

PROJECT ID: 5378-00-71
WITH: N/A

COUNTY: VERNON

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 (Includes Erosion Control Plan)
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 =



Sheets Revised 1 2 4 8 9 15 16 18

Subcontractor List
Augelli Concrete & Erecting LLC
Hard Rock Sawing & Drilling Specialist Co
Hegg Contractors INC
Jewell Associates Engineers INC
Safemark LLC

DESIGN DESIGNATION 5378-00-71

A.A.D.T.	2018	=	80
A.A.D.T.	2038	=	103
D.H.V.		=	8
D.D.		=	50/50
T.		=	5%
DESIGN SPEED		=	25 MPH
ESALS		=	2500

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

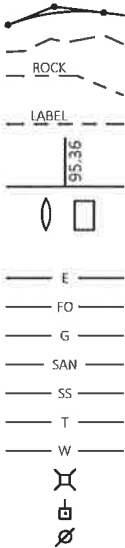
GRADE LINE
ORIGINAL GROUND
MARSH OR ROCK PROFILE
(To be noted as such)
SPECIAL DITCH

GRADE ELEVATION

CULVERT (Profile View)

UTILITIES

ELECTRIC
FIBER OPTIC
GAS
SANITARY SEWER
STORM SEWER
TELEPHONE
WATER
UTILITY PEDESTAL
POWER POLE
TELEPHONE POLE



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

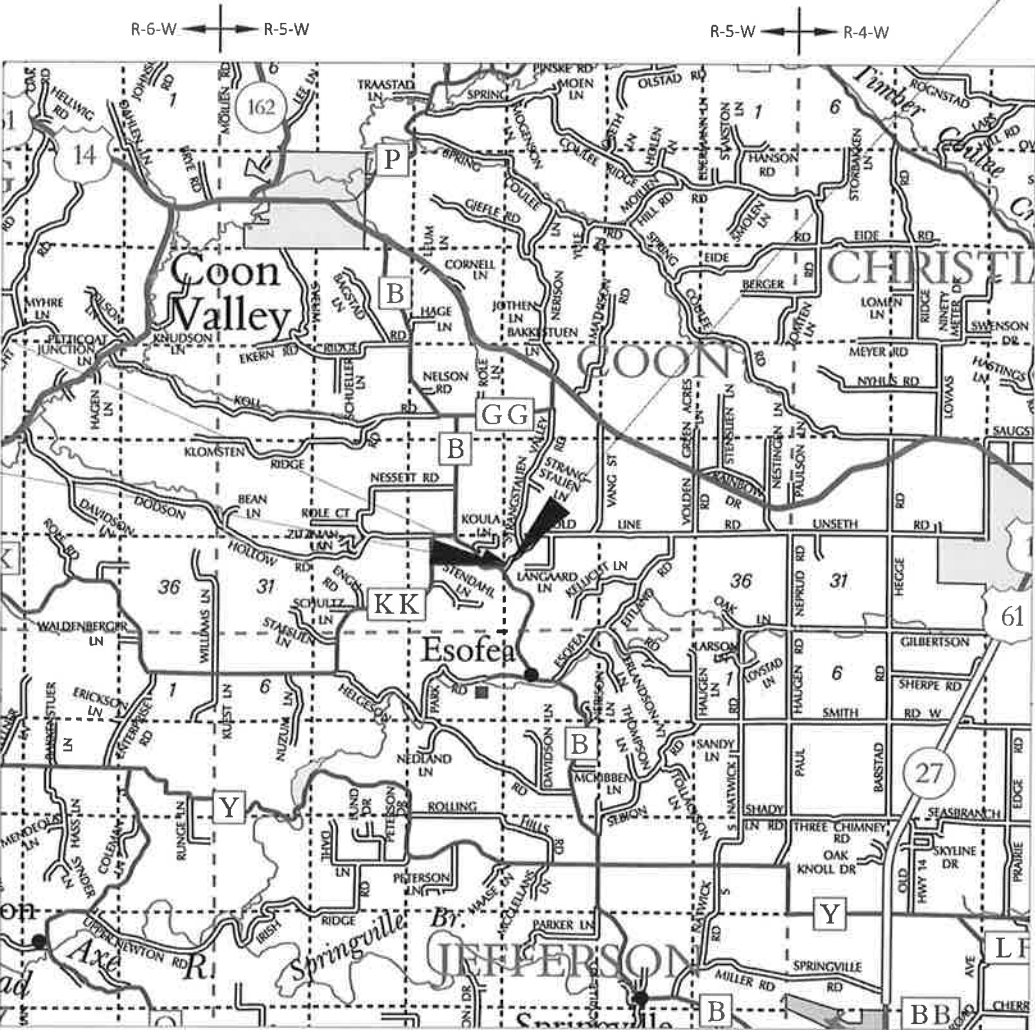
TOWN OF COON, OLD LINE ROAD

(BRANCH NORTH FORK BAD AXE RIVER BRIDGE B-62-0252)

TOWN ROAD
VERNON COUNTY

STATE PROJECT NUMBER

5378-00-71



LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.041 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, VERNON COUNTY, NAD88 (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

5378-00-71

FEDERAL PROJECT

PROJECT

CONTRACT

AS-BUILT PLAN

SUPERVISOR Jim Saoldelli
PROJECT MANAGER John Bainter
PROJECT ENGINEER Jered Le
CONTRACTOR Radtke Contractors INC
WOR STARTED 10/1/18
WOR COMPLETED 11/13/18

END PROJECT

STA 3+09.04

ACCEPTED FOR

TOWN OF COON

Date 1/30/18 [Signature] Town Chairman

ACCEPTED FOR

VERNON COUNTY

Date 1-30-18 [Signature] Highway Commissioner

ORIGINAL PLANS PREPARED BY

SRF CONSULTING GROUP, INC.



RACHEL A. BURNHAM
E-43588
MADISON
WIS.

DATE: 1/29/18 [Signature] Professional Engineer

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor SRF Consulting
Designer SRF Consulting
Management Consultant KL Engineering

APPROVED FOR THE DEPARTMENT

DATE: 1/31/18 [Signature] Management Consultant Signature

GENERAL NOTES

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1983.

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

WHEN THE QUANTITY OF BASE AGGREGATE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

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

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE FINISHED WITH 6" TOPSOIL/SALVAGED TOPSOIL, SEED, FERTILIZED MULCH, AND RESTORED AS DIRECTED BY THE ENGINEER.

ABBREVIATIONS

ABUT	Abutment	L	Length of Curve	SB	Southbound
AC	Acre	LF	Linear Foot	SP	Special
AGG	Aggregate	LC	Long Chord of Curve	SPECS	Specifications
Z	Angle	LS	Lump Sum	SF or SQ FT	Square Feet
AADT	Annual Average Daily Traffic	MAINT	Maintenance	SY or SQ YD	Square Yard
ASPH	Asphaltic	ML or M/L	Match Line	STD	Standard
AVG	Average	MATL	Material	SDD	Standard Detail Drawings
BL	Base Line	NOM	Nominal	STH	State Trunk Highways
BM	Bench Mark	NC	Normal Crown	STA	Station
BR	Bridge	NW or N/W	Normal Water	SSD	Stopping Sight Distance
CL	Center Line	N	North	STR	Structure or Structural
Δ	Central Angle or Delta	Y	North Grid Coordinate	SE	Superelevation
CH	Chord	NB	Northbound	SURF	Surface
CONC	Concrete	NO	Number	SL or S/L	Survey Line
CO	County	OBLIT	Obliterate	T	Tangent
CTH	County Trunk Highway	OL	Out Lot	TEL	Telephone
CR	Creek	OD	Outside Diameter	TEMP	Temporary
CR	Crushed	PSD	Passing Sight Distance	TLE	Temporary Limited Easement
CY	Cubic Yard	PAVT	Pavement	T	Ton
D	Degree of Curve	PERM	Permanent	T or TN	Town
DHV	Design Hour Volume	PLE	Permanent Limited Easement	T	Trucks (percent of)
DD	Directional	PT	Point	TYP	Typical
DWY	Driveway	PC	Point of Curvature	UG	Underground
E	East	PI	Point of Intersection	USH	United States Highway
X	East Grid Coordinate	PT	Point of Tangency	VAR	Variable
EB	Eastbound	LB	Pound	V	Velocity or Design Speed
ELEC	Electric (al)	PROJ	Project	VERT	Vertical
EL or ELEV	Elevation	PL	Property Line	VC	Vertical Curve
ESALS	Equivalent Single Axle Loads	R	Radius	VPC	Vertical Point of Curve
EXC	Excavation	RP	Radius Point	VPI	Vertical Point of Intersection
EBS	Excavation Below Subgrade	R	Range	VPT	Vertical Point of Tangency
EXIST	Existing	RL	Reference Line	VOL	Volume
EXP	Expansion	RP	Reference Point	W	Water
FERT	Fertilize	REBAR	Reinforcement Bar	W	Well
F	Fill	REINF	Reinforcing or	W	West
FG	Finished Grade	Reinforcement		WB	Westbound
FL or F/L	Flow Line	REL	Relocate	YD	Yard
FT	Foot	REM	Remaining		
FTG	Footing	REQD	Required		
HT	Height	RT	Right		
CWT	Hundredweight	RHF	Right-Hand Forward		
HYD	Hydrant	R/W	Right-of-Way		
IN DIA	Inch Diameter	R	River		
INL	Inlet	RD	Road		
I	Intersection Angle	RDWY	Roadway		
INV	Invert	SALV	Salvaged		
IP	Iron Pipe or Pin	SEC	Section		
LT	Left	SHLDR	Shoulder		
LHF	Left-Hand Forward	SHR	Shrinkage		
		S	South		

DNR CONTACT

DEPARTMENT OF NATURAL RESOURCES
KAREN KALVELAGE
3550 MORMON COULEE ROAD
LA CROSSE, WISCONSIN 54601
PHONE: (608) 785-9115
EMAIL: KAREN.KALVELAGE@WISCONSIN.GOV

**DENOTES UTILITIES THAT ARE NOT DIGGERS
HOTLINE MEMBERS

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

UTILITY CONTACTS

VERNON COMMUNICATIONS COOPERATIVE (VTC01)
TODD TUNKS
214 NORTH MAIN STREET
VIROQUA, WISCONSIN 54665
PHONE: (608) 632-0615
EMAIL: TTUNKS@VERNONCOM.COOP

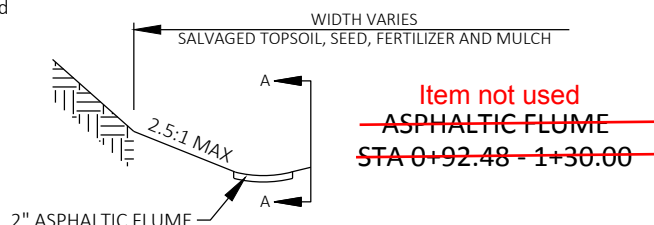
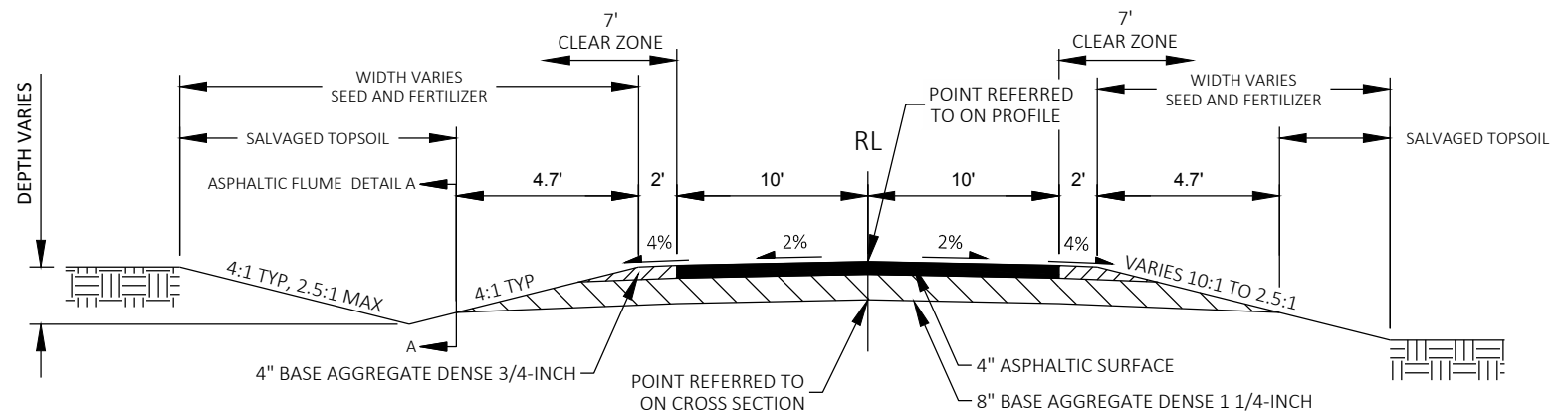
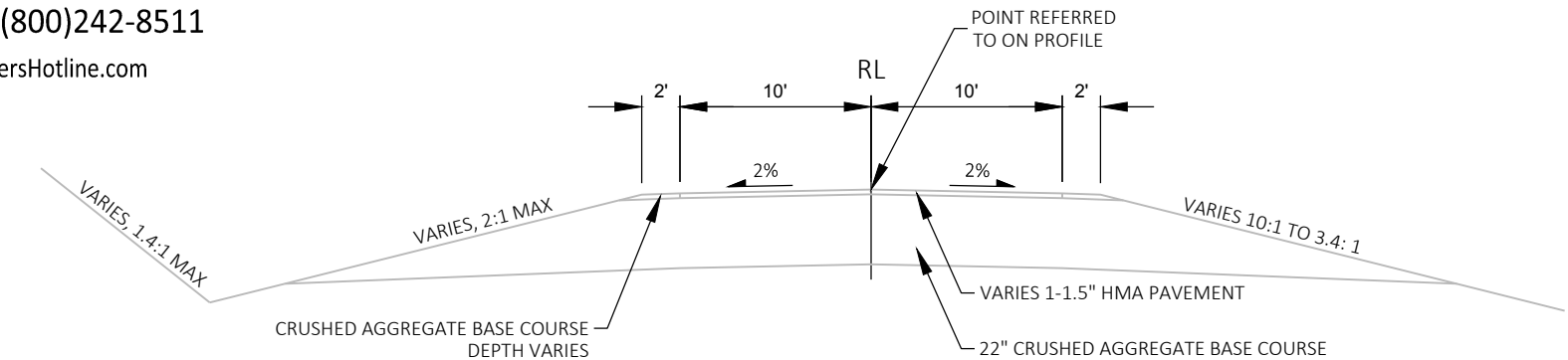
VERNON ELECTRIC COOPERATIVE (VEC01)
CRAIG BUROS
110 SAUGSTAD ROAD
WESTBY, WISCONSIN 54667
PHONE: (608) 634-3121
EMAIL: CBUROS@VERNONELECTRIC.ORG

PROJECT SPONSOR

VERNON COUNTY
PHIL HEWITT - HIGHWAY COMMISSIONER
602 NORTH MAIN STREET
VIROQUA, WISCONSIN 54669
PHONE: (608) 637-5452
EMAIL: VCHD@VERNONCOUNTY.ORG

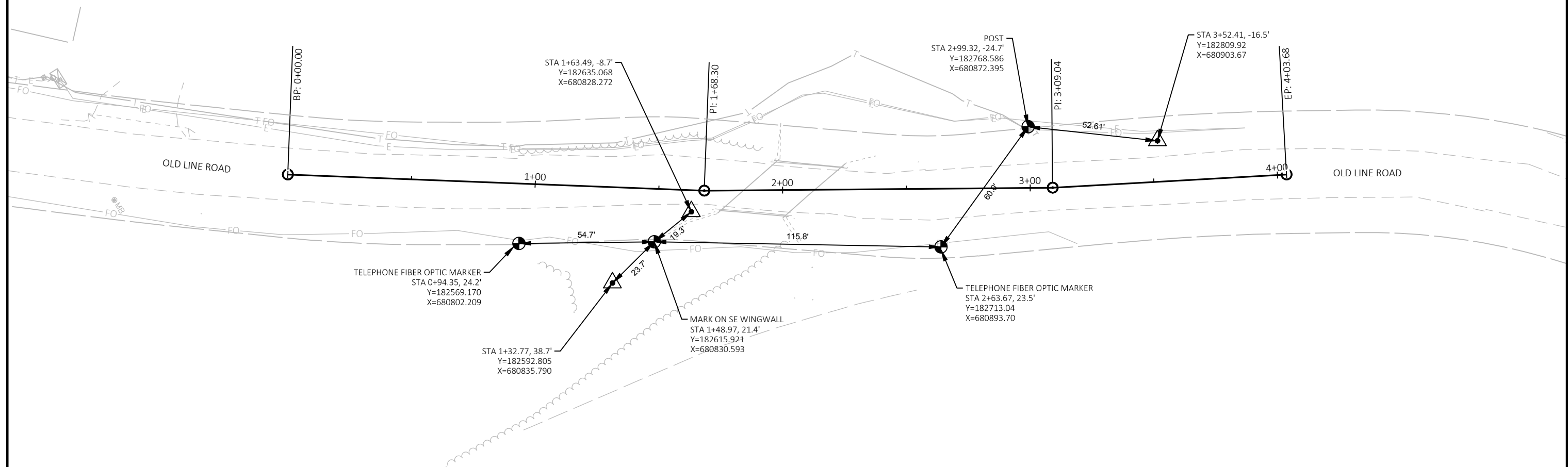
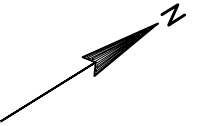
DESIGN CONTACT

SRF CONSULTING GROUP, INC.
CASEY BLACK
901 DEMING WAY SUITE 101
MADISON, WISCONSIN 53711
PHONE: (608) 298-5400
EMAIL: CBLACK@SRFCONSULTING.COM



TYPICAL SECTIONS FOR CHANNEL CHANGE SHOWN ON CHANNEL REALIGNMENT DETAIL

NOTE:
ALL CONTROL POINTS ARE 1/2-INCH ID IRON PIPES
WITH ORANGE CAP STAMPED "SRF TRAV PT".



2

EXISTING CHANNEL ALIGNMENT

STA 1+96.54
MATCH EXISTING
Y = 182561.944
X = 680863.394

PC: 0+20.02
PT: 0+39.70
PI: 1+68.30
PC: 1+18.24
PT: 1+27.72
PI: 1+27.72

CURVE 1
CURVE 2

0+50 EX
1+50 EX
2+00 EX

22.89'
25.50'
13.25'
13.25'
25.10'
17.50'
20.04'
7.07'

20.02'
27.50'
13.25'
13.25'

S24° 41' 47" W
S28° 30' 38" E
S1° 31' 25" E
S77° 07' 38" E

BP: 0+00.00

MATCH EXISTING
Y = 182746.178
X = 680829.384

CURVE 1	CURVE 2
PI STA = 0+30.63	PI STA = 1+23.07
Y = 182718.348	Y = 182635.758
X = 680816.586	X = 680861.431
DELTA = 53° 07' 38"	DELTA = 26° 59' 13"
D = 269° 57' 47"	D = 284° 40' 18"
T = 10.61'	T = 4.83'
L = 19.68'	L = 9.48'
R = 21.22'	R = 20.13'
PC STA = 0+20.02	PC STA = 1+18.24
Y = 182727.988	Y = 182640.002
X = 680821.019	X = 680859.126
PT STA = 0+39.70	PT STA = 1+27.72
Y = 182709.016	Y = 182630.930
X = 680821.638	X = 680861.559
BK = S24° 41' 46.9" W	BK = S28° 30' 37.7" E
AH = S28° 25' 50.9" E	AH = S01° 31' 25.1" E

[illegible]

CLEARING AND GRUBBING

		201.0105		201.0205	
		CLEARING		GRUBBING	
CATEGORY	STATION	-	STATION	STA	STA
0010	0+93	-	3+09	2	2
		TOTAL		2	2

SAWING

		690.0150
		SAWING ASPHALT
CATEGORY	STATION	LF
0010	0+93	20
	3+09	20
TOTAL		40

PERMANENT SIGNING TYPE II

				637.2230		634.0614	
				SIGN SIZE		POSTS WOOD 4X6-INCH 14-FT	
CATEGORY	SIGN NO.	STATION	LOCATION	SIGN CODE	IN X IN	SF	EACH
0010	01-1	1+65	LT	W5-52L	12 X 36	3.00	1
	01-2	2+39	LT	W5-52L	12 X 36	3.00	1
	01-3	1+65	RT	W5-52R	12 X 36	3.00	1
	01-4	2+24	RT	W5-52R	12 X 36	3.00	1
		TOTAL				12	4

APPROACH SLAB

		415.0410	415.0080
		CONCRETE PAVEMENT APPROACH SLAB SY	Concrete Pavement 8-Inch SY
CATEGORY	DESCRIPTION		
0010	SOUTH APPROACH	56	12
0010	NORTH APPROACH	56	12
TOTAL		112	24

BASE AGGREGATE

				305.0110	305.0120	624.0100
				BASE AGGREGATE DENSE 3/4-INCH	BASE AGGREGATE DENSE 1 1/4-INCH	WATER
CATEGORY	STATION	-	STATION	LOCATION	TON	MGAL
0010	0+93	-	1+63	LT	5	0.1
	0+93	-	1+63	RT	5	0.1
	0+93	-	1+63			106
	2+42	-	3+09	LT	4	0.1
	2+42	-	3+09	RT	4	0.1
	2+42	-	3+09			101
TOTAL					18	207
						3

ASPHALTIC ITEMS

		450.4000		455.0605		465.0105		465.0315	
		HMA COLD WEATHER PAVING		TACK COAT		ASPHALTIC SURFACE		ASPHALTIC FLUMES	
CATEGORY	STATION	-	STATION	LOCATION	TON	GAL	TON	SY	
0010	0+93	-	1+63	RT	34	11	34		
	0+95			LT	9			9	
	2+42	-	3+09	LT	33	10	33		
		TOTAL				76	21	67	9

MOBILIZATION

		628.1905	628.1910
		MOBILIZATIONS EROSION CONTROL	MOBILIZATIONS EMERGENCY EROSION CONTROL
CATEGORY	DESCRIPTION	EACH	EACH
0010	PROJECT 5378-00-71	3	3
TOTAL		3	3

EROSION CONTROL AND RESTORATION

		625.0500		627.0200		628.1504		628.1520		628.2002		628.2027		628.7504		629.0210		630.0110		630.0140		630.0200	
		SALVAGED TOPSOIL **p**		MULCHING		SILT FENCE		SILT FENCE MAINTENANCE		EROSION MAT URBAN CLASS I TYPE A		EROSION MAT URBAN CLASS II TYPE C		TEMPORARY DITCH CHECKS		FERTILIZER TYPE B **p**		SEEDING MIXTURE NO. 10 **p**		SEEDING MIXTURE NO. 60 **p**		SEEDING MIXTURE TEMPORARY **p**	
CATEGORY	STATION	-	STATION	LOCATION	SY	SY	LF	LF		SY		SY		LF		CWT		LB		LB		LB	
0010	0+93	-	3+09	LT	310	207						103				19		4				8	
	0+93	-	3+09	RT	353	172						181				22		5				10	
	0+93	-	3+09	CHANNEL BOTTOM SOUTH	90					90						6				1		2	
	0+93	-	3+09	CHANNEL BOTTOM NORTH	93					93						6				1		3	
	0+92	-	1+66	RT			87	174															
	1+28	-	1+72	RT			63	126															
	1+61			LT										8									
	2+52	-	3+09	RT			60	120															
	2+38	-	3+12	LT			91	182															
		TOTAL				845	379	301	601	183	284	8	53	9	2	23							

MOVING AND REMOVING SIGNS

		638.2102		638.2602		638.3000		638.4000			
		MOVING SIGNS TYPE II		REMOVING SIGNS TYPE II		REMOVING SMALL SIGN SUPPORTS		MOVING SMALL SIGN SUPPORTS		COMMENTS	
CATEGORY	SIGN NO.	STATION	LOCATION	EACH		EACH		EACH			
0010	01-5	1+96	LT			1		1			
	01-6	2+26	LT			1		1			
	01-7	2+55	LT	1						1	
	01-8	1+61	RT	1						1	
	01-9	1+72	RT			1		1			
	01-10	2+05	RT			1		1			
		TOTAL		2		4		4		2	

TRAFFIC CONTROL

		643.0420		643.0705		643.0900	
		TRAFFIC CONTROL BARRICADES TYPE III		TRAFFIC CONTROL BARRICADES TYPE III		TRAFFIC CONTROL WARNING LIGHTS TYPE A	
CATEGORY	LOCATION	DAYS	EACH	DAY		EACH	DAY
0010	PROJECT TRAFFIC CONTROL	60	6	360		12	720
		TOTAL		360			720

		TRAFFIC CONTROL SIGNS		TRAFFIC CONTROL SIGNS	
CATEGORY	DESCRIPTION	EACH	DAY	EACH	DAY
0010	PROJECT TRAFFIC CONTROL	9	540		
		TOTAL			540

HAUL ROADS

		618.0100
		MAINTENANCE AND REPAIR OF HAUL ROADS
CATEGORY	DESCRIPTION	EACH
0030	PROJECT: 5378-00-71	1
TOTAL		1

EARTHWORK

		205.0100
		COMMON EXCAVATION ***p**
CATEGORY	DESCRIPTION	CY
0010	OLD LINE ROAD SOUTH	62
0010	CHANNEL REALIGNMENT	279
0010	OLD LINE ROAD NORTH	57
TOTAL		398

NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE FOR ENGINEER ESTIMATE CATEGORY 0010 UNLESS OTHERWISE NOTED.

		205.0100 Common Excavation ***p** (1)						Reduced Marsh in Fill (8)	Reduced EBS in Fill (9)	Expanded Marsh Backfill (10)	Expanded EBS Backfill (11)	Expanded Rock (12)			Expanded Fill (13)			Comment:
Division	From/To Station	Cut (2)	EBS Excavation (3)	Salvaged/Unusable Pavement Material (4)	Available Material (5)	205.0500 Marsh Excavation (6)	205.0200 Rock Excavation (7)	Factor 1.00	Factor 1.00	Factor 1.00	Factor 1.00	Factor 1.00	Unexpanded Fill	Factor 1.25	Mass Ordinate +/- (14)	Waste	Borrow	
Division 1																		
Old Line Road - South	02+41.45/01+68.3	62	0	0	62	0	0	0	0	0	0	0	28	35	27	27	0	
Channel Realignment	00+92.48/01+96.54	279	0	0	279	0	0	0	0	0	0	0	160	200	79	79	0	
Old Line Road - North	00+25/03+09.03	57	0	0	57	0	0	0	0	0	0	0	59	74	-17	0	17	USE WASTE FROM CHANNEL REALIGNMENT FOR 17 CY OF BORROW
Division 1 Subtotal		398	0	0	397	0	0	0	0	0	0	0	247	308	89	106	0	
Grand Total		398	0	0	397	0	0	0	0	0	0	0	247	308	89	106	0	
Total Common Exc		398	0	0	397	0	0	0	0	0	0	0	247	308	89	106	0	

Notes:

(1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100

(2) Salvaged/Unsuable Pavement Material is included in Cut.

(3) EBS Excavation to be backfilled with Select Borrow material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well.

(4) Salvaged/Unusable Pavement Material

5) Available Material = Cut - Salvaged/Unusuable Pavement Material

(6) Marsh Excavation - to be backfilled with Select Borrow Material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well. Item number 205.0500

(7) Rock Excavation item number 205.0200

(8) Reduced Marsh in Fill - Excavated Marsh material is usable in Fills outside the 1:1 slope. Marsh in Fill Reduction factor = 1

(9) Reduced EBS in Fill - Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 1

(10) Expanded Marsh Backfill - This is to be filled with Select Borrow material. Marsh Backfill Factor = 1. Item number 208.1100

(11) Expanded EBS Backfill - This is to be filled with Select Borrow material. EBS Backfill Factor = 1. Item number 208.1100

(12) Expanded Rock Factor = 1

(13) Expanded Fill Factor = 1.25

Depending on selections: Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh - Reduced EBS) * Fill Factor

or Expanded Fill = (Unexpanded Fill - Rock * Rock Factor - Reduced EBS) * Fill Factor

or Expanded Fill = (Unexpanded Fill - Rock * Rock Factor - Reduced Marsh) * Fill Factor

or Expanded Fill = (Unexpanded Fill - Rock * Rock Factor) * Fill Factor

(14) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

NOTE: ALL ITEMS AND QUANTITIES ON THIS SHEET ARE FOR ENGINEER ESTIMATE CATEGORY 0010 UNLESS OTHERWISE NOTED.

CONVENTIONAL SYMBOLS

SECTION LINE	---	SECTION CORNER SYMBOL		R/W MONUMENT (TO BE SET)	•
QUARTER LINE	---	NON-MONUMENTED R/W POINT	○		
SIXTEENTH LINE	---	SECTION CORNER MONUMENT		FOUND IRON PIN (6-INCH UNLESS NOTED)	IP
NEW REFERENCE LINE	---	GEODETIC SURVEY MONUMENT			
NEW R/W LINE	---	SIXTEENTH CORNER MONUMENT			
EXISTING R/W OR HE LINE	---	SIGN		OFF-PREMISE SIGN	
PROPERTY LINE	---				
LOT, TIE & OTHER MINOR LINES	---				
SLOPE INTERCEPT	---				
CORPORATE LIMITS	---	ELECTRIC POLE		COMPENSABLE	
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)	---	TELEPHONE POLE		NON-COMPENSABLE	
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)	---	PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)			
TEMPORARY LIMITED EASEMENT AREA	---	ACCESS RESTRICTED BY ACQUISITION			
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)	---	NO ACCESS (BY STATUTORY AUTHORITY)			
TRANSMISSION STRUCTURES	---	ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)			
BUILDING		NO ACCESS (NEW HIGHWAY)			
TO BE REMOVED		PARCEL NUMBER	25	UTILITY NUMBER	40
BRIDGE		PARALLEL OFFSETS			

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	RELEASE OF RIGHTS	ROR
ACCESS RIGHTS	AR	REMAINING	REM.
ACRES	AC.	RIGHT-OF-WAY	R/W
AND OTHERS	ET.AL.	SECTION	SEC.
CENTERLINE	C/L	STATION	STA.
CERTIFIED SURVEY MAP	CSM	TEMPORARY LIMITED EASEMENT	TLE
CORNER	COR.	VOLUME	V.
DOCUMENT	DOC.		
EASEMENT	EASE.		
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	P.		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	PL		
RECORDED AS	(100')		
REFERENCE LINE	R/L		

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CURVE DATA

CONVENTIONAL UTILITY SYMBOLS

WATER	---
GAS	---
TELEPHONE	---
OVERHEAD	---
TRANSMISSION LINES	---
ELECTRIC	---
CABLE TELEVISION	---
FIBER OPTIC	---
SANITARY SEWER	---
STORM SEWER	---
COMMUNICATION	---

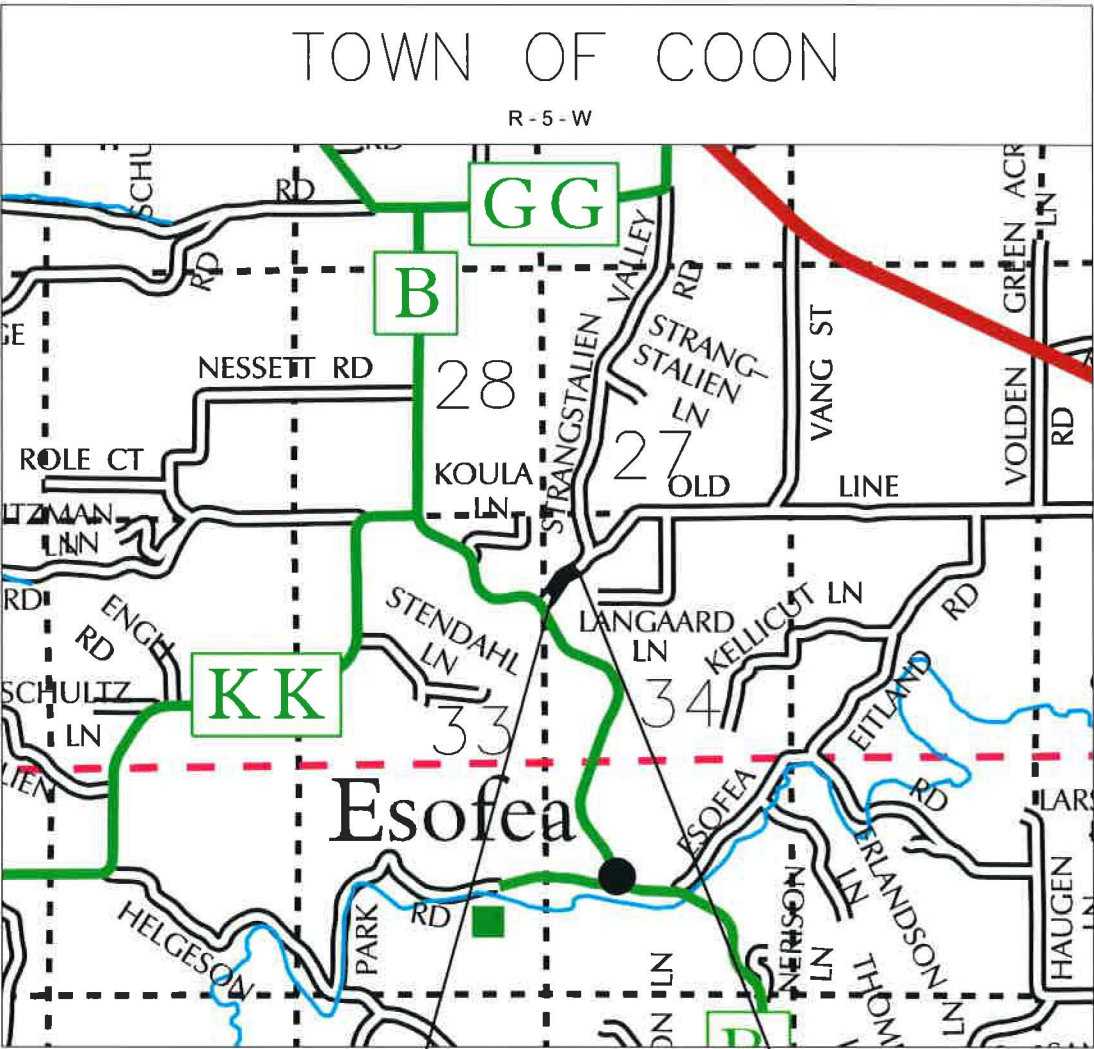
SCHEDULE OF LANDS & INTEREST REQUIRED

PARCEL NUMBER	SHEET NUMBER	OWNER (S)	INTEREST REQUIRED	TOTAL ACRES	R/W ACRES REQUIRED			TOTAL ACRES REM.	CONSTRUCTION TLE ACRES
					NEW	EXISTING	TOTAL		
1	4.02	DENNIS R. JEFFERS	FEE, TLE	2.66	0.04	-	0.04	2.62	0.05
2	4.02	JOHN L. LANGAARD, LARS LANGAARD and DIANE LANGAARD	FEE, TLE	32.33	0.05	-	0.05	32.28	0.09

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE TOWN OF COON

UTILITY INTEREST REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
400	VERNON ELECTRIC COOP	RELEASE OF RIGHTS
401	VERNON COMMUNICATIONS COOP	RELEASE OF RIGHTS



BEGIN RELOCATION ORDER

965.08 FT NORTH AND 166.55 FT EAST OF THE WEST QUARTER CORNER OF SEC. 34 T14N R5W

END RELOCATION ORDER

1,148.99 FT NORTH AND 284.21 FT EAST OF THE WEST QUARTER CORNER OF SEC. 34 T14N R5W

LAYOUT

SCALE 0 1 MILE
TOTAL NET LENGTH OF CENTERLINE = 0.04 MILES

R/W PROJECT NUMBER 5378-00-01	SHEET NUMBER	TOTAL SHEETS
R/W PROJECT NUMBER 5378-00-01	4.01	2
PLAT OF RIGHT OF WAY REQUIRED FOR TOWN OF COON, OLD LINE ROAD (BRANCH NORTH FORK BAD AXE RIVER BRIDGE B-62-0252) TOWN ROAD VERNON COUNTY		

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), VERNON COUNTY, NAD 83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS. DOCUMENT NO. 243424, DEDICATES A ROAD WIDTH OF THREE RODS (49.5 FT)

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING CENTERLINE OF OLD LINE ROAD, 3 RODS (49.5 FEET)
CONVEYED JUNE 11, 1969, PER DOCUMENT #243424, UNDER SECTION 82.18, WISCONSIN STATUTE

SRH ENGINEERS
Consulting Group, Inc. PLANNERS
DESIGNERS

TOWN OF COON

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

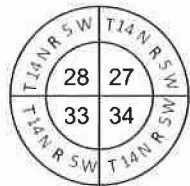
DATE: 11/6/2017

APPROVED FOR THE TOWN OF COON

DATE: 12-20-17

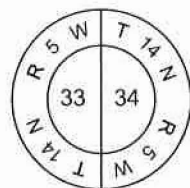
(Signature)





SECTION CORNER
FOUND STONE MONUMENT
VERNON COUNTY COORDINATES
Y= 184257.00
X= 680542.52

4



QUARTER CORNER
FOUND 3/4 INCH IRON BAR
VERNON COUNTY COORDINATES
Y= 181616.65
X= 680613.77

SOUTHWEST 1/4

OF

NORTHWEST 1/4

DENNIS R. JEFFERS
2.66 Acres Remain

1667.88
N01° 32' 45"W
973.43
N01° 32' 45"W

N88° 27' 15"E 171.59

COON

VERNON COMMUNICATIONS COOP

VERNON ELECTRIC COOP

END RELOCATION ORDER

STA. 3+18.75

300

301

210

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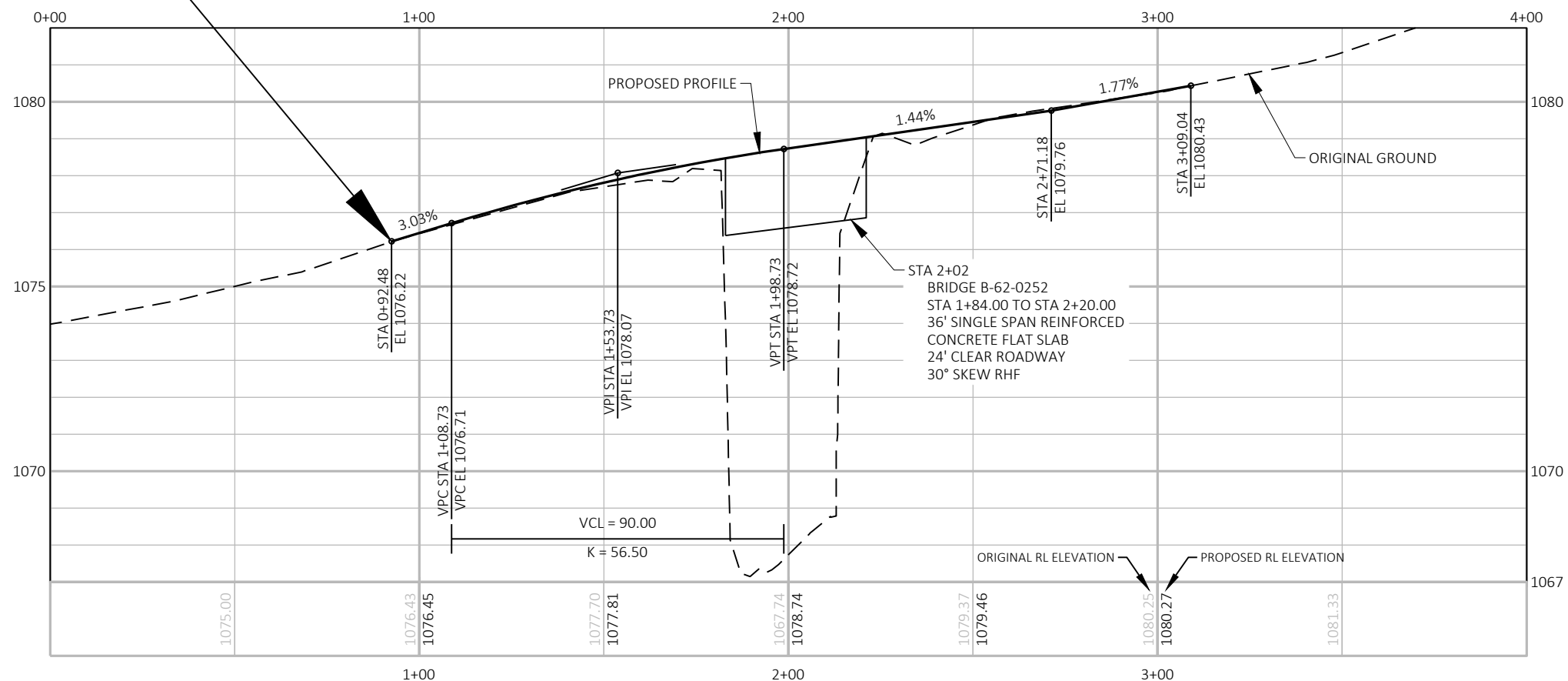
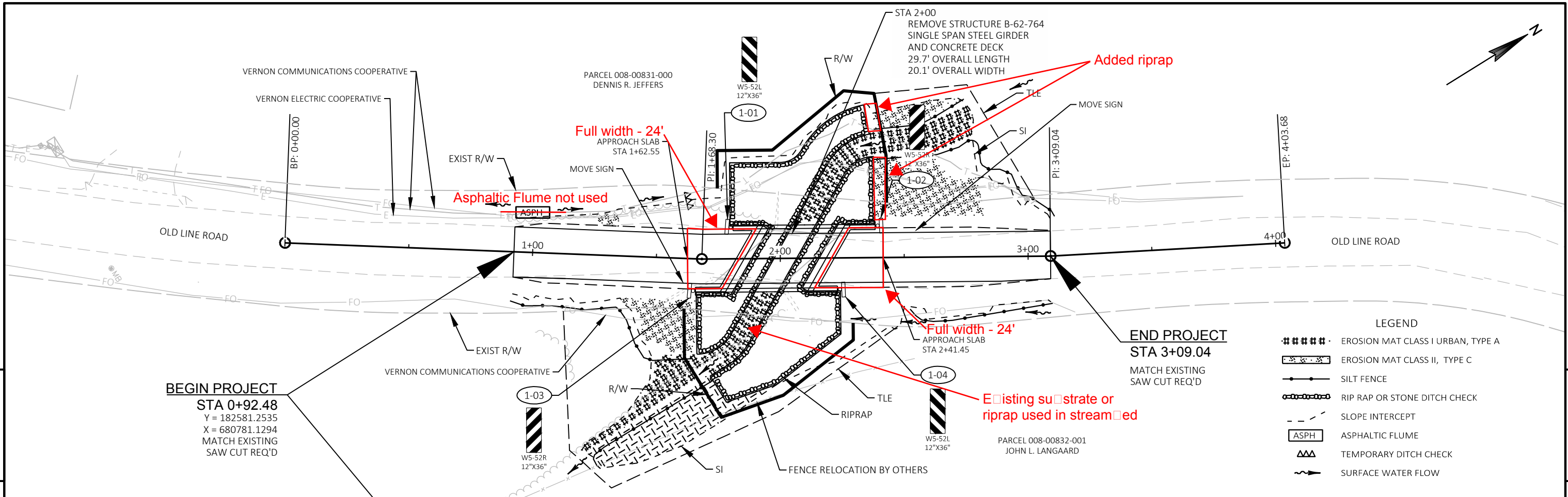
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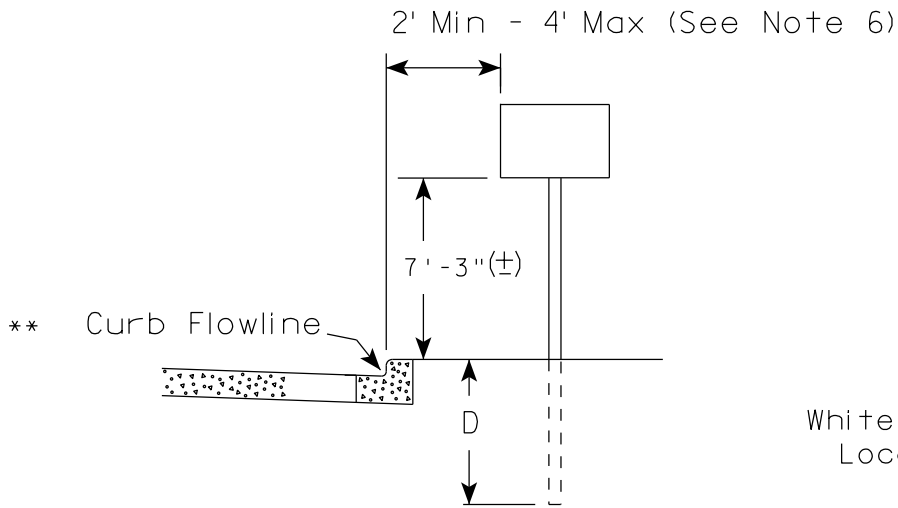
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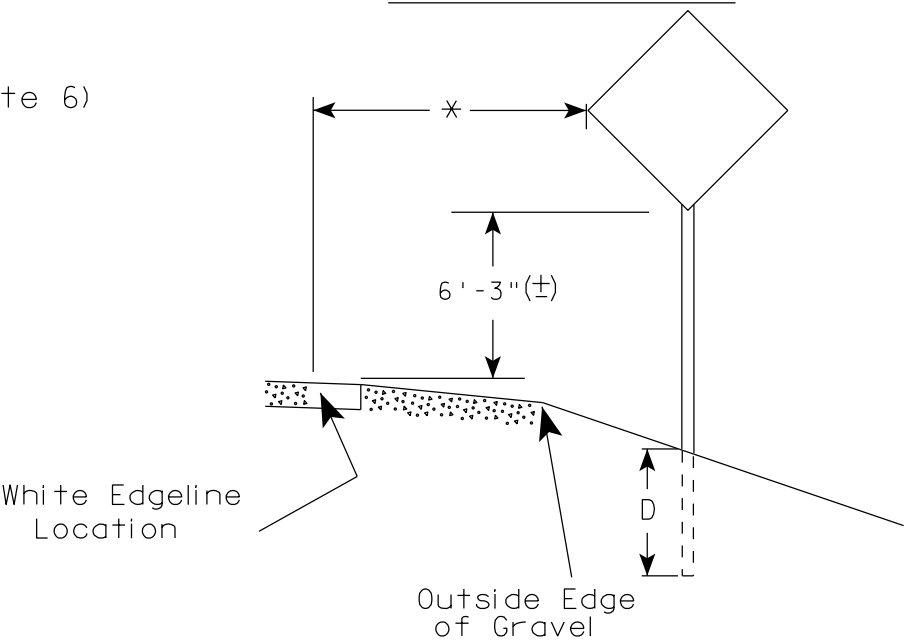
5



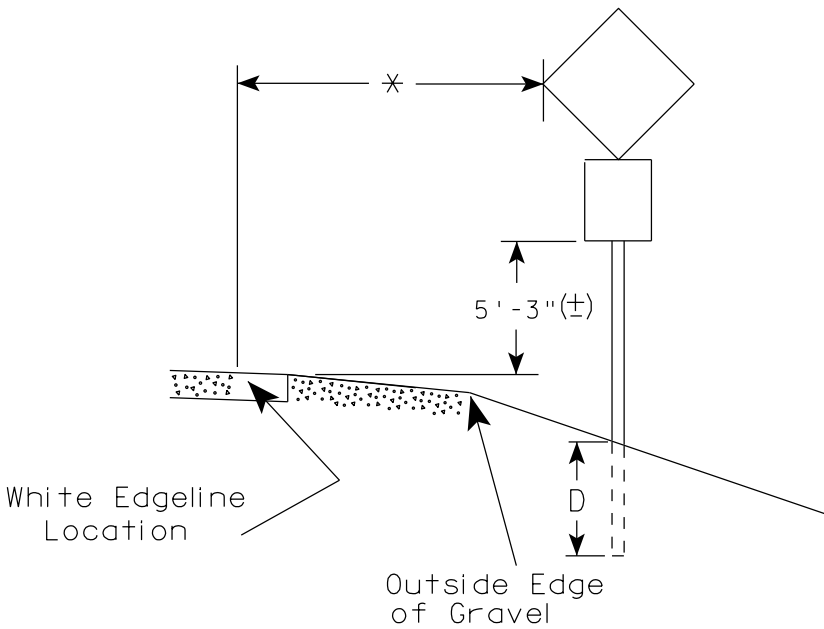
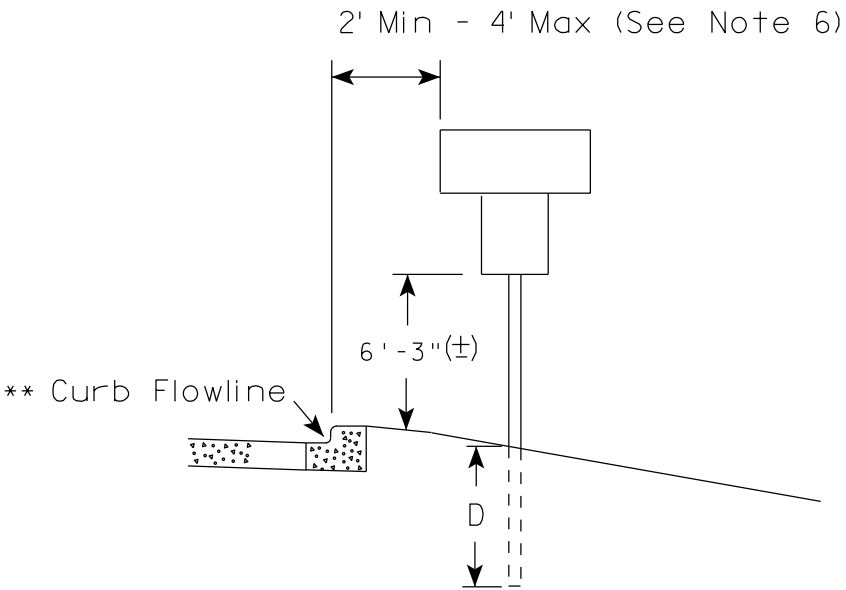
URBAN AREA



RURAL AREA (See Note 2)



- GENERAL NOTES
1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
 2. If signs are mounted on barrier wall, see A4-10 sign plate.
 3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
 4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
 5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
 6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
 7. The (±) tolerance for mounting height is 3 inches.
 8. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.
 9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).



POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

* * The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

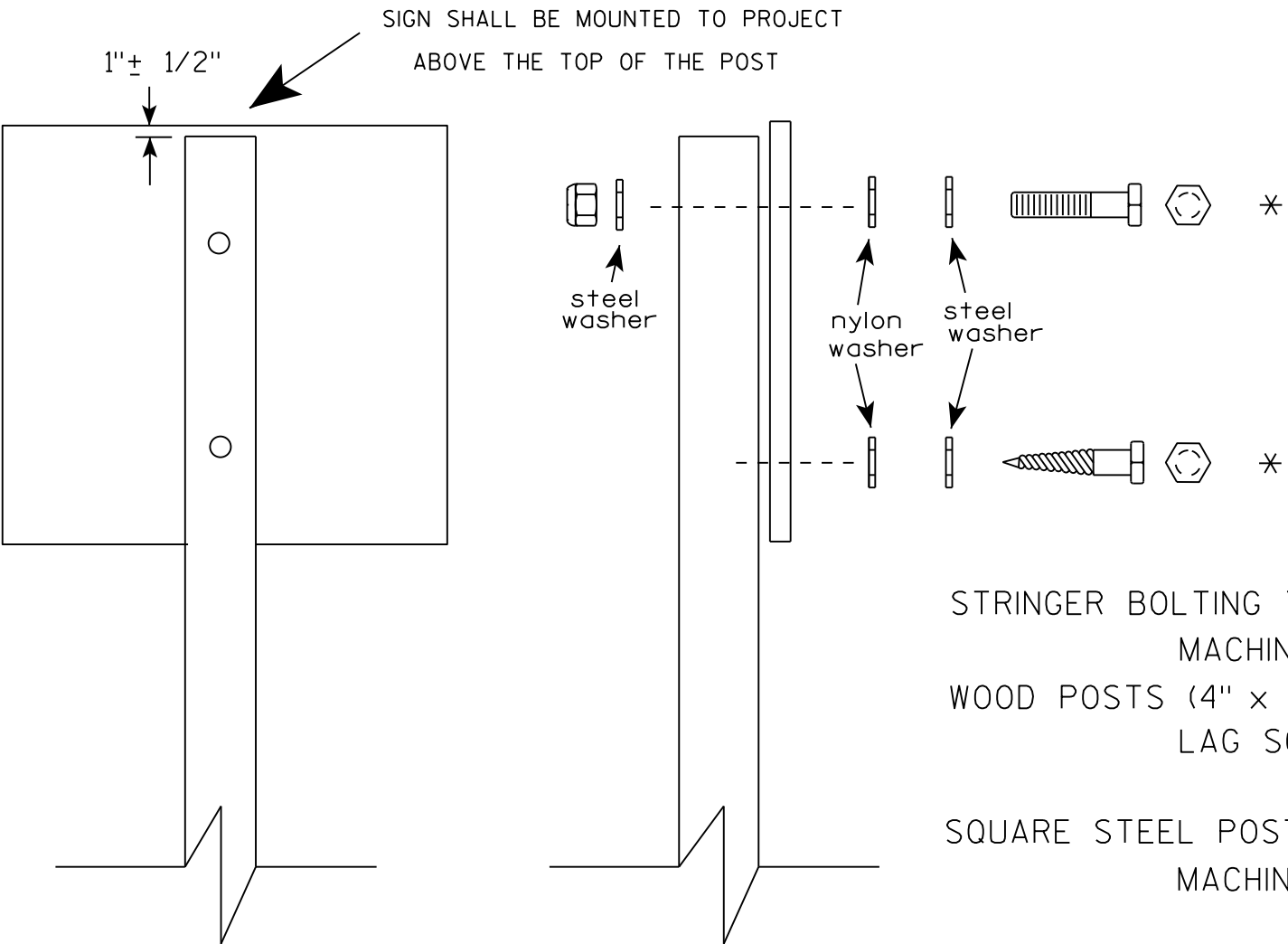
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

- a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
- b. Electro-galvanized in accordance with ASTM Designation :B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - $\frac{5}{16}$ " X 1-3/4" Length w/ lock nuts
- WOOD POSTS (4" x 4" or 4" x 6")
- LAG SCREWS - $\frac{3}{8}$ " X 3" (NO STRINGERS ON BACK OF SIGN)
 - $\frac{3}{8}$ " X 4" (STRINGERS ON BACK OF SIGN)
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - $\frac{3}{8}$ " X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
 - $\frac{3}{8}$ " X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
- RIVETS - $\frac{9}{32}$ " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
- O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
- WASHERS (ALL POSTS) -
- 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
 - 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

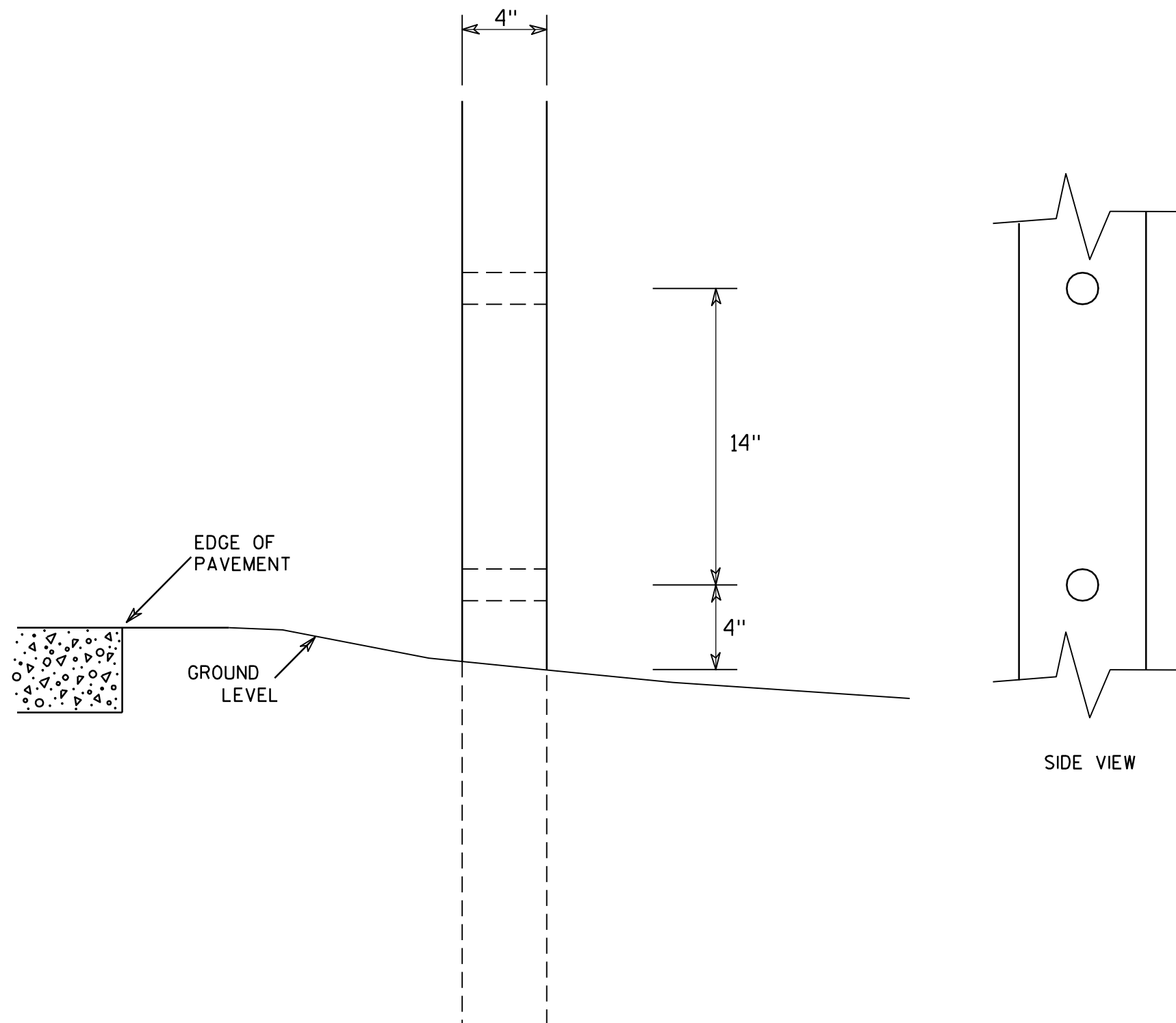
ATTACHMENT OF SIGNS
TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 8/11/16 PLATE NO. A4-8.8

7



GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

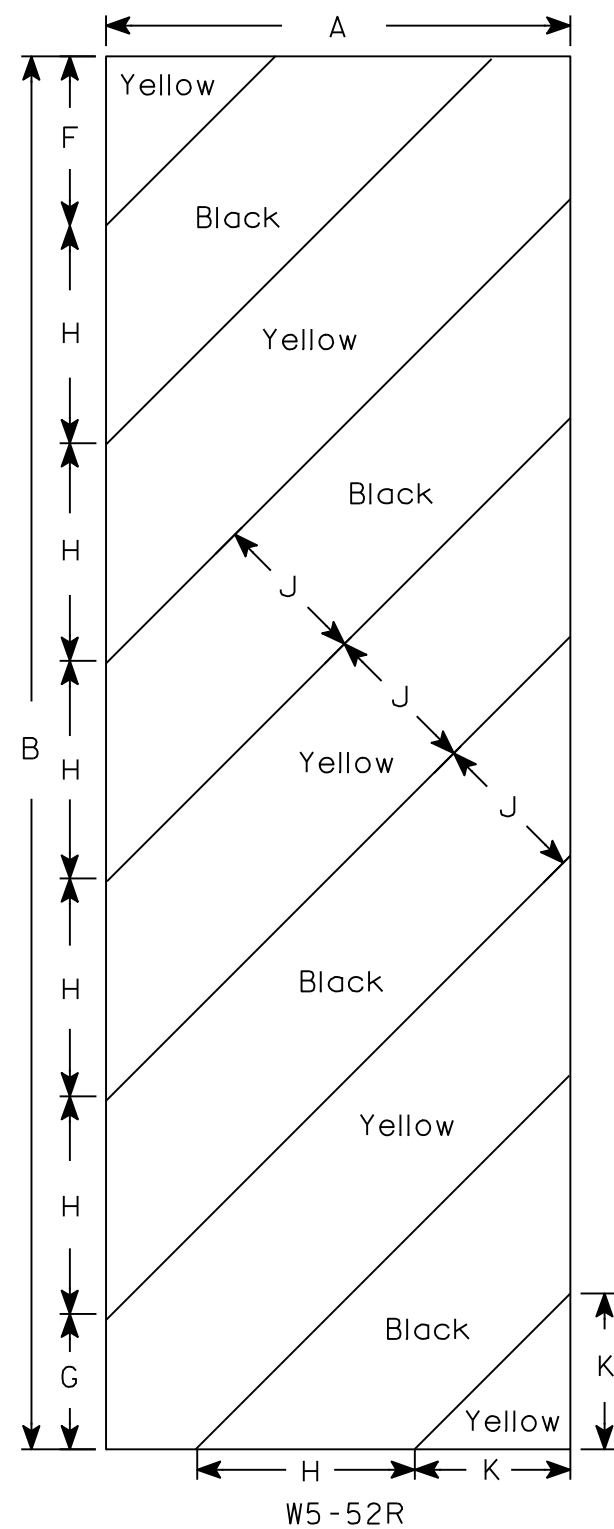
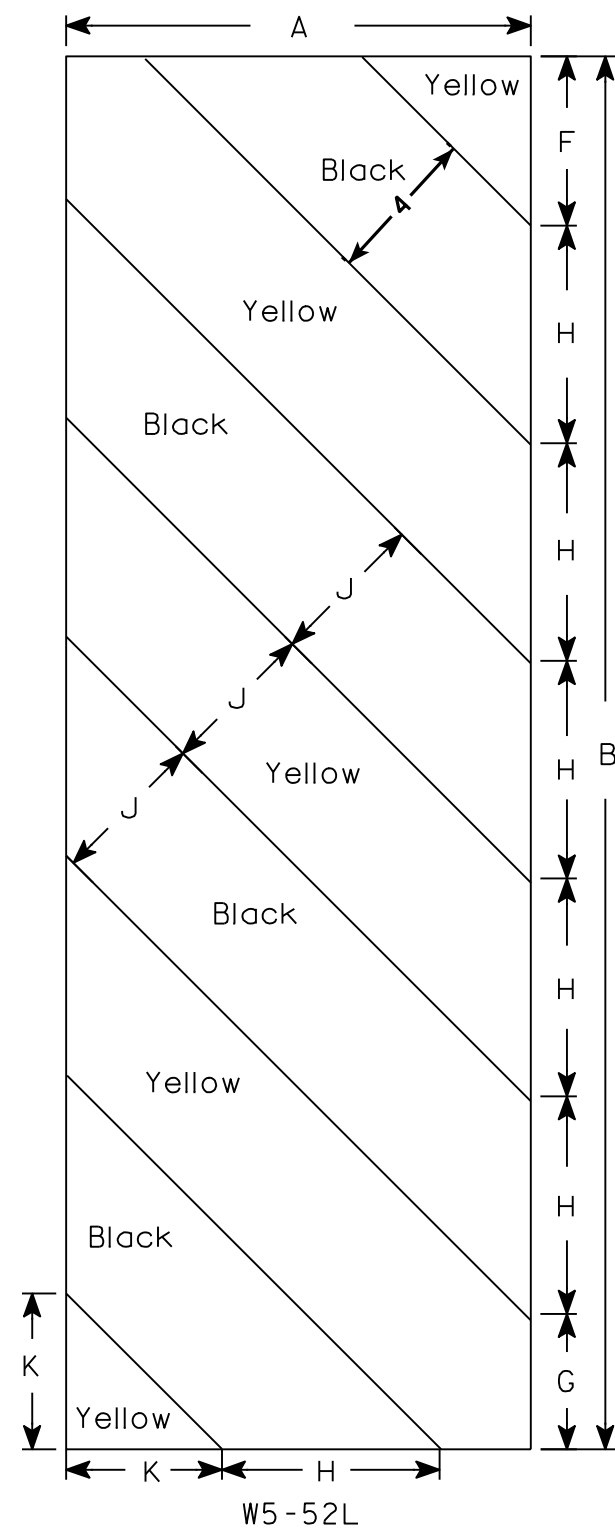
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



NOTES

- 1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - Yellow
Message - Black
- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 4. Alternate colors of stripes as shown.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36				4 3⁄8	3 1⁄2	5 5⁄8	45°	4	4																3.0
2M	12	36				4 3⁄8	3 1⁄2	5 5⁄8	45°	4	4																3.0
3	18	54				6	5 1⁄2	8 1⁄2	45°	6	6 5⁄6																6.75
4																											
5																											

STANDARD SIGN
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W5-52.9

LIVE LOAD:

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE
OF 20 PSF

MATERIAL PROPERTIES:
CONCRETE SUPERSTRUCTURE
CONCRETE SUBSTRUCTURE
BAR STEEL REINFORCEMENT

f'c = 4000 P.S.I.
f'c = 3500 P.S.I.
fy = 60000 P.S.I.

ABUTMENTS TO BE SUPPORTED ON HP 10-INCH $\times$ 42 LB. PILING. ESTIMATED 13 FEET LONG AT THE WEST ABUTMENT AND 15 FEET LONG AT THE EAST ABUTMENT. PREBORED AT LEAST 3 FEET INTO SOLID ROCK. CASING SHALL BE REQUIRED. PILING SHALL BE FIRMLY SEATED ON ROCK. FILL SPACE BETWEEN THE CORED HOLE AND PILE WITH CONCRETE OR CEMENT GROUT. CLEAN SAND MAY BE USED TO BACKFILL ABOVE THE TOP OF ROCK ELEVATION.

*THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS 90 TONS.

100 YEAR FREQUENCY

Q ₁₀₀ =	1020 C.F.S.
VEL. =	10.6 F.P.S.
HW ₁₀₀ =	1075.42 FT
WATERWAY AREA =	97 S.Q.
DRAINAGE AREA =	1.8 S.O. MILES
ROADWAY OVERTOPPING =	N/A
SCOUR CRITICAL CODE =	8

A.D.T. (2018) = 95
A.D.T. (2038) = 105
DESIGN SPEED = 30 M.P.H.

2 YEAR FREQUENCY

O ₂ =	172 C.F.S.
VEL. =	5.6 F.P.S.
HW ₂ =	1071.69 FT

1. GENERAL PLAN & ELEVATION
2. CROSS SECTION, QUANTITIES & NOTES
3. SUBSURFACE EXPLORATION
4. WEST ABUTMENT
5. WEST ABUTMENT DETAILS
6. EAST ABUTMENT
7. EAST ABUTMENT DETAILS
8. SUPERSTRUCTURE
9. SUPERSTRUCTURE DETAILS
10. SINGLE SLOPE PARAPET
11. SLOPE PAVING DETAILS

① SEE ROADWAY STANDARD PLAN.

② SEE GRADING PLAN FOR TRANSITION TO EXISTING CHANNEL.

③ SEE CHANNEL REALIGNMENT DETAILS IN THE ROADWAY PLANS AND SHEET 10 FOR FULL EXTENT OF RIPRAP.

NO.	DATE	REVISION	BY
-----	------	----------	----

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____
CHIEF STRUCTURES DESIGN ENGINEER DATE _____

STRUCTURE B-62-252

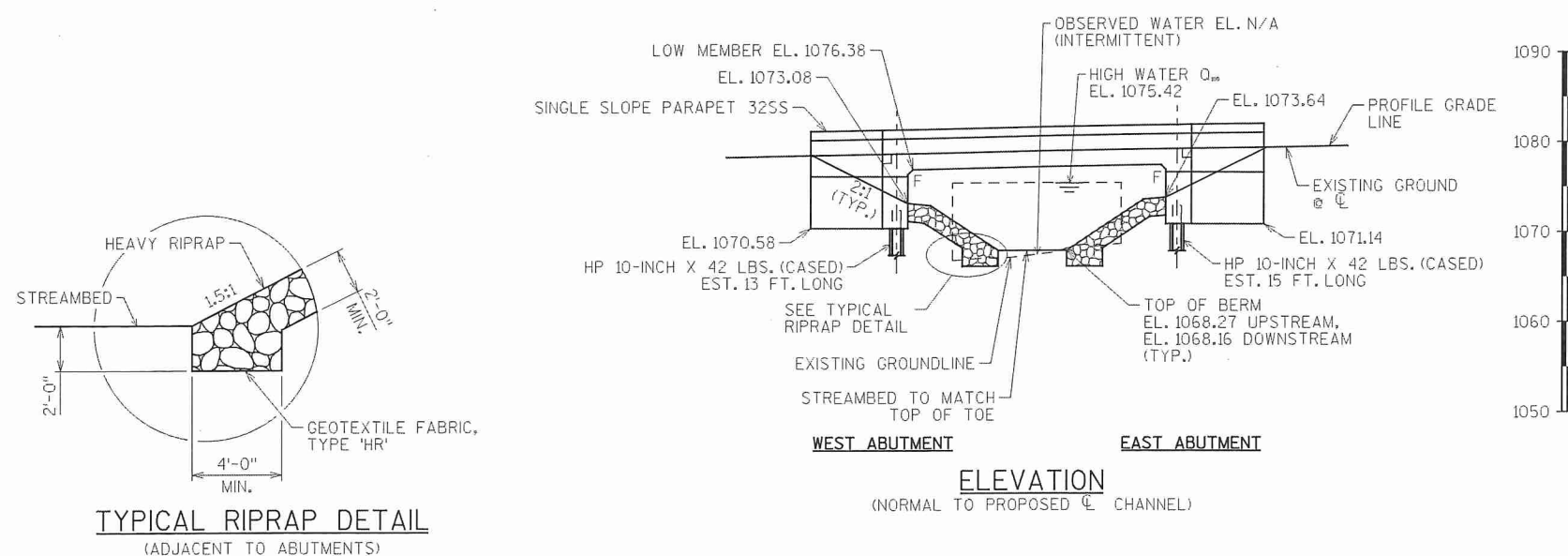
OLD LINE RD OVER BRANCH N. FORK BAD AXE RIVER

COUNTY	VERNON	TOWN/CITY/VILLAGE	COON
--------	--------	-------------------	------

DESIGN SPEC.			
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS			
DESIGNED BY	CEB	DESIGN CK'D.	KLS
DRAWN BY	ERJ	PLANS CK'D.	CEB

GENERAL PLAN &
ELEVATION

SHEET 1 OF 11



STA. 3+52.41
OFFSET: 16.5 FT. LT.
EL. 1080.256
DESCRIPTION: BENCHMARK LIMIT1,
1/2" SET FROM PIN IN GRADE
NE OF BRIDGE.

BRIDGE OFFICE CONTACT:
BILL DREHER
(608)266-8489

SRF CONTACT:
CASEY BLACK
(763)452-4751

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED. BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH HEAVY RIPRAP AND GEOTEXTILE FABRIC TYPE 'HR' TO THE EXTENT SHOWN ON SHEET 1 AND IN THE ABUTMENT DETAILS.

AT THE BACK FACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

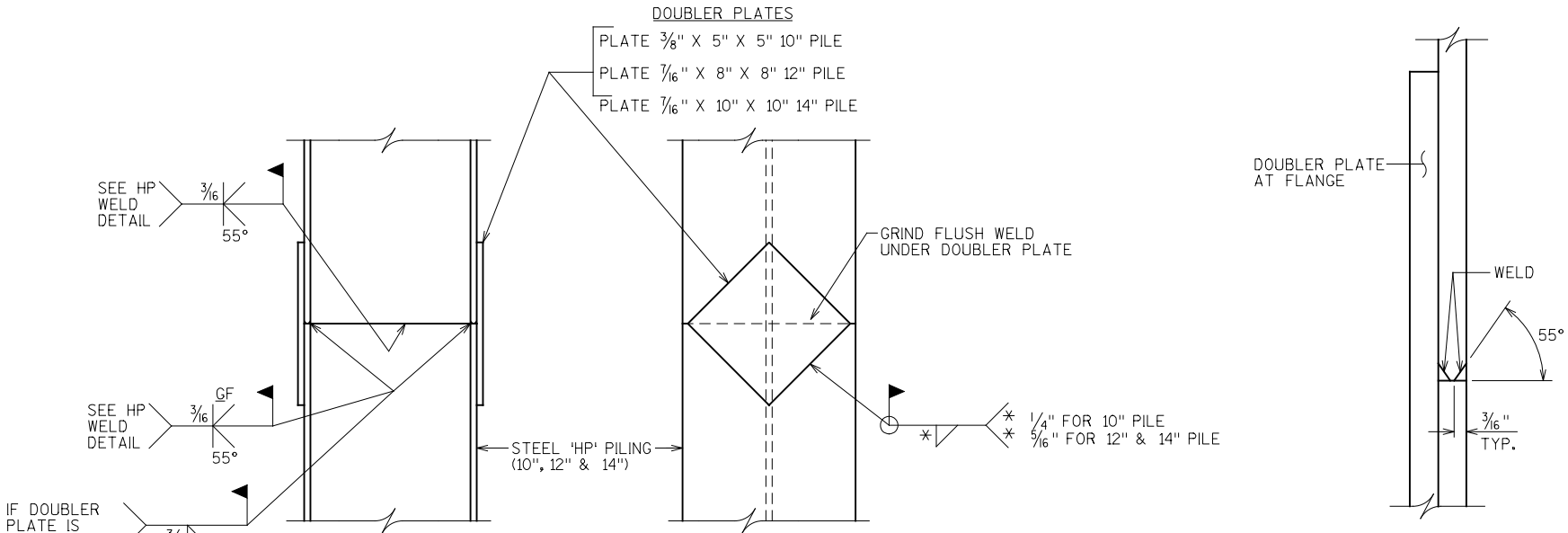
SEE ROADWAY PLANS FOR EXISTING UTILITY LOCATIONS.

THE EXISTING STRUCTURE TO BE REMOVED IS A 29.7' LONG BY 20.1' CLEAR ROADWAY WIDTH, ONE-SPAN STEEL GIRDER AND CONCRETE DECK (B-62-764) WITH BITUMINOUS OVERLAY, SET ON FULL RETAINING VERTICAL MASONRY ABUTMENTS.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES BRIDGES B-62-252" SHALL BE THE EXISTING GROUNDLINE.

PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE TOP OF SLAB AND EXPOSED TOPS OF WINGS.

PIGMENTED SURFACE SEALER SHALL BE APPLIED TO THE TOP AND ROADWAY FACES OF THE PARAPET, INCLUDING PARAPETS ON ABUTMENT WINGS.

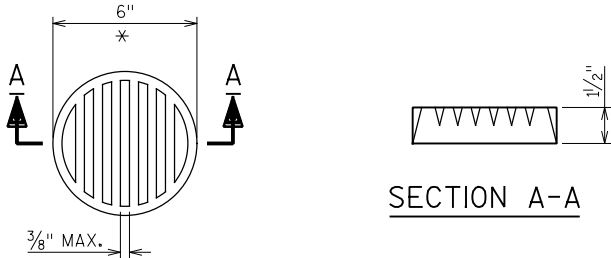


STEEL 'HP' SHAPES

HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR

Protective Surface Treatment
Color: Clear
Type: Auanil Plus 40
Manufacturer: Chemmasters

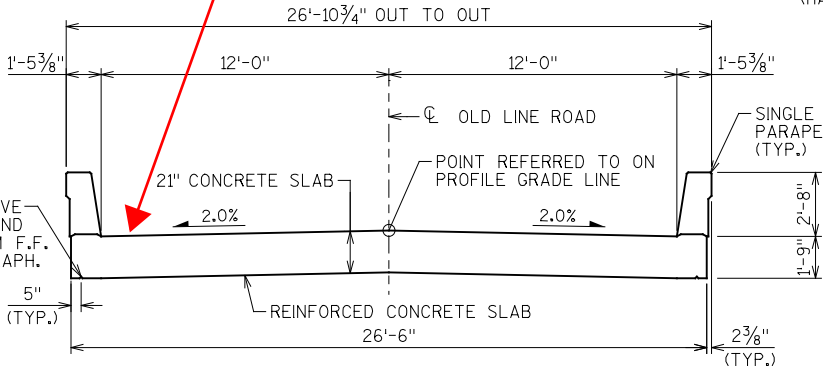


RODENT SHEILD DETAIL

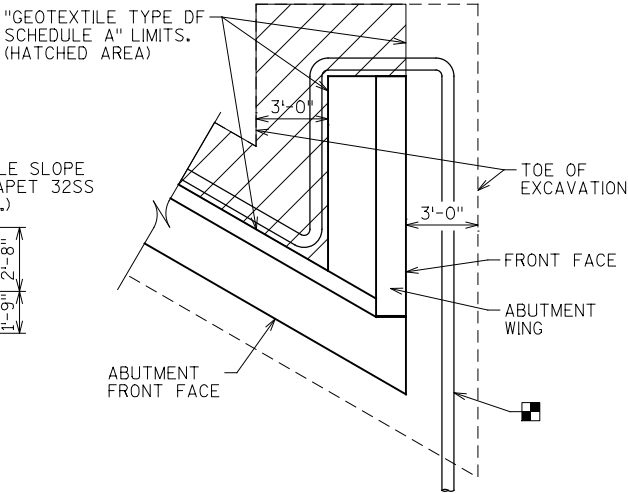
* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC PIPE GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO.10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



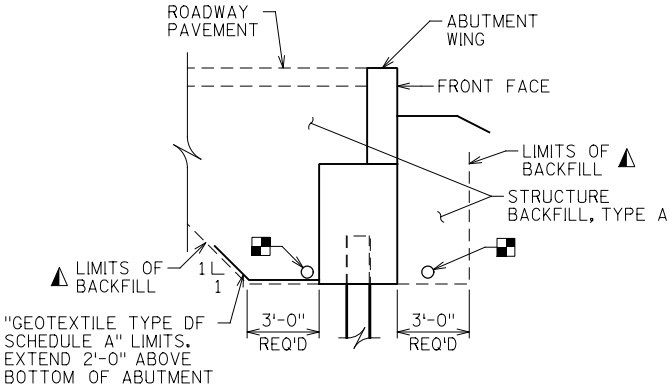
CROSS SECTION THRU BRIDGE
(LOOKING EAST)



ABUTMENT PLAN WITH WING

(A1 ABUTMENT WITHOUT STRUCTURAL APPROACH)

PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN.



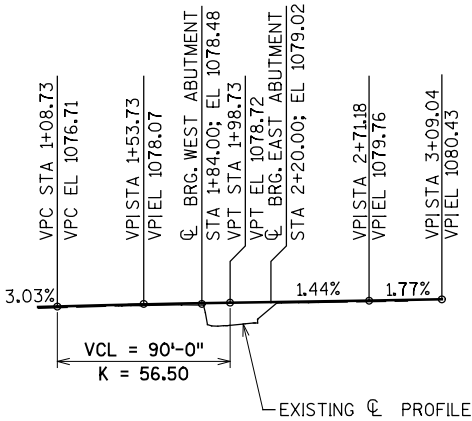
TYPICAL SECTION THRU WING

(A1 ABUTMENT WITHOUT STRUCTURAL APPROACH)

BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

NOTES:

- ABUTMENT QUANTITIES INCLUDE MATERIALS FOR ABUTMENTS AND PARAPET SECTIONS ON ABUTMENTS.
- SUPERSTRUCTURE QUANTITY INCLUDES MATERIALS FOR SLAB AND PARAPETS ON SLAB.



PROFILE GRADE LINE

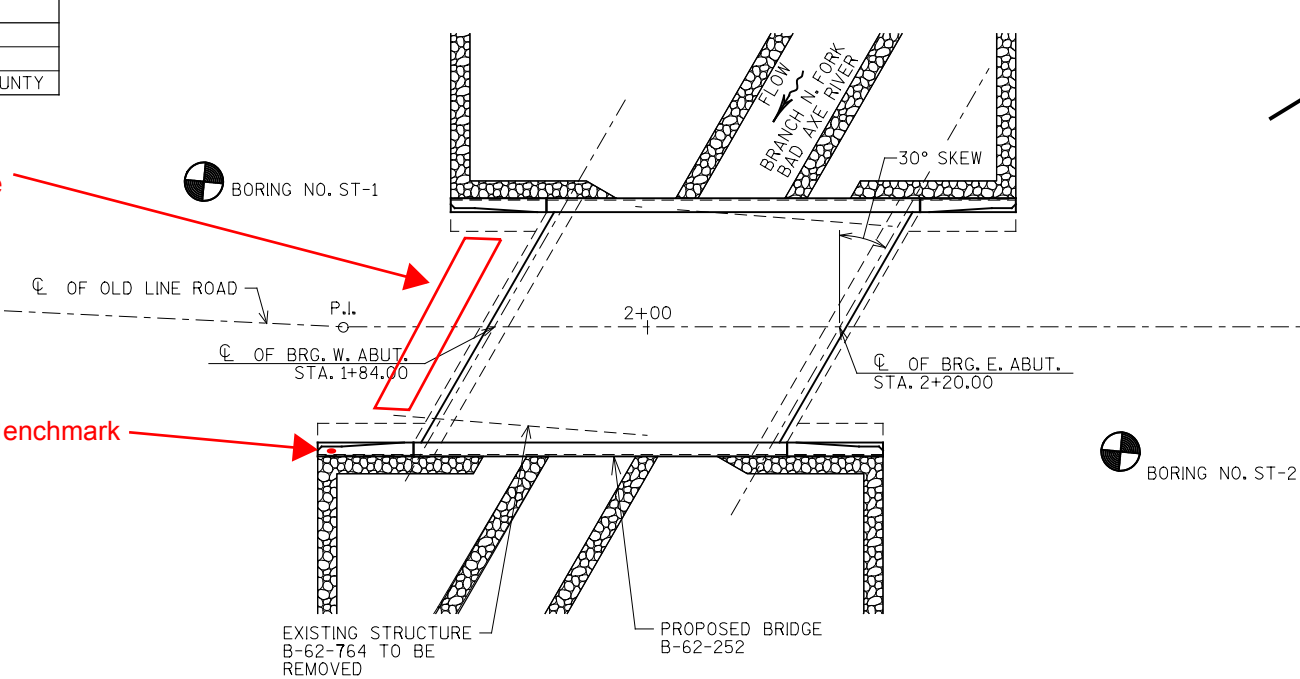
B-62-252 TOTAL ESTIMATED QUANTITIES						
BID ITEM NUMBER	BID ITEM	UNIT	WEST ABUTMENT	EAST ABUTMENT	SUPER-STRUCTURE	TOTAL
203.0500.S	REMOVING OLD STRUCTURE OVER WATERWAY STA 2+02.00	LS	-	-	-	1
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-62-252	LS	-	-	-	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	164	164	-	328
502.0100	CONCRETE MASONRY BRIDGES	CY	32	32	79	143
502.3200	PROTECTIVE SURFACE TREATMENT	SY	-	-	100	100
502.3210	PIGMENTED SURFACE SEALER	SY	-	-	48	48
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	1930	1930	-	3860
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	2005	2015	15370	19390
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	8	8	-	16
550.0020	PRE-BORING ROCK OR CONSOLIDATED MATERIALS	LF	80	90	-	170
550.1100	PIILING STEEL HP 10-INCH X 42 LB	LF	90	100	-	190
606.0300	RIPRAP HEAVY	CY	254	265	-	519
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	81	81	-	162
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	-	-	4	4
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	40	40	-	80
645.0120	GEOTEXTILE TYPE HR	SY	459	472	-	931
NON-BID ITEMS						
	FILLER	SIZE	-	-	-	1/2" & 3/4"
	NAME PLATE	EACH	1	-	-	1

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-62-252			
DRAWN BY		ERJ	PLANS CK'D. CEB
CROSS SECTION, QUANTITIES & NOTES			SHEET 2 OF 11

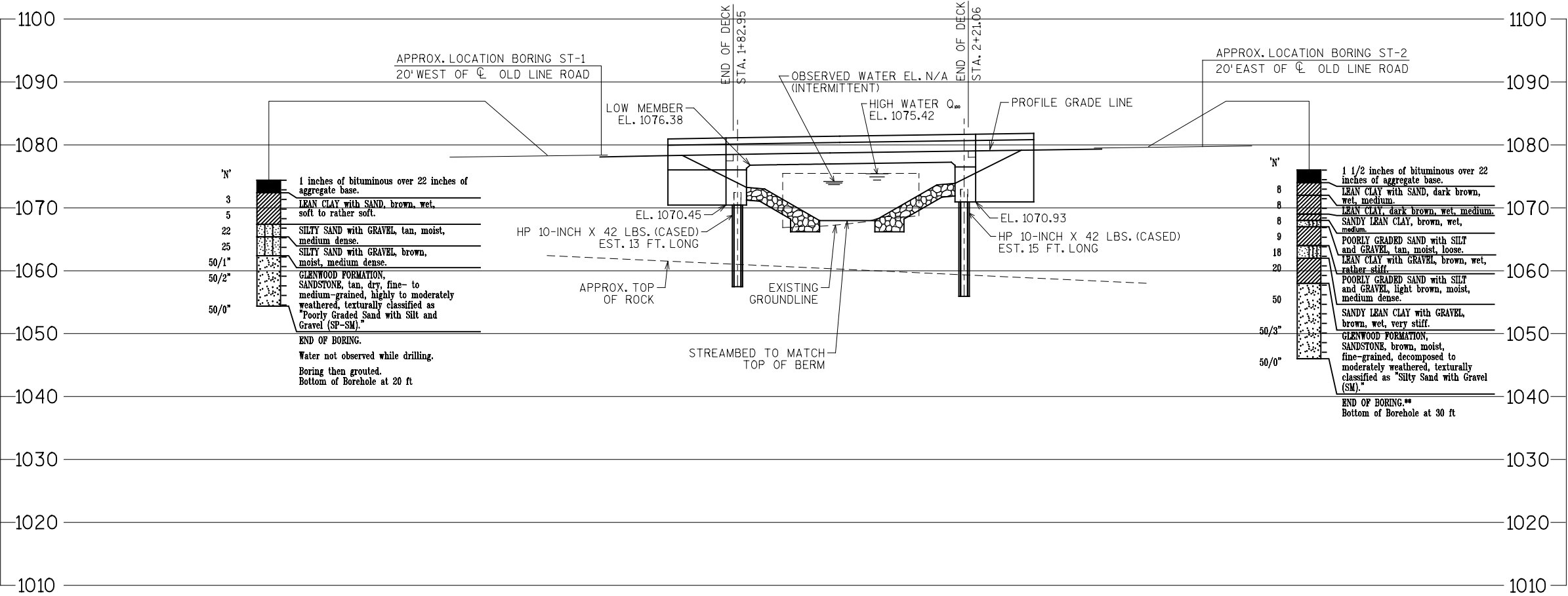
BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
ST-1	6/2/2016		
ST-2	6/2/2016		
BORINGS COMPLETED BY: BRAUN INTERTEC			
REPORT COMPLETED BY: BRAUN INTERTEC			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91)		COUNTY	

Location of unknown existing
abutment. Removed with Change
Order #1

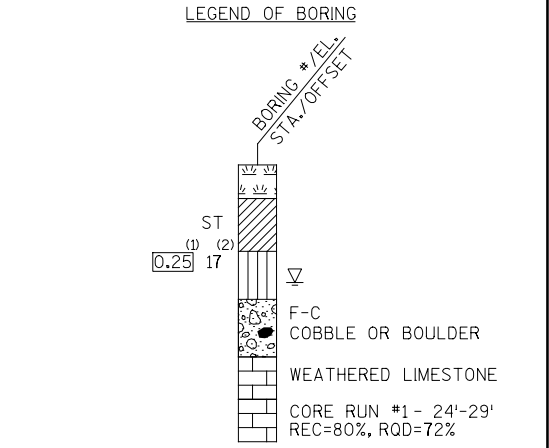
Location of new benchmark



SOIL BORINGS PROFORMED BY:
BRAUN INTERTEC CORPORATION
2309 PALACE STREET
LA CROSSE, WI 54603
PH:608.781.7277 FAX:608.781.7279
REPORT BY:
BRANDON K. WRIGHT, P.E.
PROJECT ENGINEER



STATE PROJECT NUMBER			
5378-00-71			
MATERIAL SYMBOLS			
ASPHALT	TOPSOIL	PEAT	
CONCRETE	FILL	GRAVEL	
SAND	CLAY	SILT	
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)	
SHALE	SANDSTONE	IGNEOUS/META	



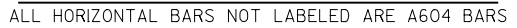
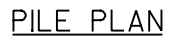
(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)
(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION			
▽	AT TIME OF DRILLING		
▼	END OF DRILLING		
▽	AFTER DRILLING		
ABBREVIATIONS			
F-FINE	M-MEDIUM	C-COARSE	ST-SHELBY TUBE

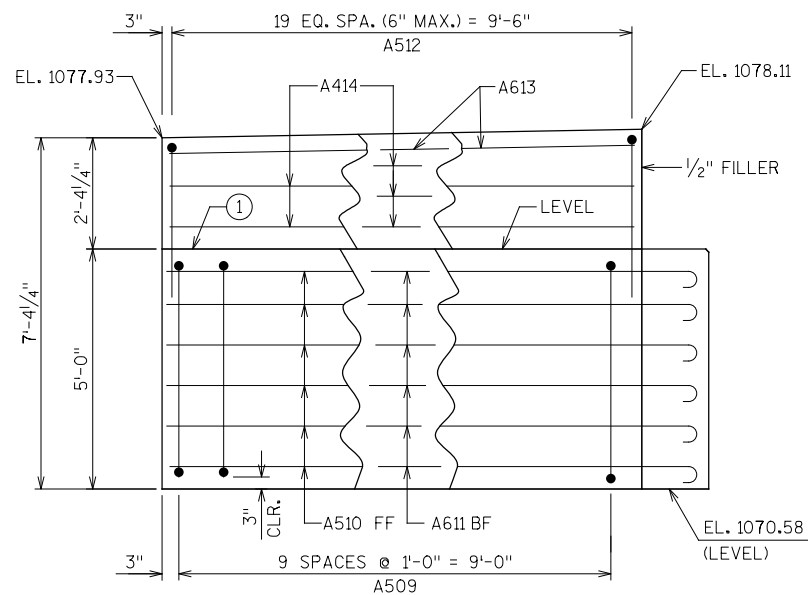
SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION
BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE B-62-252			
DRAWN BY ERJ		PLANS CK'D. CEB	
SUBSURFACE EXPLORATION			SHEET 3 OF 11

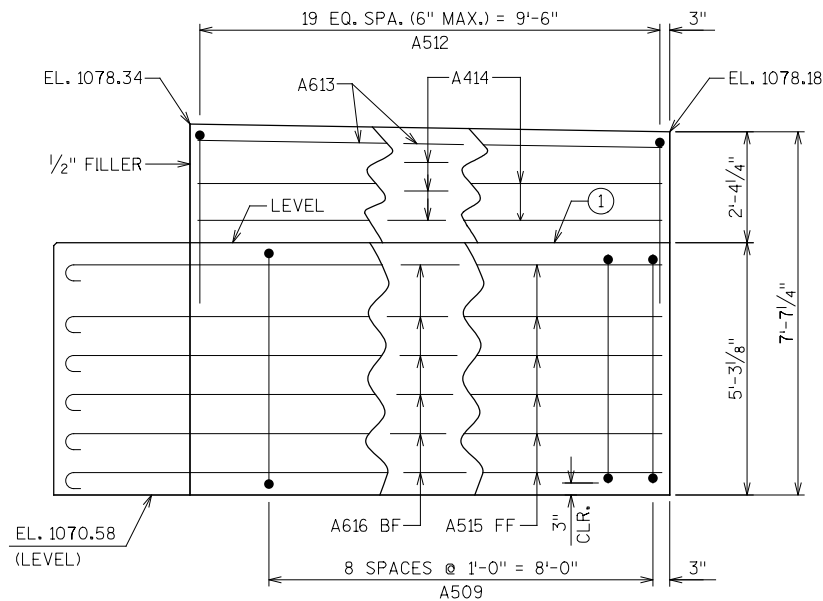
(X) DENOTES WING NUMBER.



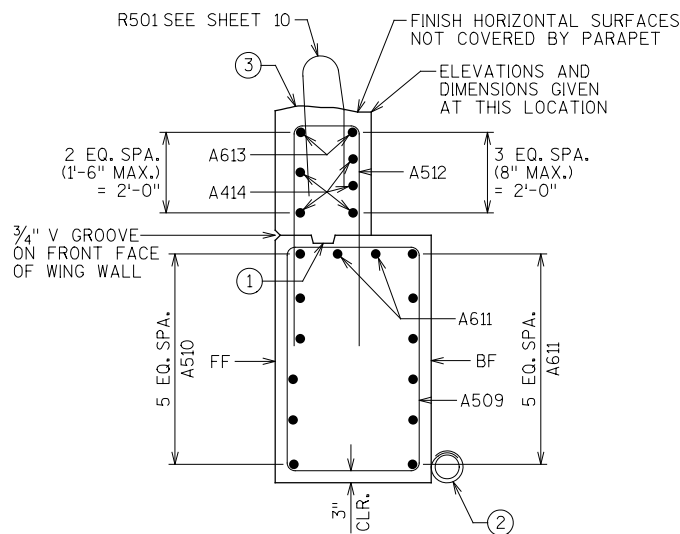
NO.	DATE	REVISION			BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION					
STRUCTURE B-62-252					
		DRAWN BY	ERJ	PLANS CK'D.	CEB
WEST ABUTMENT DETAILS				SHEET 4 OF 11	



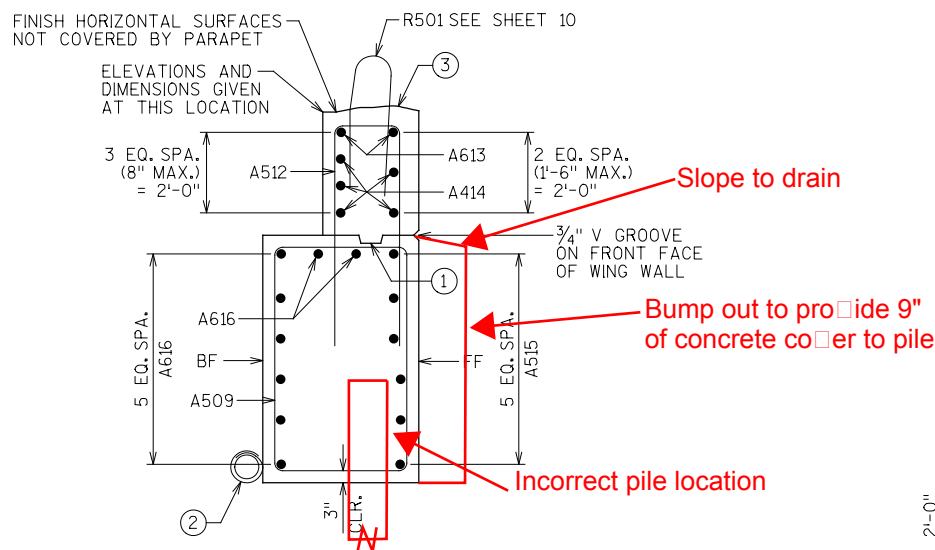
WING 1 ELEVATION



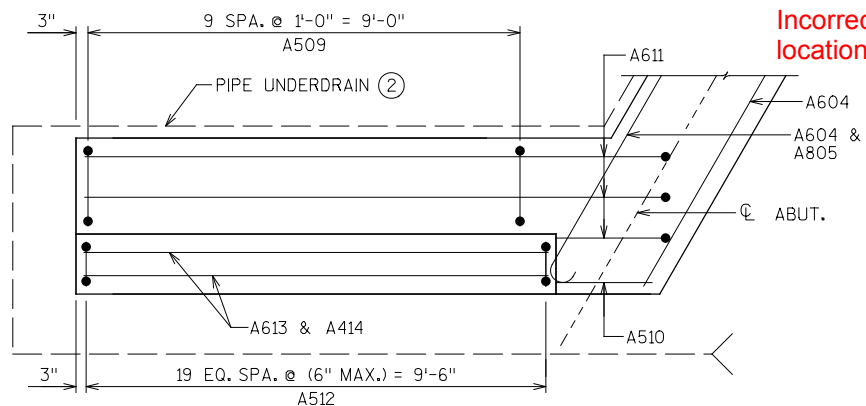
WING 2 ELEVATION



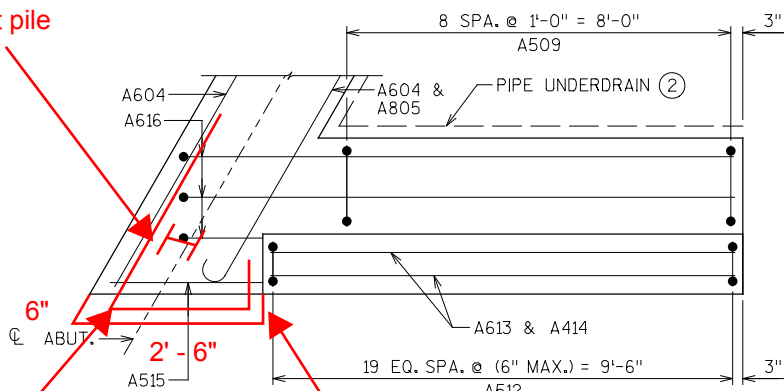
WING 1 SECTION



WING 2 SECTION



WING 1 PLAN



WING 2 PLAN

BILL OF REINFORCEMENT: WEST ABUTMENT									
BAR NO.	COATED	UNCOATED	NO. REQD.	LENGTH	BENT	BUNDLED	SERIES	1930	LB. PLAIN
								1370	LB. COATED
								LOCATION	
A401		X	5	28 - 0	X			PILE TIE	
A402		X	10	2 - 3				PILE VERT	
A503		X	37	13 - 11	X			STEM TIE	
A604		X	11	30 - 2				STEM HORIZ	
A805		X	7	32 - 0	X			STEM HORIZ	
A506	X		30	2 - 0				STEM DOWEL	
A507		X	30	3 - 10	X			SEAT VERT	
A408		X	3	30 - 2				SEAT HORIZ	
A509	X		19	15 - 9	X			WW VERT	
A510	X		6	11 - 10				WW HORIZ	
A611	X		8	13 - 0	X			WW HORIZ	
A512	X		40	9 - 11	X			WW VERT	
A613	X		4	9 - 6				WW HORIZ	
A414	X		10	9 - 6				WW HORIZ	
A515	X		6	12 - 10				WW HORIZ	
A616	X		8	12 - 1	X			WW HORIZ	

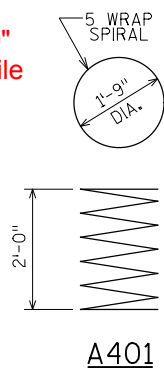
ALL REINFORCING BARS ARE ENGLISH.

BAR DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BARS.

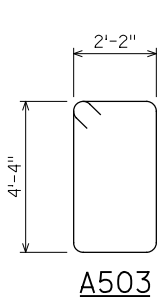
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

FF - FRONT FACE
BF - BACK FACE
EF - EACH FACE

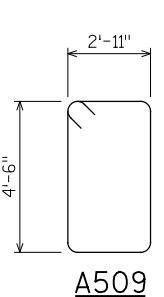
- OPTIONAL KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6" KEYWAY, WITH MEMBRANE ON BACK FACE.
- PIPE UNDERDRAIN WRAPPED (6-INCH), SLOPE 0.5% MIN. TO SUITABLE DRAINAGE.
- STRIKE-OFF AS SHOWN AND LEAVE ROUGH.



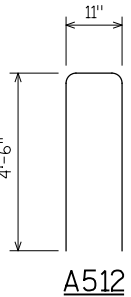
A401



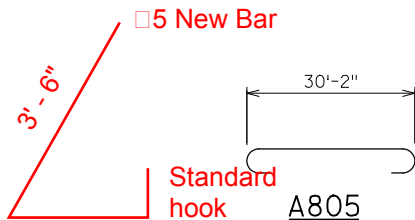
A503



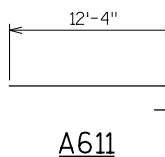
A509



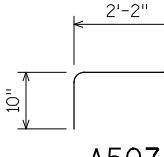
A512



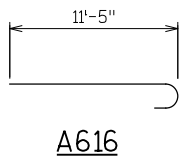
A805



A611



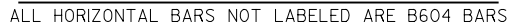
A507

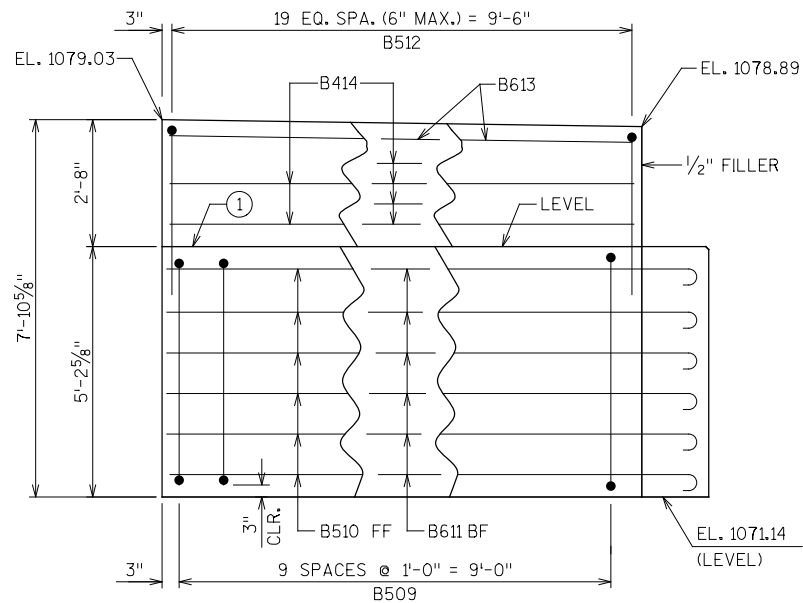


A616

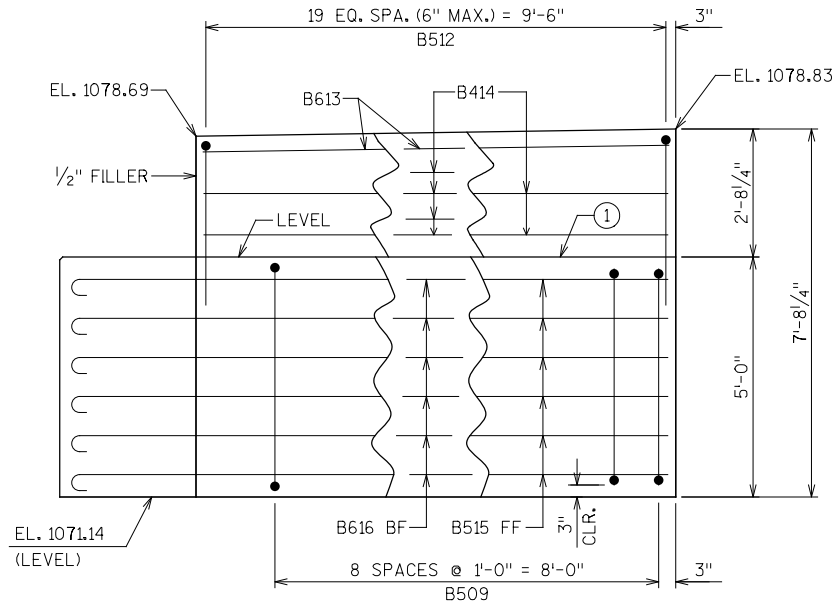
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-62-252			
DRAWN BY ERJ		PLANS CK'D. CEB	
WEST ABUTMENT DETAILS			SHEET 5 OF 11

(X) DENOTES WING NUMBER.

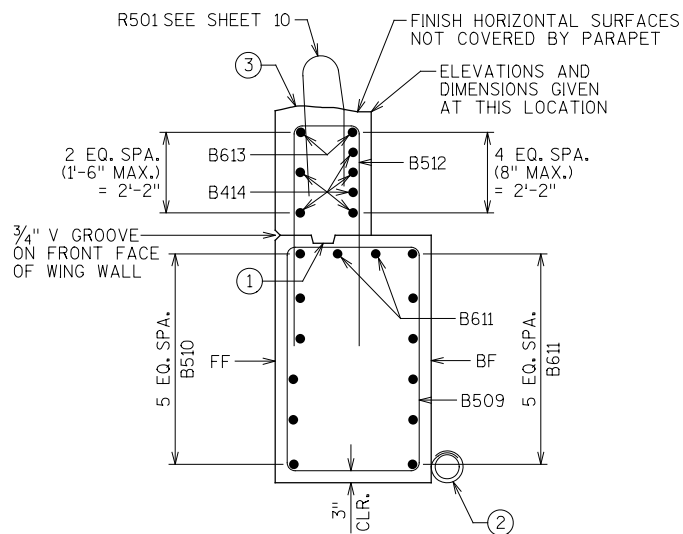
8



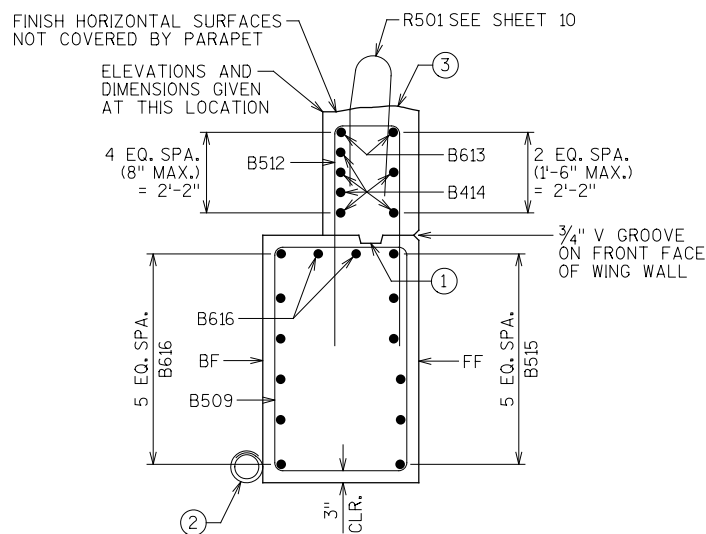
WING 3 ELEVATION



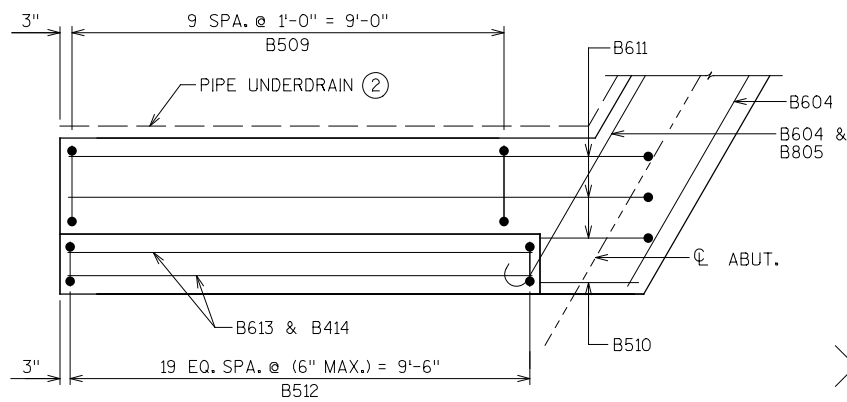
WING 4 ELEVATION



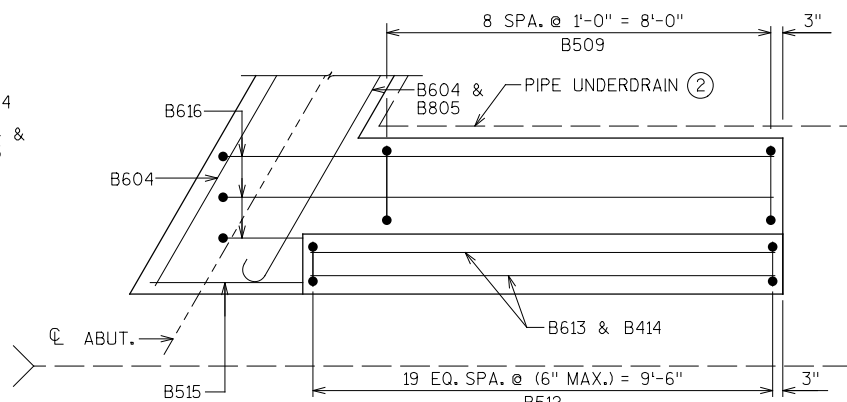
WING 3 SECTION



WING 4 SECTION



WING 3 PLAN



WING 4 PLAN

BILL OF REINFORCEMENT: EAST ABUTMENT

BAR NO.	COATED	UNCOATED	NO. REQ'D.	LENGTH	BENT	BUNDLED	SERIES	1930	LB. PLAIN
								1380	LB. COATED
								LOCATION	
B401		X	5	28 - 0	X			PILE TIE	
B402		X	10	2 - 3				PILE VERT	
B503		X	37	13 - 11	X			STEM TIE	
B604		X	11	30 - 2				STEM HORIZ	
B805		X	7	32 - 0	X			STEM HORIZ	
B506	X		30	2 - 0				STEM DOWEL	
B507		X	30	3 - 10	X			SEAT VERT	
B408		X	3	30 - 2				SEAT HORIZ	
B509	X		19	15 - 9	X			WW VERT	
B510	X		6	11 - 10				WW HORIZ	
B611	X		8	13 - 0	X			WW HORIZ	
B512	X		40	9 - 11	X			WW VERT	
B613	X		4	9 - 6				WW HORIZ	
B414	X		12	9 - 6				WW HORIZ	
B515	X		6	12 - 10				WW HORIZ	
B616	X		8	12 - 1	X			WW HORIZ	

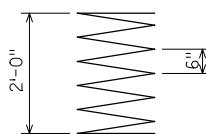
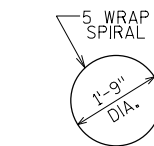
ALL REINFORCING BARS ARE ENGLISH.

BAR DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BARS.

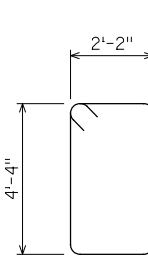
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

FF - FRONT FACE
BF - BACK FACE
EF - EACH FACE

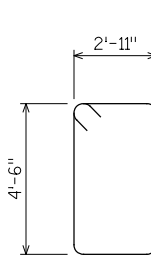
- ① OPTIONAL KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6" KEYWAY, WITH MEMBRANE ON BACK FACE.
- ② PIPE UNDERDRAIN WRAPPED (6-INCH), SLOPE 0.5% MIN. TO SUITABLE DRAINAGE.
- ③ STRIKE-OFF AS SHOWN AND LEAVE ROUGH.



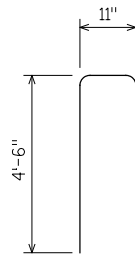
B401



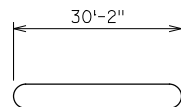
B503



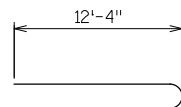
B509



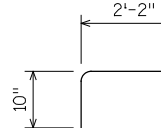
B512



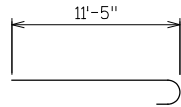
B805



B611

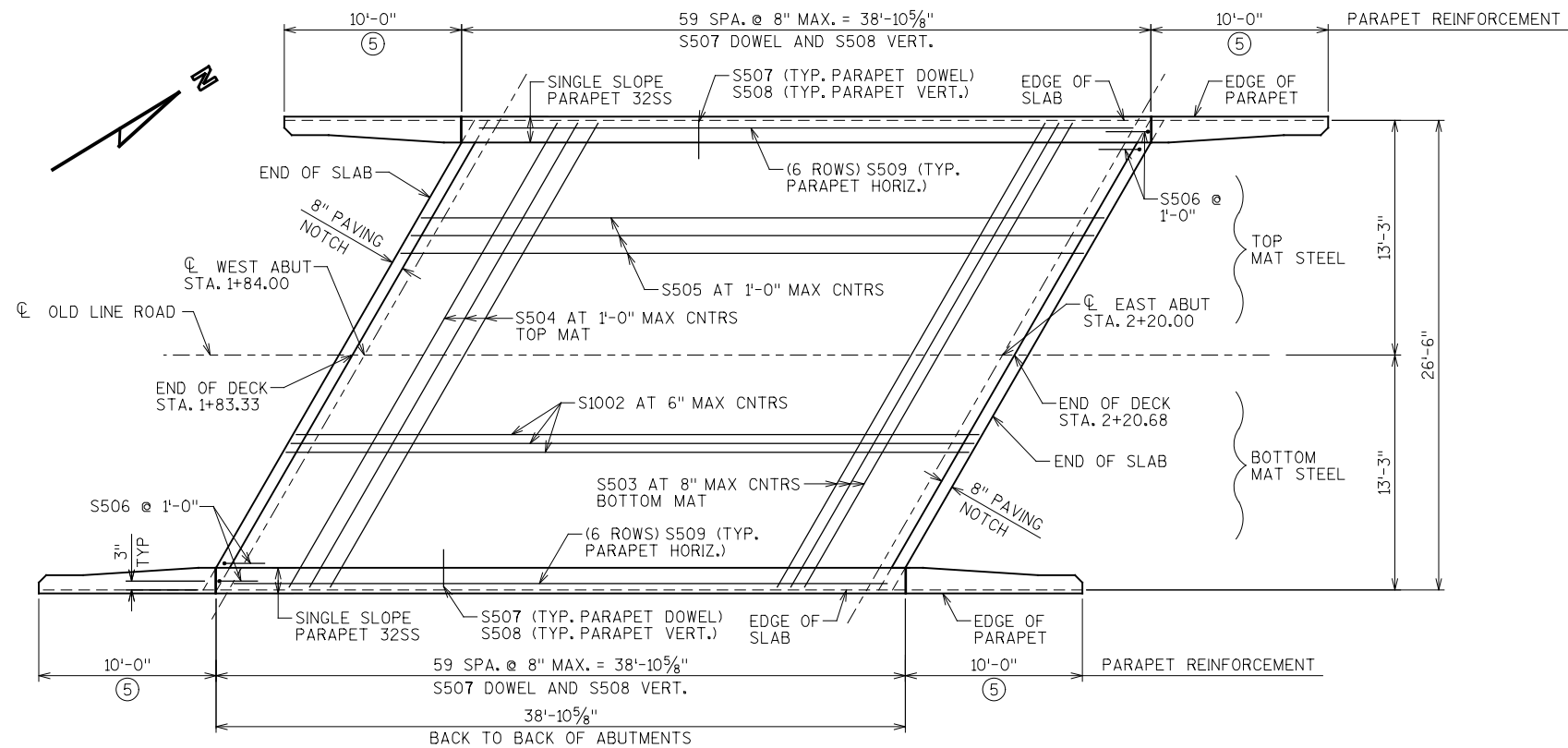


B507

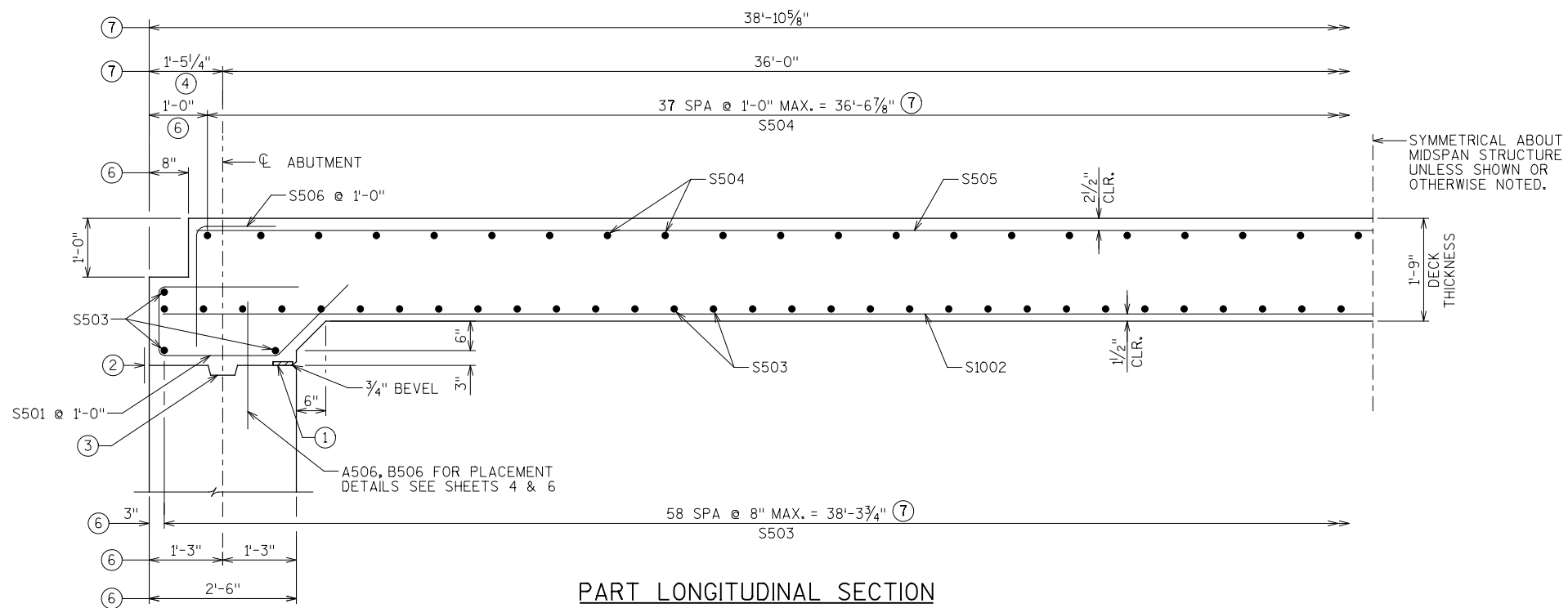


B616

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-62-252			
DRAWN BY ERJ		PLANS CK'D. CEB	
EAST ABUTMENT DETAILS			SHEET 7 OF 11



REINFORCEMENT PLAN

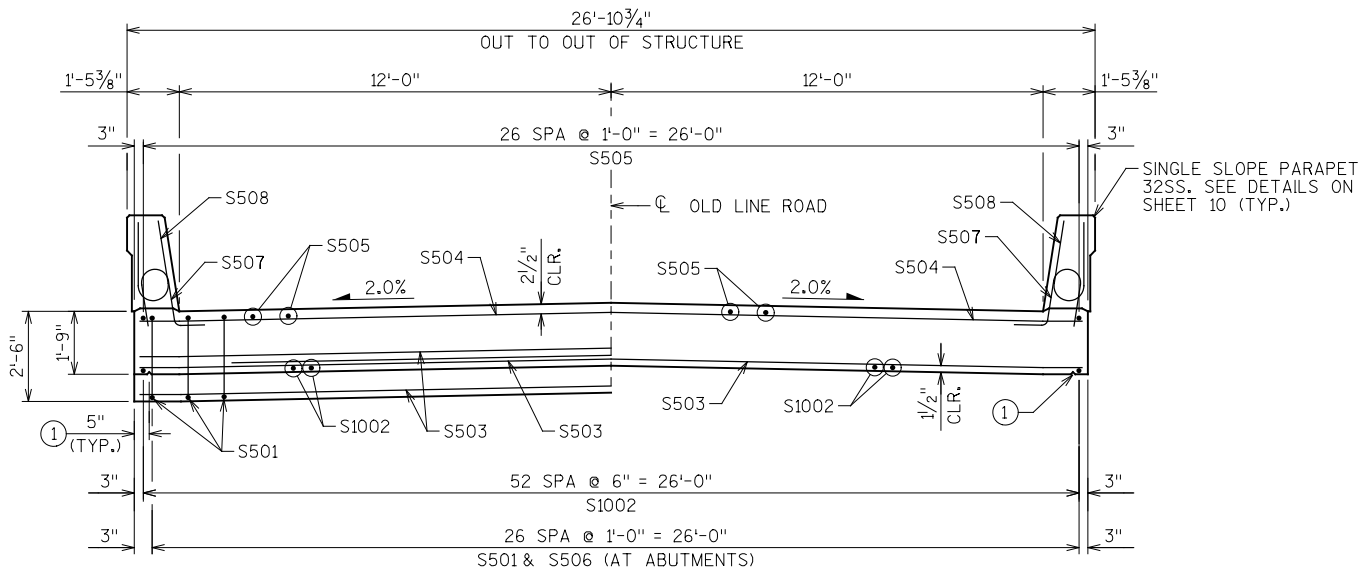


PART LONGITUDINAL SECTION

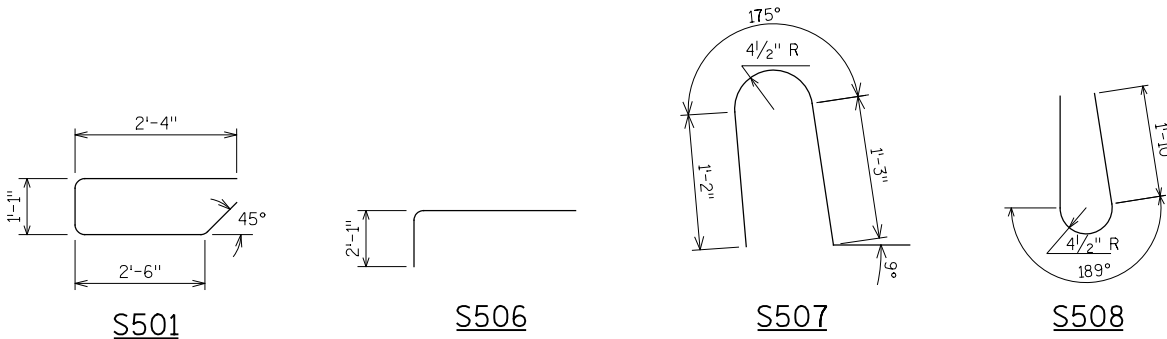
NOTES:

- ① 4" X 3/4" FILLER.
- ② 18" RUBBERIZED MEMBRANE WATERPROOFING (RMW) TO EXTEND FROM BRIDGE SEAT TO TOP OF WING AND BETWEEN INSIDE FACES OF WINGS. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.
- ③ CONSTRUCTION JOINT KEYWAY FORMED BY BEVELED 2" X 6".
- ④ DIMENSIONS FOR WEST ABUTMENT. 1'-5 3/8" FOR EAST ABUTMENT.
- ⑤ SEE PARAPET DETAILS ON SHEET 10 FOR BARS TO BE PLACED ON WINGWALLS.
- ⑥ MEASURED PERPENDICULAR TO CENTERLINE OF ABUTMENT.
- ⑦ MEASURED PARALLEL TO ROADWAY CENTERLINE.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-62-252			
DRAWN BY		ERJ	PLANS CK'D. CEB
DECK DETAILS			SHEET 8 OF 11

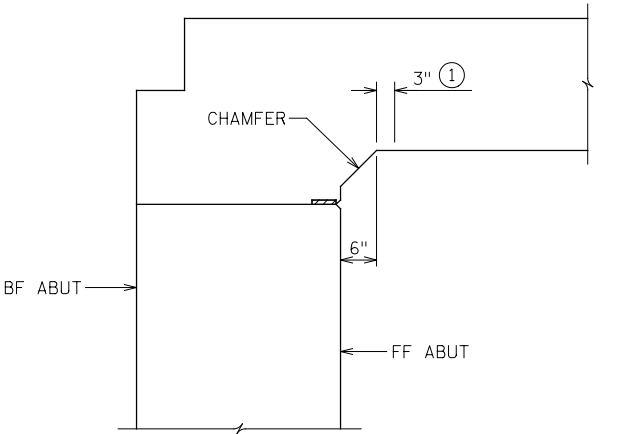


CROSS SECTION THRU BRIDGE
(LOOKING EAST)

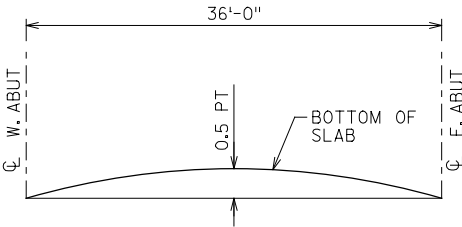


SPAN (PT)	CAMBER (IN)
CL W ABUT	0
0.1	3/8
0.2	5/8
0.3	7/8
0.4	1
0.5	1 1/8
0.6	1
0.7	7/8
0.8	5/8
0.9	3/8
E. ABUT	0

PROTECTIVE SURFACE
TREATMENT DETAIL



DRIP GROOVE DETAIL AT ABUTMENT



CAMBER DIAGRAM

CAMBER SPAN AS SHOWN (USING VALUES IN TABLE) TO PROVIDE FOR DEAD LOAD DEFLECTION AND FUTURE CREEP. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT.

BILL OF REINFORCEMENT: SUPERSTRUCTURE

BAR NO.	COATED	UNCOATED	NO. REQ'D.	LENGTH	BENT	BUNDLED	SERIES	LB. PLAIN	
								0	15370
								LB. COATED	LOCATION
S501	X		54	7 - 11	X				END VERT
S1002	X		53	38 - 5					LONG BOT
S503	X		65	30 - 3					TRANS BOT
S504	X		38	30 - 3					TRANS TOP
S505	X		27	37 - 0					LONG TOP
S506	X		54	3 - 7	X				END VERT
S507	X		120	4 - 5	X				PARAPET VERT
S508	X		120	5 - 0	X				PARAPET VERT
S509	X		12	38 - 6					PARAPET HORIZ

ALL REINFORCING BARS ARE ENGLISH.

BAR DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BARS.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

EDGE OF DECK ELEVATIONS

SPAN PT.	NORTH EDGE		CENTERLINE/CROWN		SOUTH EDGE	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
W. ABUT.	1+76.36	1077.99	1+84.00	1078.48	1+91.65	1078.25
0.1	1+79.96	1078.05	1+87.60	1078.54	1+95.25	1078.30
0.2	1+83.56	1078.11	1+91.20	1078.60	1+98.85	1078.35
0.3	1+87.16	1078.17	1+94.80	1078.66	2+02.45	1078.41
0.4	1+90.76	1078.23	1+98.40	1078.71	2+06.05	1078.46
0.5	1+94.36	1078.29	2+02.00	1078.76	2+09.65	1078.51
0.6	1+97.96	1078.34	2+05.60	1078.81	2+13.25	1078.56
0.7	2+01.56	1078.39	2+09.20	1078.86	2+16.85	1078.61
0.8	2+05.16	1078.45	2+12.80	1078.92	2+20.45	1078.67
0.9	2+08.76	1078.50	2+16.40	1078.97	2+24.05	1078.72
E. ABUT.	2+12.36	1078.55	2+20.00	1079.02	2+27.65	1078.77

NOTES:

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

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

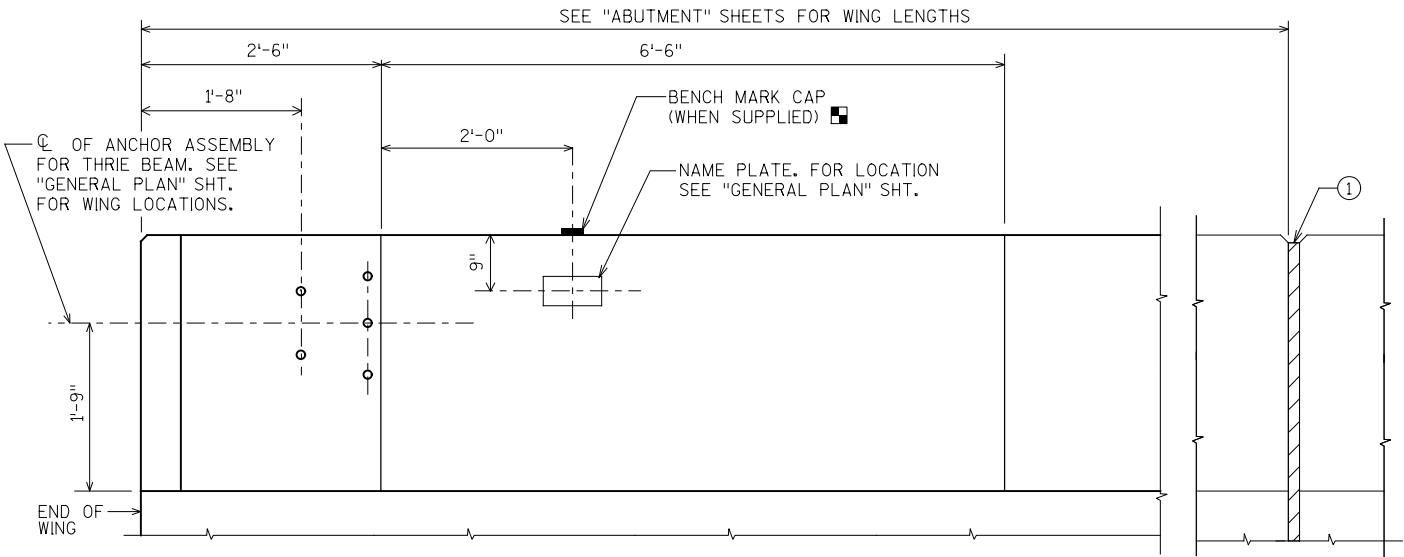
PRIOR TO RELEASING SLAB FALSEWORK, TAKE TOP OF SLAB ELEVATIONS AT THE CL OF ABUTMENTS AND AT 0.5 SLAB PT. TO VERIFY CAMBER. TAKE ELEVATIONS ALONG EDGE OF DECK AND AT CL.

- 3/4" V-GROOVE. TERMINATE 3" FROM CHAMFER AT ABUTMENTS. SEE DETAIL ON THIS SHEET.
- COAT WITH "PROTECTIVE SURFACE TREATMENT" AS PER THE STANDARD SPECIFICATIONS.
- COAT WITH "PIGMENTED SURFACE SEALER" AS PER THE STANDARD SPECIFICATIONS.

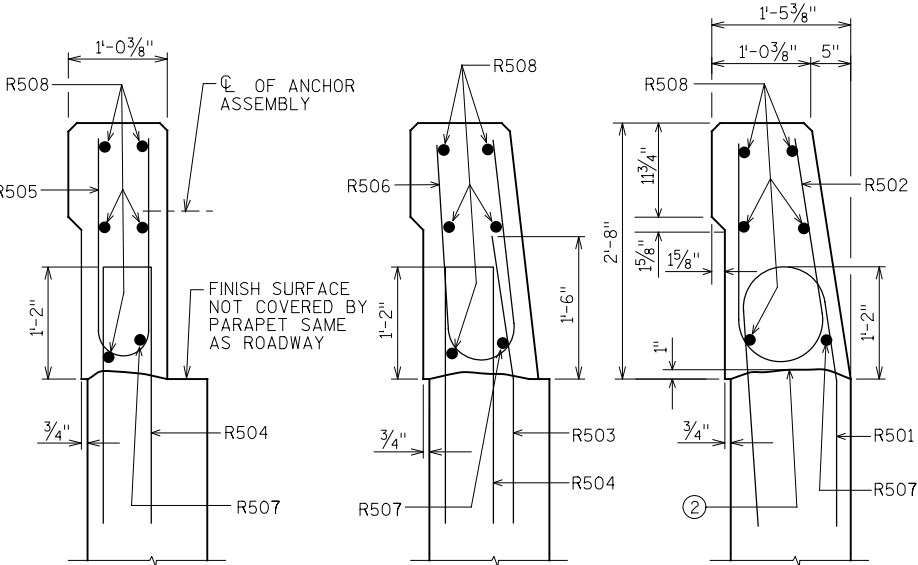
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-62-252			
DRAWN BY		ERJ	PLANS CK'D. CEB
SUPERSTRUCTURE DETAILS			SHEET 9 OF 11

NOTE: FOR SECTIONS A, B & C ONLY THE PARAPET TERMINATING ON A WING IS SHOWN.

BILL OF REINFORCEMENT: ABUT PARAPETS							
BAR NO.	COATED	W. ABUT	E ABUT	LENGTH	BENT	SERIES	0 LB. PLAIN
							1270 LB. COATED
							LOCATION
R501	X	6	6	5 - 10	X		PARAPET VERT
R502	X	6	6	5 - 0	X		PARAPET VERT
R503	X	24	24	3 - 0	X		PARAPET VERT
R504	X	34	34	5 - 7	X		PARAPET VERT
R505	X	22	22	4 - 9	X		PARAPET VERT
R506	X	12	12	4 - 10	X		PARAPET VERT
R507	X	2	2	9 - 7	X		PARAPET HORIZ
R508	X	10	10	9 - 7			PARAPET HORIZ



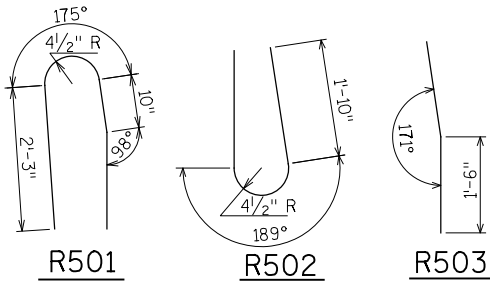
INSIDE ELEVATION



SECTION A

SECTION B

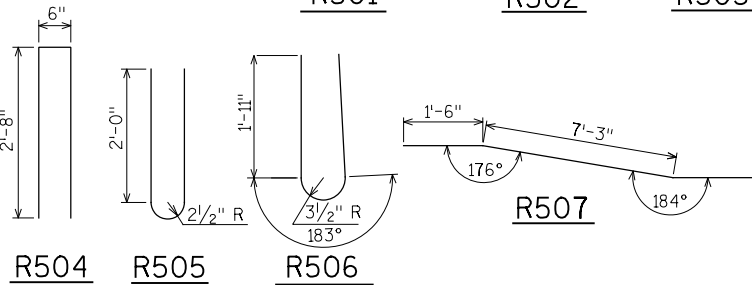
SECTION C



R501

R502

R503

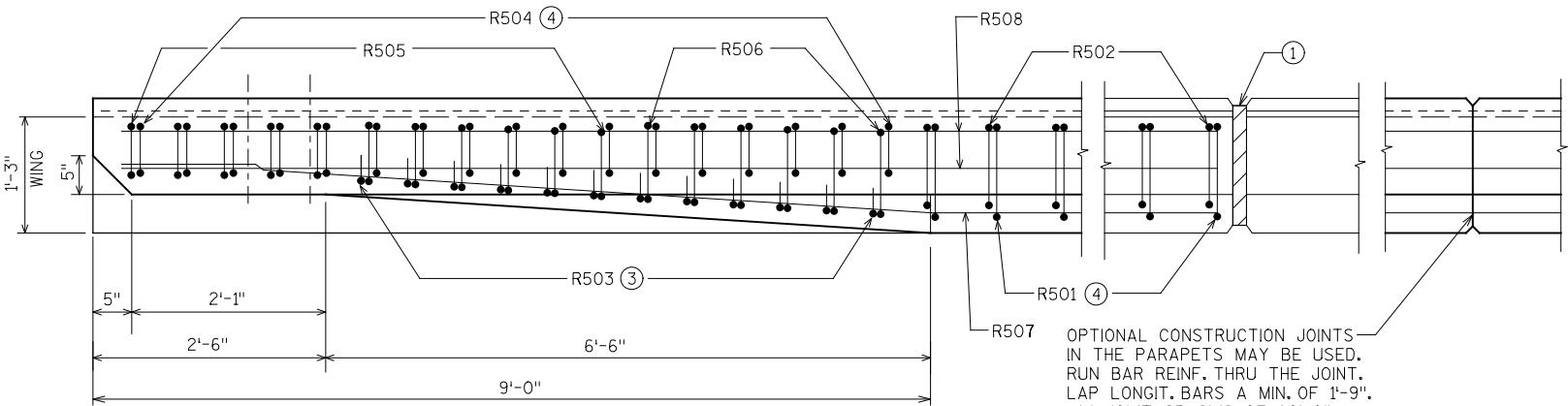


R504

R505

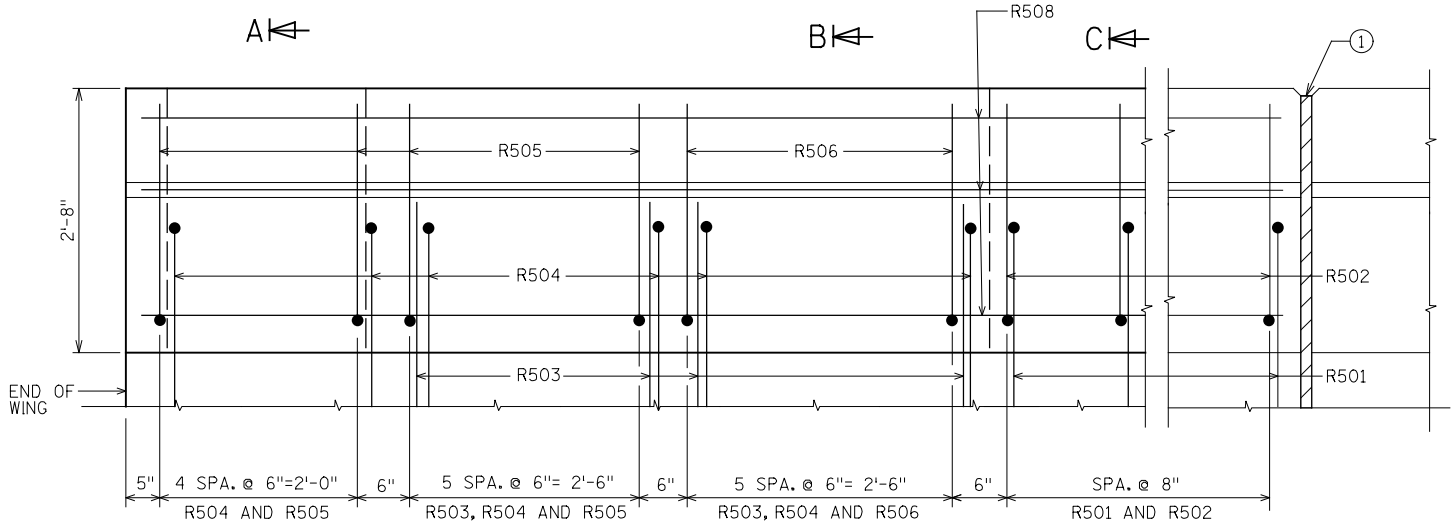
R506

R507

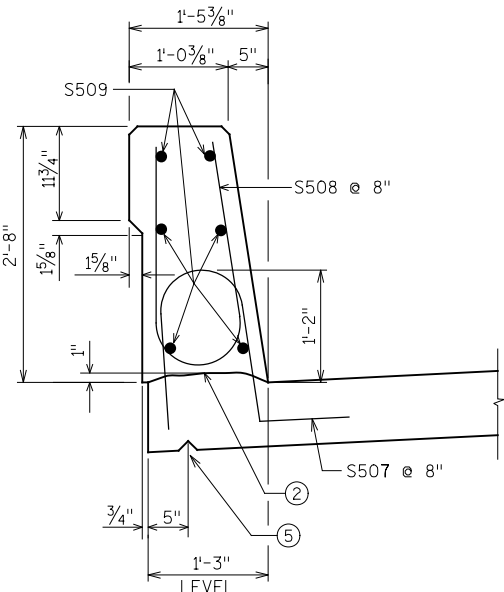


PLAN

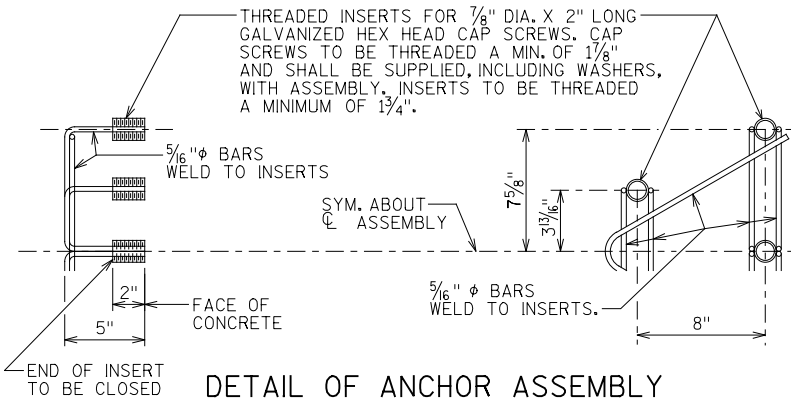
OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0". DEFINE CONST. JOINT WITH A 3/4" - 'V' GROOVE.



OUTSIDE ELEVATION



SECTION THRU PARAPET ON BRIDGE



DETAIL OF ANCHOR ASSEMBLY

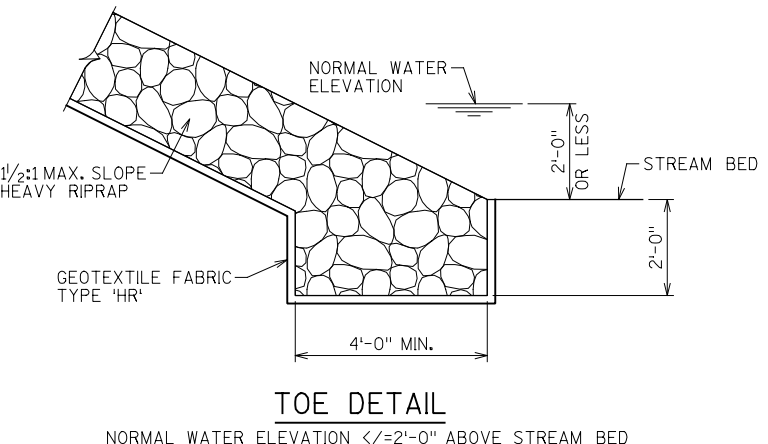
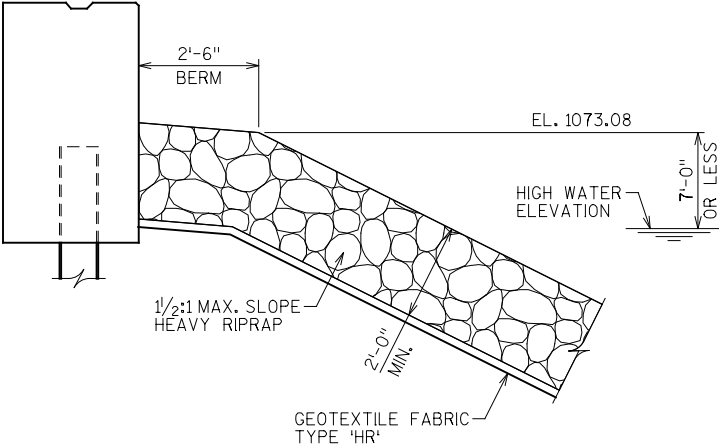
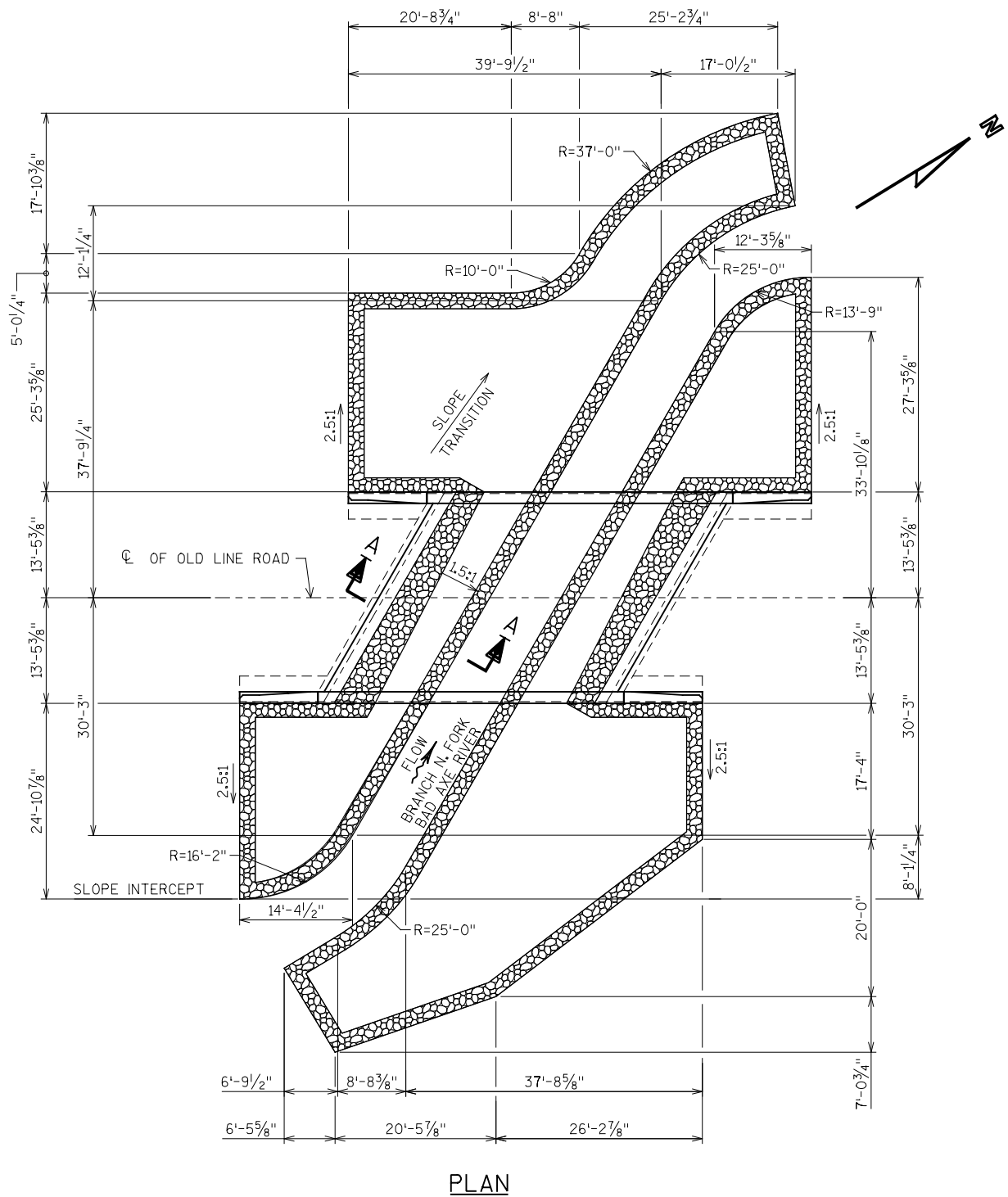
NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

AREA = 3.09 SF
WEIGHT = 464 LB/FT

- 1/2" OPENING WITH FILLER.
- CONST. JOINT - STRIKE OFF AS SHOWN.
- R503 BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS BEEN TAKEN PLACE. USE CARE TO PLACE R503 BARS CORRECTLY ALONG TRANSITION OF PARAPET.
- R501 AND R504 BARS TO BE TIED TO WING STEEL BEFORE WING IS POURED.
- 3/4" V-GROOVE. SEE DETAIL ON SHEET 9.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-62-252			
DRAWN BY ERJ		PLANS Ckd. CEB	
SINGLE SLOPE PARAPET 32SS			SHEET 10 OF 11



- NOTES
- HEAVY RIPRAP. PLACE GEOTEXTILE FABRIC TYPE "HR" BELOW IT.
 - SEE CIVIL PLANS FOR STREAM REALIGNMENT FOR ADDITIONAL GEOMETRIC INFORMATION AND RIPRAP LIMITS.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-62-252			
DRAWN BY		ERJ	PLANS CK'D. CEB
SLOPE PAVING DETAILS			SHEET 11 OF 11

CHANNEL REALIGNMENT

STATION	REAL STATION	DISTANCE	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							MASS ORDINATE
			CUT	SALVAGED / UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED / UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	Cut	EXPANDED FILL	EXPANDED MARSH BACKFILL	EXPANDED ROCK	EXPANDED EBS BACKFILL	REDUCED MARSH IN FILL	REDUCED EBS IN FILL	
															1.00	1.25	1.00	1.00	1.00	1.00	1.00	
															NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	NOTE 8
00+25	25.00	0.00	44.44	0.00	11.39	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00+40	40.00	15.00	46.56	0.00	39.80	0.00	0.00	0.00	25	0	14	0	0	0	25	18	0	0	0	0	0	8
00+55	55.00	15.00	28.44	0.00	56.08	0.00	0.00	0.00	21	0	27	0	0	0	46	51	0	0	0	0	0	-5
00+74.02	74.02	19.02	28.09	0.00	36.86	0.00	0.00	0.00	20	0	33	0	0	0	66	92	0	0	0	0	0	-26
00+88.06	88.06	14.04	67.30	0.00	40.66	0.00	0.00	0.00	25	0	20	0	0	0	91	117	0	0	0	0	0	-26
01+05	105.00	16.94	34.37	0.00	48.87	0.00	0.00	0.00	32	0	28	0	0	0	123	152	0	0	0	0	0	-30
01+20	120.00	15.00	64.06	0.00	40.24	0.00	0.00	0.00	27	0	25	0	0	0	150	183	0	0	0	0	0	-33
01+30	130.00	10.00	68.63	0.00	15.86	0.00	0.00	0.00	25	0	10	0	0	0	175	196	0	0	0	0	0	-22
01+40	140.00	10.00	72.23	0.00	0.02	0.00	0.00	0.00	26	0	3	0	0	0	201	200	0	0	0	0	0	1
01+50	150.00	10.00	76.93	0.00	0.35	0.00	0.00	0.00	28	0	0	0	0	0	228	200	0	0	0	0	0	28
01+60	160.00	10.00	61.84	0.00	0.00	0.00	0.00	0.00	26	0	0	0	0	0	254	200	0	0	0	0	0	54
01+70	170.00	10.00	36.29	0.00	0.00	0.00	0.00	0.00	18	0	0	0	0	0	272	200	0	0	0	0	0	72
01+70	170.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	272	200	0	0	0	0	0	72
01+80	180.00	10.00	14.81	0.00	0.00	0.00	0.00	0.00	3	0	0	0	0	0	275	200	0	0	0	0	0	75
01+90	190.00	10.00	3.61	0.00	0.01	0.00	0.00	0.00	3	0	0	0	0	0	278	200	0	0	0	0	0	78
01+96.54	196.54	6.54	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	279	200	0	0	0	0	0	79
									279	0	160	0	0	0								

OLD LINE ROAD

STATION	REAL STATION	DISTANCE	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							
			CUT	SALVAGED / UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED / UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	Cut	EXPANDED FILL	EXPANDED MARSH BACKFILL	EXPANDED ROCK	EXPANDED EBS BACKFILL	REDUCED MARSH IN FILL	REDUCED EBS IN FILL	MASS ORDINATE
															1.00	1.25	1.00	1.00	1.00	1.00	1.00	
															NOTE 1		NOTE 4		NOTE 5	NOTE 6	NOTE 7	
00+92.48	92.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01+00	100.00	7.52	24.06	0.00	0.15	0.00	0.00	0.00	3	0	0	0	0	0	3	0	0	0	0	0	0	3
01+25	125.00	25.00	24.41	0.00	0.00	0.00	0.00	0.00	22	0	0	0	0	0	26	0	0	0	0	0	0	26
01+50	150.00	25.00	22.57	0.00	26.31	0.00	0.00	0.00	22	0	12	0	0	0	48	15	0	0	0	0	0	32
01+68.3	168.30	18.30	20.12	0.00	19.00	0.00	0.00	0.00	14	0	15	0	0	0	62	35	0	0	0	0	0	27
									62	0	28	0	0	0								

02+41.45	241.45	0.00	20.70	0.00	82.75	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02+50	250.00	8.55	22.20	0.00	44.96	0.00	0.00	0.00	7	0	20	0	0	0	7	25	0	0	0	0	0	-18
02+75	275.00	25.00	23.62	0.00	18.31	0.00	0.00	0.00	21	0	29	0	0	0	28	62	0	0	0	0	0	-34
03+00	300.00	25.00	22.08	0.00	1.39	0.00	0.00	0.00	21	0	9	0	0	0	49	73	0	0	0	0	0	-24
03+09.03	309.03	9.03	22.32	0.00	0.66	0.00	0.00	0.00	7	0	0	0	0	0	57	74	0	0	0	0	0	-17
									57	0	59	0	0	0								

Notes:

- 1 - Cut

Cut includes Salvaged/Unusable Pavement material
- 2 - Salvaged/Unusable Pavement Material

This does not show up in cross sections
- 3 - Fill

Does not include Unusable Pavement Exc volume
- 4 - Expanded Marsh Backfill

Will be backfilled with Granular Backfill (or Cut, or Borrow)
- 5 - Expanded EBS

Will be backfilled with Granular Backfill (or Cut, or Borrow)
- 6 - Reduced Marsh in Fill

Reduced Marsh Excavation that can be used in Fill
- 7 - Reduced EBS in Fill

Reduced EBS Excavation that can be used in Fill
- 8 - Mass Ordinate

If Marsh or EBS to be backfilled with Cut or Borrow: $[(\text{Cut} + \text{Marsh Exc} + \text{EBS}) - ((\text{Fill} - \text{Reduced Marsh in Fill}) - (\text{Reduced EBS in Fill}) - \text{Expanded Rock}) * \text{Fill Factor}]$ EBS and Marsh Exc used outside 1:1 in fill slopes
- 8 - Mass Ordinate

If Marsh and EBS to be backfilled with Granular: $[(\text{Cut} + \text{EBS} + \text{Marsh Exc}) - ((\text{Fill} - (\text{Reduced Marsh in Fill}) - (\text{Reduced EBS in Fill}) - (\text{Expanded Rock})) * \text{Fill Factor})]$ EBS and Marsh Exc used outside 1:1 in fill slopes
- 8 - Mass Ordinate

If Marsh and EBS to be backfilled with Granular: $[(\text{Cut}) - ((\text{Fill} - \text{Expanded Rock}) * \text{Fill Factor})]$ Marsh and EBS are not usable outside the 1:1 slopes
- 8 - Mass Ordinate

If Marsh and EBS to be backfilled with Cut or Borrow: $[(\text{Cut}) - ((\text{Fill} - \text{Expanded Rock}) * \text{Fill Factor})]$ Marsh and EBS are not usable outside the 1:1 slopes

