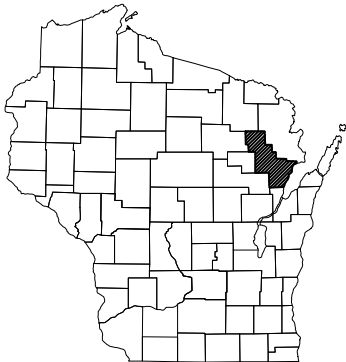


PROJECT ID: 9190-27-71
WITH: N/A

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. (2021)	=	2,600
A.A.D.T. (2041)	=	3,700
D.H.V.	=	410
D.D.	=	60/40
T.	=	9.1
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	

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

PULASKI - STH 22

CTH E - STH 22

STH 32

OCONTO COUNTY

STATE PROJECT NUMBER
9190-27-71



LAYOUT
SCALE 0 2 MILES

TOTAL NET LENGTH OF CENTERLINE = 6.686 MI.

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, OCONTO COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
9190-27-71		

DRAFT

END PROJECT
STA. 794+31

B-42-126
EXCEPTION TO NET CENTERLINE LENGTH
STA 752+42 - STA 754+95

BEGIN PROJECT
STA. 438+77
Y=145,487.92
X=511,060.66

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	JSD
Designer	J. SPIELMACHER
Project Manager	P. ZOELLNER
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	D. SEGERSTROM
APPROVED FOR THE DEPARTMENT	
DATE:	(Signature)

E

GENERAL NOTES

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

NEW PAVEMENT, BEAM GUARD, AND OTHER FACILITY LOCATIONS GIVEN IN THESE PLANS ARE APPROXIMATE AND SHALL BE CONFIRMED IN THE FIELD PRIOR TO PLACEMENT OR INSTALLATION.

THE EXACT LOCATIONS AND DIMENSIONS OF ALL EROSION CONTROL ITEMS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE EXACT LOCATION FOR BUTT JOINTS AND SAW CUTS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

DNR LIAISON

JIM DOPERALSKI
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
2984 SHAWANO AVENUE
GREEN BAY, WI 54313-6727
(920) 412-0165
JAMES.DOPERALSK@WISCONSIN.GOV

NE REGION SURVEY CONTACT

CORMAC MCINNIS
DEPARTMENT OF TRANSPORTATION
NORTHEAST REGION
944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920) 492-5638
CORMAC.MCINNIS@DOT.WI.GOV

UTILITIES

ANR PIPELINE COMPANY
(GAS/PETROLEUM)
PRIMARY CONTACT: LAWRENCE HUBER
18000 W SARAH LN, STE 200
BROOKFIELD, WI 53045
(920) 477-2235
LAWRENCE_HUBER@TRANSCANADA.COM

ATC MGMT INC.
(ELECTRICITY -TRANSMISSION)
PRIMARY CONTACT: MIKE OLSEN
P.O. BOX 47
WAUKESHA, WI 53187-0047
(920) 338-6582
MOLSEN@ATCLLC.COM

CENTURYLINK
(COMMUNICATION LINE)
PRIMARY CONTACT: KEVIN ZICKERT
224 INDUSTRIAL DR
NORTH PRAIRIE, WI 53153
(262) 392-5200
KEVIN.ZICKERT@CENTURYLINK.COM

NORTHEAST TEL CO LLC
(COMMUNICATION LINE)
PRIMARY CONTACT: CHRIS HINES
5475 GLENDALE AVE
GREEN BAY, WI 54313
(920) 865-3166
CHRIS.HINES@NSIGHT.COM

OCONTO ELEC COOP
(ELECTRICITY)
PRIMARY CONTACT: BYRON NOLDE
7479 REA RD
P.O. BOX 168
OCONTO FALLS, WI 54154-9573
(920) 846-2816
BNOLDE@OCONTOELECTRIC.COM

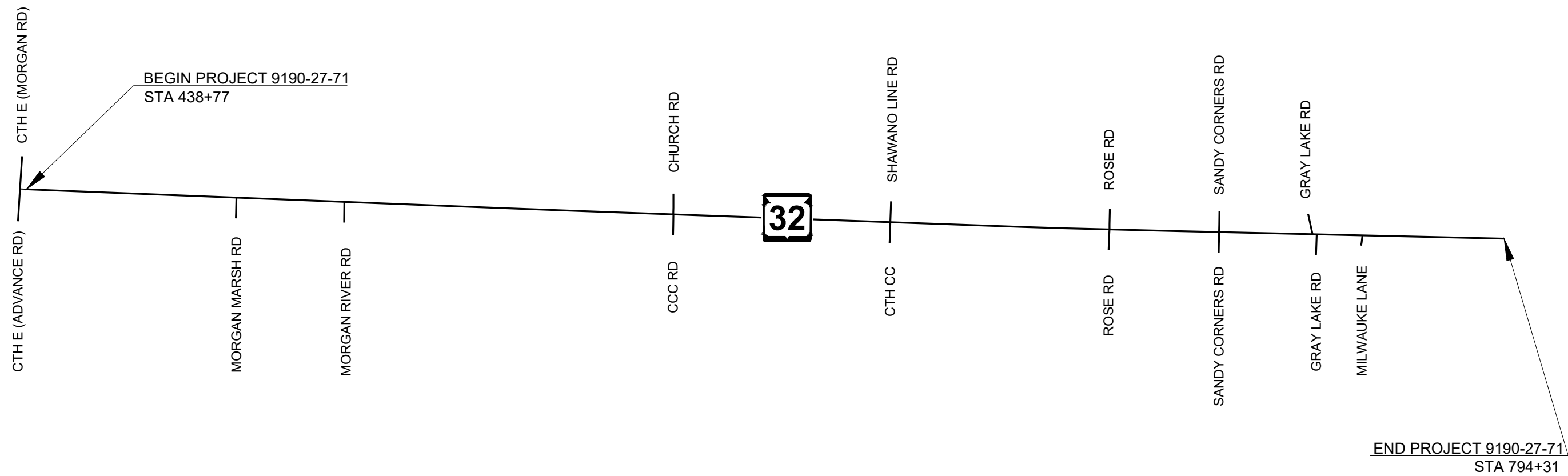
PACKERLAND BROADBAND
(COMMUNICATION LINE)
PRIMARY CONTACT: WAYNE CRETTON
105 KENT ST
P.O. BOX 190
IRON MOUNTAIN, MI 49801
(906) 282-3768
WAYNE.CRETTON@PACKERLANDBROADBAND.COM

WE ENERGIES
(ELECTRICITY)
PRIMARY CONTACT: DAN SANDE
333 W EVERETT ST
MILWAUKEE, WI 53203
(414) 221-4578
DAN.SANDE@WE-ENERGIES.COM

WE ENERGIES
(GAS/PETROLEUM)
PRIMARY CONTACT: DAN SANDE
333 W EVERETT ST
MILWAUKEE, WI 53203
(414) 221-4578
DAN.SANDE@WE-ENERGIES.COM



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



PROJECT NO: 9190-27-71	HWY: STH 32	COUNTY: OCONTO	PROJECT OVERVIEW	SHEET	E
------------------------	-------------	----------------	------------------	-------	---

ABBREVIATION KEY: DMI = DISTANCE MEASURING INSTRUMENT; LWP = LEFT WHEEL PATH; RWP = RIGHT WHEEL PATH

<i>SB RWP - Approx. HMA Thickness (in)</i>	<i>SB LWP - Approx. HMA Thickness (in)</i>	<i>Approximate Station</i>	<i>DMI Distance (ft)</i>	<i>NB LWP - Approx. HMA Thickness (in)</i>	<i>NB RWP - Approx. HMA Thickness (in)</i>	<i>Approximate Average Roadway HMA Thickness (in)</i>
10.1	11.7	439+11	40,100	8.9	9.2	10.0
9.4	11.6	440+11	40,200	8.7	8.1	9.4
10.5	12.4	441+11	40,300	7.3	9.1	9.8
10.9	12.2	442+11	40,400	7.9	9.4	10.1
11.9	11.4	443+11	40,500	8.5	9.7	10.3
12.3	10.9	444+11	40,600	8.3	9.9	10.3
11.6	11.5	445+11	40,700	8.6	9.2	10.2
12.8	11.4	446+11	40,800	9.9	8.2	10.6
11.7	11.9	447+11	40,900	10.5	7.7	10.5
10.2	11.4	448+11	41,000	10.2	8.2	10.0
9.9	11.2	449+11	41,100	10.2	8.3	9.9
10.5	10.8	450+11	41,200	9.8	8.7	9.9
10.7	10.6	451+11	41,300	9.8	9.1	10.1
10.6	11.5	452+11	41,400	9.1	9.4	10.2
10.4	12.5	453+11	41,500	9.4	9.0	10.3
10.3	12.3	454+11	41,600	8.6	8.8	10.0
10.8	11.6	455+11	41,700	8.2	8.6	9.8
10.3	8.7	456+11	41,800	9.2	9.2	9.4
10.2	9.7	457+11	41,900	9.2	9.2	9.6
11.5	9.6	458+11	42,000	9.5	9.4	10.0
10.4	9.0	459+11	42,100	10.8	9.2	9.8
9.6	9.5	460+11	42,200	10.4	9.4	9.7
9.2	8.1	461+11	42,300	10.0	8.2	8.9
9.6	8.8	462+11	42,400	8.6	9.4	9.1
9.4	7.9	463+11	42,500	9.0	9.8	9.0
9.8	8.0	464+11	42,600	9.8	10.8	9.6
9.9	8.9	465+11	42,700	10.1	11.3	10.0
9.5	8.2	466+11	42,800	8.6	8.9	8.8
9.9	11.2	467+11	42,900	7.4	8.8	9.3
7.7	8.0	468+11	43,000	8.0	10.5	8.5
8.0	7.5	469+11	43,100	9.9	10.0	8.9
8.0	7.7	470+11	43,200	10.4	9.7	8.9
7.8	7.0	471+11	43,300	9.2	9.7	8.4
7.4	7.5	472+11	43,400	9.0	9.2	8.3
8.3	7.5	473+11	43,500	8.1	9.4	8.3
8.1	7.9	474+11	43,600	8.6	8.9	8.4
8.3	8.1	475+11	43,700	8.5	8.8	8.4
8.9	8.5	476+11	43,800	9.3	7.8	8.6
8.3	8.6	477+11	43,900	7.4	10.8	8.8
8.5	7.4	478+11	44,000	10.1	12.3	9.6
7.7	8.1	479+11	44,100	10.6	11.2	9.4
8.7	7.7	480+11	44,200	10.8	10.0	9.3
8.5	8.2	481+11	44,300	9.7	11.9	9.6
7.7	8.1	482+11	44,400	9.9	11.7	9.4
7.5	7.5	483+11	44,500	10.8	11.2	9.2
8.6	8.0	484+11	44,600	9.9	11.1	9.4
8.9	6.7	485+11	44,700	10.9	12.3	9.7
9.4	7.8	486+11	44,800	10.1	12.9	10.0
7.7	7.4	487+11	44,900	8.9	11.1	8.8
8.2	7.4	488+11	45,000	8.6	10.6	8.7
8.9	7.4	489+11	45,100	8.4	11.0	8.9
9.1	8.8	490+11	45,200	11.1	10.9	10.0
9.2	9.2	491+11	45,300	11.0	10.7	10.0
9.8	9.7	492+11	45,400	10.9	10.3	10.2
11.1	11.1	493+11	45,500	10.2	11.1	10.9

ABBREVIATION KEY: DMI = DISTANCE MEASURING INSTRUMENT; LWP = LEFT WHEEL PATH; RWP = RIGHT WHEEL PATH

<i>SB RWP - Approx. HMA Thickness (in)</i>	<i>SB LWP - Approx. HMA Thickness (in)</i>	<i>Approximate Station</i>	<i>DMI Distance (ft)</i>	<i>NB LWP - Approx. HMA Thickness (in)</i>	<i>NB RWP - Approx. HMA Thickness (in)</i>	<i>Approximate Average Roadway HMA Thickness (in)</i>
11.0	10.4	494+11	45,600	9.1	11.0	10.4
11.1	10.2	495+11	45,700	9.4	10.3	10.2
10.8	9.9	496+11	45,800	9.1	9.7	9.9
9.4	10.6	497+11	45,900	9.9	9.3	9.8
8.0	9.7	498+11	46,000	10.6	8.8	9.2
7.7	9.0	499+11	46,100	10.6	9.2	9.1
8.8	9.8	500+11	46,200	9.6	9.9	9.5
8.9	10.6	501+11	46,300	9.1	10.0	9.7
8.1	9.8	502+11	46,400	9.5	10.2	9.4
8.3	9.8	503+11	46,500	10.3	9.8	9.5
8.5	10.2	504+11	46,600	10.2	10.2	9.8
9.5	11.2	505+11	46,700	8.6	10.3	9.9
10.3	11.5	506+11	46,800	8.5	10.2	10.1
10.8	10.9	507+11	46,900	8.4	9.8	10.0
9.4	10.5	508+11	47,000	10.9	10.1	10.2
10.7	10.0	509+11	47,100	11.2	11.0	10.7
10.8	10.4	510+11	47,200	10.6	10.7	10.6
10.0	9.4	511+11	47,300	9.2	10.5	9.8
9.9	9.5	512+11	47,400	9.3	10.0	9.7
9.0	8.4	513+11	47,500	10.1	10.0	9.4
9.6	7.5	514+11	47,600	8.6	10.3	9.0
8.8	8.8	515+11	47,700	7.8	9.5	8.7
8.8	9.6	516+11	47,800	9.0	9.4	9.2
9.9	10.8	517+11	47,900	8.3	8.1	9.3
9.0	10.5	518+11	48,000	7.7	7.2	8.6
10.1	9.7	519+11	48,100	7.4	7.3	8.6
9.9	9.3	520+11	48,200	7.8	8.0	8.7
10.8	9.2	521+11	48,300	8.2	8.2	9.1
10.9	9.6	522+11	48,400	7.4	8.5	9.1
10.4	10.2	523+11	48,500	8.2	8.8	9.4
9.1	9.6	524+11	48,600	7.8	8.0	8.6
8.6	9.3	525+11	48,700	7.7	8.5	8.5
9.9	10.0	526+11	48,800	7.0	9.2	9.0
10.6	7.7	527+11	48,900	8.5	8.3	8.8
10.0	9.4	528+11	49,000	9.8	8.5	9.4
9.6	9.0	529+11	49,100	8.9	9.0	9.1
10.2	9.0	530+11	49,200	8.2	8.4	9.0
9.3	9.1	531+11	49,300	8.6	9.0	9.0
8.4	8.6	532+11	49,400	9.5	10.1	9.1
8.7	7.6	533+11	49,500	10.3	10.0	9.2
8.7	8.4	534+11	49,600	9.6	9.9	9.2
8.9	10.1	535+11	49,700	8.9	11.6	9.9
9.8	9.7	536+11	49,800	8.9	13.1	10.4
9.0	9.4	537+11	49,900	9.6	13.5	10.4
7.1	9.0	538+11	50,000	11.0	12.1	9.8
9.8	9.7	539+11	50,100	11.9	13.8	11.3
8.3	9.9	540+11	50,200	12.8	13.2	11.1
9.1	9.5	541+11	50,300	12.9	13.3	11.2
9.3	9.6	542+11	50,400	14.1	13.4	11.6
9.6	9.5	543+11	50,500	13.9	12.8	11.5
9.1	9.9	544+11	50,600	14.6	13.8	11.8
8.3	9.3	545+11	50,700	15.8	14.5	12.0
9.6	9.2	546+11	50,800	13.0	15.0	11.7
7.9	9.1	547+11	50,900	11.0	14.7	10.7
8.7	9.4	548+11	51,000	8.9	14.4	10.4

ABBREVIATION KEY: DMI = DISTANCE MEASURING INSTRUMENT; LWP = LEFT WHEEL PATH; RWP = RIGHT WHEEL PATH

<i>SB RWP - Approx. HMA Thickness (in)</i>	<i>SB LWP - Approx. HMA Thickness (in)</i>	<i>Approximate Station</i>	<i>DMI Distance (ft)</i>	<i>NB LWP - Approx. HMA Thickness (in)</i>	<i>NB RWP - Approx. HMA Thickness (in)</i>	<i>Approximate Average Roadway HMA Thickness (in)</i>
8.9	8.5	549+11	51,100	8.8	14.4	10.1
9.4	8.8	550+11	51,200	8.9	14.7	10.4
9.9	9.3	551+11	51,300	8.9	13.4	10.4
8.6	9.5	552+11	51,400	8.5	11.4	9.5
7.3	8.4	553+11	51,500	8.6	8.4	8.2
7.2	8.9	554+11	51,600	7.8	8.0	8.0
8.1	9.4	555+11	51,700	8.8	8.0	8.6
9.7	8.7	556+11	51,800	8.4	8.7	8.9
9.4	8.1	557+11	51,900	9.2	8.9	8.9
9.3	8.0	558+11	52,000	9.3	9.5	9.0
9.7	8.9	559+11	52,100	8.6	9.3	9.1
9.4	9.3	560+11	52,200	8.7	8.2	8.9
8.9	11.0	561+11	52,300	10.0	7.6	9.4
8.9	8.2	562+11	52,400	9.1	7.4	8.4
9.7	9.3	563+11	52,500	9.0	10.0	9.5
8.9	7.3	564+11	52,600	9.5	8.1	8.5
9.7	7.5	565+11	52,700	8.7	7.2	8.3
8.0	7.2	566+11	52,800	10.4	6.8	8.1
7.9	7.6	567+11	52,900	9.7	7.8	8.2
7.2	9.0	568+11	53,000	10.2	8.5	8.7
6.5	8.7	569+11	53,100	9.1	7.5	8.0
7.7	8.3	570+11	53,200	8.5	9.3	8.5
7.8	8.1	571+11	53,300	6.2	9.5	7.9
9.6	7.8	572+11	53,400	8.6	7.9	8.5
9.6	7.1	573+11	53,500	9.2	7.6	8.4
8.7	8.7	574+11	53,600	9.0	6.5	8.2
8.3	9.7	575+11	53,700	9.9	7.0	8.7
11.0	8.5	576+11	53,800	9.8	7.2	9.1
12.0	8.0	577+11	53,900	8.9	7.4	9.1
11.6	8.5	578+11	54,000	9.1	7.4	9.1
10.1	8.8	579+11	54,100	9.3	8.3	9.1
10.2	9.1	580+11	54,200	9.3	8.3	9.2
9.2	9.0	581+11	54,300	8.5	8.4	8.8
8.6	9.5	582+11	54,400	8.4	8.9	8.8
9.3	10.1	583+11	54,500	8.7	9.1	9.3
9.1	9.6	584+11	54,600	9.2	9.7	9.4
9.7	10.3	585+11	54,700	11.3	9.7	10.2
10.6	10.6	586+11	54,800	10.4	9.7	10.3
10.5	10.7	587+11	54,900	9.0	9.4	9.9
10.1	9.3	588+11	55,000	9.5	9.5	9.6
9.6	9.4	589+11	55,100	9.4	9.9	9.5
10.2	9.2	590+11	55,200	8.1	8.7	9.0
9.9	11.4	591+11	55,300	7.6	8.5	9.4
9.4	10.7	592+11	55,400	8.1	8.4	9.1
9.4	8.8	593+11	55,500	8.2	9.8	9.0
8.4	8.9	594+11	55,600	10.6	10.0	9.5
10.6	9.4	595+11	55,700	9.1	8.4	9.4
11.3	10.0	596+11	55,800	7.5	9.5	9.6
10.0	10.0	597+11	55,900	7.2	9.5	9.2
8.7	8.8	598+11	56,000	7.9	8.7	8.5
8.8	10.0	599+11	56,100	6.7	9.1	8.7
9.1	11.4	600+11	56,200	7.0	8.4	9.0
9.2	9.6	601+11	56,300	7.2	8.8	8.7
8.5	9.3	602+11	56,400	7.8	8.6	8.6
9.2	9.8	603+11	56,500	8.9	8.2	9.0

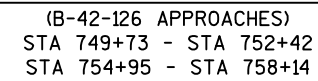
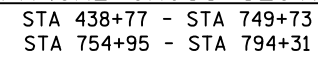
ABBREVIATION KEY: DMI = DISTANCE MEASURING INSTRUMENT; LWP = LEFT WHEEL PATH; RWP = RIGHT WHEEL PATH

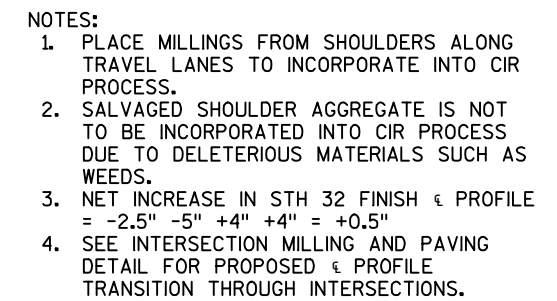
<i>SB RWP - Approx. HMA Thickness (in)</i>	<i>SB LWP - Approx. HMA Thickness (in)</i>	<i>Approximate Station</i>	<i>DMI Distance (ft)</i>	<i>NB LWP - Approx. HMA Thickness (in)</i>	<i>NB RWP - Approx. HMA Thickness (in)</i>	<i>Approximate Average Roadway HMA Thickness (in)</i>
9.9	9.0	604+11	56,600	9.0	8.2	9.0
10.2	9.6	605+11	56,700	9.1	8.2	9.3
9.3	10.5	606+11	56,800	9.6	8.2	9.4
9.2	10.9	607+11	56,900	9.4	8.3	9.4
10.2	9.0	608+11	57,000	9.2	7.8	9.1
10.0	9.5	609+11	57,100	9.5	6.4	8.8
9.2	9.4	610+11	57,200	9.1	7.4	8.8
9.5	8.0	611+11	57,300	9.2	7.3	8.5
9.3	8.2	612+11	57,400	9.5	7.1	8.5
10.8	9.4	613+11	57,500	9.6	7.6	9.4
11.9	9.4	614+11	57,600	9.3	7.2	9.4
11.6	10.4	615+11	57,700	8.4	6.8	9.3
10.7	10.2	616+11	57,800	9.7	6.0	9.1
11.1	9.2	617+11	57,900	10.3	6.7	9.3
10.8	10.3	618+11	58,000	9.9	6.5	9.4
11.4	10.2	619+11	58,100	9.6	6.2	9.3
9.5	9.8	620+11	58,200	9.4	7.2	9.0
11.0	9.7	621+11	58,300	9.4	7.1	9.3
10.1	9.4	622+11	58,400	8.5	6.6	8.6
8.9	8.9	623+11	58,500	8.2	6.3	8.0
9.8	9.3	624+11	58,600	8.9	8.0	9.0
10.2	10.6	625+11	58,700	10.3	7.1	9.5
9.9	12.4	626+11	58,800	10.5	6.1	9.7
10.0	12.5	627+11	58,900	9.8	6.2	9.6
10.2	11.8	628+11	59,000	9.7	8.7	10.1
10.3	11.4	629+11	59,100	10.3	10.7	10.7
10.5	11.1	630+11	59,200	10.5	9.7	10.4
9.8	11.3	631+11	59,300	9.5	10.1	10.2
9.4	11.6	632+11	59,400	10.3	9.9	10.3
8.7	12.3	633+11	59,500	10.2	10.8	10.5
9.3	12.1	634+11	59,600	10.7	10.9	10.8
9.5	11.6	635+11	59,700	11.0	10.1	10.5
9.7	11.3	636+11	59,800	10.7	9.9	10.4
10.9	9.9	637+11	59,900	11.0	9.1	10.2
10.0	9.3	638+11	60,000	10.2	10.0	9.9
9.6	9.6	639+11	60,100	10.9	11.4	10.4
9.8	8.2	640+11	60,200	10.4	10.7	9.8
9.8	6.8	641+11	60,300	9.1	9.5	8.8
9.5	6.2	642+11	60,400	9.6	9.3	8.7
9.7	7.1	643+11	60,500	10.3	8.6	8.9
9.8	7.8	644+11	60,600	11.3	8.5	9.3
10.2	8.2	645+11	60,700	11.4	8.3	9.5
10.4	7.7	646+11	60,800	11.0	8.8	9.4
11.4	9.9	647+11	60,900	10.6	8.8	10.2
11.3	9.9	648+11	61,000	11.1	9.2	10.4
11.1	10.0	649+11	61,100	11.0	10.9	10.7
11.3	10.0	650+11	61,200	10.8	10.4	10.6
11.6	9.0	651+11	61,300	10.4	10.8	10.4
11.2	9.2	652+11	61,400	9.7	10.4	10.1
11.4	10.4	653+11	61,500	9.9	9.6	10.3
11.1	10.2	654+11	61,600	10.4	10.3	10.5
11.2	10.4	655+11	61,700	10.1	11.2	10.7
11.7	10.3	656+11	61,800	11.3	11.1	11.1
11.3	11.5	657+11	61,900	10.3	11.5	11.2
10.6	9.3	658+11	62,000	9.6	10.8	10.0

ABBREVIATION KEY: DMI = DISTANCE MEASURING INSTRUMENT; LWP = LEFT WHEEL PATH; RWP = RIGHT WHEEL PATH

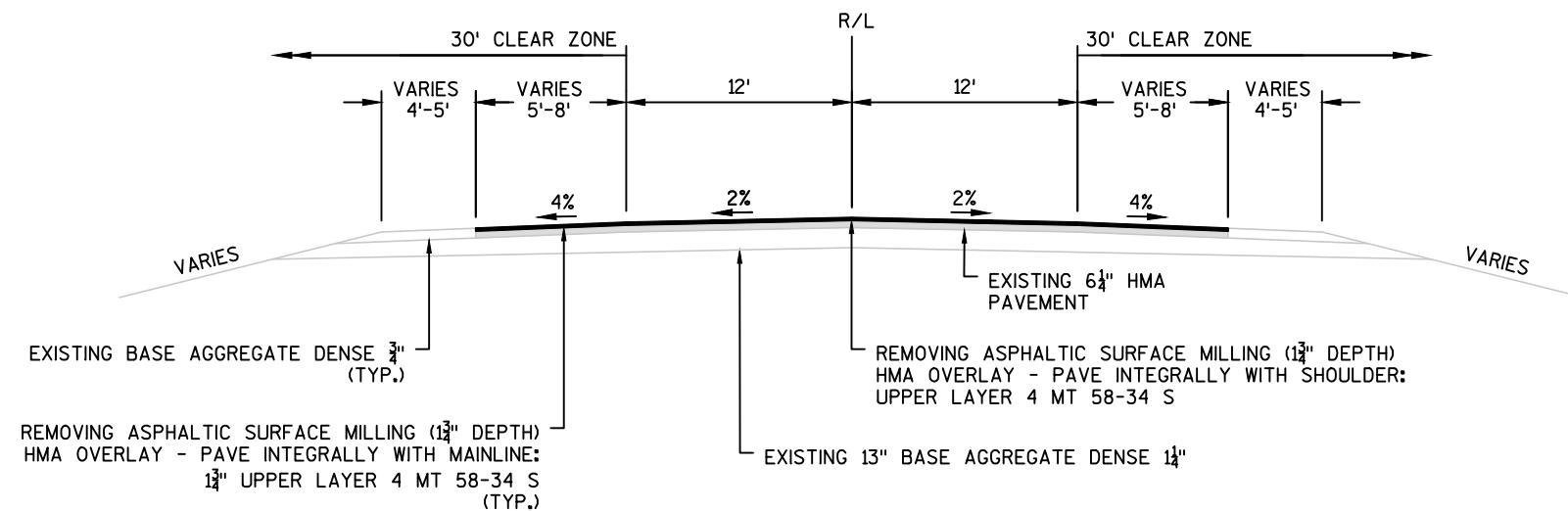
<i>SB RWP - Approx. HMA Thickness (in)</i>	<i>SB LWP - Approx. HMA Thickness (in)</i>	<i>Approximate Station</i>	<i>DMI Distance (ft)</i>	<i>NB LWP - Approx. HMA Thickness (in)</i>	<i>NB RWP - Approx. HMA Thickness (in)</i>	<i>Approximate Average Roadway HMA Thickness (in)</i>
10.7	9.1	659+11	62,100	9.5	9.8	9.8
10.7	9.3	660+11	62,200	12.8	9.8	10.6
11.5	9.6	661+11	62,300	12.1	10.3	10.9
10.6	11.2	662+11	62,400	11.2	9.5	10.6
11.5	10.6	663+11	62,500	8.8	9.4	10.1
11.2	11.9	664+11	62,600	9.1	8.7	10.2
11.3	11.4	665+11	62,700	8.7	8.8	10.1
12.1	11.4	666+11	62,800	7.9	7.8	9.8
13.5	12.0	667+11	62,900	8.1	7.9	10.4
12.9	11.8	668+11	63,000	9.2	7.4	10.3
12.0	11.8	669+11	63,100	10.0	7.7	10.4
11.6	11.9	670+11	63,200	9.7	8.1	10.3
11.5	11.3	671+11	63,300	9.7	9.5	10.5
10.7	11.1	672+11	63,400	9.6	9.4	10.2
11.8	10.2	673+11	63,500	9.7	9.3	10.2
10.1	9.9	674+11	63,600	10.4	8.4	9.7
9.7	9.2	675+11	63,700	9.1	10.0	9.5
9.8	9.4	676+11	63,800	10.2	10.7	10.0
9.6	9.2	677+11	63,900	8.8	10.8	9.6
9.4	8.1	678+11	64,000	7.9	10.3	8.9
9.8	8.0	679+11	64,100	9.2	9.9	9.2
9.9	8.6	680+11	64,200	9.2	9.8	9.3
8.1	11.6	681+11	64,300	7.9	9.2	9.2
8.0	8.6	682+11	64,400	8.6	9.0	8.5
9.4	8.1	683+11	64,500	10.7	8.1	9.1
10.9	9.0	684+11	64,600	8.8	7.8	9.1
9.9	9.0	685+11	64,700	7.7	8.6	8.8
10.1	9.6	686+11	64,800	9.1	8.7	9.4
9.9	9.9	687+11	64,900	9.5	8.2	9.4
8.7	9.9	688+11	65,000	9.6	8.4	9.1
7.4	9.9	689+11	65,100	7.9	8.8	8.5
8.8	10.1	690+11	65,200	10.2	9.3	9.6
9.3	10.0	691+11	65,300	10.0	9.6	9.7
8.1	10.1	692+11	65,400	9.2	10.3	9.4
8.2	9.1	693+11	65,500	8.4	10.3	9.0
8.4	8.0	694+11	65,600	8.2	10.7	8.8
8.3	8.8	695+11	65,700	8.7	10.0	8.9
7.6	8.9	696+11	65,800	10.0	9.7	9.1
7.6	7.5	697+11	65,900	9.7	10.0	8.7
8.0	7.6	698+11	66,000	10.1	9.6	8.8
9.2	7.5	699+11	66,100	9.4	8.5	8.6
9.4	9.6	700+11	66,200	8.1	9.6	9.2
9.4	9.1	701+11	66,300	8.6	10.0	9.3
9.3	8.8	702+11	66,400	9.3	10.4	9.4
8.2	8.7	703+11	66,500	9.1	10.3	9.1
8.8	8.8	704+11	66,600	9.5	9.6	9.2
8.7	9.6	705+11	66,700	8.6	8.7	8.9
9.7	10.0	706+11	66,800	8.3	9.0	9.2
9.9	9.6	707+11	66,900	8.2	9.6	9.3
9.1	9.7	708+11	67,000	8.9	9.5	9.3
9.4	10.4	709+11	67,100	8.9	10.2	9.7
10.2	10.4	710+11	67,200	9.6	9.0	9.8
9.3	9.9	711+11	67,300	10.3	8.3	9.5
10.5	9.5	712+11	67,400	10.6	9.0	9.9
11.9	9.0	713+11	67,500	10.1	8.6	9.9

<i>SB RWP - Approx. HMA Thickness (in)</i>	<i>SB LWP - Approx. HMA Thickness (in)</i>	<i>Approximate Station</i>	<i>DMI Distance (ft)</i>	<i>NB LWP - Approx. HMA Thickness (in)</i>	<i>NB RWP - Approx. HMA Thickness (in)</i>	<i>Approximate Average Roadway HMA Thickness (in)</i>
11.6	10.2	714+11	67,600	9.8	7.9	9.9
10.3	11.0	715+11	67,700	10.1	7.1	9.6
10.0	10.7	716+11	67,800	10.7	7.2	9.6
10.6	10.6	717+11	67,900	10.0	7.9	9.8
10.4	10.7	718+11	68,000	10.6	8.1	9.9
9.4	10.4	719+11	68,100	10.5	8.8	9.8
9.6	10.1	720+11	68,200	9.7	9.0	9.6
11.0	10.2	721+11	68,300	10.2	8.6	10.0
12.1	11.2	722+11	68,400	9.4	8.8	10.4
10.1	10.7	723+11	68,500	10.2	8.7	9.9
10.4	10.2	724+11	68,600	9.1	7.9	9.4
11.1	10.3	725+11	68,700	9.3	8.2	9.7
10.2	9.7	726+11	68,800	10.3	7.6	9.5
10.2	6.8	727+11	68,900	9.7	7.9	8.6
10.1	9.4	728+11	69,000	10.2	8.7	9.6
11.4	10.8	729+11	69,100	8.4	7.1	9.4
10.8	11.0	730+11	69,200	6.6	8.3	9.2
10.6	11.7	731+11	69,300	8.7	9.5	10.1
10.7	10.6	732+11	69,400	9.0	9.5	9.9
10.7	10.6	733+11	69,500	9.2	9.2	9.9
10.8	11.6	734+11	69,600	8.1	7.7	9.6
11.5	10.4	735+11	69,700	7.5	6.7	9.0
11.8	10.1	736+11	69,800	7.5	9.2	9.6
11.5	10.9	737+11	69,900	7.5	11.1	10.3
10.3	10.5	738+11	70,000	8.7	10.4	10.0
10.6	11.0	739+11	70,100	8.4	9.9	10.0
11.3	11.3	740+11	70,200	7.0	11.4	10.3
10.5	12.1	741+11	70,300	8.6	12.0	10.8
10.6	13.2	742+11	70,400	9.2	12.4	11.4
11.6	12.3	743+11	70,500	8.3	12.6	11.2
12.1	12.0	744+11	70,600	8.0	12.6	11.1
12.4	9.8	745+11	70,700	8.0	12.7	10.7
12.0	10.2	746+11	70,800	8.0	13.9	11.0
10.9	10.5	747+11	70,900	8.6	12.1	10.5
11.3	11.0	748+11	71,000	7.2	11.9	10.4
12.0	10.8	749+11	71,100	6.8	11.1	10.1
11.7	9.7	750+11	71,200	7.1	11.7	10.0
12.8	10.0	751+11	71,300	7.6	11.3	10.4
11.6	10.5	752+11	71,400	8.2	11.6	10.5
10.0	9.6	753+11	71,500	7.6	10.9	9.5
9.5	10.7	754+11	71,600	6.6	10.4	9.3
9.2	10.8	755+11	71,700	6.3	11.2	9.4
11.0	11.4	756+11	71,800	6.9	11.3	10.2
11.3	8.9	757+11	71,900	8.4	11.8	10.1
10.7	9.6	758+11	72,000	8.6	12.6	10.4
10.1	8.6	759+11	72,100	9.0	13.2	10.2
11.5	9.6	760+11	72,200	8.9	12.9	10.7
11.0	8.7	761+11	72,300	8.2	13.2	10.3
9.2	8.8	762+11	72,400	8.1	13.5	9.9
9.6	10.3	763+11	72,500	8.6	13.9	10.6
9.8	9.4	764+11	72,600	8.7	14.0	10.4
10.1	10.1	765+11	72,700	8.3	13.1	10.4
9.4	9.1	766+11	72,800	8.5	14.0	10.3
10.5	8.6	767+11	72,900	5.7	14.3	9.8
10.8	9.8	768+11	73,000	6.4	14.4	10.3
10.4	8.0	769+11	73,100	7.5	14.8	10.2
9.4	9.2	770+11	73,200	8.9	15.1	10.6
8.4	9.5	771+11	73,300	9.2	14.2	10.3



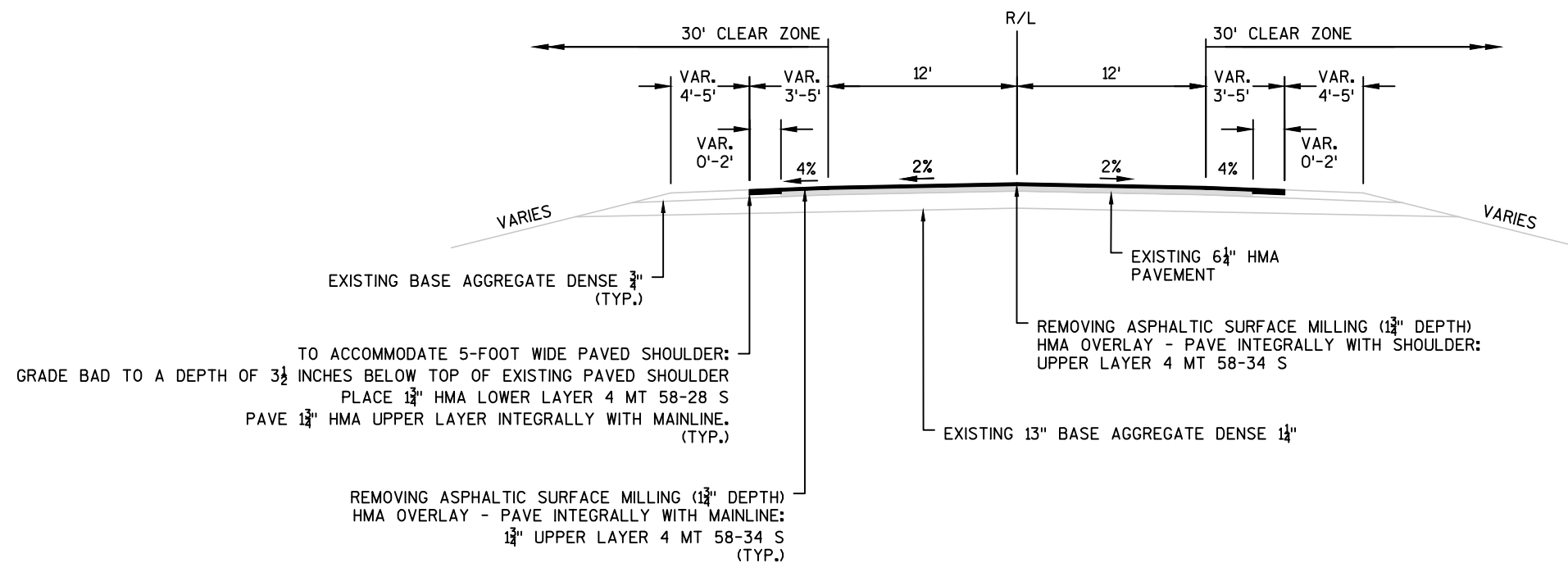


PROPOSED TYPICAL CROSS SECTION STH 32
STA 438+77 - STA 749+73
STA 754+95 - STA 794+31



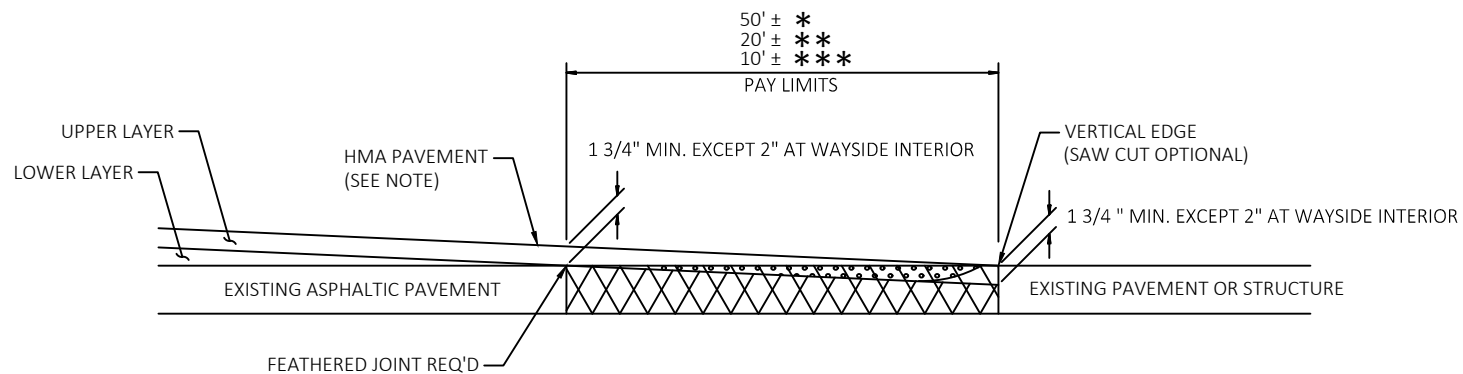
PROPOSED TYPICAL CROSS SECTION STH 32

(B-42-126 APPROACHES)
 STA 751+34 - STA 752+42, STA 754+95 - STA 757+03 MT
 STA 751+15 - STA 752+42, STA 754+95 - STA 755+96 RT



PROPOSED TYPICAL CROSS SECTION STH 32

(B-42-126 APPROACHES)
 STA 749+73 - STA 751+34, STA 757+03 - STA 758+14 MT
 STA 749+73 - STA 751+15, STA 755+96 - STA 758+14 RT

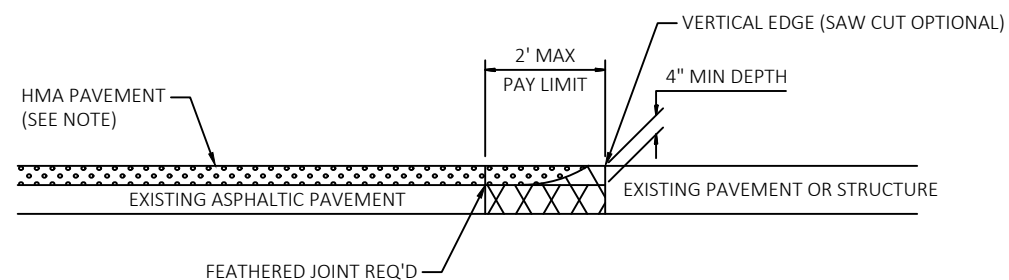


NOTE: SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

- REMOVING ASPHALTIC SURFACE, BUTT JOINTS (FULL DEPTH REMOVAL OPTIONAL)
- ASPHALTIC WEDGING (FULL DEPTH REMOVAL OPTION)
- REMOVING ASPHALTIC SURFACE, BUTT JOINTS (MILLING OPTION)

BUTT JOINT DETAIL FOR NON MILLED ASPHALTIC PAVEMENTS (PROFILE CHANGE)

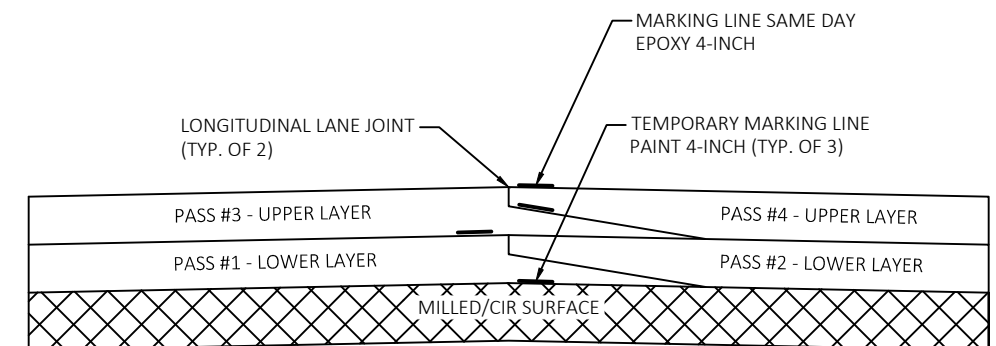
- * MAINLINE
- ** SIDEROADS
- *** PRIVATE ENTRANCES AND WAYSIDE INTERIOR



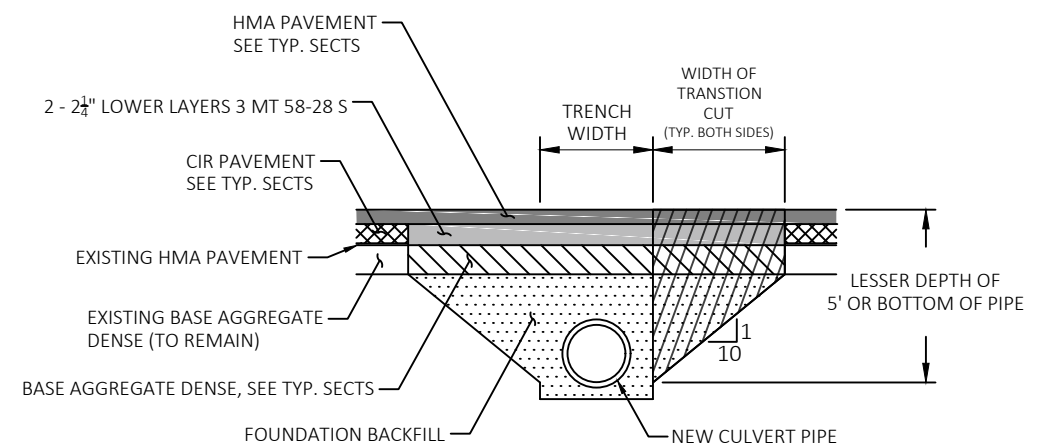
NOTE: SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

- REMOVING ASPHALTIC SURFACE, BUTT JOINTS (FULL DEPTH REMOVAL OPTIONAL)
- ASPHALTIC WEDGING (FULL DEPTH REMOVAL OPTION)
- REMOVING ASPHALTIC SURFACE, BUTT JOINTS (MILLING OPTION)

BUTT JOINT DETAIL FOR ASPHALTIC PAVEMENTS (NO PROFILE CHANGE)



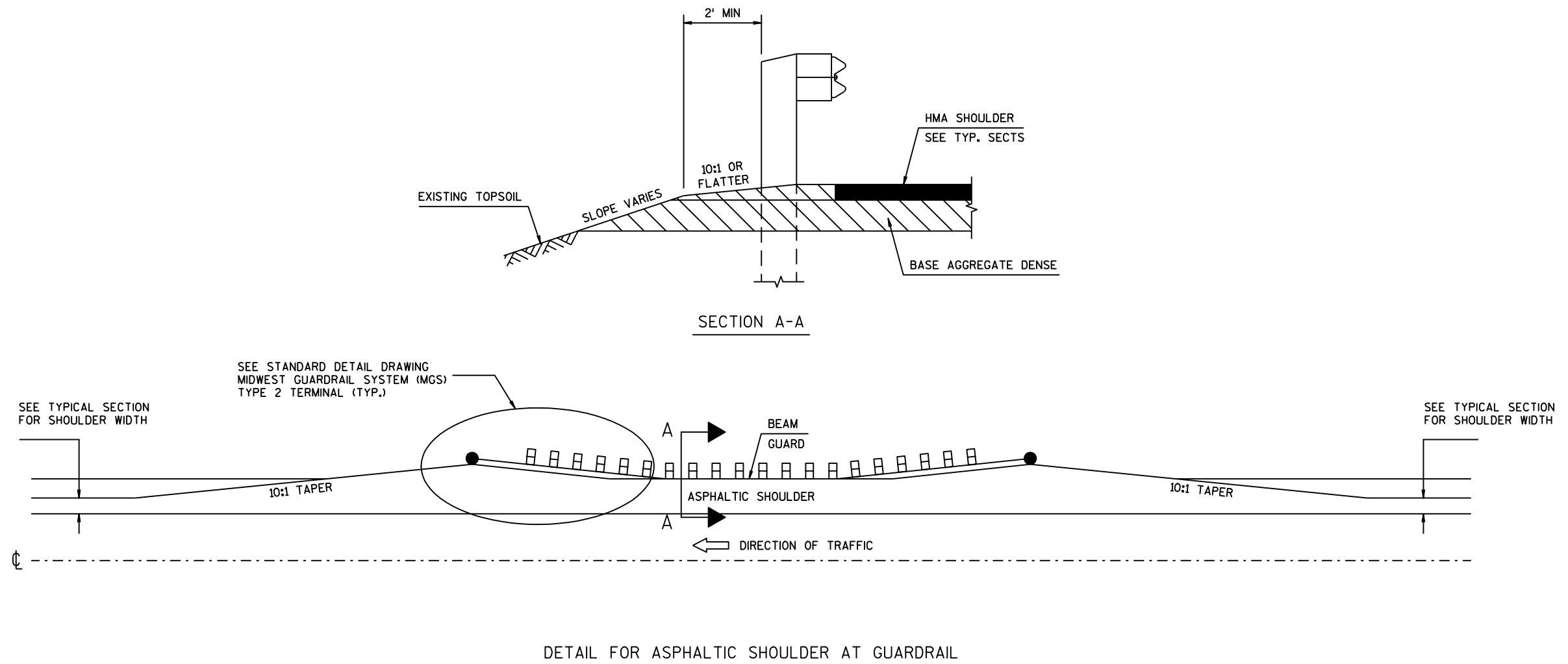
PAVEMENT MARKING DETAIL FOR TAPERED OVERLAPPING JOINTS IN HMA PAVEMENTS

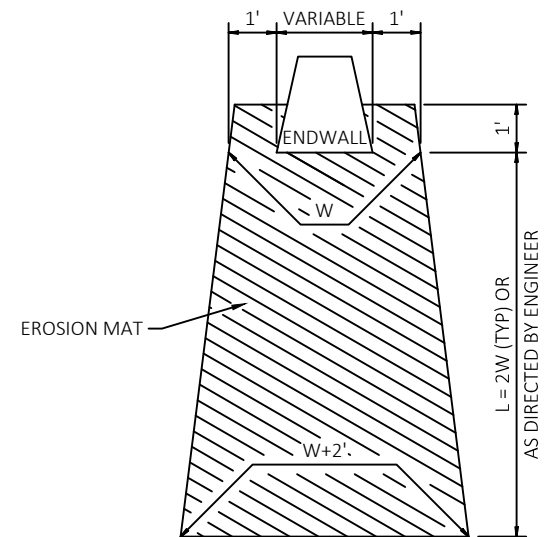


CULVERT REPLACEMENT DETAIL

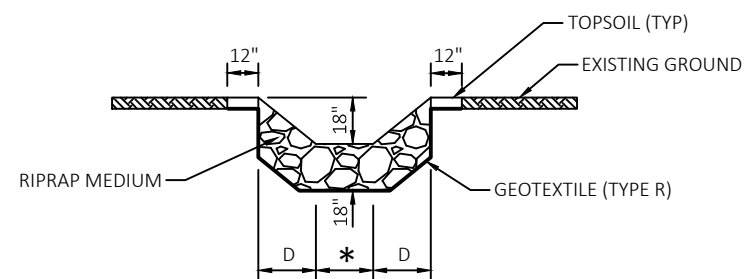


- NOTES:
1. REFER TO SECTION 520 FOR PIPE INSTALLATION
 2. TRANSITION CUT PAID AS EXCAVATION COMMON
 3. BACKFILL USED IN TRANSITION CUT IS INCIDENTAL TO CULVERT PIPE BID ITEMS



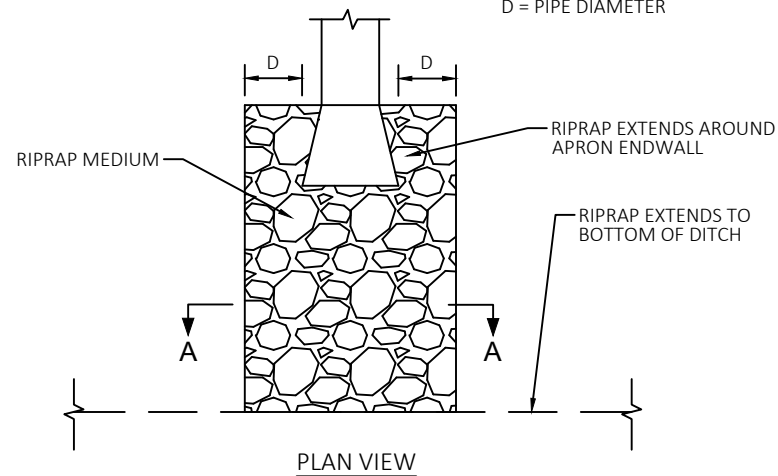


EROSION MAT TREATMENT AT CULVERTS



SECTION A-A

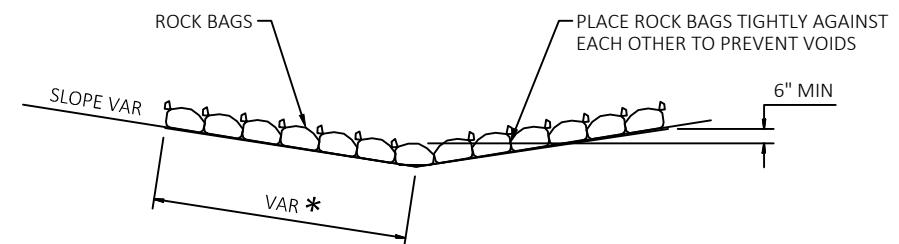
* APRON ENDWALL WIDTH
D = PIPE DIAMETER



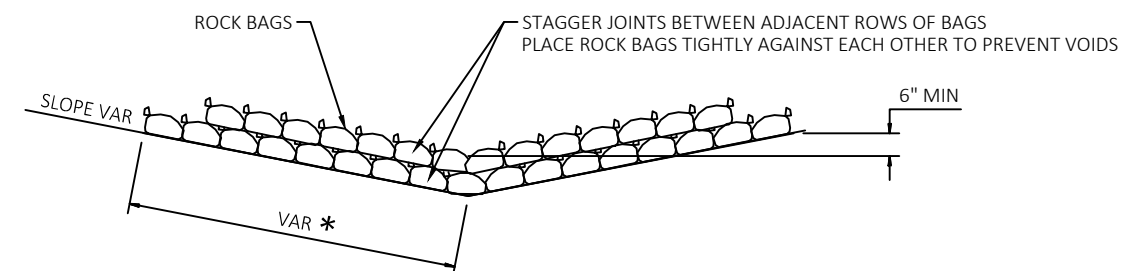
PLAN VIEW

RIPRAP TREATMENT AT CULVERT OUTFALLS

STA 580+10, STA 585+30



SIDE VIEW (SINGLE LAYER)

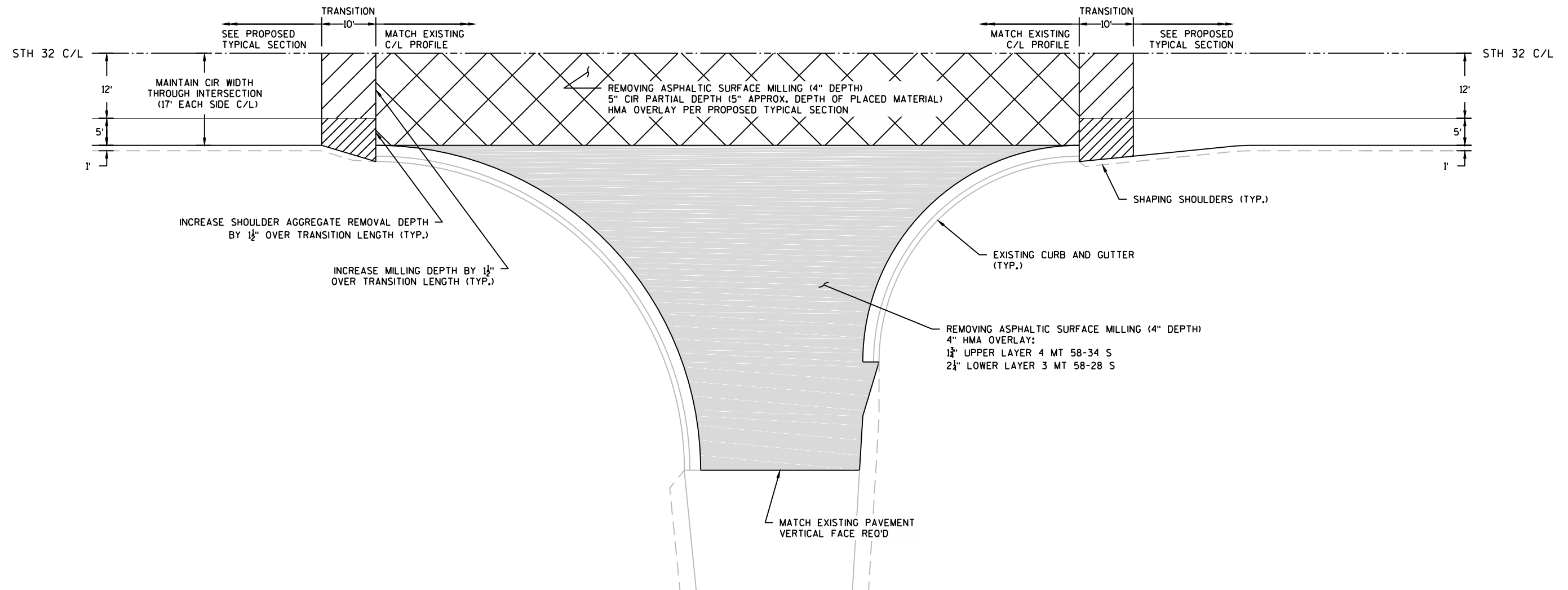


* LENGTH AND NUMBER OF BAGS MAY VARY
DEPENDING ON DESIRED DEPTH OF WATER POOL

SIDE VIEW (MULTIPLE LAYER)

ROCK BAGS DITCH CHECK

PAID AS ROCK BAGS



INTERSECTION MILLING & PAVING DETAIL
(ALL TYPE 'D')

MORGAN MARSH ROAD
MORGAN RIVER ROAD
CHURCH ROAD/CCC ROAD
SHAWANO LINE ROAD/CTH CC
ROSE ROAD
SANDY CORNERS ROAD
GRAY LAKE ROAD (WEST AND EAST)
MILWAUKEE LANE
DEER DRIVE/SOUTH CHASE ROAD

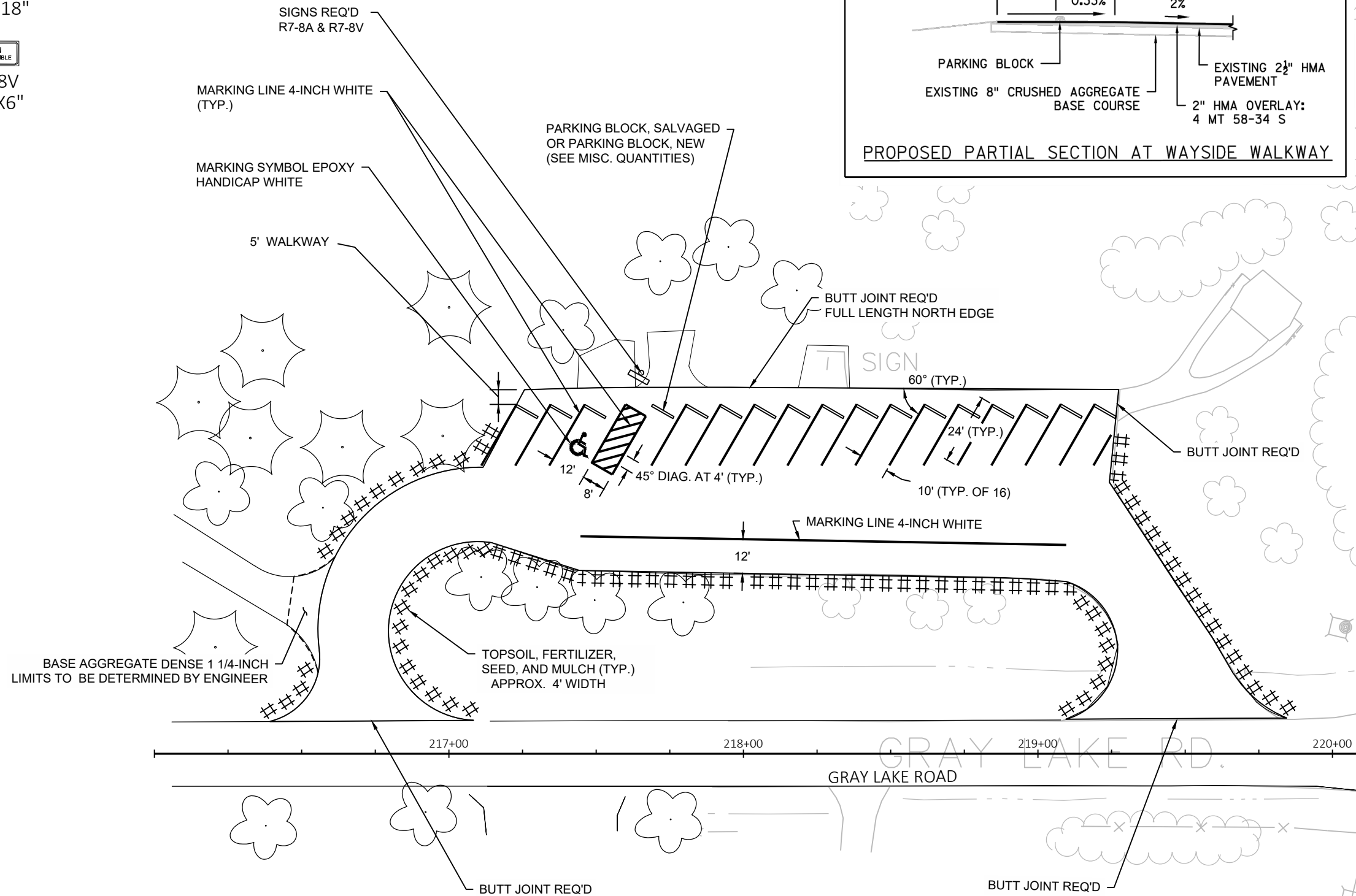


R7-8A
12"X18"



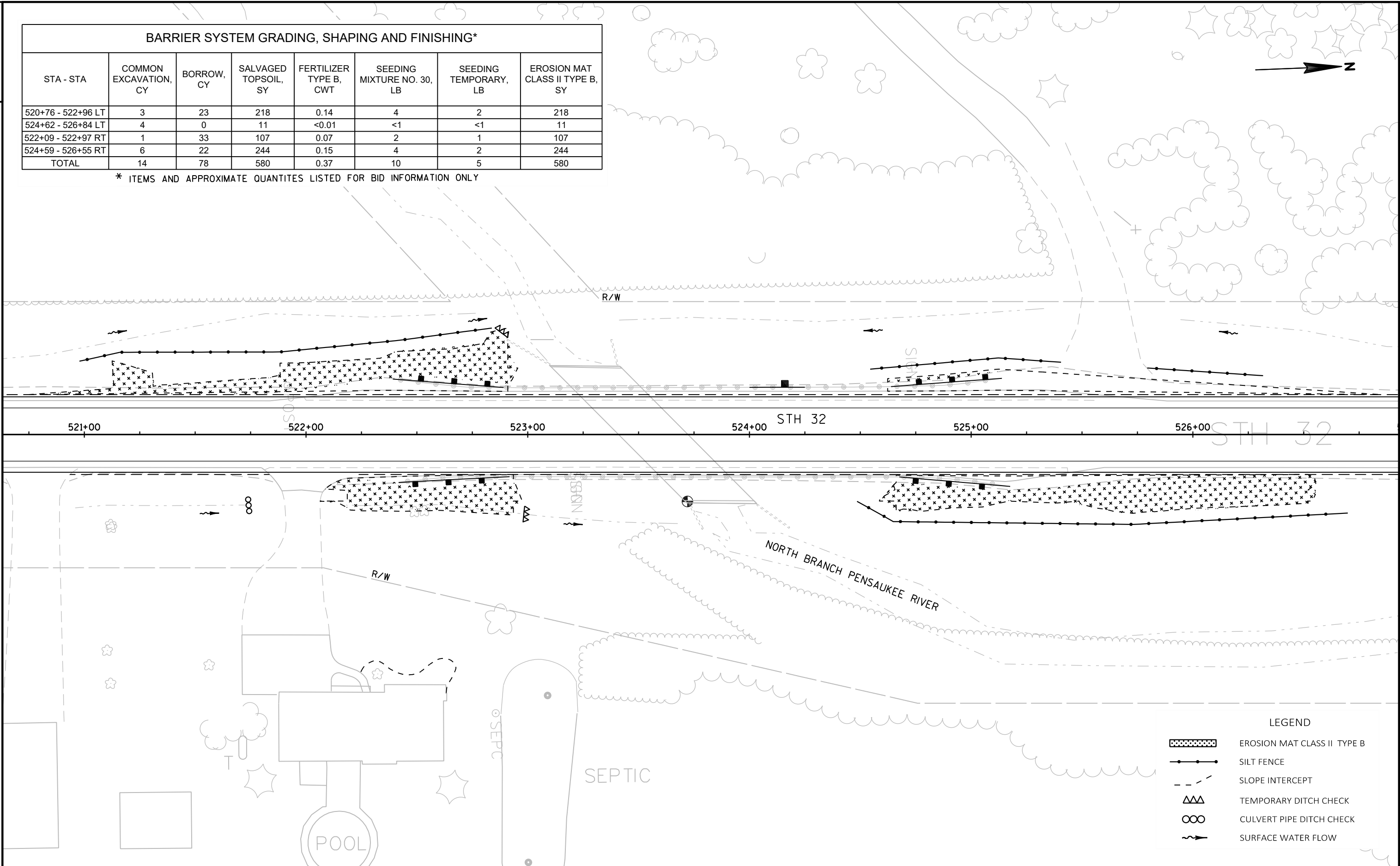
R7-8V
12"X6"

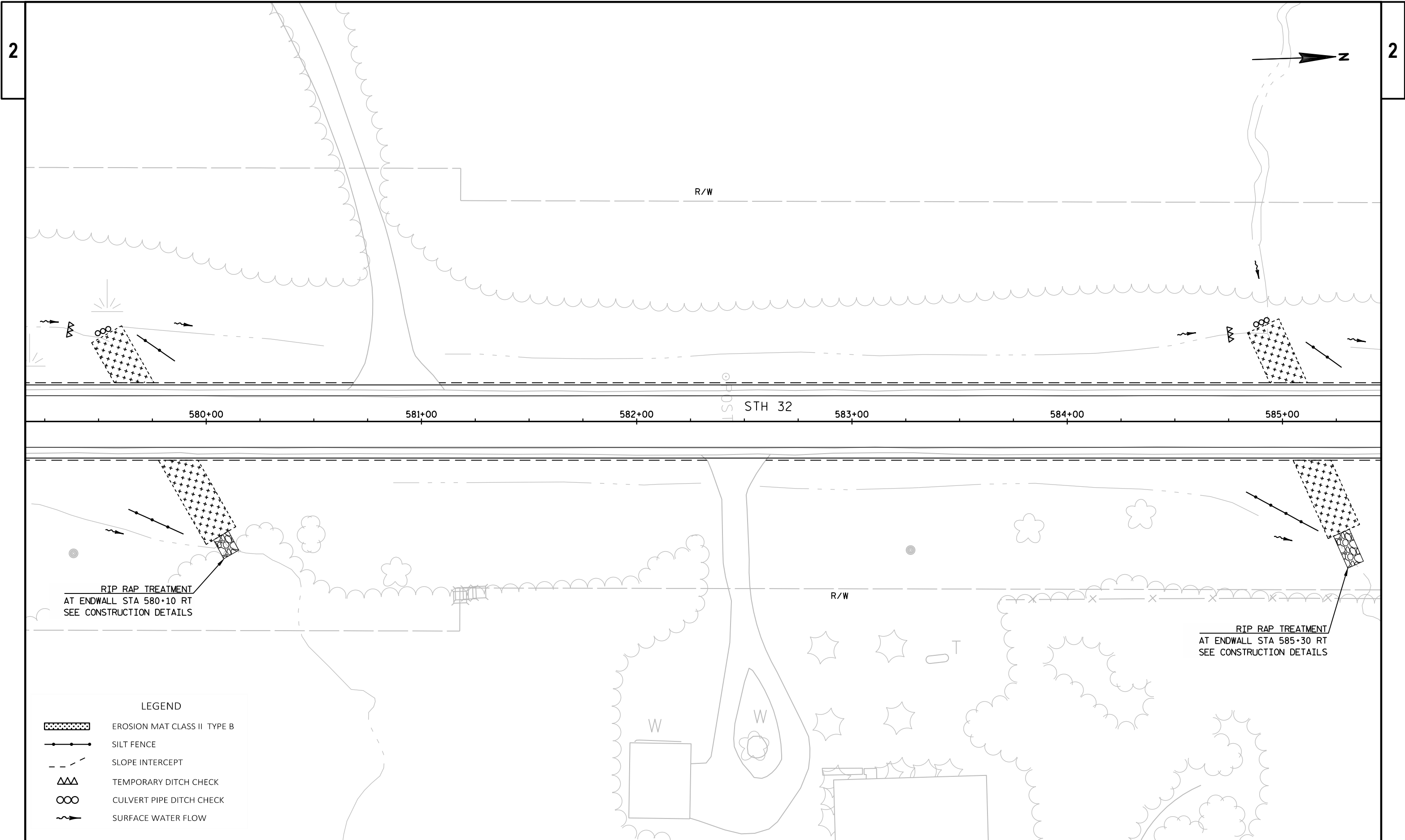
NOTE: SALVAGE BUT DO NOT REPLACE
PARKING BLOCK AT VAN ACCESSIBLE STALL
(STRIPED AS "NO PARKING") ADJACENT TO
HANDICAP STALL.



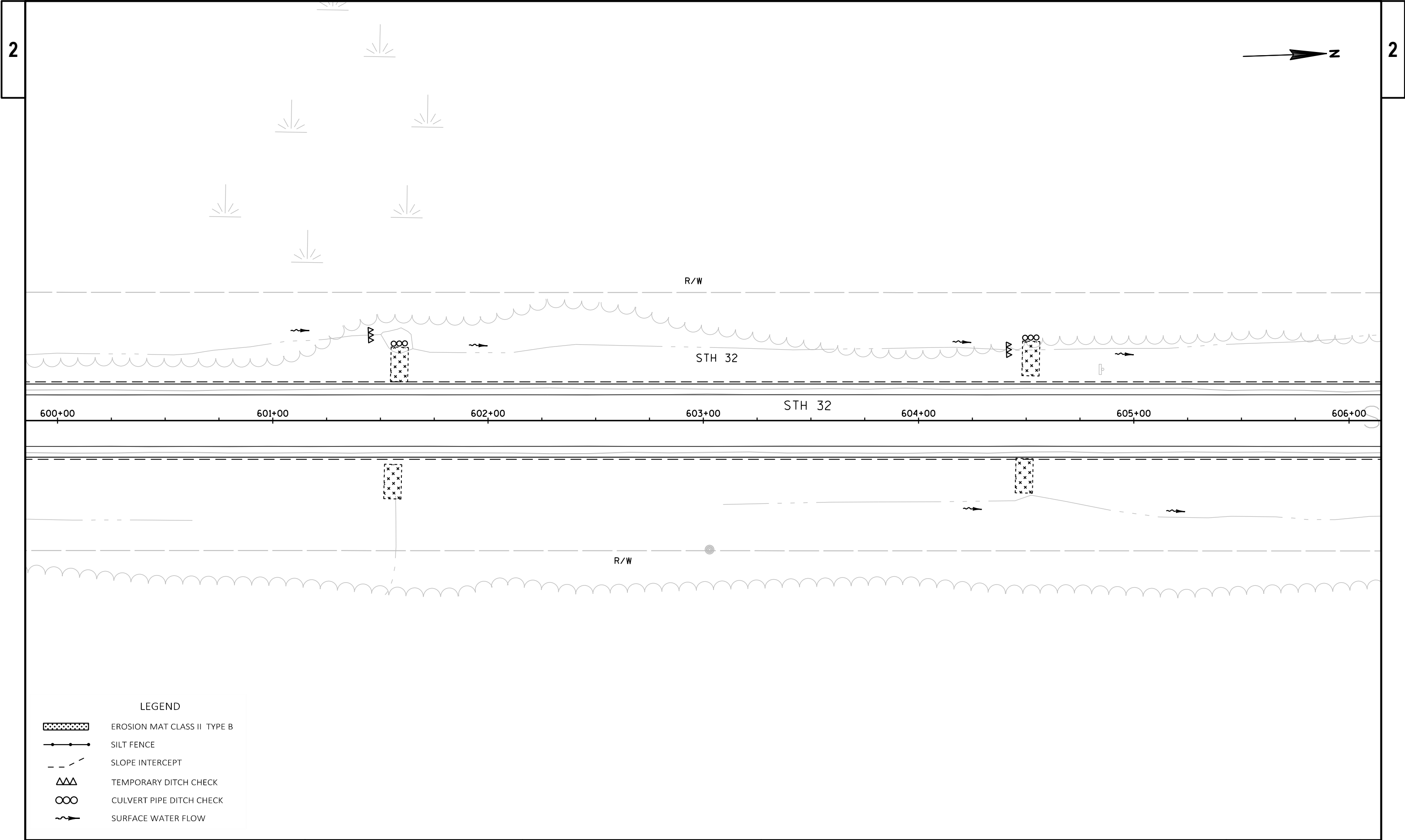
BARRIER SYSTEM GRADING, SHAPING AND FINISHING*							
STA - STA	COMMON EXCAVATION, CY	BORROW, CY	SALVAGED TOPSOIL, SY	FERTILIZER TYPE B, CWT	SEEDING MIXTURE NO. 30, LB	SEEDING TEMPORARY, LB	EROSION MAT CLASS II TYPE B, SY
520+76 - 522+96 LT	3	23	218	0.14	4	2	218
524+62 - 526+84 LT	4	0	11	<0.01	<1	<1	11
522+09 - 522+97 RT	1	33	107	0.07	2	1	107
524+59 - 526+55 RT	6	22	244	0.15	4	2	244
TOTAL	14	78	580	0.37	10	5	580

* ITEMS AND APPROXIMATE QUANTITES LISTED FOR BID INFORMATION ONLY

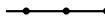


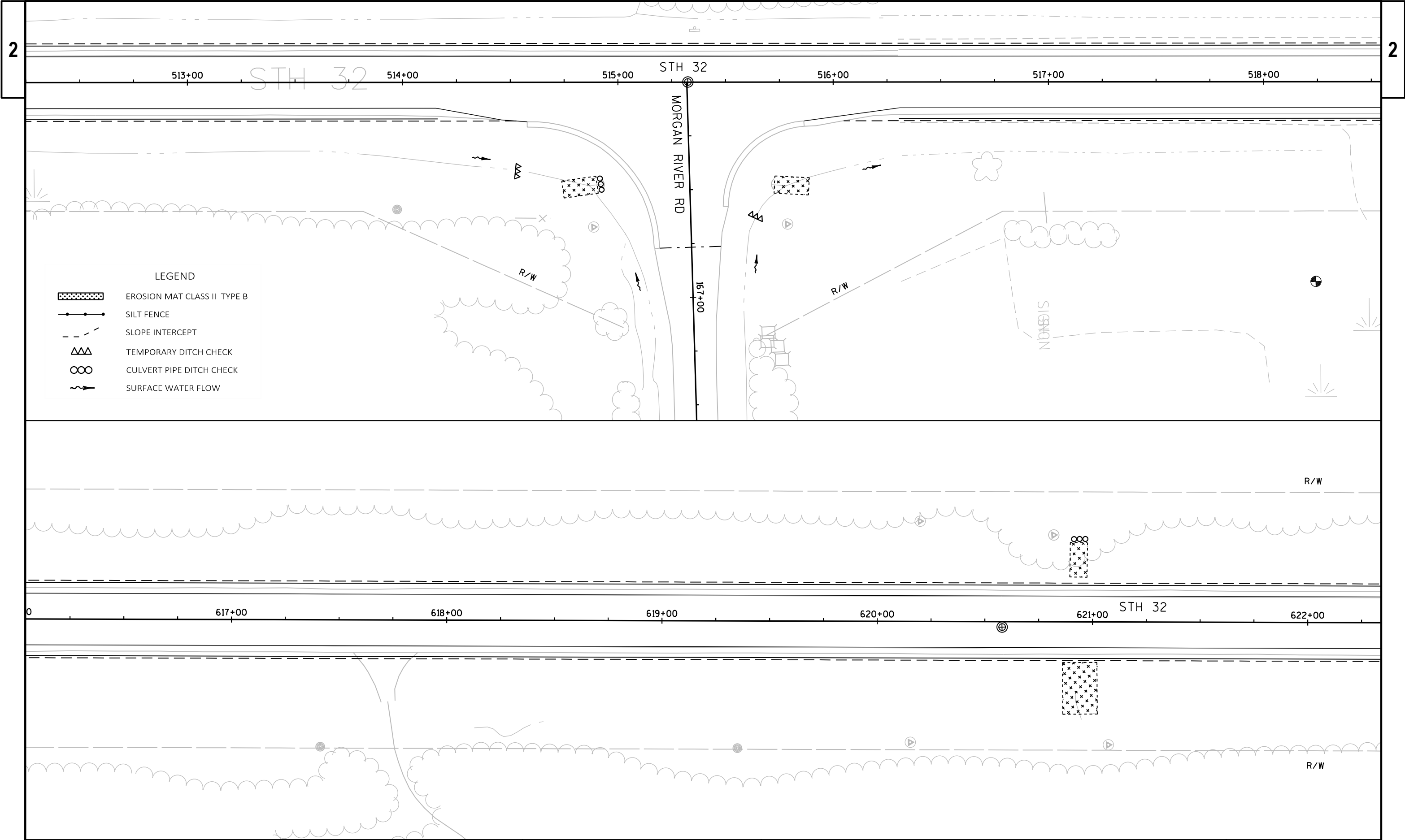


PROJECT NO: 9190-27-71	HWY: STH 32	COUNTY: OCONTO	EROSION CONTROL STA 580+00 - STA 585+00	SHEET	E
------------------------	-------------	----------------	---	-------	---



LEGEND

-  EROSION MAT CLASS II TYPE B
-  SILT FENCE
-  SLOPE INTERCEPT
-  TEMPORARY DITCH CHECK
-  CULVERT PIPE DITCH CHECK
-  SURFACE WATER FLOW



LEGEND

EROSION MAT CLASS II TYPE B

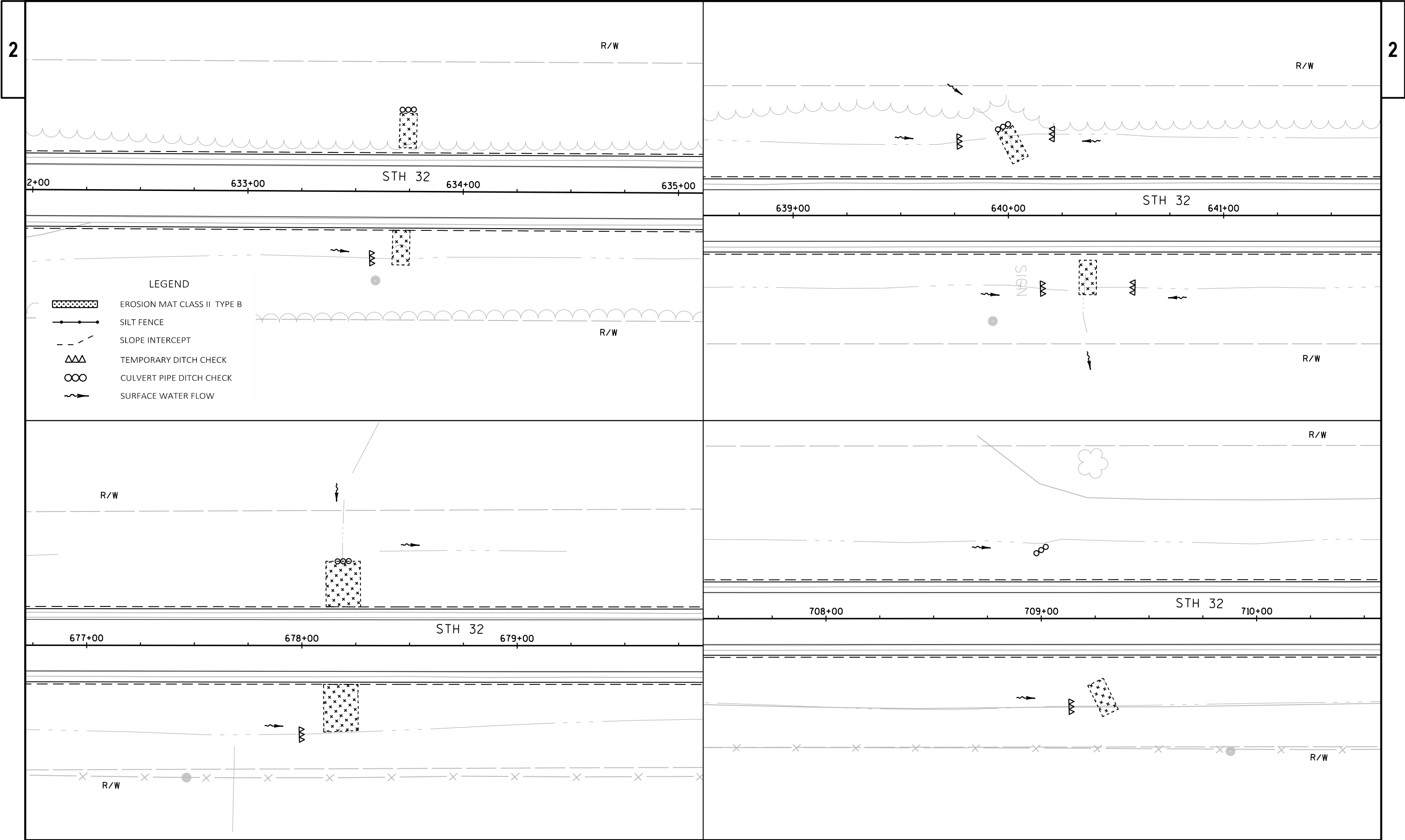
SILT FENCE

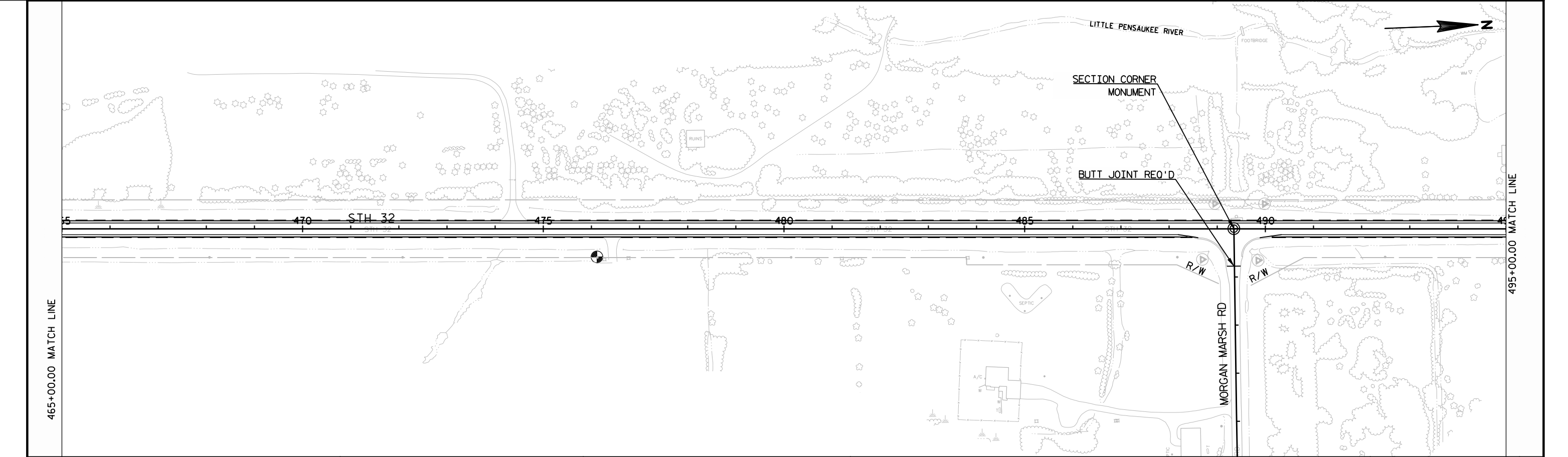
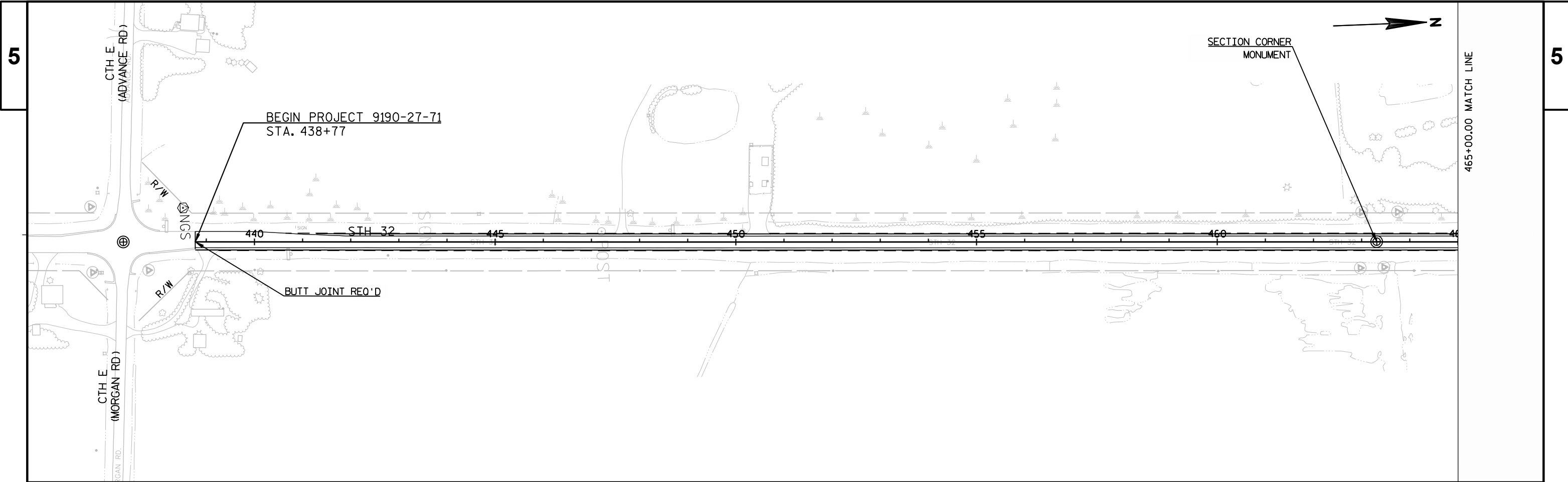
SLOPE INTERCEPT

TEMPORARY DITCH CHECK

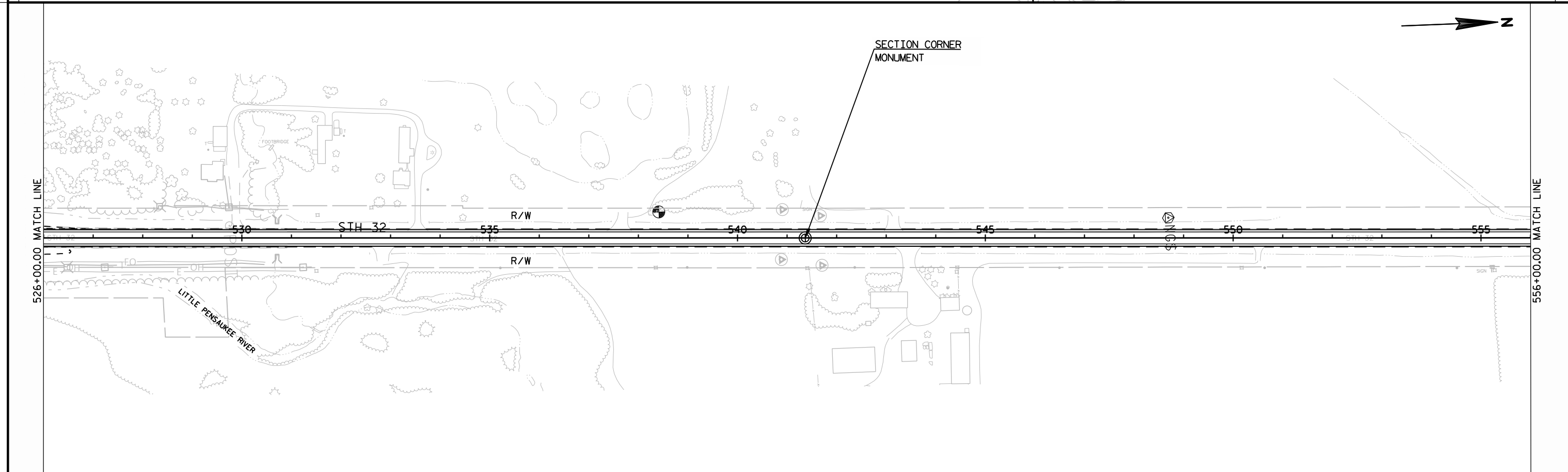
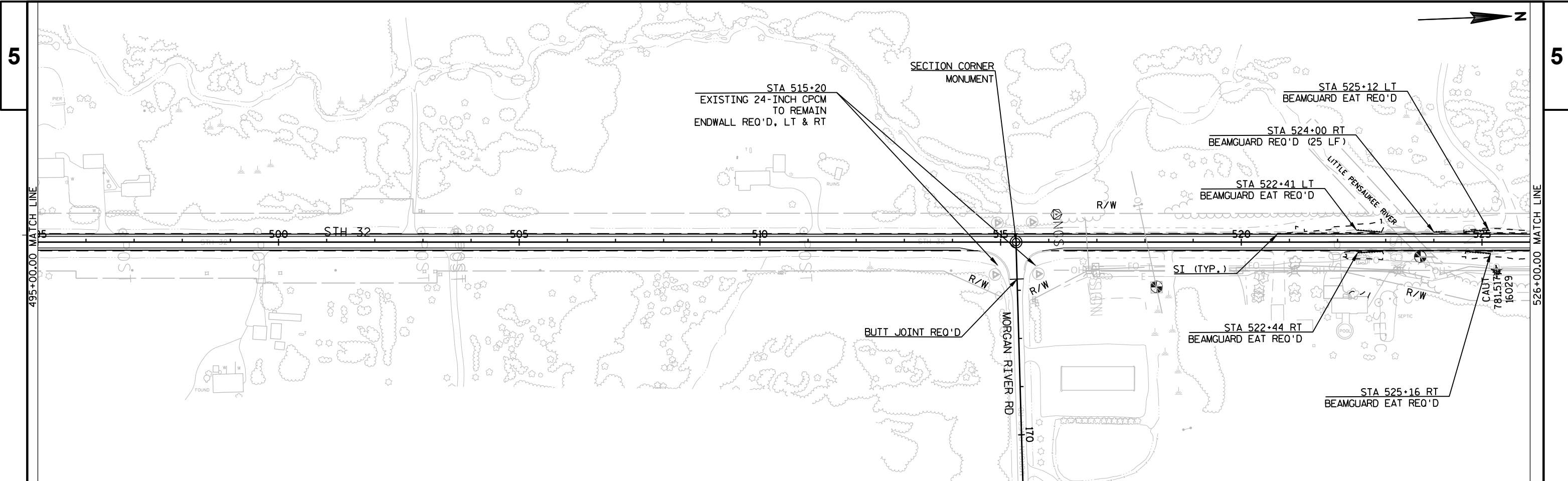
CULVERT PIPE DITCH CHECK

SURFACE WATER FLOW

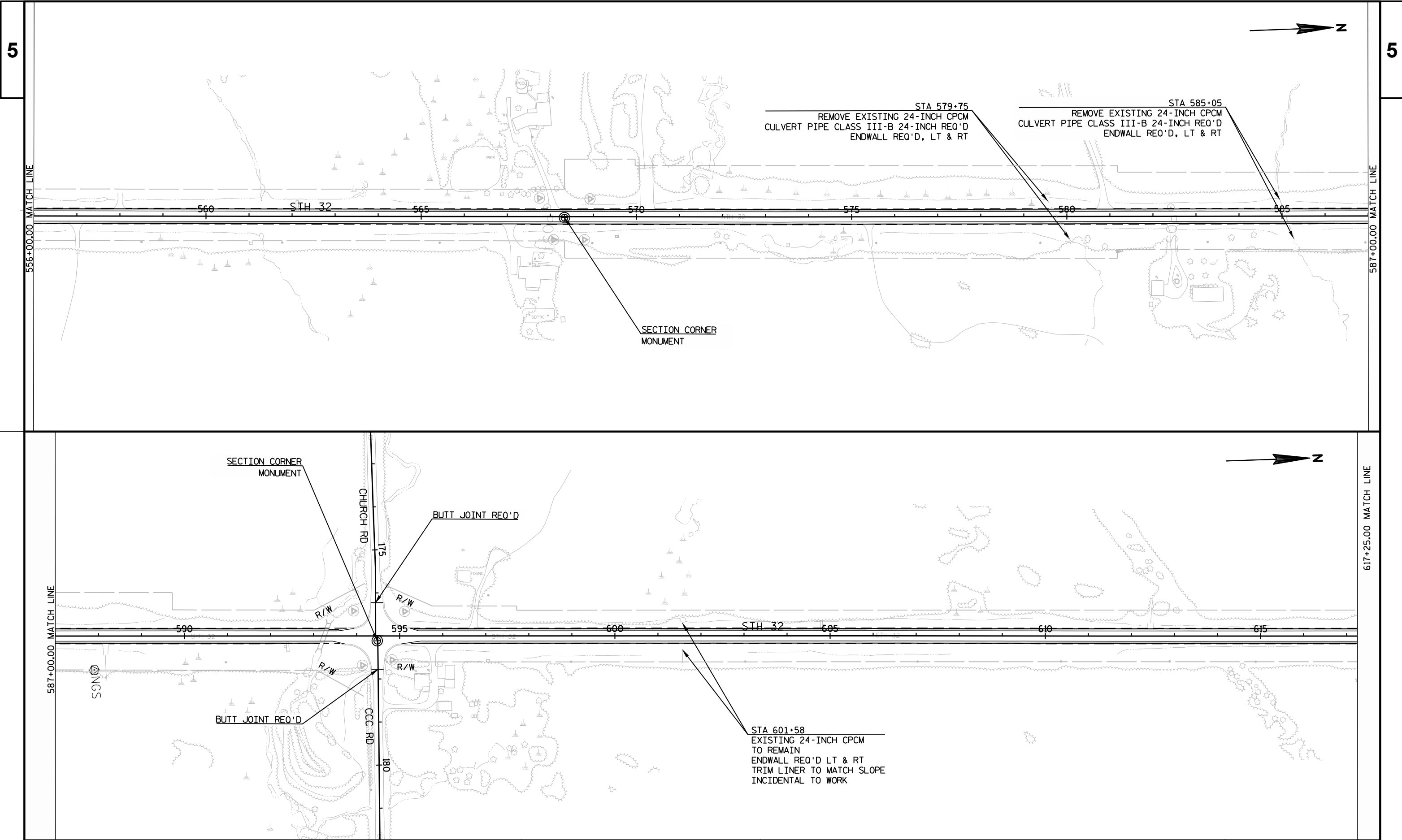




PROJECT NO: 9190-27-71	HWY: STH 32	COUNTY: OCONTO	PLAN	SHEET	E
------------------------	-------------	----------------	------	-------	---



PROJECT NO: 9190-27-71	HWY: STH 32	COUNTY: OCONTO	PLAN	SHEET	E
------------------------	-------------	----------------	------	-------	---



PROJECT NO: 9190-27-71

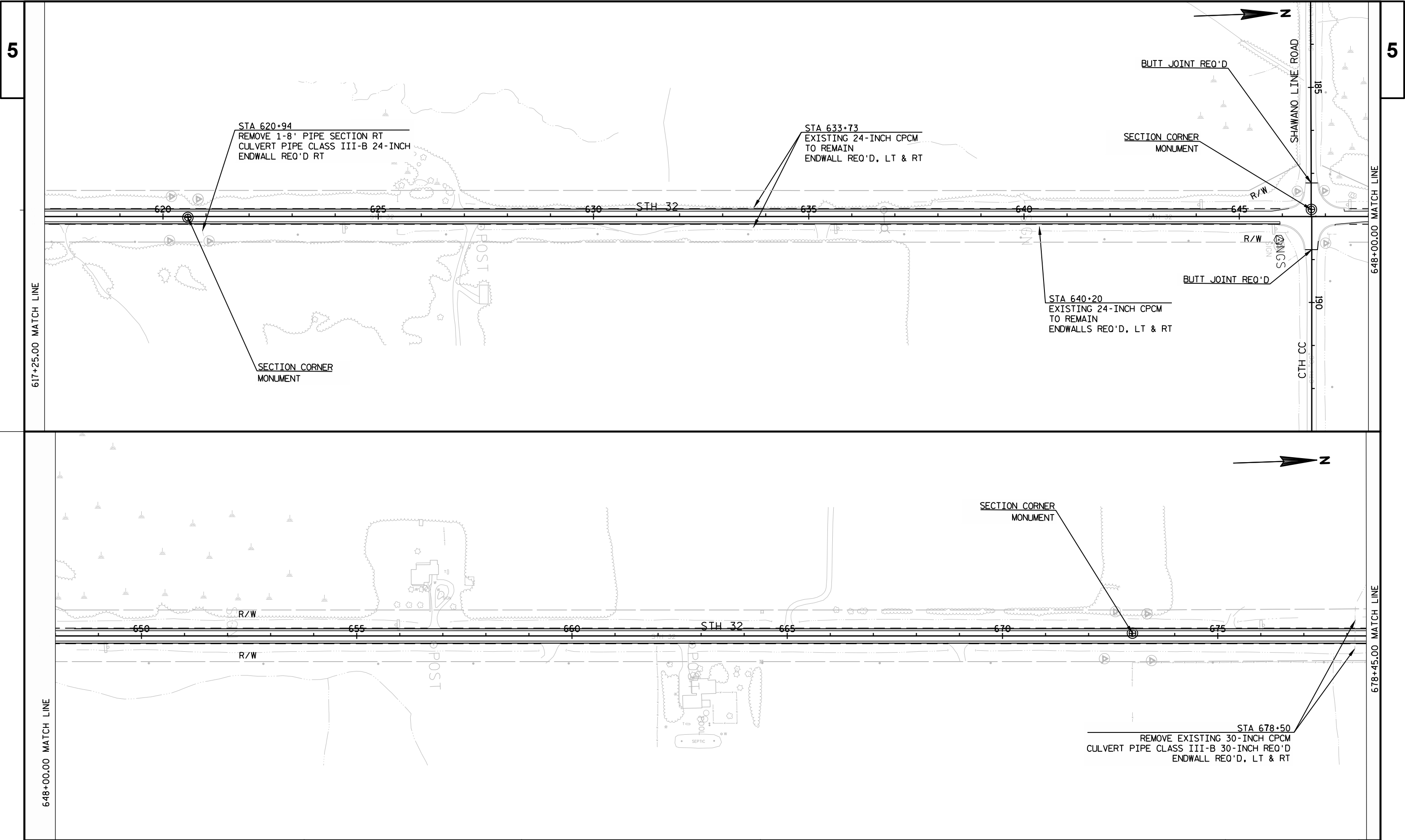
HWY: STH 32

COUNTY: OCONTO

PLAN

SHEET

E



PROJECT NO: 9190-27-71

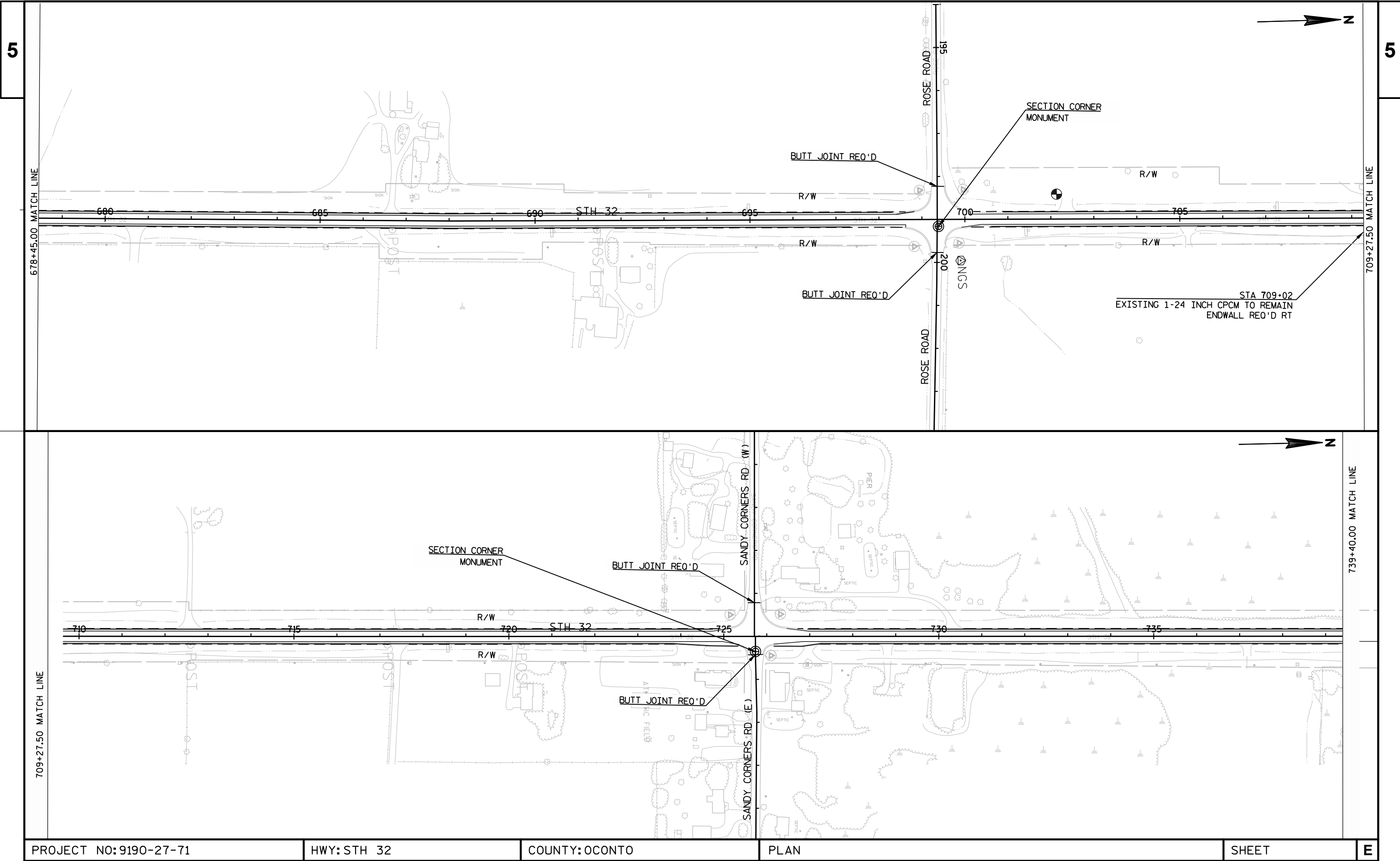
HWY: STH 32

COUNTY: OCONTO

PLAN

SHEET

E



PROJECT NO: 9190-27-71

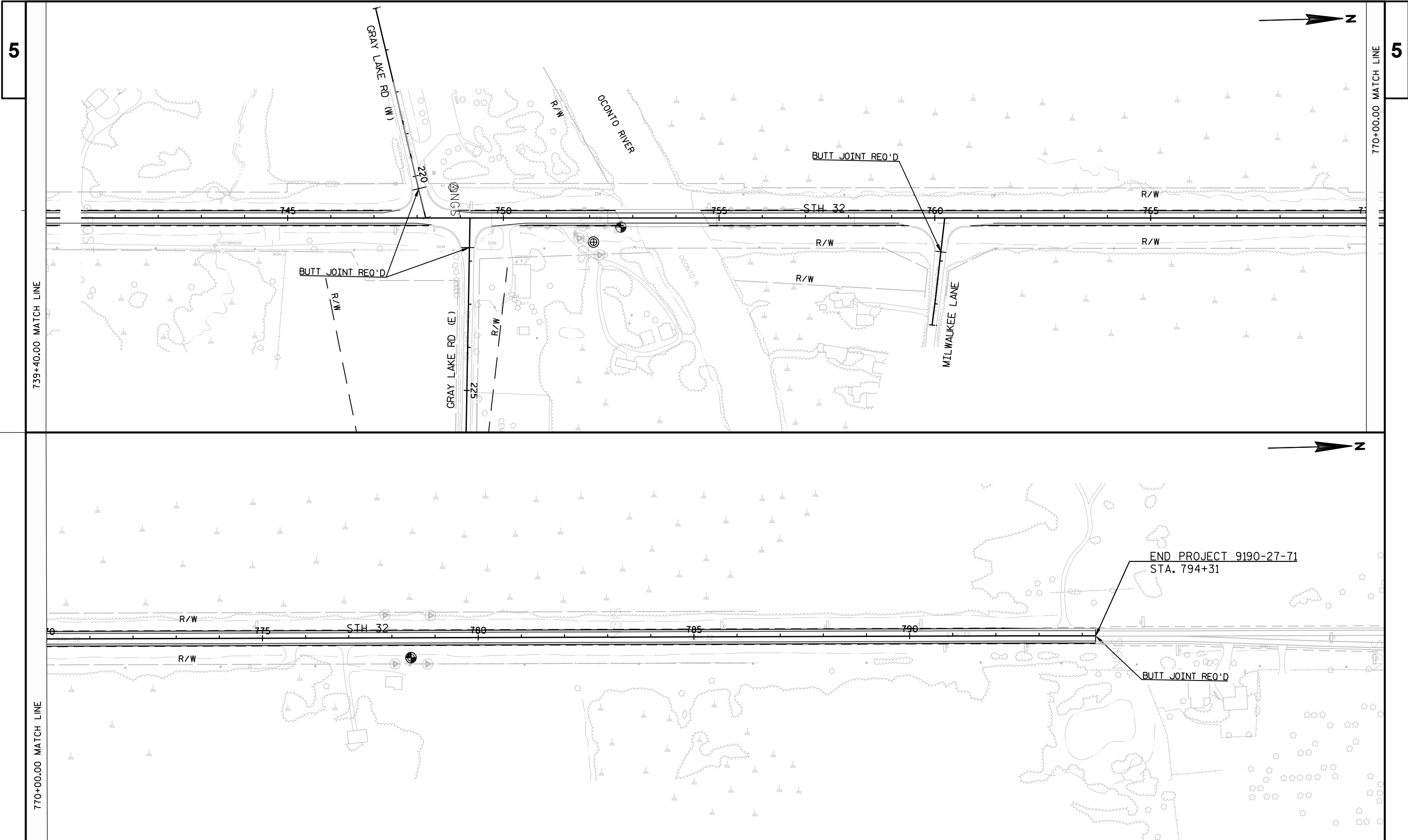
HWY: STH 32

COUNTY: OCONTO

PLAN

SHEET

E



PROJECT NO: 9190-27-71

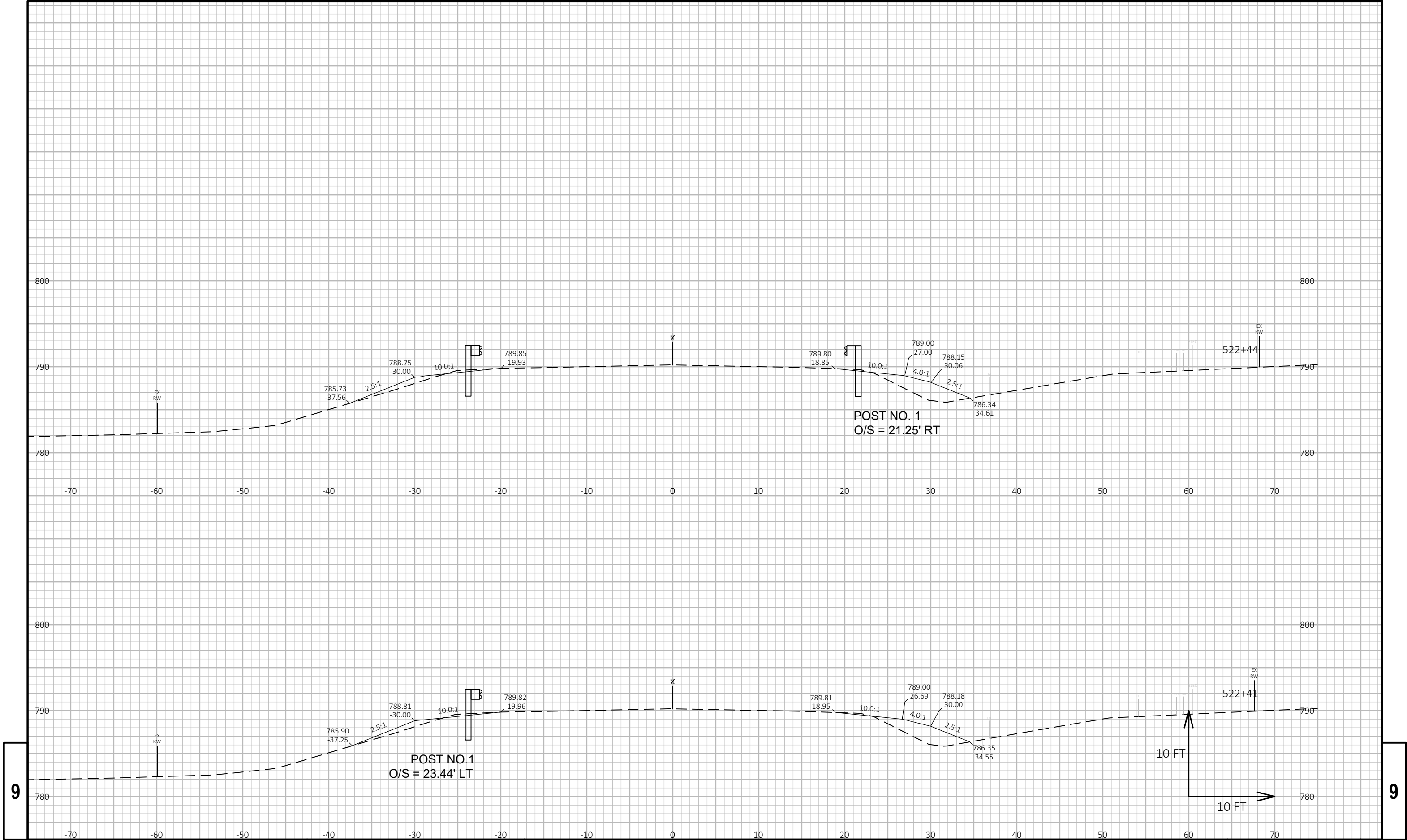
HWY: STH 32

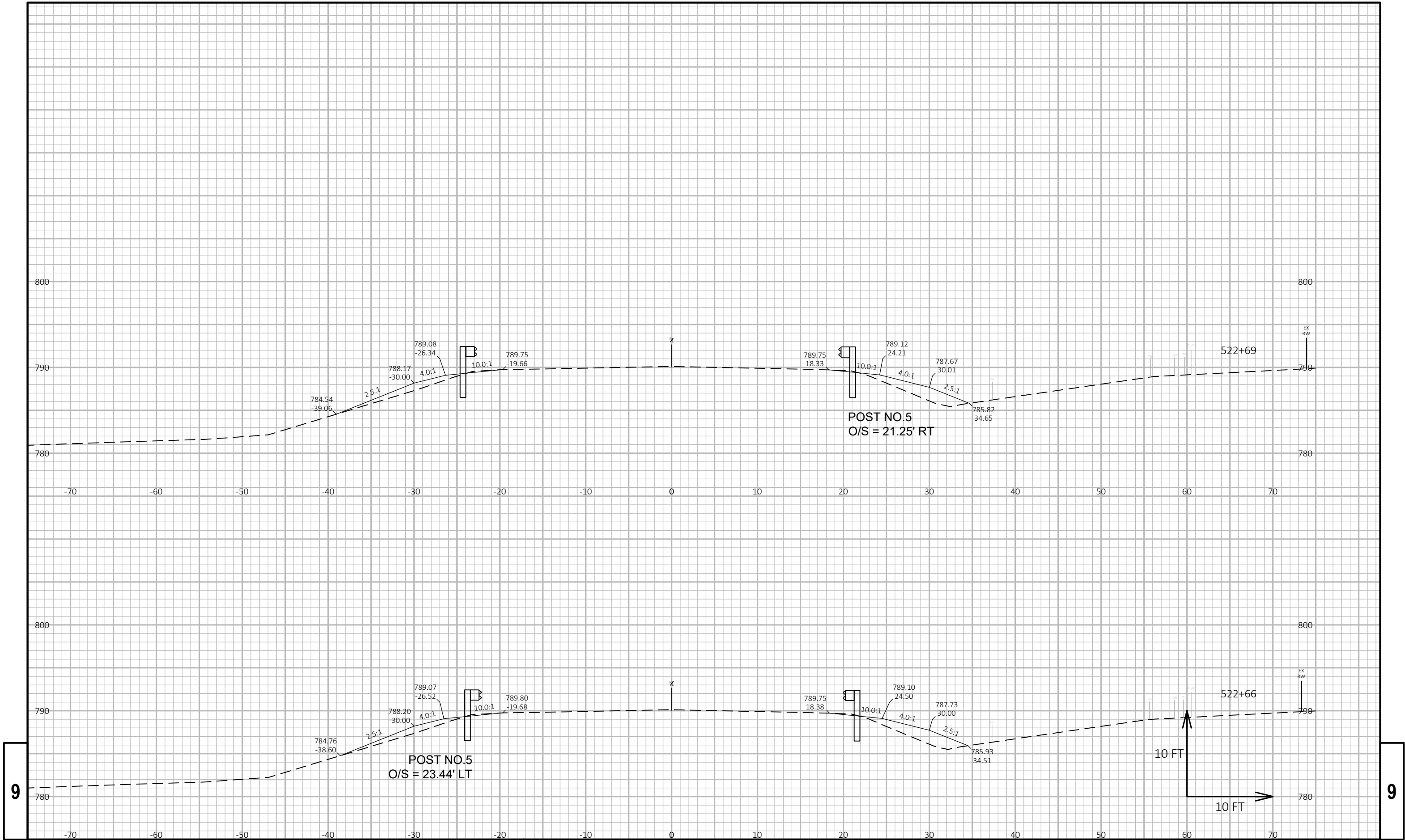
COUNTY: OCONTO

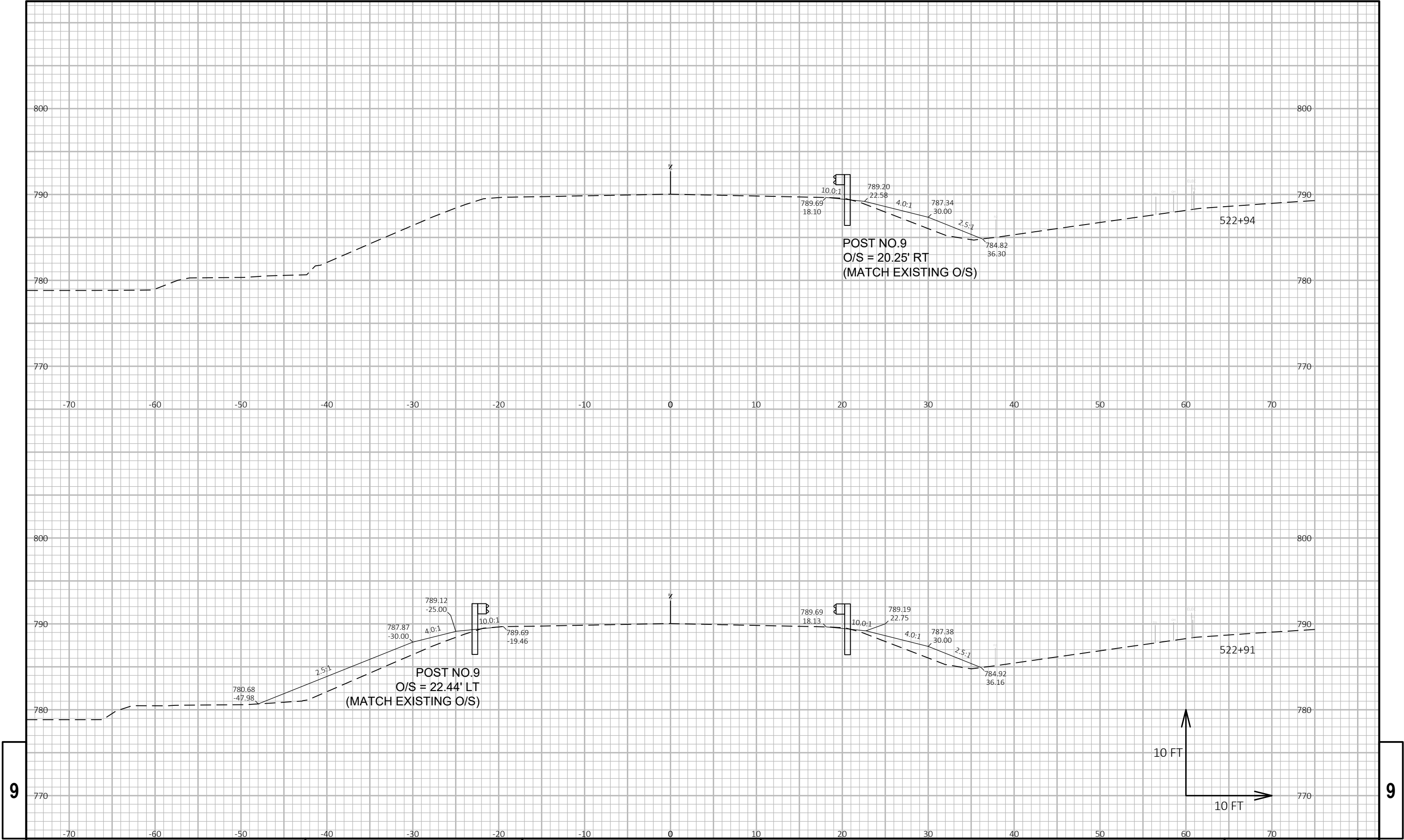
PLAN

SHEET

E

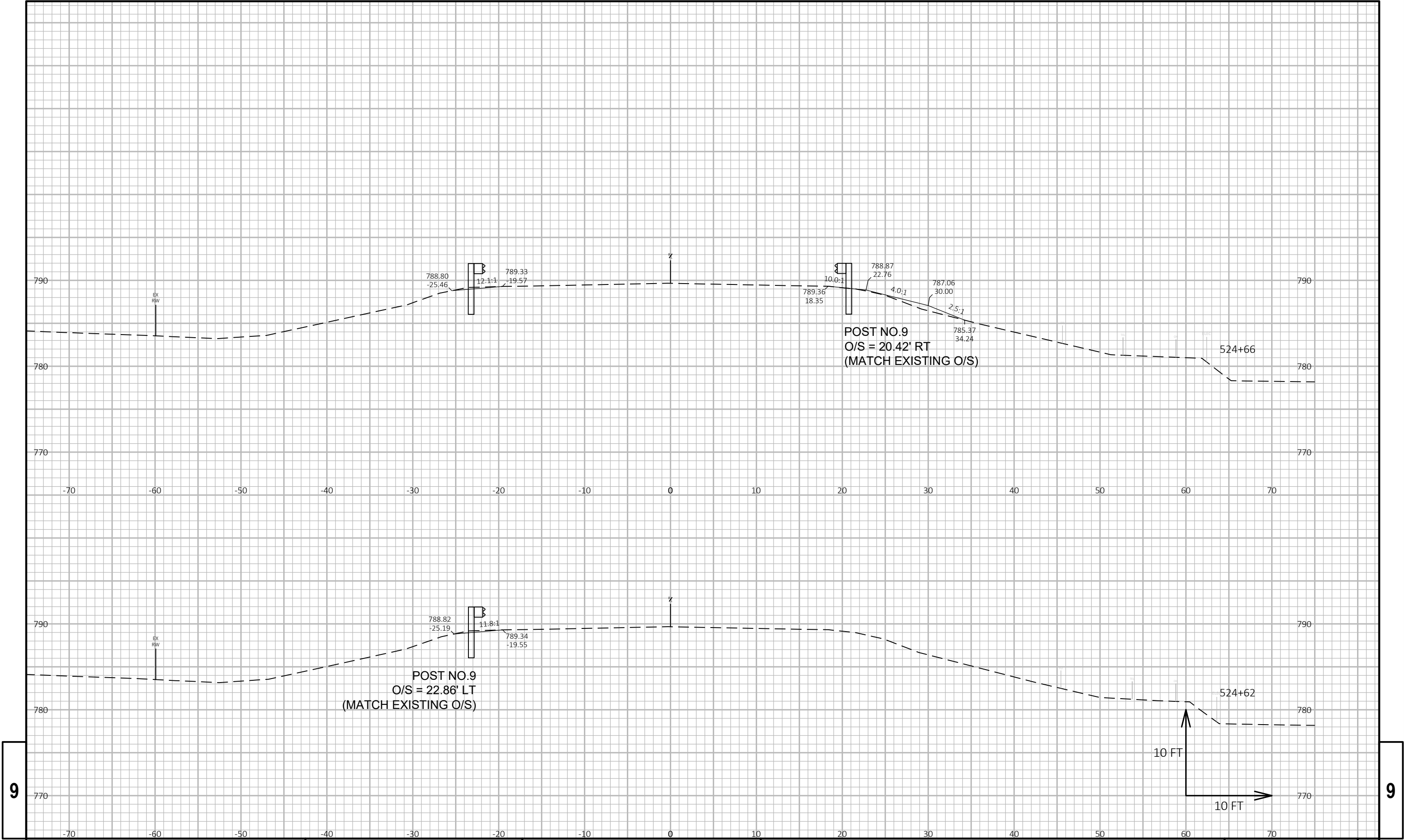






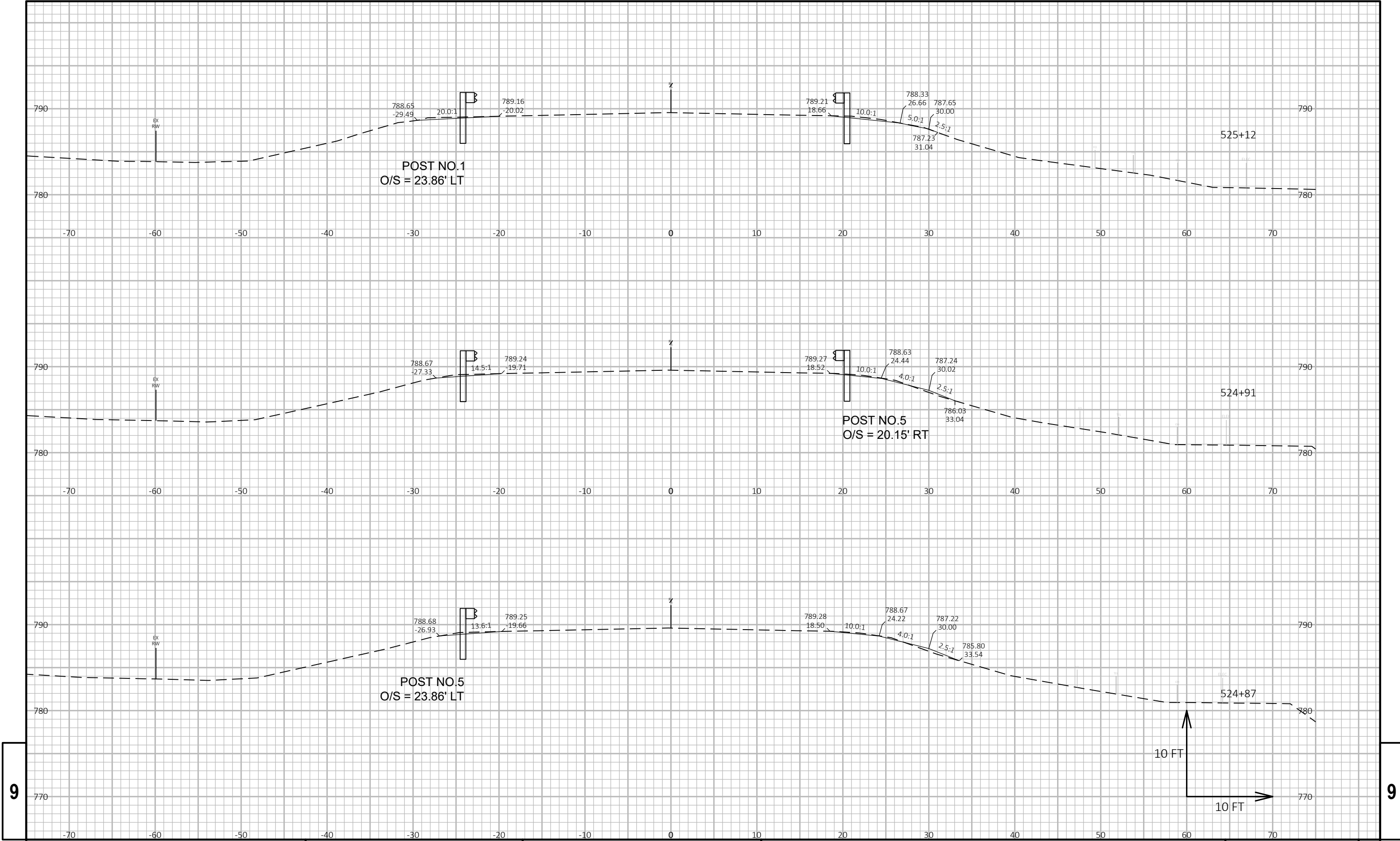
9

9



9

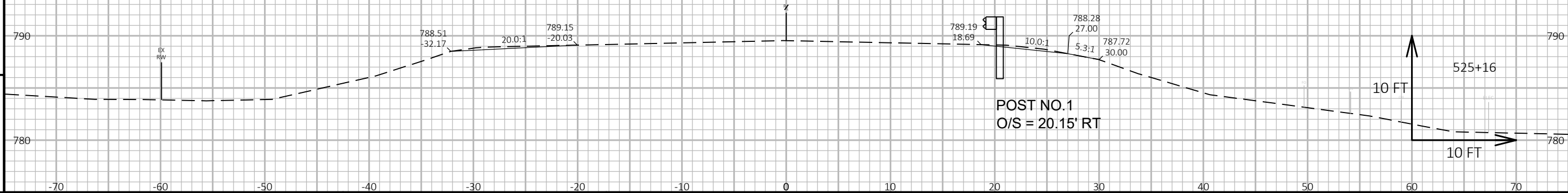
9



9

9

9



9

PROJECT NO: 9190-27-71	HWY: STH 32	COUNTY: OCONTO	CROSS SECTIONS: ENERGY ABSORBING TERMINALS	SHEET	E
------------------------	-------------	----------------	--	-------	---