PROJECT WITH: N/A ₽

6446-00-7

WINNEBAG

GRE MARCH 2018 ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control Plan
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities

Standard Detail Drawings

Computer Earthwork Data

TOTAL SHEETS = 66

STATE OF WISCONSIN **DEPARTMENT OF TRANSPORTATION**

PLAN OF PROPOSED IMPROVEMENT

T WOLF RIVER, SOUTH RD

RAT RIVER BRIDGE & APPROACHES

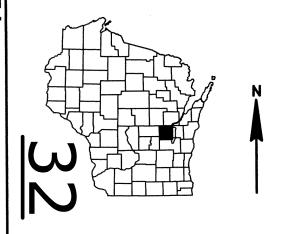
LOC STR WINNEBAGO COUNTY

STATE PROJECT NUMBER 6446-00-71

R14E WAUPACA COUNTY

Metz

T20N

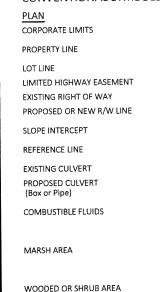


DESIGN DESIGNATION 6446-00-71

2018 = 130 A.A.D.T. A.A.D.T. 2038 = 150 = 48 DHV. = 60/40 = 5.2% DESIGN SPEED = 55 MPH

= 14,600 (HMA)

CONVENTIONAL SYMBOLS



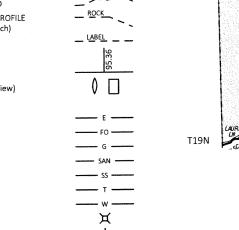


STORM SEWER TELEPHONE

UTILITY PEDESTAL

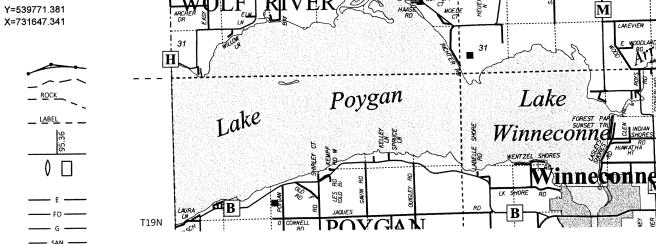
POWER POLE TELEPHONE POLE

WATER



BEGIN PROJECT

STA 13+25



HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, WINNEBAGO COUNTY, NAD83 (2011), IN U.S. SURVEY FEET, VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (2012) (NAVD 88-2012).

ACCEPTED FOR TOWN OF WOLF RIVER ORIGINAL PLANS PREPARED BY GREMMER & ASSOCIATES, INC. CONSULTING ENGINEERS sth Ploneer Road, Suite 300 • Fond du Lac, Wi 54935 (920) 924-5720 • fax (920) 924-5725 **KLEMP** E-33645 ANDREW L. KLEMP, PE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION GREMMER & ASSOCIATES, INC JT ENGINEERING, INC

FEDERAL PROJECT

CONTRACT

PROJECT

STATE PROJECT

STRUCTURE B-70-320

END PROJECT

STA 17+65

Y=539536.630

X=732019.486

STA 15+50

FILE NAME: S:\CURRPROJ\WINNEBCO\SOUTH_RD\CIVIL3D\64460000\SHEETSPLAN\64460000-010101-TI.DWG

10/24/2017 3:56 PM

TOTAL NET LENGTH OF CENTERLINE = 0.083 MI

AARON SARAUER

R15E

→ MM

PLOT NAME

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS

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

A VERTICAL SAW CUT SHALL BE MADE THROUGH EXISTING DRIVEWAYS, SIDEWALKS AND PAVEMENTS AT THE REMOVAL LIMITS, AND WHERE NEW ASPHALTIC SURFACE ABUTS EXISTING PAVEMENT TO CREATE A SMOOTH CONTINUOUS VERTICAL FACE. SAWCUT SLURRY SHALL BE ACTIVELY MANAGED TO PREVENT RELEASE OF SLURRY INTO WATERWAY AND WETLANDS.

SAWCUT LOCATIONS SHOWN ON THE PLANS ARE SUBJECT TO ADJUSTMENT BY THE ENGINEER IN THE FIELD.

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

TOPSOIL, SEED, AND EROSION MAT AS SHOWN IN PLANS OR AS DIRECTED BY THE ENGINEER SHALL BE PLACED ON ALL DISTURBED AREAS, EXCLUSIVE OF THE AREA OCCUPIED BY THE NEW PAVEMENTS, SIDEWALKS, ENTRANCES, AND RELATED

SECTIONS AS SHOWN ON THE CROSS-SECTIONS INCLUDE THE THICKNESS OF TOPSOIL

EROSION CONTROL ITEMS SHOWN ARE APPROXIMATE, THE EXACT LOCATION SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THAT THE MEASURE IS NO LONGER NECESSARY. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING EROSION CONTROL MEASURE AS DIRECTED BY THE ENGINEER.

INSTALL SAFETY EDGE ON ASPHALTIC SURFACE PAVEMENTS WITH ASPHALTIC SURFACE PAVED SHOULDER OF 3 FEET OR LESS.

ASPHALTIC SURFACE WEIGHT CALCULATIONS ARE BASED ON 110 LBS/SY-INCH.

PLACE 4.0" ASPHALTIC SURFACE IN TWO LAYERS OF THE FOLLOWING THICKNESSES: UPPER LAYER THICKNESS = 1.75" NOMINAL GRADATION SIZE = 12.5 MM LOWER LAYER THICKNESS = 2.25" NOMINAL GRADATION SIZE = 19.0 MM

ABBREVIATIONS

AEW AGG

ASP

BK BAD

C&G

CONC

CPCM

CPRC CS

CSD

CY

DISCH

FLFV

НМА

HP

INV

ΜΔΧ

MIN

NORM

PAVT

PLE

R/L R/W

RCAEW

REQ'D

RHF

RO

SALV

SDD

SE SEG

STA

TS TYP

VC VCL VPC

VPI VPRC

VPT

WCL

APRON ENDWALL AGGREGATE AHEAD ASPHALT BACK BASE AGGREGATE DENSE BENCH MARK CENTER OF CURVATURE COMMERCIAL ENTRANCE

CURB AND GUTTER

CONCRETE CULVERT PIPE

CUBIC YARD

DISCHARGE

EASTBOUND

ELEVATION FIELD ENTRANCE

HIGH POINT

HEIGHT

INVERT LENGTH OF CURVE

DEGREE OF CURVE

HOT MIX ASPHALT

LEFT HAND FORWARD LOW POINT

LENGTH OF SPIRAL

MAXIMIIM

MINIMUM

MATCHLINE

NOMINAL

PAVEMENT POINT OF CURVE POINT OF COMPOUND CURVE PRIVATE ENTRANCE
POINT OF INTERSECTION PERMANENT LIMITED EASEMENT

NORMAL

NORTHBOUND

NORMAL CROWN

POINT OF TANGENT RADIUS OF CURVE

REFERENCE LINE RIGHT OF WAY REVERSE CROWN

CONCRETE

RUN OFF LENGTH

REQUIRED RIGHT HAND FORWARD

SALVAGED

SOUTHBOUND

SQUARE FOOT STORM SEWER

STATION SQUARE YARD TANGENT LENGTH

REINFORCED CONCRETE PIPE

STANDARD DETAIL DRAWING SUPER ELEVATION

CENTER OR CONSTRUCTION LINE

CULVERT PIPE CORRUGATED METAL

CULVERT PIPE CORRUGATED STEEL

CONCRETE SURFACE DRAIN

CULVERT PIPE REINFORCED CONCRETE

CURVE SPIRAL, THE POINT OF CHANGE IN

ALIGNMENT FROM CURVE TO SPIRAL

EXTERNAL DISTANCE FROM MIDPOINT OF CIRCULAR CURVE FROM ANGLE INTERSECTION

APRON ENDWALL FOR CULVERT PIPE REINFORCED

SPIRAL CURVE, THE POINT OF CHANGE IN ALIGNMENT FROM SPIRAL TO CURVE

SPIRAL TANGENT, THE POINT OF CHANGE IN ALIGNMENT FROM SPIRAL TO TANGENT

TEMPORARY LIMITED EASEMENT TANGENT SPIRAL, THE POINT OF CHANGE IN ALIGNMENT FROM TANGENT TO SPIRAL

VELOCITY OR DESIGN SPEED

POINT OF VERTICAL TANGENT

WISCONSIN CENTRAL LTD.

VERTICAL CURVE VERTICAL CURVE LENGTH POINT OF VERTICAL CURVE POINT OF VERTICAL INTERSECTION
POINT OF VERTICAL REVERSE CURVE

ORDER OF SECTION 2 SHEETS

GENERAL NOTES TYPICAL SECTIONS CONSTRUCTION DETAILS EROSION CONTROL PLAN SIGNING AND MARKING PLAN

UTILITIES

ELECTRIC WE ENERGIES 800 SOUTH LYNNDALE DRIVE APPLETON, WI 54911 ATTN: ZACH DUGA PHONE: (920) 380-3458

MOBILE: (920) 450-9314 EMAIL: zachary.duga@we-energies.com

* DENOTES NON-MEMBER OF DIGGERS HOTLINE

CENTURYLINK 19 W. FOND DU LAC STREET RIPON, WI 54971 ATTN: TIM KROEZE PHONE: (920) 748-8491 MOBILE: (920) 219-0112

DNR AREA LIAISON

WDNR NORTHEAST REGIONAL HQ 2984 SHAWANO AVENUE GREEN BAY, WI 54313 ATTN: JAY SCHIEFELBEIN PHONE: (920) 360-3784 EMAIL: jeremiah.schiefelbein@wisconsin.gov COMMUNICATIONS

EMAIL: tim.kroeze@centurylink.com

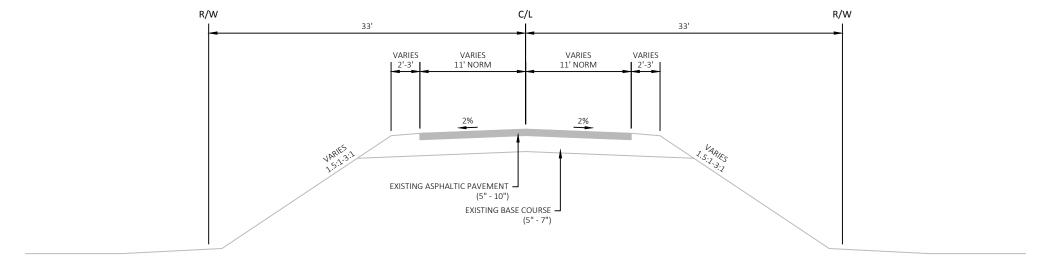
www.DiggersHotline.com

PROJECT NO: 6446-00-71 HWY: SOUTH ROAD COUNTY: WINNEBAGO **GENERAL NOTES** S:\CURRPROJ\WINNEBCO\SOUTH RD\CIVIL3D\64460000\SHEETSPLAN\64460000-020101-GN.DWG 10/27/2017 7:49 AM PLOT BY: AARON SARAUER PLOT NAME PLOT SCALE 1 IN:1 F7 FILE NAME

SHEET

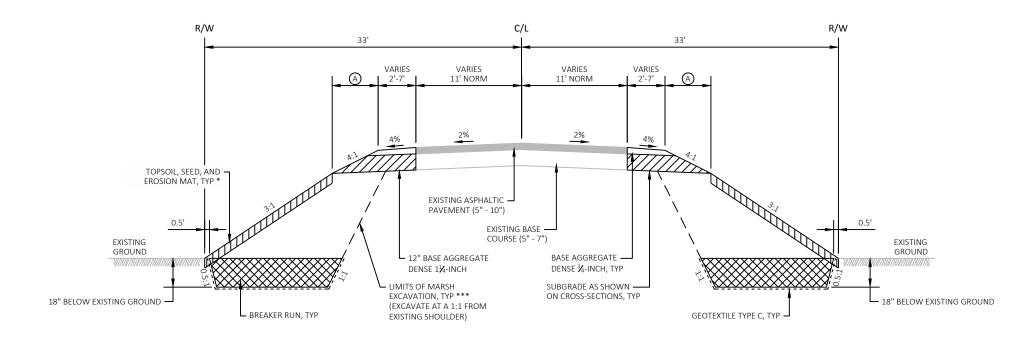
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TYPICAL EXISTING SECTION

SOUTH ROAD STA 12+60 - STA 15+01 STA 15+98 - STA 18+40



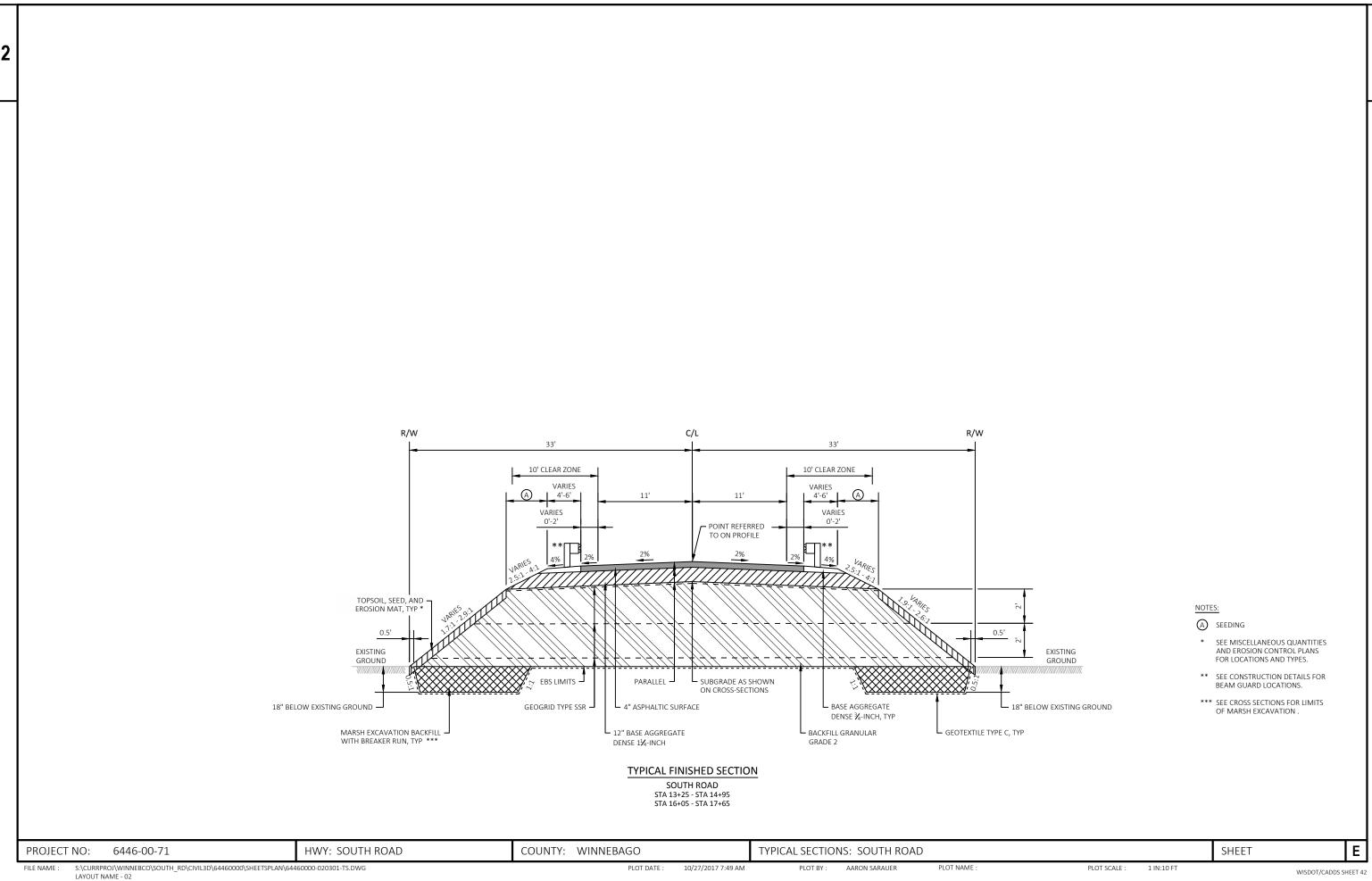
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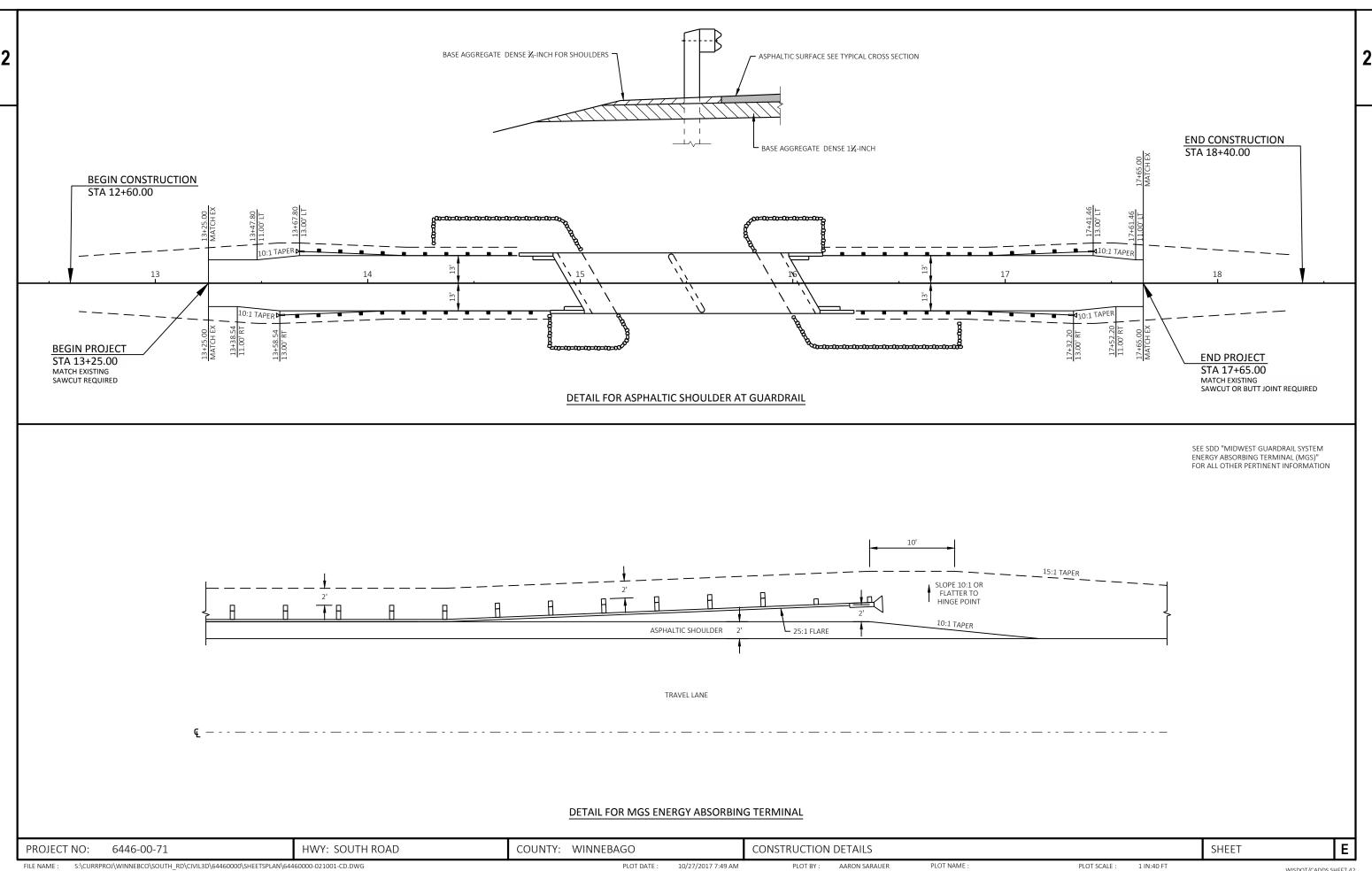
- A SEEDING
- * SEE MISCELLANEOUS QUANTITIES AND EROSION CONTROL PLANS FOR LOCATIONS AND TYPES.
- ** SEE CONSTRUCTION DETAILS FOR BEAM GUARD LOCATIONS.
- *** SEE CROSS SECTIONS FOR LIMITS OF MARSH EXCAVATION .

TYPICAL FINISHED SECTION

SOUTH ROAD STA 12+60 - STA 13+25 STA 17+65 - STA 18+40

Ε PROJECT NO: 6446-00-71 HWY: SOUTH ROAD COUNTY: WINNEBAGO TYPICAL SECTIONS: SOUTH ROAD SHEET S:\CURRPROJ\WINNEBCO\SOUTH_RD\CIVIL3D\64460000\SHEETSPLAN\64460000-020301-TS.DWG AARON SARAUER PLOT NAME : PLOT SCALE : FILE NAME : 10/27/2017 7:49 AM PLOT BY: 1 IN:10 FT WISDOT/CADDS SHEET 42



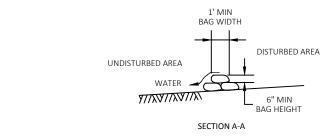


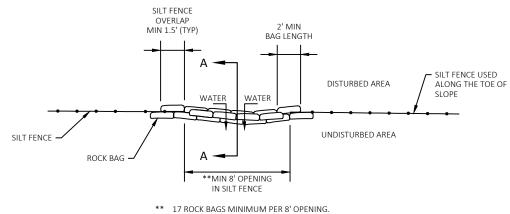
		HYDROLOGIC SOIL GROUP																
		А			В			С			D							
	SLO	OPE RANGI	(PERCENT)	SL	SLOPE RANGE (PERCENT)			OPE RANGI	(PERCENT)	SLOPE RANGE (PERCENT)								
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER						
ROW CROPS	.08	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56						
MEDIAN STRIP- TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28			.23 .30	.30 .37	.20 .27	.25 .32	.30 .40						
SIDE SLOPE- TURF			.25 .32			.27 .34			.28 .36			.25 .38						
PAVEMENT:	•	•		•	•		•			•								
ASPHALT						.7095												
CONCRETE						.8095												
BRICK						.7080												
DRIVES, WALKS						.7585												
ROOFS						.7595												
GRAVEL ROADS, SHO	DULDERS					.4060												

TOTAL PROJECT AREA = 0.863 ACRES

TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.702 ACRES

RUNOFF COEFFICIENT TABLE

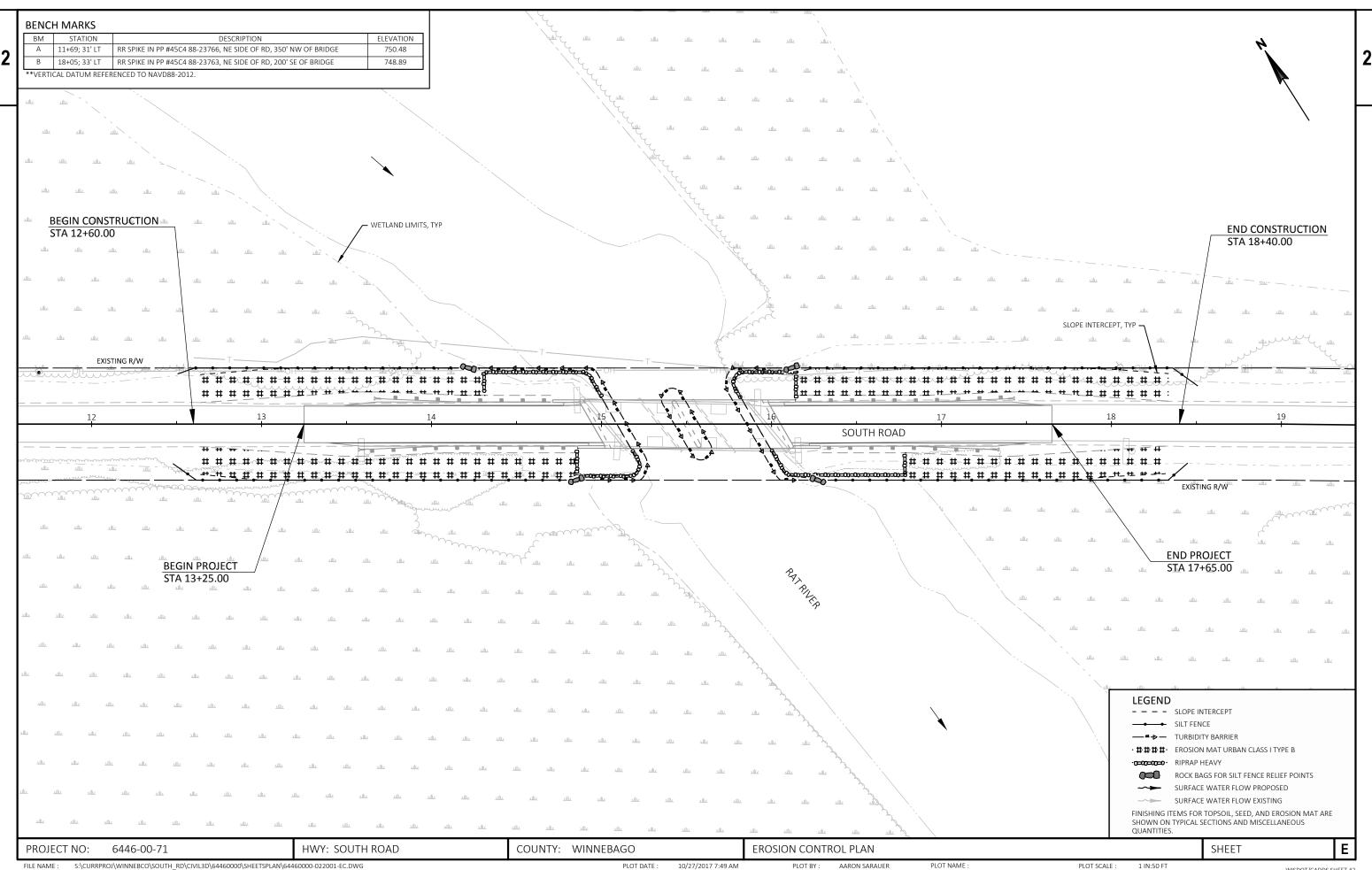


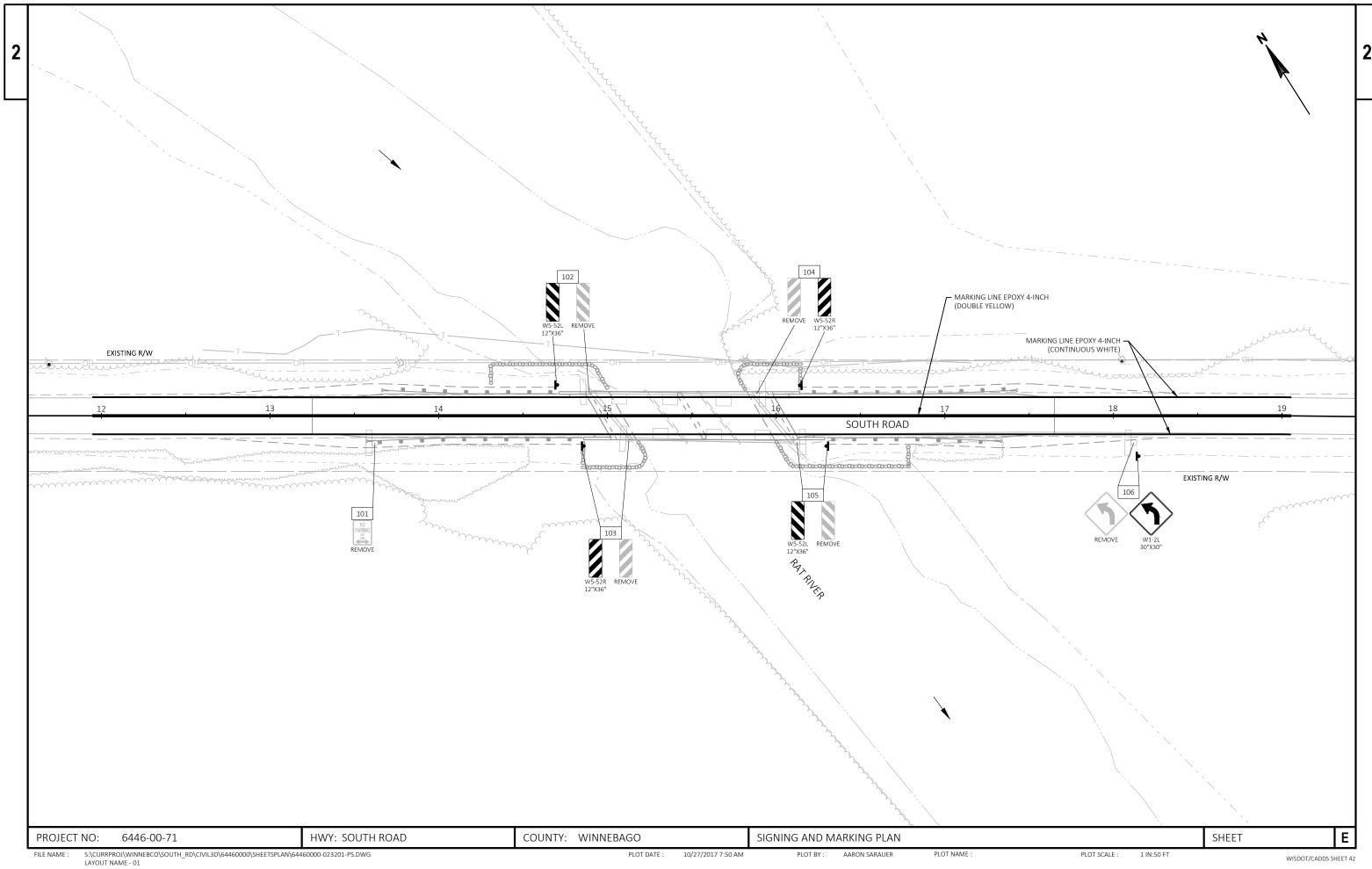


ROCK BAGS USED FOR SILT FENCE RELIEF POINT

PLAN VIEW

COUNTY: WINNEBAGO Ε PROJECT NO: 6446-00-71 HWY: SOUTH ROAD CONSTRUCTION DETAILS SHEET S:\CURRPROJ\WINNEBCO\SOUTH_RD\CIVIL3D\64460000\SHEETSPLAN\64460000-021001-CD.DWG LAYOUT NAME - 02 PLOT BY: AARON SARAUER FILE NAME : PLOT DATE : 10/27/2017 7:49 AM PLOT NAME : PLOT SCALE : 1 IN:40 FT WISDOT/CADDS SHEET 42





					6446-00-71	
Line	Item	Item Description	Unit	Total	Qty	
0002	201.0105	Clearing	STA	6.000	6.000	
0004	201.0205	Grubbing	STA	6.000	6.000	
0006	203.0600.S	Removing Old Structure Over Waterway With Minimal Debris (station) 01. STA 15+50	LS	1.000	1.000	
8000	205.0100	Excavation Common	CY	2,383.000	2,383.000	
0010	205.0400	Excavation Marsh	CY	884.000	884.000	
0012	206.1000	Excavation for Structures Bridges (structure) 01. B-70-320	LS	1.000	1.000	
0014	209.2100	Backfill Granular Grade 2	CY	2,786.000	2,786.000	
0016	210.1500	Backfill Structure Type A **P**	TON	364.000	364.000	
0018	213.0100	Finishing Roadway (project) 01. 6446-00-71	EACH	1.000	1.000	
0020	305.0110	Base Aggregate Dense 3/4-Inch	TON	130.000	130.000	
0022	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	1,220.000	1,220.000	
0024	311.0110	Breaker Run	TON	1,100.000	1,100.000	
0026	455.0605	Tack Coat	GAL	51.000	51.000	
0028	465.0105	Asphaltic Surface	TON	220.000	220.000	
0030	502.0100	Concrete Masonry Bridges **P**	CY	335.000	335.000	
0032	502.3200	Protective Surface Treatment	SY	418.000	418.000	
0034	505.0400	Bar Steel Reinforcement HS Structures **P**	LB	5,056.000	5,056.000	
0036	505.0600	Bar Steel Reinforcement HS Coated Structures **P**	LB	60,926.000	60,926.000	
0038	513.4061	Railing Tubular Type M (structure) 01. B-70-320 **P**	LF	290.000	290.000	
0040	516.0500	Rubberized Membrane Waterproofing	SY	20.000	20.000	
0042	550.0500	Pile Points **P**	EACH	22.000	22.000	
0044	550.2124	Piling CIP Concrete 12 3/4 X 0.25-Inch	LF	2,015.000	2,015.000	
0046	606.0300	Riprap Heavy	CY	292.000	292.000	
0048	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	143.000	143.000	
0050	614.2300	MGS Guardrail 3	LF	100.000	100.000	
0052	614.2500	MGS Thrie Beam Transition	LF	157.600	157.600	
0054	614.2610	MGS Guardrail Terminal EAT	EACH	4.000	4.000	
0056	619.1000	Mobilization	EACH	1.000	1.000	
0058	624.0100	Water	MGAL	19.000	19.000	
0060	625.0100	Topsoil	SY	1,700.000	1,700.000	
0062	627.0200	Mulching	SY	1,540.000	1,540.000	
0064	628.1504	Silt Fence	LF	1,120.000	1,120.000	
0066	628.1520	Silt Fence Maintenance	LF	1,120.000	1,120.000	
0068	628.1905	Mobilizations Erosion Control	EACH	7.000	7.000	
0070	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000	
0072	628.2008	Erosion Mat Urban Class I Type B	SY	1,700.000	1,700.000	
0074	628.6005	Turbidity Barriers	SY	390.000	390.000	
0076	628.7560	Tracking Pads	EACH	2.000	2.000	

					6446-00-71	
Line	Item	Item Description	Unit	Total	Qty	
0078	628.7570	Rock Bags	EACH	85.000	85.000	
0800	630.0130	Seeding Mixture No. 30	LB	39.000	39.000	
0082	630.0200	Seeding Temporary	LB	30.000	30.000	
0084	630.0300	Seeding Borrow Pit	LB	21.000	21.000	
0086	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	4.000	4.000	
8800	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	1.000	1.000	
0090	637.2230	Signs Type II Reflective F	SF	18.250	18.250	
0092	638.2602	Removing Signs Type II	EACH	6.000	6.000	
0094	638.3000	Removing Small Sign Supports	EACH	6.000	6.000	
0096	642.5001	Field Office Type B	EACH	1.000	1.000	
0098	643.0420	Traffic Control Barricades Type III	DAY	2,052.000	2,052.000	
0100	643.0705	Traffic Control Warning Lights Type A	DAY	3,648.000	3,648.000	
0102	643.0900	Traffic Control Signs	DAY	2,052.000	2,052.000	
0104	643.5000	Traffic Control 01. 6446-00-71	EACH	1.000	1.000	
0106	645.0105	Geotextile Type C	SY	2,900.000	2,900.000	
0108	645.0111	Geotextile Type DF Schedule A	SY	90.000	90.000	
0110	645.0120	Geotextile Type HR	SY	437.000	437.000	
0112	645.0260	Geogrid Type SSR	SY	5,500.000	5,500.000	
0114	646.1020	Marking Line Epoxy 4-Inch	LF	2,844.000	2,844.000	
0116	650.4500	Construction Staking Subgrade	LF	330.000	330.000	
0118	650.5000	Construction Staking Base	LF	330.000	330.000	
0120	650.6500	Construction Staking Structure Layout (structure) 01. B-70-320	LS	1.000	1.000	
0122	650.9910	Construction Staking Supplemental Control (project) 01. 6446-00-71	LS	1.000	1.000	
0124	650.9920	Construction Staking Slope Stakes	LF	470.000	470.000	

44.000

2,010.000

LF

DOL

Sawing Asphalt

715.0502 Incentive Strength Concrete Structures

0126

0128

690.0150

44.000

2,010.000

CLEARING AND GRUBBING ITEMS

STATION - STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
CATEGORY CODE 0010			
12+00 - 15+00 16+00 - 19+00	LT & RT LT & RT	3 3	3 3
	TOTALS	6	6

BASE AGGREGATE DENSE AND WATER ITEMS

		305.0110 BASE AGGREGATE DENSE 3/4-INCH	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH	624.0100 WATER
STATION - STATION	LOCATION	TON	TON	MGAL
CATEGORY CODE 0010				
12+60 - 14+95 16+05 - 18+40	LT & RT LT & RT	65 65	621 599	10 9
	TOTALS	130	1,220	19

BASE AGGREGATE DENSE 3/4-INCH WEIGHT CALCULATIONS BASED ON 2.1 TONS/CY.
BASE AGGREGATE DENSE 1 1/4-INCH WEIGHT CALCULATIONS BASED ON 2.0 TONS/CY.
BREAKER RUN WEIGHT CALCULATIONS BASED ON 1.8 TONS/CY.

BREAKER RUN & GEOTEXTILE TYPE C

STATION	LOCATION	311.0110 BREAKER RUN	645.0105 GEOTEXTILE TYPE C
STATION CATEGORY CODE 0010	LOCATION	TON	SY
CATEGORY CODE 0010			
12+60 - 14+86	LT & RT	551	1,470
16+14 - 18+40	LT & RT	549	1,430
	TOTAL	1,100	2,900

BREAKER RUN WEIGHT CALCULATIONS BASED ON 1.8 TONS/CY.

EARTHWORK SUMMARY

		EXCAVATION COMMON (1)		SALVAGED/ UNUSABLE PAVEMENT	AVAILABLE MATERIAL	MARSH EXCAVATION	EXPANDED MARSH	EXPANDED EBS	UNEXPANDED		BACKFILL GRANULAR	WASTE	
FROM/TO STATION	LOCATION	ITEM #2		MATERIAL	(4)	• • •	BACKFILL	BACKFILL	FILL	FILL	_	(6)	COMMENT:
		CUT (2)	EXCAVATION			#205.0400	FACTOR 1.00	FACTOR 1.10		FACTOR	#209.2100		
		(-/	(= /										
12+64 - 13+25	South Road	26	0	0	26	173	173	0	86	95			SHOULDER WIDENING AREA
13+25 - 14+95	South Road	223	1031	58	1196	277	277	1134	339	373	1507		
DIVIS	SION 1 SUBTOTAL	250 1031		58	1223	450	450	1134	425	468	1507	1636	
	<u> </u>								1				
16+06 - 17+65	South Road	198	865	56	1007	273	273	951	298	328	1279		
17+65 - 18+34	South Road	39	0	0	39	162	162	0	91	100			SHOULDER WIDENING AREA
DIVIS	I SION 2 SUBTOTAL	237	865	56	1046	435	435	951	389	428	1279	1437	
	GRAND TOTAL	487	1896	114	2269	884	884	2085	814	895	2786	3073	
	13+25 - 14+95 DIVIS 16+06 - 17+65 17+65 - 18+34	12+64 - 13+25 South Road 13+25 - 14+95 South Road DIVISION 1 SUBTOTAL 16+06 - 17+65 South Road 17+65 - 18+34 South Road DIVISION 2 SUBTOTAL	CUT (2) 12+64-13+25 South Road 26 13+25-14+95 South Road 223 DIVISION 1 SUBTOTAL 250 16+06-17+65 South Road 198 17+65-18+34 South Road 39 DIVISION 2 SUBTOTAL 237	CI ITEM #205.0100 EBS EXCAVATION (2) (3)	EXCAVATION COMMON (1)	EXCAVATION COMMON (1)	EXCAVATION COMMON	EXCAVATION COMMON (1)	FROM/TO STATION LOCATION LO	EXCAVATION LOCATION LOCATIO	EXCAVATION COMMON (1)	FROM/TO STATION LOCATION LO	EXCAVATION LOCATION LOCATIO

NOTES:

- 1 EXCAVATION COMMON IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
- 2 SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
- 3 EBS EXCAVATION TO BE BACKFILLED WITH GRANULAR GRADE 2.
- 4 AVAILABLE MATERIAL = CUT + EBS SALVAGED/UNUSABLE PAVEMENT MATERIAL

TOTAL EXCAVATION COMMON

- 5 MARSH EXCAVATION TO BE BACKFILLED WITH BREAKER RUN.
- 6 WASTE = CUT + EBS EXCAVATION + MARSH EXCAVATION (EXPANDED FILL [IN SHOULDER WIDENING AREAS NEXT TO EXISTING PAVEMENT])

2383

ALL ITEMS ARE CATEGORY CODE 0010 UNLESS OTHERWISE NOTED

PROJECT NO: 6446-00-71 HWY: SOUTH ROAD COUNTY: WINNEBAGO MISCELLANEOUS QUANTITIES SHEET

FILE NAME : 64460000-030201-mq.ppt PLOT DATE: 10/27/2017 8:21 AM PLOT BY : gaajs PLOT SCALE : 1:1

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	ASPHALTIC ITEMS 455.00 TAC COA	K ASPHALTIC T SURFACE	<u> </u>	STEEL PLATE BEAN	M GUARD ITEI 614.2300 MGS GUARDRAIL 3	614.2500 MGS THRIE BEAM	614.2610 MGS GUARDRAIL TERMINAL	STATION - STATIO		625.0100 TOPSOIL	RESTORATION 627.0200 MULCHING	ON ITEMS 628.2008 EROSION MAT URBAN CLASS I TYPE B SY		630.0200 SEEDING TEMPORARY	SEEDING
3	STATION - STATION LOCATION GAI CATEGORY CODE 0010 13+40 - 14+95 LT & RT 26 16+05 - 18+40 LT & RT 25 TOTALS 51	113 107	STATION - STATION CATEGORY CODE 0010 13+59 - 14+86 13+68 - 14+70 16+14 - 17+41	LOCATION RT LT LT	37.5 12.5 37.5	39.4 39.4 39.4	1.0 1.0 1.0	CATEGORY CODE 0 12+60 - 14+95 16+05 - 18+40 WASTE SITE UNDISTRIBUTED	010 LT & RT LT & RT	697 659 344	 1,540 	697 659 344	16 15 8	12 12 6	 21
	TACK COAT CALCULATIONS BASED ON 0.050 GAL/S ASPHALTIC SURFACE WEIGHT CALCULATIONS BASE	Υ.	16+30 - 17+32	TOTALS	100.0	39.4 157.6	4.0	NOTE			1,540 BE PLACED IN (1,700 CONJUNCTION W	39 'ITH PERMA	30 NENT SEED AT A	21 A RATE OF
	SILT SILT FENCE MA STATION - STATION LOCATION LF CATEGORY CODE 0010	28.1520 LT FENCE NINTENANE LF 424 475 221 1,120	LOCAT CATEGORY C PROJECT 64	CODE 0010	905 62 ATIONS MOB ON EMI ROL EROSIO H	ITEMS 28.1910 ILIZATIONS ERGENCY ON CONTROL EACH 4				CATE		LT & RT LT & RT LT & RT LT & RT	132 84 95 79		
	TRACKING PAD 628.7560 STATION EACH CATEGORY CODE 0010 13+25 1 17+65 1 TOTAL 2		<u>CP</u>	ROCK BA STATION ATEGORY CODE 0010 UNDISTRIBUTED TOTAL	628.7570 EACH 85	-			CATEGORY C	STATION CODE 0010 8+25 - 14+9 5+05 - 17+6	95	LOCATION LT & RT LT & RT TOTAL	645.026 SY 2,820 2,680 5,500		
PR	OJECT NO: 6446-00-71	HWY: SOUT	H ROAD C	OUNTY: WINNEB	AGO		MISCELLANEO	DUS QUANTITIES					Ī		RE CATEGORY CODE S OTHERWISE NOTED

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	SIGNING ITEMS												
	EXISTING STATION	EXISTING LOCATION	PROPOSED STATION	PROPOSED LOCATION	ROADWAY	SIGN CODE	SIZE	634.0612 POSTS WOOD 4X6X12 EACH	634.0618 POSTS WOOD 4X6X18 EACH	637.2230 SIGNS TYPE II REFLECTIVE F	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	
CATEGORY	CODE 001	.0											
101	13+62	RT			SOUTH ROAD						1	1	
102	14+89	LT	14+70	LT	SOUTH ROAD	W5-52L 	12X36 	1		3.00	1	1	
103	15+13	RT	14+86	RT	SOUTH ROAD	W5-52R 	12X36 	1		3.00	1	1	
104	15+55	LT	16+14	LT	SOUTH ROAD	W5-52R 	12X36 	1		3.00	1	1	
105	16+12	RT	16+30	RT	SOUTH ROAD	W5-52L 	12X36 	1		3.00	1	1	
106	18+12	RT	18+15	RT	SOUTH ROAD	W1-2L 	30X30 		1	6.25	1	1	
	TOTALS 4 1 18.25 6 6												

TRAFFIC CONTROL ITEMS

	NUMBER OF	643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0900 TRAFFIC CONTROL SIGNS	
	DAYS IN	NO.	TOTAL	NO.	TOTAL	NO.	TOTAL
	SERVICE	REQ'D	DAY	REQ'D	DAY	REQ'D	DAY
CATEGORY CODE 0010							
SOUTH ROAD / CTH II	114	2	228	4	456	2	228
SOUTH ROAD / RAT RIVER LANE	114	2	228	4	456	2	228
SOUTH ROAD / PRIBBERNOW LANE	114	2	228	4	456	3	342
WEST PROJECT LIMITS	114	5	570	8	912	4	456
EAST PROJECT LIMITS	114	5	570	8	912	4	456
SOUTH ROAD / CTH MM	114	2	228	4	456	3	342
	TOTALS	18	2,052	32	3,648	18	2,052

MARKING LINE EPOXY 4-INCH

| TOTALS | TELLOW | TELLOW | TOTALS | TELLOW |

CONSTRUCTION STAKING ITEMS

		650.4500 SUBGRADE	650.5000 BASE	650.6500 STRUCTURE LAYOUT	650.9910 SUPPLEMENTAL CONTROL	650.9920 SLOPE STAKES
STATION - STATION	LOCATION	LF	LF	LS	LS	LF
CATEGORY CODE 0010						
12+60 - 13+25 13+25 - 14+95 16+05 - 17+65 17+65 - 18+40	LT & RT LT & RT LT & RT LT & RT	 170 160 	 170 160 	 	1 	65 170 160 75
CATEGORY CODE 0	010 SUBTOTALS	330	330		1	470
CATEGORY CODE 0020						
B-70-320				1		
CATEGORY CODE 0	0020 SUBTOTALS			1		
	TOTALS	330	330	1	1	470

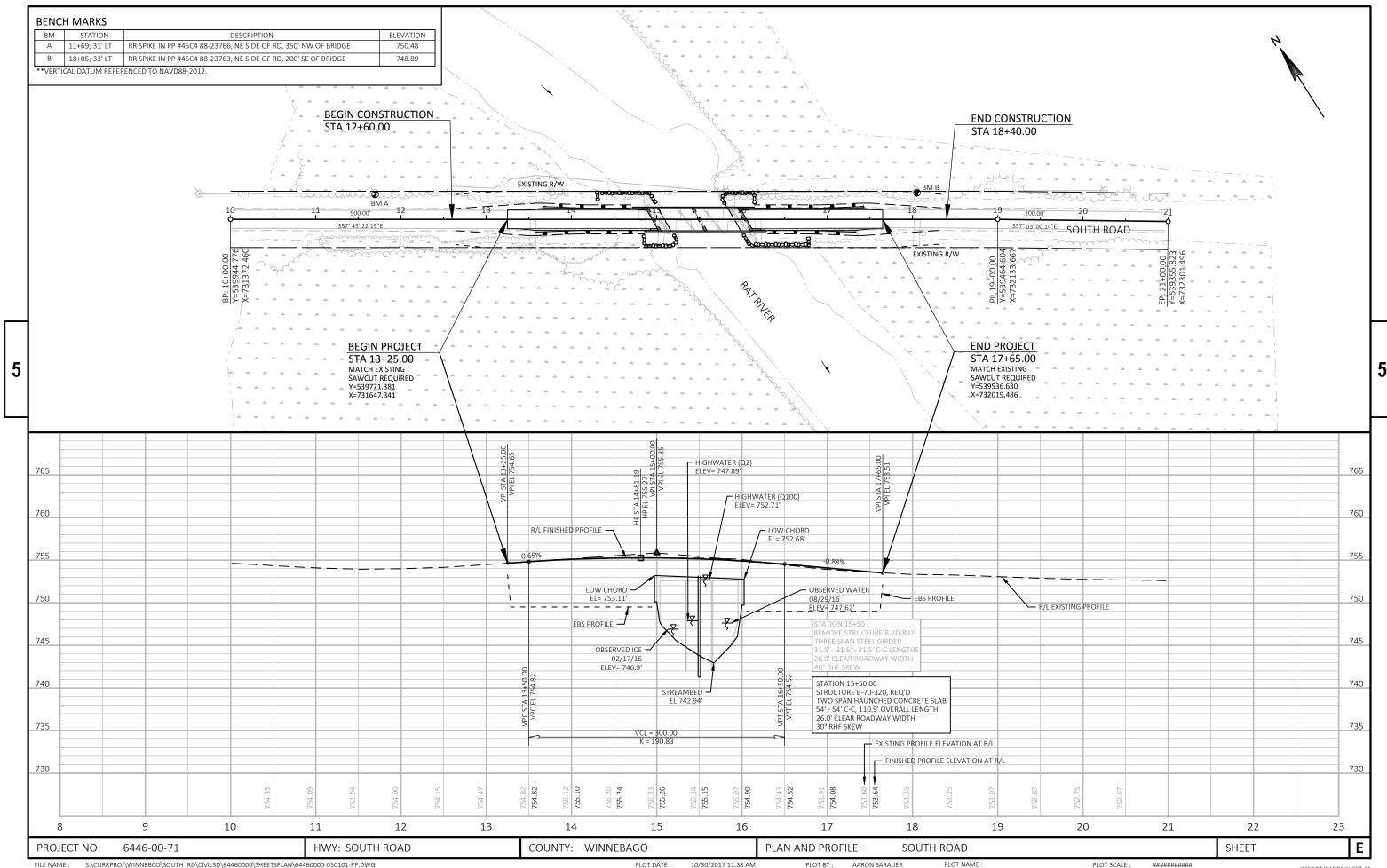
SAWING ASPHALT

		690.0150 ASPHALT
STATION - STATION	LOCATION	LF
CATEGORY CODE 0010		
13+25	LT & RT	22
17+65	LT & RT	22
	TOTAL	44

ALL ITEMS ARE CATEGORY CODE 0010 UNLESS OTHERWISE NOTED

PROJECT NO: 6446-00-71 HWY: SOUTH ROAD COUNTY: WINNEBAGO MISCELLANEOUS QUANTITIES SHEET

FILE NAME : 64460000-030201-mq.ppt PLOT BY: gaajs PLOT SCALE : 1:1



Standard Detail Drawing List

08E09-06	SILT FENCE
08E11-02	TURBI DI TY BARRI ER
08E14-01	TRACKING PAD
12A03-10	NAME PLATE (STRUCTURES)
14B29-01	SAFETY EDGE
14B42-05A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-05B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-05C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-05D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-03A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-03B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-03C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-04A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C06-09	SIGNING & MARKING FOR TWO LANE BRIDGES
15C08-18A	LONGITUDINAL MARKING (MAINLINE)
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS

TYPICAL APPLICATION OF SILT FENCE

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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.

- \bigcirc 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 11/8" X 11/8" 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)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 /S/ Beth Cannestra

29-05 /S/ Beth Cannestra
DATE CHIEF ROADWAY DEVELOPMENT ENGINEER

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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. MIMIMUM BARRIER HEIGHT SHALL BE 2'GREATER THAN EITHER THE 02 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WICHEVER 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.





SECTION C-C

TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

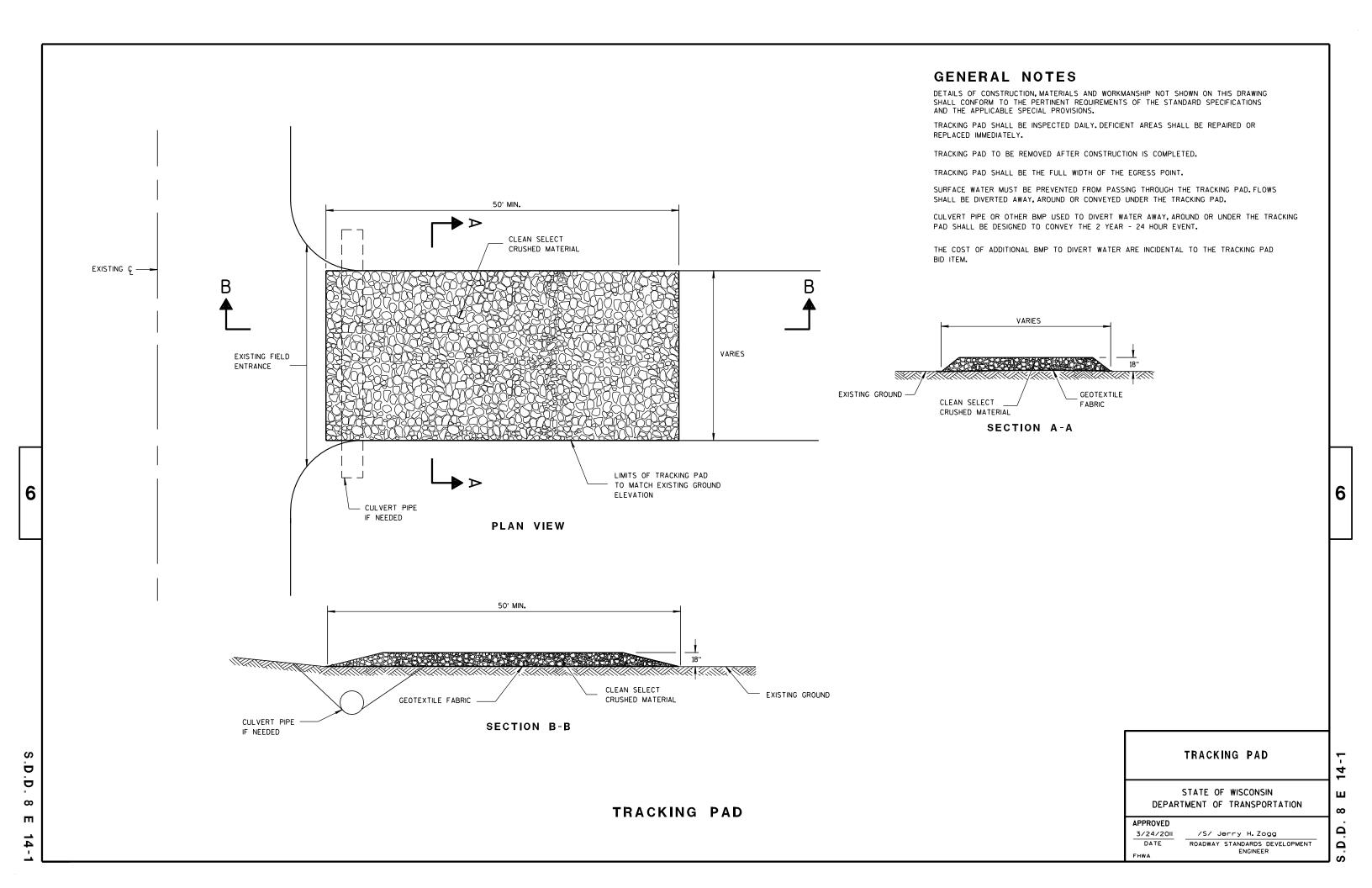
TURBIDITY BARRIER

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 /S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER ∞

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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.



SPREAD OPEN SO THE TOP OF LUG IS 11/4" WIDE

SECTION A-A

ALTERNATE LUG



ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

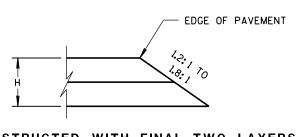
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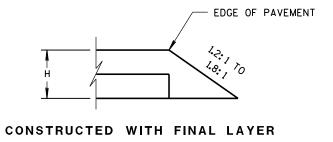
3/26/IO /S/ SCOT BECKET

CHIEF STRUCTURAL DEVELOPMENT ENGINEER

D.D. 12 A

3-10

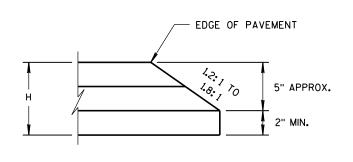


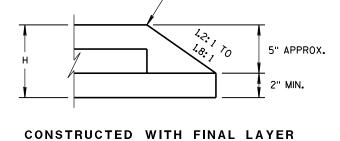


FOR H 5" OR LESS

CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS





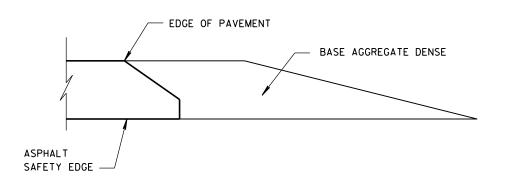
FOR H GREATER THAN 5"

EDGE OF PAVEMENT

CONSTRUCTED WITH FINAL TWO LAYERS

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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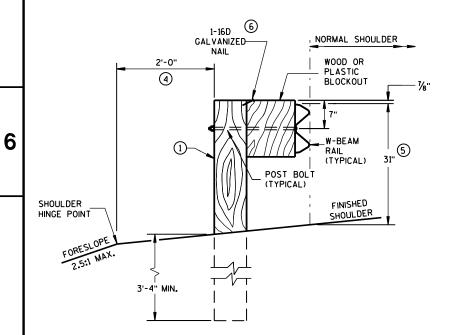
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APPROVED

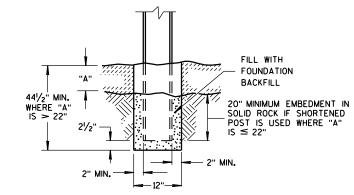
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER

- 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 273/4" TO 32".
- (6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

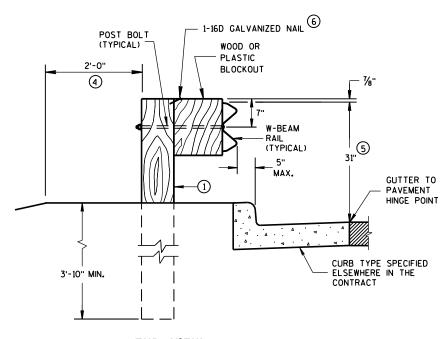


END VIEW

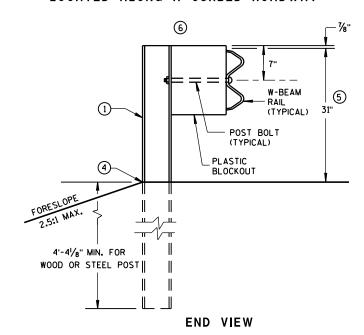
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



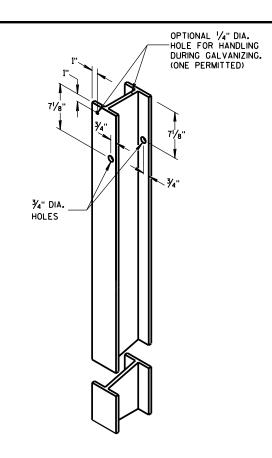
SETTING STEEL OR WOOD POST IN ROCK $^{\scriptsize{\textcircled{3}}}$



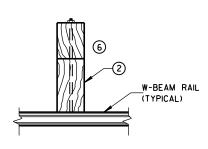
END VIEW
LOCATED ALONG A CURBED ROADWAY



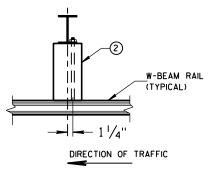
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



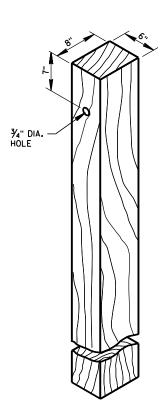
STEEL POST & HOLE PUNCHING DETAIL (w6X9)



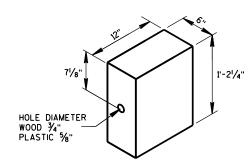
PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM



WOOD POST (6" X 8") NOMINAL



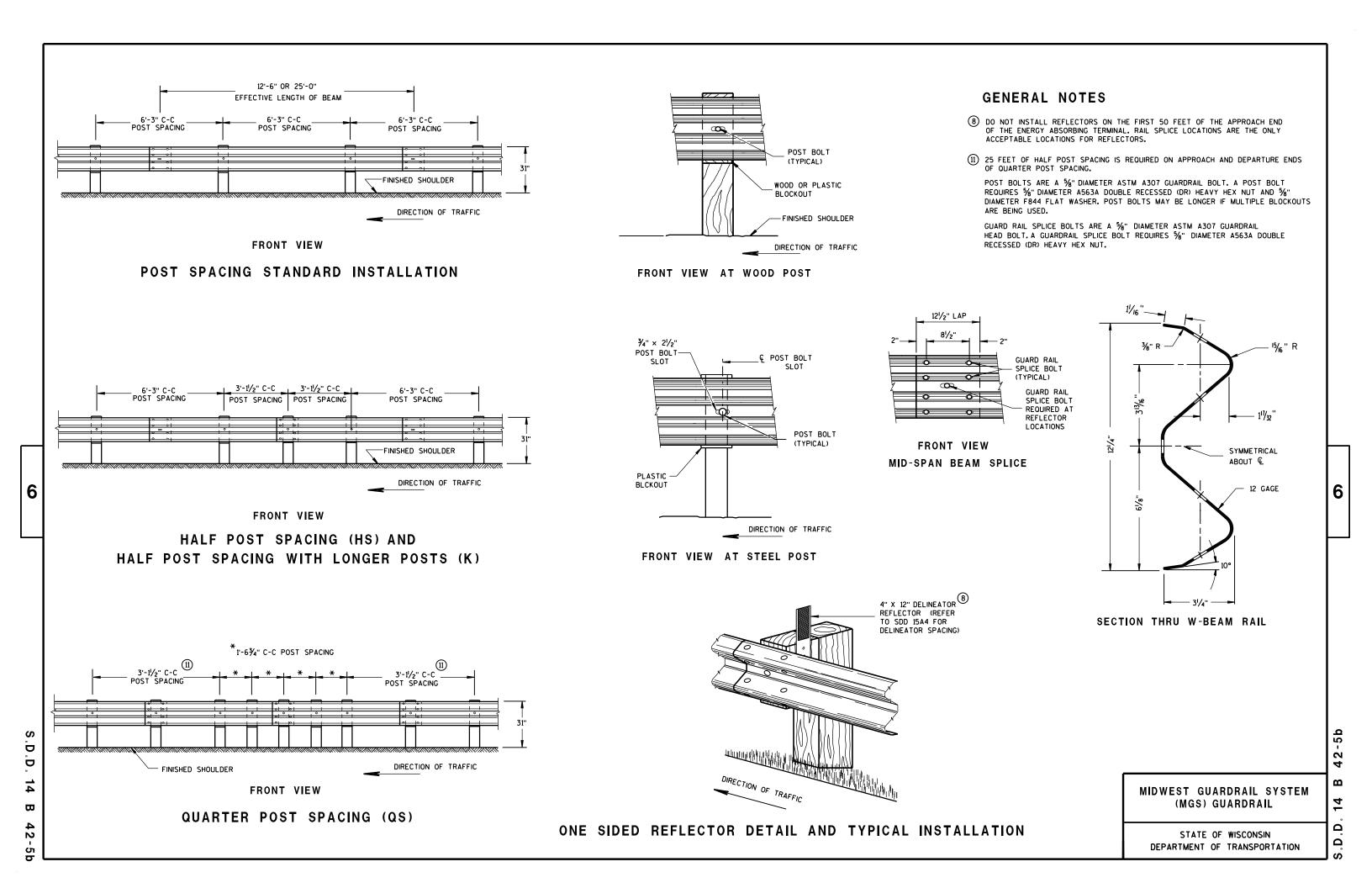
WOOD OR PLASTIC BLOCKOUT

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

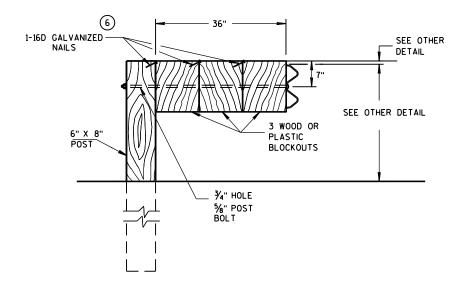
S.D.D. 14 B 42-5

.D.D. 14 B 42



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.

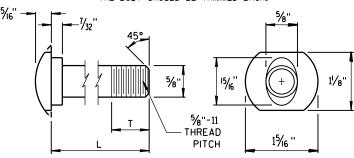


DETAIL FOR 36" BLOCKOUT DEPTH

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.

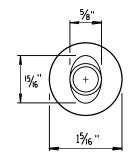
> DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF $\frac{1}{16}$ ". 2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

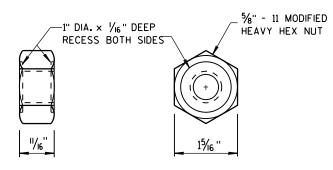


POST BOLT TABLE

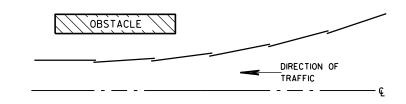
L	T (MIN.)
11/4"	11/8"
2"	13/4"
10"	4"
14"	41/16"
18"	4"
21"	41/16"
25"	4"
14" 18" 21"	4½6" 4" 4½6"



ALTERNATE BOLT HEAD

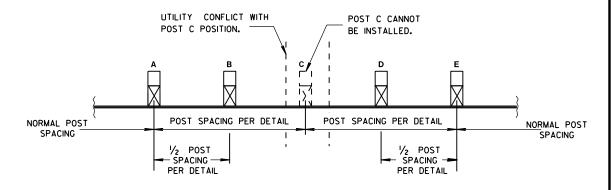


POST BOLT, SPLICE BOLT AND RECESS NUT

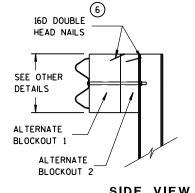


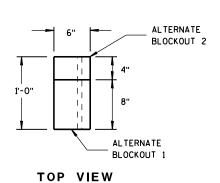
PLAN VIEW

BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION





SIDE VIEW

ALTERNATE WOOD **BLOCKOUT DETAIL**

> MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

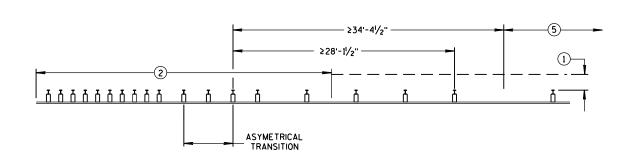
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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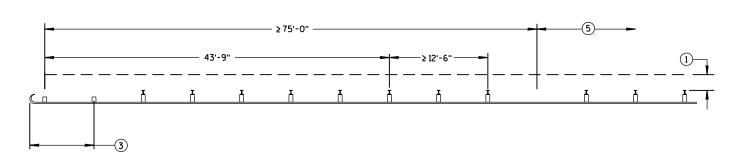
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MISSING POST IN NORMAL BEAM GUARD RUN

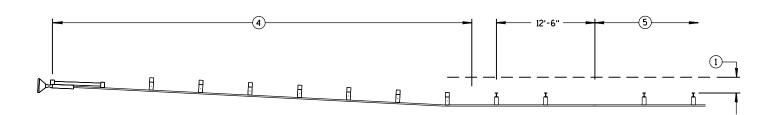


MISSING POST NEAR APPROACH THRIE BEAM TRANSITION

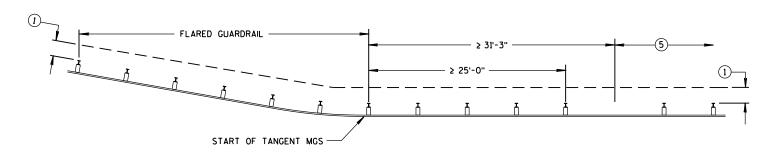


MISSING POST IN NORMAL BEAM GUARD RUN **NEAR TYPE 2 TERMINAL**

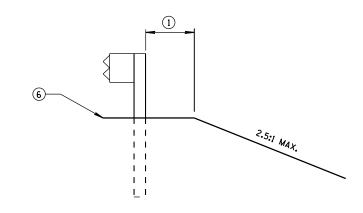
- 1 MINIMUM OF 2 FEET OF GRADING BEHIND POST.
- (2) SEE SDD 14B45 FOR MORE DETAILS.
- 3 SEE SDD 14B47 FOR MORE DETAILS.
- 4 SEE SDD 14B44 FOR MORE DETAILS.
- 5 SEE MISSING POST IN NORMAL BEAM GUARD RUN FOR DISTANCE TO NEXT MISSING POST AND AREA FOR WELL DRAINED, COMPACTED SOILS.
- 6 SEE PLAN FOR SHOULDER DESIGN.



MISSING POST IN NORMAL BEAM GUARD RUN NEAR EAT



MISSING POST IN NORMAL BEAM GUARD RUN NEAR FLARED BEAM GUARD



CROSS SECTION VIEW

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

42-

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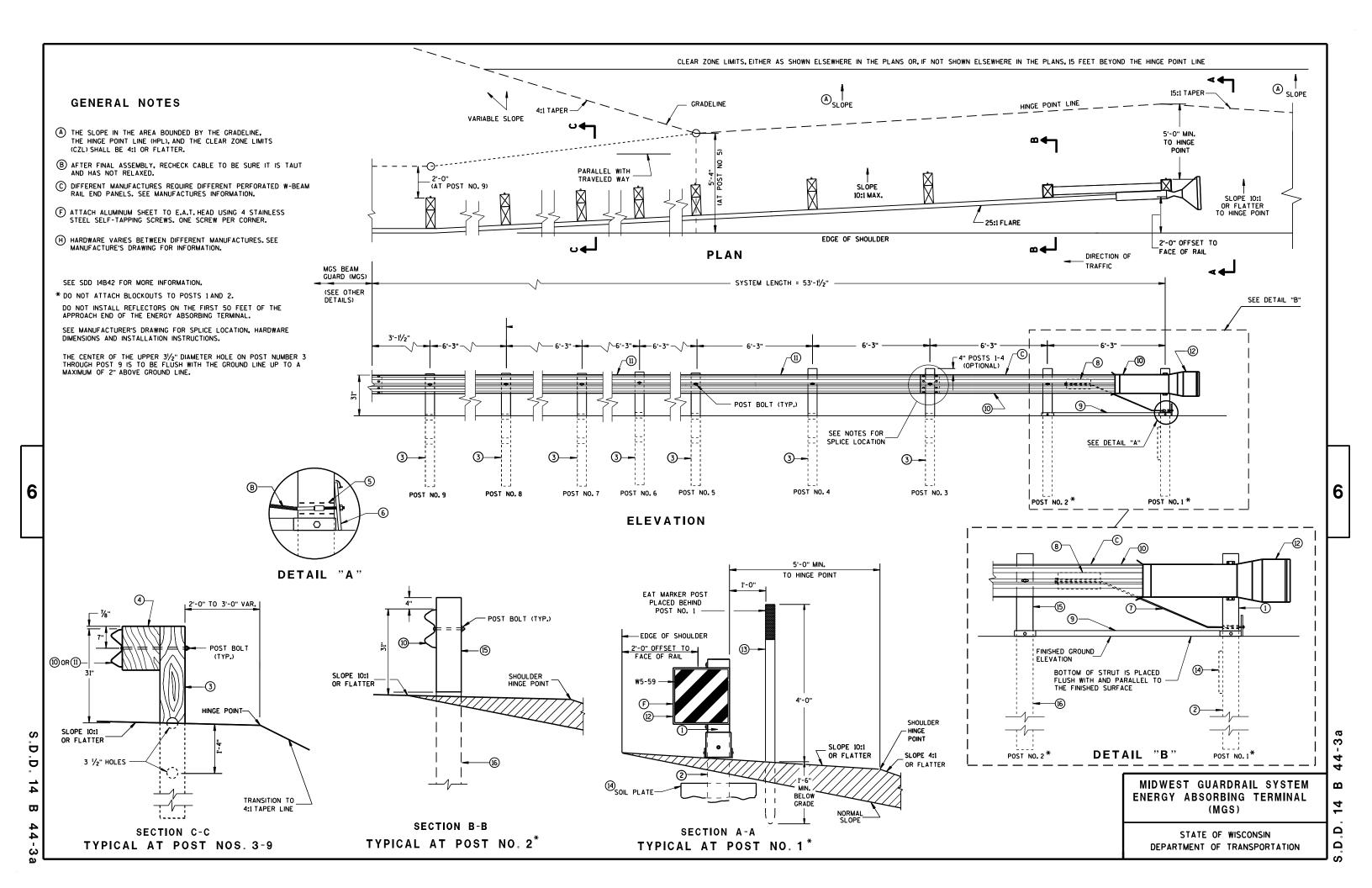
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STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

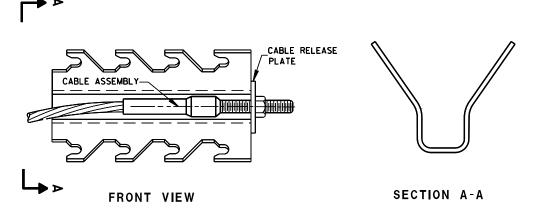
PPROVED	
June 2017	/S/ Rodney T
DATE	

ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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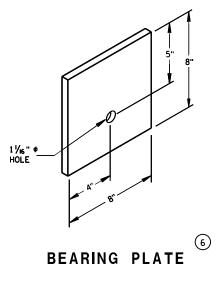
9 H GENERIC GROUND STRUT



GENERIC ANCHOR CABLE BOX

BILL OF MATERIALS

PART	DESCRIPTION
NO.	MATERIALS PROVIDED BY MGS EAT MANUFACTURER.
	SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
1	UPPER POST NO.1 6" X 6" TUBE
2	LOWER POST NO.1
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. SECTIONS VARY IN LENGTH.
12	IMPACT HEAD
(13)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
(14)	SOIL PLATE
(15)	UPPER POST NO. 2
(16)	LOWER POST NO. 2



MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

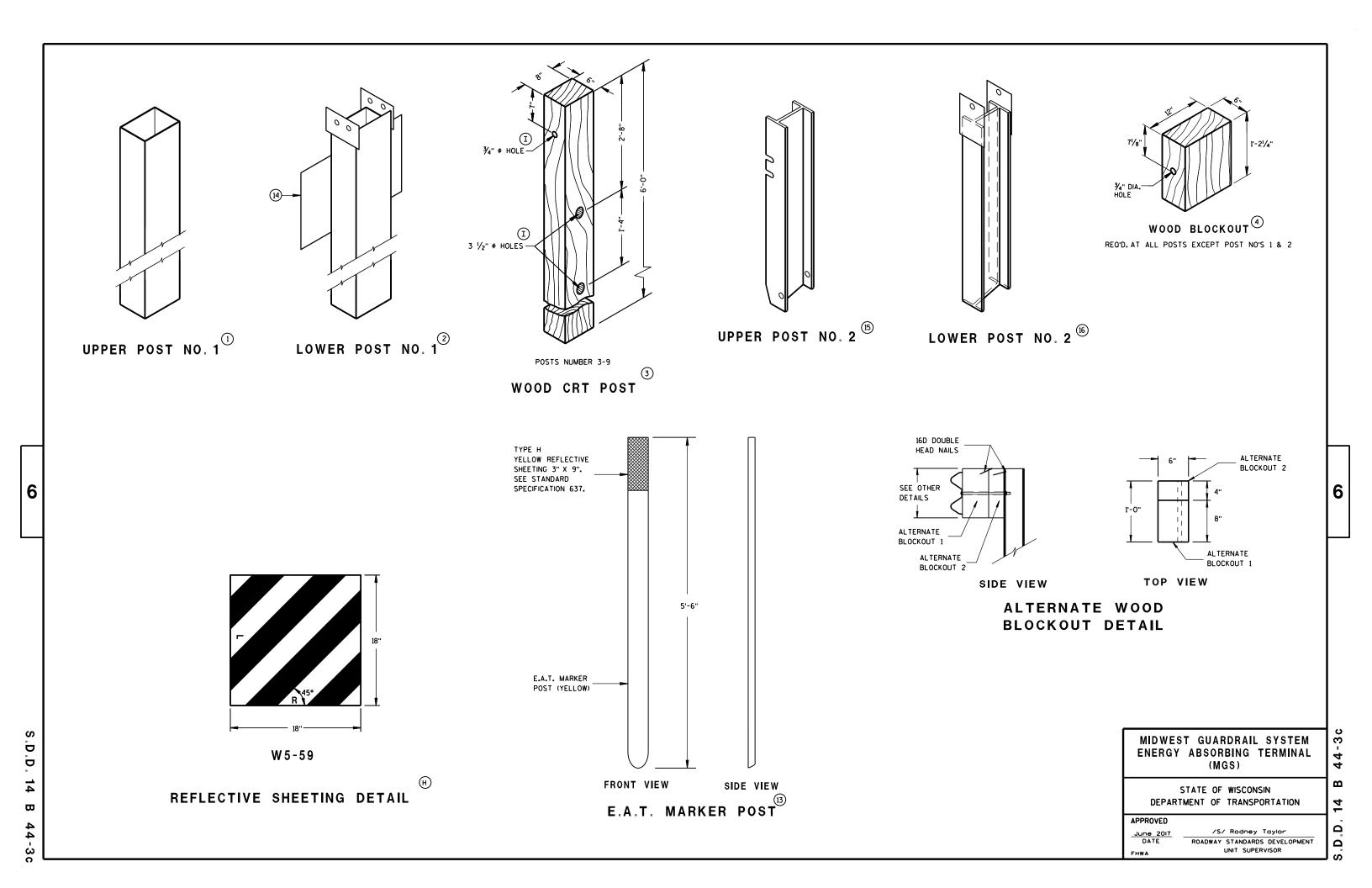
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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S.D.D.

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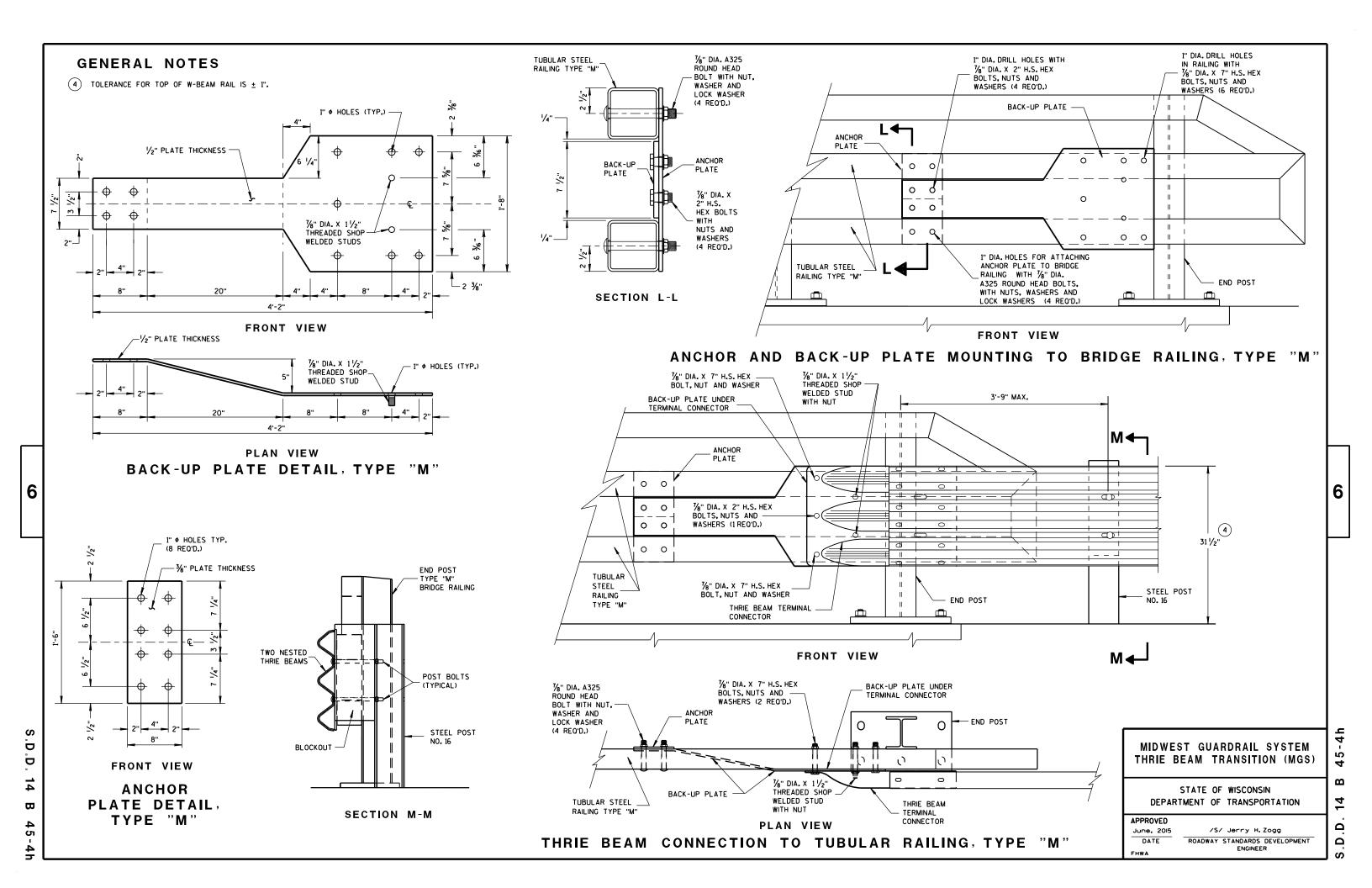
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ROAD CLOSURE BARRICADE DETAIL

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

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.) MO5-1 AND MO6-1 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
- THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.
- FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.
- FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.
- FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.
- 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.
- "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

2

2

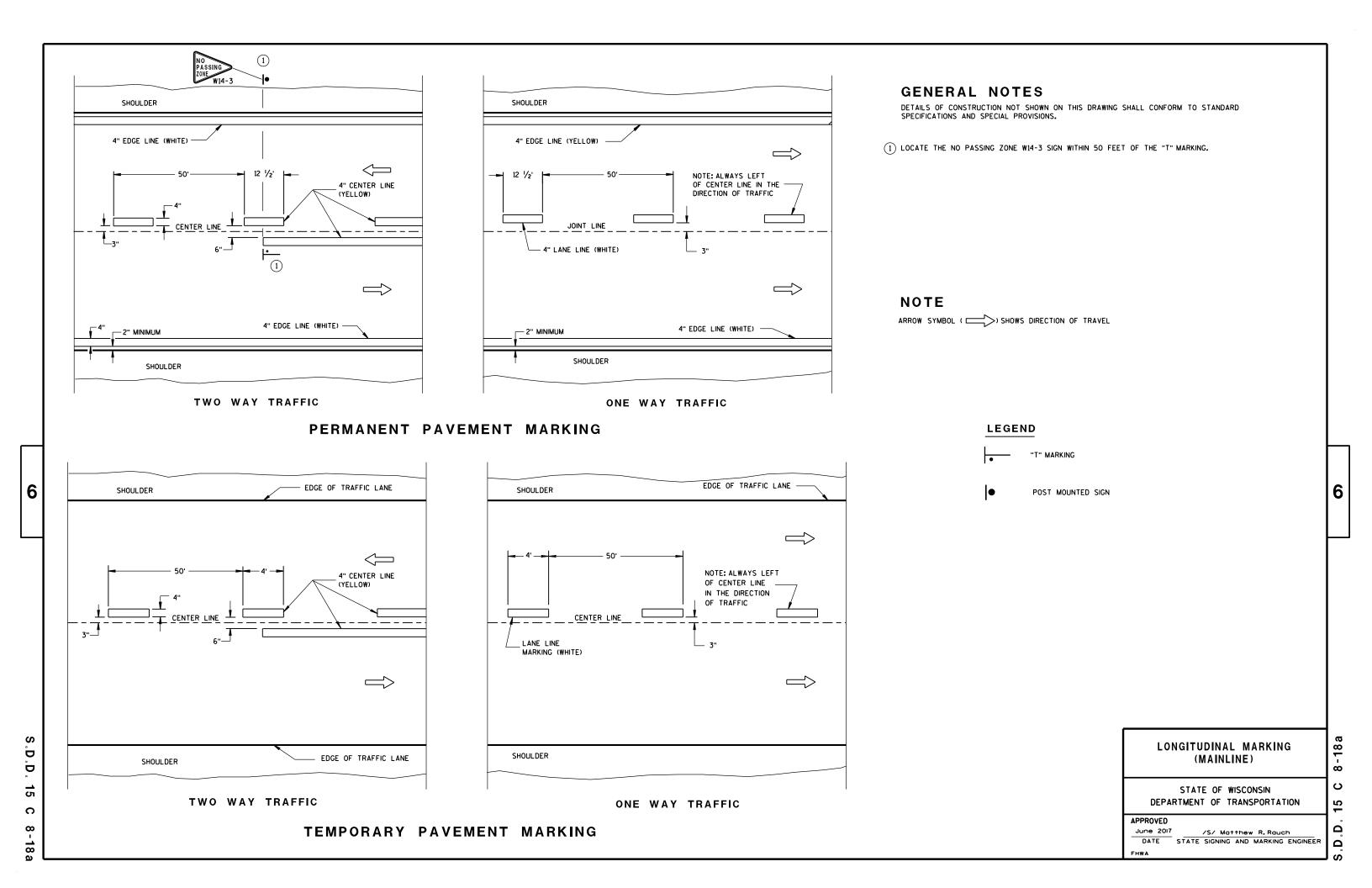
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STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

/S/ Peter Amakobe Atepe

STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

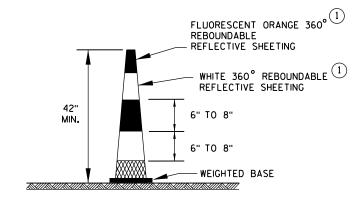




DRUM

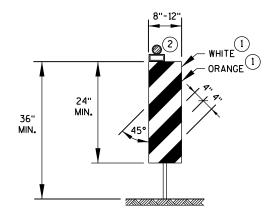
TYPE 2 BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



42" CONE

DO NOT USE IN TAPERS 1/2 SPACING OF DRUMS

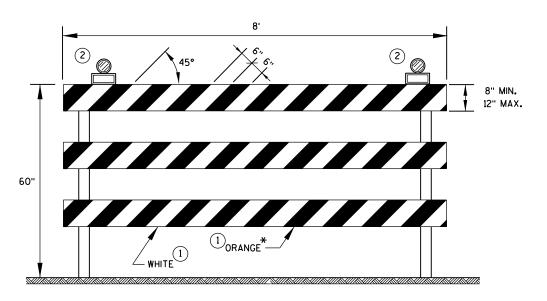


VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.

GENERAL NOTES

- 1 REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- (2) LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



TYPE 3 BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION, USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2017 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA

6

D. 15 C

D

S.D.D. 15 C



TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SO. FT.)	NUMBER OF REQUIRED TUBULAR STEEL 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 SO.FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE). SIGNS LARGER THAN 27 SO.FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

URBAN AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

WOOD POST **EMBEDMENT DEPTH**

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREM	NUMBER OF					
L	E	WOOD POSTS REQUIRED				
48" OR LESS AND LESS THAN 20 SO.FT.	-	1				
LESS THAN 60"	12"	2	٤			
60" TO 120"	L/5	2				
GREATER THAN 120" LESS THAN 168"	12"	3				
168" AND GREATER	12"	4				

SEE NOTE (3)

RURAL AREA

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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- 11/2" DIAMETER HOLES

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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 - 1/6" 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 - 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

* 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. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

> ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

June 2017 /S/ Andrew Heidtke DATE WORK ZONE ENGINEER FHWA

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2 b

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38-2b

URBAN AREA

RURAL AREA (See Note 2)

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.

GENERAL NOTES

2. If signs are mounted on barrier wall, see A4-10 sign plate.

3. For expressways and freeways, mounting height is $7'-3''(\pm)$ or 6'-3" (±) depending upon existence of a sub-sign.

4. Minimum mounting height for J assemblies (A2-1S) is $7'-3''(\pm)$ or $6'-3''(\pm)$ per urban or rural detail respectively.

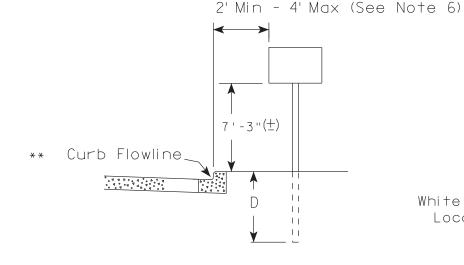
5. Minimum mounting height for signs mounted on traffic signal poles is 5' - 3'' (\pm).

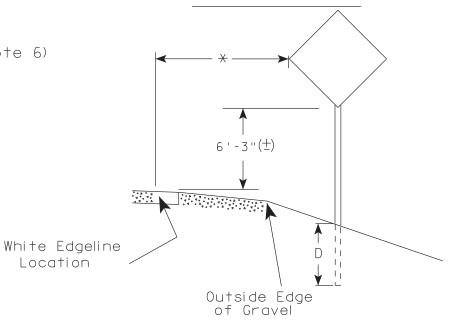
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.

7. The (+) tolerance for mounting height is 3 inches.

8. Folding signs shall be mounted at a height of 5'-3'' (\pm) or as directd by the Engineer.

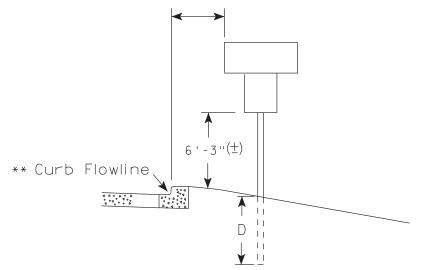
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3'' (\pm).

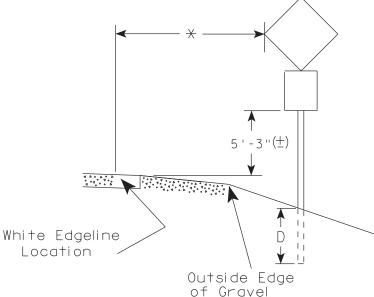




2' Min - 4' Max (See Note 6)

Location





** 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.

HWY:

* 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.

POST EMBEDMENT DEPTH

D
(Min)
4'
5'

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

SHEET NO:

APPROVED

for State Traffic Engineer

DATE 7/23/15

PLATE NO. <u>A4-3.20</u>

PROJECT NO:

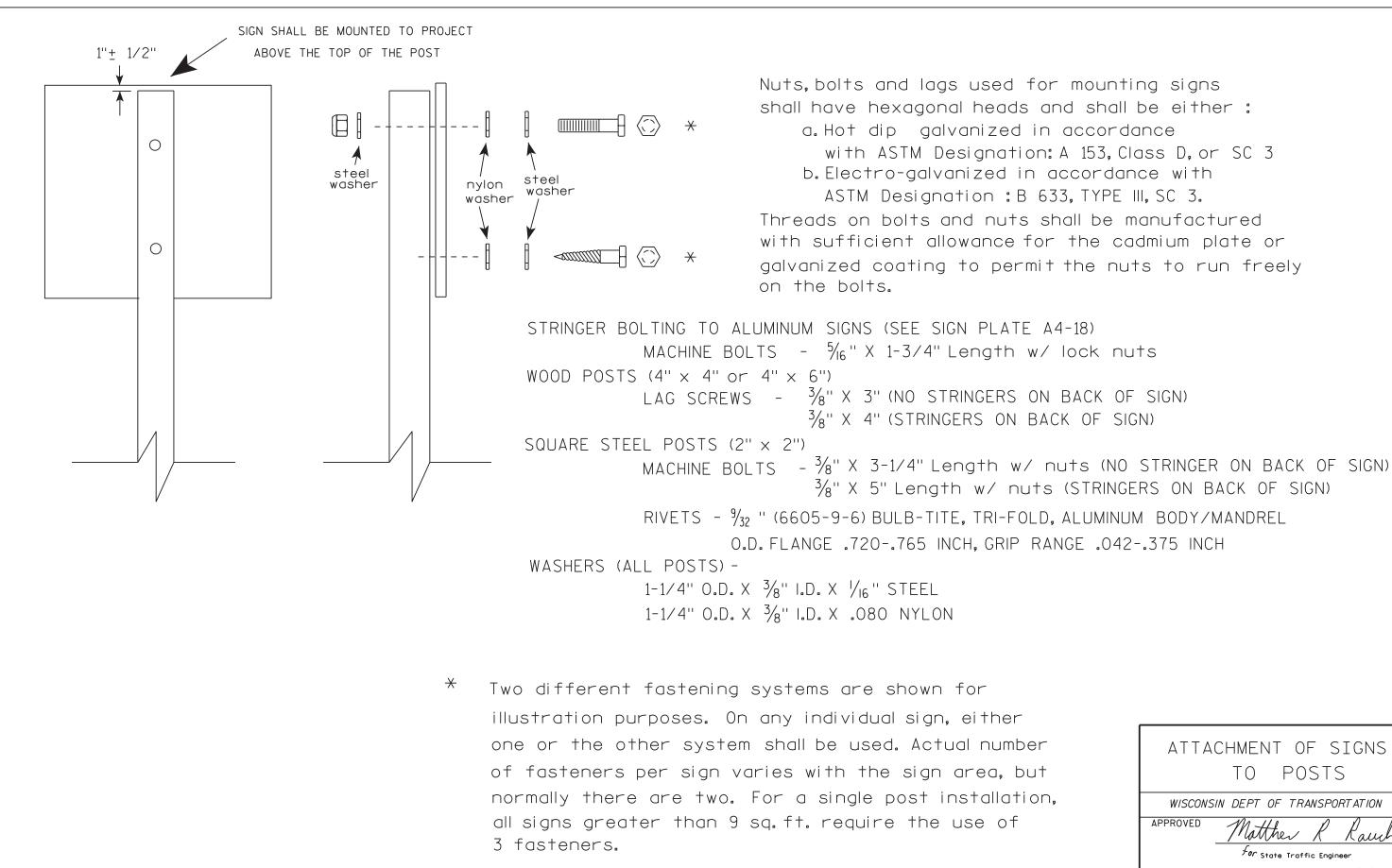
COUNTY:

PLOT DATE: 23-JUL-2015 15:21 PLOT BY : mscj9h PLOT NAME :

PLOT SCALE: 99.237937:1.000000

WISDOT/CADDS SHEET 42

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A43.DGN

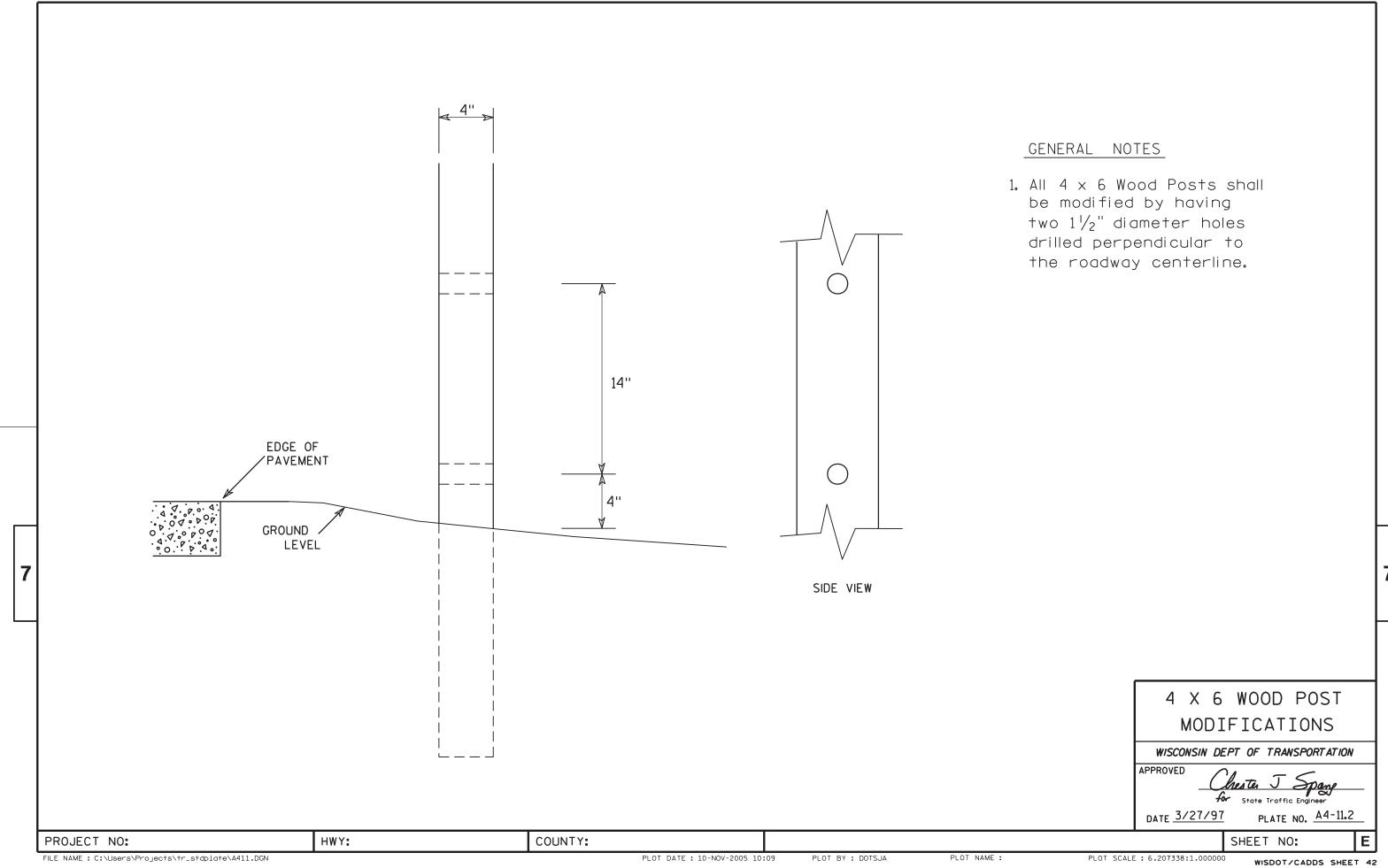


FILE NAME . C.\CAFfiles\Projects\tr stdolote\A48 DCN

PROJECT NO:

DATE 8/11/16

SHEET NO:

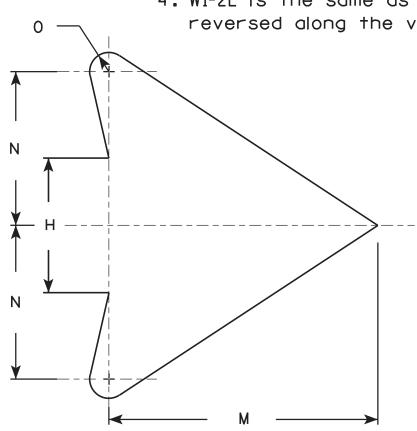


NOTES

- 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. W1-2L is the same as W1-2R except the arrow is reversed along the vertical centerline.



AR	ROW	DETAIL

SIZE	Α	В	С	D	Ε	F	G	Н	I	J	K	L	М	N	0	Р	0	R	S	Т	U	٧	W	X	Y	Z	Areo sq. ft.
1	24		1 1/8	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0
25	30		1 3/8	1/2	5/8		10 1/4	4 3/8	5 %	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25
2M	36		1 %	5/8	3/4		12 3/8	5 1/4	6 3/4	2 %	3 1/2	10 1/8	10 1/2	6	3/4												9.0
3	36		1 %	5/8	3/4		12 3/8	5 1/4	6 3/4	2 %	3 1/2	10 %	10 1/2	6	3/4												9.0
4	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 %	3 1/2	10 %	10 1/2	6	3/4												9.0
5	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 %	14 1/2	14	8	1												16.0

COUNTY:

W1-2R

HWY:

STANDARD SIGN W1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matther R Rauch

For State Traffic Engineer

DATE <u>5/15/12</u>

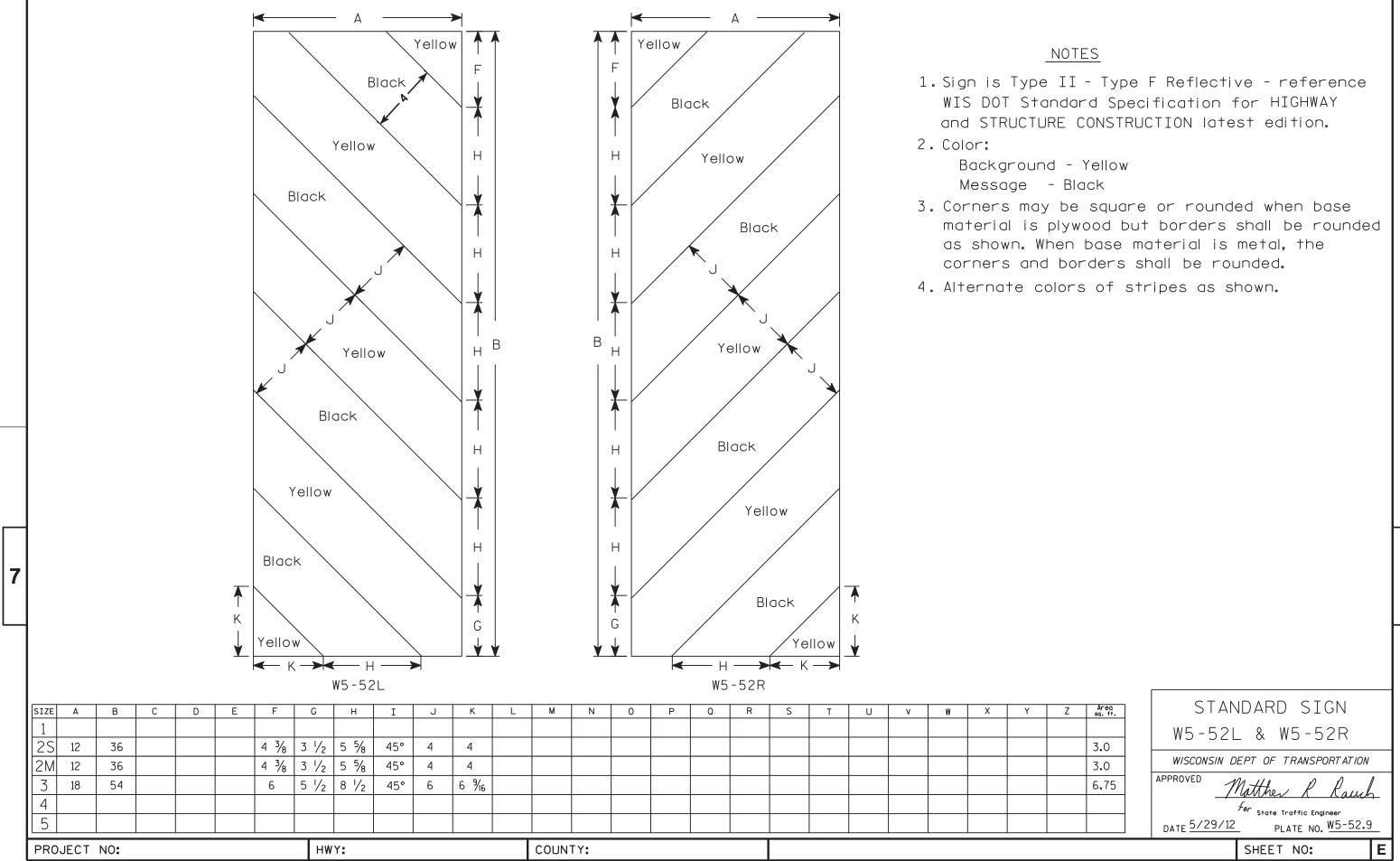
PLATE NO. W1-2.10

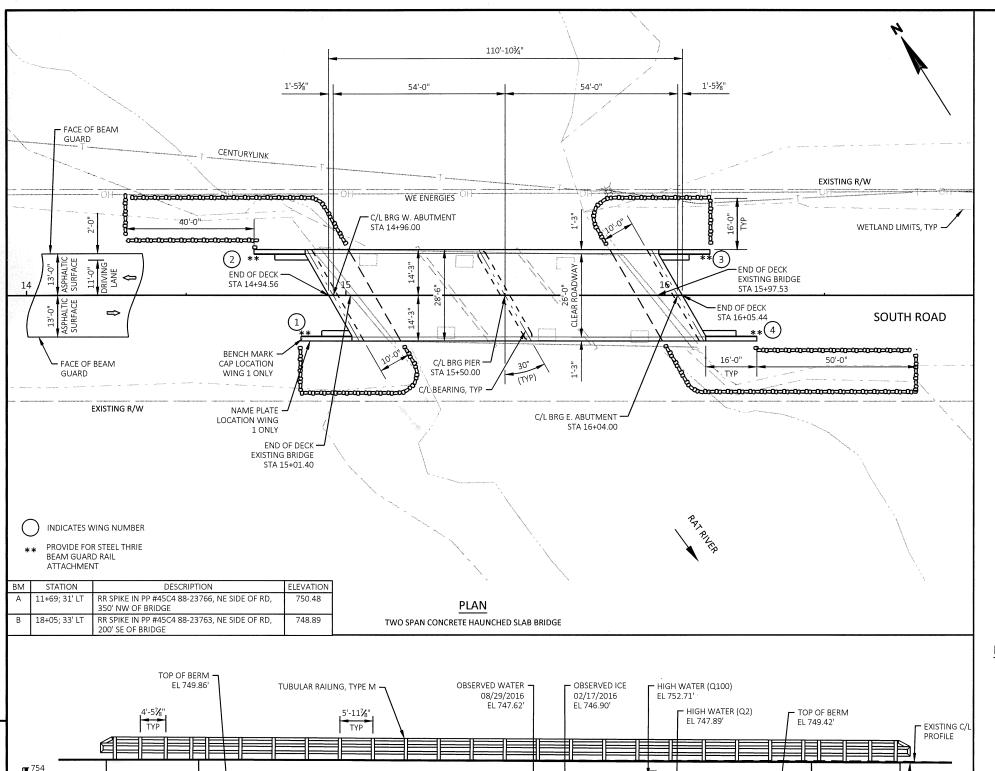
DATE ______

SHEET NO:

PROJECT NO:

PLOT BY: mscsja





EL 740.50'

ELEVATION

NORMAL TO SUBSTRUCTURE UNITS

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL DIMENSIONS ARE IN INCHES (IN) EXCEPT AS NOTED.

ALL STATIONS AND ALL ELEVATIONS ARE IN FEET (FT)

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO NAVD88-2011

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

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

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH HEAVY RIPRAP AND GEOTEXTILE FABRIC TYPE HR TO THE EXTENT SHOWN ON THIS SHEET AND

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF A.A.S.H.T.O. DESIGNATION: M153, TYPE I,II OR III; OR M213.

THE EXISTING GROUND LINE AT THE ABUTMENTS SHALL BE THE UPPER LIMIT OF EXCAVATION FOR STRUCTURE.

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

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.

THIS STRUCTURE WILL REPLACE A THREE SPAN STEEL GIRDER BRIDGE (B-70-892)

ALL REINFORCING BARS ARE ENGLISH AND THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFY THE BAR SIZE

DESIGN DATA

DESIGN LOAD HL-93 INVENTORY RATING FACTOR RF=1.06 OPERATING RATING FACTOR RF=1.37 MAX STD PERMIT VEHICLE (WIS SPV)

STRUCTURE WILL BE DESIGNED FOR A FUTURE WEARING

SURFACE OF 20 LBS PER SQ FT

ULTIMATE DESIGN STRESSES

f'c = 4,000 psi CONCRETE f'c = 3,500 psi ALL OTHER fy = 60,000 psi REINFORCING STEEL GRADE 60 STRUCTURAL STEEL GRADE 36 fy = 36,000 psi

FOUNDATION DATA

ABUTMENTS AND PIER TO BE SUPPORTED ON 12¾" Ø X 0.25" C.I.P. CONCRETE PILING WITH A REQUIRED DRIVING RESISTANCE OF 151 TONS */PILE FOR ABUTMENTS AND 151 TONS */PILE FOR PIER. AS DETERMINED BY THE MODIFIED GATES DYNAMIC FOLIATION

ESTIMATED PILE LENGTH FOR WEST ABUTMENT IS 95 FT. ESTIMATED PILE LENGTH FOR EAST ABUTMENT IS 90 FT. ESTIMATED PILE LENGTH FOR PIER IS 90 FT.

HYDRAULIC DATA

100 YEAR FREQUENCY

0100 = 2.400 cfs VELOCITY-THRU BRIDGE $= 3.8 \, \text{fps}$ HIGH WATER (Q100) = 752.71 ft WATERWAY AREA-THRU BRIDGE $= 640 \text{ ft}^2$ DRAINAGE AREA $= 69.5 \text{ mi}^2$ OVERTOPPING FREQUENCY = N/A 2 YEAR FREQUENCY

= 2.1 fps VELOCITY-THRU BRIDGE HIGH WATER (Q2) = 747.89 ft

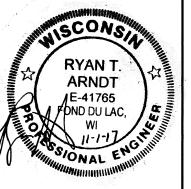
= 500 cfs

TRAFFIC DATA

(SOUTH ROAD)

(2018) 130 vpd ADT (2038) 150 vpd 55 MPH STATE PROJECT NUMBER

6446-00-71



LIST OF DRAWINGS

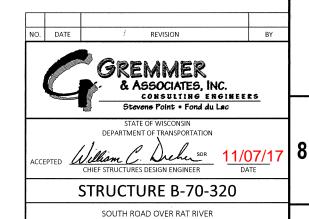
- GENERAL PLAN
- QUANTITIES AND CROSS SECTION SUBSURFACE EXPLORATION
- WEST ABUTMENT
- WEST ABUTMENT DETAILS
- EAST ABUTMENT
- EAST ABUTMENT DETAILS PIER DETAILS
- SUPERSTRUCTURE SUPERSTRUCTURE DETAILS
- SUPERSTRUCTURE DETAILS
- 12. RAILING TUBULAR TYPE 'M'

* THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED

DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.50 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

BRIDGE OFFICE CONTACT: BILL DREHER 608-266-8489

CONSULTANT CONTACT: THOMAS LANSER 920-924-5720



WINNERAGO

COUNTY

WOLF RIVER

DESIGN SPE ASHTO LRFD BRIDGE DESIGN SPECIFICATIONS DESIGN CK'D

> **GENERAL PLAN**

SHEET 1 OF 12

PLANS CK'D

HEAVY RIPRAP, TYP MIN -

THICKNESS 2'-0"

EL 747.36'

8

748

744

742 740

HR, TYP

GEOTEXTILE FABRIC TYPE

STREAM BED -

EL 742.94'

▼ THE COST OF EXCAVATION SHALL BE

PRICE FOR "EXCAVATION FOR

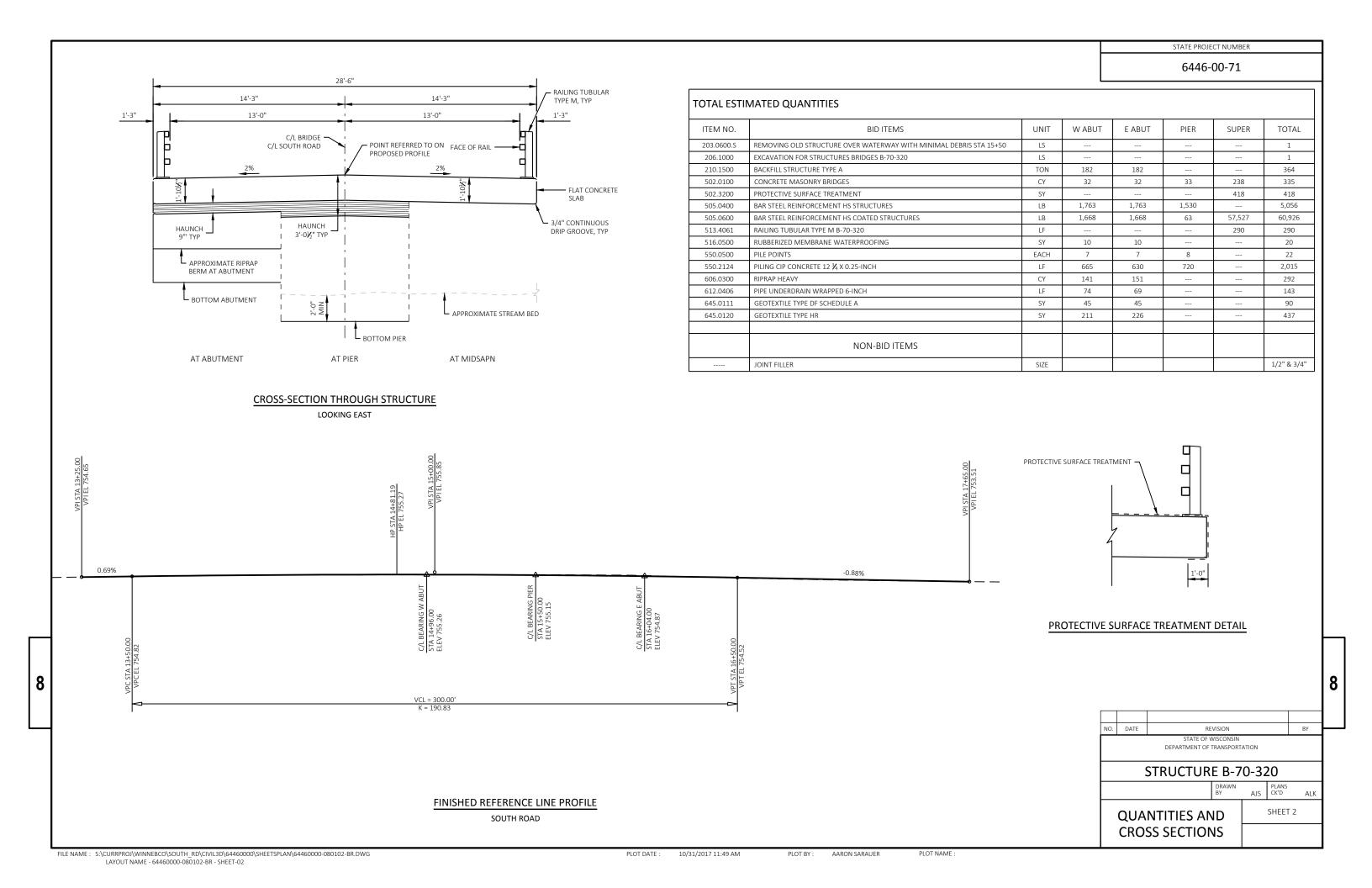
INCLUDED IN THE CONTRACT LUMP SUM

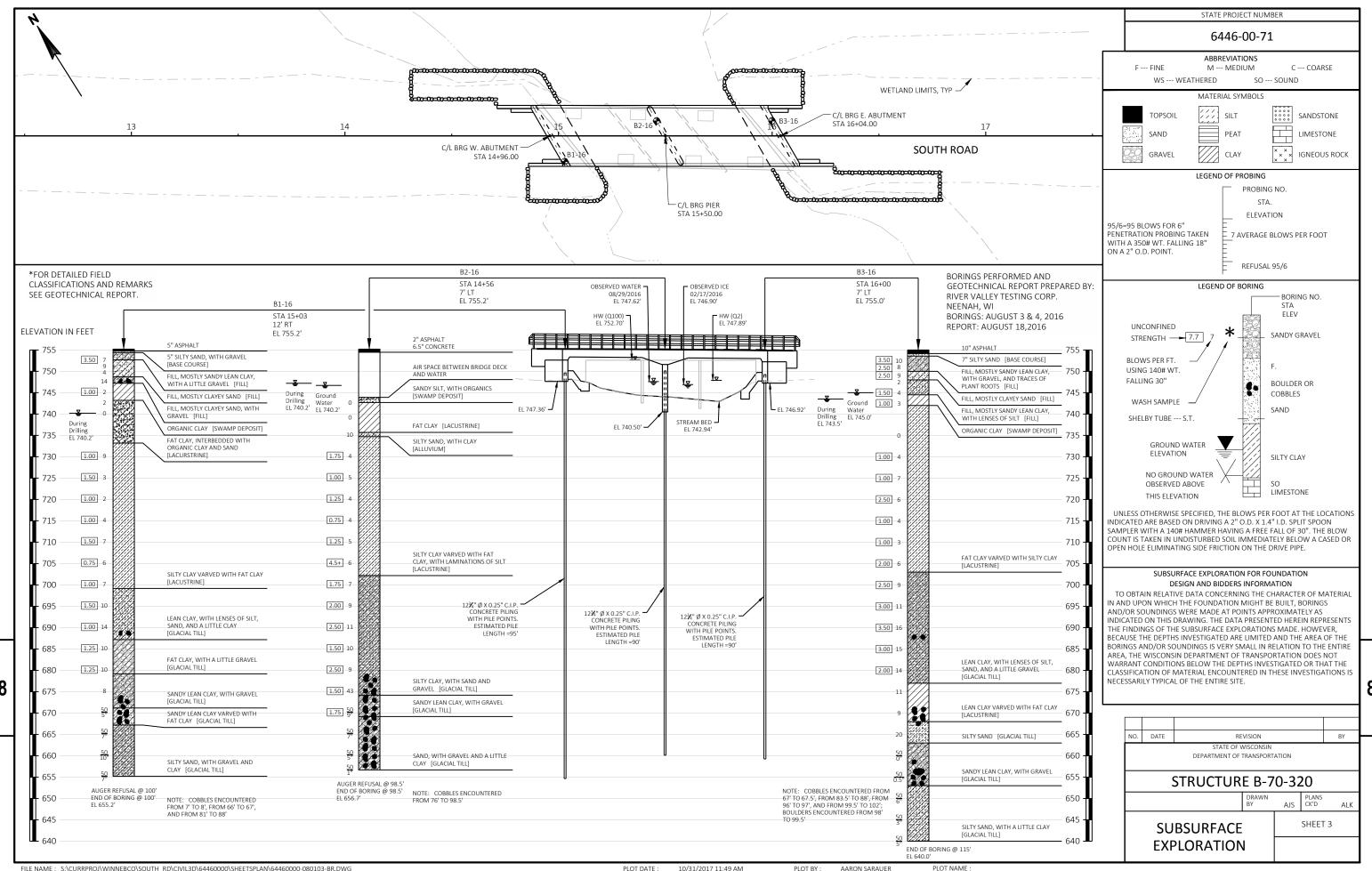
PROPOSED C

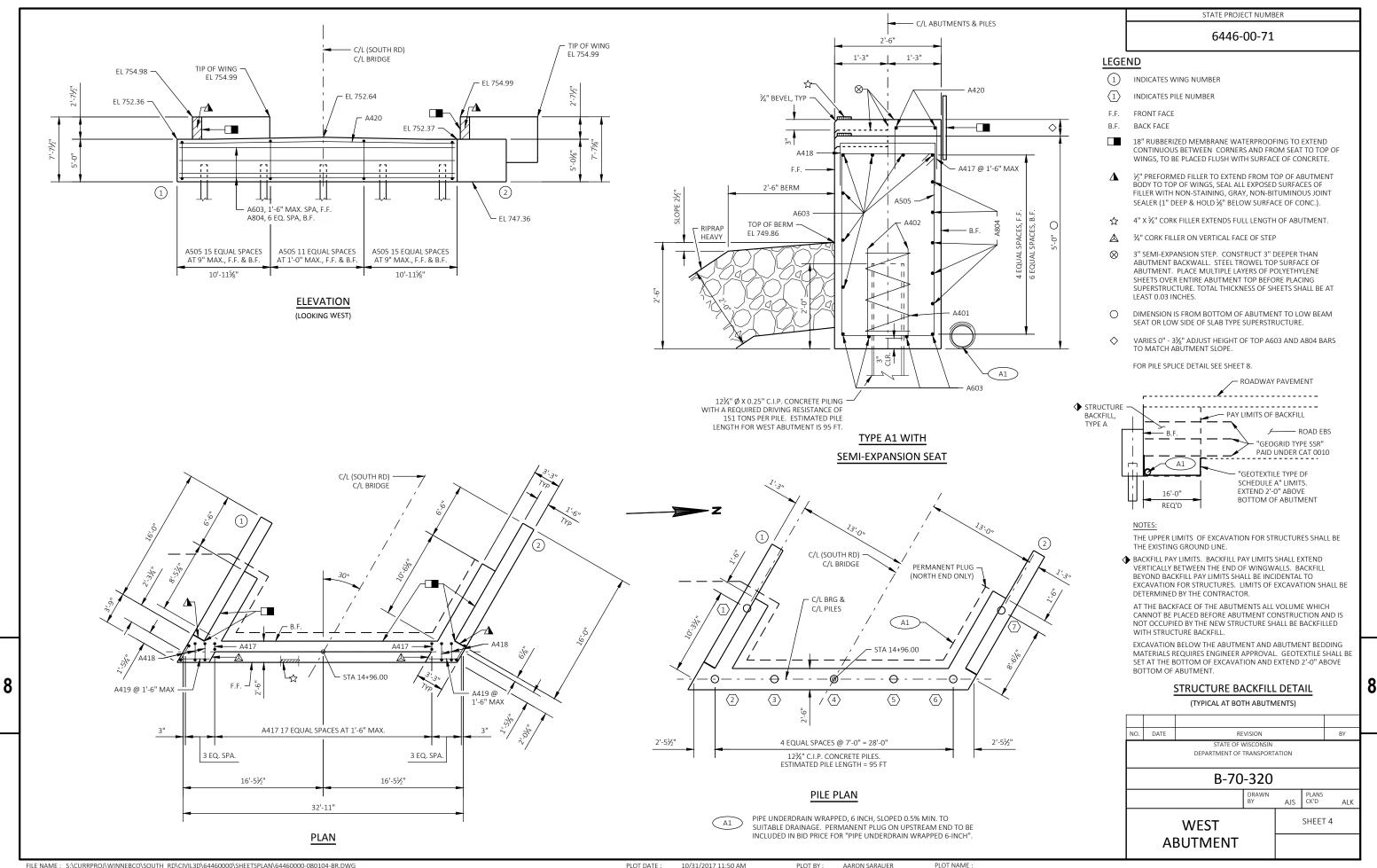
- 12¾" Ø X 0.25" C.I.P.

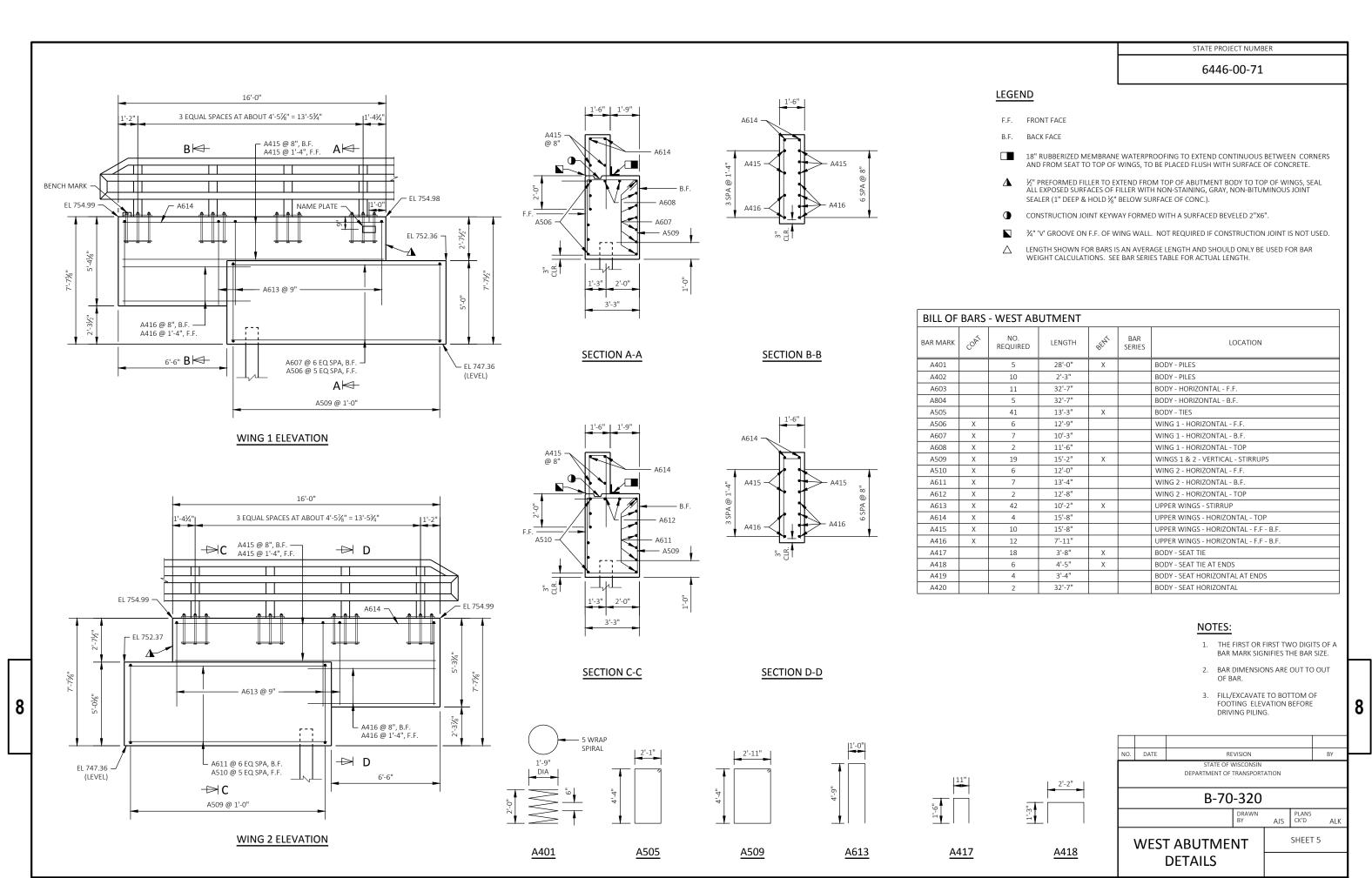
PLOT BY:

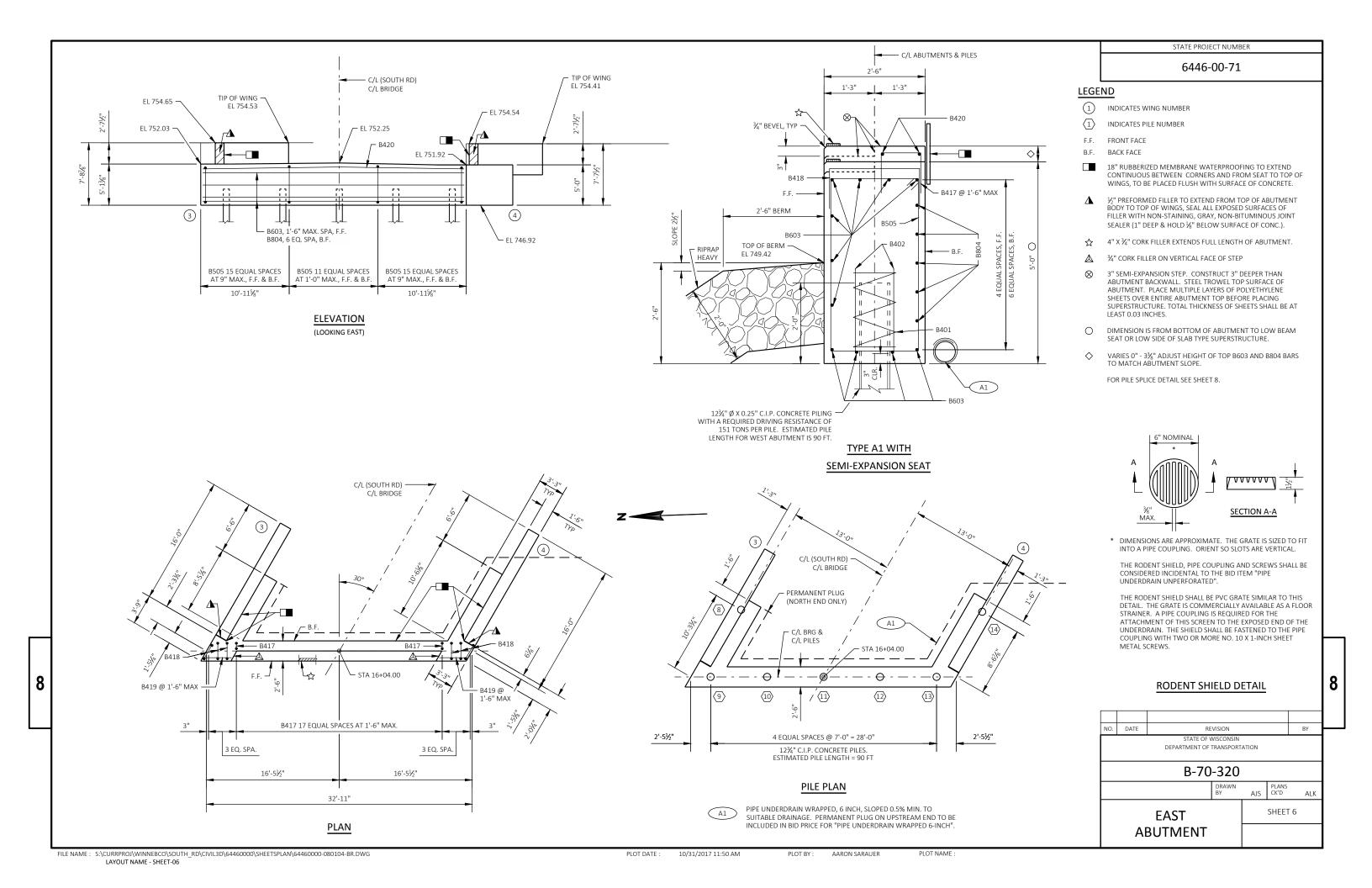
CONCRETE PILING, TYP

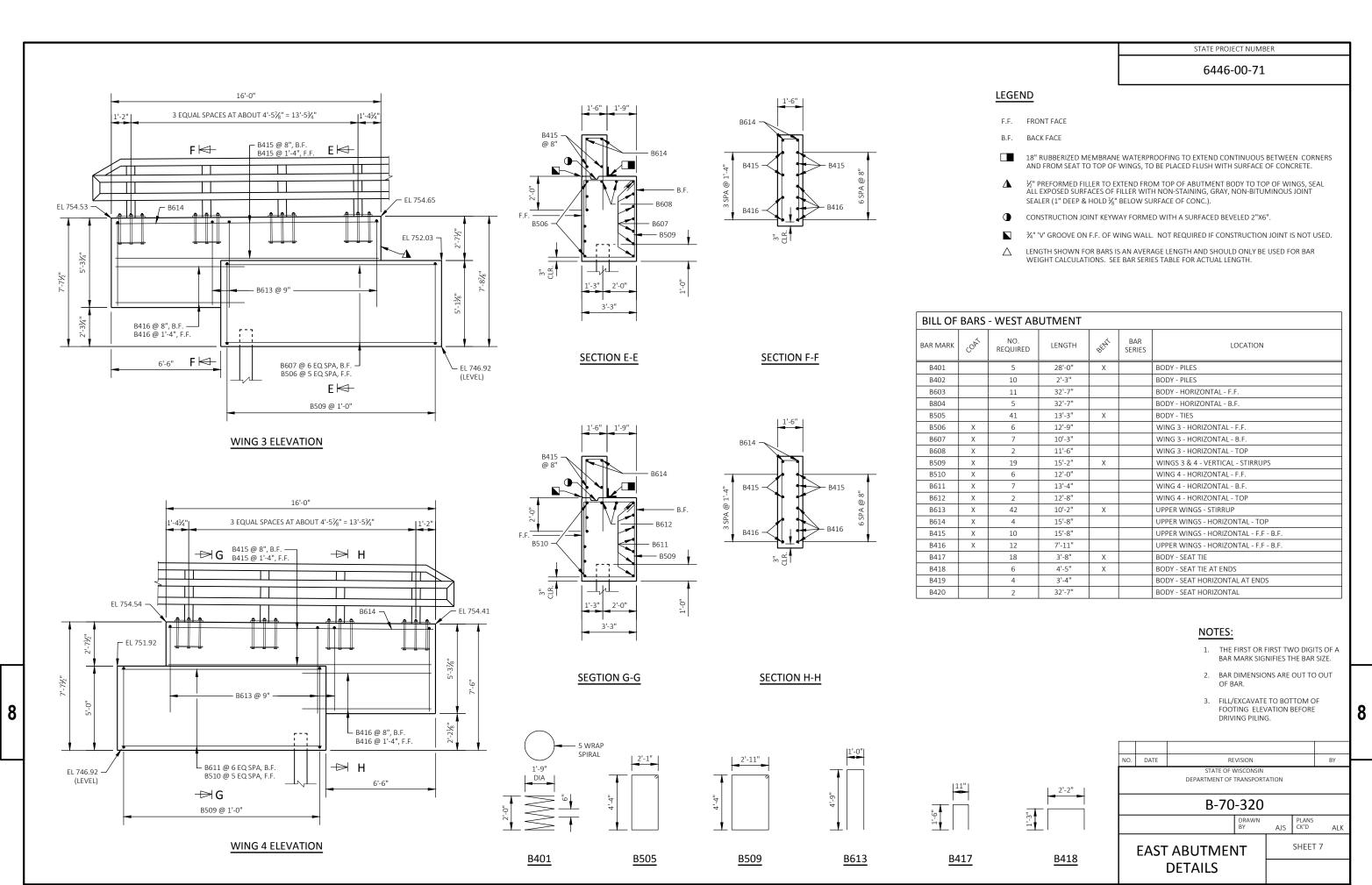




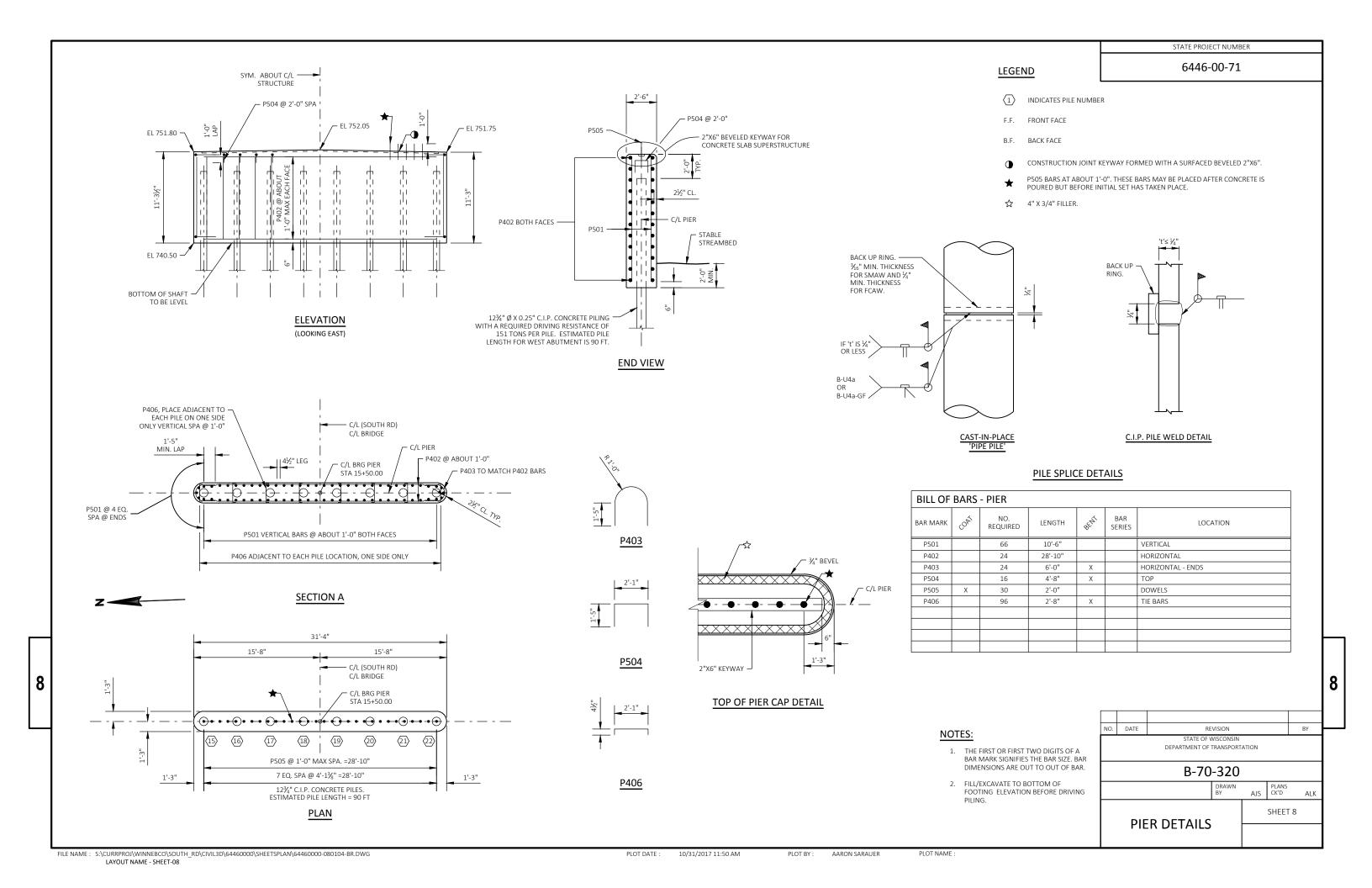


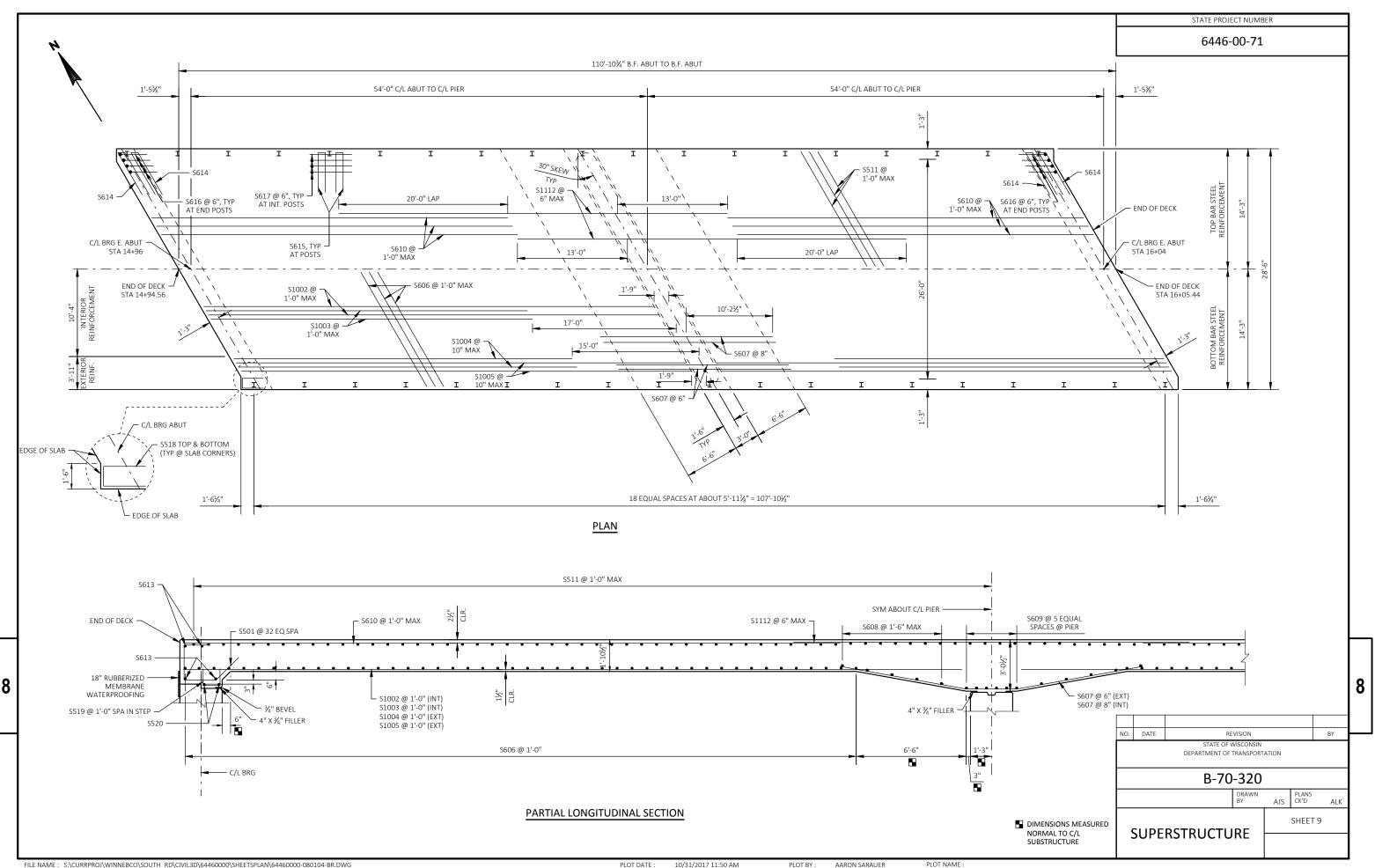


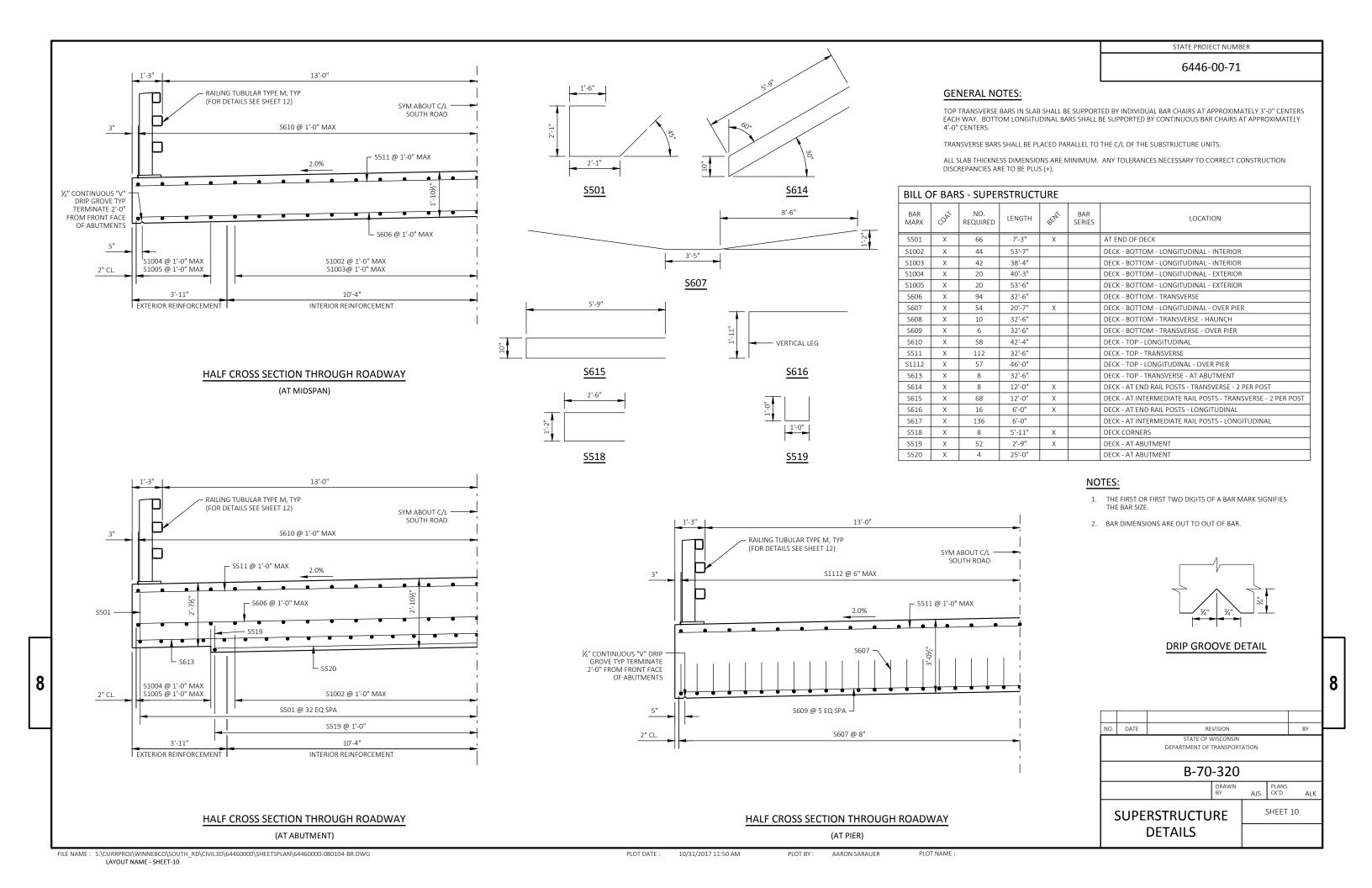




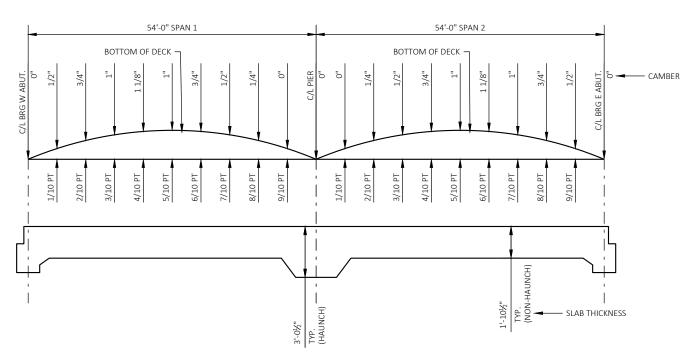
PLOT BY:







STATE PROJECT NUMBER 6446-00-71



SURVEY TOP OF	SLAB ELEVATION	S			
	ABUTMENT	5/10	PIER	5/10	ABUTMENT
N. EDGE					
CROWN OR R/L					
S. EDGE					

PRIOR TO RELEASING SLAB FALSEWORK, TAKE TOP OF DECK ELEVATIONS AT THE C/L OF ABUTMENTS, THE C/L OF PIERS AND AT 5/10 PTS. TO VERIFY CAMBER. TAKE ELEVATIONS ALONG GUTTER LINES AND CROWN OR R/L. RECORD THE ELEVATIONS IN THE ABOVE TABLE FOR THE "AS BUILT" PLANS.

CAMBER AND SLAB THICKNESS DIAGRAM

CAMBER SHOWN IS BASED ON 3 TIMES DEAD LOAD DEFLECTIONS. CAMBER SPANS AS SHOWN TO PROVIDE FOR DEAD LOAD DEFLECTION AND FUTURE CREEP. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT. PARAPETS, SIDEWALKS AND MEDIANS PLACED ON TOP OF THE SLAB SHALL BE POURED AFTER FALSEWORK HAS BEEN RELEASED.

TO DETERMINE FALSEWORK ELEVATION AT EDGE OF SLAB, CROWN OR REFERENCE LINE FOLLOW THIS PROCEDURE:

TOP OF SLAB ELEVATION AT FINAL GRADE

CAMBER

LESS PLUS

FORM SETTLEMENT/DEFLECTION DUE TO PLACEMENT OF SLAB CONCRETE (TO BE COMPUTED BY THE CONTRACTOR) TOP OF SLAB FALSEWORK ELEVATION. PLUS EQUALS

TOP OF DECK E	LEVATION	S AT FINA	AL GRADE																		
	C/L BRG. W. ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	C/L PIER	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	C/L BRG. E. ABUT
STATION (C/L)	14+96.0	15+01.4	15+06.8	15+12.2	15+17.6	15+23.0	15+28.4	15+33.8	15+39.2	15+44.6	15+50.0	15+55.4	15+60.8	15+66.2	15+71.6	15+77.0	15+82.4	15+87.8	15+93.2	15+98.6	16+04.0
N. EDGE OF DECK	754.99	754.99	754.99	754.98	754.98	754.97	754.96	754.94	754.93	754.92	754.90	754.88	754.86	754.84	754.82	754.80	754.77	754.74	754.72	754.69	754.65
CROWN OR R/L	755.26	755.26	755.25	755.24	755.24	755.22	755.21	755.20	755.18	755.17	755.15	755.13	755.11	755.08	755.06	755.03	755.00	754.97	754.94	754.91	754.87
S. EDGE OF DECK	754.98	754.97	754.97	754.96	754.94	754.93	754.92	754.90	754.88	754.86	754.84	754.82	754.80	754.77	754.74	754.72	754.68	754.65	754.62	754.59	754.55

NOTE: EDGE OF DECK GRADES ARE SHOWN INCLUDING THE STRUCTURE SKEW (30° RHF) AND CORRESPOND TO SKEWED TENTH POINTS. STATIONING SHOWN IS FOR CENTERLINE TENTH POINTS ONLY.

NOTES:

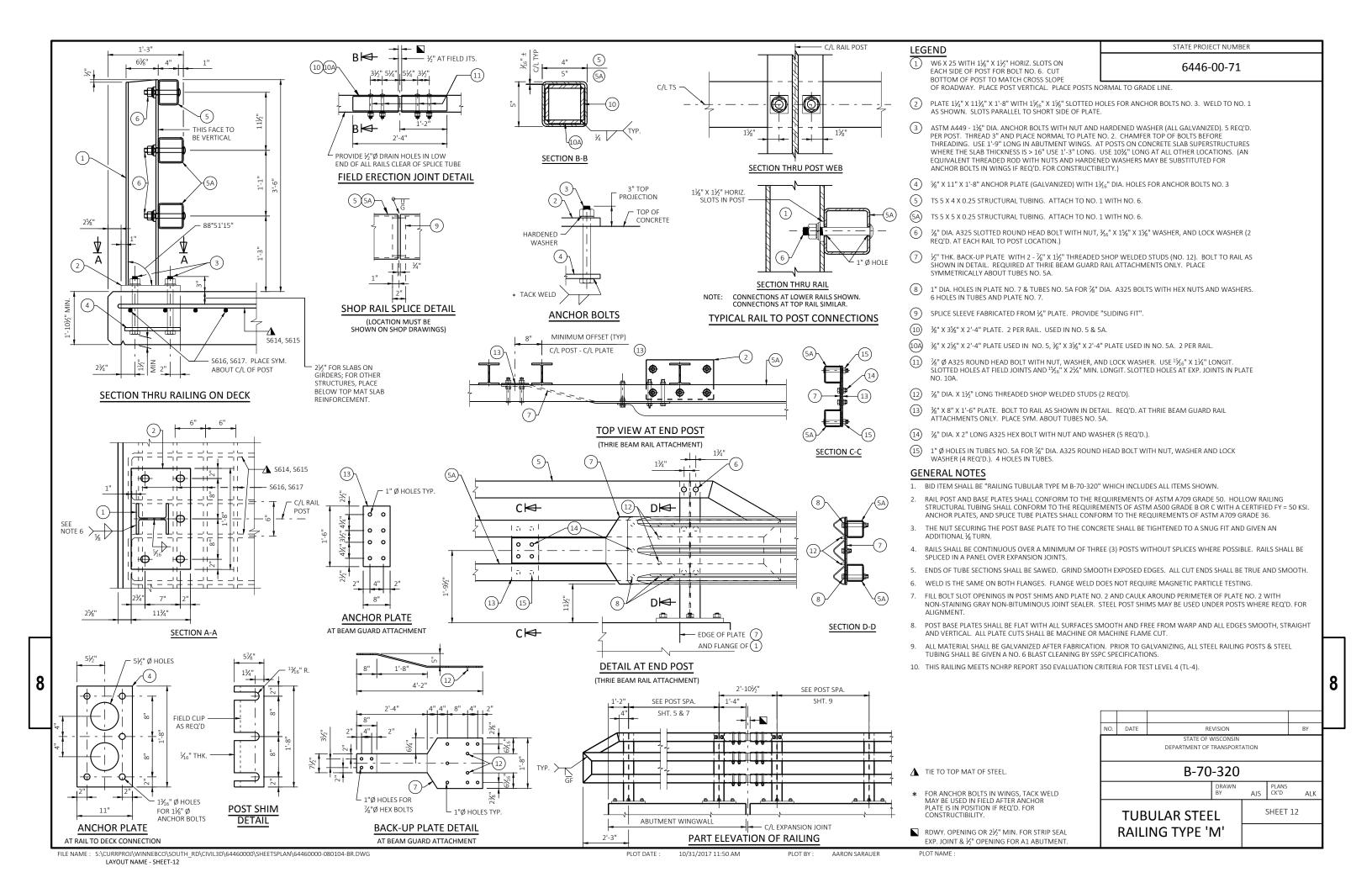
TOP TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY INDIVIDUAL BAR CHAIRS AT APPROXIMATELY 3'-0" CENTERS EACH WAY. BOTTOM LONGITUDINAL BARS SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS AT APPROXIMATELY 4'-0" CENTERS.

ALL SLAB THICKNESS DIMENSIONS ARE MINIMUM. ANY TOLERANCES NECESSARY TO CORRECT CONSTRUCTION DISCREPANCIES ARE TO BE PLUS (+).

DATE DEPARTMENT OF TRANSPORTATION B-70-320 SHEET 11 SUPERSTRUCTURE **DETAILS**

8

8



				AREA	A (SF)				INCREMENTAL VOL	L (CY) (UNADJUS	STED)			CUMULATIVE VOL (CY)			
															EXPANDED MARSH	EXPANDED EBS	
				SALVAGED/UNUSABLE					SALVAGED/UNUSABLE				CUT	EXPANDED FILL	BACKFILL	BACKFILL	
STATION	REAL STATION	DISTANCE	CUT	PAVEMENT MATERIAL	FILL	MARSH EXC	EBS	CUT	PAVEMENT MATERIAL	FILL	MARSH EXC	EBS	1.00	1.10	1.00	1.10	
								NOTE 1	NOTE 2	NOTE 2			NOTE 1		NOTE 3	NOTE 4	
12+63.95	1264.0	0.0	7.4	0.0	18.5	83.8	0.0	0	0	0	0	0	0	0	0	0	
13+00	1300.0	36.1	7.0	0.0	44.2	84.0	0.0	10	0	42	112	0	10	46	112	0	
13+24	1324.0	25.0	29.4	0.0	51.3	47.8	0.0	17	0	44	61	0	26	95	173	0	
13+25	1325.0	0.0	36.1	0.0	53.9	47.0	157.7	0	0	0	0	0	26	95	173	0	
13+48.54	1348.5	23.5	36.9	0.0	64.9	46.2	162.2	32	0	52	41	139	58	152	214	153	
13+50	1350.0	1.5	37.0	0.0	65.2	46.1	162.5	2	0	4	2	9	60	155	216	163	
13+57.8	1357.8	7.8	37.3	0.0	63.2	46.3	169.0	11	0	19	13	48	71	176	229	216	
13+58.54	1358.5	0.7	37.3	0.0	63.3	46.3	169.3	1	0	2	1	5	72	178	231	221	
13+67.8	1367.8 1400.0	9.3	37.1 35.6	0.0	64.8	45.9	170.4	13	0	22	16	58	85 128	202 282	247	285	
14+00 14+08.54	1400.0	32.2 8.5	35.b 35.1	0.0	57.6 58.8	50.9 50.1	175.1 174.3	43 11	0	73 18	58 16	206 55	139	302	304 320	511 572	
14+08.54	1408.5	8.5 9.3	35.1 34.7	0.0	61.1	49.5	174.3		0		17	55 59	151	325	337	638	
14+17.8	1417.8	32.2	34.7	0.0	65.5	58.3	172.0	12 41	0	21 75	64	204	192	408	402	862	
	1494.6	44.6	34.4	0.0	0.0	0.0	128.5	57	0	54	48	247	250	468	450	1134	
14+94.56									0		0						
14+94.66	1494.7	0.1	0.0	0.0	0.0	0.0	0.0	0		0		0	250	468	450	1134	
16+05.9	1605.9	111.2	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	250	468	450	1134	
16+06	1606.0	0.1	39.8	0.0	0.0	0.0	141.6	0	0	0	0	0	250	468	450	1134	
16+50	1650.0	44.0	32.9	0.0	59.4	57.8	163.7	59	0	48	47	249	309	521	497	1408	
16+82.2	1682.2	32.2	31.5	0.0	51.6	57.0	154.7	38	0	66	68	190	347	594	565	1617	
16+91.46	1691.5	9.3	31.5	0.0	51.1	54.6	151.1	11	0	18	19	53	358	613	584	1674	
17+00	1700.0	8.5	31.2	0.0	56.4	49.9	147.5	10	0	17	17	47	368	632	601	1726	
17+32.2	1732.2	32.2	32.8	0.0	66.1	49.6	134.5	38	0	73	59	168	406	712	660	1911	
17+41.46	1741.5	9.3	33.4	0.0	66.6	49.7	131.6	11	0	23	17	46	418	737	677	1962	
17+42.2	1742.2	0.7	33.4	0.0	66.3	49.9	131.5	1	0	2	1	4	418	739	679	1966	
17+50	1750.0	7.8	34.4	0.0	61.6	52.7	130.6	10	0	18	15	38	428	759	694	2007	
17+51.46	1751.5	1.5	34.5	0.0	61.5	52.7	130.0	2	0	3	3	7	430	763	696	2015	
17+65	1765.0	13.5	36.4	0.0	55.9	52.9	125.0	18	0	29	26	64	448	795	723	2085	
17+66	1766.0	0.0	38.4	0.0	53.2	52.7	0.0	0	0	0	0	0	448	795	723	2085	
18+00	1800.0	35.0	8.7	0.0	38.9	79.2	0.0	31	0	60	85	0	478	861	808	2085	
18+33.71	1833.7	33.7	4.8	0.0	10.9	42.7	0.0	8	0	31	76	0	487	895	884	2085	
	COLUMN TOTA	ALS						487	0	814	884	1,896					

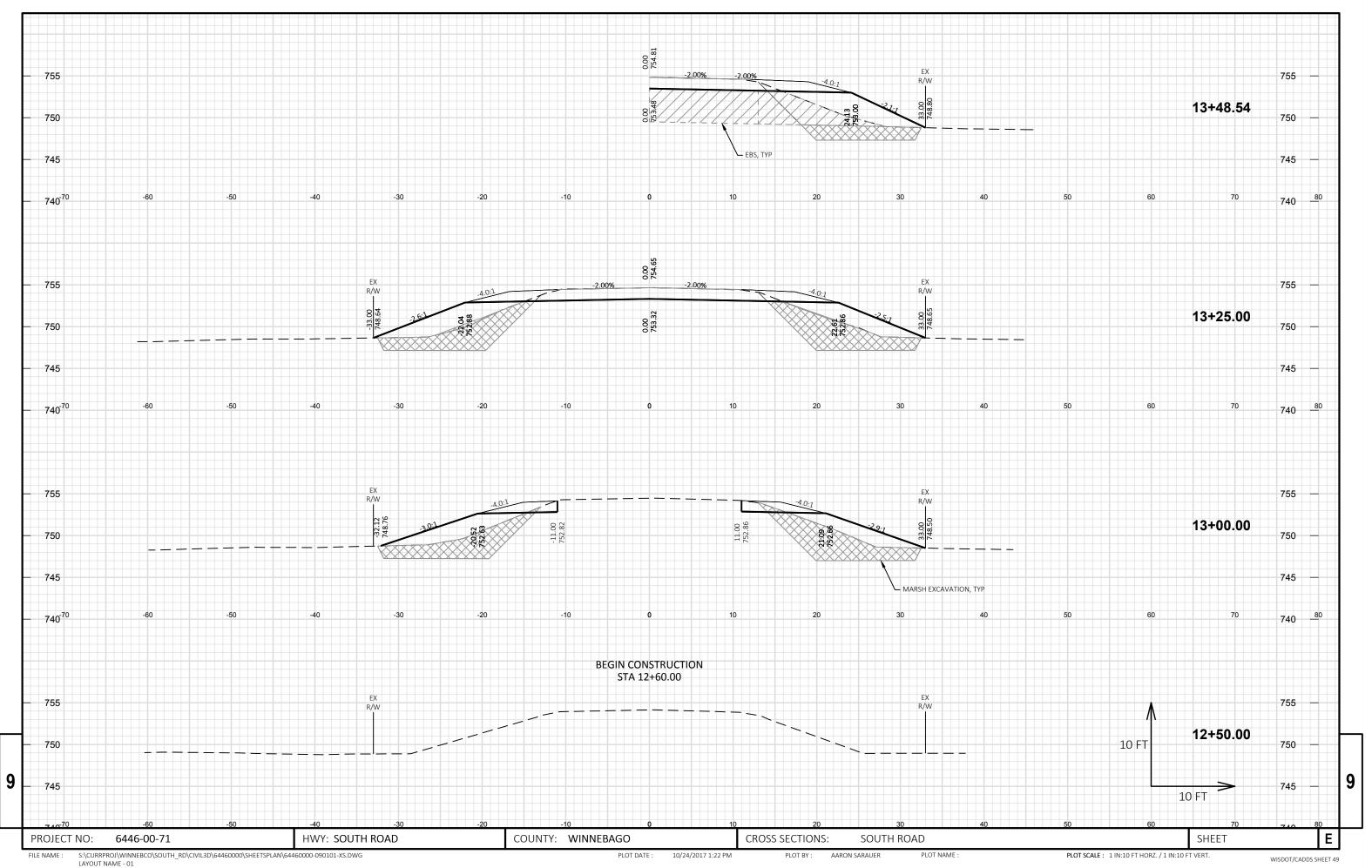
Notes:		
1 - Cut	Cut includes Salvaged/Unusable Pavement material	
2 -Fill	Does not include Unusable Pavement Excavation volume	
3 - Expanded Marsh Backfill	Will be backfilled with Breaker Run	
4 - Expanded EBS	Will be backfilled with Granular Backfill Grade 2	

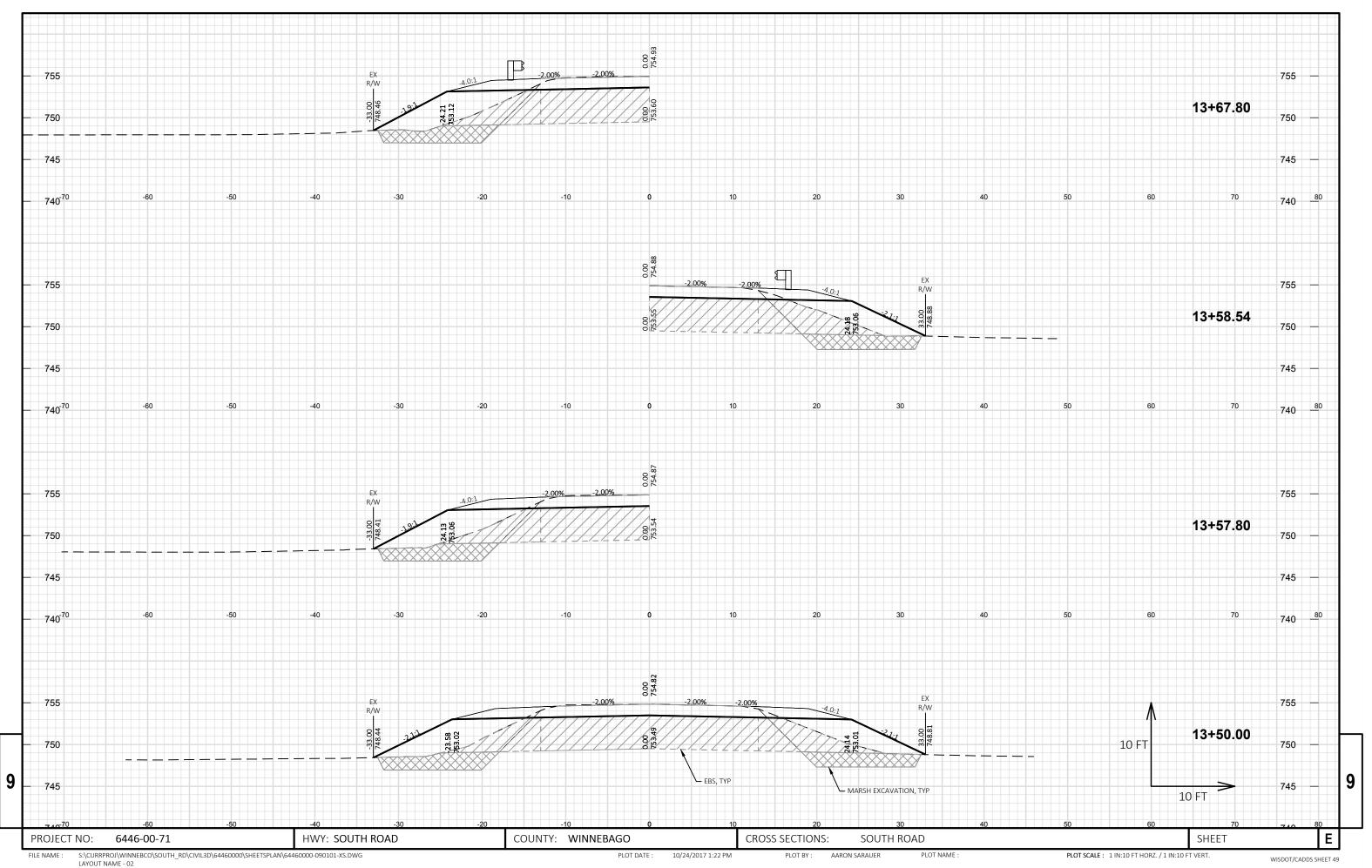
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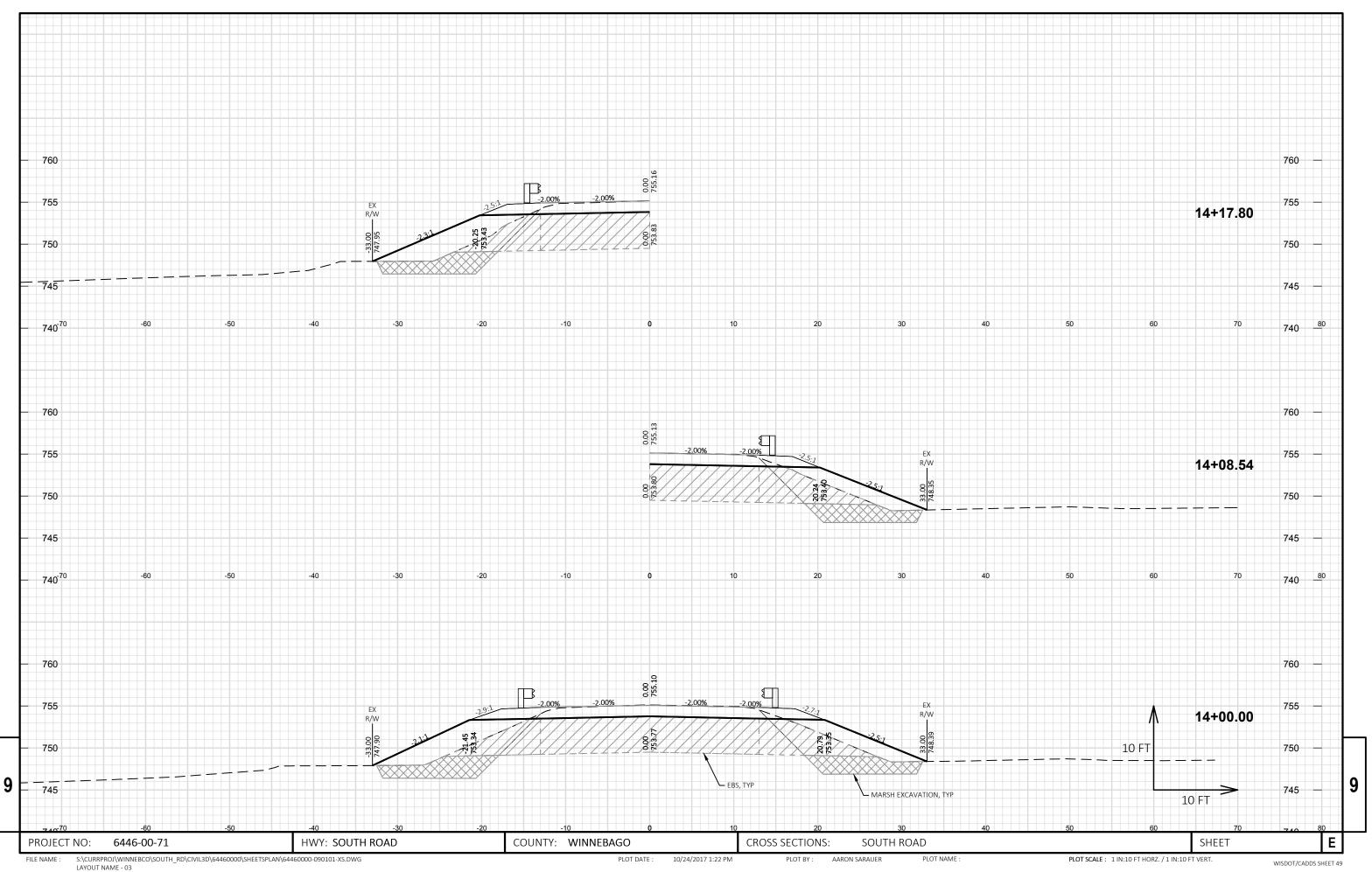
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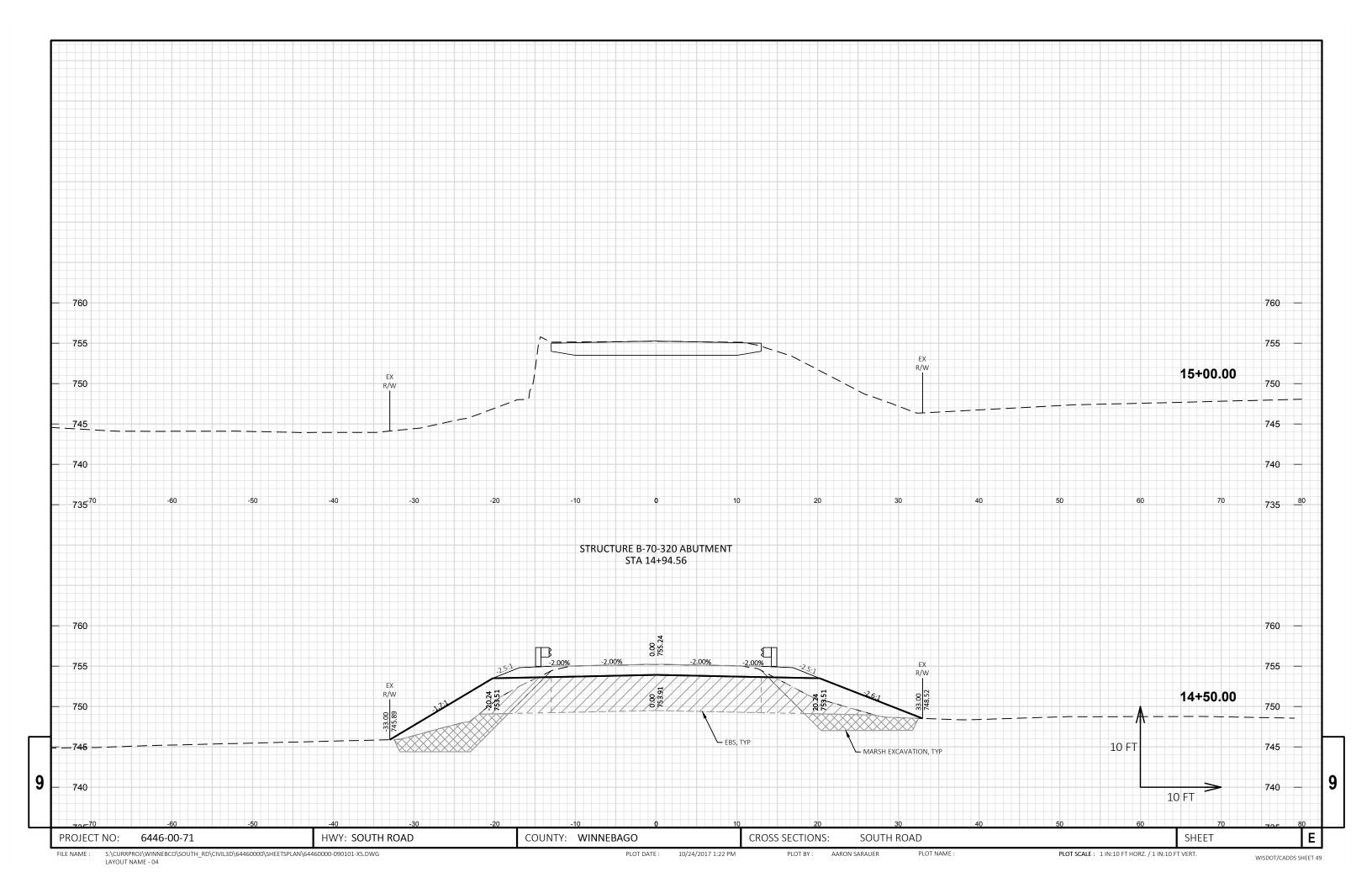
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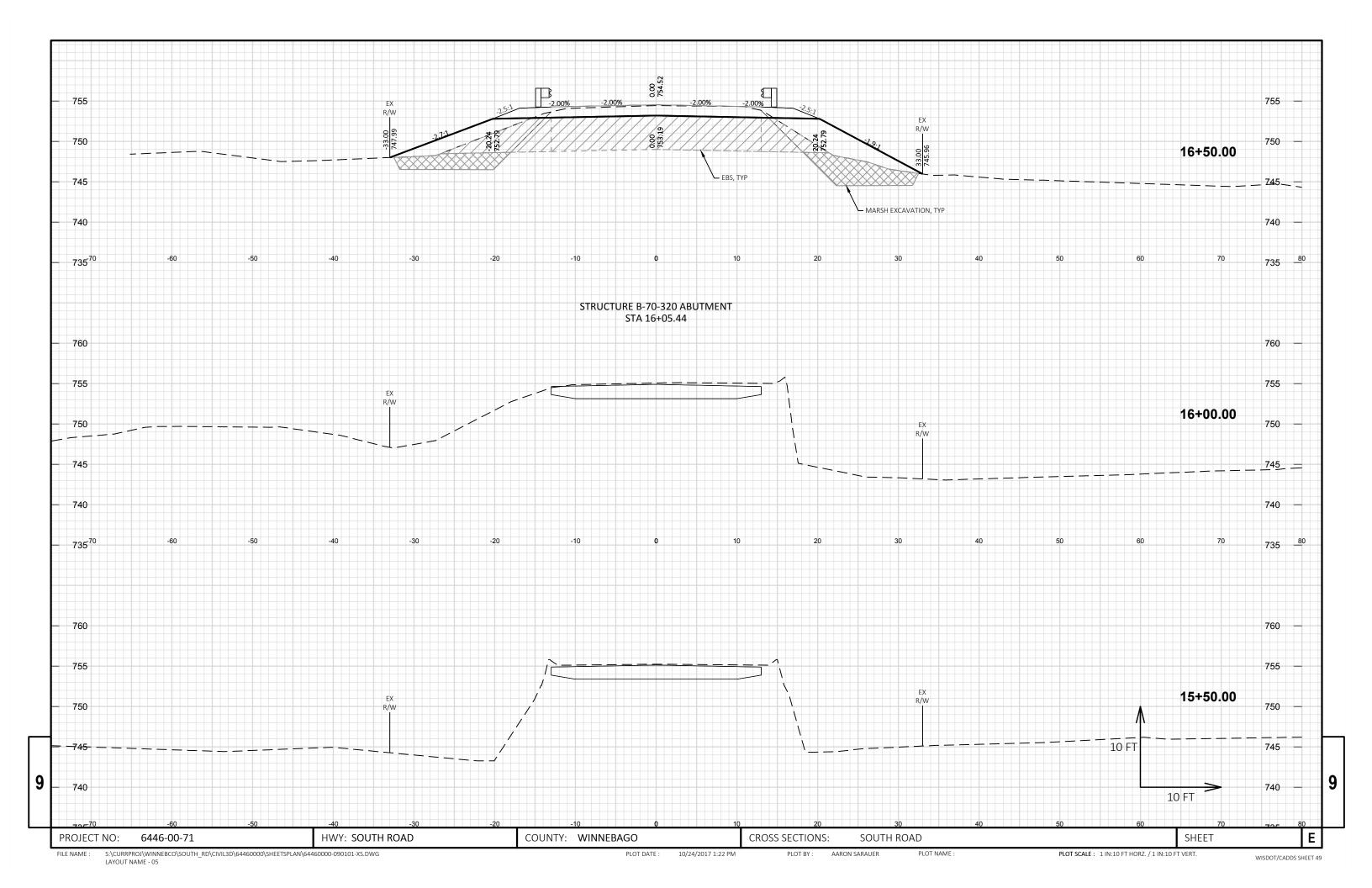
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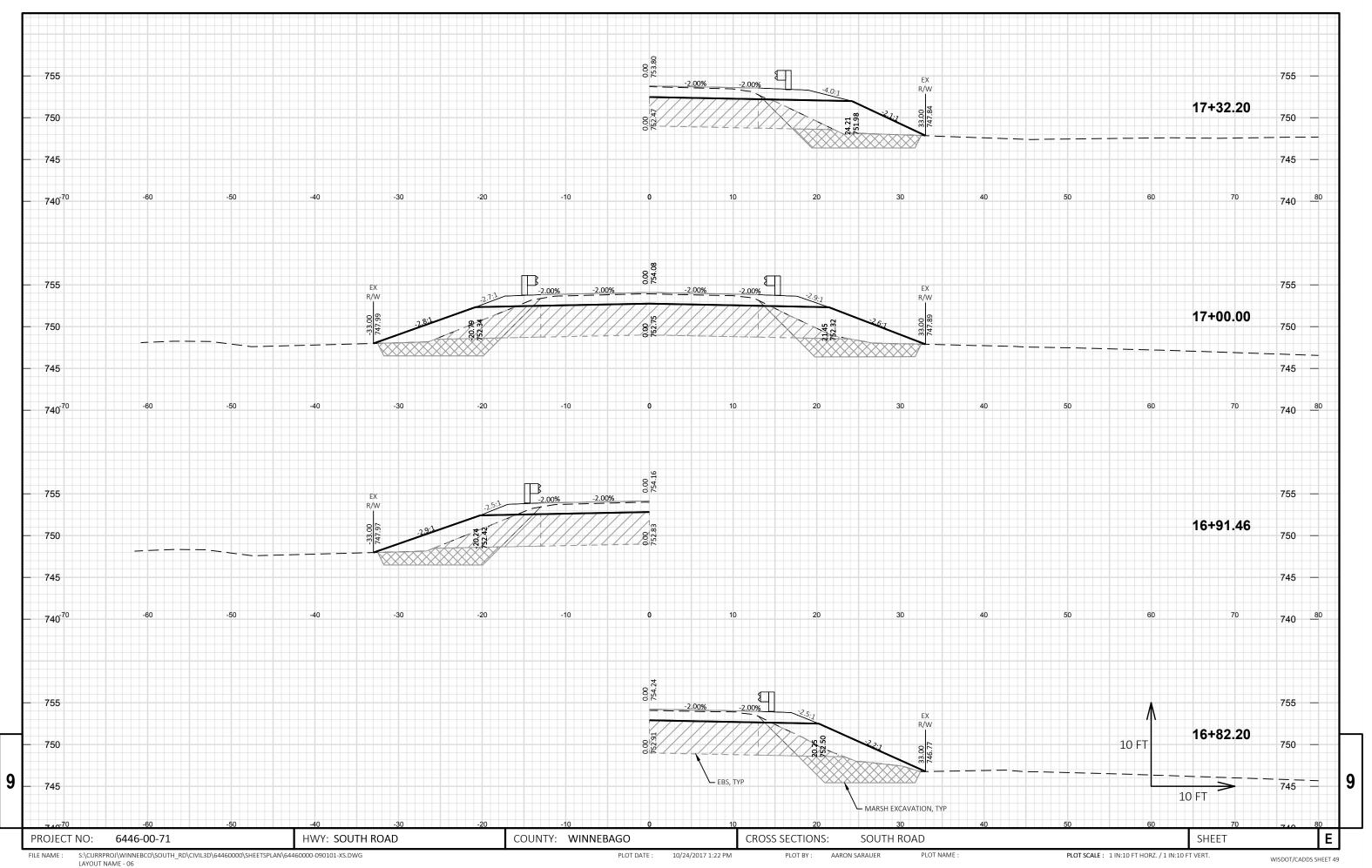


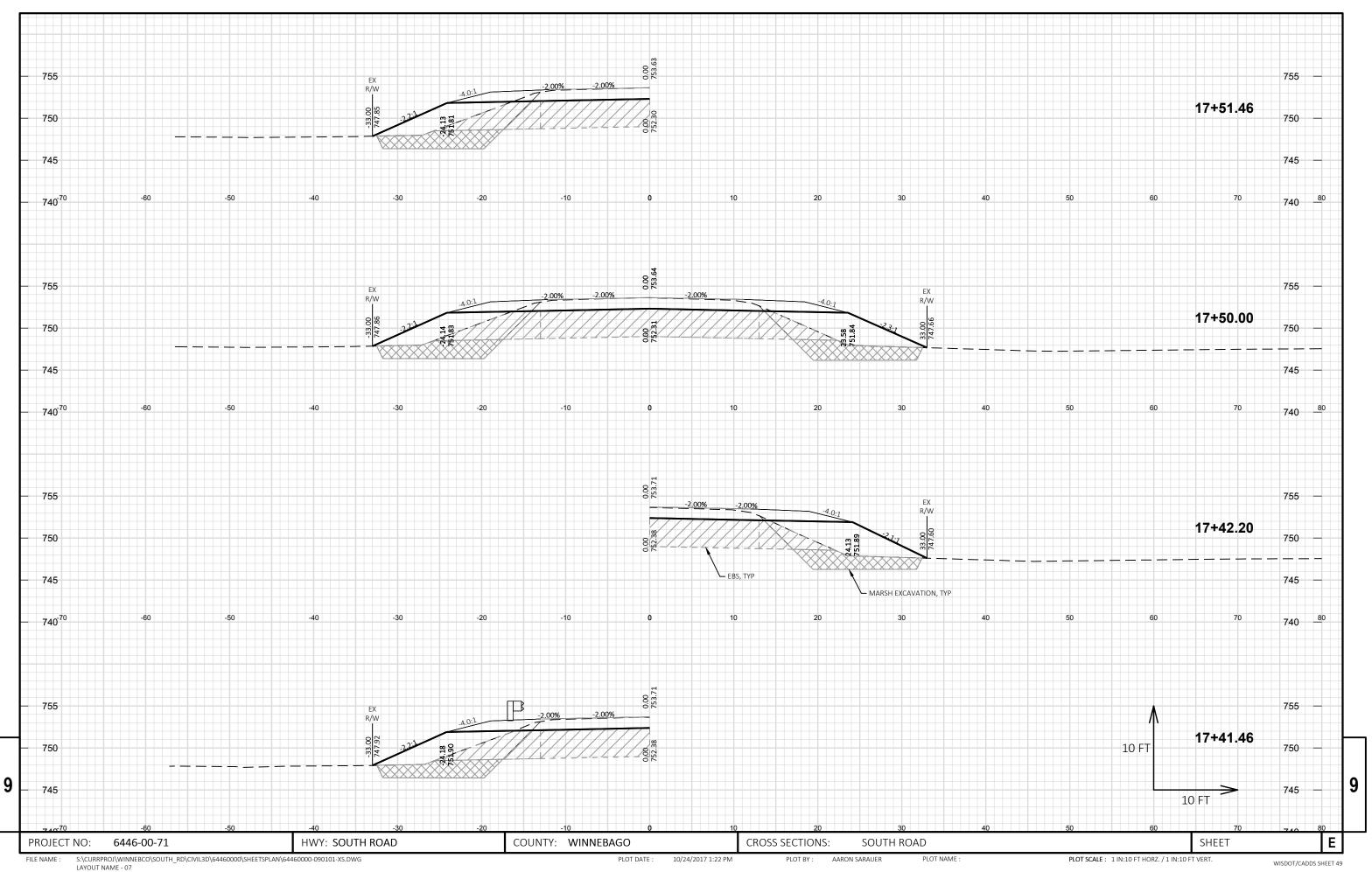


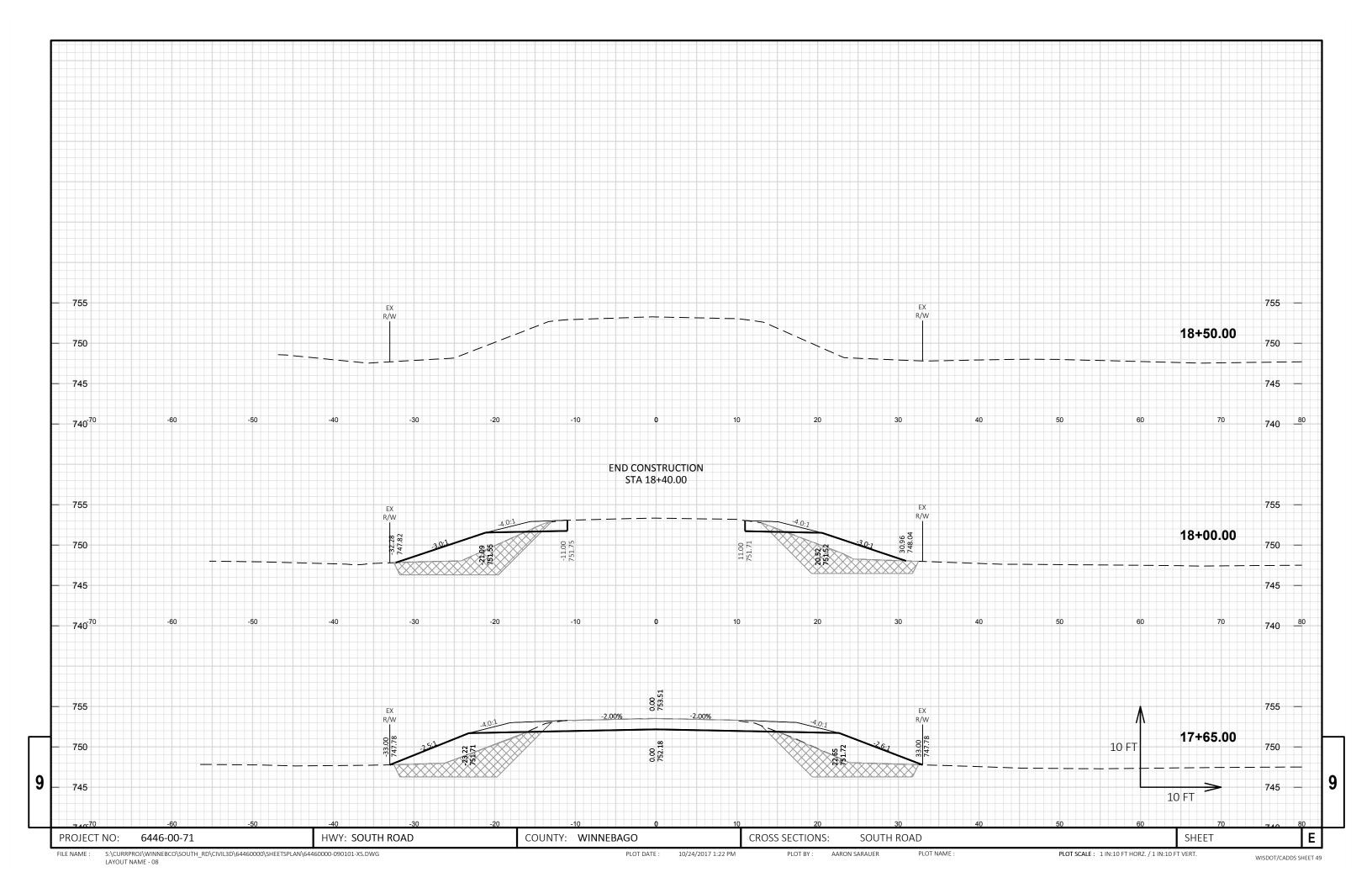












Notes



Wisconsin Department of Transportation

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