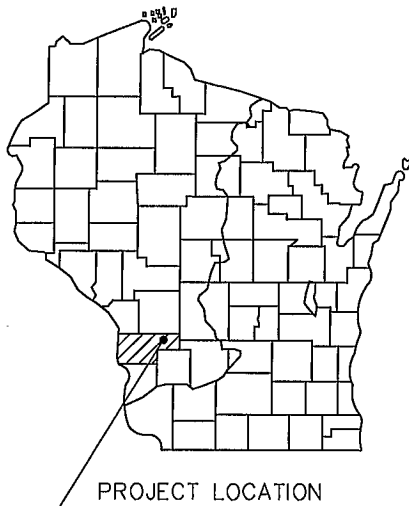


ORDER OF SHEETS

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

TOTAL SHEETS = 38



PROJECT LOCATION

DESIGN DESIGNATION

AADT (2015)	=	20
AADT (2035)	=	25
DHV (2035)	=	3
D (%)	=	50/50
T (% OF ADT)	=	10%
DESIGN SPEED	=	25 MPH
ESALS	=	NA

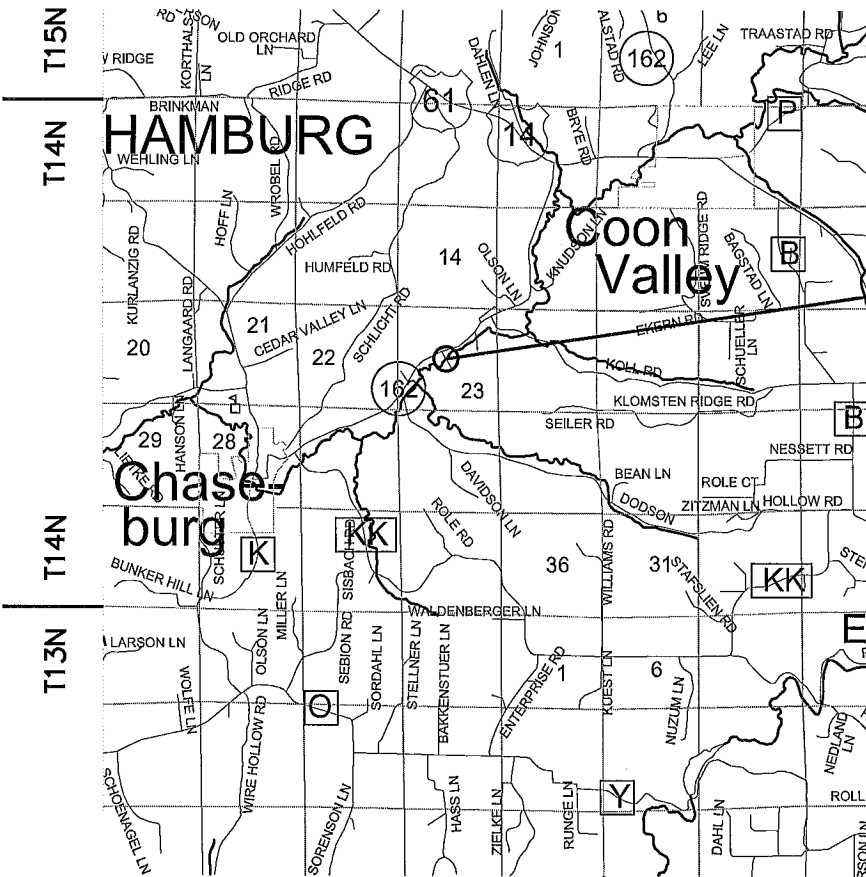
CONVENTIONAL SYMBOLS

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

PROFILE	
GRADE LINE	---
ORIGINAL GROUND	---
MARSH OR ROCK PROFILE (To be noted as such)	---
SPECIAL DITCH	---
GRADE ELEVATION	---
CULVERT (Profile View)	---
UTILITIES	
ELECTRIC	---
OVERHEAD LINES	---
FIBER OPTIC	---
GAS	---
SANITARY SEWER	---
STORM SEWER	---
TELEPHONE	---
WATER	---
UTILITY PEDESTAL	---
POWER POLE	---
TELEPHONE POLE	---

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT
TOWN OF HAMBURG, PETERSON LANE
COON CREEK BRIDGE B-62-0244
TOWN ROAD
VERNON COUNTY

STATE PROJECT NUMBER
5388-00-70



END PROJECT
STA 11+50

Y = 191956.73
X = 656414.83

STRUCTURE B-62-0244

BEGIN PROJECT
STA 8+50

Y = 191703.71
X = 656576.01

LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.057 MI

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

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5388-00-70		

ACCEPTED FOR
TOWN OF HAMBURG
1/22/15
DATE
TOWN CHAIRMAN

ACCEPTED FOR
VERNON COUNTY
1-15-15
DATE
COUNTY COMMISSIONER

ORIGINAL PLANS PREPARED BY

Cedar
corporation

MENOMONIE - MADISON - GREEN BAY
www.cedarcorp.com
800-472-7372



1-14-15
DATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
Surveyor CEDAR CORPORATION
Designer CEDAR CORPORATION
Management Consultant KJOHNSON ENGINEERS, INC.

APPROVED FOR THE DEPARTMENT
1/22/15
DATE
(Management Consultant Signature)

DNR LIAISON

DNR SERVICE CENTER
3550 MORMON COULEE ROAD
LA CROSSE, WI 54601
(608) 785-9115
KAREN KALVELAGE
karen.kalvelage@wisconsin.gov

DESIGN CONSULTANT

CEDAR CORPORATION
604 WILSON AVENUE
MENOMONIE, WI 54751
(715) 235-9081
TROY L. PETERSON, PE
troy.peterson@cedarcorp.com

VERNON COUNTY

VERNON CO. HIGHWAY DEPARTMENT
602 NORTH MAIN STREET
VIROQUA, WI 54665
(608) 637-5452
PHIL HEWITT
phil.hewitt@vernoncounty.org

TOWN OF HAMBURG

CHASEBURG TOWN HALL
400 DEPOT STREET
CHASEBURG, WI 54621
(608) 483-2313
ROD ERLANDSON
hamburg@mwt.net

UTILITIES

XCEL ENERGY
PO BOX 8
EAU CLAIRE, WI 54702
(715) 737-2482
DAWN SCHULTZ
dawn.schultz@xcelenergy.com

COON VALLEY FARMERS TELEPHONE COMPANY
105 CENTRAL AVENUE
COON VALLEY, WI 54623
(608) 452-3101
TRAVIS FROMK
cvt@mwt.net



Dial **811** or (800) 242-8511

www.DiggersHotline.com

** DENOTES UTILITIES THAT ARE **NOT**
DIGGERS HOTLINE MEMBERS

GENERAL NOTES

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.

SILT FENCE TO BE PLACED AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER. SILT FENCE TO BE PLACED PRIOR TO CONSTRUCTION AND IN PLACE PRIOR TO BRIDGE REMOVAL.

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE FIRST BEEN INDICATED FOR REMOVAL BY THE ENGINEER IN THE FIELD.

WisDOT STANDARD SPECS 107.8(6) AND 108.7.1 WILL APPLY FOR CONSTRUCTION NOISE.

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

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

SHRINKAGE IS ESTIMATED AT 25%.

BEARINGS REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), VERNON COUNTY.

DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, ARE TO BE FERTILIZED AND SEEDED AS DIRECTED BY THE ENGINEER. USE SEED MIX NO. 10.

UPON REMOVAL OF THE TEMPORARY BYPASS, APPLY SEEDING MIXTURE NO. 60 TO THE AFFECTED WETLAND AREAS.

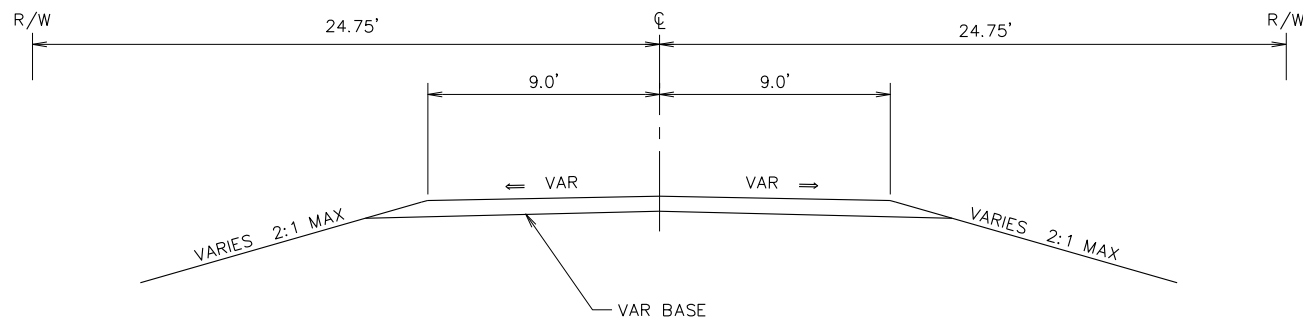
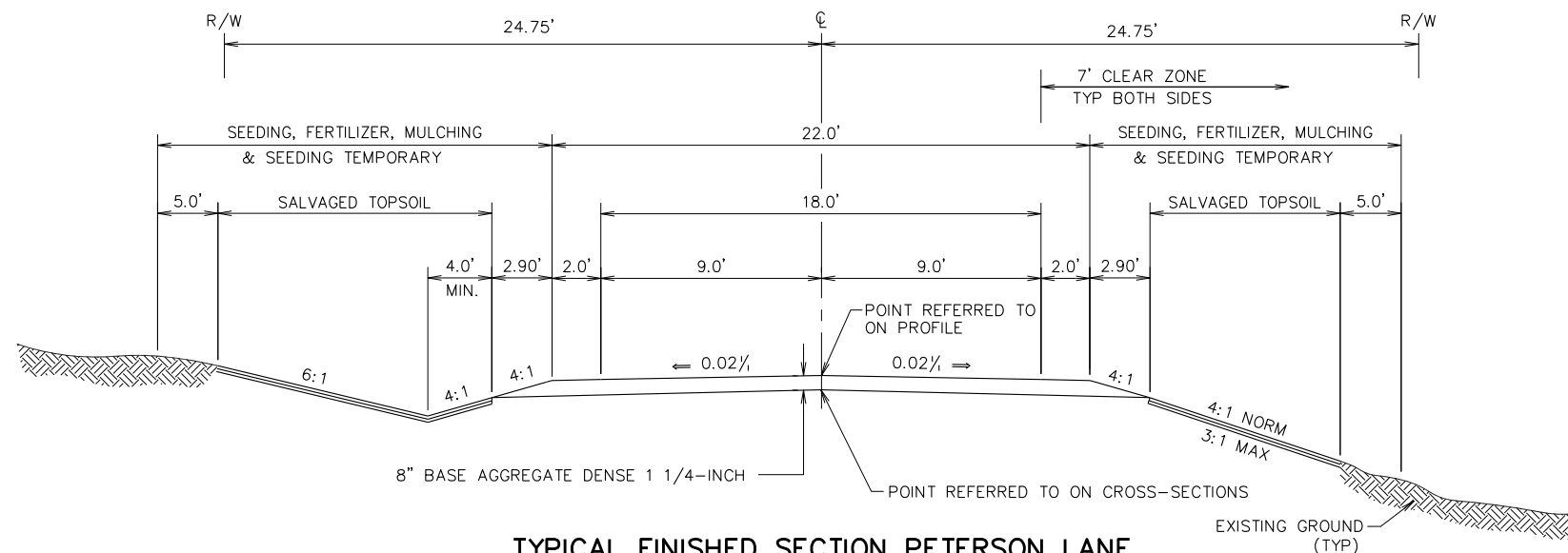
WHEN THE QUANTITY OF THE ITEM OF BASE LAYER OR SURFACE LAYER IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OF THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

THE BENCHMARK IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM (NAVD88).

WETLANDS ARE PRESENT WITHIN THE PROJECT LIMITS. DO NOT OPERATE EQUIPMENT OUTSIDE THE SLOPE INTERCEPTS.

STANDARD ABBREVIATIONS

ABUT	ABUTMENT	PC	POINT OF CURVATURE
AGG	AGGREGATE	PI	POINT OF INTERSECTION
ET AL	AND OTHERS	PT	POINT OF TANGENCY
AADT	ANNUAL AVERAGE DAILY TRAFFIC	POL	POINT ON LINE
BF	BACK FACE	PE	PRIVATE ENTRANCE
BM	BENCHMARK	PL	PROPERTY LINE
C/L OR C	CENTERLINE	PSI	POUNDS/SQUARE INCH
Δ	CENTRAL ANGLE OR DELTA	PROP	PROPOSED
CLR	CLEAR	R	RADIUS
CONC	CONCRETE	RR	RAILROAD
CONST	CONSTRUCTION	REBAR	REINFORCEMENT BAR
COR	CORNER	REQD	REQUIRED
CMP	CORRUGATED METAL PIPE	RT	RIGHT
CTH	COUNTY TRUNK HIGHWAY	RHF	RIGHT-HAND FORWARD
CR	CREEK	R/W	RIGHT-OF-WAY
CFS	CUBIC FEET/SECOND	RD	ROAD
CULV	CULVERT	SEC	SECTION
D	DEGREE OF CURVE	S	SOUTH
DHV	DESIGN HOUR VOLUME	SE	SOUTHEAST
DIA	DIAMETER	SW	SOUTHWEST
E	EAST	STH	STATE TRUNK HIGHWAY
EL	ELEVATION	STA	STATION
EST	ESTIMATED	SE	SUPER ELEVATION
FPS	FEET PER SECOND	T	TANGENT
FE	FIELD ENTRANCE	TEL	TELEPHONE
FT	FOOT (FEET)	TEMP	TEMPORARY
FTG	FOOTING	TI	TEMPORARY INTEREST
FDN	FOUNDATION	TLE	TEMPORARY LIMITED EASEMENT
FF	FRONT FACE	TL OR T/L	TRANSIT LINE
IP	IRON PIN	T	TRUCKS
LT	LEFT	TYP	TYPICAL
LHF	LEFT-HAND FORWARD	U/G	UNDERGROUND
L	LENGTH OF CURVE	USH	UNITED STATES HIGHWAY
LF	LINEAR FOOT	VAR	VARIABLE
MAX	MAXIMUM	V	VELOCITY
MI	MILE	VPC	VERTICAL POINT OF CURVATURE
MIN	MINIMUM	VPI	VERTICAL POINT OF INTERSECTION
NC	NORMAL CROWN	VPT	VERTICAL POINT OF TANGENCY
N	NORTH	W	WEST
NE	NORTHEAST	YD	YARD
NW	NORTHWEST		
NO	NUMBER		

**EXISTING TYPICAL SECTION PETERSON LANE****TYPICAL FINISHED SECTION PETERSON LANE**

STA 8+50 - STA 9+75.25
STA 10+24.75 - STA 11+50

PROJECT NO: 5388-00-70

HWY: PETERSON LANE

COUNTY: VERNON

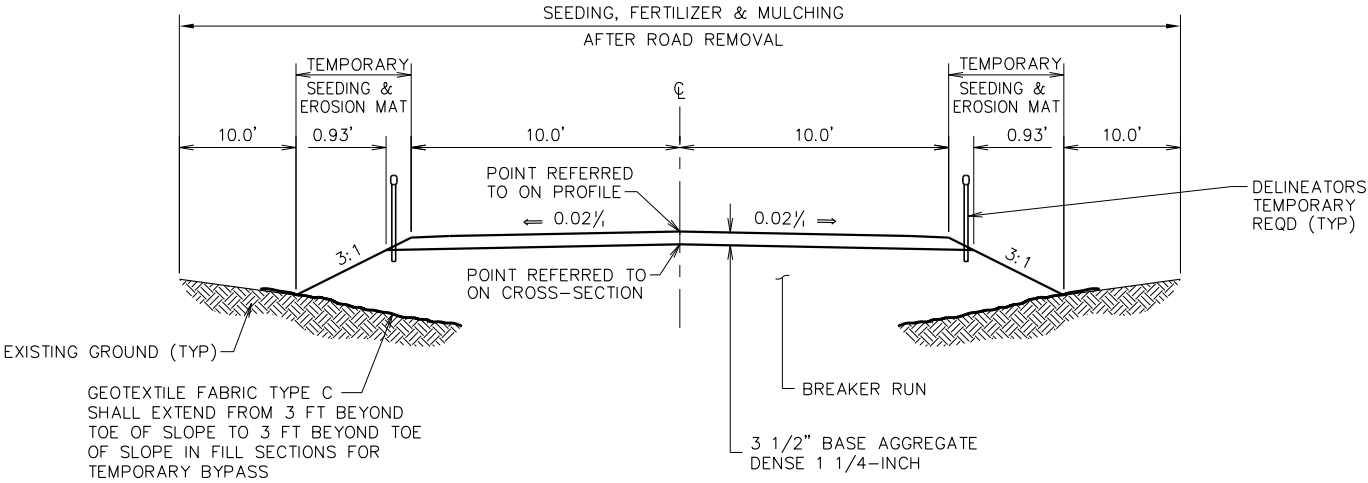
TYPICAL SECTIONS & GENERAL NOTES

SHEET

E

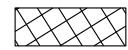
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
MEDIAN STRIP-TURF	.19	.20	.24	.19	.22	.26	.20	.23	.30	.20	.25	.30
	.24	.26	.30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

TOTAL PROJECT AREA = 0.43 ACRE
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.50 ACRE



TYPICAL SECTION
FOR TEMPORARY BY-PASS
STA 'B'8+18 - STA 'B'11+82

LEGEND

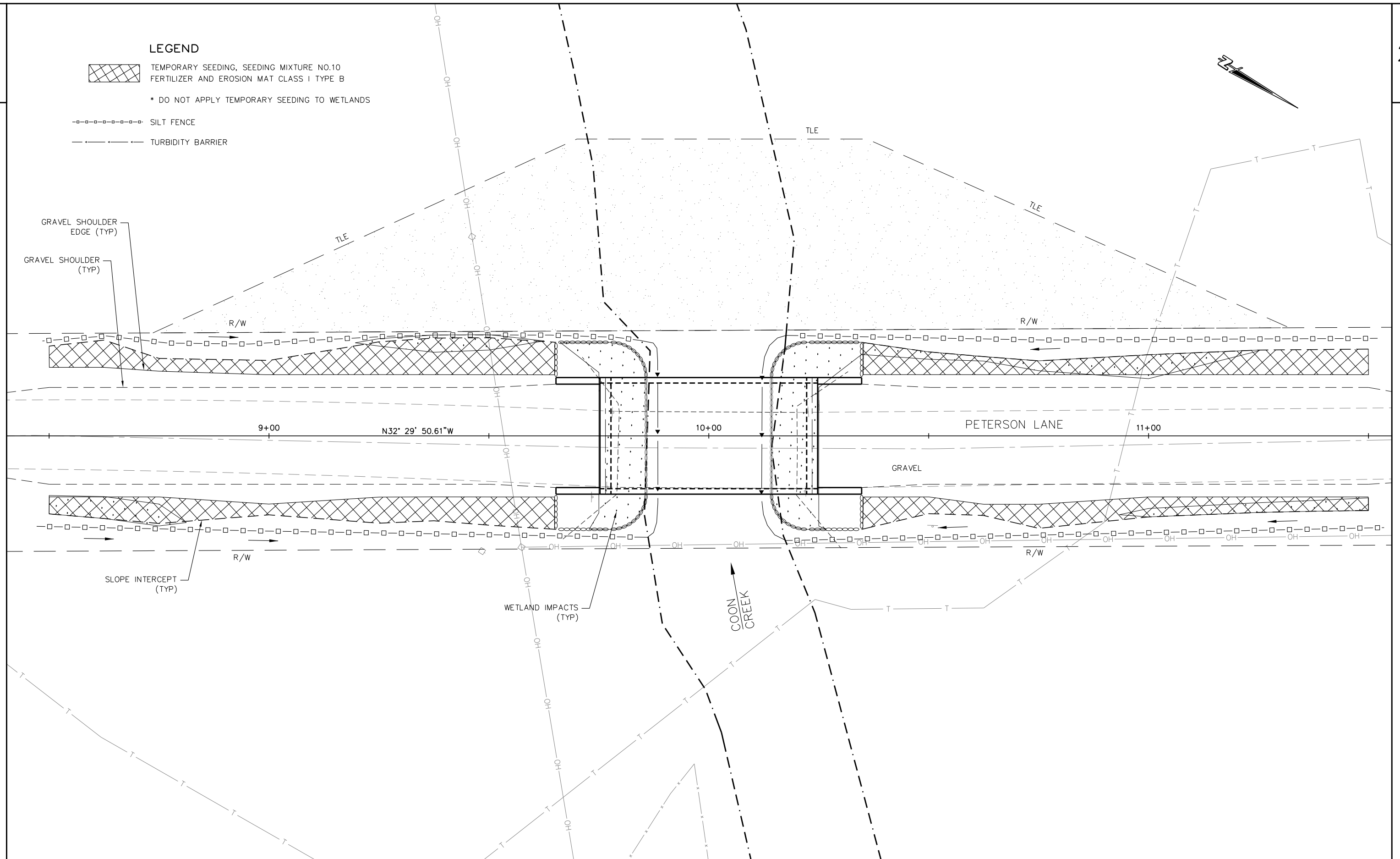


TEMPORARY SEEDING, SEEDING MIXTURE NO.10
FERTILIZER AND EROSION MAT CLASS I TYPE B

* DO NOT APPLY TEMPORARY SEEDING TO WETLANDS

---SILT FENCE

---TURBIDITY BARRIER



PROJECT NO: 5388-00-70

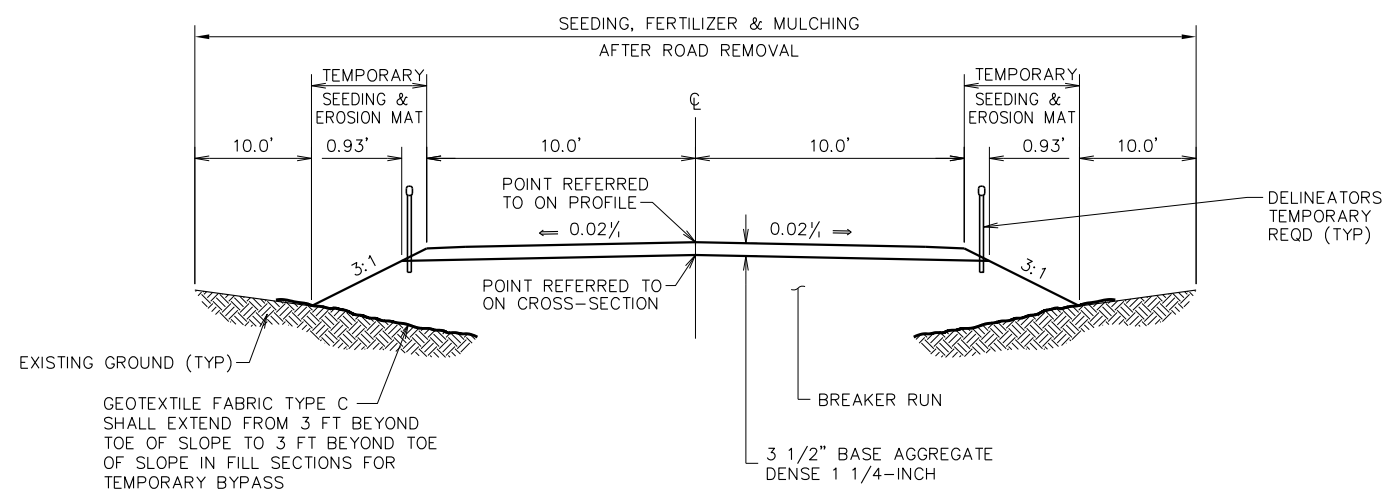
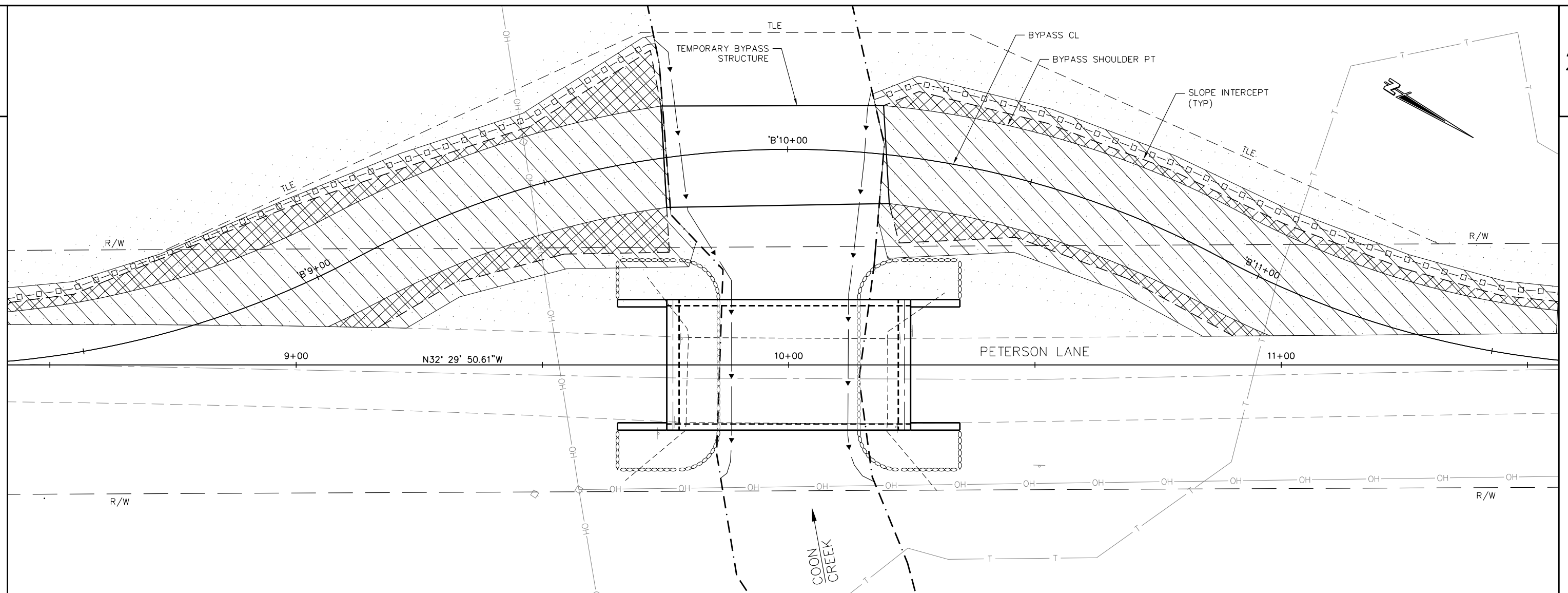
HWY: PETERSON LANE

COUNTY: VERNON

EROSION CONTROL

SHEET

E



**TYPICAL SECTION
FOR TEMPORARY BYPASS**

STA 'B'8+18 - STA 'B'11+82

LEGEND

- SEEDING MIXTURE NO. 60, FERTILIZER TYPE B AND MULCHING
- EROSION MAT CLASS I TYPE B
- GEOTEXTILE FABRIC TYPE C
- SILT FENCE
- TURBIDITY BARRIER
- DELINEATORS TEMPORARY REQD (TYP)

DATE 04MAR15		E S T I M A T E O F Q U A N T I T I E S			
LINE					5388-00-70
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0010	203.0600.S	Removing Old Structure Over Waterway With Minimal Debris (station) 01. 10+00	LS	1.000	1.000
0020	205.0100	Excavation Common **P**	CY	281.000	281.000
0030	206.1000	Excavation for Structures Bridges (structure) 01. B-62-0244	LS	1.000	1.000
0040	210.0100	Backfill Structure	CY	150.000	150.000
0050	213.0100	Finishing Roadway (project) 01. 5388-00-70	EACH	1.000	1.000
0060	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	420.000	420.000
0070	311.0110	Breaker Run	TON	150.000	150.000
0080	502.0100	Concrete Masonry Bridges	CY	170.000	170.000
0090	502.3200	Protective Surface Treatment	SY	180.000	180.000
0100	505.0405	Bar Steel Reinforcement HS Bridges	LB	3,100.000	3,100.000
0110	505.0605	Bar Steel Reinforcement HS Coated Bridges	LB	22,220.000	22,220.000
0120	513.4060	Railing Tubular Type M (structure) 01. B-62-0244	LS	1.000	1.000
0130	516.0500	Rubberized Membrane Waterproofing	SY	13.000	13.000
0140	526.0100	Temporary Structure (station) 01. 'B' 10+00	LS	1.000	1.000
0150	550.1100	Piling Steel HP 10-Inch X 42 Lb	LF	480.000	480.000
0160	606.0400	Riprap Extra-Heavy	CY	100.000	100.000
0170	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	140.000	140.000
0180	619.1000	Mobilization	EACH	1.000	1.000
0190	624.0100	Water	MGAL	6.000	6.000
0200	625.0500	Salvaged Topsoil **P**	SY	332.000	332.000
0210	627.0200	Mulching **P**	SY	1,473.000	1,473.000
0220	628.1504	Silt Fence	LF	560.000	560.000
0230	628.1520	Silt Fence Maintenance	LF	760.000	760.000
0240	628.1905	Mobilizations Erosion Control	EACH	6.000	6.000
0250	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
0260	628.2004	Erosion Mat Class I Type B	SY	548.000	548.000
0270	628.6005	Turbidity Barriers	SY	380.000	380.000
0280	629.0210	Fertilizer Type B	CWT	0.930	0.930
0290	630.0110	Seeding Mixture No. 10 **P**	LB	20.000	20.000
0300	630.0160	Seeding Mixture No. 60 **P**	LB	12.000	12.000
0310	630.0200	Seeding Temporary **P**	LB	25.000	25.000
0320	633.1100	Delineators Temporary	EACH	28.000	28.000
0330	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	4.000	4.000
0340	637.2230	Signs Type II Reflective F	SF	12.000	12.000
0350	638.2602	Removing Signs Type II	EACH	4.000	4.000
0360	638.3000	Removing Small Sign Supports	EACH	4.000	4.000
0370	642.5001	Field Office Type B	EACH	1.000	1.000
0380	643.0100	Traffic Control (project) 01. 5388-00-70	EACH	1.000	1.000
0390	643.0300	Traffic Control Drums	DAY	2,590.000	2,590.000
0400	643.0420	Traffic Control Barricades Type III	DAY	1,480.000	1,480.000
0410	643.0705	Traffic Control Warning Lights Type A	DAY	592.000	592.000
0420	643.0715	Traffic Control Warning Lights Type C	DAY	1,332.000	1,332.000
0430	643.0900	Traffic Control Signs	DAY	2,220.000	2,220.000
0440	645.0105	Geotextile Fabric Type C	SY	800.000	800.000
0450	645.0120	Geotextile Fabric Type HR	SY	160.000	160.000
0460	650.4500	Construction Staking Subgrade	LF	465.000	465.000
0470	650.5000	Construction Staking Base	LF	465.000	465.000
0480	650.6500	Construction Staking Structure Layout (structure) 01. B-62-0244	LS	1.000	1.000

DATE 04MAR15		E S T I M A T E O F Q U A N T I T I E S			
LINE		5388-00-70			
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0490	650.9910	Construction Staking Supplemental Control (project) 01. 5388-00-70	LS	1.000	1.000
0500	650.9920	Construction Staking Slope Stakes	LF	465.000	465.000
0510	715.0502	Incentive Strength Concrete Structures	DOL	1,020.000	1,020.000

Division	From / To Station	Location	205.0100 Common Excavation (CY) **P**	Salvaged Unusable Pavement Material (1)	Available Material (2)	Unexpanded Fill	Expanded Fill	Mass Ordinate + / - (3)	Waste (CY)	311.0110 Breaker Run (TON) (4)	Comment:
			Cut (1)			Factor 1.25					
1	8+50 - 9+65	Mainline South Approach	84	0	84	23	28	55	55	0	
Division 1 Subtotal			84	0	84	23	28	55	55	0	
2	10+35.75 - 11+50	Mainline North Approach	64	0	64	8	10	54	54	0	
Division 2 Subtotal			64	0	64	8	10	54	54	0	
3	B' 8+75 - 'B' 9+75	Bypass South Approach	10	0	10	94	94	-83	0	112	
Division 3 Subtotal			10	0	10	94	94	-83	0	112	
4	B' 10+25 - 'B' 11+00	Bypass North Approach	1	0	1	29	29	-28	0	38	
Division 4 Subtotal			1	0	1	29	29	-28	0	38	
5	B' 8+75 - 'B' 11+00	Bypass Removal	122	0	0	0	0	0	122	0	
Division 5 Subtotal			122	0	0	0	0	0	122	0	
Grand Total			281	0	158	124	132	26	231	150	
Total Common Exc = 281											
Total Breaker Run = 150											

- 1) Salvaged/Unsuable Pavement Material is included in Cut.
- 2) Available Material = Cut - Salvaged/Unusuable Pavement Material
- 3) 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.
- 4) Crushed limestone breaker run material estimated at approximately 100 Lbs/cubic foot.

RESTORATION ITEMS

STATION - STATION	LOCATION	625.0500	627.0200	629.0210	630.0110	630.0160
		SALVAGED	FERTILIZER	SEEDING MIXTURE	SEEDING MIXTURE	
		TOPSOIL	MULCHING	TYPE B	NO. 10	NO. 60
		p	**p**		**p**	**p**
		SY	SY	CWT	LB	LB
8+50 - 9+75	MAINLINE, LT	74	187	0.12	5	--
8+50 - 9+75	MAINLINE, RT	65	172	0.11	5	--
10+24 - 11+50	MAINLINE, LT	58	164	0.10	5	--
10+24 - 11+50	MAINLINE, RT	53	160	0.10	5	--
B 8+75 - B 9+75	BYPASS, LT	38	--	--	--	--
B 8+75 - B 9+75	BYPASS, RT	17	--	--	--	--
B 10+24 - B 11+00	BYPASS, LT	17	--	--	--	--
B 10+24 - B 11+00	BYPASS, RT	10	--	--	--	--
B 8+75 - B 9+75	BYPASS, S	--	396	0.25	--	6
B 10+24 - B 11+00	BYPASS, N	--	394	0.25	--	6
TOTAL		332	1473	0.93	20	12

EROSION CONTROL ITEMS

STATION - STATION	LOCATION	630.0200	628.1504	628.1520	628.2004	628.1905	628.1910
		SEEDING	SILT FENCE	SILT FENCE	EROSION MAT	MOBILIZATIONS	MOBILIZATION EMERGENCY
		TEMPORARY	SILT FENCE	MAINTENANCE	CLASS I TYPE B	EROSION CONTROL	EROSION CONTROL
		p					
		LB	LF	LF	SY	EACH	EACH
8+50 - 9+75	MAINLINE, LT	5	--	--	118	--	--
8+50 - 9+75	MAINLINE, RT	5	140	140	106	--	--
10+24 - 11+50	MAINLINE, LT	5	--	--	100	--	--
10+24 - 11+50	MAINLINE, RT	5	135	135	97	--	--
B 8+75 - B 9+75	BYPASS, LT	2	140	140	58	--	--
B 8+75 - B 9+75	BYPASS, RT	1	--	--	23	--	--
B 10+24 - B 11+00	BYPASS, LT	1	145	145	27	--	--
B 10+24 - B 11+00	BYPASS, RT	1	--	--	19	--	--
8+50 - 11+50	MAINLINE	--	--	--	--	3	3
B 8+75 - B 11+25	BYPASS	--	--	--	--	3	3
UNDISTRIBUTED		--	--	200	--	--	--
TOTAL		25	560	760	548	6	6

ALL ITEMS ARE CATEGORY 0010
UNLESS OTHERWISE NOTED.

ALL ITEMS ARE CATEGORY 0010
UNLESS OTHERWISE NOTED.

GEOTEXTILE FABRIC TYPE C

		645.0105
STATION	LOCATION	SY
B 8+75 - B 11+30	BYPASS	800
TOTAL		800

FINISHING ROADWAY

		213.0100
STATION - STATION	LOCATION	EACH
8+50 - 11+50	MAINLINE	1
TOTAL		1

MOBILIZATION

		619.1000
PROJECT	LOCATION	EACH
CATEGORY 0020	MAINLINE	0.8
CATEGORY 0010	MAINLINE	0.2
TOTAL		1

TEMPORARY STRUCTURE

		CATEGORY 020
		526.0100
STATION	LOCATION	LS
B 10+00	BYPASS	1
TOTAL		1

FIELD OFFICE TYPE B

		642.5001
PROJECT	LOCATION	EACH
5388-00-70	MAINLINE	1
TOTAL		1

WATER

		624.0100
STATION - STATION	LOCATION	MGAL
8+50 - 11+50	MAINLINE	4.6
B 8+75 - B 11+30	BYPASS	1.4
TOTAL		6

TURBIDITY BARRIER

		628.6005
LOCATION	ABUTMENT	SY
MAINLINE	SOUTH	190
MAINLINE	NORTH	190
TOTAL		380

SIGNING QUANTITIES

		637.2230	634.0612	638.2602	638.3000		
		SIGNS TYPE II	POSTS WOOD	REMOVING SIGNS	REMOVING SMALL		
		REFLECTIVE F	4X6-INCH X 12-FT	TYPE II	SIGN SUPPORTS		
LOCATION	SF	EACH	EACH	EACH	EACH	DESCRIPTION	
NW BRIDGE CORNER	3.00	1	1	1	1	W5-52 L	
SW BRIDGE CORNER	3.00	1	1	1	1	W5-52 R	
NE BRIDGE CORNER	3.00	1	1	1	1	W5-52 R	
SE BRIDGE CORNER	3.00	1	1	1	1	W5-52 L	
TOTAL		12.00	4	4	4		

CONSTRUCTION STAKING

				650.9910			CATEGORY 0020
				SUPPLEMENTAL			650.6500
		650.4500	650.5000	CONTROL	650.9920	STRUCTURE LAYOUT	
		SUBGRADE	BASE	5388-00-70	SLOPE STAKES	B-62-0244	
STATION - STATION	LOCATION	LF	LF	LS	LF	LS	
8+50 - 11+50	MAINLINE	250	250	1	250	1	
B 8+75 - B 11+35	BYPASS	215	215	--	215	--	
TOTAL		465	465	1	465	1	

TRAFFIC CONTROL

		633.1100	643.0420	643.0705	643.0715	643.0100	643.0900	643.0100
		DELINEATORS	TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC CONTROL
		TEMPORARY	BARRICADES	WARNING LIGHTS	WARNING LIGHTS	DRUMS	SIGNS	5388-00-70
LOCATION	EACH	DAY	TYPE III	TYPE A	TYPE C	DAY	DAY	EACH
PROJECT 5388-00-70	28	1480	592	1332	2590	2220	1	
TOTAL	28	1480	592	1332	2590	2220	1	

BENCHMARKS			
NO	STA	DESCRIPTION	ELEV
1	9+82±	6.5' LT SET PK NAIL SW BRIDGE CORNER	696.800
2	9+58±	24.8' RT SET COTTON SPINDLE IN POWER POLE	696.043
3	11+82±	21.6' RT SET COTTON SPINDLE IN POWER POLE	694.795

SCHEDULE OF LANDS & INTEREST REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	TLE ACRES
1	DIANE M. HOFER	TLE	0.16
50	XCEL ENERGY	TEMP. RELEASE OF RIGHTS	---
51	COON VALLEY FARMERS TELEPHONE COMPANY	TEMP. RELEASE OF RIGHTS	---

NOTE:
POSITIONS SHOWN ARE WISCONSIN COUNTY
COORDINATES, VERNON COUNTY, NAD 83 (1991)
IN US SURVEY FEET. VALUES SHOWN ARE
GRID COORDINATES, GRID BEARINGS AND GRID
DISTANCES. GRID DISTANCES MAY BE USED AS
GROUND DISTANCES.

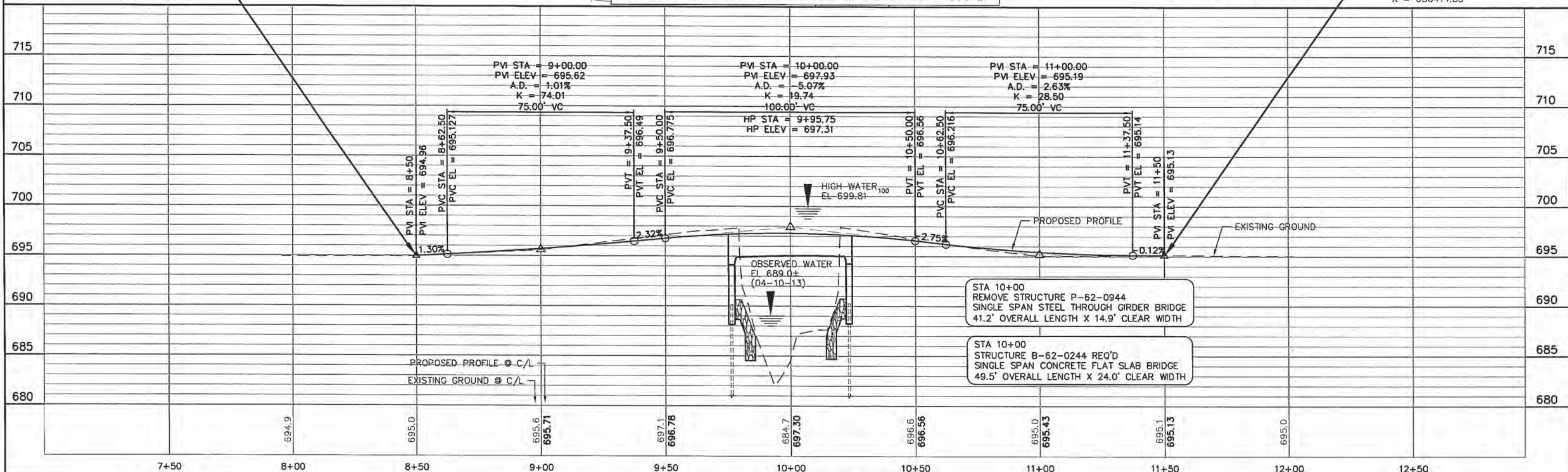
BEGIN RELOCATION
ORDER
STA 8+50
Y = 191703.71
X = 656576.01

NE/SW
SEC 23, T14N, R6W

SE/NW
SEC 23, T14N, R6W

END RELOCATION
ORDER
STA 11+50
Y = 191956.73
X = 656414.83

NET CENTERLINE LENGTH STA 8+50 TO STA 11+50 = 300 LF



PROJECT NO: 5388-00-70

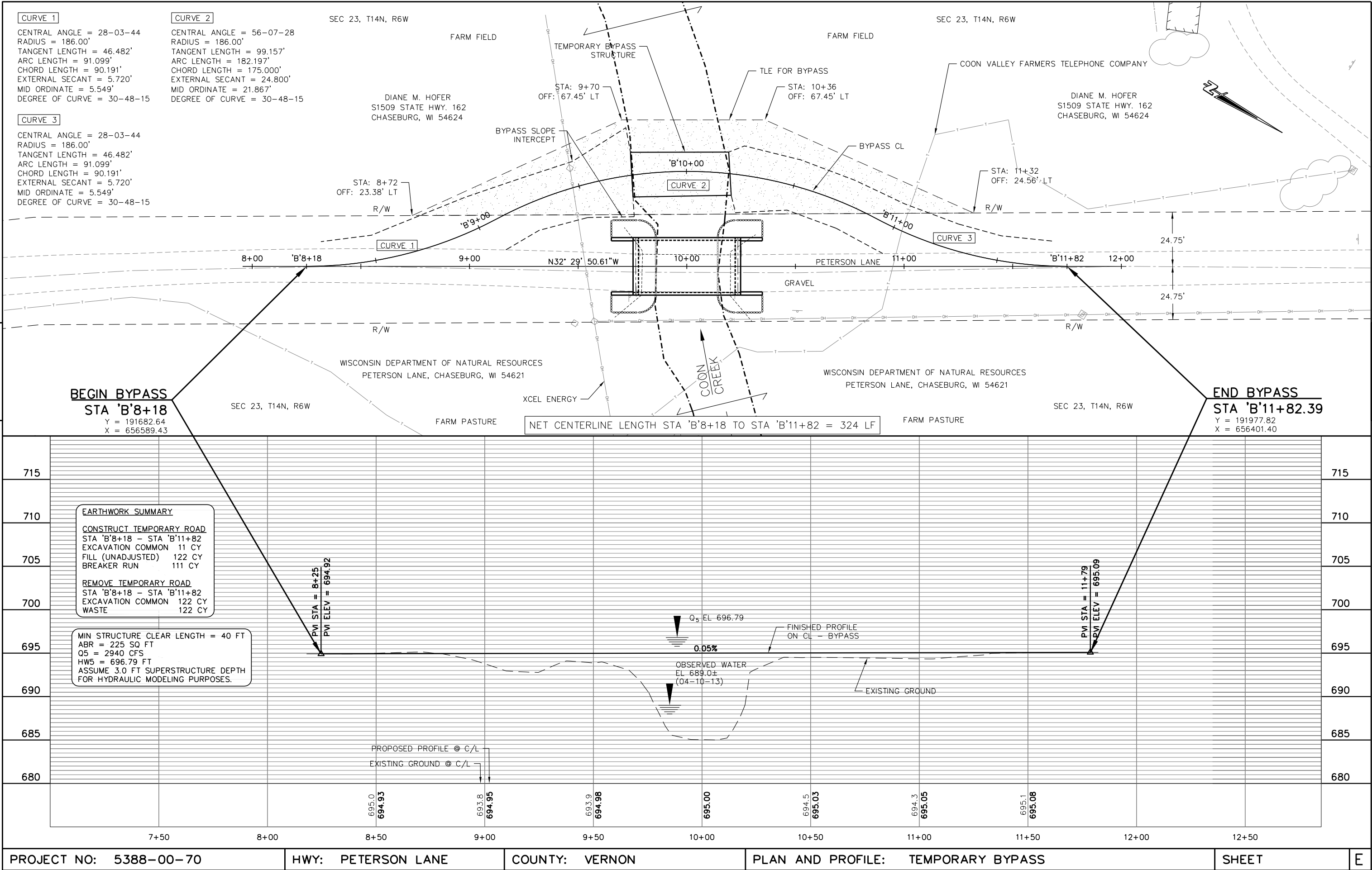
HWY: PETERSON LANE

COUNTY: VERNON

PLAN AND PROFILE:

SHEET

E

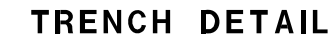


Standard Detail Drawing List

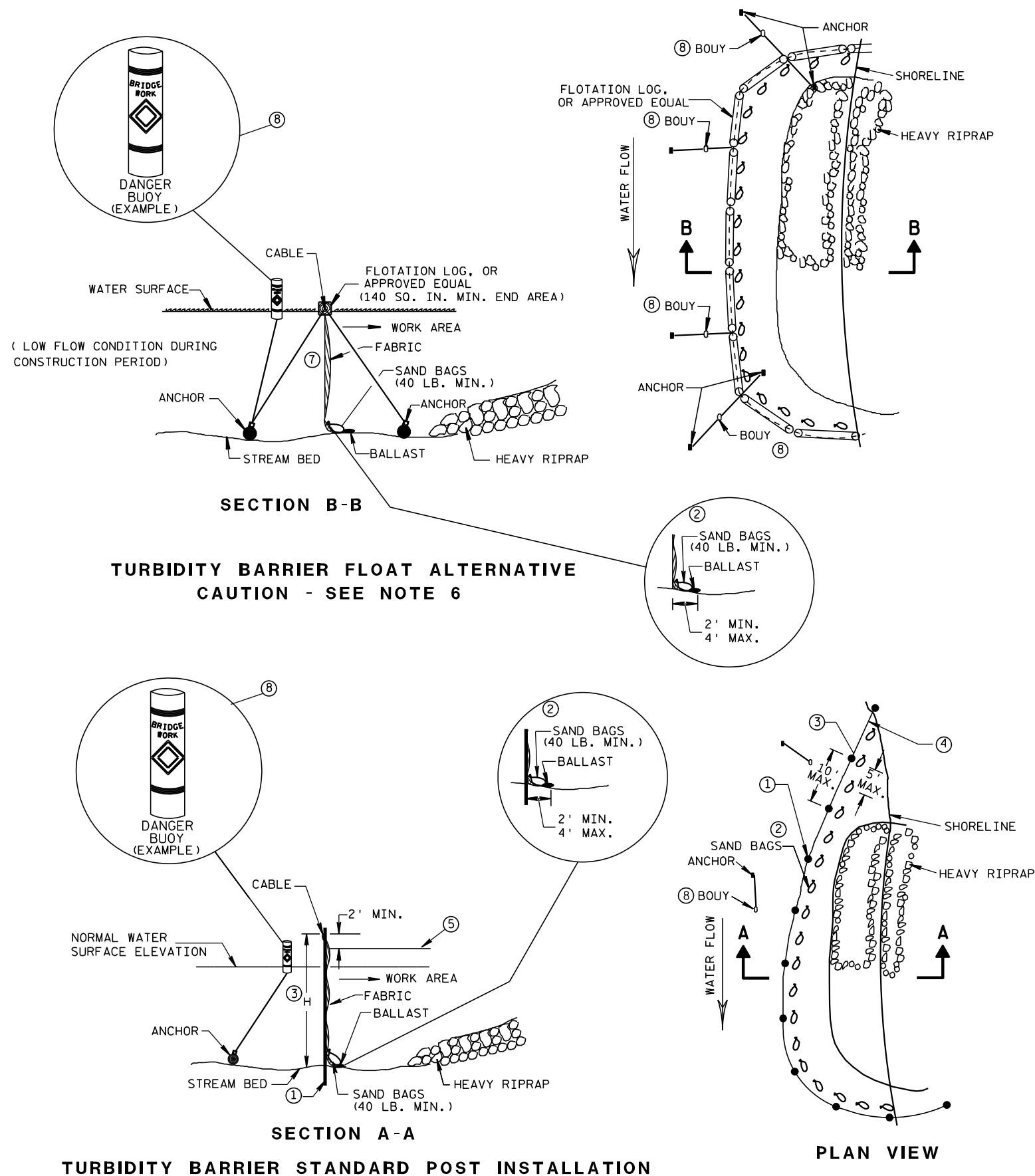
08E09-06	SILT FENCE
08E11-02	TURBIDITY BARRIER
12A03-10	NAME PLATE (STRUCTURES)
15A02-08	DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15C06-07	SIGNING & MARKING FOR TWO LANE BRIDGES
15D31-02	TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY



- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1½" X 1½" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



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

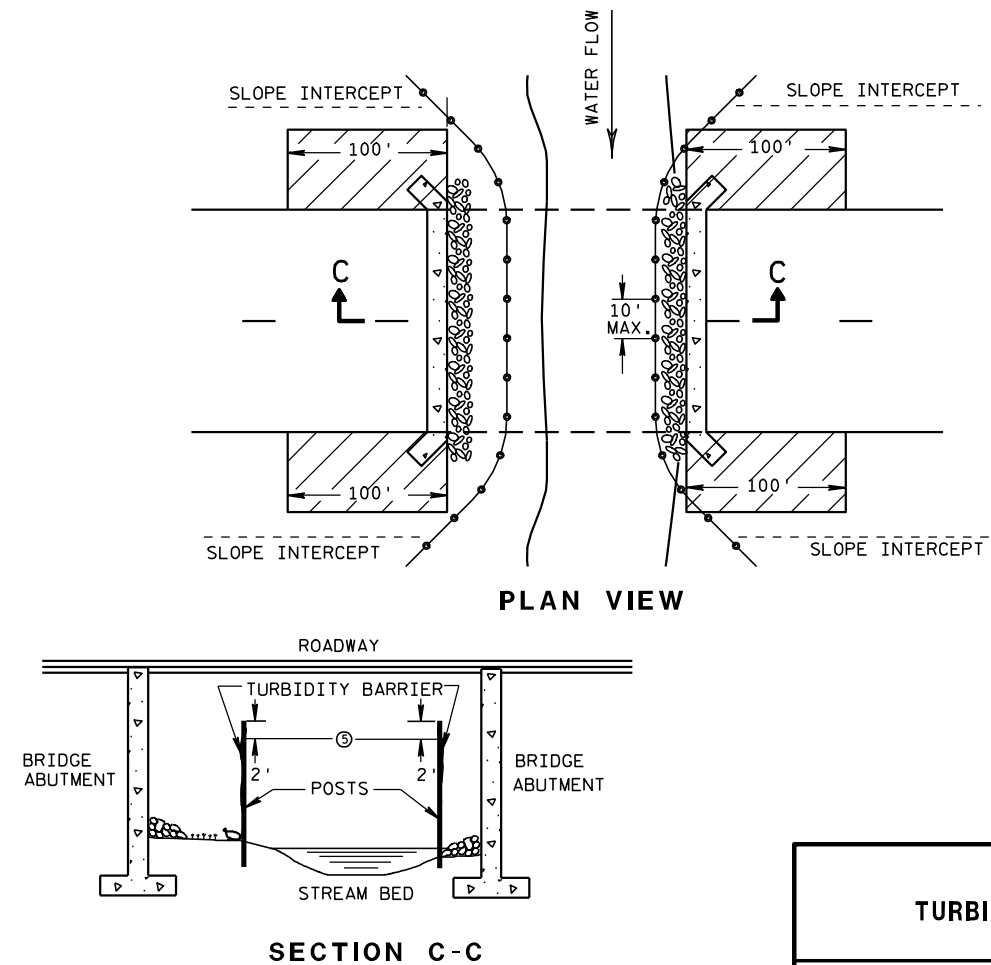


GENERAL NOTES

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

TURBIDITY BARRIER MAY BE REMOVED AT THE ENGINEERS DISCRETION, WHEN PERMANENT EROSION CONTROL MEASURES HAVE BEEN ESTABLISHED.

- ① DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.
- ② SANDBAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS. SPACE AS APPROPRIATE FOR SITE CONDITIONS.
- ③ WHEN BARRIER HEIGHT, H, EXCEEDS 8 FT., POST SPACING MAY NEED TO BE DECREASED.
- ④ IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.
- ⑤ ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MINIMUM BARRIER HEIGHT SHALL BE 2' GREATER THAN EITHER THE 02 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WHICHEVER IS GREATER.
- ⑥ FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BED ROCK PREVENTS THE INSTALLATION OF POSTS.
- ⑦ ALLOW SUFFICIENT SLACK VERTICALLY AND HORIZONTALLY SO THAT SEDIMENT BUILD UP WILL NOT SEPARATE OR LOWER THE TURBIDITY BARRIER.
- ⑧ USE AS DIRECTED BY COAST GUARD OR DNR PERMIT WHEN WORKING IN NAVIGABLE WATERWAYS.



TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

TURBIDITY BARRIER

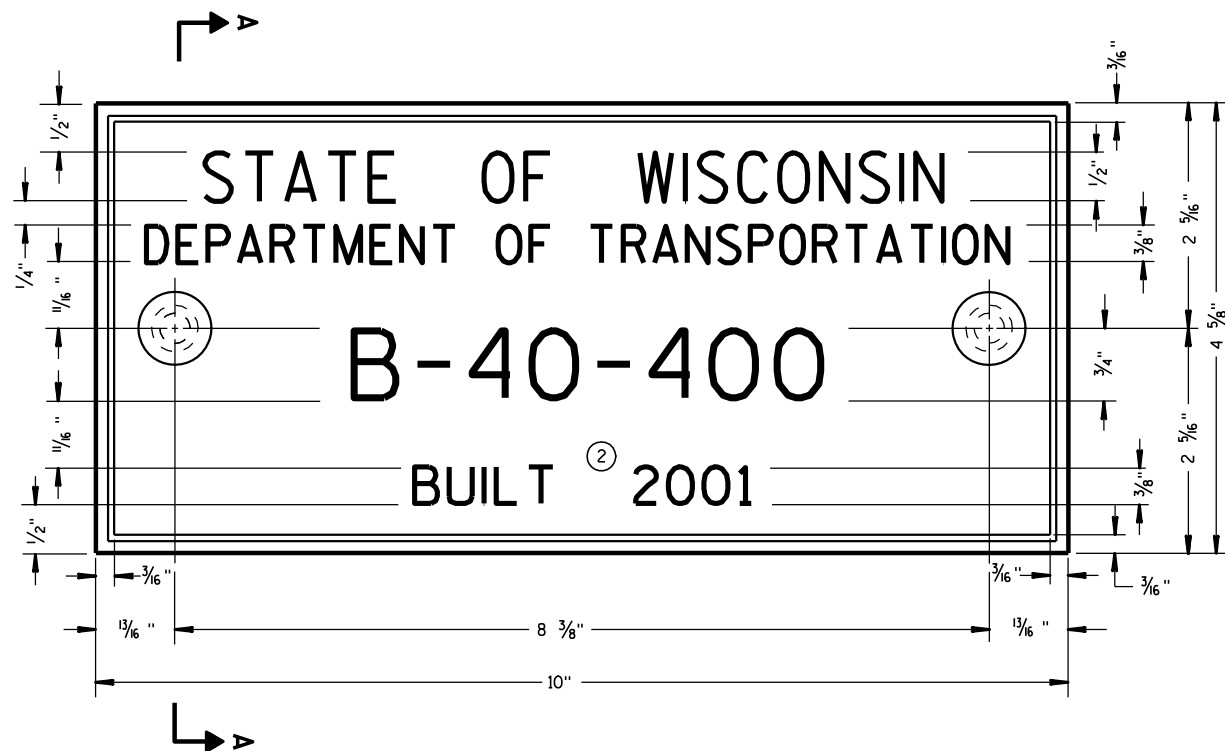
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

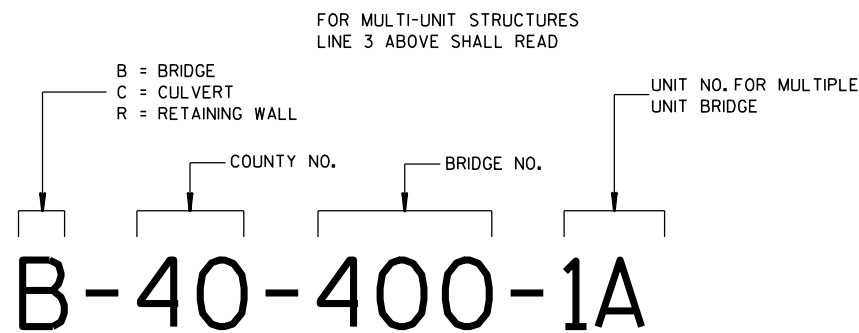
6/04/02
DATE

FHWA

/S/ Beth Canestra
CHIEF ROADWAY DEVELOPMENT ENGINEER



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



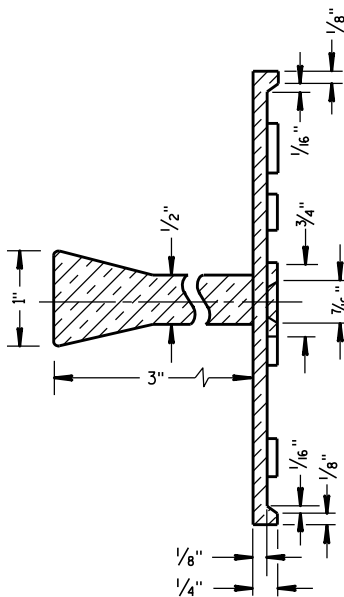
**NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES**

GENERAL NOTES

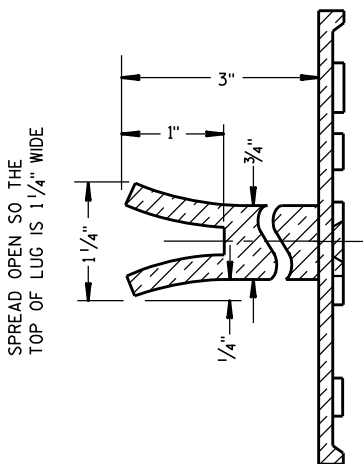
NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

- ① EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
- ② REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.

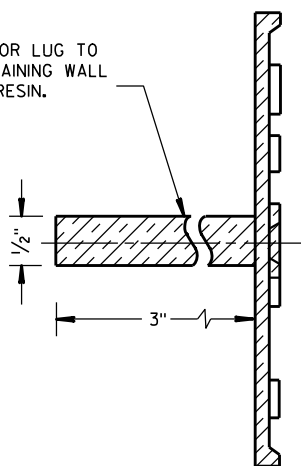


SECTION A-A



ALTERNATE LUG

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

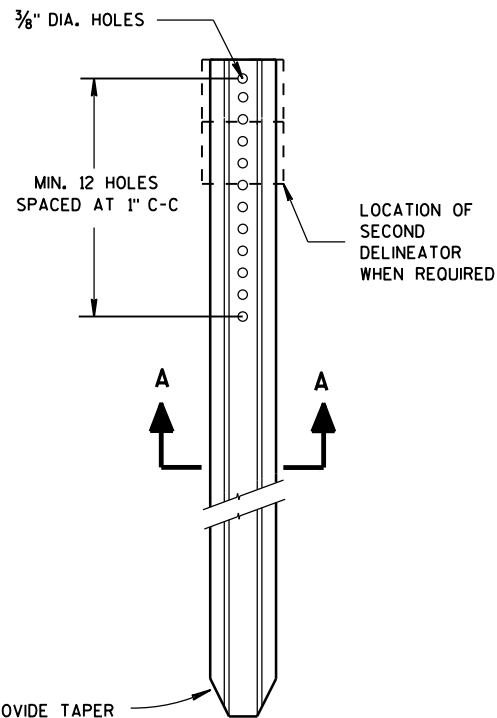


ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

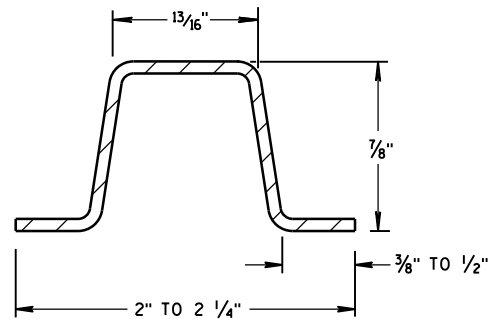
**NAME PLATE
(STRUCTURES)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

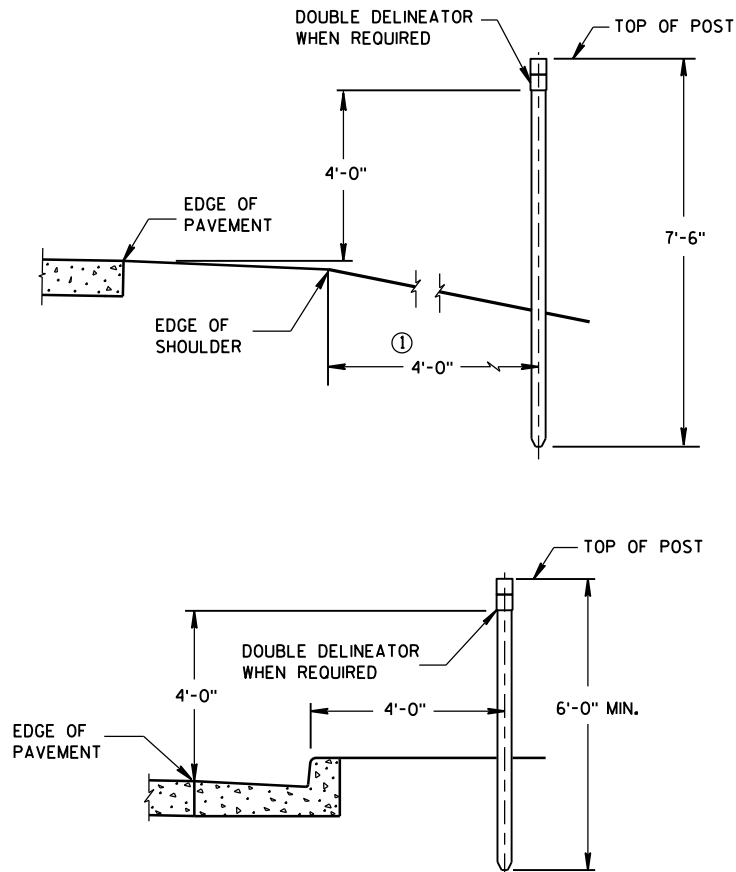
APPROVED
3/26/10 /S/ Scot Becker
DATE CHIEF STRUCTURAL DEVELOPMENT ENGINEER
FHWA



DELINEATOR POST



SECTION A-A
WEIGHT 1.12 LBS PER FT. ± 0.1 LB.

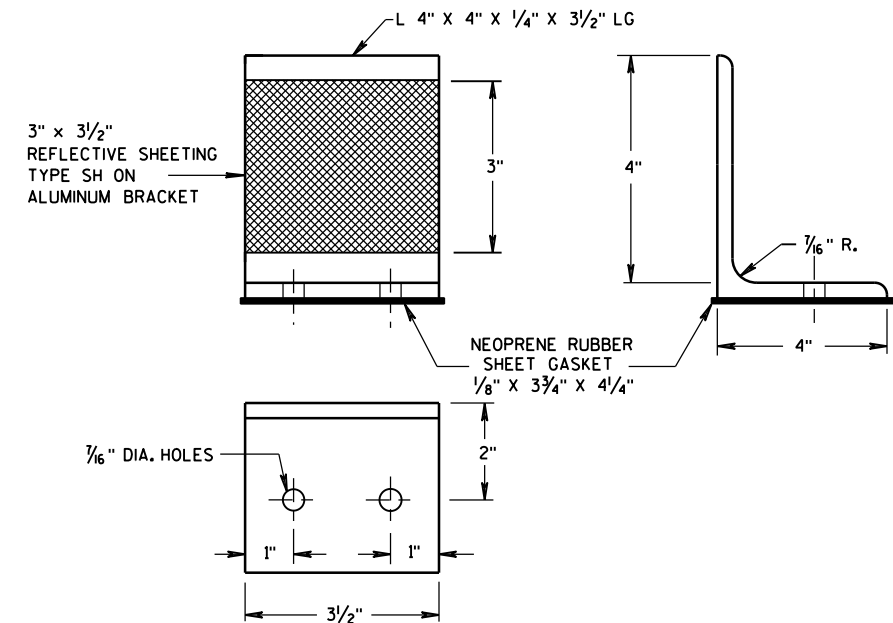


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

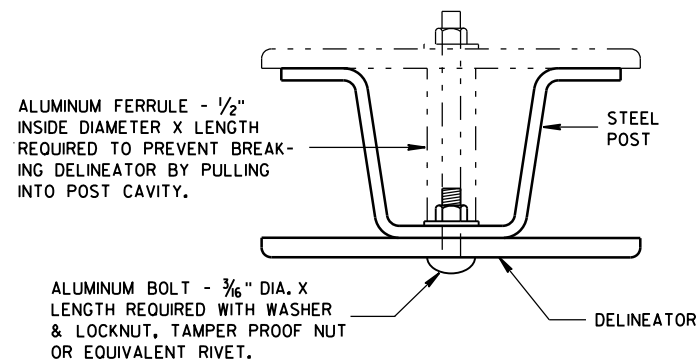
GENERAL NOTES

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

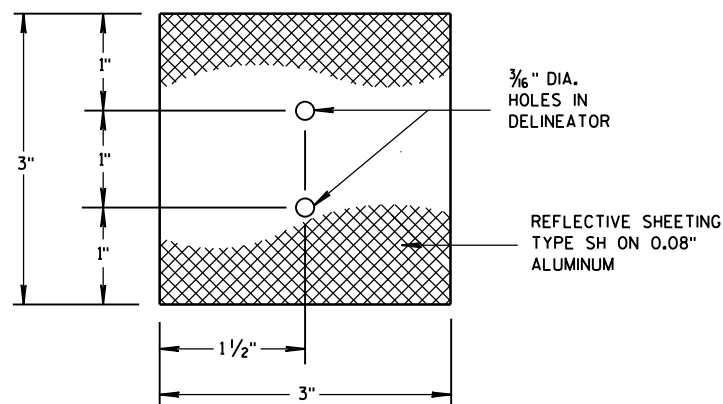
- ① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



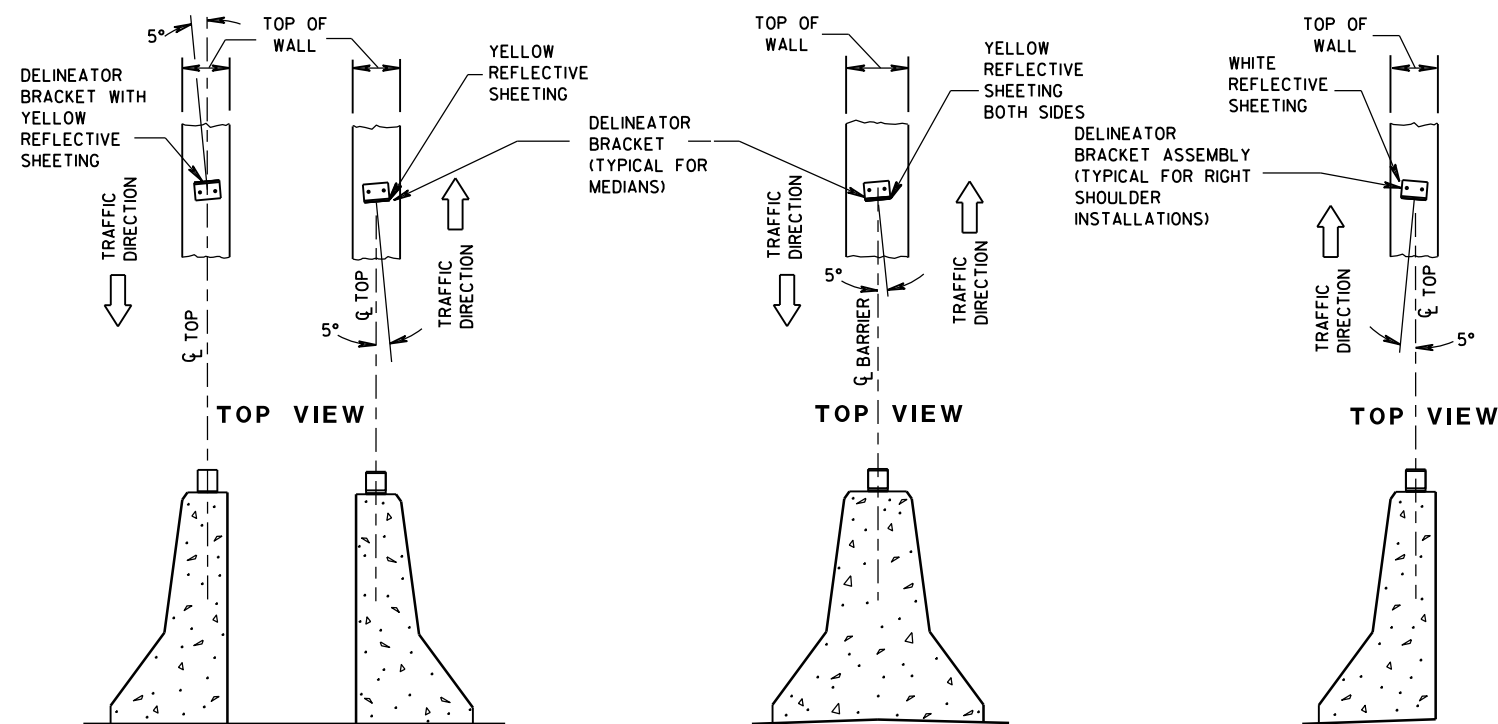
DELINEATOR BRACKET



MOUNTING DETAIL FOR DELINEATOR



3" x 3" DELINEATOR

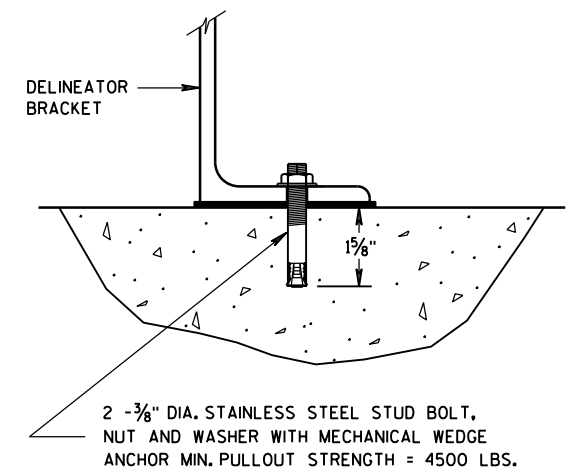


DOUBLE BARRIERS IN MEDIAN

MEDIAN BARRIER

BARRIER LOCATED
TO RT. OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR DELINEATOR BRACKETS MOUNTED ON CONCRETE BARRIERS



DELINEATOR BRACKET
MOUNTING DETAIL

DELINEATOR POST, DELINEATOR,
AND DELINEATOR BRACKET
WITH REFLECTIVE SHEETING

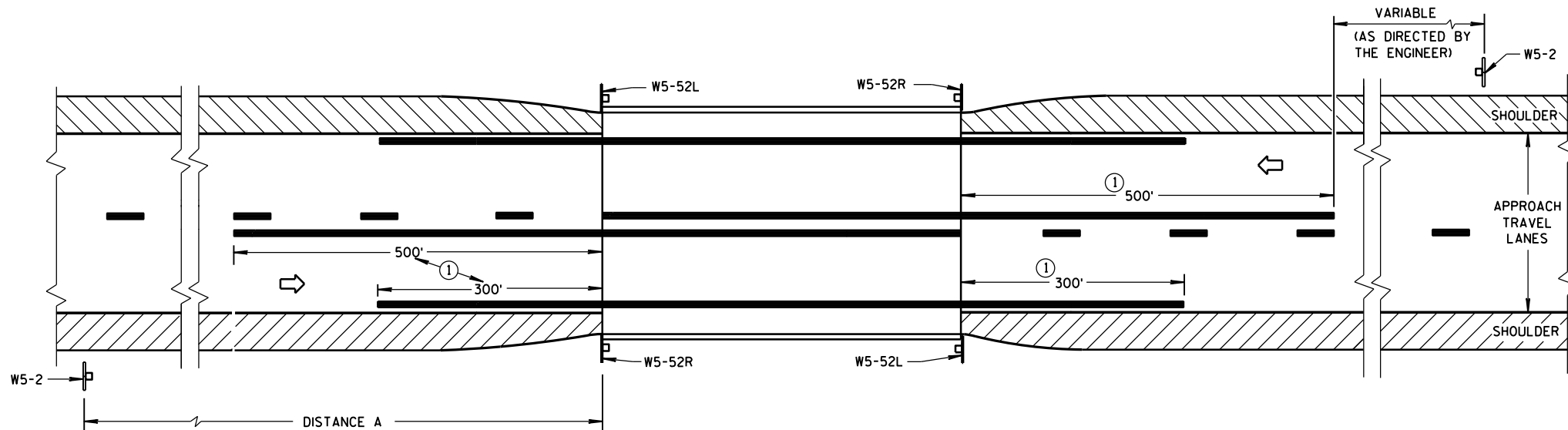
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2013
DATE

FHWA

/S/ Travis Feltes
STATE TRAFFIC ENGINEER



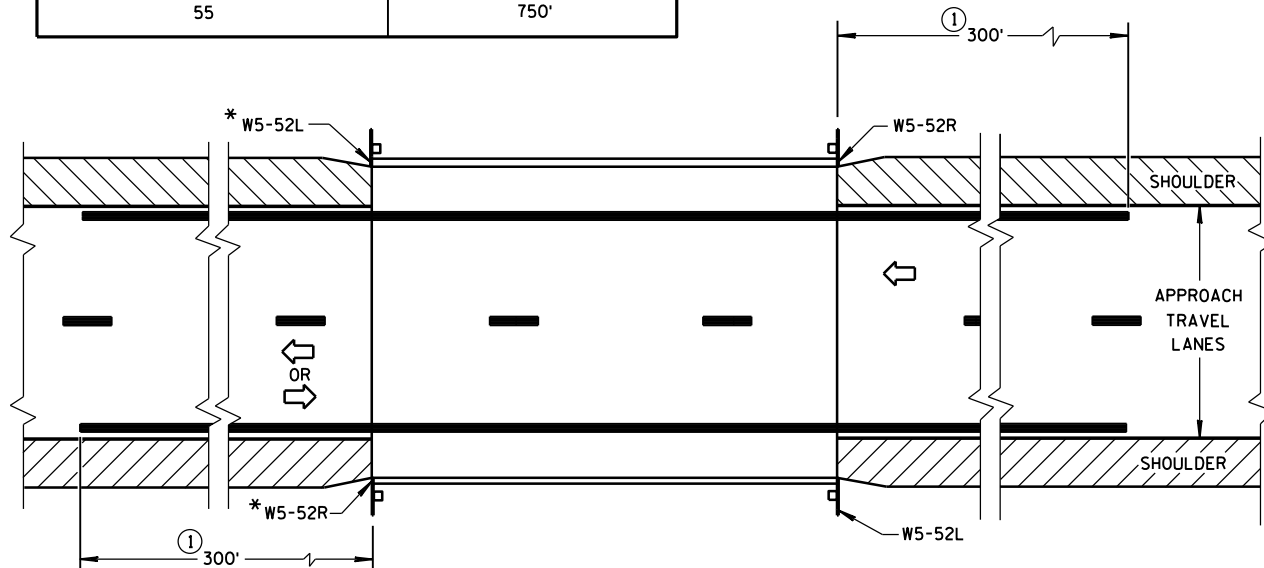
SITUATION 1

WARRANTING CRITERIA:

BRIDGE WIDTH IS AT LEAST 16 FEET BUT LESS THAN 24 FEET

DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	750'



*OMIT ON ONE-WAY TRAVELLED WAYS

SITUATION 2

WARRANTING CRITERIA:

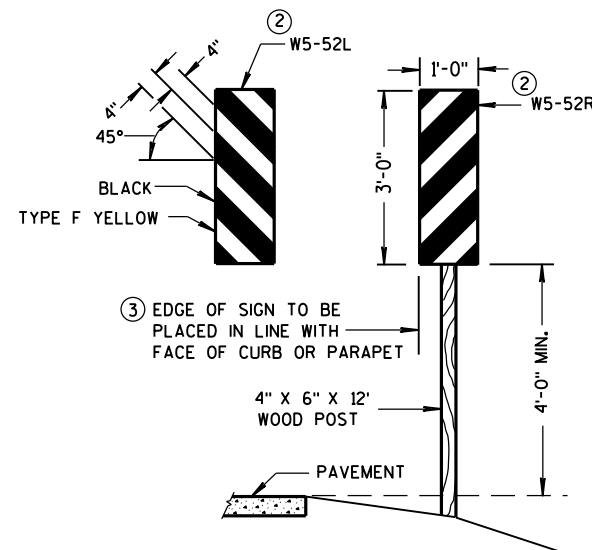
1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE IS LESS THAN 6 FEET WIDER (ON EACH SIDE) THAN APPROACH TRAVEL LANES.

GENERAL NOTES

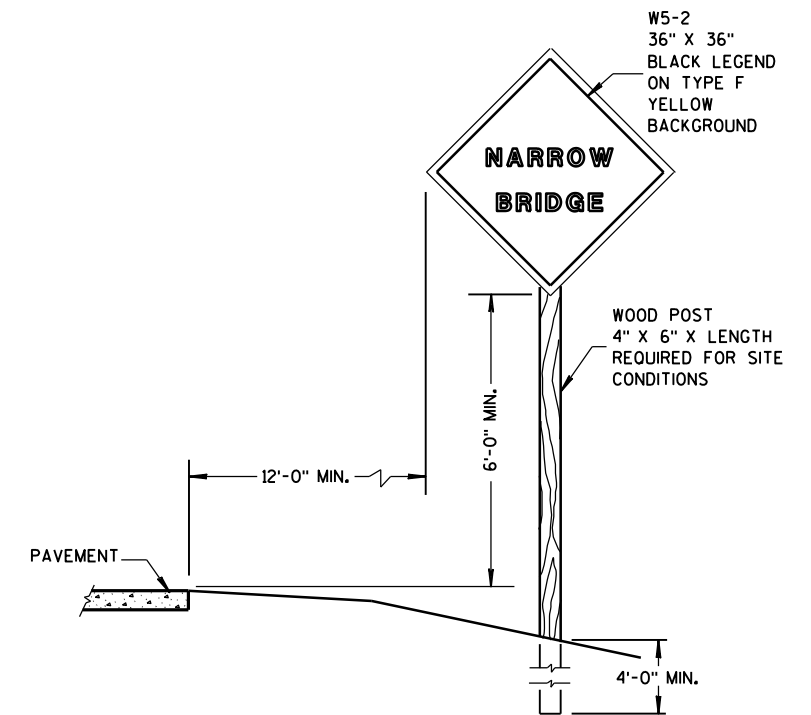
DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

- ① MINIMUM DISTANCE UNLESS OTHERWISE SHOWN ON THE PLAN.
- ② FACE OF OBJECT MARKERS W5-52R, AND W5-52L SHALL BE COVERED WITH TYPE F REFLECTIVE SHEETING.
- ③ LOCATE OBJECT MARKER POST(S) BEHIND GUARDRAIL WHEN PRESENT.



OBJECT MARKER PLACEMENT



SIGN PLACEMENT

SIGNING & MARKING FOR TWO LANE BRIDGES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

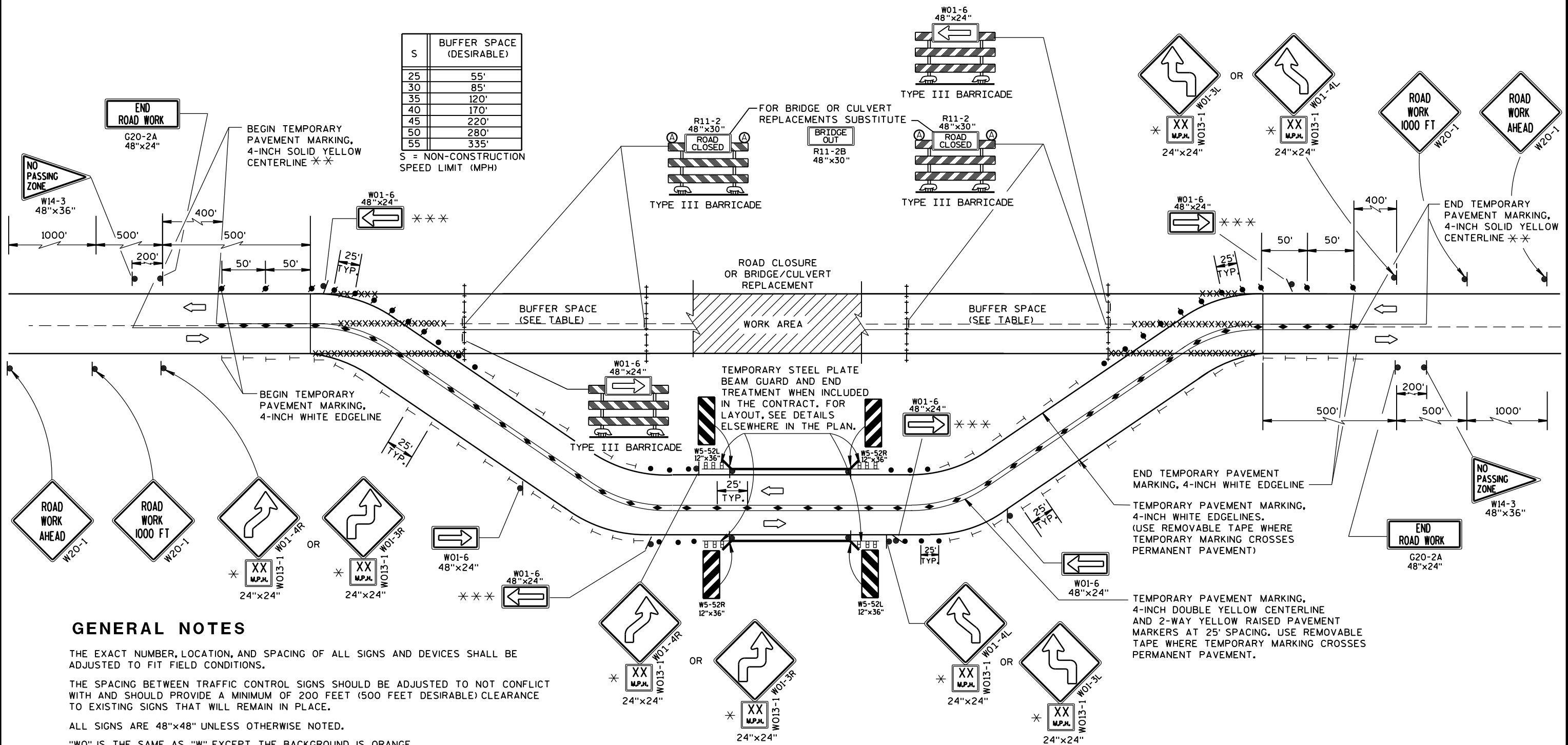
3-2014
DATE

FHWA

/S/ Travis Fettes
STATE TRAFFIC ENGINEER OF DESIGN

S	BUFFER SPACE (DESIRABLE)
25	55'
30	85'
35	120'
40	170'
45	220'
50	280'
55	335'

S = NON-CONSTRUCTION
SPEED LIMIT (MPH)



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

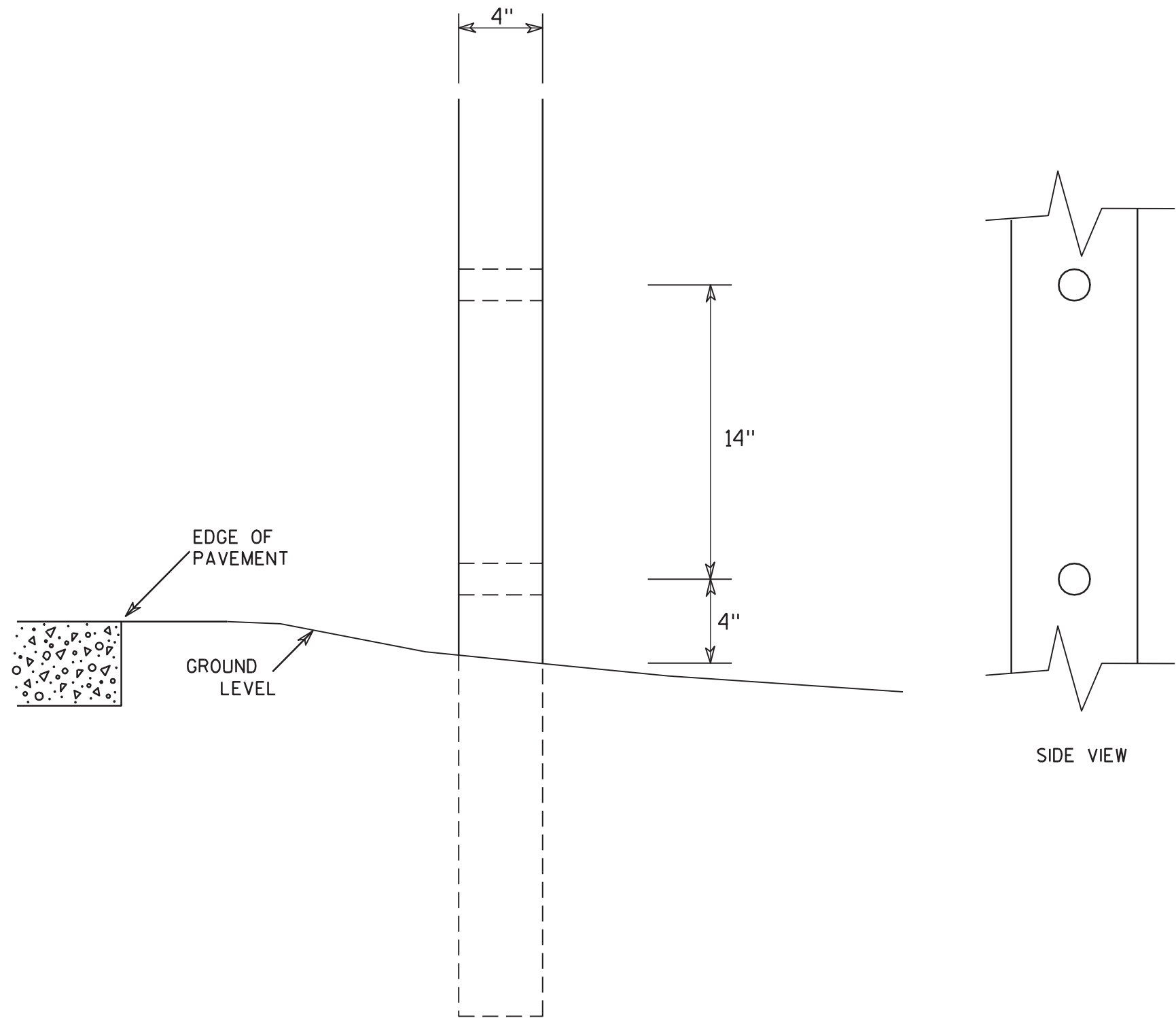
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY-BURN LIGHT
- TRAFFIC CONTROL DRUM
- ⊥ TYPE III BARRICADE
- ⊥ TYPE III BARRICADE WITH ATTACHED SIGN
- Ⓐ TYPE "A" WARNING LIGHT (FLASHING)
- TEMPORARY DELINEATOR, (WHITE) (SINGLE DELINEATOR)
- ◆ TEMPORARY RAISED PAVEMENT MARKERS (TWO-WAY 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 /S/ Travis Feltes
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA

7



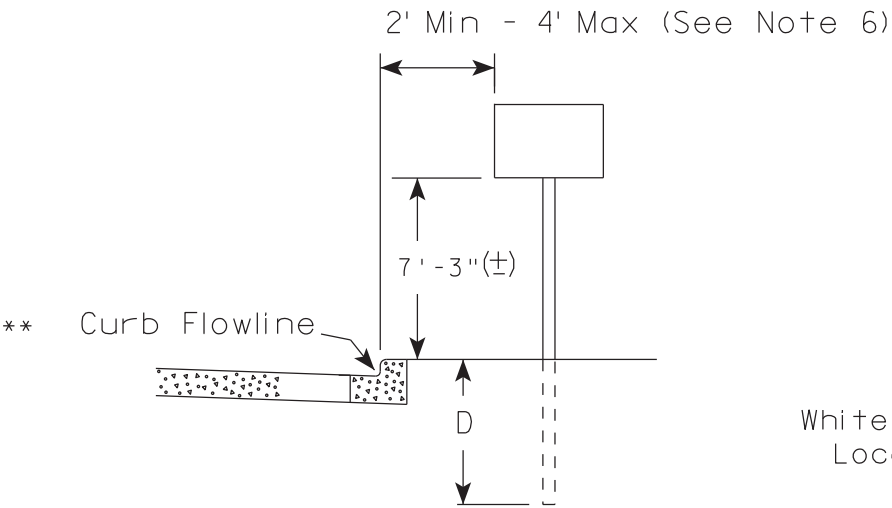
GENERAL NOTES

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

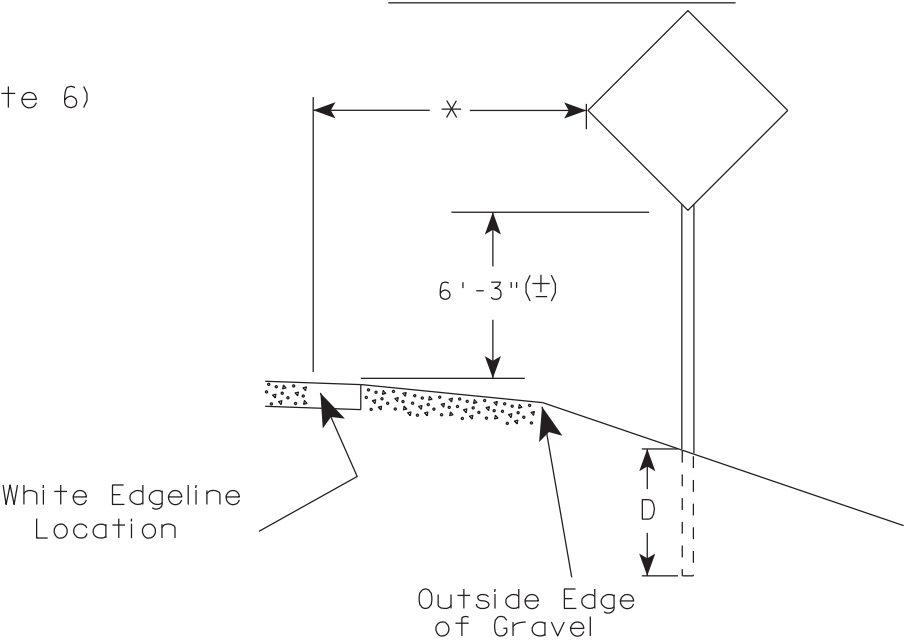
7

4 X 6 WOOD POST MODIFICATIONS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Chester J. Spang</i> for State Traffic Engineer
DATE 3/27/97	PLATE NO. A4-11.2

URBAN AREA



RURAL AREA (See Note 2)



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'

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

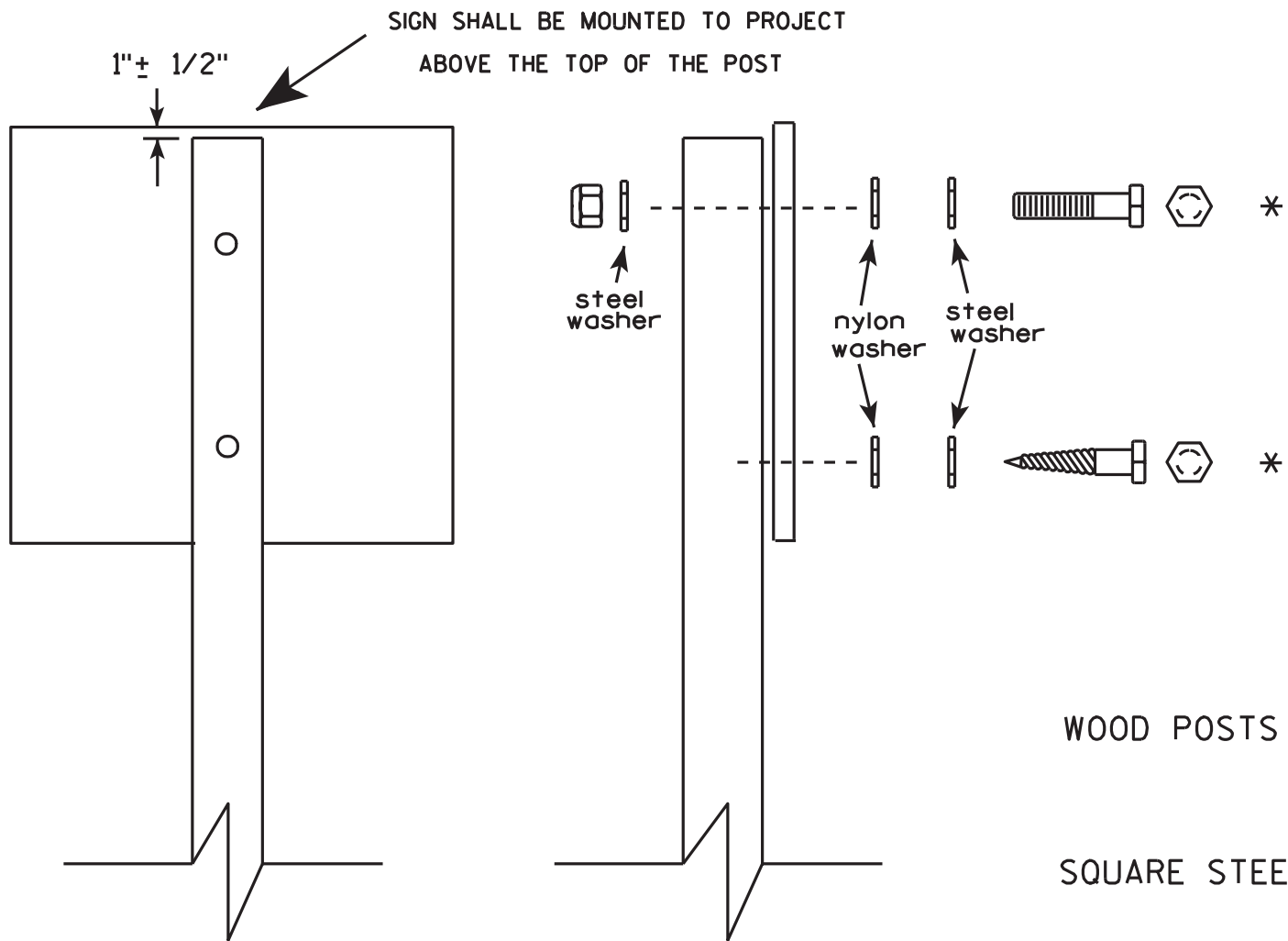
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 9/30/13 PLATE NO. A4-3.18

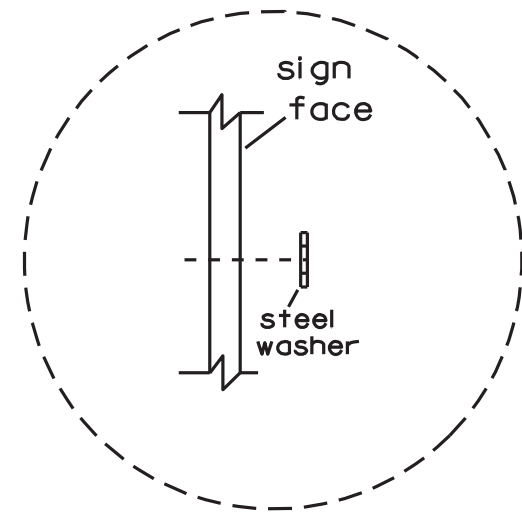


Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

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

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

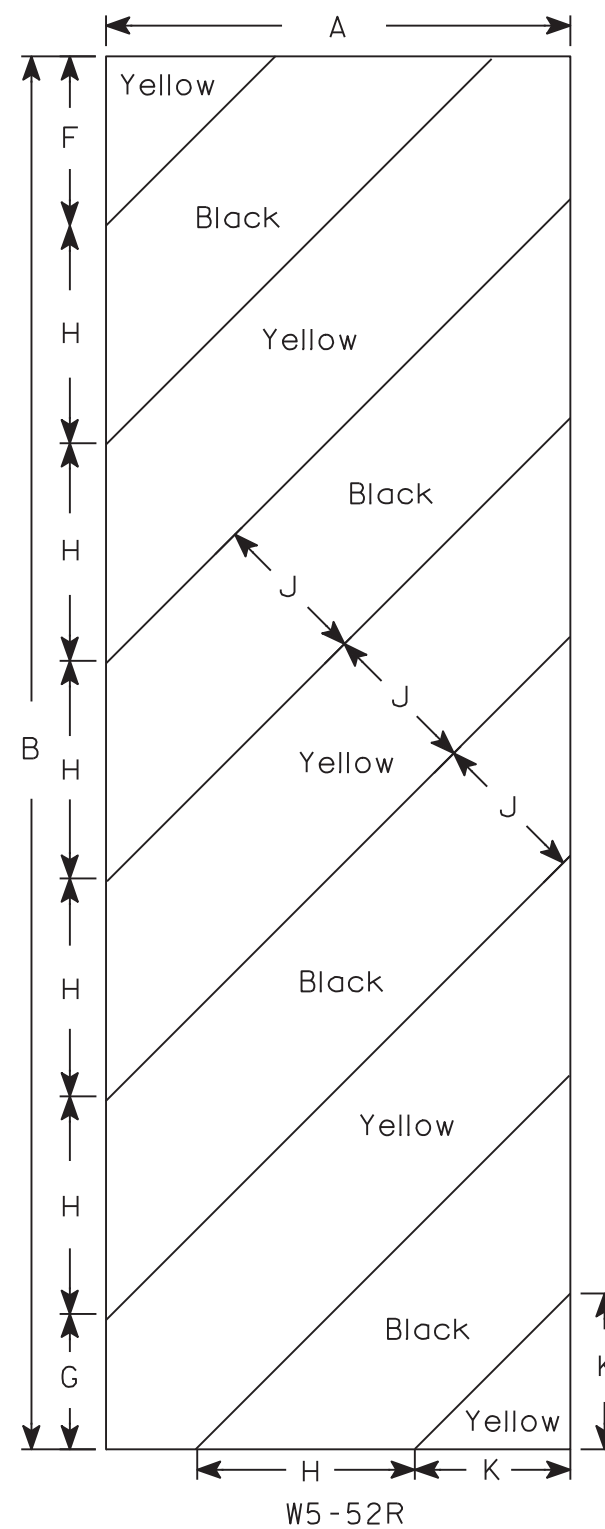
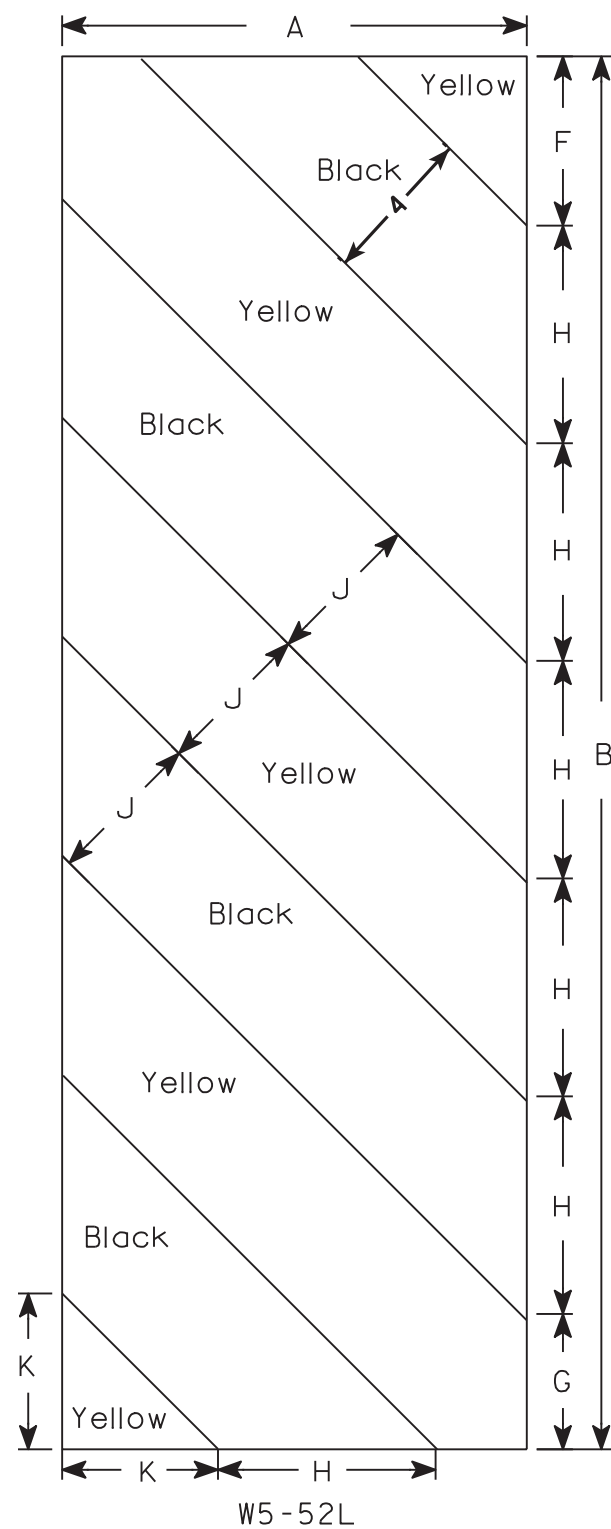
- WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts
- SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375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



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

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

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



NOTES

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

[illegible]

STANDARD SIGN
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

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

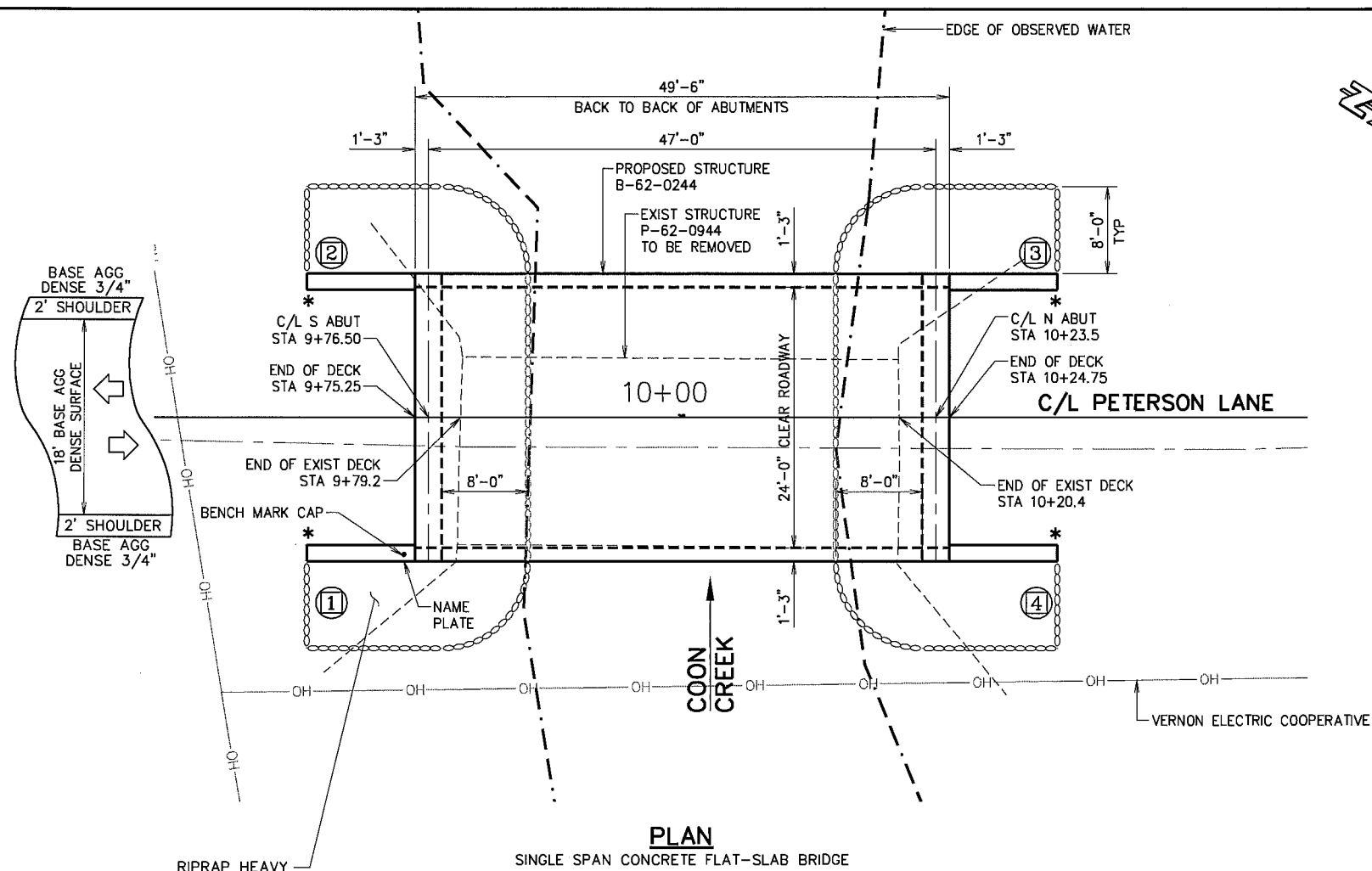
PROJECT NO:

HWY:

COUNTY:

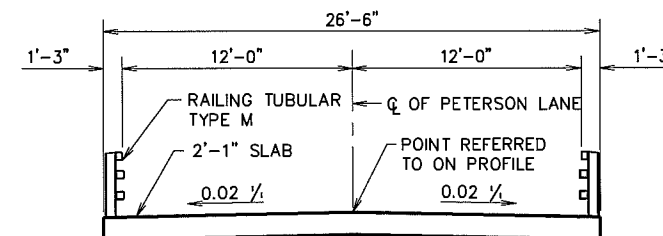
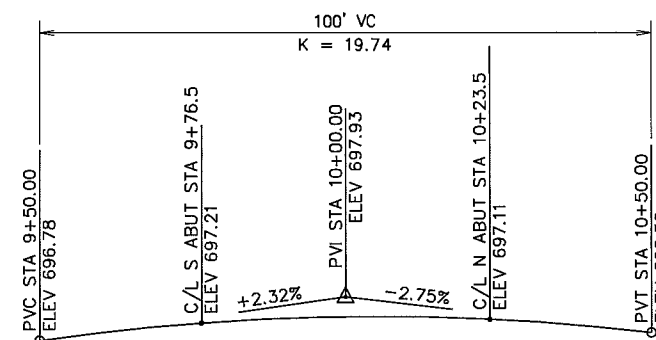
SHEET NO:

—



* PROVIDE FOR THREE BEAM
GUARD RAIL ATTACHMENT

⊖ INDICATES WING NUMBER



DESIGN DATA

STRUCTURE IS DESIGNED FOR A FUTURE WEARING
SURFACE OF 20 POUNDS PER SQUARE FOOT.

LIVE LOAD:

DESIGN LOADING HL-93
INVENTORY RATING FACTOR RF = 1.22
OPERATING RATING FACTOR RF = 1.58
WISCONSIN STANDARD PERMIT VEHICLE (Wis-SPV) 250 KIPS

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY
SLAB $f'_c = 4,000$ PSI
ALL OTHER $f'_c = 3,500$ PSI
BAR STEEL REINFORCEMENT, GRADE 60 $f_y = 60,000$ PSI

HYDRAULIC DATA

100 YEAR FREQUENCY
DRAINAGE AREA 90.0 SQ MILES
 Q_{100} TOTAL 9040 CFS
THRU STRUCTURE 1720 CFS
OVERFLOW 7320 CFS
VELOCITY - THRU STRUCTURE 4.96 FPS
WATERWAY AREA THRU STRUCTURE 346.6 SQ FT
HIGH WATER $_{100}$ ELEVATION 699.81 FT
SCOUR CRITICAL CODE = 8

2 YEAR FREQUENCY
 Q_2 TOTAL 1580 CFS
HIGH WATER $_2$ ELEVATION 695.05 FT

FREQUENCY OF ROADWAY OVERTOPPING
 Q_2 TOTAL 1800 CFS
HIGH WATER $_2$ ELEVATION 694.9 FT

TRAFFIC DATA

AADT (2015) 20
AADT (2035) 25
DESIGN SPEED 25 MPH



BENCHMARK

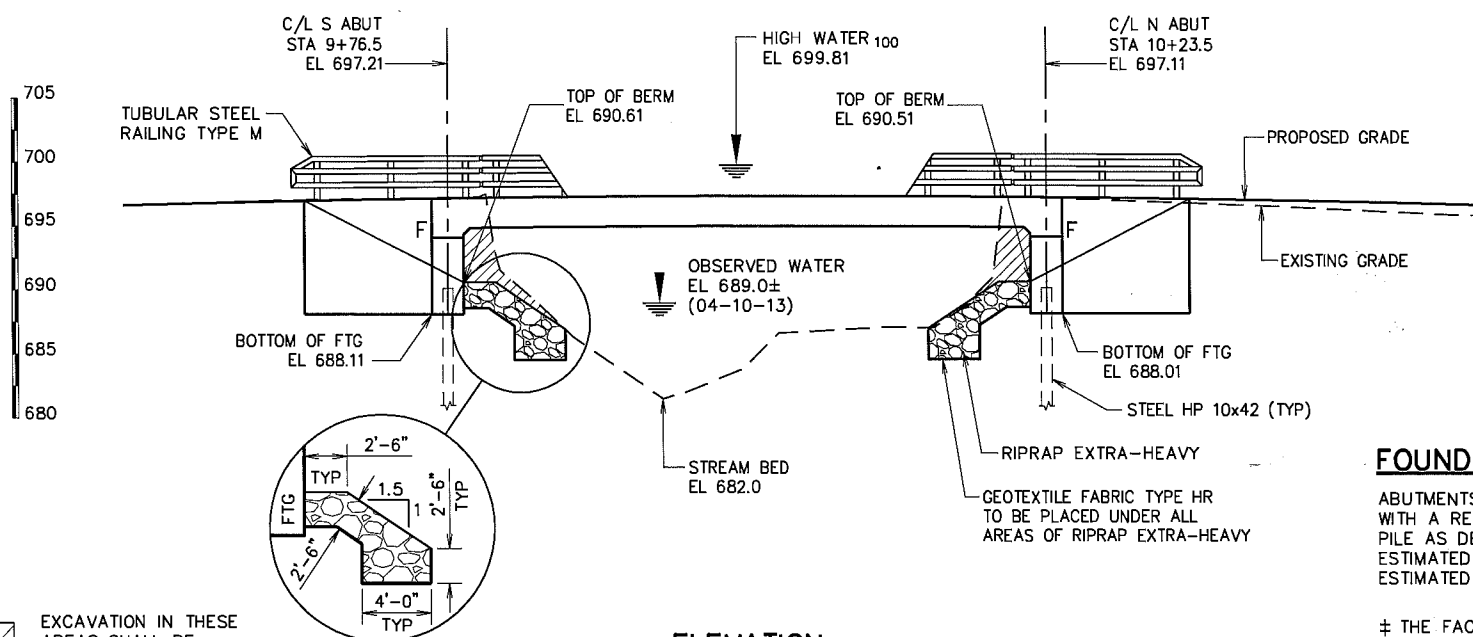
STA 9+81.64, 6.53' LT
PK NAIL IN SW CORNER BRIDGE
EL 696.80

LIST OF DRAWINGS

1. GENERAL PLAN
2. QUANTITIES & NOTES
3. SUBSURFACE EXPLORATION
4. SOUTH ABUTMENT
5. NORTH ABUTMENT
6. ABUTMENT DETAILS
7. SUPERSTRUCTURE
8. TUBULAR STEEL RAILING TYPE "M"

DESIGN CONTACT:
TROY L. PETERSON
(715) 235-9081

BRIDGE OFFICE CONTACT:
WILLIAM DREHER
(608) 266-8489



FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON PILING STEEL HP 10x42,
WITH A REQUIRED DRIVING RESISTANCE OF 180 TONS ± PER
PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC EQUATION.
ESTIMATED LENGTH 60' S ABUTMENT
ESTIMATED LENGTH 60' N ABUTMENT

± 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.

EXCAVATION IN THESE
AREAS SHALL BE
INCLUDED IN EXCAVATION
FOR STRUCTURE (TYP)

NO.	DATE	REVISION	BY
ORIGINAL PLANS PREPARED BY			
MENOMONIE - MADISON - GREEN BAY www.cedarcorp.com 800-472-7372			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
ACCEPTED			DATE 02/05/15
CHIEF STRUCTURES DESIGN ENGINEER			
STRUCTURE B-62-0244			
PETERSON LANE OVER COON CREEK			
COUNTY	VERNON	TOWN	HAMBURG
DESIGN SPEC.	AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS		
DESIGNED BY	GBJ	DESIGN CK'D.	TLP
DRAWN BY	PKF	PLANS CK'D.	TLP
GENERAL PLAN			SHEET 1 OF 8

TOTAL ESTIMATED QUANTITIES

ITEM NUMBER	BID ITEMS	UNIT	S ABUT	N ABUT	SUPER	TOTALS
203.0600.S	REMOVING OLD STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS STA 10+00	LS	—	—	—	1
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-62-0244	LS	—	—	—	1
210.0100	BACKFILL STRUCTURE	CY	75	75	—	150
502.0100	CONCRETE MASONRY BRIDGES	CY	32.5	32.5	105	170
502.3200	PROTECTIVE SURFACE TREATMENT	SY	—	—	180	180
505.0405	BAR STEEL REINFORCEMENT HS BRIDGES	LB	1550	1550	—	3100
505.0605	BAR STEEL REINFORCEMENT HS COATED BRIDGES	LB	1440	1440	19340	22220
550.1100	PIILING STEEL HP 10-INCH x 42 LB	LF	240	240	—	480
513.4060	RAILING TUBULAR TYPE M STRUCTURE B-62-0244	LS	—	—	—	1
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	6.5	6.5	—	13
606.0400	RIPRAP EXTRA-HEAVY	CY	50	50	—	100
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	70	70	—	140
645.0120	GEOTEXTILE FABRIC TYPE HR	SY	80	80	—	160
	NON-BID ITEMS					
	FILLER	SIZE	—	—	—	1/2 & 3/4

STATE PROJECT NUMBER

5388-00-70

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL STATIONS AND ALL ELEVATIONS ARE IN FEET.

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

ALL REINFORCING BARS ARE ENGLISH. THE FIRST DIGIT OF A THREE-DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR-DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF A.A.S.H.T.O. DESIGNATION M 153, TYPE I, II OR III OR A.A.S.H.T.O. DESIGNATION M 213.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH RIPRAP EXTRA-HEAVY AND GEOTEXTILE FABRIC TYPE 'HR' TO THE EXTENT SHOWN ON SHEET 1 AND AND IN THE ABUTMENT DETAILS.

STEEL 'HP' PILE MATERIAL SHALL BE A.S.T.M. DESIGNATION A36.

THE EXISTING STRUCTURE (P-62-0944) IS A 41.2' LONG BY 14.9' CLEAR WIDTH SINGLE SPAN STEEL THRU GIRDER BRIDGE.

THE PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE TOP AND EDGES OF THE SLAB AND TO THE OUTSIDE 1'-0" OF THE UNDERSIDE OF THE SLAB.

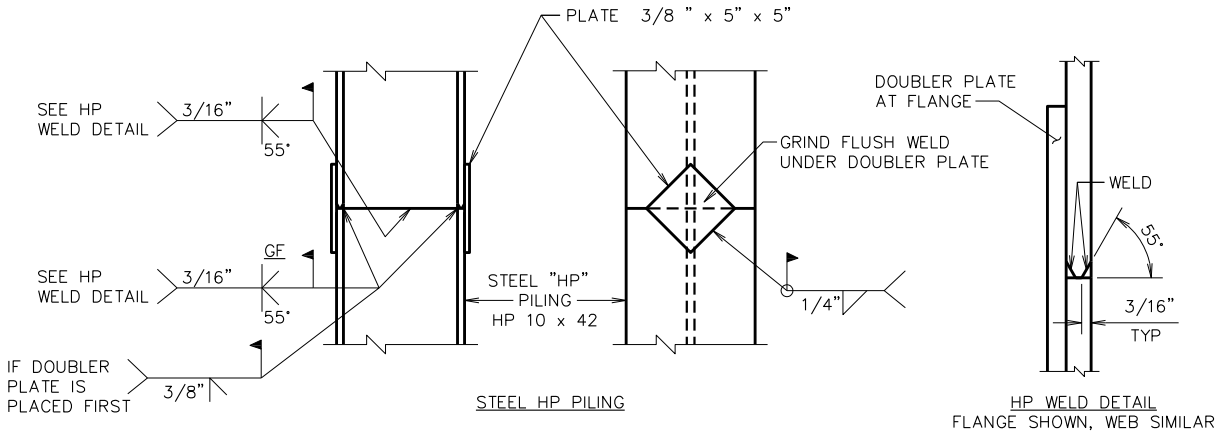
AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE IN PLACE BEFORE ABUTMENT CONSTRUCTION AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH BACKFILL STRUCTURE.

THE GRADATION OF THE BACKFILL STRUCTURE SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

THE EXISTING GROUND LINE SHALL BE THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES.

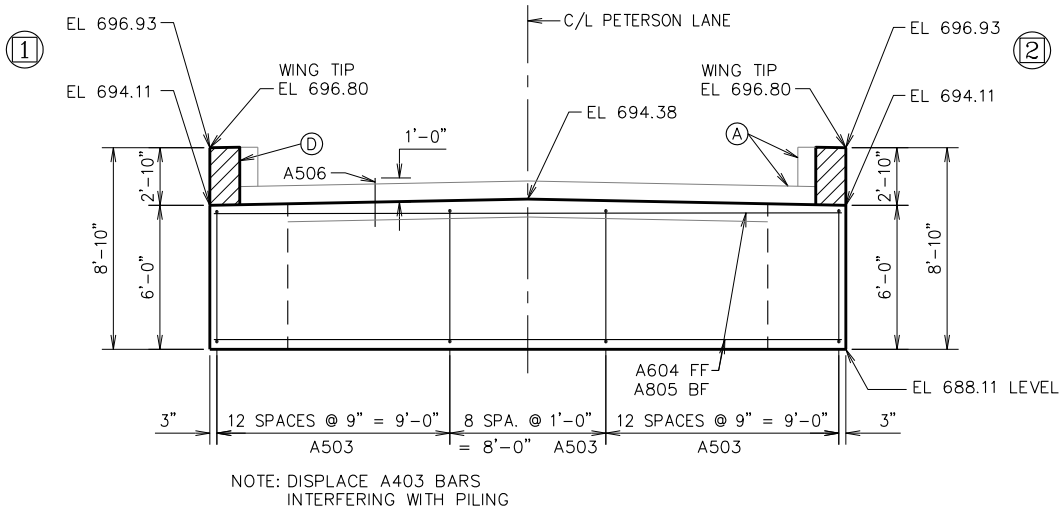
AT ABUTMENTS, CONCRETE POURED UNDER WATER WILL BE ALLOWED AND SHALL BE DONE IN ACCORDANCE WITH SECTION 502.3.5.3 OF THE STANDARD SPECIFICATIONS.

SLAB FALSEWORK SHALL BE SUPPORTED ON PILES OR THE SUBSTRUCTURE UNLESS AN ALTERNATE METHOD IS APPROVED BY THE ENGINEER.

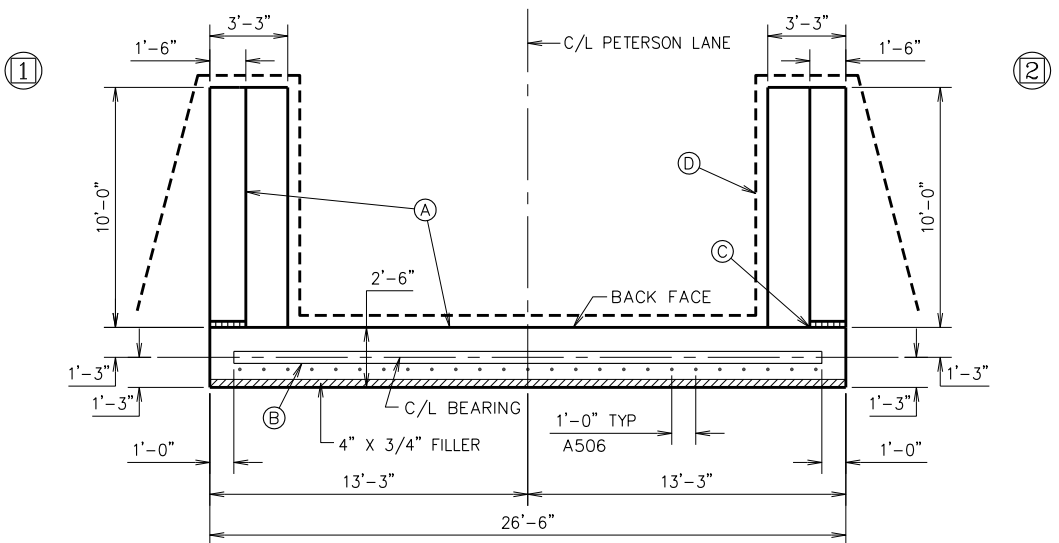


PILE SPLICE DETAILS

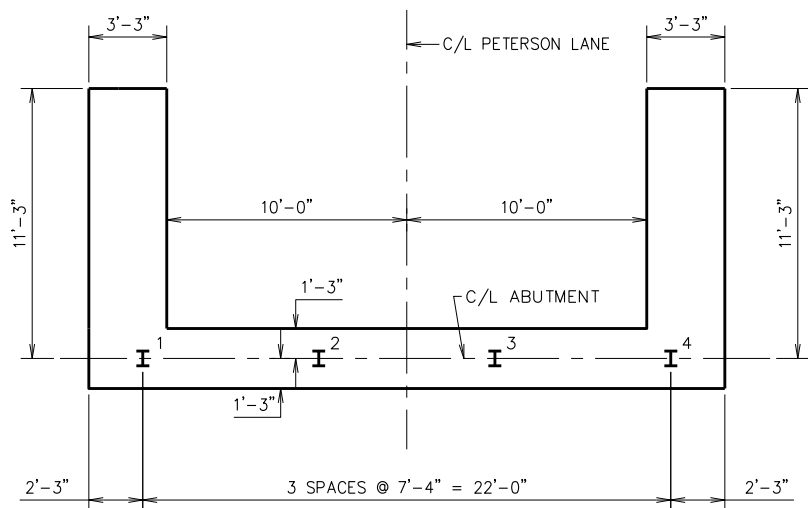
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-62-0244			
		DRAWN BY PKF	PLANS CK'D TLP
QUANTITIES & NOTES		SHEET 2 OF 8	



ELEVATION
(LOOKING SOUTH)



PLAN



PILE PLAN

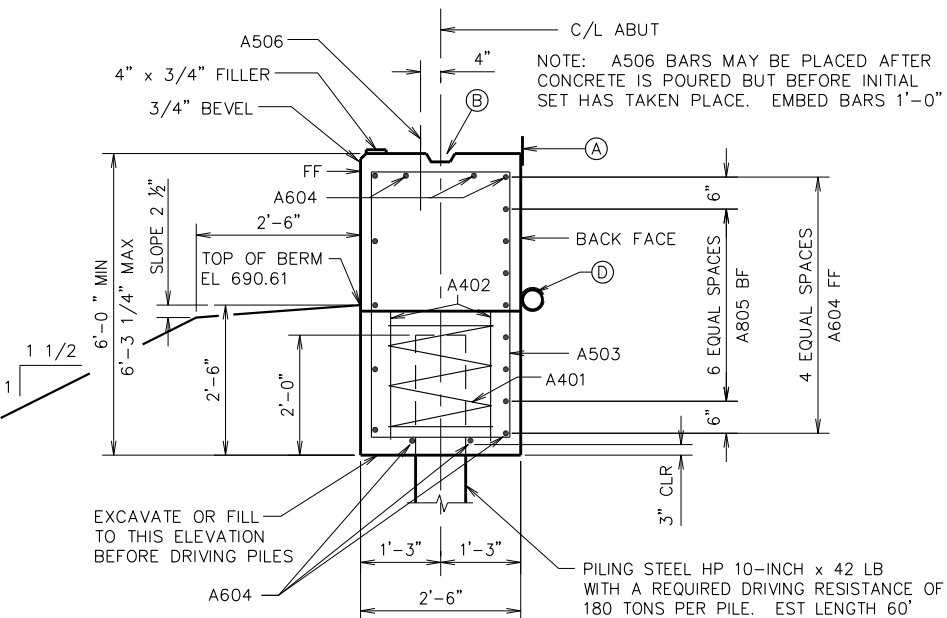
- ① INDICATES WING NUMBER
- (A) 18" RUBBERIZED MEMBRANE WATERPROOFING (RMW) SEAL ALL HORIZ & VERT JOINTS ON BACKFACE
- (B) KEYED CONST JOINT FORMED BY BEVELED 2" x 6"
- (C) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL EXPOSED HORIZ & VERT SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE.)
- (D) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE TO 0.5% MIN TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT BOTH ENDS OF PIPE UNDERDRAIN (SEE DETAIL). RODENT SHIELD TO BE INCLUDED IN BID PRICE OF "PIPE UNDERDRAIN WRAPPED 6-INCH".

BILL OF BARS

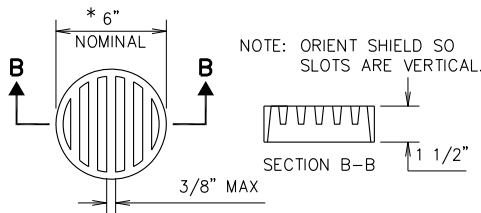
1550 # UNCOATED 1440 # COATED

BAR MARK	COAT	NO REQUIRED	LENGTH	BENT	LOCATION
A401		4	28-0	X	BODY - ONE PER PILE
A402		8	2-3		BODY - TWO PER PILE
A503		33	15-8	X	BODY - STIRRUPS
A604		11	26-2		BODY - HORIZ
A805		7	26-2		BODY - HORIZ BF
A506	X	25	2-0		BODY - VERT DOWELS
A607	X	4	9-8		WING 1 & 2 - HORIZ TOP
A408	X	12	9-8		WING 1 & 2 - HORIZ TOP
A609	X	28	10-2	X	WING 1 & 2 - VERT TOP
A510	X	22	17-4	X	WING 1 & 2 - VERT BASE
A511	X	12	11-7		WING 1 & 2 BASE HORIZ FF
A612	X	16	11-11		WING 1 & 2 BASE HORIZ BF

NOTE: BAR DIMENSIONS ARE OUT TO OUT OF BAR. THE FIRST DIGIT OF A THREE-DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR-DIGIT BAR MARK SIGNIFIES THE BAR SIZE.



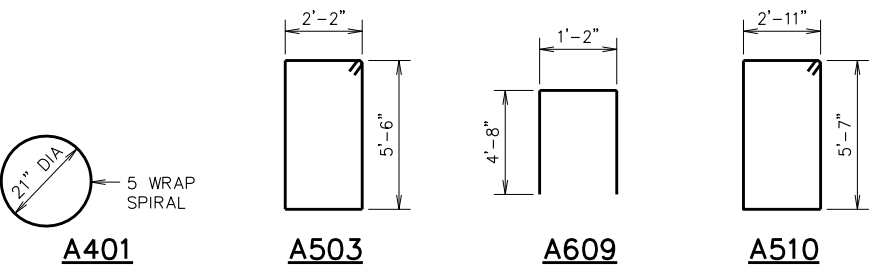
SECTION THRU BODY



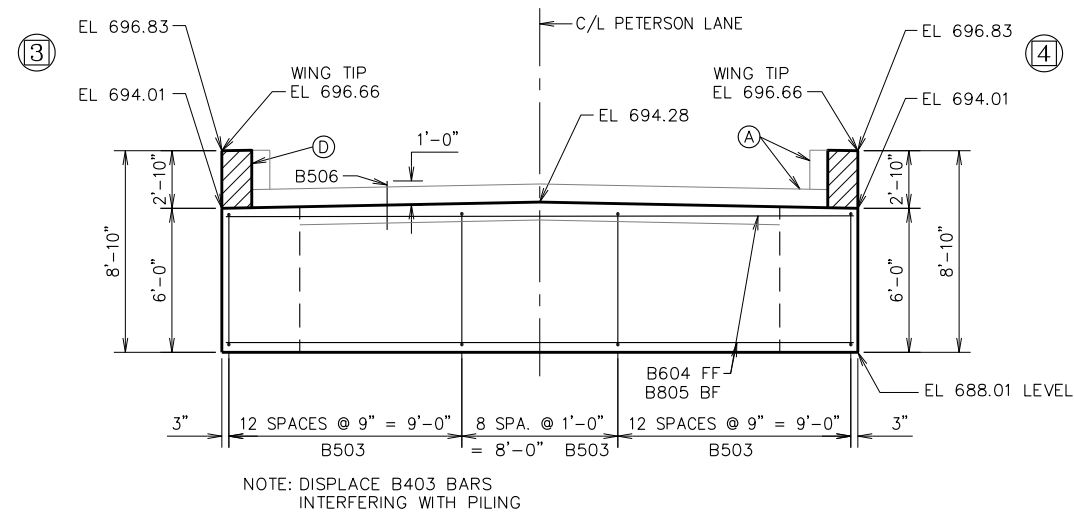
* DIMENSION IS APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.

RODENT SHIELD

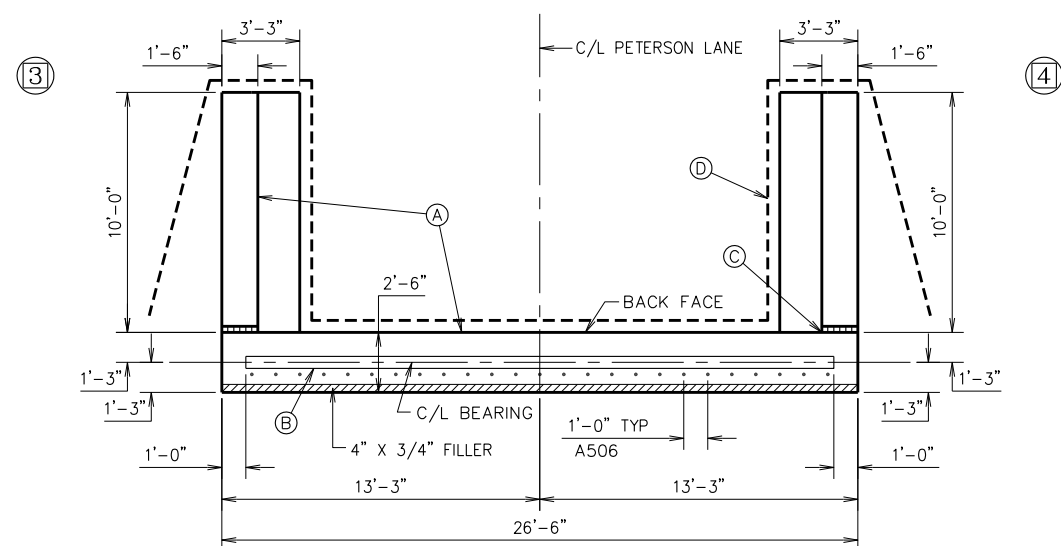
THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



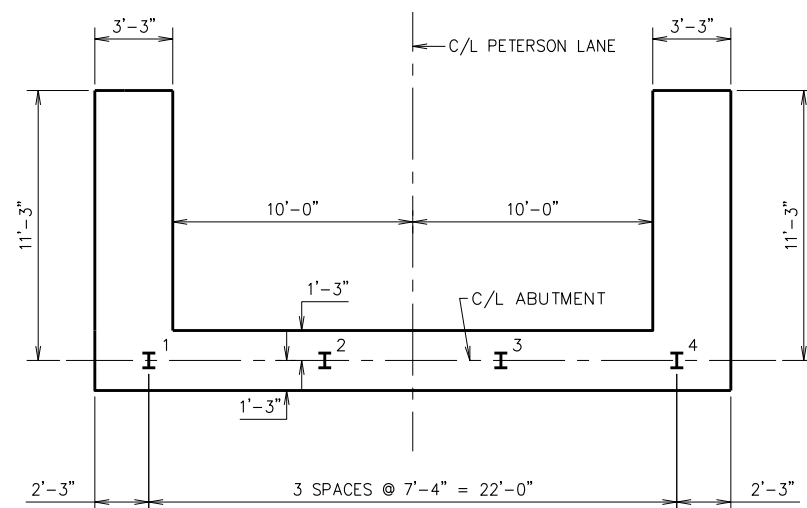
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-62-0244			
DRAWN BY		PKF	PLANS CK'D TLP
SOUTH ABUTMENT		SHEET 4 OF 8	



ELEVATION
(LOOKING NORTH)



PLAN



PILE PLAN

- ① INDICATES WING NUMBER
- ④ 18" RUBBERIZED MEMBRANE WATERPROOFING (RMW) SEAL ALL HORIZ & VERT JOINTS ON BACKFACE
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- ⑦ PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE TO 0.5% MIN TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT BOTH ENDS OF PIPE UNDERDRAIN (SEE DETAIL). RODENT SHIELD TO BE INCLUDED IN BID PRICE OF "PIPE UNDERDRAIN WRAPPED 6-INCH".

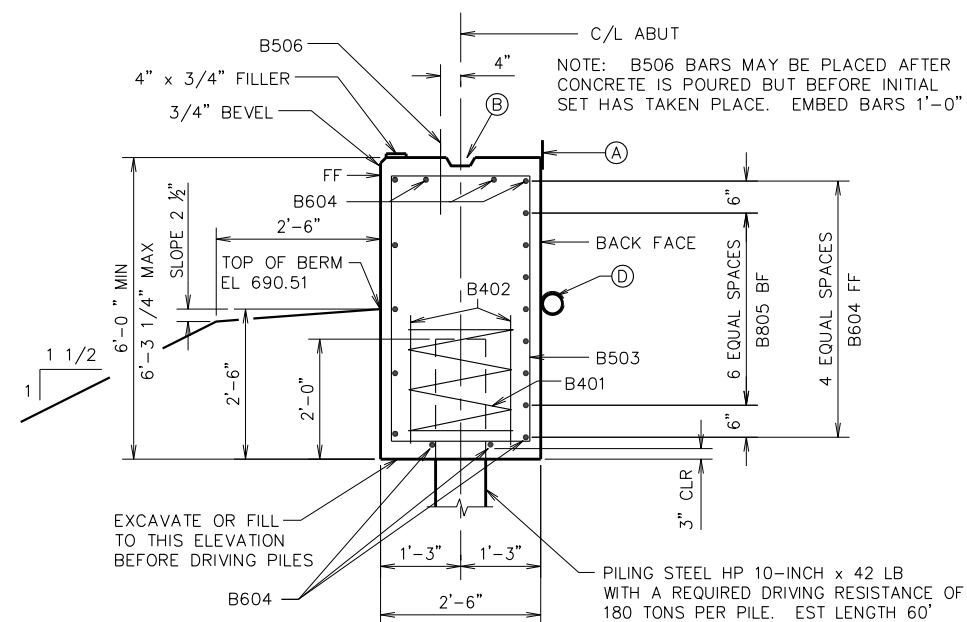
BILL OF BARS

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

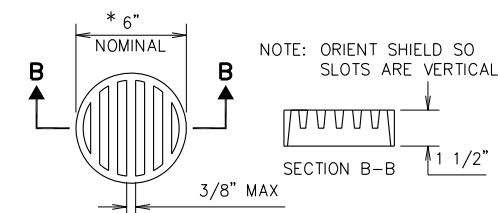
BILL OF BARS

1550 # UNCOATED 1440 # COATED

BAR MARK	COAT	NO REQUIRED	LENGTH	BENT	LOCATION
B401		4	28-0	X	BODY - ONE PER PILE
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B805		7	26-2		BODY - HORIZ BF
B506	X	25	2-0		BODY - VERT DOWELS
B607	X	4	9-8		WING 3 & 4 - HORIZ TOP
B408	X	12	9-8		WING 3 & 4 - HORIZ TOP
B609	X	28	10-2	X	WING 3 & 4 - VERT TOP
B510	X	22	17-4	X	WING 3 & 4 - VERT BASE
B511	X	12	11-7		WING 3 & 4 BASE HORIZ FF
B612	X	16	11-11		WING 3 & 4 BASE HORIZ BF



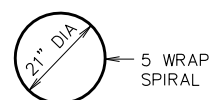
SECTION THRU BODY



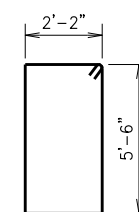
* DIMENSION IS APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.

RODENT SHIELD

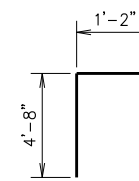
THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



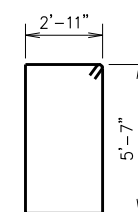
B401



B503

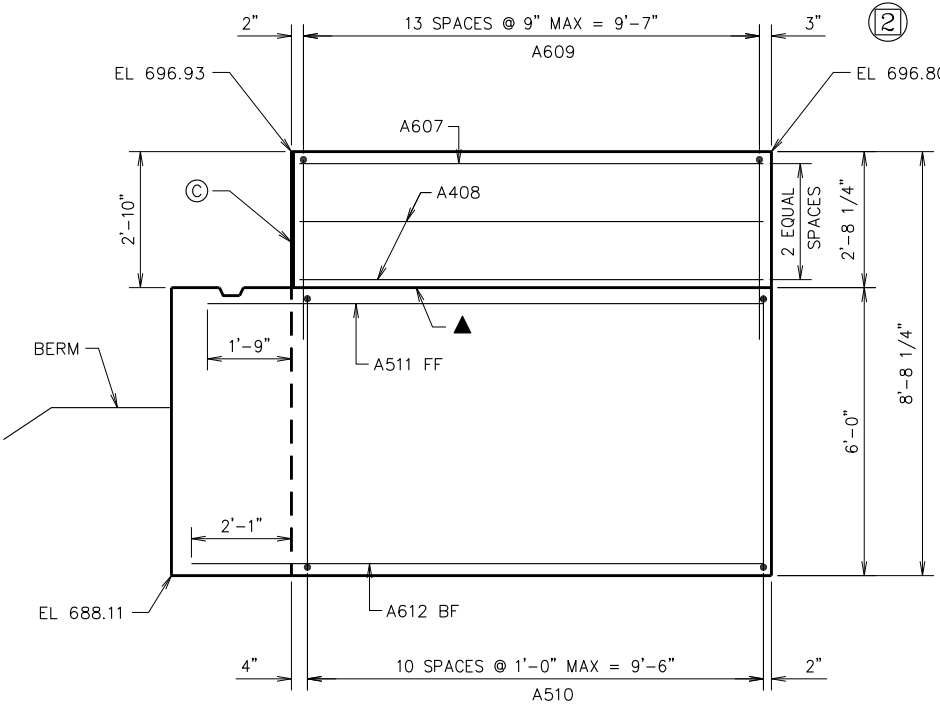
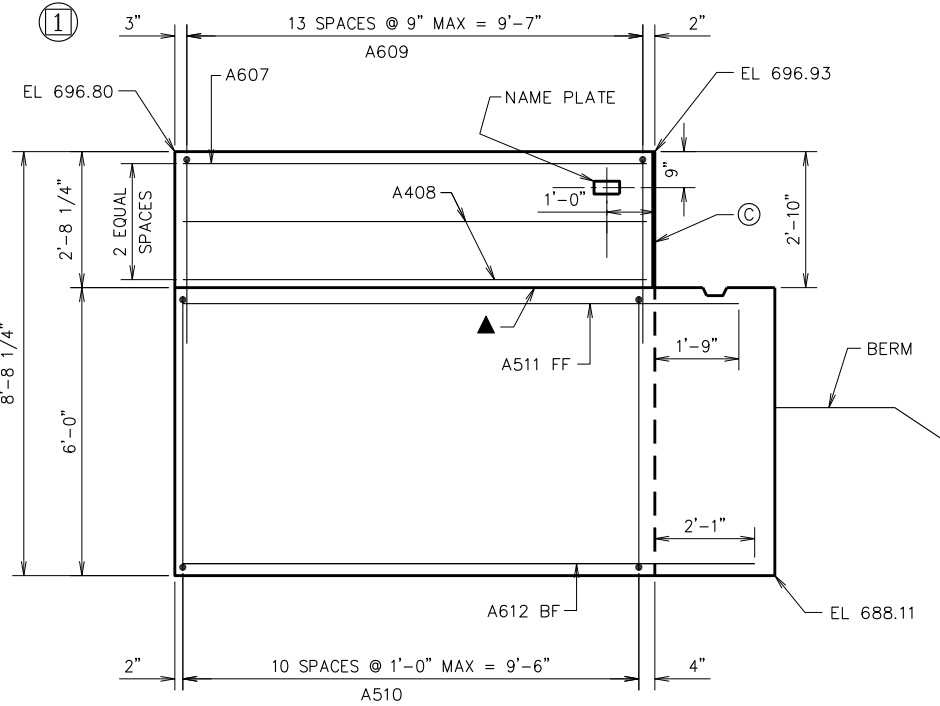


B609

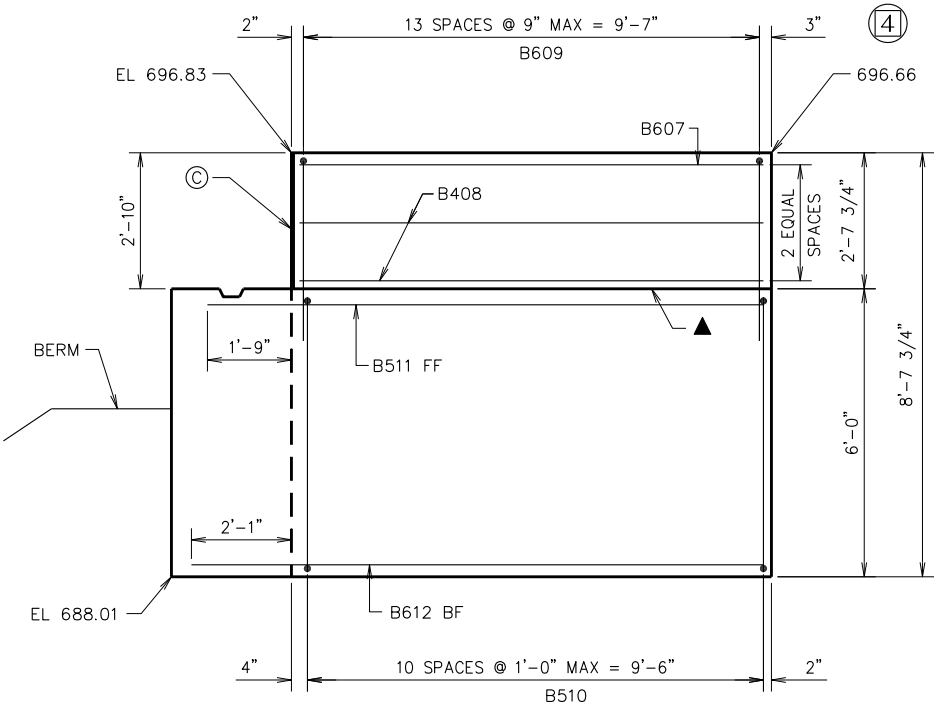
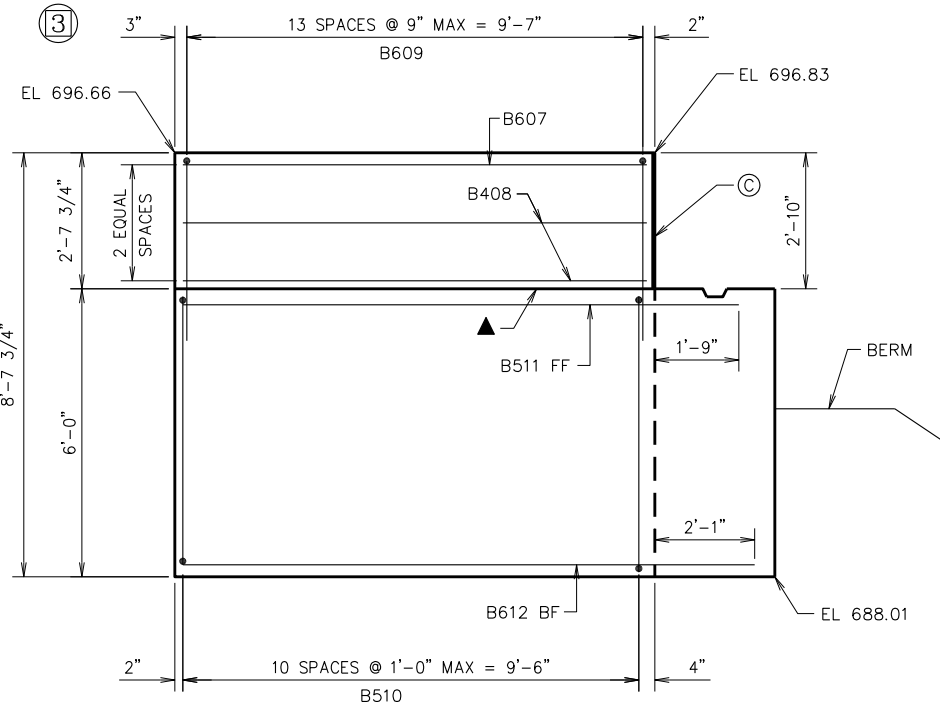


B510

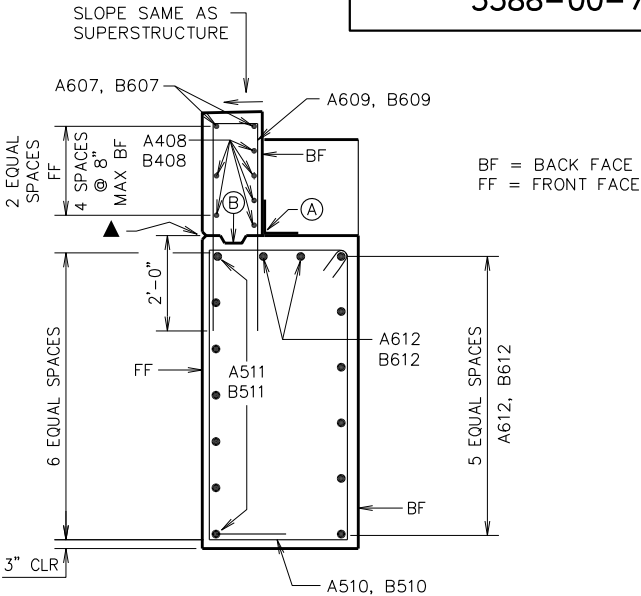
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-62-0244			
DRAWN BY		PKF	PLANS CK'D TLP
NORTH ABUTMENT		SHEET 5 OF 8	



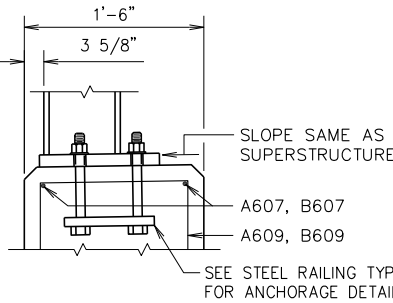
SOUTH ABUTMENT WINGS



NORTH ABUTMENT WINGS



TYPICAL SECTION THRU WING



SPACE A607 & B607 BARS TO MISS ANCHORS FOR RAIL POSTS

SECTION AT TOP OF WING

- INDICATES WING NUMBER
- (A) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL & VERTICAL JOINTS ON BACKFACE.
- (B) OPTIONAL KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" x 6" KEYWAY WITH MEMBRANE ON BACKFACE.
- (C) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL EXPOSED HORIZ & VERT SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE.)
- ▲ 3/4" "V" GROOVE ON FRONT FACE OF WINGWALL.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-62-0244			
DRAWN BY		PKF	PLANS CK'D TLP
ABUTMENT DETAILS			SHEET 6 OF 8

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BUN-DLE	LOCATION
S501	X	54	4-2	X		AT END OF DECK
S502	X	54	3-11	X		AT END OF DECK
S503	X	54	26-2			SLAB, TOP, TRANSVERSE
S504	X	82	26-2			SLAB, BOTTOM, TRANSVERSE
S405	X	36	49-0			SLAB, TOP, LONGIT
S1106	X	58	43-4			SLAB, BOTTOM, LONGIT
S607	X	18	12-0	X		AT RAIL POSTS
S608	X	8	5-0	X		AT END RAIL POSTS
S609	X	28	6-0			AT INTERIOR RAIL POSTS

Diagram of an S607 channel section. The height is 10" and the width is 5'-9".

	C/L BRG SOUTH ABUT	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	C/L BRG NORTH ABUT
WEST EDGE DECK	696.95	696.99	697.02	697.04	697.05	697.04	697.03	697.00	696.96	696.91	696.85
C/L BRIDGE	697.21	697.25	697.28	697.30	697.31	697.30	697.29	697.26	697.22	697.17	697.11
EAST EDGE DECK	696.95	696.99	697.02	697.04	697.05	697.04	697.03	697.00	696.96	696.91	696.85

8

- ① W6 x 25 WITH 1/8" x 1/2" HORIZ. SLOTS ON EACH SIDE OF POST FOR BOLT NO. 6. CUT BOTTOM OF POST TO MATCH CROSS SLOPE OF ROADWAY. PLACE POST VERTICALLY. PLACE POSTS NORMAL TO GRADE LINE.
- ② PLATE 1/4" x 11 3/4" x 1'-8" WITH 15/16" x 15/16" SLOTTED HOLES FOR ANCHOR BOLTS NO. 3. WELD TO NO. 1 AS SHOWN. SLOTS PARALLEL TO SHORT SIDE OF PLATE.
- ③ ASTM A449 - 1/4" DIA. ANCHOR BOLTS WITH NUT AND HARDENED WASHER (ALL GALVANIZED), 5 REQ'D. PER POST. THREAD 3" AND PLACE NORMAL TO PLATE NO. 2. CHAMFER TOP OF BOLTS BEFORE THREADING. USE 1'-9" LONG IN ABUTMENT WINGS. AT POSTS ON CONCRETE SLAB SUPERSTRUCTURES WHERE THE SLAB THICKNESS IS > 16" USE 1'-3" LONG. USE 10 3/4" LONG AT ALL OTHER LOCATIONS. (AN EQUIVALENT THREADED ROD WITH NUTS AND HARDENED WASHERS MAY BE SUBSTITUTED FOR ANCHOR BOLTS IN WINGS IF REQ'D. FOR CONSTRUCTIBILITY.)
- ④ 5/8" x 11" x 1'-8" ANCHOR PLATE (GALVANIZED) WITH 1 3/16" DIA. HOLES FOR ANCHOR BOLTS NO. 3
- ⑤ TS 5 x 4 x 0.25 STRUCTURAL TUBING. ATTACH TO NO. 1 WITH NO. 6.
- ⑤A TS 5 x 5 x 0.25 STRUCTURAL TUBING. ATTACH TO NO. 1 WITH NO. 6.
- ⑥ 7/8" DIA. A325 SLOTTED ROUND HEAD BOLT WITH NUT, 3/16" x 15/8" x 15/8" WASHER, AND LOCK WASHER (2 REQ'D. AT EACH RAIL TO POST LOCATION.)
- ⑦ 1/2" THK. BACK-UP PLATE WITH 2 - 7/8" x 1/2" THREADED SHOP WELDED STUDS (NO. 12). BOLT TO RAIL AS SHOWN IN DETAIL. REQUIRED AT THREE BEAM GUARD RAIL ATTACHMENTS ONLY. PLACE SYMMETRICALLY ABOUT TUBES NO. 5A.
- ⑧ 1" DIA. HOLES IN PLATE NO. 7 & TUBES NO. 5A FOR 7/8" DIA. A325 BOLTS WITH HEX NUTS AND WASHERS. 6 HOLES IN TUBES AND PLATE NO. 7.
- ⑨ SPLICE SLEEVE FABRICATED FROM 1/4" PLATE. PROVIDE "SLIDING FIT".
- ⑩ 3/8" x 3 5/8" x 2'-4" PLATE. 2 PER RAIL. USED IN NO. 5 & 5A.
- ⑩A 3/8" x 2 5/8" x 2'-4" PLATE USED IN NO. 5, 3/8" x 3 5/8" x 2'-4" PLATE USED IN NO. 5A. 2 PER RAIL.
- ⑪ 7/8" ϕ A325 ROUND HEAD BOLT WITH NUT, WASHER, AND LOCK WASHER. USE 15/16" x 1 1/4" LONG IT. SLOTTED HOLES AT FIELD JOINTS AND 15/16" x 2 1/4" MIN. LONG IT. SLOTTED HOLES AT EXP. JOINTS IN PLATE NO. 10A.
- ⑫ 7/8" DIA. x 1 1/2" LONG THREADED SHOP WELDED STUDS (2 REQ'D).
- ⑬ 3/8" x 8" x 1'-6" PLATE. BOLT TO RAIL AS SHOWN IN DETAIL. REQ'D. AT THREE BEAM GUARD RAIL ATTACHMENTS ONLY. PLACE SYM. ABOUT TUBES NO. 5A.
- ⑭ 7/8" DIA. x 2" LONG A325 HEX BOLT WITH NUT AND WASHER (5 REQ'D.).
- ⑮ 1" ϕ HOLES IN TUBES NO. 5A FOR 7/8" DIA. A325 ROUND HEAD BOLT WITH NUT, WASHER AND LOCK WASHER (4 REQ'D.). 4 HOLES IN TUBES.

1. BID ITEM SHALL BE "RAILING TUBULAR TYPE M B-62-244" WHICH INCLUDES ALL ITEMS SHOWN.

2. RAIL POST AND BASE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 50. HOLLOW RAILING STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A500 GRADE B OR C WITH A CERTIFIED FY = 50 KSI. ANCHOR PLATES, AND SPLICE TUBE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 36.
3. THE NUT SECURING THE POST BASE PLATE TO THE CONCRETE SHALL BE TIGHTENED TO A SNUG FIT AND GIVEN AN ADDITIONAL $\frac{1}{8}$ TURN.
4. RAILS SHALL BE CONTINUOUS OVER A MINIMUM OF THREE (3) POSTS WITHOUT SPLICES WHERE POSSIBLE. RAILS SHALL BE SPLICED IN A PANEL OVER EXPANSION JOINTS.
5. ENDS OF TUBE SECTIONS SHALL BE SAWED. GRIND SMOOTH EXPOSED EDGES. ALL CUT ENDS SHALL BE TRUE AND SMOOTH.
6. WELD IS THE SAME ON BOTH FLANGES. FLANGE WELD DOES NOT REQUIRE MAGNETIC PARTICLE TESTING.
7. FILL BOLT SLOT OPENINGS IN POST SHIMS AND PLATE NO.2 AND CAULK AROUND PERIMETER OF PLATE NO.2 WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. STEEL POST SHIMS MAY BE USED UNDER POSTS WHERE REQ'D. FOR ALIGNMENT.
8. 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.
9. ALL MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, ALL STEEL RAILING POSTS & STEEL TUBING SHALL BE GIVEN A NO.6 BLAST CLEANING BY SSPC SPECIFICATIONS.
10. WHEN PAINTING IS REQUIRED, ALL MATERIAL EXCEPT ANCHORAGE DETAIL (NO. 3 & 4) SHALL BE PAINTED OVER GALVANIZING WITH APPROVED TIE COAT AND TOP COAT.
11. THIS RAILING MEETS NCHRP REPORT 350 EVALUATION CRITERIA FOR TEST LEVEL 4 (TL-4).
12. PLACE FIRST BOTTOM LONGITUDINAL BAR CLEAR OF DRIP GROOVE.

* FOR ANCHOR BOLTS IN WINGS, TACK WELD MAY BE USED IN FIELD AFTER ANCHOR PLATE IS IN POSITION IF REQ'D. FOR CONSTRUCTIBILITY.

RDWY. OPENING OR 2 1/2" MIN. FOR STRIP SEAL
EXP. JOINT & 1/2" OPENING FOR A1 ABUTMENT.

TUBULAR STEEL
RAILING TYPE M

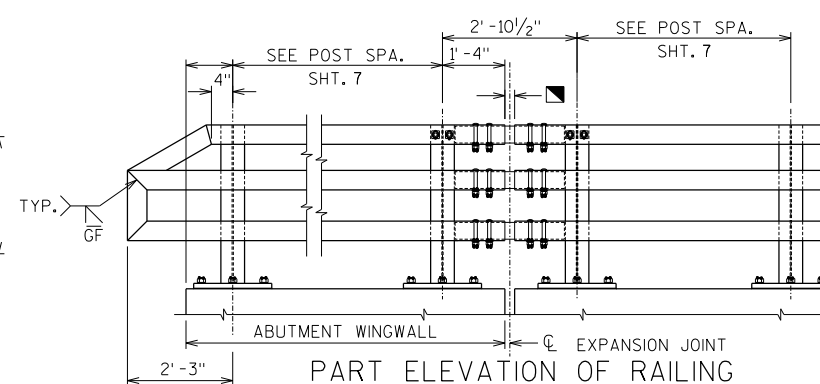
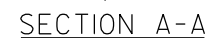
SHEET 8 OF 8

SCALE



NOTE: CONNECTIONS AT LOWER RAILS SHOWN.
CONNECTIONS AT TOP RAIL SIMILAR.

TYPICAL RAIL TO POST CONNECTIONS

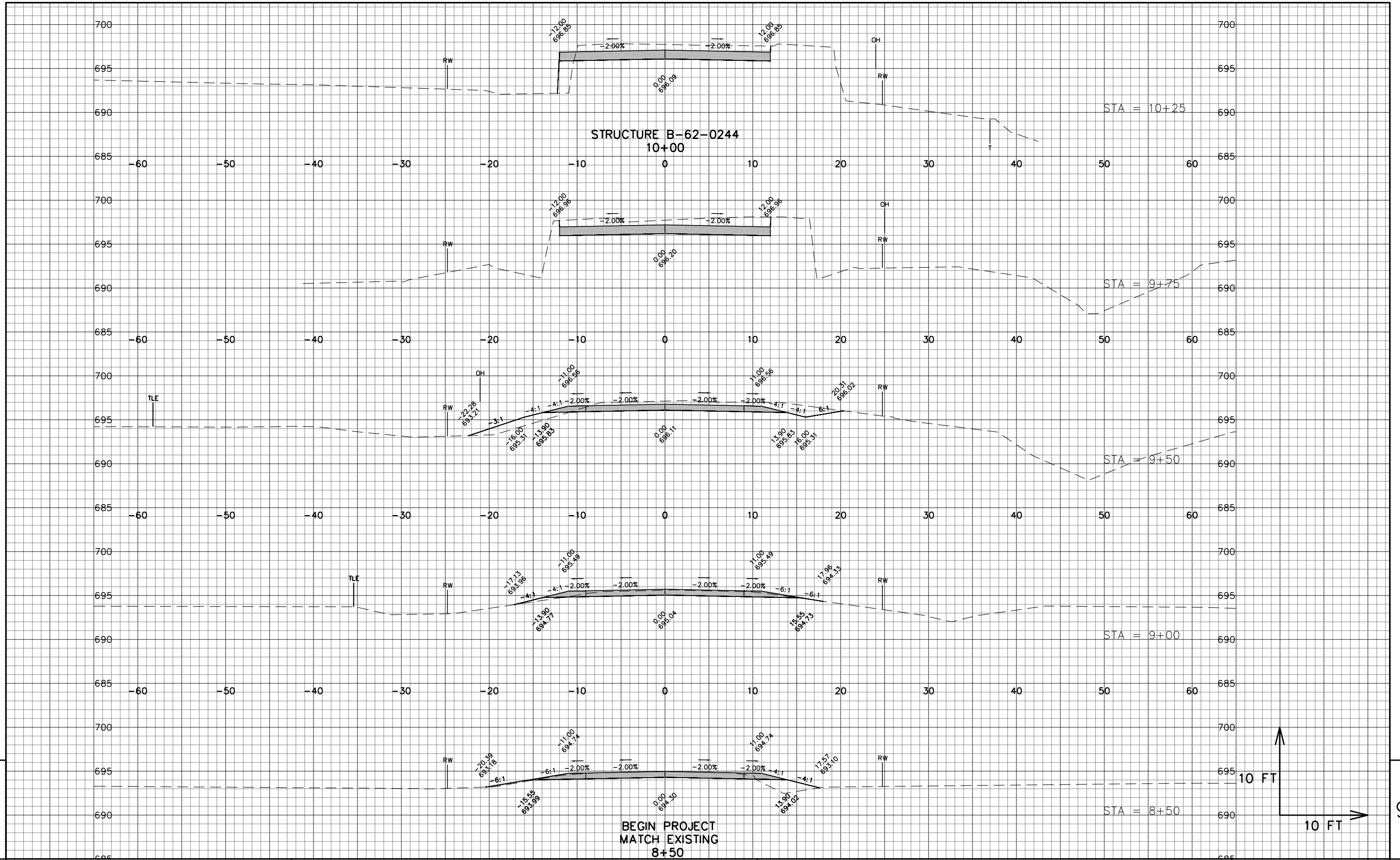


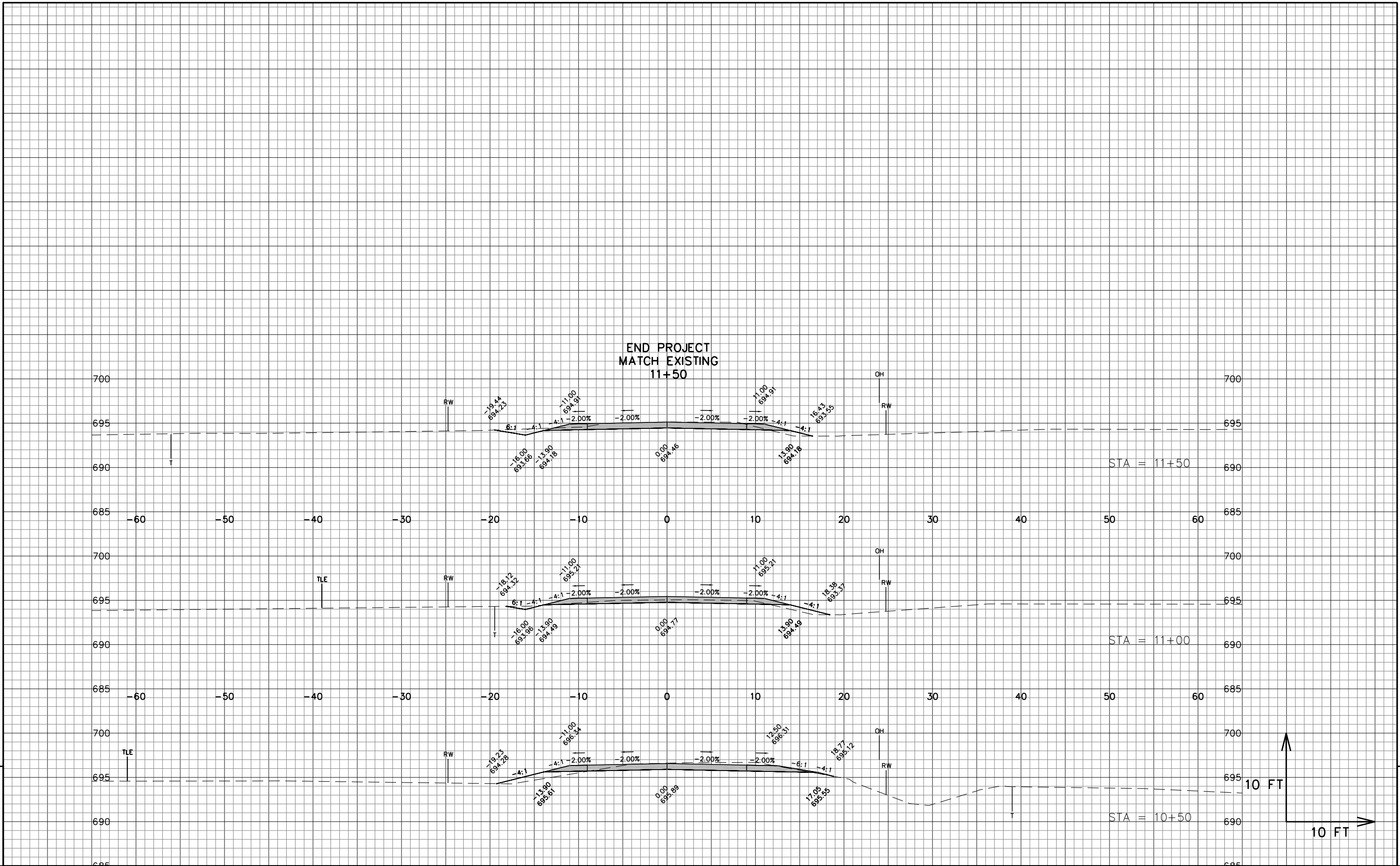
STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged / Unusable Pavement Material	Fill	Cut	Salvaged / Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	
8+50	850		15	0	6	0	0	0	0	0	0
8+75	875	25	14	0	4	13	0	5	13	6	8
9+00	900	25	12	0	1	12	0	2	25	9	17
9+25	925	25	21	0	7	15	0	4	41	13	27
9+50	950	25	30	0	8	24	0	7	64	22	42
9+65.25	965	15	39	0	10	19	0	5	84	28	55
						84	0	23			

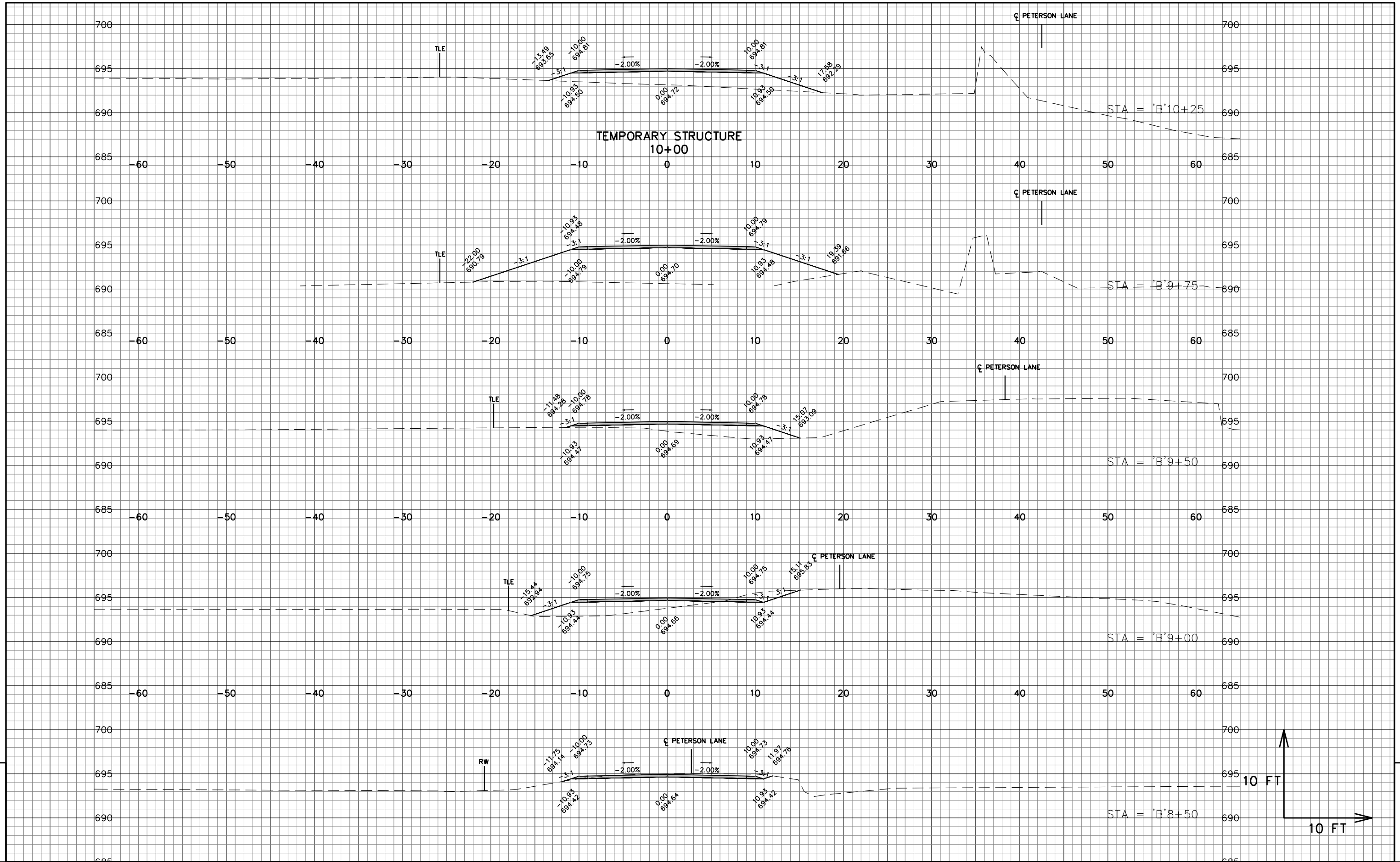
STATION	Real Station	Distance	Cut	Salvaged / Unusable Pavement Material	Fill	Cut Note 1	Salvaged / Unusable Pavement Material Note 2	Fill Note 3	Cut 1.00 Note 1	Expanded Fill 1.25	Mass Ordinate Note 8
10+34.75	1035		38	0	0	0	0	0	0	0	0
10+50	1050	15	17	0	5	16	0	1	16	2	14
10+75	1075	25	14	0	1	14	0	3	30	5	25
11+00	1100	25	7	0	2	10	0	1	40	7	33
11+25	1125	25	14	0	1	10	0	1	49	9	41
11+50	1150	25	17	0	1	14	0	1	64	10	54
						64	0	8			

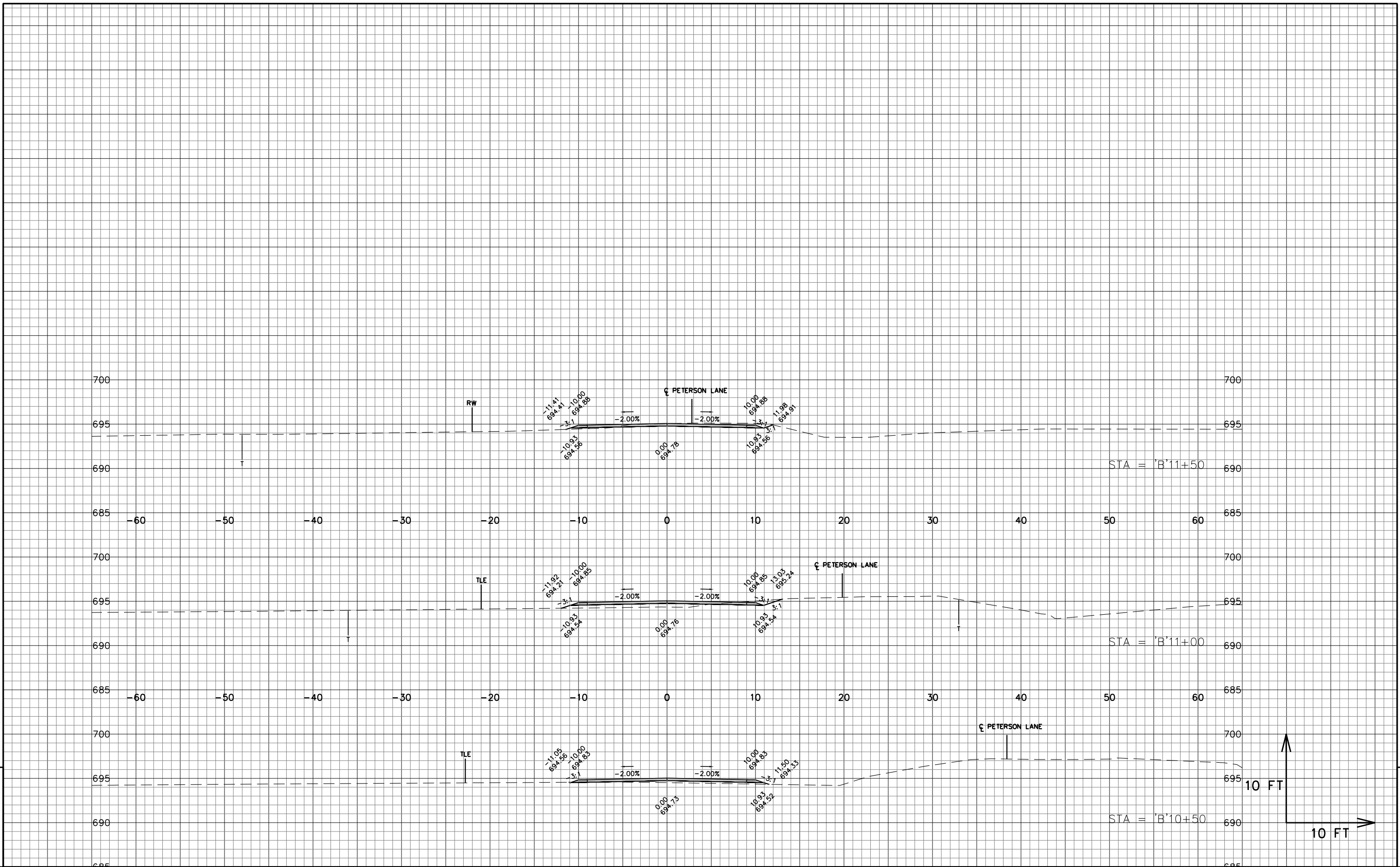
STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged / Unusable Pavement Material	Fill	Cut	Salvaged / Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	
8+75	875		10	0.0	5	0	0	0	0	0	0
9+00	900	25	6	0.0	22	7	0	13	7	16	-8
9+25	925	25	0	0.0	29	3	0	24	10	45	-35
9+50	950	25	0	0.0	20	0	0	23	10	73	-63
9+75	975	25	0	0.0	55	0	0	35	10	117	-107
						10	0	94			

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
			Cut	Salvaged / Unusable Pavement Material	Fill	Cut	Salvaged / Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	
10+25	1025		0	0.0	40	0	0	0	0	0	0
10+50	1050	25	0	0.0	3	0	0	20	0	25	-25
10+75	1075	25	0	0.0	5	0	0	4	0	30	-30
11+00	1100	25	2	0.0	6	1	0	5	1	36	-35
						1	0	29			

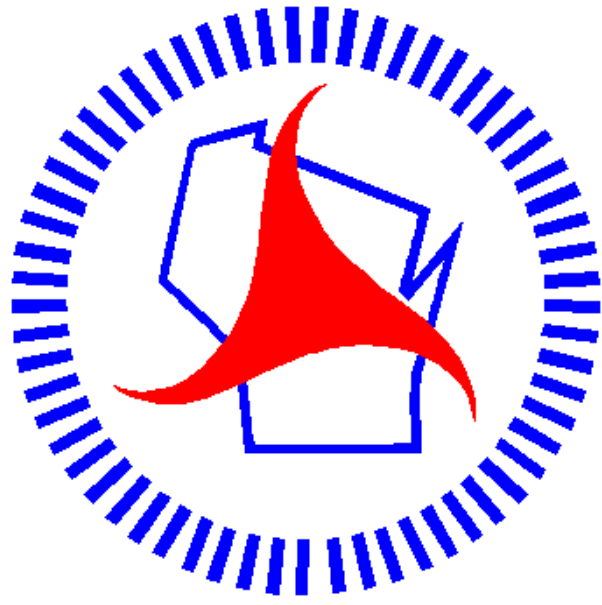








Notes



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