1336

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1500-4-73	MA-D 019(72)	1

INDEX OF SHEETS

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Sheet No. 3-3.6 Estimate of Quantities
Sheet No. 3A-3J&8 Miscellaneous Quantities
Sheet No. 4-4.11 Right of Way Plat
Sheet No. 5-5.12 Plan and Profile
Sheet No. 6-6.40 Standard Detail Drawings
Sheet No. ——— Sign Plates
Sheet No. 8 Structure Plans
Sheet No. 9-9.5 Computer Earthwork Data
Sheet No. 9.6-9.44 Cross Sections

TOTAL SHEETS = 162

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

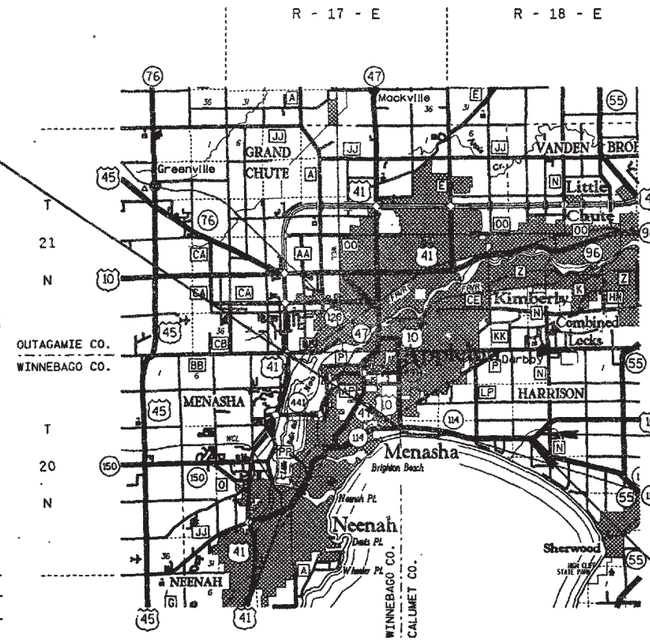
W. JCT. S.T.H. 114 - E. JCT. S.T.H. 114

U.S.H. 10
CALUMET COUNTY

STATE PROJECT NUMBER
1500-4-73

AS BUILT





BEGIN PROJECT
STA. 0+00
Y = 810,263.231
X = 2,418,424.651

END PROJECT
STA. 1012+28.35

EQUATION
STA. 1000+40.06 AH. =
STA. 184+56.28 BK.

LAYOUT
SCALE 0 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 3.720 MI.

AS BUILT PLAN
NO.
SUPERVISOR STEVE NOEL
RESIDENT PAUL ZOELLNER
CONTRACTOR VINTON CONST. CO.
COMPLETED 7-22-93

DESIGN DESIGNATION

A.D.T. 1992	=	11,000
A.D.T. 2012	=	15,750
D.H.V.	=	1,002
D.	=	60-40
T. (% A.D.T.)	=	12.5
V.	=	65 M.P.H.
ESALS	=	N/A

CONVENTIONAL SIGNS

COUNTY LINE		COMBUSTIBLE FLUIDS (UNDER PRESSURE)	CAUTION
CORPORATE LIMITS		UNDERGROUND UTILITIES GAS	G
PROPERTY LINE		ELECTRIC	E
LOT LINE		TELEPHONE	T
LIMITED EASEMENT		SERVICE PEDESTAL	
EXISTING RIGHT OF WAY		CABLE MARKER	P
NEW RIGHT OF WAY		POWER POLE	
REFERENCE LINE		TELEPHONE POLE	
SLOPE INTERCEPT		RAILROADS	
ORIGINAL GROUND		MARSH	
MARSH OR ROCK PROFILE		WOODED AREA	
CULVERT IN PLACE			
CULVERT REQUIRED			
CULVERT REQUIRED (Profile)			

ALL COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COORDINATE SYSTEM SOUTH ZONE.

SURVEY BOOK NO. 1428

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
Surveyor DISTRICT 3
Designer B. B. BURY
District Examiner P. J. DUCHATEAU
District Supervisor J. L. SURBER
C.O. Coordinator J. C. LAMERS
C.O. Examiner D.L. Lybard
N.R. AFFELDT

APPROVED FOR DISTRICT OFFICE
DATE: 3/9/92 (Signature)

AUTHORIZED FOR CENTRAL OFFICE TRAFFIC
DATE: 3/23/92

AUTHORIZED FOR CENTRAL OFFICE DESIGN
DATE: 4/6/92 (Signature)

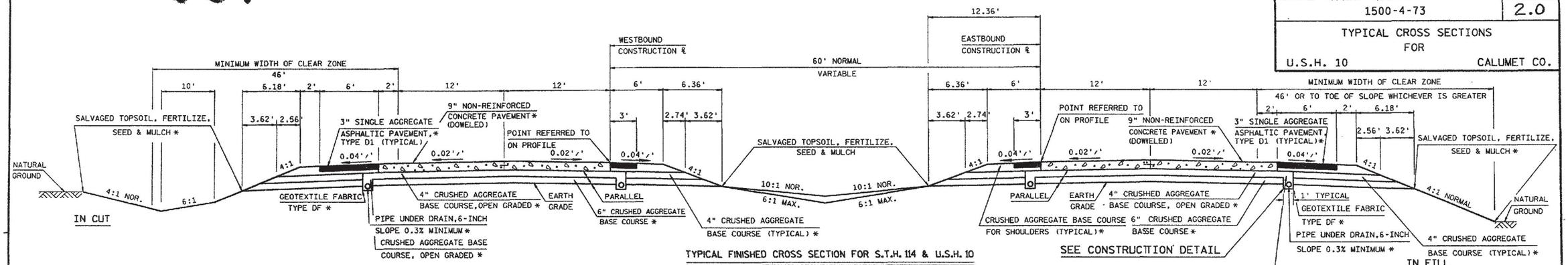
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WISDOT/CADDS SHEET 10

1331

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.0

TYPICAL CROSS SECTIONS
FOR
U.S.H. 10 CALUMET CO.



TYPICAL FINISHED CROSS SECTION FOR S.T.H. 114 & U.S.H. 10

31+77 TO 110+00 E.B. & W.B.
110+00 TO 1012+28.35 E.B.
110+00 TO 158+51 W.B.

* PART OF THIS CONTRACT

110+00 TO 182+50 E.B. HAS 6" CRUSHED AGGREGATE BASE COURSE IN PLACE AND THE TOPSOIL, FERTILIZER, SEEDING & MULCHING IS COMPLETE.
182+50 TO 1012+28.35 E.B. REQUIRES CRUSHED AGGREGATE BASE COURSE OPEN GRADED INSTEAD OF CRUSHED AGGREGATE BASE COURSE SEE TYPICALS SHOWING THE AS BUILT E.B.S. AREAS FOR THE LIMITS OF CRUSHED AGGREGATE BASE COURSE OPEN GRADED..
110+00 TO 171+55 W.B. HAS 6" CRUSHED AGGREGATE BASE COURSE IN PLACE AND THE TOPSOIL, FERTILIZER, SEEDING & MULCHING IS COMPLETE.

UTILITIES

DIGGER'S HOTLINE 1-800-242-8511 (TOLL FREE)

WISCONSIN BELL, INC.
MICHAEL LOOMIS
221 WEST WASHINGTON STREET
4th FLOOR, OSPE
APPLETON, WISCONSIN 54911
CABLE LOCATE 1-800-242-8511 (TOLL FREE)

WISCONSIN BELL, INC.
MICHAEL LOOMIS
221 WEST WASHINGTON STREET
4th FLOOR, OSPE
APPLETON, WISCONSIN 54911
CABLE LOCATE 1-800-242-8511 (TOLL FREE)

CABLEVISION
KENT RICE 414-738-3160
1620 SOUTH LAWE STREET
APPLETON, WISCONSIN 54915

WAVERLY SANITARY DISTRICT
W7191A HWY. 10 & 114 414-731-0002
MENASHA, WISCONSIN 54952

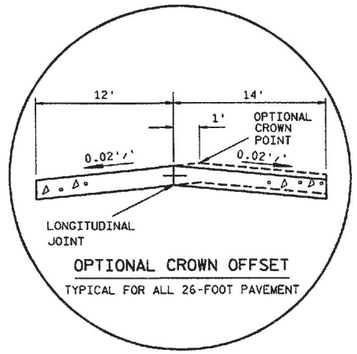
WISCONSIN NATURAL GAS COMPANY
J.G. HERB 414-735-8357
800 SOUTH LYNNDALE
APPLETON, WISCONSIN 54912

MARTINSON & EISLE
1919 AMERICAN CT. 414-731-0381
NEENAH, WISCONSIN 54956

COUNTY SURVEYOR OR SURVEYS CONTACT PERSON

PATRICK WORDEN - CALUMET COUNTY
AERO-METRIC ENGINEERING, INC.
539 NORTH MADISON STREET
CHILTON, WISCONSIN 53014
PHONE 414-849-7708 OR 800-472-5313

NOTE:
SUBGRADE ELEVATIONS SHOWN ON THE CROSS SECTIONS FOR MAINLINE AND RAMPS IN CONCRETE PAVEMENT AREAS ARE BASED ON **CRUSHED AGG.** BASE COURSE THICKNESS OF 4-INCHES. THESE ELEVATIONS SHOULD BE LOWERED BY 2-INCHES TO REFLECT THE 6-INCH **CRUSHED AGG.** BASE COURSE THICKNESS AS SHOWN ON TYPICALS.



OPTIONAL CROWN OFFSET
TYPICAL FOR ALL 26-FOOT PAVEMENT

STANDARD DETAIL DRAWINGS

INLET COVERS	8A5-8a
INLET COVERS	8A5-8b
INLETS, TYPES 1, 2 AND 3	8C1-4
INLETS, TYPES 8, 9, 10 AND 11	8C5-1
CONCRETE CURB, CONCRETE CURB AND GUTTER AND PAVEMENT TIES	8D1-11
CONCRETE SURFACE DRAIN & ASPHALTIC FLUME	8D4-3
SODDED BACKSLOPE FLUME AND INTERCEPTING EMBANKMENT	8E5-1
CONCRETE MASONARY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH	8E6-7
EROSION MAT	8E7-1
SILT FENCE	8E9-3
APRON ENDWALLS FOR CULVERT PIPE	8F1-10a
APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE	8F1-10b
JOINT TIES FOR CONCRETE PIPE	8F4-4
CLASS "B" BEDDING FOR CULVERT PIPE AND STORM SEWER	8F5-1
REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN	8F6-2
STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SECTION	8F7-2
AT-GRADE SIDE ROAD INTERSECTIONS, TYPES "B", "C" AND "D"	9A1-8a
CONDUIT	9B2-4
CONCRETE BASES	9B3-5
PULL BOX	9B10-2
MAINTENANCE CROSSOVER FOR FREEWAYS	11A1-2
ASPHALTIC SHOULDER RUMBLE STRIPS	13A4-3
CONCRETE PAVEMENT LONGITUDINAL JOINTS AND PAVEMENT TIES	13C1-9
DOWELED NON-REINFORCED CONCRETE PAVEMENT; RANDOM SPACED JOINTS 17'-20'-18'-19'	13C12-1
DOWELED NON-REINFORCED CONCRETE PAVEMENT (TRANSVERSE JOINTS SPACED AT 20' AND NORMAL)	13C13-1
CLASS "A" STEEL PLATE BEAM GUARD, INSTALLATION & ELEMENTS	14B15-1a
CLASS "A" STEEL PLATE BEAM GUARD END TREATMENT WITH ANCHORAGE TYPE 1 & 2	14B16-1a & b
CLASS "A" STEEL PLATE BEAM GUARD, BULLNOSE INSTALLATION AT MEDIAN PIERS AND SIGN SUPPORTS	14B18-1d
STEEL THRIE BEAM STRUCTURE APPROACH	14B20-2a
STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SLOPED END PARAPETS	14B20-2c
TIMBER RAIL GUARD FENCE, CURB AND GUARD POST, AND MARKER POST	14C1-2
DELINEATOR POSTS, MARKER POSTS AND DELINEATORS	15A2-2
BARRICADES AND TRAFFIC CONTROL FOR ROAD CLOSURES	15C2-2
PAVEMENT MARKING SYMBOLS	15C7-1
PAVEMENT MARKING (MAINLINE & INTERSECTIONS)	15C8-4a
PAVEMENT MARKING (RAMPS & GORES)	15C8-4b
RAISED PAVEMENT MARKERS (RAMPS & ARROWS)	15C10-2b
RAISED PAVEMENT MARKERS (MAINLINE)	15C10-2a
RAISED PAVEMENT MARKERS (CASTING & SAWCUT DETAILS)	15C10-2c
TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)	15C12-1

GENERAL NOTES

ALL DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, SHALL BE FERTILIZED, SEEDED AND MULCHED.

ALL COORDINATES SHOWN ON THIS PLAN ARE GRID COORDINATES REFERENCED TO THE WISCONSIN COORDINATE SYSTEM, SOUTH ZONE.

ALL DISTANCES AND STATIONING SHOWN ON THIS PLAN ARE GROUND VALUES. GRID VALUES ARE OBTAINED BY MULTIPLYING GROUND VALUES BY 0.999979.

CURB AND GUTTER RADII ARE SHOWN TO THE FRONT OF CURB.

WHEN THE QUANTITY OF CRUSHED AGGREGATE BASE COURSE IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS AS SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND UPON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER IN THE FIELD.

FILL AS SHOWN ON THE PLAN PERTAINS TO EMBANKMENT CONSTRUCTED FROM BORROW EXCAVATION AND UNCLASSIFIED EXCAVATION. THE ALLOWANCE USED FOR EXPANDING THE FILLS TO COMPUTE THE VOLUME OF MATERIAL REQUIRED IS 15% FOR ALL BORROW AND 25% FOR UNCLASSIFIED.

CURVE DATA SHOWN ON THE PLAN IS "ARC DEFINITION".

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

ALL PRIVATELY OWNED FACILITIES SHALL BE ADJUSTED BY OTHERS.

ALL CULVERT PIPES UNDER DRIVEWAYS ARE TO BE REMOVED.

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ON THE PLAN ARE APPROXIMATE AND SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

REINFORCED CONCRETE APRON ENDWALLS AND ADJOINING TWO SECTIONS OF CONCRETE PIPE SHALL BE TIED TOGETHER AS SHOWN ON THE STANDARD DETAIL DRAWINGS AND AS LOCATED IN THE MISCELLANEOUS QUANTITIES. JOINT TIES SHALL BE INCIDENTAL TO PIPE ITEMS.

CURB HEIGHTS AT THE END OF CURB AND GUTTER SHALL BE TAPERED FROM 0 TO 6 INCHES IN 10 FEET.

THE QUANTITY OF SALVAGED TOPSOIL WAS COMPUTED FROM MEASUREMENTS BETWEEN THE FINISHED SUBGRADE POINTS AND THE SLOPE INTERCEPTS AS SHOWN ON THE CROSS SECTIONS PLUS 5 FEET PER STATION FOR ROUNDING.

THE ELEVATIONS SHOWN ON THE ROADWAY CROSS SECTIONS ARE EARTH GRADE ELEVATIONS AT THE REFERENCE LINE OF THE ROADWAY.

EXCAVATION BELOW SUBGRADE (E.B.S.) SHALL BE MEASURED AND PAID FOR AS UNCLASSIFIED EXCAVATION. THE EXACT LIMITS AND LOCATIONS ARE TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

ALL SILT FENCE REQUIRED FOR THIS PROJECT SHALL MEET THE REQUIREMENTS OF SILT FENCE FOR SANDY SOILS.

THE EXCAVATED MATERIAL FROM THE INSTALLATION OF THE 6-INCH PIPE UNDERDRAIN IN THE CRUSHED AGGREGATE BASE COURSE OPEN GRADED SHALL NOT BE WASTED IN THE SHOULDER AREA. IT IS TO BE HAULED OUT AND USED AT OTHER LOCATIONS.

ALL CONCRETE PAVEMENT IS NON-REINFORCED AND DOWELED.

ALL ASPHALTIC PAVEMENT IS SINGLE AGGREGATE ASPHALTIC PAVEMENT TYPE D1 SURFACE.

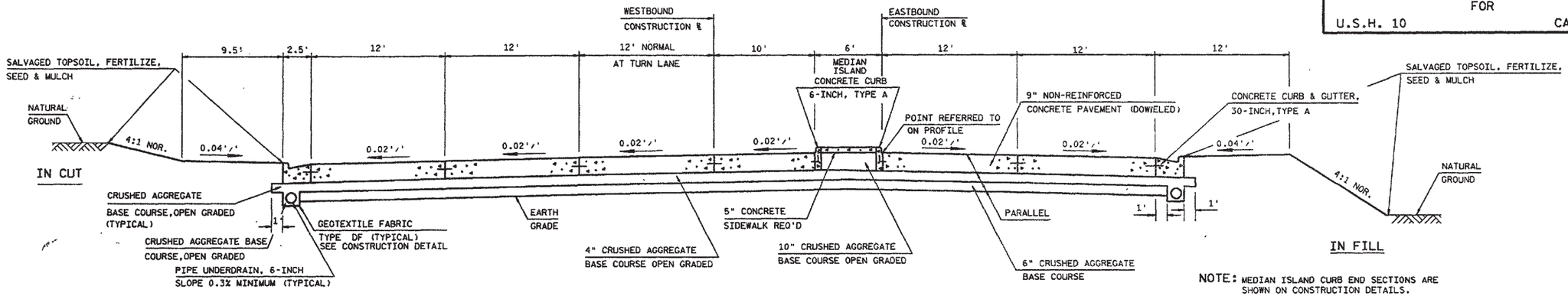
THE WISCONSIN DEPARTMENT OF TRANSPORTATION , TRAFFIC SECTION SHALL BE NOTIFIED 2 WEEKS PRIOR PAVING THE EASTBOUND & WESTBOUND LANES AT 67+00 IN ORDER TO PLACE 1" CONDUIT FOR THEIR COUNTER (414-492-5651).

LEVELS ON = 1\|2,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31\|32,33,34,35,36,37,38,39,40,41\|42,43,44,45,46,47,48,49,50,51\|52,53,54,55,56,57,58,59,60,61\|62,63

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STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.1

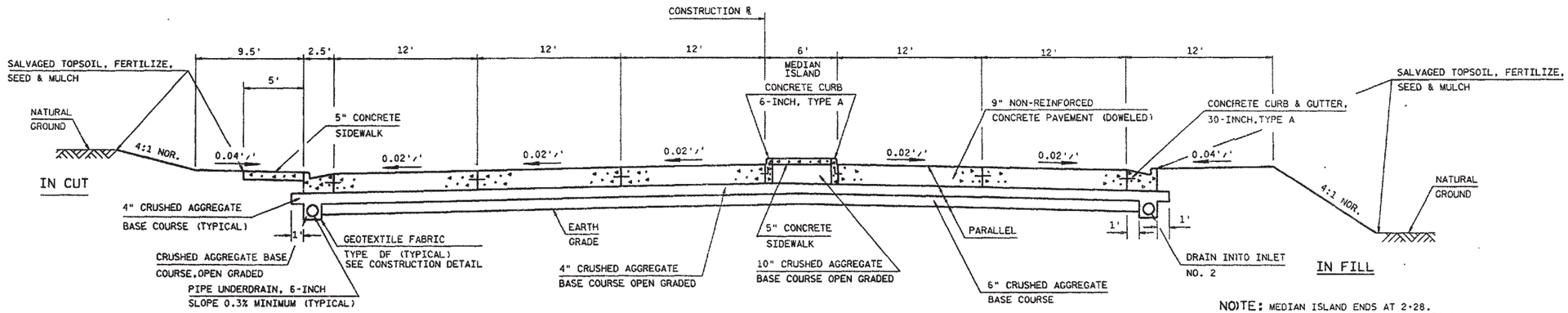
TYPICAL CROSS SECTIONS
FOR
U.S.H. 10 CALUMET CO.



NOTE: MEDIAN ISLAND CURB END SECTIONS ARE SHOWN ON CONSTRUCTION DETAILS.

TYPICAL FINISHED CROSS SECTION FOR S.T.H. 114 & U.S.H. 10

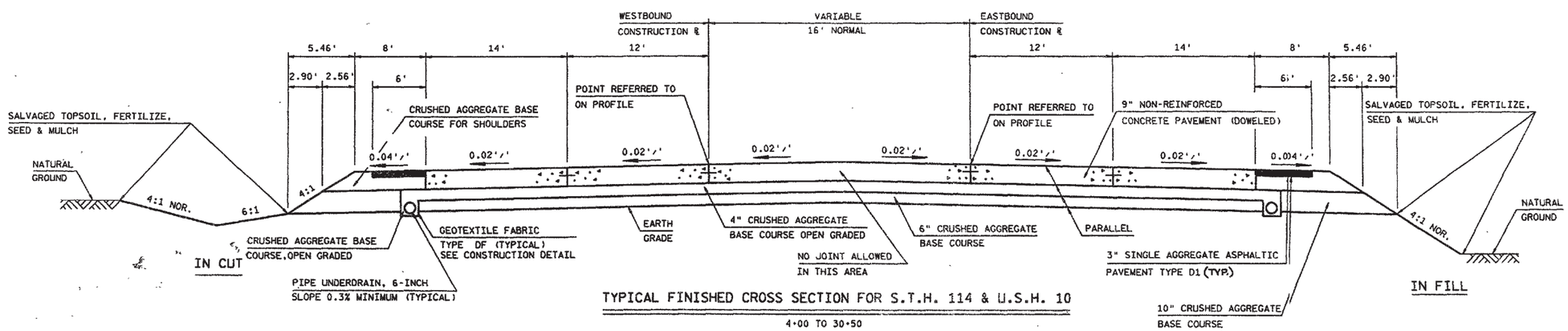
0+00 TO 4+00



NOTE: MEDIAN ISLAND ENDS AT 2+28. SEE 20 SCALE CONSTRUCTION DETAIL FOR FINISHED GRADES.

TYPICAL FINISHED CROSS SECTION FOR U.S.H. 10

0+55 TO 2+84 (NORTH ROADWAY AT BEGINNING OF PROJECT ONEIDA STREET)



TYPICAL FINISHED CROSS SECTION FOR S.T.H. 114 & U.S.H. 10

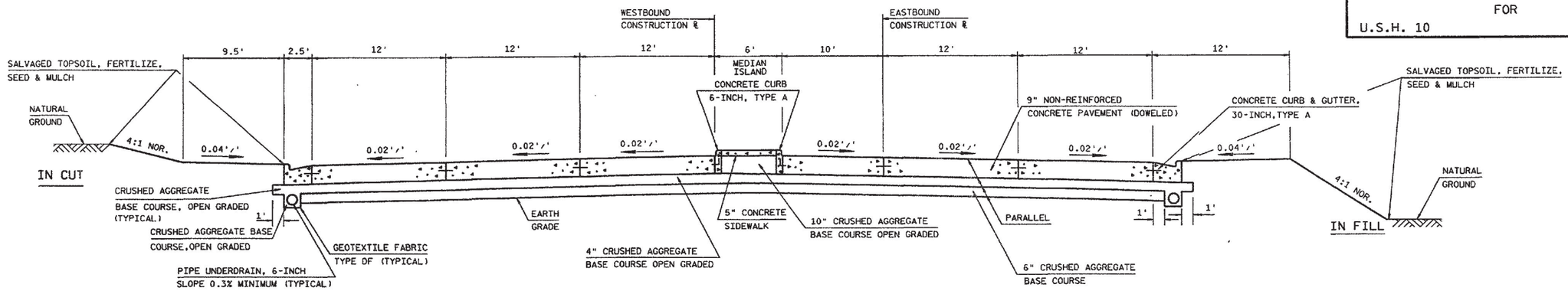
4+00 TO 30+50

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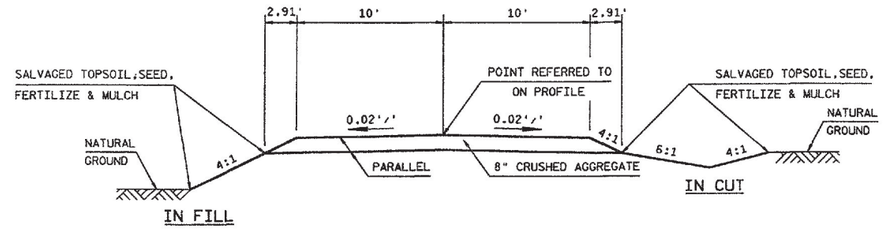
STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.2

TYPICAL CROSS SECTIONS
FOR
U.S.H. 10 CALUMET CO.



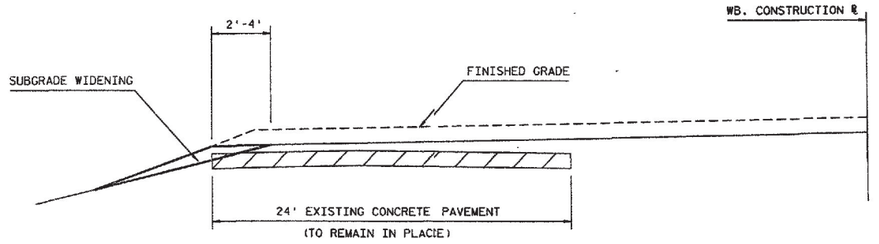
TYPICAL FINISHED CROSS SECTION FOR S.T.H. 114

92+26 TO 93+31 WEST OF U.S.H. 10 - S.T.H. 114 INTERSECTION (AT BEGINNING OF PROJECT)



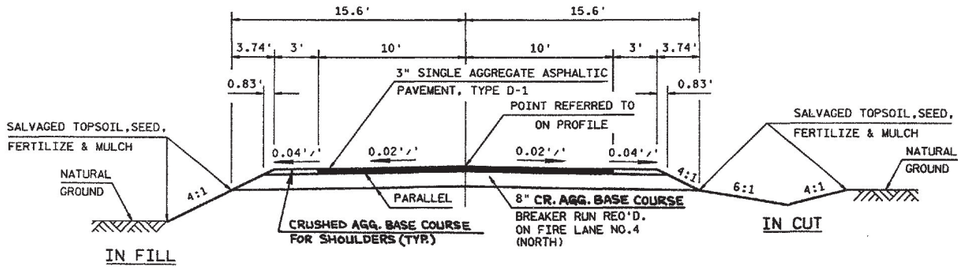
TYPICAL FINISHED CROSS SECTION FOR CRUSHED AGGREGATE FIRE LANES

NO.4, NO.5, NO.6, NO.7, AND 8



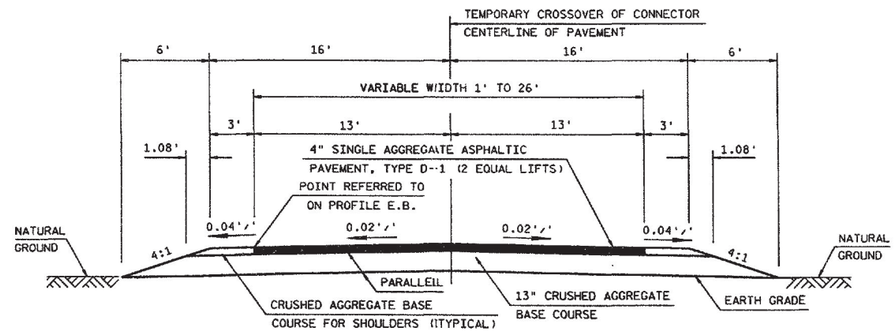
½ TYPICAL FINISHED CROSS SECTION SHOWING SUBGRADE WIDENING

19+00 TO 36+00 W.B. LT.
41+00 TO 56+00 W.B. LT.



TYPICAL FINISHED CROSS SECTION FOR PAVED FIRE LANES

NO.1, NO.2, NO.3 AND NO.4



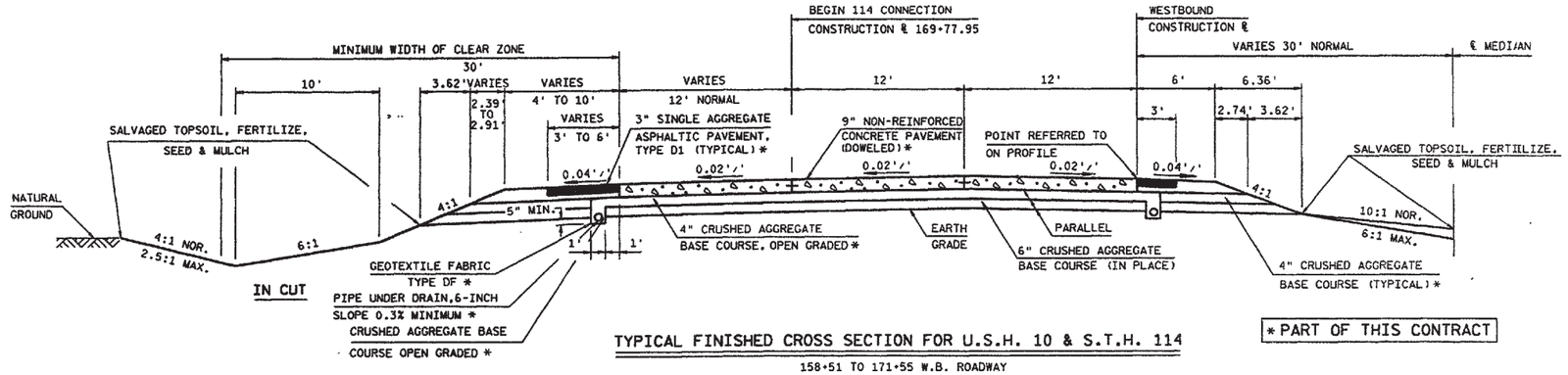
TYPICAL FINISHED CROSS SECTION FOR TEMPORARY CROSSOVERS & CONNECTORS

87+82 - 95+00 W.B. TO EXISTING U.S.H. 10
90+20 - 102+13 E.B. TO W.B. ROADWAY

11,12,13,14,15,16,17,18,19,20, 21,22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63
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STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.3

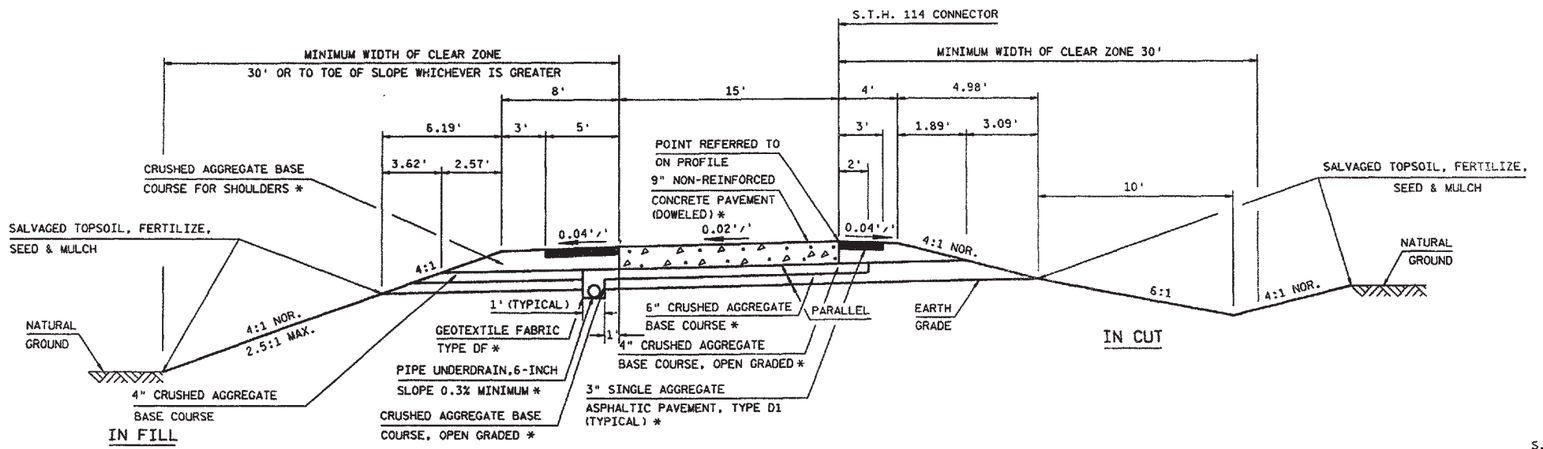
TYPICAL CROSS SECTIONS
FOR
U.S.H. 10 CALUMET CO.



TYPICAL FINISHED CROSS SECTION FOR U.S.H. 10 & S.T.H. 114

158+51 TO 171+55 W.B. ROADWAY

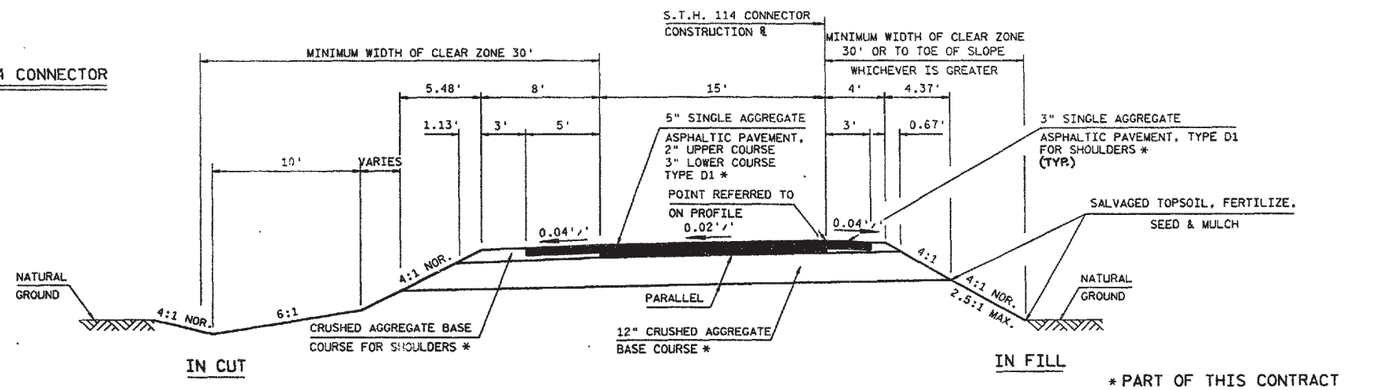
* PART OF THIS CONTRACT



* PART OF THIS CONTRACT
GRADING CONSTRUCTED PROJECT 1500-4-71

TYPICAL FINISHED CROSS SECTION FOR 114 CONNECTOR

171+55 TO 181+67
192+36 TO 197+00



* PART OF THIS CONTRACT
GRADING CONSTRUCTED PROJECT 1500-4-71

TYPICAL FINISHED CROSS SECTION FOR S.T.H. 114 CONNECTOR AT STRUCTURE B-8-31 APPROACHES

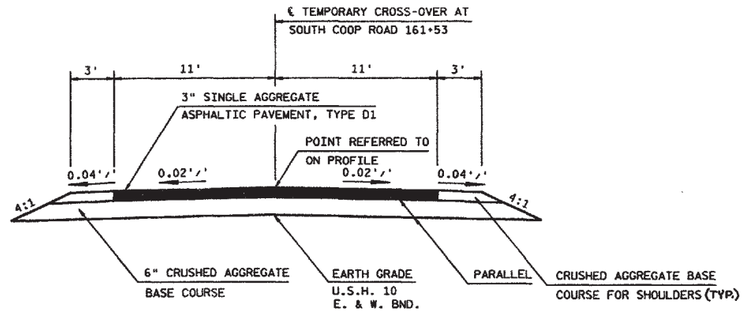
181+67 TO 185+67
188+36 TO 192+36

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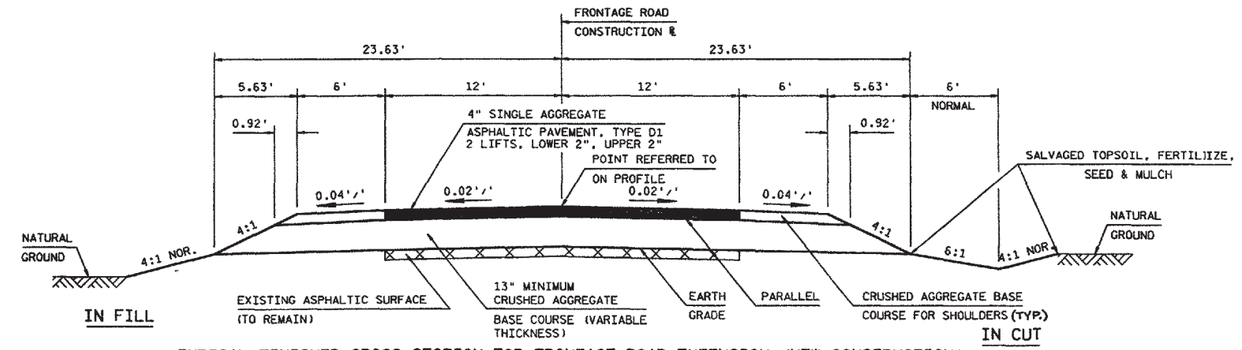
STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.4

TYPICAL CROSS SECTIONS
FOR
U.S.H. 10 CALUMET CO.



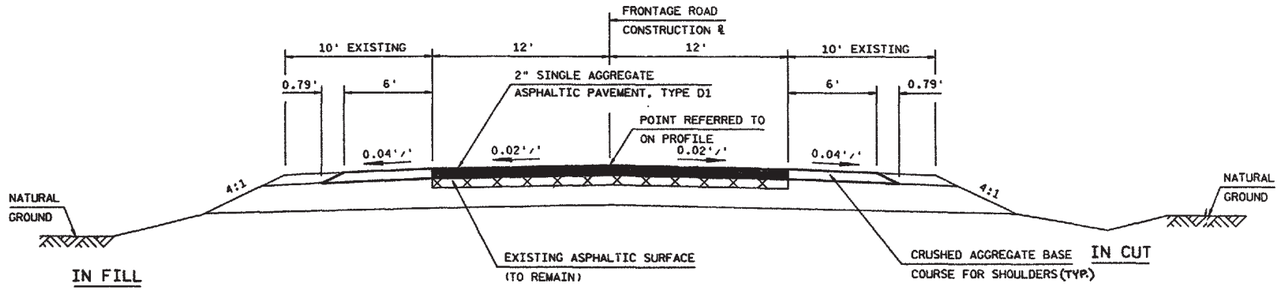
TYPICAL FINISHED CROSS SECTION FOR TEMPORARY CROSS-OVER AT SOUTH COOP ROAD

(FOR INFORMATION ONLY CONSTRUCTED UNDER PROJECT 1500-4-71)
149+30 TO 151+60



TYPICAL FINISHED CROSS SECTION FOR FRONTAGE ROAD EXTENSION (NEW CONSTRUCTION)

106+00 TO 113+00



TYPICAL FINISHED CROSS SECTION FOR FRONTAGE ROAD EXTENSION (NEW CONSTRUCTION)

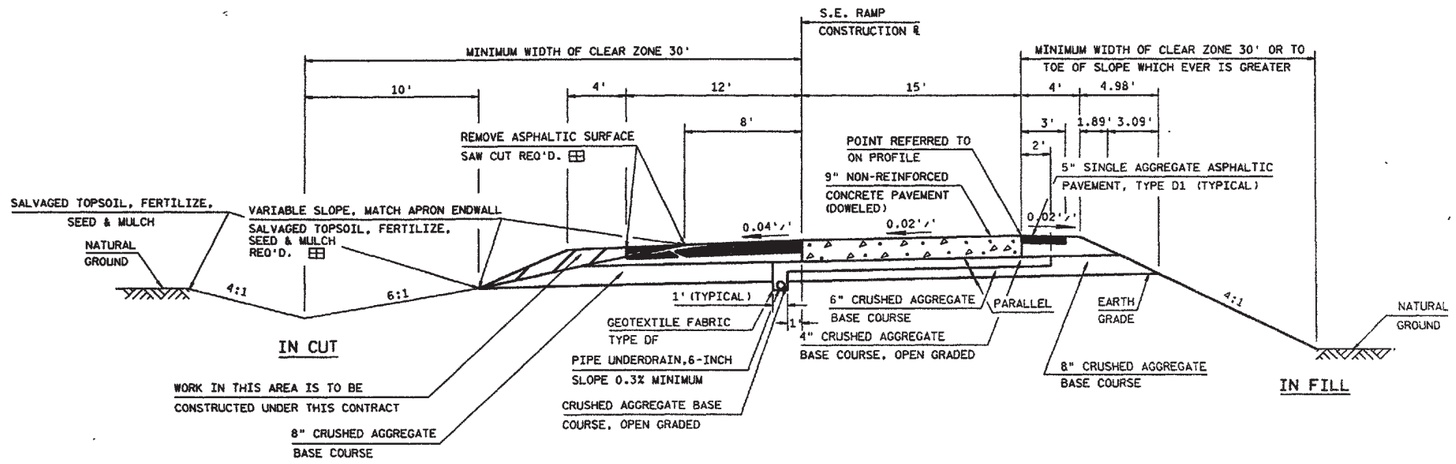
113+00 TO 177+40

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FILE NAME : D3 150004:225.DGN

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	25

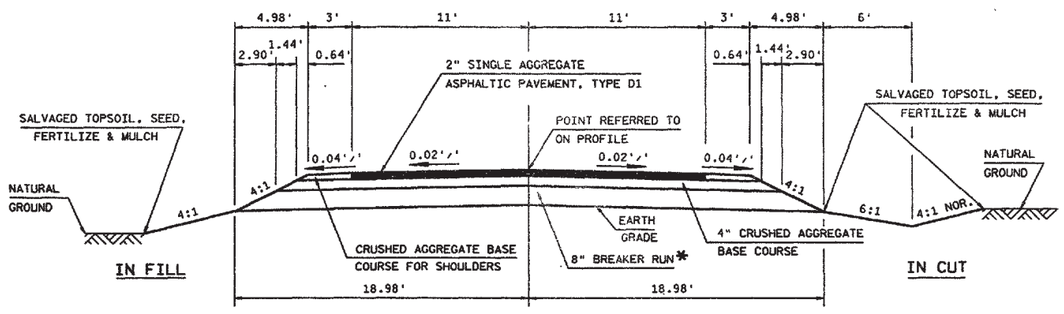
TYPICAL CROSS SECTIONS
FOR
U.S.H. 10 CALUMET CO.



⊞ INDICATES THE ONLY ITEMS PERTINENT TO THIS CONTRACT.

TYPICAL FINISHED CROSS SECTION FOR S.E. RAMP

(FOR INFORMATION ONLY CONSTRUCTED UNDER CONTRACT 1500-4-71)
189+38 TO 190+00



TYPICAL FINISHED CROSS SECTION FOR FRONTAGE AND SIDE ROADS

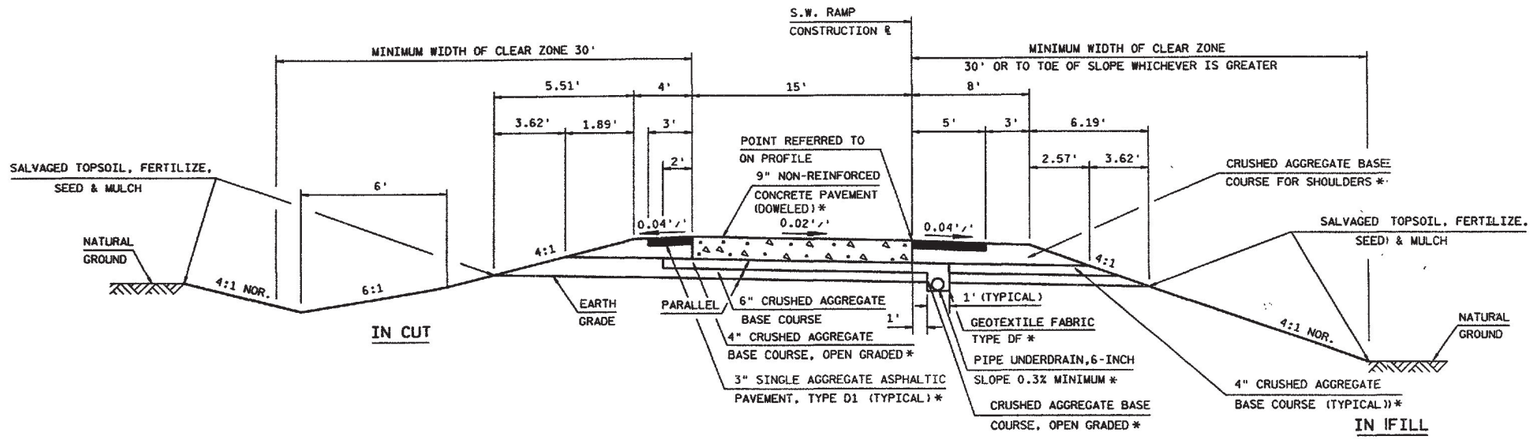
SOUTH COOP ROAD 151+60 TO 155+00
CUL DE SACS
* FIRE LANE NO.4 (NORTH SIDE)

LEVELS ON = 1,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

FILE NAME : D3 150004225.DGN

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.6

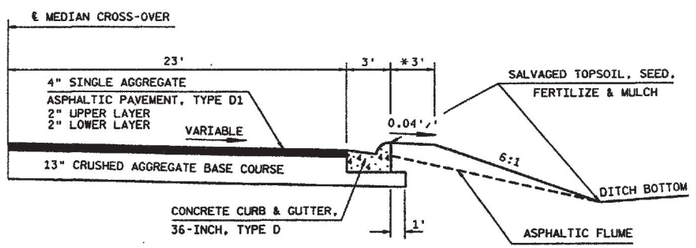
TYPICAL CROSS SECTIONS
FOR
U.S.H. 10 CALUMET CO.



* PART OF THIS CONTRACT
GRADING CONSTRUCTED PROJECT 1500-4-71

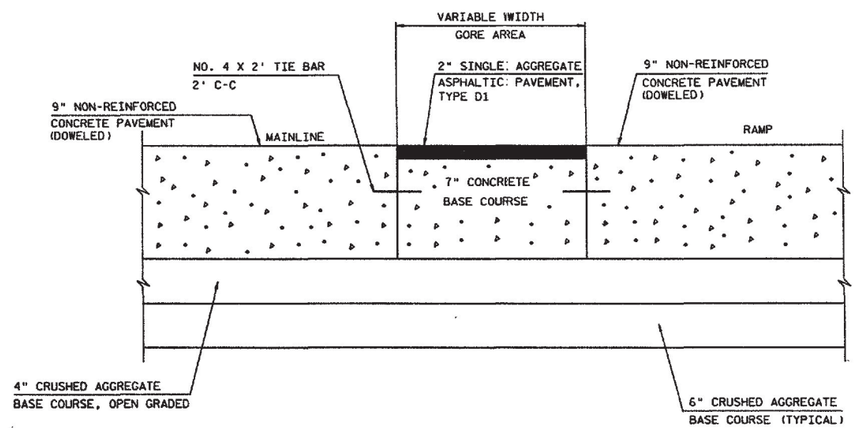
TYPICAL FINISHED CROSS SECTION FOR S.W. RAMP

EAST BOUND EXIT RAMP 176+50 TO 195+00



* USE THIS TYPICAL FOR BERM AREA BEHIND CURB & GUTTER AT SIDE ROAD RADII.

½ TYPICAL FINISHED SECTION FOR MEDIAN CROSS-OVER



TYPICAL AT GORE AREA

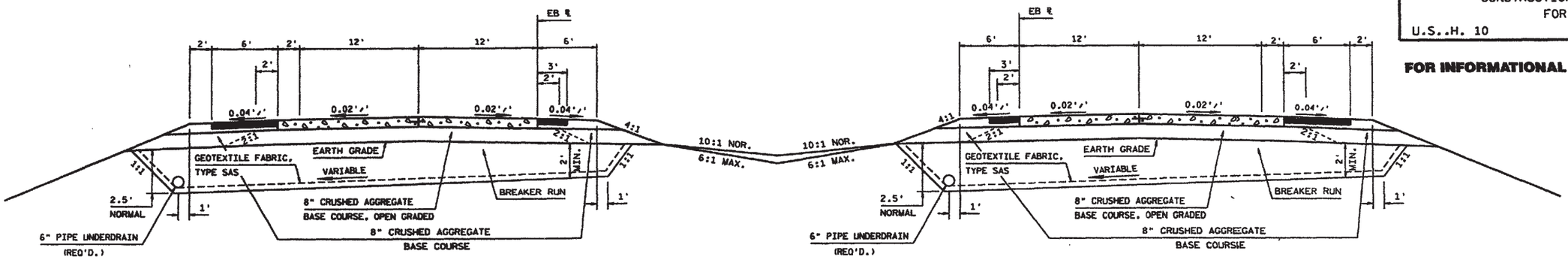
LEVELS ON = 1,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

FILE NAME : D3 150004225.DGN

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.7

CONSTRUCTION DETAILS
FOR
U.S..H. 10 CALUMET CO.

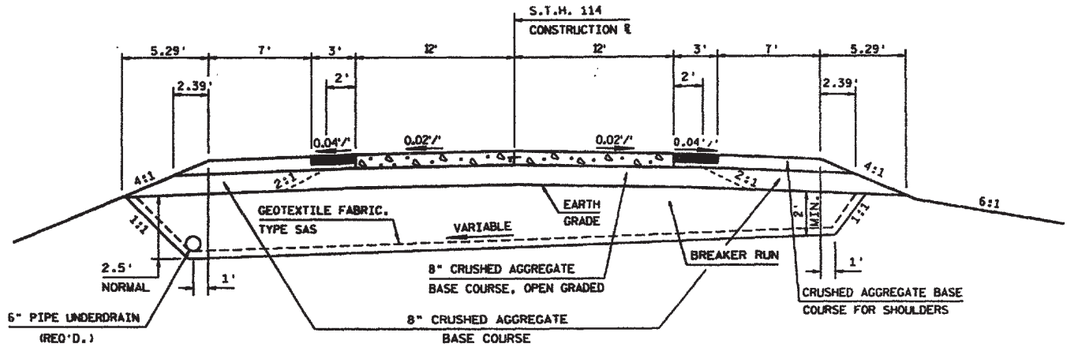
FOR INFORMATIONAL PURPOSES ONLY



CONSTRUCTION DETAIL FOR EXCAVATION BELOW SUBGRADE

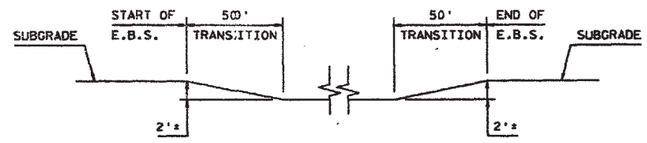
E.B. 182+50 TO 1017+50
W.B. 182+50 TO 1017+50

NOTE: DEPTH OF UNDERCUT IN SUPERELEVATED AREAS SHALL BE 2' NORMAL.

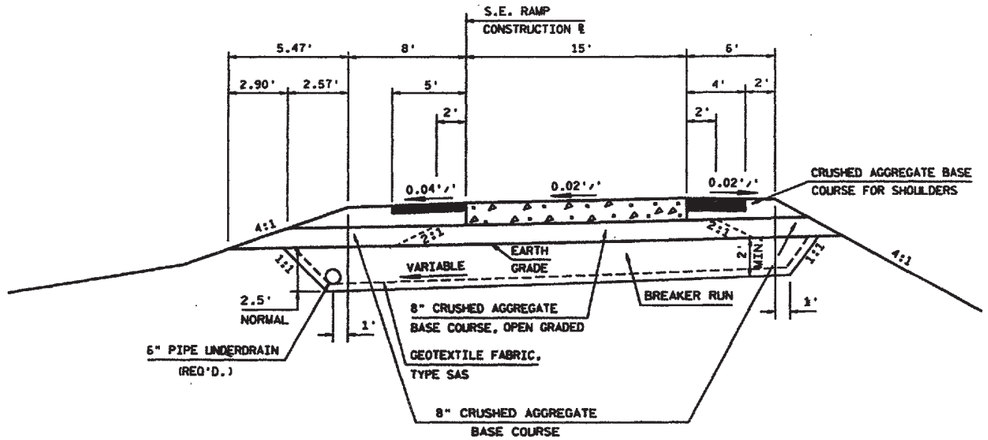


CONSTRUCTION DETAIL FOR EXCAVATION BELOW SUBGRADE

S.T.H. 114 202+00 TO 206+00

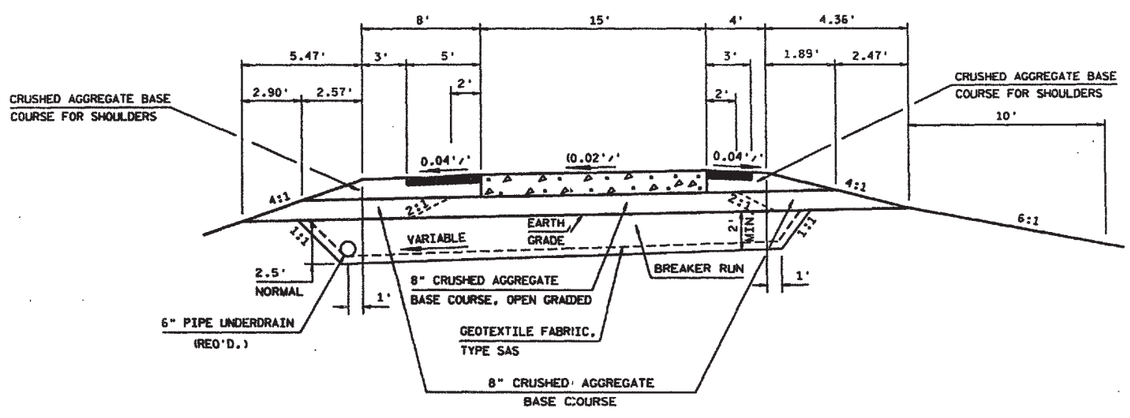


TRANSITION AT E.B.S. AREAS



CONSTRUCTION DETAIL FOR EXCAVATION BELOW SUBGRADE

S.E. RAMP 189+38 TO 191+50
S.E. RAMP 196+50 TO 200+00



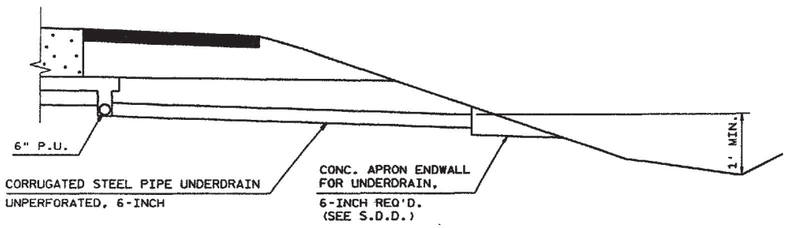
CONSTRUCTION DETAIL FOR EXICAVATION BELOW SUBGRADE

S.W. RAMP 181+50 TO 196+32
114 CONNECTOR 1965+50 TO 202+00

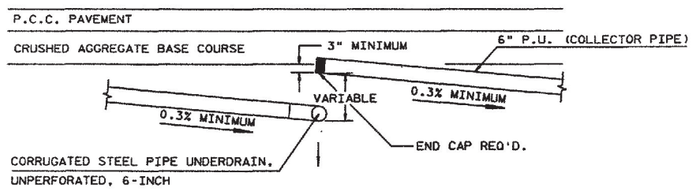
LEVELS ON = 22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,

FILE NAME = D3_150004:207.DGN

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.8
CONSTRUCTION DETAIL FOR	
U.S.H. 10	CALUMET CO.

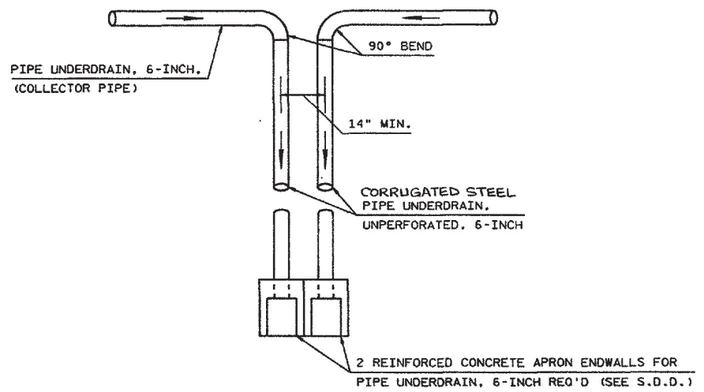


LATERAL DRAINAGE SYSTEM DISCHARGE DETAIL



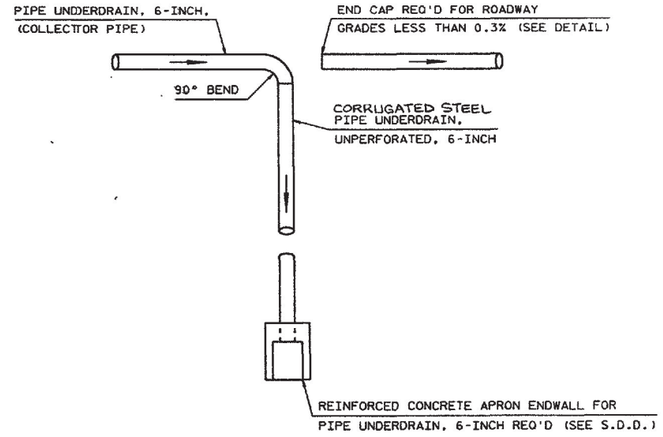
DETAIL OF INTERMEDIATE DRAIN OUT & END PIPES

ROADWAY LESS THAN 0.3%



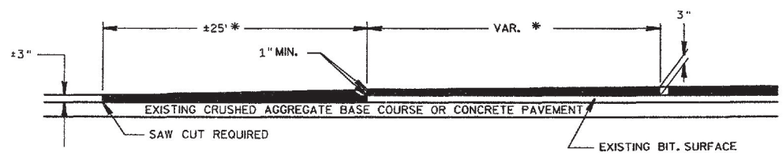
TYPICAL DRAIN OUT DETAIL

TO BE USED AT ALL LOW POINT LOCATIONS



TYPICAL DRAIN OUT DETAIL

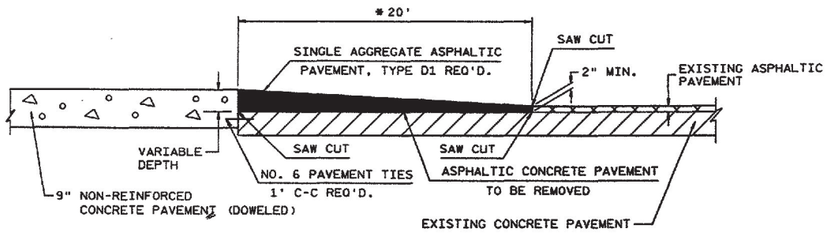
TO BE USED AT ALL INTERMEDIATE LOCATIONS



DETAIL OF MAINLINE OVERLAP BUTTED JOINT

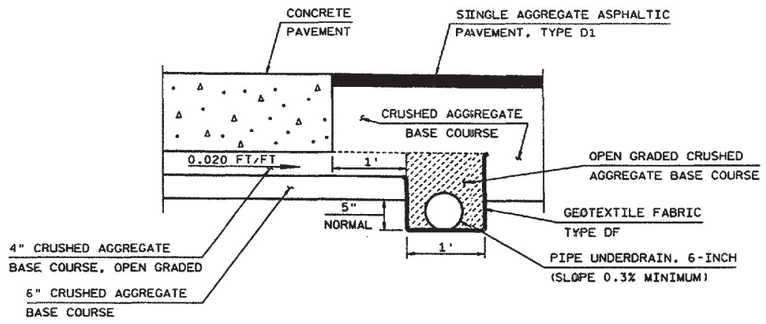
FOR SIDE ROADS AND FRONTAGE ROAD

* EXACT DIMENSIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.



DETAIL OF BUTTED JOINT

* EXACT DIMENSIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
92+06 S.T.H. 114

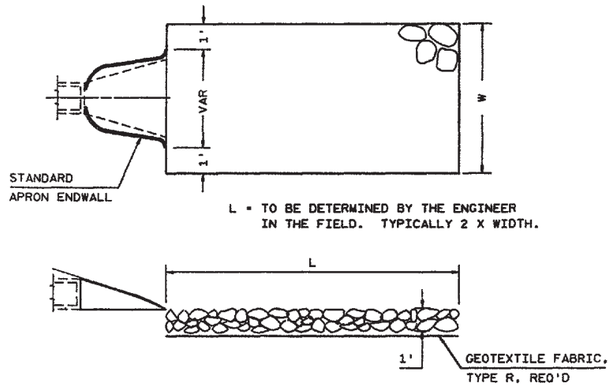


TYPICAL PIPE UNDERDRAIN INSTALLATION

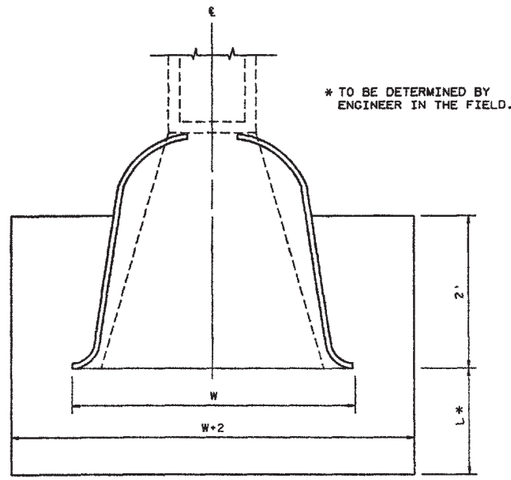
LEVELS ON = 1,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60, 22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.9

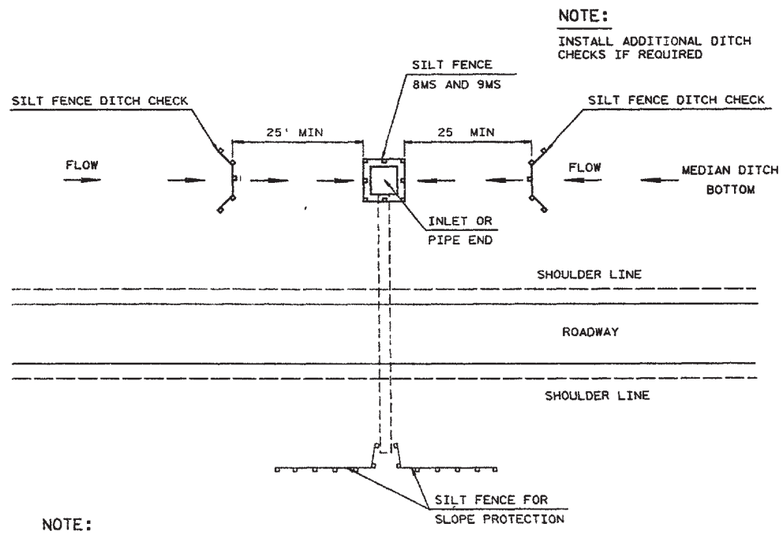
CONSTRUCTION DETAILS
FOR
U.S.H. 10 CALUMET CO.



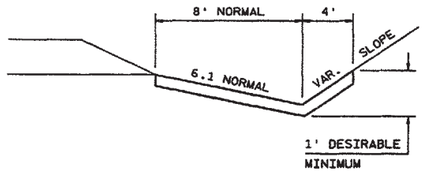
MEDIUM RANDOM RIPRAP DISCHARGE APRON



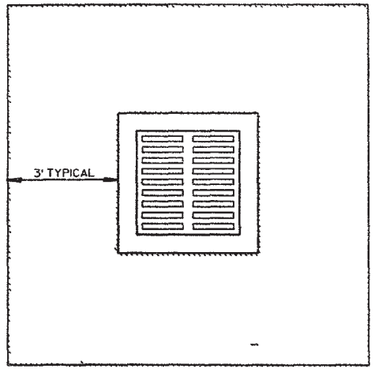
SOD AT PIPE END



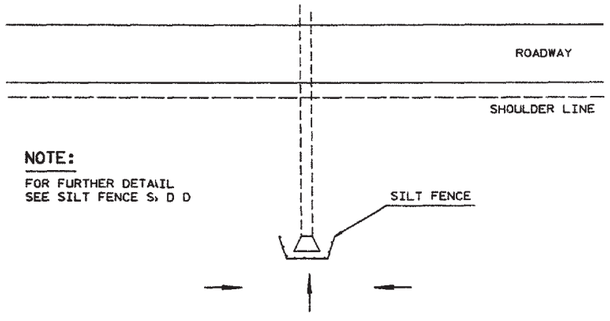
TYPICAL SILT FENCE DETAIL AT MEDIAN INLETS



SOD OR EROSION MAT DETAIL FOR DITCHES



SOD AT INLETS



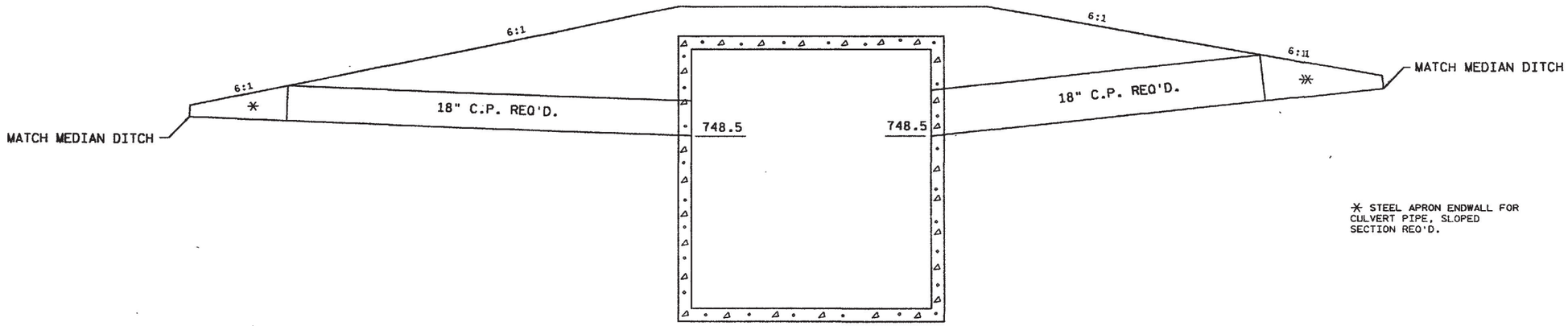
TYPICAL SILT FENCE DETAIL AT PIPE INLET

LEVELS ON =

FILE NAME D3 150004 248 DGN

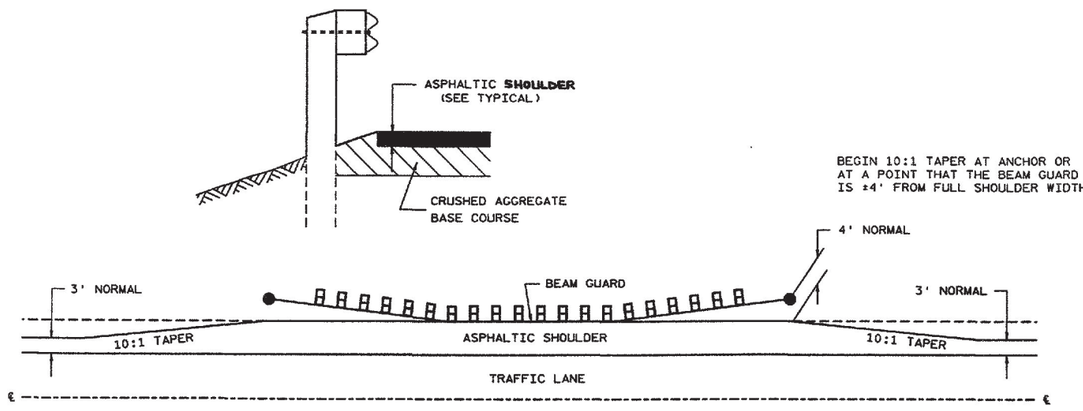
STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.10

CONSTRUCTION DETAIL
FOR
U.S.H. 10 CALUMET CO.

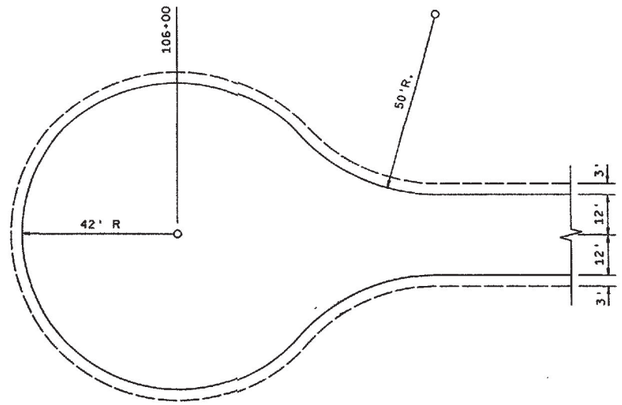


✳ STEEL APRON ENDWALL FOR CULVERT PIPE, SLOPED SECTION REQ'D.

MEDIAN CULVERT PIPE
STUB-IN DETAIL AT C-8-18 R.C. BOX CULVERT
70+51



DETAIL FOR ASPHALTIC SHOULDER AT GUARDRAIL

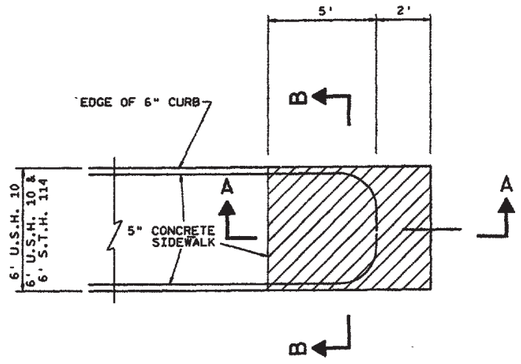


DETTAIL LAYOUT OF CUL-DE-SAC
AT 106+00 FRONTAGE RD.

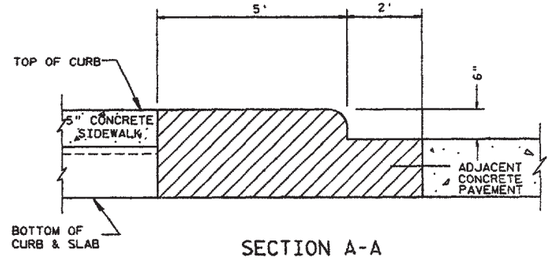
22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,
LEVELS ON =

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.11
CONSTRUCTION DETAILS FOR	
U.S.H.10	CALUMET CO.

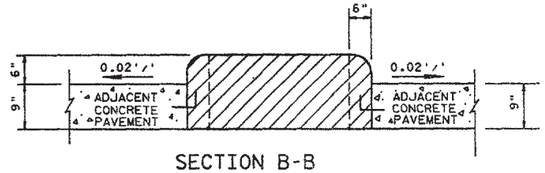
MEDIAN ISLAND DETAILS AT
S.T.H. 114 & U.S.H. 10
INTERSECTION.



DESIGN NOTE: CONCRETE ISLAND NOSE (TO BE PAID FOR AS CONCRETE PAVEMENT, 9-INCH)

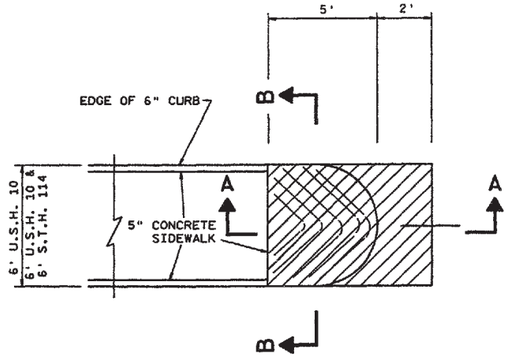


SECTION A-A

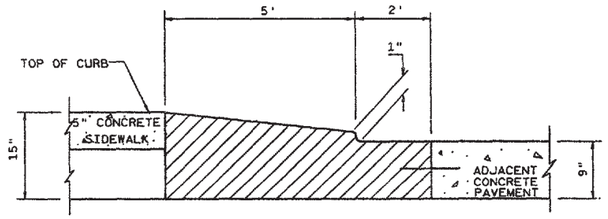


SECTION B-B

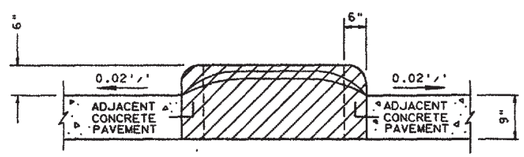
CONCRETE MEDIAN ISLAND SQUARE NOSE DETAIL



DESIGN NOTE: CONCRETE ISLAND NOSE (TO BE PAID FOR AS CONCRETE PAVEMENT, 9-INCH)



SECTION A-A



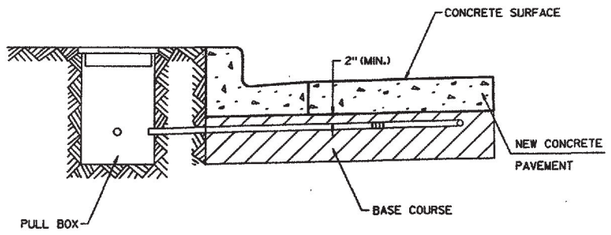
SECTION B-B

NOTE: SEE 20 SCALE DETAIL FOR LOCATION OF MEDIAN ISLANDS.

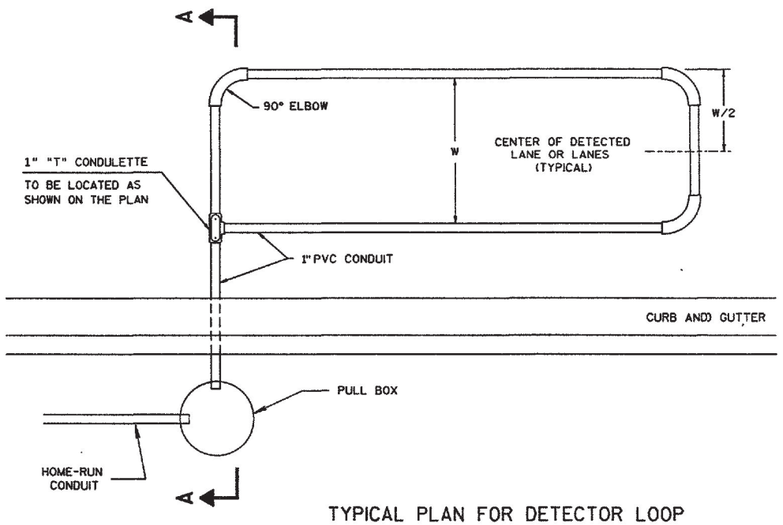
CONCRETE MEDIAN ISLAND SLOPED NOSE DETAIL

LEVELS ON = 11,12,13,14,15,16,17,18,19,20, 22.

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.12
CONSTRUCTION DETAILS FOR U.S.H. 10	CALUMET CO.

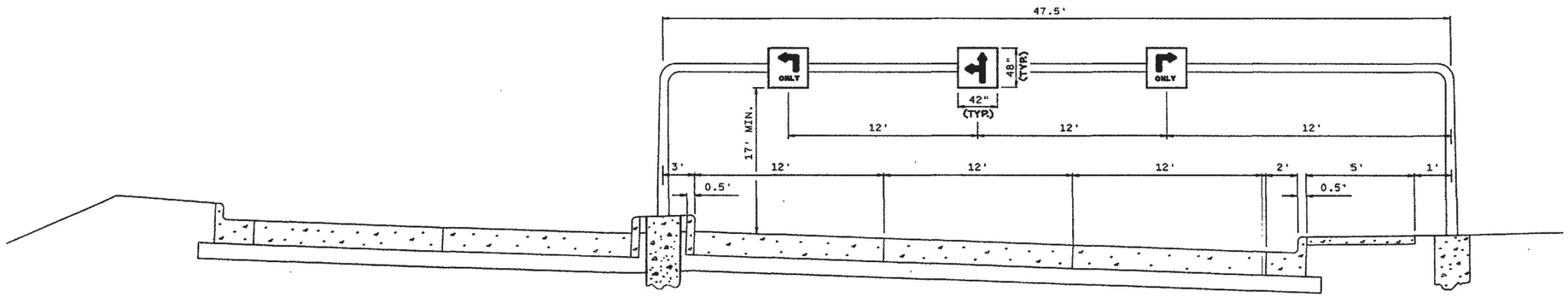


SECTION A-A



TYPICAL PLAN FOR DETECTOR LOOP
INSTALLED PRIOR TO PAVING P.C.C.

DETECTOR LOOP DETAILS, PLACED IN ~~CR. AGG.~~ BASE



OVERHEAD SIGN SUPPORT DETAIL
U.S.H. 10 1+50 SOUTHBOUND (LOOKING SOUTH)

NOTE:
SIGNS TO BE FURNISHED BY WISCONSIN D.O.T.
DISTRICT #3 OFFICE.

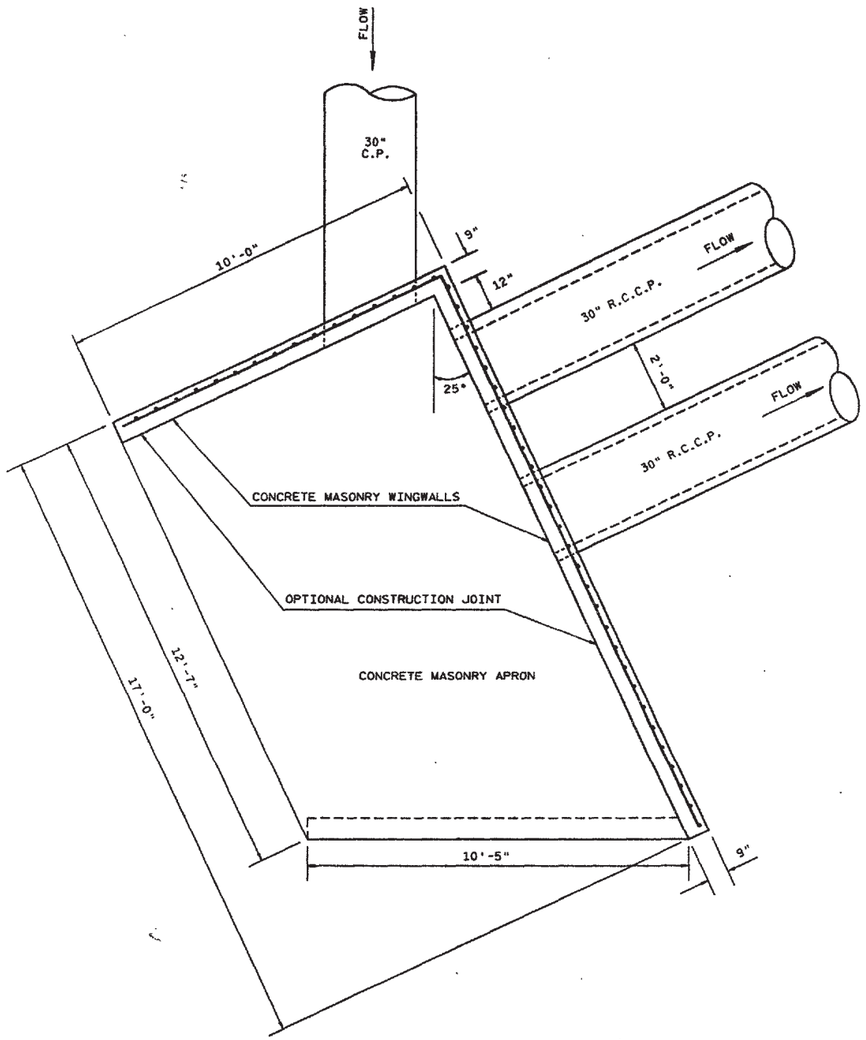
LEVELS ON = 1,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60, 22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43

FILE NAME : D3_150004:224.DGN

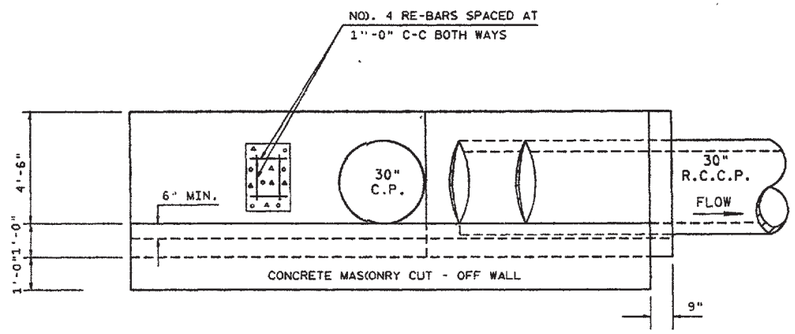
STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.13

CONSTRUCTION DETAILS FOR CONCRETE MASONRY ENDWALL @ NORTH FIRELANE NO.4
U.S.H. 10 CALUMET CO.

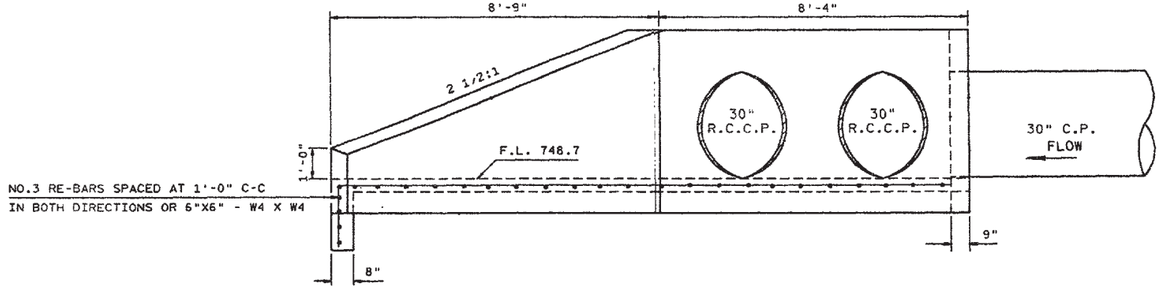
NORTHWEST CORNER



PLAN VIEW



END ELEVATION



SIDE ELEVATION

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

FILL SLOPES FLATTER THAN 2 1/2:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

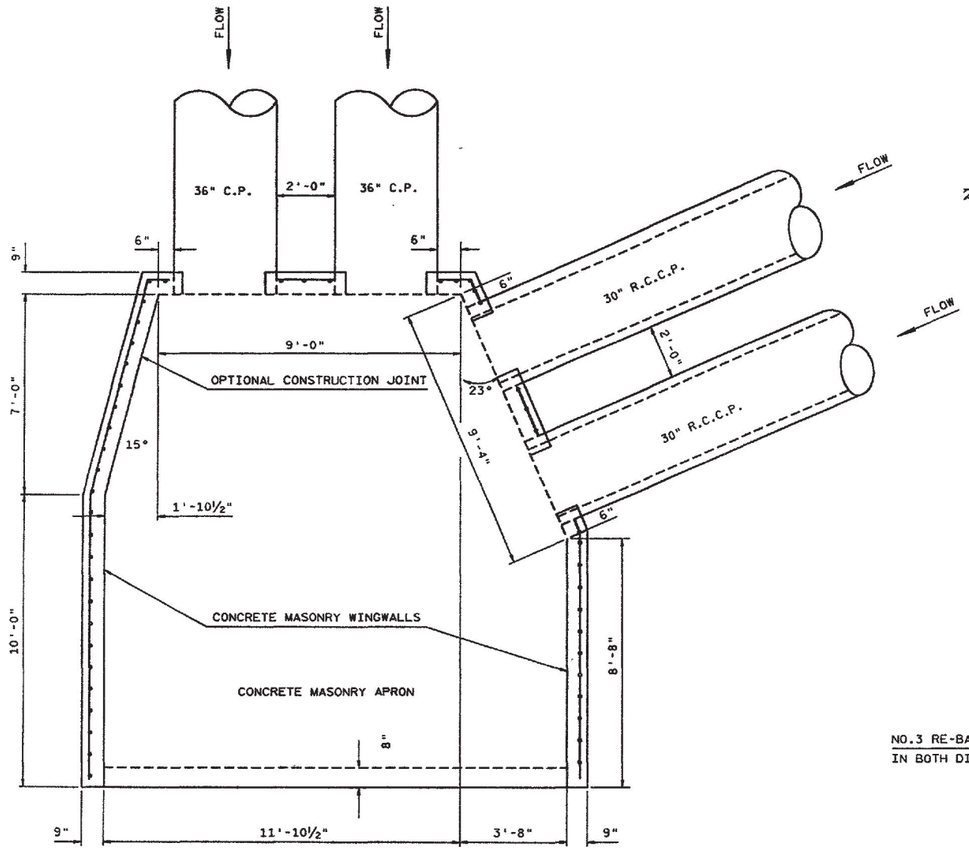
ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

LEVELS ON = 22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60.
2'-0"=1"
2-19-92

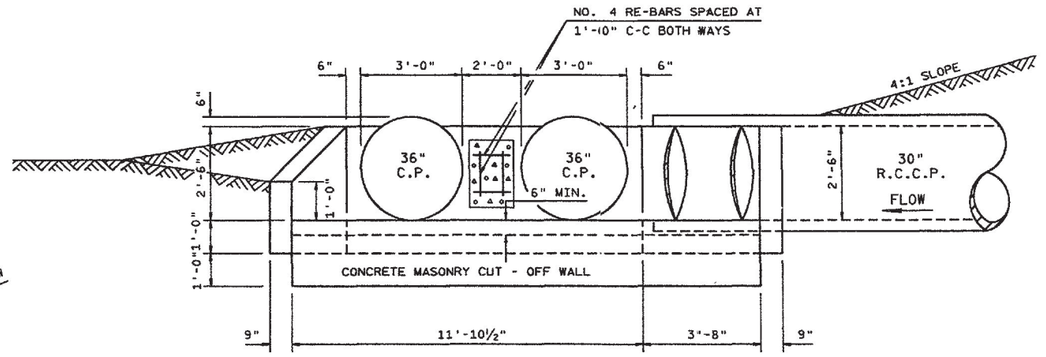
STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.14

CONSTRUCTION DETAILS FOR CONCRETE MASONRY ENDWALL @ SOUTH FIRELANE NO. 4
U.S.H. 10 CALUMET CO.

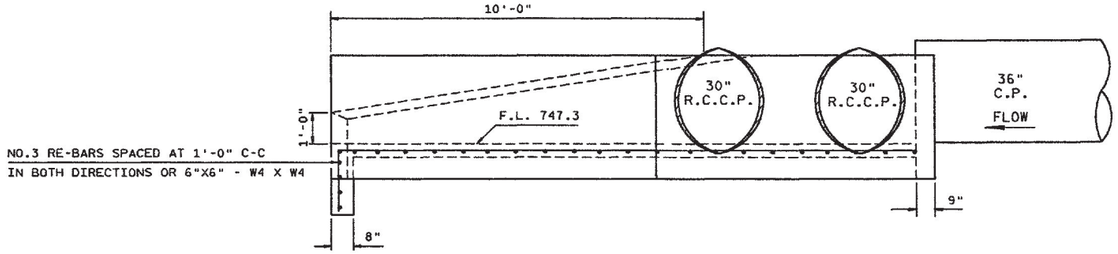
SOUTHEAST CORNER



PLAN VIEW



END ELEVATION



SIDE ELEVATION

NOTES

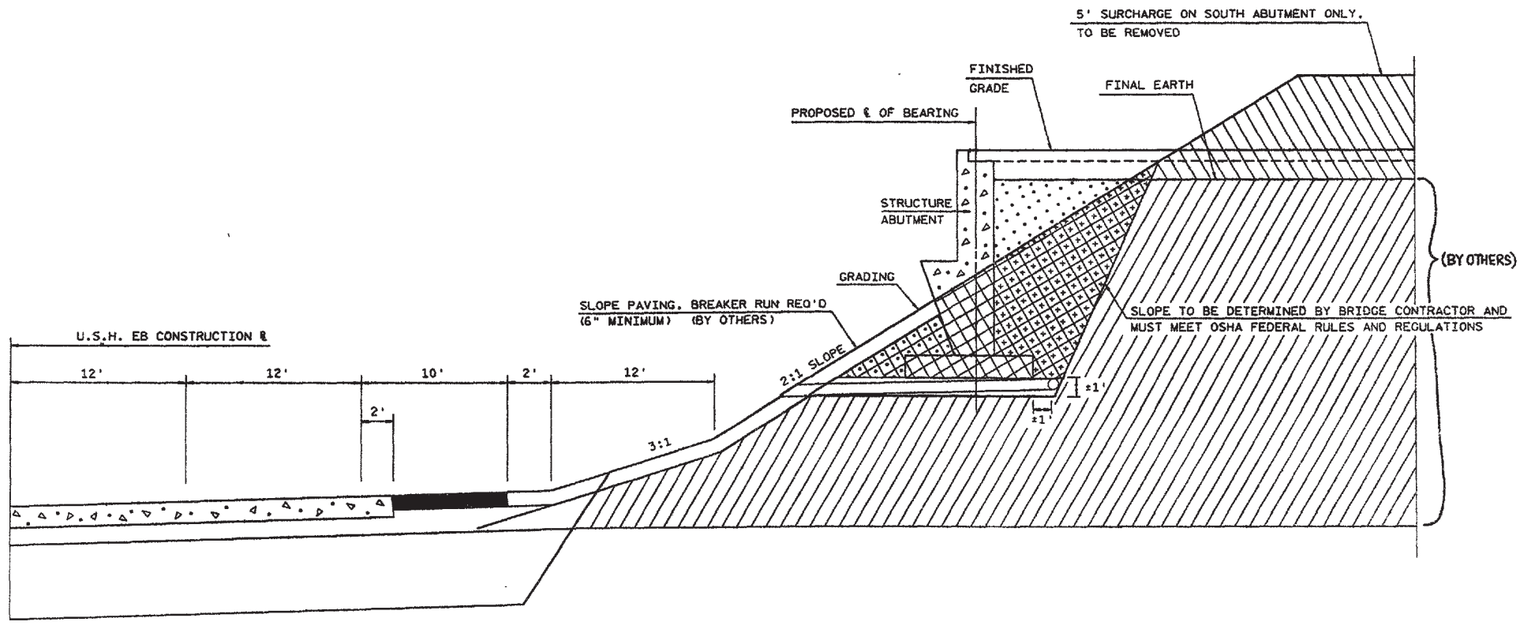
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS

FILL SLOPES FLATTER THAN 2 1/2:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

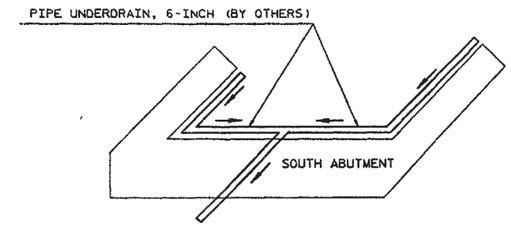
ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.15
CONSTRUCTION DETAILS FOR	
U.S.H. 10	CALUMET CO.



LONGITUDINAL SECTION AT SOUTH STRUCTURE ABUTMENT B-8-31 AT 114 CONNECTOR OVER U.S.H. 10



UNDERDRAIN LAYOUT FOR SOUTH ABUTMENT AT B-8-31

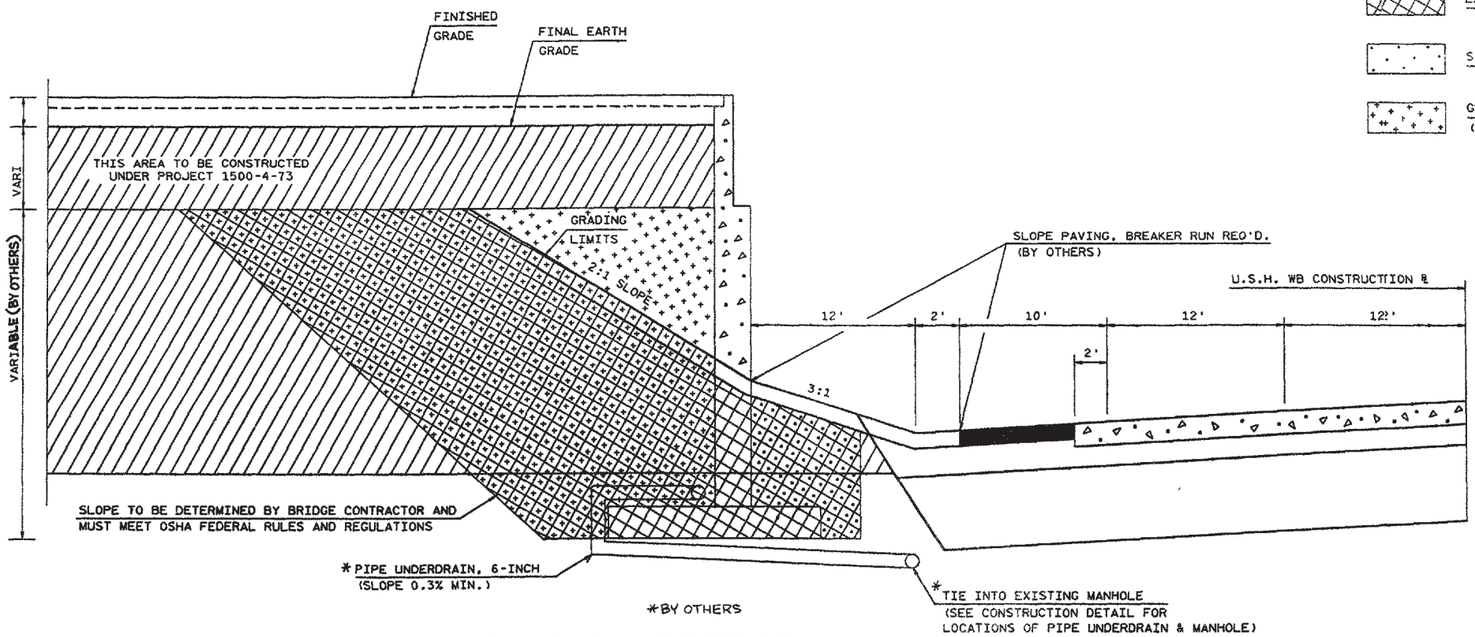
SURCHARGE TO BE REMOVED

FILL

EXCAVATION FOR STRUCTURE (BY BRIDGE CONTRACTOR)

STRUCTURE BACKFILL PLACED (BY BRIDGE CONTRACTOR)

GRANULAR BACKFILL GRADE 1 (BY BRIDGE CONTRACTOR)



LONGITUDINAL SECTION AT NORTH STRUCTURE ABUTMENT FOR B-8-31 AT 114 CONNECTOR OVER U.S.H. 10

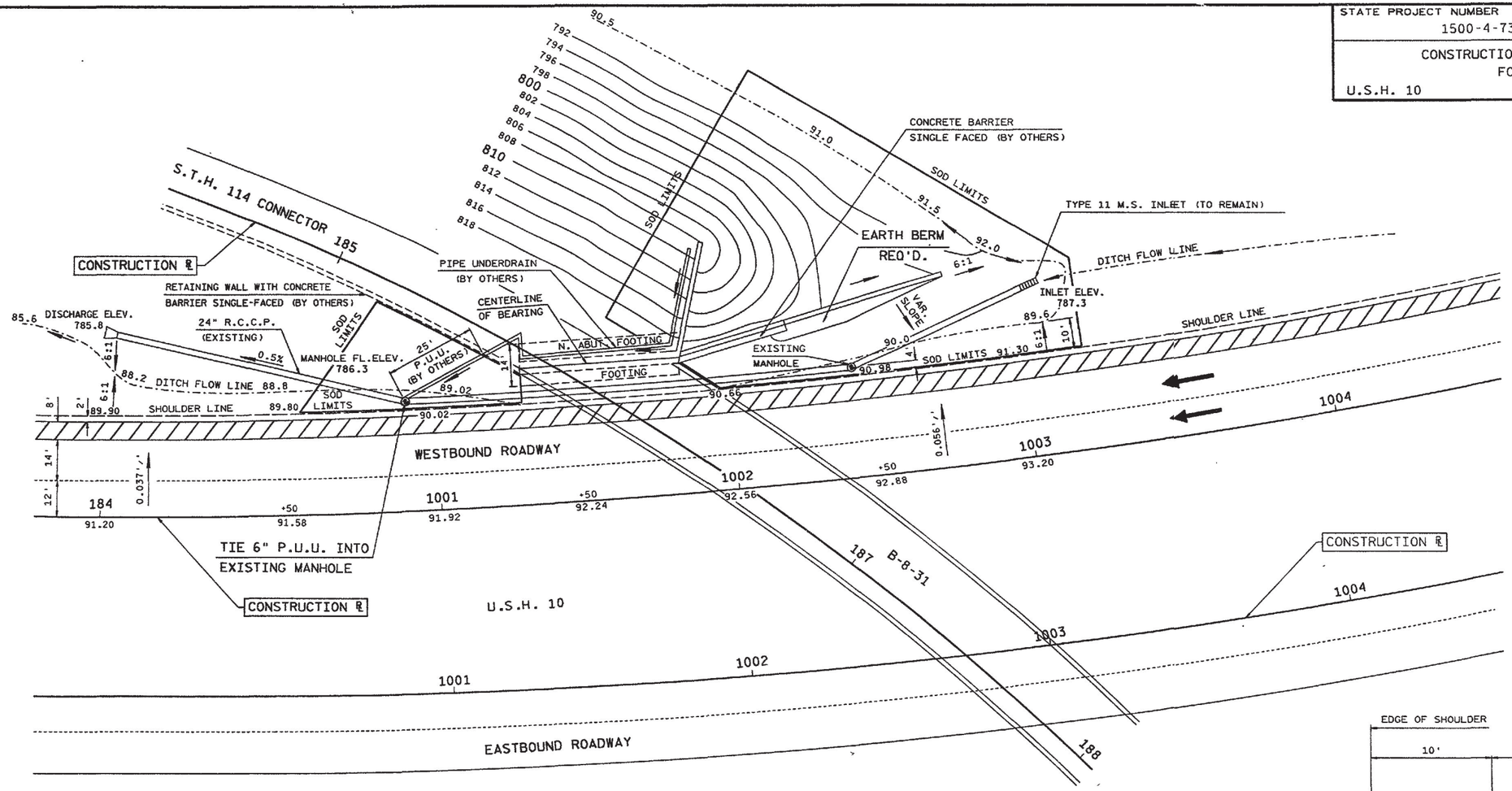
LEVELS ON • 22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

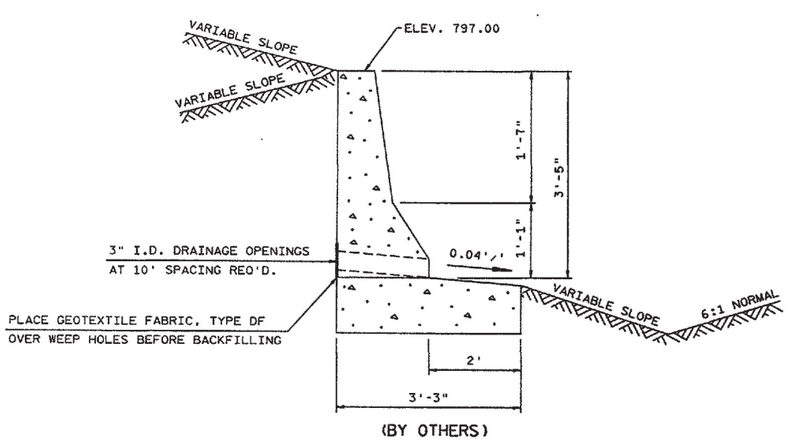
FILE NAME: HDGN•03_150004-216.DGN

WISDOT/CADDS SHEET 62

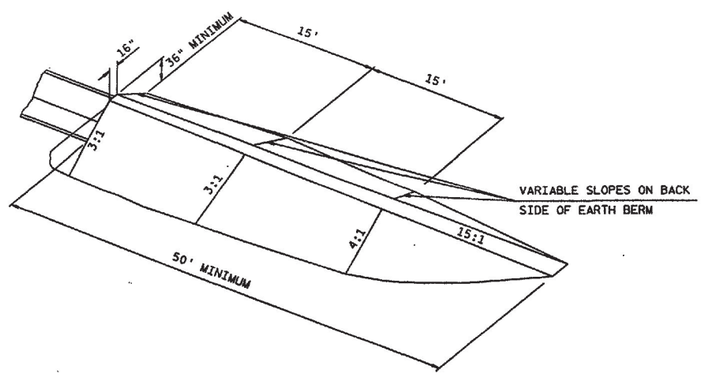
STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.16

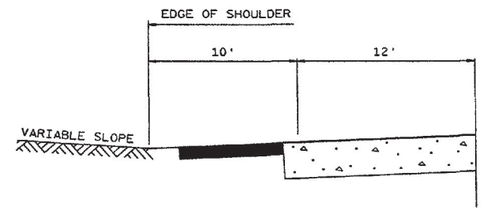
CONSTRUCTION DETAILS
FOR
U.S.H. 10 CALUMET CO.



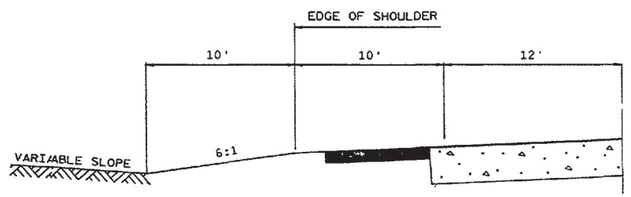


EARTH BERM BARRIER END TREATMENT





CROSS SECTION AT 1002+00



CROSS SECTION AT 1003+00

22,23,24,25,26,27,28,29,30,3132,33,3435,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,5152,53,54,55,56,57,58,59,60,
LEVELS ON =

STATE PROJECT NUMBER 1500-4-73 | SHEET NO. 2.17

CONSTRUCTION DETAILS FOR U.S.H. 10 CALUMET CO

N

5" C.S.W. REQ'D.

EXISTING SIDEWALK (REMOVE)

U.S.H. 10 ONEIDA ST.

R/W LINE

MEET EXISTING

CONST. JOINT REQ'D.

CONSTRUCTION LIMITS 2+84

PAVEMENT TIES REQ'D.

OPTIONAL CONST. JNT

IDENTICAL POINTS

TAP 6" UNDERDRAIN INTO INLET

SQUARE NOSE REQ'D.

SLOPED NOSE REQ'D.

CAP END OF 6" UNDERDRAIN

EXISTING R/W

INLET (REMOVE)

70'R.

80'R.

60'R.

CONTROL CABINET (TO REMAIN)

5" C.S.W. REQ'D.

12' CLEAR

TIMBER GUARD POSTS REQ'D. SPACED AT 5' C-C.

CAP END OF 6" UNDERDRAIN

TAP 6" UNDERDRAIN INTO INLET

SALVAGED TOPSOIL, FERTILIZE, SEED AND MULCH AREA BETWEEN CURB AND GUTTER AND RIGHT OF WAY OVER EXISTING CRUSHED AGGREGATE BASE COURSE.

TAPER CURB HEIGHT FROM 6" TO 0" IN 5 FEET

CONCRETE CURB AND GUTTER, 30-INCH TYPE A REQ'D.

MATCH EXISTING CURB AND GUTTER

CONSTRUCTION ℄

S.T.H. 114

S.T.H. 114 & U.S.H. 10

SQUARE NOSE REQ'D.

INLET (REMOVE)

FLAT

93+36.30 BK.

0+00 AH.

6" UNDERDRAIN REQ'D.

SQUARE NOSE REQ'D.

CONSTRUCTION LIMITS 92+06

93+31 S.T.H. 114 & U.S.H. 10 = 0+00 U.S.H. 10 NORTH

DRIVEWAY (REMOVE)

35' CURB OPENING REQ'D.

CONCRETE CURB AND GUTTER, 30-INCH TYPE A REQ'D.

TAP 6" UNDERDRAIN INTO INLET

EXISTING R/W

CONSTRUCTION ℄

OVERLAY WITH SINGLE AGGREGATE ASPHALTIC PAVEMENT (TYPE D1)

CLEAN DITCH TO DRAIN

FIRELANE # 1

50'R.

90'R.

5" C.S.W. REQ'D.

CAP END OF 6" UNDERDRAIN

TIMBER GUARD POSTS REQ'D. SPACED AT 5' C-C.

CAP END OF 6" UNDERDRAIN

ASPHALTIC FLUME REQ'D.

TAP 6" UNDERDRAIN INTO INLET

TAPER CURB HEIGHT FROM 6" TO 0" IN 5 FEET

CONSTRUCTION LIMITS 8+20

SHOULDER LINE

SHOULDER LINE

EXISTING R/W

EXISTING R/W

SALVAGED TOPSOIL, FERTILIZE, SEED AND MULCH AREA BETWEEN CURB AND GUTTER AND RIGHT OF WAY OVER EXISTING CRUSHED AGGREGATE BASE COURSE.

NOTE:

ALL RADIUS AT ISLANDS ARE 1.5'.

1-29-92
2-17-92
2-18-92
2-19-92

LEVELS ON = 22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,

FILE NAME : D3 150004:226.DGN

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.18

CONSTRUCTION DETAILS
FOR
U.S.H. 10 CALUMET CO.

N

SEE CONSTRUCTION DETAIL FOR
SLOPED NOSE END SECTION

CONCRETE SIDEWALK, 5-INCH REQUIRED

4-INCH SINGLE AGGREGATE
ASPHALTIC PAVEMENT, TYPE D1 REQ'D.

9-INCH CONCRETE PAVEMENT
REQ'D. (DOWELED)

CONSTRUCTION ℄

SHOULDER LINE

WESTBOUND ROADWAY

S.T.H. 114 AND U.S.H. 10

EASTBOUND ROADWAY

SHOULDER LINE

27 28 29 30 31 32

100' 100' TAPER

"A" "B"

150' TAPER

100' TAPER

CONCRETE CURB AND GUTTER,
36-INCH, TYPE D REQ'D.

CONCRETE CURB AND GUTTER,
36-INCH, TYPE D REQ'D.

58'R. 38'R.

MODIFIED TYPE D
INTERSECTION (TYPICAL)

SOD REQUIRED

CONCRETE CURB, TYPE G REQUIRED

ASPHALTIC FLUME
REQ'D.

ASPHALTIC FLUME
REQ'D.

10:1 TAPER

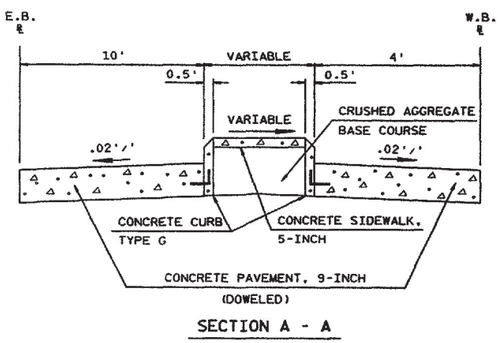
EXISTING ROADWAY WIDTH

CONSTRUCTION ℄

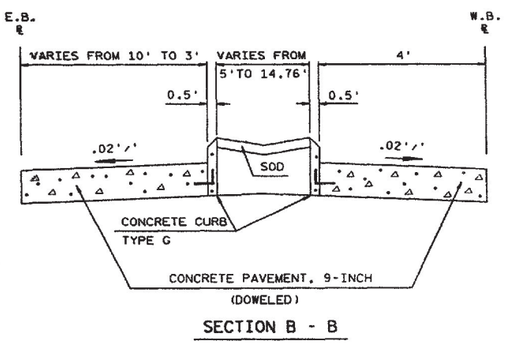
ASPHALTIC PAVING LIMITS
18+61

CROSSOVER AND INTERSECTION LAYOUT FOR FIRELANE #2

* TAPER CURB HEIGHT 0" - 6" IN 10'-0" LENGTH
AT END OF CURB AND GUTTER SECTIONS.



SECTION A - A



SECTION B - B

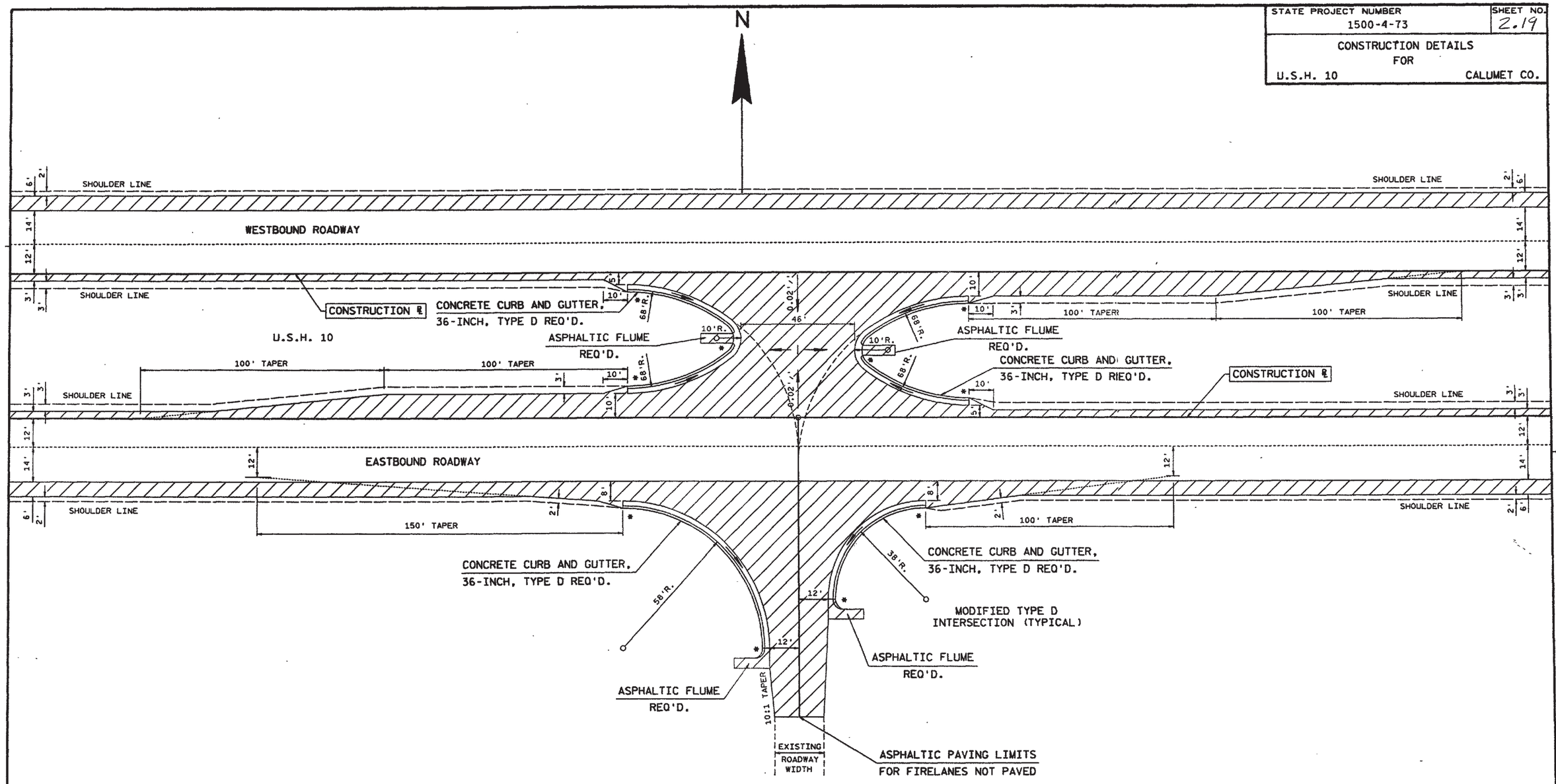
LEVELS ON = 22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60.

2-19-92
3-9-92

FILE NAME : D3_150004:219.DGN

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.19

CONSTRUCTION DETAILS
FOR
U.S.H. 10 CALUMET CO.



TYPICAL CROSSOVER AND INTERSECTION LAYOUT FOR FIRELANES 3,5,6 AND 7

(ALL MEDIAN WIDTHS ARE 60' EXCEPT FIRELANE 3 WHICH IS 56')
(SEE CONSTRUCTION DETAIL FOR FIRELANE 4)

* TAPER CURB HEIGHT 0" - 6" IN 10'-0" LENGTH AT END OF CURB AND GUTTER SECTIONS.

LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60.

FILE NAME : 03_150004:219.DGN

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.20

CONSTRUCTION DETAILS
FOR
U.S.H. 10 CALUMET CO.

30" C.P. REQ'D.
20'R.
10'
24'
15'
20'R.
CONSTRUCTION LIMITS
64+65
SHOULDER LINE
3'
22'
3'
ASPHALTIC FLUME REQ'D.
SEE CONSTRUCTION DETAIL FOR CONCRETE ENDWALLS
P.I.
P.I.
ASPHALTIC FLUME REQ'D.
+05.6
+43.9
58'R.
N
EXISTING R/W
HYD.
+44.8
+83.2
38'R.
M.P.
W.V.
W.V.
W.V.
EXISTING R/W
TYPE "D" INTERSECTION REQ'D.
CONCRETE CURB AND GUTTER, 36-INCH, TYPE D REQ'D. (TYP.)
100'TAPER
150' TAPER
SHOULDER LINE
SHOULDER LINE
2'
6'
14'
12'
8'
+83.1
+91.5
+23.7
+63
12'
14'
53
+50
54
+50
55
+50
56
+50
57
+50
58
3'
3'
SHOULDER LINE
SHOULDER LINE
3'
3'
5'
68'R.
+50
46
0.02'
10'
10'R.
68'R.
ASPHALTIC FLUME REQ'D.
100'
100' TAPER
10'R.
68'R.
ASPHALTIC FLUME REQ'D.
CONCRETE CURB AND GUTTER, 36-INCH, TYPE D REQ'D. (TYP.)
100'TAPER
100'
3'
3'
SHOULDER LINE
53
+50
54
+50
10'
55
+50
56
0.02'
5'
57
SHOULDER LINE
58
3'
3'
12'
14'
+83.7
+80.7
55+51.86 U.S.H. 10 = 50+00 FIRE LANE #4
55+58.78 U.S.H. 10 = 60+00 PRIVATE RD.
12'
14'
12'
+84.6
+23.3
12'
14'
2'
6'
SHOULDER LINE
8'
150' TAPER
8'
100' TAPER
SHOULDER LINE
2'
6'
CONCRETE CURB AND GUTTER, 36-INCH, TYPE D REQ'D. (TYP.)
58'R.
+50
38'R.
EXISTING R/W
+01.2
+73.7
49
12'
+29.2
+99.2
EXISTING R/W
ASPHALTIC FLUME REQ'D.
EXISTING R/W
+80
R/W LINE
SEE CONSTRUCTION DETAIL FOR CONCRETE ENDWALLS
ASPHALTIC FLUME REQ'D.
48

22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,

LEVELS ON =

FILE NAME : D3 150004:254.DGN

22

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.21

CONSTRUCTION DETAIL
FOR
U.S.H. 10 CALUMET CO.

FIRE DEPT. #2

SEE CONSTRUCTION DETAIL FOR FIRE STATION NO.2 DRIVEWAY AND PARKING LOT RECONSTRUCTION.

LAKE PARK ROAD

EXISTING R/W

ASPHALTIC FLUME REQ'D.

TYPE "A" INTERSECTION REQ'D.

CONCRETE CURB AND GUTTER, 36-INCH, TYPE D REQ'D. (TYP.)

100' TAPER

300' TAPER

SHOULDER LINE

U.S.H. 10 WESTBOUND ROADWAY

CONSTRUCTION ℄

100' TAPER

100'

108+89.03 U.S.H. 10 = 100+00 FIRE LA. #8

108+91.87 U.S.H. 10 = 110+00 LAKE PARK RD.

U.S.H. 10 EASTBOUND ROADWAY

80' TAPER

60' TAPER

TYPE "D" INTERSECTION REQ'D.

EXISTING R/W

HYD.

G.V.

M.P.

106 107 108 109 110 111 112

LEVELS ON =

FILE NAME : 03_150004:223.DGN

23

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.22

CONSTRUCTION DETAIL
FOR
U.S.H. 10 CALUMET CO.

LAKE PARK ROAD &
FIRE DEPARTMENT NO. 2 DRIVEWAY

EXISTING R/W
EXISTING R/W
113
F.E. REQ'D.
187.5'
45'
15' 15'
PROPOSED P.L.
+70
40'R.
24" C.P. REQ'D.
3" SINGLE AGGREGATE ASPHALTIC PAV'T., TYPE DL OVER 6" CR. AGG. BASE COURSE
30
45'
66'
35'R.
EXISTING P.L.
10'R.
ANT.
WELL
778.0
112
80+90
LAKE PARK ROAD
DITCH LINE
HARRISON VOLUNTEER FIRE DEPT. NO.2
15'R.
EXISTING P.L.
TOWER
PROPOSED P.L.
15'
6'
15'
SHOULDER LINE
SHOULDER LINE
C.P.
C.SW.
MATCH EXISTING
32.5'
EXISTING R/W
24.5'
T.C.P.
U.T.C.P.
+45.9
48'R.
80+00
80+34
24'
3'
SAW CUT REQ'D.
EXISTING PARKING LOT (TO REMAIN)
30'R.
100' OF EXISTING PARKING LOT TO REMAIN ON STATE OF WIS. R/W BY A REVOCABLE PERMIT
EXISTING R/W
CONCRETE CURB AND GUTTER, 36-INCH, TYPE D REQ'D. (TYP.)
100' TAPER
ASPHALTIC FLUME REQ'D.
SHOULDER LINE
6'
2'
5'
22.5'
78.17
78.51
+80
111
79+09
79.00
79.48
79.88
+62
+75
U.S.H. 10
WESTBOUND ROADWAY
12'
14'
107
+50
108
+50
109
79+20
+50
110
+50
111
+50
112
3'
3'
SHOULDER LINE
CONSTRUCTION ℄
ASPHALTIC FLUME REQ'D.
68'R.
82.0
23'
23'
CONCRETE CURB AND GUTTER, 36-INCH, TYPE D REQ'D. (TYP.)
ASPHALTIC FLUME REQ'D.
8'R.
100'
SHOULDER LINE
3'
10'
5'
+85.8
21.5'
108+89.03 U.S.H. 10 =
100+00 FIRE LA. ℄8
108+91.87 U.S.H. 10 =
110+00 LAKE PARK RD.
+79.1
35.5'
U.S.H. 10
EASTBOUND ROADWAY
10'
37.2'
+61.6
+65.7
61.2'
SHOULDER LINE
2'
6'
100'
38'R.
23'
38'R.
100'
(SLOPE FROM TOP OF CURB TO EDGE OF PARKING LOT)
5:1
VAR.
6:1
VAR.
1:1
VAR.
6:1
VAR.
10'
9.50'
38'R.
CONCRETE CURB AND GUTTER, 36-INCH, TYPE D REQ'D.
VAR.

22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,
2-19-92
3-9-92
LEVELS ON =

FILE NAME : D3 150004:247.DGN

ZY

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.23

CONSTRUCTION DETAIL
FOR
U.S.H. 10 CALUMET CO.
SOUTH COOP ROAD

N

CONSTRUCTION LIMITS
155+00

ASPHALTIC FLUME
REQ'D.

ASPHALTIC FLUME
REQ'D.

EXISTING R/W

EXISTING R/W

TYPE "B" MODIFIED
INTERSECTION REQ'D.

CONCRETE CURB AND GUTTER,
36-INCH, TYPE D REQ'D. (TYP.)

300' TAPER

80' TAPER

50' TAPER

SHOULDER LINE

PT 162+41.70 BK. =
162+41.05 AH.

PC 161+16.65

ASPHALTIC FLUME
REQ'D.

CONCRETE CURB AND GUTTER,
36-INCH, TYPE D REQ'D. (TYP.)

100' TAPER

100' TAPER TAPER

ASPHALTIC FLUME
REQ'D.

161+53.58 EB R. =
150+00 SO. COOP RD.

PT 162+41.05

CONCRETE CURB AND GUTTER,
36-INCH, TYPE D REQ'D. (TYP.)

ASPHALTIC FLUME
REQ'D.

TEMP. X-OVER
PC 164+66.84

161+82.82 FRONTAGE RD. =
149+04 SO. COOP RD.

PI 162+07.82

EXISTING R/W

EXISTING R/W

LEVELS ON =

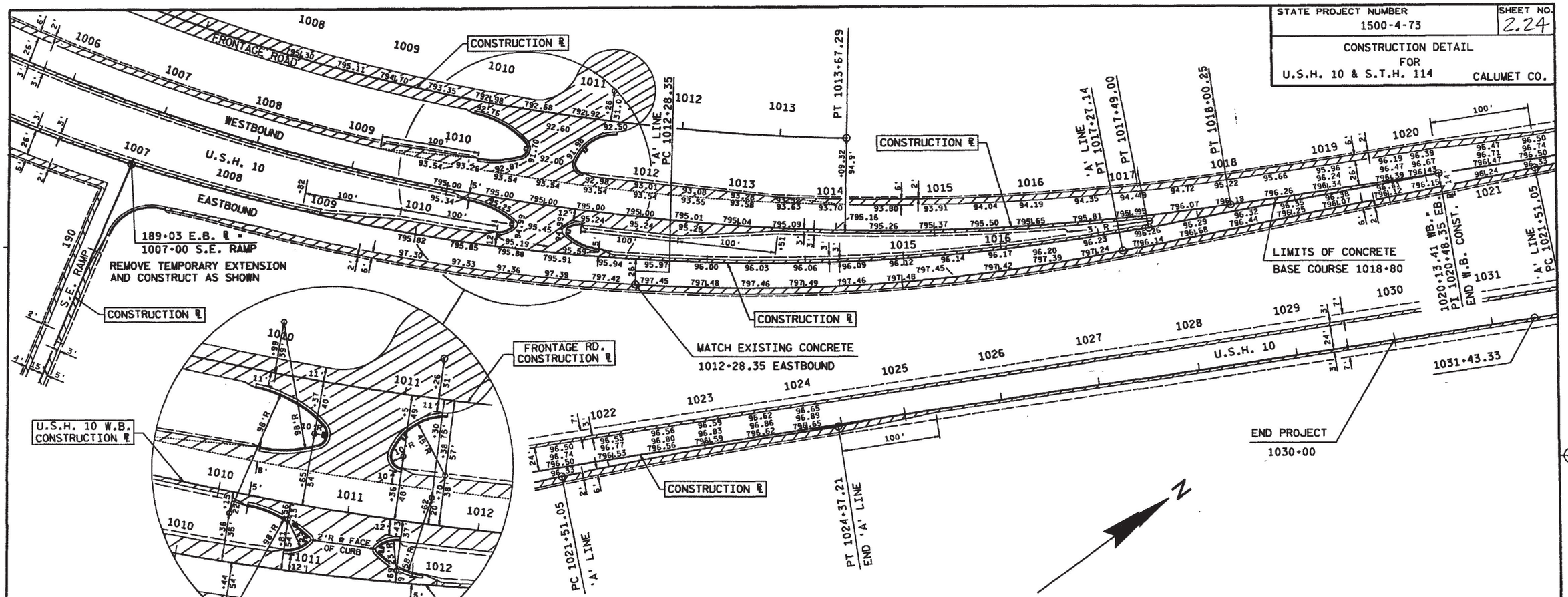
4-22-92

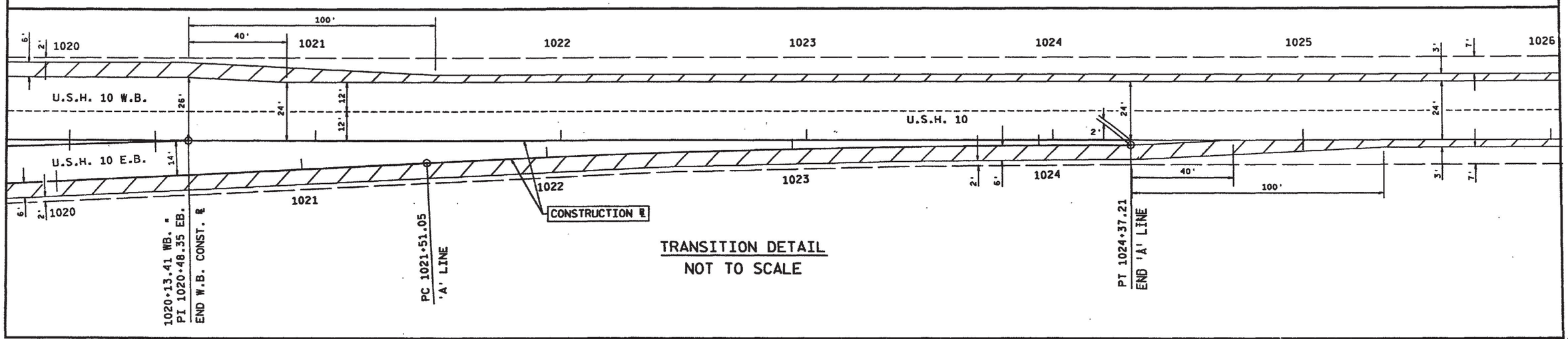
FILE NAME : D3_150004222.DGN

25

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.24

CONSTRUCTION DETAIL
FOR
U.S.H. 10 & S.T.H. 114 CALUMET CO.





TRANSITION DETAIL
NOT TO SCALE

3-13-91
9-12-91
1-22-92
2-25-92

LEVELS ON = 22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,

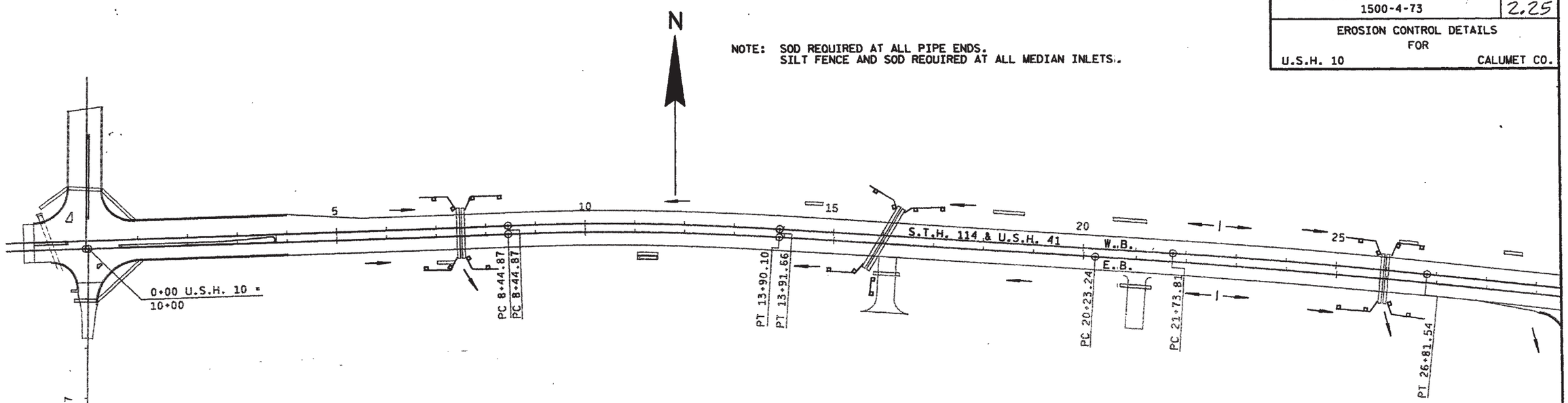
FILE NAME = D3_150004:205.DGN

26

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.25

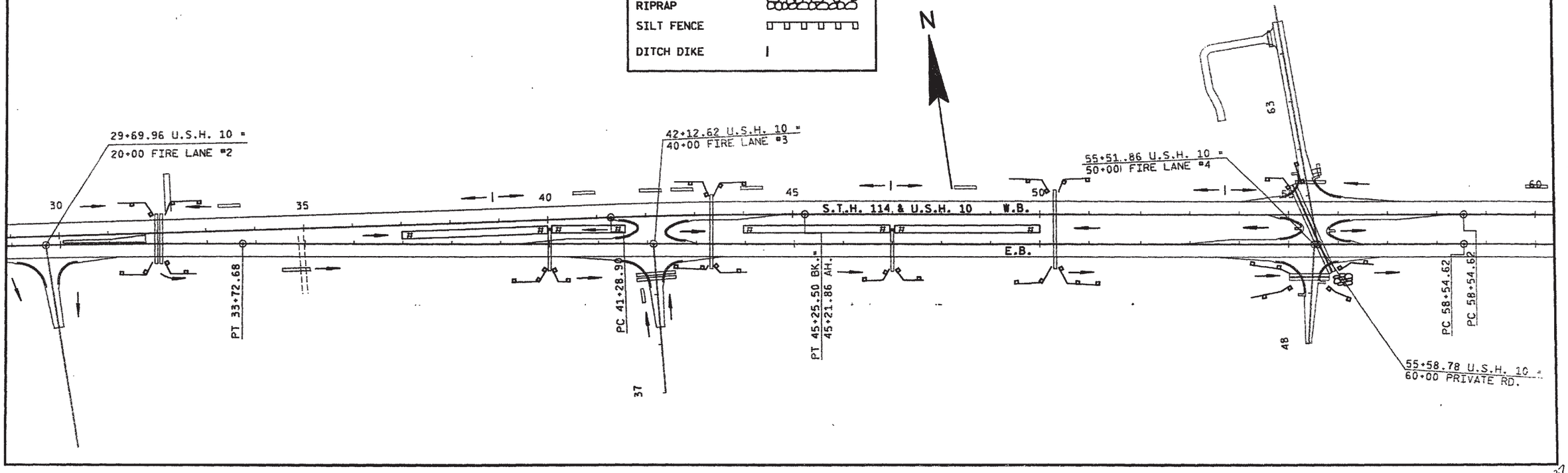
EROSION CONTROL DETAILS
FOR
U.S.H. 10 CALUMET CO.

NOTE: SOD REQUIRED AT ALL PIPE ENDS.
SILT FENCE AND SOD REQUIRED AT ALL MEDIAN INLETS.



LEGEND

EROSION MAT	# #
SOD	SOD
MEDIUM RANDOM RIPRAP	
SILT FENCE	
DITCH DIKE	



1-29-92

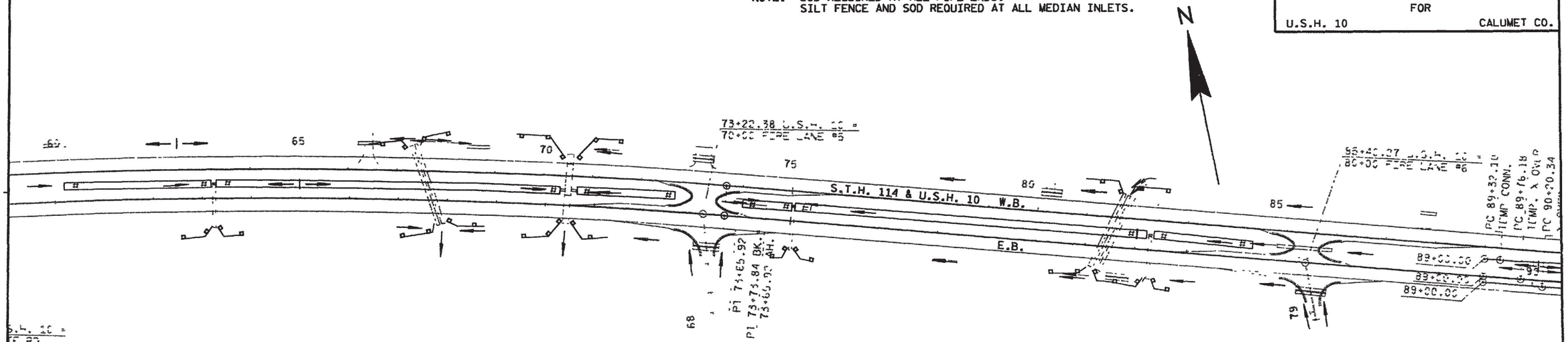
LEVELS ON =

FILE NAME : D3 150004:246.DGN

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.26

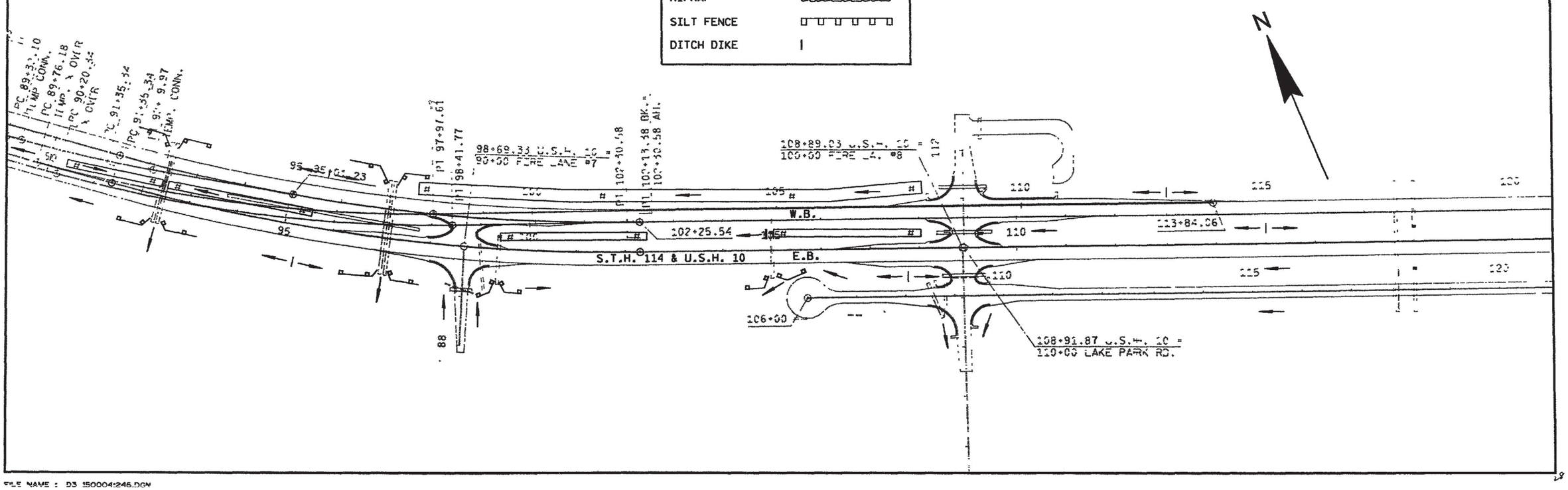
EROSION CONTROL DETAILS
FOR
U.S.H. 10 CALUMET CO.

NOTE: SOD REQUIRED AT ALL PIPE ENDS.
SILT FENCE AND SOD REQUIRED AT ALL MEDIAN INLETS.



LEGEND

EROSION MAT	# #
SOD	SOD
MEDIUM RANDOM RIPRAP	
SILT FENCE	
DITCH DIKE	



LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60.

FILE NAME : D3 150004246.DGN

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.27

CONSTRUCTION DETAILS
FOR
U.S.H. 10 CALUMET CO.

CONDUIT, PULL BOXES, CONCRETE BASES AND PAVEMENT MARKING

N

PULL BOX REQ'D.
(PLACE OUTSIDE OF SIDEWALK

EXISTING PULL BOX
(REMOVE)

EXISTING 1" CONDUIT
(TO REMAIN)

1"X 160' CONDUIT
REQ'D. FOR BOTH LOOPS

EXISTING CONTROL CABINET
(TO REMAIN)

EXISTING PULL BOX
(REMOVE)

TYPE T-2 CONC. BASE
REQ'D.

PULL BOX
(TO REMAIN)

20'
6'
2 TURNS

100'

U.S.H.10
ONEIDA ST.
ONLY

1" X 62' CONDUIT
REQ'D.

EXISTING T-2 BASE AND SIGNAL
(TO REMAIN)

EXISTING 2" CONDUIT
(TO REMAIN)

3',10' AT 4" WIDE
SKIP PAV'T. MARKING REQ'D.

EXISTING 1" CONDUIT
(TO REMAIN)

EXISTING PULL BOX
(TO REMAIN)

1"X 70' CONDUIT
REQ"D.

1"X 70' CONDUIT
REQ"D.

EXISTING PULL BOX
(TO REMAIN)

U.T.C.P.

2" CONDUIT

3" CONDUIT

30'
2 TURNS

W.V.

2" CONDUIT

TYPE T-1 CONC. BASE
REQ'D.

EXISTING CONDUIT
(REMOVE)

3" CONDUIT

EXISTING CONC. BASE
(REMOVE)

EXISTING PULL BOX
(REMOVE)

EXISTING CONDUIT
(REMOVE)

3" CONDUIT

1"X 86' CONDUIT
REQ"D.

3" CONDUIT

20'
18'
3 TURNS

PULL BOX REQ'D.
2" CONDUIT

TYPE T-1 CONC. BASE
REQ'D.

3" CONDUIT

1"X 77' CONDUIT
REQ"D.

TYPE T-1 CONC. BASE
REQ'D.

EXISTING T-2 BASE AND SIGNAL
(TO REMAIN)

EXISTING T-1 BASE AND SIGNAL
(TO REMAIN)

EXISTING CONDUIT

EXISTING PULL BOX
(TO REMAIN)

1"X 88' CONDUIT
REQ"D.

METER PIT

HYD.

(CONCRETE)

C.S.W.

S.T.H. 114

S.T.H.114 & U.S.H.10

CURB

TOWN RD.
(ASPHALTIC)

FIRE LANE NO.1

LEGEND

CONDUIT
PULL BOX
T-1 CONCRETE BASE
T-2 CONCRETE BASE

NOTE: ALL PULL BOXES, CONDUIT, SIGNALS AND SIGNAL BASES BEHIND CURB & GUTTER ARE TO REMAIN.

ALL EXISTING CONDUIT UNDER EXISTING PAVEMENT IS TO BE REMOVED.

PAVEMENT MARKING ISLAND NOSE, EPOXY REQUIRED AT BEGINNING & END OF NEW CONCRETE MEDIAN ISLAND.

PAVEMENT MARKING EPOXY, CURB, REQUIRED ON NORTHWEST AND SOUTHEAST ISLAND CURBS.

ALL CONDUIT IS NON-METALIC.

NUMBER OF TURNS REFERS TO THE NUMBER OF TURNS OF LOOP DETECTOR WIRE REQUIRED. LEAVE AN EXCESS OF 5' OF LOOP DECTECTOR WIRE AT PULL BOXES FOR FUTURE USE.

SPACING BETWEEN WORDS AND ARROWS ARE 100' TYPICAL.

DISTRICT TRAFFIC SECTION SHALL BE NOTIFIED IN ORDER TO DETERMINE FINAL LOCATION FOR PLACEMENT OF PULL BOXES. BASES AND DETECTORS.

LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,

5'-28"-92
3-6-92

FILE NAME : D3_150004:250.DGN

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.28
PHASE CONSTRUCTION FOR	
S.T.H. 114	CALUMET CO.

PHASE 1

N

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE REQ'D.

ROAD CONSTRUCTION 1500 FT W20-1

RIGHT LANE CLOSED 1000 FT W20-5

W04-2R

ROAD CLOSED R11-2 48"X 30"

TYPE III BARRICADE

W01-6 48"X 24" (TYP.)

500'

725' TAPER

35' SPACING

DRUM

END CONSTRUCTION G20-2 60"X 24"

EXISTING ISLAND (REMOVE)

IDENTICAL POINTS

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE REQ'D.
2+65 TO 8+00

PAVEMENT MARKING, HOT PAINT
4-INCH (DOUBLE YELLOW) NO PASSING REQ'D.
1+00 TO 2+65

W06-3

REMOVE 35' OF EXISTING MEDIAN ISLAND
DURING PHASE 1 TO ALLOW FOR RIGHT TURNS

TYPE III BARRICADE

PAVEMENT MARKING, CHANNELIZING,
HOT PAINT 8-INCH (WHITE) REQ'D.
0+50 TO 3+25

5

ROAD CONSTRUCTION 1500 FT W20-1

RIGHT LANE CLOSED 1000 FT W20-5

W04-2R

END CONSTRUCTION G20-2 60"X 24"

TRAFFIC CONTROL NOTES

ADVANCED WARNING SIGNS TO BE REMOVED WHEN CONTRACT IS SUSPENDED IN 1992.

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

ALL "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE CLASS III BARRICADES AND TEMPORARY SIGNING WHILE THE CONTRACT IS SUSPENDED FOR THE WINTER MONTHS.

THE TRAFFIC SIGNALS SHALL REMAIN OPERATIONAL AT ALL TIMES WHILE THIS CONTRACT IS IN FORCE. THE WISCONSIN D.O.T. DIST.#3 TRAFFIC SECTION WILL MAINTAIN ALL TRAFFIC SIGNALS AND INSTALL THEM ON THEIR NEW BASES. THE TRAFFIC SECTION SHALL BE NOTIFIED 2 WEEKS PRIOR TO ANY CONSTRUCTION INVOLVING MOVING OF SIGNALS.

THE CRUSHED AGGREGATE BASE COURSE USED FOR THE CONSTRUCTION OF 6 FOOT SHOULDER IS TO BE SALVAGED AND REUSED.

10

500' 500' 500' 35' SPACING 500' TAPER

10' SPACING (TYPICAL)

ROAD CONSTRUCTION AHEAD W20-1

ROAD CLOSED R11-2

W01-6

TYPE III BARRICADE

DRUM

A 6 FOOT CRUSHED AGGREGATE BASE COURSE
SHOULDER IS REQ'D. BEFORE OPENING TO TRAFFIC FOR PHASE 2 CONSTRUCTION.

"A"

"A"

6" 12' 14'

SECTION A -A

PC 8+44.87

PC 8+44.87

NOTE

FIRELANE NO.1 MAYBE CLOSED TO TRAFFIC FOR 7 DAYS DURING PHASE 1 CONSTRUCTION.

PAVEMENT MARKING, HOT PAINT
4-INCH (DOUBLE YELLOW) NO PASSING REQ'D.
0+50 TO 22+00

PAVEMENT MARKING, HOT PAINT
4-INCH (WHITE) REQ'D.

NO PASSING ZONE W14-3 36"X 48"X 48"

10 15 20

PT 13+90.10
PT 13+91.66

ROAD CLOSED R11-2 48"X 30"

TYPE III BARRICADE

PC 20+23.24

PC 21+73.81

SYMBOLS

- WORK AREA
- WORK AREA H.E.S. CONCRETE
- DRUM
- DRUM WITH TYPE C WARNING LIGHT
- DIRECTION OF TRAFFIC FLOW
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE III BARRICADE WITH TYPE A WARNING LIGHTS
- 4' X 8' FLASHING ARROW BOARD

22,23,24,25,26,27,28,29,30,3132,33,3435,36,37,38,39,40,4142,43,44,45,46,47,48,49,50,5152,53,54,55,56,57,58,59,60,

4-22-92
3-6-92

LEVELS ON =

FILE NAME : D3 150004:252.DGN

31

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.29
PHASE CONSTRUCTION FOR	
S.T.H. 114	CALUMET CO.

PHASE 2

N

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE REQ'D.

250' TAPER

35' SPACING

100' TAPER

IDENTICAL POINTS

DRUM

500'

500'

ROAD CONSTRUCTION 1500 FT W20-1

LEFT LANE CLOSED 1000 FT W20-5

W04-2L

END CONSTRUCTION G20-2 60"X 24"

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE REQ'D.

PAVEMENT MARKING, TEMPORARY TAPE
4-INCH (DOUBLE YELLOW) NO PASSING REQ'D.
0+50 TO 2+65

ROAD CLOSED R11-2

TYPE III BARRICADE

W01-4R

GAPS AND H.E.S. CONC. REQ'D.

TRAFFIC CONTROL NOTES

ADVANCED WARNING SIGNS TO BE REMOVED WHEN CONTRACT IS SUSPENDED IN 1992.

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

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

THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE CLASS III BARRICADES AND TEMPORARY SIGNING WHILE THE CONTRACT IS SUSPENDED FOR THE WINTER MONTHS.

5

10

100' SPACING (TYPICAL)

35' SPACING

500' 500' 500' 450' TAPER

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE REQ'D.

TYPE III BARRICADE

W06-3

PC 8+44.87

PC 8+44.87

10

15

100' SPACING (TYPICAL)

20

PT 13+90.10

PT 13+91.66

PC 20+23.24

PC 21+73.81

SYMBOLS

- WORK AREA
- WORK AREA H.E.S. CONCRETE
- DRUM
- DRUM WITH TYPE C WARNING LIGHT
- DIRECTION OF TRAFFIC FLOW
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE III BARRICADE WITH TYPE A WARNING LIGHTS
- 4' X 8' FLASHING ARROW BOARD

4-22-92

LEVELS ON = 22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60

FILE NAME = D3 150004:253.DGN

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.30

CONSTRUCTION DETAIL AND TRAFFIC CONTROL FOR
U.S.H. 10 CALUMET CO.

TEMPORARY CONNECTOR (PHASE 1) EAST END

TEMPORARY CONNECTOR CURVE NOTES

P.I. = 90+71.145
Y = 2,427,374.000
X = 809,015.404
∠ = 174°-26'-34"
Δ = 5°-33'-26"
D = 2°-0'-0"
T = 139.04'
L = 277.862'
R = 2,864.789'
S.E. = SEE TABLE

N

PC 89+32.10 TEMP CONN.

PC 91+35.34 TEMP CONN.
PC 91+30.64
PC 91+35.34

PT 92+ 9.97 TEMP. CONN.

DRUM

MATCH NEW CONCRETE PAVEMENT WITH SINGLE AGGREGATE ASPHALTIC PAVEMENT 'TYPE D1'

END TEMPORARY CONNECTOR

50' SPACING (TYPICAL)

50' SPACING (TYPICAL)

W06-3

PAVEMENT MARKING, EPOXY (WHITE) REQ'D. (TO REMAIN FROM 102+00 AHEAD.)

PAVEMENT MARKING, HOT PAINT REQ'D. (TO BE REMOVED PRIOR TO PHASE 2 CROSSOVER)

98+69.33 U.S.H. 10 = 90+00 FIRE LANE #7

PT 102+30.58
PT 102+25.88
PT 102+13.38 BK.*
102+30.58 AH.

W.B.

EXISTING ROADWAY

U.S.H. 10 & S.T.H. 114

90

TEMPORARY CONNECTOR

95

*

**

E.B.

100

W06-3

MATCH EXISTING EDGE OF PAVEMENT

EXISTING CENTERLINE AND EDGE LINE MARKINGS (REMOVE)

(COVERING OF EXISTING PAVEMENT MARKINGS WITH PAINT OR ASPHALTIC MATERIAL IS NOT AN ACCEPTABLE METHOD FOR REMOVING PAVEMENT MARKING.)

W01-6
ROAD CLOSED
R11-2

TYPE III BARRICADE

PAVEMENT MARKING, HOT PAINT EDGELINE AND CENTERLINE REQ'D.

CRUSHED AGGREGATE BASE COURSE FOR TEMP. CONNECTOR TO FIRE LANE #7 REQ'D.

88

TEMPORARY CONNECTOR S.E. TABLE		
STA.	LT. LANE	RT. LANE
88+00	N.C.	
88+50	0.02	
89+00	0.02	
89+50	0.02	
90+00	0.02	
91+00	0.02	
92+00	0.03	0.02
93+00	0.03	0.03
94+00	0.03	0.03
95+00	0.03	0.03
96+00	0.04	0.04

TEMPORARY CONNECTOR TANGENT OFFSET TABLE	
EB. & BASELINE STATION	OFFSET DISTANCE TO ALIGNMENT
89+00	-36.00'
90+00	-36.80'
91+00	-40.92'
92+00	-47.94'
93+00	-54.53'
94+00	-58.56'
95+00	-60.00'

* DURING CONSTRUCTION OF TEMPORARY CONNECTOR.
** AFTER CONSTRUCTION OF TEMPORARY CONNECTOR.

NOTE:

PERMANENT AND HOT PAINT PAVEMENT MARKING ON WESTBOUND LANES ARE TO BE COMPLETED BEFORE OPENING TO TWO WAY COUNTER DIRECTIONAL TRAFFIC. HOT PAINT PAVEMENT MARKINGS ARE TO BE REMOVED AND REPLACED WITH EPOXY PAVEMENT MARKING WHEN EASTBOUND AND WESTBOUND LANES ARE COMPLETE.

SYMBOLS

- WORK AREA
- DRUM
- DRUM WITH TYPE C WARNING LIGHT
- TEMPORARY RAISED PAVEMENT MARKER
- DIRECTION OF TRAFFIC FLOW
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE III BARRICADE WITH TYPE A WARNING LIGHTS
- 4' X 8' FLASHING ARROW BOARD

LEVELS ON = 22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60.

2-12-92
3-6-92
4-22-92

FILE NAME : D3 150004I249.DGN

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	2.31

CONSTRUCTION DETAIL AND TRAFFIC CONTROL FOR

U.S.H. 10 CALUMET CO.

TEMPORARY CROSSOVER (PHASE 2) EAST END

2-12-92
3-6-92
4-22-92

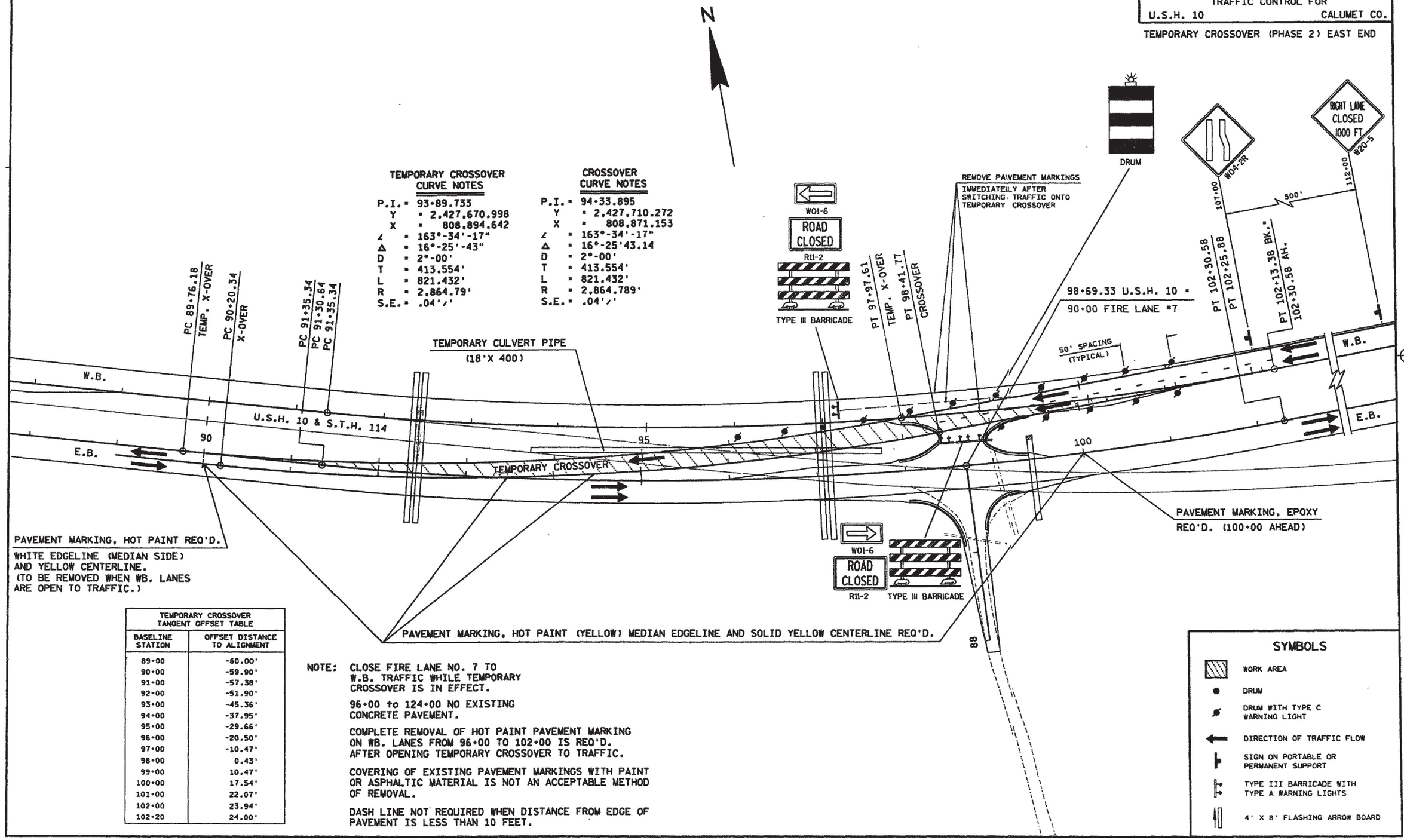
LEVELS ON = 22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60.

TEMPORARY CROSSOVER CURVE NOTES

P.I.	= 93+89.733
Y	= 2,427,670.998
X	= 808,894.642
∠	= 163°-34'-17"
Δ	= 16°-25'-43"
D	= 2°-00'
T	= 413.554'
L	= 821.432'
R	= 2,864.79'
S.E.	= .04'/'

CROSSOVER CURVE NOTES

P.I.	= 94+33.895
Y	= 2,427,710.272
X	= 808,871.153
∠	= 163°-34'-17"
Δ	= 16°-25'43.14
D	= 2°-00'
T	= 413.554'
L	= 821.432'
R	= 2,864.789'
S.E.	= .04'/'



TEMPORARY CROSSOVER TANGENT OFFSET TABLE	
BASELINE STATION	OFFSET DISTANCE TO ALIGNMENT
89+00	-60.00'
90+00	-59.90'
91+00	-57.38'
92+00	-51.90'
93+00	-45.36'
94+00	-37.95'
95+00	-29.66'
96+00	-20.50'
97+00	-10.47'
98+00	0.43'
99+00	10.47'
100+00	17.54'
101+00	22.07'
102+00	23.94'
102+20	24.00'

NOTE: CLOSE FIRE LANE NO. 7 TO W.B. TRAFFIC WHILE TEMPORARY CROSSOVER IS IN EFFECT.

96+00 to 124+00 NO EXISTING CONCRETE PAVEMENT.

COMPLETE REMOVAL OF HOT PAINT PAVEMENT MARKING ON WB. LANES FROM 96+00 TO 102+00 IS REQ'D. AFTER OPENING TEMPORARY CROSSOVER TO TRAFFIC.

COVERING OF EXISTING PAVEMENT MARKINGS WITH PAINT OR ASPHALTIC MATERIAL IS NOT AN ACCEPTABLE METHOD OF REMOVAL.

DASH LINE NOT REQUIRED WHEN DISTANCE FROM EDGE OF PAVEMENT IS LESS THAN 10 FEET.

SYMBOLS

- WORK AREA
- DRUM
- DRUM WITH TYPE C WARNING LIGHT
- DIRECTION OF TRAFFIC FLOW
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE III BARRICADE WITH TYPE A WARNING LIGHTS
- 4' X 8' FLASHING ARROW BOARD

FILE NAME : D3 150004:25LDGN

DATE 04/28/92

ESTIMATE OF QUANTITIES

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1500-04-73 QUANTITY
20101	CLEARING	STA.	81.00	81.00
20102	CLEARING	I.D.	63.00	63.00
20104	GRUBBING	STA.	81.00	81.00
20105	GRUBBING	I.D.	63.00	63.00
20301	REMOVING OLD CULVERT, STATION 70+51	L.S.	1.00	1.00
20302	REMOVING OLD CULVERT, STATION 82+10	L.S.	1.00	1.00
20401	REMOVING PAVEMENT	S.Y.	20,562.00	20,562.00
20402	REMOVING ASPHALTIC SURFACE	S.Y.	867.00	867.00
20406	REMOVING CONCRETE SIDEWALK	S.Y.	410.00	410.00
20409	REMOVING SURFACE DRAINS	EACH	1.00	1.00
20411	REMOVING GUARDRAIL	L.F.	800.00	800.00
20416	REMOVING INLETS	EACH	9.00	9.00
20419	REMOVING ASPHALTIC SURFACE, BUTT JOINTS	S.Y.	400.00	400.00
20422	REMOVING CONCRETE BASES	EACH	5.00	5.00
20503	UNCLASSIFIED EXCAVATION	C.Y.	65,325.00	65,325.00
20505	MARSH EXCAVATION	C.Y.	2,376.00	2,376.00
20620	EXCAVATION FOR STRUCTURES, CULVERTS C-8-18	L.S.	1.00	1.00
20811	SELECTED BORROW EXCAVATION	C.Y.	130,362.00	130,362.00
21301	FINISHING ROADWAY	L.S.	1.00	1.00
30404	CRUSHED AGGREGATE BASE COURSE	TON	92,232.00	92,232.00
30407	SALVAGED CRUSHED AGGREGATE BASE COURSE	C.Y.	2,656.00	2,656.00
30707	CONCRETE BASE COURSE, 7-INCH	S.Y.	290.00	290.00
40204	ASPHALTIC MATERIAL FOR TACK COAT	GAL.	430.00	430.00
40501	ASPHALTIC MATERIAL FOR PLANT MIXES	TON	676.30	676.30
41509	CONCRETE PAVEMENT, 9-INCH	S.Y.	120,741.00	120,741.00
41519	H.E.S. CONCRETE PAVEMENT, 9-INCH	S.Y.	1,000.00	1,000.00
41571	PAVEMENT TIES	EACH	132.00	132.00

Sheet 3

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1500-04-73 QUANTITY
50261	CONCRETE MASONRY ANCHORS, TYPE S, 5/8-INCH	EACH	40.00	40.00
50401	CONCRETE MASONRY, CULVERTS	C.Y.	64.00	64.00
50409	CONCRETE MASONRY, ENDWALLS	C.Y.	72.60	72.60
50505	HIGH-STRENGTH BAR STEEL REINFORCEMENT, CULVERTS	LB.	9,880.00	9,880.00
50601	STRUCTURAL CARBON STEEL	LB.	120.00	120.00
52003	CULVERT PIPE, CLASS III, 18-INCH	L.F.	90.00	90.00
52005	CULVERT PIPE, CLASS III, 24-INCH	L.F.	1,846.00	1,846.00
52007	CULVERT PIPE, CLASS III, 30-INCH	L.F.	364.00	364.00
52009	CULVERT PIPE, CLASS III, 36-INCH	L.F.	160.00	160.00
52010	CULVERT PIPE, CLASS III, 42-INCH	L.F.	128.00	128.00
52061	APRON ENDWALLS FOR CULVERT PIPE, 18-INCH	EACH	2.00	2.00
52063	APRON ENDWALLS FOR CULVERT PIPE, 24-INCH	EACH	38.00	38.00
52065	APRON ENDWALLS FOR CULVERT PIPE, 30-INCH	EACH	6.00	6.00
52068	APRON ENDWALLS FOR CULVERT PIPE, 42-INCH	EACH	2.00	2.00
52082	TEMPORARY CULVERT PIPE, 18-INCH	L.F.	400.00	400.00
52178	STEEL APRON ENDWALLS FOR CULVERT PIPE, SLOPED SECTION, 18-INCH	EACH	6.00	6.00
52180	STEEL APRON ENDWALLS FOR CULVERT PIPE, SLOPED SECTION, 24-INCH	EACH	34.00	34.00
52181	STEEL APRON ENDWALLS FOR CULVERT PIPE, SLOPED SECTION, 30-INCH	EACH	5.00	5.00
52182	STEEL APRON ENDWALLS FOR CULVERT PIPE, SLOPED SECTION, 36-INCH	EACH	2.00	2.00
52183	STEEL APRON ENDWALLS FOR CULVERT PIPE, SLOPED SECTION, 42-INCH	EACH	2.00	2.00
52203	REINFORCED CONCRETE CULVERT PIPE, CLASS III, 18-INCH	L.F.	738.00	738.00

Sheet 31

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1500-04-73 QUANTITY
52205	REINFORCED CONCRETE CULVERT PIPE, CLASS III, 24-INCH	L.F.	348.00	348.00
52207	REINFORCED CONCRETE CULVERT PIPE, CLASS III, 30-INCH	L.F.	362.00	362.00
52260	REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 12-INCH	EACH	1.00	1.00
52262	REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE 18-INCH	EACH	7.00	7.00
52264	REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 24-INCH	EACH	4.00	4.00
52336	REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CULVERT PIPE, CLASS HE-III, 19X30-INCH	L.F.	316.00	316.00
52338	REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CULVERT PIPE, CLASS HE-III, 24X38-INCH	L.F.	360.00	360.00
52340	REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CULVERT PIPE, CLASS HE-III, 29X45-INCH	L.F.	642.00	642.00
52341	REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CULVERT PIPE, CLASS HE-III, 32X49-INCH	L.F.	316.00	316.00
52342	REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CULVERT PIPE, CLASS HE-III, 34X53-INCH	L.F.	632.00	632.00
52363	REINFORCED CONCRETE APRON ENDWALLS FOR HORIZONTAL ELLIP. CULVERT PIPE, 24X38-INCH	EACH	2.00	2.00
52365	REINFORCED CONCRETE APRON ENDWALLS FOR HORIZONTAL ELLIP. CULVERT PIPE, 29X45-INCH	EACH	2.00	2.00
60101	CONCRETE CURB, TYPE A	L.F.	1,230.00	1,230.00
60103	CONCRETE CURB, TYPE G	L.F.	170.00	170.00
60123	CONCRETE CURB AND GUTTER, 30-INCH, TYPE A	L.F.	1,158.00	1,158.00
60133	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D	L.F.	90.00	90.00
60160	CONCRETE CURB AND GUTTER, 36-INCH, TYPE A	L.F.	75.00	75.00

Sheet 3.2

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1500-04-73 QUANTITY
60170	CONCRETE CURB AND GUTTER, 36-INCH, TYPE D	L.F.	3,270.00	3,270.00
60205	CONCRETE SIDEWALK, 5-INCH	S.F.	4,818.00	4,818.00
60604	MEDIUM RANDOM RIPRAP	C.Y.	6.00	6.00
60735	COMPOSITE PIPE STORM SEWER, 12-INCH	L.F.	218.00	218.00
60736	COMPOSITE PIPE STORM SEWER, 15-INCH	L.F.	68.00	68.00
60825	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 12-INCH	L.F.	42.00	42.00
60826	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 15-INCH	L.F.	66.00	66.00
61122	INLETS, TYPE 3	EACH	5.00	5.00
61123	INLETS, TYPE 8	EACH	2.00	2.00
61124	INLETS, TYPE 9	EACH	7.00	7.00
61167	INLET COVERS, TYPE H	EACH	5.00	5.00
61170	INLET COVERS, TYPE MS	EACH	16.00	16.00
61201	PIPE UNDERDRAIN, 6-INCH	L.F.	61,600.00	61,600.00
61334	NONMETALLIC CONDUIT, 2-INCH	L.F.	42.00	42.00
61336	NONMETALLIC CONDUIT, 3-INCH	L.F.	452.00	452.00
61407	STEEL THRIE BEAM STRUCTURE APPROACH	L.F.	53.80	53.80
61408	STEEL PLATE BEAM GUARD, CLASS A	L.F.	2,280.50	2,280.50
61412	ANCHORAGES FOR STEEL PLATE BEAM GUARD, TYPE 1	EACH	4.00	4.00
61413	ANCHORAGES FOR STEEL PLATE BEAM GUARD, TYPE 2	EACH	4.00	4.00
61503	TIMBER GUARD POSTS	EACH	36.00	36.00
61801	MAINTENANCE AND REPAIR OF HAUL ROADS	L.S.	1.00	1.00
61910	MOBILIZATION	L.S.	1.00	1.00
62202	ASPHALTIC SHOULDER RUMBLE STRIP	L.F.	57,377.00	57,377.00
62203	ASPHALTIC FLUMES	S.Y.	180.00	180.00
62301	CALCIUM CHLORIDE SURFACE TREATMENT	TON	30.00	30.00
62401	WATER	MGAL	919.00	919.00

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ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1500-04-73 QUANTITY
62505	SALVAGED TOPSOIL	S.Y.	109,211.00	109,211.00
62703	MULCHING	TON	45.20	45.20
62803	EROSION MAT, DELIVERED	S.Y.	5,500.00	5,500.00
62804	EROSION MAT, INSTALLED	S.Y.	5,500.00	5,500.00
62815	SILT FENCE, DELIVERED	L.F.	4,860.00	4,860.00
62816	SILT FENCE, INSTALLED	L.F.	4,860.00	4,860.00
62817	SILT FENCE MAINTENANCE	L.F.	4,860.00	4,860.00
62905	FERTILIZER, TYPE B	CWT.	68.80	68.80
63002	SEEDING	LB.	1,501.00	1,501.00
63003	SEEDING, TEMPORARY	LB.	416.00	416.00
63101	SODDING	S.Y.	3,715.00	3,715.00
63301	DELINEATOR POSTS	EACH	39.00	39.00
63305	DELINEATORS	EACH	39.00	39.00
64012	CONCRETE BASES, TYPE 1	EACH	4.00	4.00
64013	CONCRETE BASES, TYPE 2	EACH	1.00	1.00
64210	FIELD LABORATORY	L.S.	1.00	1.00
64220	FIELD OFFICE, TYPE C	L.S.	1.00	1.00
64301	TRAFFIC CONTROL	L.S.	1.00	1.00
64310	TRAFFIC CONTROL, ARROW BOARDS	DAYS	360.00	360.00
64313	TRAFFIC CONTROL, DRUMS	DAYS	19,260.00	19,260.00
64318	TRAFFIC CONTROL, BARRICADES, TYPE III	DAYS	7,308.00	7,308.00
64321	TRAFFIC CONTROL, WARNING LIGHTS, TYPE A	DAYS	1,948.00	1,948.00
64323	TRAFFIC CONTROL, WARNING LIGHTS, TYPE C	DAYS	19,260.00	19,260.00
64326	TRAFFIC CONTROL, SIGNS	DAYS	5,520.00	5,520.00
64401	PAVEMENT MARKING, HOT PAINT	L.F.	27,675.00	27,675.00
64406	PAVEMENT MARKING, EPOXY, 4-INCH	L.F.	111,922.00	111,922.00
64408	PAVEMENT MARKING, CHANNELIZING, HOT PAINT	L.F.	275.00	275.00
64414	PAVEMENT MARKING, CHANNELIZING, EPOXY, 8-INCH	L.F.	1,797.00	1,797.00

Sheet 34

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1500-04-73 QUANTITY
64447	PAVEMENT MARKING, STOP LINE, EPOXY, 18-INCH	L.F.	131.00	131.00
64472	PAVEMENT MARKING, ARROWS, EPOXY, TYPE 2	EACH	4.00	4.00
64473	PAVEMENT MARKING, ARROWS, EPOXY, TYPE 1	EACH	2.00	2.00
64474	PAVEMENT MARKING, ARROWS, EPOXY, TYPE 4	EACH	2.00	2.00
64479	PAVEMENT MARKING, WORDS, EPOXY	EACH	2.00	2.00
64481	TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE	L.F.	1,500.00	1,500.00
64487	REMOVING PAVEMENT MARKINGS	L.F.	45,926.00	45,926.00
64495	PAVEMENT MARKING, CURB, EPOXY	L.F.	100.00	100.00
64496	PAVEMENT MARKING, ISLAND NOSE, EPOXY	L.F.	108.00	108.00
64503	GEOTEXTILE FABRIC, TYPE DF	S.Y.	20,500.00	20,500.00
64505	GEOTEXTILE FABRIC, TYPE R	S.Y.	10.00	10.00
64601	SAWING EXISTING PAVEMENT	L.F.	1,452.00	1,452.00
90001	CORRUGATED STEEL PIPE UNDERDRAIN UNPERFORATED, 6-INCH	L.F.	6,766.00	6,766.00
90002	OVERHEAD SIGN SUPPORTS, 47.5 FT. SPAN	L.S.	1.00	1.00
90003	REMOVING PULL BOXES	EACH	6.00	6.00
90004	REMOVING DELINEATOR POSTS	EACH	40.00	40.00
90005	REMOVING TEMPORARY FENCE	L.F.	680.00	680.00
90006	FINE GRADING CRUSHED AGGREGATE AND OPEN GRADED BASE COURSE	STA.	417.00	417.00
90007	CR. AGG. BASE COURSE AND OPEN GRADED BASE COURSE CONSTRUCTION STAKING	STA.	427.00	427.00
90303	SUBGRADE CONSTRUCTION STAKING	STA.	233.00	233.00
90350	CRUSHED AGGREGATE BASE COURSE, OPEN GRADED	TON	32,633.00	32,633.00
90359	BREAKER RUN STONE	TON	1,268.00	1,268.00
90384	SINGLE AGGREGATE ASPHALTIC PAVEMENT, TYPE D1	TON	12,752.00	12,752.00

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1500-04-73 QUANTITY
90394	PROFILOGRAPH	L.S.	1.00	1.00
90396	CONCRETE PAVEMENT GAPS	EACH	16.00	16.00
90555	REINFORCED CONCRETE APRON ENDWALLS FOR UNDERDRAIN, 6-INCH	EACH	233.00	233.00
90773	TEMPORARY PAVEMENT MARKING, RAISED MARKERS	EACH	20.00	20.00
90776	PAVEMENT MARKING, RAISED MARKERS	EACH	271.00	271.00
90797	PULL BOXES, 24X36-INCH	EACH	6.00	6.00
90871	LOOP DETECTOR CONDUIT, 1-INCH	L.F.	615.00	615.00
90872	LOOP DETECTOR WIRE	L.F.	1,453.00	1,453.00
90999	ON-THE-JOB TRAINING	HRS.	250.00	250.00

Sheet 3.6

DETAIL
SUMMARY OF MISCELLANEOUS QUANTITIES

YARDAGE SUMMARY

STATION	MARSH EXCAVATION CU. YD.
U.S.H. 10 & S.T.H. 114	
24+03	
	55
25+03	
	78
26+04	
	167
27+04	
	185
28+04	
	176
29+04	
	147
+57	
+87	
	14
29+93	
	59
30+04	
	111
31+04	
	130
32+04	
	93
33+04	
	93
34+04	
	41
+55	
35+00	
	10
+20	
	27
+49	
	74
36+04	
	174
37+04	
	163
38+04	
	193
39+04	
	193
40+01	
	156
41+04	
	37
41+50	
TOTAL	2,376

STATION	FILL CU. YD.
TEMPORARY CROSSOVER	
92+04	
	3
+34	
	2
+42	
	4
+57	
	17
93+04	
	56
94+04	
	20
+36	
	38
95+04	
	37
96+61	
	69
+04	
	287
97+04	
	293
98+04	
	230
+96	
	17
99+04	
	45
+39	
	24
100+04	
TOTAL	1,142

STATION	FILL CU. YD.	UNCLASSIFIED EXCAVATION CU. YD.
S.T.H. 114 CONNECTOR		
179+00		
	158	
+93		
	25	
180		
	578	
181		
	800	
182		
	444	
183		
	83	
184		
	244	
185		
	100	
186		
187		
188		
		154
189		
		28
+09		
		35
+20		
		70
+42		
		112
+75		
		94
190		
		330
191		
		134
192+00		
TOTALS	2,432	957

STATION	UNCLASSIFIED EXCAVATION CU. YD.	FILL CU. YD.
TEMPORARY CONNECTOR		
89+04		
	126	
90+04		
	15	33
91+04		
		107
92+04		
		82
92+42		
		33
+57		
		119
93+04		
		404
94+04		
		183
+36		
		446
95+04		
TOTALS	141	1,407

BALANCES

U.S.H. 10 - S.T.H. 114 STA. 0+00 - 98+00

HAUL IN 130,362 CU. YD. OF SELECT BORROW
HAUL OUT AND WASTE 2,376 MARSH EXCAVATIION
HAUL OUT 746 CU. YD. TO FIRE LANE #7
HAUL OUT AND WASTE 20,000 CU. YD.
HAUL OUT 800 CU. YD. TO P.E.'S AT 21+00 RT. AND FIRE LANE #4 NORTH

U.S.H. 10 S.T.H. 114 STA. 98+00 - 110+00

HAUL OUT 1,428 CU. YD. TO TEMPORARY CROSSOVER
HAUL OUT 1,758 CU. YD. TO TEMPORARY CONNECTOR
HAUL OUT 3,040 CU. YD. TO STA. 179+00 - 186+00 S.T.H. 114 CONNECTOR
HAUL OUT AND WASTE 11,695 CU. YD.

FIRE LANE # 3

HAUL IN 91 CU. YD.FROM FIRE LANE #5

FIRE LANE #4

HAUL IN 202 CU. YD. FROM FIRE LANE #5

FIRE LANE #5

HAUL OUT 91 CU. YD. TO FIRE LANE #3 (PHASE1)
HAUL OUT 202 CU. YD. TO FIRE LANE #4 (PHASE 1 & 2)

FIRE LANE #6

HAUL OUT 47 CU. YD. TO FIRE LANE #7 (PHASE 1)

FIRE LANE #7

HAUL IN 746 CU. YD. (PHASE 1) FROM 0+00 - 98+00

FIRE LANE #8 AND LAKE PARK ROAD

HAUL OUT 137 CU. YD. (PHASE 1)

S.T.H. 114 CONNECTOR STA. 179+00 - 186+00

HAUL IN 3,040 CU. YD. FROM STA. 98+00 - 110+00 FOR COMPLETION OF FILL

TEMPORARY CONNECTOR STA. 90+00 - 95+00

HAUL IN 1,758 CU. YD. FROM 98+00 - 110+00 (PHASE 1)
SALVAGE 800 CU. YD. OF CRUSHED AGGREGATE BASE COURSE AND HAUL TO STA. 106+00 - 113+00

TEMPORARY CROSSOVER STA. 92+00 - 99+39

HAUL IN 1,428 CU. YD. FROM 98+00 - 110+00 (PHASE 2)

TEMPORARY CROSSOVER STA. 166+32 - 179+42

SALVAGE 1,200 CU. YD. CRUSHED AGGREGATE BASE COURSE AND HAUL TO S.T.H. 114 CONNECTOR (SOUTH SIDE) AND PLACE AFTER SURCHARGE IS REMOVED
HAUL OUT AND WASTE 2,000 CU. YD.

S.T.H. 114 CONNECTOR

HAUL OUT 957 CU. YD. FROM SURCHARGE ON S. ABUTMENT AND WASTE
HAUL IN 1,200 CU. YD. OF SALVAGED CRUSHED AGGREGATE BASE COURSE

DETAIL
SUMMARY OF MISCELLANEOUS QUANTITIES

YARDAGE SUMMARY

STATION TO STATION	LOCATION	UNCLASSIFIED EXCAVATION CU. YD.	FILL CU. YD.	SELECT BORROW CU. YD.	MARSH EXCAVATION CU. YD.
0+00 - 98+00	U.S.H. 10 & S.T.H. 114	21,659	110,983	130,362	2,376
98+00 - 110+00	U.S.H. 10 & S.T.H. 114	32,995	11,389		
38+00 - 39+65	FIRE LANE #3	74	132		
48+00 - 49+66	FIRE LANE #4	129	265		
60+00 - 64+00	FIRE LANE #4	100	67		
68+15 - 69+65	FIRE LANE #5	391	67		
78+85 - 79+65	FIRE LANE #6	89	34		
87+90 - 89+65	FIRE LANE #7	102	678		
97+50 - 98+82	FIRE LANE #8	186	119		
88+00 - 95+00	TEMPORARY CONNECTOR	2,807	1,407		
89+00 - 102+00	TEMPORARY CROSSOVER	2,237	1,142		
110+00	FIRESTATION AT C.T.H. "LP"	100			
161+50	TEMP. ASPHALTIC SURFACE AT S. COOP ROAD	67			
166+32 - 179+42	TEMPORARY CROSSOVER	3,200			
188+00 - 192+00	S.T.H. 114 CONNECTOR SURCHARGE	957			
189+00	TEMPORARY EXTENSION AT S.E. RAMP	232			
	TOTALS	65,325	126,283	130,362	2,376

NOTE: FILL AND UNCLASSIFIED EXCAVATION ADJUSTED FROM ROADWAY DESIGN YARDAGE DUE TO FILL PLACED BY CALUMET CO. STA. 100+00 - 108+45.

CONCRETE PAVEMENT REMOVAL

STATION TO STATION	LOCATION	SQ. YD.	REMARKS
92+26 - 2+50	U.S.H. 10 & S.T.H. 114 INTERSECTION	3,980	
1+02 - 4+00	U.S.H. 10 & S.T.H. 114 E.B.	877	
4+00 - 11+21	U.S.H. 10 & S.T.H. 114 E.B.	1,963	
11+21 - 15+66	U.S.H. 10 & S.T.H. 114 E.B.	964	
15+66 - 19+12	U.S.H. 10 & S.T.H. 114 E.B. & W.B.	1,203	INCLUDES GORE AREA
1+02 - 2+36	U.S.H. 10 & S.T.H. 114 W.B.	744	
2+36 - 4+38	U.S.H. 10 & S.T.H. 114 W.B.	393	
2+36 - 3+40	U.S.H. 10 & S.T.H. 114 W.B.	306	
3+40 - 5+40	U.S.H. 10 & S.T.H. 114 W.B.	400	
4+38 - 5+40	U.S.H. 10 & S.T.H. 114 W.B.	142	
5+40 - 15+66	U.S.H. 10 & S.T.H. 114 W.B.	2,793	
25+95	U.S.H. 10 & S.T.H. 114 W.B.	32	REMOVAL REQUIRED FOR R.C.C.P. CONSTRUCTION
32+00	U.S.H. 10 & S.T.H. 114 W.B.	32	REMOVAL REQUIRED FOR R.C.C.P. CONSTRUCTION
43+30	U.S.H. 10 & S.T.H. 114 W.B.	32	REMOVAL REQUIRED FOR R.C.C.P. CONSTRUCTION
55+68	U.S.H. 10 & S.T.H. 114 W.B.	32	REMOVAL REQUIRED FOR R.C.C.P. CONSTRUCTION
81+40	U.S.H. 10 & S.T.H. 114 W.B.	32	REMOVAL REQUIRED FOR R.C.C.P. CONSTRUCTION
64+00 - 81+00	U.S.H. 10 & S.T.H. 114 W.B.	4533	REMOVAL FULL WIDTH REQUIRED
81+00 - 89+50	U.S.H. 10 & S.T.H. 114 W.B.	1322	REMOVE 14' RT.
92+40 - 94+00	U.S.H. 10 & S.T.H. 114 W.B.	249	REMOVE 14' RT.
94+00 - 96+00	U.S.H. 10 & S.T.H. 114 W.B.	533	REMOVAL FULL WIDTH REQUIRED
	TOTAL	20,562	

CLEARING AND GRUBBING

STATION TO STATION	LOCATION	CLEARING IN. DIA.	CLEARING STA.	GRUBBING IN. DIA.	GRUBBING STA.
24+00 - 25+00	U.S.H. 10 & S.T.H. 114	63		63	
25+00 - 106+00	U.S.H. 10 & S.T.H. 114		81		81
	TOTALS	63	81	63	81

NOTE: STATIONS NOT SHOWN SHALL BE PAID BY INCH DIAMETER.

REMOVING ASPHALTIC SURFACE

STATION TO STATION	LOCATION	SQ. YD.	REMARKS
1005+00 - 1006+75	S.E. RAMP PASSING LANE	317	
178+00 - 190+00*	S.E. RAMP SHOULDER RT.	550	REMOVE 4' OF EXIST. 12'
	TOTAL	867	

* SEE TYPICAL FOR RECONSTRUCTION OF SHOULDER.

REMOVING ASPHALTIC SURFACE, BUTT JOINTS

STATION TO STATION	LOCATION	SQ. YD.
92+06 - 92+26	S.T.H. 114	129
	DRIVEWAYS & SIDE ROADS	271
	TOTAL	400

REMOVING GUARDRAIL

STATION TO STATION	LOCATION	LIN. FT.
0+25 - 1+00	U.S.H. 10 & S.T.H. 114 INTER. S.E. QUAD.	94
70+00 - 70+94	U.S.H. 10 & S.T.H. 114 LT. & RT.	188
81+50 - 82+50	U.S.H. 10 & S.T.H. 114 LT. & RT.	188
101+90 - 105+20	U.S.H. 10 & S.T.H. 114 RT.	330
	TOTAL	800

SAWING EXISTING PAVEMENT

STATION TO STATION	LOCATION	LIN. FT.	REMARKS
178+00 - 190+00	S.E. RAMP RT. SHOULDER	1,200	FULL DEPTH REQUIRED
	DRIVEWAYS AND SIDE ROADS	252	
	TOTAL	1,452	

REMOVING PULL BOXES

STATION	LOCATION	EACH
92+97	S.T.H. 114 MEDIAN ISLAND	1
0+35	U.S.H. 10 & S.T.H. 114 MEDIAN ISLAND	1
0+60	U.S.H. 10 MEDIAN & ISLAND	2
1+95	U.S.H. 10	1
9+65	FIRE LANE #1 ISLAND	1
	TOTAL	6

REMOVING PAVEMENT MARKINGS

STATION TO STATION	LOCATION	CENTERLINE YELLOW LIN. FT.	EDGELINE WHITE LIN. FT.
0+50 - 100+00	U.S.H. 10 & S.T.H. 114 E.B.	2,362	9,950
95+00 - 181+00	U.S.H. 10 & S.T.H. 114 W.B.	2,150	8,600
176+00 - 178+00	U.S.H. 10 & S.T.H. 114 W.B.		200
178+00 - 184+56	U.S.H. 10 & S.T.H. 114 W.B.	1,312	1,312
1000+40 - 1030+00	U.S.H. 10 W.B.	5,920	5,920
189+50 - 210+00	S.E. RAMP & S.T.H. 114 CONN.	4,200	4,000
	TOTALS	15,944	29,982

REMOVING CONCRETE SIDEWALK

STATION TO STATION	LOCATION	SQ. YD.
92+06 - 93+00	S.T.H. 114 MEDIAN ISLAND	52
92+70 - 2+78	U.S.H. 10 & S.T.H. 114 N.W. RADIUS	143
0+36 - 1+15	U.S.H. 10 & S.T.H. 114	44
0+73 - 1+08	U.S.H. 10 & S.T.H. 114 N.W. ISLAND	29
0+83 - 2+56	U.S.H. 10 MEDIAN ISLAND	77
9+55 - 9+65	U.S.H. 10 & S.T.H. 114 S.E. ISLAND	5
14+84 - 15+67	U.S.H. 10 & S.T.H. 114 MEDIAN NOSE	60
	TOTAL	410

REMOVING INLETS

STATION	LOCATION	EACH
0+82	U.S.H. 10 RT.	1
0+87	U.S.H. 10 LT.	1
0+50	U.S.H. 10 & S.T.H. 114 W.B.	1
6+00	U.S.H. 10 & S.T.H 114 MEDIAN	1
9+00	U.S.H. 10 & S.T.H 114 MEDIAN	1
11+00	U.S.H. 10 & S.T.H 114 MEDIAN	1
10+30	U.S.H. 10 & S.T.H 114 MEDIAN	1
13+00	U.S.H. 10 & S.T.H 114 MEDIAN	1
15+64	U.S.H. 10 & S.T.H. 114 W.B.	1
	TOTAL	9

DETAIL
SUMMARY OF MISCELLANEOUS QUANTITIES

REMOVING CONCRETE BASES

STATION	LOCATION	EACH
92+90	S.T.H. 114 MEDIAN ISLAND	1
0+52	U.S.H. 10 & S.T.H. 114 MEDIAN ISLAND	1
0+55	U.S.H. 10 ISLAND	1
0+70	U.S.H. 10 MEDIAN ISLAND	1
9+60	FIRE LANE #1 ISLAND	1
	TOTAL	5

WATER

STATION TO STATION	LOCATION	MI. GAL.
0+00 - 110+00	U.S.H. 10 & S.T.H. 114	919

FINE GRADING CRUSHED AGGREGATE AND OPEN GRADED BASE COURSE

STATION TO STATION	LOCATION	STA.
0+00 - 2+78	U.S.H. 10	3
92+06 - 0+00	S.T.H. 114	2
0+00 - 184+56	U.S.H. 10 E.B.	185
0+00 - 171+50	U.S.H. 10 W.B.	172
1000+40 - 1012+00	U.S.H. 10 E.B.	12
170+00 - 185+00	S.T.H. 114 CONNECTOR	15
188+50 - 197+00	S.T.H. 114 CONNECTOR	9
176+00 - 195+00	S.W.RAMP	19
	TOTAL	417

SUBGRADE CONSTRUCTION STAKING

STATION TO STATION	LOCATION	STA.
0+00 - 110+00	U.S.H. 10 E.B.	110
0+00 - 110+00	U.S.H. 10 W.B.	110
0+00 - 2+78	U.S.H. 10	3
92+06 - 0+00	S.T.H. 114	2
	SIDE ROADS	8
	TOTAL	233

CRUSHED AGGREGATE BASE COURSE AND OPEN GRADED BASE COURSE CONSTRUCTION STAKING

STATION TO STATION	LOCATION	STA.
0+00 - 184+56	U.S.H. 10 E.B.	185
0+00 - 171+50	U.S.H. 10 W.B.	172
1000+40 - 1012+00	U.S.H. 10 E.B.	12
0+00 - 2+78	U.S.H. 10	3
92+06 - 0+00	S.T.H. 114	2
170+00 - 185+00	S.T.H. 114 CONNECTOR	10
188+50 - 197+00	S.T.H. 114 CONNECTOR	9
176+00 - 195+00	S.W. RAMP	19
106+00 - 113+00	FRONTAGE ROAD	7
	SIDE ROADS	8
	TOTAL	427

PAVEMENT TIES

STATION	LOCATION	EACH
2+65	US.H. 10	67
92+06	S.T.H. 114	65
	TOTAL	132

SALVAGED CRUSHED AGGREGATE BASE COURSE

STATION TO STATION	LOCATION	CU. YD.
0+50 - 31+50	U.S.H.10 & S.T.H. 114 W.B. SHOULDER LT.	656
87+82 - 95+00	TEMPORARY CONNECTOR	800
166+32 - 179+42	TEMPORARY CROSSOVER	1,200
	TOTAL	2,656

CRUSHED AGGREGATE BASE COURSE, OPEN GRADED BASE COURSE AND BREAKER RUN

STATION TO STATION	LOCATION	CRUSHED AGGREGATE BASE COURSE MAINLINE TON	CRUSHED AGGREGATE BASE COURSE SHOULDER TON	OPEN GRADED BASE COURSE TON	BREAKER RUN STONE TON
92+26 - 0+94	U.S.H. 10 & S.T.H. 114 INTERSECTION	1,400		891	
0+00 - 171+55	U.S.H. 10 & S.T.H. 114 UNDERDRAIN TRENICHS			1216	
0+94 - 4+50	U.S.H. 10 & S.T.H. 114 E.B. & W.B.	1,094		244	
4+50 - 21+00	U.S.H. 10 & S.T.H. 114 E.B. & W.B.	6,246			
21+00 - 31+50	U.S.H. 10 & S.T.H. 114 E.B. & W.B.	3,974			
31+50 - 110+00	U.S.H. 10 & S.T.H. 114 E.B. & W.B.	28,027			
48+00 - 49+06	U.S.H. 10 & S.T.H. 114 E.B. & W.B.	132			
58+00 - 59+06	U.S.H. 10 & S.T.H. 114 E.B. & W.B.	132			
68+50 - 69+06	U.S.H. 10 & S.T.H. 114 E.B. & W.B.	70			
78+84 - 79+06	U.S.H. 10 & S.T.H. 114 E.B. & W.B.	20			
87+85 - 89+06	U.S.H. 10 & S.T.H. 114 E.B. & W.B.	150			
97+50 - 99+06	U.S.H. 10 & S.T.H. 114 E.B. & W.B.	194			
4+50 - 184+56	U.S.H. 10 & S.T.H. 114 E.B. RT.		7,703	14,019	
31+50 - 184+56	U.S.H. 10 & S.T.H. 114 E.B. LT.		7,582		
171+55 - 184+56	U.S.H. 10 & S.T.H. 114 E.B. UNDERDRAIN TRENCH			193	
0+94 - 3+00	U.S.H. 10 & S.T.H. 114 W.B.			252	
3+00 - 4+00	U.S.H. 10 & S.T.H. 114 W.B.			110	
4+00 - 6+00	U.S.H. 10 & S.T.H. 114 W.B.			171	
4+50 - 159+00	U.S.H. 10 & S.T.H. 114 W.B. LT.		6,609		
6+00 - 45+25	U.S.H. 10 & S.T.H. 114 W.B.			2,879	
31+50 - 171+55	U.S.H. 10 & S.T.H. 114 W.B. RT.		5,511		
45+21 - 102+13	U.S.H. 10 & S.T.H. 114 W.B.			4,174	
102+30 - 171+55	U.S.H. 10 & S.T.H. 114 W.B.			5,078	
159+00 - 170+00	U.S.H. 10 & S.T.H. 114 W.B. LT.		312		
1000+40 - 1015+50	U.S.H. 10 E.B. UNDERDRAIN TRENCH			112	
1000+40 - 1015+00	U.S.H. 10 E.B. RT.		625	1,219	
1000+40 - 1015+00	U.S.H. 10 E.B. LT.		723		
178+00 - 195+00	S.W. RAMP	618	1124	790	
178+00 - 195+00	S.W. RAMP UNDERDRAIN TRENCH			126	
160+00 - 171+55	S.T.H. 114 CONNECTOR UNDERDRAIN TRENCH			448	
170+00 - 181+67	S.T.H. 114 CONNECTOR LT.		526		
171+55 - 181+67	S.T.H. 114 CONNECTOR	1,244		470	
173+00 - 185+67	S.T.H. 114 CONNECTOR RT.		200		
181+67 - 185+67	S.T.H. 114 CONNECTOR	1,012			
181+67 - 185+67	S.T.H. 114 CONNECTOR LT.		60		
188+26 - 197+00	S.T.H. 114 CONNECTOR RT.		116		
188+36 - 192+36	S.T.H. 114 CONNECTOR	1,012			
188+36 - 197+00	S.T.H. 114 CONNECTOR LT.		269		
192+36 - 197+00	S.T.H. 114 CONNECTOR	571		241	
6+00 - 7+50	FIRE LANE NO. 1	268	21		
18+61 - 19+06	FIRE LANE NO. 2	216	56		
38+00 - 39+06	FIRE LANE NO. 3	288			
48+00 - 49+06	FIRE LANE NO. 4	288			
61+00 - 64+65	FIRE LANE NO. 4 & P.E.	250	63		1,268
68+50 - 69+06	FIRE LANE NO. 5	227			
78+84 - 79+06	FIRE LANE NO. 6	184			
87+82 - 95+00	TEMPORARY CONNECTION W.B. TO EXIST. U.S.H. 10	2,257	140		
89+76 - 102+13	TEMPORARY CROSSOVER E.B. TO W.B.	1,572	118		
87+85 - 89+06	FIRE LANE NO. 7	307			
97+50 - 99+00	FIRE LANE NO. 8	351			
108+92	CROSSOVER BETWEEN E.B. & FIRE LANE #8	200			
110+86 - 112+30	LAKE PARK INTERSECTION	524	150		
	MEDIAN CROSSOVER	2,384			
150+86 - 151+60	COOP ROAD INTERSECTION	80			
106+00 - 113+00	FRONTAGE ROAD RECONSTRUCTION	2,042			
106+00 - 113+00	FRONTAGE ROAD SHOULDERS		196		
113+00 - 177+40	FRONTAGE ROAD SHOULDERS		1,312		
106+00 - 113+00	CUL-DE-SAC	450	32		
	PRIVATE ROADS, P.E.'S AND F.E.'S	1,000			
	TOTALS	58,784	33,448	32,633	1,268

LEVELS ON

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	3D

DETAIL
SUMMARY OF MISCELLANEOUS QUANTITIES

CONCRETE CURB AND CONCRETE CURB AND GUTTER

STATION TO STATION	LOCATION	CURB TYPE A 6-INCH LIN. FT.	CURB AND GUTTER TYPE A 30-INCH LIN. FT.	CURB AND GUTTER TYPE A 36-INCH LIN. FT.	CURB AND GUTTER TYPE D 30-INCH LIN. FT.	CURB AND GUTTER TYPE D 36-INCH LIN. FT.	CURB TYPE G 6-INCH LIN. FT.
0+52 - 3+70	U.S.H. 10 & S.T.H. 114 MEDIAN	636					
0+60 - 2+23	U.S.H. 10 & S.T.H. 114 MEDIAN	326					
2+63 - 4+00	U.S.H. 10 & S.T.H. 114 N.E. RADIUS		392				
42+12	U.S.H. 10 & S.T.H. 114 MEDIAN CROSSOVER					210	
55+08	U.S.H. 10 & S.T.H. 114 MEDIAN CROSSOVER					210	
73+22	U.S.H. 10 & S.T.H. 114 MEDIAN CROSSOVER					210	
85+40	U.S.H. 10 & S.T.H. 114 MEDIAN CROSSOVER					210	
98+69	U.S.H. 10 & S.T.H. 114 MEDIAN CROSSOVER					210	
108+91	U.S.H. 10 & S.T.H. 114 MEDIAN CROSSOVER					210	
161+53	U.S.H. 10 & S.T.H. 114 MEDIAN CROSSOVER					210	
	FIRE LANE #1 INTERSECTION	128	351		30		
8+96 - 4+00	FIRE LANE #1 S.E. RADIUS		415				
8+96 - 4+00	FIRE LANE #1 S.E. RADIUS				60		
29+69	FIRE LANE #2 S.W. & S.E. RADIUS					150	
30+07 - 31+77	FIRE LANE #2 MEDIAN						170
42+12	FIRE LANE #3 S.W. & S.E. RADIUS					150	
55+08	FIRE LANE #4 S.W. & S.E. RADIUS N. & S. SIDE					300	
73+22	FIRE LANE #5 S.W. & S.E. RADIUS					150	
85+40	FIRE LANE #6 S.W. & S.E. RADIUS					150	
98+69	FIRE LANE #7 S.W. & S.E. RADIUS					150	
108+91	FIRE LANE #8 S.W. & S.E. RADIUS					150	
108+91	FRONTAGE ROAD CROSS OVER					150	
108+91	N.W. & N.E. RADIUS AT LAKE PARK ROAD					150	
161+53	SOUTH COOP ROAD LT.					150	
161+53	FRONTAGE ROAD CROSSOVER					150	
189+80	S.E. RAMP LT.			75			
	N.W. ISLAND AT U.S.H. 10 & S.T.H. 114	80					
	S.E. ISLAND AT U.S.H. 10 & S.T.H. 114	60					
	TOTALS	1,230	1,158	75	90	3,270	170

PAVEMENT GAPS

LOCATION	EACH
U.S.H. 10 & S.T.H. 114 INTERSECTION	6
U.S.H. 10 & S.T.H. 114 W.B. AT LAKE PARK ROAD	2
U.S.H. 10 & S.E. RAMP E.B. LANES	2
FIRE LANES	6
TOTAL	16

CONCRETE SIDEWALK, 5-INCH

STATION TO STATION	LOCATION	SQ. FT.	REMARKS
0+60 - 2+23	U.S.H. 10	815	MEDIAN ISLAND
92+26 - 92+90	S.T.H. 114	320	MEDIAN ISLAND
0+52 - 3+70	U.S.H. 10 & S.T.H. 114	2,195	MEDIAN ISLAND
	U.S.H. 10 & S.T.H. 114 N.W. RADIUS	1,285	
	N.W. ISLAND	143	
	S.W. ISLAND	60	
	TOTAL	4,818	

CONCRETE PAVEMENT, 9-INCH (DOWELED); H.E.S. CONCRETE PAV'T., 9-INCH (DOWELED) AND CONCRETE BASE COURSE, 7-INCH

STATION TO STATION	LOCATION	CONCRETE BASE COURSE, 7-INCH SQ. YD.	CONCRETE PAVEMENT 9-INCH SQ. YD.	CONCRETE PAVEMENT H.E.S. 9-INCH SQ. YD.
92+26 - 0+94	U.S.H. 10 & S.T.H. 114 INTER.		3,301	300
0+94 - 4+50	U.S.H. 10 & S.T.H. 114 E.B.		949	
4+50 - 184+57	U.S.H. 10 & S.T.H. 114 E.B.		51,593	
0+94 - 3+00	U.S.H. 10 & S.T.H. 114 W.B.		1,052	
3+00 - 4+00	U.S.H. 10 & S.T.H. 114 W.B.		456	
4+00 - 6+00	U.S.H. 10 & S.T.H. 114 W.B.		689	
6+00 - 45+25.5	U.S.H. 10 & S.T.H. 114 W.B.		11,340	
45+21.86 - 102+13.38	U.S.H. 10 & S.T.H. 114 W.B.		16,442	
102+30.58 - 171+55	U.S.H. 10 & S.T.H. 114 W.B.		19,729	
3+70 - 20+23.24	U.S.H. 10 & S.T.H. 114 MEDIAN		2,939	
20+23.24 - 30+50	U.S.H. 10 & S.T.H. 114 MEDIAN		1,988	
1000+40.06 - 1012+28	U.S.H. 10		3,432	
158+48 - 160+98	S.T.H. 114 CONNECTOR		139	
160+98 - 169+77.95	S.T.H. 114 CONNECTOR		978	
169+77.95 - 174+70.83	S.T.H. 114 CONNECTOR		739	
174+70.83 - 181+67	S.T.H. 114 CONNECTOR		1,160	
192+36 - 197+00	S.T.H. 114 CONNECTOR		773	
	S.T.H. 114 CONNECTOR GORE		28	
176+75 - 179+01	S.W. RAMP		226	
179+01 - 195+00	S.W. RAMP		2,665	
189+29 - 189+35	S.E. RAMP		43	
	S.E. RAMP		47	
	TAPER AT S.E. RAMP		33	
	E.B. & W.B. AT LAKE PARK ROAD & COOP ROAD			275
	E.B. AT FIRE LANES *			425
	GORE AREA AT S.W. RAMP	145		
	GORE AREA AT S.T.H. 114 CONNECTOR	145		
	TOTALS	290	120,741	1,000

* 20' X 26' OF H.E.S. CONCRETE TO BE USED ON E.B. LANES ADJACENT OF FIRE LANES FOR GAPS.

NOTE: CONCRETE PAVEMENT, 9-INCH, DOWELED NONREINFORCED SHALL HAVE TRAVERSE JOINTS SPACED AT 20' AND NORMAL TO PAVEMENT AT THE WEST JUNCTION OF S.T.H. 114 & U.S.H. 10 TO FIRE LANE NO. 2 (STA. 30+00).

CONCRETE BASES

STATION	LOCATION	TYPE 1 EACH	TYPE 2 EACH
0+52	U.S.H. 10 & S.T.H. 114 MEDIAN ISLAND	1	
0+55	U.S.H. 10 MEDIAN ISLAND		1
0+70	U.S.H. 10 MEDIAN ISLAND	1	
92+90	S.T.H. 114 MEDIAN ISLAND	1	
9+60	FIRE LANE #1 ISLAND	1	
	TOTALS	4	1

LEVELS ON

FILE NAME: MDSN-DS 150004:300.DGN

WISDOT/CADDS SHEET 42

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	3E

DETAIL
SUMMARY OF MISCELLANEOUS QUANTITIES

ASPHALTIC SUMMARY

STATION TO STATION	LOCATION	ASPHALTIC PAVEMENT, SINGLE AGGREGATE, TYPE D1 (SURFACE COURSE ONLY) TON	A.C. (120-150)	TACK COAT GAL.
4+50 - 31+50	U.S.H. 10 & S.T.H. 114 E.B. RT. & W.B. LT.	630	33.4	
31+50 - 161+00	U.S.H. 10 & S.T.H. 114 E.B. & W.B. SHOULDERS	4,532	240.2	
161+00 - 176+50	U.S.H. 10 & S.T.H. 114 E.B. LT. & RT.	271	14.4	
176+50 - 184+56	U.S.H. 10 & S.T.H. 114 E.B. LT. SHOULDER	47	2.5	
181+50 - 184+56	U.S.H. 10 & S.T.H. 114 E.B. RT. SHOULDER	36	1.9	
161+00 - 170+00	U.S.H. 10 & S.T.H. 114 W.B. LT. SHOULDER	53	2.8	
161+00 - 181+55	U.S.H. 10 & S.T.H. 114 W.B. RT. SHOULDER	62	3.3	
30+50 - 31+50	U.S.H. 10 & S.T.H. 114 MEDIAN	49	2.6	
42+12	U.S.H. 10 & S.T.H. 114 MEDIAN CROSS OVER	150	8.0	
55+09	U.S.H. 10 & S.T.H. 114 MEDIAN CROSS OVER	150	8.0	
73+22	U.S.H. 10 & S.T.H. 114 MEDIAN CROSS OVER	150	8.0	
85+40	U.S.H. 10 & S.T.H. 114 MEDIAN CROSS OVER	150	8.0	
98+69	U.S.H. 10 & S.T.H. 114 MEDIAN CROSS OVER	150	8.0	
108+92	U.S.H. 10 & S.T.H. 114 MEDIAN CROSS OVER	150	8.0	
1000+40 - 1006+85	U.S.H. 10 E.B. RT. SHOULDER	75	4.0	
1000+40 - 1015+50	U.S.H. 10 E.B. LT. SHOULDER	88	4.7	
1007+55 - 1008+55	U.S.H. 10 E.B. RT. SHOULDER	9	0.5	
1008+55 - 1015+50	U.S.H. 10 E.B. RT. SHOULDER	81	4.3	
176+50 - 195+00	S.W. RAMP	265	14.0	
179+01 - 181+50	CORE AREA BETWEEN E.B. LANES & S.W. RAMP	25	1.3	
180+50 - 195+00	S.W. RAMP LT. SHOULDER	85	4.5	
170+00 - 185+67	S.T.H. 114 CONNECTOR LT. SHOULDER	152	8.1	
173+00 - 185+67	S.T.H. 114 CONNECTOR RT. SHOULDER	74	4.0	
181+67 - 185+67	STRUCTURE APPROACHES B-3-31 S.T.H. 114 CONN.	190	10.1	
188+36 - 192+36	STRUCTURE APPROACHES B-3-31 S.T.H. 114 CONN.	190	10.1	
188+36 - 197+25	S.T.H. 114 CONNECTOR LT. & RT. SHOULDERS	138	7.3	
8+20 - 9+52	FIRE LANE NO. 1	96	5.1	
29+70	FIRE LANE NO. 2	112	6.0	
42+13	FIRE LANE NO. 3	163	8.6	
55+09	FIRE LANE NO. 4	70	3.7	
73+22	FIRE LANE NO. 5	70	3.7	
85+40	FIRE LANE NO. 6	80	4.2	
87+82 - 95+00	TEMPORARY CONNECTOR (W.B. TO FRONTAGE ROAD)	477	25.3	
89+76 - 102+13	TEMPORARY CROSSOVER E.B. TO W.B.	523	27.8	
98+69	FIRE LANE NO. 7	70	3.7	
106+40 - 113+00	FRONTAGE ROAD INCLUDES CUL-DE-SAC	540	28.7	
113+00 - 177+40	FRONTAGE ROAD RESURFACE AREA	2,061	109.0	430
108+92	FIRE LANE NO. 8	70	3.7	
108+92	LAKE PARK ROAD	190	10.1	
161+53	COOP ROAD	78	4.1	
	PRIVATE ENTRANCES	200	10.6	
	TOTALS	12,752	676.3	430

NOTE: TACK COAT APPLICATION RATE = 0.025 GAL./SQ. YD.

ASPHALTIC SHOULDER RUMBLE STRIP

STATION TO STATION	LOCATION	LIN. FT.	REMARKS
4+50 - 27+50	U.S.H. 10 & S.T.H. 114 E.B. RT.	2,300	6' SHOULDER.
31+20 - 39+93	U.S.H. 10 & S.T.H. 114 E.B. RT.	873	6' SHOULDER.
43+63 - 52+88	U.S.H. 10 & S.T.H. 114 E.B. RT.	925	6' SHOULDER.
56+58 - 71+02	U.S.H. 10 & S.T.H. 114 E.B. RT.	1,444	6' SHOULDER.
74+72 - 83+20	U.S.H. 10 & S.T.H. 114 E.B. RT.	848	6' SHOULDER.
86+90 - 96+49	U.S.H. 10 & S.T.H. 114 E.B. RT.	959	6' SHOULDER.
100+19 - 106+22	U.S.H. 10 & S.T.H. 114 E.B. RT.	603	6' SHOULDER.
110+62 - 158+97	U.S.H. 10 & S.T.H. 114 E.B. RT.	4,835	6' SHOULDER.
163+12 - 176+50	U.S.H. 10 & S.T.H. 114 E.B. RT.	1,338	6' SHOULDER.
179+01 - 184+56	U.S.H. 10 & S.T.H. 114 E.B. RT.	555	6' SHOULDER.
1000+40 - 1006+85	U.S.H. 10 E.B. RT.	645	6' SHOULDER.
1008+55 - 1015+50	U.S.H. 10 E.B. RT.	695	6' SHOULDER.
31+50 - 39+43	U.S.H. 10 & S.T.H. 114 E.B. LT.	793	3' SHOULDER.
42+83 - 52+38	U.S.H. 10 & S.T.H. 114 E.B. LT.	955	3' SHOULDER.
55+78 - 70+52	U.S.H. 10 & S.T.H. 114 E.B. LT.	1,474	3' SHOULDER.
73+92 - 82+70	U.S.H. 10 & S.T.H. 114 E.B. LT.	878	3' SHOULDER.
86+10 - 95+99	U.S.H. 10 & S.T.H. 114 E.B. LT.	989	3' SHOULDER.
99+39 - 106+19	U.S.H. 10 & S.T.H. 114 E.B. LT.	680	3' SHOULDER.
109+59 - 158+83	U.S.H. 10 & S.T.H. 114 E.B. LT.	4,924	3' SHOULDER.
162+23 - 184+56	U.S.H. 10 & S.T.H. 114 E.B. LT.	2,233	3' SHOULDER.
1000+40 - 1008+82	U.S.H. 10 E.B. LT.	842	3' SHOULDER.
1011+32 - 1015+50	U.S.H. 10 E.B. LT.	418	3' SHOULDER.
5+50 - 107+24	U.S.H. 10 & S.T.H. 114 W.B. LT.	10,165	6' SHOULDER.
114+56 - 157+98	U.S.H. 10 & S.T.H. 114 W.B. LT.	4,342	6' SHOULDER.
162+28 - 169+78	U.S.H. 10 & S.T.H. 114 W.B. LT.	750	6' SHOULDER.
171+47 - 173+00	U.S.H. 10 & S.T.H. 114 W.B. LT.	153	6' SHOULDER.
31+50 - 41+43	U.S.H. 10 & S.T.H. 114 W.B. RT.	993	3' SHOULDER.
44+83 - 54+38	U.S.H. 10 & S.T.H. 114 W.B. RT.	955	3' SHOULDER.
57+78 - 72+52	U.S.H. 10 & S.T.H. 114 W.B. RT.	1,474	3' SHOULDER.
75+92 - 84+70	U.S.H. 10 & S.T.H. 114 W.B. RT.	886	3' SHOULDER.
88+10 - 97+99	U.S.H. 10 & S.T.H. 114 W.B. RT.	989	3' SHOULDER.
101+39 - 108+19	U.S.H. 10 & S.T.H. 114 W.B. RT.	663	3' SHOULDER.
111+59 - 160+83	U.S.H. 10 & S.T.H. 114 W.B. RT.	4,924	3' SHOULDER.
164+23 - 173+00	U.S.H. 10 & S.T.H. 114 W.B. RT.	877	3' SHOULDER.
	TOTAL	57,377	

3-7-92

LEVELS ON -

FILE NAME: HDGN:D3 150004:300.DGN

WISDOT/CADDS SHEET 42

STATE PROJECT NUMBER 1500-4-73 | SHEET NO. 3F

DETAIL
SUMMARY OF MISCELLANEOUS QUANTITIES

PIPE UNDERDRAIN, 6-INCH (PERFORATED)

STATION TO STATION	LOCATION	LIN. FT.	REMARKS	GEOTEXTILE FABRIC TYPE DF SQ. YD.
	U.S.H. 10 - S.T.H. 114 INTERSECTION	750	SEE CONSTRUCTION DETAIL FOR LOCATION.	
0+00 - 90+00	U.S.H. 10 - S.T.H. 114 E.B. RT.	9,000	CAP AT STA. 90+00.	
33+00 - 57+00	U.S.H. 10 - S.T.H. 114 E.B. LT.	2,400	CAP AT OUTFALL STA. 57+00.	
76+00 - 182+50	U.S.H. 10 - S.T.H. 114 E.B. LT.	10,650	CAP AT STA. 182+50.	
103+00 - 178+25	U.S.H. 10 - S.T.H. 114 E.B. RT.	7,525	CAP AT OUTFALL STA. 178+25.	20,500
0+00 - 37+00	U.S.H. 10 - S.T.H. 114 W.B. LT.	5,700	CAP AT OUTFALL STA. 57+00.	
33+00 - 90+00	U.S.H. 10 - S.T.H. 114 W.B. RT.	5,700	CAP AT STA. 90+00.	
76+00 - 182+50	U.S.H. 10 - S.T.H. 114 W.B. LT.	10,650	CAP AT STA. 182+50.	
103+00 - 182+50	U.S.H. 10 - S.T.H. 114 W.B. RT.	7,950	CAP AT STA. 182+50.	
173+00 - 182+50	S.T.H. 114 CONNECTOR	950	CAP AT STA. 182+50.	
178+25 - 181+50	S.W. RAMP	325	CAP AT STA. 181+50.	
	TOTAL	61,600		20,500

STORM SEWER SUMMARY

LOCATION FROM	LOCATION TO	LOCATION	DIAMETER INCHES	LIN. FT.	TYPE	CLASS	REMARKS
1	2	U.S.H. 10 & S.T.H. 114 INTER.	12	86	COMPOSITE		
2	3	U.S.H. 10 & S.T.H. 114 INTER.	15	66	R.C.P. S.S.	III	
3	3A	U.S.H. 10 & S.T.H. 114 INTER.	15	68	COMPOSITE		
4	5	U.S.H. 10 & S.T.H. 114 INTER.	12	132	COMPOSITE		
5	5A	U.S.H. 10 & S.T.H. 114 INTER.	12	42	R.C.P. S.S.	III	APRON ENDWALL REQ'D.

INLETS AND COVERS

STATION	LOCATION	STRUCTURE	STRUCTURE TYPE	COVER/GRATE TYPE	TOP OF COVER/GRATE ELEVATION	FLOWLINE ELEVATION	DISCHARGE ELEVATION	DEPTH FEET
1+15	U.S.H. 10 & S.T.H. 114 E.B. RT. 25.5'	INLET	3	H (RT.)	750.6	747.8	747.8	2.00
0+93	U.S.H. 10 & S.T.H. 114 W.B. LT. 37.5'	INLET	3	H (LT.)	750.3	747.8	747.8	1.91
8+84	FIRE LANE #1 LT. 17.5'	INLET	3	H (RT.)	749.9	746.8	746.8	2.55
1+20	U.S.H. 10 RT. 31.5'	INLET	3	H (LT.)	749.9	747.4	747.4	1.83
1+23	U.S.H. 10 LT. 37.5'	INLET	3	H (LT.)	749.7	747.0	747.0	2.23
40+00	U.S.H. 10 & S.T.H. 114 MEDIAN	INLET	9	MS	751.1	749.0	748.6	2.10
47+00	U.S.H. 10 & S.T.H. 114 MEDIAN	INLET	9	MS	750.5	748.4	748.0	2.10
63+24	U.S.H. 10 & S.T.H. 114 MEDIAN	INLET	9	MS	750.7	747.4	746.6	3.30
75+00	U.S.H. 10 & S.T.H. 114 MEDIAN	INLET	9	MS	750.2	748.2	747.9	2.00
82+25	U.S.H. 10 & S.T.H. 114 MEDIAN	INLET	9	MS	752.5	749.5	749.2	2.00
92+40	U.S.H. 10 & S.T.H. 114 MEDIAN	INLET	9	MS	754.0	751.8	751.8	2.20
99+50	U.S.H. 10 & S.T.H. 114 MEDIAN	INLET	8	MS	760.0	752.1	751.1	7.90
105+00	U.S.H. 10 & S.T.H. 114 MEDIAN	INLET	8	MS	770.6	768.2	767.8	2.40
1005+00	U.S.H. 10 W.B. MEDIAN	INLET	9	MS	790.4	788.6	788.5	2.00

CONCRETE MASONRY, ENDWALLS

STATION	LOCATION	CU. YD.
7+50	U.S.H. 10 & S.T.H. 114 E.B. & W.B.	4.5
16+02	U.S.H. 10 & S.T.H. 114 E.B. & W.B.	10.3
25+95	U.S.H. 10 & S.T.H. 114 E.B. & W.B.	10.3
32+00	U.S.H. 10 & S.T.H. 114 E.B. & W.B.	10.3
55+60	U.S.H. 10 & S.T.H. 114 E.B. RT.	8.4
55+60	U.S.H. 10 & S.T.H. 114 W.B. LT.	6.4
67+70	U.S.H. 10 & S.T.H. 114 E.B. & W.B.	10.0
81+40	U.S.H. 10 & S.T.H. 114 E.B. & W.B.	9.8
92+40	U.S.H. 10 & S.T.H. 114 E.B. & W.B.	2.6
	TOTAL	72.6

CONCRETE CROSS DRAIN CULVERT PIPES

STATION	LOCATION	DIAMETER INCHES	LENGTH LIN. FT.	TYPE	CLASS	INLET ELEVATION	DISCHARGE ELEVATION	APRON ENDWALLS EACH	SLOPED APRON ENDWALLS EACH	JOINT TIES EACH	REMARKS
7+50	U.S.H. 10 & S.T.H. 114 E.B.	24 X 38	~~200~~ 204	R.C.H.E.C.P.	H.E. III	748.5	748.5			8	TWIN PIPES WITH MASONRY ENDWALLS
16+02	U.S.H. 10 & S.T.H. 114 E.B.	34 X 53	~~220~~ 312	R.C.H.E.C.P.	H.E. III	749.1	749.1			8	TWIN PIPES WITH MASONRY ENDWALLS SKEW 30° L.H.F.
25+95	U.S.H. 10 & S.T.H. 114 E.B.	34 X 53	~~200~~ 232	R.C.H.E.C.P.	H.E. III	749.2	749.1			8	TWIN PIPES WITH MASONRY ENDWALLS
32+00	U.S.H. 10 & S.T.H. 114 E.B.	34 X 53	~~212~~ 216	R.C.H.E.C.P.	H.E. III	749.0	749.0			8	TWIN PIPES WITH MASONRY ENDWALLS
43+30	U.S.H. 10 & S.T.H. 114 E.B.	29 X 45	~~150~~ 152	R.C.H.E.C.P.	H.E. III	749.0	748.3	2		8	
50+30	U.S.H. 10 & S.T.H. 114 E.B.	24 X 38	160	R.C.H.E.C.P.	H.E. III	749.1	747.8	2		8	
55+68	U.S.H. 10 & S.T.H. 114 E.B.	30	~~362~~ 435	R.C.C.P.	III	748.7	747.3			12	TWIN PIPES WITH MASONRY ENDWALLS SKEW 25° R.H.F.
67+70	U.S.H. 10 & S.T.H. 114 E.B.	32 X 49	~~316~~ 340	R.C.H.E.C.P.	H.E. III	747.7	746.2			4	TWIN PIPES SKEW 20° L.H.F. WITH MASONRY ENDWALLS
81+40	U.S.H. 10 & S.T.H. 114 E.B.	29 X 45	~~492~~ 462.5	R.C.H.E.C.P.	H.E. III	750.0	749.1			12	TRIPLE PIPES WITH MASONRY EDNWALLS SKEW 22° L.H.F.
92+40	U.S.H. 10 & S.T.H. 114 E.B.	19 X 30	~~316~~ 470.5	R.C.H.E.C.P.	H.E. III	752.3	751.3			8	TWIN PIPES WITH MASONRY ENDWALLS
97+00	U.S.H. 10 & S.T.H. 114 E.B.	24	~~340~~ 327	R.C.C.P.	III	752.0	751.4	4		16	TWIN PIPES
40+00	U.S.H. 10 & S.T.H. 114 MEDIAN	18	~~76~~ 76	R.C.C.P.	III	749.0	748.6	1		4	
47+00	U.S.H. 10 & S.T.H. 114 MEDIAN	18	~~86~~ 82.5	R.C.C.P.	III	748.4	748.0	1		4	
63+24	U.S.H. 10 & S.T.H. 114 MEDIAN	18	~~86~~ 82.5	R.C.C.P.	III	747.4	746.6	1		4	
75+00	U.S.H. 10 & S.T.H. 114 MEDIAN	18	~~80~~ 74.5	R.C.C.P.	III	748.2	747.9	1		4	
82+25	U.S.H. 10 & S.T.H. 114 MEDIAN	18	~~80~~ 78'	R.C.C.P.	III	749.5	749.2	1		4	
99+50	U.S.H. 10 & S.T.H. 114 MEDIAN	18	110	R.C.C.P.	III	752.1	751.1	1		4	
105+00	U.S.H. 10 & S.T.H. 114 MEDIAN	18	80	R.C.C.P.	III	768.2	767.8	1		4	
85+00	U.S.H. 10 & S.T.H. 114 MEDIAN	18	~~70~~ 75'	R.C.C.P.	III	753.4	753.2		2	8	UNDER MEDIAN CROSSOVER
109+00	U.S.H. 10 & S.T.H. 114 MEDIAN	18	~~70~~ 82.5	R.C.C.P.	III	775.4	775.1		2	8	UNDER MEDIAN CROSSOVER

3-1-96
3-10-92
4-22-92

LEVELS ON •

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	3G

DETAIL
SUMMARY OF MISCELLANEOUS QUANTITIES

CORRUGATED STEEL PIPE UNDERDRAIN, 6-INCH, UNPERFORATED OUTFALLS AND CONCRETE APRON ENDWALLS, 6-INCH

STATION	LOCATION	LIN. FT.	APRON ENDWALLS EACH
***	U.S.H. 10 - S.T.H. 114 INTERSECTION	38	3
5+50	U.S.H. 10 - S.T.H. 114 E.B.	28	1
9+50	U.S.H. 10 - S.T.H. 114 E.B.	28	1
13+50	U.S.H. 10 - S.T.H. 114 E.B.	28	1
13+50	U.S.H. 10 - S.T.H. 114 W.B.	24	1
15+00	U.S.H. 10 - S.T.H. 114 E.B.	24	1
15+00	U.S.H. 10 - S.T.H. 114 W.B.	24	1
19+50	U.S.H. 10 - S.T.H. 114 E.B.	24	1
19+50	U.S.H. 10 - S.T.H. 114 W.B.	24	1
23+50	U.S.H. 10 - S.T.H. 114 E.B.	26	1
23+50	U.S.H. 10 - S.T.H. 114 W.B.	26	1
25+50	U.S.H. 10 - S.T.H. 114 E.B.	26	1
25+50	U.S.H. 10 - S.T.H. 114 W.B.	26	1
29+50	U.S.H. 10 - S.T.H. 114 E.B.	22	1
29+50	U.S.H. 10 - S.T.H. 114 W.B.	26	1
33+50	U.S.H. 10 - S.T.H. 114 E.B.	30	1
33+50	U.S.H. 10 - S.T.H. 114 W.B.	28	1
37+50	U.S.H. 10 - S.T.H. 114 E.B.	30	1
37+50	U.S.H. 10 - S.T.H. 114 W.B.	28	1
37+50	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	32	1
37+50	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	32	1
41+50	U.S.H. 10 - S.T.H. 114 E.B.	32	1
41+50	U.S.H. 10 - S.T.H. 114 W.B.	28	1
41+50	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	14	1
41+50	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	14	1
45+50	U.S.H. 10 - S.T.H. 114 E.B.	32	1
45+50	U.S.H. 10 - S.T.H. 114 W.B.	28	1
45+50	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	22	1
45+50	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	22	1
49+50	U.S.H. 10 - S.T.H. 114 E.B.	36	1
49+50	U.S.H. 10 - S.T.H. 114 W.B.	30	1
49+50	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	26	1
49+50	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	26	1
53+50	U.S.H. 10 - S.T.H. 114 E.B.	38	1
53+50	U.S.H. 10 - S.T.H. 114 W.B.	30	1
53+50	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	20	1
53+50	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	20	1
57+50	U.S.H. 10 - S.T.H. 114 E.B.	38	1
57+50	U.S.H. 10 - S.T.H. 114 W.B.	32	1
57+50	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	20	1
57+50	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	20	1
62+00	U.S.H. 10 - S.T.H. 114 E.B.	38	1
62+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	22	1
64+50	U.S.H. 10 - S.T.H. 114 E.B.	34	1
64+50	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	18	1
69+00	U.S.H. 10 - S.T.H. 114 E.B.	20	1
69+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	18	1
72+00	U.S.H. 10 - S.T.H. 114 E.B.	28	1
72+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	18	1
75+00	U.S.H. 10 - S.T.H. 114 E.B.	30	1
75+00	U.S.H. 10 - S.T.H. 114 W.B.	24	1
75+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	22	1
75+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	22	1
77+00	U.S.H. 10 - S.T.H. 114 E.B.	30	1
77+00	U.S.H. 10 - S.T.H. 114 W.B.	22	1
77+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	24	1
77+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	24	1
79+00	U.S.H. 10 - S.T.H. 114 E.B.	22	1
79+00	U.S.H. 10 - S.T.H. 114 W.B.	20	1
79+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	24	1
79+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	24	1
84+00	U.S.H. 10 - S.T.H. 114 E.B.	32	1
84+00	U.S.H. 10 - S.T.H. 114 W.B.	28	1
84+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	22	1
	SUBTOTALS	1,668	66
84+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	22	1
87+00	U.S.H. 10 - S.T.H. 114 E.B.	32	1
87+00	U.S.H. 10 - S.T.H. 114 W.B.	28	1
87+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	20	1
87+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	20	1
89+00	U.S.H. 10 - S.T.H. 114 E.B.	32	1
89+00	U.S.H. 10 - S.T.H. 114 W.B.	28	1
89+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	20	1
89+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	20	1
95+00	U.S.H. 10 - S.T.H. 114 E.B.	22	1
95+00	U.S.H. 10 - S.T.H. 114 W.B.	18	1
100+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	22	1
100+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	20	1
103+00	U.S.H. 10 - S.T.H. 114 W.B.	22	1
103+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	20	1
106+00	U.S.H. 10 - S.T.H. 114 E.B.	20	1
106+00	U.S.H. 10 - S.T.H. 114 W.B.	18	1
106+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	22	1
106+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	24	1
111+00	U.S.H. 10 - S.T.H. 114 E.B.	28	1
111+00	U.S.H. 10 - S.T.H. 114 W.B.	14	1
111+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	22	1
111+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	24	1
115+00	U.S.H. 10 - S.T.H. 114 E.B.	30	1
115+00	U.S.H. 10 - S.T.H. 114 W.B.	32	1
115+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	22	1
115+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	22	1
119+00	U.S.H. 10 - S.T.H. 114 E.B.	26	1
119+00	U.S.H. 10 - S.T.H. 114 W.B.	42	1
119+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	22	1
119+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	22	1
123+00	U.S.H. 10 - S.T.H. 114 E.B.	22	1
123+00	U.S.H. 10 - S.T.H. 114 W.B.	30	1
123+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	22	1
123+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	22	1
125+00	U.S.H. 10 - S.T.H. 114 E.B.	18	1
125+00	U.S.H. 10 - S.T.H. 114 W.B.	28	1
125+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	18	1
125+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	18	1
128+00	U.S.H. 10 - S.T.H. 114 E.B.	26	1
128+00	U.S.H. 10 - S.T.H. 114 W.B.	20	1
128+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	20	1
128+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	20	1
131+00	U.S.H. 10 - S.T.H. 114 E.B.	34	1
131+00	U.S.H. 10 - S.T.H. 114 W.B.	34	1
131+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	20	1
131+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	20	1
134+00	U.S.H. 10 - S.T.H. 114 E.B.	30	1
134+00	U.S.H. 10 - S.T.H. 114 W.B.	28	1
134+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	20	1
134+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	20	1
137+00	U.S.H. 10 - S.T.H. 114 E.B.	32	1
137+00	U.S.H. 10 - S.T.H. 114 W.B.	30	1
137+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	20	1
137+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	20	1
140+00	U.S.H. 10 - S.T.H. 114 E.B.	26	1
140+00	U.S.H. 10 - S.T.H. 114 W.B.	30	1
140+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	24	1
140+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	24	1
143+00	U.S.H. 10 - S.T.H. 114 E.B.	28	1
143+00	U.S.H. 10 - S.T.H. 114 W.B.	32	1
143+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	22	1
143+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	22	1
146+00	U.S.H. 10 - S.T.H. 114 E.B.	30	1
	SUBTOTALS	1,546	64
146+00	U.S.H. 10 - S.T.H. 114 W.B.	34	1
146+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	24	1
146+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	24	1
149+00	U.S.H. 10 - S.T.H. 114 E.B.	32	1
149+00	U.S.H. 10 - S.T.H. 114 W.B.	38	1
149+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	22	1
149+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	22	1
152+00	U.S.H. 10 - S.T.H. 114 E.B.	32	1
152+00	U.S.H. 10 - S.T.H. 114 W.B.	34	1
152+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	22	1
152+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	22	1
155+00	U.S.H. 10 - S.T.H. 114 E.B.	30	1
155+00	U.S.H. 10 - S.T.H. 114 W.B.	32	1
155+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	24	1
155+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	24	1
157+50	U.S.H. 10 - S.T.H. 114 E.B.	28	1
157+50	U.S.H. 10 - S.T.H. 114 W.B.	30	1
157+50	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	32	1
157+50	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	32	1
159+50	U.S.H. 10 - S.T.H. 114 E.B.	26	1
159+50	U.S.H. 10 - S.T.H. 114 W.B.	28	1
159+50	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	20	1
159+50	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	20	1
163+50	U.S.H. 10 - S.T.H. 114 E.B.	28	1
163+50	U.S.H. 10 - S.T.H. 114 W.B.	26	1
163+50	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	24	1
163+50	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	24	1
166+50	U.S.H. 10 - S.T.H. 114 E.B.	28	1
166+50	U.S.H. 10 - S.T.H. 114 W.B.	28	1
166+50	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	22	1
166+50	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	22	1
169+50	U.S.H. 10 - S.T.H. 114 E.B.	28	1
169+50	U.S.H. 10 - S.T.H. 114 W.B.	24	1
169+50	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	20	1
169+50	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	20	1
172+50	U.S.H. 10 - S.T.H. 114 E.B.	28	1
172+50	U.S.H. 10 - S.T.H. 114 W.B.	22	1
172+50	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	28	1
172+50	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	28	1
175+50	U.S.H. 10 - S.T.H. 114 E.B.	28	1
175+50	S.T.H. 114 CONNECTOR	38	1
175+50	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	22	1
175+50	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	22	1
175+50	U.S.H. 10 - S.T.H. 114 W.B.	14	1
177+50	U.S.H. 10 - S.T.H. 114 E.B.	34	1
177+50	U.S.H. 10 - S.T.H. 114 W.B.	24	1
177+50	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	26	1
177+50	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	24	1
177+50	S.T.H. 114 CONNECTOR	48	1
178+24	U.S.H. 10 - S.T.H. 114 E.B.	32	1
178+24	U.S.H. 10 - S.T.H. 114 W.B.	28	1
178+24	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	24	1
178+24	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	24	1
178+24	S.T.H. 114 CONNECTOR	58	1
180+00	U.S.H. 10 - S.T.H. 114 E.B.	82	1
180+00	U.S.H. 10 - S.T.H. 114 W.B.	46	1
180+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	26	1
180+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	24	1
181+00	U.S.H. 10 - S.T.H. 114 E.B.	14	1
181+00	U.S.H. 10 - S.T.H. 114 W.B.	42	1
181+00	S.T.H. 114 CONNECTOR	94	1
181+00	U.S.H. 10 - S.T.H. 114 E.B. MEDIAN	24	1
181+00	U.S.H. 10 - S.T.H. 114 W.B. MEDIAN	22	1
	SUBTOTALS	1,852	63
	TOTALS	5,066	193
		1,200	40
	TOTALS	6,266	233

*** SEE CONSTRUCTION DETAIL FOR LOCATIONS.

NOTE: AN ADDITIONAL 1,200 LIN. FT. OF CORRUGATED STEEL PIPE UNDERDRAIN, 6-INCH & 40 AEWs WILL BE REQ'D. AT THE LOW POINT AS SHOWN ON CONSTRUCTION DETAIL.

LEVELS ON

FILE NAME: HDGN03_1500047300.DGN

WISDOT/CADDS SHEET 42

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	3H

DETAIL
SUMMARY OF MISCELLANEOUS QUANTITIES

SILT FENCE DELIVERED, INSTALLED AND MAINTAINED

STATION	LOCATION	LIN. FT.	REMARKS
7+50	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	150	
16+02	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	150	
25+95	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	150	
32+00	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	150	
40+00	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	100	
43+30	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	150	
47+00	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	100	
50+30	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	150	
55+40	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	150	
55+50	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	150	
63+24	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	100	
67+70	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	150	
70+50	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	200	
75+04	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	100	
81+40	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	100	
92+40	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	150	
97+00	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	150	
99+40	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	100	
105+00	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	100	
7+50	U.S.H. 10 & S.T.H. 114 W.B. DITCH LT.	150	
16+02	U.S.H. 10 & S.T.H. 114 W.B. DITCH LT.	150	
25+95	U.S.H. 10 & S.T.H. 114 W.B. DITCH LT.	150	
32+00	U.S.H. 10 & S.T.H. 114 W.B. DITCH LT.	150	
40+00	U.S.H. 10 & S.T.H. 114 MEDIAN	46	AT INLET
43+30	U.S.H. 10 & S.T.H. 114 W.B. DITCH LT.	150	
47+00	U.S.H. 10 & S.T.H. 114 MEDIAN	46	AT INLET
50+30	U.S.H. 10 & S.T.H. 114 W.B. DITCH LT.	150	
55+50	U.S.H. 10 & S.T.H. 114 W.B. DITCH LT.	150	
63+24	U.S.H. 10 & S.T.H. 114 MEDIAN	46	AT INLET
67+70	U.S.H. 10 & S.T.H. 114 W.B. DITCH LT.	150	
70+50	U.S.H. 10 & S.T.H. 114 W.B. DITCH LT.	200	
75+04	U.S.H. 10 & S.T.H. 114 MEDIAN	46	AT INLET
81+50	U.S.H. 10 & S.T.H. 114 W.B. DITCH LT.	150	
82+25	U.S.H. 10 & S.T.H. 114 W.B. DITCH LT.	150	
82+25	U.S.H. 10 & S.T.H. 114 MEDIAN	46	AT INLET
92+40	U.S.H. 10 & S.T.H. 114 W.B. DITCH LT.	150	
97+00	U.S.H. 10 & S.T.H. 114 W.B. DITCH LT.	150	
99+40	U.S.H. 10 & S.T.H. 114 MEDIAN	40	AT INLET
105+00	U.S.H. 10 & S.T.H. 114 MEDIAN	40	AT INLET
	TOTAL	4,860	

NOTE: SILT FENCE FOR SANDY SOILS.

SOD

STATION	LOCATION	SQ. YD.
7+50	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	20
16+02	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	24
25+95	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	24
32+00	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	24
40+00	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	9
43+30	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	11
43+30	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	11
47+00	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	9
50+30	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	10
50+30	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	10
55+50	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	20
55+50	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	20
63+24	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	9
67+70	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	24
67+70	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	24
75+04	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	9
81+40	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	33
81+40	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	33
82+25	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	9
92+40	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	18
92+40	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	18
97+00	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	18
97+00	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	18
99+40	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	9
105+00	U.S.H. 10 & S.T.H. 114 E.B. DITCH RT.	9
7+50	U.S.H. 10 & S.T.H. 114 W.B. DITCH LT.	20
16+02	U.S.H. 10 & S.T.H. 114 W.B. DITCH LT.	24
25+95	U.S.H. 10 & S.T.H. 114 W.B. DITCH LT.	24
32+00	U.S.H. 10 & S.T.H. 114 W.B. DITCH LT.	24
40+00	U.S.H. 10 & S.T.H. 114 MEDIAN	11
47+00	U.S.H. 10 & S.T.H. 114 MEDIAN	11
63+24	U.S.H. 10 & S.T.H. 114 MEDIAN	11
70+00	U.S.H. 10 & S.T.H. 114 BOX CULVERT	100
70+24	U.S.H. 10 & S.T.H. 114 MEDIAN	8
70+62	U.S.H. 10 & S.T.H. 114 MEDIAN	8
75+04	U.S.H. 10 & S.T.H. 114 MEDIAN	11
82+25	U.S.H. 10 & S.T.H. 114 MEDIAN	11
92+44	U.S.H. 10 & S.T.H. 114 MEDIAN	11
99+40	U.S.H. 10 & S.T.H. 114 MEDIAN	9
105+00	U.S.H. 10 & S.T.H. 114 MEDIAN	9
	ABUTMENTS FOR B-8-31	3,000
	TOTAL	3,715

TIMBER GUARD POSTS

LOCATION	EACH
U.S.H. 10 & S.T.H. 114 INTERS. S.E. QUAD.	22
U.S.H. 10 & S.T.H. 114 INTERS. N.E. QUAD.	14
TOTAL	36

MEDIUM RANDOM RIPRAP AND GEOTEXTILE FABRIC, TYPE R

STATION	LOCATION	MEDIUM RANDOM RIPRAP CU. YD.	GEOTEXTILE FABRIC, TYPE R SQ. YD.
56+00	FIRE LANE #4 RT.	6	10

EROSION MAT, DELIVERED AND INSTALLED

STATION TO STATION	LOCATION	SQ. YD.
37+00 - 41+00	U.S.H. 10 & S.T.H. 114 MEDIAN	380
44+00 - 50+00	U.S.H. 10 & S.T.H. 114 MEDIAN	507
60+00 - 72+00	U.S.H. 10 & S.T.H. 114 MEDIAN	1,013
74+00 - 84+00	U.S.H. 10 & S.T.H. 114 MEDIAN	844
90+00 - 95+00	U.S.H. 10 & S.T.H. 114 MEDIAN	422
97+50 - 108+00	U.S.H. 10 & S.T.H. 114 W.B. LT.	1,400
99+00 - 102+00	U.S.H. 10 & S.T.H. 114 MEDIAN	253
105+00 - 108+00	U.S.H. 10 & S.T.H. 114 MEDIAN	253
	UNDISTRIBUTED	428
	TOTAL	5,500

SALVAGED TOPSOIL, SEED, FERTILIZER AND MULCH

STATION TO STATION	LOCATION	SALVAGED TOPSOIL SQ. YD.	SEED NO. 30 LBS.	FERTILIZER TYPE B CWT.	MULCHING TON
0+00 - 110+00	U.S.H. 10 & S.T.H. 114 E.B. & W.B.	102,687	1,386	64.7	42.4
29+70	U.S.H. 10 & S.T.H. 114 AT FIRE LANE #2	338	6	0.2	0.1
42+13	U.S.H. 10 & S.T.H. 114 AT FIRE LANE #3	502	9	0.3	0.2
55+50	U.S.H. 10 & S.T.H. 114 AT FIRE LANE #4 N. & S.	1,200	22	0.8	0.5
73+22	U.S.H. 10 & S.T.H. 114 AT FIRE LANE #5	1,134	20	0.7	0.5
85+40	U.S.H. 10 & S.T.H. 114 AT FIRE LANE #6	436	8	0.3	0.2
98+69	U.S.H. 10 & S.T.H. 114 AT FIRE LANE #7	1,358	25	0.9	0.6
108+89	U.S.H. 10 & S.T.H. 114 AT LAKE PARK ROAD	900	16	0.5	0.4
	P.E.'S AND UNDISTRIBUTED AREAS	656	9	0.4	0.3
	TOTALS	109,211	1,501	68.8	45.2

STEEL PLATE BEAM GUARD, CLASS A, ANCHORAGES AND TRIE BEAM

STATION TO STATION	LOCATION	STEEL PLATE BEAM GUARD CLASS A PANELS	STEEL PLATE BEAM GUARD CLASS A LIN. FT.	ANCHORAGES TYPE 1 EACH	ANCHORAGES TYPE 2 EACH	TRIE BEAM LIN. FT.	REMARKS
B-8-31 - 190+00	S.T.H. 114 CONNECTOR LT.	8	102.0	1		26.9	
B-8-31 - 190+00	S.T.H. 114 CONNECTOR RT.	10	127.0	1		26.9	
176+00 - B-8-31	S.T.H. 114 CONNECTOR LT.	79	989.5		1		
179+75 - 182+50	S.T.H. 114 CONNECTOR RT.	22	279.0		1		
68+46 - 70+50	U.S.H. 10 & S.T.H. 114 E.B.	16	204.0	1	1		
70+38 - 72+42	U.S.H. 10 & S.T.H. 114 W.B.	16	204.0	1	1		
1001+50 - 1003+50	U.S.H. 10	30	375.0				MEDIAN B-8-31
	TOTALS	181	2,280.5	4	4	53.8	

LEVELS ON 59, 54

3-9-92
4-22-92

FILE NAME: HDGN:D3 150004:300.DGN

USDOT/CADDS SHEET 42

STATE PROJECT NUMBER 1500-4-73 | SHEET NO. 31

DETAIL
SUMMARY OF MISCELLANEOUS QUANTITIES

OFFSETS		
STATION ON E.B. ℄	OFFSET DISTANCE	STATION ON W.B. ℄
1+00	16.000	0+00
2+00	16.000	1+00
3+00	16.000	2+00
4+00	16.000	3+00
5+00	16.000	4+00
6+00	16.000	5+00
7+00	16.000	6+00
7+49	16.000	7+49
9+00	16.000	9+01.15
9+25	16.000	9+25.22
10+37	16.000	10+37.54
11+07	16.000	11+07.73
12+23	16.000	12+24.06
13+38	16.000	13+39.38
15+00	16.000	15+01.53
16+00	16.000	16+01.53
17+00	16.000	17+01.53
18+00	16.000	18+01.53
19+00	16.000	19+01.53
20+00	16.000	20+01.53
21+00	16.172	21+01.60
22+00	16.876	22+01.70
23+00	17.519	23+01.80
24+00	17.875	24+01.90
25+00	17.943	25+02.01
25+65	17.834	25+67.08
26+40	17.556	26+42.15
28+00	17.056	28+02.32
29+00	17.459	29+02.42
29+55	17.928	29+57.47
31+00	20.011	31+02.65
32+00	22.162	32+02.79
33+00	24.896	33+02.97
34+00	28.190	34+03.13
35+00	31.634	35+03.19
35+45	33.184	35+48.22
37+00	38.523	37+03.31
38+00	41.967	38+03.37
39+00	45.412	39+03.43
40+00	48.856	40+03.49
40+80	51.612	40+83.54
41+35	53.502	41+38.57
42+15	55.912	42+18.61
44+00	59.355	44+03.64
45+00	59.979	45+03.64
46+00 TO 110+00	60.000	45+00 TO 110+00

P.E. AND SIDE ROAD CULVERT PIPES

STATION	LOCATION	DIAMETER INCHES	LENGTH LIN. FT.	TYPE	CLASS	THICKNESS STEEL INCH	THICKNESS ALUMINUM INCH	APRON ENDWALL EACH	SLOPED APRON ENDWALLS * EACH	REMARKS
7+20	U.S.H. 10 & S.T.H. 114 E.B. RT.	24	~~36~~ 50	C.P.	III	0.064	0.075	1	1	
11+20	U.S.H. 10 & S.T.H. 114 E.B. RT.	24	~~84~~ 100	C.P.	III	0.064	0.075	2	2	TWIN PIPES
14+50	U.S.H. 10 & S.T.H. 114 W.B. LT.	24	~~38~~ 30	C.P.	III	0.064	0.075	1	1	
16+25 ~~16+00~~	U.S.H. 10 & S.T.H. 114 E.B. RT.	24	~~38~~ 54	C.P.	III	0.064	0.075	1	1	
18+50	U.S.H. 10 & S.T.H. 114 W.B. LT.	24	~~30~~ 40	C.P.	III	0.064	0.075	1	1	
20+00	U.S.H. 10 & S.T.H. 114 W.B. LT.	24	~~56~~ 46	C.P.	III	0.064	0.075	1	1	
20+75 ~~21+00~~	U.S.H. 10 & S.T.H. 114 E.B. RT.	24	~~66~~ 60	C.P.	III	0.064	0.075	1	1	
21+20	U.S.H. 10 & S.T.H. 114 W.B. LT.	24	~~40~~ 46	C.P.	III	0.064	0.075	1	1	24'DRIVEWAY
22+60	U.S.H. 10 & S.T.H. 114 W.B. LT.	24	~~42~~ 46	C.P.	III	0.064	0.075	1	1	
26+48	U.S.H. 10 & S.T.H. 114 W.B. LT.	24	~~42~~ 40	C.P.	III	0.064	0.075	1	1	
28+50	U.S.H. 10 & S.T.H. 114 W.B. LT.	24	~~48~~ 38	C.P.	III	0.064	0.075	1	1	
32+25	U.S.H. 10 & S.T.H. 114 W.B. LT.	24	~~48~~ 38	C.P.	III	0.064	0.075	1	1	
33+50	U.S.H. 10 & S.T.H. 114 W.B. LT.	24	~~52~~ 40	C.P.	III	0.064	0.075	1	1	
34+26 ~~34+60~~	U.S.H. 10 & S.T.H. 114 E.B. RT.	24	80	C.P.	III	0.064	0.075	1	1	DOUBLE DRIVEWAY
39+00	FIRE LANE *3 RT.	18	~~50~~ 22	C.P.	III	0.064	0.075	2		P.E.
40+70	U.S.H. 10 & S.T.H. 114 W.B. LT.	24	~~36~~ 40	C.P.	III	0.064	0.075	1	1	
42+10	U.S.H. 10 & S.T.H. 114 W.B. LT.	24	~~52~~ 44	C.P.	III	0.064	0.075	1	1	
42+70	U.S.H. 10 & S.T.H. 114 W.B. LT.	24	~~48~~ 38	C.P.	III	0.064	0.075	1	1	
44+20	U.S.H. 10 & S.T.H. 114 W.B. LT.	24	~~48~~ 42	C.P.	III	0.064	0.075	1	1	
48+50	U.S.H. 10 & S.T.H. 114 W.B. LT.	24	~~56~~ 50	C.P.	III	0.064	0.075	1	1	
60+00	U.S.H. 10 & S.T.H. 114 W.B. LT.	24	~~78~~ 66	C.P.	III	0.064	0.075	1	1	
61+50	FIRE LANE *4 (NORTH) RT.	24	~~32~~ 36	C.P.	III	0.064	0.075	2		
64+00	FIRE LANE *4 (NORTH) LT.	30	~~36~~ 68	C.P.	III	0.064	0.075			NO ENDWALLS REQUIRED, NEW P.E.
66+50	U.S.H. 10 & S.T.H. 114 W.B. LT.	24	~~58~~ 42	C.P.	III	0.064	0.075	1	1	
68+65 ~~68+70~~	U.S.H. 10 & S.T.H. 114 W.B. LT.	24	~~30~~ 38	C.P.	III	0.064	0.075	1	1	
70+51	U.S.H. 10 & S.T.H. 114 W.B. LT.	2 @ 18	40	C.P.	III	0.064	0.075		2	DRAIN INTO BOX CULVERT C-8-18
95+00 ~~73+20~~	U.S.H. 10 & S.T.H. 114 W.B. LT.	2 @ 24	~~88~~ 84	C.P.	III	0.064	0.075	2	2	OVERFLOW PIPES
80+20	U.S.H. 10 & S.T.H. 114 W.B. LT.	2 @ 24	~~88~~ 128	C.P.	III	0.064	0.075	2	2	OVERFLOW PIPES
81+50	U.S.H. 10 & S.T.H. 114 E.B. RT.	2 @ 30	~~64~~ 108	C.P.	III	0.064	0.075	2	2	
87+70	U.S.H. 10 & S.T.H. 114 W.B. LT.	24	~~42~~ 88	C.P.	III	0.079	0.105	1	1	
95+00	TEMPORARY CROSSOVER	18	400	TEMP.						
111+25 20	LAKE PARK ROAD	24	~~96~~ 78	C.P.	III	0.064	0.075	1	1	
112+50 46	LAKE PARK ROAD	24	~~46~~ 50	C.P.	III	0.064	0.075	2		FIRE STATION ENTRANCE
113+00	LAKE PARK ROAD RT.	24	~~28~~ 42	C.P.	III	0.064	0.075	2		FIELD ENTRANCE
39+37 ~~42+12~~	FIRE LANE *3	2 @ 24	~~148~~ 172	C.P.	III	0.064	0.075	2	2	TWIN PIPES
55+45	FIRE LANE *4 (NORTH)	30	~~54~~ 68	C.P.	III	0.064	0.075		1	CONCRETE MASONRY ENDWALL REQUIRED AT DISCHARGE END
55+59	FIRE LANE *4 (SOUTH)	2 @ 36	160	C.P.	III	0.079	0.105		2	TWIN PIPES CONCRETE MASONRY ENDWALL AT DISCHARGE END
73+22	FIRE LANE *5	2 @ 42	~~128~~ 148	C.P.	III	0.079	0.105	2	2	TWIN PIPES
85+40	FIRE LANE *6	2 @ 30	~~140~~ 148	C.P.	III	0.064	0.075	2	2	TWIN PIPES
89+70 ~~98+70~~	FIRE LANE *7	24	~~104~~ 164	C.P.	III	0.064	0.075		2	
108+75	FRONTAGE ROAD	30	~~70~~ 84	C.P.	III	0.064	0.075	2		
109+00	FRONTAGE ROAD LT.	24	~~70~~ 90	C.P.	III	0.064	0.075	1	1	MEDIAN CROSSOVER BETWEEN E.B. LANES & FRONTAGE ROAD

NOTE: CORRUGATED POLYETHYLENE CULVERT PIPE CAN BE USED AS A C.P. ALTERNATE ONLY FOR PIPES WITH A 24-INCH DIAMETER OR LESS.
* SLOPED APRON ENDWALLS ARE TO BE USED ON APPROACH SIDE OF TRAFFIC.

TRAFFIC CONTROL

LOCATION	APPROXIMATE SERVICE PERIOD DAYS	SIGNS DAYS	WARNING LIGHTS, TYPE C DAYS	DRUMS DAYS	BARRICADES DAYS	WARNING LIGHTS, TYPE A DAYS	ARROW BOARDS DAYS
U.S.H. 10 & S.T.H. 114 INTERS.	90						360
U.S.H. 10 & S.T.H. 114 INTERS.	100	1,620	15,000	15,000	2,000	500	
TEMPORARY CONNECTOR	90	360	1,260	1,260			
TEMPORARY CROSSOVER	200	600	3,000	3,000	1,400		
SIDE ROADS AND FIRE LANES	3	168			168	168	
SIDE ROADS AND FIRE LANES	20				1,280	1,280	
S.T.H. 114 CONNECTOR	360				2,460		
TOTALS	863	2,748	19,260	19,260	7,308	1,948	360

PAVEMENT MARKING, HOT PAINT AND REMOVABLE TAPE

STATION TO STATION	LOCATION	HOT PAINT LIN. FT.	REMOVABLE TAPE LIN. FT.	REMARKS
	U.S.H. 10 & S.T.H. 114 INTERS.		1,500	SEE DETAILS
0+50 - 90+00	U.S.H. 10 & S.T.H. 114 E.B.	8,950		WHITE EDGELINE
0+50 - 90+00	U.S.H. 10 & S.T.H. 114 E.B.	2,362		YELLOW CENTERLINE
93+50 - 100+00	U.S.H. 10 & S.T.H. 114 E.B.	650		YELLOW EDGELINE
95+00 - 171+50	U.S.H. 10 & S.T.H. 114 W.B.	7,650		WHITE EDGELINE
95+00 - 171+50	U.S.H. 10 & S.T.H. 114 W.B.	2,362		YELLOW CENTERLINE
88+00 - 95+00	TEMPORARY CONNECTOR	700		WHITE EDGELINE
88+00 - 95+00	TEMPORARY CONNECTOR	700		YELLOW EDGELINE
88+00 - 95+00	TEMPORARY CONNECTOR	125		YELLOW CENTERLINE
90+00 - 102+00	TEMPORARY CROSSOVER	1,200		WHITE EDGELINE
90+00 - 102+00	TEMPORARY CROSSOVER	1,200		YELLOW EDGELINE
106+00 - 177+00	FRONTAGE ROAD	1,776		YELLOW CENTER LINE
TOTALS		27,675	1,500	

5-26-92
5-7-92
3-9-92
4-22-92

LEVELS ON -

FILE NAME: HDGN:D3 150004:300.DGN

WISDOT/CADDS SHEET 42

DETAIL
SUMMARY OF MISCELLANEOUS QUANTITIES

NON-METALLIC CONDUIT, LOOP DETECTOR WIRE AND PULL BOXES, 24X36-INCH

STATION	PULL BOX FROM	PULL BOX TO	LOCATION	NON-METALLIC CONDUIT 1-INCH LIN. FT.	NON-METALLIC CONDUIT 2-INCH LIN. FT.	NON-METALLIC CONDUIT 3-INCH LIN. FT.	LOOP DETECTOR WIRE LIN. FT.	PULL BOX EACH
0+60			U.S.H. 10 S.B. LT. TURN ONLY LANE	78			167	
0+60			U.S.H. 10 S.B. LT.	82			167	
1+00			U.S.H. 10 & S.T.H. 114 W.B. TURN LANE	88			197	
1+78			U.S.H. 10 & S.T.H. 114 W.B. THRU LANES	70			178	
1+95			U.S.H. 10 & S.T.H. 114 S.B.	62			178	1
3+27			U.S.H. 10 & S.T.H. 114 W.B. THRU LANES	70			178	
92+80			S.T.H. 114 LT. TURNING LANE	77			153	
9+60			FIRE LANE #1	88			235	1
	1	2	U.S.H. 10 & S.T.H. 114 INTERSECTION			47		
	2	3	U.S.H. 10 & S.T.H. 114 INTERSECTION		8			
	2	5	U.S.H. 10 & S.T.H. 114 INTERSECTION			45		
	4	5	U.S.H. 10 & S.T.H. 114 INTERSECTION		10			
	5	6	U.S.H. 10 & S.T.H. 114 INTERSECTION			35		1
	5	7	U.S.H. 10 & S.T.H. 114 INTERSECTION			35		
	7	8	U.S.H. 10 & S.T.H. 114 INTERSECTION		8			
	7	9	U.S.H. 10 & S.T.H. 114 INTERSECTION			75		1
	9	11	U.S.H. 10 & S.T.H. 114 INTERSECTION			60		
	10	11	U.S.H. 10 & S.T.H. 114 INTERSECTION		8			
	11	12	U.S.H. 10 & S.T.H. 114 INTERSECTION			55		1
	12	13	U.S.H. 10 & S.T.H. 114 INTERSECTION		8			
	12	14	U.S.H. 10 & S.T.H. 114 INTERSECTION			30		1
	12	1	U.S.H. 10 & S.T.H. 114 INTERSECTION			70		
			TOTALS	615	42	452	1,453	6

NOTE: SEE CONSTRUCTION DETAILS FOR LOCATIONS.
1" CONDUIT FOR CONTROL STATION COUNTER AT 67±00 WILL BE PLACED BY WISCONSIN D.O.T. NOTIFY TRAFFIC SECTION PRIOR TO PLACEMENT OF CONCRETE FOR E.B. AND W.B. LANES AT 67±00.

DELINEATOR POSTS AND DELINEATORS

STATION TO STATION	LOCATION	DELINEATOR POSTS EACH	DELINEATORS WHITE EACH
176+50 - 178+60	S.W. RAMP TAPER	2	2
178+60 - 200+20	S.W. RAMP	23	23
199+30 - 201+75	S.E. RAMP TAPER	2	2
189+20 - 201+75	S.E. RAMP	12	12
	TOTALS	39	39

RAISED PAVEMENT MARKERS

STATION TO STATION	LOCATION	ONE-WAY REFLECTOR WHITE EACH	TWO-WAY REFLECTOR WHITE/RED EACH	TWO-WAY REFLECTOR YELLOW/YELLOW EACH	TWO-WAY REFLECTOR OPAQUE WHITE/RED EACH
0+50 - 30+50	U.S.H. 10 & S.T.H. 114 E.B.		30		
0+50 - 30+50	U.S.H. 10 & S.T.H. 114 W.B.		30		
0+50 - 30+50	U.S.H. 10 & S.T.H. 114 MEDIAN LANE			120	
1017+50 - 1020+80	U.S.H. 10 E.B. & W.B.	25			
1017+50 - 1020+80	U.S.H. 10 E.B. & W.B.	12	13		
191+76 - 192+00	S.E. RAMP ARROW				8
178+50 - 181+50	S.W. RAMP	12	13		
196+26 - 196+50	S.W. RAMP ARROW				8
	TOTALS	49	86	120	16

PAVEMENT MARKING, EPOXY

STATION TO STATION	LOCATION	4-INCH EDGELINE, SOLID WHITE LIN. FT.	4-INCH EDGELINE, SOLID YELLOW LIN. FT.	4-INCH CENTERLINE, DASHED WHITE LIN. FT.	4-INCH CENTERLINE, DASHED YELLOW LIN. FT.	8-INCH CHANNELIZING WHITE LIN. FT.	18-INCH STOP LINE LIN. FT.	ARROWS TYPE 2 EACH	ARROWS TYPE 3 EACH	ARROWS TYPE 4 EACH	"ONLY" WORDS EACH	ISLAND NOSE LIN. FT.	(ISLAND) CURB MARKING LIN. FT.	REMARKS
	U.S.H. 10 & S.T.H. 114 INTERSECTION						116	4	2		2	108	100	
0+50 - 2+50	U.S.H. 10 & S.T.H. 114 LT. TURN LANE					200								
0+50 - 4+00	U.S.H. 10 & S.T.H. 114 E.B. & W.B.		700	262										
1+00 - 4+00	U.S.H. 10 & S.T.H. 114 RT. TURN LANE					300								
4+00 - 29+50	U.S.H. 10 & S.T.H. 114 E.B. & W.B.		5,100		1,275									
30+50 - 184+56	U.S.H. 10 & S.T.H. 114 E.B. & W.B.	34,802	28,612		16,266									
176+50 - 200+00	S.W. RAMP	2,350												
181+00 - 200+00	S.W. RAMP		1,900											
189+35 - 201+75	S.E. RAMP	1,240												
189+35 - 197+50	S.E. RAMP		815											
201+75 - 210+00	S.T.H. 114 CONNECTOR	825												
200+00 - 210+00	S.T.H. 114 CONNECTOR		2,000											DOUBLE YELLOW
162+40 - 197+50	S.T.H. 114 CONNECTOR	3,510												
173+25 - 197+50	S.T.H. 114 CONNECTOR		2,425											
1000+40 - 1020+00	U.S.H. 10 E.B. & W.B.	5,920	3,920											
171+25 - 173+25	U.S.H. 10 & S.T.H. 114 W.B.					200								
179+00 - 181+00	U.S.H. 10 & S.T.H. 114 E.B.					200								
191+78 - 192+00	S.E. RAMP									1				
197+50 - 199+25	S.E. RAMP RT.					175	15							
179+00 - 181+00	S.W. RAMP LT.					200								
196+28 - 196+50	S.W. RAMP									1				
169+78 - 173+25	S.T.H. 114 CONNECTOR					347								
197+50 - 199+25	S.T.H. 114 CONNECTOR					175								
	TOTALS	48,647	45,472	262	17,541	1,797	131	4	2	2	2	108	100	

LEVELS ON •

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	5.0

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
1	9+56	TOP FIRE HYD. S.W. QUAD. 35' LT. PLANK RD. & STH 114	753.20
2	24+40	PK IN PP #65-1416E @ SCHMALZ BLDG 40' LT OF EXIST USH 10	752.66

BM #1-A TOP OF HYD STA 3+30 50 RT 753.41
BM #1-B TOP OF HYD STA 8+50 150 RT 753.55
BM #1-C TOP OF HYD STA 15+20 125 RT 754.20
BM #1-D TOP OF HYD STA 21+70 125 RT 755.29

CONSTRUCTION LIMITS
U.S.H. 10 2+84 (ONEDIA ST.)

CONSTRUCTION LIMITS
92+06

CONSTRUCTION LIMITS
8+20

SEE CONSTRUCTION DETAIL
(FOR INT. RECONSTRUCTION)

0+00 U.S.H. 10
10+00 FIRE LANE #1

GAS LINE CAUTION

INLET (REMOVE)

C.P. (REMOVE)

EXISTING R/W

JOHN E. SCHMALZ & H.J. JENNERSOHN INC.

MARSHALL & ELMER

TIMOTHY R. & SANDRA GOSS

JOHN H. GIETMAN

TEMP. DRIVEWAY CONST. EASEMENT ACQUIRED

CONSTRUCTION ℄

JAN STACHOWICZ

WALTER O. SCHMALZ

DRIVEWAY (REMOVE)

WESTBOUND

EASTBOUND

30' R.

35' COMMERCIAL DRIVEWAY REQ'D.

RAYMOND GUETZKE

ASPHALTIC SURFACE (REMOVE)

WAVERLY SANITARY DISTRICT

FIRST NATIONAL BANK OF NEENAH

SALVAGED TOPSOIL, FERTILIZER, SEED AND MULCH REQ'D.

P.I. 0+17.71
X = 2,419,541.760
Y = 810,299.148
∠ = 185°-28'-04"
△ = 5°-28'-04"
D = 1°-00'-10"
T = 272.84'
L = 545.26'
R = 5,713.58'
S.E. = N.C.

EB CONST. & CURVE NOTES

WB CONST. & CURVE NOTES

P.I. = 11+18.47
X = 2,419,542.009
Y = 810,315.164
∠ = 185°-28'-04"
△ = 5°-28'-04"
D = 1°-00'
T = 273.60'
L = 546.78'
R = 5,729.88'
S.E. = N.C.

P.I. = 24+27.72
X = 2,420,849.022
Y = 810,232.347
∠ = 182°-31'-32"
△ = 2°-31'-32"
D = 0°-29'-51"
T = 253.91'
L = 507.73'
R = 11,519.16'
S.E. = N.C.

P.I. = 26+98.30
X = 2,421,119.571
Y = 810,199.172
∠ = 184°-29'-53"
△ = 4°-29'-53"
D = 0°-20'
T = 675.07'
L = 1,349.44'
R = 17,188.73'
S.E. = N.C.

PC 8+14.87
PT 13+90.10
PT 13+91.66
PC 20+23.24
PC 21+73.81

BEGIN PROJECT 1500-4-73
0+00

FINISHED GRADE (EB & WB)

0.3471 %

0.1958 %

P.I. 0+01
750.90

P.I. 1+50
753.50

P.I. 25+00
755.00

PRESENT PROFILE (EB)

PRESENT PROFILE (WB)

7-50 E.B. ℄
2-24"X 30" R.C.H.E.C.P. REQ'D.

16-02 E.B. ℄
2-34"X 53" R.C.H.E.C.P. REQ'D.
SKEW 30° L.H.F.

760
750
740

EASTBOUND & WESTBOUND

0+01	1	2	3	4	5	6	7	8	9	10	1	2	3	4	15	6	7	8	9	20	1	2	3	4	25
750.90	751.59	751.76	751.94	752.11	752.29	752.46	752.63	752.81	752.98	753.15	753.33	753.50	753.55	753.60	753.65	753.69	753.74	753.79	753.84	753.89	753.94	753.98	754.03	754.08	754.13	754.18	754.23	754.27	754.32	754.37	754.42	754.47	754.52	754.56	754.61	754.66	754.71	754.76	754.81	754.85	754.90	754.95	755.00	755.00	755.00	754.99	754.99

2-24-92
3-9-92
4-22-92

USE LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,61,62,63

FILE NAME : D3_150004:SS01.DGN

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	5.1

BENCH MARKS

NO.	STATION	DESCRIPTION		ELEV.
3	41±40	TOP OF FIRE HYDRANT USH 10 @ FIRE LANE 3	40' LT.	752.34
4	54±50	TOP OF FIRE HYDRANT USH 10 @ FIRE LANE 4	40' LT.	753.58

3M# 2-A PK Nail, Pt #6-7364, Sta 33+75.90 LT 752.57

N

TEMP. DRIVEWAY CONST.
EASEMENT ACQUIRED
RICHARD A. RIETVELD

MICHAEL J. GAMRSKY

PETER G. & CAROL E. WONSER

EVAN P. GESKE

RICHARD D. & CAROL WEBER

WALTER O. SCHMALZ

FELIX J. & EILEEN MAKOWSKI

VARREN E. WIESELER

LYLE H. TIEDE

GAS LINE CAUTION

29+69.96 U.S.H. 10 ℄
20+00 FIRE LANE #2

TEMP. DRIVEWAY CONST.
EASEMENT ACQUIRED

TYPE "D" MODIFIED INTERSECTION REQ'D.

GERALD SMITH SR.

42+12.62 U.S.H. 10 ℄
40+00 FIRE LANE #3

SEE CONSTRUCTION DETAIL
CONSTRUCT NEW DRIVEWAY
BADGER HIGHWAYS CO. INC. TEMP. DRIVEWAY CONST.
EASEMENT ACQUIRED

LYLE T. & WEBORG

WALLACE R. & JOHN W. WEBORG

DAVID O. & ELSIE WEBORG

DRIVEWAYS (REMOVE)

55+51.86 U.S.H. 10 ℄
50+00 FIRE LANE #4

CONSTRUCTION ℄

WESTBOUND
USH 10
EASTBOUND

PT 26+81.54

PT 33+72.68

24' ASPHALTIC CROSSOVER REQ'D.

FIRST NATIONAL BANK OF NEENAH

WAYNE H. BEHNKE

WILLAIM H. ROHE

EUGENE C. WOLF

ANDREW KOUTAILS & MARGARET KOUTAILS

WB CONST. ℄ CURVE NOTES

P.I.	=	43+27.22
X	=	2,422,737.627
Y	=	810,028.811
∠	=	181°-58'-22"
Δ	=	1°-58'-22"
D	=	0°-29'-51"
T	=	198.32'
L	=	396.61'
R	=	11,519.16'
S.E.	=	N.C.

PC 41+28.99

PT 45+25.50 BK.
45+21.86 AH.

EQUATION

MARGARET STURN

ALLEN B. & FLORENCE M. ADAMS

CONSTRUCTION LIMITS
18+61

CONSTRUCTION LIMITS
38+35

CONSTRUCTION LIMITS
48+00

PROFILES ON FIRE LANE #2

FINISHED GRADE
PRESENT PROFILE
20+00 FIRE LANE #2
36+69.96 U.S.H. 10 EB.
P.C. 751.30
100' VC
P.T. 753.93
P.I. 751.93
P.I. 754.45
752.00
754.97

PROFILES ON FIRE LANE #3

FINISHED GRADE
PRESENT PROFILE
40+00 FIRE LANE #3
42+12.62 U.S.H. 10 EB
P.C. 751.20
100' VC
P.T. 753.34
P.I. 754.90
P.I. 751.85
P.I. 755.18
752.16
754.94

FINISHED GRADE (EB & WB)

-0.0049 %

+0.0651 %

25+95 EB. ℄
2-34"X 53" R.C.H.E.C.P. REQ'D.

32+00 EB. ℄
2-34"X 53" R.C.H.E.C.P. REQ'D.

40+00 E.B. ℄
1-18" R.C.C.P. REQ'D.

43+30 E.B. ℄
1-29"X 45" R.C.H.E.C.P. REQ'D.

47+00 E.B. ℄
1-18" R.C.C.P. REQ'D.

50+30 E.B. ℄
1-24"X 38" R.C.H.E.C.P. REQ'D.

PRESENT PROFILE (EB)

PRESENT PROFILE (WB)

EQUATION
WESTBOUND CONST. ℄
45+25.50 BK.
45+21.86 AH.

EASTBOUND & WESTBOUND

WESTBOUND

EASTBOUND

| | | |

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	5.2

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
5	70+40	PT MARK NE WING WALL STR 6-8-18-68	751.59
6	82+00	CHIS SQ TOP SW WW STR C-8-19-66 USH 10 60' RT	

TEMP. DRIVEWAY CONST. EASEMENT ACQUIRED

CONTROL STATION COUNTER LOOPS TO BE PLACED PRIOR TO CONSTRUCTION OF PAVEMENT. (BY WISCONSIN D.O.T.)

CONSTRUCTION LIMITS 64+65

SEE CONST. DETAIL P.E. REQ'D.

(REMOVE) JAMES L. HENRY

WALTER L. & FAYE BLANK

DOLORES M. KETTENHOFEN

JOSEPH J. & MARIAN WILZ

C.A. WIEGERT

WILLIAM BARTLELT

CONSTRUCTION ℄

BEAM GUARD (REMOVE)

GAS LINE

BONITA BODWAY P.E. REQ'D.

73+22.38 U.S.H. 10 = 70+00 FIRE LANE #5

P.E. (REMOVE)

JAMES L. BODWAY

EXISTING DRIVEWAY (REMOVE)

GORDON & VERONA VAN DE HEY

4'x 10' R.C.B.C. (REMOVE)

EXISTING R/W 60

WESTBOUND

USH 10 & STH 114

EASTBOUND

EXISTING R/W

PC 58+54.62

LOCHHYRST CONDOMINIUM PLAT

CONSTRUCTION ℄

4' X 12' R.C. BOX CULVERT REQ'D. (END SECTIONS IN PLACE)

PT 73+65.92 BK. 73+65.92 AH.

WISCONSIN D.O.T.

55+58.78 U.S.H. 10 = 60+00 FIRE LANE #4 (NORTH)

SEE CONST. DETAIL

CONSTRUCTION LIMITS 48+00

100' R.

EB CONST. ℄ CURVE NOTES

P.I.	= 66+11.37
X	= 2,424,993.971
Y	= 809,646.125
∠	= 187°-33'-23"
Δ	= 7°-33'-23"
D	= 0°-30'
T	= 756.75'
L	= 1,511.30'
R	= 11,459.16'
S.E.	R.C.
R.O.	190'

WB CONST. ℄ CURVE NOTES

P.I.	= 66+15.33
X	= 2,425,006.373
Y	= 809,704.962
∠	= 187°-33'-23"
Δ	= 7°-33'-23"
D	= 0°-29'-51"
T	= 760.71'
L	= 1,519.22'
R	= 11,519.16'
S.E.	R.C.
R.O.	190'

EQUATION

PROFILES ON FIRE LANE #4 SOUTH

50+00 FIRE LANE #4 = 55+51.86 U.S.H. 10 EB

P.C. 48+00 751.00; P.I. 49+32 753.95; P.T. 50+64 755.65; 132' V.C.; P.I. 48+66 751.31; FINISHED GRADE; PRESENT PROFILE

55+68 EB ℄ 2-30" R.C.C.P. CL III REQ'D. (SKEW 20° R.H.F.)

PROFILES ON FIRE LANE #4 NORTH

60+00 PRIVATE ROAD = 55+58.78 U.S.H. 10 EB

FINISHED GRADE; PRESENT PROFILE; SURFACE ONLY; 4.0%; CONST. LIMITS 64+65

P.I. 61+61 755.70; P.I. 62+87 755.66

63+24 EB ℄ 1-18" RCEP REQ'D.

67+70 EB ℄ 2-32"x 49" R.C.H.E.C.P. REQ'D. (SKEW 10° R.H.F.)

PROFILES ON FIRE LANE #5

70+00 FIRE LANE #5 = 73+22.38 U.S.H. 10 EB

P.I. 71+50 751.15; P.I. 73+66 753.39; -1.41%; FINISHED GRADE; PRESENT PROFILE; P.I. 73+14 753.71

75+00 EB ℄ 1-18" RCEP REQ'D.

81+40 EB ℄ 3-29"x 45" R.C.H.E.C.P. REQ'D. (SKEW 22° L.H.F.)

P.C. 50+00 751.00; P.I. 52+00 756.00; 800' V.C. (EB & WB); FINISHED GRADE (EB & WB); (0.0659 x); -0.2657 x; P.C. 50+50 754.14; P.T. 51+00 754.86; P.I. 53+00 755.00; P.C. 73+50 754.02; P.I. 74+50 756.00; 0.2542 x; P.C. 79+30 754.98; PRESENT PROFILE (EB); PRESENT PROFILE (WB); 800' V.C. (EB & WB)

STA. 70+31 WB ℄ STR. C-8-18 PART REPL. 4'X12' CONC. BOX CULV. SEE SHEET X-85383-A

WESTBOUND CONST. ℄ 73+73.84 BK. 73+65.92 A.H.

| WESTBOUND | | |

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	5.3

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
7	110+40	ALUMINUM MONUMENT IN CONCRETE BASE 155' RT.	779.73

EB CONST. ℄ CURVE NOTES

P.I. = 96+86.74
X = 2,427,956.946
Y = 808,814.372
∠ = 163°-34'-17"
Δ = 16°-25'-43"
D = 1°-30'
T = 551.41'
L = 1,095.24
R = 3,819.72'
S.E. = 0.041'/'
R.O. = 190°

WB CONST. ℄ CURVE NOTES

P.I. = 96+78.08
X = 2,427,964.823
Y = 808,874.478
∠ = 163°-34'-17"
Δ = 16°-25'-43"
D = 1°-31'-26"
T = 542.74'
L = 1,078.04'
R = 3,759.72'
S.E. = 0.041'/'
R.O. = 190'

CONSTRUCTION LIMITS 112+70

EQUATION 102+13.38 BK. = 102+30.58 AH.

F.E. REQ'D.

LAKE PARK ROAD

TOWN OF HARRISON

GORDON & VERONA VAN DE HEY

BEGIN TAPER 88+00

85+40.27 U.S.H. 10 = 80+00 FIRE LANE #6

CONSTRUCTION ℄

WESTBOUND

EASTBOUND

89+00.00

89+00.00

89+00.00

PC 89+32.10 TEMP. CONN.

PC 89+76.18 TEMP. X-OVER

PC 90+20.34 X-OVER

PC 91+35.34

PT 91+35.34

PT 92+ 9.97 TEMP. CONN.

9 WS INLET REQ'D.

EXISTING R/W 95+95+01.23

USH 10 & STH 114

EXISTING R/W

CONSTRUCTION ℄

CONSTRUCTION LIMITS 78+84

FIRE LANE #6

PT 97+97.61

PT 98+41.77

98+69.33 U.S.H. 10 = 90+00 FIRE LANE #7

PT 102+13.38 BK.

PT 102+30.58 AH.

102+25.54

DITCH DIKE REQ'D.

BEAM GUARD (REMOVE)

C.P. (REMOVE)

GAS LINE

CONSTRUCTION LIMITS 87+85

FIRE LANE #7

SEE CONST. DETAIL

CARL N. & EILEEN SMITH P.L.

JOSEPH D. VAN ROY P.L.

C.P. (REMOVE)

DITCH TO DRAIN

CONSTRUCTION LIMITS 97+50

FIRE LANE #8

108+91.87 U.S.H. 10 = 110+00 LAKE PARK RD.

RONALD & RUTH SENIUK

RECONSTRUCTION LIMITS 106+00 TO 113+00

GRADING LIMITS 110+00 AH.

(GRADED UNDER PROJ. 1500-4-71)

PROFILES ON FIRE LANE #6

80+00 FIRE LANE #6 = 85+40.42 U.S.H. 10 EB

40' V.C.

P.I. 754.00 P.C. 754.24 P.T. 755.70 P.I. 756.13

P.I. 755.40 P.I. 755.44 P.I. 756.40 P.T. 756.56

FINISHED GRADE

PRESENT PROFILE

PROFILES ON FIRE LANE #7

90+00 FIRE LANE #7 = 98+69.33 U.S.H. 10 EB

78' V.C.

P.I. 754.50 P.I. 754.70 P.C. 760.97 760.72 P.I. 763.17 P.I. 763.52

FINISHED GRADE

PRESENT PROFILE

PROFILES ON FIRE LANE #8 AND LAKE PARK RD.

100+00 FIRE LANE #8 = 108+89.03 U.S.H. 10 EB

110+00 LAKE PARK RD. = 108+91.87 U.S.H. 10 EB

FINISHED GRADE

P.I. 775.40 P.I. 776.04 P.I. 777.52 P.I. 778.35 P.I. 779.52

P.I. 775.50 P.I. 776.43 P.I. 777.10 P.I. 778.83 P.I. 779.07 P.I. 779.28 P.I. 778.71 P.I. 779.90 P.I. 781.24

P.C. 772.75 P.T. 775.00 P.C. 779.59 P.T. 781.55

100' V.C.

-5.50% 2.06% 2.62%

WEST EXISTING

PRESENT PROFILE

PROFILES ON EB (WB) & WB (EB)

FINISHED GRADE (EB & WB)

600' V.C. (EB & WB)

EB & WB P.C. 758.13

EB & WB P.I. 758.67

EB P.T. 764.88 WB P.T. 764.97

EB P.C. 766.32 WB P.C. 767.15 768.34

0.1816 %

2.0682 %

PRESENT PROFILE (EB)

PRESENT PROFILE (WB)

97+00 EB. ℄ 2-24" R.C.C.P. REQ'D.

92+40 EB. ℄ 2-19"X 30" R.C.H.E.C.P. REQ'D.

99+50 EB ℄ I-18" RCCP REQ'D.

105+00 EB ℄ I-18" RCCP REQ'D.

EQUATION

WB CONST. ℄ 102+13.38 BK. = 102+30.58 AH.

FINISHED GRADE (WB)

WB P.I.=50 782.46

EB P.I.=50 782.46

2.0587 %

1,365' V.C. WB

1,560' V.C. EB

FINISHED GRADE (EB)

FINISHED GRADE

P.I. 780.00 P.I. 780.80 P.I. 781.00 P.I. 781.72

P.C. 779.80 P.I. 780.25 P.I. 780.88 P.I. 781.26 P.I. 781.80 P.I. 782.04 P.I. 782.30 P.T. 782.55

2.06% 2.62%

PRESENT PROFILE

| | | |

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	5.4

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
8	135+85	TOP OF FIRE HYD. 150' RT. IN S.E. QUAD. OF USH 10 & FIRE LANE #9	783.70

N

CONSTRUCTION ℄

DITCH DIKE REQ'D.

SEE CONST. DETAIL

MEDIAN CROSSOVER REQ'D. 128+50

DITCH DIKE REQ'D.

DITCH DIKE REQ'D.

146+00

WALLACE A. & FAYE RUSCH

BONITA BODNAY

P.L.

T.C.P.

EXISTING R/W

115 120 125 130 135 140 145

WESTBOUND

USH 10 & STH 114

EASTBOUND

C-8-21

O.W.P.

1 1B 1A 1D 1C 2 2A 3 3A 3B 4 4A 4B 5 5A

EXISTING R/W

RCCP (REMOVE)

GAS LINE

CAUTION

JOHN A. GEHL & RUTH GEHL

DAVID & ELSE WEBORG

CONSTRUCTION ℄

SEE CONST. DETAIL

JAMES E. & ORPHA SNETTING

SCOTT T. & DIANA DORSCHNER DEBROUX

FIRE LANE #9

CHARLES & MARY GROFF

STEVEN R. STUMPF

CLIFFORD & JEANETTE WILZ

DANIEL L. & JEFFREY L. WILZ

DAVID M. IHDE

MARK G. & KAREN HOHEISEL

ROBERT J. & AUDREY TIERNEY

CYRIL & MARY RIEMER

GAS LINE

CAUTION

INLET & ENDWALL REMOVED FALL 1996
PIPE SEVERELY MISALIGNED AND WOULD NOT DRAIN
PIPE FILLED WITH CONCRETE.

FOR PAVING INFORMATION ONLY
CULVERT PIPES AND GRADING CONSTRUCTED UNDER PROJECT 1500-4-71

800
790
780
770

FINISHED GRADE

400' V.C. (EB & WB)

P.C. +00 782.46

P.T. +00 783.74

P.I. +00 782.46

0 %

0.5400 %

118+27 FRONTAGE RD.
1-18" CP CL.III REQ'D.

118+00 WB.℄
1-18" RCCP REQ'D.

117+65 EB.℄
1-48" RCCP REQ'D.

123+00 WB.℄
1-18" RCCP REQ'D.

PRESENT PROFILE (EB)

PRESENT PROFILE (WB)

130+17.97 EB.℄
EXISTING STRUCTURE C-8-21 EXTENSION LT. REQ'D.
9'-0"X 7'-9½" R.C. BOX CULVERT
SEE DRAWINGS X83383
(BY OTHERS)

136+90 EB & WB ℄
1-19"X30" RCHECP REQ'D

145+00 EB ℄
1-18" RCCP REQ'D

WB P.I. +32.5 782.46
EB P.I. +30 782.46

	115	6	7	8	9	120	1	2	3	4	125	6	7	8	9	130	1	2	3	4	135	6	7	8	9	140	1	2	3	4	145
WESTBOUND	782.45	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46
EASTBOUND & WESTBOUND	782.35	782.42	782.45	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.46	782.48	782.54	782.64	782.78	782.96	783.18	783.44	783.74	784.06	784.38	784.70	785.02	785.34	785.66	785.98	786.30	786.62	786.94	787.26	787.58	787.90	788.22	788.54	788.86	789.18	789.50	789.82	790.14	790.46	790.78	791.10	791.42	791.74	792.06	792.38	792.70	793.02	793.34	793.66	793.98	794.30	794.62	794.94	795.26

FILE NAME : D3_150004:SS05.DGN

WISDOT/CADDS SHEET 46

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	5.5

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
9	163+40	PK IN 40" OAK 50' RT OF FRONTAGE RD & 120' EAST OF COOP RD	795.76

FRONTAGE ROAD (BY OTHERS)

TYPE "D" INT. REQ'D

CONSTRUCTION LIMITS
155+00
153+38.43 SO. COOP RD. =
161+92.24 COOP RD. FRONTAGE RD.

N

LORENA WEEHL

LEIGH BAUGNIET & SUSAN BAUGNIET

DANIEL D. WILZ & GERALDINE WILZ

WAYNE A. WILZ & LINDA WILZ

RONALD J. KOHL

WALLACE A. & FAYE RUSCH

WALLACE A., & FAYE RUSCH

146+00

PC 156+20

PT 158+52.32

R/W LINE

PC 159+74.30

PT 161+69.67

R/W LINE SOUTH COOP ROAD

PC 164+66.84

CP & FE (REMOVE)

COINSTRUCTION ℄

EXISTING R/W

TYPE "B" MODIFIED INT. REQ'D

PC 169+77.95

TEMP. X-OVER PT 171+31.48

BEGIN WESTBOUND PAVING 171+55

PT 174+70

SEE CONST. DETAIL

COOP ROAD FRONTAGE ROAD

WESTBOUND

USH 10 & STH 114

EASTBOUND

FRONTAGE ROAD

DITCIH DIKE EQUATION REQ"D

DITCH DIKE REQ'D

PT 162+41.70 BK. =
162+41.05 AH.

24"X46' CMCP (REMOVE)

GAS LINE

CAUTION

KIMBERLY CLARK ENTRANCE

161+53.58 EB ℄ =
150+00 SO. COOP RD.
161+82.82 FRONTAGE RD. =
149+04 SO. COOP RD.

PC 161+16.65

PC 161+07.82

PI 162+07.82

PT 162+41.05

TEMPORARY SINGLE AGGREGATE ASPHALTIC PAVEMENT, TYPE D1 REQ'D (BY OTHERS)

CONSTRUCTION ℄

ROBERT "J." & AUDREY TIERNEY

CYRIL & MARY RIEMER

STEPHEN & JUDITH BUBBEY

KIMBERLY CLARK CORPORATION

FIRE LANE 10' W.

NORTH SHORE GOLF CLUB INC.

TEMP. X-OVER PC 174+35.52

EB CONST. ℄ CURWE NOTES

P.I.	= 161+78.85
X	= 2,434,455.932
Y	= 808,899.265
∠	= 180°-37'-19"
Δ	= 0°-37'-19"
D	= 0°-30'
T	= 62.20'
L	= 124.40'
R	= 11,459.156'
S.E.	= N.C.

WB CONST. ℄ CURVE NOTES

P.I.	= 161+79.18
X	= 2,434,455.474
Y	= 808,959.262
∠	= 180°-37'-19"
Δ	= 0°-37'-19"
D	= 0°-29'-51"
T	= 62.52'
L	= 125.05'
R	= 11,519.16'
S.E.	= N.C.

FOR PAVING INFORMATION ONLY
CULVERT PIPES AND GRADING CONSTRUCTED UNDER PROJECT 1500-4-71

PROFILES ON SO. COOP RD.

149+04 SO. COOP RD. = 161+82.82 FRONTAGE RD.
150+00 SO. COOP RD. = 161+53.58 EB ℄

FINISHED GRADE
PRESENT PROFILE
0.92%
0.60%
1.41%
150' V.C.
200' V.C.
P.I. 800.20
P.C. 798.55
P.T. 797.90
P.I. 799.11
P.C. 798.47
P.T. 797.32
P.C. 796.68
P.I. 798.27
P.I. 797.45
P.I. 798.87
P.I. 797.84
P.I. 796.80
P.I. 796.50

800 / 790

155 154 153 152 151 150 +04

145+00 EB ℄ 1-18" RCCP REQ'D

P.C. +00 796.54
P.I. +00 799.10
0.6408 %
0.0668 %
PRESENT PROFILE (WB)
800' V.C. (EB & WB)
P.T. +00 799.37
P.C. +49.59 799.47
P.I. +49.59 799.80
0.0668 %
-0.6641 %
1,000' V.C. (EB & WB)
PRESENT PROFILE (EB)
FINISHED GRADE (EB & WB)
P.T. +48.94 796.48
P.C. +13 791.40

157+00 WB ℄ 1-18" RCCP REQ'D

165+00 WB ℄ 1-18" RCCP REQ'D

172+00 EB ℄ 1-18" RCCP REQ'D

EQUATION
WB CONST. ℄
162+41.70 BK. =
162+41.05 AH.

800 / 790 / 780

EASTBOUND & WESTBOUND

795.26 795.58 795.90 796.22 796.54 796.85 797.14 797.42 797.68 797.91 798.14 798.34 798.53 798.69 798.84 798.98 799.09 799.19 799.26 799.32 799.37 799.40 799.43 799.47 799.49 799.50 799.48 799.45 799.40 799.34 799.25 799.15 799.02 798.88 798.72 798.54 798.35 798.14 797.90 797.65 797.38 797.10 796.79 796.47 796.14 795.80 795.47 795.14 794.81 794.48 794.14 793.81 793.48 793.15 792.82 792.48 792.15 791.82 791.49 791.16 790.87

145 6 7 8 9 150 1 2 3 4 155 6 7 8 9 160 1 2 3 4 165 6 7 8 9 170 1 2 3 4 175

FILE NAME : D3_150004:SS06.DGN

W:SCOT/CADDS SHEET 4 of 6

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	5.6

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
10	182+70	PK IN 20" MAPLE 40' RT.	790.99

EB CONST. ℄ CURVE NOTES

P.I. =	1009+45.90
X =	2,437,639.124
Y =	808,906.287
∠ =	133°-00'-15"
Δ =	46°-59'-45"
D =	2°-45'
T =	905.84'
L =	1,708.94'
R =	2,083.48'
S.E. =	0.057'/'
R.O. =	190'

WB CONST. ℄ CURVE NOTES

P.I. =	1009+49.89
X =	2,437,639.025
Y =	808,966.284
∠ =	135°-01'-15"
Δ =	44°-58'-45"
D =	2°-30'
T =	948.83'
L =	1,799.19'
R =	2,291.86'
S.E. =	0.056'/'
R.O. =	190'

"A" LINE CONST. ℄ CURVE NOTES

P.I. =	1014+79.21
∠ =	164°-50'12"
Δ =	15°-09'-48"
D =	3°-02'-24"
T =	250.86'
L =	498.80'
R =	1,884.73'

RUEBEN C. & VERNA ZIRBEL · EXISTING R/W · R/W LINE · P.L. · PT 174+70.83 · STH 114 CONNECTOR · SEE CONST. DETAIL · PC 179+72.58 · RETAINING WALL (BY OTHERS) · WESTBOUND USH 10 EASTBOUND · FRONTAGE ROAD · 176+50.06 · C-8-24 · PC 184+13.33 BK. 1000+01.08 AH. · PC 184+56.28 BK. 1000+40.06 AH. · PC 1003+00 · R/W LINE CONSTRUCTION · CUL DE SAC · 1005 · 1010 · 1015 · 1020 · 1025 · 1018+00.25 · PT 1017+49.00 · PT 1017+21.21 · PT 1020+48.55 · PC 1020+15.55 · PT 1013+51.35 · PC 1013+28.35 · PT 1011+03.69 · R/W LINE (REMOVE) · CP (REMOVE) · TEMP. FENCE REQ'D · NO CONST. EQUIP. ALLOWED IN THIS AREA · TEMP. L.H.E. REQ'D · CONSTRUCT A 15' CRUSHED AGG. BASE COURSE DRIVEWAY · GEORGE & MARGARET C. BREWE · JESSE L. & EVELYN KASPER · WILLIAM F. REFFKE JR. · THOMAS O. LONDRE · JAMES FRANK ZWIERS · N · 1006+84 WB ℄ = 188+42.58 TEMP. EXTENSION 189+03.00 SE RAMP = 1007+00.00 EB ℄ · CONSTRUCTION ℄ · 1 '-9" DEEP & 57' FROM EDGE OF EXIST. PAV'T. · END OF LEECHING FIELD · JOHN H. & FRANCES I. MCCARTHY · SEE CONSTRUCTION DETAIL REMOVE DRIVEWAY TO R/W LINE · "A" LINE CONSTRUCTION ℄ · CAUTION GAS LINE · DANIEL A. & ELAINE PUFFMAN · MATCH EASTBOUND PAVING 1012+28 · END PROJECT 1500-4-73 STA. 1012+28.35 · NORTH SHORE GOLF CLUB INC. · OUTAGAMIE CHARITABLE FOUNDATION INC. · PC 179+35.02 · PI 180+00.16 · PC 185+12.88 · PT 188+20.16 · 189+75.83 · 16+95.22 · SE RAMP · MARGARET PENNINGS C.P. (REMOVE) · CONSTRUCTION ℄

FOR PAVING INFORMATION ONLY
CULVERT PIPES, GRADING AND PARTIAL PAVING CONSTRUCTED UNDER PROJECT 1500-4-71

PROFILES ON CUL-DE-SAC FRONTAGE ROAD

PRESENT PROFILE · FINISHED GRADE · 100' V.C. · P.I. 1+25 795.20 · P.C. 1+51 795.75 · P.I. 1+51 796.63 · P.I. 1+01 796.82 · 0.38% · 1008+50 1-24" CP · P.C. 1+50 795.11 · P.I. 1+50 793.86 · P.I. 2+00 792.37 · P.C. 1+70 793.43 · P.I. 1+70 792.72 · 0.69% · P.I. 1+56 794.00

1002+71.91 EB ℄ = 187+49.07 114 CONN. ℄

179+11.29 EB. CONST. ℄
EXISTING STRUCTURE C-8-22 EXTENSION LT, REQ'D,
11'-6" X 7'-9 7/8" R.C. BOX CULVERT
SEE DRAWINGS X 83384
(BY OTHERS)

1.000' V.C. WB & EB · 0.6644 % WB & EB · WB & EB P.I. 13 788.08 · EQUATION · PRESENT PROFILE (EB) · WB 184+13.33 BK. 1000+01.08 AH. · EB 184+56.28 BK. 1000+40.06 AH. · EQUATION · C-8-22 · EB P.I. 13 791.96 · WB P.I. 13 791.29 · EB P.C. 53 792.40 · WB P.C. 80 793.08 · EB P.I. 33 795.50 · WB P.I. 80 795.00 · 0.7754 % EB · 0.6412 % WB · FINISHED GRADE (EB) · 800' V.C. EB · 600' V.C. WB · 1005+00 EB ℄ 1-18" RCCP REQ'D · EB P.I. 53 795.74 · WB P.I. 80 795.00 · FINISHED GRADE (WB) · E.B.S. · 1013+50 WB ℄ 1-18" RCCP REQ'D · 400' V.C. WB · 0.0549 % EB · 0.3275 % WB · 0.0609 % WB · WB P.I. 00 796.31 · EB P.I. 00 796.43 · WESTBOUND · EASTBOUND

| | | |

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	5.7
STH 114 CONNECTOR	

N

LORENA MEEHL

WALLACE A. & FAYE RUSCH

RUEBEN C. & VERNA ZIRBEL

THOMAS O. LONDRE

JAMES FRANK ZWIERS

KIMBERLY CLARK CO.

NORTH SHORE GOLF CLUB INC.

OUTAGAMIE CHARITABLE FOUNDATION INC.

STH 114 CONN. ℄ CURVE NOTES

P.I. = 172+25.00
Y = 809,002.558
X = 2,435,511.018
∠ = 170°-08'-33"
Δ = 9°-51'-27"
D = 2°-00'
T = 247.05'
L = 492.88'
R = 2,864.79'
S.E. = 0.036'/'
R.O. = 150'

153+38.43 SO. COOP RD. =
161+92.24 COOP RD. FRONTAGE RD.

PC 159+74.30
PT 161+69.67
PC 164+66.84
PC 169+77.95
TEMP. X-OVER PT 171+31.48
PT 172+70.83

CONSTRUCTION ℄
TEMP. CULVERT PIPE (REMOVE)
TEMP. CROSSOVER (REMOVE)
EXISTING R/W
R/W LINE
STH 114 CONNECTOR
RETAINING WALL (BY OTHERS)
PC 179+72.58
PC 184+13.33 BK= 1000+01.08 AH.
PC 184+56.28 BK= 1000+40.06 AH.
PC 1003+00
1005
1007+00.00

WESTBOUND DITCH DIKE REQ'D
EASTBOUND DITCH DIKE REQ'D
EQUATION
PT 162+41.70 BK.= 162+41.05 AH.
USH 10
DITCH DIKE REQ'D

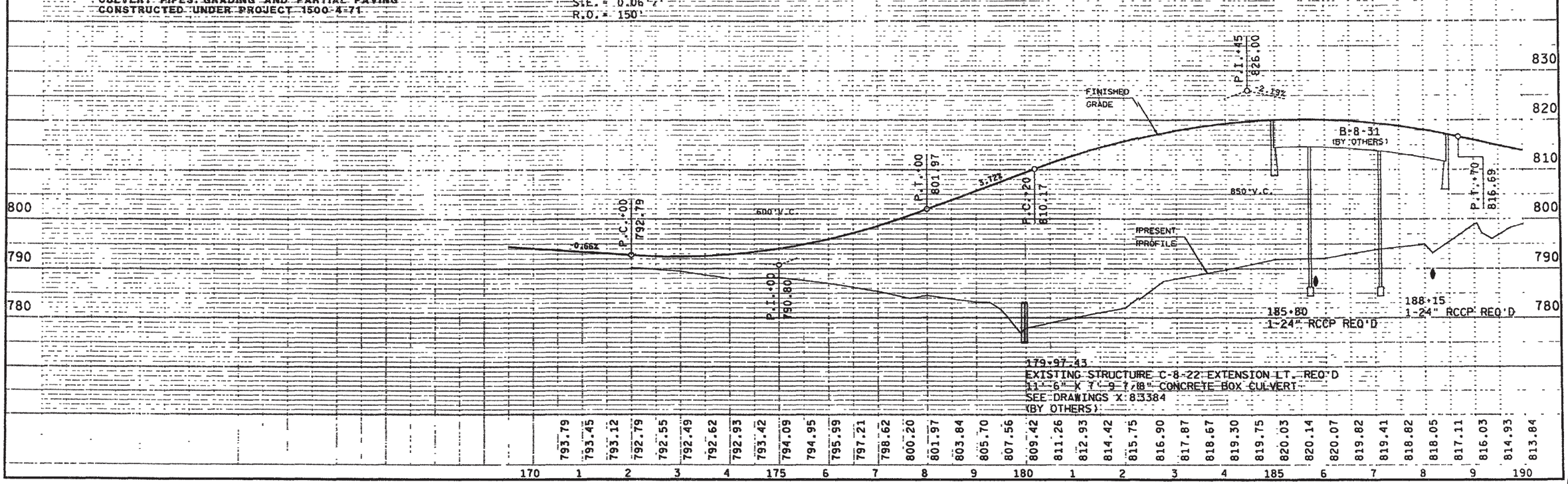
FRONTAGE ROAD
RD. =
PC 161+16.65
PC 161+16.65
PT 162+07.82
PT 162+41.05
176+50.06
C-8-22
B-8-31
PT 188+20.71
189+75.83 FRONTAGE RD. = 16+95.22 SHORE DR.
SW RAMP
PT 187+78.89

STH 114 CONN. ℄ CURVE NOTES

P.I. = 184+32.70
Y = 809,212.149
X = 2,436,701.634
∠ = 235°-07'-43"
Δ = 55°-07'-43"
D = 6°-30'
T = 460.13'
L = 848.13'
R = 881.47'
S.E. = 0.06'/'
R.O. = 150'

TEMP. X-OVER PC 174+35.52
CONSTRUCTION LIMITS
177+40 FRONTAGE RD.
PC 179+35.02
TEMP. X-OVER PT 181+00.16
P.I.
PC 185+12.88
R/W LINE
EXISTING R/W

FOR PAVING INFORMATION ONLY
CULVERT PIPES, GRADING AND PARTIAL PAVING CONSTRUCTED UNDER PROJECT 1500-4-71



FILE NAME : D3_150004:S509.DGN

163

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	5.8
STH 114 CONNECTOR	

JESSE L. & EVELYN KASPER

MARGARET PENNINGS

MATCH EXISTING S.T.H.114 CONN.
PAVING AT 197+00

CONSTRUCTION ℄

204+74.01 FRONTAGE RD. =
206+00 S.T.H. 114 CONNECTOR

207+00 TEMP. X-OVER =
208+85.77 S.T.H. 114

201+75.00

CP (REMOVE)

TEMP. X-OVER PT 202+63.25

P.O.T. 216+42.81 BK.
215+15.87 AH.

PC 219+43.45

SE RAMP PC 194+67.23

R/W LINE

PT 196+46.72

GAS LINE

CAUTION

STH 114 CONNECTOR

SW RAMP

FRONTAGE RD. =
SHORE DR.

FRONTAGE ROAD

EXISTING R/W

P.T. 200+20.63

PC 199+52.83

PC PT

PT 206+20.73

CONSTRUCTION LIMITS
210+00

STH 114

199+00 TEMP. X-OVER =
198+84.79 FRONTAGE RD.

TEMP. X-OVER PC 202+90.32

PT 187+78.89

PC 195+41.75

PT 189+23.15 SHORE DR.

PT 15[illegible]+94.35

PC 192+20.92

PC 14+44.83

PT 196+31.74

MALVIN C. & HELEN LUNIAK

OUTAGAMIE CHARITABLE FOUNDATION INC.

FOR PAVING INFORMATION ONLY
CULVERT PIPES, GRADING AND PARTIAL PAVING CONSTRUCTED UNDER PROJECT 1500-4-71

820
810
800
790

-2.19%
400' V.C.
P.C. 1+85
803.21
P.I. 7+85
799.87
P.I. 1+85
799.03
PRESENT PROFILE
FINISHED GRADE
E.B.S.
P.C. 7+00
802.53
400' V.C.
0.52%
0.30%
P.I. 11+00
803.57
P.I. 15+00
802.97

813.84 812.74 811.65 810.55 809.46 808.36 807.27 806.17 805.07 803.98 802.89 801.93 801.14 800.52 800.07 799.78 799.67 799.73 799.94 800.20 800.46 800.72 800.98 801.24 801.50 801.76 802.01 802.27 802.53 802.94 802.26 803.16 802.21 802.66 802.56 803.17 802.61 802.97 802.51 802.66 802.36

190 1 2 3 4 195 6 7 8 9 200 1 2 3 4 205 6 7 8 9 210

FILE NAME : D3_150004:S510.DGN

WISDOT/CADD 5.01 r6

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	5.9
SW RAMP	

153+38.43 SO. COOP RD. =
161+92.24 COOP RD. FRONTAGE RD.

R/W LINE
SOUTH COOP ROAD
PC 159+74.30
PT 161+59.67
PC 164+66.84
PC 169+77.95
TEMP. X-OVER PT 171+31.48
PT 174+70.83
EXISTING R/W
STH 114 CONNECTOR
PC 179+72.58
RETAINING WALL (BY OTHERS)
PC 184+13.33 BK = 1000+01.06 AH.
PC 184+56.28 BK = 1000+40.06 AH.
PC 100
1005
WESTBOUND
DITCH DIKE REQ'D
USH 10
EASTBOUND
PT 162+41.70 BK. = 162+41.05 AH.
EQUATION
DITCH DIKE REQ'D
FRONTAGE ROAD
RD.
PC 161+16.55
PC 161+16.65
PI 162+07.82
PT 162+41.05
C-8-22
176+50.06
TEMP. X-OVER PC 174+35.52
CONSTRUCTION LIMITS
177+40
PC 179+35.02
TEMP. X-OVER PT 181+00.16
EXISTING R/W
PC 185+12.88
R/W LINE
CONSTRUCTION R
188+20.71
189+75.83 FRONTAGE RD.
16+95.22 SHORE DR.
SW RAMP
PT 187+76.89
189+23.15

SW RAMP CONST. & CURVE NOTES

P.I. =	185+51.30
Y =	808,808.625
X =	2,436,825.663
∠ =	212°-28'-51"
Δ =	32°-28'-51"
D =	7°-00'
T =	238.43'
L =	464.01'
R =	818.51'
S.E. =	0.06 '/'
R.O. =	150'

FOR PAVING INFORMATION ONLY
CULVERT PIPES, GRADING AND PARTIAL PAVING CONSTRUCTED UNDER PROJECT 1500-4-71

800
790
780

P.C.+04.70 789.66
600' V.C.
PRESENT PROFILE
FINISHED GRADE
-0.38%
0.91%
P.I.+04.70 788.52
P.T.+04.70 791.24
P.I.+74.70 795.50
E.B.S.
185+00
1-24" RCCP REQ'D.
P.C.+74.70 793.69
400' V.C.

179+92
EXISTING STRUCTURE C-8-22 EXTENSION LT. REQ'D.
11'-6" X 7'-9 7/8" R.C. BOX CULVERT
SEE DRAWINGS X 83384
(BY OTHERS)

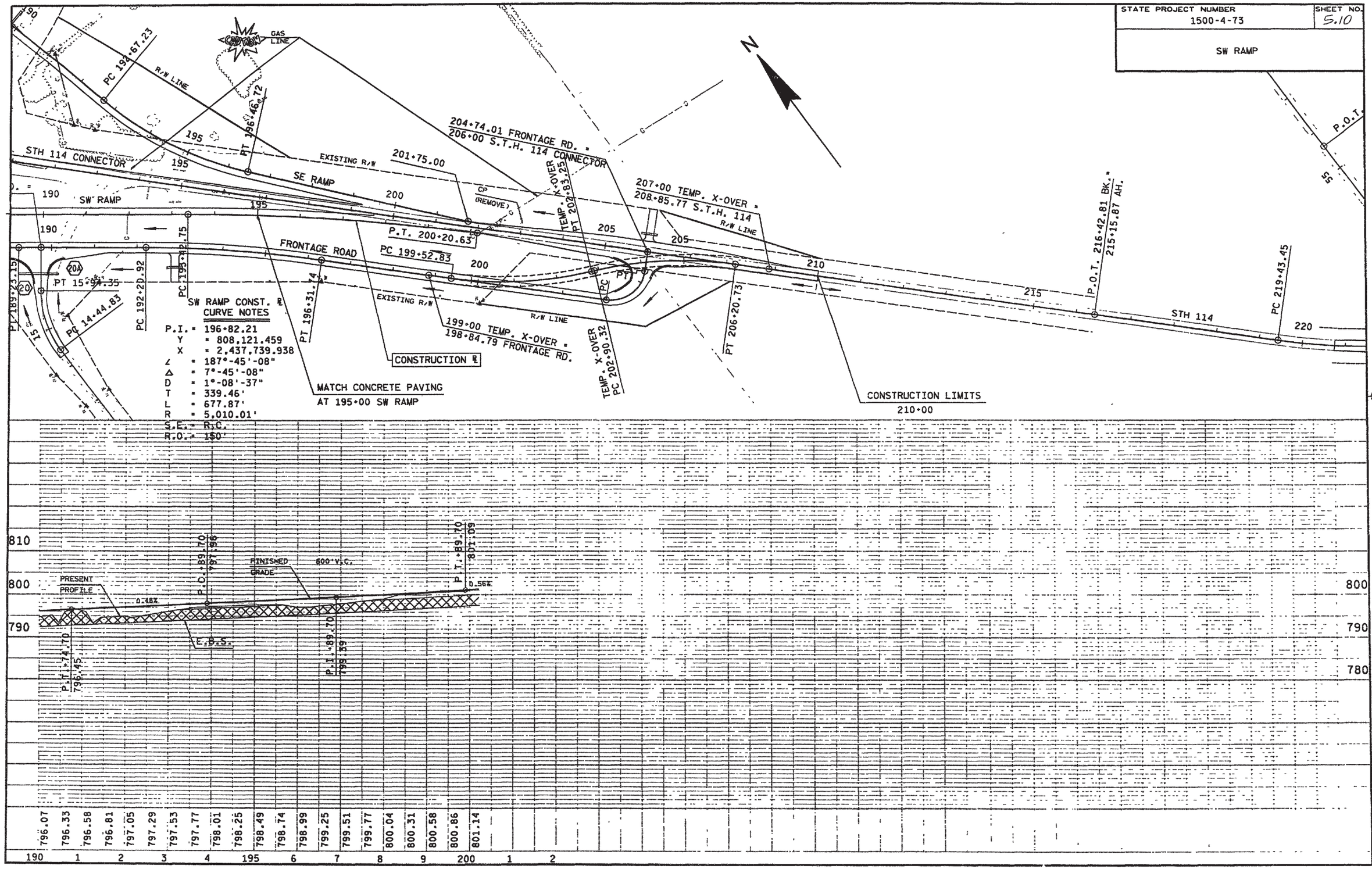
175 6 7 8 9 180 1 2 3 4 185 6 7 8 9 190

789.87 789.68 789.51 789.40 789.34 789.33 789.37 789.47 789.63 789.83 790.09 790.41 790.78 791.20 791.65 792.10 792.56 793.01 793.46 793.91 794.34 794.74 795.11 795.46 795.78 796.07

FILE NAME : D3_150004:SS11.DGN

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	5.10

SW RAMP



FILE NAME : D3_150004:S512.DGN

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	5.11
SE RAMP	

1006+84 WB. ℄ =
188+42.58 TEMP. EXTENSION
189+03.00 SE RAMP =
1007+00.00 EB ℄

BEGIN PAVING
189+35 SE RAMP

SE RAMP CONST. ℄
CURVE NOTES

P.I. = 194+60.45
Y = 808,467.830
X = 2.437,514.210
∠ = 153°-26'-09"
Δ = 26°-33'-51"
D = 7°-00'
T = 193.22'
L = 379.49'
R = 818.51'
S.E. = .06'/'
R.C. = 150'

204+74.01 FRONTAGE RD. =
206+00 S.T.H. 114 CONNECTOR

207+00 TEMP. X-OVER =
208+85.77 S.T.H. 114

P.O.T. 216+42.81 BK. =
215+15.87 AH.

199+00 TEMP. X-OVER =
198+84.79 FRONTAGE RD.

189+75.83 FRONTAGE RD. =
16+95.22 SHORE DR.

CULVERT PIPE (REMOVE)

ASPHALTIC SURFACE EXTENSION AND PASSING LANE (TO BE REMOVED)

CP (REMOVE)

STH 114 CONNECTOR

SW RAMP

FRONTAGE ROAD

USH 10 EASTBOUND

USH 10 WESTBOUND

CUL DE SAC

FRONTAGE RD.

SE RAMP PC 192+67.23

R/W LINE

PT 196+46.72

P.T. 200+20.63

PC 199+52.83

PT 188+20.74

PT 187+78.89

PC 192+20.92

PT 196+31.74

PT 202+25.25

PC 202+90.32

PT 206+20.73

STH 114

FOR PAVING INFORMATION ONLY
CULVERT PIPES, GRADING AND PARTIAL PAVING CONSTRUCTED UNDER PROJECT 1500-4-71

FINISHED GRADE

PRESENT PROFILE

E.B.S.

189+80
1-24" RCCP REQ'D

P.I. 189+03 795.54
P.I. 189+39 797.58
P.C. 189+79.20 802.07
P.I. 189+79.20 803.25
P.C. 190+00 800.39
P.T. 190+20 801.66
P.I. 199+50 798.00
P.T. 200+00 799.11
P.I. 200+75 801.13

5.668%
1.1788%
-1.5909%
1.5909%
0.735%

200' V.C.
300' V.C.

| | | |

STATE PROJECT NUMBER	SHEET NO.
1500-4-73	5.12

TEMPORARY CONNECTOR, TEMPORARY X-OVER AND RECONSTRUCTION OF FRONTAGE ROAD

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
7	110+40	ALUMINUM MONUMENT IN CONCRETE BASE 155' RT.	779.73

TEMP. CONN. CONST. ℄ CURVE NOTES

P.I. = 90+71.15
N = 2,427,374.000
E = 809,015.404
∠ = 174°-26'-34"
Δ = 5°-33'-26"
D = 2°-00'
T = 139.04'
L = 277.86'
R = 2,864.79'
S.E. = .041'/'

TEMP. X-OVER CONST. ℄ CURVE NOTES

P.I. = 93+89.73
X = 2,427,670.998
Y = 808,894.642
∠ = 163°-34'-17"
Δ = 16°-25'-43"
D = 2°-00'
T = 413.55'
L = 821.43'
R = 2,864.79'
S.E. = .041'/'

X-OVER CONST. ℄ CURVE NOTES

P.I. = 94+33.90
X = 2,427,710.272
Y = 808,871.153
∠ = 163°-34'-17"
Δ = 16°-25'-43"
D = 2°-00'
T = 413.55'
L = 821.43'
R = 2,864.79'
S.E. = .041'/'

END TEMP. CONN.
START HOT PAINT REMOVAL
TEMP. CONN. CONSTRUCTION ℄
85+40.27 U.S.H. 10 = 80+00 FIRE LANE #6
PC 89+32.10 TEMP. CONN.
PC 89+76.18 TEMP. X-OVER
PC 90+20.34 X-OVER
PC 91+35.34
PT 91+35.34
PT 92+ 9.97 TEMP. CONN.
PT 97+97.61
PT 98+41.77
98+69.33 U.S.H. 10 = 90+00 FIRE LANE #7
PT 102+30.58
102+13.58 BK. = 102+30.58 AH. EQUATION
108+89.03 U.S.H. 10 = 100+00 FIRE LA. #8
113+84.06
WESTBOUND
EASTBOUND
89+00.00
89+00.00
89+00.00
EXISTING R/W
95 95 01.23
102+26.54
USH 10 & STH 114
GORDON & VERONA VAN DE HEY
X-OVER CONSTRUCTION ℄
TEMP. X-OVER CONSTRUCTION ℄
TEMP. C.P. 18' X 400'
GAS LINE
FIRE LANE #5
FIRE LANE #7
FIRE LANE #8
LAKE PARK ROAD
TOWN OF HARRISON
CARL N. & EILEEN SMITH
JOSEPH D. VAN ROY
C.P. (REMOVE)
RONALD & RUTH SENIUK
108+91.87 U.S.H. 10 = 110+00 LAKE PARK RD.
BEGIN RESURFACING
RECONSTRUCTION AREA
NOTE: CLOSE FIRE LANE #7 TO WESTBOUND TRAFFIC WHILE TEMPORARY CROSSOVER IS IN EFFECT.

PROFILES ON FRONTAGE ROAD

RECONSTRUCT | RESURFACE
P.I. 19 + 777.54
+0.567%
1.0%
108+75 1-30° C.P. SKEW 25° L.H.F. REQ'D.
774.35 775.35 776.35 777.35 778.00 778.57 779.13 779.70
106 107 108 109 110 111 112 113

OFFSETS		
EB. CONST. ℄ STATION	TEMP. CONN. CONST. ℄ STATION	DISTANCE FEET
89+00	89+00	36.00
90+00	90+00.01	36.80
91+00	91+00.10	40.92
92+00	91+99.57	47.94
93+00	92+98.45	54.54
94+00	93+97.05	58.56
95+00	94+95.51	60.00

OFFSETS			
TEMP. X-OVER CONST. ℄ STATION (LT. E.P.)	X-OVER CONST. ℄ STATION (RT. E.P.)	DISTANCE FEET (PAV'T. WIDTHS)	
89+10	89+10	12.00	
+50	+50	12.00	
90+00	90+00.10	12.10	
+50	+50.32	12.80	
91+00	91+00.56	13.57	
+50	+50.81	14.33	770
92+00	92+01.07	15.09	
+50	+51.35	15.84	
93+00	93+01.63	16.59	760
+50	+51.94	17.33	
94+00	94+02.25	18.07	
+50	+52.58	18.81	750
95+00	95+02.92	19.53	
+50	+53.27	20.26	
96+00	96+03.63	20.97	
+50	+54.01	21.68	
97+00	97+04.40	22.38	
+50	+54.80	23.08	
98+00	98+05.20	23.77	
+50	+55.20	24.00	

TEMPORARY CONNECTOR

770 / 760 / 750
MATCH EXISTING PAVMENT
FINISHED GRADE
0.05%
P.I. 90+00 754.50
0.55%
P.C. 90+00 754.85
200' V.C.
P.T. 91+00 757.51
2.315%
MATCH NEW CONCRETE PAVMENT
PRESENT PROFILE
P.I. 92+00 755.20
754.70 754.70 754.65 754.60 754.55 754.50 754.85 755.15 755.69 756.48 757.51 759.83
7 8 9 90 1 2 3 4 95 6

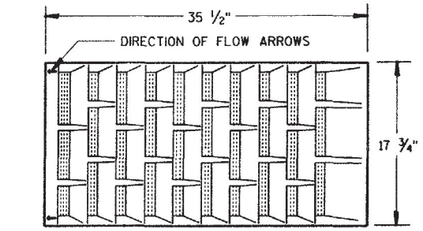
TEMPORARY X-OVER

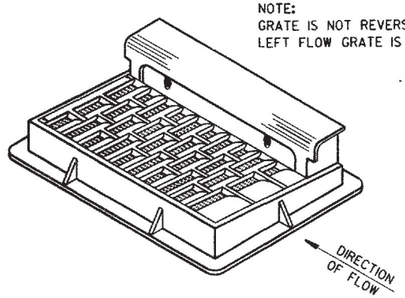
770 / 760 / 750
MATCH EXISTING CONCRETE PAVMENT
FINISHED GRADE
P.C. 90+00 757.25
200' V.C.
P.T. 91+00 758.55
PRESENT PROFILE
P.I. 91+00 757.15
757.45 757.35 757.25 757.29 757.53 757.94 758.55 759.95 761.35
90 1 2 3 4 95 6 7 8 9 100 1 2

LEVELS ON =

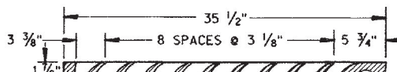
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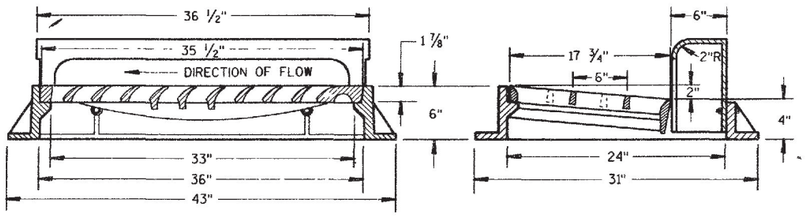
2-4-92
2-11-92
2-17-92





NOTE:
GRATE IS NOT REVERSIBLE.
LEFT FLOW GRATE IS SHOWN

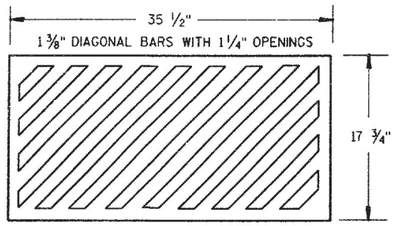




NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

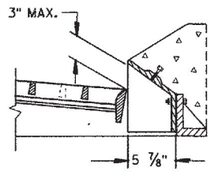
TYPE "H"

(APPROXIMATE WEIGHT 510 LBS.)



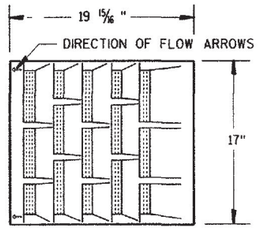
SPECIAL GRATE NO. 1

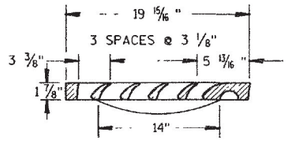
(APPROXIMATE WEIGHT 175 LBS.)
(NOTE AS TYPE H1 ON DRAINAGE TABLE)

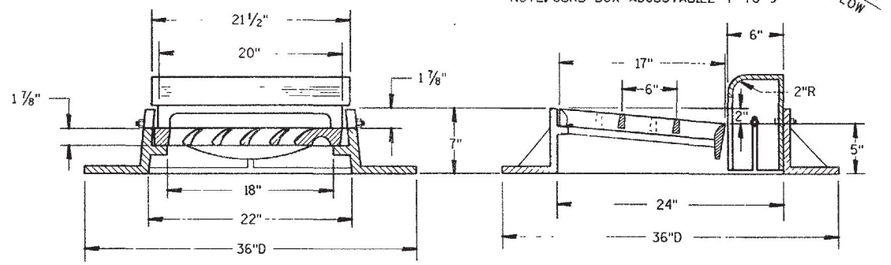


MOUNTABLE CURB BOX FOR TYPE "H" COVER

(FOR USE WITH TYPES C & J CONCRETE CURB & GUTTER, 30 INCH)

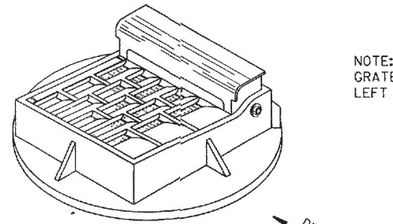






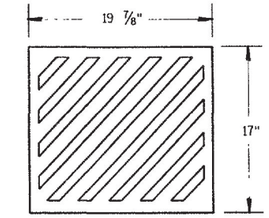
TYPE "A"

(APPROXIMATE WEIGHT 410 LBS.)



NOTE:
GRATE IS NOT REVERSIBLE
LEFT FLOW GRATE IS SHOWN

NOTE: CURB BOX ADJUSTABLE 4" TO 9"



SPECIAL GRATE NO. 1

(APPROXIMATE WEIGHT 85 LBS.)

(NOTE AS TYPE A1 ON DRAINAGE TABLE)

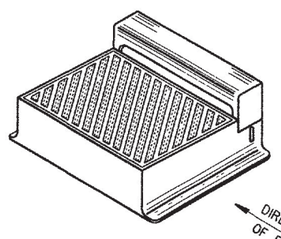
GENEIRAL NOTES

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

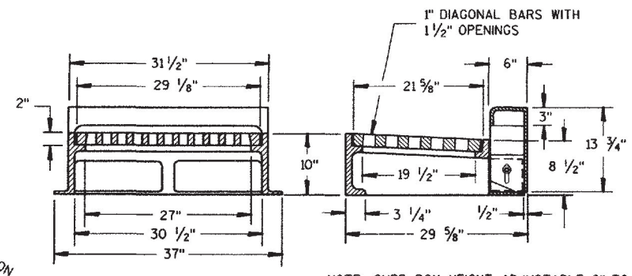
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLETT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

THE ACTUIAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.



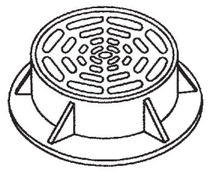
DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.

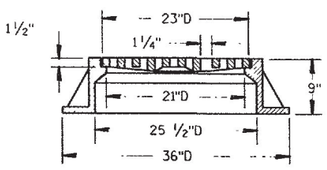


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

(APPROXIMATE WEIGHT 650 LBS.)





TYPE "C"

(APPROXIMATE WEIGHT 365 LBS.)

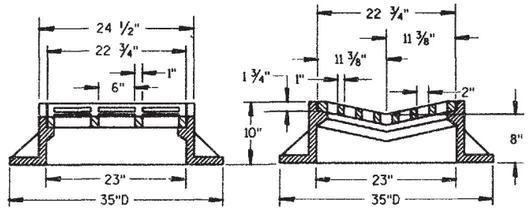
INLET COVERS

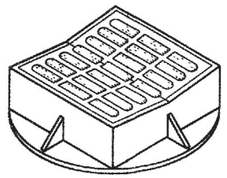
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/90
DATE
STATE DESIGN ENGINEER FOR HWYS
FHWA

S.D.D. 8 A 5-8a

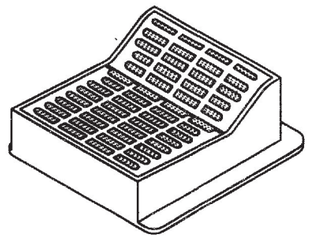
S.D.D. 8 A 5-8a

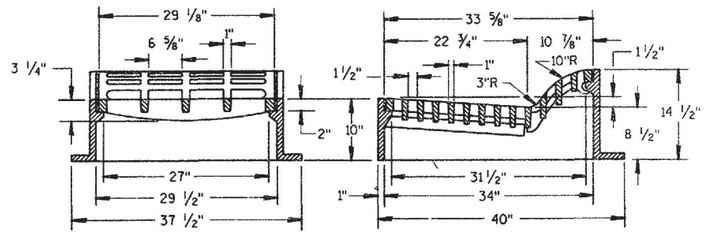




TYPE "B"

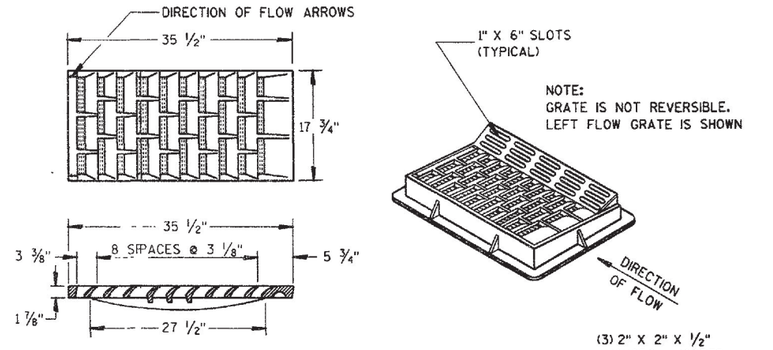
(APPROXIMATE WEIGHT 400 LBS.)





TYPE "F"①

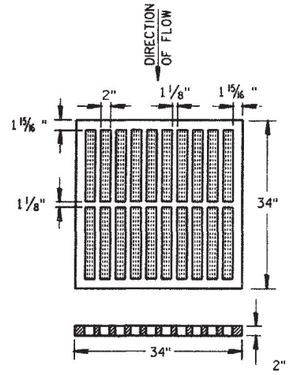
(APPROXIMATE WEIGHT 835 LBS.)



TYPE "HM"①

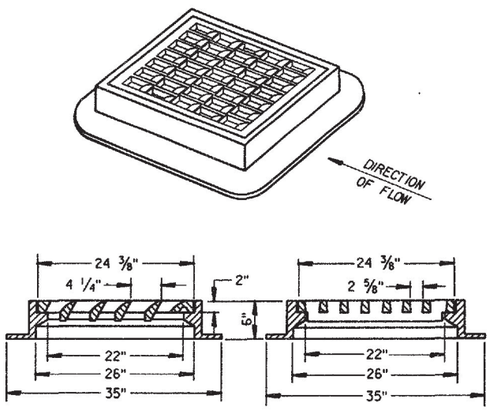
(APPROXIMATE WEIGHT 510 LBS.)

NOTE:
SPECIAL GRATE NO. 1 FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM" COVER



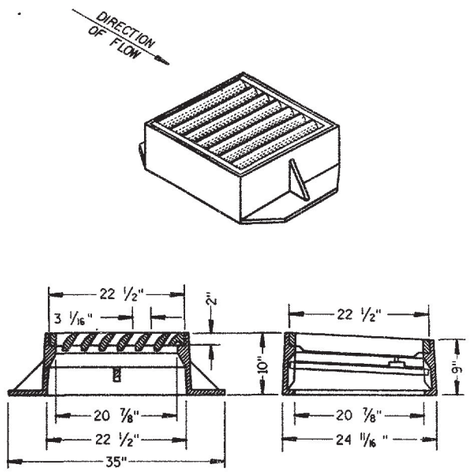
TYPE "MS"

(APPROXIMATE GRATE WEIGHT 285 LBS.)



TYPE "S"

(APPROXIMATE WEIGHT 400 LBS.)



TYPE "V"

(APPROXIMATE WEIGHT 400 LBS.)

GENEIRAL NOTES

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

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

THE ACTUJAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

① FOR USE WITH CONCRETE CURB & GUTTER, 36 INCH.

INLET COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

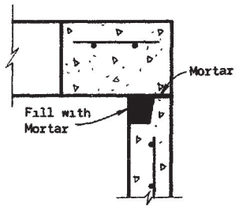
APPROVED
11/30/90
DATE

STATE DESIGN ENGINEER FOR HWYS

FHWA

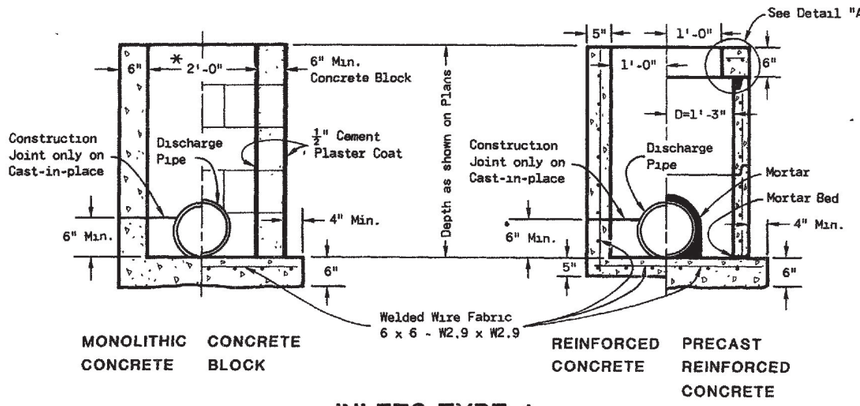
S.D.D. 8 A 5-8b

S.D.D. 8 A 5-8b



DETAIL "A"

*Selection of square or circular design will be based on the pipe sizes and the Inlet Cover being utilized.



MONOLITHIC CONCRETE CONCRETE BLOCK

REINFORCED CONCRETE PRECAST REINFORCED CONCRETE

INLETS TYPE 1

GENERAL NOTES

Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

Detailed drawings for proposed alternate designs for underground drainage structures shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength

All Precast Inlet units shall conform to the pertinent requirements of AASHTO Designation M 199.

All drainage structures are designated on the plans as "Manholes 1-C", "Catch Basins 1-B", "Inlets 33-H", etc. The first digit designates the masonry portion of the structure, and the following letter designates the type of cover to be used to comprise the complete unit.

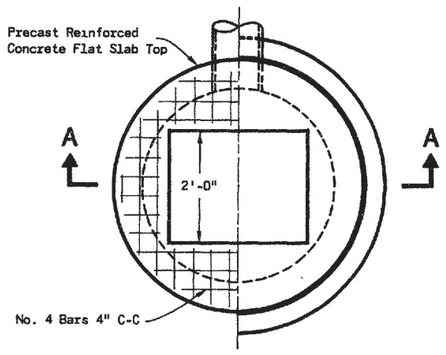
Precast Reinforced Bases shall be placed on a bed of material at least 6 inches in depth, which meets the requirements for Granular Backfill. This bedding shall be compacted and provide uniform support for the entire area of the base.

Precast Reinforced Concrete Flat Slab Tops may be used on the structures The Tops shall be installed on a bed of mortar.

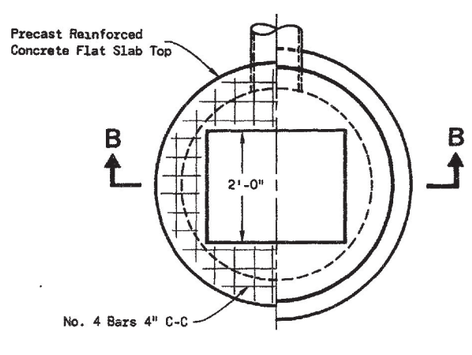
All Bar Steel reinforcement shall be embedded 2 inches clear unless otherwise shown or noted.

Precast Reinforced Concrete Risers shall be placed with tongue down.

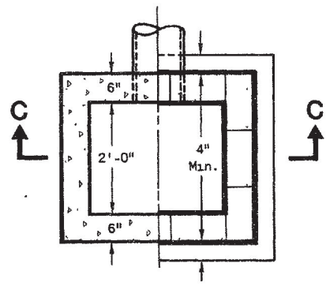
(1) Use 2'-6" opening for Type 2 Inlets and 3'-0" opening for Type 3 Inlets.



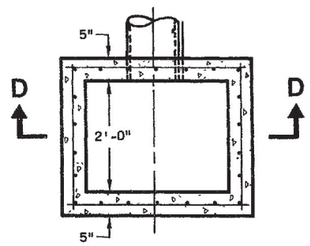
PLAN VIEW



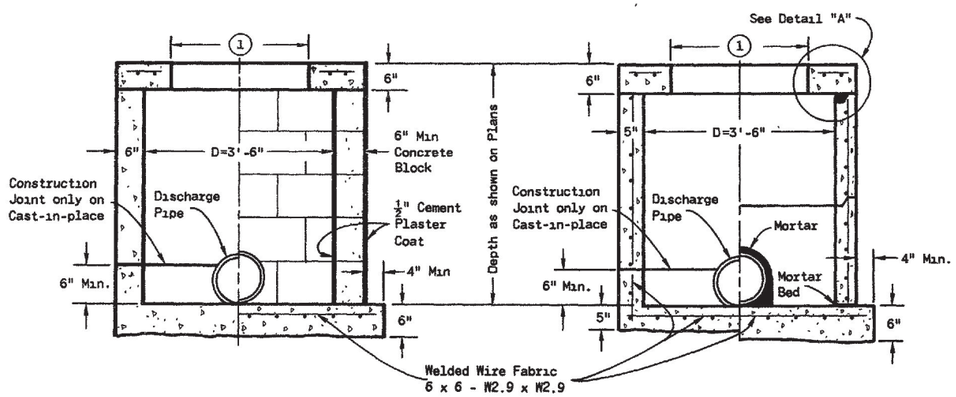
PLAN VIEW



PLAN VIEW



PLAN VIEW

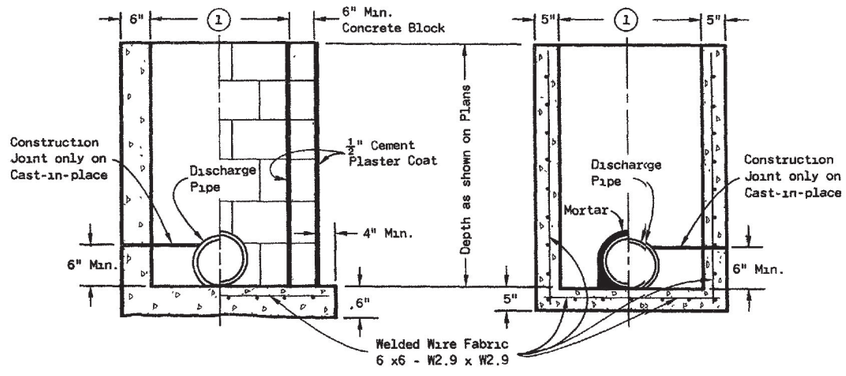


MONOLITHIC CONCRETE CONCRETE BLOCK

REINFORCED CONCRETE PRECAST REINFORCED CONCRETE

SECTION A-A

SECTION B-B



MONOLITHIC CONCRETE CONCRETE BLOCK

PRECAST REINFORCED CONCRETE REINFORCED CONCRETE

SECTION C-C

SECTION D-D

INLETS TYPE 2 & 3

INLETS TYPE 1, 2 & 3

State of Wisconsin
Department of Transportation

APPROVED 4-13-82 DATE
FHWA

D.D. Strand CHIEF DESIGN ENGINEER

S.D.D. 8 C 1-4

S.D.D. 8 C 1-4

GENERAL NOTES

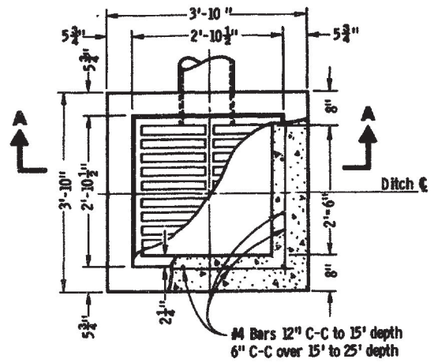
Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

Detailed drawings for proposed alternate designs for Inlets which may include precast reinforced concrete inlets, shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.

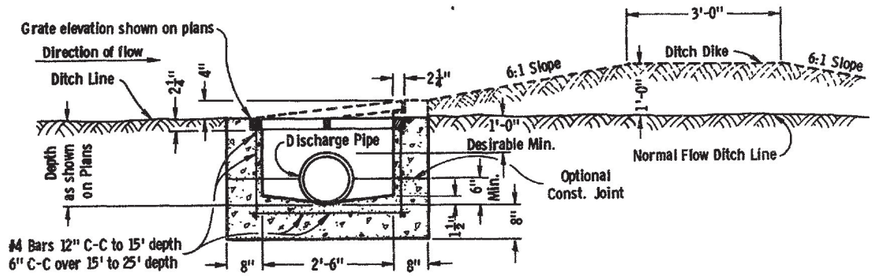
Precast reinforced concrete inlet units, if used, shall conform to the requirements of the Catch Basins, Manholes and Inlets Section of the Standard Specification's.

All Inlets are designated on the Plans as "Inlets, 8-MS",etc. This designation is interpreted to mean that the number, or first digit designates the masonry portion of the structure and the following letter designates the type of cover or iron casting to be used therewith to comprise the complete unit.

All bar steel reinforcement shall be embedded 2 inches clear unless otherwise shown or noted.



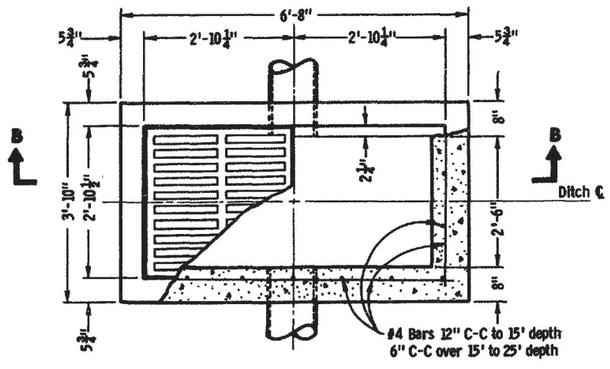
PLAN VIEW



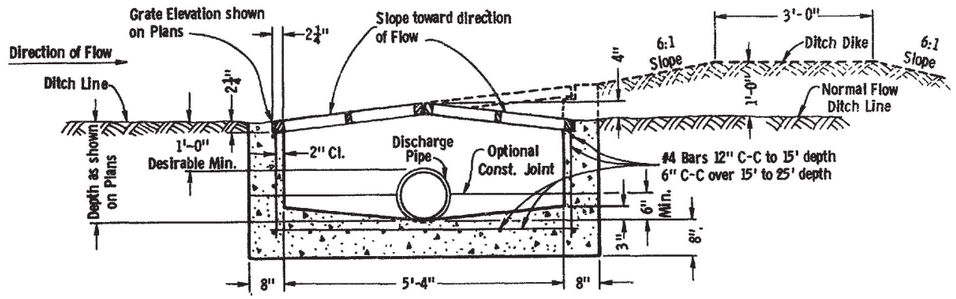
SECTION A-A

INLET TYPE 8

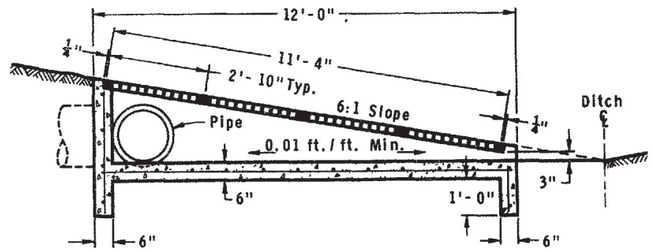
REINFORCED CONCRETE



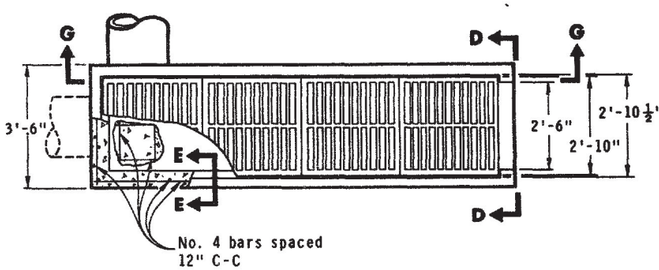
PLAN VIEW



SECTION B-B



SECTION G-G



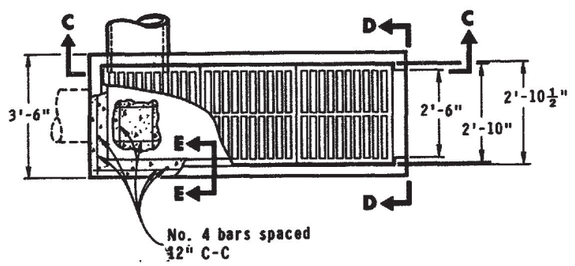
PLAN VIEW

INLET TYPE 11

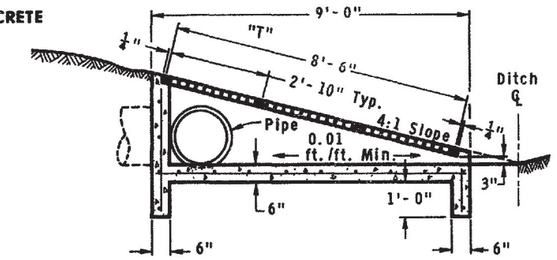
REINFORCED CONCRETE

INLET TYPE 9

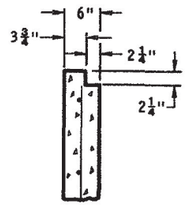
REINFORCED CONCRETE



PLAN VIEW



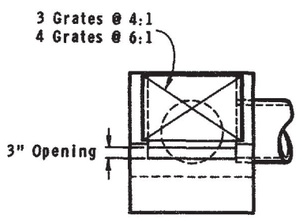
SECTION C-C



SECTION E-E

INLET TYPE 10

REINFORCED CONCRETE



VIEW D-D

INLETS TYPE 8,9,10 and 11

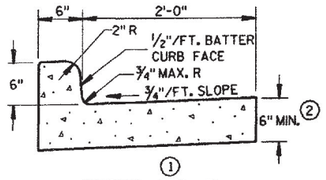
State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL
4-30-74 DATE — CHIEF of FACILITIES DEVELOPMENT

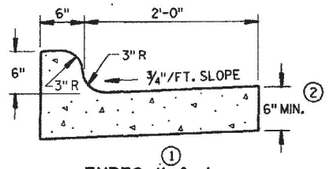
APPROVED
5-02-74 DATE — STATE HIGHWAY ENGINEER

S.D.D. 8C5-1

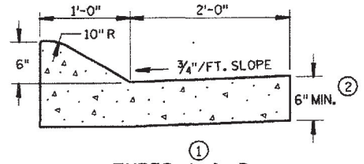
S.D.D. 8C5-1



1
TYPES A & D

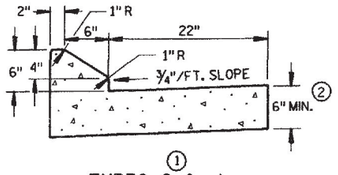


1
TYPES K & L

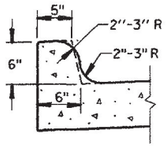


1
TYPES A & D

CONCRETE CURB & GUTTER 36"

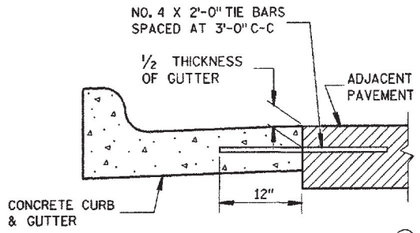


1
TYPES G & J



OPTIONAL CURB SHAPE
FOR TYPES K & L 1

CONCRETE CURB & GUTTER 30"



TYPICAL TIE BAR LOCATION 1

GENERAL NOTES

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

SEALANT IS NOT REQUIRED IN THE JOINTS OF CONCRETE CURB OR CONCRETE CURB & GUTTER EXCEPT AS REQUIRED FOR INTEGRAL GUTTER.

PAVEMENT TIES ARE REQUIRED, WHEN INCLUDED IN THE CONTRACT, WHERE CONCRETE CURB, CONCRETE CURB AND GUTTER OR CONCRETE PAVEMENT IS PLACED ADJACENT TO EXISTING CONCRETE.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING: THE TRANSVERSE GUTTER SLOPE. TIE BARS AND A LONGITUDINAL CONSTRUCTION JOINT ARE NOT REQUIRED WITH THIS ALTERNATE.

PAVEMENT JOINTS SHALL BE EXTENDED THROUGH INTEGRAL CURB & GUTTER. JOINTS IN INTEGRAL GUTTER SHALL HAVE THE SAME DIMENSIONS AS THE JOINTS IN THE ADJACENT PAVEMENT. JOINTS IN INTEGRAL CURB SHALL BE 1/8" WIDE.

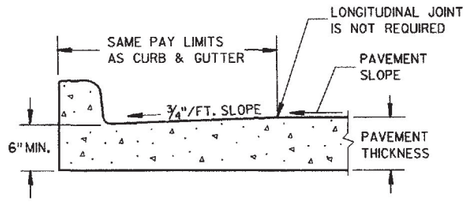
JOINTS IN INTEGRAL CURB & GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME SEALANT SPECIFIED FOR THE PAVEMENT JOINT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB & GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE COURSE AND UNCLASSIFIED EXCAVATION LIMITS ARE TWO FEET BEHIND THE BACK OF CURBS.

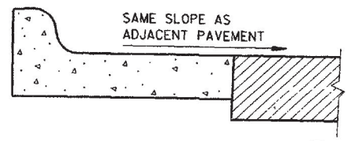
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G AND K.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

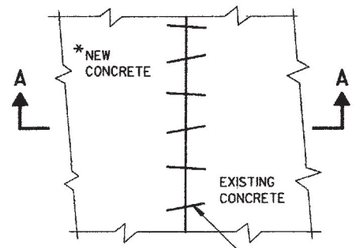
(3) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATIONS WILL BE SHOWN ELSEWHERE IN THE PLAN.



PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER

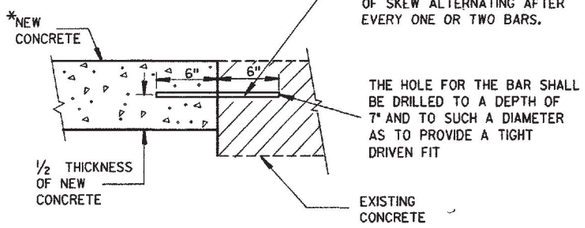


REVERSE SLOPE GUTTER 3
(TYPICAL FOR ALL CURB & GUTTER TYPES)

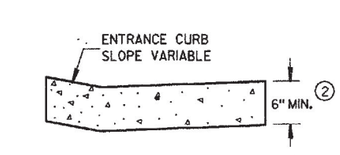


PLAN VIEW

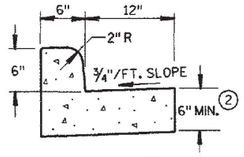
*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.



SECTION A-A
PAVEMENT TIES

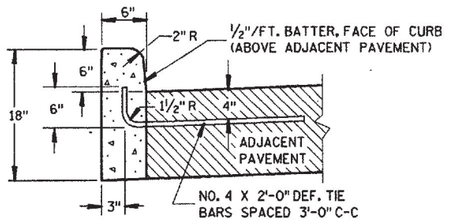


DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

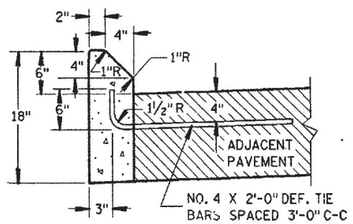


1
TYPES A & D

CONCRETE CURB & GUTTER 18"



1
TYPES A & D



1
TYPES G & J

CONCRETE CURB

CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES

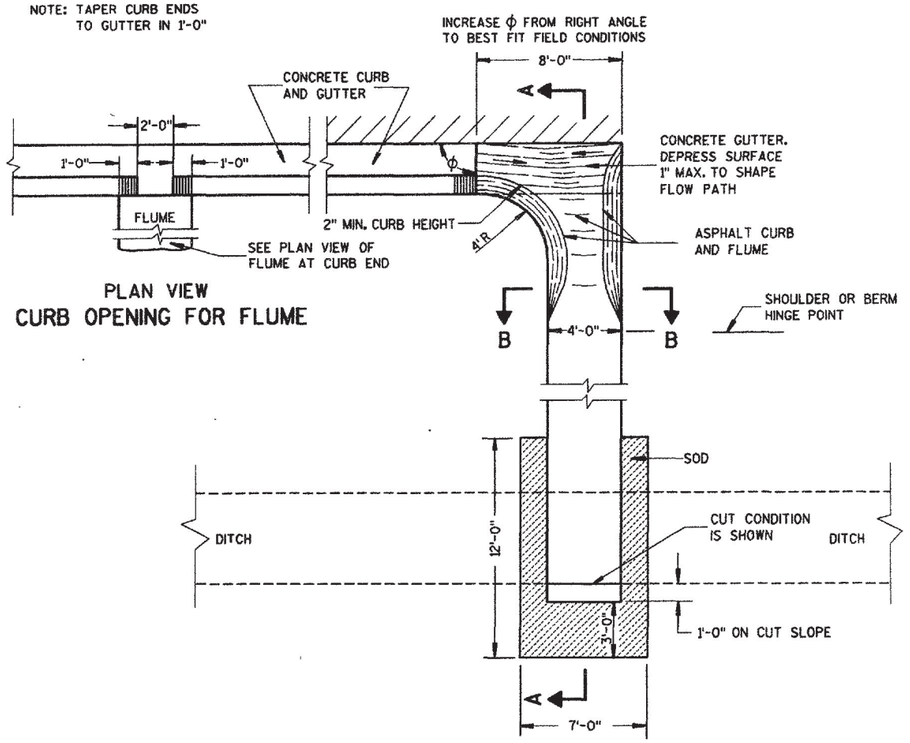
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-23-86
DATE
STATE DESIGN ENGINEER FOR HWYS
FHWA

S.D.D. 8 D 1-11

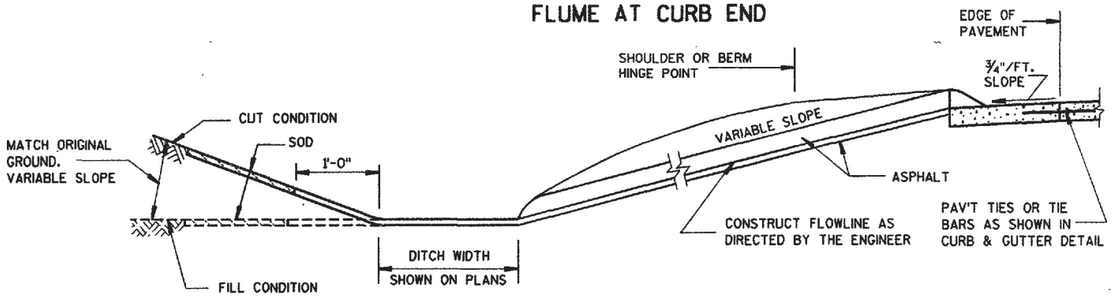
S.D.D. 8 D 1-11

ASPHALTIC FLUME

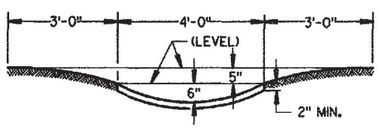


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

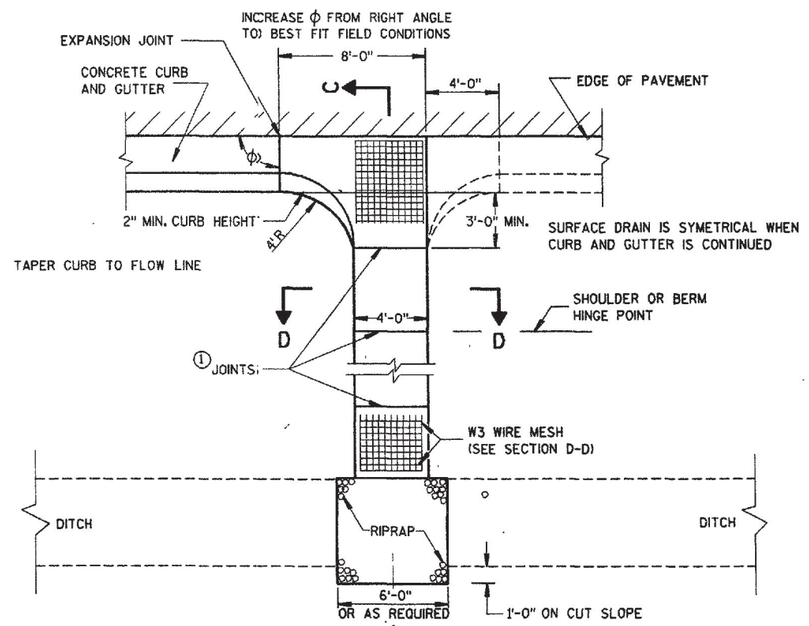
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE: ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

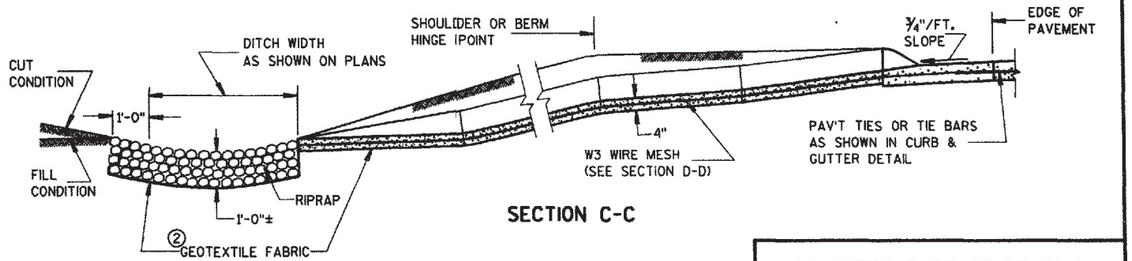
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

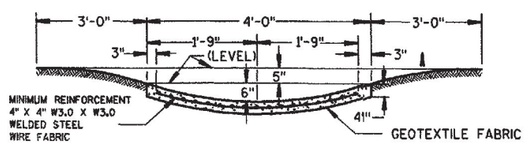
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

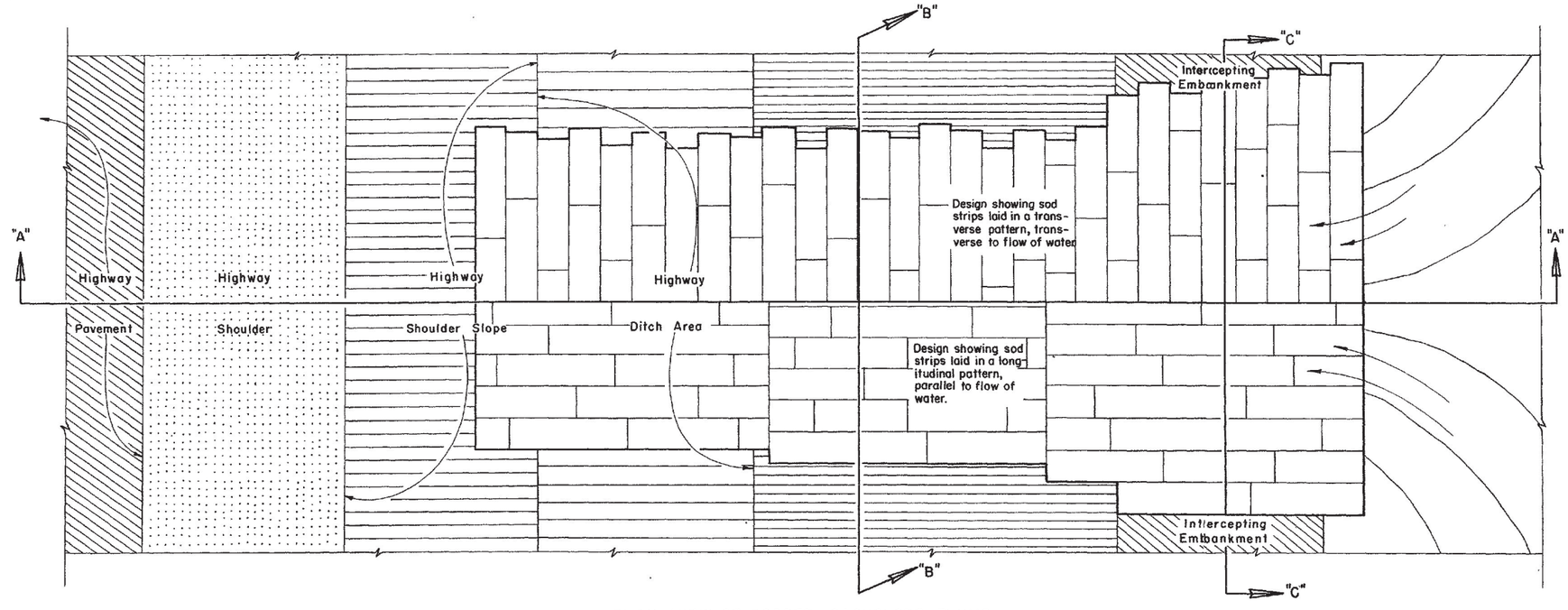
CONCRETE SURFACE DRAIN & ASPHALTIC FLUME

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

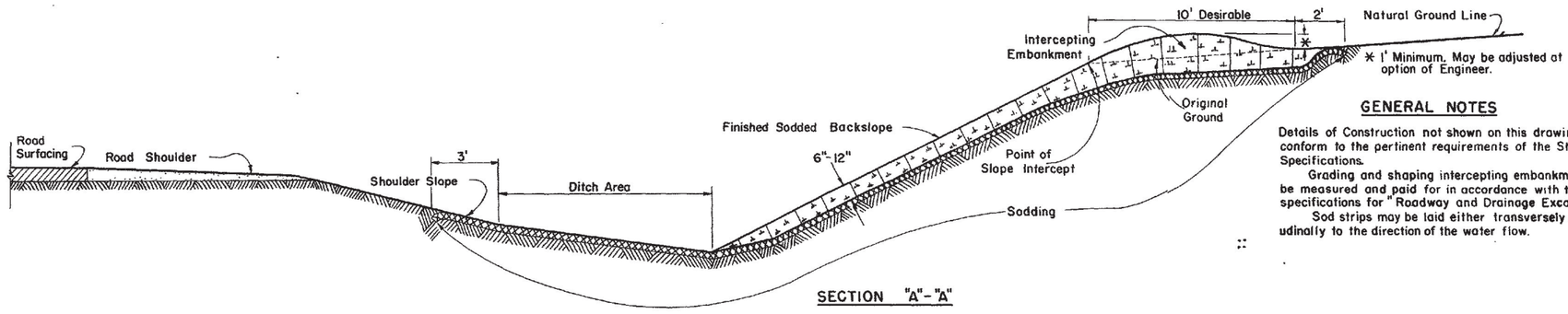
APPROVED
10/23/09
DATE
STATE DESIGN ENGINEER FOR HWYS
FHWA

S.D.D. 8 D 4-3

S.D.D. 8 D 4-3



PLAN VIEW OF SODDED BACKSLOPE FLUME



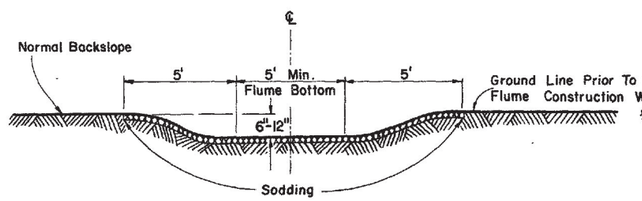
SECTION "A"-"A"

GENERAL NOTES

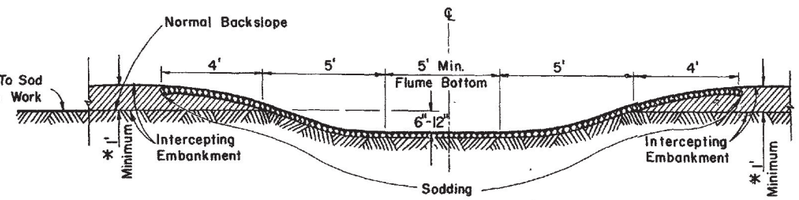
Details of Construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications.

Grading and shaping intercepting embankment will be measured and paid for in accordance with the standard specifications for "Roadway and Drainage Excavation".

Sod strips may be laid either transversely or longitudinally to the direction of the water flow.



SECTION "B"-"B"



SECTION "C"-"C"

NOTE: Dimensions shown may be adjusted at the option of the Engineer to fit local conditions.

SODDED BACKSLOPE FLUME & INTERCEPTING EMBANKMENT

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

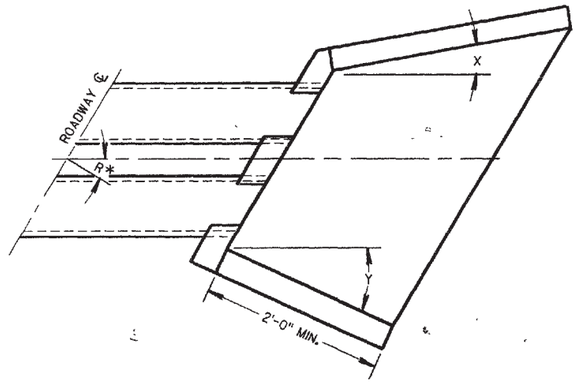
2-5-63 DATE — J. S. Piff ENGINEER OF DESIGN

APPROVED:

2/6/63 DATE — C. L. Rosenau STATE HIGHWAY ENGINEER

S.D.D. 8E5-1

S.D.D. 8E5-1



WINGWALL ANGLE DETAILS

INLET			OUTLET		
R*	X	Y	R*	X	Y
0 - 7°	30°	30°	0 - 15°	15°	15°
8 - 22°	25°	"	16 - 45°	10°	"
23 - 37°	20°	"	46 - 75°	5°	"
38 - 52°	15°	"	OVER 75°	0°	"
53 - 67°	10°	"			
68 - 82°	5°	"			
OVER 82°	0°	"			

*R = NUMBER OF DEGREES RIGHT OR LEFT HAND FORWARD

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.

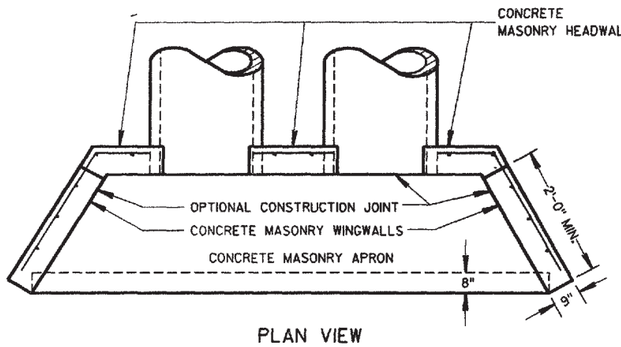
FILL SLOPES FLATTER THAN 2 ½:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

(1) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS SPACED 12" C-C IN BOTH DIRECTIONS.

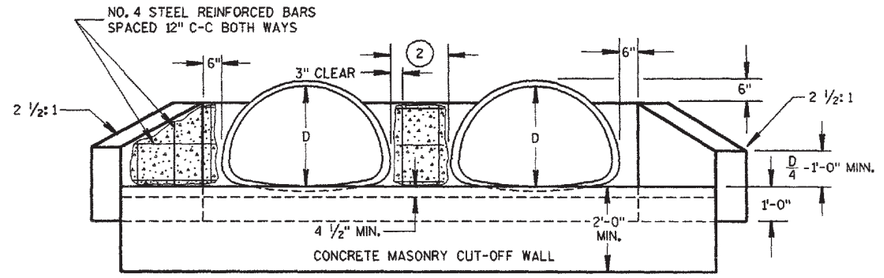
(2) THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

DIAMETER OR SPAN	SPACE
UP TO AND INCLUDING 48"	2'-0"
OVER 48" TO 72"	½ DIA. OR SPAN
OVER 72"	3'-0"



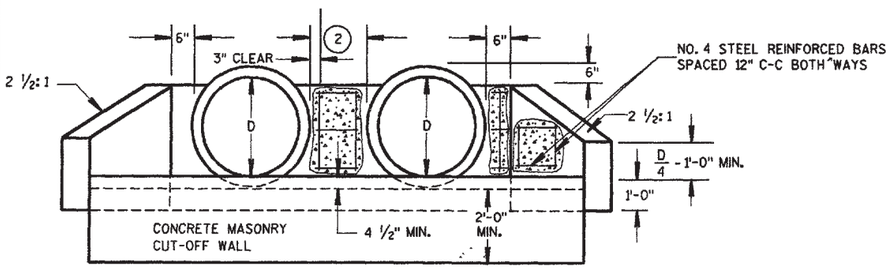
PLAN VIEW

CULVERT PIPE AND PIPE ARCH



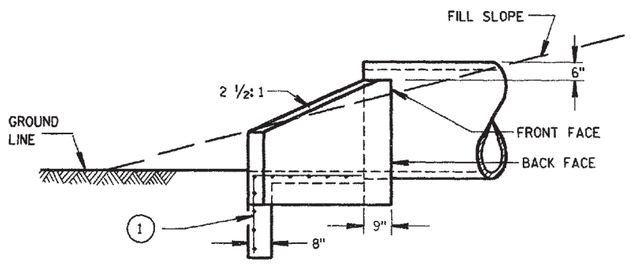
END ELEVATION

PIPE ARCH



END ELEVATION

CULVERT PIPE



SIDE ELEVATION

CULVERT PIPE AND PIPE ARCH

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

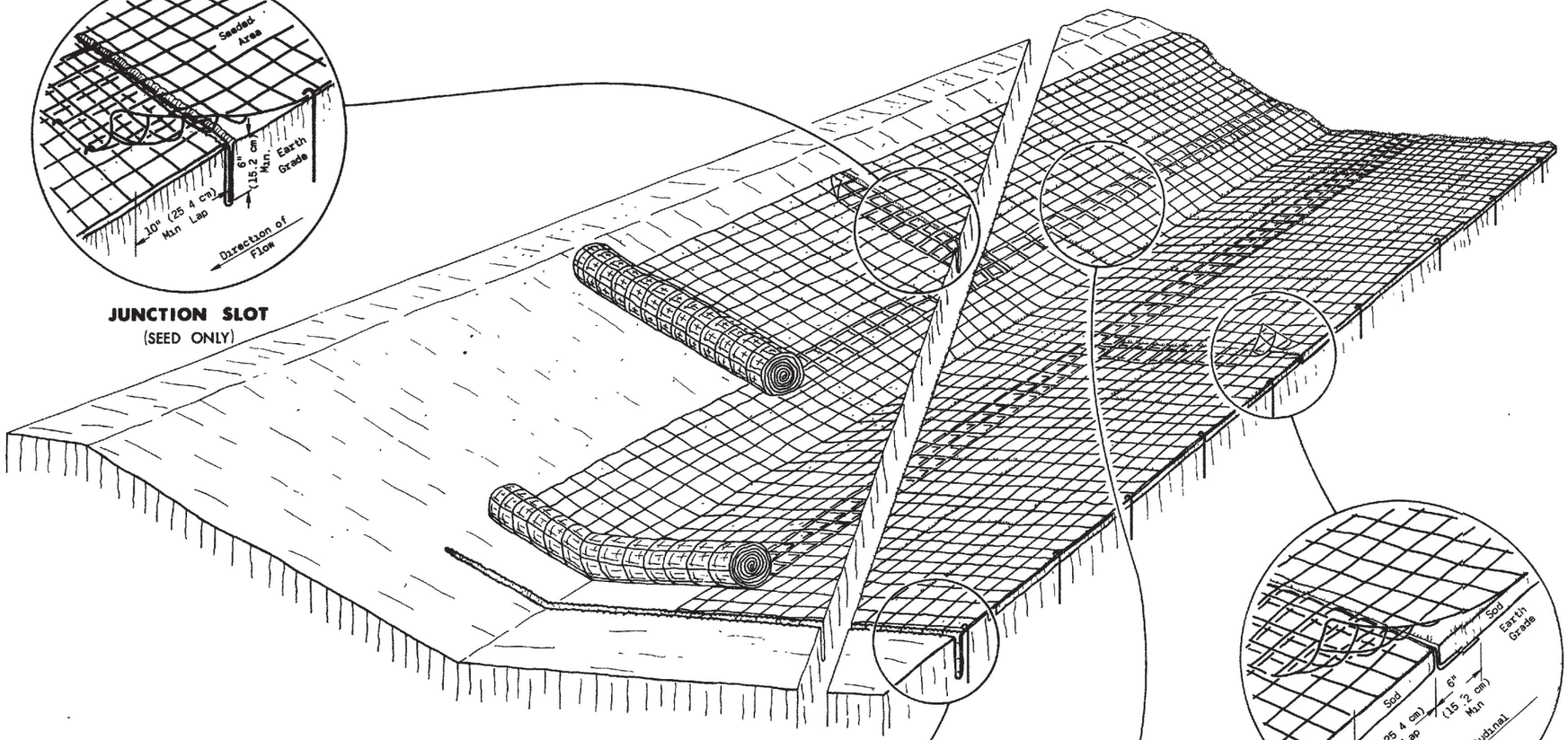
APPROVED 5/23/90 DATE — STATE DESIGN ENGINEER FOR HWYS

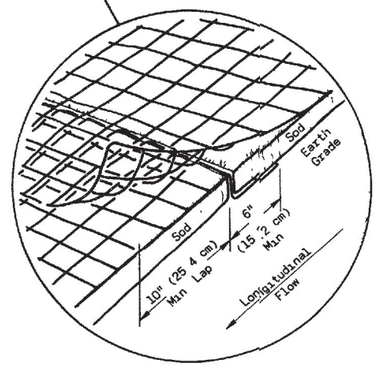
FHWA

S.D.D. 8 E 6-7

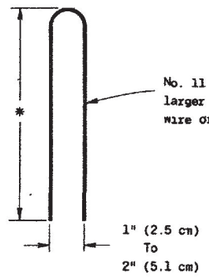
S.D.D. 8 E 6-7

JUNCTION SLOT
(SEED ONLY)



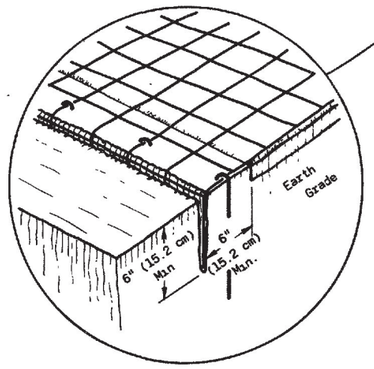


JUNCTION SILOT
(SOD ONLY)

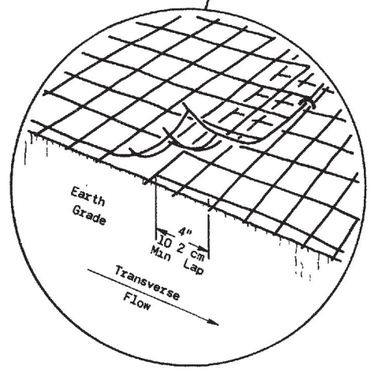


DETAIL OF TYPICAL STAPLE

*6" (15.2 cm) Min for firm soils
12" (30.5 cm) Min for loose soils
8" (20.3 cm) Min. where both sod and mats are being used.



ANCHOR SLOT
AT BEGINNING AND END OF EROSION MAT
(SEED AND SOD)



LAP JOINT
(SEED AND SOD)

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

Variations in the dimensions or materials shown hereon shall be permitted if they provide equivalent protection and material strength and if prior approval of the Engineer is obtained

Lap Joints shall not be placed in the bottom of V-shaped ditches

Junction Slots on adjacent strips of Matting shall be staggered a minimum of 4 feet (1 219 m) apart

Edges of the Erosion Mat shall be impressed in the soil

Erosion Mat shall be measured and payed for in accordance with the Standard Specifications

EROSION MAT OVER SOD

a Only Jute Fabric will be permitted over sod

b Wood Stakes for Sod may be omitted by the Engineer if the existing slope and soil conditions so warrant

c The width of Erosion Mat shall always equal the Sod width

d Sod strips may be placed either longitudinally or transversely to the flow line of the Ditch

EROSION MAT OVER SEEDING

Junction or Anchor Slots shall be at minimum intervals of 100 feet (30 48 m) on grades up to and including 3 percent, and 50 feet (15 24 m) on grades exceeding 3 percent

METHOD OF DIMENSIONING
1'-0" (30.5 cm)
1'-0" (30.5 cm)
BASIS: 1 in. = EXACTLY 25.4 mm

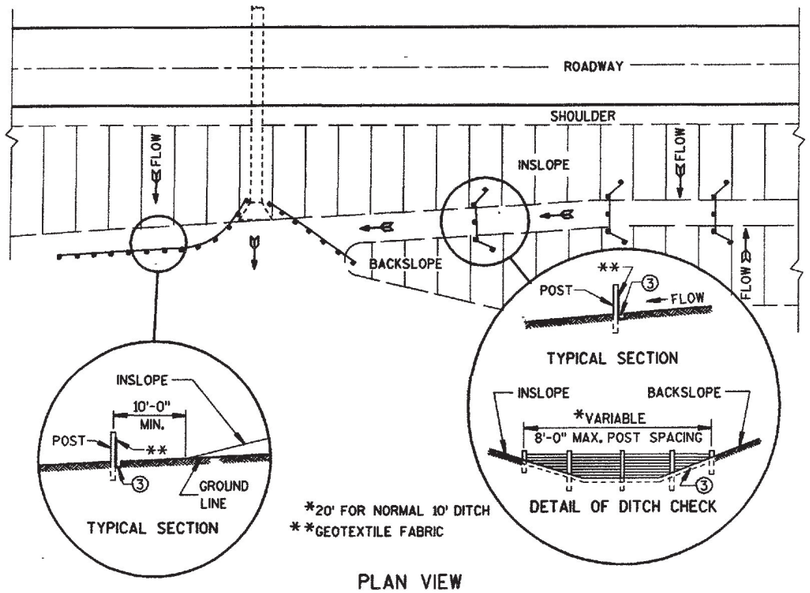
EROSION MAT

State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL
12-3-73 DATE — CHIEF of FACILITIES DEVELOPMENT
APPROVED
1-15-74 DATE — STATE HIGHWAY ENGINEER

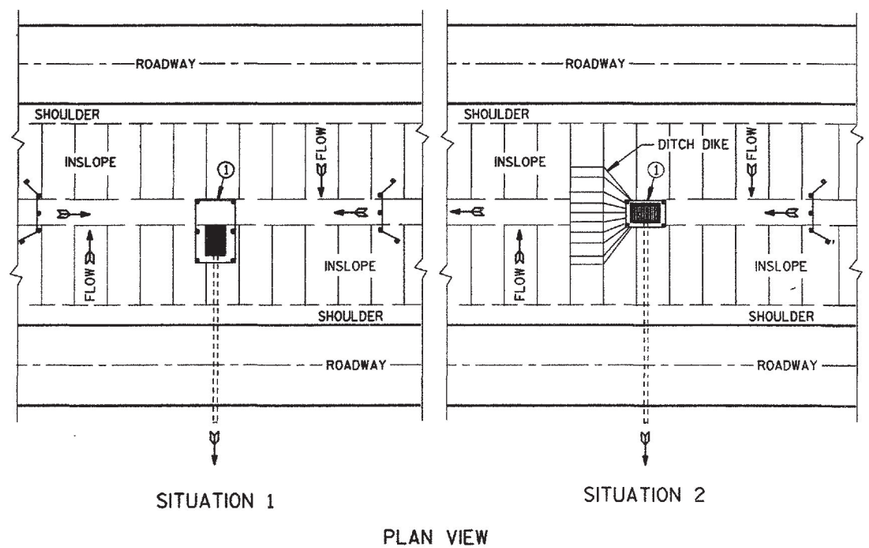
S.D.D. 8E7-1

S.D.D. 8E7-1



PLAN VIEW

TYPICAL APPLICATIONS OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

WHEN POSSIBLE THE SILT FENCE SHOULD BE CONSTRUCTED IN AN ARC OR HORSESHOE SHAPE, WITH THE ENDS POINTING UPSLOPE TO MAXIMIZE BOTH STRENGTH AND EFFECTIVENESS.

① CROSS BRACE WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS AS DIRECTED BY THE ENGINEER.

② MINIMUM 14 GAGE WIRE REQUIRED, FOLD FABRIC 3" OVER THE WIRE AND STAPLE OR PLACE WIRE RINGS ON 12" C-C.

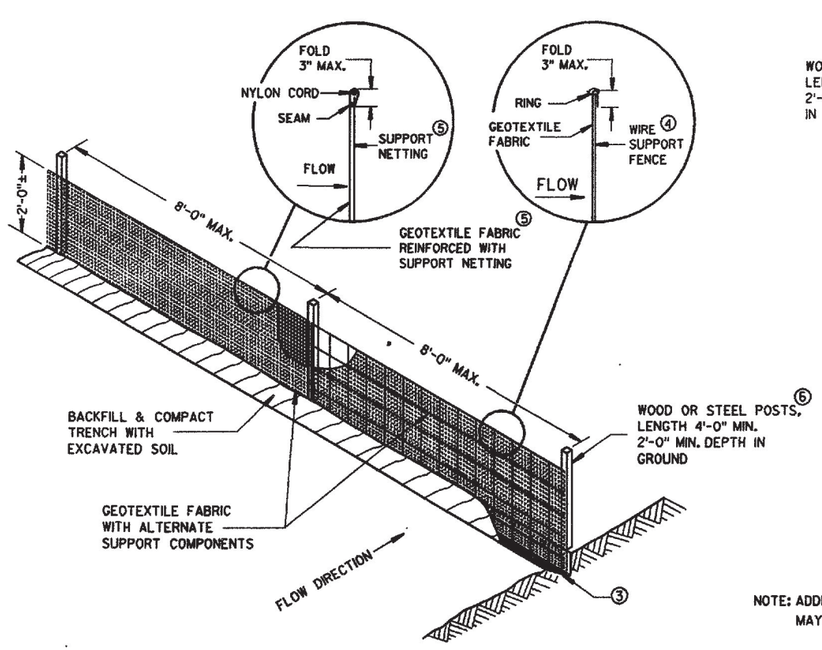
③ EXCAVATE A TRENCH A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

④ WIRE SUPPORT FENCE SHALL BE 14 GAGE MINIMUM WOVEN WIRE WITH A MAXIMUM MESH SPACING OF 6". SECURE TOP OF GEOTEXTILE FABRIC TO TOP OF FENCE WITH STAPLES OR WIRE RINGS AT 12" C-C.

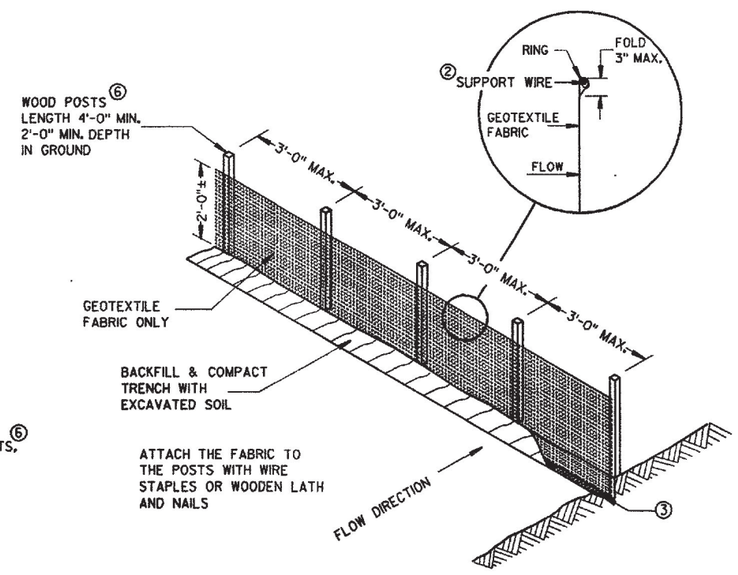
⑤ GEOTEXTILE FABRIC SHALL BE REINFORCED WITH AN INDUSTRIAL POLYPROPYLENE NETTING WITH A MAXIMUM MESH SPACING OF ¾" OR EQUAL. A HEAVY DUTY NYLON TOP SUPPORT CORD OR EQUIVALENT IS REQUIRED.

⑥ STEEL POSTS SHALL BE STUDDED "TEE" OR "U" TYPE WITH A MINIMUM WEIGHT OF 1.28 LBS/LINEAL FOOT (WITHOUT ANCHOR). FIN ANCHORS SUFFICIENT TO RESIST POST MOVEMENT ARE REQUIRED. WOOD POSTS SHALL BE A MINIMUM SIZE OF 4" DIA. OR 1½" X 3½" EXCEPT WOOD POSTS FOR GEOTEXTILE FABRIC REINFORCED WITH NETTING SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OAK OR HICKORY.

ALTERNATES A & B ARE EQUAL AND EITHER MAY BE USED.

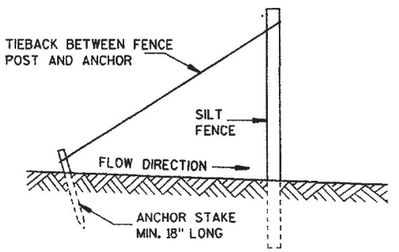


ALTERNATE "A"



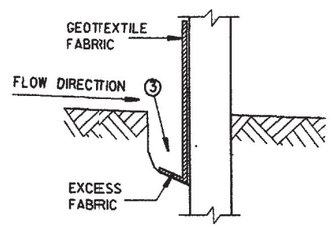
ALTERNATE "B"

NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)



TRENCH DETAIL

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 8-31-88 DATE

STATE DESIGN ENGINEER FOR HWYS

FHWA

S.D.D. 8 E 9-3

S.D.D. 8 E 9-3

METAL APRON ENDWALLS

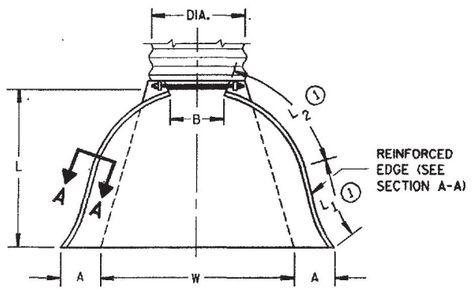
PIPE DIA. (IN.)	MIN. THICK. (inches) STEEL	MIN. THICK. (inches) ALUM.	DIMENSIONS (inches) A (±1")	B (MAX.)	H (±1")	L (±1½")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17½	24	2½ to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21¾	30	2½ to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28¼	36	2½ to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29⅝	42	2½ to 1	1 Pc.
24	.079	.075	10	13	6	41	18	37¼	48	2½ to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52¼	60	2½ to 1	1 Pc.
36	.109	.105	14	19	9	60	24	59¾	72	2½ to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75⅝	84	2½ to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2¼ to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85½	102	2¼ to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1½ to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1½ to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1½ to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1½ to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

REINFORCED CONCRETE APRON ENDWALLS

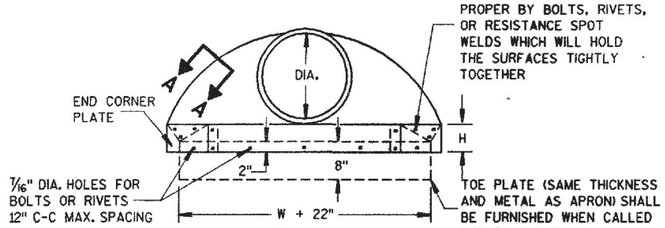
PIPE DIA. (IN.)	DIMENSIONS (inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48⅞	72⅞	24	2	3 to 1
15	2¼	6	27	46	73	30	2¼	3 to 1
18	2½	9	27	46	73	36	2½	3 to 1
21	2¾	9	36	37½	73½	42	2¾	3 to 1
24	3	9½	43½	30	73½	48	3	3 to 1
27	3¼	10½	49½	24	73½	54	3¼	3 to 1
30	3½	12	54	19¾	73½	60	3½	3 to 1
36	4	15	63	34¾	97¾	72	4	3 to 1
42	4½	21	63	35	98	78	4½	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5½	27	65	* 33¼ - ** 35	* 98¼ - ** 100	90	5½	2⅖ to 1
60	6	* 30-35 **	60	39	99	96	5	2 to 1
66	6½	* 24-30 **	* 72-78 **	* 21-27 **	99	102	5½	2 to 1
72	7	* 24-36 **	78	21	99	108	6	2 to 1
78	7½	* 24-36 **	78	21	99	114	6½	2 to 1
84	8	36	90½	21	111½	120	6½	1½ to 1
90	8½	41	87½	24	111½	132	6½	1½ to 1

*MINIMUM
**MAXIMUM



PLAN VIEW

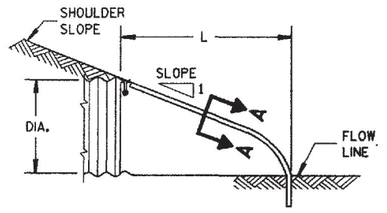
REINFORCED EDGE (SEE SECTION A-A)



END VIEW

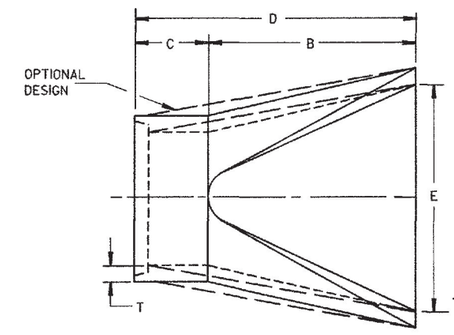
END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER

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

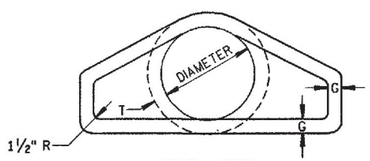


SIDE ELEVATION

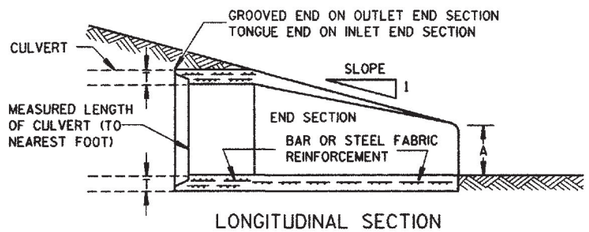
METAL ENDWALLS



PLAN

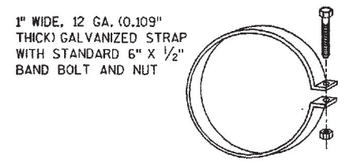


END VIEW



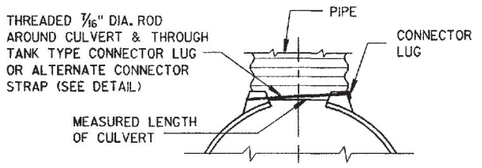
LONGITUDINAL SECTION

CONCRETE ENDWALLS

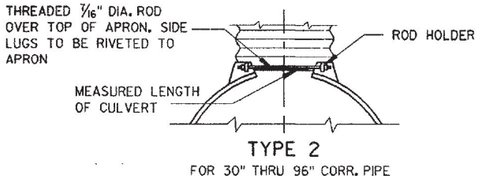


ALTERNATE FOR TYPE 1 CONNECTION

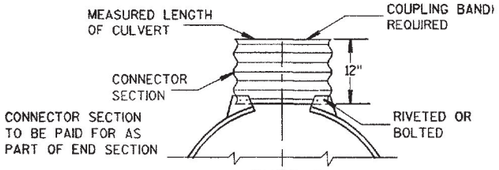
END SECTION CONNECTOR STRAP



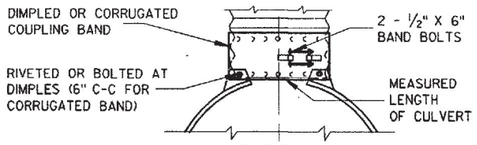
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

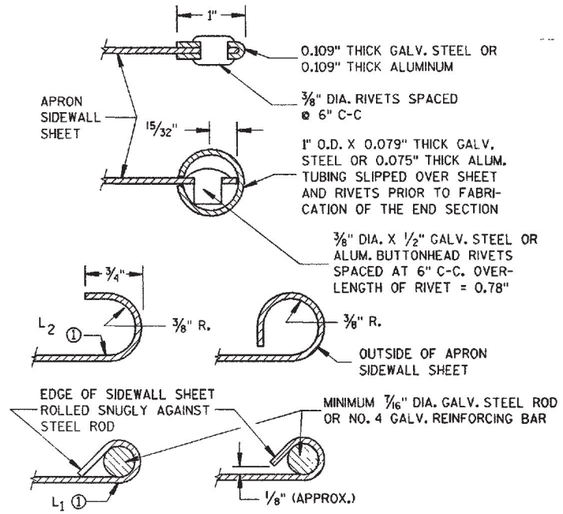
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

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

APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

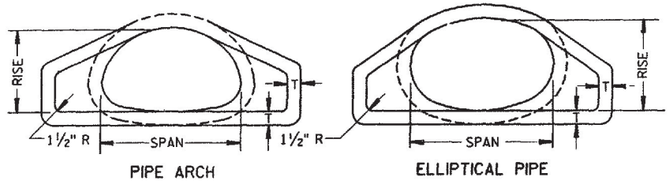
APPROVED 12/17/87 DATE

STATE DESIGN ENGINEER FOR HWYS

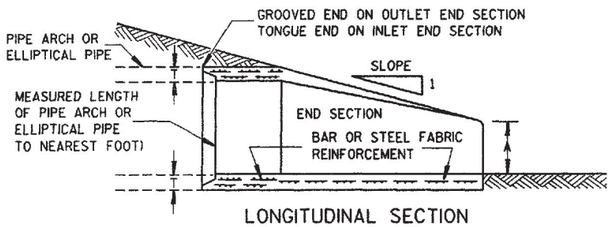
FHWA

S.D.D. 8 F 1-10a

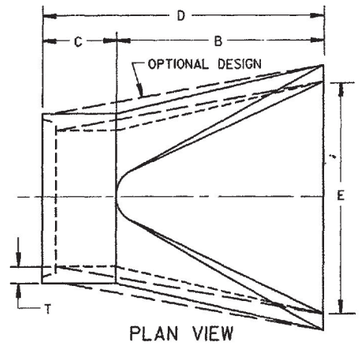
S.D.D. 8 F 1-10a



END VIEW

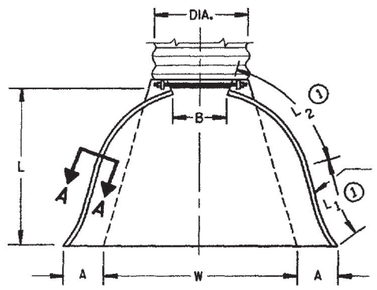


LONGITUDINAL SECTION

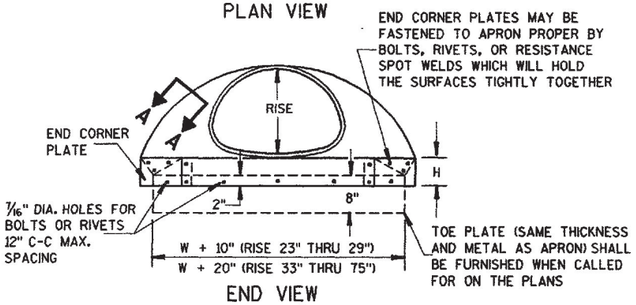


PLAN VIEW

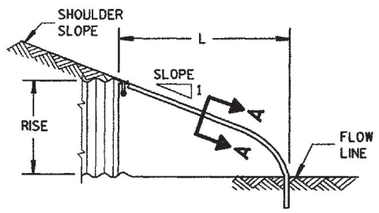
CONCRETE ENDWALLS



PLAN VIEW

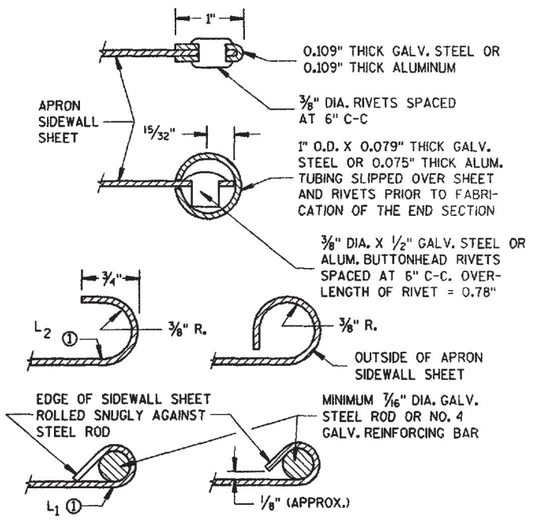


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

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

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19 3/8	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21 3/4	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27 1/2	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37 5/8	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45 3/8	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54 3/4	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72 3/4	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82 1/4	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72 3/4	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82 1/4	102	2 to 1	2 Pc.
60	66	51	.109	.105	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

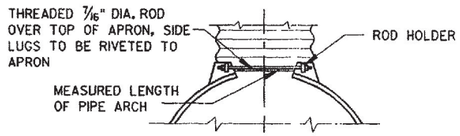
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11 1/8	60	36	96	72	3 to 1
42	51	31	4½	15 3/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

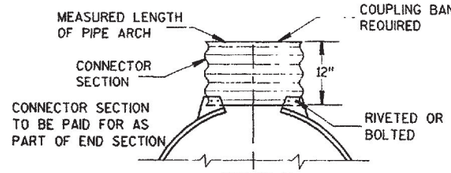
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11 1/8	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

** NOMINAL SIZE



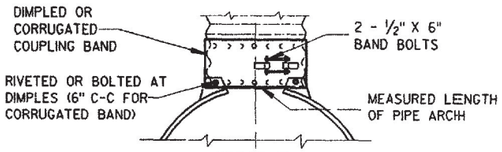
TYPE 2

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



TYPE 3

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



TYPE 5

ALTERNATE FOR:
ALL SIZES CORRUGATED PIPE ARCHES

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

CONNECTION DETAILS

GENERAL NOTES

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

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 71" X 47" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 71" X 47" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS; THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

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

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

① FOR PIPE ARCH SIZES UP TO 73" X 45" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

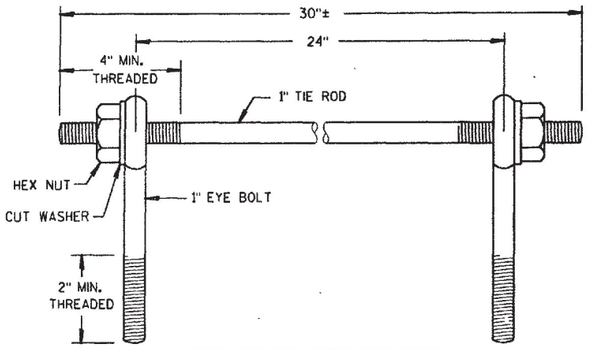
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 12/17/87 DATE — STATE DESIGN ENGINEER FOR HWYS

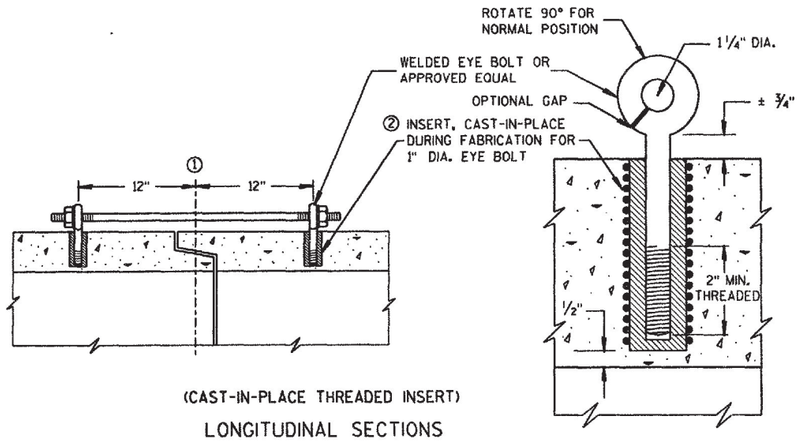
FHWA

S.D.D. 8 F 1-10b

S.D.D. 8 F 1-10b



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

GENERAL NOTES

CONCRETE CULVERT PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATEID ON THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURESS. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES. UNLESS OTHERWISE STATED IN THE CONTRACT THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE CULVERT PIPE AS INDICTED ON THE PLANS AND BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO CILVERT PIPE, REINFORCED CONCRETE CULVERT PIPE, OR REINFORCED CONCRETE PIPE CATTLE PASS.

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

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

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

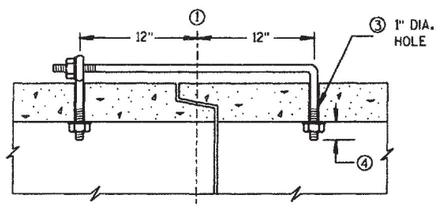
③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12" FROM ℄ OF TONGUE AND GROOVE.

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

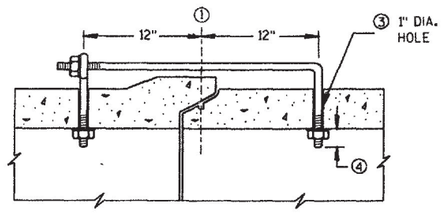
⑤ ROD DIAMETER + 1 INCH.

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

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



(TONGUE & GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

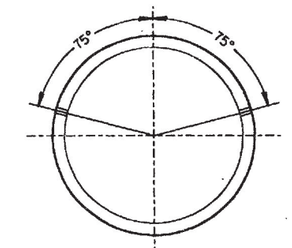
EYE BOLT DIMENSION TABLE

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

ADJUSTABLE TIE ROD TABLE

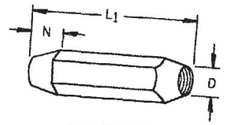
PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

DIMENSIONS SHOWN ARE IN INCHES

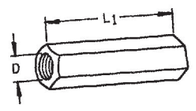


PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



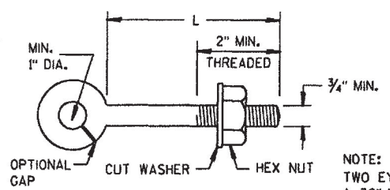
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PLAIN

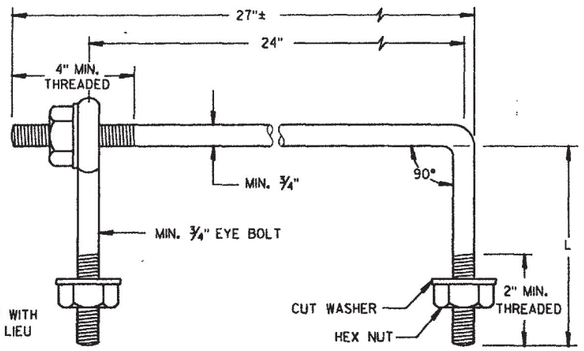
RIGHT AND LEFT THREADS

SLEEVE NUTS



EYE BOLT

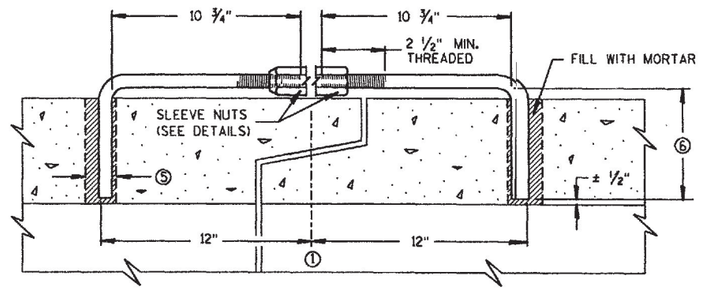
NOTE:
TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

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

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



LONGITUDINAL SECTION

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

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)

DESIGN NOTE:
THE NUMBER OF PIPE TIES REQUIRED SHOULD BE INCLUDED ON THE MISCELLANEOUS QUANTITIES SHEET WITH THE CULVERT PIPE LISTING.

NOTE:
DESIGN NOTE WILL NOT APPEAR ON THE CONTRACT PLAN.

JOINT TIES FOR CONCRETE PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2, 1992
DATE
STATE DESIGN ENGINEER FOR HWYS
FHWA

S.D.D. 8 F 4-4

S.D.D. 8 F 4-4

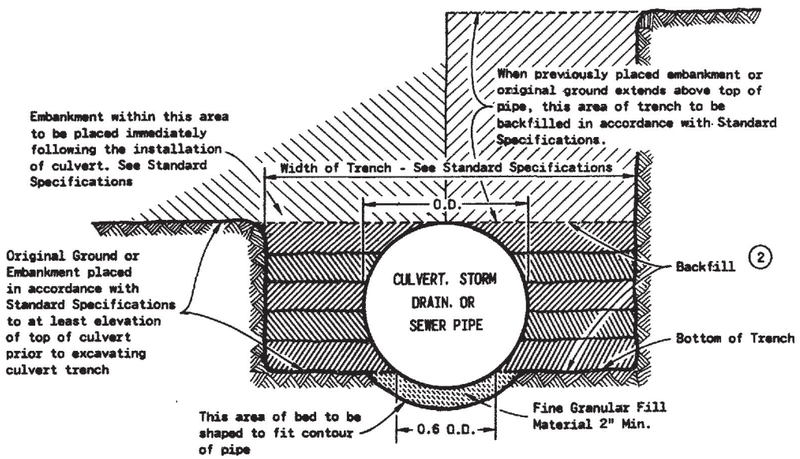
GENERAL NOTES

Details of construction, materials and workmanship not shown on this drawing shall conform to the Standard Specifications and the applicable Special Provisions.

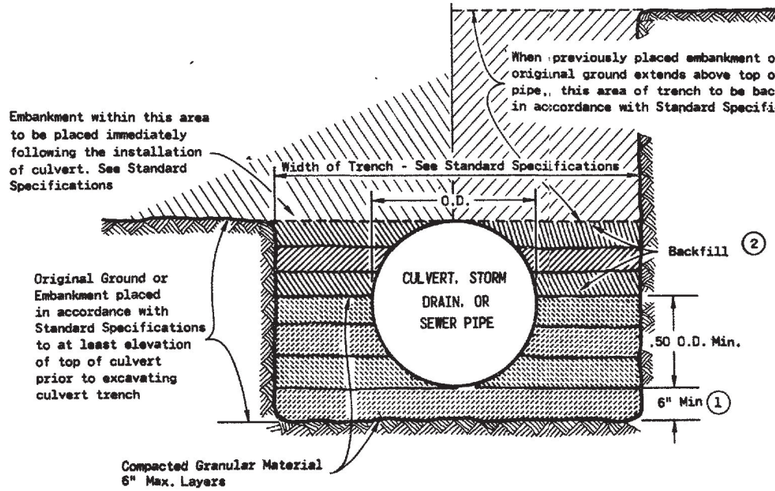
The shaped subgrade with granular foundation is an equal alternate to the granular foundation except where rock is encountered.

(1) Where rock, hard pan or fragmented material is encountered, the trench shall be excavated below the bottom of the pipe an amount equal to $\frac{1}{2}$ inch per foot of proposed embankment above the top of the pipe, but not less than 6 inches.

(2) Trench shall be backfilled as required by Standard Specifications; Section 520 for pipe culverts and Section 607 for storm sewers.



SHAPED SUBGRADE WITH GRANULAR FOUNDATION



GRANULAR FOUNDATION

CLASS "B" BEDDING

CLASS "B" BEDDING FOR CULVERT PIPE OR STORM SEWER

State of Wisconsin
Department of Transportation

APPROVED 4-7-83
DATE

CHIEF DESIGN ENGINEER

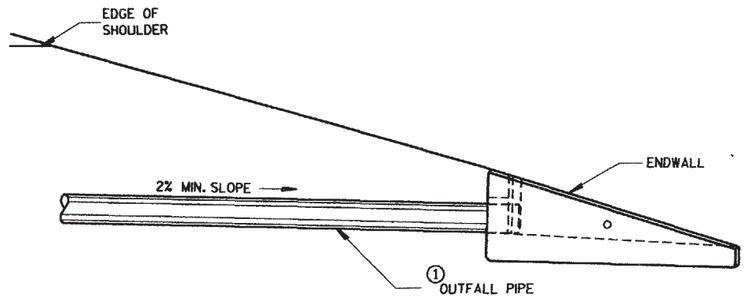
FHWA

S.D.D. 8 F 5-1

S.D.D. 8 F 5-1

DIMENSIONS IN INCHES											
PIPE DIA.	A	B	C	D	E	F	G	H	J	L	M
**4	6	12	5 1/4	9	8	32	36	11	2 3/8	6 1/2	4
6	8	14	7 1/4	11	10	42	44	13	3 5/8	8 1/2	6

**APRON ENDWALL FOR 6 INCH DIAMETER PIPE MAY BE SUBSTITUTED FOR THIS SIZE PROVIDED THE HOLE IN THE HEADWALL IS SIZED AND LOCATED TO CONFORM TO THE 4 INCH DIAMETER PIPE DIMENSIONS (C & J)



INSTALLATION DETAIL

GENERAL NOTES

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

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

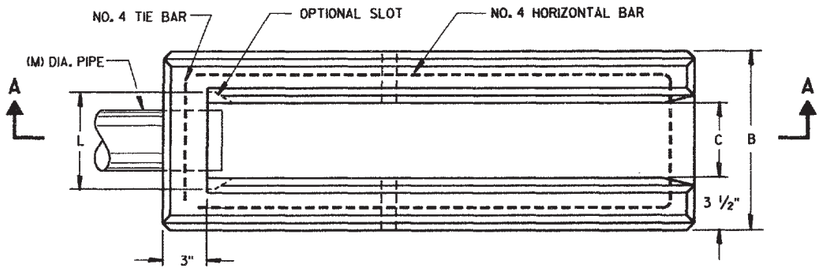
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

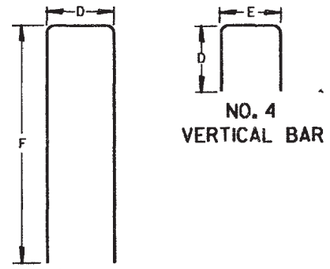
① THE OUTFALL PIPE AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATION FOR POLYVINYL CHLORIDE (PVC) PLASTIC DRAIN, WASTE, AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D2665. WALL THICKNESSES SHALL MEET THE REQUIREMENTS FOR SCHEDULE 40 PIPE. ALL PVC JOINTS SHALL BE SOLVENT WELDED EXCEPT THE PVC RODENT SHIELD WHICH MUST BE REMOVEABLE. THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN, UNPERFORATED.

② THE RODENT SHIELD FOR A 4-INCH DIAMETER OUTFALL PIPE SHALL BE A PVC GRATE AS ILLUSTRATED. THIS GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. THE GRATE SHALL BE FASTENED TO THE PIPE WITH ONE OR MORE NO. 10 X 3/4-INCH STAINLESS STEEL SHEET METAL SCREWS.

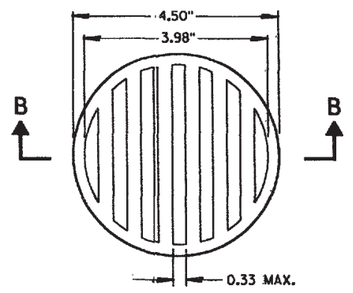
③ THE RODENT SHIELD FOR 6-INCH DIAMETER PIPE SHALL BE HOT DIPPED GALVANIZED STEEL INDUSTRIAL WIRE CLOTH 3X3 MESH, .063" X .063" WIRE SIZE FABRICATED TO FIT ON OR IN THE PIPE END. RODENT SHIELDS SHALL BE FASTENED TO THE PIPE END IN A MANNER THAT ALLOWS THEIR EASY REMOVAL FOR CLEANING. BOLTS, SCREWS AND CONNECTING BANDS SHALL BE GALVANIZED.



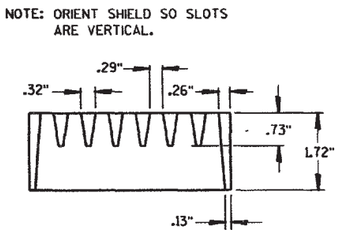
PLAN VIEW



BAR STEEL REINFORCEMENT DETAILS



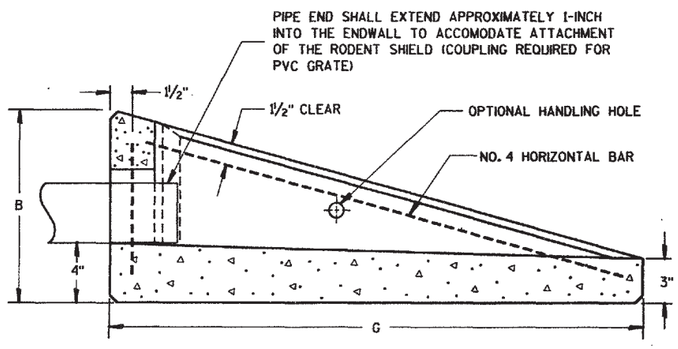
NOTE: ORIENT SHIELD SO SLOTS ARE VERTICAL.



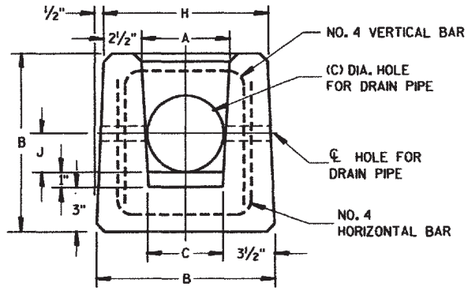
SECTION B-B

② RODENT SHIELD
(FOR 4-INCH DIAMETER PIPE)

NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.

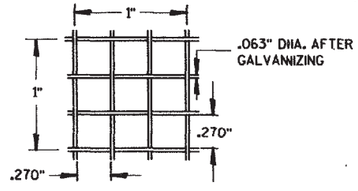


SECTION A-A



END VIEW

CONCRETE APRON ENDWALL FOR UNDERDRAIN



③ MESH SIZE FOR RODENT SHIELD ON 6-INCH DIAMETER PIPE

REINFORCED
CONCRETE APRON ENDWALL
FOR PIPE UNDERDRAIN

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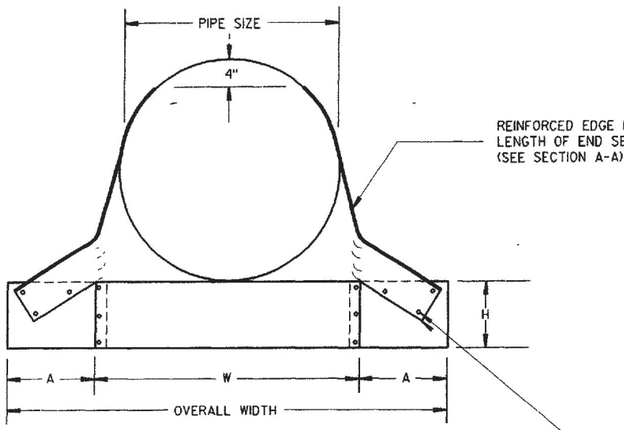
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4/15/91
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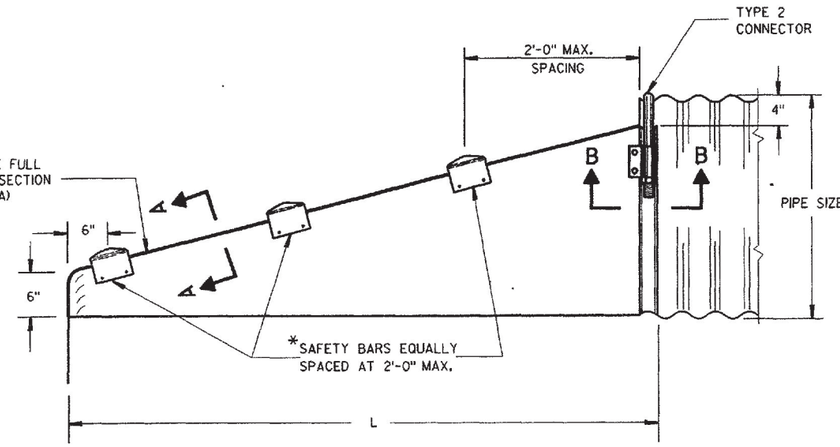
S.D.D. 8 F 6-2

S.D.D. 8 F 6-2



FRONT VIEW

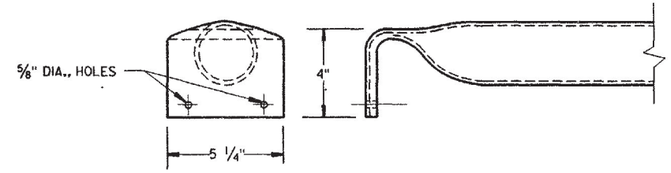
BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER



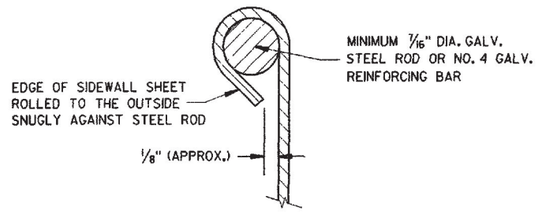
SIDE VIEW

*NOTE:
THREE SAFETY BARS ARE SHOWN. ACTUAL NUMBER OF BARS REQUIRED AT A 2'-0" C-C MAX. SPACING WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

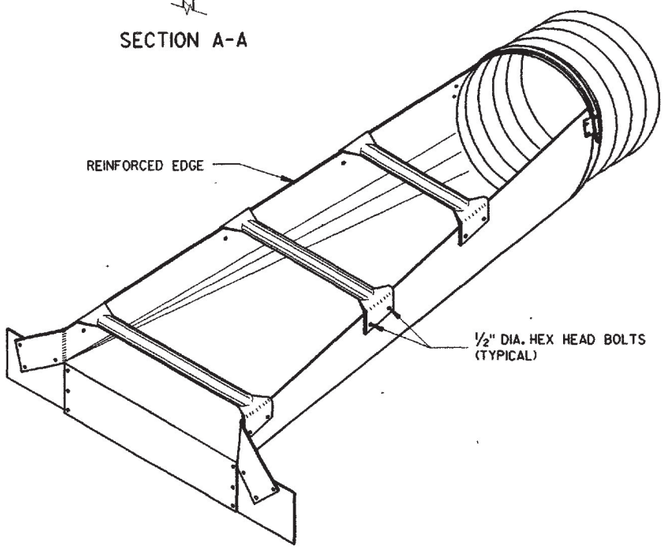
3" GALVANIZED PIPE. FLATTEN ENDS, THEN BEND OUTSIDE 4" TO MATCH END SECTION SIDES.



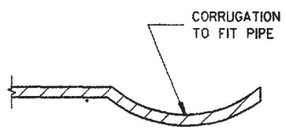
DETAIL OF SAFETY BAR



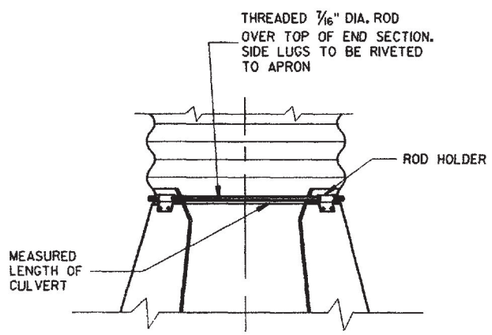
SECTION A-A



ISOMETRIC VIEW



SECTION B-B



TYPE 2
CONNECTION DETAIL

GENERAL NOTES

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

SLOPED END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTION 521 FOR STEEL APRON ENDWALLS.

SAFETY BARS SHALL BE FABRICATED FROM GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL.

STEEL APRON ENDWALLS FOR CULVERT PIPE

PIPE DIA. (IN.)	MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS	
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	6:1	30
18	.064	8	6	24	40	6:1	48
21	.064	8	6	27	43	6:1	66
24	.064	8	6	30	46	6:1	84
30	.109	12	9	36	60	6:1	120
36	.109	12	9	42	66	6:1	156
42	.109	16	12	48	80	5.63 TO 1	180
48	.109	16	12	54	86	4.74 TO 1	180
54	.109	16	12	60	92	——	——

STEEL APRON ENDWALLS FOR PIPE ARCH

EQUIV. DIA. (Inches)	(Inches)		MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS	
	SPAN	RISE		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES
15	17	13	.064	8	6	23	39	6:1	18
18	21	15	.064	8	6	27	43	6:1	30
21	24	18	.064	8	6	30	46	6:1	48
24	28	20	.064	8	6	34	50	6:1	60
30	35	24	.079	12	9	41	65	6:1	84
36	42	29	.109	12	9	48	72	6:1	114
42	49	33	.109	16	12	55	87	6:1	138
48	57	38	.109	16	12	63	95	6:1	168
54	64	43	.109	16	12	70	102	5.45 TO 1	180

STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SECTION

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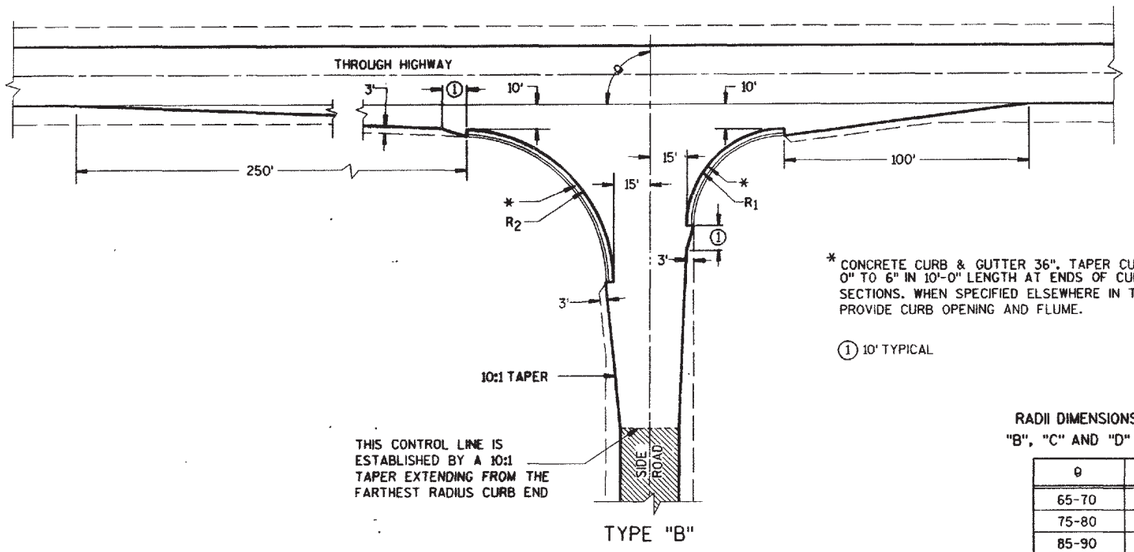
APPROVED
6/24/14
DATE

STATE DESIGN ENGINEER FOR HWYS

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S.D.D. 8 F 7-2

S.D.D. 8 F 7-2



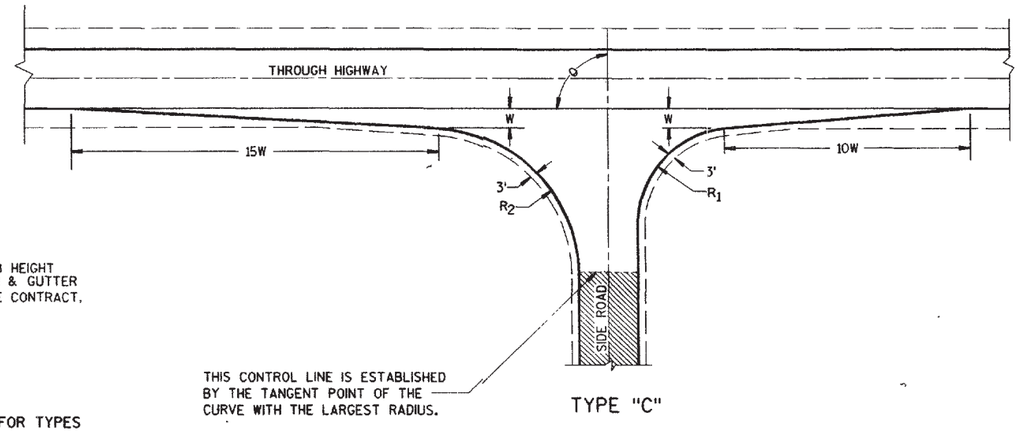
TYPE "B"

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

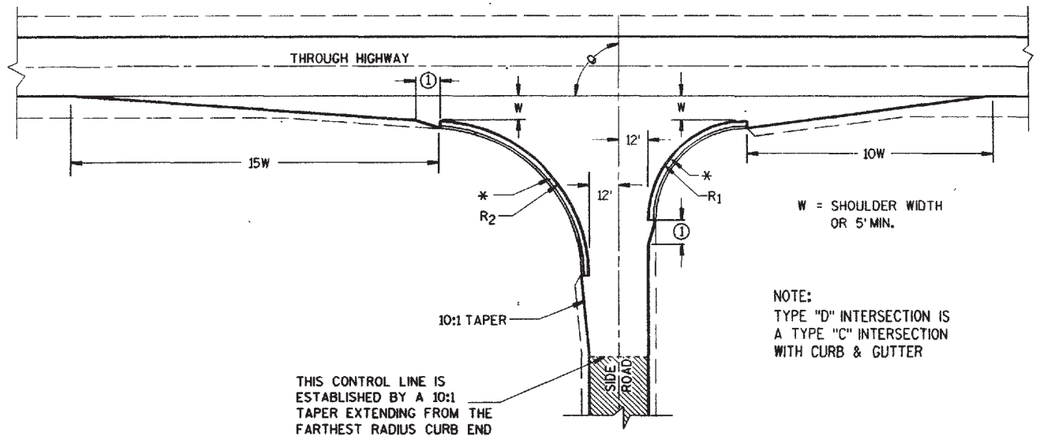
(1) 10' TYPICAL

RADII DIMENSIONS FOR TYPES "B", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65-70	35	70
75-80	40	70
85-90	40	60
100	50	55
105-110	60	45



TYPE "C"



W = SHOULDER WIDTH OR 5' MIN.

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

TYPE "D"

GENERAL NOTES

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

SIDE ROAD SURFACING NOTE

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

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

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

EXISTING SURFACE

AT-GRADE SIDE ROAD INTERSECTION, TYPES "B","C" AND "D"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

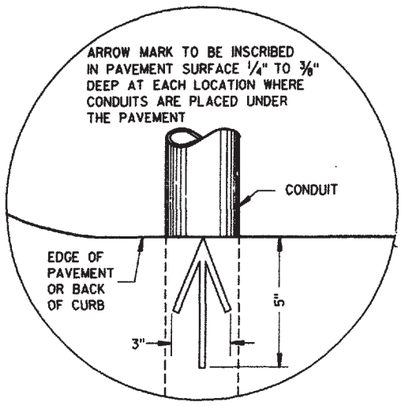
APPROVED 6/22/89
DATE

STATE DESIGN ENGINEER FOR HWYS

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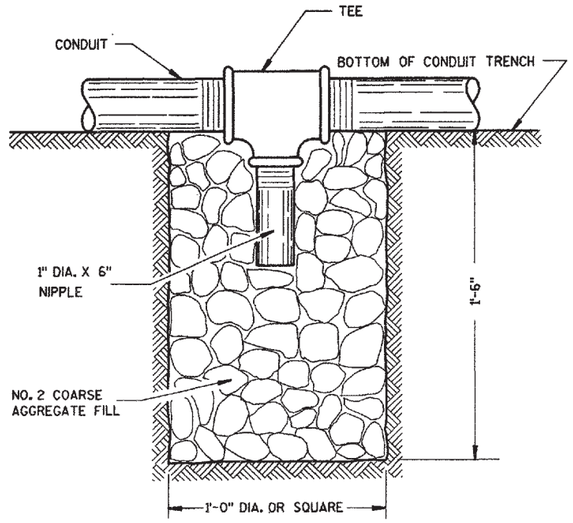
S.D.D. 9 A 1-8a

S.D.D. 9 A 1-8a



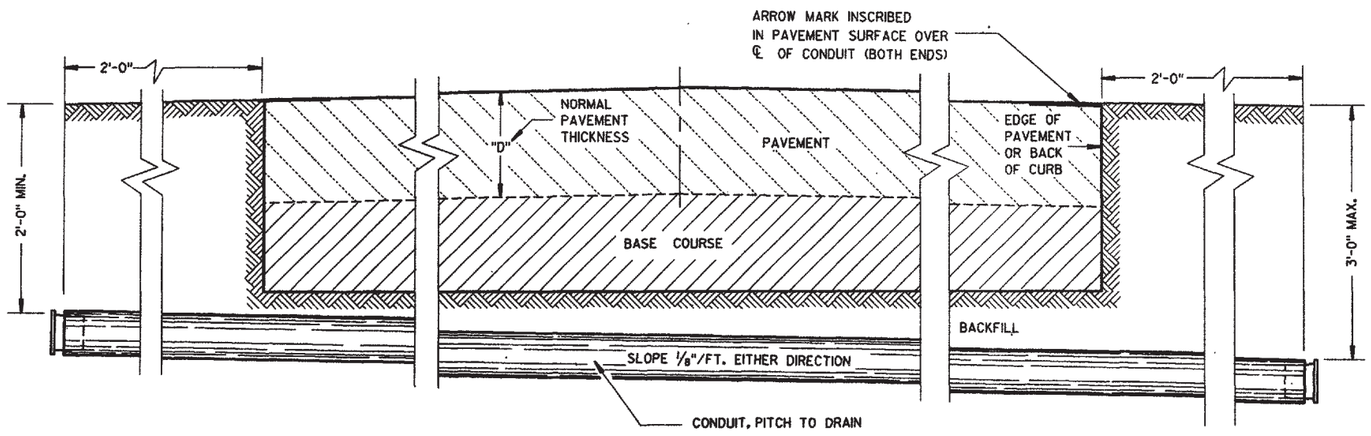
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR CONDUIT



SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 613) OR NONMETALLIC (STANDARD SPECIFICATION 613) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

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

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

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

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ASSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE PIPE FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX).

A #12 GAUGE, GALVANIZED PULL WIRE SHALL BE INSTALLED IN EACH RUN OF CONDUIT THAT DOES NOT RECEIVE CABLE OR WIRE UNDER THIS CONTRACT. THE PULL WIRE SHALL BE DOUBLED BACK 2 FEET AT EACH END CAP OF THE CONDUIT RUN.

CONDUIT

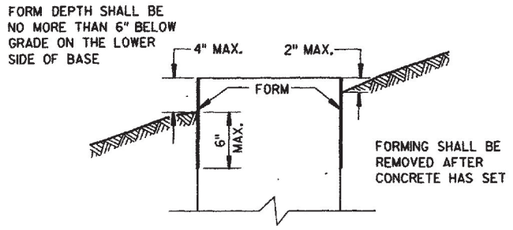
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
1-29-88
DATE
STATE TRAFFIC ENGINEER FOR HWYS

FHWA

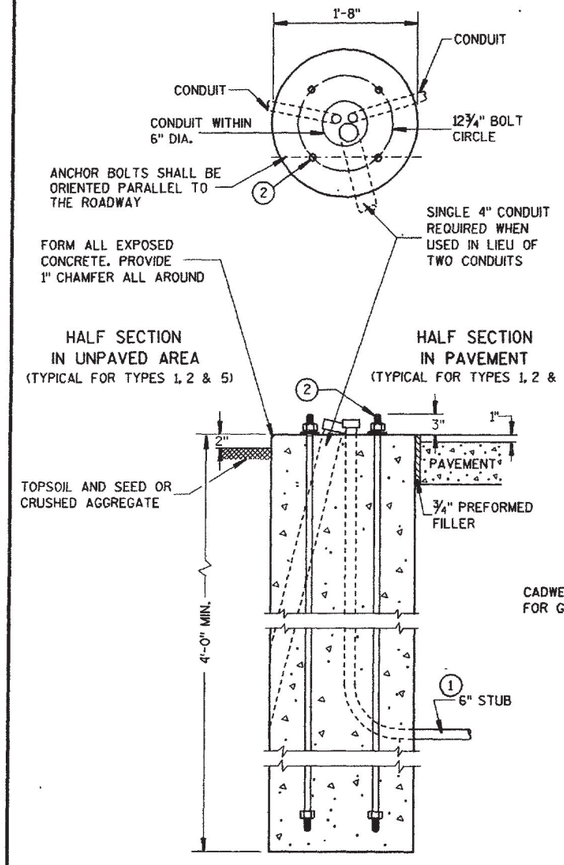
S.D.D. 9 B 2-4

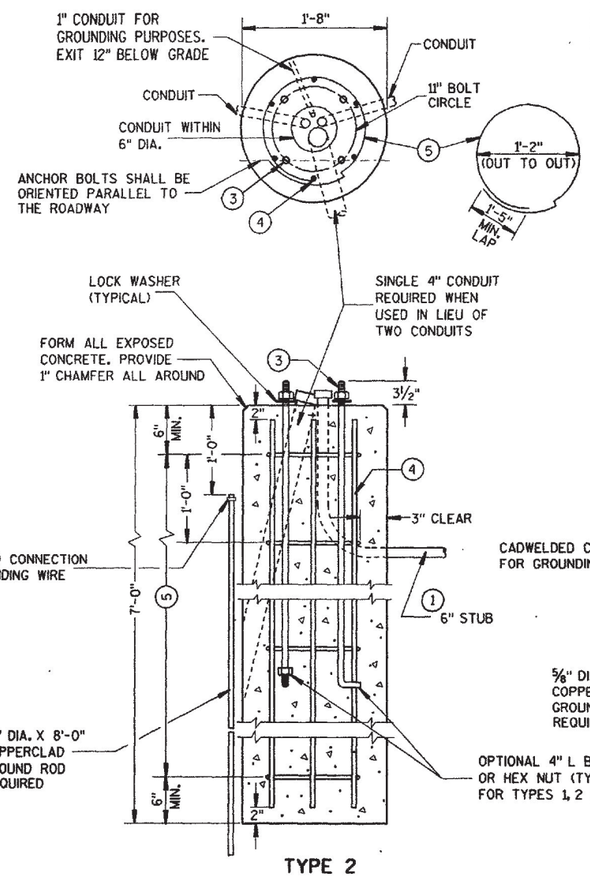
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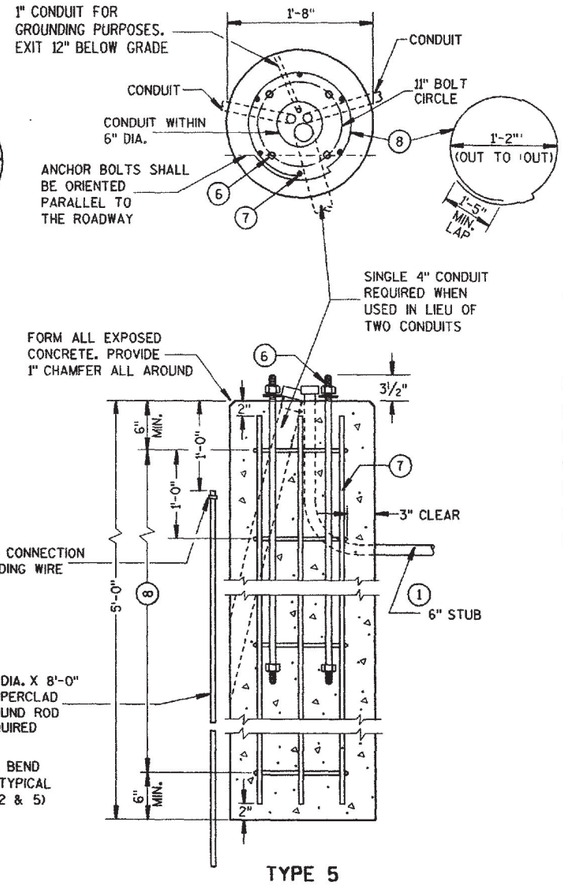


FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5
APPROX. CUBIC YARDS OF CONCRETE	.32	.57	.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18







CONCRETE BASES

GENERAL NOTES

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

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED AND LEVEL.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED.

ALL NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL BE PLUGGED.

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

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

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS..

A NO. 6 AWG, STRANDED COPPER GROUNDING WIRE SHALL BE CADWELDED TO THE GROUND ROD FOR TYPE 2 AND TYPE 5 BASES.

THE GROUNDING WIRE SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE GROUNDING WIRE SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

WHEN ANCHOR BOLTS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR BOLT BAR LENGTH.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR BOLTS.

(3) (4) 1" DIA. X 5'-0" ANCHOR BOLTS.

(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

(6) (4) 1" DIA. X 3'-6" ANCHOR BOLTS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

CONCRETE BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
1-29-88
DATE
STATE TRAFFIC ENGINEER FOR HWYS
FHWA

S.D.D. 9 B 3-5

S.D.D. 9 B 3-5

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		TYPE OF PIPE						
		CORRUGATED STEEL						POLYETHYLENE SDR 32.5
PIPE DIAMETER (INSIDE)	A	12	12	18	18	24	24	12
PIPE LENGTH **	B	24	36	24	36	24	36	24
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.4
COVER	D	10 1/4	10 1/4	16 1/4	16 1/4	22 1/4	22 1/4	10 1/4
FRAME	E	14 1/2	14 1/2	20 1/2	20 1/2	26 1/2	26 1/2	14 1/2
FRAME	F	8 1/2	8 1/2	14 1/2	14 1/2	20 1/2	20 1/2	8 1/2
FRAME	G	11 1/2	11 1/2	17 1/2	17 1/2	23 1/2	23 1/2	11 1/2
WEIGHT IN POUNDS *								
FRAME AND COVER		60	60	110	110	155	155	60

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED.

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS. LOCKING TYPE COVERS ARE NOT REQUIRED UNLESS SPECIFIED IN THE CONTRACT.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

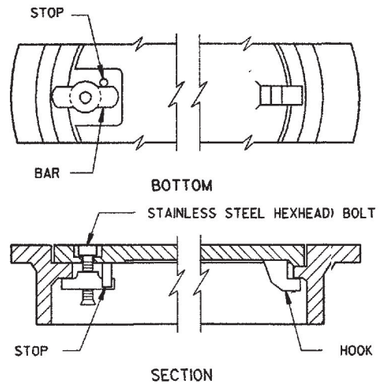
GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE. THE MECHANICAL CONNECTION (INSIDE AND OUTSIDE) TO THE PULL BOX, SHALL BE TOTALLY AND PERMANENTLY SEALED WITH A SILICONE OR RUBBERIZED CAULKING COMPOUND AS APPROVED BY THE ENGINEER.

GROUNDING LUGS ARE NOT REQUIRED IN PULL BOXES WHEN VOLTAGES OF LESS THAN 50 VOLTS AC ARE THE ONLY VOLTAGES ENCOUNTERED IN THE BOXES.

DRAIN DUCT SHALL BE MEASURED AND PAID FOR SEPARATELY.

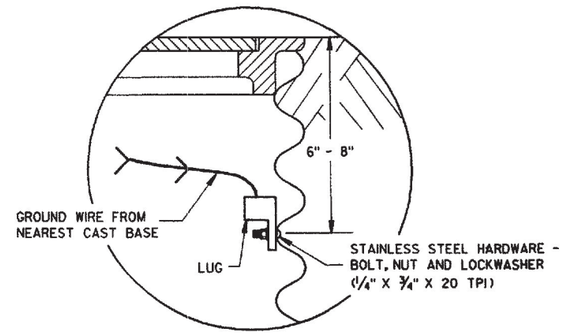
RODENT SCREEN SHALL BE 1/8" GALVANIZED STEEL MESH AND BE INSTALLED WITH A STAINLESS STEEL HOSE CLAMP OF SUFFICIENT SIZE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

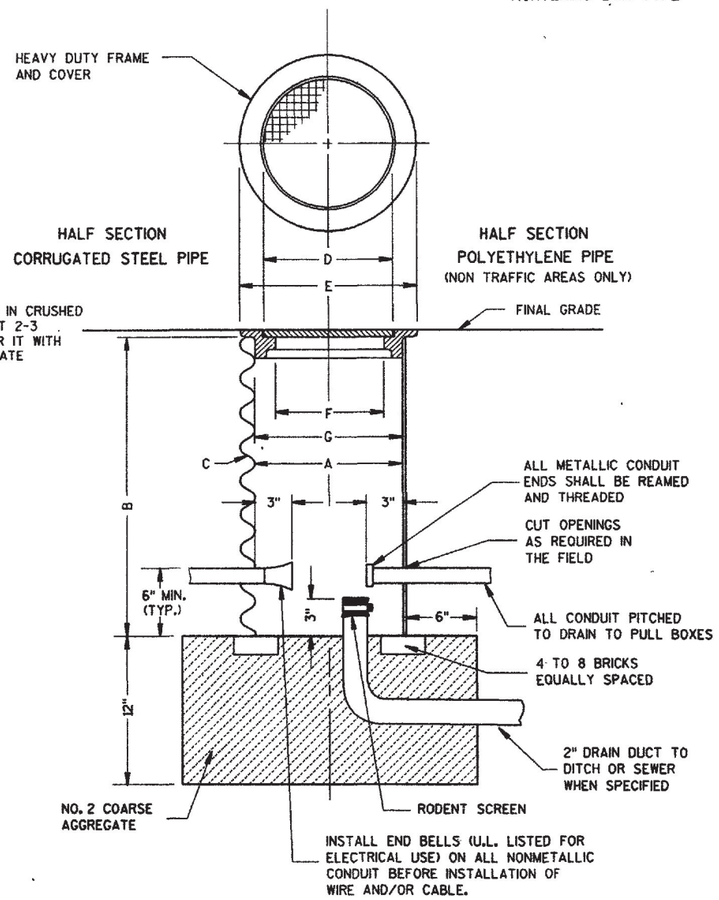


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

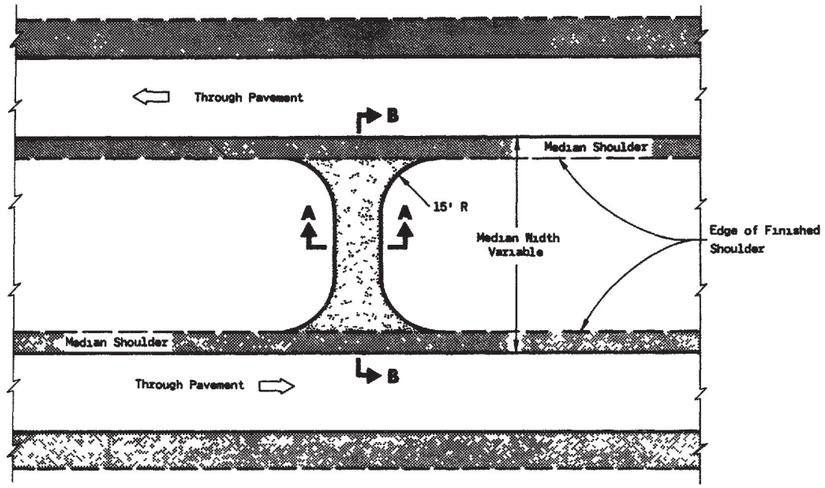
APPROVED 1-29-88 DATE

STATE TRAFFIC ENGINEER FOR HWYS

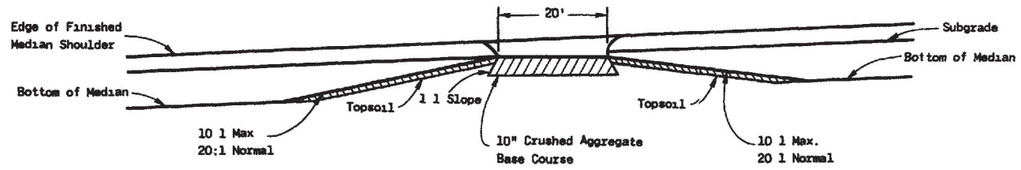
FHWA

S.D.D. 9 B 10-2

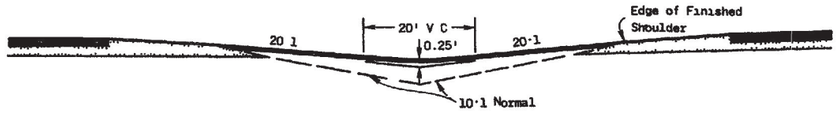
S.D.D. 9 B 10-2



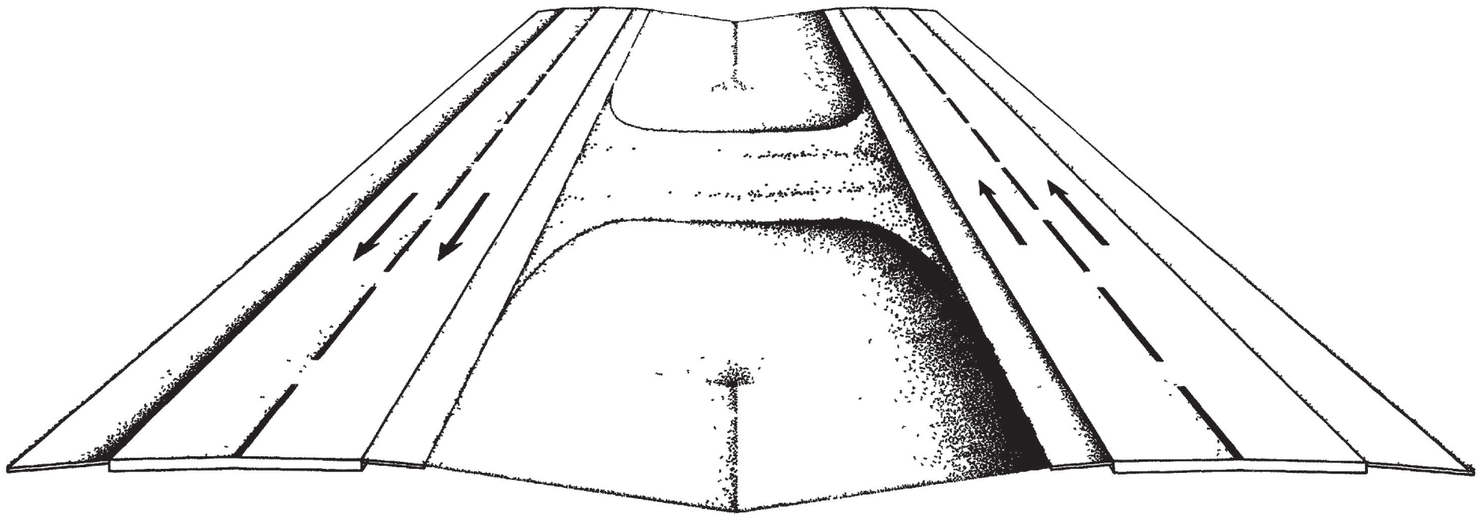
PLAN VIEW



SECTION A-A



SECTION B-B



GENERAL NOTES

Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions

MAINTENANCE CROSSOVER FOR FREEWAYS

State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL
5-16-73 DATE — CHIEF of FACILITIES DEVELOPMENT

APPROVED
5-17-73 DATE — STATE HIGHWAY ENGINEER

S.D.D. 11A1-2

S.D.D 11A1-2

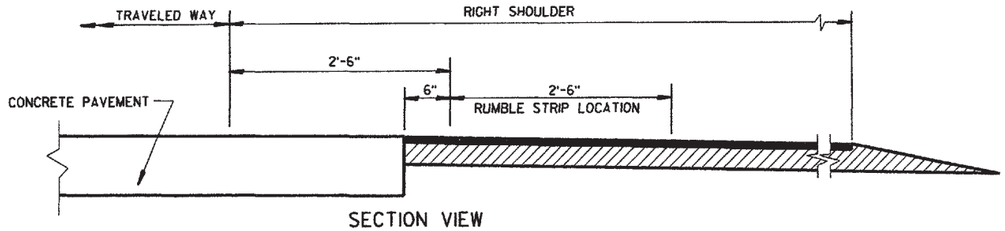
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

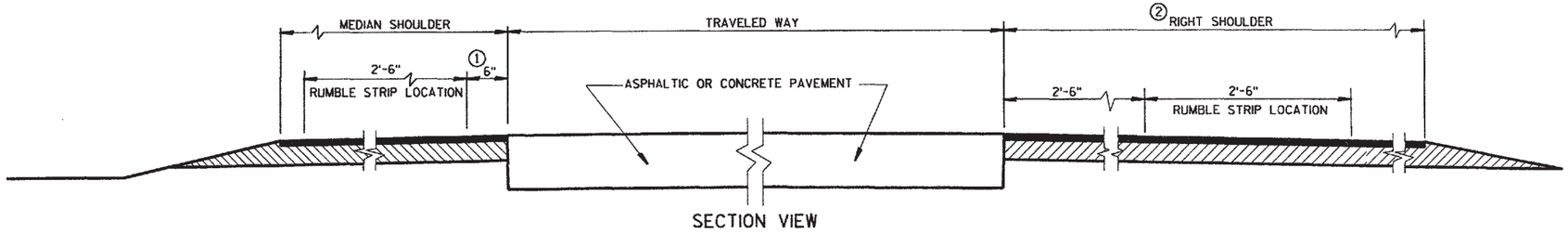
FINISH ROLLING OF THE ASPHALTIC SHOULDER SHALL INCLUDE THE SURFACE OVER THE RUMBLE STRIP DEPRESSIONS.

(1) 2'-6" FOR MEDIAN SHOULDERS THAT HAVE A PAVED WIDTH OF 5'-0" OR MORE.

(2) DIMENSIONS ALSO APPLY WHEN RUMBLE STRIPS ARE REQUIRED IN THE RIGHT SHOULDER OF RAMPS.



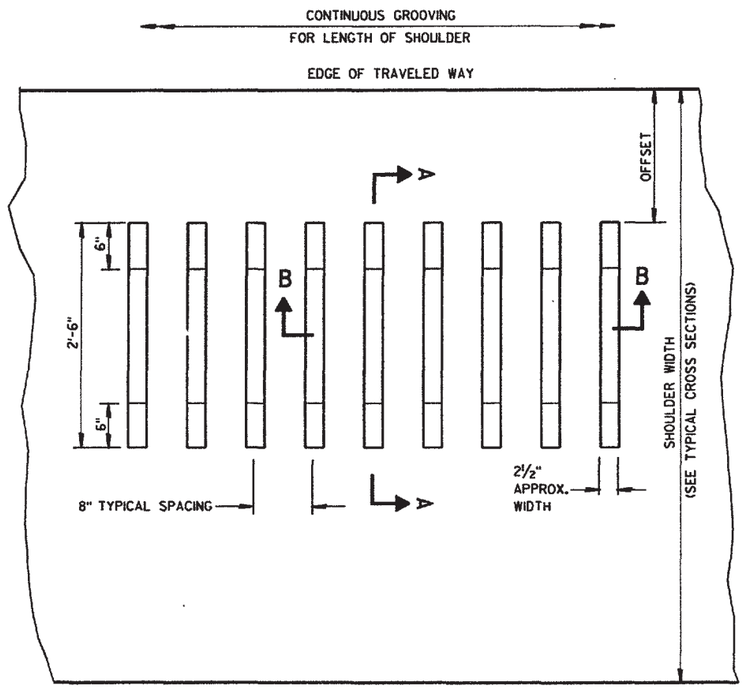
SECTION VIEW
(CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



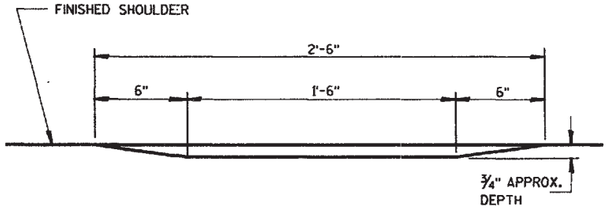
SECTION VIEW

TYPICAL LOCATIONS OF ASPHALTIC SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

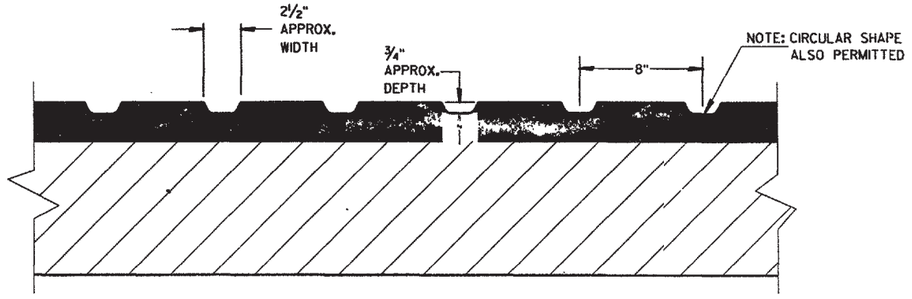
(ONE ROADWAY IS SHOWN)



PLAN VIEW



SECTION A-A



SECTION B-B

ASPHALTIC SHOULDER
RUMBLE STRIPS

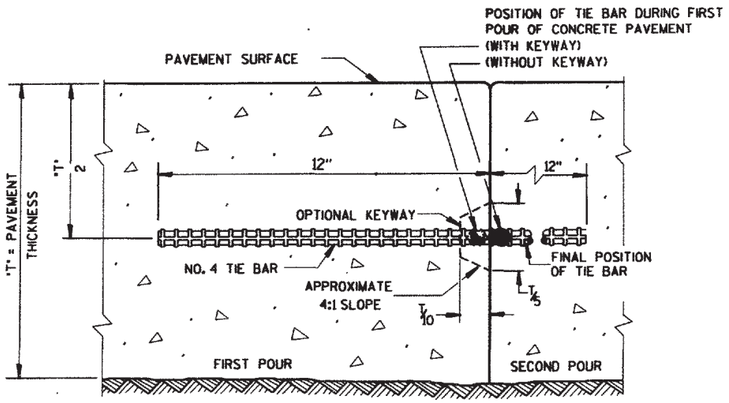
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/8/91
DATE
STATE DESIGN ENGINEER FOR HWYS

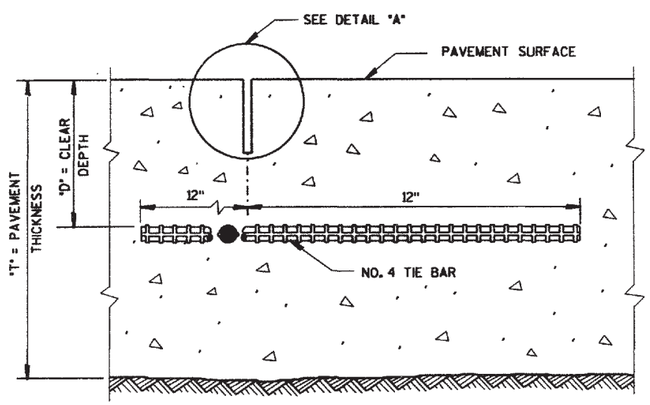
FHWA

S.D.D. 13 A 4-3

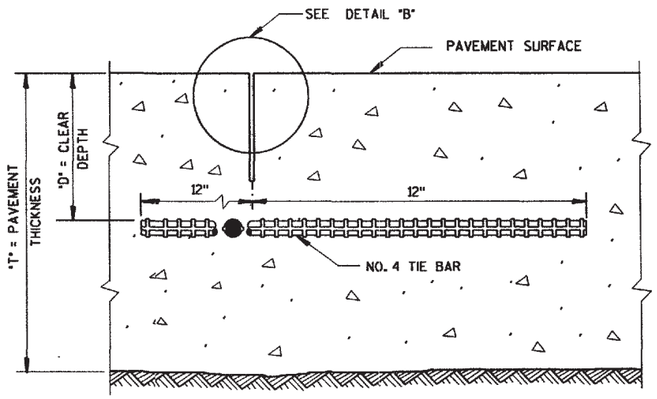
S.D.D. 13 A 4-3



CONSTRUCTION JOINT



SAWED JOINT



RIBBON JOINT

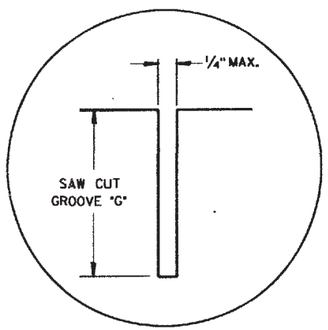
GENERAL NOTES

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

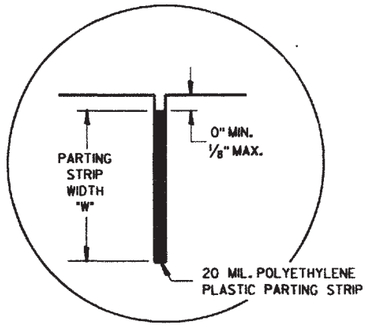
DETAILS "A" AND "B" ARE EQUAL ALTERNATES UNLESS OTHERWISE SPECIFIED IN THE CONTRACT.

LONGITUDINAL JOINTS SHALL NOT BE SEALED OR FILLED.

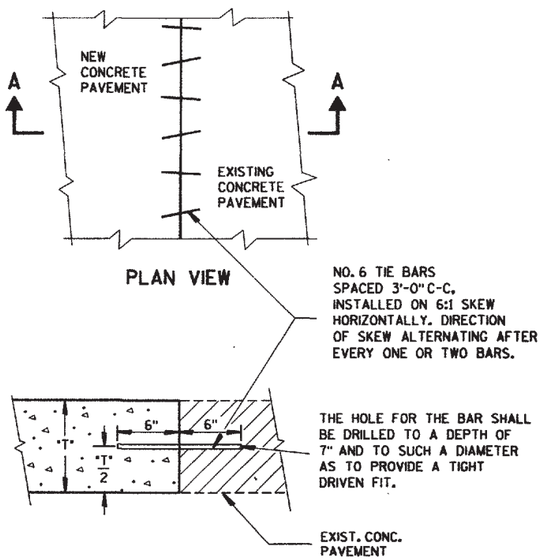
TIE BAR SPACINGS ARE VALID ONLY FOR PAVEMENT WIDTHS IN THE TABLE. FOR WIDER PAVEMENTS, TIED CONCRETE SHOULDERS OR RAMPS, THE TIE BAR SPACING SHALL BE AS SHOWN ON THE PLANS.



DETAIL "A"



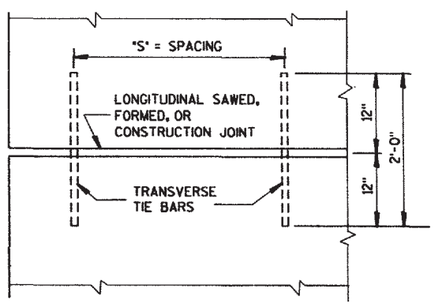
DETAIL "B"



PLAN VIEW

SECTION A-A
PAVEMENT TIES

PAVEMENT THICKNESS "T"	CLEAR DEPTH "D"	SAW CUT GROOVE "G"	MAXIMUM TIE BAR SPACING "S" PAVEMENT WIDTH 24' OR 26'	MAXIMUM TIE BAR SPACING "S" PAVEMENT WIDTH 30'	PARTING STRIP WIDTH "W"
6"	3"±½"	1½"	48"	42"	2"
7"	3 ¼"±1"	1¾"	45"	36"	2 ¼"
8"	3 ¾"±1"	2"	39"	30"	2 ½"
9"	4 ¼"±1"	2 ¼"	33"	27"	3"
10"	4 ¾"±1"	2 ½"	30"	24"	3 ¼"
11"	5 ¼"±1"	2 ¾"	27"	21"	3 ¾"
12"	5 ¾"±1"	3"	24"	21"	4"



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS
AND PAVEMENT TIES

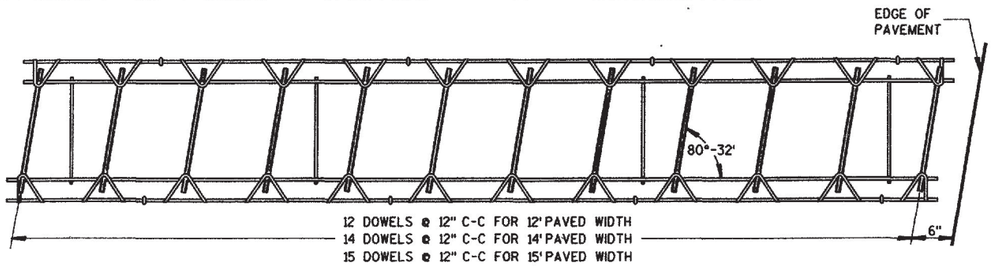
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 3/16/92 DATE
FHWA

STATE DESIGN ENGINEER FOR HWYS

S.D.D. 13 C 1-9

S.D.D. 13 C 1-9



PLAN VIEW

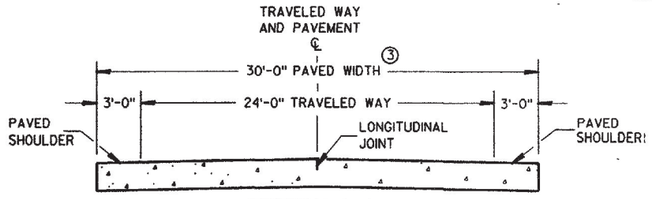


SIDE VIEW

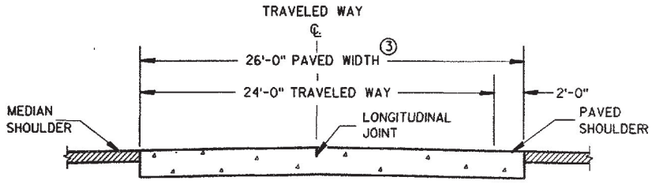
SKEWED CONTRACTION JOINT DOWEL ASSEMBLY ①

DOWEL BAR SIZE TABLE

PAVEMENT DEPTH	DOWEL BAR DIAMETER
9"	1¼"
MORE THAN 9"	1½"



SECTION A-A
TWO-LANE TWO-WAY HIGHWAY ②



SECTION A-A
DIVIDED HIGHWAY ②

GENERAL NOTES

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

CONTRACTION JOINTS

CONTRACTION JOINTS SHALL BE RANDOM SPACED AND SKEWED RIGHT HAND FORWARD.

CONTRACTION JOINTS SHALL NOT BE SEALED OR FILLED.

DOWEL BARS SHALL BE PARALLEL TO THE CENTERLINE.

CONSTRUCTION JOINTS

CONSTRUCTION JOINTS SHALL BE A MINIMUM OF 4 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGNED EITHER PARALLEL TO THE CONTRACTION JOINTS OR AT 90° TO THE CENTERLINE.

TIE BARS MAY BE INSERTED THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN POURED.

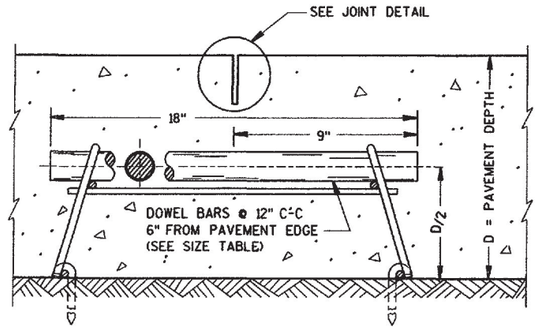
TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.

① ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY MAY BE USED WHEN APPROVED BY THE ENGINEER. MECHANICAL DOWEL BAR IMPLANTERS MAY BE USED INSTEAD OF DOWEL ASSEMBLIES.

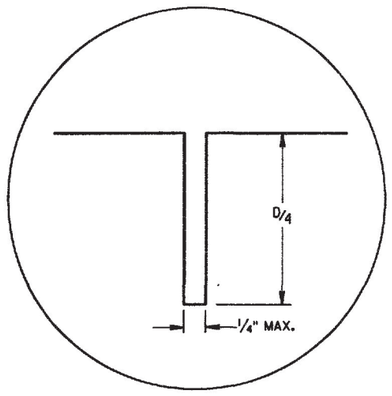
② REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

③ THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER WILL BE MEASURED AS CONCRETE PAVEMENT.

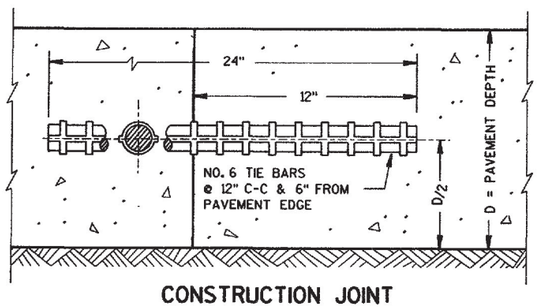
④ 2'-0" DIVIDED HIGHWAYS
3'-0" TWO-LANE TWO-WAY HIGHWAYS
SEE SECTION A-A



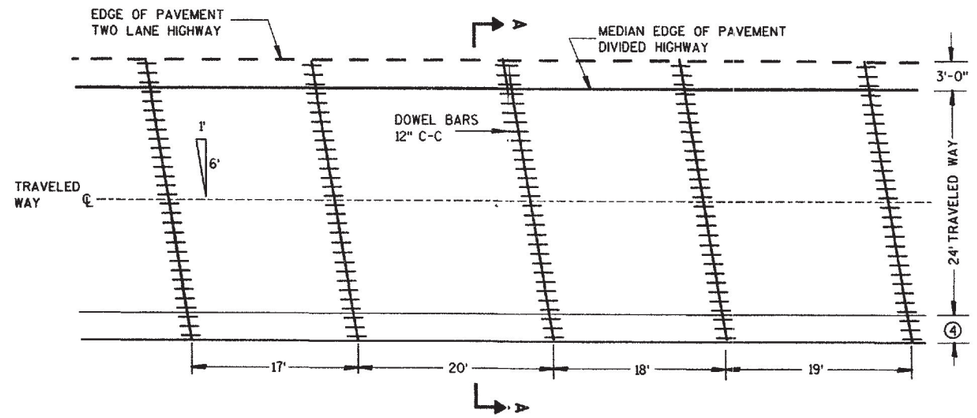
DOWELED CONTRACTION JOINT



JOINT DETAIL



CONSTRUCTION JOINT



CONTRACTION JOINT LOCATIONS

DOWELED NON-REINFORCED
CONCRETE PAVEMENT
RANDOM SPACED JOINTS 17'-20'-18'-19'

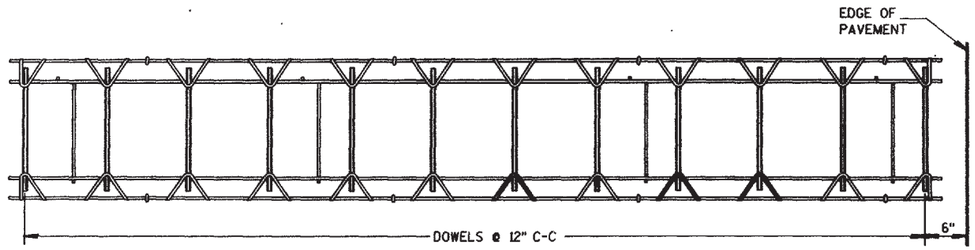
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 12/19/90
DATE

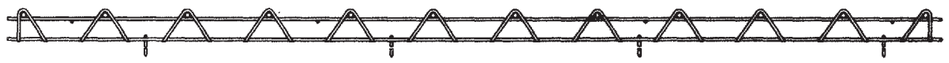
STATE DESIGN ENGINEER FOR HWYS

S.D.D. 13 C 12-1

S.D.D. 13 C 12-1



PLAN VIEW



SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY①

DOWEL BAR SIZE TABLE

PAVEMENT DEPTH	DOWEL BAR DIAMETER
9" OR LESS	1¼"
MORE THAN 9"	1½"

GENERAL NOTES

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

CONTRACTION JOINTS

UNLESS OTHERWISE SPECIFIED OR SHOWN IN THE CONTRACT, CONTRACTION JOINTS MAY BE ORIENTED EITHER NORMAL TO THE CENTERLINE AS SHOWN OR SKEWED 6:1 RIGHT HAND FORWARD. THE LOCATION OF CONTRACTION JOINTS THRU INTERSECTIONS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

CONTRACTION JOINTS SHALL NOT BE SEALED OR FILLED.

DOWEL BARS SHALL BE INSTALLED PARALLEL TO THE PAVEMENT CENTERLINE AND SURFACE.

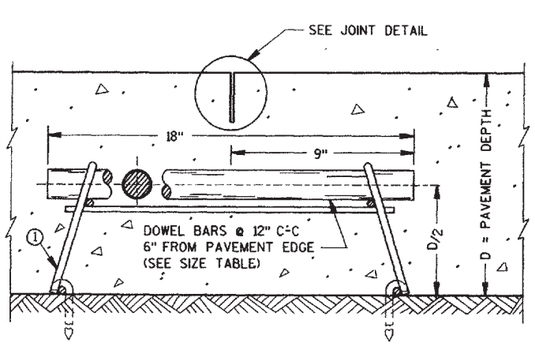
CONSTRUCTION JOINTS

CONSTRUCTION JOINTS SHALL BE A MINIMUM OF 4 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGNED EITHER PARALLEL TO CONTRACTION JOINTS OR AT 90° TO THE CENTERLINE.

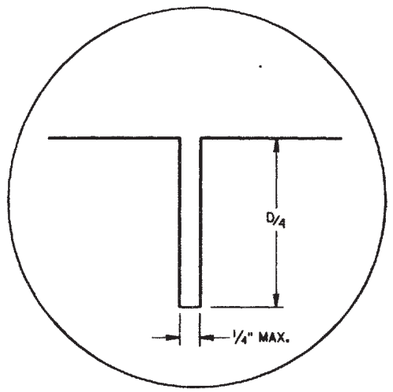
TIE BARS MAY BE INSERTED THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN POURED.

TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.

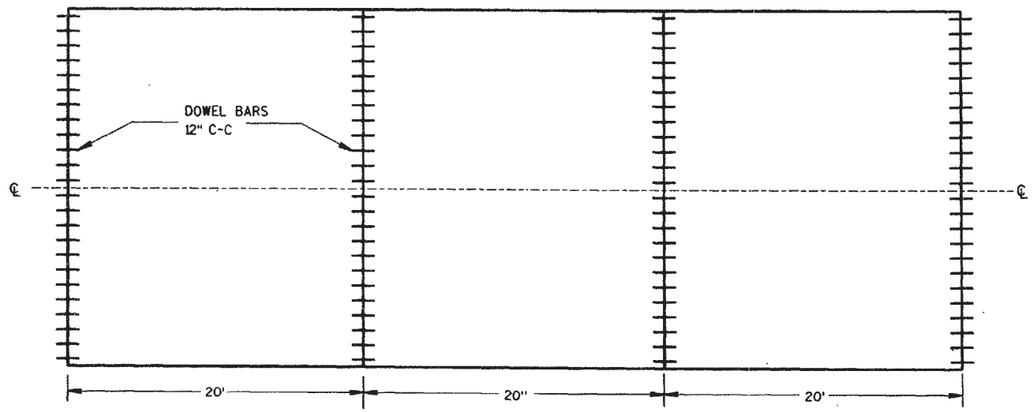
① ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY MAY BE USED WHEN APPROVED BY THE ENGINEER. MECHANICAL DOWEL BAR IMPLANTERS MAY BE USED INSTEAD OF DOWEL ASSEMBLIES.



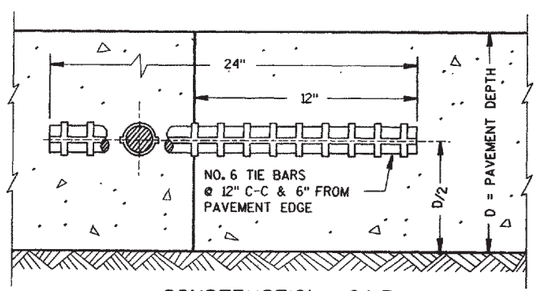
DOWELED CONTRACTION JOINT



JOINT DETAIL



CONTRACTION JOINT LOCATIONS



CONSTRUCTION JOINT

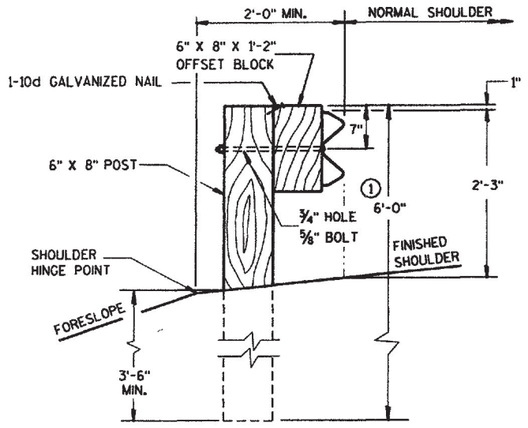
DOWELED NON-REINFORCED CONCRETE PAVEMENT
(TRANSVERSE JOINTS SPACED AT 20' & NORMAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

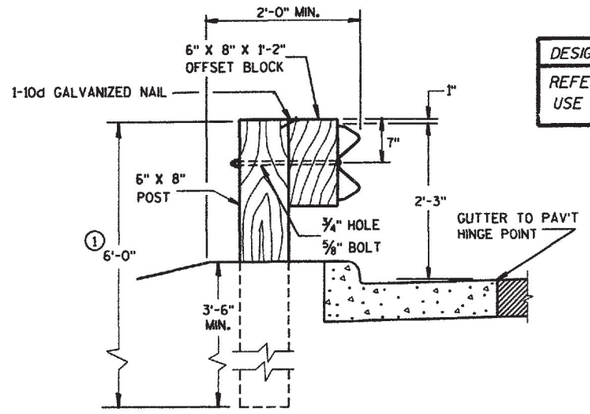
APPROVED 12/19/90 DATE
STATE DESIGN ENGINEER FOR HWYS
FHWA

S.D.D. 13 C 13-1

S.D.D. 13 C 13-1



END VIEW
LOCATED ALONG A ROADWAY SHOULDER



END VIEW
LOCATED ALONG A CURBED ROADWAY

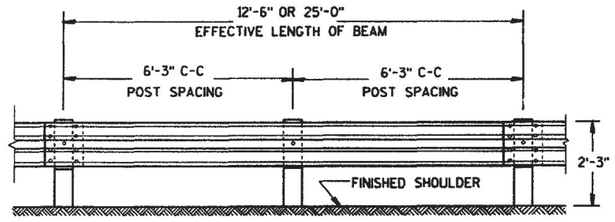
DESIGN NOTE: (WILL NOT APPEAR ON CONTRACT PLANS)
REFER TO PROCEDURE 11-45-1 FOR GUIDANCE ON THE USE OF BEAM GUARD ON CURBED ROADWAYS.

GENERAL NOTES

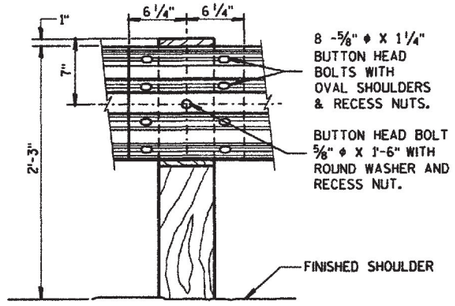
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, AND THE APPLICABLE SPECIAL PROVISIONS.

① POST LENGTH SHALL BE INCREASED TO PROVIDE A MINIMUM EMBEDMENT OF 3'-6" WHERE THE SHOULDER HINGE POINT IS LOCATED IN FRONT OF THE POST.

② PROVIDE TYPE "H" SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH TYPE "H" YELLOW REFLECTIVE SHEETING.

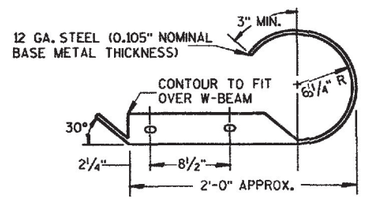


FRONT VIEW

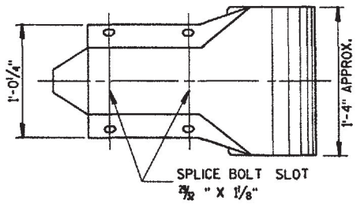


FRONT VIEW
BEAM SPLICING AND POST MOUNTING DETAIL

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

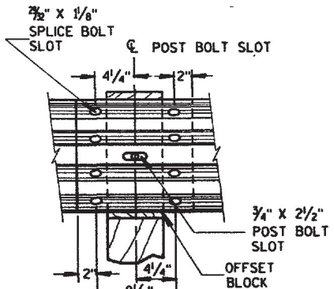


PLAN VIEW

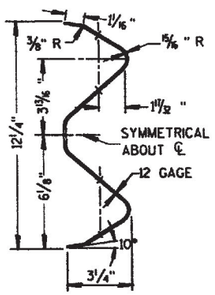


FRONT VIEW

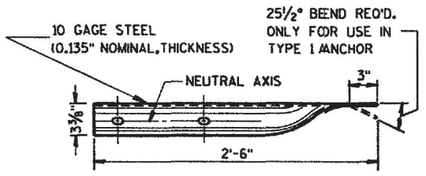
W BEAM END SECTION (ROUNDED)



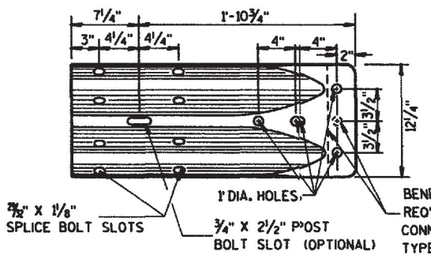
W BEAM SPLICE



SECTION THRU W BEAM



PLAN VIEW



FRONT VIEW

W BEAM TERMINAL CONNECTOR

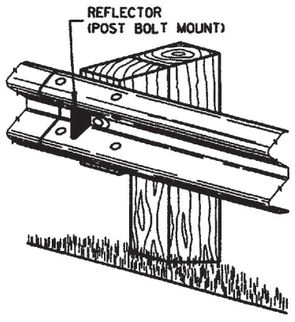
NOTE:
SHEETS 1b & 1c IS OPTIONAL FOR INCLUSION IN PLANS WHEN APPLICABLE.

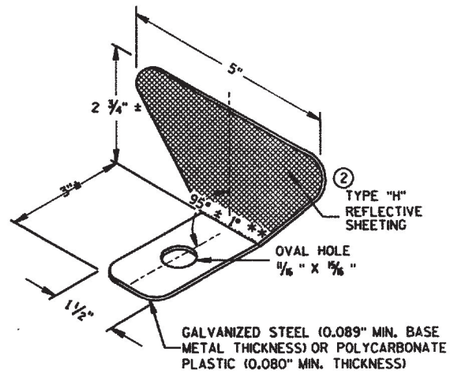
REFLECTOR SPACING

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200' *	25' C-C	1 *	6
	> 200' *	50' C-C	1 *	
TWO WAY TRAFFIC	< 200'	50' C-C	2 **	3
	> 200'	100' C-C	2 **	

* EVERY OTHER REFLECTOR REVERSED FOR 2-WAY VISIBILITY. CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED RELECTORS.

** ANGLE OF BEND TO BE 90° ± 1° FOR TWO-SIDED REFLECTORS.





② REFLECTOR DETAIL AND TYPICAL INSTALLATION

CLASS "A"
STEEL PLATE BEAM GUARD, INSTALLATION & ELEMENTS

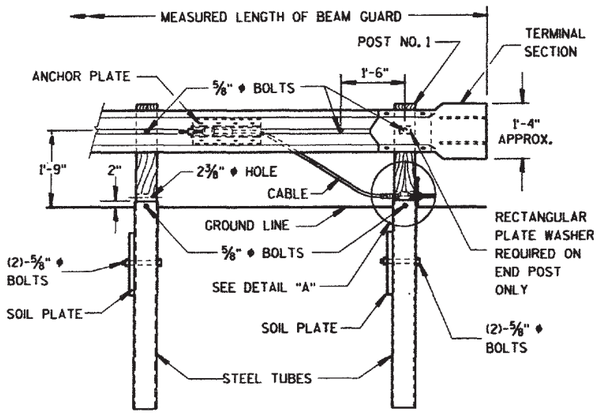
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/12/91
DATE
STATE DESIGN ENGINEER FOR HWYS

FHWA

S.D.D. 14 B 15-1a

S.D.D. 14 B 15-1a



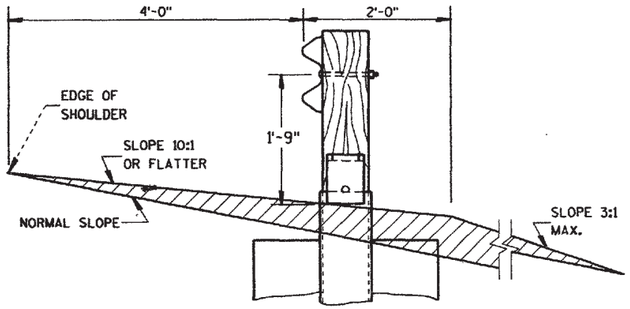
FRONT VIEW

① TYPE 1 ANCHORAGE

TANGENT OFFSET TABLE	
POST NO.	OFFSET (FEET)
1	4.00
2	2.78
3	1.78
4	1.00
5	0.44
6	0.11
7	0.00

**37'-6" INSTALLATION, 6 SPACES AT 6'-3"

TANGENT OFFSET TABLE



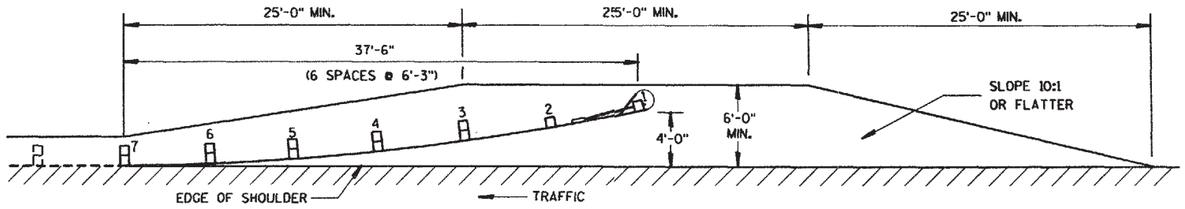
SECTION A-A

GENERAL NOTES

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

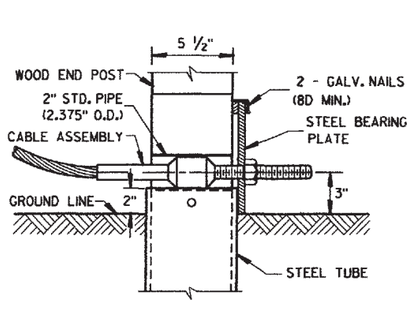
POSTS AT LOCATIONS 1 & 2 SHALL BE WOOD BREAKAWAY POSTS INSERTED AND BOLTED INTO STEEL TUBES.

① TYPE 1 AND TYPE 2 ANCHORAGES SHALL CONSIST OF STEEL TUBE(S), SOIL PLATE(S), WOOD BREAKAWAY POST(S), BEARING PLATE, ANCHOR PLATE, CABLE ASSEMBLY AND ALL ASSOCIATED HARDWARE. ALL STEEL PARTS SHALL BE GALVANIZED.



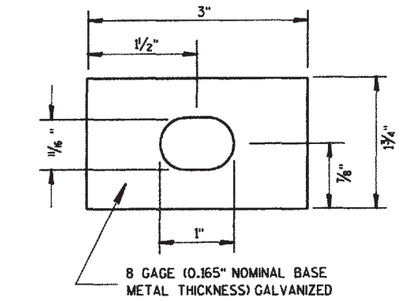
PLAN VIEW

ROADWAY WIDENING FOR TYPE 1 ANCHORAGE

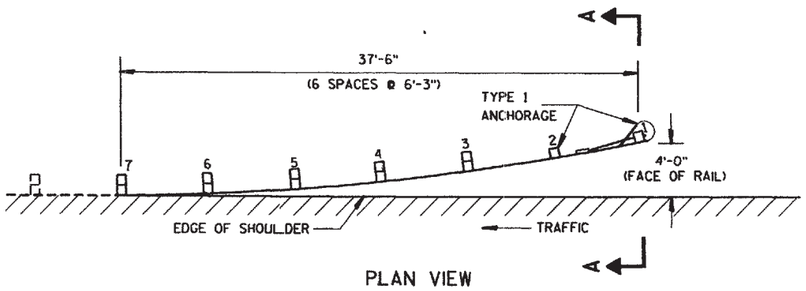


DETAIL "A"

(POST NO. 1)

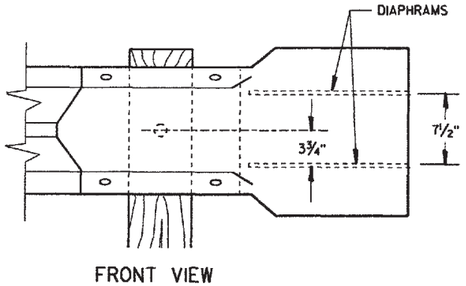


RECTANGULAR PLATE WASHER

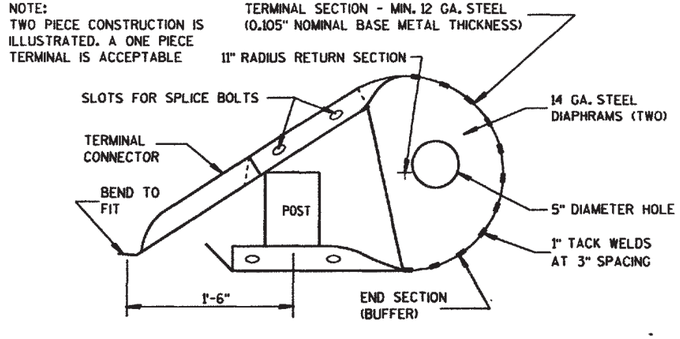


PLAN VIEW

END TREATMENT WITH ANCHORAGE TYPE 1



FRONT VIEW



PLAN VIEW

TERMINAL SECTION DETAIL

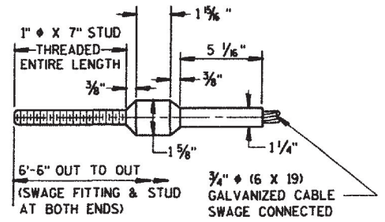
NOTE:
THIS DRAWING CONSISTS OF TWO SHEETS. BOTH SHEETS ARE REQUIRED WHEN THIS DRAWING IS CALLED FOR IN THE PLANS.

CLASS "A" STEEL PLATE BEAM GUARD END TREATMENT WITH ANCHORAGE, TYPE 1 & 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 14 B 16-1a

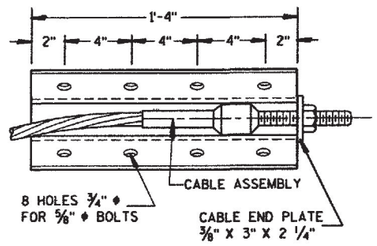
S.D.D. 14 B 16-1a



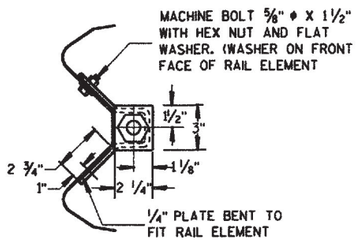
CABLE ASSEMBLY

CABLE, SWAGE FITTING, STUD AND NUT SHALL DEVELOP A MINIMUM BREAKING STRENGTH OF 40,000 LB

(TIGHTEN UNTIL TAUT)

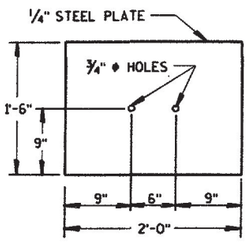


FRONT VIEW

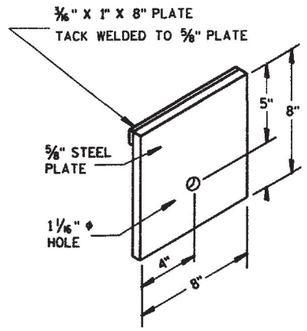


END VIEW

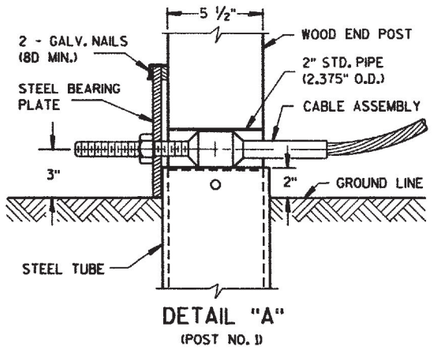
ANCHOR PLATE DETAIL



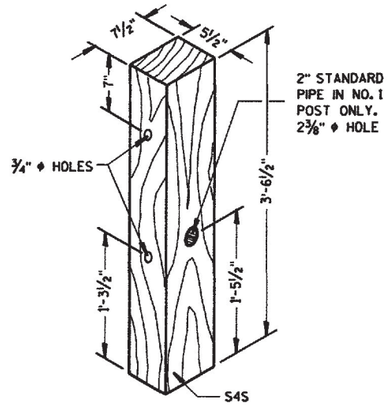
SOIL PLATE



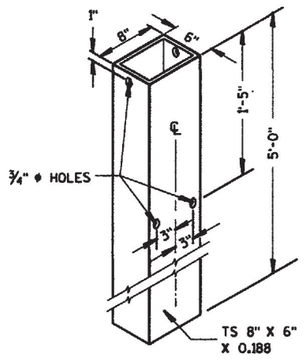
STEEL BEARING PLATE



DETAIL "A"
(POST NO. 1)



WOOD BREAKAWAY POST



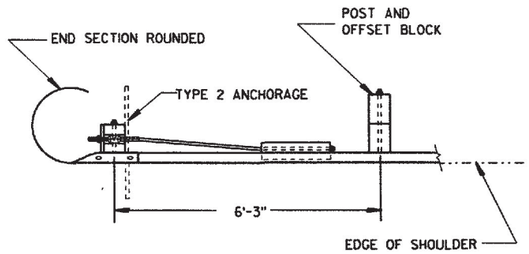
STEEL TUBE

THE STEEL TUBE SHALL CONFORM TO REQUIREMENTS OF ASTM A501

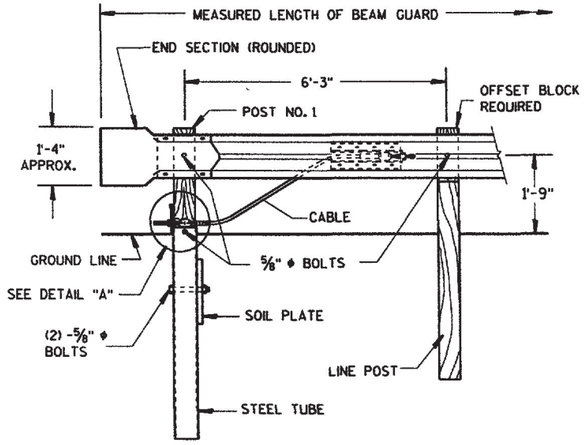
ANCHORAGE COMPONENTS
(COMMON TO BOTH TYPE 1& 2 ANCHORAGES)

NOTE:

STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-500 GRADE B OR ASTM A-501.



PLAN VIEW



FRONT VIEW
TYPE 2 ANCHORAGE

END TREATMENT WITH ANCHORAGE TYPE 2
(USE ON ONE-WAY ROADWAYS ONLY - DEPARTING END)

NOTE:
THIS DRAWING CONSISTS OF TWO SHEETS. BOTH SHEETS ARE REQUIRED WHEN THIS DRAWING IS CALLED FOR IN THE PLANS.

CLASS "A" STEEL PLATE BEAM GUARD END TREATMENT WITH ANCHORAGE, TYPE 1 & 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/13/91
DATE

STATE DESIGN ENGINEER FOR HWYS

FHWA

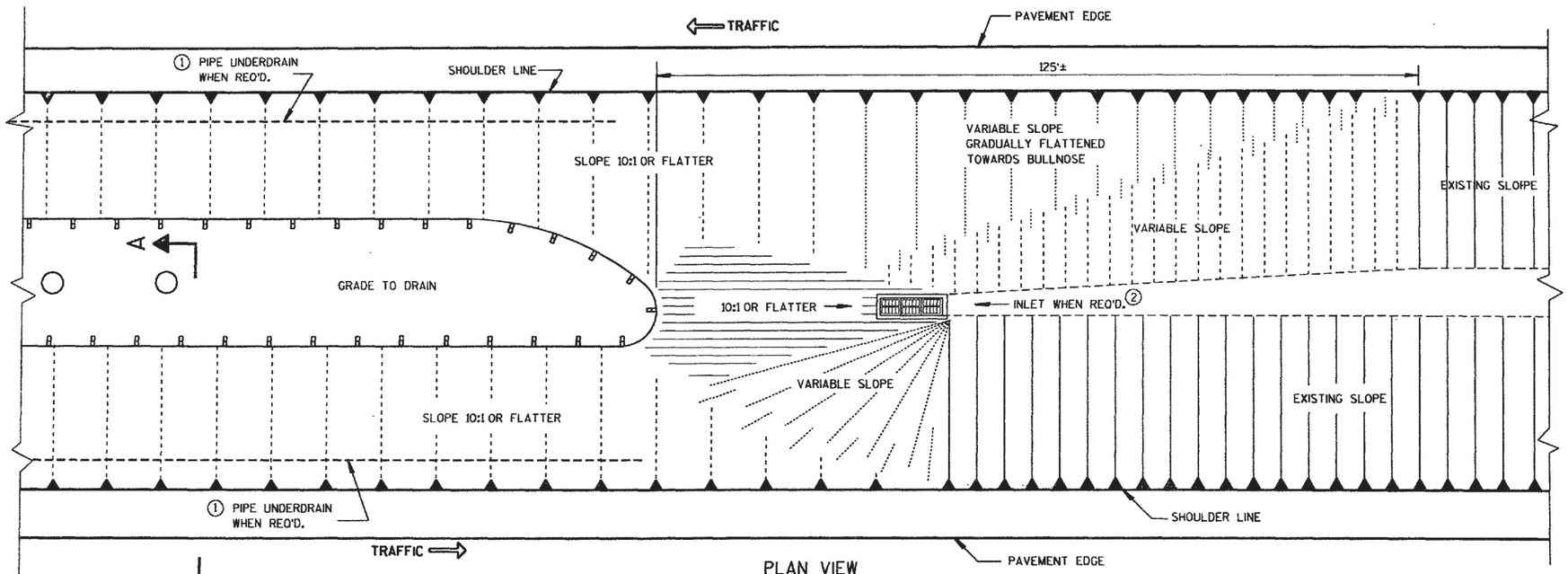
S.D.D. 14 B 16-1b

S.D.D. 14 B 16-1b

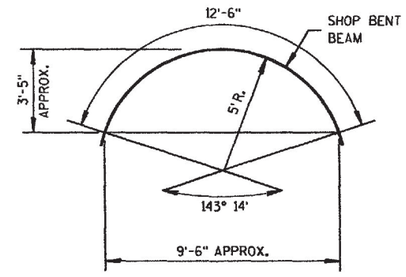
NOTES

(1) PROJECT SPECIFIC DRAINAGE DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

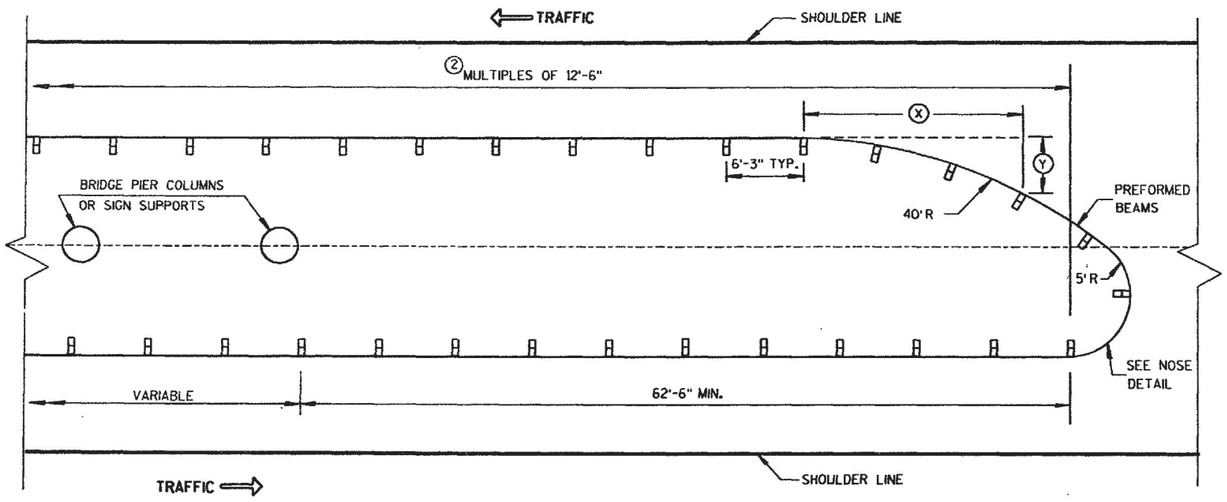
(2) THE BULLNOSE INSTALLATION WILL BE MEASURED IN PLACE BY THE LINEAR FOOT ALONG EACH SIDE AND AROUND THE NOSE SECTIONS AS STEEL PLATE BEAM GUARD, CLASS "A".



PLAN VIEW
SLOPE DETAIL



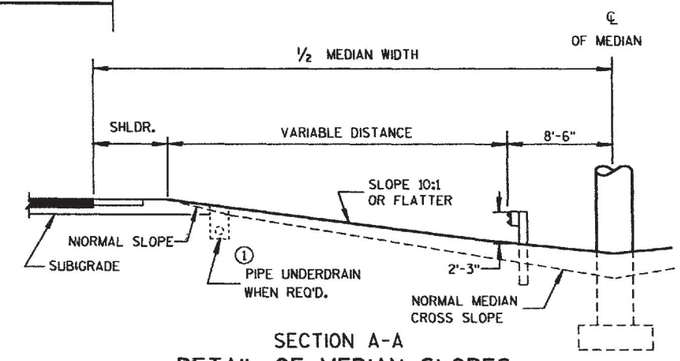
NOSE DETAIL



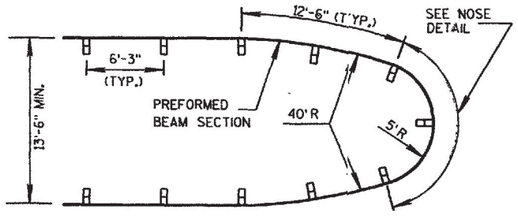
PLAN VIEW
TYPICAL LAYOUT AT PIERS AND SIGN SUPPORTS

TABLE OF COORDINATES TO LAYOUT 40'R CURVE (DIMENSIONS IN FEET)

DISTANCE ALONG CURVE	(X)	(Y)
6.25	6.22	0.49
12.50	12.30	1.94
18.75	18.07	4.31
25.00	23.40	7.56



SECTION A-A
DETAIL OF MEDIAN SLOPES



ALTERNATE INSTALLATION
FOR USE WHERE NARROW MEDIAN PROHIBITS USE OF CONVENTIONAL TREATMENT

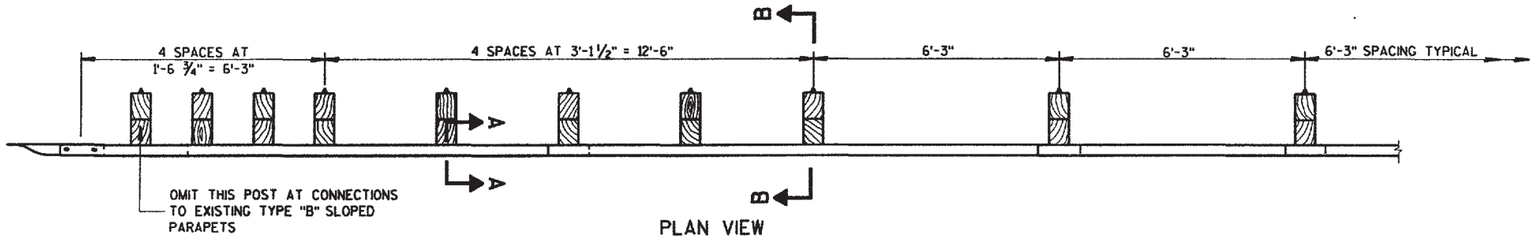
CLASS "A" STEEL PLATE BEAM GUARD, BULLNOSE INSTALLATION AT MEDIAN PIERS AND SIGN SUPPORTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

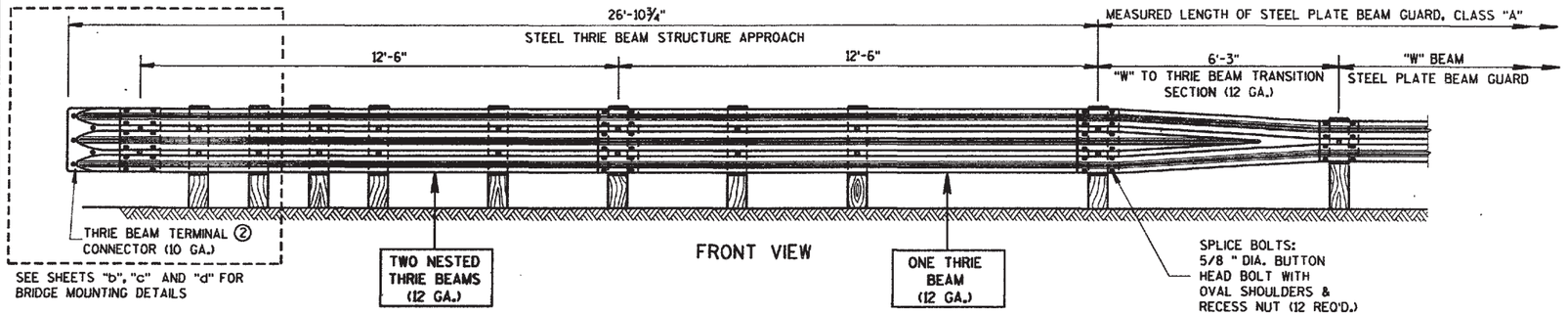
APPROVED
5/15/91
DATE
STATE DESIGN ENGINEER FOR HWYS
FHWA

S.D.D. 14 B 18-1d

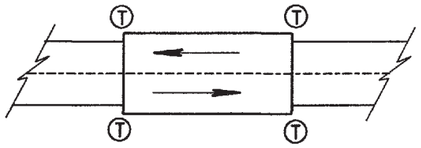
S.D.D. 14 B 18-1d



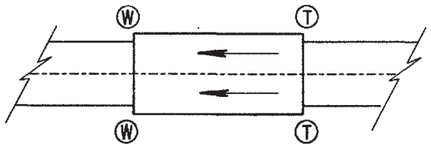
PLAN VIEW



FRONT VIEW



TWO WAY TRAFFIC

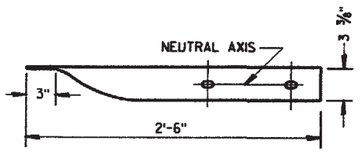


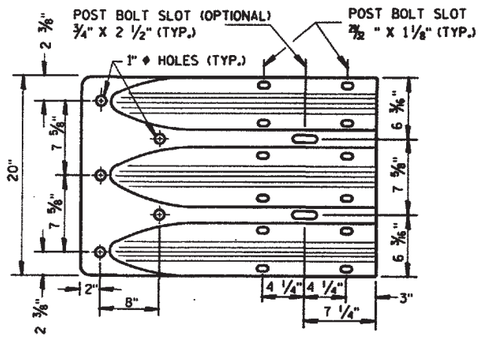
ONE WAY TRAFFIC

Ⓣ THRIE BEAM CONNECTION

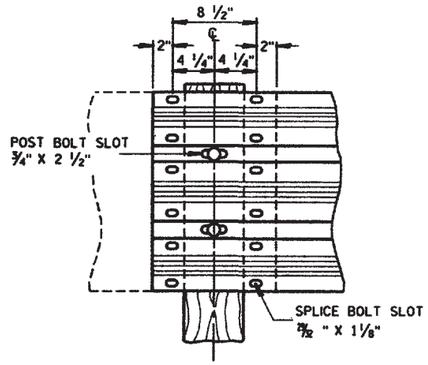
Ⓦ W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE





THRIE BEAM TERMINAL CONNECTOR



THRIE BEAM SPLICE

GENERAL NOTES

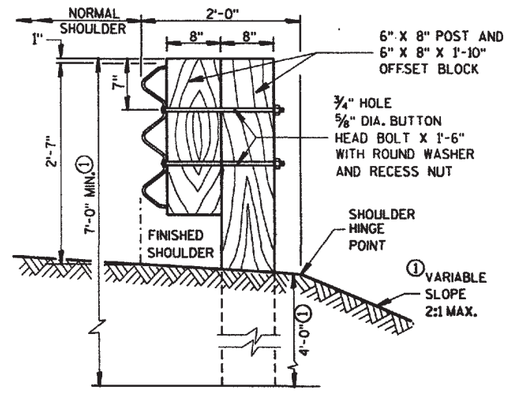
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPPLICABLE SPECIAL PROVISIONS.

THRIE BEAM STRUCTURE APPROACH SHALL BE FURNISHED AND CONSTRUCTED IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 614 OF THE STANDARD SPECIFICATIONS. THRIE BEAM SECTIONS SHALL CONFORM TO THE REQUIREMENTS FOR CLASS "A", TYPE 2, BEAM AS SPECIFIED IN AASHTO DESIGNATION M180.

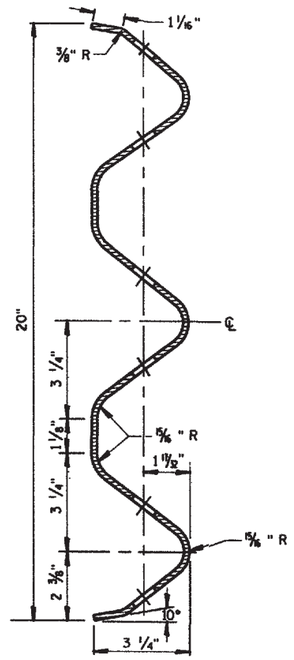
THRIE BEAM SHALL BE BOLTED TO ALL POSTS AND OFFSET BLOCKS. FIELD DRILLING/PUNCHING OF BOLT HOLES IN THE BEAM IS PERMITTED WHERE POST SPACING IS LESS THAN 6'-3".

① POST LENGTH SHALL BE INCREASED TO PROVIDE A MINIMUM EMBEDMENT OF 4'-0" WHERE THE SHOULIDER HINGE POINT IS LOCATED IN FRONT OF THE POST.

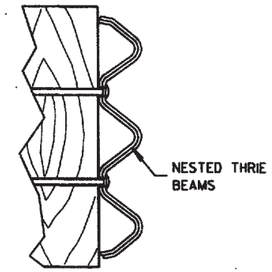
② A TERMINAL CONNECTOR IS NOT REQUIRED AT CONNECTIONS TO BRIDGE RAILING TYPE "W".



SECTION B-B



SECTION THRU THRIE BEAM RAIL ELEMEINT



PARTIAL SECTION A-A

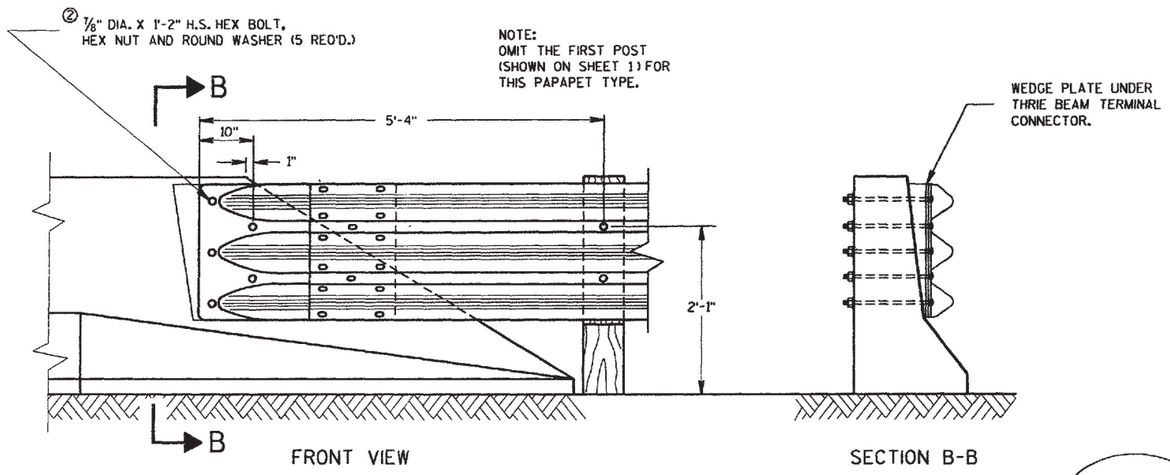
NOTE:
THIS DRAWING CONSISTS OF FOUR SHEETS. SHEET 2a MUST BE SUPPLEMENTED WITH AT LEAST ONE ADDITIONAL SHEET, 2b, 2c OR 2d WHEN THIS DRAWING IS CALLED FOR IN PLANS.

STEEL THRIE BEAM STRUCTURE APPROACH

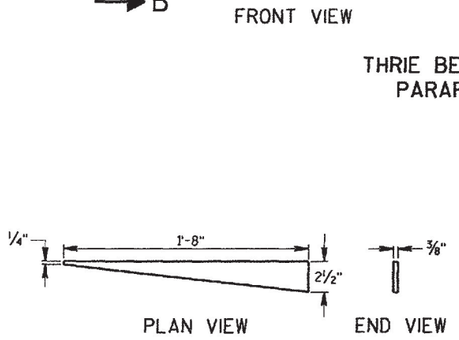
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 14 B 20-2a

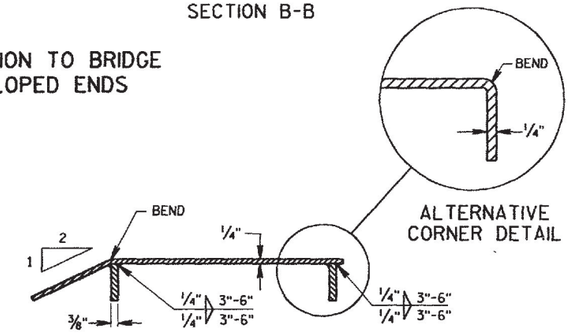
S.D.D. 14 B 20-2a



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

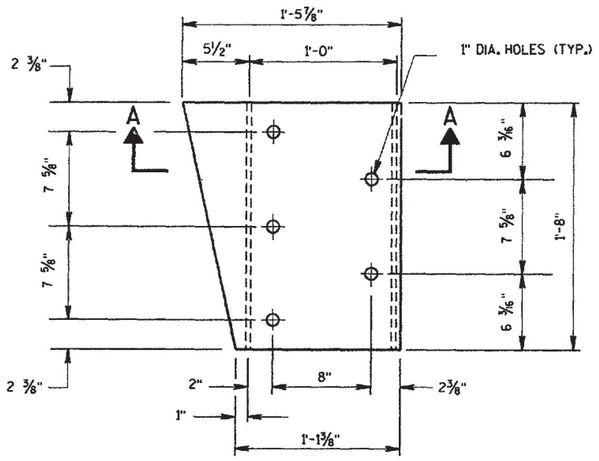


WEDGE DETAIL

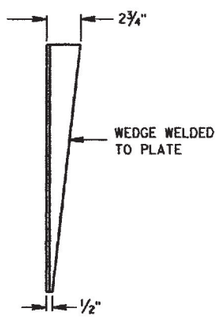


ALTERNATIVE CORNER DETAIL

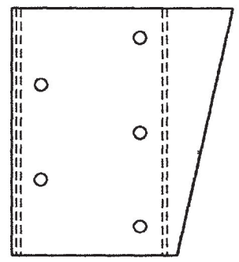
SECTION A-A



③ PLAN VIEW
RIGHT SIDE WEDGE PLATE



SIDE VIEW



③ PLAN VIEW
LEFT SIDE WEDGE PLATE

① WEDGE PLATE DETAILS

GENERAL NOTES

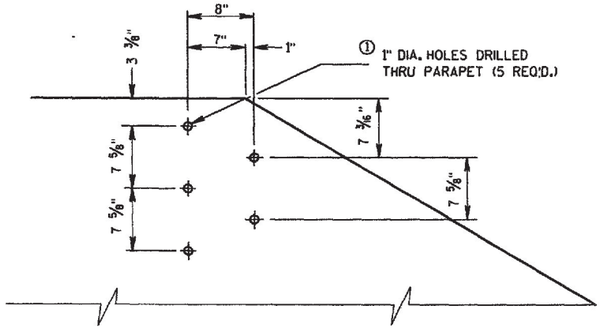
THE CONNECTION DETAILS SHOWN ARE TYPICAL. THE POSITION OF THE CONNECTIONS TO EXISTING BRIDGES SHALL BE ADJUSTED WHERE NECESSARY TO FIT ACTUAL BRIDGE AND SITE DIMENSIONS..

BOLTS, PLATES, NUTS AND WASHERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATION A 325, AND BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

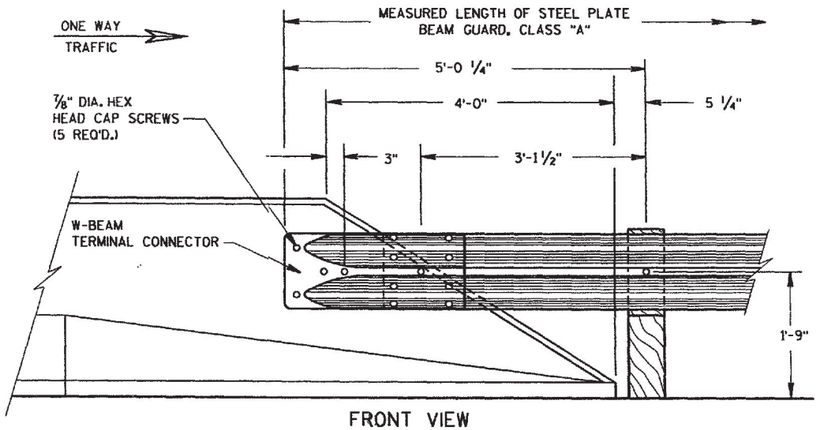
① PAYMENT FOR DRILLING BOLT HOLES THRU THE PARAPET, WEDGE PLATE AND ALL BOLTS, NUTS AND WASHERS REQUIRED SHALL BE INCLUDED IN THE ITEM STEEL THRIE BEAM STRUCTURE APPROACH.

② 2 1/4" O.D. X 5/32 " THICK ROUND WASHER REQUIRED WITH EACH BOLT AT THE BACKFACE OF PARAPET.

③ WEDGE PLATES ARE DESIGNATED AS "RIGHT" OR "LEFT" IN ACCORDANCE WITH THE PARAPET LOCATION WHEN APPROACHING THE BRIDGE.



DRILL HOLE LOCATION AND PATTERN



FRONT VIEW
W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS
(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SLOPED END PARAPETS

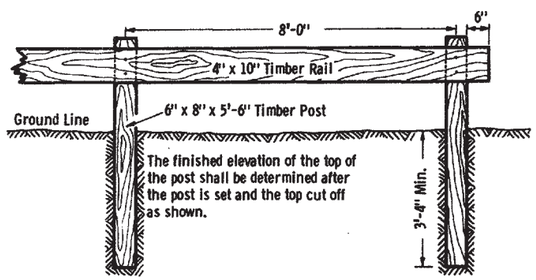
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

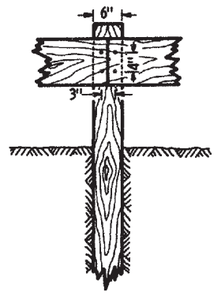
APPROVED
5/8/91
DATE
STATE DESIGN ENGINEER FOR HWYS
FHWA

NOTE:
SDD 14 B 20-2a IS REQUIRED WHEN THIS DRAWING IS CALLED FOR IN PLANS.

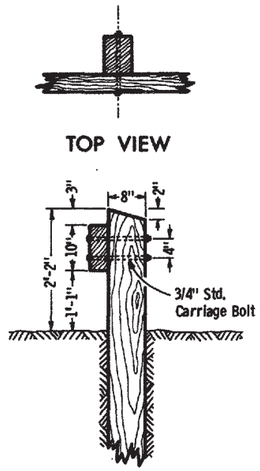
S.D.D. 14 B 20-2c

S.D.D. 14 B 20-2c



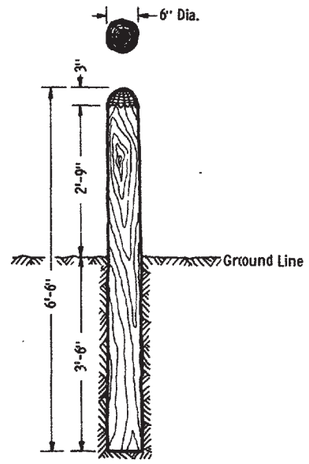


SPLICE POST



TIMBER RAIL GUARD FENCE

(PARKING LOT PROTECTION)



RUSTIC MARKER POST

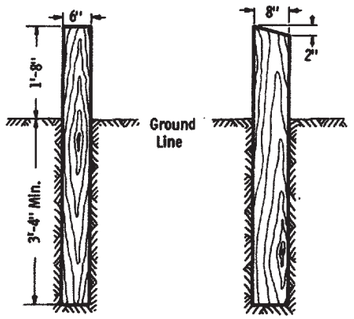
GENERAL NOTES

Details of construction, materials and workmanship not shown on this drawing shall conform to the Standard Specifications and the applicable Special Provisions. All post and rail dimensions are nominal dimensions.

TIMBER POSTS, RAILS AND MARKER POSTS

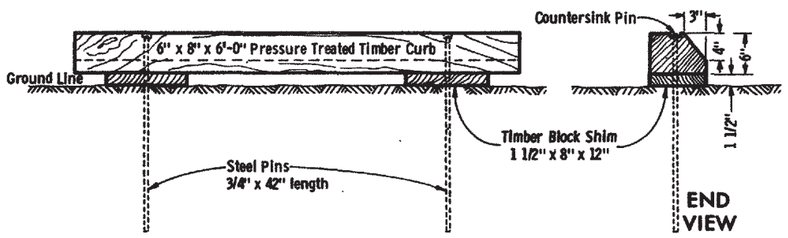
The galvanizing or cadmium plating of hardware will not be required.

Posts when untreated shall be painted with two coats of brown wood stain conforming to the requirements of the applicable Standard Specification. Tops of posts, if treated, shall be painted with two coats of creosote after erection. If untreated posts are used, paint tops with two coats of preservative wood stain after erection.



TIMBER GUARD POST

(REQUIREMENTS SHALL BE THE SAME AS POSTS FOR TIMBER RAIL GUARD FENCE)



TREATED TIMBER CURB

TIMBER RAIL GUARD FENCE, CURB AND GUARD POST AND MARKER POST

State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:

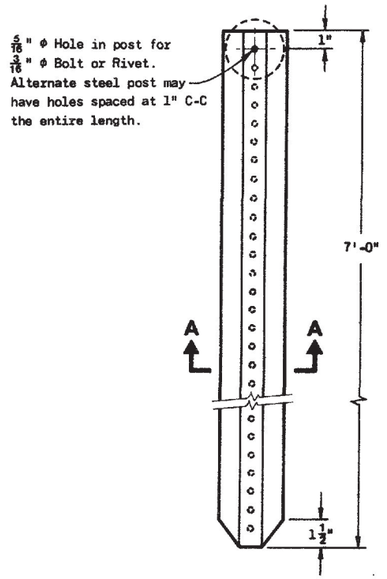
4-22-74 DATE — CHIEF of FACILITIES DEVELOPMENT

APPROVED

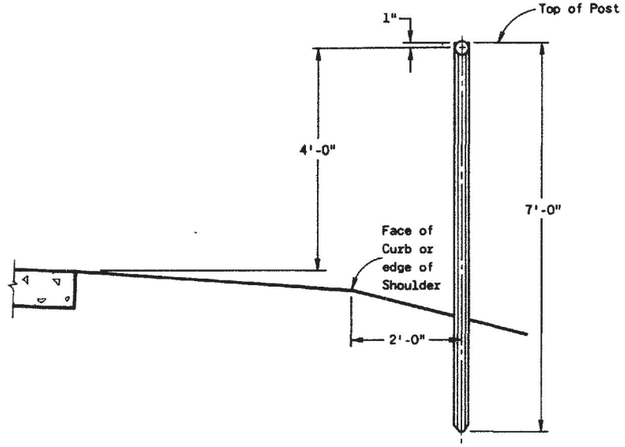
4-23-74 DATE — STATE HIGHWAY ENGINEER

S.D.D. 14C1-2

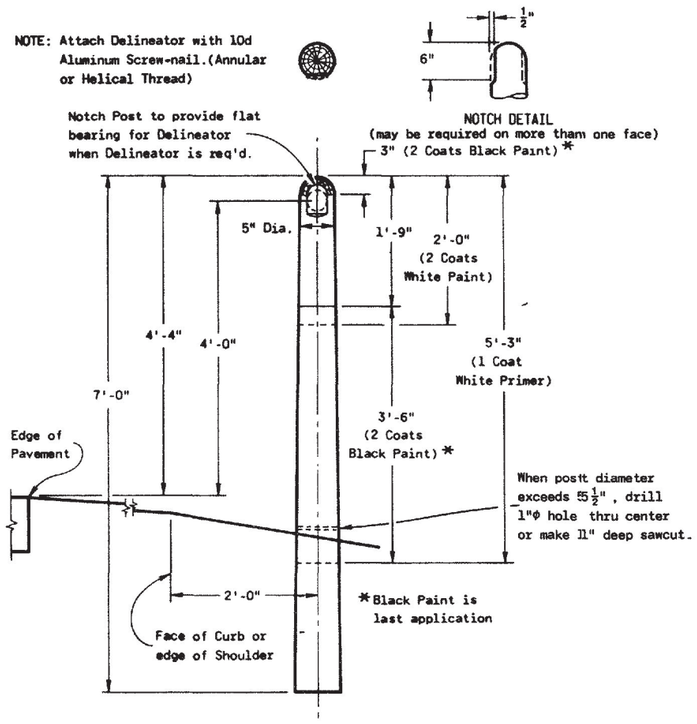
S.D.D. 14C1-2



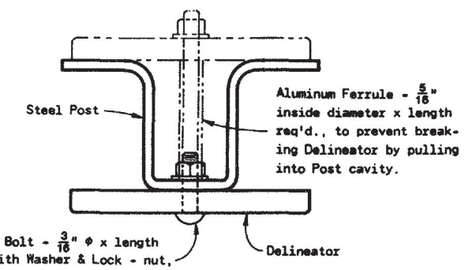
DELINEATOR POST



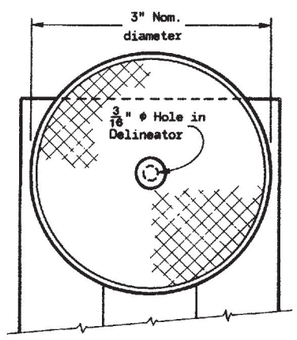
TYPICAL INSTALLATION OF DELINEATOR POSTS



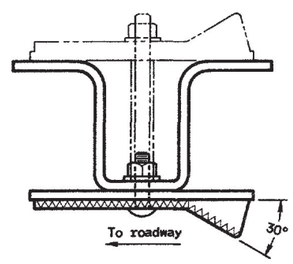
MARKER POST



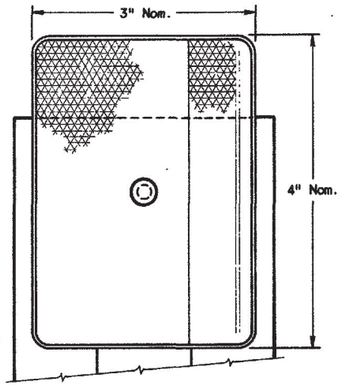
PLAN VIEW



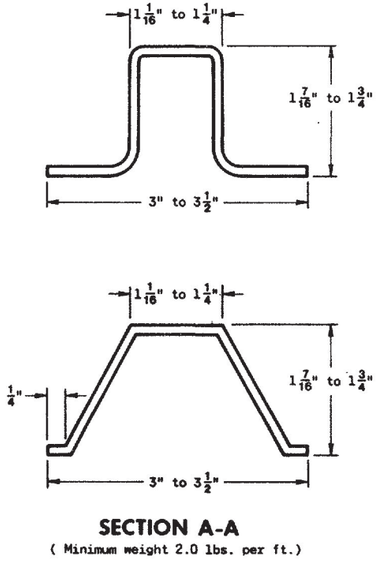
FRONT ELEVATION
3" CIRCULAR TYPE



PLAN VIEW



FRONT ELEVATION
3" X 4" RECTANGULAR TYPE



SECTION A-A
(Minimum weight 2.0 lbs. per ft.)

MOUNTING DETAILS FOR DELINEATORS

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.

The rectangular delineator shall consist of an acrylic plastic wide angle reflex reflector housed in a material such as acrylontrile butadiene styrene and shall be permanently sealed against dust, water and vapor, and will not warp, crack or corrode under field conditions.

Detailed requirements for delineators,not shown on this drawing shall conform to Section 633 of the Standard Specifications and the current "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES". The reflectors in the delineators shall be clear.

When the cross sectional area of the Marker Post measured at the ground line exceeds 24 square inches (5½ inch diameter) the post shall be weakened near the ground line by either drilling a 1 inch diameter hole transversely through the center of the post or by making a transverse saw cut to a depth of approximately 1 inch on the side of the post facing traffic.

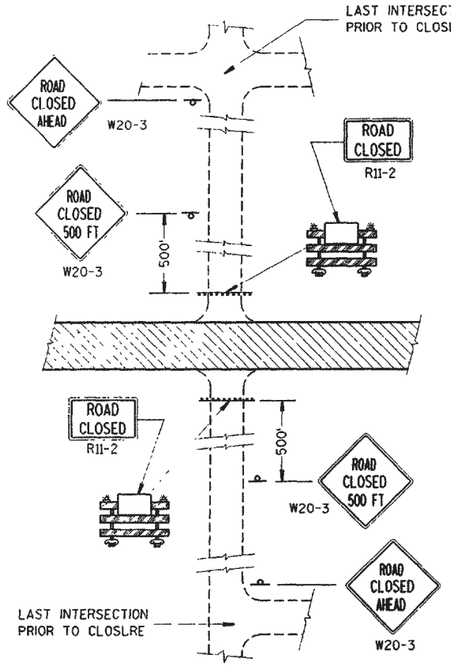
DELINEATOR POSTS
MARKER POSTS AND DELINEATORS

State of Wisconsin
Department of Transportation
Division of Transportation Facilities

APPROVED 5-2-79
DATE
CHIEF DESIGN ENGINEER
FHWA

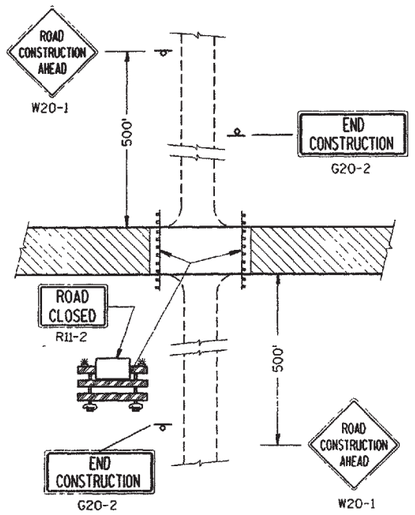
S.D.D. 15 A2-2

S.D.D. 15 A2-2



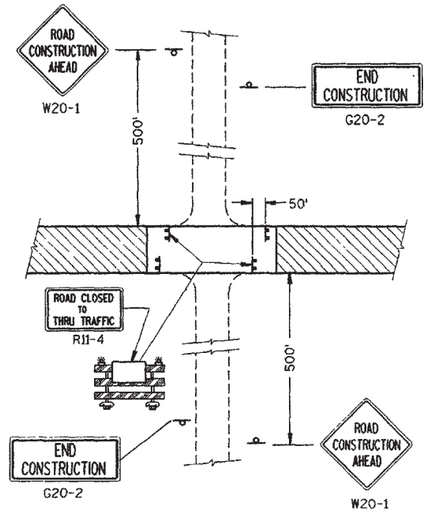
DETAIL 1

(NO ACCESS TO PROJECT)



DETAIL 2

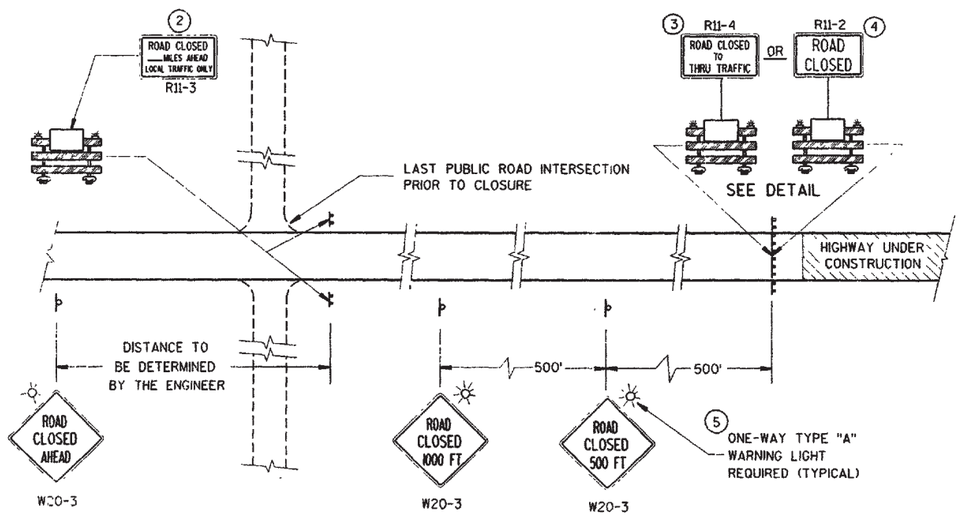
(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).



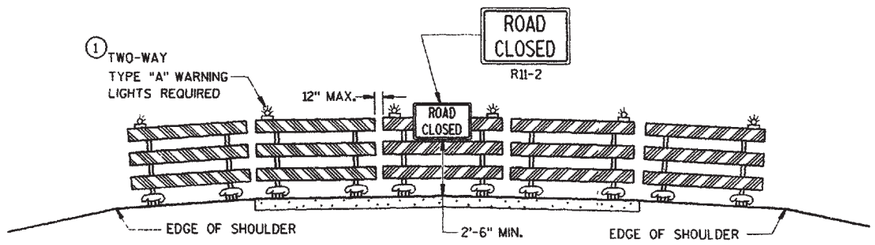
DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).

SIDEROAD CLOSURES

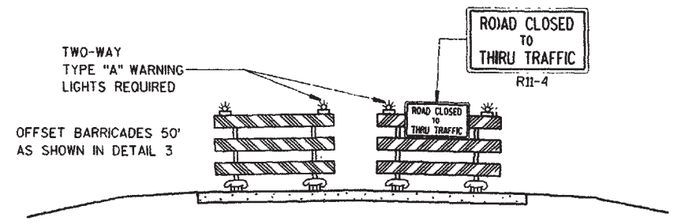


MAINLINE CLOSURE



APPROACH VIEW

ROAD CLOSURE BARRICADE DETAIL



APPROACH VIEW

LANE CLOSURE BARRICADE DETAIL

GENERAL NOTES

DETAILS, OF TRAFFIC CONTROL DEVICES AND THEIR LOCATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE WISCONSIN MANUAL OF TRAFFIC CONTROIL DEVICES, THE PLANS, SPECIFICATIONS AND CONTRACT.

SIGN AND BARRICADE LOCATIONS MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER. ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER. ALL "STOP" OR OTHER REGULATORY SIGNS ON THE SIDE ROADS SHALL NOT BE DISTURBED, EXCEPT WHEN NECESSARY TO COMPLETE THE WORK. THE SIGNS MUST THEN BE IMMEDIATELY REESTABLISHED.

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 FOR FULL ROAD CLOSURES. TYPE "A" LOW INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE ROAD CLOSED SIGN (R11-2), ROAD CLOSED ____ MILES AHEAD SIGN (R11-3) AND THE ROAD CLOSED TO THRU TRAFFIC SIGN (R11-4) SHALL BE ATTACHED ONLY TO THE TOP RAIL OF THE TYPE III BARRICADE. THE SIGNS SHALL NOT COVER MIDDLE RAIL.

TYPE "H" REFLECTIVE SHEETING SHALL BE USED ON ALL BARRICADES, TYPE I, II AND III, AND ON ALL R11-2, R11-3 AND R11-4 SIGNS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R111-2, "ROAD CLOSED" SIGNS SHALL BE 48" X 30".
R111-3, AND R11-4 SIGNS SHALL BE 60" X 30".
G210-2 SIGNS SHALL BE 60" X 24".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND AT LEAST 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.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT. SEE LANE CLOSURE BARRICADE DETAIL.

(4) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT. SEE ROAD CLOSURE BARRICADE DETAIL.

(5) ONE-WAY LIGHTS SHALL BE PROVIDED ON ALL ADVANCE WARNING SIGNS. THE UNIT SHALL BE POSITIONED SUCH THAT THE LIGHT SOURCE IS OUTSIDE THE SIGN FACE AND AT THE TOP OF THE SIGN.

LEGEND

- POST MOUNTED WARNING SIGN
- TYPE III BARRICADES WITH TYPE "H" REFLECTIVE SHEETING
- TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK AREA

BARRICADES AND TRAFFIC CONTROL FOR ROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

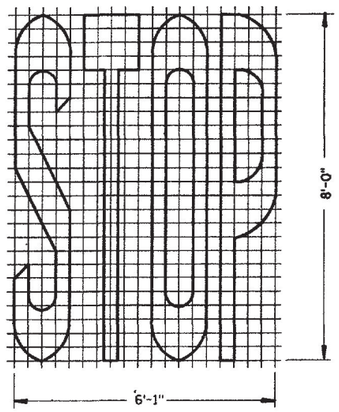
APPROVED
10-31-69
DATE

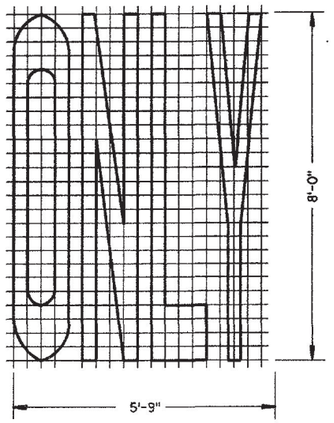
STATE TRAFFIC ENGINEER FOR HWYS

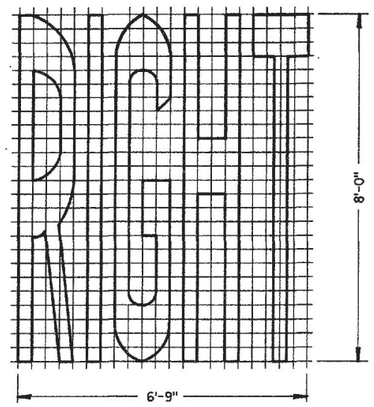
FHWA

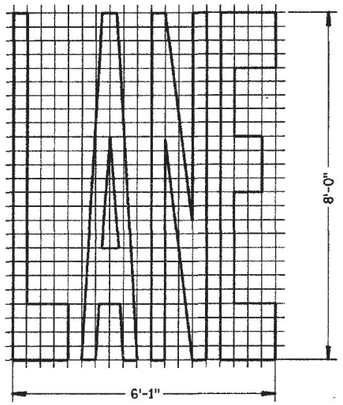
S.D.D. 15 C 2-2

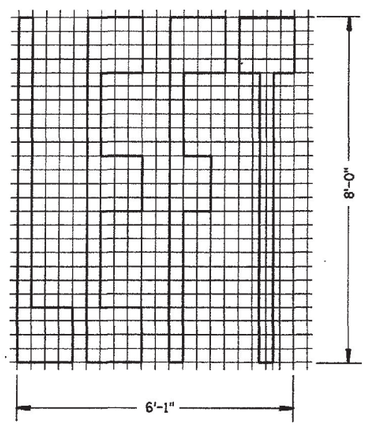
S.D.D. 15 C 2-2

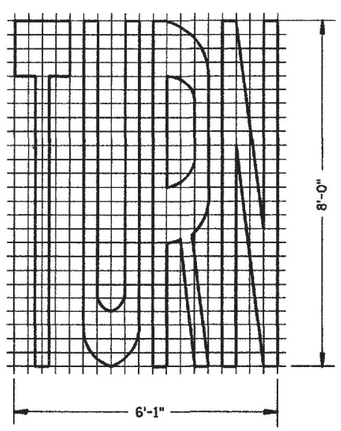


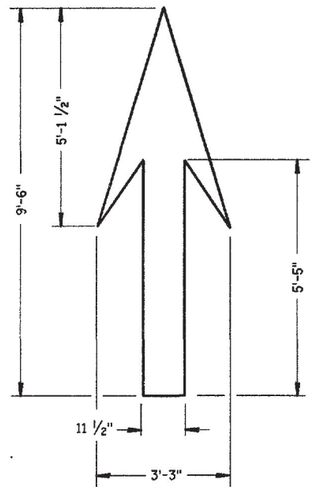




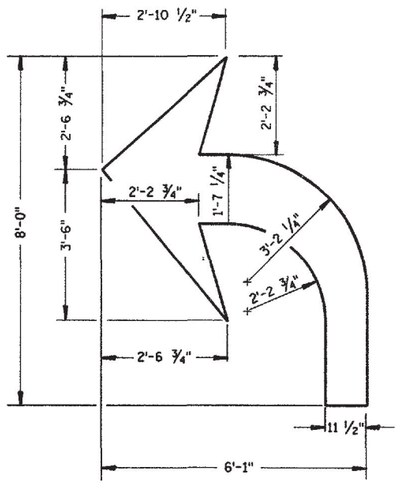








TYPE 1

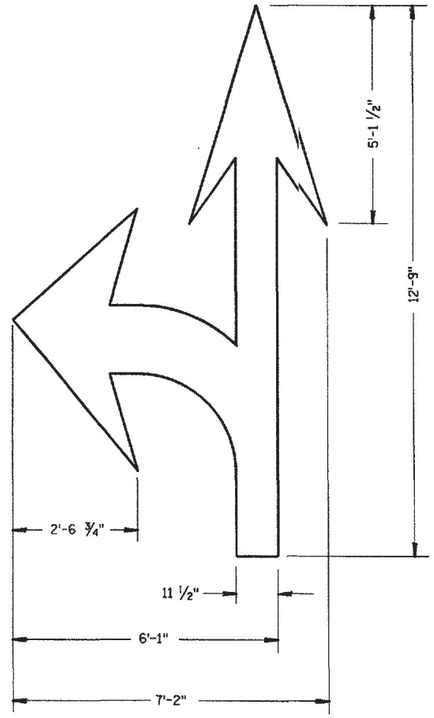


TYPE 2

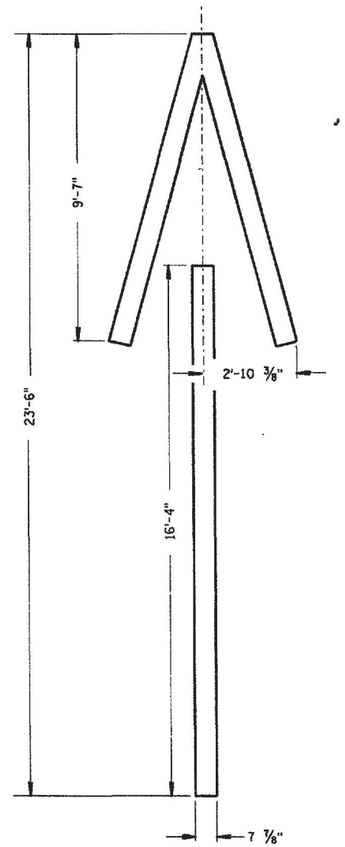
GENERAIL NOTES

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

ALL LETTERS AND ARROWS SHALL BE WHITE AND REFLECTORIZED.



TYPE 3



TYPE 4

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

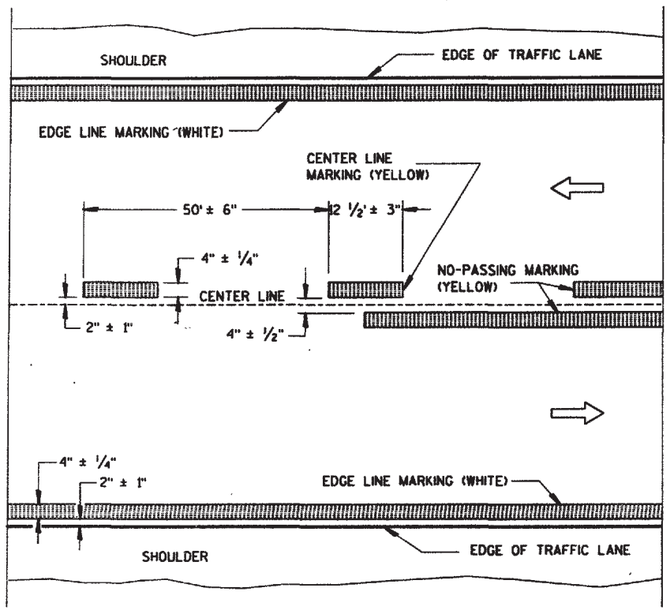
APPROVED 5-23-86 DATE

STATE TRAFFIC ENGINEER FOR HWYS

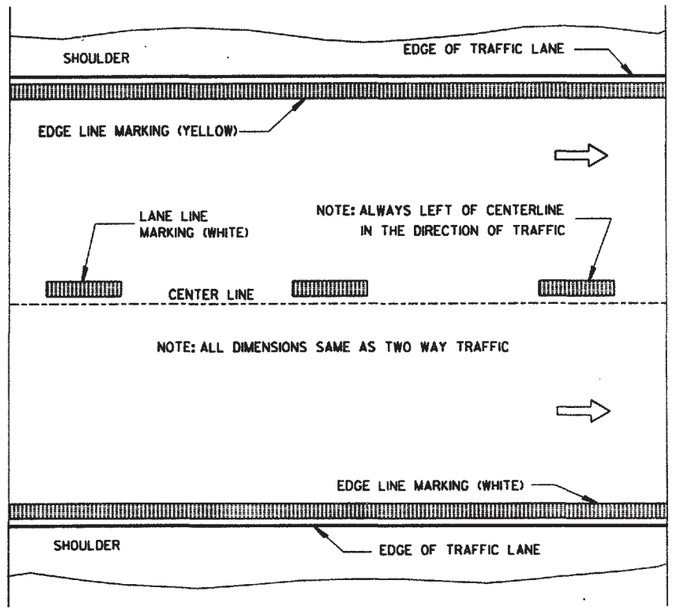
FHWA

S.D.D. 15 C 7-1

S.D.D. 15 C 7-1

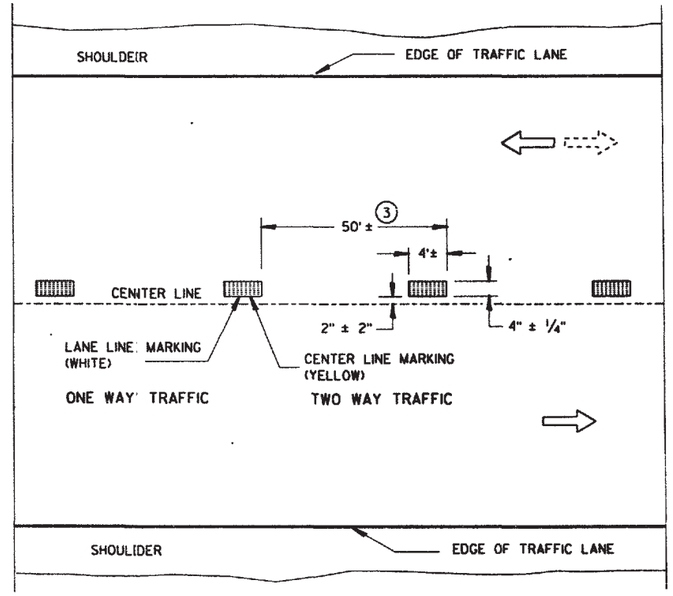


TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TEMPORARY PAVEMENT MARKING

GENERAL NOTES

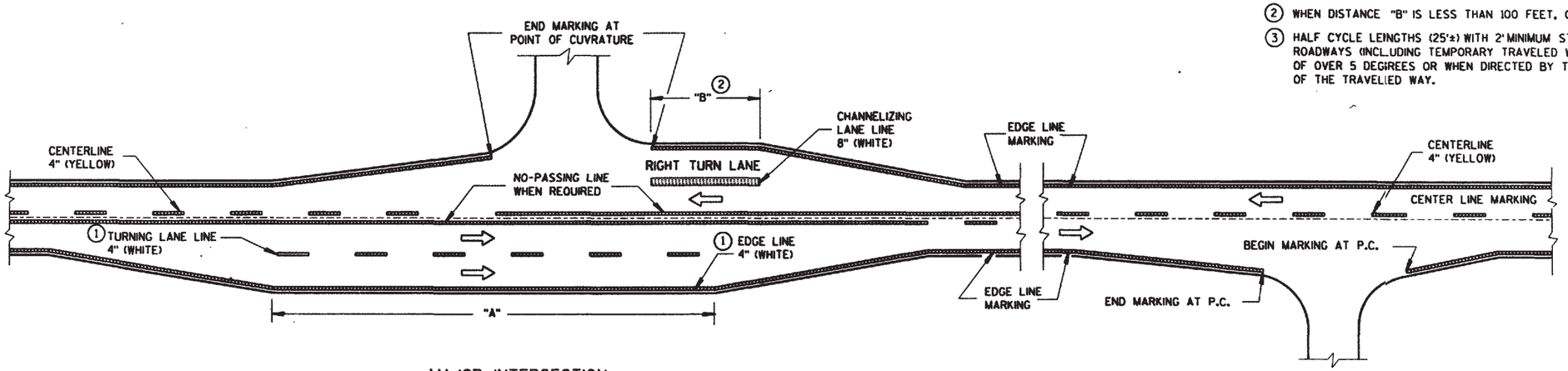
DETAILS OF CONISTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS /AND SPECIAL PROVISIONS.

EDGE LINES SHAILL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT TURNING LANE MARKING.

② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

③ HALF CYCLE LEINGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGIREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELIED WAY.



MAJOR INTERSECTION

MINOR INTERSEC'TION

TYPICAL PAVEMENT MARKING FOR RURAL INTERSECTIONS

NOTE: WHEN APPLICABLE, INCLUDE SDD 15C8-4b WITH THIS DRAWING IN PLANS.

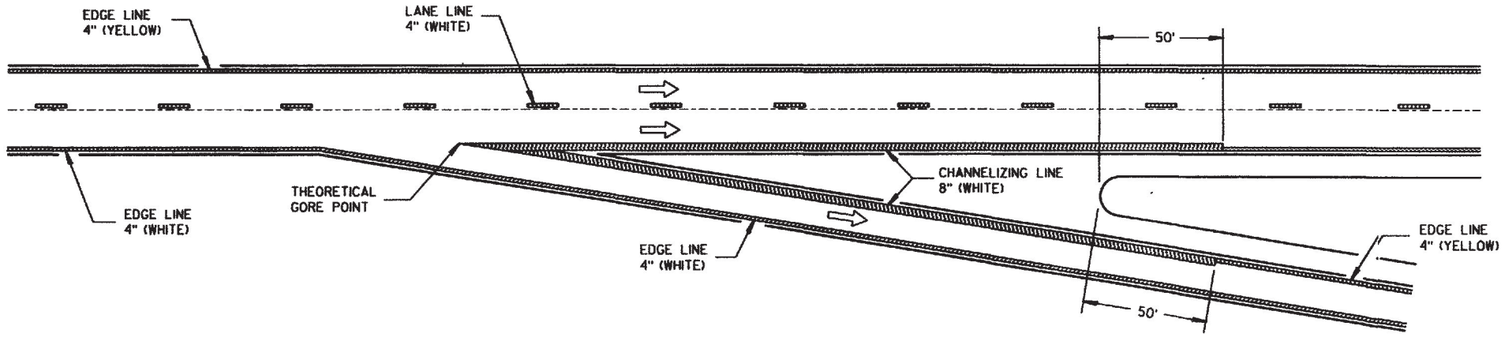
PAVEMENT MARKING (MAINLINE & INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

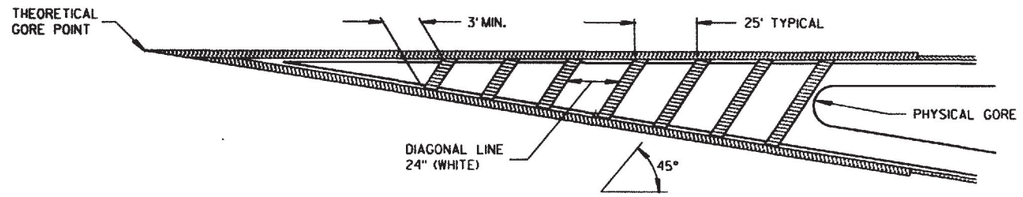
APPROVED 3/17/92 DATE
STATE TRAFFIC ENGINEER FOR HWYS
FHWA

S.D.D. 15 C 8-4a

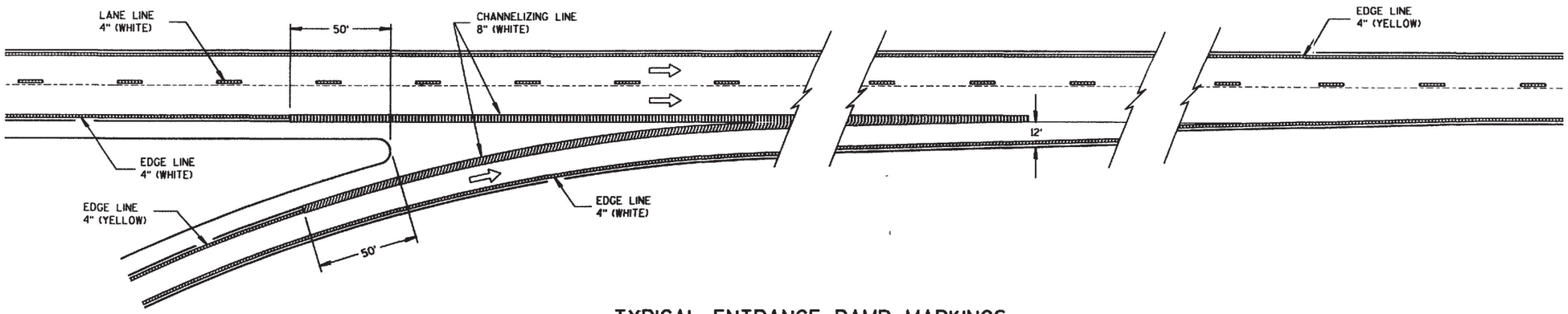
S.D.D. 15 C 8-4a



TYPICAL EXIT RAMP MARKING



CROSS-HATCH LINES AT
EXIT RAMP GORES WHEN REQUIRED



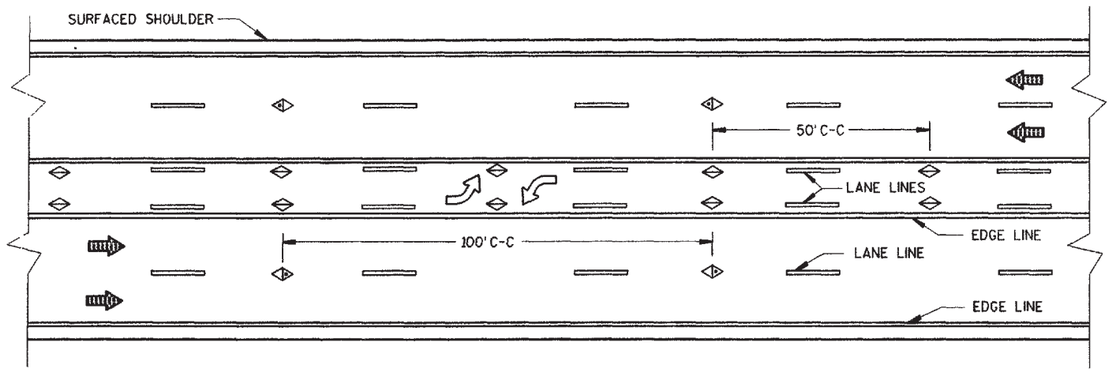
TYPICAL ENTRANCE RAMP MARKINGS

PAVEMENT MARKING
(RAMPS & GORES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 15 C 8-4b

S.D.D. 15 C 8-4b



TWO WAY LEFT TURN LANE

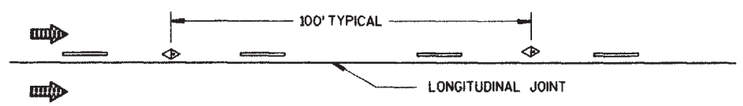
GENERAL NOTES

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

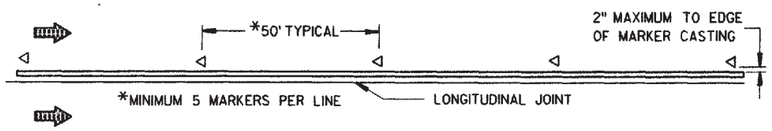
RAISED PAVEMENT MARKERS ARE "POSITIONING GUIDES".

MARKERS INSTALLED AT DOUBLE YELLOW CENTERLINES SHALL BE PLACED BETWEEN THE TWO LINES. MARKERS INSTALLED ALONG CHANNELIZING LINES SHALL BE PLACED SO THE NEAR EDGE OF THE MARKER IS NO MORE THAN TWO INCHES FROM THE NEAR EDGE OF THE LINE. MARKERS INSTALLED ALONG A LANE LINE OR BROKEN YELLOW CENTERLINE SHALL BE PLACED BETWEEN AND IN LINE WITH THE DASH MARKINGS.

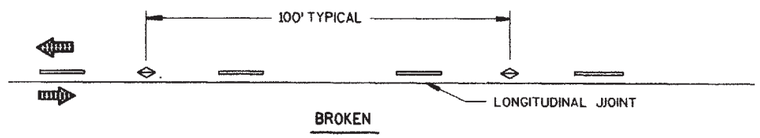
MARKERS SHALL NOT BE LOCATED DIRECTLY OVER LONGITUDINAL JOINTS. PLACE MARKERS ADJACENT TO THE JOINT LINE.



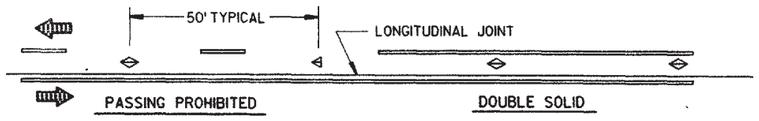
LANE LINE



CHANNELIZING LINE



BROKEN



NOTE:
IN 2-WAY NO-PASSING ZONE, ALL MARKERS ARE 2-WAY YELLOW
IN 1-WAY NO-PASSING ZONE, MARKERS ARE ALTERNATELY 2-WAY AND) 1-WAY YELLOW

CENTER LINE

LEGEND

- ONE WAY REFLECTOR (WHITE)
- ONE WAY REFLECTOR (YELLOW)
- TWO WAY REFLECTOR (WHITE/RED)
- TWO WAY REFLECTOR (YELLOW/YELLOW)
- DIRECTIONAL ARROW
- PAVEMENT ARROW

NOTE: SHEET 2C IS REQUIRED WITH THIS DRAWING IN CONTRACT PLANS.

TYPICAL RAISED PAVEMENT MARKER PLACEMENT

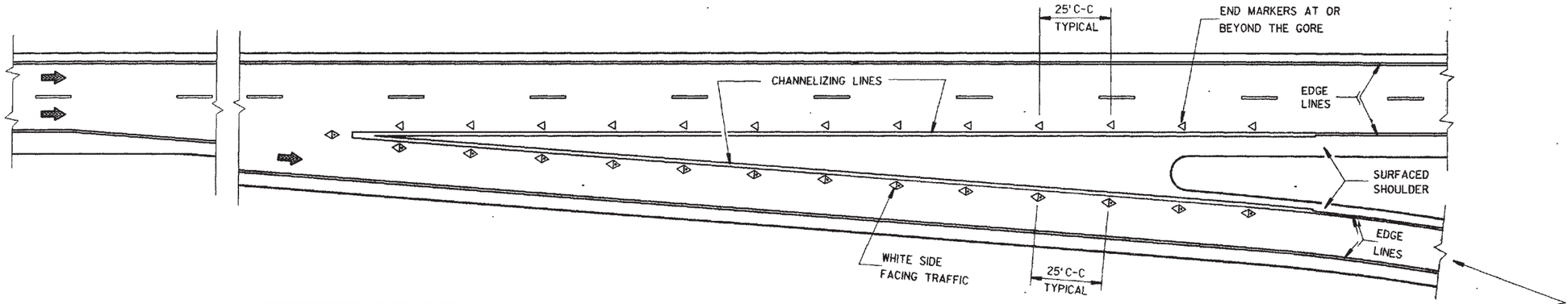
RAISED PAVEMENT MARKERS
(MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-24-87
DATE
STATE TRAFFIC ENGINEER FOR HWYS
FHWA

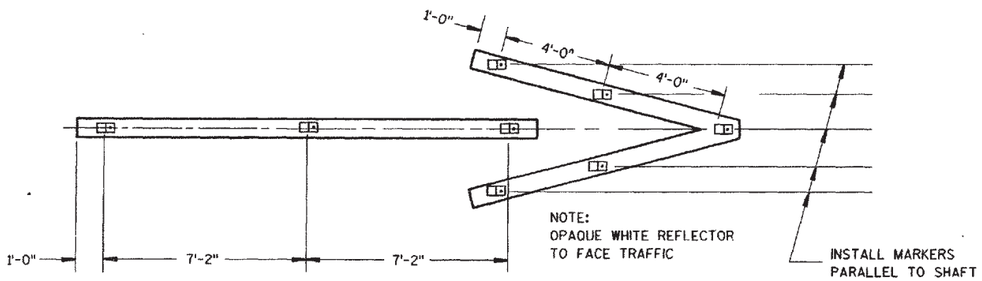
S.D.D. 15 C 10-2a

S.D.D. 15 C 10-2a

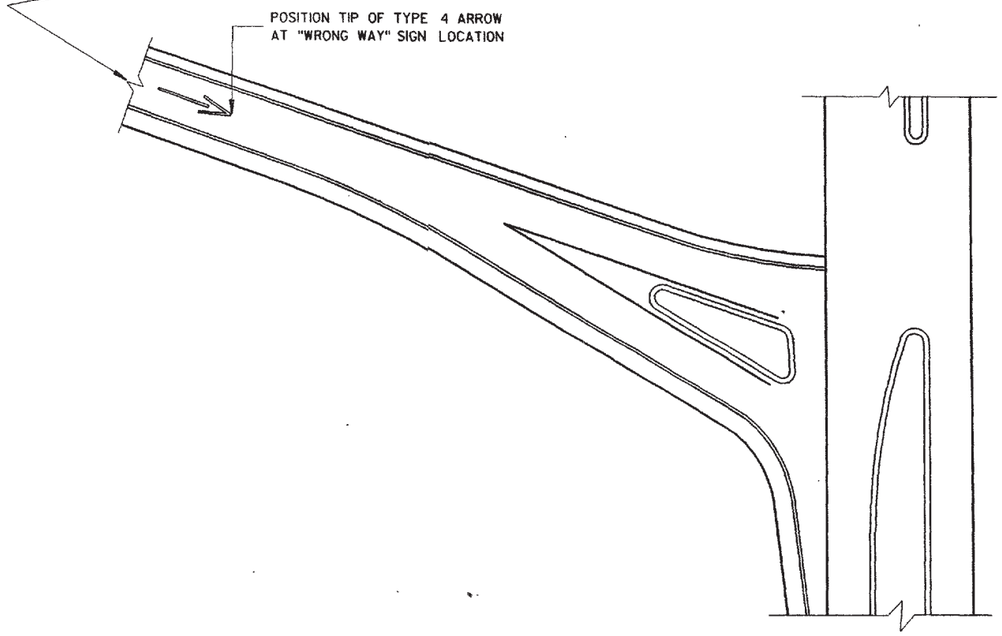


DESIGN NOTE: (WILL NOT APPEAR ON CONTRACT PLANS)
SPECIFY A MINIMUM OF 12 MARKERS ON EACH SIDE OF THE EXIT RAMP GORE

PLAN VIEW
EXIT RAMP



TYPE 4 ARROW



GENERAL NOTES

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

MARKER REFLECTORS INSTALLED IN TYPE 4 ARROWS BEFORE APPLICATION OF THE ARROW MARKING MATERIAL SHALL BE MASKED TO PREVENT COATING.

LEGEND

- ◁ ONE WAY REFLECTOR (WHITE)
- ◁▷ TWO WAY REFLECTOR (WHITE/RED)
- □ TWO WAY REFLECTOR (OPAQUE WHITE/RED)
- DIRECTION OF TRAFFIC

NOTE: SHEET 2C IS REQUIRED WITH THIS DRAWING IN CONTRACT PLANS.

RAISED PAVEMENT MARKERS
(RAMPS & ARROWS)

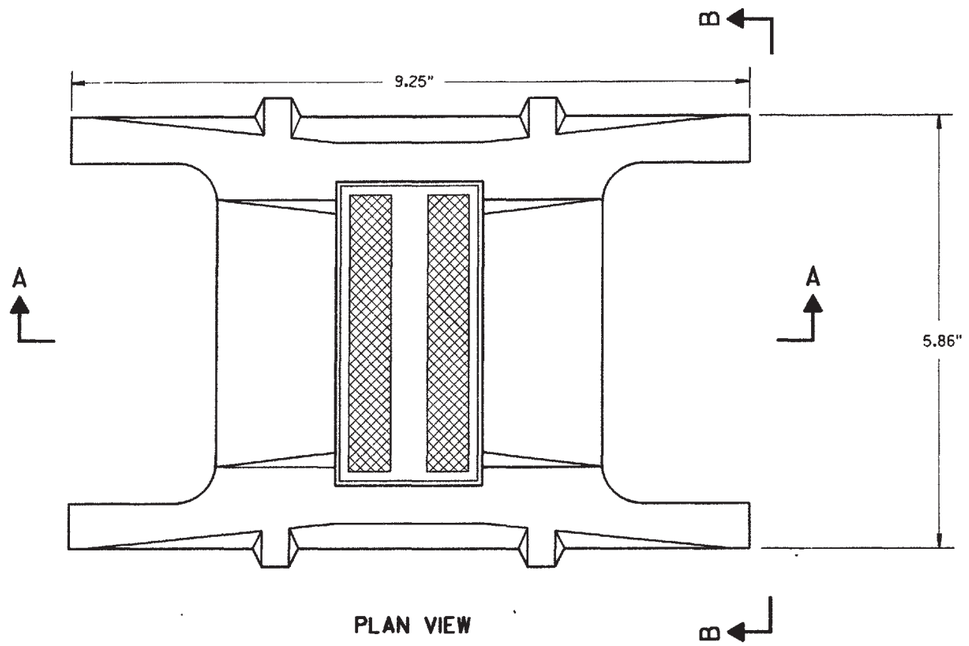
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7-25-84
DATE
STATE TRAFFIC ENGINEER FOR HWYS

FHWA

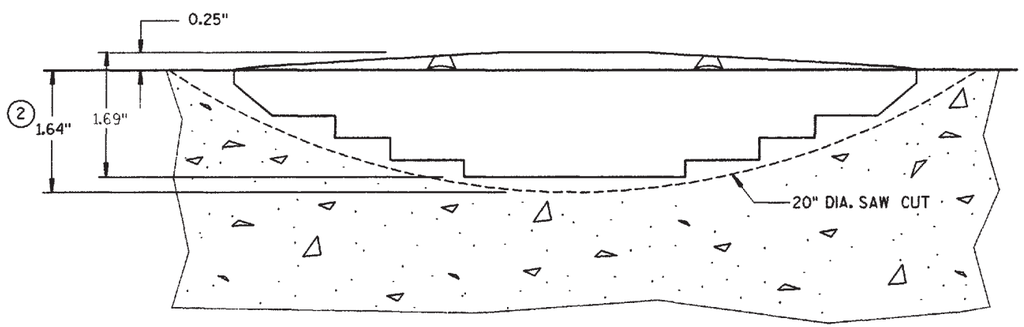
S.D.D. 15 C 10-2b

S.D.D. 15 C 10-2b

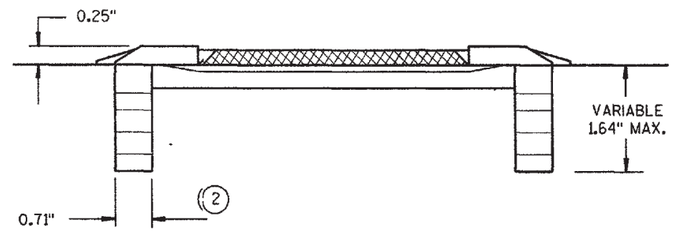


PLAN VIEW

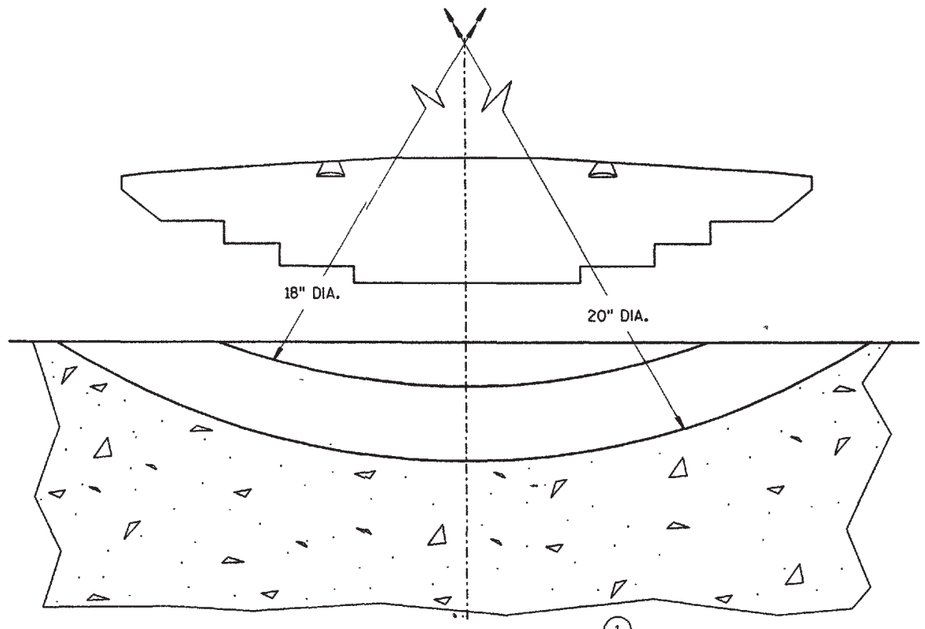
RAISED MARKER
INSTALLED IN PAVEMENT



SECTION A-A



SECTION B-B



SAW CUT DETAIL (1)

NOTES:

(1) PAVEMENT SHALL BE SAWED TO MATCH THE IBOTTOM CONTOURS OF THE MARKER HOUSING USING A PLUNGE SAW OR AIN ASSEMBLY OF ARBOR AND SAW BLADES SPECIFICALLY DESIGNED FOIR MARKER INSTALLATIONS.

(2) DIMENSION OF SAW CUT.

RAISED PAVEMENT MARKERS
(CASTING & SAWCUT DETAILS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

DATE STATE TRAFFIC ENGINEER FOR HWYS

FHWA

S.D.D. 15 C 10-2c

S.D.D. 15 C 10-2c

TWO-LANE ROADWAY

SYMBOLS

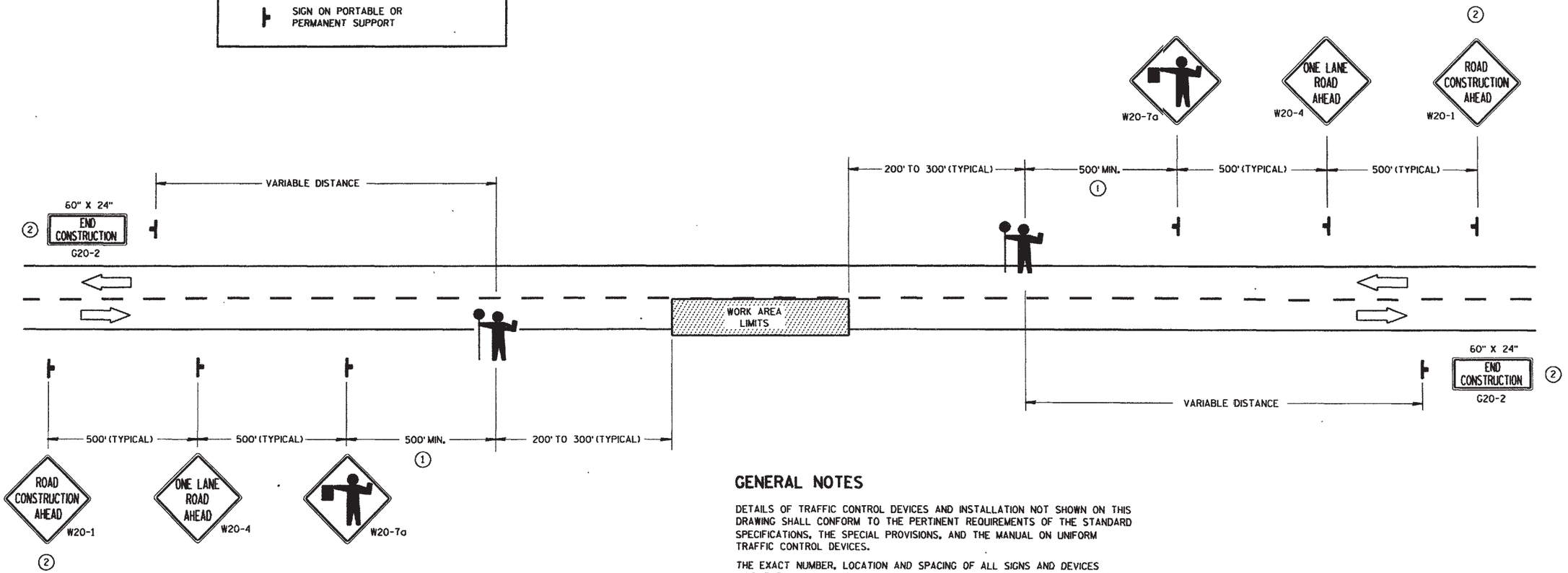
WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN ON PORTABLE OR PERMANENT SUPPORT

BE PREPARED TO STOP

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



① FOR A MOVING WORK OPERATION, SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS DIRECTED BY THE ENGINEER.

② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD CONSTRUCTION WORK ZONE AREA.

GENERAL NOTES

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

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE LOCATION OF ALL FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, THE "FLAGGER AHEAD", THE "ROAD CONSTRUCTION AHEAD" AND THE ONE LANE ROAD AHEAD" SIGNS SHALL BE COVERED OR REMOVED AND THE HIGHWAY RESTORED TO NORMAL OPERATION.

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

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

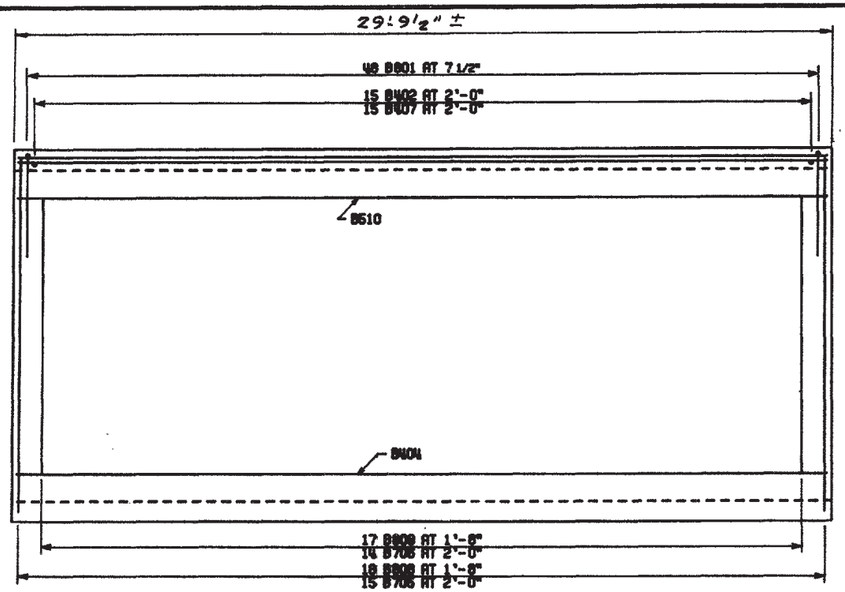
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

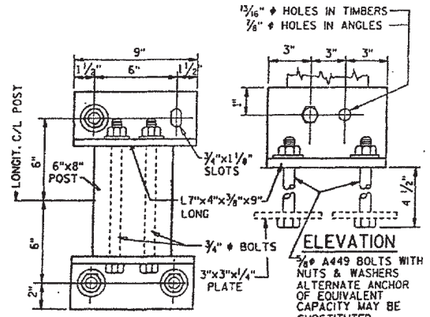
APPROVED
2-12-91
DATE
STATE TRAFFIC ENGINEER FOR HWYS
FHWA

S.D.D. 15 C 12-1

S.D.D. 15 C 12-1

STATE PROJECT NUMBER	SHEET NO
1500-4-73	8.0



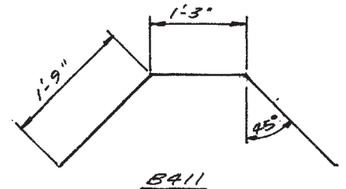


PLAN

TIMBER GUARD RAIL POST ANCHORS, TYPE 2

(TO BE MEASURED & PAID FOR AS "STRUCTURAL CARBON STEEL".)

NOTE: 4 EACH REQ'D. — EXACT LOCATIONS FOR PLACEMENT TO BE DETERMINED IN THE FIELD BY THE ENGINEER.



B411

BILL OF BARS 9,880 LBS.

THE FIRST OR FIRST AND SECOND DIGIT OF THE MARK SIGNIFIES THE BAR SIZE. THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF A "L" SHAPED BAR.

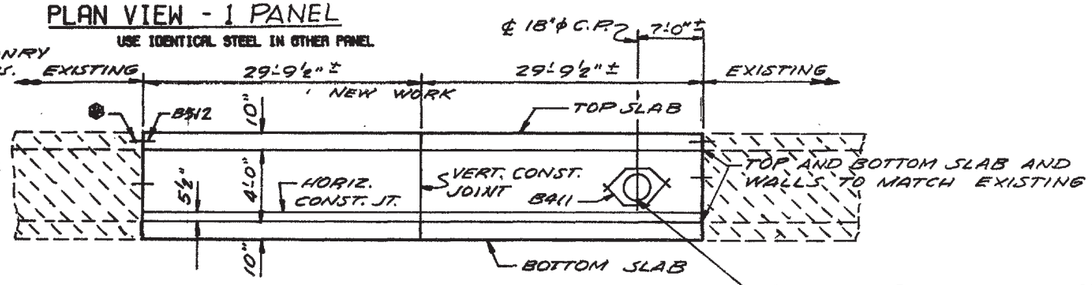
MARK	NUMBER REQ'D.	LENGTH	BENT	CUTTING DIAGRAM	LOCATION
B801	394	7-9	3-8	NO	CORNERS
B402	60	2-0	NO	NO	BOTTOM SLAB-DOWELS
B403	36	29-3	NO	NO	LONGIT. BARS
B404	18	29-3	NO	NO	BOTTOM SLAB
B705	30	12-8	NO	NO	" "
B706	28	8-11	NO	NO	" "
B407	60	4-0	NO	NO	WALLS-VERTICAL
B808	36	12-8	NO	NO	TOP SLAB
B809	34	8-11	NO	NO	" "
B510	24	28-3	NO	NO	" "
B411	8	4-9	YES	NO	@ 18"ϕ C. PIPE
B512	40	1-6	*	NO	WITH CONC. MAS. ANCHOR
B513	34	4-0	NO	NO	VERT. CONST. JOINT

* THREAD ONE END 3"

PLAN VIEW - 1 PANEL

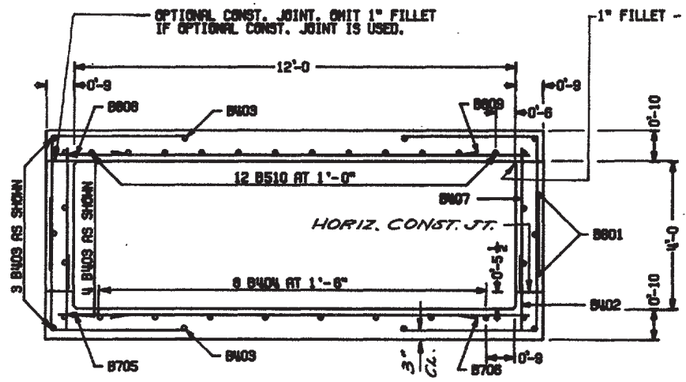
USE IDENTICAL STEEL IN OTHER PANEL

⊛ 5/8"ϕ CONCRETE MASONRY ANCHORS (TYPE S) 13,000 LBS. MIN. PULLOUT EMBED 6" INTO CONCRETE AND SPACE @ 1'-0" CTRS. TOP SLAB AND WALLS ONLY. UTILIZE EXIST. BAR STEEL REINF. IN BOTTOM SLAB.



ELEVATION

NOTE: FIELD CUT OR BEND BAR STEEL REINF. IN WALLS TO CLEAR 18"ϕ OPENING FOR PIPES BY 2" CLEAR



TYPICAL SECTION THRU BOX

GENERAL NOTES

DRAWING SHALL NOT BE SCALED.

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

THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES SHALL BE THE EXISTING GROUNDLINE.

ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH GRANULAR BACKFILL TO THE ELEVATION AND SECTION EXISTING PRIOR TO EXCAVATION WITHIN THE LENGTH OF BOX.

DESIGN DATA

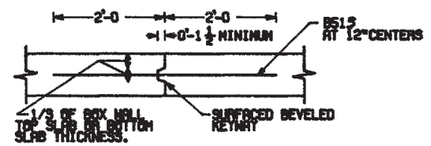
LIVELOAD: HS 20

EARTHLOAD: DESIGNED FOR 2'-0" OF FILL

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY —— f'c = 3,500 PSI.

HIGH STRENGTH BAR STEEL REINFORCEMENT fy = 60,000 P.S.I.



VERTICAL CONSTRUCTION JOINT

TOTAL ESTIMATED QUANTITIES

BID-ITEMS

REMOVING OLD CULVERT STA. 70+51	1 L.S.
EXCAVATION FOR STRUCTURES, CULVERTS C-8-18	1 L.S.
CONCRETE MASONRY, CULVERTS	64 C.Y.
HIGH STRENGTH BAR STEEL REINFORCEMENT, CULVERTS	9,880 LBS.
CONCRETE MASONRY ANCHORS, TYPE S 5/8"	40 EACH
STRUCTURAL CARBON STEEL	120 LBS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-8-18

CONST SPEC 1989	DRAWN BY COMP.	PLN CHK H.E.A.

DETAILS

SHEET 1 OF 1

X 83383-A

PLOT COMPLETED

WISCONSIN DEPARTMENT OF TRANSPORTATION - DIVISION OF HIGHWAYS

PROJ TITLE 0 WEST JCT. STH 114 TO EAST JCT. STH 114 PROJECT 1500-04-00- DATE 12/11/91 PAGE 1
RDWY TITLE COMBINED ROADWAY ROADWAY DESIGN YARDAGE LISTING

STATION DIST	UNCL/COM CUT AREA	VOL	ACC VOL	FILL AREA	VOL	ACC VOL	FACT	ROCK CUT AREA	VOL	ACC VOL	FACT	MARSH CUT AREA	VOL	ACC VOL	MARSH BACKFILL AREA	VOL	ACC VOL	FACT	ACCUM NET
0+01	291																		
99		1069	1069				1.250												
			1069																1069+
1+00	292																		
100		972	2041				1.250												
			2041																2041+
2+00	233																		
100		791	2832				1.250												
			2832																2832+
3+00	194																		
100		611	3443				1.250												
			3443																3443+
4+00	136																		
100		419	3862		4	4	1.250												
			3862		5	5													3857+
5+00	90			2															
100		265	4127		13	17	1.250												
			4127		16	21													4106+
6+00	53			5															
100		154	4281		28	45	1.250												
			4281		35	56													4225+
7+00	30			10															
50		33	4314		45	90	1.250												
			4314		56	112													4202+
7+50	6			39															
51		11	4325		62	152	1.250												
			4325		78	190													4135+
8+01	6			27															
100		22	4347		126	278	1.250												
			4347		158	348													3999+
9+01	6			41															
26		7	4354		36	314	1.250												
			4354		45	393													3961+
9+27	8			34															

WISCONSIN DEPARTMENT OF TRANSPORTATION - DIVISION OF HIGHWAYS

PROJ TITLE 0 WEST JCT. STH 114 TO EAST JCT. STH 114 PROJECT 1500-04-00- DATE 12/11/91 PAGE 2
RDWY TITLE COMBINED ROADWAY ROADWAY DESIGN YARDAGE LISTING

STATION DIST	UNCL/COM CUT AREA	VOL	ACC VOL	FILL AREA	VOL	ACC VOL	FACT	ROCK CUT AREA	VOL	ACC VOL	FACT	MARSH CUT AREA	VOL	ACC VOL	MARSH BACKFILL AREA	VOL	ACC VOL	FACT	ACCUM NET
9+27	8			34															
25		5	4359		37	351	1.250												
			4359		46	439													3920+
9+52	3			45															
50		6	4365		69	420	1.250												
			4365		86	525													3840+
10+02	4			30															
37		9	4374		45	465	1.250												
			4374		56	581													3793+
10+39	9			36															
63		27	4401		115	580	1.250												
			4401		144	725													3676+
11+02	14			63															
7		4	4405		15	595	1.250												
			4405		19	744													3661+
11+09	19			52															
41		41	4446		78	673	1.250												
			4446		98	842													3604+
11+50	35			51															
16		19	4465		35	708	1.250												
			4465		44	886													3579+
11+66	29			68															
36		50	4515		92	800	1.250												
			4515		115	1001													3514+
12+02	46			70															
23		44	4559		67	867	1.250												
			4559		84	1085													3474+
12+25	57			87															
77		175	4734		285	1152	1.250												
			4734		356	1441													3293+
13+02	66			113															
38		82	4816		157	1309	1.250												
			4816		196	1637													3179+
13+40	51			110															

WISCONSIN DEPARTMENT OF TRANSPORTATION - DIVISION OF HIGHWAYS

PROJ TITLE 0 WEST JCT. STH 114 TO EAST JCT. STH 114 PROJECT 1500-04-00- DATE 12/11/91 PAGE 3
RDWY TITLE COMBINED ROADWAY ROADWAY DESIGN YARDAGE LISTING

STATION DIST	UNCL/COM CUT AREA	VOL	ACC VOL	FILL AREA	VOL	ACC VOL	FACT	ROCK CUT AREA	VOL	ACC VOL	FACT	MARSH CUT AREA	VOL	ACC VOL	MARSH BACKFILL AREA	VOL	ACC VOL	FACT	ACCUM NET
13+40	51			110															
62		156	4972		263	1572	1.250												
			4972		329	1966													3006+
14+02	85			119															
100		300	5272		481	2053	1.250												
			5272		601	2967													2705+
15+02	77			141															
100		267	5539		487	2540	1.250												
			5539		609	3176													2363+
16+02	67			122															
30		72	5611		165	2705	1.250												
			5611		206	3382													2229+
16+32	62			175															
70		146	5757		484	3189	1.250												
			5757		605	3987													1770+
17+02	51			198															
100		222	5979		691	3880	1.250												
			5979		864	4851													1128+
18+02	69			175															
100		231	6210		717	4597	1.250												
			6210		896	5747													463+
19+02	56			212															
28		59	6269		226	4823	1.250												
			6269		283	6030													239+
19+30	57			224															
14		24	6293		118	4941	1.250												
			6293		148	6178													115+
19+44	34			231															
11		11	6304		101	5042	1.250												
			6304		126	6304													
BALANCE TOTALS																			
19+55			6304			5042													
			6304			6304													

SHEET 9.0

WISCONSIN DEPARTMENT OF TRANSPORTATION - DIVISION OF HIGHWAYS

PROJ TITLE O WEST JCT. STH 114 TO EAST JCT. STH 114 PROJECT 1500-04-00-
RDWY TITLE COMBINED ROADWAY ROADWAY DESIGN YARDAGE LISTING DATE 12/11/91 PAGE 4

STATION DIST	UNCL/COM CUT AREA VOL	ACC VOL	FILL AREA VOL	ACC VOL	FACT	ROCK CUT AREA VOL	ACC VOL	FACT	MARSH CUT AREA VOL	ACC VOL	MARSH BACKFILL AREA VOL	ACC VOL	FACT	ACCUM NET
	34		231											
22	23	6327	215	5257	1.250									
		6327	269	6573										
19+77	22		286											246-
25	28	6355	222	5479	1.250									
		6355	278	6851										496-
20+02	38		193											
100	150	6505	735	6214	1.250									
		6505	919	7770										1265-
21+02	43		204											
100	194	6699	689	6903	1.250									
		6699	861	8631										1932-
22+02	62		168											
101	223	6922	696	7599	1.250									
		6922	870	9501										2579-
23+03	57		204											
100	211	7133	765	8364	1.250									
		7133	956	10457										3324-
24+03	57		209											
100	267	7400	772	9136	1.250									
		7400	965	11422										4022-
25+03	87		208											
66	205	7605	572	9708	1.250									
		7605	715	12137										4532-
25+69	81		260											
35	97	7702	353	10061	1.250									
		7702	441	12578										4876-
26+04	68		285											
40	53	7755	476	10537	1.250									
		7755	595	13173										5418-
26+44	3		357											
60	26	7781	801	11338	1.250									
		7781	1001	14174										6393-
27+04	20		364											

WISCONSIN DEPARTMENT OF TRANSPORTATION - DIVISION OF HIGHWAYS

PROJ TITLE O WEST JCT. STH 114 TO EAST JCT. STH 114 PROJECT 1500-04-00-
RDWY TITLE COMBINED ROADWAY ROADWAY DESIGN YARDAGE LISTING DATE 12/11/91 PAGE 5

STATION DIST	UNCL/COM CUT AREA VOL	ACC VOL	FILL AREA VOL	ACC VOL	FACT	ROCK CUT AREA VOL	ACC VOL	FACT	MARSH CUT AREA VOL	ACC VOL	MARSH BACKFILL AREA VOL	ACC VOL	FACT	ACCUM NET
27+04	20		364											
100	63	7844	1339	12677	1.250									
		7844	1674	15848										8004-
28+04	14		359											
100	56	7900	1344	14021	1.250									
		7900	1680	17528										9628-
29+04	16		367											
55	34	7934	640	14661	1.250									
		7934	800	18328										10394-
29+59	17		261											
7	7	7941	62	14723	1.250									
		7941	78	18406										10465-
29+66	34		216											
19	30	7971	152	14875	1.250									
		7971	190	18596										10625-
29+85	51		216											
8	12	7983	84	14959	1.250									
		7983	105	18701										10718-
29+93	30		349											
11	10	7993	145	15104	1.250									
		7993	181	18882										10889-
30+04	17		361											
100	70	8063	1319	16423	1.250									
		8063	1649	20531										12468-
31+04	21		351											
100	119	8182	1196	17619	1.250									
		8182	1495	22026										13844-
32+04	43		295											
100	107	8289	1237	18856	1.250									
		8289	1546	23572										15283-
33+04	15		373											
100	93	8382	1202	20058	1.250									
		8382	1503	25075										16693-
34+04	35		276											

WISCONSIN DEPARTMENT OF TRANSPORTATION - DIVISION OF HIGHWAYS

PROJ TITLE O WEST JCT. STH 114 TO EAST JCT. STH 114 PROJECT 1500-04-00-
RDWY TITLE COMBINED ROADWAY ROADWAY DESIGN YARDAGE LISTING DATE 12/11/91 PAGE 6

STATION DIST	UNCL/COM CUT AREA VOL	ACC VOL	FILL AREA VOL	ACC VOL	FACT	ROCK CUT AREA VOL	ACC VOL	FACT	MARSH CUT AREA VOL	ACC VOL	MARSH BACKFILL AREA VOL	ACC VOL	FACT	ACCUM NET
34+04	35		276											
100	154	8536	1052	21110	1.250									
		8536	1315	26390										17854-
35+04	48		292											
45	71	8607	585	21695	1.250									
		8607	731	27121										18514-
35+49	37		410											
55	54	8661	849	22544	1.250									
		8661	1061	28182										19521-
36+04	16		424											
100	52	8713	1607	24151	1.250									
		8713	2009	30191										21478-
37+04	12		444											
100	35	8748	1726	25877	1.250									
		8748	2158	32349										23601-
38+04	7		488											
100	28	8776	1813	27690	1.250									
		8776	2266	34615										25839-
39+04	8		491											
100	37	8813	1780	29470	1.250									
		8813	2225	36840										28027-
40+04	12		470											
80	46	8859	1427	30897	1.250									
		8859	1784	38624										29765-
40+84	19		493											
20	12	8871	371	31268	1.250									
		8871	464	39088										30217-
41+04	14		510											
35	24	8895	629	31897	1.250									
		8895	786	39874										30979-
41+39	23		460											
50	50	8945	843	32740	1.250									
		8945	1054	40928										31983-
41+89	31		450											

SHEET 9.1

WISCONSIN DEPARTMENT OF TRANSPORTATION - DIVISION OF HIGHWAYS

PROJ TITLE O WEST JCT. STH 114 TO EAST JCT. STH 114 PROJECT 1500-04-00-
RDWY TITLE COMBINED ROADWAY ROADWAY DESIGN YARDAGE LISTING DATE 12/11/91 PAGE 7

STATION DIST	UNCL/COM CUT AREA VOL	ACC VOL	FILL AREA VOL	ACC VOL	FACT	ROCK CUT AREA VOL	ACC VOL	FACT	MARSH CUT AREA VOL	ACC VOL	MARSH BACKFILL AREA VOL	ACC VOL	FACT	ACCUM NET
41+89	31		450											
15	26	8971	196	32936	1.250									
		8971	245	41173										32202-
42+04	63		254											
15	37	9008	137	33073	1.250									
		9008	171	41344										32336-
42+19	70		239											
15	32	9040	178	33251	1.250									
		9040	223	41567										32527-
42+34	46		403											
70	101	9141	1111	34362	1.250									
		9141	1389	42956										33815-
43+04	32		454											
100	167	9308	1689	36051	1.250									
		9308	2111	45067										35759-
44+04	58		458											
100	159	9467	1761	37812	1.250									
		9467	2201	47268										37801-
45+04	28		493											
100	98	9565	1794	39606	1.250									
		9565	2243	49511										39946-
46+04	25		476											
100	109	9674	1776	41382	1.250									
		9674	2220	51731										42057-
47+04	34		483											
100	120	9794	1819	43201	1.250									
		9794	2274	54005										44211-
48+04	31		499											
100	119	9913	1906	45107	1.250									
		9913	2383	56388										46475-
49+04	33		530											
100	143	10056	1880	46987	1.250									
		10056	2350	58738										48682-
50+04	44		485											

WISCONSIN DEPARTMENT OF TRANSPORTATION - DIVISION OF HIGHWAYS

PROJ TITLE O WEST JCT. STH 114 TO EAST JCT. STH 114 PROJECT 1500-04-00-
RDWY TITLE COMBINED ROADWAY ROADWAY DESIGN YARDAGE LISTING DATE 12/11/91 PAGE 8

STATION DIST	UNCL/COM CUT AREA VOL	ACC VOL	FILL AREA VOL	ACC VOL	FACT	ROCK CUT AREA VOL	ACC VOL	FACT	MARSH CUT AREA VOL	ACC VOL	MARSH BACKFILL AREA VOL	ACC VOL	FACT	ACCUM NET
50+04	44		485											
100	141	10197	1828	48815	1.250									
		10197	2285	61023										50826-
51+04	32		502											
100	124	10321	1893	50708	1.250									
		10321	2366	63389										53068-
52+04	35		520											
100	143	10464	1885	52593	1.250									
		10464	2356	65745										55281-
53+04	42		498											
100	181	10645	1828	54421	1.250									
		10645	2285	68030										57385-
54+04	56		489											
75	165	10810	1339	55760	1.250									
		10810	1674	69704										58894-
54+79	63		475											
25	68	10878	386	56146	1.250									
		10878	483	70187										59309-
55+04	83		358											
30	99	10977	436	56582	1.250									
		10977	545	70732										59755-
55+34	96		426											
70	236	11213	1184	57766	1.250									
		11213	1480	72212										60999-
56+04	86		487											
100	217	11430	1869	59635	1.250									
		11430	2336	74548										63118-
57+04	31		522											
100	98	11528	1904	61539	1.250									
		11528	2380	76928										65400-
58+04	22		506											
100	76	11604	1835	63374	1.250									
		11604	2294	79222										67618-
59+04	19		485											

WISCONSIN DEPARTMENT OF TRANSPORTATION - DIVISION OF HIGHWAYS

PROJ TITLE O WEST JCT. STH 114 TO EAST JCT. STH 114 PROJECT 1500-04-00-
RDWY TITLE COMBINED ROADWAY ROADWAY DESIGN YARDAGE LISTING DATE 12/11/91 PAGE 9

STATION DIST	UNCL/COM CUT AREA VOL	ACC VOL	FILL AREA VOL	ACC VOL	FACT	ROCK CUT AREA VOL	ACC VOL	FACT	MARSH CUT AREA VOL	ACC VOL	MARSH BACKFILL AREA VOL	ACC VOL	FACT	ACCUM NET
59+04	19		485											
100	98	11702	1770	65144	1.250									
		11702	2213	81435										69733-
60+04	34		471											
100	113	11815	1687	66831	1.250									
		11815	2109	83544										71729-
61+04	27		440											
100	130	11945	1504	68335	1.250									
		11945	1880	85424										73479-
62+04	43		372											
100	228	12173	1306	69641	1.250									
		12173	1633	87057										74884-
63+04	80		333											
20	56	12229	244	69885	1.250									
		12229	305	87362										75133-
63+24	70		326											
30	73	12302	368	70253	1.250									
		12302	460	87822										75520-
63+54	62		337											
50	134	12436	598	70851	1.250									
		12436	748	88570										76134-
64+04	83		309											
100	344	12780	1067	71918	1.250									
		12780	1334	89904										77124-
65+04	103		267											
100	370	13150	880	72798	1.250									
		13150	1100	91004										77854-
66+04	97		208											
52	221	13371	421	73219	1.250									
		13371	526	91530										78159-
66+56	132		229											
36	165	13536	312	73531	1.250									
		13536	390	91920										78384-
66+92	116		239											

SHEET 9.2

WISCONSIN DEPARTMENT OF TRANSPORTATION - DIVISION OF HIGHWAYS

PROJ TITLE O WEST JCT. STH 114 TO EAST JCT. STH 114 PROJECT 1500-04-00-
RDWY TITLE COMBINED ROADWAY ROADWAY DESIGN YARDAGE LISTING DATE 12/11/91 PAGE 10

STATION DIST	UNCL/COM CUT AREA VOL	ACC VOL	FILL AREA VOL	ACC VOL	FACT	ROCK CUT AREA VOL	ACC VOL	FACT	MARSH CUT AREA VOL	ACC VOL	MARSH BACKFILL AREA VOL	ACC VOL	FACT	ACCUM NET
66+92	116		239											
12	54	13590	106	73637	1.250									
		13590	133	92053										78463-
67+04	127		238											
66	307	13897	600	74237	1.250									
		13897	750	92803										78906-
67+70	124		253											
14	48	13945	136	74373	1.250									
		13945	170	92973										79028-
67+84	61		273											
20	44	13989	210	74583	1.250									
		13989	263	93236										79247-
68+04	58		293											
35	87	14076	354	74937	1.250									
		14076	443	93679										79603-
68+39	76		253											
65	212	14288	578	75515	1.250									
		14288	723	94402										80114-
69+04	100		227											
100	435	14723	854	76369	1.250									
		14723	1068	95470										80747-
70+04	135		234											
23	113	14836	267	76636	1.250									
		14836	334	95804										80968-
70+27	130		394											
7	33	14869	104	76740	1.250									
		14869	130	95934										81065-
70+34	123		409											
7	31	14900	106	76846	1.250									
		14900	133	96067										81167-
70+41	118		410											
63	238	15138	894	77740	1.250									
		15138	1118	97185										82047-
71+04	86		356											

WISCONSIN DEPARTMENT OF TRANSPORTATION - DIVISION OF HIGHWAYS

PROJ TITLE O WEST JCT. STH 114 TO EAST JCT. STH 114 PROJECT 1500-04-00-
RDWY TITLE COMBINED ROADWAY ROADWAY DESIGN YARDAGE LISTING DATE 12/11/91 PAGE 11

STATION DIST	UNCL/COM CUT AREA VOL	ACC VOL	FILL AREA VOL	ACC VOL	FACT	ROCK CUT AREA VOL	ACC VOL	FACT	MARSH CUT AREA VOL	ACC VOL	MARSH BACKFILL AREA VOL	ACC VOL	FACT	ACCUM NET
71+04	86		356											
33	104	15242	376	78116	1.250									
		15242	470	97655										82413-
71+37	84		259											
31	119	15361	226	78342	1.250									
		15361	283	97938										82577-
71+68	124		134											
36	263	15624	143	78485	1.250									
		15624	179	98117										82493-
72+04	270		81											
80	693	16317	262	78747	1.250									
		16317	328	98445										82128-
72+84	198		96											
20	151	16468	56	78803	1.250									
		16468	70	98515										82047-
73+04	211		56											
55	405	16873	135	78938	1.250									
		16873	169	98684										81811-
73+59	187		77											
45	321	17194	129	79067	1.250									
		17194	161	98845										81651-
74+04	198		78											
100	735	17929	241	79308	1.250									
		17929	301	99146										81217-
75+04	199		52											
30	204	18133	91	79399	1.250									
		18133	114	99260										81127-
75+34	169		112											
70	411	18544	344	79743	1.250									
		18544	430	99690										81146-
76+04	148		153											
100	489	19033	578	80321	1.250									
		19033	723	100413										81380-
77+04	116		159											

WISCONSIN DEPARTMENT OF TRANSPORTATION - DIVISION OF HIGHWAYS

PROJ TITLE O WEST JCT. STH 114 TO EAST JCT. STH 114 PROJECT 1500-04-00-
RDWY TITLE COMBINED ROADWAY ROADWAY DESIGN YARDAGE LISTING DATE 12/11/91 PAGE 12

STATION DIST	UNCL/COM CUT AREA VOL	ACC VOL	FILL AREA VOL	ACC VOL	FACT	ROCK CUT AREA VOL	ACC VOL	FACT	MARSH CUT AREA VOL	ACC VOL	MARSH BACKFILL AREA VOL	ACC VOL	FACT	ACCUM NET
77+04	116		159											
100	406	19439	654	80975	1.250									
		19439	818	101231										81792-
78+04	103		194											
100	324	19763	783	81758	1.250									
		19763	979	102210										82447-
79+04	72		229											
100	222	19985	930	82688	1.250									
		19985	1163	103373										83388-
80+04	48		273											
100	165	20150	1085	83773	1.250									
		20150	1356	104729										84579-
81+04	41		313											
30	46	20196	333	84106	1.250									
		20196	416	105145										84949-
81+34	41		287											
5	8	20204	51	84157	1.250									
		20204	64	105209										85005-
81+39	41		261											
18	34	20238	167	84324	1.250									
		20238	209	105418										85180-
81+57	62		239											
12	30	20268	120	84444	1.250									
		20268	150	105568										85300-
81+69	75		303											
35	77	20345	414	84858	1.250									
		20345	518	106086										85741-
82+04	44		336											
10	16	20361	130	84988	1.250									
		20361	163	106249										85888-
82+14	41		365											
20	34	20395	256	85244	1.250									
		20395	320	106569										86174-
82+34	52		325											

SHEET 9.3

WISCONSIN DEPARTMENT OF TRANSPORTATION - DIVISION OF HIGHWAYS

PROJ TITLE O WEST JCT. STH 114 TO EAST JCT. STH 114 PROJECT 1500-04-00-
RDWY TITLE COMBINED ROADWAY ROADWAY DESIGN YARDAGE LISTING DATE 12/11/91 PAGE 13

STATION DIST	UNCL/COM CUT AREA VOL	ACC VOL	FILL AREA VOL	ACC VOL	FACT	ROCK CUT AREA VOL	ACC VOL	FACT	MARSH CUT AREA VOL	ACC VOL	MARSH BACKFILL AREA VOL	ACC VOL	FACT	ACCUM NET
82+34	52		325											
70	102	20497	878	86122	1.250									
		20497	1098	107667										
83+04	27		352											87170-
100	91	20588	1354	87476	1.250									
		20588	1693	109360										
84+04	22		379											88772-
100	74	20662	1385	88861	1.250									
		20662	1731	111091										
85+04	18		369											90429-
70	39	20701	963	89824	1.250									
		20701	1204	112295										
85+74	12		374											91594-
30	22	20723	411	90235	1.250									
		20723	514	112809										
86+04	28		365											92086-
100	85	20808	1356	91591	1.250									
		20808	1695	114504										
87+04	18		367											93696-
100	85	20893	1387	92978	1.250									
		20893	1734	116238										
88+04	28		382											95345-
100	93	20986	1411	94389	1.250									
		20986	1764	118002										
89+04	22		380											97016-
100	80	21066	1559	95948	1.250									
		21066	1949	119951										
90+04	21		462											98885-
100	87	21153	1654	97602	1.250									
		21153	2068	122019										
91+04	26		431											100866-
100	78	21231	1654	99256	1.250									
		21231	2068	124087										
92+04	16		462											102856-

WISCONSIN DEPARTMENT OF TRANSPORTATION - DIVISION OF HIGHWAYS

PROJ TITLE O WEST JCT. STH 114 TO EAST JCT. STH 114 PROJECT 1500-04-00-
RDWY TITLE COMBINED ROADWAY ROADWAY DESIGN YARDAGE LISTING DATE 12/11/91 PAGE 14

STATION DIST	UNCL/COM CUT AREA VOL	ACC VOL	FILL AREA VOL	ACC VOL	FACT	ROCK CUT AREA VOL	ACC VOL	FACT	MARSH CUT AREA VOL	ACC VOL	MARSH BACKFILL AREA VOL	ACC VOL	FACT	ACCUM NET
92+04	16		462											
30	24	21255	502	99758	1.250									
		21255	628	124715										
92+34	27		442											103460-
8	7	21262	136	99894	1.250									
		21262	170	124885										
92+42	22		479											103623-
15	14	21276	247	100141	1.250									
		21276	309	125194										
92+57	28		411											103918-
47	36	21312	777	100918	1.250									
		21312	971	126165										
93+04	13		482											104853-
100	31	21343	1861	102779	1.250									
		21343	2326	128491										
94+04	4		523											107148-
32	5	21348	615	103394	1.250									
		21348	769	129260										
94+36	4		515											107912-
68	11	21359	1300	104694	1.250									
		21359	1625	130885										
95+04	5		517											109526-
57	18	21377	1098	105792	1.250									
		21377	1373	132258										
95+61	12		523											110881-
43	23	21400	827	106619	1.250									
		21400	1034	133292										
96+04	17		515											111892-
100	135	21535	1994	108613	1.250									
		21535	2493	135785										
97+04	56		562											114250-
100	124	21659	2370	110983	1.250									
		21659	2963	138748										
98+04	11		718											117089-

WISCONSIN DEPARTMENT OF TRANSPORTATION - DIVISION OF HIGHWAYS

PROJ TITLE O WEST JCT. STH 114 TO EAST JCT. STH 114 PROJECT 1500-04-00-
RDWY TITLE COMBINED ROADWAY ROADWAY DESIGN YARDAGE LISTING DATE 12/11/91 PAGE 15

STATION DIST	UNCL/COM CUT AREA VOL	ACC VOL	FILL AREA VOL	ACC VOL	FACT	ROCK CUT AREA VOL	ACC VOL	FACT	MARSH CUT AREA VOL	ACC VOL	MARSH BACKFILL AREA VOL	ACC VOL	FACT	ACCUM NET
98+04	11		718											
92	428	22087	2518	113501	1.250									
		22087	3148	141896										
98+96	240		760											119809-
8	52	22139	221	113722	1.250									
		22139	276	142172										
99+04	113		732											120033-
35	138	22277	948	114670	1.250									
		22277	1185	143357										
99+39	100		731											121080-
65	555	22832	1854	116524	1.250									
		22832	2318	145675										
100+04	361		809											122843-
15	224	23056	413	116937	1.250									
		23056	516	146191										
100+19	446		679											123135-
85	1681	24737	2068	119005	1.250									
		24737	2585	148776										
101+04	622		635											124039-
50	1150	25887	1018	120023	1.250									
		25887	1273	150049										
101+54	620		464											124162-
50	1464	27351	889	120912	1.250									
		27351	1111	151160										
102+04	961		496											123809-
100	4302	31653	1746	122658	1.250									
		31653	2183	153343										
103+04	1362		447											121690-
45	2037	33690	697	123355	1.250									
		33690	871	154214										
103+49	1082		390											120524-
55	1790	35480	702	124057	1.250									
		35480	878	155092										
104+04	675		299											119612-

SHEET 9.4

WISCONSIN DEPARTMENT OF TRANSPORTATION - DIVISION OF HIGHWAYS

PROJ TITLE O WEST JCT. STH 114 TO EAST JCT. STH 114 PROJECT 1500-04-00-
RDWY TITLE COMBINED ROADWAY ROADWAY DESIGN YARDAGE LISTING DATE 12/11/91 PAGE 16

STATION DIST	UNCL/COM CUT AREA	VOL	ACC VOL	FILL AREA	VOL	ACC VOL	FACT	ROCK CUT AREA	VOL	ACC VOL	FACT	MARSH CUT AREA	VOL	ACC VOL	MARSH BACKFILL AREA	VOL	ACC VOL	FACT	ACCUM NET
104+04	675		37505	299															
77	2025		37505		709	124766	1.250												
					886	155978													118473-
104+81	745		38151	198															
23	646		38151		157	124923	1.250												
					196	156174													118023-
105+04	772		41092	171															
100	2941		41092		511	125434	1.250												
					639	156813													115721-
106+04	816		44148	105															
100	3056		44148		280	125714	1.250												
					350	157163													113015-
107+04	834		46946	46															
100	2798		46946		85	125799	1.250												
					106	157269													110323-
108+04	677		48088																
47	1142		48088		28	125827	1.250												
					35	157304													109216-
108+51	635		48371	32															
18	283		48371		51	125878	1.250												
					64	157368													108997-
108+69	213		48452	120															
8	81		48452		19	125897	1.250												
					24	157392													108940-
108+77	332		48788	7															
27	336		48788		8	125905	1.250												
					10	157402													108614-
109+04	339		48900	8															
11	112		48900		25	125930	1.250												
					31	157433													108533-
109+15	210		49207	114															
19	307		49207		48	125978	1.250												
					60	157493													108286-
109+34	662			22															

WISCONSIN DEPARTMENT OF TRANSPORTATION - DIVISION OF HIGHWAYS

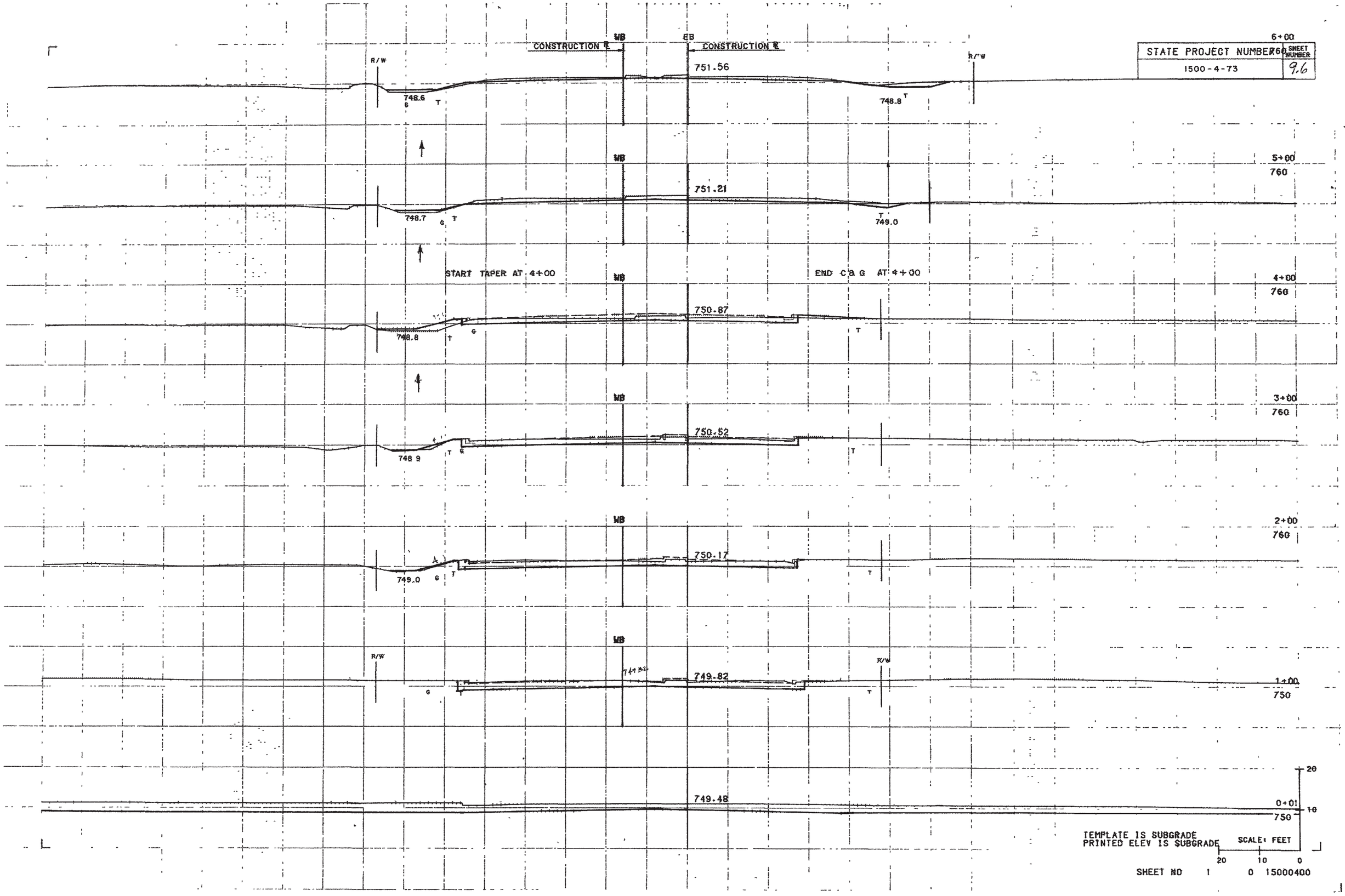
PROJ TITLE O WEST JCT. STH 114 TO EAST JCT. STH 114 PROJECT 1500-04-00-
RDWY TITLE COMBINED ROADWAY ROADWAY DESIGN YARDAGE LISTING DATE 12/11/91 PAGE 17

STATION DIST	UNCL/COM CUT AREA	VOL	ACC VOL	FILL AREA	VOL	ACC VOL	FACT	ROCK CUT AREA	VOL	ACC VOL	FACT	MARSH CUT AREA	VOL	ACC VOL	MARSH BACKFILL AREA	VOL	ACC VOL	FACT	ACCUM NET
109+34	662			22															

NO CHANNEL CHANGE VOLUMES

SHEET 9.5

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9.6



STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	7.7

CONSTRUCTION ℄ WB

CONSTRUCTION ℄ EB

R/W

℄ 748.7 T

752.32

748.6

T

10+02

750

WB

752.28

℄ 748.6 T

748.5

R/W

T

9+52

750

WB

752.25

℄ 748.6 T

748.4

T

9+27

750

WB

752.13

℄ 748.6 T

748.4

T

9+01

750

WB

752.13

℄ 748.5

748.4

T

8+01

760

WB

752.08

℄ T 748.5

748.5

T

7+50

2- 24" X 38" R.C.H.E.C.P. REQ'D.

7+50

750

WB

R/W

751.91

P.E. 7+20

-2.0%

℄ T 748.5

748.6

T

R/W

7+00

750

1- 24" C.P.

20

10

0

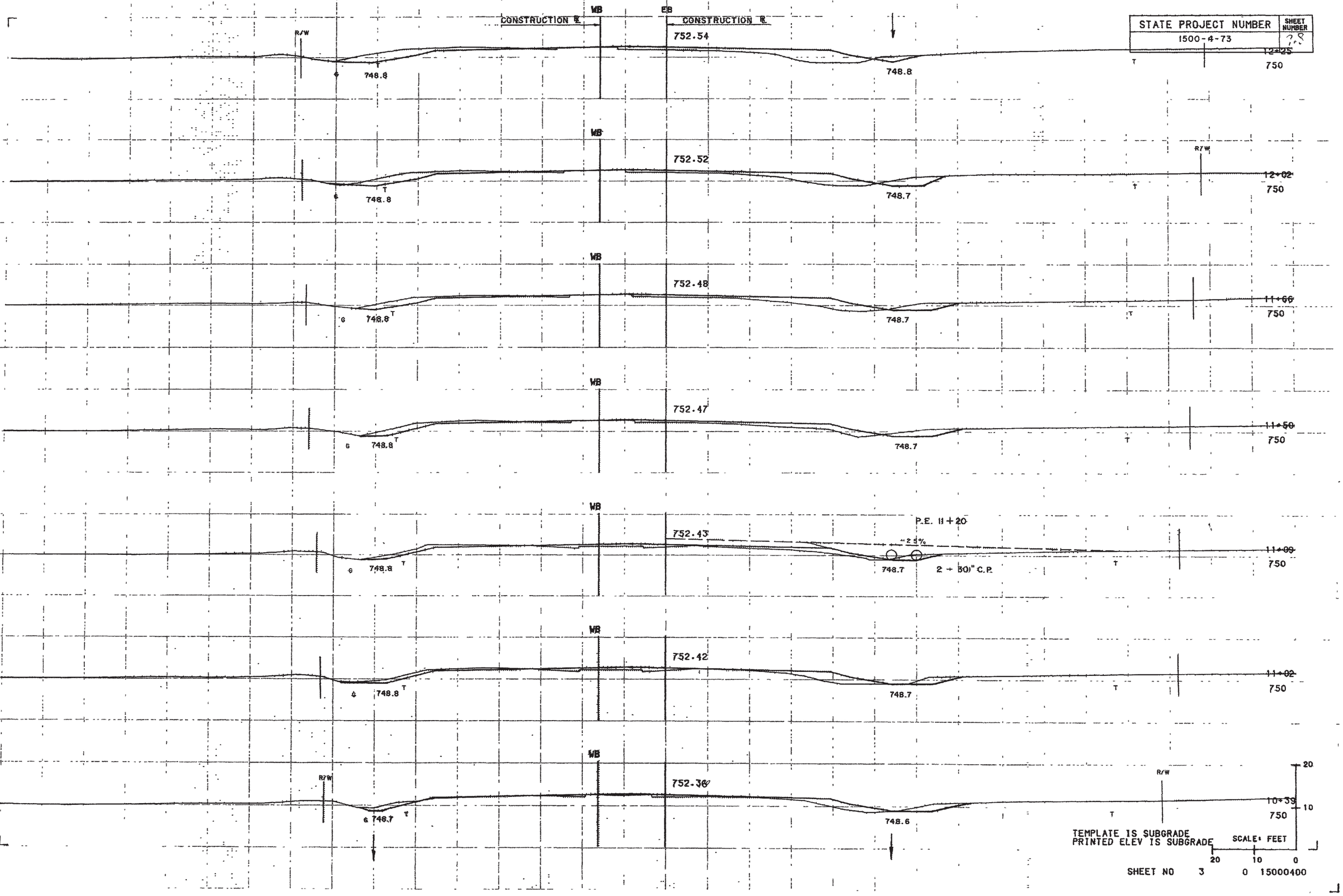
TEMPLATE IS SUBGRADE
PRINTED ELEV IS SUBGRADE

SCALE: FEET

20 10 0

SHEET NO 2 0 1500040D0

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	28



SHEET NO 3 0 15000400

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9.9

CONSTRUCTION ℄ — WB — CONSTRUCTION ℄

753.00 — 749.2 — 749.2 — 17+02 — 750

752.93 — 749.2 — 749.1 — R/W — 16+32 — 750

P.E. 16+00

752.90 — 4.0% — 749.1 — 1 – 24" C.P. — 16+02 — 750

15+94
2 – 34" X 53" R.C.H.E.C.P. REQ'D.
SKEW = 30° L.H.F.

752.81 — F.L. 751.48 — F.L. 751.46 — 749.1 — 749.0 — 15+02 — 750

P.E. 14+50 — 4.5% — 1 – 24" C.P.

752.71 — 748.9 — 748.9 — 14+02 — 750

752.65 — F.L. 751.11 — F.L. 751.11 — 748.9 — 748.8 — 13+40 — 750

752.61 — R/W — 748.9 — 748.8 — R/W — 13+02 — 750

TEMPLATE IS SUBGRADE
PRINTED ELEV IS SUBGRADE

SCALE: FEET
20 10 0

SHEET NO 4 0 15000400

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9.10

P.E. 21+00

R/W

5%

T G

749.5

WB

CONSTRUCTION ℄

21+03.60

16 18

EB

CONSTRUCTION ℄

753.39

749.5

21+02

750

WB

20+03.55

16'

753.29

749.5

749.4

R/W

20+02

750

WB

753.27

749.4

749.4

19+77

750

WB

753.24

749.4

EL. 751.08

EL. 751.69

749.4

19+44

750

WB

753.22

749.4

749.4

19+30

750

WB

753.20

749.4

749.4

19+02

750

R/W

PRIVATE ROAD 18+50

5%

G T

749.3

1 - 24" C.P.

WB

753.10

749.3

749.3

R/W

20

18+02

750

10

TEMPLATE IS SUBGRADE
PRINTED ELEV IS SUBGRADE

SCALE: FEET

20 10 0

SHEET NO 5 0 15000400

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9.11

P.E. 26+40

CONSTRUCTION ℄ — 26+46.16 — WB — 17.54' — EB — CONSTRUCTION ℄

753.56

R/W

5%

T ℄

749.2

749.1

26+44

750

WB

26+06.12 — 17.71'

753.57

℄ T

749.2

749.1

R/W

26+04

750

25+95

2 - 34" X 53" R.C.H.E.C.P. REQ'D.

WB

25+71.08 — 17.82'

753.57

℄ T

749.2

749.2

25+69

750

WB

25+05.01 — 17.94'

753.57

F.L. 752.31

F.L. 752.31

℄ T

749.3

749.3

25+03

750

WB

24+04.91 — 17.88'

753.58

℄ T

749.4

MARSH

749.4

MARSH EXCAVATION

24+03

750

WB

23+04.80 — 17.83'

753.58

F.L. 751.95

F.L. 751.95

T ℄

749.5

749.5

23+03

750

P.E. 22+60

WB

22+03.70 — 16.89'

753.49

5%

T ℄

R/W

749.6

749.6

R/W

20

22+02

750

10

TEMPLATE IS SUBGRADE
PRINTED ELEV IS SUBGRADE

SCALE: FEET

20 10 0

SHEET NO 6 0 15000400

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9.12

WB EB

CONSTRUCTION ℄ 18-36' CONSTRUCTION ℄

29+95.57 753.55

R/W

T 749.0 749.0

29+93

750

WB

29+87.51 18-26' 753.55 FIRE LANE NO. 2

T 749.1 749.0

29+85

750

WB

29+68.49 18-04' 753.55

T 749.1 749.0

29+66

750

WB

29+61.48 17-97' 753.55 R/W

T 749.1 749.0

MARSH EXCAVATION MARSH

29+59

750

WB

29+06.42 17-49' 753.55

T 749.1 Fl. 752.0 Fl. 752.0 749.0

29+04

750

P.E. 28+50

WB

28+06.32 17-66' 753.56

5%

T 749.1 749.0

28+04

750

WB

27+06.22 17-22' 753.56 R/W

R/W

T 749.2 749.0

27+04

750

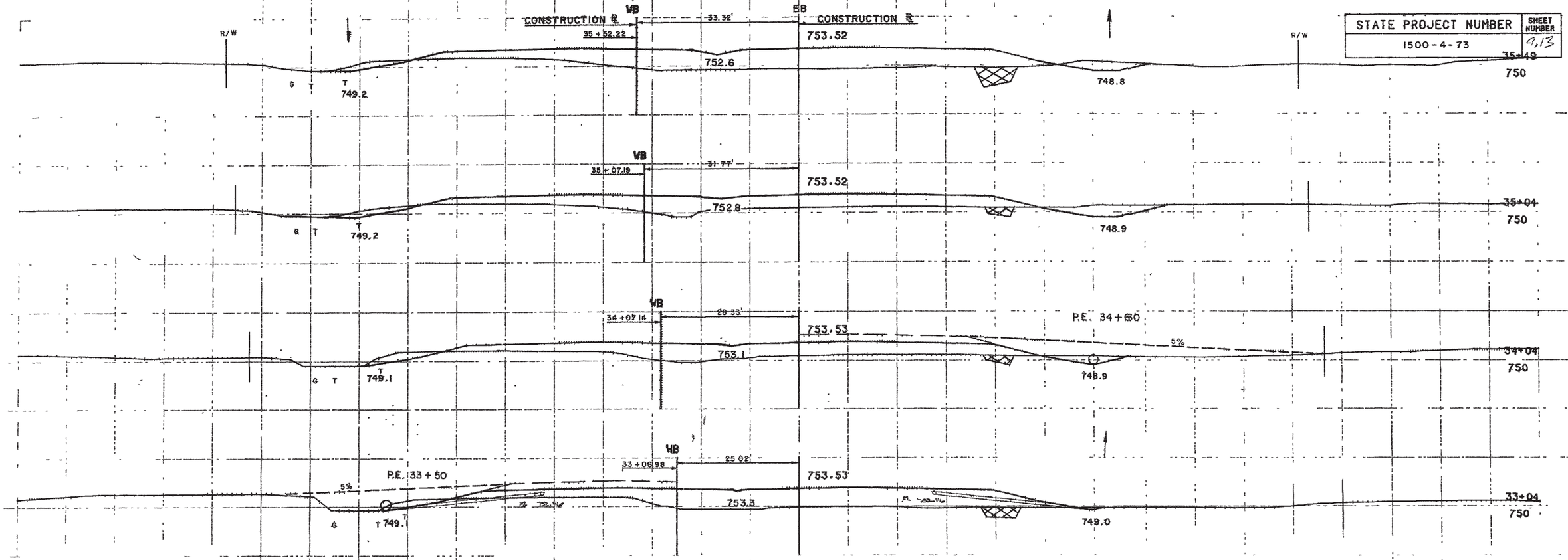
TEMPLATE IS SUBGRADE
PRINTED ELEV IS SUBGRADE

SCALE: FEET

20 10 0

SHEET NO 7 0 15000400

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9,13



SHEET NO 8 0 15000400

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9 of 14

R/W
GTT 749.3
CONSTRUCTION ℄ WB
41+07.55
52.44'
751.8
753.49
EB CONSTRUCTION ℄
748.5
R/W
41+04
750

WB
40+87.94
51.75'
751.7
753.49
GTT 749.3
748.6
40+84
750

P.I. 40+70
5%
WB
40+07.49
48.99'
751.1
753.50
GTT 749.4
9-MS INLET REQ'D.
+00 E.B. RDWY.
GRATE ELEV. 751.1
748.6
40+04
750

HIGH POINT
WB
39+07.43
45.55'
751.4
753.50
GTT 749.5
748.7
MARSH EXCAVATION
MARSH
39+04
750

WB
38+07.37
42.11'
751.7
753.51
GTT 749.4
748.7
38+04
750

WB
37+07.31
38.66'
D.E. 752.49
752.0
753.51
GTT 749.4
Fl. 752.41
748.8
37+04
750

R/W
GTT 749.3
WB
36+07.25
35.22'
752.3
753.52
748.8
R/W
36+04
750

TEMPLATE IS SUBGRADE
PRINTED ELEV IS SUBGRADE

SCALE: FEET
20 10 0 20 10

SHEET NO 9 0 15000400

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9.15

R/W
P.E. 44+20
5%
T
G
749.1
CONSTRUCTION ℄
WB
44+07.64
59.40'
751.9
EB
CONSTRUCTION ℄
753.53
748.3
R/W
44+04
750

WB
43+07.63
51.94'
753.48
T
G
749.0
752.4
43+30
1-29"X 45" R.C.H.E.C.P. REQ'D.
748.3
43+04
750

P.E. 42+70
5%
G
T
749.1
WB
42+37.69
56.40'
753.49
748.4
42+34
750

WB
42+22.61
56.02'
753.49
FIRE LANE NO. 3
G
T
749.1
748.4
42+19
750

P.E. 42+10
G
T
749.1
WB
42+07.60
55.61'
753.49
748.4
42+04
750

WB
41+92.50
55.19'
753.49
G
T
749.2
748.4
41+89
750

R/W
G
T
749.2
WB
41+42.57
53.64'
753.49
752.4
748.5
R/W
41+39
750
20
10

TEMPLATE IS SUBGRADE
PRINTED ELEV IS SUBGRADE
SCALE: FEET
20 10 0

SHEET NO 10 0 15000400

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9.16

CONSTRUCTION ℄ WB

CONSTRUCTION ℄ EB

R/W

753.99

749.3

751.8

747.7

R/W

51+04

750

WB

753.92

749.1

751.4

747.8

50+04

750

50+30

1-24" X 38" R.C.H.E.C.P. REQ'D.

WB

753.86

749.3

751.1

747.9

49+04

750

WB

P.E. 48+50

5%

753.79

749.5

750.8

747.9

48+04

750

WB

753.73

749.7

750.5

748.0

MARSH EXCAVATION

MARSH

47+04

750

9-MS INLET REQ'D.
+00 E.B. RDWY.
GRATE ELEV. 750.5

WB

60'

753.66

749.5

751.0

748.1

46+04

750

WB

45+07.64

59.99'

753.58

749.3

751.4

748.2

45+04

750

20

10

TEMPLATE IS SUBGRADE
PRINTED ELEV IS SUBGRADE

SCALE: FEET

20 10 0

SHEET NO 11 Q 15000400

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9,19

CONSTRUCTION ℄ WB

R/W

G 3:1

748.8

753.0

EB CONSTRUCTION ℄

754.32

2:1

747.2

56+04

750

TOWN ROAD 55+50

4%

2:1

G

748.7

754.27

2-36" C.P.

747.3

55+34

750

STA. 55+68
2-30" R.C.C.P
SKEW 20° R.H.F.

FIRE LANE NO. 4

M.H. @ 55+32
ELEV 753.85

G

748.8

753.1

754.25

747.3

55+04

750

G

749.7

753.0

754.24

747.3

3:1

54+79

750

REMOVE P.E. 53+90

G

749.6

752.8

754.19

747.4

5:1

54+04

750

G

749.6

752.6

754.12

747.5

2:1

53+04

750

R/W

G

749.5

752.1

754.06

747.6

R/W

52+04

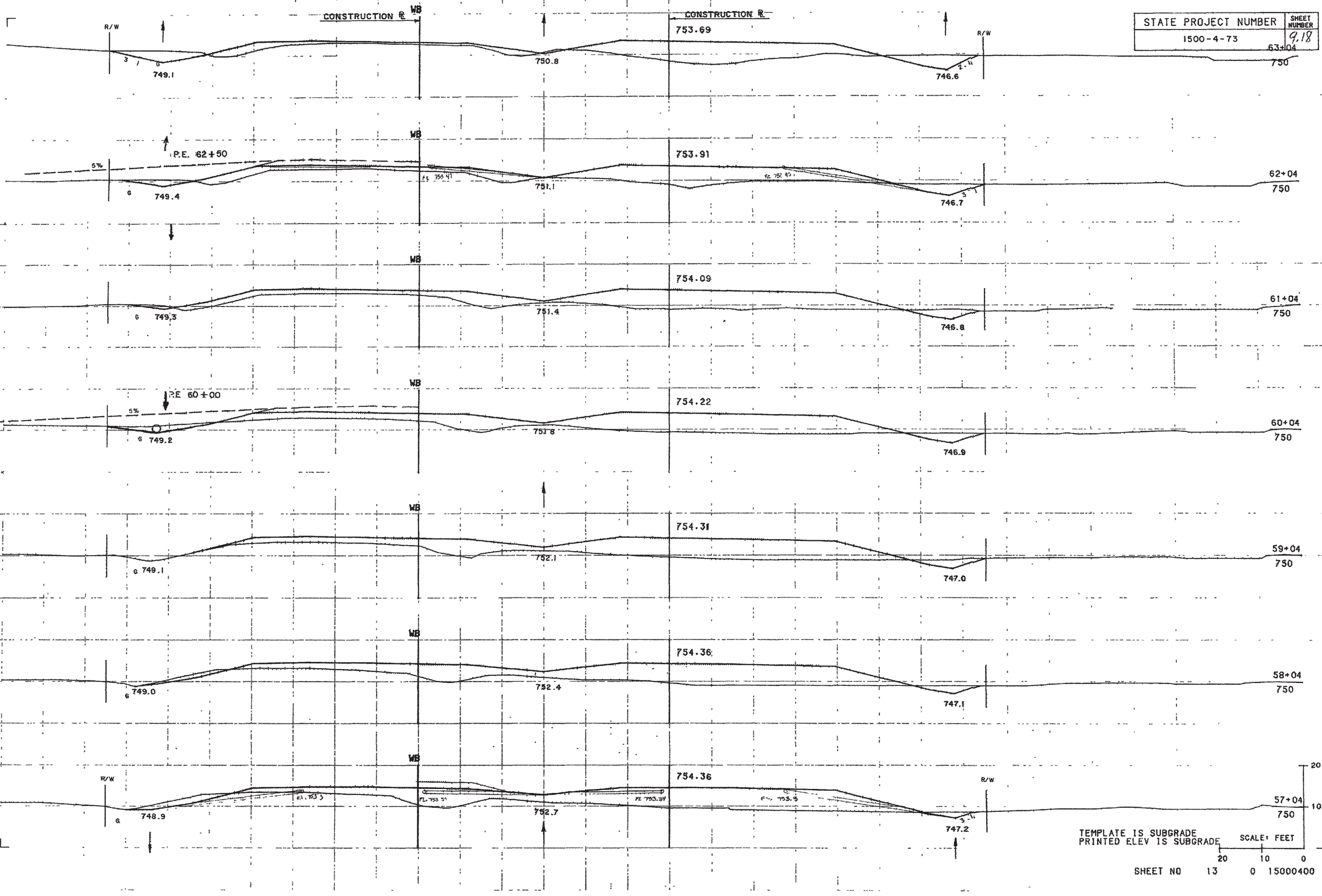
750

TEMPLATE IS SUBGRADE
PRINTED ELEV IS SUBGRADE

SCALE: FEET
20 10 0

SHEET NO 12 0 15000400

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9,18



STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9.19

WB CONSTRUCTION ℄ — EB CONSTRUCTION ℄

R/W — G 3.5 : 1 — 747.9 — 751.2 — 752.61 — 746.3 — 2.5 : 1 — R/W — 66+92 — 750

WB — ℄ — R.E. — G 3 : 1 — 748.0 — 751.5 — 752.71 — 746.4 — 2.5 : 1 — 66+56 — 750

WB — G 3 : 1 — 748.2 — 751.5 — 752.85 — 746.41 — 2.5 : 1 — 66+04 — 750

WB — G 3 : 1 — 748.5 — 751.9 — 753.14 — 746.55 — 2.5 : 1 — 65+04 — 750

WB — ℄ — E.L. 752.91 — 748.8 — 751.2 — 753.43 — E.L. 752.32 — 746.6 — 2.5 : 1 — 64+04 — 750

WB — ℄ — 748.9 — 750.9 — 753.56 — 746.6 — 3 : 1 — 63+54 — 750

WB — 9 MS INLET REQ'D. STA 63+24 GRATE ELV. 750.7 — R/W — ℄ — 749.0 — 750.7 — 18" R.C.C.P. — 753.64 — 746.6 — 3 : 1 — R/W — 63+24 — 750

TEMPLATE IS SUBGRADE
PRINTED ELEV IS SUBGRADE

SCALE: FEET
20 10 0

SHEET NO 14 0 15000400

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9.20

CONSTRUCTION ℄ WB — CONSTRUCTION ℄ EB

R/W — G 3.5 / 748.0 — 750.1 — 752.13 — 749.1 — R/W — 70+04 — 750

WB — G — 749.0 — FL 751.19 — 750.4 — 752.21 — FL 750.62 — 749.0 — 69+04 — 750

P.E. 68+70 — WB — 5% — G — 749.7 — 750.7 — 752.30 — 747.0 — 68+39 — 750

WB — G — 750.0 — 750.8 — 752.36 — 747.2 — 68+04 — 750

WB — G — 750.5 — 750.9 — 752.40 — 747.9 — 67+84 — 750

PRIVATE ROAD 67+90 HIGH POINT — WB — 5% — G 3.1 / 747.7 — 750.9 — 752.43 — 746.2 — 2.5:1 — 67+70 — 750

67+70
2 - 32" X 49" R.C.H.E.C.P. REQ'D.
SKEW 10° R.H.F.

WB — R/W — G 3.1 / 747.9 — 751.2 — 752.58 — 746.3 — 2.5:1 — R/W — 67+04 — 750

TEMPLATE IS SUBGRADE
PRINTED ELEV IS SUBGRADE

SCALE: FEET
20 10 0

SHEET NO 15 0 15000400

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9.21

72+04

R/W

WB

CONSTRUCTION ℄

EB

CONSTRUCTION ℄

R/W

752.18

℄ 751.2

℄ 751.2

748.2

750.6

747.3

71+68

760

752.15

748.2

750.4

747.2

752.13

747.7

750.2

747.2

71+37

750

752.12

747.2

750.0

747.1

71+04

750

752.12

747.4

750.0

747.4

70+41

750

2 – 18" C.P. TO DISCHARGE INTO R.C. BOX CULVERT SEE CONSTRUCTION DETAIL

752.12

747.5

751.5

746.8

70+34

750

R/W

752.13

747.6

750.0

747.5

R/W

70+27

750

TEMPLATE IS SUBGRADE
PRINTED ELEV IS SUBGRADE

SCALE: FEET

20 10 0

SHEET NO 16 0 15000400

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9.22

WB

R/W

CONSTRUCTION ℄

G

750.2

750.5

EB

CONSTRUCTION ℄

752.99

748.1

R/W

76+04

750

WB

G

749.9

750.3

752.81

748.0

75+34

750

WB

G

749.7

EL. 752.09

EL. 752.13

750.2

9-MS INLET REQ'D. +00 E.B. RDWY. GRATE ELEV. 750.2

EL. 752.13

752.09

752.73

14" X 23" RCHECP

747.9

75+04

750

WB

G

749.2

750.6

752.49

747.7

74+04

750

WB

P.E. 73+20

5%

G

749.0

2-24" C.P.

752.39

747.6

73+59

760

WB

G

748.7

752.30

747.5

FIRE LANE NO. 5

2-42" C.P.

73+04

760

WB

R/W

G 3.5%

748.2

752.27

747.5

R/W

72+84

750

TEMPLATE IS SUBGRADE
PRINTED ELEV IS SUBGRADE

SCALE: FEET

20 10 0

SHEET NO 17 0 15000400

STATE PROJECT NUMBER 1500-14-73 | SHEET NUMBER 9.23

CONSTRUCTION ℄ WB

EB CONSTRUCTION ℄

R/W

754.31

750.0 | 752.1 | 749.1 | 750 | 81+39

81+40
3-29" X 45° R.C.H.E.C.P. REQ'D
SKEW 22°

WB

754.29

750.0 | 752.1 | 749.1 | 750 | 81+34

WB

754.23

750.3 | 752.0 | 749.0 | 750 | 81+04

WB

753.99

℄ E. 80+20
2-24" C.P.

751.2
OVERFLOW C.P. | 751.2 | 748.9 | 750 | 80+04

WB

753.75

751.6 | FL. 753.27 | 751.4 | FL. 753.29 | 748.7 | 750 | 79+04

WB

753.50

751.0 | 751.1 | 748.5 | 750 | 78+04

WB

753.24

R/W

750.5 | FL. 752.76 | FL. 752.71 | 750.8 | FL. 752.78 | FL. 752.71 | 748.3 | 750 | 77+04

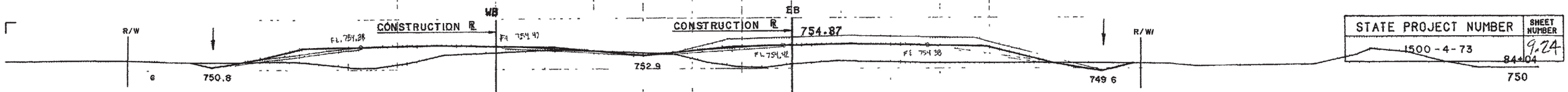
R/W

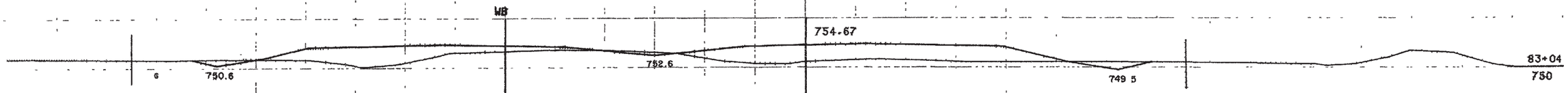
TEMPLATE IS SUBGRADE
PRINTED ELEV IS SUBGRADE

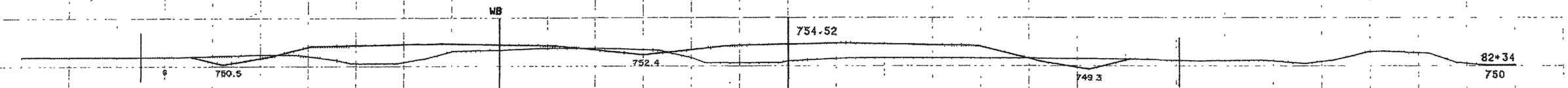
SCALE: FEET
20 10 0

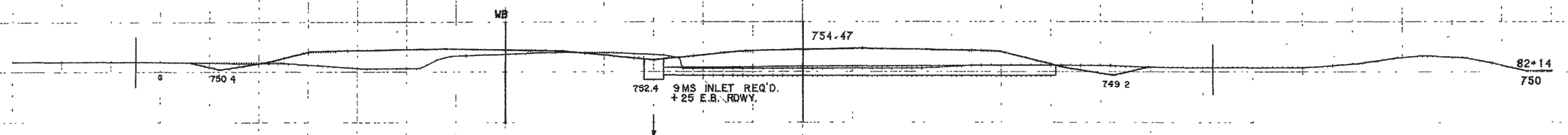
SHEET NO 18 0 15000400

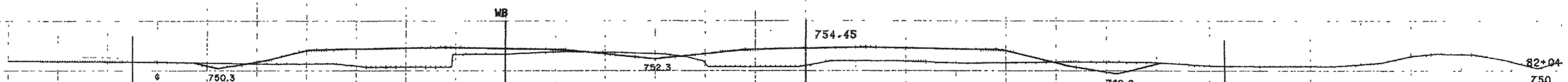
STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9.24

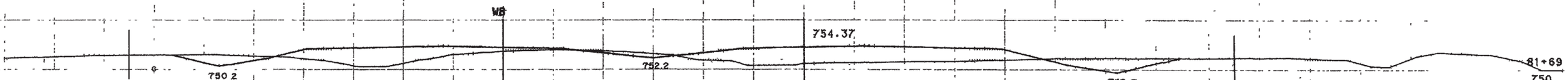


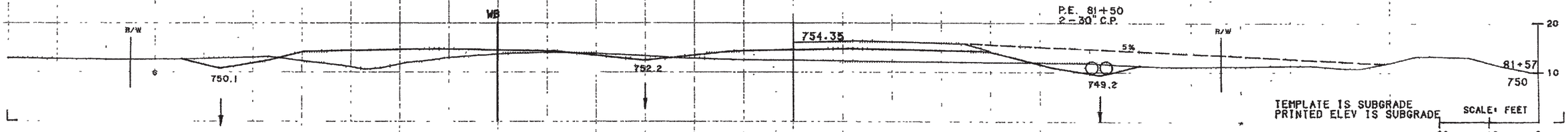












SHEET NO 19 0 15000400

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9,25

CONSTRUCTION ℄ — CONSTRUCTION ℄

R/W — WB — EB — R/W

752.2 — 754.4 — 756.17 — 751.0 — 91+04 — 750

752.0 — 754.7 — 755.99 — 750.8 — 90+04 — 750

751.8 — 754.4 — 755.80 — 750.6 — 89+04 — 750

751.6 — 754.1 — 755.62 — 750.4 — 88+04 — 750

P.E. 87+70
2—36" C.P.
5%

751.4 — 753.8 — 755.44 — 750.22 — 87+04 — 750

751.2 — 753.5 — 755.26 — 750.0 — 86+04 — 750

751.1 — 753.4 — 755.20 — 749.9 — 2—30" C.P. — 85+74 — 750

FIRE LANE NO. 6

751.0 — 753.2 — 755.07 — 749.8 — 85+04 — 750

1—18" R.C.C.P

TEMPLATE IS SUBGRADE
PRINTED ELEV IS SUBGRADE

SCALE: FEET
20 10 0

SHEET NO 20 0 15000400

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9.26

CONSTRUCTION ℄ — WB — EB — CONSTRUCTION ℄

R/W — 752.5 — 755.4 — 757.73 — 751.8 — G — R/W — 96+04 — 750

HIGH POINT — WB — 753.8 — 755.1 — 757.41 — 751.8 — G — 95+61 — 750

WB — 753.5 — 754.9 — 757.06 — 751.8 — G — 95+04 — 750

WB — 753.2 — 754.7 — 756.79 — 751.7 — 94+36 — 750

WB — 753.1 — 754.6 — 756.71 — 751.6 — 94+04 — 750

WB — 752.5 — 754.2 — 756.53 — 751.4 — 93+04 — 750

WB — 752.4 — 754.2 — 756.45 — 751.3 — 92+52 — 750

WB — 752.3 — 754.1 — 756.42 — 751.3 — 92+42 — 750

1-9MS INLET REQ'D. — 92+60 — 2-19" X 30" R.C.E.P.

WB — 752.3 — 754.1 — 756.40 — 751.3 — 92+34 — 750

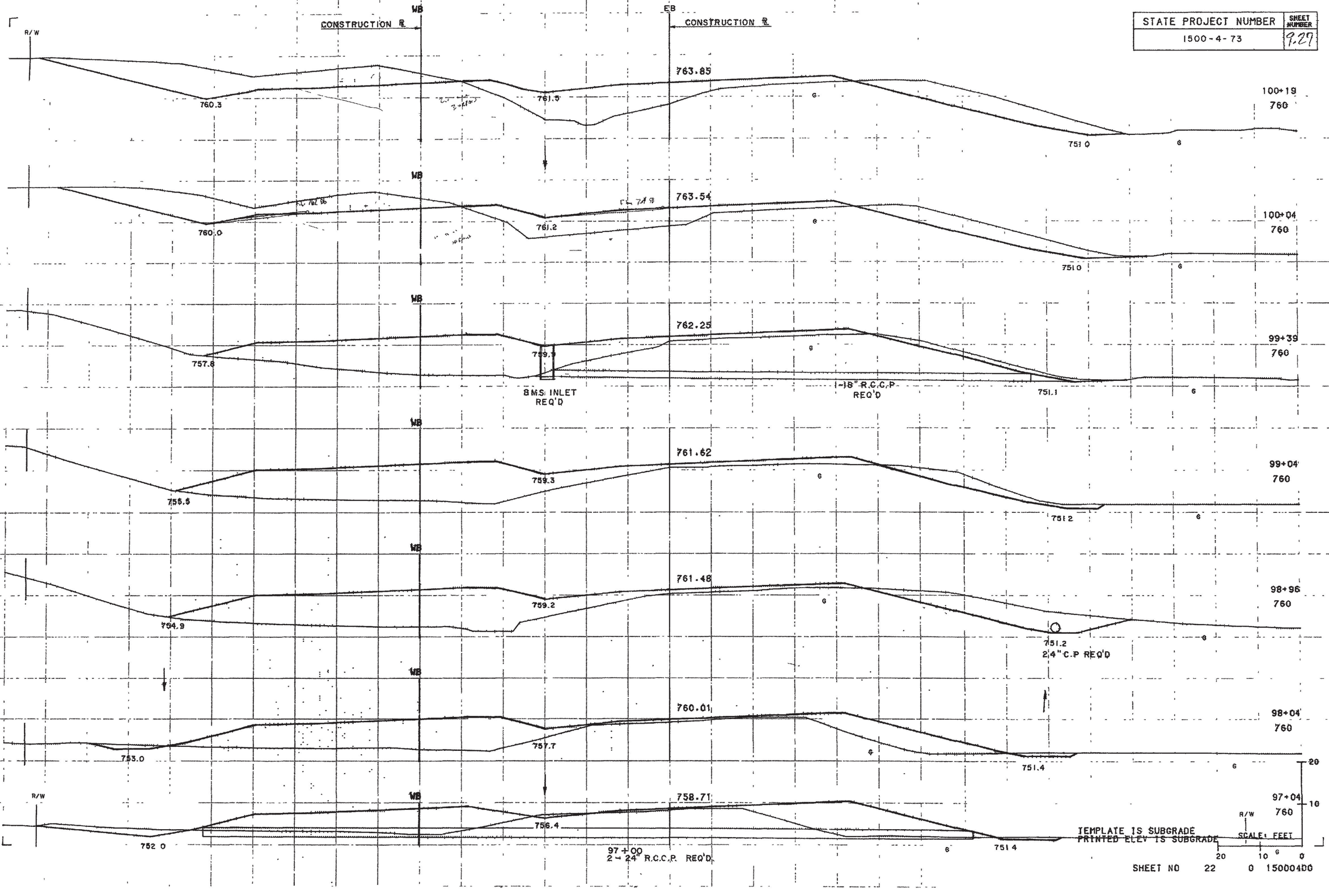
R/W — WB — 753.2 — 754.1 — 756.35 — 751.2 — R/W — 92+04 — 760

TEMPLATE IS SUBGRADE
PRINTED ELEV IS SUBGRADE

SCALE: FEET
20 10 0

SHEET NO 21 0 15000400

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9.27



SHEET NO 22 0 150004D0

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9.28

EB

CONSTRUCTION ℄

769.38

4:1

6

103+04

760

R/W

WB

CONSTRUCTION ℄

EXTRA CUT

EL. 768.3

765.9

767.3

EL. 766.86

Reduce Borrow

769.38

103+04

760

WB

767.56

764.2

765.3

Reduce Borrow

102+04

760

6

750.6

WB

EXTRA CUT

766.60

763.2

764.3

101+54

760

750.7

R/W

WB

EXTRA CUT

765.60

762.1

Reduce Borrow

763.3

101+04

760

4:1

20

10

TEMPLATE IS SUBGRADE

PLOTTED ELEV IS SUBGRADE

SCALE: FEET

750.8

6

20

10

0

SHEET NO 23 Q - 1500040G

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9.29

CONSTRUCTION ℄

WB

R/W

770.1

770.6

8 - M.S. REQ'D.
+00 E.B. RDWY
GRATE ELEV. 770.6

CONSTRUCTION ℄

EB

772.63

18" R.C.C P

105+04
780

6:1

6

WB

769.7

770.2

772.29

104+81
780

6

WB

768.0

769.0

771.07

104+04
770

6:1

6

770.16

103+49
770

6:1

6

WB

R/W

766.9

768.1

770.16

103+49
770

20

10

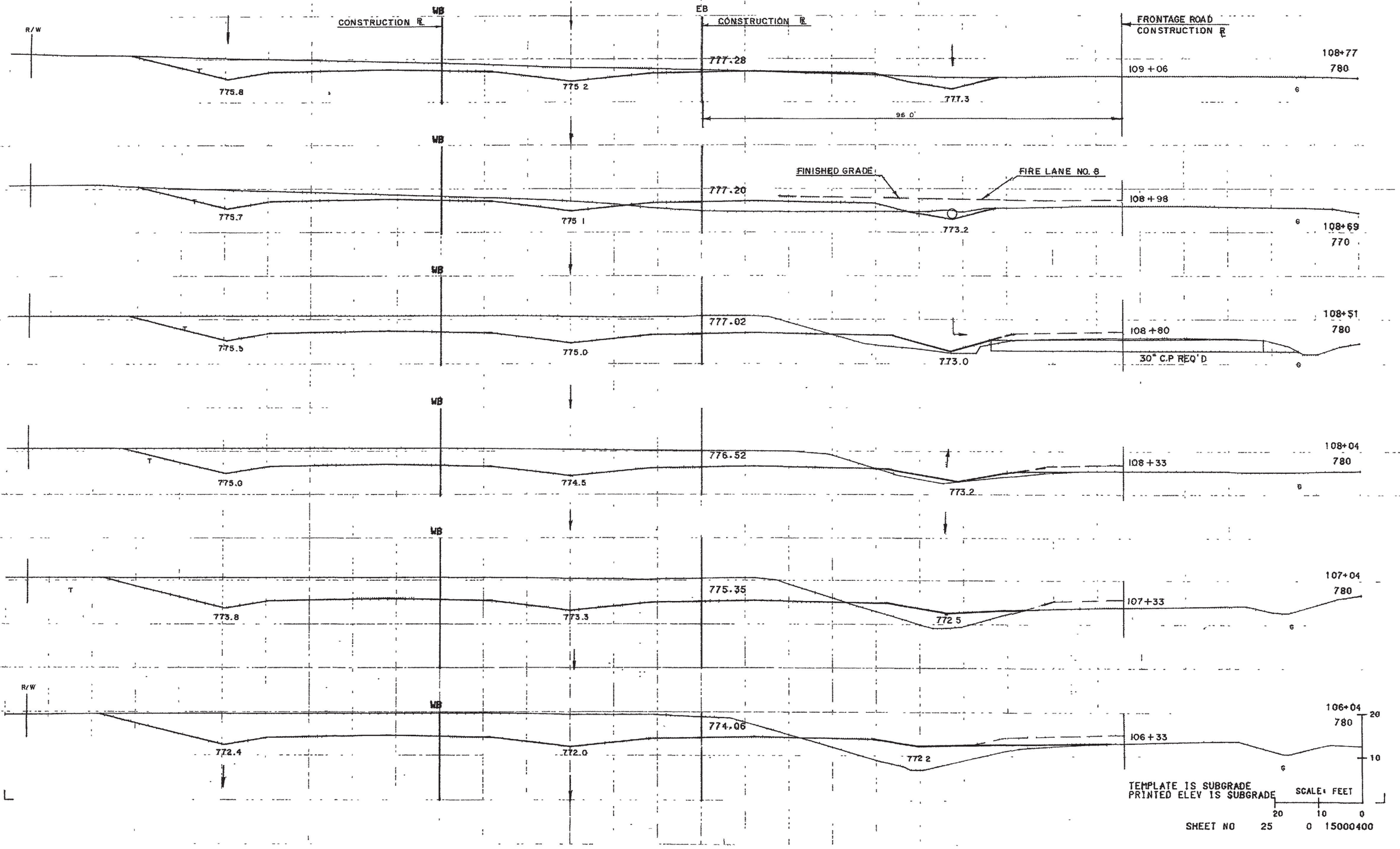
TEMPLATE IS SUBGRADE
PRINTED ELEV IS SUBGRADE

SCALE: FEET

20 10 0

SHEET NO 24 0 15000400

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9.30



STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9.31

TEMPORARY CROSSOVER AND CONNECTOR

CONSTRUCTION ℄ | TEMPORARY CONNECTOR ℄ | TEMPORARY X-OVER ℄ | CONSTRUCTION ℄

WB | EB

R/W

752.2 | 754.1 | 756.17 | 751.0 | R/W | 91+04 | 750

752.0 | 754.7 | 755.89 | 750.8 | 90+04 | 750

751.8 | 754.4 | 755.80 | 750.6 | 89+04 | 750

751.6 | 754.1 | 755.62 | 750.4 | 88+04 | 750

PE 87+70
2-36 C.P.

751.4 | 753.8 | 755.44 | 750.2 | 87+04 | 750

751.2 | 753.5 | 755.26 | 750.0 | 86+04 | 750

751.2 | 753.4 | 755.20 | 749.9 | 85+74 | 750

R/W

751.0 | 753.2 | 755.07 | 749.8 | R/W | 85+04 | 750

TEMPLATE IS SUBGRADE
PRINTED ELEV IS SUBGRADE

SCALE: FEET
20 10 0

SHEET NO 20 0 15000400

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9.32

TEMPORARY CROSSOVER AND CONNECTOR

MATCH EXISTING CONCRETE PAVEMENT AT 96+00

CONSTRUCTION ℄ | TEMPORARY X-OVER ℄ | EB CONSTRUCTION ℄

R/W | WB | 752.5 | 39.77' | 757.30 | 0.04'↓ | 755.4 | 757.73 | 751.8 | G | R/W | 96+04 | 750

WB | 753.8 | 38.08' | 756.28 | 755.1 | 757.41 | 751.8 | G | 95+61 | 750

FINISHED GRADE | WB | 753.5 | 60' | 30.57' | 756.81 | 754.9 | F.L. 756.74 | 757.06 | 751.8 | G | 95+04 | 750

TEMPORARY CONNECTOR ℄

WB | 753.2 | 59.08' | 25.14' | 754.78 | 754.7 | 756.79 | 751.7 | 94+36 | 750

WB | 753.1 | 59.56' | 22.24' | TEMPORARY C.P REQ'D. | 755.83 | 754.6 | 756.71 | 751.6 | 94+04 | 750

WB | 752.5 | 54.54' | 0.03'↓ | 755.94 | 14.78' | 754.2 | 756.53 | 751.4 | 93+04 | 750

WB | 752.4 | 52.00' | 0.03'↓ | 755.96 | 11.85' | 754.2 | 756.45 | 751.3 | 92+57 | 750

WB | 752.3 | 50.88' | 0.03'↓ | 755.98 | 50.87' | 754.1 | 756.42 | 751.3 | 92+42 | 750

92+10 2-19" x 30 RCEP.

WB | 752.3 | 50.16' | 0.03'↓ | 10.35' | 755.98 | 754.1 | 756.40 | 751.3 | 92+34 | 750 | 20

R/W | FINISHED GRADE | WB | 753.2 | 47.94' | 0.03'↓ | 8.21' | 756.35 | 754.4 | R/W | 751.2 | 92+04 | 760 | 10

TEMPLATE IS SUBGRADE
PRINTED ELEV IS SUBGRADE

SCALE: FEET
20 10 0

SHEET NO 21 0 15000400

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9.33

TEMPORARY CROSSOVER & CONNECTOR

WB CONSTRUCTION ℄ — EB CONSTRUCTION ℄

TEMPORARY X-OVER ℄

R/W

760.3 — 761.5 — 763.85 — 751.0 — 100+19 — 760

1764'

FL 762.06 — FL 762.8

760.0 — 761.2 — 763.54 — 751.0 — 100+04 — 760

1360'

3:1

759.3 M.S INLET — 762.25 — 751.1 — 99+39 — 760

757.6

1054'

8:1

759.3 — 761.62 — 751.2 — 99+04 — 760

755.5

1002'

759.2 — 761.48 — 751.2 — 98+96 — 760

754.9

0.06'

759.93 — TEMPORARY CULVERT PIPE REQ'D — 760.01 — 751.4 — 98+04 — 760

757.7

45.83'

WB 758.79 — 758.71 — 97+04 — 760

756.4

752.0 — 751.4

97+00 W 24' RCP REQ'D

TEMPLATE IS SUBGRADE
PRINTED ELEV IS SUBGRADE

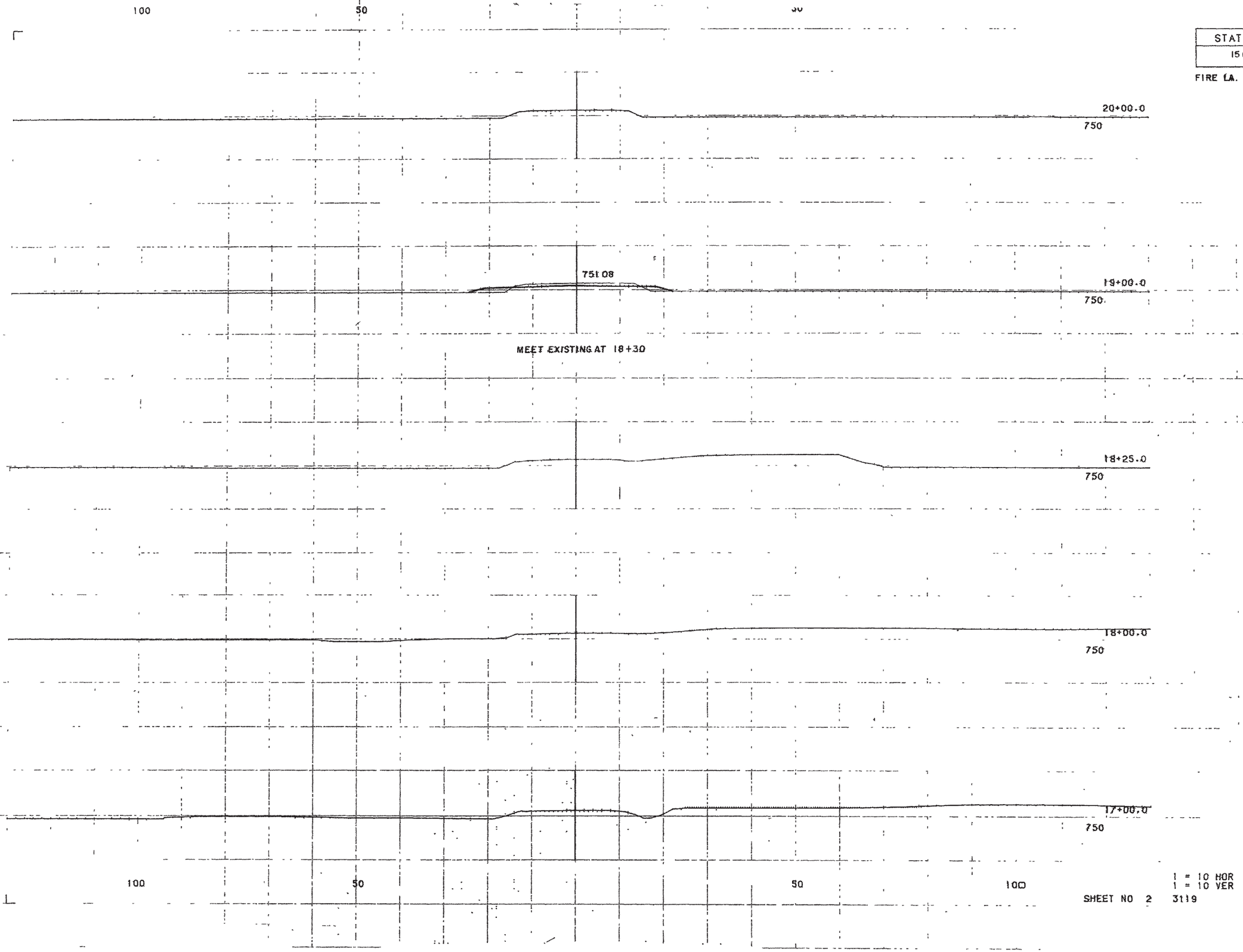
SCALE: FEET

20 10 0

SHEET NO 22 0 15000400

STATE PROJECT NUMBER	SHEET NUMBER
1500 – 4 – 73	734

FIRE LA. NO 2



1 = 10 HOR
1 = 10 VER

SHEET NO 2 3119

STATE PROJECT NUMBER	SHEET NUMBER
1500 - 4 - 73	9

FIRE LA. NO.3

100 50 50 100

40+00.0
750

752.63

39+40.0
750

R/W R/W

752.08

749.9 748.9

39+25.0
750

P.E.

751.24

750.0 749.5

39+00.0
750

w/ S.P.

MATCH EXISTING AT 38+00

100 50 50 100

1 = 10 HOR
1 = 10 VER

SHEET NO 4 3119

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	36

FIRE LA. NO 4

100 50 50 100

50+00.0
750

CONSTRUCTION
752.74
R/W
748.2
748.2
R/W
49+00.0
750

750.07
748.4
748.4
48+50.0
750

750.7
748.6
748.6
48+25.0
750

MATCH EXISTING AT 48+00

48+00.0
750

100 50 50 100

1 = 10 HOR
1 = 10 VER

SHEET NO 5 3119

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	7.37

FIRE LA NO. 5

100 50 50 100

70+00.0
760

69+50.0
760

M L
753.16
M L
6 1

69+00.0
760

751.79
748.0
748.0

MEET EXISTING AT 68+15

68+00.0
750

67+80.0
750

R.R. DITCH

67+74.0
750

100 50 50 100

1 = 10 HOR
1 = 10 VER

SHEET NO 8 3119

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9,38

FIRE LA NO.6

100 50 50 100

80+00.0
760

79+10.0
760

753 38
750.0 750.0

79+00.0
760

753.08
750.5 750.5

78+90.0
760

753.08
750.6 750.6

MEET EXISTING AT 78 +85

78+83.0
760

100 50 50 100

1 = 10 HOR
1 = 10 VER

SHEET NO 9 3119

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9.39

FIRE LANE NO 7

100 50 50 100

90+00.0
760

M L 762.70 M L

89+60.0
760

760.47

89+00.0
760

751.1 751.4

759.22

88+80.0
760

751.5 751.5

88+40.0
760

756.71

751.7 754.6

88+00.0
760

754.45

MEET EXISTING AT 87+90

100 50 50 100

1 = 10 HOR
1 = 10 VER

SHEET NO 10 3119

100 50 50 100

+50

772 6

772.9

97+80.0

780

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9.40

FIRE LANE NO 8
(SOUTH OF LAKE PARK RD.

97+55.0

780

+50

+35

SHED

+20

MEET EXISTING AT 97+50

97+00.0

760

96+80.0

760

96+40.0

760

100 50 50 100

1 = 10 HOR
1 = 10 VER

SHEET NO 12 3119

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9.41

FIRE LANE NO. 8
(SOUTH OF LAKE PARK RD.)

100 50 50 100

100+00.0
780

99+85.0
780

99+00.0
780

MEET FRONTAGE RD. SHLD'R.
AT 98 + 82

98+35.0
780

2.5:1
772.8
774.0

98+00.0
780

2.5:1
772.7
773.5

100 50 50 100

1 = 10 HOR
1 = 10 VER

SHEET NO 13 3119

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	942

STH 114 CONNECTOR

100 50 CONSTRUCTION ℄ SURVEY ℄ 50 100

RETAINING WALL REQUIRED

0.06'/'
0.02'/'
815.98
2.5:1
2.5:1
R/W 125.0'
4:1
787.0
M.L.
182+75.0
790
782.8

FINAL FILL
0.02'/'
814.33
2:1
INITIAL FILL
(BY OTHERS)
R/W 138.0'
4:1
782.1
0.06'/'
811.51
182+00.0
790
781.6

0.02'/'
2:1
R/W 133.4'
3.5:1
777.7
T
780.9
181+00.0
780

0.051'/'
0.02'/'
808.00
2.6:1
R/W 134.2'
3.5:1
777.7
T
779.8
180+00.0
780

0.048'/'
0.02'/'
807.74
2.6:1
2.5:1
R/W 134'
4:1
778.1
M.L.
779.7
179+93.0
780

100 50 50 100

1 = 10 HOR
1 = 10 VER

SHEET NO 3 3120

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	943

STH 114 CONNECTOR

100 50 50 100

MATCH LINE – E.B.

2.5:1

S.T.H. 114 CONNECTION ℄

MATCH LINE – SW RAMP 188+20.0

800

788.2

MATCH LINE E.B. MATCH LINE S.W. RAMP 188+00.0

800

788.0

187+00.0

800

STRUCTURE B-8-31

CONSTRUCTION ℄ SURVEY ℄

186+00.0

800

0.06'/'

0.02'/' 818.61

2.5:1

RETAINING WALL REQUIRED

2:1

M.L.

R/W

790.5

185+00.0

800

0.06'/'

0.02'/' 817.86

FINAL FILL

2.5:1

2.5:1

INITIAL FILL (BY OTHERS)

R/W

788.5

M.L.

784.2

184+00.0

790

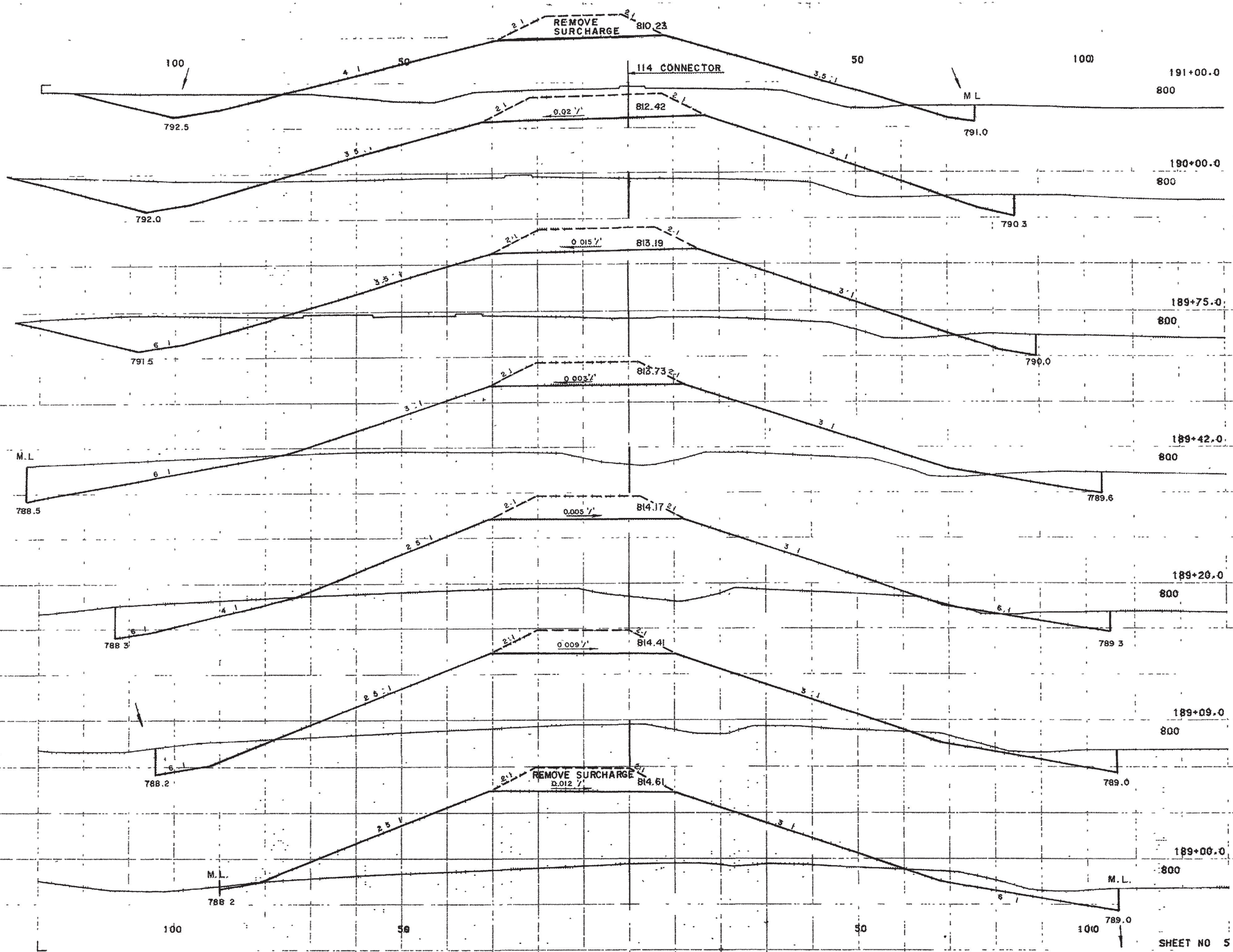
100 50 50 100

1 = 10 HOR
1 = 10 VER

SHEET NO 4 3120

STATE PROJECT NUMBER	SHEET NUMBER
1500-4-73	9.44

S.T.H 114 CONNECTOR



1 = 10 HOR
1 = 10 VER

SHEET NO 5 3120