

PROJECT ID: 9150-06-71
WITH: N/A

COUNTY: OCONTO

ORDER OF SHEETS

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

TOTAL SHEETS =



DESIGN DESIGNATION

A.A.D.T.	2023	=	3800
A.A.D.T.	2043	=	4600
D.H.V.	2043	=	547
D.D.		=	60/40
T.		=	16.6%
DESIGN SPEED		=	55 MPH
ESALS		=	1,600,000

CONVENTIONAL SYMBOLS

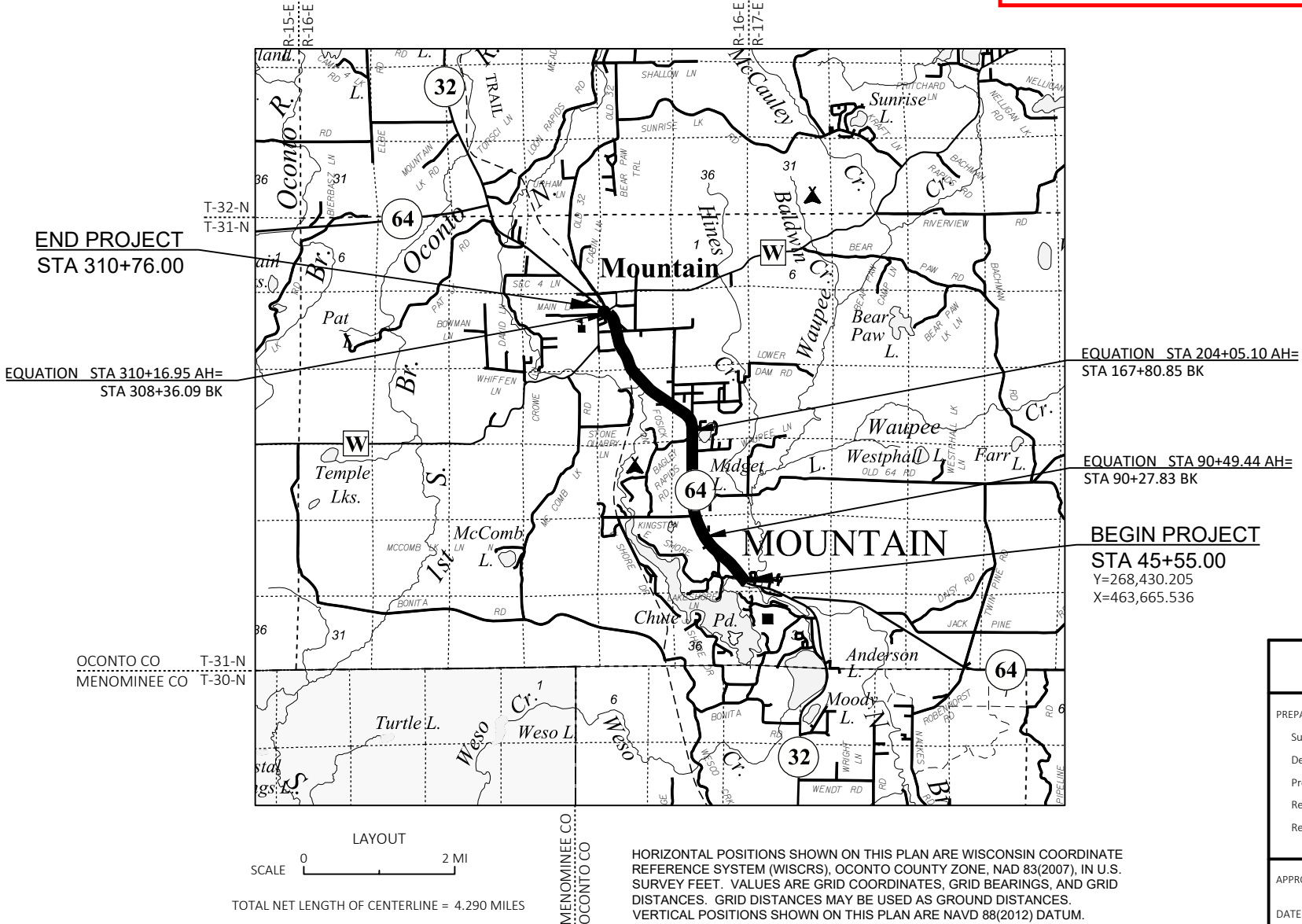
PLAN	
CORPORATE LIMITS	
PROPERTY LINE	
LOT LINE	
LIMITED HIGHWAY EASEMENT	
EXISTING RIGHT OF WAY	
PROPOSED OR NEW R/W LINE	
SLOPE INTERCEPT	
REFERENCE LINE	
EXISTING CULVERT	
PROPOSED CULVERT (Box or Pipe)	
COMBUSTIBLE FLUIDS	
MARSH AREA	
WOODED OR SHRUB AREA	

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

	ROCK
	LABEL
	95.36
	E
	FO
	G
	SAN
	SS
	T
	W

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT
BREED - TOWNSEND
PARKWAY DRIVE - CTH W
STH 32
OCONTO COUNTY

STATE PROJECT NUMBER
9150-06-71



TRANS 220
PROJECT PLAN
FOR
DESIGN OF UTILITY FACILITY
ALTERATIONS OR RELOCATIONS

Date: 2/17/2020

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	NE REGION
Designer	K. BAIERL
Project Manager	M. TERNES
Regional Examiner	
Regional Supervisor	D. SEGERSTROM
APPROVED FOR THE DEPARTMENT	
DATE:	(Signature)

GENERAL NOTES

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

UTILITY CONTACTS

NAME
COMPANY
ADDRESS
PHONE
EMAIL

DNR LIASION

JIM DOPERALSKI
DEPARTMENT OF NATURAL RESOURCES
NORTHEAST REGION
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GREEN BAY, WI 54313
(920)662-5119
james.doperalski@wisconsin.gov

OCONTO COUNTY COMMISSIONER

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HIGHWAY COMMISSIONER
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pat.scanlan@co.oconto.wi.us

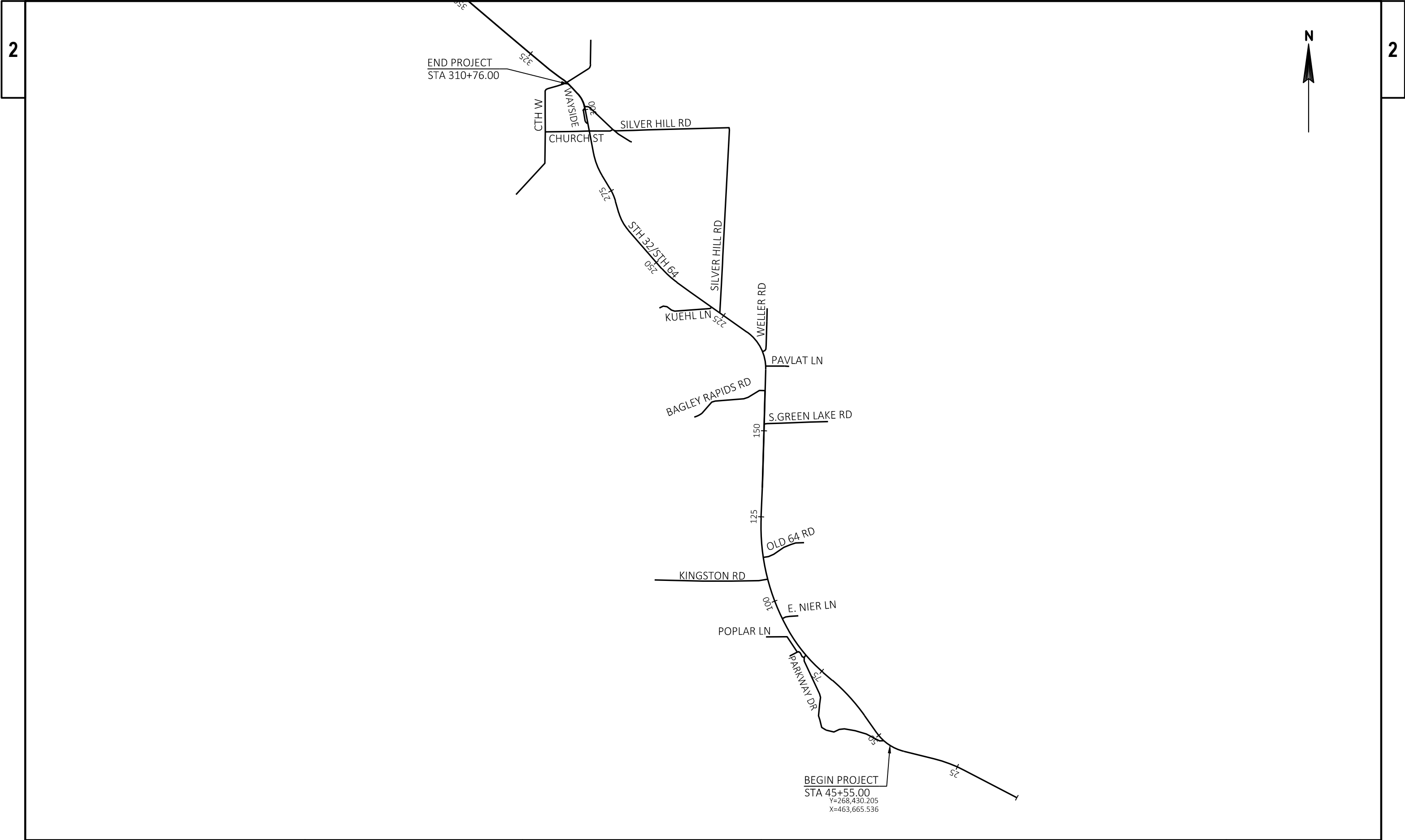
NE REGION SURVEY COORDINATOR

CORMAC MCINNIS, RLS
944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920)492-5638
cormac.mcinnis@dot.wi.gov

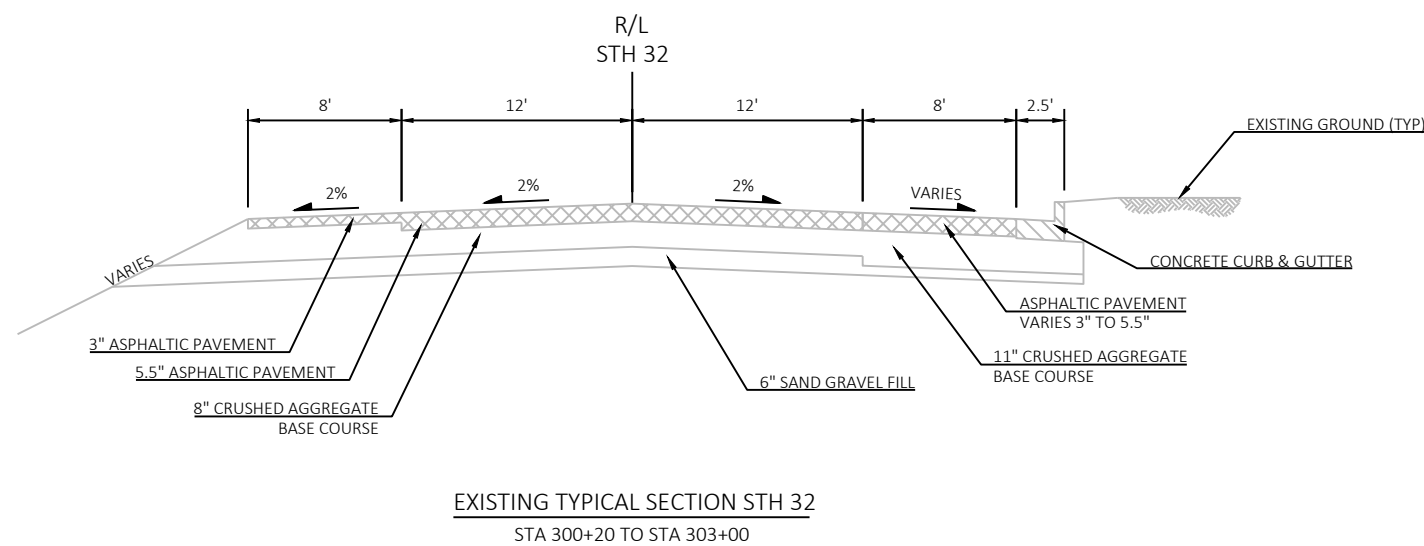
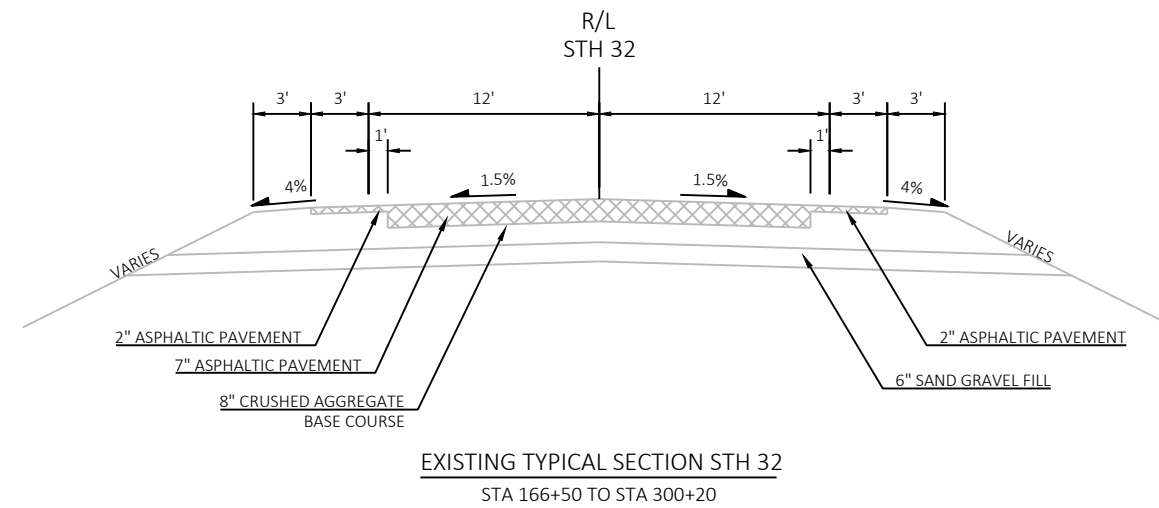
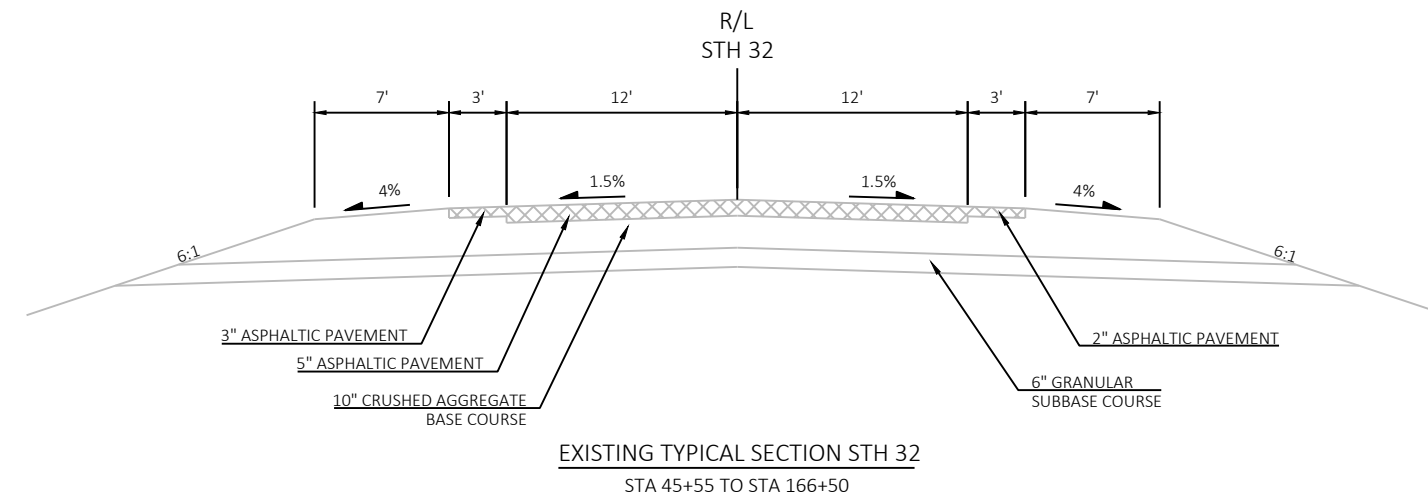
ORDER OF SECTION 2 DETAIL SHEETS

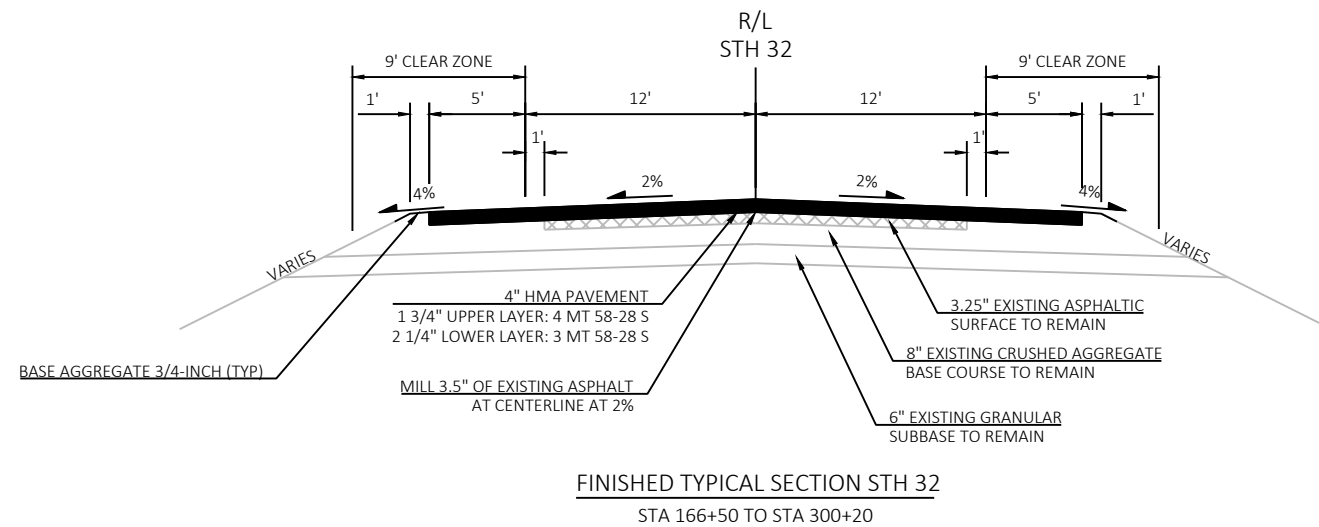
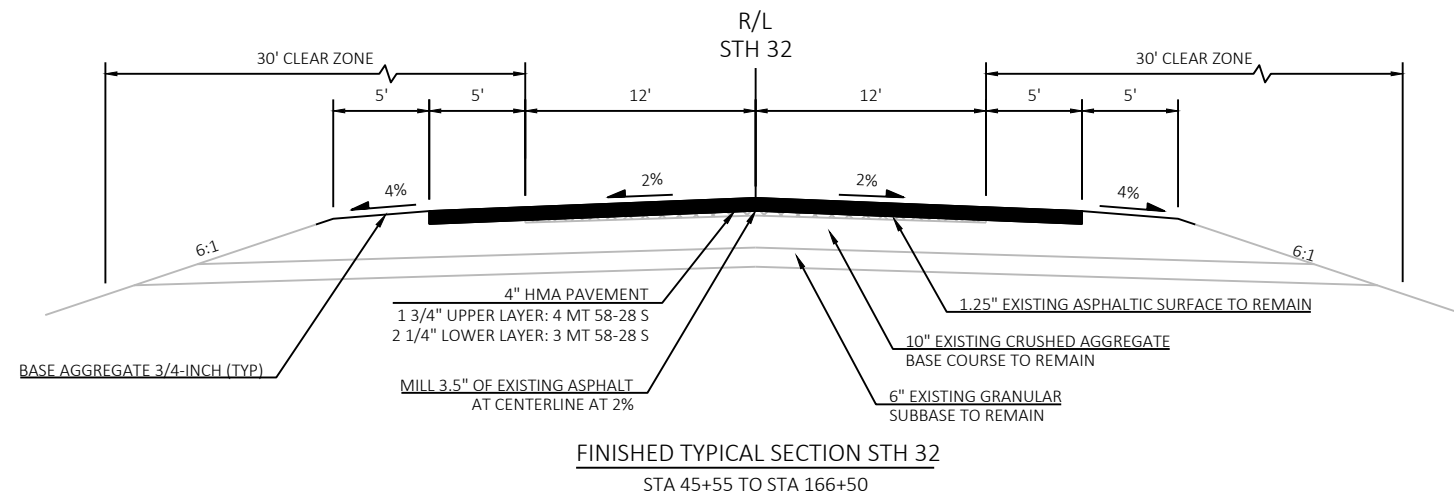
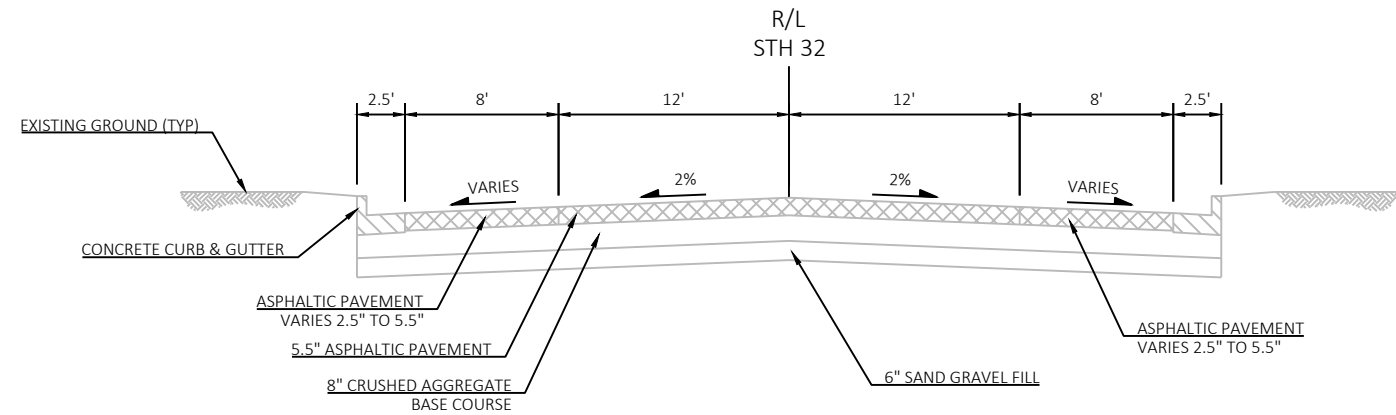
- GENERAL NOTES
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- PLAN DETAILS

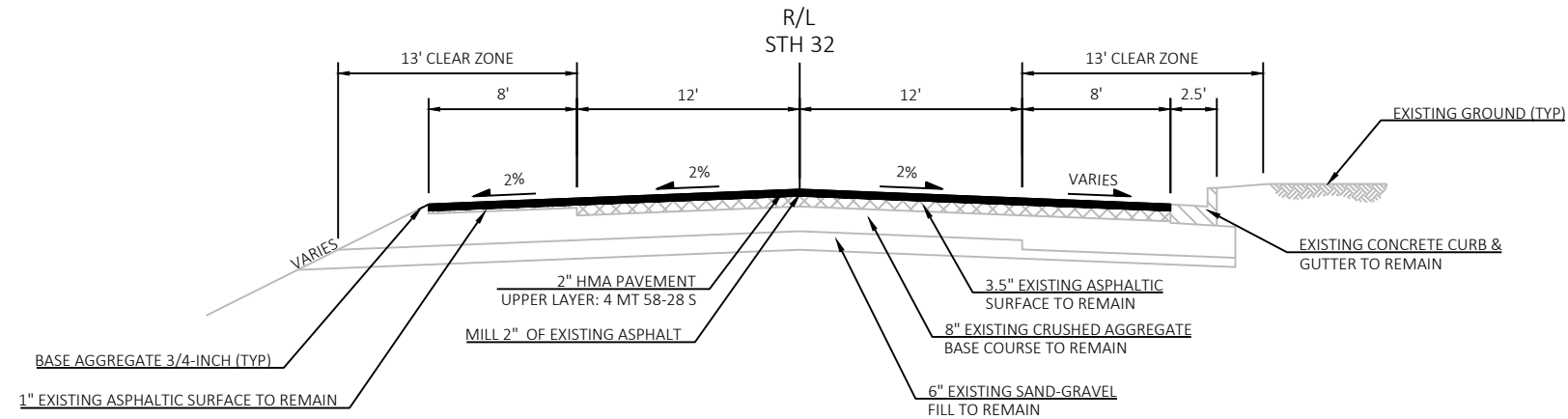




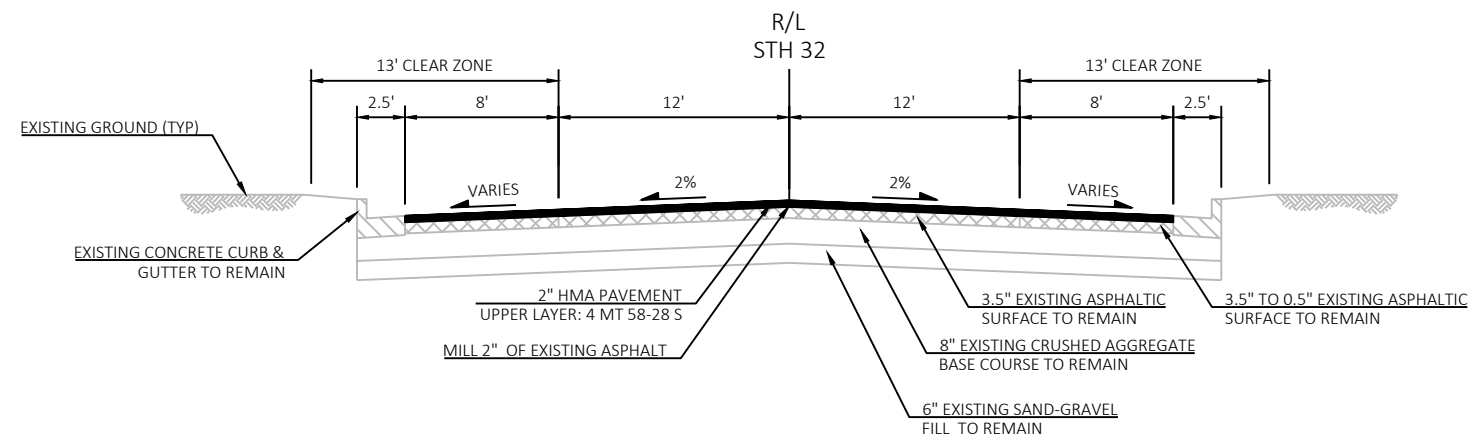
PROJECT NO: 9150-06-71	HWY: STH 32	COUNTY: OCONTO	PROJECT OVERVIEW	SHEET	E
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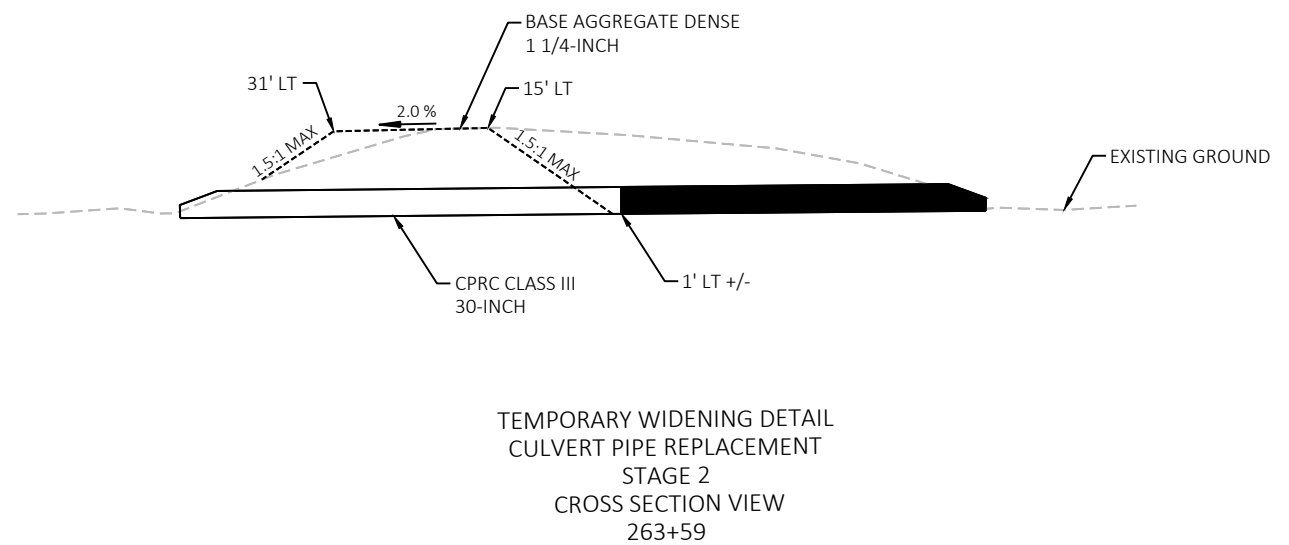
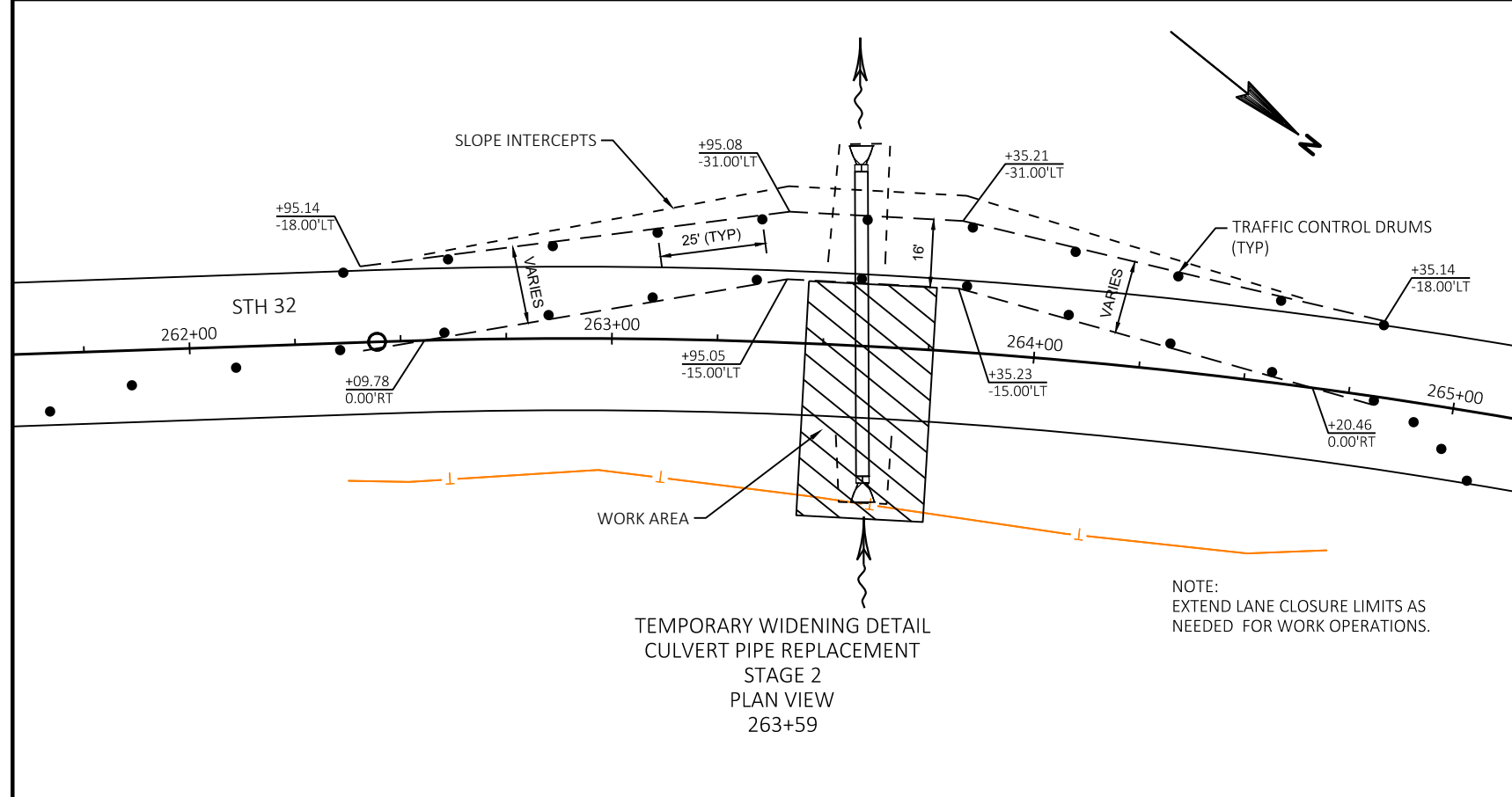
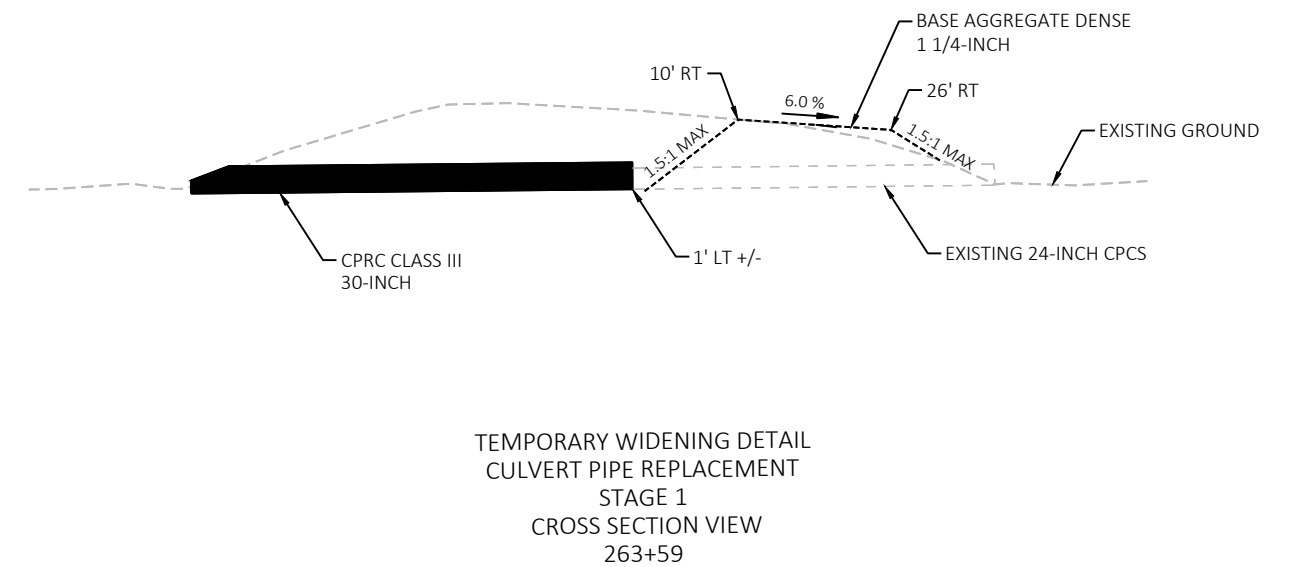
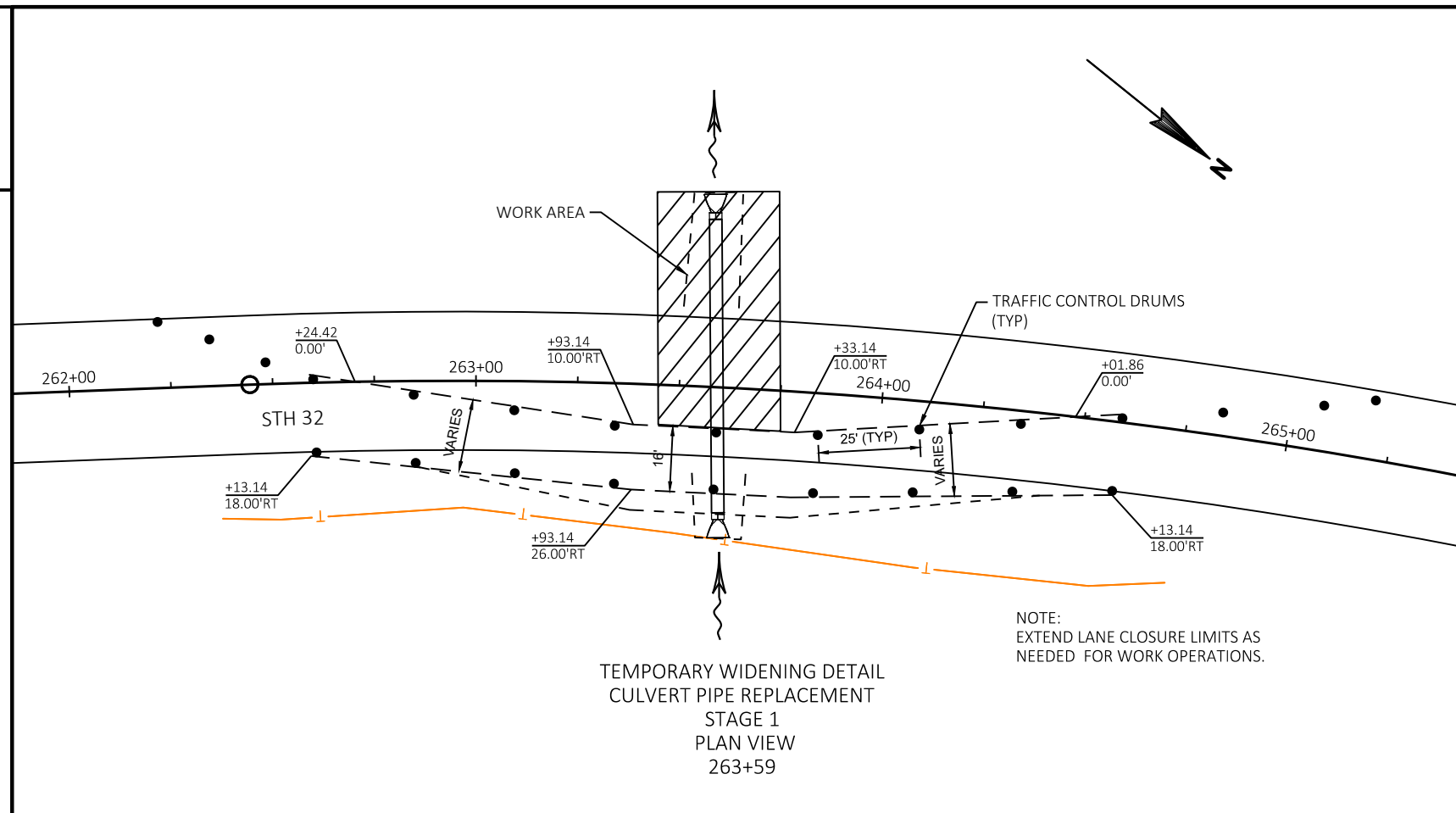


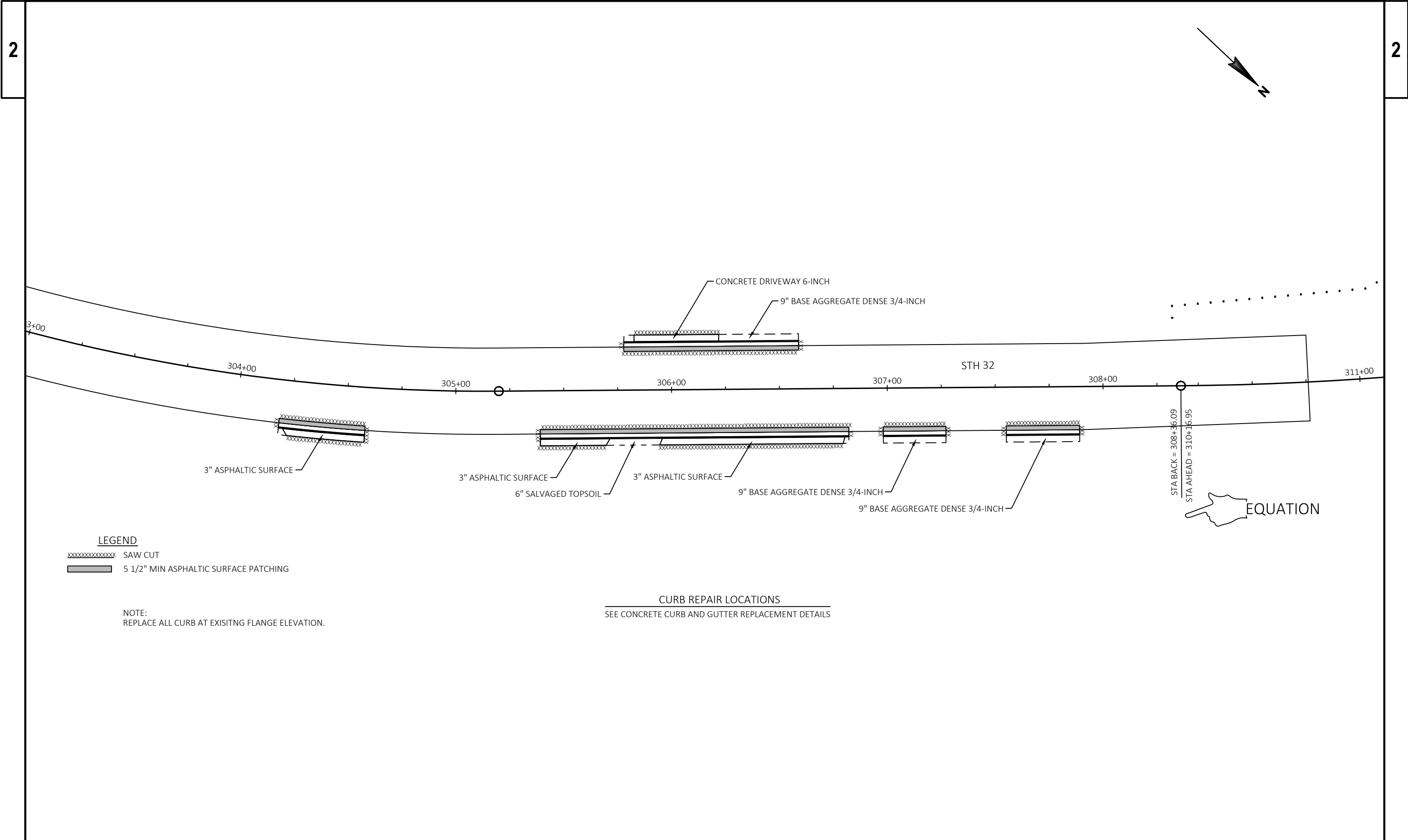


FINISHED TYPICAL SECTION STH 32
STA 300+20 TO STA 303+00



FINISHED TYPICAL SECTION STH 32
STA 303+00 TO STA 310+76



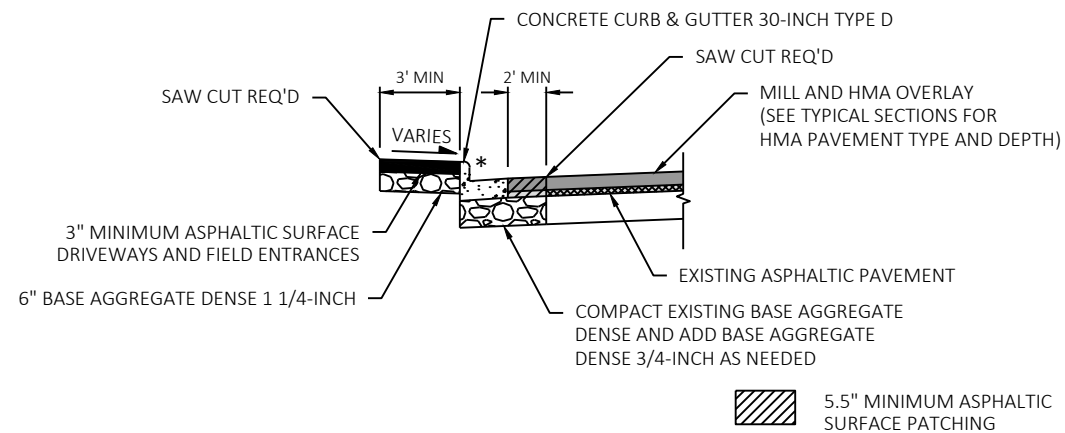


LEGEND

- XXXXXXXXXXXX SAW CUT
- 5 1/2" MIN ASPHALTIC SURFACE PATCHING

NOTE:
REPLACE ALL CURB AT EXISITNG FLANGE ELEVATION.

CURB REPAIR LOCATIONS
SEE CONCRETE CURB AND GUTTER REPLACEMENT DETAILS



CONCRETE CURB & GUTTER REPLACEMENT DETAIL

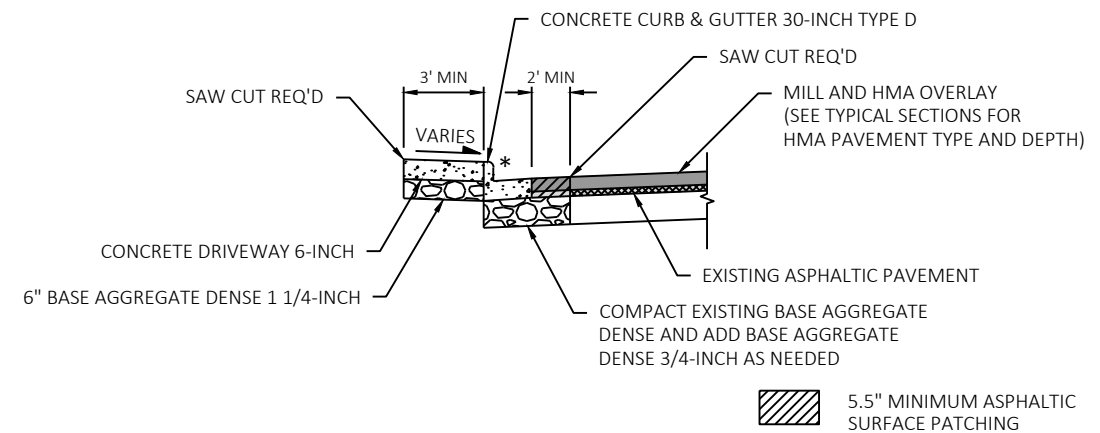
STA 304+20 TO STA 304+59 RT
STA 305+39 TO STA 305+70 RT
STA 305+95 TO STA 306+82 RT

NOTES:

COMPLETE CURB & GUTTER REPLACEMENTS AND ASPHALTIC SURFACE PATCHING TO MATCH THE EXISTING SURFACE PRIOR TO THE MILL AND OVERLAY OF STH 32.

FOR DETAILS NOT SHOWN, SEE SDD "CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES" FOR ADDITIONAL INFORMATION.

- * PLACE DRIVEWAY ENTRANCE CURB FROM:
STA 304+23 TO STA 304+55 RT
STA 305+39 TO STA 305+70 RT
STA 305+95 TO STA 306+27 RT
STA 306+47 TO STA 306+79 RT



CONCRETE CURB & GUTTER REPLACEMENT DETAIL

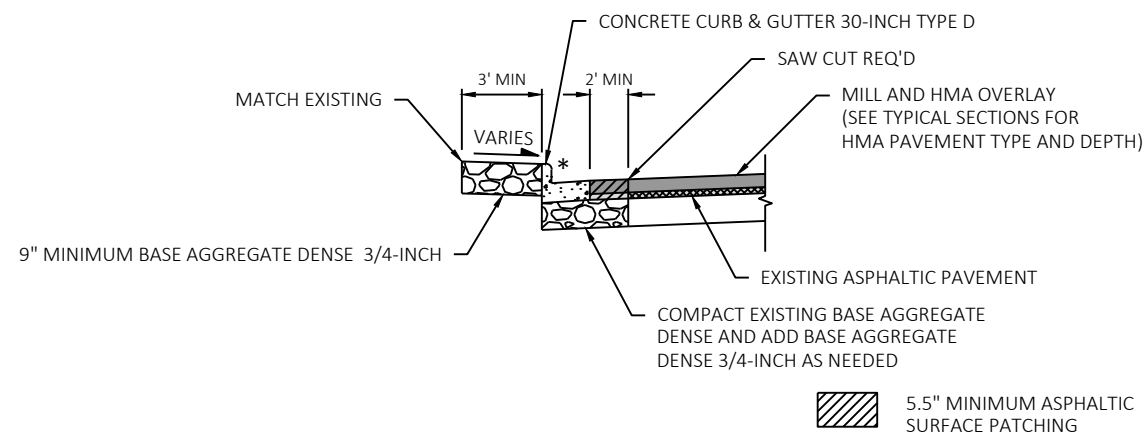
STA 305+78 TO STA 306+22 LT

NOTES:

COMPLETE CURB & GUTTER REPLACEMENTS AND ASPHALTIC SURFACE PATCHING TO MATCH THE EXISTING SURFACE PRIOR TO THE MILL AND OVERLAY OF STH 32.

FOR DETAILS NOT SHOWN, SEE SDD "CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES" FOR ADDITIONAL INFORMATION.

- * PLACE DRIVEWAY ENTRANCE CURB FROM:
STA 305+83 TO STA 306+18 LT



CONCRETE CURB & GUTTER REPLACEMENT DETAIL

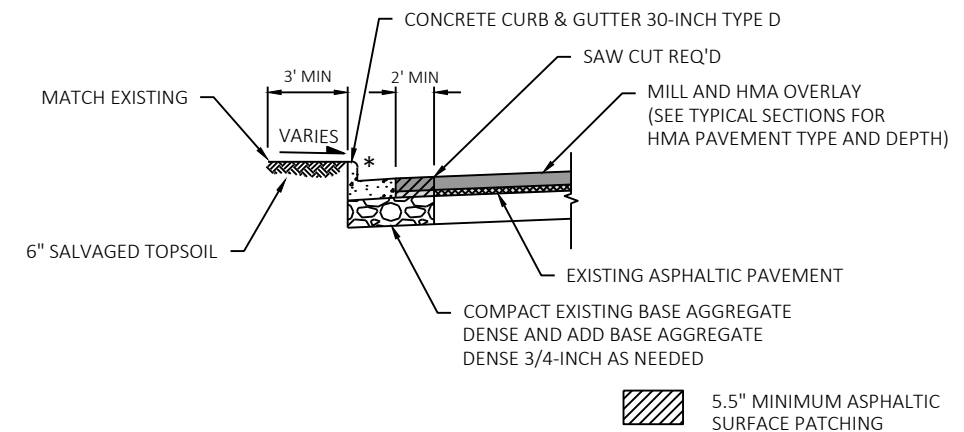
STA 306+22 TO STA 306+59 LT
STA 306+98 TO STA 307+27 RT
STA 307+55 TO STA 307+89 RT

NOTES:

COMPLETE CURB & GUTTER REPLACEMENTS AND ASPHALTIC SURFACE PATCHING TO MATCH THE EXISTING SURFACE PRIOR TO THE MILL AND OVERLAY OF STH 32.

FOR DETAILS NOT SHOWN, SEE SDD "CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES" FOR ADDITIONAL INFORMATION.

- * PLACE DRIVEWAY ENTRANCE CURB FROM:
STA 306+29 TO STA 306+58 LT
STA 306+99 TO STA 307+26 RT
STA 307+56 TO STA 307+88 RT



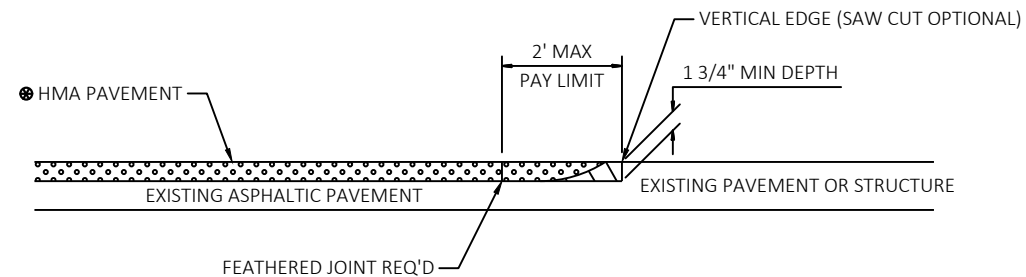
CONCRETE CURB & GUTTER REPLACEMENT DETAIL

STA 305+70 TO STA 305+95 RT

NOTES:

COMPLETE CURB & GUTTER REPLACEMENTS AND ASPHALTIC SURFACE PATCHING TO MATCH THE EXISTING SURFACE PRIOR TO THE MILL AND OVERLAY OF STH 32.

FOR DETAILS NOT SHOWN, SEE SDD "CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES" FOR ADDITIONAL INFORMATION.



SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

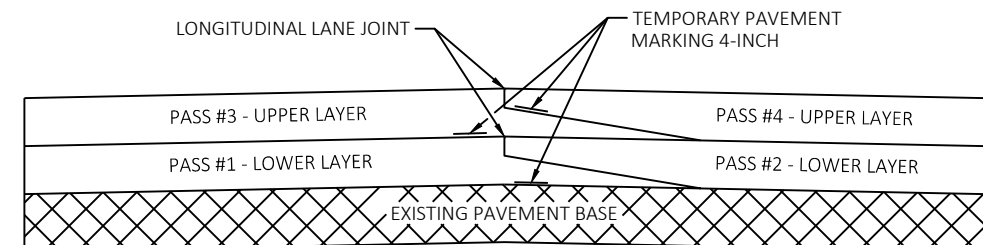


REMOVING ASPHALTIC SURFACE, MILLING



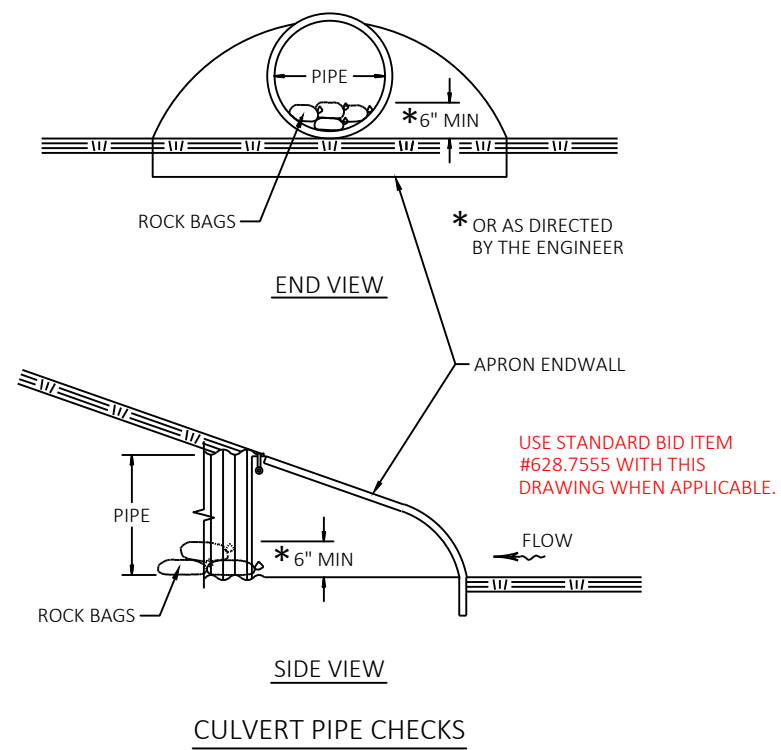
REMOVE ASPHALTIC SURFACE WEDGE AT BUTT JOINT TO CREATE VERTICAL EDGE

BUTT JOINT DETAIL FOR ASPHALTIC PAVEMENTS (NO PROFILE CHANGE)

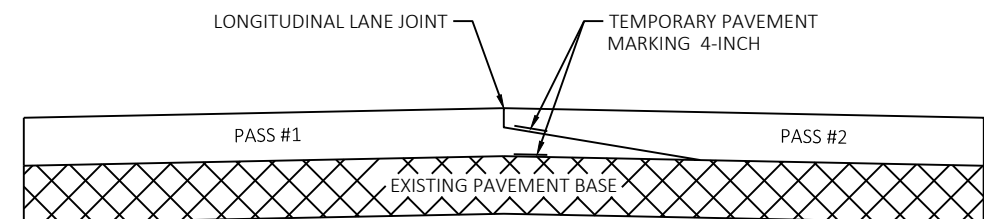


PAVEMENT MARKING DETAIL FOR TAPERED OVERLAPPING JOINTS IN HMA PAVEMENTS

STA 45+55 - 300+20

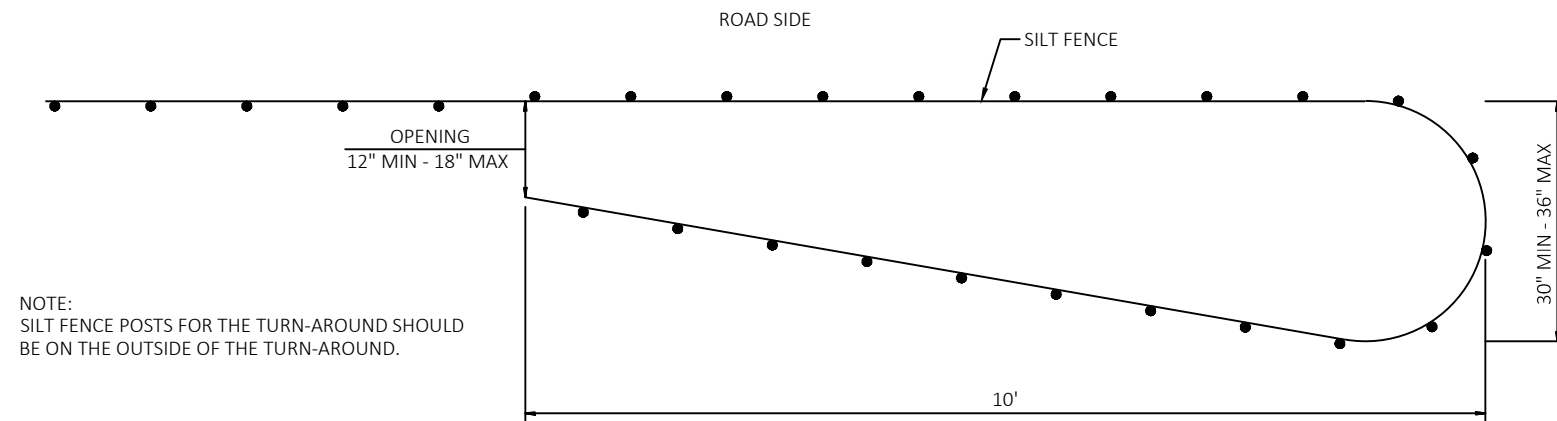


CULVERT PIPE CHECKS



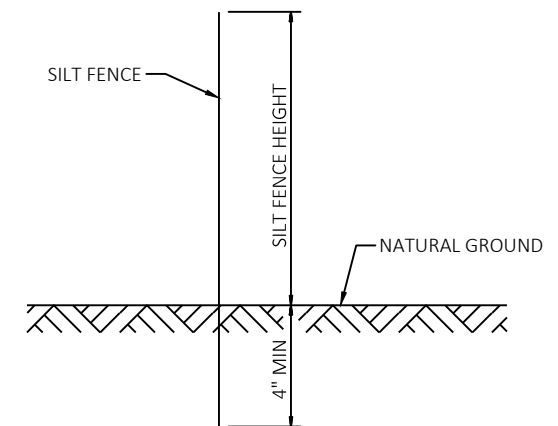
PAVEMENT MARKING DETAIL FOR TAPERED OVERLAPPING JOINTS IN HMA PAVEMENTS

STA 300+20 - 310+76



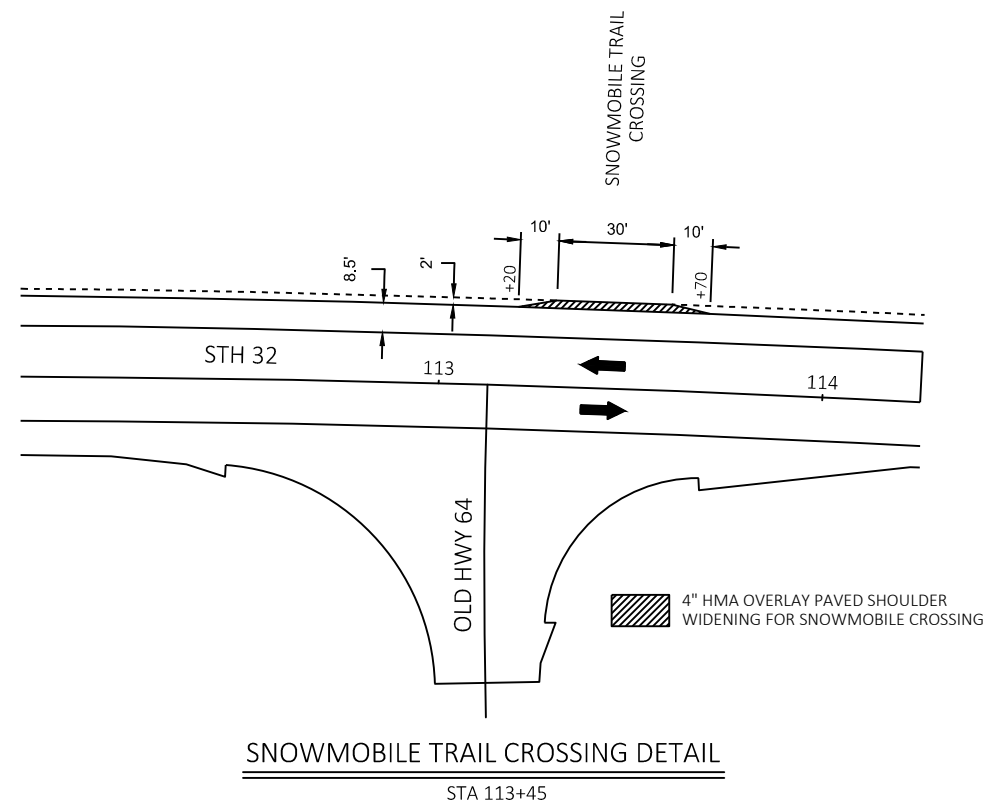
NOTE:
SILT FENCE POSTS FOR THE TURN-AROUND SHOULD
BE ON THE OUTSIDE OF THE TURN-AROUND.

PLAN VIEW



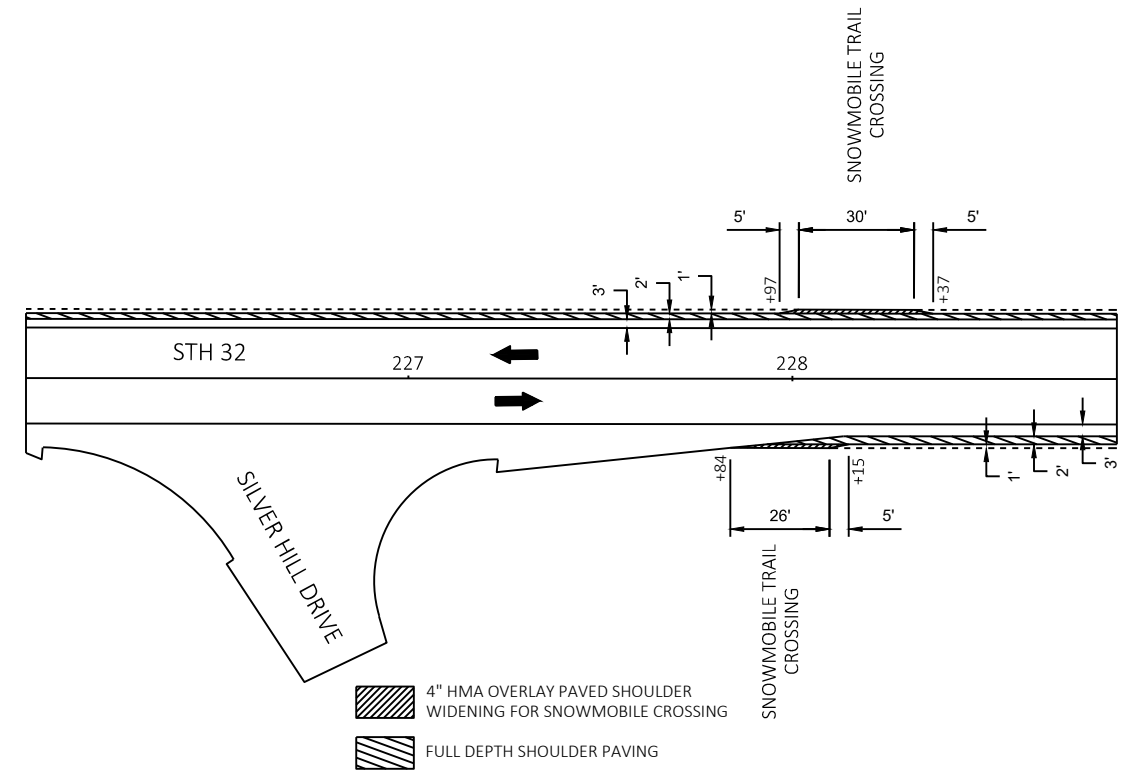
SIDE VIEW

SILT FENCE TURN-AROUND DETAIL



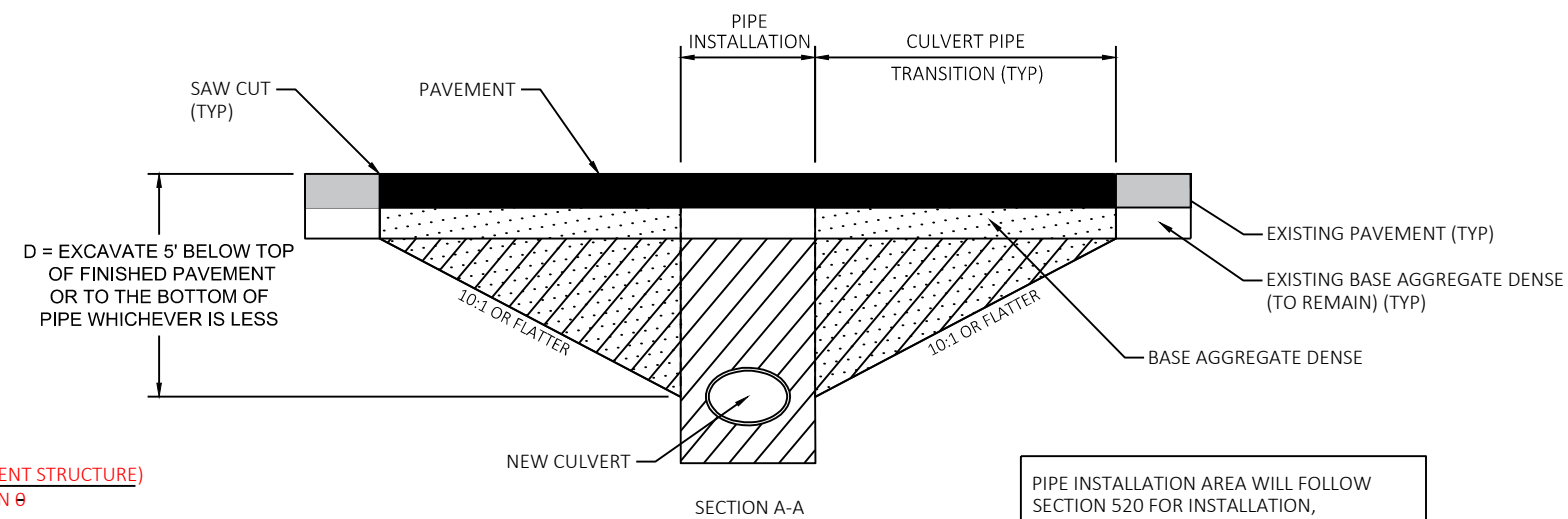
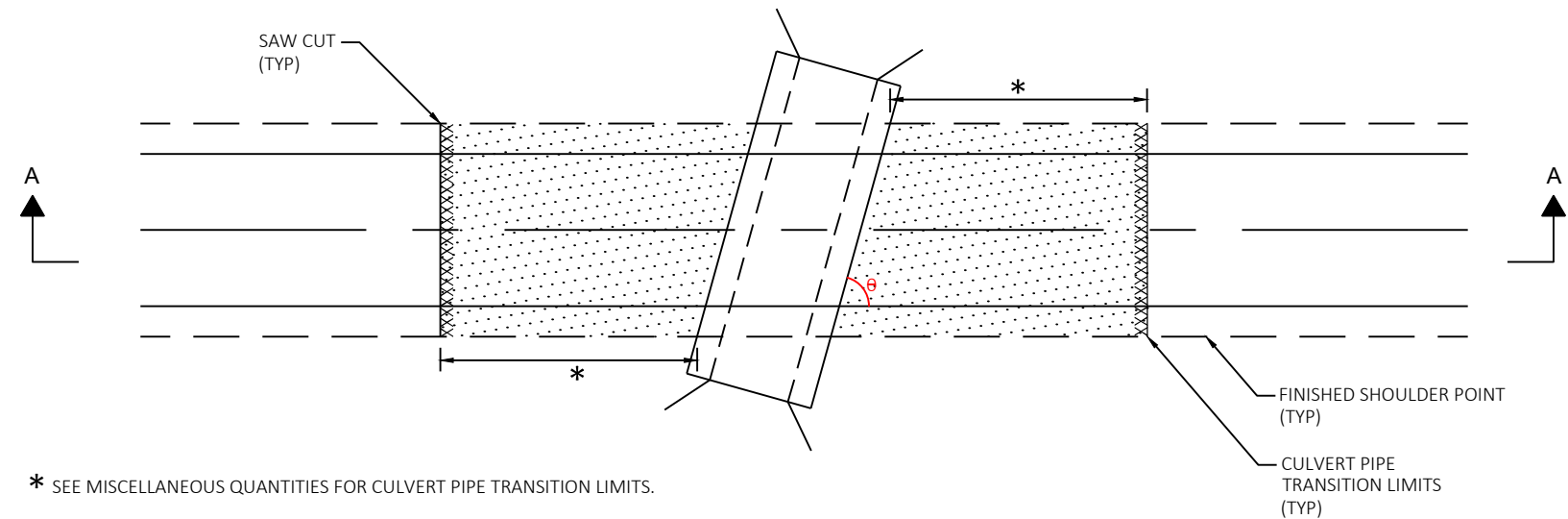
SNOWMOBILE TRAIL CROSSING DETAIL

STA 113+45



SNOWMOBILE TRAIL CROSSING DETAIL

STA 228+10



CALCULATE * BY THE FOLLOWING EQUATION:

$$\text{CULVERT TRANSITION LIMITS} = \frac{10(D - \text{PAVEMENT STRUCTURE})}{\sin \theta}$$

USE THIS DETAIL IF TOP OF PROPOSED PIPE IS 4-FT OR LESS FROM TOP OF FINISHED PAVEMENT.

DISCUSS INSTALLATIONS WITH SOILS ENGINEER WHEN THE PIPE:

- HAS SHARP SKEW (θ APPROXIMATELY 50° OR LESS)
- LONG CULVERT PIPE INSTALLATION
- PIPE INSTALLATION IMPACTS AN INTERSECTION
- ANY UNIQUE SITUATIONS

USE EXCEL SHEET "SHALLOW CULVERT TRANSITION EXCAVATION WORKSHEET" FOUND IN THE ESTIMATING FOLDER IN THE RESOURCE LIBRARY, FOR BID ITEM QUANTITIES.



PIPE INSTALLATION AREA WILL FOLLOW SECTION 520 FOR INSTALLATION, WIDTHS AND PAYMENT.

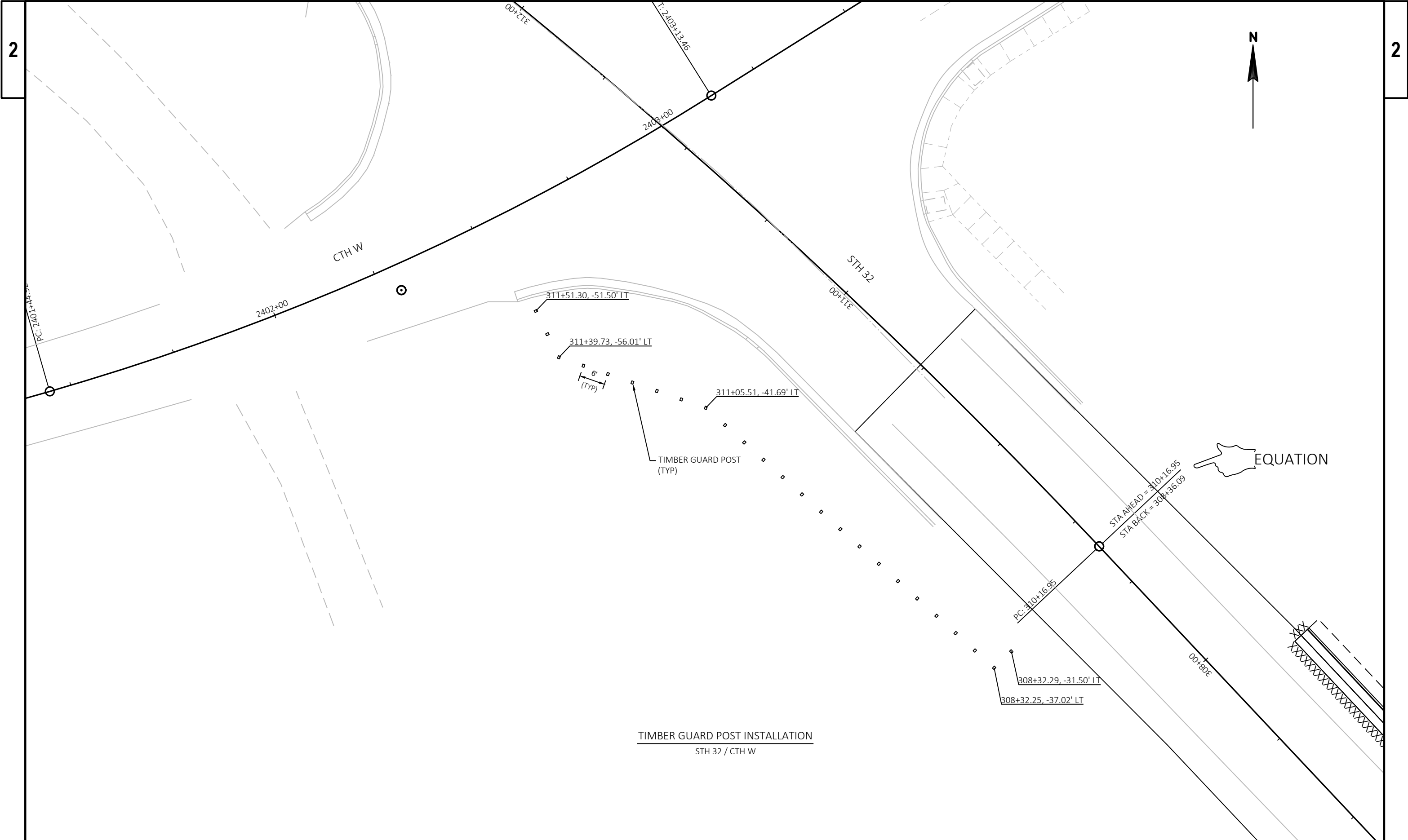
CONSTRUCT TRANSITION PERPENDICULAR TO CULVERT PIPE.

CULVERT PIPE TRANSITION AREAS WILL BE PAID BY COMMON EXCAVATION & SPV FOUNDATION BACKFILL.

PAVEMENT SAW CUT TO BE PERPENDICULAR TO ROADWAY ALIGNMENT.

NEW CULVERT PIPES WITH TRANSITION

STA 206+31
STA 247+07
STA 295+00

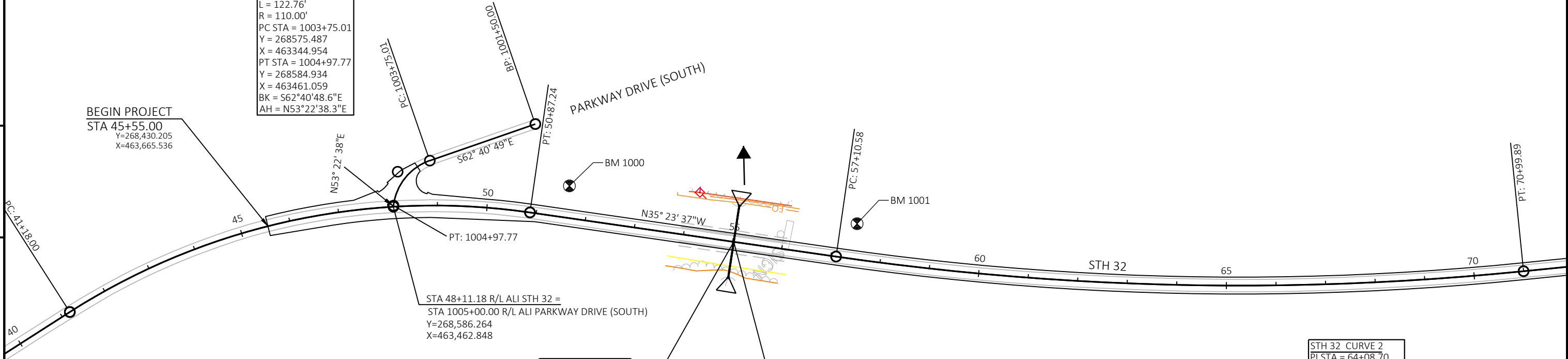


PROJECT NO: 9150-06-71	HWY: STH 32	COUNTY: OCONTO	CONSTRUCTION DETAILS	SHEET	E
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BENCHMARK TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1000	51+58.24	64.21 LT	268814.293	463187.842	869.62	RR Spike in Power Pole #3116 25R30, 340' N of Parkway Dr CL
BM 1001	57+43.46	71.40 LT	269286.807	462843.195	877.71	RR Spike in Power Pole #3116 25R16, 455' S of driveway #12605

PARKWAY DRIVE
PI STA = 1004+43.67
Y = 268543.976
X = 463405.954
DELTA = 63°56'33"
D = 52°05'13"
T = 68.66'
L = 122.76'
R = 110.00'
PC STA = 1003+75.01
Y = 268575.487
X = 463344.954
PT STA = 1004+97.77
Y = 268584.934
X = 463461.059
BK = S62°40'48.6"E
AH = N53°22'38.3"E

BEGIN PROJECT
STA 45+55.00
Y=268,430.205
X=463,665.536



STH 32 CURVE 1
PI STA = 46+24.19
Y = 268380.959
X = 463574.493
DELTA = 40°47'58"
D = 4°12'34"
T = 506.19'
L = 969.24'
R = 1361.13'
PC STA = 41+18.00
Y = 268260.156
X = 464066.058
PT STA = 50+87.24
Y = 268793.603
X = 463281.313
BK = N76°11'34.6"W
AH = N35°23'36.6"W

STH 32 CURVE 1			
STA	EVENT	LT	RT
45+55	BEGIN FULL SUPER	5.8%	-5.8%
50+38	END FULL SUPER	5.8%	-5.8%
51+35	REVERSE CROWN	2.0%	-2.0%
51+86	LEVEL CROWN	0.0%	-2.0%
52+37	BEGIN NORMAL CROWN	-2.0%	-2.0%

STA 55+02.3 - LINER
CIPP LINER 24-INCH
INVERT RT: 862.00
INVERT LT: 861.50
LENGTH: 143 LF
SLOPE: 0.35%
SKEW: 0°34' RHf

STA 55+02.3 - EXISTING CP (to be lined)
CPCS 24-INCH

STH 32 CURVE 2
PI STA = 64+08.70
Y = 269870.849
X = 462515.938
DELTA = 13°58'14"
D = 1°00'20"
T = 698.11'
L = 1389.31'
R = 5697.77'
PC STA = 57+10.58
Y = 269301.750
X = 462920.279
PT STA = 70+99.89
Y = 270325.496
X = 461986.164
BK = N35°23'36.6"W
AH = N49°21'50.8"W

STH 32 CURVE 2			
STA	EVENT	LT	RT
56+19	END NORMAL CROWN	-2.0%	-2.0%
56+70	LEVEL CROWN	-2.0%	0.0%
57+21	REVERSE CROWN	-2.0%	2.0%
57+31	BEGIN FULL SUPER	-2.4%	2.4%
70+80	END FULL SUPER	-2.4%	2.4%
70+90	REVERSE CROWN	-2.0%	2.0%
71+40	LEVEL CROWN	-2.0%	0.0%
71+91	BEGIN NORMAL CROWN	-2.0%	-2.0%

PROJECT NO: 9150-06-71

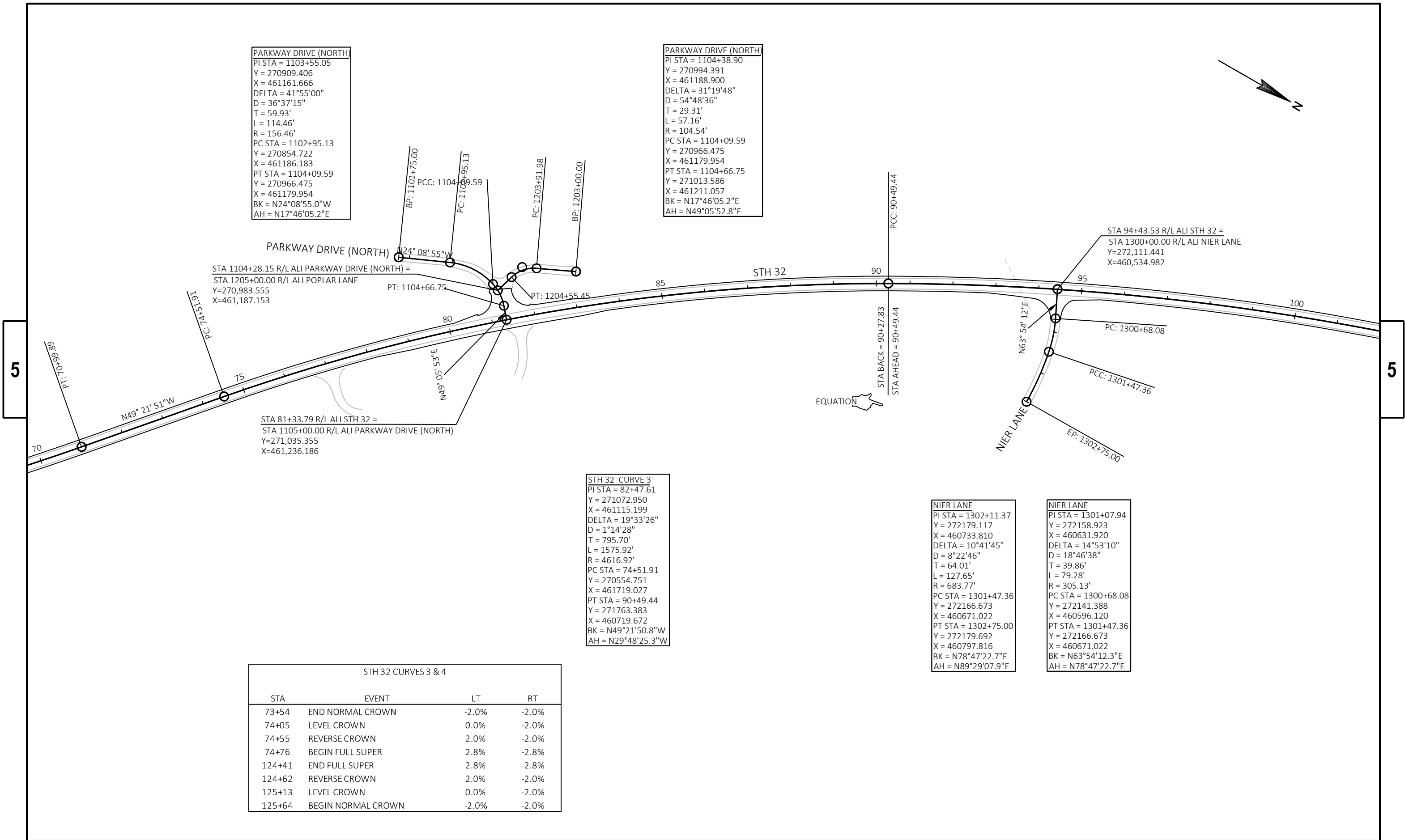
HWY: STH 32

COUNTY: OCONTO

PLAN

SHEET

E



PARKWAY DRIVE (NORTH)
PI STA = 1103+55.05
Y = 270909.406
X = 461161.666
DELTA = 41°55'00"
D = 36°37'15"
T = 59.93'
L = 114.46'
R = 156.46'
PC STA = 1102+95.13
Y = 270854.722
X = 461186.183
PT STA = 1104+09.59
Y = 270966.475
X = 461179.954
BK = N24°08'55.0"W
AH = N17°46'05.2"E

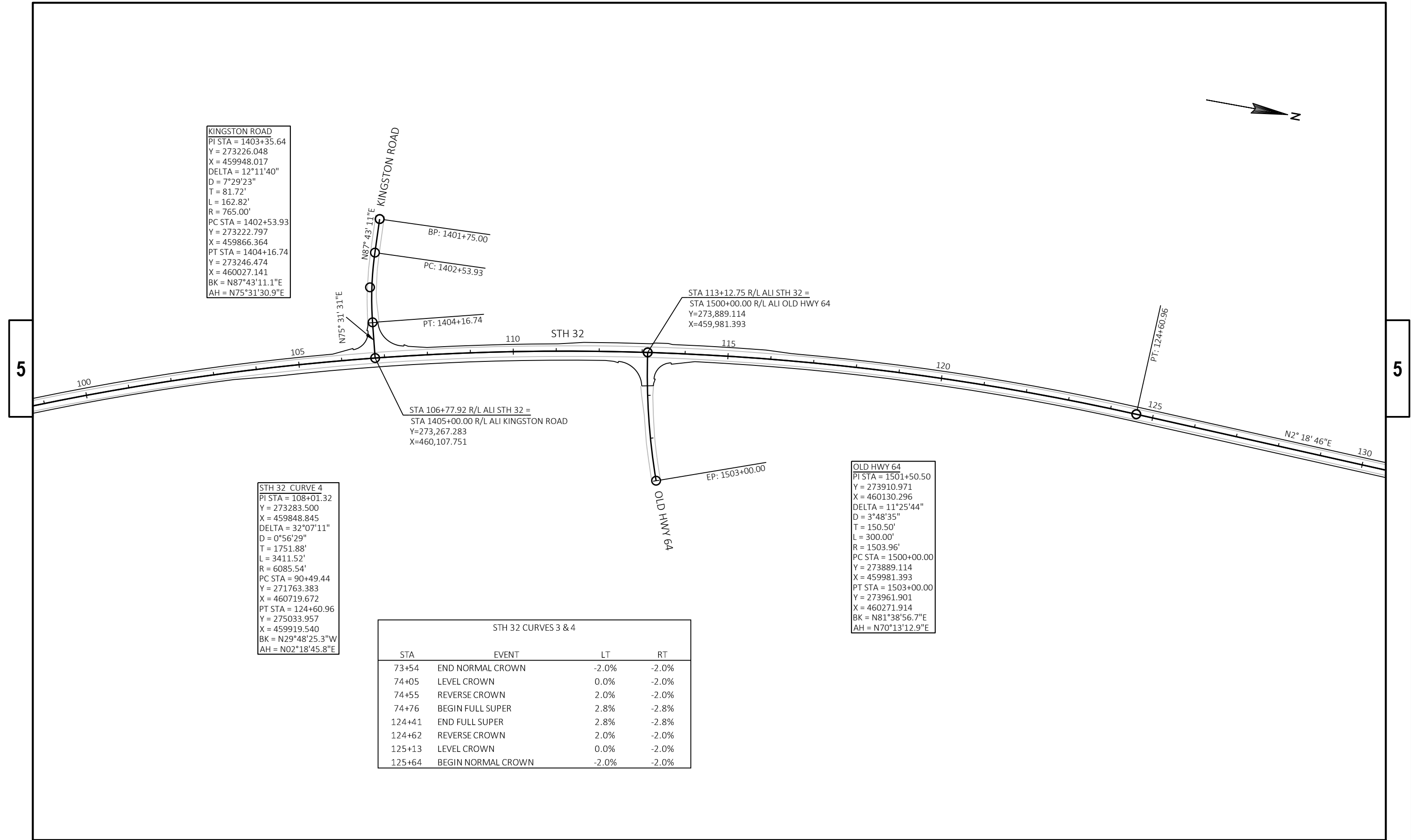
PARKWAY DRIVE (NORTH)
PI STA = 1104+38.90
Y = 270994.391
X = 461188.900
DELTA = 31°19'48"
D = 54°48'36"
T = 29.31'
L = 57.16'
R = 104.54'
PC STA = 1104+09.59
Y = 270966.475
X = 461179.954
PT STA = 1104+66.75
Y = 271013.586
X = 461211.057
BK = N17°46'05.2"E
AH = N49°05'52.8"E

STH 32 CURVE 3
PI STA = 82+47.61
Y = 271072.950
X = 461115.199
DELTA = 19°33'26"
D = 1°14'28"
T = 795.70'
L = 1575.92'
R = 4616.92'
PC STA = 74+51.91
Y = 270554.751
X = 461719.027
PT STA = 90+49.44
Y = 271763.383
X = 460719.672
BK = N49°21'50.8"W
AH = N29°48'25.3"W

NIER LANE
PI STA = 1302+11.37
Y = 272179.117
X = 460733.810
DELTA = 10°41'45"
D = 8°22'46"
T = 64.01'
L = 127.65'
R = 683.77'
PC STA = 1301+47.36
Y = 272166.673
X = 460671.022
PT STA = 1302+75.00
Y = 272179.692
X = 460797.816
BK = N78°47'22.7"E
AH = N89°29'07.9"E

NIER LANE
PI STA = 1301+07.94
Y = 272158.923
X = 460631.920
DELTA = 14°53'10"
D = 18°46'38"
T = 39.86'
L = 79.28'
R = 305.13'
PC STA = 1300+68.08
Y = 272141.388
X = 460596.120
PT STA = 1301+47.36
Y = 272166.673
X = 460671.022
BK = N63°54'12.3"E
AH = N78°47'22.7"E

STH 32 CURVES 3 & 4			
STA	EVENT	LT	RT
73+54	END NORMAL CROWN	-2.0%	-2.0%
74+05	LEVEL CROWN	0.0%	-2.0%
74+55	REVERSE CROWN	2.0%	-2.0%
74+76	BEGIN FULL SUPER	2.8%	-2.8%
124+41	END FULL SUPER	2.8%	-2.8%
124+62	REVERSE CROWN	2.0%	-2.0%
125+13	LEVEL CROWN	0.0%	-2.0%
125+64	BEGIN NORMAL CROWN	-2.0%	-2.0%



KINGSTON ROAD
PI STA = 1403+35.64
Y = 273226.048
X = 459948.017
DELTA = 12°11'40"
D = 7°29'23"
T = 81.72'
L = 162.82'
R = 765.00'
PC STA = 1402+53.93
Y = 273222.797
X = 459866.364
PT STA = 1404+16.74
Y = 273246.474
X = 460027.141
BK = N87°43'11.1"E
AH = N75°31'30.9"E

STH 32 CURVE 4
PI STA = 108+01.32
Y = 273283.500
X = 459848.845
DELTA = 32°07'11"
D = 0°56'29"
T = 1751.88'
L = 3411.52'
R = 6085.54'
PC STA = 90+49.44
Y = 271763.383
X = 460719.672
PT STA = 124+60.96
Y = 275033.957
X = 459919.540
BK = N29°48'25.3"W
AH = N02°18'45.8"E

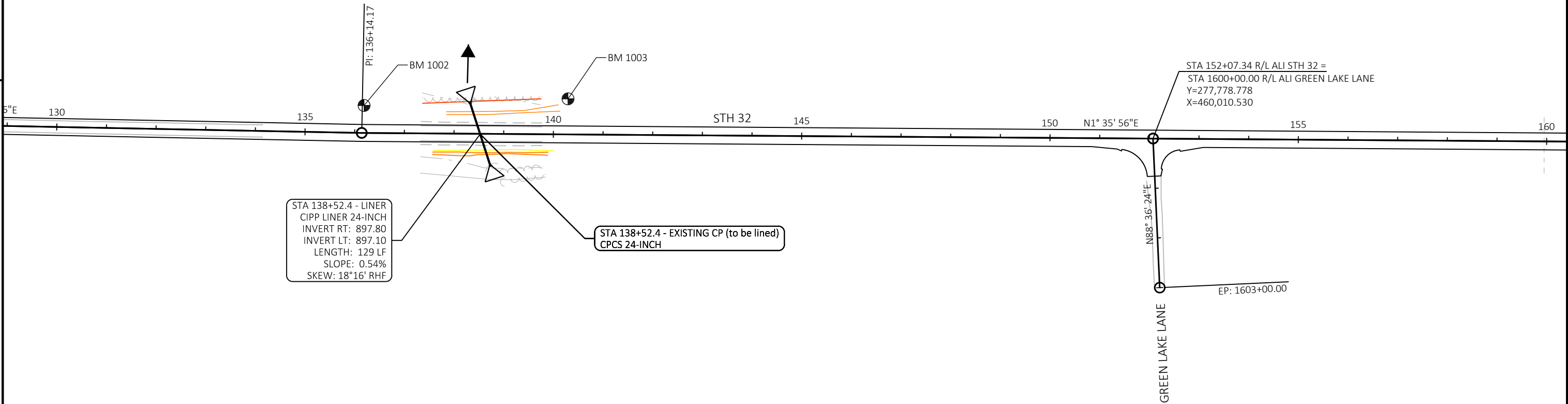
STH 32 CURVES 3 & 4			
STA	EVENT	LT	RT
73+54	END NORMAL CROWN	-2.0%	-2.0%
74+05	LEVEL CROWN	0.0%	-2.0%
74+55	REVERSE CROWN	2.0%	-2.0%
74+76	BEGIN FULL SUPER	2.8%	-2.8%
124+41	END FULL SUPER	2.8%	-2.8%
124+62	REVERSE CROWN	2.0%	-2.0%
125+13	LEVEL CROWN	0.0%	-2.0%
125+64	BEGIN NORMAL CROWN	-2.0%	-2.0%

OLD HWY 64
PI STA = 1501+50.50
Y = 273910.971
X = 460130.296
DELTA = 11°25'44"
D = 3°48'35"
T = 150.50'
L = 300.00'
R = 1503.96'
PC STA = 1500+00.00
Y = 273889.114
X = 459981.393
PT STA = 1503+00.00
Y = 273961.901
X = 460271.914
BK = N81°38'56.7"E
AH = N70°13'12.9"E

BENCHMARK TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1002	136+18.42	55.25 LT	276192.015	459910.966	904.19	RR Spike in Power Pole #3116 24W9, 260' N of driveway #13083
BM 1003	140+28.92	71.53 LT	276602.810	459906.151	904.15	RR Spike in Power Pole #3116 24W8, 1180' S of Pavlat Ln CL



5



5

BENCHMARK TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1004	167+24.93	54.09 LT	279297.285	459998.809	939.62	RR Spike in Power Pole #3116 13L6, 20' S of driveway #13339
BM 1005	205+84.31	37.13 LT	279526.449	460010.045	936.42	RR Spike in Power Pole #3116 13L5, 65' N of Pavlat Ln CL
BM 1006	209+61.03	60.17 RT	279917.212	460006.410	944.81	RR Spike in Power Pole #3116 13L67, 12' off edge of Weller Rd
BM 1007	227+11.55	69.82 RT	281096.347	458700.840	938.18	RR Spike in Power Pole #3116 14R1, 13' off edge of Silver Hill Rd
NGS 950	220+30.55	46.83 LT	280607.633	459189.237	945.62	NGS Disk in Concrete, 120' N of driveway #13395

KUEHL LANE
PI STA = 2104+52.18
Y = 281122.228
X = 458455.163
DELTA = 51°44'55"
D = 119°21'58"
T = 23.28'
L = 43.35'
R = 48.00'
PC STA = 2104+28.90
Y = 281121.029
X = 458431.913
PT STA = 2104+72.26
Y = 281141.229
X = 458468.616
BK = N87°02'52.0"E
AH = N35°17'56.8"E

BAGLEY RAPIDS ROAD
PI STA = 1703+00.29
Y = 278739.012
X = 459830.657
DELTA = 38°30'02"
D = 22°02'13"
T = 90.80'
L = 174.71'
R = 260.00'
PC STA = 1702+09.49
Y = 278684.493
X = 459758.050
PT STA = 1703+84.20
Y = 278736.478
X = 459921.419
BK = N53°05'54.4"E
AH = S88°24'04.0"E

STA 205+00.33 R/L ALI STH 32 =
STA 1800+00.00 R/L ALI PAVLAT LANE
Y=279,446.885
X=460,053.563

STA 205+26 LT
CPCS 15-INCH
INVERT LT: 935.20
INVERT RT: 935.10
LENGTH: 30 LF
SLOPE: 0.33%

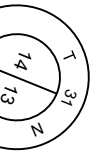
STA 206+31.2
CPRC CLASS IV 24-INCH
INVERT LT: 934.70
INVERT RT: 933.60
LENGTH: 72 LF
SLOPE: 1.53%
SKEW: 3°12' LHF

STA 206+31
REMOVE CP
(CPRC 24-INCH x 60 LF)
SLOPE INTERCEPT (TYP)

STA 207+85 LT
APRON ENDWALLS FOR CULVERT
PIPE SLOPED SIDE DRAINS STEEL
18-INCH 6 TO 1

STA 209+31.53 R/L ALI STH 32 =
STA 1900+00.00 R/L ALI WELLER ROAD
Y=279,866.265
X=459,962.408

STA 226+74.56 R/L ALI STH 32 =
STA 2000+00.00 R/L ALI SILVER HILL ROAD (SOUTH)
Y=281,017.990
X=458,690.686



SILVER HILL RD (SOUTH)
PI STA = 2000+59.88
Y = 281066.862
X = 458725.288
DELTA = 32°07'41"
D = 58°32'19"
T = 28.18'
L = 54.88'
R = 97.88'
PC STA = 2000+31.70
Y = 281043.859
X = 458709.002
PT STA = 2000+86.58
Y = 281095.003
X = 458726.847
BK = N35°17'56.8"E
AH = N03°10'15.6"E

PAVLAT LANE
PI STA = 1800+91.80
Y = 279453.068
X = 460145.151
DELTA = 4°19'04"
D = 11°29'09"
T = 18.81'
L = 37.59'
R = 498.84'
PC STA = 1800+72.99
Y = 279451.801
X = 460126.389
PT STA = 1801+10.58
Y = 279452.919
X = 460163.956
BK = N86°08'15.1"E
AH = S89°32'40.9"E

WELLER ROAD
PI STA = 1900+98.37
Y = 279902.921
X = 460053.696
DELTA = 57°29'00"
D = 61°46'35"
T = 50.87'
L = 93.05'
R = 92.75'
PC STA = 1900+47.51
Y = 279883.967
X = 460006.494
PT STA = 1901+40.56
Y = 279952.912
X = 460063.087
BK = N68°07'20.5"E
AH = N10°38'20.3"E

WELLER ROAD
PI STA = 1901+70.32
Y = 279982.160
X = 460068.581
DELTA = 8°57'29"
D = 15°04'53"
T = 29.76'
L = 59.40'
R = 379.91'
PC STA = 1901+40.56
Y = 279952.912
X = 460063.087
PT STA = 1901+99.96
Y = 280011.906
X = 460069.454
BK = N01°38'20.3"E
AH = N01°40'51.7"E

STH 32 CURVE 5
PI STA = 210+92.55
Y = 280038.853
X = 460073.616
DELTA = 56°17'59"
D = 4°27'35"
T = 687.45'
L = 1262.44'
R = 1284.78'
PC STA = 204+05.10
Y = 279351.676
X = 460054.435
PT STA = 216+67.54
Y = 280436.090
X = 459512.560
BK = N01°35'56.0"E
AH = N54°42'03.2"W

STH 32 CURVE 5			
STA	EVENT	LT	RT
166+29	END NORMAL CROWN	-2.0%	-2.0%
166+80	LEVEL CROWN	-2.0%	0.0%
167+31	REVERSE CROWN	-2.0%	2.0%
204+55	BEGIN FULL SUPER	-5.9%	5.9%
216+17	END FULL SUPER	-5.9%	5.9%
217+17	REVERSE CROWN	-2.0%	2.0%
217+68	LEVEL CROWN	-2.0%	0.0%
218+19	BEGIN NORMAL CROWN	-2.0%	-2.0%

PROJECT NO: 9150-06-71

HWY: STH 32

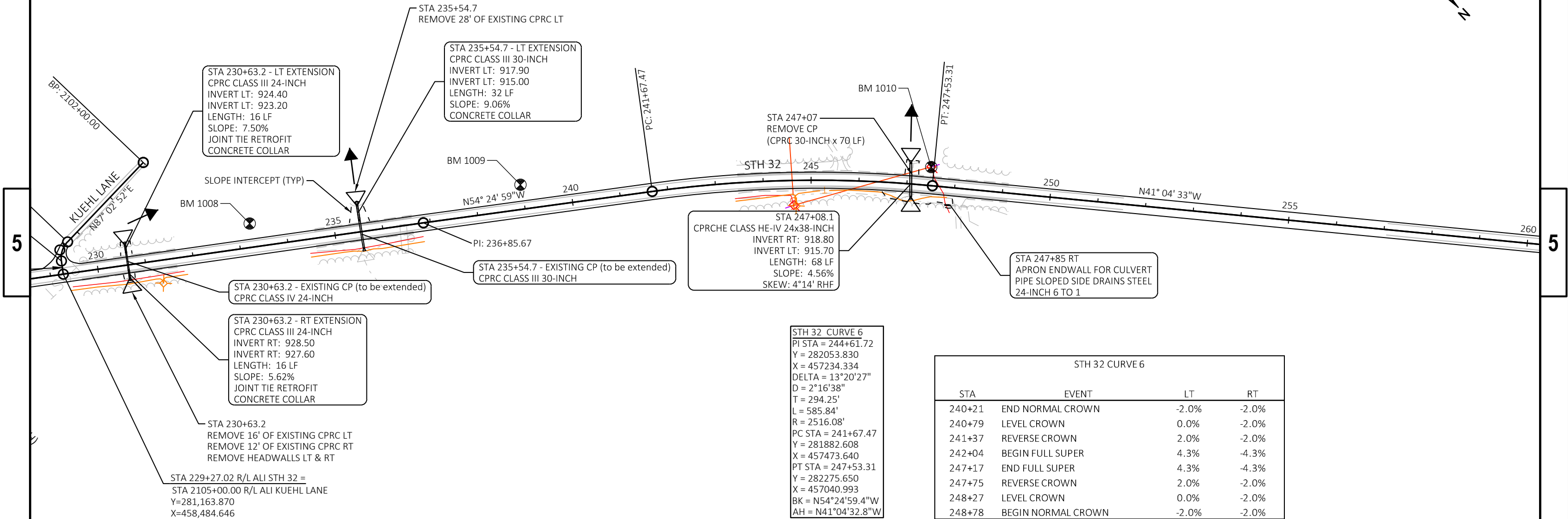
COUNTY: OCONTO

PLAN

SHEET

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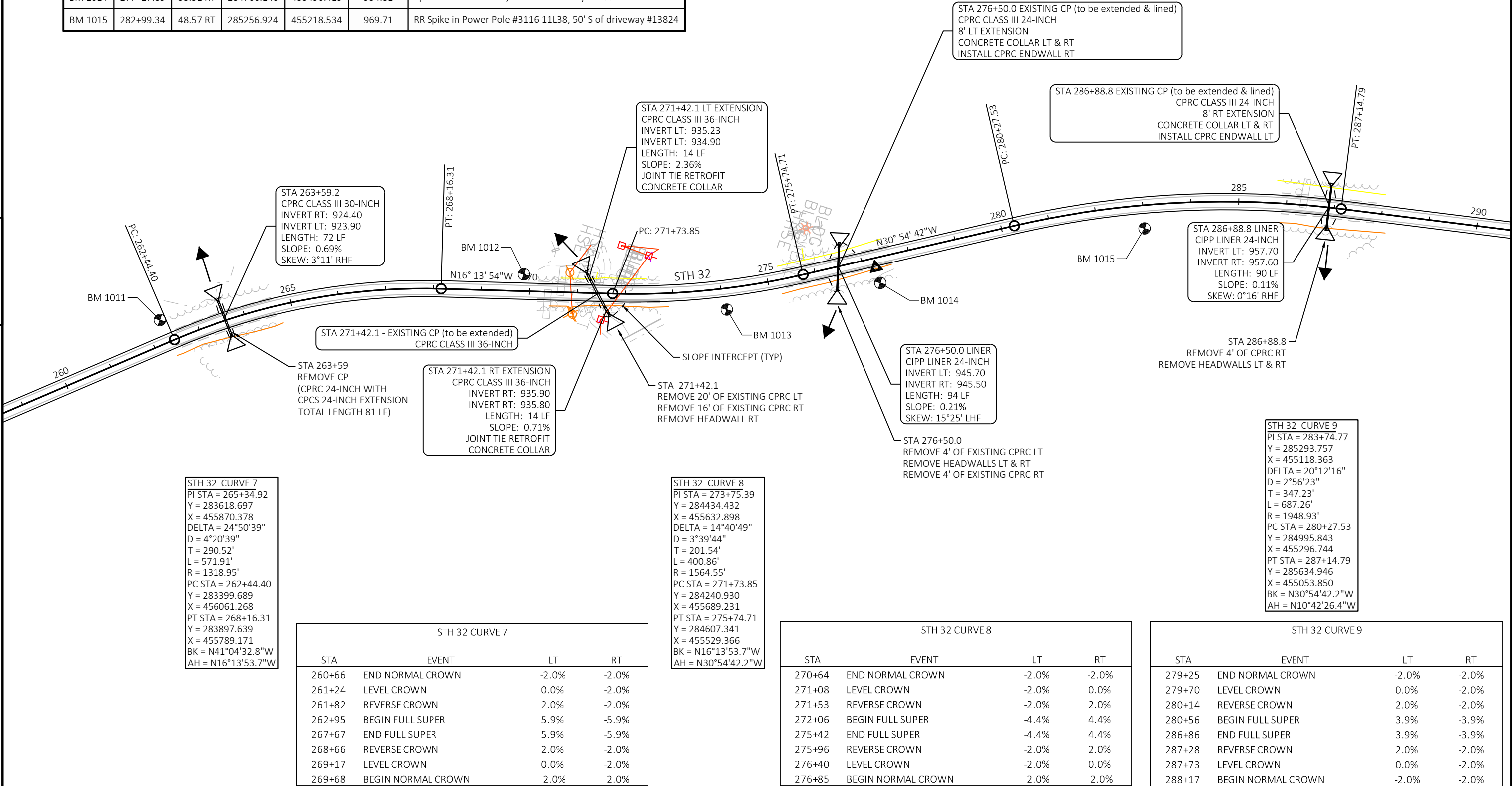
BENCHMARK TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1008	233+26.78	49.70 LT	281354.308	458129.663	923.17	Spike in 18" Maple Tree, 400' N of Kuehl Ln CL
BM 1009	238+97.08	51.19 LT	281683.639	457663.756	921.85	Spike in 12" Poplar Tree, 670' S of driveway #13545
BM 1010	247+47.27	38.58 LT	282245.681	457015.944	920.27	RR Spike in Power Pole #3116 14E1, 70' S of driveway #13638



STH 32 CURVE 6	
PI STA = 244+61.72	
Y = 282053.830	
X = 457234.334	
DELTA = 13°20'27"	
D = 2°16'38"	
T = 294.25'	
L = 585.84'	
R = 2516.08'	
PC STA = 241+67.47	
Y = 281882.608	
X = 457473.640	
PT STA = 247+53.31	
Y = 282275.650	
X = 457040.993	
BK = N54°24'59.4"W	
AH = N41°04'32.8"W	

STH 32 CURVE 6			
STA	EVENT	LT	RT
240+21	END NORMAL CROWN	-2.0%	-2.0%
240+79	LEVEL CROWN	0.0%	-2.0%
241+37	REVERSE CROWN	2.0%	-2.0%
242+04	BEGIN FULL SUPER	4.3%	-4.3%
247+17	END FULL SUPER	4.3%	-4.3%
247+75	REVERSE CROWN	2.0%	-2.0%
248+27	LEVEL CROWN	0.0%	-2.0%
248+78	BEGIN NORMAL CROWN	-2.0%	-2.0%

BENCHMARK TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1011	262+32.49	49.70 LT	283358.061	456031.620	926.75	Spike in 12" Elm Tree, 930' S of driveway #13695
BM 1012	269+87.51	35.14 LT	284052.195	455707.575	937.64	Spike in 12" Spruce Tree, 135' S of driveway #13700
BM 1013	274+07.65	44.43 RT	284478.338	455647.716	950.46	Spike in 18" Pine Tree, across from driveway #13755
BM 1014	277+27.89	53.31 RT	284766.146	455496.419	954.81	Spike in 15" Pine Tree, 90' N of driveway #13773
BM 1015	282+99.34	48.57 RT	285256.924	455218.534	969.71	RR Spike in Power Pole #3116 11L38, 50' S of driveway #13824



PROJECT NO: 9150-06-71

HWY: STH 32

COUNTY: OCONTO

PLAN

SHEET

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BENCHMARK TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1016	293+77.71	39.79 RT	286293.717	454969.783	962.69	RR Spike in Power Pole #3116 11W25, 12' off edge of Church Rd
BM 1017	298+49.75	69.94 LT	286737.151	454774.261	961.47	RR Spike in Power Pole #3116 11W28, 170' S of N wayside entrance
NGS 951	313+20.23	56.80 RT	287834.019	454181.653	973.42	NGS Disk in Concrete, 85' S of recreational trail crossing

SPECIAL TANGENT CROSS SLOPES			
STA	EVENT	LT	RT
306+00	SPECIAL CROSS SLOPE	-2.0%	-3.0%
306+25	SPECIAL CROSS SLOPE	-1.0%	-4.0%
306+50	SPECIAL CROSS SLOPE	0.0%	-5.0%
306+75	SPECIAL CROSS SLOPE	1.0%	-6.0%
308+00	SPECIAL CROSS SLOPE	1.0%	-6.0%
308+25	SPECIAL CROSS SLOPE	0.0%	-5.0%
310+25	SPECIAL CROSS SLOPE	0.0%	-4.0%
310+50	SPECIAL CROSS SLOPE	-1.0%	-3.0%

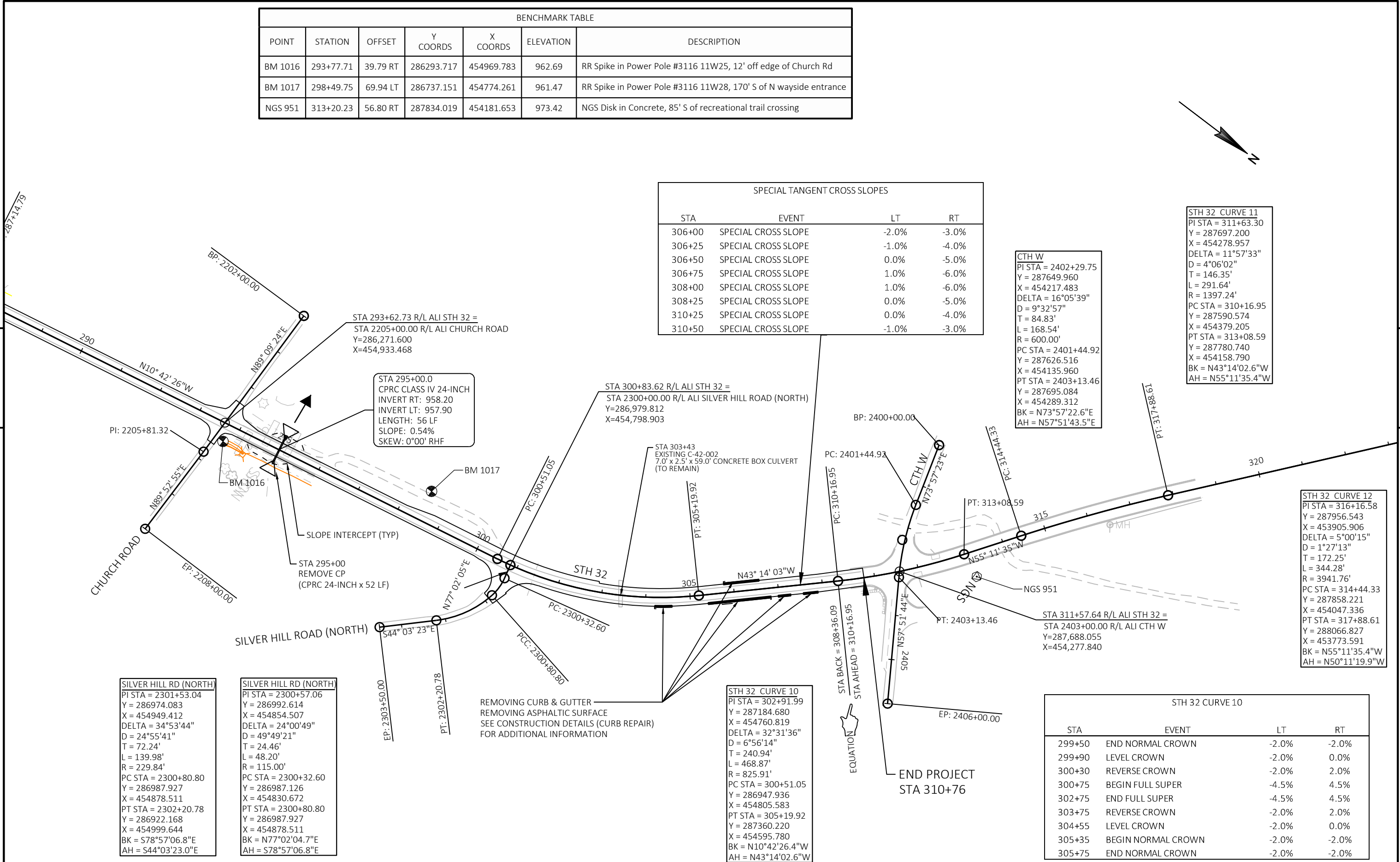
CTH W
PI STA = 2402+29.75
Y = 287649.960
X = 454217.483
DELTA = 16°05'39"
D = 9°32'57"
T = 84.83'
L = 168.54'
R = 600.00'
PC STA = 2401+44.92
Y = 287626.516
X = 454135.960
PT STA = 2403+13.46
Y = 287695.084
X = 454289.312
BK = N73°57'22.6"E
AH = N57°51'43.5"E

STH 32 CURVE 11
PI STA = 311+63.30
Y = 287697.200
X = 454278.957
DELTA = 11°57'33"
D = 4°06'02"
T = 146.35'
L = 291.64'
R = 1397.24'
PC STA = 310+16.95
Y = 287590.574
X = 454379.205
PT STA = 313+08.59
Y = 287780.740
X = 454158.790
BK = N43°14'02.6"W
AH = N55°11'35.4"W

STH 32 CURVE 12
PI STA = 316+16.58
Y = 287956.543
X = 453905.906
DELTA = 5°00'15"
D = 1°27'13"
T = 172.25'
L = 344.28'
R = 3941.76'
PC STA = 314+44.33
Y = 287858.221
X = 454047.336
PT STA = 317+88.61
Y = 288066.827
X = 453773.591
BK = N55°11'35.4"W
AH = N50°11'19.9"W

STH 32 CURVE 10
PI STA = 302+91.99
Y = 287184.680
X = 454760.819
DELTA = 32°31'36"
D = 6°56'14"
T = 240.94'
L = 468.87'
R = 825.91'
PC STA = 300+51.05
Y = 286947.936
X = 454805.583
PT STA = 305+19.92
Y = 287360.220
X = 454595.780
BK = N10°42'26.4"W
AH = N43°14'02.6"W

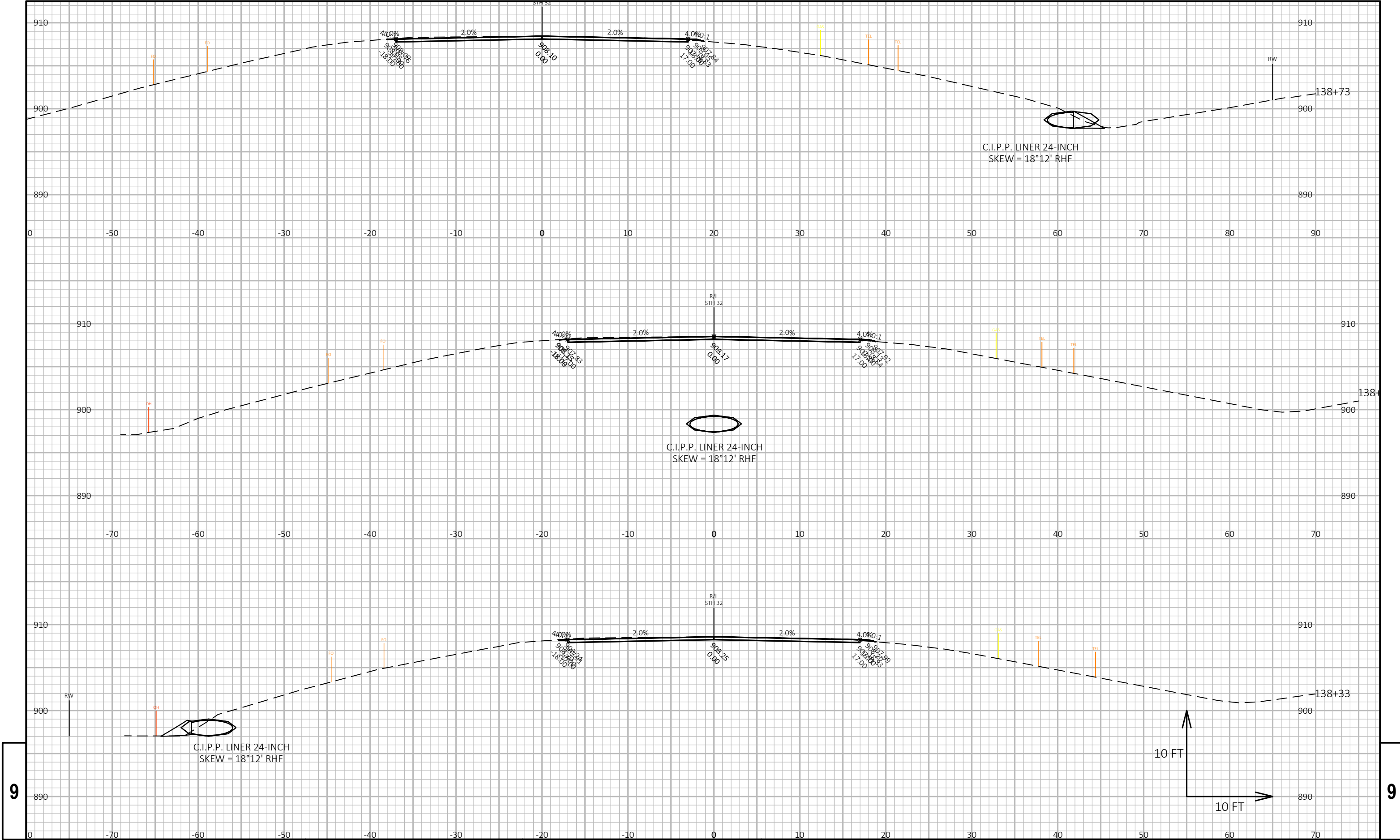
STH 32 CURVE 10			
STA	EVENT	LT	RT
299+50	END NORMAL CROWN	-2.0%	-2.0%
299+90	LEVEL CROWN	-2.0%	0.0%
300+30	REVERSE CROWN	-2.0%	2.0%
300+75	BEGIN FULL SUPER	-4.5%	4.5%
302+75	END FULL SUPER	-4.5%	4.5%
303+75	REVERSE CROWN	-2.0%	2.0%
304+55	LEVEL CROWN	-2.0%	0.0%
305+35	BEGIN NORMAL CROWN	-2.0%	-2.0%
305+75	END NORMAL CROWN	-2.0%	-2.0%



REMOVING CURB & GUTTER
REMOVING ASPHALTIC SURFACE
SEE CONSTRUCTION DETAILS (CURB REPAIR)
FOR ADDITIONAL INFORMATION

EQUATION

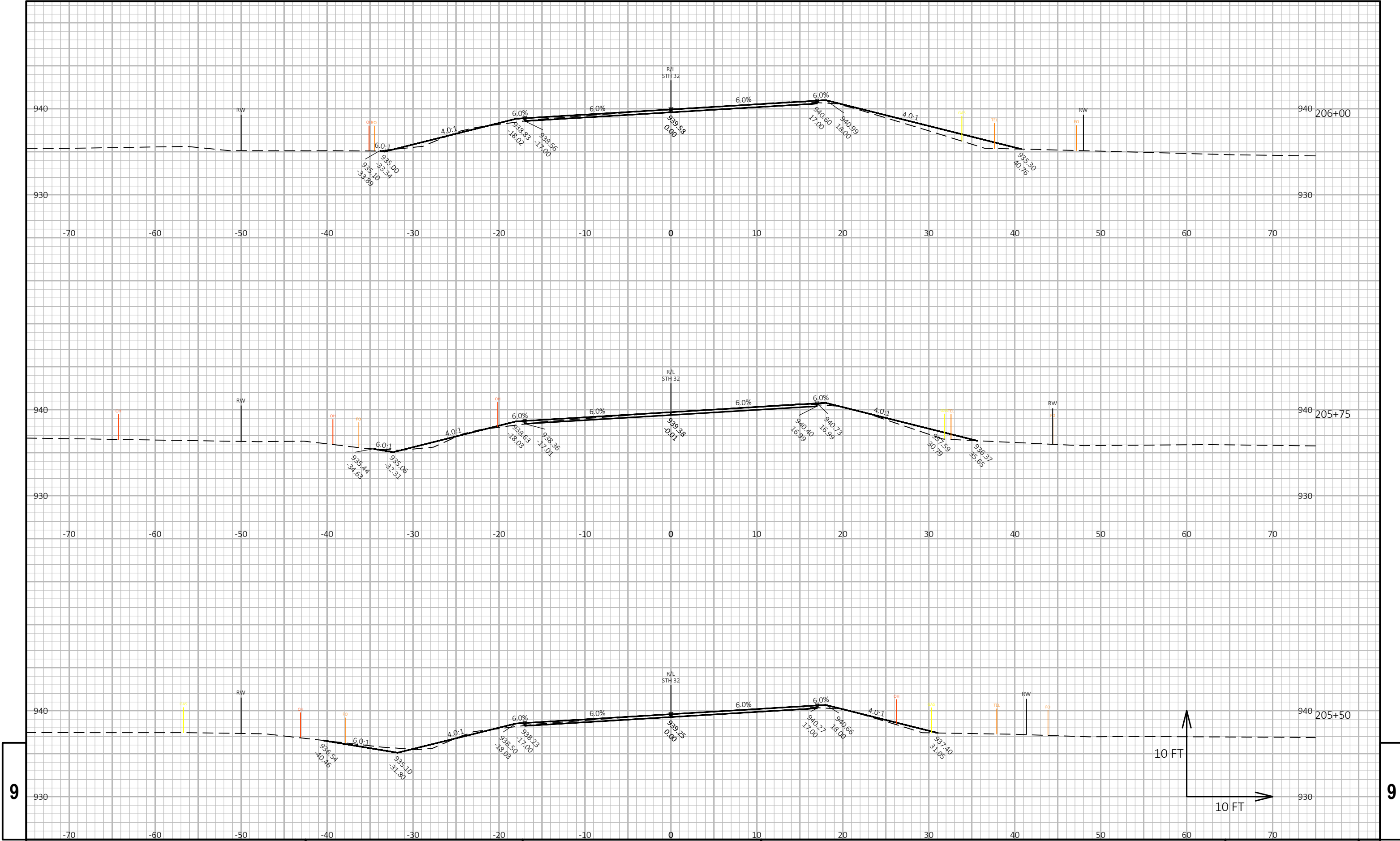
END PROJECT
STA 310+76



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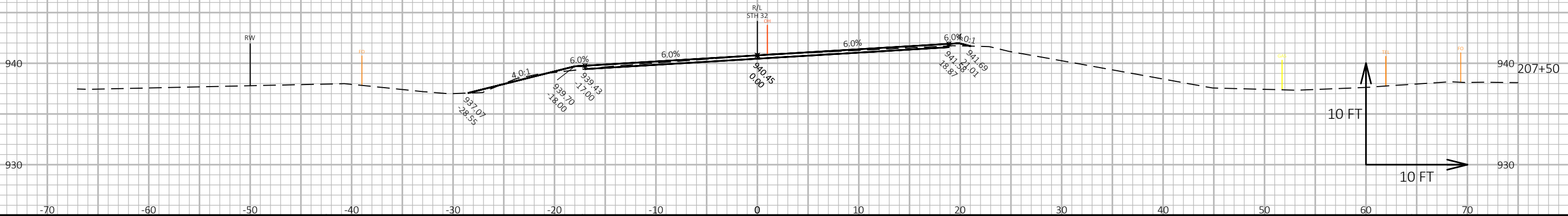
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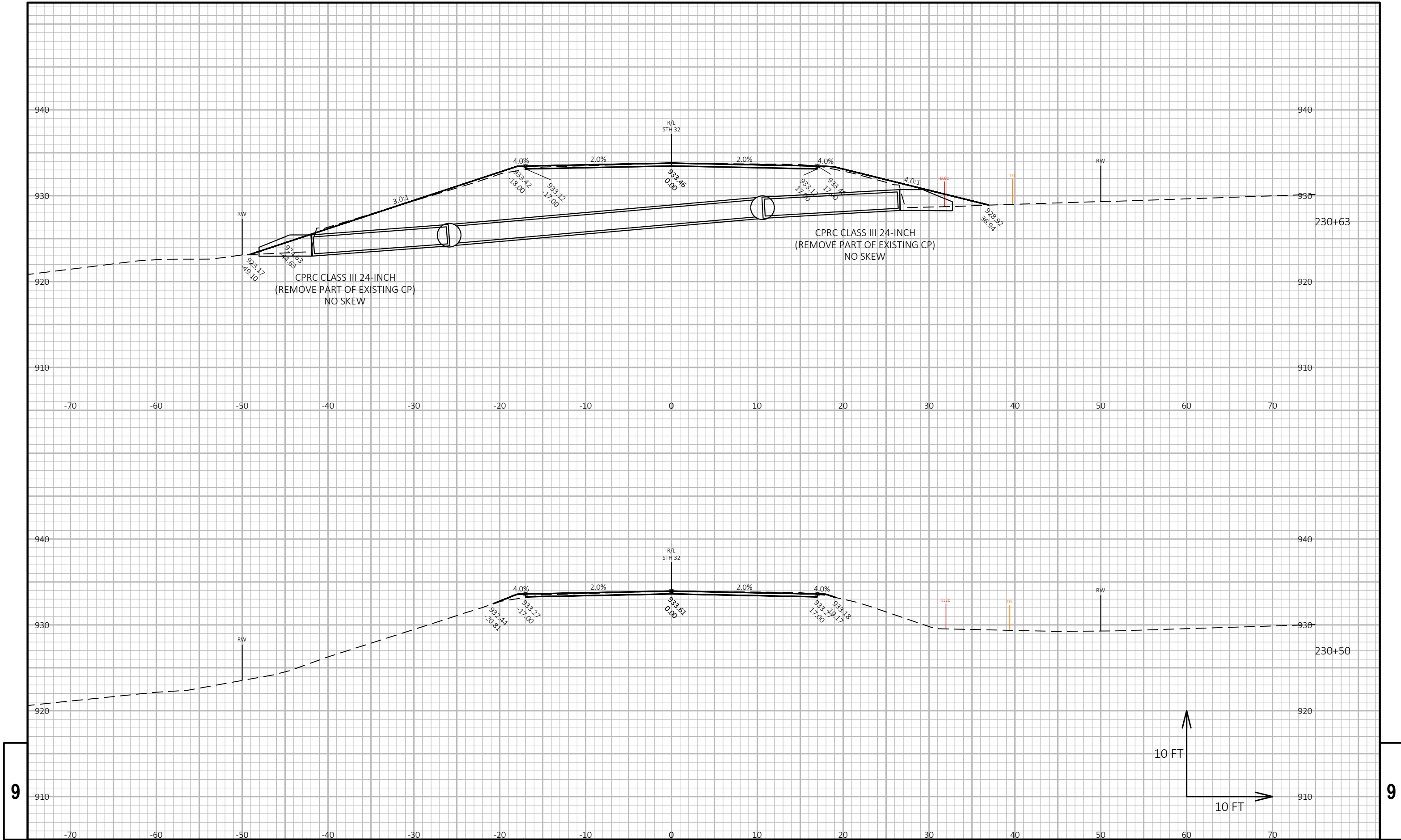
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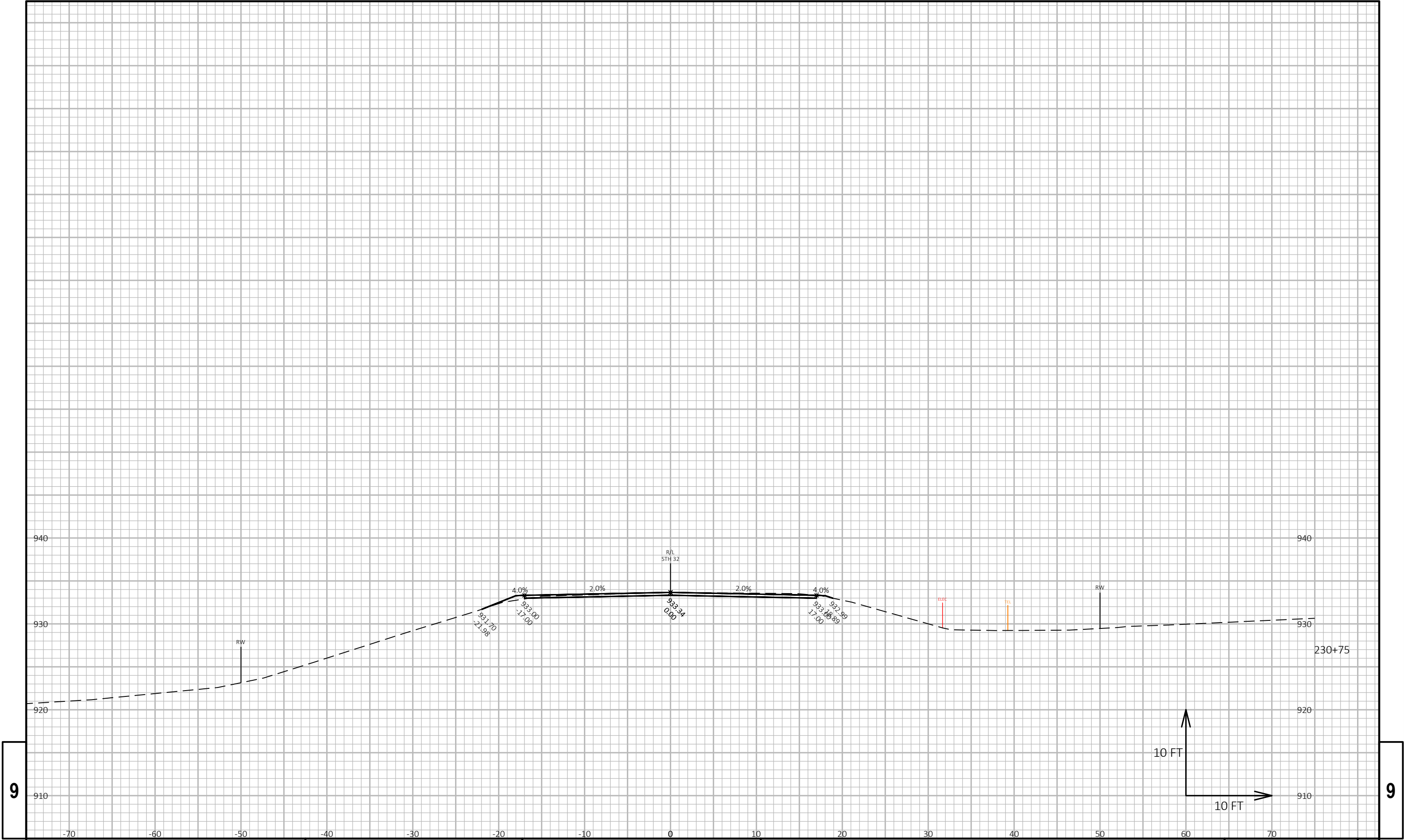
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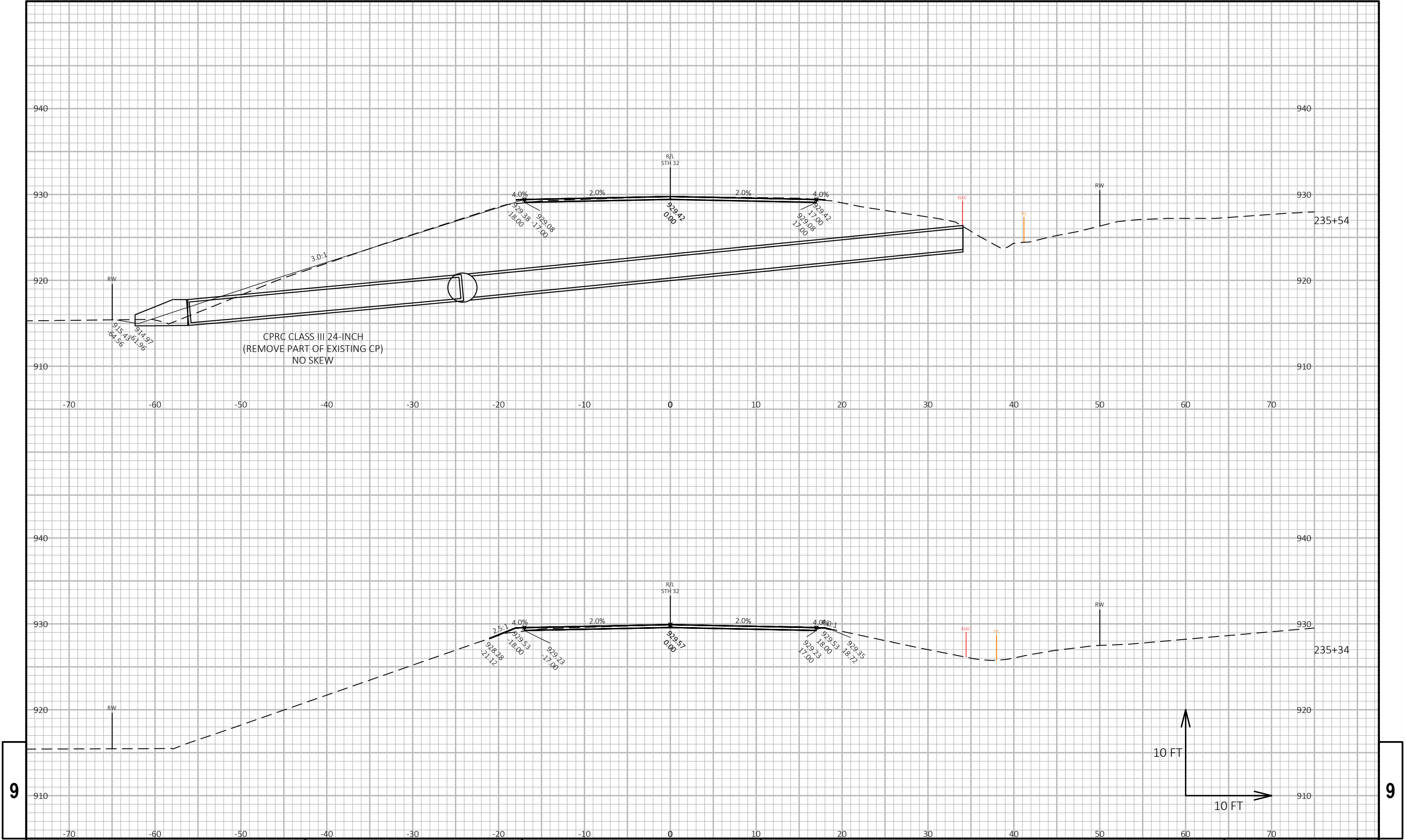
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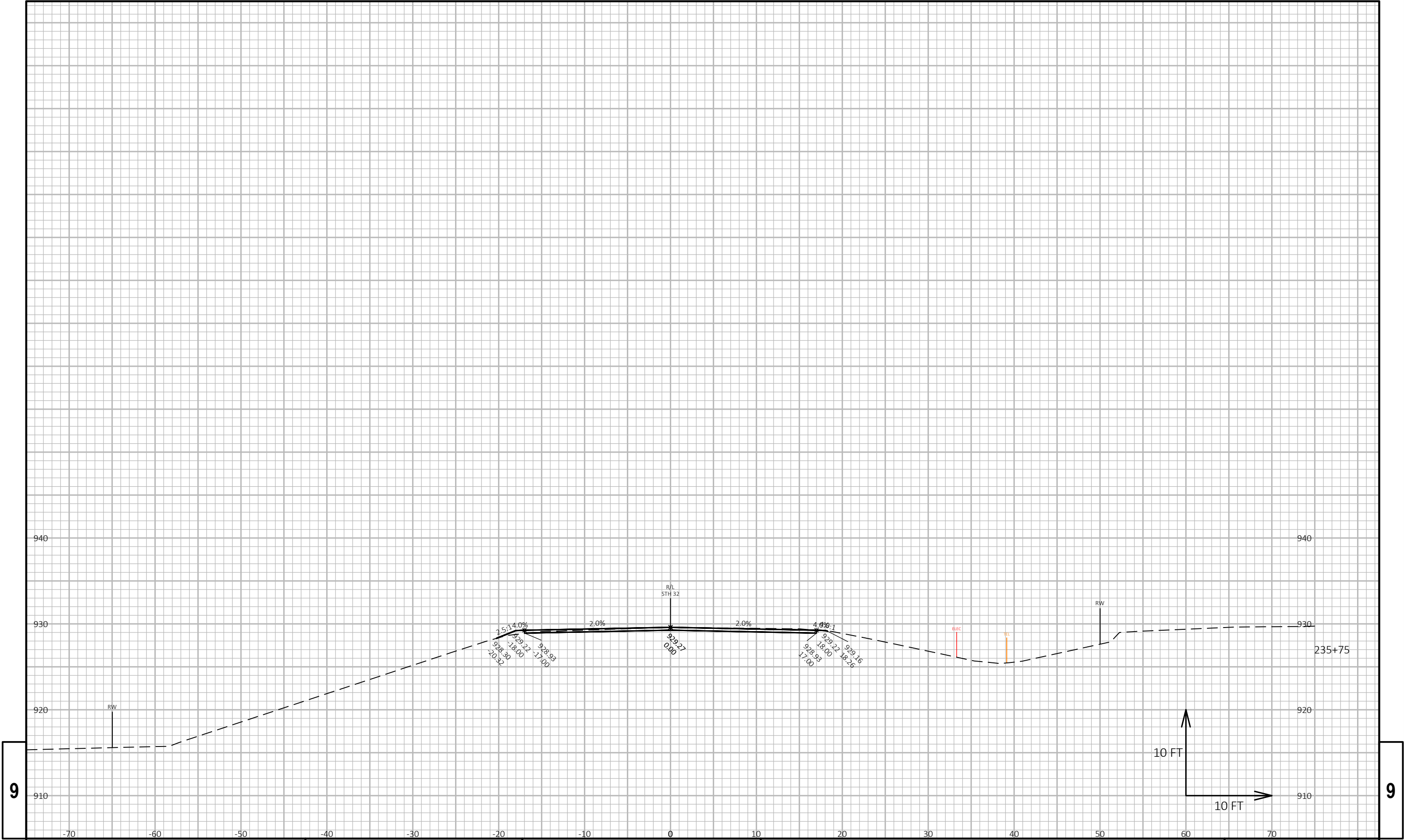
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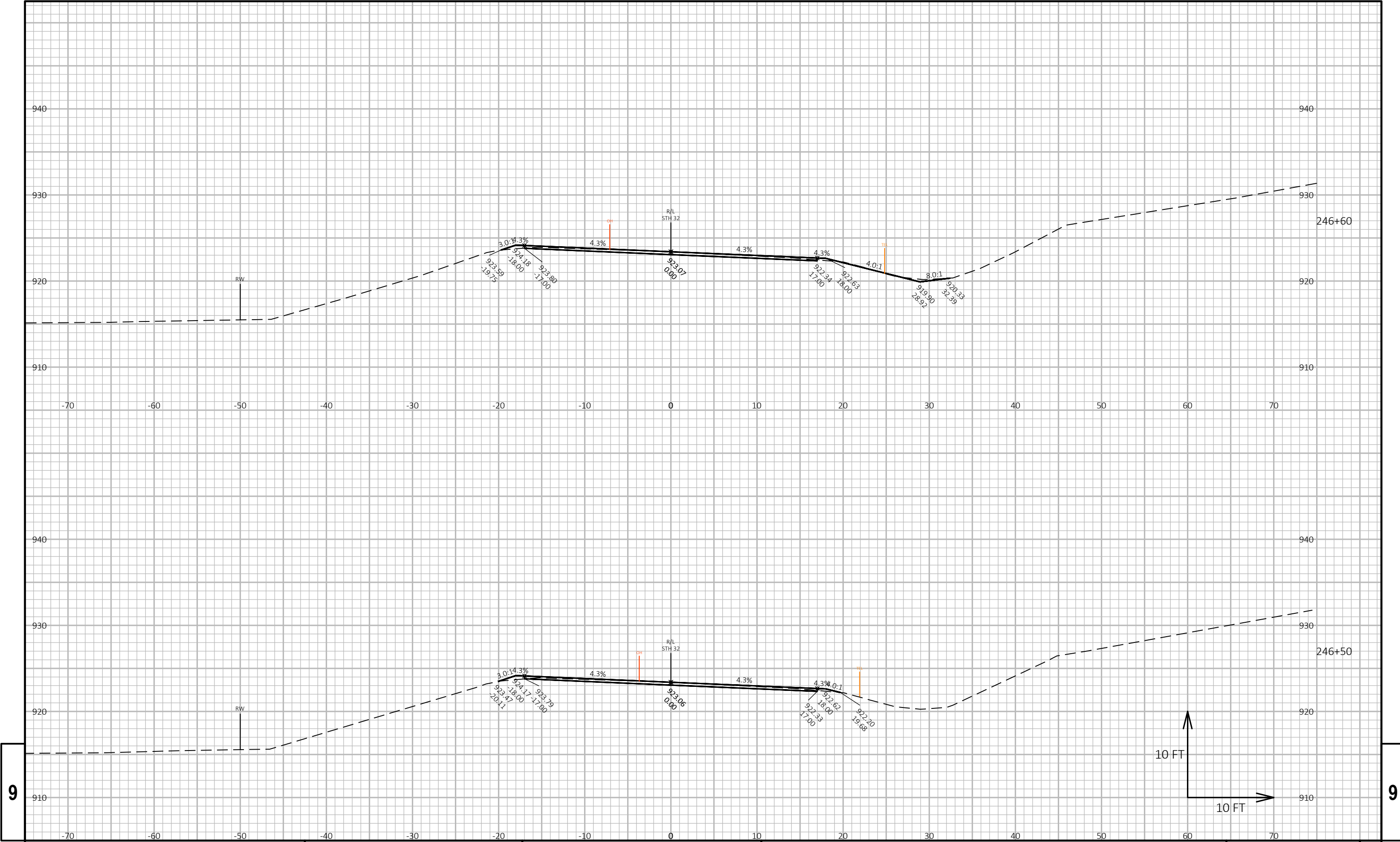
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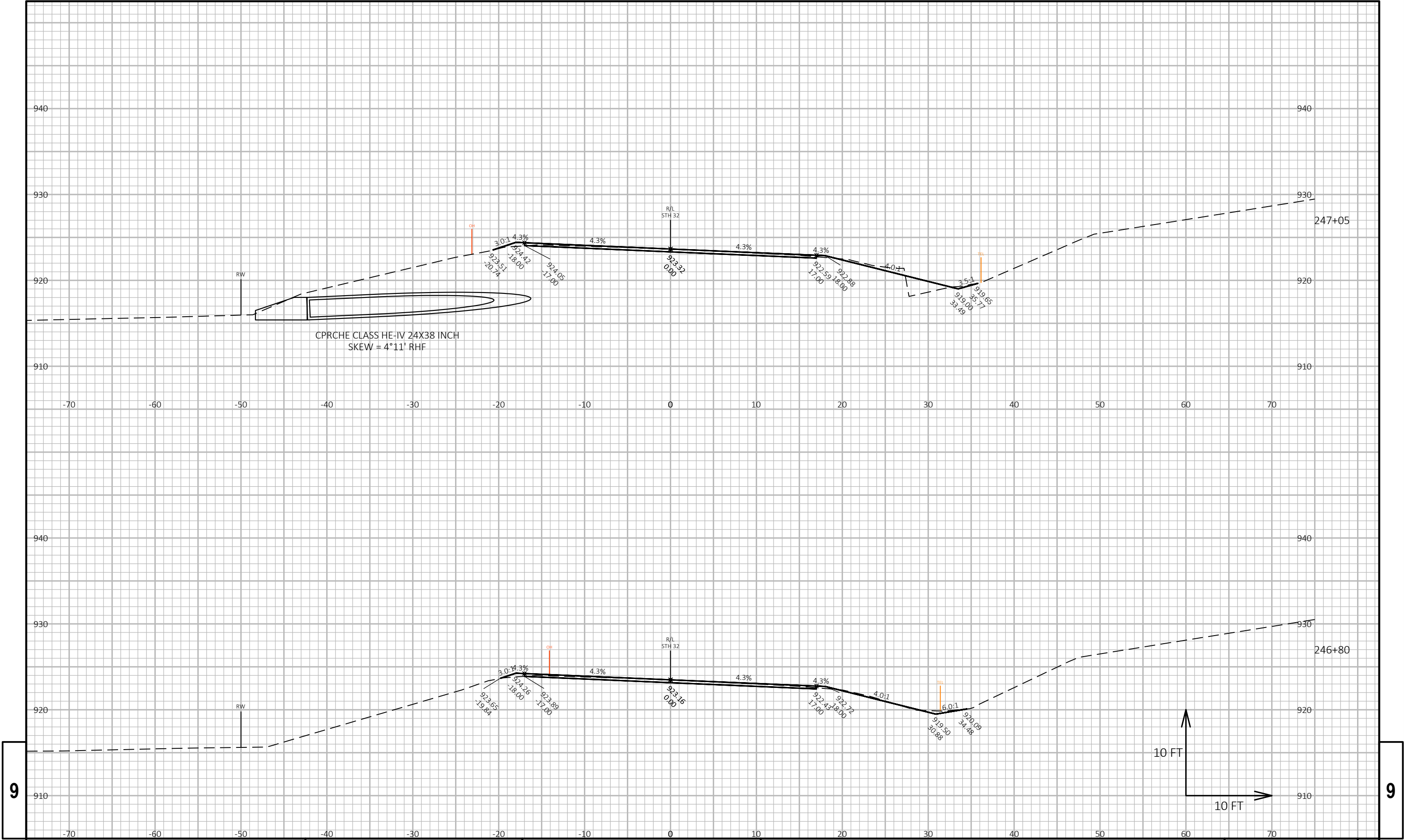


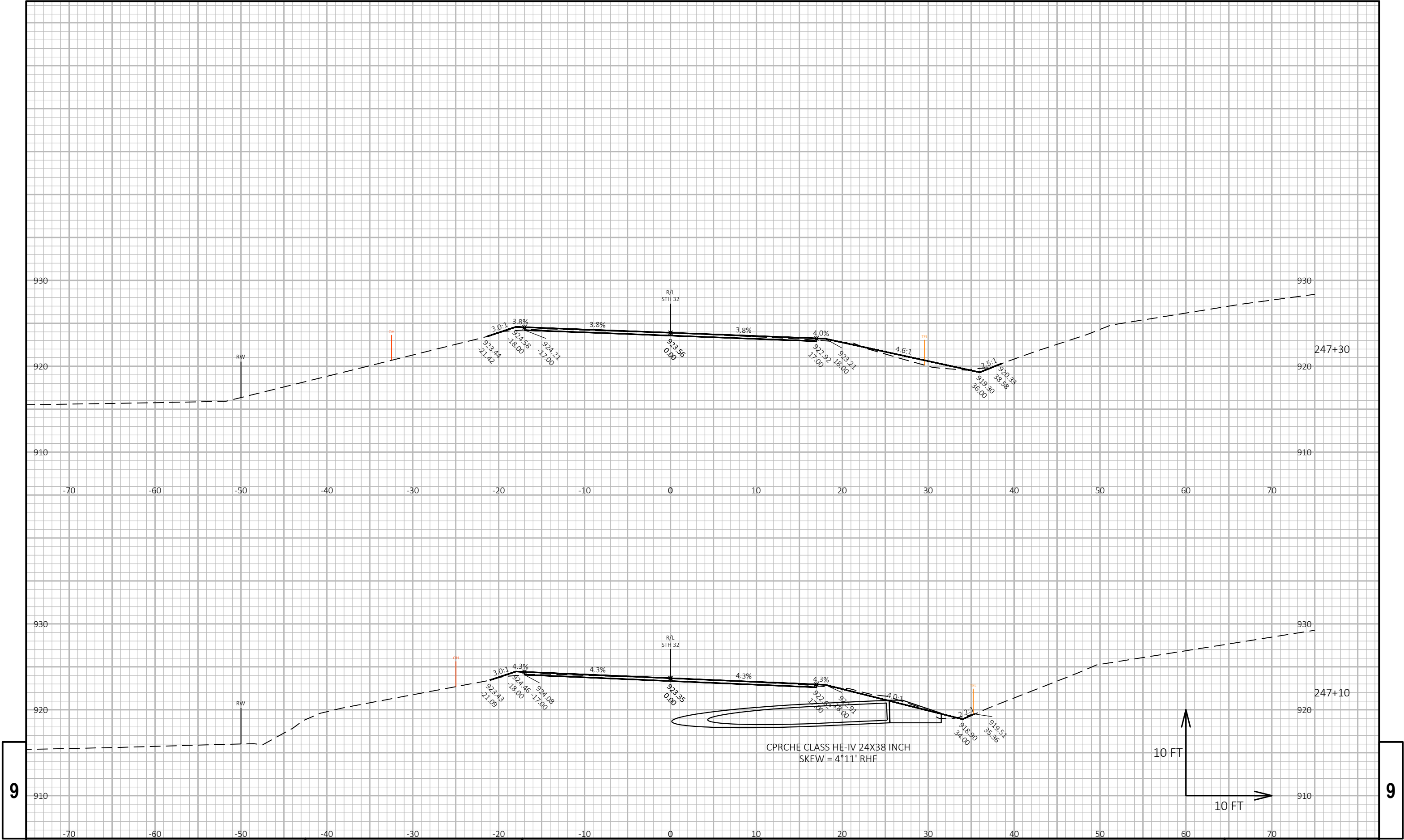
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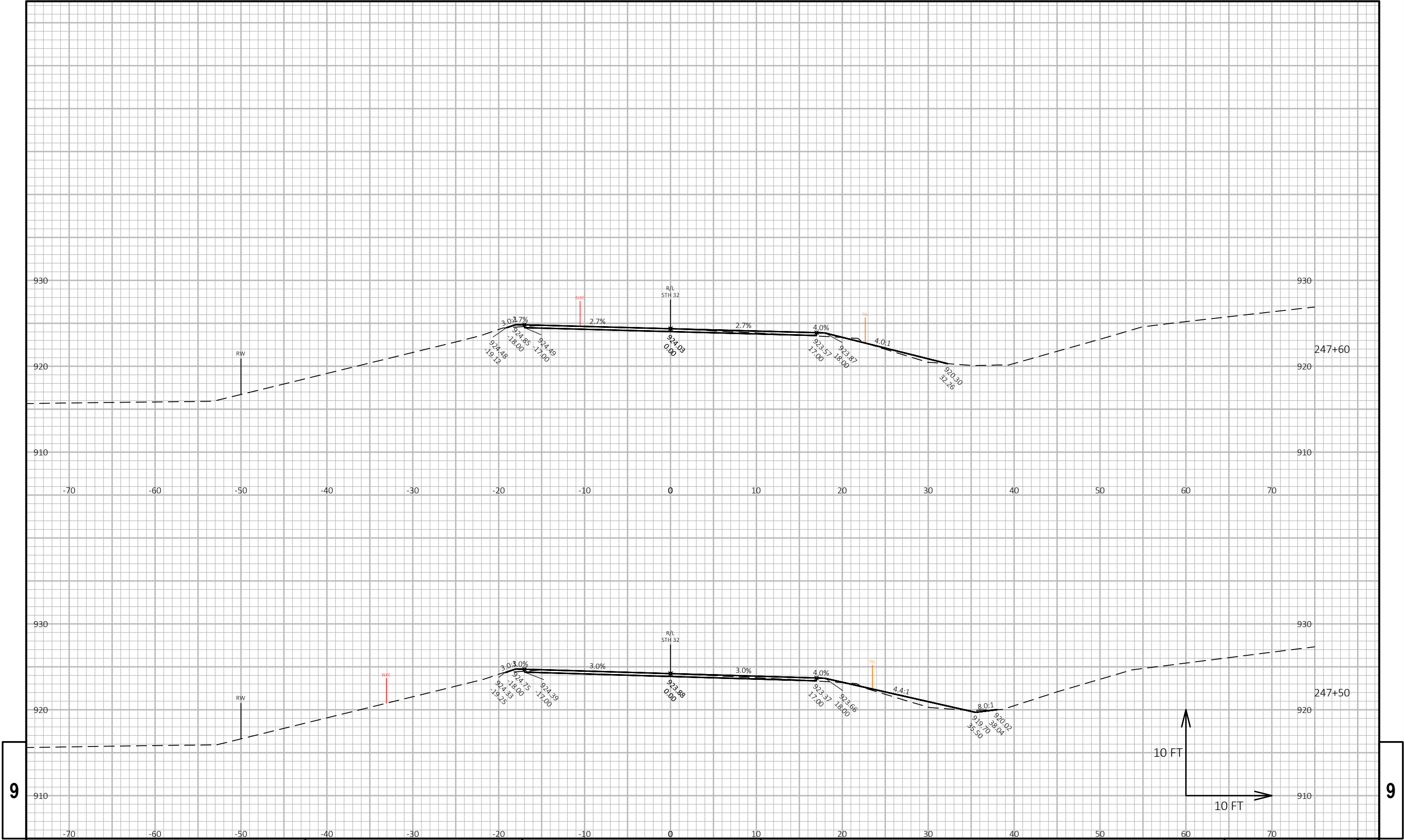
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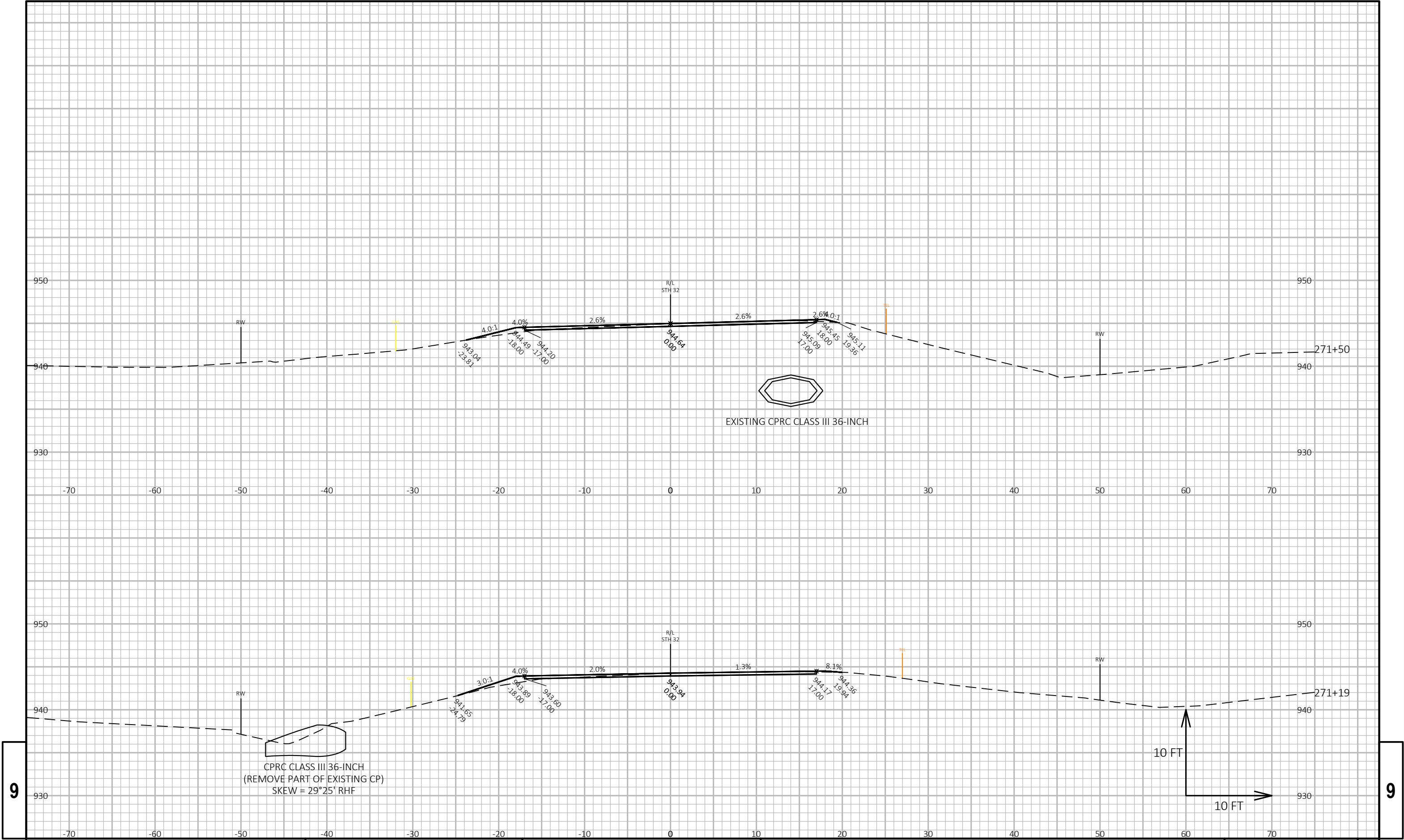
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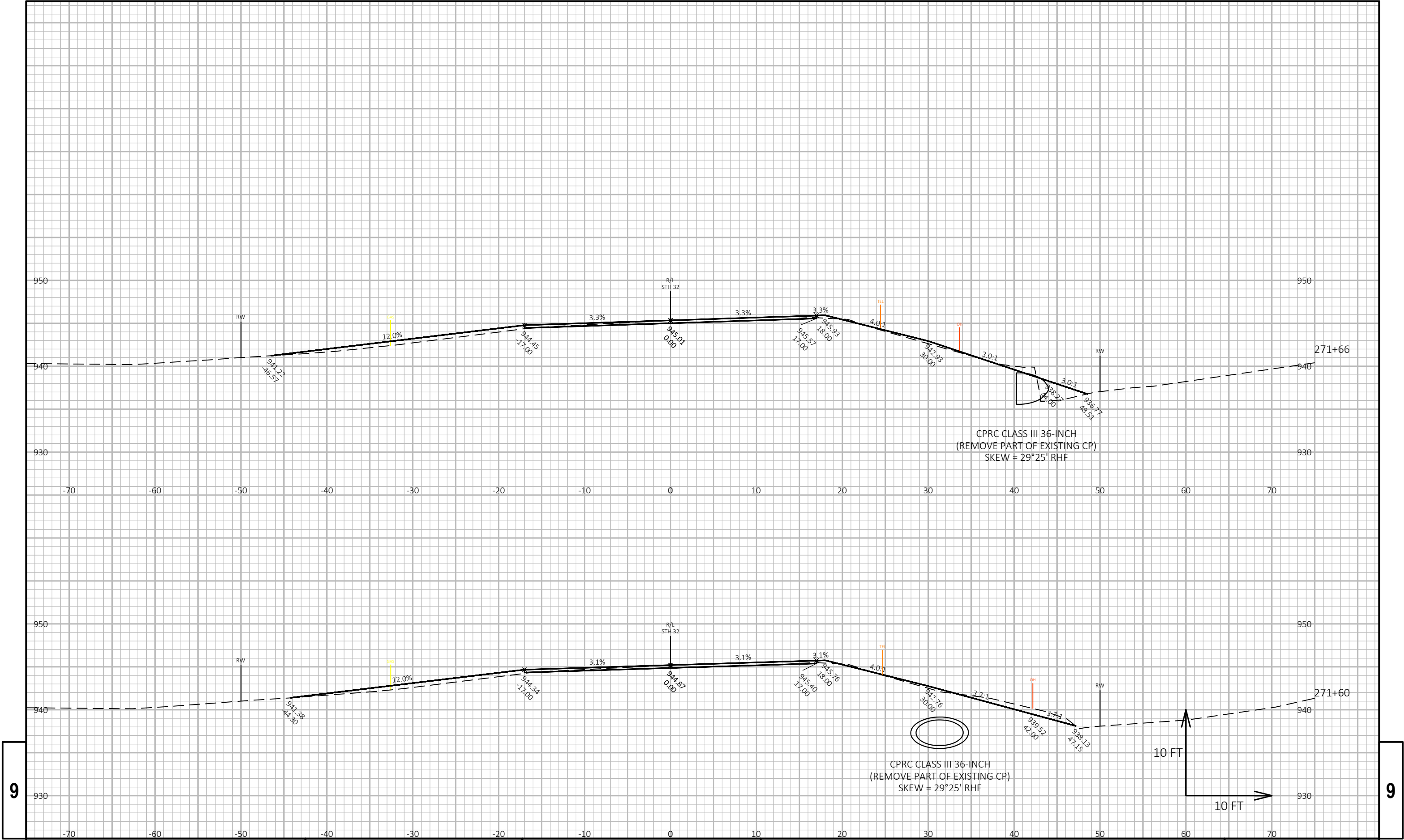


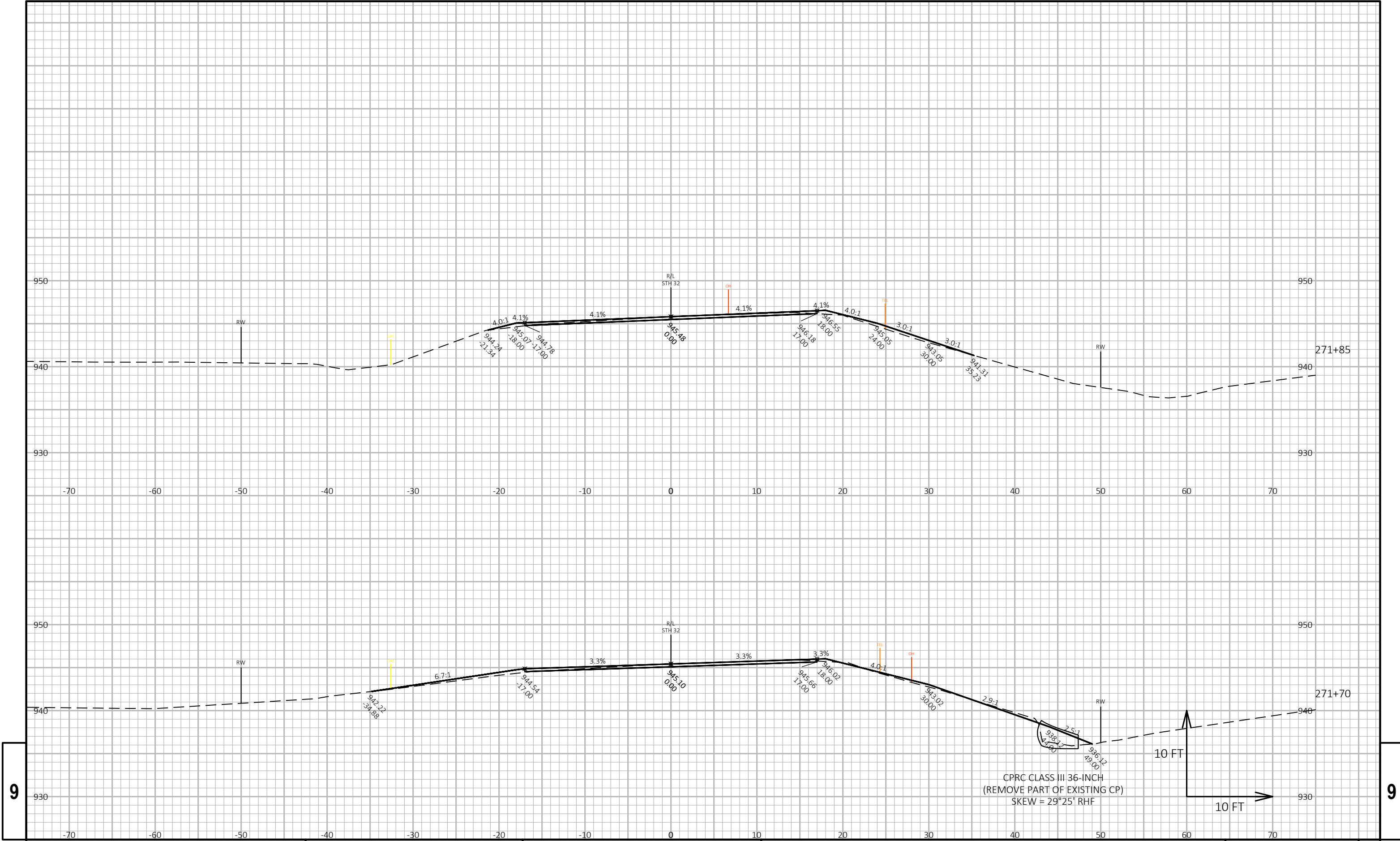


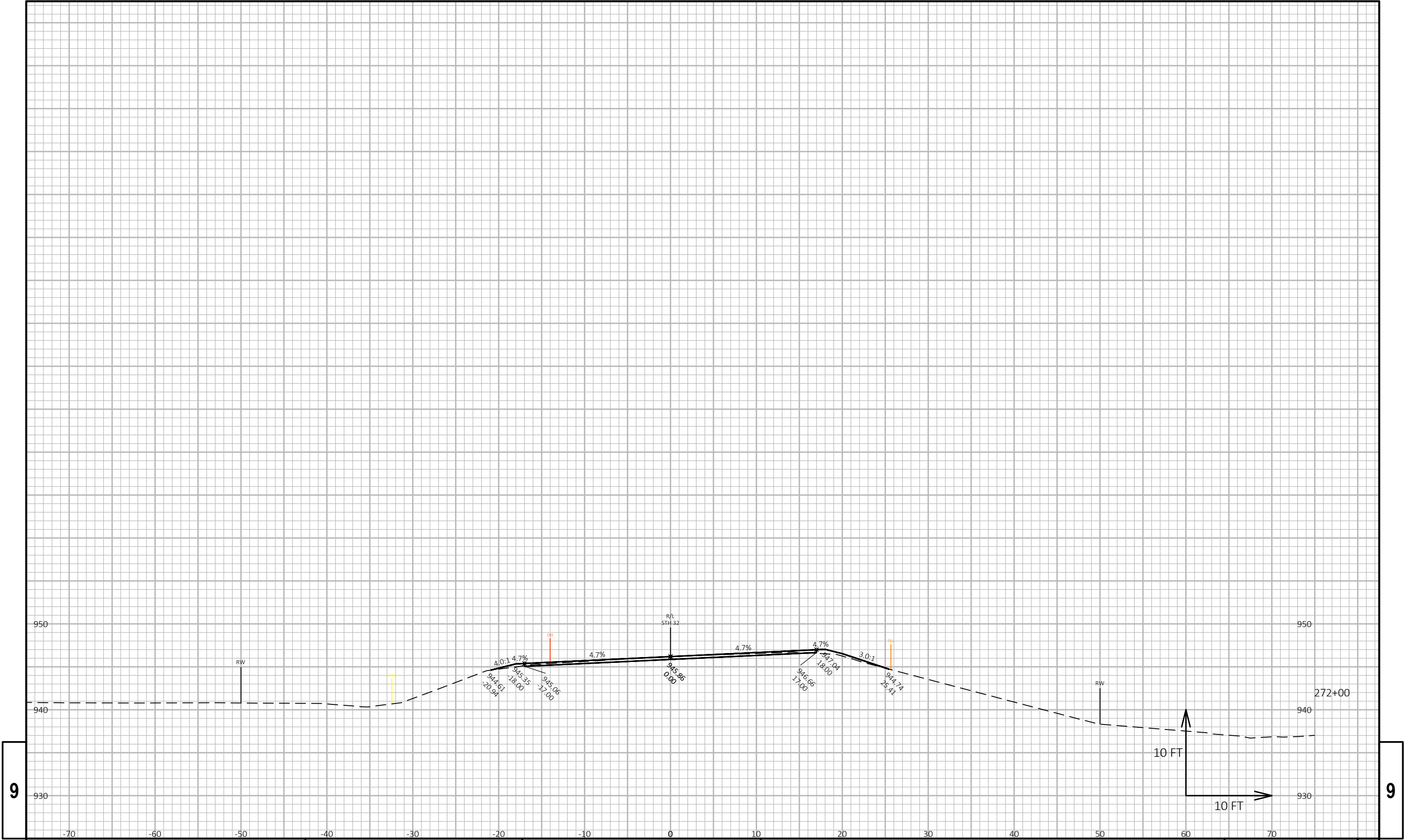
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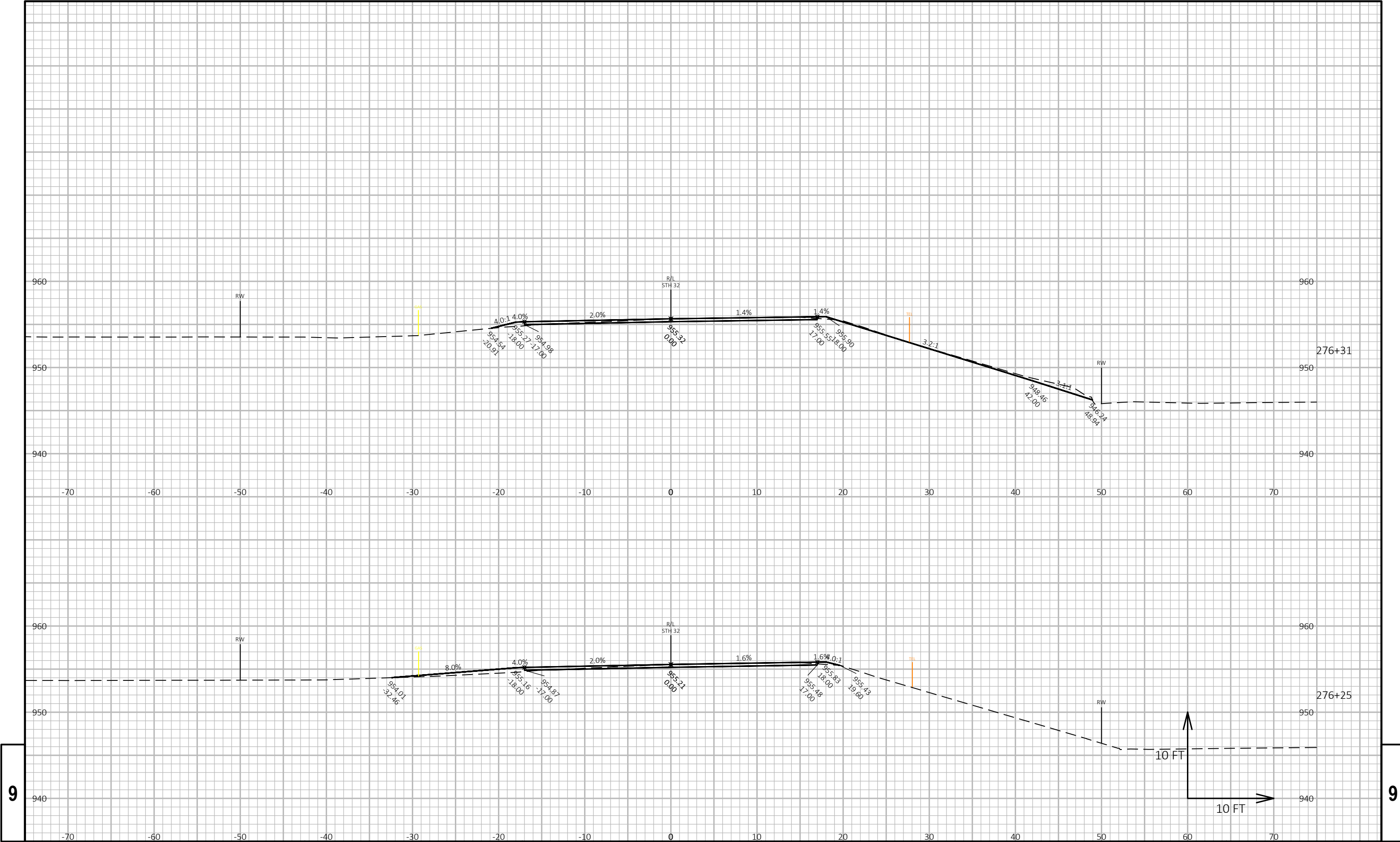


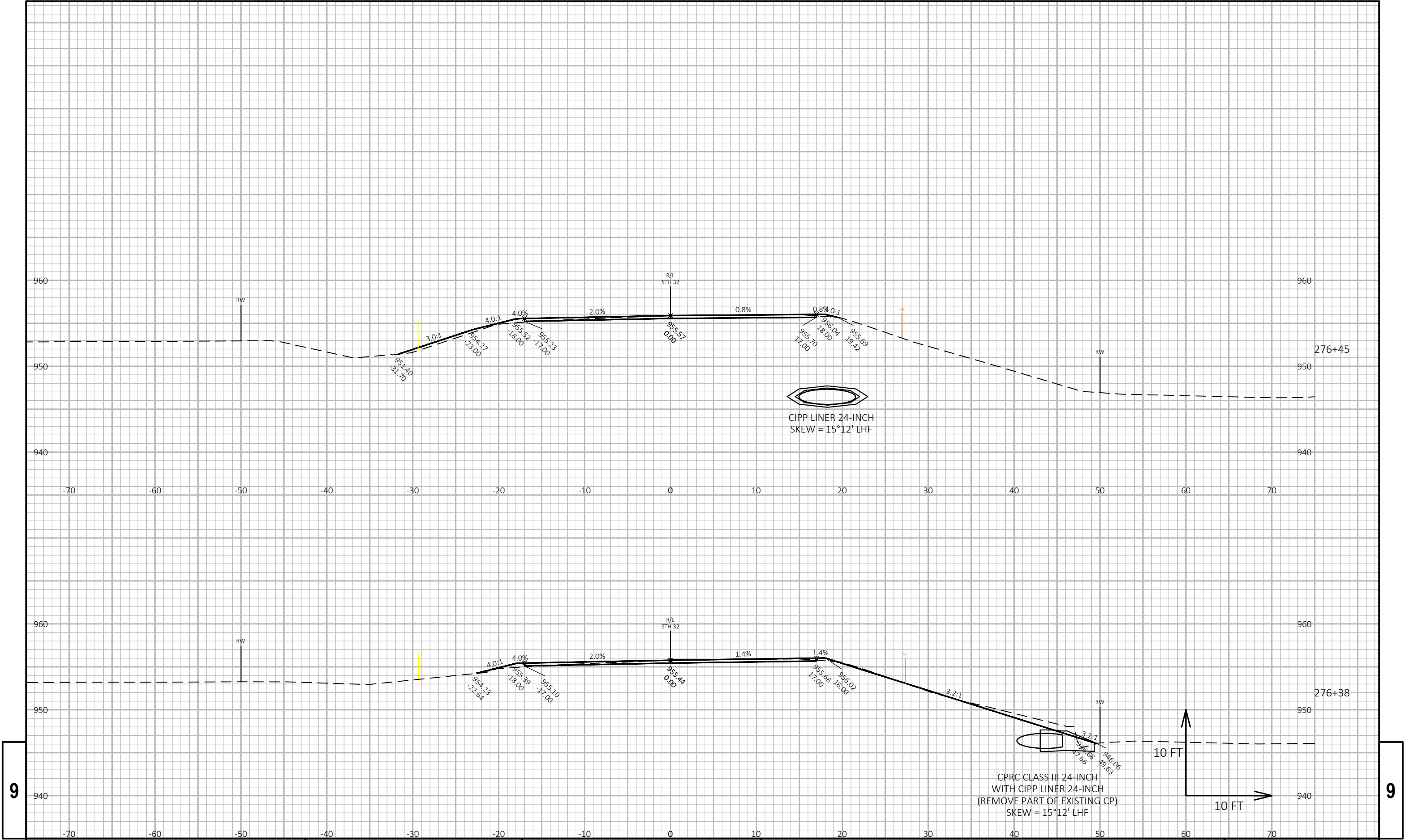


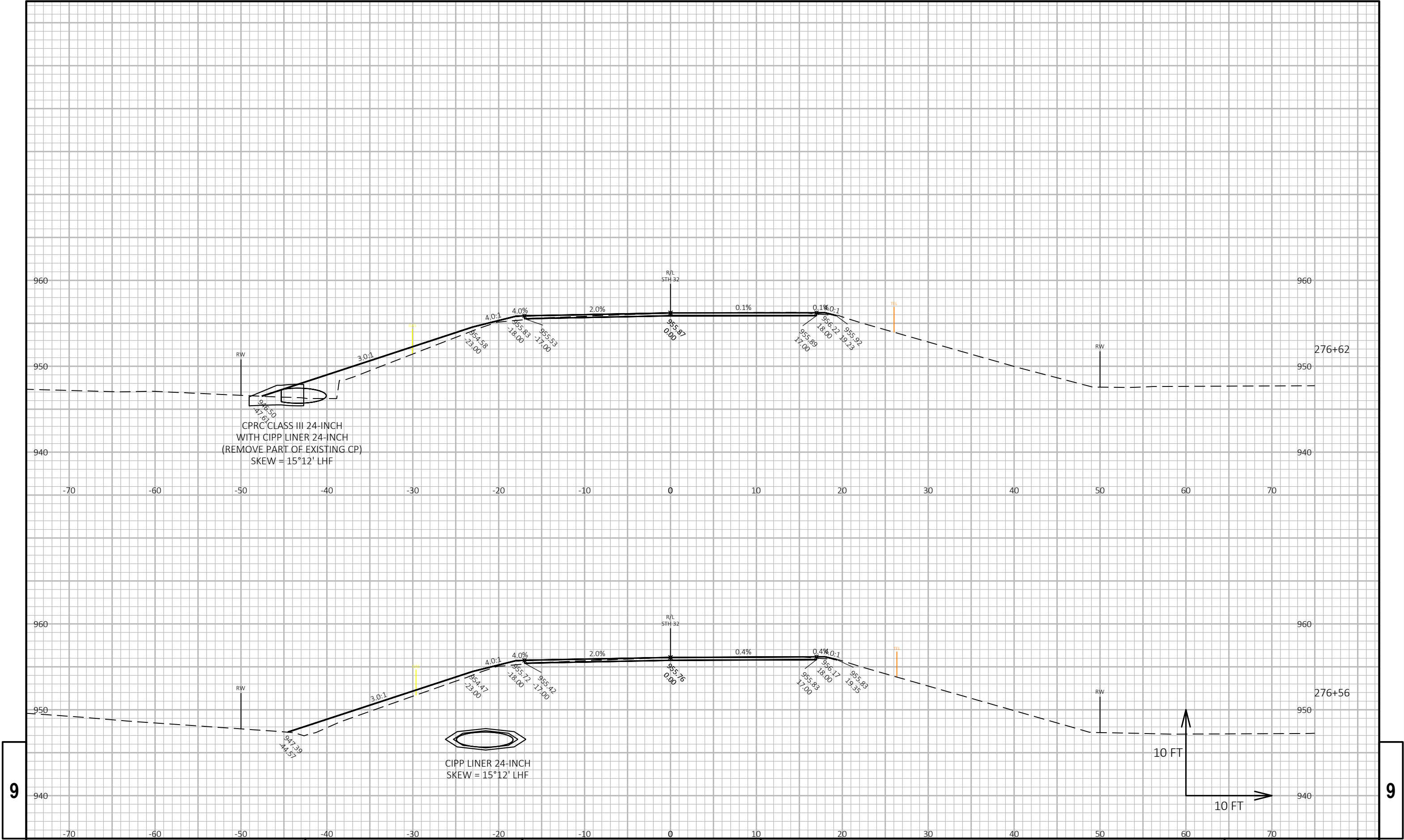
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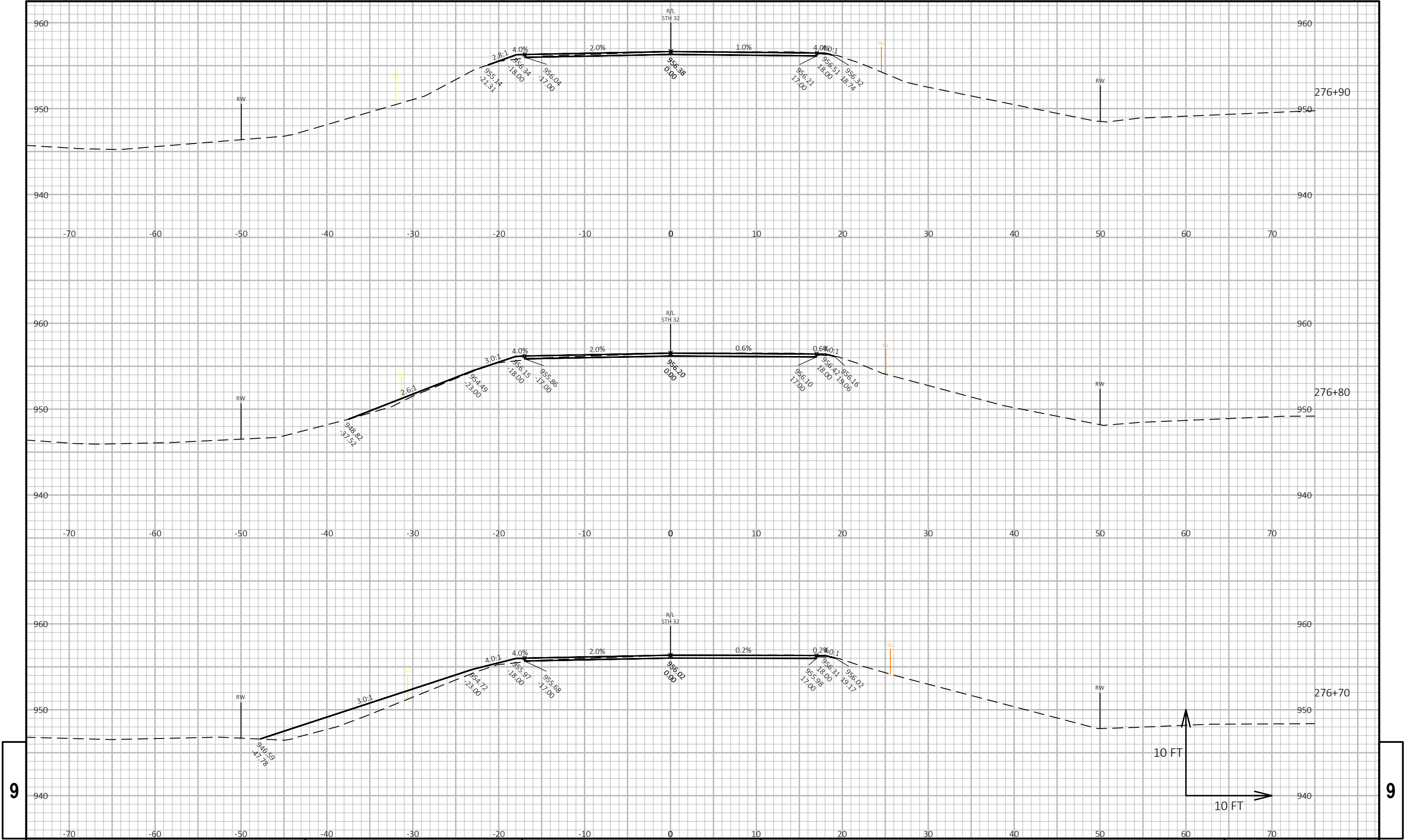
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PROJECT NO: 9150-06-71	HWY: STH 32	COUNTY: OCONTO	CROSS SECTIONS: STH 32	SHEET	E
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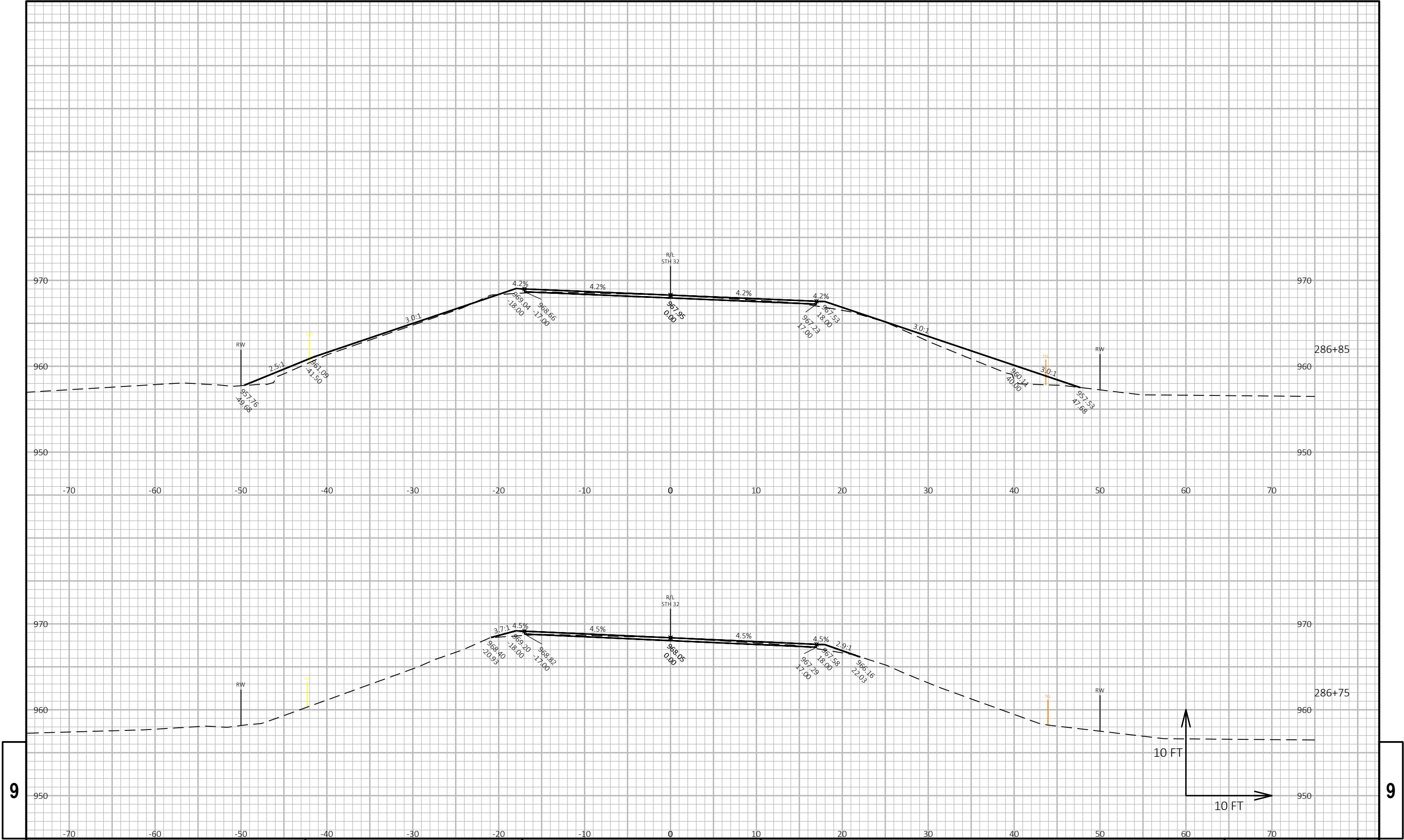


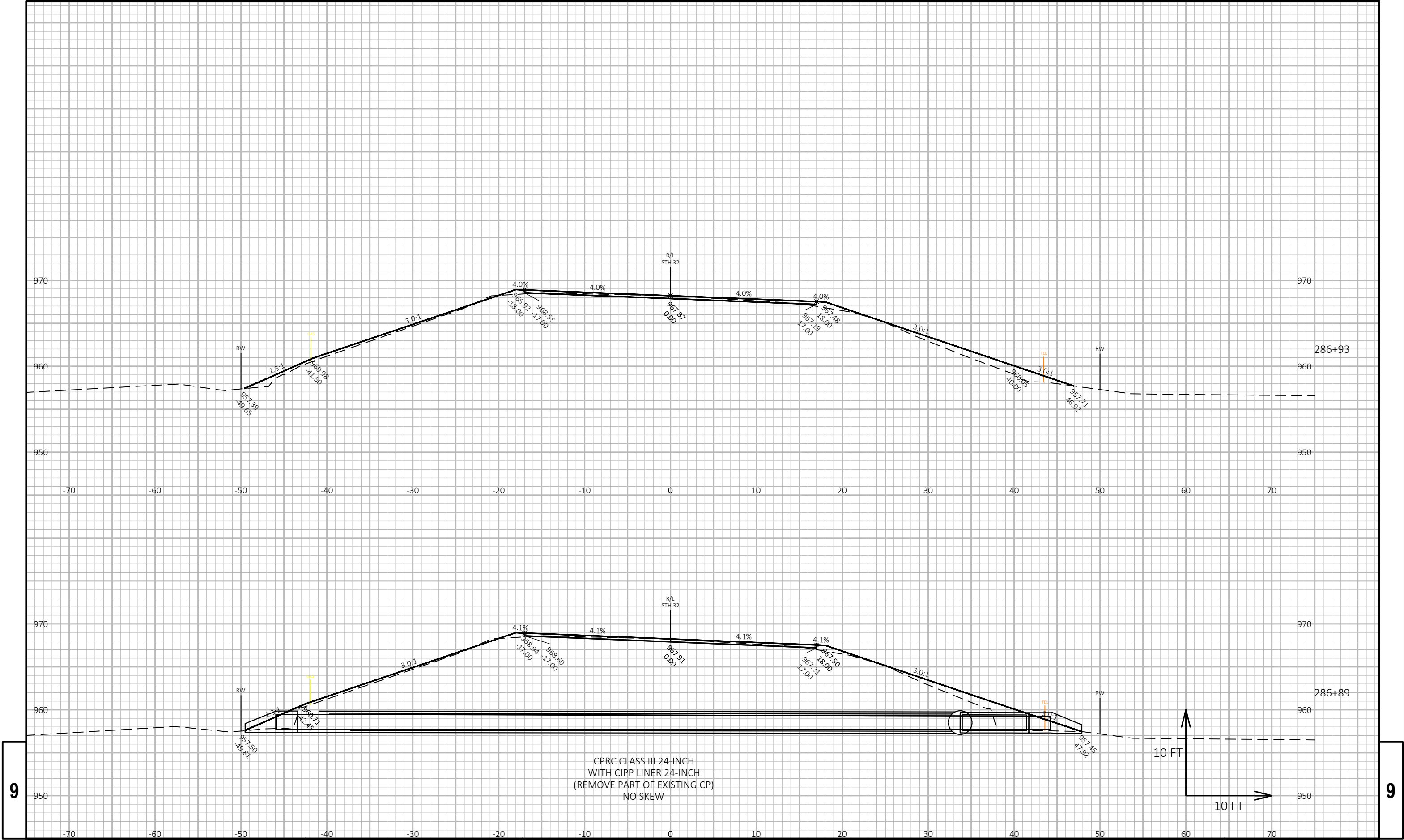


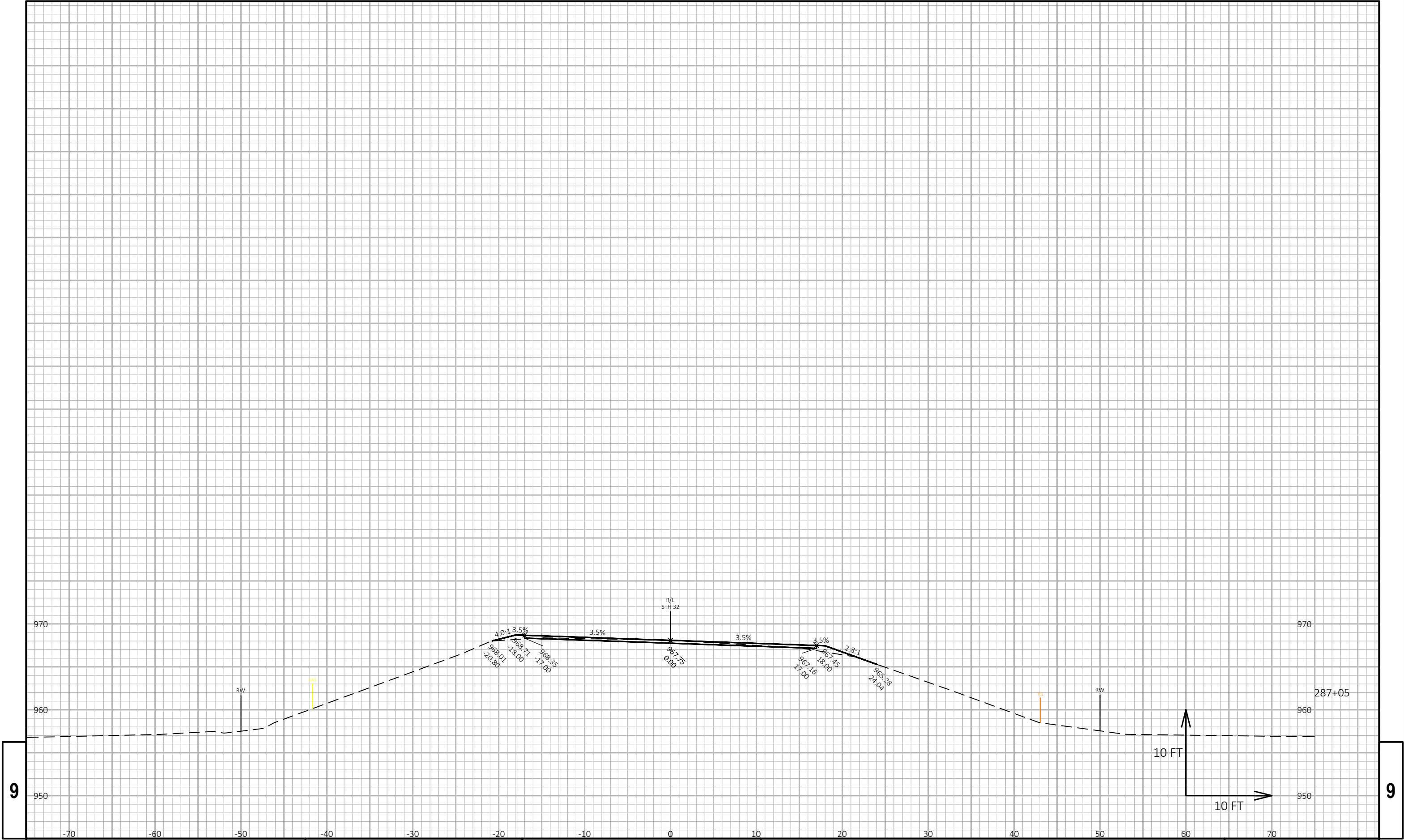


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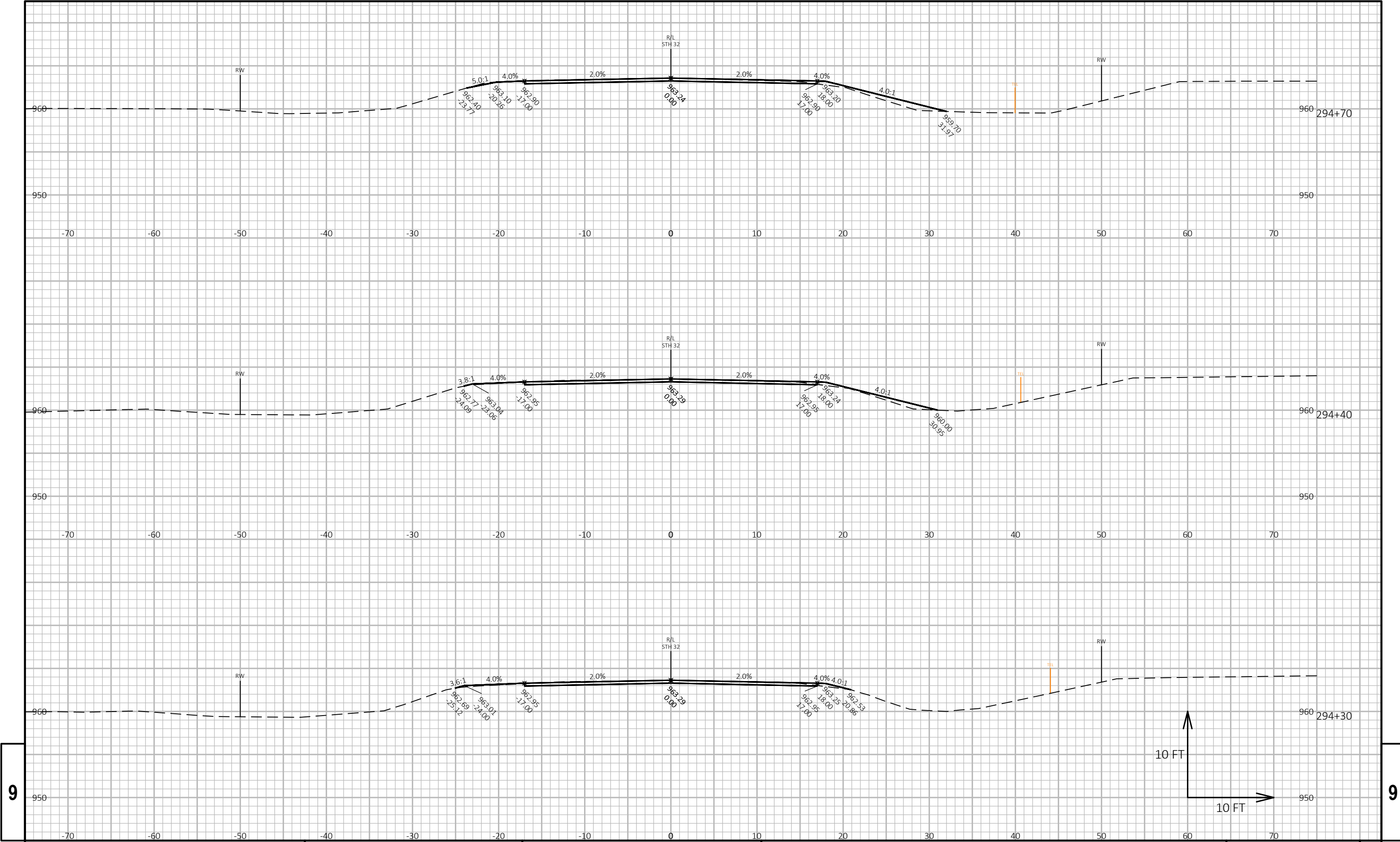




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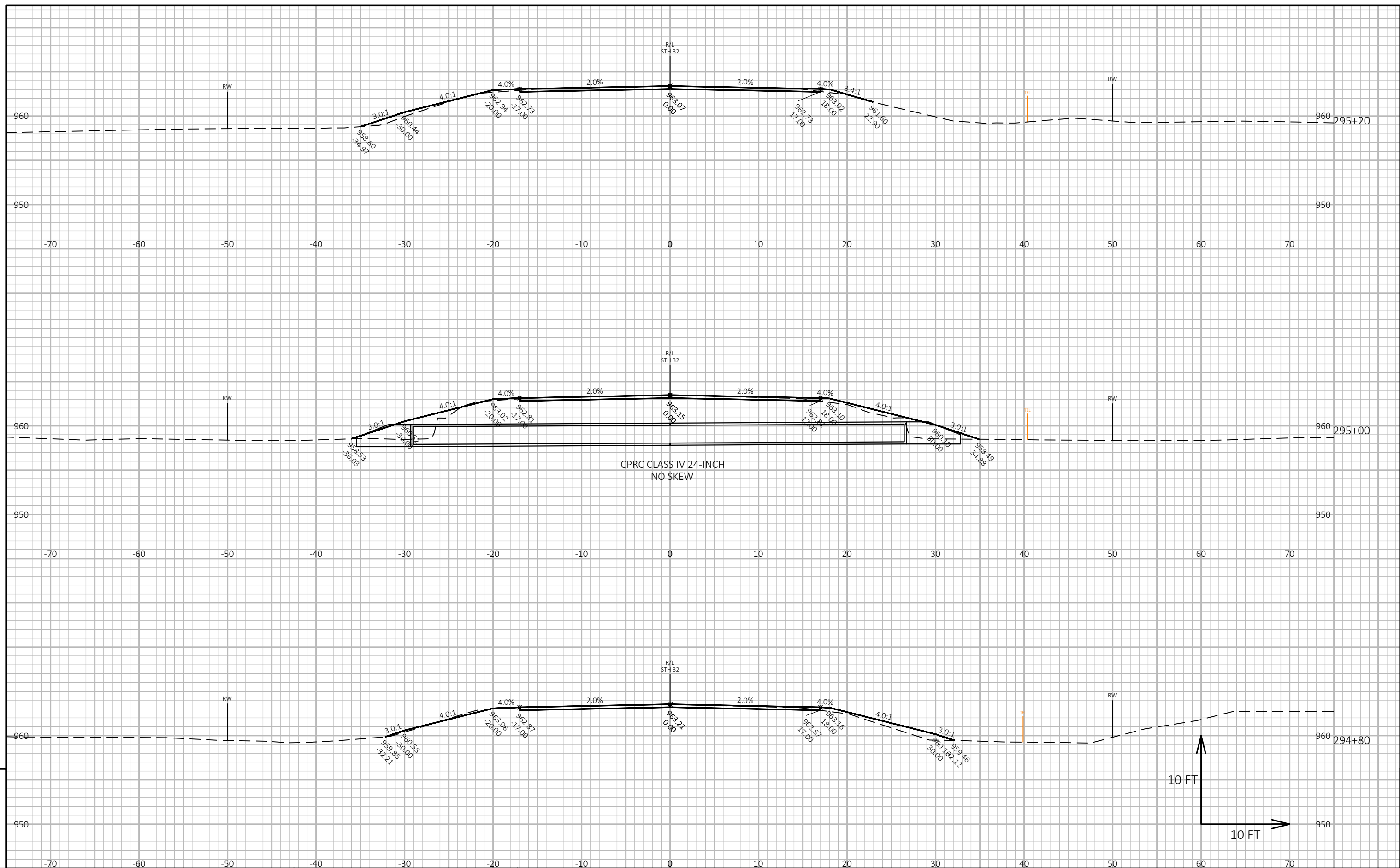
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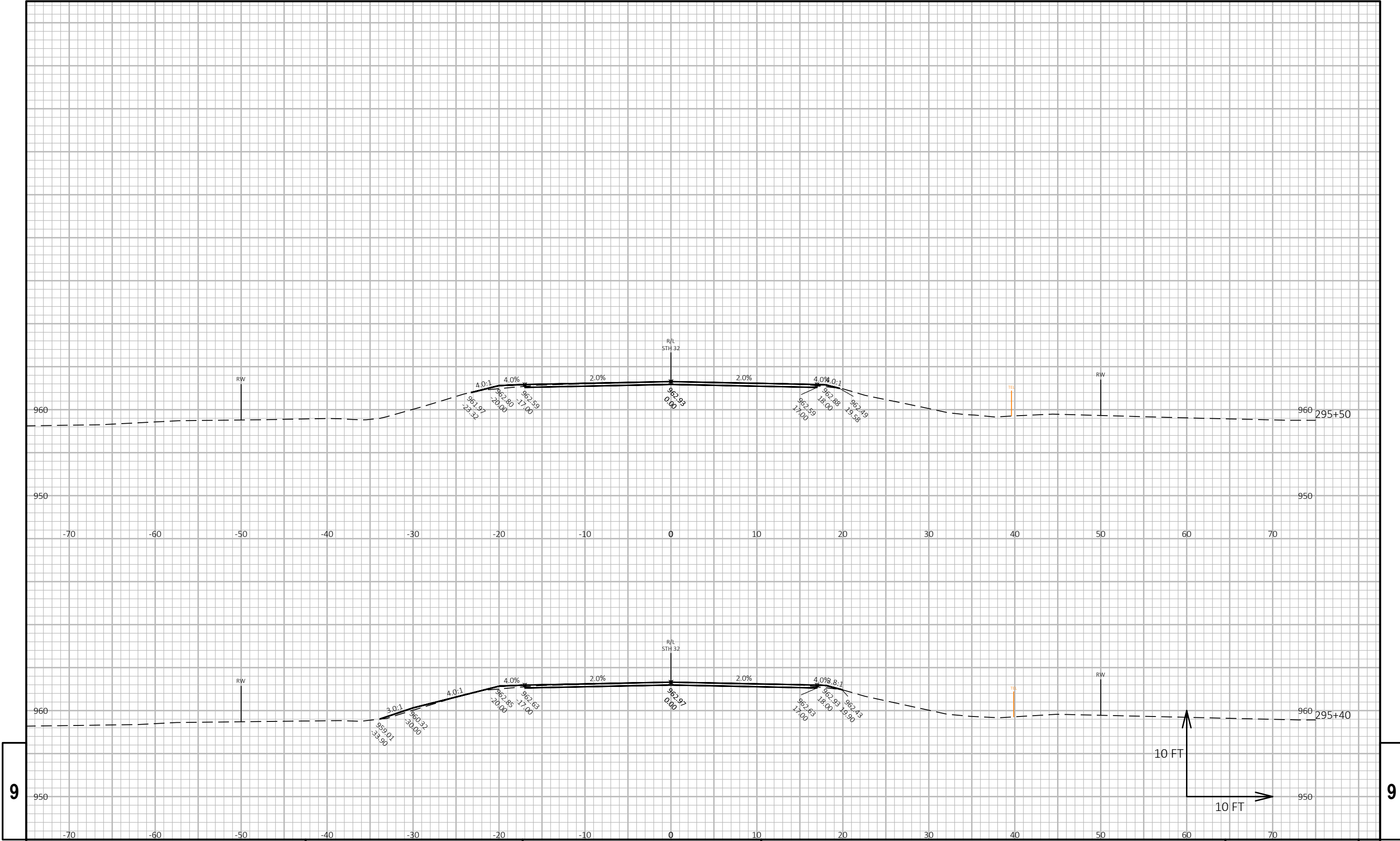
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PROJECT NO: 9150-06-71	HWY: STH 32	COUNTY: OCONTO	CROSS SECTIONS: STH 32	SHEET	E
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