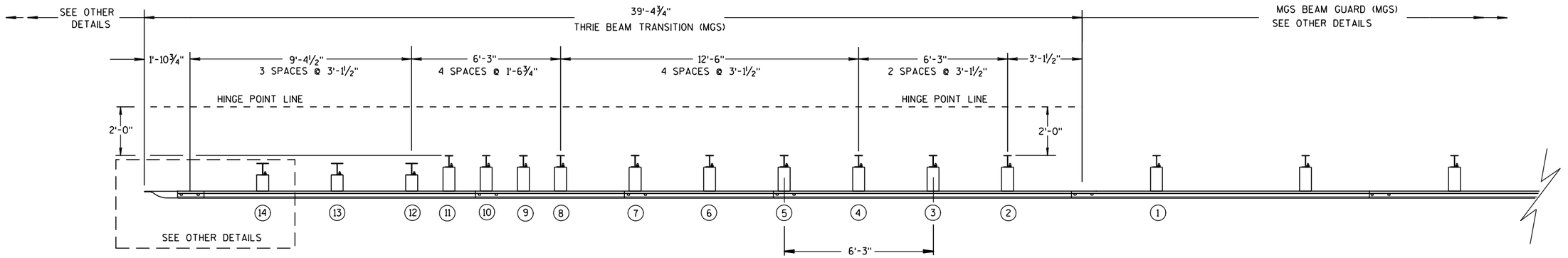
BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

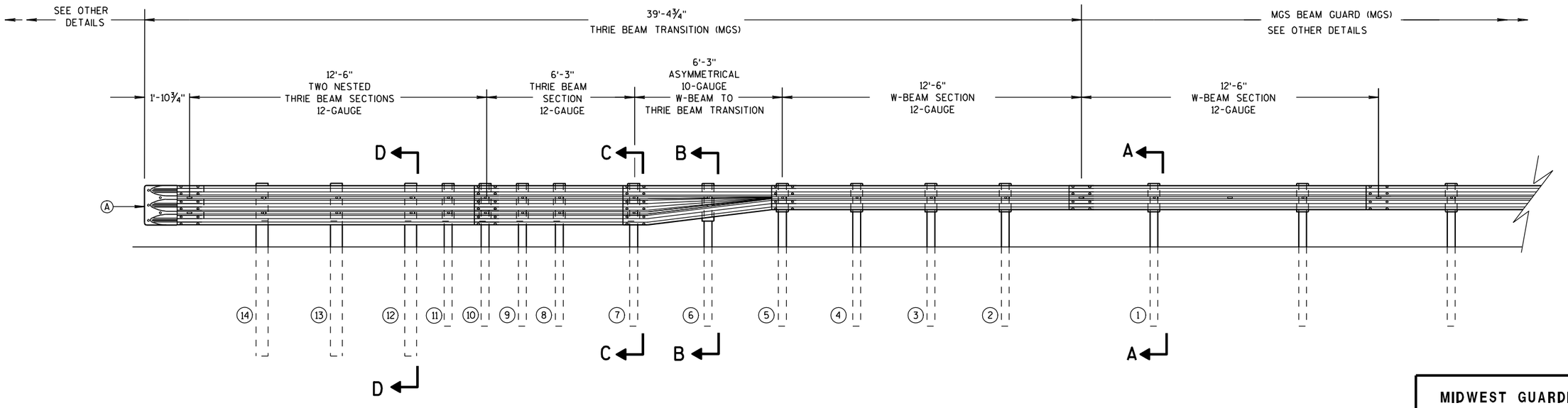
TRANSITION USES STEEL POSTS ONLY.

SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

Ⓐ BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.




PLAN VIEW




ELEVATION VIEW

## MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

| MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) | |
|---|---|
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | 86 |

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S.D.D. 14 B 45-3a

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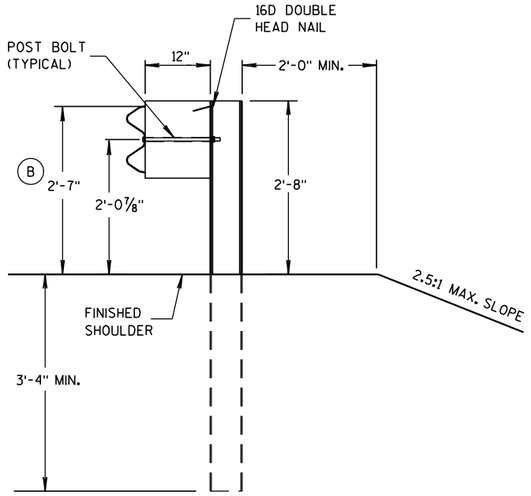
S.D.D. 14 B 45-3a

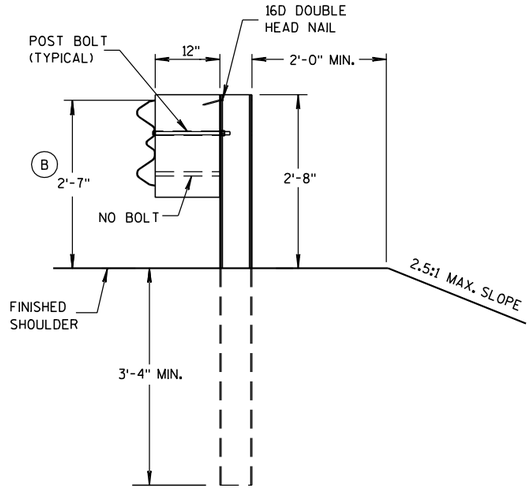
## GENERAL NOTES

(B) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



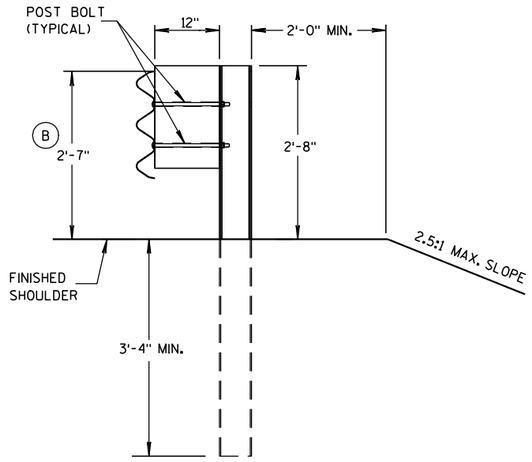

SECTION A-A

**POSTS 1-5**



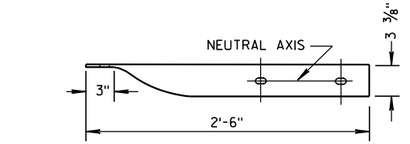

SECTION B-B

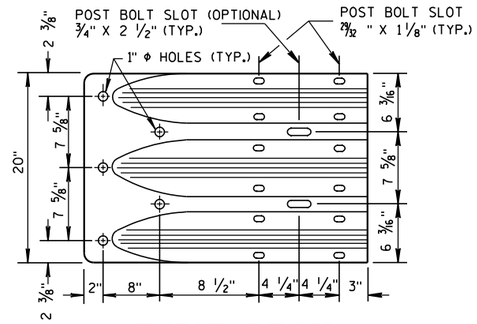
**POST 6**



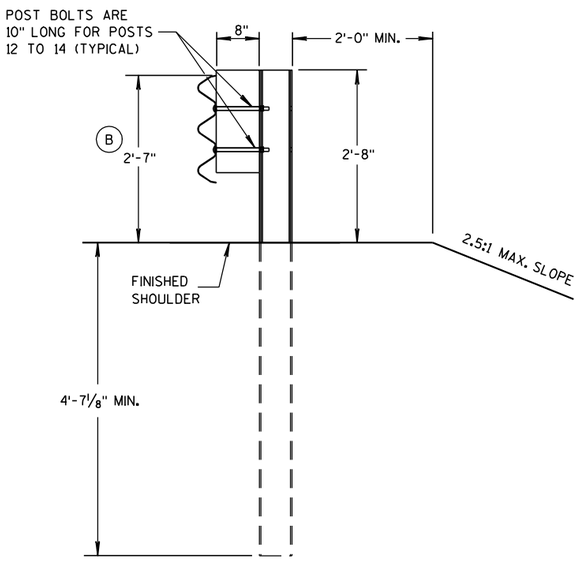

SECTION C-C

**POSTS 7-11**




**THRIE BEAM TERMINAL CONNECTOR**




SECTION D-D

**POSTS 12-14**

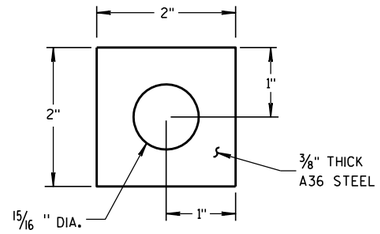
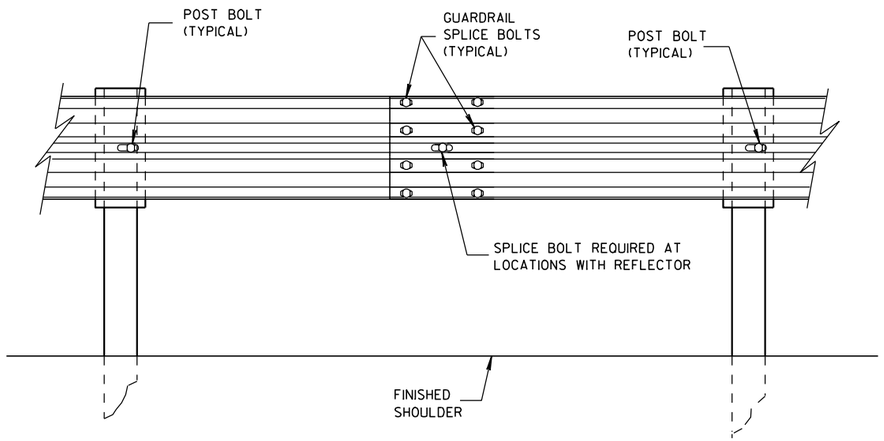
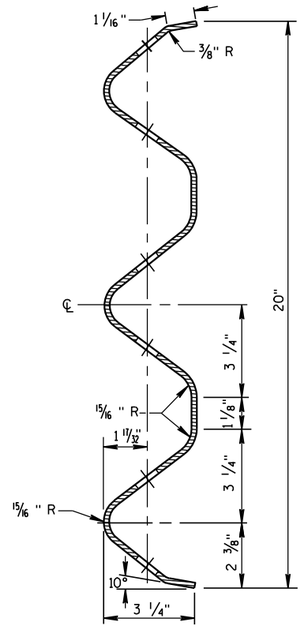



PLATE WASHER DETAIL




**SPLICE DETAIL**




**SECTION THRU THRIE BEAM RAIL ELEMENT**

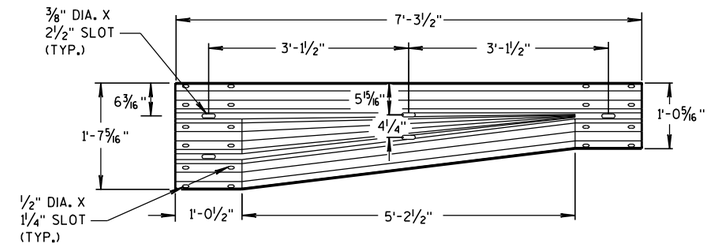
**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

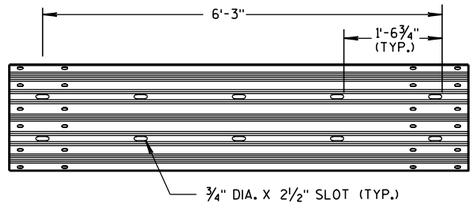



6

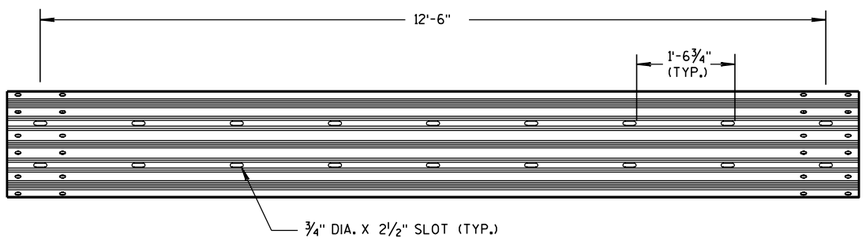
S.D.D. 14 B 45-3b



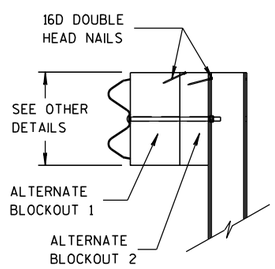

## W-BEAM TO THRIE BEAM TRANSITION SECTION



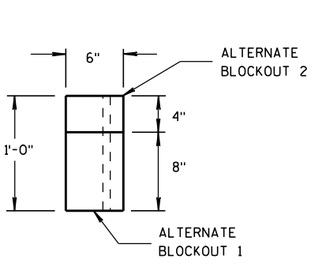

## 6'-3" THRIE BEAM SECTION




## 12'-6" THRIE BEAM SECTION

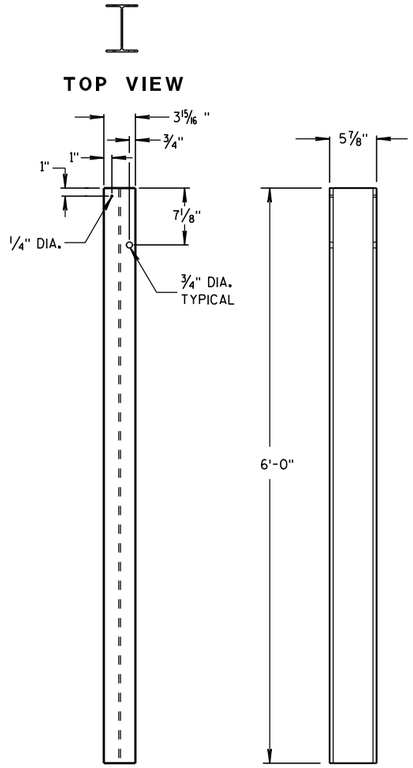



SIDE VIEW

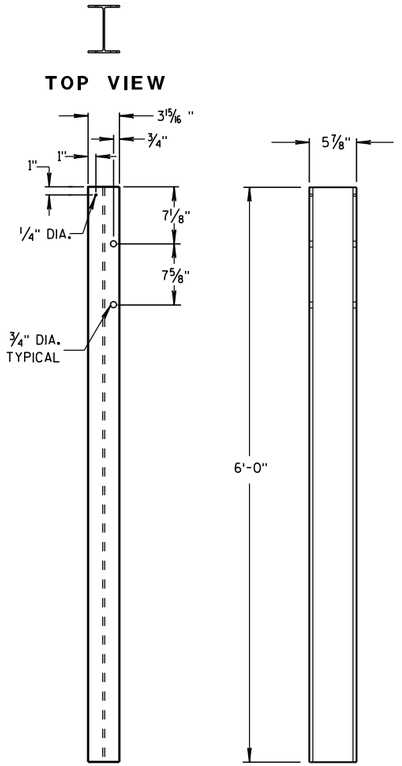



TOP VIEW

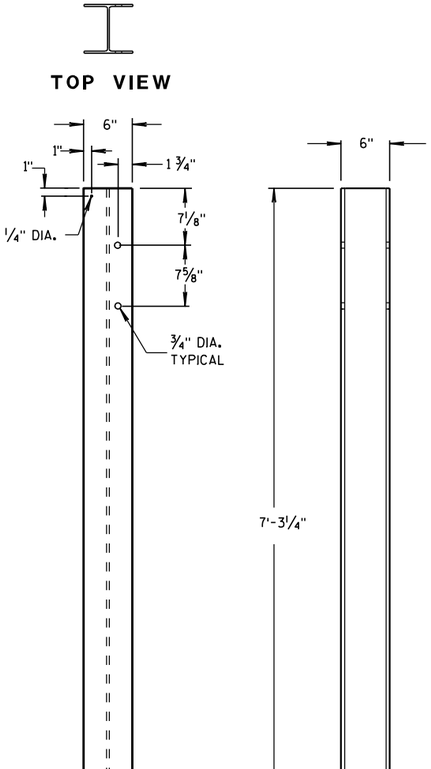
## ALTERNATE WOOD BLOCKOUT DETAIL




## STEEL POSTS 1-5

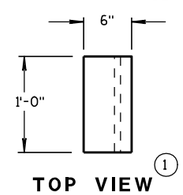



## STEEL POSTS 6-11

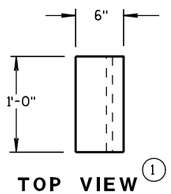



## STEEL POSTS 12-14

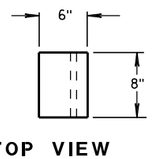
1 WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.



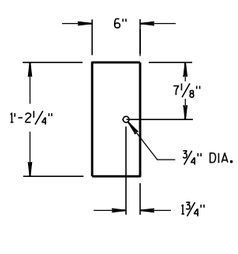

TOP VIEW (1)




TOP VIEW (1)

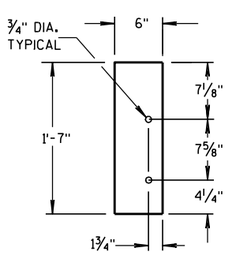



TOP VIEW



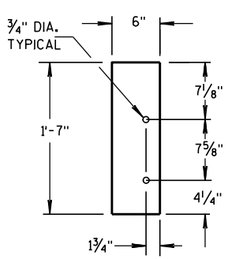

FRONT VIEW

## BLOCKOUT POSTS 1-5




FRONT VIEW

## BLOCKOUT POSTS 6-11




FRONT VIEW

## BLOCKOUT POSTS 12-14

### STEEL POST SIZES

| POST NUMBER | SECTION TYPE | LENGTH |
|---|---|---|
| 1 | W6x9 | 72" |
| 2 | W6x9 | 72" |
| 3 | W6x9 | 72" |
| 4 | W6x9 | 72" |
| 5 | W6x9 | 72" |
| 6 | W6x9 | 72" |
| 7 | W6x9 | 72" |
| 8 | W6x9 | 72" |
| 9 | W6x9 | 72" |
| 10 | W6x9 | 72" |
| 11 | W6x9 | 72" |
| 12 | W6x15 | 87 1/8" |
| 13 | W6x15 | 87 1/8" |
| 14 | W6x15 | 87 1/8" |

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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S.D.D. 14 B 45-3c

## GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

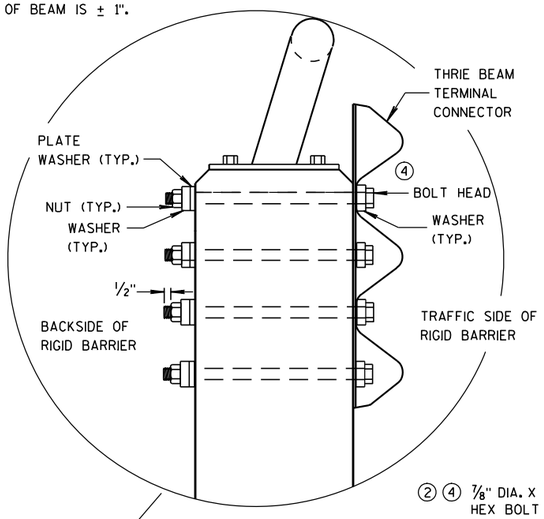
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

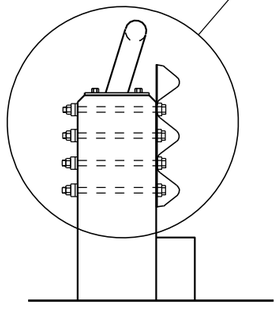
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2". BLOCK IS INCIDENTAL TO THE CONTRACT.

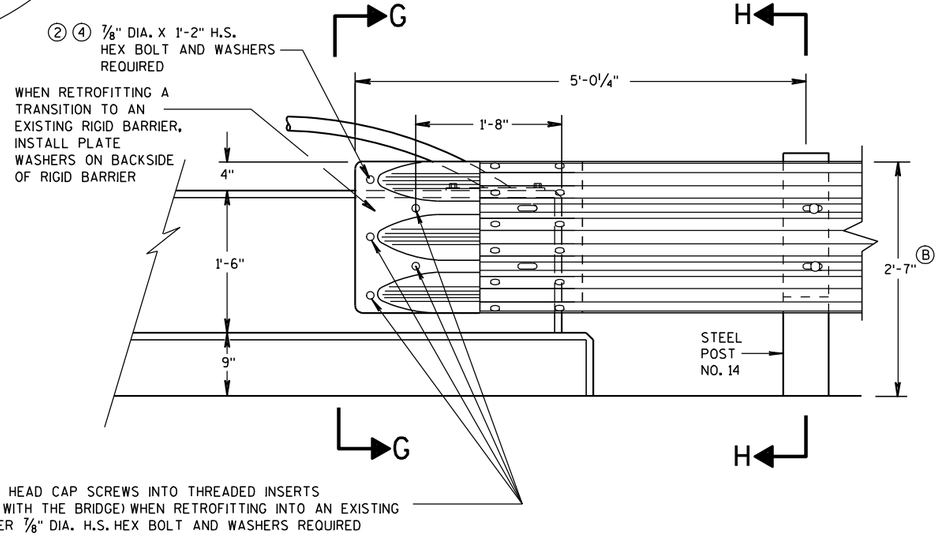
④ BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.

Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".

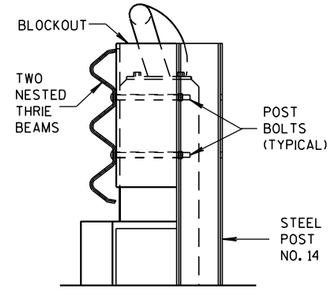


SECTION G-G

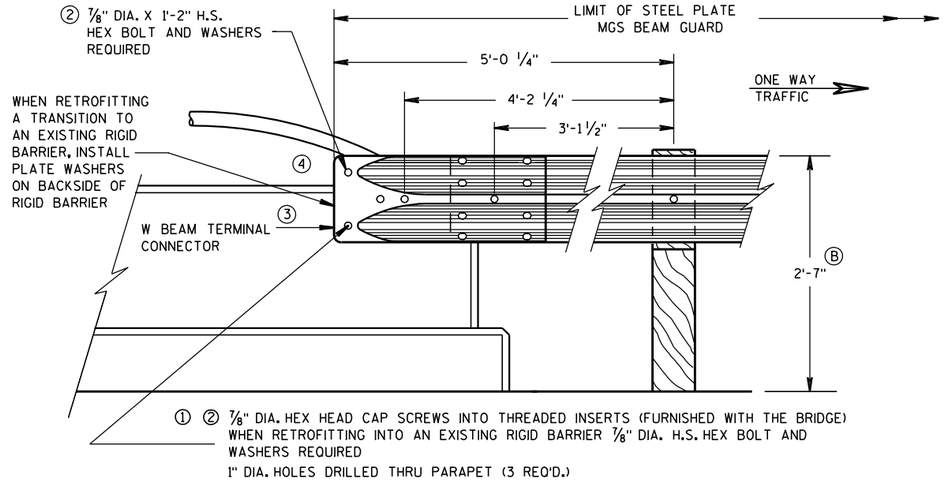



FRONT VIEW




SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS




FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

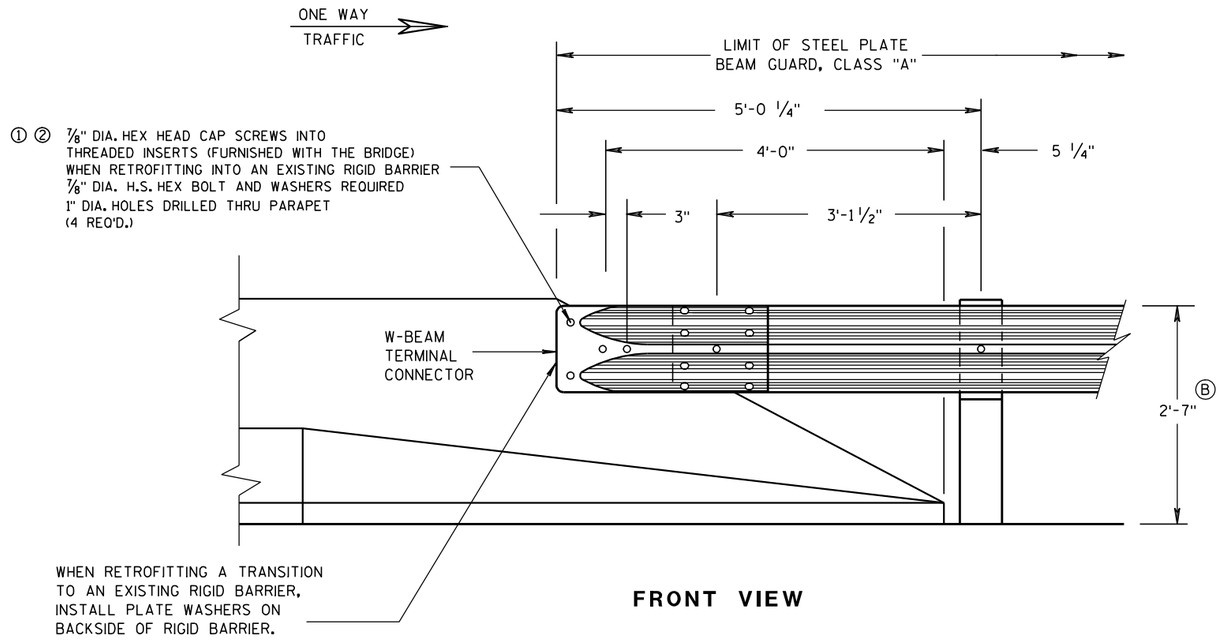
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8-31-2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA




FRONT VIEW

## W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

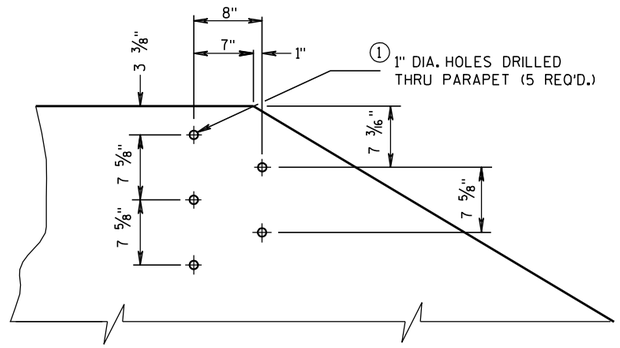
(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

## GENERAL NOTES

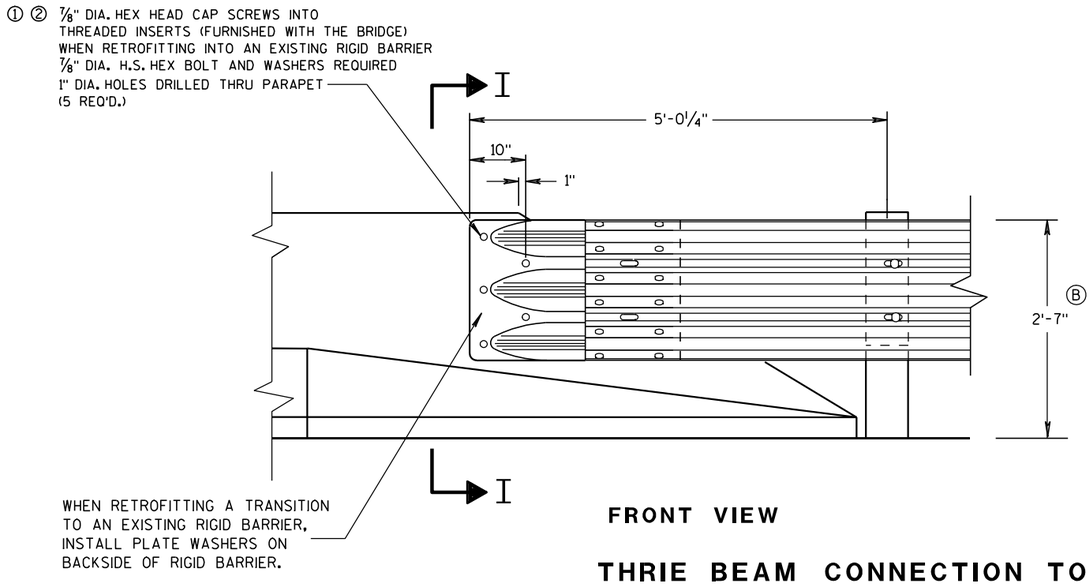
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

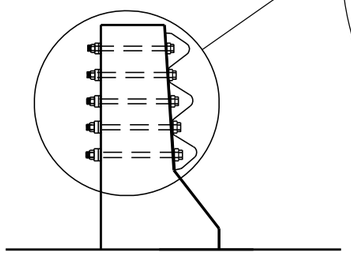
Ⓑ TOLERANCE FOR TOP OF BEAM IS ± 1".



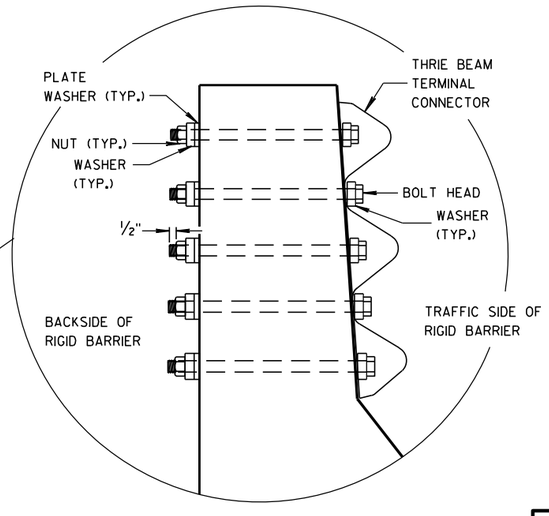

## DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION




FRONT VIEW



SECTION I-I




## THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER

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S.D.D. 14 B 45-3f

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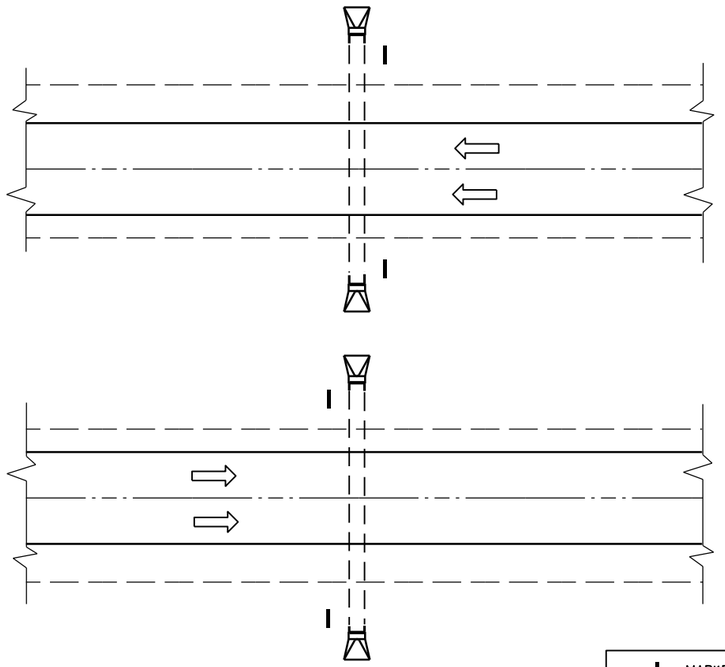
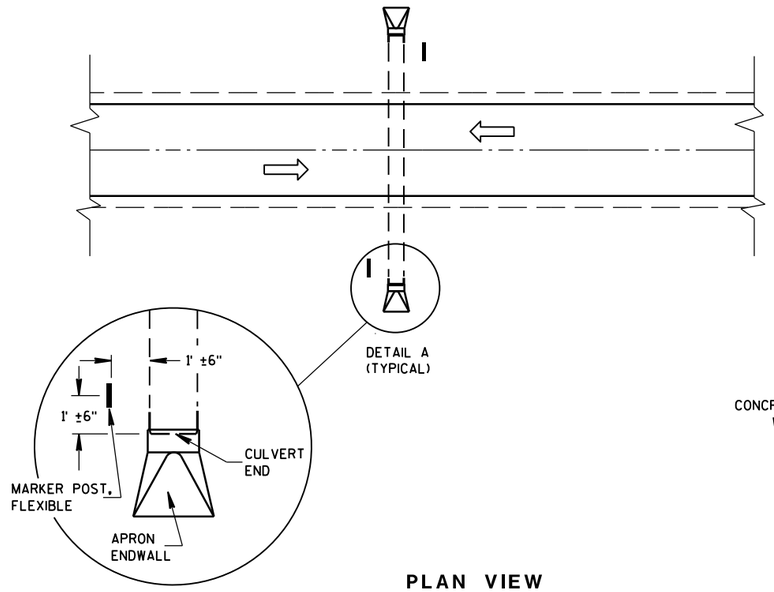
S.D.D. 14 B 45-3f



PLAN VIEW

**DIVIDED HIGHWAY**




DETAIL A
(TYPICAL)

PLAN VIEW

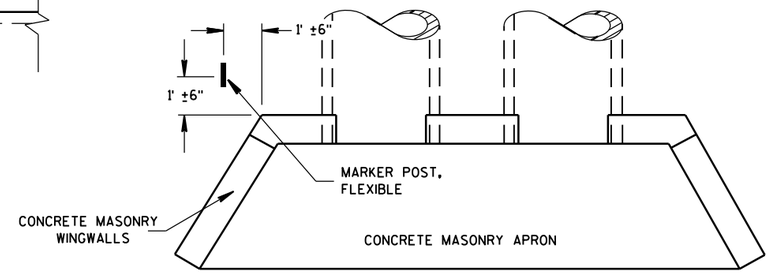
**UNDIVIDED HIGHWAY**

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

## GENERAL NOTES

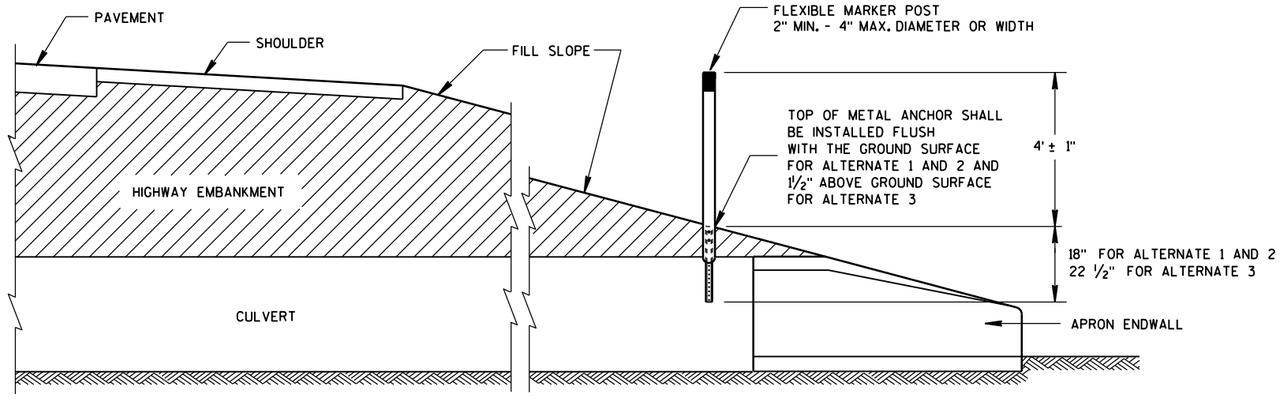
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.




PLAN VIEW

**CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH**

## FLEXIBLE MARKER POST LOCATION




CROSS SECTION

**FLEXIBLE MARKER POST**

**FLEXIBLE MARKER POST FOR CULVERT END**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR



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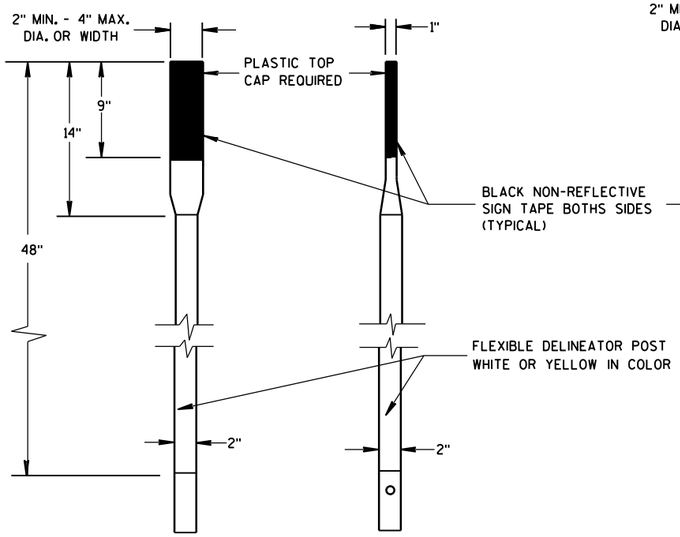
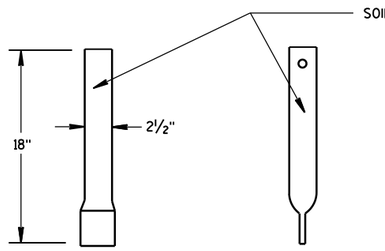
S.D.D. 15 A 3-2a

6

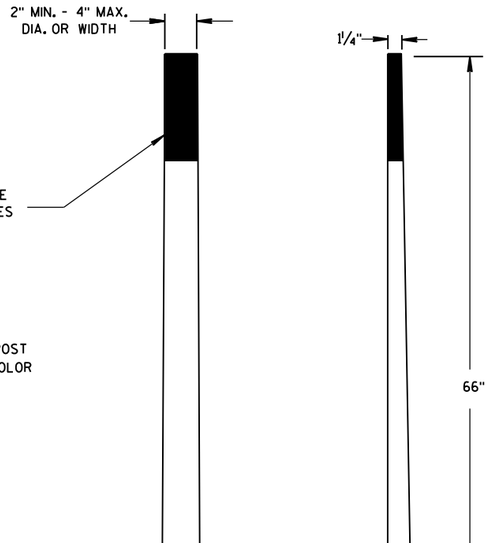
S.D.D. 15 A 3-2a



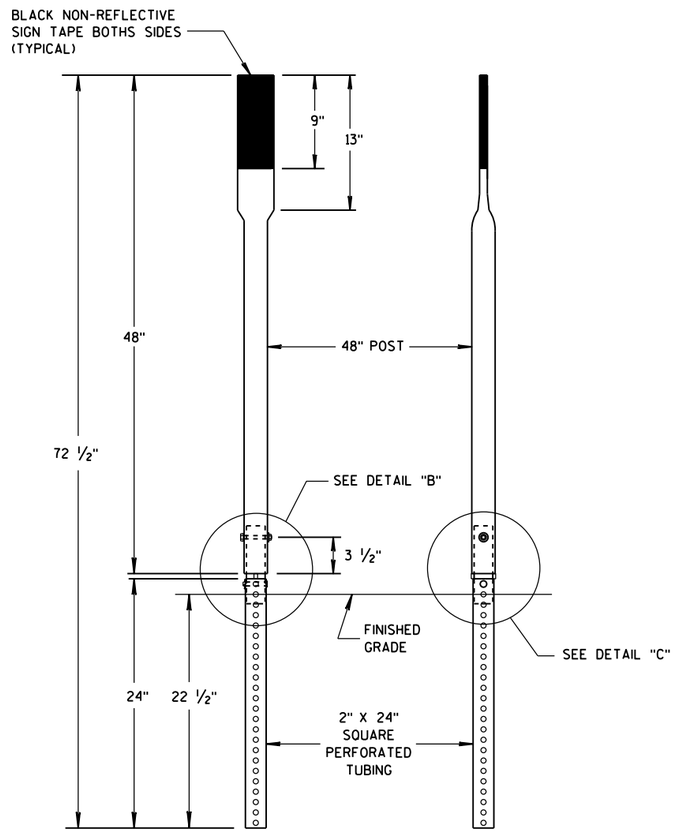

FRONT VIEW SIDE VIEW

ALTERNATE 1




FRONT VIEW SIDE VIEW

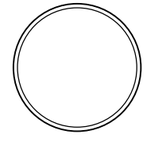
ALTERNATE 2



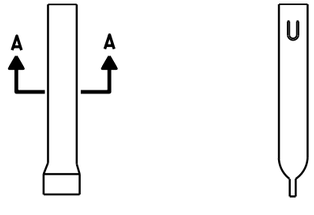

FRONT VIEW SIDE VIEW

ALTERNATE 3

## FLEXIBLE MARKER POSTS

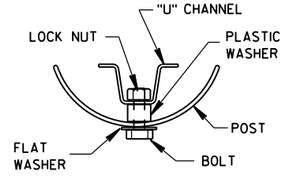


SECTION A-A

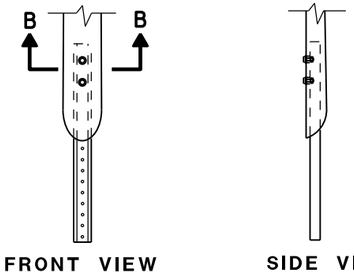



FRONT VIEW SIDE VIEW

ALTERNATE 1

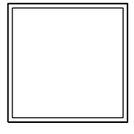



SECTION B-B

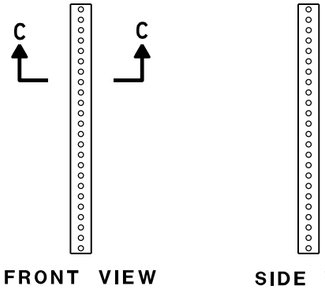



FRONT VIEW SIDE VIEW

ALTERNATE 2



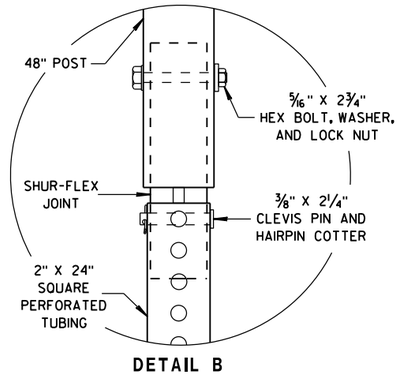
SECTION C-C



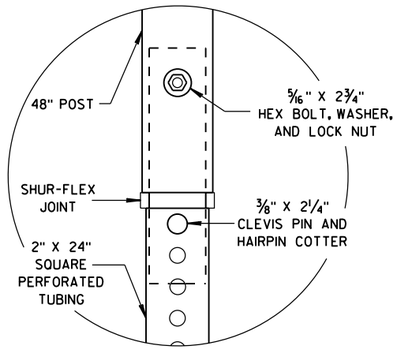

FRONT VIEW SIDE VIEW

ALTERNATE 3

## FLEXIBLE MARKER POST ANCHORS




DETAIL B




DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

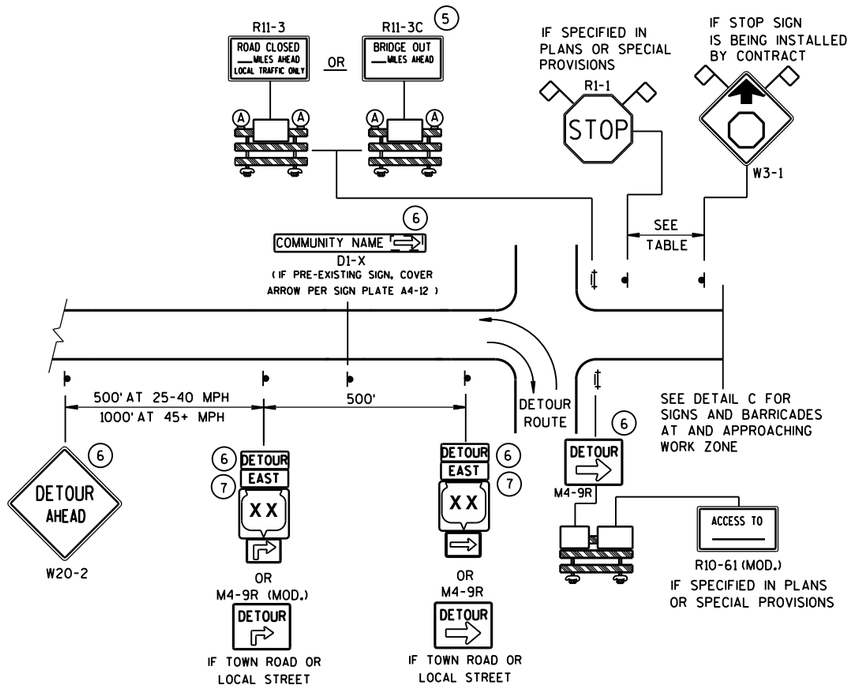


6

S.D.D. 15 A 3-2b

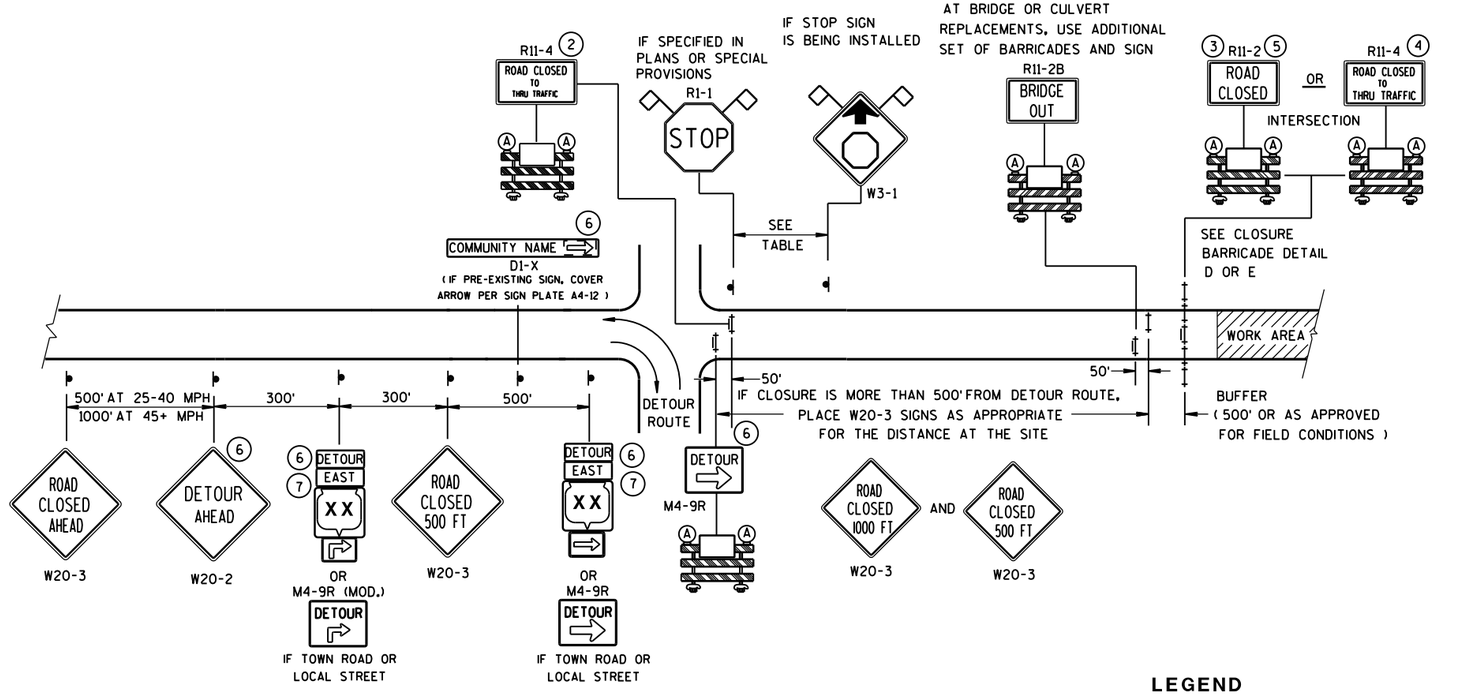
6

S.D.D. 15 A 3-2b



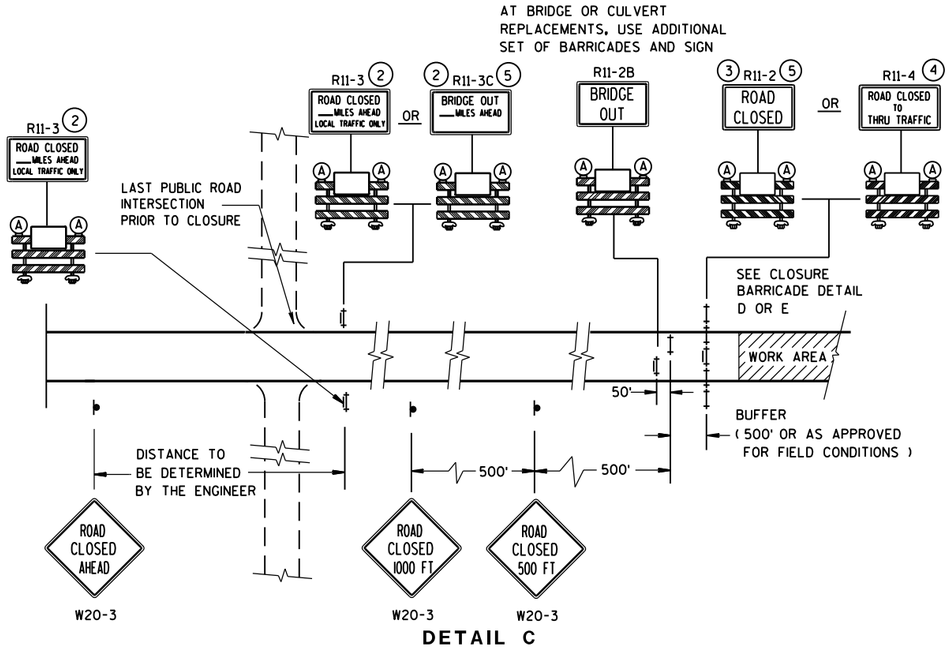

## DETAIL A
## MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE ( 1000 FEET IF URBAN )




## DETAIL B
## MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE ( 1000 FEET IF URBAN )




## DETAIL C
## MAINLINE CLOSURE, NO POSTED DETOUR

| SPEED LIMIT (MPH) | "STOP AHEAD" ADVANCE WARNING DISTANCE (FT) |
|---|---|
| 25 | 200 |
| 30 | 200 |
| 35 | 350 |
| 40 | 350 |
| 45 | 500 |
| 50 | 550 |
| 55 | 750 |

SEE SDD 15C2-SHEET "**b**" FOR GENERAL NOTES AND FOOTNOTES (1) THROUGH (7)

### LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

**BARRICADES AND SIGNS FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA

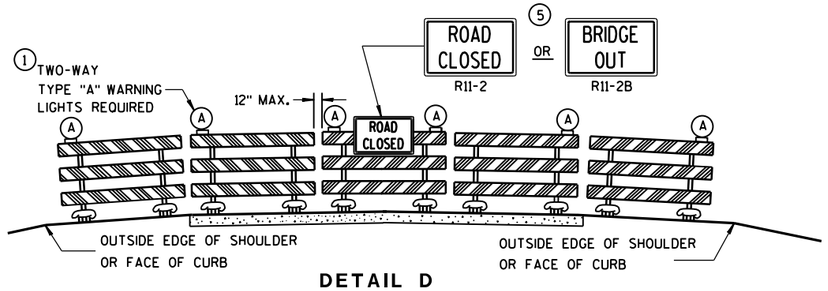


6

S.D.D. 15 C 2-5a

6

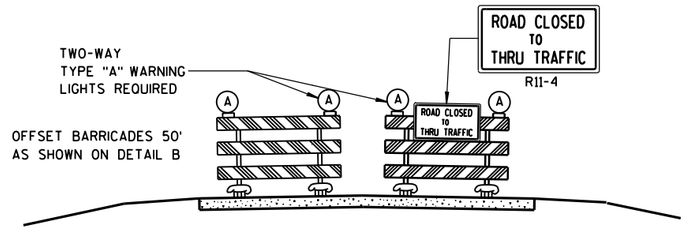
S.D.D. 15 C 2-5a




**DETAIL D**

## ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW




**DETAIL E**

## LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" 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.

"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 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- 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.

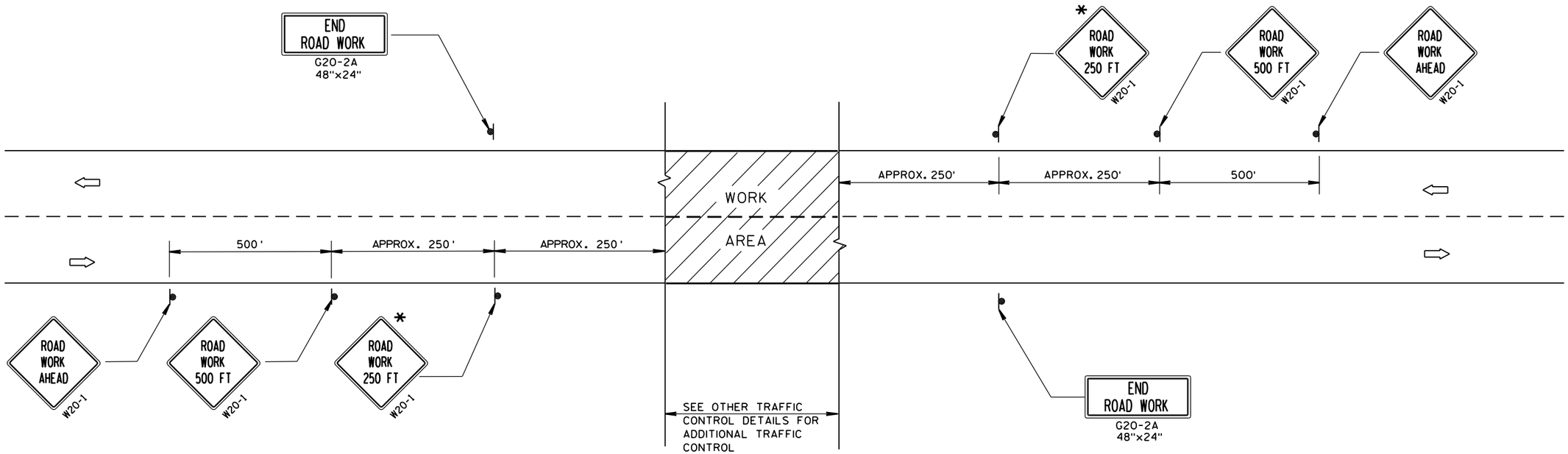
**BARRICADES AND SIGNS FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
94
FHWA



6
S.D.D. 15 C 2-5b




# 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.

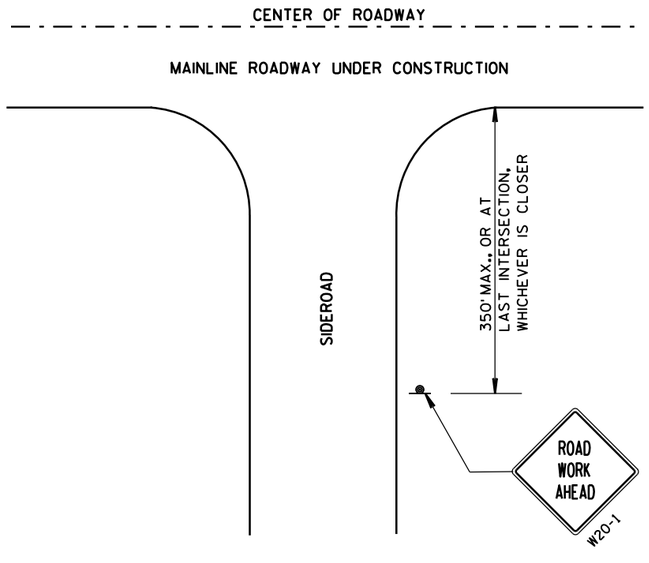
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.

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

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

**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

8/2013 — DATE

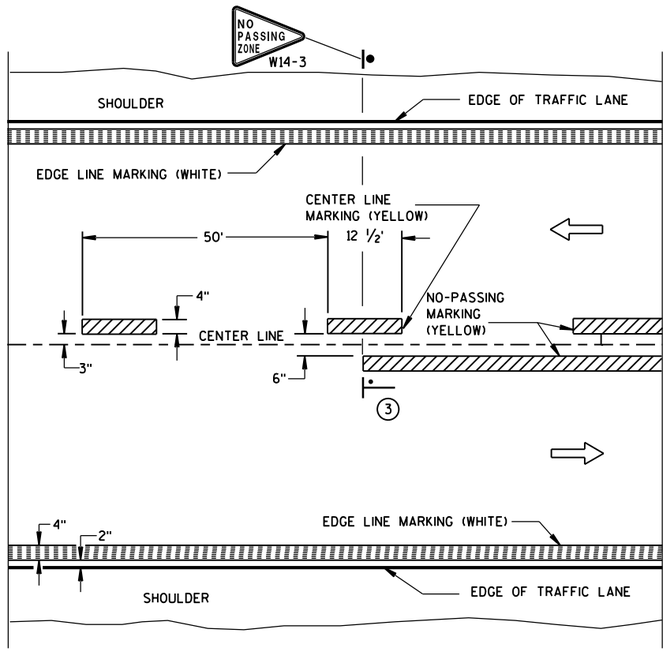
/S/ Travis Feltes — STATE TRAFFIC ENGINEER

95 — SIGN

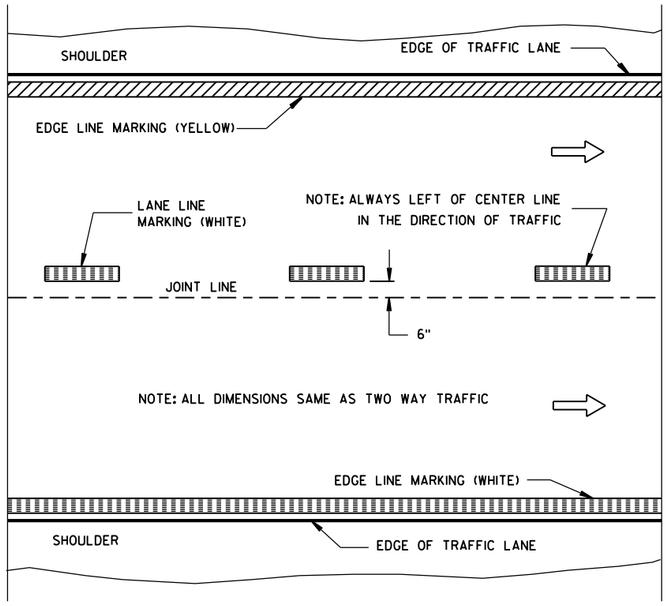
FHWA



6
S.D.D. 15 C 5-2

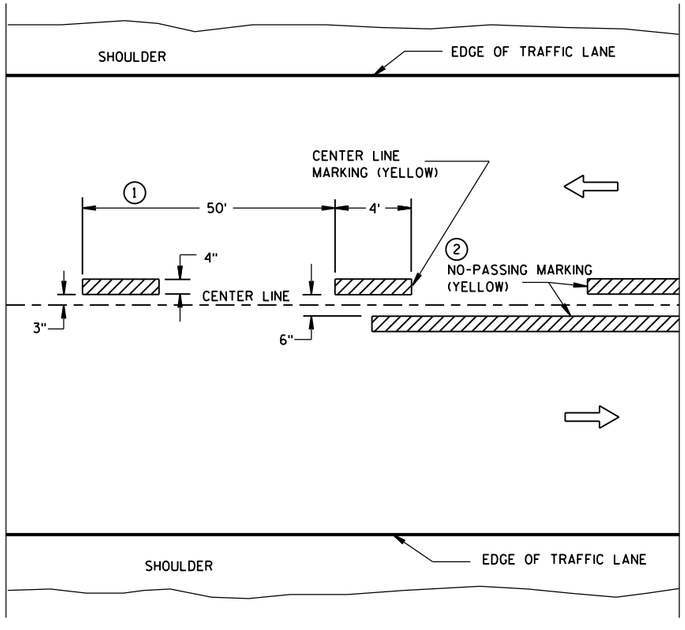



TWO WAY TRAFFIC

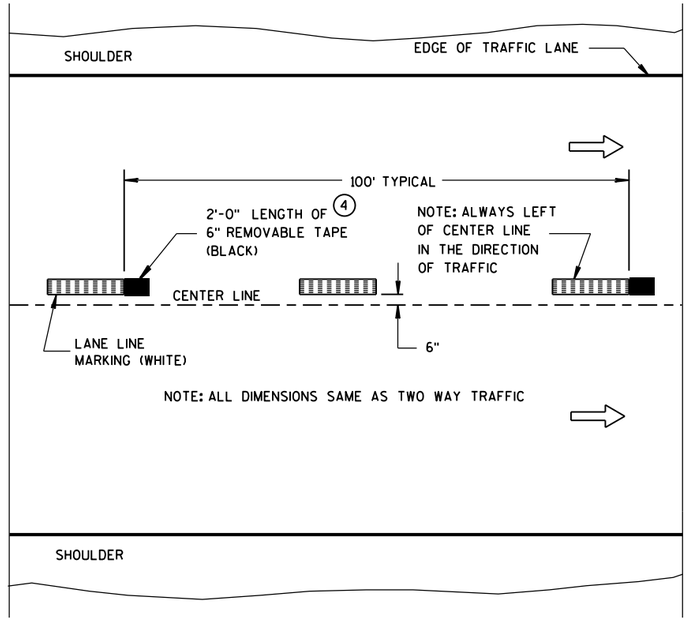



ONE WAY TRAFFIC

## PERMANENT PAVEMENT MARKING




TWO WAY TRAFFIC




ONE WAY TRAFFIC

## TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

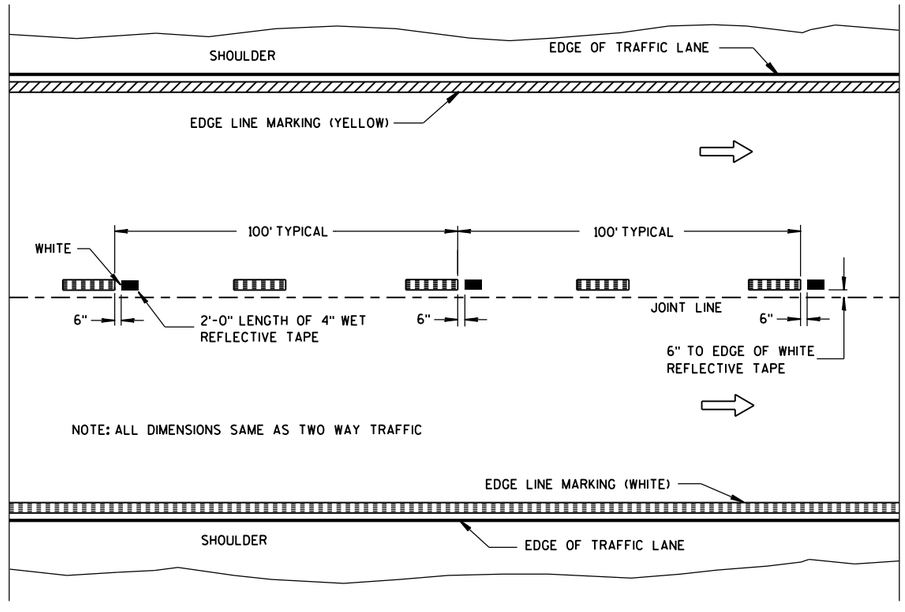
## GENERAL NOTES

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.
4. CONCRETE ONLY.

## 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

5-13-2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

FHWA

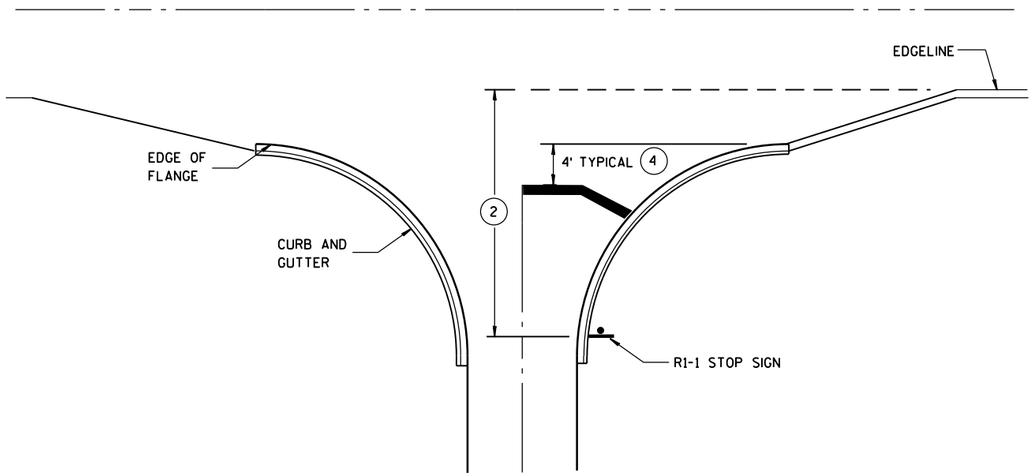


6

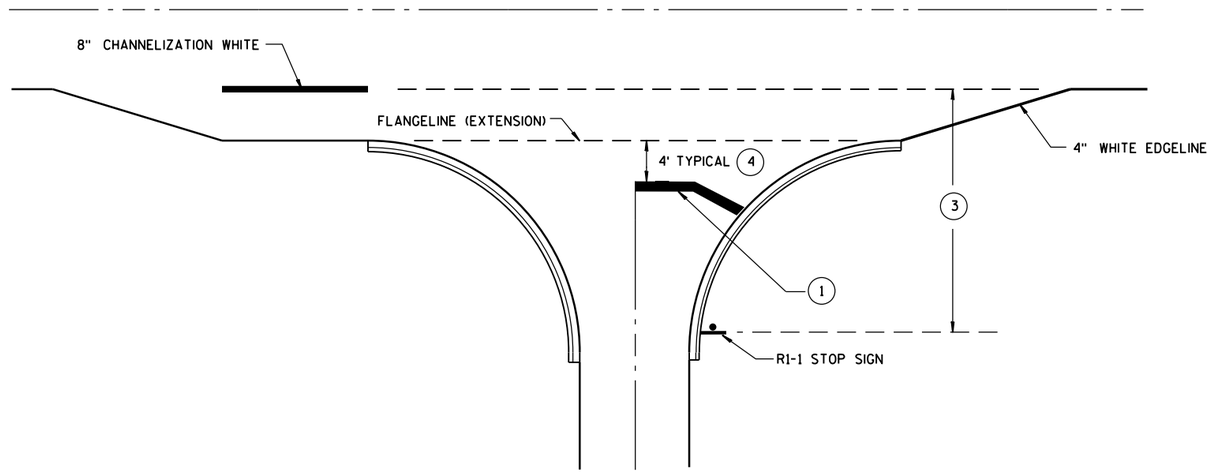
S.D.D. 15 C 8-16a

6

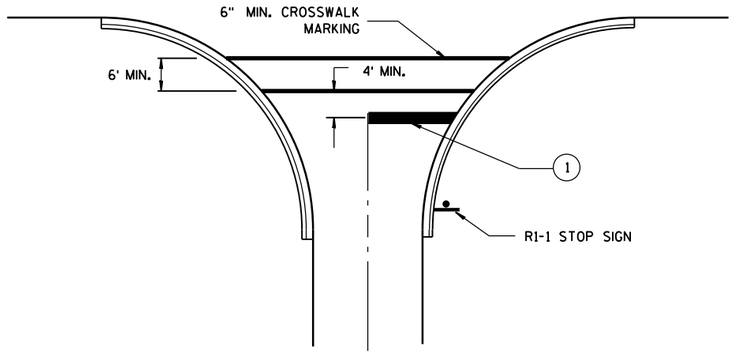
S.D.D. 15 C 8-16a



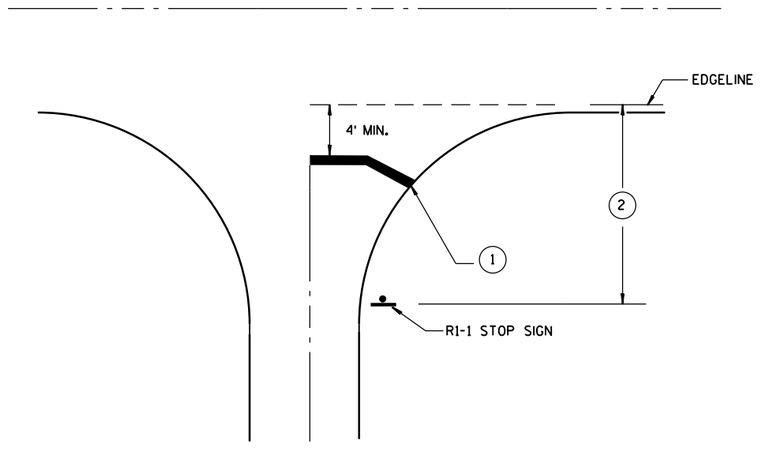

**TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER**




**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE**




**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING**




**TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER**

## GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES.

**STOP LINE AND CROSSWALK PAVEMENT MARKING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013
DATE

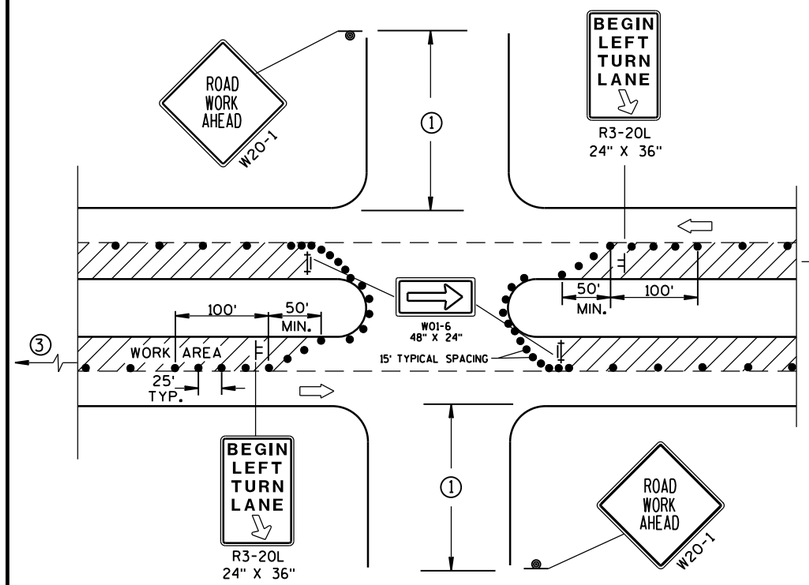
/S/ Travis Feltes
STATE TRAFFIC E

FHWA




6

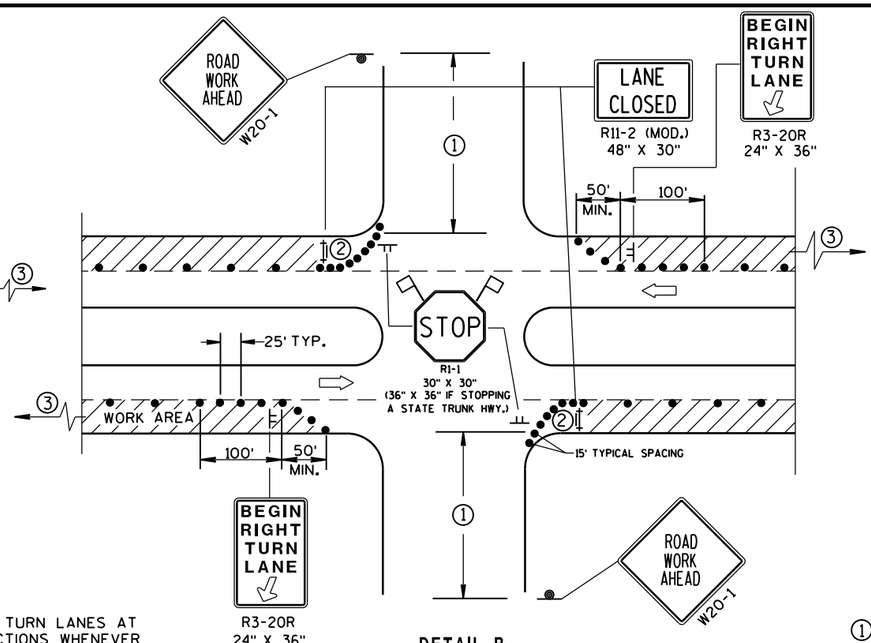

S.D.D. 15 C 33-1




DETAIL A

## FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.




DETAIL B

## FOR RIGHT LANE CLOSURE AT INTERSECTION

## GENERAL NOTES

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

THE SPACING BETWEEN 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 IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

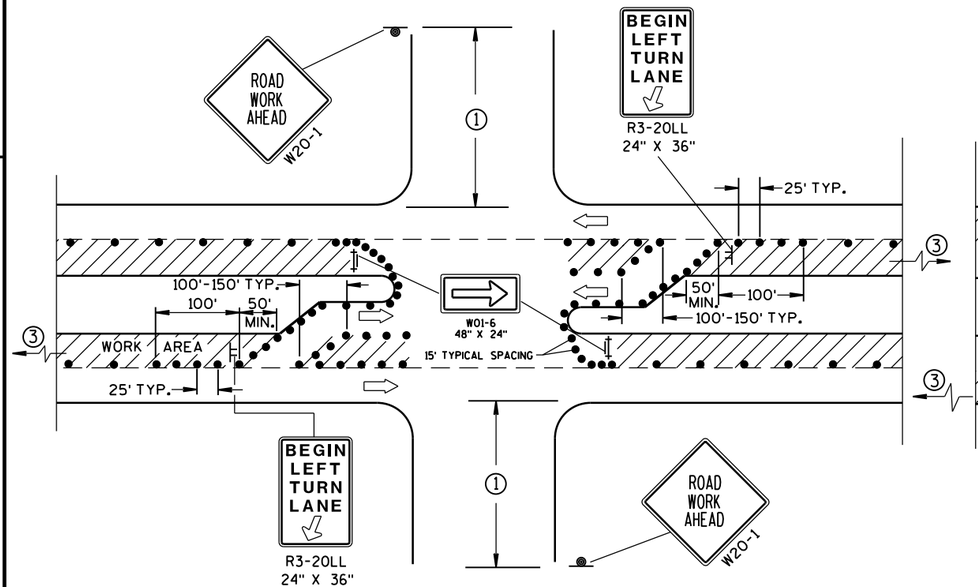
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE 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.

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

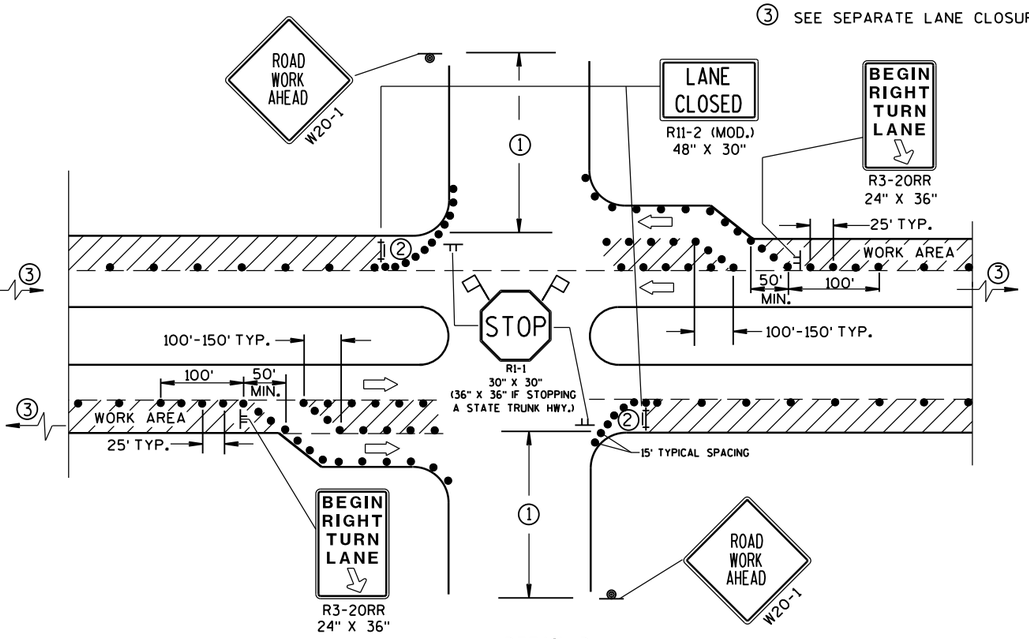
② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.




DETAIL C

## FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)




DETAIL D

## FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

## LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

**TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

| 8/2013 | /S/ Travis Feltes |
|---|---|
| DATE | STATE TRAFFIC ENGINEER |

FHWA




6

S.D.D. 15 D 21-2

## GENERAL NOTES

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

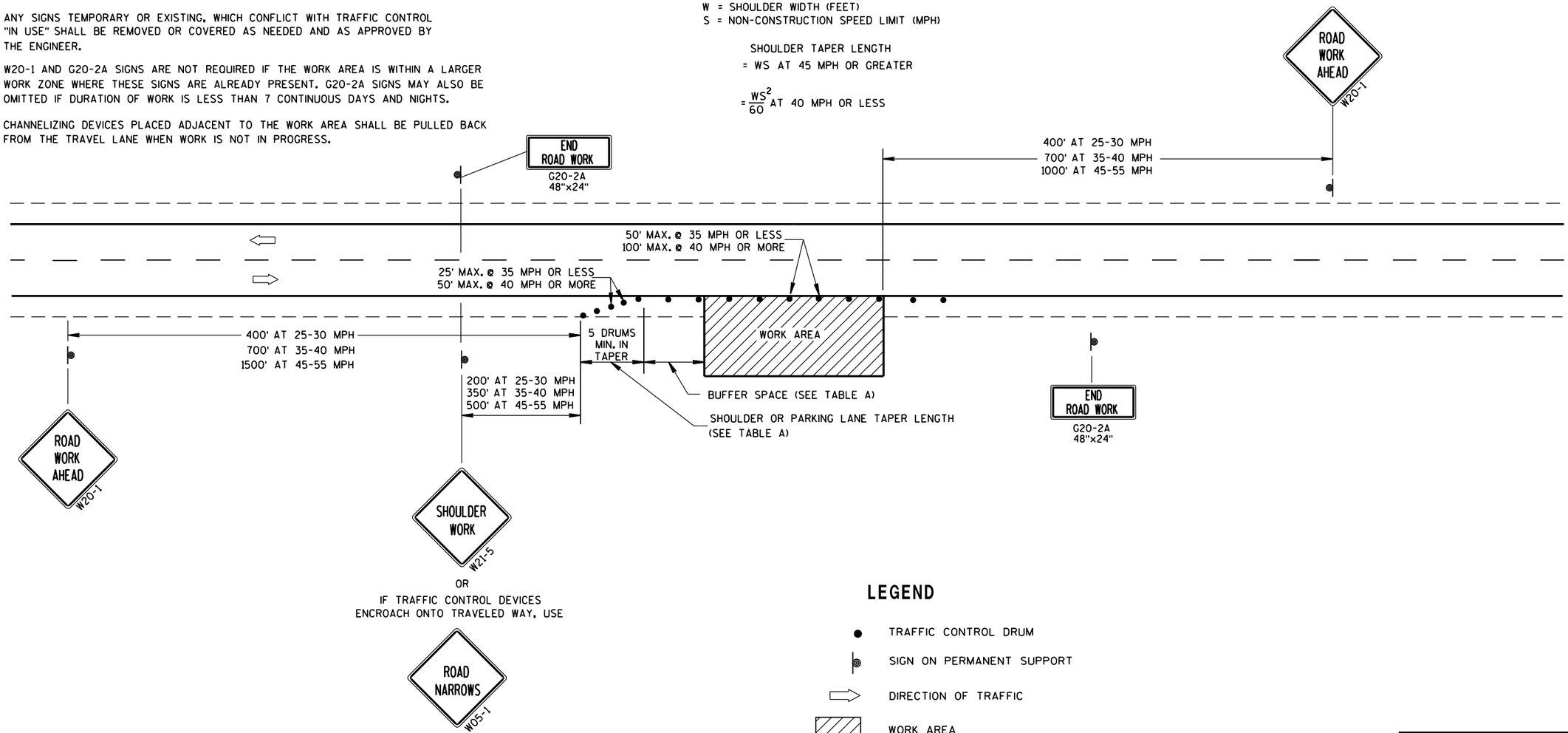
## TABLE A

| S \ W | SHOULDER TAPER LENGTH (FEET) 4 | 6 | 8 | 10 | BUFFER SPACE (FEET) |
|---|---|---|---|---|---|
| 30 | 20 | 30 | 40 | 50 | 85 |
| 35 | 30 | 45 | 55 | 70 | 120 |
| 40 | 40 | 55 | 75 | 90 | 170 |
| 45 | 60 | 90 | 120 | 150 | 220 |
| 50 | 70 | 100 | 135 | 170 | 280 |
| 55 | 75 | 110 | 150 | 185 | 335 |

W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

SHOULDER TAPER LENGTH
= WS AT 45 MPH OR GREATER

$= \frac{WS^2}{60}$ AT 40 MPH OR LESS




## LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

**TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

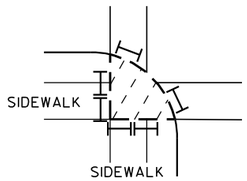
FHWA

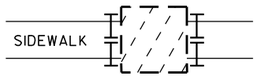


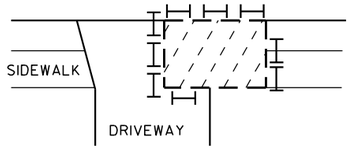

6

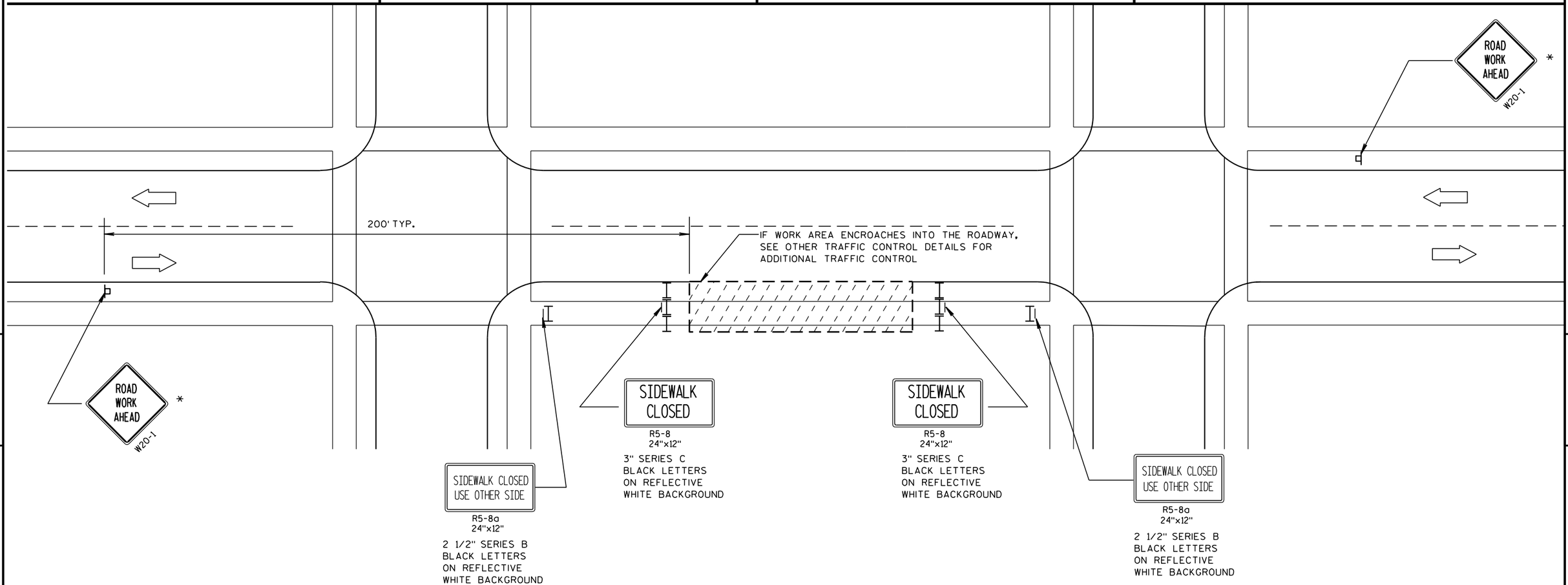

S.D.D. 15 D 28-2

# WARNING OF LOCALIZED SIDEWALK WORK AREAS




## LEGEND

- POST MOUNTED SIGN
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC FLOW

## GENERAL NOTES :

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

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

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

* "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

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

TRAFFIC CONTROL, SIDEWALK CLOSURE

**TRAFFIC CONTROL, SIDEWALK CLOSURE**

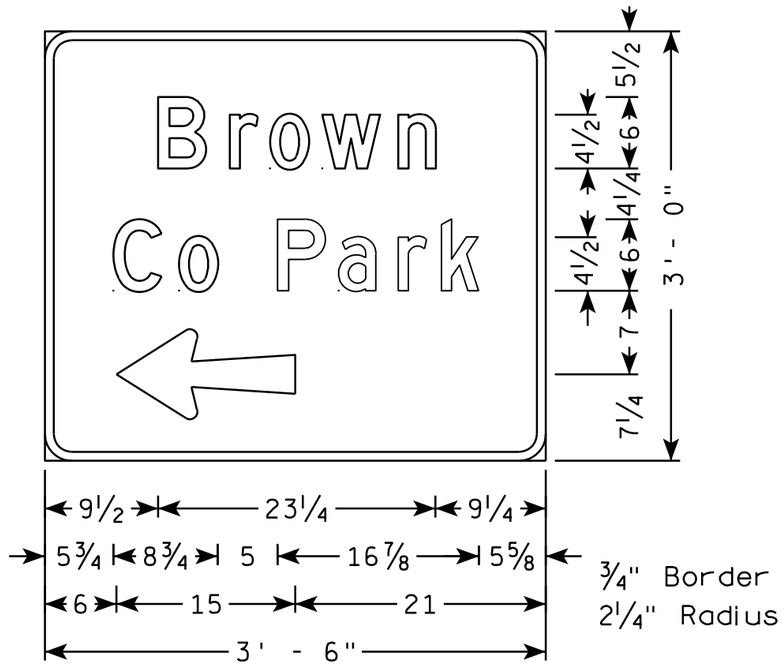
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/2000 DATE
/S/ Chester J. [illegible]
CHIEF SIGNS AND MARK[illegible]NEER
FHWA



6

S.D.D. 15 D 30-1




D7-68R

NOTES

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

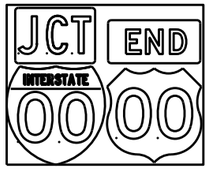
7

7

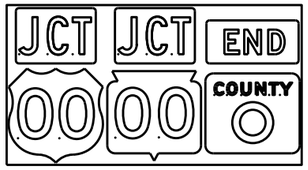
| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | PERMANENT SIGNING | SHEET NO: 101 | E |
|---|---|---|---|---|---|

## TYPICAL ASSEMBLIES

J1-1

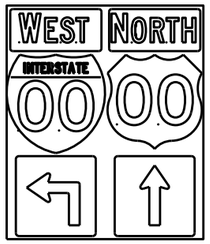


J1-2

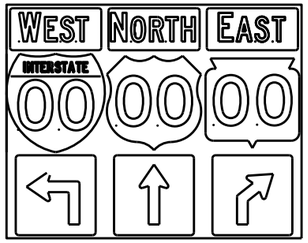


J1-3

J2-1



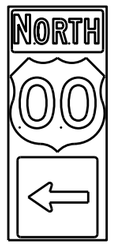
J2-2



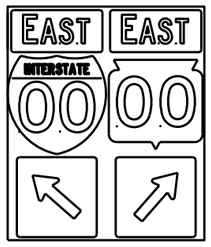
J2-3

JV

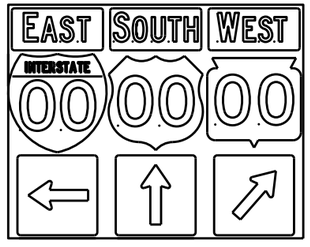
( Typical Vertical J-Assembly
See Note 10 and 11 )



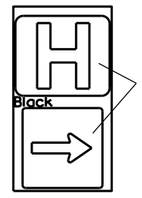
J3-1



J3-2



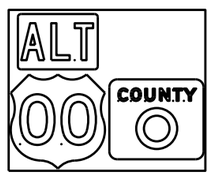
J3-3



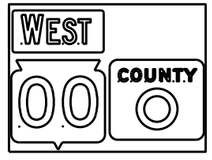
Blue Background

JH-1

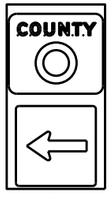
J4-1



J4-2



J4-2



J13-1

J12-1

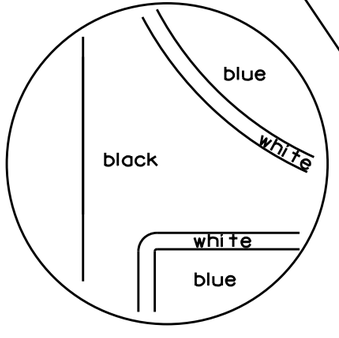
J32-1

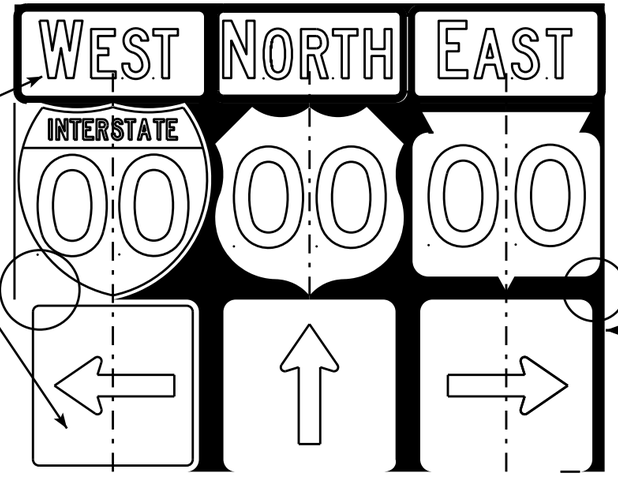
J33-1

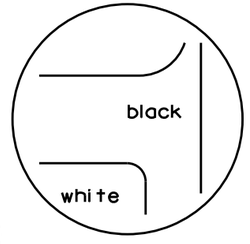
J23-1

J22-1

[blue background with interstate]




[black background]

### NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

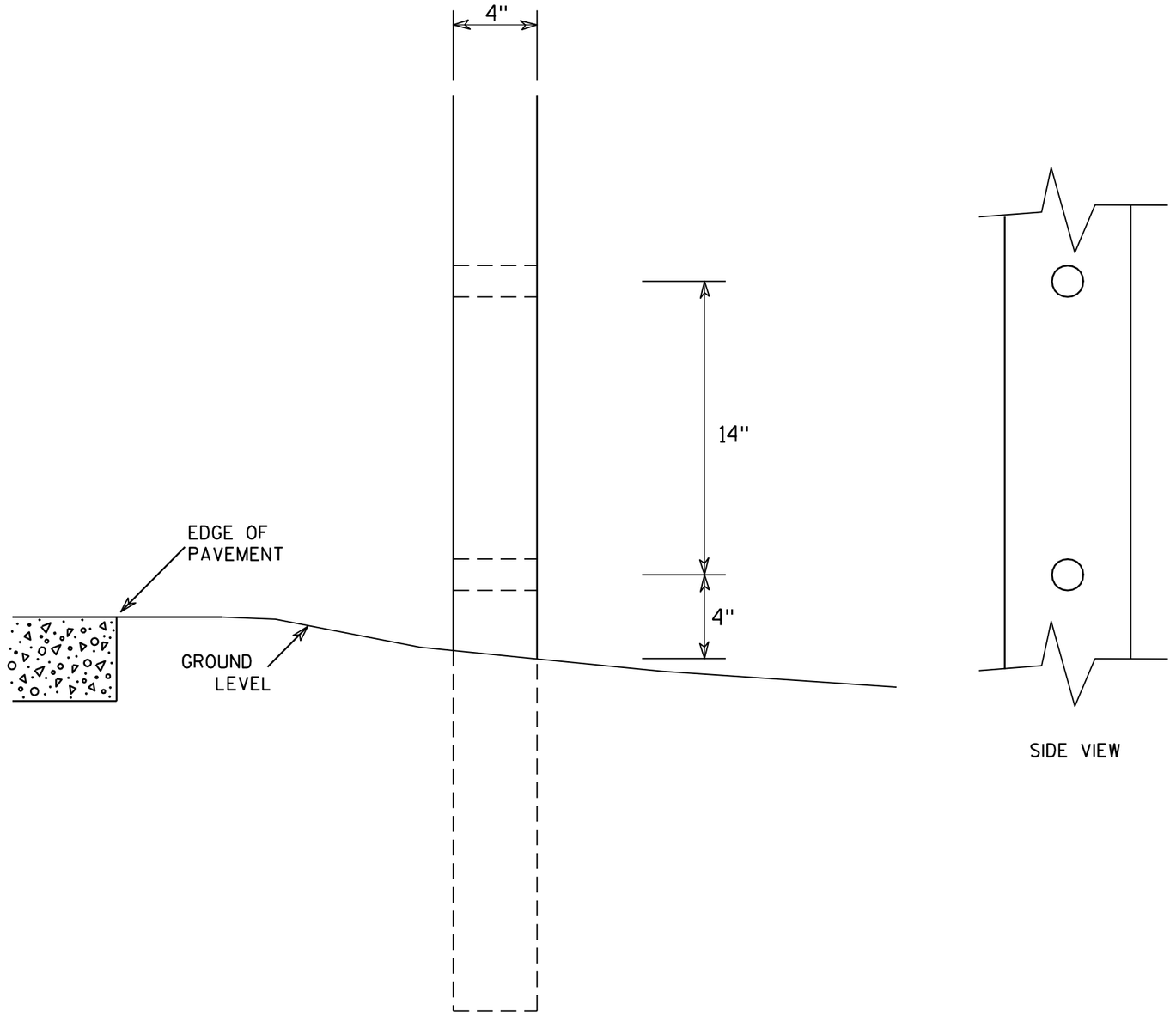
DATE 2/06/14 PL... A2-1S.8

PROJECT NO: | SHEET NO: E



FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

WISDOT/CADDS SHEET 42






SIDE VIEW

GENERAL NOTES

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

7

7

# 4 X 6 WOOD POST MODIFICATIONS

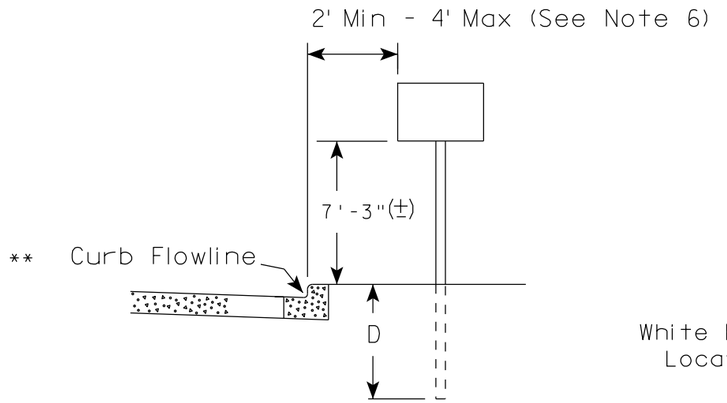
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

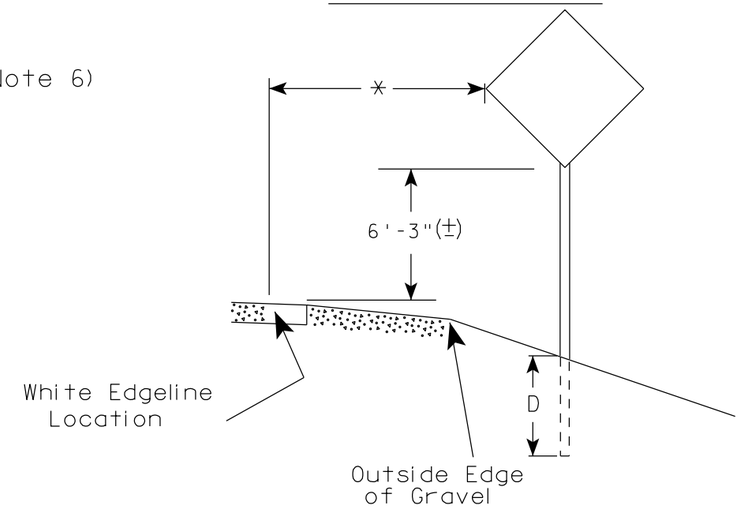
DATE 3/27/97 PLATE NO. A4-11.2

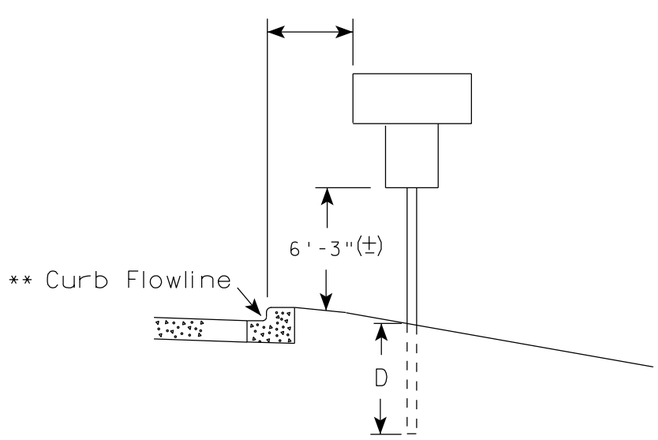
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 103 | E |
|---|---|---|---|---|---|

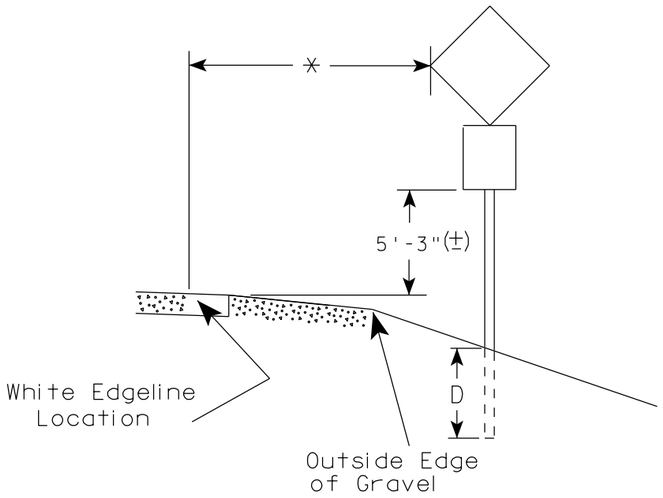
## URBAN AREA




## RURAL AREA (See Note 2)




** 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.

## GENERAL NOTES

1. Signs wider than 4 feet, 20 sq.ft or larger, 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), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series) & End of Rod Markers (W5-56 & W5-56A) shall be mounted at a height of 4'-3" (+).

## POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

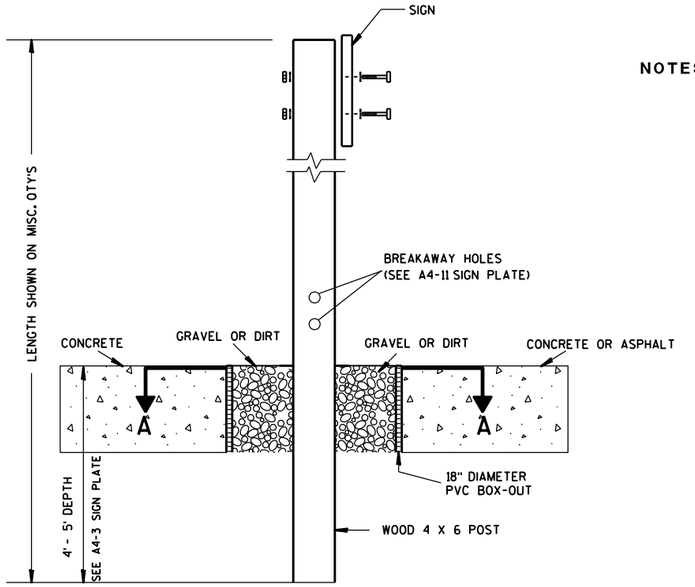
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 9/30/13 PLATE NO. A4-3.18



| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

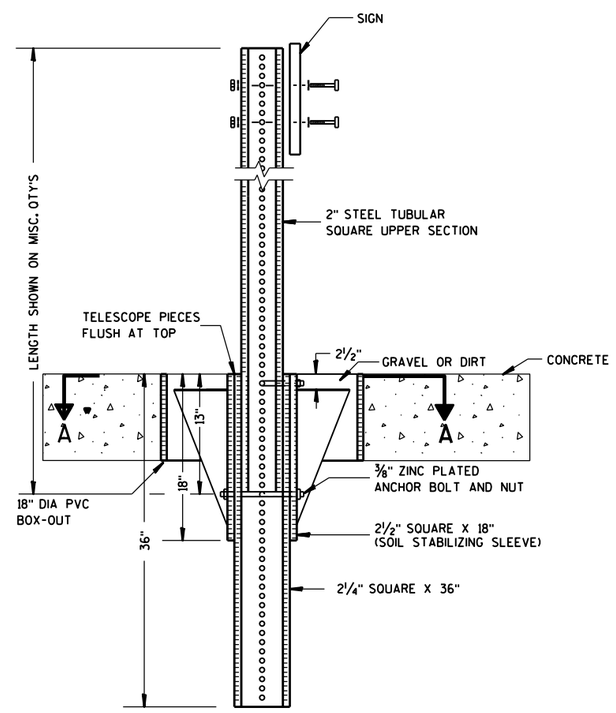
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A43.DGN PLOT DATE : 30-SEP-2013 13:25 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 99.237937:1.000000 WISDOT/CADDS SHEET 42




**ELEVATION VIEW**

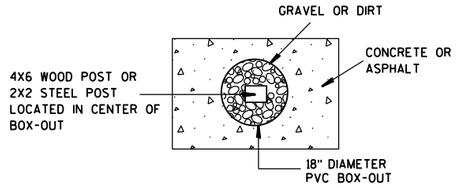
**DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT**

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.




**ELEVATION VIEW**

**DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT**




**PLAN VIEW**

**FOR NEW CONCRETE/ASPHALT INSTALLATIONS**

# SIGN POST BOX-OUTS A4-3B

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

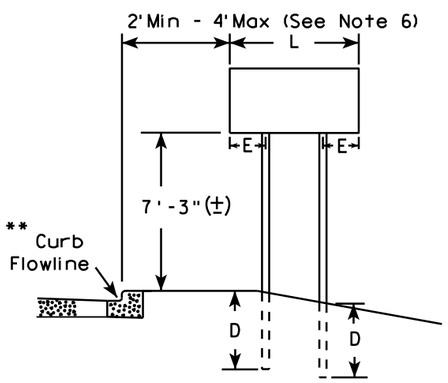
DATE 1/27/14 PLATE NO. A4-3B.1

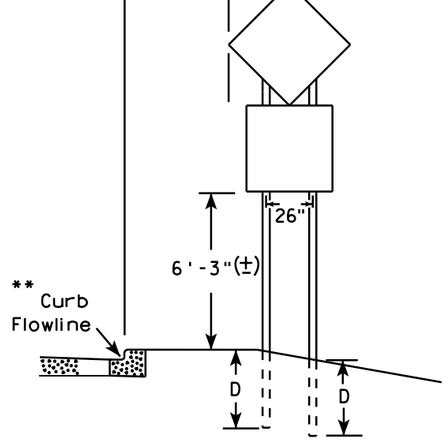
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|



FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

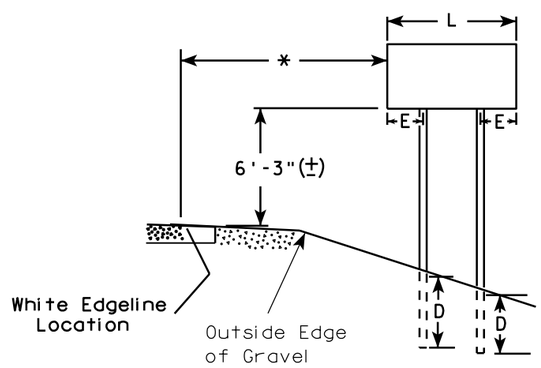
## URBAN AREA

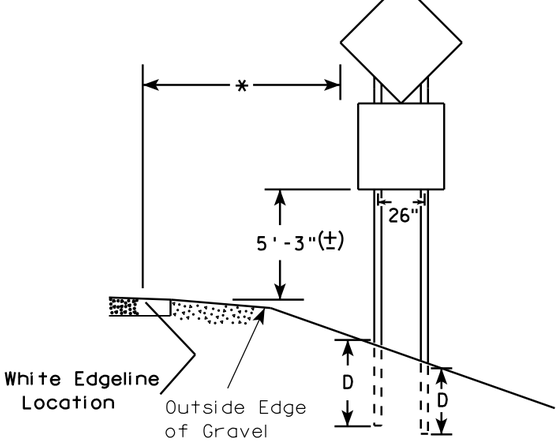


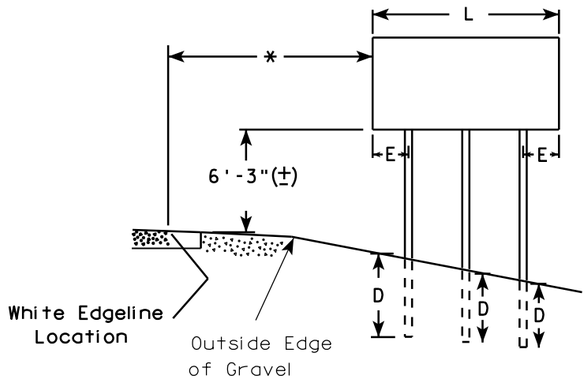

48" DIAMOND WARNING SIGN

## RURAL AREA (See Note 3)




48" DIAMOND WARNING SIGN




### GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. 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" (±).

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

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically 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.

*** See A4-3 sign plate for signs 4' or less in width or less than 20 S.F. in area.

| SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED) | |
|---|---|
| L | E |
| *** Greater than 48" Less than 60" | 12" |
| 60" to 120" | L/5 |

| SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED) | |
|---|---|
| L | E |
| Greater than 120" less than 168" | 12" |

| SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED) | |
|---|---|
| L | E |
| 168" and greater | 12" |

### POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

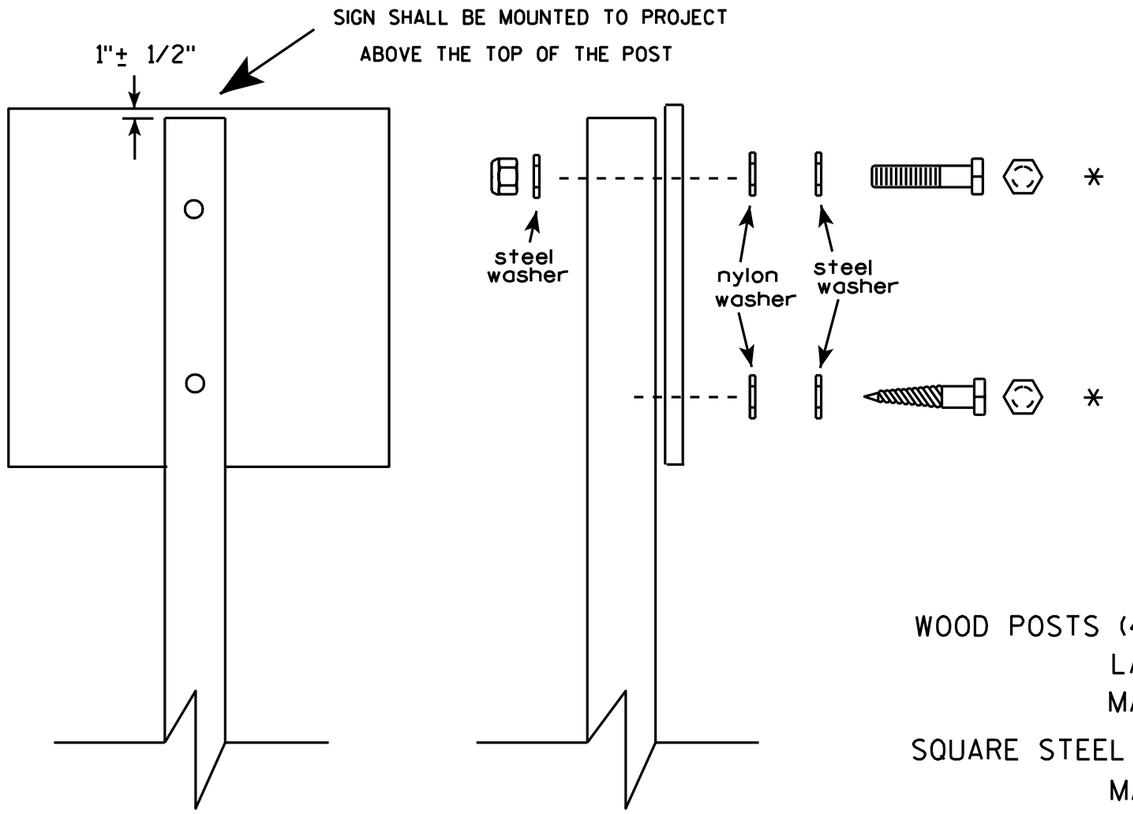
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/29/14 PLATE NO. A4-4 13



| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 30-APR-2014 13:10 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 107.021305:1.000000 WISDOT/CADDS SHEET 42




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

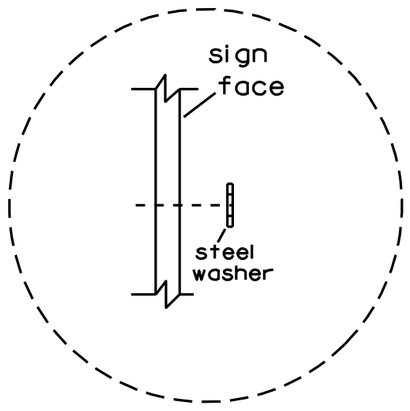
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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 Matthew R Rauch
for State Traffic Engineer

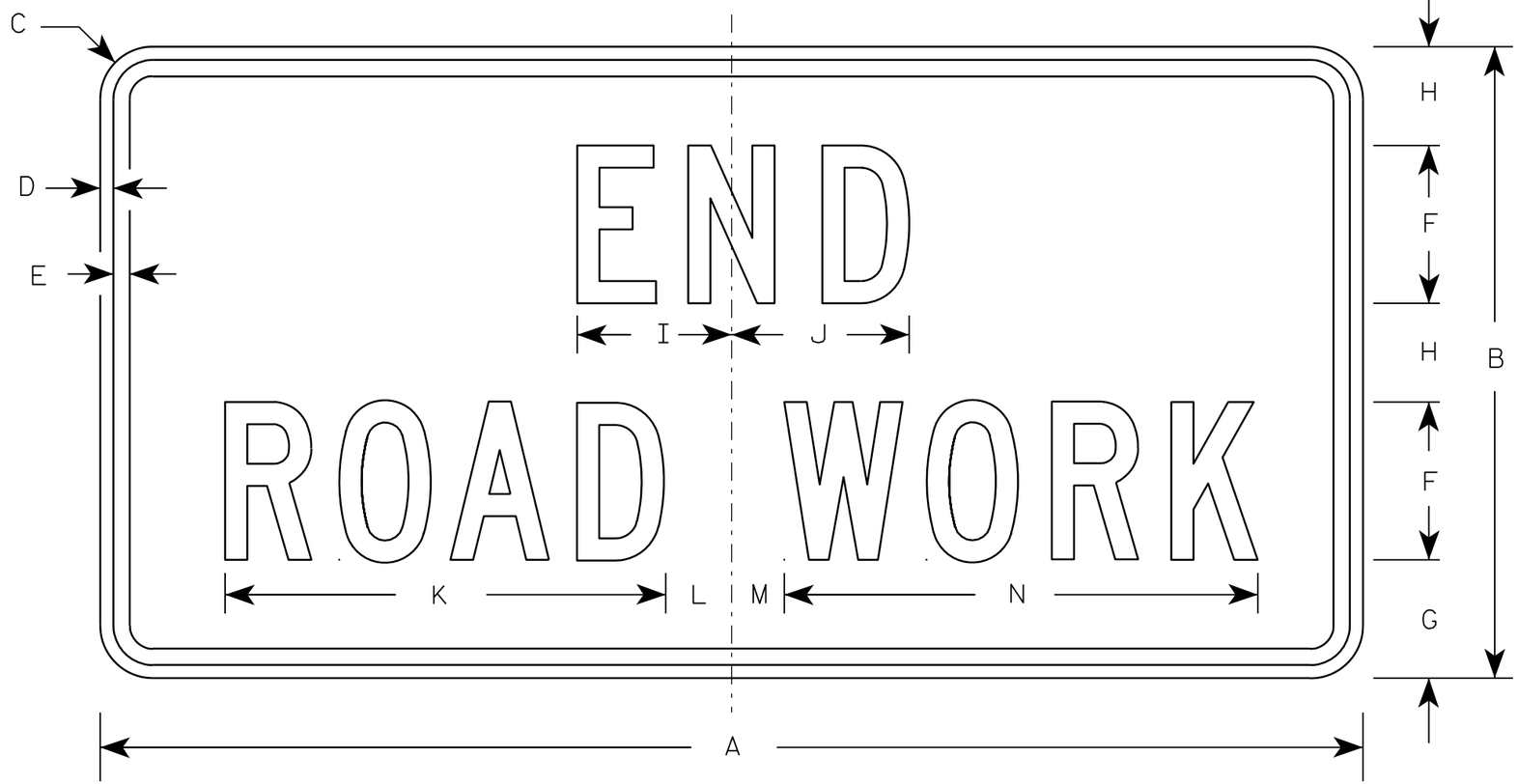
DATE 3/23/10 PLATE NO. A4-8.7

7

7

PROJECT NO:

SHEET NO: 107 E




G20-2A

NOTES

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

Metric equivalent for this sign is:

| SIZE | |
|---|---|
| 1 | 900 mm X 450 mm |
| 2 | 1200 mm X 600 mm |
| 3 | 1200 mm X 600 mm |
| 4 | 1200 mm X 600 mm |
| 5 | 1200 mm X 600 mm |

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. | Area m2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 4 | 3 3/4 | 2 1/2 | 4 1/8 | 4 1/8 | 11 1/8 | 2 | 1 | 12 1/8 | | | | | | | | | | | | | 4.5 | 0.41 |
| 2 | 48 | 24 | 1 1/2 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | | | | | | | | | | | | | 8.0 | 0.72 |
| 3 | 48 | 24 | 1 1/2 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | | | | | | | | | | | | | 8.0 | 0.72 |
| 4 | 48 | 24 | 1 1/2 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | | | | | | | | | | | | | 8.0 | 0.72 |
| 5 | 48 | 24 | 1 1/2 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | | | | | | | | | | | | | 8.0 | 0.72 |

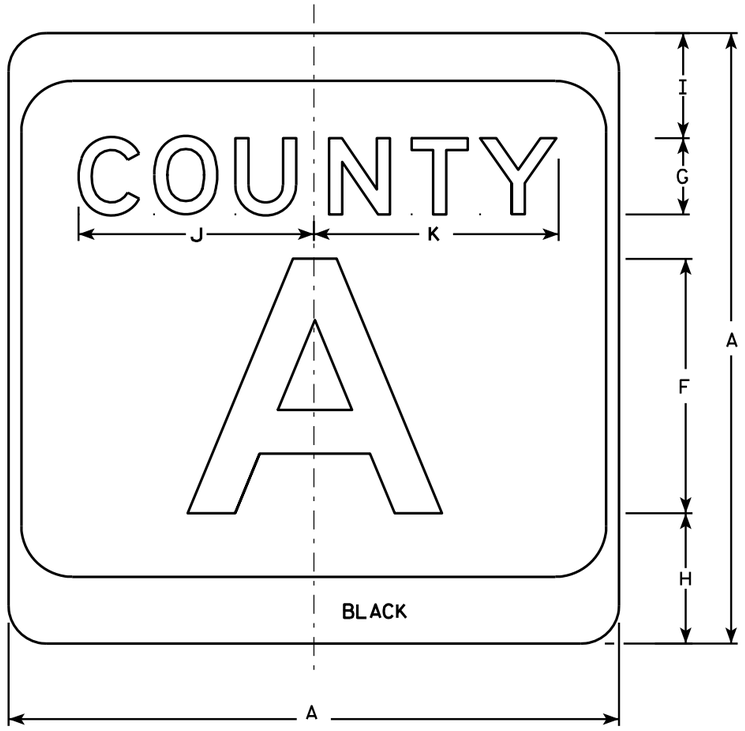
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

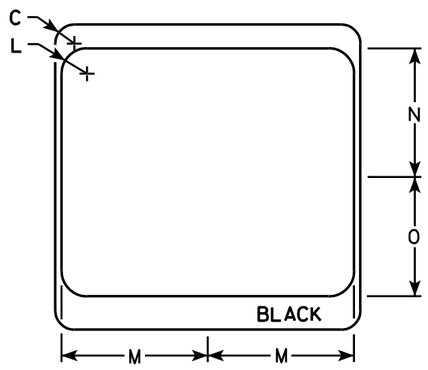
APPROVED Matthew R Rauch
for State Traffic Engineer

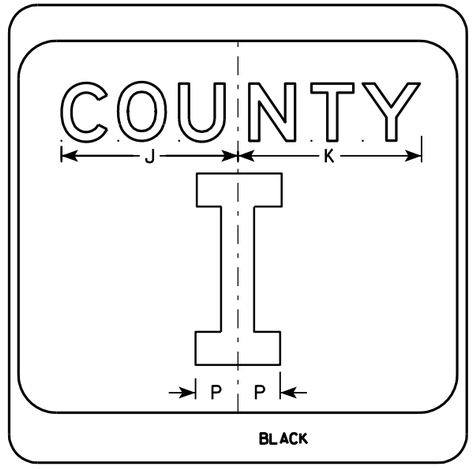
DATE 9/30/09 PLATE NO. G20-2A.8

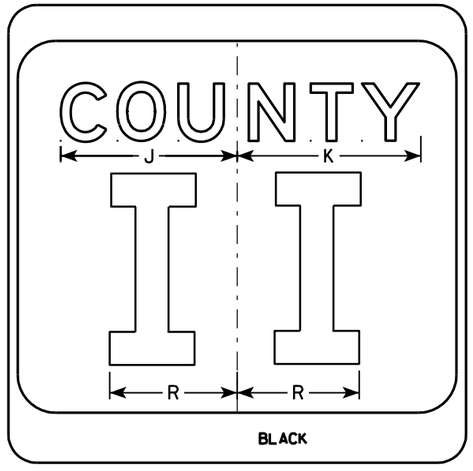
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 108 | E |
|---|---|---|---|---|---|




M1-5A




NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | | 1 1/2 | | | 10 | 3 | 5 1/8 | 4 1/8 | 9 1/4 | 9 5/8 | 2 | 11 1/2 | 10 1/8 | 9 3/8 | 2 1/4 | | 6 5/8 | | | | | | | | | 4.0 |
| 3 | 36 | | 2 1/4 | | | 16 | 4 | 7 5/8 | 5 5/8 | 12 1/4 | 12 7/8 | 3 | 17 1/8 | 15 1/4 | 14 | 3 3/8 | | 10 | | | | | | | | | 9.0 |
| 4 | 36 | | 2 1/4 | | | 16 | 4 | 7 5/8 | 5 5/8 | 12 1/4 | 12 7/8 | 3 | 17 1/8 | 15 1/4 | 14 | 3 3/8 | | 10 | | | | | | | | | 9.0 |
| 5 | 36 | | 2 1/4 | | | 16 | 4 | 7 5/8 | 5 5/8 | 12 1/4 | 12 7/8 | 3 | 17 1/8 | 15 1/4 | 14 | 3 3/8 | | 10 | | | | | | | | | 9.0 |

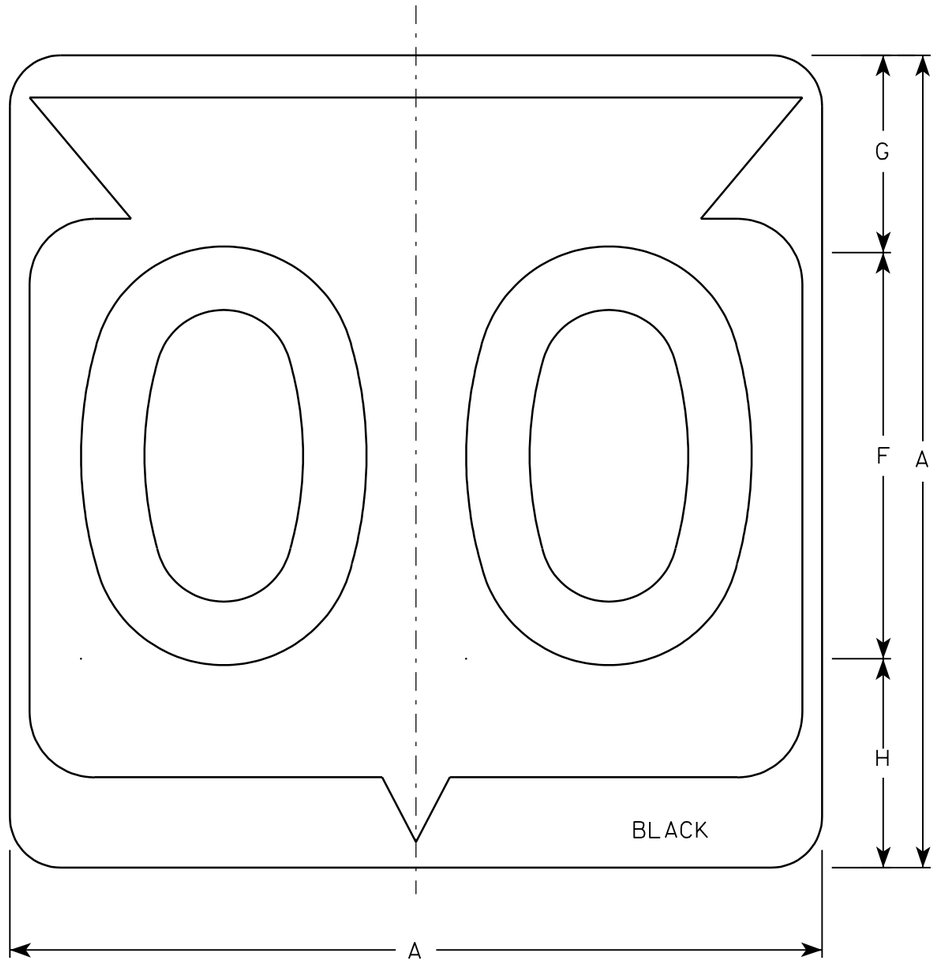
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

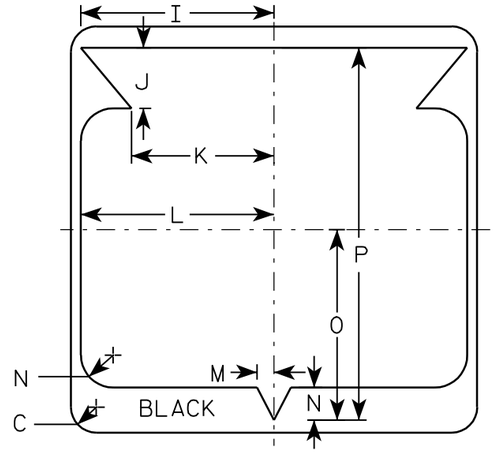
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 109 | E




M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective




Metric equivalent for this sign is:

| SIZE | |
|---|---|
| 1 | |
| 2 | 600 mm X 600 mm |
| 3 | 900 mm X 900 mm |
| 4 | 900 mm X 900 mm |
| 5 | 900 mm X 900 mm |

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. | Area m2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | | 1 1/2 | | | 12 | 5 1/2 | 6 1/2 | 10 1/4 | 2 1/2 | 8 7/8 | 11 1/2 | 1 | 1 7/8 | 11 1/4 | 21 7/8 | | | | | | | | | | | 4.0 | .36 |
| 3 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 | .81 |
| 4 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 | .81 |
| 5 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 | .81 |

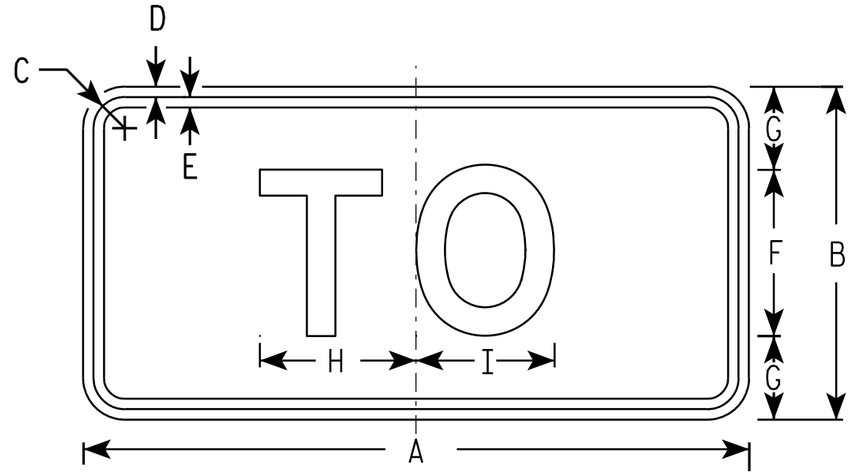
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

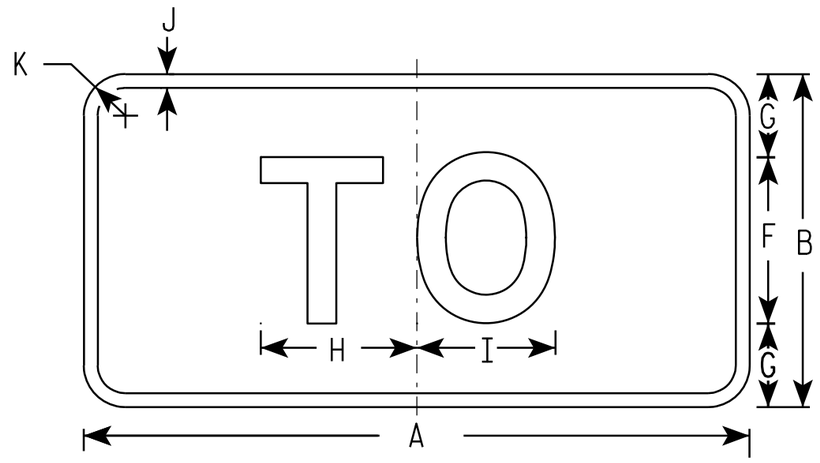
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 110 | E |
|---|---|---|---|---|---|




M4-5
MK4-5
MM4-5




MB4-5
MG4-5
MN4-5

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White - Type H Reflective (Detour or temporary Signs - Reflective)
   Message - Black
   MB4-5 Background - Blue
   Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG4-5 Background - Green
   Message - White - Type H Reflective
   MK4-5 Background - Green
   Message - White - Type H Reflective
   MM4-5 Background - White - Type H Reflective
   Message - Green
   MN4-5 Background - Brown
   Message - White - Type H Reflective

| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 6 | 3 | 5 3/8 | 5 1/4 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 2.00 |
| 3 | 36 | 18 | 1 3/8 | 3/8 | 1/2 | 9 | 4 1/2 | 8 1/4 | 8 3/8 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 4.5 |
| 4 | 36 | 18 | 1 3/8 | 3/8 | 1/2 | 9 | 4 1/2 | 8 1/4 | 8 3/8 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 4.5 |
| 5 | 36 | 18 | 1 3/8 | 3/8 | 1/2 | 9 | 4 1/2 | 8 1/4 | 8 3/8 | 1/2 | 1 1/2 | | | | | | | | | | | | | | | | 4.5 |

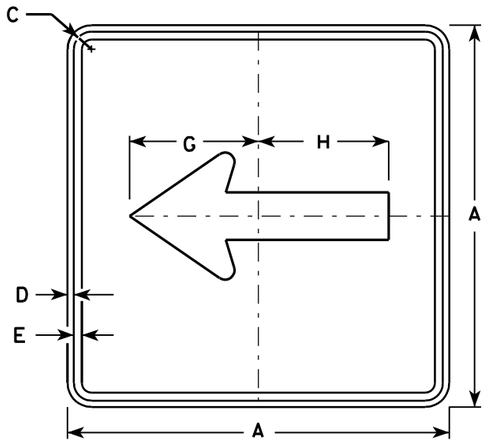
STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

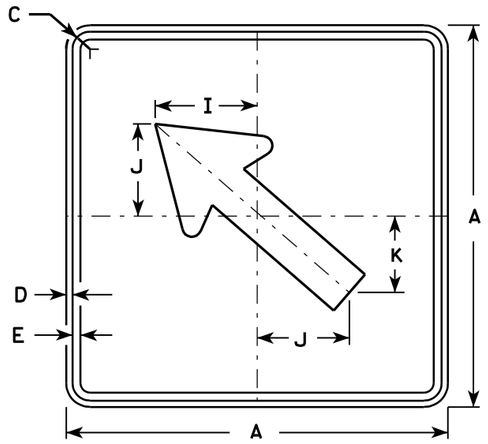
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-5.6

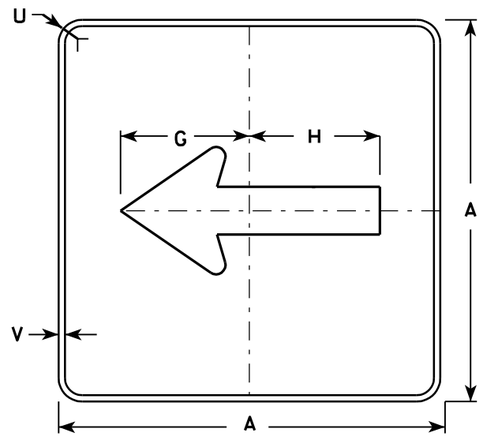
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 111 | E



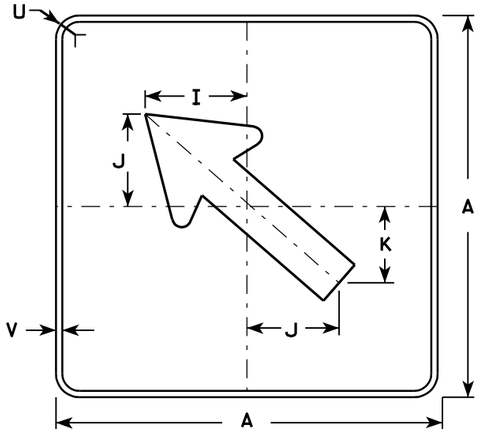

M6-1
MK6-1
MM6-1
MO6-1
MP6-1
MR6-1




M6-2
MK6-2
MM6-2
MO6-2
MP6-2
MR6-2




MB6-1
MG6-1
MN6-1




MB6-2
MG6-2
MN6-2

## NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White - Type H Reflective
   Message - Black

   MB6-1 and MB6-2 Background - Blue
   Message - White - Type H Reflective

   MG6-1 and MG6-2 Background - Green
   Message - White - Type H Reflective

   MK6-1 and MK6-2 Background - Green
   Message - White - Type H Reflective

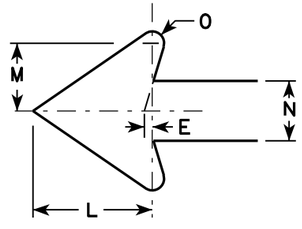
   MM6-1 and MM6-2 Background - White - Type H Reflective
   Message - Green

   MN6-1 and MN6-2 Background - Brown
   Message - White - Type H Reflective

   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black

   MP6-1 and MP6-2 Background - White - Type H Reflective
   Message - Blue

   MR6-1 and MR6-2 Background - Brown
   Message - Yellow - Type H Reflective




| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 21 | | 1 1/8 | 3/8 | 3/8 | | 7 1/2 | 7 1/8 | 5 5/8 | 5 | 4 1/4 | 5 1/4 | 3 | 2 5/8 | 1/2 | | | | | | 1 1/2 | 1/2 | | | | | | 3.06 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | | 6.25 |
| 4 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | | 6.25 |
| 5 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | | 6.25 |

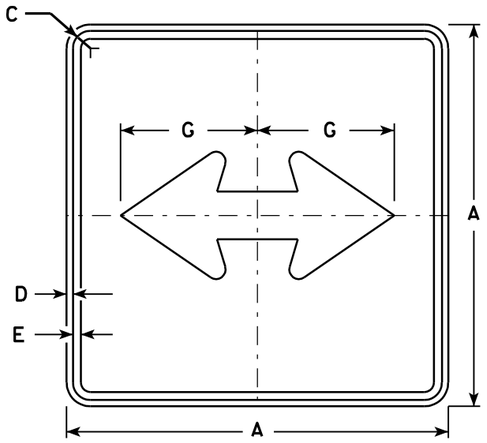
# STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

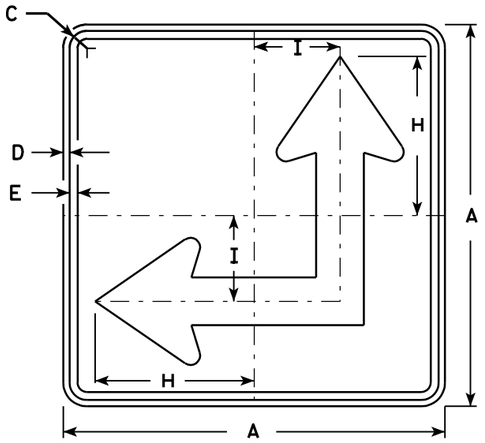
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M6-1.13

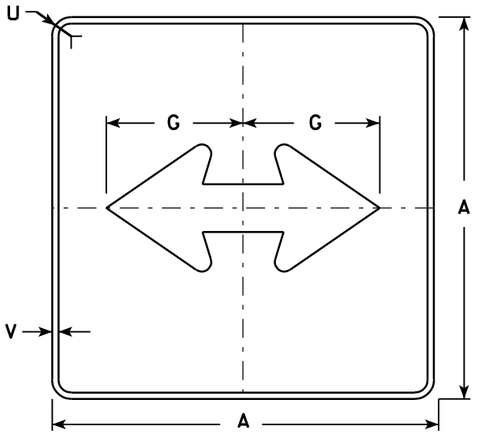
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 112 | E |
|---|---|---|---|---|---|



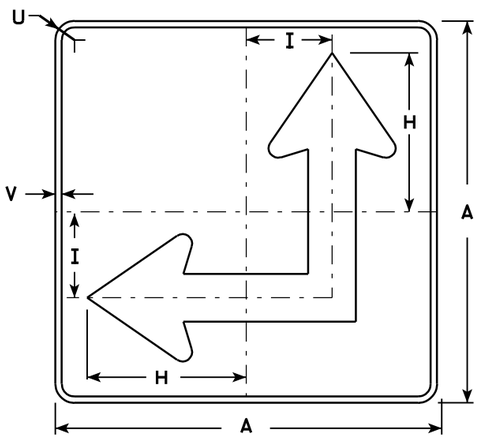

M6-4
MK6-4
MM6-4
MO6-4
MP6-4
MR6-4




M6-6
MK6-6
MM6-6
MO6-6
MP6-6
MR6-6



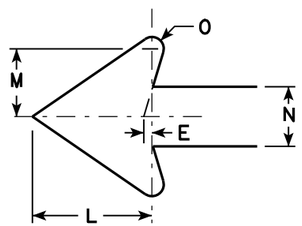

MB6-4
MG6-4
MN6-4




MB6-6
MG6-6
MN6-6

## NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White - Type H Reflective
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White - Type H Reflective
   MG6-4 and MG6-6 Background - Green
   Message - White - Type H Reflective
   MK6-4 and MK6-6 Background - Green
   Message - White - Type H Reflective
   MM6-4 and MM6-6 Background - White - Type H Reflective
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White - Type H Reflective
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White - Type H Reflective
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow - Type H Reflective
5. M6-6R same as M6-6L except arrow points ahead and right.




| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 21 | | 1 1/8 | 3/8 | 3/8 | | 7 1/2 | 8 3/4 | 4 1/4 | | | 5 1/4 | 3 | 2 5/8 | 1/2 | | | | | | 1 1/2 | 1/2 | | | | | 3.06 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 12 1/2 | 6 3/4 | | | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | 6.25 |
| 4 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 12 1/2 | 6 3/4 | | | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | 6.25 |
| 5 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 12 1/2 | 6 3/4 | | | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | 6.25 |

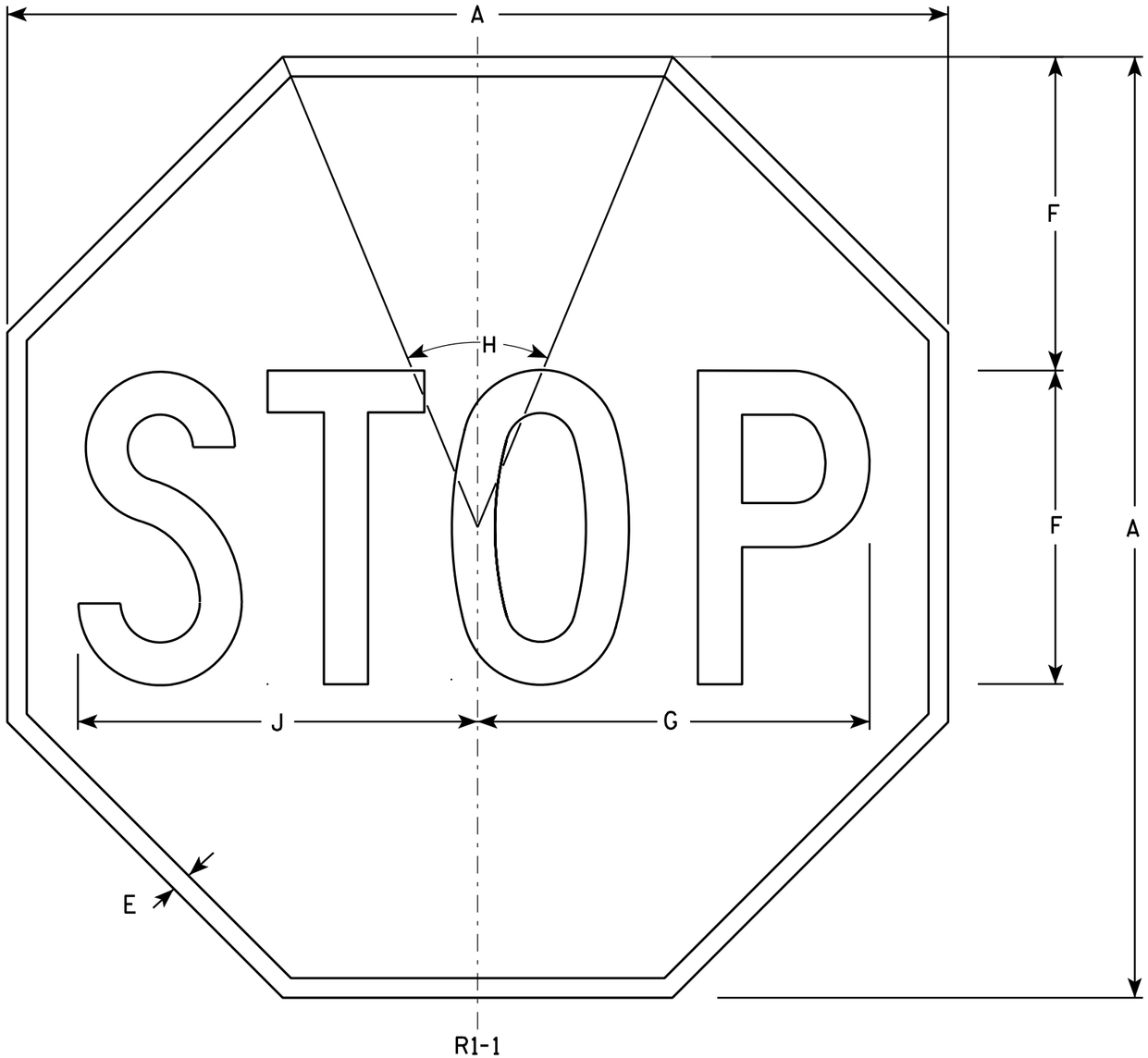
# STANDARD SIGN M6-4 & M6-6 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 7/29/13 PLATE NO. M6-4.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 113 | E




NOTES

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

| 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

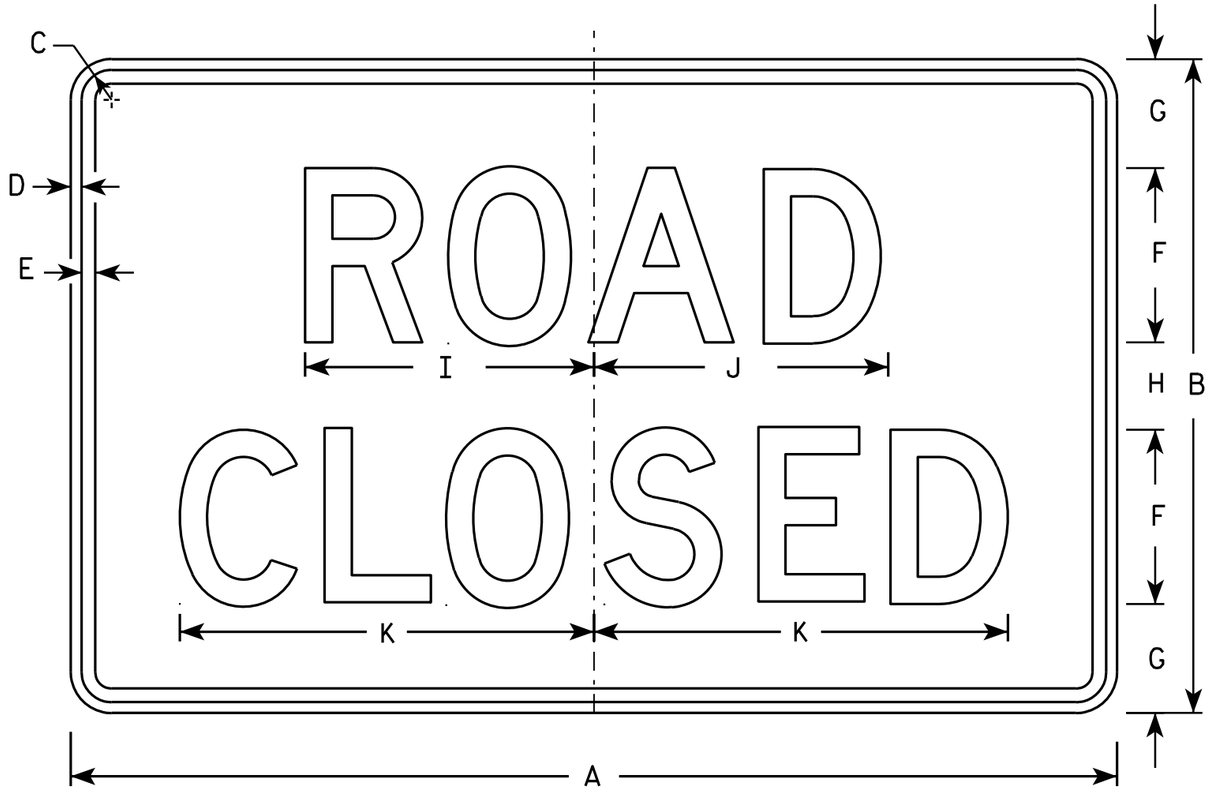
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 114 | E |
|---|---|---|---|---|---|

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R11.DGN PLOT DATE : 02-DEC-2010 15:09 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 4.469282:1.000000

WISDOT/CADDS SHEET 42

7

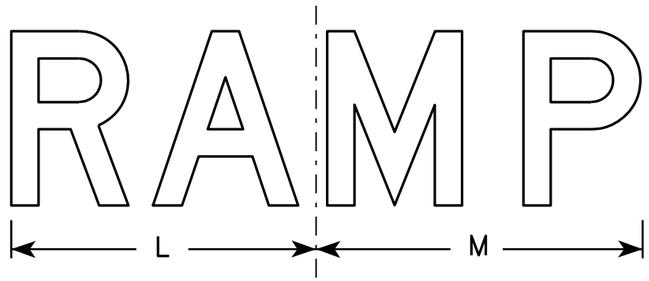
7



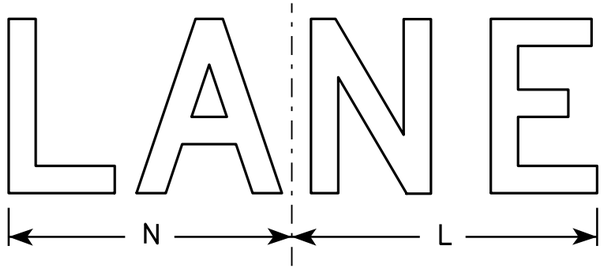

R11-2

NOTES

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




R11-2R




R11-2L

| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | | | | | | | | | | | | | 10.0 |
| 2M | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | | | | | | | | | | | | | 10.0 |
| 3 | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | | | | | | | | | | | | | 10.0 |
| 4 | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | | | | | | | | | | | | | 10.0 |
| 5 | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | | | | | | | | | | | | | 10.0 |

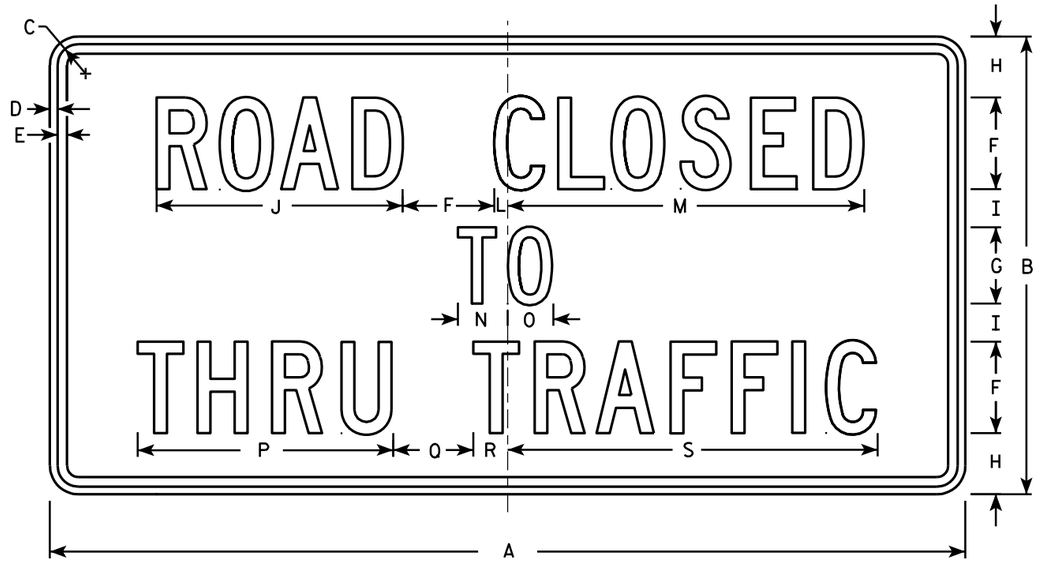
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 115 | E |
|---|---|---|---|---|---|




R11-4

NOTES

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

| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 60 | 30 | 1 3/8 | 1/2 | 5/8 | 6 | 5 | 4 | 2 1/2 | 16 1/8 | | 7/8 | 23 3/8 | 3 1/4 | 3 | 16 3/4 | 5 1/4 | 2 1/4 | 24 1/4 | | | | | | | | 12.5 |
| 2M | 60 | 30 | 1 3/8 | 1/2 | 5/8 | 6 | 5 | 4 | 2 1/2 | 16 1/8 | | 7/8 | 23 3/8 | 3 1/4 | 3 | 16 3/4 | 5 1/4 | 2 1/4 | 24 1/4 | | | | | | | | 12.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

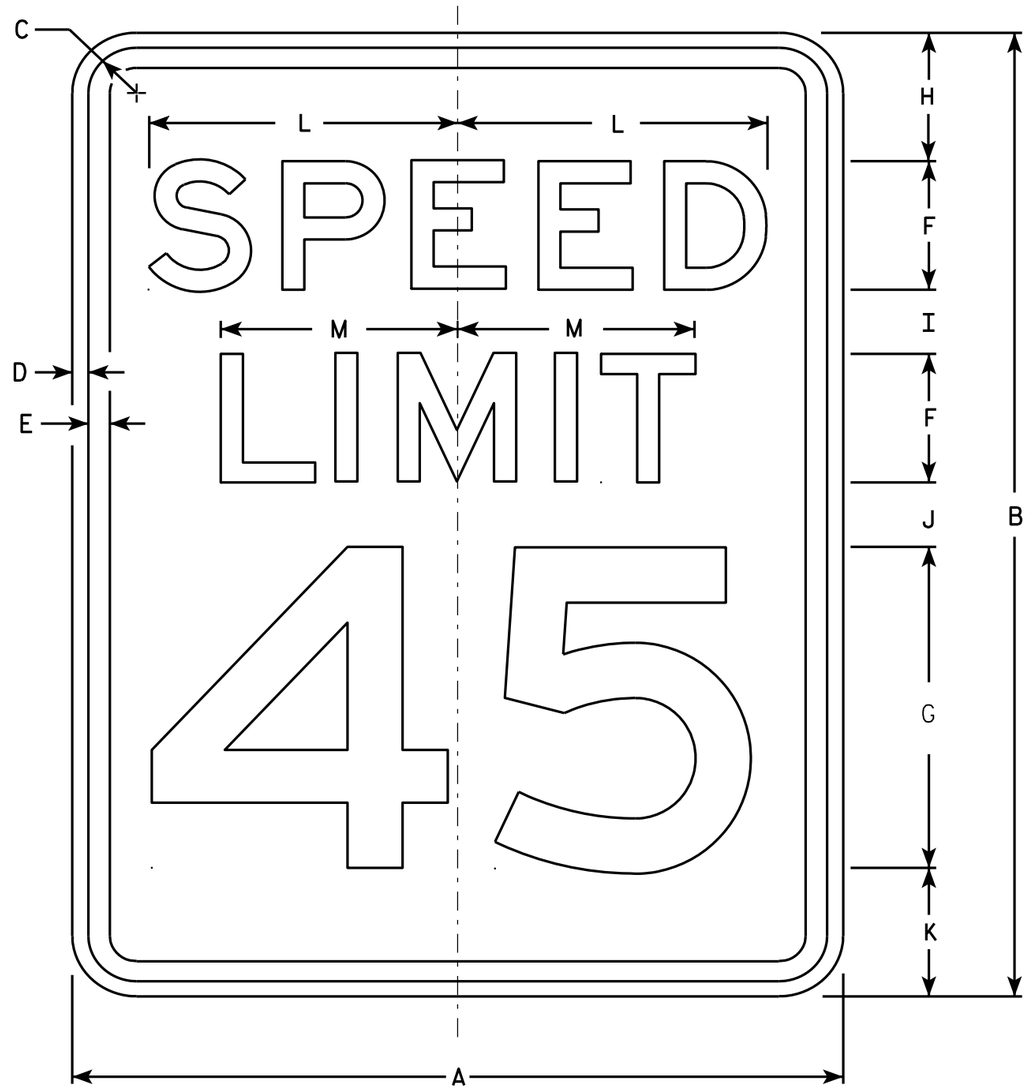
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 116 | E




R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

| 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 | 18 | 24 | 1 1/8 | 3/8 | 1/2 | 3 | 8 | 3 | 2 | 2 | 3 | 7 1/4 | 5 1/2 | | | | | | | | | | | | | | 3.0 |
| 2S | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 4 | 10 | 3 | 2 1/4 | 3 3/8 | 3 3/8 | 9 5/8 | 7 3/8 | | | | | | | | | | | | | | 5.0 |
| 2M | 30 | 36 | 1 3/8 | 1/2 | 5/8 | 5 | 12 | 5 | 2 1/2 | 2 1/2 | 4 | 12 | 9 1/4 | | | | | | | | | | | | | | 7.5 |
| 3 | 36 | 48 | 1 3/8 | 1/2 | 5/8 | 6 | 14 | 6 | 5 | 5 | 6 | 14 3/8 | 11 | | | | | | | | | | | | | | 12.0 |
| 4 | 36 | 48 | 1 3/8 | 1/2 | 5/8 | 6 | 14 | 6 | 5 | 5 | 6 | 14 3/8 | 11 | | | | | | | | | | | | | | 12.0 |
| 5 | 48 | 60 | 2 1/4 | 3/4 | 1 | 8 | 20 | 6 | 4 1/2 | 6 3/4 | 6 3/4 | 19 1/4 | 14 5/8 | | | | | | | | | | | | | | 20.0 |

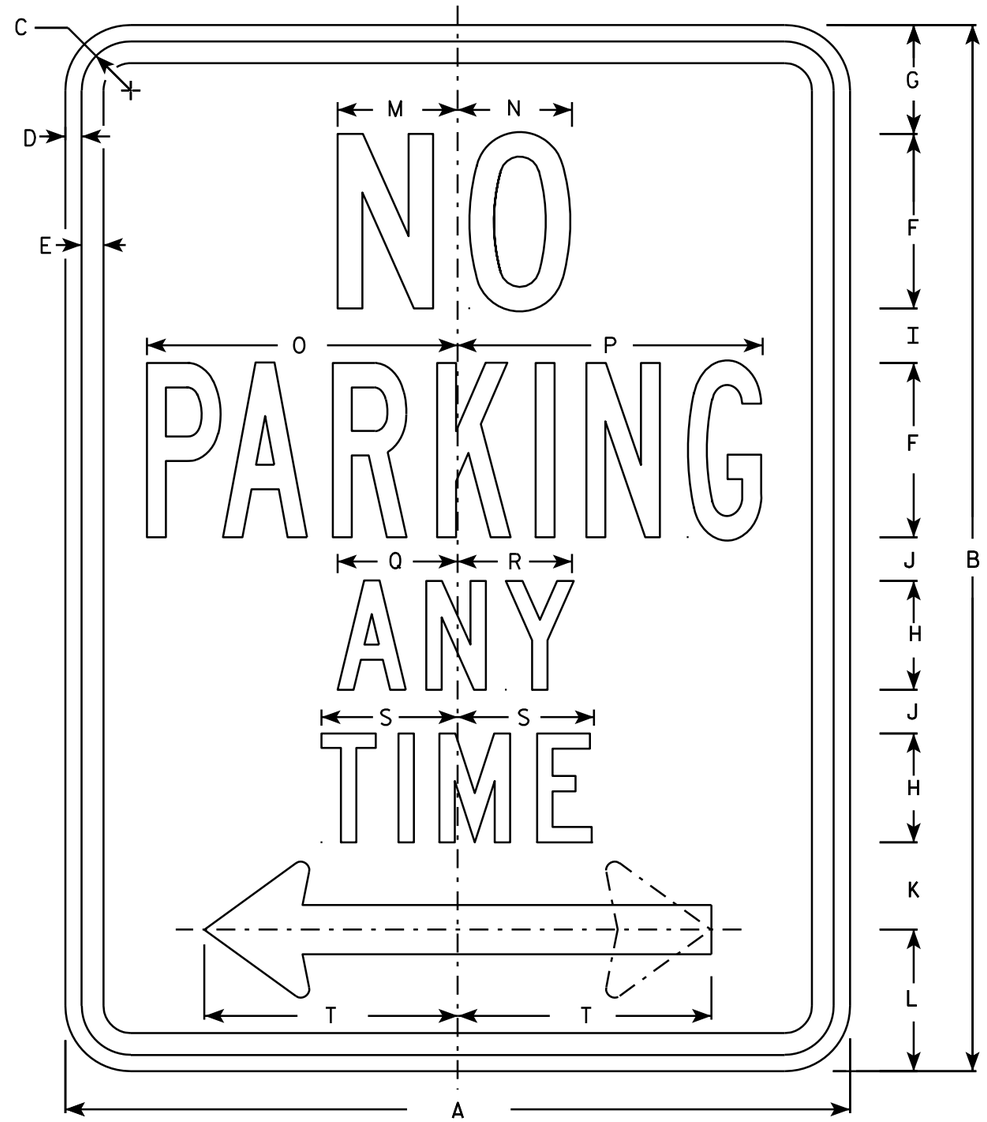
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

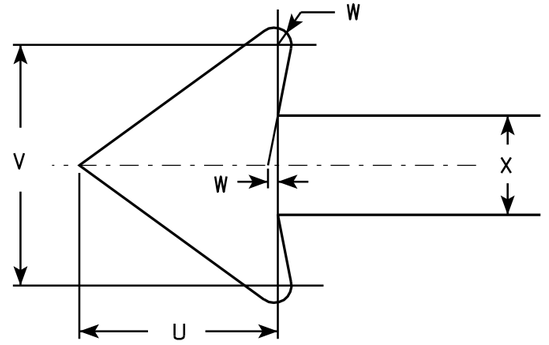
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 117 | E




R7-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)




| 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 | 18 | 1 1/8 | 3/8 | 3/8 | 3 | 1 7/8 | 2 | 7/8 | 5/8 | 1 1/2 | 2 1/2 | 2 | 2 | 4 7/8 | 4 7/8 | 2 1/4 | 2 1/8 | 2 1/2 | 3 7/8 | 1 1/2 | 1 3/4 | 1/8 | 3/4 | | | 1.5 |
| 2S | 18 | 24 | 1 1/8 | 3/8 | 1/2 | 4 | 2 1/2 | 2 1/2 | 1 1/4 | 1 | 2 | 3 1/4 | 2 3/4 | 2 5/8 | 7 1/8 | 7 | 2 3/4 | 2 5/8 | 3 1/8 | 5 7/8 | 2 1/4 | 2 5/8 | 1/4 | 1 1/8 | | | 3.0 |
| 2M | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 5 | 3 | 3 | 2 | 1 1/4 | 2 1/2 | 4 | 3 1/4 | 3 3/8 | 9 1/4 | 9 1/4 | 3 1/4 | 3 1/4 | 3 3/4 | 7 3/4 | 3 | 3 1/2 | 1/4 | 1 1/2 | | | 5.0 |
| 3 | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 5 | 3 | 3 | 2 | 1 1/4 | 2 1/2 | 4 | 3 1/4 | 3 3/8 | 9 1/4 | 9 1/4 | 3 1/4 | 3 1/4 | 3 3/4 | 7 3/4 | 3 | 3 1/2 | 1/4 | 1 1/2 | | | 5.0 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

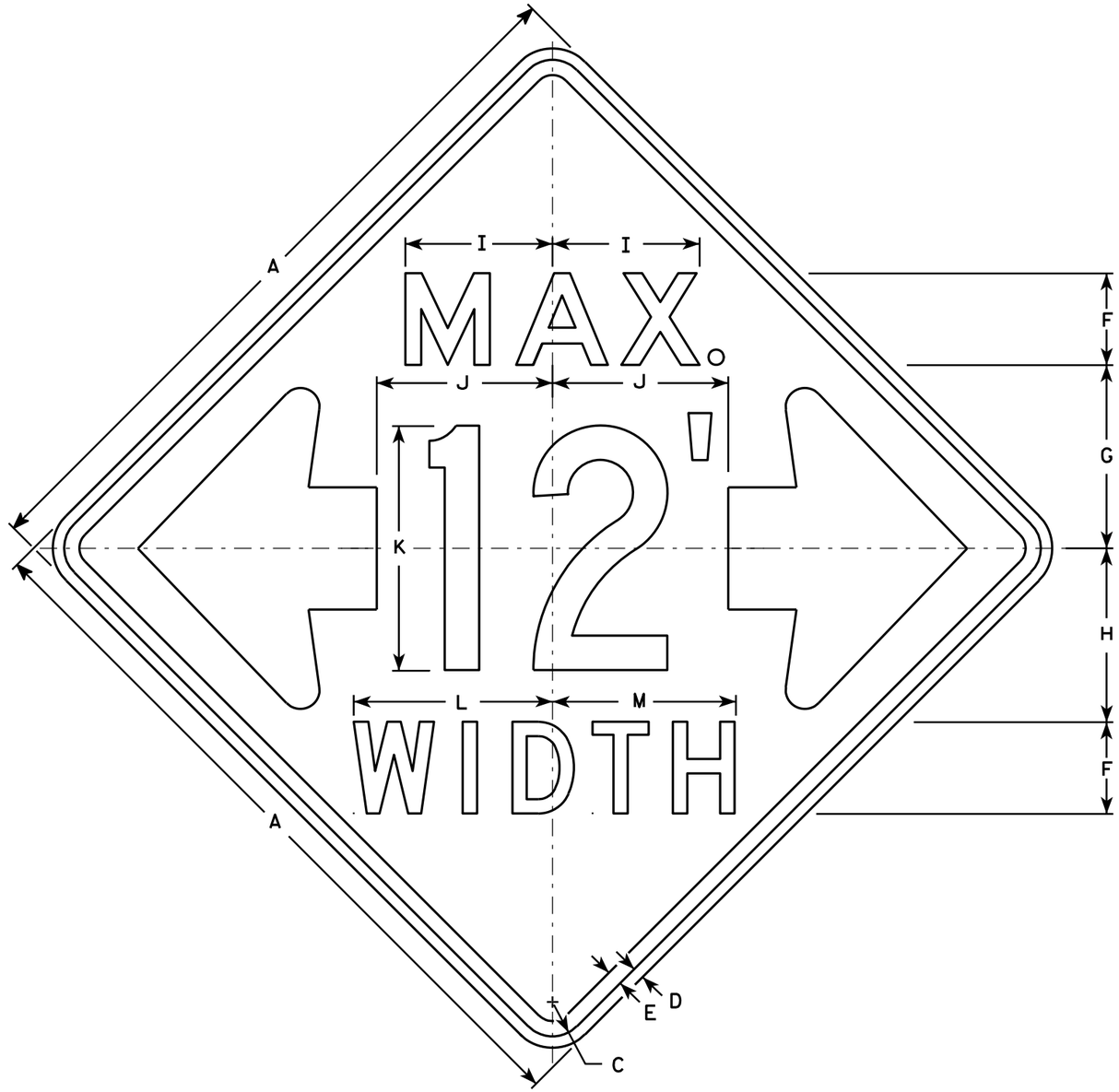
STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-1.9

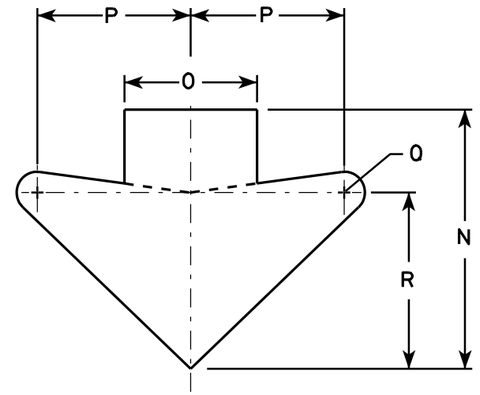
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 118 | E |
|---|---|---|---|---|---|




W12-52

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 6 | 12 | 11 3/8 | 9 5/8 | 11 1/2 | 16 | 13 | 12 | 15 5/8 | 8 | 9 1/4 | 1 1/4 | 10 5/8 | | | | | | | | | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 6 | 12 | 11 3/8 | 9 5/8 | 11 1/2 | 16 | 13 | 12 | 15 5/8 | 8 | 9 1/4 | 1 1/4 | 10 5/8 | | | | | | | | | 16.0 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

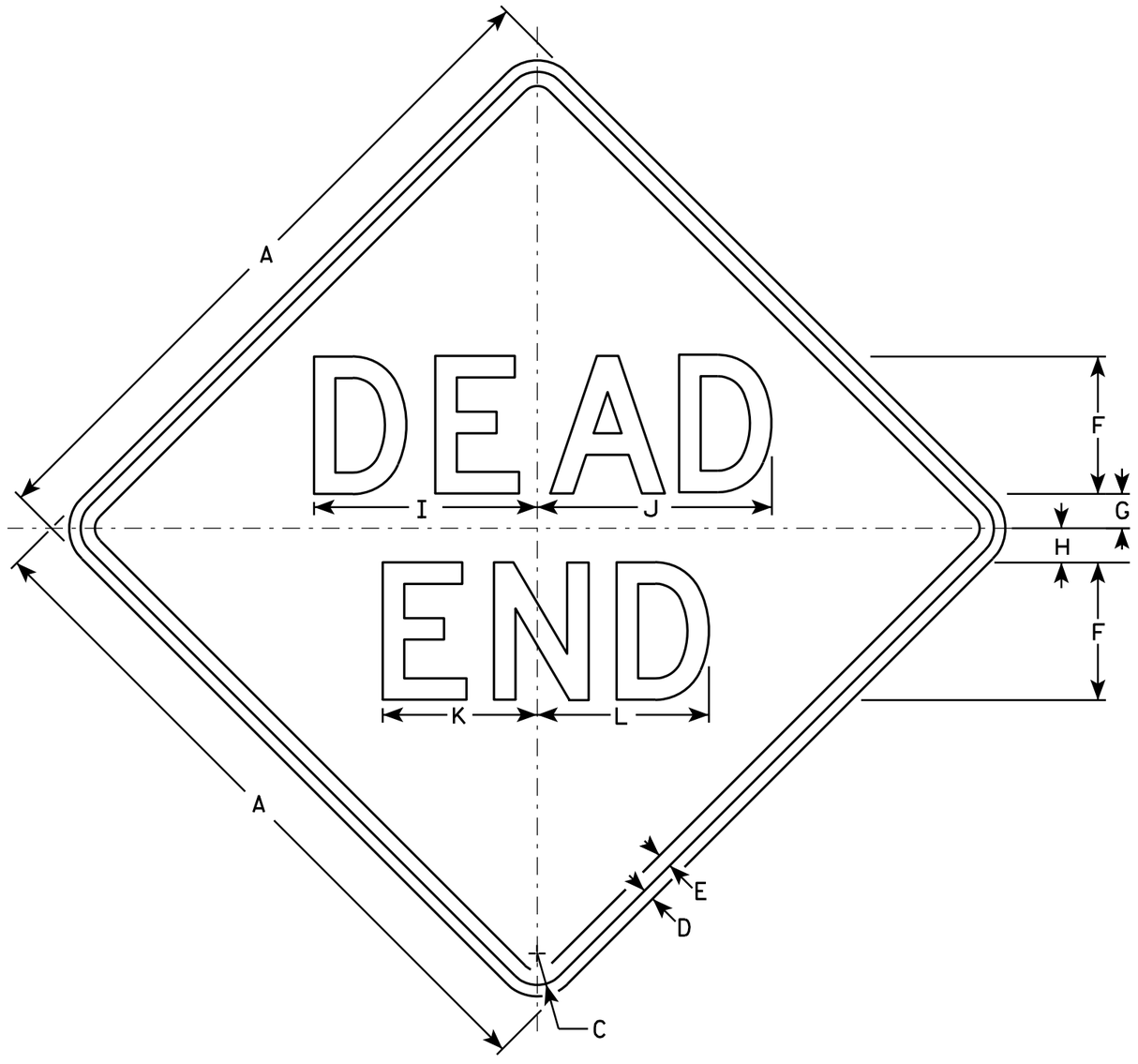
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 119 | E



FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000
WISDOT/CADDS SHEET 42




W14-1

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. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

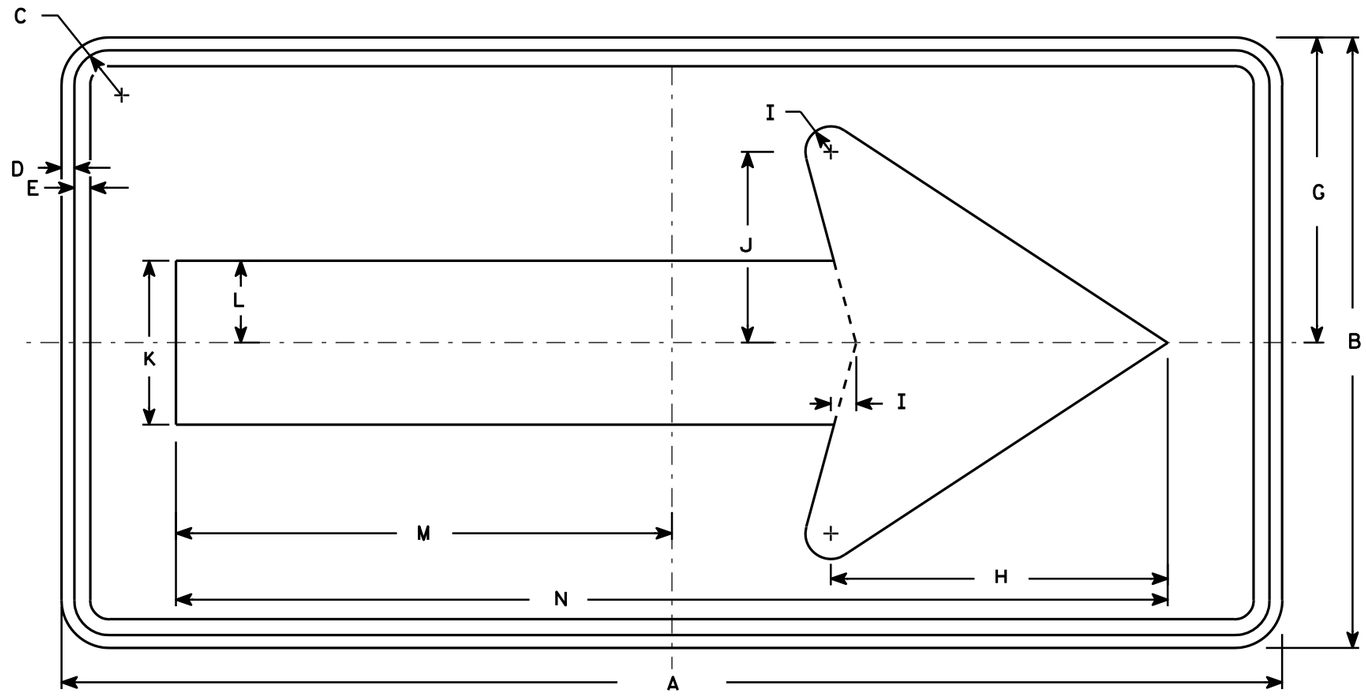
STANDARD SIGN
W14-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W14-1.7

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 120 | E |
|---|---|---|---|---|---|




W1-6

## 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.

| 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 | 36 | 18 | 1 1/8 | 3/8 | 3/8 | | 9 | 10 | 3/4 | 5 5/8 | 4 3/4 | 2 3/8 | 14 5/8 | 29 1/4 | | | | | | | | | | | | | 4.5 |
| 2S | 48 | 24 | 1 3/8 | 1/2 | 5/8 | | 12 | 13 1/4 | 1 | 7 1/2 | 6 1/2 | 3 1/4 | 19 1/2 | 39 | | | | | | | | | | | | | 8.0 |
| 2M | 48 | 24 | 1 3/8 | 1/2 | 5/8 | | 12 | 13 1/4 | 1 | 7 1/2 | 6 1/2 | 3 1/4 | 19 1/2 | 39 | | | | | | | | | | | | | 8.0 |
| 3 | 60 | 30 | 1 3/8 | 1/2 | 5/8 | | 15 | 16 1/4 | 1 1/4 | 9 1/4 | 8 | 4 | 24 3/8 | 48 3/4 | | | | | | | | | | | | | 12.5 |
| 4 | 60 | 30 | 1 3/8 | 1/2 | 5/8 | | 15 | 16 1/4 | 1 1/4 | 9 1/4 | 8 | 4 | 24 3/8 | 48 3/4 | | | | | | | | | | | | | 12.5 |
| 5 | 96 | 48 | 2 1/4 | 3/4 | 1 | | 24 | 26 1/2 | 2 | 15 | 13 | 6 1/2 | 39 | 78 | | | | | | | | | | | | | 32.0 |

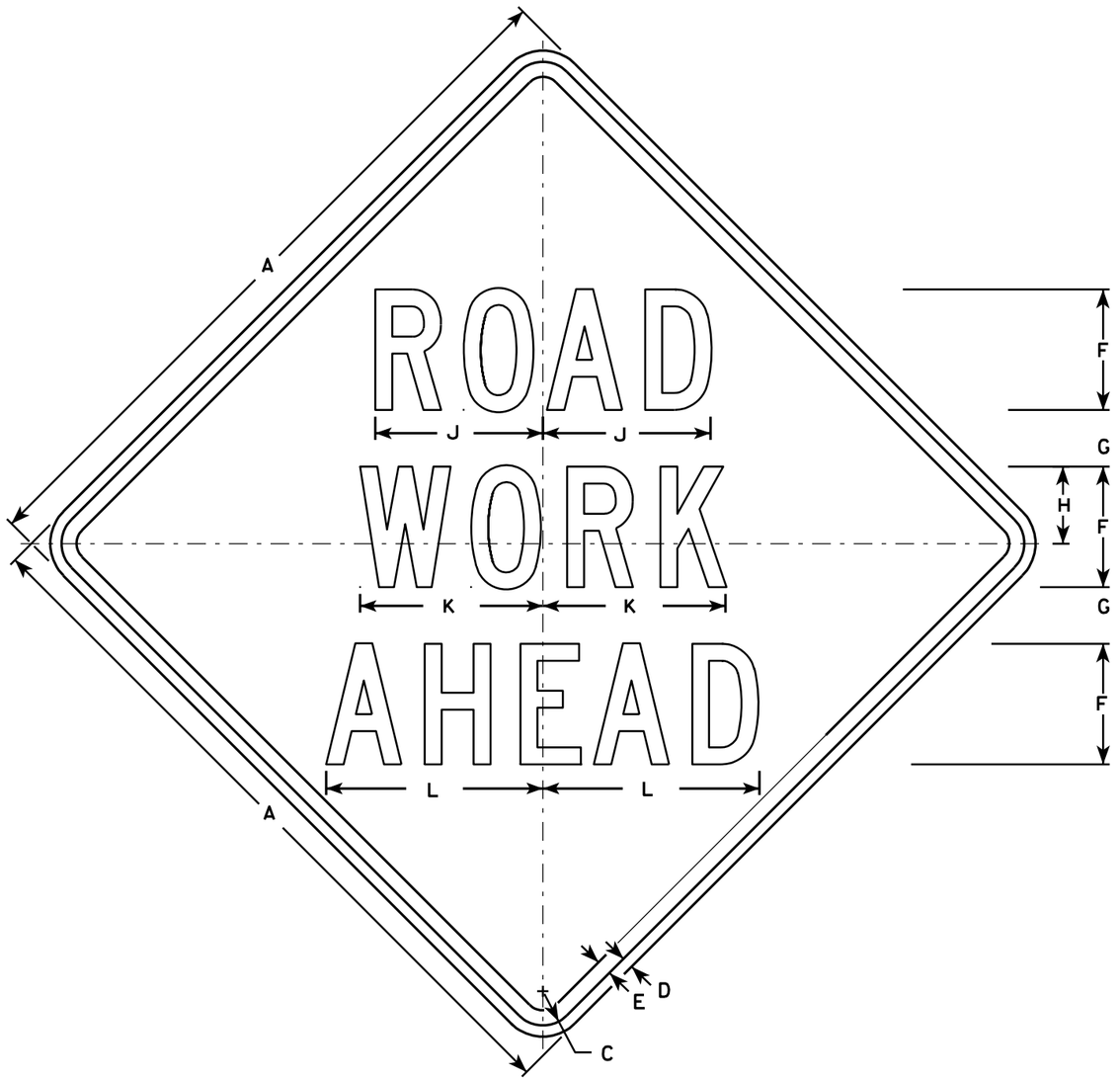
STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

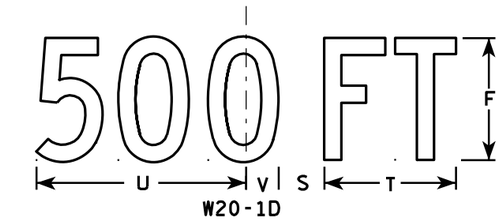
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-6.8

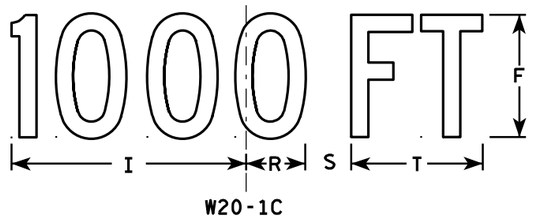
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 121 |
|---|---|---|---|---|



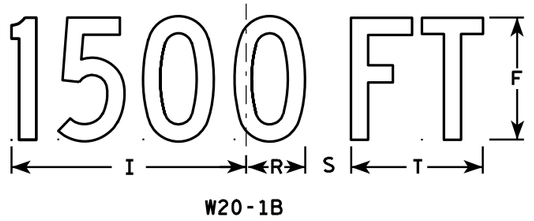

W20-1A




W20-1D

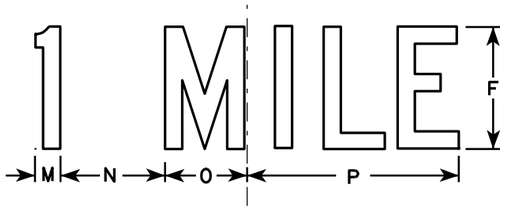



W20-1C




W20-1B

W20-1G




W20-1F

NOTES

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

| 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 | 36 | | 1 3/8 | 1/2 | 5/8 | 5 | 2 5/8 | 3 1/4 | 10 1/8 | 7 | 7 5/8 | 8 7/8 | 1 1/8 | 4 1/2 | 3 1/2 | 9 | | 2 1/2 | 1 7/8 | 5 5/8 | 9 | 1 3/8 | 8 | 1 3/4 | 10 3/4 | 6 | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-1.9

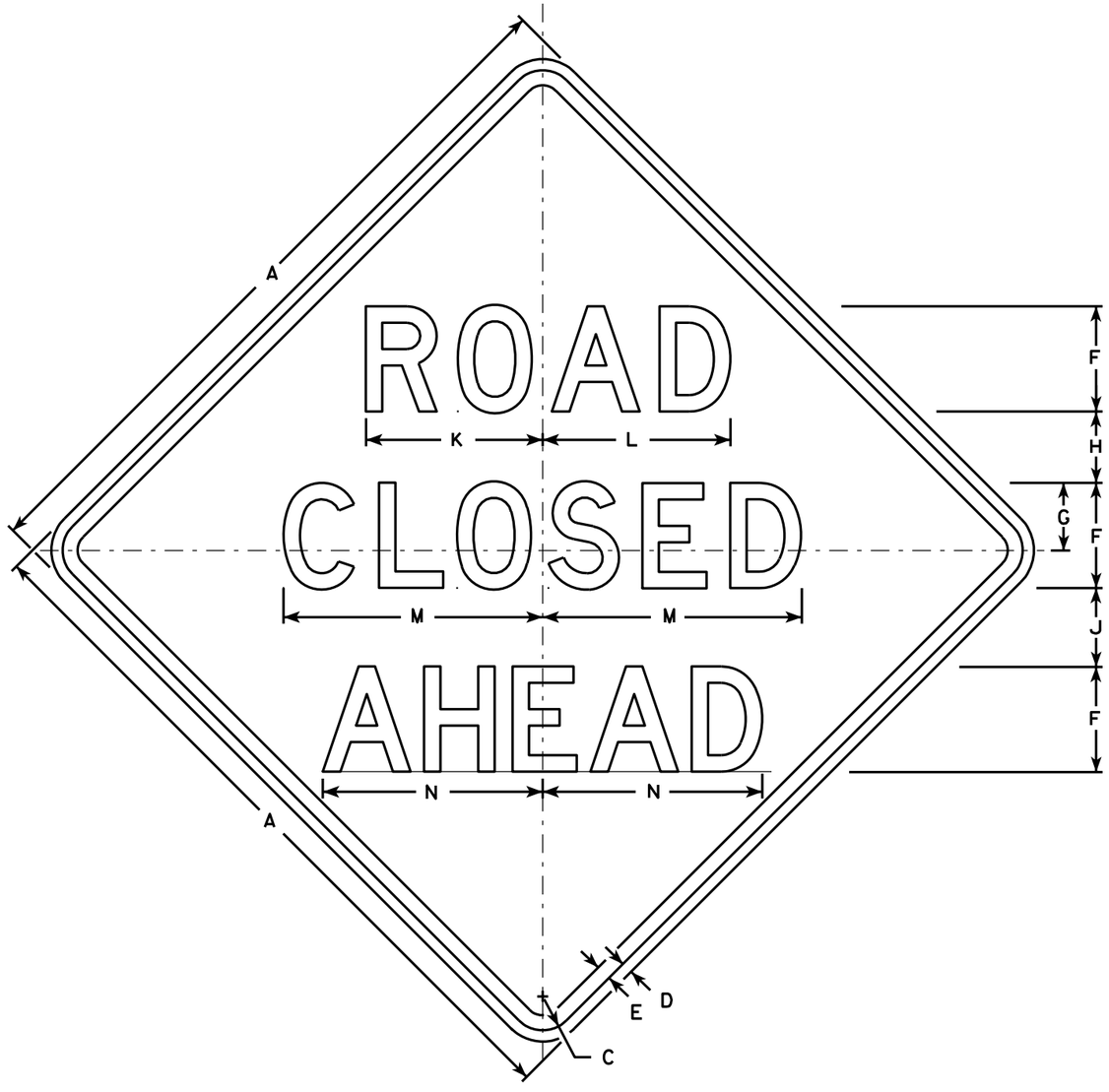
PROJECT NO:

SHEET NO: 122 E

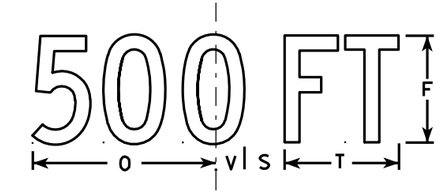


FILE NAME : C:\Users\PROJECTS\tr_stdplate\W201.DGN PLOT DATE : 18-MAR-2011 09:56 PLOT BY : mscj9h

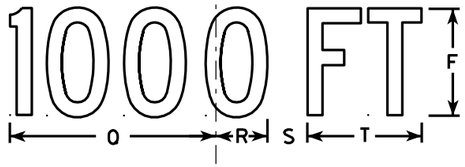
WISDOT/CADDS SHEET 42



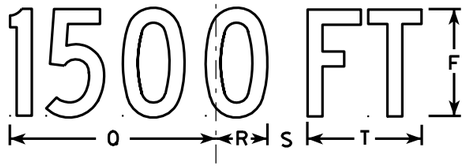

W20-3A



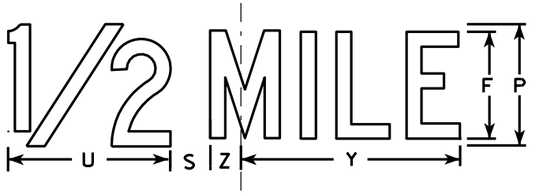

W20-3D



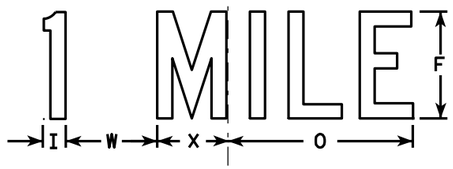

W20-3C




W20-3B




W20-3G




W20-3F

## NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

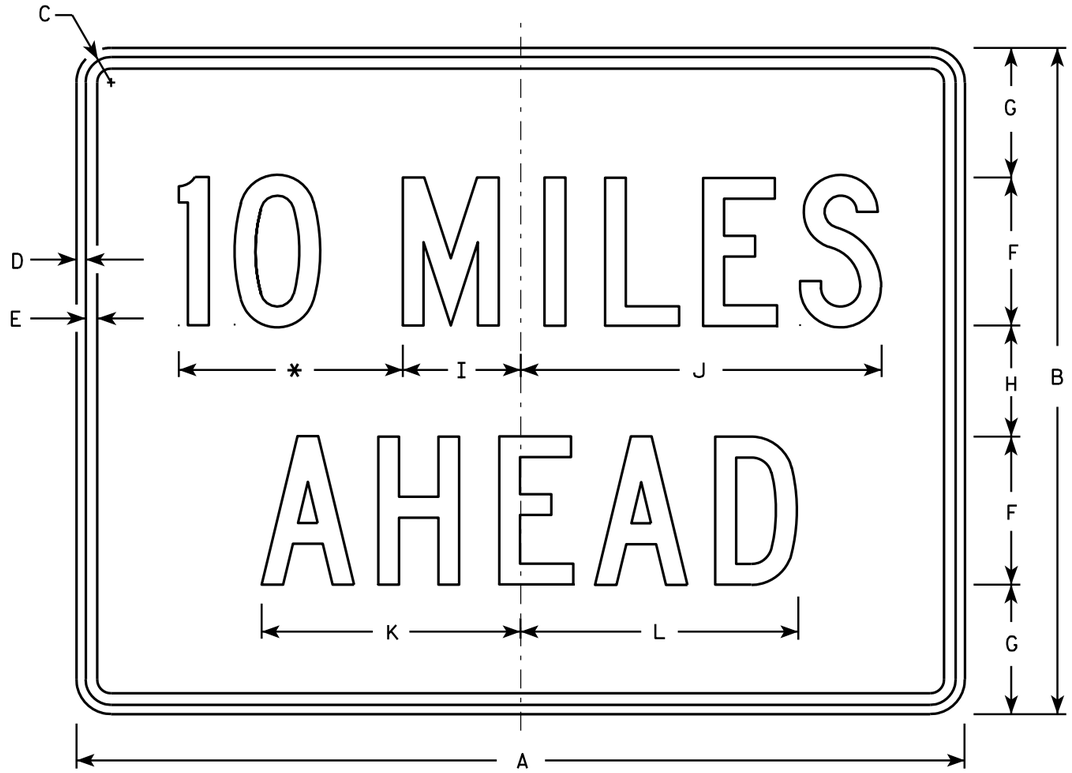
| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 1 5/8 | 5/8 | 3/4 | 5 | 3 3/8 | 3 1/2 | 1 1/8 | 4 | 8 3/8 | 8 7/8 | 12 1/2 | 11 | 9 | 6 | 10 1/8 | 2 1/2 | 1 7/8 | 5 5/8 | 8 | 1 3/8 | 4 1/2 | 3 1/2 | 10 3/4 | 1 3/4 | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |

STANDARD SIGN
W20-3A, B, C, D, F & G

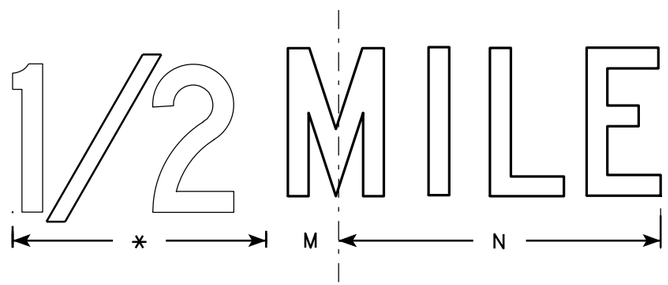
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 123 | E




W57-52




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. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

* See note 5

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | 18 | 1 1/8 | 3/8 | 1/2 | 4 | 3 1/2 | 3 | 3 1/8 | 9 3/4 | 7 | 7 1/2 | 1 3/8 | 8 3/4 | | | | | | | | | | | | | 3.0 |
| 2S | 36 | 24 | 1 1/8 | 3/8 | 1/2 | 6 | 4 1/2 | 3 | 4 3/4 | 14 5/8 | 10 5/8 | 11 3/8 | 2 | 13 | | | | | | | | | | | | | 6.0 |
| 2M | 36 | 24 | 1 1/8 | 3/8 | 1/2 | 6 | 4 1/2 | 3 | 4 3/4 | 14 5/8 | 10 5/8 | 11 3/8 | 2 | 13 | | | | | | | | | | | | | 6.0 |
| 3 | 36 | 24 | 1 1/8 | 3/8 | 1/2 | 6 | 4 1/2 | 3 | 4 3/4 | 14 5/8 | 10 5/8 | 11 3/8 | 2 | 13 | | | | | | | | | | | | | 6.0 |
| 4 | 48 | 36 | 1 3/8 | 1/2 | 5/8 | 8 | 7 | 6 | 6 3/8 | 19 1/2 | 14 | 15 | 2 3/4 | 17 3/8 | | | | | | | | | | | | | 12.0 |
| 5 | 48 | 36 | 1 3/8 | 1/2 | 5/8 | 8 | 7 | 6 | 6 3/8 | 19 1/2 | 14 | 15 | 2 3/4 | 17 3/8 | | | | | | | | | | | | | 12.0 |

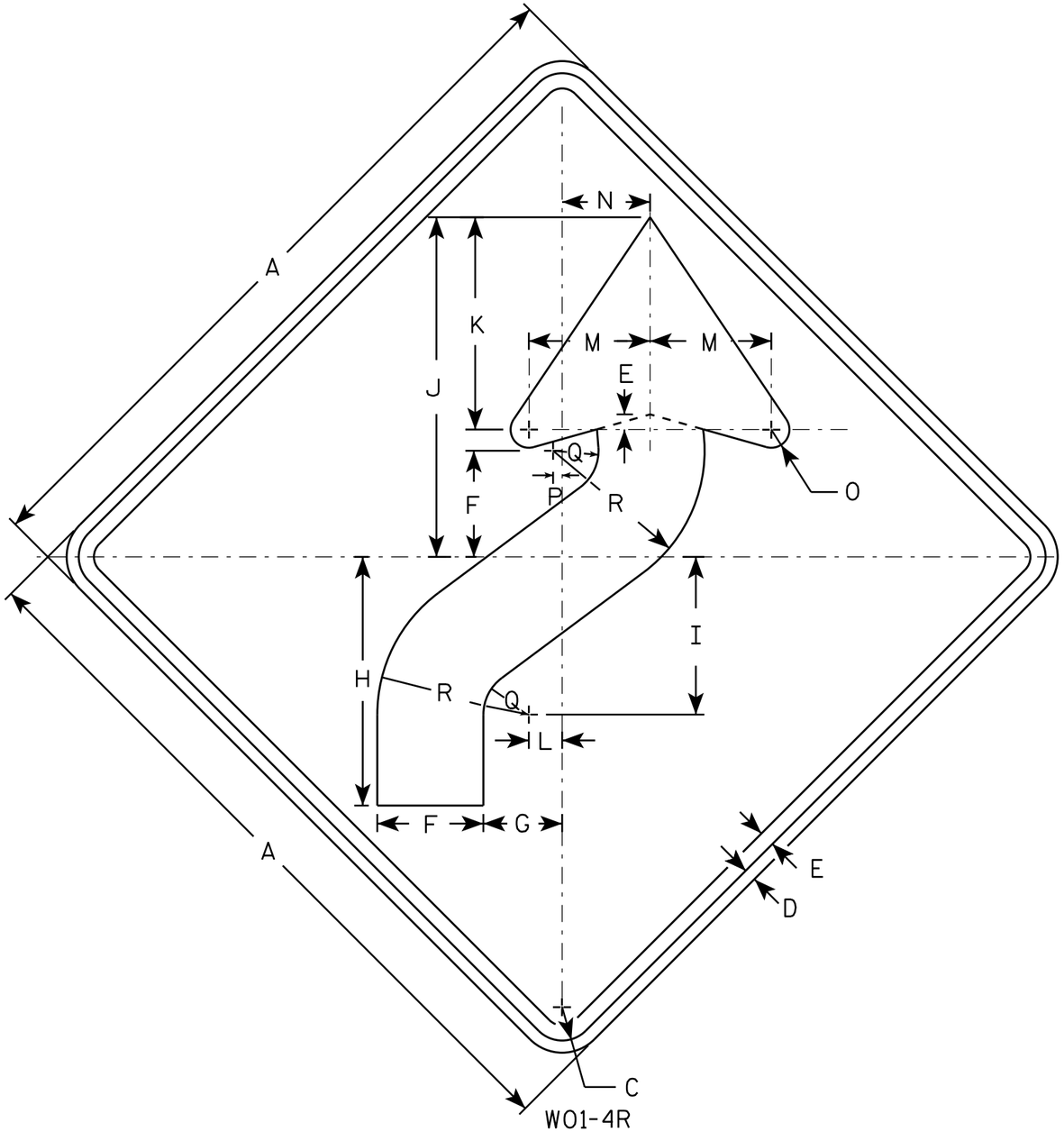
STANDARD SIGN
W57-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/13/13 PLATE NO. W57-52.7

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 124 | E |
|---|---|---|---|---|---|




W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   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. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

| 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 | 36 | | 1 5/8 | 5/8 | 3/4 | 5 1/4 | 4 | 12 3/8 | 7 7/8 | 16 7/8 | 10 1/2 | 1 5/8 | 6 | 4 1/2 | 1 | 1/2 | 2 1/4 | 7 1/2 | | | | | | | | | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 7 | 5 1/4 | 16 1/2 | 10 1/2 | 22 1/2 | 14 | 2 1/4 | 8 | 6 | 1 1/4 | 5/8 | 3 | 10 | | | | | | | | | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 7 | 5 1/4 | 16 1/2 | 10 1/2 | 22 1/2 | 14 | 2 1/4 | 8 | 6 | 1 1/4 | 5/8 | 3 | 10 | | | | | | | | | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 5 1/4 | 16 1/2 | 10 1/2 | 22 1/2 | 14 | 2 1/4 | 8 | 6 | 1 1/4 | 5/8 | 3 | 10 | | | | | | | | | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 5 1/4 | 16 1/2 | 10 1/2 | 22 1/2 | 14 | 2 1/4 | 8 | 6 | 1 1/4 | 5/8 | 3 | 10 | | | | | | | | | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 5 1/4 | 16 1/2 | 10 1/2 | 22 1/2 | 14 | 2 1/4 | 8 | 6 | 1 1/4 | 5/8 | 3 | 10 | | | | | | | | | 16.0 |

# STANDARD SIGN
# W01-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000 WISDOT/CADDS SHEET 42

## HIGH STREET 'H'

| STATION | Real Station | Distance | AREA (SF) Cut | AREA (SF) Salvaged/Unusable Pavement Material | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.30 | Cumulative Vol (CY) Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 212+25.000 | 21225 | 0.00 | 63.64 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 212+50.000 | 21250 | 25.00 | 119.63 | 0.00 | 0.00 | 84.85 | 0.00 | 0.00 | 84.85 | 0.00 | 84.85 |
| 213+00.000 | 21300 | 50.00 | 78.72 | 0.00 | 11.69 | 183.66 | 0.00 | 10.82 | 268.50 | 14.07 | 254.44 |
| 213+18.450 | 21318.45 | 18.45 | 77.41 | 0.00 | 4.46 | 53.34 | 0.00 | 5.52 | 321.85 | 21.24 | 300.61 |
| 213+50.000 | 21350 | 31.55 | 94.02 | 0.00 | 0.29 | 100.16 | 0.00 | 2.78 | 422.01 | 24.85 | 397.16 |
| 213+72.860 | 21372.86 | 22.86 | 87.84 | 0.00 | 1.33 | 76.99 | 0.00 | 0.69 | 499.00 | 25.74 | 473.26 |
| 213+89.000 | 21389 | 16.14 | 104.57 | 0.00 | 0.00 | 57.51 | 0.00 | 0.40 | 556.51 | 26.25 | 530.25 |
| 214+00.000 | 21400 | 11.00 | 75.81 | 0.00 | 0.00 | 36.74 | 0.00 | 0.00 | 593.25 | 26.25 | 566.99 |
| 214+20.000 | 21420 | 20.00 | 67.67 | 0.00 | 0.00 | 53.14 | 0.00 | 0.00 | 646.39 | 26.25 | 620.14 |
| 214+50.000 | 21450 | 30.00 | 65.14 | 19.80 | 1.63 | 73.78 | 11.00 | 0.91 | 720.17 | 27.43 | 681.74 |
| 214+90.780 | 21490.78 | 40.78 | 57.11 | 19.80 | 0.07 | 92.32 | 29.91 | 1.28 | 812.49 | 29.10 | 742.49 |
| 215+00.000 | 21500 | 9.22 | 54.04 | 19.80 | 0.89 | 18.98 | 6.76 | 0.16 | 831.47 | 29.31 | 754.49 |
| 215+50.000 | 21550 | 50.00 | 57.49 | 19.80 | 1.44 | 103.27 | 36.67 | 2.16 | 934.74 | 32.12 | 818.29 |
| 216+00.000 | 21600 | 50.00 | 61.00 | 19.80 | 0.00 | 109.71 | 36.67 | 1.33 | 1044.45 | 33.85 | 889.60 |
| 216+28.040 | 21628.04 | 28.04 | 58.92 | 19.80 | 0.00 | 62.27 | 20.56 | 0.00 | 1106.72 | 33.85 | 931.31 |
| 216+50.000 | 21650 | 21.96 | 63.33 | 19.80 | 0.00 | 49.71 | 16.10 | 0.00 | 1156.44 | 33.85 | 964.92 |
| 217+00.000 | 21700 | 50.00 | 68.02 | 19.80 | 0.00 | 121.62 | 36.67 | 0.00 | 1278.06 | 33.85 | 1049.87 |
| 217+25.000 | 21725 | 25.00 | 63.73 | 19.80 | 0.00 | 61.00 | 18.33 | 0.00 | 1339.05 | 33.85 | 1092.54 |
| | | | | | | 1339.05 | 121.00 | 26.04 | | | |

## WASHINGTON 'W' STREET STAGE 1

| STATION | Real Station | Distance | AREA (SF) Cut | AREA (SF) Salvaged/Unusable Pavement Material | AREA (SF) Fill | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Incremental Vol (CY) (Unadjusted) Salvaged/Unusable Pavement Material Note 2 | Incremental Vol (CY) (Unadjusted) Fill Note 3 | Cumulative Vol (CY) Cut 1.00 Note 1 | Cumulative Vol (CY) Expanded Fill 1.30 | Cumulative Vol (CY) Mass Ordinate Note 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 5+88.940 | 588.94 | 0.00 | 23.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 6+00.000 | 600.00 | 11.06 | 22.79 | 0.00 | 0.00 | 9.41 | 0.00 | 0.00 | 9.41 | 0.00 | 9.41 |
| 6+50.000 | 650.00 | 50.00 | 6.72 | 0.00 | 5.31 | 27.32 | 0.00 | 4.92 | 36.73 | 6.39 | 30.34 |
| 7+00.000 | 700.00 | 50.00 | 5.43 | 0.00 | 3.80 | 11.25 | 0.00 | 8.44 | 47.98 | 17.36 | 30.62 |
| 7+50.000 | 750.00 | 50.00 | 10.43 | 0.00 | 0.00 | 14.69 | 0.00 | 3.52 | 62.66 | 21.93 | 40.73 |
| 8+00.000 | 800.00 | 50.00 | 13.45 | 0.00 | 0.00 | 22.11 | 0.00 | 0.00 | 84.78 | 21.93 | 62.84 |
| 8+50.000 | 850.00 | 50.00 | 13.95 | 0.00 | 0.00 | 25.37 | 0.00 | 0.00 | 110.15 | 21.93 | 88.21 |
| 9+00.000 | 900.00 | 50.00 | 14.18 | 0.00 | 0.00 | 26.05 | 0.00 | 0.00 | 136.19 | 21.93 | 114.26 |
| 9+50.000 | 950.00 | 50.00 | 0.00 | 0.00 | 0.00 | 13.13 | 0.00 | 0.00 | 149.32 | 21.93 | 127.39 |
| 9+65.000 | 965.00 | 15.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 149.32 | 21.93 | 127.39 |
| | | | | | | 149.32 | 0.00 | 16.87 | | | |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## WASHINGTON 'W' STREET STAGE 2

| | | | AREA (SF) | | | Incremental Vol (CY) (Unadjusted) | | | Cumulative Vol (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | Real Station | Distance | Cut | Salvaged/Unusable Pavement Material | Fill | Cut | Salvaged/Unusable Pavement Material | Fill | Cut | Expanded Fill | Mass Ordinate |
| | | | | | | | | | 1.00 | 1.30 | |
| | | | | | | Note 1 | Note 2 | Note 3 | Note 1 | | Note 8 |
| 5+88.940 | 591.40 | 0.00 | 23.63 | 0.00 | 12.28 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 6+00.000 | 600.00 | 8.60 | 22.21 | 0.00 | 11.65 | 7.30 | 0.00 | 3.81 | 7.30 | 4.95 | 2.35 |
| 6+50.000 | 650.00 | 50.00 | 18.83 | 0.00 | 7.75 | 38.00 | 0.00 | 17.96 | 45.30 | 28.31 | 16.99 |
| 7+00.000 | 700.00 | 50.00 | 36.30 | 0.00 | 0.02 | 51.05 | 0.00 | 7.19 | 96.35 | 37.66 | 58.69 |
| 7+50.000 | 750.00 | 50.00 | 54.70 | 0.00 | 0.00 | 84.26 | 0.00 | 0.02 | 180.61 | 37.68 | 142.92 |
| 8+00.000 | 800.00 | 50.00 | 20.75 | 0.00 | 0.00 | 69.86 | 0.00 | 0.00 | 250.47 | 37.68 | 212.78 |
| 8+50.000 | 850.00 | 50.00 | 27.73 | 0.00 | 0.00 | 44.89 | 0.00 | 0.00 | 295.36 | 37.68 | 257.67 |
| 9+00.000 | 900.00 | 50.00 | 35.87 | 0.00 | 0.00 | 58.89 | 0.00 | 0.00 | 354.24 | 37.68 | 316.56 |
| 9+50.000 | 950.00 | 50.00 | 53.90 | 0.00 | 0.00 | 83.12 | 0.00 | 0.00 | 437.37 | 37.68 | 399.68 |
| | | | | | | 354.24 | 0.00 | 28.99 | | | |

## WASHINGTON 'W' STREET STAGE 3

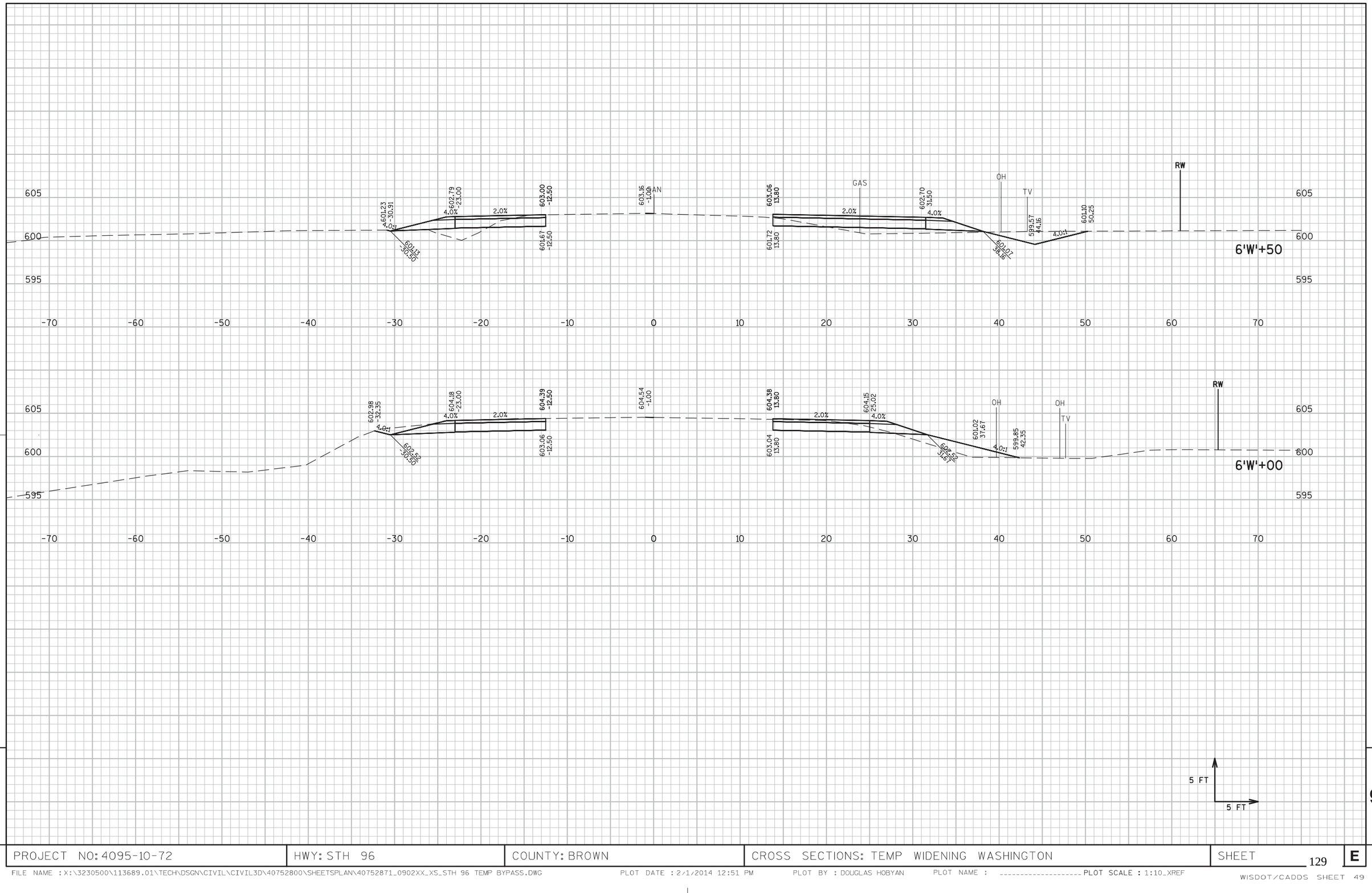
| | | | AREA (SF) | | | Incremental Vol (CY) (Unadjusted) | | | Cumulative Vol (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | Real Station | Distance | Cut | Salvaged/Unusable Pavement Material | Fill | Cut | Salvaged/Unusable Pavement Material | Fill | Cut | Expanded Fill | Mass Ordinate |
| | | | | | | | | | 1.00 | 1.30 | |
| | | | | | | Note 1 | Note 2 | Note 3 | Note 1 | | Note 8 |
| 6+00.000 | 600.00 | 0.00 | 27.10 | 0.00 | 26.62 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 6+50.000 | 650.00 | 50.00 | 23.53 | 0.00 | 17.47 | 46.88 | 0.00 | 40.82 | 46.88 | 53.07 | -6.19 |
| 7+00.000 | 700.00 | 50.00 | 18.75 | 0.00 | 20.47 | 39.15 | 0.00 | 35.13 | 86.03 | 98.74 | -12.71 |
| 7+50.000 | 750.00 | 50.00 | 13.21 | 0.00 | 31.54 | 29.59 | 0.00 | 48.16 | 115.62 | 161.34 | -45.72 |
| 8+00.000 | 800.00 | 50.00 | 8.37 | 0.00 | 30.08 | 19.98 | 0.00 | 57.06 | 135.60 | 235.52 | -99.91 |
| 8+25.640 | 825.64 | 25.64 | 9.61 | 0.00 | 34.65 | 8.54 | 0.00 | 30.73 | 144.14 | 275.47 | -131.33 |
| 8+50.000 | 850.00 | 24.36 | 9.85 | 0.00 | 35.34 | 8.78 | 0.00 | 31.57 | 152.92 | 316.52 | -163.60 |
| 9+00.000 | 900.00 | 50.00 | 19.05 | 0.00 | 15.21 | 26.76 | 0.00 | 46.81 | 179.68 | 377.36 | -197.69 |
| 9+50.000 | 950.00 | 50.00 | 23.27 | 0.00 | 1.48 | 39.19 | 0.00 | 15.45 | 218.86 | 397.45 | -178.59 |
| Intersection | | | | | | | | | | | |
| 10+50.000 | 1050.00 | 0.00 | 33.47 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 218.86 | 397.45 | -178.59 |
| 10+85.390 | 1085.39 | 35.39 | 0.00 | 0.00 | 0.00 | 21.94 | 0.00 | 0.00 | 240.80 | 397.45 | -156.66 |
| | | | | | | 218.86 | 0.00 | 243.47 | | | |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED

## WASHINGTON 'W' STREET STAGE 4

| | | | AREA (SF) | | | Incremental Vol (CY) (Unadjusted) | | | Cumulative Vol (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| STATION | Real Station | Distance | Cut | Salvaged/Unusable Pavement Material | Fill | Cut | Salvaged/Unusable Pavement Material | Fill | Cut | Expanded Fill | Mass Ordinate |
| | | | | | | | | | 1.00 | 1.30 | |
| | | | | | | Note 1 | Note 2 | Note 3 | Note 1 | | Note 8 |
| 5+91.400 | 591.40 | 0.00 | 5.18 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 6+00.000 | 600.00 | 8.60 | 34.07 | 0.00 | 0.34 | 6.25 | 0.00 | 0.09 | 6.25 | 0.12 | 6.13 |
| 6+50.000 | 650.00 | 50.00 | 51.25 | 0.00 | 0.11 | 79.00 | 0.00 | 0.42 | 85.25 | 0.66 | 84.59 |
| 7+00.000 | 700.00 | 50.00 | 18.13 | 0.00 | 6.27 | 64.24 | 0.00 | 5.91 | 149.49 | 8.34 | 141.15 |
| 7+10.810 | 710.81 | 10.81 | 15.27 | 0.00 | 6.59 | 6.69 | 0.00 | 2.57 | 156.18 | 11.69 | 144.49 |
| 7+50.000 | 750.00 | 39.19 | 10.30 | 0.00 | 11.68 | 18.56 | 0.00 | 13.26 | 174.74 | 28.92 | 145.81 |
| 8+00.000 | 800.00 | 50.00 | 6.58 | 0.00 | 6.44 | 15.63 | 0.00 | 16.78 | 190.36 | 50.73 | 139.63 |
| 8+50.000 | 850.00 | 50.00 | 4.64 | 0.00 | 5.98 | 10.39 | 0.00 | 11.50 | 200.75 | 65.68 | 135.07 |
| 8+77.360 | 877.36 | 27.36 | 5.24 | 0.00 | 7.60 | 5.01 | 0.00 | 6.88 | 205.76 | 74.63 | 131.13 |
| 9+00.000 | 900.00 | 22.64 | 5.22 | 0.00 | 12.09 | 4.39 | 0.00 | 8.26 | 210.14 | 85.36 | 124.78 |
| 9+50.000 | 950.00 | 50.00 | 4.67 | 0.00 | 10.45 | 9.16 | 0.00 | 20.87 | 219.30 | 112.49 | 106.81 |
| Intersection | | | | | | | | | | | |
| 10+50.000 | 1050.00 | 0.00 | 17.67 | 0.00 | 84.33 | 0.00 | 0.00 | 0.00 | 219.30 | 112.49 | 106.81 |
| 10+85.140 | 1085.14 | 35.14 | 28.54 | 0.00 | 0.09 | 30.07 | 0.00 | 54.94 | 249.37 | 183.91 | 65.46 |
| | | | | | | 219.30 | 0.00 | 39.03 | | | |

ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE SPECIFIED




9 9

| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: TEMP WIDENING WASHINGTON | SHEET 129 | E |
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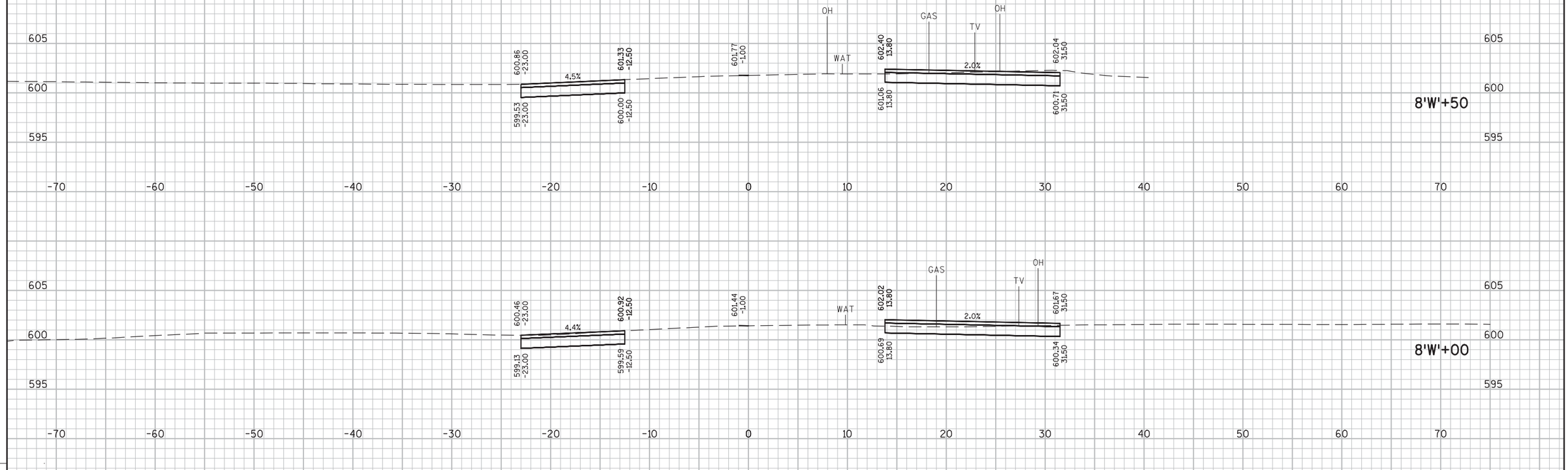
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40752871_0902XX_XS_STH 96 TEMP BYPASS.DWG PLOT DATE : 2/1/2014 12:51 PM PLOT BY : DOUGLAS HOBYAN PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

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9

| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: TEMP WIDENING WASHINGTON | SHEET 130 | E |
|---|---|---|---|---|---|

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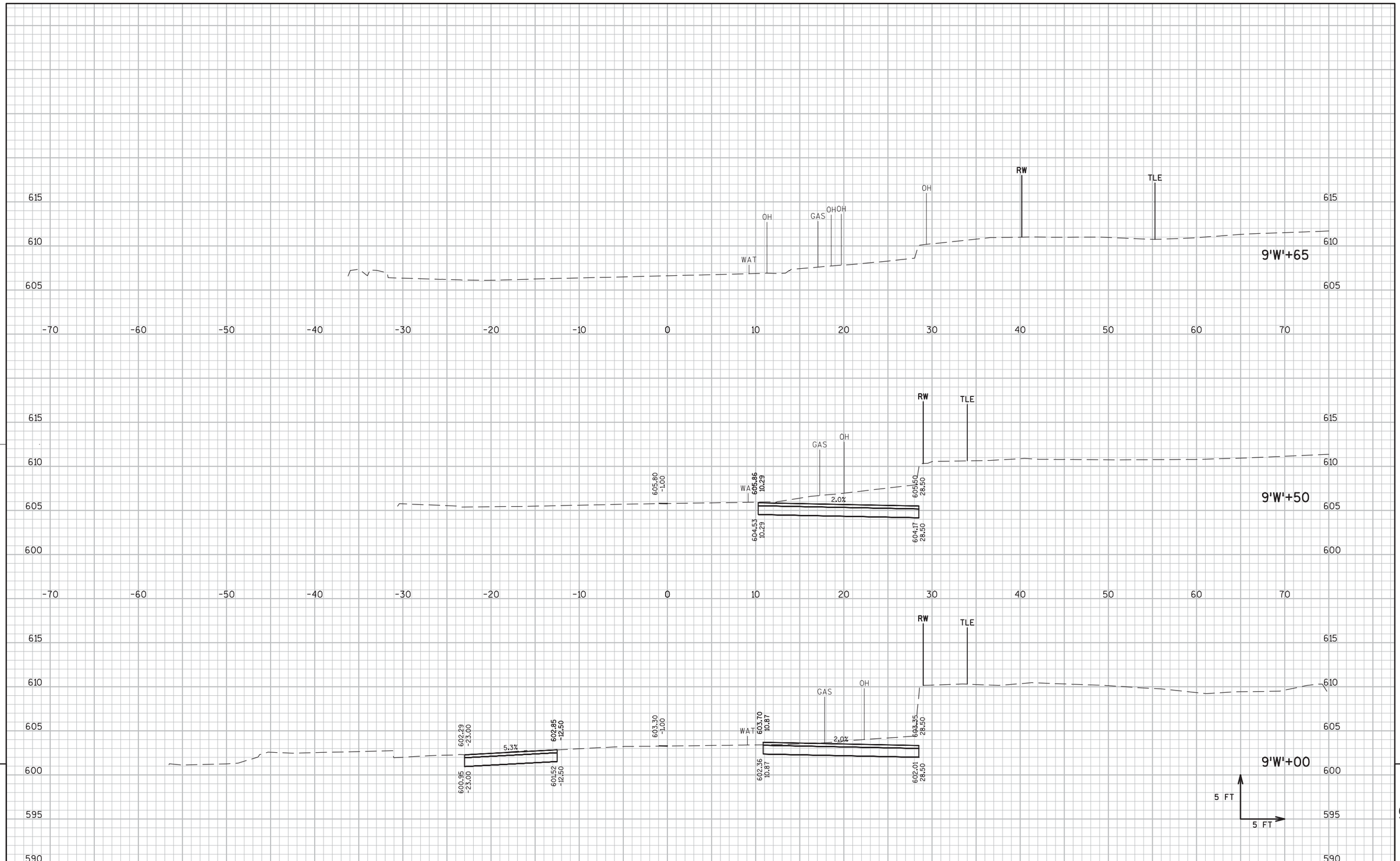
WISDOT/CADDS SHEET 49




| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: TEMP WIDENING WASHINGTON | SHEET 131 | E |
|---|---|---|---|---|---|

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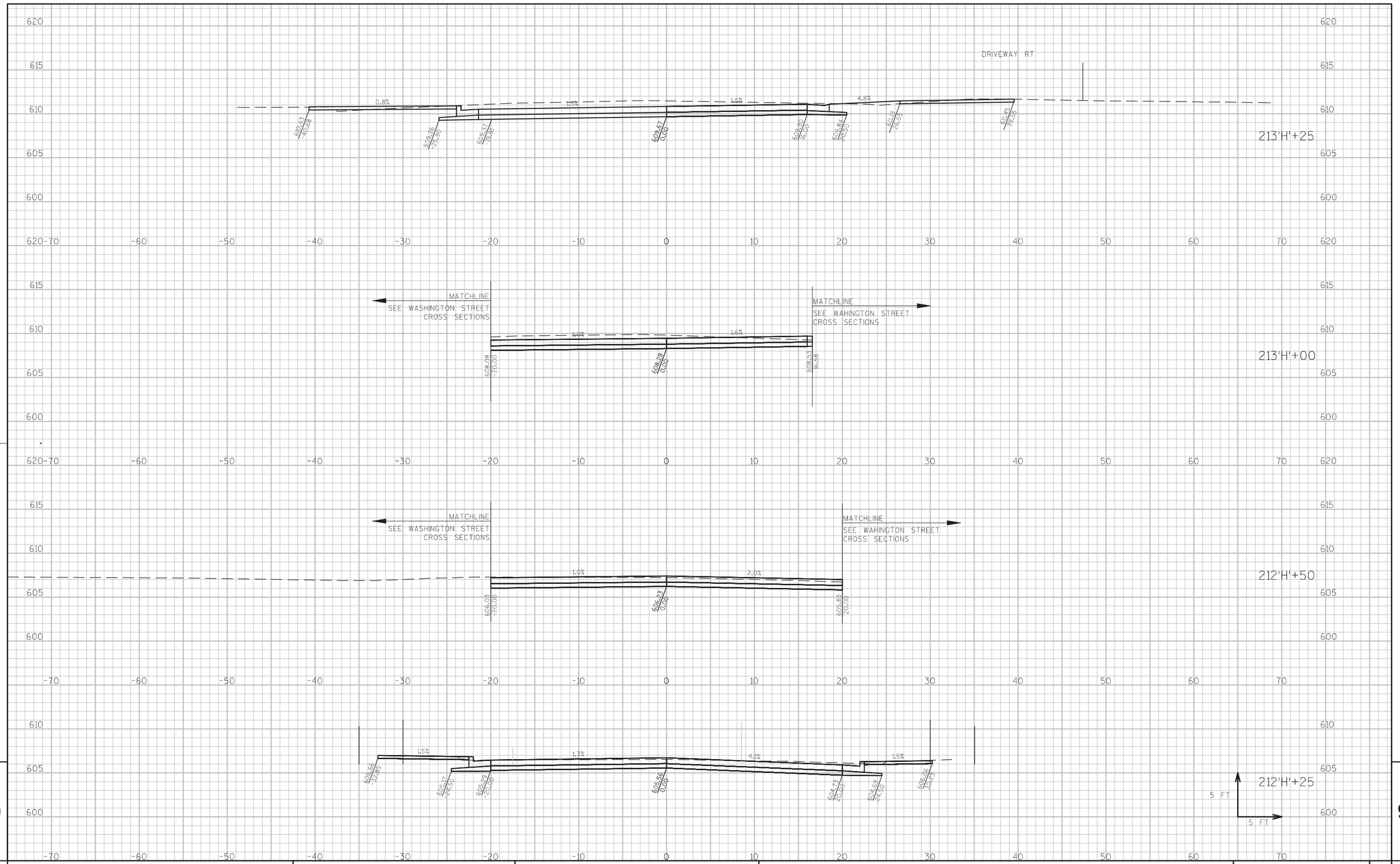


| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET 'H' | SHEET | E |
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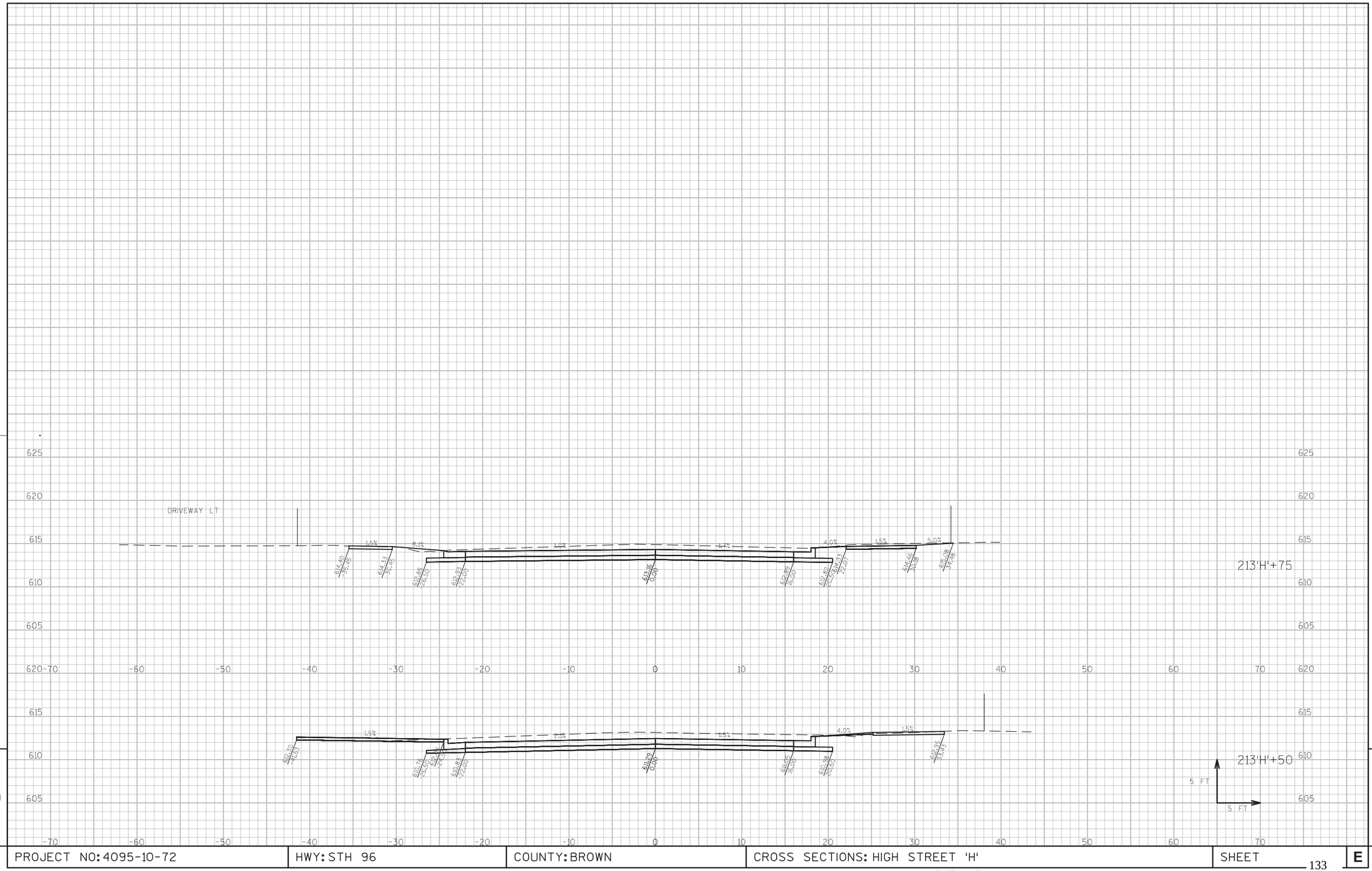


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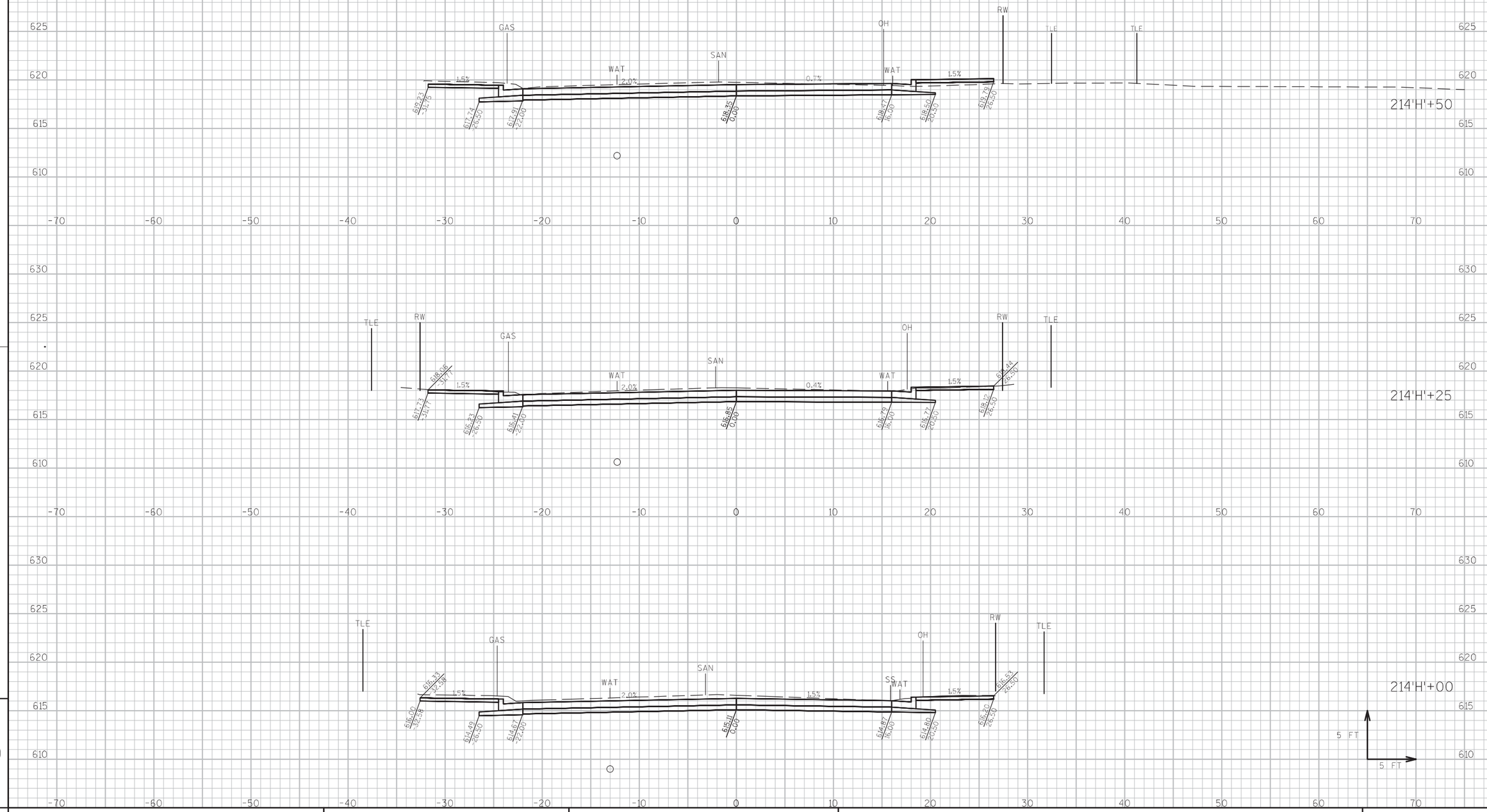
| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET 'H' | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\TEMPLATE\96-2800-WISDOT12-09-XS.DWT PLOT DATE : ---- PLOT BY : ANDREA BONELL PLOT NAME : _____ PLOT SCALE : 1 IN:10 FT

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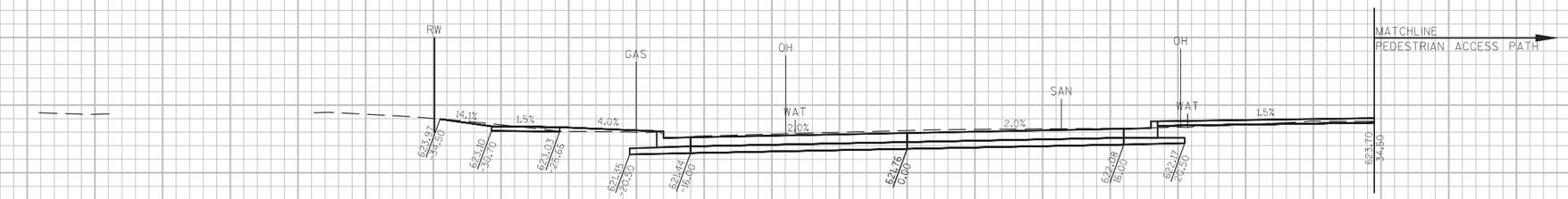
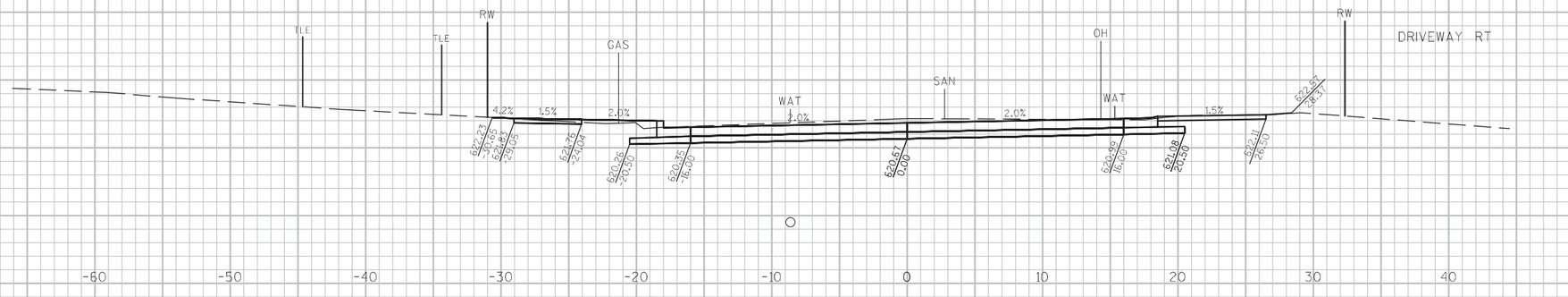
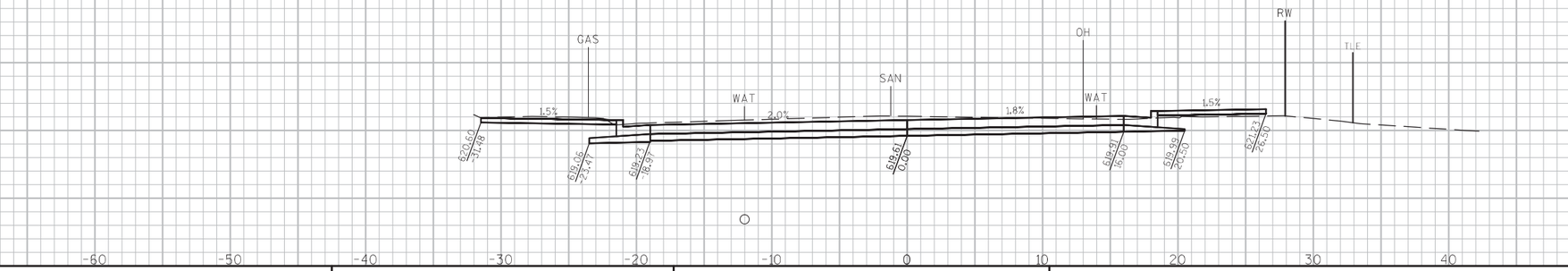
| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\DESIGN\CORRIDORS\MH_2800_CORRIDOR_HIGHEAST_MUELLER.DWG PLOT DATE : 3/24/2014 7:03 AM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1:10_XREF




| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET | SHEET E |
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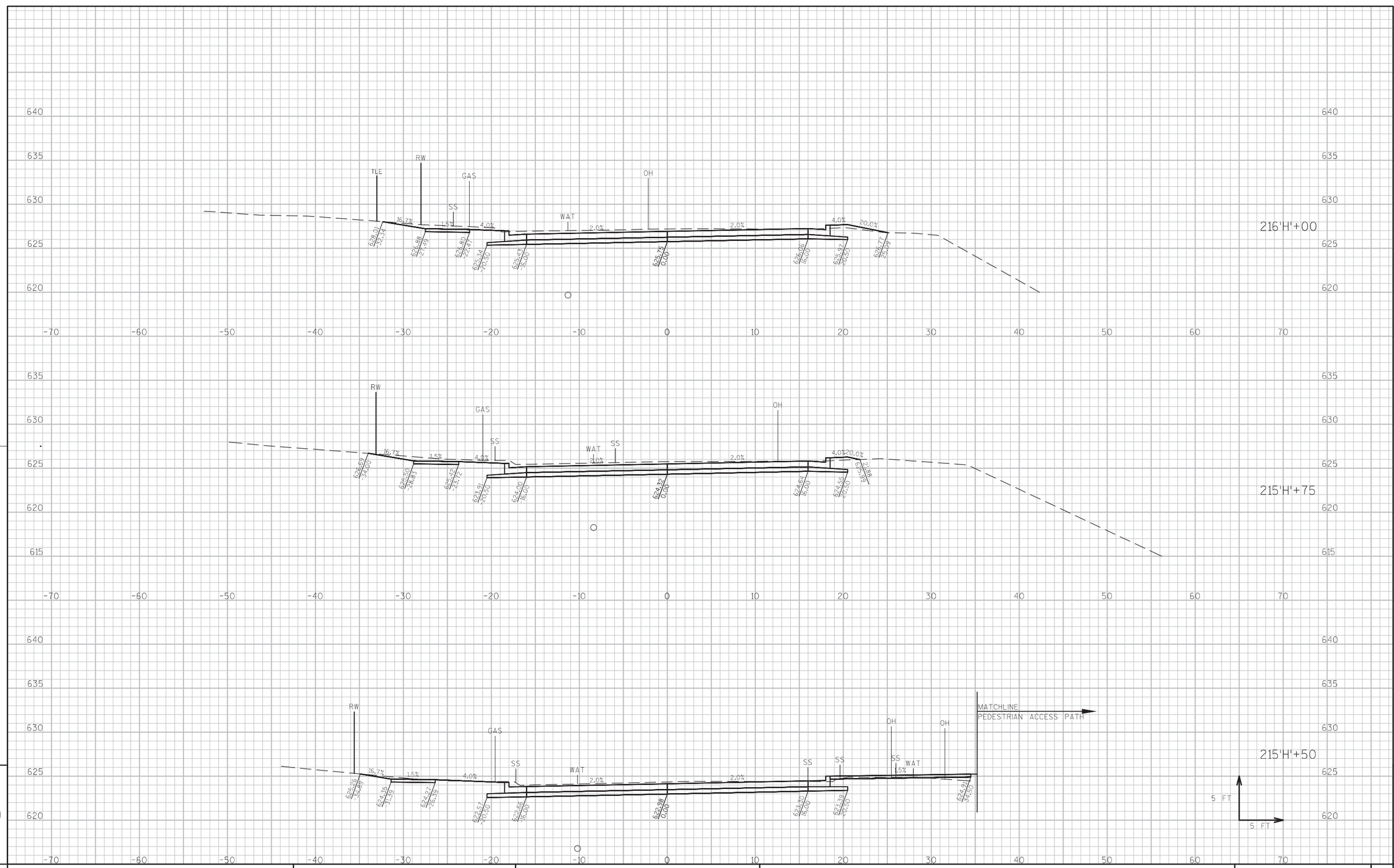
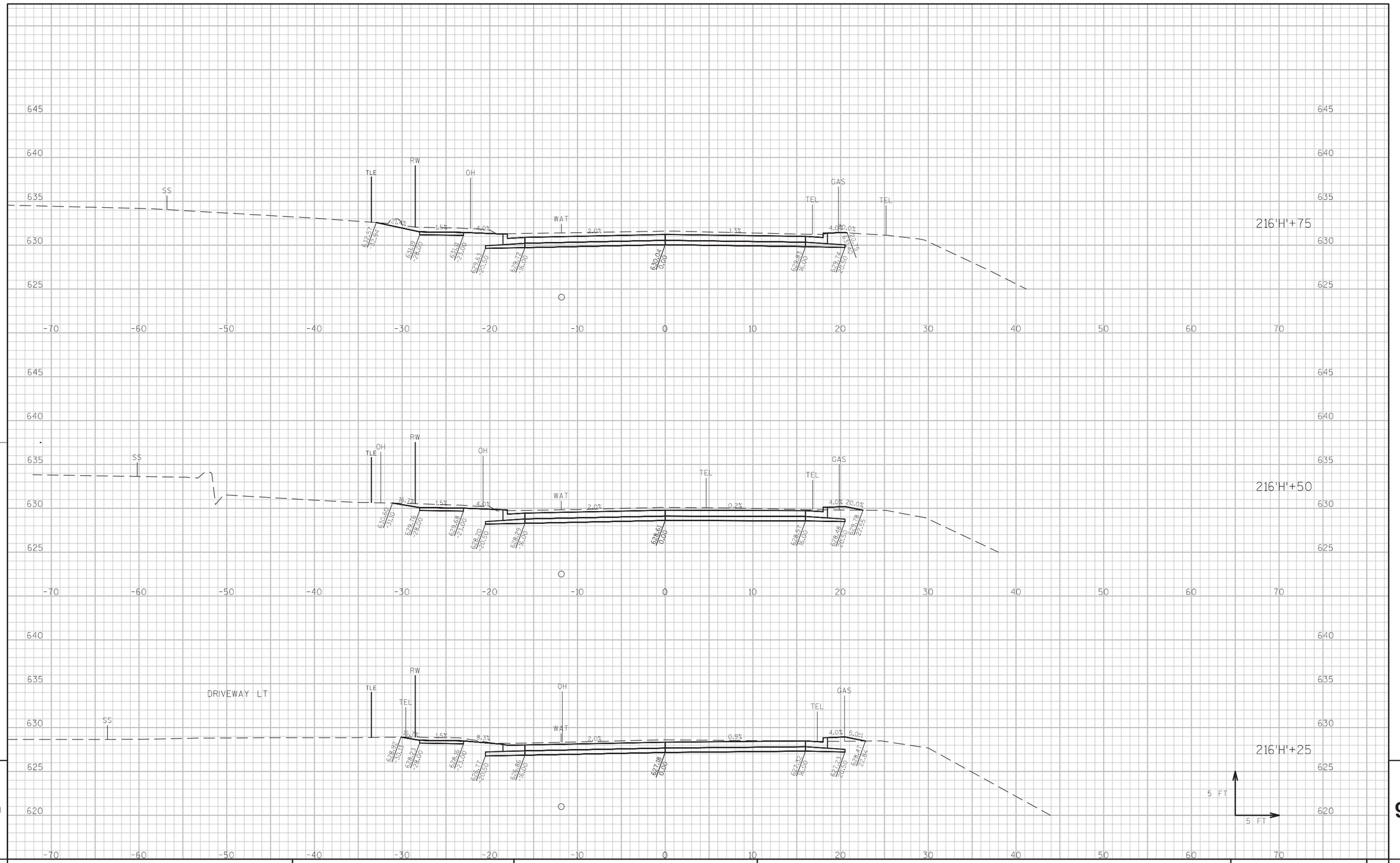
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\DESIGN\CORRIDORS\MH_2800_CORRIDOR_HIGHEAST_MUELLER.DWG PLOT DATE : 3/24/2014 7:03 AM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1:10_XREF




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET | SHEET E |

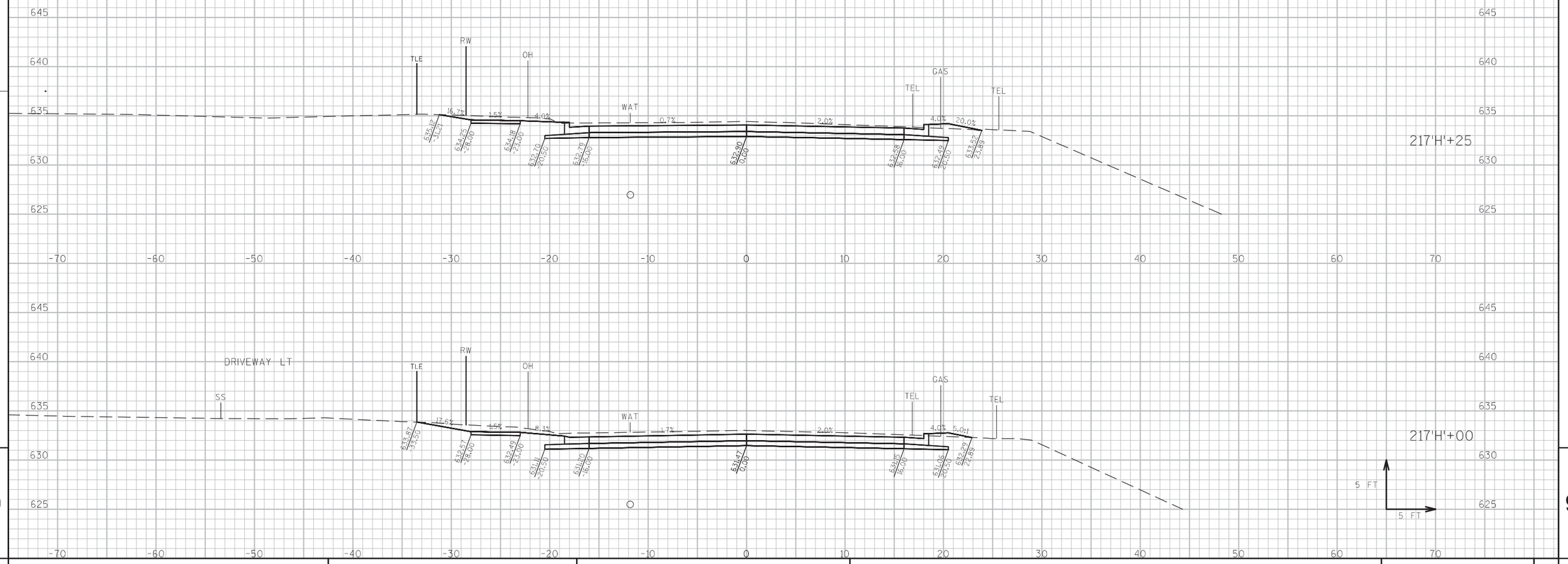
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\DESIGN\CORRIDORS\MH_2800_CORRIDOR_HIGHEAST_MUELLER.DWG PLOT DATE : 3/24/2014 7:03 AM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1:10_XREF




| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\DESIGN\CORRIDORS\MH_2800_CORRIDOR_HIGHEAST_MUELLER.DWG PLOT DATE : 3/24/2014 7:03 AM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

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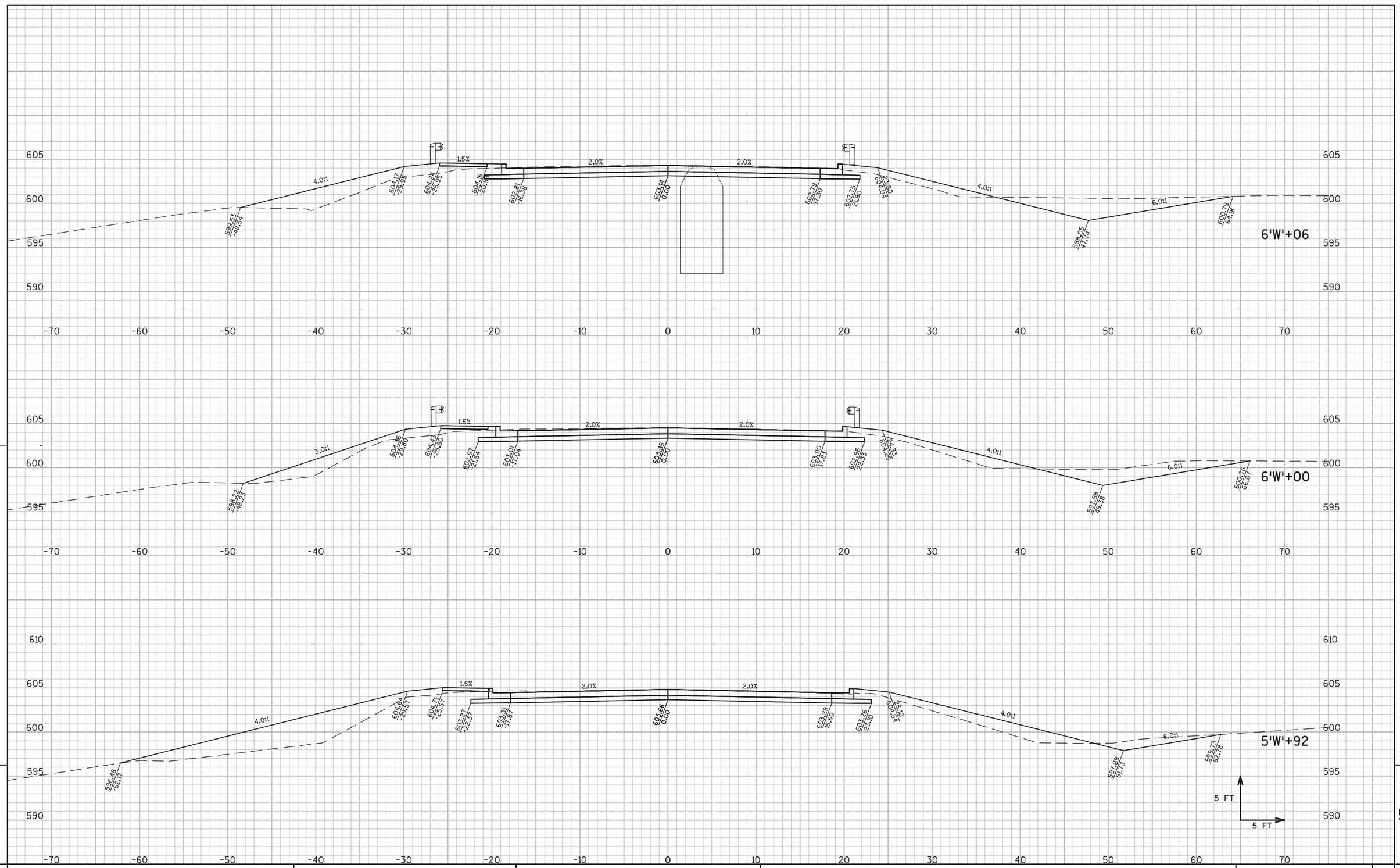
| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: HIGH STREET | SHEET | E |
|---|---|---|---|---|---|



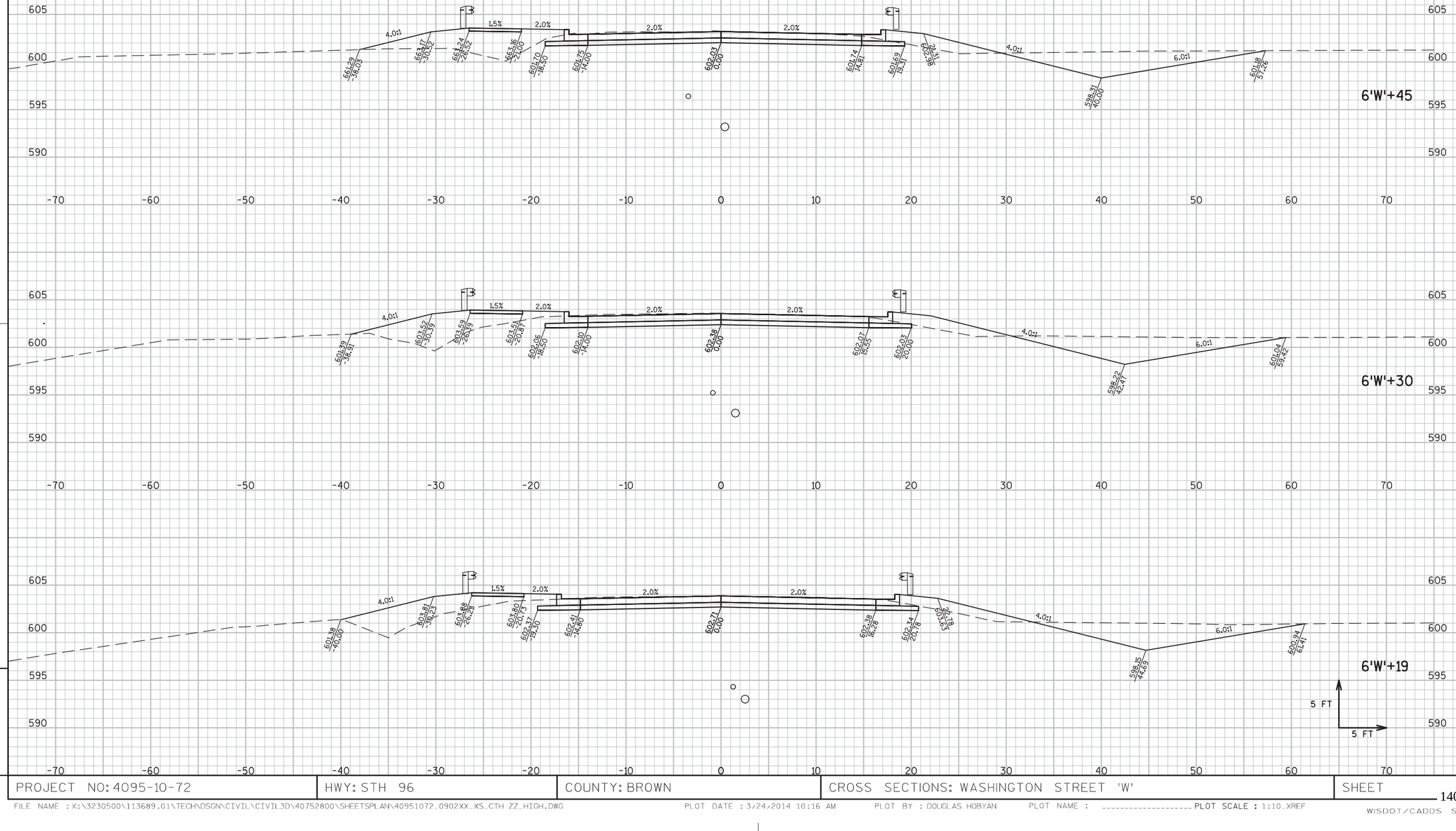
FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\DESIGN\CORRIDORS\MH_2800_CORRIDOR_HIGHEAST_MUELLER.DWG PLOT DATE : 3/24/2014 7:04 AM PLOT BY : ANDREA BONELL PLOT NAME : ---------- PLOT SCALE : 1:10_XREF




| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: WASHINGTON STREET 'W' | SHEET 139 E |
|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40951072_0902XX_XS_CTH ZZ_HIGH.DWG PLOT DATE : 3/24/2014 10:16 AM PLOT BY : DOUGLAS HOBYAN PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

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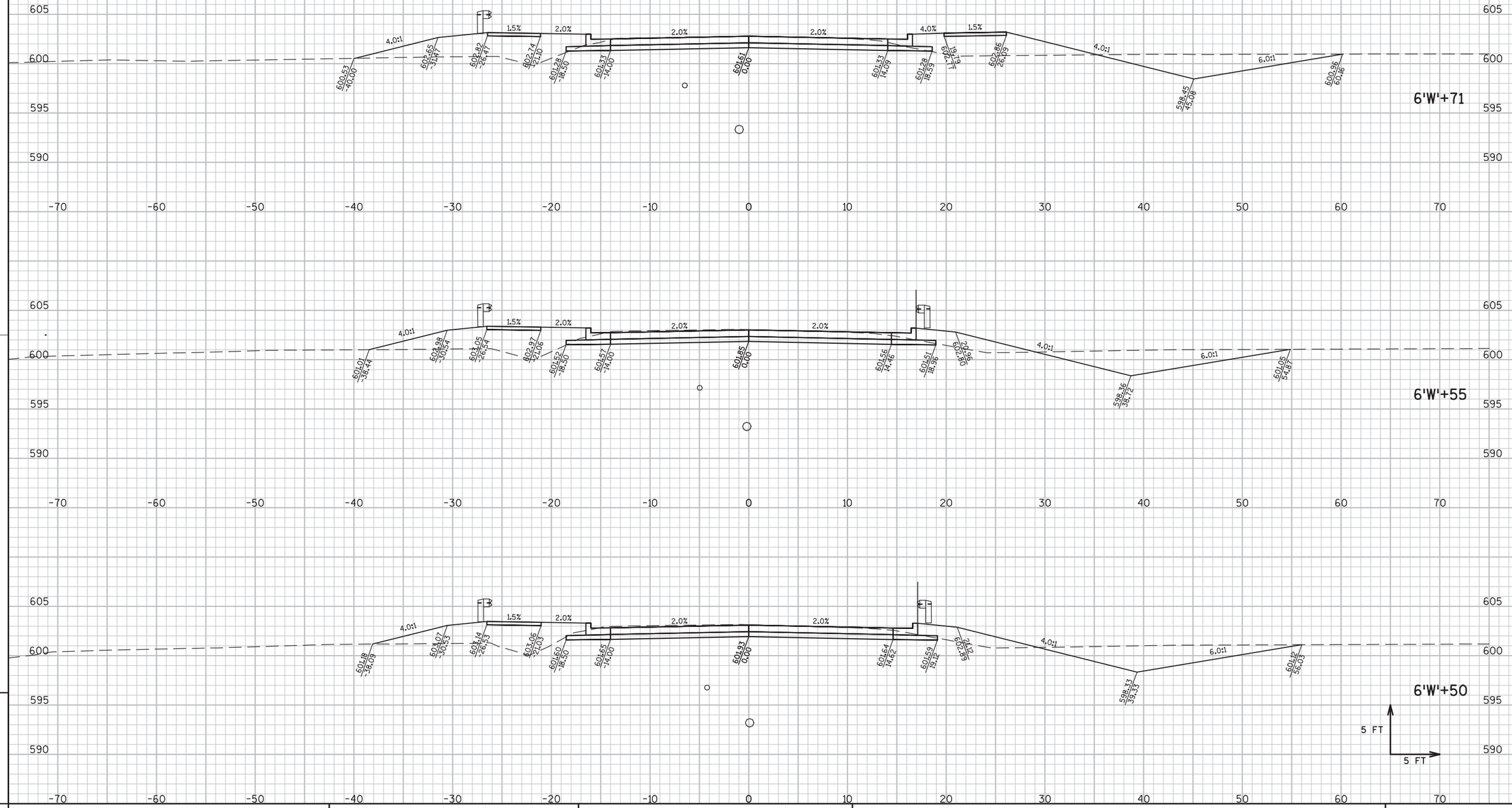
| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: WASHINGTON STREET 'W' | SHEET 140 | E |
|---|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40951072_0902XX_XS_CTH ZZ_HIGH.DWG PLOT DATE : 3/24/2014 10:16 AM PLOT BY : DOUGLAS HOBYAN PLOT NAME : _____ PLOT SCALE : 1:10_XREF

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| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: WASHINGTON STREET 'W' | SHEET 141 | E |
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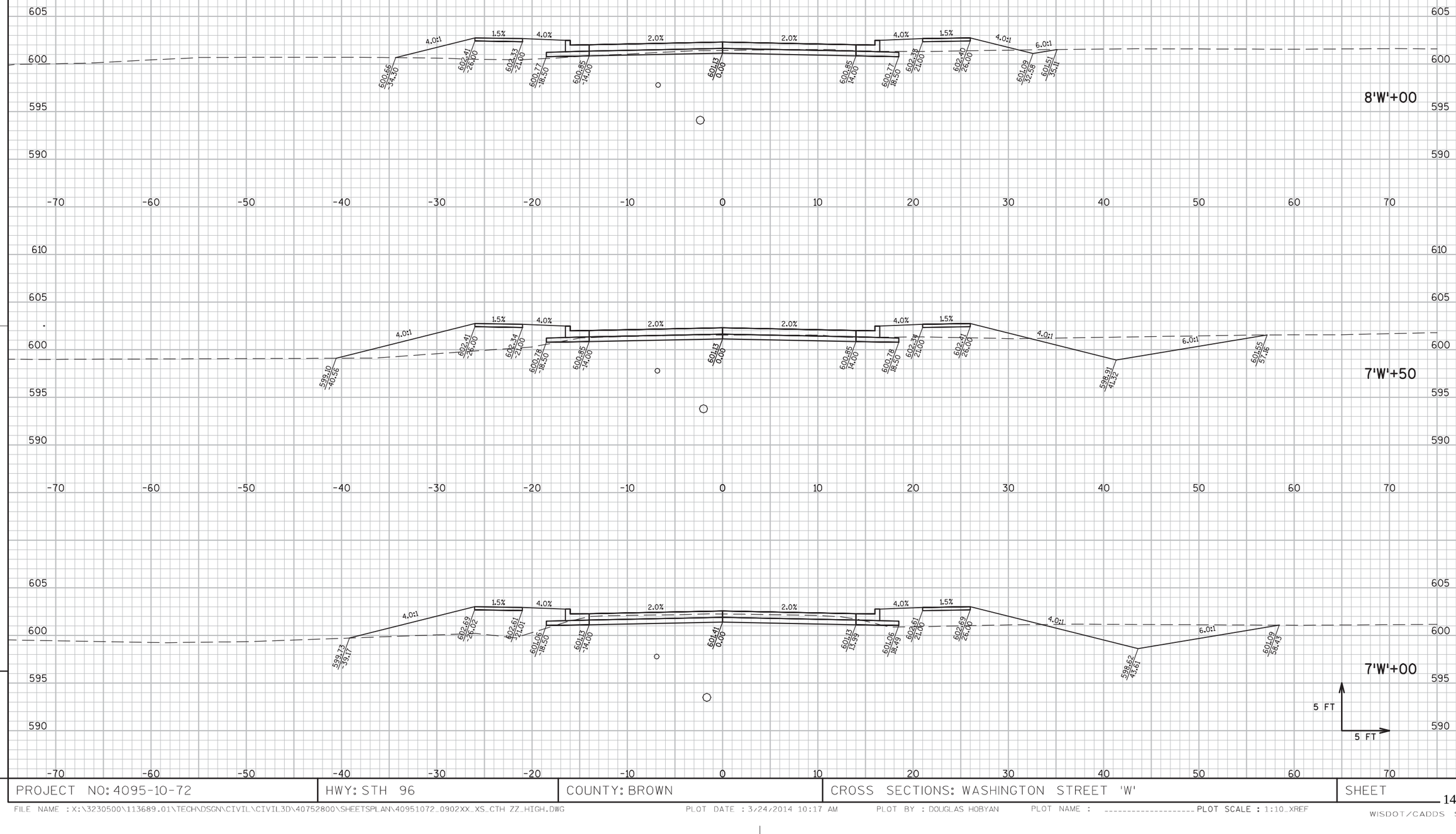


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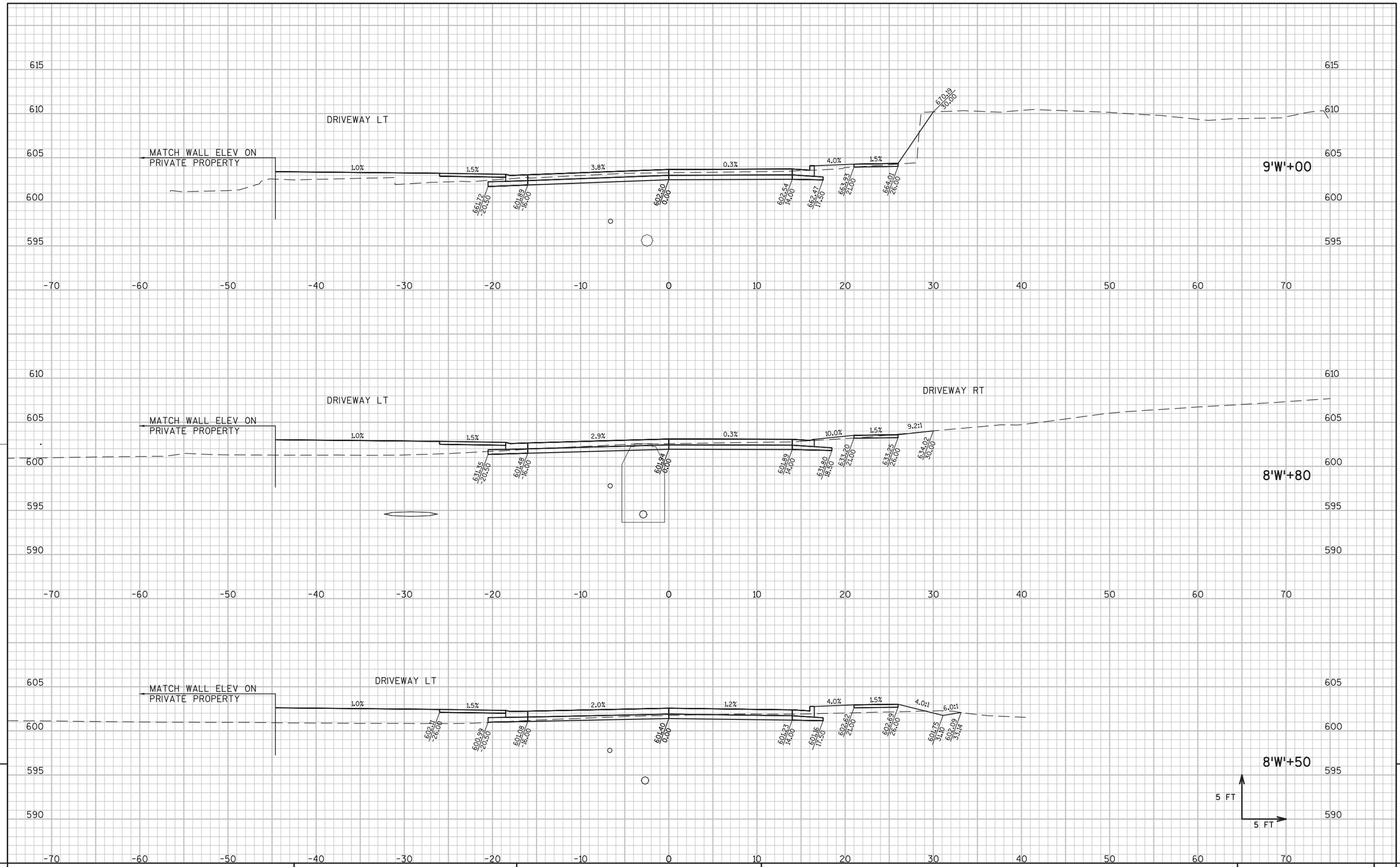
| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: WASHINGTON STREET 'W' | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40951072_0902XX_XS_CTH ZZ_HIGH.DWG PLOT DATE : 3/24/2014 10:17 AM PLOT BY : DOUGLAS HOBYAN PLOT NAME : PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49

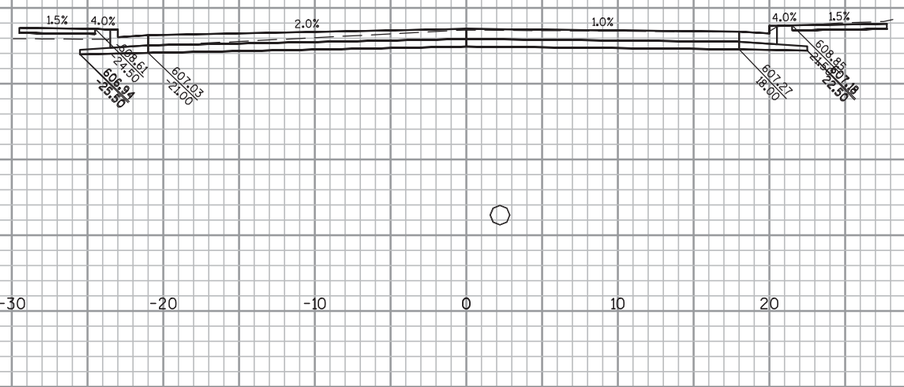



9

| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: WASHINGTON STREET 'W' | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40951072_0902XX_XS_CTH ZZ_HIGH.DWG PLOT DATE : 3/24/2014 10:17 AM PLOT BY : DOUGLAS HOBYAN PLOT NAME : ---------- PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49




| PROJECT NO: 4095-10-72 | HWY: STH 96 | COUNTY: BROWN | CROSS SECTIONS: WASHINGTON STREET 'W' | SHEET 144 E |
|---|---|---|---|---|

FILE NAME : X:\3230500\113689.01\TECH\DSGN\CIVIL\CIVIL3D\40752800\SHEETSPLAN\40951072_0902XX_XS_CTH ZZ_HIGH.DWG PLOT DATE : 12/4/2013 4:51 PM PLOT BY : STEVEN POPKE PLOT NAME : ---------- PLOT SCALE : 1" = 10'_XREF

Notes

**Wisconsin Department of Transportation**

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov