AS-BUILT PLAN

MAY '05

PROJECT ID: N/A

6200-07-71 & 6200-10-71

COUNTY: WINNEBAGO

ORDER OF SHEETS

TOTAL SHEETS = 116

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6200-07-71		
6200-10-71		

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

USH ~~45~~ 76 - NORTH COUNTY LINE
(OLD STH 110)
CTH II
WINNEBAGO COUNTY

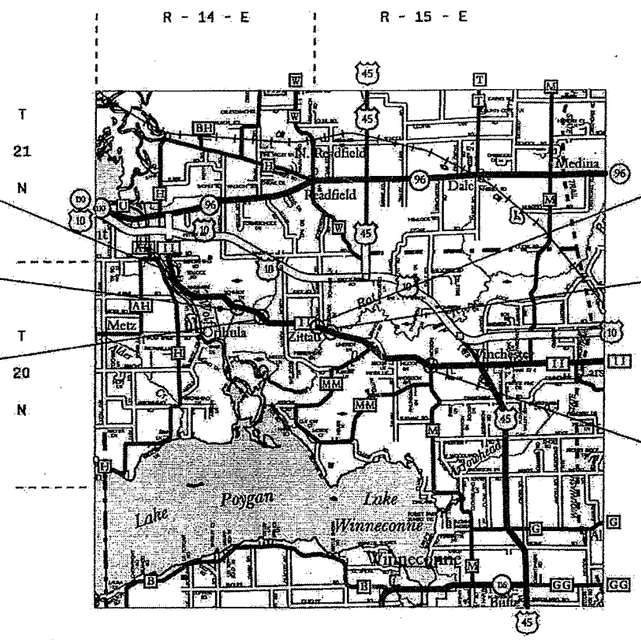
STATE PROJECT NUMBER
6200-07-71

B-70-83 DECK OVERLAY
(OLD STH 110)
CTH II
WINNEBAGO COUNTY

STATE PROJECT NUMBER
6200-10-71

N

DESIGN DESIGNATION		CTH II
A.A.D.T. 2005	=	2050
A.A.D.T. 2025	=	3050
D.H.V.	=	400
D.D.	=	62/38
T.	=	3.4%
DESIGN SPEED	=	60 MPH
ESALS	=	197,100 (TOTAL LIFE)



6200-07-71
CATTLE PASS REMOVAL
STA 28+50 TO 29+50

6200-07-71
STRUCTURE B-70-242
STA 144+23 TO 146+00

6200-07-71
STRUCTURE C-70-70
STA 183+73 TO 185+14

6200-07-71
STRUCTURE C-70-69
STA 276+13 TO 277+57

6200-10-71
STRUCTURE B-70-83
BRIDGE DECK OVERLAY

6200-07-71
INTERSECTION RECONSTRUCTION
STA 441+00 TO 461+00

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE	PL + 53.1	ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE		ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
MARSH AREA		TELEPHONE	T
		WATER	W
		UTILITY PEDESTAL	
WOODED OR SHRUB AREA		POWER POLE	
		TELEPHONE POLE	

LAYOUT
SCALE 0 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.000 MI.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), WINNEBAGO COUNTY.

ALL ELEVATIONS ON THIS PROJECT ARE REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (N.G.V.D.).

AS BUILT PLAN NO.

SUPERVISOR Jill Michaelson
RESIDENT ERIC JASTROMSKI & Stemmer
CONTRACTOR LUNDA CONSTRUCTION
COMPLETED SEPTEMBER 23, 2005

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

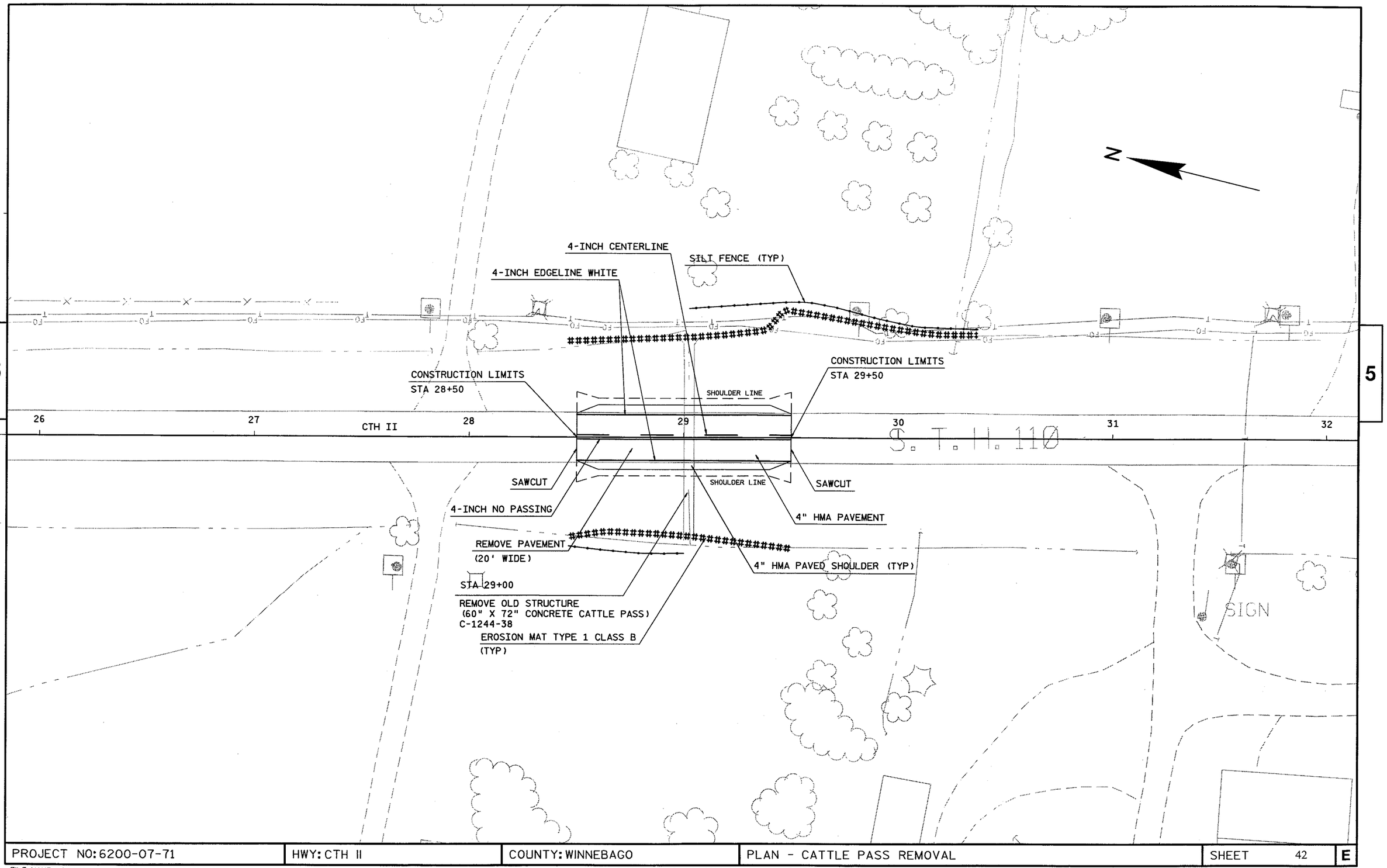
PREPARED BY
Surveyor: M D VANDEHEI
Designer: E A DANKE
Project Manager: W R BERTRAND
District Examiner:
District Supervisor: R W RAHLF
C.O. Examiner: N.R. Arnett

APPROVED FOR DISTRICT OFFICE
DATE: ~~11-30-04~~ William R Bertrand (Signature)

E

FILE NAME : d3_620007:010104_f1 | PLOT DATE: 11-04-03 | PLOT NAME : 010104_f1 | ORG DATE : 11-04-03 | Originator : Dist 3 | PLOT SCALE :

WISDOT/CADDS SHEET 10



PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	PLAN - CATTLE PASS REMOVAL	SHEET 42	E

FILE NAME : \\gre31fp1\FCSERVER\D3_620007\050201_pn.dgn PLOT DATE : 24-NOV-2004 14:42 PLOT BY : DOTC3S PLOT NAME : 050201pn4.i PLOT SCALE : 40.000000:1.000000

N

STA. 144+46.5 LT
~~1-24" CR CLASS III~~
LENGTH = 38 FT

STA. 144+46.5 LT
REMOVE 1-24" CMCP

RESTORE PE
MATCH EXISTING

4-INCH NO PASSING

SAWCUT

CONSTRUCTION LIMITS
STA 144+23

EXISTING R/W

EROSION MAT TYPE 1 CLASS B (TYP)

4" HMA PAVED SHOULDER (TYP)

4" HMA PAVEMENT

RIPRAP MEDIUM (TYP)

SAWCUT

R/W LINE

GUY POLE

GUY POLE

5

5

142 143 CTH II 144 145 146 147 148

CTH II

4-INCH CENTERLINE

EXISTING R/W

REMOVE GUARDRAIL
(TYP)

4-INCH EDGELINE WHITE

STA 144+65 - 144+85
REMOVE OLD STRUCTURE
C-70-UNKNOWN
(1-20' SINGLE SPAN CONCRETE
SLAB ON FULL RETAINING
ABUTMENTS)

R/W LINE

TLE

CONSTRUCTION LIMITS
STA 146+00

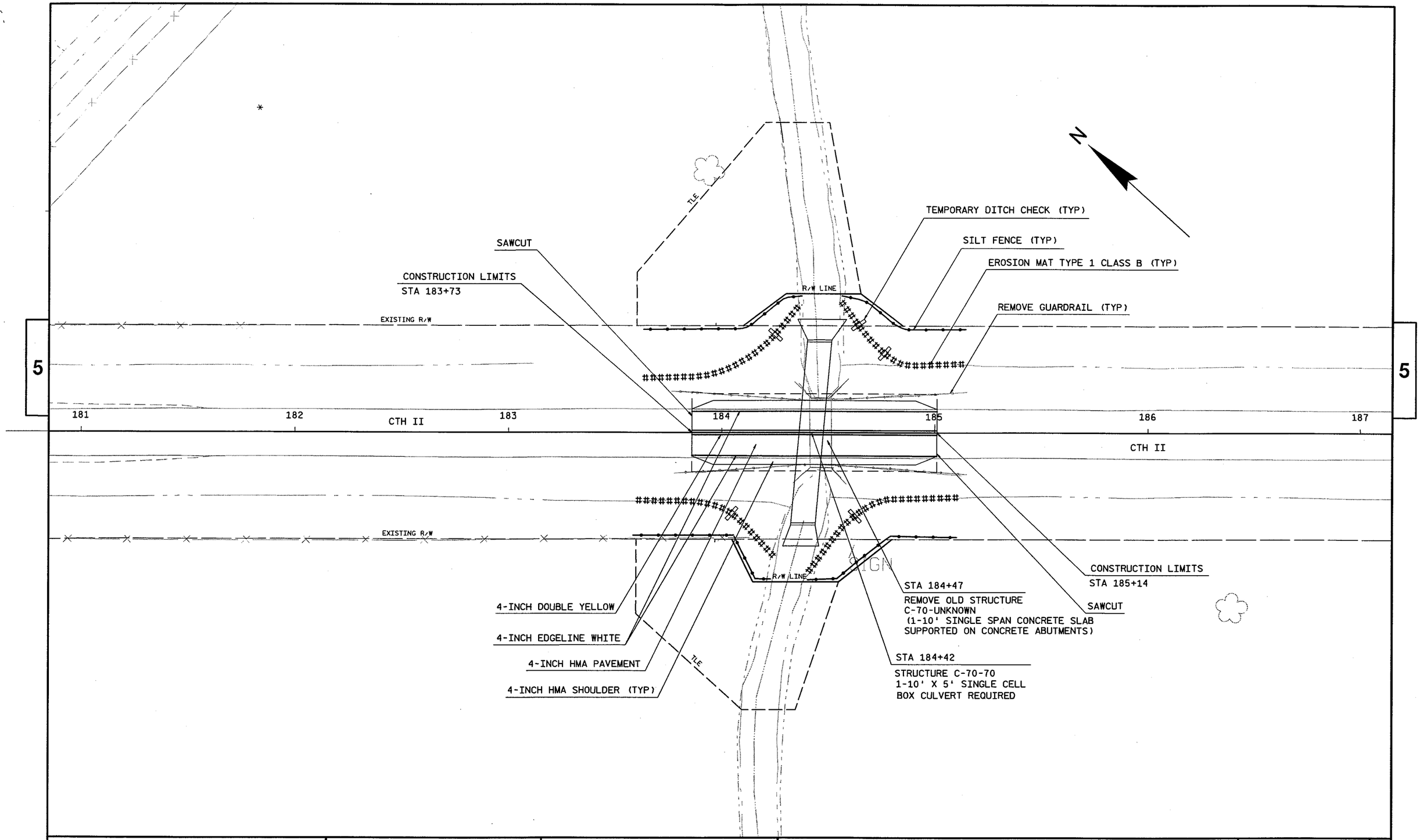
RESTORE FE
MATCH EXISTING

STATION 145+~~14~~26
STRUCTURE B-~~70-~~242
1-14' X 6' TWIN CELL BOX
CULVERT REQUIRED

TEMPORARY DITCH CHECK (TYP)

PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	PLAN - STRUCTURE B-70-242	SHEET 43	E

FILE NAME : F:\D3_620007\050201_pn.dgn PLOT DATE : 24-NOV-2004 14:42 PLOT BY : DOTC3S PLOT NAME : 050201pnLI PLOT SCALE : 40.000000:1.000000 WISDOT/CADDS SHEET 44



PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	PLAN - STRUCTURE C-70-70	SHEET 44	E

22' RADIUS BEAM GUARD
SHOP BENT

REMOVE AND REPLACE BEAM GUARD
STA 287+30 - 287+72.5
STA 288+79.5 - 289+87.5 LT
(SEE MISCELLANEOUS QUANTITIES
FOR PROJECT 6200-07-71)

6200-10-71
BRIDGE DECK OVERLAY
B-70-83

4-INCH CENTERLINE

4-INCH EDGELINE WHITE

PI 288+73.13
∠ = 178°-58'-49"

REMOVE AND REPLACE BEAM GUARD
STA 286+57.5 - 287+65.5
STA 288+72.5 - 289+80.5 RT
(SEE MISCELLANEOUS QUANTITIES
FOR PROJECT 6200-07-71)

RAT R.

INL

SIGN

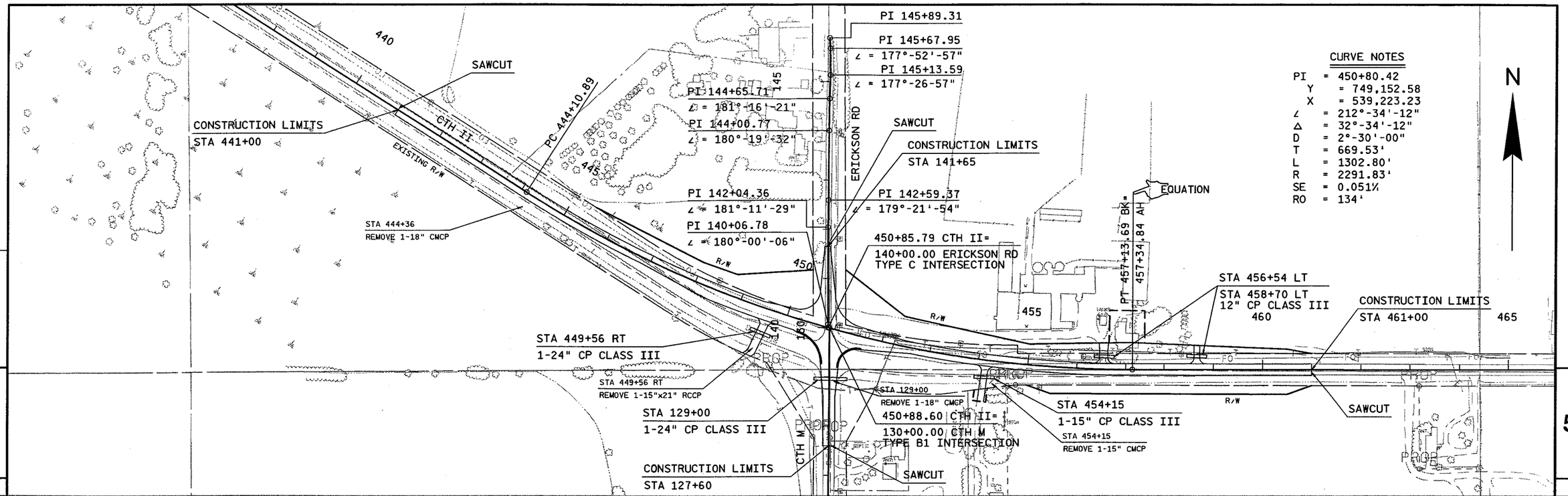
CTH II

285 286 287 288 289 290 291

5

PROJECT NO: 6200-07-71/6200-10-71	HWY: CTH II	COUNTY: WINNEBAGO	PLAN - CTH II	SHEET 46	E

FILE NAME : \\gre31fp1\FCSERVER\D3_620007\050201_pn.dgn PLOT DATE : 28-FEB-2005 07:08 PLOT BY : DOTC3S PLOT NAME : 050201pn5.l PLOT SCALE : 40.000000:1.000000



PROJECT NO: 6200-07-71	HWY: STH 110	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET 47	E

FILE NAME : \\gre31fp1\FCSERVER\D3_620007\050101_pp.dgn PLOT DATE : 24-NOV-2004 14:43 PLOT BY : DOTC3S PLOT NAME : 050101pp PLOT SCALE : 200.000000:1.000000

WISDOT/CADDS SHEET 40

SAWCUT

CONSTRUCTION LIMITS
STA 441+00

STA 442+00
4-24" CP CLASS III
LENGTH = 76 FT
2 AEW REQ'D

EXISTING R/W

STA 444+36
REMOVE 1-18" CMCP

STA 444+80
1-24" CP CLASS III
LENGTH = 38 FT
2 AEW REQ'D

~~STA 449+56 RT~~
~~1-24" CP CLASS III~~
STA 449+86 RT
REMOVE 1-15"x21" RCCP

STA 129+00
1-24" CP CLASS III
LENGTH = 82 FT

CONSTRUCTION LIMITS
STA 127+60

FIELD ENTERANCE MOVED
FROM STA 449+50, RT
TO STA 444+80 RT

PI 144+65.71
∠ = 181°-16'-21"
PI 144+00.77
∠ = 180°-19'-32"

PC 444+10.89

PI 142+04.36
∠ = 181°-11'-29"
PI 140+06.78
∠ = 180°-00'-06"

PI 145+89.31
PI 145+67.95
∠ = 177°-52'-57"
PI 145+13.59
∠ = 177°-26-57"

ERICKSON RD

SAWCUT

CONSTRUCTION LIMITS
STA 141+65

PI 142+59.37
∠ = 179°-21'-54"

450+85.79 CTH II-
140+00.00 ERICKSON RD
TYPE C INTERSECTION

450+88.60 CTH II-
130+00.00 CTH M
TYPE B1 INTERSECTION

CTH M

STA 129+00
REMOVE 1-18" CMCP

STA 454+15
1-15" CP CLASS III
LENGTH = 54 FT
STA 454+15
REMOVE 1-15" CMCP

SAWCUT

STA 140+60
2-12" CP CLASS III
LENGTH = 50 FT
2 AEW REQ'D

EQUATION
457+13.69 BK =
457+34.84 AH

LENGTH = 34 FT
STA 456+54 LT

STA 458+70 LT
12" CP CLASS III
LENGTH = 30 FT

CONSTRUCTION LIMITS
STA 461+00

SAWCUT

CURVE NOTES

PI	=	450+80.42
Y	=	749,152.58
X	=	539,223.23
∠	=	212°-34'-12"
Δ	=	32°-34'-12"
D	=	2°-30'-00"
T	=	669.53'
L	=	1302.80'
R	=	2291.83'
SE	=	0.051%
RO	=	134'

N

PRESENT PROFILE

VPOT 439+00.00 VPOT EL770.72
VPI 440+00.00 VPI EL770.80
VPI 443+00.00 VPI EL771.04
VPI 445+00.00 VPI EL771.35
VPC 447+75.46 VPI EL771.98
VPI 449+20.46 VPI EL772.31
VPT 450+85.46 VPT EL775.64
VPI 457+50.00 VPT EL790.30
VPI 460+90.00 VPT EL791.43
VPI 461+17.00 VPT EL791.47
VPI 462+00.00 VPT EL791.37
VPI 463+00.00 VPOT EL790.52

+0.09 % +0.00 % +0.16 % +0.23 % +2.30 % -0.15 % -0.28 %

VCL 290.00 VCL 680.00

FINISHED GRADE

VPC 453+88.85 VPC EL783.08

EQUATION 457+13.69 BK = 457+34.84 AH

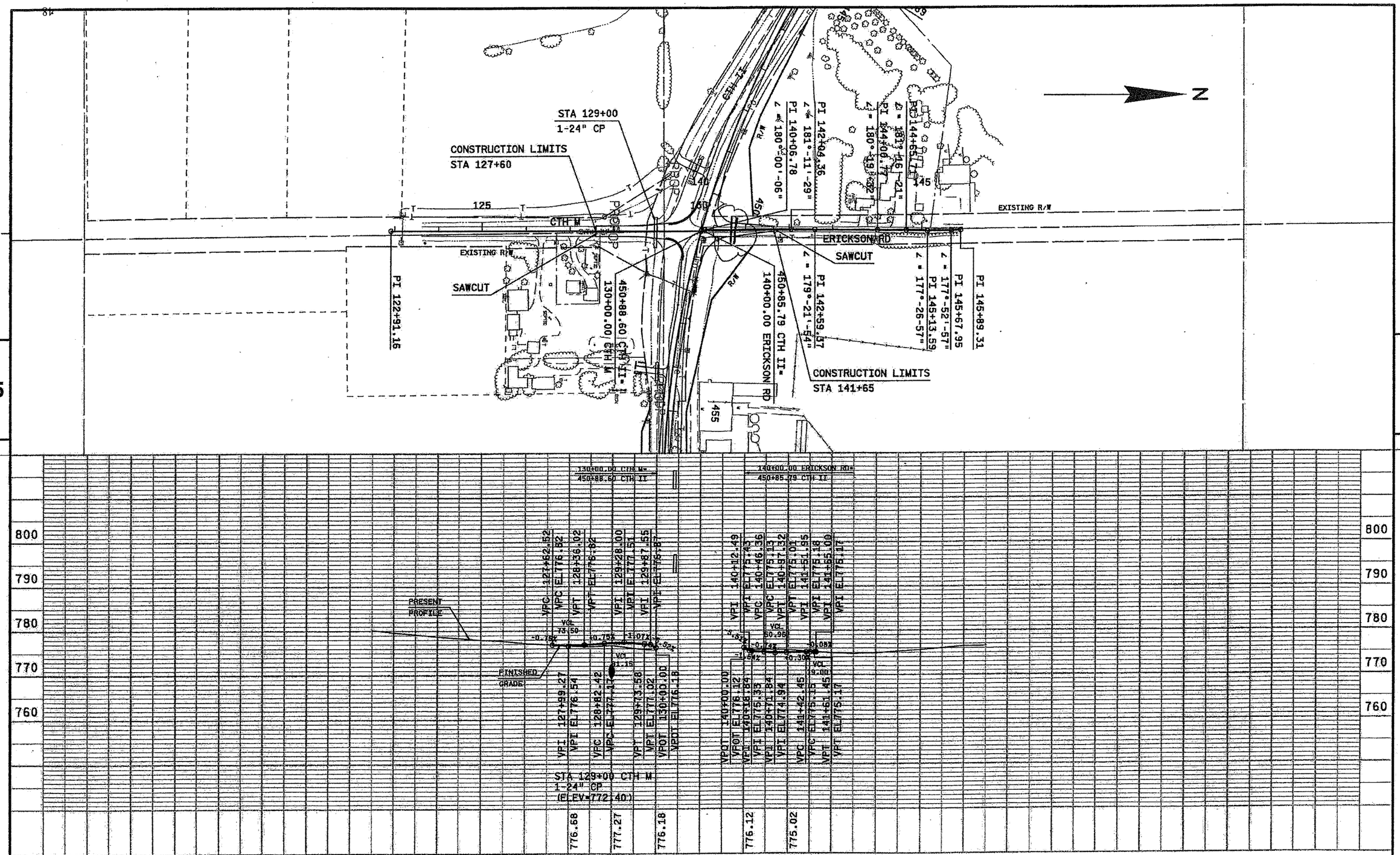
770.72 770.80 770.88 770.96 771.04 771.19 771.35 771.58 771.81 772.06 772.82 774.29 776.44 778.74 781.04 783.34 785.44 787.23 788.71 789.65 790.56 791.16 791.44 791.17 790.52

800 790 780 770 760

439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465

PROJECT NO: 6200-07-71	HWY: STH 110	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET 47	E

FILE NAME : \\gre31fp1\FCSERVER\D3_620007\050101_pp.dgn PLOT DATE : 24-NOV-2004 14:43 PLOT BY : DOTC3S PLOT NAME : 050101pp PLOT SCALE : 200.000000:1.000000 WISDOT/CADDS SHEET 40



PROJECT NO: 6200-07-71	HWY: STH 110	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET 48	E

FILE NAME : \\gre31fp1\FCSERVER\D3_620007\050102_pp.dgn PLOT DATE : 24-NOV-2004 14:43 PLOT BY : DOTC3S PLOT NAME : 050102 pp PLOT SCALE : 200.000000:1.000000 WISDOT/CADDS SHEET 40

PROJECT ID: 6200-07-71
WITH: 6200-10-71

COUNTY: WINNEBAGO

ORDER OF SHEETS

TOTAL SHEETS =

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

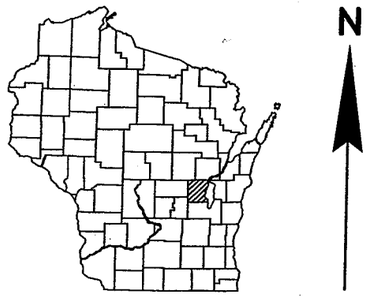
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6200-07-71		
6200-10-71		

USH 45 - NORTH COUNTY LINE
(OLD STH 110)
CTH II
WINNEBAGO COUNTY

STATE PROJECT NUMBER
6200-07-71

B-70-83 DECK OVERLAY
(OLD STH 110)
CTH II
WINNEBAGO COUNTY

STATE PROJECT NUMBER
6200-10-71



N

DESIGN DESIGNATION		CTH II
A.D.T.	2005 =	2050
A.D.T.	2025 =	3050
D.H.V.	=	400
D.D.	=	62/38
T.	=	3.4%
DESIGN SPEED	=	60 MPH
ESALS	=	197,100 (TOTAL LIFE)

CONVENTIONAL SYMBOLS

PLAN
- CORPORATE LIMITS
- PROPERTY LINE (PL + 59.1)
- 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 (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

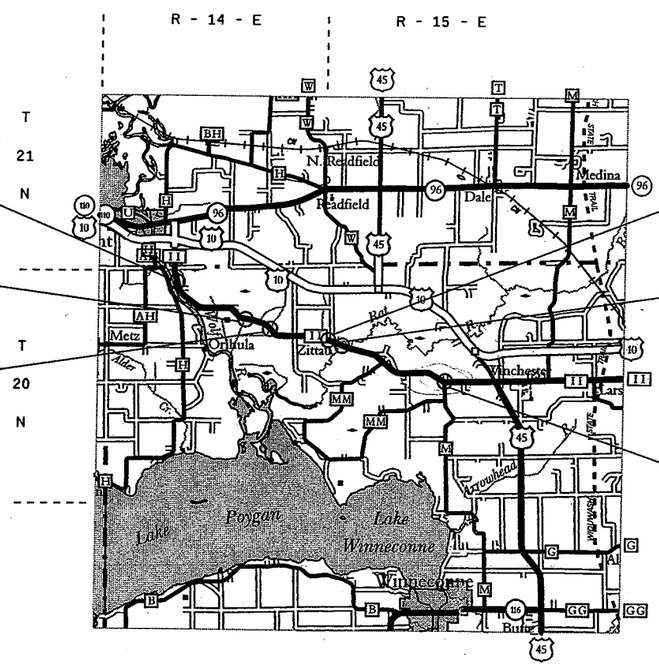
PROFILE
- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (95.36)
- CULVERT (Profile View)

UTILITIES
- ELECTRIC (E)
- FIBER OPTIC (FO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- TELEPHONE (T)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

6200-07-71
CATTLE PASS REMOVAL
STA 28+50 TO 29+50

6200-07-71
STRUCTURE B-70-242
STA 144+15 TO 145+81

6200-07-71
STRUCTURE C-70-70
STA 183+86 TO 185+01



6200-07-71
STRUCTURE C-70-69
STA 276+13 TO 277+~~35~~12

6200-10-71
STRUCTURE B-70-83
BRIDGE DECK OVERLAY

6200-07-71
INTERSECTION RECONSTRUCTION
STA 441+00 TO 461+00

LAYOUT
SCALE 0 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.0 MI.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), WINNEBAGO COUNTY.

ALL ELEVATIONS ON THIS PROJECT ARE REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (N.G.V.D.).

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
- Surveyor: M D VANDEHEI
- Designer: E A DANKE
- Project Manager: W R BERTRAND
- District Examiner:
- District Supervisor: R W RAHLF
- C.O. Examiner:

APPROVED FOR DISTRICT OFFICE

DATE: _____ _____ (Signature)

E

2

UTILITIES

CENTURYTEL
DICK GRAMBSCH
2323 E CAPITOL DRIVE
APPLETON, WI 54911
920-986-2014

ORIHULA SANITARY DISTRICT
BRYAN HAHN
8761 RIVER TRAIL DRIVE
FREMONT, WI 54940
920-446-3999

TIME WARNER CABLE
LARRY PHILSTROM
1001 KENNEDY AVENUE
KIMBERLY, WI 54136-0145
920-831-9211

WISCONSIN ELECTRIC POWER COMPANY
CARL LEMMER
333 W EVERETT ST – A279
MILWAUKEE, WI 53203-2998
262-544-7248

WISCONSIN PUBLIC SERVICE
LORI BUTRY
700 NORTH ADAMS STREET
PO BOX 19001
GREEN BAY, WI 54307-9001
920-433-1703; FAX 920-433-1360

DIGGERS HOTLINE
Toll Free (800) 242-8511
Milwaukee Area (414) 259-1181
Hearing Impaired TDD (800) 542-2289
www.DiggersHotline.com

STANDARD DETAIL DRAWINGS

8D1-13	Concrete Curb, Concrete Curb & Gutter and Pavement Ties
8D4-3	Concrete Surface Drain & Asphaltic Flume
8E8-3	Typical Installations for Erosion Bales/Temporary Ditch Checks
8E9-5	Silt Fence
8E10-2	Inlet Protection Type A, B, C, and D
8F1-11	Apron Endwalls for Culvert Pipe
8F4-5	Joint Ties for Concrete Pipe
9A1-12a	At-Grade Side Road Intersection, Types "B1", "B2", "C", and "D" and Tee Intersection
12A3-7	Bypass Lane
14B15-4a	Name Plate (Structures)
14B15-4b	Steel Plate Beam Guard, Class "A" Installation & Elements
14B16-3a & b	Steel Plate Beam Guard, Class "A" Installation & Elements
14B18-4a	Class "A" Steel Plate Beam Guard End Treatment with Anchorage, Type 2
14B20-6a	Steel Plate Beam Guard, Class "A" (at Bridges, Obstacles, and Sideroads/Driveways)
14B20-6c	Steel Thrie Beam Structure Approach
14B24-4a, b, & c	Steel Thrie Beam Structure Approach, Connection to Sloped End Parapets
15A1-9	Steel Plate Beam Guard Energy Absorbing Terminal
15A3-1	Marker Post for Right-of-Way
15C2-4a	Marker Post, Flexible, for Culvert End
15C2-4b	Barricades and Signs for Mainline Closures
15C2-4c	Barricades and Signs for Mainline Closures
15C3-1	Detour Signing for Mainline Closures
15C8-9a	Barricades and Signs for Sideroad Closures
15C8-9b	Pavement Marking (Mainline)
15D29-1	Pavement Marking (Intersections)
16A1-6	Traffic Control, Vehicle Entrance/Exit or Haul Road
	Landmark Reference Monuments and Covers

DNR AREA LIAISON

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
BOBBY JO REISER 920-303-5442
JAMES P COUGHLIN CENTER
625 EAST COUNTY ROAD Y, SUITE 700
OSHKOSH, WISCONSIN 54901-9731

GENERAL NOTES

LIMITED EASEMENTS FOR P.E. AND DRAINAGE CONSTRUCTION HAVE BEEN OBTAINED AND THESE RIGHTS HAVE BEEN EXTENDED TO THE CONTRACTOR.

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

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

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

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

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

TACK COAT HAS BEEN ESTIMATED AT AN APPLICATION RATE OF 0.025 GALLONS PER SQUARE YARD AND SHALL BE APPLIED BETWEEN LAYERS OF ASPHALTIC PAVEMENTS.

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

THE ENGINEER IN THE FIELD SHALL DETERMINE THE EXACT LOCATIONS AND LIMITS OF PRIVATE AND COMMERCIAL ENTRANCES.

ALL DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS BETWEEN THE SUBGRADE SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, AND MULCHED.

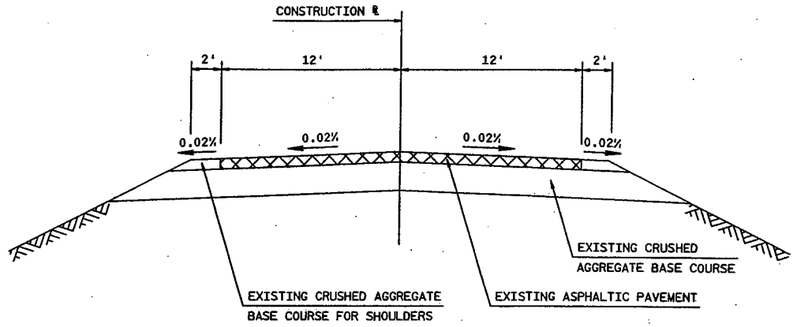
THE D.O.T. BRIDGE BENCHMARK MONUMENTS WILL BE FURNISHED BY THE STATE AND PLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER.

RUNOFF COEFFICIENT FOR THE PROJECT: EXISTING PAVEMENT 0.9, EXISTING SLOPES 0.3, NEW PAVEMENT 0.9, NEW SLOPES 0.3.

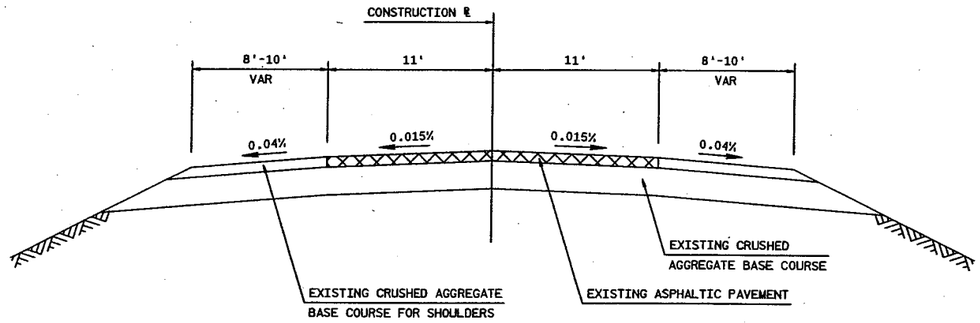
THE CONTRACTOR SHALL NOTIFY THE DISTRICT TRAFFIC UNIT, 920-492-3512 TWO WEEKS PRIOR TO PROJECT COMPLETION, TO ALLOW FOR THE PLACEMENT OF ANY PERMANENT SIGNING WHICH WAS REMOVED OR MOVED DURING CONSTRUCTION OPERATIONS.

2

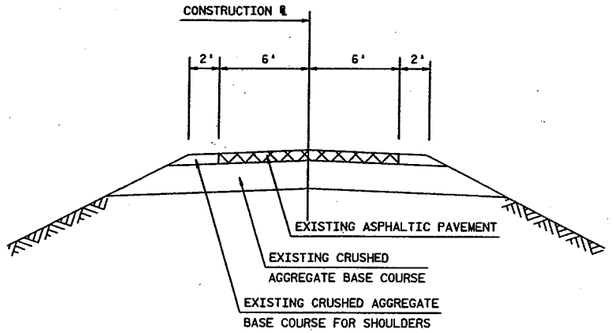
STATE PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	GENERAL NOTES, SDD, & UTILITIES	SHEET NO:	E



EXISTING TYPICAL CROSS SECTION FOR CTH M

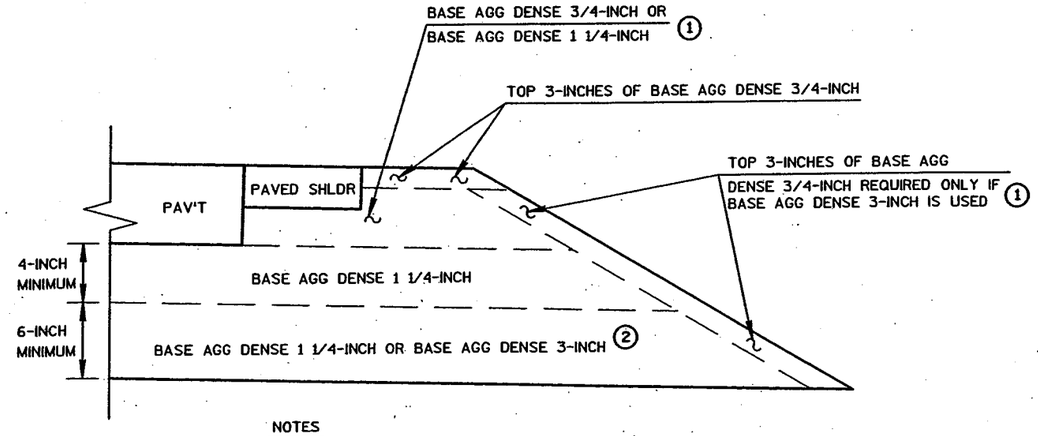


EXISTING TYPICAL CROSS SECTION FOR CTH II



EXISTING TYPICAL CROSS SECTION FOR ERICKSON ROAD

PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	EXISTING TYPICAL SECTIONS	SHEET NO:	E

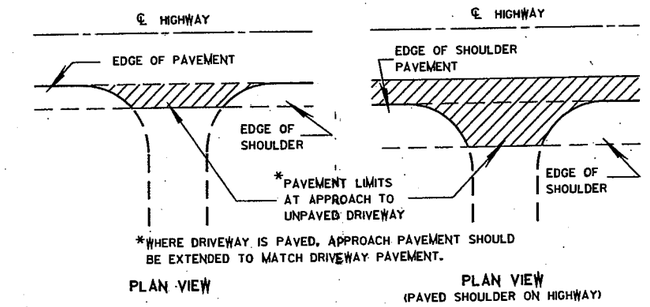


NOTES

① QUANTITY IS INCLUDED IN THE BID ITEM OF BASE AGG DENSE ¾-INCH

② QUANTITY IS INCLUDED IN THE BID ITEM OF BASE AGG DENSE 1¼-INCH

CONTRACTOR OPTION TO USE BASE AGG DENSE 3-INCH

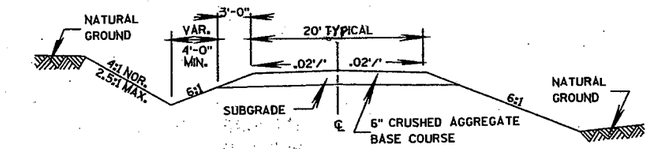


*WHERE DRIVEWAY IS PAVED, APPROACH PAVEMENT SHOULD BE EXTENDED TO MATCH DRIVEWAY PAVEMENT.

PLAN VIEW

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

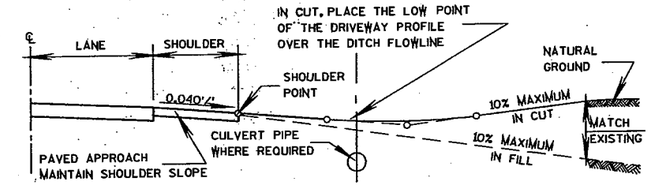
RURAL DRIVEWAY INTERSECTION DETAIL



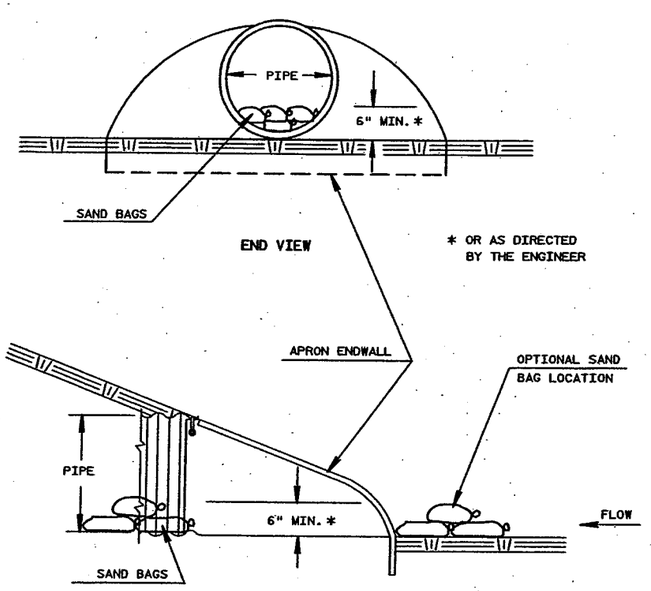
IN CUT

IN FILL

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE



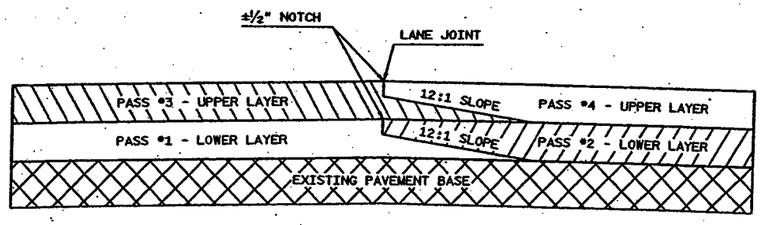
TYPICAL DRIVEWAY PROFILES



SIDE VIEW

CULVERT PIPE DITCH CHECK

(INSTALL ON INLET END ONLY)



LOWER AND UPPER LAYERS

TYPICAL PAVEMENT CROSS SECTION OF TAPERED AND NOTCHED LONGITUDINAL JOINTS

STATE PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	CONSTRUCTION DETAILS	SHEET NO:	E

FILE NAME : C:\Users\P\D3\STH110\DGN FILES\ConstDetails.DGN PLOT DATE : 30-APR-2004 09:33 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.993976:1.000000

2

2

N

RUINS

28+00

29+00

30+00

31+00

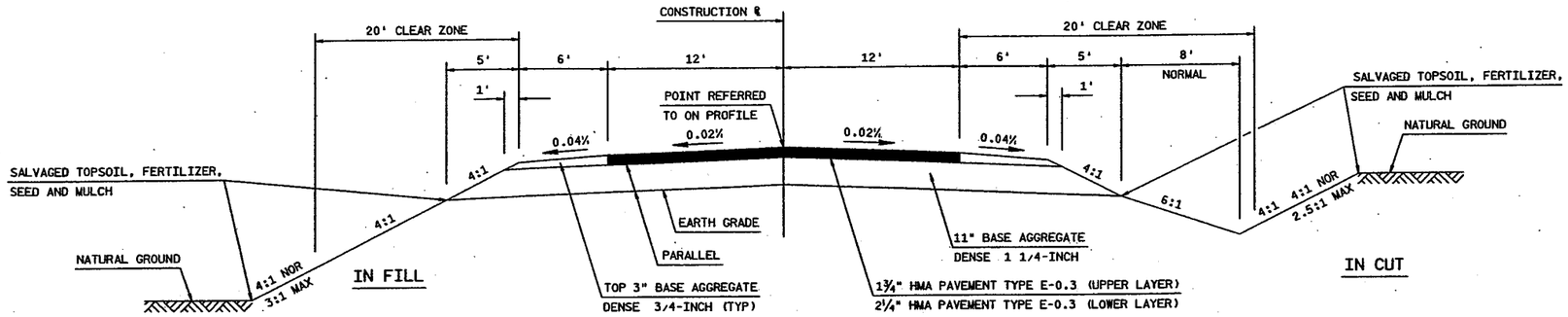
EROSION MAT
CLASS 1, TYPE B (TYP)

SILT FENCE (TYP)

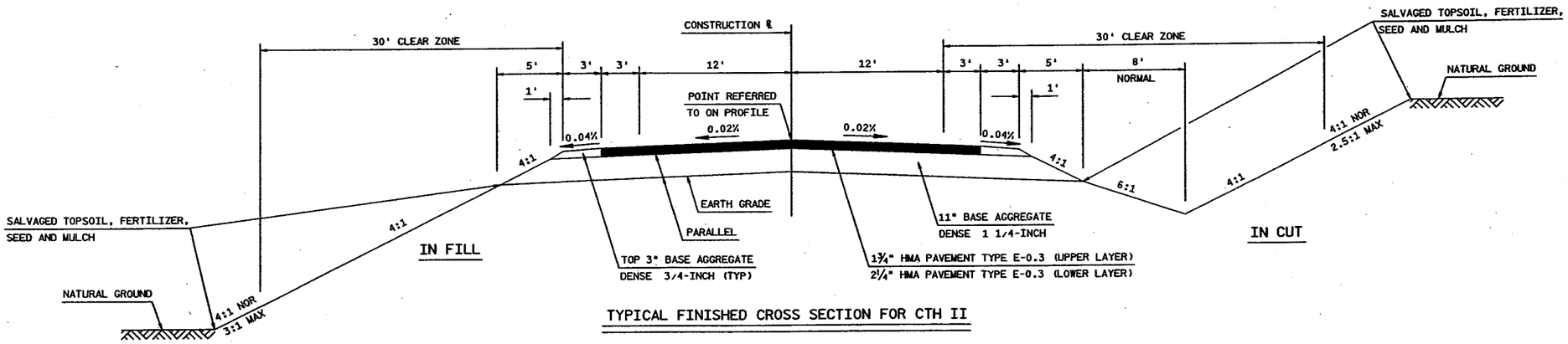
0 20 FEET 40 60
SCALE

STATE PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	EROSION CONTROL	SHEET NO:	E

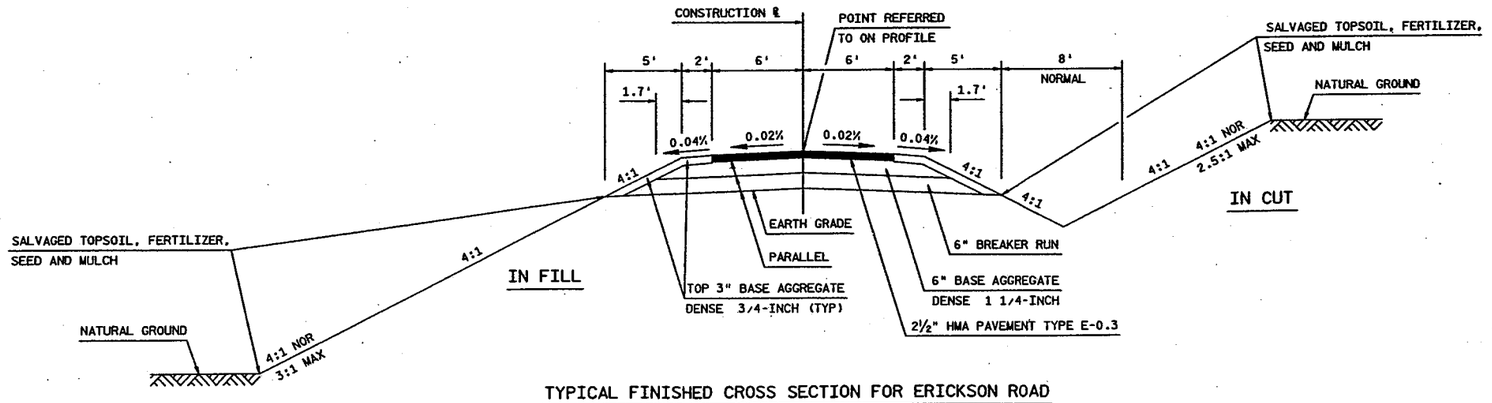
FILE NAME : C:\Users\P\D3\STHII0\DGN FILES\ECCATTFinPlan.DGN PLOT DATE : 29-APR-2004 07:24 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.993976:1.000000



TYPICAL FINISHED CROSS SECTION FOR CTH M



TYPICAL FINISHED CROSS SECTION FOR CTH II



TYPICAL FINISHED CROSS SECTION FOR ERICKSON ROAD

PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	FINISHED TYPICAL SECTIONS	SHEET NO:	E

2

2

N

EROSION MAT
CLASS 1, TYPE B (TYP)

143+00

144+00

145+00

146+00

147+00

148+00

TEMPORARY DITCH
CHECKS (TYP)

0 20 FEET 40 60
SCALE

STATE PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	EROSION CONTROL	SHEET NO:	E

FILE NAME : C:\Users\P\D3\STHII0\DGN FILES\ECWBCFinPlan.DGN PLOT DATE : 29-APR-2004 07:38 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.993976:1.000000

2

2

N

183+00

184+00

185+00

186+00

187+00

EROSION MAT
CLASS 1, TYPE B (TYP)

TEMPORARY DITCH
CHECKS (TYP)

SILT FENCE (TYP)

0 20 FEET 40 60
SCALE

STATE PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	EROSION CONTROL	SHEET NO:	E

FILE NAME : C:\Users\P\D3\STH110\DGN FILES\ECMBCFinPlan.DGN PLOT DATE : 29-APR-2004 07:48 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.993976:1.000000

2

2

N

SILT FENCE (TYP)

EROSION MAT
CLASS 1, TYPE B (TYP)

TEMPORARY DITCH
CHECKS (TYP)

274+00
275+00
276+00
277+00
278+00
279+00
280+00
81+00
82+00
80+08
PI 277+22.86113
PI 80+00.00000

0 20 40 60 FEET
SCALE

STATE PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	EROSION CONTROL	SHEET NO:	E

FILE NAME : C:\Users\P\D3\STHII0\DGN FILES\ECEBCFinPlan.DGN
PLOT DATE : 29-APR-2004 07:59 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.993976:1.000000

2

SILT FENCE (TYP)

PC 444+10.88730

PI 144+65.71181

PI 144+00.76847

PI 142+04.36493

PI 140+06.77969

PI 128+65.14111

PI 450+80.41582

CULVERT PIPE DITCH CHECKS (TYP)

EROSION MAT CLASS 1, TYPE B (TYP)

PI 145+13.58537

PI 142+59.37181

TEMPORARY DITCH CHECKS (TYP)

PI 129+42.63529

SEPTIC

ANT.

SIGN

0 50 100 150 FEET

SCALE

N

2

STATE PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	EROSION CONTROL	SHEET NO:	E

FILE NAME : C:\Users\P\D3\STH110\DGN FILES\ECHcurveFinPlan.DGN PLOT DATE : 29-APR-2004 08:34 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.993976:1.000000

2

2

N

TEMPORARY DITCH CHECKS (TYP)

SILT FENCE (TYP)

EROSION MAT
CLASS 1, TYPE B (TYP)

CULVERT PIPE DITCH CHECKS
(TYP)

AHEAD 457+34.83800
BACK 457+13.68980

PI 457+33.58980

PI 468+45.59280

TANKS

SEPTIC

SIGN

ANT.

454 456 458 460 462 464 466 468

0 50 100 150
FEET
SCALE

STATE PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	EROSION CONTROL	SHEET NO:	E

FILE NAME : C:\Users\P\D3\STH110\DGN FILES\ECHcurveFinPlan.DGN PLOT DATE : 29-APR-2004 08:34 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.993976:1.000000

2

2

N

SILT FENCE (TYP)

CONSTRUCT TEMPORARY CHANNEL BERM (TYP)

143+00

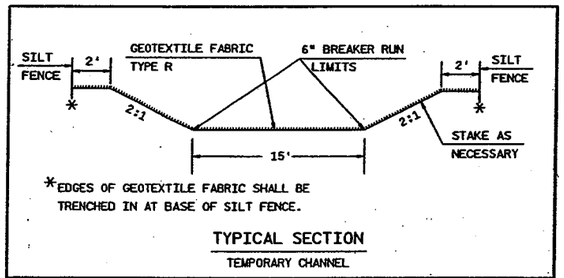
144+00

145+00

146+00

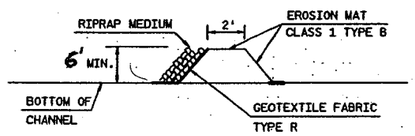
147+00

148+00



*EDGES OF GEOTEXTILE FABRIC SHALL BE TRENCHED IN AT BASE OF SILT FENCE.

TYPICAL SECTION
TEMPORARY CHANNEL



TEMPORARY CHANNEL BERM DETAIL

0 20 FEET 40 60
SCALE

STATE PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	EROSION CONTROL -- DIVERSION CHANNEL AT B-70-242	SHEET NO:	E

FILE NAME : C:\Users\P\D3\STH110\DGN FILES\ECFinDiversionPlan.DGN

PLOT DATE : 29-APR-2004 11:05 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.993976:1.000000

2

2

N

28+00

29+00

30+00

31+00

4-INCH CENTERLINE

4-INCH
NO PASSING

4-INCH EDGELINE
WHITE

RUINS

0 20 FEET 40 60
SCALE

STATE PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	EPOXY PAVEMENT MARKING	SHEET NO:	E

FILE NAME : C:\Users\P\D3\STHII0\DGN FILES\PMCattlePass.DGN PLOT DATE : 29-APR-2004 14:28 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.993976:1.000000

2

2

N

143+00

144+00

145+00

146+00

147+00

148+00

4-INCH EDGELINE
WHITE

4-INCH No PASSING

4-INCH CENTERLINE

0 20 FEET 40 60
SCALE

STATE PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	EPOXY PAVEMENT MARKING	SHEET NO:	E

FILE NAME : C:\Users\P\D3\STHII0\DGN FILES\PMWBC.DGN

PLOT DATE : 29-APR-2004 14:29 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.993976:1.000000

2

2

N

183+00

4-INCH DOUBLE YELLOW

184+00

185+00

SIGN

4-INCH EDGELINE WHITE

186+00

187+00

0 20 FEET 40 60

SCALE

STATE PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	EPOXY PAVEMENT MARKING	SHEET NO:	E

FILE NAME : C:\Users\P\D3\STH110\DGN FILES\PMMBC.DGN

PLOT DATE : 29-APR-2004 14:29 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.993976:1.000000

2

2

N

274+00

275+00

276+00

277+00

278+00

279+00

280+00

82+00

81+00

80+00

4-INCH EDGELINE
WHITE

4-INCH CENTERLINE

PI 277+22.86113

PI 80+00.00000

0 20 40 60
FEET
SCALE

STATE PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	EPOXY PAVEMENT MARKING	SHEET NO:	E

FILE NAME : C:\Users\P\D3\STHII0\DGN FILES\PMEBC.DGN PLOT DATE : 29-APR-2004 14:28 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.993976:1.000000

2

2

N

RAT R.

4-INCH CENTERLINE

286+00

287+00

288+00

289+00

290+00

291+00

INL

SIGN

4-INCH EDGELINE WHITE

PI 288+73.12313

0 20 40 60 FEET

SCALE

STATE PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	EPOXY PAVEMENT MARKING	SHEET NO:	E

FILE NAME : C:\Users\P\D3\STH10\DGN FILES\PMRatRiverBridge.DGN

PLOT DATE : 29-APR-2004 14:29 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.993976:1.000000

2

4-INCH EDGELINE WHITE

4-INCH No PASSING

4-INCH CENTERLINE

8-INCH CHANNELIZING

4-INCH CENTERLINE

4-INCH EDGELINE WHITE

4-INCH No PASSING

4-INCH EDGELINE WHITE

4-INCH DOUBLE YELLOW

PC 444+10.88738

PI 144+65.71181

PI 144+00.76847

PI 142+04.36493

PI 140+06.77969

PI 128+65.14111

PI 145+13.58537

PI 142+59.37181

PI 129+42.63529

PI 450+80.41582

S.T.H. 110

C.T.H. II

ANT.

SEPTIC

SIGN

N

0 50 100 150 FEET

SCALE

2

STATE PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	EPOXY PAVEMENT MARKING	SHEET NO:	E

FILE NAME : C:\Users\P\D3\STHII0\DGN FILES\PMHcurve.DGN

PLOT DATE : 29-APR-2004 14:34 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.993976:1.000000

2

2

N

W

T

PI 468+45.59280

W

W

TANKS

PI 457+13.68980

4-INCH DOUBLE YELLOW

454

456

458

460

462

464

466

468

SIGN

SIGN

SIGN

SIGN

SEPTIC

SEPTIC

T

ANT.

T

4-INCH EDGELINE WHITE

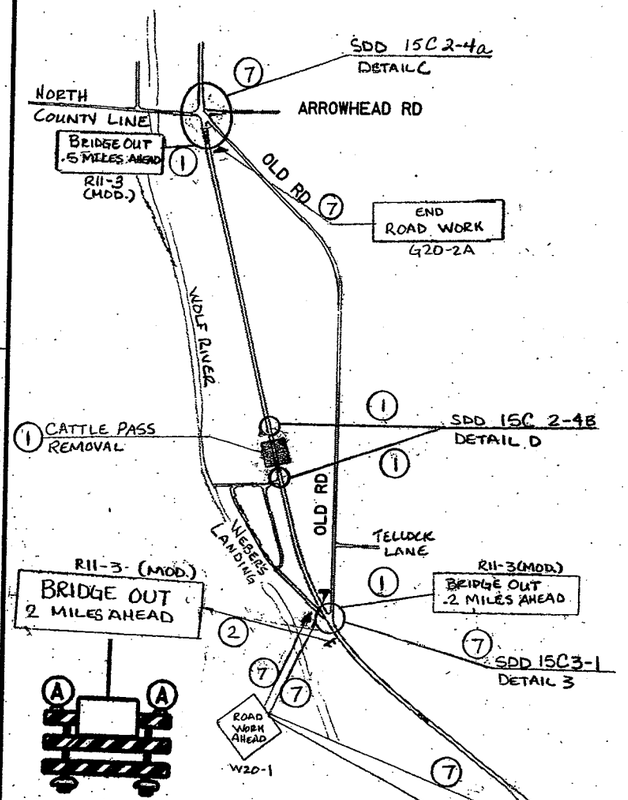
AHEAD 457+34.83800
BACK 457+13.68980

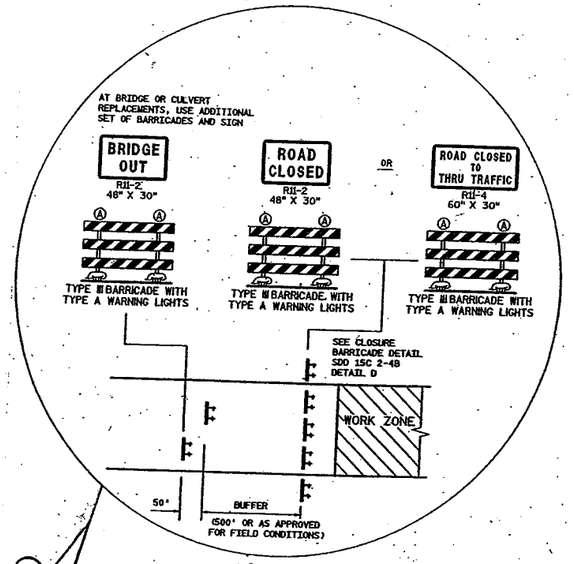
0 50 FEET 100 150
SCALE

STATE PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	EPOXY PAVEMENT MARKING	SHEET NO:	E

FILE NAME : C:\Users\P\D3\STH110\DGN FILES\PMHcurve.DGN

PLOT DATE : 29-APR-2004 14:34 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.993976:1.000000





N

LEGEND

- (1) APPLIES WHEN CATTLE PASS AREA IS UNDER CONSTRUCTION
- (2) APPLIES WHEN STRUCTURE B-70-242 IS UNDER CONSTRUCTION
- (3) APPLIES WHEN STRUCTURE C-70-70 IS UNDER CONSTRUCTION
- (4) APPLIES WHEN STRUCTURE C-70-69 IS UNDER CONSTRUCTION
- (5) APPLIES WHEN STRUCTURE B-70-83 IS UNDER CONSTRUCTION
- (6) APPLIES WHEN CTH II / CTH M INTERSECTION IS UNDER CONSTRUCTION
- (7) APPLIES FOR THE DURATION OF PROJECTS

- POST-MOUNTED WARNING SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT
- WORK AREA

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

PROJECT NO: 6200-07-71	HWY: STH 110	COUNTY: WINNEBAGO	TRAFFIC CONTROL	SCALE, FEET 0 500 1000	SHEET NO:	E

FILE NAME : \\gre31fp1\FCSERVER\D3_620007\025001_tcCOPY.dgn

PLOT DATE : 26-FEB-2004 12:21 PLOT BY : DOTMZC PLOT NAME : 025001tcCOPY PLOT SCALE : 996.987952:1.000000

WISDOT/CADDS SHEET 42

MATCH LINE

(3) STRUCTURE C-70-70 REPLACEMENT

NORTH RD

R11-3 (MOD.) BRIDGE OUT 1 MILE AHEAD

(7) SDD 15C 3-1 DETAIL 3

CTH II

(3) R11-3 (MOD.) BRIDGE OUT .75 MILES AHEAD

(2) R11-3 (MOD.) BRIDGE OUT 1.4 MILES AHEAD

SOUTH RD

(7) END ROAD WORK G20-2A

(7) SDD 15C 3-1 DETAIL 3

(4) STRUCTURE C-70-69 REPLACEMENT

TOWN LINE RD

END ROAD WORK G20-2A

PROJECT 6200-10-71 B-70-83 BDO (5)

R11-3 (MOD) BRIDGE OUT .2 MILES AHEAD

MATCH LINE

N

AT BRIDGE OR CULVERT REPLACEMENTS, USE ADDITIONAL SET OF BARRICADES AND SIGN

BRIDGE OUT — R11-2 48" X 30" — TYPE III BARRICADE WITH TYPE A WARNING LIGHTS

ROAD CLOSED — R11-2 48" X 30" — TYPE III BARRICADE WITH TYPE A WARNING LIGHTS

OR

ROAD CLOSED TO THRU TRAFFIC — R11-4 60" X 30" — TYPE III BARRICADE WITH TYPE A WARNING LIGHTS

SEE CLOSURE BARRICADE DETAIL SDD 15C 2-4B DETAIL D

WORK ZONE

50' BUFFER (500' OR AS APPROVED FOR FIELD CONDITIONS)

(4) R11-3 (MOD.) BRIDGE OUT 1 MILE AHEAD

BRIDGE OUT 1.2 MI AHEAD R11-3(MOD.)

(5) BRECKLINS LOOP RD (WEST)

MATCH LINE

72days

END ROADWORK G20-2A (7)

BRECKLINS LOOP RD (MIDDLE)

CTH MM

BRECKLINS LOOP RD (EAST)

SDD 15C3-1 DETAIL 3

END ROADWORK G20-2A (7)

SAUBY RD

CTH II

N

(6) ERICKSON RD

SDD 15C3-1 DETAIL 4

RECONSTRUCTION AREA

END ROAD WORK G20-2A (7)

CTH M

SDD 15C3-1 DETAIL 4 (7)

SDD 15C 2-4a DETAIL C

45

BISON ROAD

PINE LN

ROAD WORK AHEAD W20-1 (7)

END ROADWORK G20-2A (7)

PROJECT NO: 6200-07-71	HWY: STH 110	COUNTY: WINNEBAGO	TRAFFIC CONTROL	SCALE, FEET 0 500 1000	SHEET NO: E

FILE NAME : \\gre31fp1\FCSERVER\D3_620007\025002_toCOPY.dgn PLOT DATE : 26-FEB-2004 11:10 PLOT BY : DOTMZC PLOT NAME : 025002 toCOPY PLOT SCALE : 996.987952:1.000000

WISDOT/CADDS SHEET 42

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48, 49,50,51,52,53,54,55,56,57, 59,60,61,62,63

2

2

USH 10

USH 45

CTH II

N

(24) COUNTY II — M1-5A 24" X 24"

DETOUR AHEAD — W20-2A — 48" X 48"

(22) (23) DETOUR M4-8 24" X 12" / WEST M 3-4 24" X 12" / COUNTY II M1-5A 24" X 24" / M06-1 21" X 21"

(20) DETOUR M4-8 24" X 12" / WEST M 3-4 24" X 12" / COUNTY II M1-5A 24" X 24"

(19) DETOUR M4-8 24" X 12" / EAST M 3-2 24" X 12" / COUNTY II M1-5A 24" X 24" / M06-2R 21" X 21"

(21) END M 4-6 24" X 12" / DETOUR M4-8 24" X 12" / COUNTY II M1-5A 24" X 24"

(25) DETOUR M4-8 24" X 12" / WEST M 3-4 24" X 12" / COUNTY II M1-5A 24" X 24" / M06-2L 21" X 21"

(27) (26) DETOUR M4-8 24" X 12" / WEST M 3-4 24" X 12" / COUNTY II M1-5A 24" X 24" / M05-1L 21" X 21"

COVER — Fremont ⇨ — (28)

(32) DETOUR M4-8 24" X 12" / WEST M 3-4 24" X 12" / COUNTY II M1-5A 24" X 24" / M06-1 21" X 21"

(31) COVER WEST COUNTY II

(33) MODIFY WEST COUNTY II / TO DETOUR M4-8 24" X 12" / WEST COUNTY II / SECOND RIGHT SPECIAL 24" X 18"

(34) DETOUR AHEAD — W20-2A — 48" X 48"

(35) COVER WEST COUNTY II

(36) COVER — ⇦ Fremont

(37) (38) (39) (40) DETOUR M4-8 24" X 12" / WEST M 3-4 24" X 12" / COUNTY II M1-5A 24" X 24" / M06-1 21" X 21"

(41) COUNTY II M1-5A 24" X 24" / DETOUR AHEAD — W20-2A — 48" X 48"

(29) COVER WEST COUNTY II →

(30) COVER WEST COUNTY II

(42) ROAD CLOSED 1 MILES AHEAD LOCAL TRAFFIC ONLY — R11-3 60" X 30"

SYMBOLS

- SINGLE POST SIGN
- DOUBLE POST SIGN

PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	DETOUR DETAIL	SHEET	E

FILE NAME : \\gre31fp1\FCSERVER\D3_620007\027001_dt.dgn

PLOT DATE : 25-FEB-2004 16:26 PLOT BY : DOTTFK PLOT NAME : 027001dtb PLOT SCALE : 200.000000:1.000000

WISDOT/CADDS SHEET 42

2

N

USH 96/110

USH 45

USH 10

USH 10/45

CTH II

1 — COUNTY II — M1-5A 24" X 24"; DETOUR AHEAD W20-2A 48" X 48"

2 3 — DETOUR M4-8 24" X 12"; EAST M 3-2 24" X 12"; COUNTY II M1-5A 24" X 24"; M06-1 21" X 21"

4 — COVER; Winchester ⇨

5 — COVER; EAST; COUNTY II

6 — ROAD CLOSED 2 MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60" X 30"

7 — COVER; EAST; COUNTY II

7A — DETOUR AHEAD W20-2A 48" X 48"

8 — MODIFY EAST COUNTY II M1-5A 24" X 24"; TO DETOUR M4-8 24" X 12"; EAST; COUNTY II; M05-1L 21" X 21"

9 — COVER; ⇧ Winchester

10 — DETOUR M4-8 24" X 12"; EAST M 3-2 24" X 12"; COUNTY II M1-5A 24" X 24"; M06-1 21" X 21"

11 — DETOUR M4-8 24" X 12"; EAST M 3-2 24" X 12"; COUNTY II M1-5A 24" X 24"

12 — END M 4-6 24" X 12"; DETOUR M4-8 24" X 12"; COUNTY II M1-5A 24" X 24"

13 — DETOUR M4-8 24" X 12"; COUNTY II M1-5A 24" X 24"

14 — DETOUR M4-8 24" X 12"; EAST M 3-2 24" X 12"; COUNTY II M1-5A 24" X 24"; M06-1 21" X 21"

15 — DETOUR M4-8 24" X 12"; WEST M 3-4 24" X 12"; COUNTY II M1-5A 24" X 24"; M06-1 21" X 21"

16 — DETOUR M4-8 24" X 12"; COUNTY II M1-5A 24" X 24"

17 18 — DETOUR M4-8 24" X 12"; EAST M 3-2 24" X 12"; COUNTY II M1-5A 24" X 24"; M05-2R 21" X 21"

SYMBOLS

- SINGLE POST SIGN
- DOUBLE POST SIGN

PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	DETOUR DETAIL	SHEET	E

FILE NAME : \\gre31fp1\FCSERVER\D3_620007\027001_dt.dgn

PLOT DATE : 03-MAR-2004 13:13 PLOT BY : DOTTFK PLOT NAME : 027001dta PLOT SCALE : 200.000000:1.000000

3

CLEARING AND GRUBBING

STATION TO STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
144+00 - 145+00 RT	CTH II	1	1
455+00 - 458+00 LT	CTH II	3	3
141+00 - 142+00 LT	ERICKSON ROAD	1	1
	TOTAL	5	5

REMOVING OLD STRUCTURE (STATION)

STATION	LOCATION	203.0200 LS	REMARKS
29+00	CTH II	1	60" X 90' CONCRETE CATTLE PASS
	TOTAL	1	

REMOVING GUARDRAIL

STATION TO STATION	LOCATION	204.0165 LF
144+62 - 145+41 LT	B-70-242, CTH II	101
144+10 - 145+44 RT	B-70-242, CTH II	134
183+81 - 185+08 LT	C-70-70, CTH II	127
183+88 - 185+12 RT	C-70-70, CTH II	124
276+28 - 276+82 LT	C-70-69, CTH II	57
276+28 - 276+82 RT	C-70-69, CTH II	82
287+30 - 289+97 LT	B-70-83, CTH II	197
286+48 - 289+89 RT	B-70-83, CTH II	245
	TOTAL	1,067

REMOVING FENCE

STATION TO STATION	LOCATION	204.0170 LF
80+71 - 81+46	TOWNLINE ROAD	75
183+60 - 184+13	CTH II	53
275+80 - 276+59	CTH II	79
	TOTAL	207

REMOVING SMALL PIPE CULVERTS

STATION	LOCATION	203.0100 EACH	REMARKS
129+00	CTH M	1	15" X _ CSCP CROSSDRAIN
444+40	CTH II	1	18" X _ CSCP CROSSDRAIN
449+65 RT	FE, CTH II	1	15" X _ RCCP
454+18 RT	PE, CTH II	1	15" X _ CSCP
	TOTAL	4	

REMOVING PAVEMENT

STATION TO STATION	LOCATION	204.0100 SY	REMARKS
28+50 - 29+50	CTH II	222	6" CONCRETE PAVEMENT
453+43 - 461+00	CTH II	1,682	6" CONCRETE PAVEMENT
	TOTAL	1,904	

EARTHWORK SUMMARY

BALANCE POINT	STATION TO STATION	LOCATION	205.0100 EXCAVATION COMMON CY	*** UNEXPANDED FILL CY	*** *EXPANDED FILL CY	208.0100 **BORROW CY
1	28+50 - 30+25	CATTLE PASS, CTH II	475	46		
	FILL REQUIRED TO BACKFILL REMOVAL VOLUME			300		
		BALANCE 1 SUBTOTAL	475	346	533	43
2	144+00 - 147+00	B-70-242, CTH II	330	644	992	494
-	DIVERSION CHANNEL	B-70-242, CTH II	78	133	205	95
3	183+50 - 185+25	C-70-70, CTH II	303	242	372	52
4	275+75 - 277+50	C-70-69, CTH II	307	237	365	44
5.1	441+00 - 461+00	CTH II	4,444	4,015		
5.2	127+60 - 129+21.73	CTH M	472	40		
5.3	140+73.8 - 141+65	ERICKSON RD	180	6		
		BALANCE 5 SUBTOTAL	5,096	4,061	6,255	866
		TOTAL	6,589	5,663	8,722	1,594

*FILL EXPANSION FACTOR = 1.54
**BORROW FACTOR = 1.15
***NON-BID ITEMS; FOR INFORMATION ONLY

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PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	MISCELLANEOUS QUANTITIES	SHEET:	E

FILE NAME : Q:\MISC QUANTITIES\6200-07-71\QUANTS.ppt PLOT DATE : _____ PLOT BY : K.L. KOUGL PLOT NAME : _____ ORG DATE : 4/29/2004 ORIGINATOR : DIST 3 PLOT SCALE : 1:1

AGGREGATE SUMMARY

STATION TO STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH SHOULDER TON	305.0110 BASE AGGREGATE DENSE 3/4-INCH DRIVEWAY TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH SHOULDER TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH MAINLINE TON	305.0199 QMP BASE AGGREGATE TON	311.0110 BREAKER RUN TON	624.0100 WATER MGAL
28+50 - 29+50	CATTLE PASS, CTH II	14		130	163	307		4
144+15 - 145+81	B-70-242, CTH II	23		217	272	512		7
DIVERSION CHANNEL	B-70-242, CTH II						50	-
183+86 - 185+01	C-70-70, CTH II	17		150	187	354		5
276+13 - 277+12	C-70-69, CTH II	15		137	227	379		5
441+00 - 461+00	CTH II	268		2,870	4,138	7,276		102
127+60 - 129+21	CTH M	45		259	293	597		8
140+77 - 141+65	ERICKSON RD	28		19	76	123	93	2
449+65 RT	PE, CTH II		48			48		1
454+15 RT	FE, CTH II		44			44		1
456+54 LT	PE, CTH II		23			23		0.5
458+70 LT	FE, CTH II		28			28		0.5
	SUBTOTAL	410	143	3,782	5,356			
	TOTAL	**553**		**9,138**		**9,691**	**143**	**137**

HMA SUMMARY

STATION TO STATION	LOCATION	455.0105 ASPHALTIC MATERIAL PG58-28 TON	455.0605 TACK COAT GAL	460.1100 ASPHALTIC CONCRETE PAVMENT TYPE E-0.3 TON	460.3000 QMP HMA MIXTURE TON
28+50 - 29+50	CATTLE PASS, CTH II	4.2	8	75	75
144+15 - 145+82	B-70-242, CTH II	6.8	14	123	123
183+86 - 185+01	C-70-70, CTH II	4.8	9	87	87
276+13 - 277+12	C-70-69, CTH II	5.5	11	99	99
441+00 - 450+20	CTH II	43.6	86	793	793
INTERSECTION AREA	CTH II & CTH M	16.1	32	292	292
451+55 - 461+00	CTH II	41.6	82	755	755
140+77 - 141+65	ERICKSON ROAD	1.9	-	34	34
127+60 - 129+21	CTH M	6.1	12	110	110
	TOTAL	**130.6**	**254**	**2,368**	**2,368**

ASPHALTIC FLUMES

STATION	LOCATION	465.0315 SY	REMARKS
450+30 RT	CTH II	18	WEST END C & G
129+25 RT	CTH M	21	SOUTH END C & G
	TOTAL	**39**	

PILING STEEL SHEET TEMPORARY

STAION	LOCATION	512.1000 SF
145+00 RT	DIVERSION CHANNEL, B-70-242	850
145+00 LT	DIVERSION CHANNEL, B-70-242	550
	TOTAL	**1,400**

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CULVERT PIPE SUMMARY

CROSSDRAINS		520.0112 CULVERT PIPE DIAMETER 12-INCH	520.0115 CULVERT PIPE DIAMETER 15-INCH	520.0124 CULVERT PIPE DIAMETER 24-INCH	520.1012 APRON ENDWALLS FOR CULVERT PIPE 12-INCH	520.1015 APRON ENDWALLS FOR CULVERT PIPE 15-INCH	520.1024 APRON ENDWALLS FOR CULVERT PIPE 24-INCH	RCCP	THICKNESS (INCHES)		* JOINT TIES	INLET	DISCHARGE
STATION	LOCATION	LF	LF	LF	EACH	EACH	EACH	CLASS	STEEL	ALUMINUM	EACH	ELEVATION	ELEVATION
129+00	CTH M			60			2	III	0.064	0.075	4	773.13	771.75
PRIVATE ENTRANCE AND FIELD ENTRANCE													
449+65 RT	FE, CTH II			54			2	III	0.064	0.075	4	770.31	769.77
454+15 RT	PE, CTH II		58			2		III	0.064	0.060	4	780.28	778.57
456+54 LT	PE, CTH II	38			2			III	0.064	0.060	4	784.07	783.45
458+70 LT	FE, CTH II	40			2			III	0.064	0.060	4	786.66	786.16
	TOTAL 0010	**78**	**58**	**114**	**4**	**2**	**4**						

*NON-BID ITEM (FOR INFORMATION ONLY)

CONCRETE CURB AND GUTTER 6-INCH MOUNTABLE 36-INCH TYPE D

LOCATION	601.0558 LF
SW RADIUS, CTH M & CTH II INTERSECTION	80
SE RADIUS, CTH M & CTH II INTERSECTION	60
TOTAL	**140**

STEEL PLATE BEAM GUARD

STATION TO STATION	LOCATION	614.0115 ANCHORAGES TYPE 2 EACH	614.0200 STEEL THRIE BEAM STR. APPROACH LF	614.0305 *STEEL PLATE BEAM GUARD CLASS A LF	614.0370 ENERGY ABSORBING TERMINAL EACH	REMARKS
286+57.35 - 287+65.5 RT	B-70-83, CTH II		20.65	37.5	1	
288+72.5 - 289+80.65 RT	B-70-83, CTH II		20.65	37.5	1	
287+30 - 287+72.5 LT	B-70-83, CTH II	1	20.65	37.5		*SHOP BENT TO 22' RADIUS
288+79.5 - 289+87.65 LT	B-70-83, CTH II		20.65	37.5	1	
	TOTAL	**1**	**82.6**	**150**	**3**	

GRADING SHAPING AND FINISHING FOR BEAM GUARD TERMINAL AND ANCHORAGES

STATION-LOCATION (ANCHORAGE POST #1)	*COMMON EXCAVATION CY	*FILL CY	*BORROW EXCAVATION CY	*SALVAGED TOPSOIL SY	*FERTILIZER TYPE B CWT	*SEEDING #10 LB	*MULCHING SY	205.9005.S EACH
STA. 286+57.5, 25' RT	0.6	1.3	1.1	60.5	0.04	0.8	60.5	1
STA. 289+80.5, 25' RT	0.0	55.5	63.9	318.0	0.20	4.3	318.0	1
STA. 289+87.5, 25' LT	0.0	49.1	56.5	350.3	0.22	4.7	350.3	1
STA. 287+32.2, 47.7' LT	0.0	1.1	1.2	8.3	0.01	0.1	8.3	1
TOTAL	0.6	107.0	122.7	737.1	0.47	9.9	737.1	**4**

* ITEMS & QUANTITIES LISTED FOR BID INFORMATION ONLY

MARKER POSTS RIGHT-OF-WAY

LOCATION	STATION	OFFSET	614.0605 EACH	REMARKS
CTH II	445+50	45.86' LT	1	PRW1
	448+00	42' LT	1	PRW2
	448+75	45' LT	1	PRW3
	450+21.36	103.62' LT	1	PRW4
	450+87.82	122.73' LT	1	PRW5
	452+35.00	60' LT	1	PRW6
	455+00	42' LT	1	PRW7
	457+34.84	55' LT	1	PRW8
	460+50	42' LT	1	PRW9
	461+00	33' LT	1	PRW10
	455+00	41.57' RT	1	PRW11
	455+50	55' RT	1	PRW12
	457+34.84	49.36' RT	1	PRW18
	460+50	50' RT	1	PRW13
	461+00	32.12' RT	1	PRW14
B-70-242, CTH II	144+60	50' LT	1	PRW19
	144+60	80' LT	1	PRW20
	145+90	80' LT	1	PRW21
	146+40	50' LT	1	PRW22
	144+30	50' RT	1	PRW23
	144+50	65' RT	1	PRW24
	145+15	65' RT	1	PRW25
	145+35	50' RT	1	PRW26
C-70-70, CTH II	184+05	50' RT	1	PRW27
	184+15	70' RT	1	PRW28
	184+55	70' RT	1	PRW29
	184+80	50' RT	1	PRW30
	184+10	50' LT	1	PRW32
	184+30	65' LT	1	PRW33
	184+65	65' LT	1	PRW34
	184+85	50' LT	1	PRW35
C-70-69, CTH II	276+00	50' LT	1	PRW36
	276+40	65' LT	1	PRW37
	276+61.09	65' LT	1	PRW38
	276+70	50' RT	1	PRW40
	276+95	75' RT	1	PRW41
	277+25	65' RT	1	PRW42
	277+40	50' RT	1	PRW43
		TOTAL	38	

MARKER POSTS CULVERT END FLEXIBLE

STATION	LOCATION	614.0620.S EACH
129+00 RT	CTH M	1
129+00 LT	CTH M	1
	TOTAL	2

MONUMENT SUMMARY

LOCATION	621.0100 LANDMARK REFERENCE MONUMENTS EACH	SPV.0060 SPECIAL SECTION CORNER MONUMENTS EACH
SE CORNER SECTION 15 T20N R15E	4	1
TOTAL	4	1

LANDSCAPING SUMMARY

STATION TO STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0110 SEEDING MIXURE #10 LB	630.0130 SEEDING MIXTURE #30 LB	630.0200 SEEDING TEMPORARY LB
28+50 - 30+25 LT	CATTLE PASS, CTH II	638	482	0.4	4.7	5.2	17.2
28+50 - 29+50 RT	CATTLE PASS, CTH II	425	336	0.3	3.5	2.9	11.5
144+15 - 147+00 LT	B-70-242, CTH II	920	853	0.6	7.3	6.9	24.8
144+00 - 145+75 RT	B-70-242, CTH II	577	474	0.4	4.0	5.0	15.6
183+75 - 185+25 LT	C-70-70, CTH II	455	339	0.3	2.9	4.3	12.3
183+50 - 185+25 RT	C-70-70, CTH II	509	368	0.3	3.2	4.9	13.7
275+75 - 276+80 LT	C-70-69, CTH II	305	238	0.2	1.7	3.3	8.2
276+00 - 277+50 RT	C-70-69, CTH II	418	293	0.3	2.4	4.3	11.3
NW QUAD	CTH II & ERICKSON RD	1,734	1,439	1.1	2.9	27.4	46.8
NE QUAD	CTH II & ERICKSON RD	2,546	1,625	1.6	10.8	31.4	68.7
SW QUAD	CTH II & CTH M	4,172	3,658	2.6	30.7	34.1	112.6
SE QUAD	CTH II & CTH M	3,326	2,648	2.1	20.3	32.9	89.8
	SUBTOTAL	16,025	12,753	10.2	94.4	162.6	432.5
	UNDISTRIBUTED		3,188	2.6	23.6	40.7	108.1
	TOTAL	16,025	15,941	12.8	118.0	203.3	540.6

EROSION CONTROL SUMMARY

STATION TO STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	628.1505 SILT FENCE DELIVERED LF	628.1510 SILT FENCE INSTALLED LF	628.1520 SILT FENCE MAINT. LF	628.2010 EROSION MAT DELIVERED CLASS I TYPE B SY	628.3010 EROSION MAT INSTALLED CLASS I TYPE B SY	645.0130 GEOTEXTILE FABRIC TYPE R SY
28+50 - 30+25 LT	CATTLE PASS REMOVAL		125	125	125	156	156	
28+50 - 29+50 RT	CATTLE PASS REMOVAL		50	50	50	89	89	
144+15 - 147+00 LT	B-70-242, CTH II					67	67	
144+00 - 145+75 RT	B-70-242, CTH II					103	103	
DIVERSION CHANNEL	B-70-242, CTH II	90	230	230	230	65	65	349
183+75 - 185+25 LT	C-70-70, CTH II		131	131	131	116	116	
183+50 - 185+25 RT	C-70-70, CTH II		158	158	158	141	141	
275+75 - 276+80 LT	C-70-69, CTH II		75	75	75	67	67	
276+00 - 277+50 RT	C-70-69, CTH II		25	25	25	125	125	
NW QUAD	CTH II & ERICKSON RD		895	895	895	295	295	
NE QUAD	CTH II & ERICKSON RD		366	366	366	921	921	
SW QUAD	CTH II & CTH M		345	345	345	514	514	
SE QUAD	CTH II & CTH M		250	250	250	678	678	
	SUBTOTAL	90	2,650	2,650	2,650	3,337	3,337	349
	UNDISTRIBUTED	-	663	663	663	834	834	87
	TOTAL	**90**	**3,313**	**3,313**	**3,313**	**4,171**	**4,171**	**436**

TEMPORARY DITCH CHECKS

STATION	LOCATION	628.7505 TEMPORARY DITCH CHECKS DELIVERED LF	628.7510 TEMPORARY DITCH CHECKS INSTALLED LF
144+35 RT	B-70-242	12.5	12.5
145+35 RT	B-70-242	15.0	15.0
184+00 RT	C-70-70	10.0	10.0
184+25 LT	C-70-70	12.5	12.5
184+65 LT	C-70-70	12.5	12.5
184+75 RT	C-70-70	12.5	12.5
184+90 LT	C-70-70	12.5	12.5
276+15 LT	C-70-69	10.0	10.0
276+25 RT	C-70-69	10.0	10.0
276+80 RT	C-70-69	12.5	12.5
277+35 RT	C-70-69	12.5	12.5
141+00 LT	ERICKSON RD	15.0	15.0
449+00 LT	CTH II	12.5	12.5
450+00 LT	CTH II	15.0	15.0
451+50 LT	CTH II	15.0	15.0
452+10 RT	CTH II	15.0	15.0
452+70 LT	CTH II	12.5	12.5
453+00 RT	CTH II	12.5	12.5
453+65 LT	CTH II	12.5	12.5
453+80 RT	CTH II	12.5	12.5
454+45 LT	CTH II	12.5	12.5
454+50 RT	CTH II	10.0	10.0
455+15 LT	CTH II	12.5	12.5
456+00 LT	CTH II	12.5	12.5
457+00 LT	CTH II	12.5	12.5
458+00 LT	CTH II	12.5	12.5
	SUBTOTAL	327.5	327.5
	UNDISTRIBUTED	81.5	81.5
	TOTAL	**409**	**409**

CULVERT PIPE DITCH CHECKS

STATION	LOCATION	628.7550 EACH
129+00 RT	CROSSDRAIN, CTH M	1
449+65 RT	FE, CTH II	1
454+15 RT	PE, CTH II	1
456+54 LT	PE, CTH II	1
458+70 LT	FE, CTH II	1
	TOTAL	**5**

TRAFFIC CONTROL SUMMARY

AREA	LOCATION	APPROXIMATE SERVICE PERIOD DAYS	643.0300 DRUMS NUMBER IN SERVICE	643.0300 DRUMS DAYS	643.0420 BARRICADES NUMBER IN SERVICE	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS NUMBER IN SERVICE	643.0705 WARNING LIGHTS TYPE A DAYS	643.0900 SIGNS NUMBER IN SERVICE	643.0900 SIGNS DAYS
1	CATTLE PASS REMOVAL, CTH II	5			10	50	12	60	6	30
2	STRUCTURE B-70-242, CTH II	31			15	465	22	682	7	217
3	STRUCTURE C-70-70, CTH II	15			14	210	20	300	6	90
4	STRUCTURE C-70-69, CTH II	19	10	190	14	266	20	380	8	152
5	STRUCTURE B-70-83, CTH II	11			14	154	20	220	6	66
6	CTH II & CTH M INTERSECTION	21			18	378	28	588	8	168
7	PROJECT AREA	72			34	2,448	68	4,896	49	3,528
	TOTAL			**190**		**3,971**		**7,126**		**4,251**

TRAFFIC CONTROL DETOUR SIGNS AND COVERING SIGNS

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD DAYS	643.3000 DETOUR SIGNS DAYS	643.0905.S COVERING SIGNS EACH	REMARKS
1	WEST OF STRUCTURE OVER STREET	M 1-5A	24"X24"	1	72	72		
	"	W 20-2A	48"X48"	1	72	72		MOUNT WITH 1
2	WEST OF STRUCTURE OVER RIVER	M 4-8	24"X12"	1	72	72		
	"	M 3-2	24"X12"	1	72	72		MOUNT WITH 2
	"	M 1-5A	24"X24"	1	72	72		"
	"	MO 6-1	21"X21"	1	72	72		"
3	AT EXIT TAPER	M 4-8	24"X12"	1	72	72		
	"	M 3-2	24"X12"	1	72	72		MOUNT WITH 3
	"	M 1-5A	24"X24"	1	72	72		"
	"	MO 6-1	21"X21"	1	72	72		"
4	EXISTING D1 SIGN						1	
5	EXISTING J3 SIGN						1	
6	IN FRONT OF J4 SIGN	R 11-3	60"X30	1	72	72		"2 MILES AHEAD"
7	EXISTING J4 SIGN						1	
7A	300' NORTH OF J1 SIGN	W 20-2A	48"X48"	1	72	72		
8	EXISTING J2 SIGN	M 4-8	24"X12"	1	72	72		
	"	MO 2-1L	21"X21"	1	72	72		MOUNT WITH 8
9	EXISTING D1 SIGN						1	
10	BEHIND "NO LEFT TURN" SIGN	M 4-8	24"X12"	1	72	72		
	"	M 3-2	24"X12"	1	72	72		MOUNT WITH 10
	"	M 1-5A	24"X24"	1	72	72		"
	"	MO 6-1	21"X21"	1	72	72		"
11	AT ENTRANCE TAPER	M 4-8	24"X12"	1	72	72		
	"	M 3-2	24"X12"	1	72	72		MOUNT WITH 11
	"	M 1-5A	24"X24"	1	72	72		"
12	750' EAST OF EXIT TAPER	M 4-6	24"X12"	1	72	72		
	"	M 4-8	24"X12"	1	72	72		MOUNT WITH 12
	"	M 1-5A	24"X24"	1	72	72		"
13	AT ENTRANCE TAPER	M 4-8	24"X12"	1	72	72		
	"	M 1-5A	24"X24"	1	72	72		MOUNT WITH 13
14	AT EXIT TAPER	M 4-8	24"X12"	1	72	72		
	"	M 3-4	24"X12"	1	72	72		MOUNT WITH 14
	"	M 1-5A	24"X24"	1	72	72		"
	"	MO 6-1	21"X21"	1	72	72		"
15	AT EXIT TAPER	M 4-8	24"X12"	1	72	72		
	"	M 3-2	24"X12"	1	72	72		MOUNT WITH 15
	"	M 1-5A	24"X24"	1	72	72		"
	"	MO 6-1	21"X21"	1	72	72		"
	SUBTOTAL 1-15					**2,448**	**4**	

CONTINUED

TRAFFIC CONTROL DETOUR SIGNS AND COVERING SIGNS

CONTINUED

643.3000 643.0905.S

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD DAYS	DETOUR SIGNS DAYS	COVERING SIGNS EACH	REMARKS
16	AT ENTRANCE TAPER	M 4-8	24"X12"	1	72	72		
	"	M 1-5A	24"X24"	1	72	72		MOUNT WITH 16
17	1000' WEST OF SIGN BRIDGE	M 4-8	24"X12"	1	72	72		
	"	M 3-2	24"X12"	1	72	72		MOUNT WITH 17
	"	M 1-5A	24"X24"	1	72	72		"
	"	MO 5-2R	21"X21"	1	72	72		"
18	ACROSS FROM 17, IN MEDIAN	M 4-8	24"X12"	1	72	72		
	"	M 3-2	24"X12"	1	72	72		MOUNT WITH 18
	"	M 1-5A	24"X24"	1	72	72		"
	"	MO 5-2R	21"X21"	1	72	72		"
19	AT SIGN BRIDGE	M 4-8	24"X12"	1	72	72		
	"	M 3-2	24"X12"	1	72	72		MOUNT WITH 19
	"	M 1-5A	24"X24"	1	72	72		"
	"	MO 6-2R	21"X21"	1	72	72		"
20	AT ENTRANCE TAPER	M 4-8	24"X12"	1	72	72		
	"	M 3-4	24"X12"	1	72	72		MOUNT WIH 20
	"	M 1-5A	24"X24"	1	72	72		"
21	IN GORE WHERE ROADWAYS MEET	M 4-6	24"X12"	1	72	72		
	"	M 4-8	24"X12"	1	72	72		MOUNT WITH 21
	"	M 1-5A	24"X24"	1	72	72		"
22	AT SIGN BRIDGE	M 4-8	24"X12"	1	72	72		
	"	M 3-4	24"X12"	1	72	72		MOUNT WITH 22
	"	M 1-5A	24"X24"	1	72	72		"
	"	MO 6-1	21"X21"	1	72	72		"
23	750' EAST OF SIGN BRIDGE	M 4-8	24"X12"	1	72	72		
	"	M 3-4	24"X12"	1	72	72		MOUNT WITH 23
	"	M 1-5A	24"X24"	1	72	72		"
	"	MO 6-1	21"X21"	1	72	72		"
24	AT MEDIAN X-OVER	M 1-5A	24"X24"	1	72	72		
	"	W 20-2A	48"X48"	1	72	72		MOUNT WITH 24
25	AT SIGN BRIDGE IN MEDIAN	M 4-8	24"X12"	1	72	72		
	"	M 3-4	24"X12"	1	72	72		MOUNT WITH 25
	"	M 1-5A	24"X24"	1	72	72		"
	"	MO 6-2L	21"X21"	1	72	72		"
26	1000' SOUTH OF SIGN BRIDGE	M 4-8	24"X12"	1	72	72		
	"	M 3-4	24"X12"	1	72	72		MOUNT WITH 26
	"	M 1-5A	24"X24"	1	72	72		"
	"	MO 5-2R	21"X21"	1	72	72		"
	SUBTOTAL 16-26					**2,736**	**0**	

CONTINUED

TRAFFIC CONTROL DETOUR SIGNS AND COVERING SIGNS

CONTINUED

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD DAYS	643.3000 DETOUR SIGNS DAYS	643.0905.S COVERING SIGNS EACH	REMARKS
27	ACROSS FROM 26, IN MEDIAN	M 4-8	24"X12"	1	72	72		
	"	M 3-4	24"X12"	1	72	72		MOUNT WITH 27
	"	M 1-5A	24"X24"	1	72	72		"
	"	MO 5-2R	21"X21"	1	72	72		"
28	EXISTING D1 SIGN						1	
29	EXISTING J3 SIGN						1	
30	EXISTING J4 SIGN						1	
31	EXISTING J2 SIGN						1	
32	RIGHT OF J3 SIGN	M 4-8	24"X12"	1	72	72		
	"	M 3-4	24"X12"	1	72	72		MOUNT WITH 32
	"	M 1-5A	24"X24"	1	72	72		"
	"	MO 6-1	21"X21"	1	72	72		"
33	EXISTING J2 SGN	M 4-8	24"X12"	1	72	72		
	"	SPECIAL	24"X18"	1	72	72		"SECOND RIGHT", MOUNT WITH 33
34	200' WEST OF J4 SIGN	W 20-2A	48"X48"	1	72	72		
35	EXISTING J3 SIGN						1	
36	EXISTING D1 SIGN						1	
37	AT EXIT TAPER	M 4-8	24"X1	1	72	72		
	"	M 3-4	24"X1	1	72	72		MOUNT WITH 37
	"	M 5-1A	24"X24"	1	72	72		"
	"	MO 6-1	21"X21"	1	72	72		"
38	ACROSS FROM 37, IN MEDIAN	M 4-8	24"X1	1	72	72		
	"	M 3-4	24"X1	1	72	72		MOUNT WITH 38
	"	M 5-1A	24"X24"	1	72	72		"
	"	MO 6-1	21"X21"	1	72	72		"
39	AT END OF BARRIER LINE	M 4-8	24"X1	1	72	72		
	"	M 3-4	24"X1	1	72	72		MOUNT WITH 39
	"	M 5-1A	24"X24"	1	72	72		"
	"	MO 6-1	21"X21"	1	72	72		"
40	ACROSS FROM 39, IN MEDIAN	M 4-8	24"X1	1	72	72		
	"	M 3-4	24"X1	1	72	72		MOUNT WITH 40
	"	M 5-1A	24"X24"	1	72	72		"
	"	MO 6-1	21"X21"	1	72	72		"
41	AT START OF GORE FOR DIVIDED HWY	M 1-5A	24"X24"	1	72	72		
	"	W 20-2A	48"X48"	1	72	72		MOUNT WITH 41
42	EAST OF J4 SIGN	R 11-3	60"X30	1	72	72		"3 MILES AHEAD"
	SUBTOTAL 27-42					**2,160**	**6**	
	SUBTOTAL 16-26					**2,736**	**0**	
	SUBTOTAL 1-15					**2,448**	**4**	
	TOTAL					**7,344**	**10**	

EPOXY PAVEMENT MARKING

STATION TO STATION	LOCATION	646.0106 4-INCH EDGELINE WHITE LF	646.0106 4-INCH CENTERLINE YELLOW LF	646.0106 4-INCH NO PASSING YELLOW LF	646.0106 4-INCH DOUBLE YELLOW LF	646.0226 CHANNELIZING 8-INCH LF
28+50 - 29+50	CATTLE PASS, CTH II	200	25	100		
144+15 - 145+81	B-70-242, CTH II	332	42	166		
183+86 - 185+01	C-70-70, CTH II	230			230	
276+13 - 277+12	C-70-69, CTH II	149	25			
287+73 - 288+69	B-70-83, CTH II	192	25			
127+60 - 129+34	CTH M	336	50	200		
441+00 - 450+29	CTH II	1,842				
446+78 - 461+00	CTH II				2,844	
441+00 - 446+78	CTH II		145	578		
451+48 - 461+00	CTH II	1,898				
448+28 - 450+28	CTH II					200
	SUBTOTAL	5,179	312	1,044	3,074	
	TOTAL		**9,609**			**200**

CONSTRUCTION STAKING SUMMARY

CATEGORY	STATION TO STATION	LOCATION	650.4500 CONST. STAKING SUBGRADE LF	650.5000 CONST. STAKING BASE LF	650.6500 CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) *B-70-242 LS	**C-70-70 LS	***C-70-69 LS	650.9900 CONST. STAKING INITIAL LAYOUT LF
0010	28+50 - 29+50	CATTLE PASS, CTH II	100	100				100
0010	144+15 - 145+81	B-70-242, CTH II	166	166	1			166
0010	183+86 - 185+01	C-70-70, CTH II	115	115		1		115
0010	276+13 - 277+12	C-70-69, CTH II	99	99			1	99
0010	441+00 - 461+00	CTH II	2,000	2,000				2,000
0010	127+60 - 130+00	CTH M	240	240				240
0010	140+00 - 141+65	ERICKSON RD	165	165				165
		TOTAL	**2,885**	**2,885**	**1**	**1**	**1**	**2,885**

*CATEGORY 0020; **CATEGORY 0030; ***CATEGORY 0040

SAWCUT SUMMARY

STATION	LOCATION	690.0100 SAWING EXISTING PAVEMENT LF	690.0200 SAWING CONCRETE PAVEMENT FULL DEPTH LF
28+50	CATTLE PASS, CTH II	2	20
29+50	CATTLE PASS, CTH II	2	20
144+15	B-70-242, CTH II	22	
145+81	B-70-242, CTH II	22	
183+86	C-70-70, CTH II	22	
185+01	C-70-70, CTH II	22	
276+13	C-70-69CTH II	22	
277+12	C-70-69, CTH II	81	
441+00	CTH II	22	
461+00	CTH II	2	20
127+60	CTH M	24	
141+65	ERICKSON ROAD	12	
	TOTAL	**255**	**60**

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
6200-07-21		
FEDERAL PROJECT NUMBER	4.1	11

PLAT OF RIGHT OF WAY REQUIRED FOR
STH 150 - NCL

STH 110 WINNEBAGO CO.

4

CONVENTIONAL ABBREVIATIONS AND SYMBOLS

ACCESS POINT	AP
ACCESS RIGHTS	AR
ACRES	AC
AND OTHERS	ET AL
CENTERLINE	℄
CENTRAL ANGLE OR DELTA	Δ
CHORD BEARING	CH BRG
CHORD DISTANCE	CH DIS
DEED	(D)
DOCUMENT	DOC
EAST BOUND	EB
ENVELOPE DESCRIPTION	ENV1
ESTATE	EST
GAS VALVE	GV
LAND CONTRACT	LC
LENGTH OF CURVE	L
MONUMENT	MON
NORTH BOUND	NB
OUTLOT	OL
PAGE	PG
PERMANENT	PERM
PERMANENT LIMITED EASEMENT	PLE
PRIVATE DRIVEWAY	PD
PROPERTY LINE	PL
QUIT CLAIM DEED	QCD
RADIUS	R
REFERENCE LINE	℄
REMAINING	REM
RIGHT OF WAY	R/W
SPECIAL CROSSING	SC
SECTION	SEC
SECTION LINE	S
FOUND IRON PIPE	IP ●
STATION	STA
TANGENT	TAN
TEMPORARY INTEREST	TI
TEMPORARY LIMITED EASEMENT	TLE
TIE POINT	DB1
VOLUME	VOL
ADJOINING LANDS	
WITH SAME OWNER	
PARALLEL TO LINE	40'

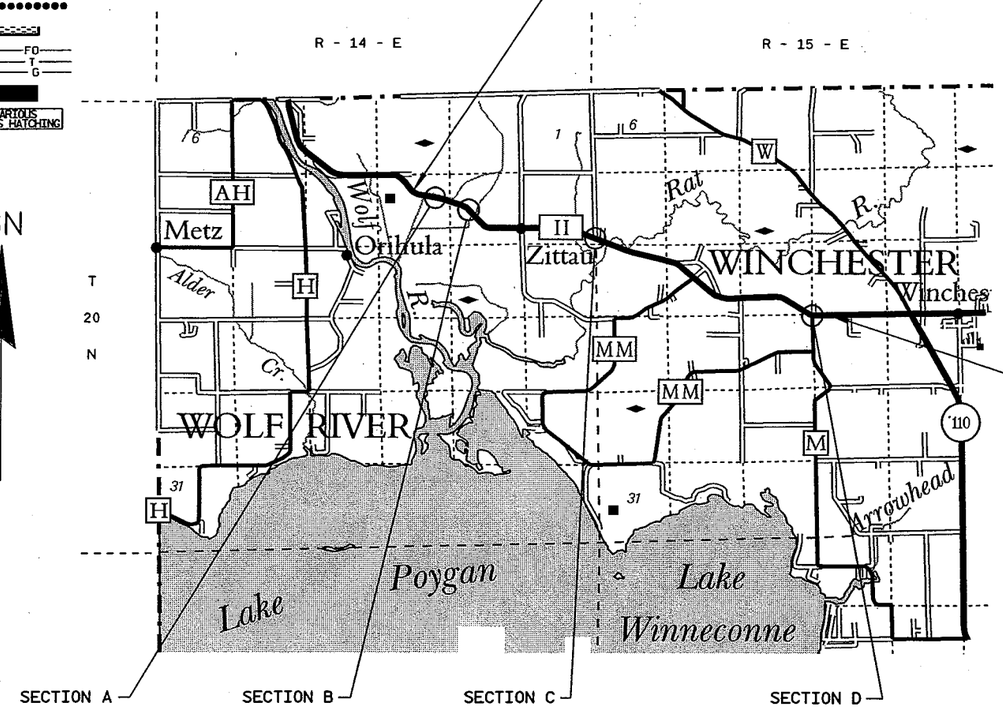
SET R/W MONUMENT (1-¼" OUTSIDE DIA. IRON PIPE)	○
EXISTING R/W POINT	△
PROPOSED R/W BOUNDARY POINT	PRW0001
CORPORATE LIMITS	//////////
EXISTING R/W	
SECTION LINE	
QUARTER LINE	
SIXTEENTH LINE	
OLD CENTERLINE	
PROPOSED OR NEW R/W LINE	
EASEMENT LINE	
PARCEL NUMBER	(01)
UTILITY PARCEL NUMBER	100
PROPERTY LINE	PL
LOT, TIE AND OTHER MINOR DASHED LINES	
NO ACCESS (By Previous Acquisition or Covenant)	
NO ACCESS (By Acquisition)	
NO ACCESS (By Statutory Authority)	
LIMITED EASEMENT (Temporary or Permanent)	
BURIED FIBER OPTICS CABLE	FO
BURIED TELEPHONE CABLE	T
BURIED GAS LINE	G
BUILDING TO BE RAZED	
FEE ACQUISITION	VARIOUS CROSS HATCHING

	COMPENSABLE	NON-COMPENSABLE
POWER POLE	■	□
TELEPHONE POLE	✱	¤
SIGN	▶	⊕
TELEPHONE PEDESTAL	✖	⊠

BEGIN RELOCATION ORDER

PROJECT 6200-07-21
STATION 142+00.00

1639.92 FEET, S 24°-41'-57" E OF THE NORTH ¼ CORNER OF SECTION 10, TOWNSHIP 20 NORTH, RANGE 14 EAST.
Y 548372.486
X 720789.907



END RELOCATION ORDER

PROJECT 6200-07-21
STATION 463+00.00

1181.50 FEET, S 89°-57'-19" E OF THE SOUTHWEST CORNER OF SECTION 15, TOWNSHIP 20 NORTH, RANGE 15 EAST.
Y 539222.725
X 750387.270

LAYOUT
0 1 MI.
SCALE

TOTAL NET LENGTH OF CENTERLINE = 6.08 MI.

NOTE(S):

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WINNEBAGO COUNTY COORDINATE SYSTEM. ALL PLAT DISTANCES ARE GROUND LENGTHS.

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND ARE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

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 AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

ALL ACCESS AS SHOWN SHALL BE SUBJECT TO s.86.07 WISCONSIN STATUTE. PERMITS ISSUED UNDER THIS STATUTE ARE REVOCABLE.

DRAFT

REVISION DATE	STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
	APPROVED:
	DATE: _____ DISTRICT DIRECTOR

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

INDEX OF PARCELS

PARCEL	SHEET	OWNER
1	4.8	PEGGY L. SCHMIDT
3	4.8	PEGGY L. SCHMIDT LC
4	4.9	CLIFFORD MUCH

T 20 N
R 14 E
3
10

T 20 N
R 14 E
2
11

T 20 N
R 14 E
10

TOWN

OF

WOLF RIVER

BACK 123+51.01
AHEAD 123+71.36

PT 123+51.01

PC KC31

PT KC31

AHEAD 140+91.34
BACK 140+91.74

EQUATION

BACK 162+51.81
AHEAD 162+50.76

EQUATION

PC KC32

PT KC32

PC KC33

PT KC33

BACK 178+82.88
AHEAD 178+86.62

EQUATION

S 78°-36'-24" E

S 70°-29'-48" E

S 41°-38'-51" E

STH 110

130 140 150 160 170 180 190

①

③

④

KC31 CURVE NOTES

PI	= 137+90.18
Y	= 548457.987
X	= 720365.615
∠	= 142°-27'-23"
Δ	= 37°-32'-37"
D	= 6°-00'-00"
T	= 324.56'
L	= 625.73'
R	= 954.93'
PC	= 134+65.62
PT	= 140+91.34

KC32 CURVE NOTES

PI	= 160+89.88
Y	= 547999.150
X	= 722642.546
∠	= 188°-06'-35"
Δ	= 8°-06'-35"
D	= 2°-30'-00"
T	= 162.47'
L	= 324.39'
R	= 2291.83'
PC	= 159+27.41
PT	= 162+51.81

KC33 CURVE NOTES

PI	= 176+50.28
Y	= 547477.666
X	= 724114.907
∠	= 208°-30'-58"
Δ	= 28°-30'-58"
D	= 6°-00'-00"
T	= 242.66'
L	= 475.27'
R	= 954.93'
PC	= 174+07.62
PT	= 178+82.88

DRAFT

4

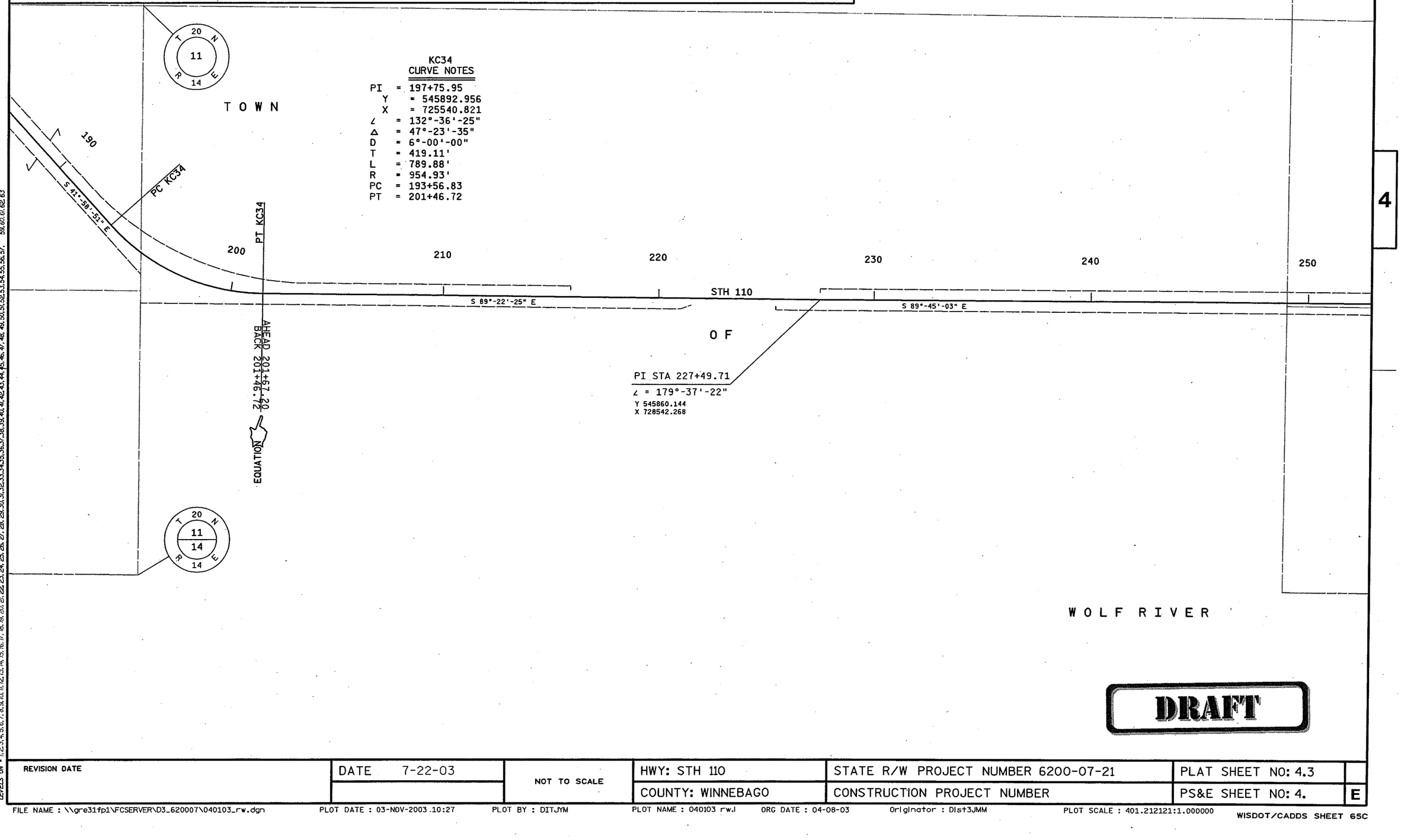
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

REVISION DATE	DATE 7-22-03	NOT TO SCALE	HWY: STH 110	STATE R/W PROJECT NUMBER 6200-07-21	PLAT SHEET NO: 4.2
			COUNTY: WINNEBAGO	CONSTRUCTION PROJECT NUMBER	PS&E SHEET NO: 4. E

FILE NAME : \\gre31fp1\FCSERVER\D3_620007\040102_rw.dgn PLOT DATE : 03-NOV-2003 10:27 PLOT BY : DITJYM PLOT NAME : 040102 rw.l ORG DATE : 04-07-03 Originator : Dist3JMM PLOT SCALE : 401.212121:1.000000

WISDOT/CADDS SHEET 65C

INDEX OF PARCELS



LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

REVISION DATE	DATE 7-22-03	NOT TO SCALE	HWY: STH 110	STATE R/W PROJECT NUMBER 6200-07-21	PLAT SHEET NO: 4.3	
			COUNTY: WINNEBAGO	CONSTRUCTION PROJECT NUMBER	PS&E SHEET NO: 4.	E

FILE NAME : \\gre31fp1\FCSERVER\D3_620007\040103_rw.dgn PLOT DATE : 03-NOV-2003 10:27 PLOT BY : DITJYM PLOT NAME : 040103 rw.j ORG DATE : 04-08-03 Originator : Dist3JMM PLOT SCALE : 401.212121:1.000000

WISDOT/CADDS SHEET 65C

INDEX OF PARCELS

PARCEL	SHEET	OWNER
5	4.10	ROY LUEDTKE & BARBARA V. LUEDTKE

4

T O W N

T O W N

T O W N

O F

O F

O F

W O L F R I V E R

W I N C H E S T E R

EQUATION
BACK 257+46.69
AHEAD 257+46.03

PC KC35
PT KC35

WOLF RIVER
WINCHESTER
TOWNLINE RD

S 89°-45'-03" E
S 68°-15'-45" E
S 68°-14'-18" E
S 68°-15'-28" E

STH 110

250
260
270
280
290
300
310

(5)

R 14 E R 15 E T 20 N
12 7

R 14 E R 15 E T 20 N
12 7
13 18

PI STA 227+22.87
∠ = 180°-01'-27"
Y 545048.639
X 733366.854

PI STA 288+73.13
∠ = 179°58'-50"
Y 544622.182
X 734435.141

PC KC40
PT KC40

KC35
CURVE NOTES

PI	= 255+69.75
Y	= 545847.882
X	= 731362.276
∠	= 201°-29'-19"
Δ	= 21°-29'-19"
D	= 6°-00'-00"
T	= 181.20'
L	= 358.14'
R	= 954.93'
PC	= 253+88.55
PT	= 257+46.69

KC40
CURVE NOTES

PI	= 307+33.95
Y	= 543932.880
X	= 736163.580
∠	= 171°-38'-48"
Δ	= 8°-21'-12"
D	= 1°-00'-00"
T	= 418.41'
L	= 835.33'
R	= 5729.58'
PC	= 303+15.54
PT	= 311+50.87

DRAFT

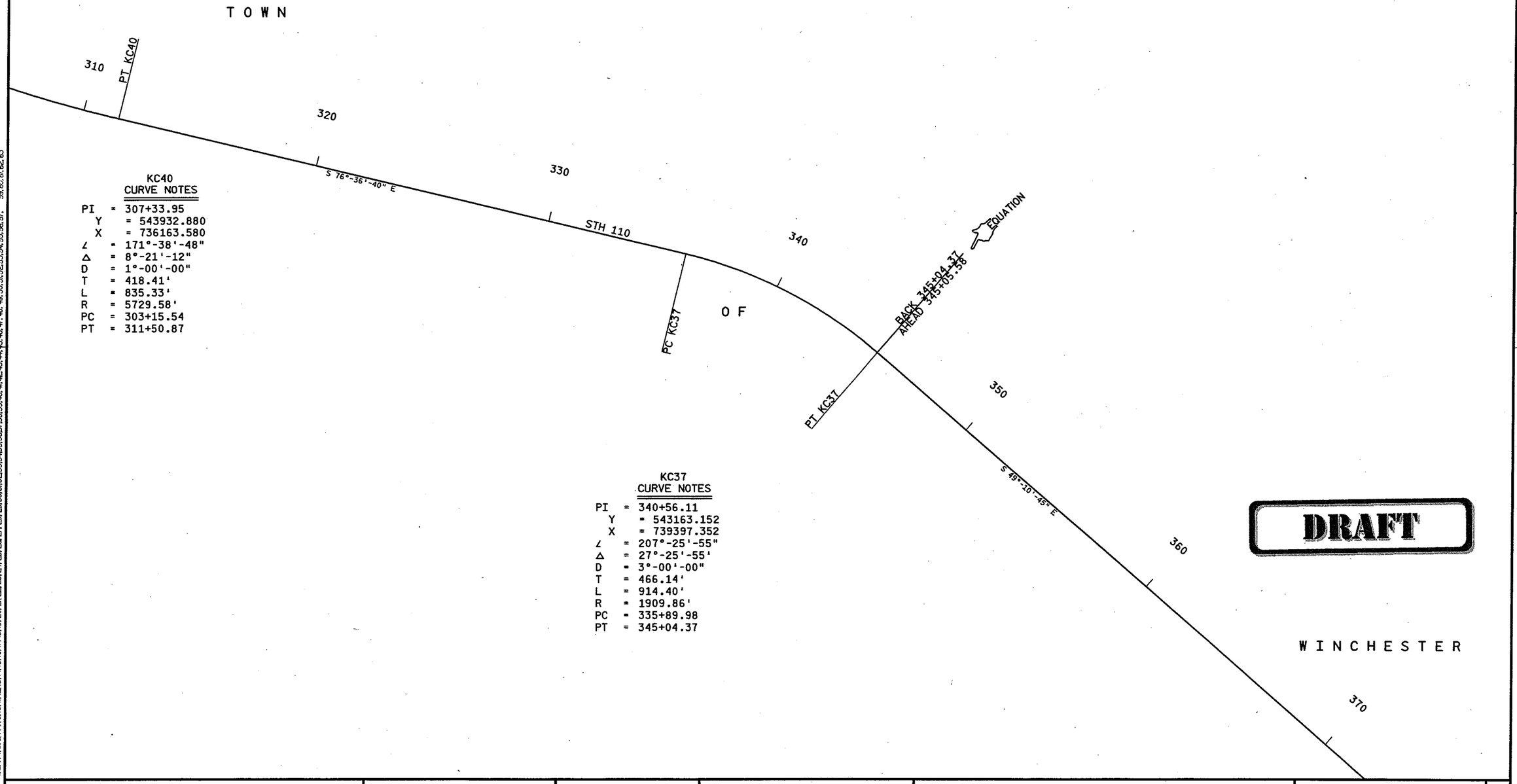
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,60,61,62,63

REVISION DATE	DATE 7-22-03	NOT TO SCALE	HWY: STH 110	STATE R/W PROJECT NUMBER 6200-07-21	PLAT SHEET NO: 4.4	
			COUNTY: WINNEBAGO	CONSTRUCTION PROJECT NUMBER	PS&E SHEET NO: 4.	E

FILE NAME : \\gre31fp1\FCSERVER\D3_620007\040104_rw.dgn PLOT DATE : 03-NOV-2003 10:27 PLOT BY : DITJYM PLOT NAME : 040104 rw.J ORG DATE : 04-08-03 Originator : Dist3JMM PLOT SCALE : 401.212121:1.000000

WISDOT/CADDS SHEET 65C

INDEX OF PARCELS



KC40
CURVE NOTES

PI	=	307+33.95
Y	=	543932.880
X	=	736163.580
∠	=	171°-38'-48"
Δ	=	8°-21'-12"
D	=	1°-00'-00"
T	=	418.41'
L	=	835.33'
R	=	5729.58'
PC	=	303+15.54
PT	=	311+50.87

KC37
CURVE NOTES

PI	=	340+56.11
Y	=	543163.152
X	=	739397.352
∠	=	207°-25'-55"
Δ	=	27°-25'-55'
D	=	3°-00'-00"
T	=	466.14'
L	=	914.40'
R	=	1909.86'
PC	=	335+89.98
PT	=	345+04.37

DRAFT

4

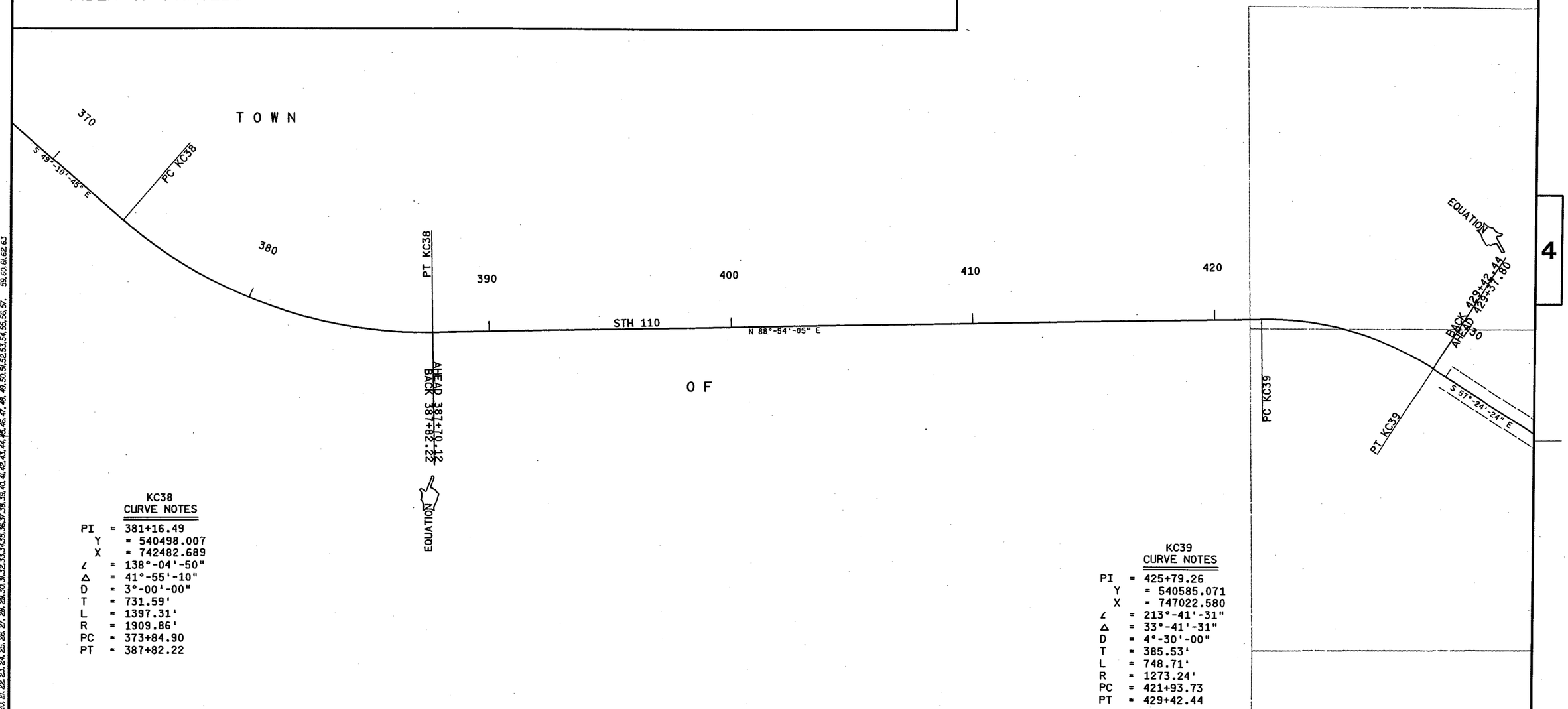
LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

REVISION DATE	DATE 7-22-03	NOT TO SCALE	HWY: STH 110	STATE R/W PROJECT NUMBER 6200-07-21	PLAT SHEET NO: 4.5	
			COUNTY: WINNEBAGO	CONSTRUCTION PROJECT NUMBER	PS&E SHEET NO: 4.	E

FILE NAME : \\gre31fp1\FCSERVER\D3_620007\040105_rw.dgn PLOT DATE : 03-NOV-2003 10:27 PLOT BY : DITJYM PLOT NAME : 040104 rw.l ORG DATE : 04-08-03 Originator : Dist3JMM PLOT SCALE : 401.212121:1.000000

WISDOT/CADDS SHEET 65C

INDEX OF PARCELS



KC38
CURVE NOTES

PI	=	381+16.49
Y	=	540498.007
X	=	742482.689
∠	=	138°-04'-50"
Δ	=	41°-55'-10"
D	=	3°-00'-00"
T	=	731.59'
L	=	1397.31'
R	=	1909.86'
PC	=	373+84.90
PT	=	387+82.22

KC39
CURVE NOTES

PI	=	425+79.26
Y	=	540585.071
X	=	747022.580
∠	=	213°-41'-31"
Δ	=	33°-41'-31"
D	=	4°-30'-00"
T	=	385.53'
L	=	748.71'
R	=	1273.24'
PC	=	421+93.73
PT	=	429+42.44

DRAFT

REVISION DATE	DATE 7-22-03	NOT TO SCALE	HWY: STH 110	STATE R/W PROJECT NUMBER 6200-07-21	PLAT SHEET NO: 4.6
			COUNTY: WINNEBAGO	CONSTRUCTION PROJECT NUMBER	PS&E SHEET NO: 4. E

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

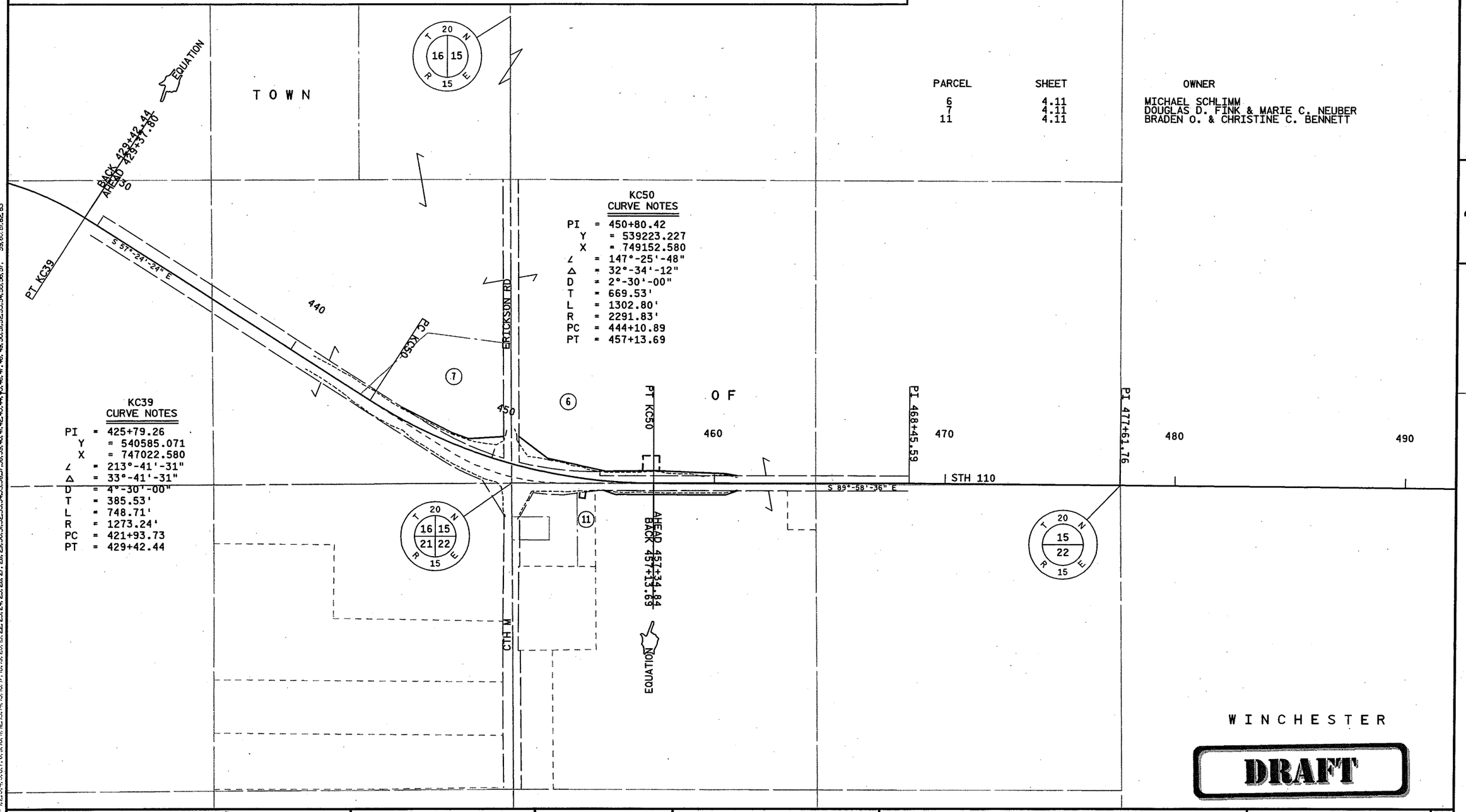
FILE NAME : \\gre31fp1\FCSERVER\D3_620007\040106_rw.dgn PLOT DATE : 03-NOV-2003 10:27 PLOT BY : DITJYM PLOT NAME : 040109 rw.l ORG DATE : 04-08-03 Originator : Dist3JMM PLOT SCALE : 401.212121:1.000000

WISDOT/CADDS SHEET 65C

INDEX OF PARCELS

PARCEL	SHEET	OWNER
6	4.11	MICHAEL SCHLIMM
7	4.11	DOUGLAS D. FINK & MARIE C. NEUBER
11	4.11	BRADEN O. & CHRISTINE C. BENNETT

4



KC50
CURVE NOTES

PI	=	450+80.42
Y	=	539223.227
X	=	749152.580
∠	=	147°-25'-48"
Δ	=	32°-34'-12"
D	=	2°-30'-00"
T	=	669.53'
L	=	1302.80'
R	=	2291.83'
PC	=	444+10.89
PT	=	457+13.69

KC39
CURVE NOTES

PI	=	425+79.26
Y	=	540585.071
X	=	747022.580
∠	=	213°-41'-31"
Δ	=	33°-41'-31"
D	=	4°-30'-00"
T	=	385.53'
L	=	748.71'
R	=	1273.24'
PC	=	421+93.73
PT	=	429+42.44

WINCHESTER

DRAFT

REVISION DATE	DATE 7-22-03	NOT TO SCALE	HWY: STH 110	STATE R/W PROJECT NUMBER 6200-07-21	PLAT SHEET NO: 4.7
			COUNTY: WINNEBAGO	CONSTRUCTION PROJECT NUMBER	PS&E SHEET NO: 4. E

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

FILE NAME : \\gre31fp1\FCSERVER\D3_620007\040107_rw.dgn PLOT DATE : 29-MAR-2004 13:12 PLOT BY : DITJYM PLOT NAME : 040107 rw.l ORG DATE : 04-08-03 Originator : Dist3JMM PLOT SCALE : 401.212121:1.000000
WISDOT/CADDS SHEET 65C

T 20 N
3
10
R 14 E

BERNTSEN MONUMENT
Y 549862.379
X 720104.655
QTR34

S 0°-54'-10" E
1125.35'

PC KC31

S 41°-03'-46" E
45.71'

135

T O W N

KC31
CURVE NOTES

PI = 137+90.18
Y = 548457.987
X = 720365.615
∠ = 142°-27'-23"
Δ = 37°-32'-37"
D = 6°-00'-00"
T = 324.56'
L = 625.73'
R = 954.93'
PC = 134+65.62
PT = 140+91.34

CONSTRUCTION ℄

EXISTING R/W

STH 110

140

PT KC31

AHEAD 140+91.34
BACK 140+75.34
EQUATION

S 78°-36'-24" E 353.26'

S 0°-54'-10" E ℄

NW-NE

PL

O F

101
VOL 788 D19

N 11°-23'-36" E
30.00'

144+60.00
50.00'
PRW19

144+60.00
80.00'
PRW20

S 78°-36'-24" E
130.00'

145+90.00
80.00'
PRW21

146+40.00
50.00'
PRW22

S 47°-38'-34" E
58.31'

3

GUY POLE

N 28°-05'-34" E
52.20'

145

GUY POLE

N 28°-05'-34" E
52.20'

N 41°-44'-12" W
25.00'

144+30.00
50.00'
PRW23

144+50.00
65.00'
PRW24

144+30.00
130.00'

144+90.00
130.00'

PRW25

145+15.00
65.00'

145+35.00
50.00'
PRW26

S 64°-31'-25" W
25.00'

S 57°-47'-26" W
145.00'

N 78°-36'-24" W
65.00'

1

50'

50'

PROP

PROP

150

S 78°-36'-24" E ℄

EXISTING R/W

NE-NE

SE-NE

SW-NE

TLE FOR
SLOPING

BEGIN RELOCATION ORDER
PROJECT 6200-07-21
STATION 142+00.00
Y 548372.486
X 720789.907

W O L F R I V E R

GN

4

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	SHEET NUMBER	OWNER	INTEREST REQUIRED	TOTAL ACRES	R/W ACRES REQUIRED			TOTAL ACRES REM.	T.L.E. ACRES
					NEW	EXISTING	TOTAL		
1	4.8	PEGGY L. SCHMIDT	FEE & TLE	36.00	0.03	-	0.03	35.97	0.11
3	4.8	PEGGY L. SCHMIDT LC	FEE	7.55	0.11	-	0.11	7.44	
101	4.8 & 4.10	WEPCO (41)	RELEASE OF RIGHTS						

T 20 N
10
R 14 E

WINNEBAGO CO.
ALUM. CAP
Y 547205.213
X 720146.529
QTR47

NOTE(S):

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

EXISTING R/W WAS ACQUIRED FROM PROJECT(S):
T 037-1 (3)

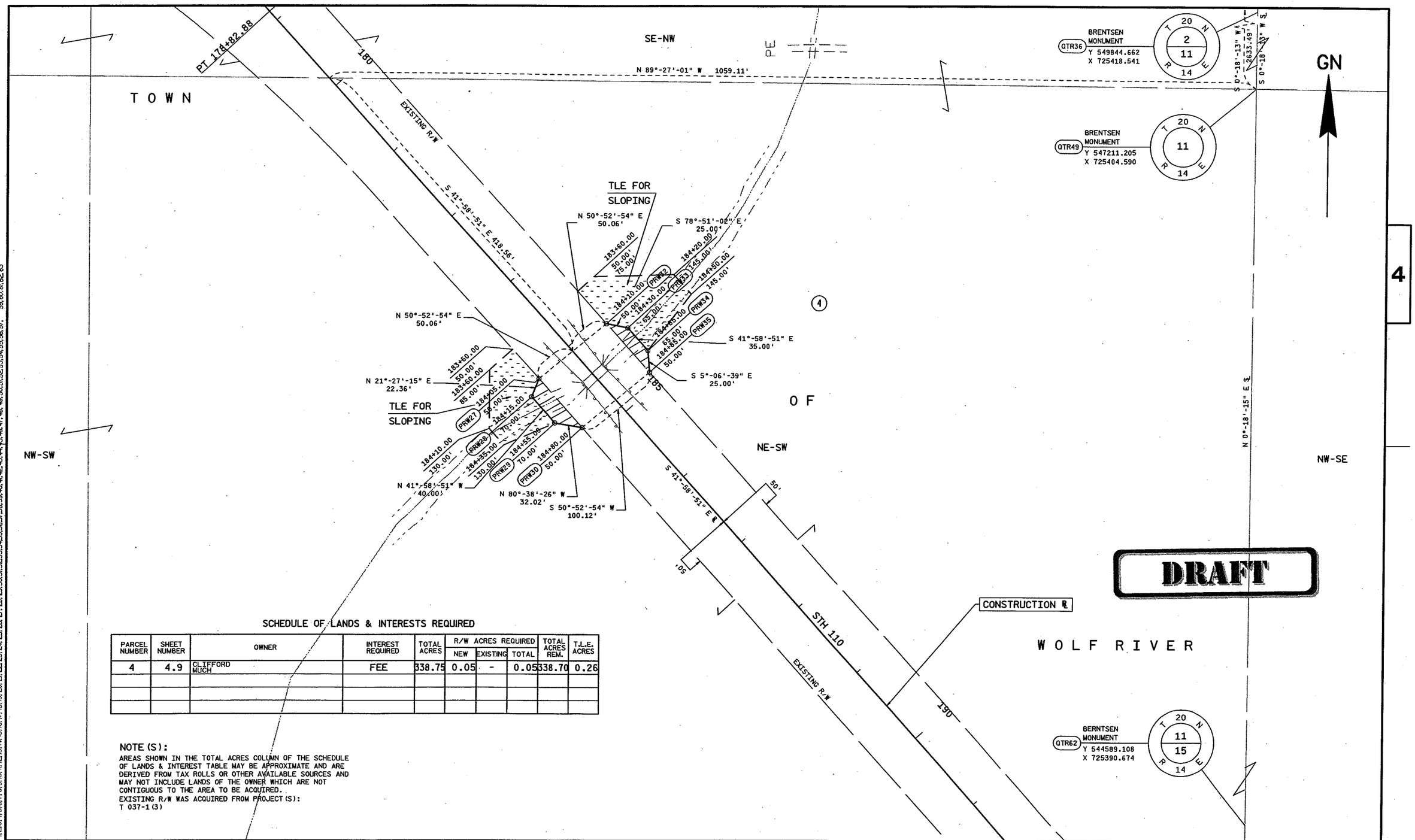
DRAFT

REVISION DATE	DATE 7-22-03	SCALE, FEET 0 50 100	HWY: STH 110	STATE R/W PROJECT NUMBER 6200-07-21	PLAT SHEET NO: 4.8	
	GRID FACTOR N/A		COUNTY: WINNEBAGO	CONSTRUCTION PROJECT NUMBER 6200-07-	PS&E SHEET NO: 4.	E

FILE NAME : \\gre31fp1\FCSERVER\D3_620007\040404_rp.dgn PLOT DATE : 26-APR-2004 10:14 PLOT BY : DITJYM PLOT NAME : 040404 rp.l ORG DATE : 04-01-03 Originator : Dist3JMM PLOT SCALE : 100.303030:1.000000

WISDOT/CADDS SHEET 75C

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63



DRAFT

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	SHEET NUMBER	OWNER	INTEREST REQUIRED	TOTAL ACRES	R/W ACRES REQUIRED			TOTAL ACRES REM.	T.L.E. ACRES
					NEW	EXISTING	TOTAL		
4	4.9	CLIFFORD MUCH	FEE	338.75	0.05	-	0.05	338.70	0.26

NOTE(S):

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

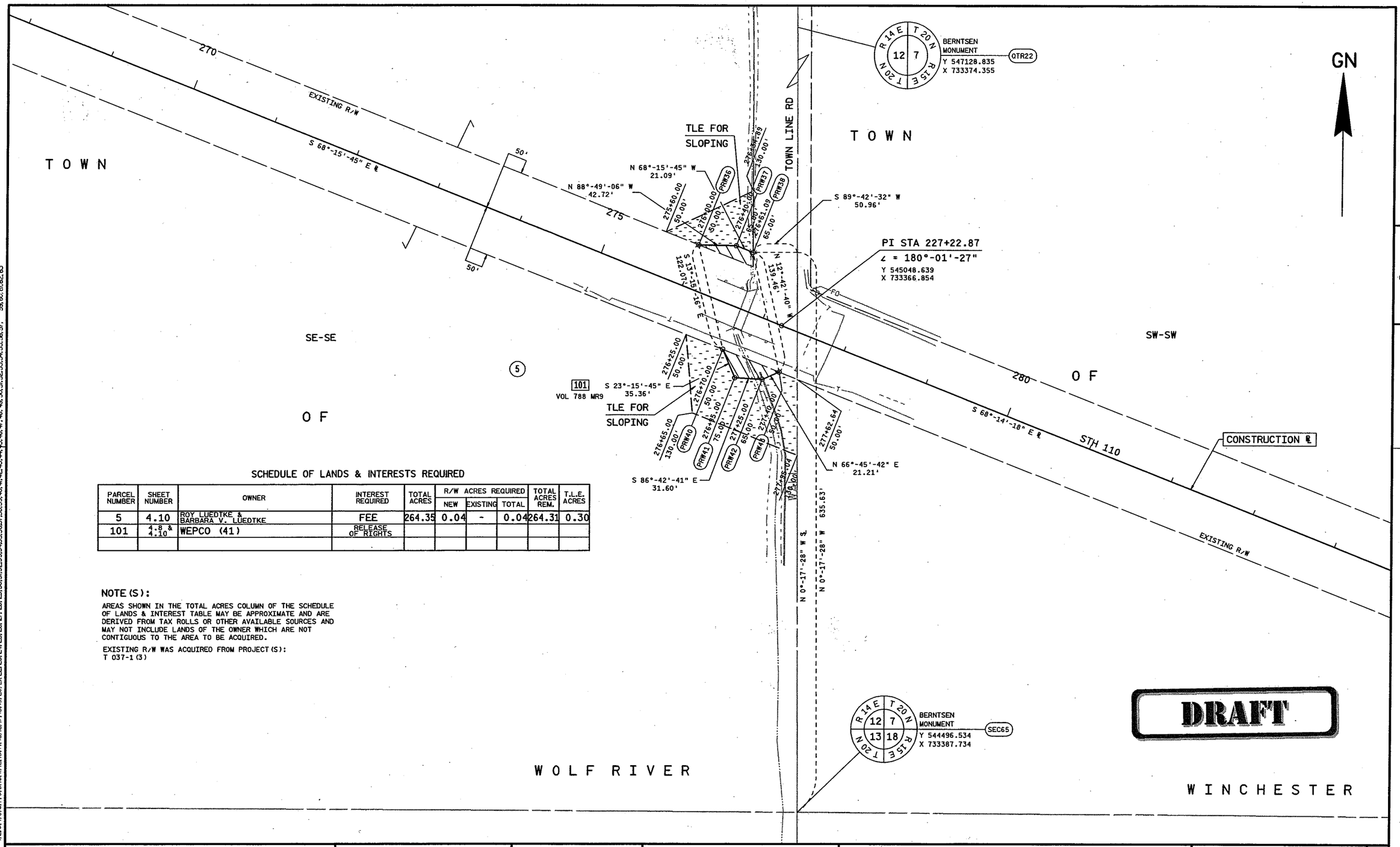
EXISTING R/W WAS ACQUIRED FROM PROJECT(S):
T 037-1(3)

REVISION DATE	DATE 7-22-03	SCALE, FEET 0 50 100	HWY: STH 110	STATE R/W PROJECT NUMBER 6200-07-21	PLAT SHEET NO: 4.9	
	GRID FACTOR N/A		COUNTY: WINNEBAGO	CONSTRUCTION PROJECT NUMBER 6200-07-	PS&E SHEET NO: 4.	E

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

FILE NAME : \\gre31fp1\FCSERVER\D3_620007\040403_rp.dgn PLOT DATE : 03-NOV-2003 10:27 PLOT BY : DITJYM PLOT NAME : ORG DATE : 04-01-03 Originator : Dist3JMM PLOT SCALE : 100.30303D:1.000000

WISDOT/CADDS SHEET 75C



SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	SHEET NUMBER	OWNER	INTEREST REQUIRED	TOTAL ACRES	R/W ACRES REQUIRED			TOTAL ACRES REM.	T.L.E. ACRES
					NEW	EXISTING	TOTAL		
5	4.10	ROY LUEDTKE & BARBARA V. LUEDTKE	FEE	264.35	0.04	-	0.04	264.31	0.30
101	4-8 & 4.10	WEPCO (41)	RELEASE OF RIGHTS						

NOTE(S):

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

EXISTING R/W WAS ACQUIRED FROM PROJECT(S):
T 037-1(3)

REVISION DATE	DATE 7-22-03	SCALE, FEET 0 50 100	HWY: STH 110	STATE R/W PROJECT NUMBER 6200-07-21	PLAT SHEET NO: 4.10
	GRID FACTOR N/A		COUNTY: WINNEBAGO	CONSTRUCTION PROJECT NUMBER 6200-07-	PS&E SHEET NO: 4. E

FILE NAME : \\gre31fp1\FCSERVER\D3_620007\040402_rp.dgn PLOT DATE : 26-APR-2004 10:14 PLOT BY : DITJYM PLOT NAME : ORG DATE : 04-01-03 Originator : Dist3JMM PLOT SCALE : 100.303030:1.000000

WISDOT/CADDS SHEET 75C

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

DRAFT

TOWN

SW-SE

SE-SE

SW-SW

SE-SW

NW-NE

NE-NE

NW-NW

NE-NW

WINCHESTER

OF

435 440 445 450 455 460 465

100' EXISTING R/W

50'

S 57°-24'-24" E

CONSTRUCTION ℄

PL

PC KC50

ERICKSON RD

N 0°-27'-06" W ℄

66'

33'

WELL & ELETRIC USE AGREEMENT DOC 742880

100 DOC 841163

100 DOC 547750

7

6

11

DB23

DB25

DB26

DB3

PROP

PROPOSED STH 110 ℄

EXISTING STH 110 ℄

S 89°-42'-40" W ℄

S 89°-47'-40" E ℄

S 89°-58'-36" E ℄

STH 110 EXISTING R/W

SUBJECT TO CSM RESTRICTIONS

CTH M

LOT 1 CSM 3915

LOT 2 CSM 3915

LOT 1 CSM 4989

LOT 2 CSM 4989

VARIES

TLE FOR SITE CLEARANCE

38.85± AC REM

TLE FOR DRIVEWAY

30.06± AC REM

1 EX PD

SLOPE INTERCEPTS

AHEAD 457+34.84

BACK 457+13.69

EQUATION

BERNTSEN MONUMENT
Y 541861.264
X 749184.975
QTR72

BERNTSEN MONUMENT
SEC85
Y 539223.647
X 749205.766

BERNTSEN MONUMENT
QTR86
Y 539214.159
X 751850.835

T 20 N
R 15 E
16 15 21 22

KC50 CURVE NOTES

PI	=	450+80.42
Y	=	539223.227
X	=	749152.580
∠	=	147°-25'-48"
Δ	=	32°-34'-12"
D	=	2°-30'-00"
T	=	669.53'
L	=	1302.80'
R	=	2291.83'
PC	=	444+10.89
PT	=	457+13.69

Parcel 6

	DISTANCE FEET	BEARING	GROUND COORDINATES		
SEC85			N	539223.647 E	749205.766
DB23	202.48'	N 0°27'06" W	N	539426.120 E	749204.170
PRW5	33.00'	N 89°40'19" E	N	539426.308 E	749237.170
PRW6	154.58'	S 82°14'21" E	N	539331.649 E	749359.377
PRW7	259.58'	S 77°21'09" E	N	539274.812 E	749612.659
PRW8	209.49'	N 89°08'26" E	N	539277.955 E	749822.131
PRW9	315.43'	S 87°36'53" E	N	539264.827 E	750137.287
PRW10	50.80'	S 79°46'22" E	N	539255.806 E	750187.284
PRW14	65.12'	S 0°01'24" W	N	539190.682 E	750187.257
PRW13	53.10'	S 70°21'01" W	N	539172.827 E	750137.250
PRW18	315.16'	N 89°51'36" W	N	539173.597 E	749822.088
PRW12	167.48'	N 89°51'36" W	N	539174.006 E	749654.613
PRW11	52.79'	N 70°31'37" W	N	539191.604 E	749604.844
DB26	30.61'	N 0°12'20" E	N	539222.215 E	749604.954
SEC85	399.19'	N 89°47'40" W	N	539223.647 E	749205.766

Parcel 7

	DISTANCE FEET	BEARING	GROUND COORDINATES		
SEC85			N	539223.647 E	749205.766
DB3	26.69'	N 0°27'06" W	N	539250.335 E	749205.556
DB23	175.79'	N 0°27'06" W	N	539426.120 E	749204.170
PRW4	33.00'	S 89°40'19" W	N	539425.931 E	749171.170
PRW3	153.23'	S 86°40'46" W	N	539417.055 E	749018.194
PRW2	73.63'	N 70°24'24" W	N	539441.748 E	748948.824
PRW1	245.12'	N 63°06'27" W	N	539552.618 E	748730.214
DB25	50.25'	S 26°53'33" W	N	539507.804 E	748707.486
CURVE DB1	249.33'	S 57°24'24" E			
PC CURVE DB1			N	539373.498 E	748917.547

L.C. = 313.24'
L.C.B. = S 66°50'48" E
R. = 954.93'
ARC = 314.66'

PT-DB3		N	539250.335 E 749205.556

END RELOCATION ORDER

PROJECT 6200-07-21
STATION 463+00.00
Y 539222.725
X 750387.270

NOTE(S):
AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

EXISTING R/W WAS ACQUIRED FROM PROJECT(S):
T 037-1(3) & 3957

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	SHEET NUMBER	OWNER	INTEREST REQUIRED	TOTAL ACRES	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TOTAL ACRES REM.	T.L.E. ACRES
6	4.11	MICHAEL SCHLIMM	FEE & TLE	284.44	0.81	1.14	1.95	282.49	0.11
7	4.11	DOUGLAS D. FINK & MARIE C. NEUBER	FEE	7.44	0.33	0.82	1.15	6.29	
11	4.11	BRADEN O. & CHRISTINE C. BENNETT	TLE	0.66					0.02
100	4.11	CENTURYTEL (40)	RELEASE OF RIGHTS						

4

REVISION DATE	DATE 7-22-03	SCALE, FEET 0 100 200	HWY: STH 110	STATE R/W PROJECT NUMBER 6200-07-21	PLAT SHEET NO: 4.11
	GRID FACTOR N/A		COUNTY: WINNEBAGO	CONSTRUCTION PROJECT NUMBER 6200-07-	PS&E SHEET NO: 4. E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

FILE NAME : \\gre31fp1\FCSERVER\D3_620007\040401_rp.dgn PLOT DATE : 26-APR-2004 10:14 PLOT BY : DITJYM PLOT NAME : 040401rp ORG DATE : 01-30-03 Originator : Dist3JMM PLOT SCALE : 200.606061:1.000000

WISDOT/CADDS SHEET 75C

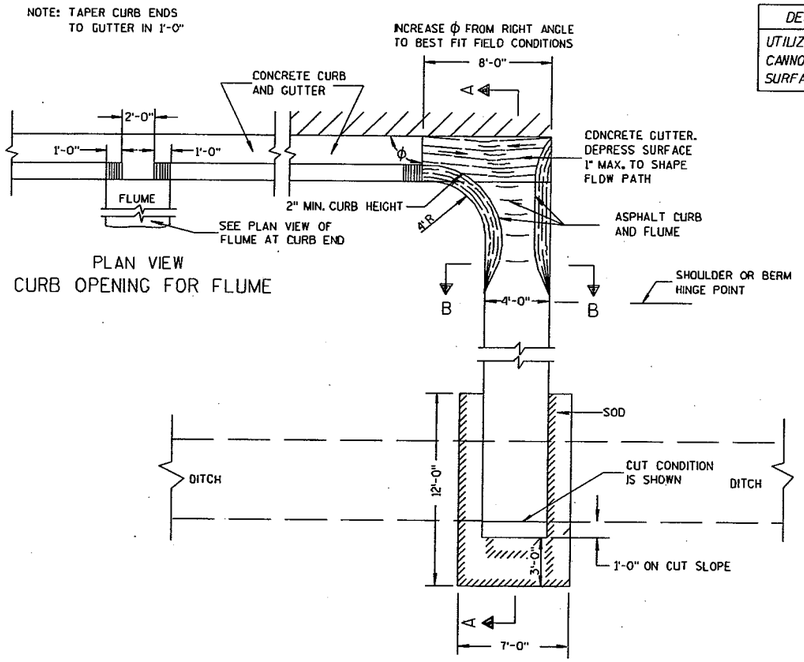
REVISION DATE: 8/31/89
PLOT NAME: SDD403
PLOT SCALE: 48
FILE NAME: SDD402
ORIGINATOR: MEL ZEMLICKA
LEVELS ON - 1, 5.

APPROVED
DATE STATE MAINT. ENGINEER FOR HWYS

APPROVED
DATE STATE CONST. ENGINEER FOR HWYS

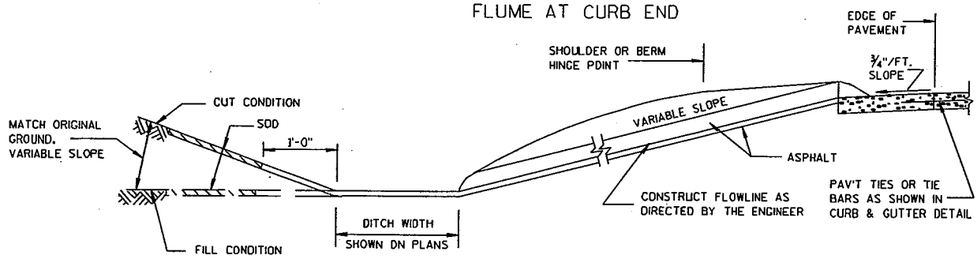
ASPHALTIC FLUME

NOTE: TAPER CURB ENDS TO GUTTER IN 1'-0"

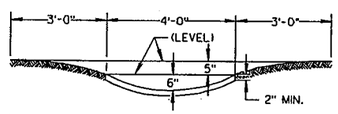


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

DESIGN NOTES: (WILL NOT APPEAR IN CONTRACT PLANS)

UTILIZE INLETS WHERE STORM WATER VOLUME AND VELOCITY CANNOT BE ACCOMODATED EFFECTIVELY WITH A FLUME OR SURFACE DRAIN.

GENERAL NOTES

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

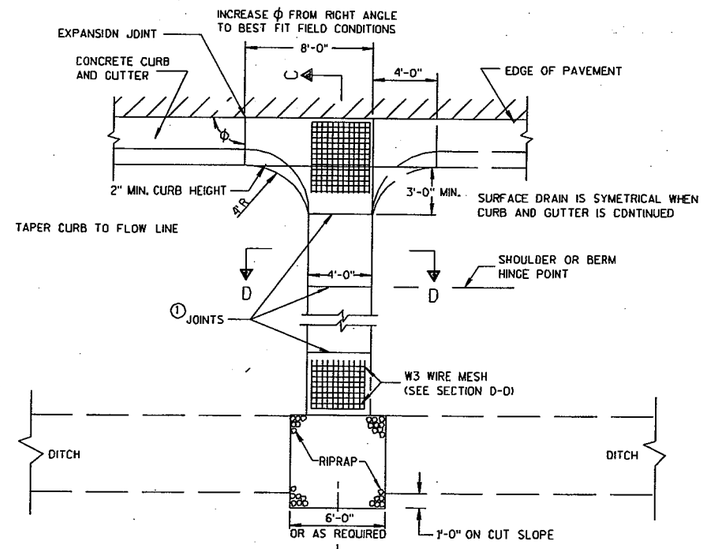
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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

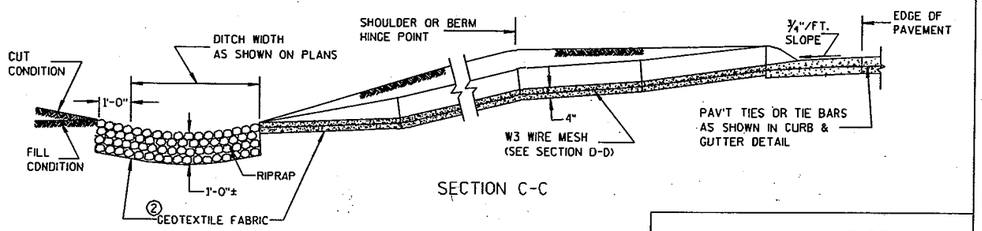
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

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

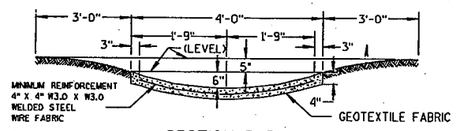
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

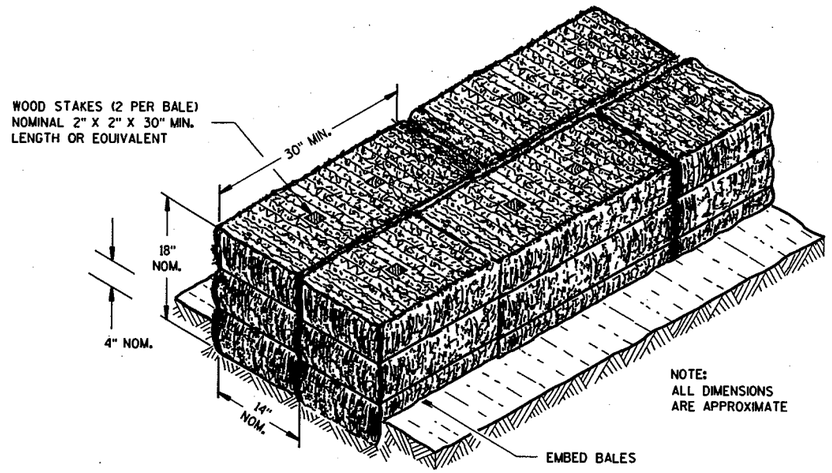
CONCRETE SURFACE DRAIN & ASPHALTIC FLUME

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

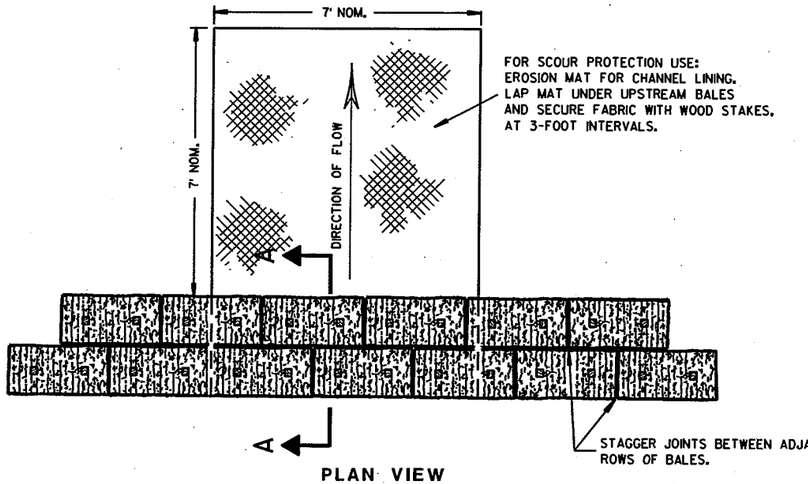
APPROVED
DATE STATE DESIGN ENGINEER FOR HWYS
FHWA

S.D.D. 8 D 4-3

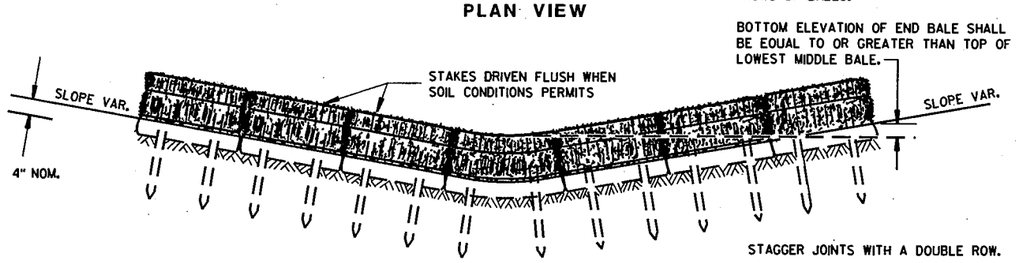
S.D.D. 8 D 4-3



SECTION A-A



PLAN VIEW



FRONT ELEVATION

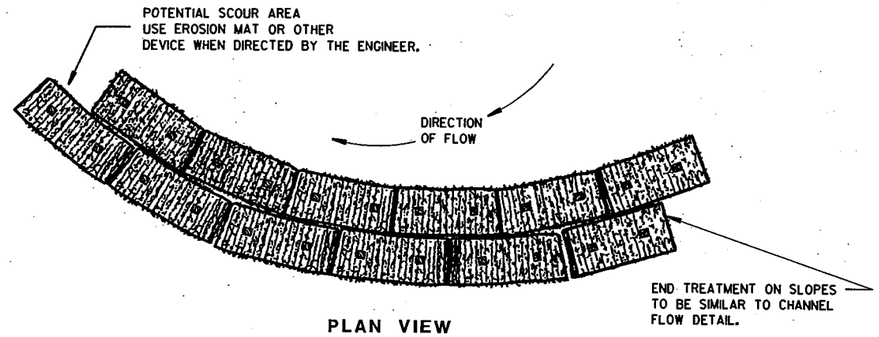
TEMPORARY DITCH CHECK USING EROSION BALES ①

S.D.D. 8 E 8-3

GENERAL NOTES

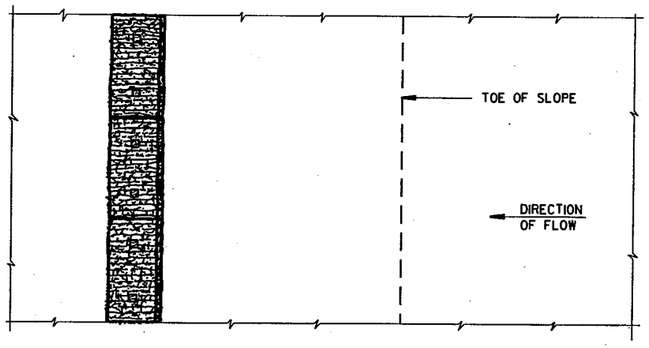
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

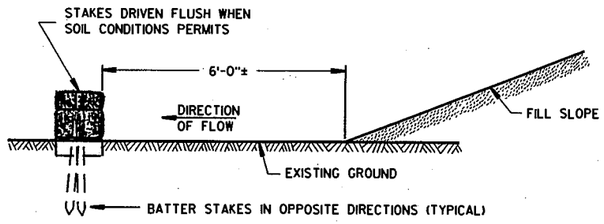


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

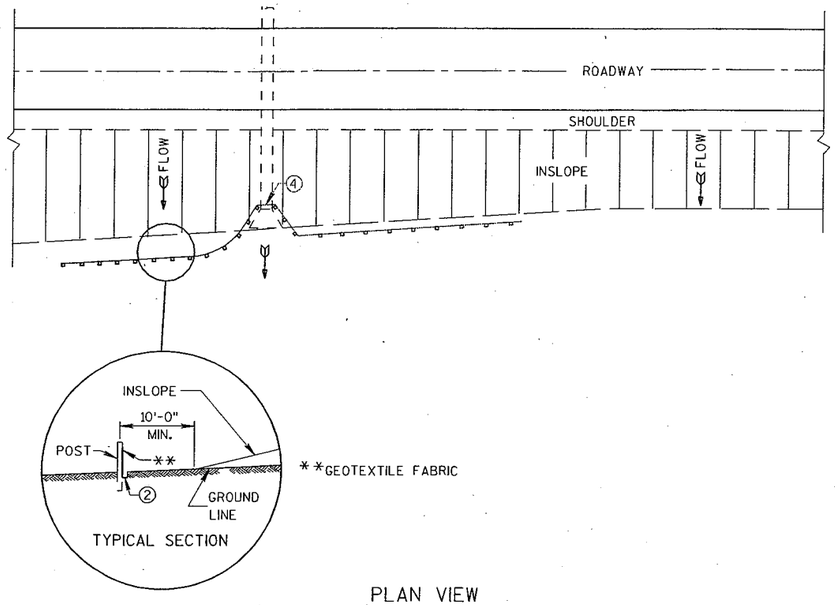
APPROVED

DATE

CHIEF ROADWAY DEVELOPMENT ENGINEER

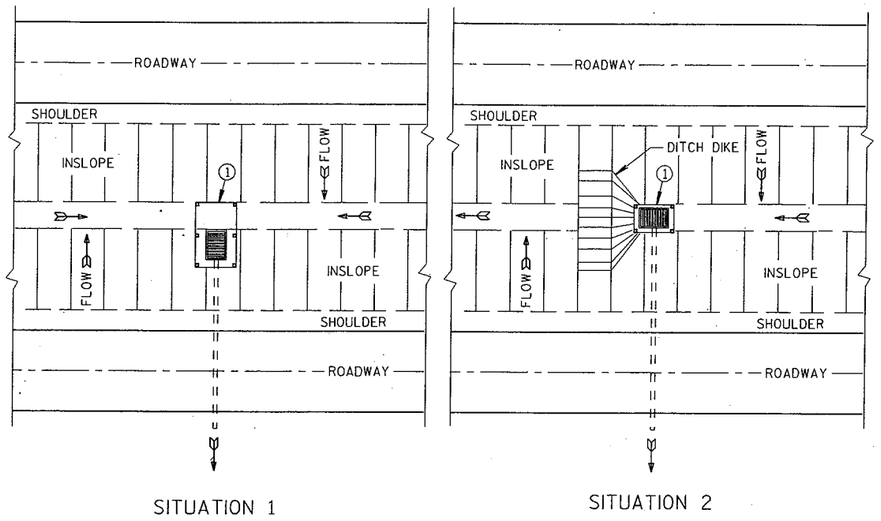
FHWA

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

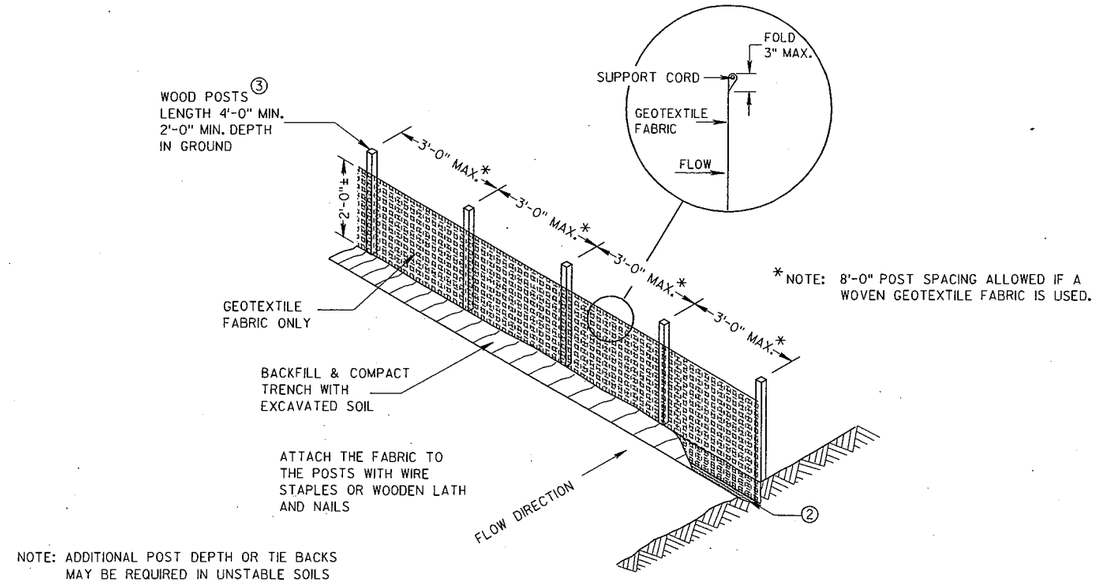
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

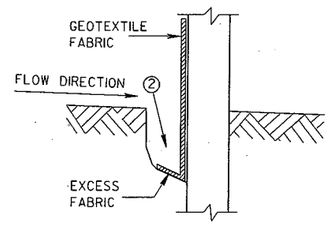
④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.



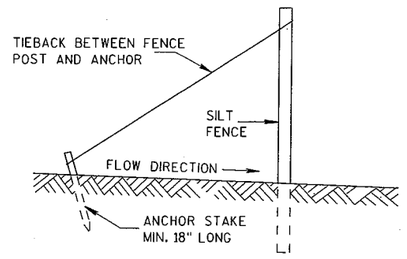
*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

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

SILT FENCE



TRENCH DETAIL



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

DATE CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

S.D.D. 8 E 9-5

S.D.D. 8 E 9-5

N

CONSTRUCTION LIMITS
STA 28+50

CONSTRUCTION LIMITS
STA 29+50

SHOULDER LINE

26 27 CTH II 28 29 30 S. T. H. 110 31 32

SAWCUT

SHOULDER LINE

SAWCUT

4" HMA PAVEMENT

REMOVE PAVEMENT
(20' WIDE)

4" HMA PAVED SHOULDER (TYP)

STA 29+00
REMOVE OLD STRUCTURE
C-1244-38

SIGN

5

5

PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	PLAN - CATTLE PASS REMOVAL	SHEET	E

N

SHEET PILING

TEMPORARY DIVERSION CHANNEL

4" HMA PAVED SHOULDER (TYP)

4" HMA PAVEMENT

SAWCUT

RESTORE PE
MATCH EXISTING

SAWCUT

CONSTRUCTION LIMITS
STA 144+15

R/W LINE

EXISTING R/W

GUY POLE

GUY POLE

5

5

142 143 CTH II 144 145 146 147 148

CTH II

EXISTING R/W

REMOVE GUARDRAIL
(TYP)

STA 144+65 - 144+85
REMOVE OLD STRUCTURE
C-70-UNKNOWN

SHEET PILING

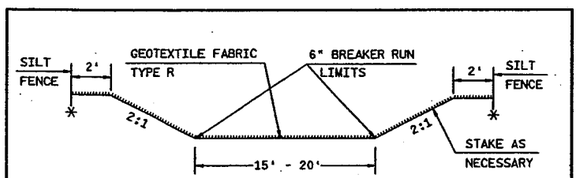
R/W LINE

TLE

CONSTRUCTION LIMITS
STA 145+81

RESTORE FE
MATCH EXISTING

STATION 145+14
STRUCTURE B-70-242
REQUIRED



*EDGES OF GEOTEXTILE FABRIC SHALL BE TRENCHED IN AT BASE OF SILT FENCE.

TYPICAL SECTION
TEMPORARY CHANNEL

PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	STRUCTURE B-70-242	SHEET	E

* TEMPORARY DIVERSION CHANNEL MAY BE REQUIRED DEPENDING ON AMOUNT OF FLOW IN CHANNEL AT TIME OF CONSTRUCTION.

* POTENTIAL TEMPORARY DIVERSION CHANNEL

TLE

SAWCUT

CONSTRUCTION LIMITS
STA 183+86

EXISTING R/W

R/W LINE

REMOVE GUARDRAIL (TYP)

5

181 182 CTH II 183 184 185 186 187

CTH II

EXISTING R/W

4" HMA PAVEMENT

4" HMA SHOULDER (TYP)

R/W LINE

SIGN

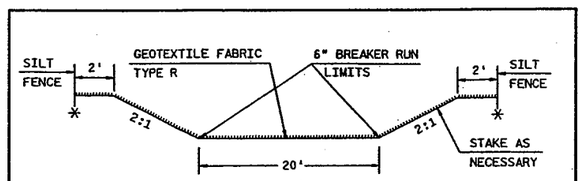
STA 184+47
REMOVE OLD STRUCTURE
C-70-UNKNOWN

STA 184+42
STRUCTURE C-70-70 REQUIRED

CONSTRUCTION LIMITS
STA 185+01

SAWCUT

TLE



*EDGES OF GEOTEXTILE FABRIC SHALL BE TRENCHED IN AT BASE OF SILT FENCE.

TYPICAL SECTION
TEMPORARY CHANNEL

PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	PLAN - STRUCTURE C-70-70	SHEET	E

* TEMPORARY DIVERSION CHANNEL MAY BE REQUIRED DEPENDING ON AMOUNT OF FLOW IN CHANNEL AT TIME OF CONSTRUCTION.

* POTENTIAL TEMPORARY DIVERSION CHANNEL

REMOVE GUARDRAIL (TYP)

CONSTRUCTION LIMITS
STA 276+13

EXISTING R/W

TOWN LINE ROAD

SAWCUT

STA 276+84
STRUCTURE C-70-69 REQUIRED

N

5

274 275 CTH II 276 277 278 279 280

277+22.87 CTH II
80+00.00 TOWN LINE RD

EXISTING R/W

SAWCUT

4" HMA PAVEMENT

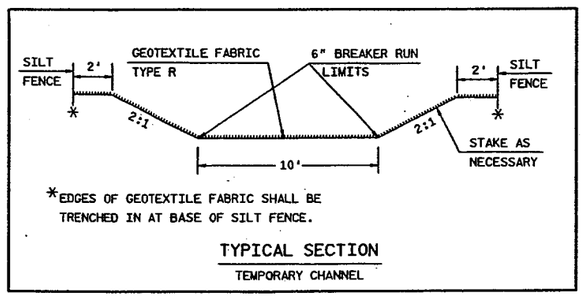
4" HMA PAVED SHOULDER (TYP)

STA 276+76
REMOVE OLD STRUCTURE
C-70-24

R/W LINE

CONSTRUCTION LIMITS
STA 277+12

ANT.



*EDGES OF GEOTEXTILE FABRIC SHALL BE TRENCHED IN AT BASE OF SILT FENCE.

TYPICAL SECTION
TEMPORARY CHANNEL

PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	PLAN - STRUCTURE C-70-69	SHEET	E

RAT R.

N

22' RADIUS BEAM GUARD
SHOP BENT

BEAM GUARD
STA 287+30 - 287+72.5
STA 288+79.5 - 289+87.5 LT
(SEE MISCELLANEOUS QUANTITIES)

BRIDGE DECK OVERLAY
B-70-83

REMOVE GUARDRAIL
(TYPICAL)

INL

5

285 286 CTH II 287 288 289 290 291

5

PI 288+73.13
∠ = 178°-58'-49"

BEAM GUARD
STA 286+57.5 - 287+65.5
STA 288+72.5 - 289+80.5 RT
(SEE MISCELLANEOUS QUANTITIES)

SIGN

T

PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	PLAN - CTH II	SHEET	E

CURVE NOTES
PI = 450+80.42
Y = 749,152.58
X = 539,223.23
∠ = 212°-34'-12"
Δ = 32°-34'-12"
D = 2°-30'-00"
T = 669.53'
L = 1302.80'
R = 2291.83'
SE = 0.051%
RO = 53'

N

CONSTRUCTION LIMITS
STA 441+00

SAWCUT

EXISTING R/W

CTH II

PC 444+10.89

STA 444+36
REMOVE 1-18" CMCP

PI 144+65.71
Δ = 181°-16'-21"
PI 144+00.77
∠ = 180°-19'-32"

PI 142+04.36
∠ = 181°-11'-29"
PI 140+06.78
∠ = 180°-00'-06"

PI 145+89.31
PI 145+67.95
∠ = 177°-52'-57"
PI 145+13.59
∠ = 177°-26-57"

ERICKSON RD

SAWCUT
CONSTRUCTION LIMITS
STA 141+65

PI 142+59.37
∠ = 179°-21'-54"

EQUATION
PT 457+13.69 BK=
457+34.84 AH

450+85.79 CTH II=
140+00.00 ERICKSON RD
TYPE C INTERSECTION

STA 456+54 LT
STA 458+70 LT
12" CP CLASS III

CONSTRUCTION LIMITS
STA 461+00

STA 449+56 RT
1-24" CP CLASS III
STA 449+56 RT
REMOVE 1-15"x21" RCCP

STA 129+00
1-24" CP CLASS III

STA 129+00
REMOVE 1-18" CMGP

450+88.60 CTH II=
130+00.00 CTH M
TYPE B1 INTERSECTION

STA 454+15
1-15" CP CLASS III
STA 454+15
REMOVE 1-15" CMCP

CTH M

CONSTRUCTION LIMITS
STA 127+60

SAWCUT

PRESENT PROFILE

VPOT 439+00.00 EL770.72
VPI 440+00.00 EL770.80
VPI 443+00.00 EL771.04
VPI 445+00.00 EL771.35
VPI 449+20.46 EL772.31
VPC 447+75.46 EL771.98
VPT 450+85.46 EL775.64
VPC 453+58.85 EL785.08
VPT 457+50.00 EL790.80
VPI 460+90.00 EL791.43
VPI 461+17.00 EL791.47
VPI 462+00.00 EL791.17
VPI 463+00.00 EL790.52
VPOT

+0.09 % +0.68 % +0.36 % +0.63 % +2.30 % -0.15 % -0.28 %

VCL 290.00 VCL 680.00

FINISHED GRADE

EQUATION 457+13.69 BK= 457+34.84 AH

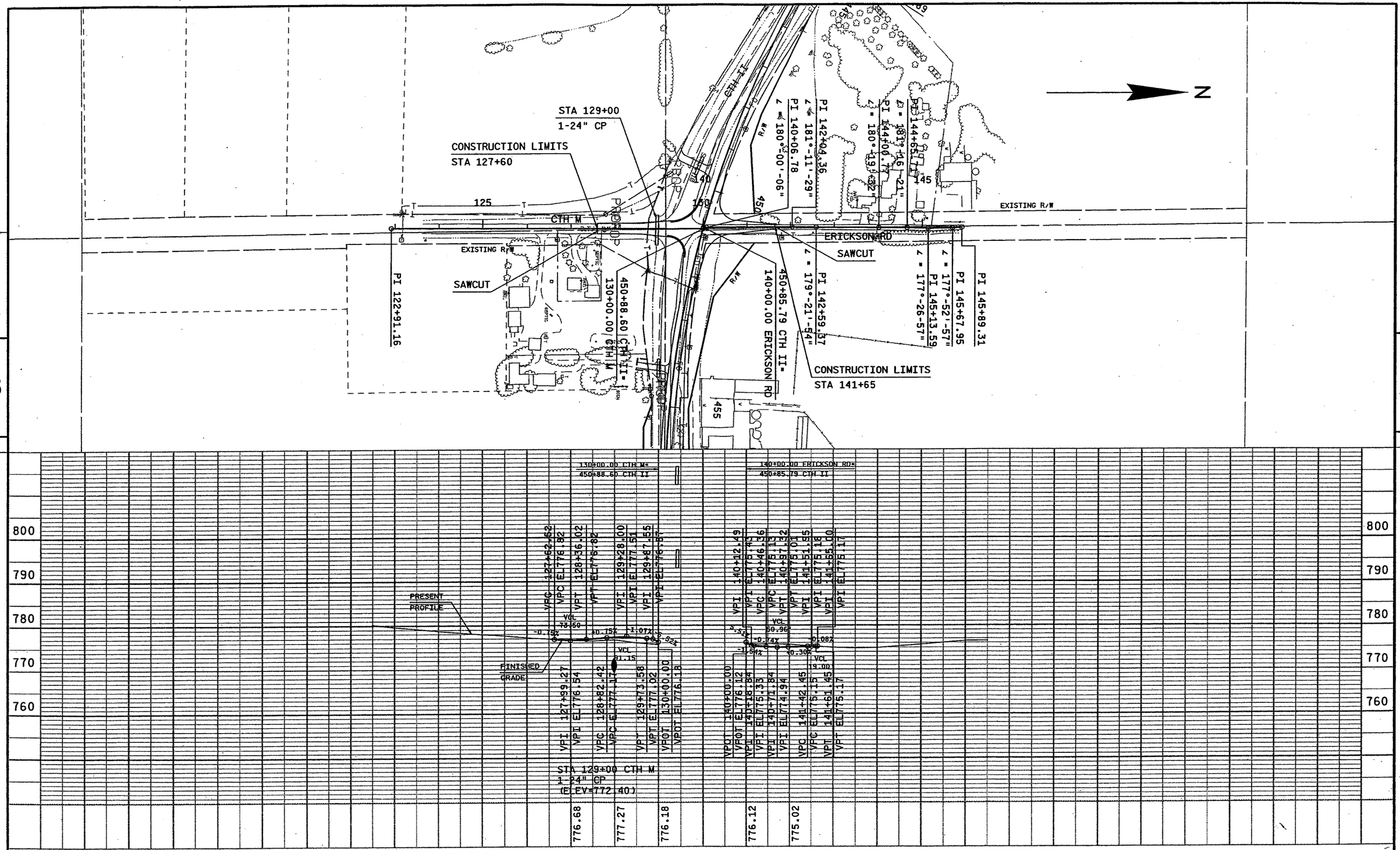
770.72 770.80 770.88 770.96 771.04 771.19 771.35 771.58 771.81 772.06 772.82 774.29 776.44 778.74 781.04 783.34 785.44 787.23 788.71 789.65 790.56 791.16 791.44 791.17 790.52

439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465

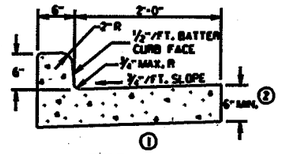
800 790 780 770 760

PROJECT NO: 6200-07-71	HWY: STH 110	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET	E

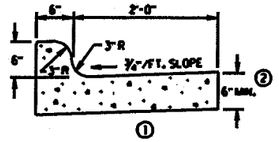
FILE NAME : \\gre31fp1\FCSERVER\D3_620007\050101_pp.dgn PLOT DATE : 21-APR-2004 14:38 PLOT BY : DOTMZC PLOT NAME : 050101pp PLOT SCALE : 199.397590:1.000000 WISDOT/CADDS SHEET 40



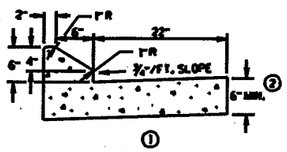
PROJECT NO: 6200-07-71	HWY: STH 110	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET	E



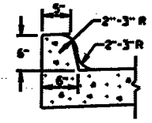
TYPES A & D



TYPES K & L

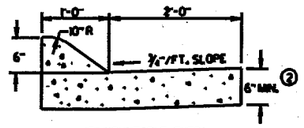


TYPES G & J

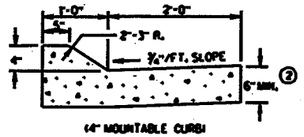


OPTIONAL CURB SHAPE
1
FOR TYPES K & L

CONCRETE CURB & GUTTER 30"



16" MOUNTABLE CURB



44" MOUNTABLE CURB

1
TYPES A & D
CONCRETE CURB & GUTTER 36"

GENERAL NOTES

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

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.8.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

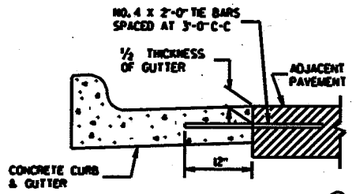
WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE COURSE AND UNCLASSIFIED EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

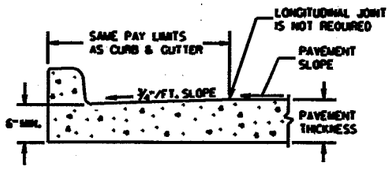
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G AND K.

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

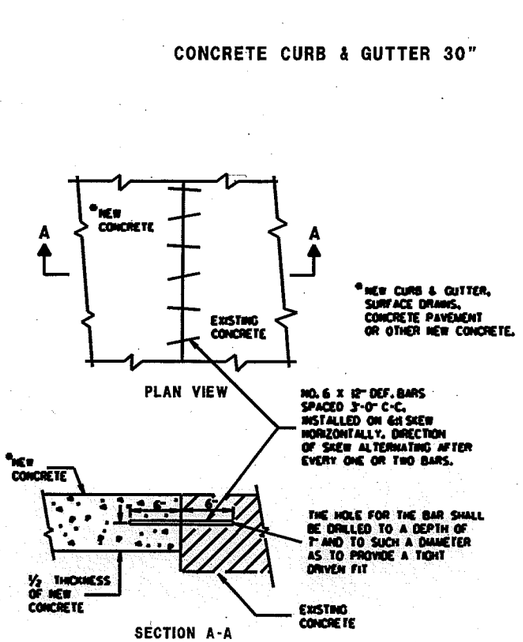
(3) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



1
TYPICAL TIE BAR LOCATION



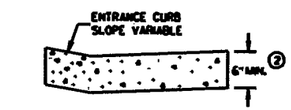
PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



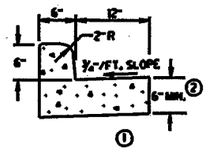
PLAN VIEW

SECTION A-A

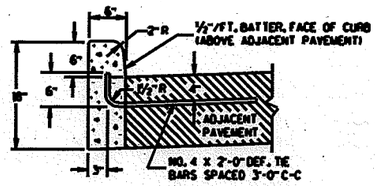
PAVEMENT TIES



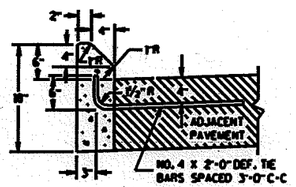
DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)



TYPES A & D
CONCRETE CURB & GUTTER 18"

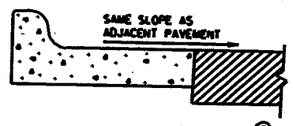


1
TYPES A & D



1
TYPES G & J

CONCRETE CURB



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

CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

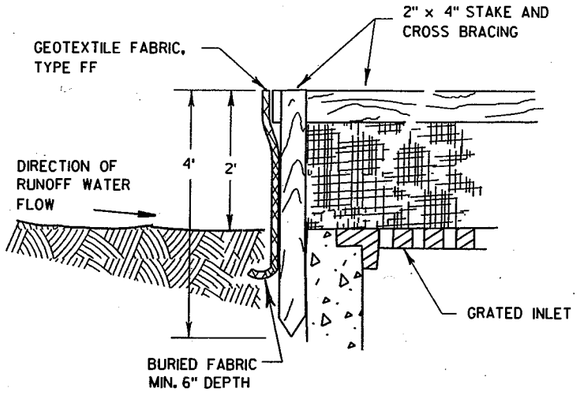
APPROVED

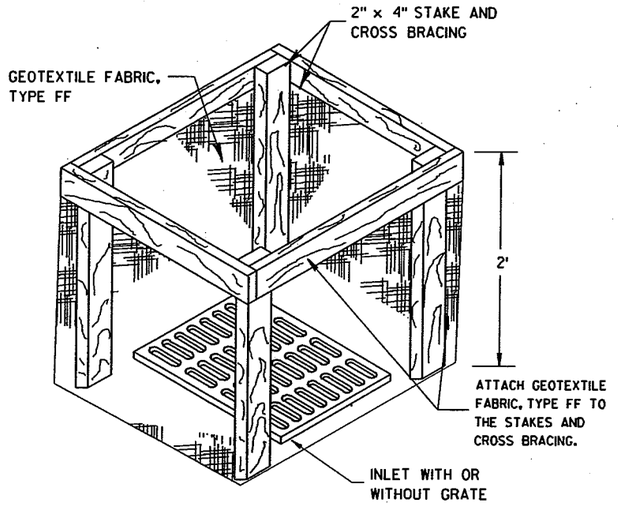
DATE — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

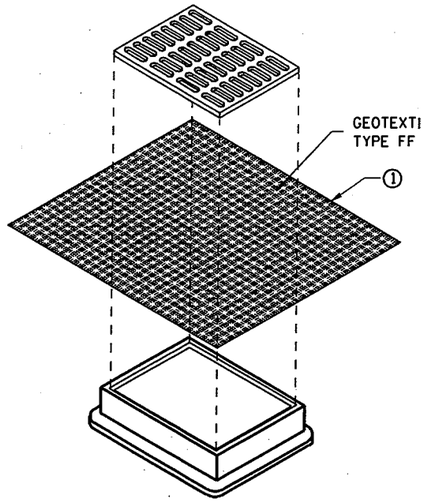
S.D.D. 8 D 1-13

S.D.D. 8 D 1-13



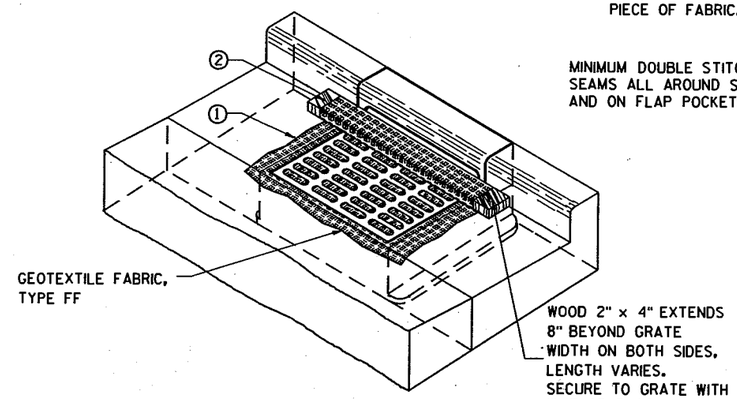


INLET PROTECTION, TYPE A

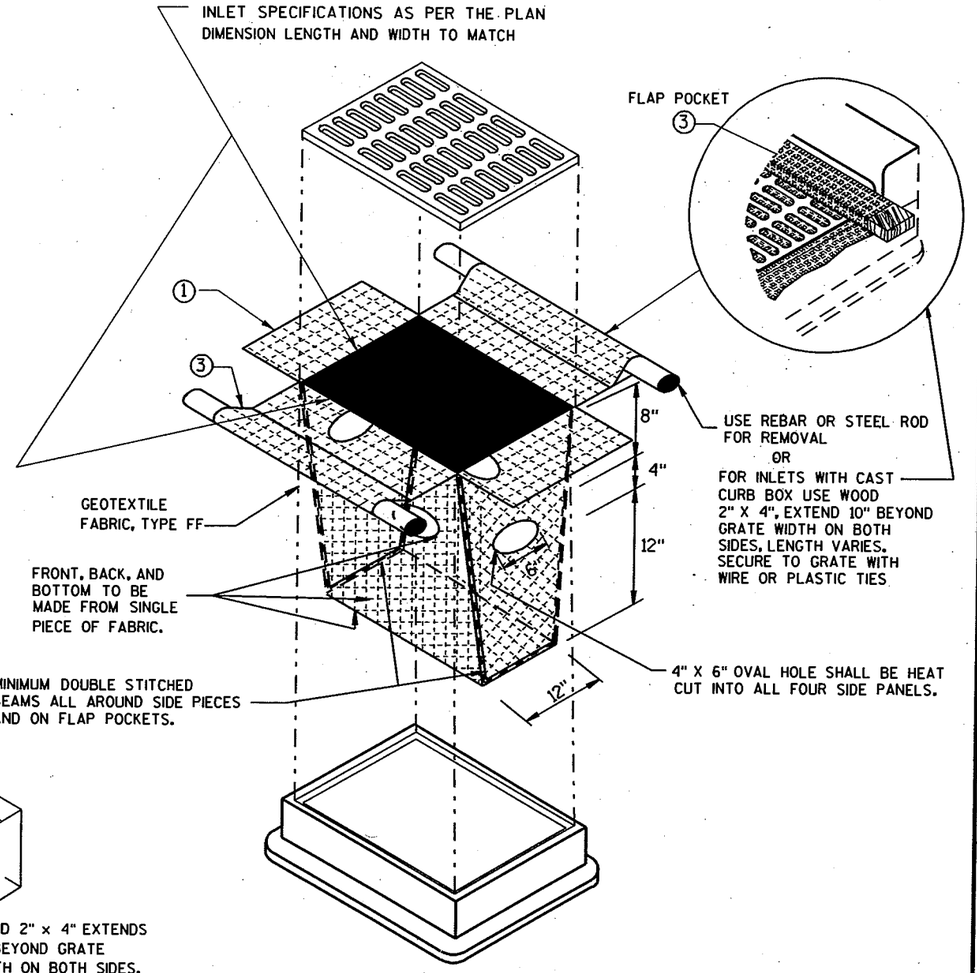


INLET PROTECTION, TYPE B (WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

DATE

CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 8 E 10-2

S.D.D. 8 E 10-2

METAL APRON ENDWALLS

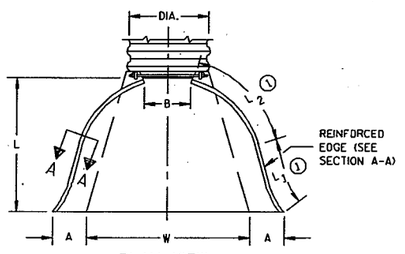
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

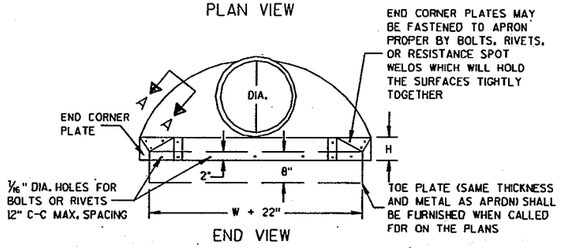
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 3/8	72 7/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 1/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

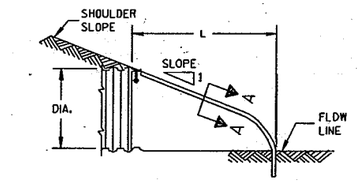
*MINIMUM
**MAXIMUM



PLAN VIEW

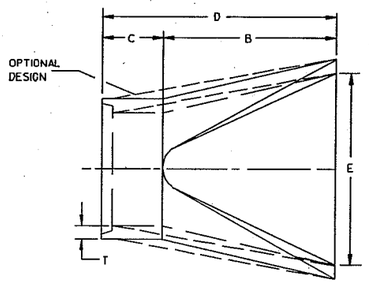


END VIEW

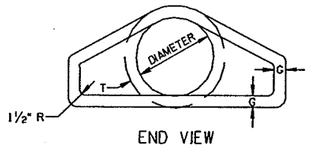


SIDE ELEVATION

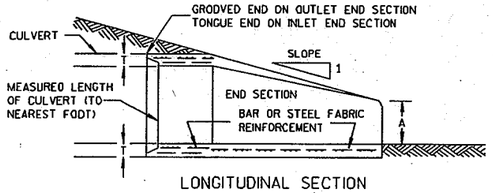
METAL ENDWALLS



PLAN

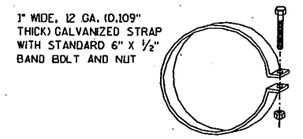


END VIEW



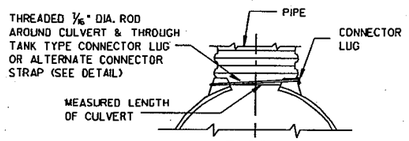
LONGITUDINAL SECTION

CONCRETE ENDWALLS

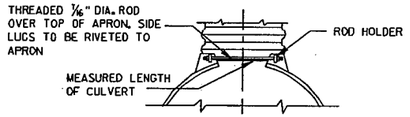


ALTERNATE FOR TYPE 1 CONNECTION

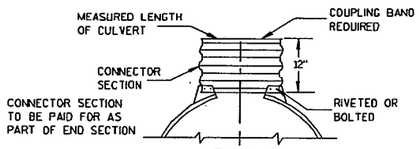
END SECTION CONNECTOR STRAP



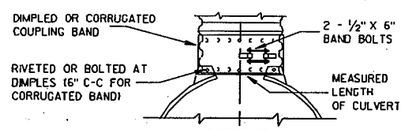
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

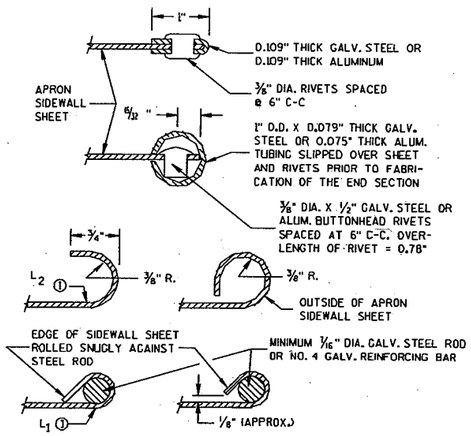
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

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

APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

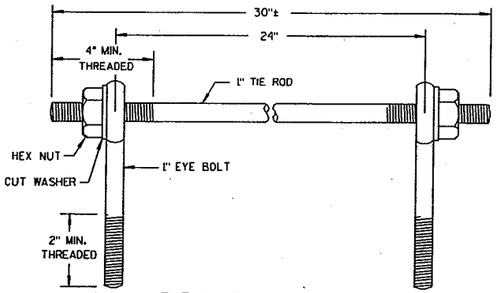
APPROVED

DATE — CHIEF ROADWAY DEVELOPMENT ENGINEER

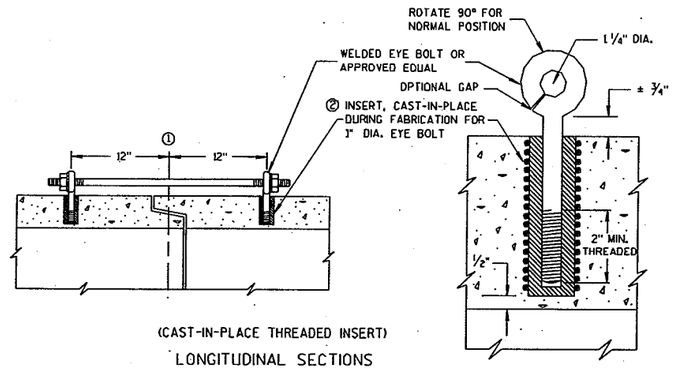
FHWA

S.D.D. 8 F 1-11

S.D.D. 8 F 1-11



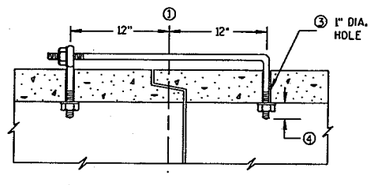
EYE BOLTS AND TIE ROD



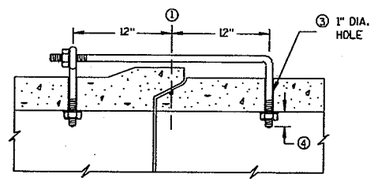
(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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



(TONGUE & GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

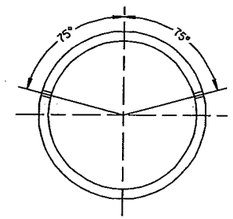
EYE BOLT DIMENSION TABLE

PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 ½"	6 ¼"
30"	5"	7"
36"	5 ½"	7"
42"	6"	
48"	6 ½"	
60"	7 ½"	
66"	8"	

ADJUSTABLE TIE ROD TABLE

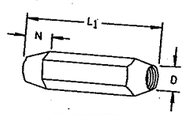
PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	⅝	⅝	5	½
66-84	¾	¾	5	½
90-108	1	1	7	1 ⅜

DIMENSIONS SHOWN ARE IN INCHES



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

TRANSVERSE SECTION



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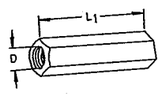
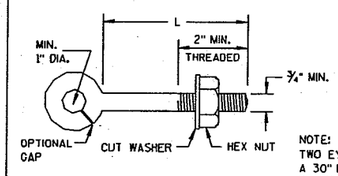


PLAIN

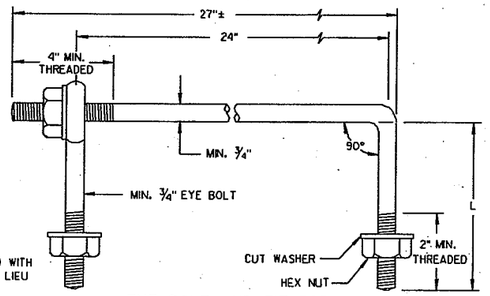
RIGHT AND LEFT THREADS

SLEEVE NUTS



EYE BOLT

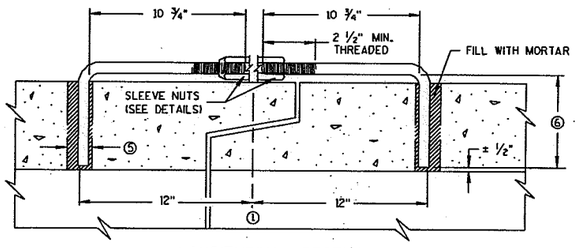
NOTE:
TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

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

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)



LONGITUDINAL SECTION

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

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)

GENERAL NOTES

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

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

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

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

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

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

⑤ ROD DIAMETER + 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

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

JOINT TIES FOR CONCRETE PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

DATE — STATE DESIGN ENGINEER FOR HWYS

FHWA

S.D.D. 8 F 4-5

APPROVED — DATE — STATE MAT. ENGINEER FOR HWYS

APPROVED — DATE — STATE CONST. ENGINEER FOR HWYS

REVISION DATE: 9/12/92

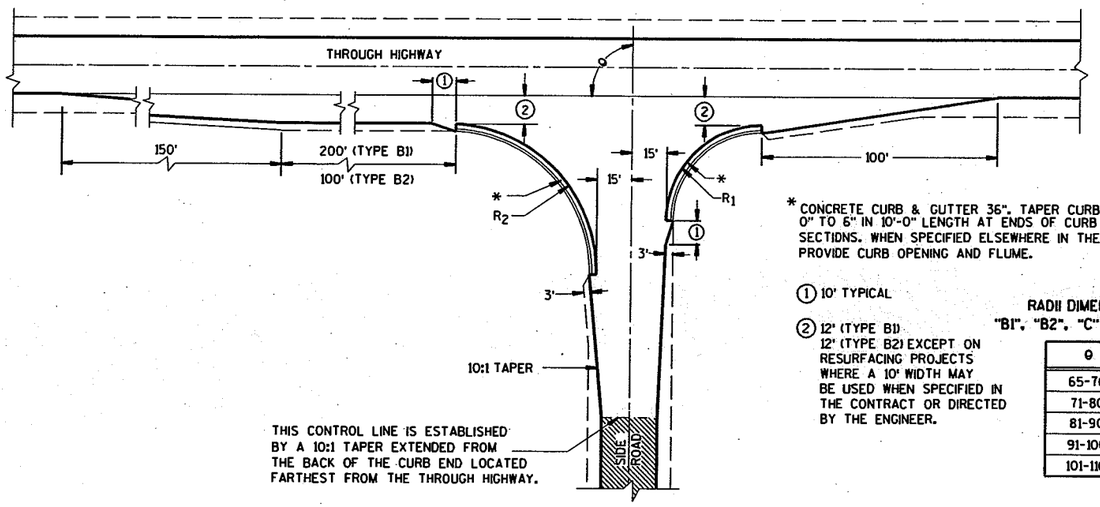
PLOT NAME:

PLOT SCALE: .0100

FILE NAME:

ORIGINATOR: DENNIS HOAGLAND DESIGN SECTION

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63



TYPE "B1" AND "B2"

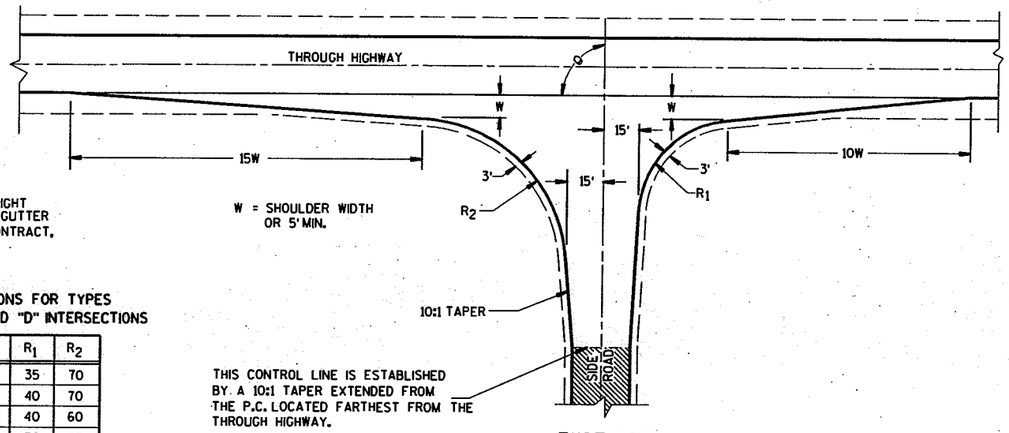
* CONCRETE CURB & GUTTER 36", TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

① 10' TYPICAL

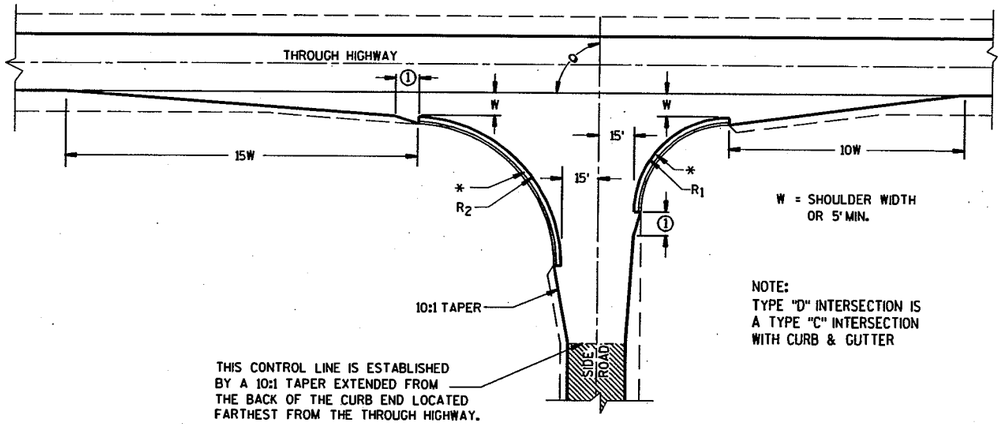
② 12' (TYPE B1)
12' (TYPE B2) EXCEPT ON RESURFACING PROJECTS WHERE A 10' WIDTH MAY BE USED WHEN SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

Θ	R_1	R_2
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45



TYPE "C"



TYPE "D"

GENERAL NOTES

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

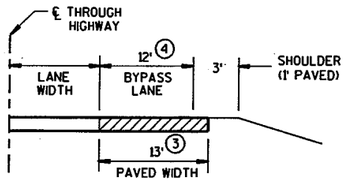
SIDE ROAD SURFACING NOTE

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

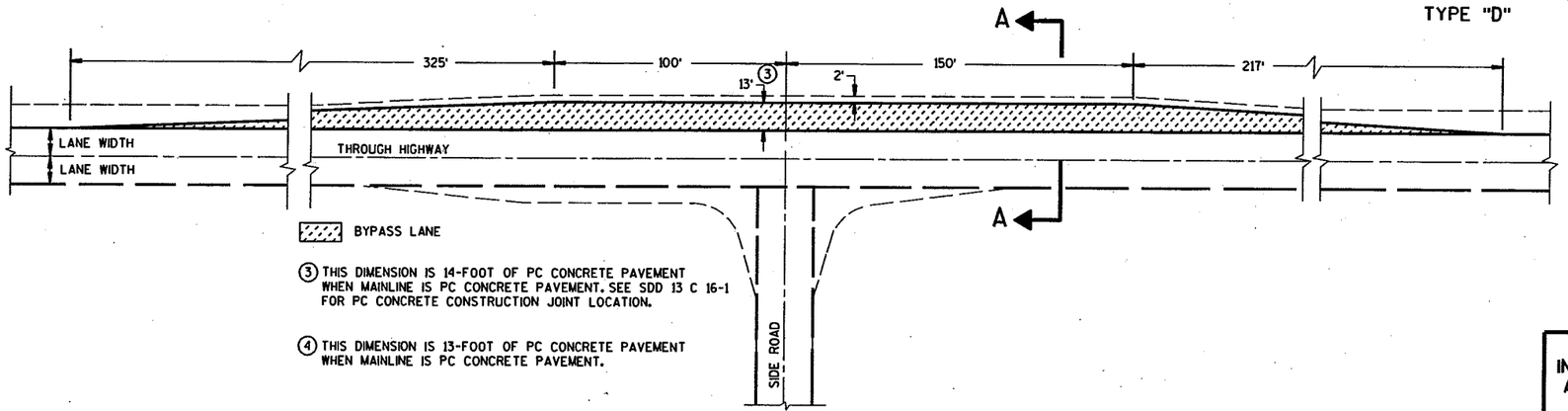
WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

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

▨ EXISTING SURFACE



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



③ THIS DIMENSION IS 14-FOOT OF PC CONCRETE PAVEMENT WHEN MAINLINE IS PC CONCRETE PAVEMENT. SEE SDD 13 C 16-1 FOR PC CONCRETE CONSTRUCTION JOINT LOCATION.

④ THIS DIMENSION IS 13-FOOT OF PC CONCRETE PAVEMENT WHEN MAINLINE IS PC CONCRETE PAVEMENT.

TEE INTERSECTION BYPASS LANE DETAIL

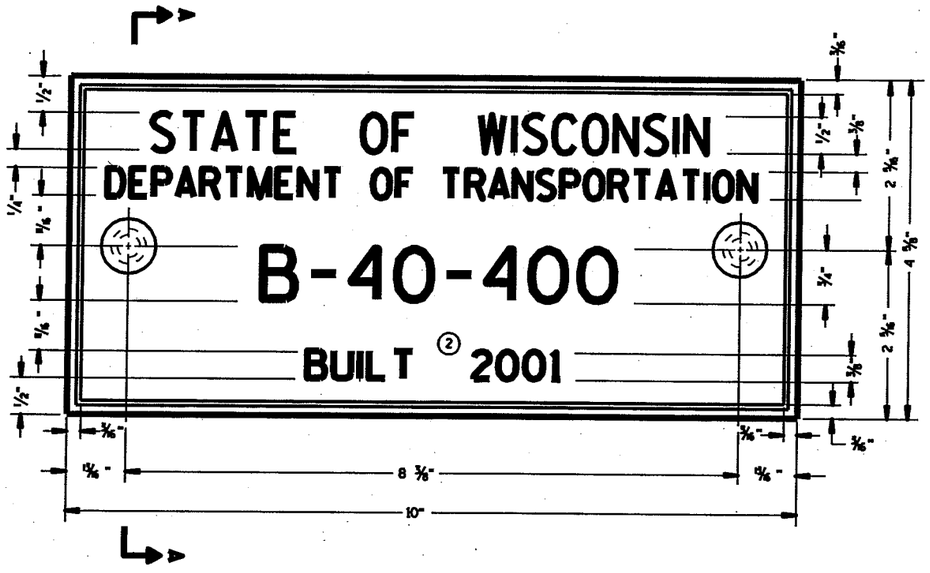
AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 9 A 1-12a

S.D.D. 9 A 1-12a



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)

FOR MULTI-UNIT STRUCTURES
LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

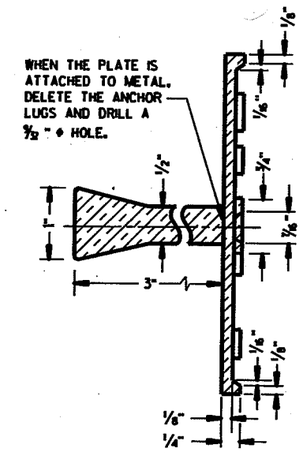
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 506.2.4 OF THE STANDARD SPECIFICATIONS.

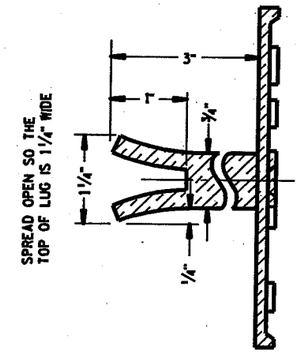
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

① EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

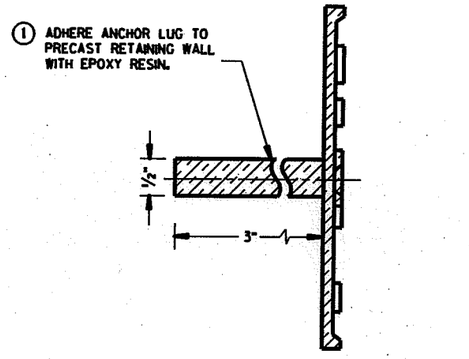
② REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE
(STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

DATE CHIEF STRUCTURAL DEVELOPMENT ENGINEER

FHWA

S.D.D. 12 A 3-7

S.D.D. 12 A 3-7

GENERAL NOTES

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

(1) W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.

(2) USE STRUCTURAL STEEL POSTS CONFORMING TO AASHTO M183. GALVANIZE ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.

(3) INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(4) USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

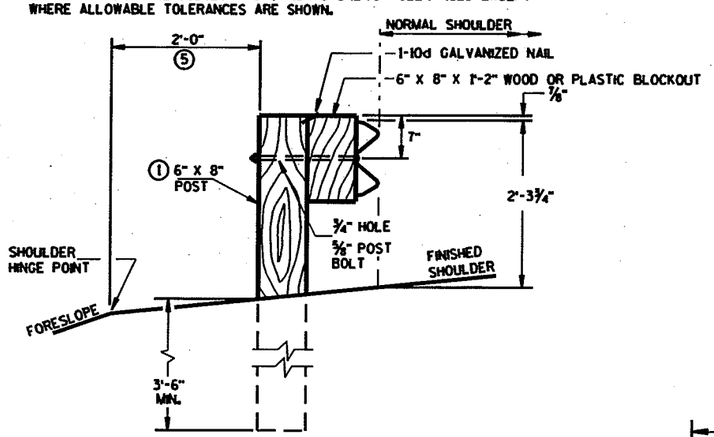
(5) WHEN SPECIFIED IN THE PLANS, THE 2-FOOT MINIMUM TO HINGE POINT MAY BE REDUCED OR ELIMINATED IF EXISTING CONDITIONS DO NOT PERMIT THE DESIRABLE EARTHWORK.

INCREASE POST LENGTH TO PROVIDE A MINIMUM EMBEDMENT OF 3'-6" IF THE SHOULDER HINGE POINT IS LOCATED IN FRONT OF THE POST.

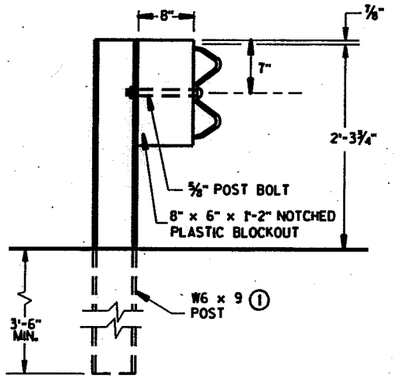
(6) IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN THE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

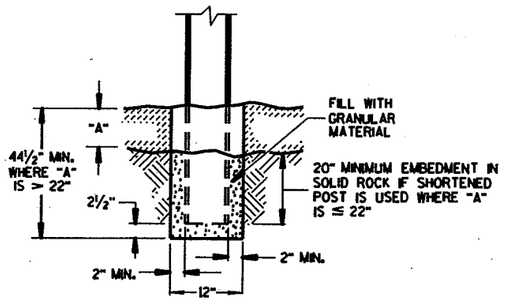
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



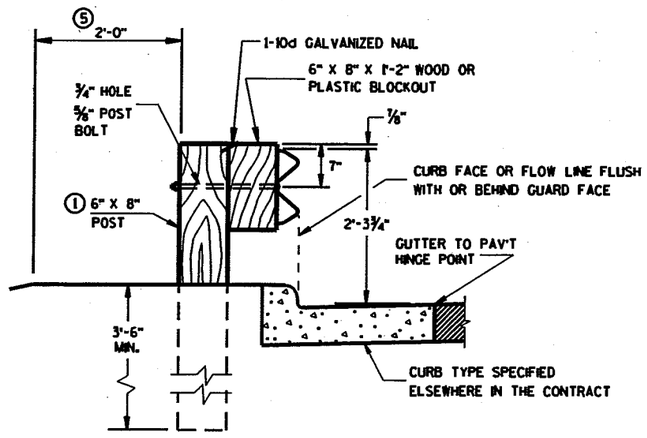
END VIEW
LOCATED ALONG A ROADWAY SHOULDER



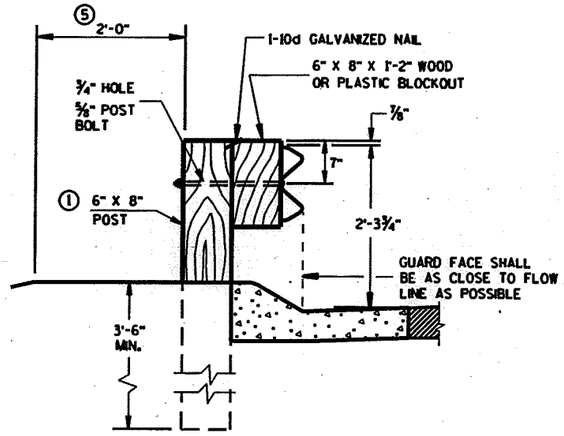
END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE



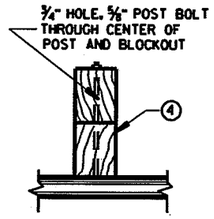
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)



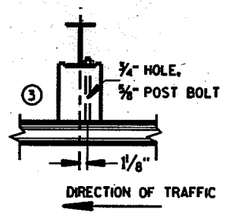
END VIEW
LOCATED ALONG A CURBED ROADWAY



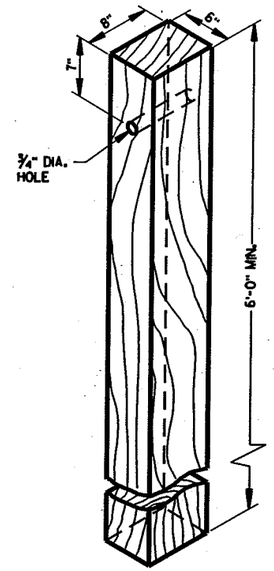
END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY



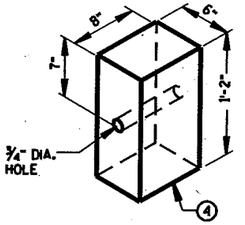
PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



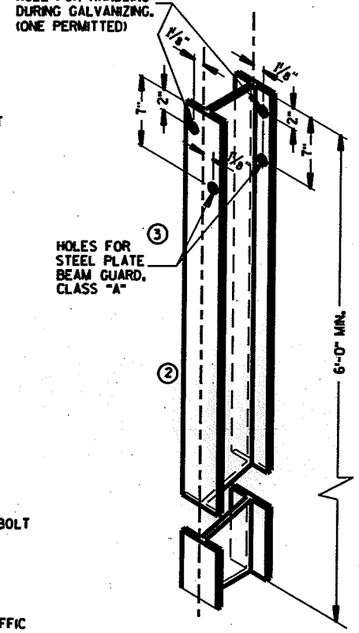
PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



WOOD POST
(6"X8") NOMINAL

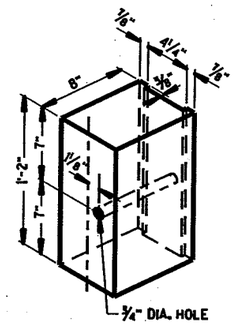


WOOD OR PLASTIC
BLOCKOUT FOR WOOD POSTS



STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



NOTCHED PLASTIC BLOCKOUT
FOR STEEL POSTS

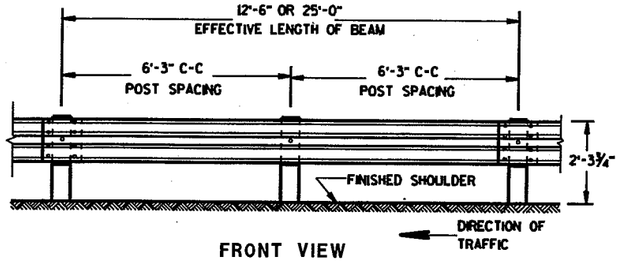
TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS

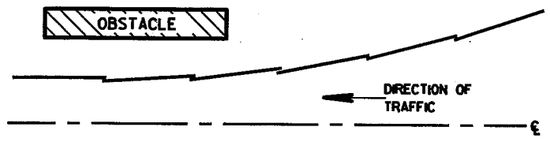
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 14 B 15-4a

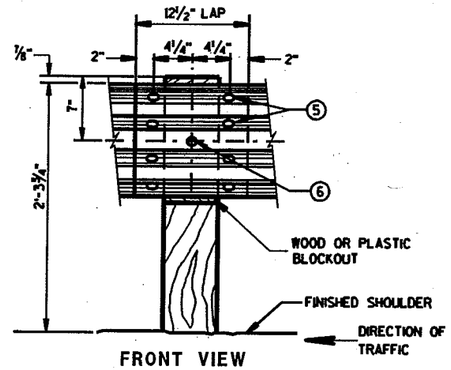
S.D.D. 14 B 15-4a



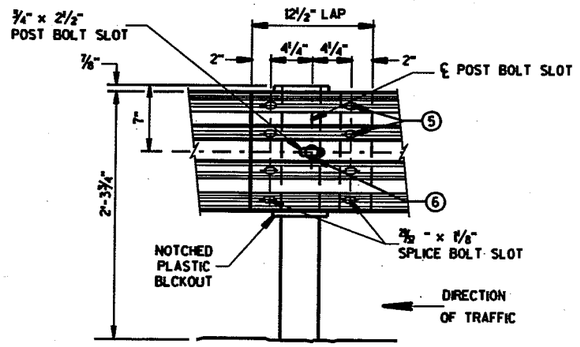
FRONT VIEW



PLAN VIEW
BEAM LAPPING DETAIL



FRONT VIEW
BEAM SPLICE AT WOOD POST
AND POST MOUNTING DETAIL



FRONT VIEW
BEAM SPLICE AT STEEL POST

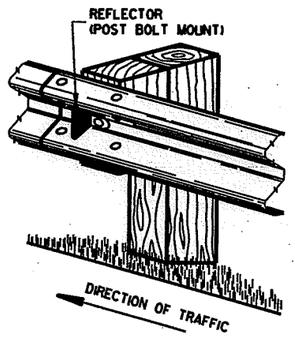
TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

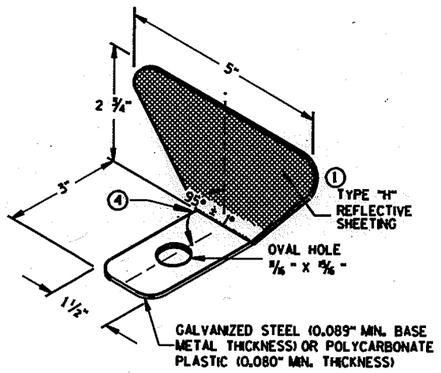
GENERAL NOTES

1. PROVIDE TYPE "H" SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH TYPE "H" YELLOW REFLECTIVE SHEETING.
2. DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.
3. REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.
4. PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.
5. 8 - ⅝" ϕ X 1¼" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.
6. ⅝" ϕ X 1'-6" BUTTON HEAD BOLT AND AND RECESS NUT WITH ROUND WASHER UNDER NUT.

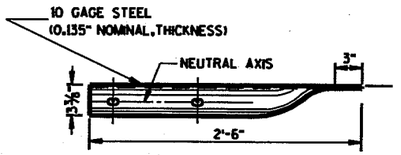
REFLECTOR SPACING ②

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50'C-C	1	3
	> 200'	100'C-C	1	
TWO WAY TRAFFIC	< 200'	25'C-C	1 ③	6
	> 200'	50'C-C	1	
TWO WAY TRAFFIC	< 200'	50'C-C	2	3
	> 200'	100'C-C	2 ④	

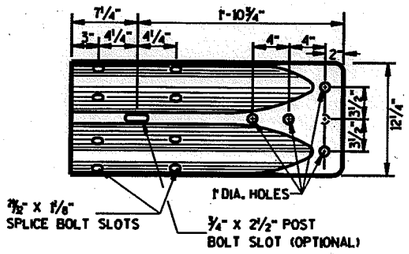




ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION ①

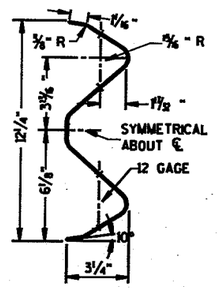


PLAN VIEW



FRONT VIEW

W BEAM TERMINAL CONNECTOR
(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)



SECTION THRU W BEAM

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

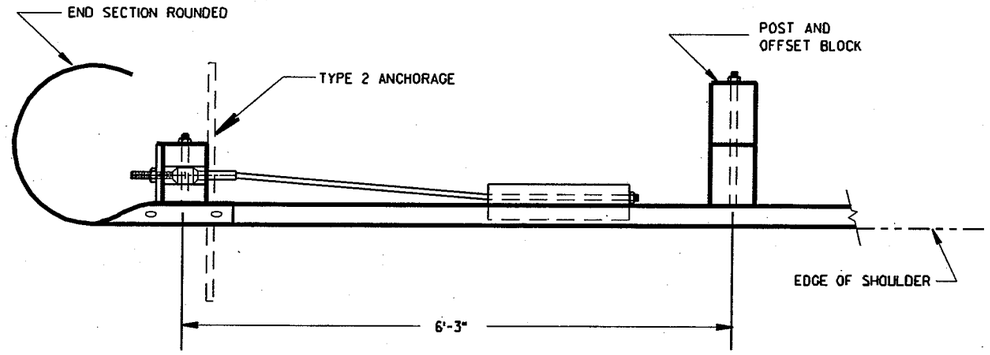
APPROVED

DATE CHIEF ROADWAY DEVELOPMENT ENGINEER

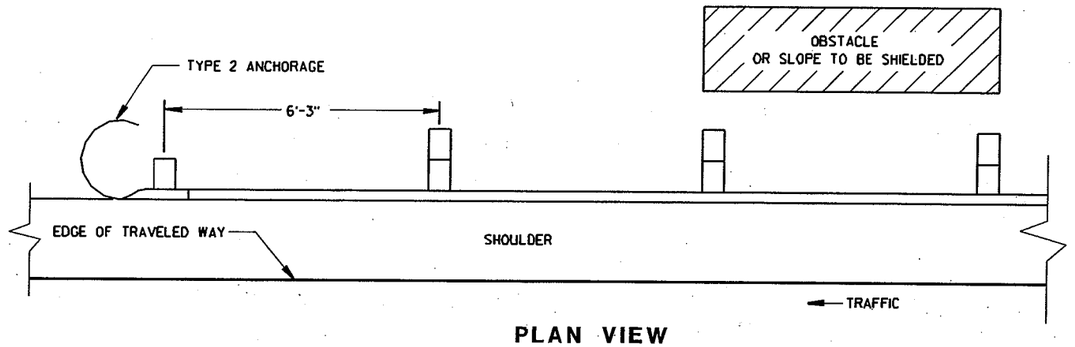
FHWA

S.D.D. 14 B 15-4b

S.D.D. 14 B 15-4b

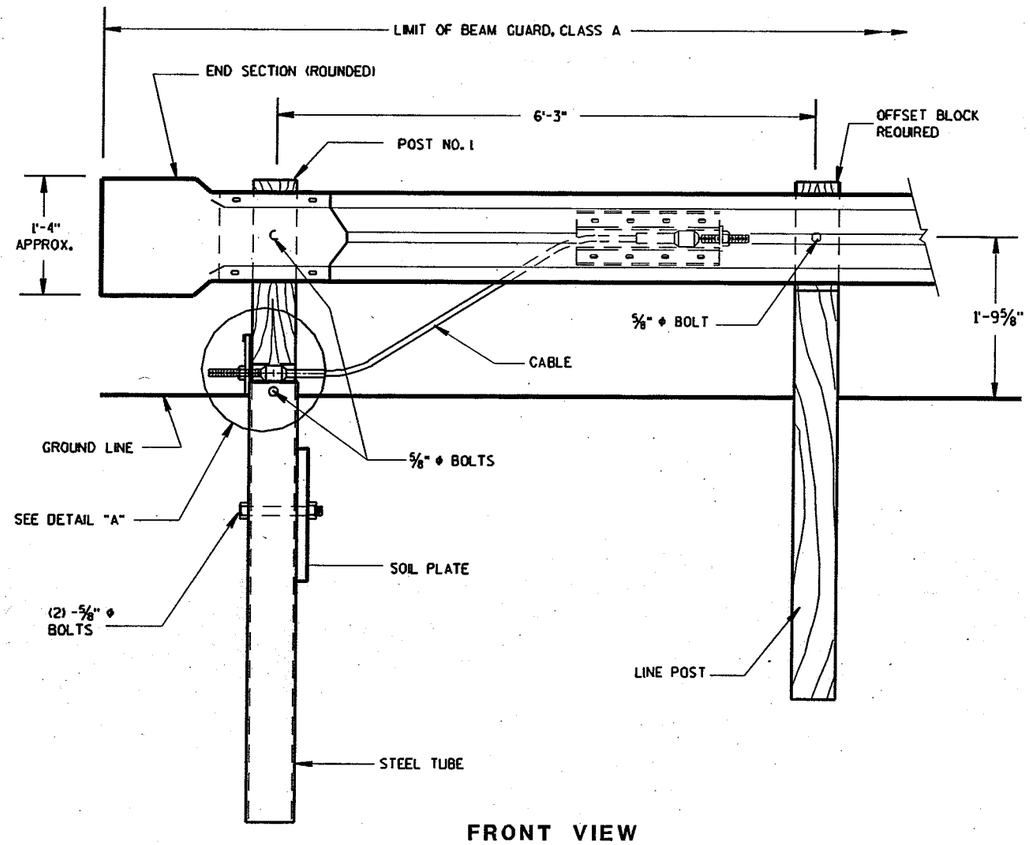


PLAN VIEW



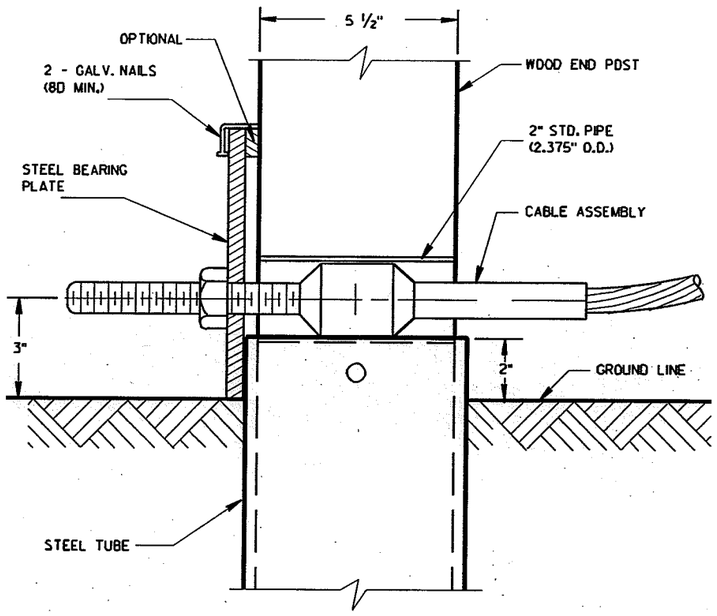
PLAN VIEW

BEAM GUARD WITH TYPE 2 ANCHORAGE
EXIT END - ONE WAY TRAFFIC

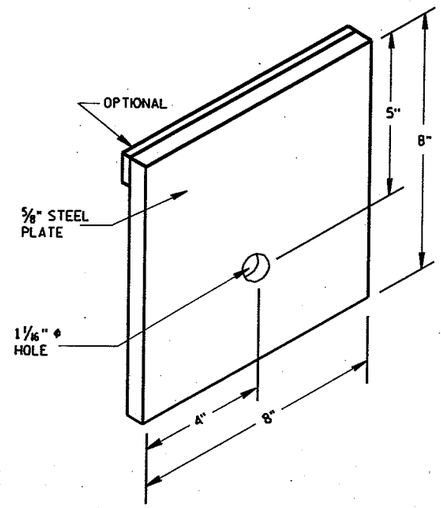


FRONT VIEW

END TREATMENT WITH TYPE 2 ANCHORAGE
(USE ON ONE-WAY ROADWAYS ONLY - DEPARTING END)



DETAIL "A"
POST NO. 1



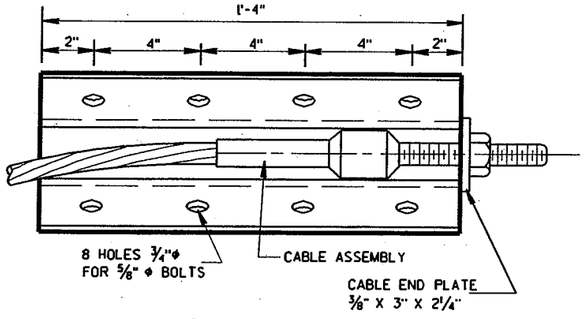
STEEL BEARING PLATE

CLASS "A" STEEL PLATE BEAM GUARD END TREATMENT WITH ANCHORAGE, TYPE 2

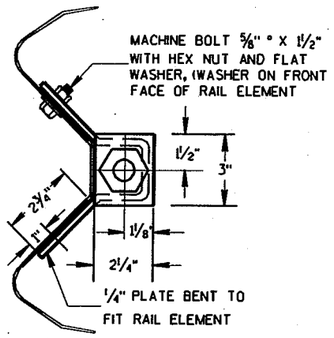
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 14 B 16-3a

S.D.D. 14 B 16-3o

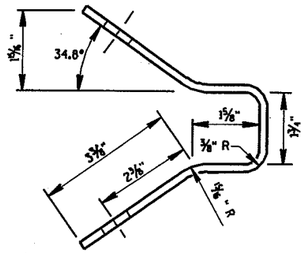


FRONT VIEW

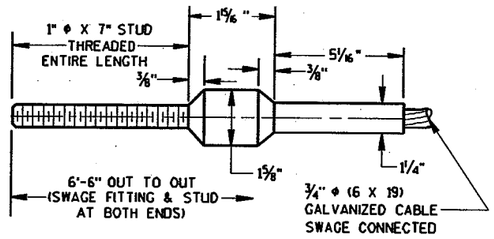


END VIEW

ANCHOR PLATE DETAIL



END VIEW OF BRACKET



CABLE ASSEMBLY

CABLE, SWAGE FITTING, STUD AND NUT SHALL DEVELOP A MINIMUM BREAKING STRENGTH OF 40,000 LB (TIGHTEN UNTIL TAUT)

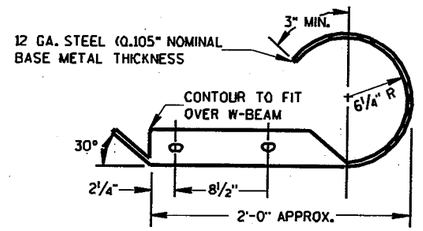
GENERAL NOTES

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

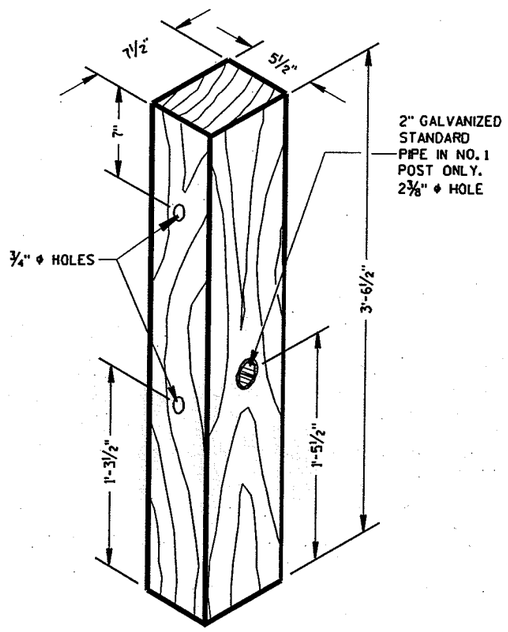
STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-500 GRADE B OR ASTM A-501.

POST NO. 1 SHALL BE WOOD BREAKAWAY POST INSERTED AND BOLTED INTO STEEL TUBE.

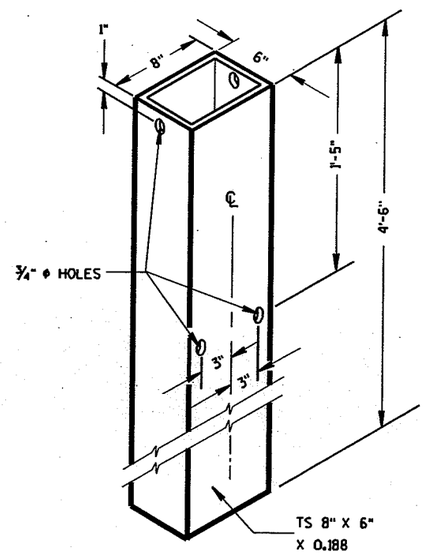
TYPE 2 ANCHORAGE SHALL CONSIST OF A STEEL TUBE, SOIL PLATE WOOD BREAKAWAY POST, BEARING PLATE, ANCHOR PLATE, CABLE ASSEMBLY AND ALL ASSOCIATED HARDWARE, ALL STEEL PARTS SHALL BE GALVANIZED.



PLAN VIEW

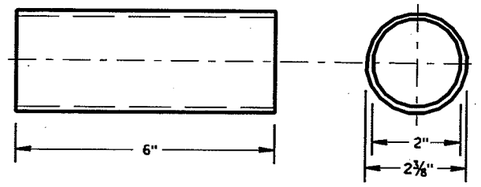


WOOD BREAKAWAY POST



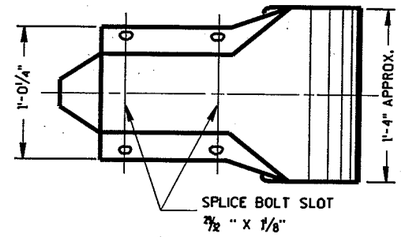
STEEL TUBE

STEEL TUBE SHALL CONFORM TO REQUIREMENTS OF ASTM A500

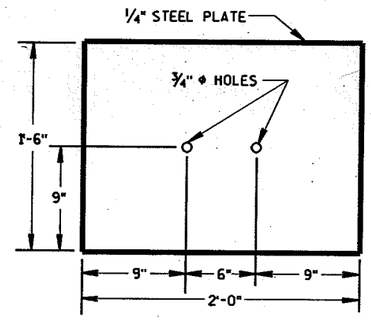


BREAKAWAY TERMINAL POST SLEEVE

GALVANIZED STANDARD STRENGTH STEEL PIPE, ASTM 53 GRADE "B"



FRONT VIEW
W BEAM END SECTION ROUNDED



SOIL PLATE

CLASS "A" STEEL PLATE BEAM GUARD END TREATMENT WITH ANCHORAGE, TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

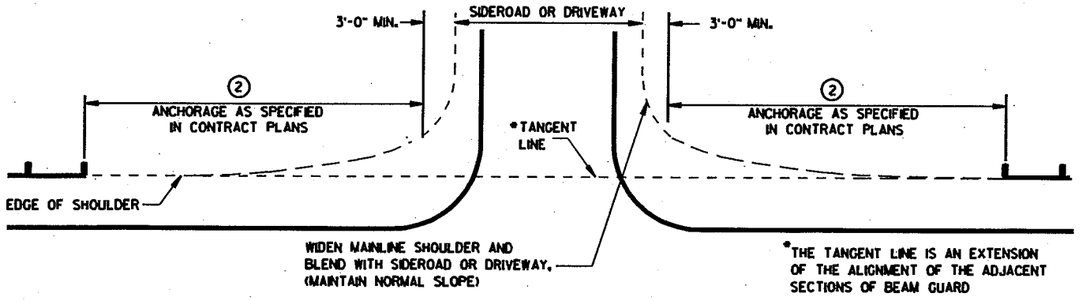
APPROVED

DATE — CHIEF ROADWAY DEVELOPMENT ENGINEER

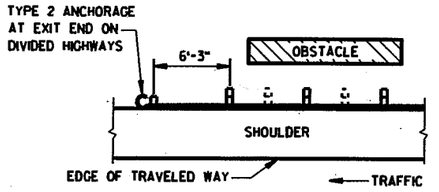
FHWA

S.D.D. 14 B 16-3b

S.D.D. 14 B 16-3b



BEAM GUARD AT SIDEROADS OR DRIVEWAYS



BEAM GUARD AT OBSTACLES
EXIT END - ONE WAY TRAFFIC

GENERAL NOTES

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

W6 X 9 OR W6 X 8.5 STEEL POSTS WITH NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

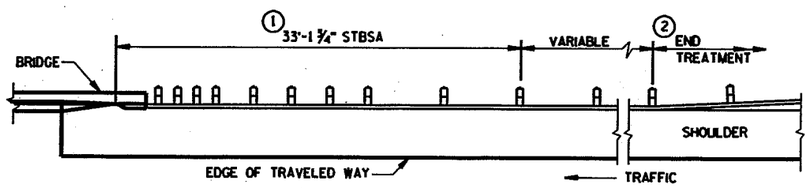
THE LOCATIONS AND LENGTHS OF BEAM GUARD ARE SHOWN ELSEWHERE IN THE PLAN.

① USE STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA).

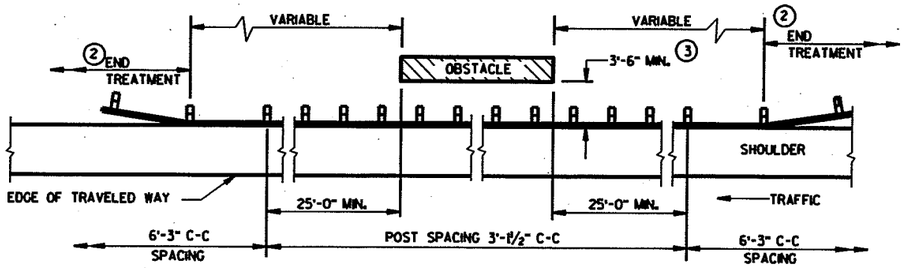
② USE AN APPROVED END TREATMENT FOR THE TRAFFIC APPROACH SIDE OF BRIDGE/OBSTACLES. USE TYPE 2 ANCHORAGE ONLY AT THE DOWNSTREAM ENDS OF BEAM GUARD LOCATED ALONG ROADWAYS WITH ONE WAY TRAFFIC.

③ DESIGN DEFLECTION OF W-BEAM BARRIER SYSYTEM

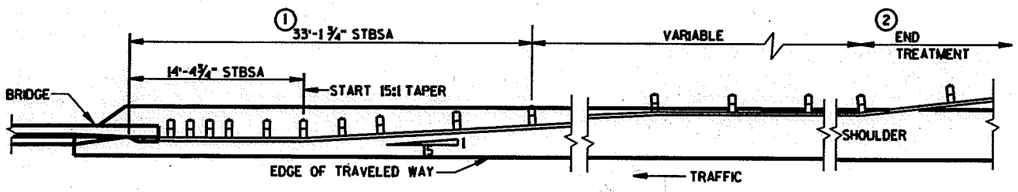
LATERAL DISTANCE TO FIXED OBJECT	POST SPACING
3'-6" TO 4'-6"	3' - 1½"
4'-6" AND OVER	6' - 3"



BEAM GUARD AT FULL WIDTH BRIDGES



BEAM GUARD AT OSBSTACLES - TWO WAY TRAFFIC
(RAIL TO OBSTACLE CLEARANCE 3'-6" TO 4'-6")



BEAM GUARD AT NARROW BRIDGES
(FLARED TO SHOULDER EDGE, THEN PARALLEL TO ROADWAY)

STEEL PLATE BEAM GUARD, CLASS "A" (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

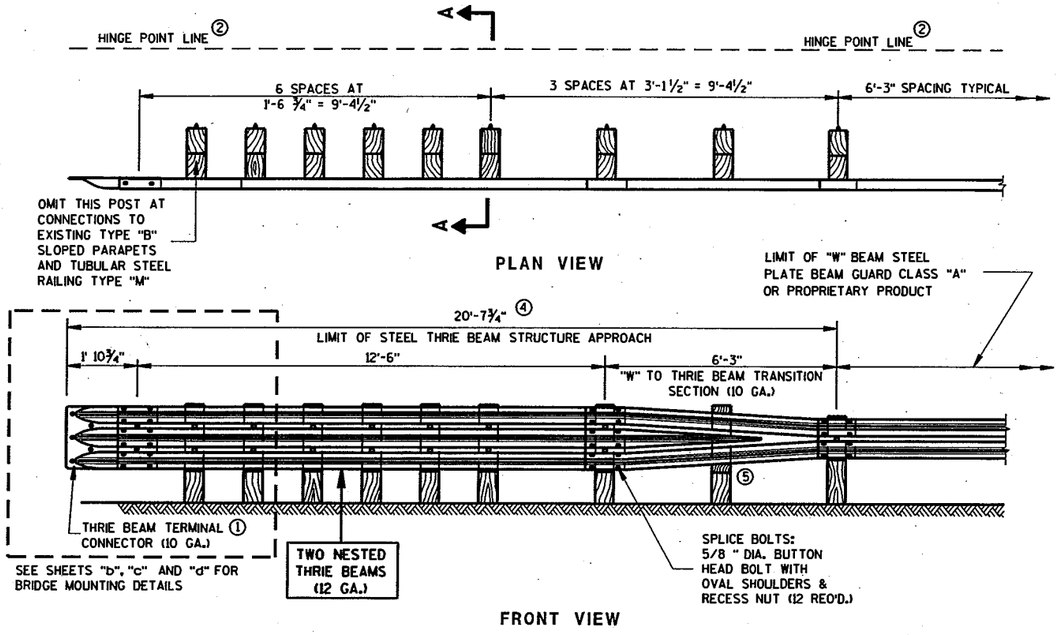
APPROVED

DATE — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

S.D.D. 14 B 18-4a

S.D.D. 14 B 18-4a



GENERAL NOTES

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

FURNISH AND CONSTRUCT THRIE BEAM STRUCTURAL APPROACH ACCORDING TO THE REQUIREMENTS OF SECTION 614 OF THE STANDARD SPECIFICATIONS. THRIE BEAM SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION M180, CLASS "A", TYPE 2.

BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 1/2 INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN THE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATELY. (SEE SDD 14 B 15-4a).

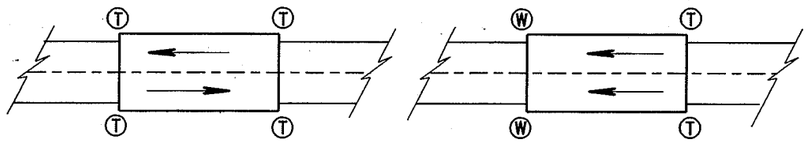
① BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

② MINIMUM EMBEDMENT SHALL BE 4'-0". WHERE EXISTING CONDITIONS DO NOT PERMIT THE APPROPRIATE EARTHWORK SHOWN ON THE PLAN TYPICAL SECTIONS OR DETAILS, THE ENGINEER MAY ALLOW THE REDUCTION OR ELIMINATION OF THE 2 FOOT DISTANCE TO THE HINGE POINT. OTHERWISE BUILD AS THE PLAN SHOWS OR AS THE ENGINEER DIRECTS. IF THE 2 FOOT DISTANCE TO THE HINGE POINT IS REDUCED OR ELIMINATED, INCREASE THE POST EMBEDMENT DEPTH TO 4'-6" OR MORE.

③ BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F-1554, GRADE 55. NUTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-563 DH.

④ ALL WOOD POSTS MUST BE 6" X 8" AND AT LEAST 7'-0" LONG.

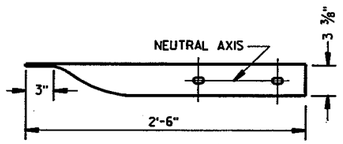
⑤ DO NOT ATTACH POST IN "W" TO THRIE BEAM TRANSITION SECTION.

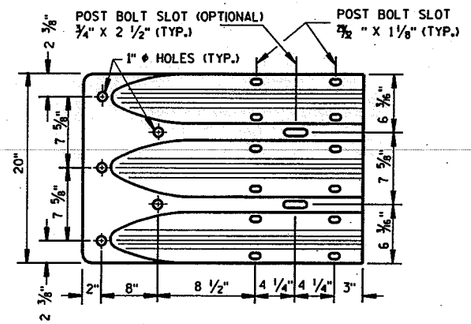


Ⓣ THRIE BEAM CONNECTION

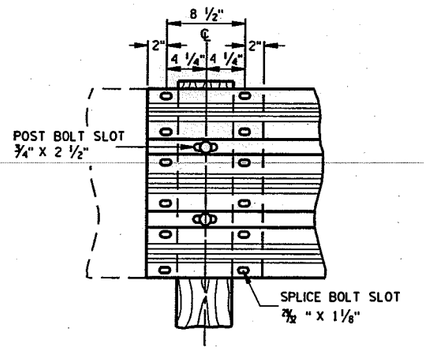
Ⓦ W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

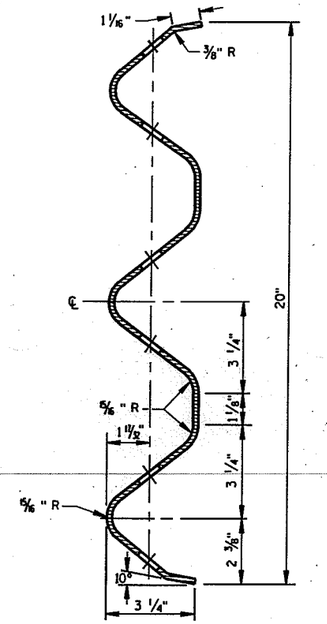




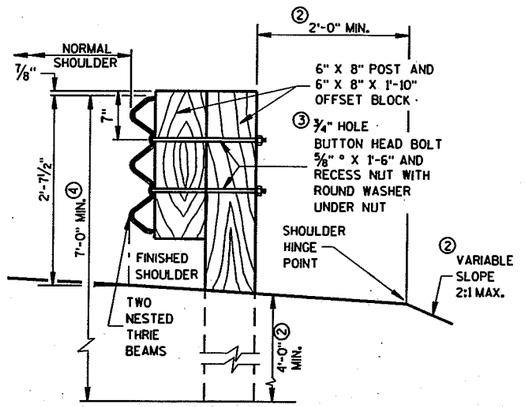
THRIE BEAM TERMINAL CONNECTOR



THRIE BEAM SPLICE



SECTION THRU THRIE BEAM RAIL ELEMENT



SECTION A-A

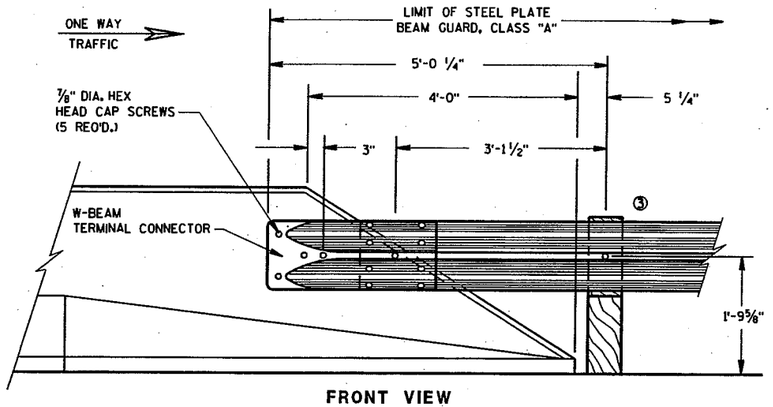
STEEL THRIE BEAM STRUCTURE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 20-6a

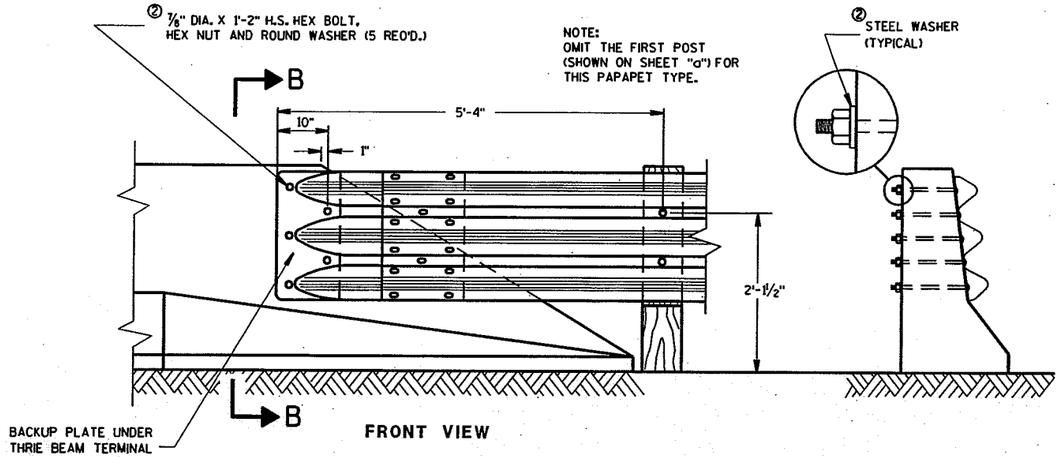
S.D.D. 14 B 20-6a



FRONT VIEW

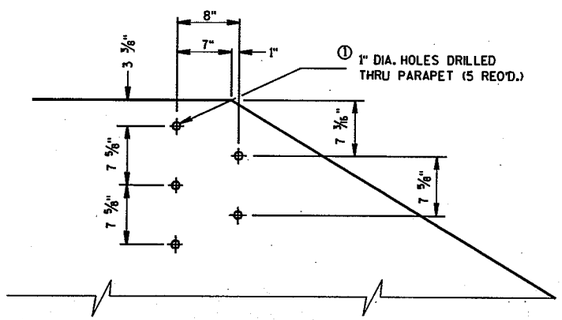
W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)



FRONT VIEW

THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS



DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

BOLTS, PLATES, NUTS AND WASHERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATION A 325, AND BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

① INCLUDE THE PAYMENT FOR DRILLING BOLT HOLES THROUGH THE PARAPET, AND THE BACKUP PLATE AND ALL BOLTS, NUTS AND WASHERS IN THE ITEM "STEEL THRIE BEAM STRUCTURAL APPROACH".

② EACH BOLT AT THE BACK FACE OF THE PARAPET REQUIRES A HARDENED ROUND STEEL WASHER WITH A 2 1/4" O.D. X 5/32 " THICK.

③ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

6

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SLOPED END PARAPETS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED DATE FHWA	CHIEF ROADSIDE DEVELOPMENT ENGINEER

S.D.D. 14 B 20-6c

S.D.D. 14 B 20-6c

BILL OF MATERIALS

NOTE NO.	QTY.	DESCRIPTION
①	4	WOOD BREAKAWAY TERMINAL POST: 5½" X 7½" X 3'-9"
②	4	STEEL TUBE: TS 8" X 6" X 0.188", 4'-6" LONG
③	4	SOIL PLATE: 2'-0" X 1'-6" X ¼"
④	4	WOOD BREAKAWAY CRT POST: 6" X 8" X 6'-0"
⑤	6	WOOD OFFSET BLOCKS: 6'X 8" X 1'-2"
⑥	1	PIPE SLEEVE: 2" X 5 ½" STANDARD PIPE
⑦	1	BEARING PLATE
⑧	1	BCT CABLE ASSEMBLY
⑨	1	CABLE ANCHOR BOX
⑩	1	STRUT & YOKE
⑪	1	STEEL PLATE BEAM, END PANEL 12 GA. 13'-6½" LONG FOR SKT-350, ET-2000 AND ET-2000 PLUS
⑫	3	STEEL PLATE BEAM: 12 GA. 13'-6½"
⑬	1	ET-2000/ET-2000 PLUS GUARDRAIL EXTRUDER OR SKT-350 IMPACT HEAD: AS FURNISHED BY MANUFACTURER
⑭	1	REFLECTIVE SHEETING: 18" X 18"

GENERAL NOTES

Ⓐ USE 3:1 OR FLATTER SLOPE FOR INSTALLATION ON EXISTING HIGHWAYS.

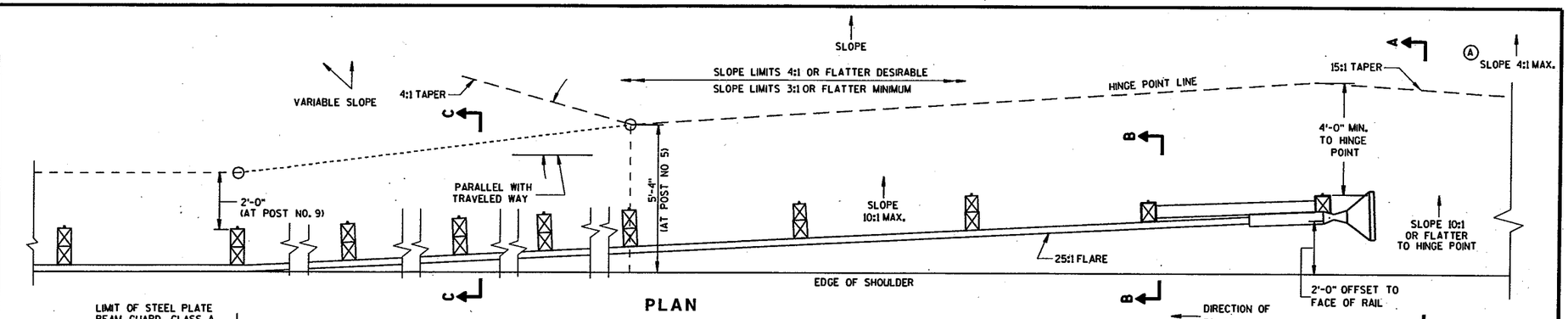
Ⓑ DO NOT ATTACH GUARDRAIL TO POST BLOCKS AT POSTS NO. 3, 5 & 7.

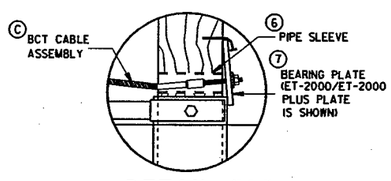
Ⓒ AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

STEEL POSTS SHALL NOT BE ALLOWED FOR USE WITH ENERGY ABSORBING TERMINALS.

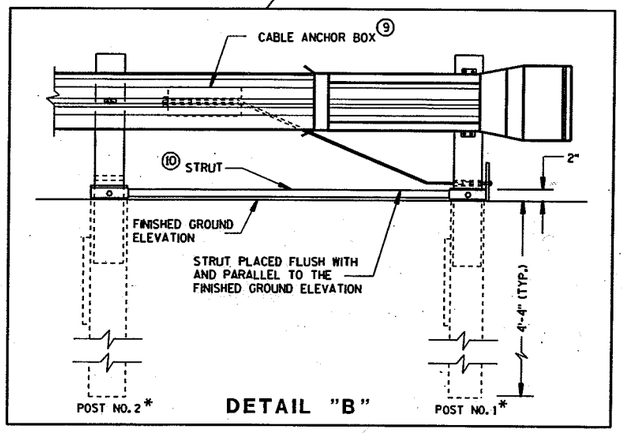
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

*DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

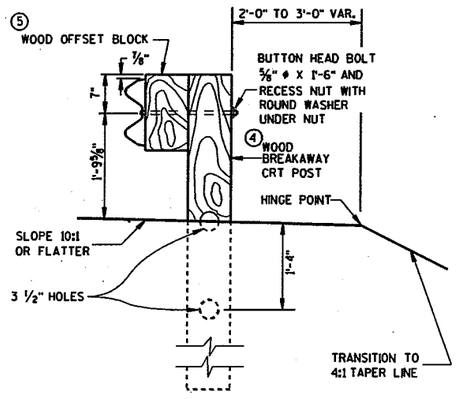




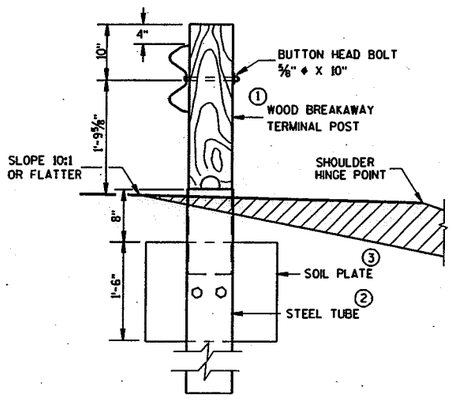
DETAIL "A"



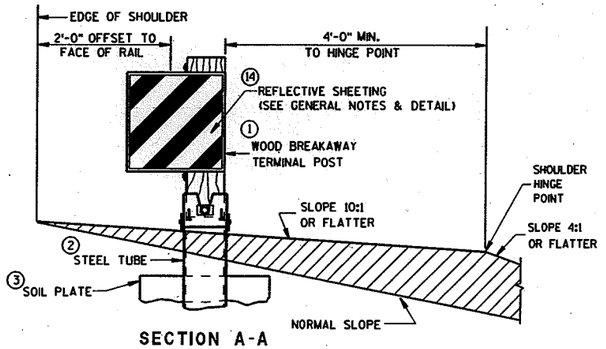
DETAIL "B"



SECTION C-C
TYPICAL AT POST NOS. 4, 6, 8



SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*

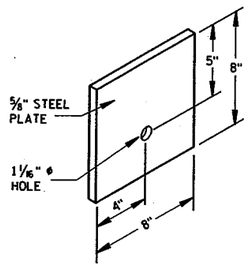
STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

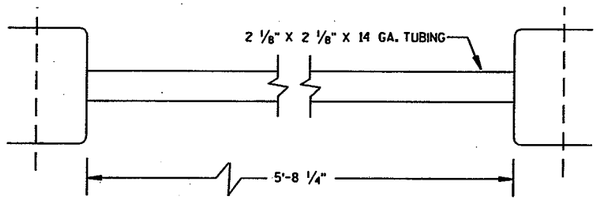
S.D.D. 14 B 24-4a

6

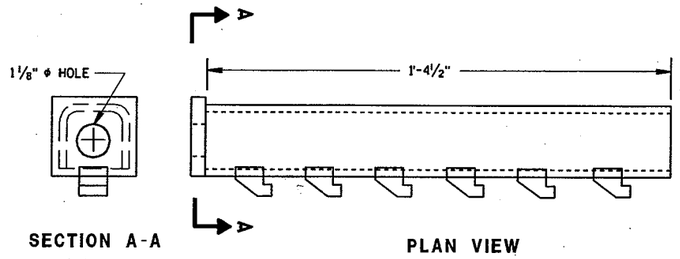
S.D.D. 14 B 24-4a



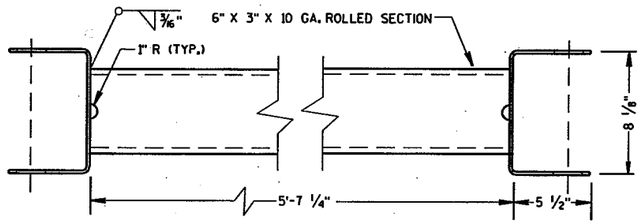
STEEL BEARING PLATE (SKT-350)



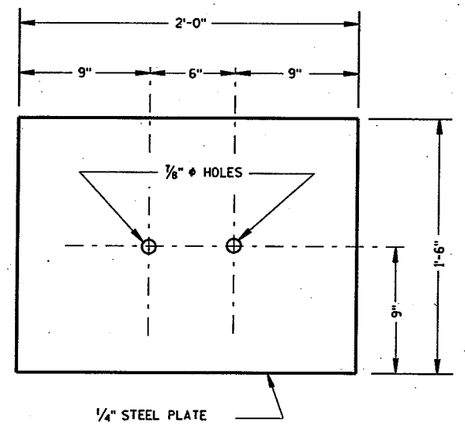
STRUT DETAIL (SKT-350)



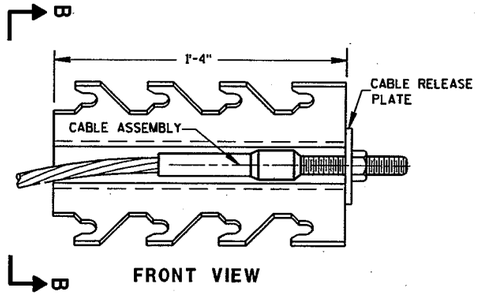
CABLE ANCHOR BOX (ET-2000/ET-2000 PLUS)

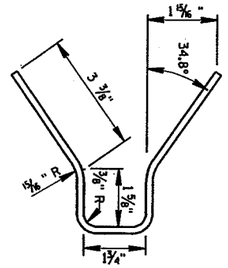


STRUT DETAIL (ET-2000/ET-2000 PLUS)



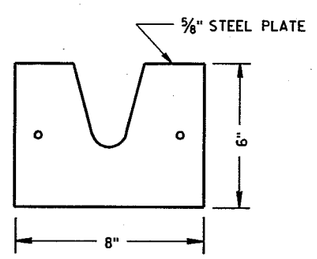
SOIL PLATE
(SKT-350, ET-2000/ET-2000 PLUS)



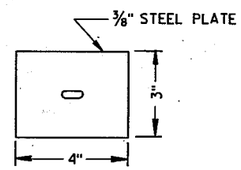


CABLE ANCHOR BOX (SKT-350)

(SKT-350)



STEEL BEARING PLATE
(ET-2000/ET-2000 PLUS)



BEARING PLATE WASHER
(ET-2000/ET-2000 PLUS)

(ET-2000/ET-2000 PLUS)

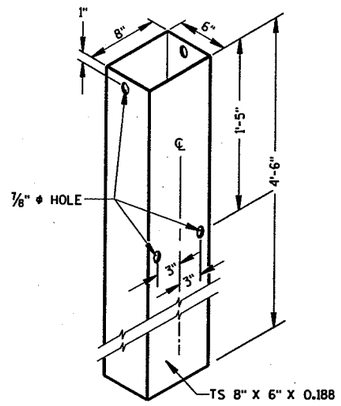
STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 24-4b

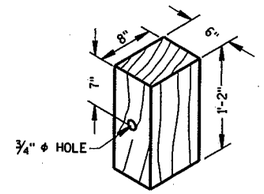
S.D.D. 14 B 24-4b



STEEL TUBE

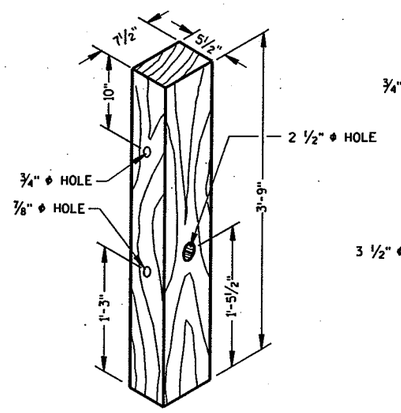
(POSTS NO. 1-4

THE STEEL TUBE SHALL CONFORM TO REQUIREMENTS OF ASTM A500



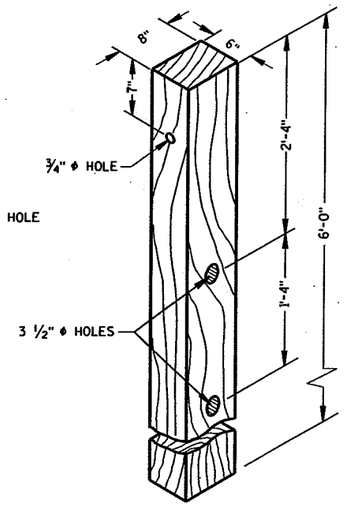
WOOD OFFSET BLOCK

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



TERMINAL POST

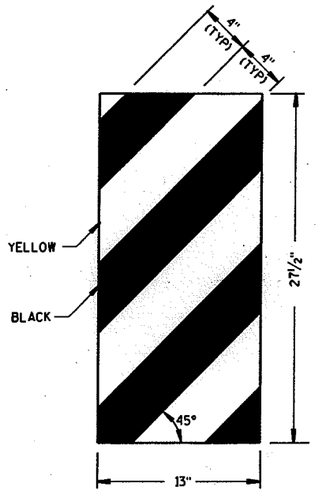
(POSTS NO. 1-4



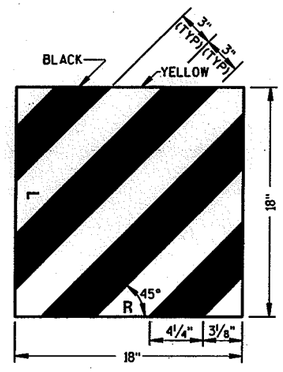
CRT POST

(POSTS NO'S 5-8

WOOD BREAKAWAY POSTS



ET-2000 PLUS ONLY



ET-2000 AND SKT-350

REFLECTIVE SHEETING DETAILS

GENERAL NOTES

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

STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL SHALL BE EITHER THE EXTRUDER TERMINAL (ET-2000), OR THE SEQUENTIAL KINKING TERMINAL (SKT-350). THE CONTRACTOR SHALL NOT INTERMIX PROPRIATERY PRODUCT MATERIALS.

STEEL PLATE BEAM GUARD, ENERGY ABSORBING TERMINAL SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH, WHICH SHALL INCLUDE HARDWARE, STEEL PLATE BEAM GUARD, POSTS, REFLECTIVE SHEETING AND INSTALLATION AS SHOWN.

REFLECTIVE SHEETING - SHALL CONFORM TO ASTM SPECIFICATION D4956-94, REFLECTIVE SHEETING TYPE III, BACKING CLASS 4, PERFORMANCE REQUIREMENT TYPE III. THE MESSAGE AND LINES SHALL BE APPLIED TO THE SIGNS BY THE SILK SCREEN STENCIL PROCESS USING A BLACK OR DARK STENCIL PASTE AS A TYPE APPROVED BY THE MANUFACTURER OF THE FACE MATERIAL TO WHICH IT IS TO BE APPLIED. MESSAGE UNITS CUT FROM NONREFLECTIVE SHEETING AND APPLIED TO THE SIGN FACE ARE NOT ACCEPTABLE. AFTER THE APPROACH END OF THE STEEL PLATE BEAM GUARD INSTALLATION IS COMPLETE, CLEAN THE AREA WHERE THE REFLECTIVE SHEETING WILL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION. ONCE CLEAN, APPLY REFLECTIVE SHEETING DIRECTLY TO THE STEEL PLATE BEAM GUARD AS SHOWN. THE CONTRACTOR SHALL TURN OVER THE MANUFACTURERS WARRANTY FOR THE REFLECTIVE SHEETING TO THE DEPARTMENT FOR POTENTIAL DEALING WITH THE MANUFACTURER. PAYMENT OF REFLECTIVE SHEETING IS INCIDENTAL TO STEEL PLATE BEAM GUARD, ENERGY ABSORBING TERMINAL.

WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 ½" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.

6

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

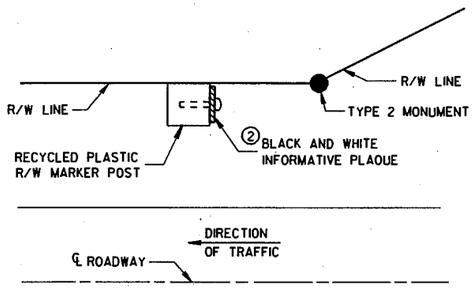
DATE

CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

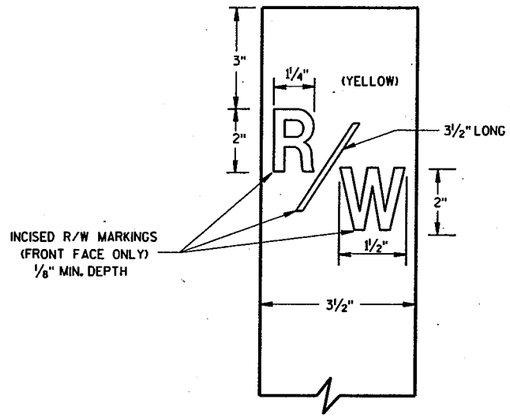
S.D.D. 14 B 24-4c

S.D.D. 14 B 24-4c

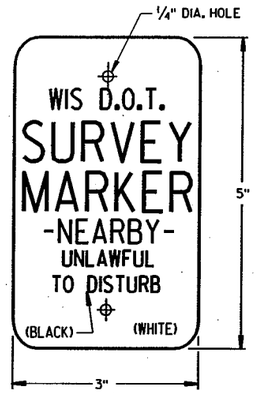


PLAN VIEW

TYPICAL LOCATION ②



RECYCLED PLASTIC RIGHT-OF-WAY MARKER POST FRONT FACE



INFORMATIVE PLAQUE ③

GENERAL NOTES

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

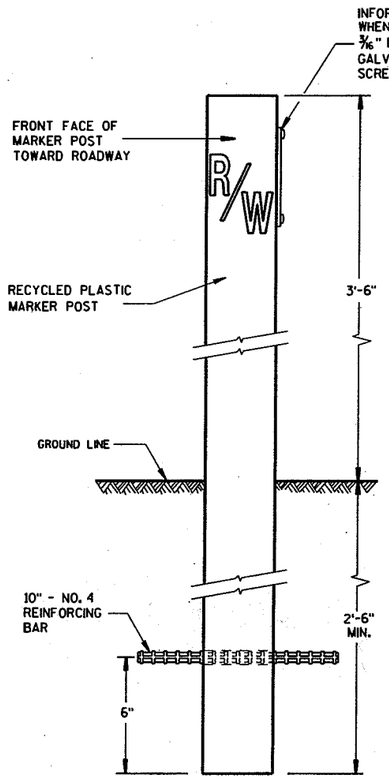
① POSTS SHALL BE ANCHORED AND SET INTO EXCAVATED HOLES AS ILLUSTRATED OR MAY BE DRIVEN AND ANCHORED INTO THE GROUND BY ALTERNATE DEVICES APPROVED BY THE ENGINEER.

② A MARKER POST FOR RIGHT-OF-WAY SHALL BE PLACED ADJACENT TO EACH TYPE 2 MONUMENT TO SERVE AS A GUARD POST, AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

③ INFORMATIVE PLAQUES WILL BE FURNISHED BY THE DEPARTMENT OF TRANSPORTATION AND BE PLACED ON THE SIDE OF THE POST FACING THE TYPE 2 MONUMENT.

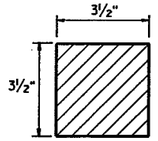
④ IN AREAS OF SOLID ROCK, DRILL A 1½" MIN. BORE HOLE INTO THE ROCK TO A DEPTH OF 12". CUT THE POST SO THAT A LENGTH OF 3'-6" PROTRUDES ABOVE THE GROUND. DRILL A ⅜" PILOT HOLE 1 FOOT INTO THE BOTTOM OF THE POST. DRIVE A 2 FOOT PIECE OF NO. 6 REINFORCING BAR INTO THE POST. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR. FILL THE BORE HOLE WITH EPOXY, CONCRETE CEMENT OR EQUIVALENT. PLACE THE POST WITH THE EXTENDED REINFORCING BAR INTO THE BORE HOLE WITH ADHESIVE. DEPENDING ON THE STABILITY OF THE ROCK, DEPTH OF THE BORE HOLE AND REINFORCING BAR MAY BE INCREASED AT THE DIRECTION OF THE ENGINEER.

MARKING & SIGNING DETAILS

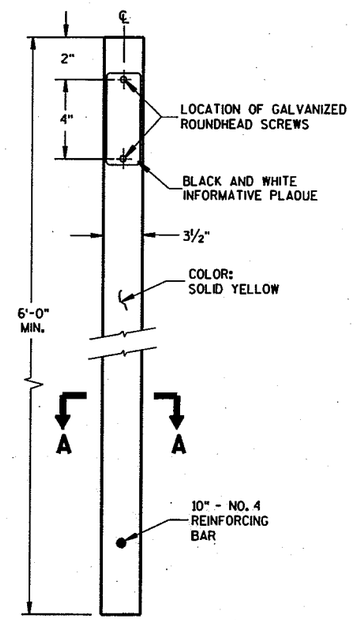


FRONT VIEW

TYPICAL INSTALLATION ①

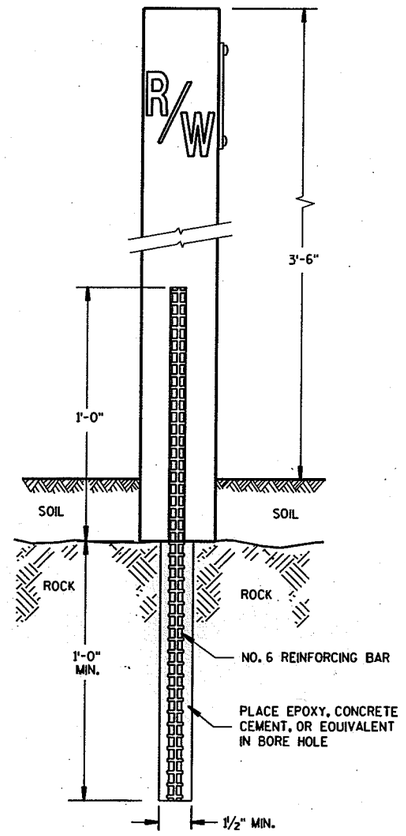


SECTION A-A



SIDE VIEW

STANDARD RECYCLED PLASTIC MARKER POST



FRONT VIEW

ROCK INSTALLATION ④

MARKER POST FOR RIGHT-OF-WAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

DATE

CHIEF SURVEYING AND MAPPING ENGINEER

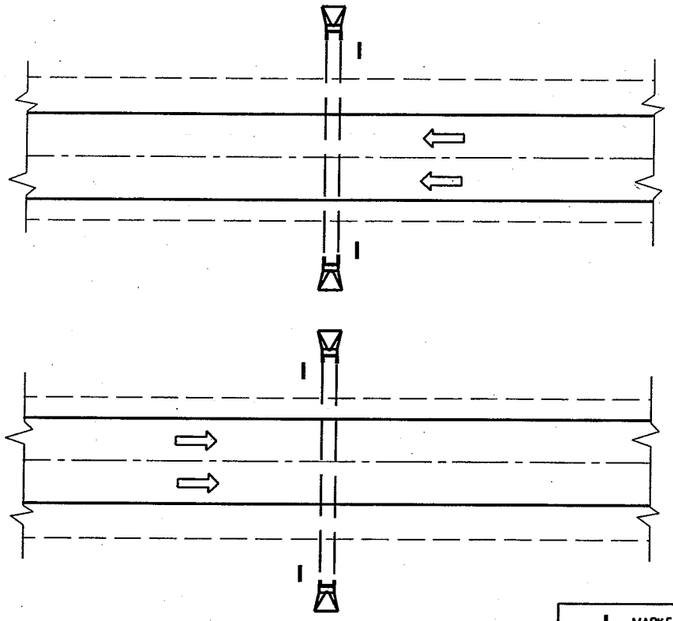
FHWA

6

S.D.D. 15 A 1-9

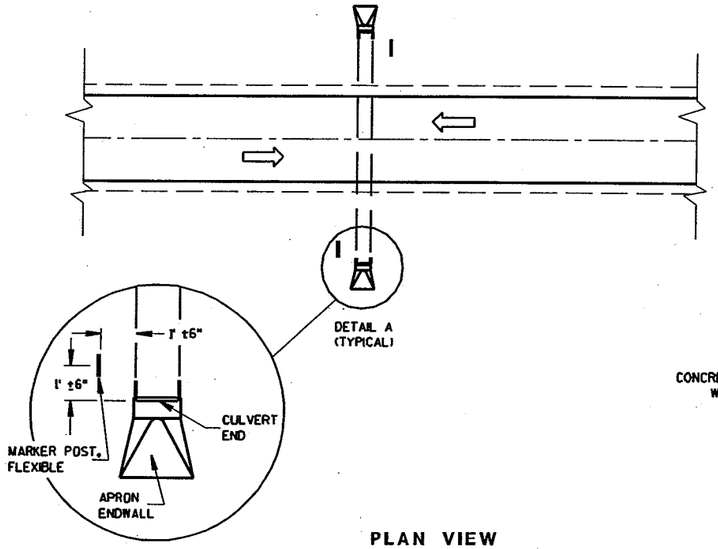
S.D.D. 15 A 1-9

REVISION DATE: 9-3-98
PLOT NAME:
PLOT SCALE: 20:1
FILE NAME:
ORIGINATOR: DENNIS HOAGLAND
LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

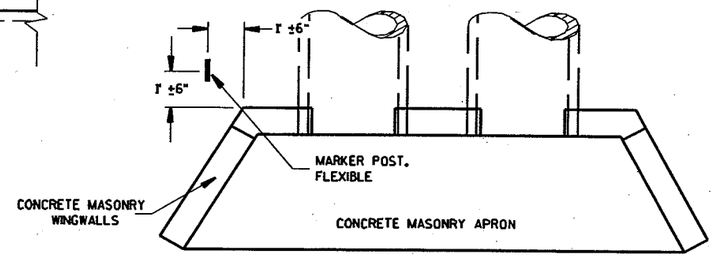
UNDIVIDED HIGHWAY

I	MARKER POST, FLEXIBLE
⇨	DIRECTION OF TRAFFIC FLOW

FLEXIBLE MARKER POST LOCATION

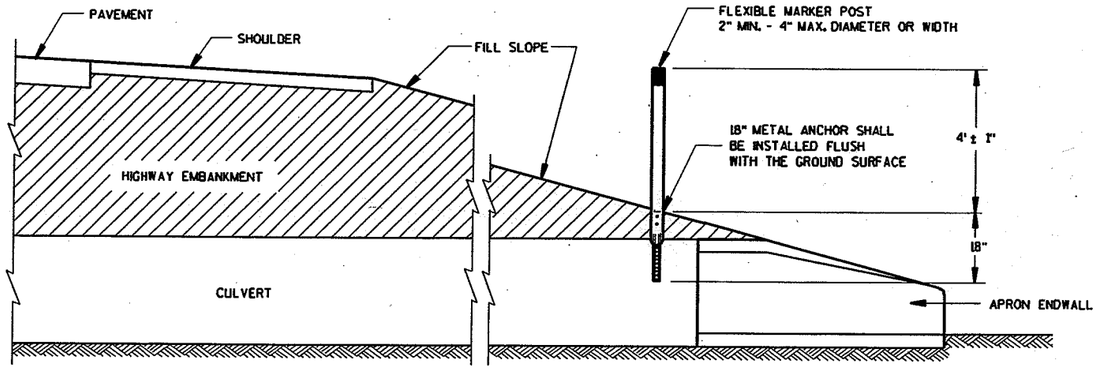
GENERAL NOTES

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



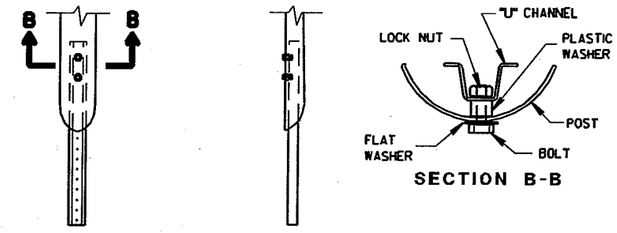
PLAN VIEW

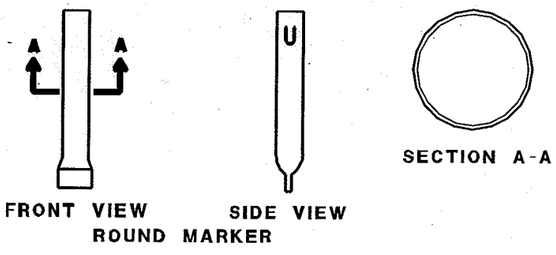
CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH



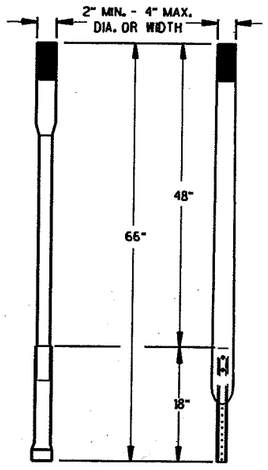
CROSS SECTION

FLEXIBLE MARKER POST





FLEXIBLE MARKER POST ANCHORS



ALTERNATE 1 ALTERNATE 2

FLEXIBLE MARKER POST

MARKER POST, FLEXIBLE, FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

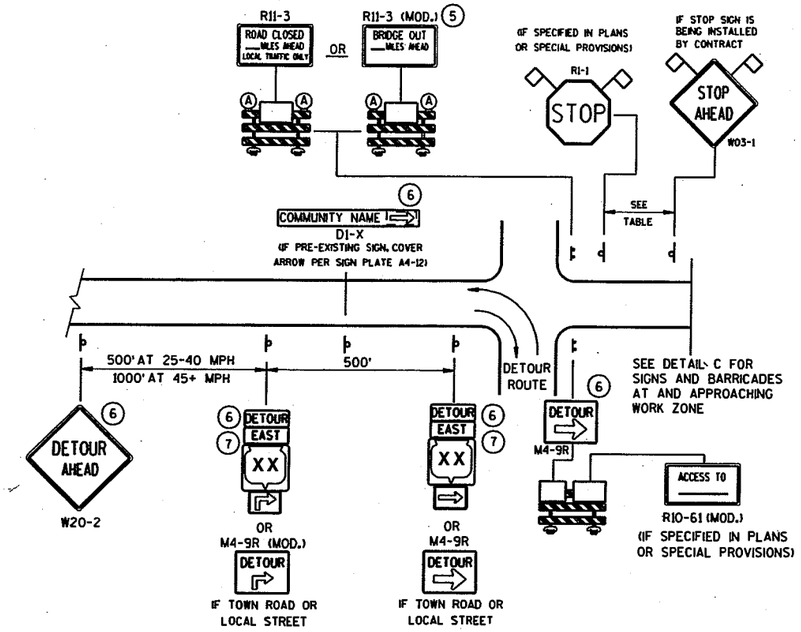
APPROVED

DATE — CHEIF ROADWAY DEVELOPMENT ENGINEER

FHWA

S.D.D. 15 A 3-1

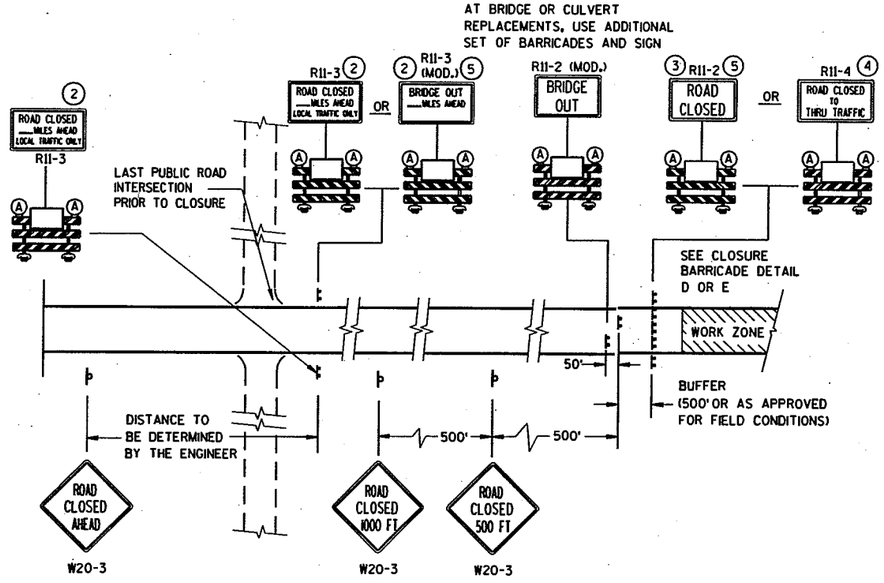
S.D.D. 15 A 3-1



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

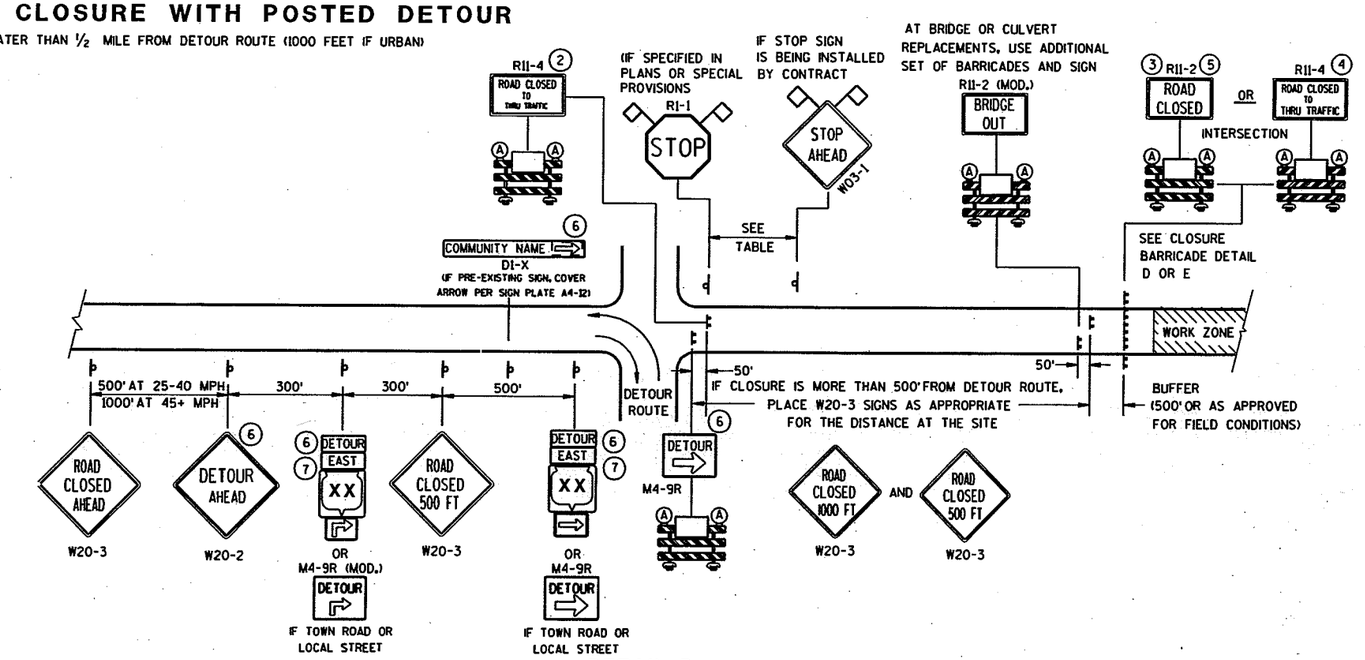


DETAIL C

MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-4b FOR GENERAL NOTES AND FOOTNOTES ① THROUGH ⑦



DETAIL B

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

- POST MOUNTED SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK ZONE
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

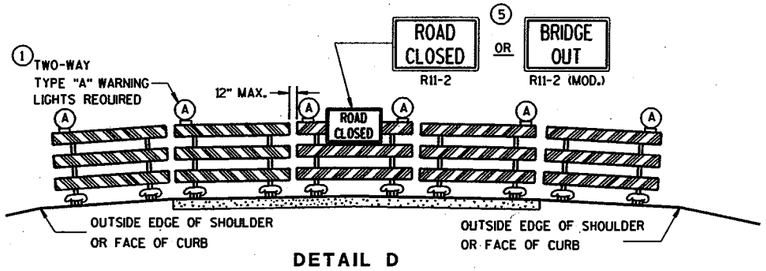
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 C 2-4a

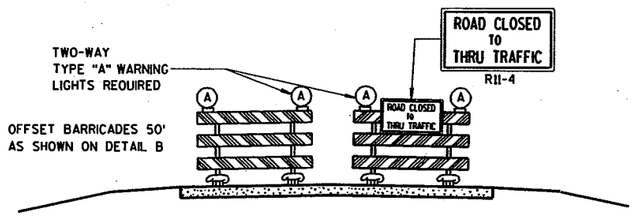
S.D.D. 15 C 2-4a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-4a FOR LEGEND

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

THE REFLECTIVE SHEETING USED ON R11-2, R11-3, R11-4, R10-61 AND R1-1 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

"WO AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X AND M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

6

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

DATE _____ CHIEF SIGNS AND MARKING ENGINEER

FHWA

S.D.D. 15 C 2-4b

S.D.D. 15 C 2-4b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

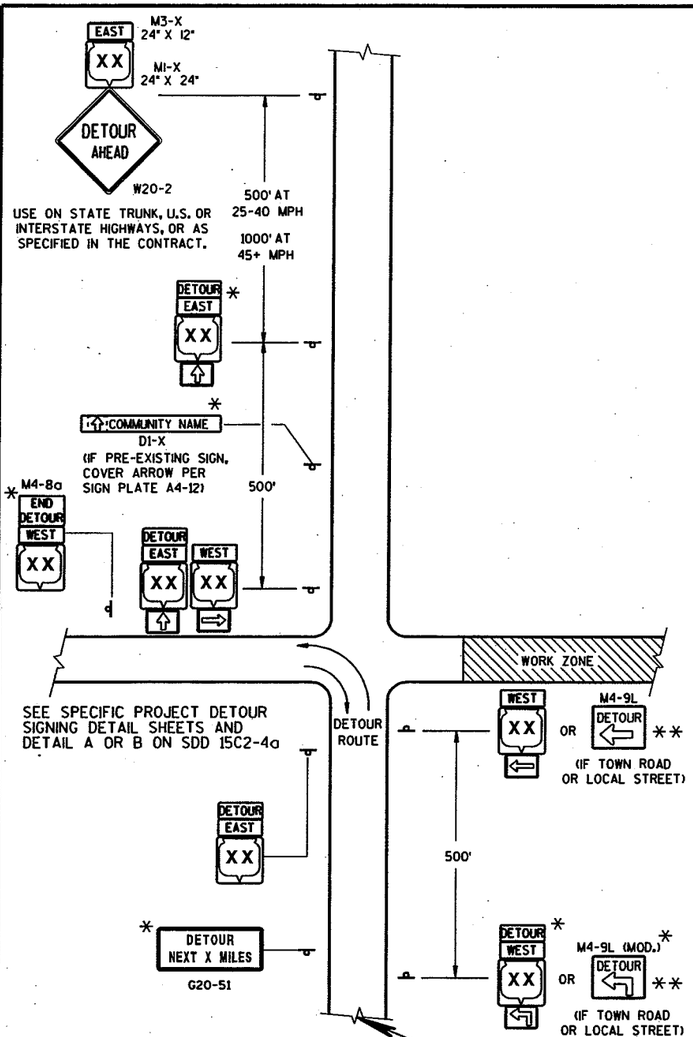
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

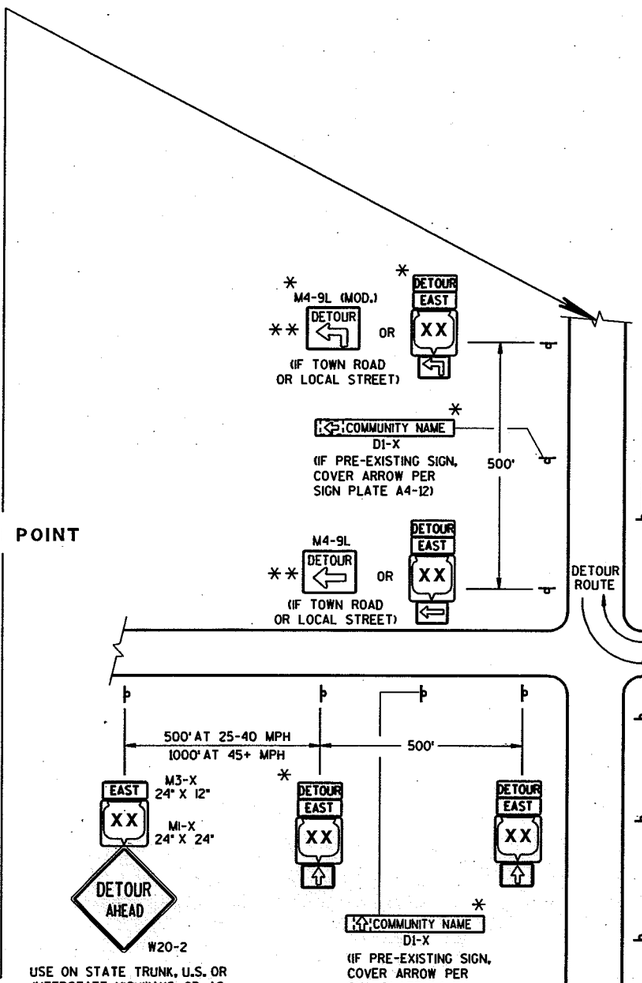
- M3-X AND M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-5I SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

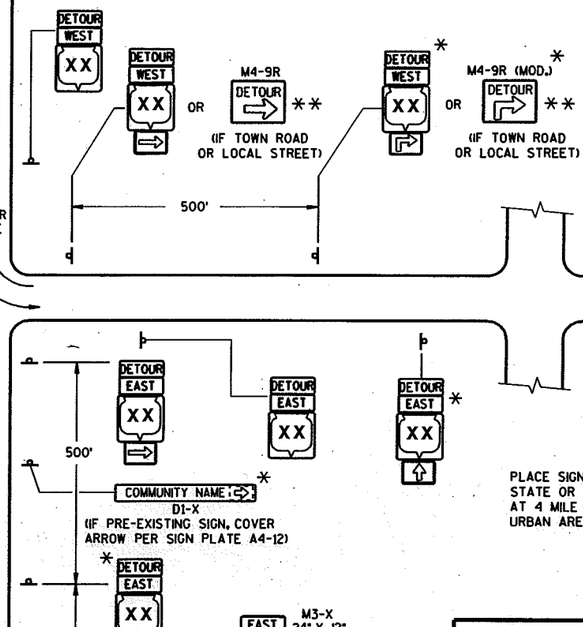
* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



MATCH POINT





LEGEND

- POST MOUNTED SIGN
- WORK ZONE
- DETOUR EAST — M4-8 / M3-X
- XX OR COUNTY XX OR XX — MI-4 / MI-5A / MI-6
- OR OR — MO5-1 / MO6-1 / MO6-1

DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

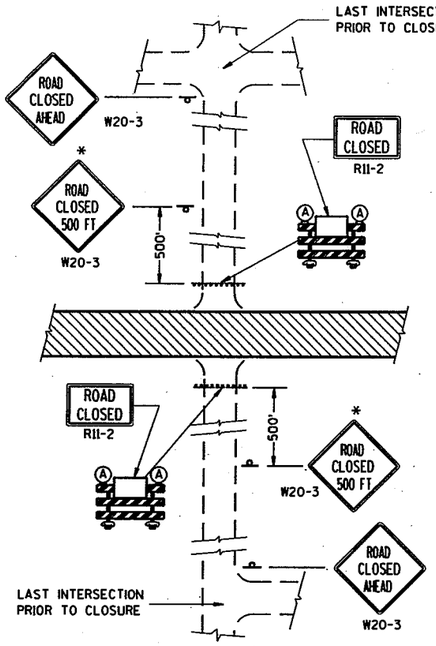
APPROVED

DATE — CHIEF SIGNS AND MARKING ENGINEER

FHWA

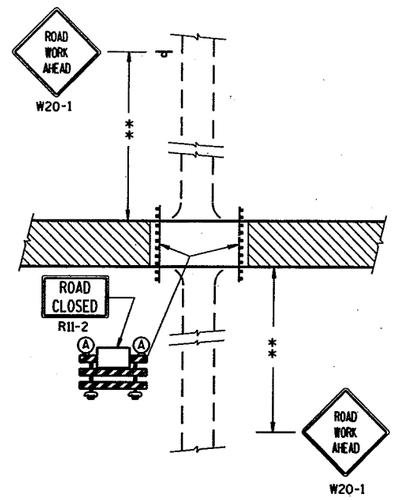
S.D.D. 15 C 2-4c

S.D.D. 15 C 2-4c



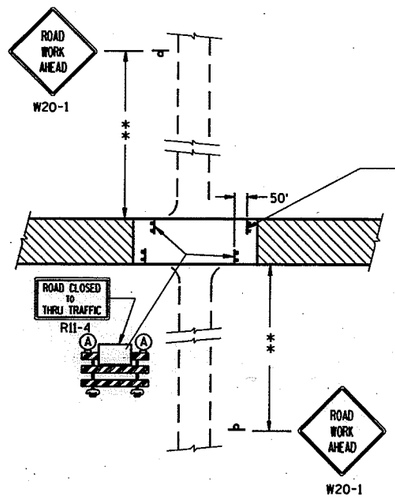
DETAIL 1

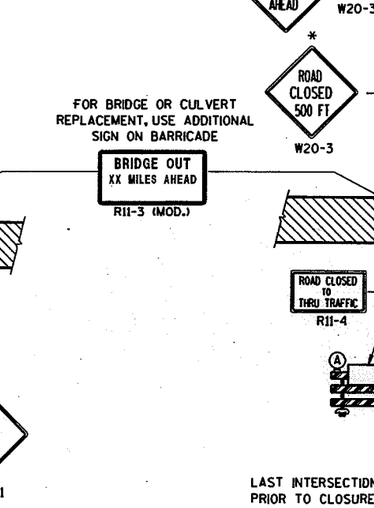
(NO ACCESS TO PROJECT)



DETAIL 2

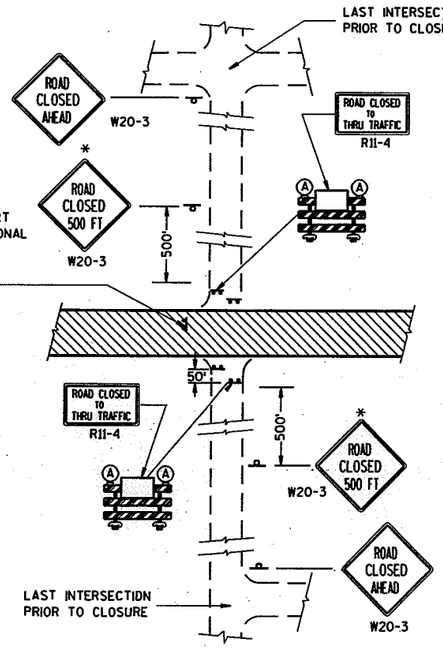
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT).





DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR,
LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

THE REFLECTIVE SHEETING USED ON R11-2, R11-3 AND R11-4 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- POST MOUNTED WARNING SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

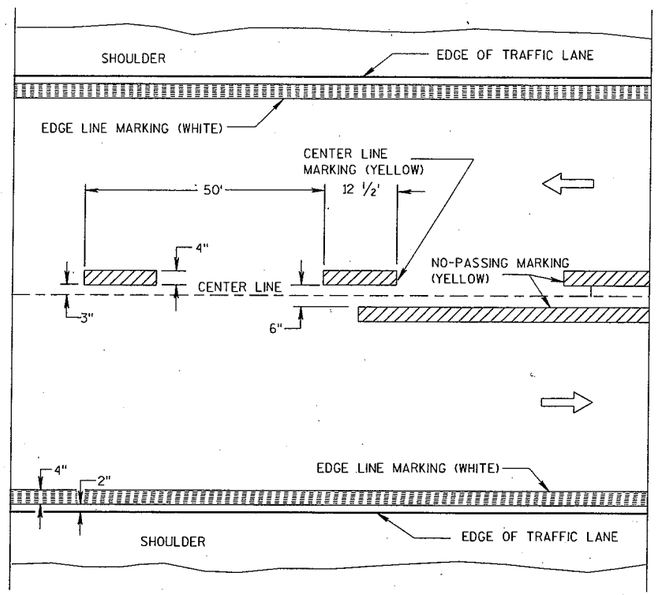
DATE _____ CHIEF SIGNS AND MARKING ENGINEER

FHWA

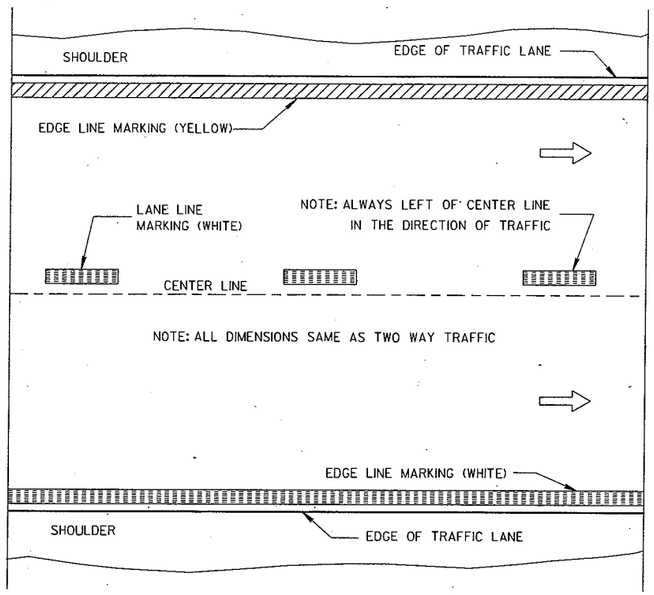
6

S.D.D. 15 C 3-1

S.D.D. 15 C 3-1

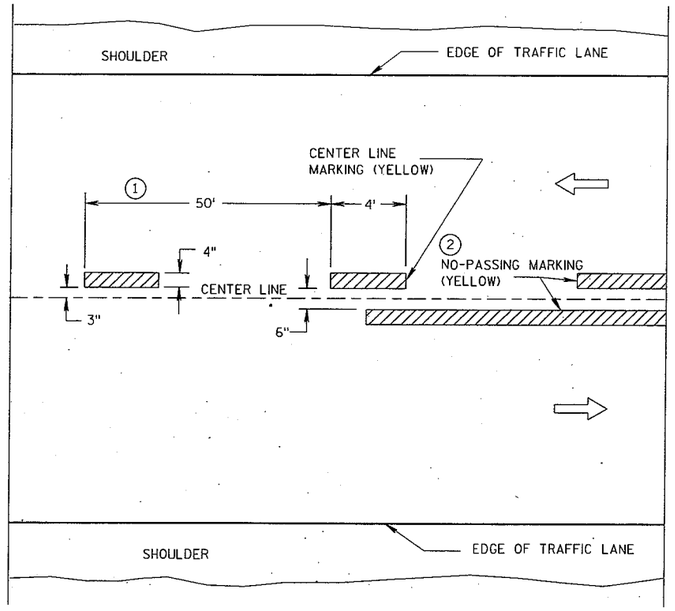


TWO WAY TRAFFIC

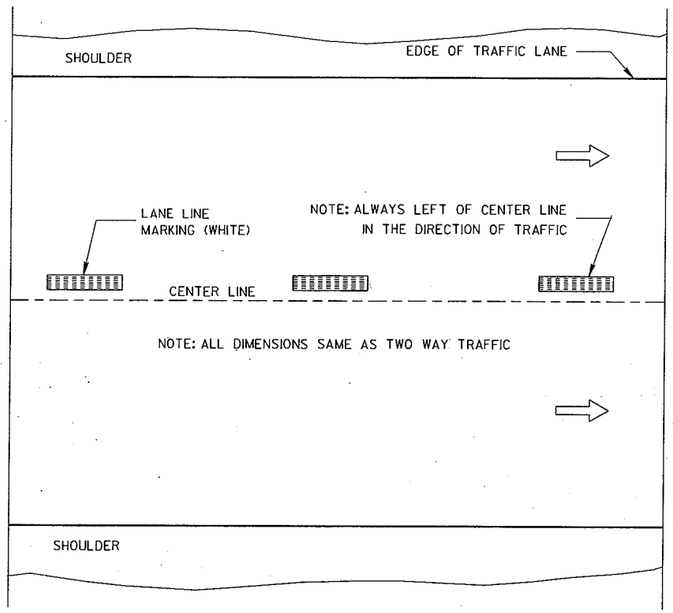


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

GENERAL NOTES

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

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.

2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

PAVEMENT MARKING
(MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

DATE — CHIEF SIGNS AND MARKING ENGINEER

FHWA

S.D.D. 15 C 8-9a

S.D.D. 15 C 8-9a

NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

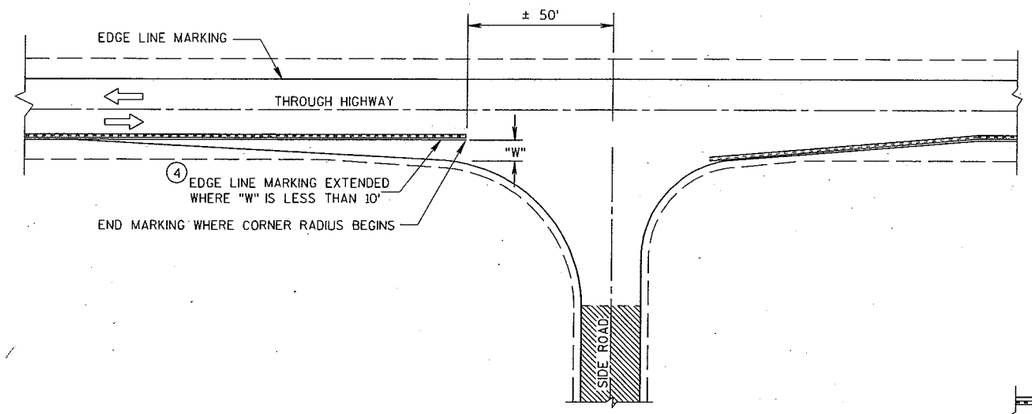
(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

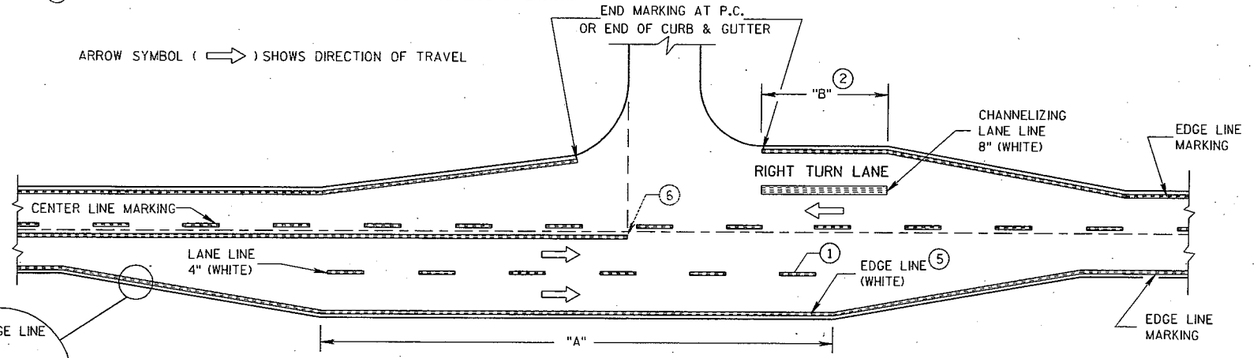
(4) LOCATE THE EDGE LINE ALONG THE TAPER WHERE "W" IS 10' OR MORE.

(5) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

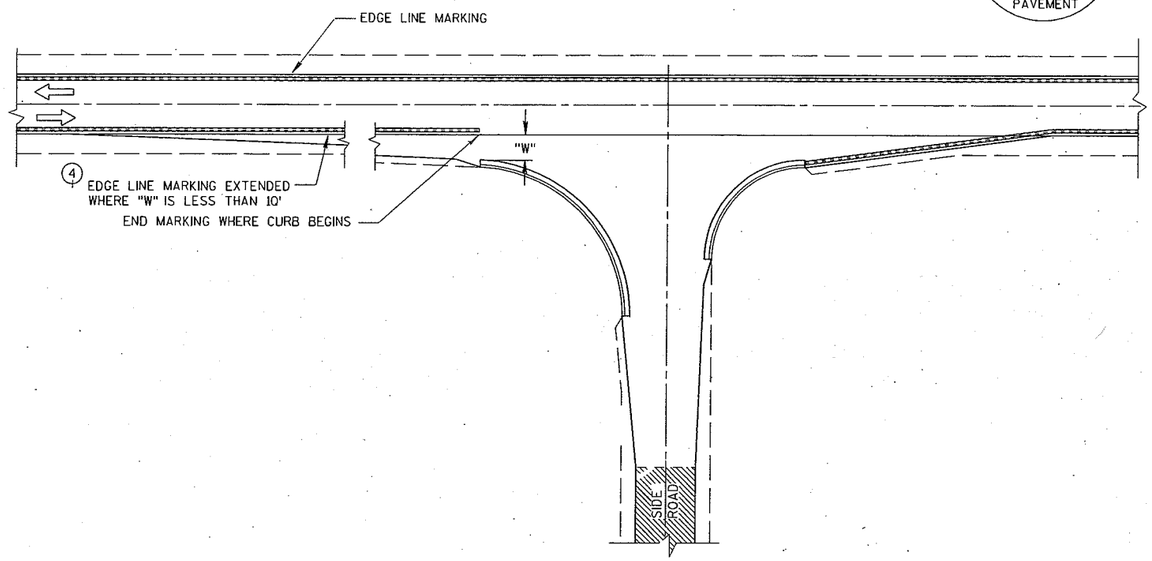
(6) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.



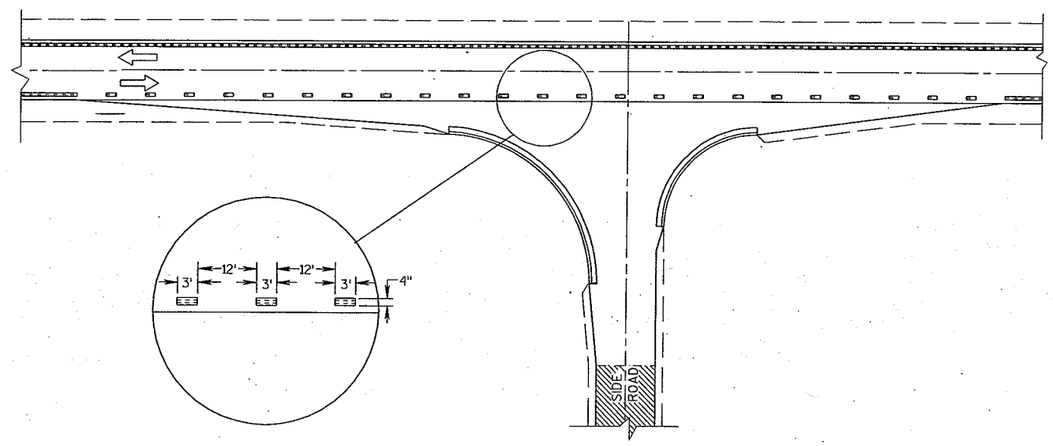
MINOR INTERSECTION WITHOUT CURBS



MAJOR INTERSECTIONS
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS
(TYPICAL MARKING)



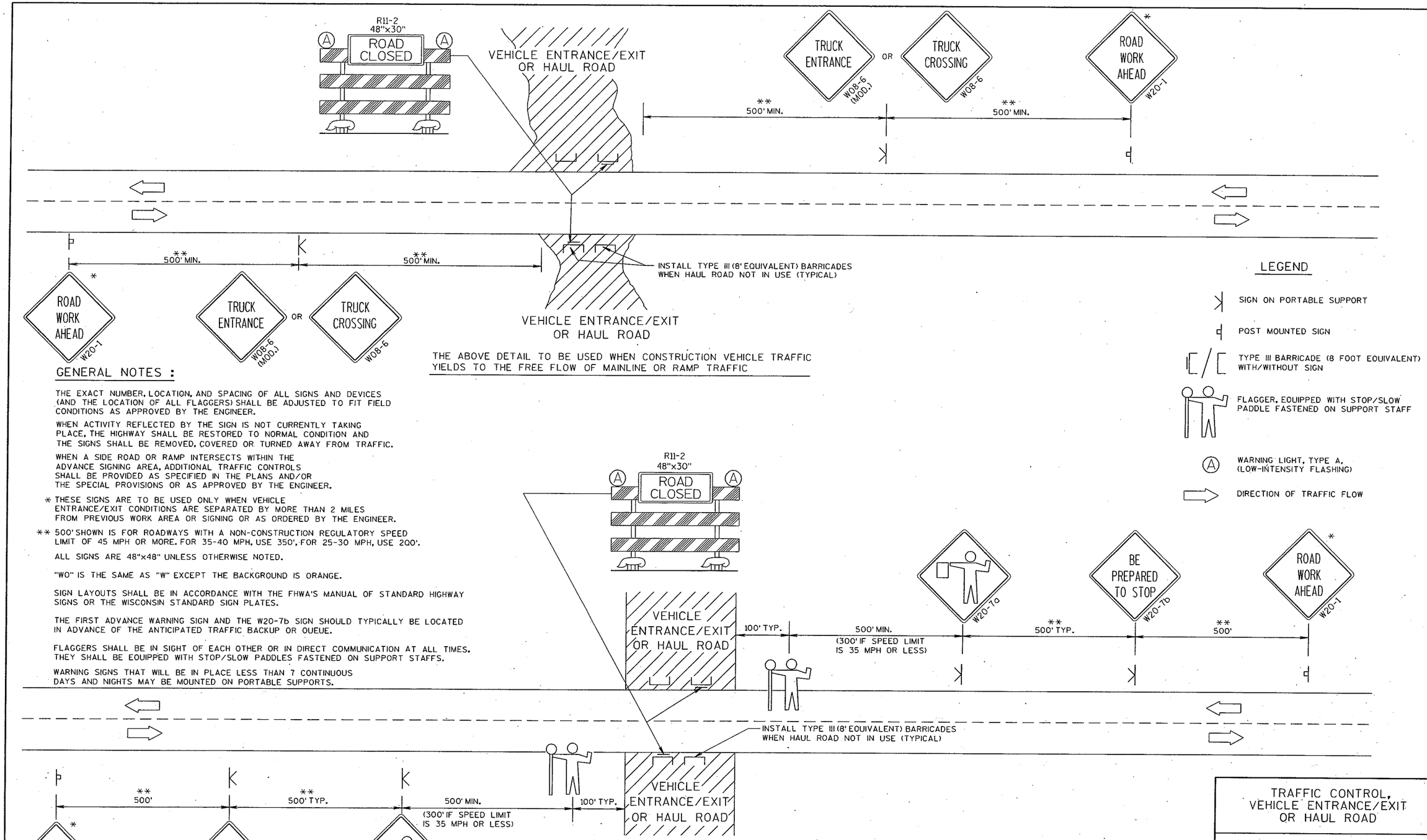
MINOR INTERSECTION WITH CURBS
(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 15 C 8-9b

S.D.D. 15 C 8-9b



THE ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC

GENERAL NOTES :

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES (AND THE LOCATION OF ALL FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

* THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE ENTRANCE/EXIT CONDITIONS ARE SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA OR SIGNING OR AS ORDERED BY THE ENGINEER.

** 500' SHOWN IS FOR ROADWAYS WITH A NON-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350', FOR 25-30 MPH, USE 200'.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

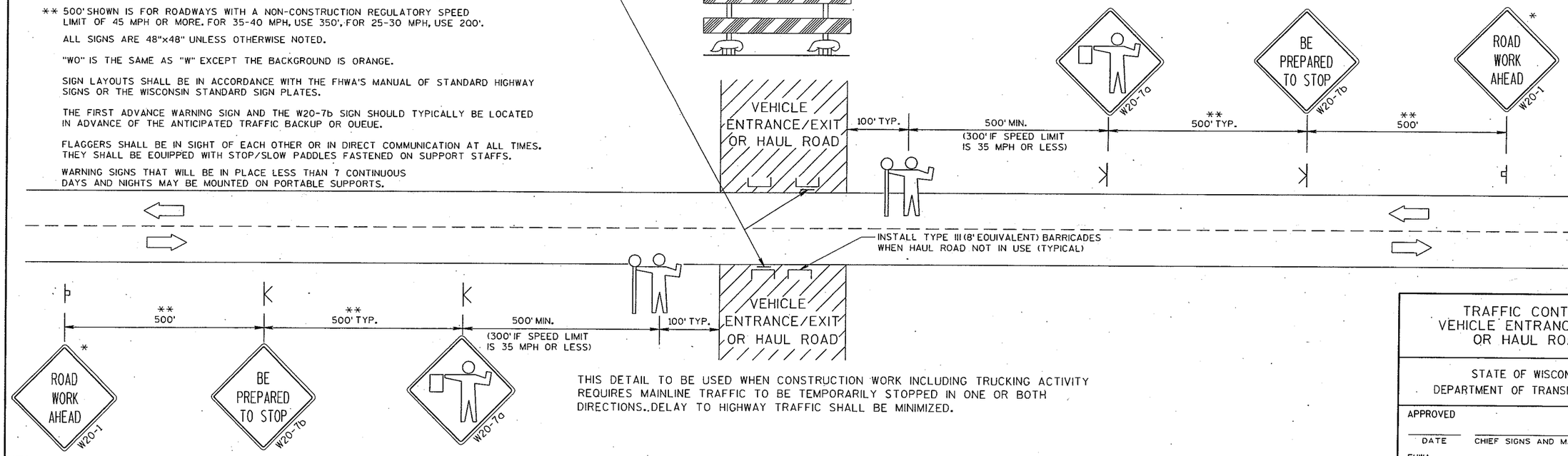
THE FIRST ADVANCE WARNING SIGN AND THE W20-7b SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS.

WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

LEGEND

- SIGN ON PORTABLE SUPPORT
- POST MOUNTED SIGN
- TYPE III BARRICADE (8 FOOT EQUIVALENT) WITH/WITHOUT SIGN
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- (A) WARNING LIGHT, TYPE A, (LOW-INTENSITY FLASHING)
- DIRECTION OF TRAFFIC FLOW



THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

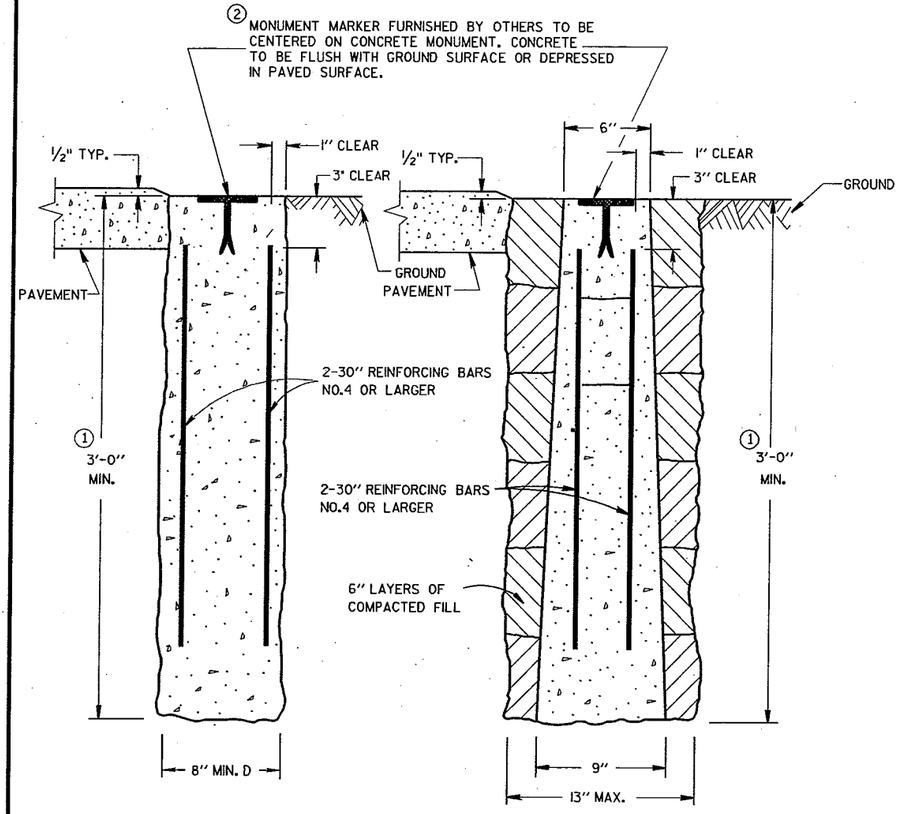
APPROVED

DATE — CHIEF SIGNS AND MARKING ENGINEER

FHWA

S.D.D. 15 D 29-1

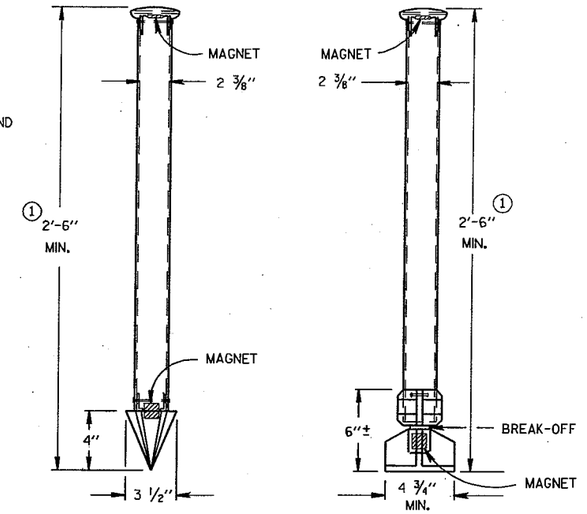
S.D.D. 15 D 29-1



CAST-IN-PLACE PRECAST

CONCRETE MONUMENTS

TYPE A



TYPE C DRIVE-IN MONUMENT

TYPE D BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

INSTALLED METAL MONUMENTS MUST BE EASILY DETECTED WITH A DIP NEEDLE. INSERT PERMANENT MAGNETS SHALL BE ATTACHED NEAR THE TOP AND BOTTOM OF THOSE MONUMENTS CONSTRUCTED OF A METAL ALLOY WHICH IS NOT ATTRACTIVE TO A DIP NEEDLE.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

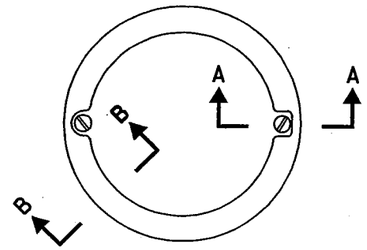
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

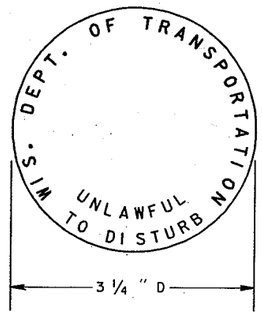
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

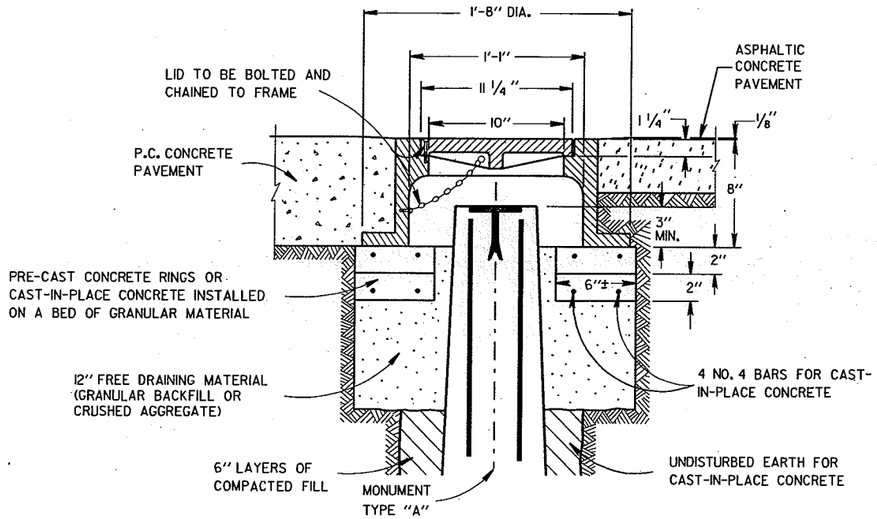
② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.



TOP VIEW

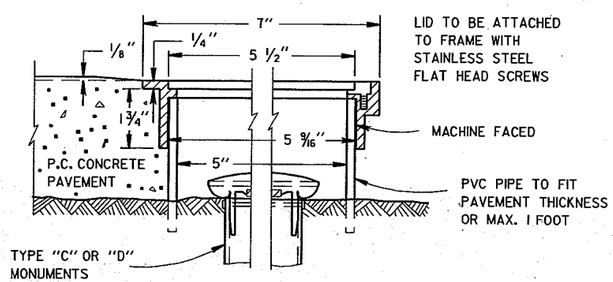


② WIS DOT MONUMENT MARKER LOGO FOR TYPES "A", "C" & "D"



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT - 95 LBS.)



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MONUMENTS AND COVERS

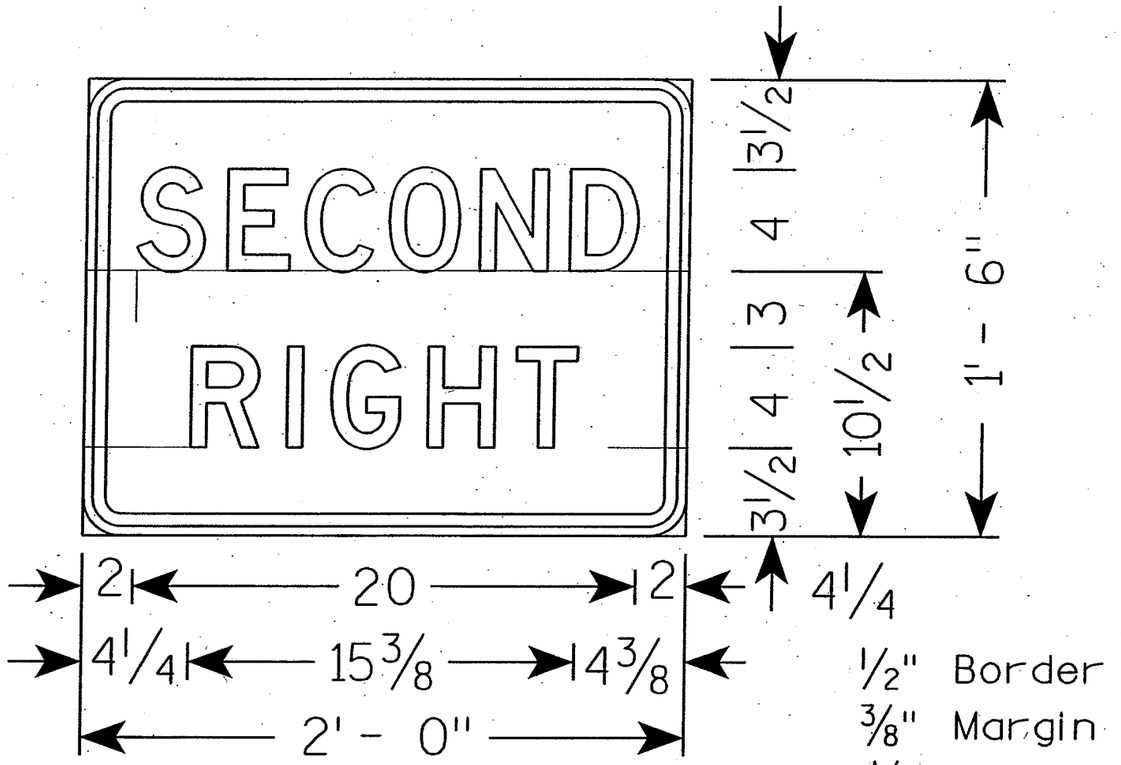
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

DATE CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 16 A 1-6

S.D.D. 16 A 1-6



½" Border
⅜" Margin
1⅛" Radius

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D

STATE PROJECT NUMBER:6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	SPECIAL SIGN DETAIL		SHEET NO:	E

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

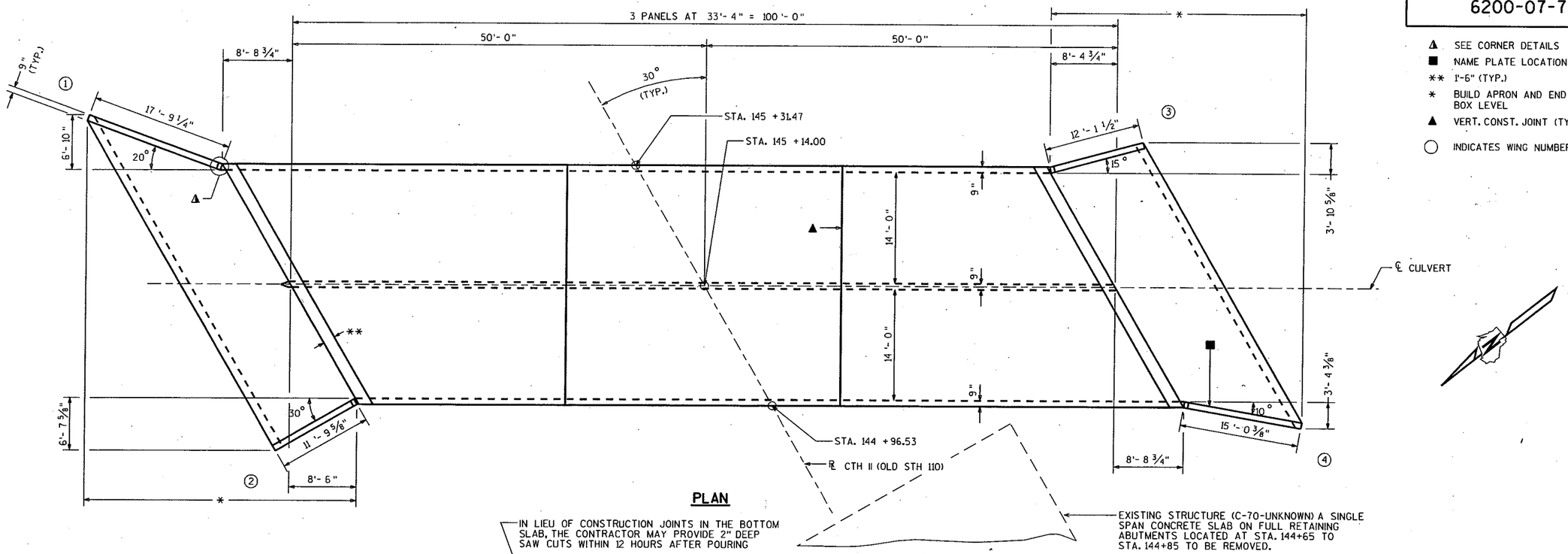
FILE NAME : \\gre31fp1\FCSERVER\d3_traffi\2NDRIGHT.DGN PLOT DATE : 25-FEB-2004 16:37 ORG DATE : 2-18-04 PLOT NAME : 2NDRIGHT1 Originator : Sandy Anderson PLOT SCALE : 5.981928:1.000000

WISDOT/CADDS SHEET 42

STATE PROJECT NUMBER

6200-07-71

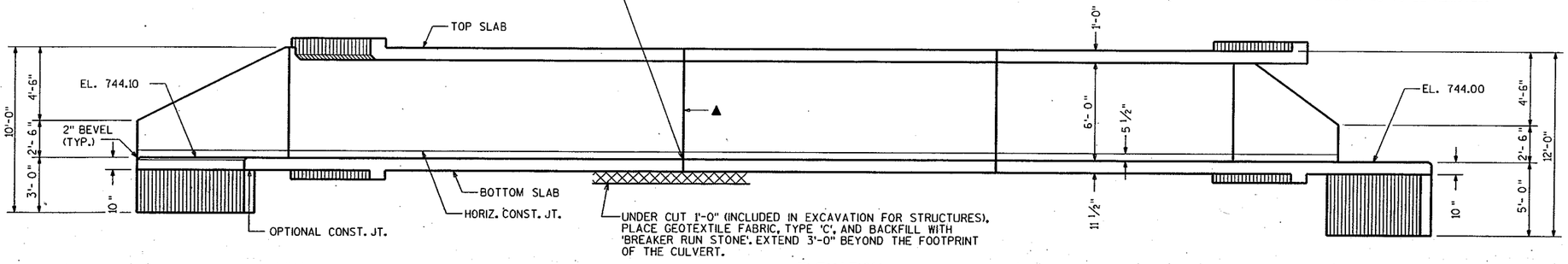
- ▲ SEE CORNER DETAILS
- ■ NAME PLATE LOCATION (SEE SHT 4)
- ** 1'-6" (TYP.)
- * BUILD APRON AND END OF BOX LEVEL
- ▲ VERT. CONST. JOINT (TYP.)
- ◯ INDICATES WING NUMBER



PLAN

IN LIEU OF CONSTRUCTION JOINTS IN THE BOTTOM SLAB, THE CONTRACTOR MAY PROVIDE 2" DEEP SAW CUTS WITHIN 12 HOURS AFTER POURING

EXISTING STRUCTURE (C-70-UNKNOWN) A SINGLE SPAN CONCRETE SLAB ON FULL RETAINING ABUTMENTS LOCATED AT STA. 144+65 TO STA. 144+85 TO BE REMOVED.



UNDER CUT 1'-0" (INCLUDED IN EXCAVATION FOR STRUCTURES), PLACE GEOTEXTILE FABRIC, TYPE 'C', AND BACKFILL WITH 'BREAKER RUN STONE'. EXTEND 3'-0" BEYOND THE FOOTPRINT OF THE CULVERT.

INLET — **ELEVATION** (INTERIOR WALL NOT SHOWN) — **OUTLET**

LIST OF DRAWINGS

DESIGN DATA

LIVELOAD: HS20
EARTHLOAD: DESIGNED FOR 3.0 FT. OF FILL.
STRENGTH DESIGN METHOD:
CONCRETE MASONRY, GRADE A-FA ——— f'_c = 3500 P.S.I.
HIGH STRENGTH BAR STEEL REINFORCEMENT — f_y = 60000 P.S.I.
INVERTS ARE SET 6" BELOW STREAM BED.

TRAFFIC VOLUME

CTH II (OLD STH 110)
A.D.T. = 2340 (2024)
R.D.S. = 55 M.P.H.

HYDRAULIC DATA

100 YEAR FREQUENCY
Q_{100} = 1320 C.F.S.
VEL. = 9.0 F.P.S.
HW. = EL. 751.4
DRAINAGE AREA = 7.5 SQ. MI.
OVERTOPPING RDWY. = 751.3

TOTAL ESTIMATED QUANTITIES

BID ITEMS		
REMOVING OLD STRUCTURE, STA. 144+75.00	1	L.S.
EXCAVATION FOR STRUCTURES, CULVERTS, B-70-242	1	L.S.
CONCRETE MASONRY, CULVERTS	322	C.Y.
BAR STEEL REINFORCEMENT HS BRIDGES	36,040	LBS.
BACKFILL STRUCTURE	800	C.Y.
RUBBERIZED MEMBRANE WATERPROOFING	30	S.Y.
BREAKER RUN STONE	140	C.Y.
GEOTEXTILE FABRIC, TYPE 'C'	420	S.Y.

NON-BID ITEMS		
FILLER	3/4"	SIZE

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS SHOWN OR NOTED OTHERWISE.
THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES SHALL BE THE EXISTING GROUNDLINE.
ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TO THE ELEVATION AND SECTION EXISTING PRIOR TO EXCAVATION WITHIN THE LENGTH OF THE CULVERT.
THE CONCRETE IN THE CUTOFF WALLS MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.
THE CONTRACTOR MAY FURNISH A PRECAST CONCRETE BOX CULVERT IN LIEU OF THE CAST-IN-PLACE BOX CULVERT WITH APPROVAL OF THE STRUCTURES DESIGN SECTION. THE PRECAST CULVERT SHALL CONFORM TO PRECAST DETAILS ON CHAPTER 36 STANDARDS OF THE CURRENT WISC. DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST CULVERT SHALL BE BASED ON THE PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".
PLACE A 18" (MIN.) WIDE SHEET OF 'RUBBERIZED MEMBRANE WATERPROOFING' ON TOP SLAB OVER ALL CONSTRUCTION JOINTS AND EXTEND DOWN TO BOTTOM OF OUTSIDE WALLS.

BRIDGE CONTACT PERSON: DAVE GENSON (608)-266-8491

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

APPROVED _____ CHIEF STRUCTURAL DESIGN ENGINEER _____ DATE

8

STRUCTURE B-70-242

CTH II (OLD STH 110) OVER DRAINAGE WAY

COUNTY	TOWN/~~CITY/VILLAGE~~	
WINNEBAGO	WOLF RIVER	
DESIGN SPEC. AASHTO STD. SPEC. 2002	LOAD HS-20	CONST. SPEC. 2003
DESIGNED BY COMP. / DESIGN CK'D. FWG	DRAWN BY RIES	PLANS CK'D. DRG

LAYOUT

SHEET 1 OF 5

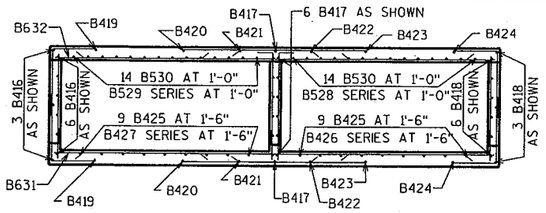
FILE= 702-PLA.DGN
SCALE = 4

I.D. 6200-07-00A

DATE: JAN. '03

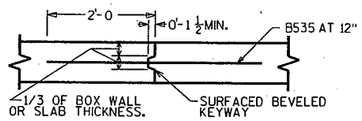
STATE PROJECT NUMBER

6200-07-71



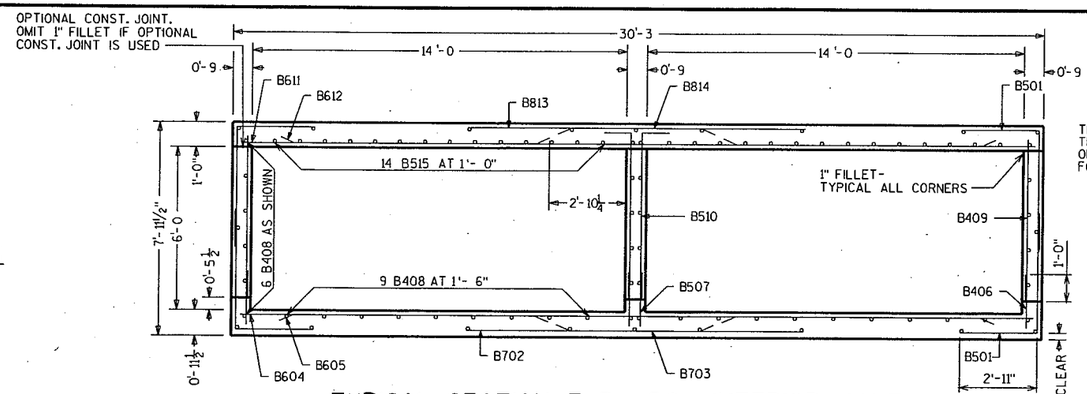
TYPICAL SECTION THRU BOX-EXTERIOR PANEL

BAR LABELS AND DIMENSIONS NOT SHOWN ARE IDENTICAL TO THOSE IN INTERIOR PANEL



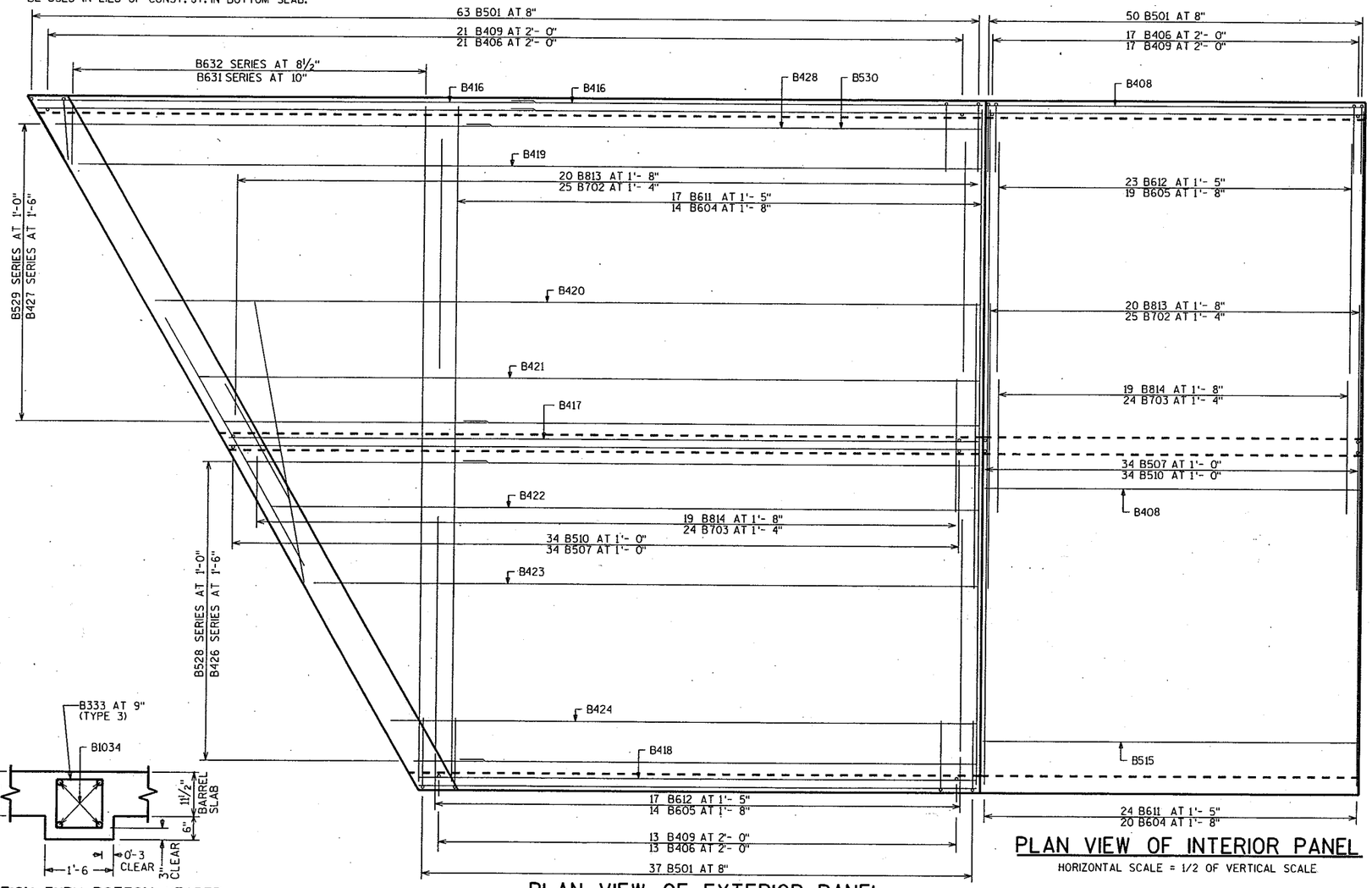
VERTICAL CONSTRUCTION JOINT

2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.



TYPICAL SECTION THRU BOX-INTERIOR PANEL

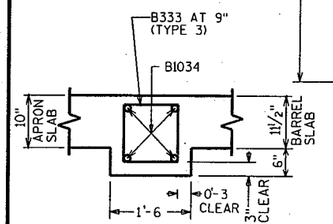
ALL LONGITUDINAL BARS NOT IDENTIFIED ARE B406 AS SHOWN.



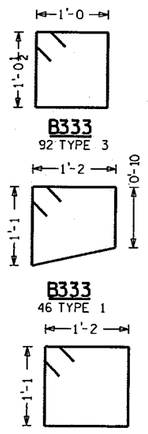
PLAN VIEW OF EXTERIOR PANEL

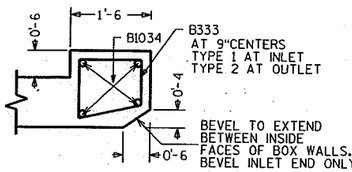
PLAN VIEW OF INTERIOR PANEL

HORIZONTAL SCALE = 1/2 OF VERTICAL SCALE



SECTION THRU BOTTOM HEADER





SECTION THRU TOP HEADER

BILL OF BARS

THE FIRST OR FIRST AND SECOND DIGIT OF THE MARK SIGNIFIES THE BAR SIZE. THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF A "L" SHAPED BAR. LONGER BARS OF THE SAME SIZE MAY BE SUBSTITUTED FOR SHORTER BARS. PAYMENT BASED ON BAR LENGTHS AS DETAILED.

MARK	NUMBER REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501	600	7-4	2-11	NO	CORNERS
B702	75	12-6	NO	NO	BOTTOM SLAB TRANS.
B703	72	5-10	NO	NO	BOTTOM SLAB TRANS.
B604	48	29-6	NO	NO	BOTTOM SLAB TRANS.
B605	94	10-1	NO	NO	BOTTOM SLAB TRANS.
B406	102	2-0	NO	NO	WALLS-DOWELS VERT.
B507	204	2-0	NO	NO	WALLS-DOWELS VERT.
B408	62	32-10	NO	NO	TOP&BOTTOM SLAB & WALL
B409	102	6-2	NO	NO	WALLS VERT.
B510	204	7-2	1-0	NO	WALLS VERT.
B611	58	29-6	NO	NO	TOP SLAB TRANS.
B612	114	10-1	NO	NO	TOP SLAB TRANS.
B813	60	12-6	NO	NO	TOP SLAB TRANS.
B814	57	5-10	NO	NO	TOP SLAB TRANS.
B515	28	32-10	NO	NO	TOP SLAB LONGIT.
B416	36	21-9	NO	NO	TOP&BOTTOM SLAB & WALL
B417	28	32-11	NO	NO	TOP&BOTTOM SLAB & WALL
B418	18	24-5	NO	NO	TOP&BOTTOM SLAB & WALL
B419	4	39-8	NO	NO	TOP&BOTTOM SLAB LONGIT.
B420	4	36-3	NO	NO	TOP&BOTTOM SLAB LONGIT.
B421	4	34-4	NO	NO	TOP&BOTTOM SLAB LONGIT.
B422	4	31-0	NO	NO	TOP&BOTTOM SLAB LONGIT.
B423	4	29-1	NO	NO	TOP&BOTTOM SLAB LONGIT.
B424	4	25-8	NO	NO	TOP&BOTTOM SLAB LONGIT.
B425	36	23-5	NO	NO	BOTTOM SLAB LONGIT.
B426	18	6-6	NO	YES	BOTTOM SLAB LONGIT.
B427	18	15-0	NO	YES	BOTTOM SLAB LONGIT.
B528	28	6-9	NO	YES	TOP SLAB LONGIT.
B529	28	15-3	NO	YES	TOP SLAB LONGIT.
B530	56	23-5	NO	NO	TOP SLAB LONGIT.
B631	38	16-6	NO	YES	BOTTOM SLAB TRANS.
B632	44	16-7	NO	YES	TOP SLAB TRANS.
B333	184	5-1	YES	NO	HEADER STIRRUPS VERT.
B1034	16	34-5	NO	NO	HEADERS HORIZ.
B535	156	4-0	NO	NO	VERT.CONST.JOINT

LENGTH SHOWN FOR BAR SERIES IN "BILL OF BARS" IS AVERAGE LENGTH.

BAR SERIES TABLE

MARK	LENGTH			NO.OF BARS/SERIES	NO.OF EACH SERIES
B426	3-0	TO	9-11	9	2
B427	11-6	TO	18-5	9	2
B528	3-0	TO	10-6	14	2
B529	11-6	TO	19-0	14	2
B631	3-6	TO	29-6	19	2
B632	3-9	TO	29-6	22	2

BUNDLE AND TAG EACH SERIES SEPARATELY

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-70-242

CONST. SPEC.	DRAWN BY	PLANS CK'D.
2003	RIES	DRG

BOX DETAILS

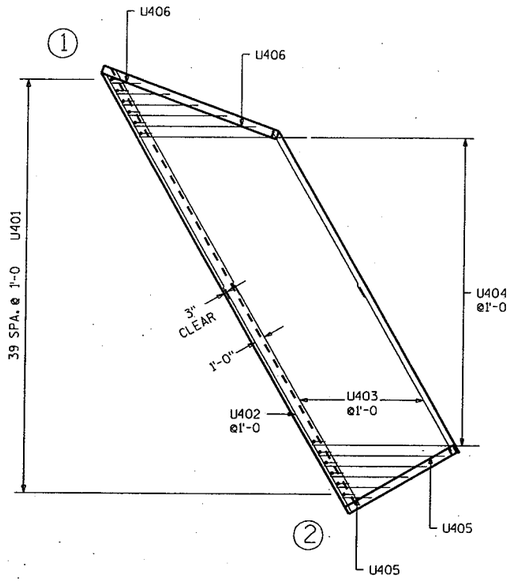
SHEET 2

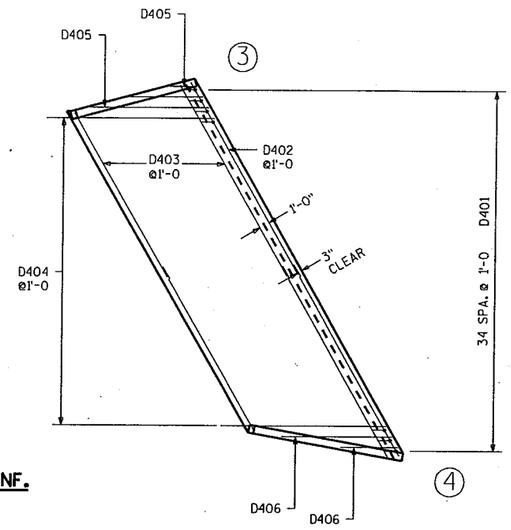
8

FILE= 70242E .DGN
SCALE = 4

STATE PROJECT NUMBER

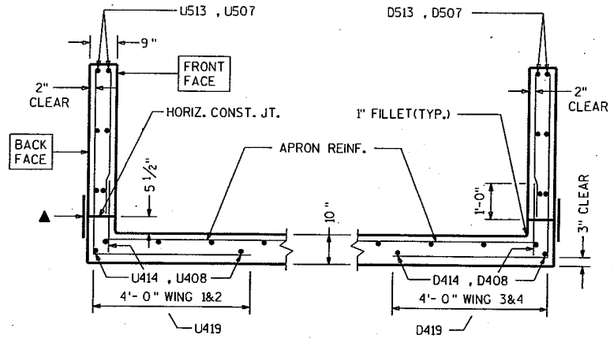
6200-07-71





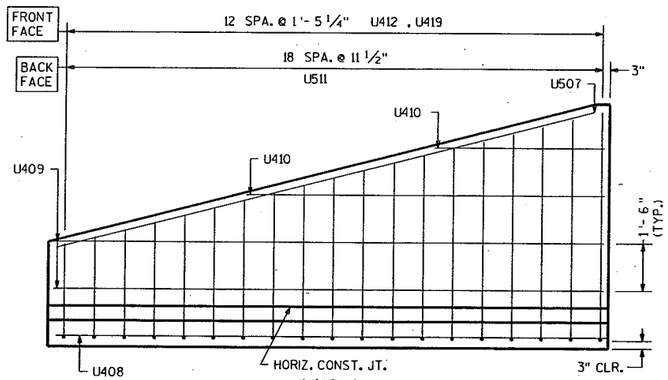
APRON REINF.

▲ 18" RUBBERIZED MEMBRANE WATER-PROOFING. PLACE ALONG HORIZ. CONST. JT. FOR ENTIRE WING LENGTH (TYP.).

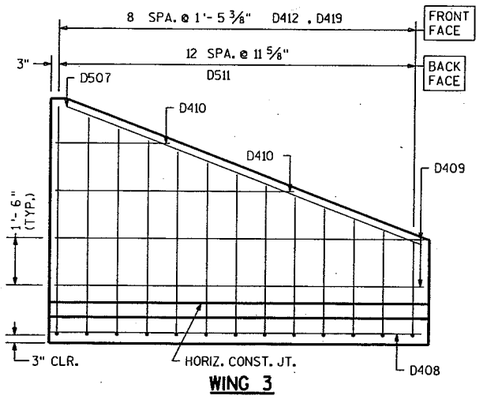


SECTION THRU WINGS

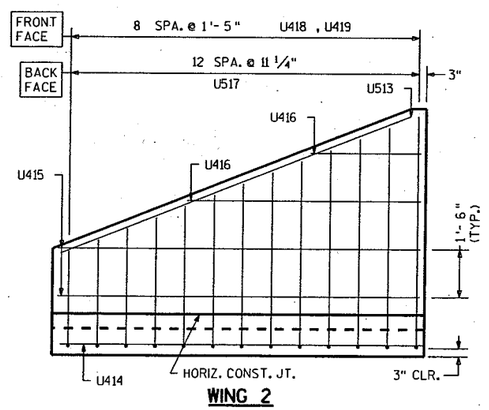
AT RIGHT ANGLES TO WING WALLS



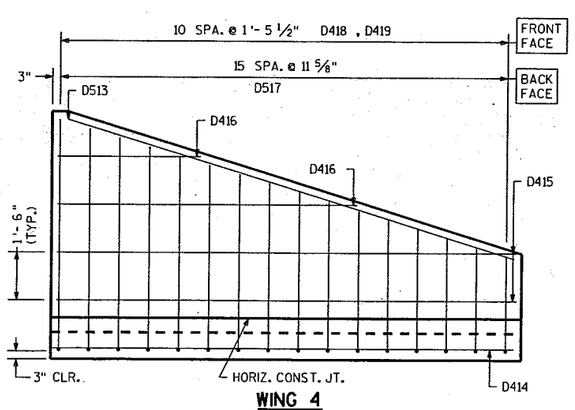
WING 1



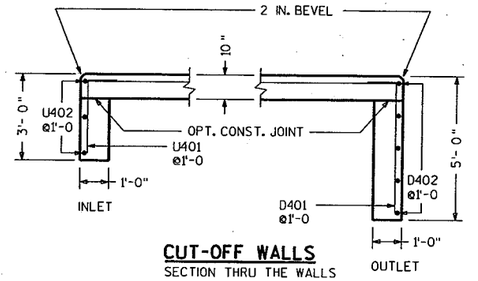
WING 3



WING 2

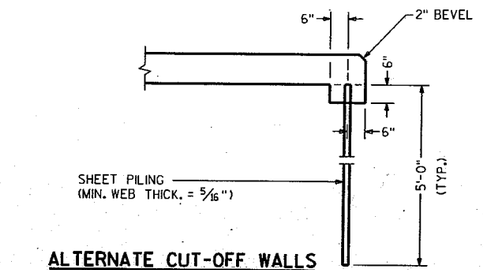


WING 4



CUT-OFF WALLS

SECTION THRU THE WALLS



ALTERNATE CUT-OFF WALLS

THE ABOVE ALT. MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONC. CUT-OFF WALLS. PAYMENT WILL BE BASED ON THE CONC. CUT-OFF WALLS.

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-70-242

CONST. SPEC. 2003	DRAWN BY RIES	PLANS CK'D. DRG

APRON DETAILS

SHEET 3

APR.DGN

FILE= 702
SCALE = 4

STATE PROJECT NUMBER
6200-07-71

BILL OF BARS

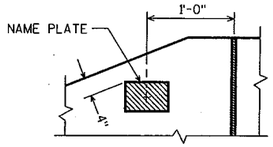
THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.
THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF AN L - SHAPED BAR.

BAR MARK	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
U401	40	3 - 6	1 - 0		INLET APRON AND CUTOFF WALL
U402	6	24 - 1			INLET APRON AND CUTOFF WALL
U403	22	21 - 0		*	" APRON
U404	30	15 - 10			" APRON
U405	5	7 - 4		*	" APRON
U406	5	7 - 3		*	" APRON
U507	2	17 - 10			WING 1 -HORIZONTAL - BOTH FACES
U408	2	18 - 0			WING "-HORIZONTAL -APRON BOTT. SLAB
U409	4	17 - 5			WING "-HORIZONTAL - BOTH FACES
U410	4	8 - 5		*	WING "-HORIZONTAL - BOTH FACES
U511	19	9 - 0	4 - 0	*	WING "-VERTICAL - BACK FACE
U412	13	4 - 0		*	WING "-VERTICAL - FRONT FACE
U513	2	12 - 2			WING 2 -HORIZONTAL - BOTH FACES
U414	2	12 - 1			WING "-HORIZONTAL -APRON BOTT. SLAB
U415	4	11 - 6			WING "-HORIZONTAL - BOTH FACES
U416	4	5 - 5		*	WING "-HORIZONTAL - BOTH FACES
U517	13	9 - 0	4 - 0	*	WING "-VERTICAL - BACK FACE
U418	9	4 - 0		*	WING "-VERTICAL - FRONT FACE
U419	22	2 - 0			WINGS 1 AND 2 - DOWELS - FRONT FACE
D401	35	5 - 6	1 - 0		OUTLET APRON AND CUTOFF WALL
D402	10	20 - 8			OUTLET APRON AND CUTOFF WALL
D403	22	19 - 3		*	" APRON
D404	30	15 - 10			" APRON
D405	3	6 - 10		*	" APRON
D406	2	8 - 1		*	" APRON
D507	2	12 - 5			WING 3 -HORIZONTAL - BOTH FACES
D408	2	12 - 4			WING "-HORIZONTAL -APRON BOTT. SLAB
D409	4	11 - 9			WING "-HORIZONTAL - BOTH FACES
D410	4	5 - 7		*	WING "-HORIZONTAL - BOTH FACES
D511	13	9 - 0	4 - 0	*	WING "-VERTICAL - BACK FACE
D412	9	4 - 0		*	WING "-VERTICAL - FRONT FACE
D513	2	15 - 2			WING 4 -HORIZONTAL - BOTH FACES
D414	2	15 - 3			WING "-HORIZONTAL -APRON BOTT. SLAB
D415	4	14 - 8			WING "-HORIZONTAL - BOTH FACES
D416	4	7 - 1		*	WING "-HORIZONTAL - BOTH FACES
D517	16	9 - 0	4 - 0	*	WING "-VERTICAL - BACK FACE
D418	11	4 - 0		*	WING "-VERTICAL - FRONT FACE
D419	20	2 - 0			WINGS 3 AND 4 - DOWELS - FRONT FACE

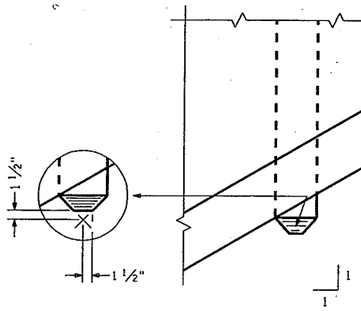
* LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE --- BUNDLE AND TAG EACH SERIES SEPARATELY

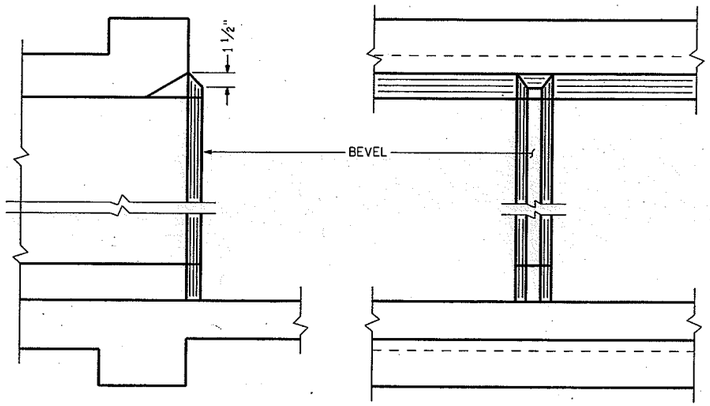
BAR MARK	NO. REQ'D.	LENGTHS FOR EACH SERIES
U403	2 SERIES OF 11	17 - 11 TO 24 - 1
U405	1 SERIES OF 5	2 - 9 TO 12 - 0
U406	1 SERIES OF 5	2 - 11 TO 11 - 8
U410	2 SERIES OF 2	5 - 5 TO 11 - 4
U511	1 SERIES OF 19	6 - 9 TO 11 - 3
U412	1 SERIES OF 13	1 - 9 TO 6 - 3
U416	2 SERIES OF 2	3 - 6 TO 7 - 5
U517	1 SERIES OF 13	6 - 9 TO 11 - 3
U418	1 SERIES OF 9	1 - 9 TO 6 - 3
D403	2 SERIES OF 11	17 - 10 TO 20 - 8
D405	1 SERIES OF 3	2 - 6 TO 11 - 2
D406	1 SERIES OF 2	5 - 7 TO 10 - 8
D410	2 SERIES OF 2	3 - 7 TO 7 - 7
D511	1 SERIES OF 13	6 - 9 TO 11 - 3
D412	1 SERIES OF 9	1 - 9 TO 6 - 3
D416	2 SERIES OF 2	4 - 7 TO 9 - 6
D517	1 SERIES OF 16	6 - 9 TO 11 - 3
D418	1 SERIES OF 11	1 - 9 TO 6 - 3



NAME PLATE LOCATION
WING 4

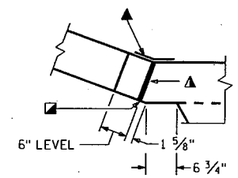


PLAN



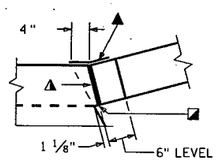
SECTION ELEVATION

INLET NOSE DETAILS

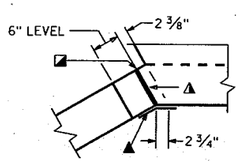


CORNER 1

▲ ¾" FILLER TYPICAL. EXTEND FILLER FROM HORIZ. CONST. JT. TO TOP OF WING.



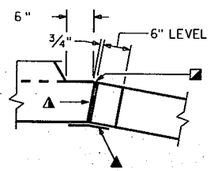
CORNER 3



CORNER 2

1" BEVEL TYPICAL ◪

▲ 18" RUBBERIZED MEMBRANE WATER-PROOFING. EXTEND FROM HORIZ. CONST. JT. TO TOP OF WALL.



CORNER 4

CORNER DETAILS

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-70-242

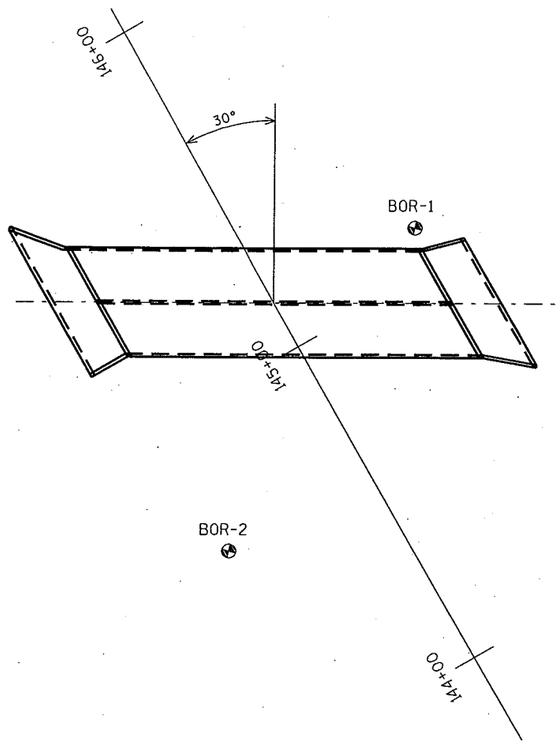
CONST. SPEC.	2003	DRAWN BY	RIES	PLANS CK'D.	DRG

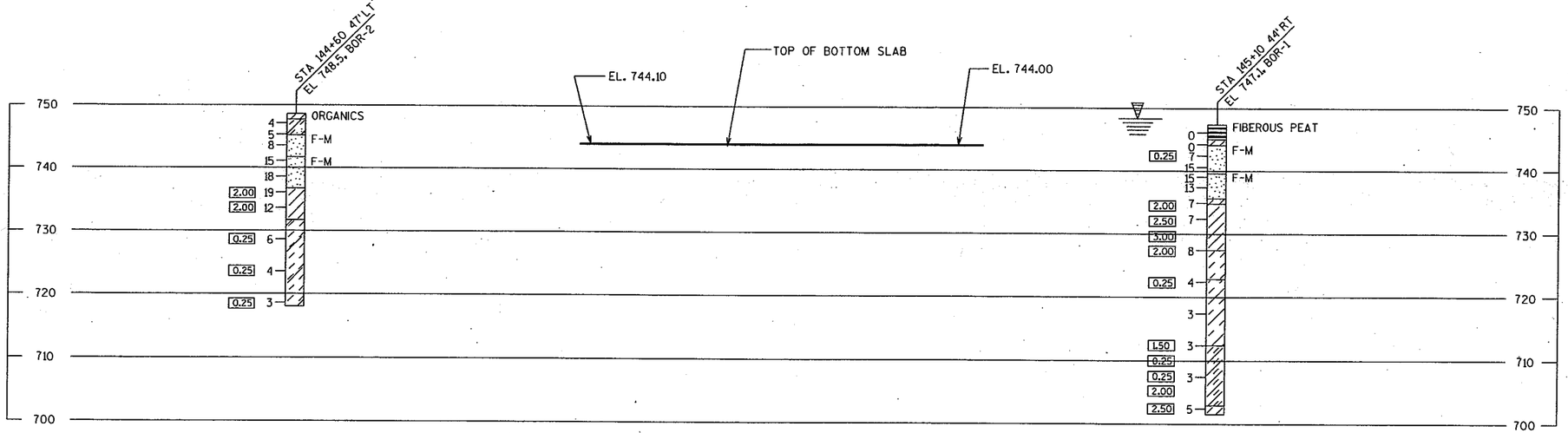
DETAILS

SHEET 4

FILE= 702 BAR.DGN
SCALE = 4

CTH II (OLD STH 110) OVER UNNAMED CREEK
NORTH CO LN- WINCHESTER, WINNEBAGO COUNTY





STATE PROJECT NUMBER
6200-07-71

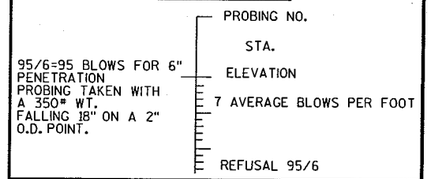
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

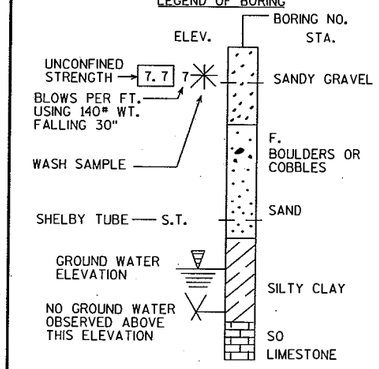
MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE, SAND, PEAT, LIMESTONE, GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING



LEGEND OF BORING



UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-70-242

CONST. SPEC.	2003	DRAWN BY	SJJ	PLANS CK'D.	DRG

SUBSURFACE EXPLORATION

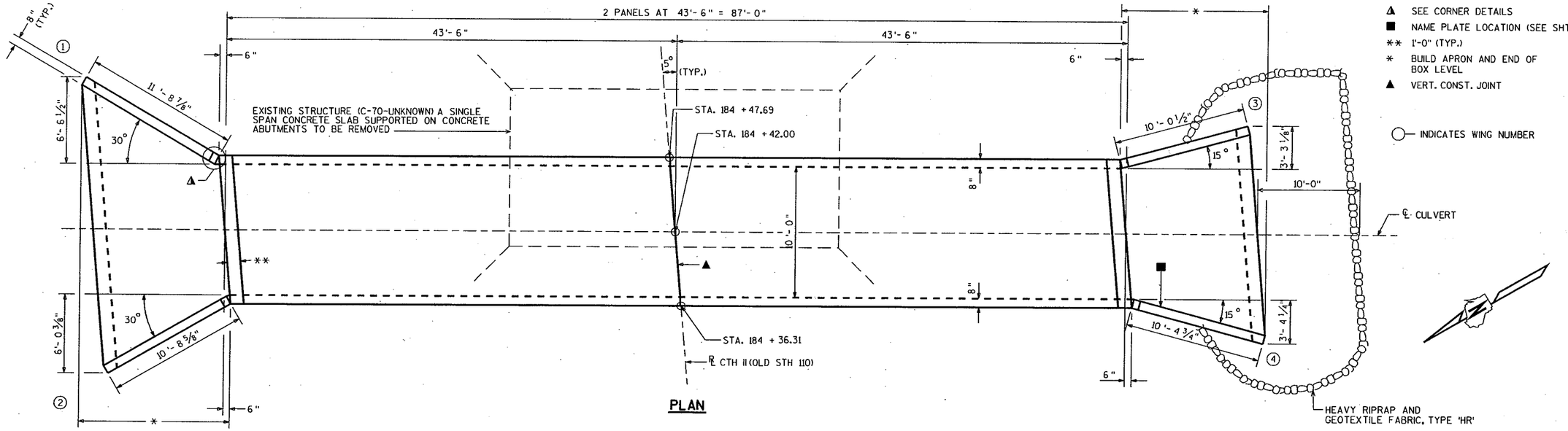
SHEET 5

FILE= 702_BOR.DGN
SCALE = 1:

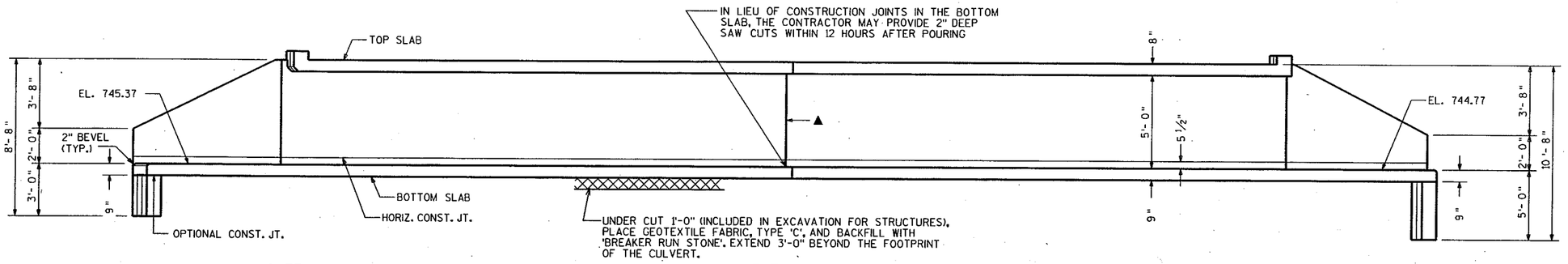
DISTRICT CONTACT: JILL JAROCK (920)492-0136

STATE PROJECT NUMBER

6200-07-71



PLAN



INLET ELEVATION OUTLET

LIST OF DRAWINGS

DESIGN DATA

LIVELOAD: HS20
EARTHLOAD: DESIGNED FOR 5.0 FT. OF FILL.
STRENGTH DESIGN METHOD:
CONCRETE MASONRY, GRADE A-FA ——— f'_c = 3500 P.S.I.
HIGH STRENGTH BAR STEEL REINFORCEMENT — f_y = 60000 P.S.I.
INVERTS SET 6" BELOW STREAM BED.

TRAFFIC VOLUME

CTH II (OLD STH 110)
A.D.T. = 2340 (2024)
R.D.S. = 55 M.P.H.

HYDRAULIC DATA

100 YEAR FREQUENCY
Q_{100} = 260 C.F.S.
VEL. = 11.0 F.P.S.
HW. = EL. 750.1
DRAINAGE AREA = 0.4 SQ. MI.
OVERTOPPING RDWY. = N.A.

TOTAL ESTIMATED QUANTITIES

BID ITEMS		
REMOVING OLD STRUCTURE, STA. 184 +42.00	1	L.S.
EXCAVATION FOR STRUCTURES, CULVERTS, C-70-70	1	L.S.
CONCRETE MASONRY, CULVERTS	92	C.Y.
BAR STEEL REINFORCEMENT HS BRIDGES	12,100	LBS.
GEOTEXTILE FABRIC, TYPE C	225	S.Y.
GEOTEXTILE FABRIC, TYPE HR	50	S.Y.
RIPRAP HEAVY	25	C.Y.
BACKFILL STRUCTURE	1,050	C.Y.
RUBBERIZED MEMBRANE WATERPROOFING	16	S.Y.
BREAKER RUN STONE	75	C.Y.

NON-BID ITEMS	
FILLER	3/4" SIZE

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS SHOWN OR NOTED OTHERWISE.
THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES SHALL BE THE EXISTING GROUNDLINE.
ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TO THE ELEVATION AND SECTION EXISTING PRIOR TO EXCAVATION WITHIN THE LENGTH OF THE CULVERT.
THE CONCRETE IN THE CUTOFF WALLS MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.
THE CONTRACTOR MAY FURNISH A PRECAST CONCRETE BOX CULVERT IN LIEU OF THE CAST-IN-PLACE BOX CULVERT WITH APPROVAL OF THE STRUCTURES DESIGN SECTION. THE PRECAST CULVERT SHALL CONFORM TO PRECAST DETAILS ON CHAPTER 36 STANDARDS OF THE CURRENT WISC. DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST CULVERT SHALL BE BASED ON THE PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".
PLACE A 18" (MIN.) WIDE SHEET OF 'RUBBERIZED MEMBRANE WATERPROOFING' ON TOP SLAB OVER ALL CONSTRUCTION JOINTS AND EXTEND DOWN TO BOTTOM OF OUTSIDE WALLS.

BRIDGE CONTACT PERSON: DAVE GENSON (608)-266-8491

NO.	DATE	REVISION	BY

Plans Prepared By WISDOT
BUREAU OF STRUCTURES

8

STRUCTURE C-70-70

CTH II (OLD STH 110) OVER TRIBUTARY TO WOLF RIVER

COUNTY WINNEBAGO		TOWN/~~CITY/VILLAGE~~ WOLF RIVER	
DESIGN SPEC. AASHTO STD. SPEC. 2002		LOAD HS-20	CONST. SPEC. 2003
DESIGNED BY COMP.	DESIGN CK'D. FWG	DRAWN BY RIES	PLANS CK'D. DRG

APPROVED _____ DATE _____
CHIEF STRUCTURAL DESIGN ENGINEER

LAYOUT

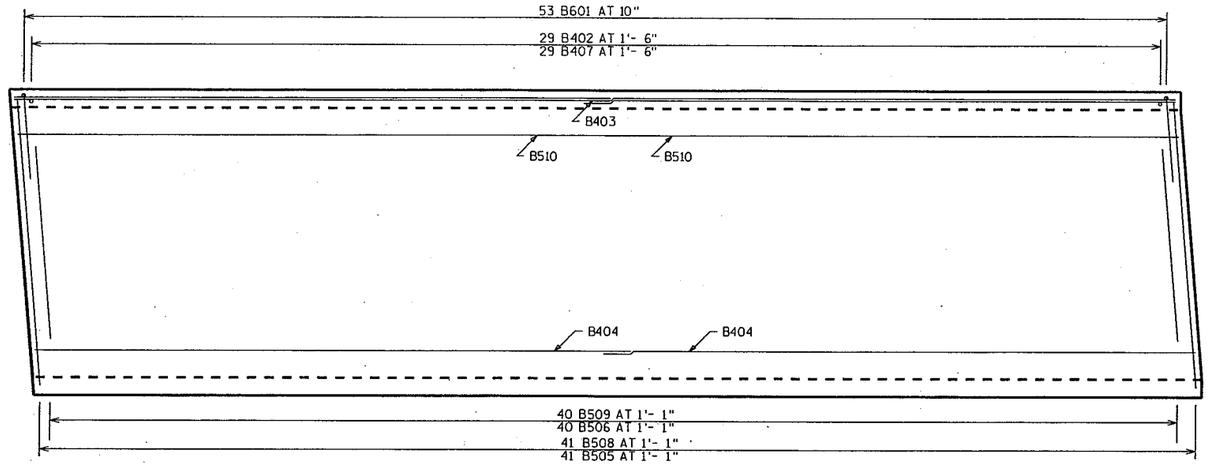
SHEET 1 OF 5

DATE: SEPT. '02

I.D. 6200-07-00C

FILE= 7070PLA.DGN
SCALE = 4"

STATE PROJECT NUMBER
6200-07-71



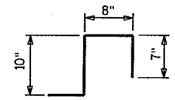
PLAN VIEW OF EXTERIOR PANEL

USE IDENTICAL STEEL IN OTHER PANELS.
APRON AND HEADER ARE NOT SHOWN.

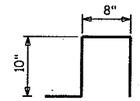
BILL OF BARS

THE FIRST OR FIRST AND SECOND DIGIT OF THE MARK SIGNIFIES THE BAR SIZE. THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF A "L" SHAPED BAR. LONGER BARS OF THE SAME SIZE MAY BE SUBSTITUTED FOR SHORTER BARS. PAYMENT BASED ON BAR LENGTHS AS DETAILED.

MARK	NUMBER REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B601	424	7-2	3-2	NO	CORNERS
B402	116	2-0	NO	NO	WALLS-DOWELS VERT.
B403	80	22-0	NO	NO	TOP&BOTTOM SLAB & WALL
B404	24	22-0	NO	NO	BOTTOM SLAB LONGIT.
B505	82	10-8	NO	NO	BOTTOM SLAB TRANS.
B506	80	7-2	NO	NO	BOTTOM SLAB TRANS.
B407	116	5-0	NO	NO	WALLS VERT.
B508	82	10-8	NO	NO	TOP SLAB TRANS.
B509	80	7-2	NO	NO	TOP SLAB TRANS.
B510	20	43-0	NO	NO	TOP SLAB LONGIT.
B411	4	11-0	NO	NO	HEADERS HORIZ.
B312	30	2-9	YES	NO	HEADER STIRRUPS VERT.
B513	32	4-0	NO	NO	VERT.CONST.JOINT



B312
15 TYPE 1



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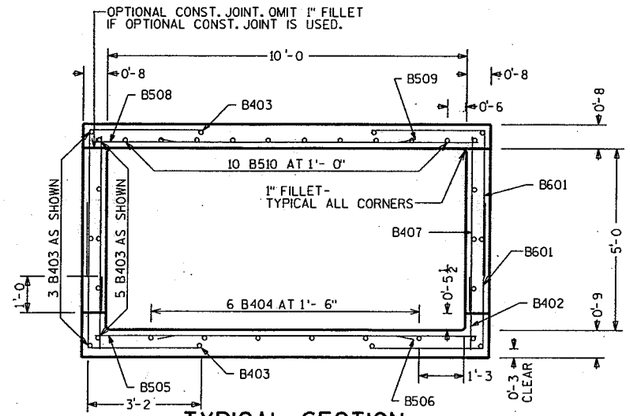
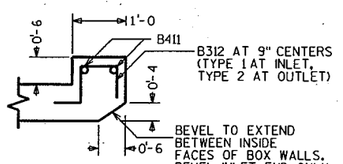
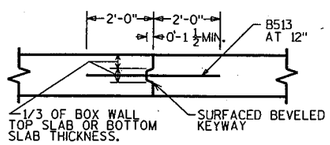


TYPICAL SECTION THRU BOX



SECTION THRU TOP HEADER



VERTICAL CONSTRUCTION JOINT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-70-70

CONST. SPEC. 2003	DRAWN BY RIES	PLANS CK'D. DRG

BOX DETAILS

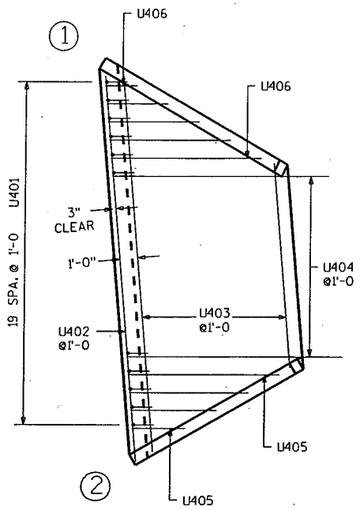
SHEET 2

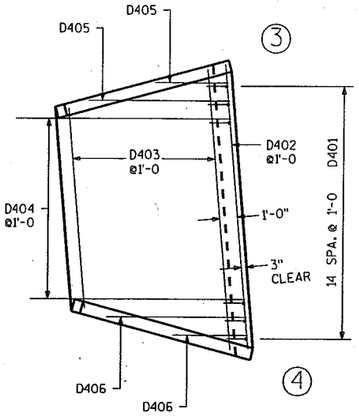
8

FILE= 7070B(DGN
SCALE = 4

STATE PROJECT NUMBER

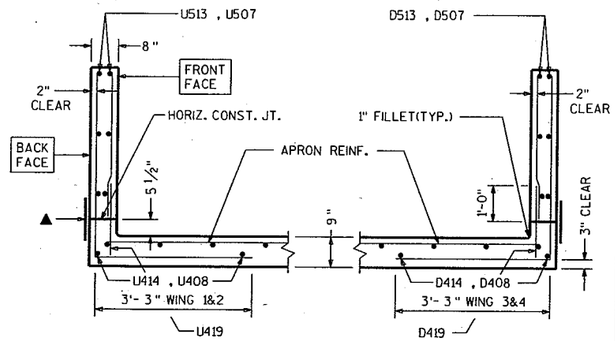
6200-07-71





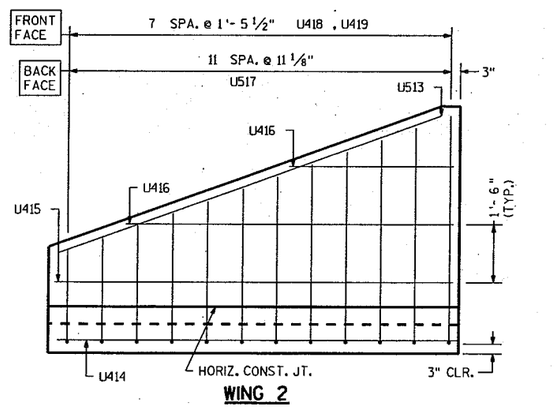
APRON REINF.

▲ 18" RUBBERIZED MEMBRANE WATER-PROOFING. PLACE ALONG HORIZ. CONST. JT. FOR ENTIRE WING LENGTH (TYP.).

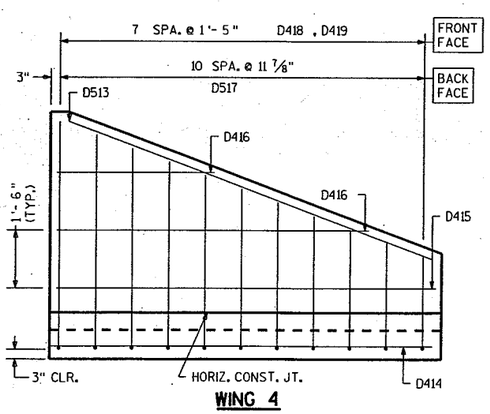


SECTION THRU WINGS

AT RIGHT ANGLES TO WING WALLS



WING 1



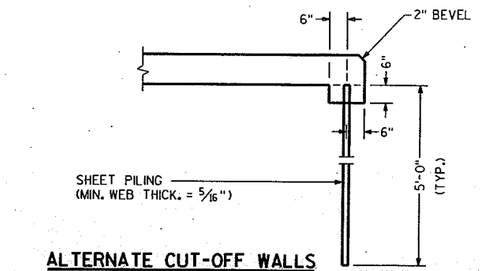
WING 3

WING 2

WING 4

CUT-OFF WALLS

SECTION THRU THE WALLS



ALTERNATE CUT-OFF WALLS

THE ABOVE ALT. MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONC. CUT-OFF WALLS. PAYMENT WILL BE BASED ON THE CONC. CUT-OFF WALLS.

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-70-70

CONST. SPEC.	DRAWN BY	PLANS CK'D.
2003	RIES	DRG

APRON DETAILS

SHEET 3

FILE= 707_PR.DGN
SCALE = 4

STATE PROJECT NUMBER
6200-07-71

BILL OF BARS

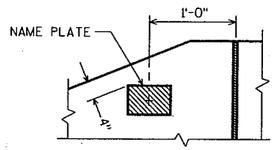
THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.
THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF AN L - SHAPED BAR.

BAR MARK	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
U401	20	3 - 6	1 - 0		INLET APRON AND CUTOFF WALL
U402	3	21 - 3			INLET APRON AND CUTOFF WALL
U403	9	16 - 4		*	" APRON
U404	11	12 - 0			" APRON
U405	4	5 - 8		*	" APRON
U406	5	5 - 1		*	" APRON
U507	2	11 - 10			WING 1 -HORIZONTAL - BOTH FACES
U408	2	12 - 0			WING "-HORIZONTAL -APRON BOTT. SLAB
U409	2	11 - 5			WING "-HORIZONTAL - BOTH FACES
U410	4	7 - 1		*	WING "-HORIZONTAL - BOTH FACES
U511	13	7 - 3	3 - 3	*	WING "-VERTICAL - BACK FACE
U412	9	3 - 1		*	WING "-VERTICAL - FRONT FACE
U513	2	10 - 10			WING 2 -HORIZONTAL - BOTH FACES
U414	2	11 - 0			WING "-HORIZONTAL -APRON BOTT. SLAB
U415	2	10 - 5			WING "-HORIZONTAL - BOTH FACES
U416	4	6 - 5		*	WING "-HORIZONTAL - BOTH FACES
U517	12	7 - 3	3 - 3	*	WING "-VERTICAL - BACK FACE
U418	8	3 - 1		*	WING "-VERTICAL - FRONT FACE
U419	17	2 - 0			WINGS 1 AND 2 - DOWELS - FRONT FACE
D401	15	5 - 6	1 - 0		OUTLET APRON AND CUTOFF WALL
D402	5	15 - 7			OUTLET APRON AND CUTOFF WALL
D403	9	13 - 5		*	" APRON
D404	11	12 - 0			" APRON
D405	2	6 - 0		*	" APRON
D406	2	6 - 0		*	" APRON
D507	2	10 - 3			WING 3 -HORIZONTAL - BOTH FACES
D408	2	10 - 3			WING "-HORIZONTAL -APRON BOTT. SLAB
D409	2	9 - 8			WING "-HORIZONTAL - BOTH FACES
D410	4	6 - 0		*	WING "-HORIZONTAL - BOTH FACES
D511	11	7 - 3	3 - 3	*	WING "-VERTICAL - BACK FACE
D412	8	3 - 1		*	WING "-VERTICAL - FRONT FACE
D513	2	10 - 7			WING 4 -HORIZONTAL - BOTH FACES
D414	2	10 - 8			WING "-HORIZONTAL -APRON BOTT. SLAB
D415	2	10 - 1			WING "-HORIZONTAL - BOTH FACES
D416	4	6 - 3		*	WING "-HORIZONTAL - BOTH FACES
D517	11	7 - 3	3 - 3	*	WING "-VERTICAL - BACK FACE
D418	8	3 - 1		*	WING "-VERTICAL - FRONT FACE
D419	16	2 - 0			WINGS 3 AND 4 - DOWELS - FRONT FACE

* LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE --- BUNDLE AND TAG EACH SERIES SEPARATELY

BAR MARK	NO. REQ'D.	LENGTHS FOR EACH SERIES
U403	1 SERIES OF 9	11 - 5 TO 21 - 3
U405	1 SERIES OF 4	2 - 11 TO 8 - 5
U406	1 SERIES OF 5	1 - 9 TO 8 - 4
U410	2 SERIES OF 2	4 - 9 TO 9 - 5
U511	1 SERIES OF 13	5 - 5 TO 9 - 1
U412	1 SERIES OF 9	1 - 3 TO 4 - 11
U416	2 SERIES OF 2	4 - 4 TO 8 - 7
U517	1 SERIES OF 12	5 - 5 TO 9 - 1
U418	1 SERIES OF 8	1 - 3 TO 4 - 11
D403	1 SERIES OF 9	11 - 2 TO 15 - 7
D405	1 SERIES OF 2	4 - 1 TO 7 - 11
D406	1 SERIES OF 2	4 - 2 TO 7 - 10
D410	2 SERIES OF 2	4 - 0 TO 8 - 0
D511	1 SERIES OF 11	5 - 5 TO 9 - 1
D412	1 SERIES OF 8	1 - 3 TO 4 - 11
D416	2 SERIES OF 2	4 - 2 TO 8 - 3
D517	1 SERIES OF 11	5 - 5 TO 9 - 1
D418	1 SERIES OF 8	1 - 3 TO 4 - 11



NAME PLATE LOCATION
WING 4

CORNER 1 | CORNER 3 | CORNER 2 | CORNER 4

CORNER DETAILS

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-70-70

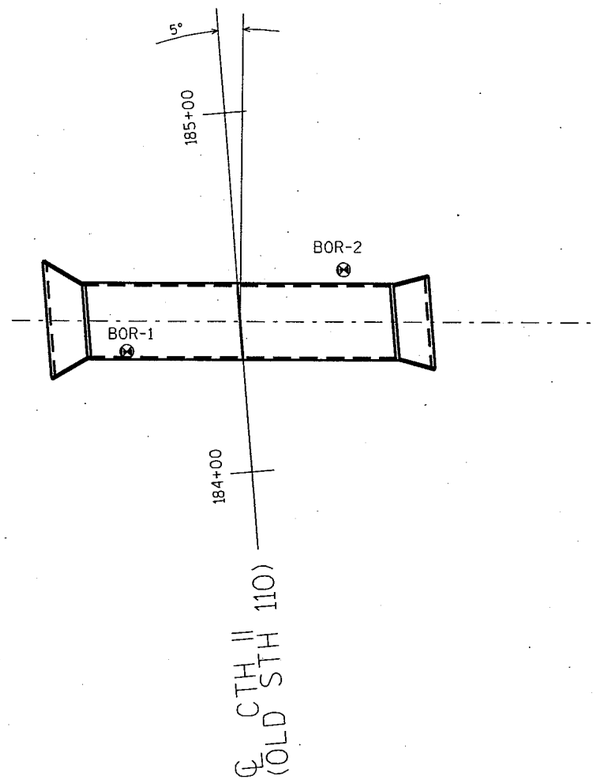
CONST. SPEC.	DRAWN BY	PLANS CK'D.
2003	RIES	DRG

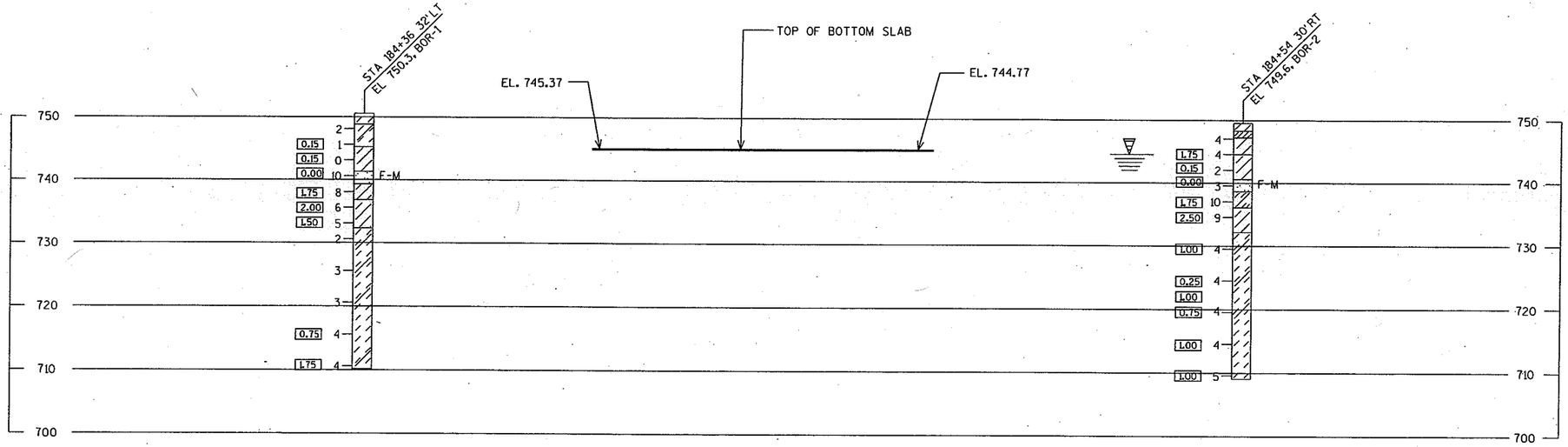
DETAILS

SHEET 4

FILE= 707 :OX.DGN
SCALE = 4

CTH 11 (OLD STH 110) OVER UNNAMED STREAM
NORTH CO LN- WINCHESTER, WINNEBAGO COUNTY





STATE PROJECT NUMBER

6200-07-71

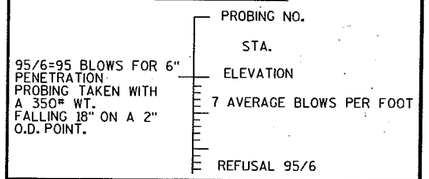
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

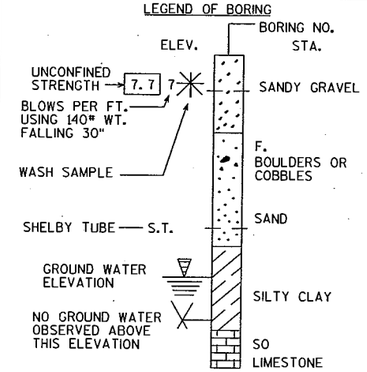
MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE, SAND, PEAT, LIMESTONE, GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING



LEGEND OF BORING



UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-70-70

CONST. SPEC.	2003	DRAWN BY	SJJ/RIES	PLANS CK'D.	DRG

SUBSURFACE EXPLORATION

SHEET 5

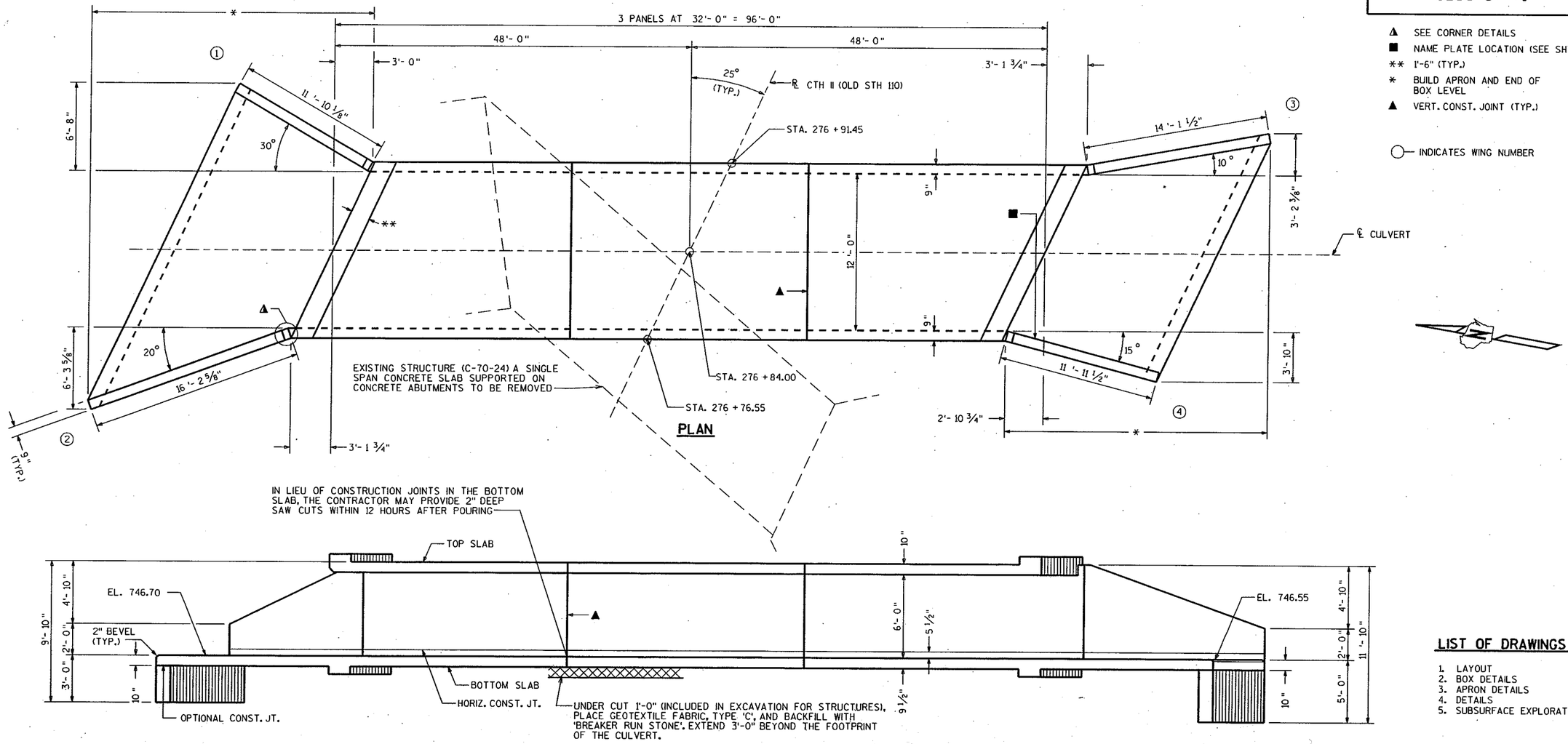
FILE= 707 BOR.DGN
SCALE = 1

DISTRICT 3 CONTACT: JILL JAROCK (920)492-0136

STATE PROJECT NUMBER
6200-07-71

▲ SEE CORNER DETAILS
■ NAME PLATE LOCATION (SEE SHT 4)
** 1'-6" (TYP.)
* BUILD APRON AND END OF BOX LEVEL
▲ VERT. CONST. JOINT (TYP.)

○— INDICATES WING NUMBER



LIST OF DRAWINGS

DESIGN DATA

LIVELOAD: HS20
EARTHLOAD: DESIGNED FOR 2.0 FT. OF FILL.
STRENGTH DESIGN METHOD:
CONCRETE MASONRY, GRADE A-FA ——— f'_c = 3500 P.S.I.
HIGH STRENGTH BAR STEEL REINFORCEMENT — f_y = 60000 P.S.I.
INVERTS SET 6" BELOW STREAM BED.

TRAFFIC VOLUME

CTH II (OLD STH 110)
A.D.T. = 3000 (2024)
R.D.S. = 55 M.P.H.

HYDRAULIC DATA

100 YEAR FREQUENCY
Q_{100} = 525 C.F.S.
VEL. = 8.5 F.P.S.
HW. = EL. 753.7
DRAINAGE AREA = 1.8 SQ. MI.
OVERTOPPING RDWY. = N.A.

TOTAL ESTIMATED QUANTITIES

BID ITEMS		
REMOVING OLD STRUCTURE, STA. 276 +84.00	1	L.S.
EXCAVATION FOR STRUCTURES, CULVERTS, C-70-69	1	L.S.
CONCRETE MASONRY, CULVERTS	140	C.Y.
BAR STEEL REINFORCEMENT HS BRIDGES	19,220	LBS.
GEOTEXTILE FABRIC, TYPE C	280	S.Y.
BACKFILL STRUCTURE	1,000	C.Y.
RUBBERIZED MEMBRANE WATERPROOFING	24	S.Y.
BREAKER RUN STONE	95	C.Y.
NON-BID ITEMS		
FILLER	3/4"	SIZE

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS SHOWN OR NOTED OTHERWISE.
THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES SHALL BE THE EXISTING GROUNDLINE. ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TO THE ELEVATION AND SECTION EXISTING PRIOR TO EXCAVATION WITHIN THE LENGTH OF THE CULVERT.
THE CONCRETE IN THE CUTOFF WALLS MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.
THE CONTRACTOR MAY FURNISH A PRECAST CONCRETE BOX CULVERT IN LIEU OF THE CAST-IN-PLACE BOX CULVERT WITH APPROVAL OF THE STRUCTURES DESIGN SECTION. THE PRECAST CULVERT SHALL CONFORM TO PRECAST DETAILS ON CHAPTER 36 STANDARDS OF THE CURRENT WISC. DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST CULVERT SHALL BE BASED ON THE PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".
PLACE A 18" (MIN.) WIDE SHEET OF 'RUBBERIZED MEMBRANE WATERPROOFING' ON TOP SLAB OVER ALL CONSTRUCTION JOINTS AND EXTEND DOWN TO BOTTOM OF OUTSIDE WALLS.

BRIDGE CONTACT PERSON: DAVE GENSON (608)-266-8491

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

8

STRUCTURE C-70-69

CTH II (OLD STH 110) OVER TRIB. TO RAT RIVER

COUNTY WINNEBAGO	TOWN/~~CITY/VILLAGE~~ WOLF RIVER	
DESIGN SPEC. AASHTO STD. SPEC. 2002	LOAD HS-20	CONST. SPEC. 2003
DESIGNED BY COMP. / DESIGN CK'D. FWG	DRAWN BY RIES	PLANS CK'D. DRG

APPROVED _____ CHIEF STRUCTURAL DESIGN ENGINEER _____ DATE

LAYOUT

SHEET 1 OF 5

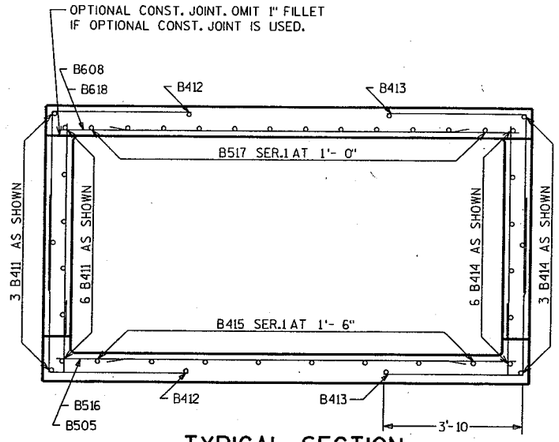
DATE: SEPT. '02

I.D. 6200-07-00B

FILE= 7069PLA.DGN
SCALE = 4

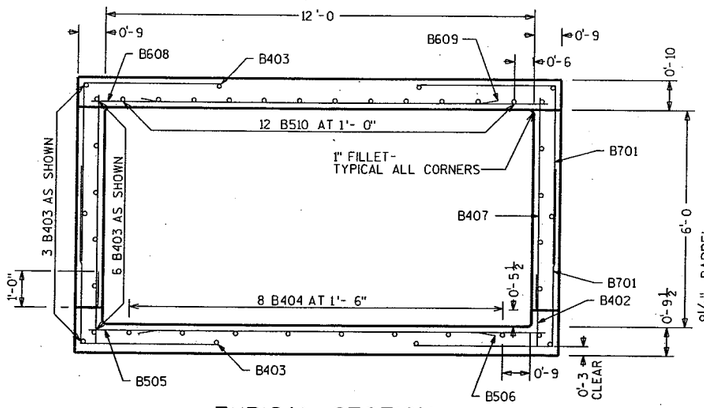
STATE PROJECT NUMBER

6200-00-71

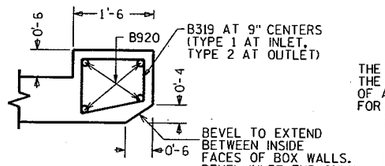


TYPICAL SECTION THRU BOX-EXTERIOR PANEL

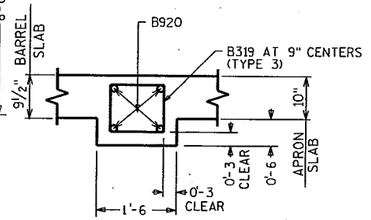
BAR LABELS AND DIMENSIONS NOT SHOWN ARE IDENTICAL TO THOSE SHOWN IN THE INTERIOR PANEL SECTION.



TYPICAL SECTION THRU BOX-INTERIOR PANEL



SECTION THRU TOP HEADER

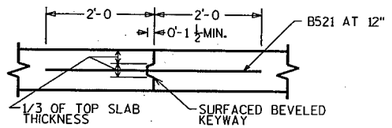


SECTION THRU BOTTOM HEADER

BILL OF BARS

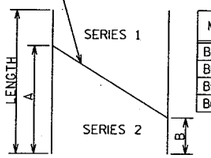
THE FIRST OR FIRST AND SECOND DIGIT OF THE MARK SIGNIFIES THE BAR SIZE. THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF A "L" SHAPED BAR. LONGER BARS OF THE SAME SIZE MAY BE SUBSTITUTED FOR SHORTER BARS. PAYMENT BASED ON BAR LENGTHS AS DETAILED.

MARK	NUMBER REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B701	384	8-9	3-10	NO	CORNERS
B402	132	2-0	NO	NO	WALLS-DOWELS VERT.
B403	22	31-6	NO	NO	TOP&BOTTOM SLAB & WALL
B404	8	31-6	NO	NO	BOTTOM SLAB LONGIT.
B505	84	12-9	NO	NO	BOTTOM SLAB TRANS.
B506	81	10-0	NO	NO	BOTTOM SLAB TRANS.
B407	132	6-0	NO	NO	WALLS VERT.
B608	90	12-9	NO	NO	TOP SLAB TRANS.
B609	87	10-0	NO	NO	TOP SLAB TRANS.
B510	12	31-6	NO	NO	TOP SLAB LONGIT.
B411	18	28-8	NO	NO	TOP&BOTTOM SLAB & WALL
B412	4	30-4	NO	NO	TOP&BOTTOM SLAB LONGIT.
B413	4	33-0	NO	NO	TOP&BOTTOM SLAB LONGIT.
B414	18	34-8	NO	NO	TOP&BOTTOM SLAB & WALL
B415	8	63-3	NO	YES	BOTTOM SLAB LONGIT.
B516	9	14-1	NO	YES	BOTTOM SLAB TRANS.
B517	12	62-7	NO	YES	TOP SLAB LONGIT.
B618	11	14-9	NO	YES	TOP SLAB TRANS.
B319	80	4-11	YES	NO	HEADER STIRRUPS VERT.
B920	16	14-5	NO	NO	HEADERS HORIZ.
B521	84	4-0	NO	NO	TOP SLAB VERT.CONST.JOINT



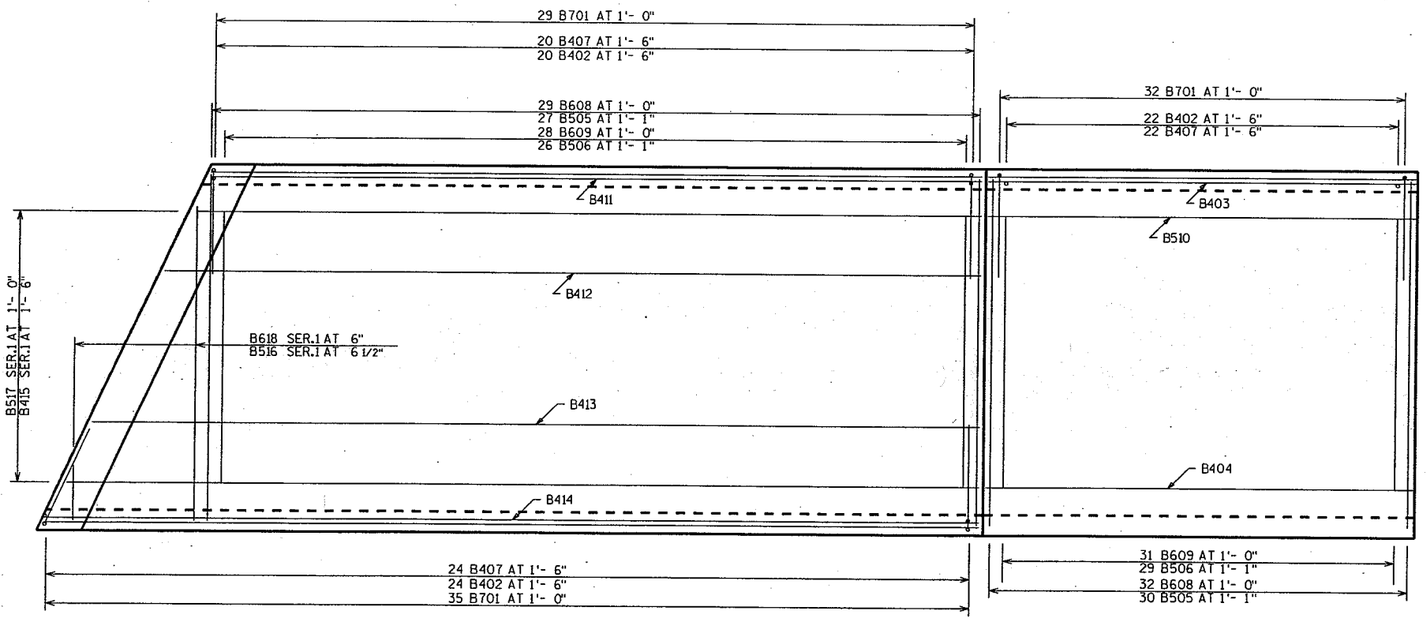
VERTICAL CONSTRUCTION JOINT

BARS ON EACH SIDE OF THIS LINE CONSTITUTE ONE SERIES. BUNDLE EACH SERIES SEPARATELY AND TAG WITH BAR MARK AND SERIES NUMBER.



MARK	A	B	NO.OF BARS/SERIES	NO.OF EACH SERIES
B415	34-1	29-2	8	1
B516	11-8	2-5	9	1
B517	33-10	28-8	12	1
B618	12-9	2-0	11	1

BAR SERIES TABLE

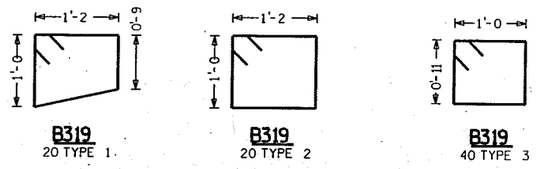


PLAN VIEW OF EXTERIOR PANEL

SERIES 2 MAY BE PLACED WHERE SERIES 1 IS SHOWN

PLAN VIEW OF INTERIOR PANEL

HORIZONTAL SCALE = 1/2 OF VERTICAL SCALE



8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-70-69

CONST. SPEC. 2003	DRAWN BY RIES	PLANS CK'D. DRG

BOX DETAILS

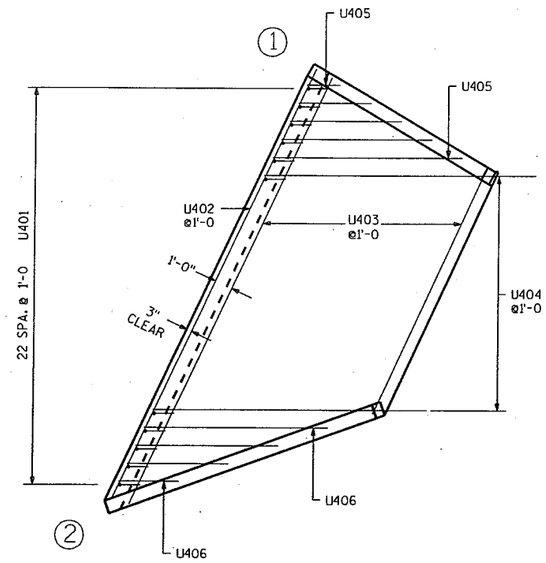
SHEET 2

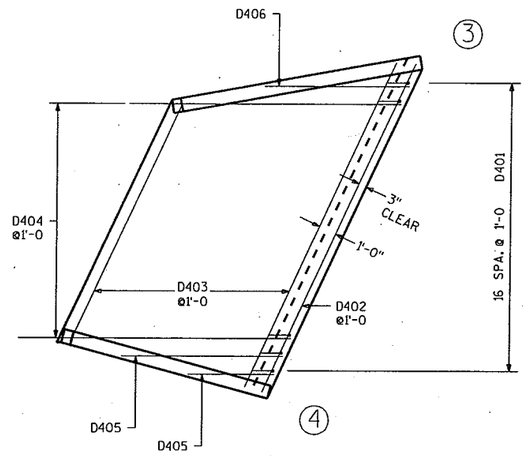
FILE= 7069BOX
SCALE = 4

STATE PROJECT NUMBER

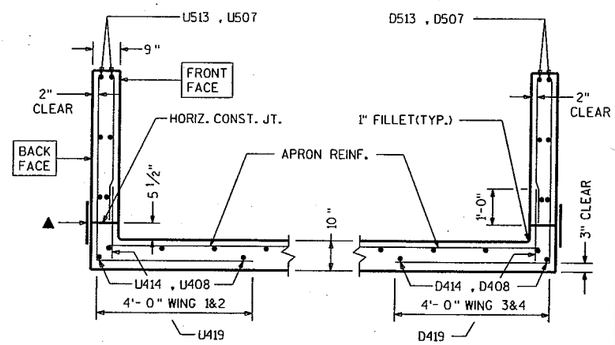
6200-07-71

APRON REINF.



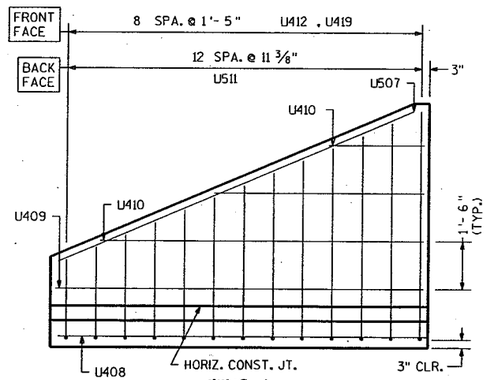


▲ 18" RUBBERIZED MEMBRANE WATER-PROOFING. PLACE ALONG HORIZ. CONST. JT. FOR ENTIRE WING LENGTH (TYP.).

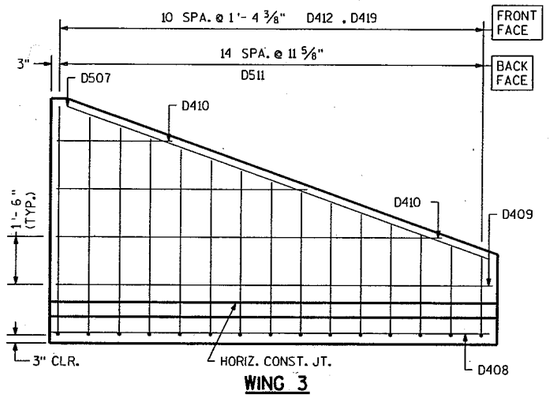


SECTION THRU WINGS

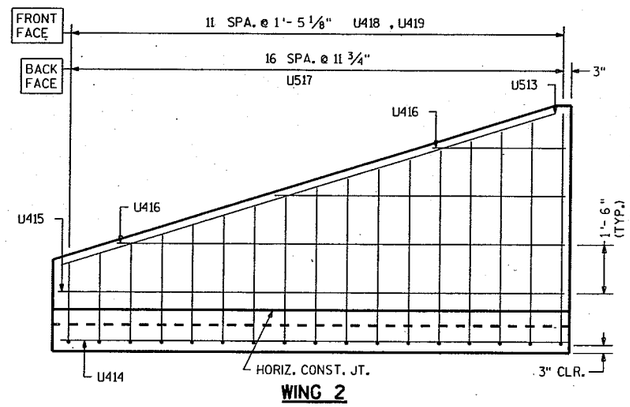
AT RIGHT ANGLES TO WING WALLS



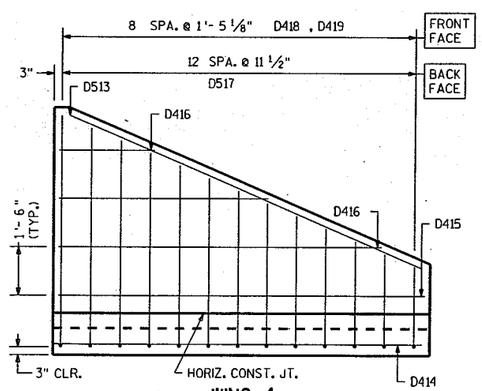
WING 1



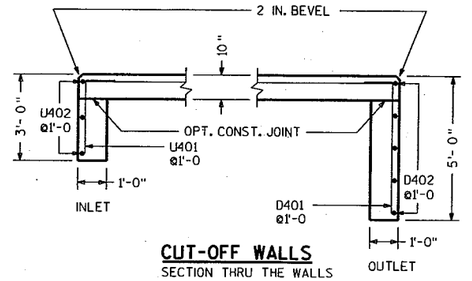
WING 3



WING 2

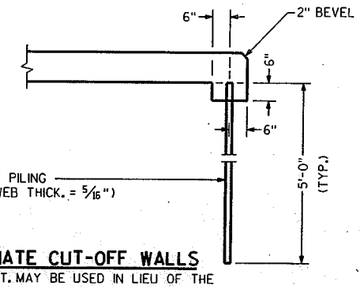


WING 4



CUT-OFF WALLS

SECTION THRU THE WALLS



ALTERNATE CUT-OFF WALLS

THE ABOVE ALT. MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONC. CUT-OFF WALLS. PAYMENT WILL BE BASED ON THE CONC. CUT-OFF WALLS.

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-70-69

CONST. SPEC.	DRAWN BY	PLANS CK'D.
2003	RIES	DRG

APRON DETAILS

SHEET 3

FILE= 706 .PR.DGN
SCALE = 4

STATE PROJECT NUMBER
6200-07-71

BILL OF BARS

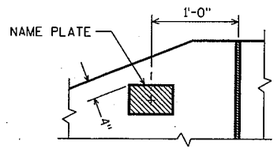
THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.
THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF AN L - SHAPED BAR.

BAR MARK	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
U401	23	3 - 6	1 - 0		INLET APRON AND CUTOFF WALL
U402	3	26 - 1			INLET APRON AND CUTOFF WALL
U403	11	20 - 5		*	" APRON
U404	14	15 - 3			" APRON
U405	5	6 - 3		*	" APRON
U406	4	6 - 9		*	" APRON
U507	2	12 - 4			WING 1 -HORIZONTAL - BOTH FACES
U408	2	12 - 1			WING " -HORIZONTAL -APRON BOTT. SLAB
U409	2	11 - 6			WING " -HORIZONTAL - BOTH FACES
U410	6	6 - 7		*	WING " -HORIZONTAL - BOTH FACES
U511	13	8 - 8	4 - 0	*	WING " -VERTICAL - BACK FACE
U412	9	3 - 8		*	WING " -VERTICAL - FRONT FACE
U513	2	16 - 5			WING 2 -HORIZONTAL - BOTH FACES
U414	2	16 - 6			WING " -HORIZONTAL -APRON BOTT. SLAB
U415	2	15 - 11			WING " -HORIZONTAL - BOTH FACES
U416	6	9 - 2		*	WING " -HORIZONTAL - BOTH FACES
U517	17	8 - 8	4 - 0	*	WING " -VERTICAL - BACK FACE
U418	12	3 - 8		*	WING " -VERTICAL - FRONT FACE
U419	21	2 - 0			WINGS 1 AND 2 - DOWELS - FRONT FACE
D401	17	5 - 6	1 - 0		OUTLET APRON AND CUTOFF WALL
D402	5	19 - 11			OUTLET APRON AND CUTOFF WALL
D403	11	17 - 3		*	" APRON
D404	14	15 - 3			" APRON
D405	2	6 - 11		*	" APRON
D406	1	8 - 1			" APRON
D507	2	14 - 5			WING 3 -HORIZONTAL - BOTH FACES
D408	2	14 - 4			WING " -HORIZONTAL -APRON BOTT. SLAB
D409	2	13 - 9			WING " -HORIZONTAL - BOTH FACES
D410	6	7 - 11		*	WING " -HORIZONTAL - BOTH FACES
D511	15	8 - 8	4 - 0	*	WING " -VERTICAL - BACK FACE
D412	11	3 - 8		*	WING " -VERTICAL - FRONT FACE
D513	2	12 - 5			WING 4 -HORIZONTAL - BOTH FACES
D414	2	12 - 2			WING " -HORIZONTAL -APRON BOTT. SLAB
D415	2	11 - 7			WING " -HORIZONTAL - BOTH FACES
D416	6	6 - 7		*	WING " -HORIZONTAL - BOTH FACES
D517	13	8 - 8	4 - 0	*	WING " -VERTICAL - BACK FACE
D418	9	3 - 8		*	WING " -VERTICAL - FRONT FACE
D419	20	2 - 0			WINGS 3 AND 4 - DOWELS - FRONT FACE

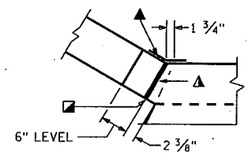
* LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE --- BUNDLE AND TAG EACH SERIES SEPARATELY

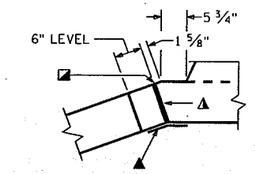
BAR MARK	NO. REQ'D.	LENGTHS FOR EACH SERIES
U403	1 SERIES OF 11	14 - 9 TO 26 - 1
U405	1 SERIES OF 5	1 - 10 TO 10 - 7
U406	1 SERIES OF 4	3 - 4 TO 10 - 2
U410	2 SERIES OF 3	3 - 0 TO 10 - 2
U511	1 SERIES OF 13	6 - 3 TO 11 - 1
U412	1 SERIES OF 9	1 - 3 TO 6 - 1
U416	2 SERIES OF 3	4 - 3 TO 14 - 1
U517	1 SERIES OF 17	6 - 3 TO 11 - 1
U418	1 SERIES OF 12	1 - 3 TO 6 - 1
D403	1 SERIES OF 11	14 - 7 TO 19 - 11
D405	1 SERIES OF 2	4 - 10 TO 9 - 1
D410	2 SERIES OF 3	3 - 7 TO 12 - 2
D511	1 SERIES OF 15	6 - 3 TO 11 - 1
D412	1 SERIES OF 11	1 - 3 TO 6 - 1
D416	2 SERIES OF 3	3 - 0 TO 10 - 3
D517	1 SERIES OF 13	6 - 3 TO 11 - 1
D418	1 SERIES OF 9	1 - 3 TO 6 - 1



NAME PLATE LOCATION
WING 4



CORNER 1



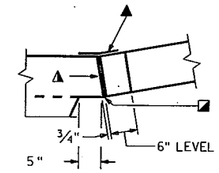
CORNER 2

Δ ¾" FILLER TYPICAL. EXTEND FILLER FROM HORIZ. CONST. JT. TO TOP OF WING.

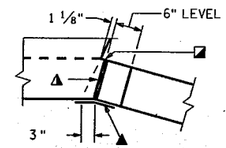
1" BEVEL TYPICAL

▲ 18" RUBBERIZED MEMBRANE WATER-PROOFING. EXTEND FROM HORIZ. CONST. JT. TO TOP OF WALL.

CORNER DETAILS



CORNER 3



CORNER 4

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-70-69

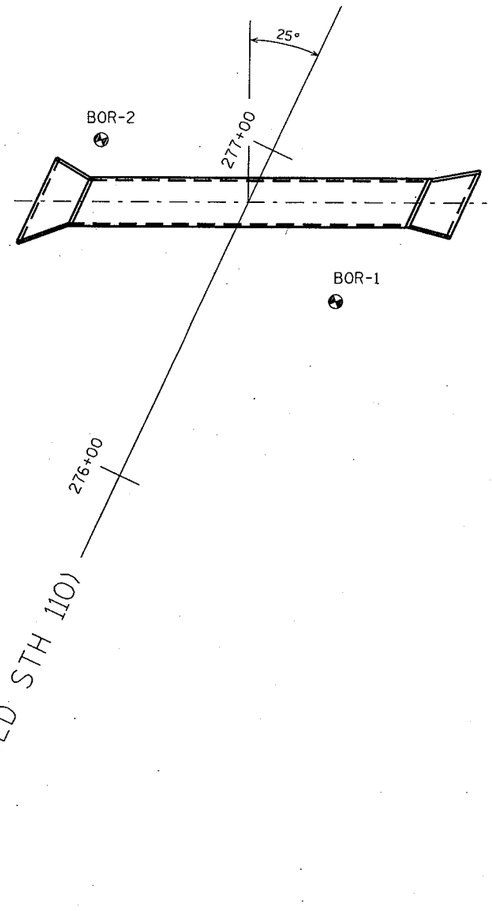
CONST. SPEC.	DRAWN BY	PLANS CK'D.
2003	RIES	DRG

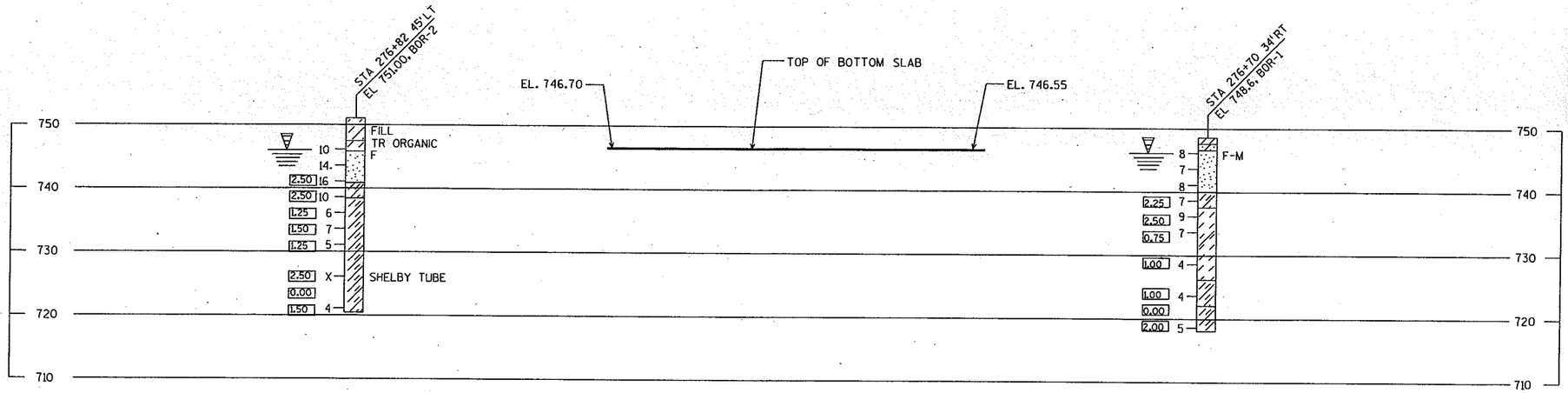
DETAILS

SHEET 4

FILE= 706 .AR.DGN
SCALE = 4

STH 110 OVER UNNAMED STREAM
NORTH CO LN- WINCHESTER, WINNEBAGO COUNTY





STATE PROJECT NUMBER

6200-07-71

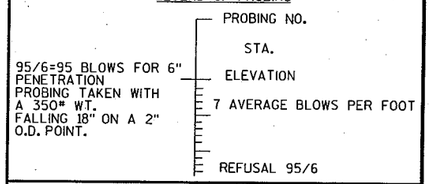
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

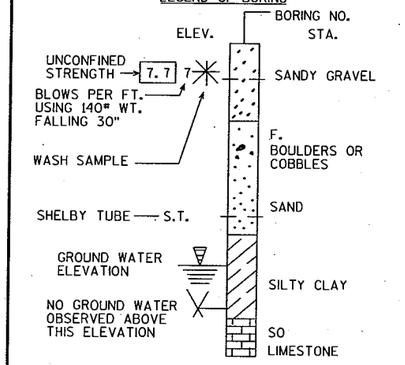
MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE
SAND, PEAT, LIMESTONE
GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING



LEGEND OF BORING



UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-70-69

CONST. SPEC.	2003	DRAWN BY	SJJ/RIES	PLANS CK'D.	DRG

SUBSURFACE EXPLORATION

SHEET 5

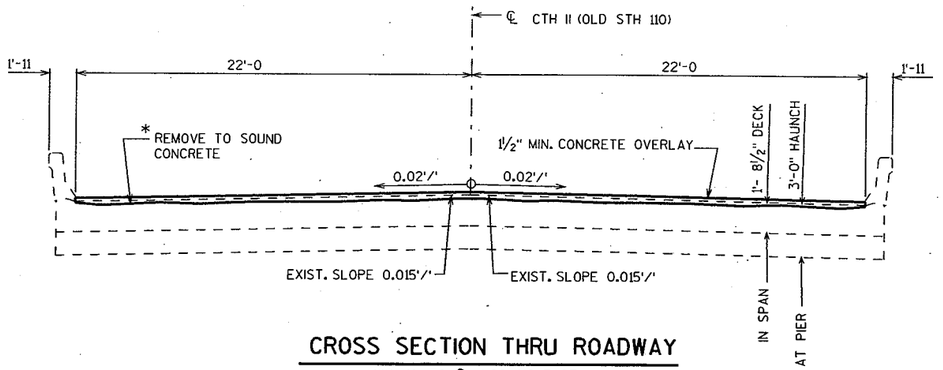
FILE= 706 IOR.DGN
SCALE = 1:

DISTRICT CONTACT: ERIC DANKE (920)492-7174

STATE PROJECT NUMBER

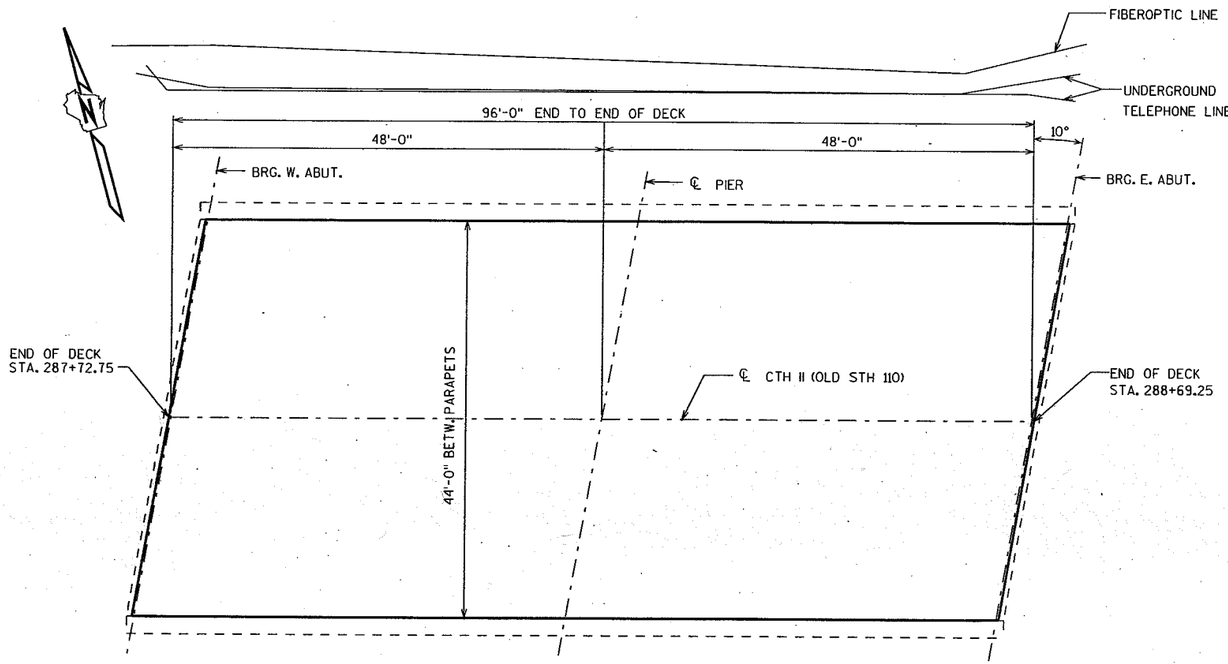
6200-10-71

THE AVERAGE OVERLAY THICKNESS EQUALS 2½".



CROSS SECTION THRU ROADWAY

NORMAL TO ℄ LOOKING EAST



PLAN

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING ORIGINAL STRUCTURE PLANS.

* A MIN. OF 1" OF CONCRETE SHALL BE REMOVED FROM THE ENTIRE BRIDGE DECK UNDER THE BID ITEM "CLEANING DECKS".

ANY EXCAVATION REQUIRED TO COMPLETE THE OVERLAY OR PAVING BLOCK AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY, OVERLAY, DECKS".

TOP SURFACE OF NEW OVERLAY TO BE 1½" MIN. ABOVE CLEANED DECK AFTER CLEANING.

CONTACT THE BUREAU OF STRUCTURES DESIGN SECTION BEFORE PLACEMENT OF OVERLAY IF THE AVERAGE THICKNESS OF THE NEW OVERLAY WILL EXCEED ½" MORE THAN THE AVERAGE THICKNESS SHOWN ON THIS PLAN.

DESIGN DATA

LIVE LOAD:

INVENTORY RATING: HS-21
OPERATIONAL RATING: HS-35
MAXIMUM STANDARD PERMIT VEHICLE LOAD = 250 KIPS.

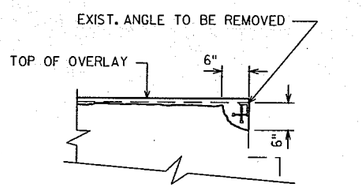
ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY, OVERLAY, DECKS — f'c = 4,000 P.S.I.

TOTAL ESTIMATED QUANTITIES

CONCRETE MASONRY, OVERLAY, DECKS	40 C.Y.
PROTECTIVE SURFACE TREATMENT	470 S.Y.
PREPARATION, DECKS, TYPE 1	72 S.Y.
PREPARATION, DECKS, TYPE 2	48 S.Y.
CLEANING, DECKS	470 S.Y.

BRIDGE OFFICE CONTACTS :
DAVE GENSON (608)266-8491



SECTION AT END OF SLAB

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

APPROVED _____ CHIEF STRUCTURAL DESIGN ENGINEER _____ DATE

8

STRUCTURE B-70-83

CTH II (OLD STH 110) OVER RAT RIVER

COUNTY WINNEBAGO		TOWN/~~CITY/VILLAGE~~ WINCHESTER	
DESIGN SPEC. AASHTO STD. SPEC. 2002		LOAD —	CONST. SPEC. 2003
DESIGNED BY GENSON	DESIGN CK'D.	DRAWN BY JHG	PLANS CK'D. DRG

OVERLAY DETAILS

SHEET 1 OF 1

FILE= 830VEF Y.DGN
SCALE = 8

I.D. 6200-10-00A DATE: 10-02

CATTLE PASS REMOVAL, CTH II
BALANCE POINT 1

STATION	EXCAVATION COMMON CY	FILL CY
28+50.00		
	109.38	7.73
28+75.00		
	103.14	17.43
29+00.00		
	107.05	16.56
29+25.00		
	123.66	4.01
29+50.00		
	14.76	0.00
29+75.00		
	12.66	0.23
30+00.00		
	4.81	0.23
30+25.00		
SUBTOTAL	**475.46**	**46.19**

STRUCTURE B-70-242, CTH II
BALANCE POINT 2

STATION	EXCAVATION COMMON CY	FILL CY
144+00.00		
	1.58	2.24
144+15.00		
	18.51	5.67
144+25.00		
	49.20	48.96
144+50.00		
	44.39	139.79
144+75.00		
	39.27	169.30
145+00.00		
	62.36	82.58
145+25.00		
	62.63	29.54
145+50.00		
	42.18	46.37
145+75.00		
	10.34	13.25
145+81.00		
	0.02	38.25
146+00.00		
	0.00	37.70
146+25.00		
	0.00	20.94
146+50.00		
	0.00	8.10
146+75.00		
	0.00	1.41
147+00.00		
SUBTOTAL	**330.48**	**644.10**

STRUCTURE C-70-70,CTH II
BALANCE POINT 3

STATION	EXCAVATION COMMON CY	FILL CY
183+50.00		
	0.06	1.36
183+75.00		
	0.86	1.35
183+86.00		
	27.42	6.70
184+00.00		
	58.59	31.62
184+25.00		
	59.46	105.13
184+50.00		
	76.84	88.82
184+75.00		
	73.24	6.29
185+00.00		
	2.17	0.02
185+01.00		
	4.21	0.22
185+25.00		
SUBTOTAL	**302.85**	**241.51**

STRUCTURE C-70-69
BALANCE POINT 4

STATION	EXCAVATION COMMON CY	FILL CY
275+75.00		
	4.47	2.22
276+00.00		
	7.78	4.83
276+13.00		
	33.09	8.83
276+25.00		
	70.44	38.29
276+50.00		
	65.02	103.32
276+75.00		
	26.36	34.29
276+83.06		
	59.15	20.52
277+00.00		
	29.78	10.82
277+19.42		
	2.03	5.08
277+25.00		
	8.99	9.23
277+50.00		
SUBTOTAL	**307.11**	**237.43**

PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	EARTHWORK	SHEET:	E

FILE NAME : Q:\MISC QUANTITIES\6200-07-71\EARTHWORK.ppt PLOT DATE : _____ PLOT BY : K.L. KOUGL PLOT NAME : _____ ORG DATE : 4/28/2004 ORIGINATOR : DIST 3 PLOT SCALE : 1:1

CTH II - HORIZONTAL CURVE
BALANCE POINT 5.1

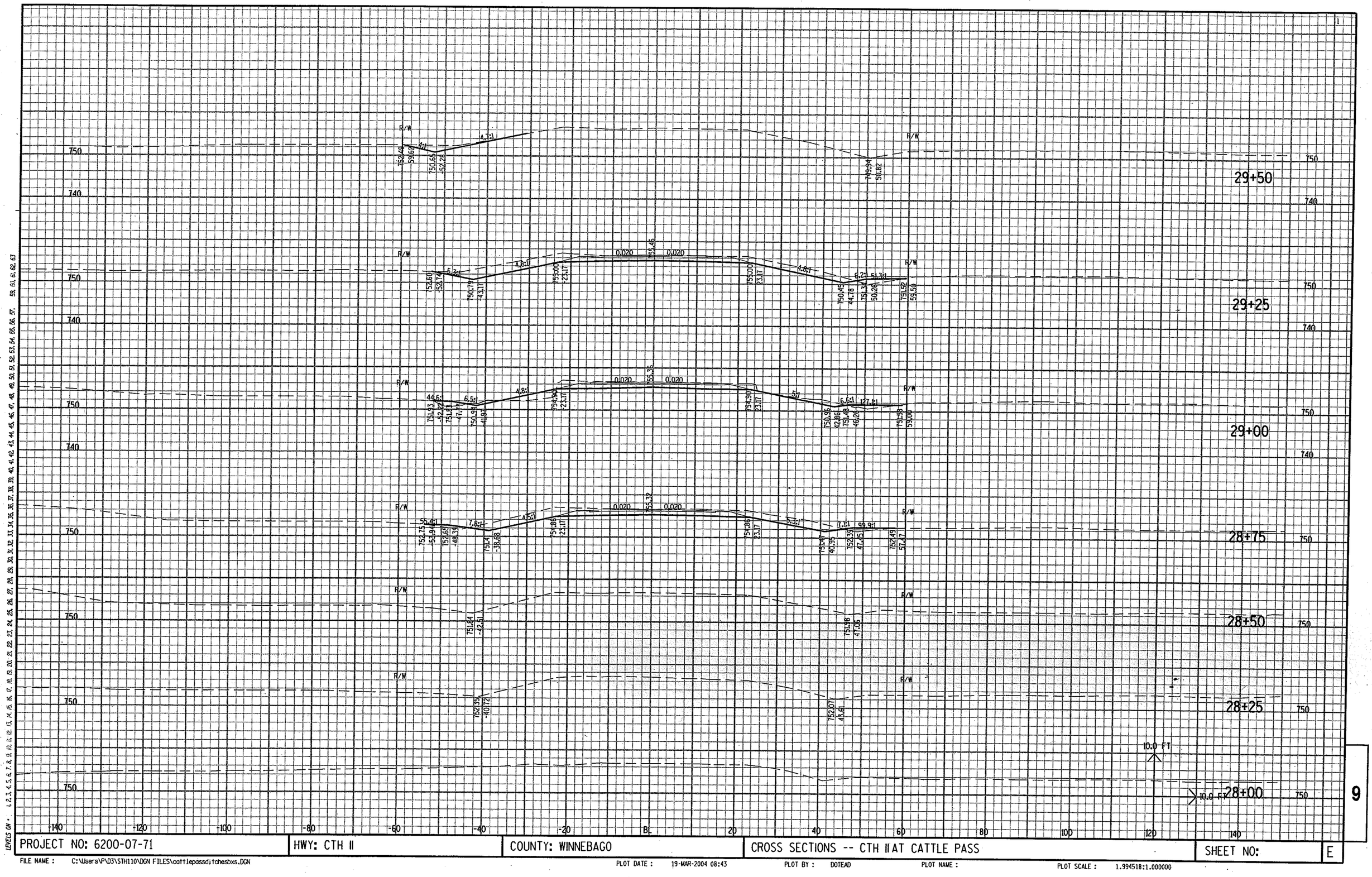
STATION	EXCAVATION COMMON CY	FILL CY
441+00.00		
	89.81	16.53
441+50.00		
	35.98	11.09
441+70.00		
	55.29	19.13
442+00.00		
	97.75	34.25
442+50.00		
	109.66	35.78
443+00.00		
	105.59	44.56
443+50.00		
	98.19	56.27
444+00.00		
	97.06	61.99
444+50.00		
	86.37	63.75
445+00.00		
	61.66	69.56
445+50.00		
	31.18	72.00
446+00.00		
	21.54	69.11
446+50.00		
	47.38	72.58
447+00.00		
	86.07	81.44
447+50.00		
	116.19	93.36
448+00.00		
	152.69	114.79
448+50.00		
	197.59	133.79
449+00.00		
	204.66	163.37
449+50.00		
	22.59	22.82
449+55.99		
	192.81	150.40
450+00.00		
	94.50	51.70
450+17.34		
	157.06	113.46
450+50.00		
	152.65	145.22
451+00.00		
	9.47	7.43
451+03.91		
	94.46	138.82
451+50.00		
	86.67	195.48
452+00.00		
	215.59	192.93
452+50.00		
	194.54	189.95
453+00.00		
	150.61	186.75
453+50.00		
	101.11	177.09
454+00.00		
	23.93	76.94
454+14.99		
	37.49	193.78
454+50.00		
	14.22	217.99
455+00.00		
	15.61	205.34
455+50.00		
	42.26	170.20
456+00.00		
	63.68	146.15
456+50.00		
	5.61	10.96
456+53.99		
	95.69	102.73
457+00.00		
	81.58	42.91
457+50.00		
	120.10	37.17
458+00.00		
	110.57	7.17
458+50.00		
	50.74	6.00
458+70.00		
	72.77	8.70
459+00.00		
	115.49	2.10
459+50.00		
	131.83	1.92
460+00.00		
	159.69	0.00
460+50.00		
	136.15	0.04
461+00.00		
SUBTOTAL	**4444.14**	**4015.50**

CTH M
BALANCE POINT 5.2

STATION	EXCAVATION COMMON CY	FILL CY
127+60.00		
	82.27	1.86
128+00.00		
	121.24	3.43
128+50.00		
	85.60	15.79
128+85.38		
	42.82	11.03
129+00.00		
	140.30	8.19
129+21.73		
SUBTOTAL	**472.22**	**40.30**

ERICKSON ROAD
BALANCE POINT 5.3

STATION	EXCAVATION COMMON CY	FILL CY
140+73.80		
	74.47	0.67
141+00.00		
	89.87	4.34
141+50.00		
	15.51	1.16
141+65.00		
SUBTOTAL	**179.85**	**6.17**



PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	CROSS SECTIONS -- CTH II AT CATTLE PASS	SHEET NO:	E

FILE NAME : C:\Users\P\D3\STH110\DGN FILES\cattlepassditchesbxs.DGN
PLOT DATE : 19-MAR-2004 08:43
PLOT BY : DOTEAD
PLOT NAME :
PLOT SCALE : 1.994518:1.000000

9

LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

31+00

30+75

30+50

30+25

30+00

29+75

R/W

749.63
-46.45

751.68
-57.76

749.37
-50.91

751.92
-56.15

750.31
-49.71

4:1

4.3:1

4.5:1

10.0 FT

10.0 FT

750

740

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	CROSS SECTIONS -- CTH II AT CATTLE PASS	SHEET NO:	E

FILE NAME : C:\Users\P\D3\STH110\DGN FILES\cattlepassditchesbxs.DGN PLOT DATE : 19-MAR-2004 08:43 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.994518:1.000000

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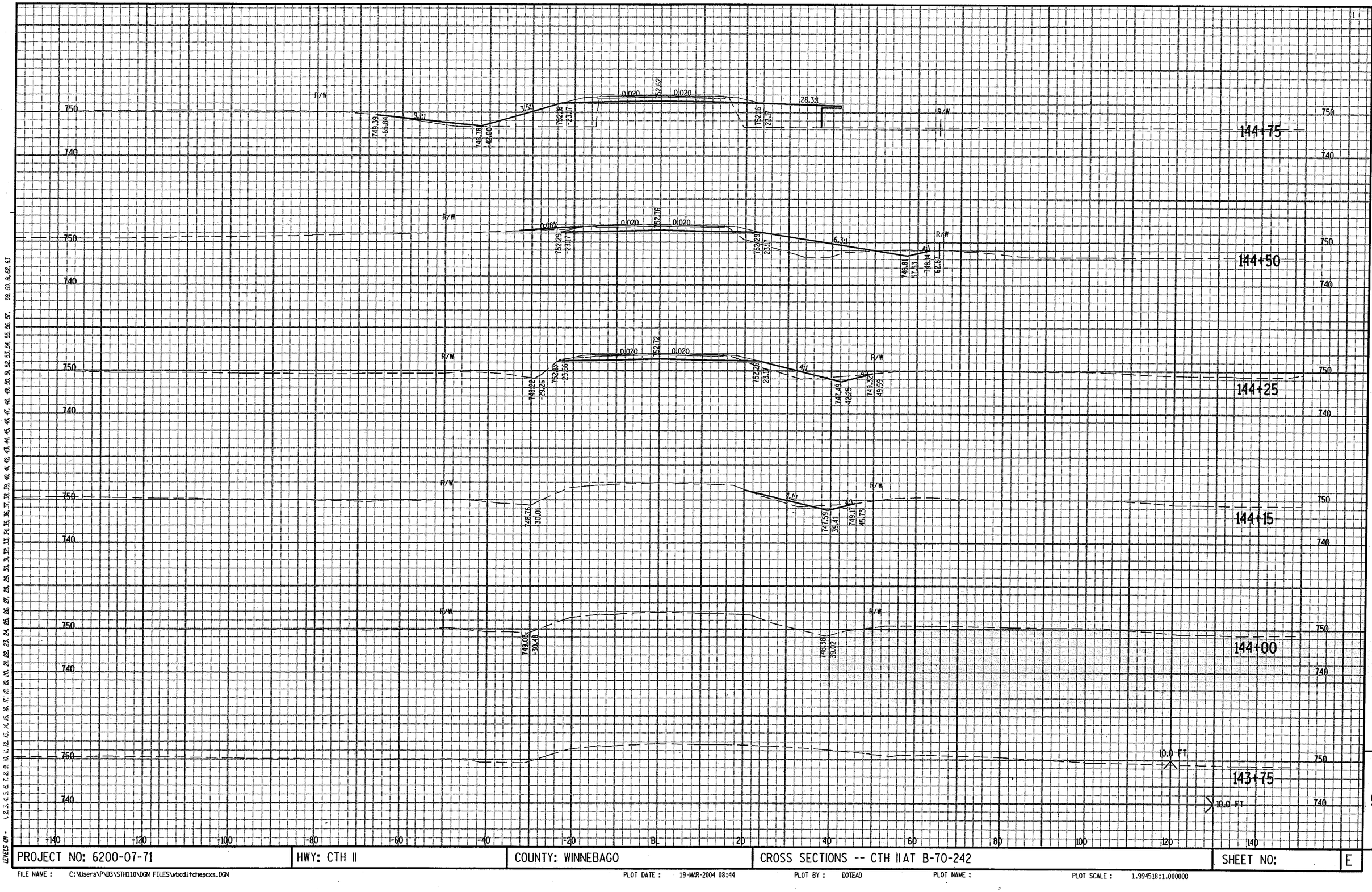
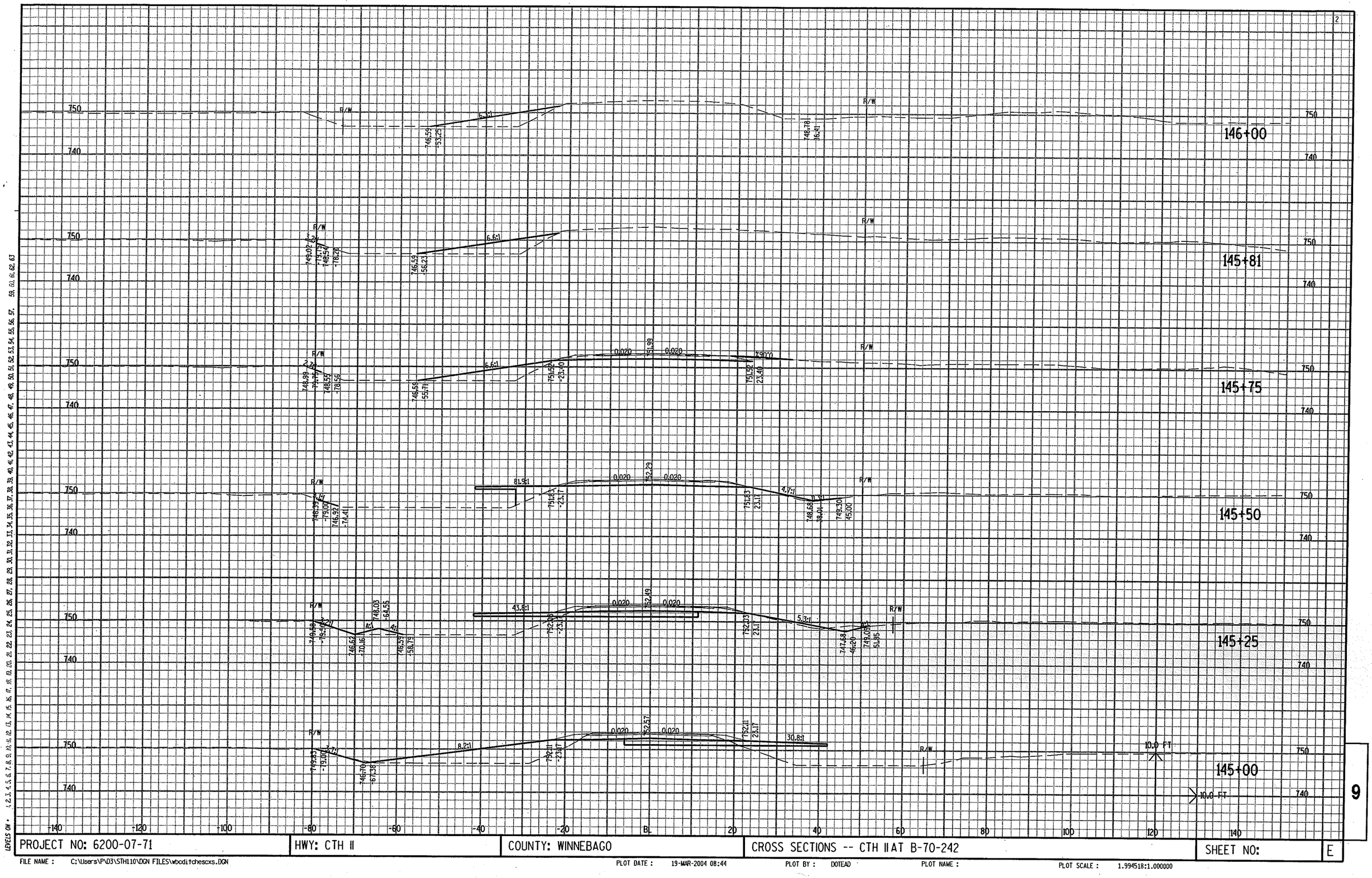


PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	CROSS SECTIONS -- CTH II AT B-70-242	SHEET NO: E

FILE NAME : C:\Users\P\D3\STH110\DGN FILES\wbcditchescxs.DGN PLOT DATE : 19-MAR-2004 08:44 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.994518:1.000000

LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 60, 61, 62, 63

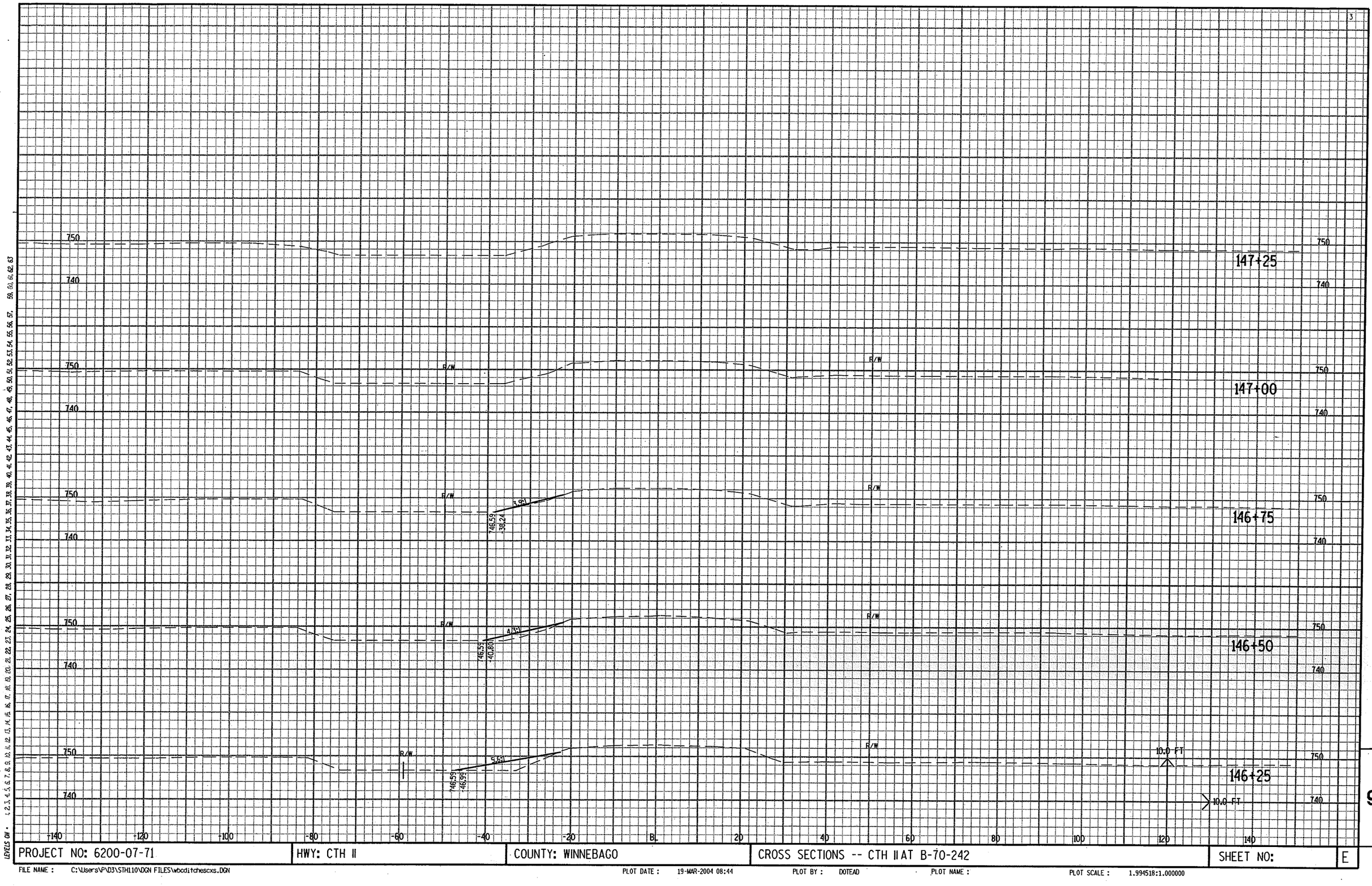


LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62, 63

PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	CROSS SECTIONS -- CTH II AT B-70-242	SHEET NO:	E

9

FILE NAME : C:\Users\P\D3\STH110\DGN FILES\wbcditchescxs.DGN PLOT DATE : 19-MAR-2004 08:44 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.994518:1.000000



PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	CROSS SECTIONS -- CTH II AT B-70-242	SHEET NO:	E

9

FILE NAME : C:\Users\P\D3\STH110\DGN FILES\wbcditchescxs.DGN PLOT DATE : 19-MAR-2004 08:44 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.994518:1.000000

LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62, 63

184+25

R/W 751.39 -60.89 | 4:1 | 748.86 -51.41 | 5.3:1 | 753.61 -23.17 | 0.020 | 754.07 | 0.020 | 753.61 23.17 | 6.4:1 | 748.50 55.88 | 748.83 57.20 | R/W

184+00

R/W 751.19 -39.41 | 750.38 -36.45 | 2:1 | 753.61 -23.17 | 0.020 | 754.4 | 0.020 | 753.6 23.17 | 4.3:1 | 749.46 40.79 | 751.3 47.83 | R/W

183+86

R/W 150.92 33.77 | 750.70 30.88 | 4:1 | 4:1 | 750.10 35.55 | 751.12 39.61 | R/W

183+75

R/W 750.9 31.98 | 753.60 22.04 | 4:1 | 4:1 | 750.92 35.76 | 751.09 33.40 | R/W

183+50

R/W 750.09 31.72 | 751.46 30.33 | R/W

183+25

10.0 FT

10.0

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	CROSS SECTIONS -- CTH II AT C-70-70	SHEET NO:	E

9

FILE NAME : C:\Users\P\D3\STH110\DGN FILES\mbcditchescxs.DGN PLOT DATE : 19-MAR-2004 08:44 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.994518:1.000000

185+50

185+25

185+01

185+00

184+75

184+50

10.0 FT

10.0 FT

R/W

750

740

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62, 63

PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	CROSS SECTIONS -- CTH II AT C-70-70	SHEET NO: E

FILE NAME : C:\Users\P\D3\STH110\DGN FILES\mbcditchescxs.DGN PLOT DATE : 19-MAR-2004 08:44 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.994518:1.000000

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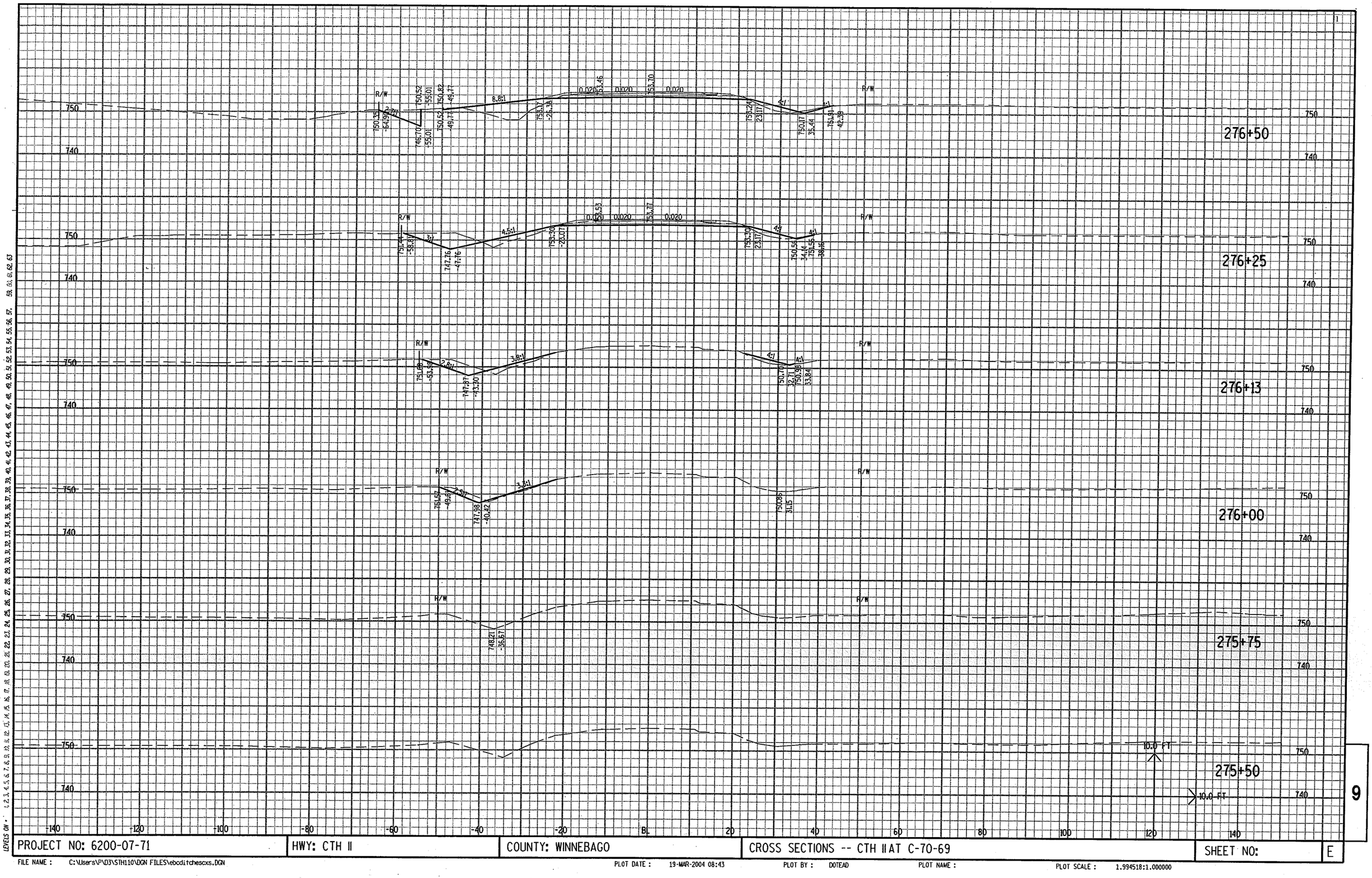


PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	CROSS SECTIONS -- CTH II AT C-70-69	SHEET NO: E

FILE NAME : C:\Users\P\D3\STH110\DGN FILES\ebcditchescxs.DGN PLOT DATE : 19-MAR-2004 08:43 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.994518:1.000000

LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

9

277+50

277+25

277+19.42455

277+00

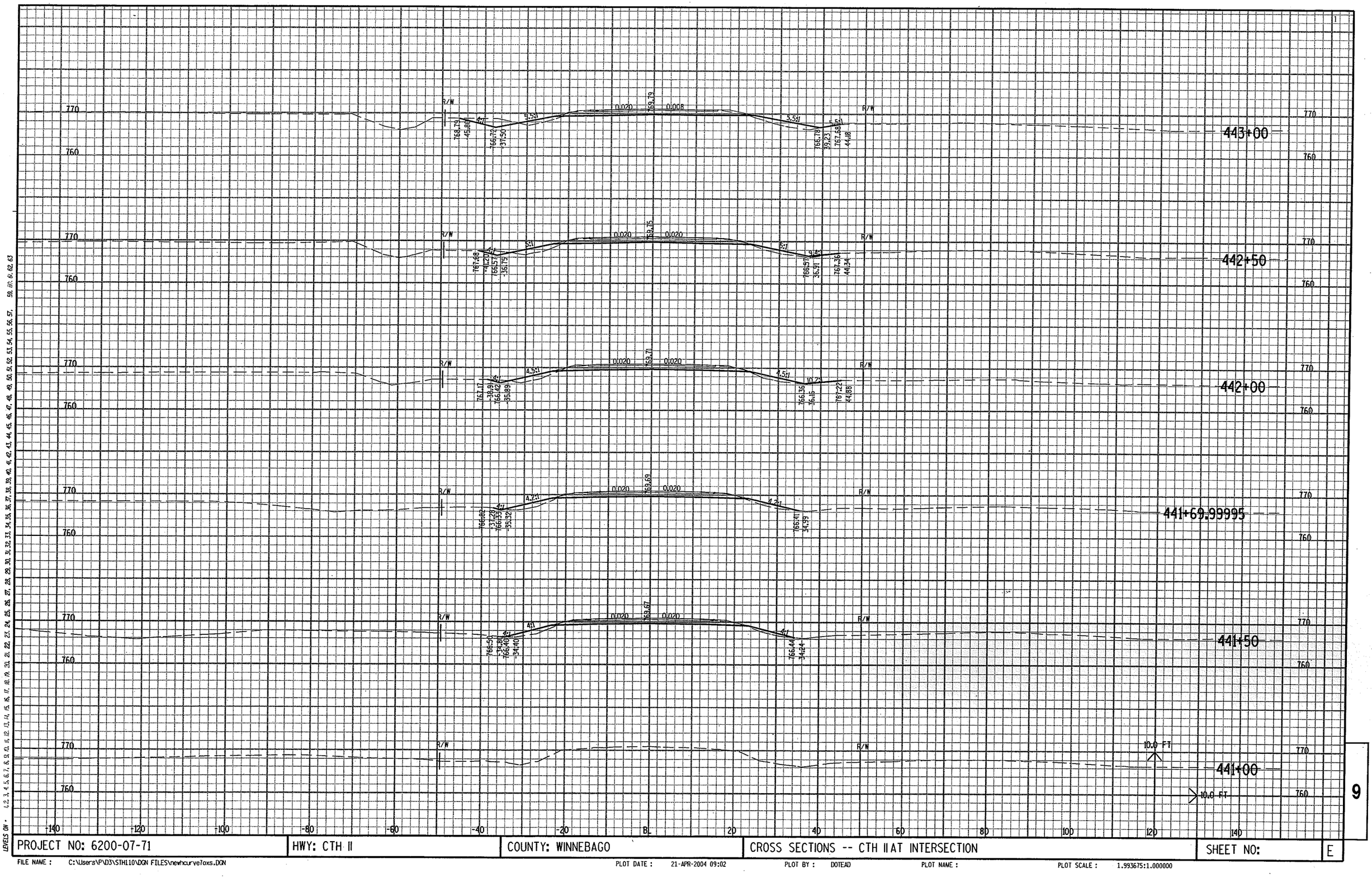
276+83.06387

276+75

LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	CROSS SECTIONS -- CTH II AT C-70-69	SHEET NO:	E

FILE NAME : C:\Users\P\D3\STH110\DGN FILES\ebcditchescxs.DGN PLOT DATE : 19-MAR-2004 08:43 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.994518:1.000000

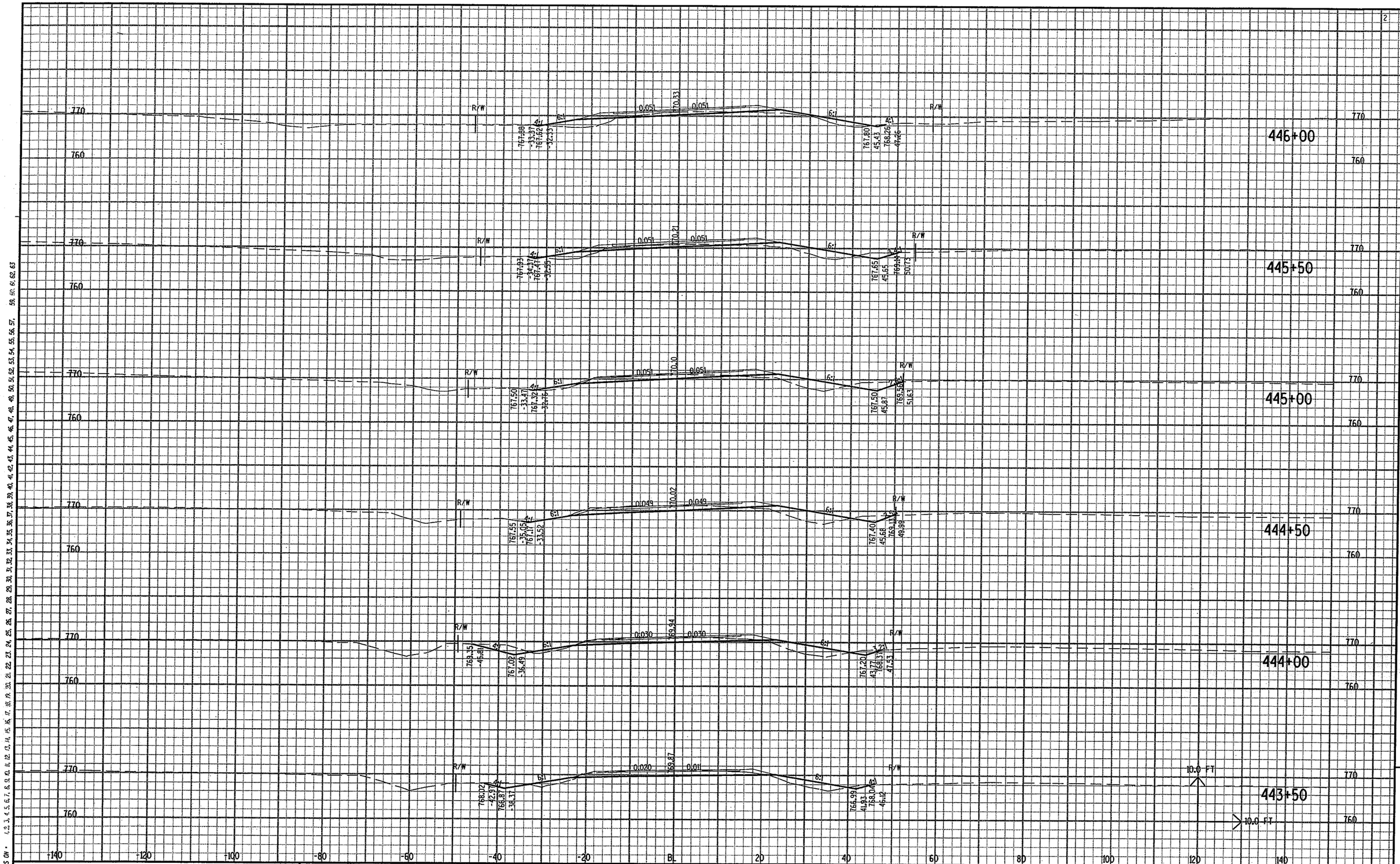


LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	CROSS SECTIONS -- CTH II AT INTERSECTION	SHEET NO:	E

9

FILE NAME : C:\Users\P\D3\STH110\DGN FILES\newhcurve7oxs.DGN PLOT DATE : 21-APR-2004 09:02 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.993675:1.000000

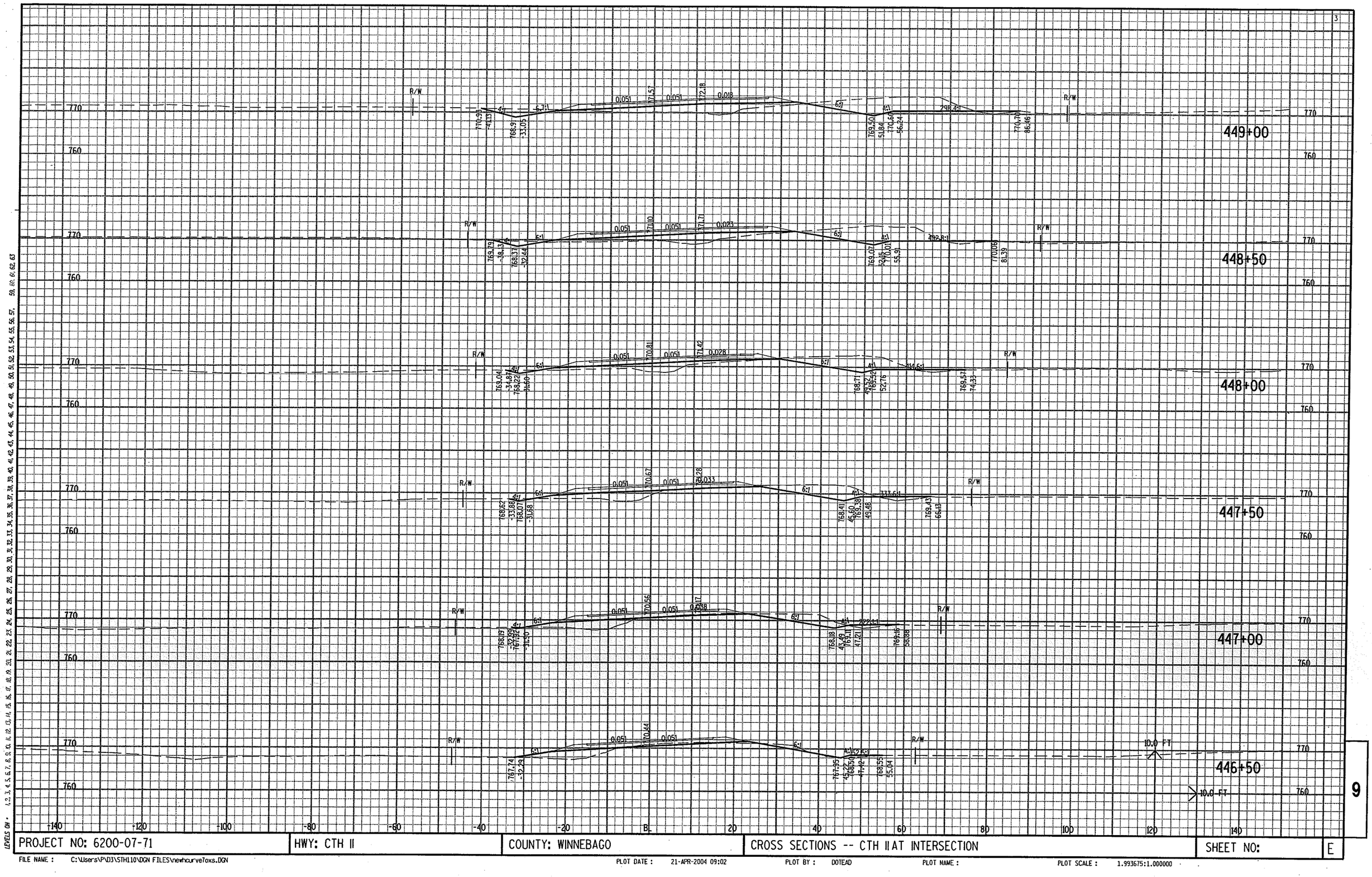


LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62, 63

PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	CROSS SECTIONS -- CTH II AT INTERSECTION	SHEET NO:	E

9

FILE NAME : C:\Users\P\DJ\STH110\DGN FILES\newhcurve7oxs.DGN PLOT DATE : 21-APR-2004 09:02 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.993675:1.000000



PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	CROSS SECTIONS -- CTH II AT INTERSECTION	SHEET NO:	E

FILE NAME : C:\Users\P\D3\STH110\DGN FILES\newhcurve7oxs.DGN PLOT DATE : 21-APR-2004 09:02 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.993675:1.000000

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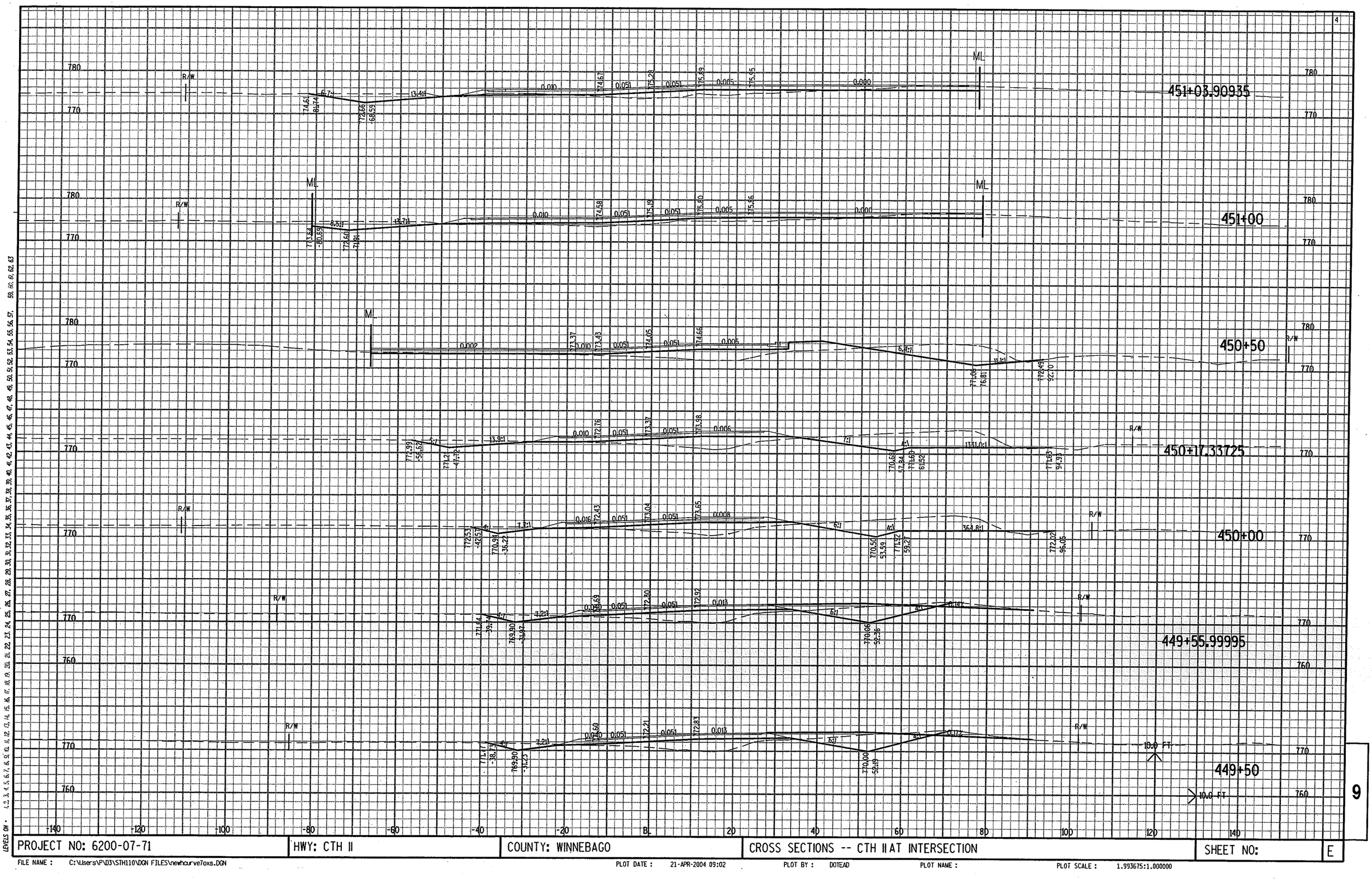

PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	CROSS SECTIONS -- CTH II AT INTERSECTION	SHEET NO: E

FILE NAME : C:\Users\P\DJ\STH110\DGN FILES\newhcurve7oxs.DGN PLOT DATE : 21-APR-2004 09:02 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.993675:1.000000

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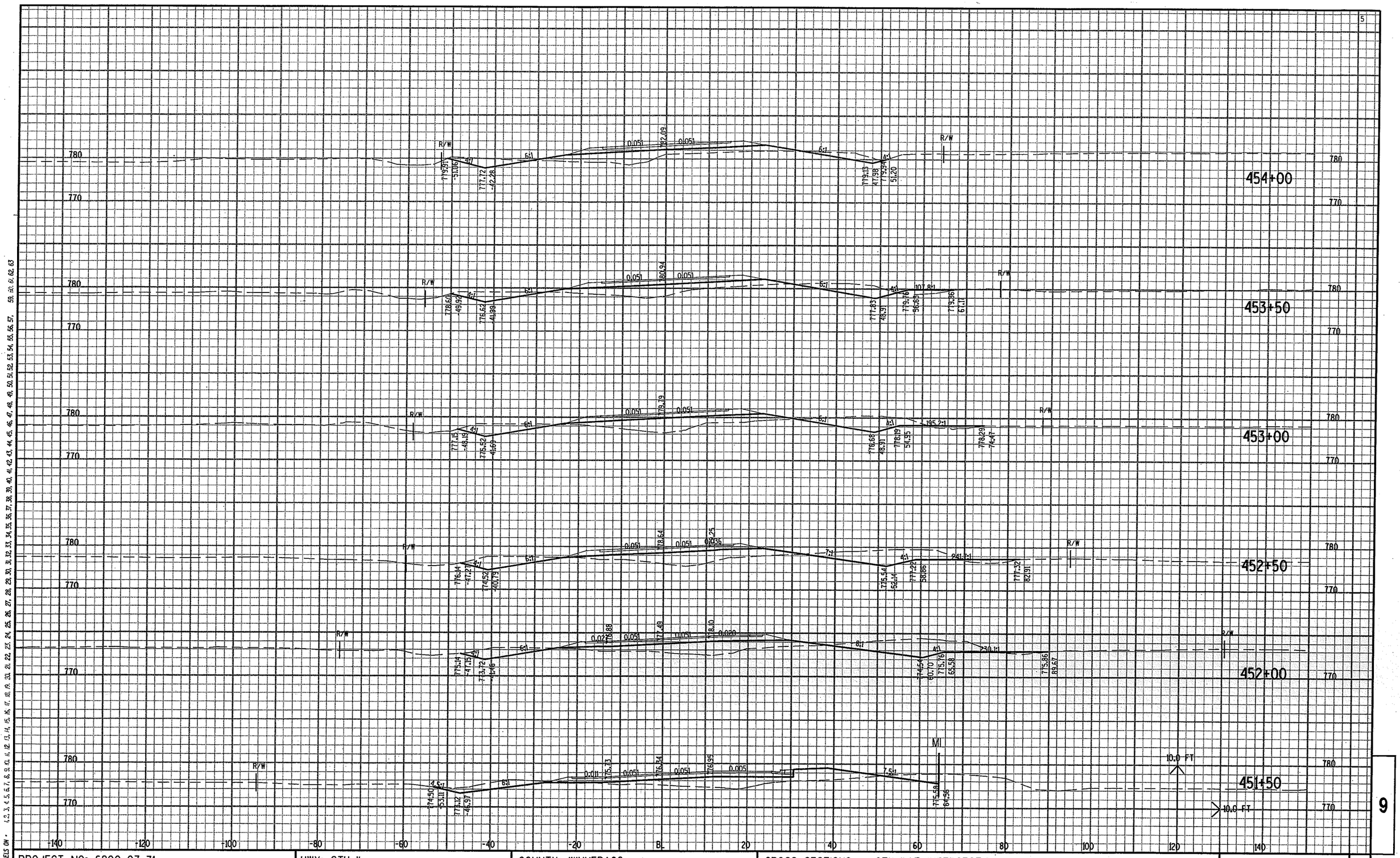


PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	CROSS SECTIONS -- CTH II AT INTERSECTION	SHEET NO:	E

FILE NAME : C:\Users\P\D3\STH110\DGN FILES\newhcurve7oxs.DGN PLOT DATE : 21-APR-2004 09:02 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.993675:1.000000

9

456+53.99995

456+50

456+00

455+50

455+00

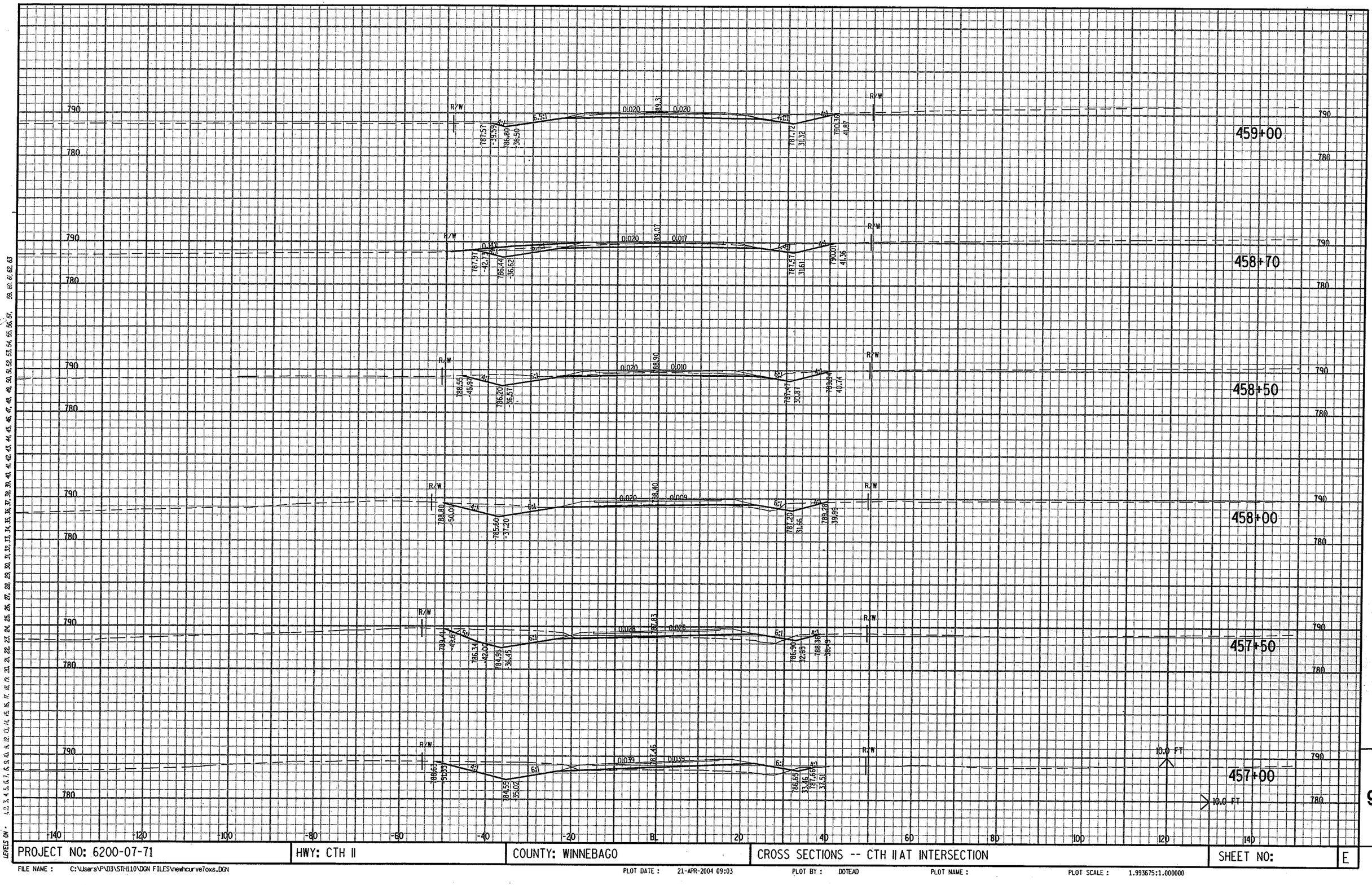
454+50

454+14.99995

PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	CROSS SECTIONS -- CTH II AT INTERSECTION	SHEET NO:	E

FILE NAME : C:\Users\P\D3\STH110\DGN FILES\newhcurve7oxs.DGN PLOT DATE : 21-APR-2004 09:03 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.993675:1.000000

LEVELS ON : 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62, 63



PROJECT NO: 6200-07-71 | HWY: CTH II | COUNTY: WINNEBAGO | CROSS SECTIONS -- CTH II AT INTERSECTION | SHEET NO: E

FILE NAME : C:\Users\P\D3\STH110\DGN FILES\newhcurve7oxs.DGN PLOT DATE : 21-APR-2004 09:03 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.993675:1.000000

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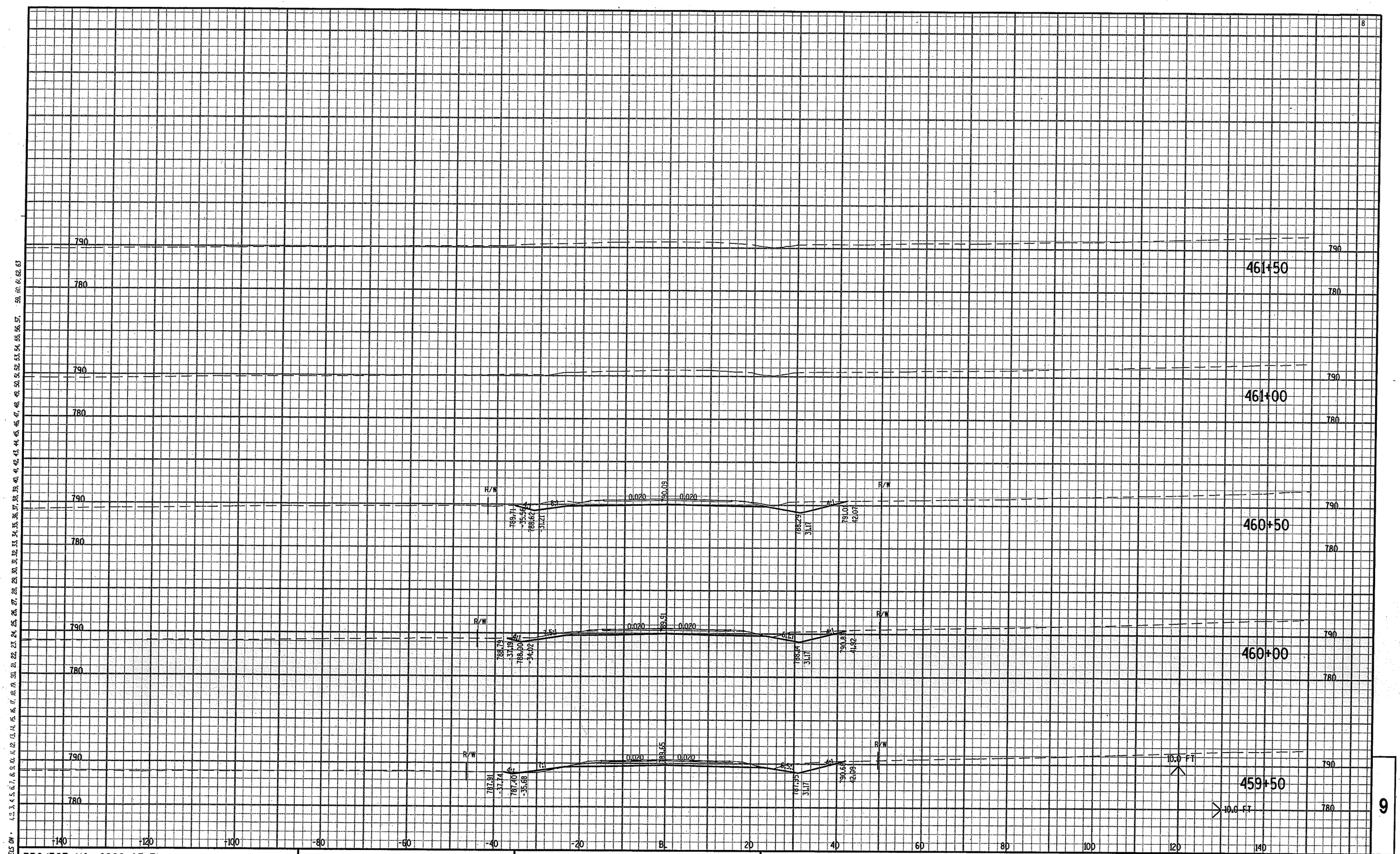

LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62, 63

PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	CROSS SECTIONS -- CTH II AT INTERSECTION	SHEET NO:	E

FILE NAME : C:\Users\P\D3\STH110\DGN FILES\newhcurve7oxs.DGN PLOT DATE : 21-APR-2004 09:03 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.993675:1.000000

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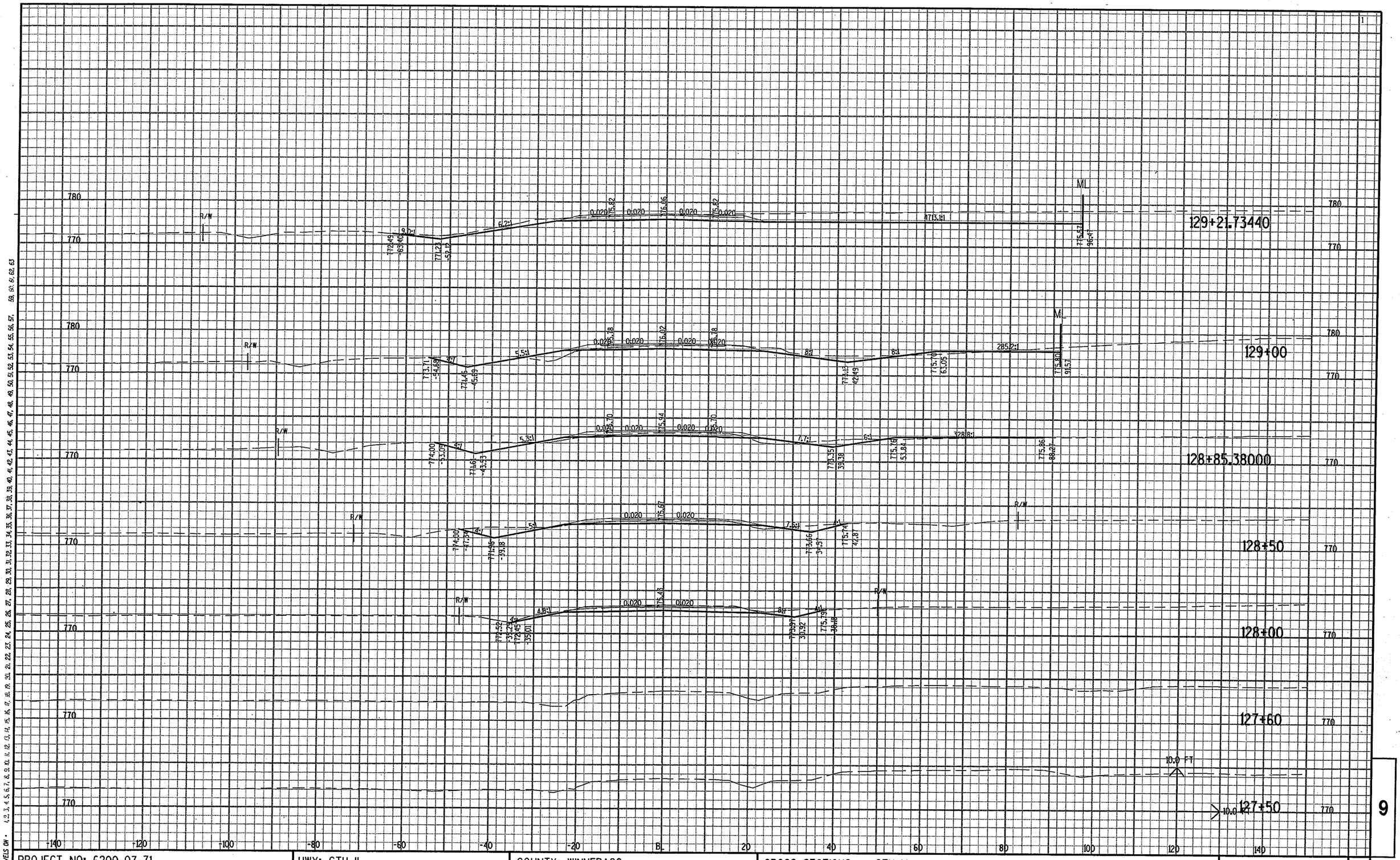

PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	CROSS SECTIONS -- CTH M	SHEET NO:	E

FILE NAME : C:\Users\P\D3\STH110\DGN FILES\newcthm6xs.DGN PLOT DATE : 21-APR-2004 09:01 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.993675:1.000000

9

LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62, 63

142+00

141+65

141+50

141+00

140+73.80090

10.0 FT

770

R/W

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

PROJECT NO: 6200-07-71	HWY: CTH II	COUNTY: WINNEBAGO	CROSS SECTIONS -- ERICKSON ROAD	SHEET NO:	E

FILE NAME : C:\Users\P\D3\STH110\DGN FILES\neverik4xs.DGN PLOT DATE : 21-APR-2004 09:02 PLOT BY : DOTEAD PLOT NAME : PLOT SCALE : 1.993675:1.000000

9