RHI

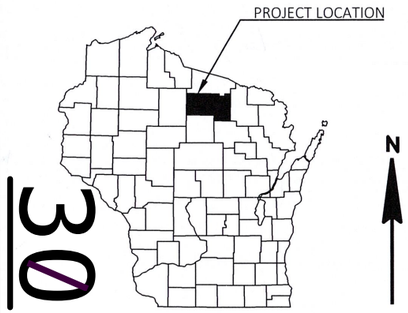
JANUARY 2025

PROJECT ID: 9874-00-70

COUNTY: ONEIDA

ORDER OF SHEETS

TOTAL SHEETS = 64



DESIGN DESIGNATION

A.A.D.T.	2025	=	110
A.A.D.T.	2045	=	130
D.H.V.		=	---
D.D.		=	50/50
T.		=	18.3%
DESIGN SPEED		=	35mph
ESALS		=	

CONVENTIONAL SYMBOLS

PLAN

- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300'EB')
- 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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

T MINOCQUA, CAMP NINE ROAD

MANHARDT ROAD TO CEDAR FALLS ROAD

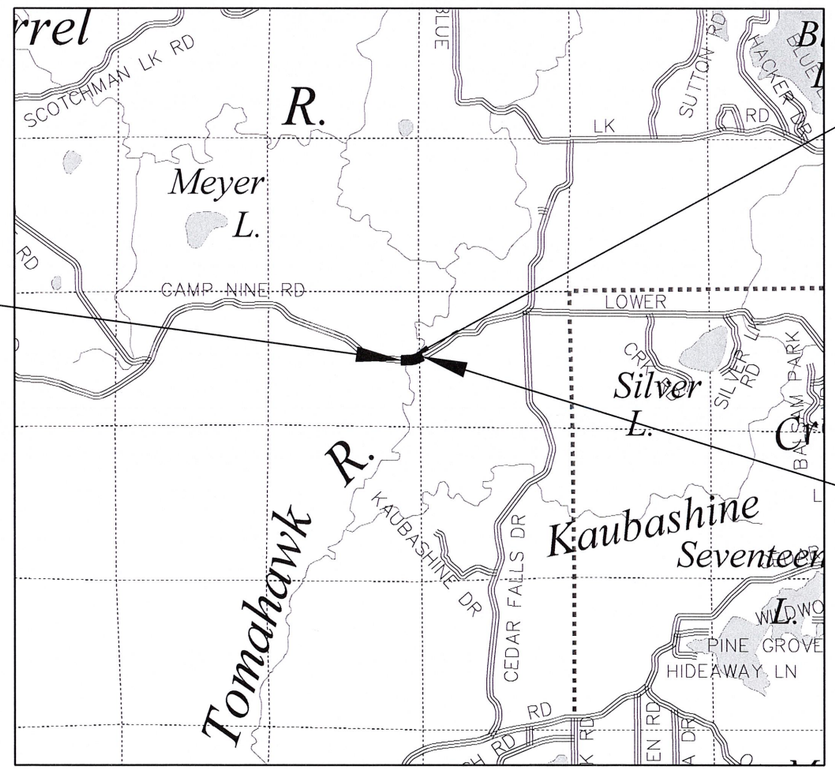
LOC STR

ONEIDA COUNTY

STATE PROJECT NUMBER
9874-00-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
9874-00-70	WISC 2025164	1

R5E



STRUCTURE B-43-0067 REQ'D.
STA. 10+00

BEGIN PROJECT
STA 8+00
Y=228027.613
X=159981.735

END PROJECT
STA 12+00
Y=228088.246
X=160375.193

LAYOUT

SCALE 0 — 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.076 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), ONEIDA COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES.

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18.

ACCEPTED FOR
TOWN OF MINOCQUA

7/25/2024 (DATE) (TOWN CHAIRMAN)

ORIGINAL PLANS PREPARED BY
AYRES

WISCONSIN
TRACE A. HUBBARD
47270-6
GREEN BAY
WI
PROFESSIONAL ENGINEER

7/16/24

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	AYRES
Designer	AYRES
Project Manager	NATHANIEL WAITE
Regional Examiner	---
Regional Supervisor	DAN ERVA

APPROVED FOR THE DEPARTMENT
DATE: 8/01/2024 (Signature)

E

FILE NAME : I:\25\MINOCQUA TOWN OF\25-0341.00 MINOCQUA CAMP 9 RD CULVERT\CADD\SHEETSPLAN\010101-TI.DWG PLOT DATE : 7/10/2024 7:13 AM PLOT BY : SHALLOW, JON PLOT NAME :

GENERAL NOTES

THE LOCATION OF EXISTING UTILITY FACILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

PROPERTY LINES AS SHOWN ARE APPROXIMATE.

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

BEARINGS SHOWN ON THIS PLAN ARE TRUE BEARINGS TO THE NEAREST SECOND.

ALL TIES ON THIS PLAN ARE HORIZONTAL UNLESS DESCRIBED OTHERWISE.

EROSION CONTROL LOCATIONS AS SHOWN ON THE EROSION CONTROL PLAN ARE APPROXIMATE. THE EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCEPT THE AREAS WITHIN THE FINISHED SUBGRADE SHOULDER POINTS ARE TO BE SEEDED, FERTILIZED AND EROSION MAT AS DIRECTED BY THE ENGINEER.

WISDOT WILL FURNISH A BENCHMARK MONUMENT TO BE SET BY THE CONTRACTOR.

SAW CUT LOCATIONS SHOWN ON THE PLAN ARE SUBJECT TO ADJUSTMENT BY THE ENGINEER IN THE FIELD. THE LINE OF SUCH SAW CUTS WILL BE NEATLY DELINEATED THROUGH THE ASPHALT WITHOUT ANY DAMAGE TO THE REMAINING PORTION OF THE EXISTING PAVEMENT.

UTILITIES

* FRONTIER COMMUNICATIONS — TELEPHONE 715-297-4773
1851 N 14TH AVENUE
WAUSAU, WI 544001
ATTENTION: CHRIS POLLOCK
E-MAIL: christopher.pollock@ftr.com

* WISCONSIN PUBLIC SERVICE — TELEPHONE 715-848-7487
PO BOX 1166
WAUSAU, WI 54402
ATTENTION: DON LUTZOW
E-MAIL: donald.lutzow@wisconsinpublicservice.com

*-MEMBER OF DIGGERS HOTLINE

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

LOCAL CONTACT

TOWN OF MINOCQUA — TELEPHONE 715-356-5296
415 MENOMINEE STREET, SUITE 300
MINOCQUA, WI 54548
ATTENTION: MARK PERTILE
E-MAIL: publicworks@townofminocqua.org

DESIGN CONTACT

AYRES ASSOCIATES — TELEPHONE 920-498-1200
3376 PACKERLAND DRIVE
ASHWAUBENON, WI 54115
ATTENTION: TRACE HUBBARD
E-MAIL: hubbardt@ayresassociates.com

RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP-TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPE-TURF			.25 .32			.27 .34			.28 .36			.30 .38
PAVEMENT:												
ASPHALT	.70 - .95											
CONCRETE	.80 - .95											
BRICK	.70 - .80											
DRIVES, WALKS	.75 - .85											
ROOFS	.75 - .95											
GRAVEL ROADS, SHOULDERS	.40 - .60											

TOTAL PROJECT AREA= 0.82 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.60 ACRES
SOIL GROUP A/D

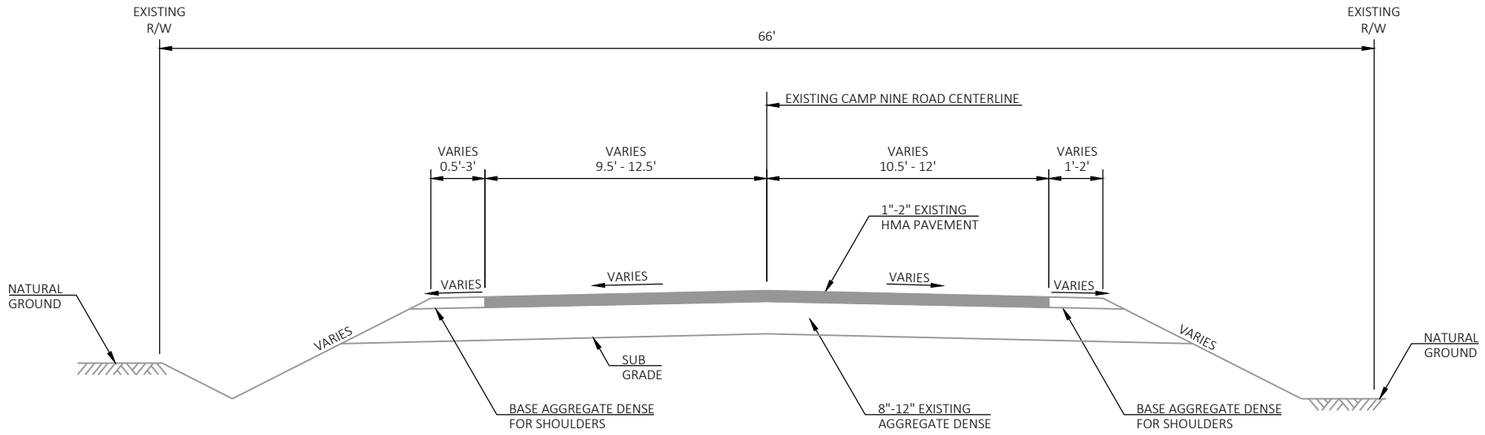
STANDARD ABBREVIATIONS

ADT	AVERAGE DAILY TRAFFIC
AC	ASPHALT CEMENT
AGG	AGGREGATE
ASPH	ASPHALT
BM	BENCH MARK
C/L	CENTERLINE
CONC	CONCRETE
CMP	CORRUGATED METAL PIPE
CR.	CREEK
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
ESALS	EQUIVALENT SINGLE AXIS LOADS
EXIST	EXISTING
FE	FIELD ENTRANCE
HYD	HYDRANT
IP	IRON PIPE OR PIN
L	LENGTH OF CURVE
LC	LONG CHORD OF CURVE
LR	LENGTH OF RUNOFF
MH	MANHOLE
NC	NORMAL CROWN
PT	POINT OF TANGENCY
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PE	PRIVATE ENTRANCE
R	RADIUS
REM	REMOVE
R/L OR RL	REFERENCE LINE
RCCP	REINFORCED CONCRETE CULVERT PIPE
RCPSS	REINFORCED CONCRETE PIPE STORM SEWER
R.O.	RUNOUT
R/W	RIGHT-OF-WAY
STA	STATION
SE	SUPER ELEVATION
SS	STORM SEWER
T	TANGENT
TEL	TELEPHONE
TLE	TEMPORARY LIMITED EASEMENT
T	TRUCKS
VC	VERTICAL CURVE
W	WELL

DEPARTMENT OF NATURAL RESOURCES

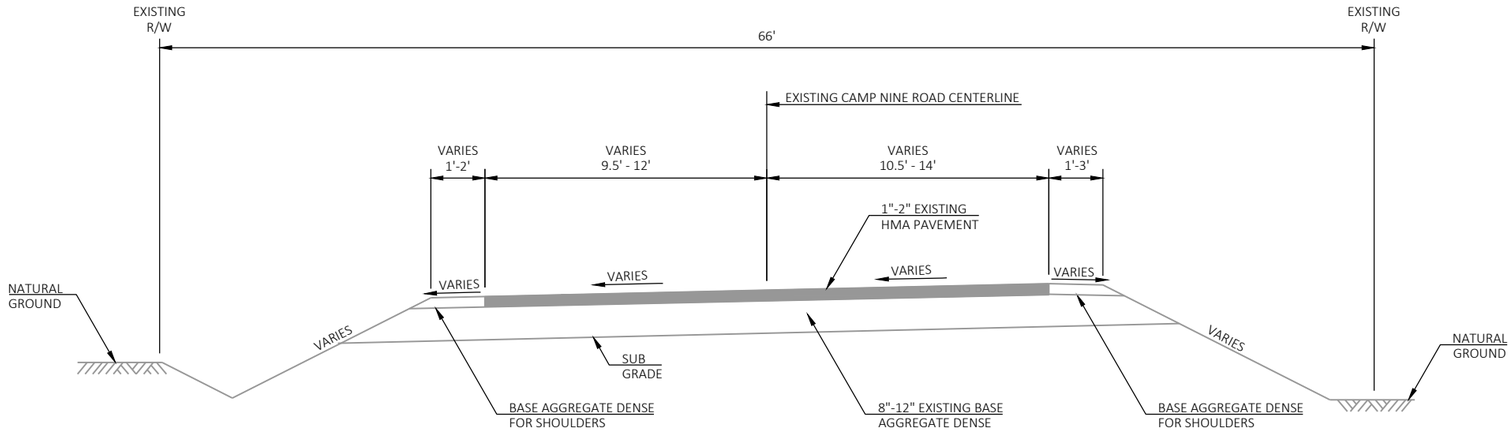
WDNR — TELEPHONE 715-365-8916
107 SUTLIFF AVE.
RHINELANDER, WI 54501
ATTENTION: WENDY HENNIGES
E-MAIL: WENDY.HENNIGES@WISCONSIN.GOV

2



EXISTING TYPICAL SECTION FOR CAMP NINE ROAD

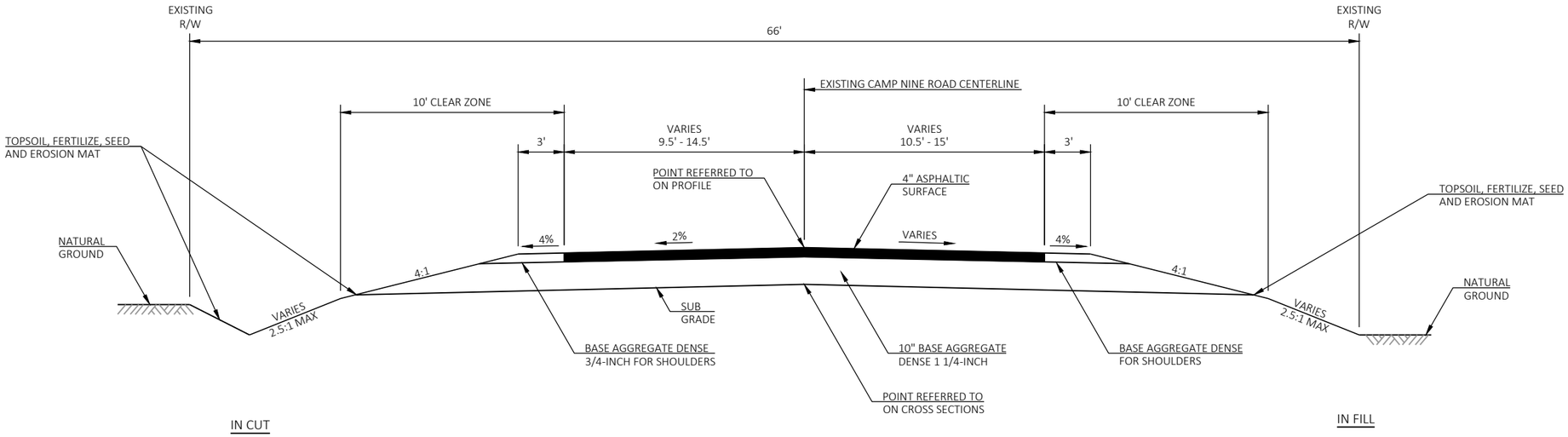
STA 8+00 - STA 10+00



EXISTING TYPICAL SECTION FOR CAMP NINE ROAD

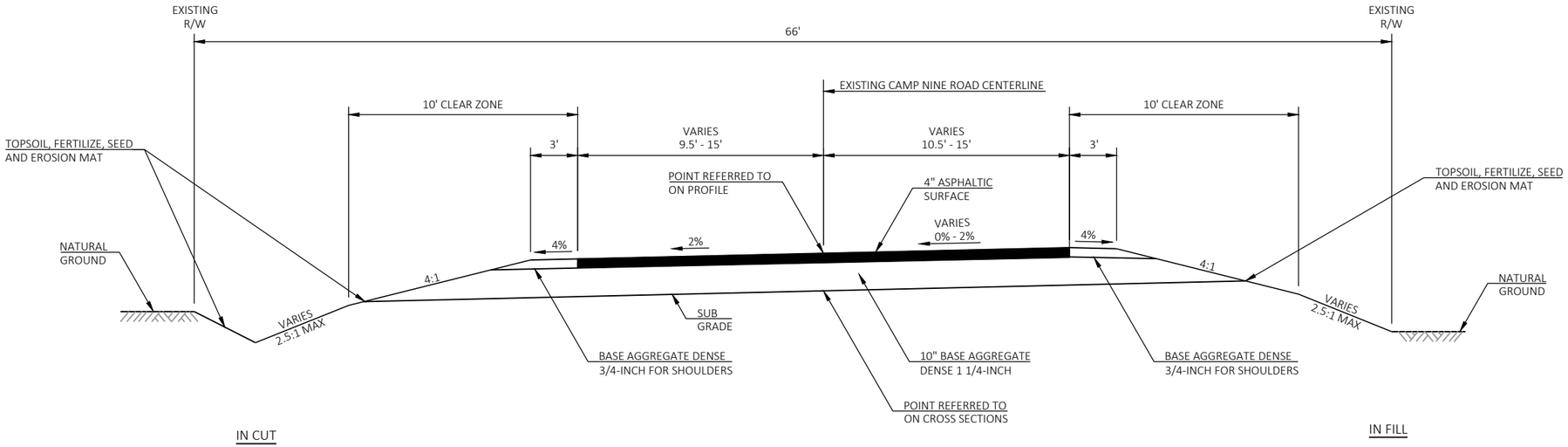
STA 10+00 - STA 12+00

PROJECT NO: 9874-00-70	HWY: CAMP NINE ROAD	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 3	E



FINISHED TYPICAL SECTION FOR CAMP NINE ROAD

STA 8+00 - STA 9+35



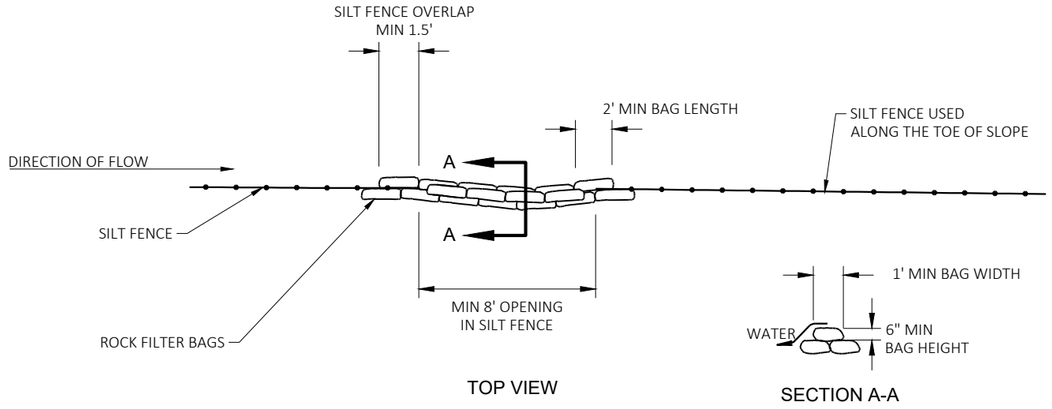
FINISHED TYPICAL SECTION FOR CAMP NINE ROAD

STA 9+35 - STA 12+00

PROJECT NO: 9874-00-70	HWY: CAMP NINE ROAD	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 4	E

FILE NAME : I:\25\MINOCQUA TOWN OF\25-0341.00 MINOCQUA CAMP 9 RD CULVERT\CADD\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020302-ts

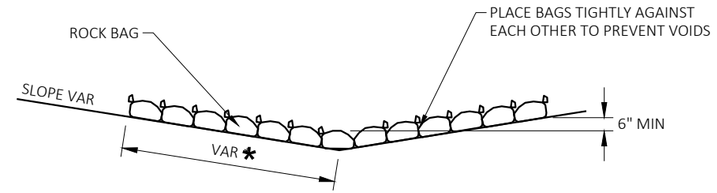
PLOT DATE : 7/23/2024 8:05 AM PLOT BY : SHALLOW, JON PLOT NAME : PLOT SCALE : 1 IN:200 FT



TOP VIEW

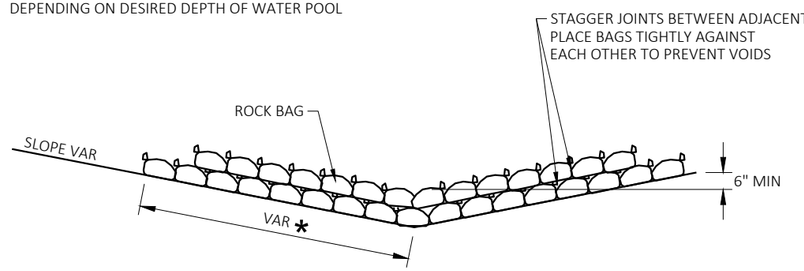
SECTION A-A

ROCK BAGS USED FOR SILT FENCE RELIEF

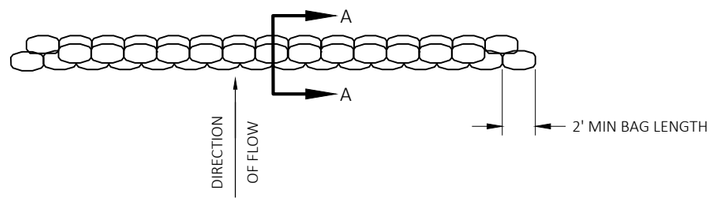


SIDE VIEW (SINGLE LAYER)

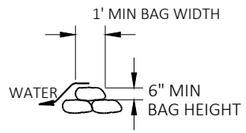
* LENGTH AND NUMBER OF BAGS MAY VARY
DEPENDING ON DESIRED DEPTH OF WATER POOL



SIDE VIEW (MULTIPLE LAYER)



TOP VIEW (MULTIPLE LAYER)



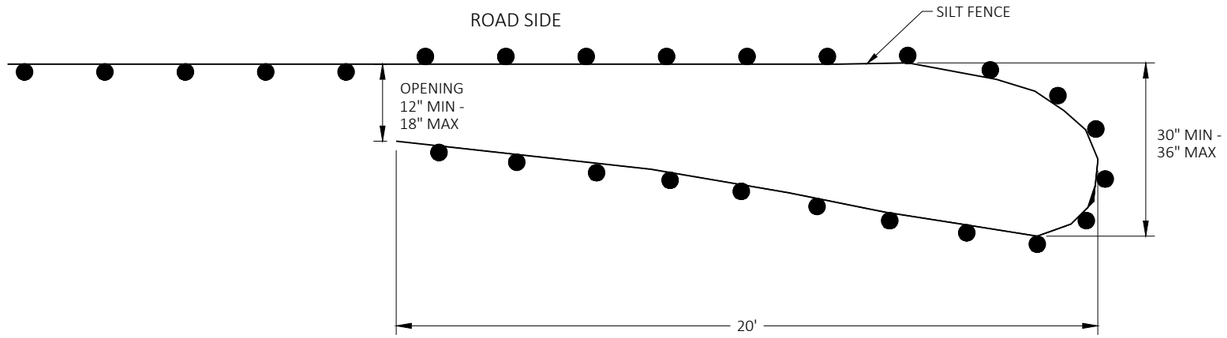
SECTION A-A

ROCK BAGS USED FOR DITCH CHECKS

PROJECT NO: 9874-00-70	HWY: CAMP NINE ROAD	COUNTY: ONEIDA	CONSTRUCTION DETAILS	SHEET 5	E

FILE NAME : I:\25\MINOCQUA TOWN OF\25-0341.00 MINOCQUA CAMP 9 RD CULVERT\CADD\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 021001-cd
PLOT DATE : 7/23/2024 8:05 AM PLOT BY : SHALLOW, JON PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

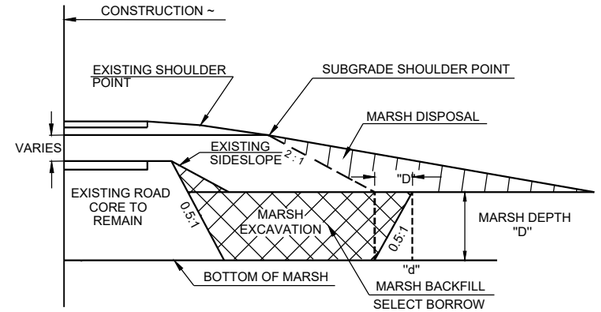
2



PLAN VIEW

GENERAL NOTES:
SILT FENCE POSTS FOR THE TURN-AROUND SHOULD BE ON THE OUTSIDE OF THE TURN-AROUND. AND TRENCHED IN ACCORDING TO SILT FENCE REQUIREMENTS.

TEMPORARY SMALL ANIMAL TURN-AROUND



NOTE: BACKFILL QUANTITIES COMPUTED FROM POINT "d" TO COMPENSATE FOR PROBABLE DISPLACED MARSH AREA.

TYPICAL SECTION-MARSH EXCAVATION

PROJECT NO: 9874-00-70	HWY: CAMP NINE ROAD	COUNTY: ONEIDA	CONSTRUCTION DETAILS	SHEET 6	E

2

N

TEMPORARY DIKE
(NON-ERODIBLE MATERIAL)

EXISTING R/W

WOODS

CABG
PE

POST

SIGN

CAMP NINE ROAD

9

10

11

6.8'X11' CMP

6.8'X11' CMP

FO

E

IP

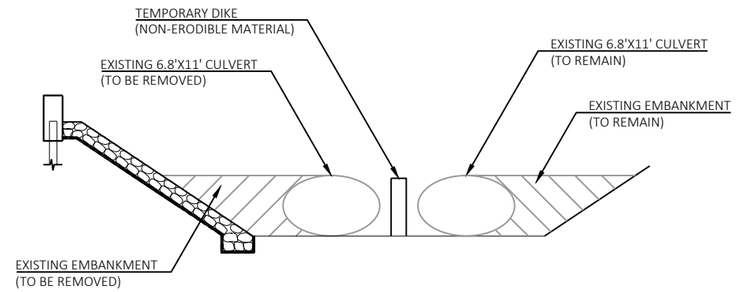
WZ

R/W LINE

TOMAHAWK RIVER

STAGE 1 CONSTRUCTION

- REMOVE EXISTING WEST CULVERT AND EMBANKMENT.
- RESTORE STREAM BED TO PROPOSED PROFILE.
- CONSTRUCT WEST ABUTMENT.
- Q2 ELEVATION = 1544.49, 430 CFS



TEMPORARY STREAM DIVERSION

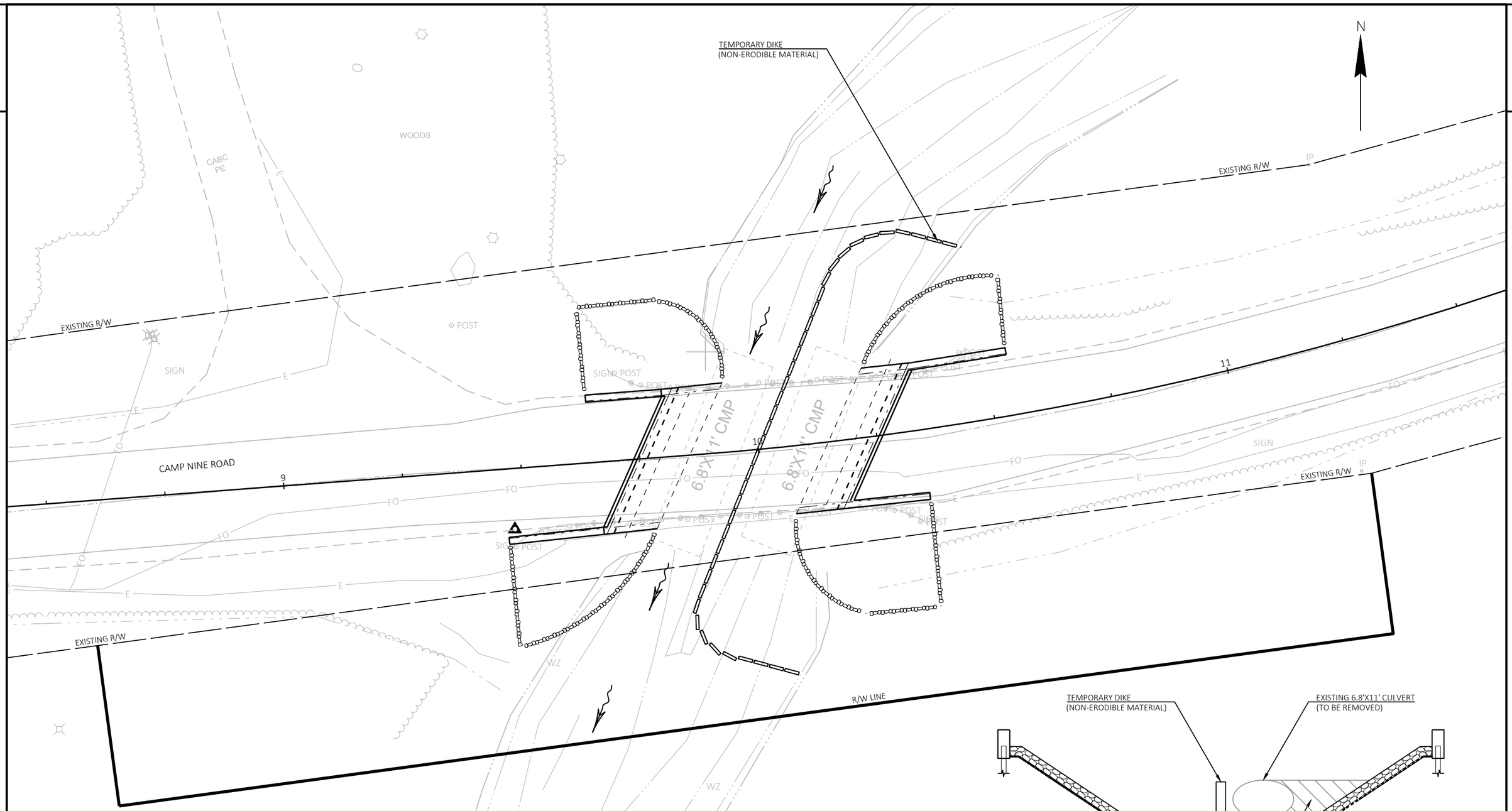
STAGE 1

PROJECT NO: 9874-00-70	HWY: CAMP NINE ROAD	COUNTY: ONEIDA	CONSTRUCTION DETAILS	SHEET 7	E

FILE NAME : I:\25\MINOCQUA TOWN OF\25-0341.00 MINOCQUA CAMP 9 RD CULVERT\CADD\SHEETSPLAN\021003-CD.DWG
LAYOUT NAME - 021003-cd

PLOT DATE : 7/23/2024 8:05 AM PLOT BY : SHALLOW, JON PLOT NAME : PLOT SCALE : 1 IN:20 FT

2



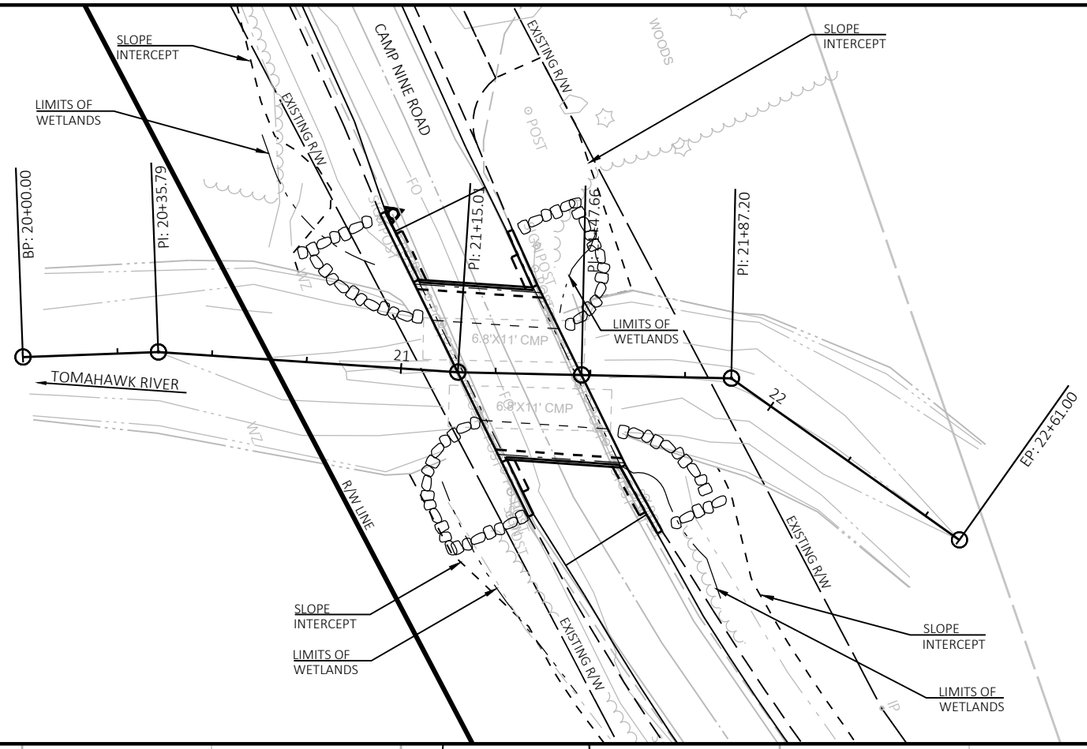
STAGE 2 CONSTRUCTION

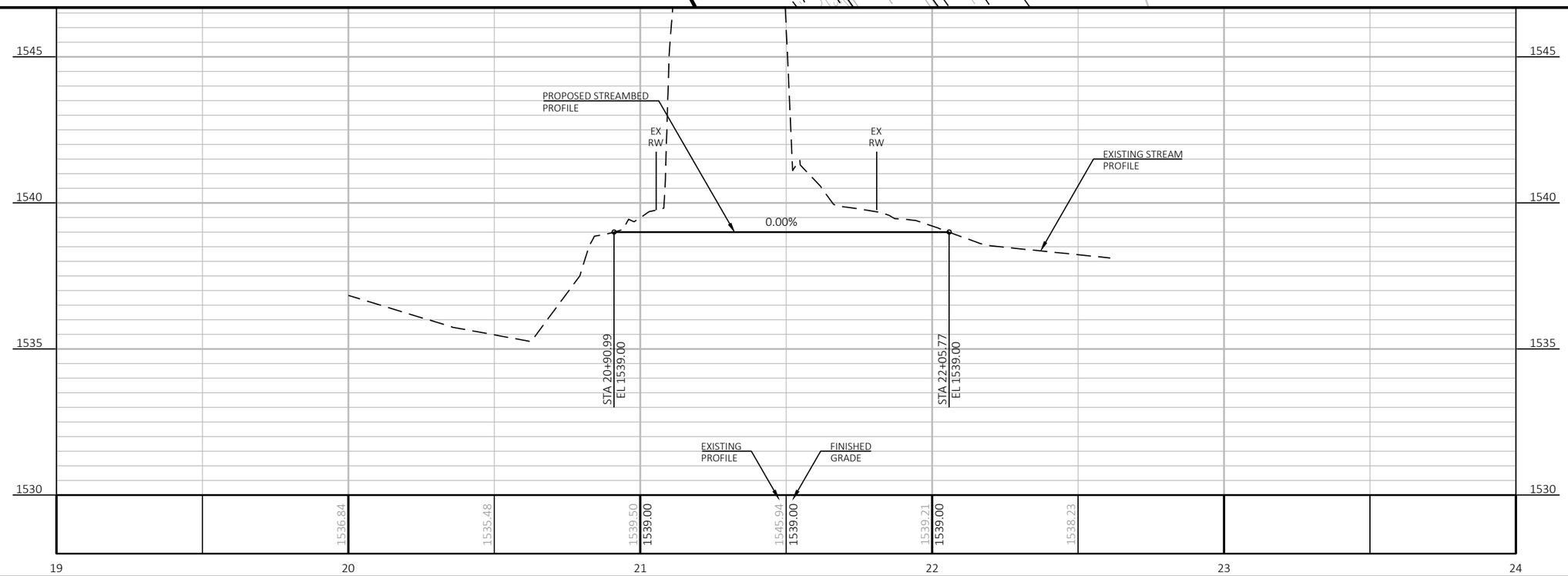
- REMOVE EXISTING EAST CULVERT AND EMBANKMENT.
- RESTORE STREAM BED TO PROPOSED PROFILE.
- CONSTRUCT EAST ABUTMENT.
- Q2 ELEVATION = 1544.49, 430 CFS

TEMPORARY STREAM DIVERSION

STAGE 2

PROJECT NO: 9874-00-70	HWY: CAMP NINE ROAD	COUNTY: ONEIDA	CONSTRUCTION DETAILS	SHEET 8	E





PROJECT NO: 9874-00-70	HWY: CAMP NINE ROAD	COUNTY: ONEIDA	CONSTRUCTION DETAILS	SHEET 9	E

FILE NAME : I:\25\MINOCQUA TOWN OF\25-0341.00 MINOCQUA CAMP 9 RD CULVERT\CADD\SHEETSPLAN\021005-CD.DWG
LAYOUT NAME - 021005-cd

PLOT DATE : 7/25/2024 3:22 PM PLOT BY : SHALLOW, JON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

NOTE:
SIGNS WILL BE AFFIXED TO BUOYS. FOLLOW GUIDELINES IN SPECIAL PROVISIONS FOR EXACT SIGN LOCATIONS.

2

2

N

ROAD WORK 500 FT W20-1-D

ROAD WORK 500 FT W20-1-D

BRIDGE OUT USE PORTAGE
SPECIAL 60"X24"
M6-1 21"X21"

BRIDGE OUT USE PORTAGE
SPECIAL 60"X24"
M6-1 21"X21"

SAFETY FENCE REQ'D

TEMPORARY PORTAGE PATH

10'

8" BARK MULCH REQ'D

STRUCTURE
B-43-0067 REQ'D

WOODS

CABC

PE

EXISTING R/W

CAMP NINE ROAD

POST

SIGN

SIGN POST

6.8'X11' CMP

6.8'X11' CMP

FO

E

WZ

8

9

10

11

BRIDGE OUT USE PORTAGE
SPECIAL 60"X24"
M6-1 21"X21"

R/W LINE

TOMAHAWK RIVER

BRIDGE OUT USE PORTAGE
SPECIAL 60"X24"
M6-1 21"X21"

ROAD WORK 500 FT W20-1-D

ROAD WORK 500 FT W20-1-D

8" BARK MULCH REQ'D

10'

TEMPORARY PORTAGE PATH

SAFETY FENCE REQ'D

PROJECT NO: 9874-00-70	HWY: CAMP NINE ROAD	COUNTY: ONEIDA	PLAN DETAIL - PORTAGE PLAN	SHEET 10	E

FILE NAME : I:\25\MINOCQUA TOWN OF\25-0341.00 MINOCQUA CAMP 9 RD CULVERT\CADD\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021201-pd

PLOT DATE : 7/23/2024 8:06 AM PLOT BY : SHALLOW, JON PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE B
- SILT FENCE
- TURBIDITY BARRIER
- SLOPE INTERCEPT
- SURFACE WATER FLOW
- R — ROCK BAGS
- RIP RAP

N

WOODS

LIMITS OF WETLAND

LIMITS OF WETLAND

EXISTING R/W

EXISTING R/W

EXISTING R/W

CAMP NINE ROAD

7 8 9 10 11 12 13

CABC PE

FO

IP

GN POST

R

R

R

R/W LINE

LIMITS OF WETLAND

BEGIN PROJECT
STA 8+00

END PROJECT
STA 12+00

LIMITS OF WETLAND

STRUCTURE B-43-0067
REQ'D

TOMAHAWK RIVER

WZ

NOTE:

INSTALL SMALL ANIMAL TURN AROUND AT ALL TERMINI OF SILT FENCE.

PROJECT NO: 9874-00-70	HWY: CAMP NINE ROAD	COUNTY: ONEIDA	EROSION CONTROL	SHEET 11	E

FILE NAME : I:\25\MINOCQUA TOWN OF\25-0341.00 MINOCQUA CAMP 9 RD CULVERT\CADD\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022001-ec

PLOT DATE : 7/23/2024 8:06 AM PLOT BY : SHALLOW, JON PLOT NAME : PLOT SCALE : 1 IN:40 FT

Estimate Of Quantities

9874-00-70

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	3.000	3.000
0004	201.0205	Grubbing	STA	3.000	3.000
0006	203.0260	Removing Structure Over Waterway Minimal Debris (structure) 01. STA 10+00	EACH	1.000	1.000
0008	205.0100	Excavation Common	CY	364.000	364.000
0010	205.0400	Excavation Marsh	CY	108.000	108.000
0012	206.1001	Excavation for Structures Bridges (structure) 01. B-43-0067	EACH	1.000	1.000
0014	208.1100	Select Borrow	CY	162.000	162.000
0016	210.1500	Backfill Structure Type A	TON	490.000	490.000
0018	305.0110	Base Aggregate Dense 3/4-Inch	TON	49.000	49.000
0020	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	639.000	639.000
0022	415.0410	Concrete Pavement Approach Slab	SY	134.000	134.000
0024	455.0605	Tack Coat	GAL	12.000	12.000
0026	465.0105	Asphaltic Surface	TON	186.000	186.000
0028	502.0100	Concrete Masonry Bridges	CY	236.000	236.000
0030	502.3200	Protective Surface Treatment	SY	250.000	250.000
0032	505.0400	Bar Steel Reinforcement HS Structures	LB	5,920.000	5,920.000
0034	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	29,480.000	29,480.000
0036	513.4061	Railing Tubular Type M	LF	184.000	184.000
0038	516.0500	Rubberized Membrane Waterproofing	SY	20.000	20.000
0040	550.0500	Pile Points	EACH	14.000	14.000
0042	550.1100	Piling Steel HP 10-Inch X 42 Lb	LF	350.000	350.000
0044	606.0300	Riprap Heavy	CY	270.000	270.000
0046	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	160.000	160.000
0048	618.0100	Maintenance and Repair of Haul Roads (project) 01. 9874-00-70	EACH	1.000	1.000
0050	619.1000	Mobilization	EACH	1.000	1.000
0052	624.0100	Water	MGAL	14.000	14.000
0054	625.0100	Topsoil	SY	1,060.000	1,060.000
0056	628.1504	Silt Fence	LF	734.000	734.000
0058	628.1520	Silt Fence Maintenance	LF	1,468.000	1,468.000
0060	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000
0062	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0064	628.2008	Erosion Mat Urban Class I Type B	SY	1,060.000	1,060.000
0066	628.6005	Turbidity Barriers	SY	183.000	183.000
0068	628.7570	Rock Bags	EACH	40.000	40.000
0070	629.0210	Fertilizer Type B	CWT	3.000	3.000
0072	630.0120	Seeding Mixture No. 20	LB	29.000	29.000
0074	630.0500	Seed Water	MGAL	31.000	31.000
0076	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	6.000	6.000
0078	637.2210	Signs Type II Reflective H	SF	6.000	6.000
0080	637.2230	Signs Type II Reflective F	SF	12.000	12.000
0082	638.2102	Moving Signs Type II	EACH	1.000	1.000
0084	638.2602	Removing Signs Type II	EACH	7.000	7.000
0086	638.3000	Removing Small Sign Supports	EACH	6.000	6.000
0088	642.5001	Field Office Type B	EACH	1.000	1.000
0090	643.0420	Traffic Control Barricades Type III	DAY	1,296.000	1,296.000
0092	643.0705	Traffic Control Warning Lights Type A	DAY	2,016.000	2,016.000
0094	643.0900	Traffic Control Signs	DAY	1,596.000	1,596.000
0096	643.5000	Traffic Control	EACH	1.000	1.000
0098	645.0111	Geotextile Type DF Schedule A	SY	50.000	50.000

Estimate Of Quantities

9874-00-70

Line	Item	Item Description	Unit	Total	Qty
0100	645.0120	Geotextile Type HR	SY	485.000	485.000
0102	650.4500	Construction Staking Subgrade	LF	350.000	350.000
0104	650.5000	Construction Staking Base	LF	350.000	350.000
0106	650.6501	Construction Staking Structure Layout (structure) 01. B-43-0067	EACH	1.000	1.000
0108	650.9911	Construction Staking Supplemental Control (project) 01. 9874-00-70	EACH	1.000	1.000
0110	650.9920	Construction Staking Slope Stakes	LF	350.000	350.000
0112	690.0150	Sawing Asphalt	LF	42.000	42.000
0114	715.0502	Incentive Strength Concrete Structures	DOL	1,416.000	1,416.000
0116	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 01. 10+00	EACH	1.000	1.000
0118	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	300.000	300.000
0120	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	600.000	600.000
0122	SPV.0060	Special 01. Temporary Water Diversion	EACH	2.000	2.000
0124	SPV.0090	Special 01. Temporary Portage Path	LF	155.000	155.000
0126	SPV.0195	Special 01. Select Crush Fill in Heavy Riprap	TON	205.000	205.000

EARTHWORK SUMMARY

DIVISION	FROM/TO STATION	LOCATION	COMMON EXCAVATION (CY) (ITEM 205.0100) CUT (2)	UNUSABLE PAVEMENT MATERIAL (CY) (4)	AVAILABLE MATERIAL (CY) (5)	205.0500 MARSH EXCAVATION (CY) (6)	EXPANDED MARSH BACKFILL (CY) (10) (ITEM 208.1100) FACTOR 1.50	UNEXPANDED FILL (CY)	EXPANDED FILL (CY) (13) FACTOR 1.30	MASS ORDINATE +/- (CY) (14)	WASTE (CY)
1	8+00 - 12+00	CAMP 9 ROAD	364	36	328	108	162	94	122	206	206
DIVISION 1 TOTALS			364	36	328	108	162	94	122	206	206

1) Unusable Pavement Material is included in Cut
4) Unusable Pavement Material = Existing Asphaltic Pavement.
5) Available Material = Cut - Unusuable Pavement Material
6) Marsh Excavation. To be backfilled with Select Borrow.
10) Expanded Marsh Backfill - This is to be filled with Select Borrow. Marsh Backfill Factor = 1.5. Item Number 208.1100
13) Expanded Fill. Factor = 1.3 Expanded Fill = Unexpanded Fill * Fill Factor
14) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

CLEARING & GRUBBING

STATION	TO	STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
9+00	-	12+00	CAMP NINE ROAD	3	3
			TOTAL	3	3

CONCRETE PAVEMENT

STATION	TO	STATION	LOCATION	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY
9+51	-	9+75	CAMP NINE ROAD	66
10+25	-	10+50	CAMP NINE ROAD	68
			TOTAL	134

HMA PAVEMENT

STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TON
8+00	-	9+75	CAMP NINE ROAD	6	94
10+26	-	12+00	CAMP NINE ROAD	6	92
			TOTAL	12	186

BASE AGGREGATE DENSE & WATER

STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL
8+00	-	9+75	CAMP NINE ROAD	25	322	7
10+26	-	12+00	CAMP NINE ROAD	24	317	7
			TOTAL	49	639	14

NOTE:

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE

3

LANDSCAPING

STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0500 SEED WATER MGAL
8+00	-	10+00	CAMP NINE ROAD, LT & RT	404	1	11	12
10+00	-	12+00	CAMP NINE ROAD, LT & RT	444	1	12	13
	-		UNDISTRIBUTED	212	1	6	6
			TOTAL	1,060	3	29	31

SILT FENCE

STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
8+00	-	8+86	CAMP NINE ROAD, LT	92	184
8+00	-	9+38	CAMP NINE ROAD, RT	143	286
9+26	-	9+64	CAMP NINE ROAD, LT	38	76
10+68	-	12+00	CAMP NINE ROAD, LT	135	270
10+26	-	12+00	CAMP NINE ROAD, RT	179	358
			UNDISTRIBUTED	147	294
			TOTAL	734	1,468

ROCK BAGS

STATION	LOCATION	628.7570 ROCK BAGS EACH
9+42	CAMP NINE ROAD, RT	8
9+68	CAMP NINE ROAD, LT	8
10+23	CAMP NINE ROAD, RT	8
10+63	CAMP NINE ROAD, LT	8
	UNDISTRIUTED	8
	TOTAL	40

MOBILIZATIONS EROSION CONTROL

LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
CAMP NINE ROAD, LT & RT	5	3
TOTAL	5	3

EROSION MAT

STATION	TO	STATION	LOCATION	628.2008 EROSION MAT URBAN CLASS I TYPE B SY
8+00	-	9+65	CAMP NINE ROAD	404
10+12	-	12+00	CAMP NINE ROAD	444
	-		UNDISTRIBUTED	212
			TOTAL	1,060

TURBIDITY BARRIER

STATION	TO	STATION	LOCATION	628.6005 TURBIDITY BARRIERS SY
9+50	-	10+00	CAMP NINE ROAD	100
10+00	-	10+50	CAMP NINE ROAD	83
			TOTAL	183

NOTE:

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE

3

SIGNS TYPE II AND POSTS

STATION	LOCATION	634.0612 POSTS WOOD 4X6-INCH X 12-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F W5-52L SF	637.2230 SIGNS TYPE II REFLECTIVE F W5-52R SF	REMARKS
SW QUADRANT	CAMP NINE ROAD	1	-	-	3	
NW QUADRANT	CAMP NINE ROAD	1	-	3	-	
SE QUADRANT	CAMP NINE ROAD	1	-	3	-	
NE QUADRANT	CAMP NINE ROAD	1	-	-	3	
11+72	CAMP NINE ROAD, LT & RT	2	6	-	-	35 MPH
	TOTAL	6	6	12		

REMOVING SIGNS

STATION	LOCATION	DESCRIPTION	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
9+50	CAMP NINE ROAD, RT	OBJECT MARKER		1	1	
9+70	CAMP NINE ROAD, LT	OBJECT MARKER		1	1	
10+30	CAMP NINE ROAD, RT	OBJECT MARKER		1	1	
10+45	CAMP NINE ROAD, LT	OBJECT MARKER		1	1	
11+05	CAMP NINE ROAD, RT	"ATV 25MPH" SIGN	1			
11+72	CAMP NINE ROAD, LT	SPEED LIMIT "35MPH"		2	1	SALVAGE "SLOW CHILDREN AT PLAY" SIGN
11+72	CAMP NINE ROAD, RT	SPEED LIMIT "35MPH"		1	1	
	TOTAL		1	7	6	

TRAFFIC CONTROL

LOCATION	APPROX. SERVICE PERIOD	643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO. IN SERVICE	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO. IN SERVICE	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0900 TRAFFIC CONTROL SIGNS NO. IN SERVICE	643.0900 TRAFFIC CONTROL SIGNS DAY	REMARKS
CAMP NINE ROAD WEST APPROACH	72	7	504	4	288	4	288	REFER TO SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES DETAIL C & D"
CAMP NINE ROAD EAST APPROACH	72	7	504	10	720	4	288	REFER TO SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES DETAIL C & D"
CAMP NINE ROAD & BLUE LAKE ROAD	72	2	144	10	720	3	216	REFER TO SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES DETAIL C & D"
CAMP NINE ROAD & MANHARDT ROAD	72	2	144	4	288	3	216	REFER TO SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES DETAIL C & D"
TOTAL			1,296		2,016		1,008	

NOTE:

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE

PROJECT NO: 9874-00-70	HWY: CAMP NINE ROAD	COUNTY: ONEIDA	MISCELLANEOUS QUANTITIES	SHEET 16	E

3

CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.6501.01 CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) (B-43-67) EACH	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (9874-00-70) EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010	8+00	-	9+75	CAMP NINE ROAD	175	175	-	-	175
0010	10+25	-	12+00	CAMP NINE ROAD	175	175	-	-	175
	PROJECT			CAMP NINE ROAD	-	-	-	1	-
				TOTAL 0010	350	350	0	1	350
0020	B-43-67			CAMP NINE ROAD	-	-	1	-	-
				TOTAL 0020	0	0	1	0	0
				PROJECT TOTAL	350	350	1	1	350

BIRD DETERRENT

STATION	LOCATION	999.2000.S.01 INSTALLING AND MAINTAINING BIRD DETERRENT SYSTEM (10+00) EACH
10+00	CAMP NINE ROAD	1
	TOTAL	1

SAWING ASPHALT

STATION	LOCATION	690.0150 SAWING ASPHALT LF
8+00	CAMP NINE ROAD	21
12+00	CAMP NINE ROAD	21
	TOTAL	42

TEMPORARY PORTAGE PATH

STATION	TO	STATION	LOCATION	SPV.0090.01 SPECIAL (01. TEMPORARY PORTAGE PATH) LF
10+00	-	11+00	CAMP NINE ROAD, RT	100
10+45	-	11+00	CAMP NINE ROAD, LT	55
			TOTAL	155

TEMPORARY WATER DIVERSION

CATEGORY	STATION	LOCATION	SPV.0060.01 SPECIAL (01. TEMPORARY WATER DIVERSION) EACH	REMARKS
0020	10+00	CAMP NINE ROAD	2	TOMAHAWK RIVER
		TOTAL	2	

NOTE:

ALL ITEMS ARE CATEGORY 0010 UNLESS NOTED OTHERWISE

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE
LOT, TIE, AND OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
TEMP. LIMITED EASEMENT AREA
EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
BUILDING (TO BE REMOVED)
BRIDGE

PARCEL NUMBER
PRW POINT NUMBER
SECTION CORNER
NOTATION FOR COMBUSTABLE FLUIDS
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES
ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
PARALLEL OFFSETS

UTILITY NUMBER
TLE POINT NUMBER
R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND IRON PIN
VALVE (GAS, WATER, ETC.)
SIGN
OFF-PREMISE SIGN

CONVENTIONAL UTILITY SYMBOLS

	NON-COMPENSABLE	COMPENSABLE
WATER	W	
GAS	G	
TELEPHONE	T	
OVERHEAD TRANSMISSION LINES	OH	
ELECTRIC	E	
CABLE TELEVISION	TV	
FIBER OPTIC	FO	
SANITARY SEWER	SAN	
STORM SEWER	SS	
ELECTRIC TOWER		
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	OUTLOT	OL
ACRES	AC	PAGE	P
AHEAD	AH	POINT OF TANGENCY	PT
ALUMINUM	ALUM	PROPERTY LINE	PL
AND OTHERS	ET AL	RECORDED AS	(100')
BACK	BK	REEL / IMAGE	R/I
BLOCK	BLK	REFERENCE LINE	R/L
CENTERLINE	C/L	PERMANENT LIMITED EASEMENT	PLE
CERTIFIED SURVEY MAP	CSM	POINT OF BEGINNING	POB
CONCRETE	CONC	POINT OF CURVATURE	PC
COUNTY	CO	POINT OF COMPOUND CURVE	PCC
COUNTY TRUNK HIGHWAY	CTH	POINT OF INTERSECTION	PI
DISTANCE	DIST	REMAINING	REM
CORNER	COR	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
DOCUMENT NUMBER	DOC	RIGHT	RT
EASEMENT	EASE	RIGHT OF WAY	R/W
EXISTING	EX	SECTION	SEC
GAS VALVE	GV	SEPTIC VENT	SEPV
GRID NORTH	GN	SQUARE FEET	SF
HIGHWAY EASEMENT	HE	STATE TRUNK HIGHWAY	STH
IDENTIFICATION	ID	STATION	STA
LAND CONTRACT	LC	TELEPHONE PEDESTAL	TP
LEFT	LT	TEMPORARY LIMITED EASEMENT	TLE
MONUMENT	MON	TRANSPORTATION PROJECT PLAT	TPP
NATIONAL GEODETIC SURVEY	NGS	UNITED STATES HIGHWAY	USH
NUMBER	NO	VOLUME	V

CURVE DATA ABBREVIATIONS

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

SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NO.	OWNER(S)	INTEREST REQUIRED	R/W (ACRES) NEW	EXISTING	TOTAL	TLE
1	KENNETH W. ALDRIDGE TRUSTEE OF THE KENNETH W. ALDRIDGE LIVING TRUST DATED FEBRUARY 6, 2006	FEE	0.211	------	0.211	------

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

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
9874-00-00		
CONSTRUCTION PROJECT NUMBER 9874-00-70	4.01	1

PLAT OF RIGHT OF WAY REQUIRED FOR

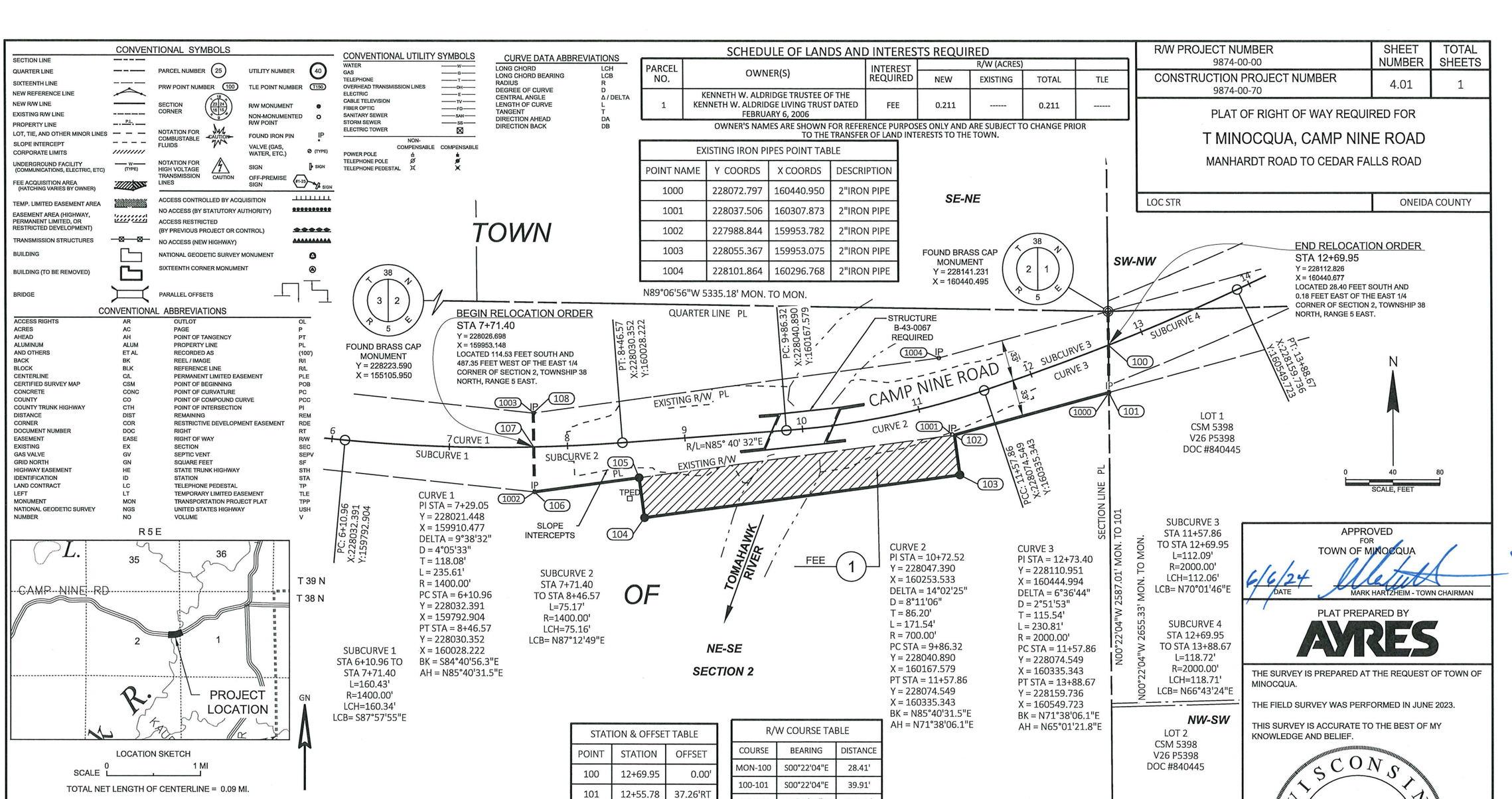
T MINOCQUA, CAMP NINE ROAD

MANHARDT ROAD TO CEDAR FALLS ROAD

LOC STR	ONEIDA COUNTY

EXISTING IRON PIPES POINT TABLE

POINT NAME	Y COORDS	X COORDS	DESCRIPTION
1000	228072.797	160440.950	2"IRON PIPE
1001	228037.506	160307.873	2"IRON PIPE
1002	227988.844	159953.782	2"IRON PIPE
1003	228055.367	159953.075	2"IRON PIPE
1004	228101.864	160296.768	2"IRON PIPE



TOTAL NET LENGTH OF CENTERLINE = 0.09 MI.

SUBCURVE 1
STA 6+10.96 TO STA 7+71.40
L=160.43'
R=1400.00'
LCH=160.34'
LCB= S87°57'55"E

PC: 6+10.96
X:228032.391
Y:159792.904

CURVE 1
PI STA = 7+29.05
Y = 228021.448
X = 159910.477
DELTA = 9°38'32"
D = 4°05'33"
T = 118.08'
L = 235.61'
R = 1400.00'
PC STA = 6+10.96
Y = 228032.391
X = 159792.904
PT STA = 8+46.57
Y = 228030.352
X = 160028.222
BK = S84°40'56.3"E
AH = N85°40'31.5"E

SUBCURVE 2
STA 7+71.40
TO STA 8+46.57
L=75.17'
R=1400.00'
LCH=75.16'
LCB= N87°12'49"E

CURVE 2
PI STA = 10+72.52
Y = 228047.390
X = 160253.533
DELTA = 14°02'25"
D = 8°11'06"
T = 86.20'
L = 171.54'
R = 700.00'
PC STA = 9+86.32
Y = 228040.890
X = 160167.579
PT STA = 11+57.86
Y = 228074.549
X = 160335.343
BK = N85°40'31.5"E
AH = N71°38'06.1"E

CURVE 3
PI STA = 12+73.40
Y = 228110.951
X = 160444.994
DELTA = 6°36'44"
D = 2°51'53"
T = 115.54'
L = 230.81'
R = 2000.00'
PC STA = 11+57.86
Y = 228074.549
X = 160335.343
PT STA = 13+88.67
Y = 228159.736
X = 160549.723
BK = N71°38'06.1"E
AH = N65°01'21.8"E

SUBCURVE 3
STA 11+57.86
TO STA 12+69.95
L=112.09'
R=2000.00'
LCH=112.06'
LCB= N70°01'46"E

SUBCURVE 4
STA 12+69.95
TO STA 13+88.67
L=118.72'
R=2000.00'
LCH=118.71'
LCB= N66°43'24"E

PC: 11+57.86
X:228074.549
Y:160335.343

STATION & OFFSET TABLE

POINT	STATION	OFFSET
100	12+69.95	0.00'
101	12+55.78	37.26'RT
102	11+23.35	28.48'RT
103	11+19.09	62.18'RT
104	8+60.49	64.43'RT
105	8+58.49	30.49'RT
106	7+71.14	37.85'RT
107	7+71.40	0.00'
108	7+71.60	28.62'LT
1004	11+28.26	37.49'LT

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
MON-100	S00°22'04"E	28.41'
100-101	S00°22'04"E	39.91'
101-102	S74°40'56"W	135.79'
102-103	S07°42'16"E	34.00'
103-104	S82°17'44"W	270.00'
104-105	N07°42'16"W	34.00'
105-106	S82°17'44"W	89.50'
106-107	N00°51'03"W	37.85'
107-108	N00°51'03"W	28.62'
108-1004	N82°17'44"E	347.18'
1004-MON	N74°40'56"E	149.02'

APPROVED FOR TOWN OF MINOCQUA

6/6/24 DATE

MARK HARTZHEIM - TOWN CHAIRMAN

PLAT PREPARED BY AYRES

THE SURVEY IS PREPARED AT THE REQUEST OF TOWN OF MINOCQUA.

THE FIELD SURVEY WAS PERFORMED IN JUNE 2023.

THIS SURVEY IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF.

WISCONSIN
JACOB S. JENSEN
S-2961
ASHWAUBENON, WI
LAND SURVEYOR

JUNE 5, 2024

JACOB S. JENSEN, P.L.S. S-2961 DATE

REVISION DATE

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), ONEIDA COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

THIS PLAT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSE ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES AND ACCESS RIGHTS

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (¾"x24" CAPPED IRON REBAR WEIGHING 1.50 LBS.LIN. FT.) AND ARE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

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

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

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

EXISTING ROAD RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINT OF REFERENCE:

EXISTING RIGHT OF WAY OF CAMP NINE ROAD WAS DETERMINED FROM CSM 1934, CSM 5398 AND PRESUMED 66' WIDE PER STATE STATUTE 82.31(2).

FILE NAME : I:\25\MINOCQUA TOWN OF\25-0341.00 MINOCQUA CAMP 9 RD CULVERT\CADD\SURVEY\CADD\C3D\RW\0401.DWG PLOT DATE : 6/5/2024 1:33 PM PLOT BY : TACKMIER, JILL PLOT NAME :

CAMP NINE ROAD SUPER ELEVATION			
STATION	LEFT LANE	RIGHT LANE	REMARKS
8+95.00	-2.00%	-2.00%	END NORMAL CROWN
9+35.00	-2.00%	0.00%	LEVEL CROWN
9+75.00	-2.00%	2.00%	BEGIN REVERSE CURVE
12+00.00	-2.00%	2.00%	PROJECT LIMITS

LEGEND
XXXXX SAW CUTS

CAUTION BURIED ELECTRIC CABLE WISCONSIN PUBLIC SERVICE (APPROXIMATE LOCATION)

CAUTION BURIED FIBER OPTIC CABLE FRONTIER (APPROXIMATE LOCATION)

CONCRETE PAVEMENT APPROACH SLAB

LIMITS OF WETLANDS

EDWARD DUDA
SUE DUDA

CAROLYN
PEDUZZI

HILDEBRAND
FAMILY TRUST

PAUL
HILDEBRAND

KENNETH
ALDRIDGE

CAMP NINE ROAD

EXISTING R/W

WOODS

SLOPE INTERCEPT

STA 8+25 -12.00' LT

PT: 8+46.57

STA 9+39.54 -12.00' LT

PC: 9+86.32

STA 10+80.15 -12.00' LT

PCC: 11+57.86

STA 11+75 -12.00' LT

STA 8+25 12.00' RT

N85°40'32"E

STA 9+21.28 12.00' RT

STA 10+59 12.00' RT

STA 11+75 12.00' RT

STA 8+58.49 30.49' RT

STA 8+60.49 64.43' RT

STA 11+23.35 28.48' RT

STA 11+19.09 62.18' RT

R/W LINE

TOMAHAWK RIVER

CP #900
STA. 14+09.05 - 12.73' RT.
Y=228025.285
X=160130.048
⅝" REBAR

STRUCTURE
B-43-0067 REQ'D

C1
PI STA = 7+29.05
Y = 228021.448
X = 159910.477
DELTA = 9°38'32" LT
D = 4°05'33"
T = 118.08'
L = 235.61'
R = 1400.00'
PC STA = 6+10.96
Y = 228032.391
X = 159792.904
PT STA = 8+46.57
Y = 228030.352
X = 160028.222
DB = S84°40'56"E
DA = N85°40'32"E

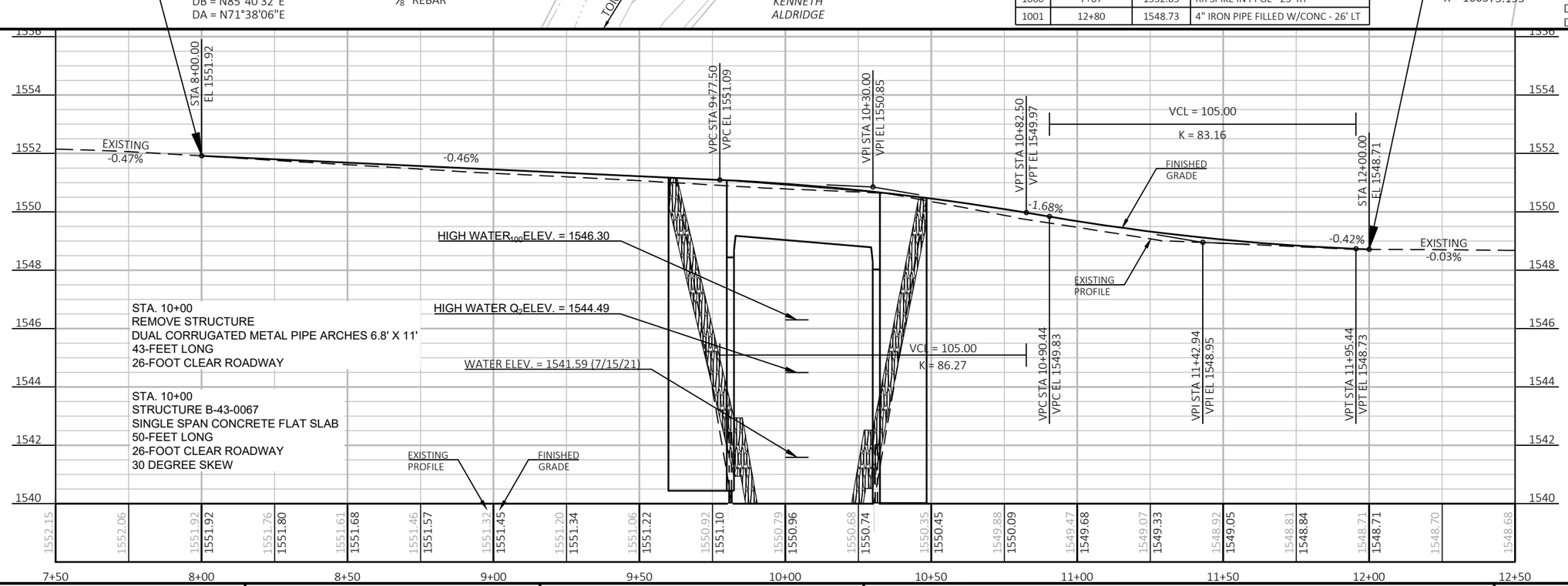
BEGIN PROJECT
STA 8+00
Y = 228027.613
X = 159981.735

C2
PI STA = 10+72.52
Y = 228047.390
X = 160253.533
DELTA = 14°02'25" LT
D = 8°11'06"
T = 86.20'
L = 171.54'
R = 700.00'
PC STA = 9+86.32
Y = 228040.890
X = 160167.579
PT STA = 11+57.86
Y = 228074.549
X = 160335.343
DB = N85°40'32"E
DA = N71°38'06"E

C3
PI STA = 12+73.40
Y = 228110.951
X = 160444.994
DELTA = 6°36'44" LT
D = 2°51'53"
T = 115.54'
L = 230.81'
R = 2000.00'
PC STA = 11+57.86
Y = 228074.549
X = 160335.343
PT STA = 13+88.67
Y = 228159.736
X = 160549.723
DB = N71°38'06"E
DA = N65°01'22"E

END PROJECT
STA 12+00
Y = 228088.246
X = 160375.193

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1000	7+67	1552.65	RR SPIKE IN PPOL - 23' RT
1001	12+80	1548.73	4" IRON PIPE FILLED W/CONC - 26' LT

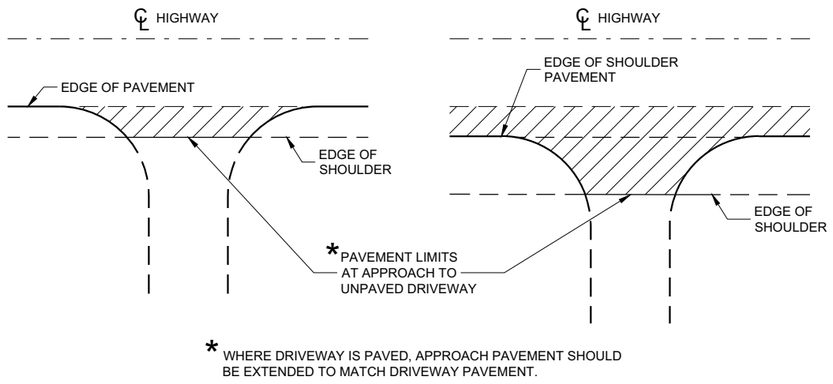


PROJECT NO: 9874-00-70	HWY: CAMP NINE ROAD	COUNTY: ONEIDA	PLAN AND PROFILE: CAMP NINE ROAD	SHEET 19 E

FILE NAME : I:\25\MINOCQUA TOWN OF\25-0341.00 MINOCQUA CAMP 9 RD CULVERT\CADD\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050101-pp
PLOT DATE : 7/23/2024 8:06 AM PLOT BY : SHALLOW, JON PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

Standard Detail Drawing List

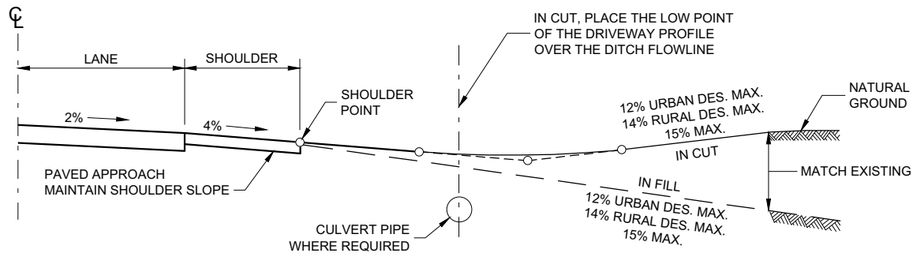
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
08E09-06	SILT FENCE
08E11-02	TURBIDITY BARRIER
12A03-10	NAME PLATE (STRUCTURES)
13B02-09A	CONCRETE PAVEMENT APPROACH SLAB
13C19-03	HMA LONGITUDINAL JOINTS
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C06-12	SIGNING & MARKING FOR TWO LANE BRIDGES
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS



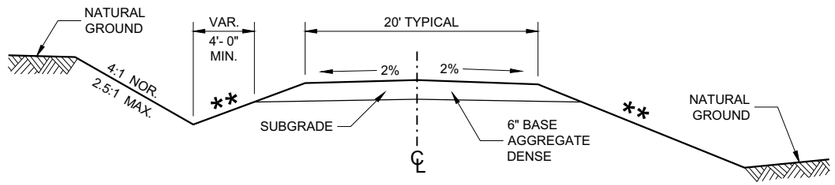
PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

RURAL DRIVEWAY INTERSECTION DETAIL
(NO CURB AND GUTTER OR SIDEWALK)



TYPICAL DRIVEWAY PROFILES

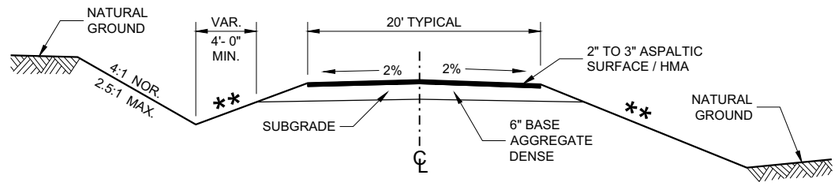


IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

** SLOPE CAN VARY WITH SPEED. SEE 11-45-30.6.2

POSTED SPEED MPH	MAX. SLOPE
<35	4:1
≥ 35 TO < 60	6:1
≥60	10:1



IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE

DRIVEWAYS WITHOUT CURB AND GUTTER

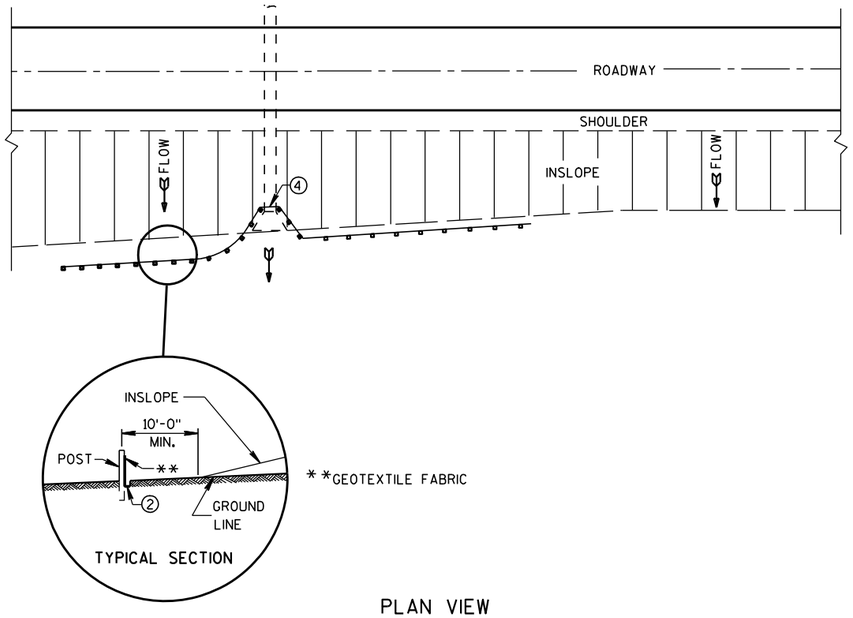
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

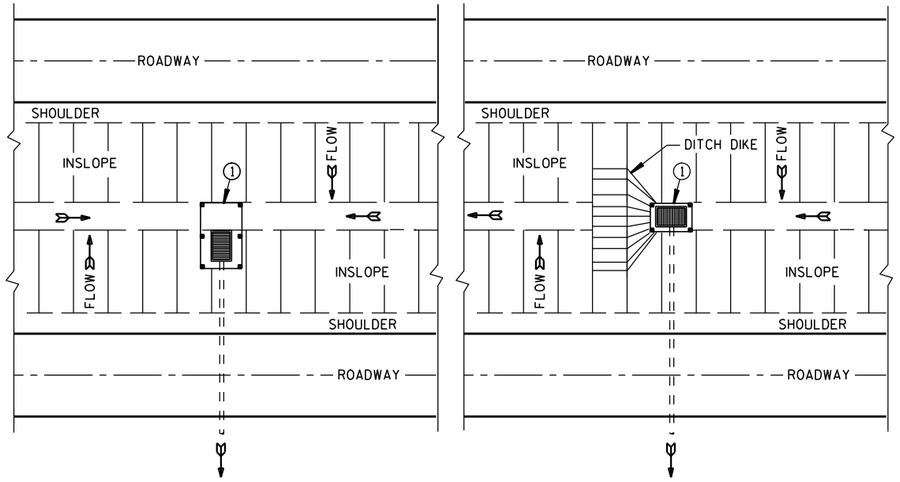
6

SDD 08D21 - 01



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



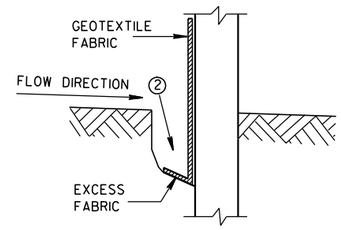
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

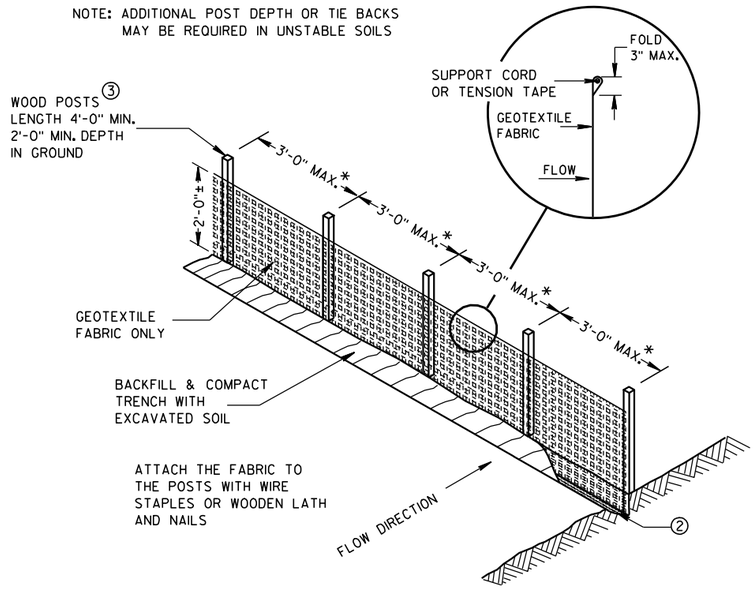
GENERAL NOTES

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

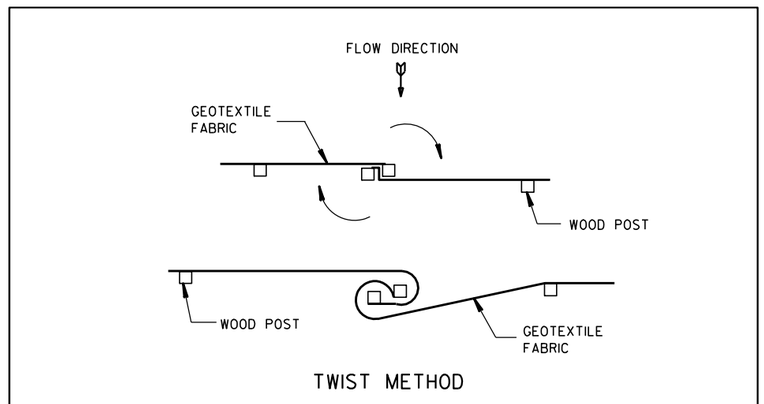
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



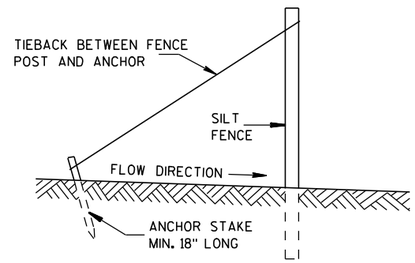
TRENCH DETAIL



SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

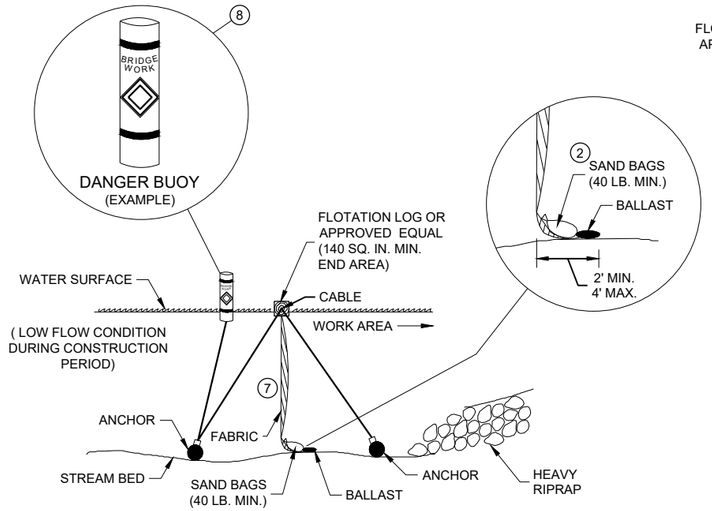
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

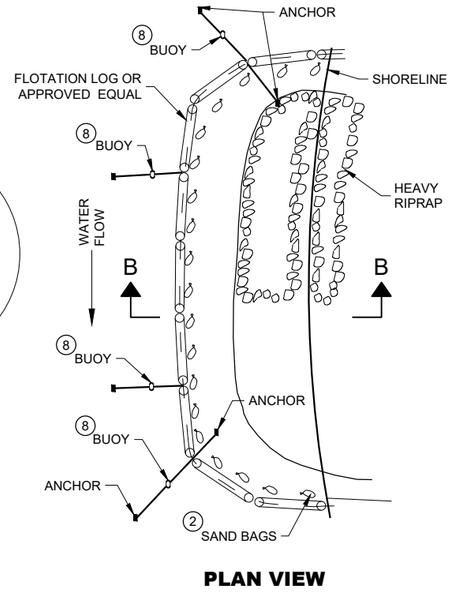
S.D.D. 8 E 9-6

6

S.D.D. 8 E 9-6

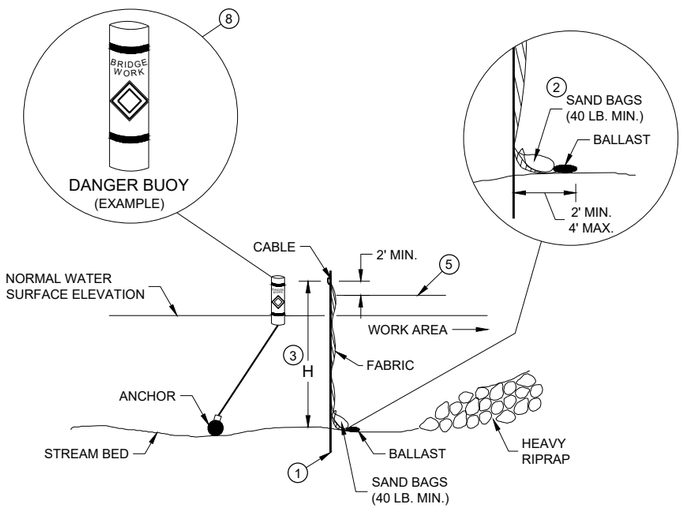


SECTION B - B

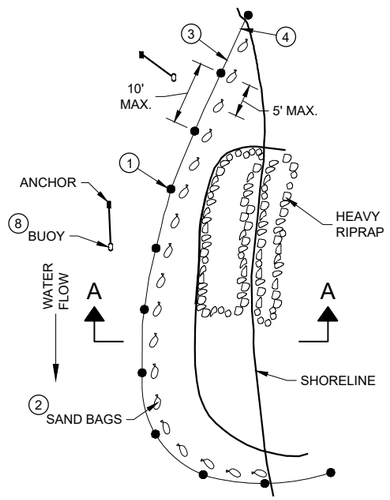


PLAN VIEW

TURBIDITY BARRIER - FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



SECTION A - A



PLAN VIEW

TURBIDITY BARRIER - STANDARD POST INSTALLATION

TURBIDITY BARRIER PLACEMENT DETAILS

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.

TURBIDITY BARRIER MAY BE REMOVED AT THE ENGINEERS DISCRETION, WHEN PERMANENT EROSION CONTROL MEASURES HAVE BEEN ESTABLISHED.

(1) DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.

(2) SAND BAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS. SPACE AS APPROPRIATE FOR SITE CONDITIONS.

(3) WHEN BARRIER HEIGHT "H" EXCEEDS 8 FEET, POST SPACING MAY NEED TO BE DECREASED.

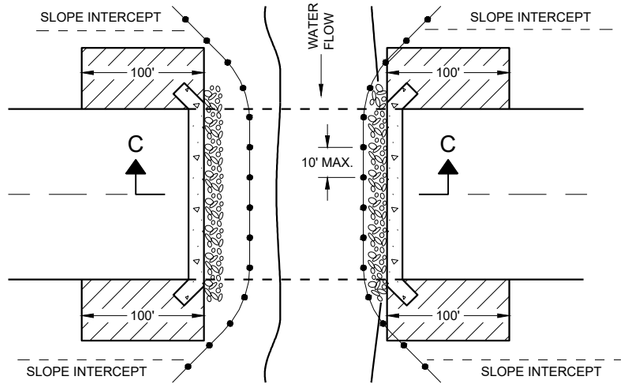
(4) IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

(5) ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MINIMUM BARRIER HEIGHT SHALL BE 2' GREATER THAN EITHER THE Q2 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WHICHEVER IS GREATER.

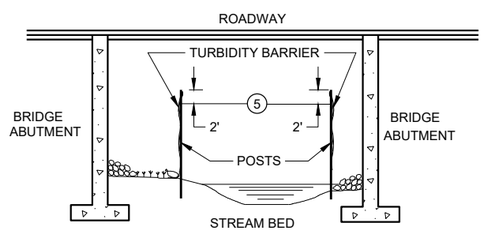
(6) FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BEDROCK PREVENTS THE INSTALLATION OF POSTS.

(7) ALLOW SUFFICIENT SLACK VERTICALLY AND HORIZONTALLY SO THAT SEDIMENT BUILD UP WILL NOT SEPARATE OR LOWER THE TURBIDITY BARRIER.

(8) USE AS DIRECTED BY COAST GUARD OR DNR PERMIT WHEN WORKING IN NAVIGABLE WATERWAYS.



PLAN VIEW



SECTION C - C

TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/4/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOI
ENGINEER

FHWA

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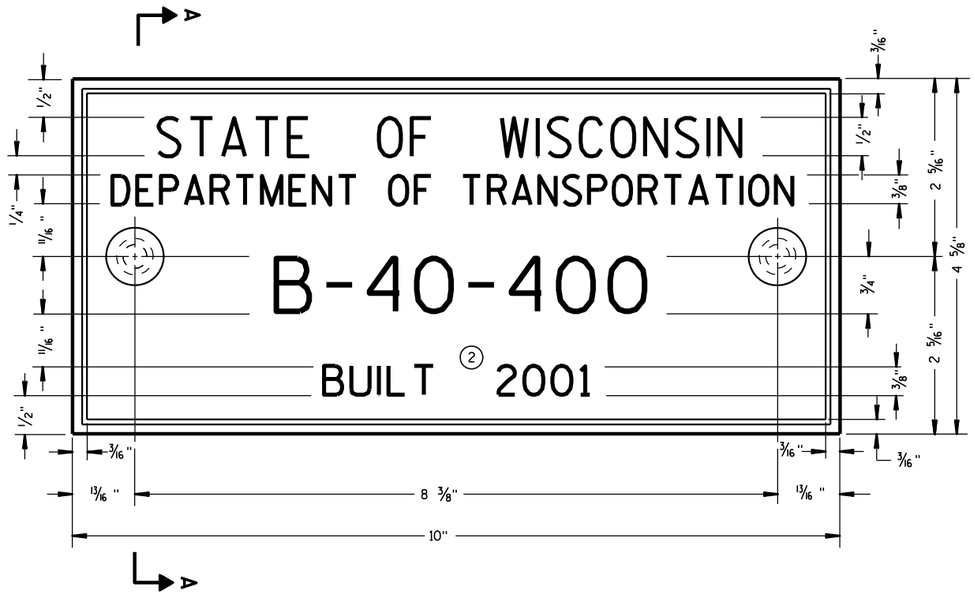
SDD 08E11 - 02



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

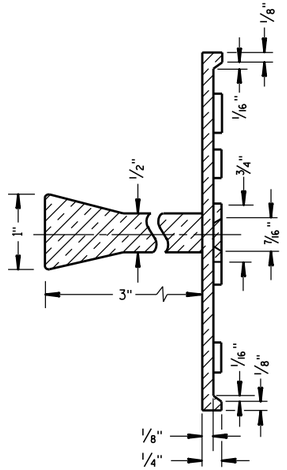
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

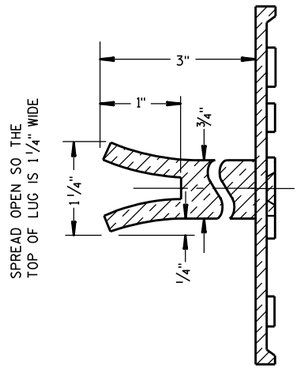
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

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

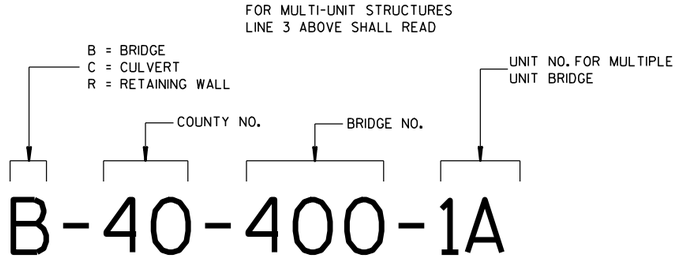
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



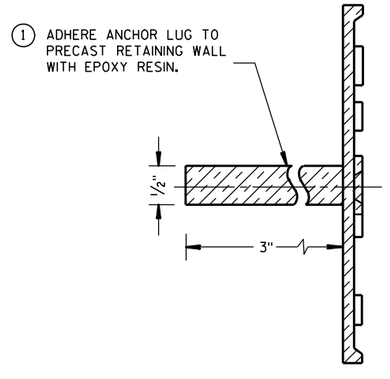
SECTION A-A



ALTERNATE LUG



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

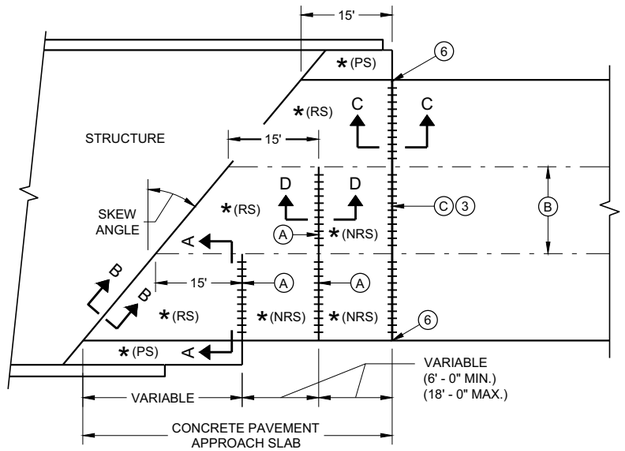
3/26/10 DATE

/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOP ENGINEER

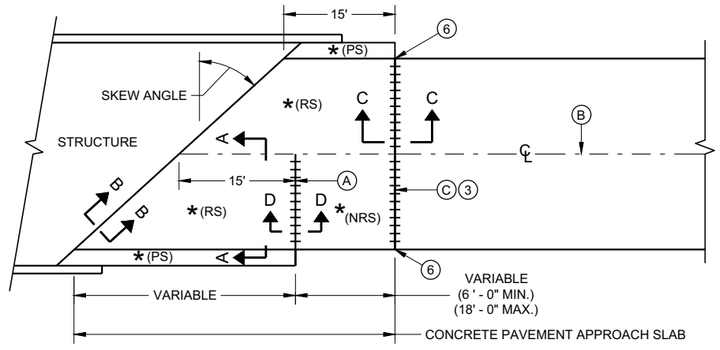
FHWA

6

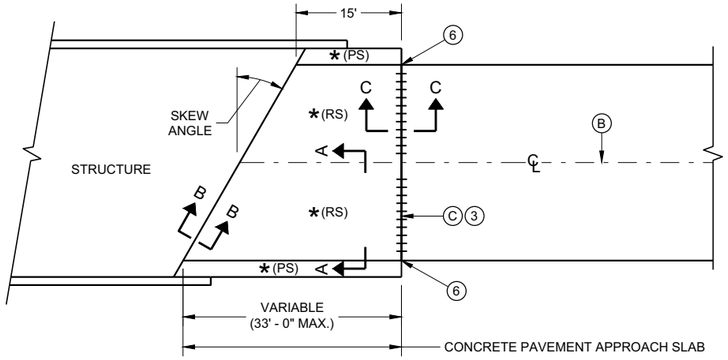
S.D.D. 12 A 3-10



SKEWED APPROACH
(PAVEMENT MORE THAN TWO LANES)



SKEWS > 20°
(PAVEMENT WIDTH ≤ 30')



SKEWS ≤ 20°
(PAVEMENT WIDTH ≤ 30')

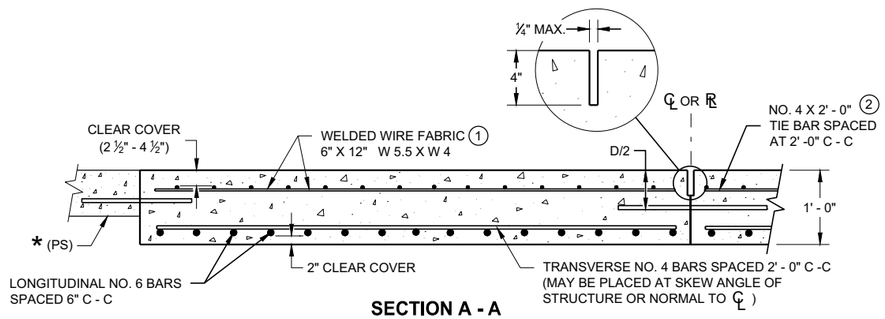
APPROACH SLAB AND ADJACENT PAVEMENT

* (RS) = REINFORCED CONCRETE SLAB

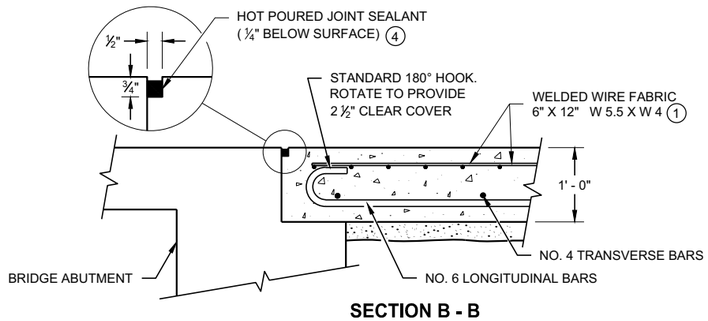
* (PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB

* (NRS) - NON - REINFORCED CONCRETE SLAB

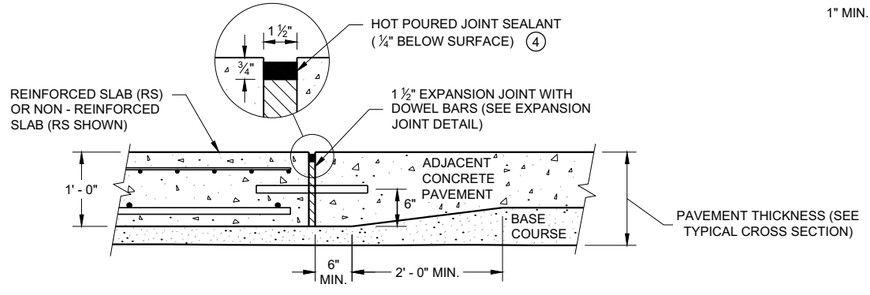
*** STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11 AND SDD 13C13)



SECTION A - A
REINFORCEMENT POSITIONING DETAIL



SECTION B - B
BEND DETAIL
BOTTOM REINFORCEMENT



SECTION C - C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT

GENERAL NOTES

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

(1) THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2' - 0 " C - C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

(2) THE CONTRACTOR MAY OMIT THE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

(3) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

(4) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

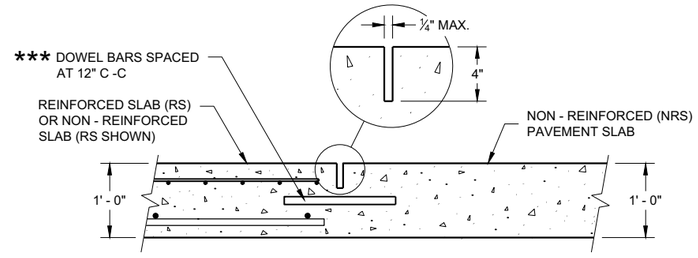
(5) PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.

(6) EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

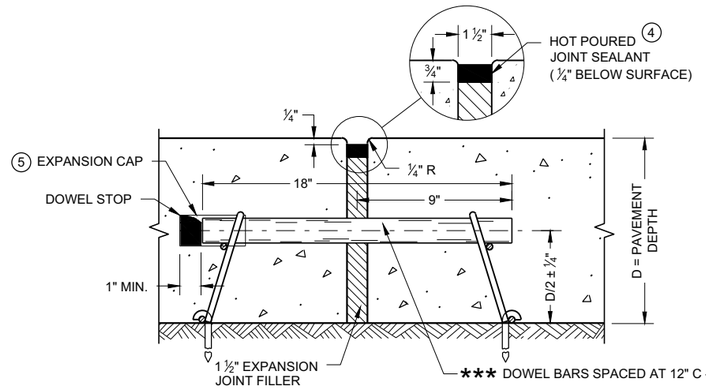
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℞.

(B) STANDARD LONGITUDINAL JOINT WITH TIE BARS.

(C) 1 ½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℞ .



SECTION D - D
CONTRACTION JOINT



EXPANSION JOINT DETAIL

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

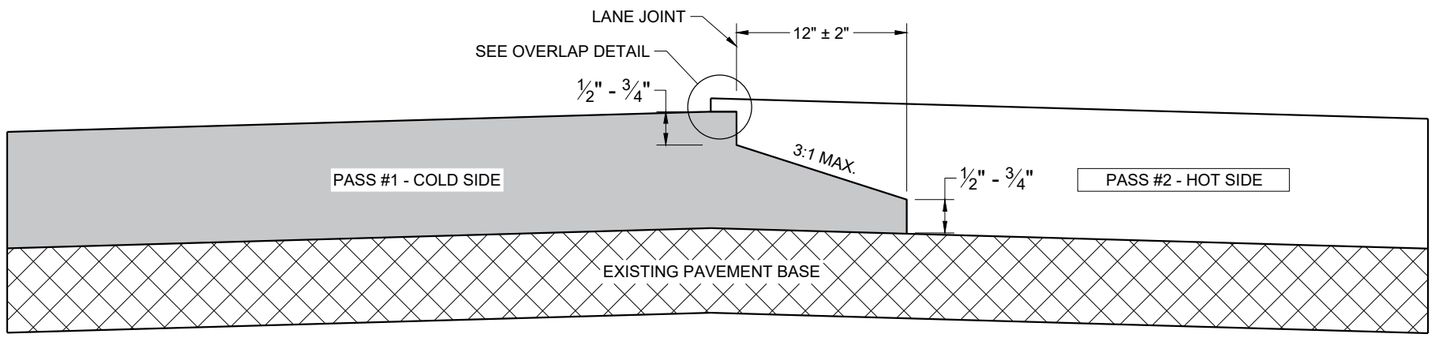
APPROVED
November 2018
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVIS

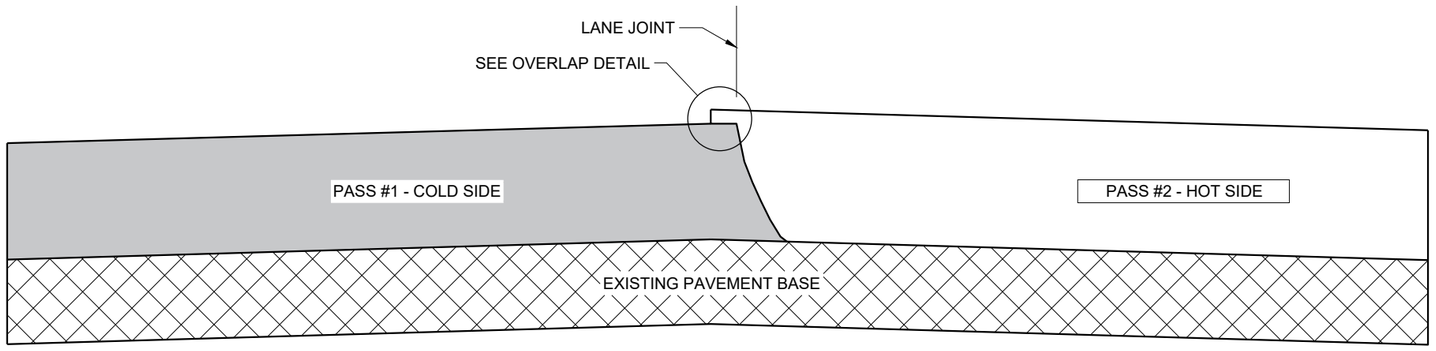
FHWA

6

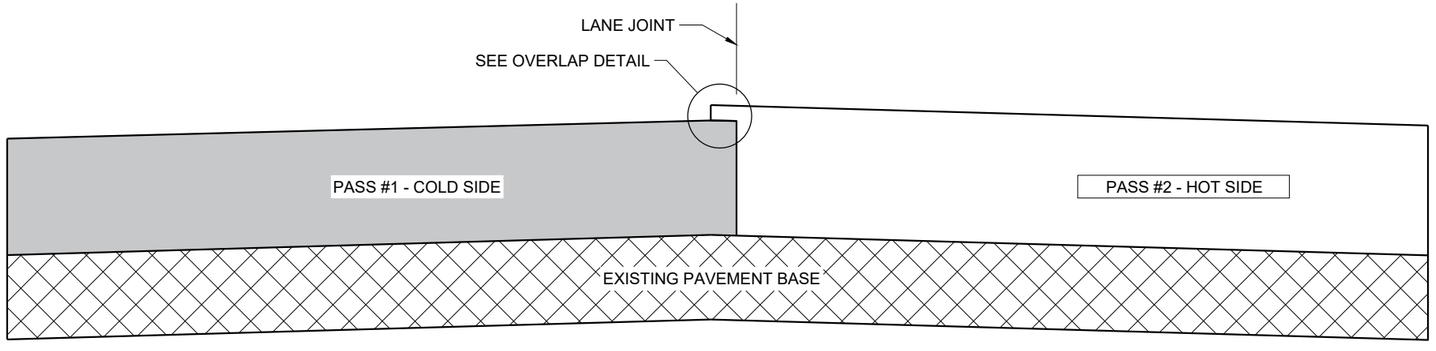
SDD 13B02 - 09a



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

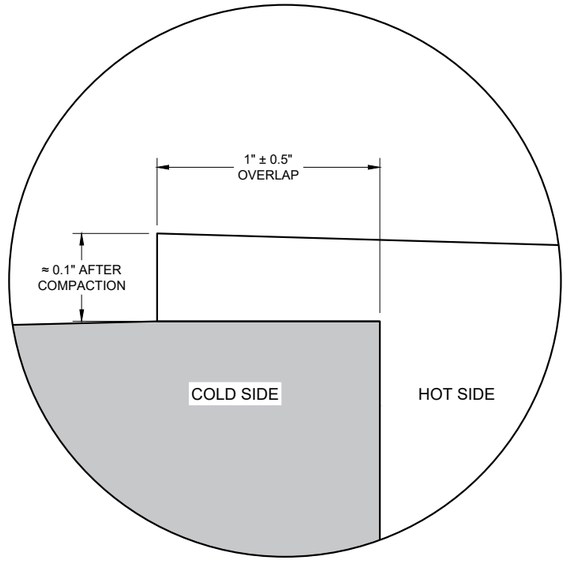
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

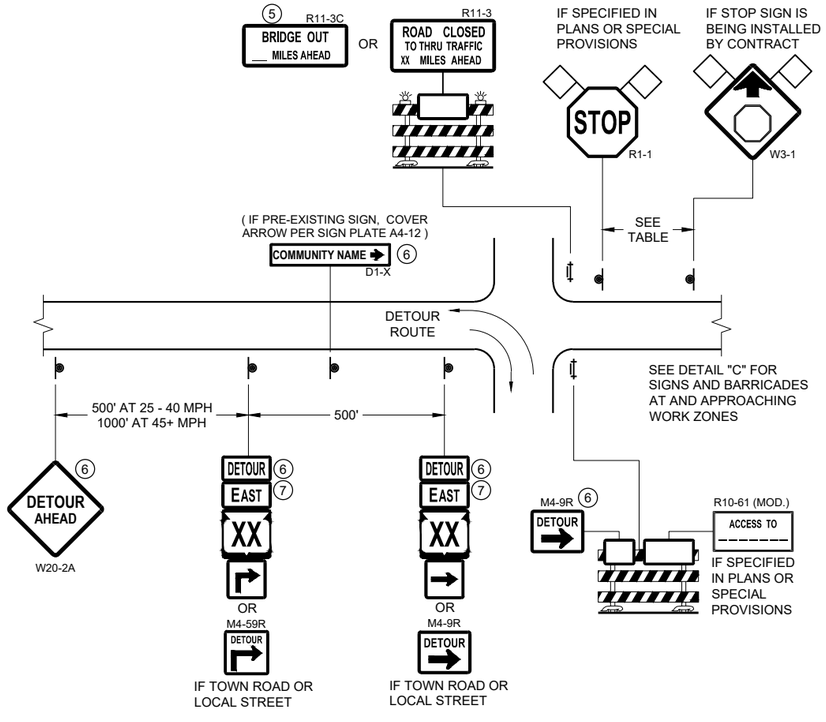
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

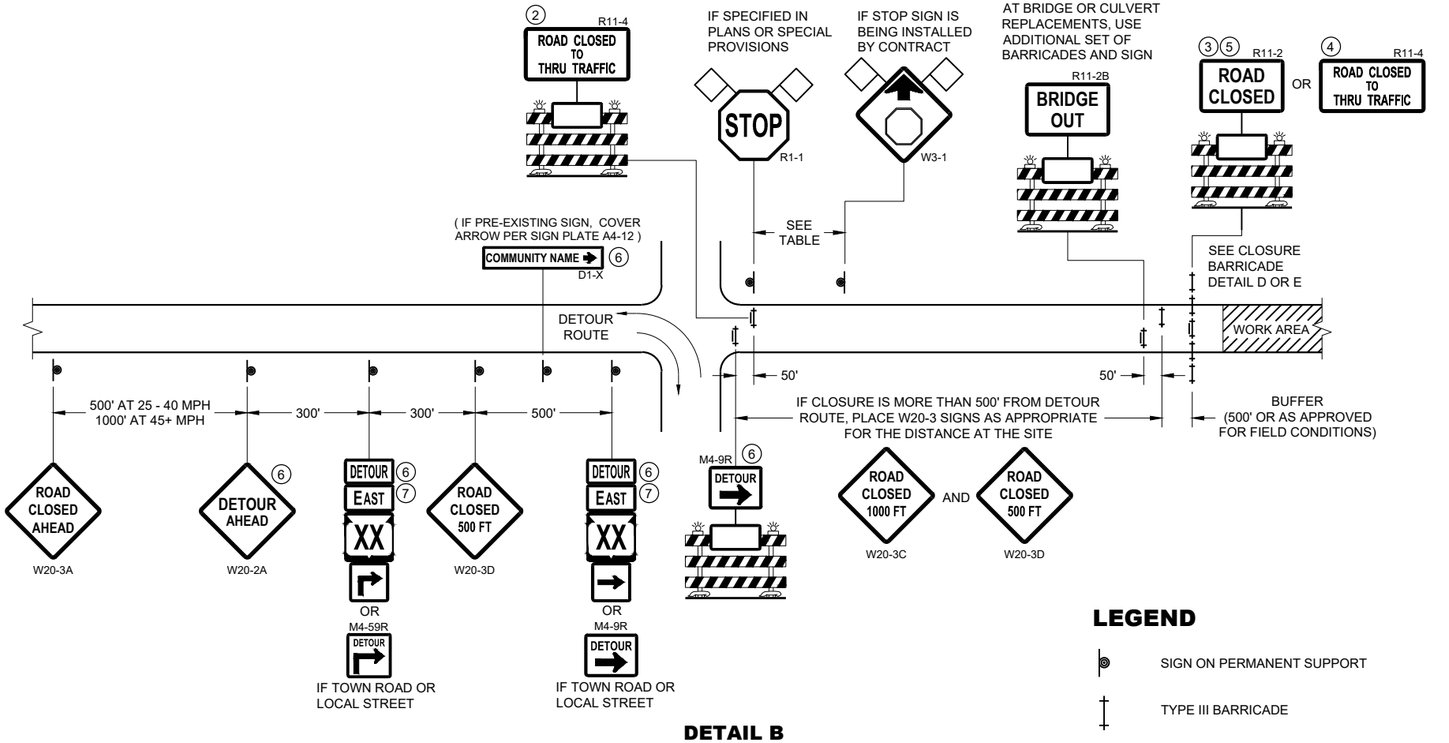
6

SDD 13C19 - 03



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



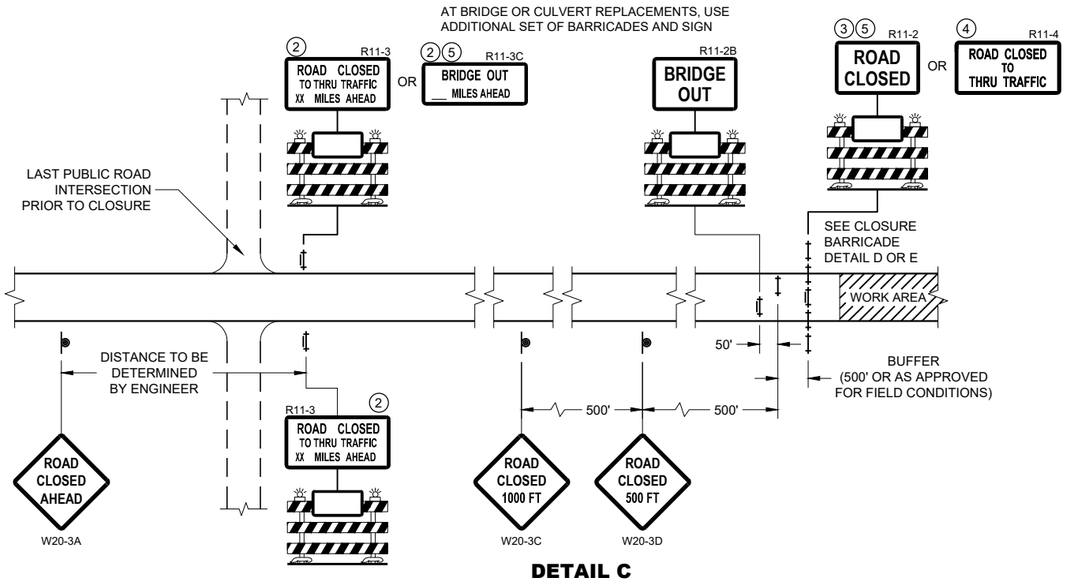
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1



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-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

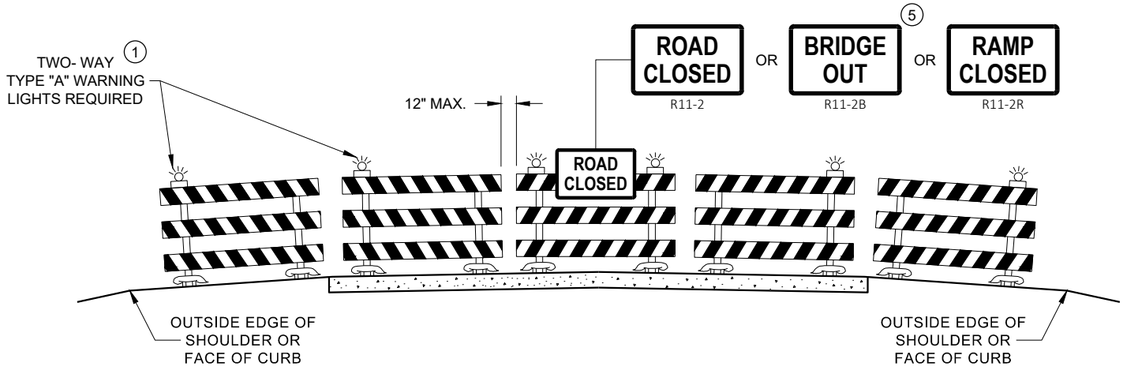
APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

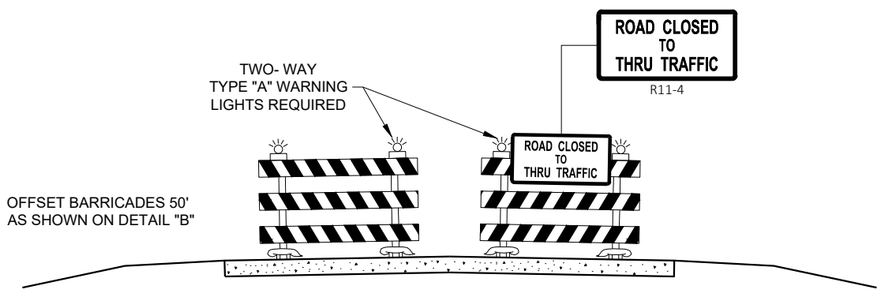
6

SDD 15C02 - 09a

SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" 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 THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

"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 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" 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)
- MO5 - 1 AND MO6 - 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 AN 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 ROAD 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.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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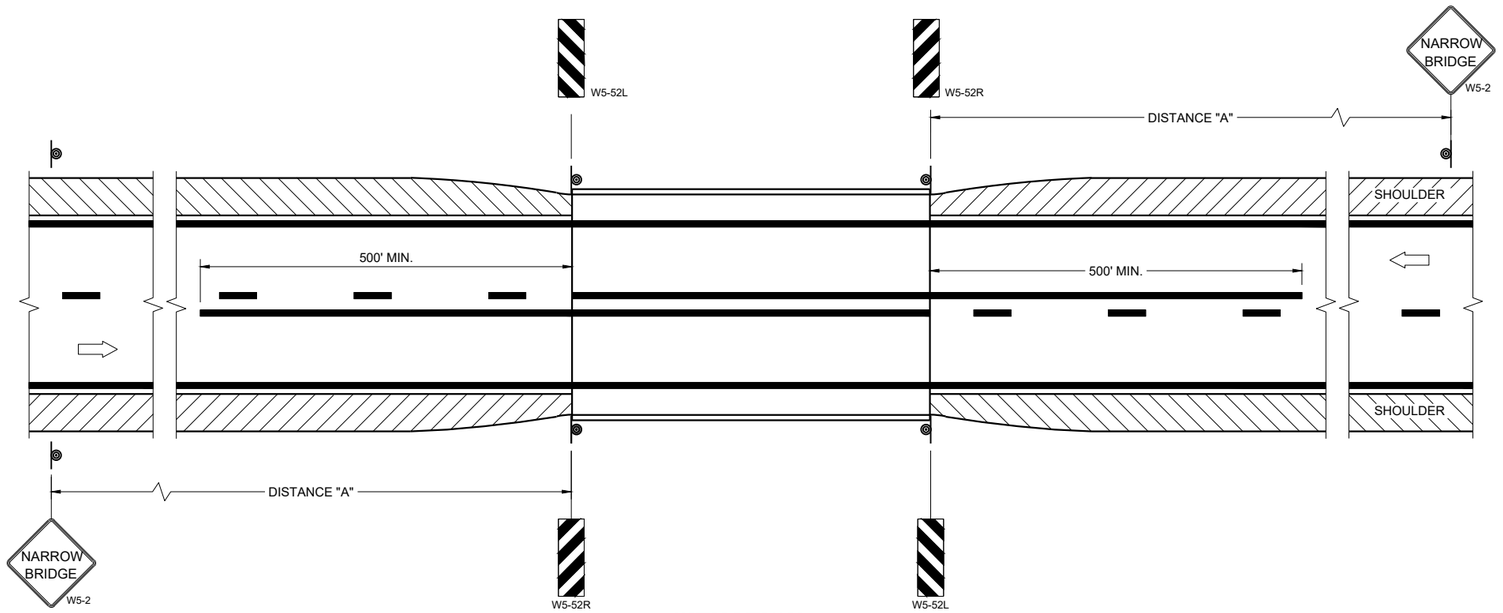
SDD 15C02 - 09b

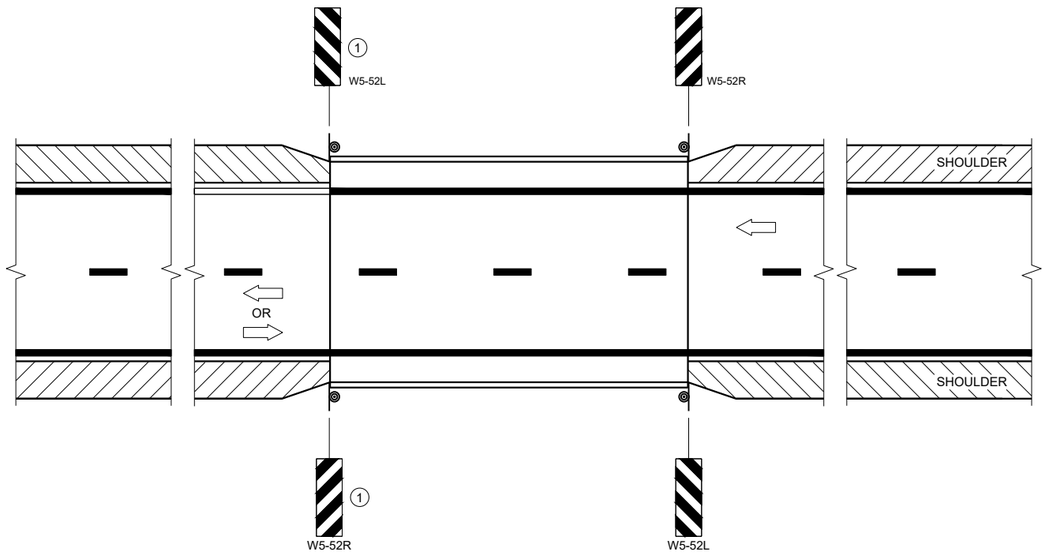
6

SDD 15C02 - 09b



SITUATION 1

WARRANTING CRITERIA:
BRIDGE WIDTH IS AT LEAST 16 FEET BUT LESS THAN 24 FEET.



SITUATION 2

WARRANTING CRITERIA:
1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE SHOULDER WIDTH IS LESS THAN 6 FEET

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THE DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

LOCATE W5-52 SIGN POST(S) BEHIND GUARDRAIL WHEN PRESENT.

PLACE THE EDGE OF THE W5-52 SIGN IN LINE WITH FACE OF CURB OR PARAPET.

ON BRIDGE ONLY PROJECTS, PLACE 300 FEET OF EDGELINE.

OMIT EDGELINES ON ROADWAYS WITHOUT EXISTING EDGELINES.

(1) OMIT ON ONE-WAY TRAVELED WAYS.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

DISTANCE TABLE

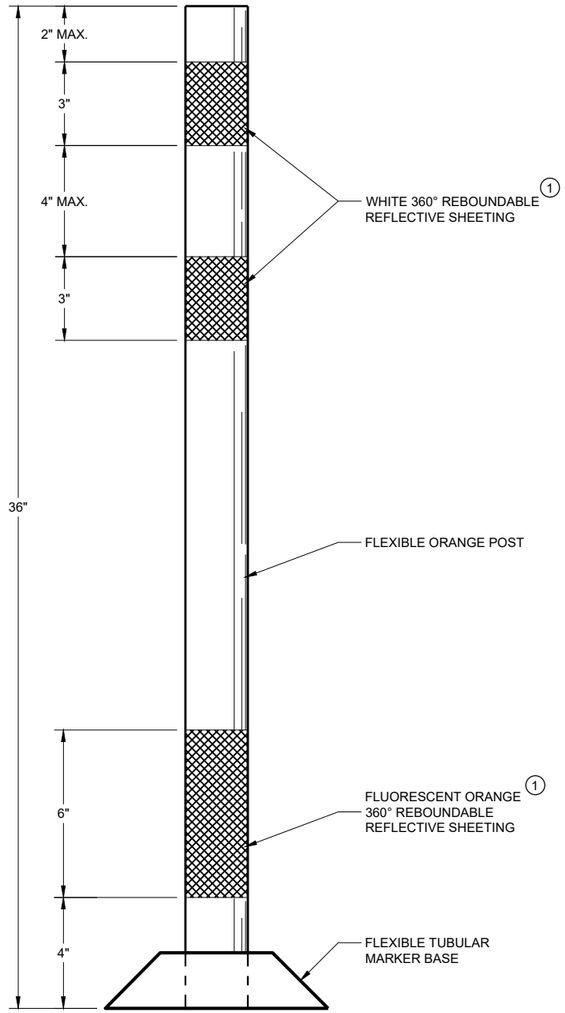
POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	700'

SIGNING AND MARKING FOR TWO LANE BRIDGES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer
FHWA

6
SDD 15C06-12



FLEXIBLE TUBULAR MARKER POST WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

6

SDD 15C11 - 10a

CHANNELIZING DEVICES
FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

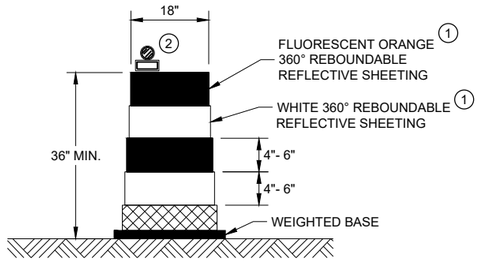
APPROVED
November 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15C11 - 10a

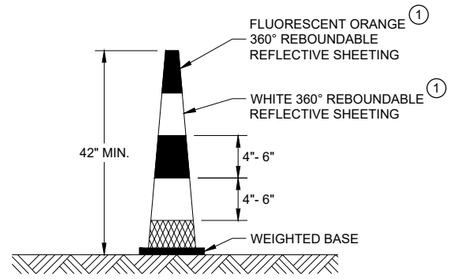
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

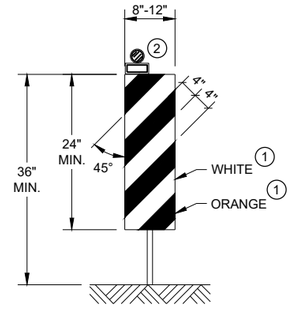
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

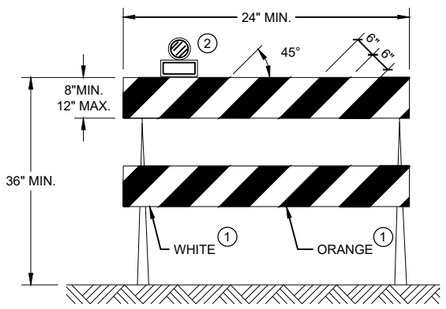
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



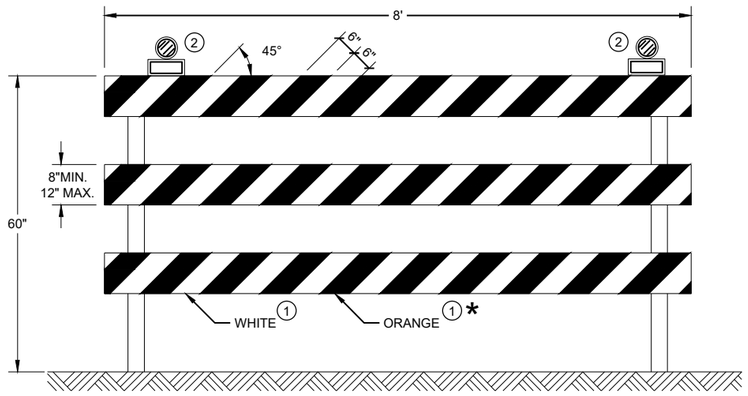
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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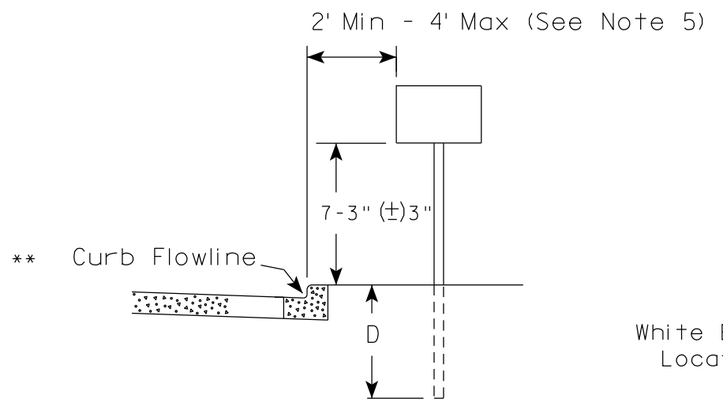
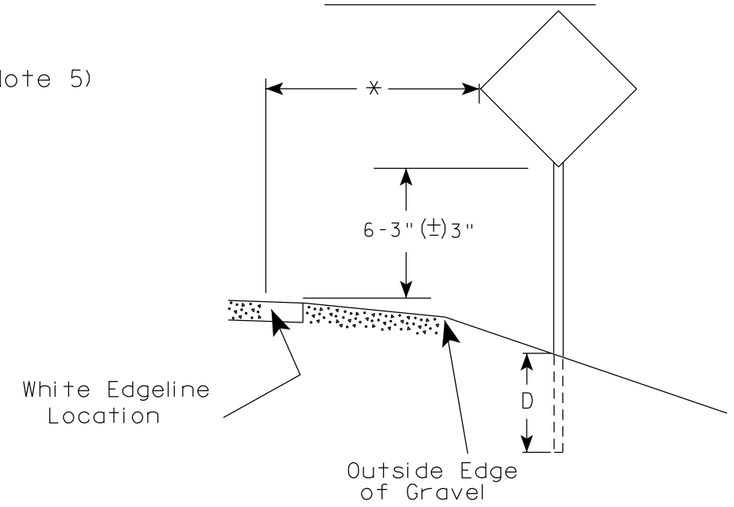
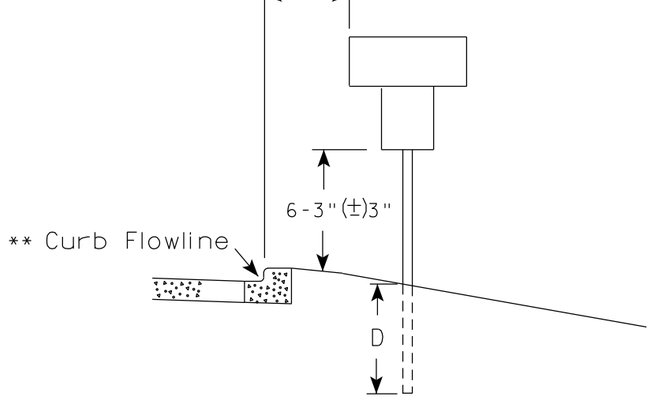
SDD 15C11 - 10b
SDD 15C11 - 10b

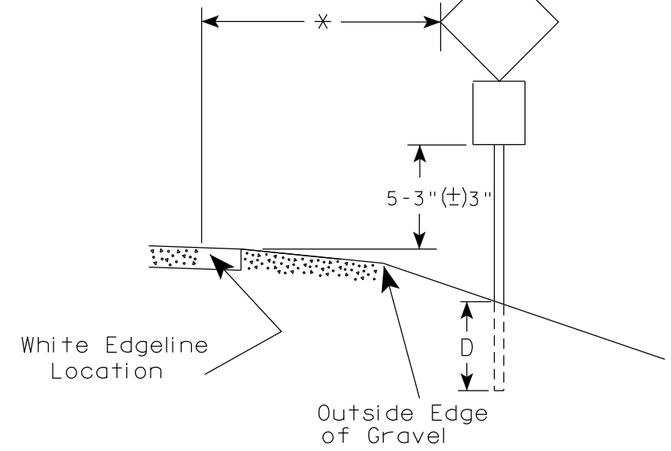
URBAN AREA



RURAL AREA (See Note 2)







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

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

GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

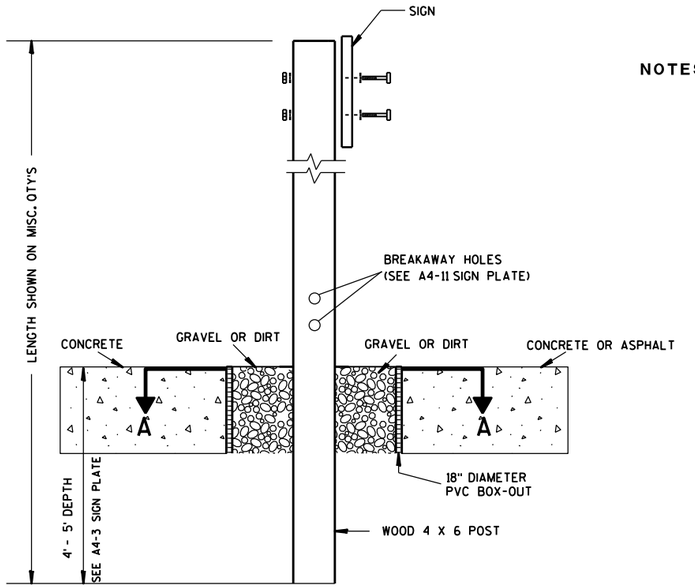
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

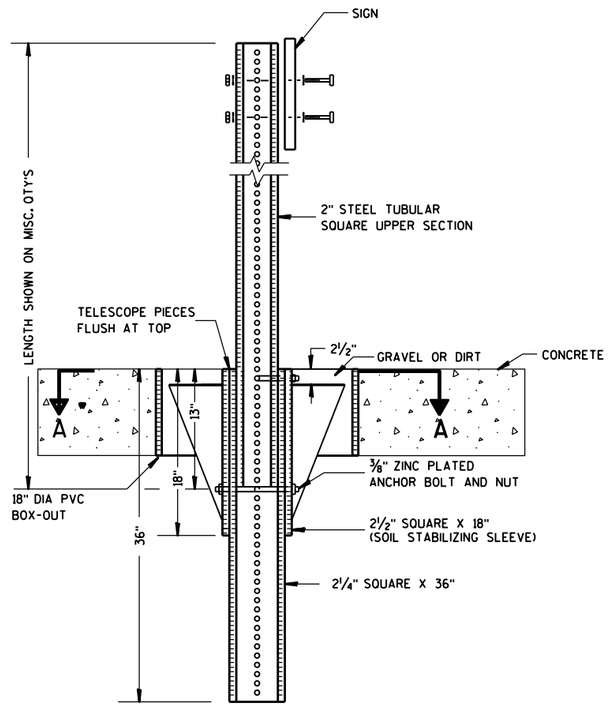
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 32	E



ELEVATION VIEW

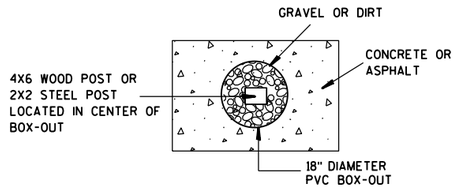
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

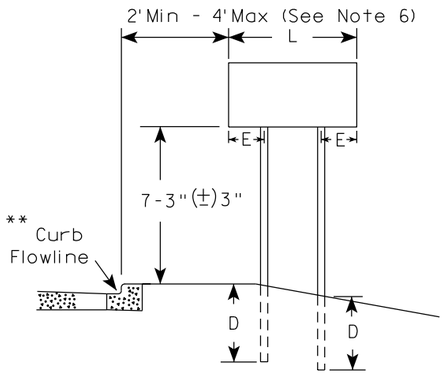
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

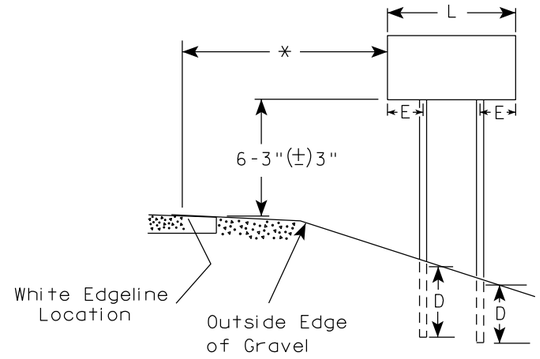
DATE 1/27/14 PLATE NO. A4-3B.1

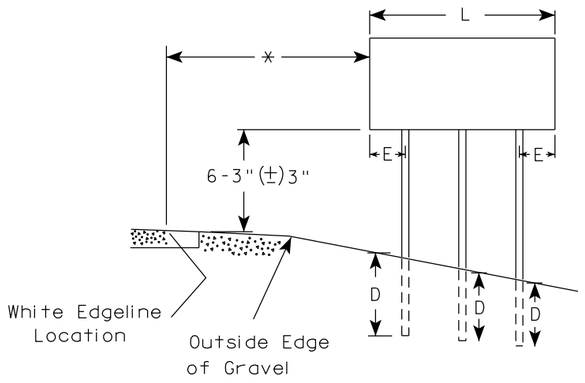
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

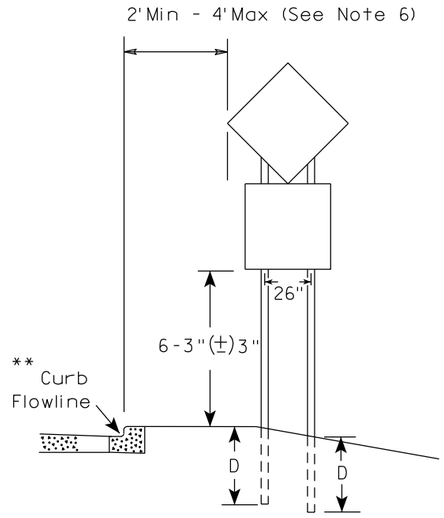
URBAN AREA



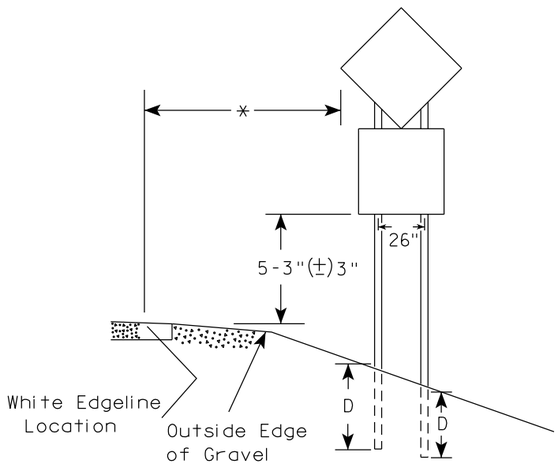
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±) 3".

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

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

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

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

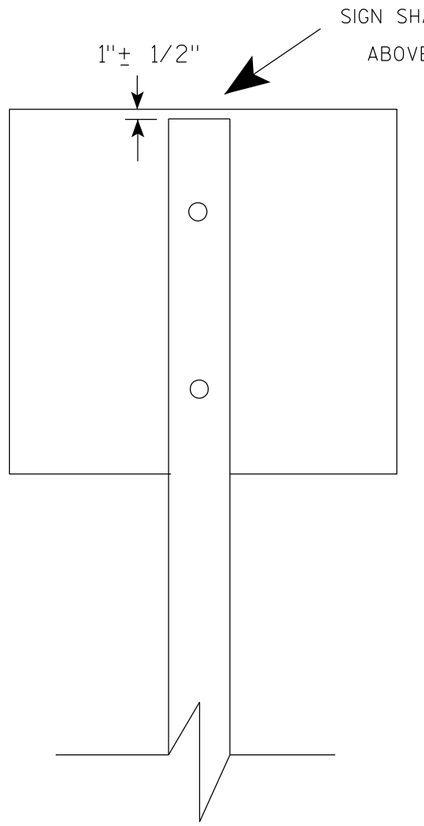
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

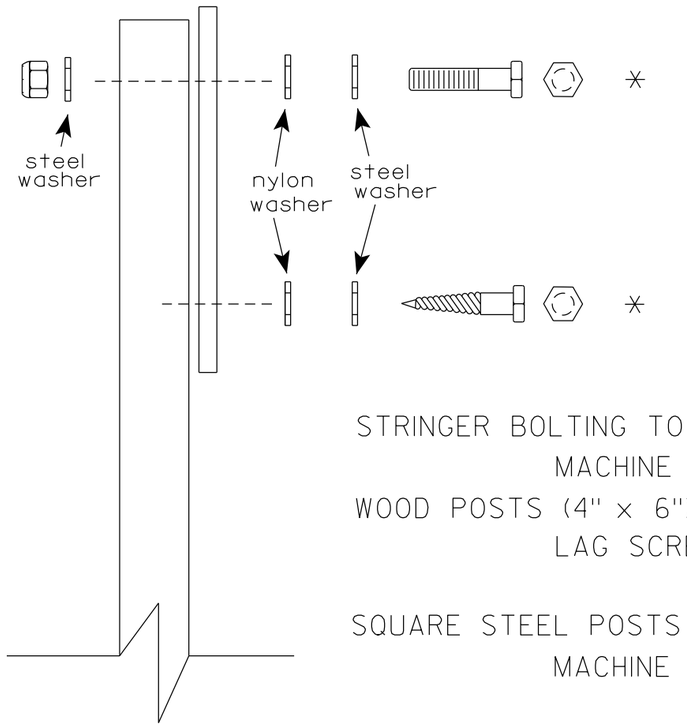
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 34	E





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

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

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

ATTACHMENT OF SIGNS TO POSTS

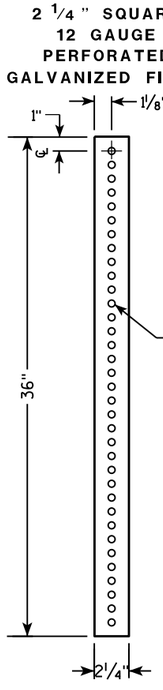
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

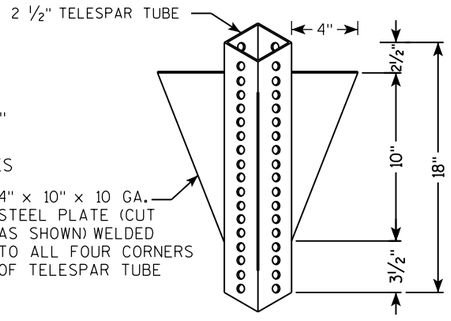
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

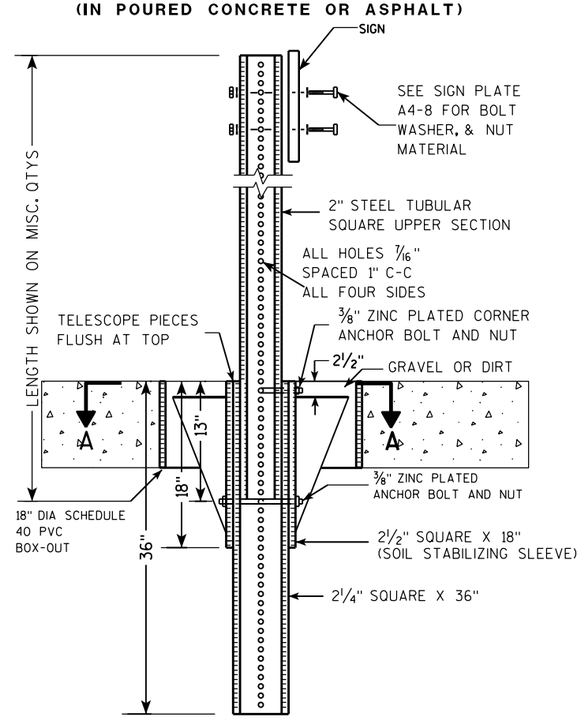
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



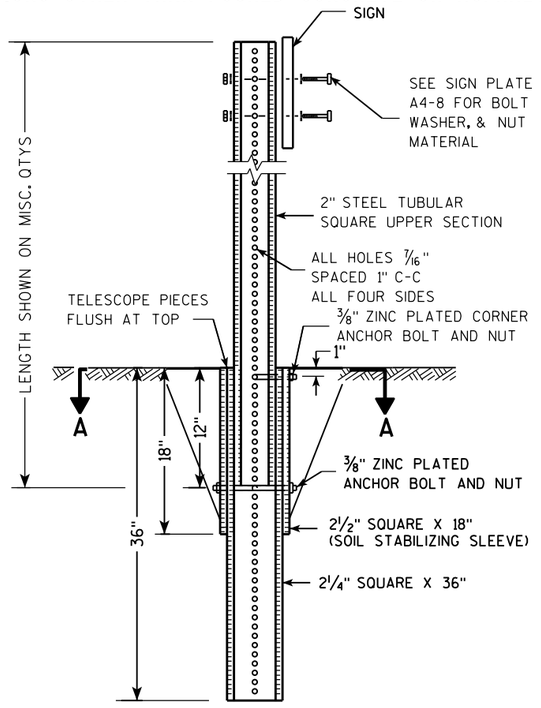
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

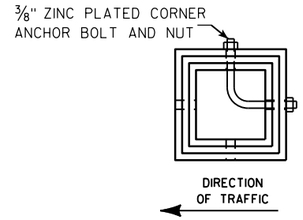


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

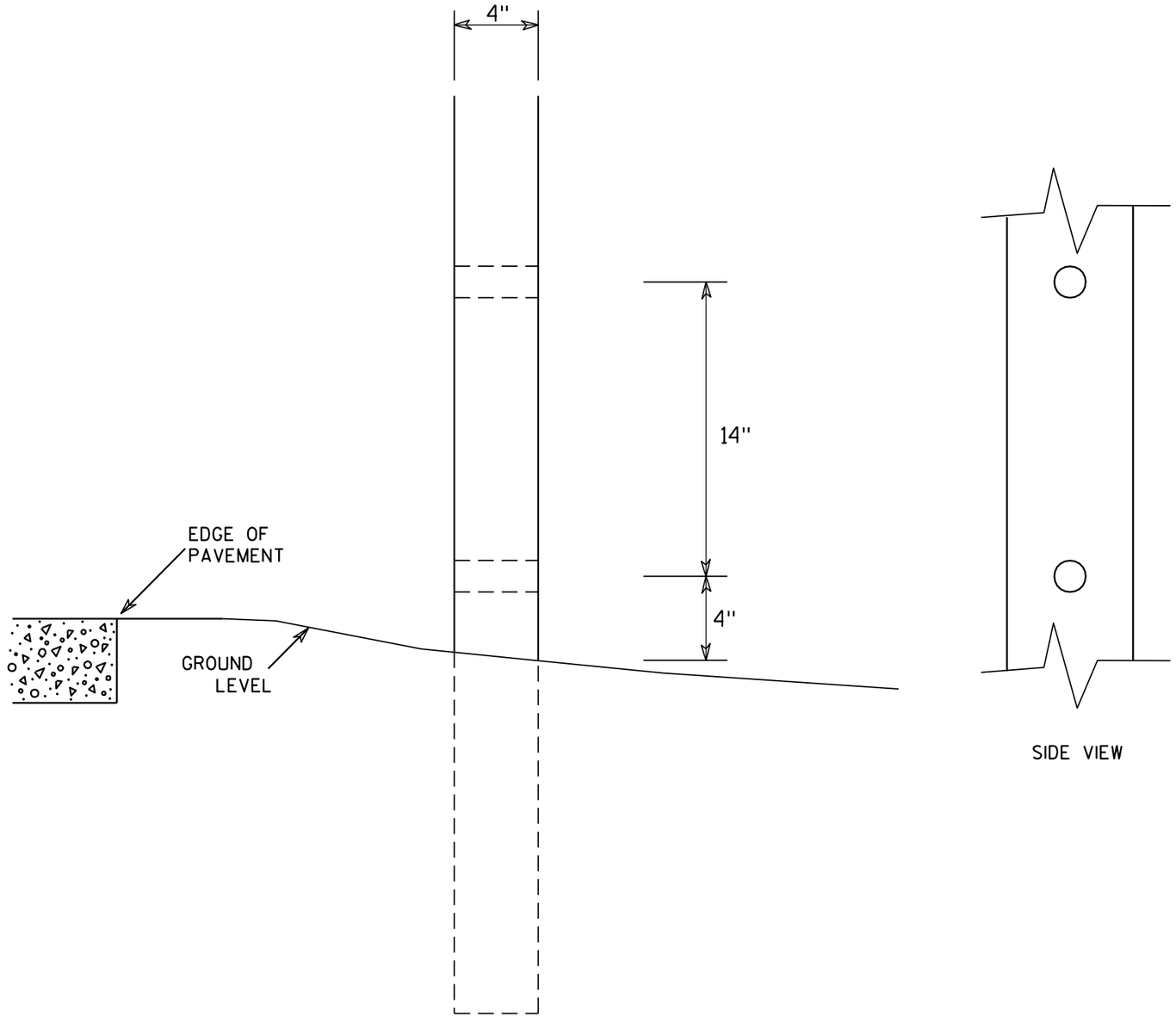
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 36 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

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

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4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

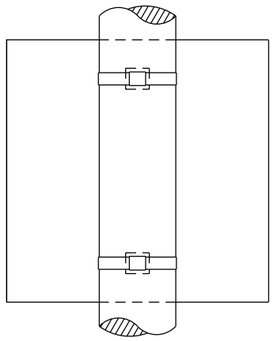
APPROVED Chester J Spang for State Traffic Engineer

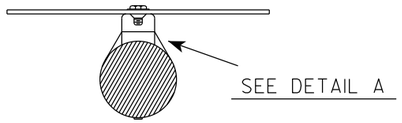
DATE 3/27/97 PLATE NO. A4-11.2

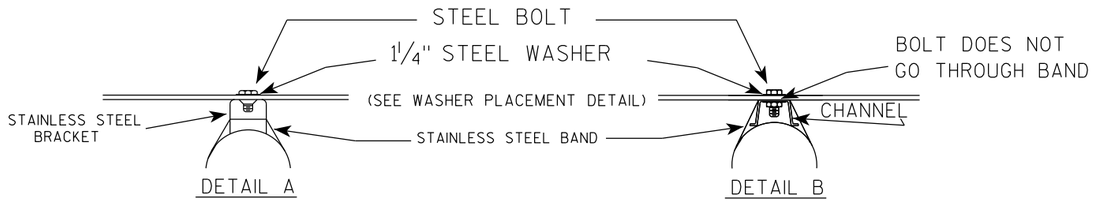
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 37	E

BANDING

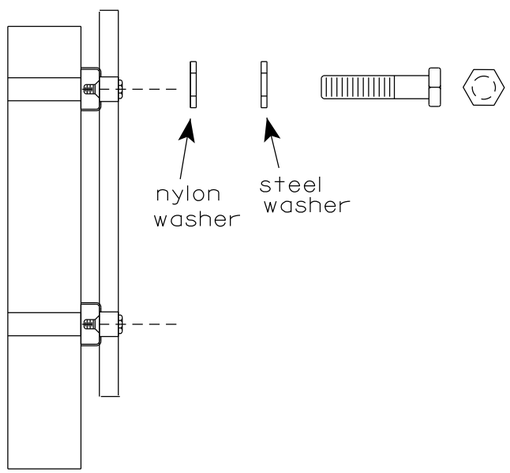
SINGLE SIGN







WASHER PLACEMENT

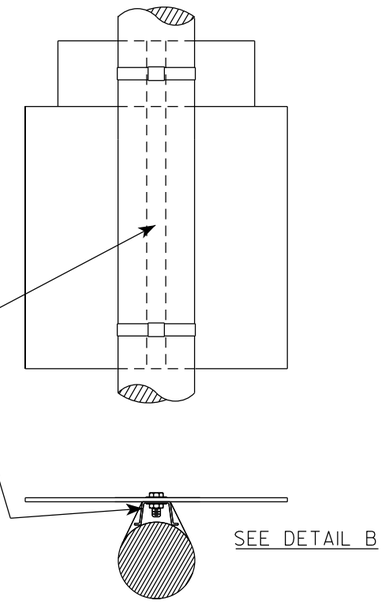


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

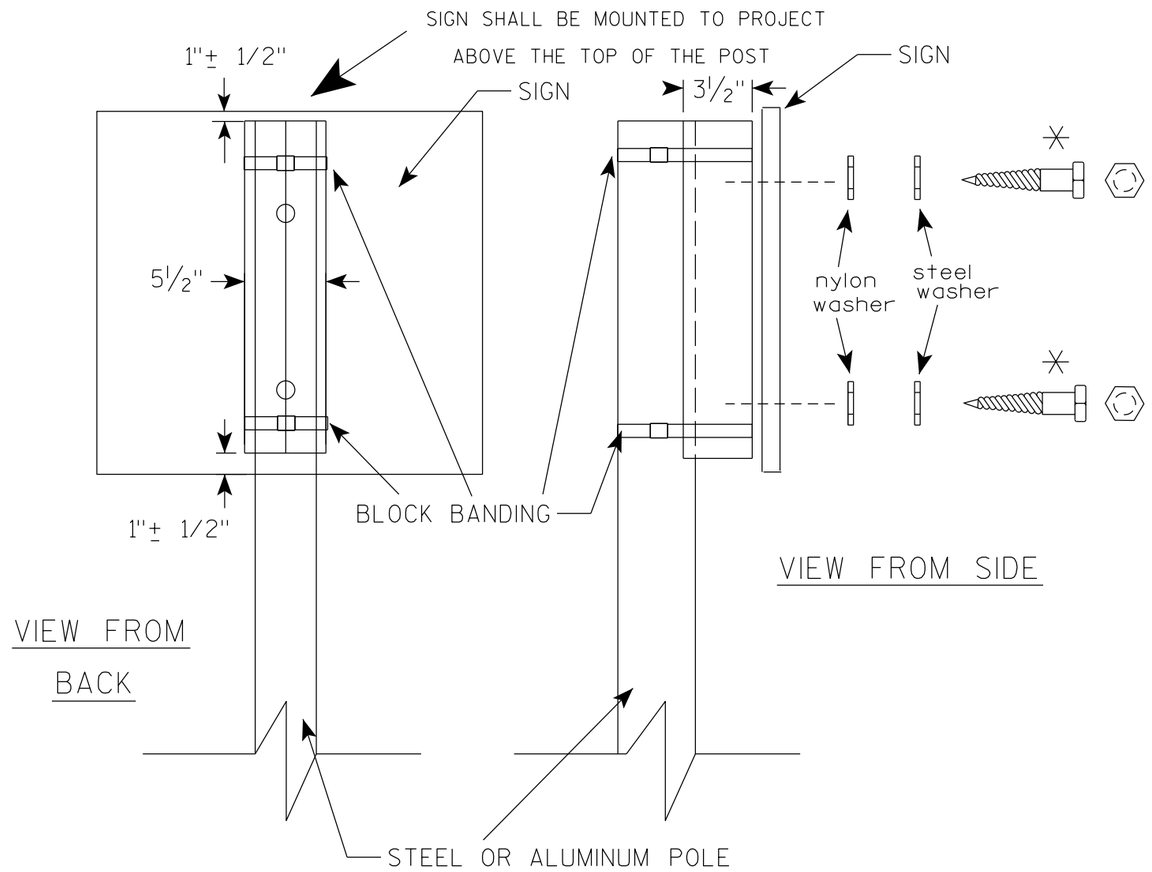
DATE 6/10/19 PLATE NO. A5-9.4

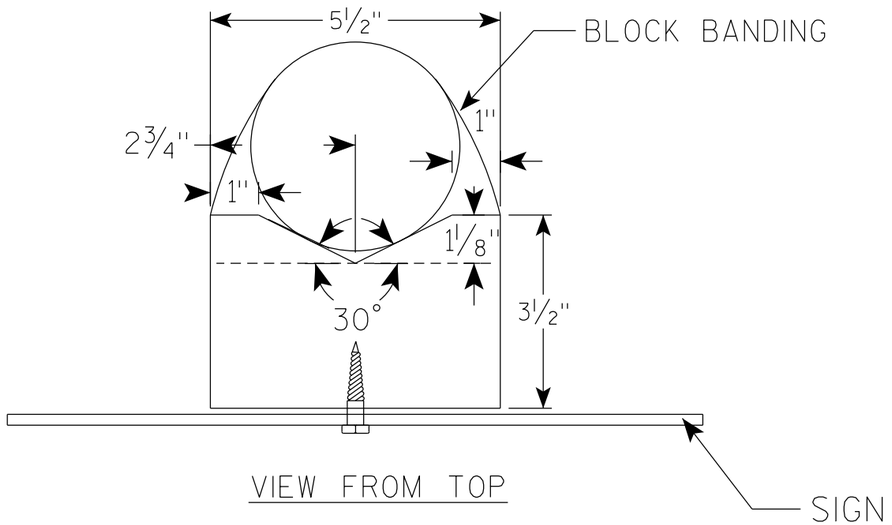
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 38	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

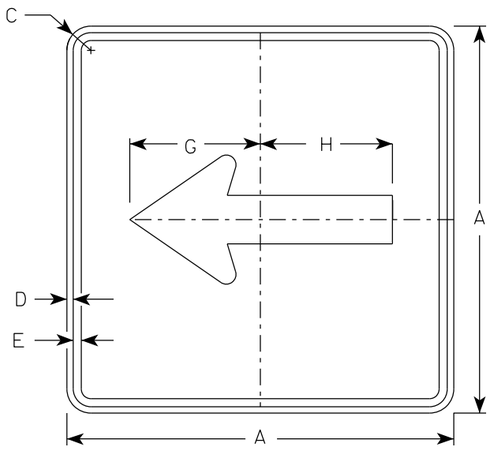
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

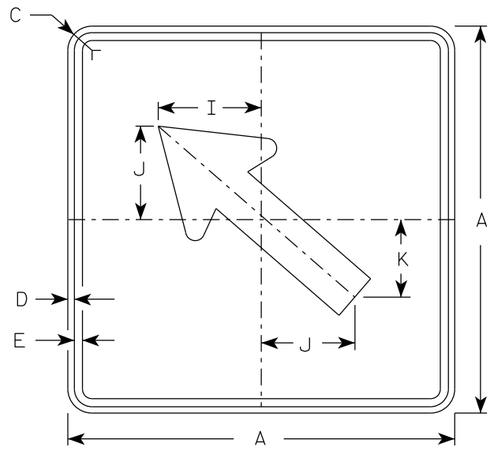
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

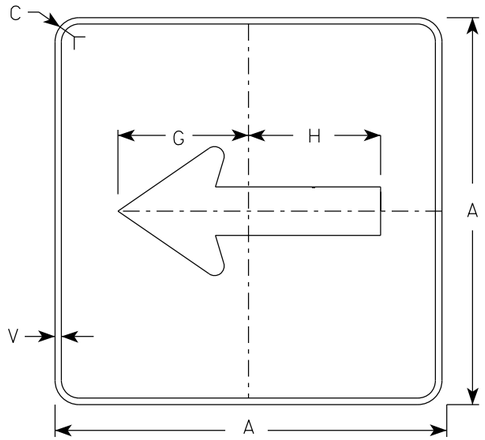
SHEET NO: 39 E



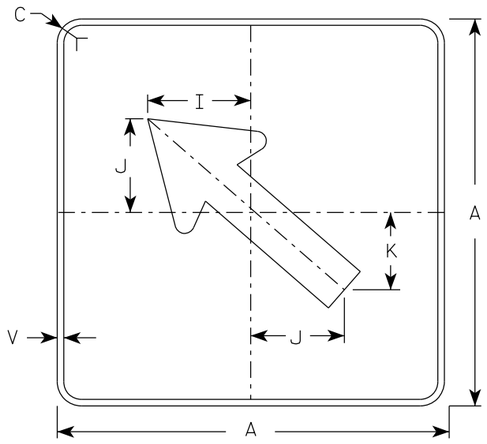
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

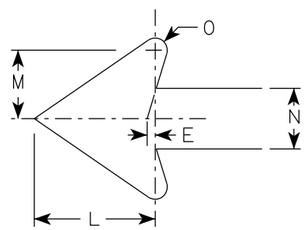


MB6-2
MK6-2
MN6-2
MR6-2

NOTES

1. Signs are Type II - Type H Reflective except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
2M	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
3	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
4	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
5	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25

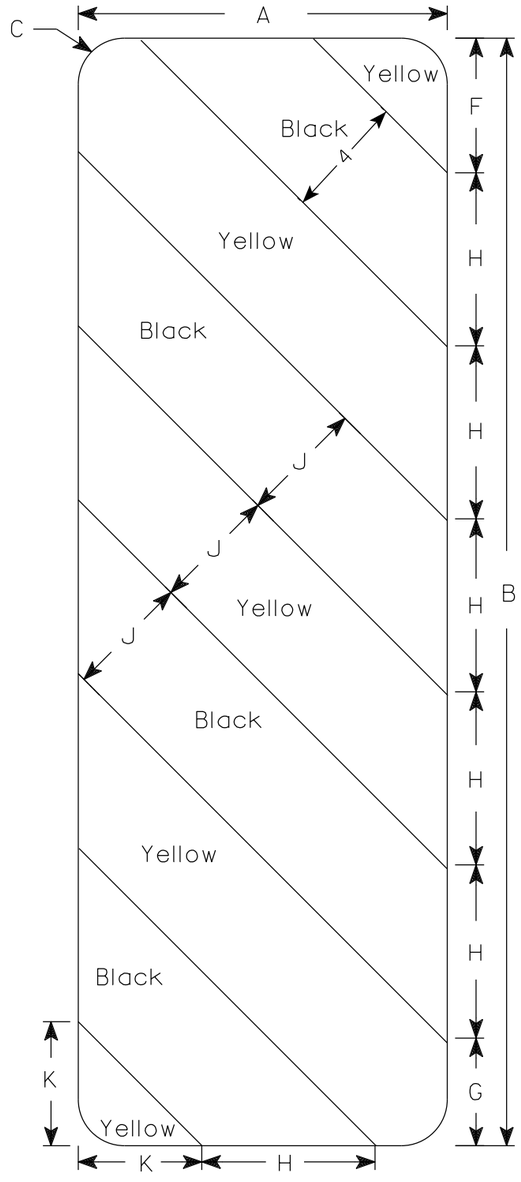
STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

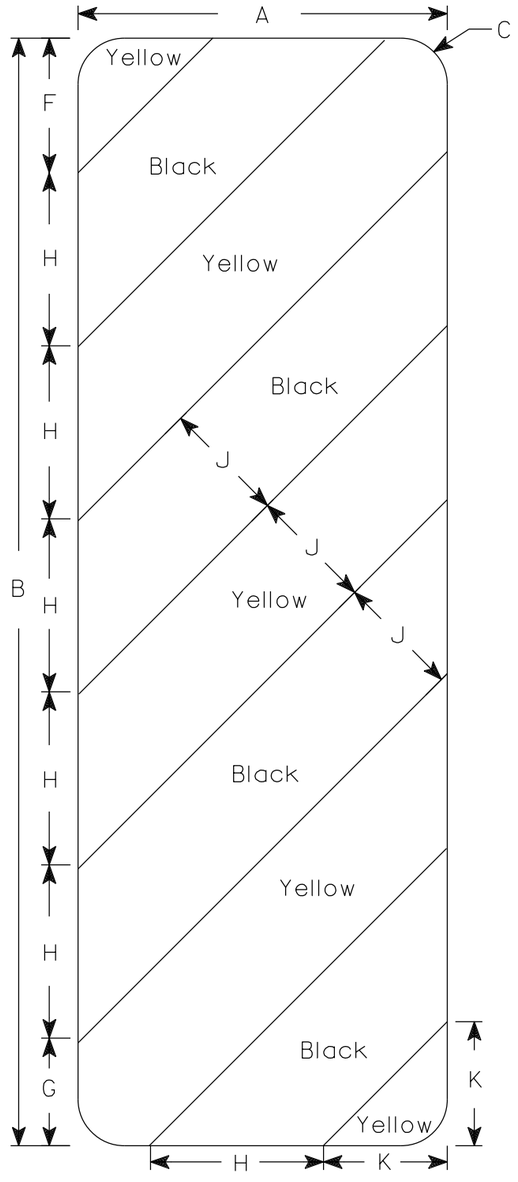
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 40 | E



W5-52L



W5-52R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Alternate colors of stripes as shown.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36	1 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36	1 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54	1 1/2			6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

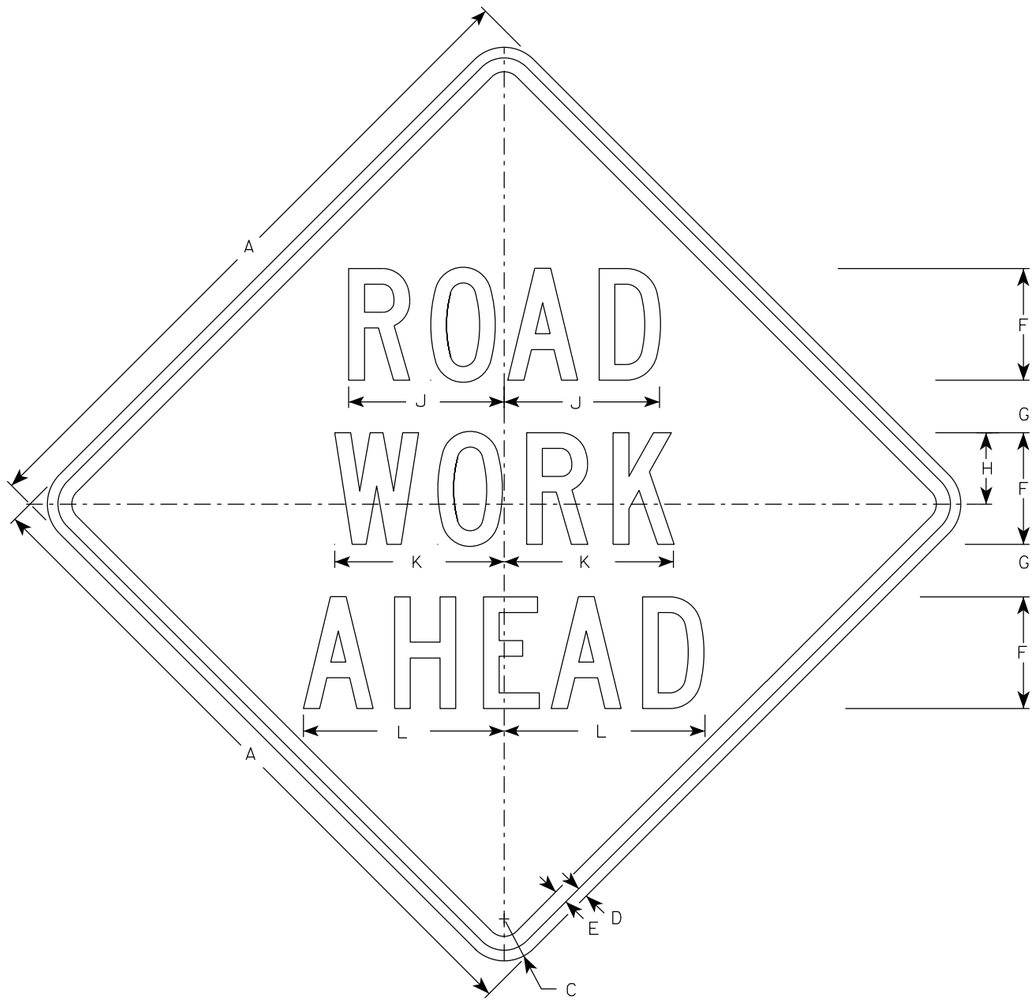
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

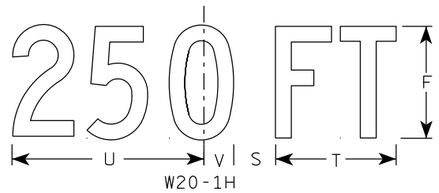
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/4/2024 PLATE NO. W5-52.10

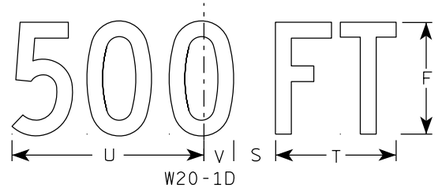
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 41 E



W20-1A

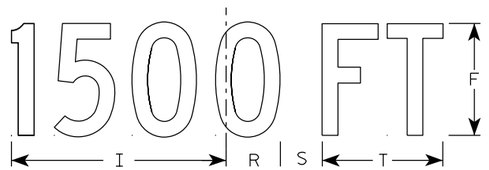


W20-1H



W20-1D

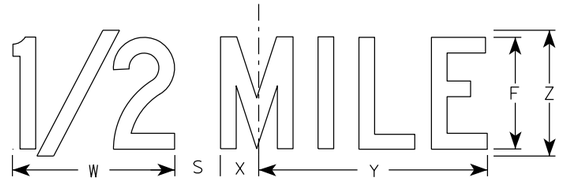
W20-1C



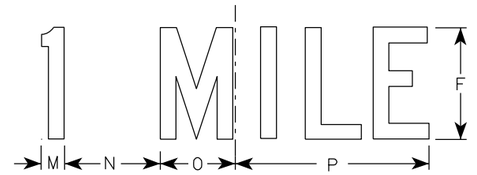
W20-1B

NOTES

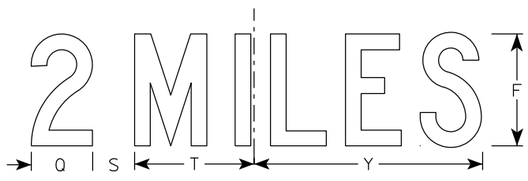
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

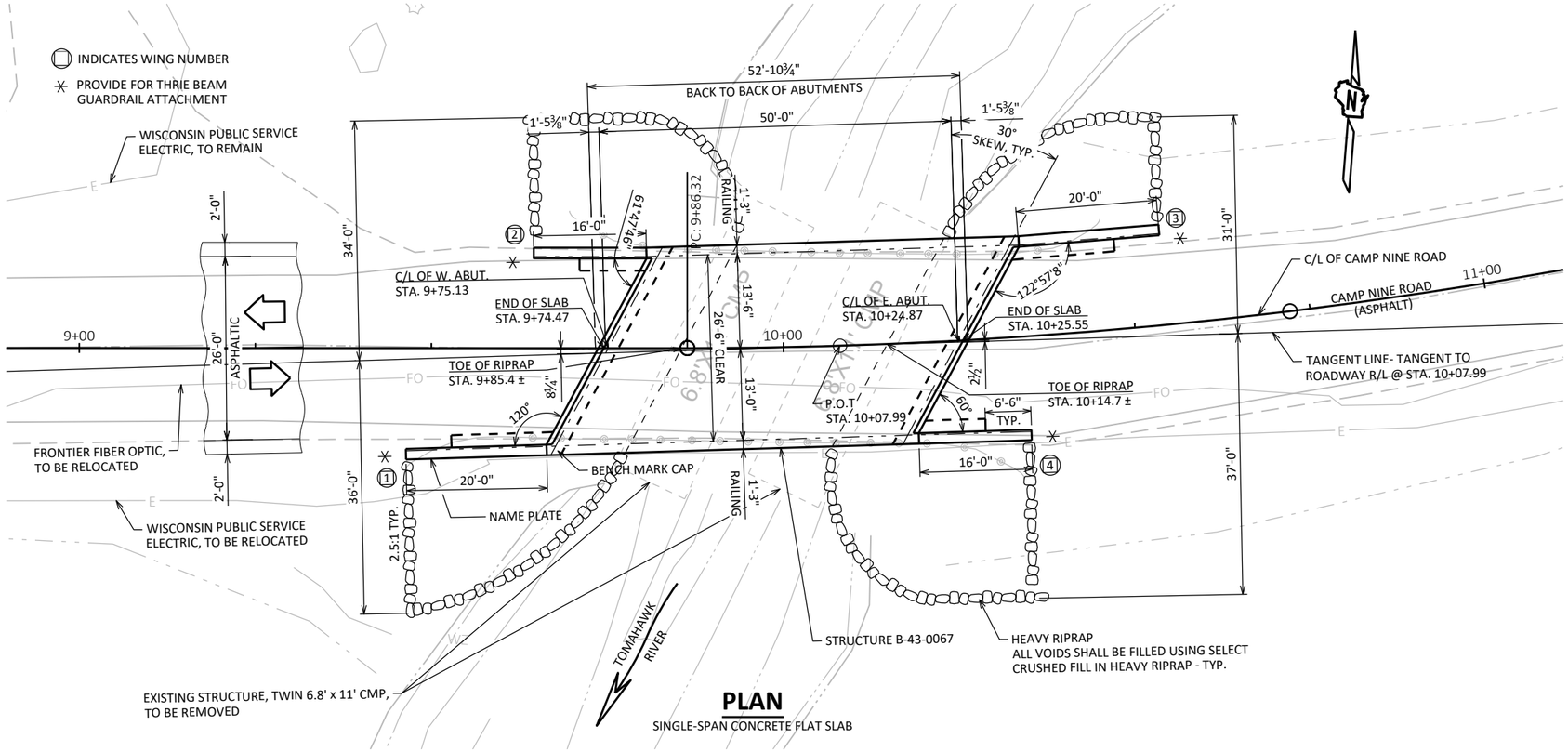
SHEET NO: 42 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 10-JAN 2024 11:16 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

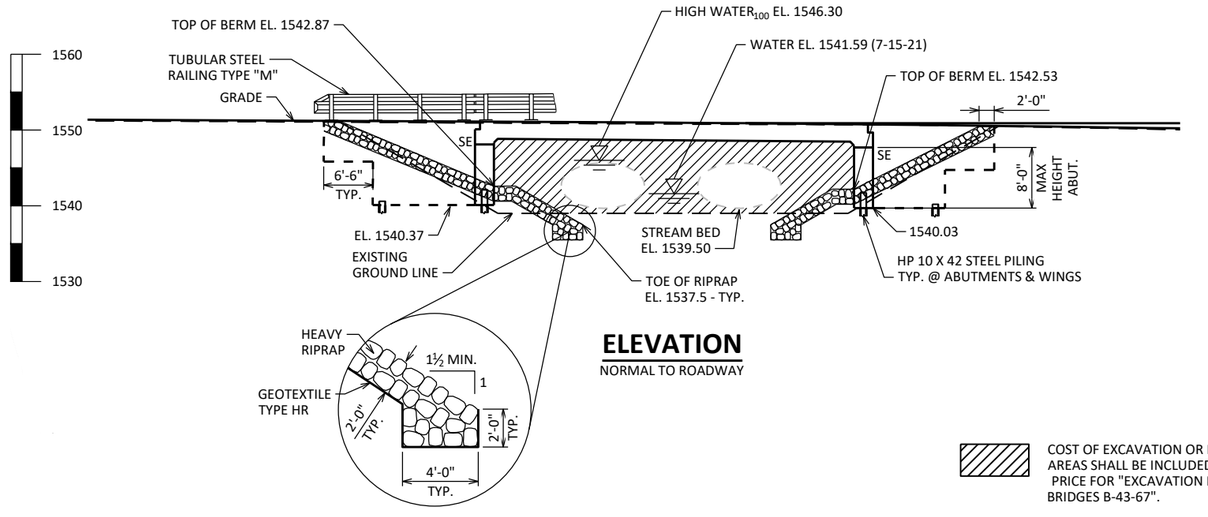
7

7



PLAN

SINGLE-SPAN CONCRETE FLAT SLAB



ELEVATION

NORMAL TO ROADWAY

COST OF EXCAVATION OR FILL IN THE HATCHED AREAS SHALL BE INCLUDED IN THE CONTRACT PRICE FOR "EXCAVATION FOR STRUCTURES BRIDGES B-43-67".

BENCH MARK

NO.	STATION	DESCRIPTION	ELEV.
1000	7+67	RR SPIKE IN PPOL - 23' RT	1552.65
1001	12+80	4" IRON PIPE FILLED W/CONC - 26' LT	1548.73

STATE PROJECT NUMBER

9874-00-70

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING: RF = 1.13
OPERATING RATING: RF = 1.46
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

MATERIAL PROPERTIES:

CONCRETE MASONRY:
SUPERSTRUCTURE — f'_c = 4,000 PSI
ALL OTHER — f'_c = 3,500 PSI

BAR STEEL REINFORCEMENT
GRADE 60 — f_y = 60,000 PSI

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 10X42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 25'-0" LONG AT WEST ABUTMENT. PILE POINTS REQUIRED.
ESTIMATED 25'-0" LONG AT EAST ABUTMENT. PILE POINTS REQUIRED.
THE HIGHEST PILE TIP ELEVATION THAT WILL BE PERMITTED IS 1520 FT. CONTACT BOS IF THE REQUIRED DRIVING RESISTANCE IS ACHIEVED PRIOR TO REACHING THE HIGHEST TIP ELEVATION PERMITTED.

**THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE PILE CAPACITY.

CURVE DATA

FEATURE ON
P.I. = 10+72.52
Δ = 14° 02' 25"
D = 8° 11' 06"
T = 86.20
L = 171.54'
R = 700.00'
S.E. = 2%
P.C. = 9+86.32
P.T. = 11+57.86

HYDRAULIC DATA

100-YEAR FREQUENCY:
Q_{100}= 1110 C.F.S.
V_{100}= 5.6 F.P.S.
HW_{100}= EL. 1546.30
WATERWAY AREA = 197.20 SQ. FT.
DRAINAGE AREA = 167 SQ. MI.
ROADWAY OVERTOPPING = N/A
SCOUR CRITICAL CODE = 5

2-YEAR FREQUENCY:
Q_2= 430 C.F.S.
V_2= 3.0 F.P.S.
HW_2= EL. 1544.49

TRAFFIC DATA

FEATURE ON: CAMP NINE ROAD
ADT = 130 (2045)
R.D.S. = 35 MPH

LIST OF DRAWINGS:

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. STRUCTURE DETAILS
4. SUBSURFACE EXPLORATION
5. WEST ABUTMENT
6. WEST ABUTMENT WING 1 DETAIL
7. WEST ABUTMENT WING 2 DETAIL
8. WEST ABUTMENT PILE LAYOUT
9. EAST ABUTMENT
10. EAST ABUTMENT WING 3 DETAIL
11. EAST ABUTMENT WING 4 DETAIL
12. EAST ABUTMENT PILE LAYOUT
13. ABUTMENT BILL OF BARS
14. SUPERSTRUCTURE
15. SUPERSTRUCTURE PLAN
16. TUBULAR STEEL RAILING TYPE "M"

WISCONSIN
KRISTOFER R. OLSON
E-35236
APPLETON, WI
PROFESSIONAL ENGINEER
9/10/2024

STRUCTURE DESIGN CONTACTS:
AARON BONK 608-261-0261
KRISTOFER OLSON 920-327-7803

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY
AYRES
700 Pilgrim Way, Suite 180
GREEN BAY, WI 54304
www.AyresAssociates.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 09/11/24
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-43-67

CAMP NINE ROAD OVER TOMAHAWK RIVER

COUNTY	TOWN
ONEIDA	MINOCQUA

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
JMC	NBE	JMC	KRO

GENERAL PLAN

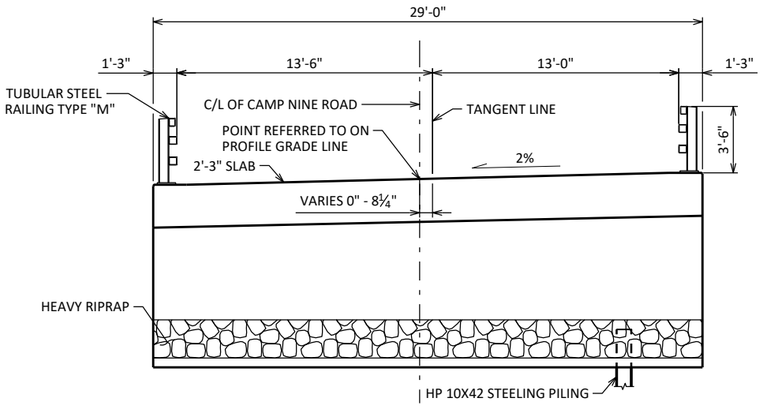
SHEET 1 OF 16
43

I.D. 9874-00-00 DATE:

8

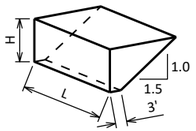
8

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER	W ABUT.	E ABUT.	TOTALS
203.0220	REMOVING STRUCTURE TWIN 6.8' X 11' CMP	EACH	---	---	---	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-43-67	EACH	---	---	---	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	---	245	245	490
502.0100	CONCRETE MASONRY BRIDGES	CY	131.1	53.0	52.3	236
502.3200	PROTECTIVE SURFACE TREATMENT	SY	200	25	25	250
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	---	2,950	2,970	5,920
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	24,340	2,580	2,560	29,480
513.4061	RAILING TUBULAR TYPE M	LF	106	39	39	184
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	---	10	10	20
550.0500	PILE POINTS	EACH	---	7	7	14
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	---	175	175	350
606.0300	RIPRAP HEAVY	CY	---	140	130	270
612.0406	PIPE UNDERDRAIN WRAPPED 6 - INCH	LF	---	80	80	160
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	---	25	25	50
645.0120	GEOTEXTILE TYPE HR	SY	---	250	235	485
SPV.0195	SELECT CRUSHED FILL IN HEAVY RIPRAP	TON	---	105	100	205
	NON-BID ITEMS					
	FILLER	SIZE	---	---	---	½", ¾"



TYPICAL SECTION THRU ROADWAY

(LOOKING EAST)



ABUTMENT BACKFILL DIAGRAM

L = OUT TO OUT OF ABUTMENT BODY INCLUDING WINGS (FT)
H = AVERAGE ABUTMENT FILL HEIGHT (FT)
EF = EXPANSION FACTOR (1.20 FOR CY BID ITEMS AND 1.00 FOR TON BID ITEMS)
V_{CF} = (L)(3.0')(H) + (L)(0.5)(1.5H)(H)
V_{CY} = V_{CF}(EF)/27
V_{TON} = V_{CY}(2.0)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

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

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF JOINT FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW THE SURFACE OF CONCRETE.

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

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES BRIDGES B-43-67" SHALL BE THE EXISTING GROUNDLINE.

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

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

EXCAVATION BELOW THE ABUTMENT AND ABUTMENT BEDDING MATERIALS REQUIRES ENGINEER APPROVAL. GEOTEXTILE SHALL BE SET AT THE BOTTOM OF EXCAVATION AND EXTEND 2'-0" ABOVE BOTTOM OF ABUTMENT.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

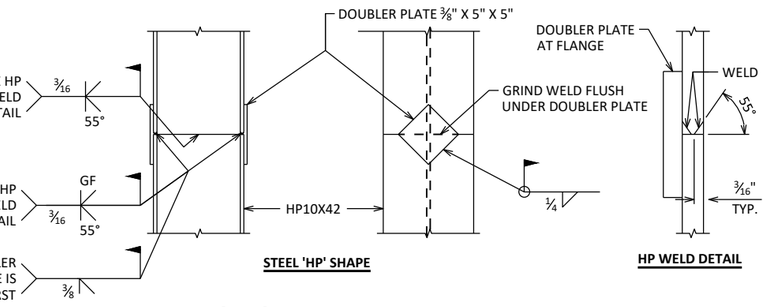
PROTECTIVE SURFACE TREATMENT TO BE APPLIED AS SHOWN IN DETAIL ON THIS SHEET, TO THE VERTICAL AND HORIZONTAL SURFACES OF THE PAVING NOTCH, AND APPLY TO THE TOP AND EXTERIOR EXPOSED FACE OF WINGS AND THE END 1'-0" OF THE FRONT FACE OF ABUTMENTS

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

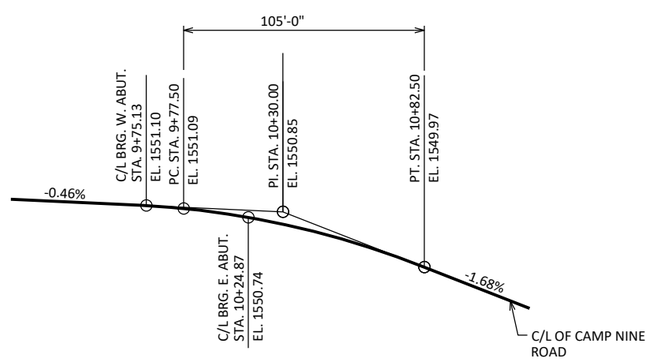
SLAB FALSE WORK SHALL BE SUPPORTED ON PILES OR THE SUBSTRUCTURE UNLESS AN ALTERNATIVE METHOD IS APPROVED BY THE ENGINEER.

ALL VOIDS BETWEEN HEAVY RIPRAP SHALL BE FILLED USING SELECT MATERIAL, PAID UNDER ITEM "SELECT CRUSHED FILL IN HEAVY RIPRAP".

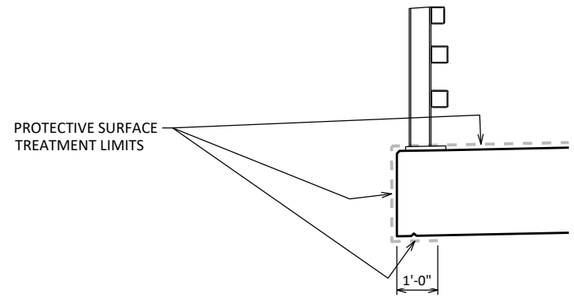
AT THE ABUTMENTS, CONCRETE POURED UNDERWATER WILL BE ALLOWED AND SHALL BE DONE IN ACCORDANCE WITH SECTION 502.3.5.3 OF THE STANDARD SPECIFICATIONS.



'HP' PILE DETAILS



PROFILE GRADE LINE



PROTECTIVE SURFACE TREATMENT DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STATE PROJECT NUMBER
9874-00-70

STRUCTURE B-43-67

DRAWN BY JMC | PLANS CK'D NBE

CROSS SECTION & QUANTITIES

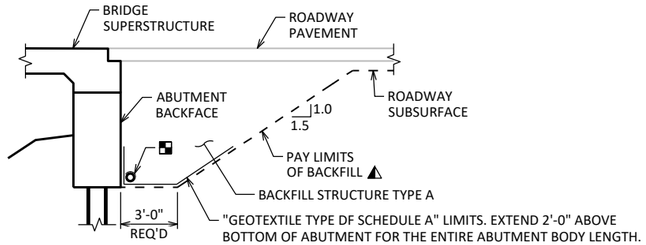
SHEET 2 OF 16
44

8

8

STATE PROJECT NUMBER

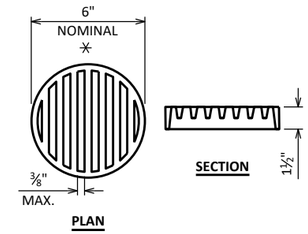
9874-00-70



TYPICAL SECTION THRU ABUTMENT

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

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

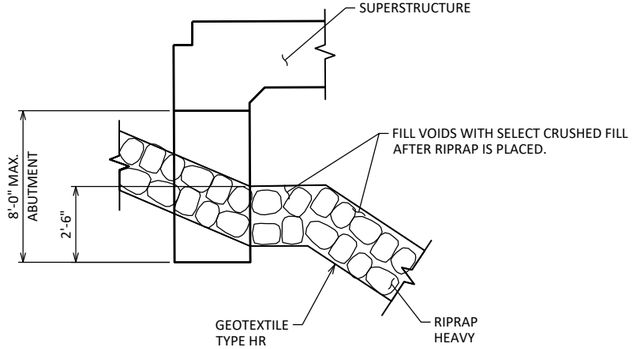


RODENT SHIELD DETAIL

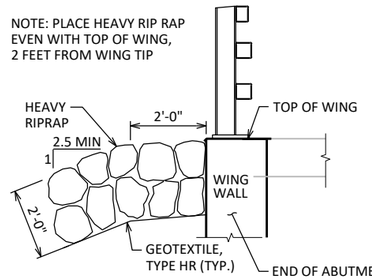
⁜ DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

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

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



SELECT CRUSHED FILL IN HEAVY RIPRAP



TYPICAL FILL SECTION AT WING TIPS

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-43-67

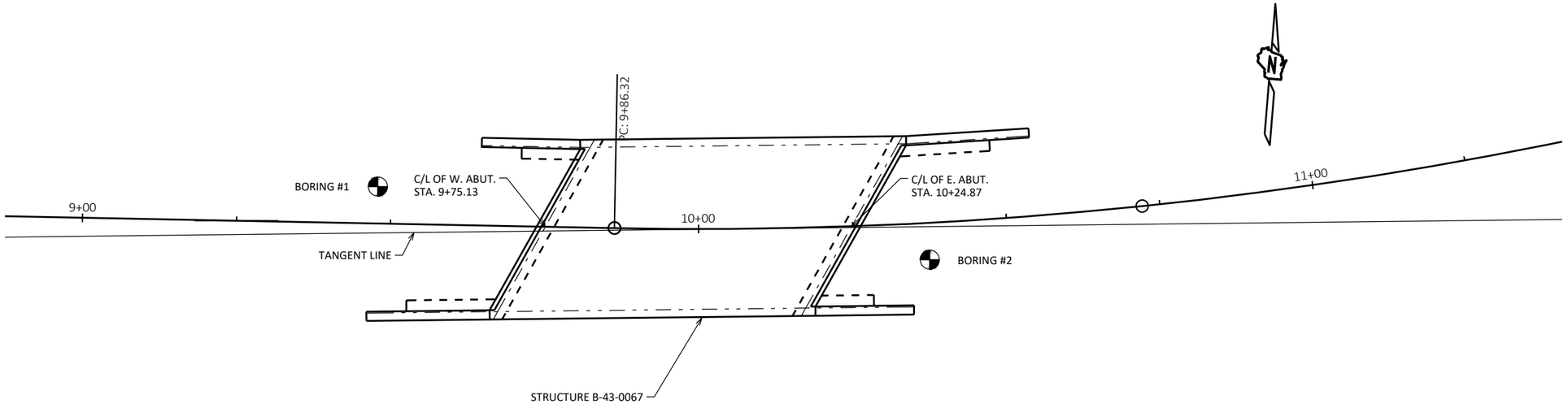
DRAWN BY JMC | PLANS CK'D NBE

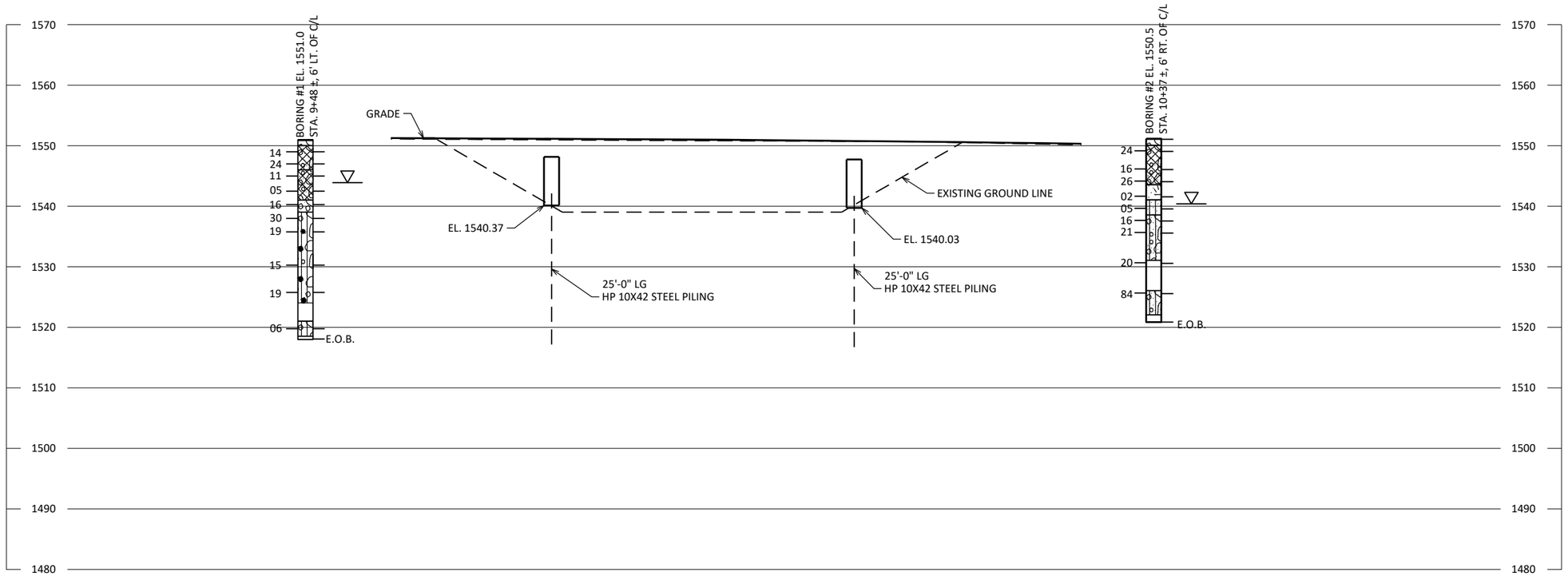
STRUCTURE DETAILS

SHEET 3 OF 16

45

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B-01	JULY 20, 2023	228045.66	160158.90
B-02	JULY 21, 2023	228038.35	160203.01
BORINGS COMPLETED BY: ECS MIDWEST, LLC.			
REPORT COMPLETED BY: ECS MIDWEST, LLC			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) ONEIDA COUNTY			





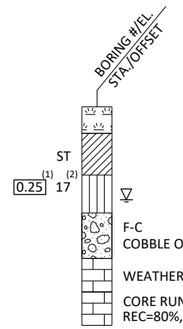
STATE PROJECT NUMBER

9874-00-70

MATERIAL SYMBOLS

ASPHALT, TOPSOIL, PEAT, CONCRETE, FILL, GRAVEL, SAND, CLAY, SILT, BOULDERS OR COBBLES, LIMESTONE, BEDROCK (UNKNOWN), SHALE, SANDSTONE, IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

AT TIME OF DRILLING
END OF DRILLING
AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-43-67

DRAWN BY JMC | PLANS CK'D NBE

SUBSURFACE EXPLORATION

SHEET 4 OF 16
46

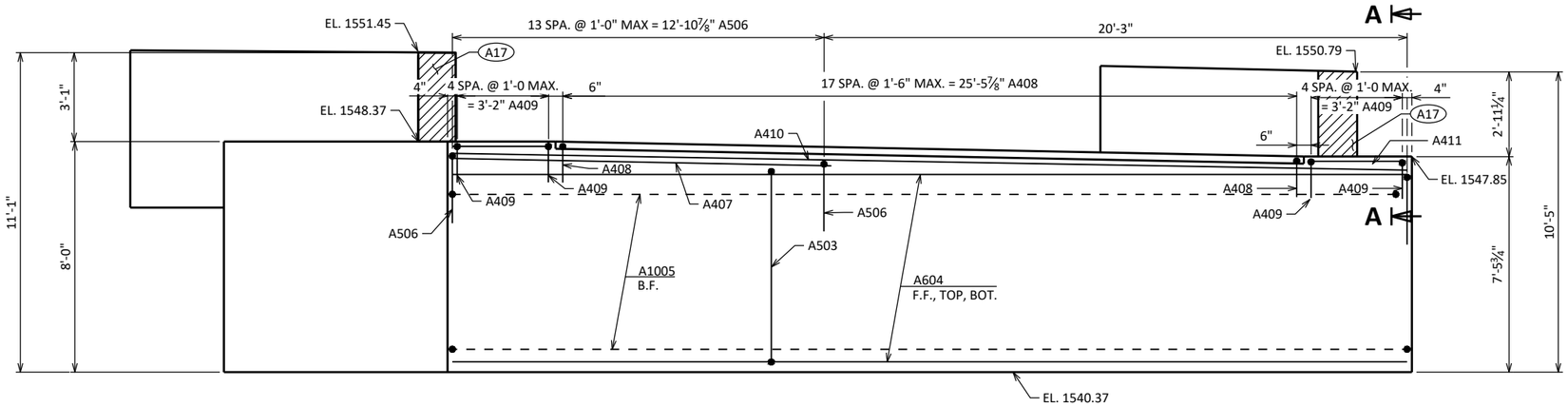
SCALE =

8

8

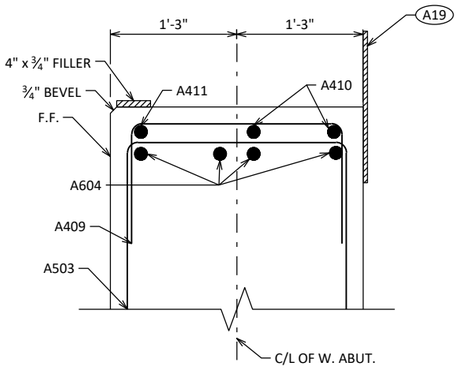
STATE PROJECT NUMBER

9874-00-70

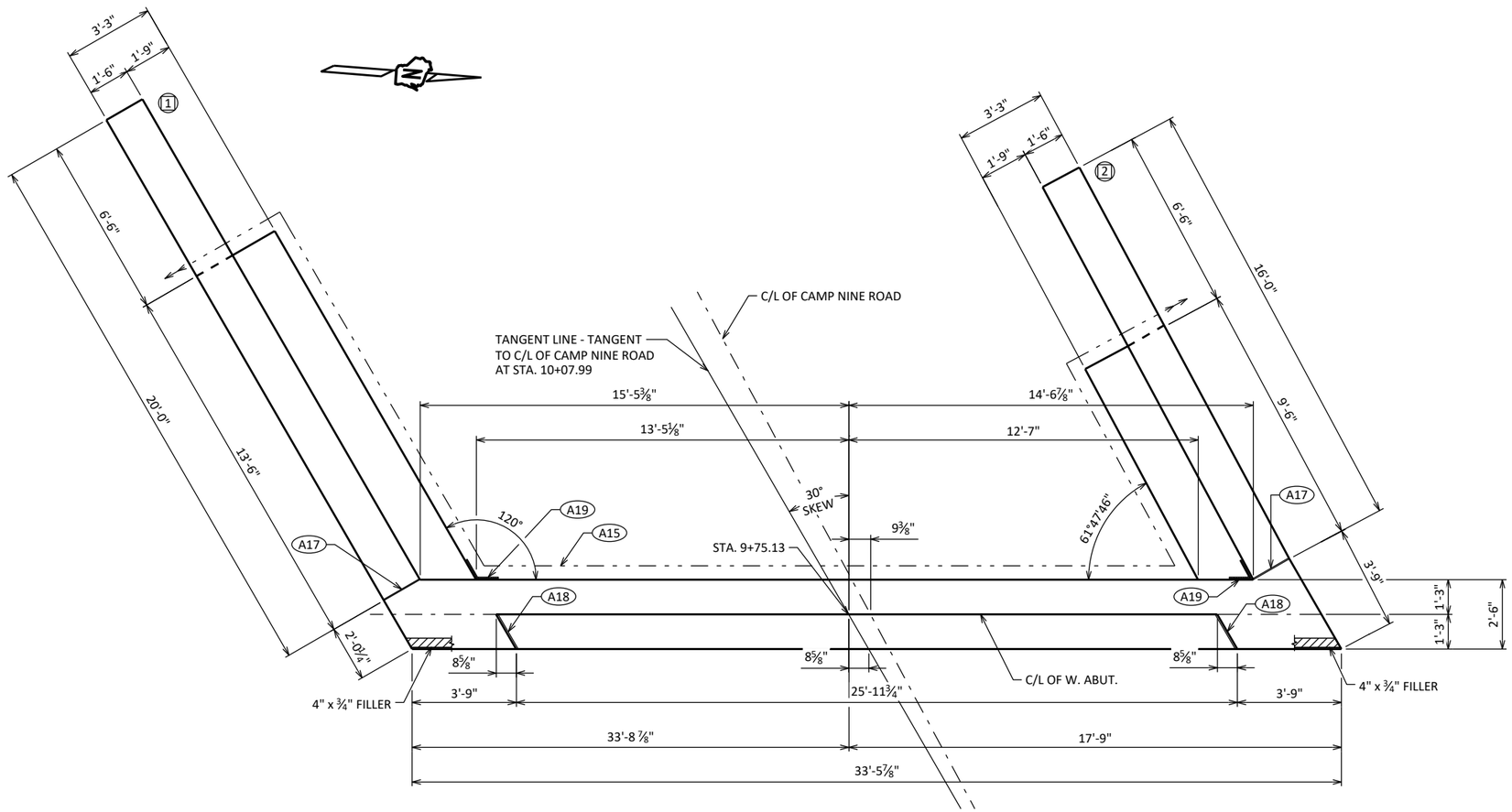


ELEVATION

(LOOKING WEST)



SECTION A



PLAN

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

A17 ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

A18 ¾" CORK FILLER UP VERT. FACE ONLY.

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-43-67

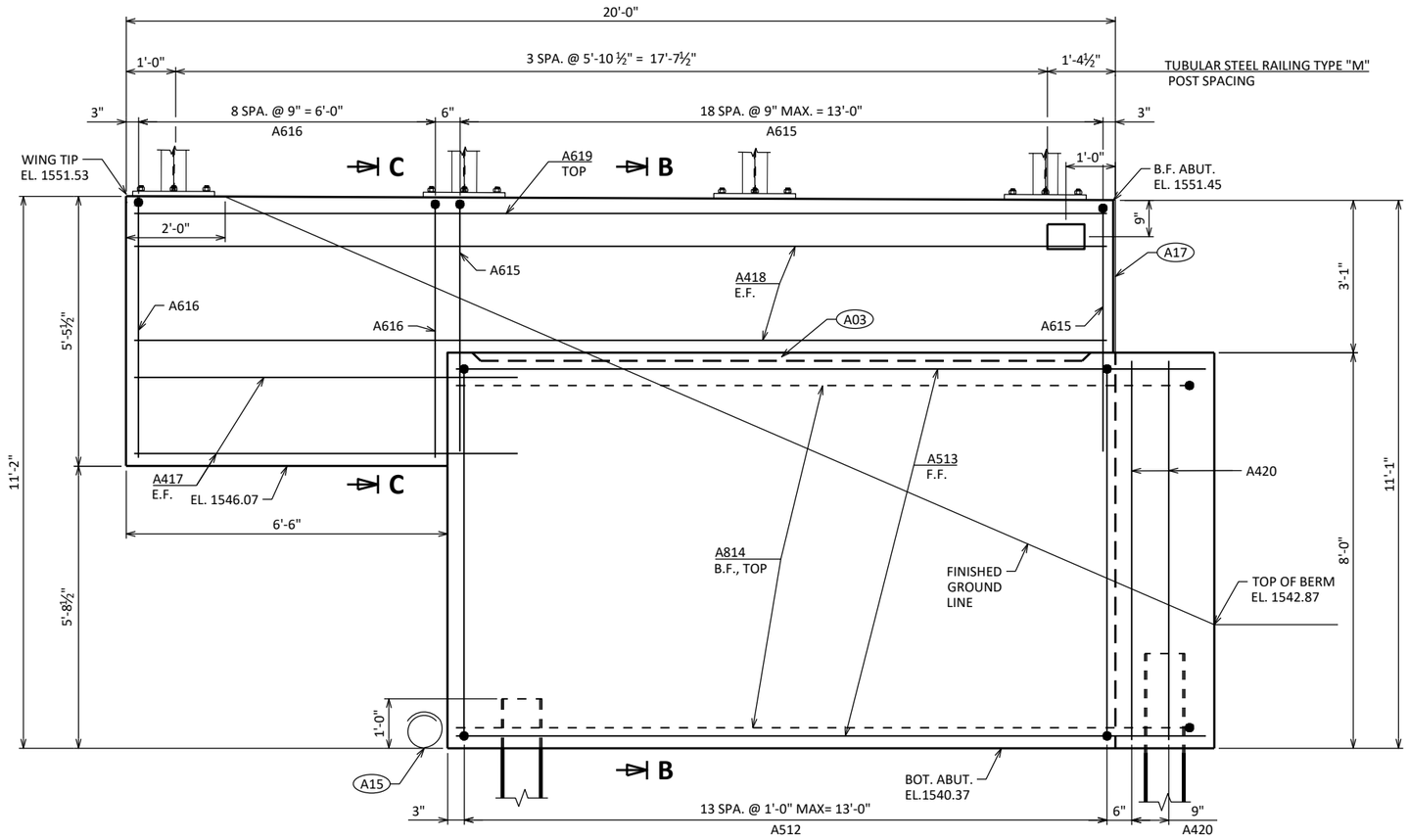
DRAWN BY JMC | PLANS CK'D NBE

WEST ABUTMENT

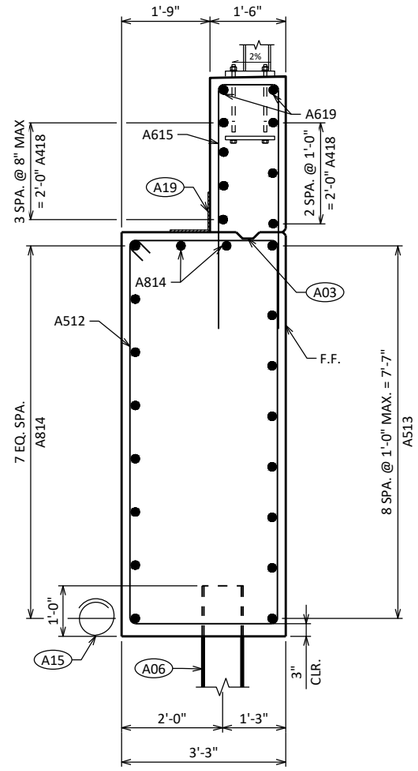
SHEET 5 OF 16

STATE PROJECT NUMBER

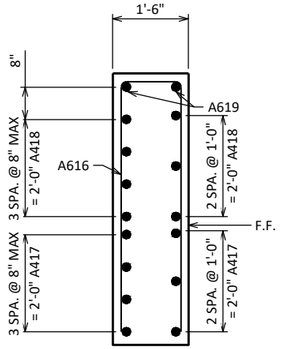
9874-00-70



ELEVATION - WING 1



SECTION B



SECTION C

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" RMW @ B.F. & ¾" "V" GROOVE @ F.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 25'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 170 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-43-67

DRAWN BY JMC | PLANS CK'D NBE

WEST ABUTMENT WING 1 DETAIL

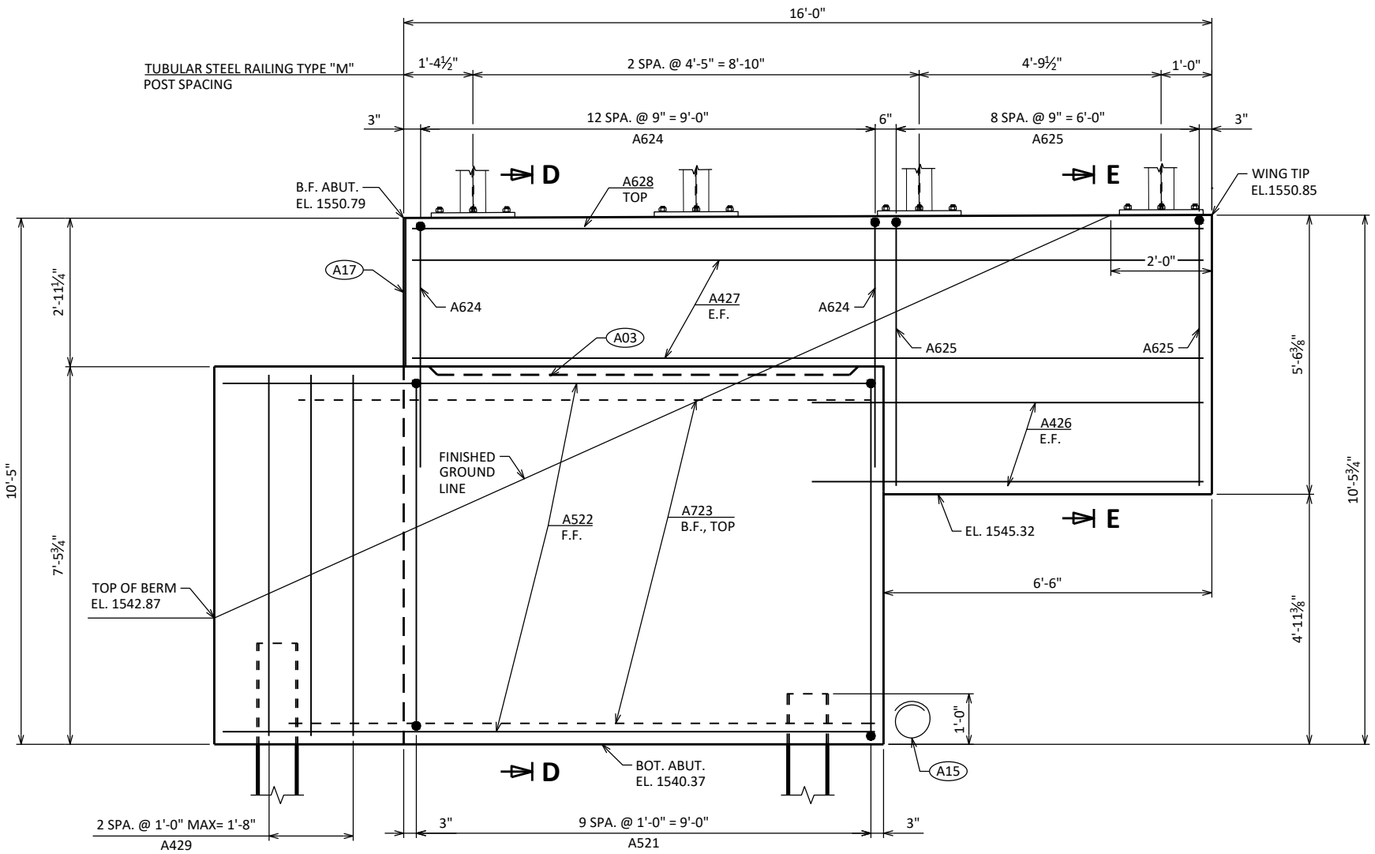
SHEET 6 OF 16

8

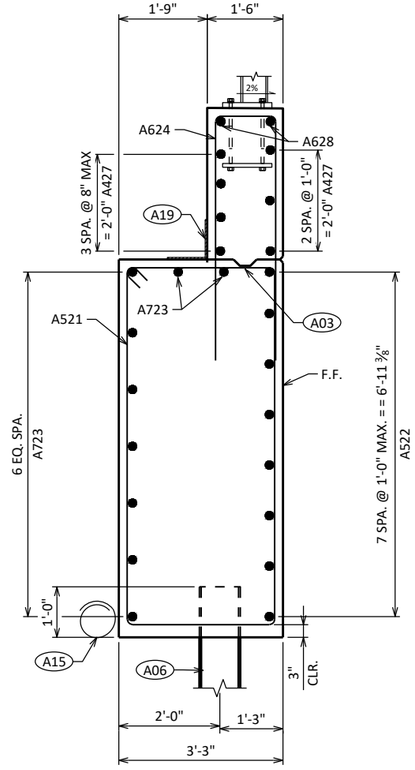
8

STATE PROJECT NUMBER

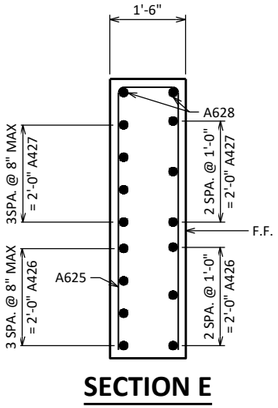
9874-00-70



ELEVATION - WING 2



SECTION D



SECTION E

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" RMW @ B.F. & ¾" "V" GROOVE @ F.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 25'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 170 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-43-67

DRAWN BY JMC | PLANS CK'D NBE

WEST ABUTMENT WING 2 DETAIL

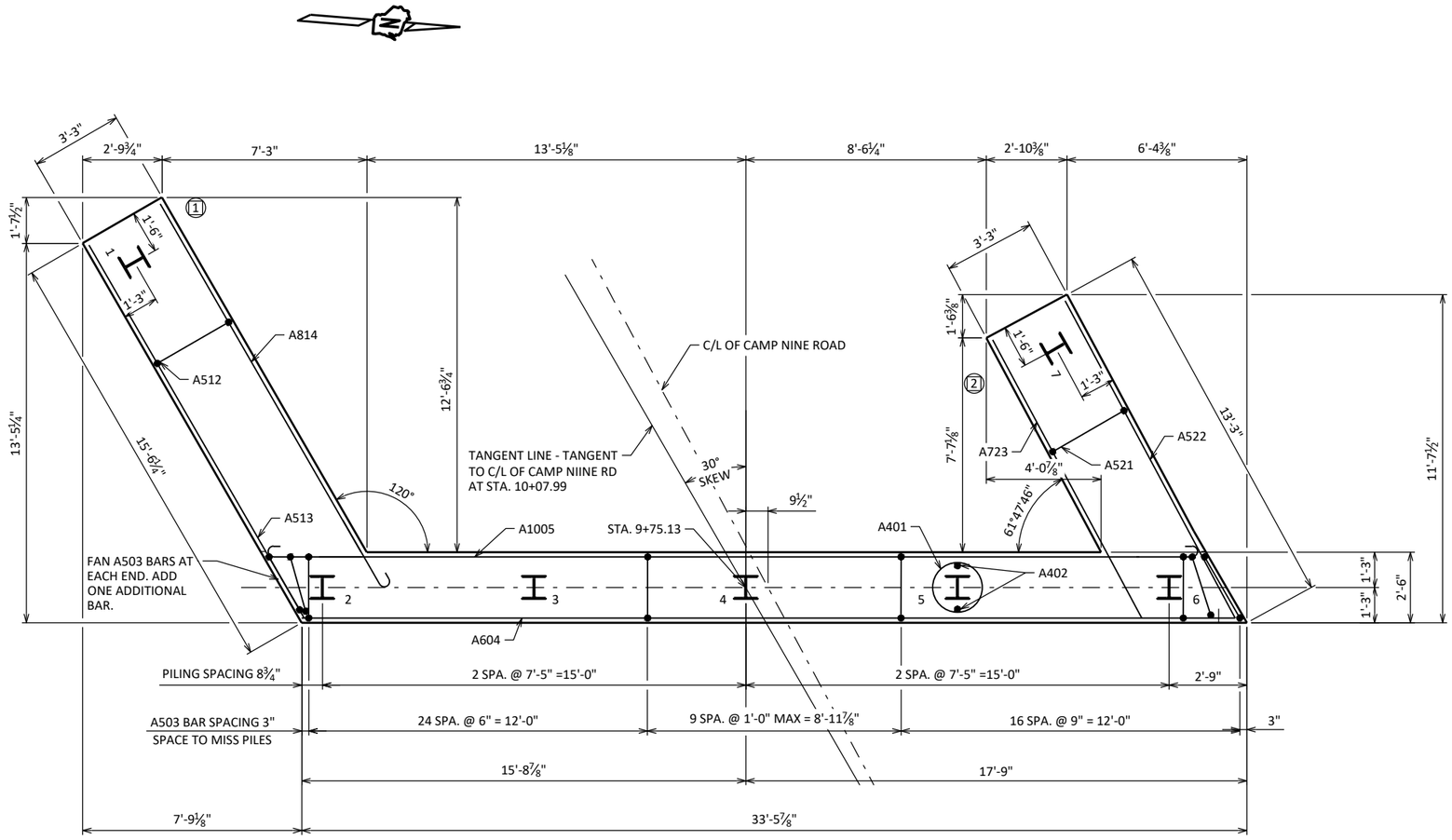
SHEET 7 OF 16

8

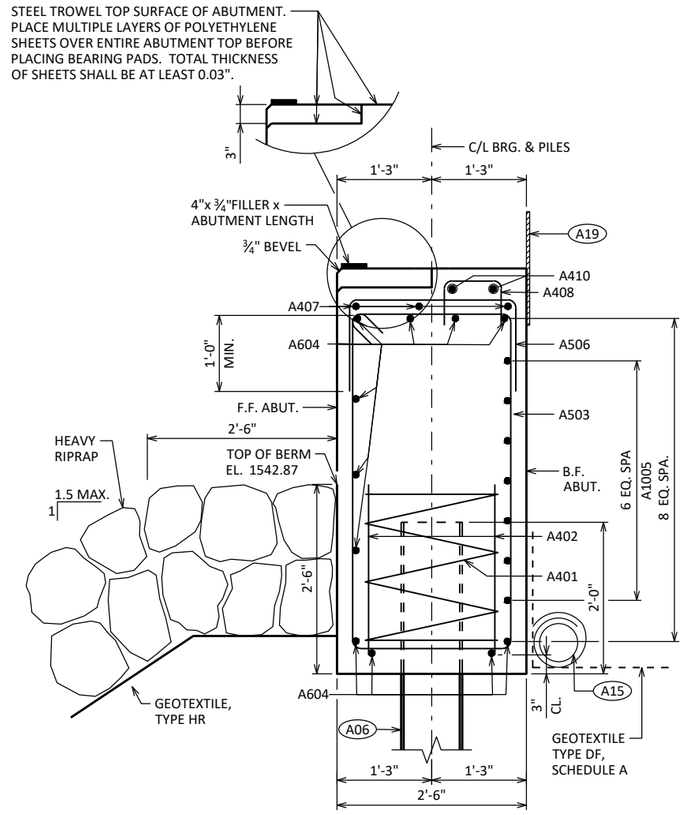
8

STATE PROJECT NUMBER

9874-00-70



PILE LAYOUT



SECTION THRU BODY

(A06) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 25'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 170 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-43-67

DRAWN BY JMC | PLANS CK'D NBE

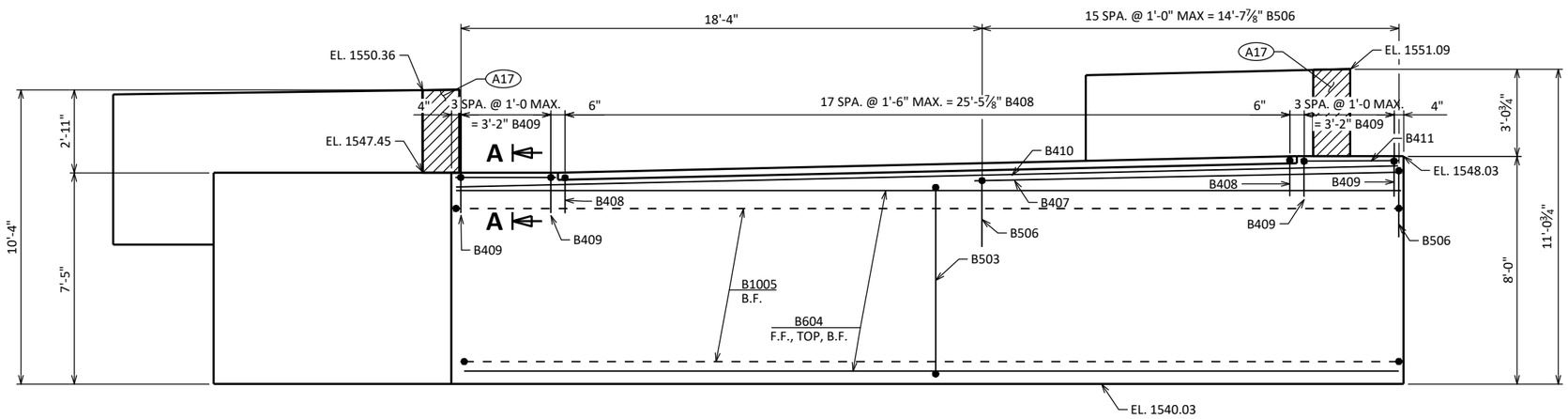
WEST ABUTMENT PILE LAYOUT

SHEET 8 OF 16

50

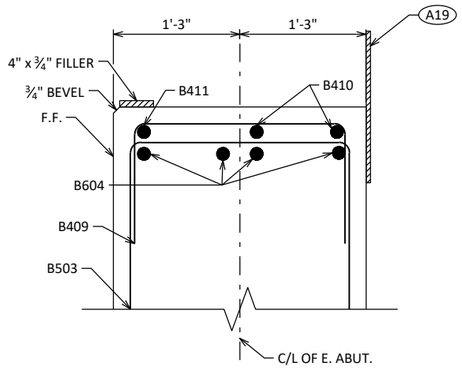
STATE PROJECT NUMBER

9874-00-70

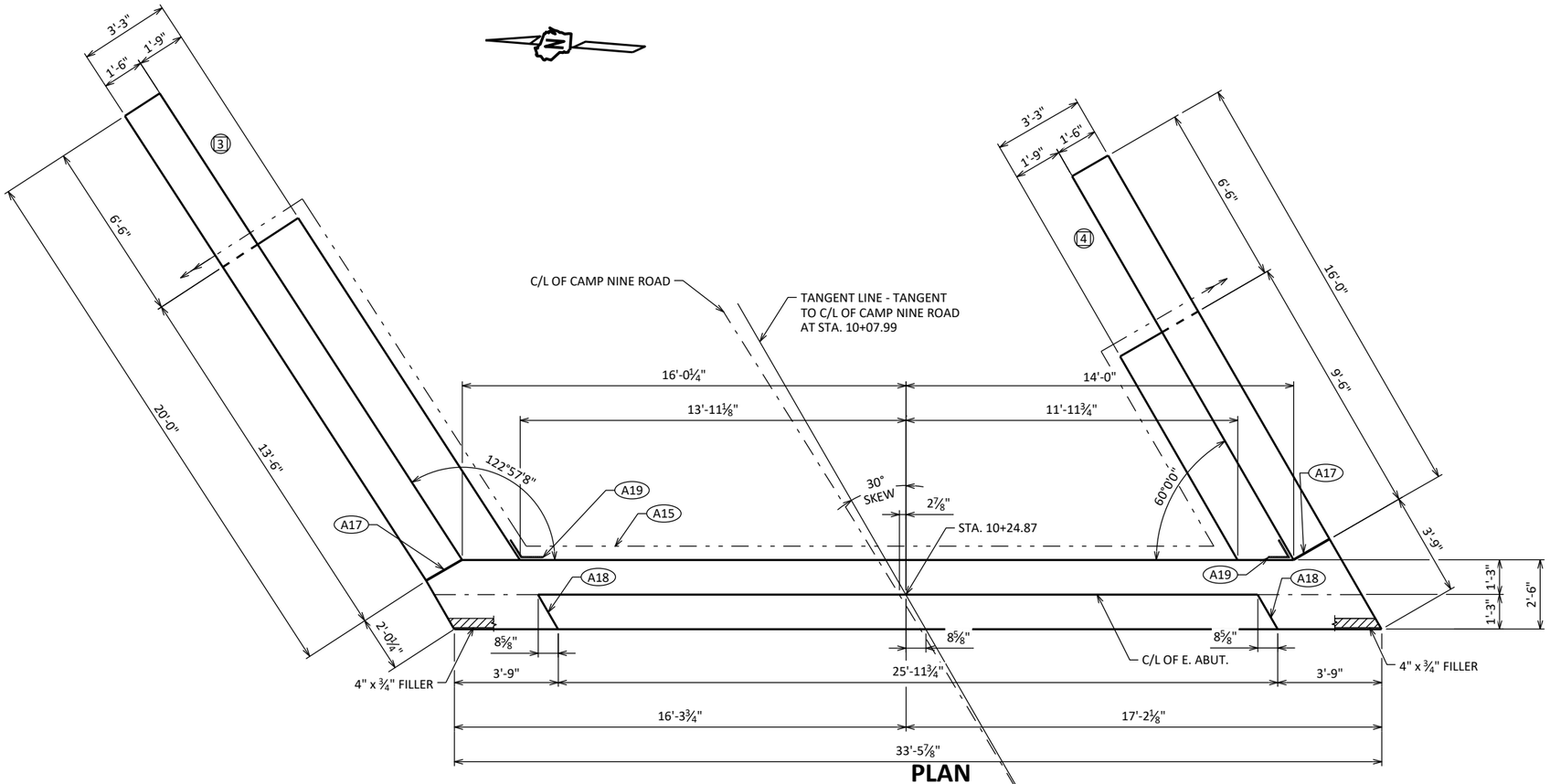


ELEVATION

(LOOKING EAST)



SECTION A



PLAN

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

A17 ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

A18 ¾" CORK FILLER UP VERT. FACE ONLY.

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-43-67

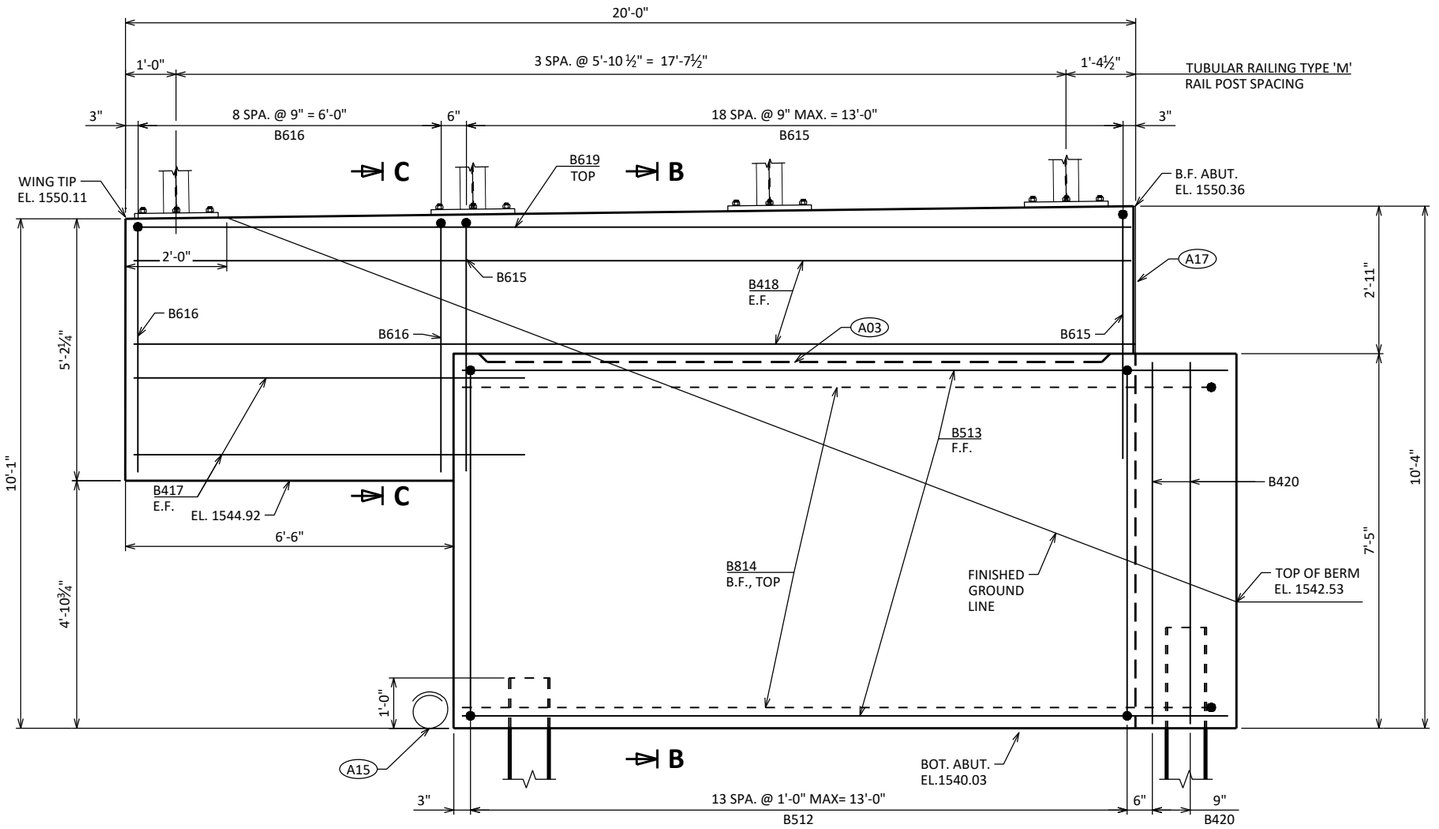
DRAWN BY JMC | PLANS CK'D NBE

EAST ABUTMENT

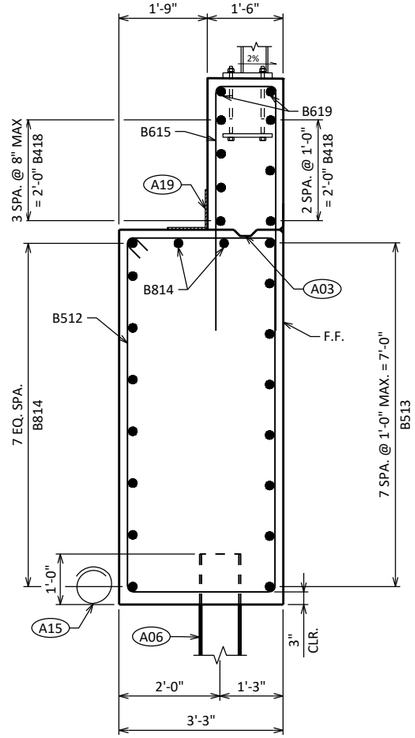
SHEET 9 OF 16

STATE PROJECT NUMBER

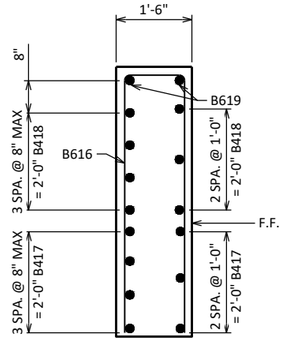
9874-00-70



ELEVATION - WING 3



SECTION B



SECTION C

A03 OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" RMW @ B.F. & ¾" "V" GROOVE @ F.F. IF JOINT IS USED).

A06 SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 25'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 170 TONS PER PILE.

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A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-43-67

DRAWN BY JMC | PLANS CK'D NBE

EAST ABUTMENT WING 3 DETAIL

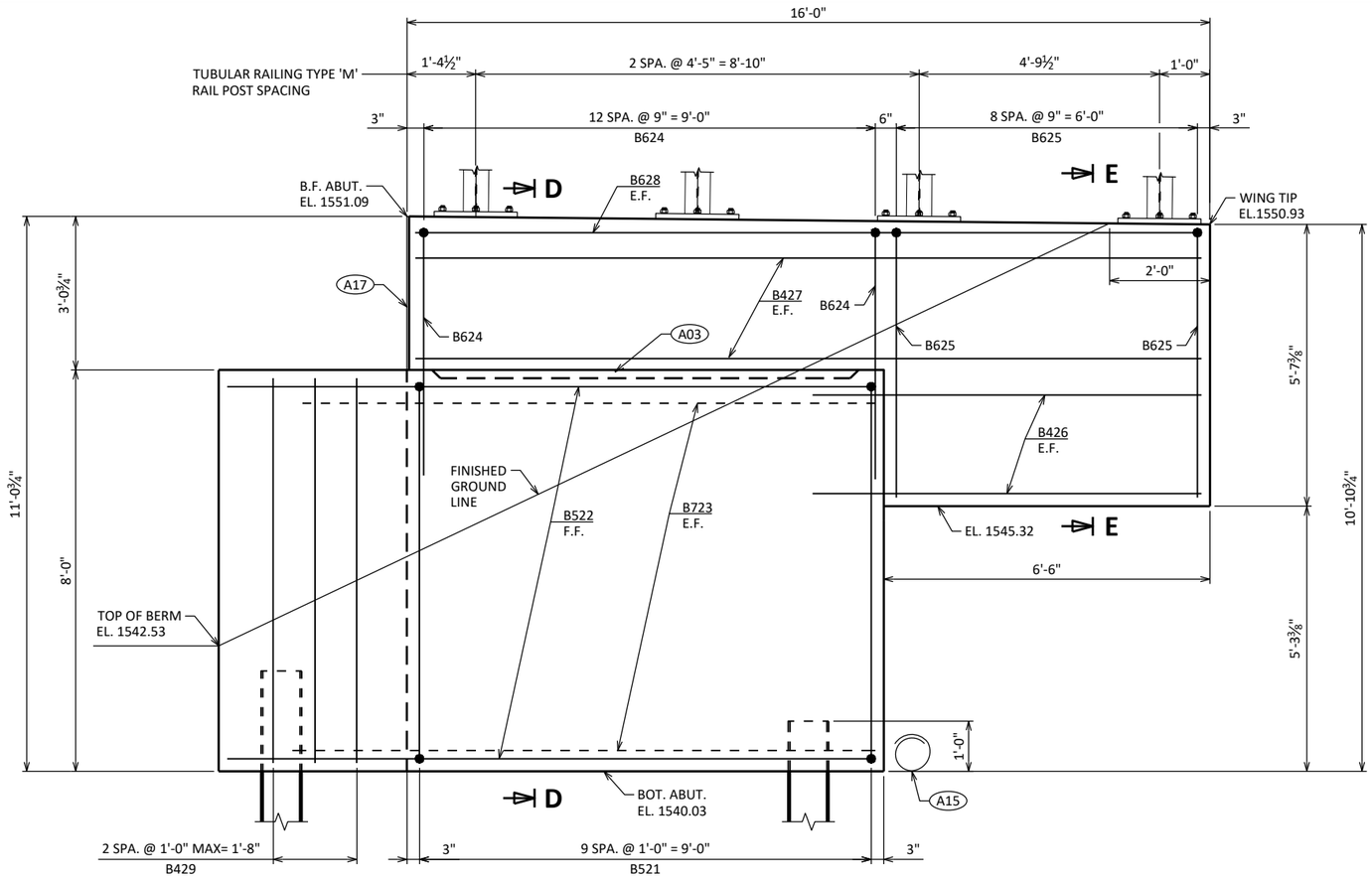
SHEET 10 OF 16

8

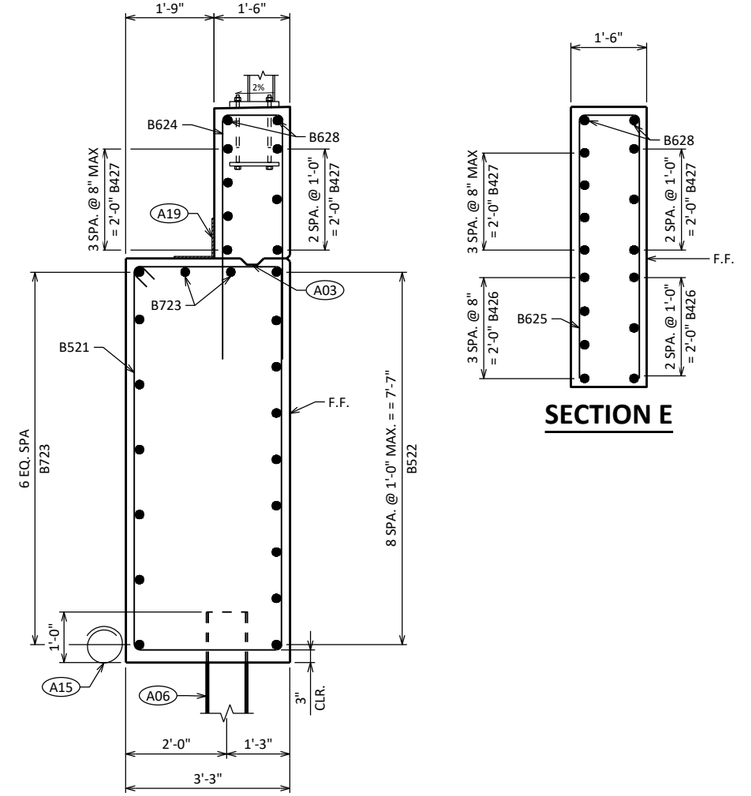
8

STATE PROJECT NUMBER

9874-00-70



ELEVATION - WING 4



SECTION D

SECTION E

A03 OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" RMW @ B.F. & ¾" "V" GROOVE @ F.F. IF JOINT IS USED).

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A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-43-67

DRAWN BY JMC | PLANS CK'D NBE

EAST ABUTMENT WING 4 DETAIL

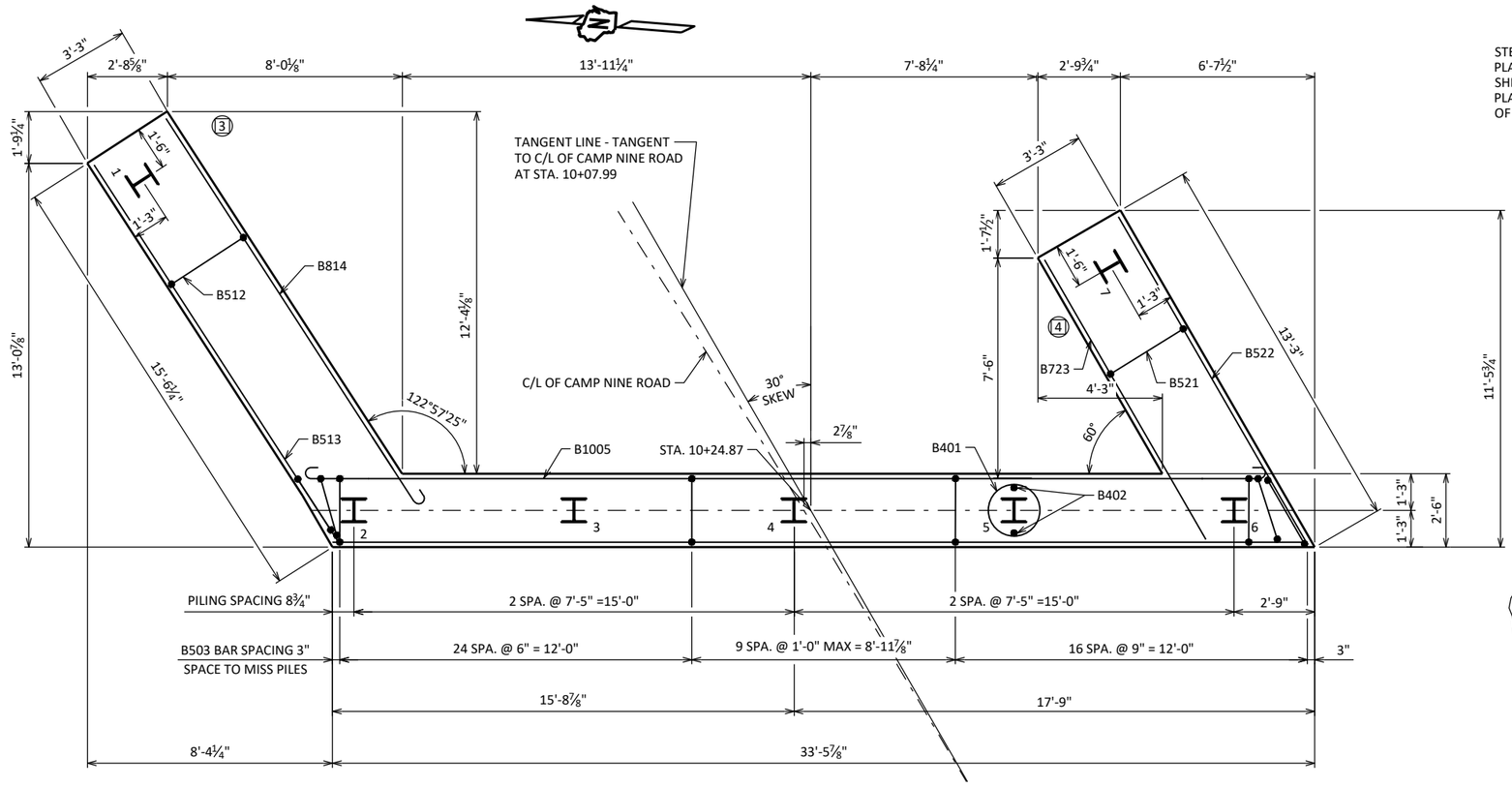
SHEET 11 OF 16

8

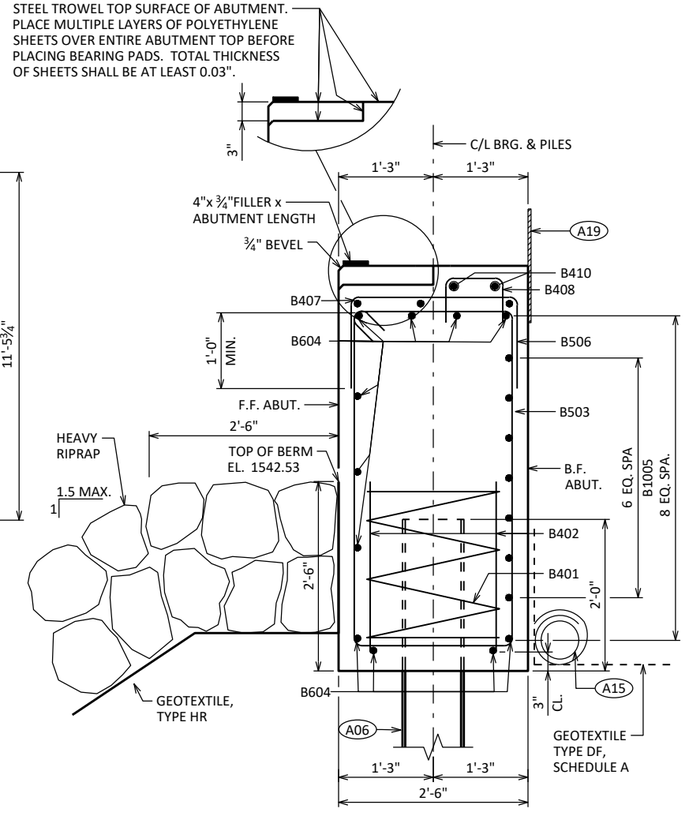
8

STATE PROJECT NUMBER

9874-00-70



PILE LAYOUT



SECTION THRU BODY

A06 SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 25'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 170 TONS PER PILE.

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-43-67

DRAWN BY JMC | PLANS CK'D NBE

EAST ABUTMENT PILE LAYOUT

SHEET 12 OF 16

54

STATE PROJECT NUMBER

9874-00-70

BILL OF BARS

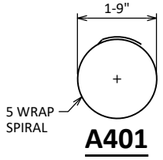
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A401		5	28'-0"	X		BODY @ PILES
A402		10	2'-3"			BODY @ PILES
A503		52	18'-6"	X		BODY VERT.
A604		11	33'-1"			BODY HORIZ. F.F.,TOP,BOT.
A1005		7	35'-9"	X		BODY HORIZ. B.F.
A506		14	5'-7"	X		BODY VERT. TOP
A407		3	13'-0"			BODY HORIZ. TOP
A408		18	3'-3"	X		BODY VERT. TOP
A409		8	4'-6"	X		BODY VERT. TOP @ WINGS
A410		2	33'-0"			BODY HORIZ. TOP
A411		2	3'-4"			BODY HORIZ. TOP F.F. @ WINGS
A512	X	14	21'-8"	X		WING 1 VERT
A513	X	8	15'-2"			WING 1 HORIZ. F.F.
A814	X	10	16'-1"	X		WING 1 HORIZ. B.F. & TOP
A615	X	19	10'-8"	X		WING 1 VERT.
A616	X	9	11'-1"	X		WING 1 VERT.
A417	X	7	7'-10"			WING 1 HORIZ. E.F.
A418	X	7	19'-7"			WING 1 HORIZ. E.F.
A619	X	2	19'-7"			WING 1 HORIZ. TOP
A420	X	2	7'-7"			BODY VERT. @ END @ WING 1
A521	X	10	20'-6"	X		WING 2 VERT.
A522	X	9	12'-9"			WING 2 HORIZ. F.F.
A723	X	9	11'-2"			WING 2 HORIZ. B.F. & TOP
A624	X	13	10'-6"	X		WING 2 VERT.
A625	X	9	10'-10"	X		WING 2 VERT.
A426	X	7	7'-10"			WING 2 HORIZ. E.F.
A427	X	7	15'-7"			WING 2 HORIZ. E.F.
A628	X	2	15'-7"			WING 2 HORIZ. TOP
A429	X	3	7'-0"			BODY VERT. @ END @ WING 2

BILL OF BARS

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

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B401		5	28'-0"	X		BODY @ PILES
B402		10	2'-3"			BODY @ PILES
B503		52	18'-6"	X		BODY VERT.
B604		11	33'-1"			BODY HORIZ. F.F., TOP, BOT.
B1005		7	35'-9"	X		BODY HORIZ. B.F.
B506		16	5'-7"	X		BODY VERT. TOP
B407		3	15'-0"			BODY HORIZ. TOP
B408		18	3'-3"	X		BODY VERT. TOP
B409		8	4'-6"	X		BODY VERT. TOP @ WINGS
B410		2	33'-0"			BODY HORIZ. TOP
B411		2	3'-4"			BODY HORIZ. TOP F.F. @ WINGS
B512	X	14	20'-6"	X		WING 3 VERT
B513	X	8	15'-2"			WING 3 HORIZ. F.F.
B814	X	10	16'-1"			WING 3 HORIZ. B.F. & TOP
B615	X	19	10'-4"	X		WING 3 VERT.
B616	X	9	10'-4"	X		WING 3 VERT.
B417	X	7	7'-10"			WING 3 HORIZ. E.F.
B418	X	7	19'-7"			WING 3 HORIZ. E.F.
B619	X	2	19'-7"			WING 3 HORIZ. TOP
B420	X	2	7'-0"			BODY VERT. @ END @ WING 3
B521	X	10	21'-8"	X		WING 4 VERT.
B522	X	9	12'-9"			WING 4 HORIZ. F.F.
B723	X	9	11'-0"			WING 4 HORIZ. B.F. & TOP
B624	X	13	10'-6"	X		WING 4 VERT.
B625	X	9	11'-2"	X		WING 4 VERT.
B426	X	7	7'-10"			WING 4 HORIZ. E.F.
B427	X	7	15'-7"			WING 4 HORIZ. E.F.
B628	X	2	15'-7"			WING 4 HORIZ. TOP
B429	X	3	7'-7"			BODY VERT. @ END @ WING 4



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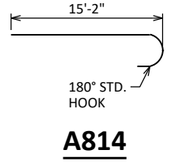

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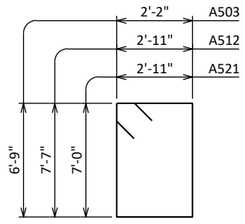
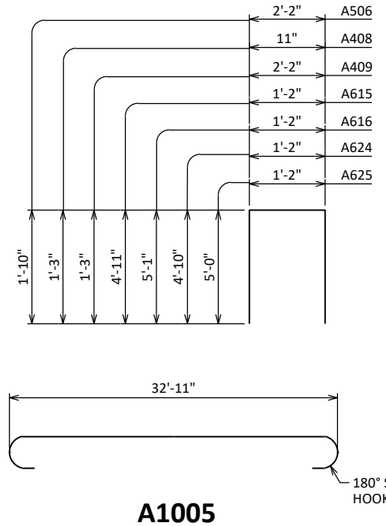


A503
A512
A521



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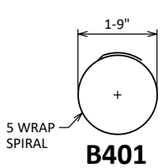

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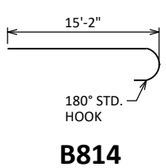

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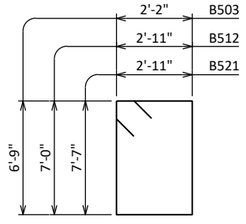

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B512
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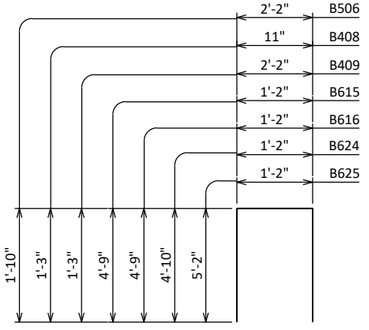
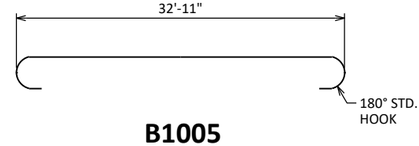




B1005

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-43-67

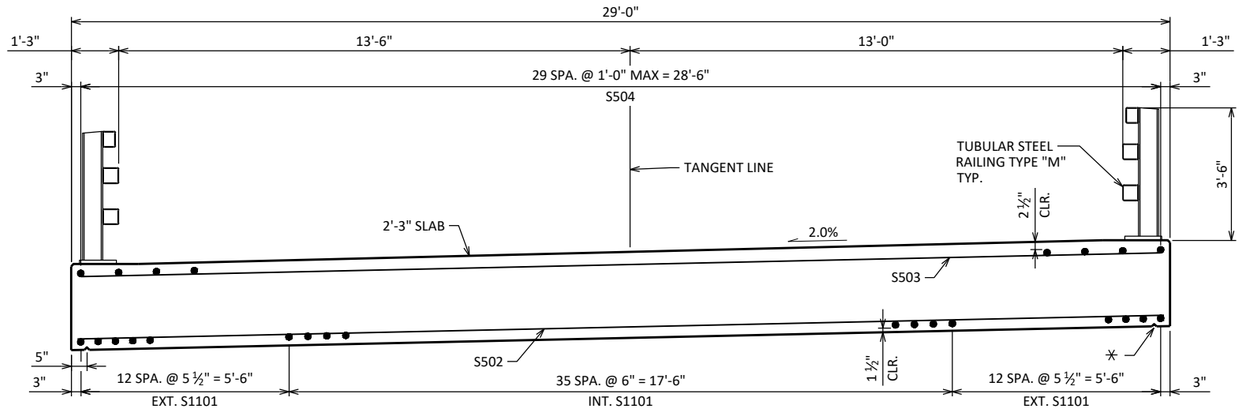
DRAWN BY JMC | PLANS CK'D NBE

ABUTMENT BILL OF BARS

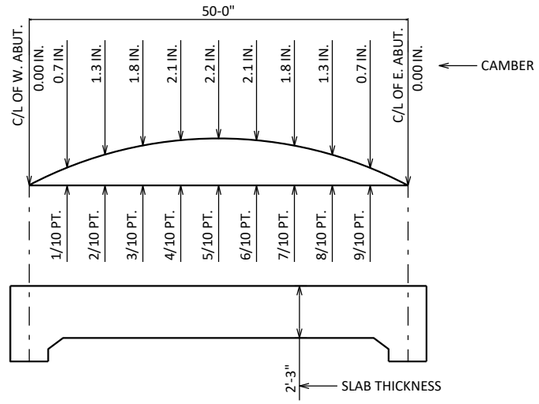
SHEET 13 OF 16

8

8



TYPICAL SECTION THRU BRIDGE



CAMBER AND SLAB THICKNESS DIAGRAM

CAMBER SHOWN IS BASED ON 3 TIMES DEAD LOAD DEFLECTIONS. CAMBER SPANS AS SHOWN TO PROVIDE FOR DEAD LOAD DEFLECTION AND FUTURE CREEP. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT.

TO DETERMINE FALSEWORK ELEVATION AT EDGE OF SLAB, CROWN OR REFERENCE LINE FOLLOW THIS PROCEDURE:

	TOP OF SLAB ELEVATION AT FINAL GRADE
LESS	SLAB THICKNESS
PLUS	CAMBER
PLUS	FORM SETTLEMENT/DEFLECTION DUE TO PLACEMENT OF SLAB CONCRETE (TO BE COMPUTED BY THE CONTRACTOR)
EQUALS	TOP OF SLAB FALSEWORK ELEVATION

TOP OF SLAB ELEVATIONS

LOCATION	C/L W. ABUT	1/10 PT.	2/10 PT.	3/10 PT.	4/10 PT.	5/10 PT.	6/10 PT.	7/10 PT.	8/10 PT.	9/10 PT.	C/L E. ABUT.
N. EDGE OF SLAB	1550.78	1550.75	1550.71	1550.68	1550.64	1550.60	1550.56	1550.51	1550.46	1550.41	1550.36
C/L CAMP NINE	1551.10	1551.08	1551.06	1551.02	1550.99	1550.96	1550.92	1550.88	1550.84	1550.79	1550.74
TANGENT LINE	1551.12	1551.09	1551.06	1551.02	1550.99	1550.96	1550.92	1550.88	1550.84	1550.79	1550.74
S. EDGE OF SLAB	1551.44	1551.42	1551.39	1551.36	1551.33	1551.30	1551.27	1551.23	1551.19	1551.15	1551.11

NOTES

* ¾" V-GROOVE REQ'D. EXTEND TO 6" FROM F.F. OF ABUT. BODY.

V-GROOVES ARE REQUIRED.

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

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

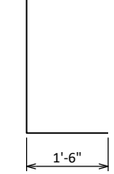
STATE PROJECT NUMBER

9874-00-70

BILL OF BARS

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

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S1101	X	60	47'-11"			SLAB LONG. BOT.
S502	X	97	33'-1"			SLAB TRANS. BOT.
S503	X	53	33'-1"			SLAB TRANS. TOP.
S504	X	30	50'-11"			SLAB LONG. TOP.
S505	X	58	8'-4"	X		SLAB @ ABUT. DIAPHRAGM STIRRUPS
S506	X	60	4'-0"	X		SLAB @ ABUT.
S407	X	48	3'-4"	X		SLAB @ ABUT. NOTCH
S408	X	4	25'-7"			SLAB @ ABUT. NOTCH
S609	X	16	4'-8"	X		SLAB @ END RAIL POSTS
S610	X	40	11'-3"	X		SLAB @ RAIL POST
S611	X	64	6'-0"			SLAB @ INT. RAIL POST



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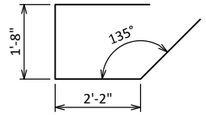

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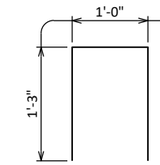

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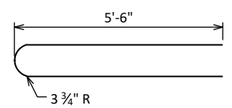

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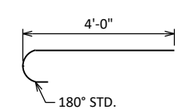


S609

SURVEY TOP OF SLAB ELEVATIONS

	W. ABUTMENT	5/10 PT.	E. ABUTMENT
N. EDGE OF SLAB			
TANGENT LINE			
S. EDGE OF SLAB			

PRIOR TO RELEASING SLAB FORMWORK, TAKE TOP OF DECK ELEVATIONS AT THE C/L OF ABUTMENTS, AND AT 5/10 PTS. TO VERIFY CAMBER. TAKE ELEVATIONS ALONG EDGE OF SLAB AND C/L.. RECORD ELEVATIONS IN THE TABLE ABOVE FOR THE "AS BUILT" PLANS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-43-67

DRAWN BY JMC | PLANS CK'D NBE

SUPERSTRUCTURE

SHEET 14 OF 16

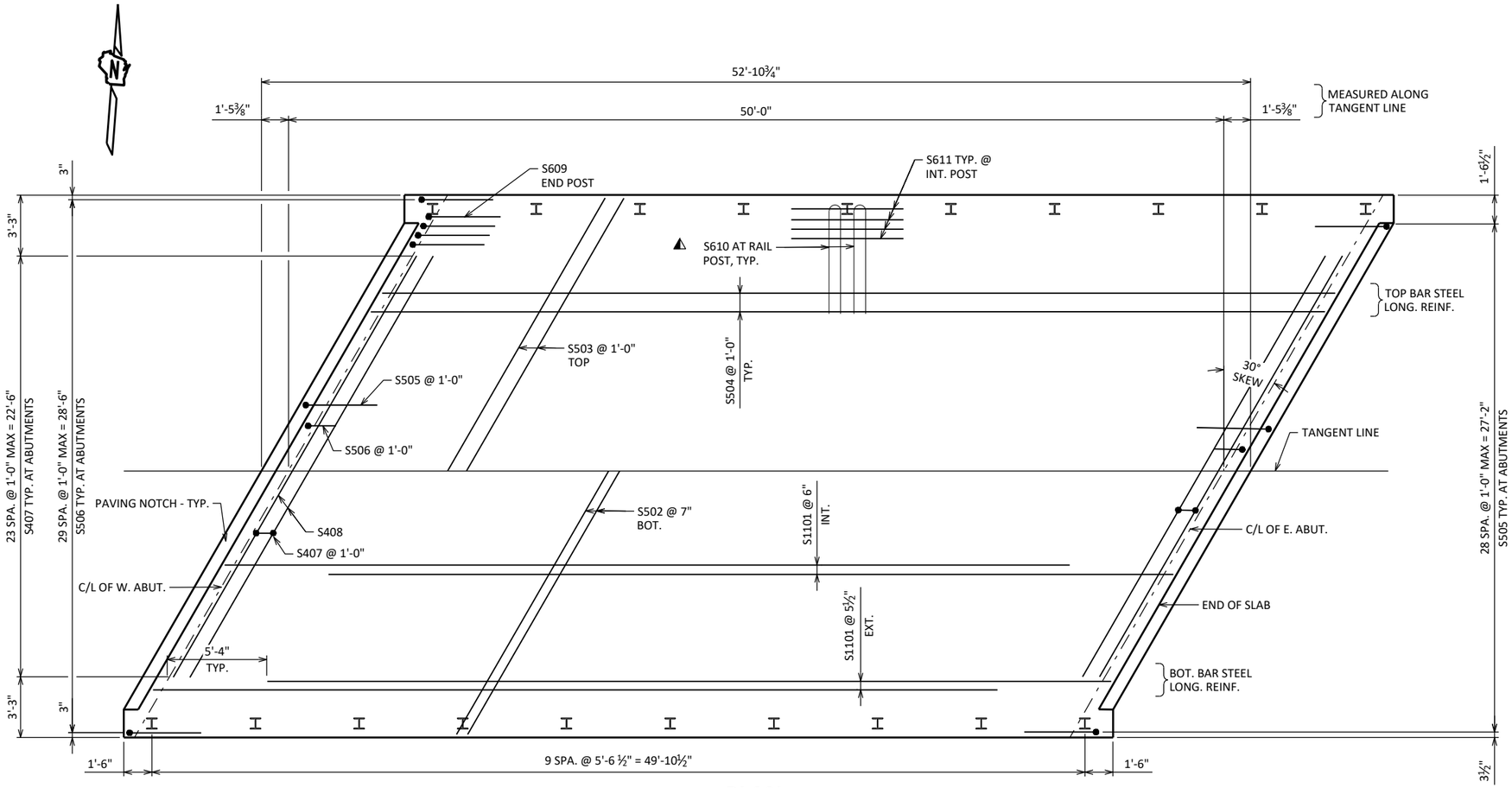
56

8

8

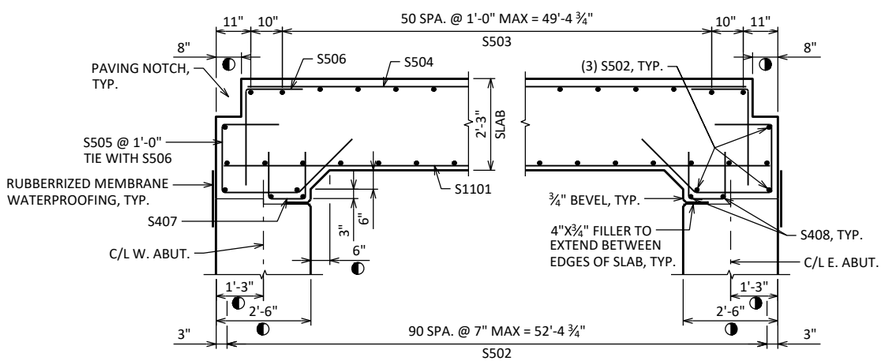
STATE PROJECT NUMBER

9874-00-70



PLAN

▲ PLACE BELOW AND TIE TO TOP MAT OF STEEL



LONGITUDINAL SECTION

DIMENSIONS ARE GIVEN PARALLEL TO TANGENT UNLESS OTHERWISE NOTED.

◐ MEASURED NORMAL TO THE C/L OF ABUTMENT. DIMENSIONS ARE TYPICAL FOR BOTH ABUTMENTS.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-43-67

DRAWN BY JMC | PLANS CK'D NBE

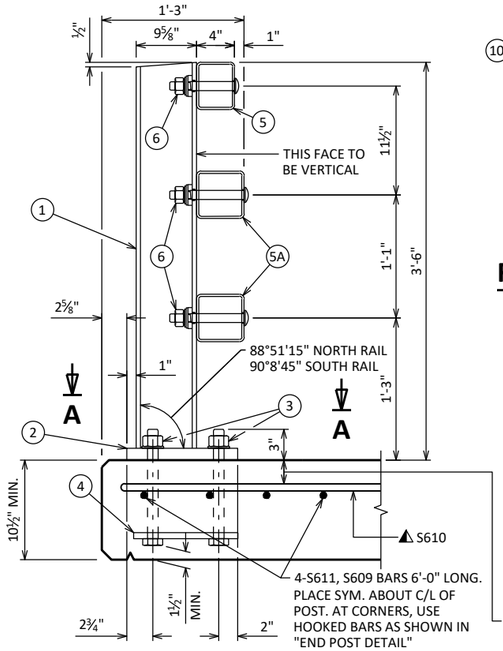
SUPERSTRUCTURE PLAN

SHEET 15 OF 16

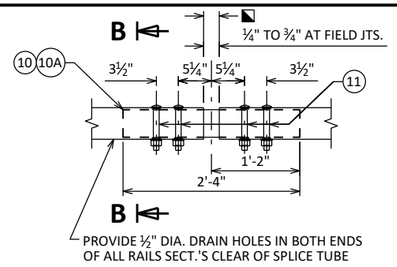
57

STATE PROJECT NUMBER

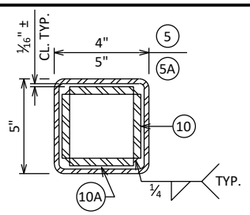
9874-00-70



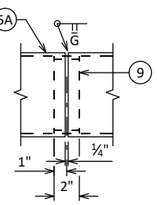
SECTION THRU RAILING ON DECK



FIELD ERECTION JOINT DETAIL

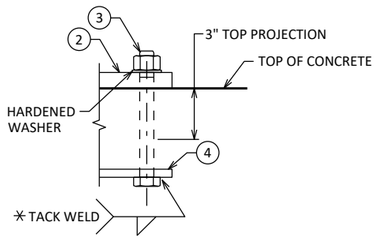


SECTION B-B

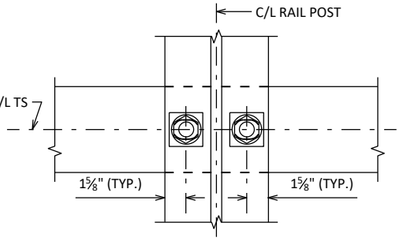


SHOP RAIL SPLICE DETAIL

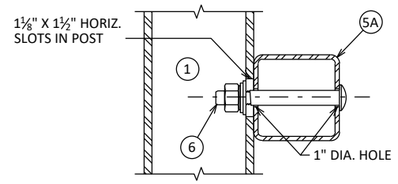
LOCATION MUST BE SHOWN ON SHOP DRAWINGS



ANCHOR BOLTS



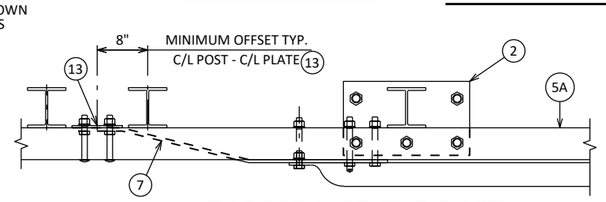
SECTION THRU POST WEB



SECTION THRU RAIL

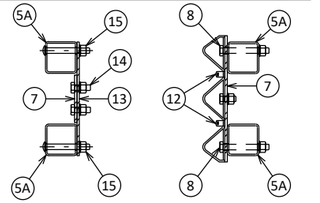
NOTE: CONNECTIONS AT LOWER RAILS SHOWN. CONNECTIONS AT TOP RAIL SIMILAR.

TYPICAL RAIL TO POST CONNECTIONS



TOP VIEW AT END POST

THRIE BEAM RAIL ATTACHMENT



SECTION C-C

SECTION D-D

LEGEND

1. W6 X 25 WITH 1⅛" X 1½" HORIZ. SLOTS ON EACH SIDE OF POST FOR BOLT NO. 6. CUT BOTTOM OF POST TO MATCH CROSS SLOPE OF ROADWAY. PLACE POST VERTICAL. PLACE POSTS NORMAL TO GRADE LINE.
2. PLATE 1¼" X 11¾" X 1'-8" WITH 1⁷⁄₁₆" DIA. OVERSIZED HOLES FOR ANCHOR BOLTS NO. 3. WELD TO NO. 1 AS SHOWN.
3. ASTM A449 - 1⅛" DIA. ANCHOR BOLTS WITH NUT AND HARDENED WASHER (ALL GALVANIZED). 5 REQ'D. PER POST. THREAD 3" AND PLACE NORMAL TO PLATE NO. 2. CHAMFER TOP OF BOLTS BEFORE THREADING. USE 1'-9" LONG IN ABUTMENT WINGS. AT POSTS ON CONCRETE SLAB SUPERSTRUCTURES WHERE THE SLAB THICKNESS IS > 16" USE 1'-3" LONG. USE 10¾" LONG AT ALL OTHER LOCATIONS. (AN EQUIVALENT THREADED ROD WITH NUTS AND HARDENED WASHERS MAY BE SUBSTITUTED FOR ANCHOR BOLTS IN WINGS IF REQ'D. FOR CONSTRUCTABILITY.)
4. ⅝" X 11" X 1'-8" ANCHOR PLATE (GALVANIZED) WITH 1³⁄₁₆" DIA. HOLES FOR ANCHOR BOLTS NO. 3
5. TS 5 X 4 X 0.25 STRUCTURAL TUBING. ATTACH TO NO. 1 WITH NO. 6.
5A. TS 5 X 5 X 0.25 STRUCTURAL TUBING. ATTACH TO NO. 1 WITH NO. 6.
6. ⅞" DIA. A325 SLOTTED ROUND HEAD BOLT WITH NUT, ³⁄₁₆" X 1⅝" X 1⅝" MIN. WASHER, AND LOCK WASHER (2 REQ'D. AT EACH RAIL TO POST LOCATION.)
7. ½" THK. BACK-UP PLATE WITH 2 - ⅞" X 1½" THREADED SHOP WELDED STUDS (NO. 12). BOLT TO RAIL AS SHOWN IN DETAIL. REQUIRED AT THRIE BEAM GUARD RAIL ATTACHMENTS ONLY. PLACE SYMMETRICALLY ABOUT TUBES NO. 5A.
8. 1" DIA. HOLES IN PLATE NO. 7 & TUBES NO. 5A FOR ⅞" DIA. A325 BOLTS WITH HEX NUTS AND WASHERS. 6 HOLES IN TUBES AND PLATE NO. 7.
9. SPLICE SLEEVE FABRICATED FROM ¼" PLATE. PROVIDE "SLIDING FIT".
10. ⅜" X 3⅝" X 2'-4" PLATE. 2 PER RAIL. USED IN NO. 5 & 5A.
10A. ⅜" X 2⅝" X 2'-4" PLATE USED IN NO. 5, ⅜" X 3⅝" X 2'-4" PLATE USED IN NO. 5A. 2 PER RAIL.
11. ⅞" DIA. A325 ROUND HEAD BOLT WITH NUT, WASHER, AND LOCK WASHER. USE ¹⁵⁄₁₆" X 1¼" LONGIT. SLOTTED HOLES AT FIELD JOINTS AND ¹⁵⁄₁₆" X 2¼" MIN. LONGIT. SLOTTED HOLES AT EXP. JOINTS IN PLATE NO. 10A.
12. ⅞" DIA. X 1½" LONG THREADED SHOP WELDED STUDS (2 REQ'D).
13. ⅜" X 8" X 1'-6" PLATE. BOLT TO RAIL AS SHOWN IN DETAIL. REQ'D. AT THRIE BEAM GUARD RAIL ATTACHMENTS ONLY. PLACE SYM. ABOUT TUBES NO. 5A.
14. ⅞" DIA. X 2" LONG A325 HEX BOLT WITH NUT AND WASHER (5 REQ'D.).
15. 1" DIA. HOLES IN TUBES NO. 5A FOR ⅞" DIA. A325 ROUND HEAD BOLT WITH NUT, WASHER AND LOCK WASHER (4 REQ'D.). 4 HOLES IN TUBES.

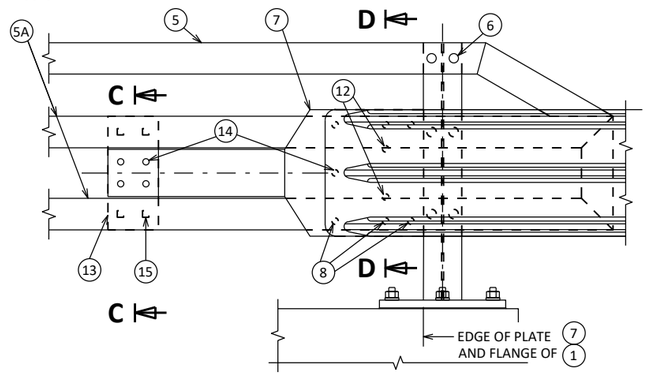
GENERAL NOTES

1. BID ITEM SHALL BE "RAILING TUBULAR TYPE M" WHICH INCLUDES ALL ITEMS SHOWN.
2. RAIL POST AND BASE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 50. HOLLOW RAILING STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A500 GRADE B OR C WITH A CERTIFIED FY = 50 KSI. ANCHOR PLATES, AND SPLICE TUBE PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 36.
3. THE NUT SECURING THE POST BASE PLATE TO THE CONCRETE SHALL BE TIGHTENED TO A SNUG FIT AND GIVEN AN ADDITIONAL ⅛ TURN.
4. RAILS SHALL BE CONTINUOUS OVER A MINIMUM OF THREE (3) POSTS WITHOUT SPLICES WHERE POSSIBLE. RAILS SHALL BE SPLICED IN A PANEL OVER EXPANSION JOINTS.
5. ENDS OF TUBE SECTIONS SHALL BE SAWED. GRIND SMOOTH EXPOSED EDGES. ALL CUT ENDS SHALL BE TRUE AND SMOOTH.
6. WELD IS THE SAME ON BOTH FLANGES. FLANGE WELD DOES NOT REQUIRE MAGNETIC PARTICLE TESTING.
7. FILL BOLT SLOT OPENINGS IN POST SHIMS AND PLATE NO. 2 AND CAULK AROUND PERIMETER OF PLATE NO. 2 WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. STEEL POST SHIMS MAY BE USED UNDER POSTS WHERE REQ'D. FOR ALIGNMENT.
8. POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.
9. ALL MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, ALL STEEL RAILING POSTS & STEEL TUBING SHALL BE GIVEN A NO. 6 BLAST CLEANING BY SSPC SPECIFICATIONS.

SECTION A-A

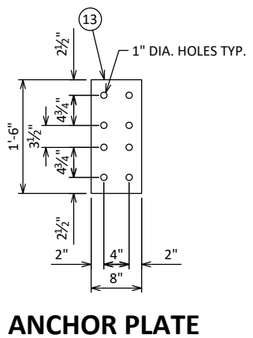
END POST DETAIL

REINFORCEMENT AT CORNERS



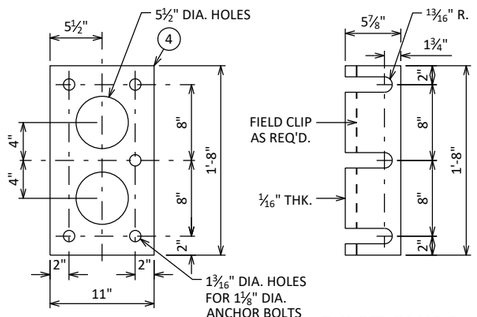
DETAIL AT END POST

THRIE BEAM RAIL ATTACHMENT



ANCHOR PLATE

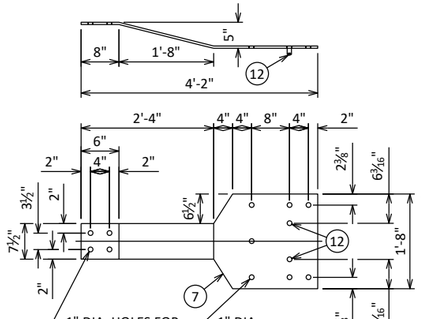
AT BEAM GUARD ATTACHMENT



ANCHOR PLATE

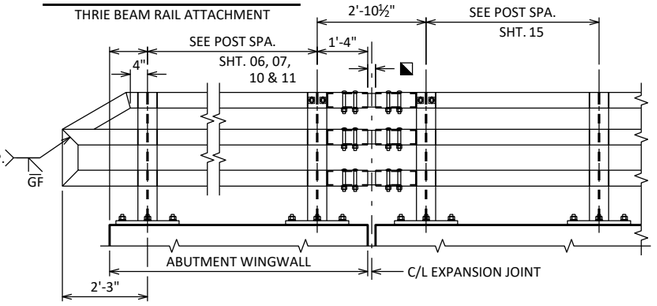
AT RAIL TO DECK CONNECTION

POST SHIM DETAIL



BACK-UP PLATE DETAIL

AT BEAM GUARD ATTACHMENT



PART ELEVATION OF RAILING

▲ TIE TO TOP MAT OF STEEL.

✳ ANCHOR BOLT ASSEMBLY MAY BE TACK WELDED, EITHER IN THE SHOP, OR IN THE FIELD AFTER THE ANCHOR PLATE IS PLACED.

◥ RDWY. OPENING OR 2½" MIN. FOR STRIP SEAL EXP. JOINT & (¼" TO ¾") OPENING FOR A1 ABUTMENT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-43-67

DRAWN BY JMC | PLANS CK'D NBE

TUBULAR STEEL RAILING TYPE "M"

SHEET 16 OF 16

58

SCALE = 2.00

8

8

EARTHWORK - CAMP NINE ROAD

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3		1.00 NOTE 1	1.30	1.50 NOTE 4	NOTE 8
8+00.00	0.00	28.75	3.38	0.00	0.00	0	0	0	0	0	0	0	0
8+50.00	50.00	38.93	3.40	0.31	0.00	63	6	0	0	63	0	0	57
9+00.00	50.00	41.99	3.42	10.10	0.00	75	6	10	0	138	0	0	113
9+46.36	46.36	38.35	3.70	17.37	0.00	69	6	24	0	207	0	0	145
B-43-0067													
10+54.71	0.00	30.23	3.78	16.11	27.50	0	0	0	0	207	0	0	145
11+00.00	45.29	27.15	3.40	17.36	21.20	48	6	28	41	255	0	62	150
11+50.00	50.00	29.96	3.38	8.85	25.70	53	6	24	43	308	0	126	166
12+00.00	50.00	29.99	3.36	0.00	0.00	56	6	8	24	364	0	162	206
						364	36	94	108				

Notes:	
1 - Cut	Cut includes Salvaged/Unusable Pavement material
2 - Salvaged/Unusable Pavement Material	This does not show up in cross sections
3 - Fill	Does not include Unusable Pavement Exc volume
8 - Mass Ordinate	Cut - Unusable Pavement Material - (Fill * Fill Factor)

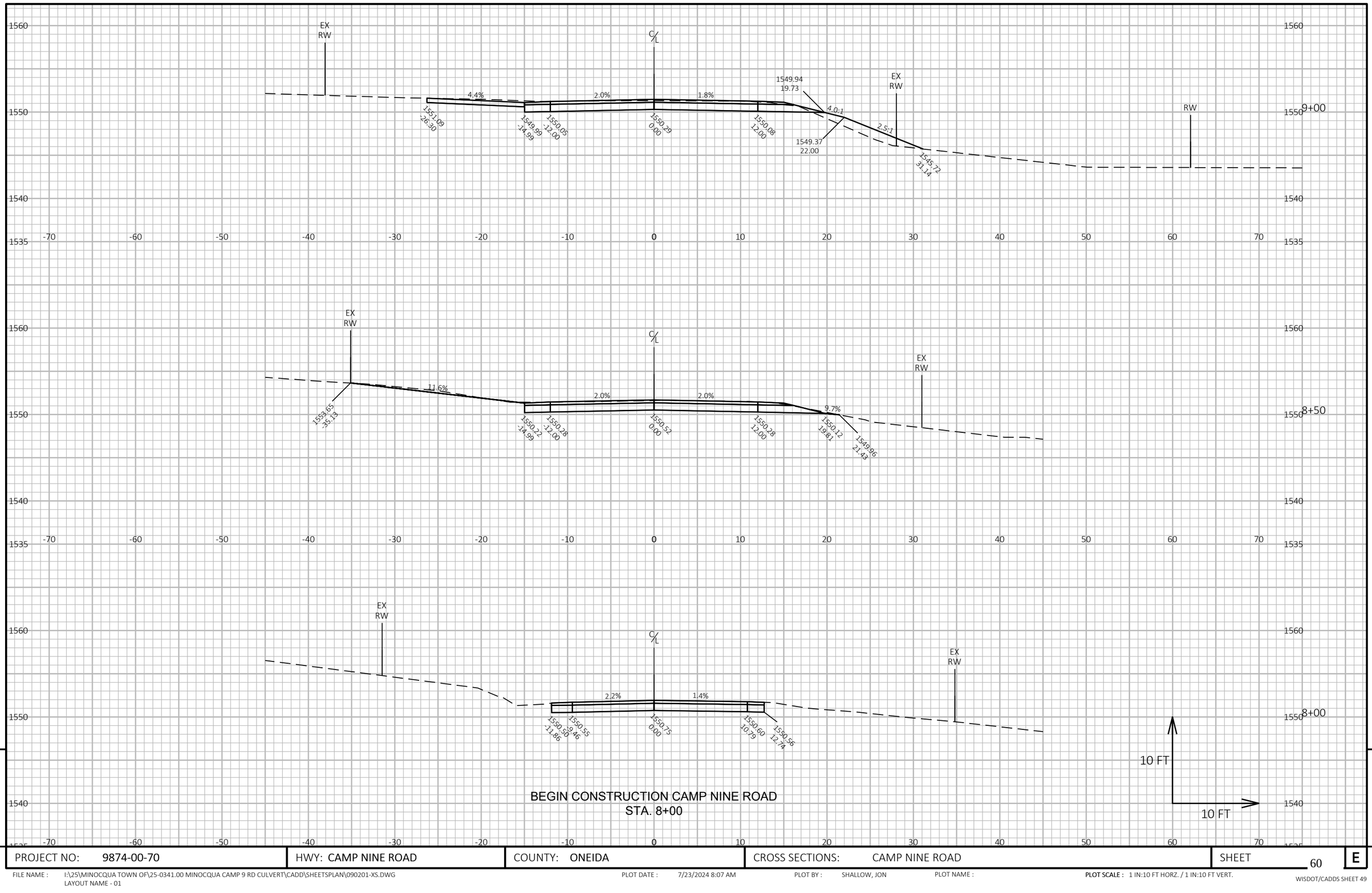
9

9

PROJECT NO: 9874-00-70	HWY: CAMP NINE ROAD	COUNTY: ONEIDA	EARTHWORK DATA	SHEET 59	E

FILE NAME : I:\25\MINOCQUA TOWN OF\25-0341.00 MINOCQUA CAMP 9 RD CULVERT\CADD\SHEETSPLAN\090101-EW.DWG
LAYOUT NAME - 01

PLOT DATE : 7/23/2024 8:06 AM PLOT BY : SHALLOW, JON PLOT NAME : PLOT SCALE : 1" = 1'



BEGIN CONSTRUCTION CAMP NINE ROAD
STA. 8+00

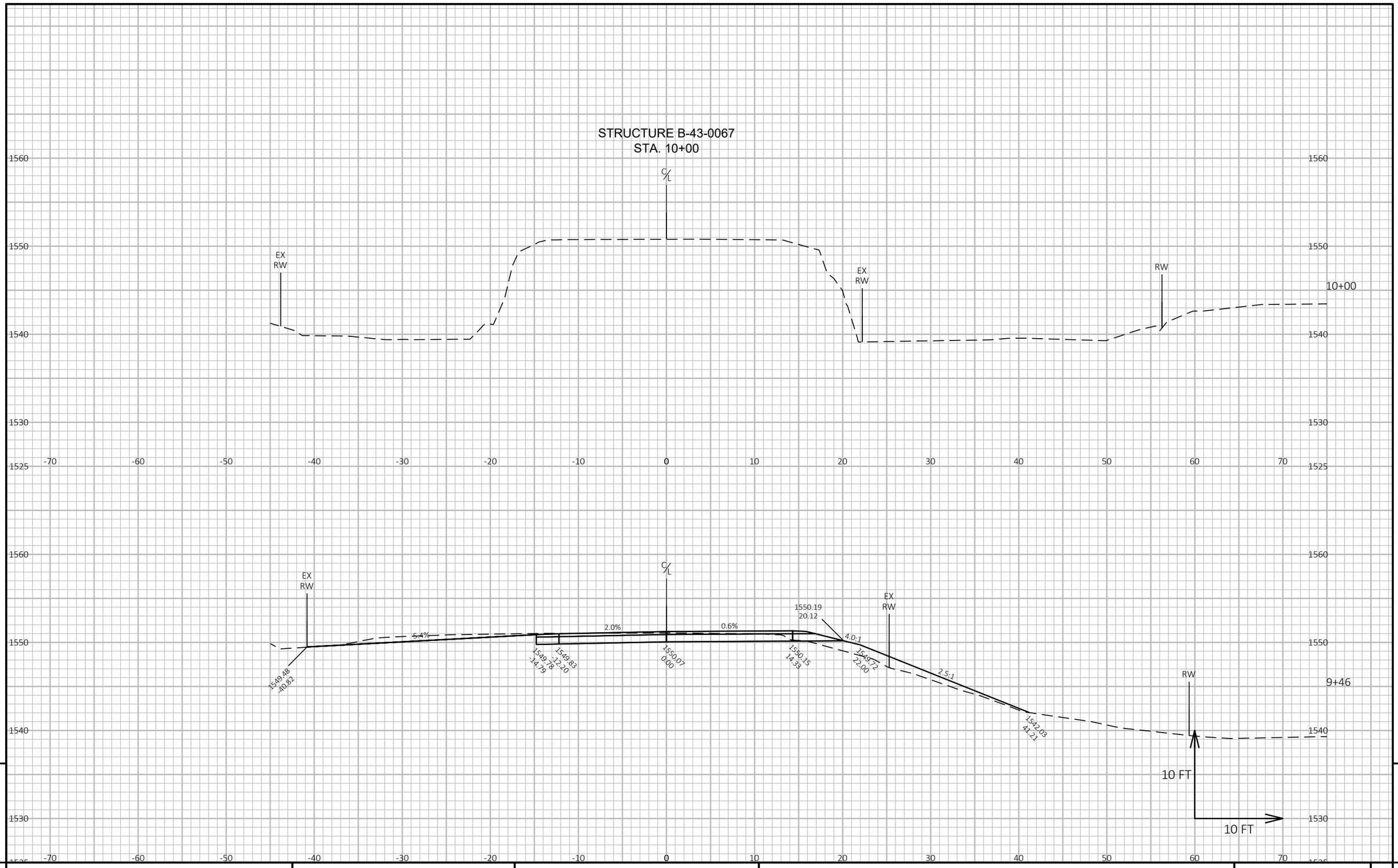
PROJECT NO: 9874-00-70	HWY: CAMP NINE ROAD	COUNTY: ONEIDA	CROSS SECTIONS: CAMP NINE ROAD	SHEET 60	E

FILE NAME : I:\25\MINOCQUA TOWN OF\25-0341.00 MINOCQUA CAMP 9 RD CULVERT\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 7/23/2024 8:07 AM PLOT BY : SHALLOW, JON PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

STRUCTURE B-43-0067
STA. 10+00

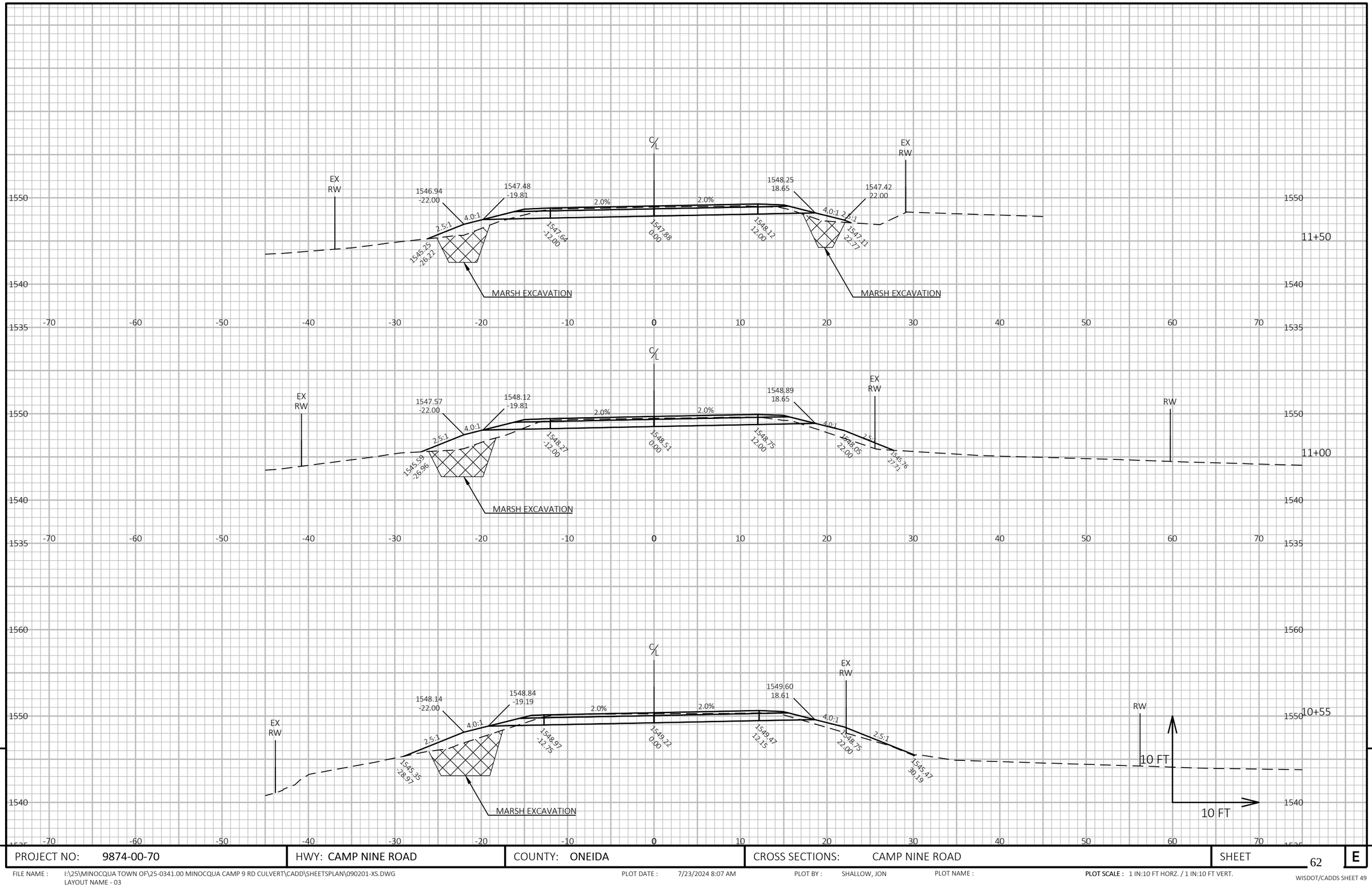


PROJECT NO: 9874-00-70	HWY: CAMP NINE ROAD	COUNTY: ONEIDA	CROSS SECTIONS: CAMP NINE ROAD	SHEET 61 E

FILE NAME : I:\25\MINOCQUA TOWN OF\25-0341.00 MINOCQUA CAMP 9 RD CULVERT\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 7/23/2024 8:07 AM PLOT BY : SHALLOW, JON PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



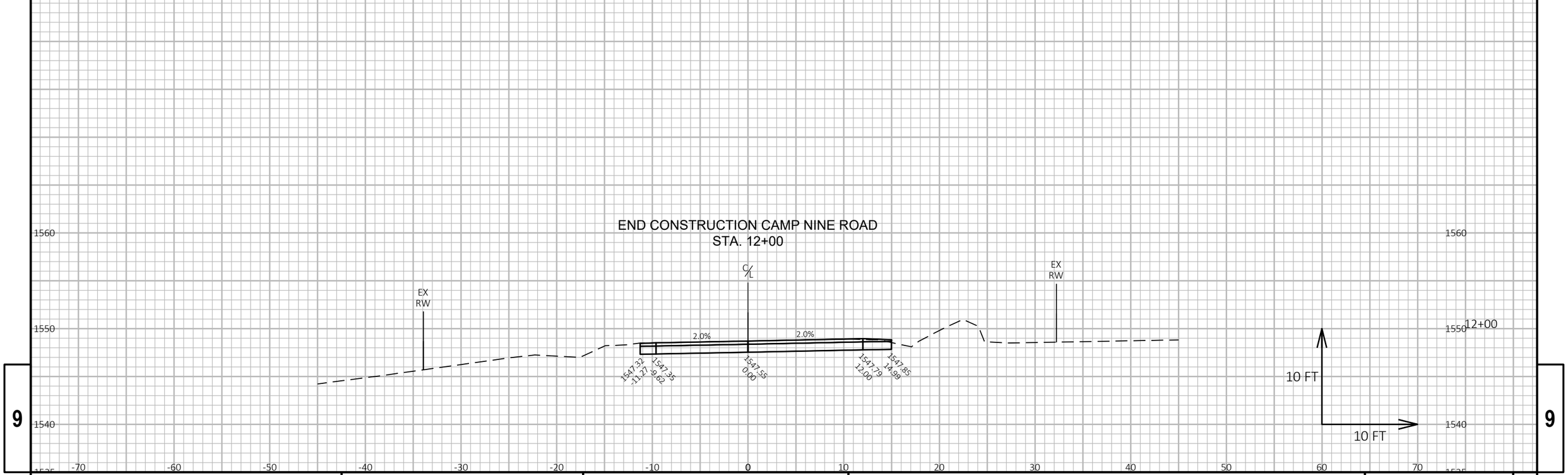
PROJECT NO: 9874-00-70	HWY: CAMP NINE ROAD	COUNTY: ONEIDA	CROSS SECTIONS: CAMP NINE ROAD	SHEET 62 E

FILE NAME : I:\25\MINOCQUA TOWN OF\25-0341.00 MINOCQUA CAMP 9 RD CULVERT\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 7/23/2024 8:07 AM PLOT BY : SHALLOW, JON PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

END CONSTRUCTION CAMP NINE ROAD
STA. 12+00



PROJECT NO: 9874-00-70	HWY: CAMP NINE ROAD	COUNTY: ONEIDA	CROSS SECTIONS: CAMP NINE ROAD	SHEET 63	E

FILE NAME : I:\25\MINOCQUA TOWN OF\25-0341.00 MINOCQUA CAMP 9 RD CULVERT\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 7/23/2024 8:07 AM PLOT BY : SHALLOW, JON PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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through innovation and exceptional service.

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