

NOT IN A DRAWER yet

# STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

## PLAN OF PROPOSED IMPROVEMENT

### EAST SECOND STREET, CITY OF SUPERIOR

BLUFF CREEK BRIDGE  
U.S.H. 2 & 53  
DOUGLAS COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1190-07-73	MAFO18(46)	1
1190-07-74	MAFO18(46)	1
1190-08-77	-	-

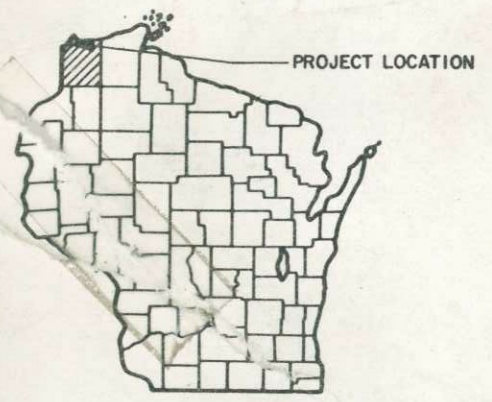
#### Index of Sheets

Sheet No.	Title
1	Title
2-2.15	Typical Sections and Details
3-3.4	Estimate of Quantities
3A-3F	Miscellaneous Quantities
4-4.5	Right of Way Plat
5-5.20	Plan and Profile
6-6.35	Standard Detail Drawings
-	Standard Sign Plates
8-8.10	Structure Plans
-	Computer Earthwork Data
9-9.53	Cross Sections

TOTAL SHEETS = 156

#16

DOUGLAS



STATE PROJECT NUMBER  
**1190-07-73 & 74,**

STATE PROJECT NUMBER  
**1190-08-77**

7297-868

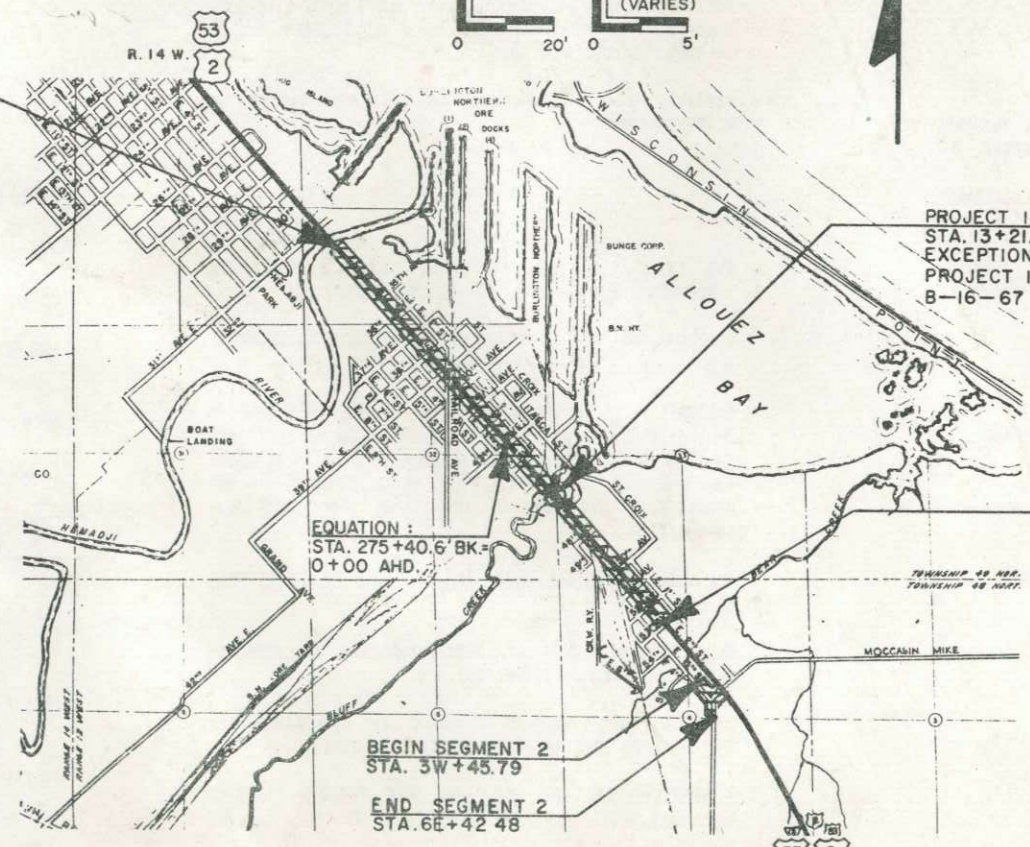


#### Design Designation

A.D.T. (1989)	= 19,490
A.D.T. (2009)	= 25,750
D.H.V. (2009)	= 2,781
D.	= 60/40
T.	= 7%
V.	= 40 M.P.H.
CLASS	= S-3

#### Special Signs

Caution Symbol (Combustible fluids under pressure)	
Railroads	
Fence	
Culverts in Place	
Culverts Required	
Power Pole	
Telephone or Telegraph Pole	
Right of Way Markers	
Marsh	
Flooded Area	
Grade Elevation	



Net Length of Centerline = 2.035 Mi. PROJECT 1190-07-73  
0.015 Mi. PROJECT 1190-08-77

#### COORDINATE NOTE:

ALL COORDINATES ARE REFERENCED TO THE WISCONSIN COORDINATE SYSTEM CENTRAL ZONE AND SCALED FROM U.S.G.S. TOPOGRAPHIC MAP SUPERIOR, WI., 1983, 7.5 MINUTE WISCONSIN QUADRANGLE FOR IDENTIFICATION ONLY.

APPROVED FOR  
CITY OF SUPERIOR  
10-7-88  
DATE  
DIRECTOR OF PUBLIC WORKS



10/21/88  
DATE

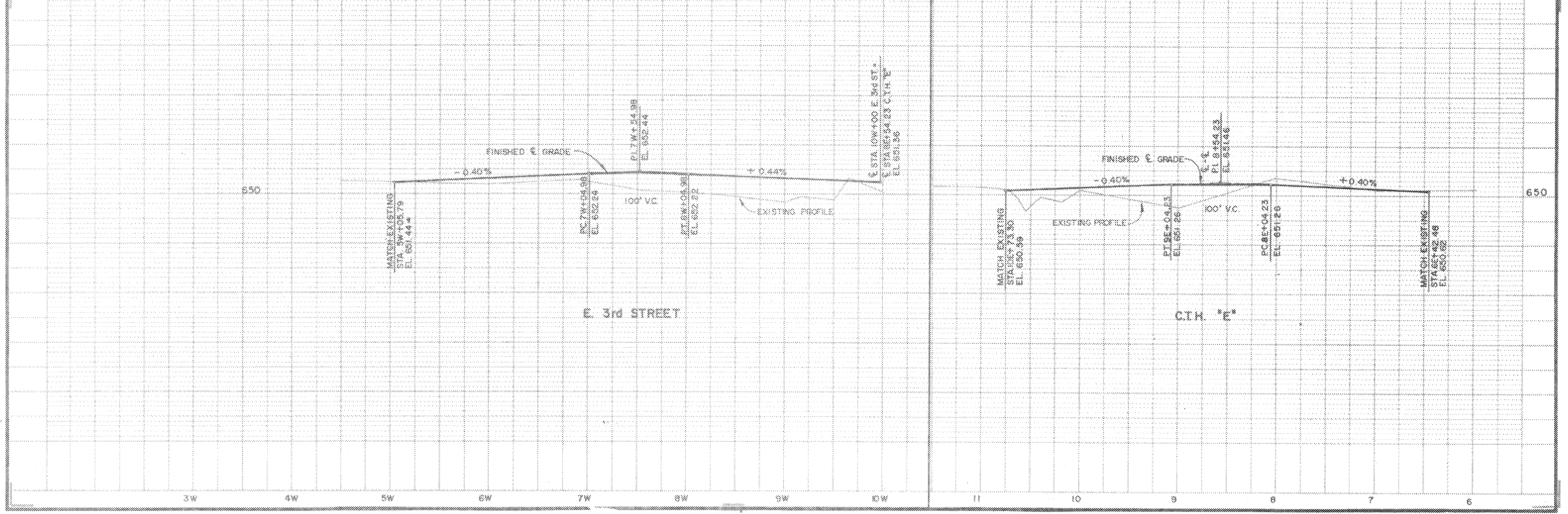
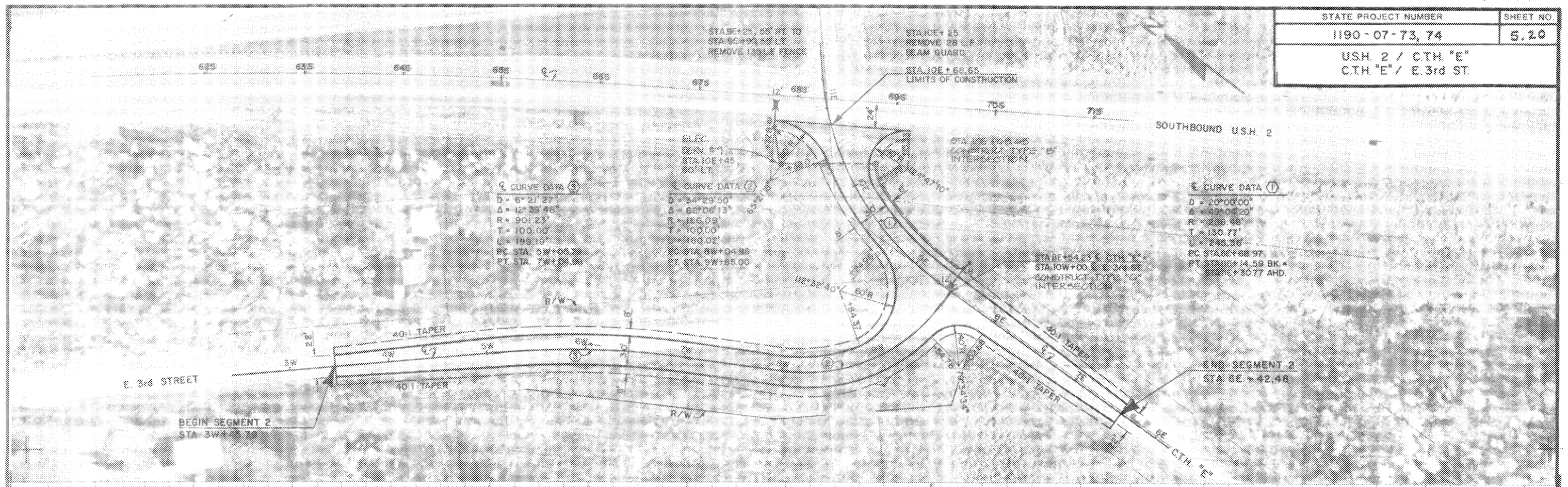
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION  
Surveyor \_\_\_\_\_ District Checker \_\_\_\_\_  
Designer \_\_\_\_\_ C. O. Checker Rlc  
District Supervisor \_\_\_\_\_ C. O. Coordinator \_\_\_\_\_

Approved:  
Date 10-7-88 Greg Piette  
District Transportation Director  
Approved:  
Date 11-1-88 [Signature]  
STATE TRAFFIC ENGINEER FOR HWY.  
APPROVED:  
11/8/88 R. W. Bury  
STATE DESIGN ENGINEER FOR HWY.

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
REGION 5 WISCONSIN DIVISION  
Approved:  
Date \_\_\_\_\_ Division Administrator

1190-8-71

STATE PROJECT NUMBER	SHEET NO.
1190-07-73, 74	5.20
USH 2 / CTH "E" CTH "E" / E.3rd ST.	



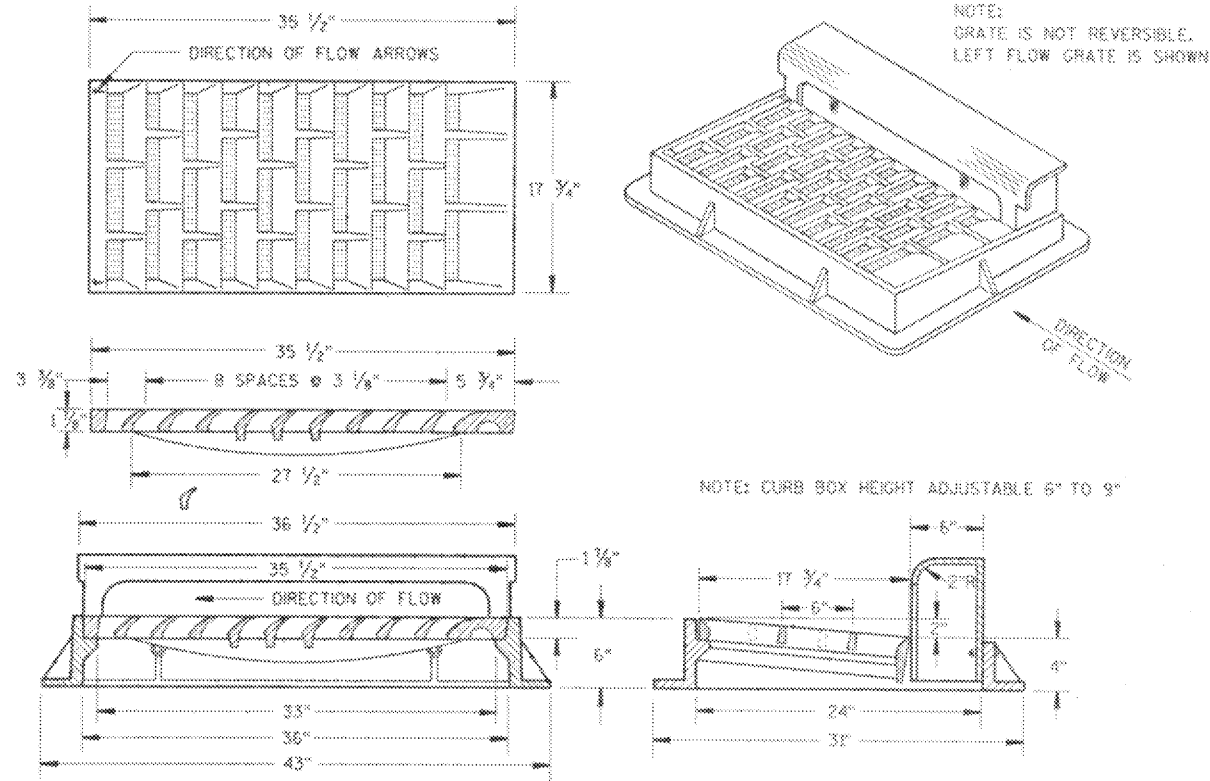
**GENERAL NOTES**

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.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

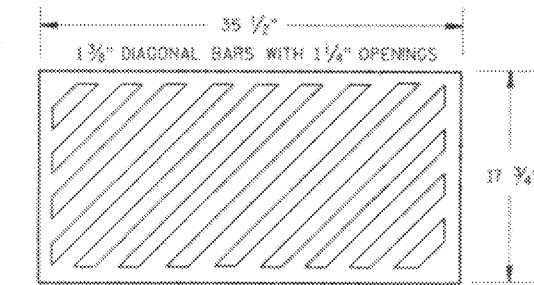
ALL CATCH BASIN, MANHOLE AND INLET COVERS WHICH ARE PLACED IN VEHICULAR TRAFFIC AREAS SHALL BE "NON-ROCKING" TYPE.

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

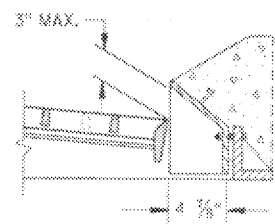


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

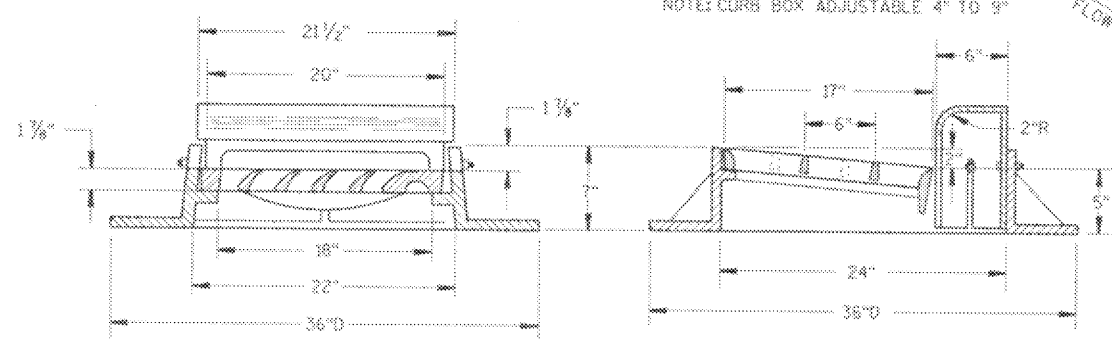
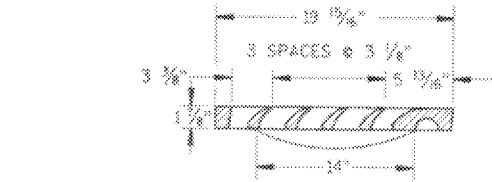
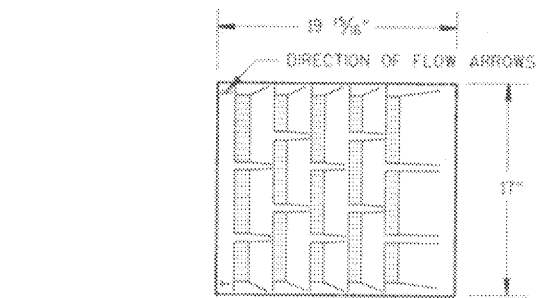
**TYPE "H"**  
(APPROXIMATE WEIGHT 510 LBS.)



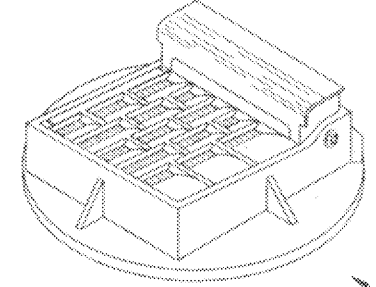
**SPECIAL GRATE NO. 1**  
(APPROXIMATE WEIGHT 175 LBS.)  
(NOTE AS TYPE H) ON DRAINAGE TABLE)



**MOUNTABLE CURB BOX FOR TYPES "A" & "H" COVERS**

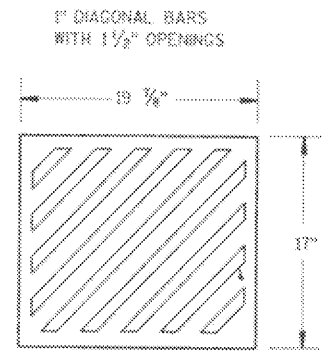


**TYPE "A"**  
(APPROXIMATE WEIGHT 410 LBS.)

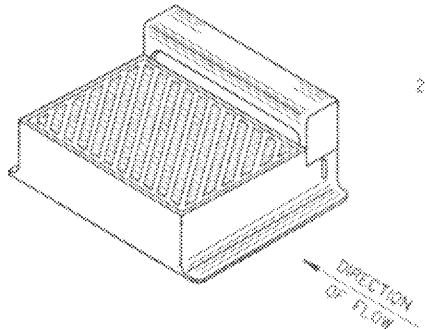


NOTE: CURB BOX ADJUSTABLE 4" TO 9"

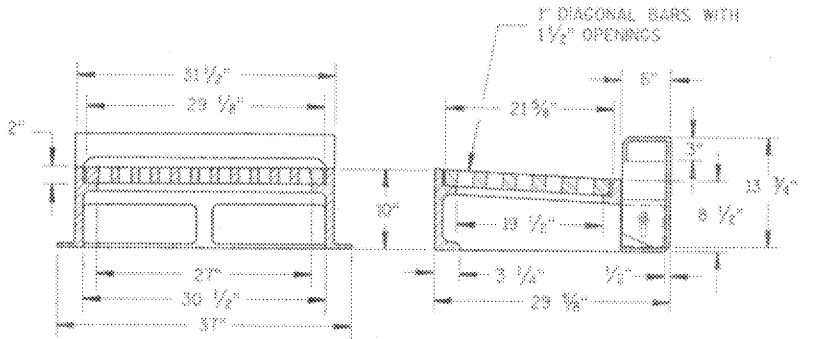
NOTE: GRATE IS NOT REVERSIBLE LEFT FLOW GRATE IS SHOWN



**SPECIAL GRATE NO. 1**  
(APPROXIMATE WEIGHT 85 LBS.)  
(NOTE AS TYPE A) ON DRAINAGE TABLE)

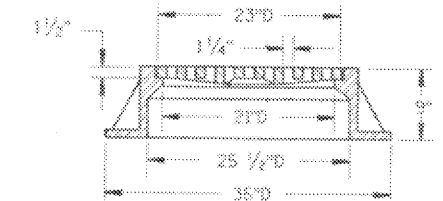
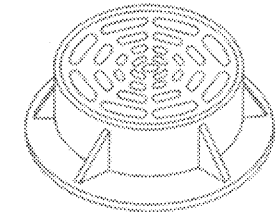


DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



**TYPE "WM"**  
(APPROXIMATE WEIGHT 650 LBS.)

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"



**TYPE "C"**  
(APPROXIMATE WEIGHT 365 LBS.)

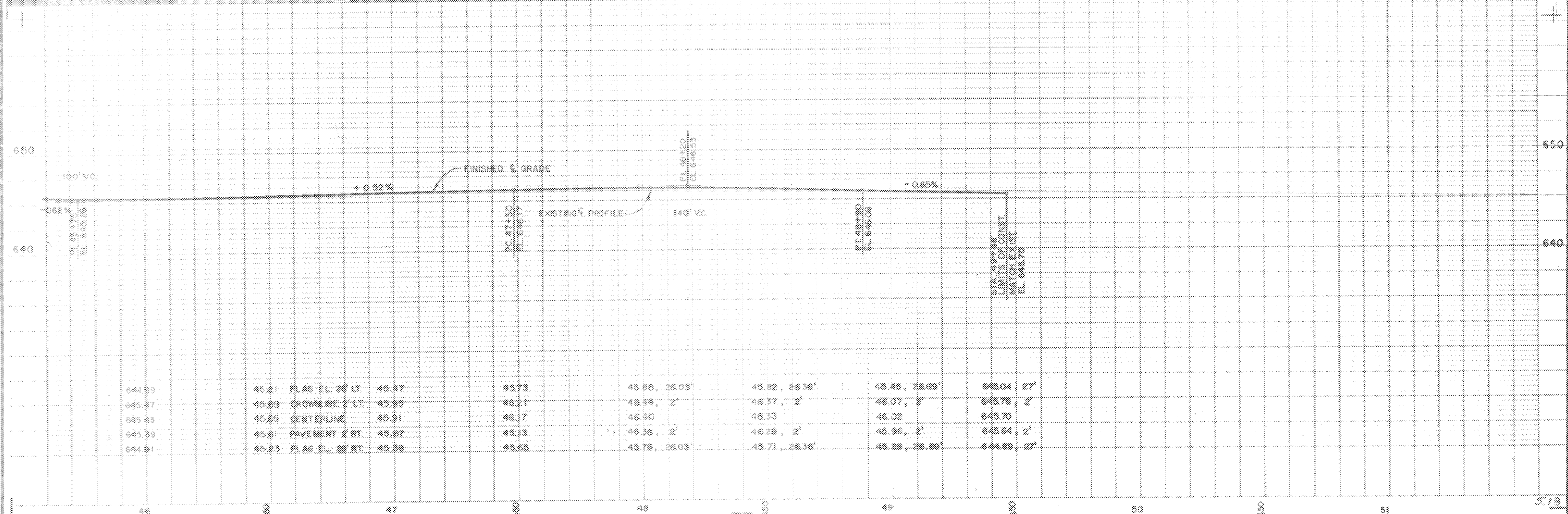
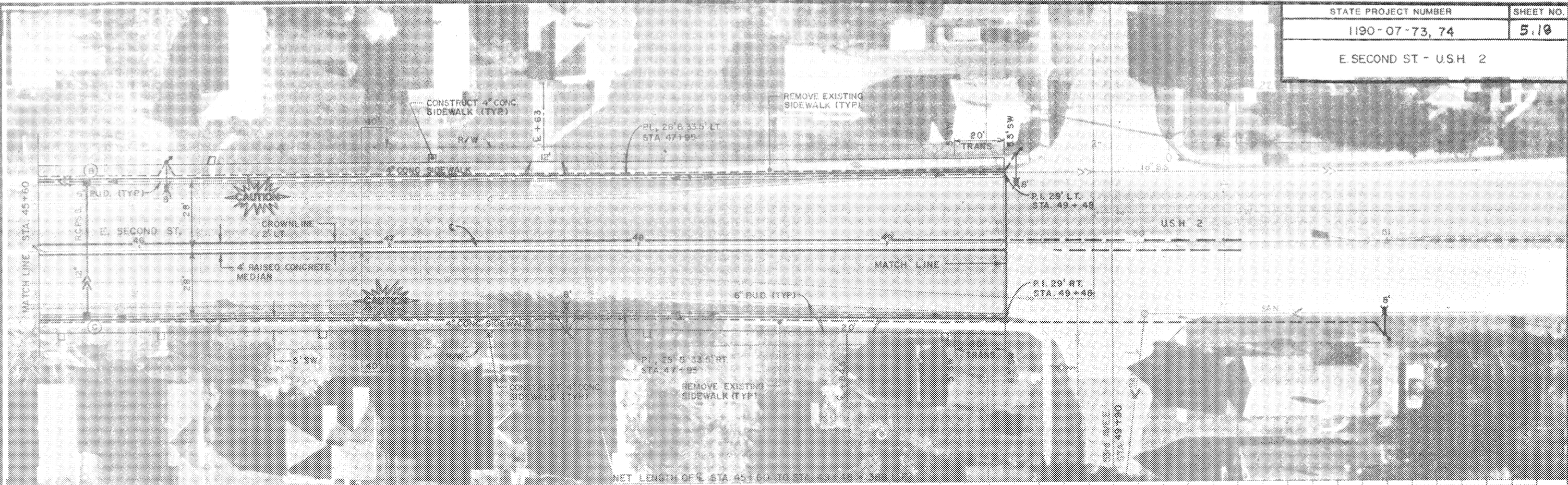
**INLET COVERS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

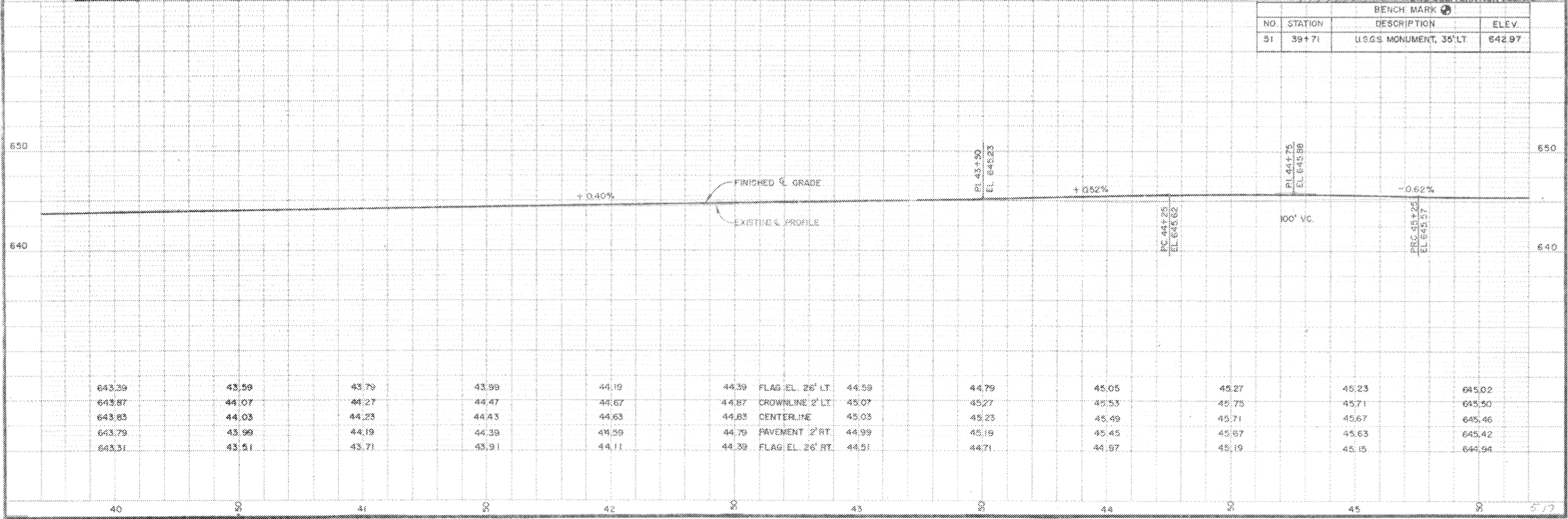
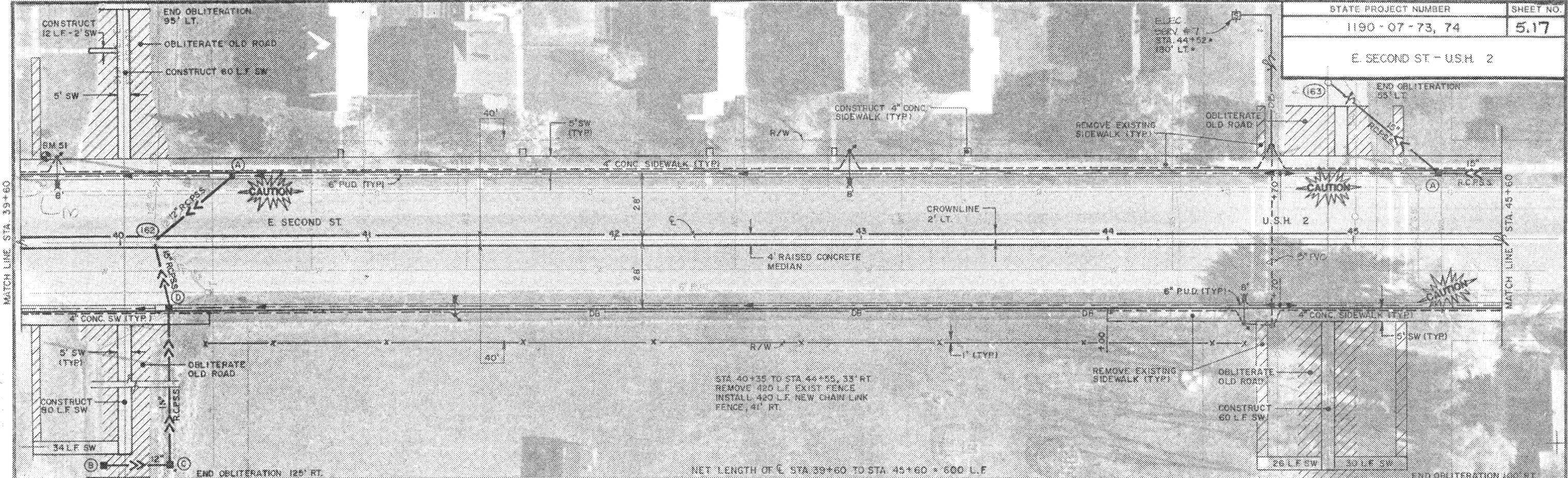
APPROVED  
8-11-88  
DATE  
STATE DESIGN ENGINEER FOR HWYS  
FHWA

S.D.D. 8 A 5-60

STATE PROJECT NUMBER	SHEET NO.
1190-07-73, 74	510
E SECOND ST - USH 2	

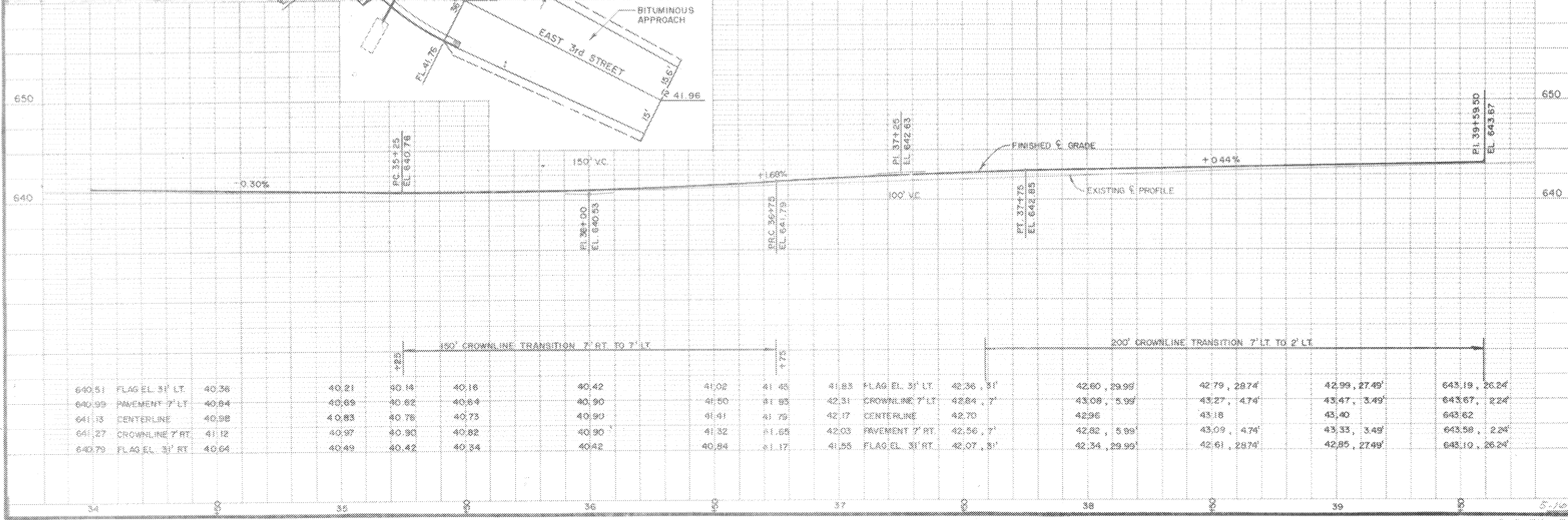
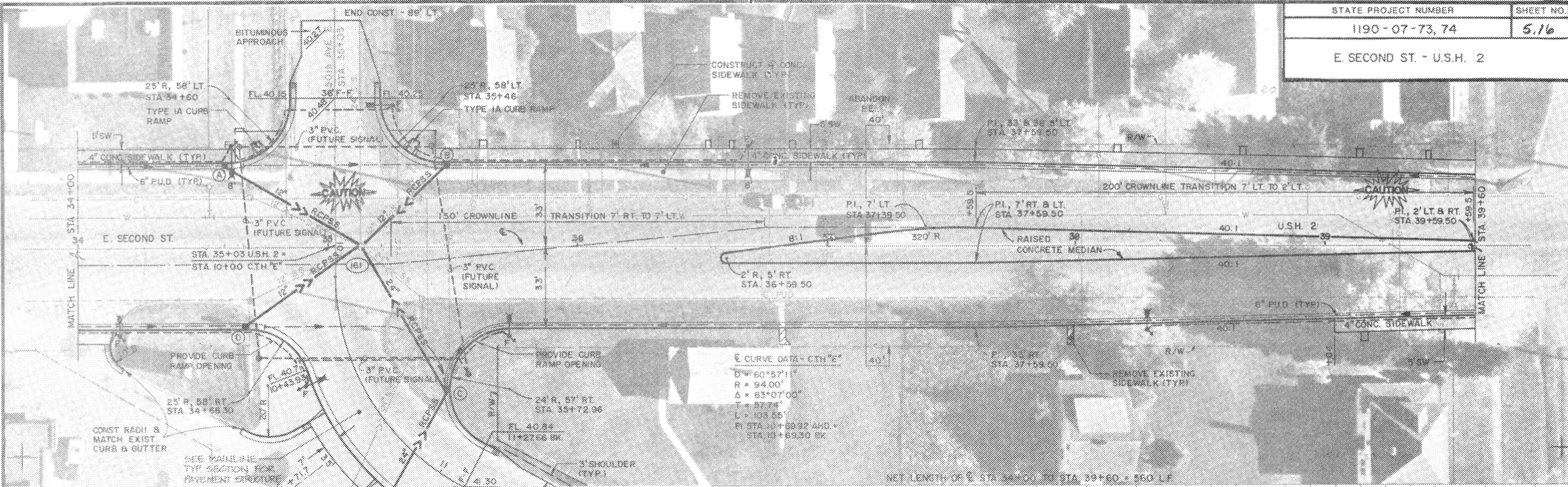


STATE PROJECT NUMBER	SHEET NO.
1190-07-73, 74	5.17
E. SECOND ST - U.S.H. 2	



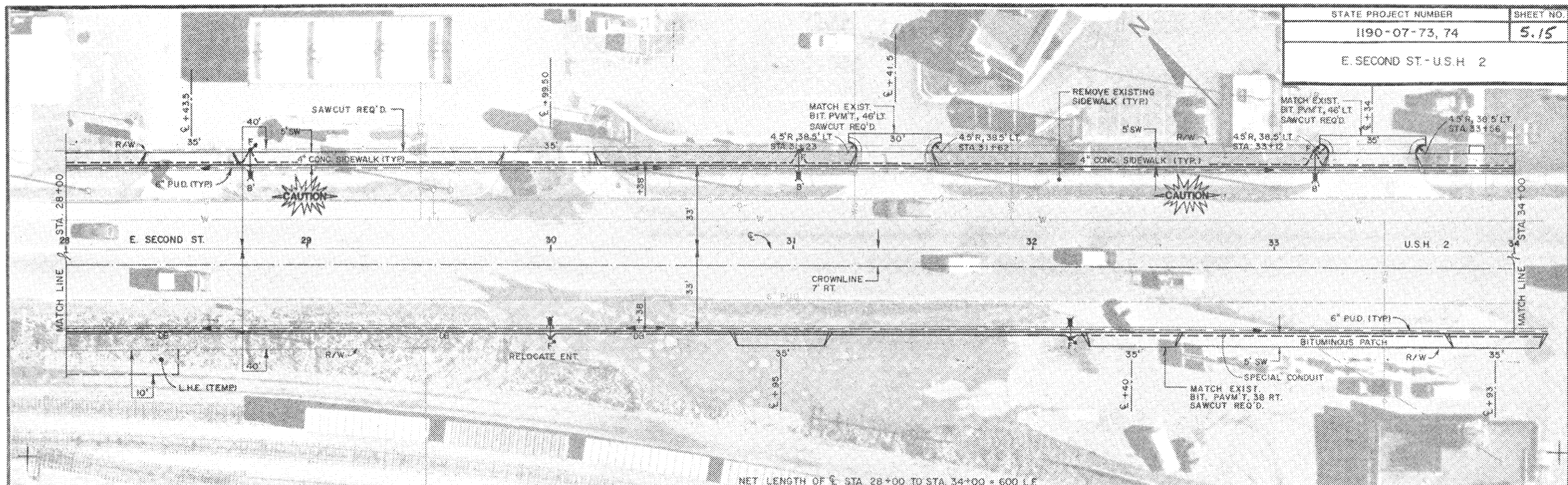
47-159

STATE PROJECT NUMBER	SHEET NO.
1190-07-73, 74	5.16
E. SECOND ST. - U.S.H. 2	

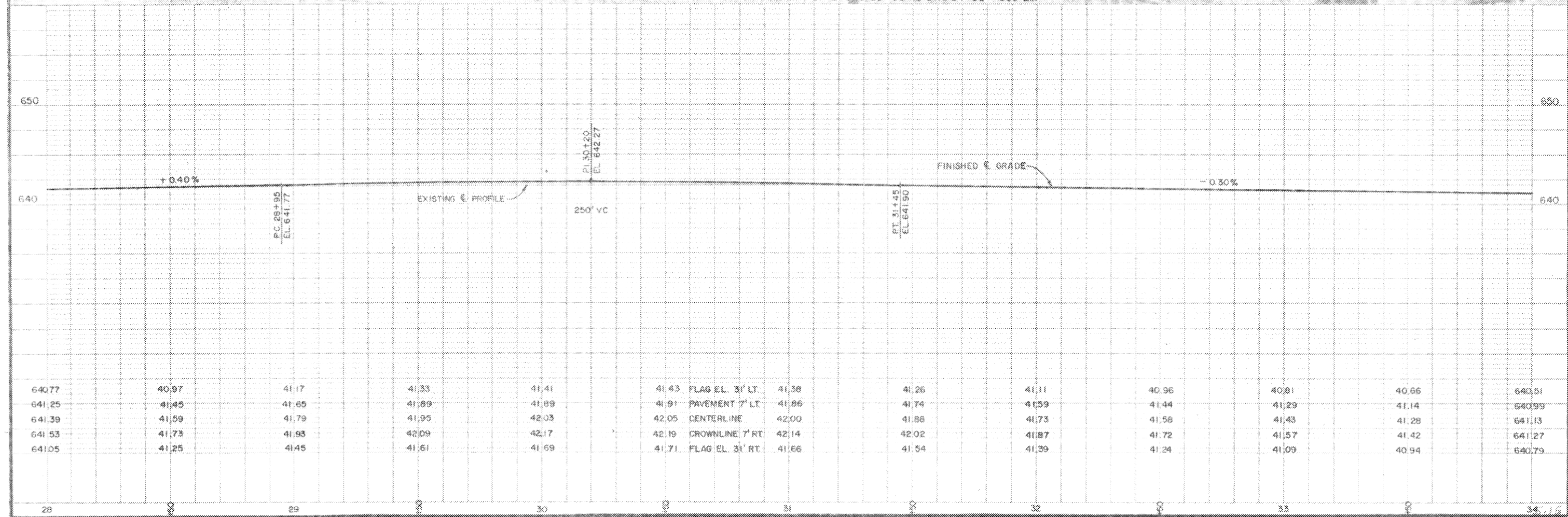


42/59

STATE PROJECT NUMBER	SHEET NO.
1190-07-73, 74	5.15
E. SECOND ST.-U.S.H. 2	

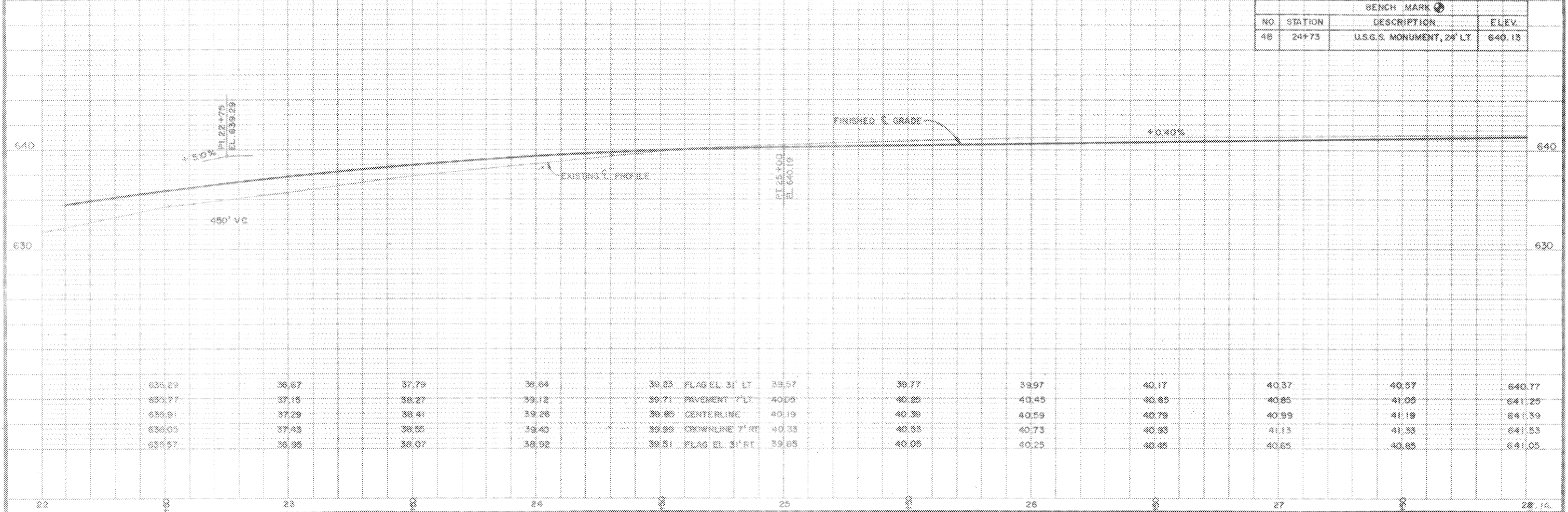
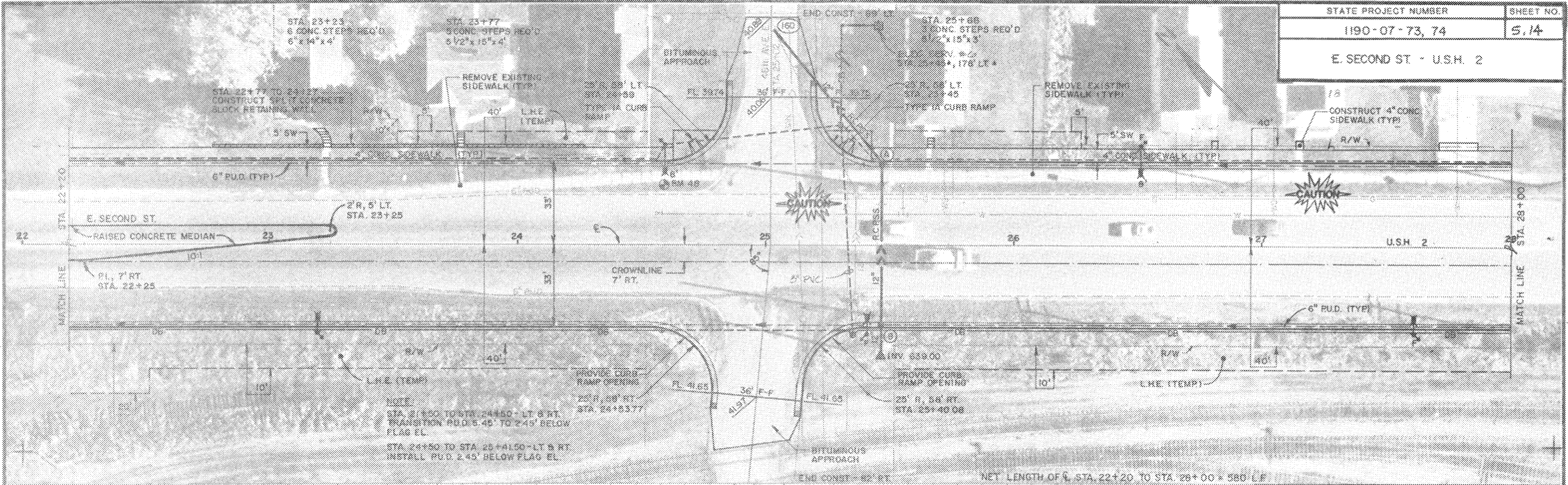


NET LENGTH OF STA. 28+00 TO STA. 34+00 = 600 LF



640.77	40.97	41.17	41.33	41.41	41.43 FLAG EL. 3' LT.	41.38	41.26	41.11	40.98	40.81	40.66	640.51
641.25	41.45	41.65	41.89	41.89	41.91 PAVEMENT 7' LT.	41.86	41.74	41.59	41.44	41.29	41.14	640.99
641.39	41.59	41.79	41.95	42.03	42.05 CENTERLINE	42.00	41.88	41.73	41.58	41.43	41.28	641.13
641.53	41.73	41.93	42.09	42.17	42.19 CROWNLINE 7' RT.	42.14	42.02	41.87	41.72	41.57	41.42	641.27
641.05	41.25	41.45	41.61	41.69	41.71 FLAG EL. 3' RT.	41.66	41.54	41.39	41.24	41.09	40.94	640.79

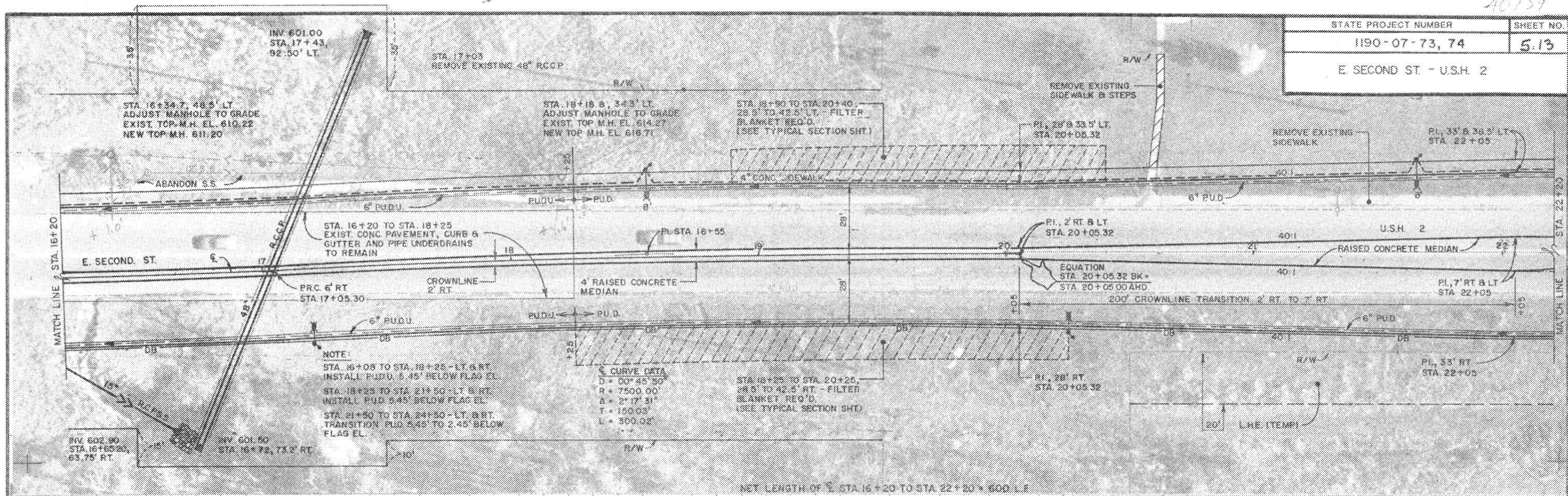
STATE PROJECT NUMBER	SHEET NO.
1190-07-73, 74	5, 14
E. SECOND ST - U.S.H. 2	



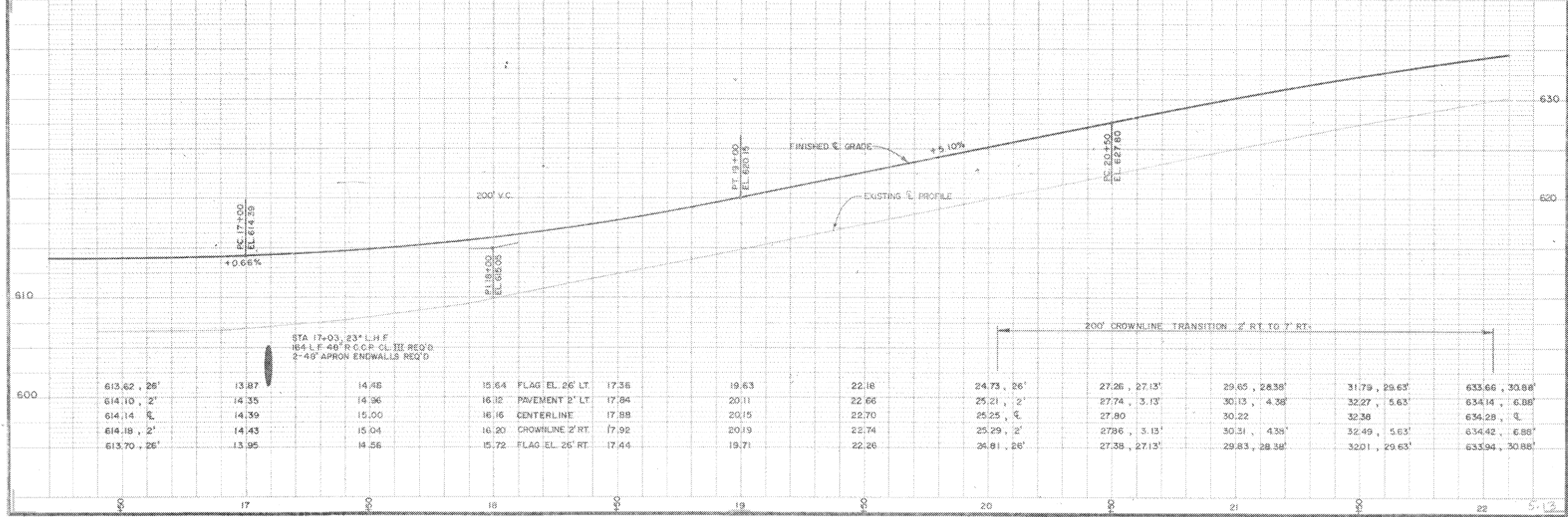


40/59

STATE PROJECT NUMBER	SHEET NO.
1190-07-73, 74	5.13
E SECOND ST. - U.S.H. 2	



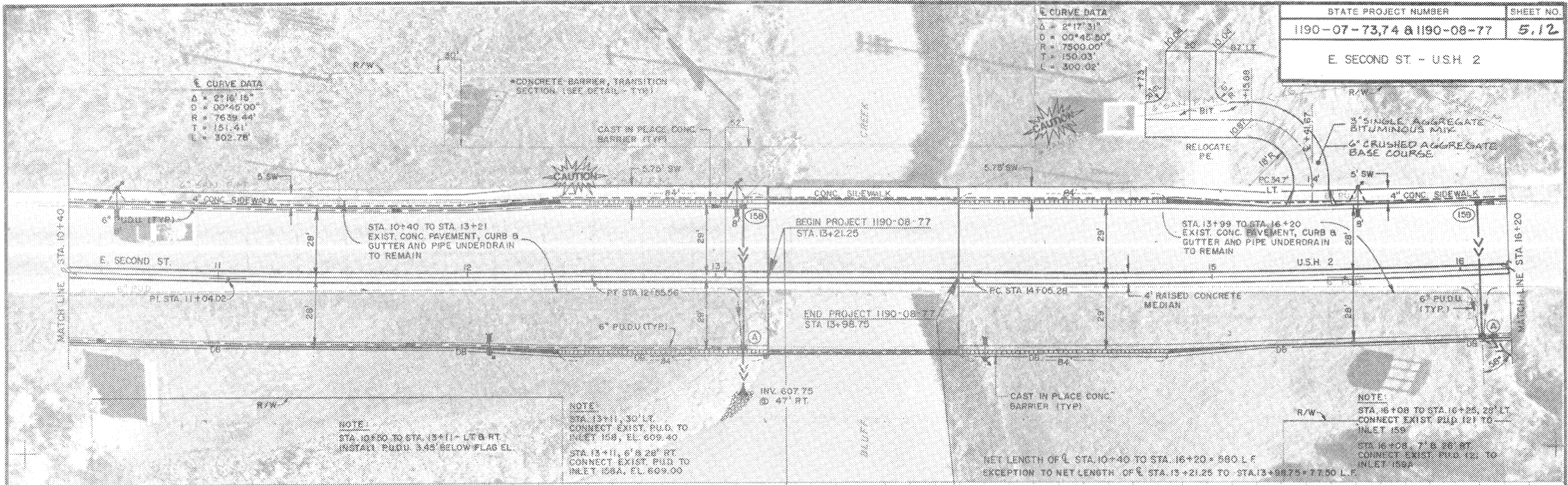
NET LENGTH OF E STA 16+20 TO STA 22+20 = 600 L.F.



STATE PROJECT NUMBER	SHEET NO.
1190-07-73,74 & 1190-08-77	5.12
E. SECOND ST - U.S.H. 2	

**Curve Data**  
 Δ = 2°18'18"  
 D = 00°45'00"  
 R = 7639.44'  
 T = 151.41'  
 L = 302.76'

**Curve Data**  
 Δ = 2°17'31"  
 D = 02°45'30"  
 R = 7500.00'  
 T = 150.03'  
 L = 300.32'

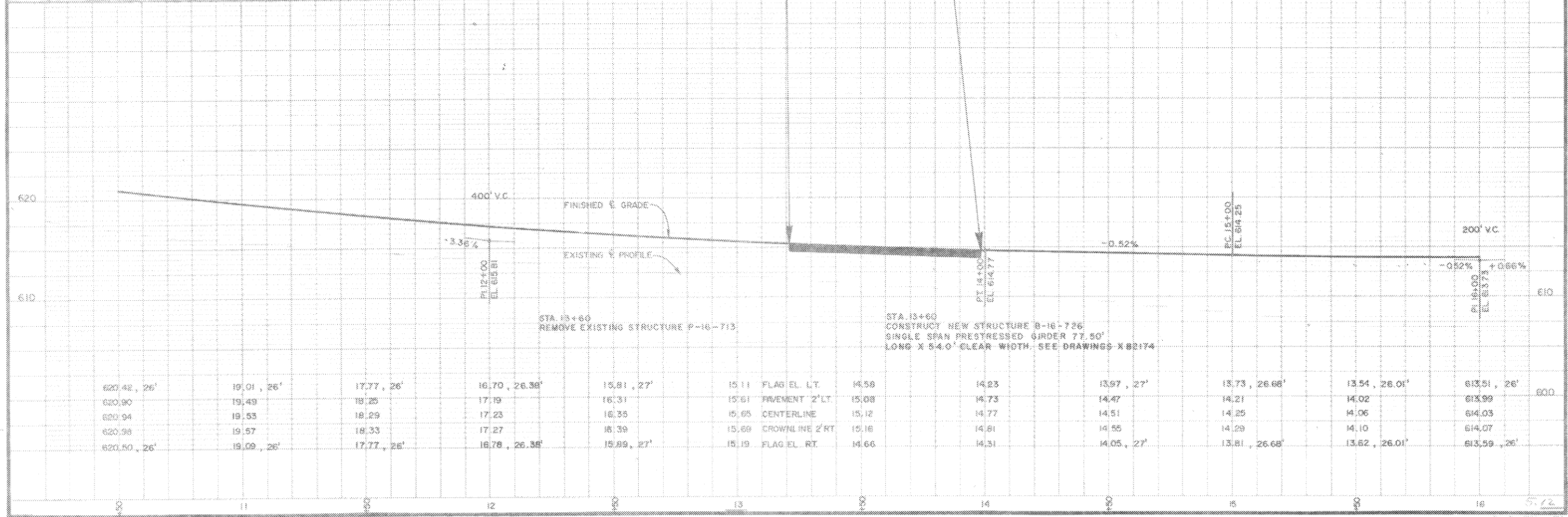


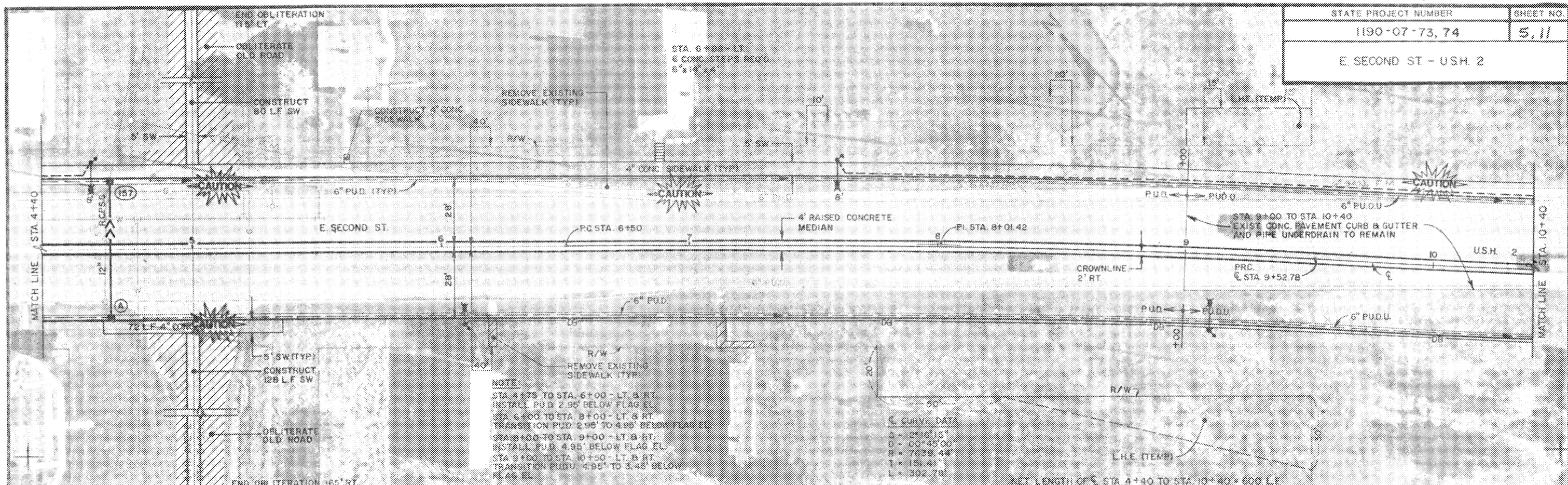
NOTE:  
 STA. 10+00 TO STA. 13+11 - LT & RT  
 INSTALL PUDU 3.45' BELOW FLAG EL.

NOTE:  
 STA. 13+11, 30' LT  
 CONNECT EXIST. PUD. TO  
 INLET 158, EL. 609.40  
 STA. 13+11, 6' & 28' RT  
 CONNECT EXIST. PUD TO  
 INLET 158A, EL. 609.00

NOTE:  
 STA. 16+08 TO STA. 16+25, 20' LT  
 CONNECT EXIST. PUD 151 TO  
 INLET 159  
 STA. 16+08, 7' & 26' RT  
 CONNECT EXIST. PUD 151 TO  
 INLET 159A

NET LENGTH OF STA. 10+40 TO STA. 16+20 = 580 L.F.  
 EXCEPTION TO NET LENGTH OF STA. 13+21.25 TO STA. 13+58.75 = 37.50 L.F.

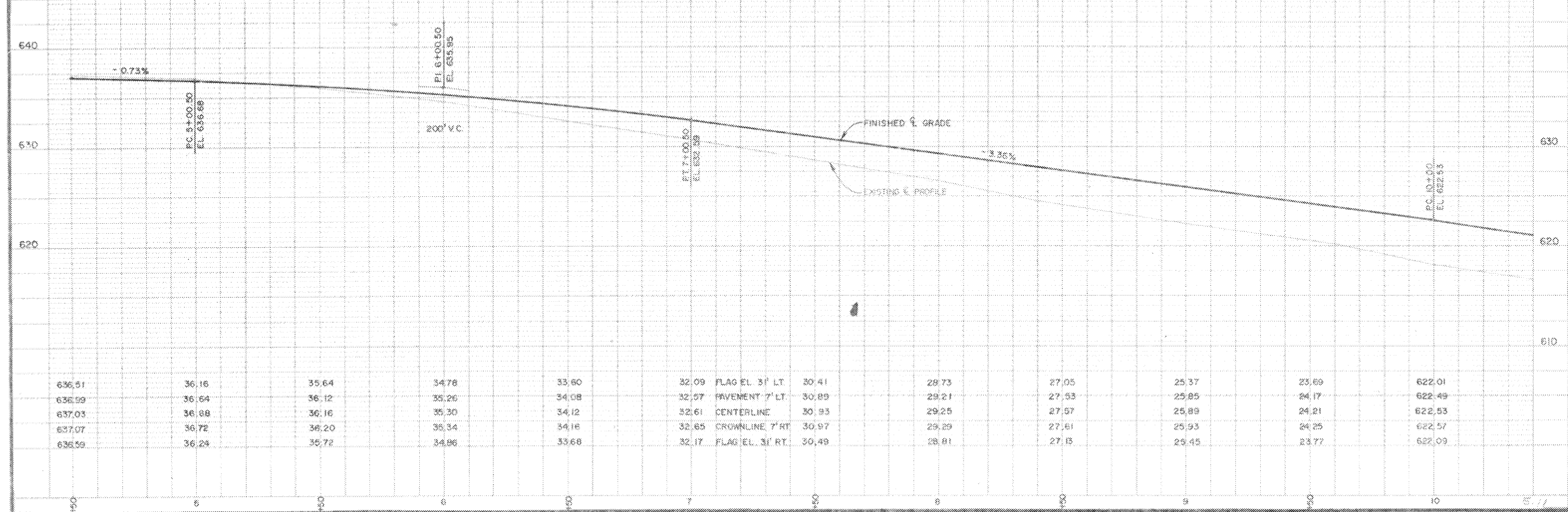




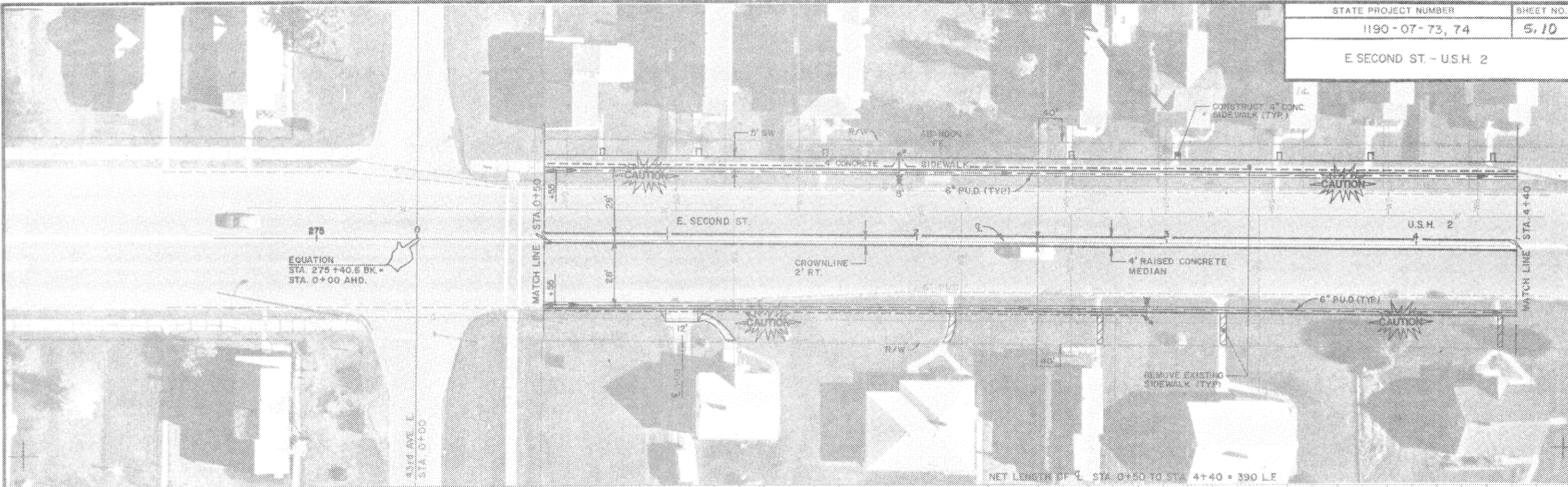
**NOTE:**  
 STA 4+75 TO STA 6+00 - LT. & RT. INSTALL P.U.D. 2.95' BELOW FLAG EL.  
 STA 6+00 TO STA 8+00 - LT. & RT. TRANSITION P.U.D. 2.95' TO 4.95' BELOW FLAG EL.  
 STA 8+00 TO STA 9+00 - LT. & RT. INSTALL P.U.D. 4.95' BELOW FLAG EL.  
 STA 9+00 TO STA 10+50 - LT. & RT. TRANSITION P.U.D. 4.95' TO 3.45' BELOW FLAG EL.

**Curve Data**  
 Δ = 21°15'  
 D = 00°45'00"  
 R = 7639.44'  
 L = 151.41'  
 L = 302.78'

NET LENGTH OF  $\epsilon$  STA 4+40 TO STA 10+40 = 600 LF



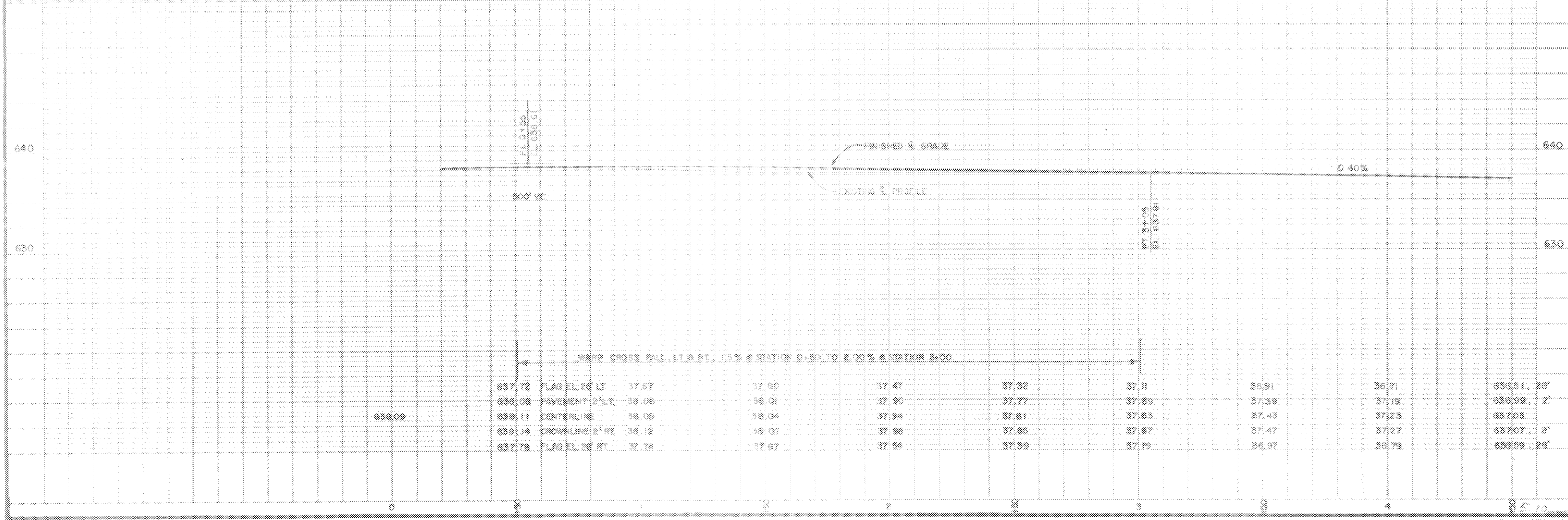
STATE PROJECT NUMBER	SHEET NO.
1190-07-73, 74	5.10
E. SECOND ST. - U.S.H. 2	



EQUATION  
STA. 275 +40.8 BK =  
STA. 0+00 AHD.

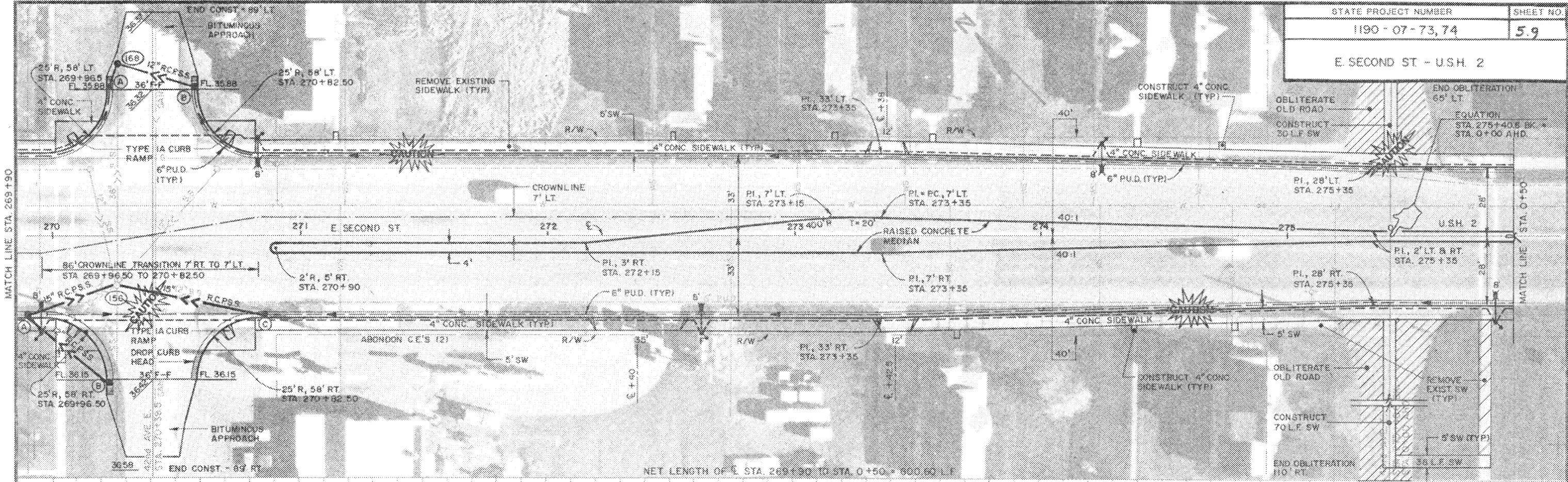
434 AVE. E.  
STA. 0+00

NET LENGTH OF STA. 0+50 TO STA. 4+40 = 390 LF

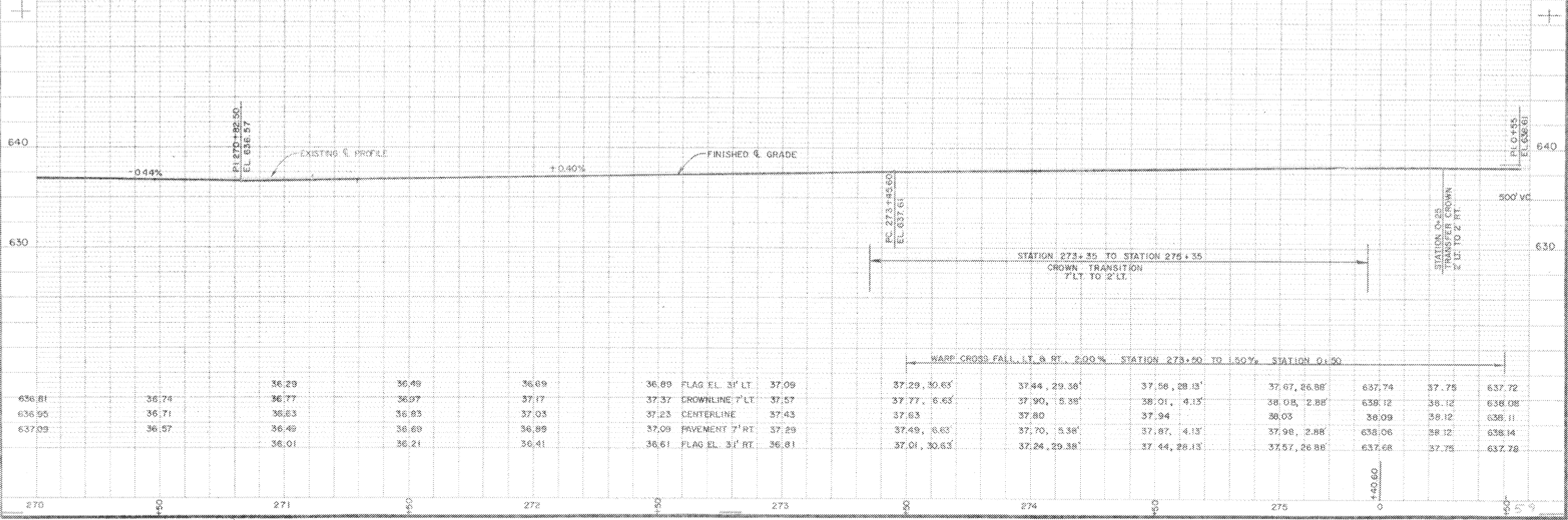


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STATE PROJECT NUMBER	SHEET NO.
1190-07-73,74	5.9
E. SECOND ST - U.S.H. 2	

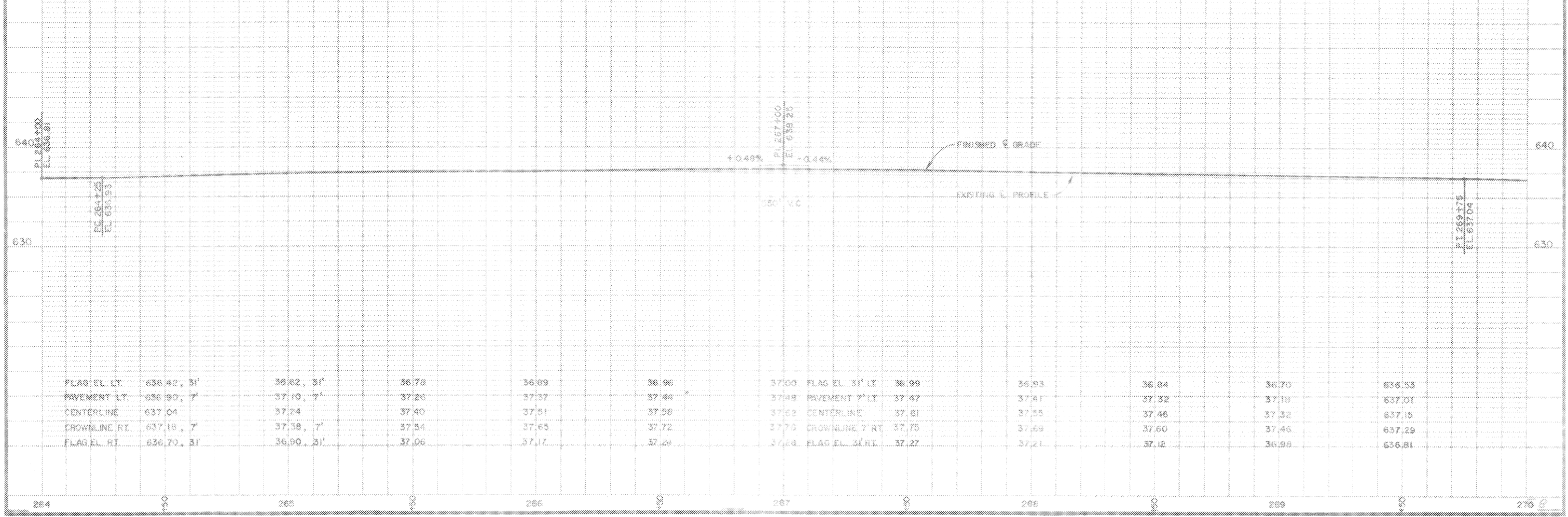
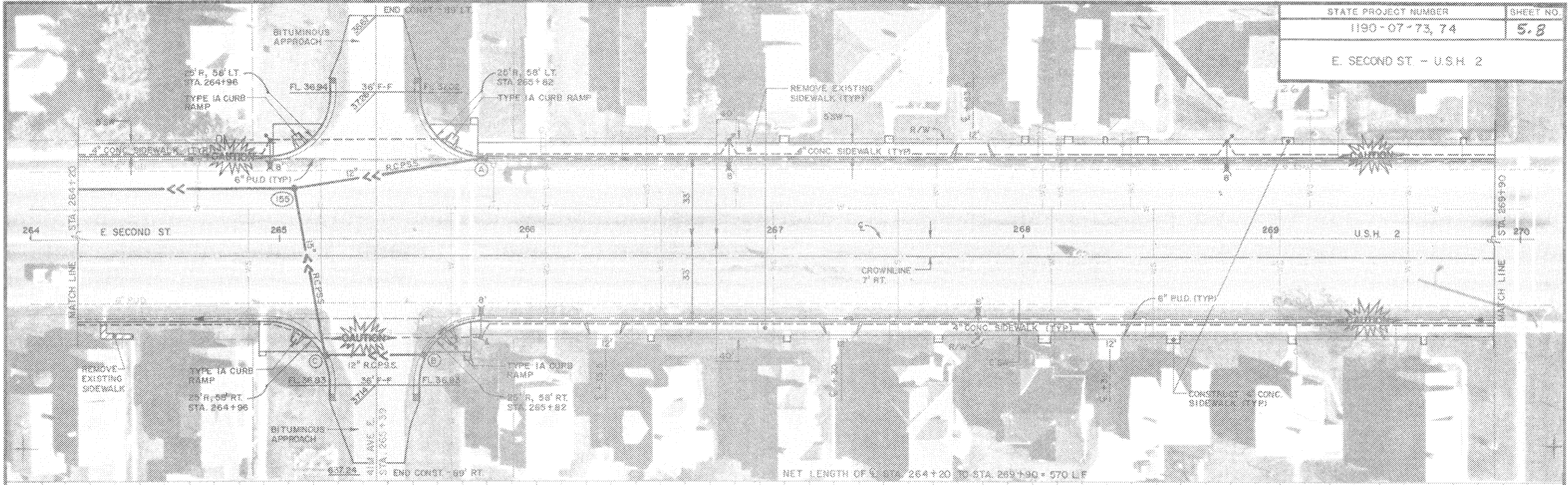


NET LENGTH OF E. STA. 269+90 TO STA. 0+50 = 600.60 LF

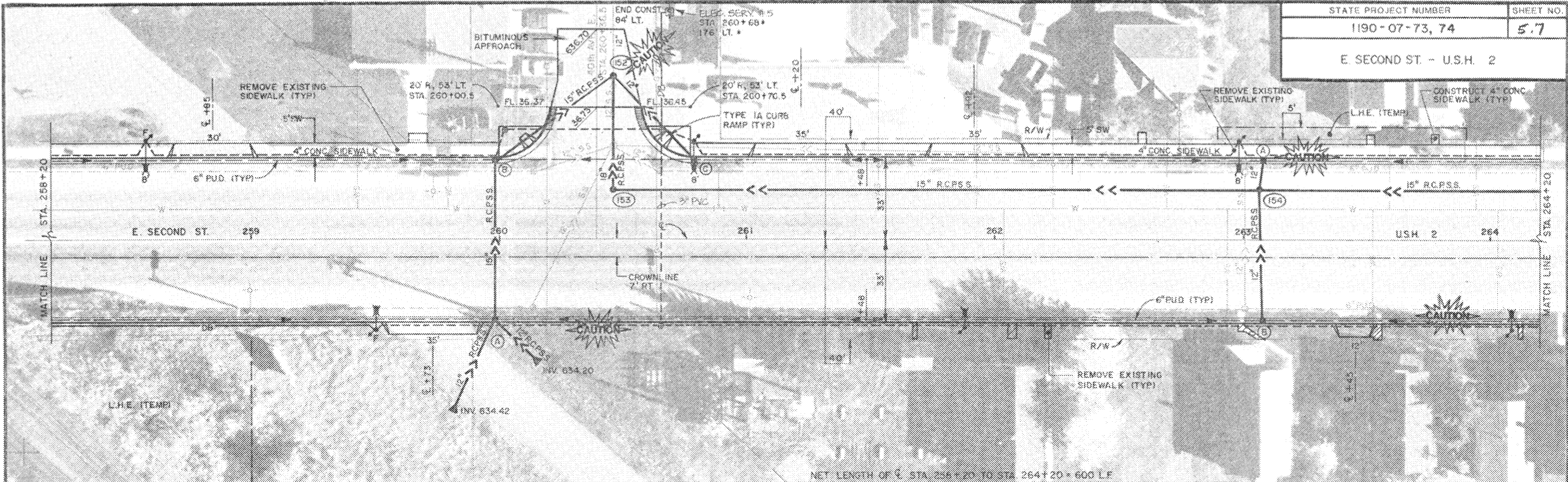


35/97

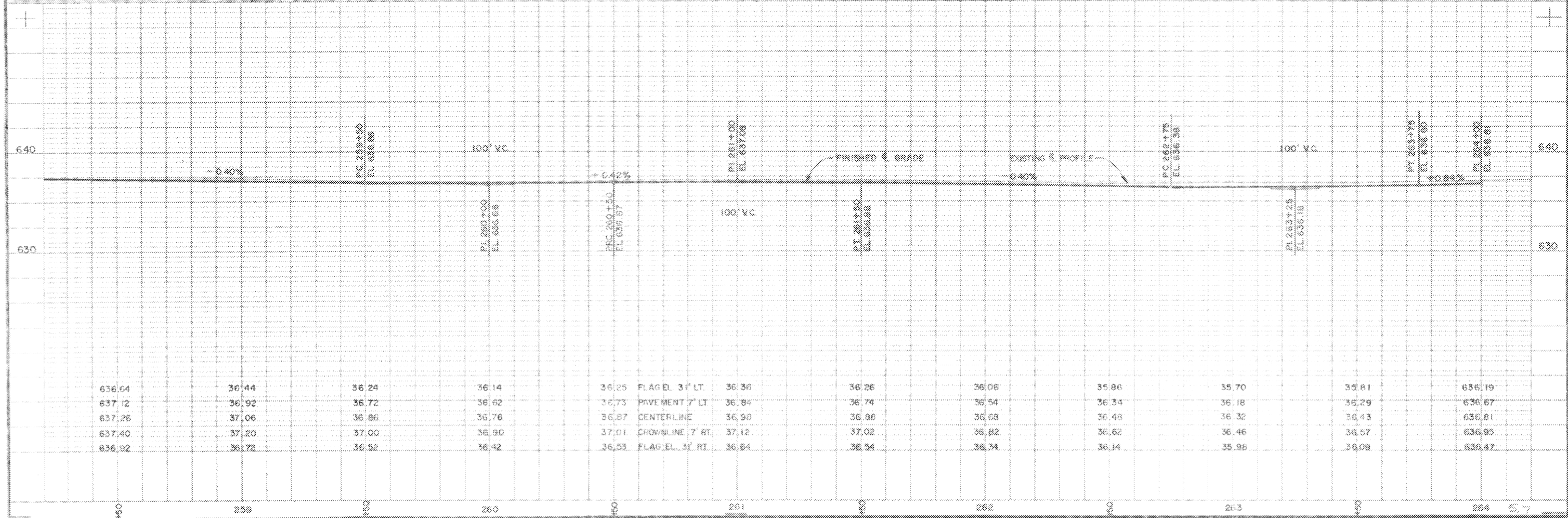
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1190-07-73, 74	5.8
E. SECOND ST. - U.S.H. 2	



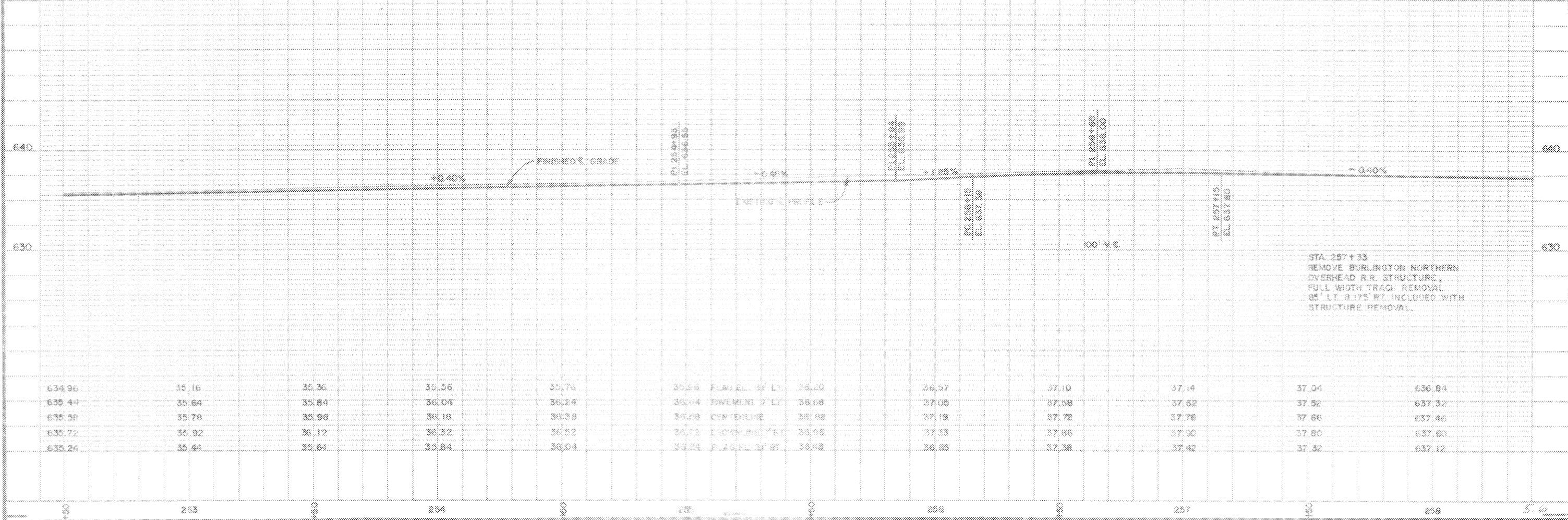
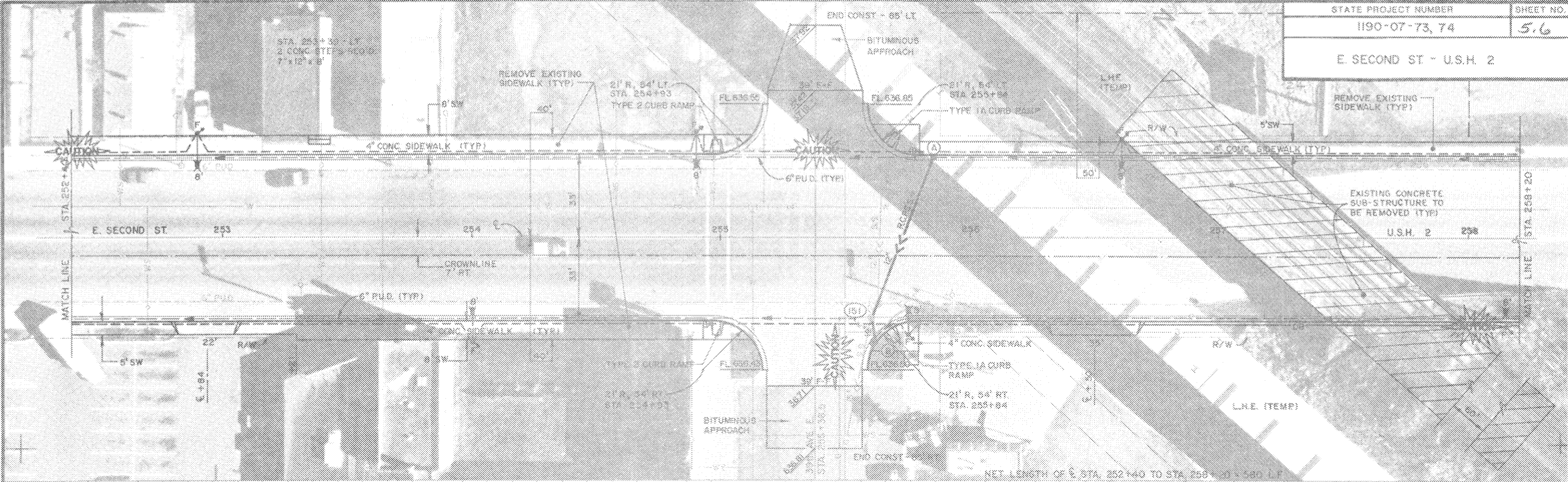
STATE PROJECT NUMBER	SHEET NO.
1190-07-73, 74	5.7
E. SECOND ST. - U.S.H. 2	



NET LENGTH OF E. STA. 256+20 TO STA. 264+20 = 600 LF



E. SECOND ST - U.S.H. 2

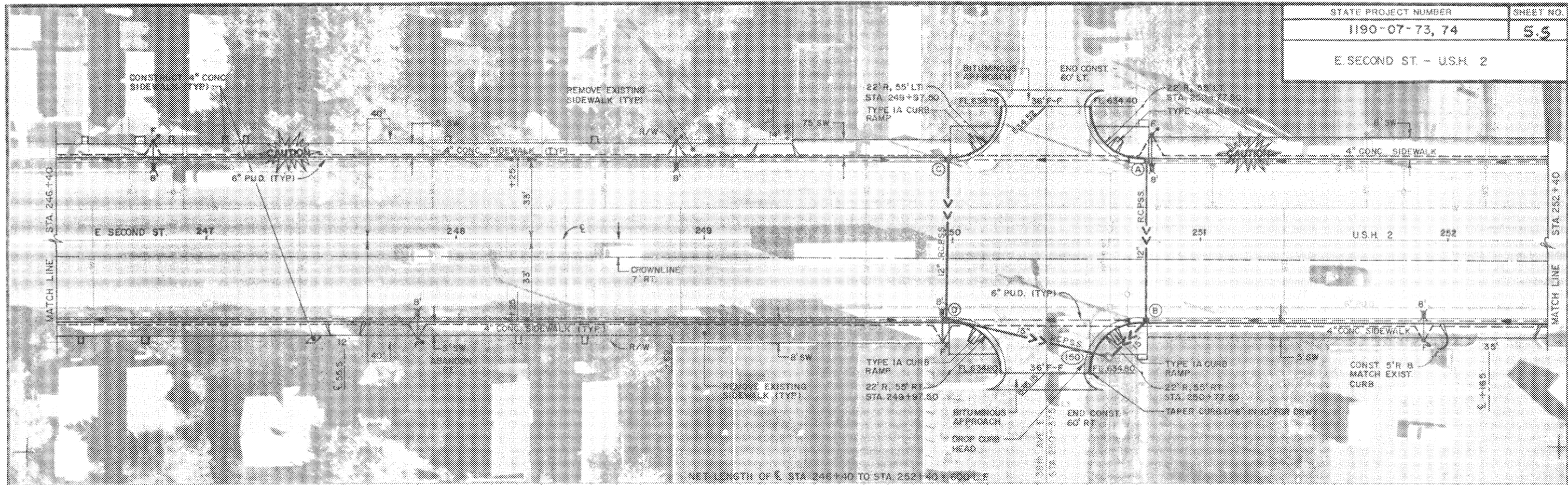


STA 257+33  
 REMOVE BURLINGTON NORTHERN  
 OVERHEAD R.R. STRUCTURE,  
 FULL WIDTH TRACK REMOVAL.  
 85' LT. & 193' RT. INCLUDED WITH  
 STRUCTURE REMOVAL.

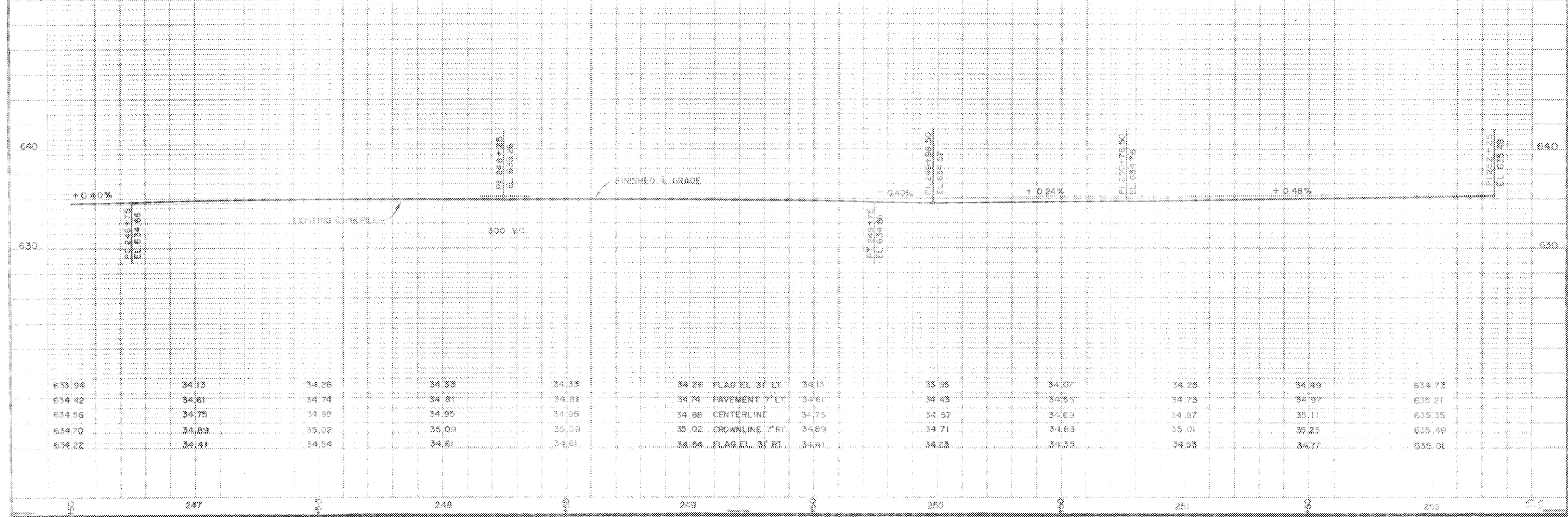


32/59

STATE PROJECT NUMBER	SHEET NO.
1190-07-73, 74	5.5
E. SECOND ST - U.S.H. 2	

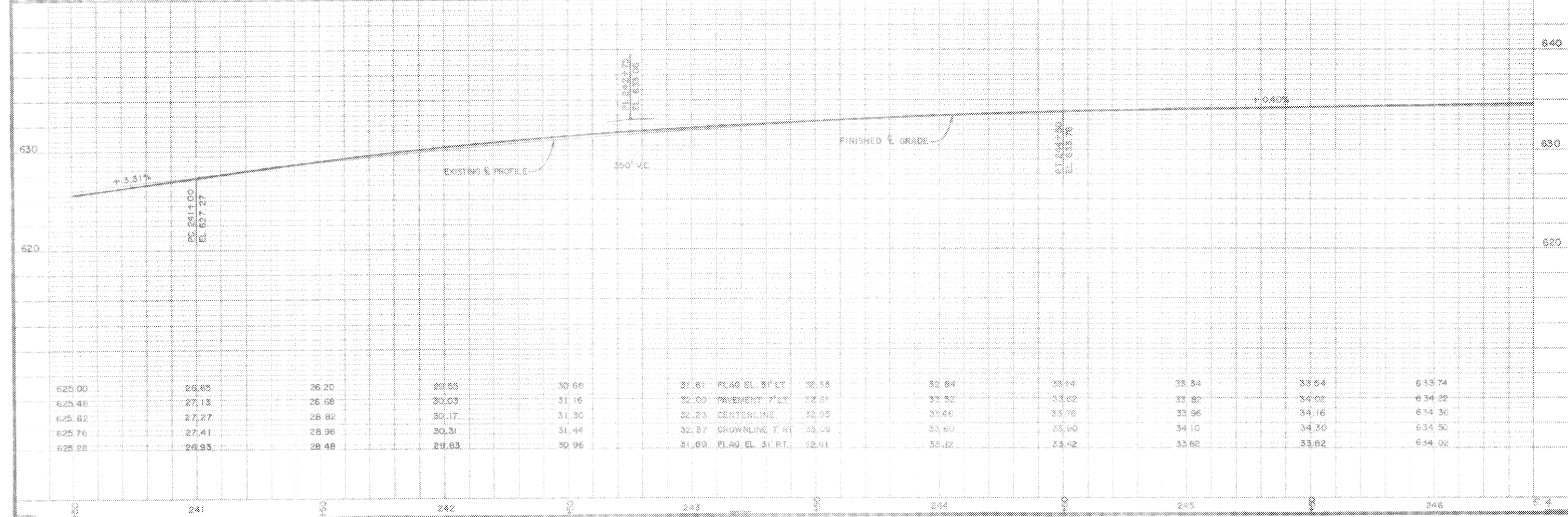
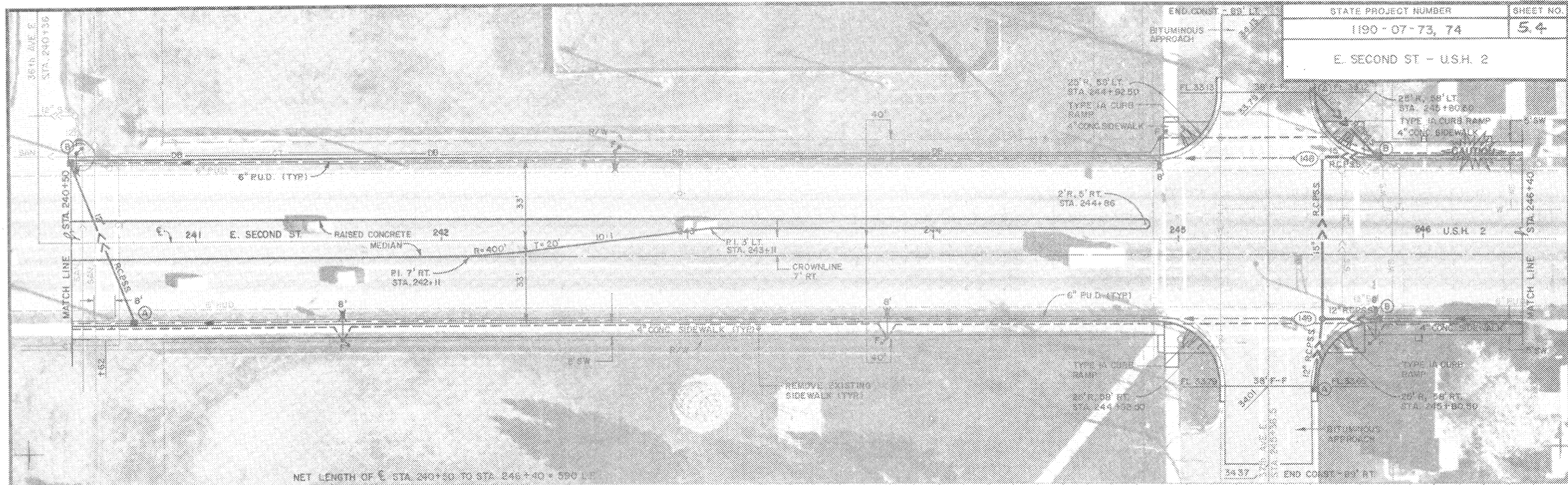


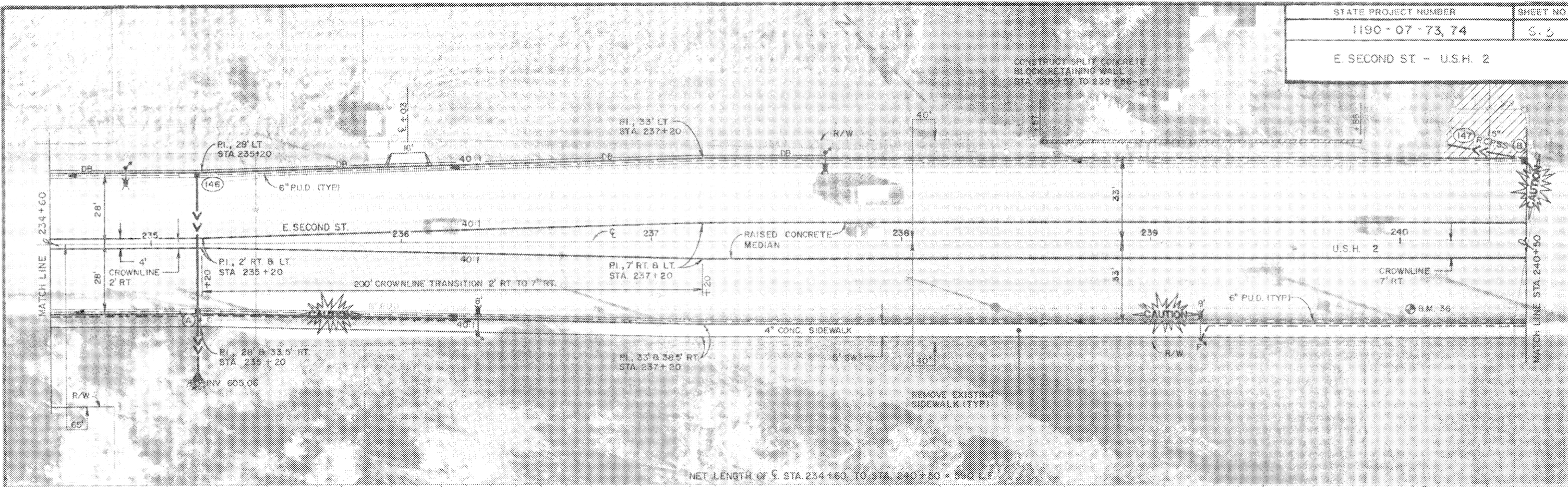
NET LENGTH OF E. STA. 246+40 TO STA. 252+40 = 600' L.F.



633.94	34.13	34.26	34.33	34.33	34.26	FLAG EL. 3' LT.	34.13	35.05	34.07	34.25	34.49	634.73
634.42	34.61	34.74	34.81	34.81	34.74	PAVEMENT 7' LT.	34.61	34.43	34.55	34.73	34.97	635.21
634.56	34.75	34.88	34.95	34.95	34.88	CENTERLINE	34.75	34.57	34.69	34.87	35.11	635.35
634.70	34.89	35.02	35.09	35.09	35.02	CROWNLINE 7' RT.	34.89	34.71	34.83	35.01	35.25	635.49
634.22	34.41	34.54	34.61	34.61	34.54	FLAG EL. 3' RT.	34.41	34.23	34.35	34.53	34.77	635.01

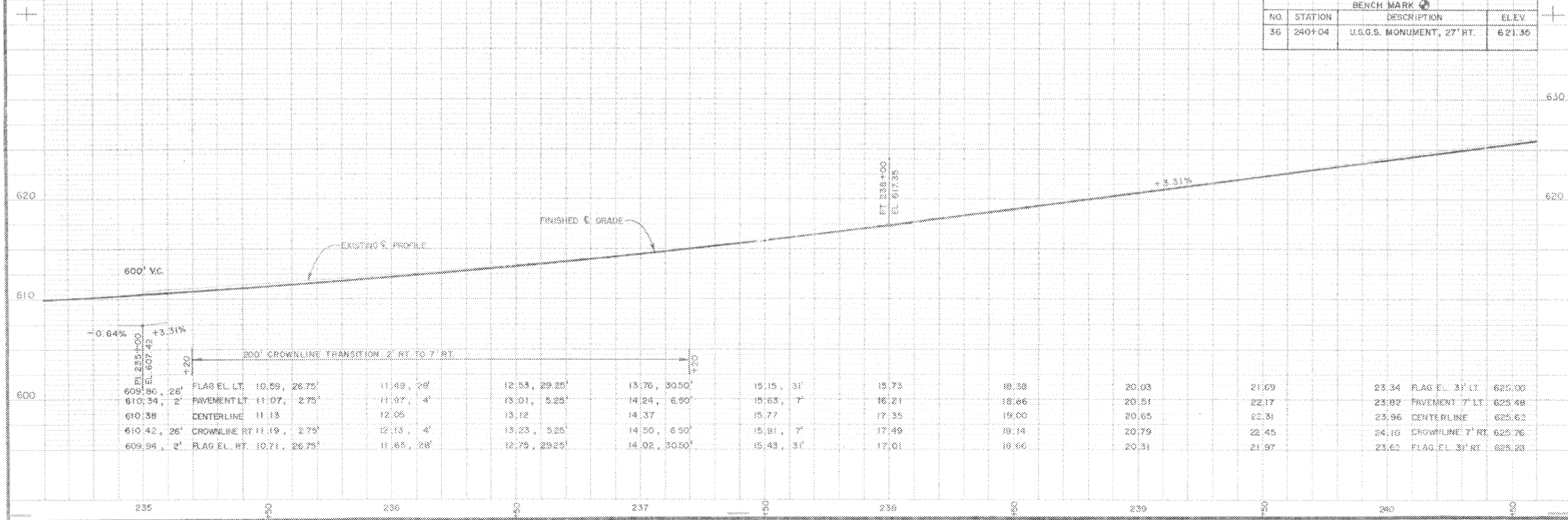
STATE PROJECT NUMBER	SHEET NO.
1190-07-73, 74	54
E. SECOND ST - U.S.H. 2	



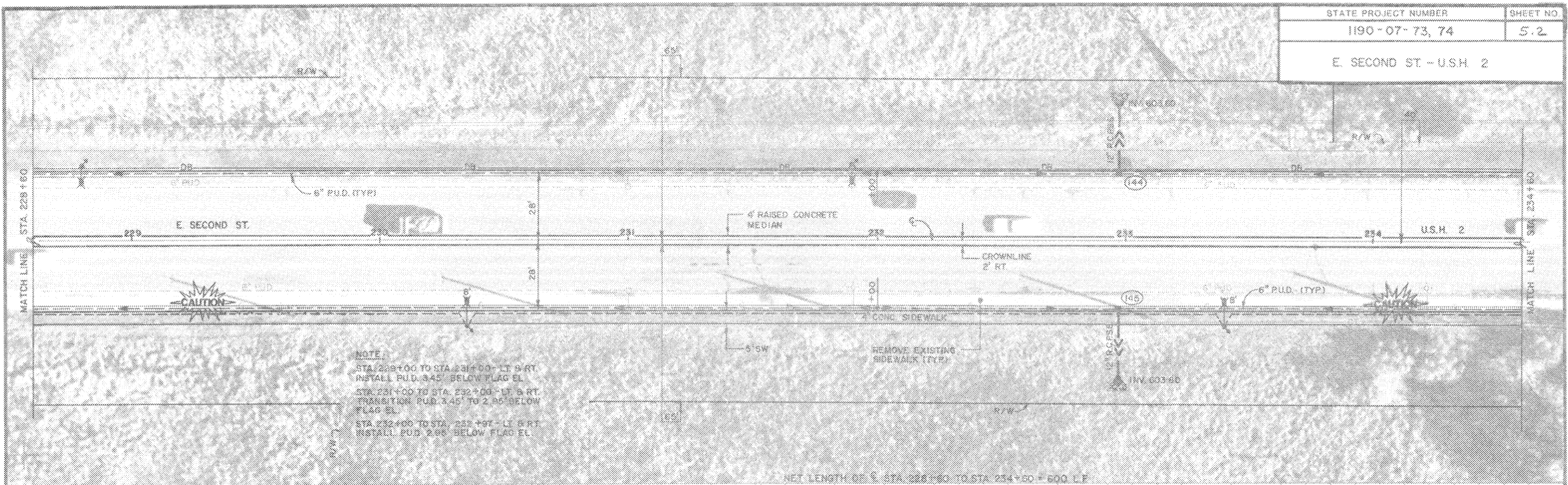


NET LENGTH OF STA 234+60 TO STA 240+50 = 590 LF

NO.	STATION	BENCH MARK	
		DESCRIPTION	ELEV.
36	240+04	U.S.G.S. MONUMENT, 27' RT.	621.36

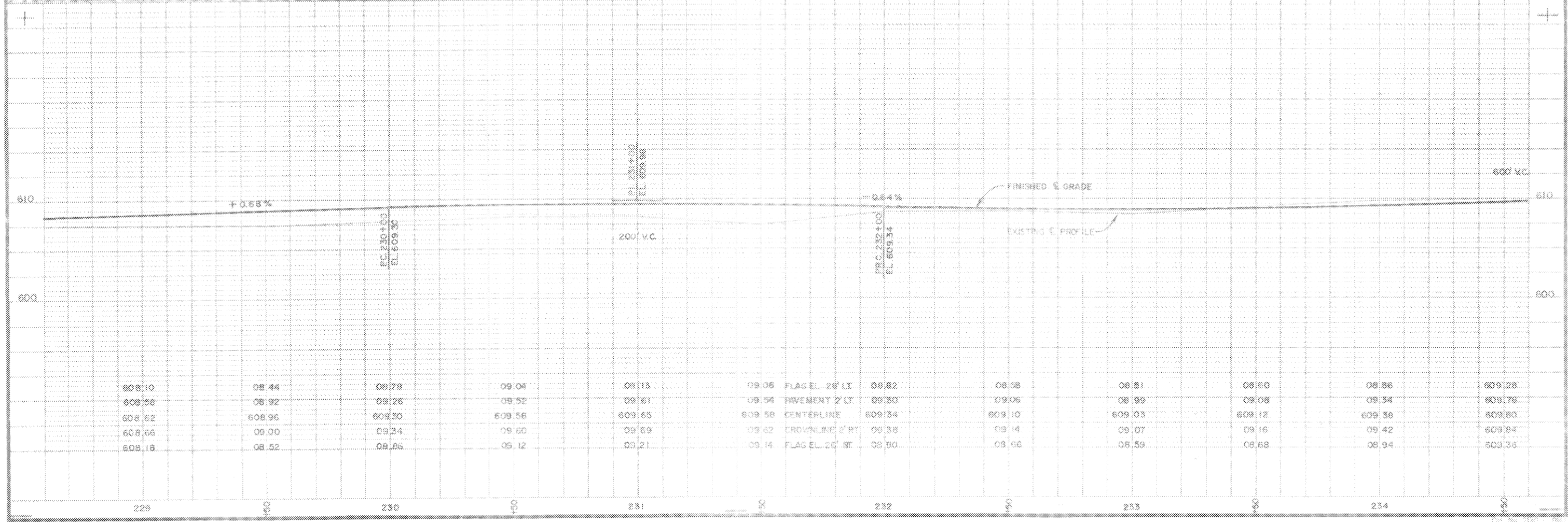


STATE PROJECT NUMBER	SHEET NO.
1190-07-73, 74	5.2
E. SECOND ST - U.S.H. 2	

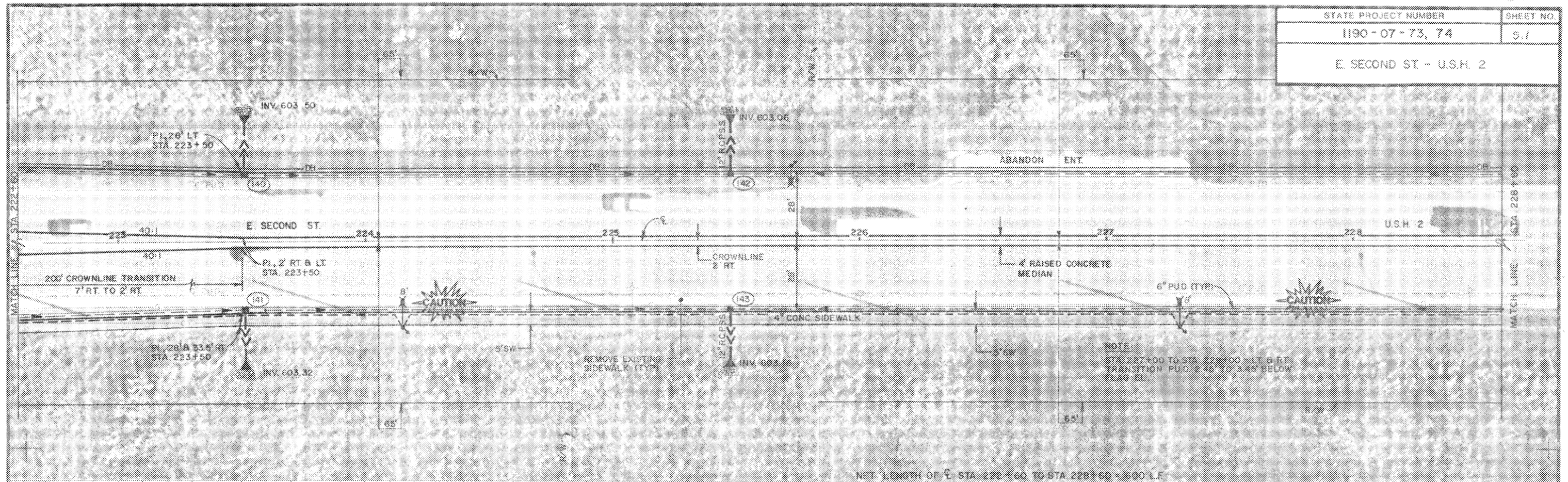


NOTE:  
 STA 228+00 TO STA 230+00 2' LT & RT  
 INSTALL P.U.D. 3" BELOW FLAG EL.  
 STA 231+00 TO STA 232+00 2' LT & RT  
 TRANSITION P.U.D. 2" TO 2" BELOW  
 FLAG EL.  
 STA 232+00 TO STA 234+00 2' LT & RT  
 INSTALL P.U.D. 2" BELOW FLAG EL.

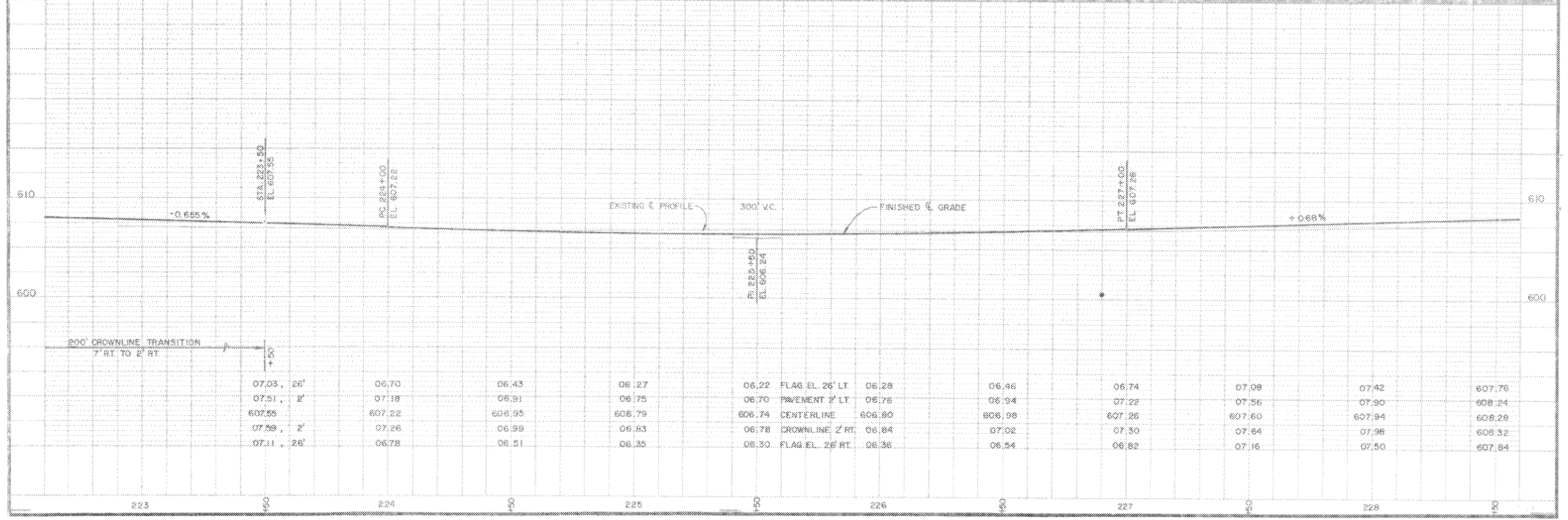
NET LENGTH OF STA 228+00 TO STA 234+00 = 600 LF

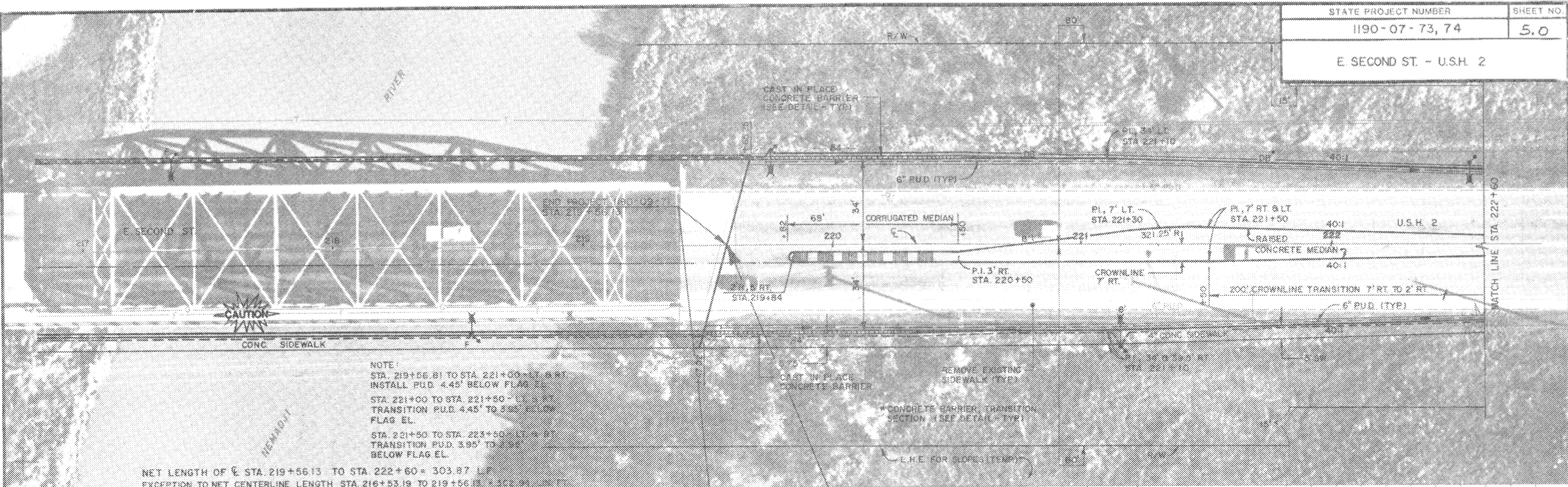


STATE PROJECT NUMBER	SHEET NO.
1190-07-73, 74	9.1
E. SECOND ST - U.S.H. 2	



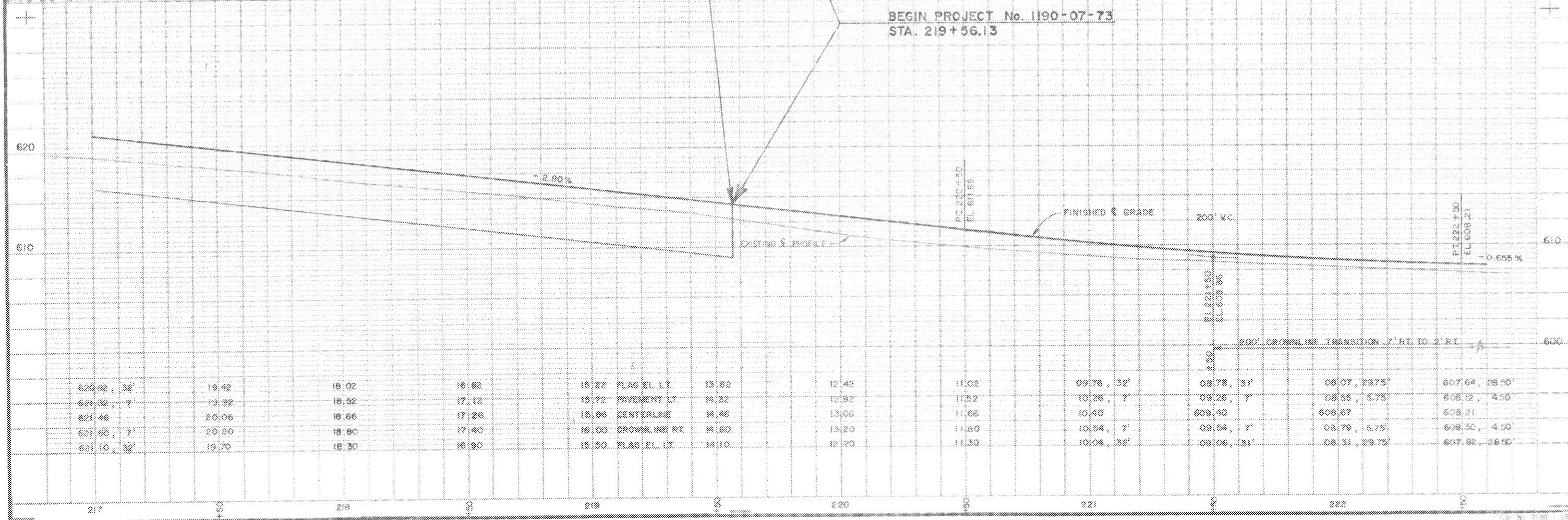
NET LENGTH OF E STA 223+60 TO STA 228+60 = 500 LF.





NOTE:  
 STA. 219+56.81 TO STA. 221+00 = LT. & RT.  
 INSTALL P.U.D. 4.45' BELOW FLAG EL.  
 STA. 221+00 TO STA. 221+50 = LT. & RT.  
 TRANSITION P.U.D. 4.45' TO 3.95' BELOW  
 FLAG EL.  
 STA. 221+50 TO STA. 223+50 = LT. & RT.  
 TRANSITION P.U.D. 3.95' TO 2.55'  
 BELOW FLAG EL.

NET LENGTH OF E STA. 219+56.13 TO STA. 222+60 = 303.87 LF  
 EXCEPTION TO NET CENTERLINE LENGTH STA. 216+53.19 TO 219+56.13 = 302.94 LF



BEGIN PROJECT No. 1190-07-73  
 STA. 219+56.13

NO.	STATION	LOCATION	TYPE & COVER	TOP OF MANHOLE	GRATE ELEV.	DISCH. ELEV.	"D" BOX DEPTH	P.U.D. ELEV.	REINFORCED CONCRETE PIPE SIZE						APRON ENDWALL	CLASS	DRAINS TO			REMARKS
									12"	15"	18"	24"	30"	60"			NO.	GRADE	INV. ELEV.	
140	223+51.50	27.50' LT.	3-H	---	606.91	603.70	2.83	604.08	16						IV	O.E.D.	0.90	603.55		
EW	223+51.50	50.50' LT.	---	---	---	603.50	---	---												
141	223+51.50	27.50' RT.	3-H	---	606.99	603.61	3.00	604.16	16						12"EW				1 C.Y. RIPRAP REQUIRED	
EW	223+51.50	50.50' RT.	---	---	---	603.32	---	---							IV	O.E.D.	1.30	603.40		
142	225+48	27.50' LT.	3-H	---	606.07	603.28	2.41	603.78	16						12"EW				1 C.Y. RIPRAP REQUIRED	
EW	225+48	50.50' LT.	---	---	---	603.06	---	---							IV	O.E.D.	1.00	603.06		
143	225+48	27.50' RT.	3-H	---	606.15	603.36	2.41	603.86	14						12"EW	EXIST.	DRAIN		1 C.Y. RIPRAP REQUIRED	
EW	225+48	48.50' RT.	---	---	---	603.16	---	---							IV	O.E.D.	1.00	603.16		
144	232+97	27.50' LT.	3-H	---	608.35	604.31	3.66	605.56	22						12"EW	EXIST.	DRAIN		1 C.Y. RIPRAP REQUIRED	
EW	232+97	56.50' LT.	---	---	---	603.60	---	---							IV	O.E.D.	2.53	603.60		
145	232+97	27.50' RT.	3-H	---	608.43	604.39	3.66	605.64	22						12"EW	EXIST.	DRAIN		1 C.Y. RIPRAP REQUIRED	
EW	232+97	56.50' RT.	---	---	---	603.60	---	---							IV	O.E.D.	2.82	603.60		
146	235+18.50	27.50' LT.	3-H	---	609.95	605.91	3.66	607.66	53						12"EW	EXIST.	DRAIN		1 C.Y. RIPRAP REQUIRED	
146A	235+18.50	27.50' RT.	3-H	---	610.03	605.32	4.33	607.74	20						IV	146A	1.11	605.32		
EW	235+18.50	54.50' RT.	---	---	---	605.06	---	---							IV	O.E.D.	1.00	605.06		
147	240+21.50	39.00' LT.	EXIST.	624.80	---	621.59	---	---							12"EW	EXIST.	DRAIN		1 C.Y. RIPRAP REQUIRED	
147A	240+75	32.50' RT.	3-H	---	625.98	622.87	2.86	623.69	68							EXIST.	INLET			
147B	240+50	32.50' LT.	3-H	---	624.88	621.99	2.51	622.59							IV	147B	1.00	622.19		
148	245+58	33.00' LT.	1-J	633.51	---	626.92	---	630.68		29					IV	147	1.38	621.59	CONNECT TO EXIST. STUB	
148A	245+55	59.50' LT.	3-H	---	633.08	629.95	2.75	---								EXIST.	12"		RECONSTRUCT	
148B	245+82	32.50' LT.	3-H	---	633.50	629.48	3.66	631.21							IV	148B	0.75	629.68		
149	245+58	32.50' RT.	1-J	633.80	---	628.80	3.94	630.97		21					III	148	1.43	629.18	CONN. TO EXIST. MH 148	
149A	245+55	59.50' RT.	3-H	---	633.61	629.57	3.66	---		62					III	148	1.00	628.18	CONN. TO EXIST. MH 148	
149B	245+82	32.50' RT.	3-H	---	633.78	629.74	3.66	631.49		24					IV	149	2.79	628.90		
150	250+60.50	45.00' RT.	1-J	634.49	---	628.48	---	---		21					IV	149	4.00	628.90		
150A	250+79	32.50' LT.	---	3-H	634.11	631.16	2.57	631.82								EXIST.	12"		RECONSTRUCT	
150B	250+79	32.50' RT.	---	3-H	634.38	630.42	3.61	632.09		20					IV	150B	1.17	630.42		
150C	249+96	32.50' LT.	3-H	---	633.80	630.70	2.72	631.51		63					III	150	7.10	629.00		
150D	249+96	32.50' RT.	3-H	---	634.08	630.44	3.26	631.79		62					III	150D	0.42	630.44		
151	255+60.50	30.00' RT.	EXIST.	636.37	---	629.81	---	633.96							III	150	1.35	629.60	CUT INTO MH 150	
151A	255+85.50	32.50' LT.	3-H	---	636.22	632.18	3.66	633.93		64						EXIST.	15"		ADJUST	
151B	255+63	43.90' RT.	3-H	---	636.30	632.26	3.66	634.01		11					IV	151	3.39	630.01		
152	260+46	64.00' LT.	1-J	636.53	---	629.53	6.46	---							IV	151	2.00	632.04		
152A	259+99	32.50' RT.	3-H	---	636.26	632.25	3.66	633.89		63						EXIST.	12"		RECONSTRUCT	
152B	259+99	32.50' LT.	3-H	---	635.98	631.63	4.00	633.69		53					III	152B	0.98	631.63		
152C	260+78	32.50' LT.	3-H	---	636.18	632.14	3.66	633.89		42					III	152	2.50	630.30		
EW	259+81	69.00' RT.	---	---	---	634.42	---	---		34					IV	152	4.38	630.30		
EW	260+16	49.00' RT.	---	---	---	634.20	---	---		17					IV	152A	4.00	632.45	12"EW	
153	260+46	20.00' LT.	1-J	636.50	---	630.00	5.46	---							IV	152A	7.61	632.45	12"EW	
154	263+06	20.00' LT.	1-J	635.88	---	631.04	3.80	---			13				III	152	1.38	629.82	CONN. TO EXIST. MH 152	
154A	263+07.50	32.50' LT.	3-H	---	635.54	631.75	3.41	633.13		10					III	153	0.40	630.00		
154B	263+07.50	32.50' RT.	3-H	---	635.70	631.91	3.41	633.41		50					IV	154	3.40	631.41		
155	265+06	20.00' LT.	1-J	636.82	---	631.96	3.80	---							IV	154	1.00	631.41		
155A	265+83.50	32.50' LT.	3-H	---	636.70	632.66	3.66	634.41		196					III	154	0.37	631.24		
155B	265+59.34	46.32' RT.	3-H	---	636.72	633.01	3.33	634.43		39					IV	155	0.67	632.16		
155C	265+18.44	46.32' RT.	3-H	---	636.62	632.41	3.83	---							IV	155C	1.03	632.61		
156	270+23	20.00' RT.	1-J	636.58	---	626.28	---	---		64					III	155	0.70	631.96		
156A	269+90	32.50' RT.	3-H	---	636.46	631.26	4.83	634.18		32						EXIST.	33"		RECONSTRUCT	
156B	270+22	59.50' RT.	3-H	---	636.00	631.96	3.66	---		40					III	156	2.40	630.49	CONN. TO EXIST. MH 156	
156C	270+84	32.50' RT.	3-H	---	635.79	631.08	4.33	633.50		59					IV	156B	1.25	631.46		
157	4+66.50	27.50' LT.	3-H	---	636.26	633.3	2.58	---							III	156	1.00	630.49		
157A	4+66.50	27.50' RT.	3-H	---	636.34	633.55	2.41	---								CONN.	EXIST.	12"		
157B	5+00.50	50.00' RT.	1-B	---	636.38	633.74	2.00	---		55					IV	157	0.45	633.30		
158	13+11.00	28.00' LT.	1-B	---	614.88	608.89	5.50	611.60		54					IV	157A	0.56	633.55	(INLET)	
158A	13+11.00	28.00' RT.	1-B	---	614.96	608.01	5.65	611.68		16					IV	158A	1.26	608.21	(INLET) P.U.D. 609.40	
EW	13+11.00	47.00' RT.	---	---	---	---	---	---							III	O.E.D.	1.44	607.83	(INLET) P.U.D. 609.00	
159	16+08	27.50' LT.	1-A	---	613.16	603.62	9.17	604.12		51					15"EW	BLUFF	CREEK	607.74	6 C.Y. RIPRAP REQUIRED	
159A	16+08	27.50' RT.	1-A	---	613.24	603.22	9.70	604.50		60					IV	159A	0.40	603.42	P.U.D.U. (EAST) 607.87	
EW	16+65.2	63.75' RT.	---	---	---	602.93	---	---							III	O.E.D.	0.48	602.93	P.U.D.U. (EAST) 607.95	
160	25+02	86.30' LT.	EXIST.	640.81	---	633.35	---	---							15"EW	DITCH	0.48	602.00	6 C.Y. RIPRAP REQUIRED	
160A	25+46.50	32.50' LT.	3-H	---	639.59	634.96	4.25	637.30		68						EXIST.	STORM	SEWER	ADJUST	
160B	25+46.50	32.50' RT.	3-H	---	639.87	635.83	3.66	637.58		63					IV	160	2.37	633.35		
EW	25+46.50	45.50' RT.	---	---	---	639.00	---	---		6					IV	160A	1.38	634.96		
161	35+13	CENTERLINE	1-J	640.75	---	635.08	---	---							IV	160B	26.40	635.83	12"EW	
161A	34+58.50	32.50' LT.	3-H	---	640.17	636.54	3.25	637.88		60						EXIST.	12"		RECONSTRUCT	
161B	35+47.50	32.50' RT.	3-H	---	639.98	636.35	3.25	---		44					IV	161	0.93	635.98		
161C	35+48.46	57.00' RT.	3-H	---	640.04	635.83	3.92	---							IV	161	0.84	635.98		
161D	34+66.80	32.50' RT.	3-H	---	640.44	636.80	3.25	638.15		54					III	161	0.54	635.48		
161E	35+21.46	104.34' RT	EXIST.	---	---	637.69	---	---							IV	161	1.52	635.98		
162	40+13	CENTERLINE	1-J	643.84	---	637.84	---	---							III	161C				

STATE PROJECT NUMBER	SHEET NO.
1190-07-73	3 D
DETAILED SUMMARY OF MISCELLANEOUS QUANTITIES	

REINFORCED CONCRETE PIPE, STORM SEWER

STATION TO STATION	LOCATION	15-INCH CLASS III L.F.	18-INCH CLASS III L.F.	24-INCH CLASS III L.F.	12-INCH CLASS IV L.F.	15-INCH CLASS IV L.F.	JOINT TIES NO.
219 + 50 TO 240 + 36	MAINLINE LT & RT	---	---	---	179	---	34
240 + 36 TO 260 + 38	MAINLINE LT & RT	344	---	---	367	29	10
260 + 38 TO 275 + 41	MAINLINE LT & RT	351	271	---	267	---	---
0 + 00 TO 25 + 02	MAINLINE LT & RT	76	---	---	194	---	22
25 + 02 TO 49 + 90	MAINLINE LT & RT	34	---	118	445	104	4

TOPSOIL, MULCHING, FERTILIZER AND SEEDING

STATION TO STATION	LOCATION	TOPSOIL S.Y.	MULCHING S.Y.	TYPE "B" FERTILIZER CWT	SEEDING LBS
219 + 50 TO 240 + 36		10,057	9,559	6.3	225
240 + 36 TO 260 + 38		2,057	1,404	1.3	50
260 + 38 TO 275 + 41		1,096	244	0.7	25
0 + 00 TO 25 + 02		9,491	8,839	6.0	220
25 + 02 TO 49 + 90		3,299	2,296	2.0	95
EAST 3RD STREET		1,768	2,065	1.1	35
C.T.H. "E"		1,289	1,500	0.8	25
MISCELLANEOUS	AT RR TRESSEL STRUCTURE REMOVAL	703	703	0.1	15
STREET CLOSURES	AT OBLITERATIONS	2,690	2,690	1.7	50

CONCRETE CURB & GUTTER, TYPE "A", 20-INCH (INCLUDES INTERSECTION RADIT AND CURB TAPERS)

STATION TO STATION	LOCATION	L.F.
219 + 50 TO 240 + 36	MAINLINE LT & RT	4,172
240 + 36 TO 260 + 38	MAINLINE LT & RT	4,106
260 + 38 TO 275 + 41	MAINLINE LT & RT	3,047
0 + 00 TO 25 + 02	MAINLINE LT & RT	4,560
25 + 02 TO 52 + 40	MAINLINE LT & RT	5,469

RIPRAP

STATION TO STATION	LOCATION	C.Y.
219 + 50 TO 240 + 36	LT & RT	7
0 + 00 TO 25 + 02	LT & RT	28

ADJUSTING MANHOLE COVERS

STATION	LOCATION	EACH
255 + 60.5	30' RT	1
25 + 02	86.3' LT	1

CONCRETE MEDIAN, 15 INCH

STATION TO STATION	LOCATION	S.F.
219 + 50 TO 240 + 36	MAINLINE MEDIAN	11,992
240 + 36 TO 260 + 38	MAINLINE MEDIAN	2,672
260 + 38 TO 275 + 41	MAINLINE MEDIAN	2,776
0 + 00 TO 25 + 02	MAINLINE MEDIAN	12,382
25 + 02 TO 52 + 40	MAINLINE MEDIAN	8,247

MANHOLES, TYPE 1 & TYPE 3

STATION	LOCATION	COVER TYPE	TYPE 1 EACH	TYPE 3 EACH
245 + 58	32.5' RT	J	1	
260 + 46	20' LT	J	1	
263 + 06	20' LT	J	1	
265 + 06	20' LT	J	1	
270 + 23	71' LT	J		1

ADJUSTING INLET COVERS

STATION	LOCATION	EACH
240 + 21.5	39' LT	1
49 + 48	25.5' LT	1
49 + 48	25.5' RT	1
52 + 30	32.0' LT	1
52 + 30	25.5' RT	1

CONCRETE SIDEWALK, 4-INCH

STATION TO STATION	LOCATION	S.F.
219 + 50 TO 240 + 36	RT	10,442
240 + 36 TO 260 + 38	LT & RT	15,981
260 + 38 TO 275 + 41	LT & RT	10,268
0 + 00 TO 25 + 02	LT & RT	12,852
25 + 02 TO 52 + 40	LT & RT	8,766

INLETS, TYPE 1

STATION	LOCATION	COVER TYPE	EACH
5 + 00.5	50' RT	B	1
13 + 11	28' LT	B	1
13 + 11	28' RT	B	1
16 + 08	27.5' LT	A	1
16 + 08	2.75' RT	A	1
39 + 84.5	47.5' RT	B	1
40 + 14.5	47.5' RT	B	1

PIPE UNDERDRAIN, 6-INCH

STATION TO STATION	LOCATION	L.F.
219 + 50 TO 240 + 36	MAINLINE LT & RT	4,120
240 + 36 TO 260 + 38	MAINLINE LT & RT	3,894
260 + 38 TO 275 + 41	MAINLINE LT & RT	3,007
0 + 00 TO 25 + 02	MAINLINE LT & RT	3,250
25 + 02 TO 52 + 30	MAINLINE LT & RT	5,410

LANDMARK REFERENCE MONUMENT AND COVERS

STATION	LOCATION	EACH
240+04	27' RT.	1
270+40	C/L	1
24+73	24' LT.	1
39+71	35' LT.	1

INLETS, TYPE 3

STATION TO STATION	LOCATION	COVER TYPE	EACH
219 + 50 TO 240 + 36	MAINLINE LT & RT	H	8
240 + 36 TO 260 + 38	MAINLINE LT & RT	H	12
260 + 38 TO 275 + 41	MAINLINE LT & RT	H	11
0 + 00 TO 25 + 02	MAINLINE LT & RT	H	2
25 + 02 TO 49 + 90	MAINLINE LT & RT	H	11

PIPE UNDERDRAIN, UNPERFORATED, 6-INCH

STATION TO STATION	LOCATION	L.F.
0 + 00 TO 25 + 02	MAINLINE LT & RT	1,244

CONCRETE STEPS

STATION	LOCATION	S.F.
238 + 98	LT	30
253 + 39	LT	23
6 + 88	LT	35
23 + 23	LT	25
23 + 77	LT	19
25 + 66	LT	11

CHAIN LINK FENCE, TYPE "B", 5 FT.

STATION TO STATION	LOCATION	L.F.
40 + 35 TO 44 + 55	RT	420

RECONSTRUCTING MANHOLES

STATION	LOCATION	EACH	COVER TYPE
245 + 68	33' LT	1	J
250 + 60.5	45' RT	1	J
260 + 46	37' LT	1	J
270 + 23	20' RT	1	J
16 + 38	40' LT	1	J
18 + 18	32' LT	1	J
25 + 15	29' RT.	1	J
35 + 13	C/L	1	J
40 + 13	C/L	1	J

PAVEMENT MARKING, EPOXY

STATION TO STATION	LOCATION	4" SKIP WHITE L.F.	4" SOLID YELLOW L.F.	4" SKIP YELLOW L.F.	4" SOLID WHITE L.F.	24" STOP LINE L.F.	CROSS WALK 6" L.F.	ARROWS EACH	WORDS EACH	CHANNELIZING 8" SOLID WHITE L.F.
219+50 TO 240+36	MAINLINE	1,050	4,326	75	-	-	-	1	1	-
240+36 TO 260+38	MAINLINE	1,000	3,416	625	-	124	-	8	4	175
260+38 TO 275+41	MAINLINE	750	2,590	425	-	-	386	5	1	125
0+00 TO 25+02	MAINLINE	1,250	4,908	-	-	-	-	2	2	134
25+02 TO 52+40	MAINLINE	1,375	4,951	425	-	-	-	4	2	87
C.T.H. "E"		-	860	-	775	-	-	-	-	-
EAST 3RD STREET		-	1,280	-	1,325	-	-	-	-	-

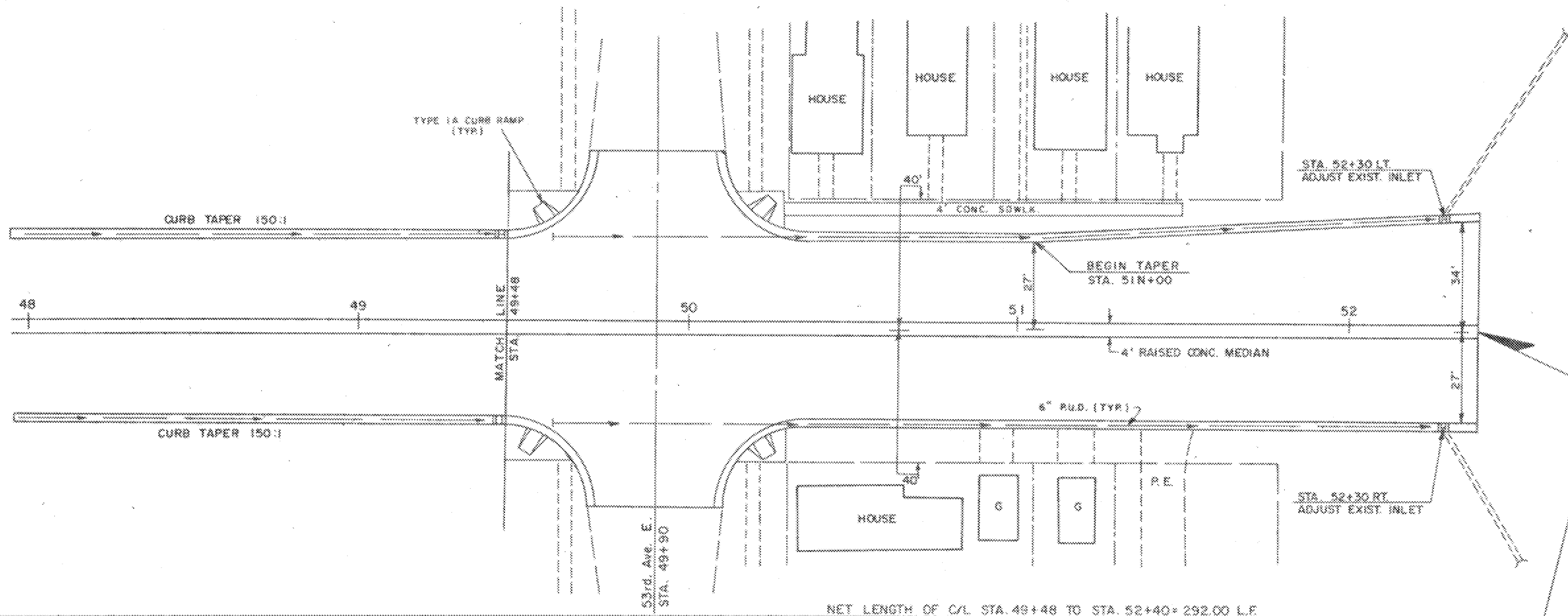
NOTE: PAVEMENT MARKING INCLUDES NEMADJI RIVER STRUCTURE.

CONCRETE BARRIER TRANSITION

STATION TO STATION	LOCATION	L.F.
219 + 47.70 TO 220 + 22.70	RT	84
219 + 65.92 TO 220 + 40.92	LT	84
12 + 46.25 TO 13 + 21.25	LT & RT	168
13 + 98.75 TO 14 + 73.75	LT & RT	168

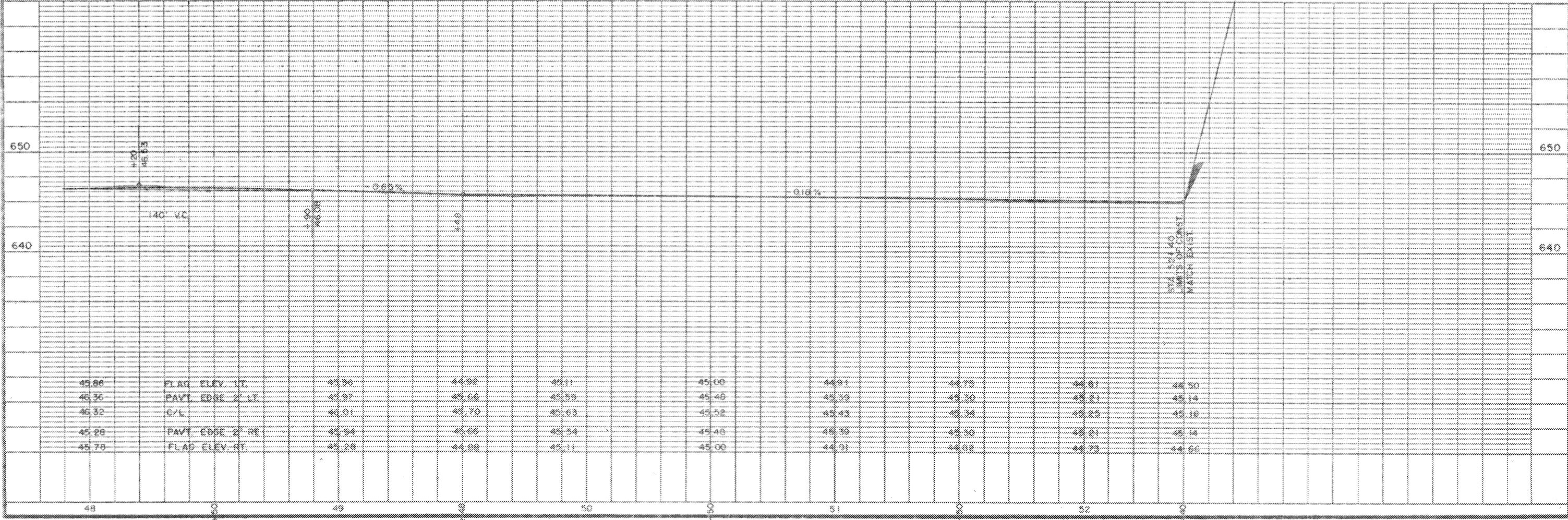


STATE PROJECT NUMBER	SHEET NO.
1190-07-73	5.19
E. SECOND ST. - U.S.H. 2	

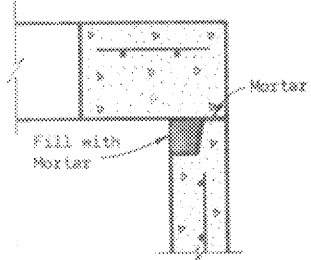


END PROJECT &  
END SEGMENT I  
STA. 52+40

NET LENGTH OF C/L STA. 49+48 TO STA. 52+40 = 292.00 LF

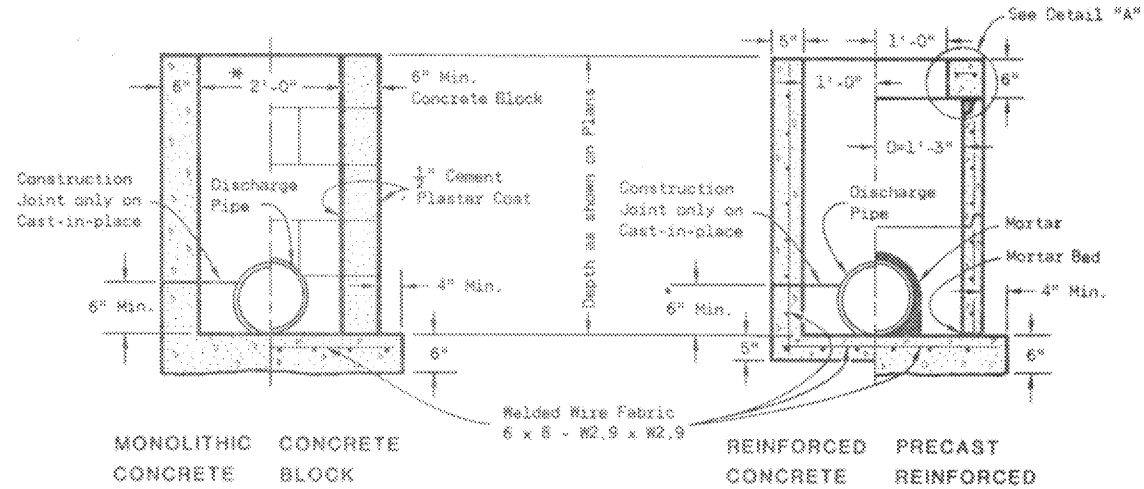


45.86	FLAG ELEV. LT.	45.36	44.92	44.11	45.00	44.91	44.73	44.81	44.50
46.36	PAVE. EDGE 2' LT.	45.97	45.66	45.59	45.40	45.39	45.30	45.21	45.14
46.32	C/L	46.01	45.70	45.63	45.52	45.43	45.34	45.25	45.18
45.28	PAVE. EDGE 2' RT.	45.54	45.66	45.54	45.43	45.35	45.30	45.21	45.14
45.78	FLAG ELEV. RT.	45.28	44.88	45.11	45.00	44.91	44.82	44.73	44.66



DETAIL "A"

\* Selection of square or circular design will be based on the pipe sizes and the Inlet Cover being utilized.



INLETS TYPE 1

**GENERAL NOTES**

Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

Detailed drawings for proposed alternate designs for underground drainage structures shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.

All Precast Inlet units shall conform to the pertinent requirements of AASHTO Designation M 199.

All drainage structures are designated on the plans as "Manholes 1-C", "Catch Basins 1-B", "Inlets 3-H", etc. The first digit designates the masonry portion of the structure, and the following letter designates the type of cover to be used to comprise the complete unit.

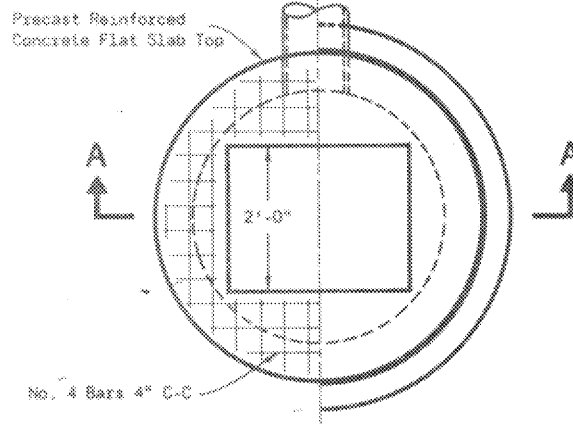
Precast Reinforced Bases shall be placed on a bed of material at least 6 inches in depth, which meets the requirements for Granular Backfill. This bedding shall be compacted and provide uniform support for the entire area of the base.

Precast Reinforced Concrete Flat Slab Tops may be used on the structures. The Tops shall be installed on a bed of mortar.

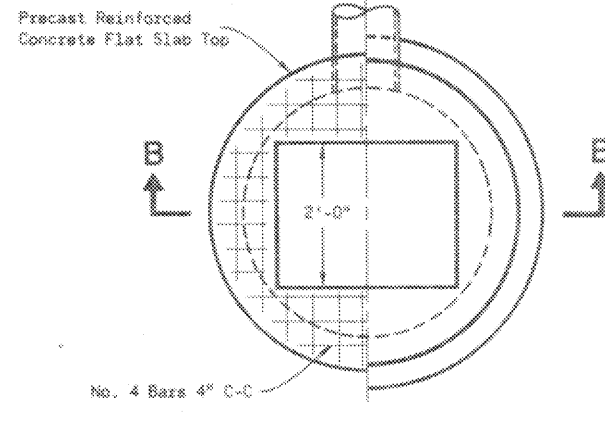
All Bar Steel reinforcement shall be embedded 2 inches clear unless otherwise shown or noted.

Precast Reinforced Concrete Risers shall be placed with tongue down.

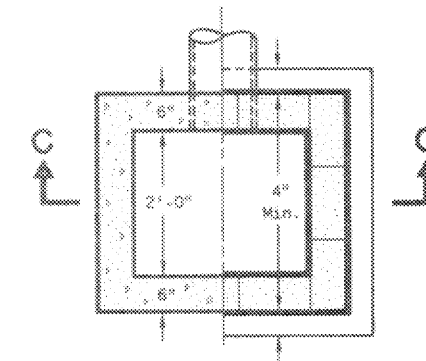
① Use 2'-6" opening for Type 2 Inlets and 3'-0" opening for Type 3 Inlets.



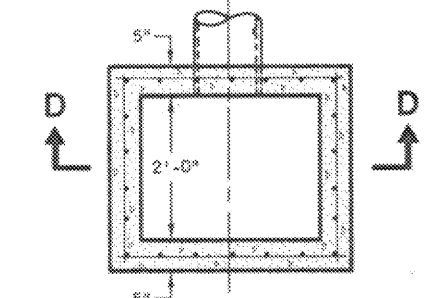
PLAN VIEW



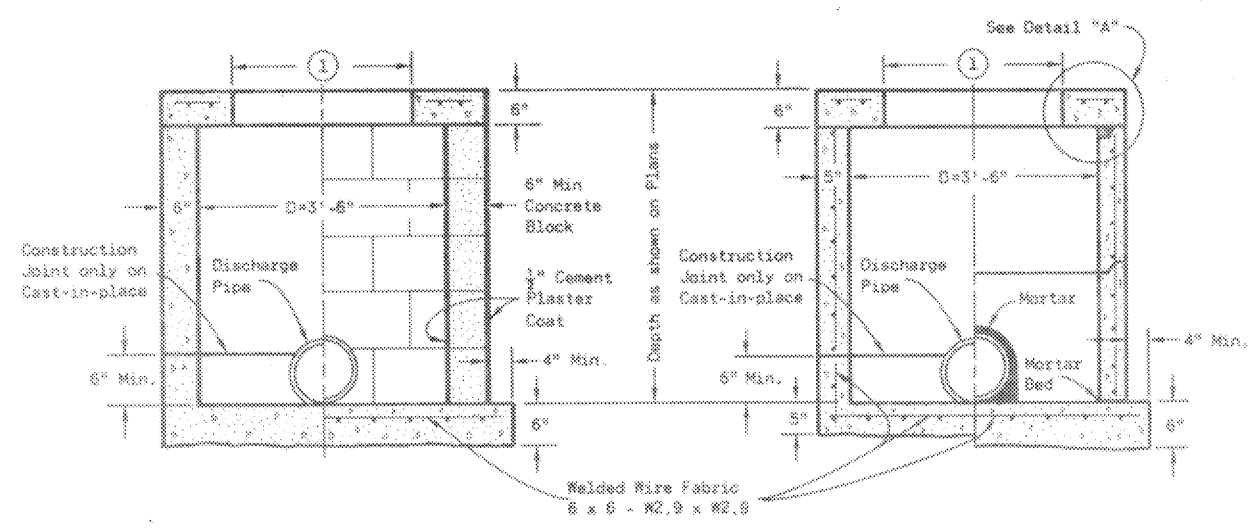
PLAN VIEW



PLAN VIEW



PLAN VIEW

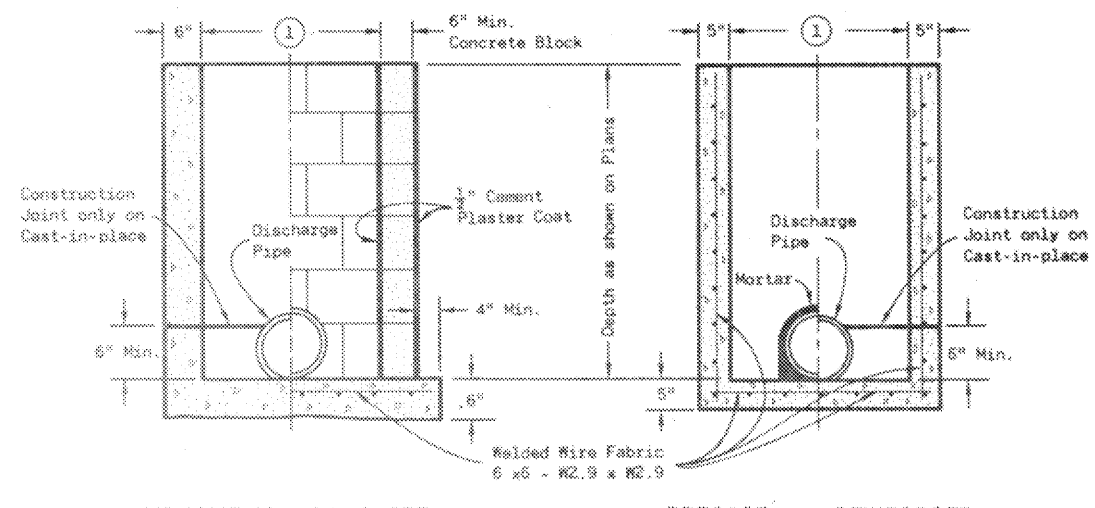


MONOLITHIC CONCRETE CONCRETE BLOCK

SECTION A-A

REINFORCED CONCRETE PRECAST REINFORCED CONCRETE

SECTION B-B



MONOLITHIC CONCRETE CONCRETE BLOCK

SECTION C-C

PRECAST REINFORCED CONCRETE REINFORCED CONCRETE

SECTION D-D

INLETS TYPE 2 & 3

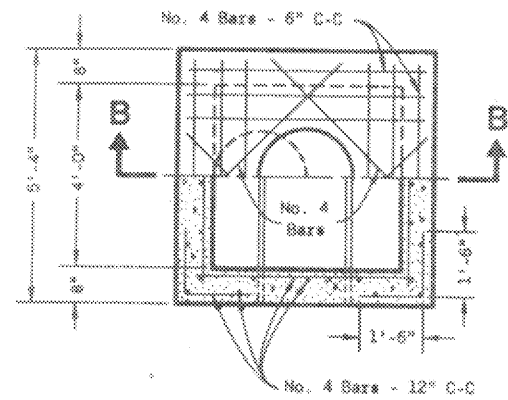
INLETS TYPE 1, 2 & 3

State of Wisconsin  
Department of Transportation

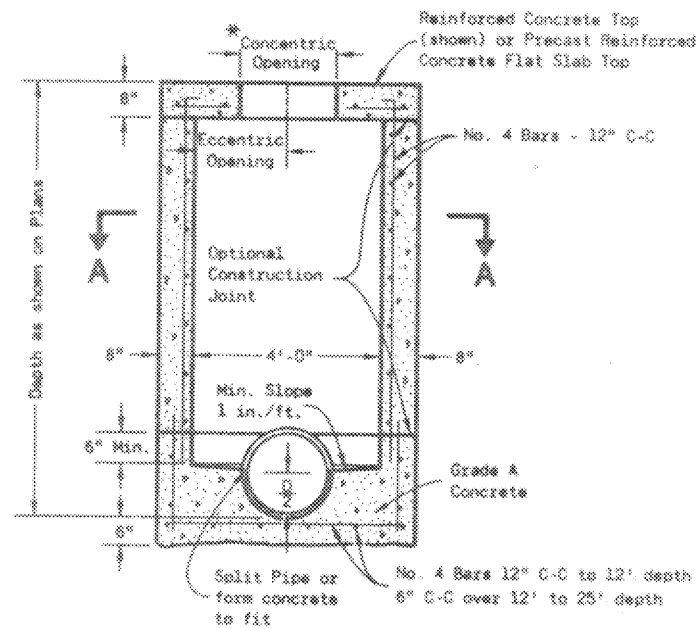
APPROVED  
4-13-82  
DATE

*D.D. Strand*  
CHIEF DESIGN ENGINEER

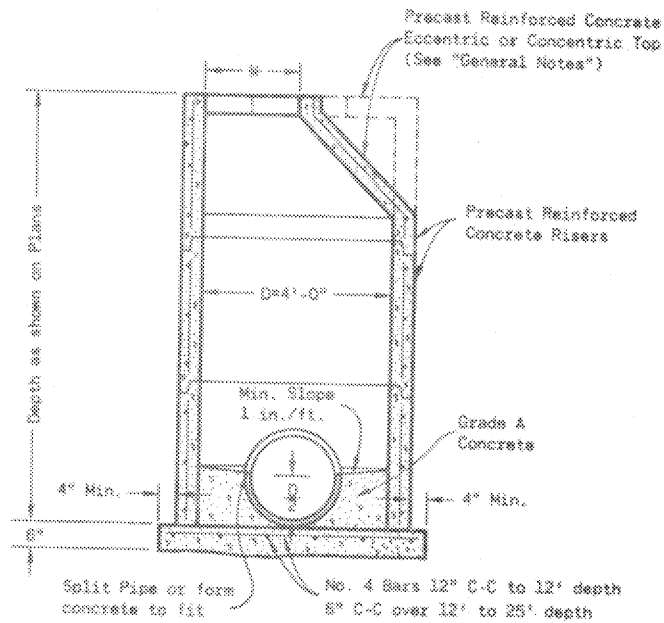
FWWA



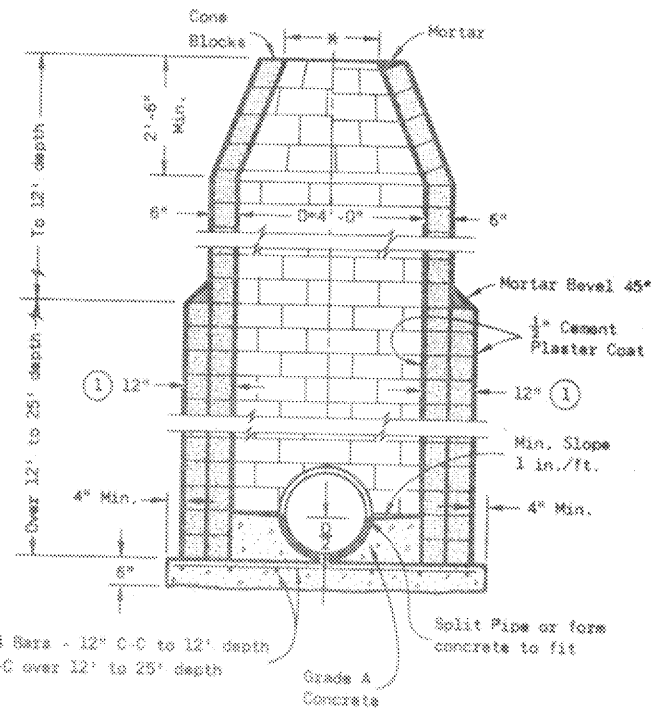
HALF SECTION A-A



SECTION B-B  
REINFORCED CONCRETE



PRECAST REINFORCED CONCRETE



CONCRETE BLOCK

### GENERAL NOTES

Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

Detailed drawings for proposed alternate designs for underground drainage structures shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.

All drainage structures are designated on the plans as "Manholes 1-C", "Catch Basins 1-B", "Inlets 3-H", etc. The first digit designates the masonry portion of the structure, and the following letter designates the type of cover to be used to comprise the complete unit.

Precast Reinforced Bases shall be placed on a bed of material at least 6 inches in depth, which meets the requirements for Granular Backfill. This bedding shall be compacted and provide uniform support for the entire area of the base.

Precast Reinforced Concrete Cone Tops (Eccentric or Concentric) may be used on concrete block structures. The Cone Tops shall be installed on a bed of mortar.

Eccentric Cone Tops may be used on all structures, and Concentric Cone Tops shall be used only on structures 5 feet or less in depth, unless otherwise directed by the Engineer.

Steps meeting the following requirements shall be installed in all structures over 5 feet in depth: 16 inch C-C maximum spacing; project a minimum clear distance of 4 inches from the wall at the point of embedment; minimum length of 10 inches; minimum wall embedment of 3 inches; and be capable of supporting a concentrated load of 300 lbs. Ferrous metal steps not painted or treated to resist corrosion shall have a minimum cross sectional dimension of 1 inch.

Solid Aluminum steps shall have a minimum cross sectional dimension of 0.75 inch. Aluminum surfaces to be embedded in concrete shall be given one coat of suitable quality paint, such as zinc chromate primer conforming to Federal Specification TT-P-645 or equivalent. Steps of approved Polypropylene plastic coated reinforcement bar will be acceptable.

All bar steel reinforcement shall be embedded 2 inches clear unless otherwise shown or noted.

Precast Reinforced Concrete Risers may be placed with tongue up or down.

All Precast Inlet Units shall conform to the pertinent requirements of AASHTO Designation M 199.

\* Use 2'-0" diameter opening with Type "C", "L" and "J" covers, or 3'-0" diameter with Type "K" and "M" covers.

① 2 courses 6" block.

MANHOLES TYPE 1

MANHOLES TYPE 1

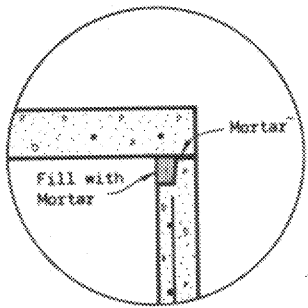
State of Wisconsin  
Department of Transportation

APPROVED  
4-13-82  
DATE

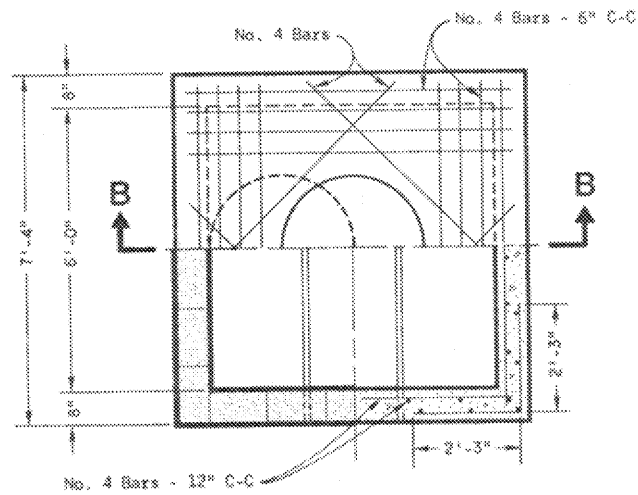
*D. J. Strand*  
CHIEF DESIGN ENGINEER

S.D.D. 8 B 6-3

S.D.D. 8 B 6-3



DETAIL "A"



HALF SECTION A-A

**GENERAL NOTES**

Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

Detailed drawings for proposed alternate designs for underground drainage structures shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.

All drainage structures are designated on the plans as "Manholes 1-C", "Catch Basins 1-B", "Inlets 3-H", etc. The first digit designates the masonry portion of the structure, and the following letter designates the type of cover to be used to comprise the complete unit.

Precast Reinforced Bases shall be placed on a bed of material at least 6" in depth, which meets the requirements for Granular Backfill. This bedding shall be compacted and provide uniform support for the entire area of the base.

Steps meeting the following requirements shall be installed in all structures over 5 feet in depth: 16 inch C-C maximum spacing; project a minimum clear distance of 4 inches from the wall at the point of embedment; minimum length of 18 inches; minimum wall embedment of 3 inches; and capable of supporting a concentrated load of 300 lbs. Ferrous metal steps not painted or treated to resist corrosion shall have a minimum cross sectional dimension of 1 inch.

Solid Aluminum steps shall have a minimum cross sectional dimension of 0.75 inch. Aluminum surfaces to be embedded in concrete shall be given one coat of suitable quality paint, such as zinc chromate primer conforming to federal specification TT-P-645 or equivalent. Steps of approved Polypropylene plastic coated reinforcement bar are acceptable.

All bar steel reinforcement shall be embedded 2 inches clear unless otherwise shown or noted.

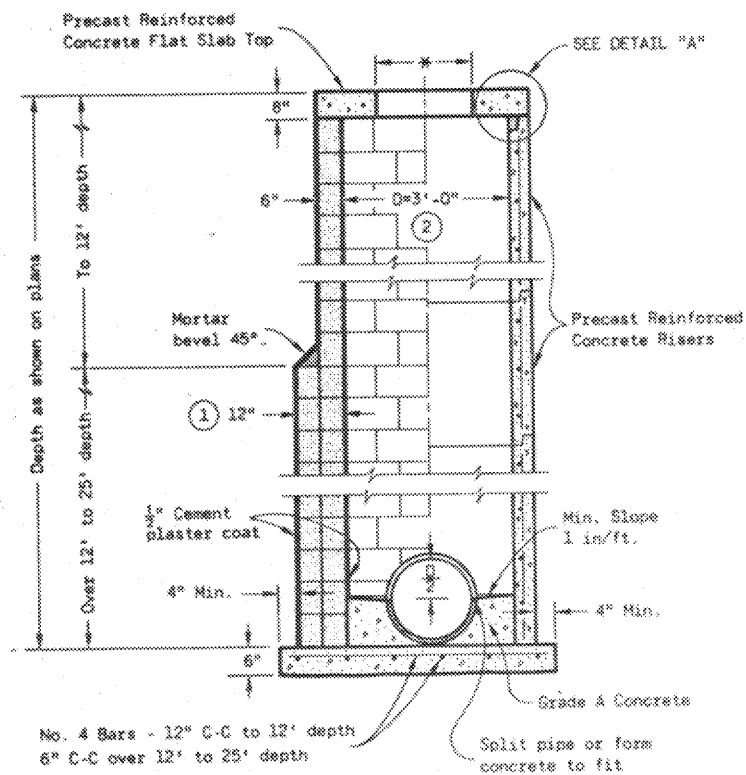
Precast Reinforced Concrete Risers shall be placed with tongue down.

All precast inlet units shall conform to the pertinent requirements of AASHTO Designation M 199.

\* Use 2'-0" diameter opening with type "C", "L", and "J" covers, or 3'-0" diameter with type "K" and "M" covers.

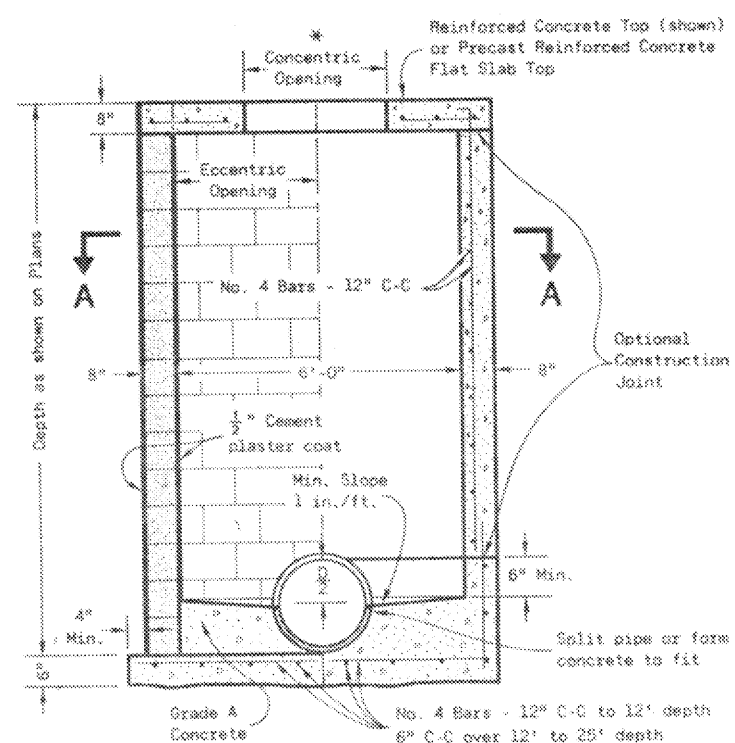
1 2 courses 6" block.

2 When connecting pipes are 24" or larger the Precast Manholes may be increased to 42" diameter.



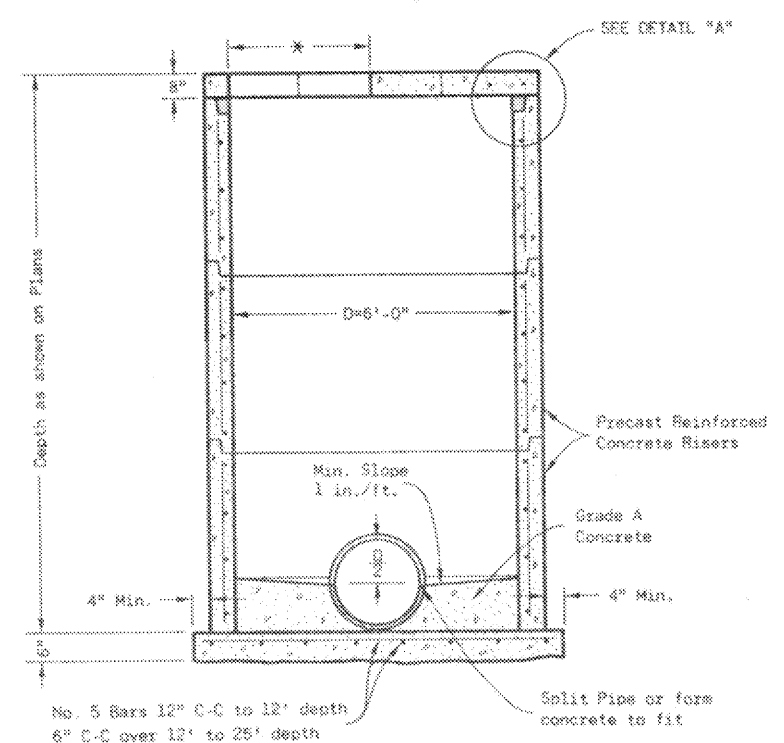
CONCRETE BLOCK PRECAST REINFORCED CONCRETE

MANHOLES TYPE 2



SECTION B-B  
CONCRETE BLOCK REINFORCED CONCRETE

MANHOLES TYPE 3



PRECAST REINFORCED CONCRETE

MANHOLES TYPE 2 & 3	
State of Wisconsin Department of Transportation	
APPROVED 4-13-82 DATE	<i>D.D. Strand</i> CHIEF DESIGN ENGINEER

S.D.D. 8 B 7-3

S.D.D. 8 B 7-3