

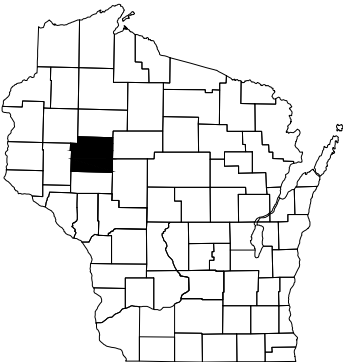
PROJECT ID: 1050-01-61
WITH: 1052-01-62

COUNTY: CHIPPEWA

ORDER OF SHEETS

Section No. 1	Title
Section No. 2	Typical Sections and Details (Inc. Erosion Control)
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	STH 29: CTH J-CTH X	STH 29: CTH X-CTH 27	STH 29: CTH 27-CTH D
A.A.D.T. 2019	= 18,200	17,100	15,200
A.A.D.T. 2039	= 21,300	21,275	19,400
D.H.V. 2039	= 2,200	2,200	2,000
D.D.	= 60/40	60/40	60/40
T.	= 8.1 %	8.1 %	8.1 %
DESIGN SPEED	= 70 MPH	65 MPH	70 MPH
ESALS	= N/A	N/A	N/A

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	
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

CHIPPEWA FALLS - CADOTT

STILLSON CREEK TO 320TH STREET (WB)

STILLSON CREEK TO 320TH STREET (EB)

STH 29
CHIPPEWA COUNTY

STH 29
CHIPPEWA COUNTY

STATE PROJECT NUMBER
1050-01-61

STATE PROJECT NUMBER
1052-01-62

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1050-01-61		
1052-01-62		

30% PLANS
SEPT. 10, 2015

EXCEPTION TO NET $\varnothing$ LENGTH
STA 534'WB'+28 - STA 535'WB'+94, B-9-177
STA 533'EB'+67 - STA 535'EB'+33, B-9-20

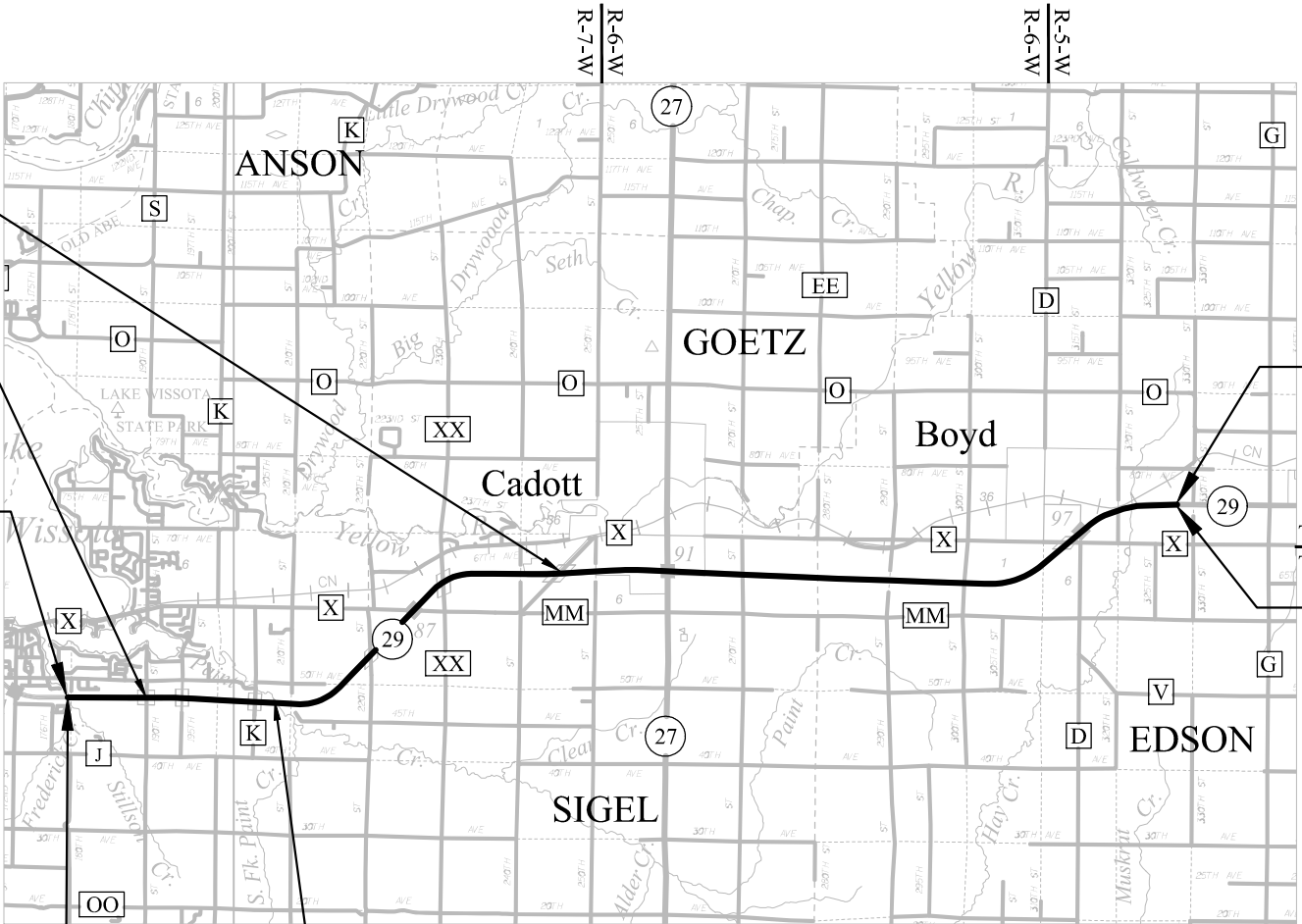
EXCEPTION TO NET $\varnothing$ LENGTH
STA 209'WB'+86 - STA 210'WB'+82, B-9-35
STA 209'EB'+86 - STA 210'EB'+82, B-9-174

BEGIN PROJECT
1052-01-61
155'WB'+60.95
Y=120,570.25
X=193,528.20

BEGIN PROJECT
1052-01-62
155'EB'+14.02
Y=120,510.47
X=193,582.00

LAYOUT
SCALE 0 2.5 MILE

PROJECT 1050-01-61 TOTAL NET LENGTH OF CENTERLINE = 15.745 MI
PROJECT 1052-01-62 TOTAL NET LENGTH OF CENTERLINE = 15.725 MI



END PROJECT
1050-01-61
990'WB'+00.00

T-29-N
T-28-N
END PROJECT
1052-01-62
990'EB'+00.00

COORDINATES FROM BEGIN PROJECT TO STA 601'EB'+00 ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), CHIPPEWA COUNTY (NAD 83), 2007 ADJUSTMENT.

ALL ELEVATIONS FROM BEGIN PROJECT TO STA 601'EB'+00 ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

COORDINATES FROM STA 601'EB'+00 TO END PROJECT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), CHIPPEWA COUNTY (NAD 83), 1991 ADJUSTMENT.

ALL ELEVATIONS FROM STA 601'EB'+00 TO END PROJECT ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1929 (NAVD29).

ORIGINAL PLANS PREPARED BY

emcs

500 North 17th Avenue
Wausau, WI 54401
715.845.1081 Fax 715.845.1099

(Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	EMCS, INC.
Designer	EMCS, INC.
Project Manager	TARA WEISS
Regional Examiner	CHRISTINE KOSKI
Regional Supervisor	TIMOTHY MASON

APPROVED FOR THE DEPARTMENT

DATE: (Signature)

PRE_1

E

GENERAL NOTES

NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. EXISTING UTILITIES WERE ONLY SURVEYED IN AREAS OF POTENTIAL EXCAVATION.

EXISTING RIGHT-OF-WAY IS APPROXIMATE AND IS BASED ON AVAILABLE RIGHT-OF-WAY PLATS AND CHIPPEWA COUNTY GIS PARCEL MAPPING.

PLACE HMA AND SMA PAVEMENT LAYERS WITH THE FOLLOWING THICKNESS AND NOMINAL SIZES:

PRELIMINARY DESIGN NOTE:
PAVEMENT THICKNESS AND SIZES TO BE ADDED
AFTER PAVEMENT DESIGN IS COMPLETE.

AS-BUILTS USED FOR PLAN DEVELOPMENT

PROJECT NO: F020-1(48), CONSTRUCTION YEAR: 1964
PROJECT NO: 1052-07-72, CONSTRUCTION YEAR: 1992
PROJECT NO: 1052-07-74, CONSTRUCTION YEAR: 1992
PROJECT NO: 1052-07-80, CONSTRUCTION YEAR: 1993
PROJECT NO: 1052-07-84, CONSTRUCTION YEAR: 1993
PROJECT NO: 1052-07-79, CONSTRUCTION YEAR: 1993
PROJECT NO: 1052-07-78, CONSTRUCTION YEAR: 1993
PROJECT NO: 1052-07-87, CONSTRUCTION YEAR: 1995
PROJECT NO: 1052-01-61, CONSTRUCTION YEAR: 2009
PROJECT NO: 1050-01-62, CONSTRUCTION YEAR: 2011
PROJECT NO: 1050-01-64, CONSTRUCTION YEAR: 2011
PROJECT NO: 1050-01-63, CONSTRUCTION YEAR: 2011
PROJECT NO: 1050-00-64, CONSTRUCTION YEAR: 2012

ALIGNMENT DESIGNATOR SUMMARY

STH 29 WB = 'WB'
STH 29 EB = 'EB'
CTH X = 'X'
CTH X RAMP = 'XA', 'XB', 'XC', 'XD'
STH 27 = 'S'
STH 27 RAMP = 'SA', 'SB', 'SC', 'SD'
CTH D = 'D'
CTH D RAMP = 'DA', 'DB', 'DC', 'DD'

ORDER OF SECTION 2 SHEETS

PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS (FEW DETAILS SHOWN FOR 30%; ADDITIONAL REQ'D DETAILS WILL BE PROVIDED)
PERMANENT SIGNING & PAVEMENT MARKING (NOT INCLUDED IN 30% SUBMITTAL)
TRAFFIC CONTROL

UTILITIES

PRELIMINARY DESIGN NOTE:
UTILITY FIELD CONTACTS WILL BE ADDED
AFTER DT2236s INFORMATION IS RECEIVED.

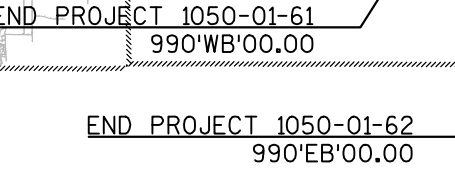
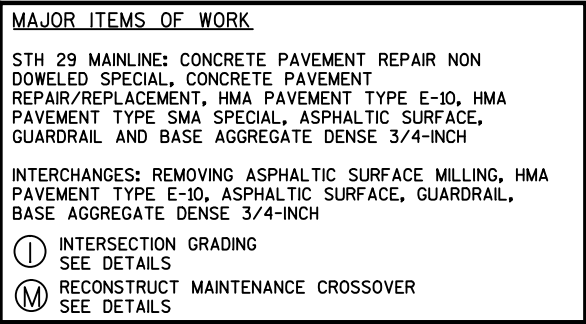


Dial 811 or (800)242-8511
www.DiggersHotline.com

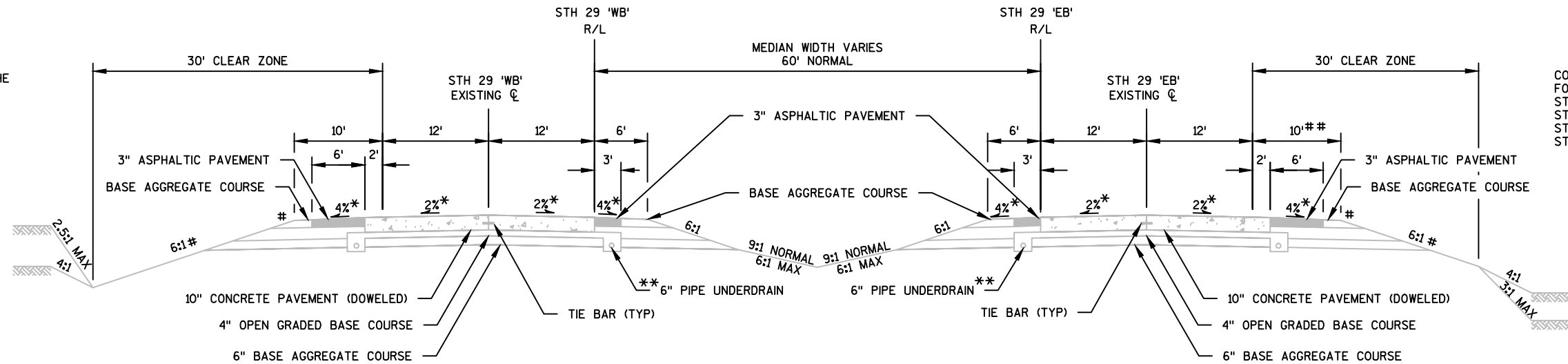
OTHER CONTACTS

U.S. ARMY CORPS OF ENGINEERS
DAN MUNSON
U.S. ARMY CORPS OF ENGINEERS
ST. PAUL DISTRICT-REGULATORY
180 5TH STREET EAST, SUITE 700
ST. PAUL, MN 55101
(651) 290-5191
DANIEL.J.MUNSON@USACE.ARMY.MIL

DNR LIAISON
CHRIS WILLGER
1300 W CLAIRMONT ST
EAU CLAIRE, WI 54702
(715) 839-1609
CHRISTOPHERJ.WILLGER@WISCONSIN.GOV



CONCRETE BARRIER IS PRESENT AT THE FOLLOWING LOCATIONS:
STA 234+78 - STA 235+48, LT
STA 286+05 - STA 286+61, LT
STA 380+31 - STA 380+94, LT
STA 422+38 - STA 423+05, LT

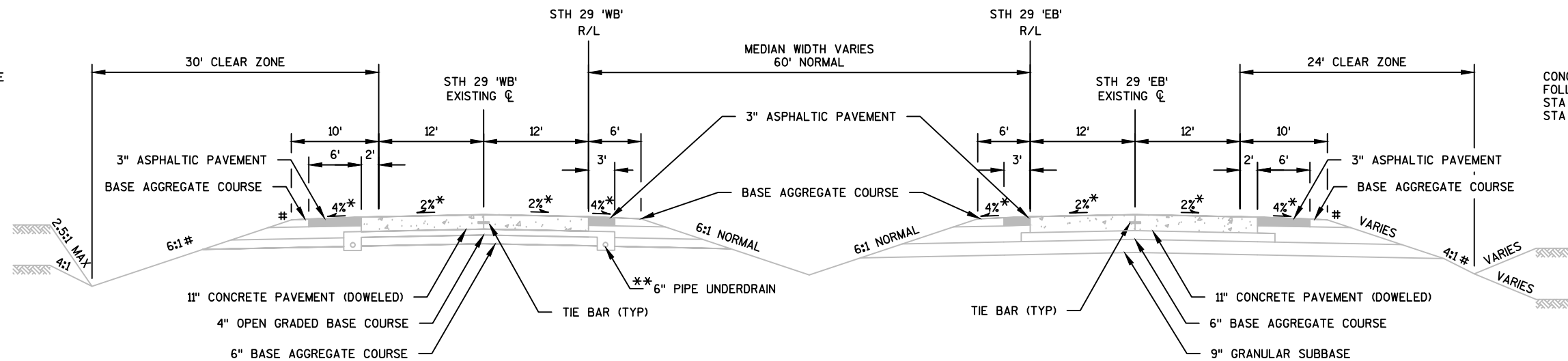


**TYPICAL EXISTING SECTION
STH 29**

STA 155'WB'+60.95 - STA 654'WB'+00
STA 156'EB'+14.02 - STA 644'EB'+00

CONCRETE BARRIER IS PRESENT AT THE FOLLOWING LOCATIONS:
STA 234+90 - STA 235+43, RT
STA 286+05 - STA 286+60, RT
STA 379+50 - STA 380+13, RT
STA 423+92 - STA 425+21, RT

CONCRETE BARRIER IS PRESENT AT THE FOLLOWING LOCATIONS:
STA 911+11 - STA 911+71, RT
STA 911+47 - STA 912+17, LT



**TYPICAL EXISTING SECTION
STH 29**

STA 654'WB'+00 - STA 974'WB'+85
STA 644'EB'+00 - STA 974'EB'+85

CONCRETE BARRIER IS PRESENT AT THE FOLLOWING LOCATIONS:
STA 910+71 - STA 911+41, RT
STA 911+18 - STA 911+78, LT

NOTES

* CROSS SLOPE VARIES DUE TO SUPERELEVATION. SHOULDER CROSS SLOPE VARIES AT LOCATIONS WITH EXISTING CONCRETE BARRIER (2%-4%).

** PIPE UNDERDRAIN IS ONLY LOCATED ON THE LOW SIDE OF STH 29 IS SUPERELEVATED SECTIONS.

SLOPES VARY IN GUARDRAIL SECTIONS. SEE PLAN SHEETS FOR GUARDRAIL LOCATIONS.

TOTAL SHOULDER WIDTH AT STA 607+95 - STA 611+99 IS 8' DUE TO EXISTING GUARDRAIL LOCATION.

PROJECT NO: 1050-01-61/1052-01-62

HWY: STH 29

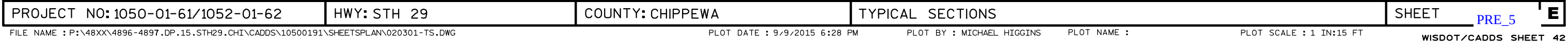
COUNTY: CHIPPEWA

TYPICAL SECTIONS

SHEET

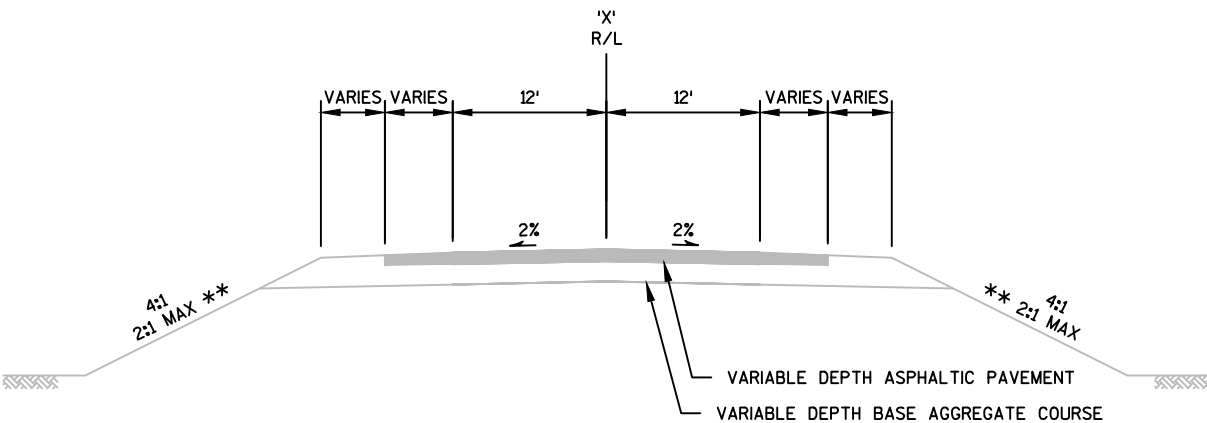
PRE_4

E



PRELIMINARY DESIGN NOTES

NO AS-BUILTS PROVIDED WITH TYPICAL SECTION FOR CTH X.
EXISTING CLEAR ZONE IS NOT APPLICABLE SINCE LIMITS OF PAVING ALL HAVE GUARDRAIL.

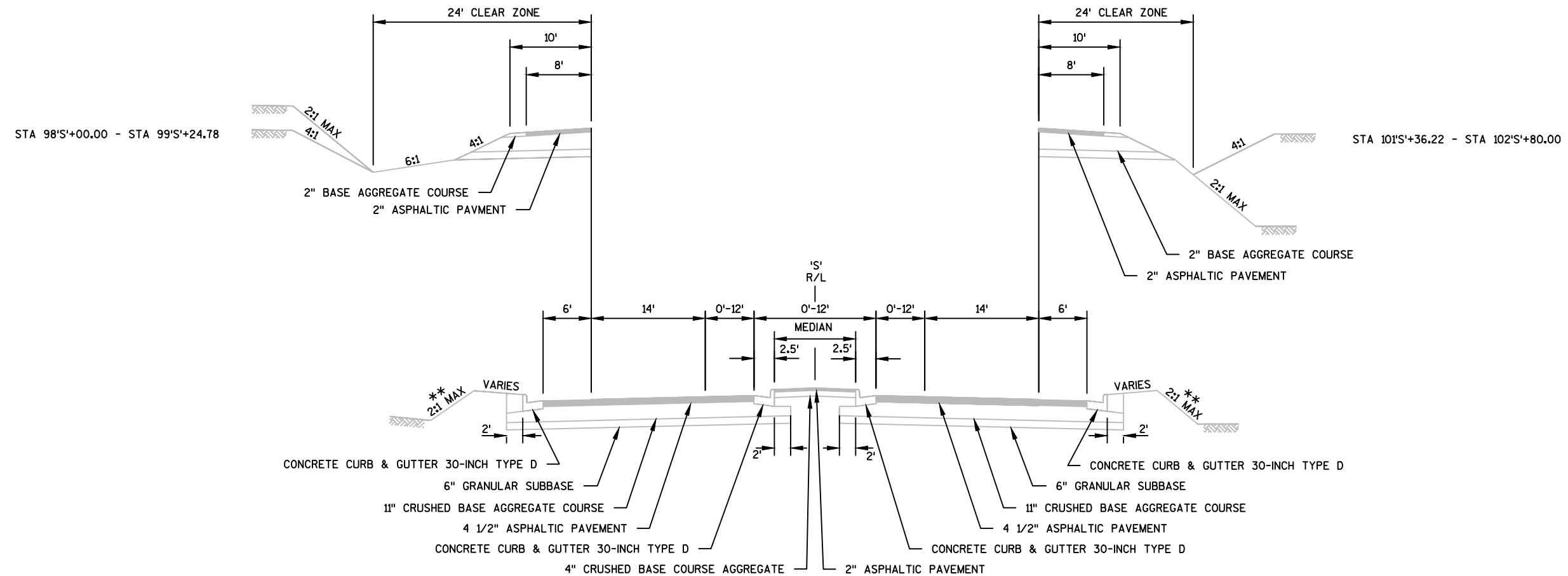


TYPICAL EXISTING SECTION
CTH X
STA 95'X'+30 - STA 98'X'+26.25
STA 100'X'+94.96 - STA 104'X'+30

NOTES

SEE PLAN SHEETS FOR ADDITIONAL TURN LANE AND VARIABLE WIDTH PAVEMENT LOCATIONS.

** 2:1 MAX SLOPE ONLY OCCURS IN SECTIONS WITH GUARDRAIL.



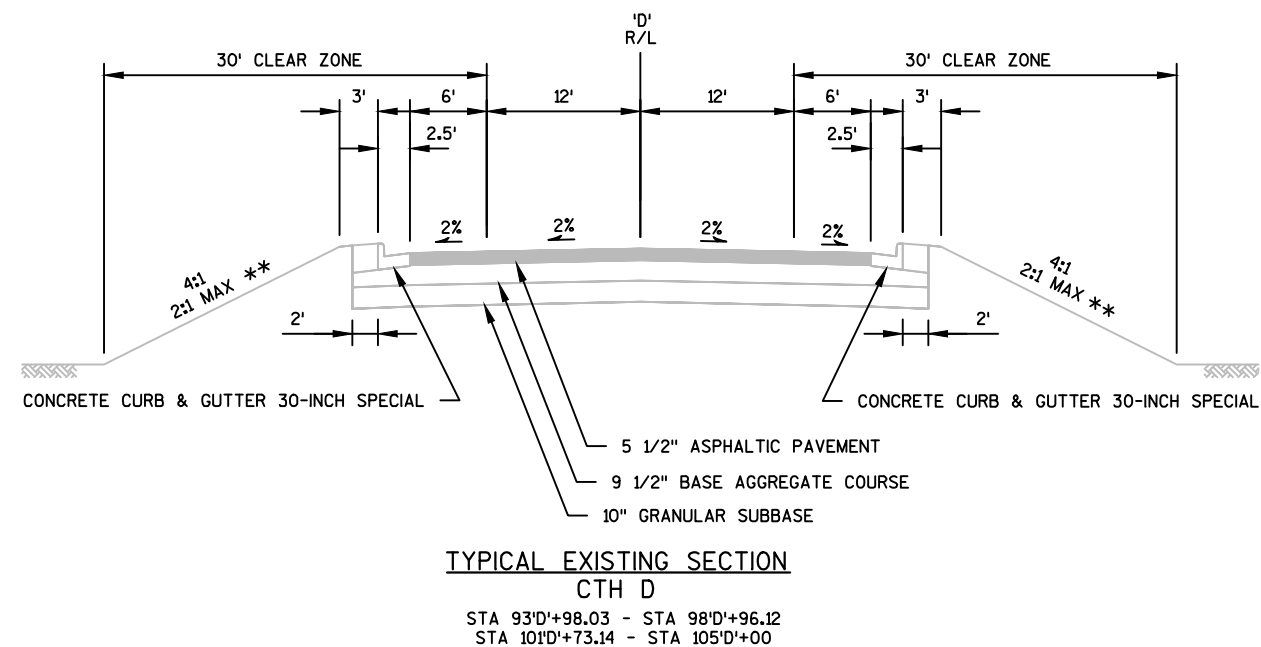
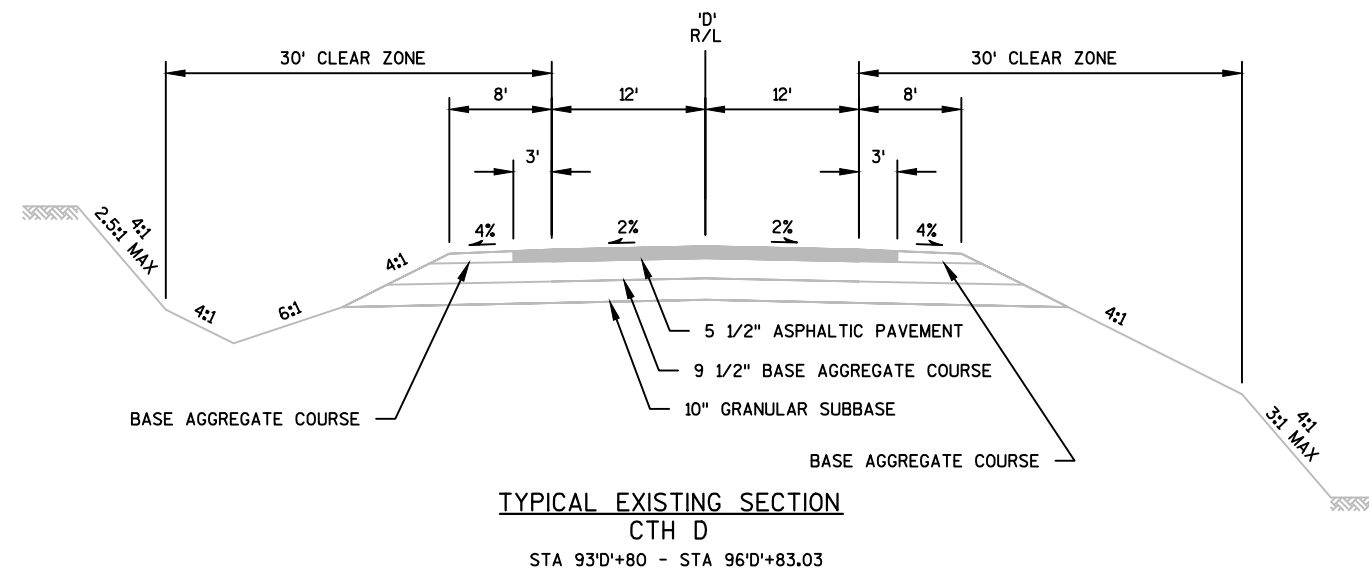
TYPICAL EXISTING SECTION
STH 27

STA 97'S+20 - STA 99'S+24.78
STA 101'S+36.22 - STA 103'S+60

NOTES

SEE PLAN SHEETS FOR ADDITIONAL TURN LANE AND VARIABLE WIDTH
PAVEMENT LOCATIONS.

** 2:1 MAX SLOPE ONLY OCCURS IN SECTIONS WITH GUARDRAIL.

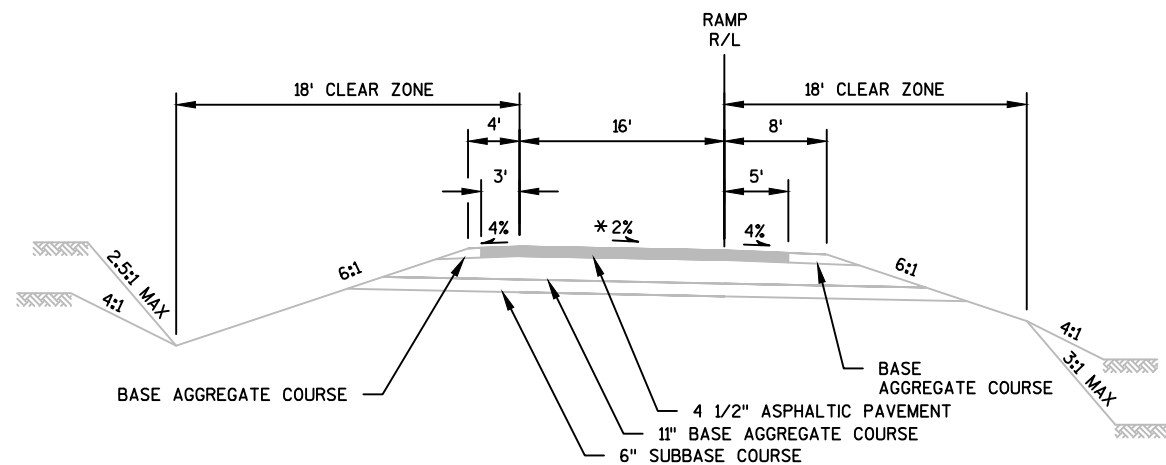
**NOTES**

SEE PLAN SHEETS FOR ADDITIONAL TURN LANE AND VARIABLE WIDTH PAVEMENT LOCATIONS.

** 2:1 MAX SLOPE ONLY OCCURS IN SECTIONS WITH GUARDRAIL.

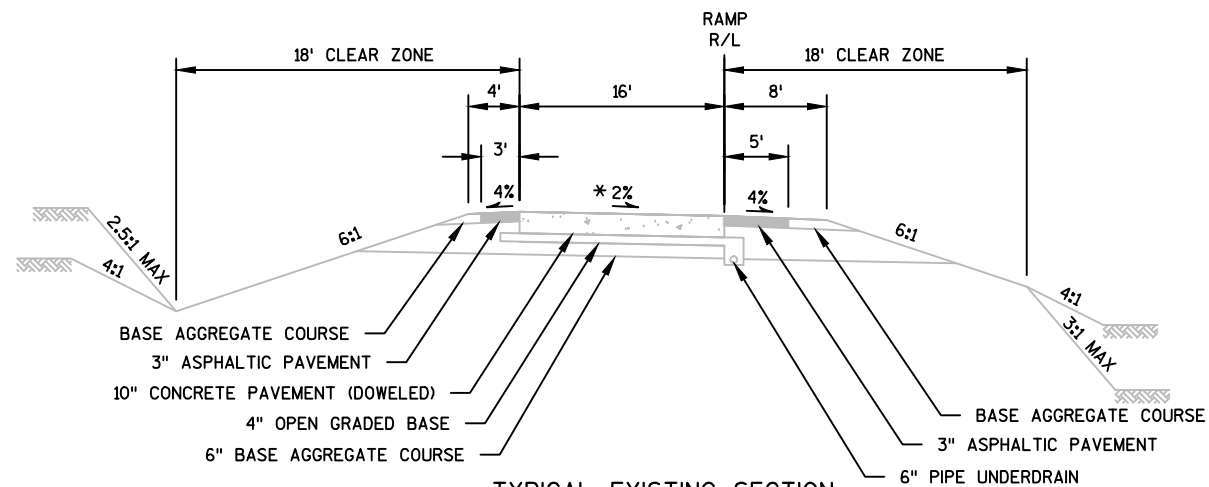
PRELIMINARY DESIGN NOTE

CLEAR ZONE WIDTH NOT FOUND IN AS-BUILTS.
CLEAR ZONE WAS ASSUMED BASED ON
TYPICAL SECTION GRADING IN AS-BUILTS.



TYPICAL EXISTING SECTION
STH 29 EXIT AND ENTRANCE RAMP
CTH X STH 27

STA 416'XA'+35.00 - STA 422'XA'+16.95 STA 604'SA'+15.00 - STA 610'SA'+73.98
STA 422'XB'+16.95 - STA 430'XB'+76.00 STA 610'SB'+73.98 - STA 619'SB'+33.00
STA 426'XC'+41.31 - STA 427'XC'+50.00 STA 611'SC'+23.27 - STA 618'SC'+27.00
STA 417'XD'+91.00 - STA 426'XD'+41.31 STA 602'SD'+96.00 - STA 611'SD'+23.27



TYPICAL EXISTING SECTION
STH 29 EXIT AND ENTRANCE RAMP
CTH X STH 27

STA 403'XA'+96.03 - STA 416'XA'+35.00 STA 599'SA'+69.11 - STA 604'SA'+15.00
STA 430'XB'+76.00 - STA 436'XB'+39.27 STA 619'SB'+33.00 - STA 625'SB'+27.62
STA 427'XC'+50.00 - STA 444'XC'+91.37 STA 618'SC'+27.00 - STA 630'SC'+52.01
STA 412'XD'+32.61 - STA 417'XD'+91.00 STA 597'SD'+09.84 - STA 602'SD'+96.00

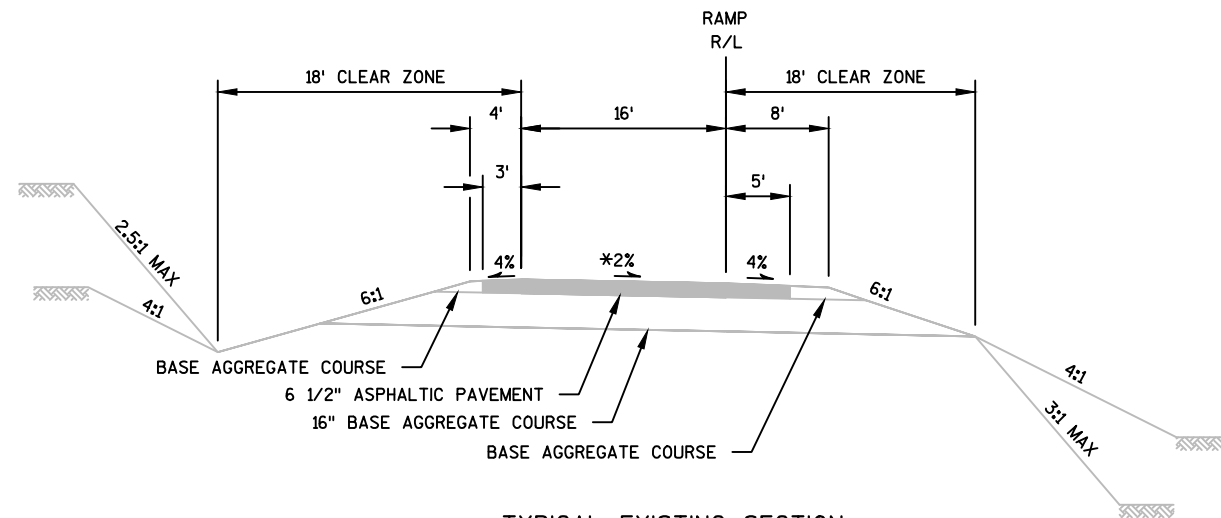
NOTES

* CROSS SLOPE VARIES DUE TO SUPERELEVATION.

PAVEMENT WIDTH VARIES AT TURN LANES AND RAMP TERMINALS.

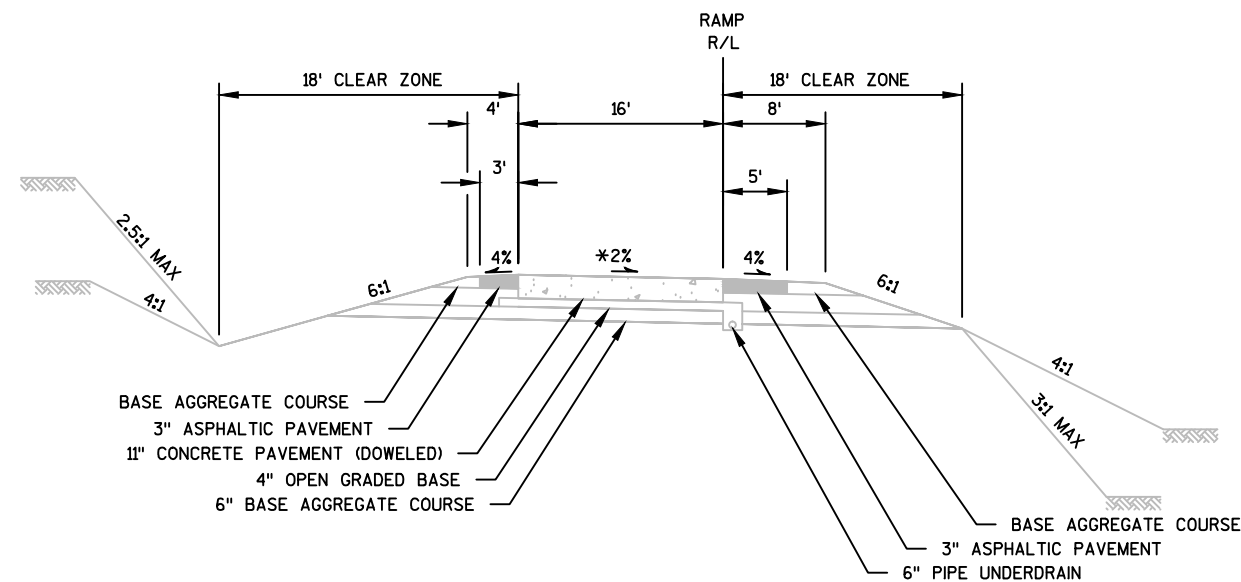
PRELIMINARY DESIGN NOTE

CLEAR ZONE WIDTH NOT FOUND IN AS-BUILTS.
CLEARZONE WAS ASSUMED BASED ON TYPICAL
SECTION GRADING AND SURFACE GRADING.



TYPICAL EXISTING SECTION
STH 29 EXIT AND ENTRANCE RAMPS
CTH D

STA 913'DA'+86.60 - STA 922'DA'+10.00
STA 906'DB'+42.00 - STA 913'DB'+86.60
STA 909'DC'+50.00 - STA 916'DC'+69.00
STA 905'DD'+40.00 - STA 909'DD'+50.07



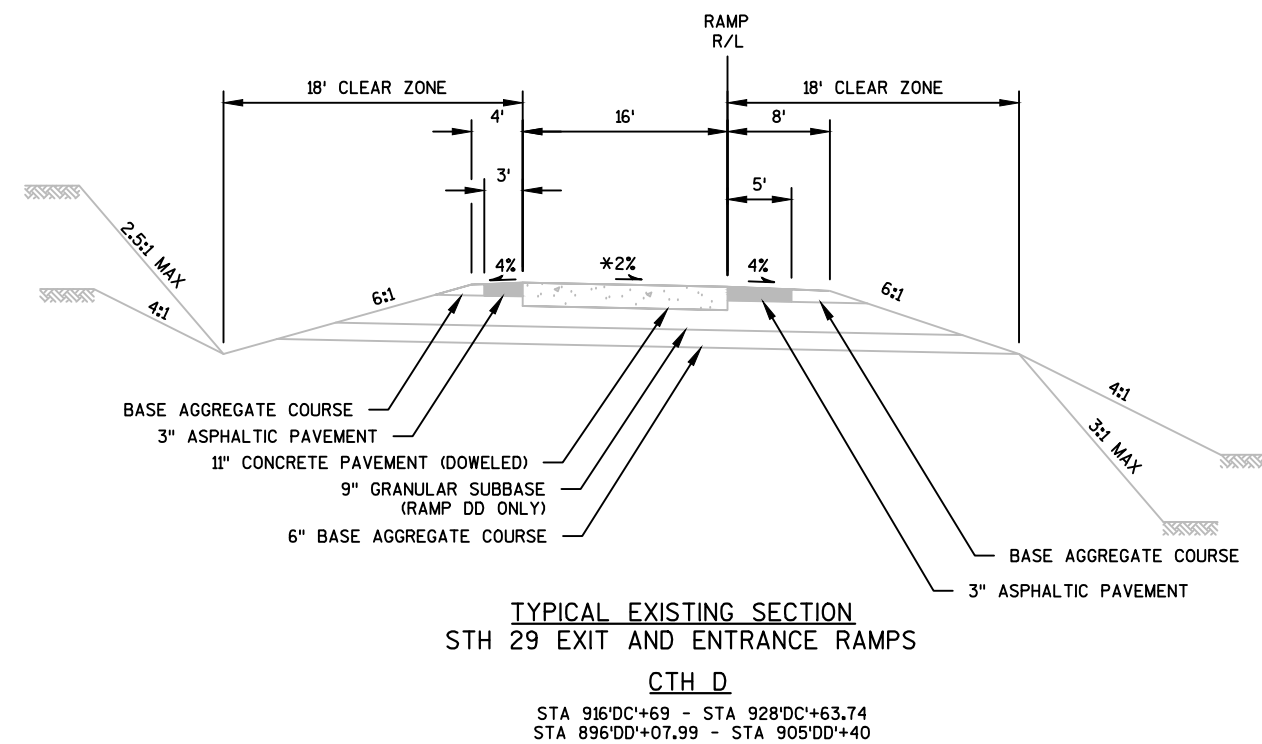
TYPICAL EXISTING SECTION
STH 29 EXIT AND ENTRANCE RAMPS
CTH D

STA 922'DA'+10.00 - STA 927'DA'+85.30
STA 894'DB'+55.45 - STA 906'DB'+42.00

NOTES

* CROSS SLOPE VARIES DUE TO SUPERELEVATION.

PAVEMENT WIDTH VARIES AT TURN LANES AND RAMP TERMINALS.



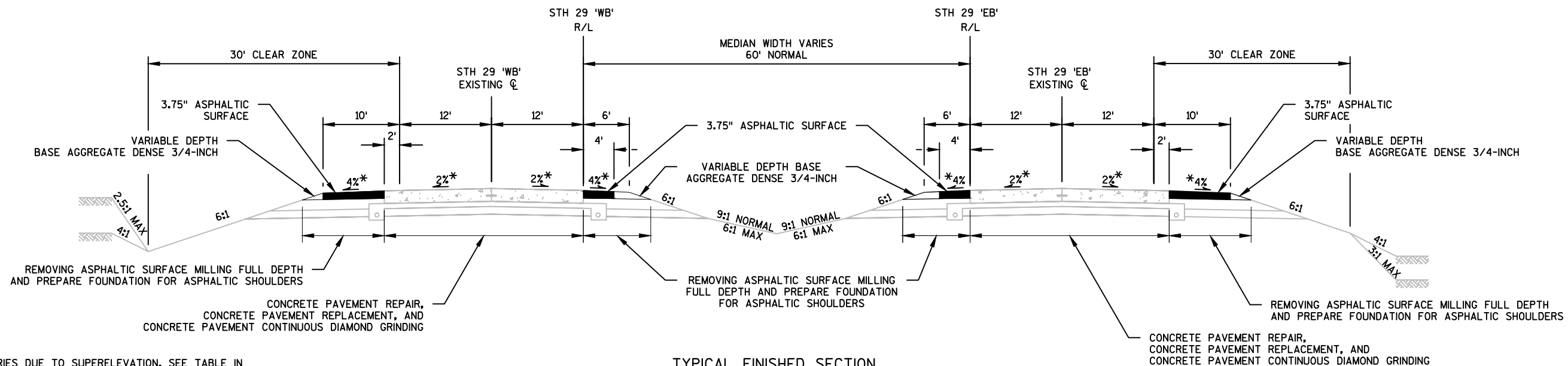
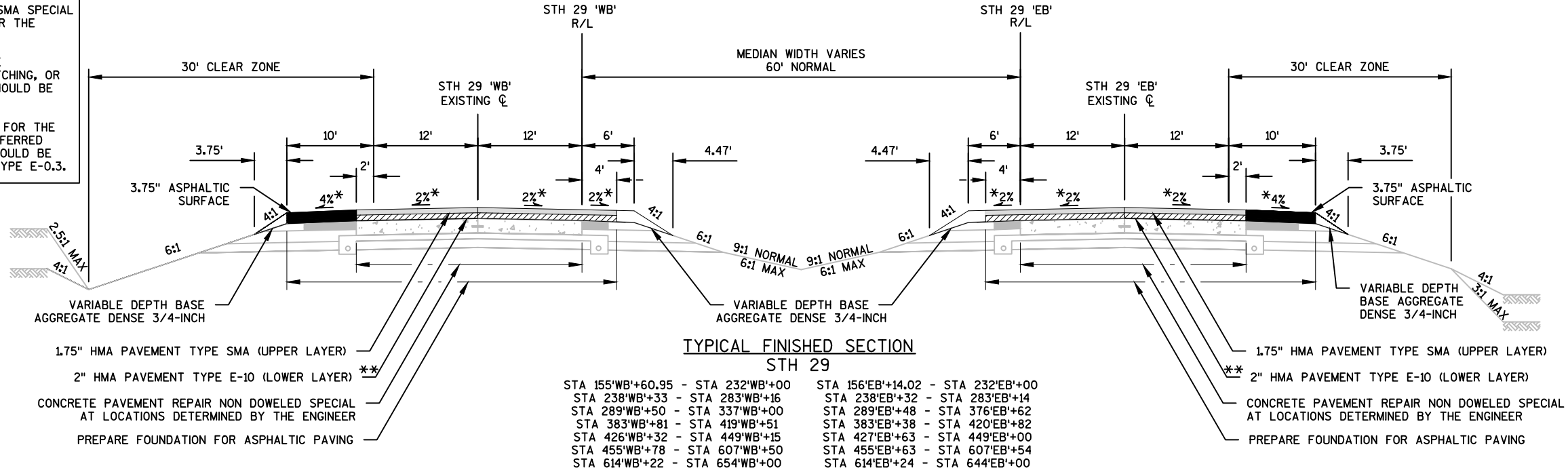
PRELIMINARY DESIGN NOTES

PAVEMENT BID ITEMS SELECTED BASED ON PRELIMINARY SCOPING DOCUMENTS. ITEM MAY NEED ADJUSTMENT WHEN PAVEMENT DESIGN IS COMPLETE.

CONFIRM IF STANDARD SMA OR SMA SPECIAL ITEMS SHOULD BE PROPOSED FOR THE UPPER LAYER OF PAVING.

CONFIRM IF STANDARD CONCRETE REPAIR/REPLACEMENT, BASE PATCHING, OR NON DOWELED SPECIAL ITEMS SHOULD BE USED.

CONFIRM IF ASPHALTIC SURFACE FOR THE OUTSIDE SHOULDERS IS THE PREFERRED ITEM. CONFIRM IF MIX DESIGN SHOULD BE REQUIRED TO BE HIGHER THAN TYPE E-0.3.



NOTES

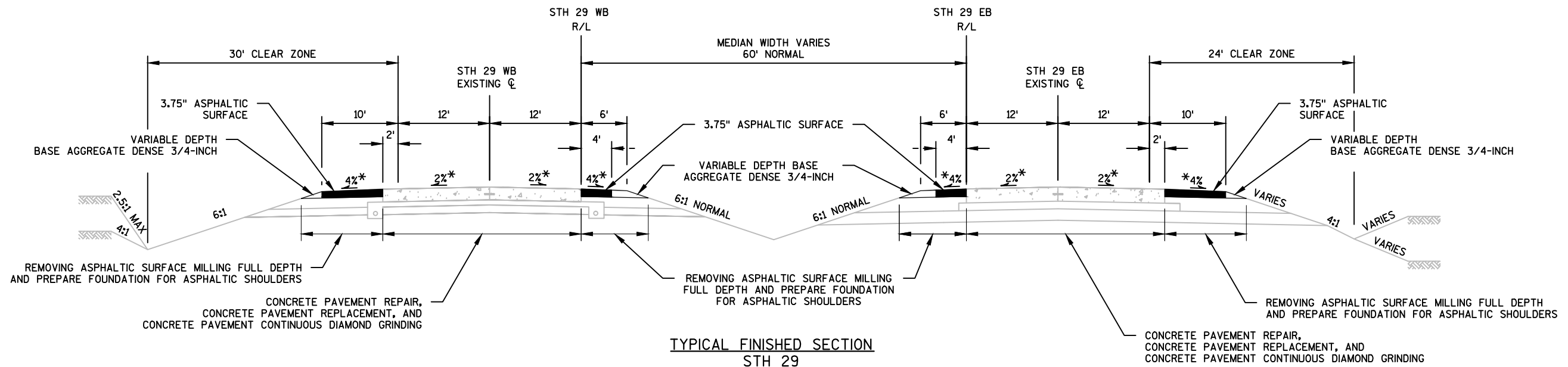
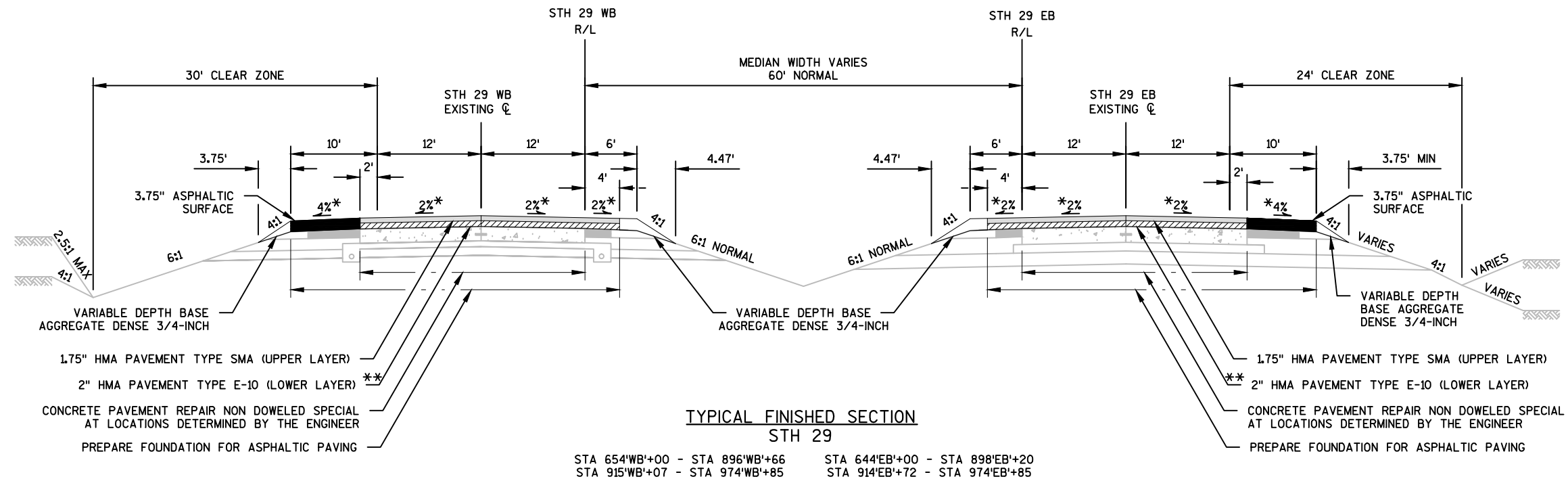
* CROSS SLOPE VARIES DUE TO SUPERELEVATION. SEE TABLE IN TYPICAL FINISHED SECTION SHEETS FOR EXISTING AND PROPOSED SUPERELEVATIONS. SHOULDER CROSS SLOPE VARIES AT LOCATIONS WITH EXISTING CONCRETE BARRIER.

** HMA PAVEMENT TYPE E-10 THICKNESS VARIES FROM 2" TO 3" ON THE INSIDE SHOULDER.

PLACE ADDITIONAL BASE AGGREGATE DENSE 3/4-INCH AS NEED ON SHOULDERS IN TANGENT AND SUPERELEVATED SECTIONS.

FOR AREAS OF GUARDRAIL AND CROSSOVER GRADING SEE CONSTRUCTION DETAILS, SECTION 5 PLAN SHEETS, MISCELLANEOUS QUANTITIES, AND CROSS SECTIONS.

COMPLETE DRIVING LANE AND DRIVING LANE SHOULDER PAVING DURING THE SAME OPERATION FOR EACH LAYER.



NOTES

* CROSS SLOPE VARIES DUE TO SUPERELEVATION. SEE TABLE IN TYPICAL FINISHED SECTION SHEETS FOR EXISTING AND PROPOSED SUPERELEVATIONS. SHOULDER CROSS SLOPE VARIES AT LOCATIONS WITH EXISTING CONCRETE BARRIER.

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COMPLETE DRIVING LANE AND DRIVING LANE SHOULDER PAVING DURING THE SAME OPERATION FOR EACH LAYER.

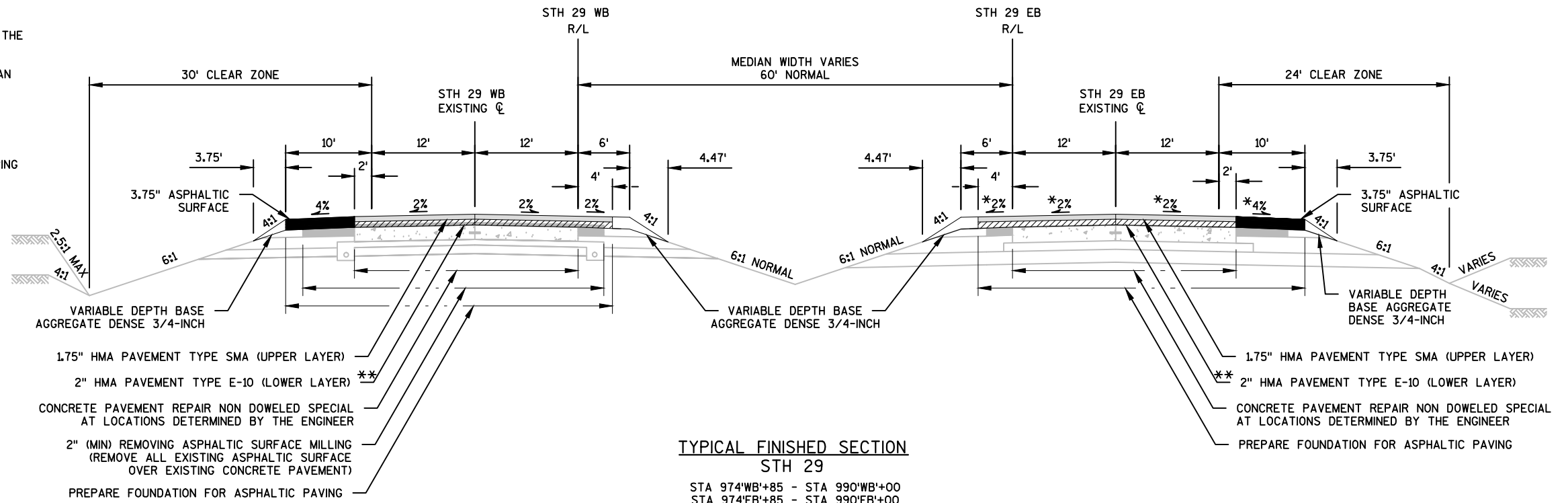
NOTES

** HMA PAVEMENT TYPE E-10 THICKNESS VARIES FROM 2" TO 3" ON THE INSIDE SHOULDER.

HMA PAVEMENT TYPE E-10 THICKNESS MAY VARY TO GREATER THAN 2" PENDING CONCRETE PAVEMENT CONDITIONS UNDER EXISTING ASPHALTIC OVERLAY.

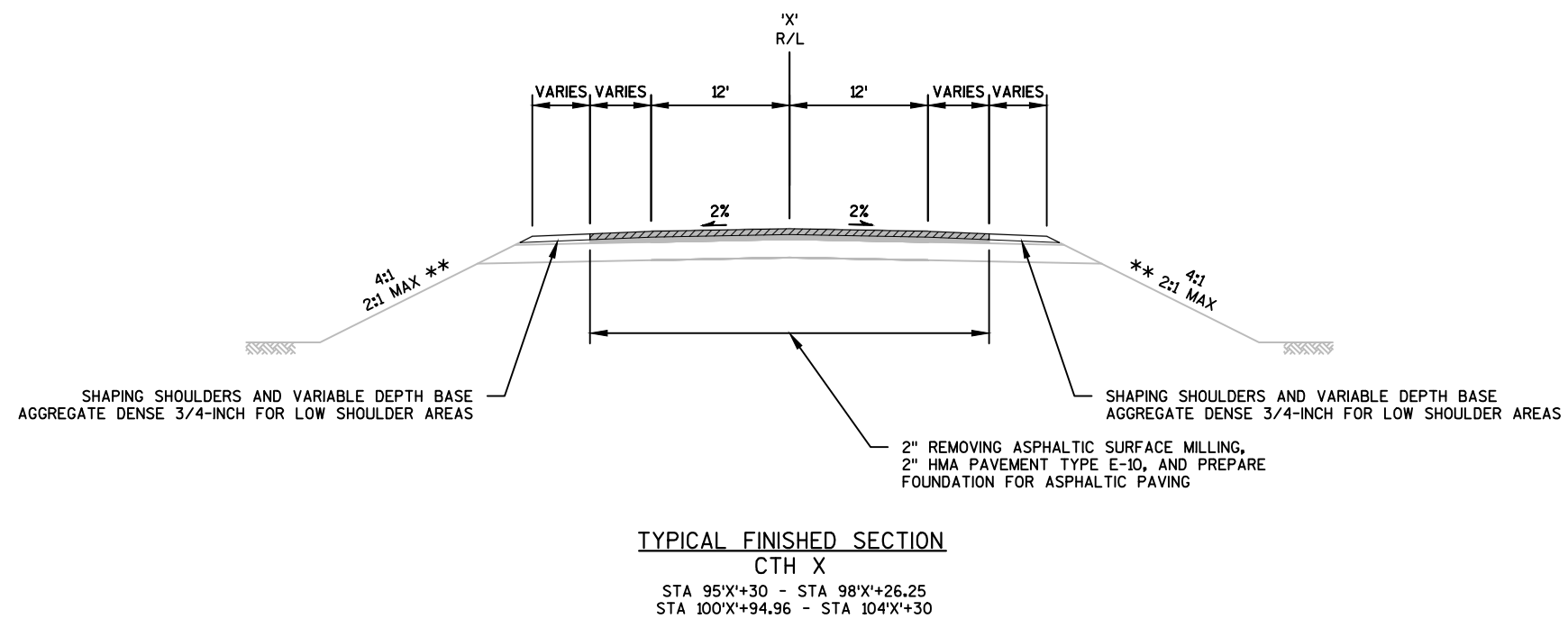
PLACE ADDITIONAL BASE AGGREGATE DENSE 3/4-INCH AS NEED ON SHOULDERS.

COMPLETE DRIVING LANE AND DRIVING LANE SHOULDER PAVING DURING THE SAME OPERATION FOR EACH LAYER.



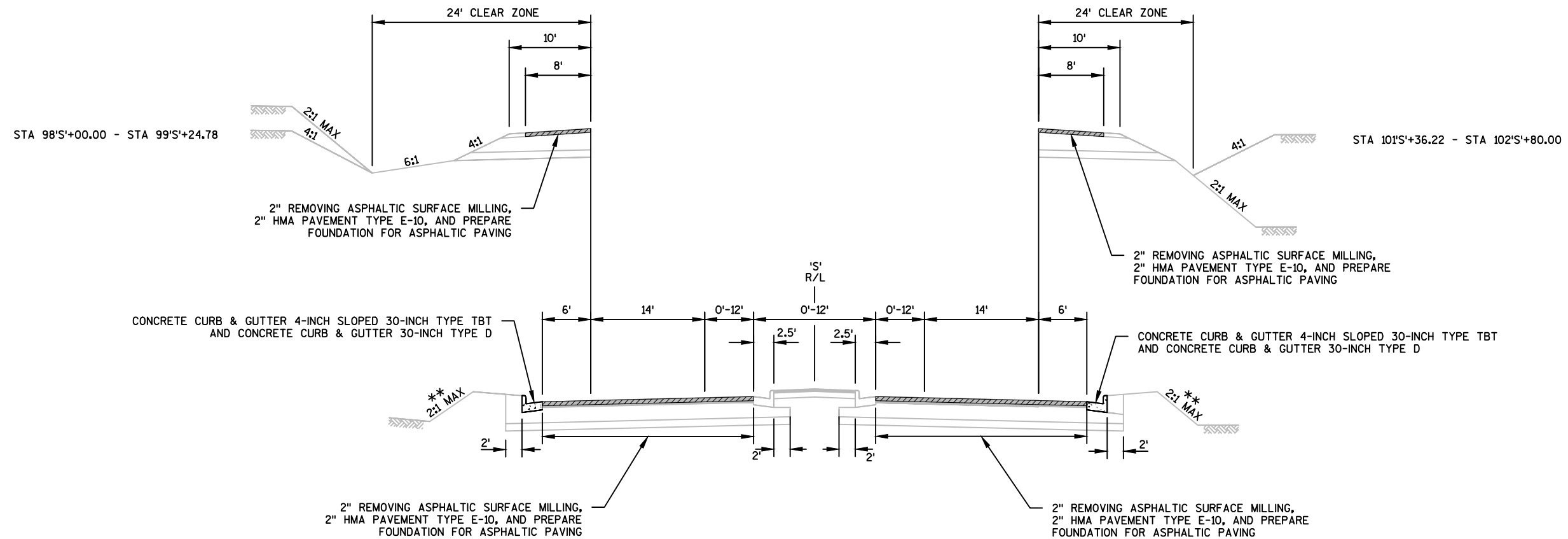
PI STATION	CURVE	RADIUS (FT)	EXISTING SUPERELEVATION	PROPOSED SUPERELEVATION	NOTES	PRELIMINARY DESIGN NOTES:
228'WB'+15.56	CURVE WB-1	22,918.31	NC	NC	TO REMAIN	
333'WB'+14.32	CURVE WB-2	3,759.72	4.6%	4.7%	ADJUST SUPERELEVATION AROUND OUTSIDE EDGE LINE	
459'WB'+52.31	CURVE WB-3	3,890.36	4.5%	4.5%	TO REMAIN	
525'WB'+36.19	CURVE WB-4	17,128.73	RC	RC	TO REMAIN	70+ MPH DESIGN SPEED, REVERSE CROWN WILL NOT BE CORRECTED TO NC PER CURRENT STANDARDS
584'WB'+32.80	CURVE WB-5	22,978.31	NC	NC	TO REMAIN	
856'WB'+51.23	CURVE WB-6	5,656.87	3.2%	3.4%	ADJUST SUPERELEVATION AROUND OUTSIDE EDGE LINE	
929'WB'+47.35	CURVE WB-7	4,643.75	3.9%	4.0%	ADJUST SUPERELEVATION AROUND INSIDE EDGE LINE	
955'WB'+90.80	CURVE WB-8	10,530.35	2.1%	2.1%	TO REMAIN	70+ MPH DESIGN SPEED, 2.1% CROSS SLOPE WILL NOT BE CORRECTED TO RC PER CURRENT STANDARDS
228'EB'+22.51	CURVE EB-1	22,858.31	NC	NC	TO REMAIN	
333'EB'+39.43	CURVE EB-2	3,819.72	4.3%	4.6%	ADJUST SUPERELEVATION AROUND INSIDE EDGE LINE	
459'EB'+76.10	CURVE EB-3	3,830.36	4.6%	4.6%	TO REMAIN	
525'EB'+35.00	CURVE EB-4	17,188.73	RC	RC	TO REMAIN	70+ MPH DESIGN SPEED, REVERSE CROWN WILL NOT BE CORRECTED TO NC PER CURRENT STANDARDS
584'EB'+40.51	CURVE EB-5	22,918.31	NC	NC	TO REMAIN	
856'EB'+72.57	CURVE EB-6	5,716.87	3.2%	3.4%	ADJUST SUPERELEVATION AROUND INSIDE EDGE LINE	
929'EB'+79.50	CURVE EB-7	4,583.75	3.9%	4.0%	ADJUST SUPERELEVATION AROUND OUTSIDE EDGE LINE	
956'EB'+01.34	CURVE EB-8	10,470.35	RC	RC	TO REMAIN	

NOTES:
ADDITIONAL CURVE DATA IS SHOWN ON SECTION 5 PLAN SHEETS.
ADJUST SUPERELEVATIONS WITH VARIABLE DEPTH HMA PAVEMENT TYPE E-10 LAYER.

**NOTES**

SEE PLAN SHEETS FOR ADDITIONAL TURN LANE AND VARIABLE WIDTH PAVEMENT LOCATIONS.

** 2:1 MAX SLOPE ONLY OCCURS IN SECTIONS WITH GUARDRAIL.



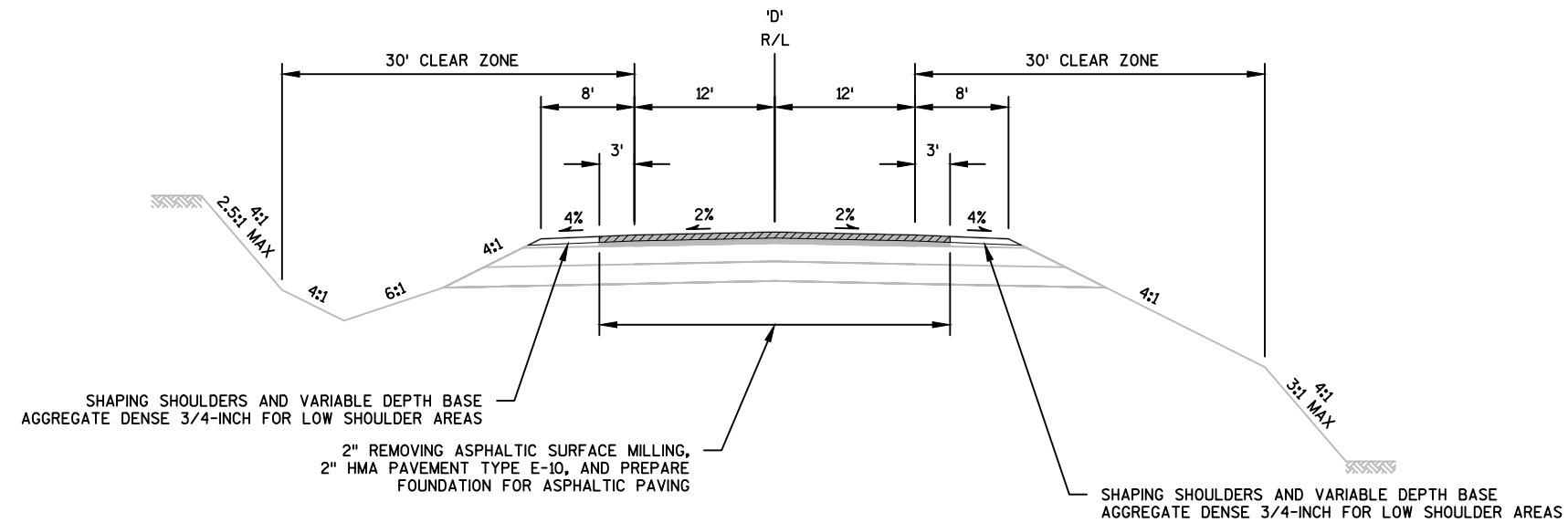
TYPICAL EXISTING SECTION
STH 27
STA 97'S'+20 - STA 99'S'+24.78
STA 101'S'+36.22 - STA 103'S'+60

NOTES

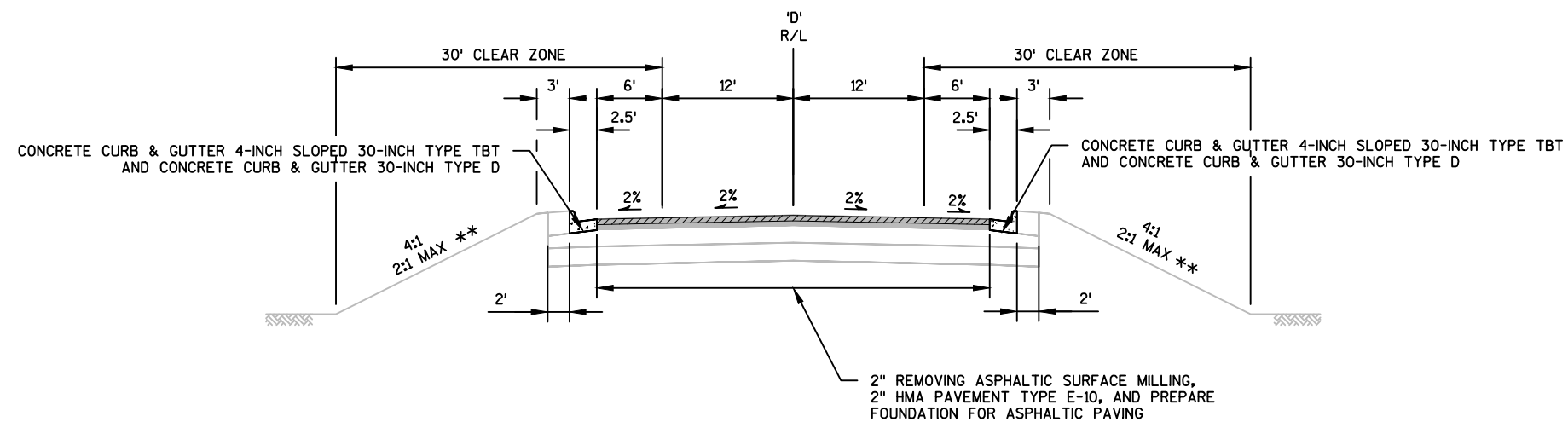
SEE PLAN SHEETS FOR ADDITIONAL TURN LANE AND VARIABLE WIDTH PAVEMENT LOCATIONS.

** 2:1 MAX SLOPE ONLY OCCURS IN SECTIONS WITH GUARDRAIL.

SEE SECTION 5 PLAN SHEETS FOR PROPOSED CURB & GUTTER LOCATIONS AND TYPES.



TYPICAL FINISHED SECTION
CTH D
 STA 93'D+80 - STA 96'D+83.03



TYPICAL FINISHED SECTION
CTH D
 STA 93'D+98.03 - STA 98'D+96.12
 STA 101'D+73.14 - STA 105'D+00.00

NOTES

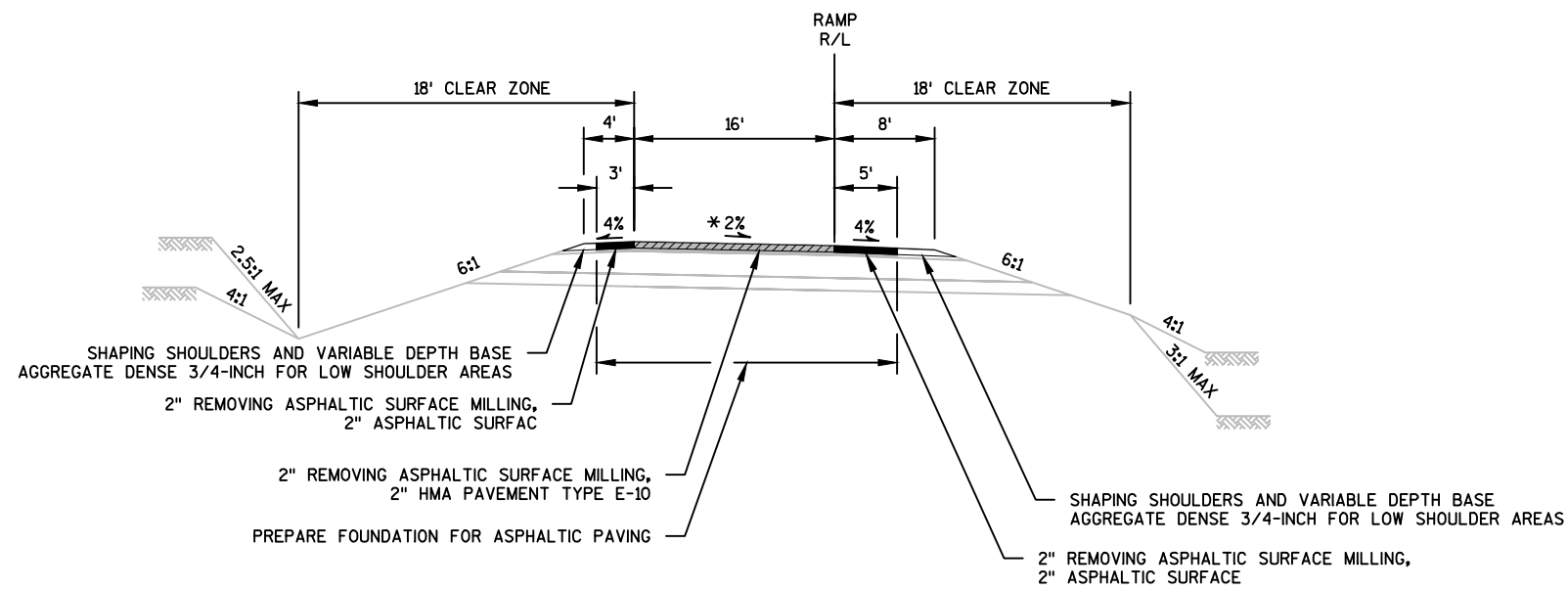
SEE PLAN SHEETS FOR ADDITIONAL TURN LANE AND VARIABLE WIDTH PAVEMENT LOCATIONS.

** 2:1 MAX SLOPE ONLY OCCURS IN SECTIONS WITH GUARDRAIL.

SEE SECTION 5 PLAN SHEETS FOR PROPOSED CURB & GUTTER LOCATIONS AND TYPES.

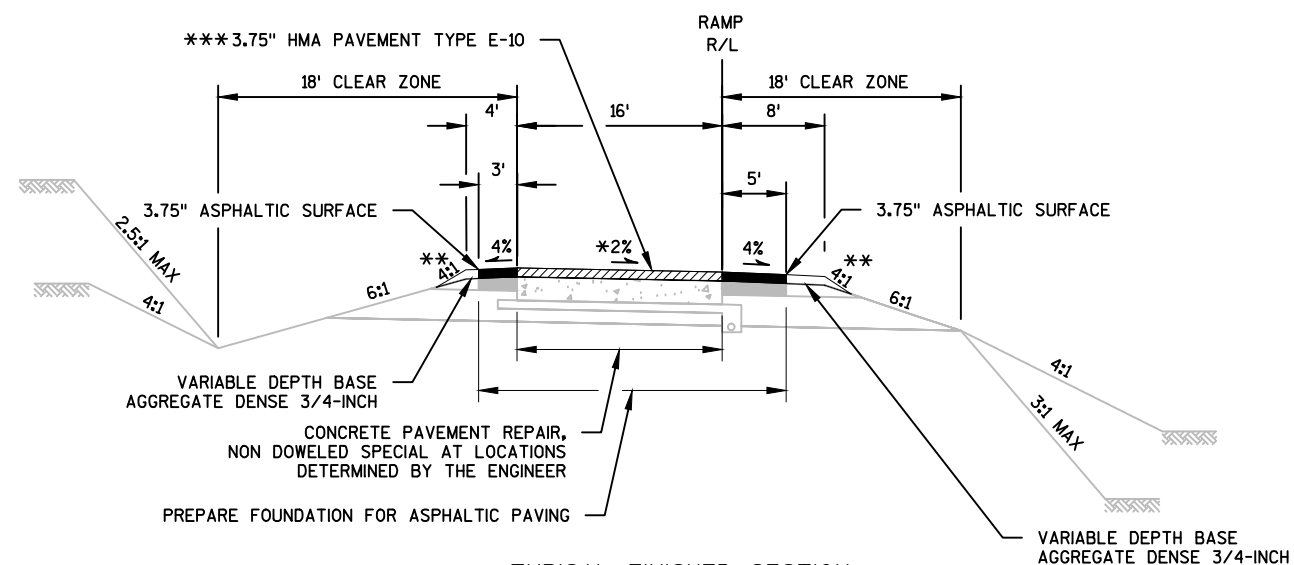
PRELIMINARY DESIGN NOTES

CONFIRM PAVEMENT DESIGN FOR SHOULDERS ON
RAMPS ARE ASPHALTIC SURFACE VS HMA E-10.



TYPICAL FINISHED SECTION
STH 29 EXIT AND ENTRANCE RAMPS
CTH X STH 27

STA 416'XA'+35.00 - STA 422'XA'+16.95	STA 604'SA'+15.00 - STA 610'SA'+73.98
STA 422'XB'+16.95 - STA 430'XB'+76.00	STA 610'SB'+73.98 - STA 619'SB'+33.00
STA 426'XC'+41.31 - STA 427'XC'+50.00	STA 611'SC'+23.27 - STA 618'SC'+27.00
STA 417'XD'+91.00 - STA 426'XD'+41.31	STA 602'SD'+96.00 - STA 611'SD'+23.27

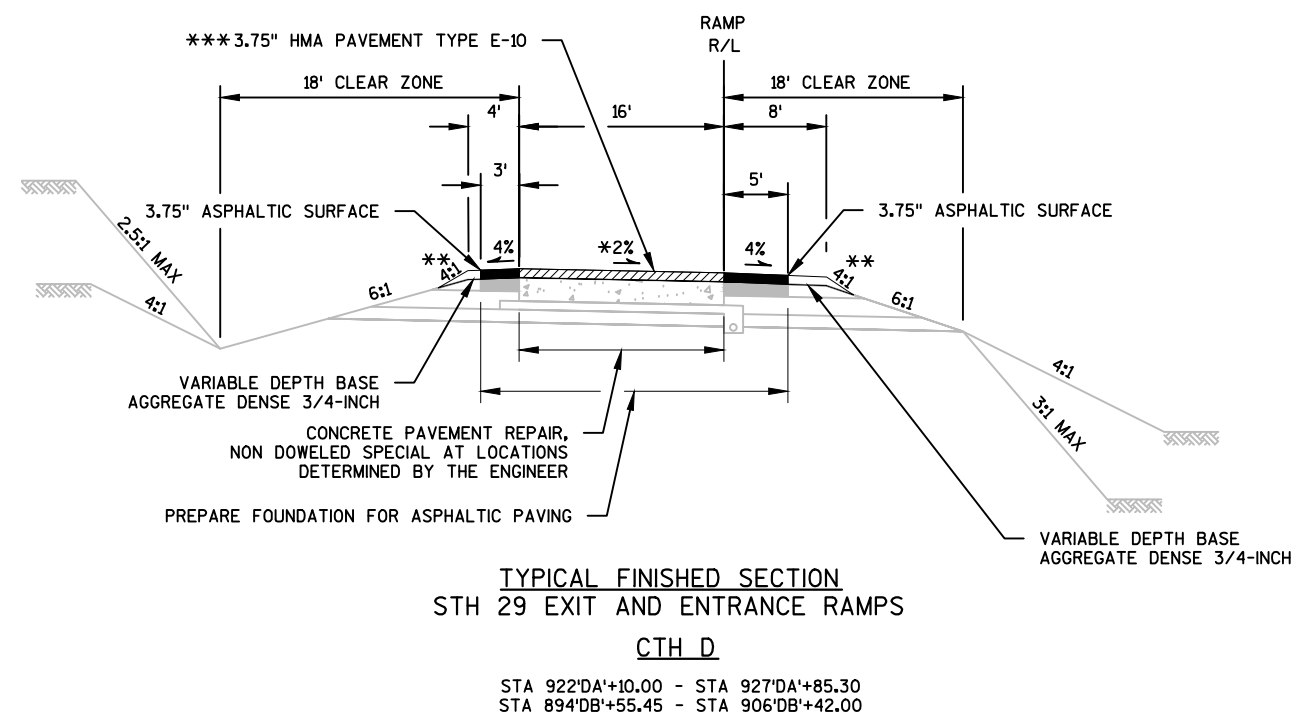
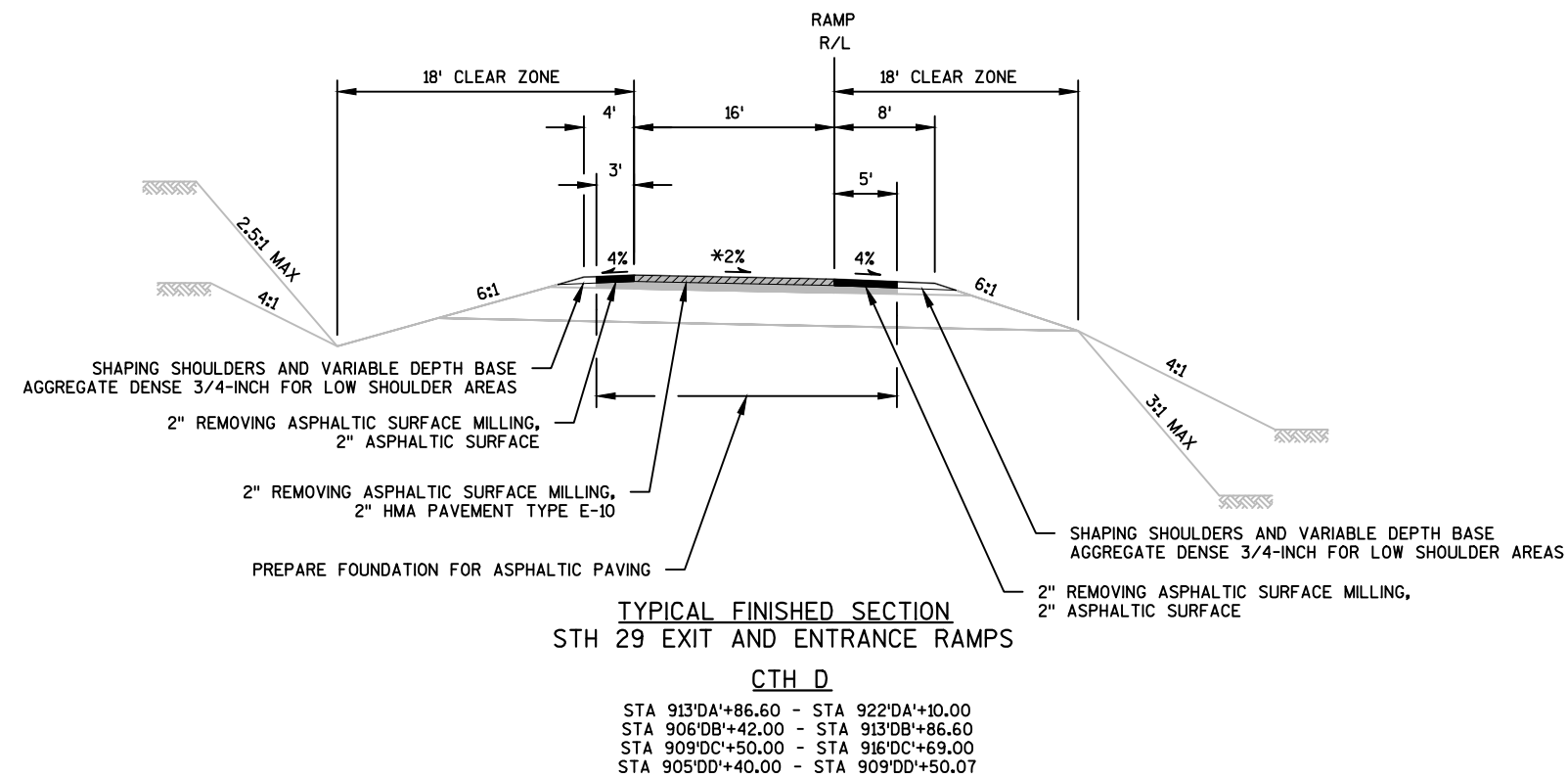


TYPICAL FINISHED SECTION
STH 29 EXIT AND ENTRANCE RAMPS
CTH X STH 27

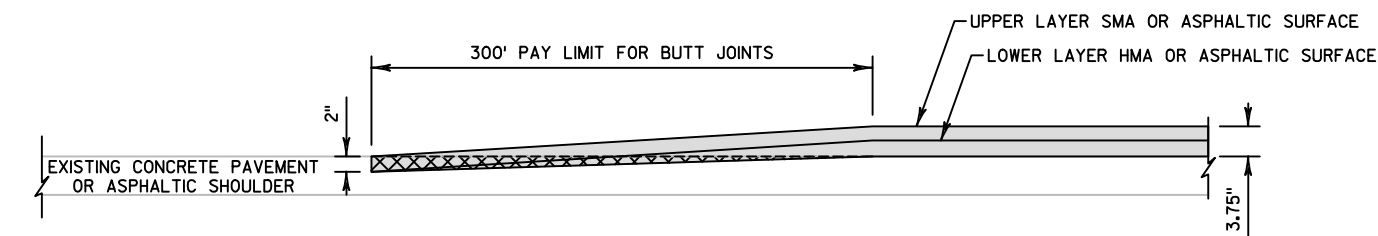
STA 403'XA'+96.03 - STA 416'XA'+35.00	STA 599'SA'+69.11 - STA 604'SA'+15.00
STA 430'XB'+76.00 - STA 436'XB'+39.27	STA 619'SB'+33.00 - STA 625'SB'+27.62
STA 427'XC'+50.00 - STA 444'XC'+91.37	STA 618'SC'+27.00 - STA 630'SC'+52.01
STA 412'XD'+32.61 - STA 417'XD'+91.00	STA 597'SD'+09.84 - STA 602'SD'+96.00

NOTES

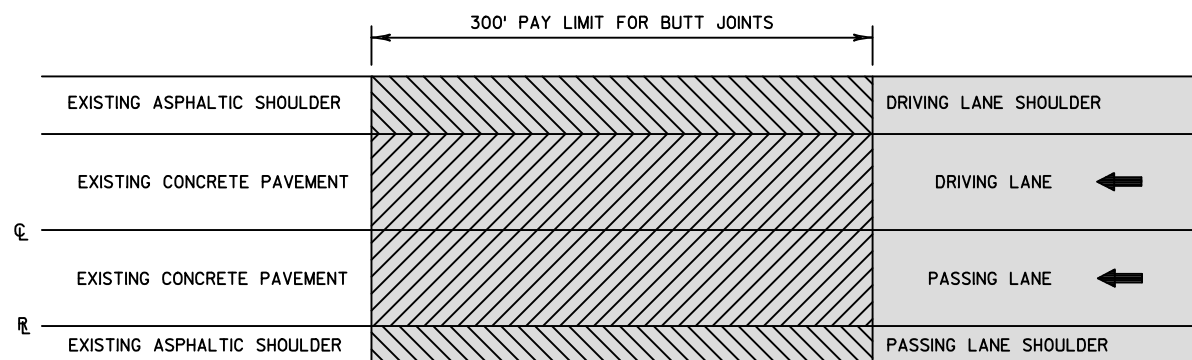
- * CROSS SLOPE VARIES DUE TO SUPERELEVATION.
- PAVEMENT WIDTH VARIES AT TURN LANES AND RAMP TERMINALS.
- *** HMA THICKNESS VARIES, SEE CONSTRUCTION DETAILS.
- ** PAVEMENT SAFETY EDGE REQUIRED.

**NOTES**

- * CROSS SLOPE VARIES DUE TO SUPERELEVATION.
- PAVEMENT WIDTH VARIES AT TURN LANES AND RAMP TERMINALS.
- *** HMA THICKNESS VARIES, SEE CONSTRUCTION DETAILS.
- ** PAVEMENT SAFETY EDGE REQUIRED.



PROFILE

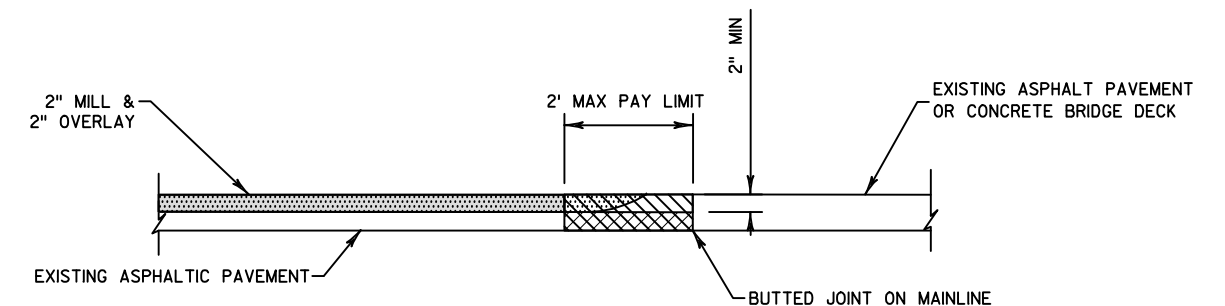


PLAN

-  REMOVING PAVEMENT BUTT JOINTS
-  REMOVING ASPHALTIC SURFACE BUTT JOINTS
-  PROPOSED HMA, SMA, OR ASPHALTIC SURFACE OVERLAY

STH 29 MAINLINE BUTT JOINT DETAIL

REQUIRED AT BEGIN/END EB PROJECT, BEGIN WB PROJECT, BEGIN/END
CONCRETE PAVEMENT REPAIR AREAS, AND BRIDGE DECKS
(SEE PLAN SHEETS FOR LOCATIONS)

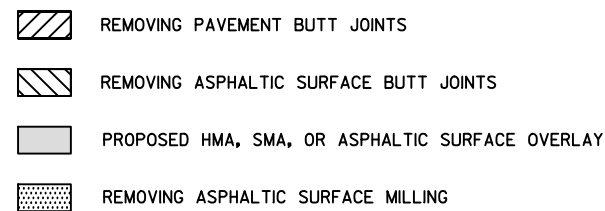


-  ASPHALTIC WEDGING
(FULL DEPTH REMOVAL OPTIONAL)
-  REMOVING ASPHALTIC SURFACE BUTT JOINTS
DO NOT REMOVE MATERIAL UNDER THIS ITEM UNTIL 24 HOURS BEFORE PAVING
-  REMOVING ASPHALTIC SURFACE MILLING

CTH X, STH 27, AND CTH D MAINLINE BUTT JOINT DETAIL

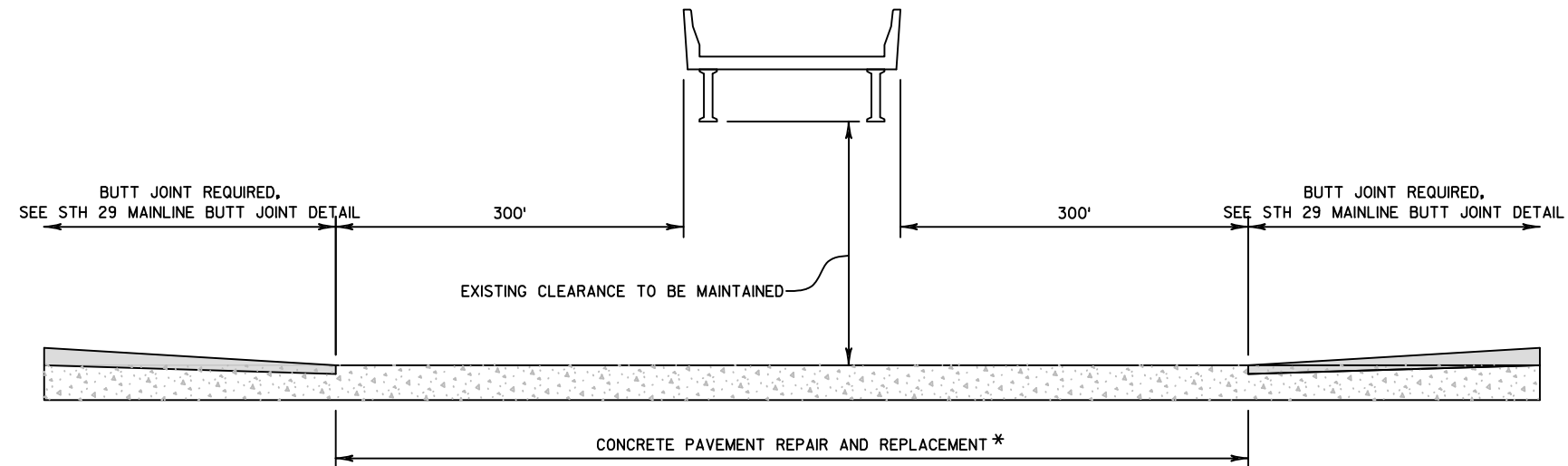
REQUIRED AT BEGIN CONSTRUCTION, END CONSTRUCTION, AND BRIDGE DECKS
(SEE PLAN SHEETS FOR LOCATIONS)

**AT GRADE INTERSECTION BUTT JOINT DETAIL
AND CURB AND GUTTER DETAILS TO BE ADDED TO FINAL PLANS**



STH 29 WB END PROJECT LIMIT





PROFILE

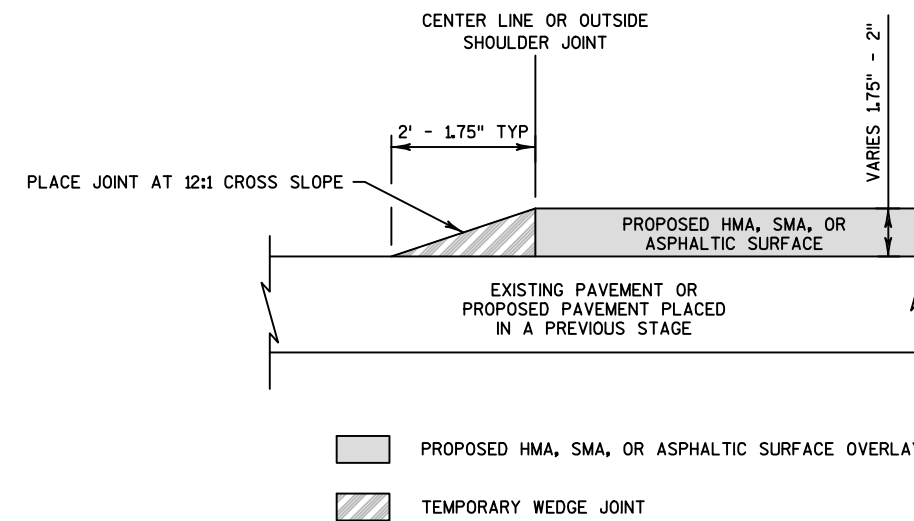
NOTE

*SEE TYPICAL SECTIONS FOR ADDITIONAL PROPOSED WORK INFORMATION ON THE TRAVEL LANES AND SHOULDERS.

CONCRETE PAVEMENT REPAIR AND REPLACEMENT DETAIL AT OVERPASS STRUCTURES

SEE SECTION 5 PLAN SHEETS FOR LOCATIONS

ANTICIPATED DETAILS TO BE ADDED TO FINAL PLANS:
SHOULDER PAVING LIMITS AT GUARDRAIL EAT
GUARDRAIL GRADING DETAIL OF CROSS SECTIONS
MEDIAN CROSSOVER GRADING DETAIL OF CROSS SECTIONS
CONCRETE PAVEMENT REPAIR NON DOWELED SPECIAL
RUNOFF COEFFICIENT TABLE
EROSION CONTROL AT GUARDRAIL
FINISHING ITEMS AT GRADING AREAS
ROCK BAGS FOR SILT FENCE RELIEF
CURB AND GUTTER REPLACEMENT DETAIL

**PRELIMINARY DESIGN NOTE**

CONFIRM IF THIS IS NEEDED SINCE LAYER THICKNESS IS LIMITED TO 2\"/>

TEMPORARY WEDGE JOINT DETAIL

REQUIRED AT UNEVEN LONGITUDINAL JOINT PRIOR TO OPENING TO TRAFFIC

NOTES

REMOVE TEMPORARY WEDGE JOINT PRIOR TO PLACING ADJACENT HMA, SMA OR ASPHALTIC SURFACE LAYERS.

TEMPORARY WEDGE JOINT REMOVAL TO BE PAID AS "MILLING AND REMOVING TEMPORARY JOINT".

TRAFFIC CONTROL GENERAL NOTES

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

2) "WO" SIGNS ARE THE SAME A "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

3) FOR NIGHTTIME OPERATION ALL DRUMS IN TAPERS SHALL HAVE A TYPE C WARNING LIGHT.

4) ALL TYPE III BARRICADES SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED. EQUIP WITH TYPE "A" (LOW INTENSITY FLASHING) LIGHTS PER SDDS.H LAYER.

5) FOR LANE CLOSURES SEE SDD "TRAFFIC CONTROL, LANE CLOSURE".

6) FOR EXIT AND ENTRANCE RAMP SEE SDD "TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE".

7) FOR SHOULDER CLOSURES SEE SDD "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAT 40 M.P.H.".

8) TRAFFIC CONTROL PLANS FOR STH 29 PROVIDE SUGGESTED STAGING WITH TRAFFIC CONTROL DEVICE LOCATIONS. STAGING MAY BE ALTERED WITH APPROVAL OF THE ENGINEER BASED ON OPERATIONS PROPOSED BY THE CONTRACTOR.

PRELIMINARY DESIGN NOTES:

ADDITIONAL DETAILS FOR PCMS LOCATIONS, PCMS MESSAGES, AND STAGING FOR INTERCHANGES WILL BE ADDED TO FINAL PLANS IF REQUIRED.

PRELIMINARY DESIGN NOTES (CONTINUED):

CONFIRM IF SPEED REDUCTION IS PREFERRED BY NWR.

WHEN TRAFFIC IS SHIFTED ONTO THE PASSING LANE AFTER THE E-10 LAYER IS PAVED, THE OUTSIDE 1-FOOT OF HMA WILL BE 2.7"-3" THICK IN TANGENT SECTIONS AND COULD BE SLIGHTLY LESS IN SUPERELEVATED SECTIONS.

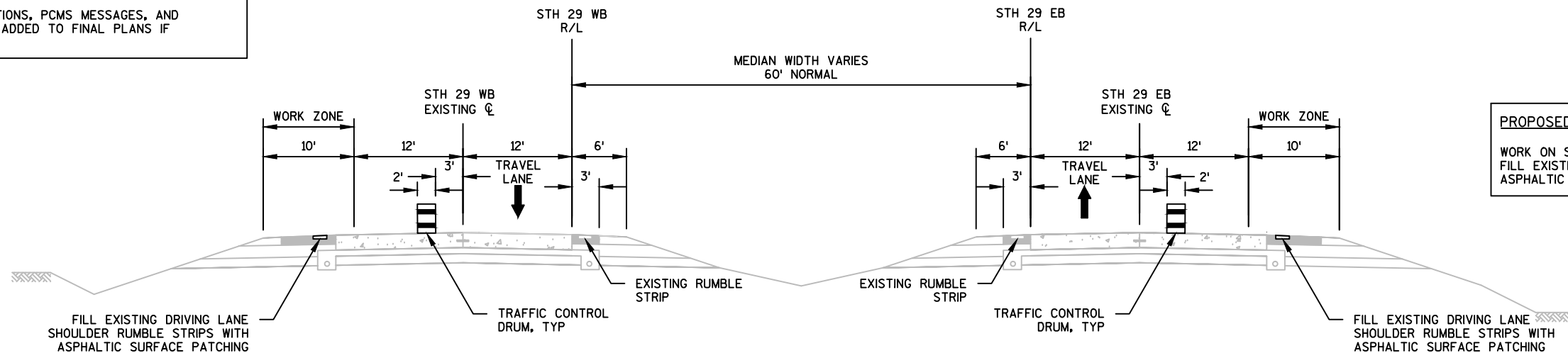
CONFIRM IF EXISTING DRIVING LANE SHOULDER CONDITION IS SUITABLE FOR TRAFFIC DURING TIMES WHEN CONSTRUCTION ACTIVITY IS DIRECTLY ADJACENT TO THE TRAVEL LANE. TRAFFIC WILL BE SHIFTED BACK ONTO EXISTING CONCRETE TRAVEL LANES IF WORK IS NOT BEING PERFORMED DIRECTLY ADJACENT TO TRAFFIC.

TEMPORARY PAVEMENT MARKING WILL BE PROPOSED FOR THE EDGE LINES AND CENTER LINES FOR EACH OVERLAY LAYER.

CONFIRM IF TEMPORARY WEDGE JOINT IS PREFERRED BY NWR.

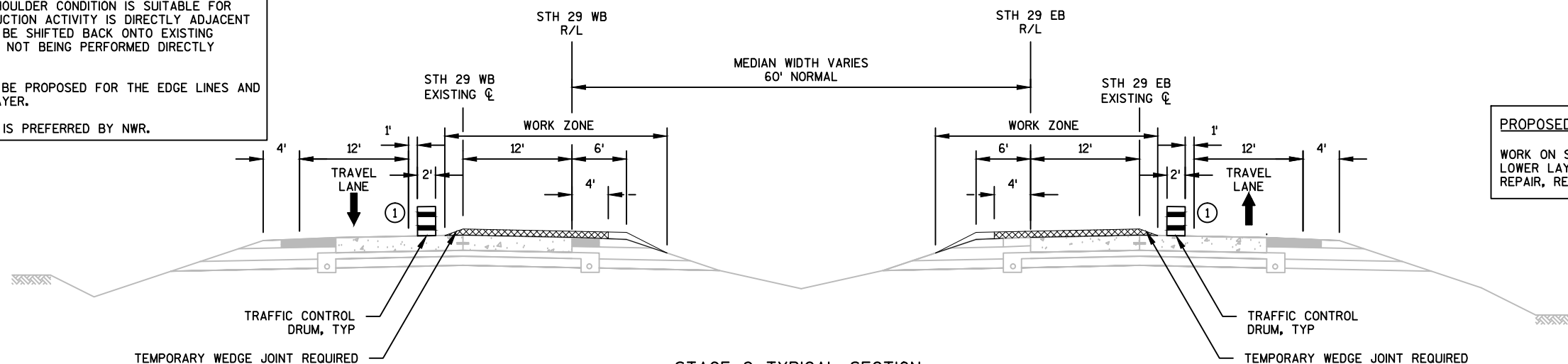
NOTE

CONCRETE PAVEMENT REPAIR AREAS (SEE TYPICAL SECTIONS AND SECTION 5 PLAN SHEETS FOR LOCATIONS) AND ASPHALTIC MILLING (STA 974'WB+85 TO STA 990'WB+00) NOT SHOWN IN TRAFFIC CONTROL TYPICAL SECTIONS. TRAVEL LANE, WORK ZONE, AND DRUM LOCATION IS THE SAME AS THE ASPHALT OVERLAY TYPICALS SHOWN.

STAGE 1 TYPICAL SECTION
STH 29

PROPOSED WORK STAGE 1

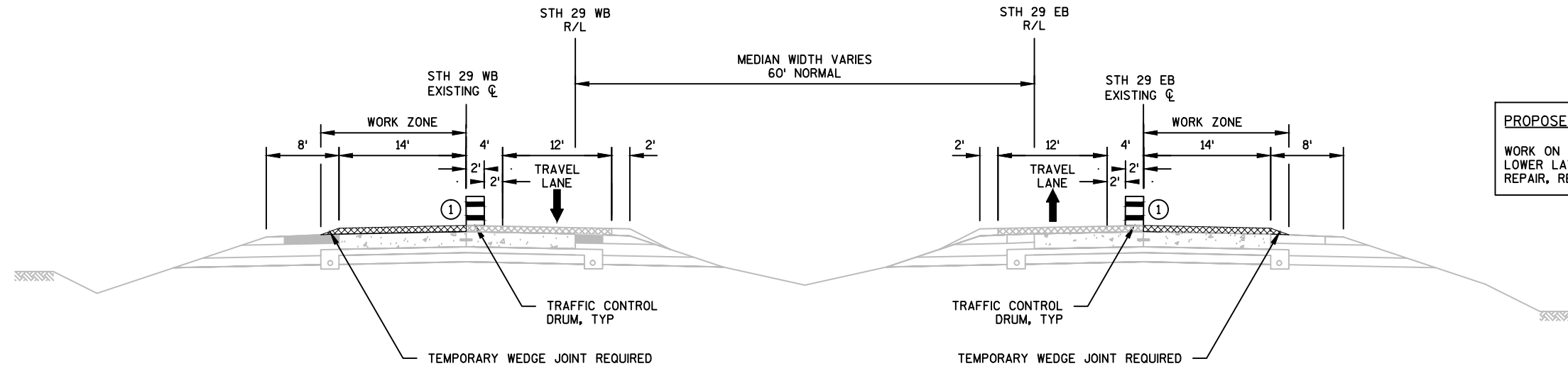
WORK ON STH 29 DRIVING LANE SHOULDERS:
FILL EXISTING SHOULDER RUMBLE STRIPS WITH
ASPHALTIC SURFACE PATCHING.

STAGE 2 TYPICAL SECTION
STH 29

PROPOSED WORK STAGE 2

WORK ON STH 29 PASSING LANES AND SHOULDERS:
LOWER LAYER OF HMA PAVEMENT, CONCRETE PAVEMENT
REPAIR, REMOVING ASPHALTIC SURFACE MILLING.

① DRUM LOCATION SHOWN FOR AREAS
IMMEDIATELY ADJACENT TO CONSTRUCTION
ACTIVITIES, SHIFT DRUMS PAST LANE LINE
IN AREAS WITH NO CONSTRUCTION ACTIVITIES



STAGE 3 TYPICAL SECTION
STH 29

① DRUM LOCATION SHOWN FOR AREAS IMMEDIATELY ADJACENT TO CONSTRUCTION ACTIVITIES, SHIFT DRUMS PAST LANE LINE IN AREAS WITH NO CONSTRUCTION ACTIVITIES

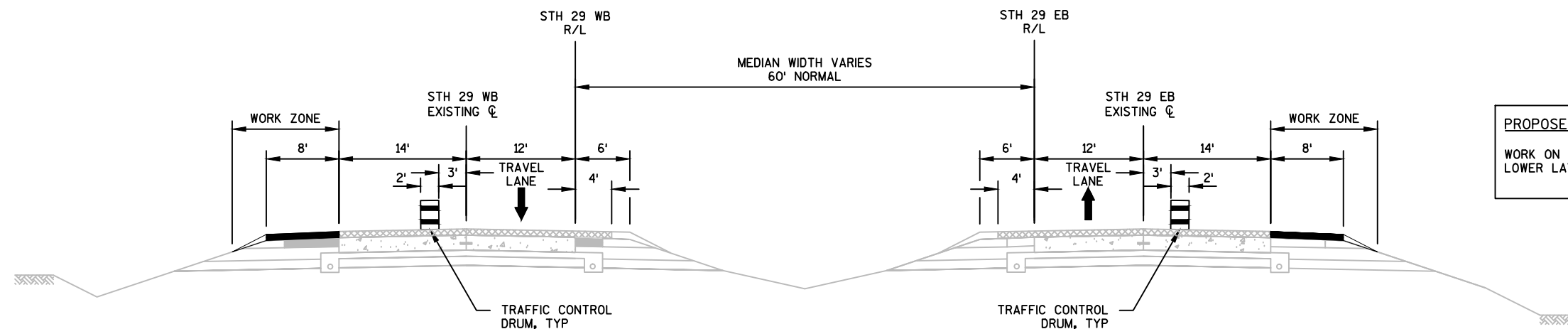
PRELIMINARY DESIGN NOTES:

CONFIRM IF TEMPORARY WEDGE JOINT IS NEEDED BETWEEN THE SHOULDER AND DRIVING LANE. DECISION WILL BE BASED ON FINAL TRAFFIC RESTRICTIONS. CURRENT LCS SUGGESTS NO LANE CLOSURE RESTRICTIONS ARE REQUIRED ON STH 29.

-CONSIDER REQUIREMENT FOR OPENING ALL LANES OVER WEEKENDS IF NO WORK OR CONCRETE CURING IS OCCURRING.
-CONSIDER LIMITS ON LENGTH OF LANE CLOSURES OR DISTANCE BETWEEN LANE CLOSURES.

PROPOSED WORK STAGE 3

WORK ON STH 29 DRIVING LANES:
LOWER LAYER OF HMA PAVEMENT, CONCRETE PAVEMENT REPAIR, REMOVING ASPHALTIC SURFACE MILLING.



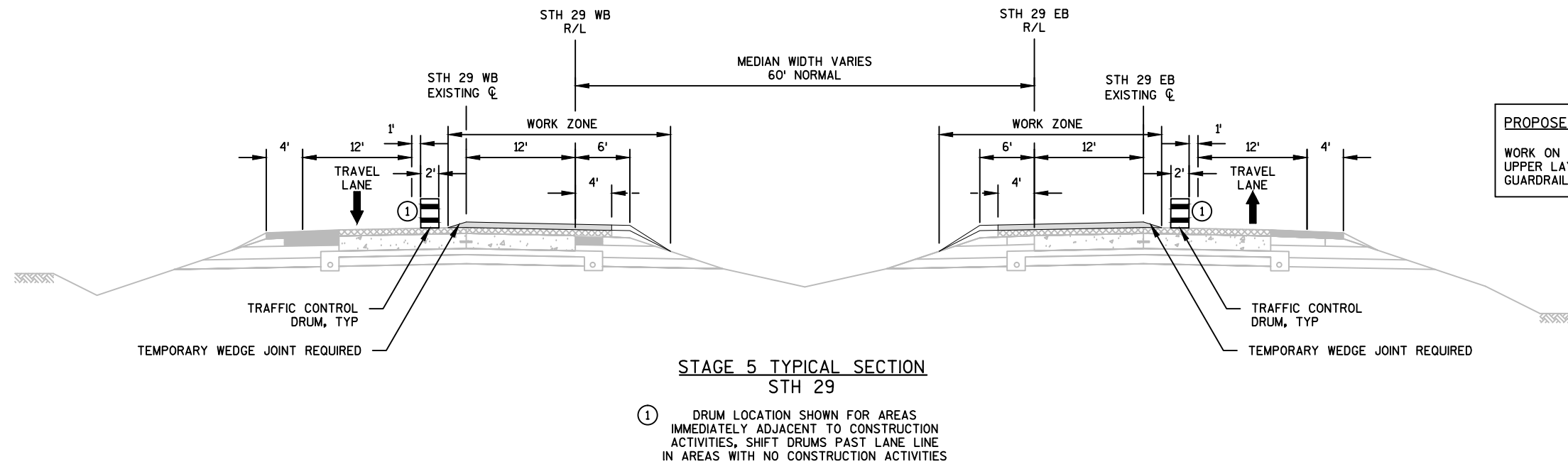
STAGE 4 TYPICAL SECTION
STH 29

PROPOSED WORK STAGE 4

WORK ON STH 29 DRIVING LANE SHOULDERS:
LOWER LAYER OF ASPHALTIC SURFACE.

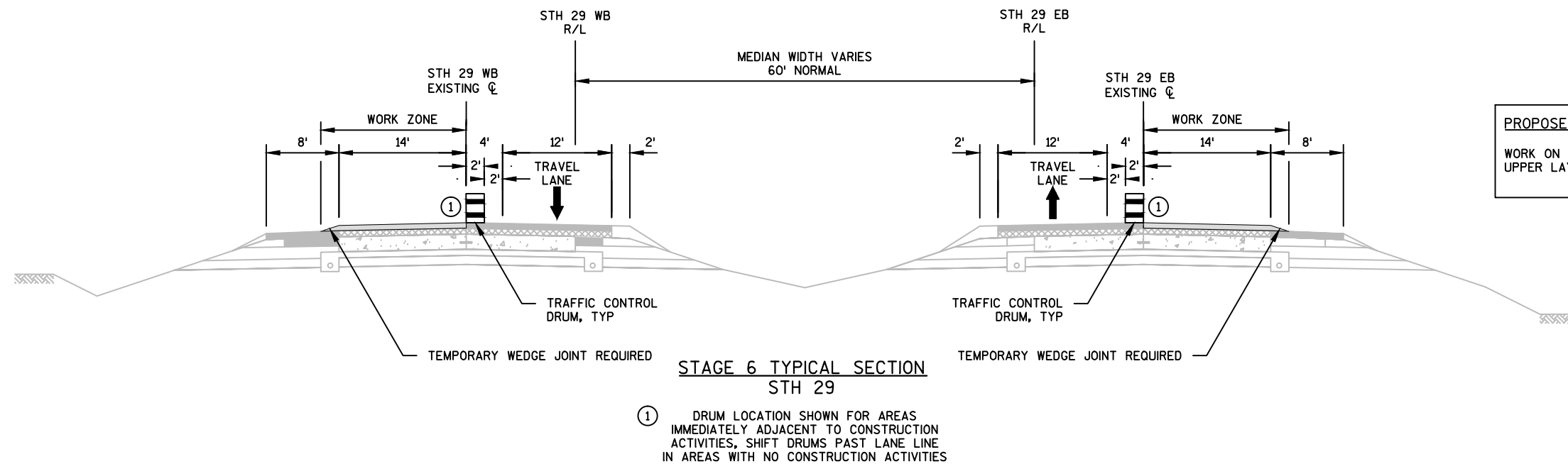
NOTE

CONCRETE PAVEMENT REPAIR AREAS (SEE TYPICAL SECTIONS AND SECTION 5 PLAN SHEETS FOR LOCATIONS) AND ASPHALTIC MILLING (STA 974'WB+85 TO STA 990'WB+00) NOT SHOWN IN TRAFFIC CONTROL TYPICAL SECTIONS. TRAVEL LANE, WORK ZONE, AND DRUM LOCATION IS THE SAME AS THE ASPHALT OVERLAY TYPICALS SHOWN.



PROPOSED WORK STAGE 5

WORK ON STH 29 PASSING LANES AND SHOULDERS:
UPPER LAYER OF SMA PAVEMENT AND INSTALL
GUARDRAIL.

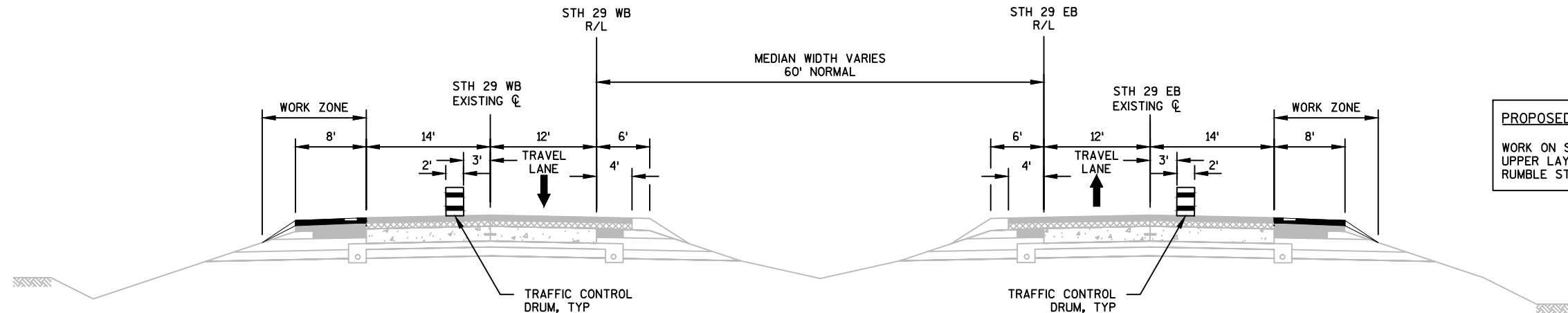


PROPOSED WORK STAGE 6

WORK ON STH 29 DRIVING LANES:
UPPER LAYER OF SMA PAVEMENT.

NOTE

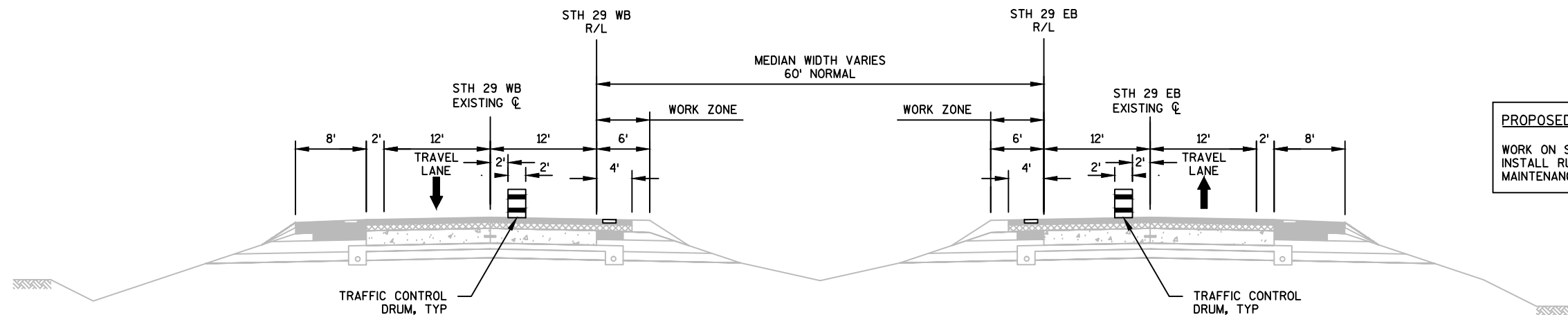
CONCRETE PAVEMENT REPAIR AREAS NOT SHOWN IN TRAFFIC CONTROL
TYPICAL SECTIONS. TRAVEL LANE, WORK ZONE, AND DRUM LOCATION
IS THE SAME AS THE ASPHALT OVERLAY TYPICALS SHOWN.



STAGE 7 TYPICAL SECTION
STH 29

PROPOSED WORK STAGE 7

WORK ON STH 29 DRIVING LANE SHOULDERS:
UPPER LAYER OF ASPHALTIC SURFACE, INSTALL
RUMBLE STRIP, INSTALL GUARDRAIL.



STAGE 8 TYPICAL SECTION
STH 29

PROPOSED WORK STAGE 8

WORK ON STH 29 PASSING LANES AND SHOULDERS:
INSTALL RUMBLE STRIPS AND RECONSTRUCT
MAINTENANCE CROSSOVERS.

NOTE

CONCRETE PAVEMENT REPAIR AREAS NOT SHOWN IN TRAFFIC CONTROL
TYPICAL SECTIONS. TRAVEL LANE, WORK ZONE, AND DRUM LOCATION
IS THE SAME AS THE ASPHALT OVERLAY TYPICALS SHOWN.

PRELIMINARY DESIGN NOTES:

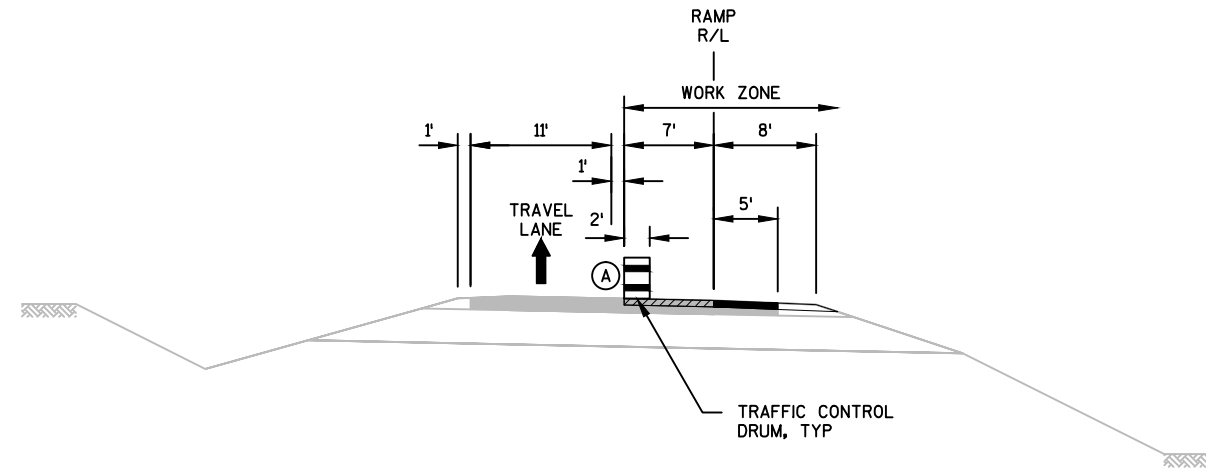
CONFIRM WITH NWR TRAFFIC THAT WIDTH RESTRICTIONS FOR RAMPS ARE PREFERRED INSTEAD OF NIGHT RAMP CLOSURES AND SHORT TERM DETOURS.

WIDTH RESTRICTION AND PCMS OVERVIEW TO BE ADDED TO FINAL PLANS. A WIDTH RESTRICTION OF 12' WOULD BE POSTED FOR STAGE R1 AND 14' WOULD BE POSTED FOR R2.

NARROWER 1' WIDE DRUMS COULD BE USED IN PLACE OF THE STANDARD 2' WIDE DRUMS. IF THE 1' WIDE DRUMS WERE USED AND PLACED 0' OUTSIDE OF THE WORK ZONE, THE WIDTH RESTRICTION POSTINGS WOULD BE NARROWED BY 1' FOR EACH STAGE (11' AND 13').

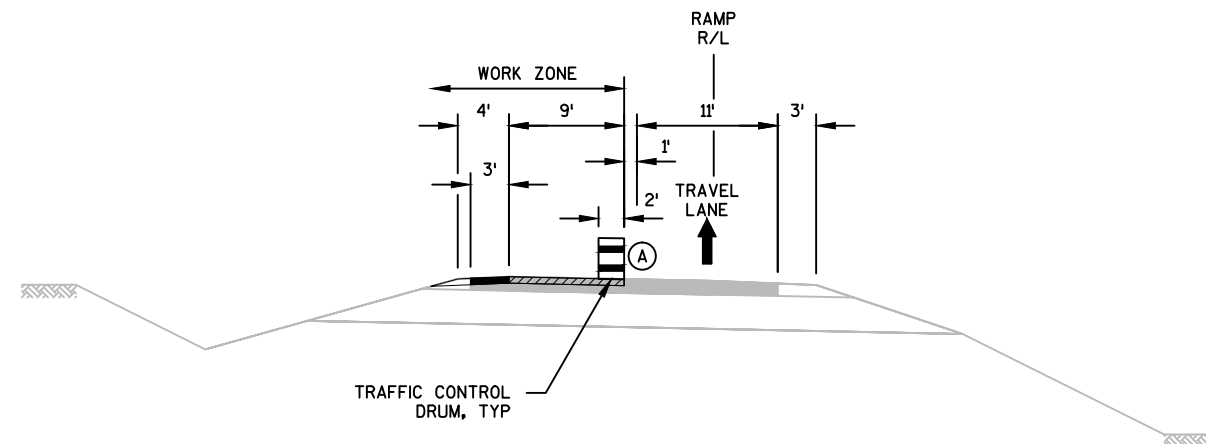
OPTIONS TO ACHIEVE GREATER CLEAR WIDTH:

- THE OUTSIDE SHOULDER COULD BE TEMPORARILY PAVED (3' WIDER) TO PROVIDE 1.5' OF ADDITIONAL PAVED SURFACE FOR TRAFFIC IN EACH STAGE.
- CONSIDER FULLY PAVING THE EXISTING SHOULDERS TO PROVIDE ADDITIONAL CLEAR WIDTH IN EACH STAGE.

**RAMP TYPICAL SECTION STAGE R1**
STH 29 EXIT AND ENTRANCE RAMPS

STH 29 EB RAMPS SHOWN,
REVERSE FOR STH 29 WB RAMPS

- (A) DRUM LOCATION SHOWN FOR AREAS NOT IMMEDIATELY ADJACENT TO CONSTRUCTION ACTIVITIES, GAP DRUMS AROUND CONSTRUCTION ACTIVITIES

**RAMP TYPICAL SECTION STAGE R2**
STH 29 EXIT AND ENTRANCE RAMPS

STH 29 EB RAMPS SHOWN,
REVERSE FOR STH 29 WB RAMPS

- (A) DRUM LOCATION SHOWN FOR AREAS NOT IMMEDIATELY ADJACENT TO CONSTRUCTION ACTIVITIES, GAP DRUMS AROUND CONSTRUCTION ACTIVITIES

PROPOSED WORK STAGE R1

WORK ON STH 29 RAMP OUTSIDE HALF OF LANE AND SHOULDERS:
MILL AND OVERLAY

PROPOSED WORK STAGE R2

WORK ON STH 29 RAMP INSIDE HALF OF LANE AND SHOULDERS:
MILL AND OVERLAY

PRELIMINARY DESIGN NOTE
SE TRANSITION AND RO TO BE ADDED
TO FINAL PLANS.

SEE DSR FOR EXISTING CONDITIONS
REVIEW.

STH 29 WB ALIGNMENT DATA

<u>CURVE WB-1</u> PI STA = 228'WB'+15.56 Y = 120664.40 X = 200782.20 PC STA = 222+61.62 Y = 120657.21 X = 200228.31 PT STA = 233+69.29 Y = 120644.8163 X = 201335.80 DELTA = 2°46'09" D = 0°15'00" T = 553.94' L = 1107.67' R = 22918.31' SE = N/C SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE WB-2</u> PI STA = 333'WB'+14.32 Y = 120293.31 X = 211274.62 PC STA = 316+03.69 Y = 120353.77 X = 209565.06 PT STA = 348+14.45 Y = 121542.4320 X = 212443.35 DELTA = 48°55'48" D = 1°31'26" T = 1710.63' L = 3210.76' R = 3759.72' SE = 4.6% SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE WB-3</u> PI STA = 459'WB'+52.31 Y = 129675.46 X = 220052.93 PC STA = 442+83.94 Y = 128457.19 X = 218913.07 PT STA = 474+36.11 Y = 129689.4526 X = 221721.25 DELTA = 46°25'26" D = 1°28'22" T = 1668.38' L = 3152.17' R = 3890.36' SE = 4.5% SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE WB-4</u> PI STA = 525'WB'+36.19 Y = 129732.21 X = 226821.15 PC STA = 519+92.58 Y = 129727.66 X = 226277.56 PT STA = 530+79.44 Y = 129771.2322 X = 227363.36 DELTA = 3°38'08" D = 0°20'04" T = 543.61' L = 1086.86' R = 17128.73' SE = R/C SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE WB-5</u> PI STA = 584'WB'+32.80 Y = 130155.47 X = 232702.91 PC STA = 572+75.57 Y = 130072.41 X = 231548.67 PT STA = 595+88.07 Y = 130122.1456 X = 233859.66 DELTA = 5°45'58" D = 0°14'58" T = 1157.23' L = 2312.51' R = 22978.31' SE = N/C SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE WB-6</u> PI STA = 856'WB'+51.23 Y = 129510.86 X = 259915.24 PC STA = 834+89.78 Y = 129549.00 X = 257754.14 PT STA = 876+19.00 Y = 130923.5174 X = 261551.15 DELTA = 41°49'22" D = 1°00'46" T = 2161.44' L = 4129.21' R = 5656.87' SE = 3.2% SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE WB-7</u> PI STA = 929'WB'+47.35 Y = 134405.99 X = 265583.98 PC STA = 920+82.86 Y = 133840.98 X = 264929.68 PT STA = 937+92.26 Y = 134697.6965 X = 266397.76 DELTA = 21°05'28" D = 1°14'02" T = 864.49' L = 1709.40' R = 4643.75' SE = 3.9% SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE WB-8</u> PI STA = 955'WB'+90.80 Y = 135304.58 X = 268090.81 PC STA = 937+92.26 Y = 134697.70 X = 266397.76 PT STA = 973+54.96 Y = 135315.1953 X = 269889.31 DELTA = 19°22'57" D = 0°32'39" T = 1798.53' L = 3562.69' R = 10531.55' SE = 2.1% SE TRANSITION (T)= RO (RUNOFF) =
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STH 29 EB ALIGNMENT DATA

<u>CURVE EB-1</u> PI STA = 228'EB'+22.51 Y = 120604.06 X = 200789.88 PC STA = 222+69.87 Y = 120596.90 X = 200237.29 PT STA = 233+74.94 Y = 120584.5075 X = 201342.18 DELTA = 2°46'12" D = 0°15'02" T = 552.65' L = 1105.07' R = 22858.31' SE = N/C SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE EB-2</u> PI STA = 333'EB'+39.43 Y = 120232.00 X = 211300.44 PC STA = 316+01.40 Y = 120293.48 X = 209563.49 PT STA = 348+63.57 Y = 121501.1541 X = 212487.87 DELTA = 48°55'58" D = 1°30'00" T = 1738.04' L = 3262.18' R = 3819.72' SE = 4.3% SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE EB-3</u> PI STA = 459'EB'+76.10 Y = 129615.80 X = 220080.02 PC STA = 443+33.19 Y = 128416.11 X = 218957.57 PT STA = 474+37.20 Y = 129629.4085 X = 221722.88 DELTA = 46°25'51" D = 1°29'45" T = 1642.92' L = 3104.01' R = 3830.36' SE = 4.6% SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE EB-4</u> PI STA = 525'EB'+35.00 Y = 129671.62 X = 226820.51 PC STA = 519+88.90 Y = 129667.10 X = 226274.42 PT STA = 530+80.74 Y = 129710.7987 X = 227365.21 DELTA = 3°38'22" D = 0°20'00" T = 546.11' L = 1091.84' R = 17188.73' SE = R/C SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE EB-5</u> PI STA = 584'EB'+40.51 Y = 130095.31 X = 232711.16 PC STA = 572+85.53 Y = 130012.45 X = 231559.16 PT STA = 595+93.53 Y = 130061.9290 X = 233865.66 DELTA = 5°46'12" D = 0°15'00" T = 1154.98' L = 2308.00' R = 22918.31' SE = N/C SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE EB-6</u> PI STA = 856'EB'+72.57 Y = 129449.86 X = 259937.11 PC STA = 834+88.21 Y = 129488.46 X = 257753.09 PT STA = 876+61.21 Y = 130877.4577 X = 261590.40 DELTA = 41°49'22" D = 1°00'08" T = 2184.36' L = 4173.00' R = 5716.87' SE = N/C SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE EB-7</u> PI STA = 929'EB'+79.50 Y = 134353.26 X = 265615.70 PC STA = 921+26.07 Y = 133795.49 X = 264969.76 PT STA = 938+13.61 Y = 134641.1752 X = 266419.10 DELTA = 21°05'38" D = 1°15'00" T = 853.43' L = 1687.55' R = 4583.75' SE = 4.0% SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE EB-8</u> PI STA = 956'EB'+01.34 Y = 135244.29 X = 268102.03 PC STA = 938+13.62 Y = 134641.18 X = 266419.11 PT STA = 973+54.92 Y = 135254.8244 X = 269889.72 DELTA = 19°22'43" D = 0°32'50" T = 1787.72' L = 3541.30' R = 10470.35' SE = R/C SE TRANSITION (T)= RO (RUNOFF) =
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PRELIMINARY DESIGN NOTE
SE TRANSITION AND RO TO BE ADDED
TO FINAL PLANS.

SEE DSR FOR EXISTING CONDITIONS
REVIEW.

CTH X RAMP ALIGNMENT DATA

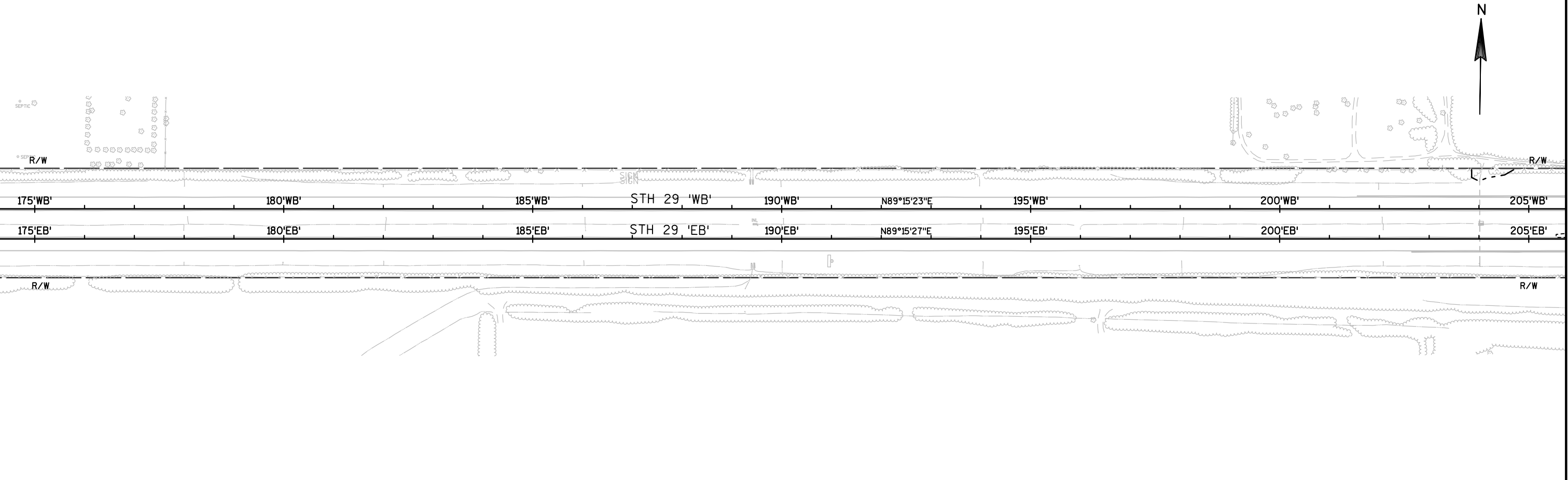
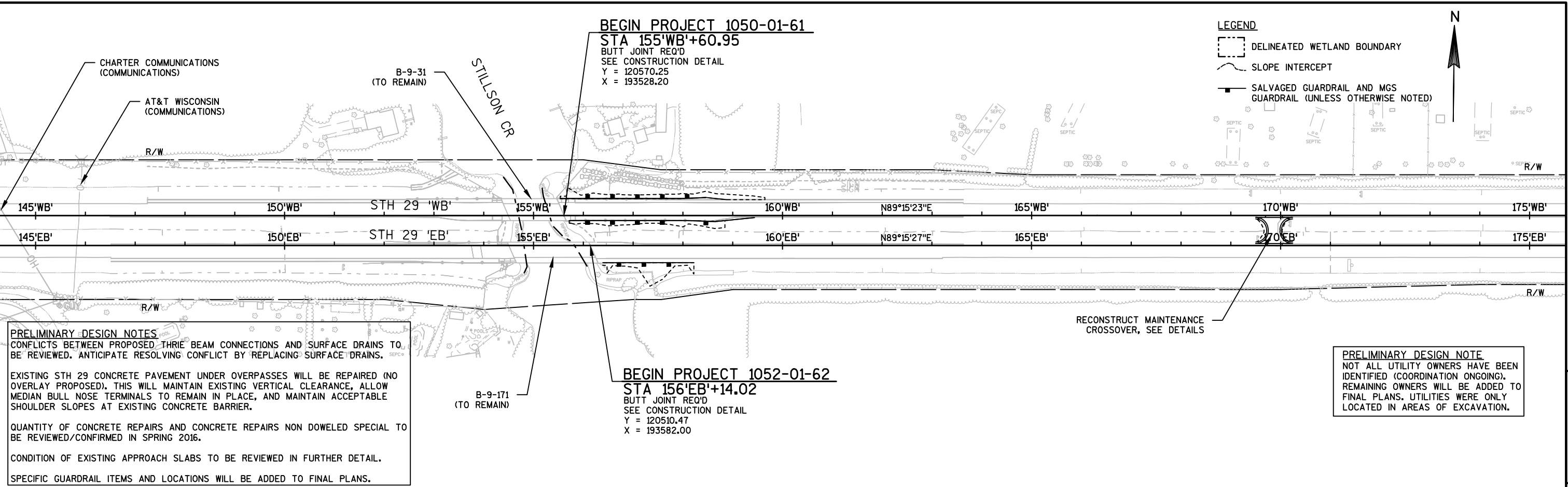
<u>CURVE_XA-1</u> PI STA = 417'XA'+92.57 Y = 126608.61 X = 217108.41 PC STA = 415+01.32 Y = 126391.87 X = 216913.85 PT STA = 420+75.99 Y = 126884.1119 X = 217202.88 DELTA = 22°59'13" D = 4°00'00" T = 291.25' L = 574.67' R = 1432.39' SE = N/C SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE_XB-1</u> PI STA = 428'XB'+88.39 Y = 127395.67 X = 217803.39 PC STA = 427+86.82 Y = 127338.45 X = 217719.47 PT STA = 429+89.63 Y = 127464.1560 X = 217878.41 DELTA = 8°06'44" D = 4°00'00" T = 101.57' L = 202.81' R = 1432.39' SE = N/C SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE_XC-1</u> PI STA = 432'XC'+60.96 Y = 127563.23 X = 218231.09 PC STA = 430+58.56 Y = 127381.12 X = 218142.78 PT STA = 434+60.70 Y = 127713.7472 X = 218366.41 DELTA = 16°05'08" D = 4°00'00" T = 202.40' L = 402.14' R = 1432.39' SE = N/C SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE_XD-1</u> PI STA = 418'XD'+27.33 Y = 126534.13 X = 217296.98 PC STA = 417+40.17 Y = 126475.41 X = 217232.57 PT STA = 419+14.27 Y = 126584.6084 X = 217368.03 DELTA = 6°57'50" D = 4°00'00" T = 87.16' L = 174.10' R = 1432.39' SE = N/C SE TRANSITION (T)= RO (RUNOFF) =
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STH 27 RAMP ALIGNMENT DATA

<u>CURVE_SA-1</u> PI STA = 604'SA'+28.98 Y = 130149.11 X = 234729.90 PC STA = 602+08.34 Y = 130151.53 X = 234509.27 PT STA = 606+46.19 Y = 130213.1896 X = 234941.03 DELTA = 17°30'50" D = 4°00'00" T = 220.64' L = 437.85' R = 1432.39' SE = N/C SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE_SB-1</u> PI STA = 616'SB'+42.93 Y = 130158.69 X = 235890.53 PC STA = 614+91.63 Y = 130206.23 X = 235746.88 PT STA = 617+93.12 Y = 130142.2201 X = 236040.94 DELTA = 12°03'35" D = 4°00'00" T = 151.31' L = 301.50' R = 1432.39' SE = N/C SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE_SC-1</u> PI STA = 618'SC'+90.63 Y = 129946.35 X = 236117.52 PC STA = 617+33.01 Y = 129913.44 X = 235963.38 PT STA = 620+46.98 Y = 129944.9534 X = 236275.13 DELTA = 12°33'32" D = 4°00'00" T = 157.62' L = 313.97' R = 1432.39' SE = N/C SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE_SD-1</u> PI STA = 603'SD'+58.61 Y = 129963.16 X = 234622.94 PC STA = 602+68.11 Y = 129972.85 X = 234532.96 PT STA = 604+48.87 Y = 129942.2115 X = 234710.99 DELTA = 7°13'51" D = 4°00'00" T = 90.50' L = 180.77' R = 1432.39' SE = N/C SE TRANSITION (T)= RO (RUNOFF) =
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CTH D RAMP ALIGNMENT DATA

<u>CURVE_DA-1</u> PI STA = 905'DA'+39.55 Y = 132866.50 X = 263732.06 PC STA = 904+62.88 Y = 132815.37 X = 263674.92 PT STA = 906+15.76 Y = 132927.5564 X = 263778.45 DELTA = 10°56'59" D = 7°09'43" T = 76.68' L = 152.89' R = 800.00' SE = N/C SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE_DA-2</u> PI STA = 906'DA'+72.70 Y = 132972.89 X = 263812.89 PC STA = 906+32.39 Y = 132940.80 X = 263788.51 PT STA = 907+12.95 Y = 133007.0779 X = 263834.24 DELTA = 5°14'10" D = 6°30'00" T = 40.31' L = 80.56' R = 881.47' SE = N/C SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE_DA-3</u> PI STA = 910'DA'+99.23 Y = 133334.71 X = 264038.87 PC STA = 909+94.24 Y = 133245.66 X = 263983.25 PT STA = 912+03.85 Y = 133414.6954 X = 264106.89 DELTA = 8°23'04" D = 4°00'00" T = 104.99' L = 209.61' R = 1432.39' SE = N/C SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE_DB-1</u> PI STA = 917'DB'+09.75 Y = 133650.42 X = 264533.67 PC STA = 915+08.28 Y = 133590.26 X = 264341.40 PT STA = 919+07.78 Y = 133767.9435 X = 264697.30 DELTA = 18°18'41" D = 4°35'01" T = 201.46' L = 399.49' R = 1250.00' SE = N/C SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE_DB-2</u> PI STA = 924'DB'+33.83 Y = 134074.81 X = 265124.58 PC STA = 921+84.99 Y = 133929.66 X = 264922.46 PT STA = 926+82.20 Y = 134197.7212 X = 265340.94 DELTA = 6°05'15" D = 1°13'28" T = 248.84' L = 497.21' R = 4679.80' SE = N/C SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE_DC-1</u> PI STA = 917'DC'+77.47 Y = 133504.67 X = 264705.02 PC STA = 915+89.96 Y = 133348.04 X = 264601.95 PT STA = 919+62.86 Y = 133629.4990 X = 264844.94 DELTA = 14°54'57" D = 4°00'00" T = 187.51' L = 372.90' R = 4334.73' SE = N/C SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE_DC-2</u> PI STA = 925'DC'+19.66 Y = 134000.17 X = 265260.43 PC STA = 922+02.15 Y = 133788.80 X = 265023.50 PT STA = 928+36.05 Y = 134174.7639 X = 265525.64 DELTA = 8°22'43" D = 1°19'18" T = 317.51' L = 633.89' R = 1145.91' SE = N/C SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE_DD-1</u> PI STA = 904'DD'+14.94 Y = 132656.27 X = 263712.56 PC STA = 902+07.86 Y = 132523.79 X = 263553.40 PT STA = 906+17.59 Y = 132724.6635 X = 263908.01 DELTA = 20°29'11" D = 5°00'00" T = 207.07' L = 409.73' R = 1145.91' SE = N/C SE TRANSITION (T)= RO (RUNOFF) =	<u>CURVE_DD-1</u> PI STA = 904'DD'+14.94 Y = 132656.27 X = 263712.56 PC STA = 902+07.86 Y = 132523.79 X = 263553.40 PT STA = 906+17.59 Y = 132724.6635 X = 263908.01 DELTA = 20°29'11" D = 5°00'00" T = 207.07' L = 409.73' R = 1145.91' SE = N/C SE TRANSITION (T)= RO (RUNOFF) =
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PROJECT NO: 1050-01-61/1052-01-62

HWY: STH 29

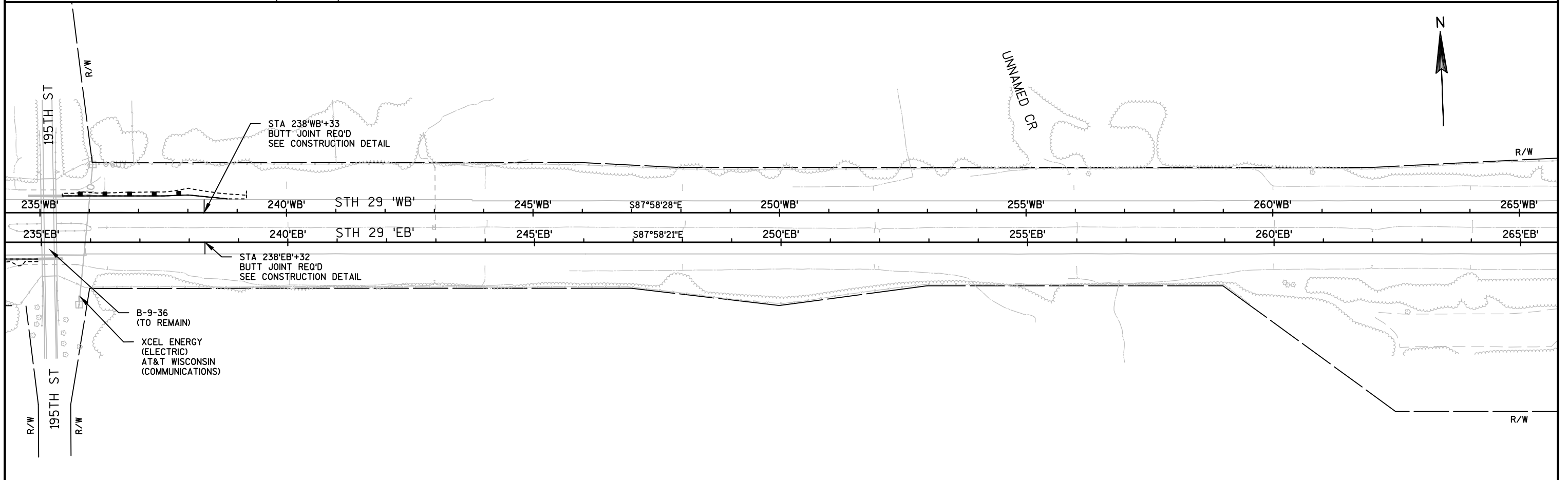
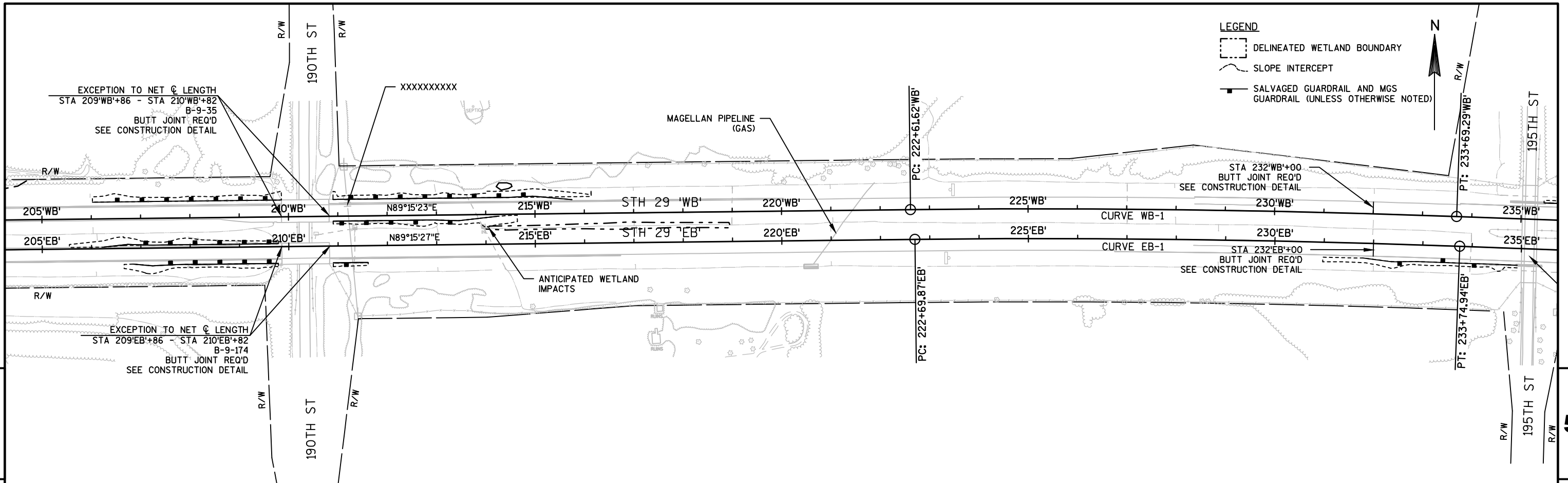
COUNTY: CHIPPEWA

PLAN

SHEET

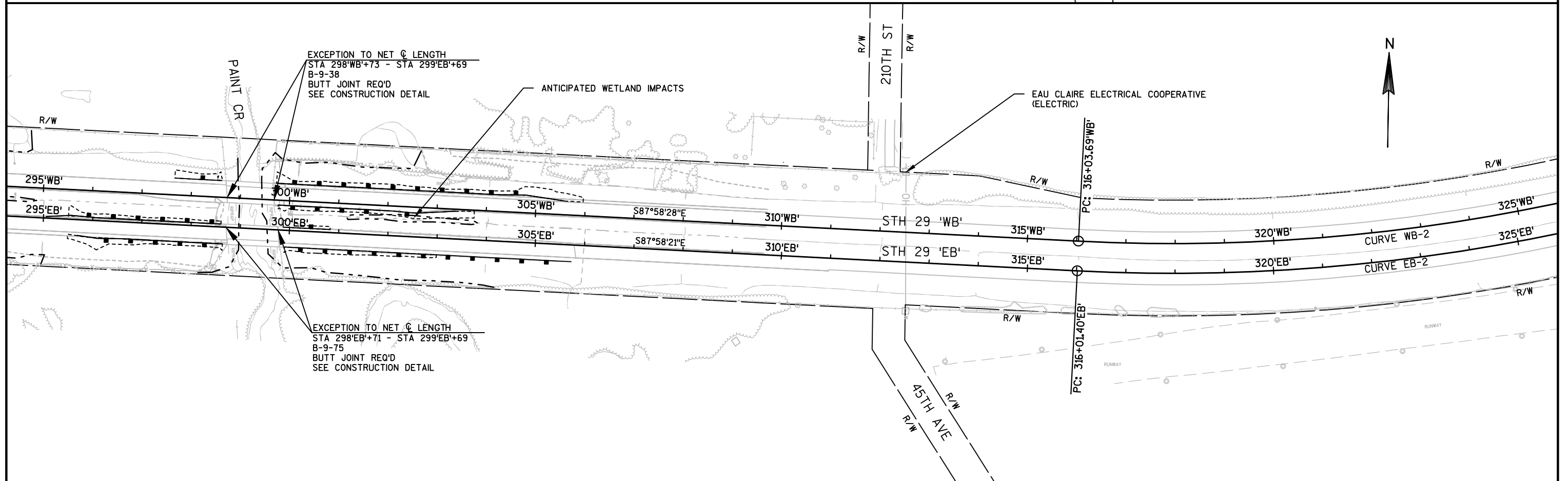
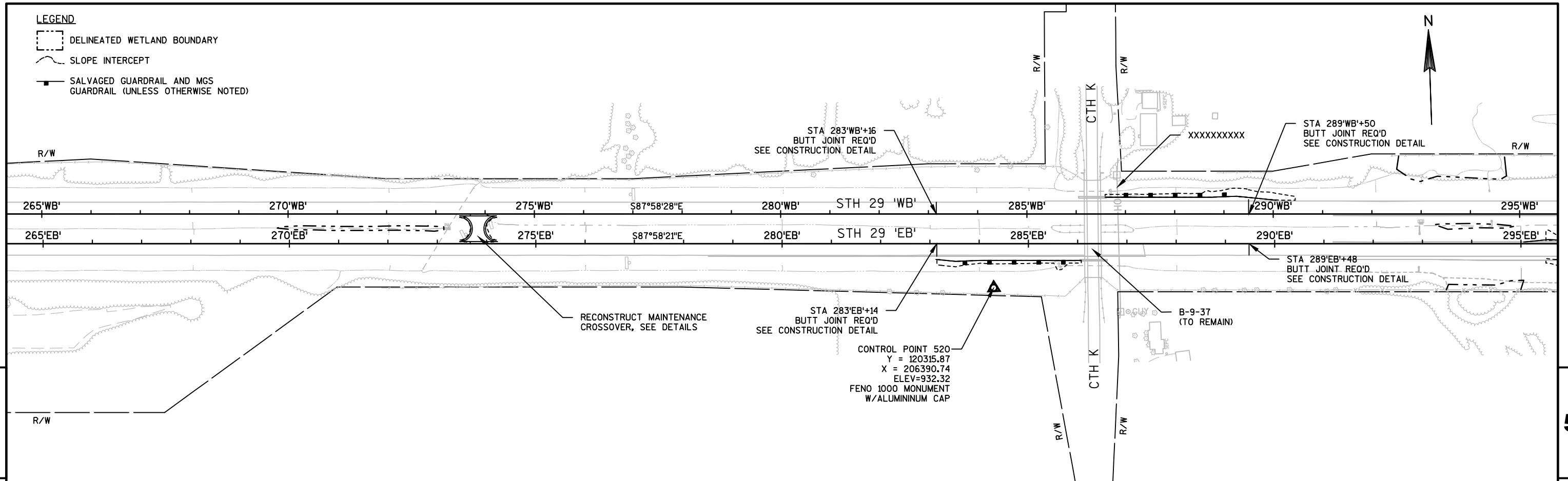
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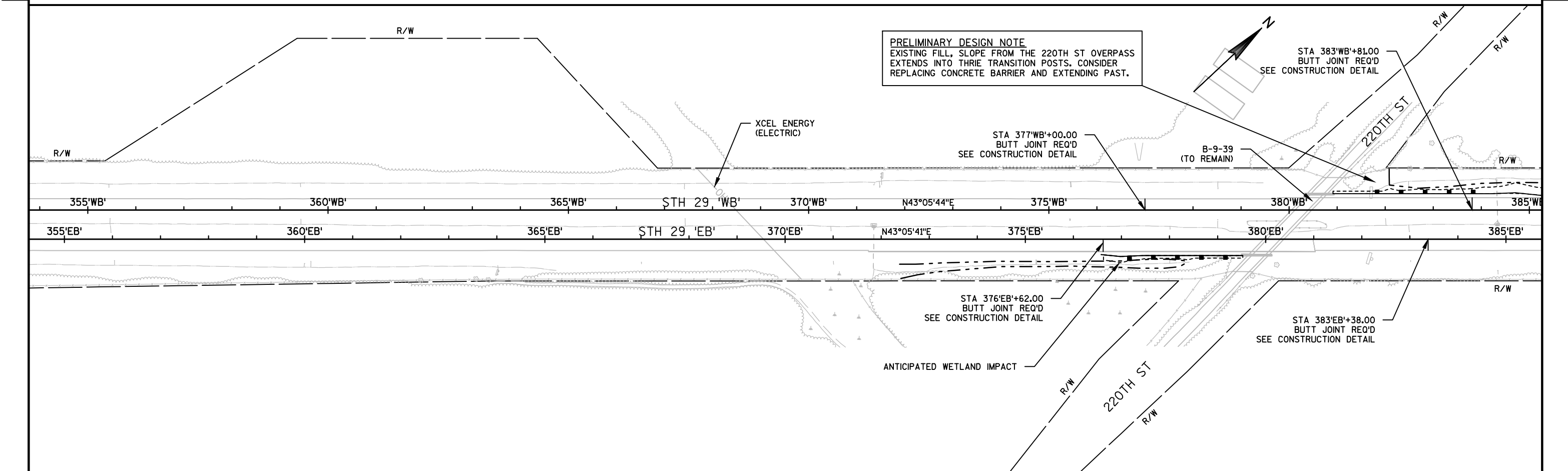
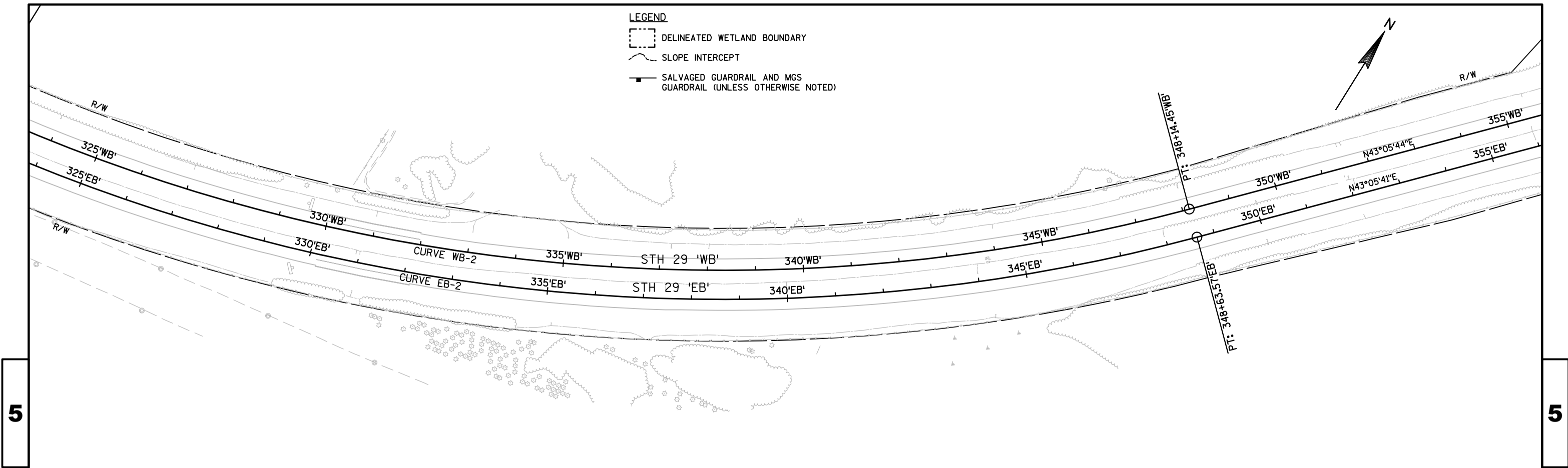
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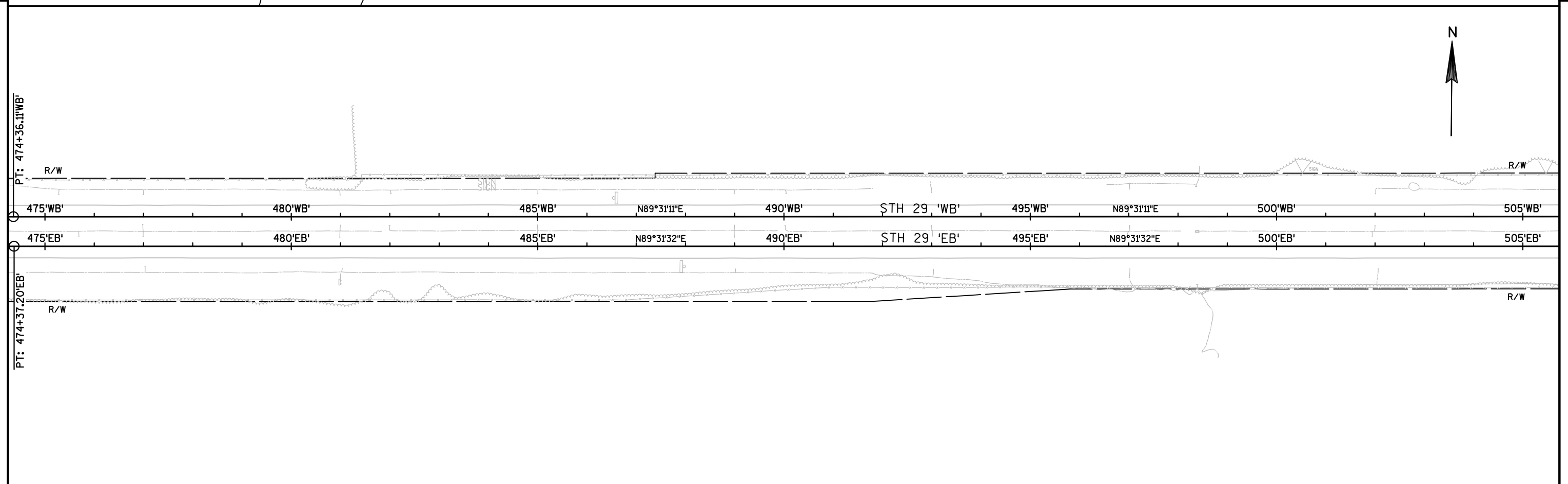
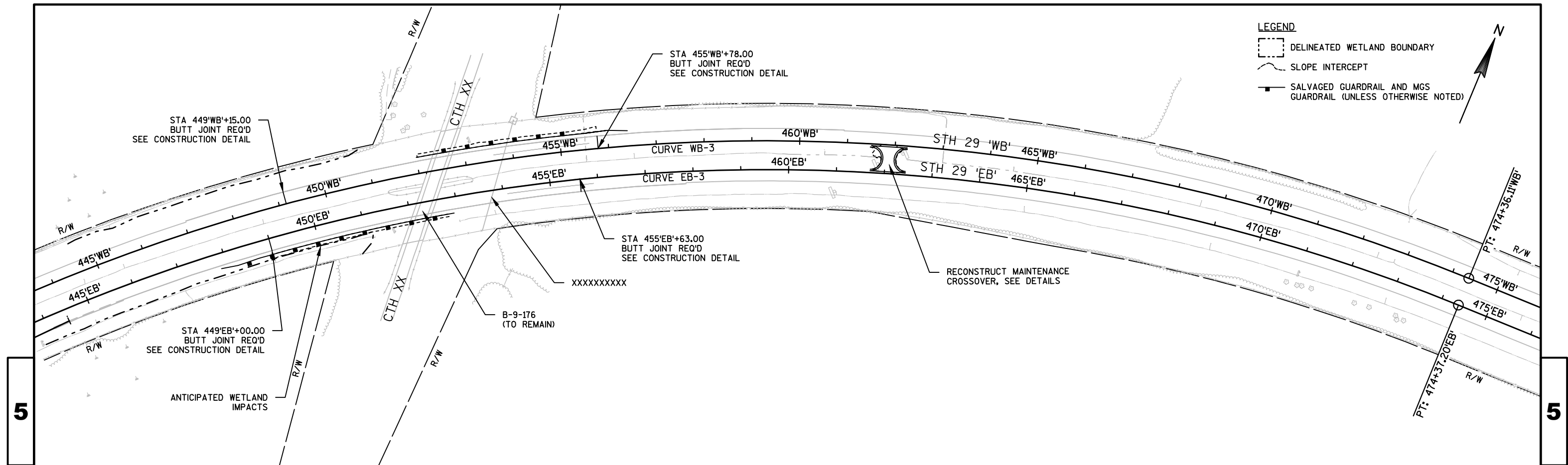


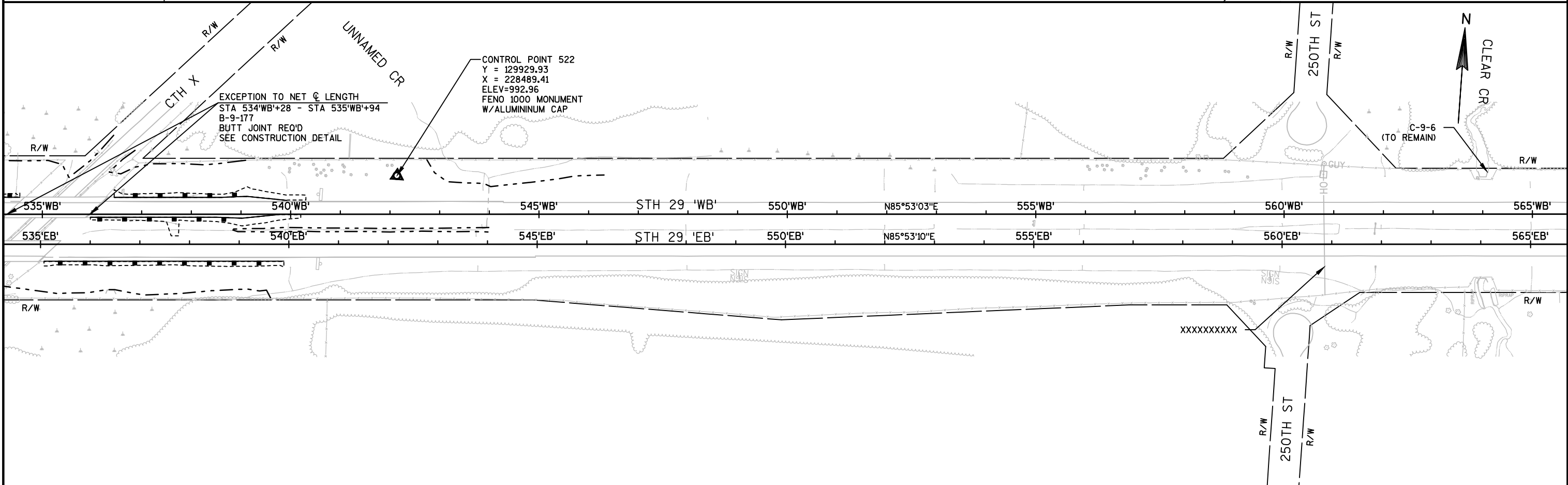
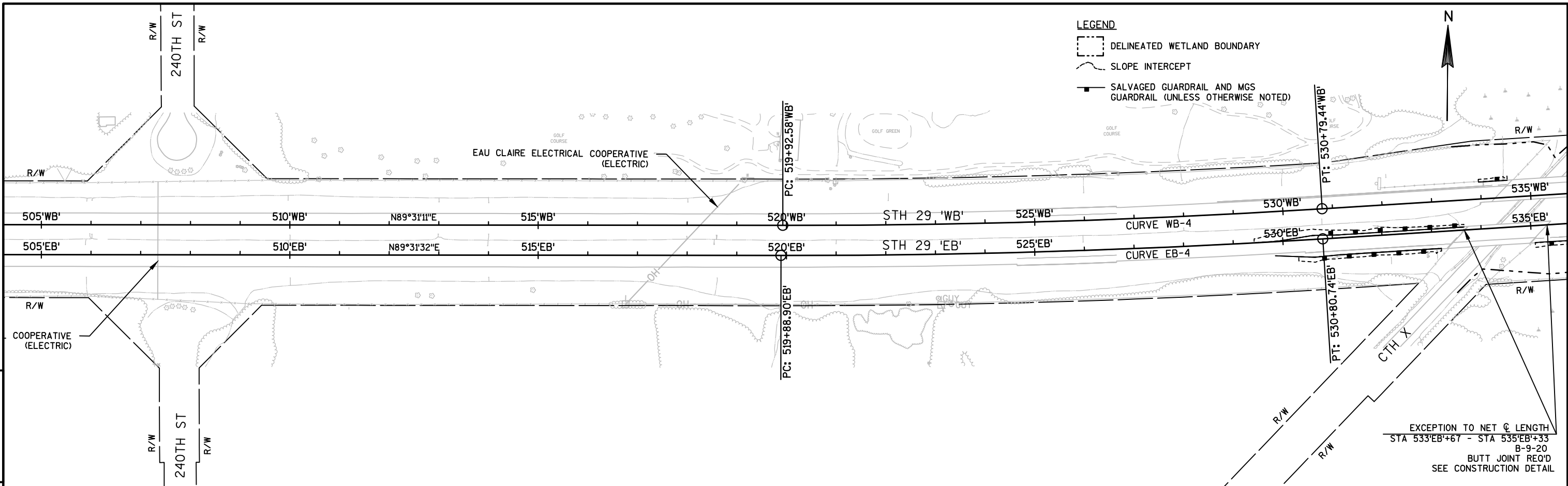
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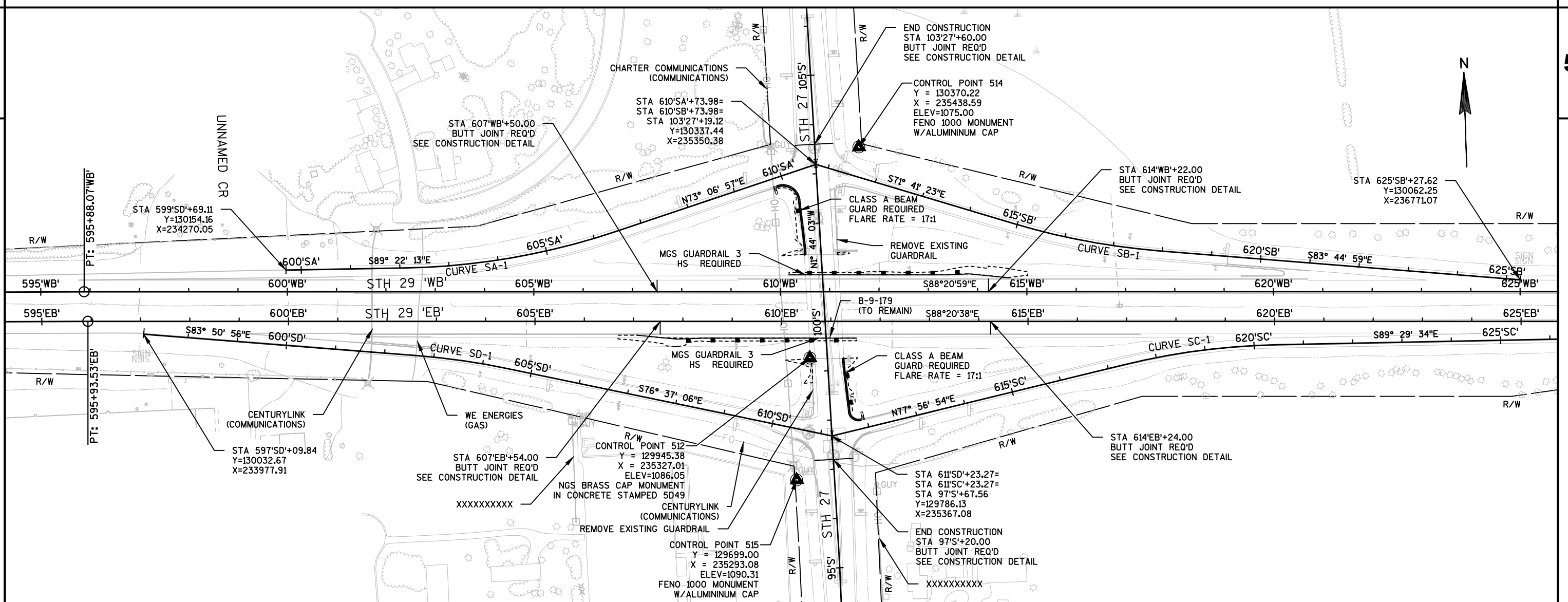
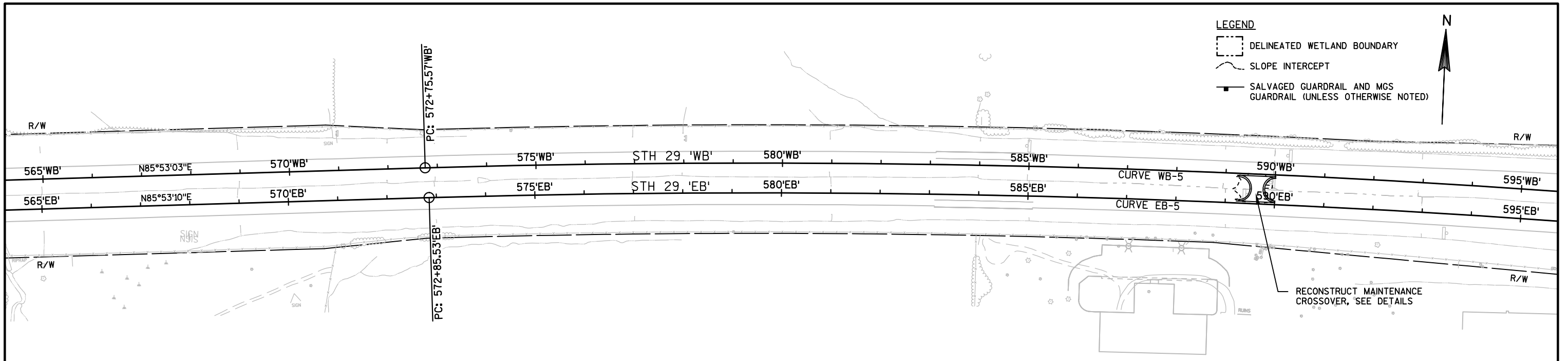
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-  SLOPE INTERCEPT
-  SALVAGED GUARDRAIL AND MGS GUARDRAIL (UNLESS OTHERWISE NOTED)

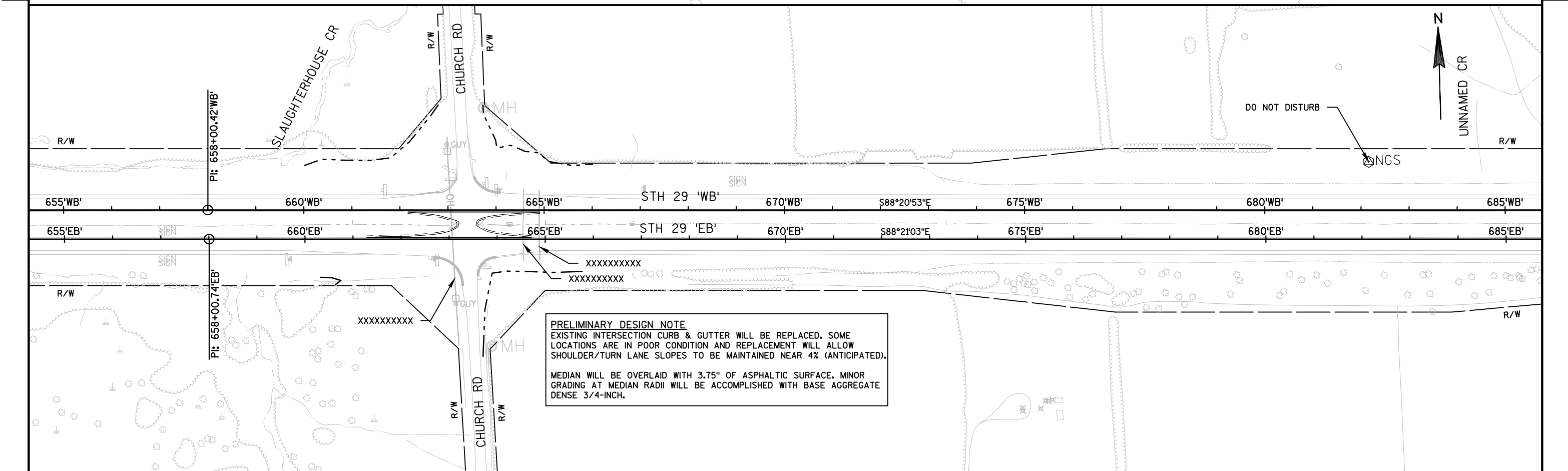
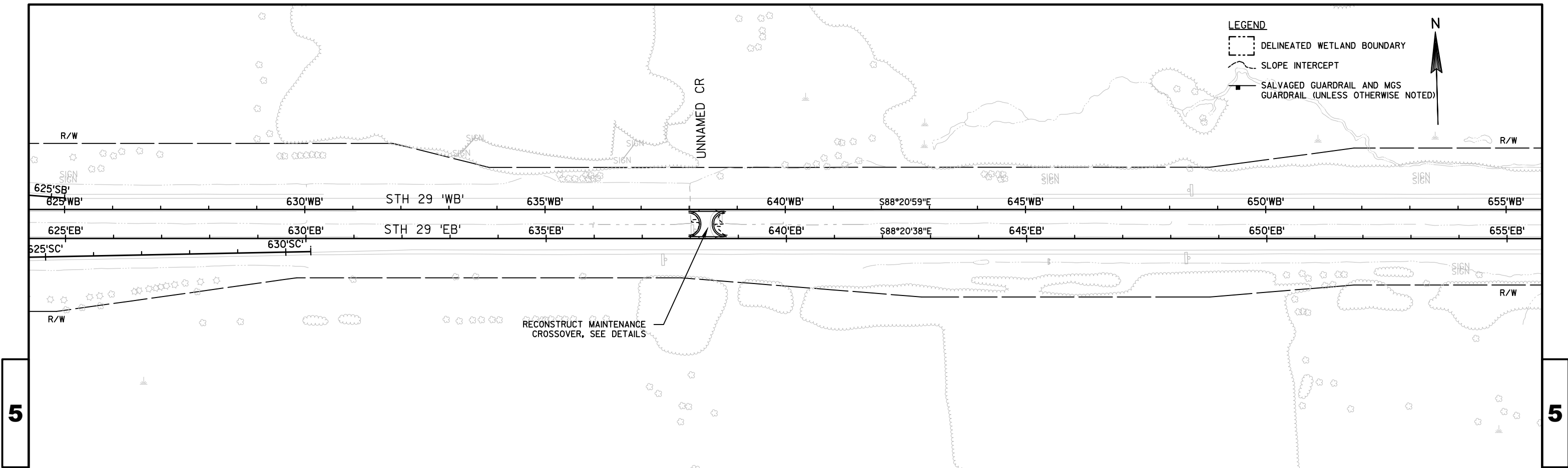


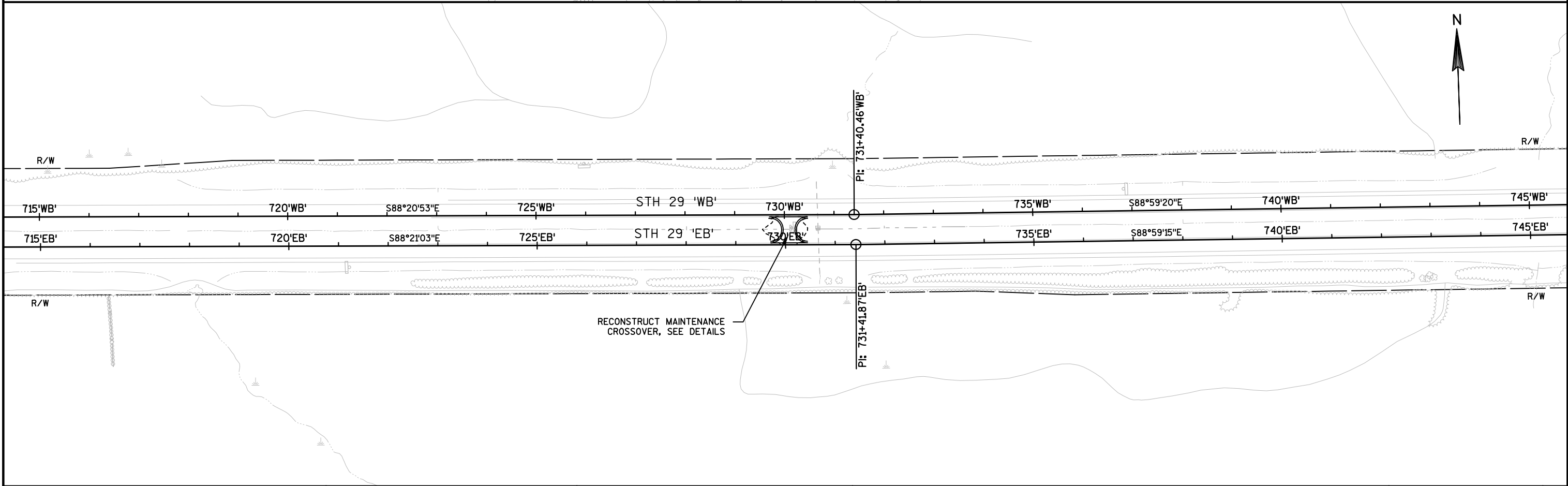
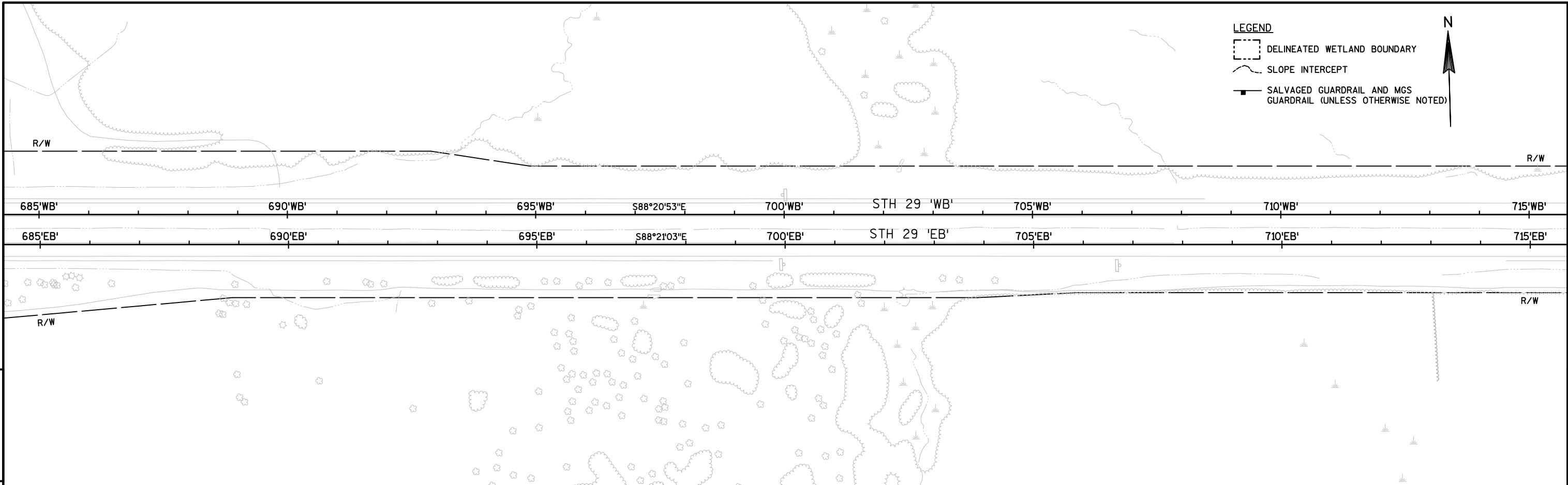


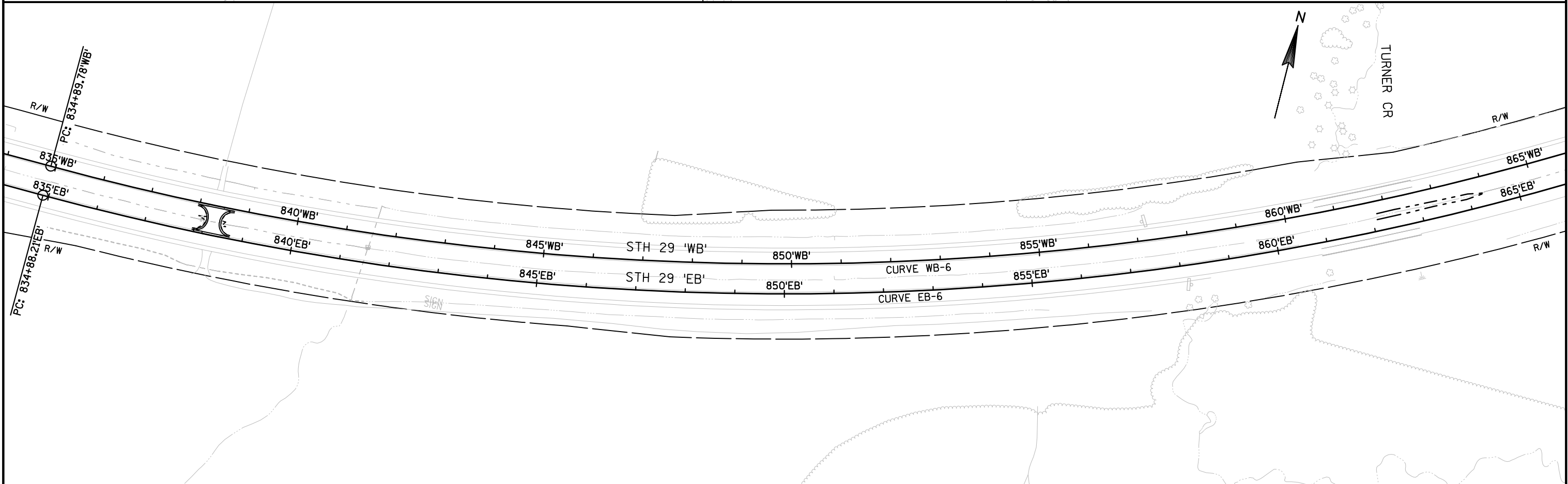
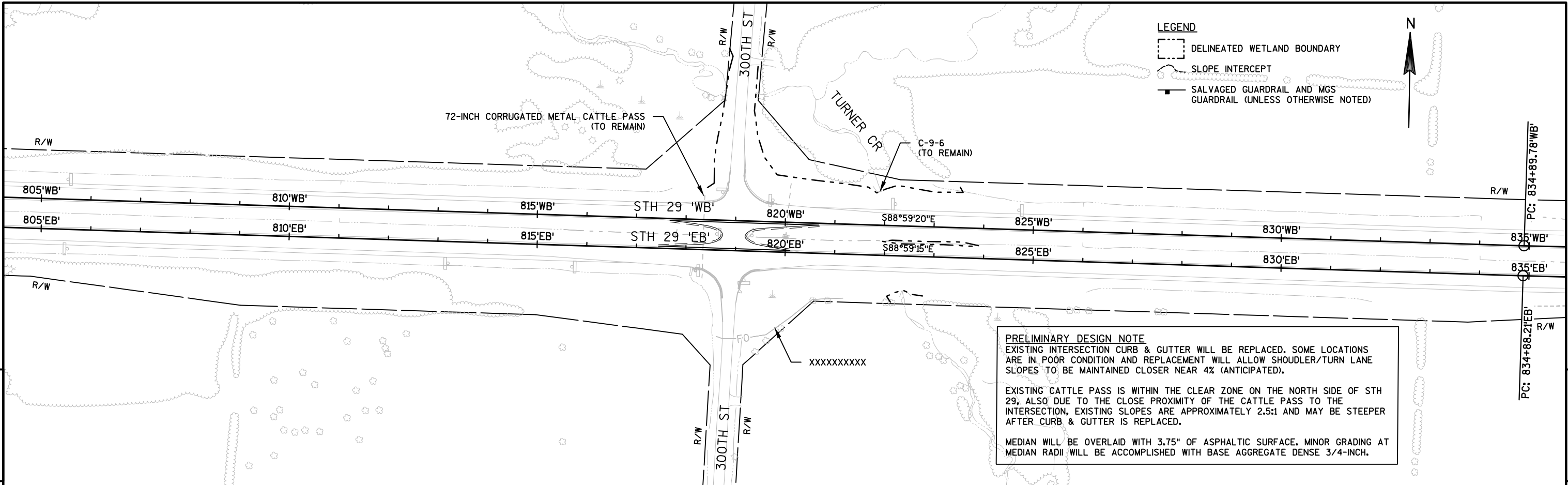


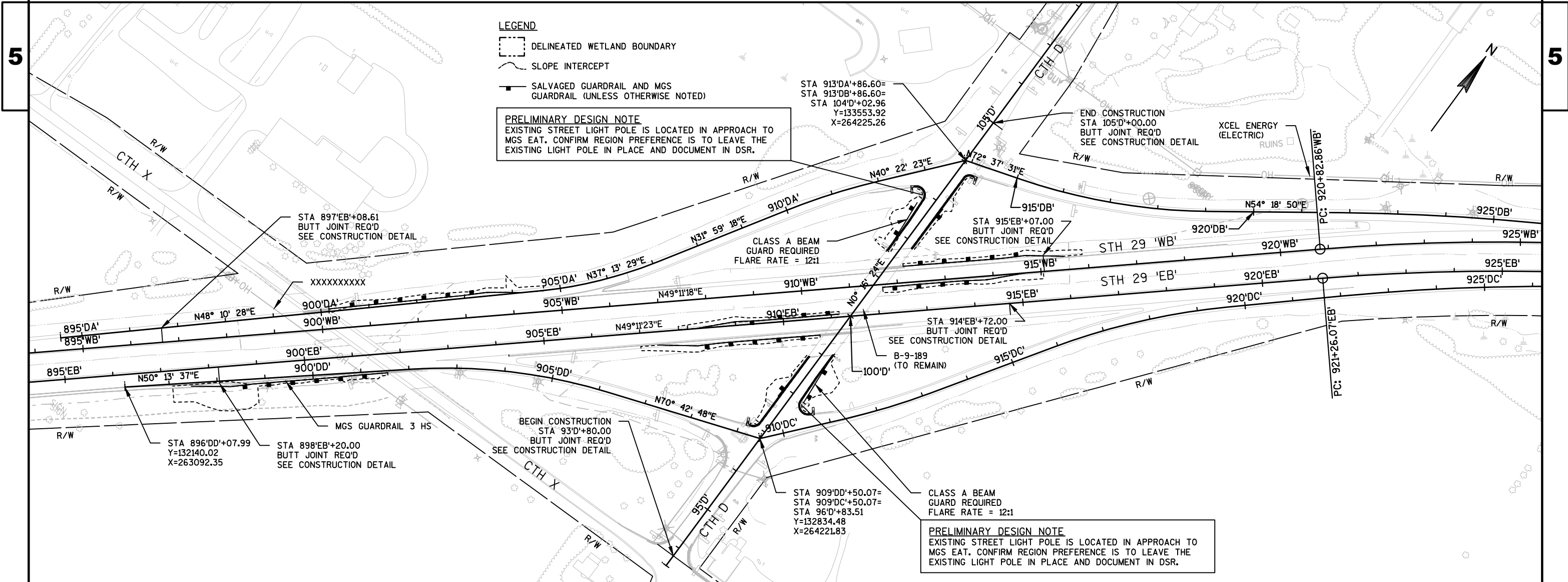
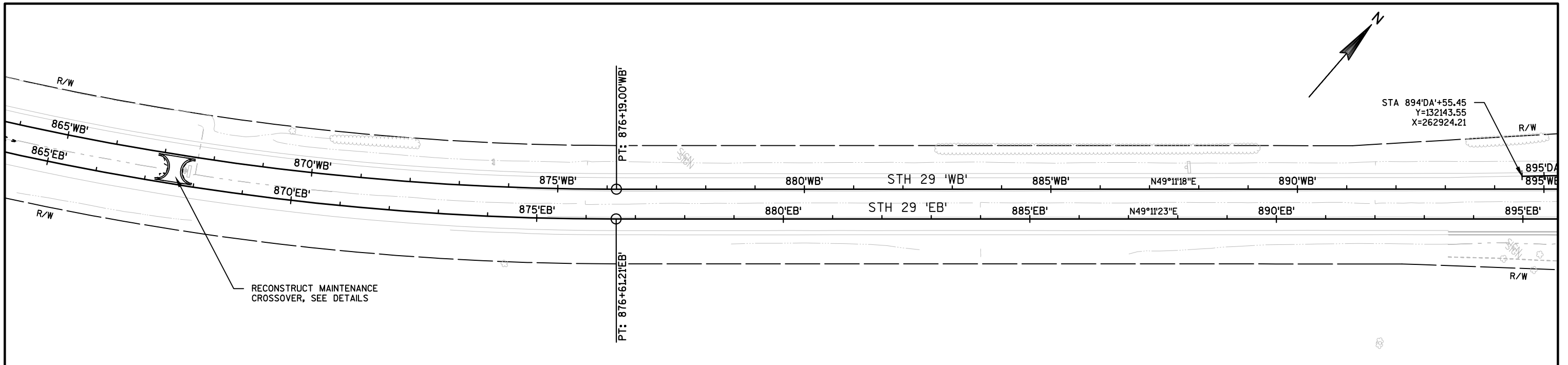


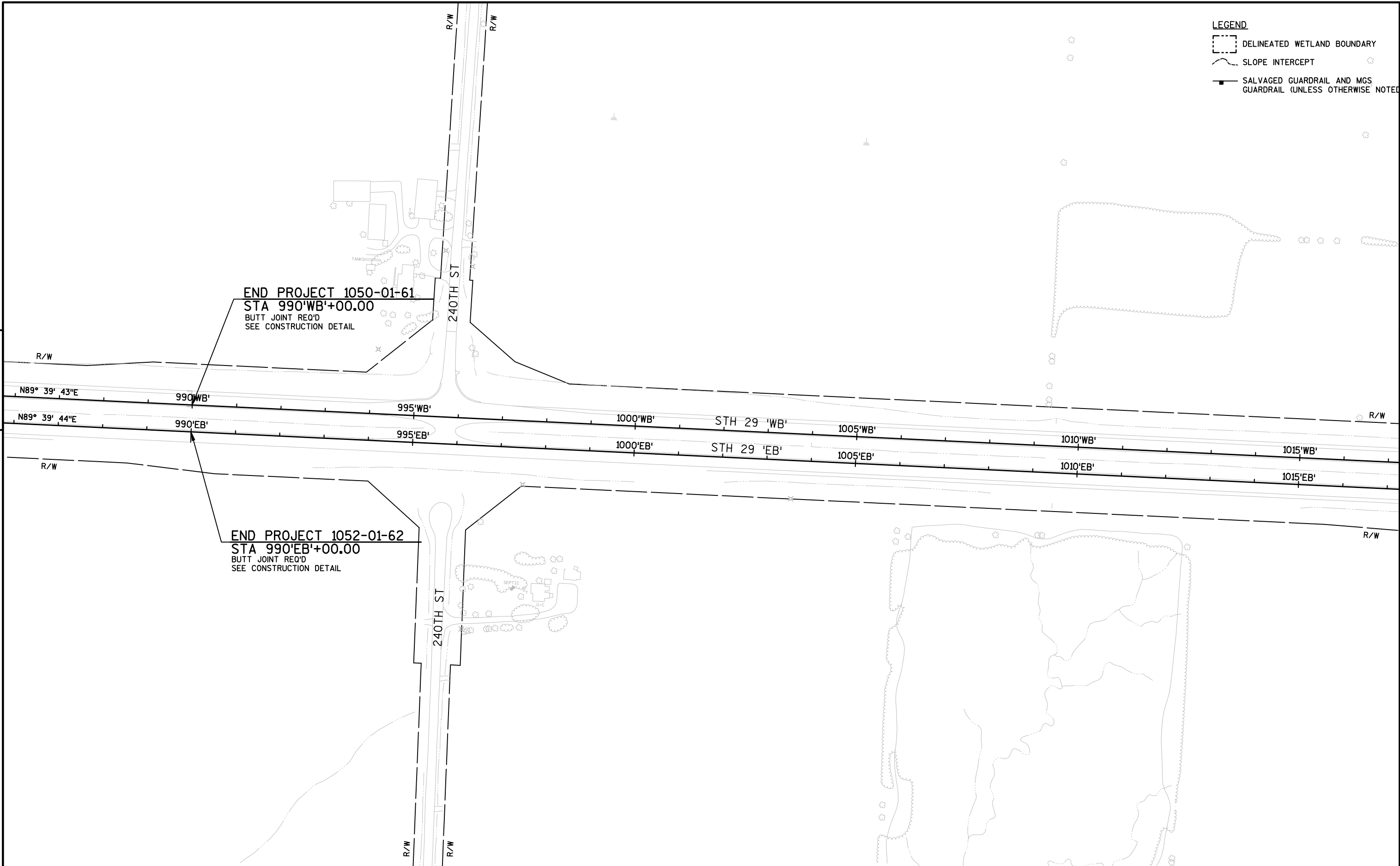


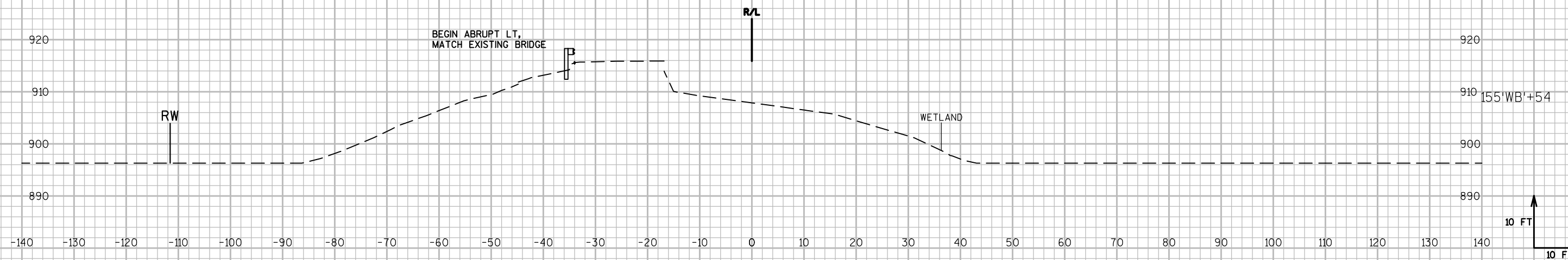
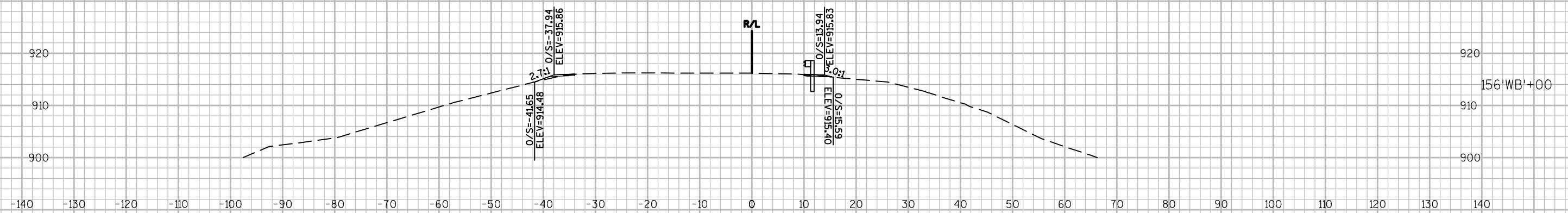


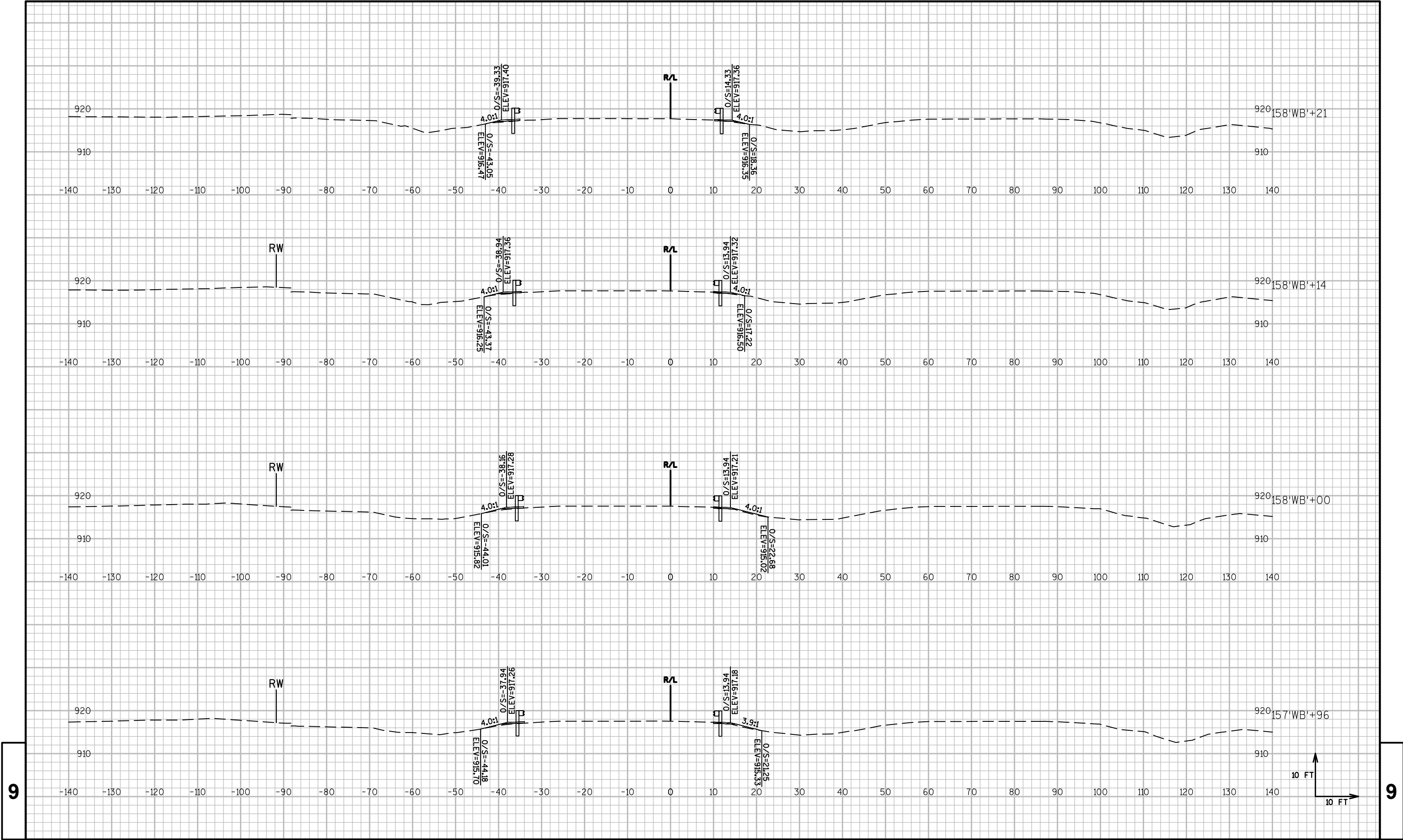












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PROJECT NO:1051-01-61

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 WB

SHEET

PRE_49

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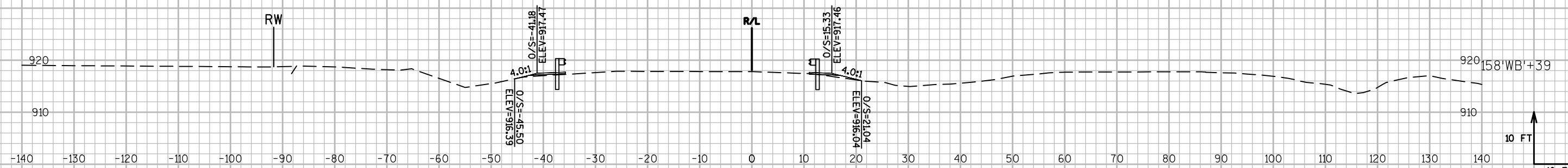
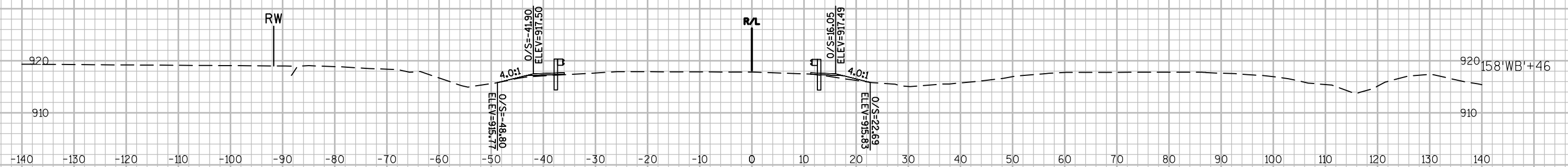
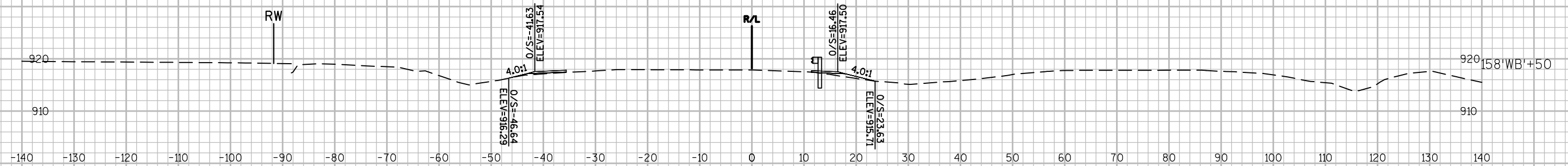
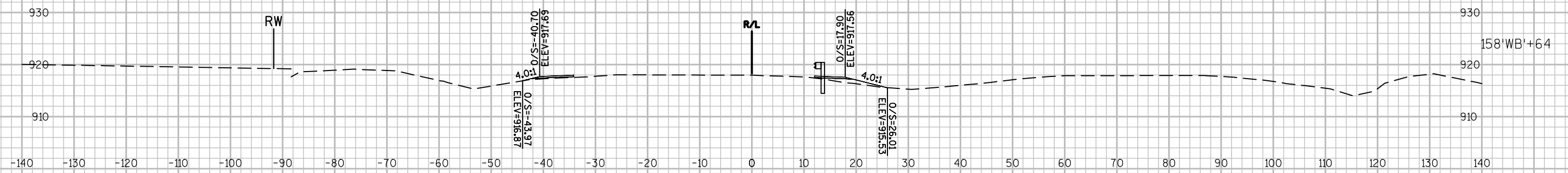
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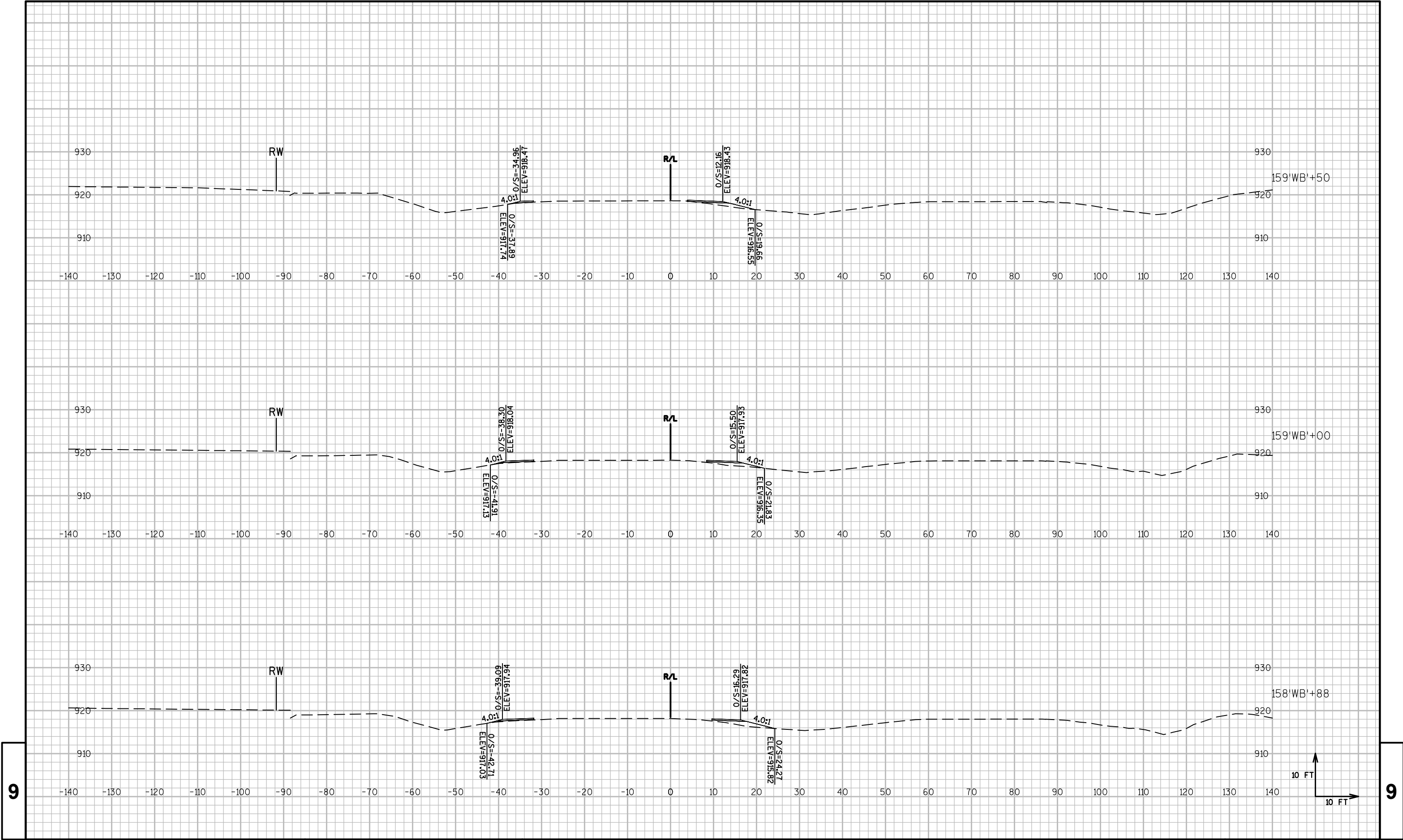
PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDs SHEET 49





PROJECT NO:1051-01-61

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 WB

SHEET

PRE_51

E

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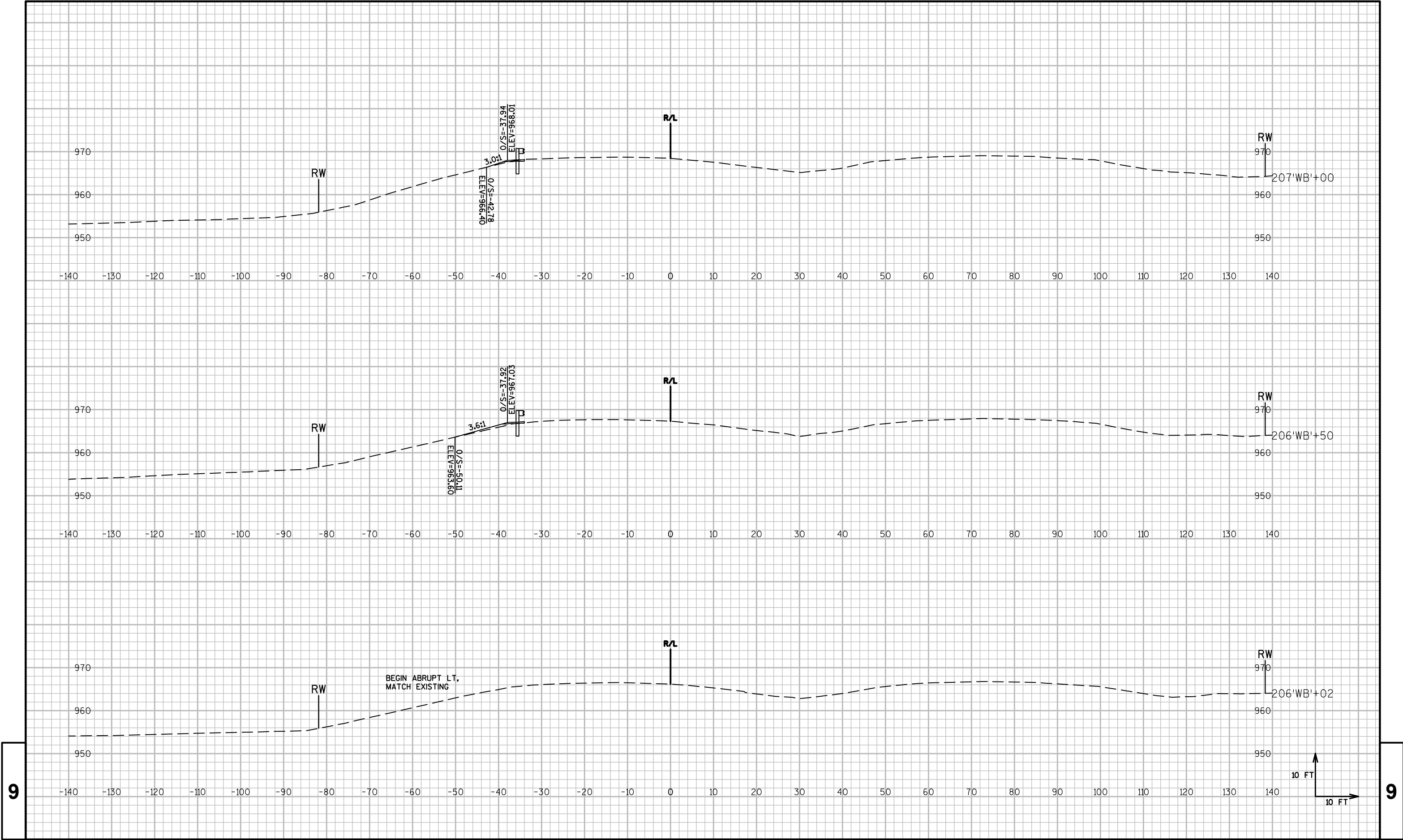
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PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADD SHEET 49



PROJECT NO:1051-01-61

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 WB

SHEET

PRE_53

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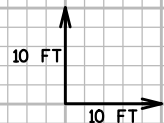
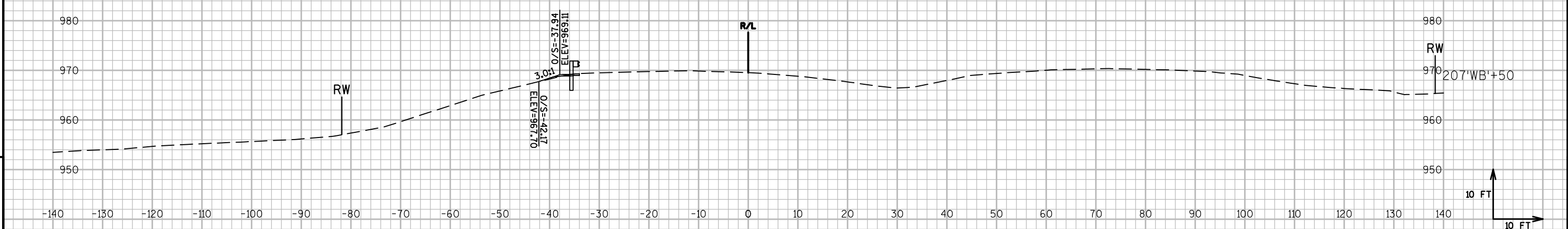
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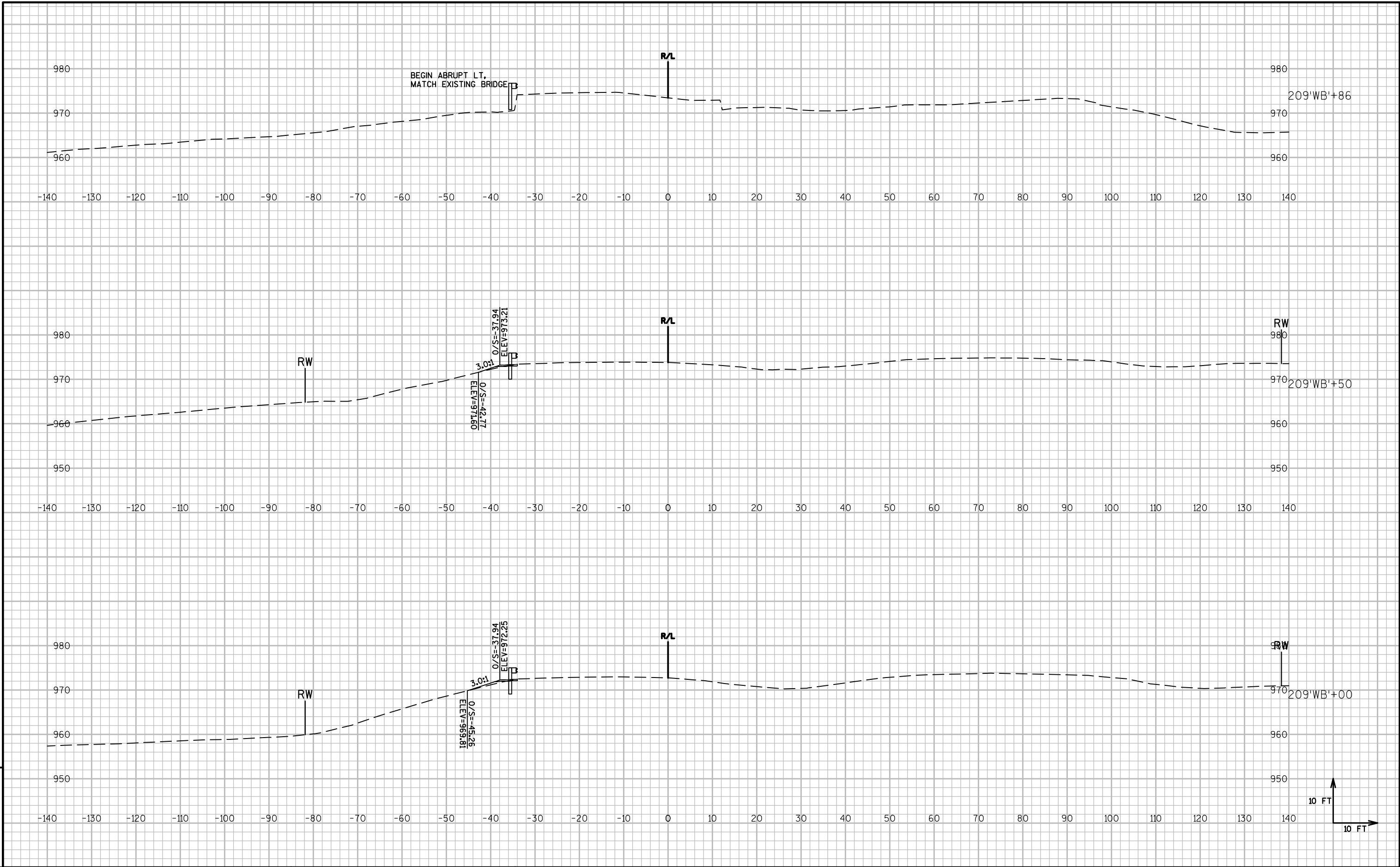
PLOT BY : MICHAEL HIGGINS

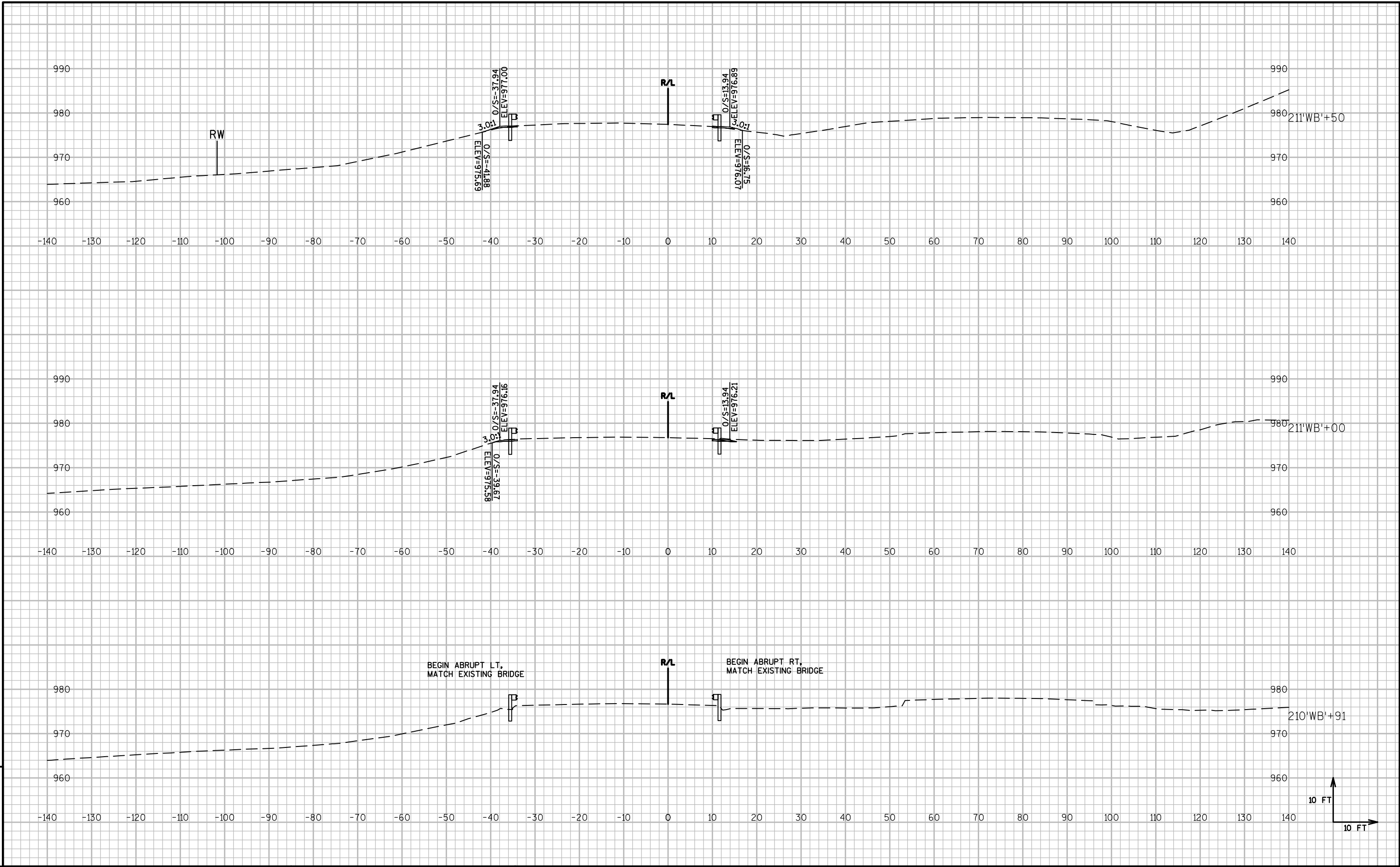
PLOT NAME :

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WISDOT/CADDs SHEET 49

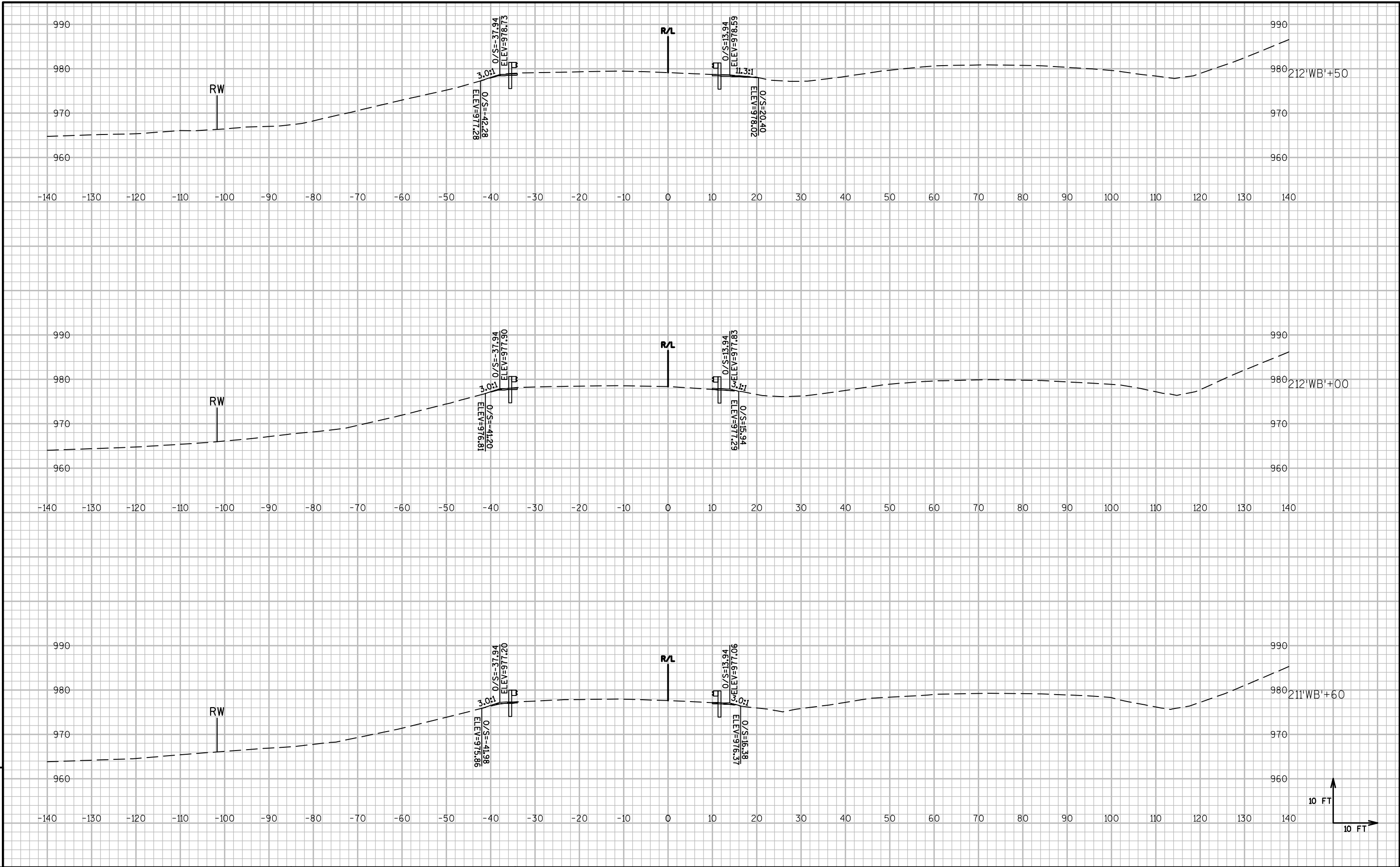


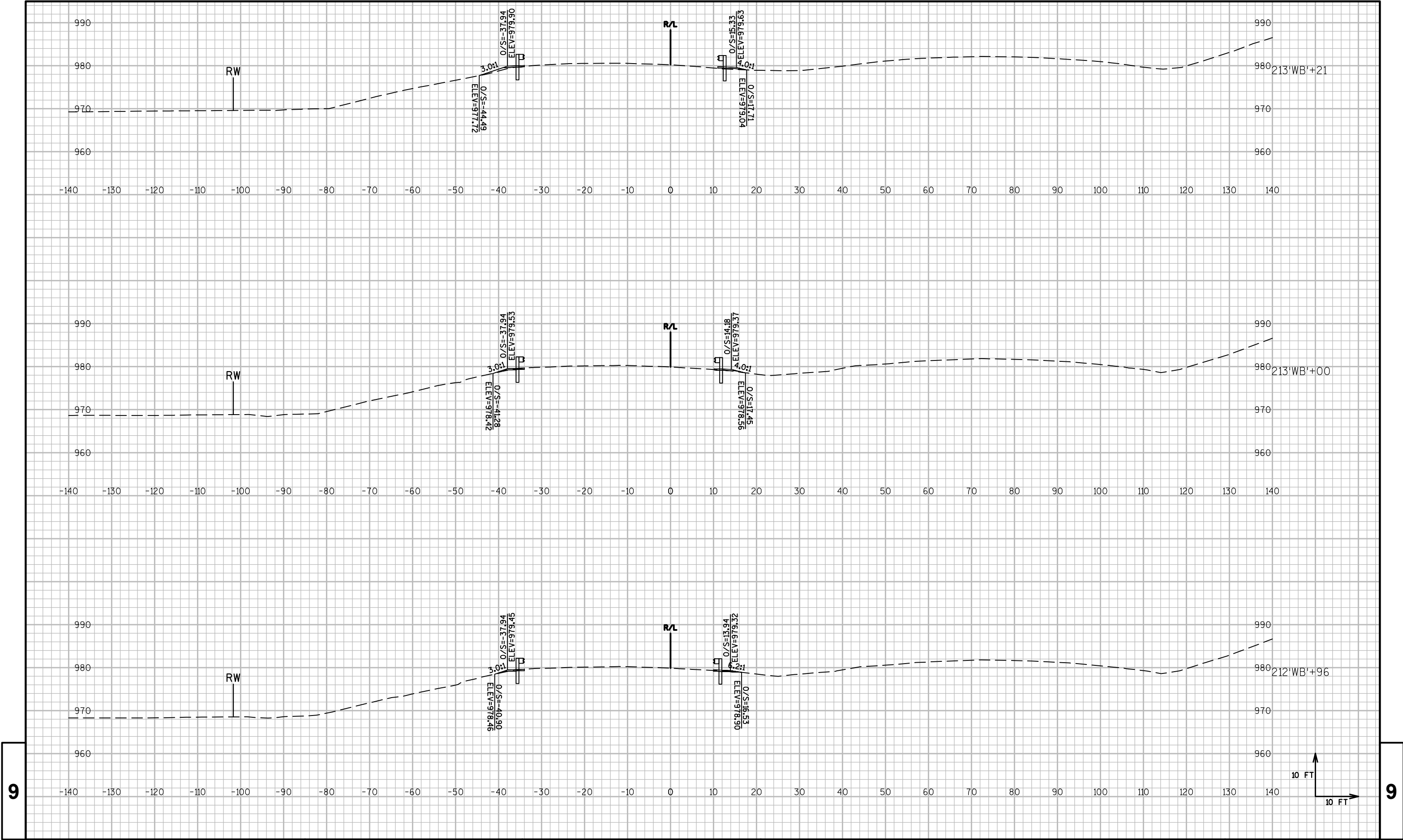




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PROJECT NO:1051-01-61

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 WB

SHEET

PRE_58

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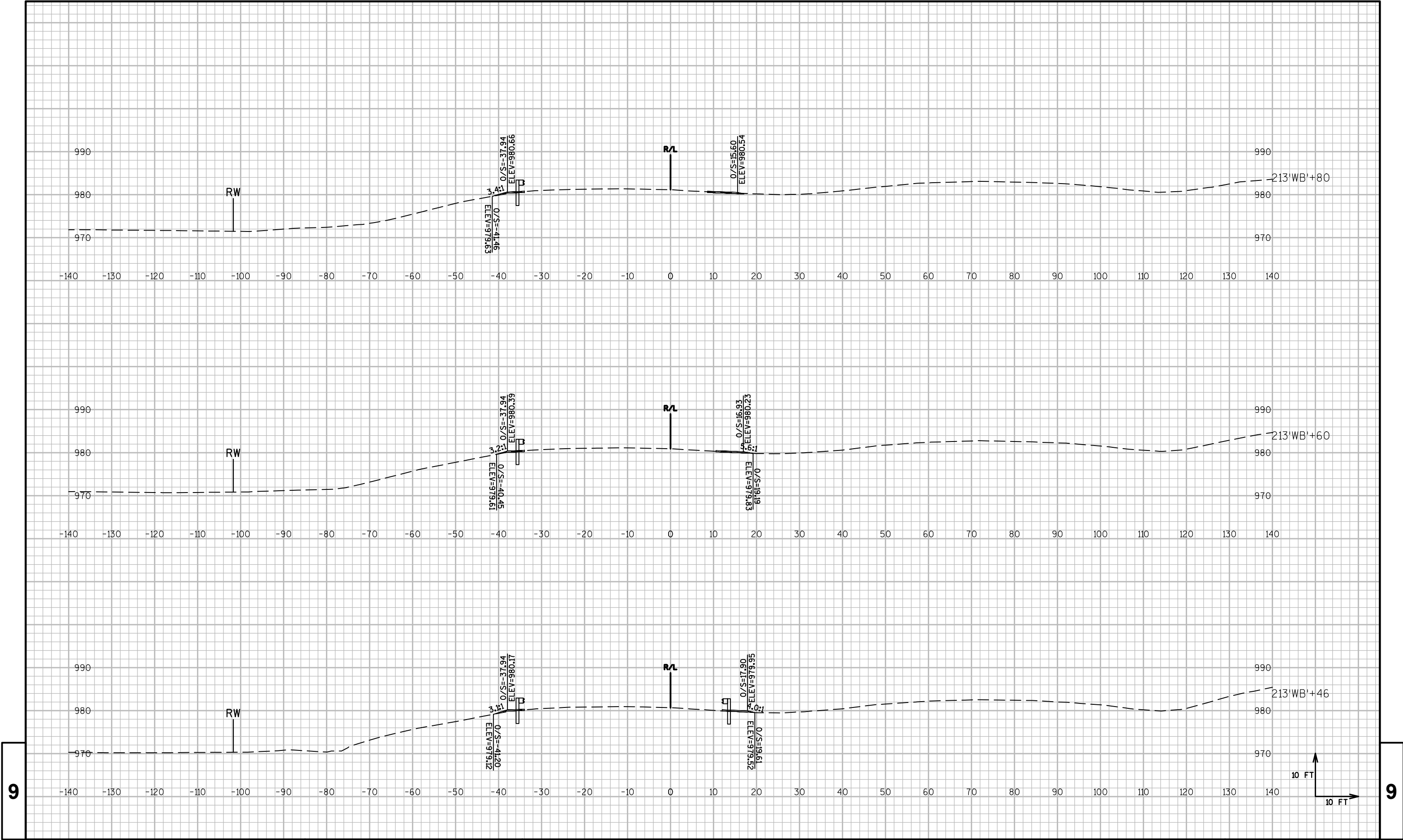
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PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDs SHEET 49



9

9

PROJECT NO:1051-01-61

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 WB

SHEET

PRE_59

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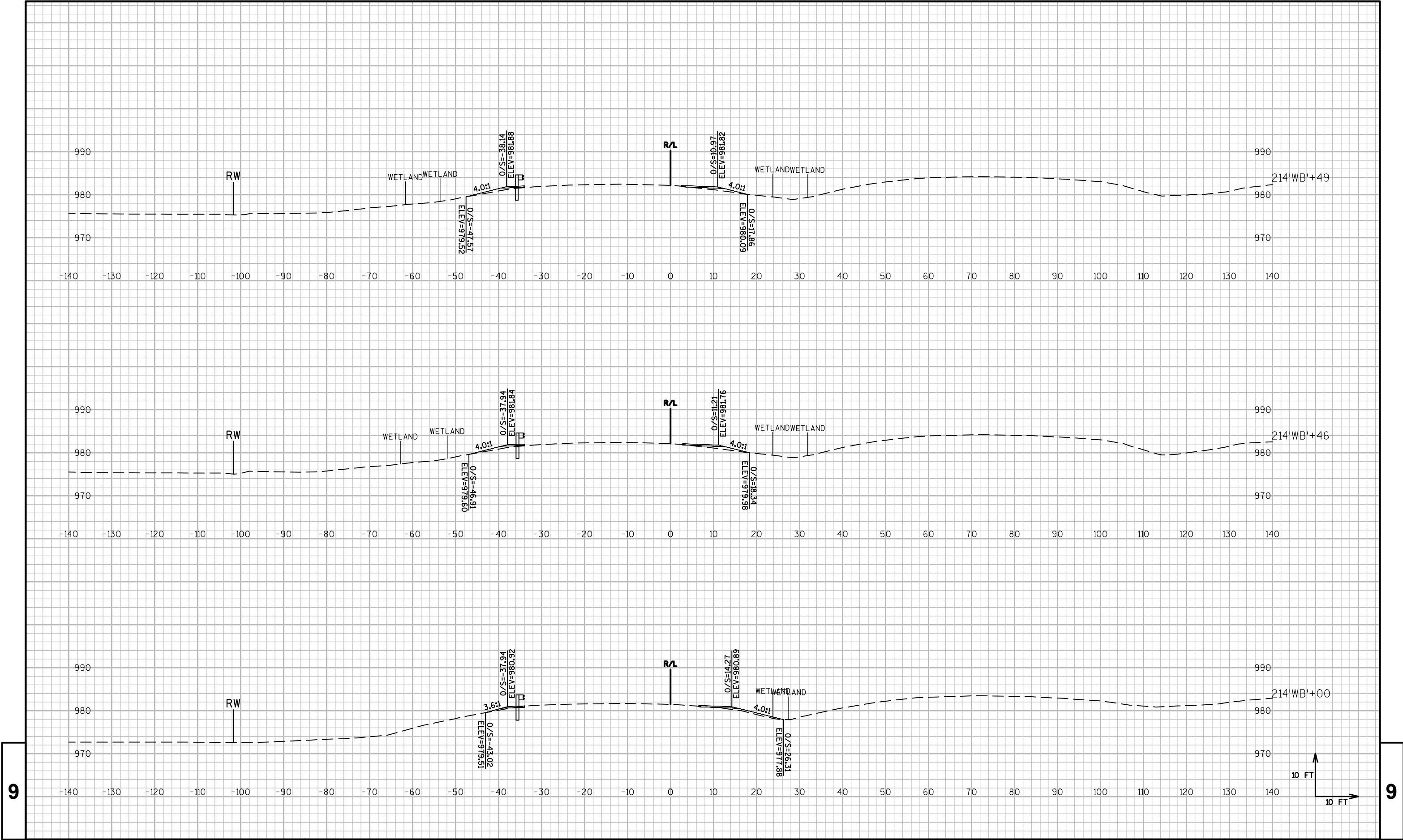
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PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDs SHEET 49



PROJECT NO:1051-01-61

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 WB

SHEET

PRE_60

E

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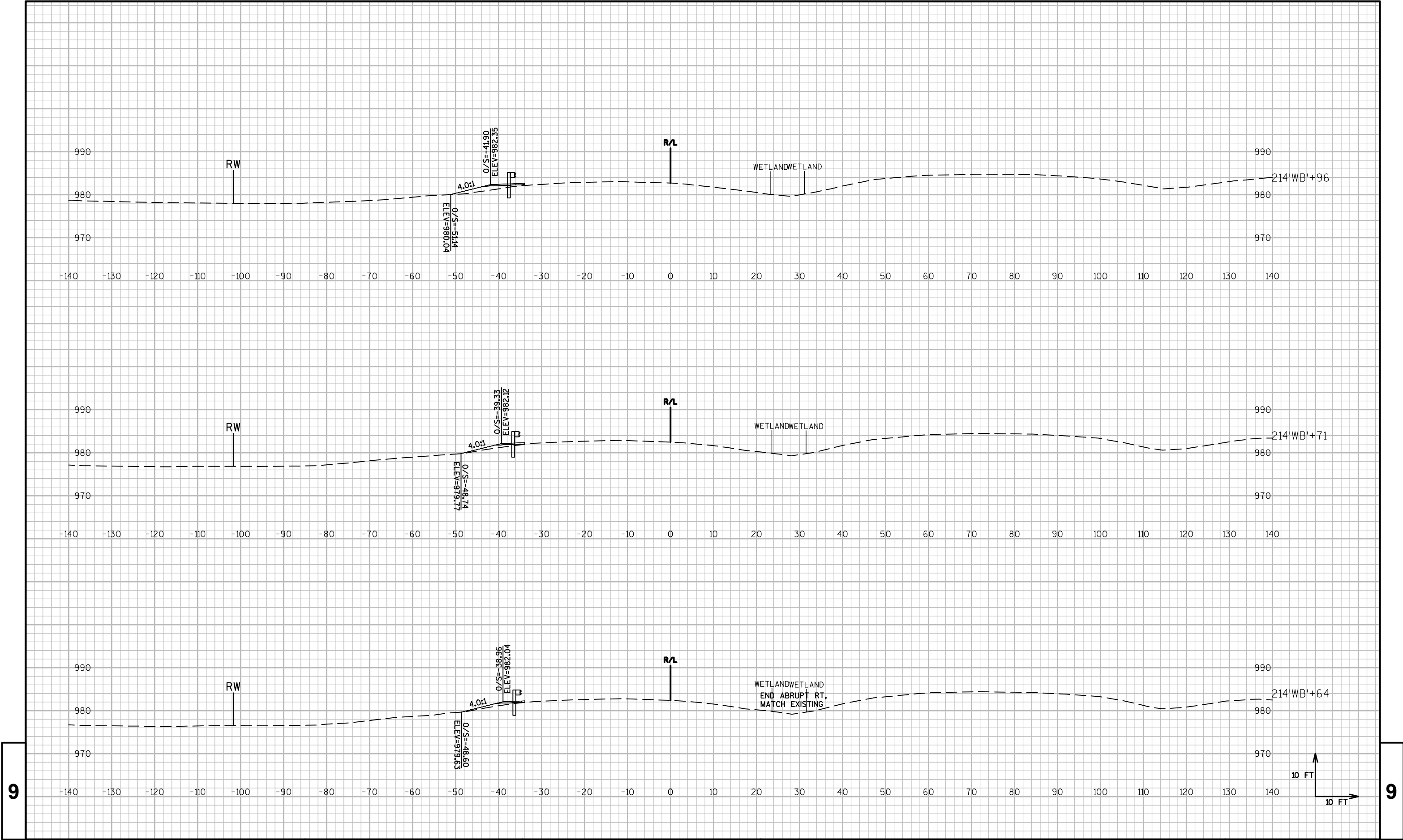
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PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDs SHEET 49



PROJECT NO:1051-01-61

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 WB

SHEET

PRE_61

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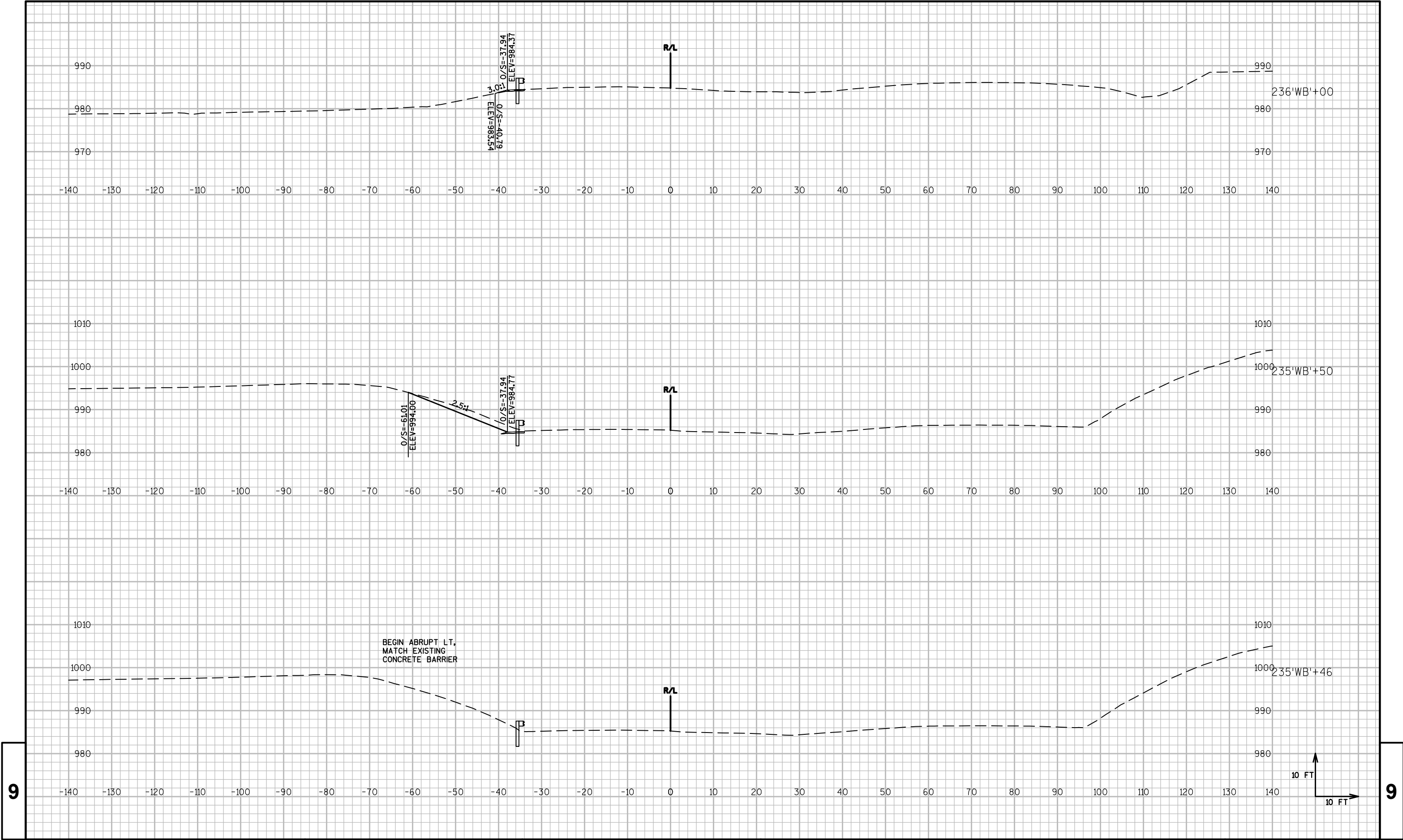
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PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDs SHEET 49



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9

PROJECT NO:1051-01-61

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 WB

SHEET

PRE_63

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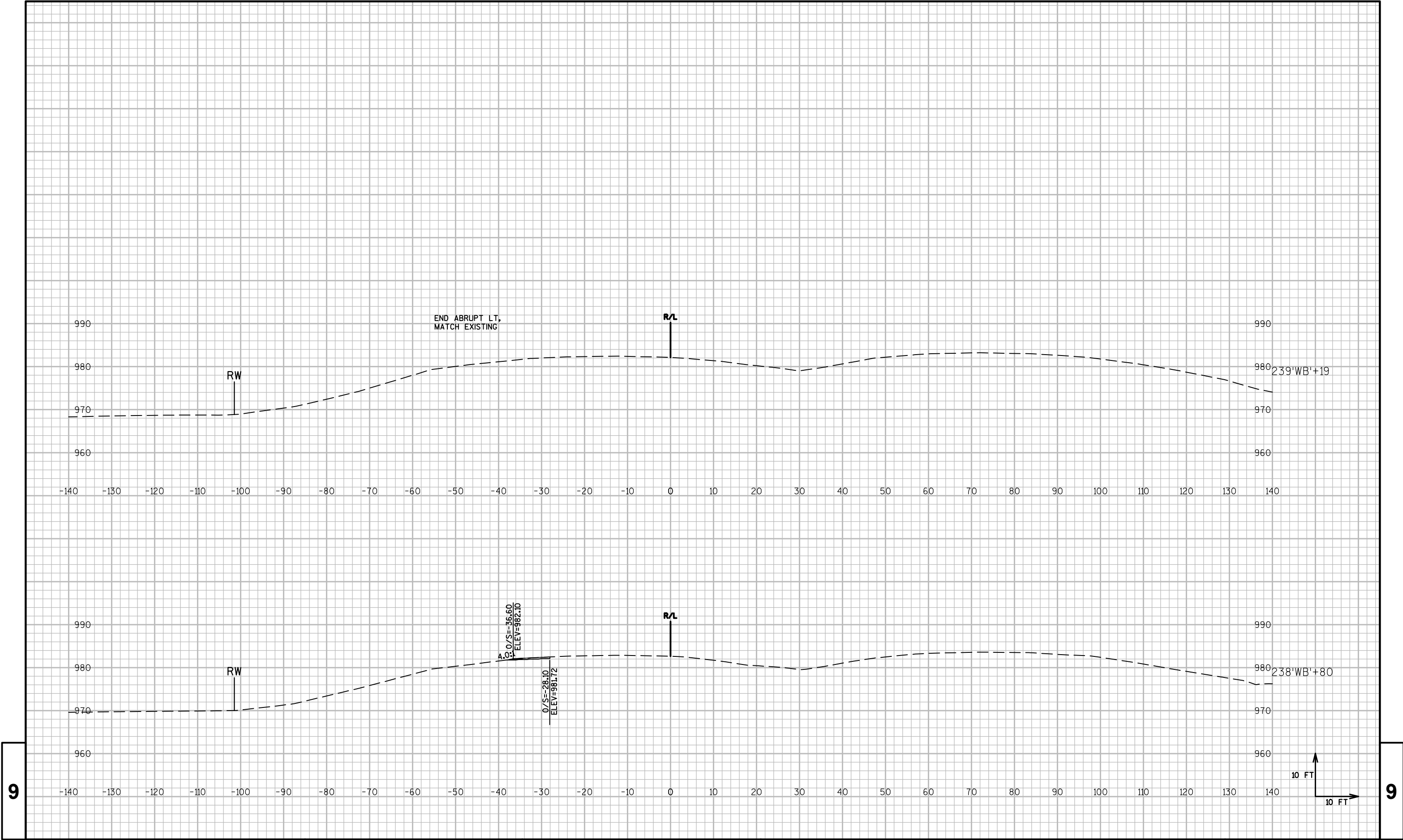
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PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDs SHEET 49



9

9

PROJECT NO:1051-01-61

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 WB

SHEET

PRE_66

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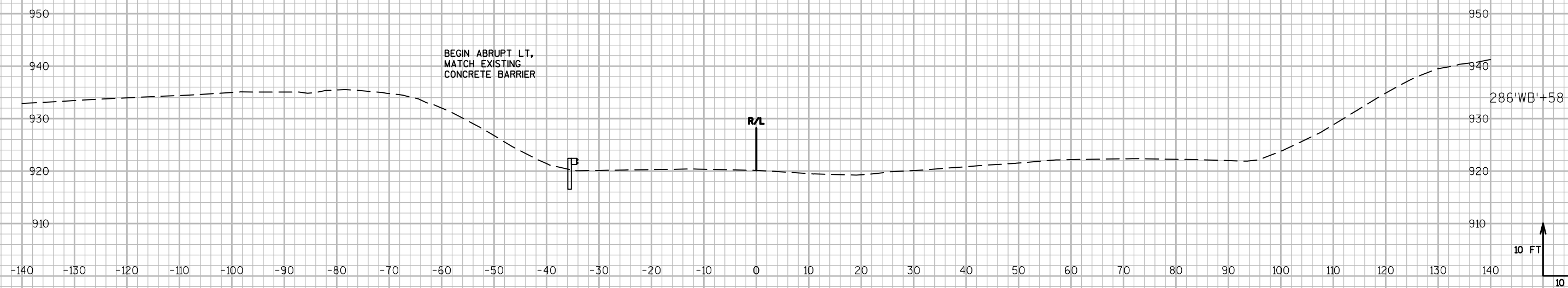
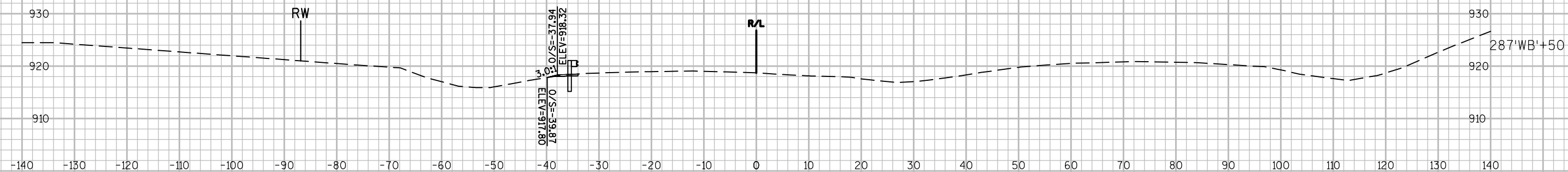
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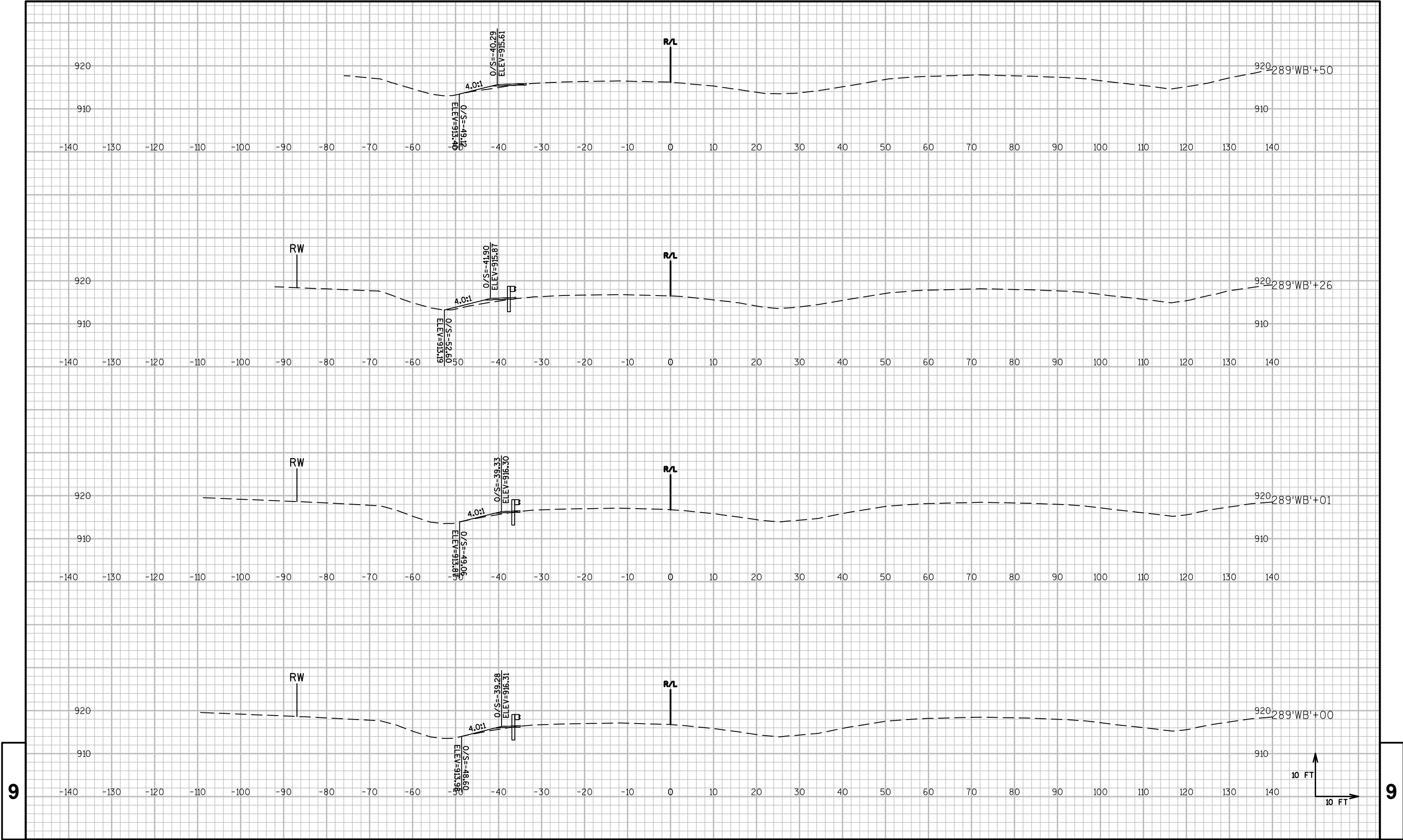
PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDs SHEET 49





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9

PROJECT NO:1051-01-61

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 WB

SHEET

PRE_69

E

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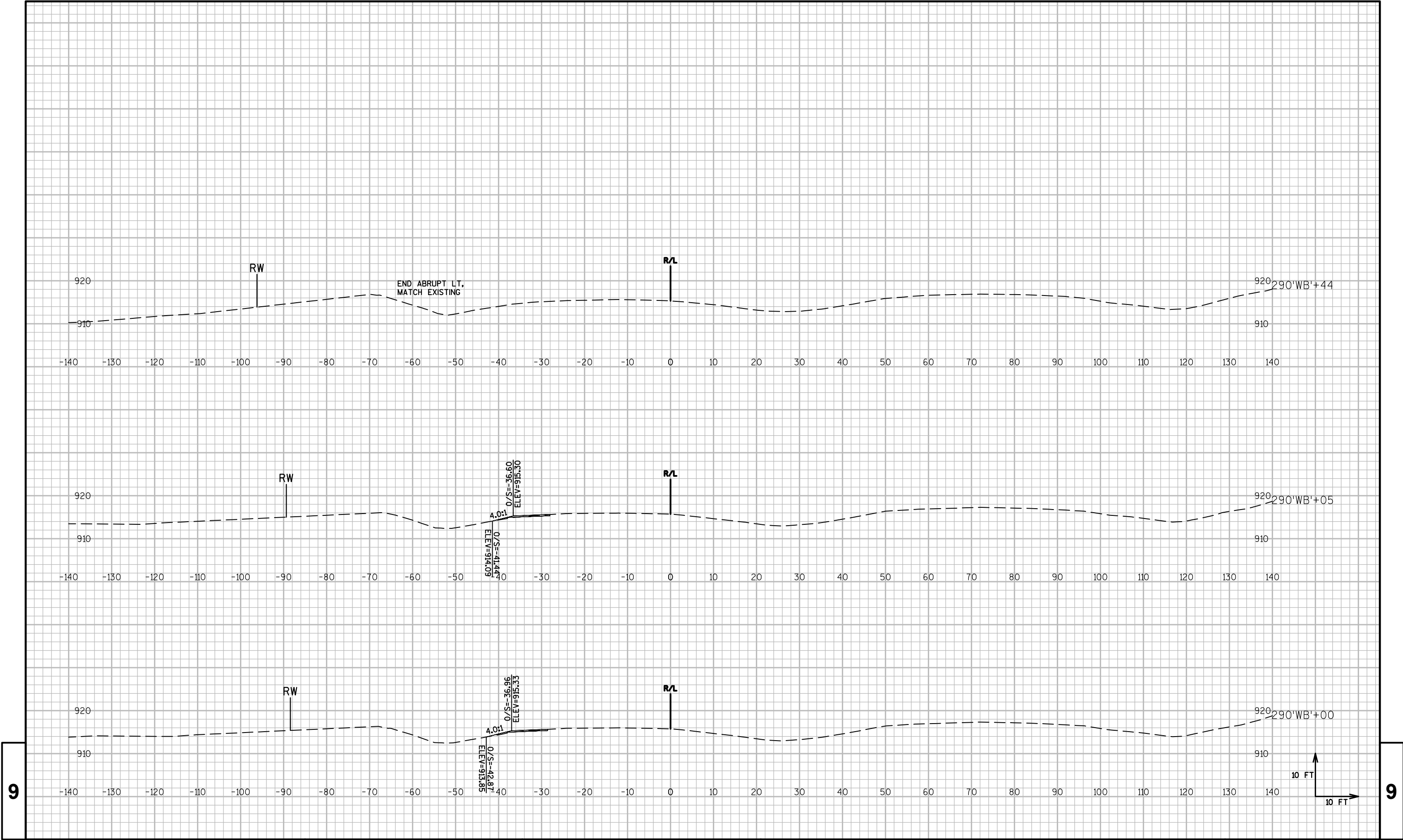
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PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDs SHEET 49



9

9

PROJECT NO:1051-01-61

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 WB

SHEET

PRE_70

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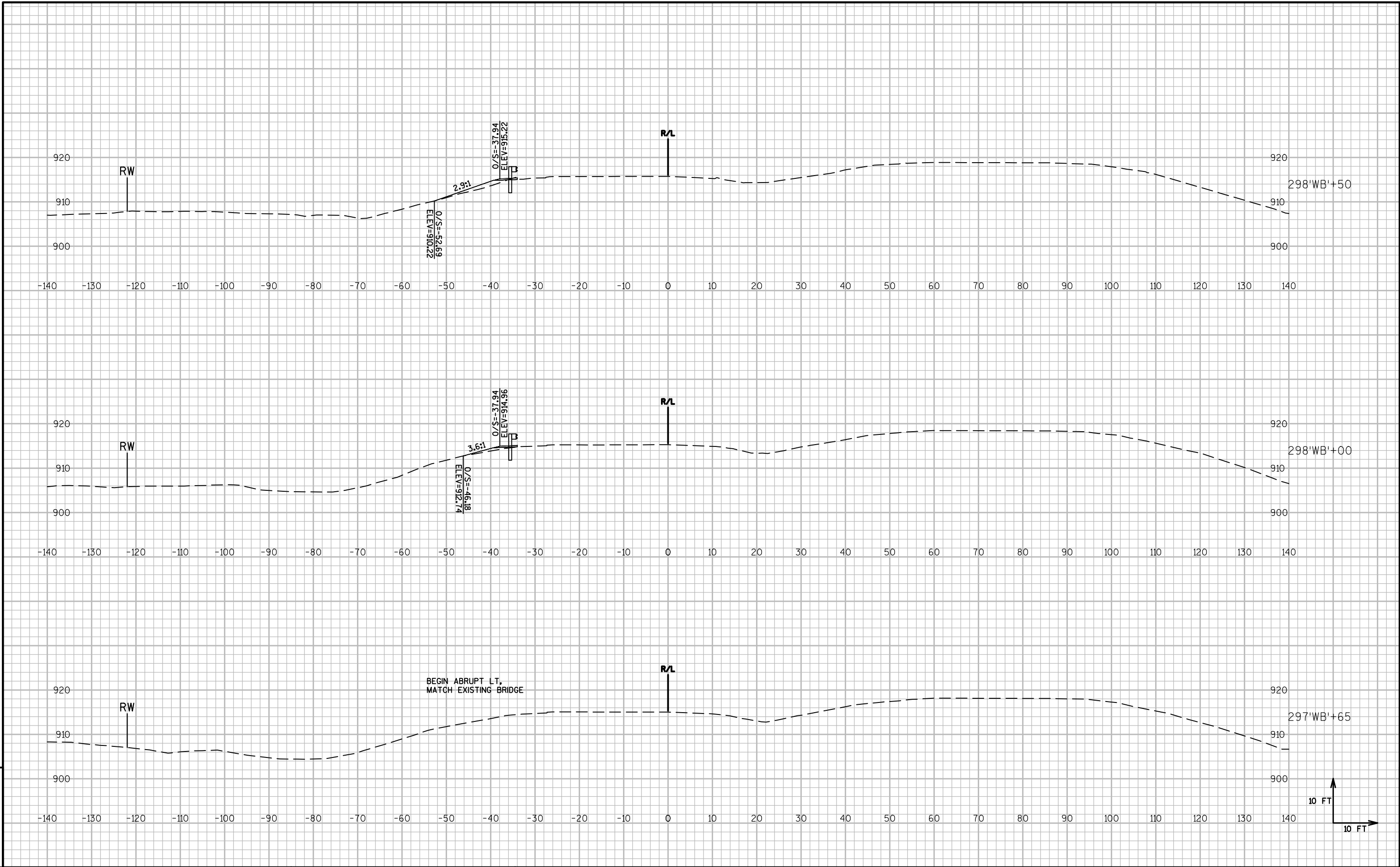
PLOT DATE : 9/9/2015 3:10 PM

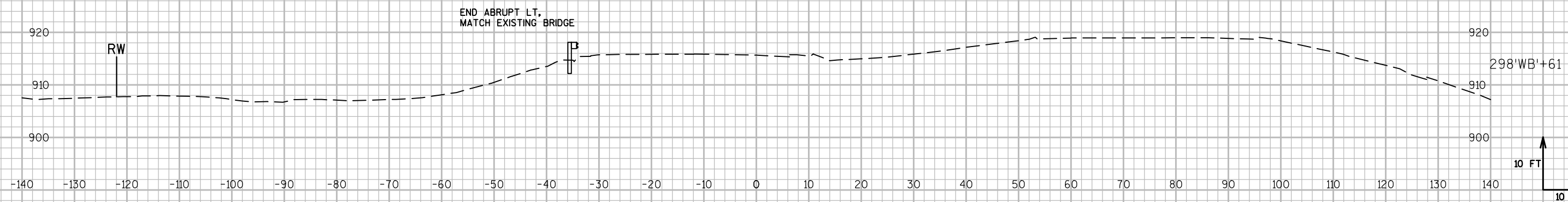
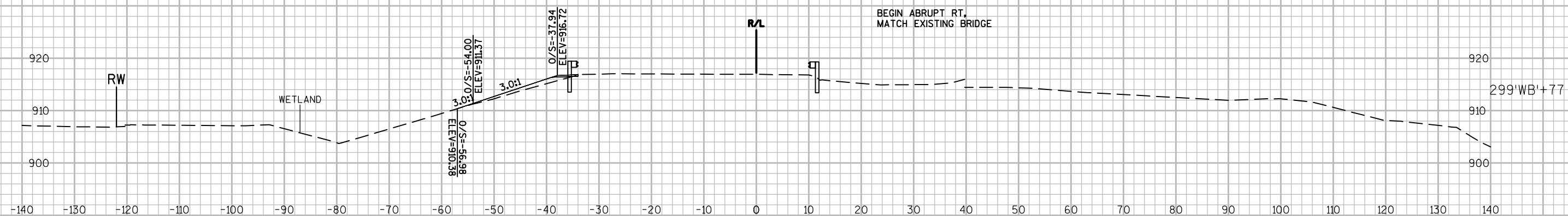
PLOT BY : MICHAEL HIGGINS

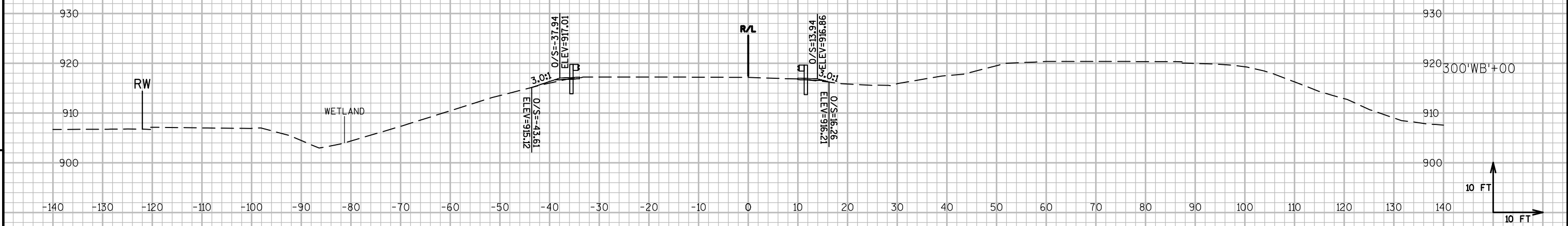
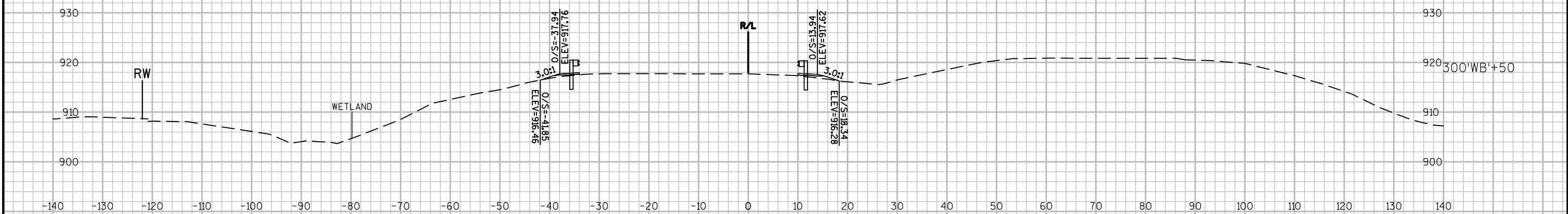
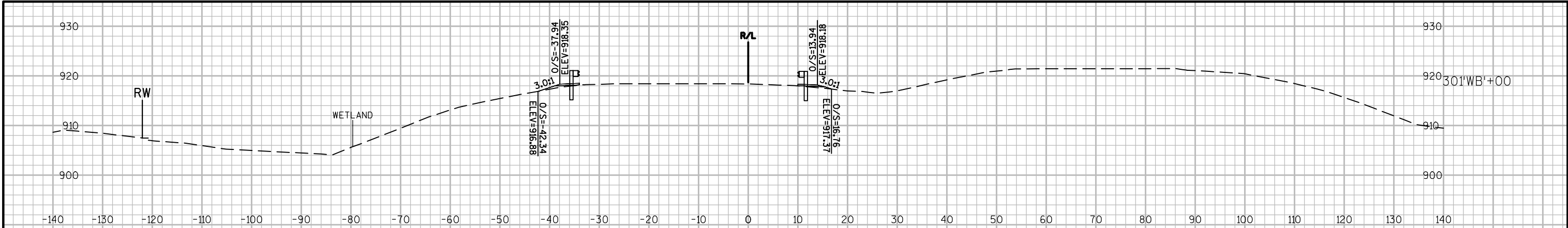
PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDs SHEET 49







PROJECT NO:1051-01-61

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 WB

SHEET PRE_73

E

FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADD\10500191\SHEETSP\AN\090201-XS.DWG

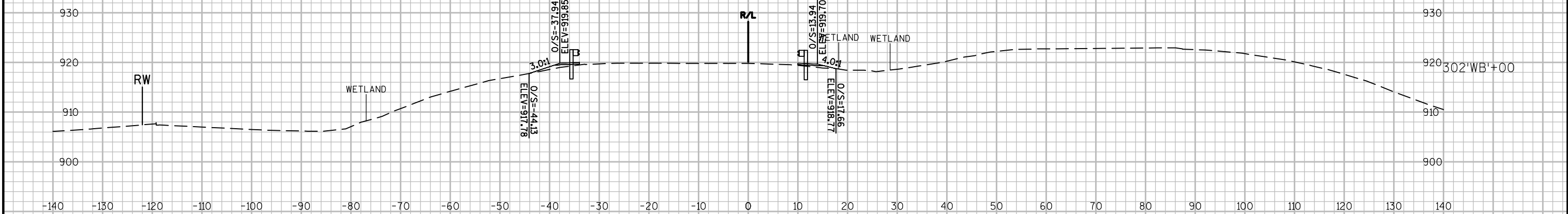
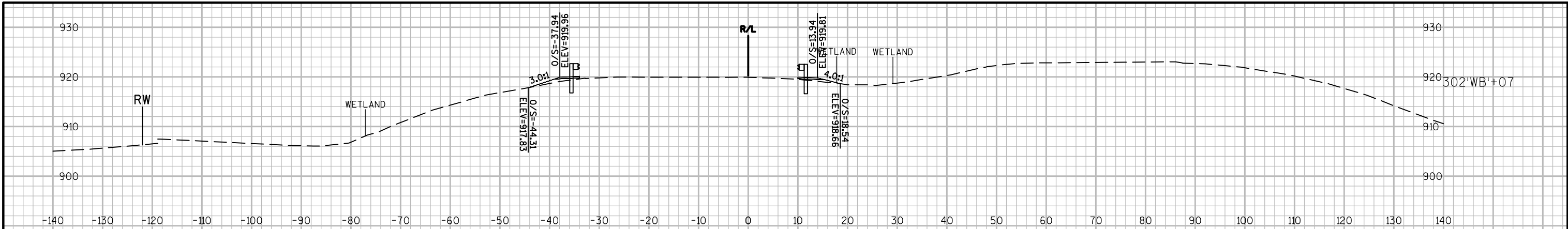
PLOT DATE : 9/9/2015 3:10 PM

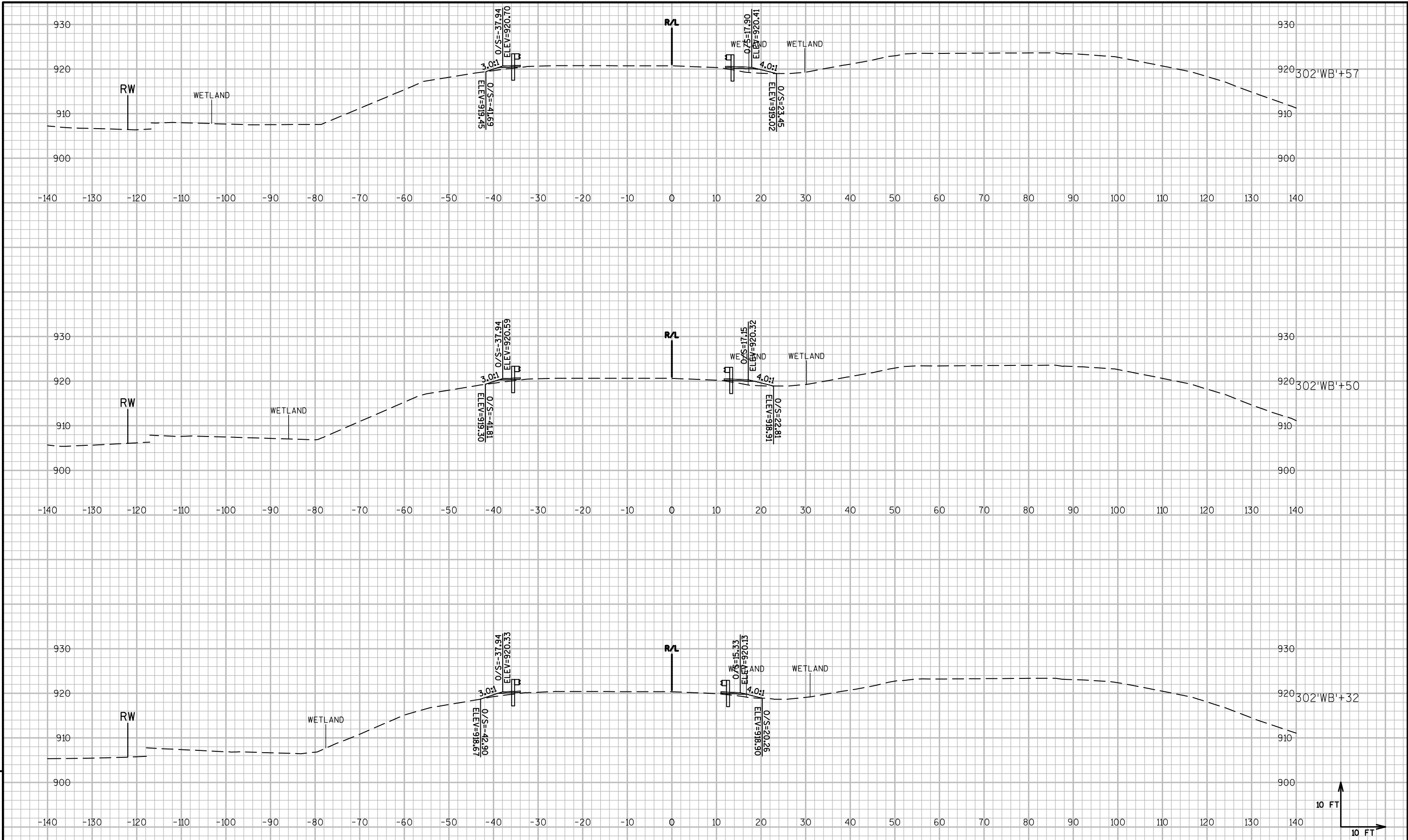
PLOT BY : MICHAEL HIGGINS

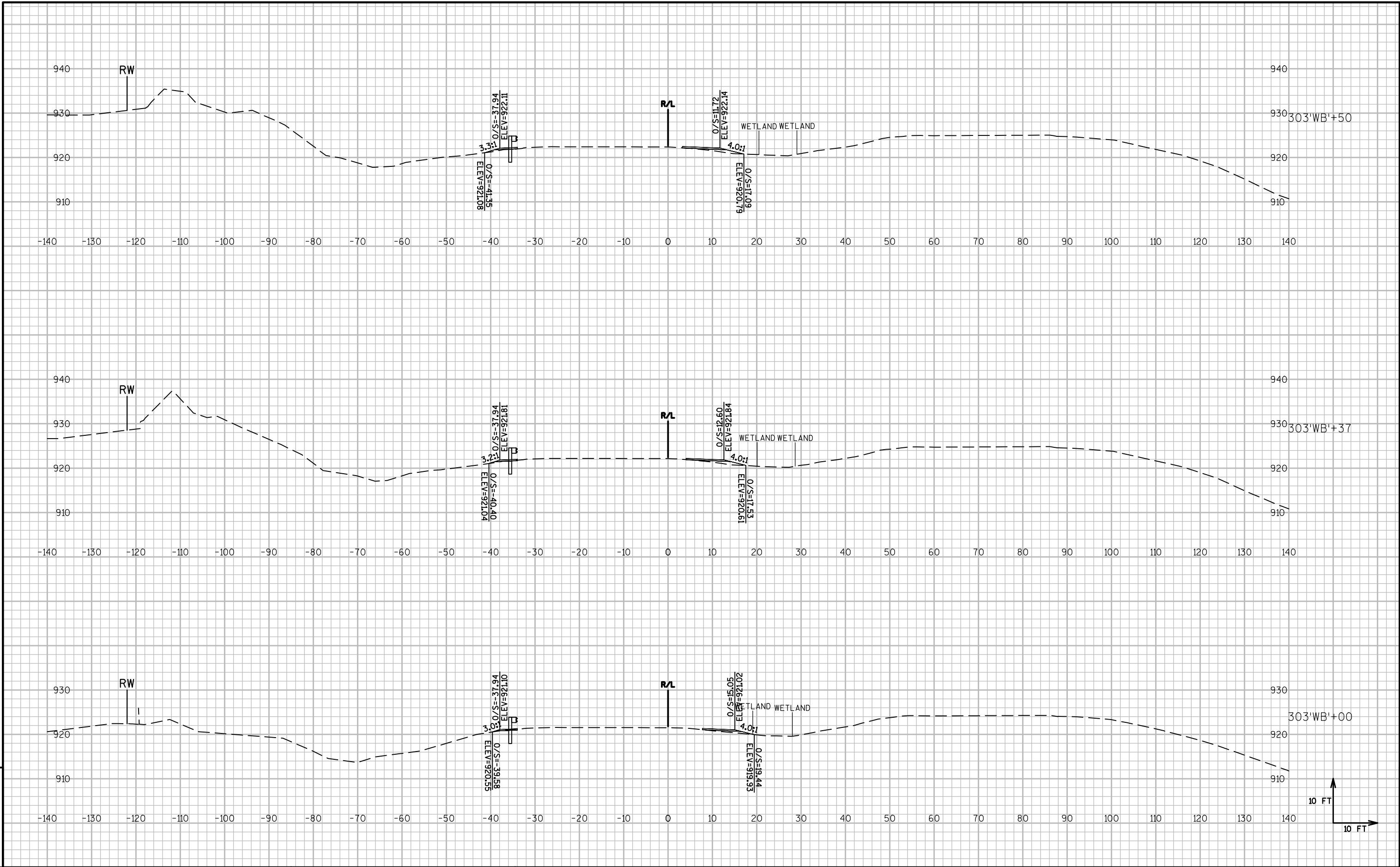
PLOT NAME :

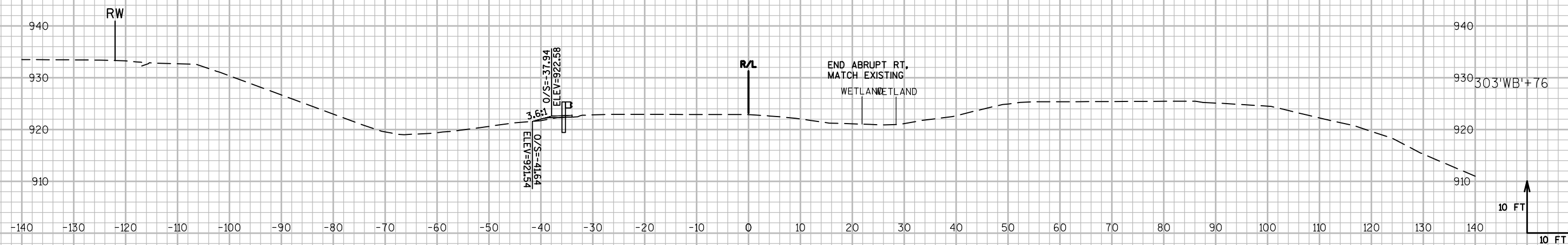
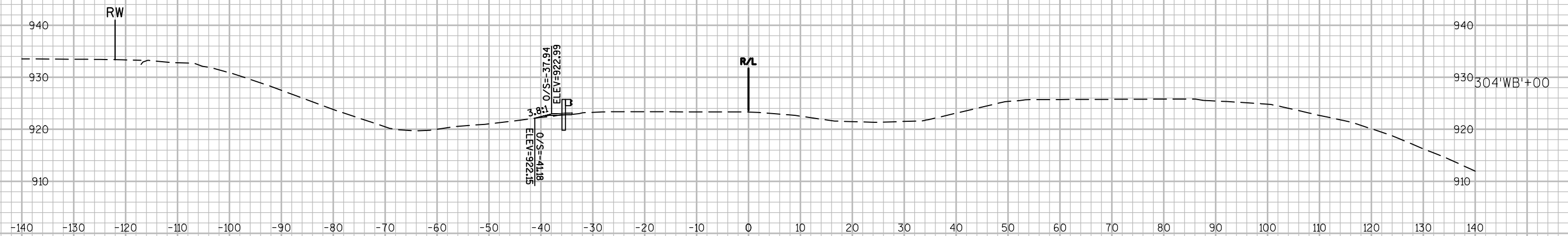
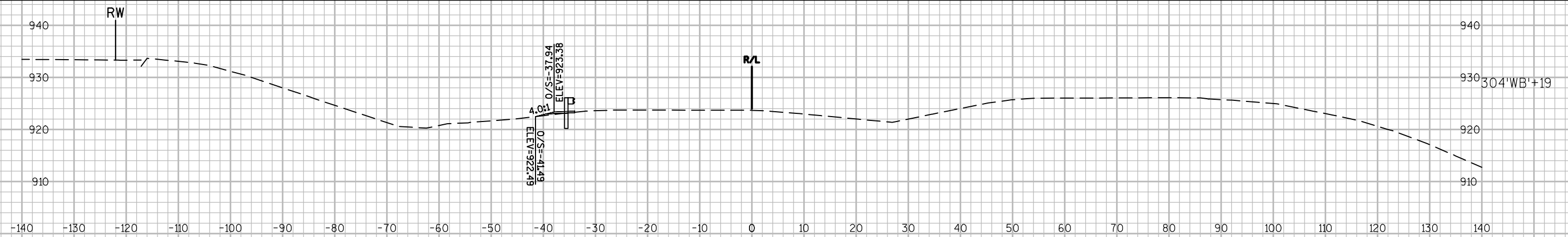
PLOT SCALE : 1 IN:20 FT

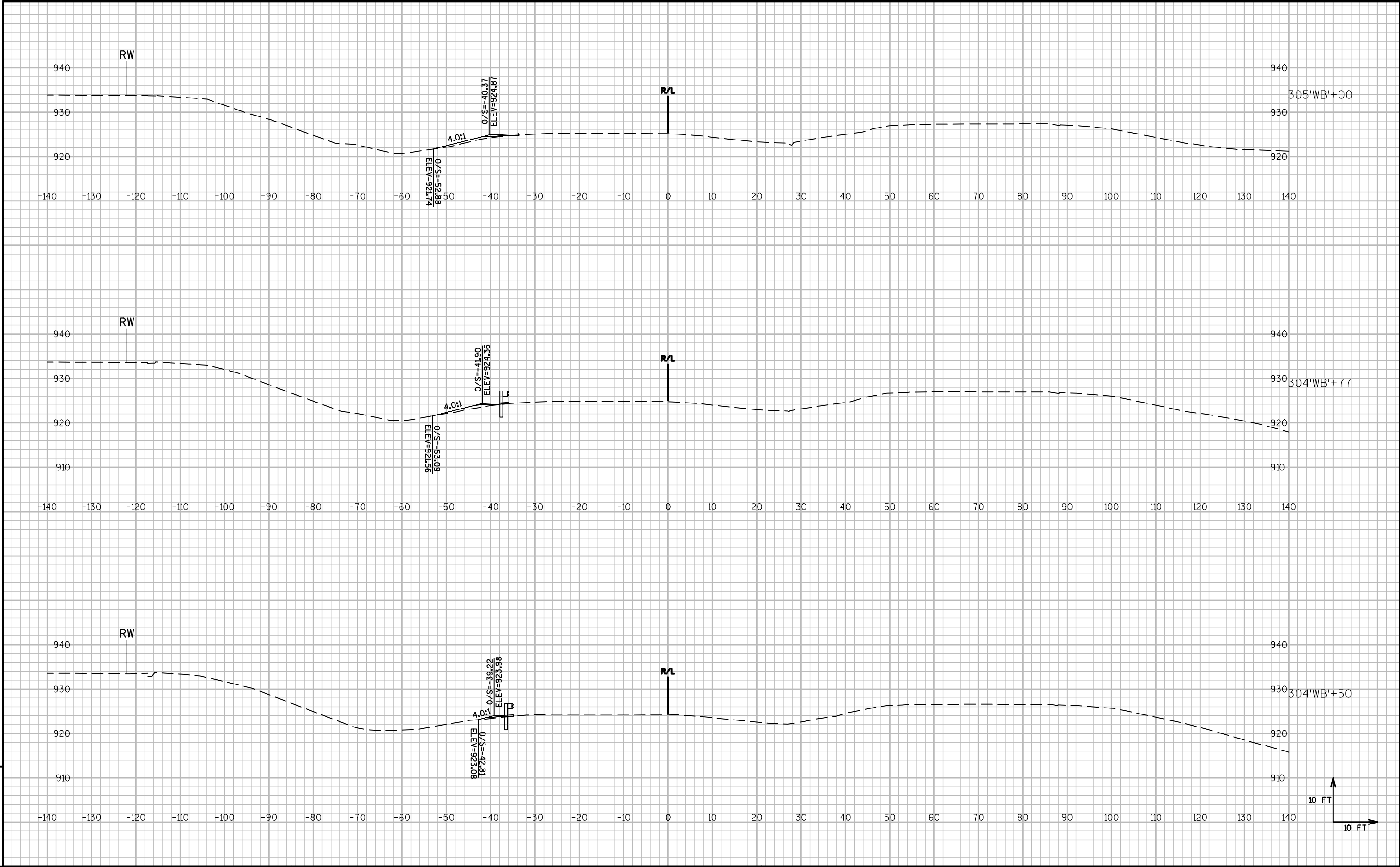
WISDOT/CADDs SHEET 49

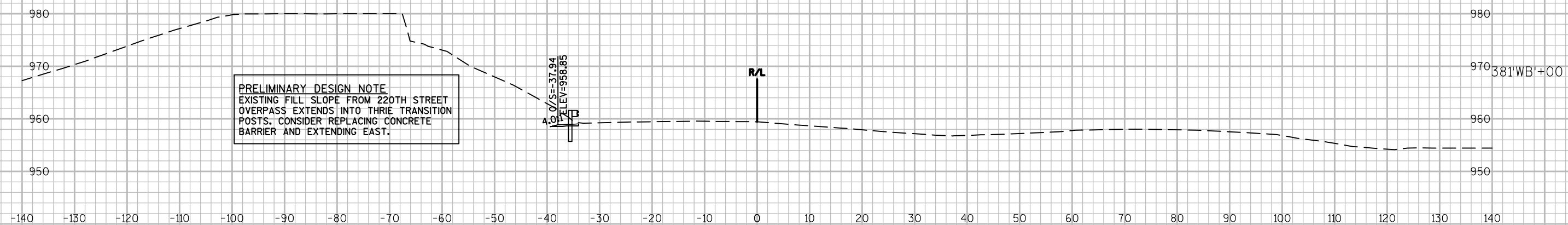












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19

PROJECT NO:1051-01-61

HWY:STH 29

COUNTY: CHIPPEWA

CROSS SECTIONS: STH 29 WB

SHEET

PRE_80

E

FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADD\10500191\SHEETSP\PLAN\090202-XS.DWG
LAYOUT NAME - 0902123-XS

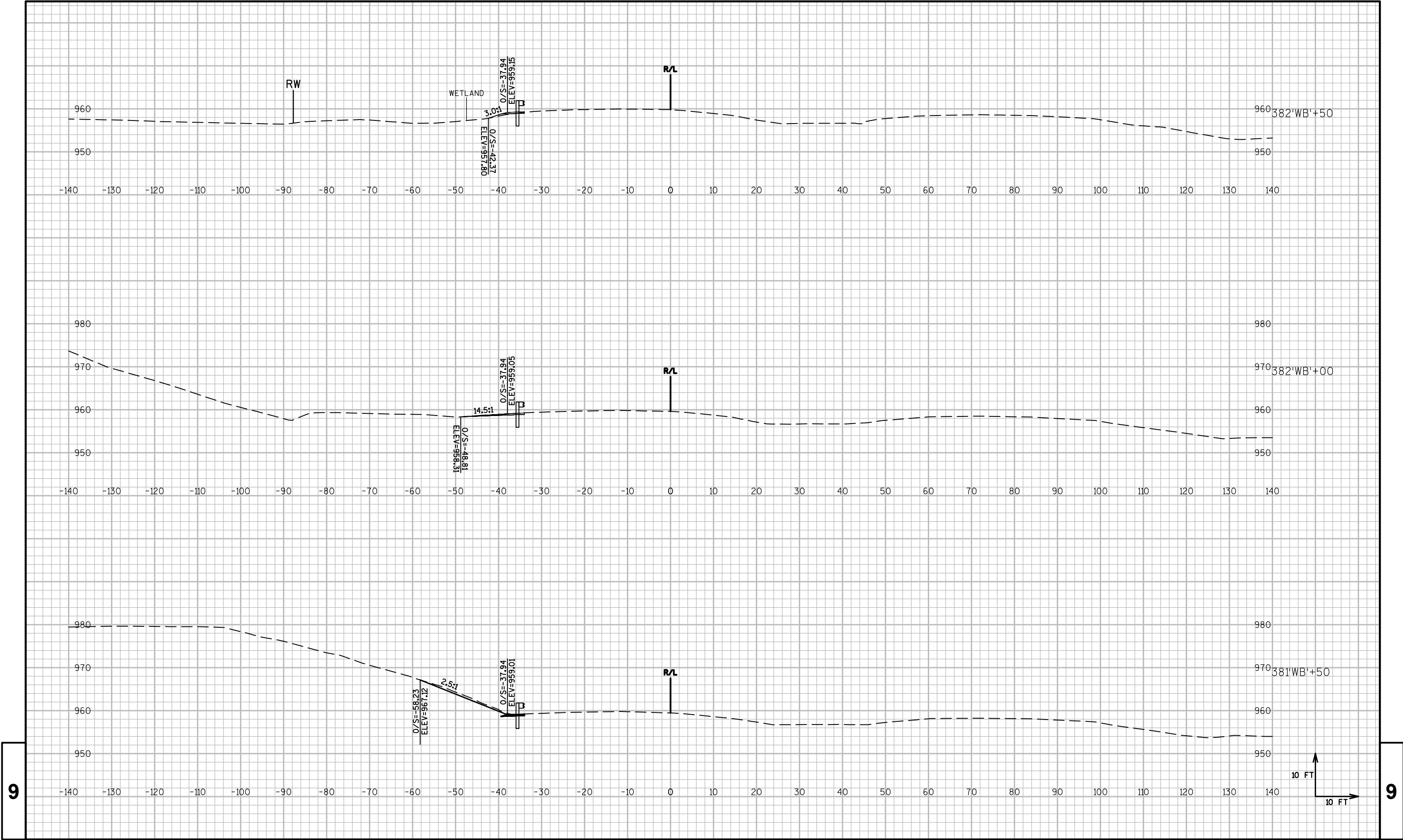
PLOT DATE : 9/9/2015 3:12 PM

PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

9

PROJECT NO:1051-01-61

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 WB

SHEET

PRE_81

E

FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADD\10500191\SHETSPLAN\090202-XS.DWG
LAYOUT NAME - 0902124-XS

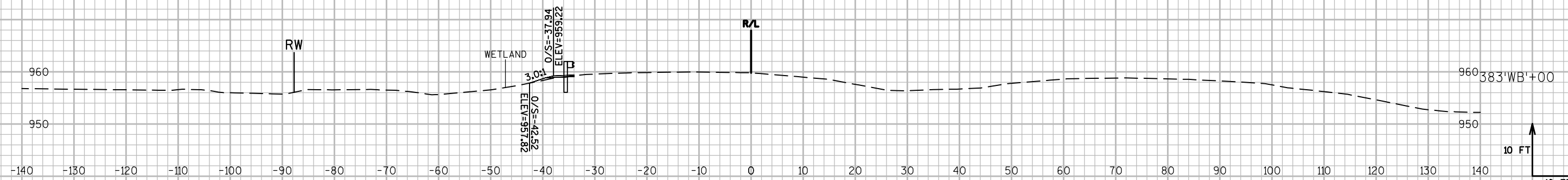
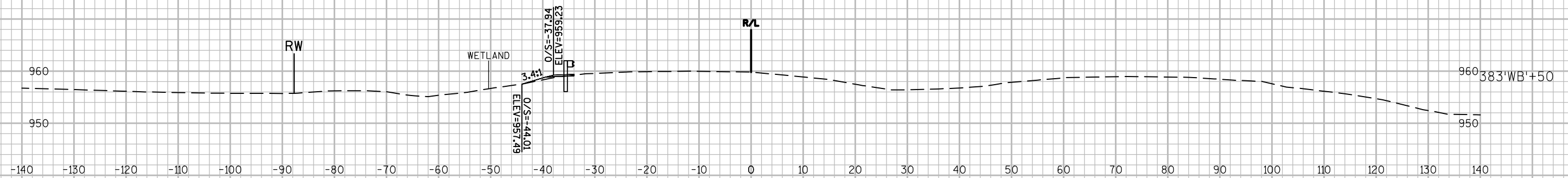
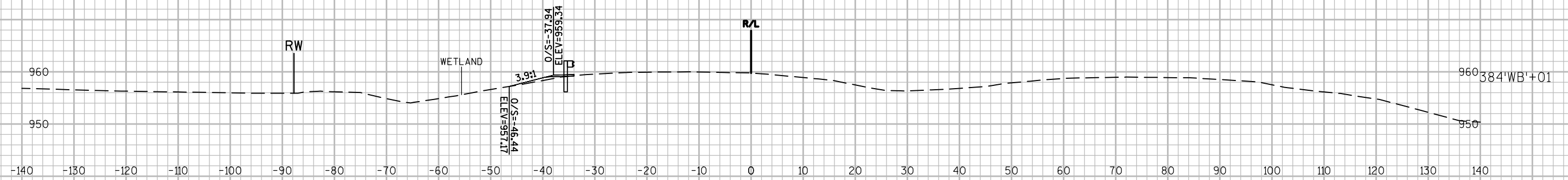
PLOT DATE : 9/9/2015 3:12 PM

PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDs SHEET 49



PROJECT NO:1051-01-61

HWY: STH 29

COUNTY: CHIPPEWA

CROSS SECTIONS: STH 29 WB

SHEET	PRE_82	E
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FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADDS\10500191\SHEETSP\PLAN\090202-XS.DWG
LAYOUT NAME - 0902125-XS

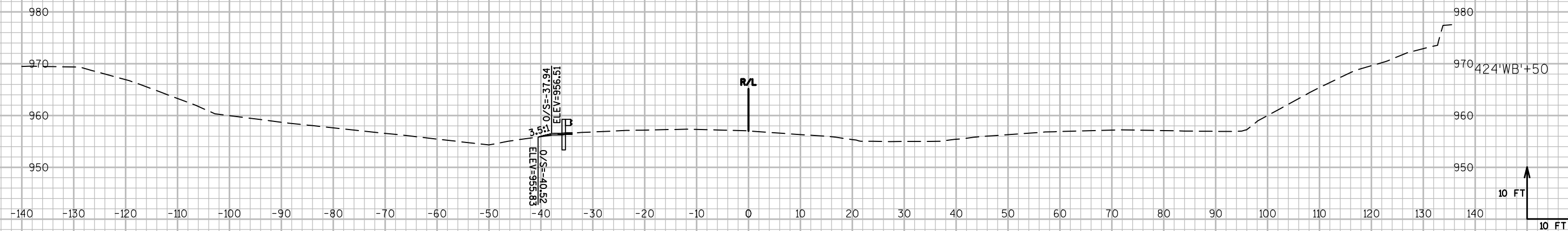
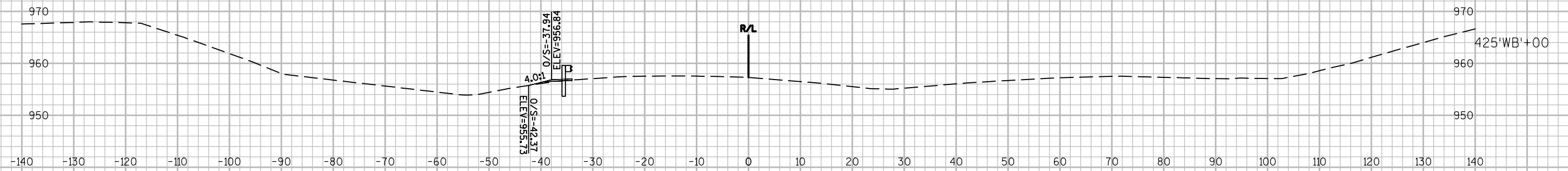
PLOT DATE : 9/9/2015 3:12 PM

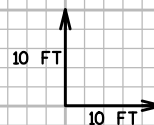
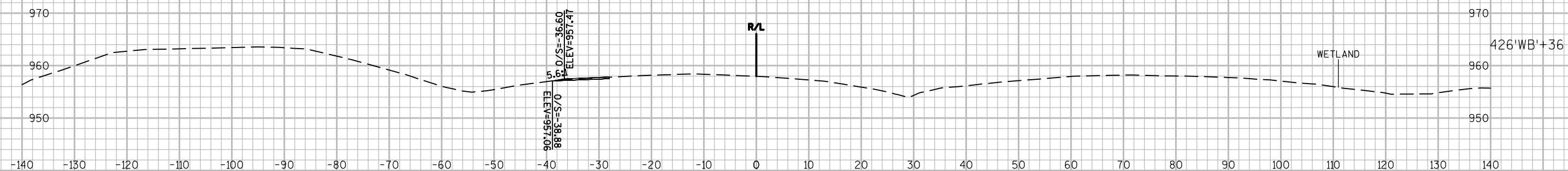
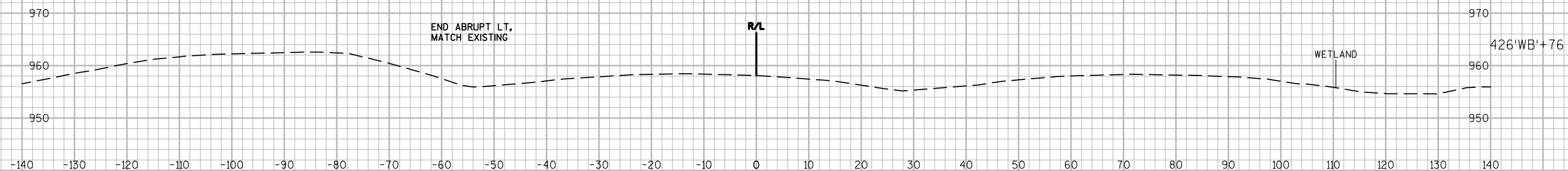
PLOT BY : MICHAEL HIGGINS

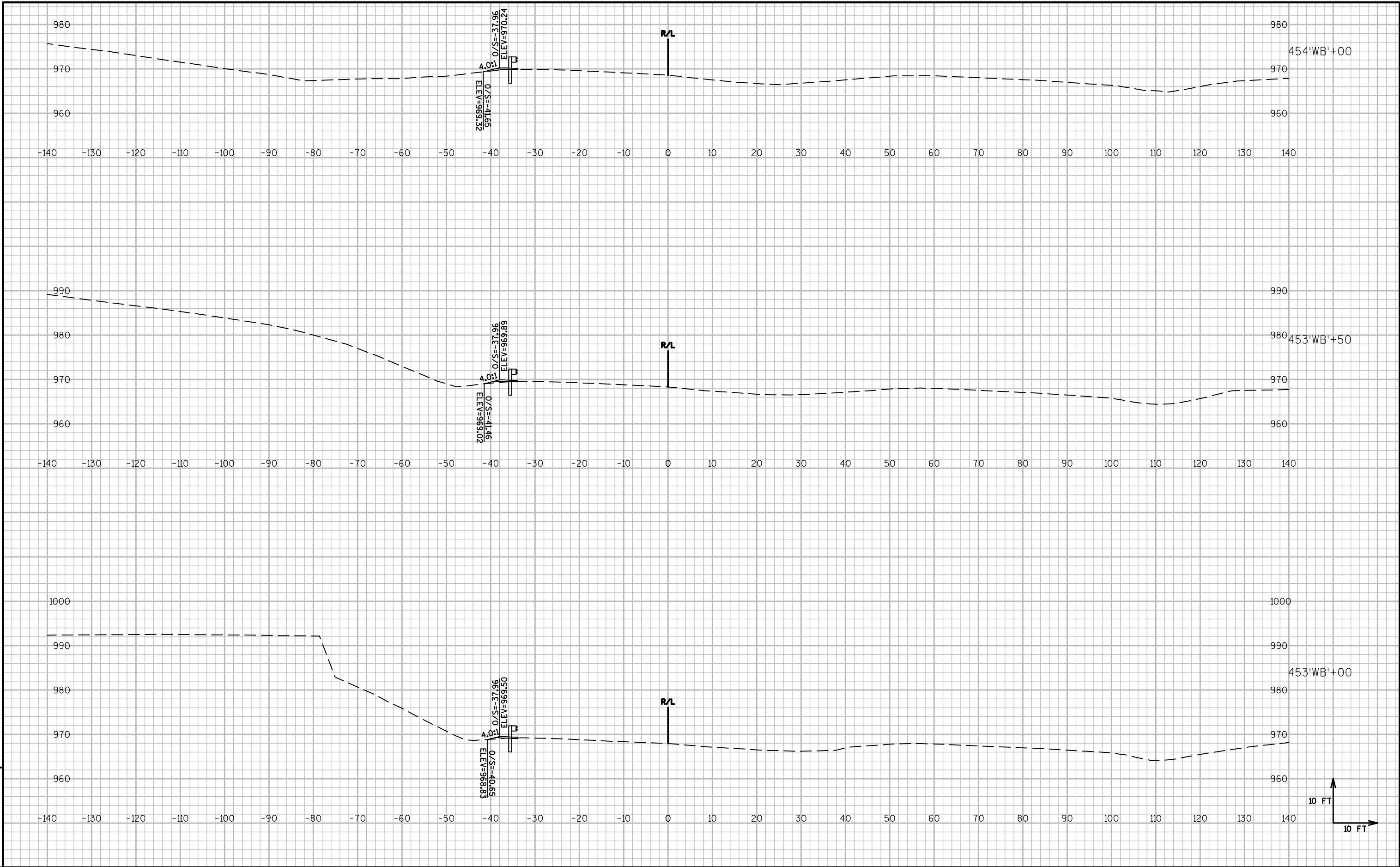
PLOT NAME :

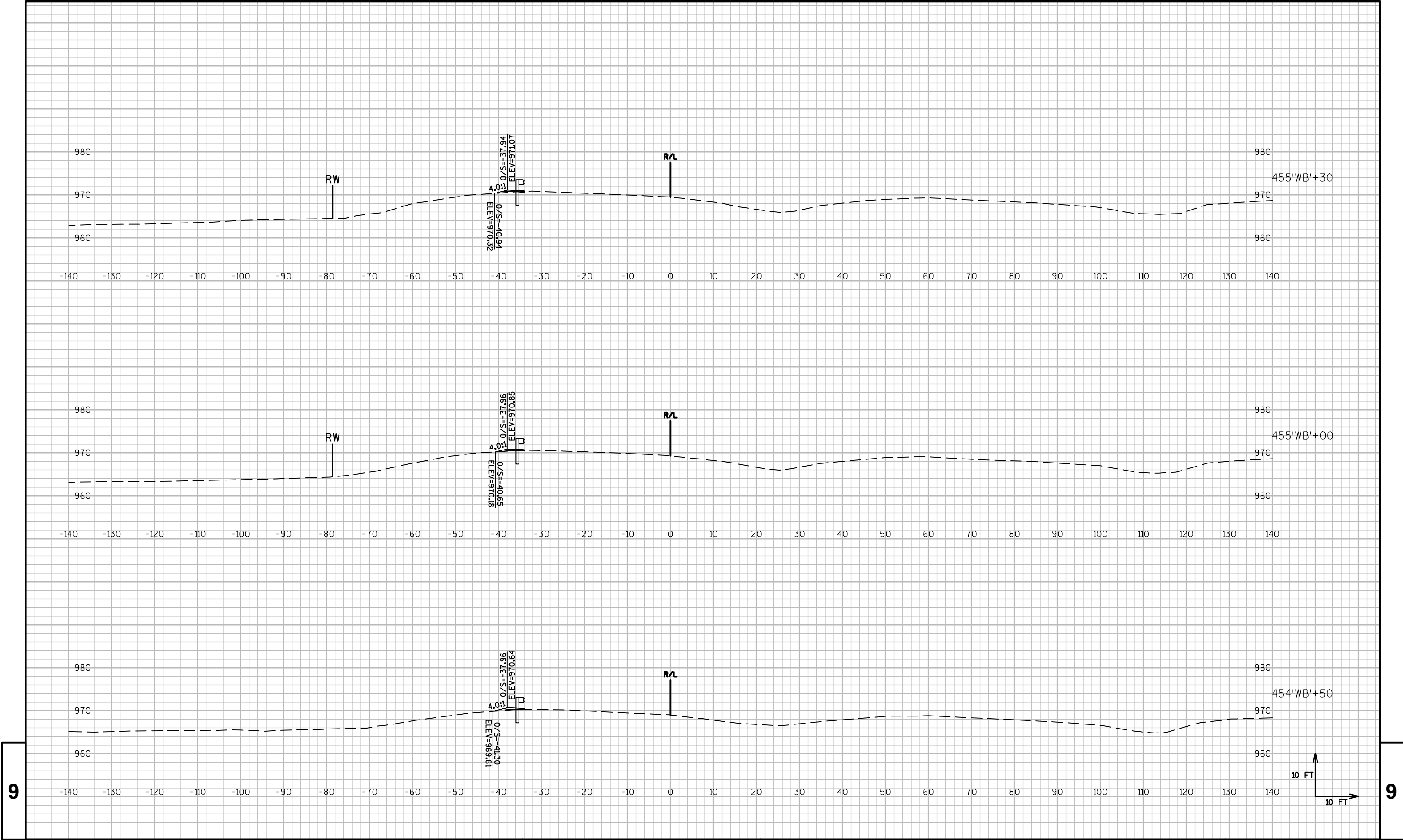
PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49









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PROJECT NO:1051-01-61

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 WB

SHEET

PRE_91

E

FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADD\10500191\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 0902134-XS

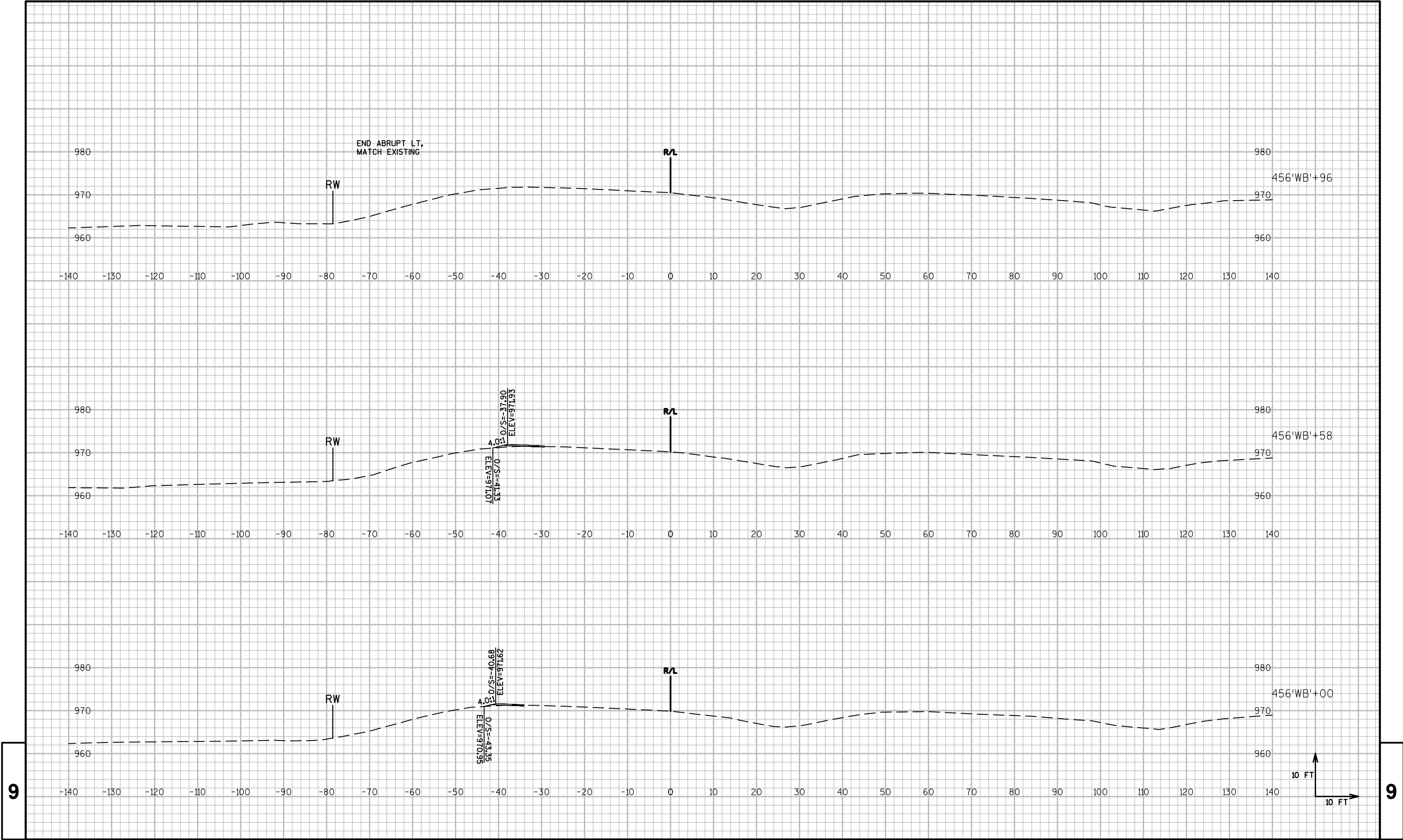
PLOT DATE : 9/9/2015 3:15 PM

PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDs SHEET 49



9

9

PROJECT NO:1051-01-61

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 WB

SHEET

PRE_93

E

FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADD\10500191\SEETSP\AN\090202-XS.DWG
LAYOUT NAME - 0902136-XS

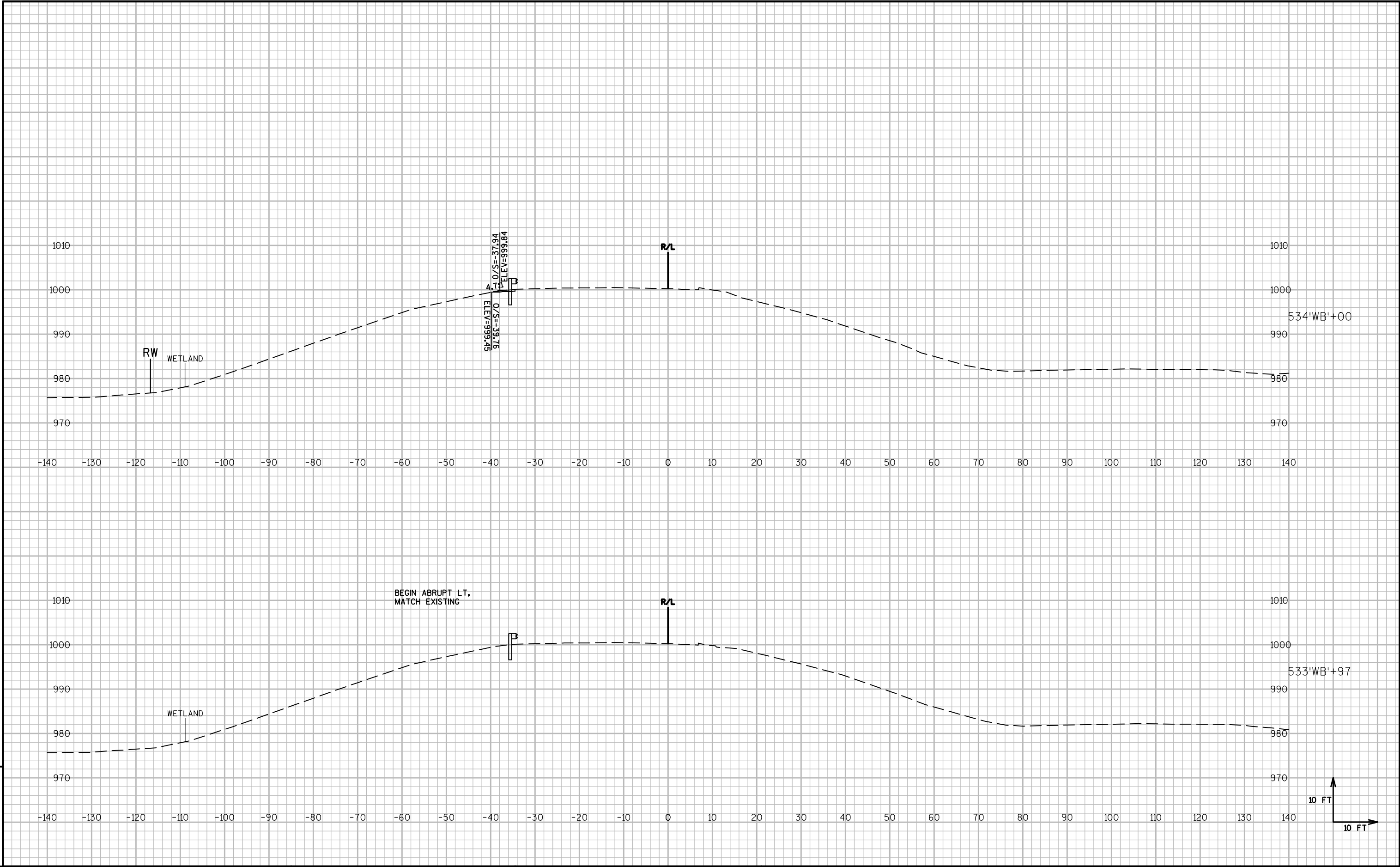
PLOT DATE : 9/9/2015 3:15 PM

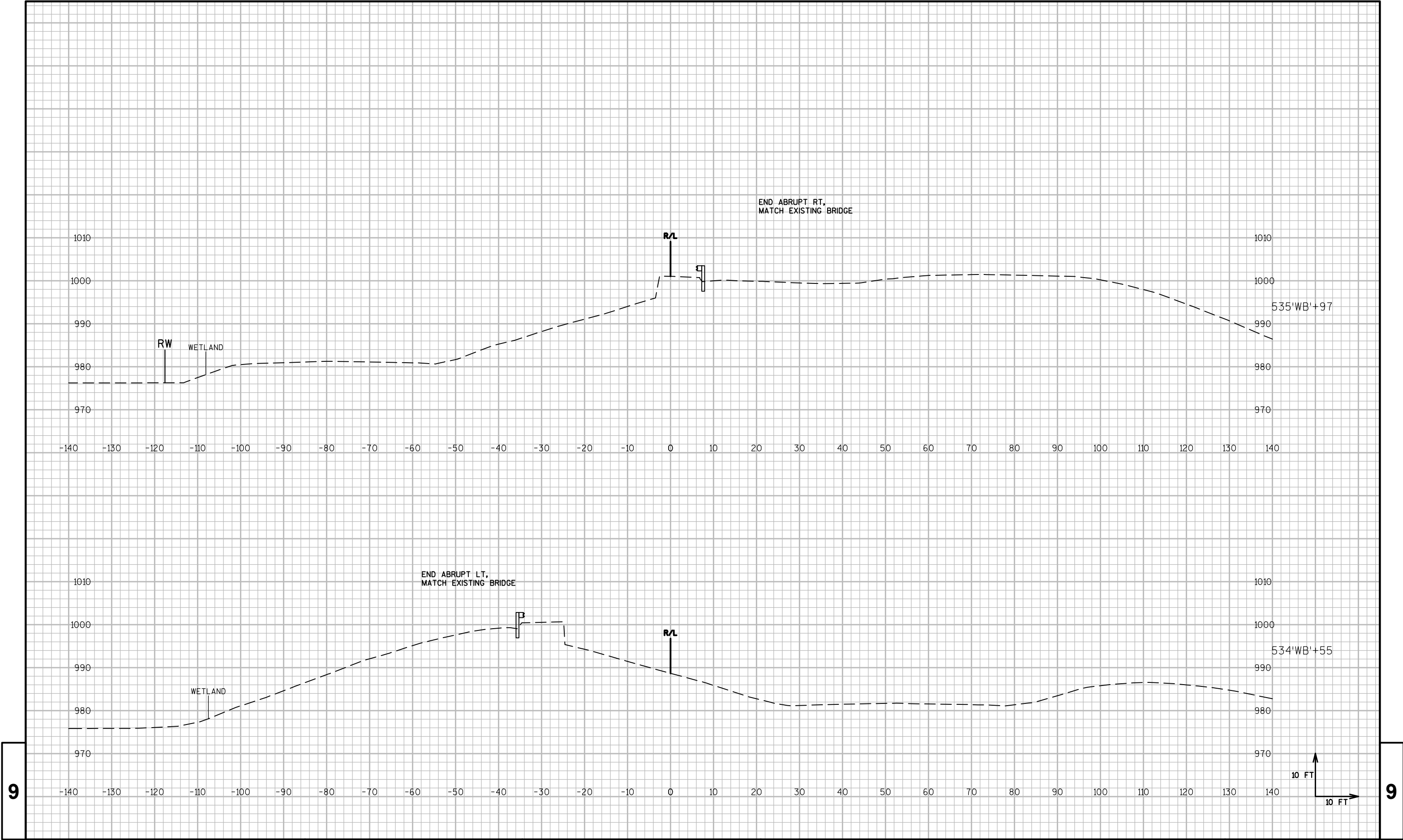
PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDs SHEET 49





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9

PROJECT NO:1051-01-61

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 WB

SHEET

PRE_95

E

FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADD\10500191\SHETSPLAN\090202-XS.DWG
LAYOUT NAME - 0902138-XS

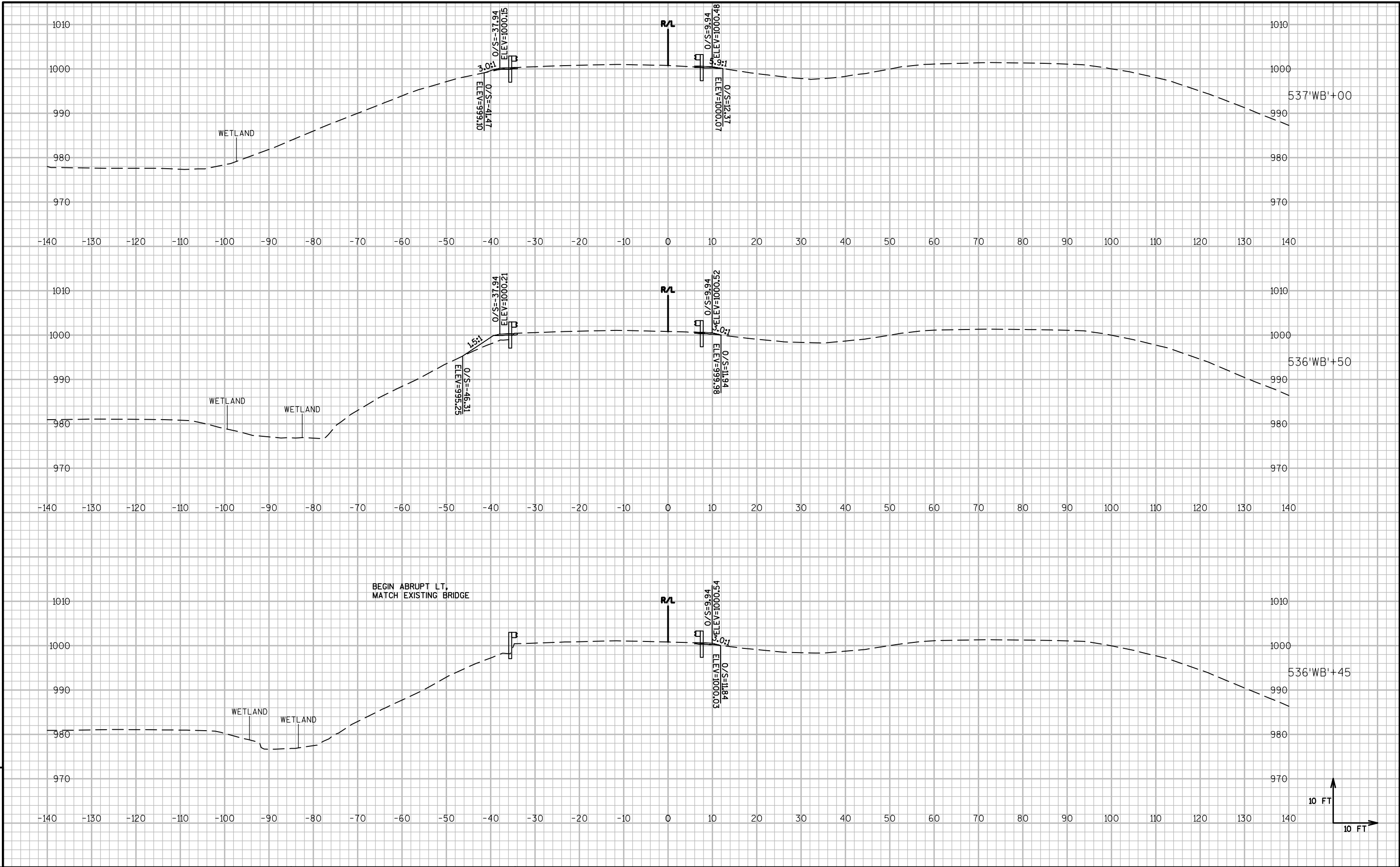
PLOT DATE : 9/9/2015 3:16 PM

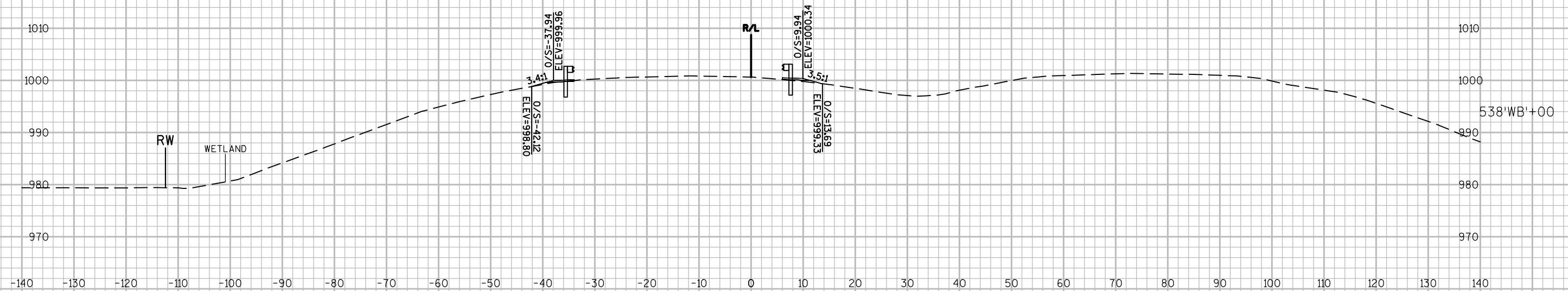
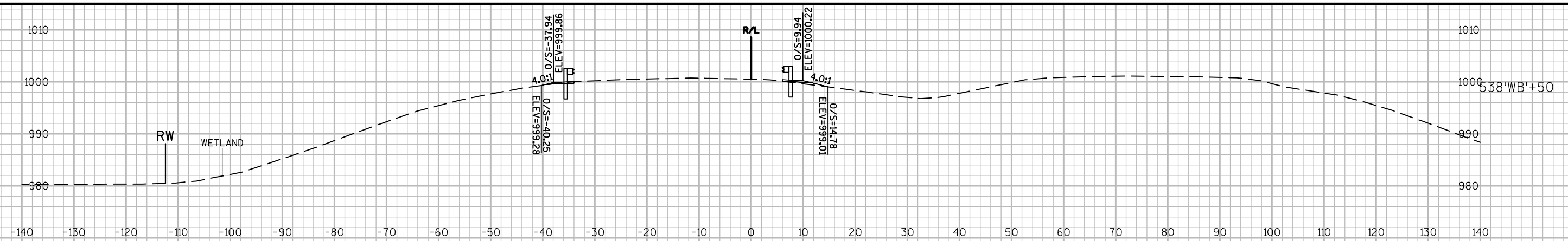
PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADD SHEET 49





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9 |

PROJECT NO:1051-01-61

HWY: STH 29

COUNTY: CHIPPEWA

CROSS SECTIONS: STH 29 WB

SHEET PRE_97

FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADDS\10500191\SHEETSP\PLAN\090202-XS.DWG
LAYOUT NAME - 0902140-XS

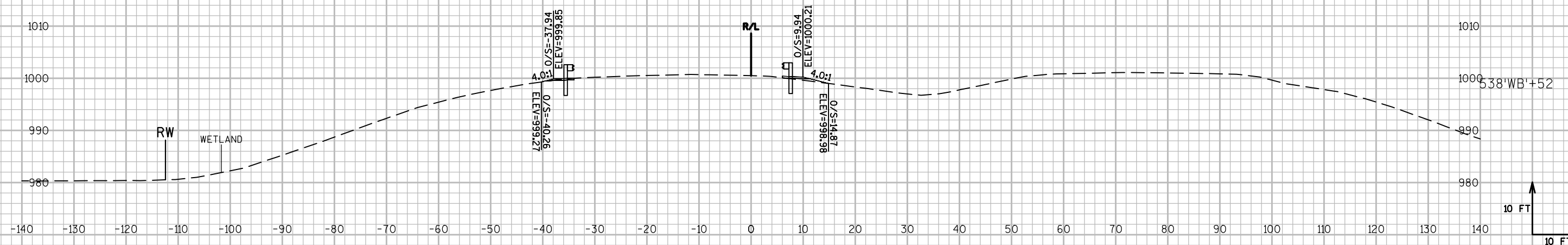
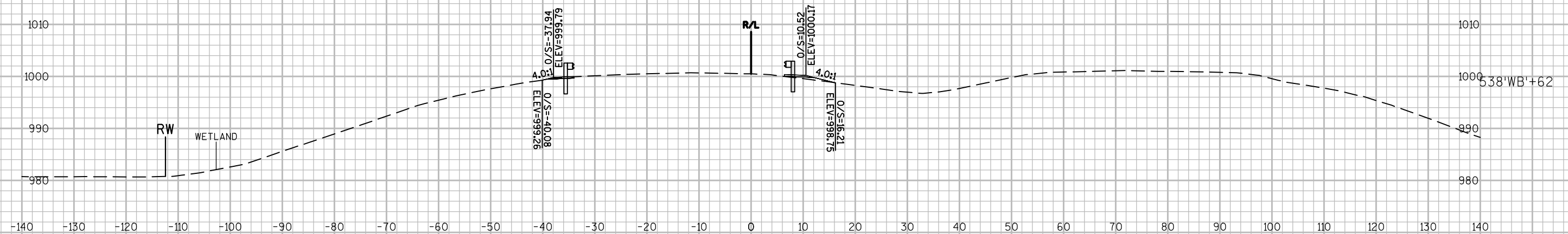
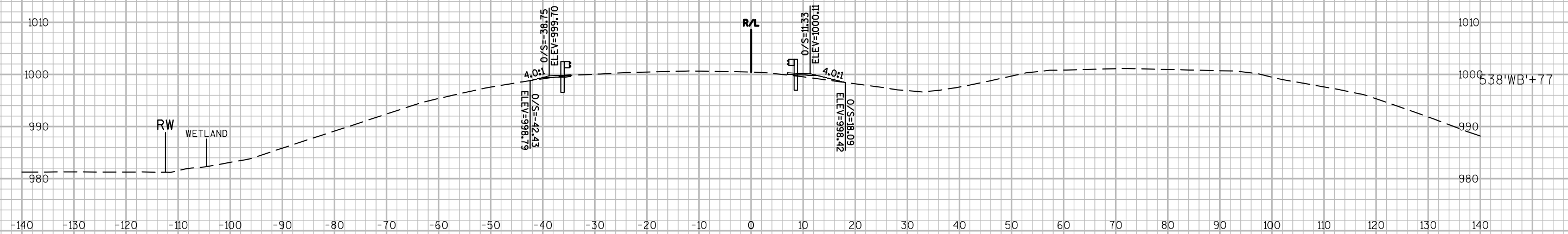
PLOT DATE : 9/9/2015 3:16 PM

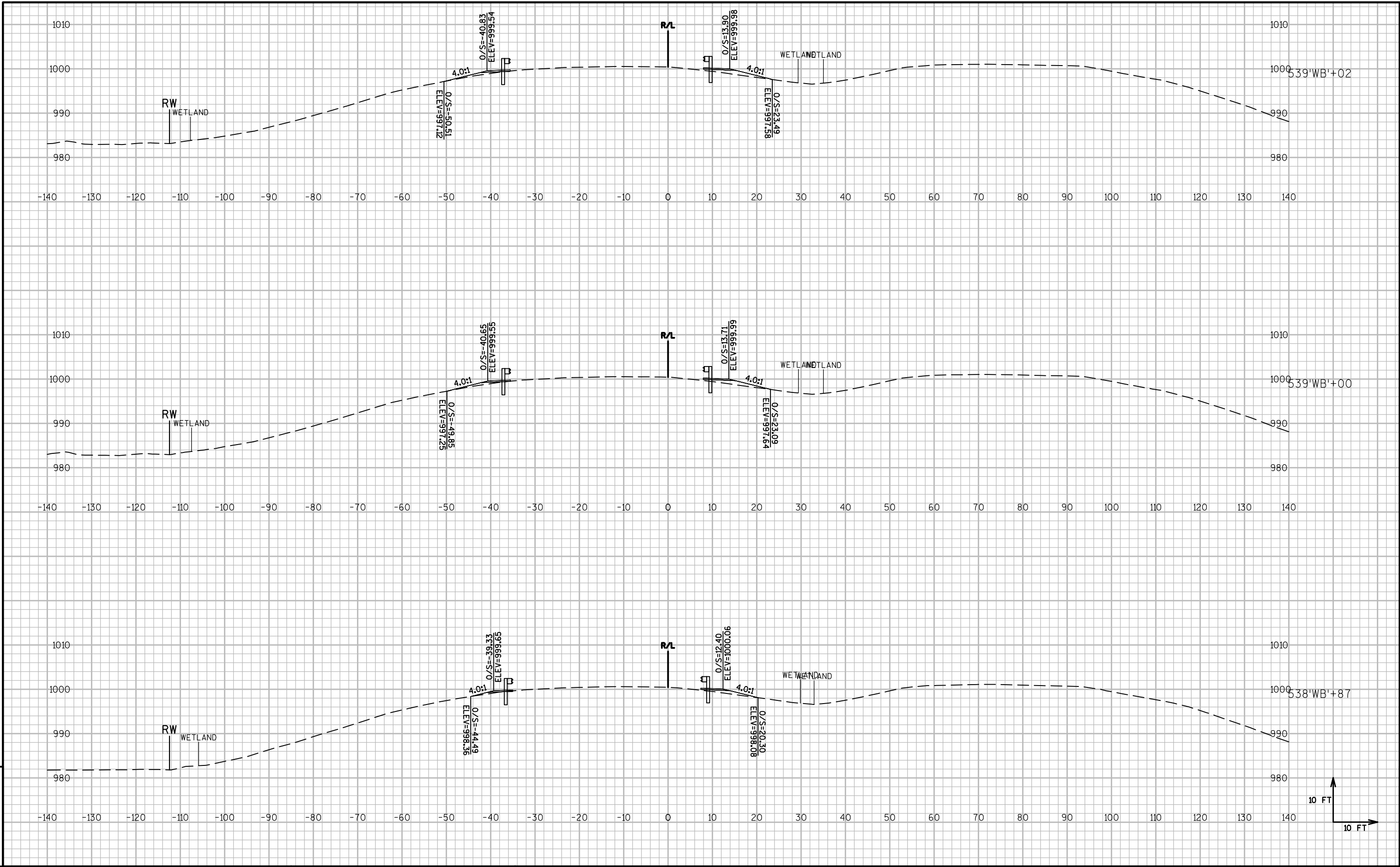
PLOT BY : MICHAEL HIGGINS

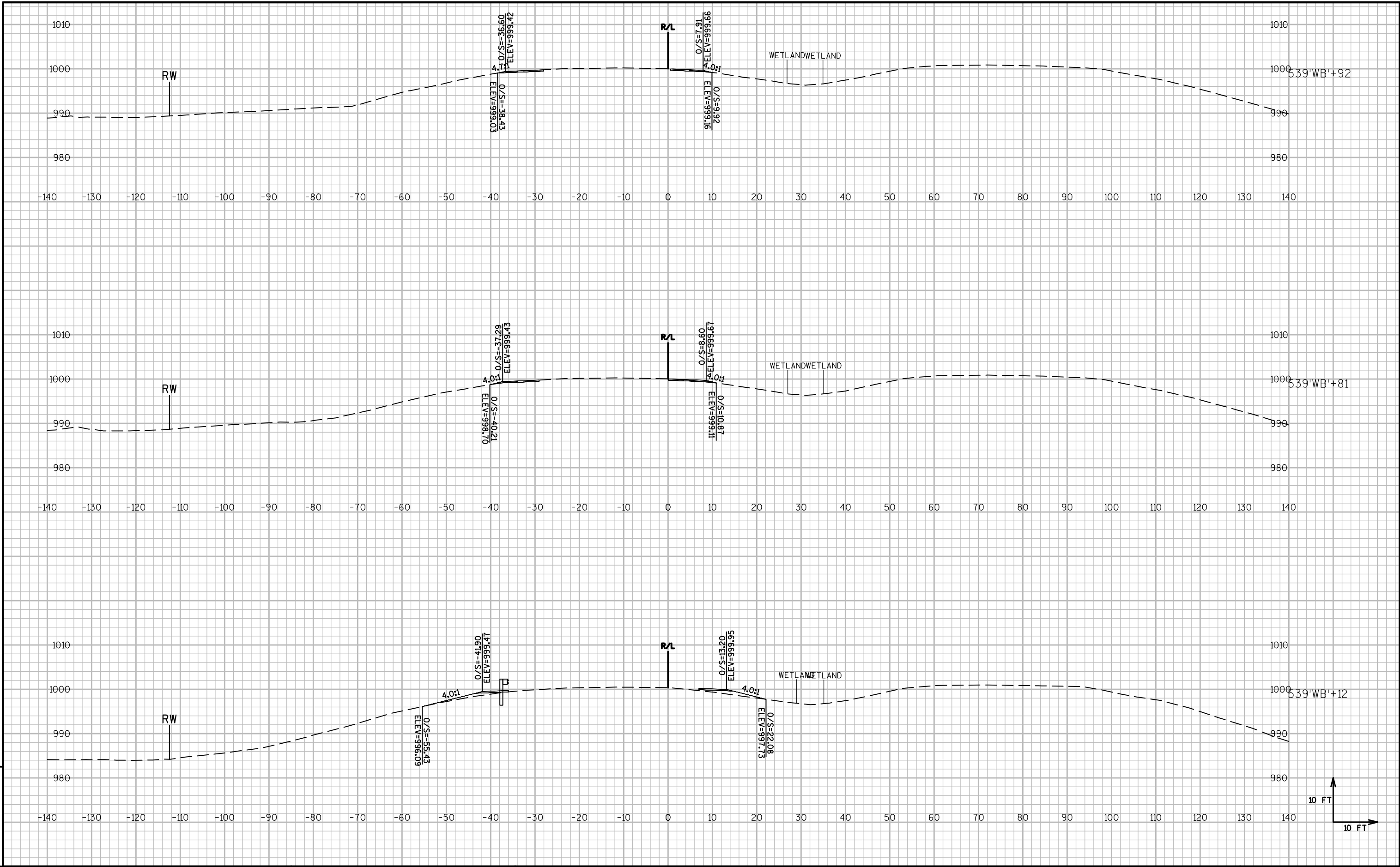
PLOT NAME :

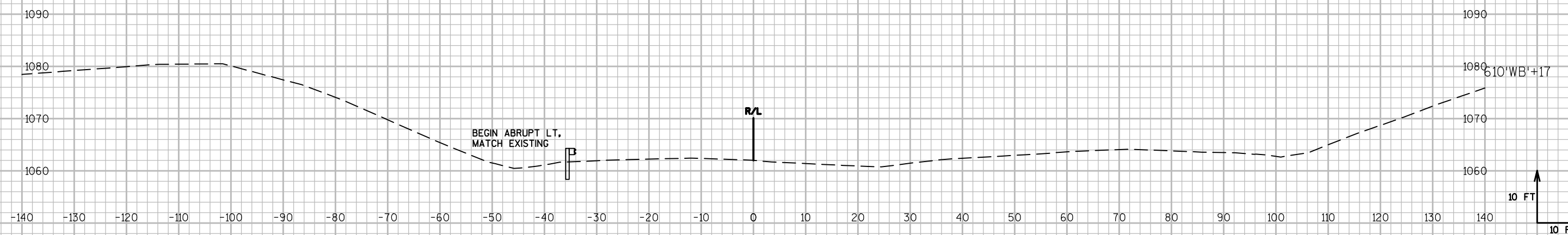
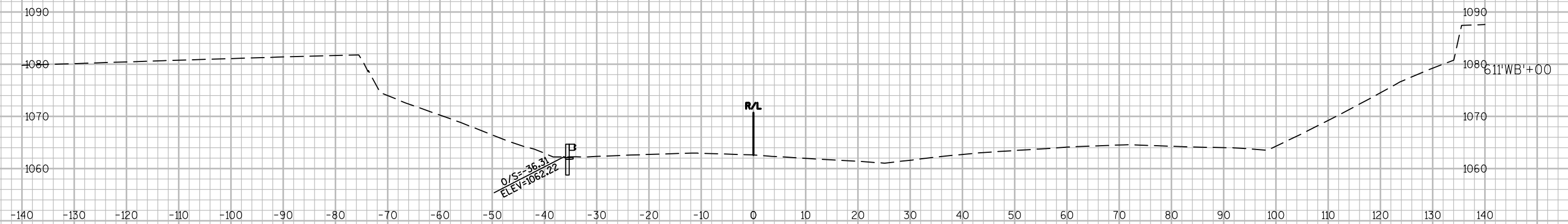
PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49









PROJECT NO:1051-01-61

HWY: STH 29

COUNTY: CHIPPEWA

CROSS SECTIONS: STH 29 WB

SHEET	PRE_102	E
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FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADDS\10500191\SHEETSP\PLAN\090203-XS.DWG
LAYOUT NAME - 0902145-XS

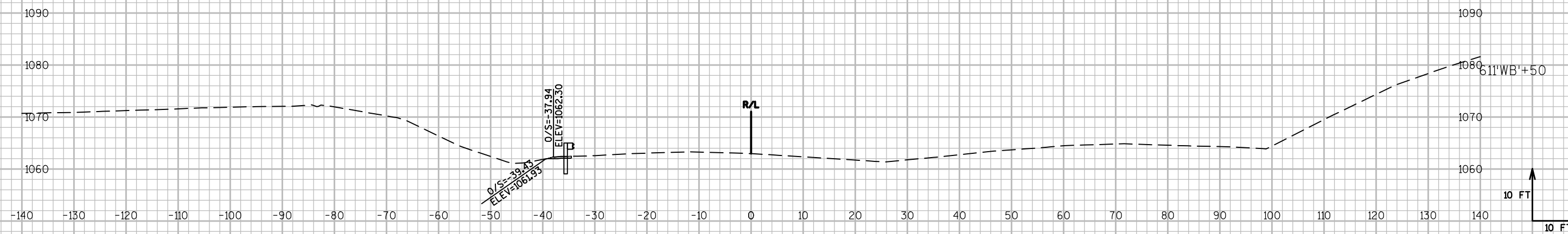
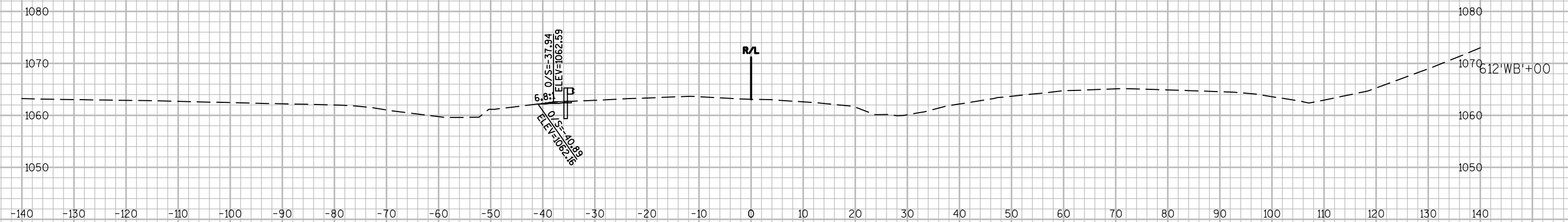
PLOT DATE : 9/9/2015 3:18 PM

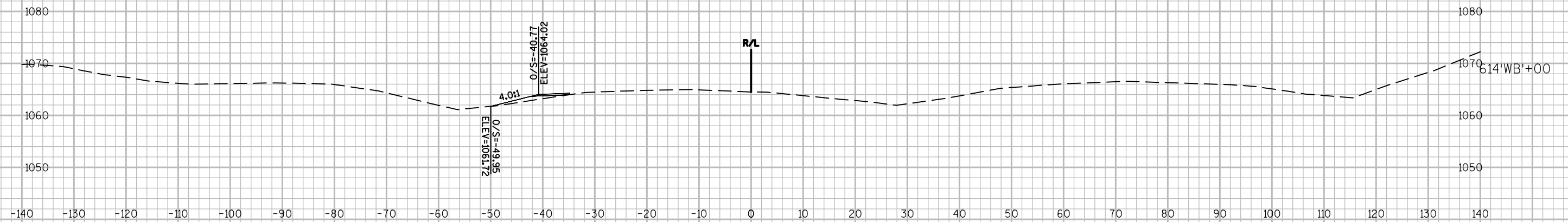
PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





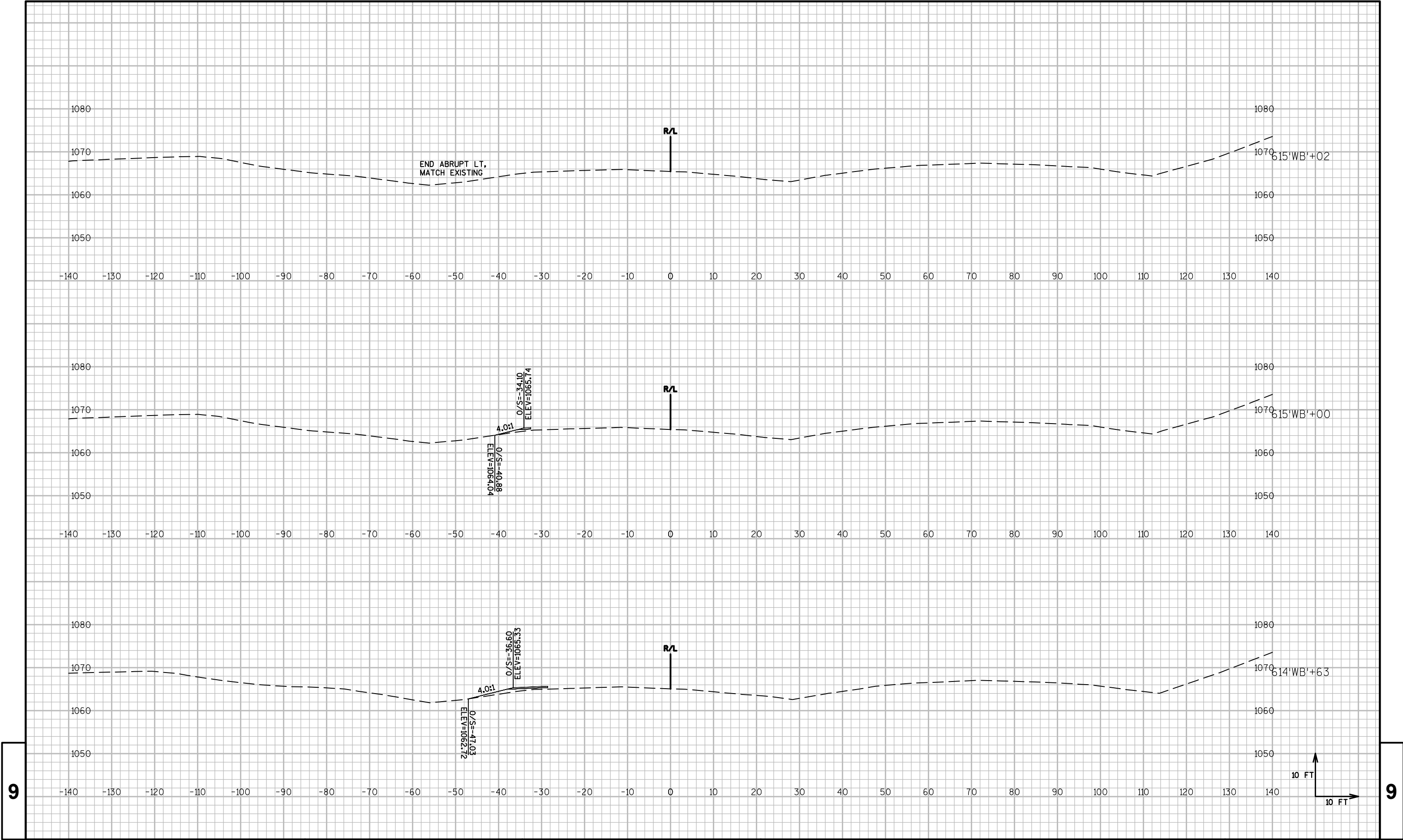
PROJECT NO:1051-01-61

HWY: STH 29

COUNTY: CHIPPEWA

CROSS SECTIONS: STH 29 WB

SHEET PRE_105 E



9

9

PROJECT NO:1051-01-61

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 WB

SHEET

PRE_106

E

FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADD\10500191\SHEETSP\AN\090203-XS.DWG
LAYOUT NAME - 0902149-XS

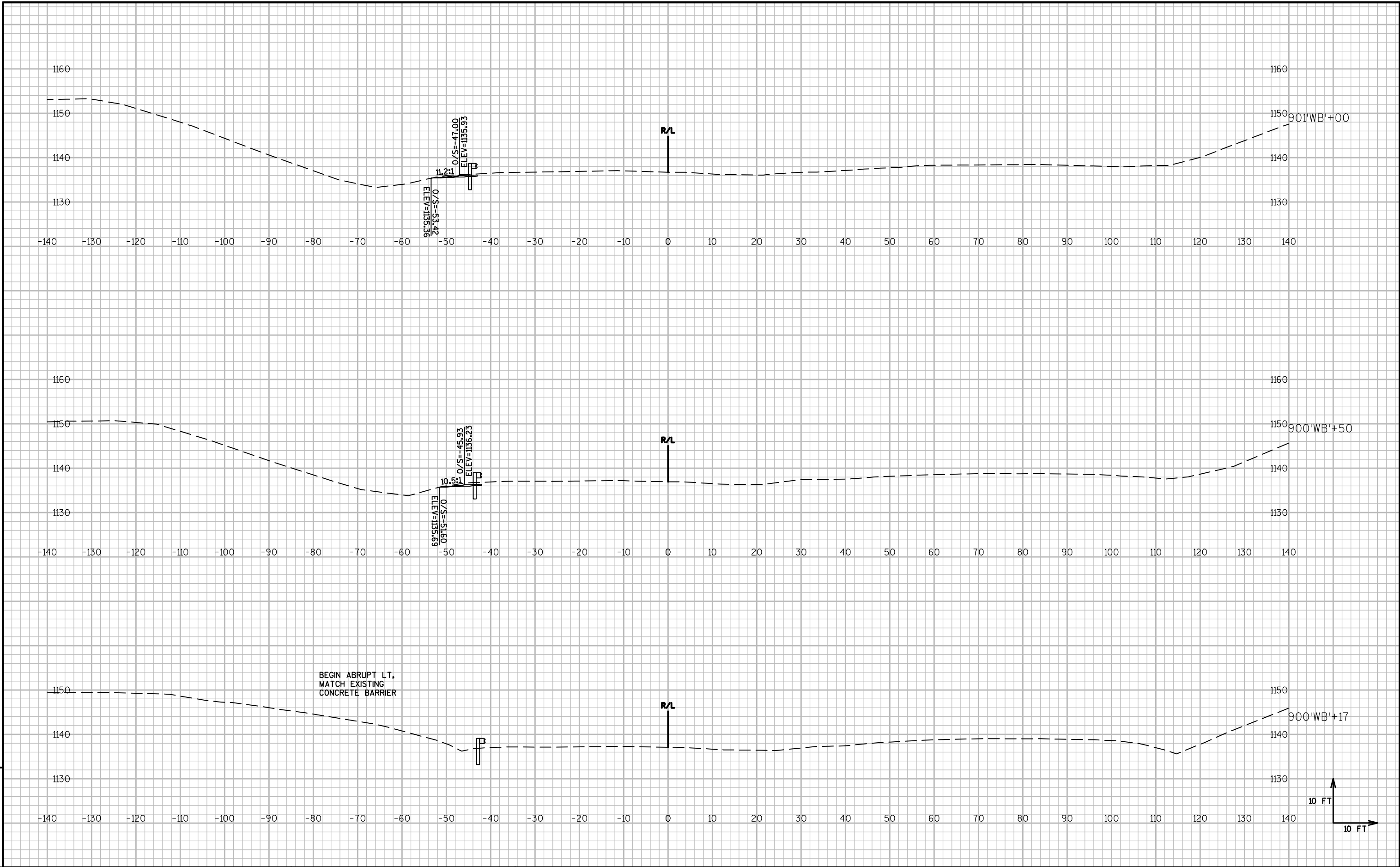
PLOT DATE : 9/9/2015 3:18 PM

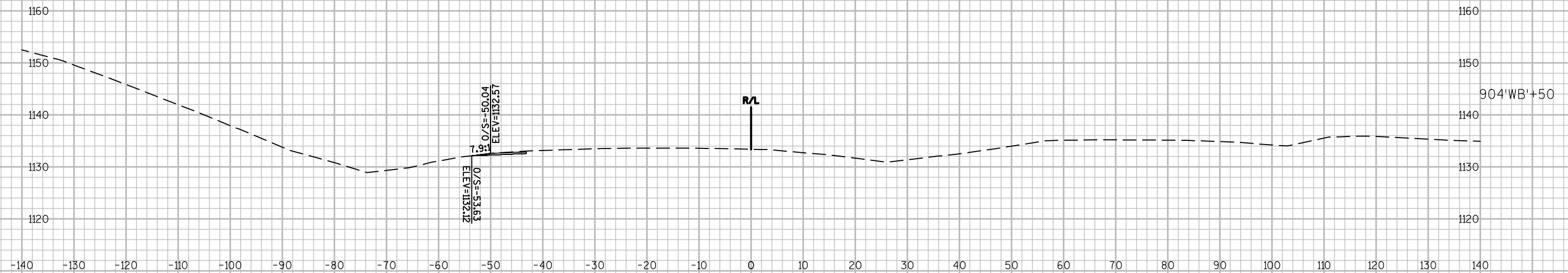
PLOT BY : MICHAEL HIGGINS

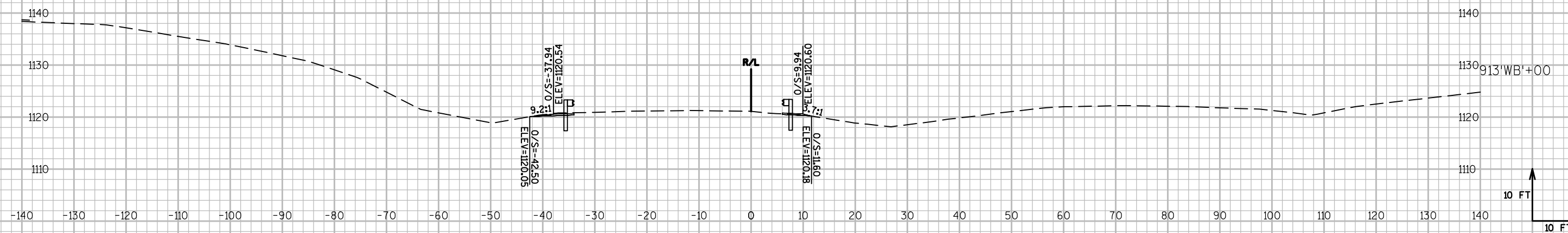
PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDs SHEET 49







PROJECT NO:1051-01-61

HWY: STH 29

COUNTY: CHIPPEWA

CROSS SECTIONS: STH 29 WB

SHEET	PRE_114	E
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FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADDS\10500191\SHEETSP\PLAN\090203-XS.DWG
LAYOUT NAME - 0902157-XS

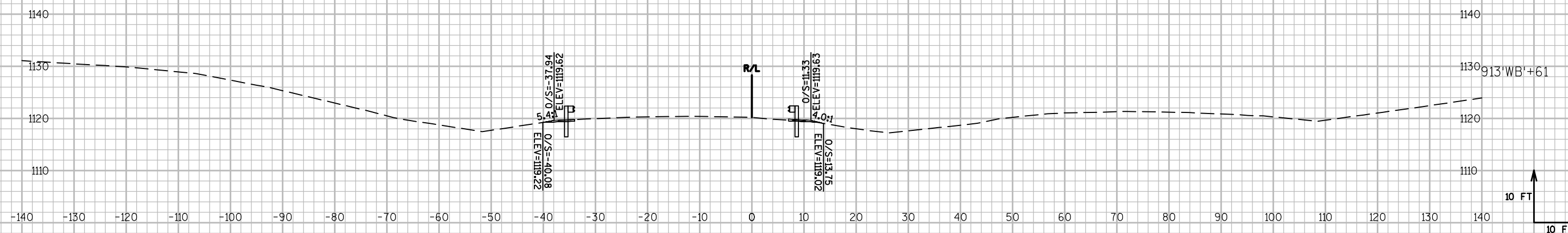
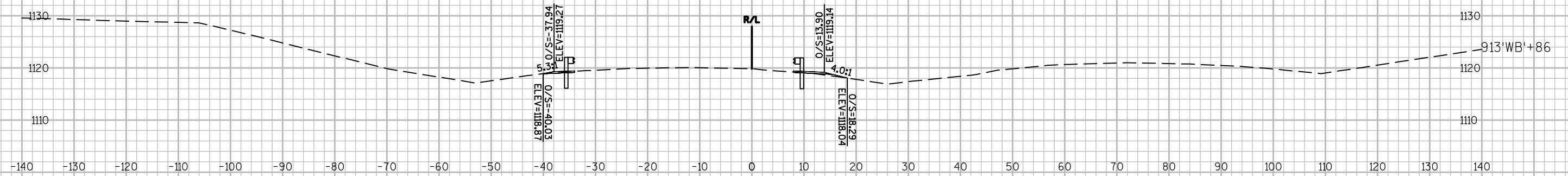
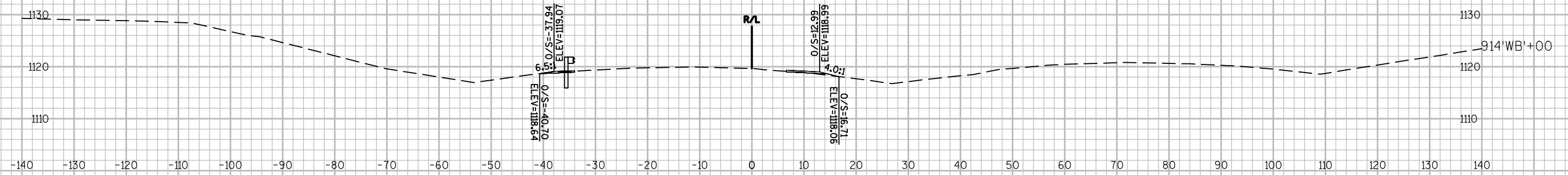
PLOT DATE : 9/9/2015 3:19 PM

PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



PROJECT NO:1051-01-61

HWY: STH 29

COUNTY: CHIPPEWA

CROSS SECTIONS: STH 29 WB

SHEET	PRE_115	E
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FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADD\10500191\SHEET\PLAN\090203-XS.DWG
LAYOUT NAME - 0902158-XS

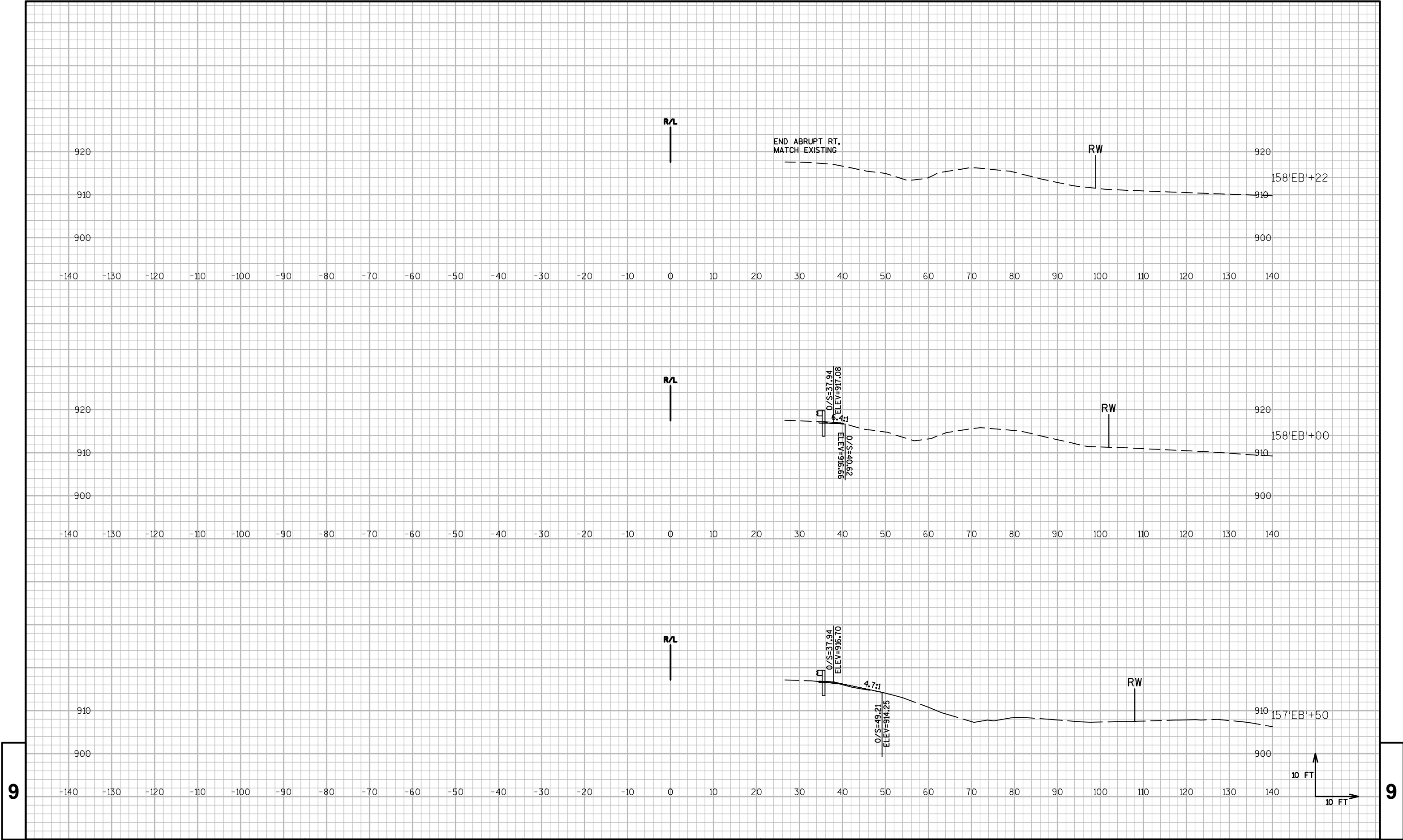
PLOT DATE : 9/9/2015 3:19 PM

PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



PROJECT NO:1052-01-62

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS:STH 29 EB

SHEET

PRE_120

E

FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADD\10500191\SHETSPLAN\090204-XS.DWG

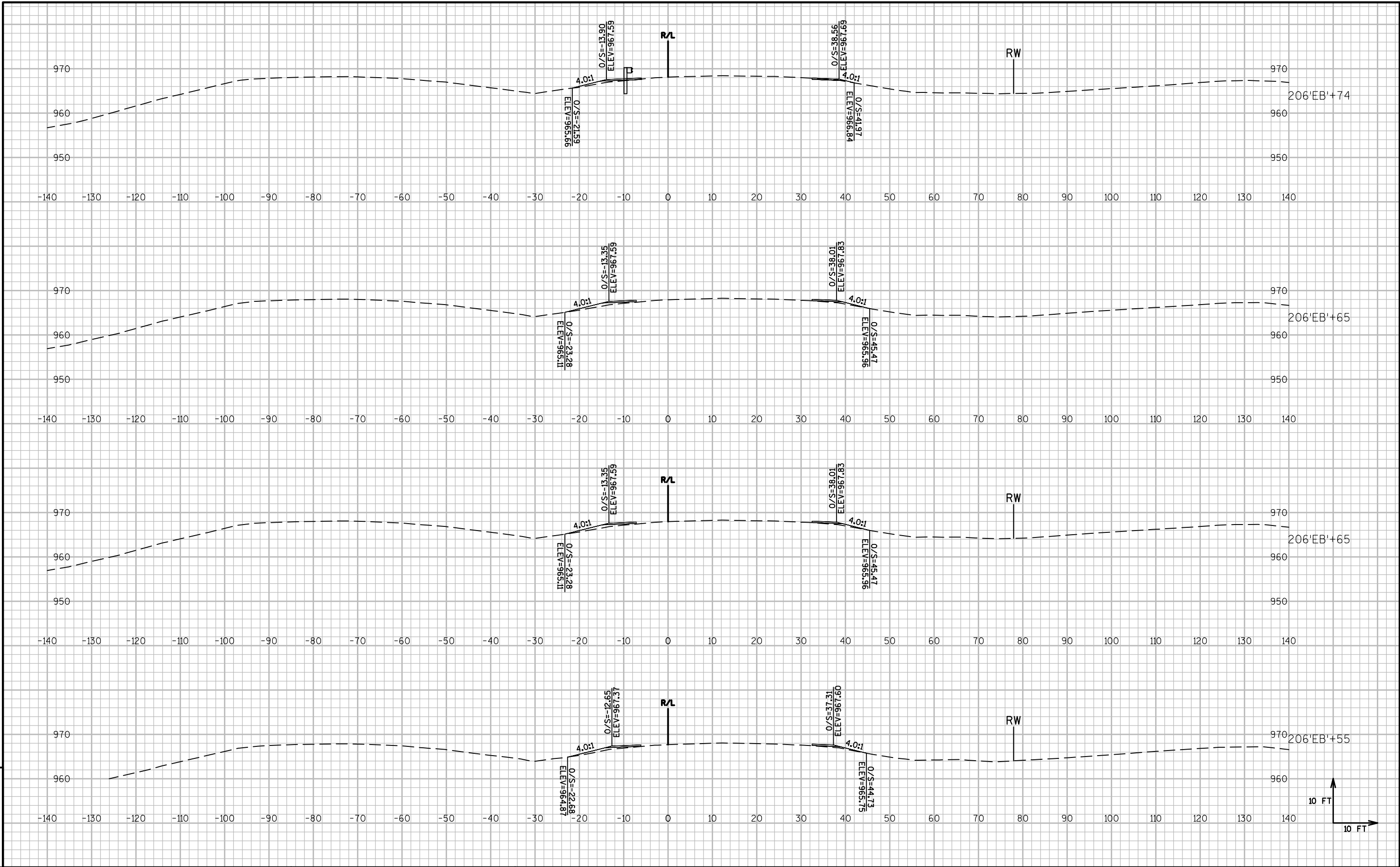
PLOT DATE : 9/9/2015 3:20 PM

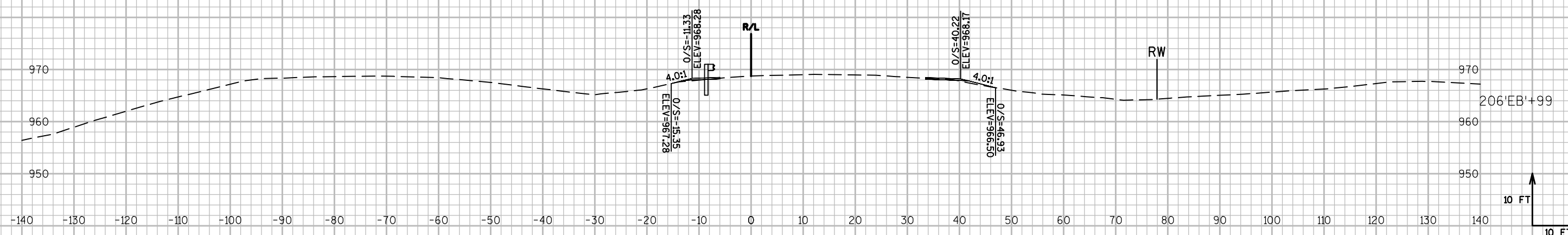
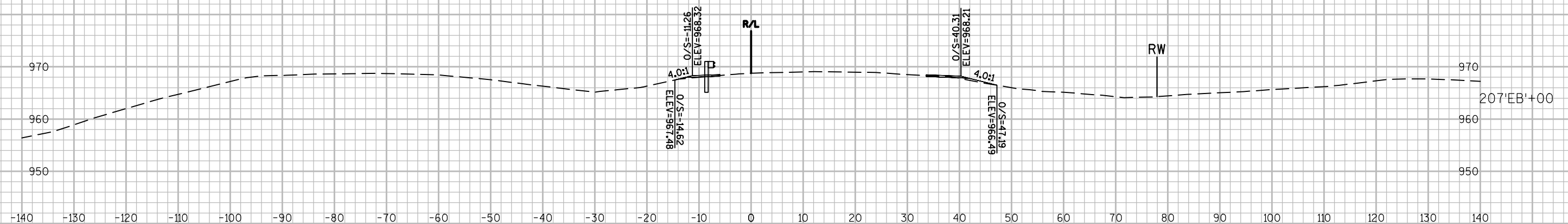
PLOT BY : MICHAEL HIGGINS

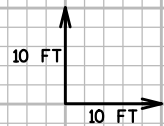
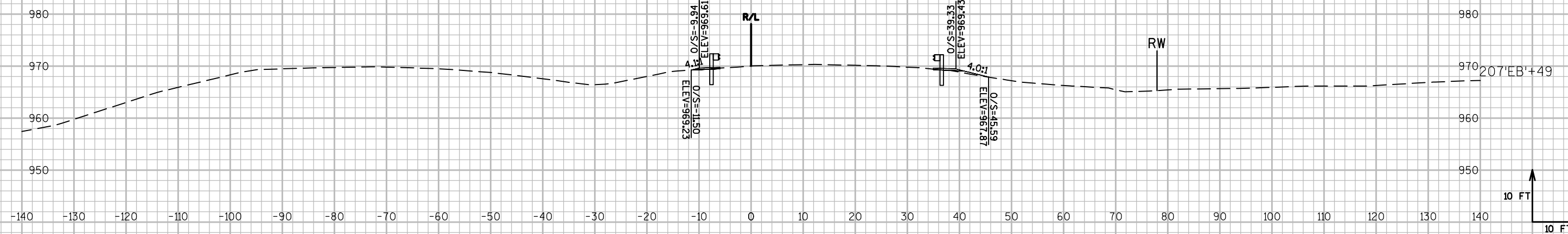
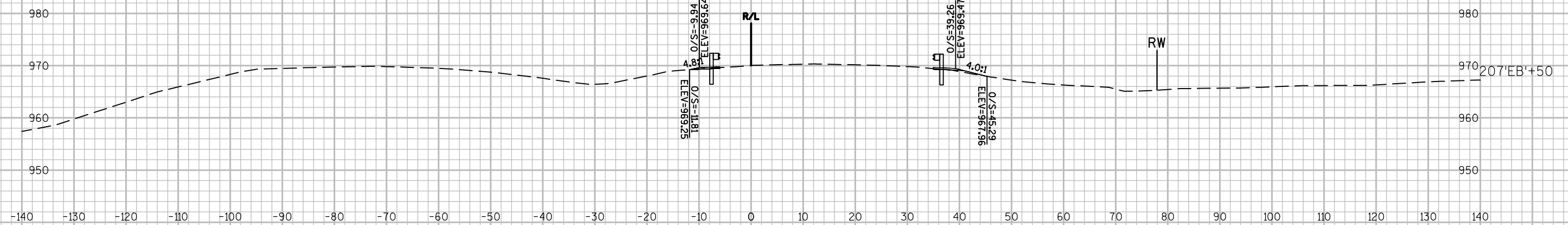
PLOT NAME :

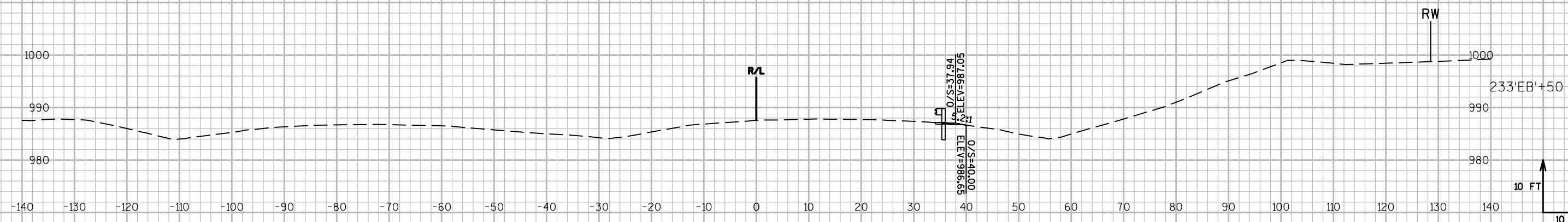
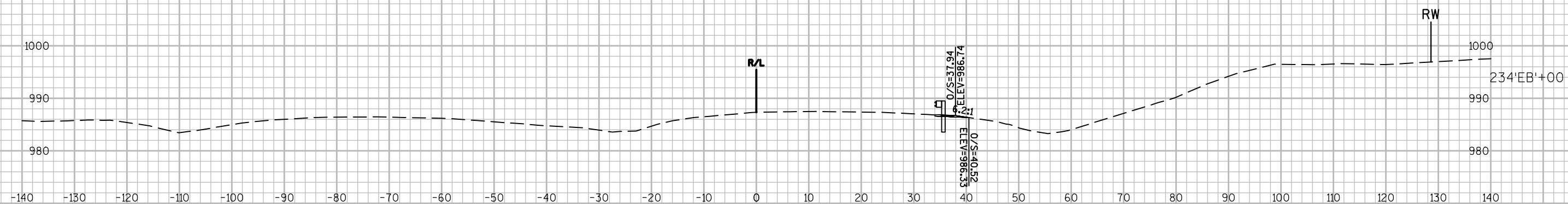
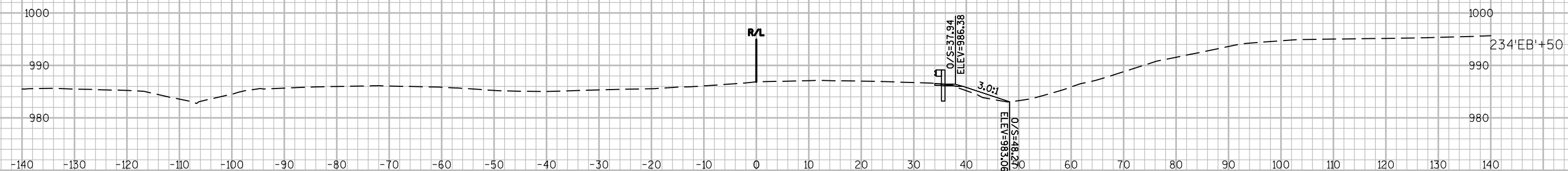
PLOT SCALE : 1 IN:20 FT

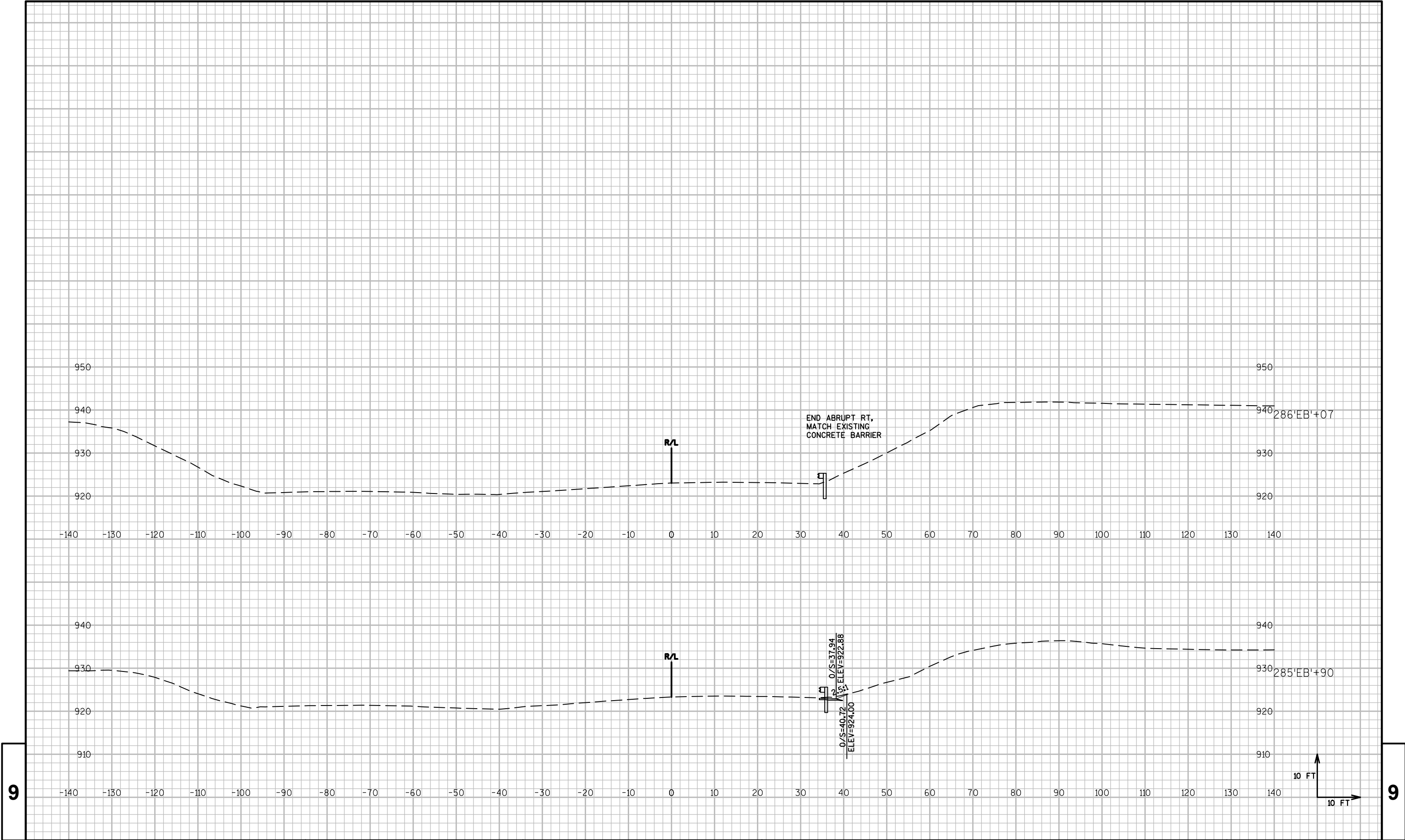
WISDOT/CADDs SHEET 49











PROJECT NO:1052-01-62

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS:STH 29 EB

SHEET

PRE_137

E

FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADD\10500191\SHETSPLAN\090204-XS.DWG

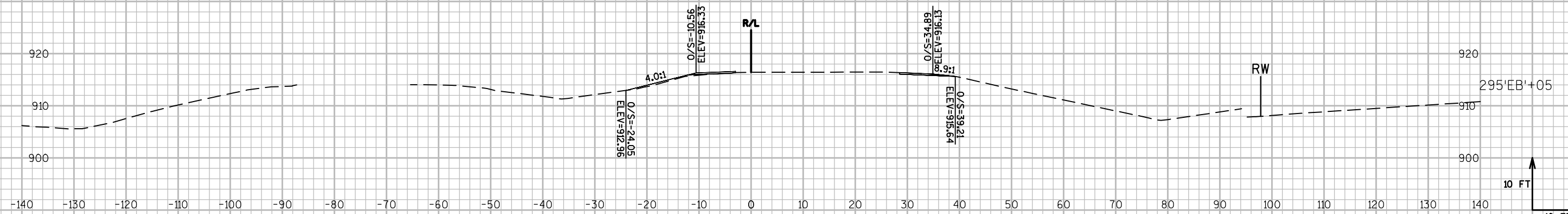
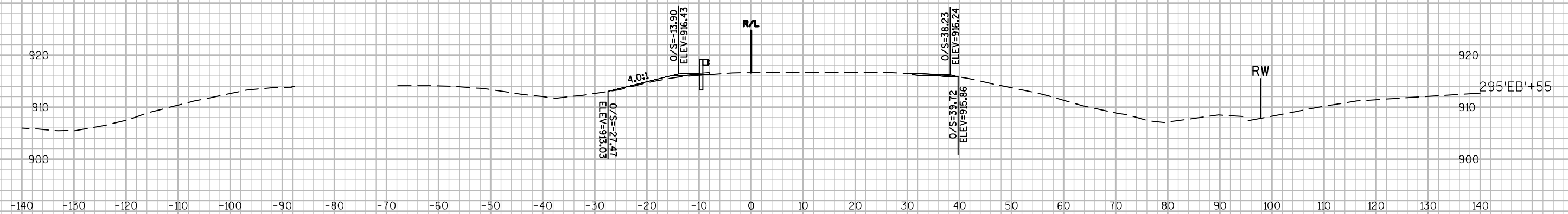
PLOT DATE : 9/9/2015 3:25 PM

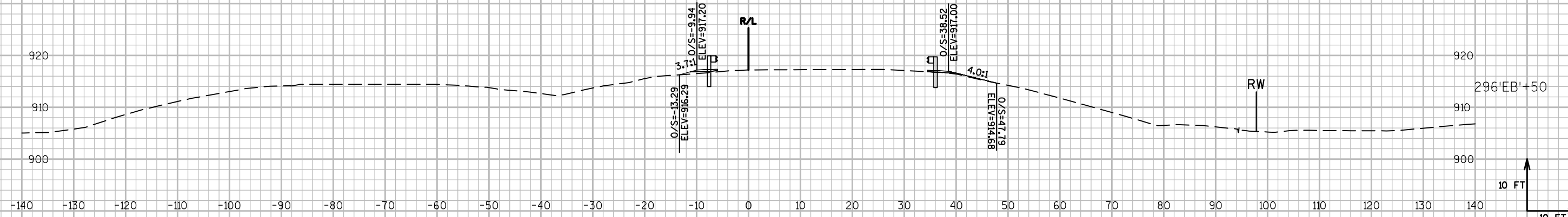
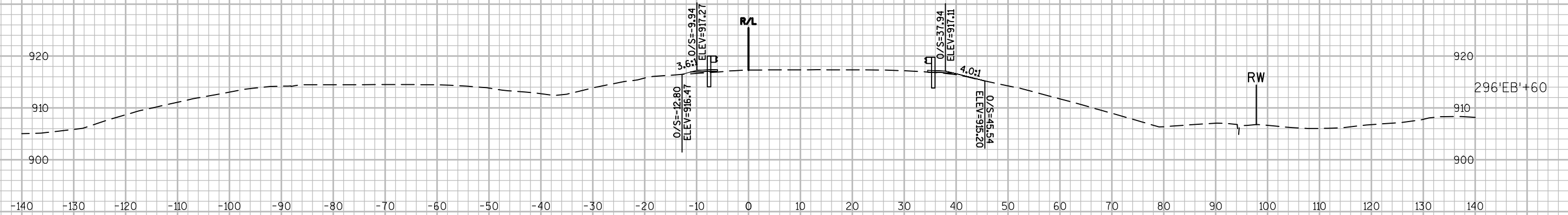
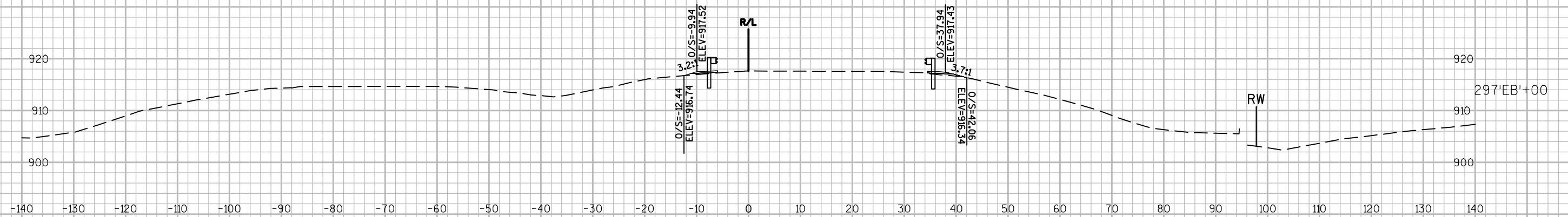
PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADD SHEET 49





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9 |

PROJECT NO:1052-01-62

HWY: STH 29

COUNTY: CHIPPEWA

CROSS SECTIONS:STH 29 EB

SHEET	PRE_142	E
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FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADD\10500191\SHEETPLAN\090204-XS.DWG

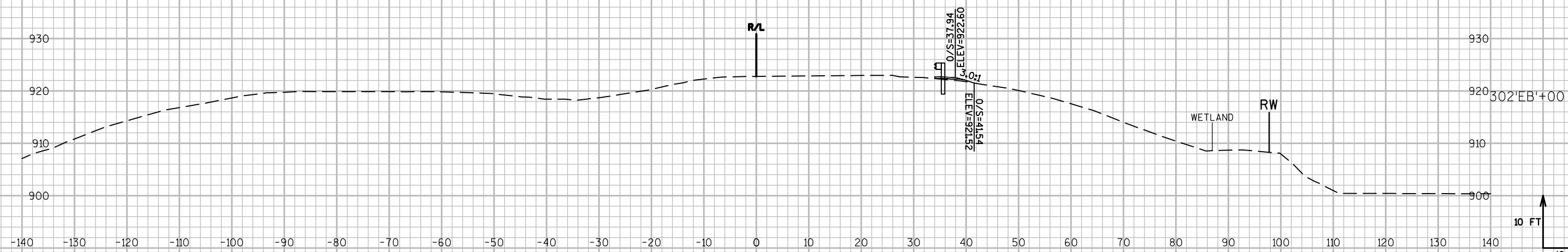
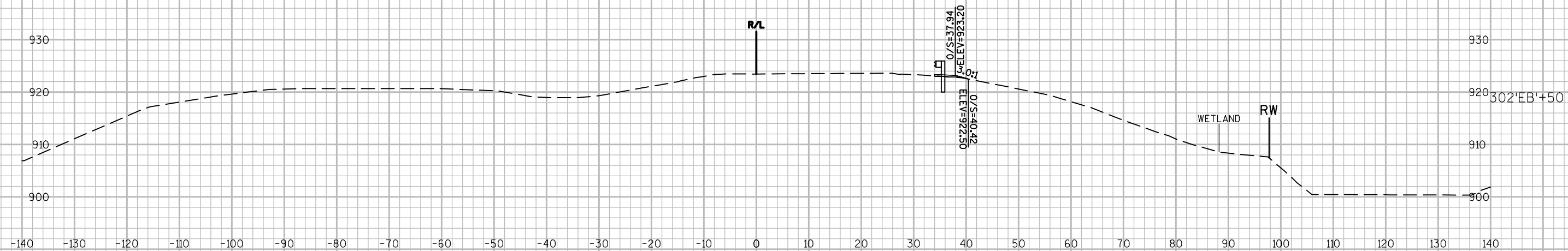
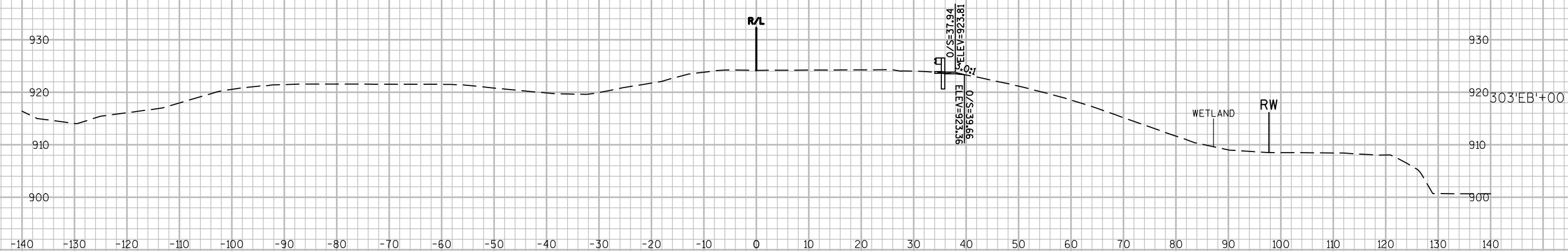
PLOT DATE : 9/9/2015 3:26 PM

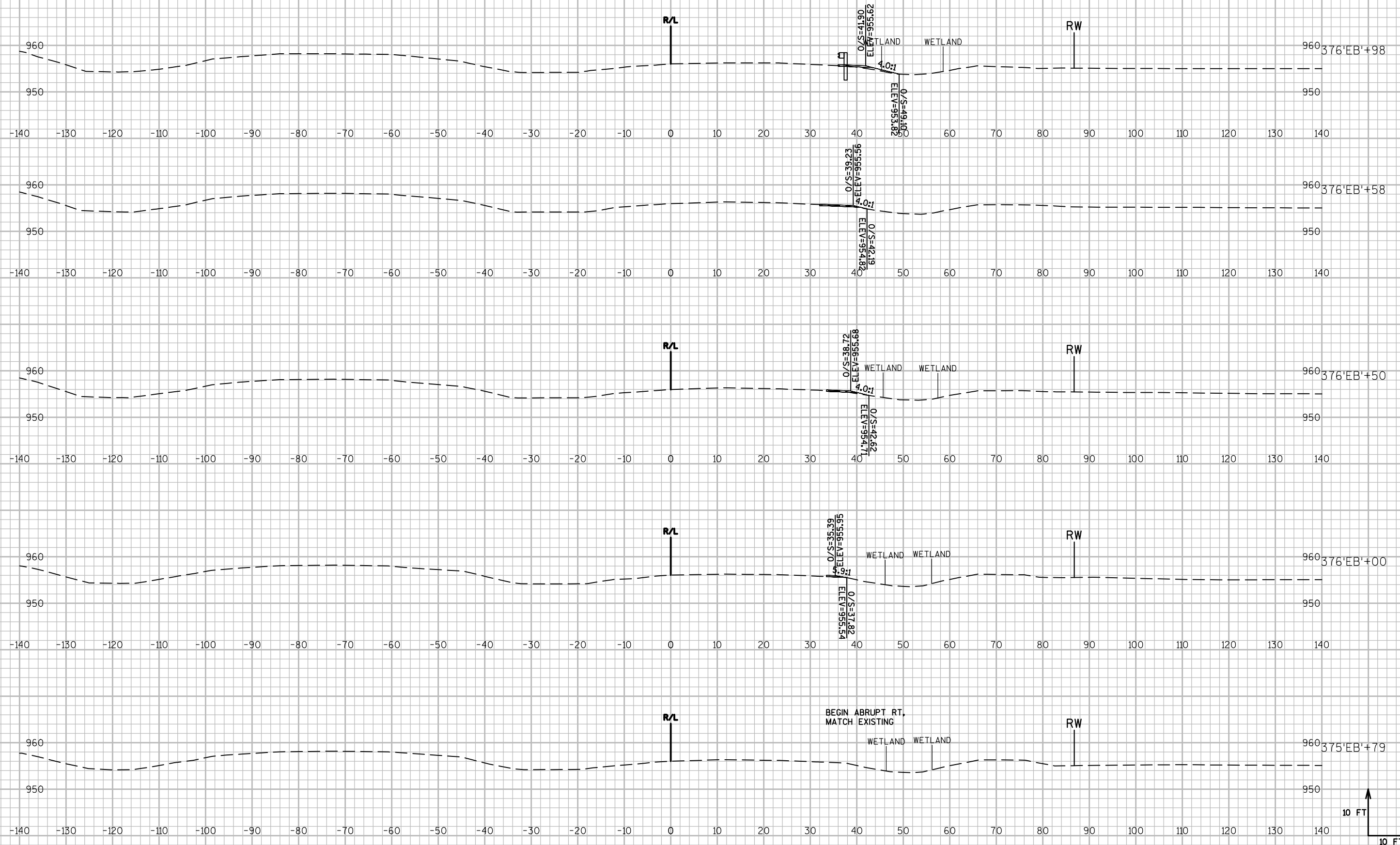
PLOT BY : MICHAEL HIGGINS

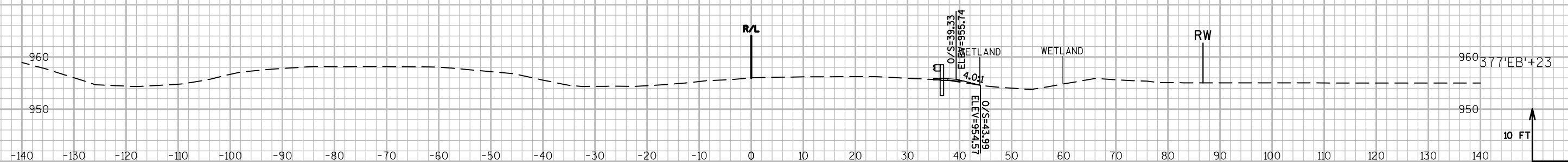
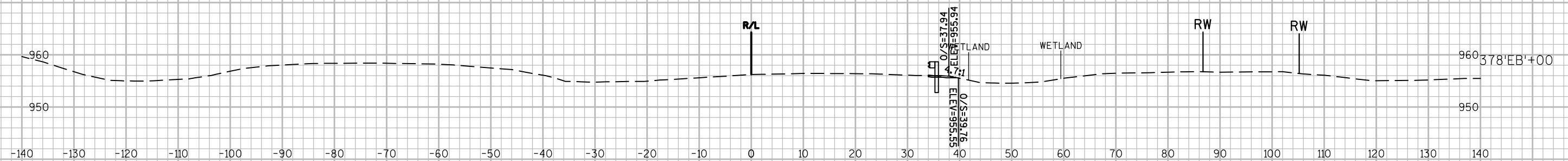
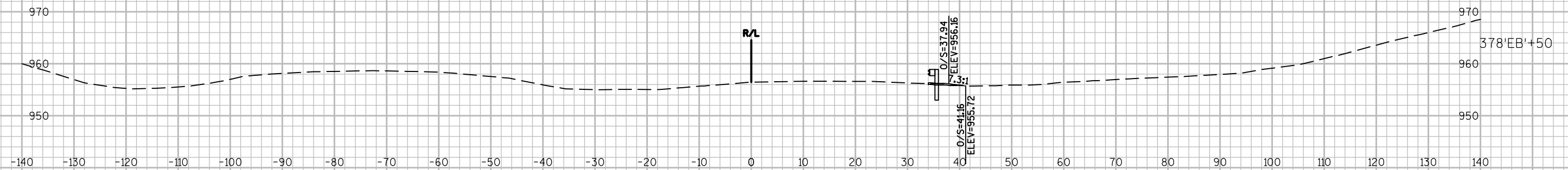
PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







PROJECT NO:1052-01-62

HWY:STH 29

COUNTY: CHIPPEWA

CROSS SECTIONS: STH 29 EB

SHEET	PRE_151	E
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FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADDS\10500191\SHEETSP\PLAN\090205-XS.DWG
LAYOUT NAME - 090232-XS

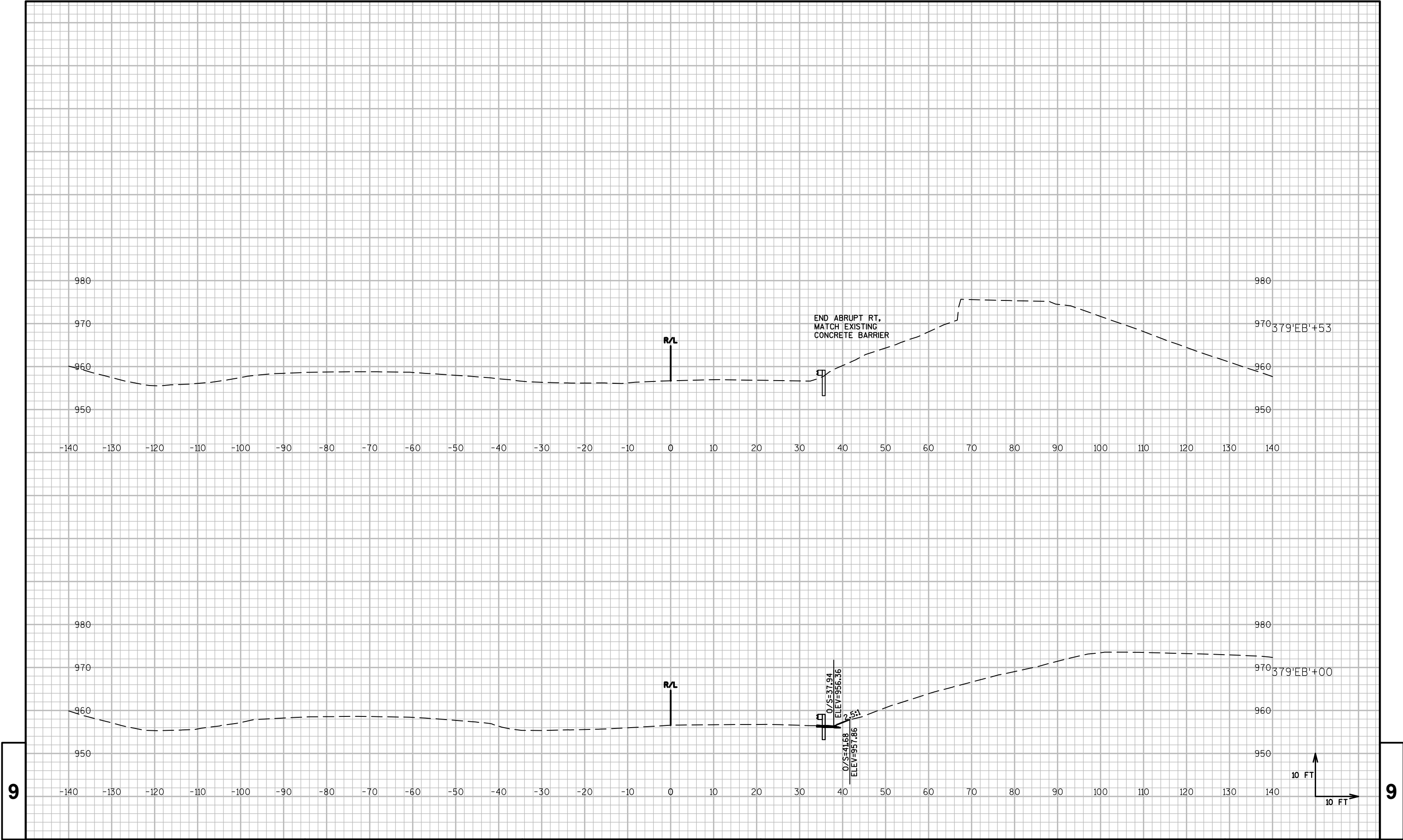
PLOT DATE : 9/9/2015 3:28 PM

PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



PROJECT NO:1052-01-62

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 EB

SHEET

PRE_152

E

FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADD\10500191\SHETSPLAN\090205-XS.DWG
LAYOUT NAME - 090233-XS

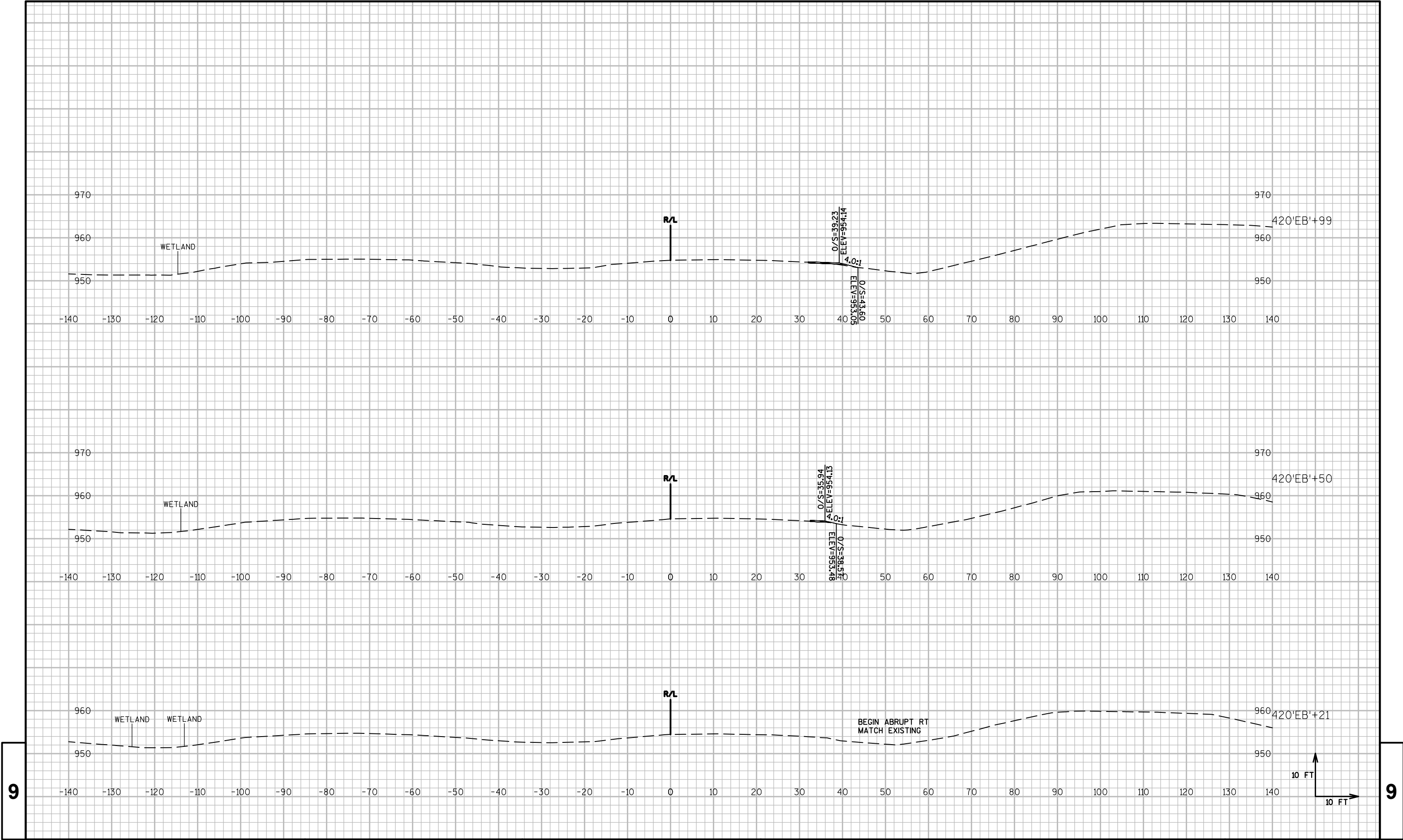
PLOT DATE : 9/9/2015 3:28 PM

PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDs SHEET 49



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9

PROJECT NO:1052-01-62

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 EB

SHEET

PRE_153

E

FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADD\10500191\SHETSPLAN\090205-XS.DWG
LAYOUT NAME - 090234-XS

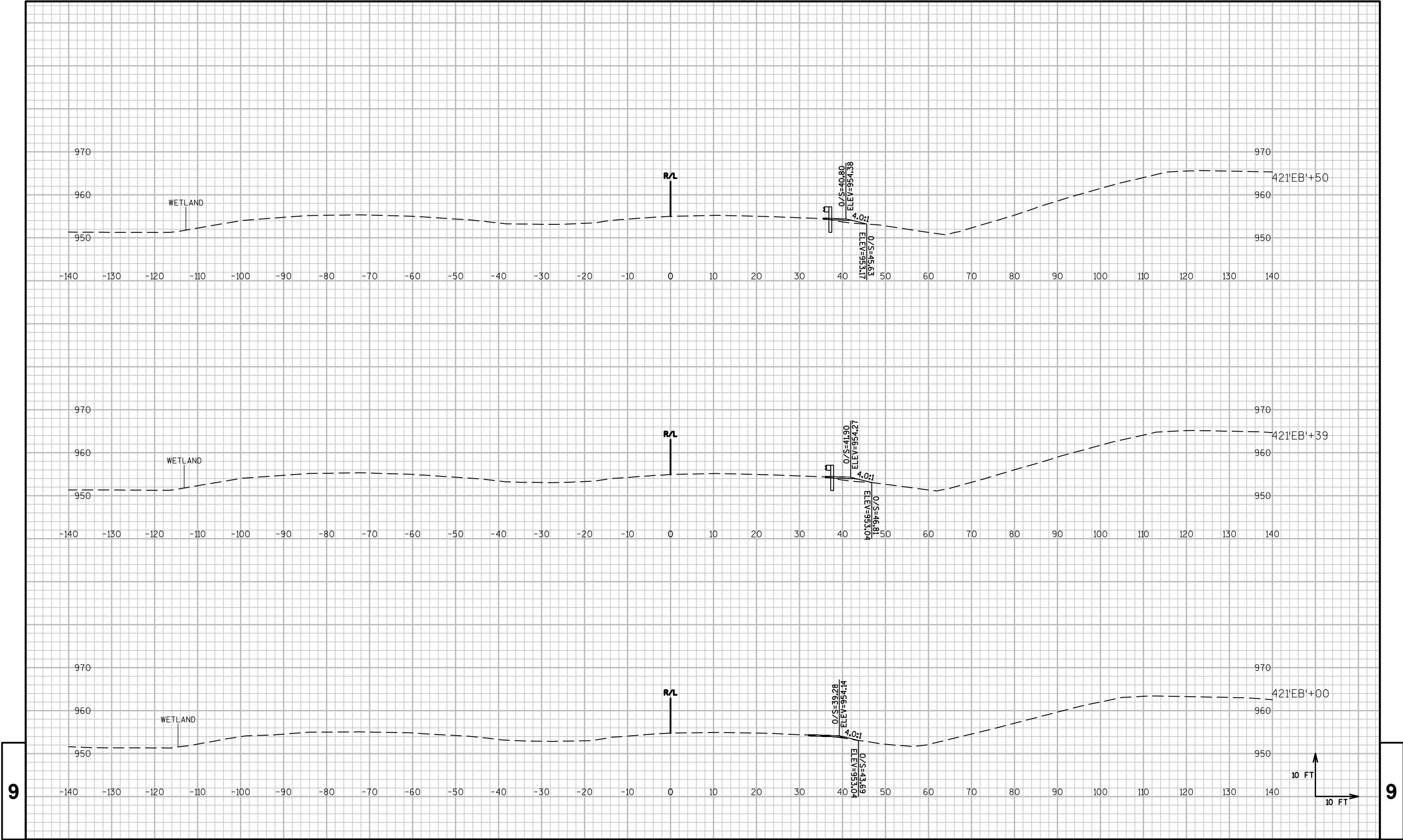
PLOT DATE : 9/9/2015 3:28 PM

PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADD\ SHEET 49



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PROJECT NO:1052-01-62

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 EB

SHEET

PRE_154

E

FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADD\10500191\SHETSPLAN\090205-XS.DWG
LAYOUT NAME - 090235-XS

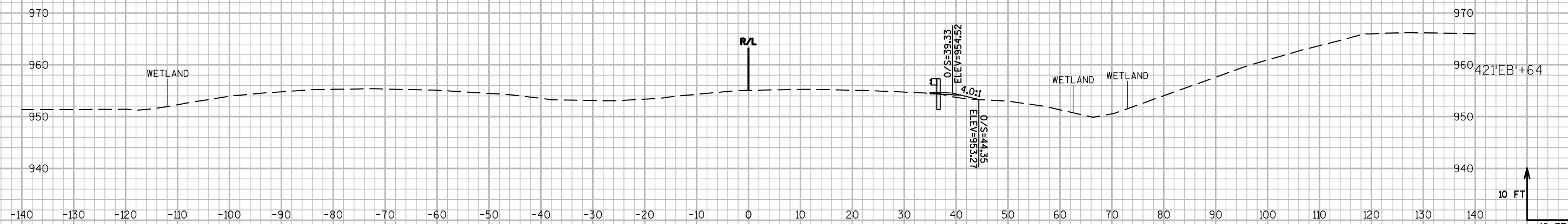
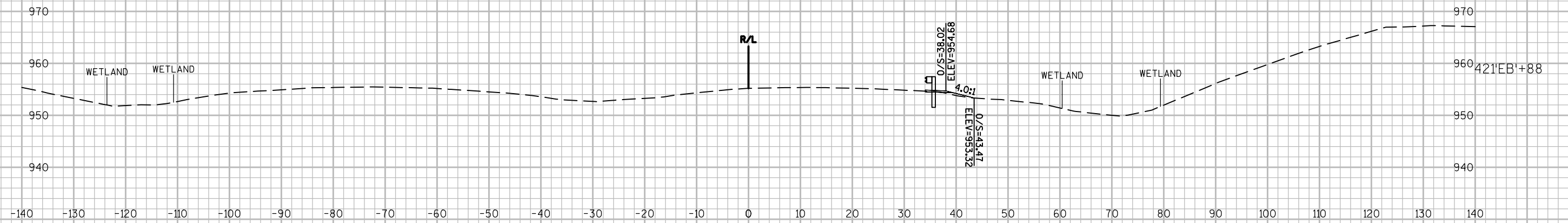
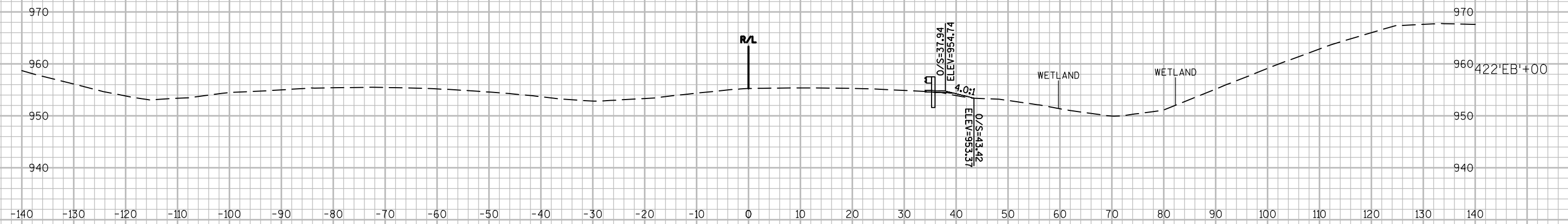
PLOT DATE : 9/9/2015 3:29 PM

PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDs SHEET 49



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PROJECT NO:1052-01-62

HWY: STH 29

COUNTY: CHIPPEWA

CROSS SECTIONS: STH 29 EB

SHEET	PRE_155	E
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FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADD\10500191\SHEET\PLAN\090205-XS.DWG
LAYOUT NAME - 090236-XS

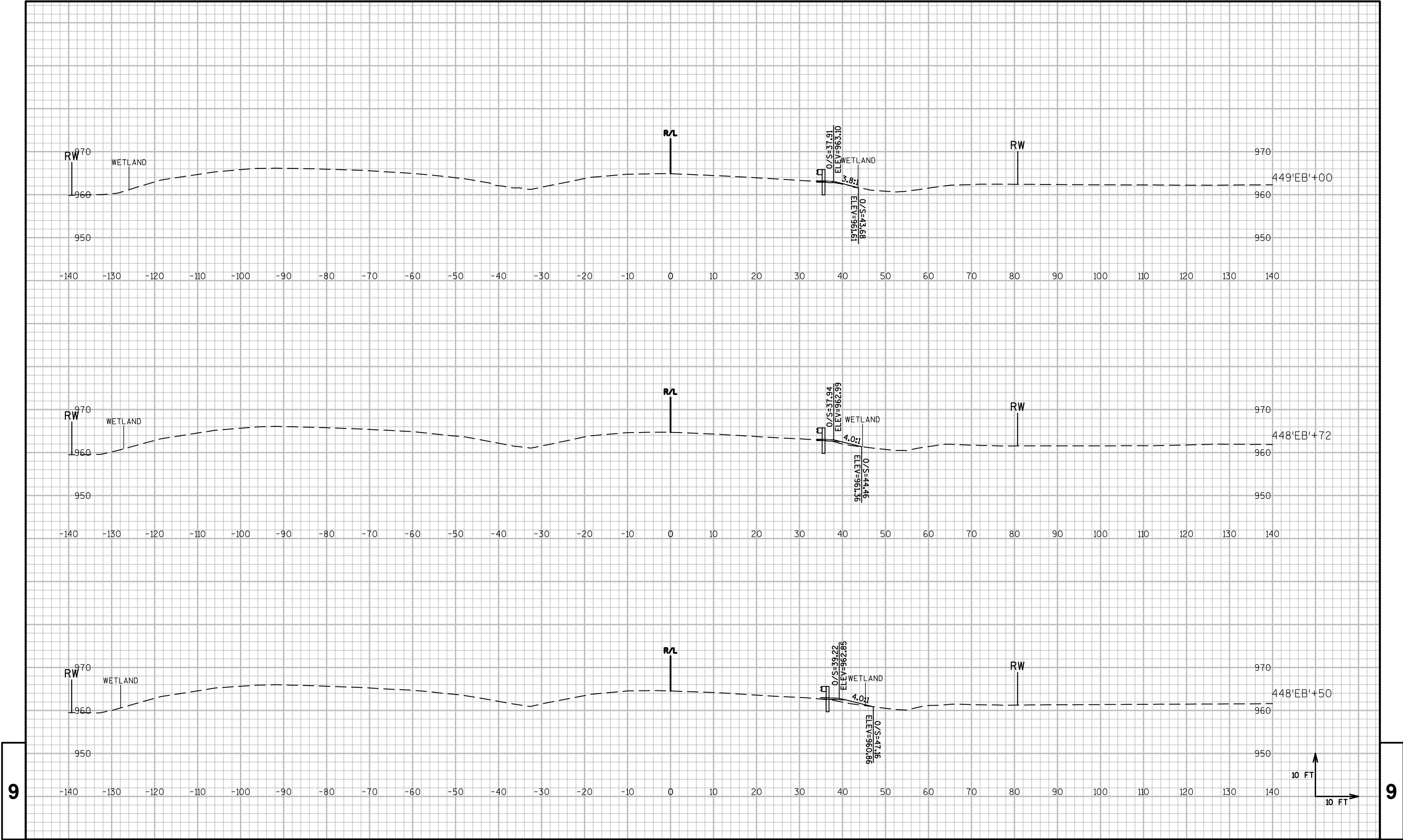
PLOT DATE : 9/9/2015 3:29 PM

PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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9

PROJECT NO:1052-01-62

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 EB

SHEET

PRE_160

E

FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADD\10500191\SHETSPLAN\090205-XS.DWG
LAYOUT NAME - 090241-XS

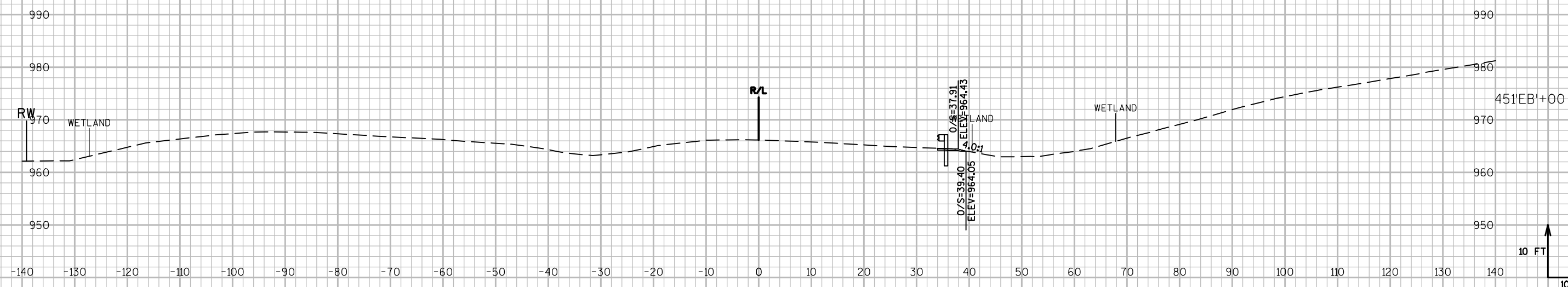
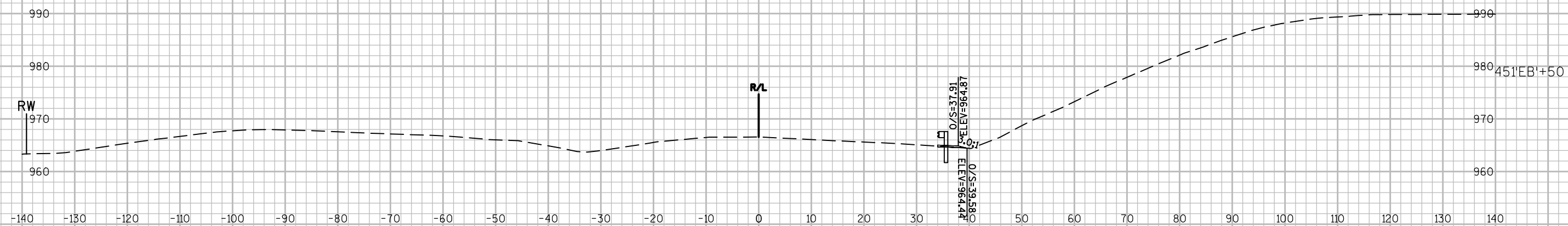
PLOT DATE : 9/9/2015 3:29 PM

PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADD SHEET 49



PROJECT NO:1052-01-62

HWY:STH 29

COUNTY: CHIPPEWA

CROSS SECTIONS: STH 29 EB

SHEET	PRE_162	E
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FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADDS\10500191\SHEETSP\PLAN\090205-XS.DWG
LAYOUT NAME - 090243-XS

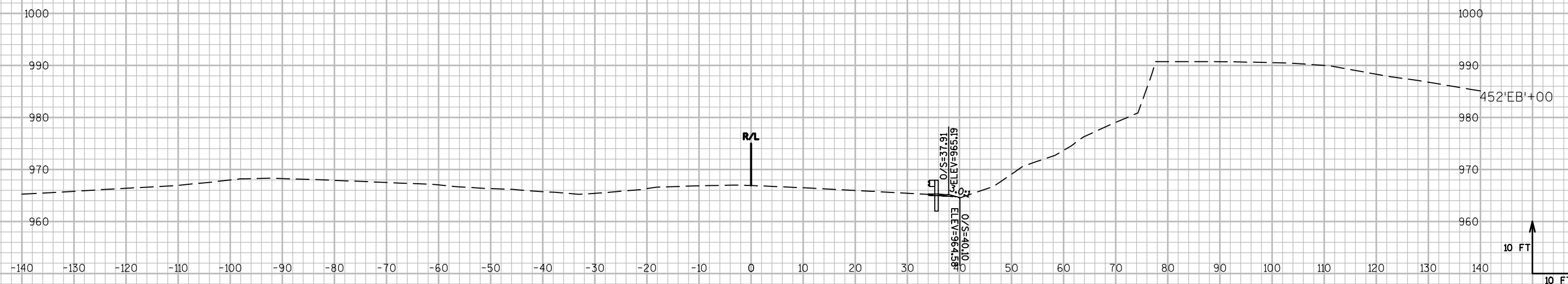
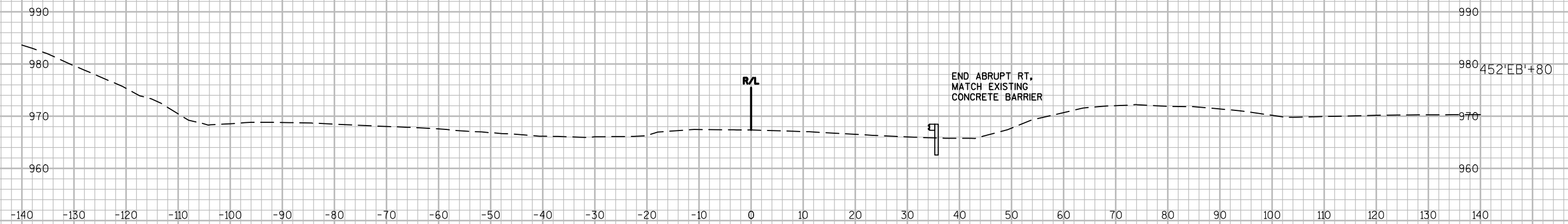
PLOT DATE : 9/9/2015 3:30 PM

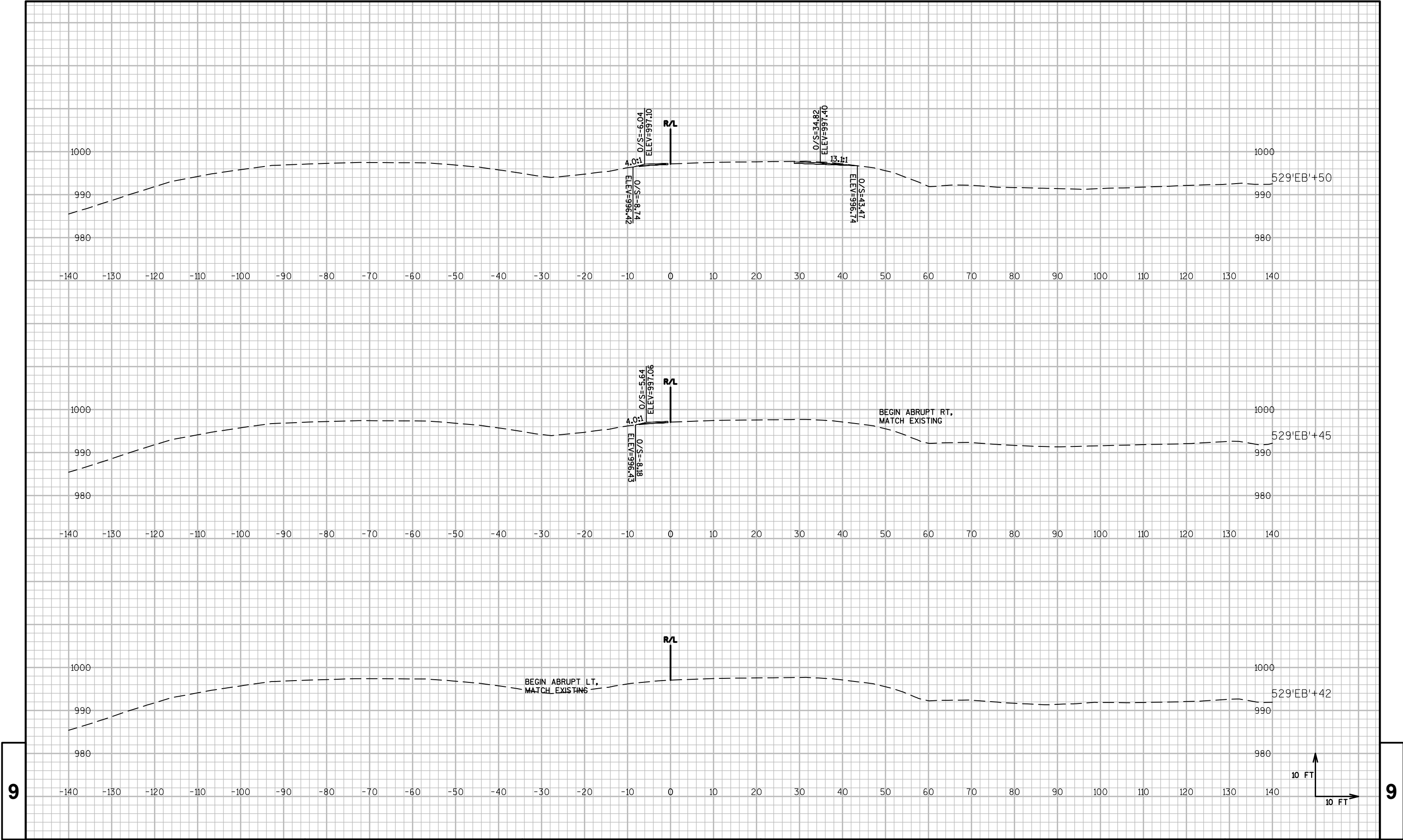
PLOT BY : MICHAEL HIGGINS

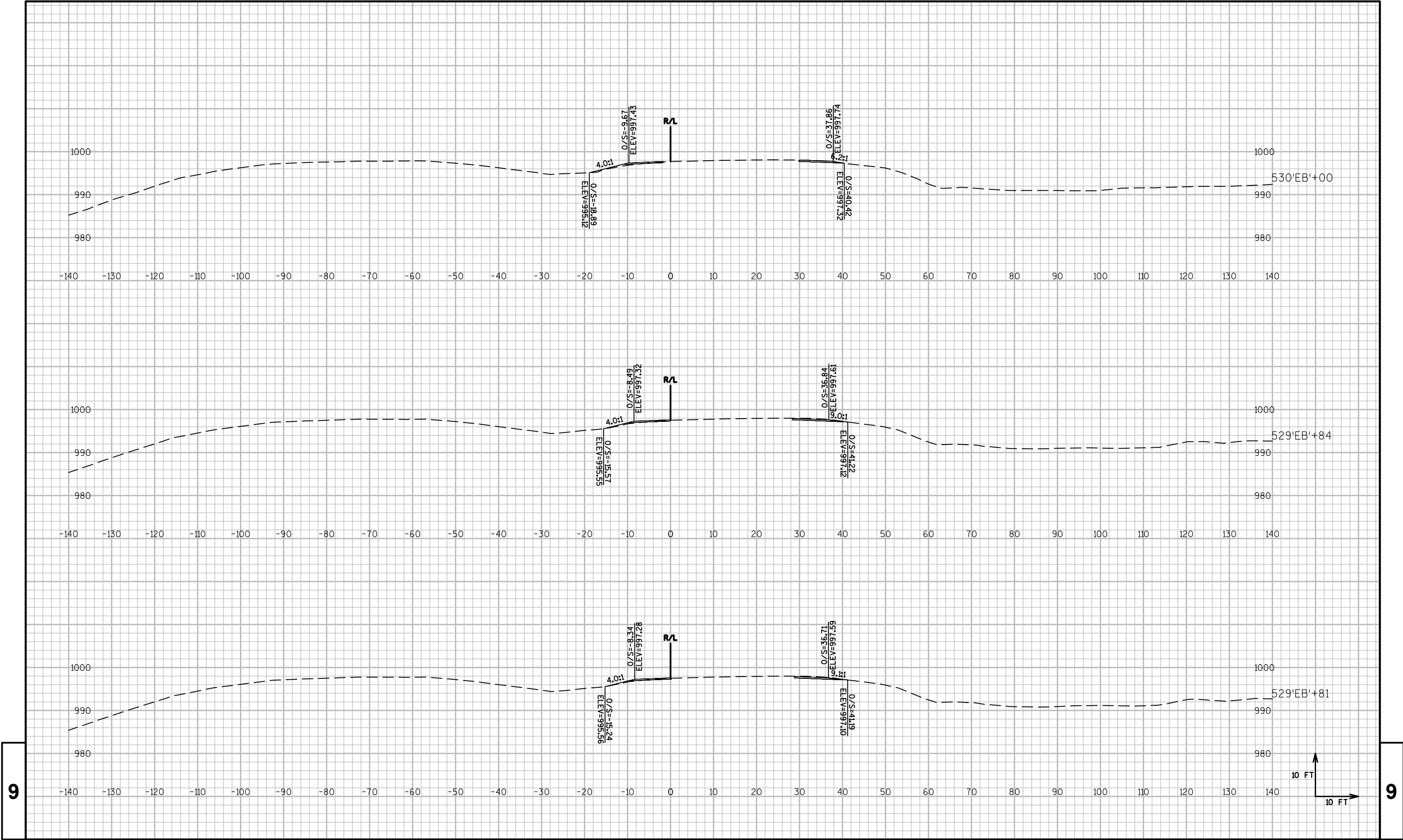
PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







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PROJECT NO:1052-01-62

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 EB

SHEET

PRE_165

E

FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADD\10500191\090205-XS.DWG

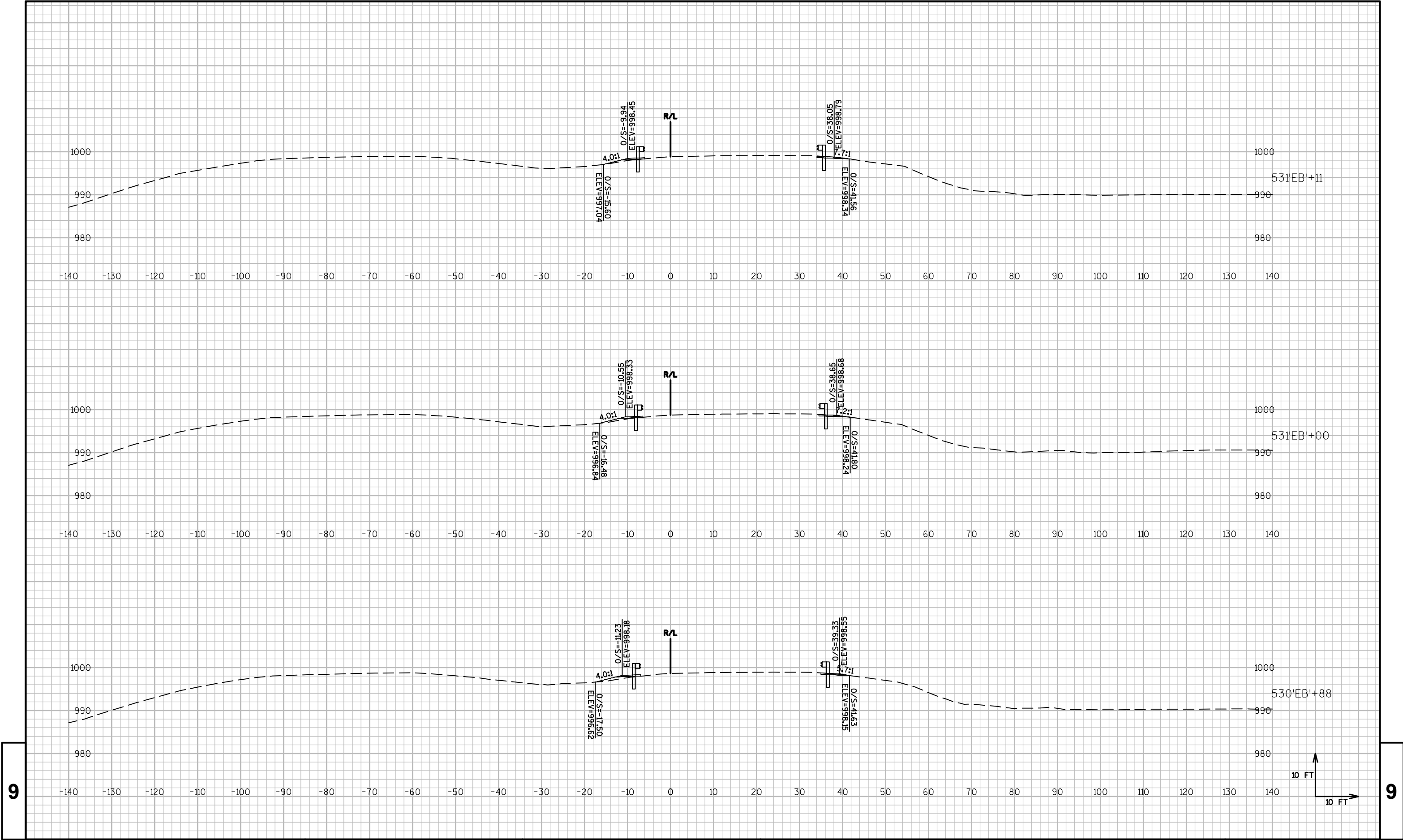
PLOT DATE : 9/9/2015 3:30 PM

PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADD SHEET 49



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9

PROJECT NO:1052-01-62

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 EB

SHEET [PRE_167](#)

E

FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADD\10500191\SHETSPLAN\090205-XS.DWG

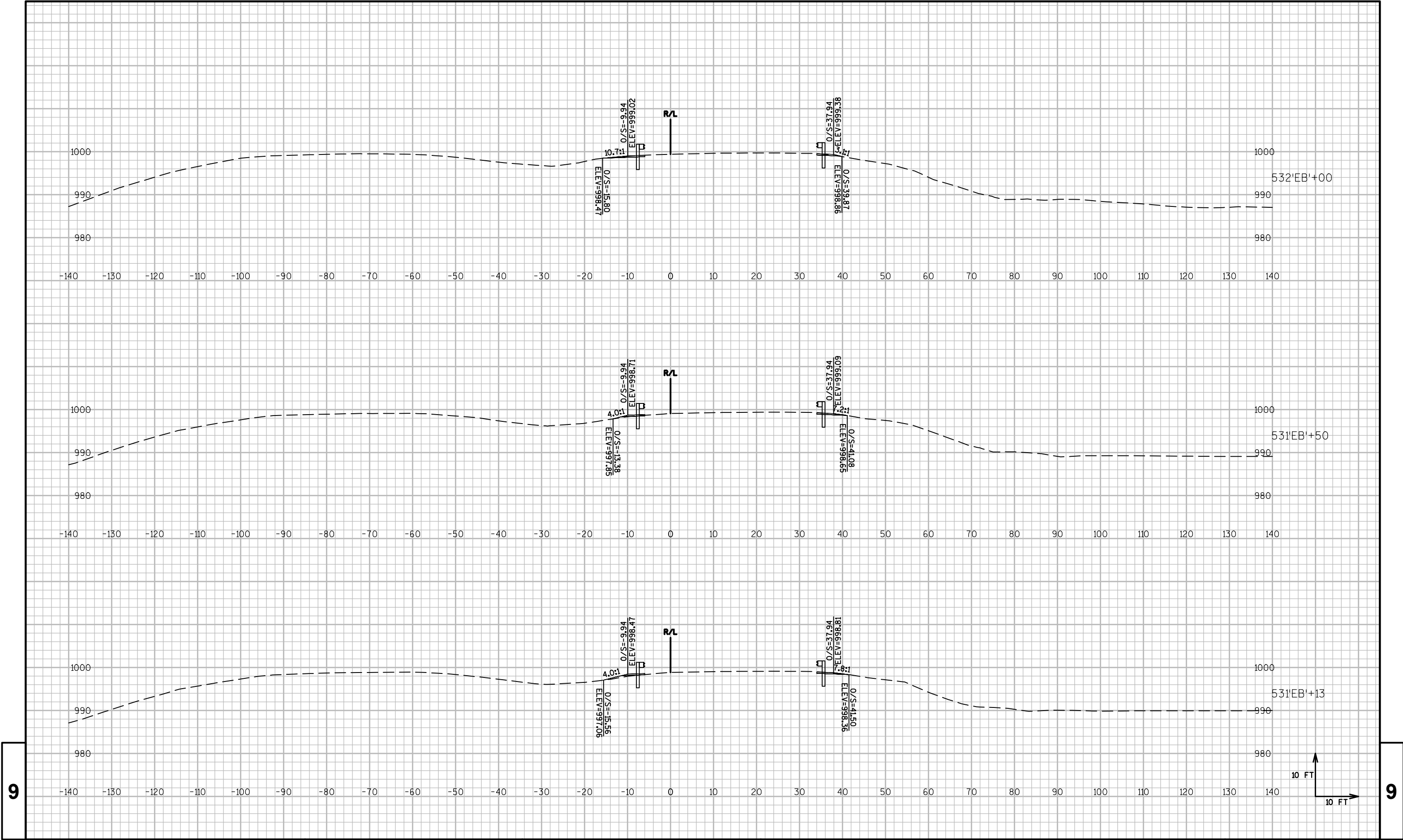
PLOT DATE : 9/9/2015 3:30 PM

PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADD SHEET 49



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9

PROJECT NO:1052-01-62

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 EB

SHEET

PRE_168

E

FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADD\10500191\SHETSPLAN\090205-XS.DWG

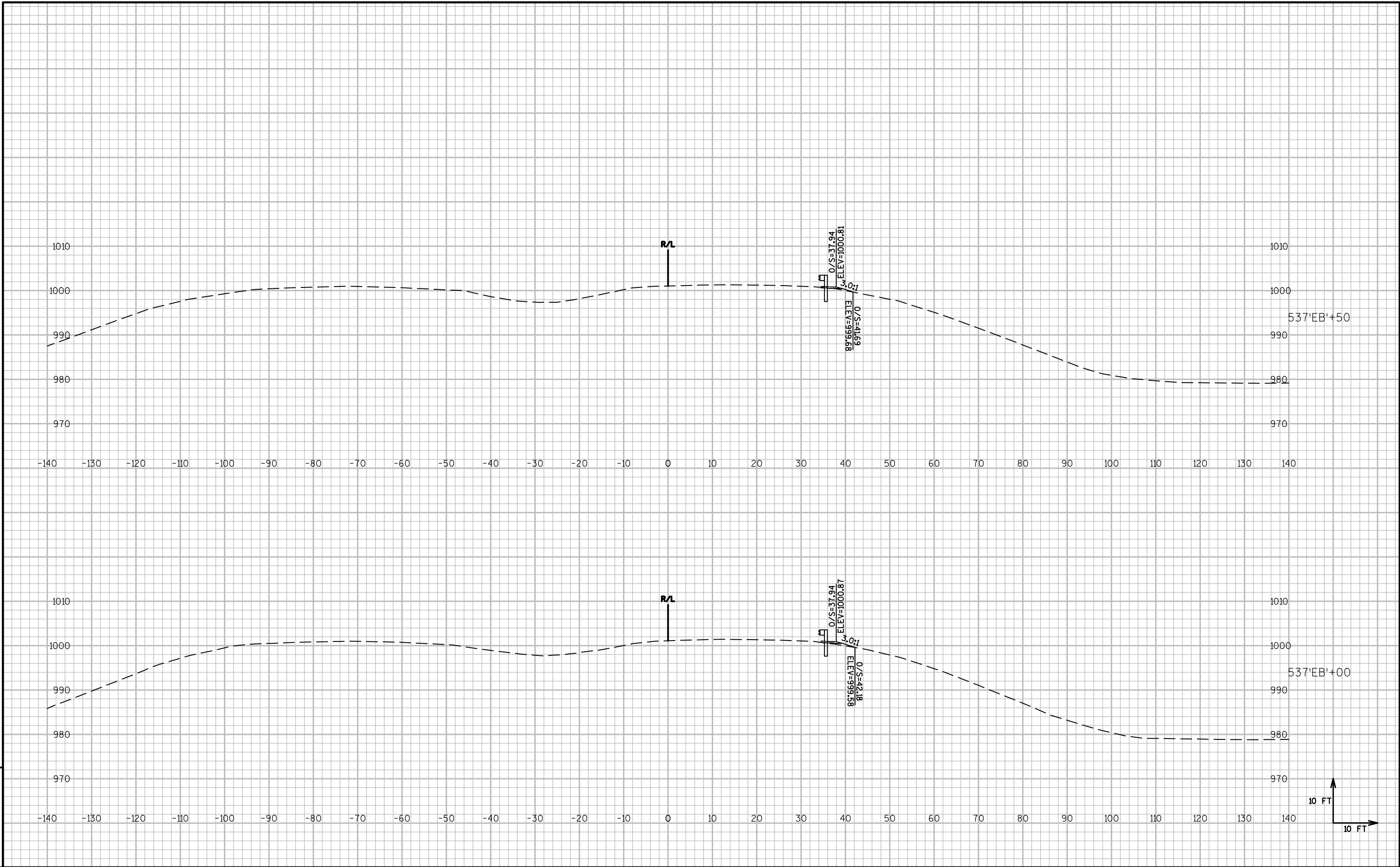
PLOT DATE : 9/9/2015 3:31 PM

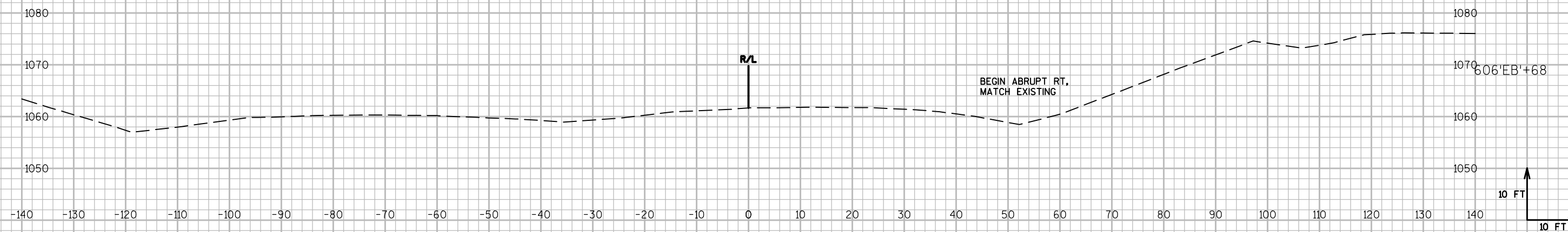
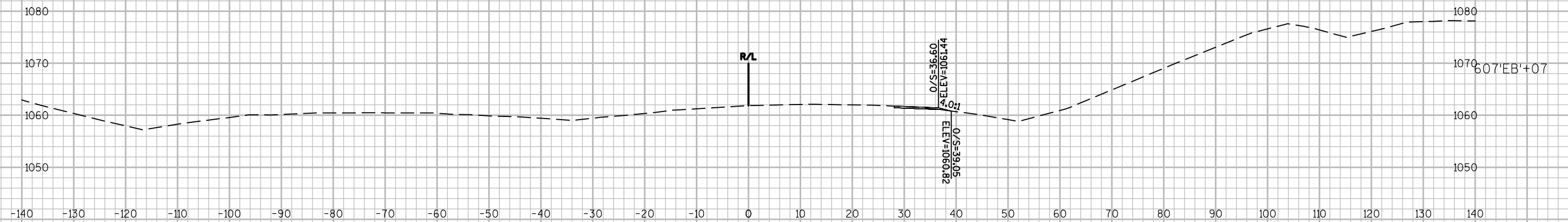
PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDs SHEET 49





PROJECT NO:1052-01-62

HWY: STH 29

COUNTY: CHIPPEWA

CROSS SECTIONS: STH 29 EB

SHEET	PRE_176	E
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FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADD\10500191\SHEETSP\PLAN\090206-XS.DWG

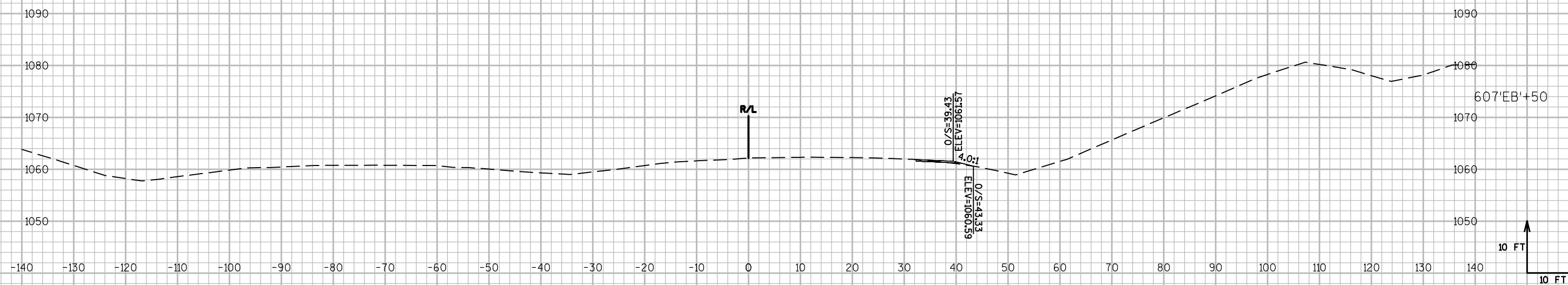
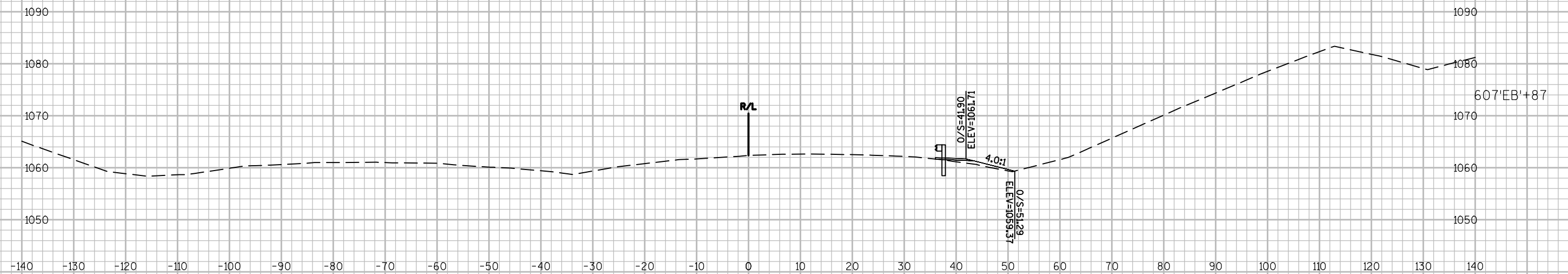
PLOT DATE : 9/9/2015 3:32 PM

PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



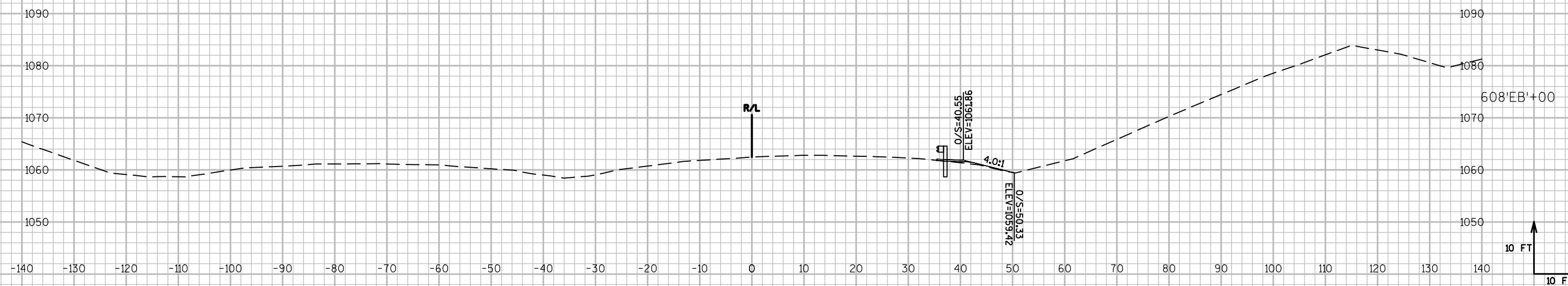
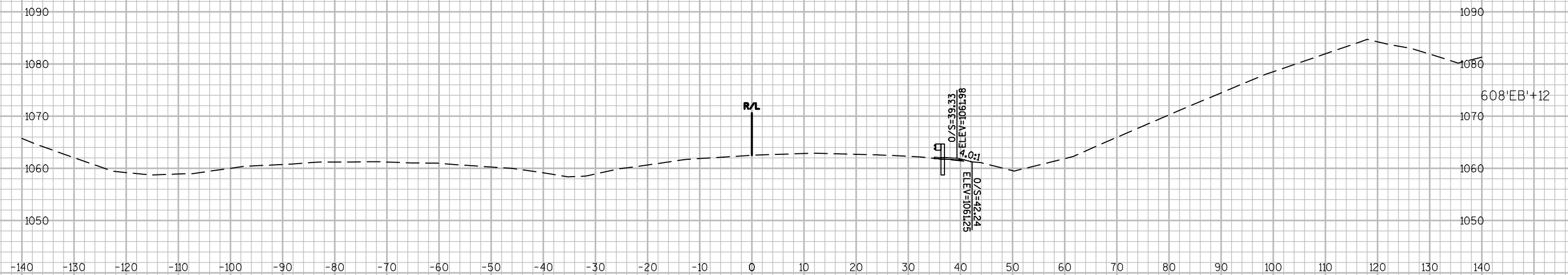
PROJECT NO:1052-01-62

HWY: STH 29

COUNTY: CHIPPEWA

CROSS SECTIONS: STH 29 EB

SHEET	PRE_177	E
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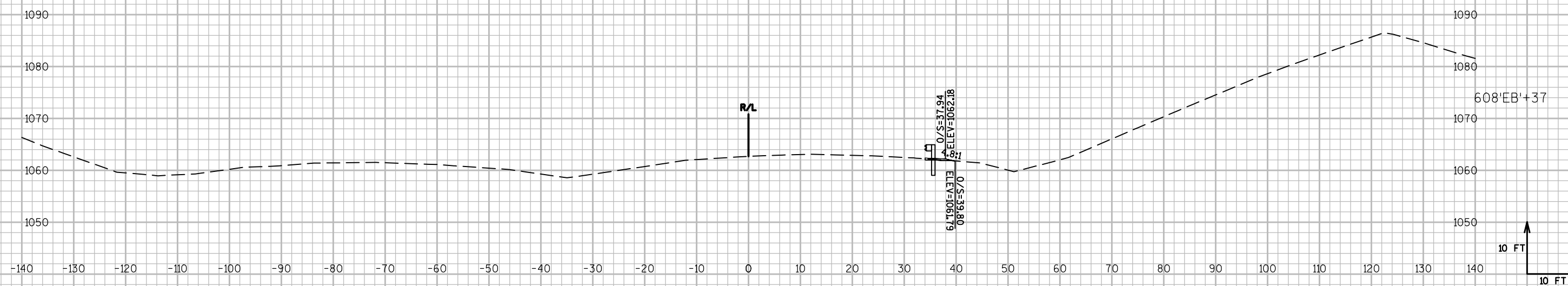
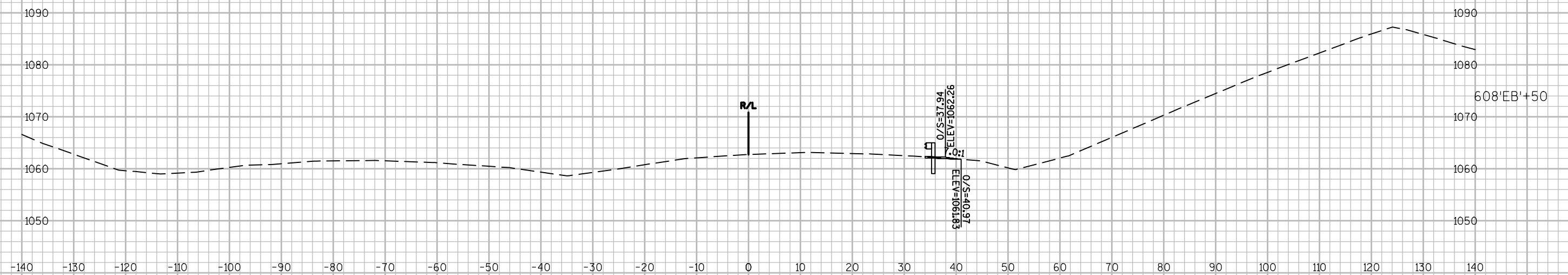
PROJECT NO:1052-01-62

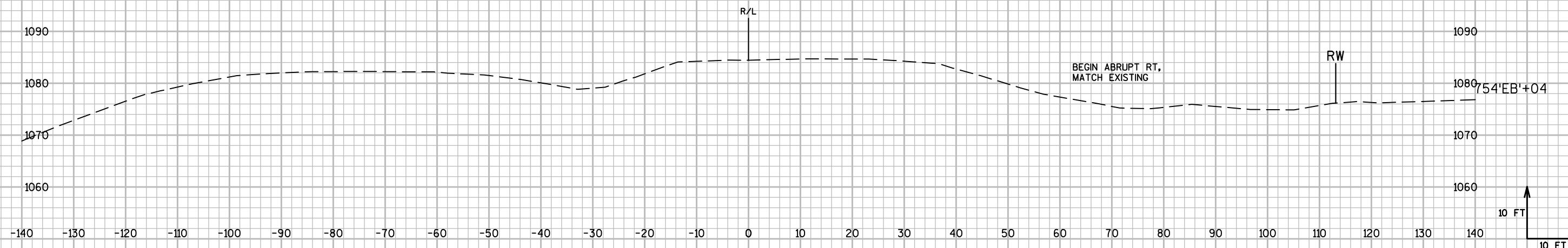
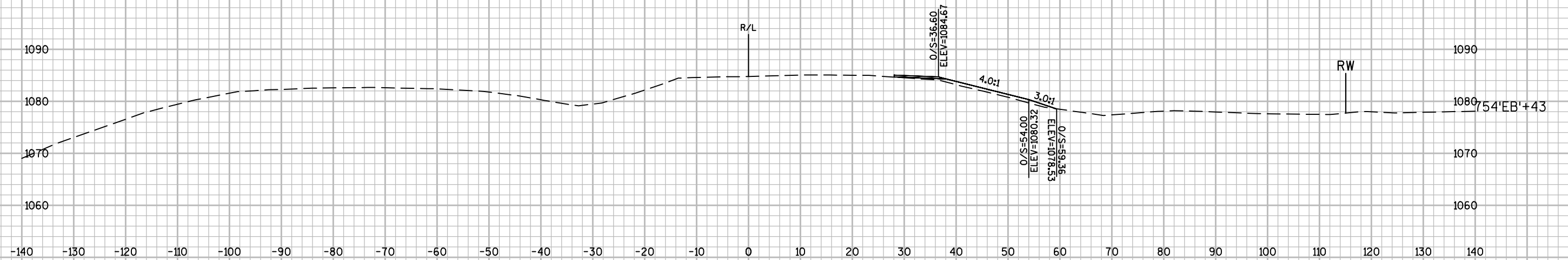
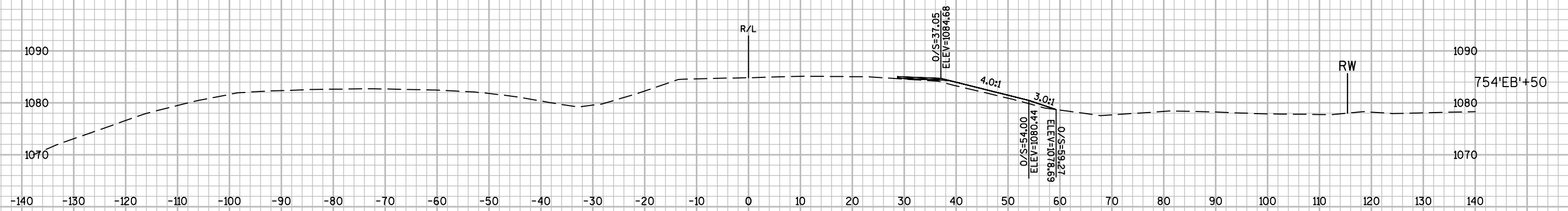
HWY: STH 29

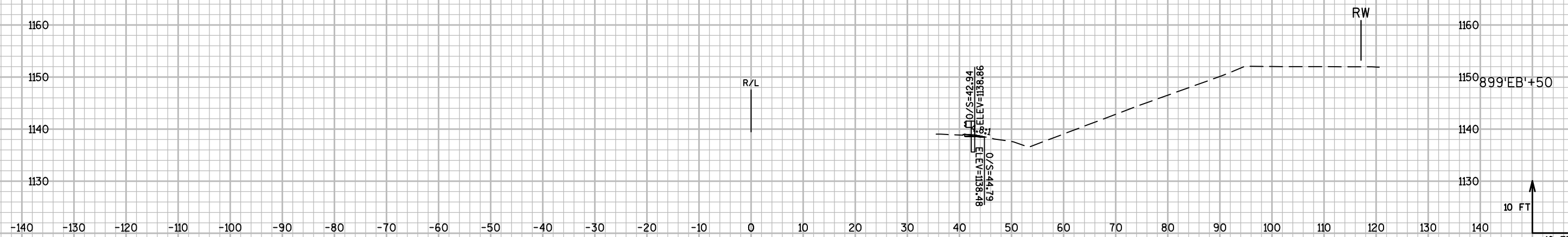
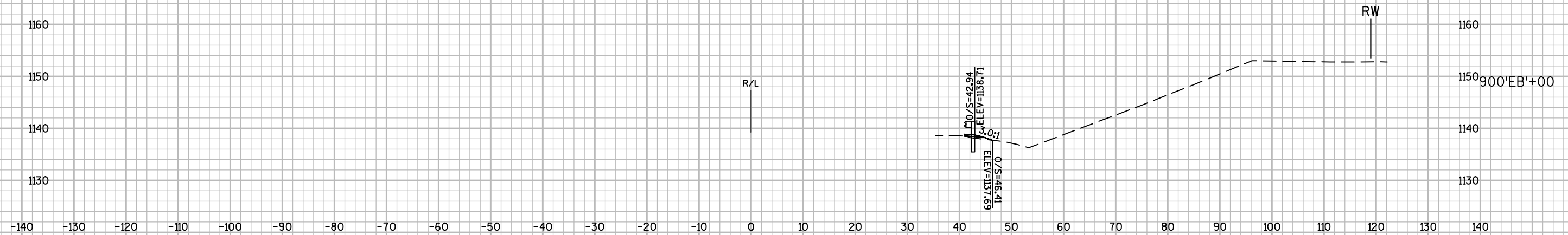
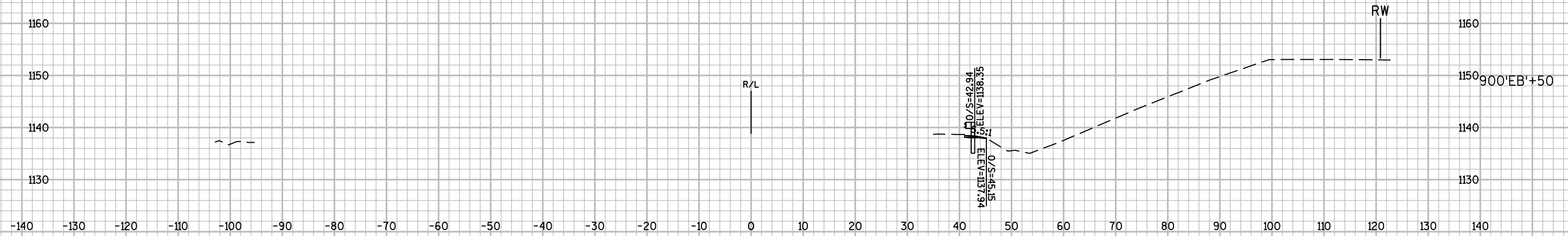
COUNTY: CHIPPEWA

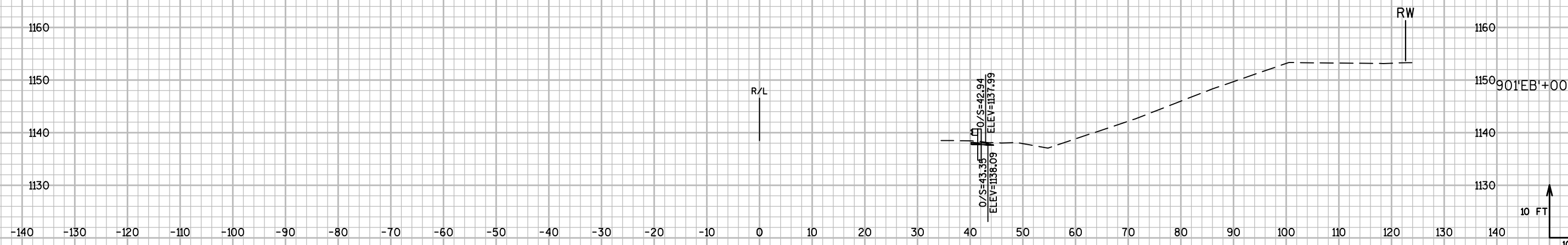
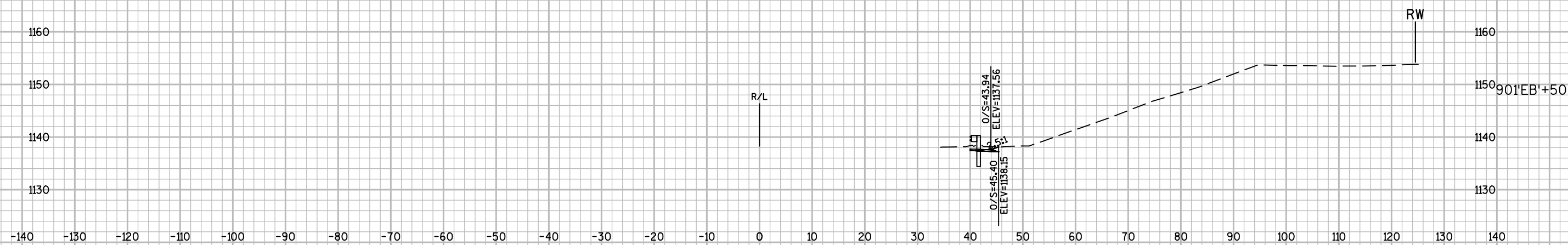
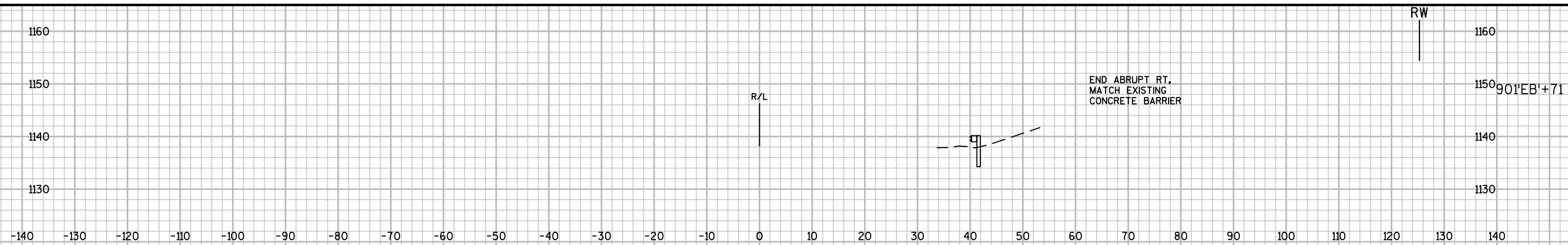
CROSS SECTIONS: STH 29 EB

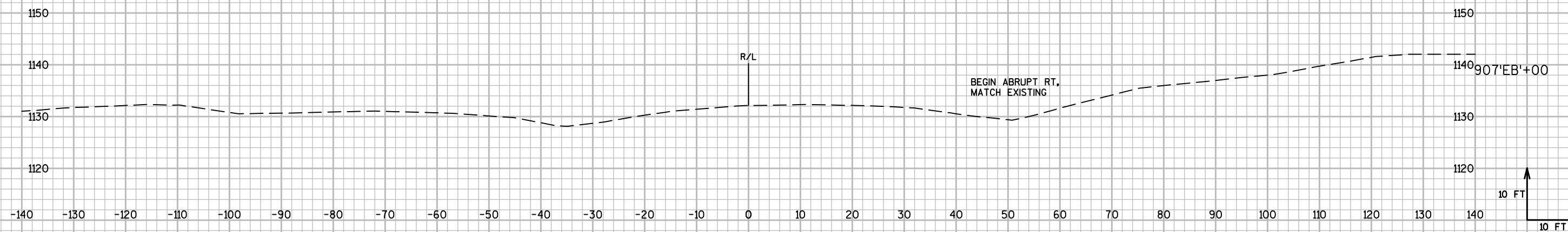
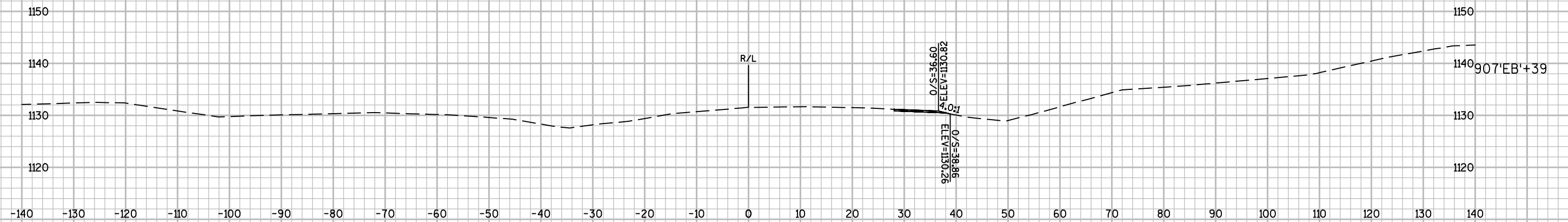
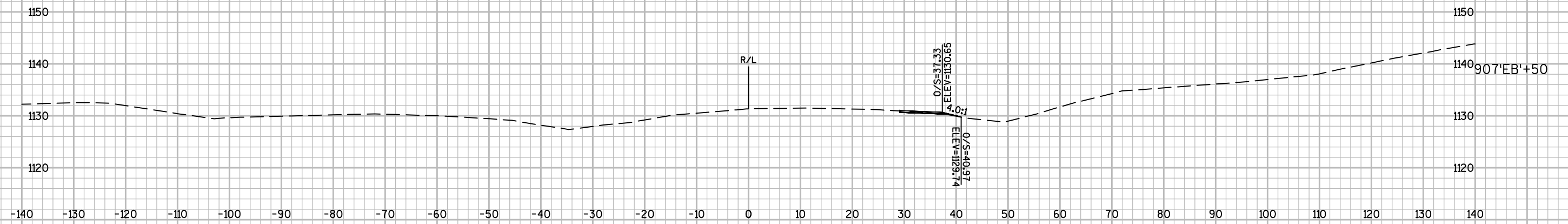
SHEET	PRE_178	E
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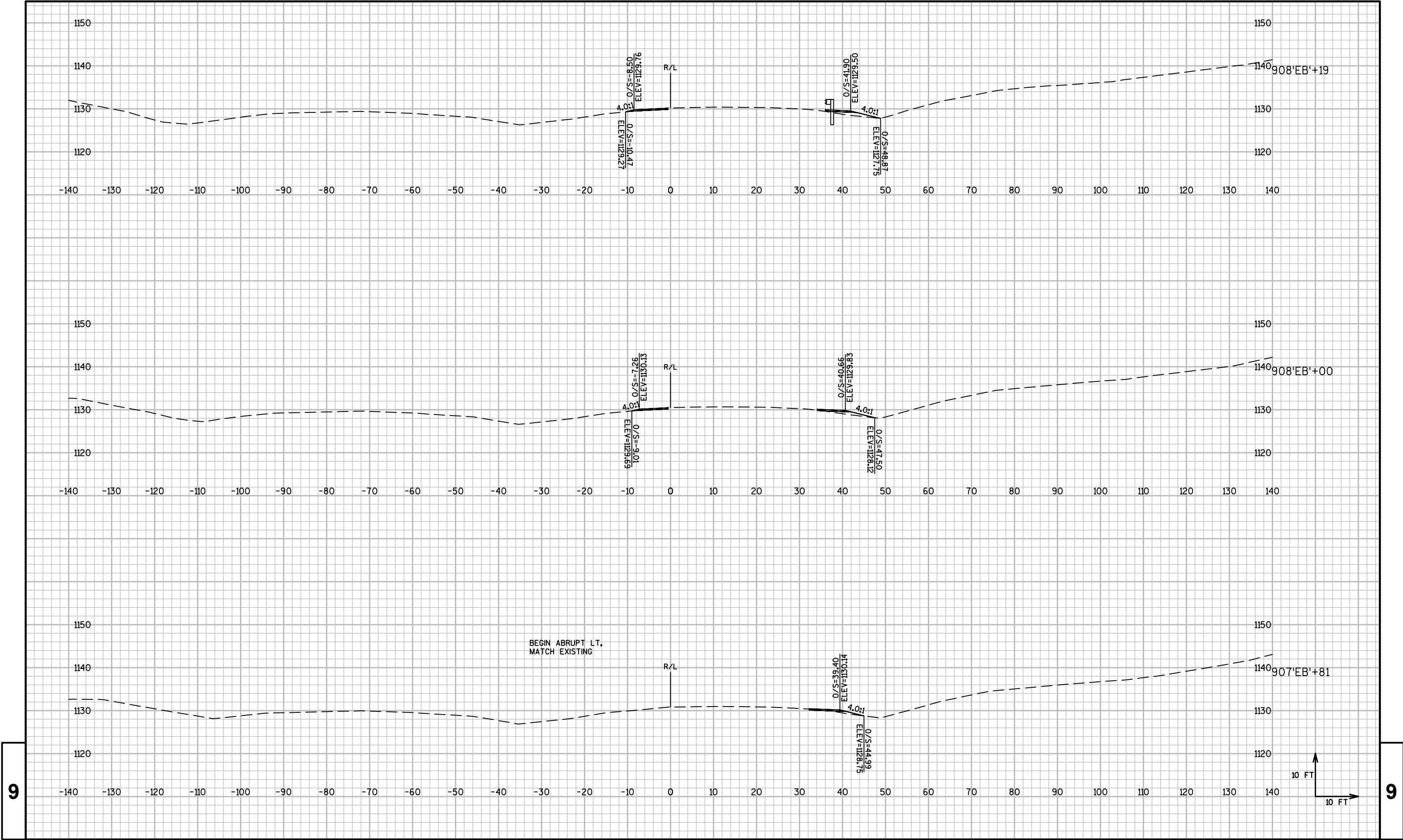






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PROJECT NO:1052-01-62

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 EB

SHEET

PRE_197

E

FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADD\10500191\SHEETSP\N\090206-XS.DWG
LAYOUT NAME - 090277-XS

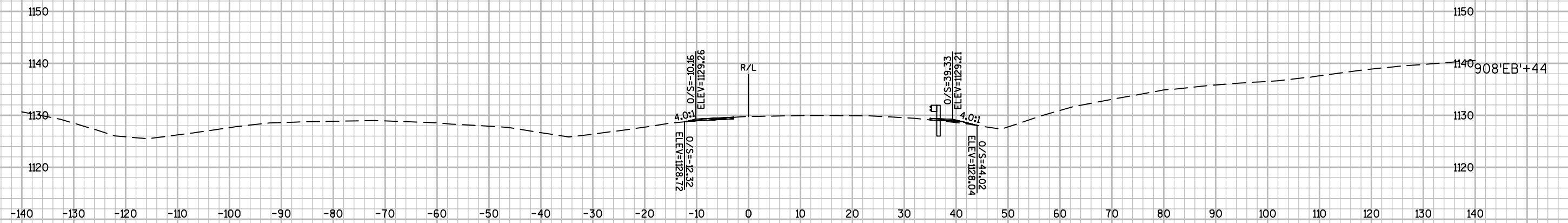
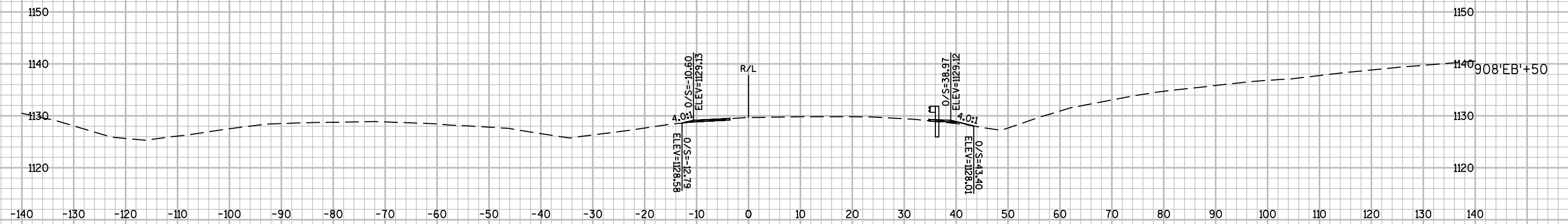
PLOT DATE : 9/9/2015 3:36 PM

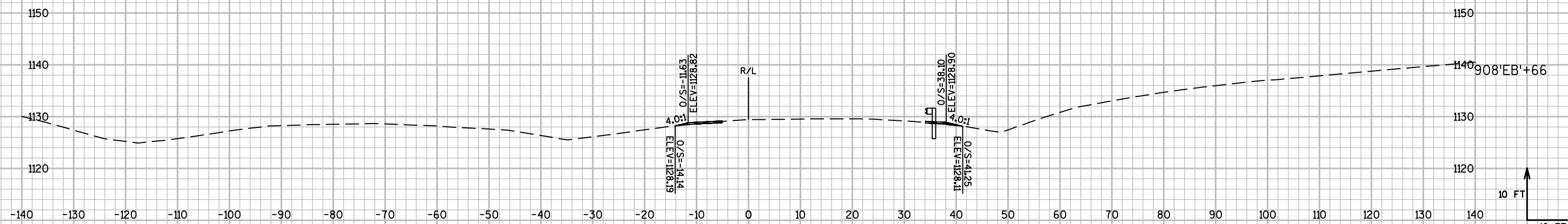
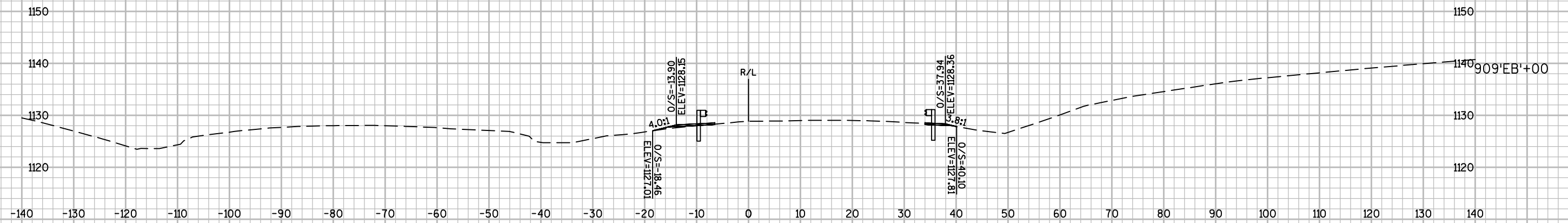
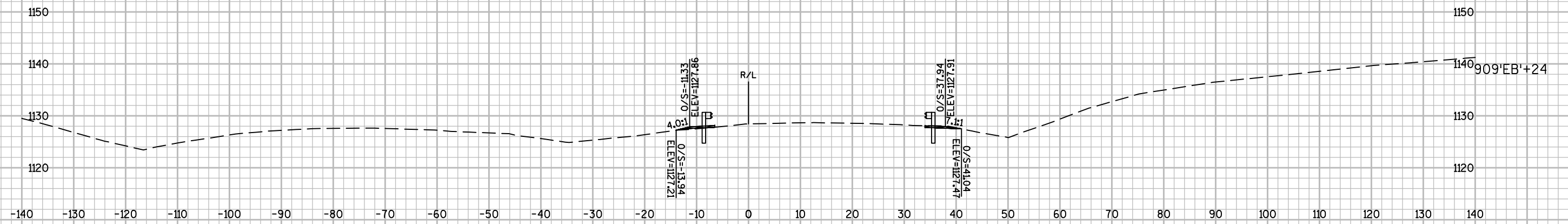
PLOT BY : MICHAEL HIGGINS

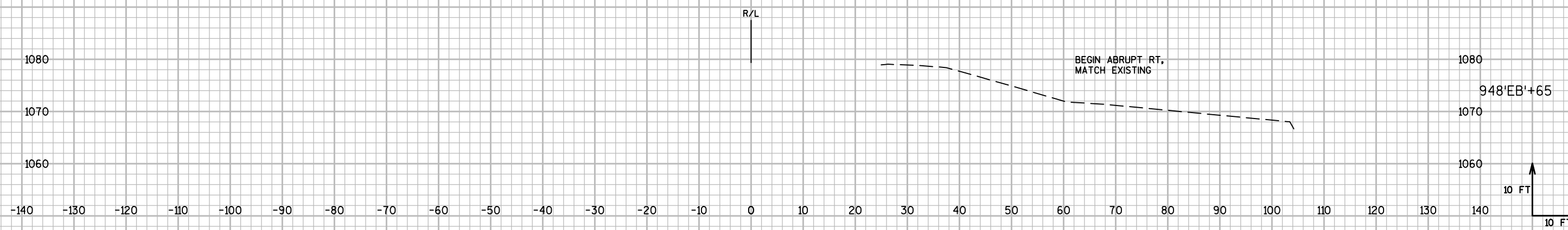
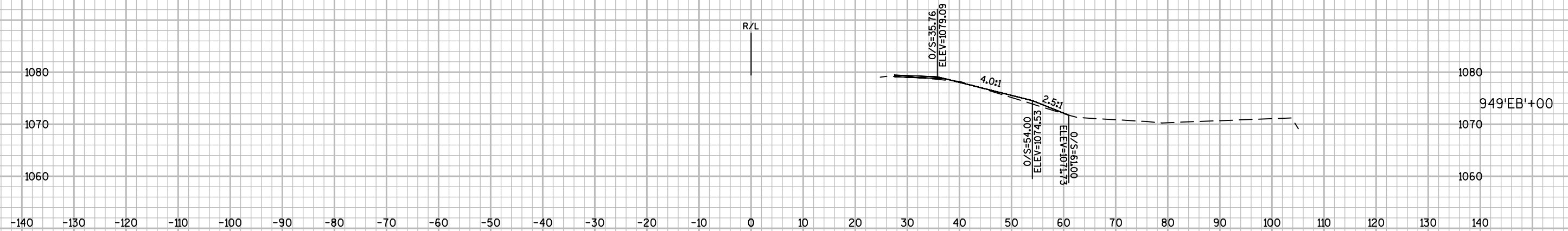
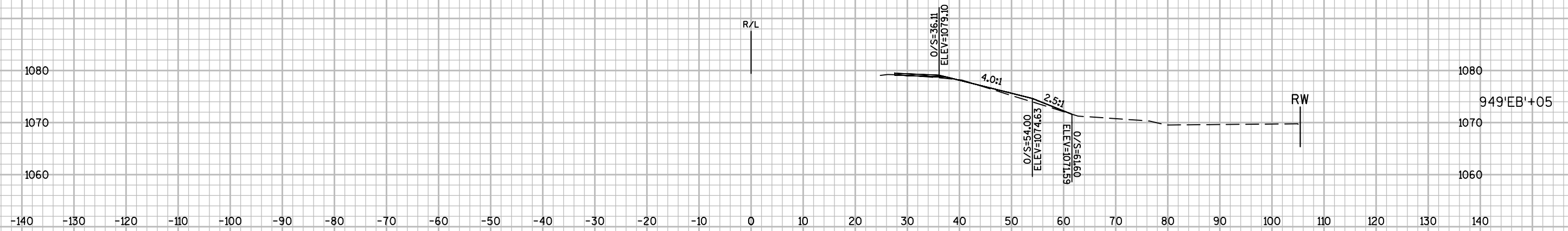
PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADD SHEET 49

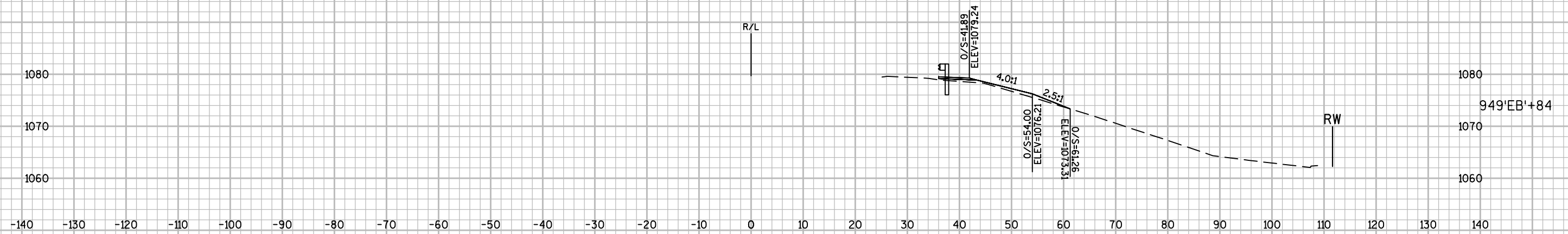
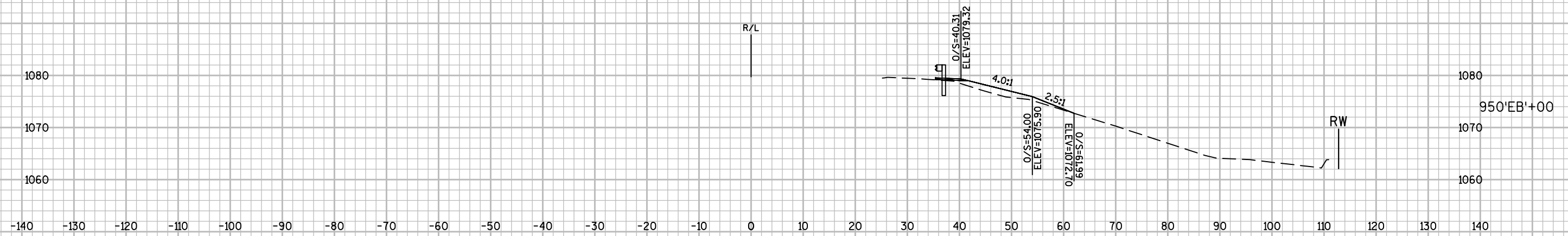


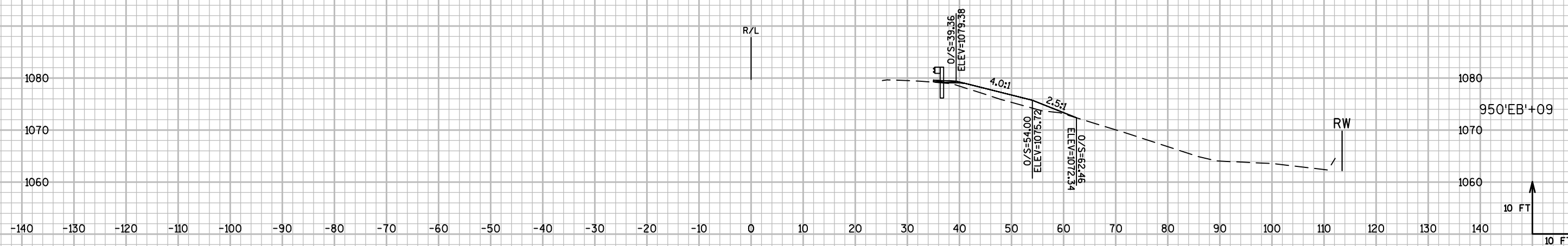
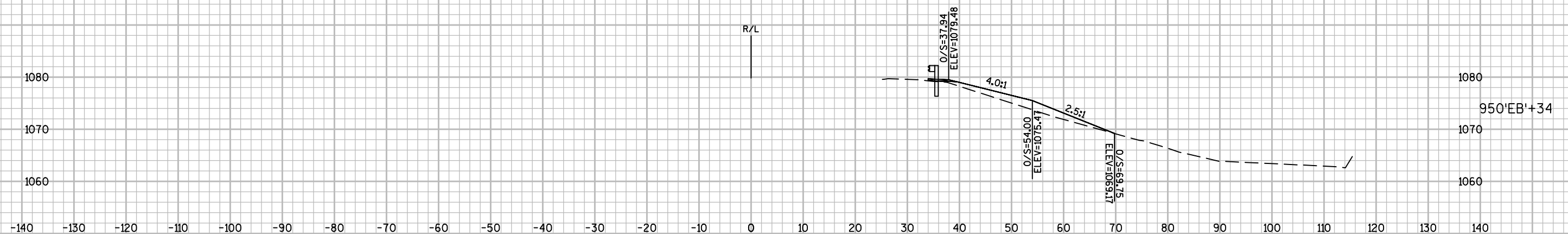
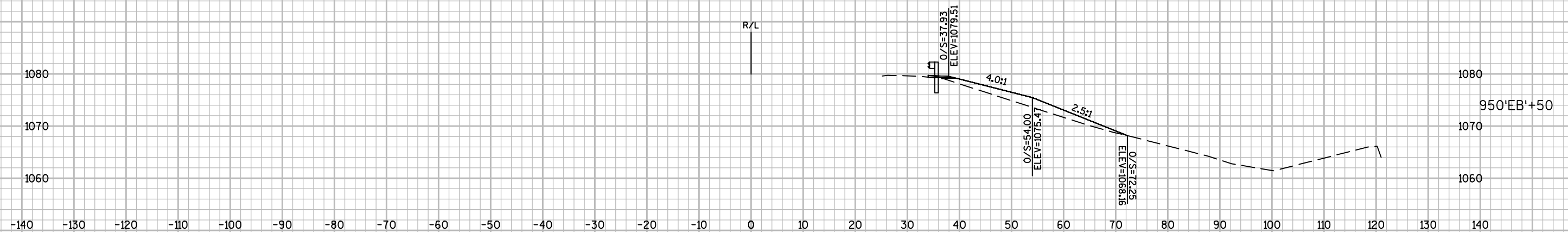


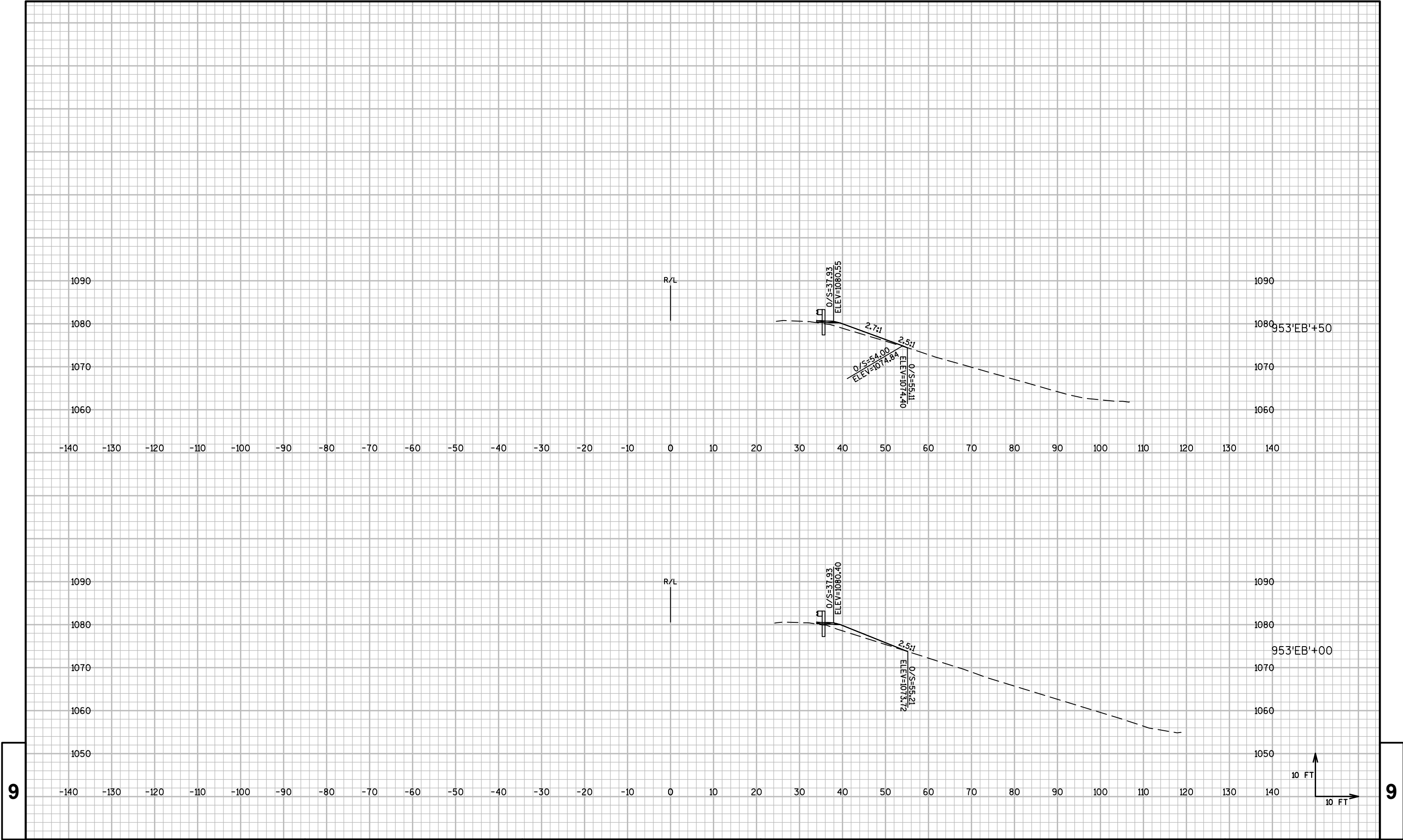


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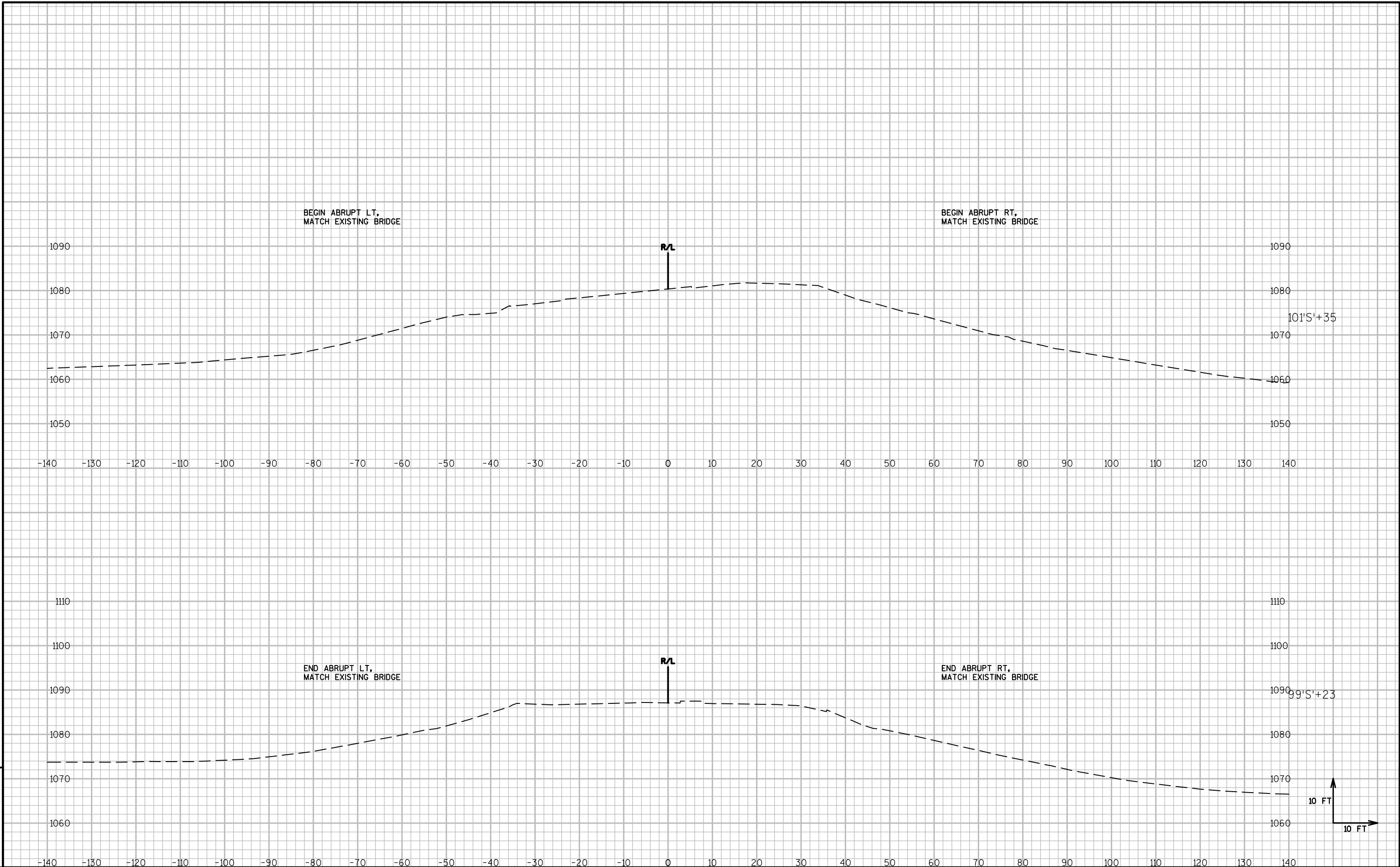
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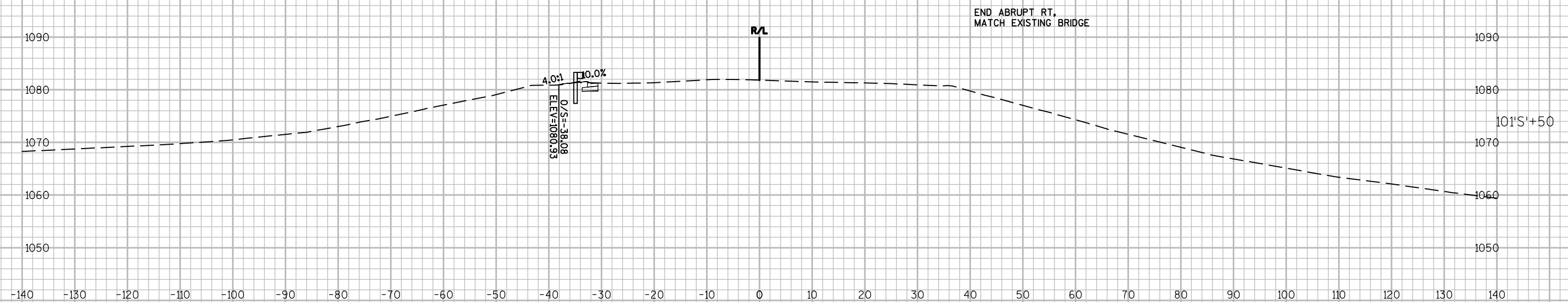




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PROJECT NO:1051-01-61/1052-01-62

HWY: STH 29

COUNTY: CHIPPEWA

CROSS SECTIONS: STH 27

SHEET	PRE_214	E
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FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADD\10500191\SHEETSP\PLAN\090207-XS.DWG

PLOT DATE : 9/9/2015 3:38 PM

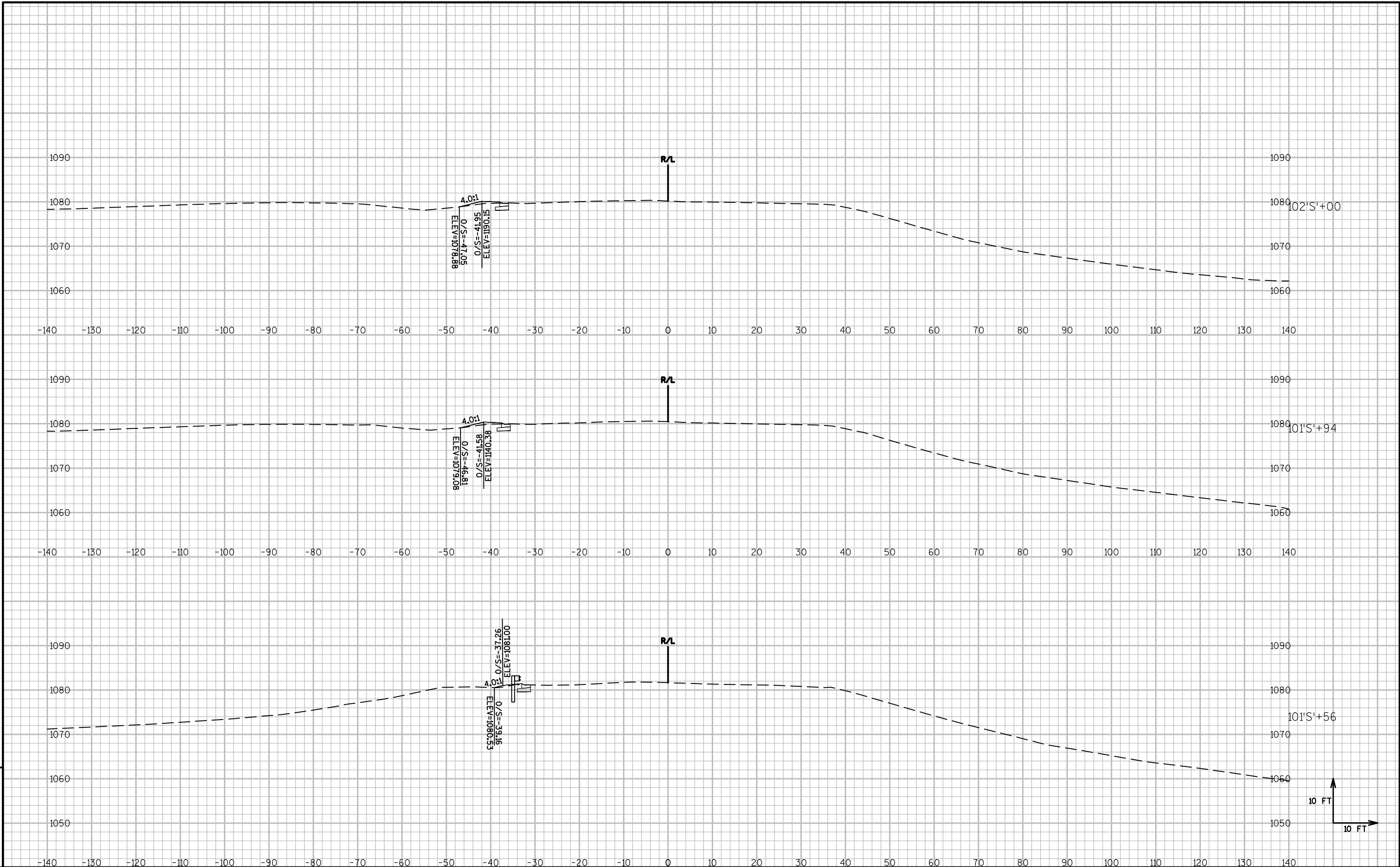
PLOT BY : MICHAEL HIGGINS

PLOT NAME :

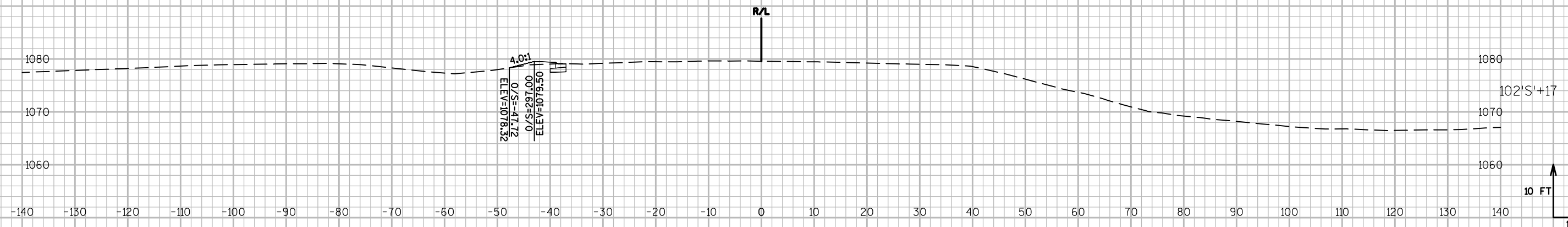
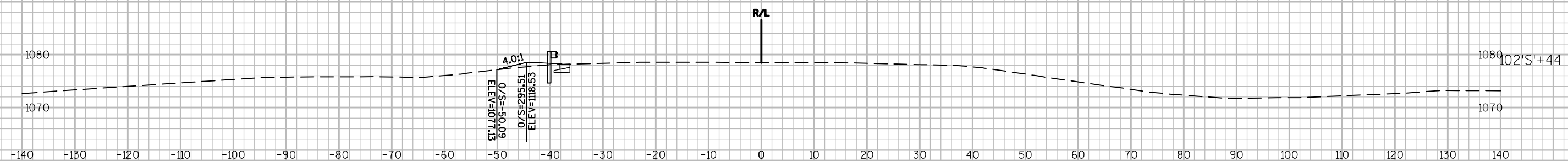
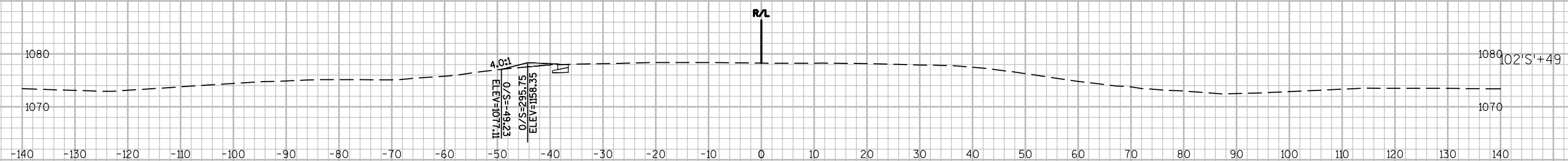
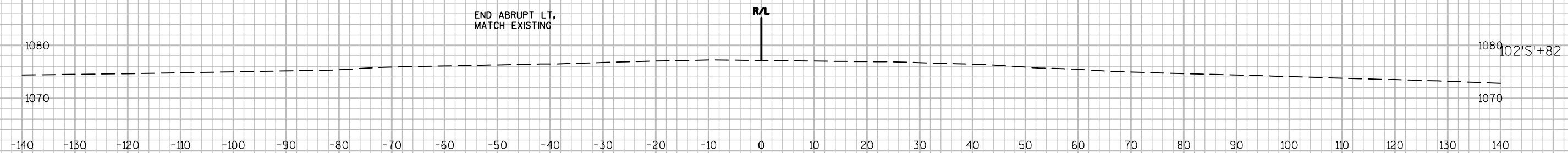
PLOT SCALE : 1 IN:20 FT

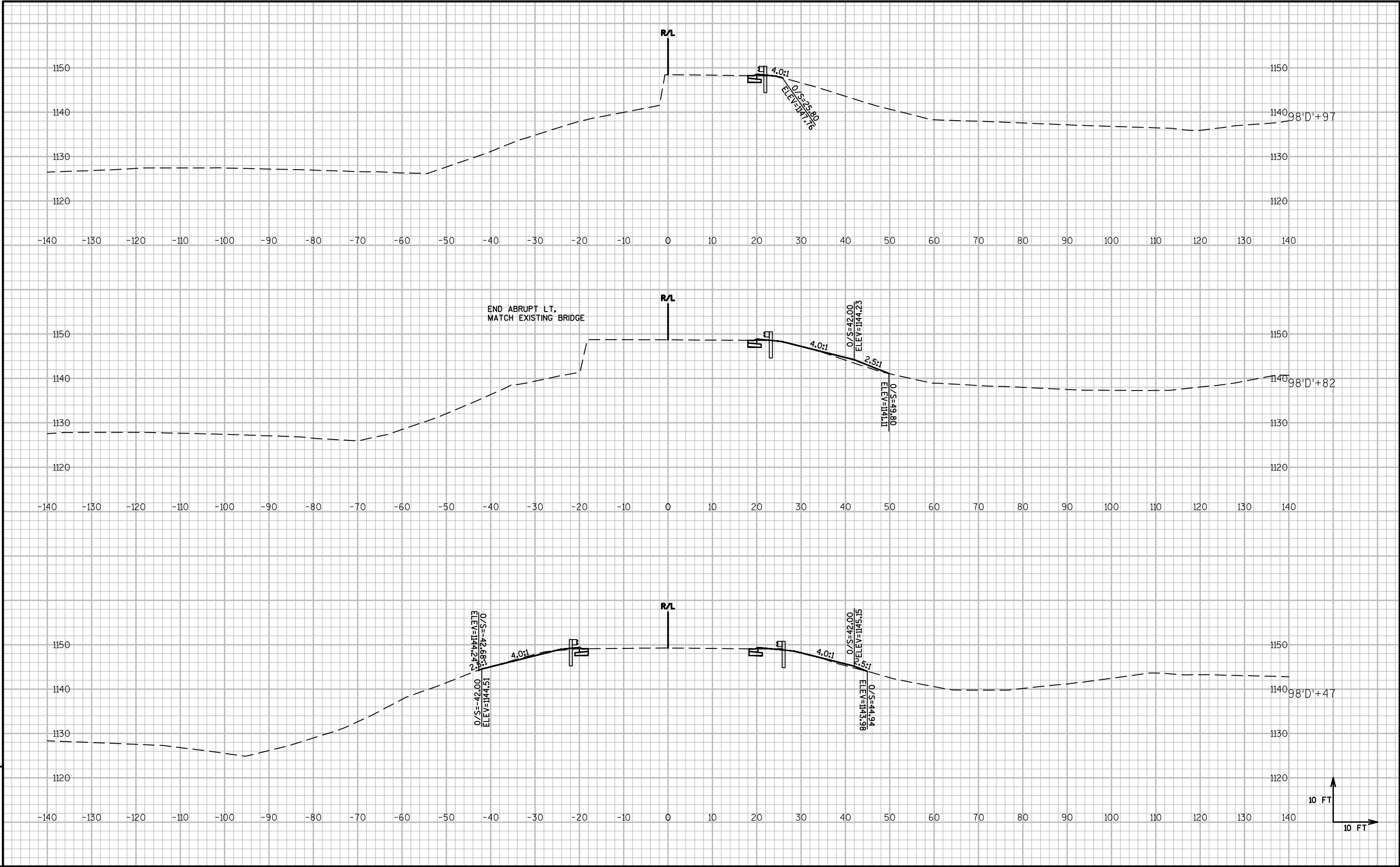
WISDOT/CADDS SHEET 49

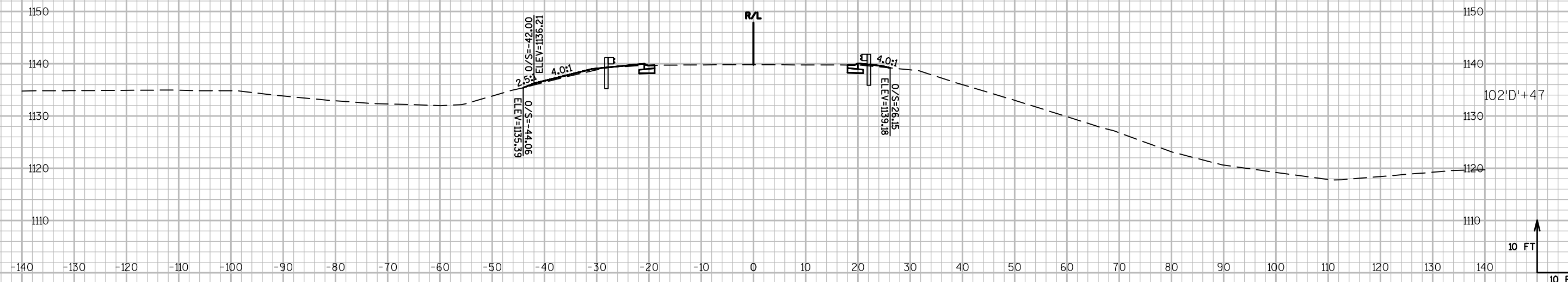
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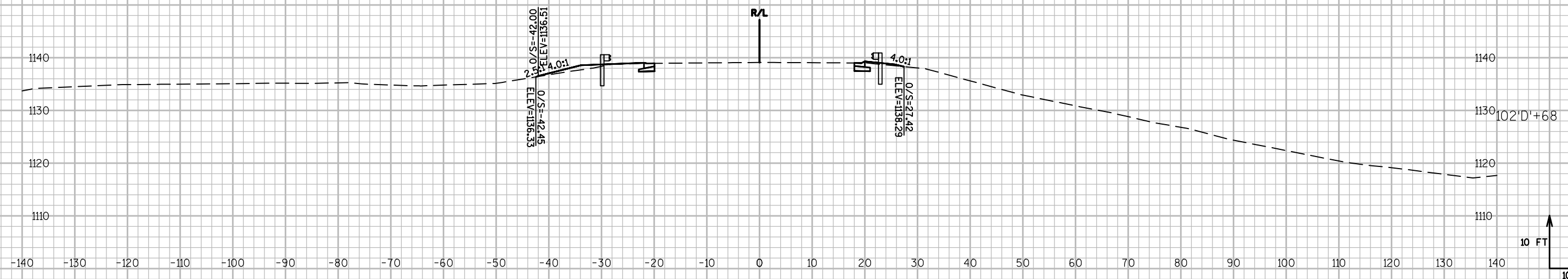


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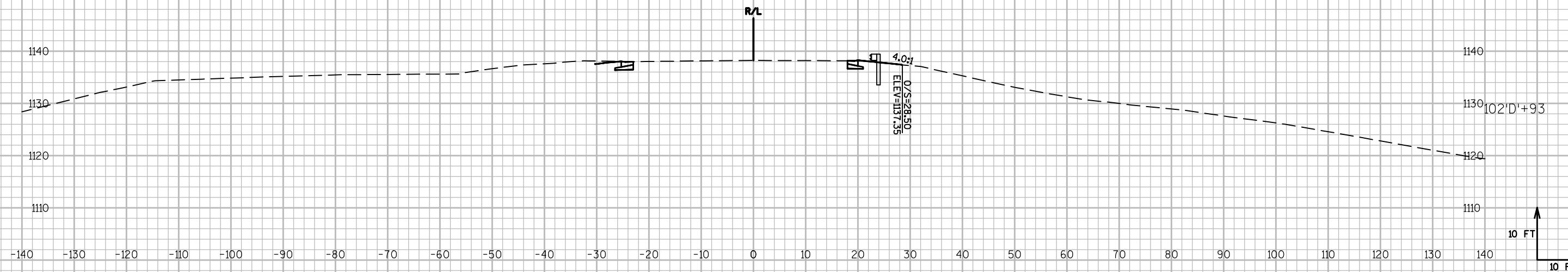
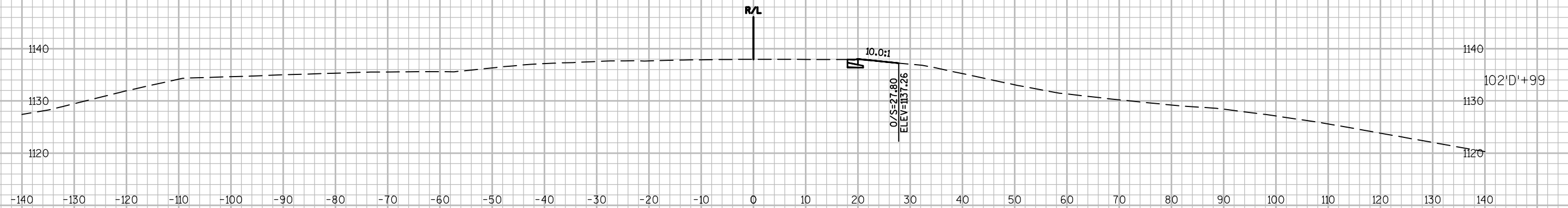


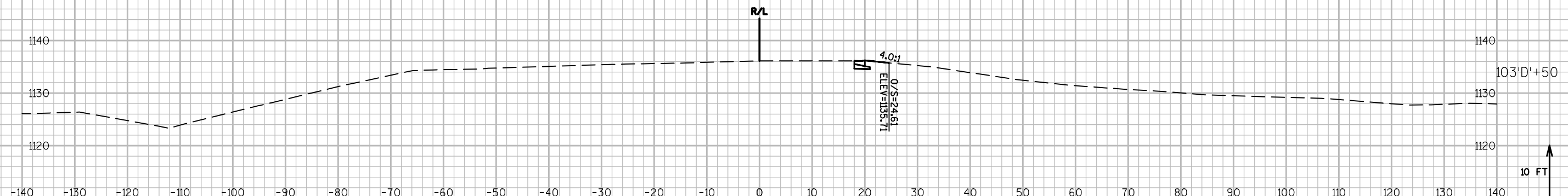
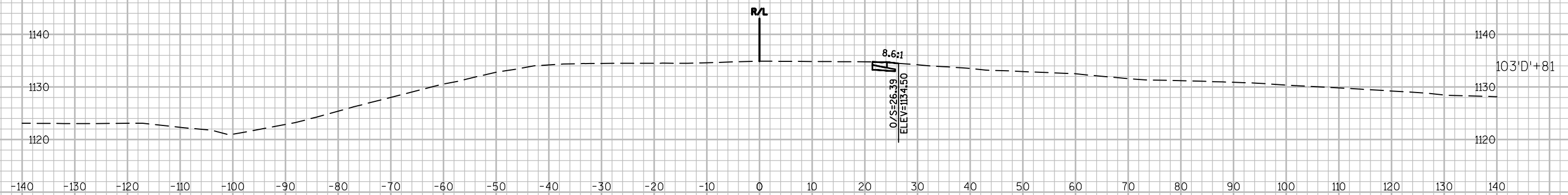






BEGIN ABRUPT LT,
MATCH EXISTING





PROJECT NO:1051-01-61/1052-01-62

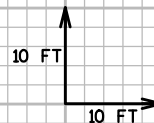
HWY: STH 29

COUNTY: CHIPPEWA

CROSS SECTIONS: CTH D

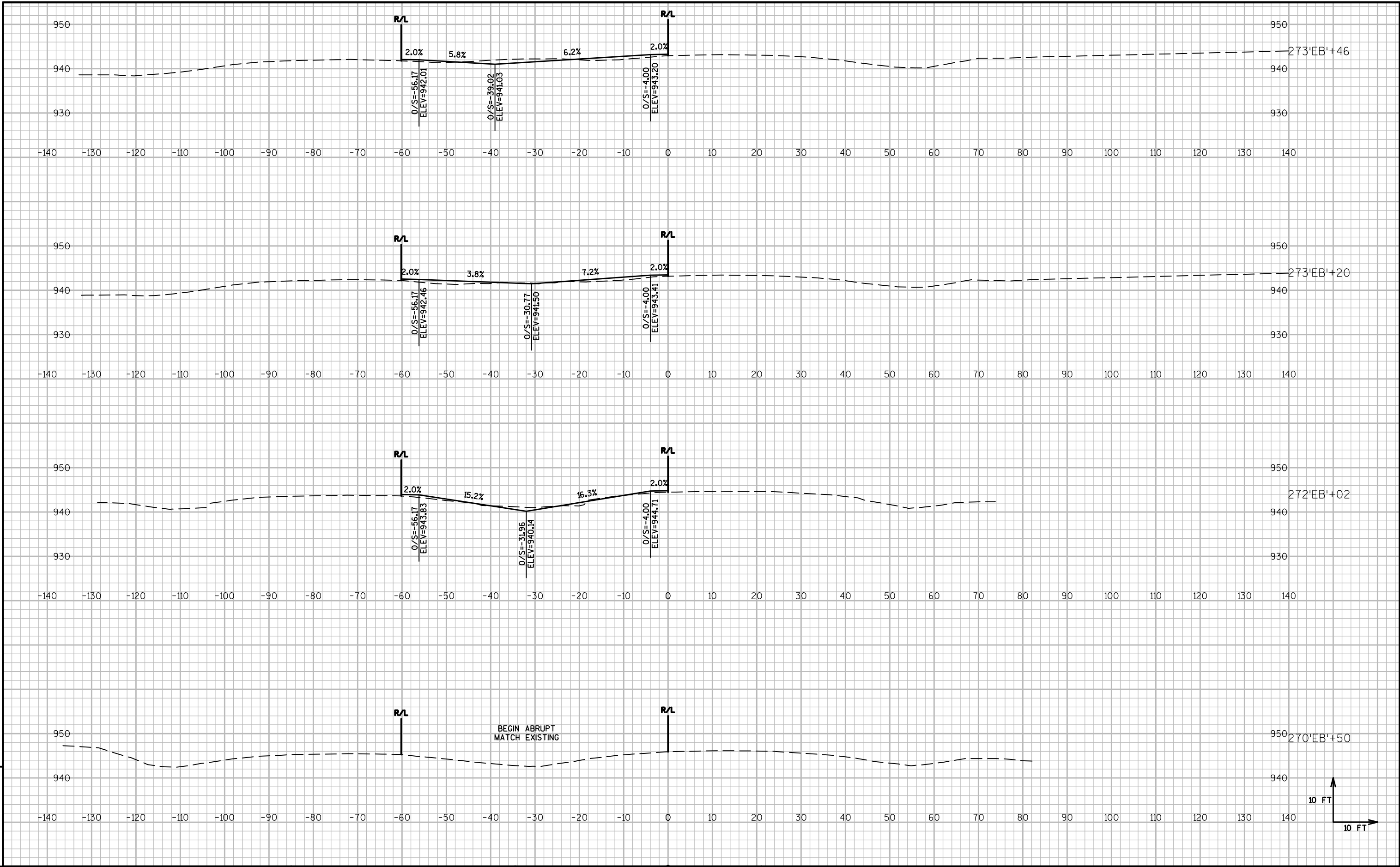
SHEET	PRE 227	E
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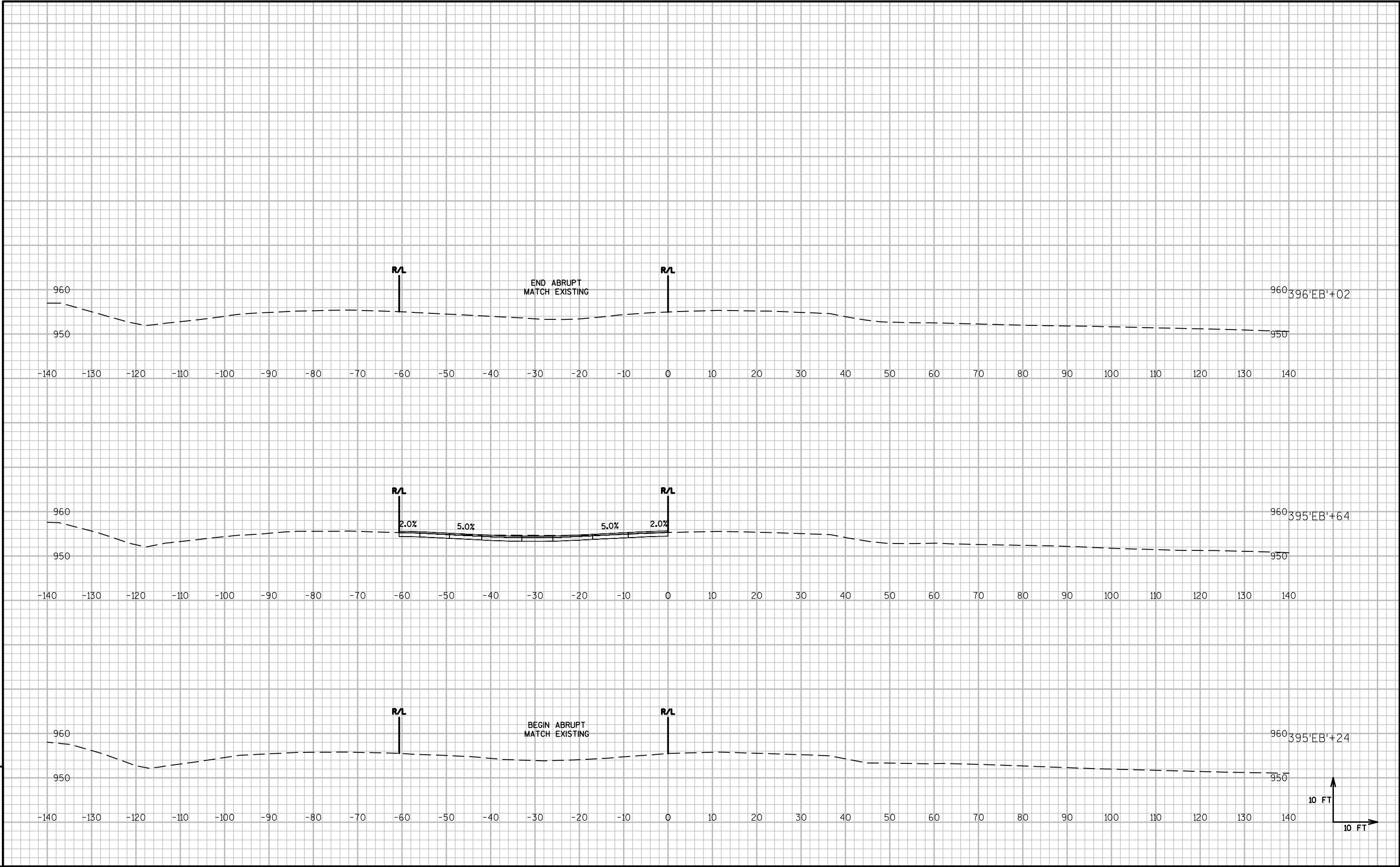
PRELIMINARY DESIGN NOTE
VERTICAL LINES IN MAINTENANCE
CROSSOVER PAVEMENT STRUCTURE
WILL BE REMOVED FOR FINAL PLANS.

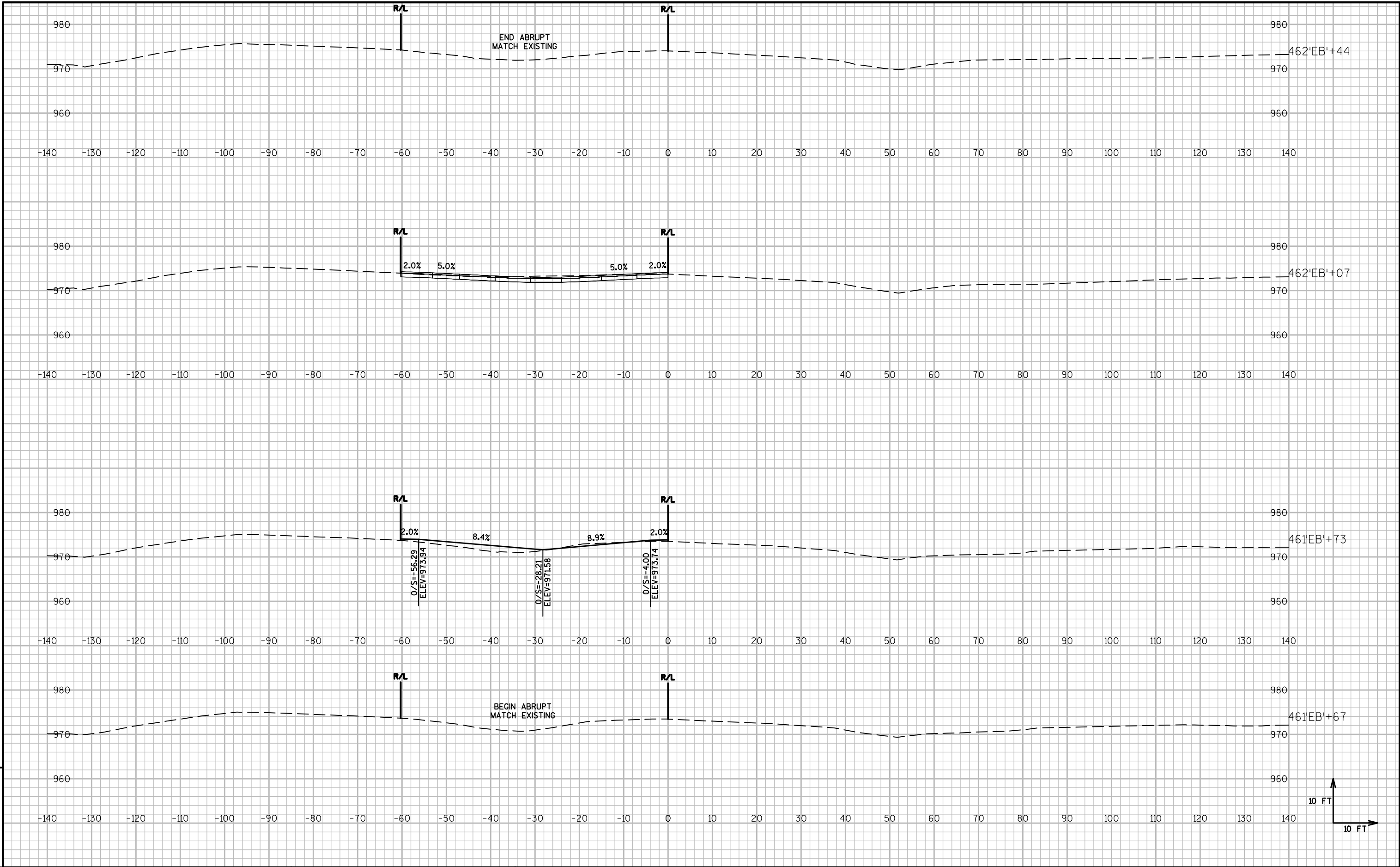


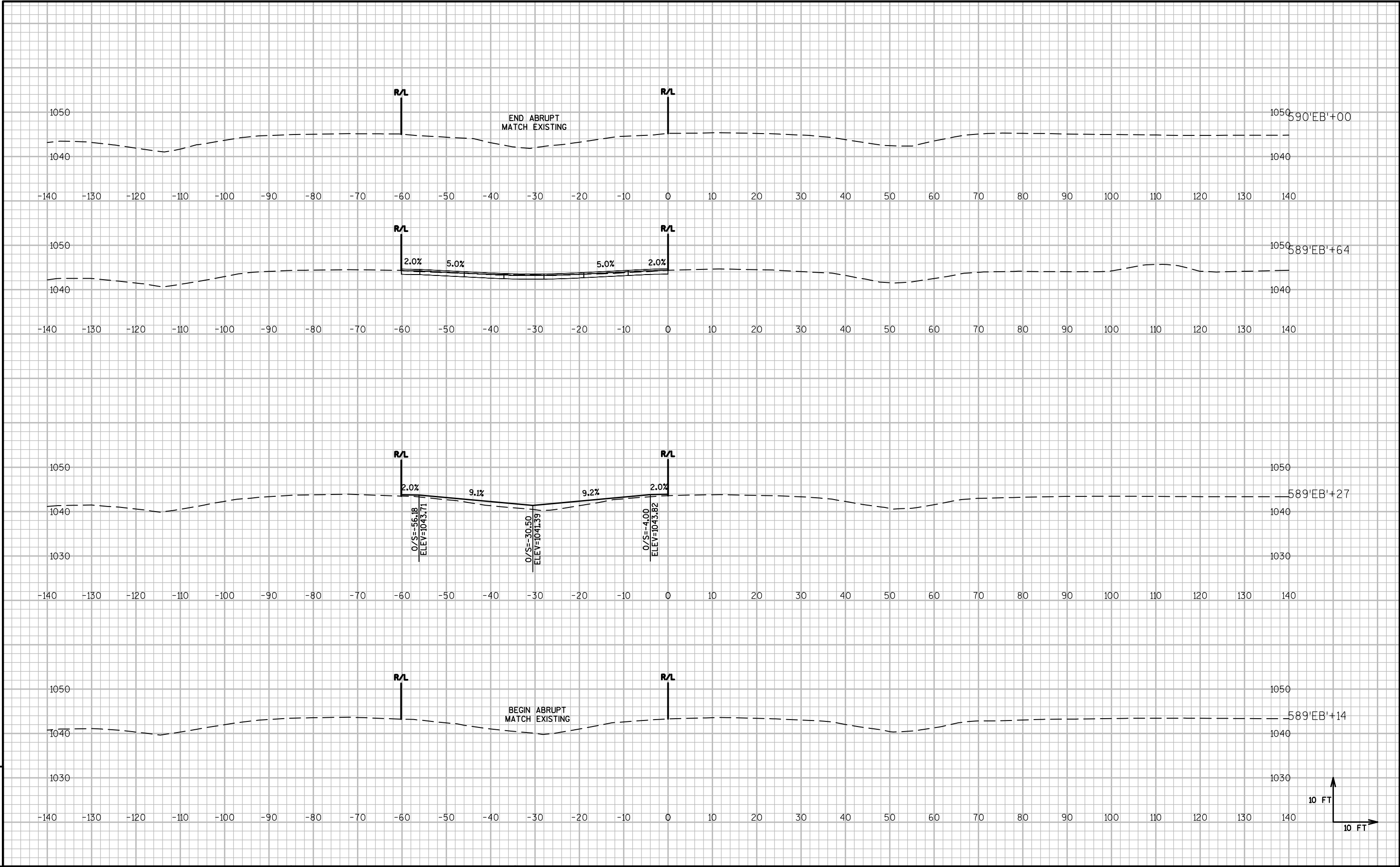
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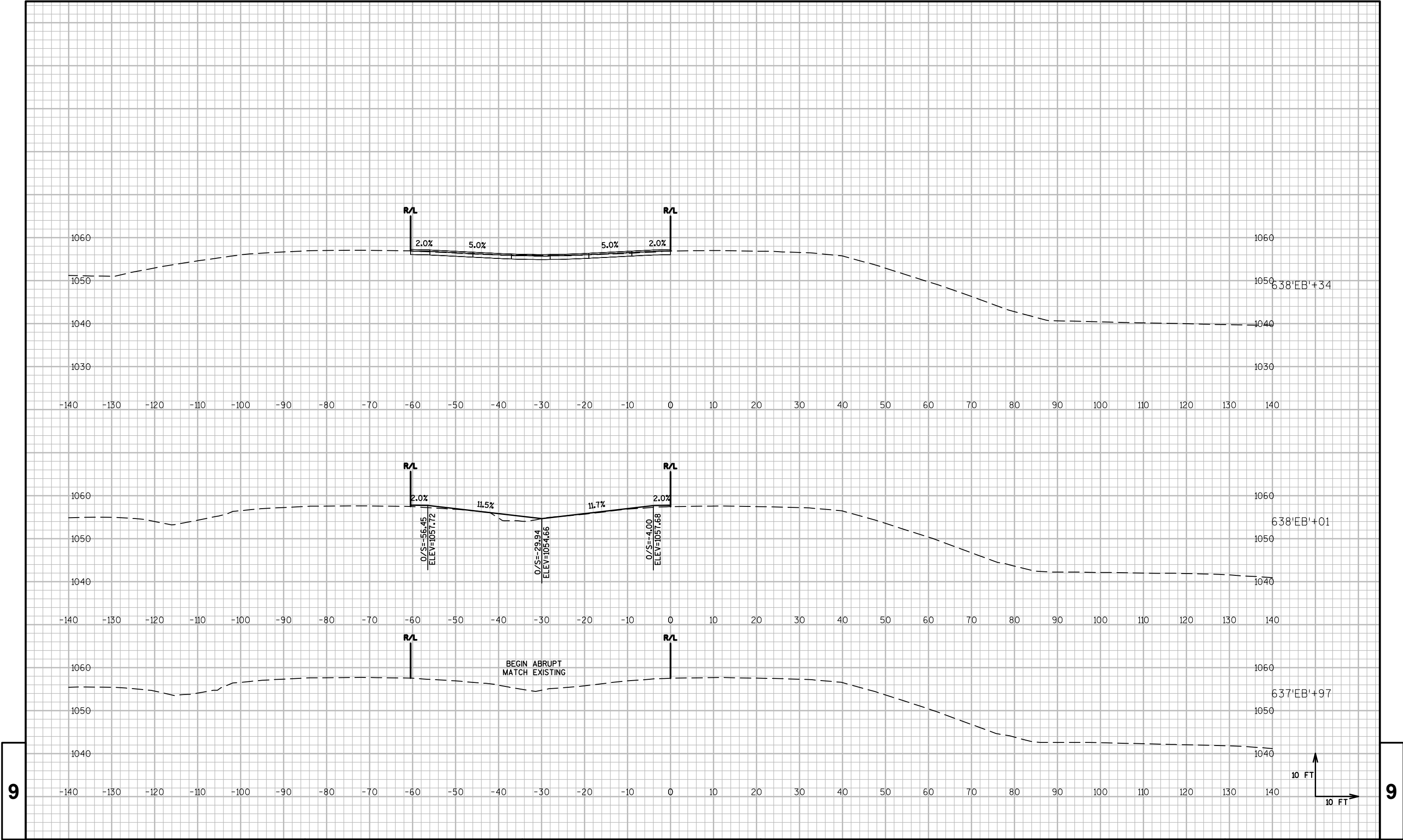
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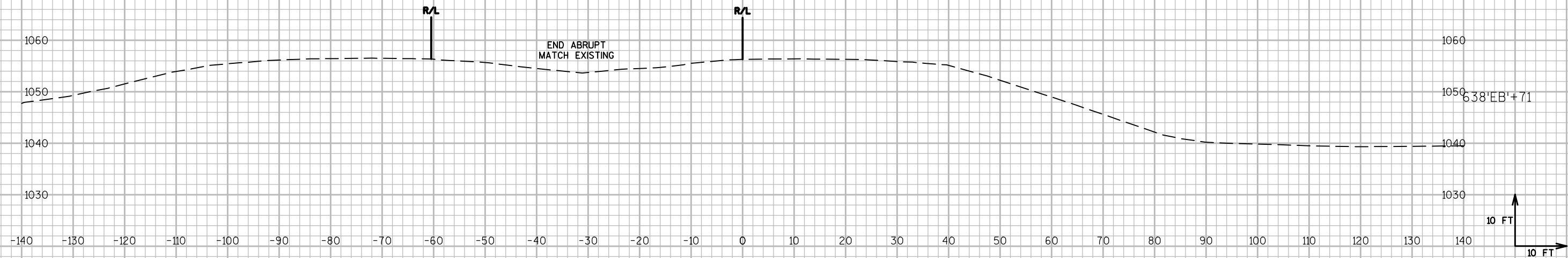


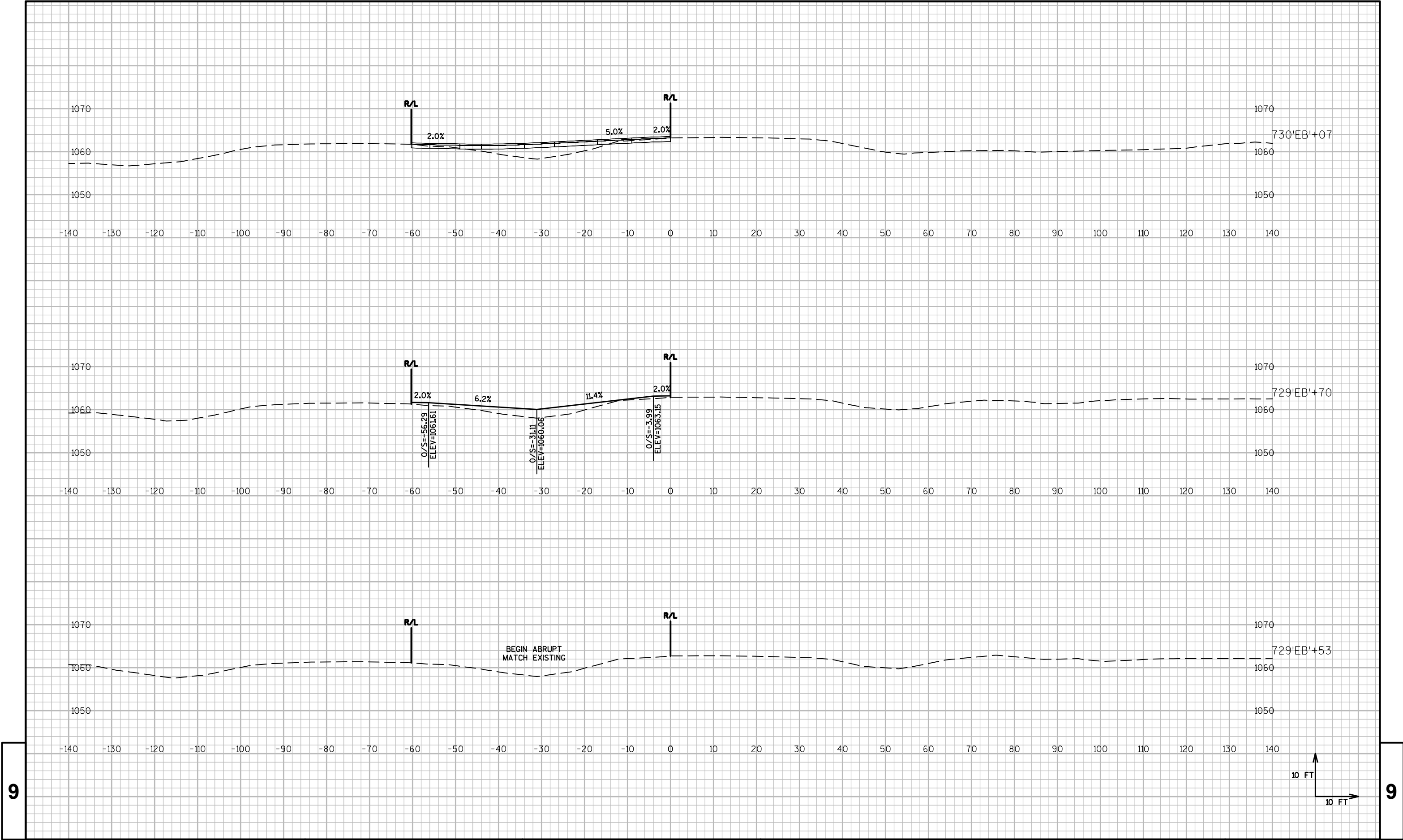












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PROJECT NO:1052-01-62

HWY:STH 29

COUNTY:CHIPPEWA

CROSS SECTIONS: STH 29 EB-MAINTENANCE CROSSOVERS

SHEET [PRE_237](#)

E

FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADD\10500191\SHEETPLAN\090208-XS.DWG

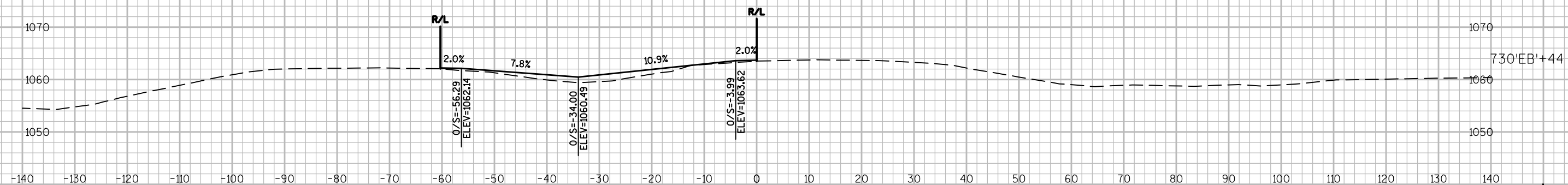
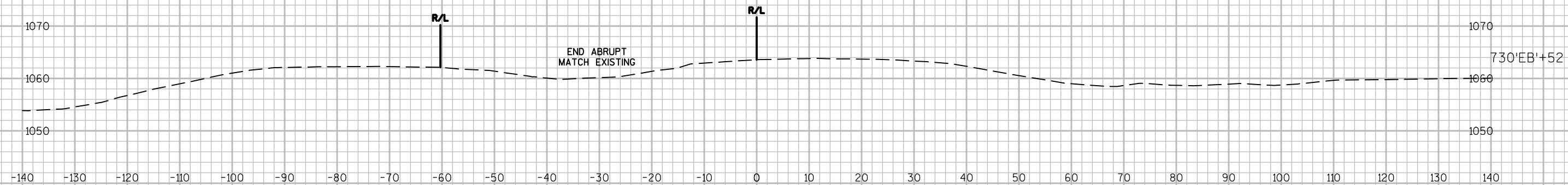
PLOT DATE : 9/9/2015 3:42 PM

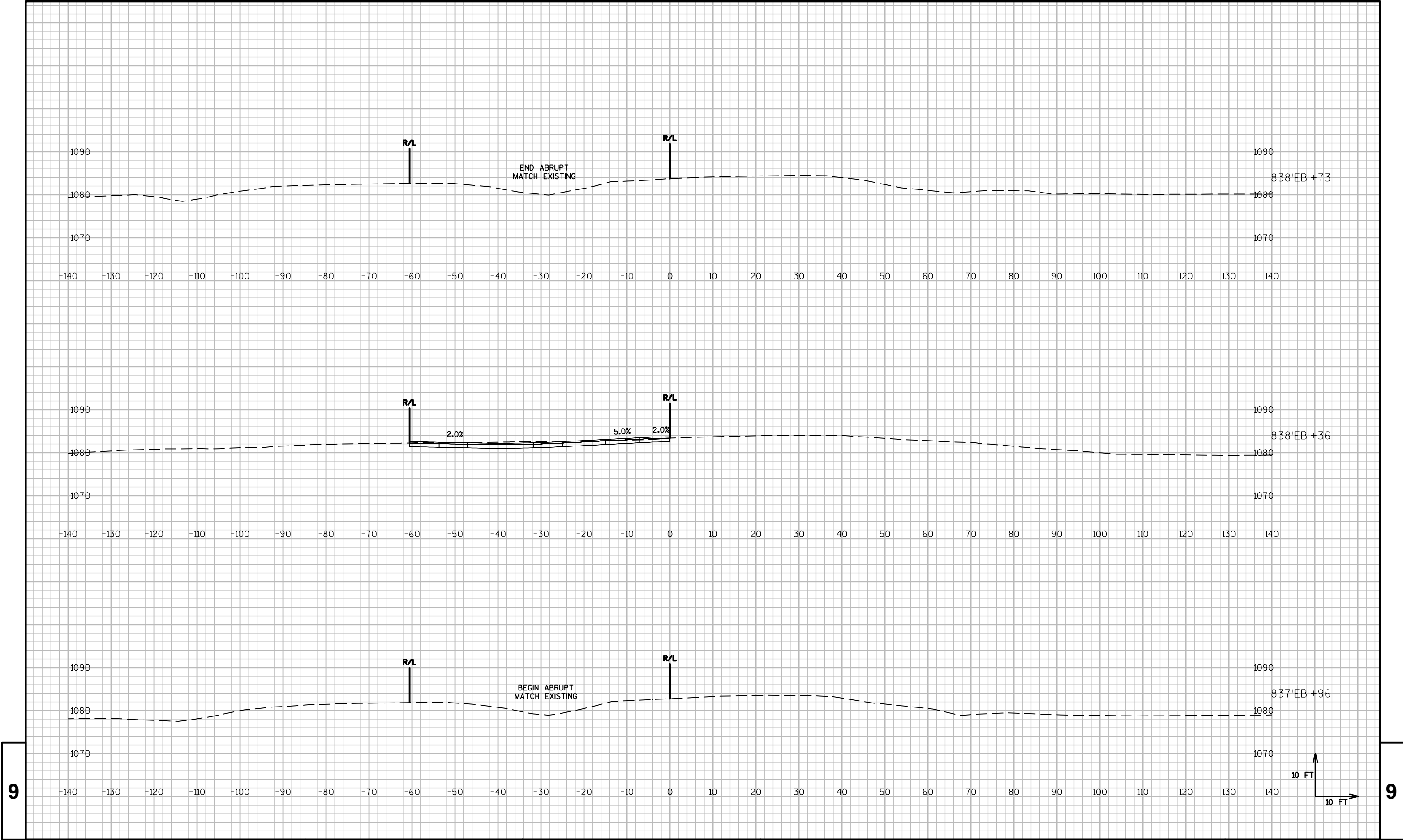
PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

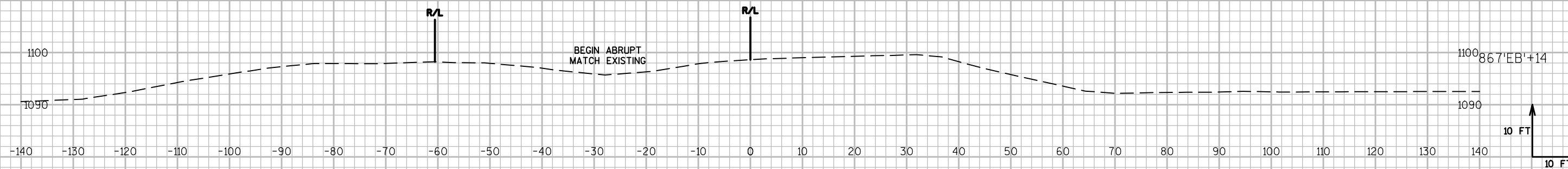
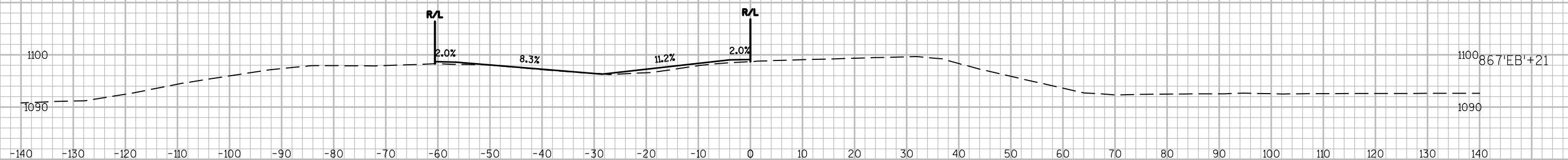
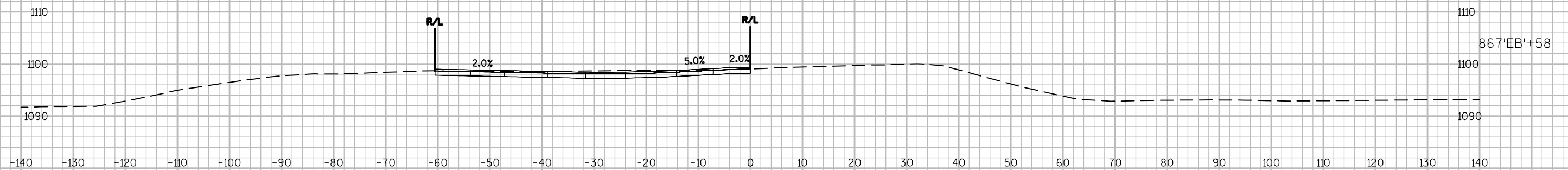
WISDOT/CADDs SHEET 49





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PROJECT NO:1052-01-62

HWY: STH 29

COUNTY: CHIPPEWA

CROSS SECTIONS: STH 29 EB-MAINTENANCE CROSSOVERS

SHEET	PRE_240	E
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FILE NAME : P:\48XX\4896-4897.DP.15.STH29.CHI\CADD\10500191\SHEETSP\PLAN\090208-XS.DWG

PLOT DATE : 9/9/2015 3:43 PM

PLOT BY : MICHAEL HIGGINS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

EPlans Preliminary Sheet Numbering Tool

This sheet: ftp://ftp.dot.state.wi.us/transp/roads/eplans/prelim_sheet_numbers.pdf

Notes

- Acrobat 5 or higher is required to use this tool.
- The Bureau of Highway Construction places sheet numbers in the final plan.
- This sheet is for placing preliminary sheet numbers with a "PRE_" prefix.
- If a plan contains multiple projects, number each plan individually.
- Leave this sheet in the plan.

TO ADD PRELIMINARY SHEET NUMBERS

- 1. Insert this sheet at the end of the plan**
 - a. With the plan open in Acrobat, select Document > Insert Pages.
 - b. In the Select File to Insert dialog box, select this file (prelim_sheet_numbers.pdf)
 - c. In the Insert dialog box, choose After for Location and Last page for Page.
 - d. Click OK.
- 2. Click the Place Preliminary Sheet Numbers button**
 - a. Go to the last sheet of the plan.
 - b. Click the Place Preliminary Sheet Numbers button once.
(The preliminary sheet number appears in the bottom right corner of the sheets.
The number should match te page number in the Acrobat Status bar).
- 3. Re-Save the PDF**
 - a. Select File > Save As and save the PDF.



TO REMOVE PRELIMINARY SHEET NUMBERS

