LAX FEBRUARY 2014

PROJECT ID: 5820-01-01
WITH:

COUNTY: LA CROSSE

ORDER OF SHEETS

TOTAL SHEETS = 94

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

COON VALLEY - BANGOR

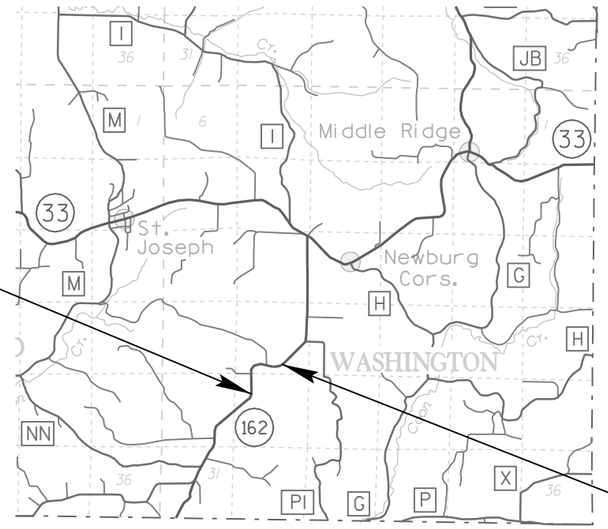
H. HUNDT RD. TO KAMMEL COULEE RD.

STH 162

LA CROSSE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5820-01-71	WISC 2014020	1

STATE PROJECT NUMBER
5820-01-71



BEGIN PROJECT
STATION 11+50
X=510059.29
Y=109621.32

END PROJECT
STATION 54+00
X=512993.32
Y=112206.24

DESIGN DESIGNATION

A.D.T. (2013)	=	750
A.D.T. (2033)	=	950
D.H.V.	=	6.5%
D.	=	60/40
T.	=	7.7%
DESIGN SPEED	=	60 MPH
ESALS	=	131,400

CONVENTIONAL SYMBOLS

COUNTY LINE
CORPORATE LIMITS
PROPERTY LINE (P.L. + 58.1)
LOT LINE
LIMITED EASEMENT
EXISTING RIGHT OF WAY
PROPOSED OR NEW R/W LINE
SURVEY LINE
SLOPE INTERCEPT
ORIGINAL GROUND
MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
MARSH AREA
WOODED OR SHRUB AREA

COMBUSTIBLE FLUIDS (CAUTION)
UNDERGROUND UTILITIES
GAS (G)
ELECTRIC (E)
TELEPHONE OR TELEGRAPH (T)
COMMUNICATIONS LINE (C)
SERVICE PEDESTAL
POWER POLE
TELEPHONE POLE
RAILROAD
SANITARY SEWER (SAN)
STORM SEWER (SS)
WATER (W)
EXISTING CULVERT
PROPOSED CULVERT (Box or Pipe)
CULVERT (Profile View)

LAYOUT
SCALE 0 1 MI 2 MI

TOTAL NET LENGTH OF CENTERLINE = 0.805 MI.

-"Coordinates on this plan are referenced to the Wisconsin County Coordinate System (WCCS), La Crosse County."

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
Surveyor: CORY SCHLEGEL
Designer: JAIME M. BOADO, JR, PE
Project Manager: REINY YAHNKE, PE
District Examiner:
District Supervisor: STEVE FLOTTMEYER, PE
C.O. Examiner:

APPROVED FOR DISTRICT OFFICE
DATE: 07/31/13 Stephen A. Flottmeyer (Signature)

E

FILE NAME : P:±State±s162±58200101±Cad±eplans±010101_ti.dgn PLOT DATE: 31-JUL-2013 08:49 ORG DATE : PLOT NAME : Originator : Dist PLOT SCALE :1137.500190:1.000000

WISDOT/CADDS SHEET 10

GENERAL NOTES

- CURVE DATA IS BASED ON ARC DEFINITION.
- THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
- CROSS SLOPES AS SHOWN ON THE TYPICAL SECTION WILL VARY AT THE INTERSECTIONS. SEE DETAIL SHEETS AND CROSS SECTIONS FOR SLOPES AND GRADES.
- ALL RADII ARE MEASURED TO EDGE OF PAVEMENT UNLESS OTHERWISE SHOWN OR NOTED ON THE PLAN.
- ALL INTERSECTIONS SHALL BE TYPE "D" UNLESS OTHERWISE NOTED.
- NO TREES OR SHRUBS SHALL BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE BEEN DESIGNATED FOR REMOVAL BY THE ENGINEER.
- WHEN PORTIONS OF EXISTING ASPHALTIC SURFACES ARE TO BE REMOVED TO ACCOMMODATE NEW CONSTRUCTION, THE LINE OF SUCH REMOVAL SHALL BE NEATLY DELINEATED WITH A SAW CUT JOINT THROUGH THE ASPHALTIC SURFACE SO THAT REMOVAL OF THE ASPHALT SHALL BE ACCOMPLISHED WITHOUT DAMAGE TO REMAINING PORTIONS. THE LOCATION OF SAW JOINTS AND THE AMOUNT REMOVED AT SIDE ROADS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- REMOVE EXISTING OLD CULVERTS AS SHOWN ON THE PLANS.
- IN PERFORMANCE OF THE WORK UNDER THE ITEM "REMOVING FENCE", THE FENCE SHALL BE REMOVED TO A PULL OR STRETCHER POST ASSEMBLY AS DETERMINED IN THE FIELD BY THE ENGINEER.
- THE BORROW EXCAVATION SHALL NOT BE COMPLETED UNTIL ALL AVAILABLE COMMON EXCAVATION HAS BEEN USED.
- THE EXPANDED FILL, AS SHOWN ON THE PLAN AND PROFILE SHEETS, INCLUDES THE FILL EXPANDED BY 1.25.
- EXCAVATION BELOW SUBGRADE (EBS) IS NOT USED TO BALANCE YARDAGE AND IS NOT SHOWN ON THE CROSS SECTIONS BUT IS MEASURED AND PAID FOR AS COMMON EXCAVATION. THE LOCATION OF EBS WILL BE DETERMINED BY THE ENGINEER.
- EXISTING DRAINAGE DITCHES AND CULVERT PIPES WILL REMAIN FUNCTIONAL DURING EXCAVATION OPERATIONS.
- INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES ARE APPROXIMATE AND SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- THE LAST SECTION OF ALL EXISTING REINFORCED CONCRETE CULVERT PIPES THAT ARE TO BE EXTENDED SHALL BE, IF NECESSARY, RESET PRIOR TO INSTALLING THE PIPE EXTENSION.
- ALL NEW CONCRETE CULVERT PIPES SHALL REQUIRE JOINT TIES.
- DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOILED (SALVAGED), FERTILIZED, SEEDED, AND MULCHED AS DIRECTED BY THE ENGINEER.
- PRIOR TO PLACING NEW SHOULDER MATERIAL ON EXISTING SHOULDERS, THE EXISTING SHOULDERS SHALL BE SHAPED AND COMPACTED TO PROVIDE A MINIMUM DEPTH OF 4 INCHES OF NEW SHOULDER MATERIAL ADJACENT TO THE SURFACE OF THE NEW PAVEMENT. MATERIAL EXCAVATED FOR THIS PURPOSE SHALL BE DEPOSITED ON THE OUTER PORTION OF THE EXISTING SHOULDER OR AS DIRECTED BY THE ENGINEER.
- SHAPING, TRIMMING AND DISPOSAL OF EXISTING SHOULDERS WILL BE INCIDENTAL TO THE BID ITEM OF BASE AGGREGATE DENSE.
- THE EXACT LOCATION OF PRIVATE AND FIELD ENTRANCES ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
- CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES EXCEPT WHEN PIPE LAYING OPERATIONS REQUIRE THE DRIVEWAY TO BE CLOSED. ACCESS TO DRIVEWAY SHALL BE RE-ESTABLISHED IMMEDIATELY AFTER PIPE IN DRIVEWAY AREA IS INSTALLED. ACCESS SHALL BE PROVIDED DURING ALL NON-WORKING HOURS.
- THE RATE OF APPLICATION FOR TACK COAT IS COMPUTED AT 0.025 GAL/SY.
- THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING OR PARKING LANE.
- HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 110 LBS/SY/IN.
- 3.5" HMA PAVEMENT SHALL BE PLACED IN TWO LAYERS. THE 12.5 MM GRADATION MAY BE USED FOR BOTH LAYERS.

STANDARD ABBREVIATIONS

AC.	ACRE	MAX.	MAXIMUM
AGG.	AGGREGATE	MGAL	1000 GALLONS
AH	AHEAD	MIN.	MINIMUM
<	ANGLE	N.C.	NORMAL CROWN OR NO CHANGE
AE, AEW	APRON ENDWALL	N	NORTH
ASPH.	ASPHALTIC	NO.	NUMBER
A.D.T.	AVERAGE DAILY TRAFFIC	PAV'T	PAVEMENT
B.F.	BACK FACE	P.L.E.	PERMANENT LIMITED EASEMENT
BK.	BACK	P.C.	POINT OF CURVATURE
BEG.	BEGIN	P.I.	POINT OF INTERSECTION
B.M.	BENCH MARK	P.T.	POINT OF TANGENCY
C/L	CENTER LINE	V.P.C.	VERTICAL POINT OF CURVATURE
D	CENTRAL ANGLE OR DELTA	V.P.I.	VERTICAL POINT OF INTERSECTION
C.M.C.P.	CORRUGATED METAL CULVERT PIPE	V.P.T.	VERTICAL POINT OF TANGENCY
C.M.P.	CORRUGATED METAL PIPE	PCC	PORTLAND CEMENT CONCRETE
CO.	COUNTY	P.E.	PRIVATE ENTRANCE
CTH	COUNTY TRUNK HIGHWAY	P.L.	PROPERTY LINE
CR.	CREEK	R	RADIUS OR RANGE
C.A.B.C.	CRUSHED AGGREGATE BASE COURSE	R/L	REFERENCE LINE
C.Y.	CUBIC YARD	R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
C.P.	CULVERT PIPE	RT	RIGHT
C. & G.	CURB AND GUTTER	REQ'D	REQUIRED
D	DEGREE OF CURVE	R.H.F.	RIGHT HAND FORWARD
D.H.V.	DESIGN HOUR VOLUME	R/W	RIGHT OF WAY
DIA.	DIAMETER	R.	RIVER
DISCH.	DISCHARGE	RD.	ROAD
EA	EACH	SHLD.	SHOULDER(S)
E	EAST	SHR.	SHRINKAGE
ELEC.	ELECTRIC(AL), ELEC. CABLE	S	SOUTH
EL., ELEV.	ELEVATION	S.F.	SQUARE FOOT (FEET)
EXC.	EXCAVATION	SDD	STANDARD DETAIL DRAWING(S)
F.F.	FACE TO FACE	STH	STATE TRUNK HIGHWAY
FERT.	FERTILIZER	STA.	STATION
F.E.	FIELD ENTRANCE	S.E.	SUPERELEVATION
F/L, F.L.	FLOW LINE	S/L	SURVEY LINE
CWT.	HUNDRED WEIGHT	T	TANGENT
INL	INLET	TEL.	TELEPHONE
INTER.	INTERSECTION	TEMP.	TEMPORARY
JT.	JOINT	T.L.E.	TEMPORARY LIMITED EASEMENT
LT	LEFT	T.O.C.	TOP OF CURB
L.H.F.	LEFT HAND FORWARD	T.	(TRUCKS) PERCENT OF
L.	LENGTH OF CURVE	TYP.	TYPICAL
L.F.	LINEAR FOOT(FEET)	UNCL.	UNCLASSIFIED
LC.	LONG CHORD	U.G.	UNDERGROUND (CABLE)
LS	LUMP SUM	V.C.	VERTICAL CURVE
M.P.	MARKER POST	W	WEST

2

UTILITY COMPANIES & PERSONNEL

BANGOR MUNICIPAL UTILITY
106 15th Ave. North
P.O. Box 130
Bangor, WI 54614
ATTN: Steve Baker
PHONE: (608) 486-2151
sbaker@villageofbangor.com

COON VALLEY TELECOMMUNICATIONS INC.
105 Central Ave.
P.O. BOX 398
Coon Valley, WI 54623-0398
ATTN: Carol Olson
PHONE: (608) 452-3100
cvt@mwt.net

DNR CONTACT

Wisconsin Department of Natural Resources
3550 Mormon Coulee Road
La Crosse, WI 54601
ATTN: Karen Kalvelage
PHONE: (608) 785-9115
EMAIL: Karen.Kalvelage@wisconsin.gov

SOILS ENGINEER CONTACT

Wisconsin Department of Transportation
Southwest Region - La Crosse Office
Soils Engineer
3550 Mormon Coulee Road
La Crosse, WI 54601
ATTN: Russ Frank
PHONE: (608) 785-9047
EMAIL: russell.frank@dot.wi.gov

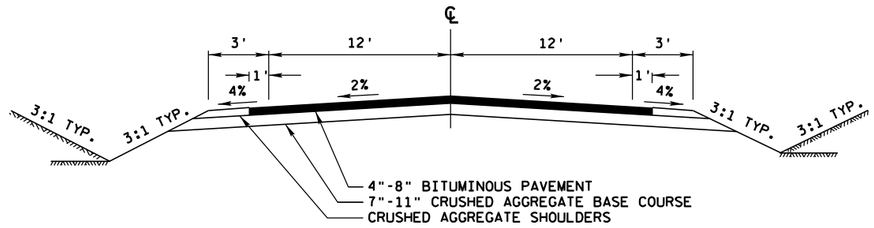
DESIGN ENGINEER CONTACT

Wisconsin Department of Transportation
Southwest Region -La Crosse Office
Design Engineer
3550 Mormon Coulee Road
La Crosse, WI 54601
ATTN: Jaime Boado
PHONE: (608) 785-9062
EMAIL: Jaime.BoadoJr@dot.wi.gov

PAVEMENT DESIGN ENGINEER CONTACT

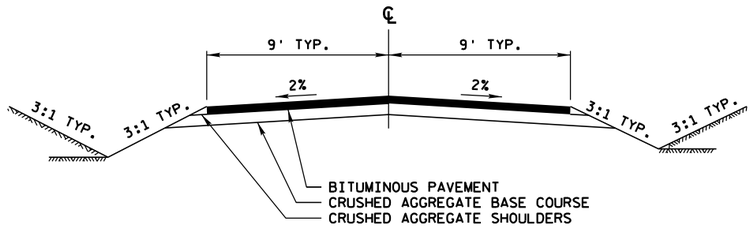
Wisconsin Department of Transportation
Southwest Region - Madison Office
Pavement Engineer
2101 Wright St.
Madison, WI 53704-2583
ATTN: Tim McCarthy
PHONE: (608) 246-5623
EMAIL: timothy.mccarthy@dot.wi.gov

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



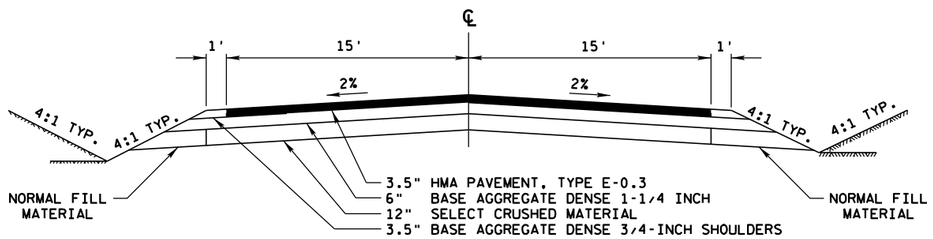
EXISTING TYPICAL SECTION

S.T.H. 162



EXISTING TYPICAL SECTION

H. HUNDT RD.
KAMMEL COULEE RD.



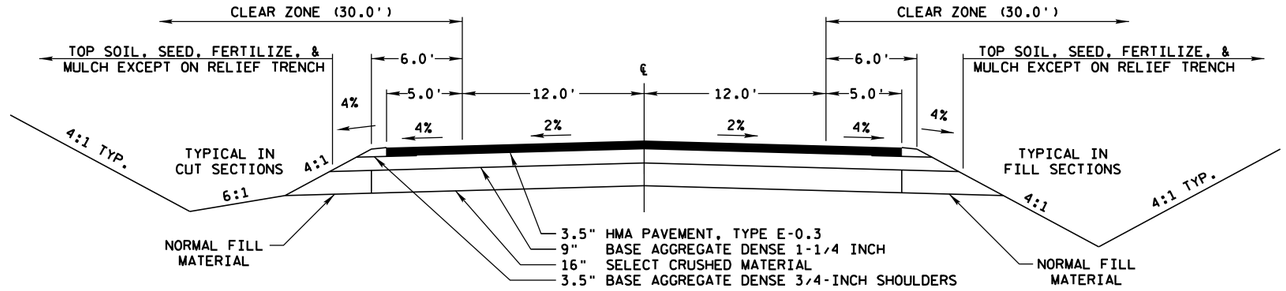
FINISHED TYPICAL SECTION

H. HUNDT RD.
10'HH'+06.30 - 15'HH'+25.00

KAMMEL COULEE RD.
10'KC'+25.00 - 13'KC'+25.00

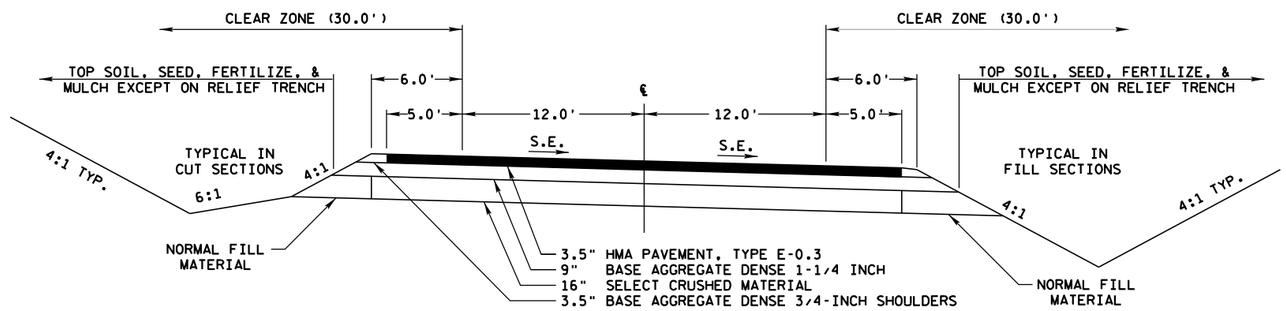
OLD STH 162
38'OS'+85.78 - 39'OS'+75.00

CUL-DE-SAC
44'CD'+25.00 - 45'CD'+80.00



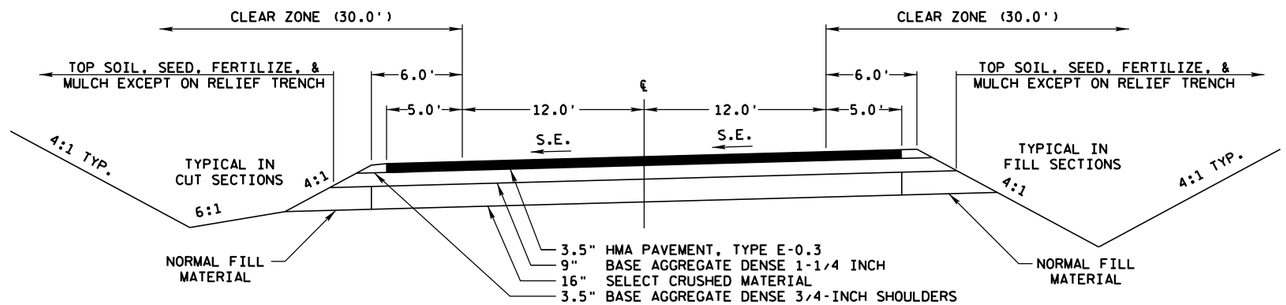
FINISHED TYPICAL TANGENT SECTION - STH 162

STATION 11+50 - STATION 12+50
STATION 35+50 - STATION 39+50
STATION 52+50 - STATION 54+00



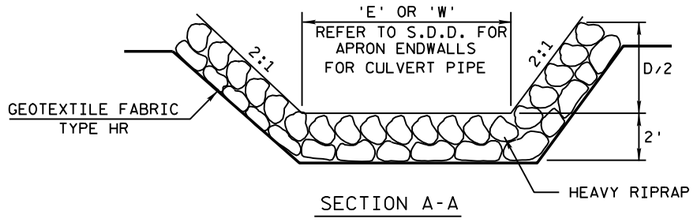
FINISHED TYPICAL TANGENT SECTION - STH 162

STATION 12+50 - STATION 35+50

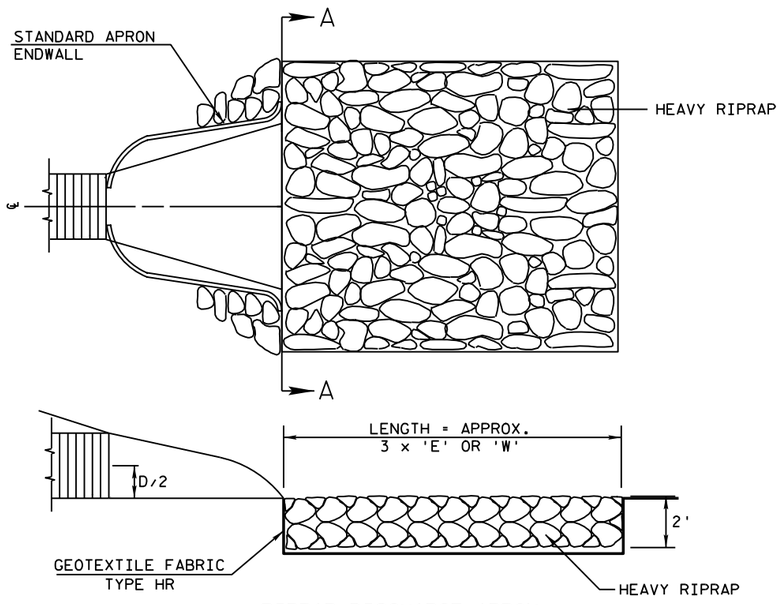


FINISHED TYPICAL TANGENT SECTION - STH 162

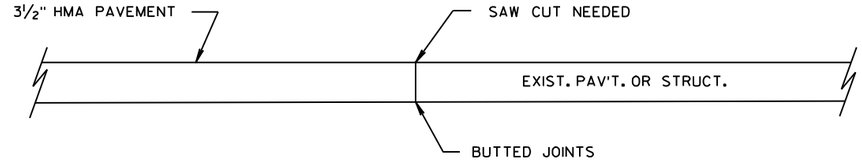
STATION 39+50 - STATION 52+50



SECTION A-A

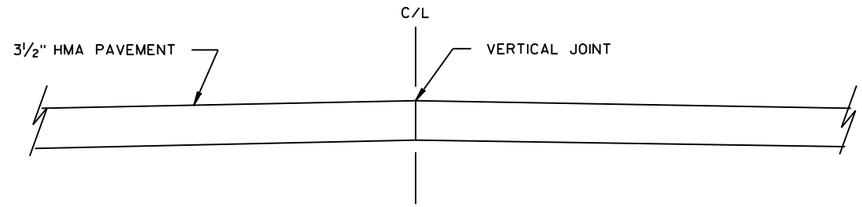


RIPRAP DISCHARGE APRON



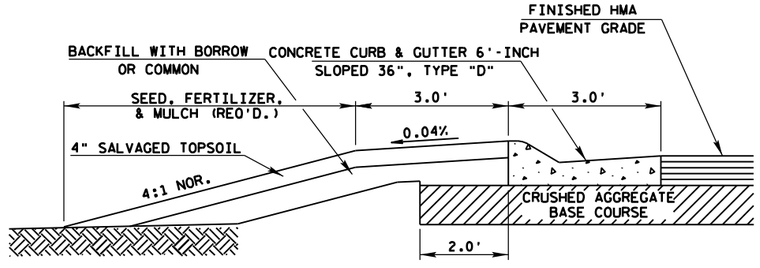
BUTT JOINT DETAIL

STA. 11+50.00
STA. 54+00.00
STA. 10'HH'+06.30
STA. 39'OS'+75.00
STA. 44'CD'+25.00
STA. 13'KC'+25.00



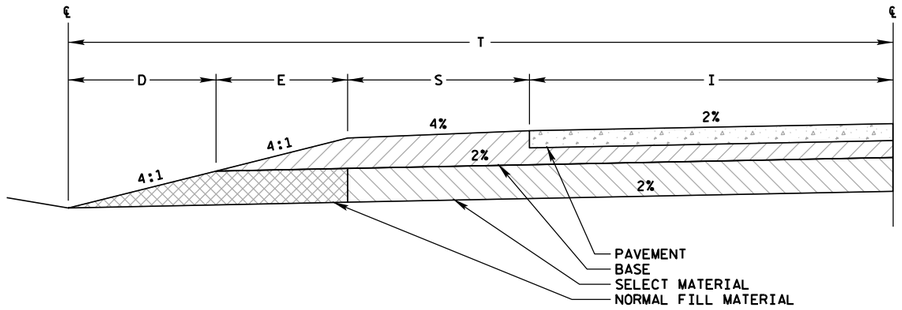
HMA PAVEMENT LONGITUDINAL JOINT

STA. 11+50 - STA. 54+00
STA. 10'HH'+00 - STA. 15'HH'+33
STA. 38'OS'+54 - STA. 39'OS'+75
STA. 44'CD'+25 - 45'CD'+80
STA. 10'KC'+17 - STA. 13'KC'+25



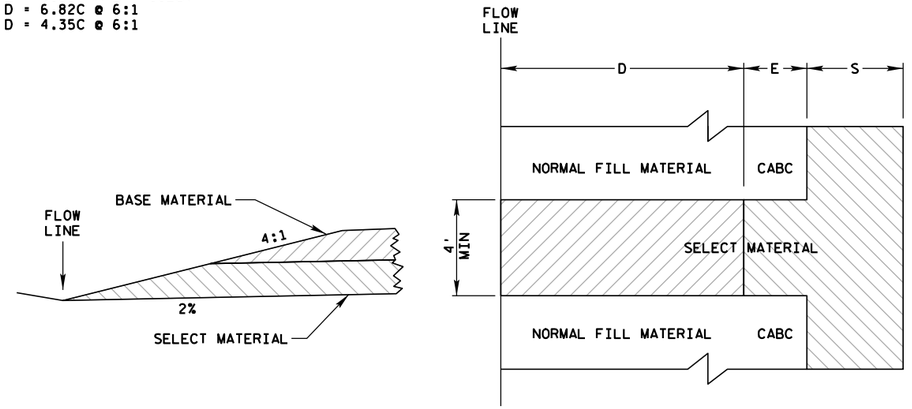
BERM DETAIL BEHIND 36" SLOPED CURB & GUTTER

PROJECT NO: 5820-01-71	HWY: STH 162	COUNTY: LA CROSSE	CONSTRUCTION DETAILS	SHEET	E



TYPICAL HALF SECTION WITH SELECT MATERIALS (OUTSIDE DITCH)

E = 4.35 (A+B - .02S)
D = 6.82C @ 6:1
D = 4.35C @ 6:1

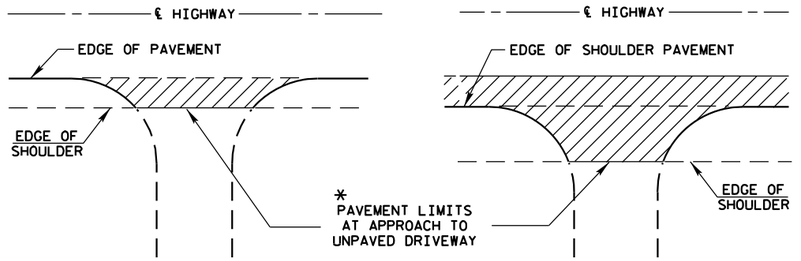


PROFILE VIEW

PLAN VIEW

RELIEF TRENCH DETAIL

CONSTRUCT RELIEF TRENCH AT SAG POINTS OR EVERY 250 FEET

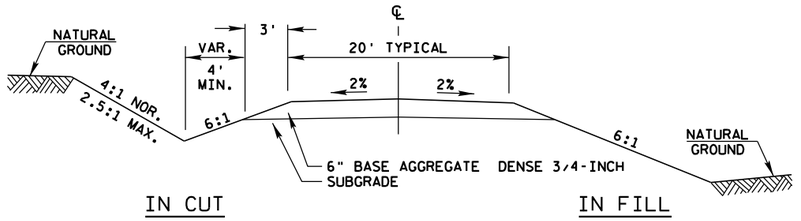


* IF DRIVEWAY IS PAVED, APPROACH PAVEMENT TO BE EXTENDED TO MATCH DRIVEWAY PAVEMENT.

PLAN VIEW

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

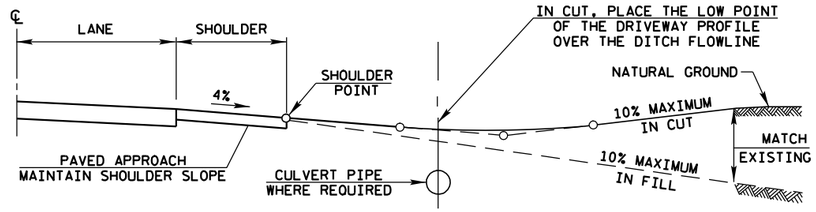
RURAL DRIVEWAY INTERSECTION DETAIL



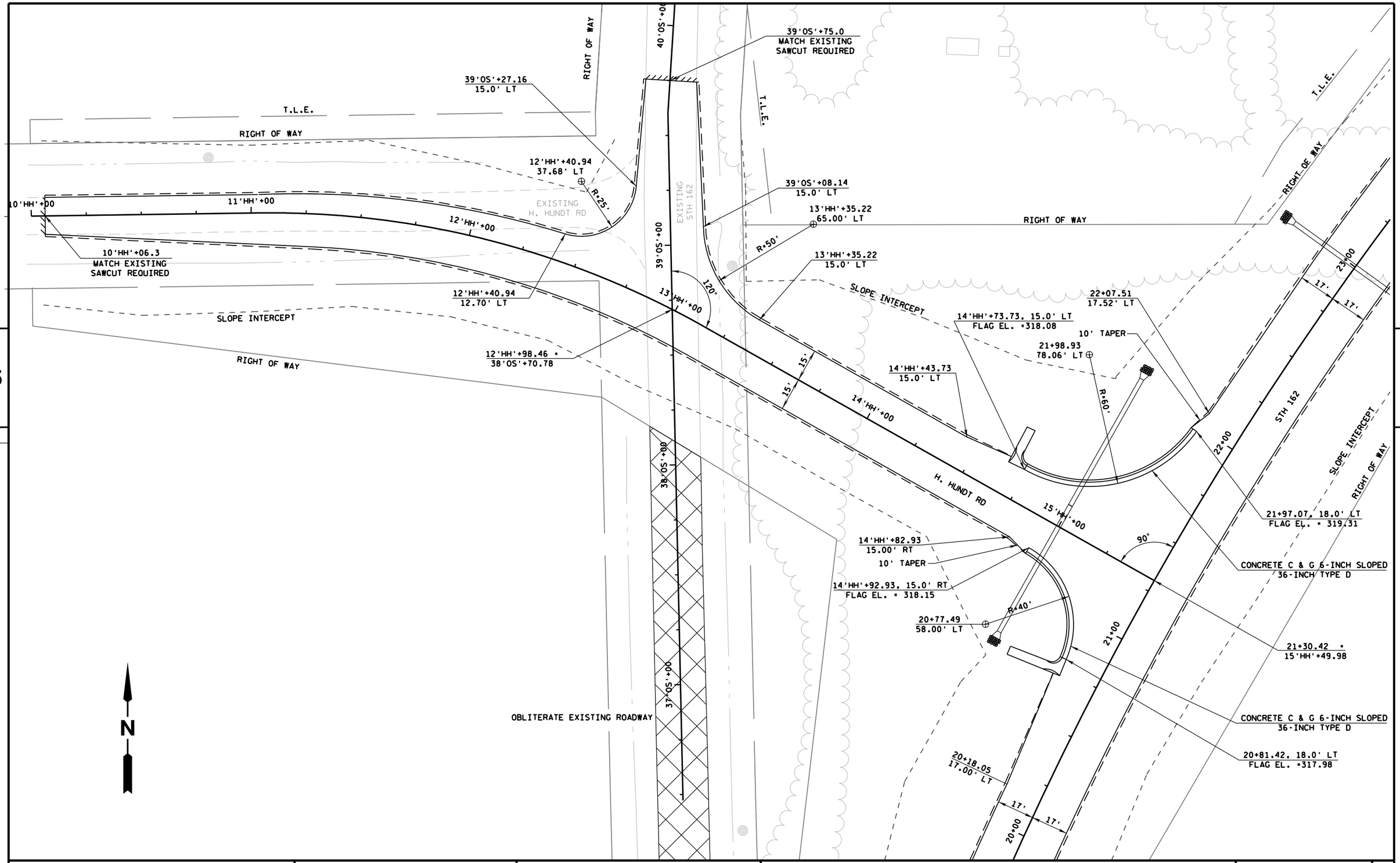
IN CUT

IN FILL

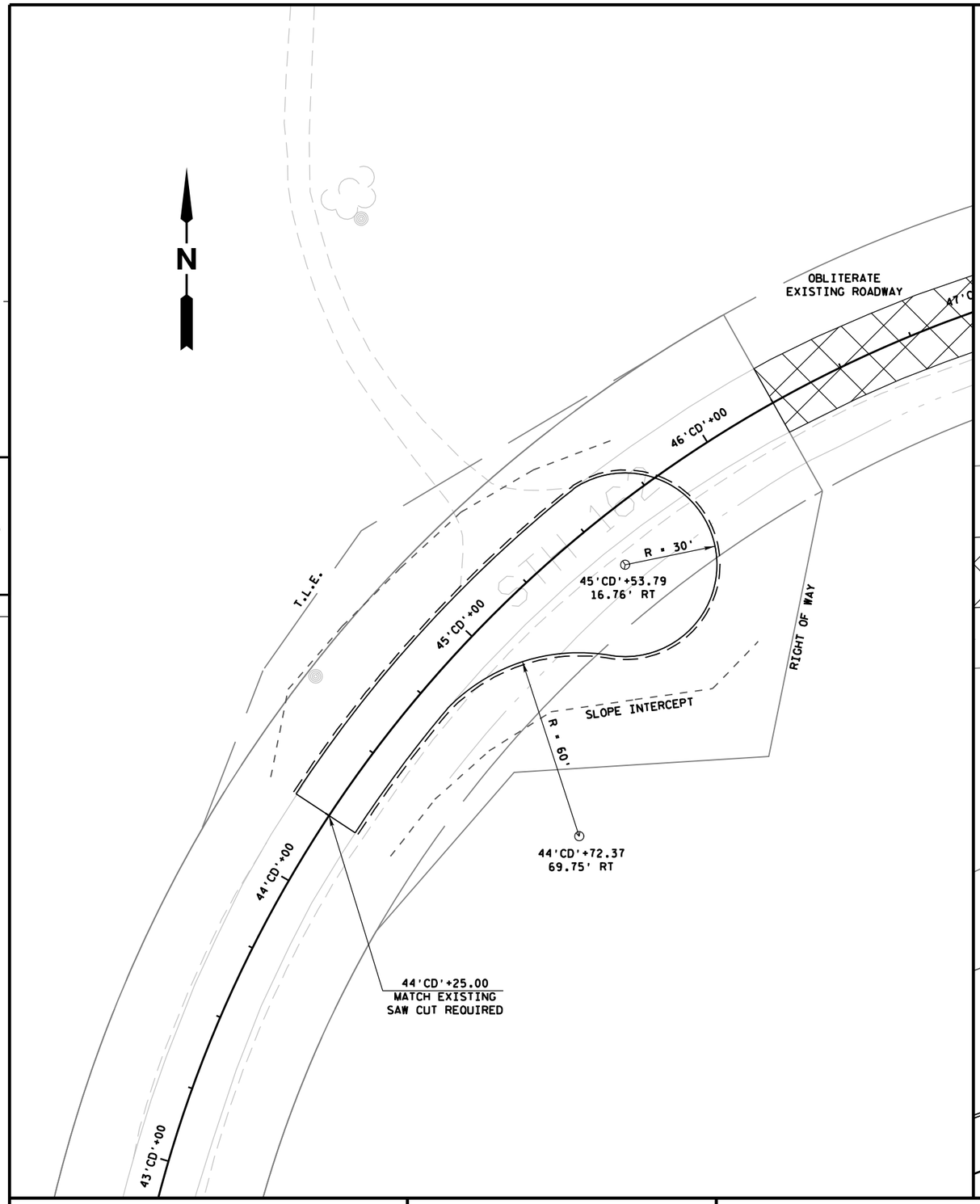
TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE

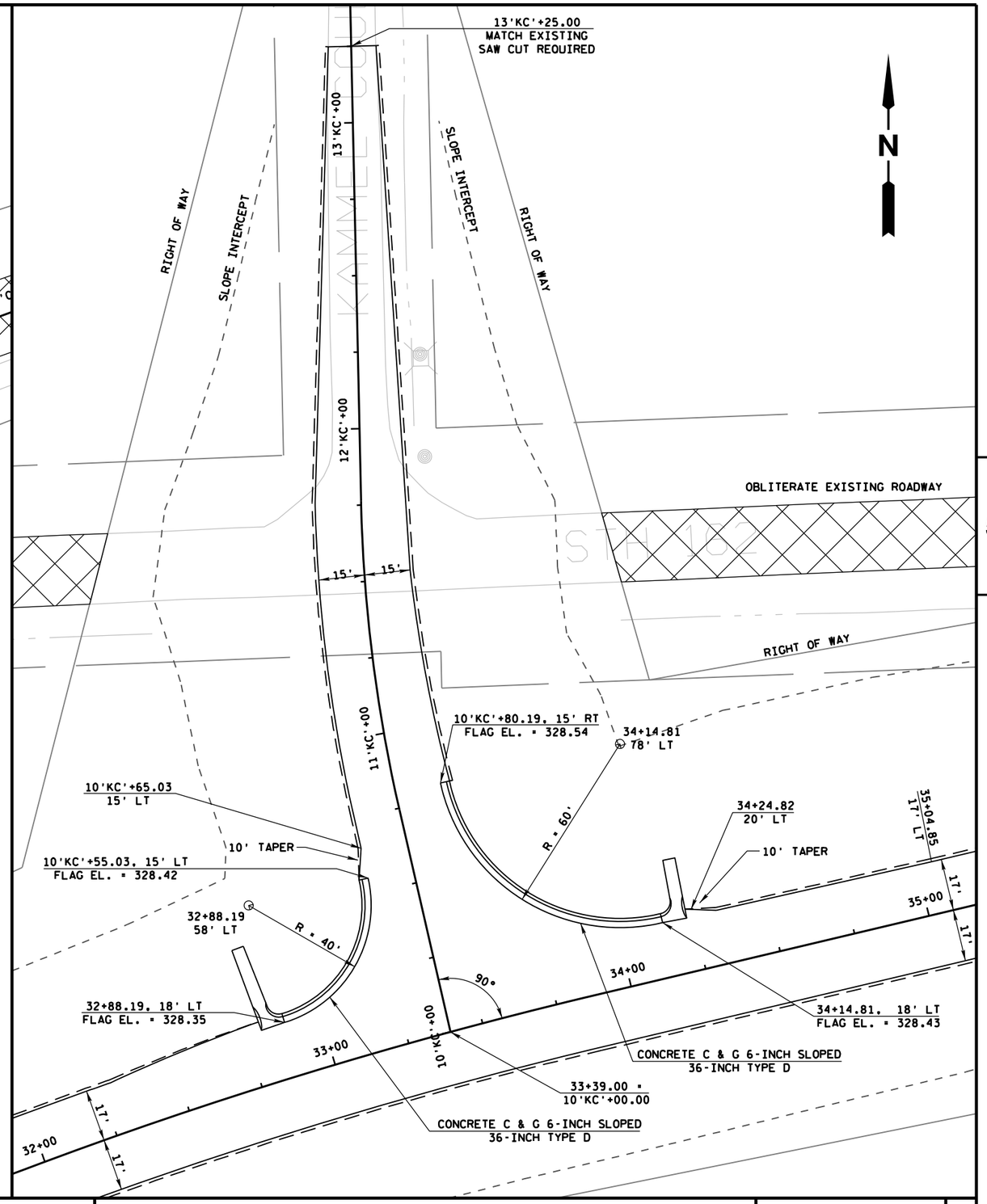


TYPICAL DRIVEWAY PROFILES



PROJECT NO: 5820-01-71	HWY: STH 162	COUNTY: LA CROSSE	INTERSECTION DETAILS (H. HUNDT RD & OLD STH 162)	SHEET	E





PROJECT NO: 5820-01-71	HWY: STH 162	COUNTY: LA CROSSE	INTERSECTION DETAILS (CUL-DE-SAC & KAMMEL COULEE RD)	SHEET	E

2

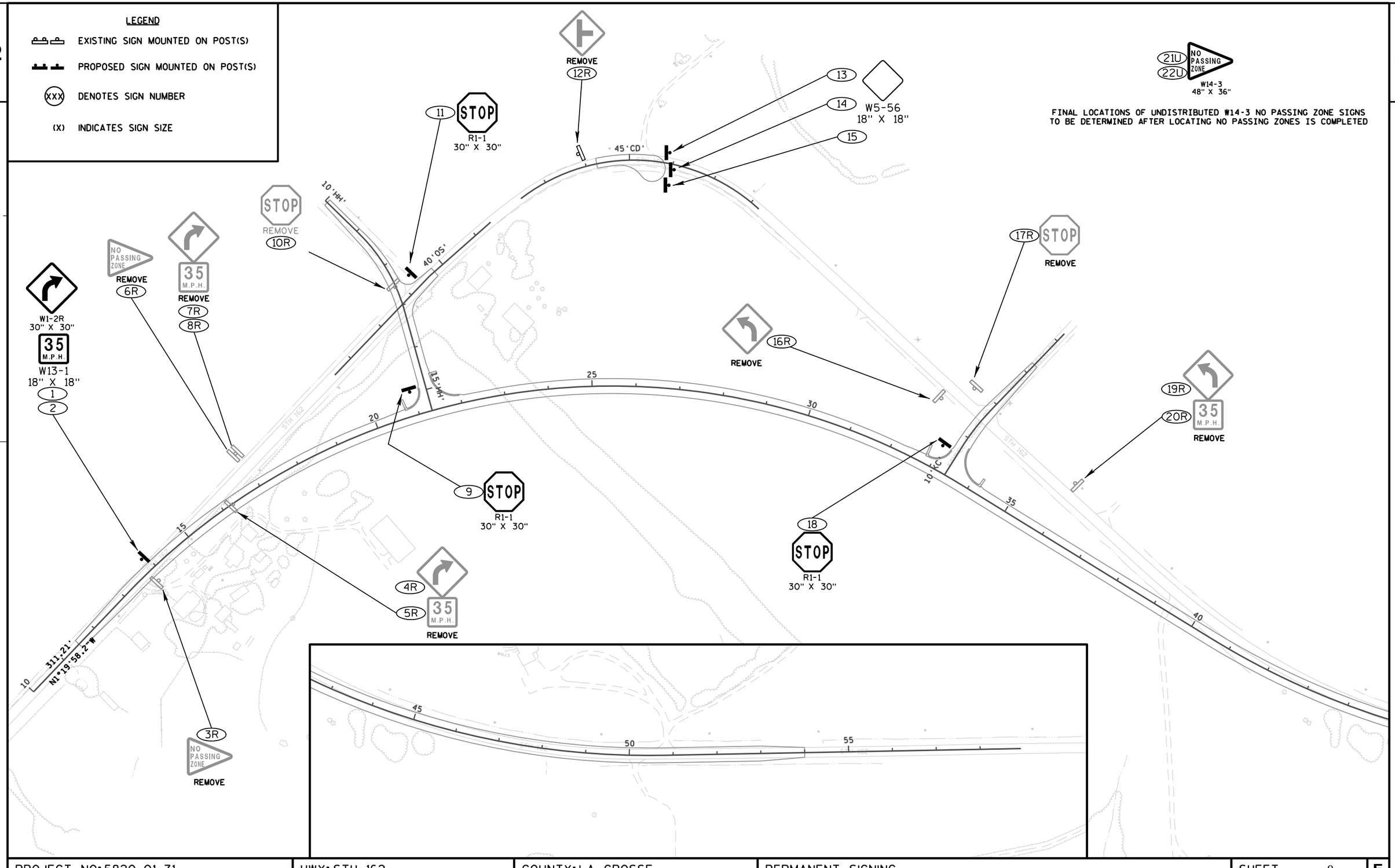
LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

(XXX) DENOTES SIGN NUMBER

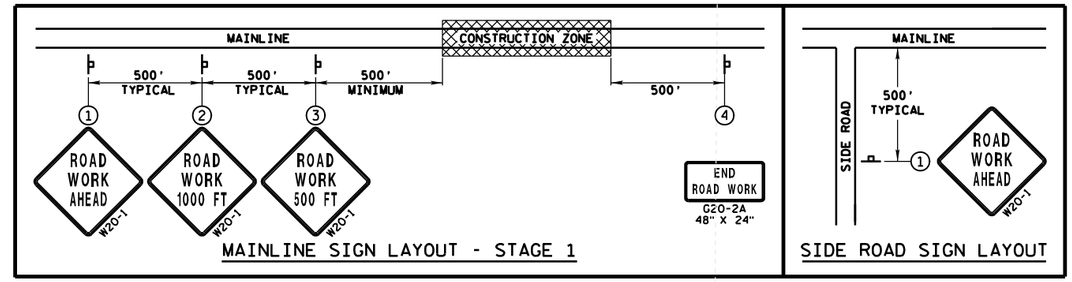
(X) INDICATES SIGN SIZE



FINAL LOCATIONS OF UNDISTRIBUTED W14-3 NO PASSING ZONE SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED

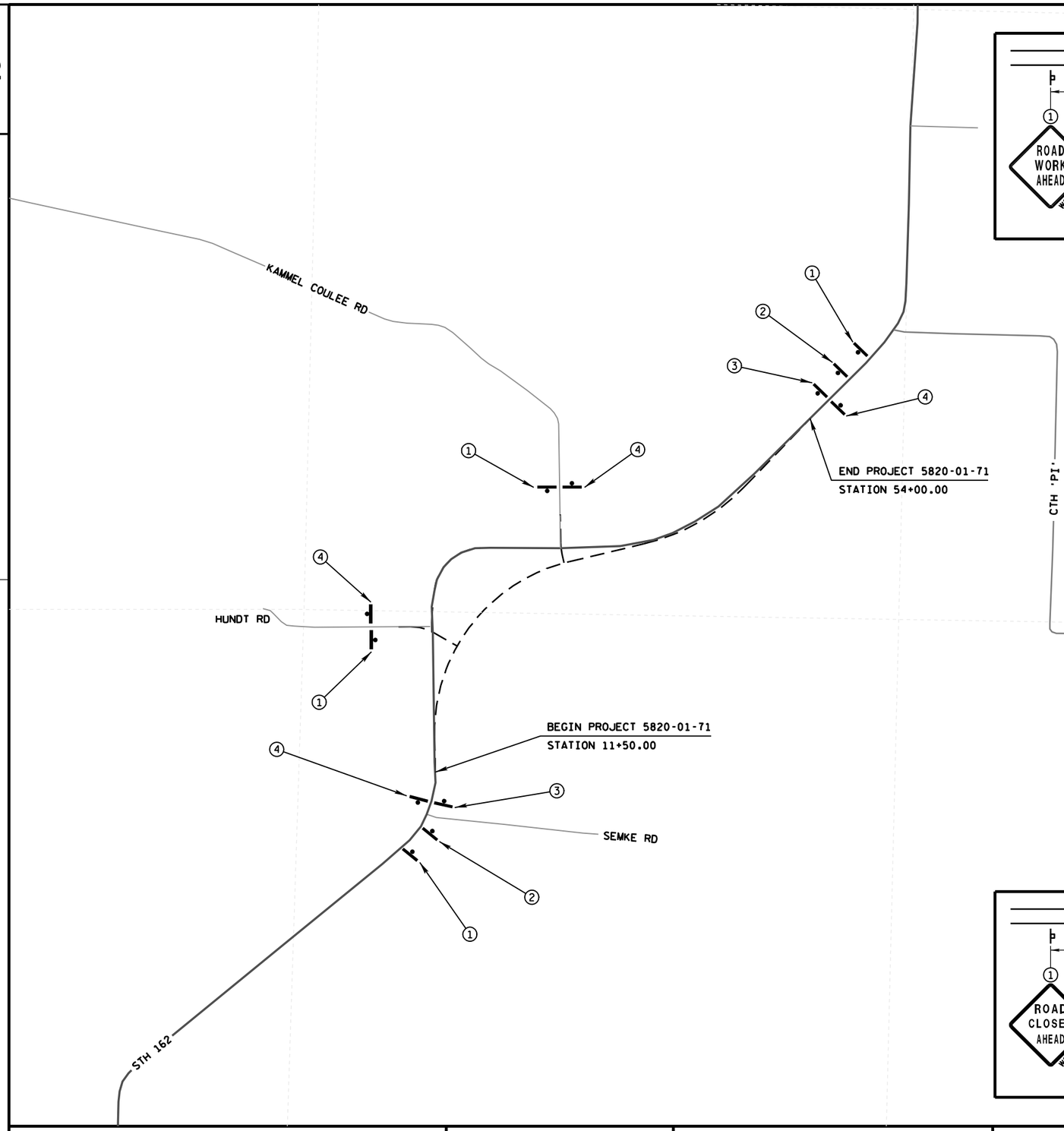
PROJECT NO: 5820-01-71	HWY: STH 162	COUNTY: LA CROSSE	PERMANENT SIGNING	SHEET 9	E

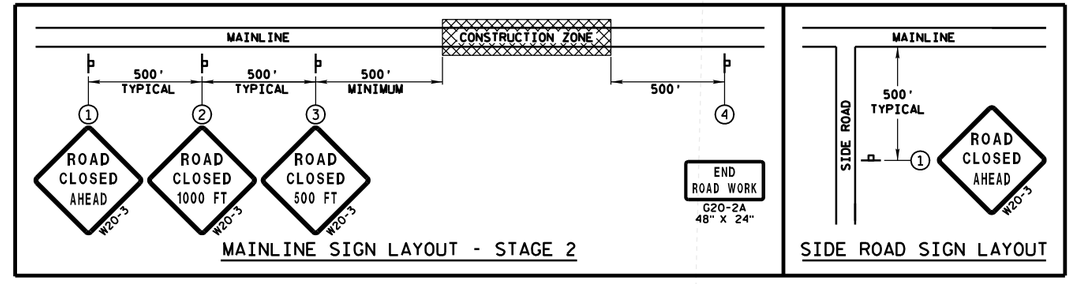
2



MAINLINE SIGN LAYOUT - STAGE 1

SIDE ROAD SIGN LAYOUT





MAINLINE SIGN LAYOUT - STAGE 2

SIDE ROAD SIGN LAYOUT

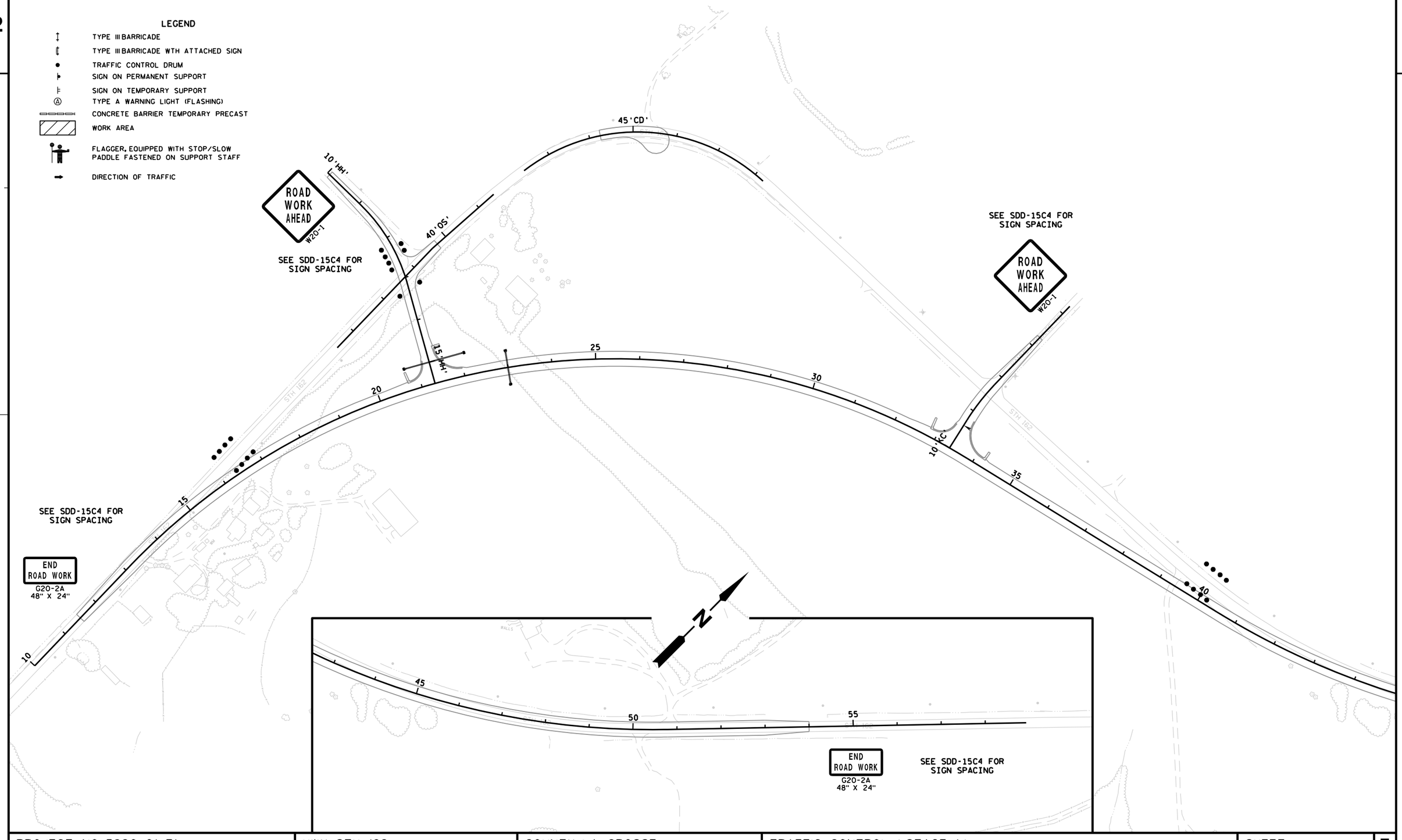
PROJECT NO: 5820-01-71	HWY: STH 162	COUNTY: LA CROSSE	TRAFFIC CONTROL: ADVANCED WARNING SIGNS	SHEET	E

FILE NAME : p:\State\s162\58200101\Cad\eplans\025000_tc.dgn PLOT DATE : 17-DEC-2013 13:04 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 1000.000000:1.000000
WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TYPE A WARNING LIGHT (FLASHING)
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- DIRECTION OF TRAFFIC



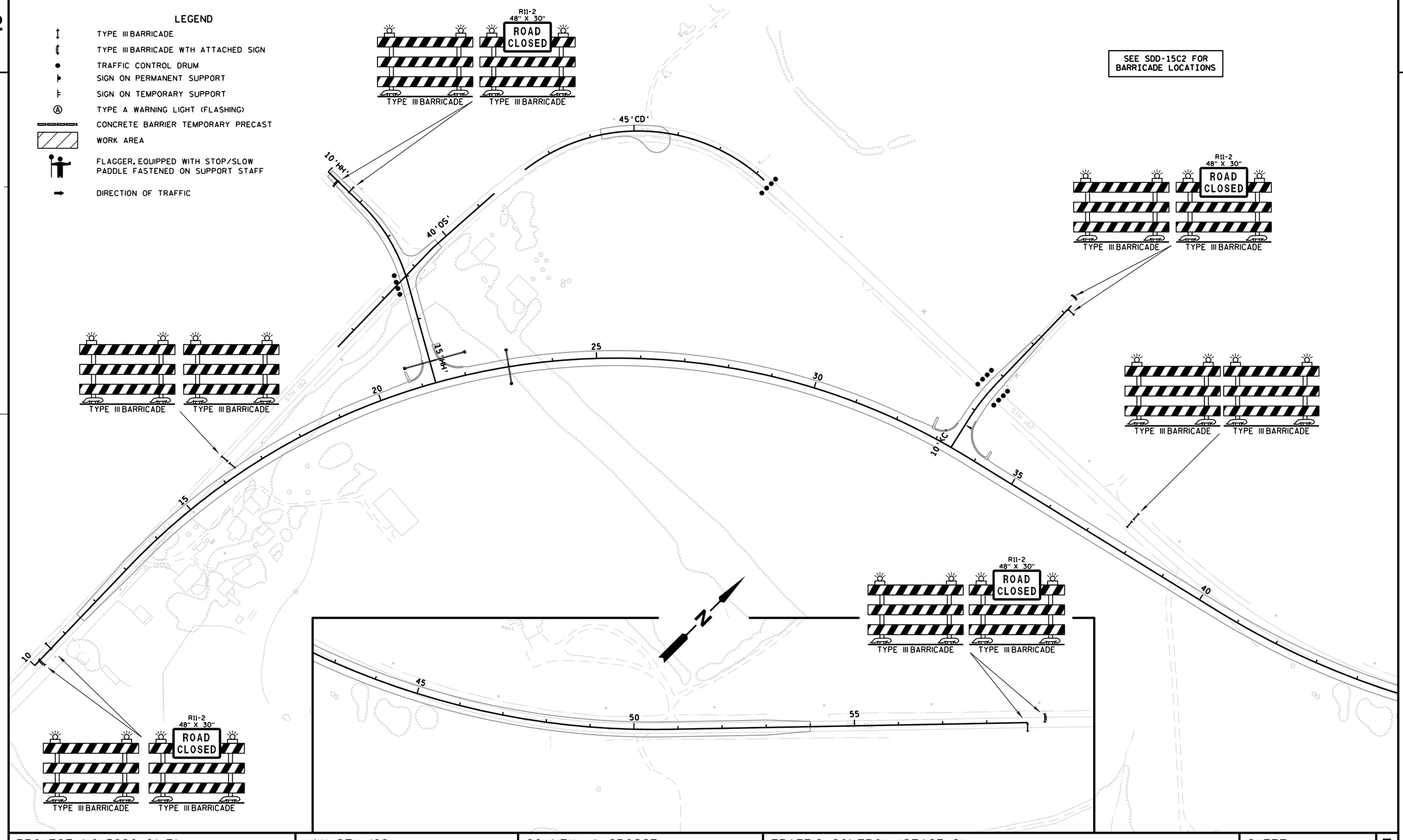
PROJECT NO: 5820-01-71	HWY: STH 162	COUNTY: LA CROSSE	TRAFFIC CONTROL (STAGE 1)	SHEET	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TYPE A WARNING LIGHT (FLASHING)
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- DIRECTION OF TRAFFIC

SEE SDD-15C2 FOR BARRICADE LOCATIONS



PROJECT NO: 5820-01-71	HWY: STH 162	COUNTY: LA CROSSE	TRAFFIC CONTROL (STAGE 2)	SHEET	E

LEGEND:

Ⓐ
SOUTH
M3-3
24" X 12"
162
M1-6
24" X 24"
DETOUR AHEAD
W20-2

Ⓑ
DETOUR
M4-8
24" X 12"
SOUTH
M3-3
24" X 12"
162
M1-6
24" X 24"
M 6-1
21" X 21"

Ⓒ
DETOUR
M4-8
24" X 12"
SOUTH
M3-3
24" X 12"
162
M1-6
24" X 24"

Ⓓ
DETOUR
M4-8
24" X 12"
NORTH
M3-1
24" X 12"
162
M1-6
24" X 24"

Ⓔ
DETOUR
M4-8
24" X 12"
SOUTH
M3-3
24" X 12"
162
M1-6
24" X 24"
M 5-1R
21" X 21"

Ⓕ
DETOUR
M4-8
24" X 12"
SOUTH
M3-3
24" X 12"
162
M1-6
24" X 24"
M 6-1
21" X 21"

Ⓖ
DETOUR
M4-8
24" X 12"
NORTH
M3-1
24" X 12"
162
M1-6
24" X 24"
M 5-1L
21" X 21"

Ⓗ
DETOUR
M4-8
24" X 12"
NORTH
M3-1
24" X 12"
162
M1-6
24" X 24"
M 6-1
21" X 21"

Ⓘ
NORTH
M3-1
24" X 12"
162
M1-6
24" X 24"
DETOUR AHEAD
W20-2

Ⓙ
DETOUR
M4-8
24" X 12"
NORTH
M3-1
24" X 12"
162
M1-6
24" X 24"
M 5-1R
21" X 21"

Ⓚ
DETOUR
M4-8
24" X 12"
NORTH
M3-1
24" X 12"
162
M1-6
24" X 24"
M 6-1
21" X 21"

Ⓛ
DETOUR
M4-8
24" X 12"
NORTH
M3-1
24" X 12"
162
M1-6
24" X 24"
M 6-1
21" X 21"

Ⓜ
(COVER EXISTING SIGN)

Ⓝ
(COVER EXISTING SIGN)

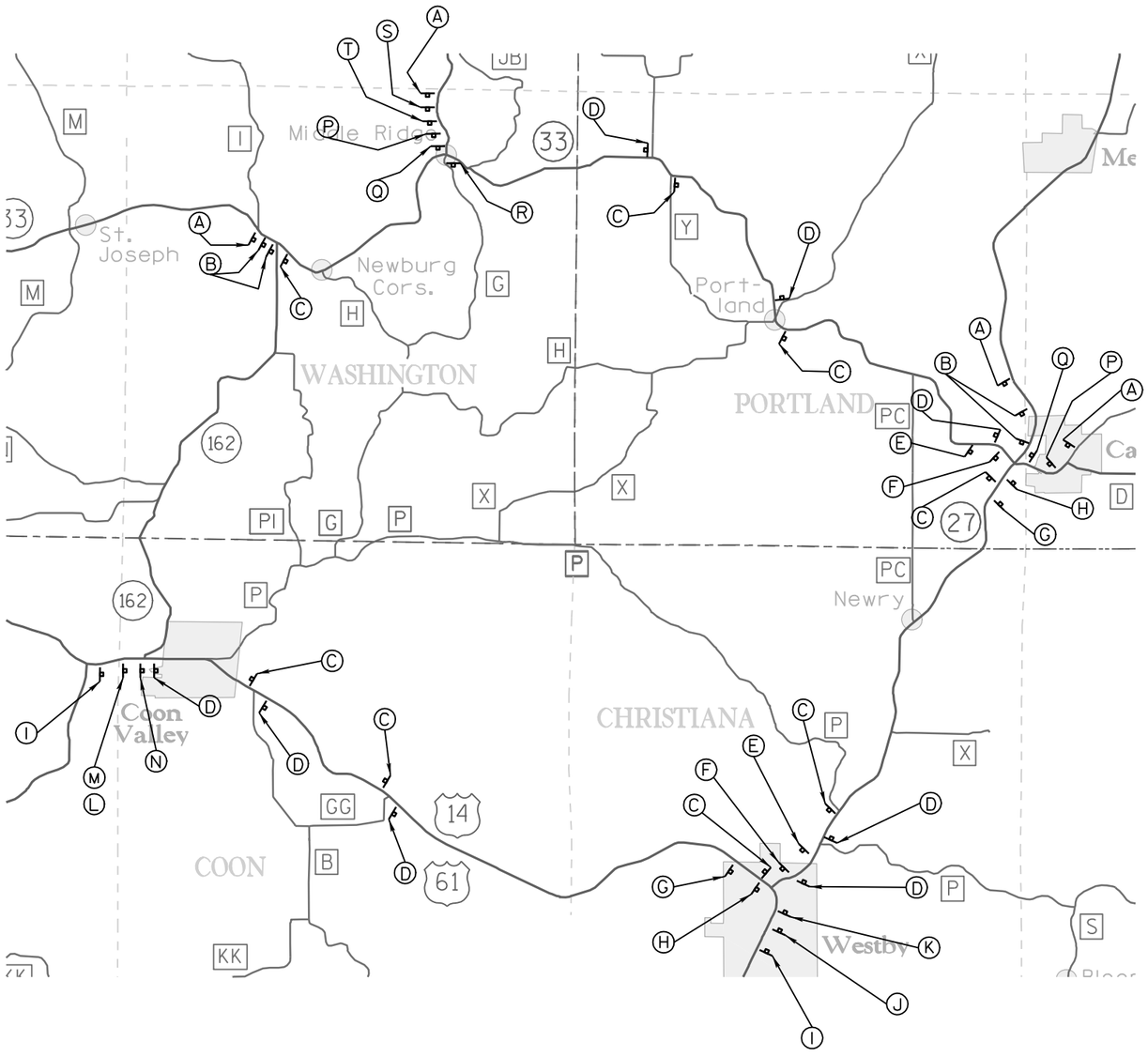
Ⓟ
DETOUR
M4-8
24" X 12"
SOUTH
M3-3
24" X 12"
162
M1-6
24" X 24"
M 5-1L
21" X 21"

Ⓠ
DETOUR
M4-8
24" X 12"
SOUTH
M3-3
24" X 12"
162
M1-6
24" X 24"
M 6-1
21" X 21"

Ⓡ
SOUTH
162
(COVER EXISTING SIGN)

Ⓢ
SOUTH
162
(COVER EXISTING SIGN)

Ⓣ
CAHSTON
COON VALLEY
LA CROSSE
(COVER EXISTING SIGN)



PROJECT NO:5820-01-71	HWY: STH 162	COUNTY: LA CROSSE	TRAFFIC CONTROL: DETOUR SIGNING	SHEET	E

2

PI 12'HH'+11.71
Δ = 30°14'41.6" (RT)
D = 14°19'26.2"
T = 108.096
L = 211.149
R = 400.000
C = 208.706
CB = S 75°40'28.6" E
DB = N 89°12'10.6" E
DA = S 60°33'07.7" E

PI 25+44.87
Δ = 77°56'34.5" (RT)
D = 3°45'25.6"
T = 1233.663
L = 2074.550
R = 1525.000
C = 1918.246
CB = N 37°38'19.1" E
DB = N 1°19'58.2" W
DA = N 76°36'36.3" E

PI 45'CD'+88.51
Δ = 80°30'15.3" (RT)
D = 13°38'30.7"
T = 355.583
L = 590.127
R = 420.000
C = 542.768
CB = N 47°29'37.5" E
DB = N 7°14'29.8" E
DA = N 87°44'45.2" E

PI 11'KC'+25.60
Δ = 11°39'53.5" (RT)
D = 11°27'33.0"
T = 51.07
L = 101.80
R = 500.00
C = 101.62
CB = N 07°05'07.5"W
DB = N 12°55'03.5"W
DA = N 01°15'10.0"W

PI 45+79.43
Δ = 32°41'03.9" (LT)
D = 3°10'59.2"
T = 527.797
L = 1026.811
R = 1800.000
C = 1012.945
CB = N 60°16'04.4" E
DB = N 76°36'36.3" E
DA = N 43°55'32.5" E

PI 45'CD'+88.51
X=510098.27
Y=111404.89

PI 25+44.87
X=510026.79
Y=111015.82

45'CD'

103.62'
N89°12'10.32"E

10'HH'

PI 10'HH'+00.00
X=509741.46
Y=110733.53

PI 12'HH'+11.71
X=509953.15
Y=110736.47

PC 11'HH'+03.62
X=509845.06
Y=110734.97

40'OS' 185.36'
N3°32'31.26"E

PC 42'CD'+32.93
X=510053.43
Y=111052.14

PI 41'OS'+45.42
X=510042.42
Y=110965.33

PT 48'CD'+23.05
X=510453.58
Y=111418.87

12'HH'+98.47'
38'OS'+70.76
X=510032.93
Y=110691.05

PT 13'HH'+14.77
X=510047.28
Y=110683.33

312.71'
N1°15'38.43"W

S60°33'17.79"E 235.21'

PI 39'OS'+60.06
X=510030.97
Y=110780.33

PI 36'OS'+47.35
X=510037.85
Y=110467.69

15'HH'

PI 15'HH'+49.98
X=510252.10
Y=110567.69

21+30.48 '

20 25 30

PI 11'KC'+25.60
X=511153.65
Y=111412.44

246.94'
N1°15'10"W

PI 14'KC'+23.27
X=511147.14
Y=111710.38

PC 10'KC'+74.53
X=511165.07
Y=111362.66

PT 11'KC'+76.33
X=511152.54
Y=111463.50

74.53'
N12°55'3.48"W

10'KC'

35

STA. 33+39.13 '
PI 10'KC'+00.00
X=511181.73
Y=111290.01

PT 33+85.76
X=511226.92
Y=111301.50

665.872'
N76°36'36.36"E

40

PC 40+51.63
X=511874.69
Y=111455.70

15

PC 13+11.21
X=510055.49
Y=109782.49

311.21'
N1°19'58.2"W

10

PI 10+00.00
X=510062.73
Y=109471.36

45 50 55

PT 50+78.44
X=512754.29
Y=111958.07

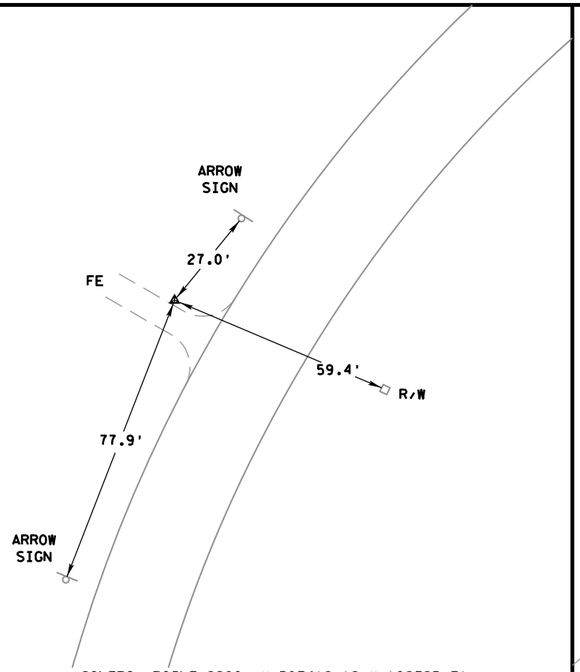
814.40'
N43°55'32.44"E

PI 45+79.43
X=512388.14
Y=111577.93

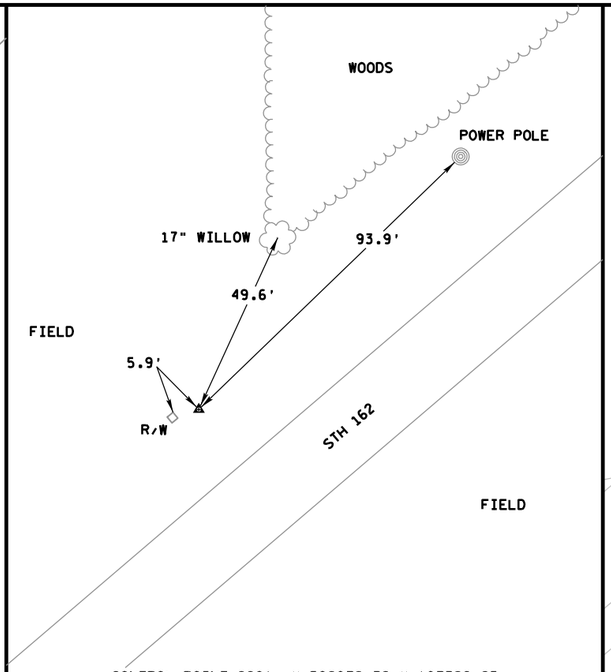
PI 58+92.84
X=513319.26
Y=112544.63

PROJECT NO:5820-01-71	HWY: STH 162	COUNTY:LA CROSSE	ALIGNMENT DIAGRAM	SHEET	E

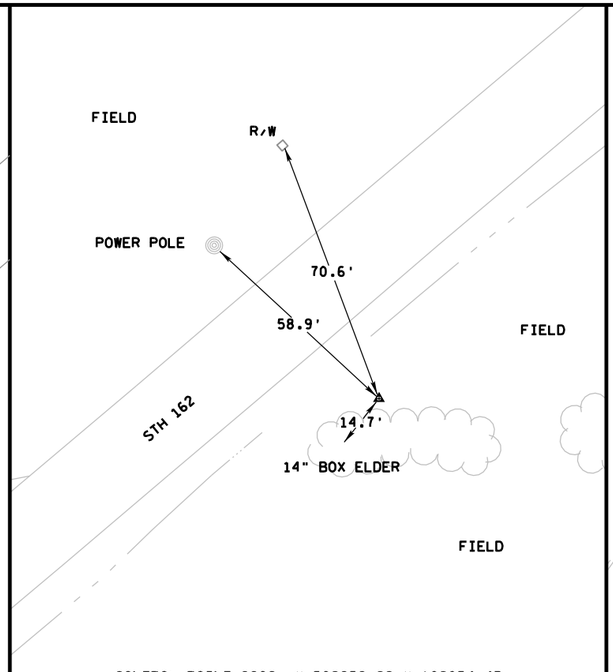
FILE NAME : p:\State\s162\58200101\Cad\eplans\027201_ad.dgn PLOT DATE : 27-JUN-2013 13:33 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 200.000000:1.000000



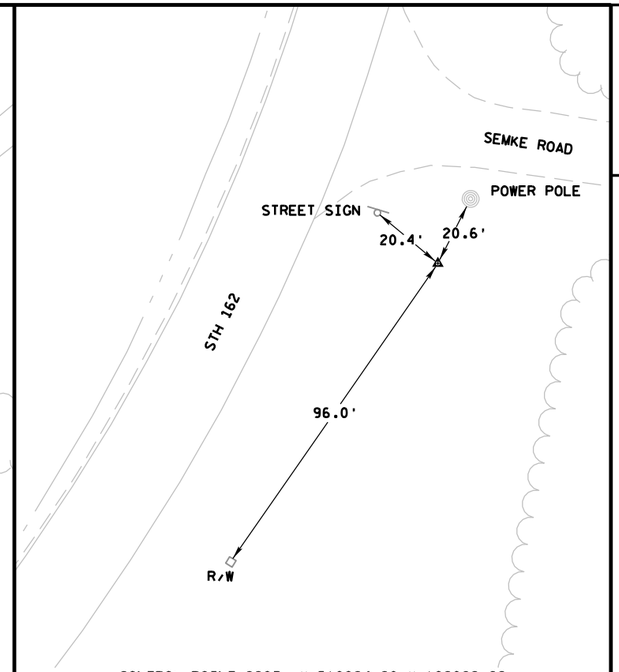
CONTROL POINT 9900 X=507416.19 Y=106785.71
REBAR WITH CAP +/-22' WEST OF CENTERLINE
+/-2.0 MI SOUTH OF STH 162 & CTH 'PI' INTERSECTION



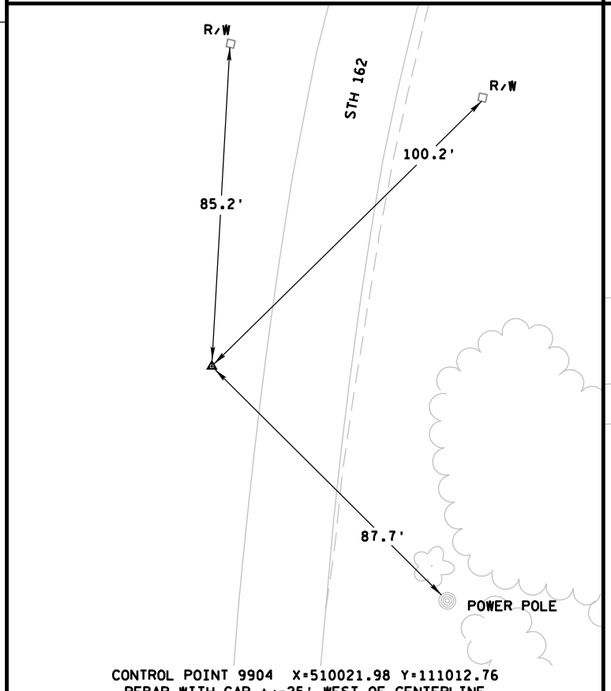
CONTROL POINT 9901 X=508078.32 Y=107389.65
REBAR WITH CAP +/-30' WEST OF CENTERLINE
+/-1.8 MI SOUTH OF STH 162 & CTH 'PI' INTERSECTION



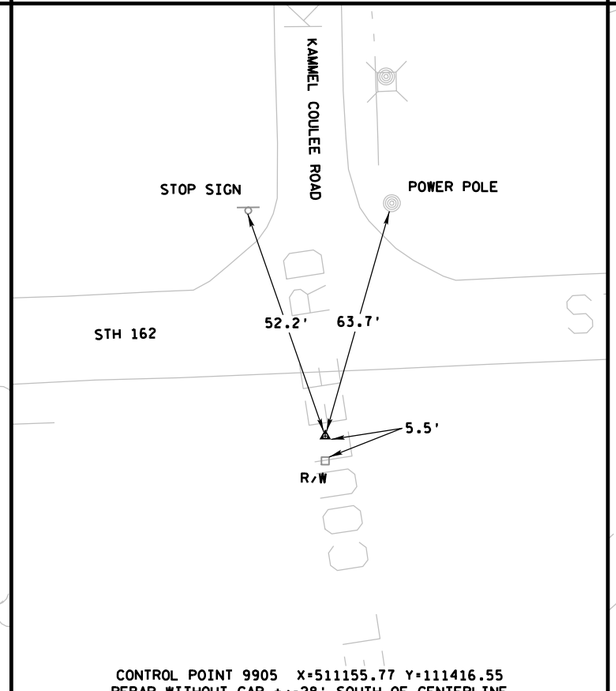
CONTROL POINT 9902 X=508959.89 Y=108054.43
REBAR WITH CAP +/-33' EAST OF CENTERLINE
+/-1.6 MI SOUTH OF STH 162 & CTH 'PI' INTERSECTION



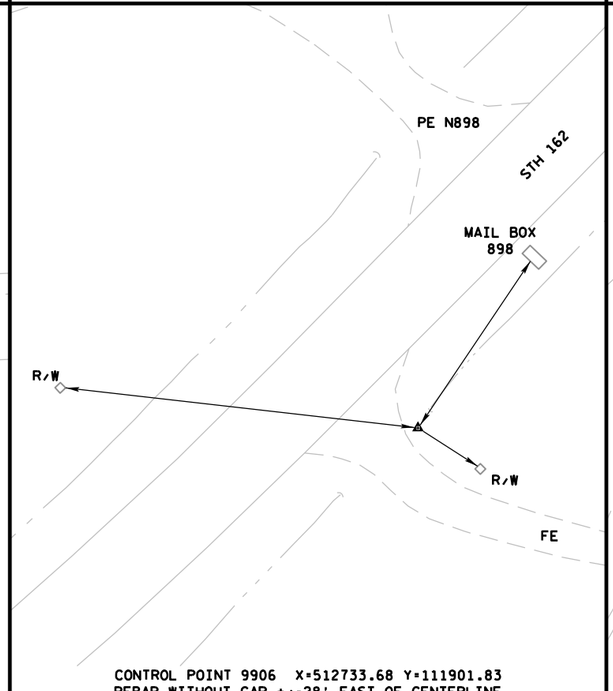
CONTROL POINT 9903 X=510064.20 Y=109062.92
REBAR WITH CAP +/-46' EAST OF CENTERLINE
+/-1.3 MI SOUTH OF STH 162 & CTH 'PI' INTERSECTION



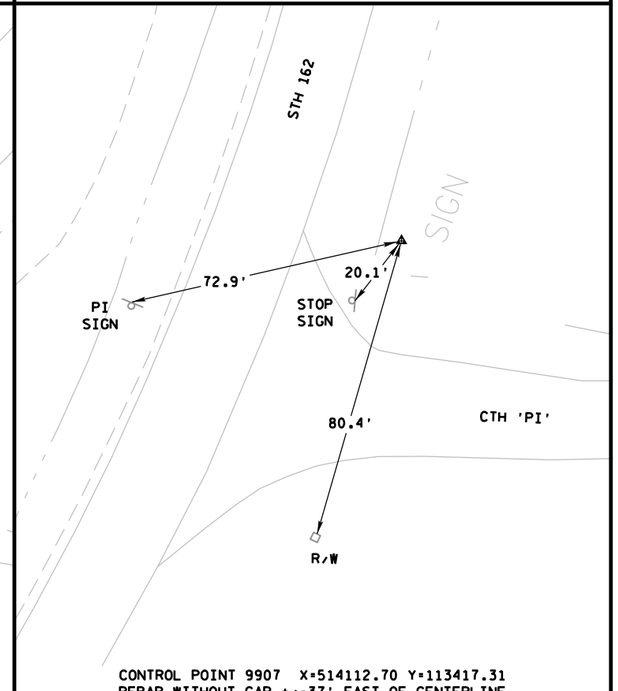
CONTROL POINT 9904 X=510021.98 Y=111012.76
REBAR WITH CAP +/-25' WEST OF CENTERLINE
+/-200' NORTH OF HUNDT ROAD
+/-0.95 MI SOUTH OF STH 162 & CTH 'PI' INTERSECTION



CONTROL POINT 9905 X=511155.77 Y=111416.55
REBAR WITHOUT CAP +/-28' SOUTH OF CENTERLINE
+/-0.6 MI SOUTH OF STH 162 & CTH 'PI' INTERSECTION

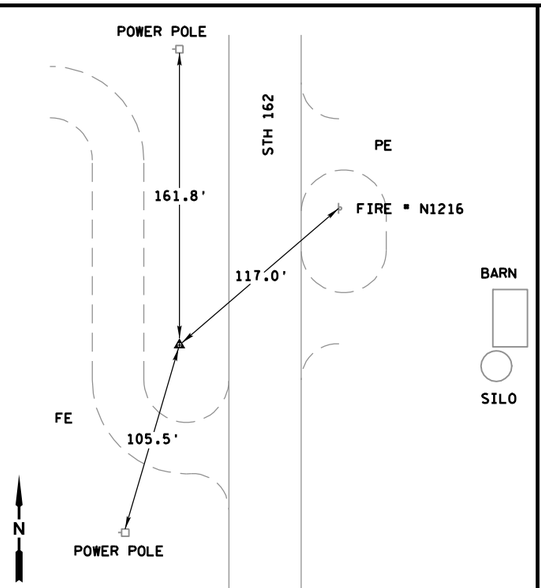


CONTROL POINT 9906 X=512733.68 Y=111901.83
REBAR WITHOUT CAP +/-28' EAST OF CENTERLINE
+/-0.4 MI SOUTH OF STH 162 & CTH 'PI' INTERSECTION



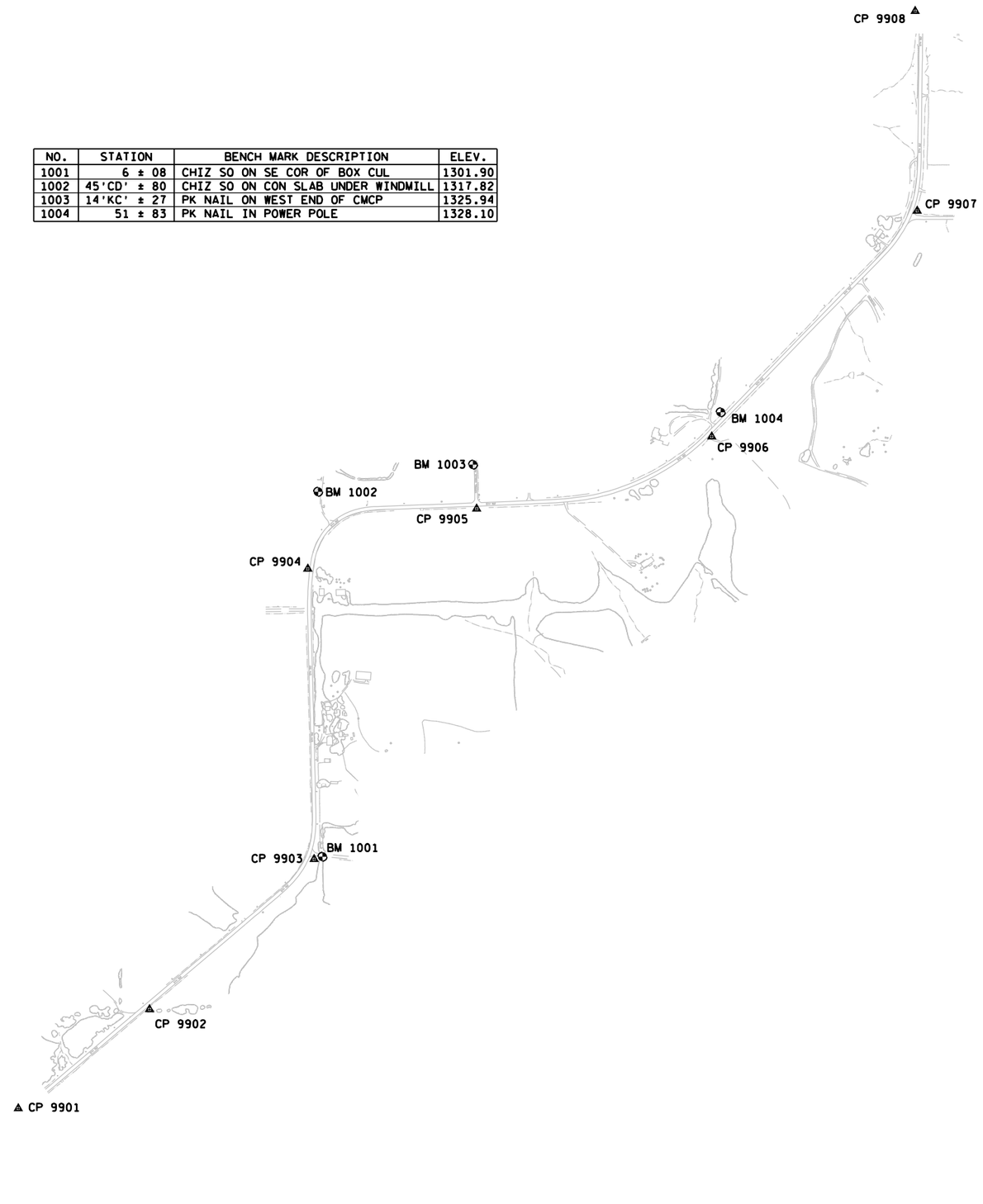
CONTROL POINT 9907 X=514112.70 Y=113417.31
REBAR WITHOUT CAP +/-37' EAST OF CENTERLINE
NE QUADRANT OF STH 162 & CTH 'PI' INTERSECTION

PROJECT NO:5820-01-71	HWY: STH 162	COUNTY:LA CROSSE	ALIGNMENT TIES	SHEET	E



CONTROL POINT 9908 X=514099.71 Y=114758.76
REBAR WITHOUT CAP +/-40' WEST OF CENTERLINE
+/-0.2 MI NORTH OF STH 162 & CTH 'PI' INTERSECTION

NO.	STATION	BENCH MARK DESCRIPTION	ELEV.
1001	6 ± 08	CHIZ SO ON SE COR OF BOX CUL	1301.90
1002	45'CD' ± 80	CHIZ SO ON CON SLAB UNDER WINDMILL	1317.82
1003	14'KC' ± 27	PK NAIL ON WEST END OF CMCP	1325.94
1004	51 ± 83	PK NAIL IN POWER POLE	1328.10



FILE NAME : P:\State\s162\58200101\Cad\eplans\027205_ad.dgn PLOT DATE : 01-AUG-2013 13:55 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 840.000000:1.000000
WISDOT/CADDS SHEET 42

DATE 18DEC13 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5820-01-71 QUANTITY
0010	201.0105	CLEARING	STA	17.000	17.000
0020	201.0205	GRUBBING	STA	17.000	17.000
0030	203.0100	REMOVING SMALL PIPE CULVERTS	EACH	6.000	6.000
0040	204.0170	REMOVING FENCE	LF	800.000	800.000
0050	205.0100	EXCAVATION COMMON	CY	28,086.000	28,086.000
0060	208.0100	BORROW	CY	33,883.000	33,883.000
0070	213.0100	FINISHING ROADWAY (PROJECT) 01. 5820-01-71	EACH	1.000	1.000
0080	214.0100	OBLITERATING OLD ROAD	STA	42.000	42.000
0090	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	387.000	387.000
0100	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	11,323.000	11,323.000
0110	312.0110	SELECT CRUSHED MATERIAL	TON	13,071.000	13,071.000
0120	455.0105	ASPHALTIC MATERIAL PG58-28	TON	210.000	210.000
0130	455.0605	TACK COAT	GAL	504.000	504.000
0140	460.1100	HMA PAVEMENT TYPE E-0.3	TON	3,818.000	3,818.000
0150	460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	2,450.000	2,450.000
0160	465.0315	ASPHALTIC FLUMES	SY	46.000	46.000
0170	520.0118	CULVERT PIPE CLASS III 18-INCH	LF	100.000	100.000
0180	520.0124	CULVERT PIPE CLASS III 24-INCH	LF	470.000	470.000
0190	520.1018	APRON ENDWALLS FOR CULVERT PIPE 18-INCH	EACH	6.000	6.000
0200	520.1024	APRON ENDWALLS FOR CULVERT PIPE 24-INCH	EACH	8.000	8.000
0210	601.0557	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D	LF	302.000	302.000
0220	606.0300	RIPRAP HEAVY	CY	64.000	64.000
0230	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 5820-01-71	EACH	1.000	1.000
0240	619.1000	MOBILIZATION	EACH	1.000	1.000
0250	624.0100	WATER	MGAL	236.000	236.000
0260	625.0100	TOPSOIL	SY	4,140.000	4,140.000
0270	625.0500	SALVAGED TOPSOIL	SY	53,028.000	53,028.000
0280	627.0200	MULCHING	SY	46,551.000	46,551.000
0290	628.1504	SILT FENCE	LF	2,500.000	2,500.000
0300	628.1520	SILT FENCE MAINTENANCE	LF	2,500.000	2,500.000
0310	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	4.000	4.000
0320	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	3.000	3.000
0330	629.0210	FERTILIZER TYPE B	CWT	30.000	30.000
0340	630.0110	SEEDING MIXTURE NO. 10	LB	628.000	628.000
0350	630.0300	SEEDING BORROW PIT	LB	200.000	200.000
0360	633.5200	MARKERS CULVERT END	EACH	4.000	4.000
0370	634.0612	POSTS WOOD 4X6-INCH X 12-FT	EACH	3.000	3.000
0380	634.0614	POSTS WOOD 4X6-INCH X 14-FT	EACH	3.000	3.000
0390	634.0616	POSTS WOOD 4X6-INCH X 16-FT	EACH	3.000	3.000
0400	637.2210	SIGNS TYPE II REFLECTIVE H	SF	22.290	22.290
0410	637.2230	SIGNS TYPE II REFLECTIVE F	SF	20.500	20.500
0420	638.2602	REMOVING SIGNS TYPE II	EACH	12.000	12.000
0430	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	8.000	8.000
0440	642.5201	FIELD OFFICE TYPE C	EACH	1.000	1.000
0450	643.0100	TRAFFIC CONTROL (PROJECT) 01. 5820-01-71	EACH	1.000	1.000
0460	643.0300	TRAFFIC CONTROL DRUMS	DAY	1,768.000	1,768.000
0470	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	380.000	380.000
0480	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAY	760.000	760.000
0490	643.0900	TRAFFIC CONTROL SIGNS	DAY	948.000	948.000
0500	643.0920	TRAFFIC CONTROL COVERING SIGNS TYPE II	EACH	13.000	13.000

3

DATE 18DEC13 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5820-01-71 QUANTITY
0510	643.2000	TRAFFIC CONTROL DETOUR (PROJECT) 01. 5820-01-71	EACH	1.000	1.000
0520	643.3000	TRAFFIC CONTROL DETOUR SIGNS	DAY	1,976.000	1,976.000
0530	645.0120	GEOTEXTILE FABRIC TYPE HR	SY	96.000	96.000
0540	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	16,776.000	16,776.000
0550	647.0566	PAVEMENT MARKING STOP LINE EPOXY 18-INCH	LF	40.000	40.000
0560	650.4500	CONSTRUCTION STAKING SUBGRADE	LF	5,320.000	5,320.000
0570	650.5000	CONSTRUCTION STAKING BASE	LF	5,320.000	5,320.000
0580	650.5500	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	LF	302.000	302.000
0590	650.6000	CONSTRUCTION STAKING PIPE CULVERTS	EACH	4.000	4.000
0600	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 5820-01-71	LS	1.000	1.000
0610	650.9920	CONSTRUCTION STAKING SLOPE STAKES	LF	5,155.000	5,155.000
0620	690.0150	SAWING ASPHALT	LF	132.000	132.000
0630	ASP.1T0A	ON-THE-JOB TRAINING APPRENTICE AT $5. 00/HR	HRS	1,200.000	1,200.000
0640	ASP.1T0G	ON-THE-JOB TRAINING GRADUATE AT $5.00/HR	HRS	600.000	600.000

CLEARING & GRUBBING

CATEGORY	STATION	-	STATION	LOCATION	CLEARING 204.0105 STA	GRUBBING 204.0205 STA	REMARKS
0010	11+50	-	24+00	STH 162	13	13	
0010	42+00	-	46+00	STH 162	4	4	
				TOTAL 0010	17	17	

REMOVING FENCE

CATEGORY	STATION	-	STATION	LOCATION	204.0170 LF	REMARKS
0010	15+00	-	23+00	STH 162	800	FENCE LOCATED RT. SIDE OF EXISTING STH 162
				TOTAL 0010	800	

REMOVING SMALL CULVERT PIPES

CATEGORY	STATION	LOCATION	203.0100 EACH	REMARKS
0010	21+50	STH 162	1	18" CMCP (54 LF)-AT INTERSECTION OF H. HUNDT RD & OLD 162
0010	29+50	STH 162	1	18" CMCP (46 LF)
0010	39+00	STH 162	1	DRIVEWAY
0010	47+00	STH 162	1	24" CMCP (54 LF)
0010	49+50	STH 162	1	DRIVEWAY
0010	50+00	STH 162	1	DRIVEWAY
		TOTAL 0010	6	

EARTHWORK

CATEGORY	STATION	-	STATION	LOCATION	EXCAVATION COMMON 205.0100 CY	UNEXPANDED FILL CY	EXPANDED FILL (1.45) CY	MASS ORDINATE	BORROW 208.0100 CY	REMARKS
0010	11+50	-	54+00	STH 162	20,880	32,832	47,606	27,183	27,183	
0010	10'HH'+05	-	15'HH'+25	H. HUNDT RD	1,784	100	145	-1,639	1,639	
0010	10'KC'+25	-	13'KC'+25	KAMMEL COULEE RD	4,604	0	0	-4,604	4,604	
0010	44'CD'+00	-	46'CD'+00	CULDESAC	63	225	327	264	264	
0010	39'OS'+00	-	39'OS'+75	OLD 162	193	0	0	-193	193	
0010	11+50	-	16+00	OLD 162	108					EXISTING PAVEMENT
0010	40+50	-	54+00	OLD 162	325					EXISTING PAVEMENT
0010	10'HH'+05	-	15'HH'+25	H. HUNDT RD	53					EXISTING PAVEMENT
0010	39'OS'+00	-	40'OS'+00	OLD 162	17					EXISTING PAVEMENT
0010	44'CD'+25	-	46'CD'+00	CULDESAC	29					EXISTING PAVEMENT
0010	10'KC'+25	-	13'KC'+25	KAMMEL COULEE RD	29					EXISTING PAVEMENT
				TOTAL 0010	28,086	33,158	48,079	21,011	33,883	

BASE AGGREGATE DENSE 3/4-INCH

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 TON	REMARKS
0010	11+50	-	13+11	MAINLINE	11	SHOULDERS
0010	13+11	-	33+86	MAINLINE	142	SHOULDERS
0010	33+86	-	40+52	MAINLINE	46	SHOULDERS
0010	40+52	-	50+78	MAINLINE	70	SHOULDERS
0010	50+78	-	54+00	MAINLINE	22	SHOULDERS
0010	10'HH'+00	-	13'HH'+10	H. HUNDT RD.	21	SHOULDERS
0010	13'HH'+10	-	14'HH'+65	H. HUNDT RD.	11	SHOULDERS
0010	14'HH'+65	-	15'HH'+31	H. HUNDT RD.	8	SHOULDERS
0010	38'OS'+85	-	39'OS'+26	OLD 162	6	SHOULDERS
0010	39'OS'+26	-	39'OS'+75	OLD 162	3	SHOULDERS
0010	10'KC'+20	-	10'KC'+76	KAMMEL COULEE RD.	8	SHOULDERS
0010	10'KC'+76	-	11'KC'+52	KAMMEL COULEE RD.	5	SHOULDERS
0010	11'KC'+52	-	13'KC'+25	KAMMEL COULEE RD.	12	SHOULDERS
0010	44'CD'+25	-	45'CD'+81	CULDESAC	21	SHOULDERS
				TOTAL 0010	387	

OBLITERATING OLD ROAD

CATEGORY	STATION	STATION	LOCATION	214.0100 STA	REMARKS
0010	33'OS'+75	- 38'OS'+25	OLD 162	4.9	
0010	46'CD'+25	- 54'CD'+35	OLD 162	8.1	
0010	56'CD'+05	- 59'CD'+25	OLD 162	3.2	
0010	11+50	- 16+00	STH 162	4.5	RECONSTRUCT SECTION
0010	40+50	- 54+00	STH 162	13.5	RECONSTRUCT SECTION
0010	10'HH'+05	- 13'HH'+25	H. HUNDT RD	3.2	
0010	39'OS'+00	- 40'OS'+00	OLD 162	1.0	
0010	44'CD'+25	- 46'CD'+00	CULDESAC	1.8	
0010	11'KC'+50	- 13'KC'+25	KAMMEL COULEE RD	1.8	
			TOTAL 0010	42.0	

BASE AGGREGATE DENSE 1 1/4-INCH

CATEGORY	STATION	TO	STATION	LOCATION	305.0120 TON	REMARKS
0010	11+50	-	13+11	MAINLINE	370	
0010	13+11	-	33+86	MAINLINE	4,764	
0010	33+86	-	40+52	MAINLINE	1,529	
0010	40+52	-	50+78	MAINLINE	2,358	
0010	50+78	-	54+00	MAINLINE	738	
0010	10'HH'+00	-	13'HH'+10	H. HUNDT RD.	425	
0010	13'HH'+10	-	14'HH'+65	H. HUNDT RD.	212	
0010	14'HH'+65	-	15'HH'+31	H. HUNDT RD.	140	
0010	38'OS'+85	-	39'OS'+26	OLD 162	70	
0010	39'OS'+26	-	39'OS'+75	OLD 162	57	
0010	10'KC'+20	-	10'KC'+76	KAMMEL COULEE RD.	126	
0010	10'KC'+76	-	11'KC'+52	KAMMEL COULEE RD.	105	
0010	11'KC'+52	-	13'KC'+25	KAMMEL COULEE RD.	183	
0010	44'CD'+25	-	45'CD'+81	CULDESAC	244	
				TOTAL 0010	11,323	

SELECT CRUSHED MATERIAL

CATEGORY	STATION	TO	STATION	LOCATION	312.0110 TON	REMARKS
0010	11+50	-	13+11	MAINLINE	418	
0010	13+11	-	33+86	MAINLINE	5,378	
0010	33+86	-	40+52	MAINLINE	1,726	
0010	40+52	-	50+78	MAINLINE	2,662	
0010	50+78	-	54+00	MAINLINE	834	
0010	10'HH'+00	-	13'HH'+10	H. HUNDT RD.	534	
0010	13'HH'+10	-	14'HH'+65	H. HUNDT RD.	267	
0010	14'HH'+65	-	15'HH'+31	H. HUNDT RD.	189	
0010	38'OS'+85	-	39'OS'+26	OLD 162	91	
0010	39'OS'+26	-	39'OS'+75	OLD 162	72	
0010	10'KC'+20	-	10'KC'+76	KAMMEL COULEE RD.	169	
0010	10'KC'+76	-	11'KC'+52	KAMMEL COULEE RD.	132	
0010	11'KC'+52	-	13'KC'+25	KAMMEL COULEE RD.	227	
0010	44'CD'+25	-	45'CD'+81	CULDESAC	312	
0010	11+50			MAINLINE, RT & LT	4	RELIEF TRENCH
0010	14+25			MAINLINE, RT	2	RELIEF TRENCH
0010	16+75			MAINLINE, RT	2	RELIEF TRENCH
0010	19+25			MAINLINE, RT	2	RELIEF TRENCH
0010	21+75			MAINLINE, RT	2	RELIEF TRENCH
0010	24+25			MAINLINE, RT	2	RELIEF TRENCH
0010	26+75			MAINLINE, RT	2	RELIEF TRENCH
0010	29+25			MAINLINE, RT	2	RELIEF TRENCH
0010	31+75			MAINLINE, RT	2	RELIEF TRENCH
0010	34+25			MAINLINE, RT	2	RELIEF TRENCH
0010	36+75			MAINLINE, RT & LT	4	RELIEF TRENCH
0010	41+75			MAINLINE, LT	2	RELIEF TRENCH
0010	44+25			MAINLINE, LT	2	RELIEF TRENCH
0010	46+75			MAINLINE, LT	2	RELIEF TRENCH
0010	49+25			MAINLINE, LT	2	RELIEF TRENCH
0010	51+75			MAINLINE, LT	2	RELIEF TRENCH
0010	54+00			MAINLINE, LT & RT	4	RELIEF TRENCH
0010	10'HH'+00			H. HUNDT RD., LT & RT	4	RELIEF TRENCH
0010	12'HH'+25			H. HUNDT RD., LT & RT	4	RELIEF TRENCH
0010	38'OS'+86			OLD 162, LT & RT	2	RELIEF TRENCH
0010	44'CD'+25			CUL-DE-SAC, RT	2	RELIEF TRENCH
0010	10'KC'+18			KAMMEL COULEE RD., LT & RT	4	RELIEF TRENCH
0010	13'KC'+21			KAMMEL COULEE RD., LT & RT	4	RELIEF TRENCH
				TOTAL 0010	13,071	

HMA PAVEMENT

CATEGORY	STATION		STATION	LOCATION	HMA PAVT. TYPE E-0.3 460.1100 TON	ASPHALTIC MATERIAL PG58-28 455.0105 TON	REMARKS
0010	11+50	-	13+11	MAINLINE	99	5	
0010	13+11	-	33+86	MAINLINE	1509	83	
0010	33+86	-	40+52	MAINLINE	484	27	
0010	40+52	-	50+78	MAINLINE	747	41	
0010	50+78	-	54+00	MAINLINE	224	12	
0010	10'HH'+00	-	13'HH'+10	H. HUNDT RD.	199	11	
0010	13'HH'+10	-	14'HH'+65	H. HUNDT RD.	99	5	
0010	14'HH'+65	-	15'HH'+31	H. HUNDT RD.	73	4	
0010	38'OS'+85	-	39'OS'+26	OLD 162	35	2	
0010	39'OS'+26	-	39'OS'+75	OLD 162	28	2	
0010	10'KC'+20	-	10'KC'+76	KAMMEL COULEE RD.	65	4	
0010	10'KC'+76	-	11'KC'+52	KAMMEL COULEE RD.	49	3	
0010	11'KC'+52	-	13'KC'+25	KAMMEL COULEE RD.	87	5	
0010	44'CD'+25	-	45'CD'+81	CULDESAC	120	7	
				TOTAL 0010	3,818	210	

TACK COAT

CATEGORY	STATION		STATION	LOCATION	455.0605 GAL	REMARKS
0010	11+50	-	54+00	MAINLINE	398	
0010	10'HH'+00	-	15'HH'+31	H. HUNDT RD.	56	
0010	38'OS'+85	-	39'OS'+75	OLD 162	26	
0010	10'KC'+20	-	13'KC'+25	KAMMEL COULEE RD.	8	
0010	44'CD'+25	-	45'CD'+81	CULDESAC	16	
				TOTAL 0010	504	

ASPHALTIC FLUMES

CATEGORY	STATION	LOCATION	465.0315 SY	REMARKS
0010	20+80	STH 162, LT SIDE	13	SW QUADRANT
0010	14'HH'+75	H. HUNDT RD, LT SIDE	9	NW QUADRANT
0010	32+88	STH 162, LT SIDE	14	SW QUADRANT
0010	34+15	STH 162, LT SIDE	10	SE QUADRANT
		TOTAL 0010	46	

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CULVERT PIPES

CATEGORY	STATION	LOCATION	CULVERT PIPE CORRUGATED STEEL 18-INCH (MIN. THICKNESS: STEEL = 0.064 IN, ALUM. = 0.060 IN) 520.0118 LF	APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH (MIN. THICKNESS: STEEL = 0.064 IN, ALUM. = 0.060 IN) 520.1018 EACH	CULVERT PIPE CORRUGATED STEEL 24-INCH (MIN. THICKNESS: STEEL = 0.064 IN, ALUM. = 0.060 IN) 520.0124 LF	APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH (MIN. THICKNESS: STEEL = 0.064 IN, ALUM. = 0.060 IN) 520.1024 EACH	REMARKS
0010	16+50	STH 162	30	2			DRIVEWAY
0010	15'HH'+00	HUNDT RD.			132	2	
0010	23+00	STH 162			68	2	
0010	29+20	STH 162			140	2	
0010	39+50	STH 162	30	2			DRIVEWAY
0010	48+00	STH 162			130	2	
0010	50+80	STH 162	40	2			FIELD ENTRANCE
		TOTAL 0010	100	6	470	8	

CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

CATEGORY	STATION	TO	STATION	LOCATION	601.0557 LF	REMARKS
0010	20+80	-	14'HH'+92	INTERSECTION-H.HUNDT RD & STH 162	59	
0010	14'HH'+75	-	21+95	INTERSECTION-H.HUNDT RD & STH 163	88	
0010	32+88	-	10'KC'+56	INTERSECTION-KAMMEL COULEE RD & STH 162.	60	
0010	10'KC'+80	-	34+17	INTERSECTION-KAMMEL COULEE RD & STH 162.	95	
				TOTAL 0010	302	

RIPRAP & FABRIC

CATEGORY	STATION	LOCATION	RIPRAP HEAVY 606.0300 CY	GEOTEXTILE FABRIC TYPE HR 645.0120 SY	REMARKS
0100	16+50	LT & RT	11	16	STH 162
0100	29+20	LT & RT	16	24	STH 162
0100	39+25	LT & RT	11	16	STH 162
0100	48+00	LT & RT	16	24	STH 162
0100	50+80	LT & RT	11	16	STH 162
		TOTAL 0100	64	96	

WATER

CATEGORY	STATION	TO	STATION	LOCATION	624.0100 MGAL	REMARKS
010	11+30	-	53+50	LT & RT	36	MAINLINE
010	10'HH'+00	-	15'HH'+25	LT & RT	4	HUNDT RD.
010	38'OS'+75	-	39'OS'+75	LT & RT	1	OLD STH 162
010	44'CD'+25	-	45'CD'+80	LT & RT	1	CUL DE SAC
010	10'KC'+25	-	13'KC'+00	LT & RT	2	KAMMEL COULEE RD.
					192	DUST CONTROL
				TOTAL 0010	236	

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SEED MIXTURE, FERTILIZER & MULCH

CATEGORY	STATION	TO	STATION	LOCATION	TOPSOIL 625.0100 SY	SALVAGED TOPSOIL 625.0500 SY	MULCHING 627.0200 SY	FERTILIZER TYPE B 629.0210 CWT	SEEDING MIXTURE NO. 10 630.0110 LB	SEEDING BORROW PIT 630.0300 LB	REMARKS
0010	11+50	-	53+50	LT & RT		46,238	35,737	23	482		MAINLINE; STH 162
0010	10'HH'+00	-	15'HH'+00	LT & RT		3,712	2,951	2	40		HUNDT RD.
0010	38'OS'+80	-	39'OS'+50	LT & RT		193	218	1	3		OLD STH 162
0010	44'CD'+25	-	46'CD'+00	LT & RT		760	850	1	11		CUL DE SAC
0010	10'KC'+65	-	13'KC'+00	LT & RT		2,125	2,005	1	27		KAMMEL COULEE RD.
0010	34'OS'+00	-	38'OS'+00	CL	1,059		1,250	1	17		OLD STH 162
0010	46'OS'+25	-	58'OS'+38	CL	2,251		2,560	2	35		OLD STH 162
0010	56'OS'+04	-	59'OS'+30	CL	830		980	1	13		OLD STH 162
0010										200	BORROW PIT
				TOTAL 0010	4,140	53,028	46,551	30	628	200	

SILT FENCE

CATEGORY	STATION	TO	STATION	LOCATION	SILT FENCE 628.1504 LF	SILT FENCE MAINTENANCE 628.1520 LF	REMARKS
0010	11+50	-	12+50	RT	100	100	MAINLINE
0010	24+50	-	32+00	RT	750	750	MAINLINE
0010	38+50	-	49+50	RT	1,100	1,100	MAINLINE
0010	40+50	-	44+00	LT	350	350	MAINLINE
0010	44'CD'+25	-	45'CD'+00	RT	75	75	CUL DE SAC
0010	44'CD'+25	-	45'CD'+25	LT	100	100	CUL DE SAC
0010	45'CD'+50	-	45'CD'+75	LT	25	25	CUL DE SAC
			TOTAL 0010		2,500	2,500	

MOBILIZATION EROSION CONTROL

CATEGORY	STATION	STATION	LOCATION	628.1905 EACH	REMARKS
0010	11+50	- 54+00	LT & RT	4	
	TOTAL 0010			4	

MOBILIZATION EMERGENCY EROSION CONTROL

CATEGORY	STATION	STATION	LOCATION	628.1910 EACH	REMARKS
0010	11+50	- 54+00	LT & RT	3	
	TOTAL 0010			3	

MARKERS AT CULVERT END

CATEGORY	STATION	LOCATION	633.5200 EACH	REMARKS
0010	29+20	STH 162	2	LT & RT
0010	48+00	STH 162	2	LT & RT
	TOTAL 0010		4	

SIGNING

CATEGORY	SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIZE	DESCRIPTION	ORDER LINES	POSTS WOOD 4x6-INCH x 12-FT 634.0612 EACH	POSTS WOOD 4x6-INCH x 14-FT 634.0614 EACH	POSTS WOOD 4x6-INCH x 16-FT 634.0616 EACH	SIGNS TYPE II REFLECTIVE H 637.2210 SF	SIGNS TYPE II REFLECTIVE F 637.2230 SF	REMOVING SIGNS TYPE II 638.2602 EACH	REMOVING SMALL SIGN SUPPORTS 638.3000 EACH	REMARKS
0010	1	14+00	STH 162, Left	W1-2R	30" x 30"	Right Curve				1		6.25			
0010	2	14+00	STH 162, Left	W13-1	18" x 18"	Speed Advisory Plate	35					2.25			
0010	3R	13+80	STH 162, Right	W14-3	48" x 36"	No Passing							1	1	
0010	4R	16+15	STH 162, Right	W1-2R	30" x 30"	Right Curve							1	1	
0010	5R	16+15	STH 162, Right	W13-1	18" x 18"	Speed Advisory Plate	35						1		
0010	6R	33'OS'+65	Old STH 162, Left	W14-3	48" x 36"	No Passing							1		
0010	7R	33'OS'+65	Old STH 162, Left	W1-2R	30" x 30"	Right Curve							1	1	
0010	8R	33'OS'+65	Old STH 162, Left	W13-1	18" x 18"	Speed Advisory Plate	35						1		
0010	9	15'HH'+00	H Hundt Rd., Right	R1-1	30" x 30"	Stop			1		5.18				
0010	10R	12'HH'+00	H Hundt Rd., Right	R1-1	30" x 30"	Stop							1	1	
0010	11	39'OS'+40	Old STH 162, Left	R1-1	30" x 30"	Stop			1		5.18				
0010	12R	44'CD'+00	Old STH 162, Left	W2-2	30" x 30"	Sideroad Ahead Warning							1	1	
0010	13	45'CD'+95	Old STH 162, Ahead	W5-56	18" x 18"	End Road Marker		1			2.25				
0010	14	45'CD'+95	Old STH 162, Ahead	W5-56	18" x 18"	End Road Marker		1			2.25				
0010	15	45'CD'+95	Old STH 162, Ahead	W5-56	18" x 18"	End Road Marker		1			2.25				
0010	16R	54'CD'+15	Old STH 162, Right	W1-2L	30" x 30"	Left Curve							1	1	
0010	17R	8'KC'+00	Kammel Coulee Rd., Left	R1-1	30" x 30"	Stop							1	1	
0010	18	9'KC'+60	Kammel Coulee Rd., Left	R1-1	30" x 30"	Stop			1		5.18				
0010	19R	58'CD'+00	Old STH 162, Left	W1-2L	30" x 30"	Left Curve							1	1	
0010	20R	58'CD'+00	Old STH 162, Left	W13-1	18" x 18"	Speed Advisory Plate	35						1		
0010	21U	UNDISTRIBUTED	STH 162, Right	W14-3	48" x 36"	No Passing				1		6.00			
0010	21U	UNDISTRIBUTED	STH 162, Left	W14-3	48" x 36"	No Passing				1		6.00			
						TOTAL 0010 =		3	3	3	22.29	20.50	12	8	

FIELD OFFICE, TYPE C

642.5201

CATEGORY	STATION		STATION	LOCATION	EACH	REMARKS
0010	11+50	-	54+00	LT & RT	1	STH 162
				TOTAL 0010	1	

TRAFFIC CONTROL (PROJECT) 5820-01-71

643.0100

CATEGORY	STATION		STATION	LOCATION	EACH	REMARKS
0010	11+50	-	54+00	LT & RT	1	STH 162
				TOTAL 0010	1	

TRAFFIC CONTROL

CATEGORY	STATION	LOCATION	DRUMS 643.0300 DAYS	BARRICADES TYPE III 643.0420 DAYS	WARNING LIGHTS TYPE A 643.0705 DAYS	REMARKS
0010	16+50	STH 162	328			STAGE 1
0010	13'HH'+00	H HUNDT RD.	328			STAGE 1
0010	48'CD'+00	CUL-DE-SAC	316			STAGE 1 & 2
0010	12'KC'+00	KAMMEL COULEE RD.	316			STAGE 1 & 2
0010	40+00	STH 162	328			STAGE 1
0010	10+00	STH 162		76	152	STAGE 2
0010	16+50	STH 162		38	76	STAGE 2
0010	11'KC'+50	H HUNDT RD.	152	76		STAGE 2
0010	10'HH'+00	H HUNDT RD.			152	STAGE 2
0010	14'KC'+50	KAMMEL COULEE RD.		76	152	STAGE 2
0010	38+00	STH 162		38	76	STAGE 2
0010	55+00	STH 162		76	152	STAGE 2
		0010 TOTAL =	1,768	380	760	

TRAFFIC CONTROL SIGNING

CATEGORY	STATION	LOCATION	643.0900 DAYS	REMARKS
0010	STH 162	RT, BOP	41	ROAD WORK AHEAD (W20-1)
0010	STH 162	RT, BOP	41	ROAD WORK 1000 FT (W20-1)
0010	STH 162	RT, BOP	41	ROAD WORK 500 FT (W20-1)
0010	STH 162	LT, BOP	79	END ROAD WORK (G20-2A) 48" X 24"
0010	STH 162	LT, EOP	41	ROAD WORK AHEAD (W20-1)
0010	STH 162	LT, EOP	41	ROAD WORK 1000 FT (W20-1)
0010	STH 162	LT, EOP	41	ROAD WORK 500 FT (W20-1)
0010	STH 162	RT, EOP	79	END ROAD WORK (G20-2A) 48" X 24"
0010	HUNDT RD.	RT	41	ROAD WORK AHEAD (W20-1)
0010	HUNDT RD.	LT	79	END ROAD WORK (G20-2A) 48" X 24"
0010	KAMMEL COULEE RD.	RT	41	ROAD WORK AHEAD (W20-1)
0010	KAMMEL COULEE RD.	LT	79	END ROAD WORK (G20-2A) 48" X 24"
0010	STH 162	RT, BOP	38	ROAD CLOSED AHEAD (W20-3)
0010	STH 162	RT, BOP	38	ROAD CLOSED 1000 FT (W20-3)
0010	STH 162	RT, BOP	38	ROAD CLOSED 500 FT (W20-3)
0010	STH 162	LT, EOP	38	ROAD CLOSED AHEAD (W20-3)
0010	STH 162	LT, EOP	38	ROAD CLOSED 1000 FT (W20-3)
0010	STH 162	LT, EOP	38	ROAD CLOSED 500 FT (W20-3)
0010	HUNDT RD.	RT	38	ROAD CLOSED AHEAD (W20-3)
0010	KAMMEL COULEE RD.	RT	38	ROAD CLOSED AHEAD (W20-3)
		0010 TOTAL =	948	

TRAFFIC CONTROL DETOUR (5820-01-71)

CATEGORY	STATION	-	STATION	LOCATION	643.2000 EACH	REMARKS
0010	10+00	-	58+92	STH 162	1	SEE DETOUR SIGNING FOR DETOUR ROUTE
				TOTAL 0010	1	

DETOUR SIGNING

CATEGORY	ASSEMBLY LETTER	LOCATION	SIGN CODE	SIZE	DESCRIPTION	TRAFFIC CONTROL DETOUR SIGNS 643.3000 DAYS	TRAFFIC CONTROL COVERING SIGNS, TYPE II 643.0920 EACH	REMARKS
0010	A	SEE REMARK	M3-3	24" x 12"	SOUTH CARDINAL	38		STH 33, RT.; CTH G, RT.; STH 27, RT.; STH 33, RT.(CASHTON)
0010	A	SEE REMARK	M1-6	24" x 24"	STH 162	38		
0010	A	SEE REMARK	W20-2		DETOUR AHEAD	38		
0010	B	SEE REMARK	M4-8	24" x 12"	DETOUR	38		STH 33, RT.; STH 27, RT
0010	B	SEE REMARK	M3-3	24" x 12"	SOUTH CARDINAL	38		
0010	B	SEE REMARK	M1-6	24" x 24"	STH 162	38		
0010	B	SEE REMARK	M6-1	21" x 21"	ARROW UP	38		
0010	C	SEE REMARK	M4-8	24" x 12"	DETOUR	38		STH 33, RT.; STH 33 RT (CTH Y); STH 33, RT. (CTH Y); STH 33, RT. (STH 27);
0010	C	SEE REMARK	M3-3	24" x 12"	SOUTH CARDINAL	38		STH 27, RT. (CTH P); STH 27, RT. (USH 14); USH 14, RT. (CTH GG); USH 14, RT (CTH GG)
0010	C	SEE REMARK	M1-6	24" x 24"	STH 162	38		
0010	D	SEE REMARK	M4-8	24" x 12"	DETOUR	38		STH 33, RT. (CTH Y); STH 33, RT. (CTH A); STH 33, RT. (STH 27);
0010	D	SEE REMARK	M3-1	24" x 12"	NORTH CARDINAL	38		STH 27, RT. (CTH P); STH 27, RT. (USH 14); USH 14, RT. (CTH GG),; USH 14, RT. (CTH GG)
0010	D	SEE REMARK	M1-6	24" x 24"	STH 162	38		USH 14, RT. (STH 162)
0010	E	SEE REMARK	M4-8	24" x 12"	DETOUR	38		STH 33, RT. (STH 27); STH 27, RT. (USH 14)
0010	E	SEE REMARK	M3-3	24" x 12"	SOUTH CARDINAL	38		
0010	E	SEE REMARK	M1-6	24" x 24"	STH 162	38		
0010	E	SEE REMARK	M5-1R	21" x 21"	RIGHT TURN ARROW	38		
0010	F	SEE REMARK	M4-8	24" x 12"	DETOUR	38		STH 33, RT. (STH 27); STH 27, RT. (USH 14)
0010	F	SEE REMARK	M3-3	24" x 12"	SOUTH CARDINAL	38		
0010	F	SEE REMARK	M1-6	24" x 24"	STH 162	38		
0010	F	SEE REMARK	M6-1	21" x 21"	ARROW RIGHT	38		
0010	G	SEE REMARK	M4-8	24" x 12"	DETOUR	38		STH 27, RT. (STH 33); USH 14, RT. (STH 27)
0010	G	SEE REMARK	M3-1	24" x 12"	NORTH CARDINAL	38		
0010	G	SEE REMARK	M1-6	24" x 24"	STH 162	38		
0010	G	SEE REMARK	M5-1L	21" x 21"	LEFT TURN ARROW	38		
0010	H	SEE REMARK	M4-8	24" x 12"	DETOUR	38		STH 27, RT. (STH 33); USH 14, RT. (STH 27)
0010	H	SEE REMARK	M3-1	24" x 12"	NORTH CARDINAL	38		
0010	H	SEE REMARK	M1-6	24" x 24"	STH 162	38		
0010	H	SEE REMARK	M6-1	21" x 21"	ARROW LEFT	38		
					SUBTOTAL =	1,102	0	

DETOUR SIGNING

CATEGORY	ASSEMBLY LETTER	LOCATION	SIGN CODE	SIZE	DESCRIPTION	TRAFFIC CONTROL DETOUR SIGNS 643.3000 DAYS	TRAFFIC CONTROL COVERING SIGNS, TYPE II 643.0920 EACH	REMARKS
0010	I	SEE REMARK	M3-1	24" x 12"	NORTH CARDINAL	38		USH 14, RT. (STH 162); USH 14, RT (STH 27)
0010	I	SEE REMARK	M1-6	24" x 24"	STH 162	38		
0010	I	SEE REMARK	W20-2		DETOUR AHEAD	38		
0010	J	SEE REMARK	M4-8	24" x 12"	DETOUR	38		USH 14, RT. (STH 27)
0010	J	SEE REMARK	M3-1	24" x 12"	NORTH CARDINAL	38		
0010	J	SEE REMARK	M1-6	24" x 24"	STH 162	38		
0010	J	SEE REMARK	M5-1R	21" x 21"	RIGHT TURN ARROW	38		
0010	K	SEE REMARK	M4-8	24" x 12"	DETOUR	38		USH 14, RT. (STH 27)
0010	K	SEE REMARK	M3-1	24" x 12"	NORTH CARDINAL	38		
0010	K	SEE REMARK	M1-6	24" x 24"	STH 162	38		
0010	K	SEE REMARK	M6-1	21" x 21"	RIGHT ARROW	38		
0010	L	SEE REMARK	M4-8	24" x 12"	DETOUR	38		USH 14, RT. (STH 162)
0010	L	SEE REMARK	M3-1	24" x 12"	NORTH CARDINAL	38		
0010	L	SEE REMARK	M1-6	24" x 24"	STH 162	38		
0010	L		M6-1	21" x 21"	ARROW UP	38		
0010	M	EXISTING SIGN			NORTH CARDINAL		1	USH 14, RT. (STH 162)
0010	M	EXISTING SIGN			STH 162		1	
0010	M	EXISTING SIGN			LEFT TURN ARROW		1	
0010	N	EXISTING SIGN			NORTH CARDINAL		1	USH 14, RT. (STH 162)
0010	N	EXISTING SIGN			STH 162		1	
0010	N	EXISTING SIGN			LEFT ARROW		1	
0010	P	SEE REMARK	M4-8	24" x 12"	DETOUR	38		CTH G. RT. (STH 33); STH 33, RT. (STH 27)
0010	P	SEE REMARK	M3-3	24" x 12"	SOUTH CARDINAL	38		
0010	P	SEE REMARK	M1-6	24" x 24"	STH 162	38		
0010	P	SEE REMARK	M5-1L	21" x 21"	LEFT TURN ARROW	38		
0010	Q	SEE REMARK	M4-8	24" x 12"	DETOUR	38		CTH G. RT. (STH 33); STH 33, RT. (STH 27)
0010	Q	SEE REMARK	M3-3	24" x 12"	SOUTH CARDINAL	38		
0010	Q	SEE REMARK	M1-6	24" x 24"	STH 162	38		
0010	Q	SEE REMARK	M6-1	21" x 21"	LEFT ARROW	38		
0010	R	EXISTING SIGN			SOUTH CARDINAL		1	CTH G, RT. (STH 33)
0010	R	EXISTING SIGN			STH 162		1	
0010	R	EXISTING SIGN			RIGHT ARROW		1	
0010	S	EXISTING SIGN			SOUTH CARDINAL		1	CTH G, RT. 9STH 33)
0010	S	EXISTING SIGN			STH 162		1	
0010	S	EXISTING SIGN			RIGHT TURN ARROW		1	
0010	T	EXISTING SIGN			COON VALLEY LEFT ARROW		1	CTH G, RT. (STH 33)
					SUBTOTAL =	874	13	
					0010 TOTAL =	1,976	13	

PAVEMENT MARKING

CATEGORY	STATION		STATION	LOCATION	PAVEMENT MARKING EPOXY 4-INCH 646.0106 LF	PAVEMENT MARKING STOP LINE EPOXY 18-INCH 647.0566 LF	REMARKS	COLOR
0010	11+50	-	54+00	RT EDGELINE	4,250		STH 162	WHITE
0010	11+50	-	13+11	LT EDGELINE	161		STH 162	WHITE
0010	13+11	-	20+89	LT EDGELINE	778		STH 162	WHITE
0010	21+95	-	32+98	LT EDGELINE	1,103		STH 162	WHITE
0010	34+16	-	40+50	LT EDGELINE	634		STH 162	WHITE
0010	40+50	-	50+78	LT EDGELINE	1,028		STH 162	WHITE
0010	50+78	-	54+00	LT EDGELINE	322		STH 162	WHITE
0010	11+50	-	13+11	RT CENTERLINE	161		STH 162	YELLOW
0010	13+11	-	33+86	RT CENTERLINE	2,075		STH 162	YELLOW
0010	33+86	-	40+52	RT CENTERLINE	666		STH 162	YELLOW
0010	40+52	-	50+78	RT CENTERLINE	1,026		STH 162	YELLOW
0010	50+78	-	54+00	RT CENTERLINE	322		STH 162	YELLOW
0010	11+50	-	13+11	LT CENTERLINE	161		STH 162	YELLOW
0010	13+11	-	33+86	LT CENTERLINE	2,075		STH 162	YELLOW
0010	33+86	-	40+52	LT CENTERLINE	666		STH 162	YELLOW
0010	40+52	-	50+78	LT CENTERLINE	1,026		STH 162	YELLOW
0010	50+78	-	54+00	LT CENTERLINE	322		STH 162	YELLOW
0010	14'HH'+90	-		SB TURN		20	H. HUNDT RD.	WHITE
0010	10'KC'+50	-		SB TURN		20	KAMMEL COULEE RD.	WHITE
				TOTAL 0010	16,776	40		

CONSTRUCTION STAKING

CATEGORY	STATION		STATION	LOCATION	SUBGRADE 650.4500 LF	BASE 650.5000 LF	REMARKS
0010	11+50	-	54+00	LT & RT	4,250	4,250	STH 162
0010	10'HH'+05	-	15'HH'+25	LT & RT	520	520	H. HUNDT RD
0010	39'OS'+00	-	39'OS'+75	LT & RT	75	75	OLD 162
0010	44'CD'+25	-	46'CD'+00	LT & RT	175	175	CULDESAC
0010	10'KC'+25	-	13'KC'+25	LT & RT	300	300	KAMMEL COULEE RD
				TOTAL 0010	5,320	5,320	

CONSTRUCTION STAKING CONCRETE CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	650.5500 LF	REMARKS
0010	20+80	-	14'HH'+92	LT	59	INTERSECTION-H.HUNDT RD & STH 162
0010	14'HH'+75	-	21+95	LT	88	INTERSECTION-H.HUNDT RD & STH 163
0010	32+88	-	10'KC'+56	LT	60	INTERSECTION-KAMMEL COULEE RD & STH 162.
0010	10'KC'+80	-	34+17	LT	95	INTERSECTION-KAMMEL COULEE RD & STH 162.
				TOTAL 0010	302	

CONSTRUCTION STAKING SUPPLMENTAL CONTROL

CATEGORY	STATION		STATION	LOCATION	650.9910 LS	REMARKS
0010	11+50	-	54+00	LT & RT	1	STH 162
				TOTAL 0010	1	

CONSTRUCTION STAKING PIPE CULVERTS

CATEGORY	STATION	LOCATION	650.6000 EACH	REMARKS
0010	29+20	LT & RT	2	STH 162
0010	48+00	LT & RT	2	STH 162
		TOTAL 0010	4	

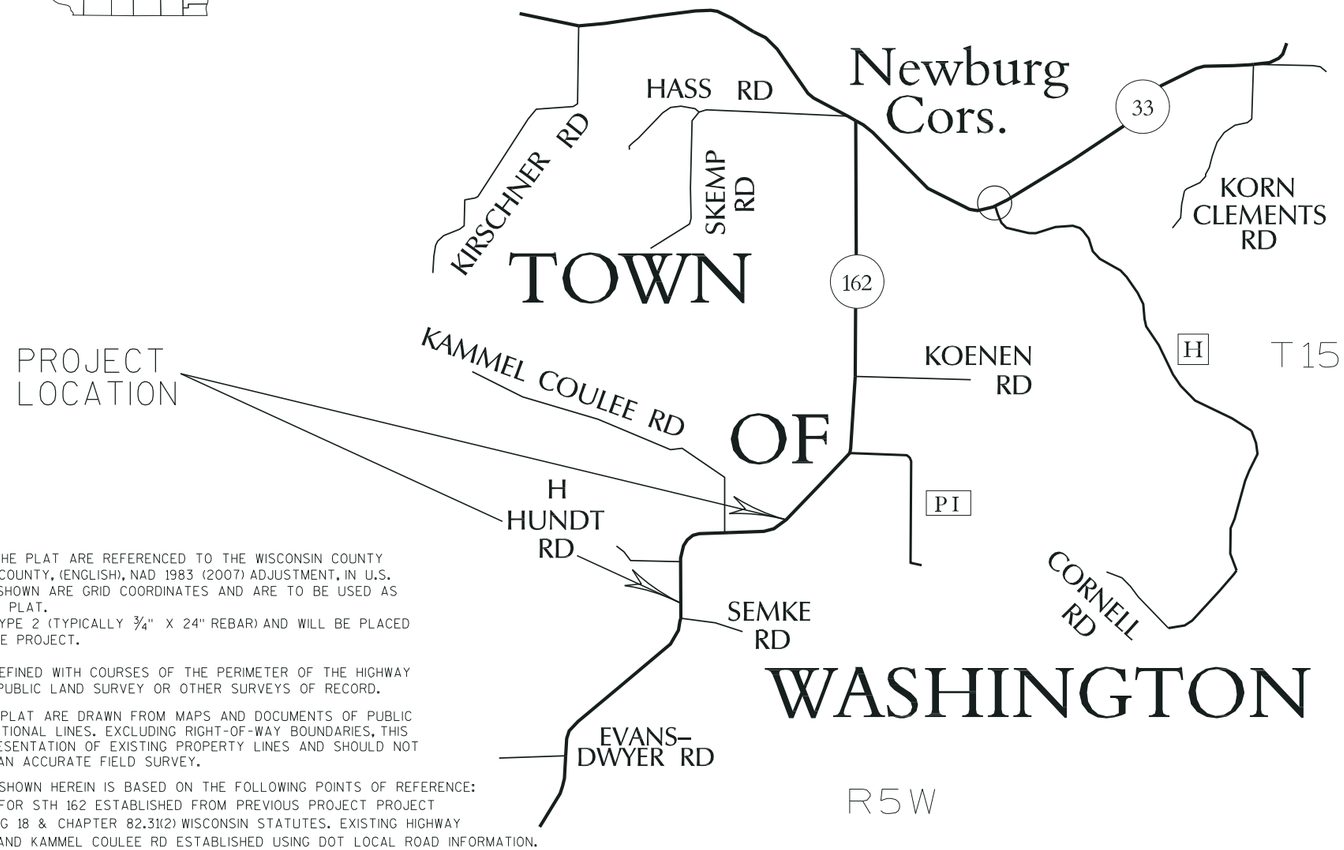
CONSTRUCTION STAKING SLOPE STAKES

CATEGORY	STATION		STATION	LOCATION	650.9920 LF	REMARKS
0010	11+50	-	54+00	MAINLINE	4,250	
0010	10'HH'+00	-	15'HH'+25	H HUNDT RD.	525	
0010	39'OS'+25	-	39'OS'+75	OLS STH 162	50	
0010	44'CD'+25	-	45'CD'+80	CUL-DE-SAC	55	
0010	10'KC'+50	-	13'KC'+25	KAMMEL COULEE RD.	275	
				TOTAL 0010	5,155	

SAWING ASPHALT

CATEGORY	STATION	LOCATION	690.0150 LF	REMARKS
0010	11+00	STH 162	24	
0010	54+75	STH 162	24	
0010	9'HH'+75	HUNDT RD.	18	
0010	40'OS'+00	OLD STH 162	24	
0010	44'OS'+00	OLD STH 162	24	
0010	13'KC'+50	KAMMEL COULEE RD.	18	
		TOTAL 0010	132	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT
TITLE SHEET
PROJECT NO. 5820-01-21
COON VALLEY - BANGOR
S.T.H. 162 LA CROSSE COUNTY



NOTES:
COORDINATES AND BEARINGS ON THE PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, LA CROSSE COUNTY, (ENGLISH), NAD 1983 (2007) ADJUSTMENT, IN U.S. SURVEY FEET. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.
RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY ¾" X 24" REBAR) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 162 ESTABLISHED FROM PREVIOUS PROJECT PROJECT DS1421(01), CSM 1505343, VOL 14, PG 18 & CHAPTER 82.31(2) WISCONSIN STATUTES. EXISTING HIGHWAY RIGHT-OF-WAY FOR H HUNDT RD AND KAMMEL COULEE RD ESTABLISHED USING DOT LOCAL ROAD INFORMATION. EXISTING HIGHWAY RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM CENTERLINE OF EXISTING PAVEMENTS.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE THE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WOULD NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

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

SCALE
0 1 MILE

CONVENTIONAL SYMBOLS

- STATE LINE
- COUNTY LINE
- TOWNSHIP AND RANGE LINES
- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- NEW REFERENCE LINE (100)
- NEW R/W LINE
- EXISTING R/W LINE
- PROPERTY LINE (P.L.)
- EASEMENT LINE
- CORPORATE LIMITS
- LOT, TIE AND OTHER MINOR LINES
- RECORDED AS=(BEARING AND/OR DISTANCE)
- FOUND IRON PIN= I.P.
- R/W POINT MONUMENT= ●
- R/W POINT, NON-MONUMENTED= o
- R/W BOUNDARY POINT= (100)
- TLE/PLE BOUNDARY POINT= 200
- SECTION CORNER =

ACQUISITION AREAS

- FEE SIMPLE ACQUISITION (CROSS-HATCHING VARIES BY PARCEL)
- PLE OR H.E.
- TLE
- PARCEL NUMBER= (12)
- UTILITY NUMBER= (90)
- SIGN= SIGN
- SIGN PARCEL NUMBER= (12-1)

BUILDINGS ARE DESIGNATED WITH THE FIRST LETTER OF THE TYPE OF BUILDING.
EXAMPLES:
G=GARAGE B=BARN
L=LIBRARY H=HOUSE
S=SHED

- BUILDING (G)
- BUILDING TO BE RAZED

UTILITIES

		COMPENSABLE	NON-COMPENSABLE
ELECTRIC	E		
FIBER OPTIC	FO		
GAS	G		
OVERHEAD	OH		
TELEPHONE	T		
POWER/TELEPHONE POLE		●	○
UTILITY PEDESTAL		⧓	⧓
TELEPHONE		⬢	⬡

VARIOUS ABBREVIATIONS

AC=ACRES
A.P.=ACCESS POINT
A.R.=ACCESS RIGHTS
CSM=CERTIFIED SURVEY MAP
C/L=CENTER LINE
COR.=CORNER
CR=CONVEYANCE OF RIGHTS
CTH=COUNTY TRUNK HIGHWAY
DOC.=DOCUMENT
EASE.=EASEMENT
ET.AL.=AND OTHERS
H.E.=HIGHWAY EASEMENT
IH=INTERSTATE HIGHWAY
L.C.=LAND CONTRACT
IP=IRON PIPE/PIN
MON=MONUMENT
N.B. = NORTH BOUND
NO = NUMBER
O.L.=OUTLOT
P.=PAGE
P.L.=PROPERTY LINE
PLE=PERMANENT LIMITED EASEMENT
R/L=REFERENCE LINE
R/W=RIGHT-OF-WAY
REL.RTS.=RELEASE OF RIGHTS
REM.=REMAINING
S.F.=SQUARE FEET
SEC.=SECTION
STA.=STATION
STH=STATE TRUNK HIGHWAY
TLE=TEMPORARY LIMITED EASEMENT
TPP=TRANSPORTATION PROJECT PLAT
USH=UNITED STATES HIGHWAY
V.=VOLUME

CURVE INFORMATION

Δ=DELTA
CUR=CURVE
D=DEGREE
DA=DIRECTION AHEAD
DB=DIRECTION BACK
L=LENGTH
LCB=LONG CHORD BEARING
LCH=LONG CHORD
PC=POINT OF CURVATURE
PI=POINT OF INTERSECTION
PT=POINT OF TANGENCY
R=RADIUS
T=TANGENT

HIGHWAY DESIGNATIONS

- COUNTY TRUNK HIGHWAY= (#)
- INTERSTATE HIGHWAY= (#)
- STATE TRUNK HIGHWAY= (#)
- UNITED STATES HIGHWAY= (#)

TPP NUMBER 5820-01-21-4.01
SHEET 2 OF 2

FILE NAME : P:±State±s162±58200101±Cad±RWplat±Title.dgn PLOT DATE : 23-AUG-2012 13:13 PLOT BY : dotjwr PLOT NAME : PLOT SCALE : 100.000000:1.000000 TITLE SHEET

TRANSPORTATION PROJECT PLAT NO: 5820-01-21 - 4.01

PARTS OF THE SW1/4-SW1/4 AND THE SE1/4-SW1/4 IN SECTION 20; ALSO PARTS OF THE NW1/4-NW1/4 AND THE NE1/4-NW1/4 IN SECTION 29; ALL IN T15N, R5W, IN THE TOWN OF WASHINGTON, LA CROSSE COUNTY, WISCONSIN.

RELOCATION ORDER STH 162, COON VALLEY - BANGOR, H HUNDT RD. - KAMMEL COULEE RD.

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

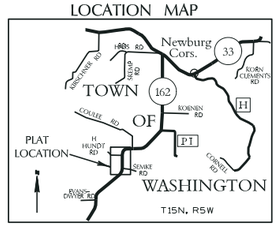
DOCUMENT 1603464

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN LA CROSSE COUNTY, WISCONSIN AT 11:06 AM ON AUG. 22, 2012 AND FILED IN TPP CAB., PG. 28A

THE ORIGINAL DOCUMENT WAS SIGNED BY CHERYL A. MCBRIDE, R.O.D.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5820-01-21-4.01
SHEET 1 OF 2

LOCATION MAP



SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNERS' NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LANDS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
1	STEVEN SCHLICHT	FEE & TLE	2.02	——	2.02	0.04
2	WENZEL F. & LYDIA KOULA	FEE & TLE	1.13	1.26	2.39	0.03
3	ANTOINETTE PURCELL	FEE & TLE	1.99	1.07	3.06	0.18
8	JAMES D. JR. & JACQUELINE MCBRIDE CLOUD	TLE	——	——	——	0.02

UTITLITY SCHEDULE

UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
90	COON VALLEY FARMERS TELEPHONE COMPANY	RELEASE OF RIGHTS

CUR 4
Δ=77°56'35"
D=03°45'26"
T=1233.66'
R=1525.00'
L=2074.55'
PI STA=25+44.87
PI Y=111015.815
PI X=510026.793
PT STA=33+85.76
DA=N49°48'35"E

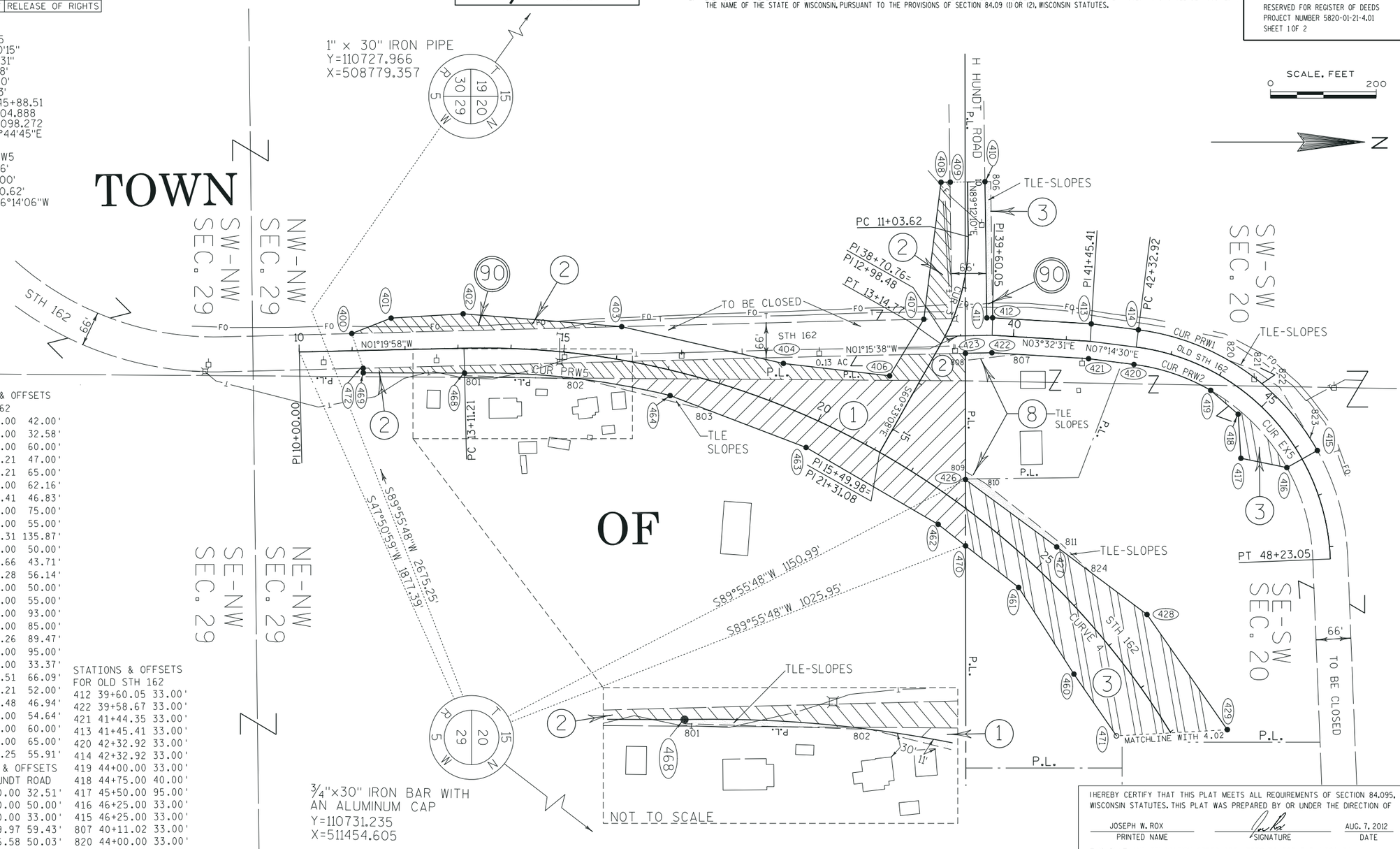
CUR 3
Δ=30°14'42"
D=14°19'26"
T=108.10'
R=400.00'
L=211.15'
PI STA=12+11.71
PI Y=110736.474
PI X=509953.148

CUR EX5
Δ=80°30'15"
D=13°38'31"
T=355.58'
R=420.00'
L=590.13'
PI STA=45+88.51
PI Y=111404.888
PI X=510098.272
DA=N87°44'45"E

CUR PRW2
L=153.95'
R=387.00'
LCH=152.93'
LCB=S18°38'16"W

CUR PRW1
L=422.88'
R=453.00'
LCH=407.69'
LCB=N33°59'05"E

CUR PRW5
L=391.76'
R=1483.00'
LCH=390.62'
LCB=S06°14'06"W



R/W COURSES
400-401 N21°24'45"W 79.85'
401-402 N03°26'06"W 136.30'
402-403 N04°37'53"E 300.40'
403-404 N12°48'55"E 313.25'
404-406 N06°40'14"E 202.02'
406-407 N58°50'36"W 124.93'
407-408 N82°51'28"W 260.67'
408-409 N00°47'50"W 17.49'
409-410 N00°47'48"W 65.51'
410-411 N89°12'11"E 257.21'
411-412 N01°15'31"W 10.88'
412-413 N03°32'31"E 186.74'
413-414 N07°11'51"E 89.64'
CUR PRW1
415-416 S29°16'19"E 66.00'
416-417 S11°24'20"W 88.57'
417-418 S86°27'03"W 83.38'
418-419 S40°58'11"W 68.75'
CUR PRW2
420-421 S07°14'31"W 86.44'
421-422 S03°32'31"W 182.91'
422-423 S01°15'38"E 50.14'
423-426 N89°55'48"E 238.53'
426-427 N36°25'17"E 214.19'
427-428 N36°49'54"E 212.96'
428-429 N55°06'40"E 265.12'
429-471 S03°11'04"E 209.70'
471-460 S55°28'30"W 141.68'
460-461 S57°27'00"W 194.18'
461-470 S38°05'35"W 127.24'
470-462 S38°05'35"W 65.80'
462-463 S30°10'53"W 288.71'
463-464 S20°53'48"W 274.81'
CUR PRW5
468-469 S00°09'54"W 191.27'
469-472 S88°40'01"W 8.63'
472-400 S71°47'51"W 68.92'

STATIONS & OFFSETS FOR STH 162

469	11+20.00	42.00'
400	11+00.00	32.58'
401	11+75.00	60.00'
468	13+11.21	47.00'
402	13+11.21	65.00'
403	16+00.00	62.16'
464	17+15.41	46.83'
404	19+00.00	75.00'
463	20+00.00	55.00'
406	20+80.31	135.87'
462	23+00.00	50.00'
426	22+92.66	43.71'
470	23+68.28	56.14'
461	25+00.00	50.00'
427	25+00.00	55.00'
428	27+00.00	93.00'
460	27+00.00	85.00'
471	28+50.26	89.47'
429	29+50.00	95.00'
472	11+20.00	33.37'
824	25+76.51	66.09'
801	13+11.21	52.00'
802	15+42.48	46.94'
803	18+00.00	54.64'
810	23+25.00	60.00'
811	25+00.00	65.00'
809	22+84.25	55.91'

STATIONS & OFFSETS FOR H HUNDT ROAD

409	10+00.00	32.51'
408	10+00.00	50.00'
410	10+00.00	33.00'
411	12+39.97	59.43'
407	12+86.58	50.03'
423	13+08.35	49.05'
806	10+00.00	43.88'
808	13+19.14	55.55'

STATIONS & OFFSETS FOR OLD STH 162

412	39+60.05	33.00'
422	39+58.67	33.00'
421	41+44.35	33.00'
413	41+45.41	33.00'
420	42+32.92	33.00'
414	42+32.92	33.00'
419	44+00.00	33.00'
418	44+75.00	40.00'
417	45+50.00	95.00'
416	46+25.00	33.00'
415	46+25.00	33.00'
807	40+11.02	33.00'
820	44+00.00	33.00'
821	44+50.00	45.00'
822	45+00.00	50.00'
823	46+00.00	33.00'

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

JOSEPH W. ROX — PRINTED NAME
SIGNATURE
AUG. 7, 2012 — DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

JAMES R. KUEHN — PRINTED NAME
James R Kuehn — SIGNATURE
AUG. 16, 2012 — DATE

TRANSPORTATION PROJECT PLAT NO: 5820-01-21 - 4.02

PART OF V. 14 CSM, P. 18, DOC. 1505343 IN AND INCLUDING PART OF THE SW1/4-SE1/4; ALSO PARTS OF THE SE1/4-SW1/4, NW1/4-SE1/4, NE1/4-SE1/4, AND THE SE1/4-SE1/4; ALL IN SECTION 20, T15N, R5W, IN THE TOWN OF WASHINGTON, LA CROSSE COUNTY, WISCONSIN.

RELOCATION ORDER STH 162, COON VALLEY - BANGOR, H HUNDT RD. - KAMMEL COULEE RD.

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN LA CROSSE COUNTY AS SHEET 2 OF 2 OF DOCUMENT 000000.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN LA CROSSE COUNTY, AS SHEET 2 OF 2 OF DOC. 1603464, FILED IN TPP CAB., PG. 28A.

DOCUMENT 1604537

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN LA CROSSE COUNTY, WISCONSIN AT 2:29 PM ON SEPT. 5, 2012 AND FILED IN TPP CAB. PAGE 29B

THE ORIGINAL DOCUMENT WAS SIGNED BY LINDA L. OPLAND, DEPUTY R.O.D.

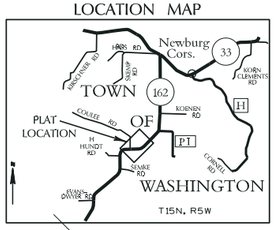
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5820-01-21-4.02

SCHEDULE OF LANDS AND INTERESTS REQUIRED

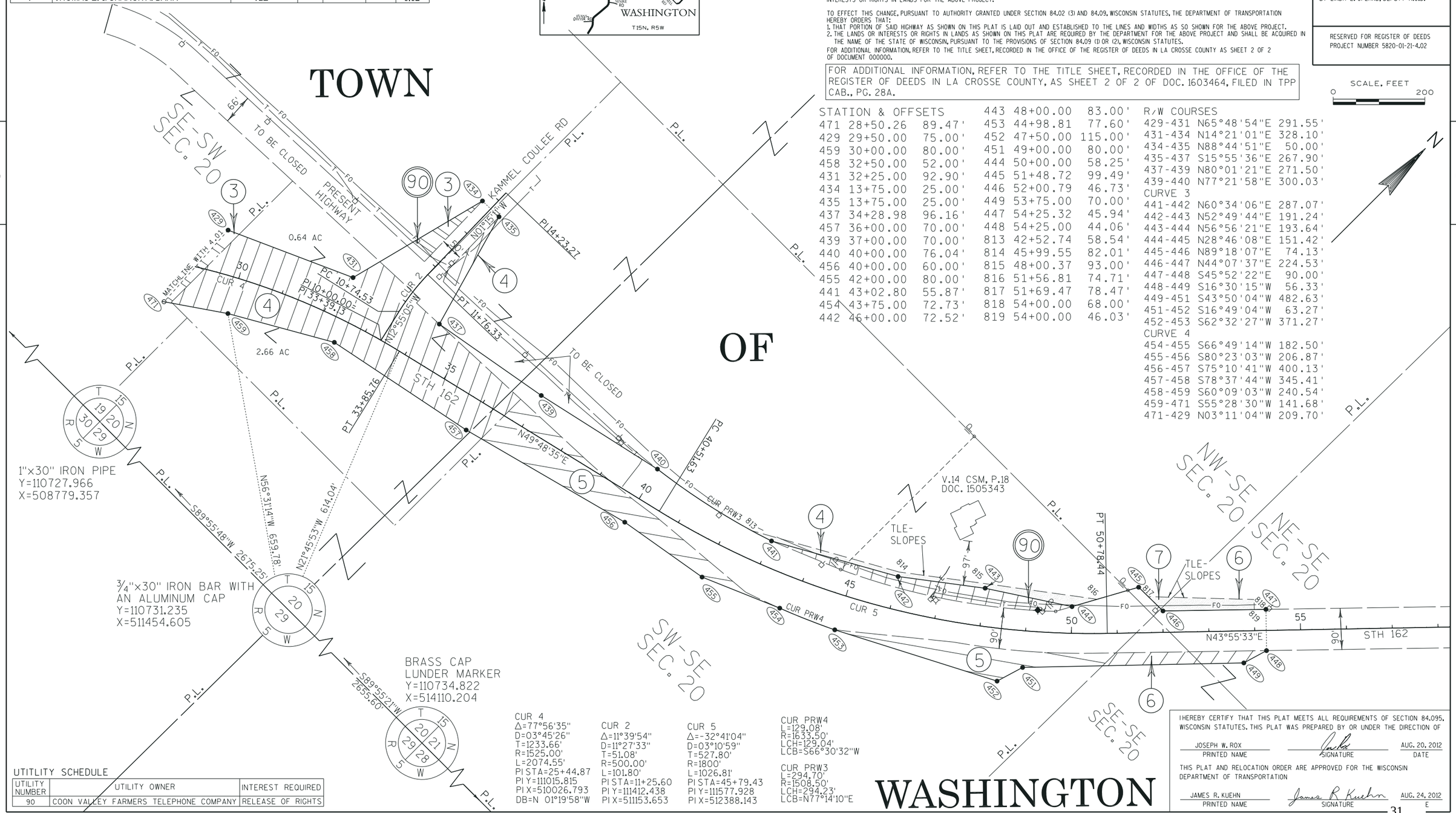
OWNERS' NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LANDS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
3	ANTOINETTE PURCELL	FEE	0.20	0.14	0.34	——
4	JAMES A. & MARY A. LUSK	FEE & TLE	3.18	1.46	4.64	0.20
5	TONY A. & KRISTINE HEROLD	FEE	1.43	1.88	3.31	——
6	VINCENT G. & DAWN SMITH HUNDT REVOCABLE TRUST	FEE & TLE	0.20	0.58	0.78	0.12
7	THOMAS E. & SHARON A. BAHR	TLE	——	——	——	0.02

LOCATION MAP



SCALE, FEET
0 200



STATION & OFFSETS					R/W COURSES	
471	28+50.26	89.47'	443	48+00.00	83.00'	429-431 N65°48'54"E 291.55'
429	29+50.00	75.00'	453	44+98.81	77.60'	431-434 N14°21'01"E 328.10'
459	30+00.00	80.00'	452	47+50.00	115.00'	434-435 N88°44'51"E 50.00'
458	32+50.00	52.00'	451	49+00.00	80.00'	435-437 S15°55'36"E 267.90'
431	32+25.00	92.90'	444	50+00.00	58.25'	437-439 N80°01'21"E 271.50'
434	13+75.00	25.00'	445	51+48.72	99.49'	439-440 N77°21'58"E 300.03'
435	13+75.00	25.00'	446	52+00.79	46.73'	CURVE 3
437	34+28.98	96.16'	449	53+75.00	70.00'	441-442 N60°34'06"E 287.07'
457	36+00.00	70.00'	447	54+25.32	45.94'	442-443 N52°49'44"E 191.24'
439	37+00.00	70.00'	448	54+25.00	44.06'	443-444 N56°56'21"E 193.64'
440	40+00.00	76.04'	813	42+52.74	58.54'	444-445 N28°46'08"E 151.42'
456	40+00.00	60.00'	814	45+99.55	82.01'	445-446 N89°18'07"E 74.13'
455	42+00.00	80.00'	815	48+00.37	93.00'	446-447 N44°07'37"E 224.53'
441	43+02.80	55.87'	816	51+56.81	74.71'	447-448 S45°52'22"E 90.00'
454	43+75.00	72.73'	817	51+69.47	78.47'	448-449 S16°30'15"W 56.33'
442	46+00.00	72.52'	818	54+00.00	68.00'	449-451 S43°50'04"W 482.63'
			819	54+00.00	46.03'	451-452 S16°49'04"W 63.27'
						452-453 S62°32'27"W 371.27'
						CURVE 4
						454-455 S66°49'14"W 182.50'
						455-456 S80°23'03"W 206.87'
						456-457 S75°10'41"W 400.13'
						457-458 S78°37'44"W 345.41'
						458-459 S60°09'03"W 240.54'
						459-471 S55°28'30"W 141.68'
						471-429 N03°11'04"W 209.70'

CUR 4
Δ=77°56'35"
D=03°45'26"
T=1233.66'
R=1525.00'
L=2074.55'
PI STA=25+44.87
PI Y=111015.815
PI X=510026.793
DB=N 01°19'58"W

CUR 2
Δ=11°39'54"
D=11°27'33"
T=51.08'
R=500.00'
L=101.80'
PI STA=11+25.60
PI Y=111412.438
PI X=511153.653

CUR 5
Δ=-32°41'04"
D=03°10'59"
T=527.80'
R=1800'
L=1026.81'
PI STA=45+79.43
PI Y=111577.928
PI X=512388.143

CUR PRW4
L=129.08'
R=1633.50'
LCH=129.04'
LCB=S66°30'32"W

CUR PRW3
L=294.70'
R=1508.50'
LCH=294.23'
LCB=N77°14'10"E

UTITLITY SCHEDULE

UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
90	COON VALLEY FARMERS TELEPHONE COMPANY	RELEASE OF RIGHTS

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

JOSEPH W. ROX — PRINTED NAME — SIGNATURE — AUG. 20, 2012 — DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

JAMES R. KUEHN — PRINTED NAME — SIGNATURE — AUG. 24, 2012 — E

BEGIN PROJECT 5820-01-71
STATION 11+50.00
MATCH EXISTING
SAW CUT REQUIRED

RIGHT OF WAY

SLOPE INTERCEPTS

STH 162

OBLITERATE EXISTING ROADWAY

11+00 12+00 13+00 14+00 15+00 16+00

TLE

RIGHT OF WAY

TLE

SLOPE INTERCEPTS

WM

D/WAY REO'D.
STA. 16+50 RT.

5

5

VPOT STA 11+49.95
VPOT EL298.45

VPC STA 13+50.00
VPC EL303.40

+2.41%

K = 586.87
VCL 800.00

BEGIN PROJECT 5820-01-71
STATION 11+50.00

297.99	297.76	297.92	298.14	298.45	298.92	299.62	300.55	301.34	302.17	303.07	303.76	304.35	304.84	305.29	305.83	306.37	306.92	307.42	307.41	307.57	307.71	307.64	307.83	307.80
298.45				298.45	299.07	299.69	300.31	300.93	301.54	302.16	302.78	303.40	304.01	304.62	305.21	305.79	306.36	306.92	307.47	308.01	308.54	309.06	309.56	310.06

10+50	10+75	11	11+25	11+50	11+75	12	12+25	12+50	12+75	13	13+25	13+50	13+75	14	14+25	14+50	14+75	15	15+25	15+50	15+75	16	16+25	16+50

PROJECT NO: 5820-01-71	HWY: STH 162	COUNTY: LA CROSSE	PLAN AND PROFILE (STH 162)	SHEET	E

FILE NAME : p:\State\s162\58200101\Cad\eplans\050101_pp.dgn PLOT DATE : 17-DEC-2013 12:55 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 40.003491:1.000000

OBLITERATE EXISTING ROADWAY

RIGHT OF WAY

SLOPE INTERCEPTS

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

ASPHALTIC FLUME

15+00

ASPHALTIC FLUME

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

17+00 18+00 19+00 20+00 21+00 22+00

STH 16

SLOPE INTERCEPTS

RIGHT OF WAY

TLE

D/WAY REO'D.
STA. 16+50 RT.

N

5

5

K = 586.87
VCL 800.00

+1.11%

VPI STA 17+50.00
VPI EL313.30

VPT STA 21+50.00
VPT EL317.75

1320 1318 1316 1314 1312 1310 1308 1306

16+50	16+75	17	17+25	17+50	17+75	18	18+25	18+50	18+75	19	19+25	19+50	19+75	20	20+25	20+50	20+75	21	21+25	21+50	21+75	22	22+25	22+50
307.80	308.26	308.38	308.50	308.44	308.29	308.00	308.23	308.37	308.20	308.03	308.25	309.17	310.11	310.97	312.09	312.86	313.93	314.80	315.65	316.19	316.48	316.77	317.10	317.29
310.06	310.54	311.02	311.48	311.94	312.38	312.81	313.23	313.64	314.05	314.43	314.81	315.18	315.54	315.89	316.22	316.55	316.86	317.17	317.46	317.75	318.02	318.30	318.58	318.86

PROJECT NO:5820-01-71	HWY: STH 162	COUNTY:LA CROSSE	PLAN AND PROFILE (STH 162)	SHEET	E

TLE

SLOPE INTERCEPTS

RIGHT OF WAY

23+00 24+00 25+00 26+00 27+00 28+00

I 162

SLOPE INTERCEPTS

RIGHT OF WAY

5

5

STATION 23+00
1-24" x 68' CMCP REQUIRED
2-24" ENDWALLS REQUIRED
INLET ELEVATION = 1315.75
OUTLET ELEVATION = 1314.37

N

VPC STA 23+50.00
VPC EL319.97

+1.11%

K = 1416.82
VCL 2000.00

STATION 23+00
1-24" x 68' CMCP REQUIRED
2-24" ENDWALLS REQUIRED
INLET ELEVATION = 1315.75
OUTLET ELEVATION = 1314.37

1324 1322 1320 1318 1316 1314 1312 1310

317.29	317.51	317.49	316.94	317.62	317.23	317.36	317.27	317.19	316.93	316.49	315.81	315.42	314.72	314.38	313.83	313.30	313.02	312.54	312.18	311.88	311.94	312.13	312.35	312.70
318.86	319.14	319.41	319.69	319.97	320.25	320.52	320.78	321.05	321.30	321.56	321.81	322.05	322.29	322.53	322.76	322.99	323.21	323.43	323.64	323.85	324.06	324.26	324.45	324.65

22+50 22+75 23 23+25 23+50 23+75 24 24+25 24+50 24+75 25 25+25 25+50 25+75 26 26+25 26+50 26+75 27 27+25 27+50 27+75 28 28+25 28+50

PROJECT NO:5820-01-71	HWY: STH 162	COUNTY:LA CROSSE	PLAN AND PROFILE (STH 162)	SHEET	E

FILE NAME : p:\State\s162\58200101\Cad\eplans\050105_pp.dgn PLOT DATE : 17-DEC-2013 12:56 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 40.000000:1.000000

WISDOT/CADDS SHEET 30

RIGHT OF WAY

STA 29+20.00
1 - 140' x 24" CMCP REQUIRED
SKEW 14 DEG. LHF
2 - 24" APRON ENDWALL REQUIRED
INLET ELEV. = 1313.25
OUTLET ELEV. = 1308.28

SLOPE INTERCEPTS

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

ASPHALTIC FLUME

11'KC'+00

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

ASPHALTIC FLUME

29+00 30+00 31+00 32+00 33+00 34+00

10'KC'+00

SLOPE INTERCEPTS

RIGHT OF WAY

D/WAY REO'D.
STA. 30+00 RT.

5

5

VPI STA 33+50.00
VPI EL331.09

IDENTICAL POINTS

K = 1416.82
VCL 2000.00

K = 1416.82
VCL 2000.00

STA. 29+20.00
1 - 140' x 24" CMCP REQUIRED
SKEW 14 DEG. LHF
2 - 24" APRON ENDWALL REQUIRED
INLET ELEV. = 1313.25
OUTLET ELEV. = 1308.28

1326 1324 1322 1320 1318 1316 1314 1312

1334 1332 1330 1328 1326 1324 1322 1320

312.70	312.75	313.14	313.79	314.02	314.90	315.71	316.62	317.33	318.16	319.25	320.12	320.99	322.11	323.20	324.48	325.61	326.75	327.57	328.37	329.14	329.90	330.20	330.35	330.53
324.65	324.83	325.02	325.19	325.37	325.54	325.70	325.87	326.02	326.17	326.32	326.47	326.60	326.74	326.87	326.99	327.12	327.23	327.35	327.45	327.56	327.66	327.75	327.84	327.93

28+50 28+75 29 29+25 29+50 29+75 30 30+25 30+50 30+75 31 31+25 31+50 31+75 32 32+25 32+50 32+75 33 33+25 33+50 33+75 34 34+25 34+50

PROJECT NO:5820-01-71	HWY: STH 162	COUNTY:LA CROSSE	PLAN AND PROFILE (STH 162)	SHEET	E

FILE NAME : p:\State\s162\58200101\Cad\eplans\050107_pp.dgn PLOT DATE : 17-DEC-2013 12:56 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 40.000000:1.000000

RIGHT OF WAY

SLOPE INTERCEPTS

35+00 36+00 37+00 38+00 39+00 40+00

N

SLOPE INTERCEPTS

RIGHT OF WAY

D/WAY REQ'D.
STA. 39+50 RT.

5 5

1334 1332 1330 1328 1326 1324 1322 1320

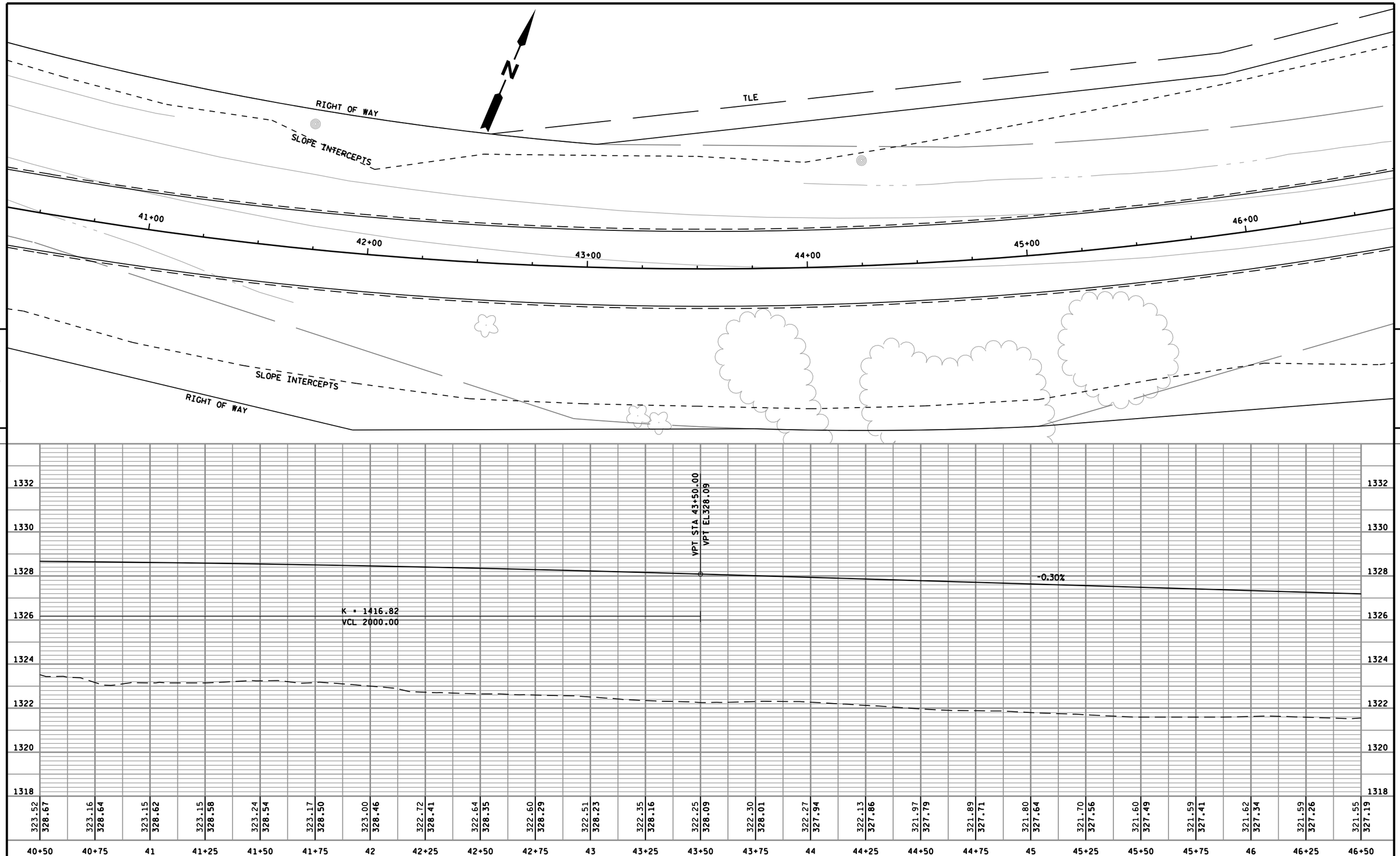
39+24.962
328.72

K = 1416.82
VCL 2000.00

330.53	330.86	331.46	331.90	332.01	331.72	331.36	331.07	330.96	330.75	330.09	329.24	328.54	327.89	327.17	326.60	325.99	325.35	325.23	326.69	326.20	325.62	325.21	324.08	323.52
327.93	328.01	328.09	328.16	328.23	328.29	328.35	328.41	328.46	328.50	328.54	328.58	328.62	328.64	328.67	328.69	328.70	328.71	328.72	328.72	328.72	328.71	328.70	328.69	328.67

34+50 34+75 35 35+25 35+50 35+75 36 36+25 36+50 36+75 37 37+25 37+50 37+75 38 38+25 38+50 38+75 39 39+25 39+50 39+75 40 40+25 40+50

PROJECT NO: 5820-01-71	HWY: STH 162	COUNTY: LA CROSSE	PLAN AND PROFILE (STH 162)	SHEET	E



PROJECT NO:5820-01-71	HWY: STH 162	COUNTY:LA CROSSE	PLAN AND PROFILE (STH 162)	SHEET	E

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TLE

RIGHT OF WAY

SLOPE INTERCEPTS

D/WAY REO'D.
STA. 50+85 LT

47+00 48+00 49+00 50+00 51+00 52+00

STH 162

STA. 48+00.00
1 - 130' x 24" CMCP REQUIRED
2 - 24" APRON ENDWALL REQUIRED
INLET ELEV. = 1316.54
OUTLET ELEV. = 1310.23

SLOPE INTERCEPTS

RIGHT OF WAY

D/WAY REO'D.
STA. 50+14 RT.

N

5 5

1330 1328 1326 1324 1322 1320 1318 1316

-0.30%

-0.30%

STA. 48+00.00
1 - 130' x 24" CMCP REQUIRED
2 - 24" APRON ENDWALL REQUIRED
INLET ELEV. = 1316.54
OUTLET ELEV. = 1310.23

321.55	321.60	321.62	321.71	321.74	321.77	321.95	322.10	322.18	322.50	322.87	323.15	323.30	323.44	323.60	323.86	324.10	324.34	324.42	324.63	324.89	325.07	325.26	325.31	325.39
327.19	327.11	327.04	326.96	326.89	326.81	326.74	326.66	326.59	326.51	326.44	326.36	326.29	326.21	326.14	326.06	325.99	325.91	325.84	325.76	325.69	325.61	325.54	325.46	325.39

46+50 46+75 47 47+25 47+50 47+75 48 48+25 48+50 48+75 49 49+25 49+50 49+75 50 50+25 50+50 50+75 51 51+25 51+50 51+75 52 52+25 52+50

PROJECT NO: 5820-01-71	HWY: STH 162	COUNTY: LA CROSSE	PLAN AND PROFILE (STH 162)	SHEET E

FILE NAME : p:\State\s162\58200101\Cad\eplans\050113_pp.dgn PLOT DATE : 17-DEC-2013 12:57 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 40.000000:1.000000

SLOPE INTERCEPTS

53+00 54+00 55+00 56+00 57+00 58+00

STH 162

SLOPE INTERCEPTS

RIGHT OF WAY

END PROJECT 5820-01-71
STATION 54+00.00
MATCH EXISTING
SAW CUT REQUIRED

5

5

N

1330 1328 1326 1324 1322 1320 1318 1316

END PROJECT 5820-01-71
STATION 54+00.00

-0.30%

VPOT STA 54+22.00
VPOT EL324.87

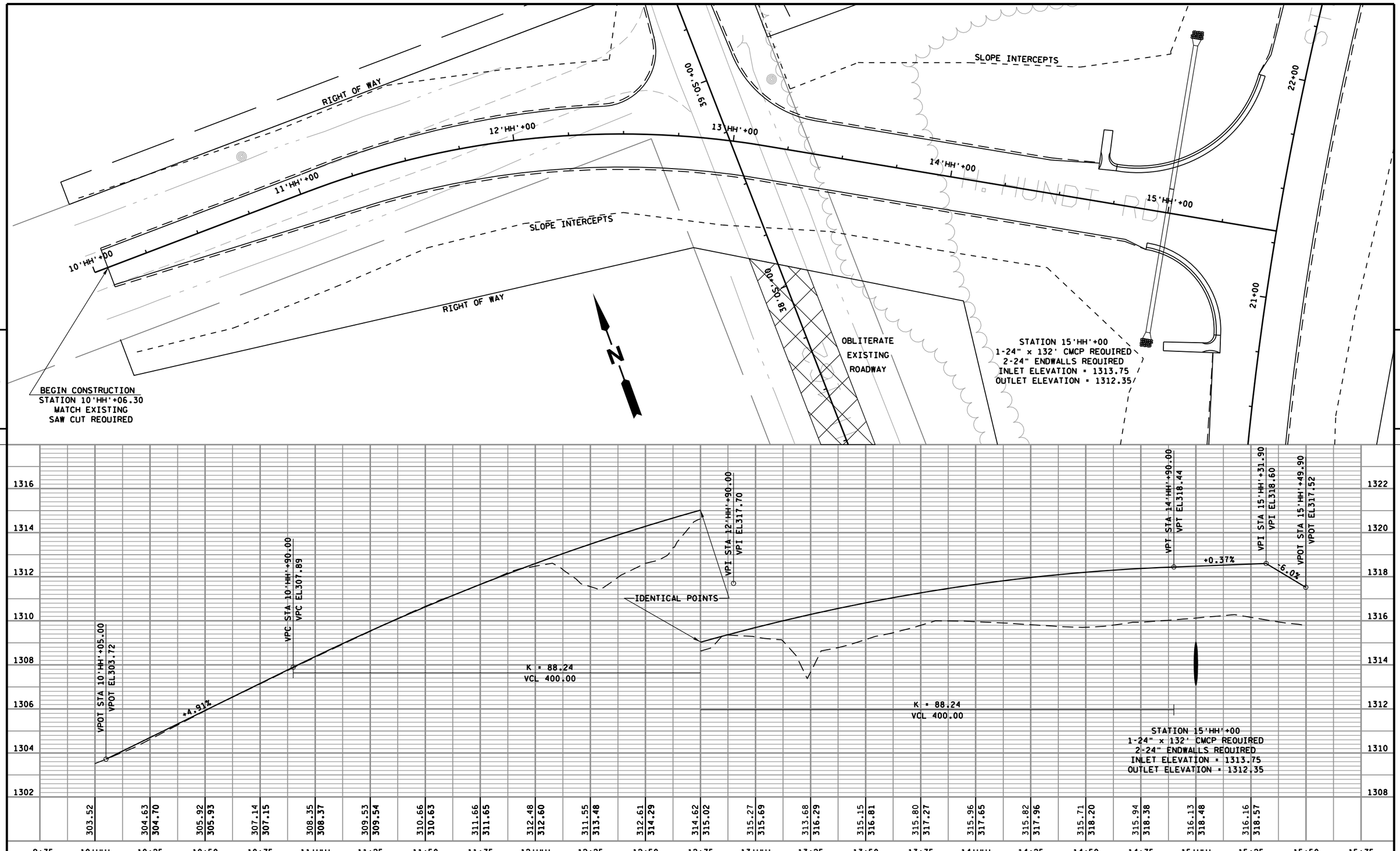
325.39 325.39 | 325.53 325.31 | 325.56 325.24 | 325.48 325.16 | 325.39 325.09 | 325.24 325.01 | 325.06 324.94 | 324.86 | 324.75 | 324.58 | 324.38 | 324.25 | 324.10 | 323.95 | 323.81 | 323.66 | 323.50 | 323.37 | 323.26 | 323.03 | 322.84 | 322.69 | 322.62 | 322.55 | 322.40

52+50 52+75 53 53+25 53+50 53+75 54 54+25 54+50 54+75 55 55+25 55+50 55+75 56 56+25 56+50 56+75 57 57+25 57+50 57+75 58 58+25 58+50

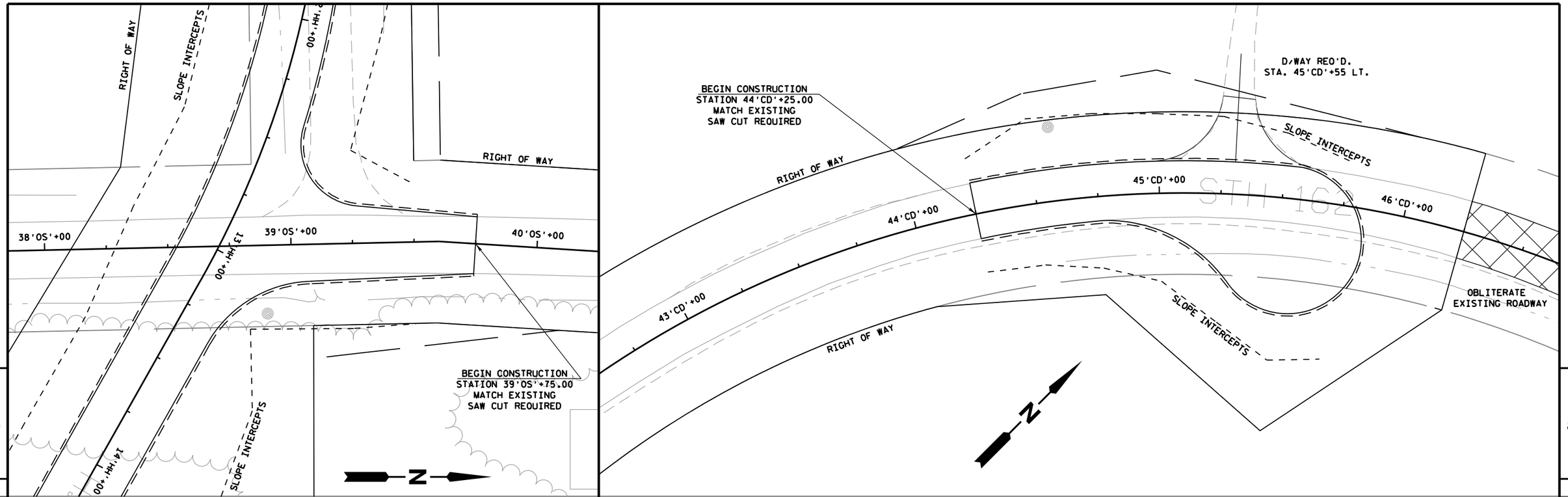
PROJECT NO: 5820-01-71	HWY: STH 162	COUNTY: LA CROSSE	PLAN AND PROFILE (STH 162)	SHEET E

FILE NAME : p:\State\s162\58200101\Cad\eplans\050115_pp.dgn PLOT DATE : 17-DEC-2013 12:57 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 40.000000:1.000000

WISDOT/CADDS SHEET 30



PROJECT NO: 5820-01-71	HWY: STH 162	COUNTY: LA CROSSE	PLAN AND PROFILE (H. HUNDT ROAD)	SHEET E



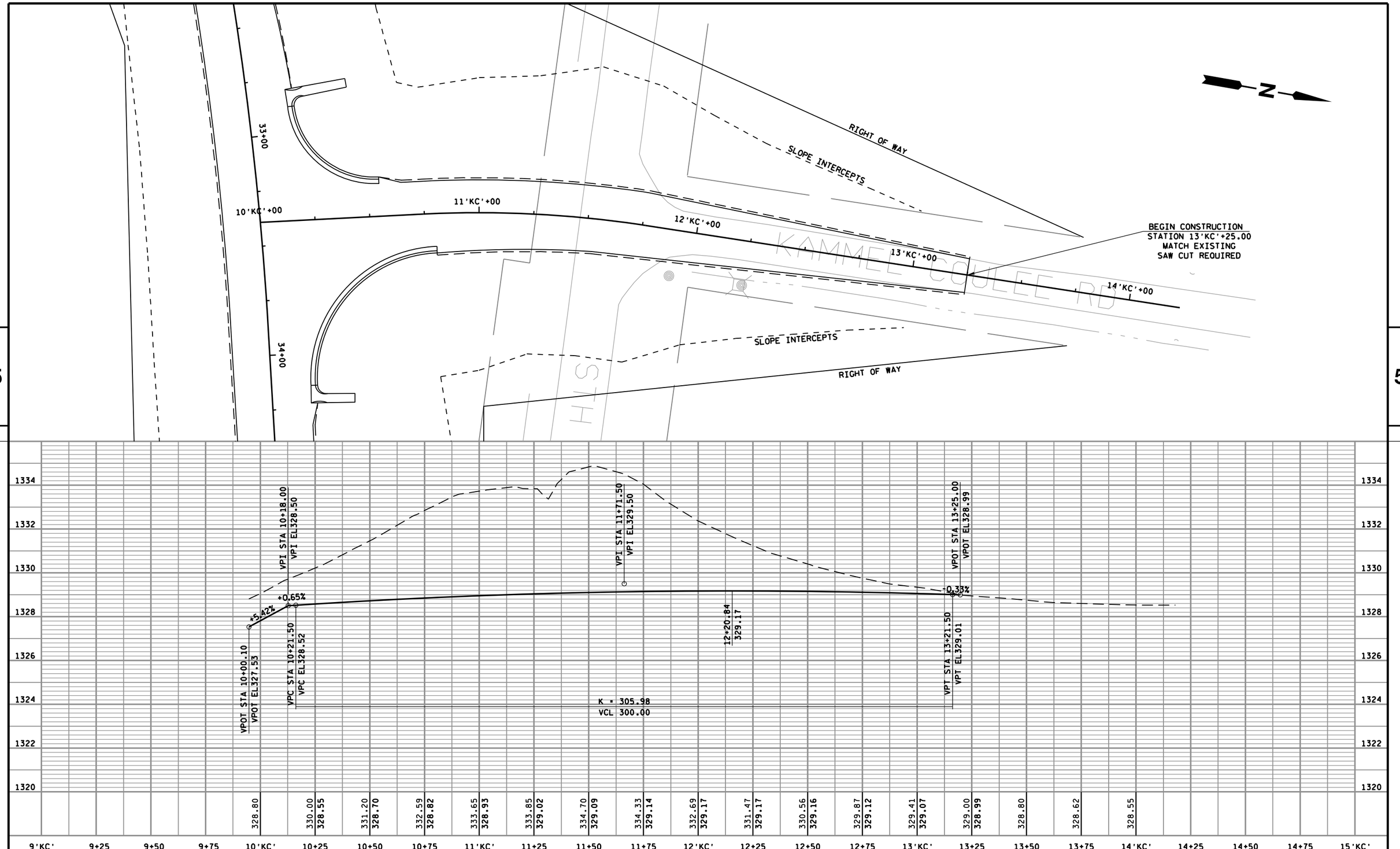
5

5

PROJECT NO: 5820-01-71	HWY: STH 162	COUNTY: LA CROSSE	PLAN AND PROFILE (OLD STH 162 & CUL DE SAC)	SHEET E

FILE NAME : p:\State\s162\58200101\Cad\eplans\050119_pp.dgn PLOT DATE : 17-DEC-2013 12:58 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 40.000000:1.000000

WISDOT/CADDS SHEET 30



PROJECT NO: 5820-01-71	HWY: STH 162	COUNTY: LA CROSSE	PLAN AND PROFILE (KAMMEL COULEE ROAD)	SHEET E

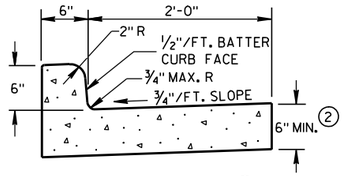
FILE NAME : p:\State\s162\58200101\Cad\eplans\050121_pp.dgn PLOT DATE : 17-DEC-2013 12:58 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 40.000000:1.000000

Standard Detail Drawing List

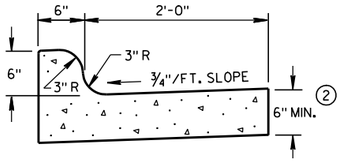
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08E09-06	SILT FENCE
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-05A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C04-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING

6

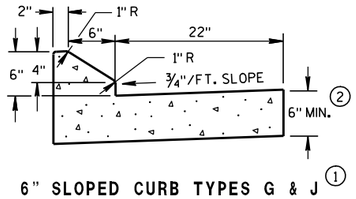
6



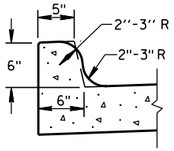
TYPES A & D (1)



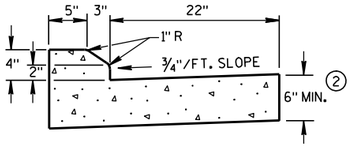
TYPES K & L (1)



6" SLOPED CURB TYPES G & J (1)

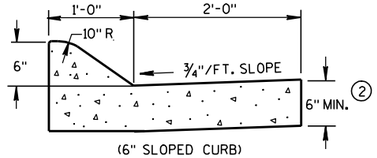


OPTIONAL CURB SHAPE FOR TYPES K & L (1)

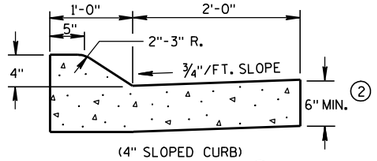


4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

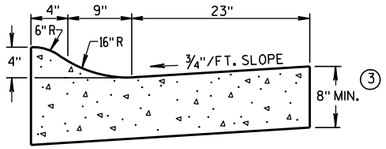


(6" SLOPED CURB)



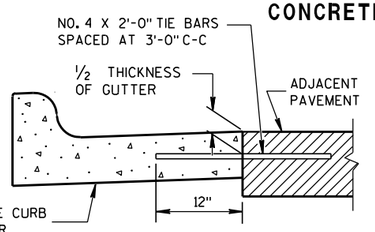
(4" SLOPED CURB)

TYPES A & D (1)

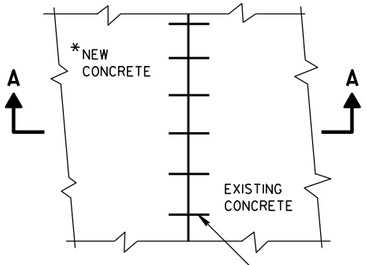


4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"

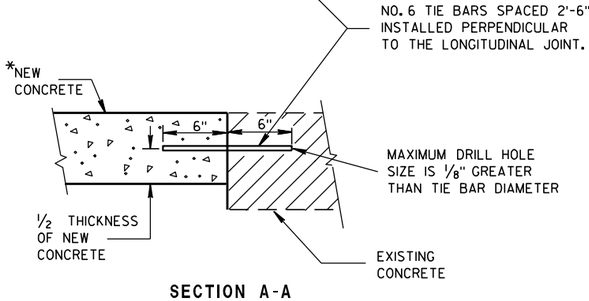


TYPICAL TIE BAR LOCATION (1)



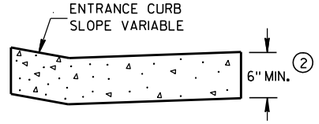
*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW

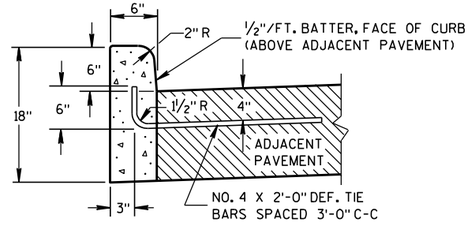


SECTION A-A

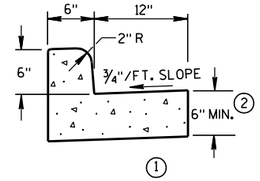
TIE BARS DRILLED INTO EXISTING PAVEMENT



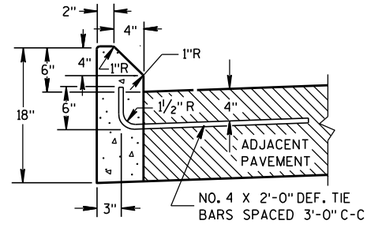
DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)



(1)
TYPES A & D

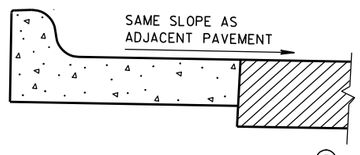


(1)
TYPES A & D
CONCRETE CURB & GUTTER 18"



(1)
TYPES G & J

CONCRETE CURB



REVERSE SLOPE GUTTER (5)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

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

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

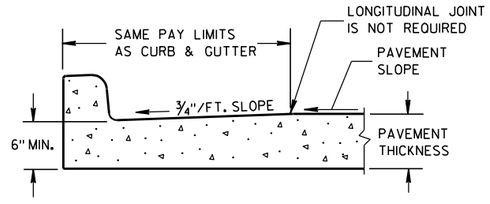
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

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

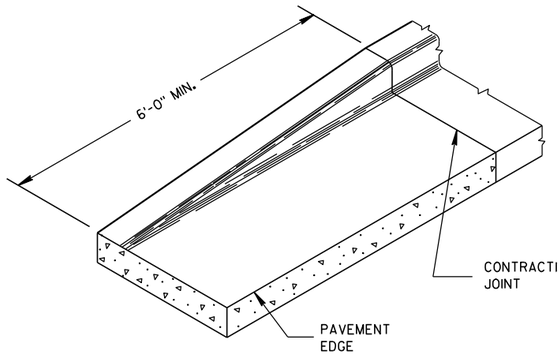
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(4) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

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



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

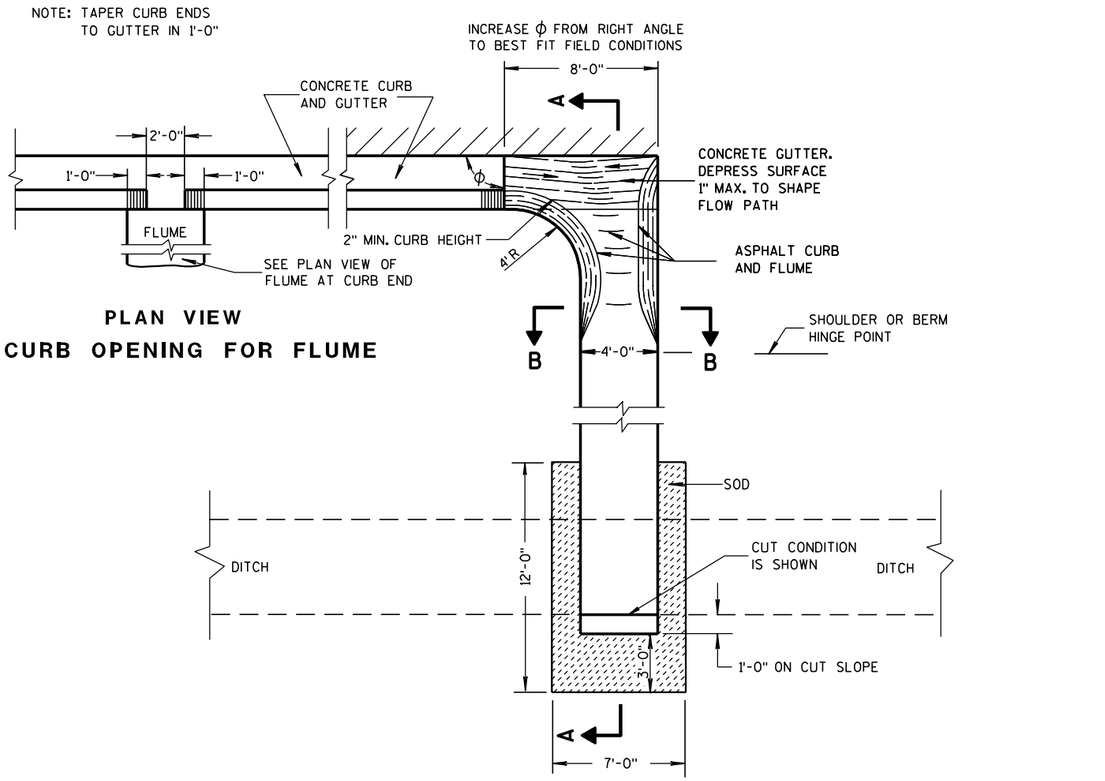
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
FHWA

6

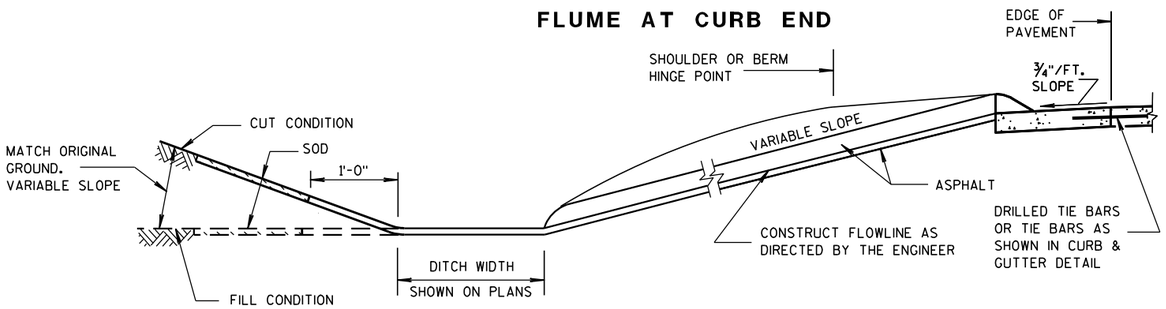
S.D.D. 8 D 1-17

ASPHALTIC FLUME

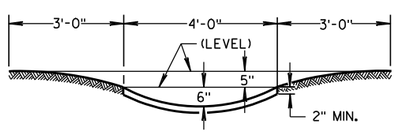


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

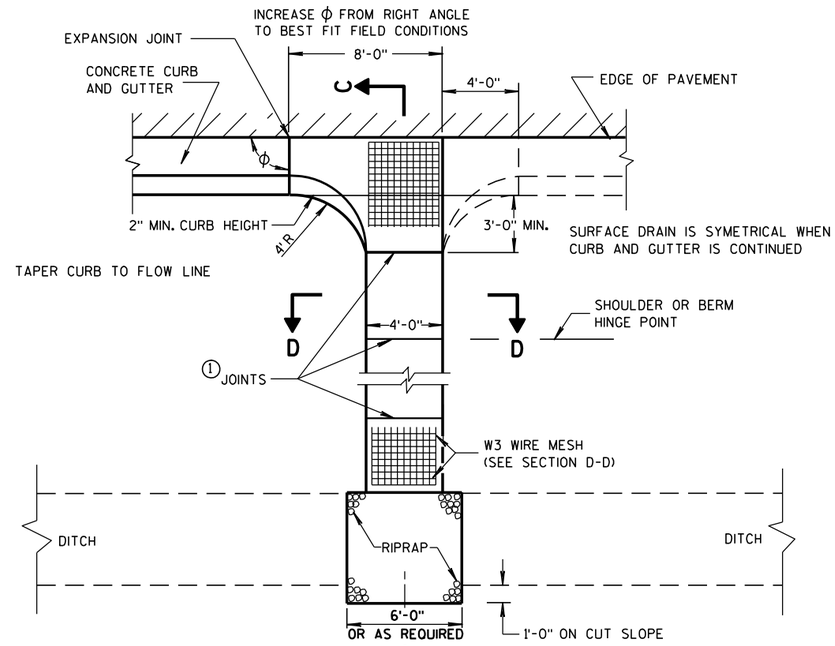
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

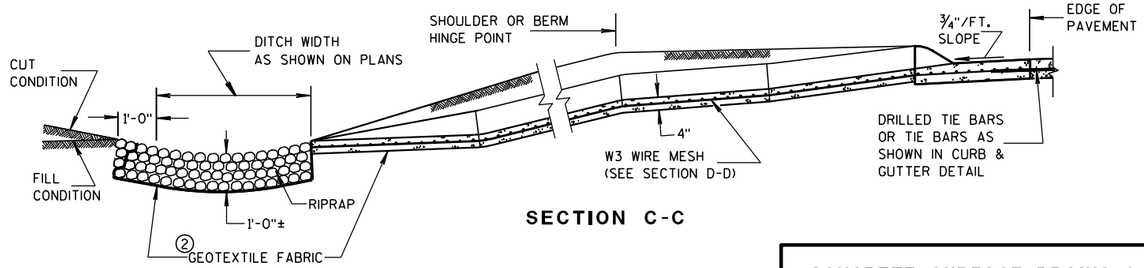
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

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

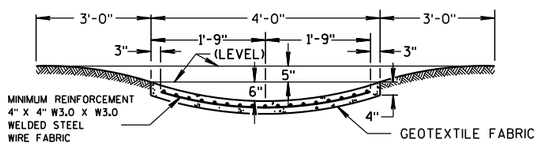
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

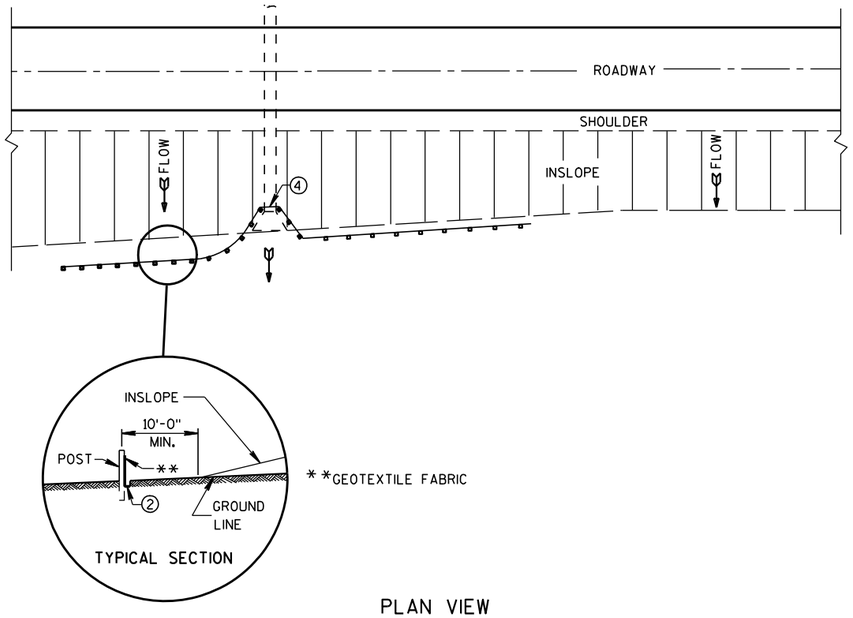
APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
45
MENT
FHWA

6

S.D.D. 8 D 4-5

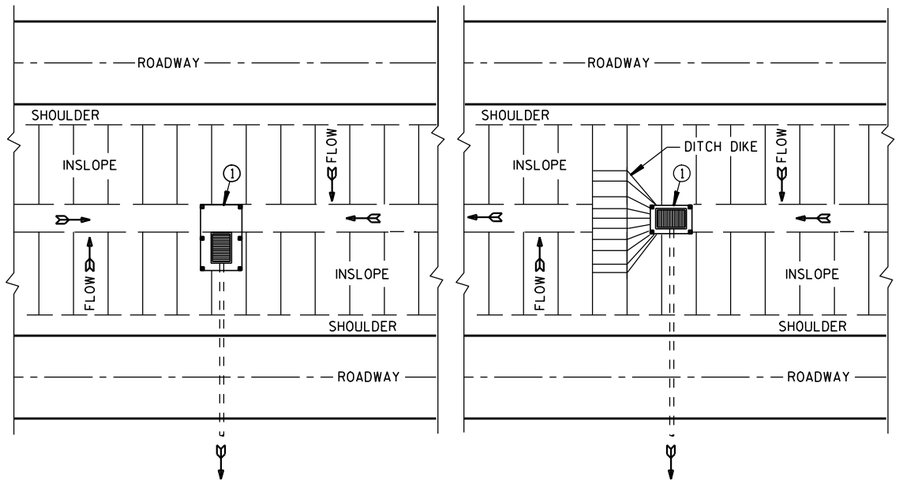
6

S.D.D. 8 D 4-5



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.

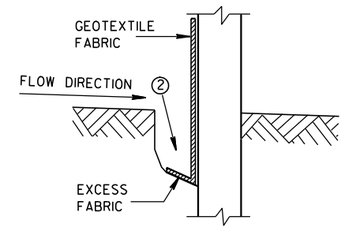
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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.

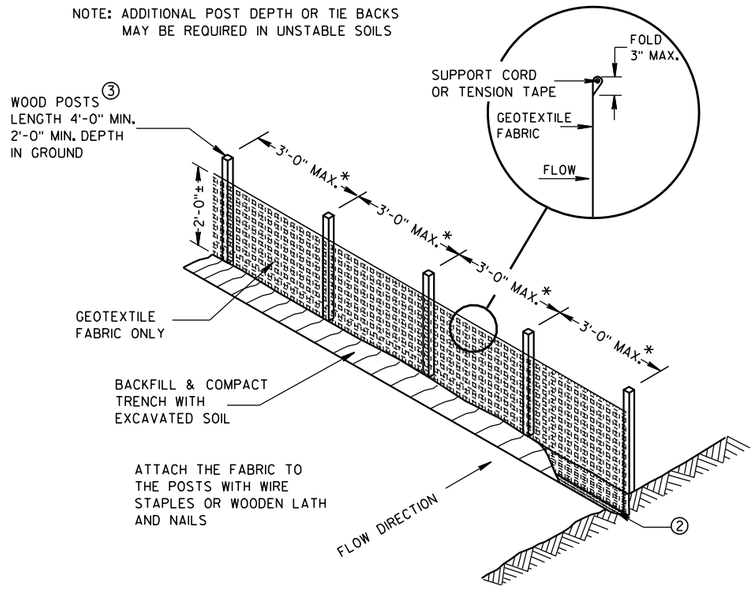
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

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

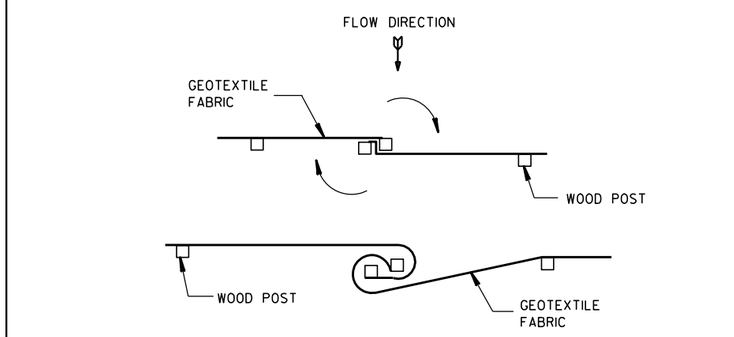
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



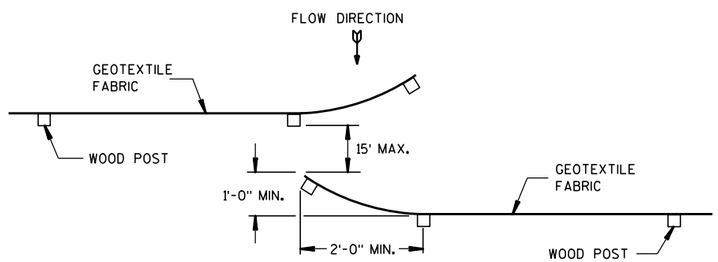
TRENCH DETAIL



SILT FENCE

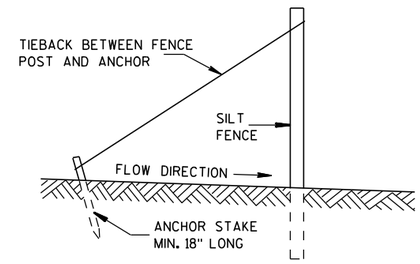


TWIST METHOD



HOOK METHOD

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

METAL APRON ENDWALLS

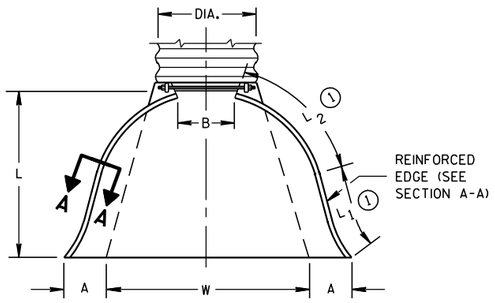
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

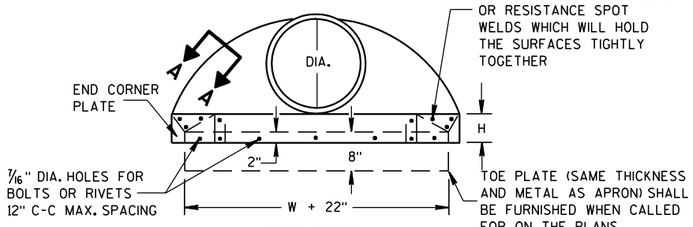
REINFORCED CONCRETE APRON ENDWALLS

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

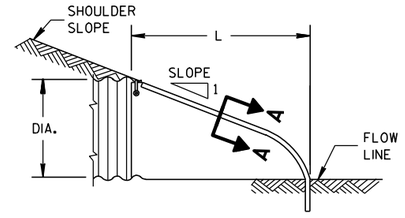
*MINIMUM
**MAXIMUM



PLAN VIEW

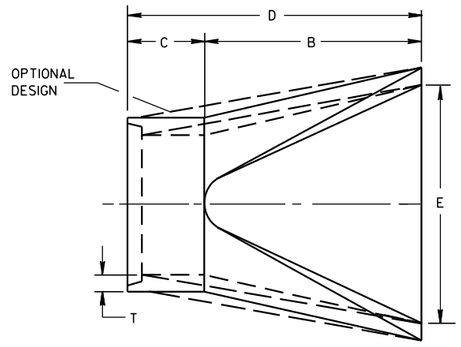


END VIEW

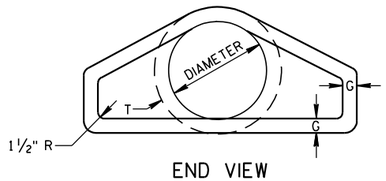


SIDE ELEVATION

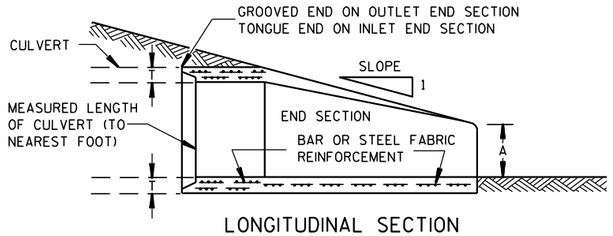
METAL ENDWALLS



PLAN

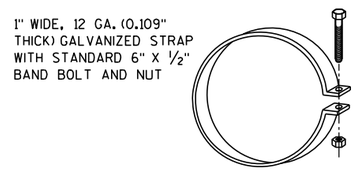


END VIEW



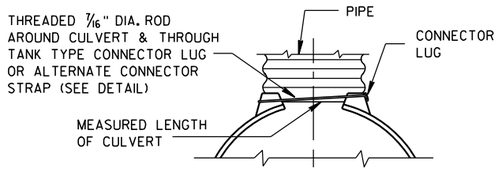
LONGITUDINAL SECTION

CONCRETE ENDWALLS

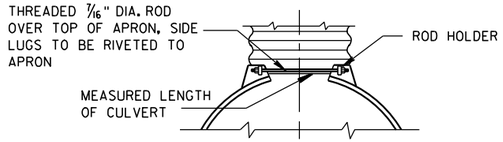


ALTERNATE FOR TYPE 1 CONNECTION

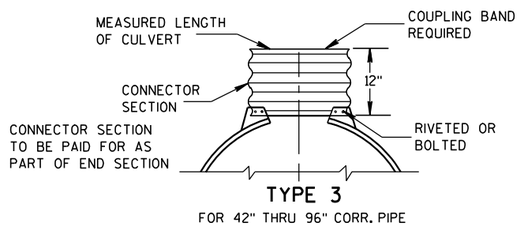
END SECTION CONNECTOR STRAP



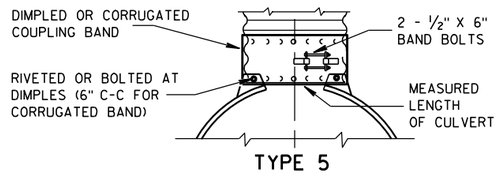
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

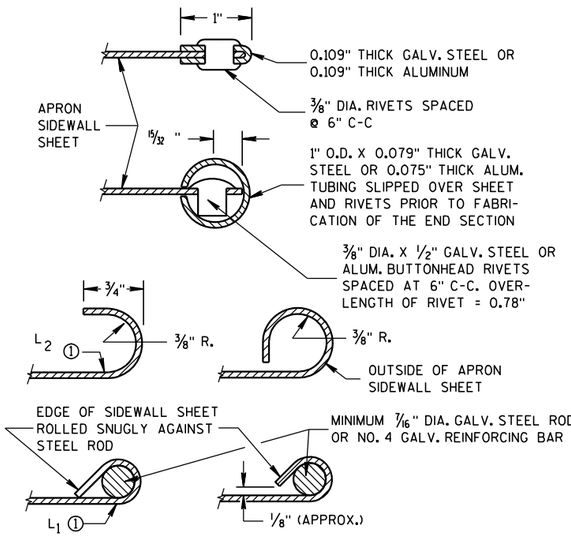
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

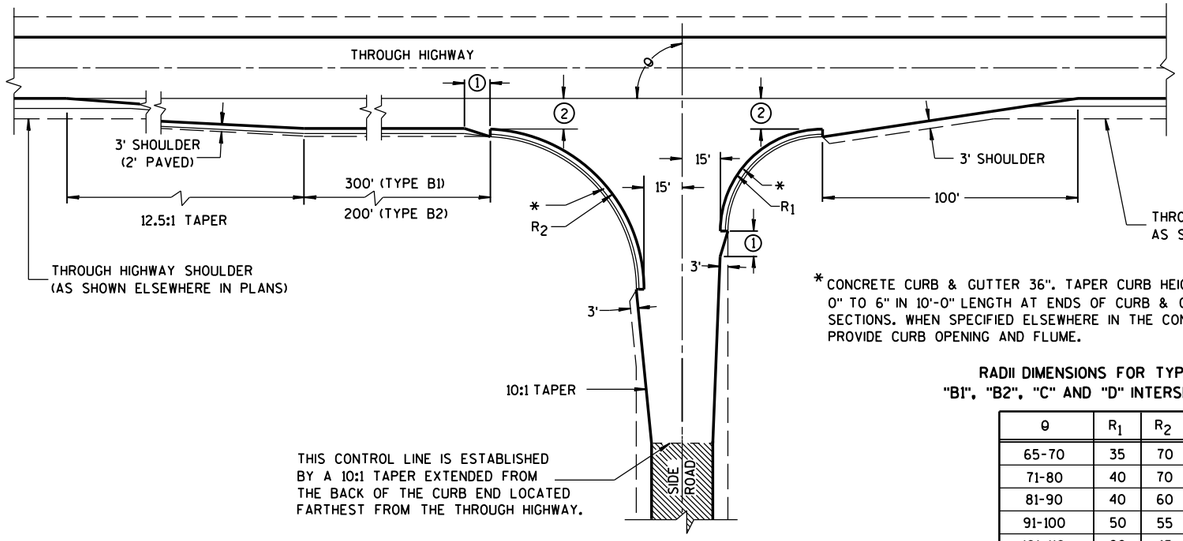
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 F 1-11

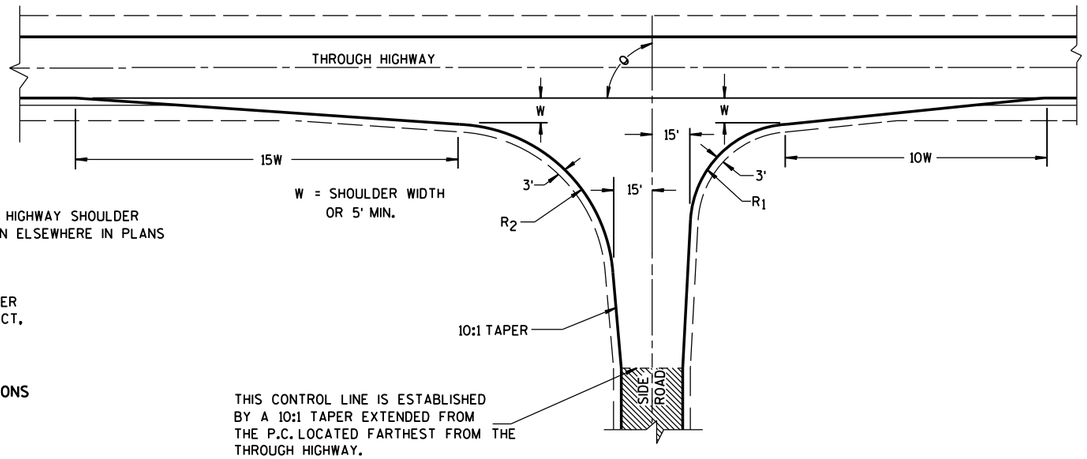


TYPE "B1" AND "B2"

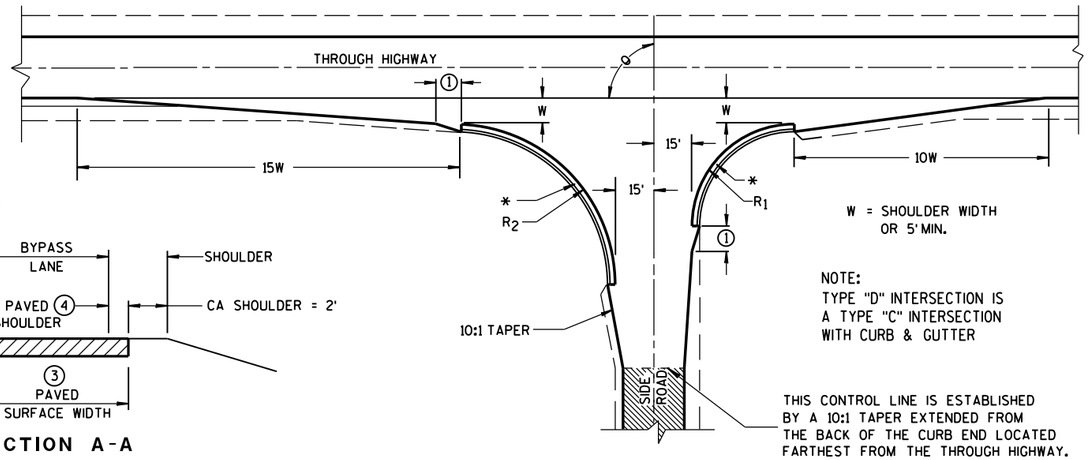
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

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

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



TYPE "C"



TYPE "D"

GENERAL NOTES

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

SIDE ROAD SURFACING NOTE

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

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

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

EXISTING PAVED SURFACE

BYPASS LANE

(1) 10-FT TYPICAL.

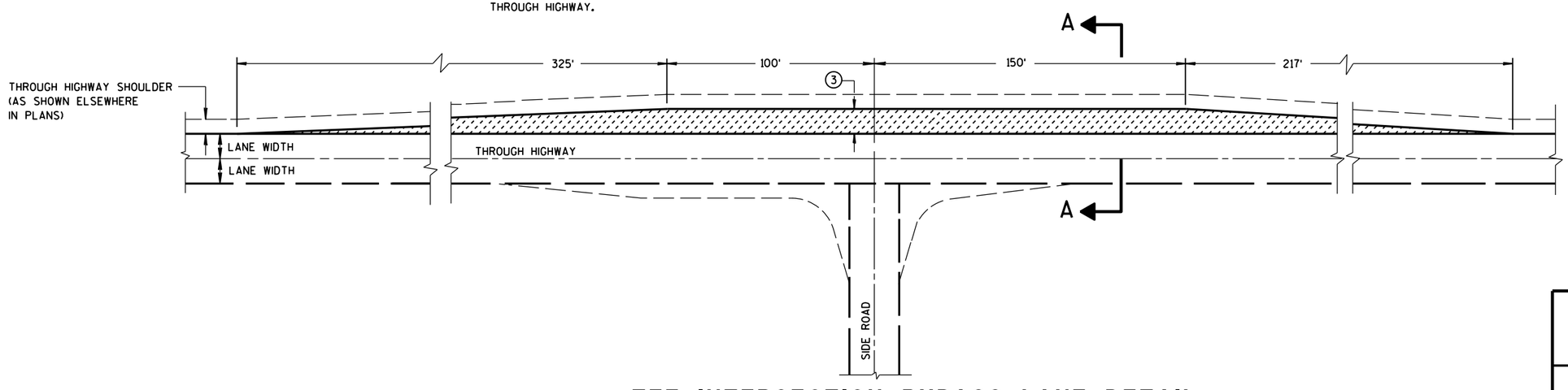
(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.

(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.

SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



TEE INTERSECTION BYPASS LANE DETAIL

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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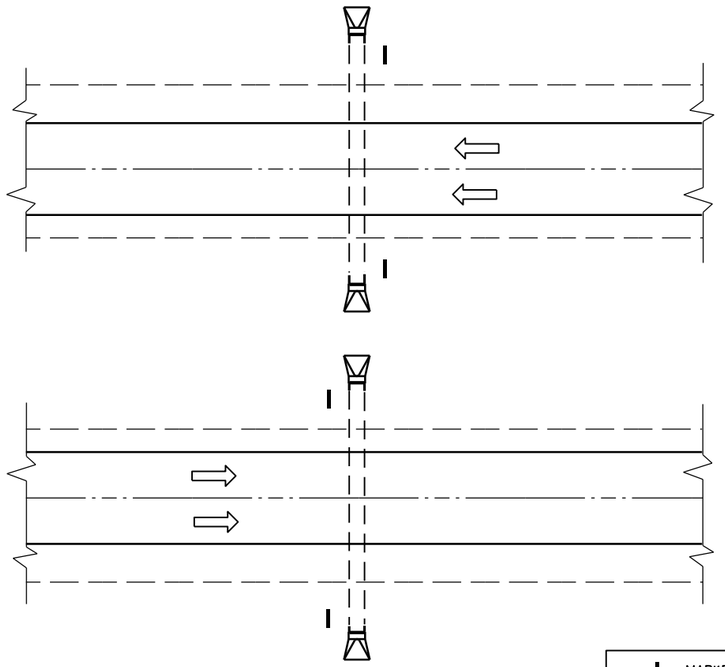
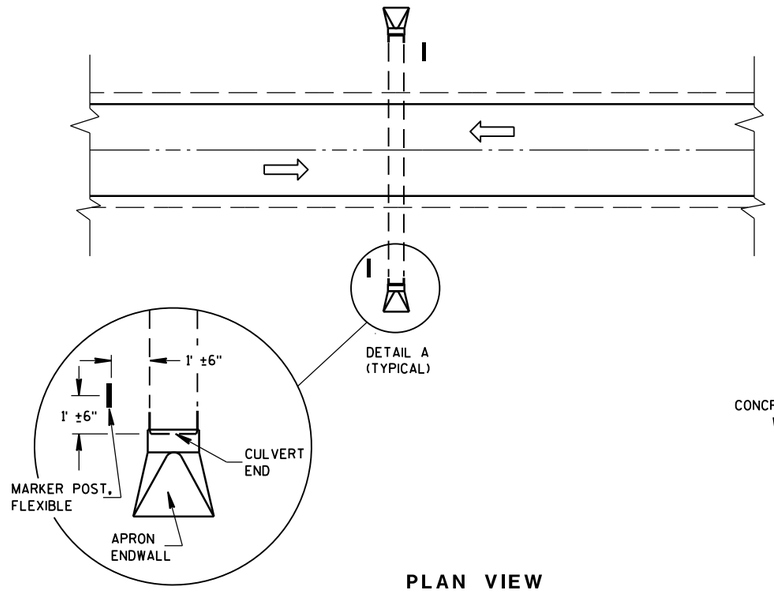


PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

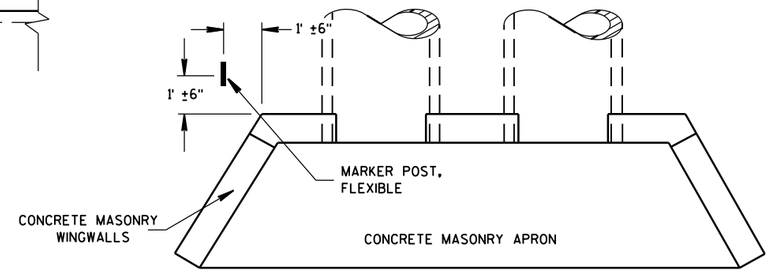
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

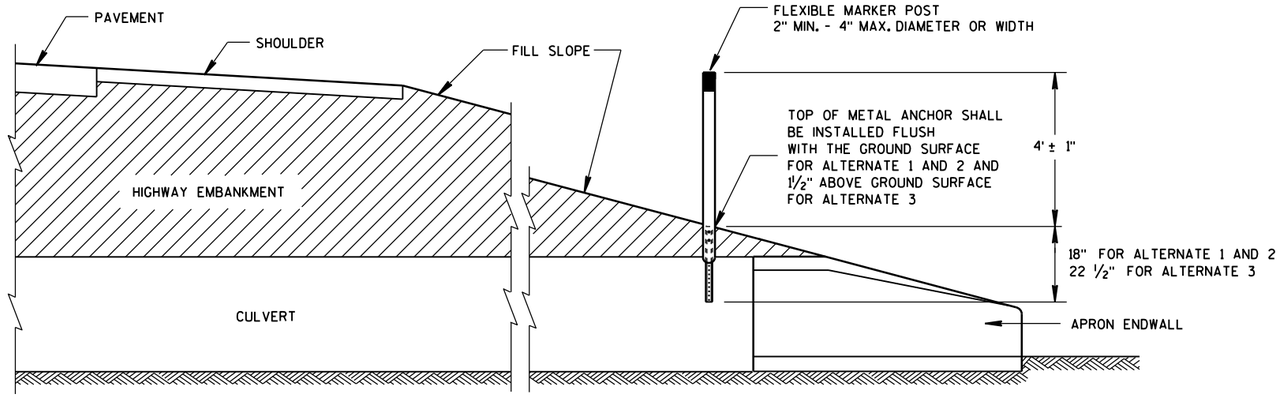
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 15 A 3-2a

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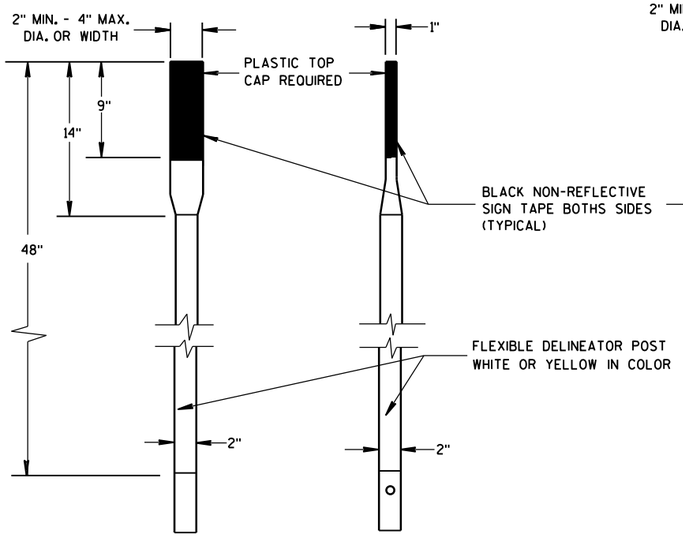
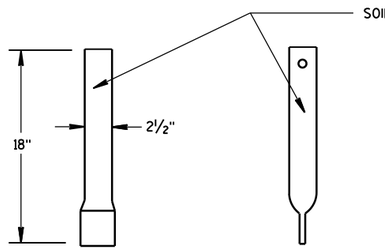
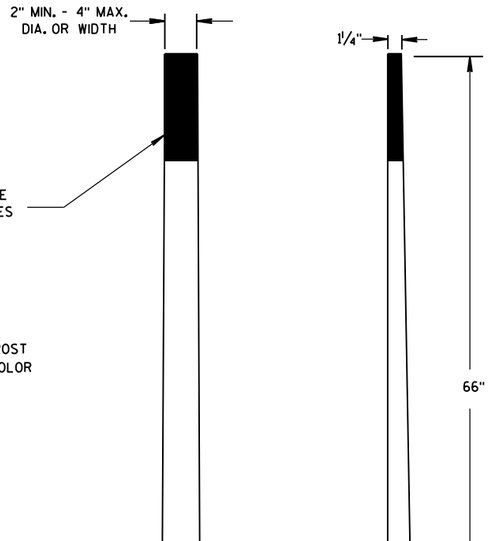
S.D.D. 15 A 3-2a





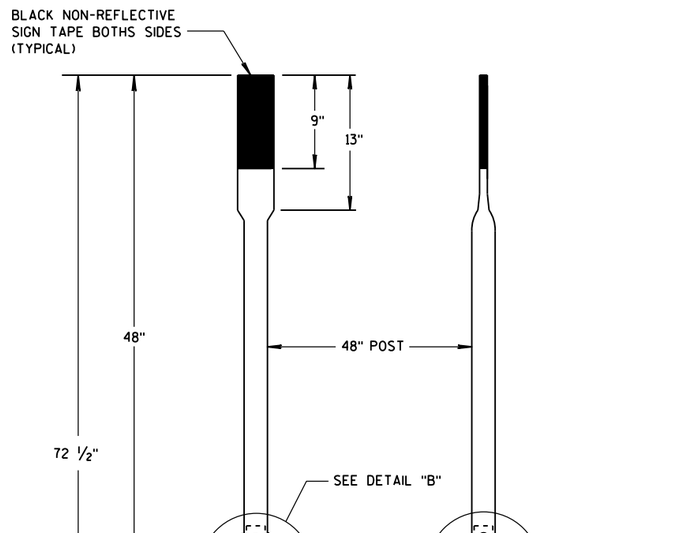
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

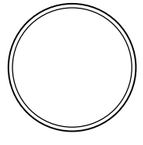
ALTERNATE 2



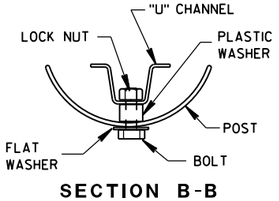
FRONT VIEW SIDE VIEW

ALTERNATE 3

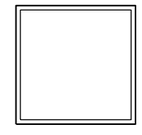
FLEXIBLE MARKER POSTS



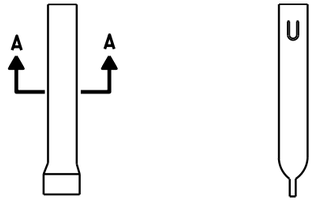
SECTION A-A



SECTION B-B

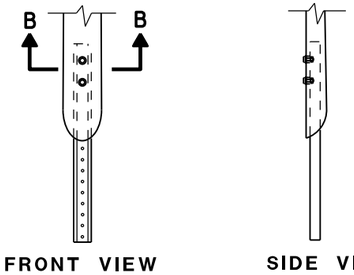


SECTION C-C



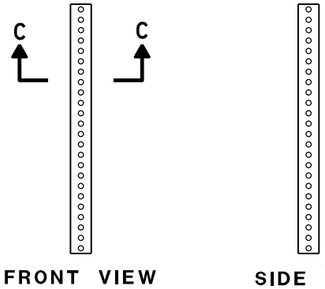
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

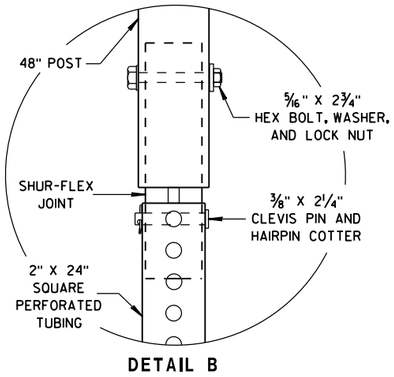
ALTERNATE 2



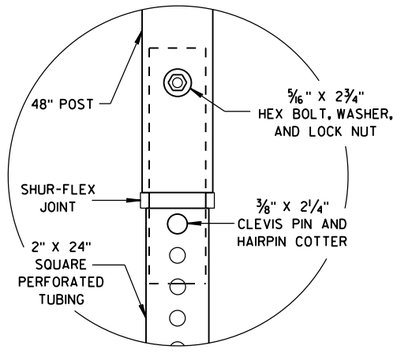
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 15 A 3-2b

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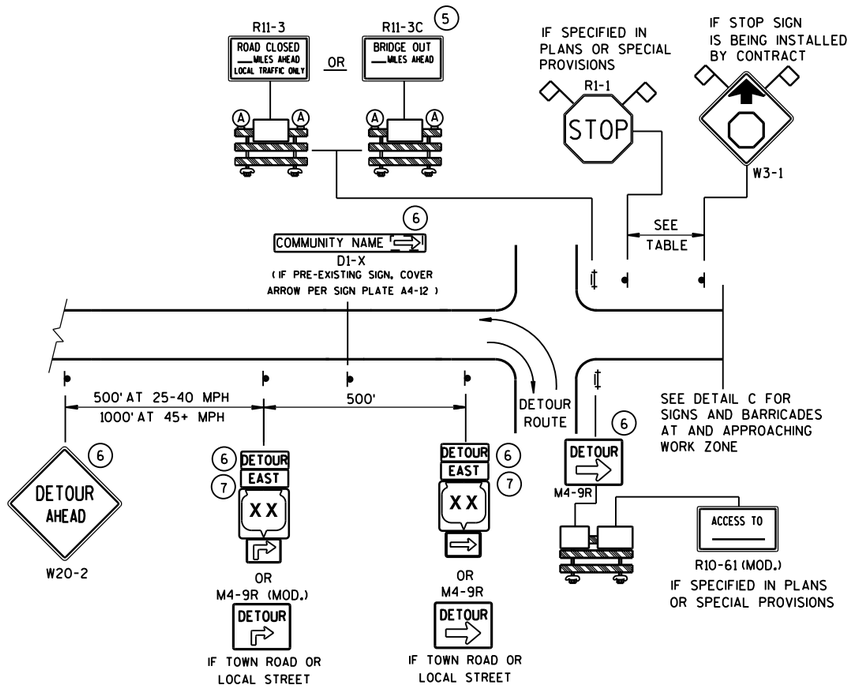
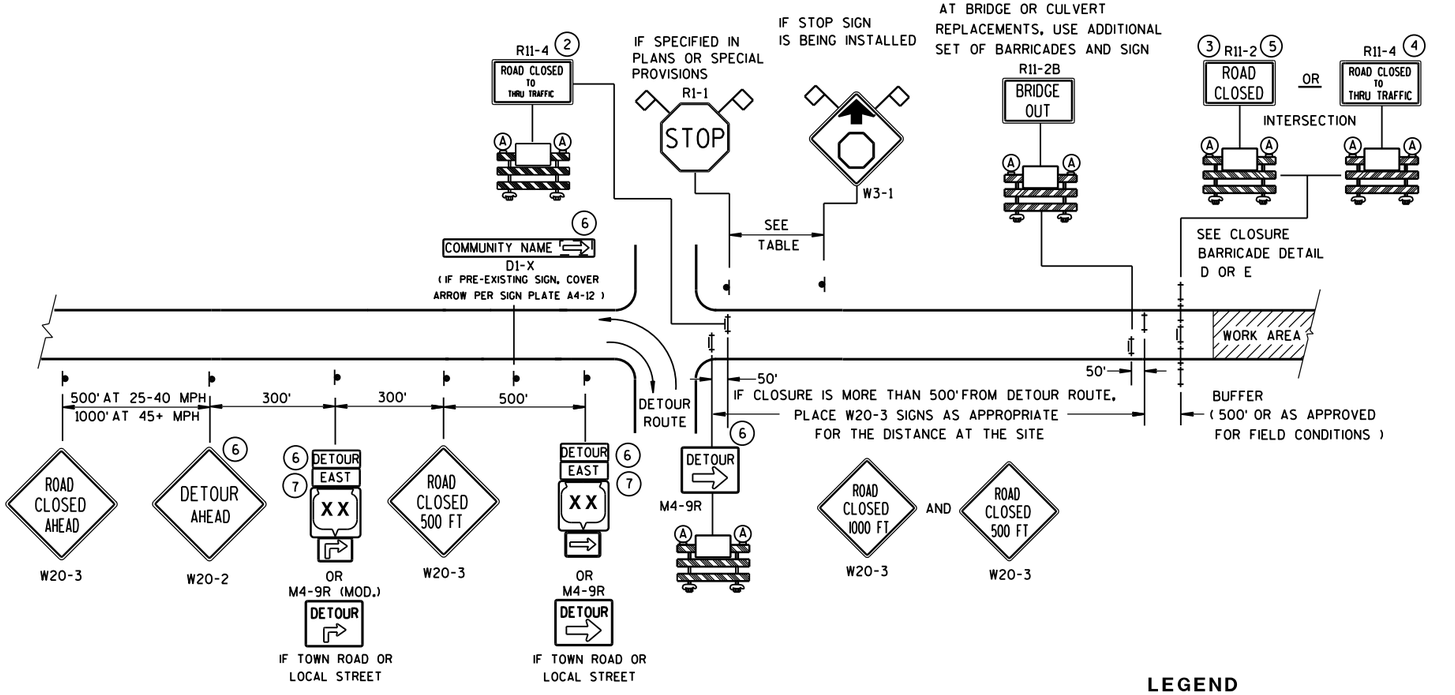


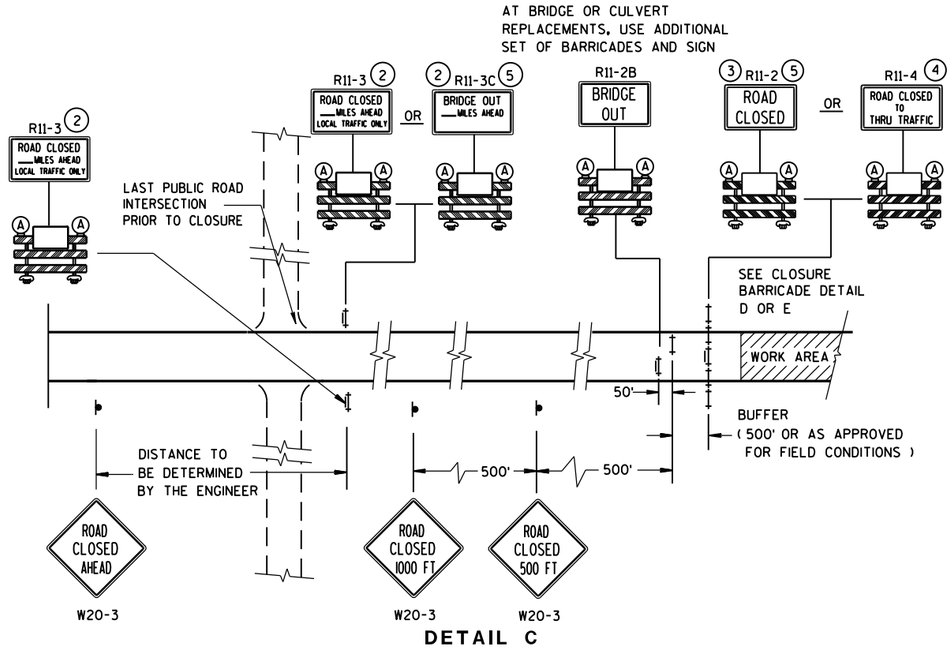
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN 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)



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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 DATE — /S/ Travis Feltes STATE TRAFFIC ENGINEER — DESIGN

FHWA

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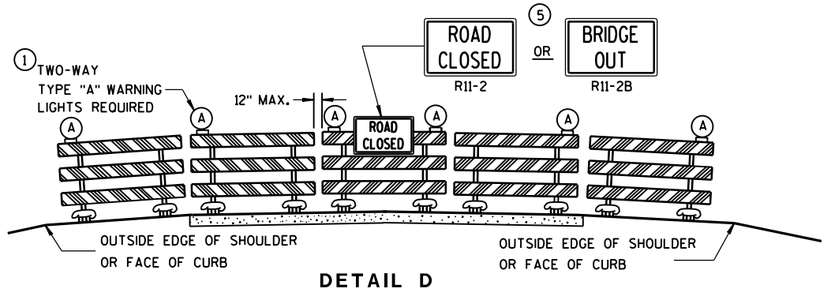
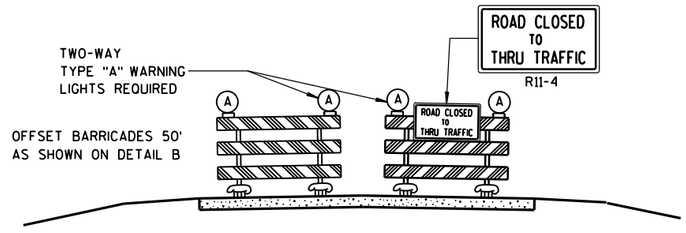
S.D.D. 15 C 2-5a



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 BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE 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, 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". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA

6

S.D.D. 15 C 2-5b

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

GENERAL NOTES

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

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

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

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

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

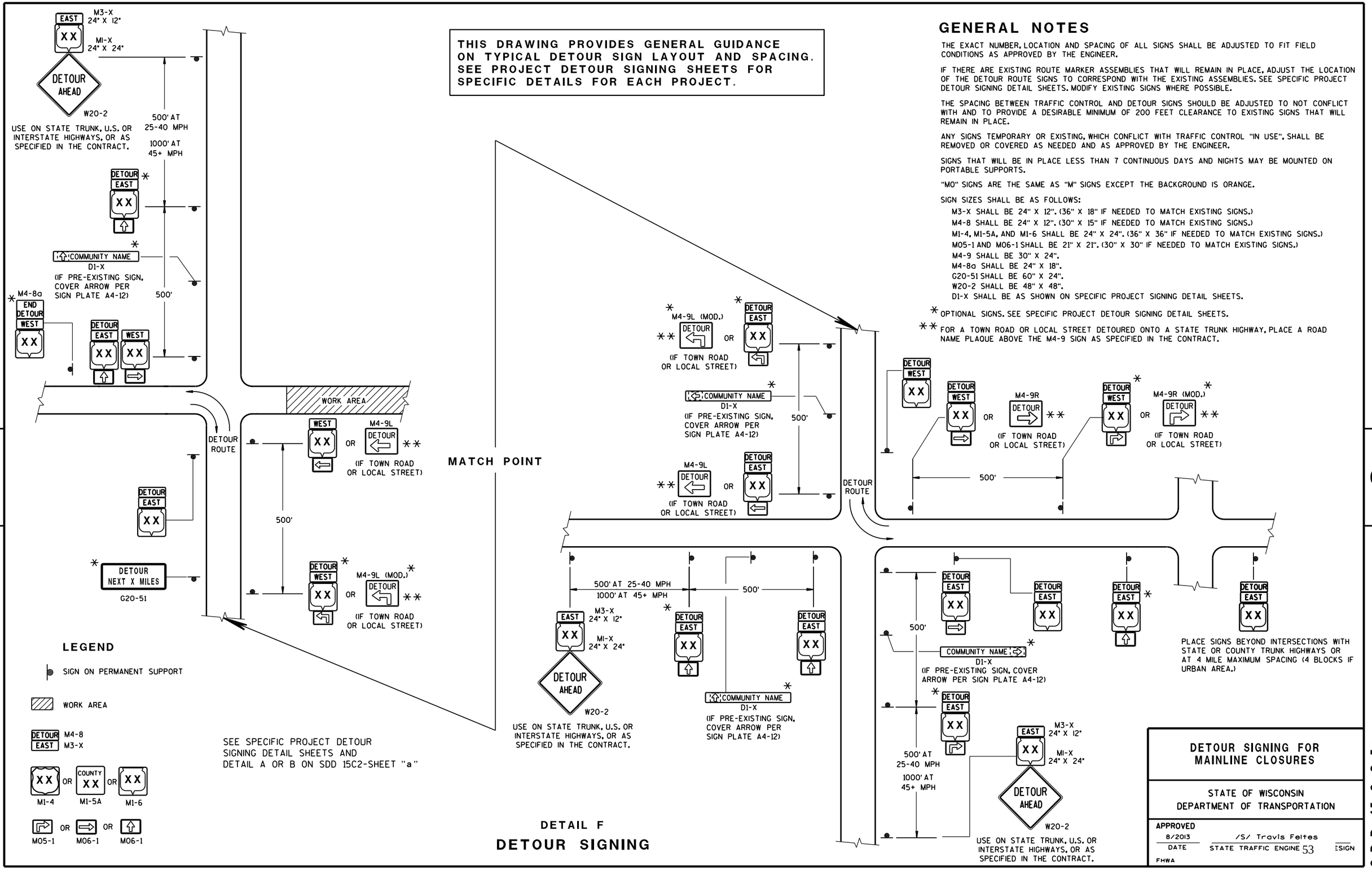
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

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

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



DETAIL F

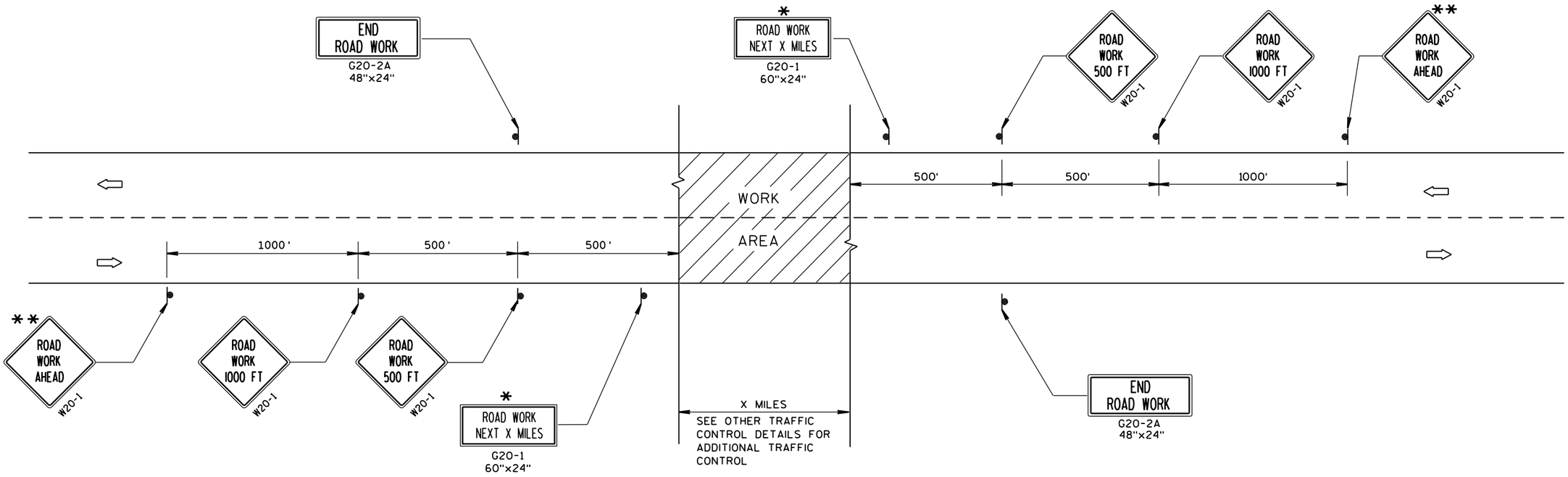
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6 S.D.D. 15 C 2-5c



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

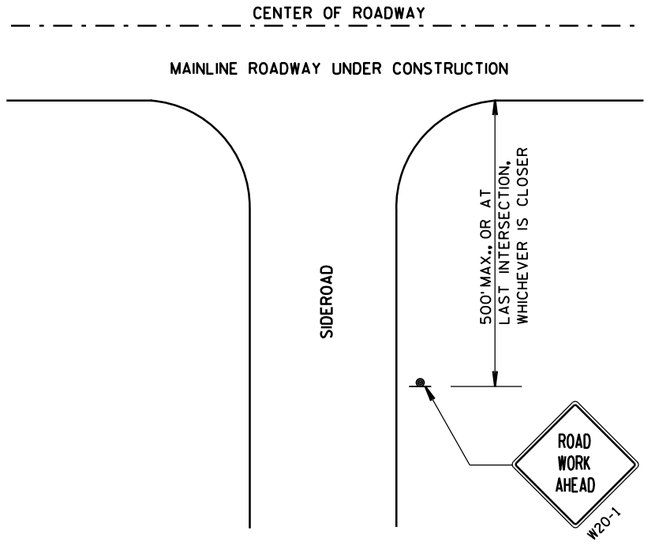
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1 "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

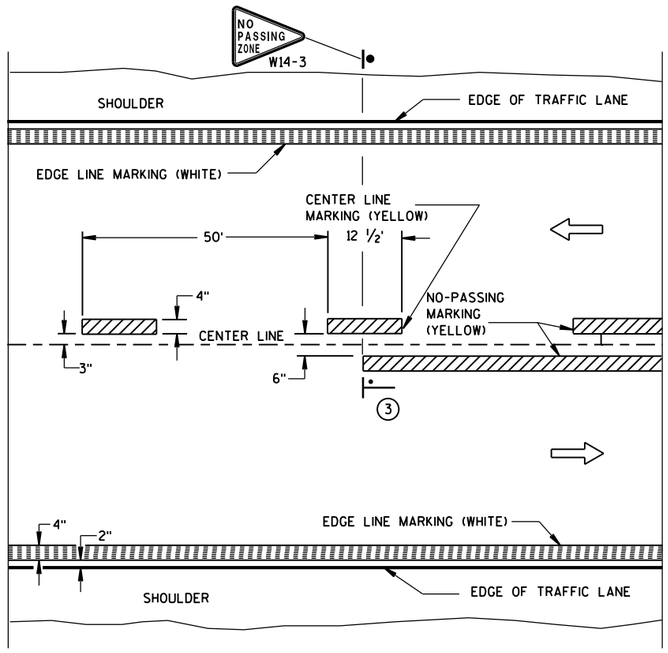
8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

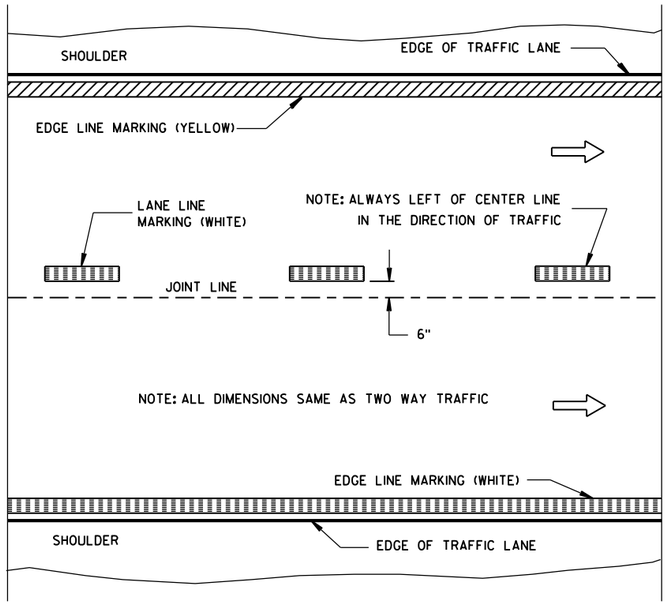
FHWA

6

S.D.D. 15 C 4-2

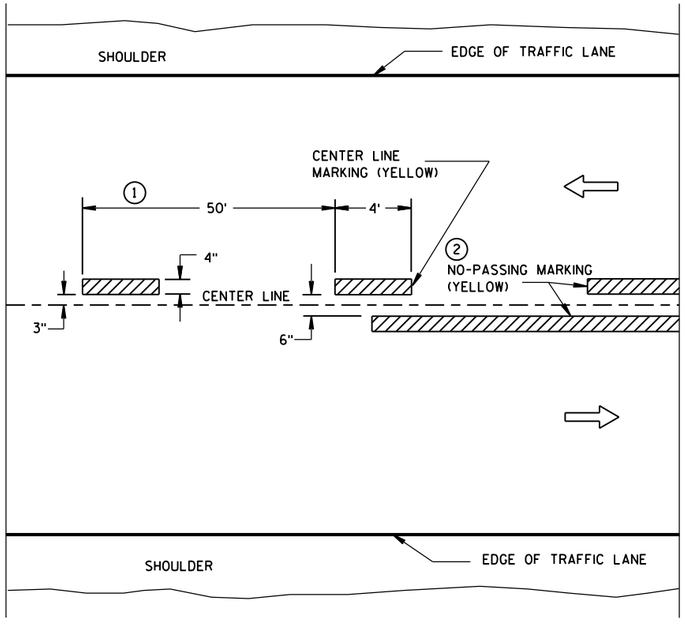


TWO WAY TRAFFIC

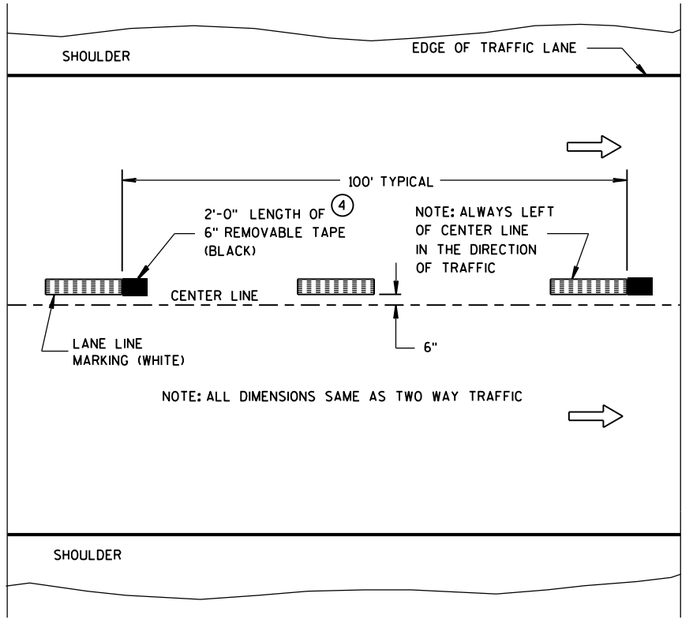


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

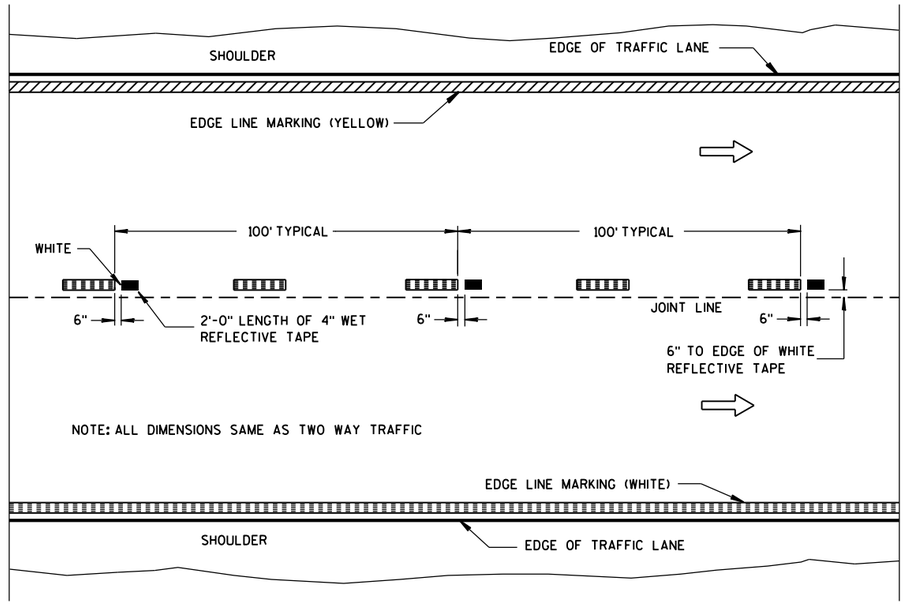
GENERAL NOTES

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

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-13-2013
DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA

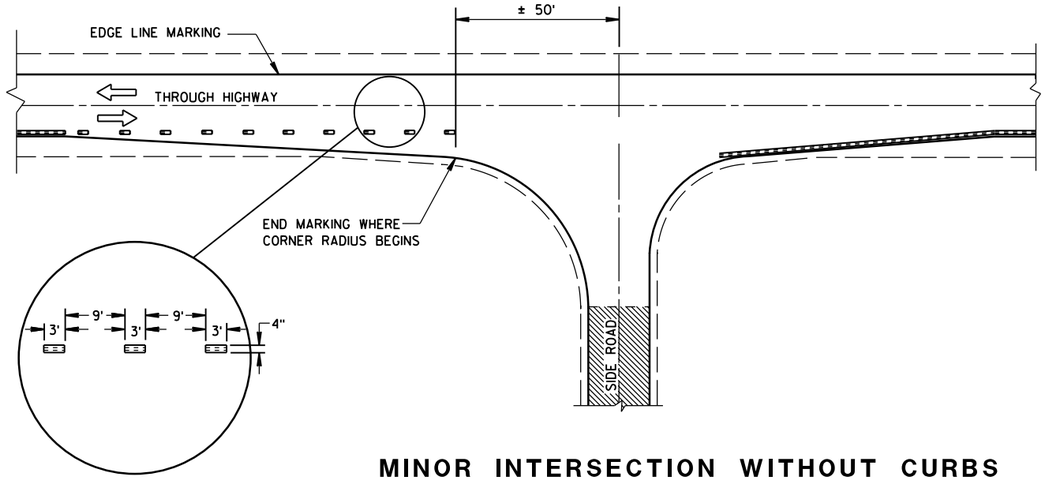
55

6

S.D.D. 15 C 8-16a

6

S.D.D. 15 C 8-16a



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

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

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

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

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

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

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

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

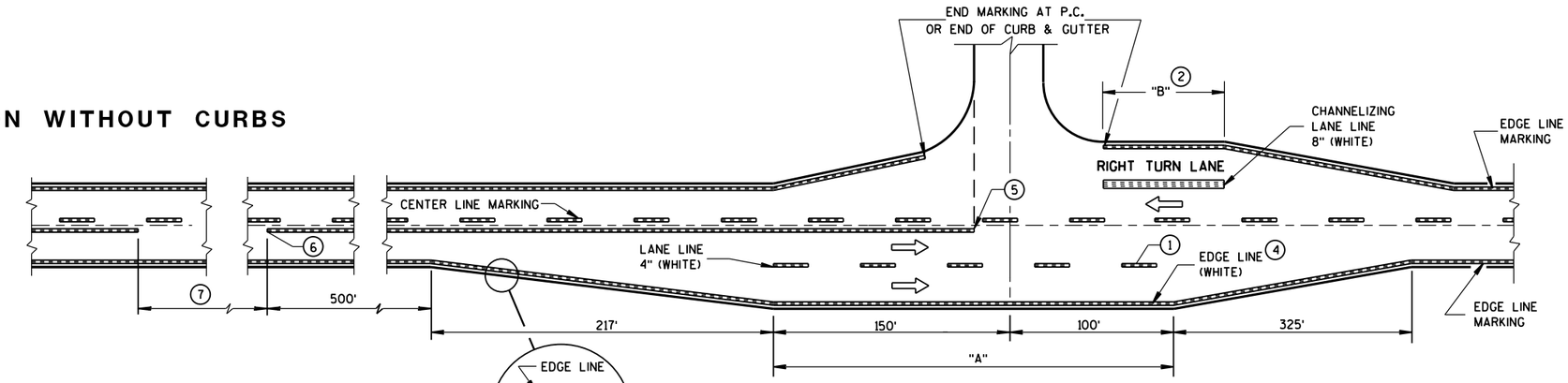
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

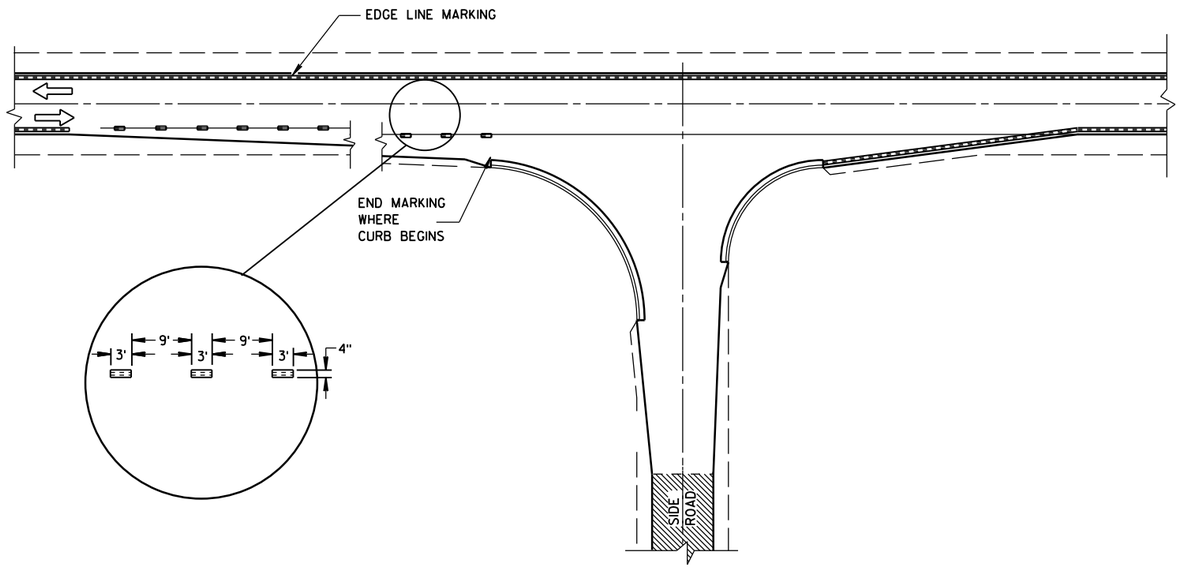
(7)

POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



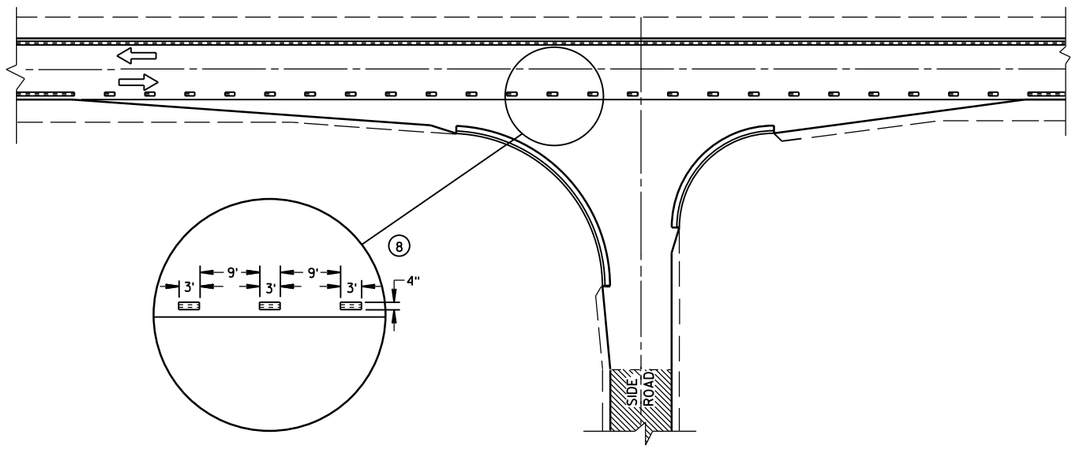
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 C 8-16b

6

S.D.D. 15 C 8-16b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

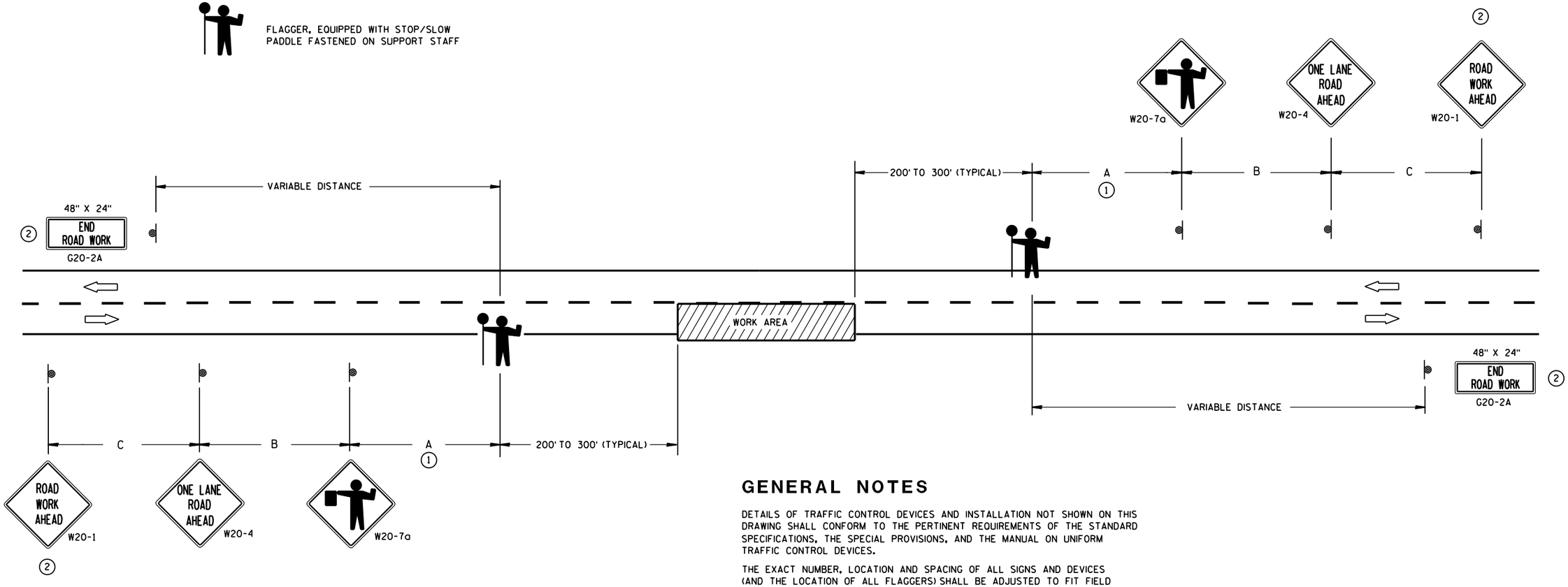
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

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

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

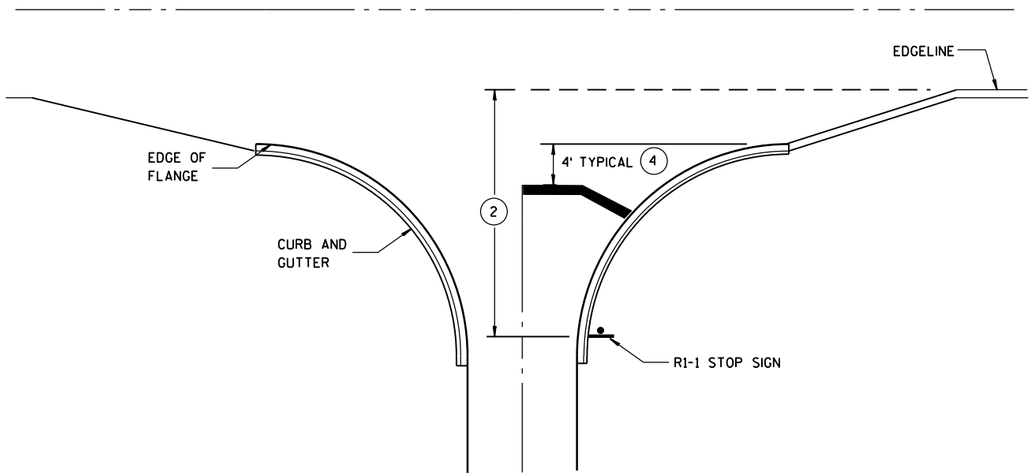
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

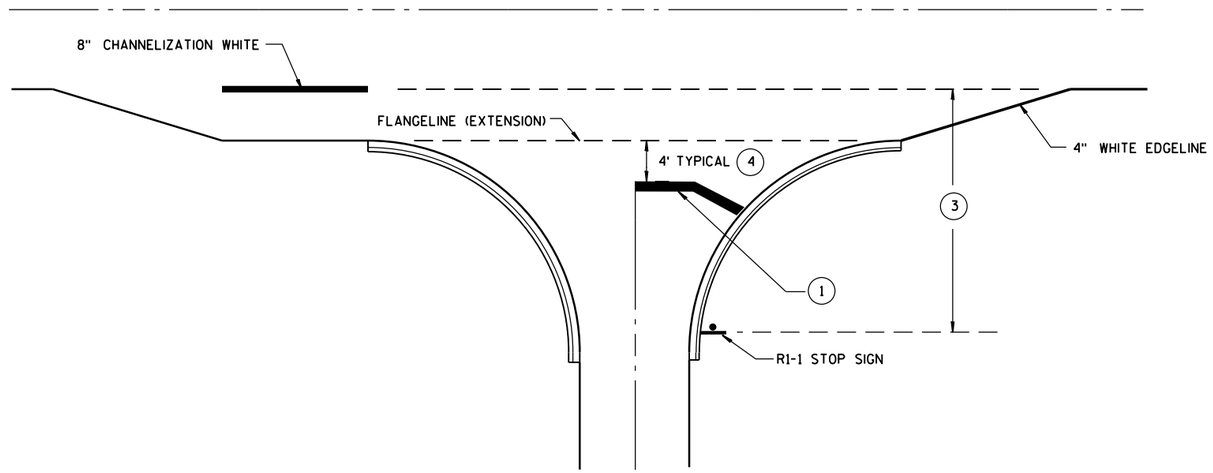
S.D.D. 15 C 12-4

6

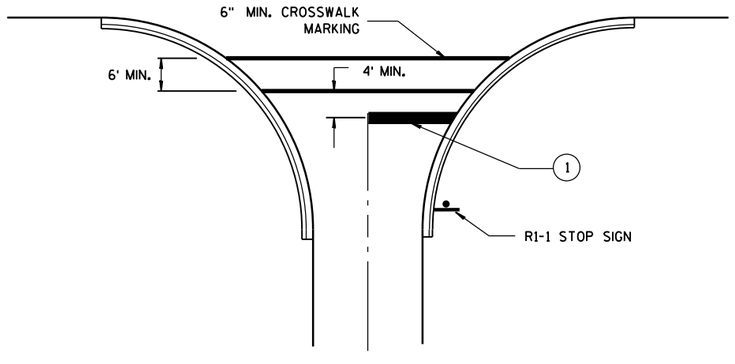
S.D.D. 15 C 12-4



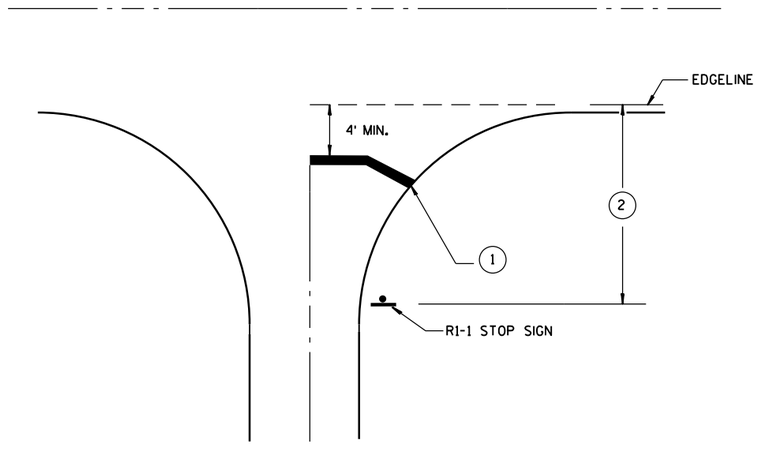
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES.

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

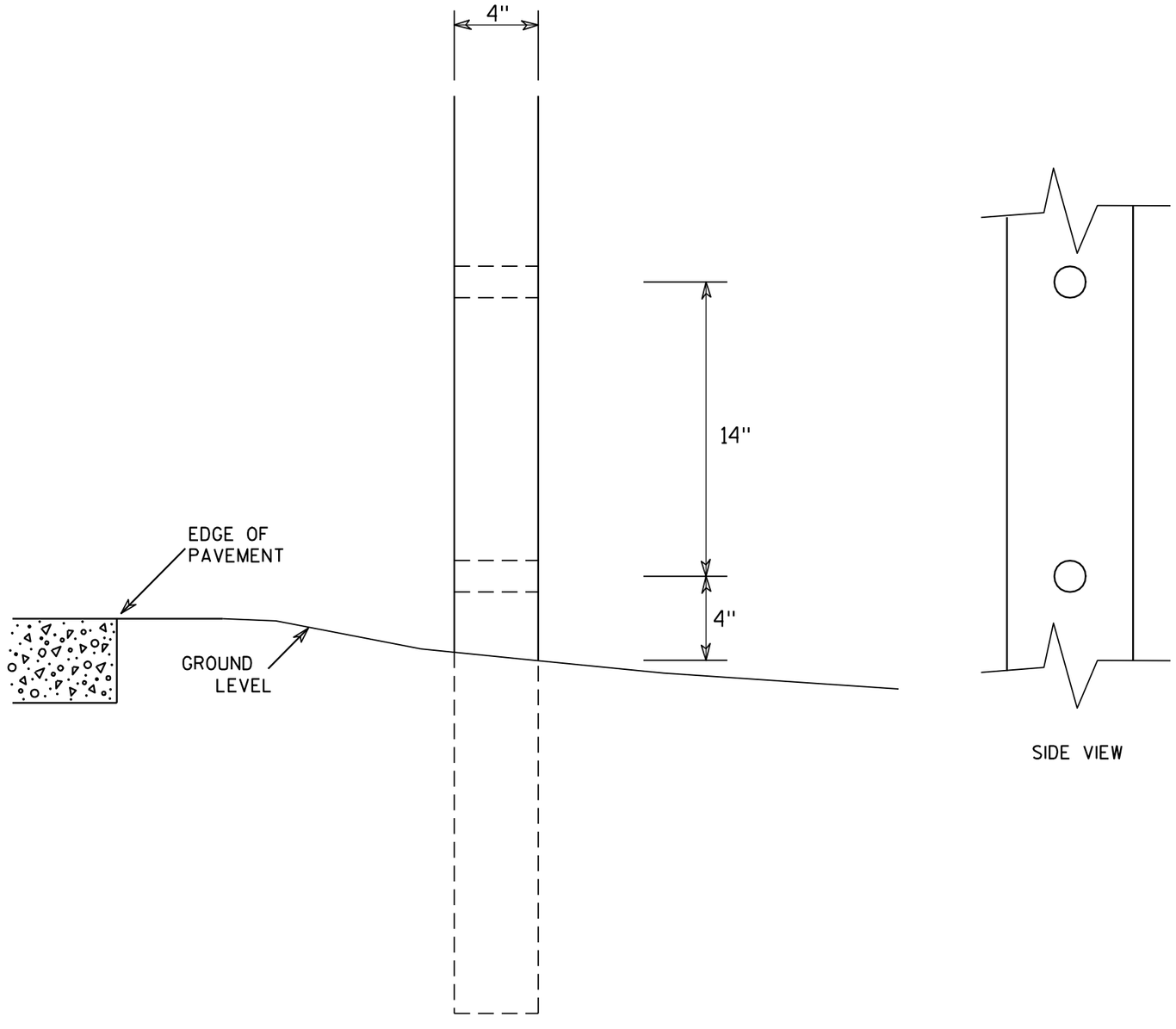
4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

FHWA

6

S.D.D. 15 C 33-1
S.D.D. 15 C 33-1



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.

7

7

4 X 6 WOOD POST MODIFICATIONS

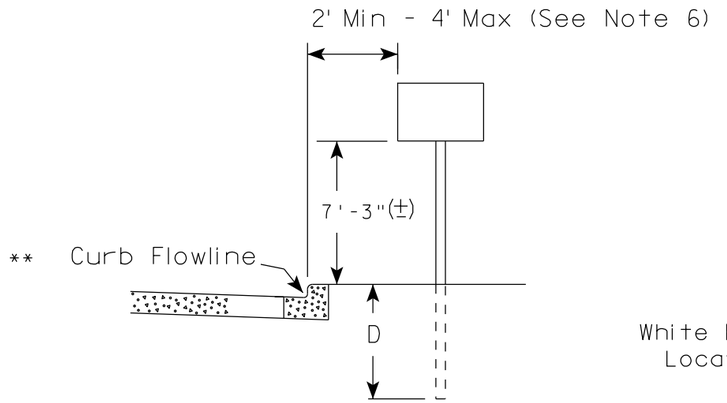
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

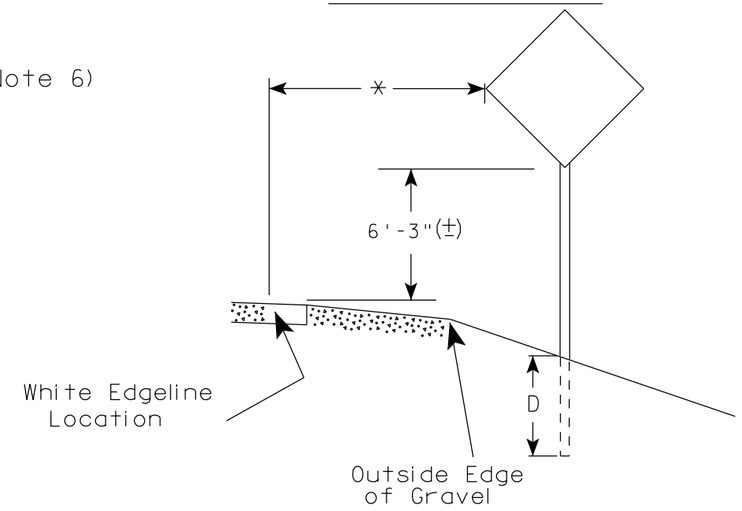
DATE 3/27/97 PLATE NO. A4-11.2

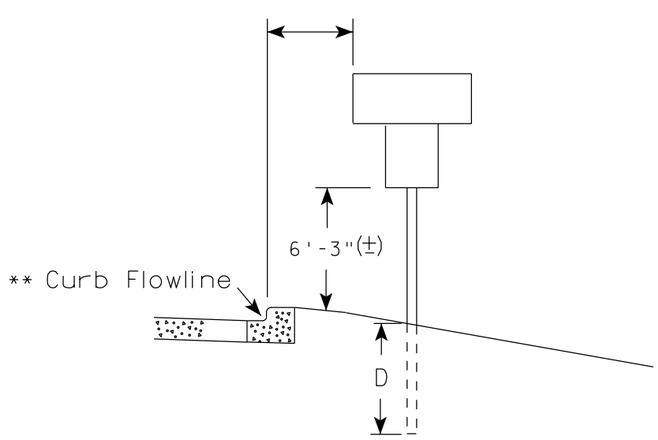
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 59	E

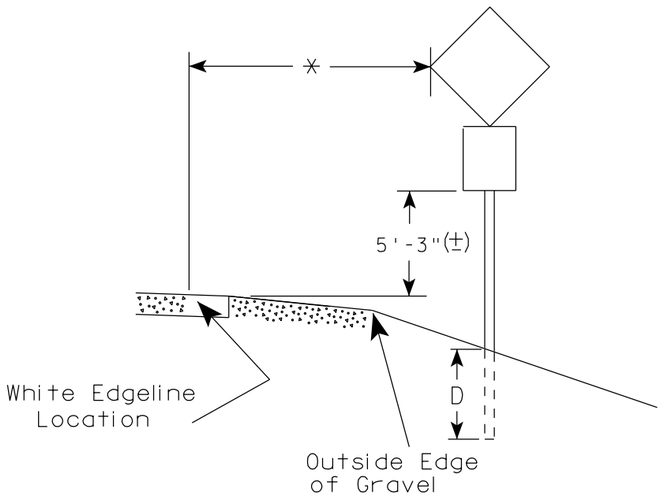
URBAN AREA



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, 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series) & End of Rod Markers (W5-56 & W5-56A) shall be mounted at a height of 4'-3" (+).

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

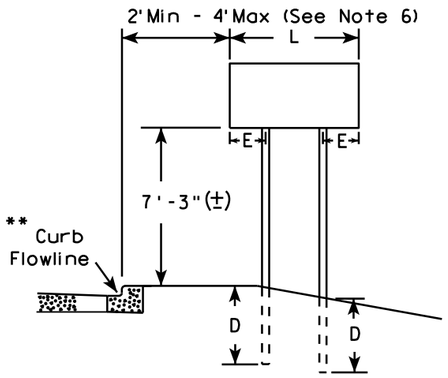
APPROVED Matthew R Rauch
for State Traffic Engineer

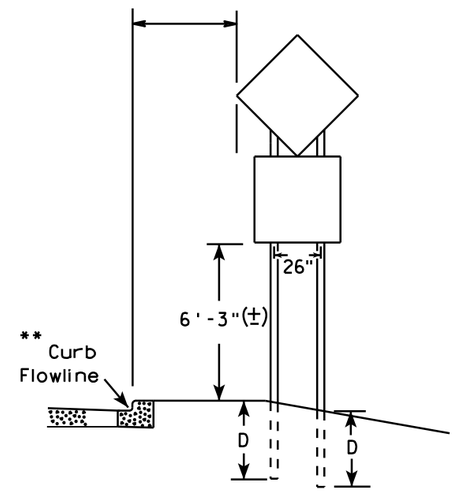
DATE 9/30/13 PLATE NO. A4-3.18

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A43.DGN PLOT DATE : 30-SEP-2013 13:25 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 99.237937:1.000000 WISDOT/CADDS SHEET 42

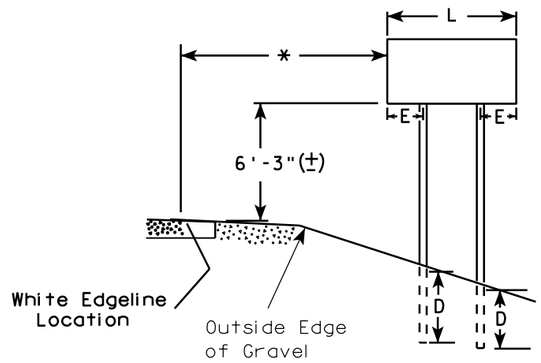
URBAN AREA

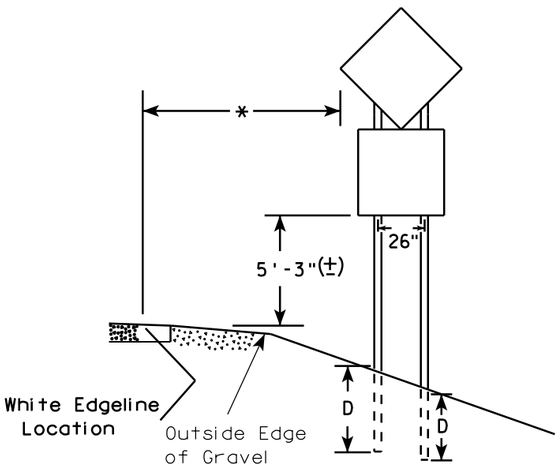




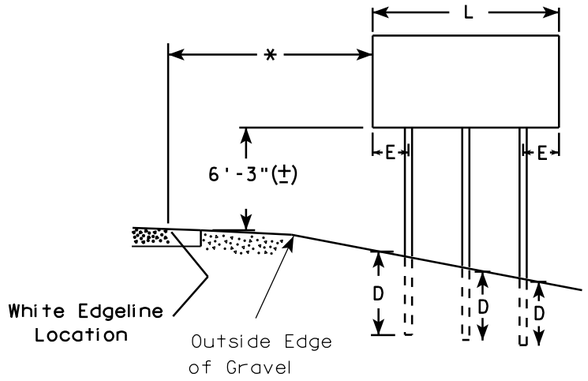
48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)





48" DIAMOND WARNING SIGN



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" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series) & End of Road Markers (W5-56 & W5-56A) shall be mounted at a height of 4"-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 or 20 S.F. or less in area.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

***

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

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

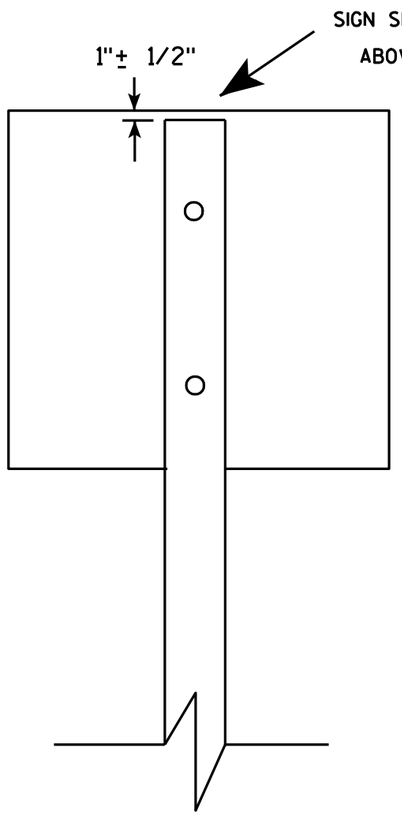
APPROVED Matthew R Rauch
for State Traffic Engineer

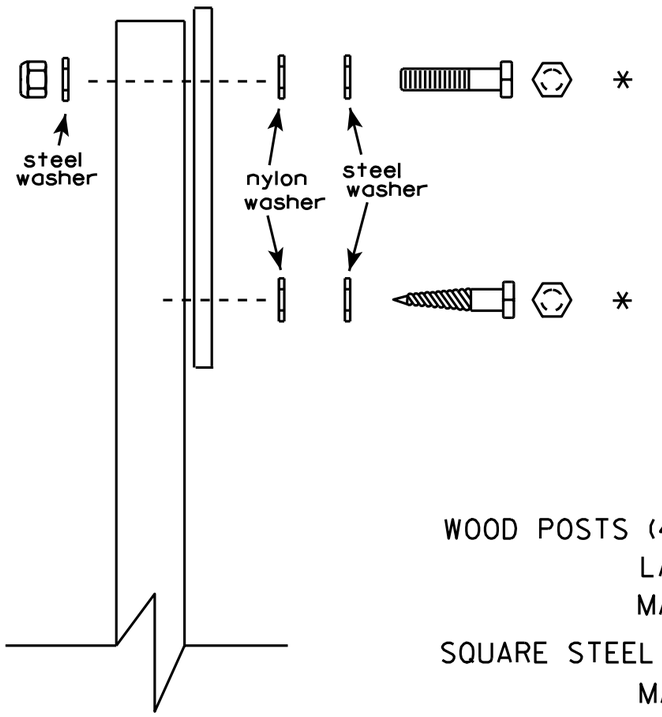
DATE 9/30/13 PLATE NO. A4-4 12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 30-SEP-2013 13:27 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 107.021305:1.000000

WISDOT/CADDS SHEET 42





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

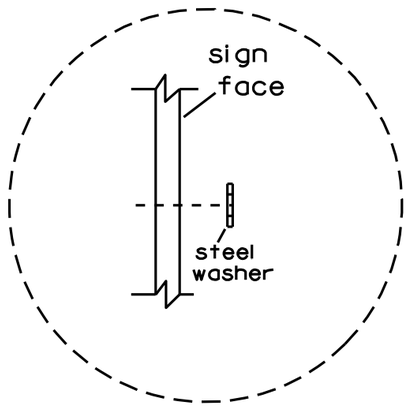
a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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.

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
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 for all Type H signs.



Washer Placement when Sign Has Other Than Type H or Type F Face

* 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

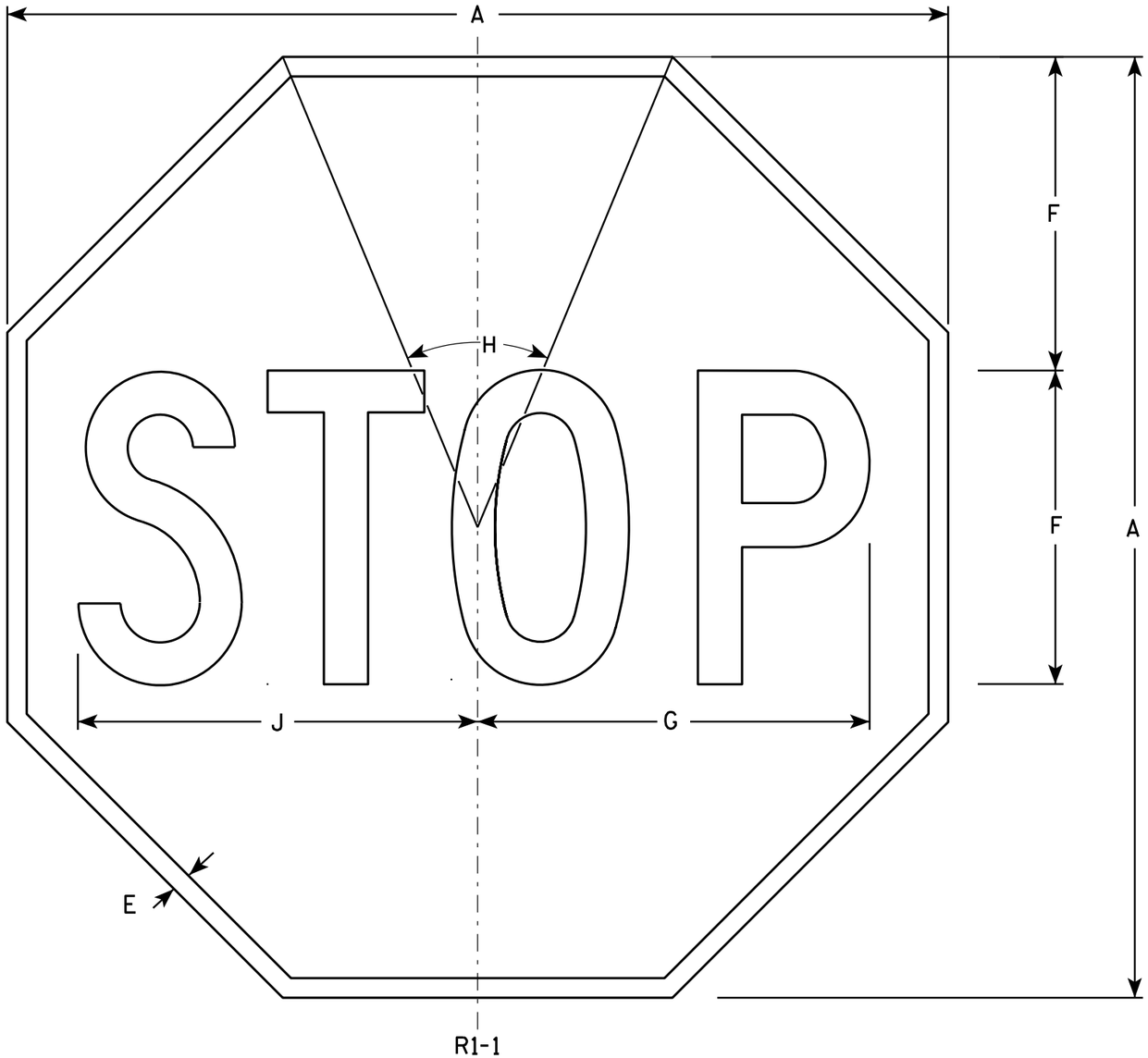
DATE 3/23/10 PLATE NO. A4-8.7

7

7

PROJECT NO:

SHEET NO: 62 E



NOTES

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

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	24				3/8	8	10	45°		10 1/4																	3.31
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

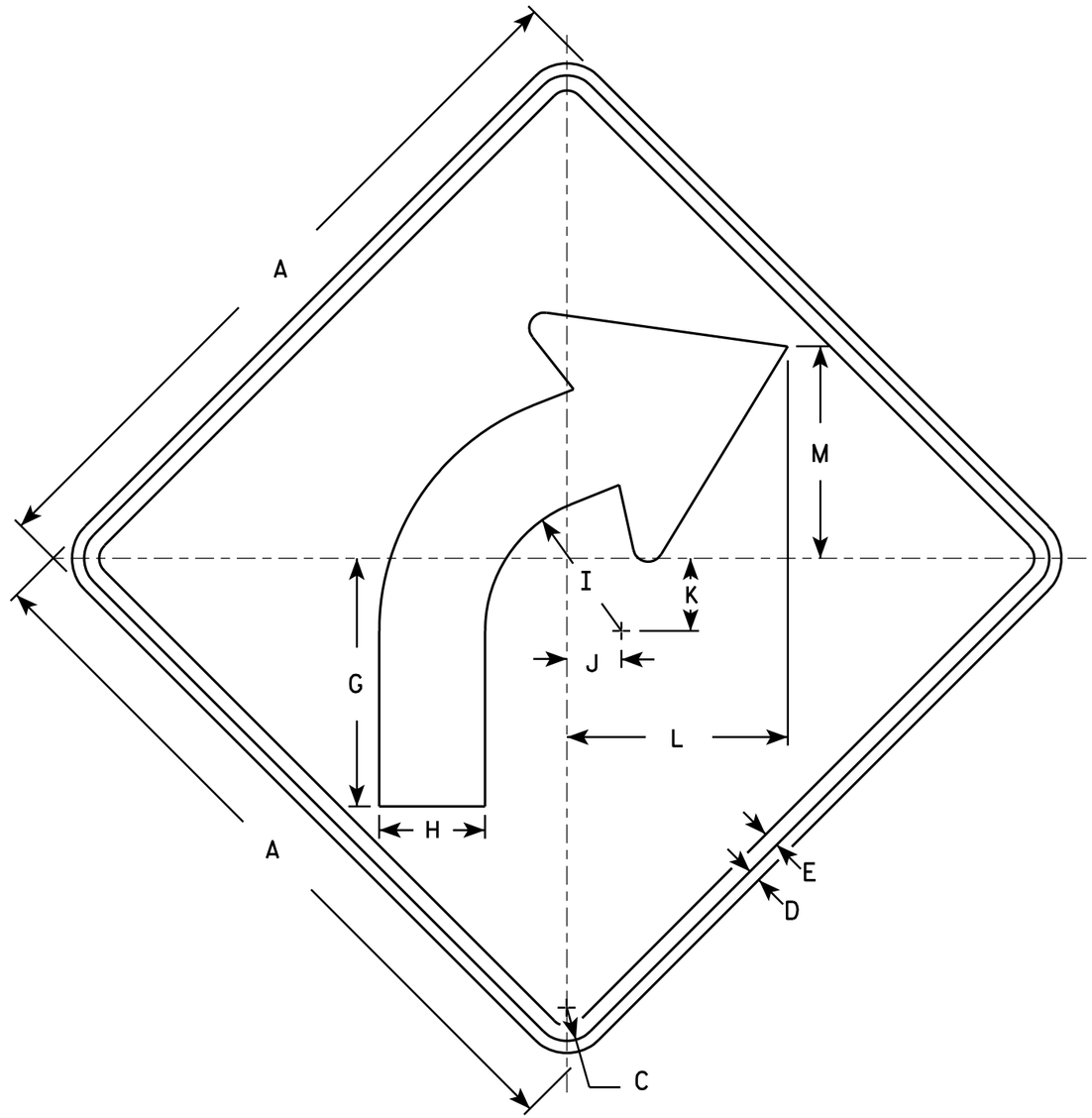
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1.12

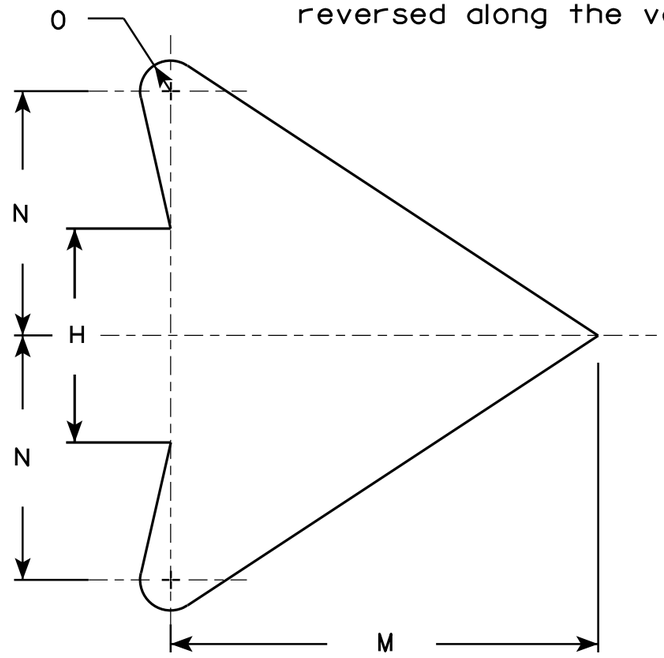
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 63	E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-2L is the same as W1-2R except the arrow is reversed along the vertical centerline.



W1-2R



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	24		1 1/8	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0
2S	30		1 3/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25
2M	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
3	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
4	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
5	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0

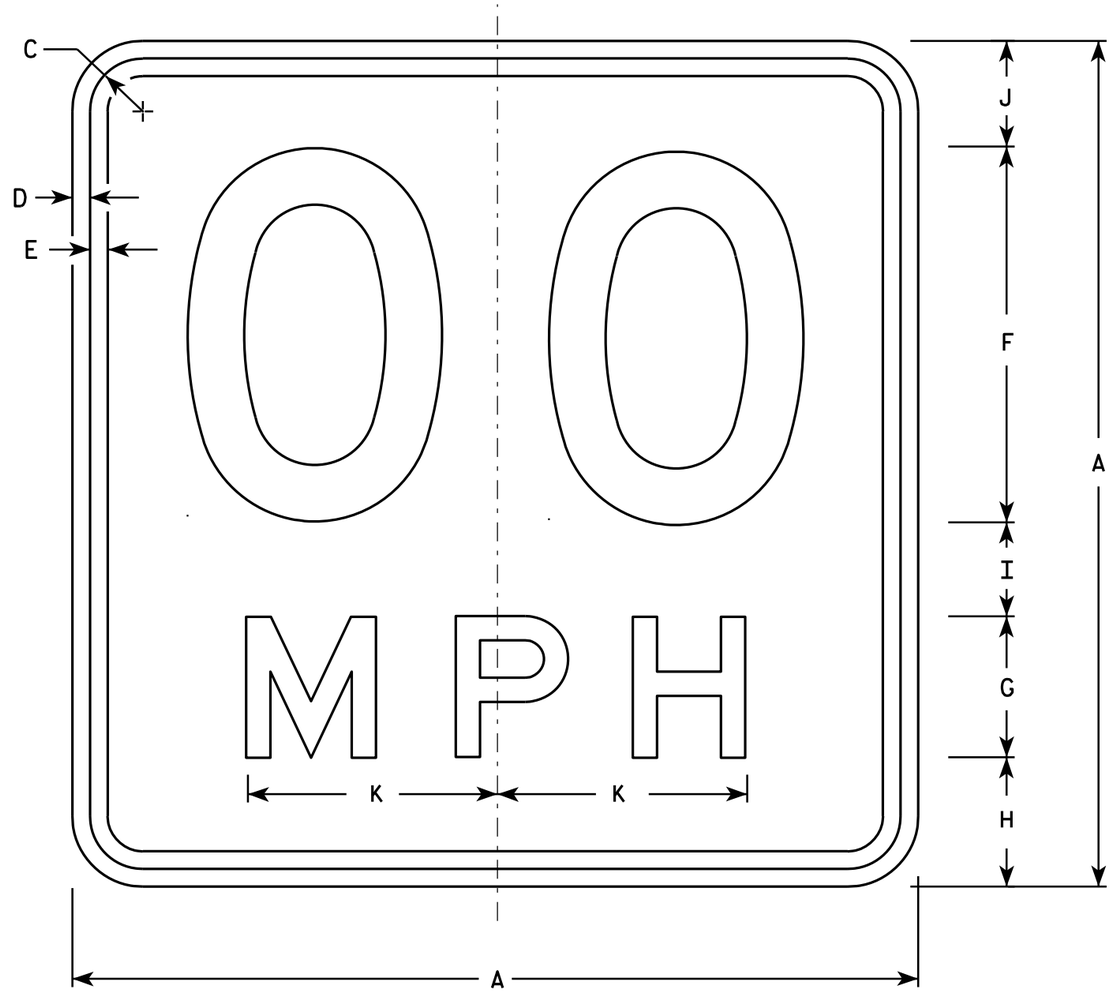
STANDARD SIGN
W1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 5/15/12 PLATE NO. W1-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 64	E



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
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.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

	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	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

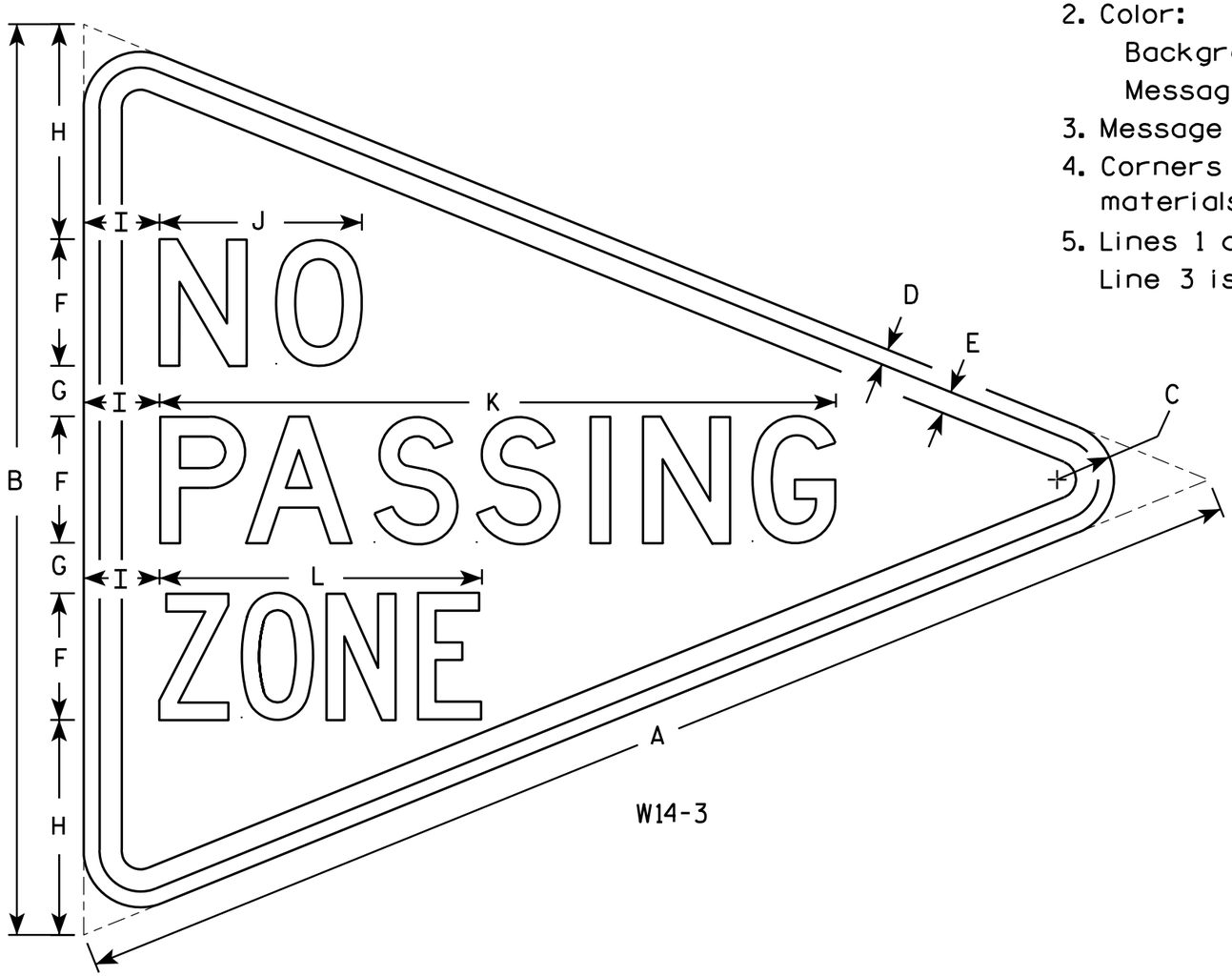
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 65 | E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See note 5
4. Corners and borders shall be rounded on all base materials for this sign.
5. Lines 1 and 2 are Series D.
   Line 3 is series C.



W14-3

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
2M	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
3	64	48	3	3/4	1 1/4	6	3	12	4	10 3/4	33 5/8	16 1/2															10.7
4																											
5																											

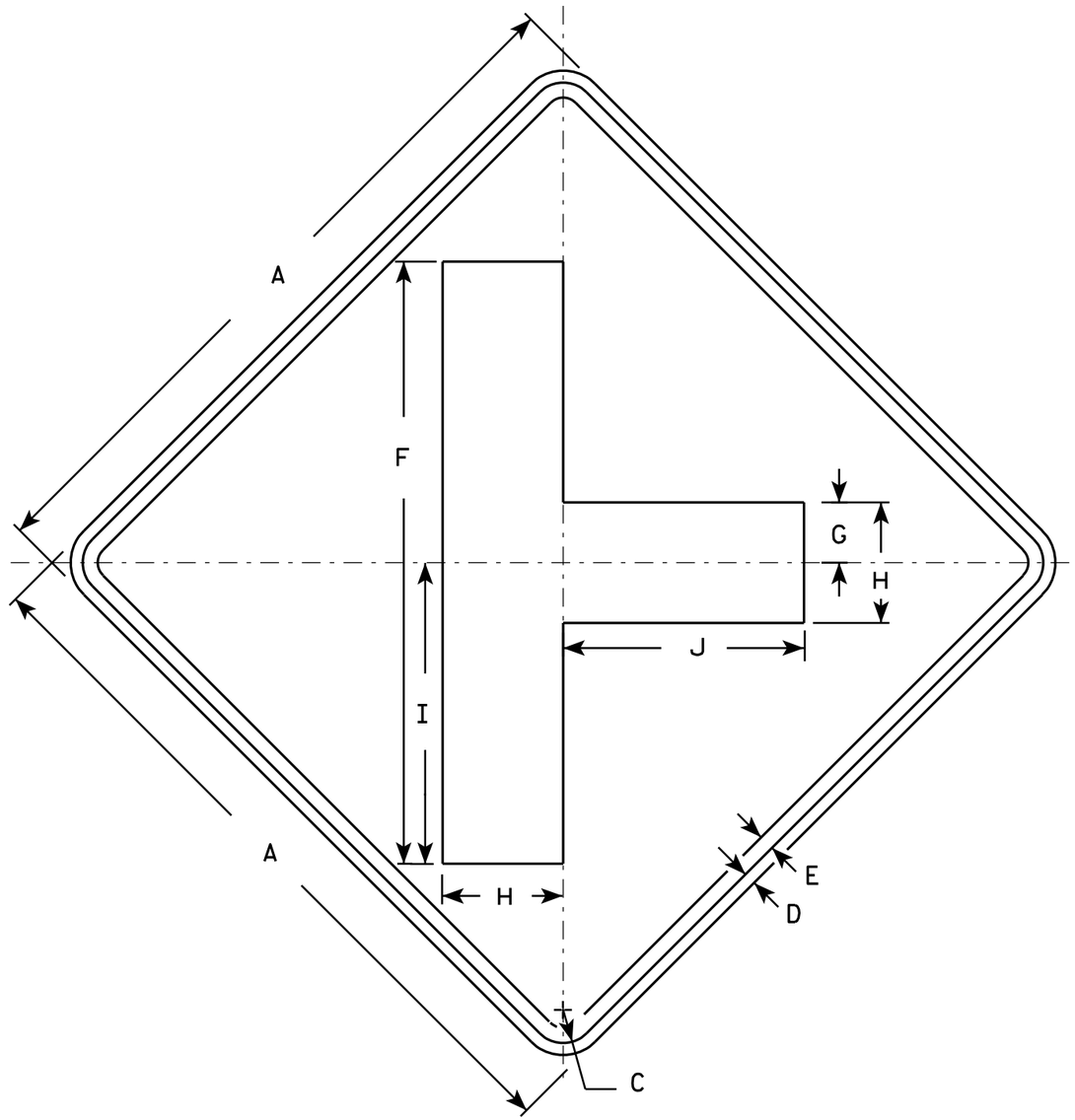
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W14-3.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 66	E



W2-2

NOTES

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

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	24		1 1/8	3/8	1/2	20	2	4	10	8																	4.0
2S	30		1 3/8	1/2	5/8	25	2 1/2	5	12 1/2	10																	6.25
2M	30		1 3/8	1/2	5/8	25	2 1/2	5	12 1/2	10																	6.25
3	36		1 5/8	5/8	3/4	30	3	6	15	12																	9.0
4	48		2 1/4	3/4	1	40	4	8	20	16																	16.0
5																											

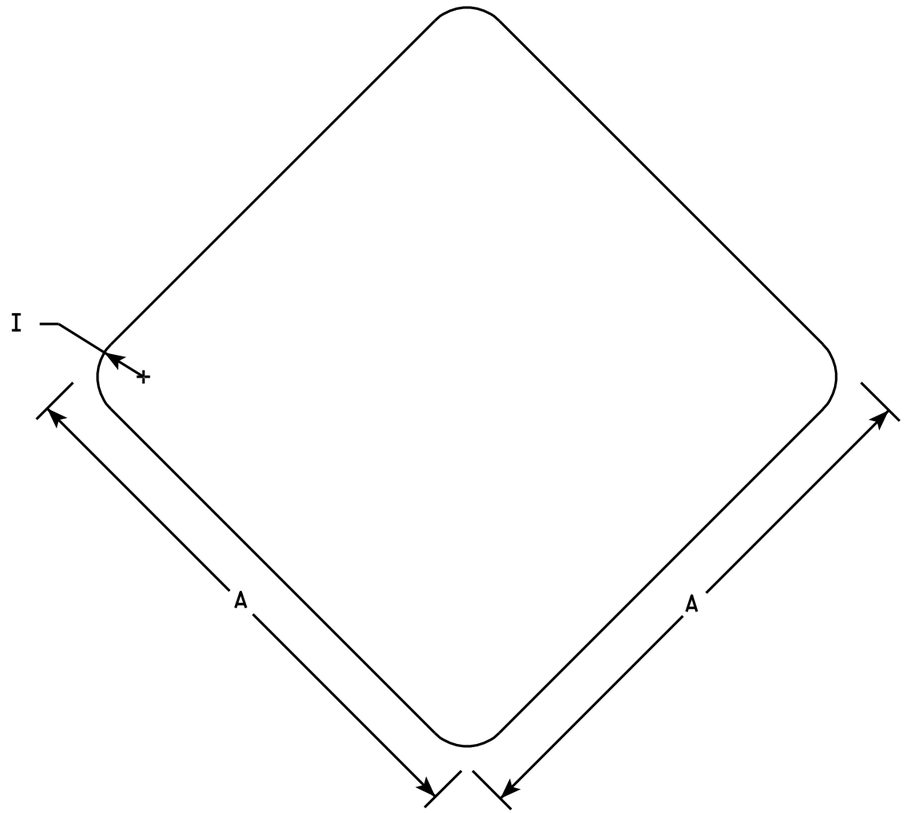
STANDARD SIGN
W2-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W2-2.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 67 | E



W5-56

NOTES

1. Sign is Type II - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners shall be rounded.

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	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

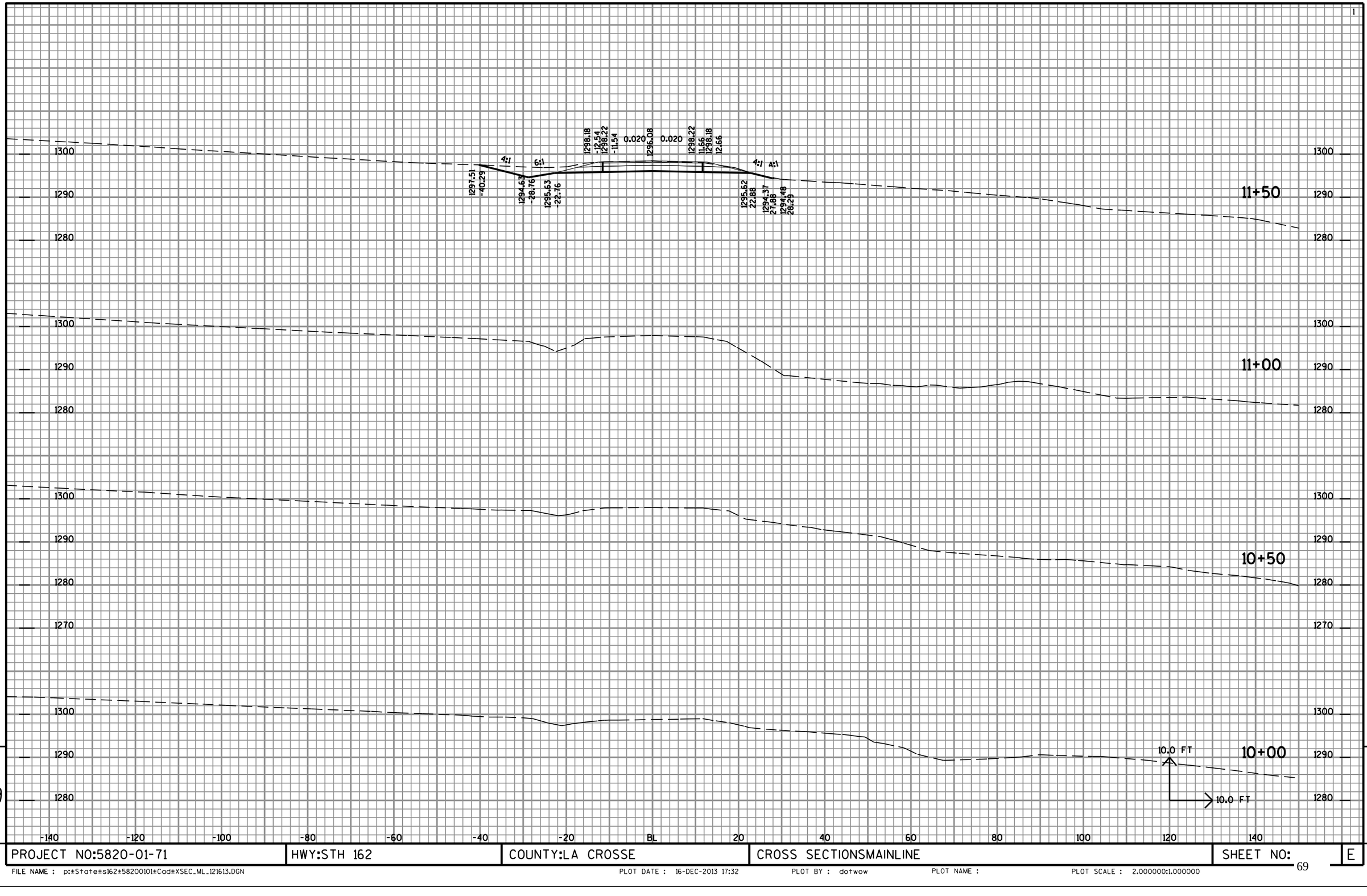
STANDARD SIGN
W5-56

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. W5-56.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 68	E

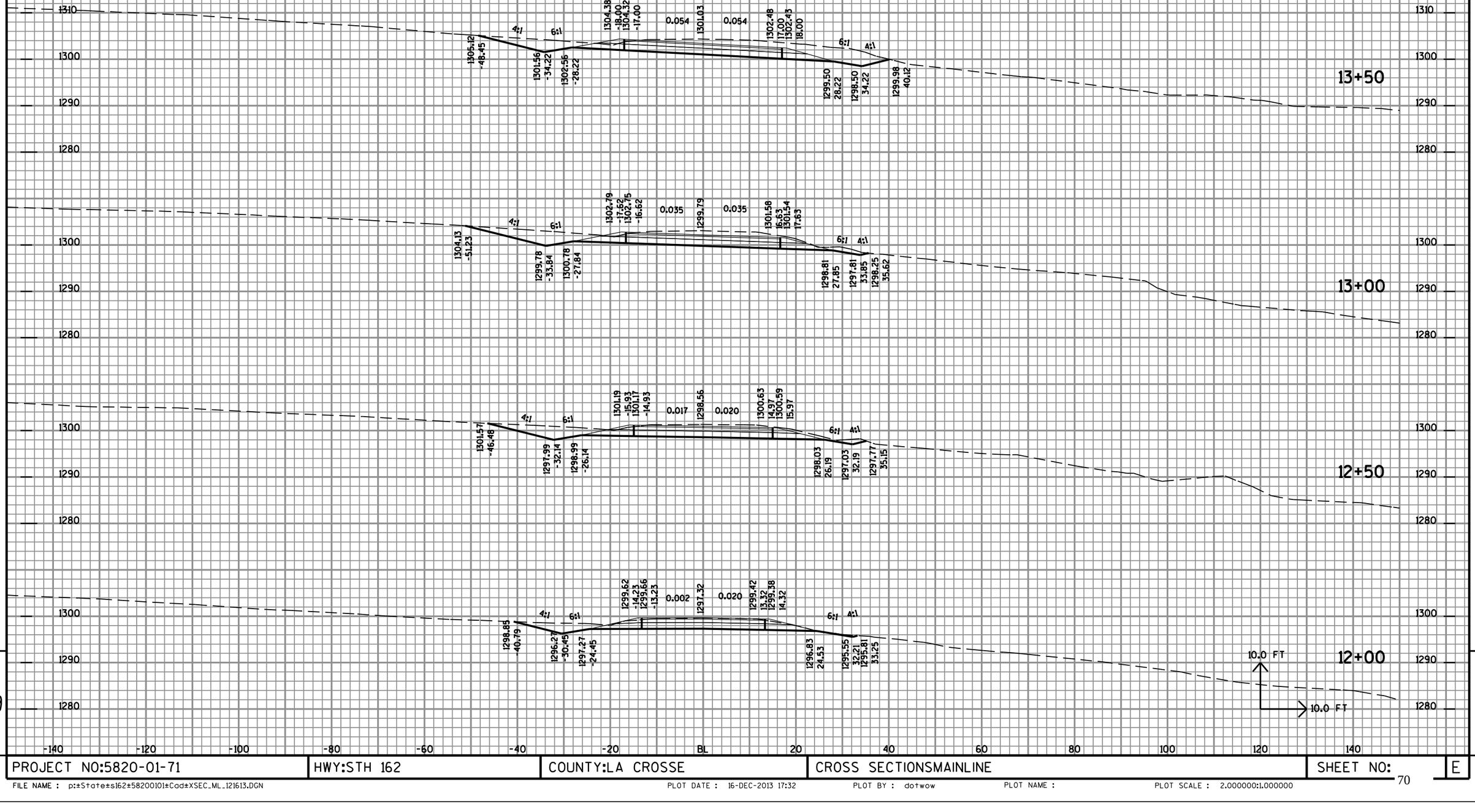


9

9

PROJECT NO:5820-01-71	HWY:STH 162	COUNTY:LA CROSSE	CROSS SECTIONSMAINLINE	SHEET NO:	E

FILE NAME : p:±State±s162±58200101±Cad±XSEC_ML_121613.DGN PLOT DATE : 16-DEC-2013 17:32 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 2.000000:1.000000



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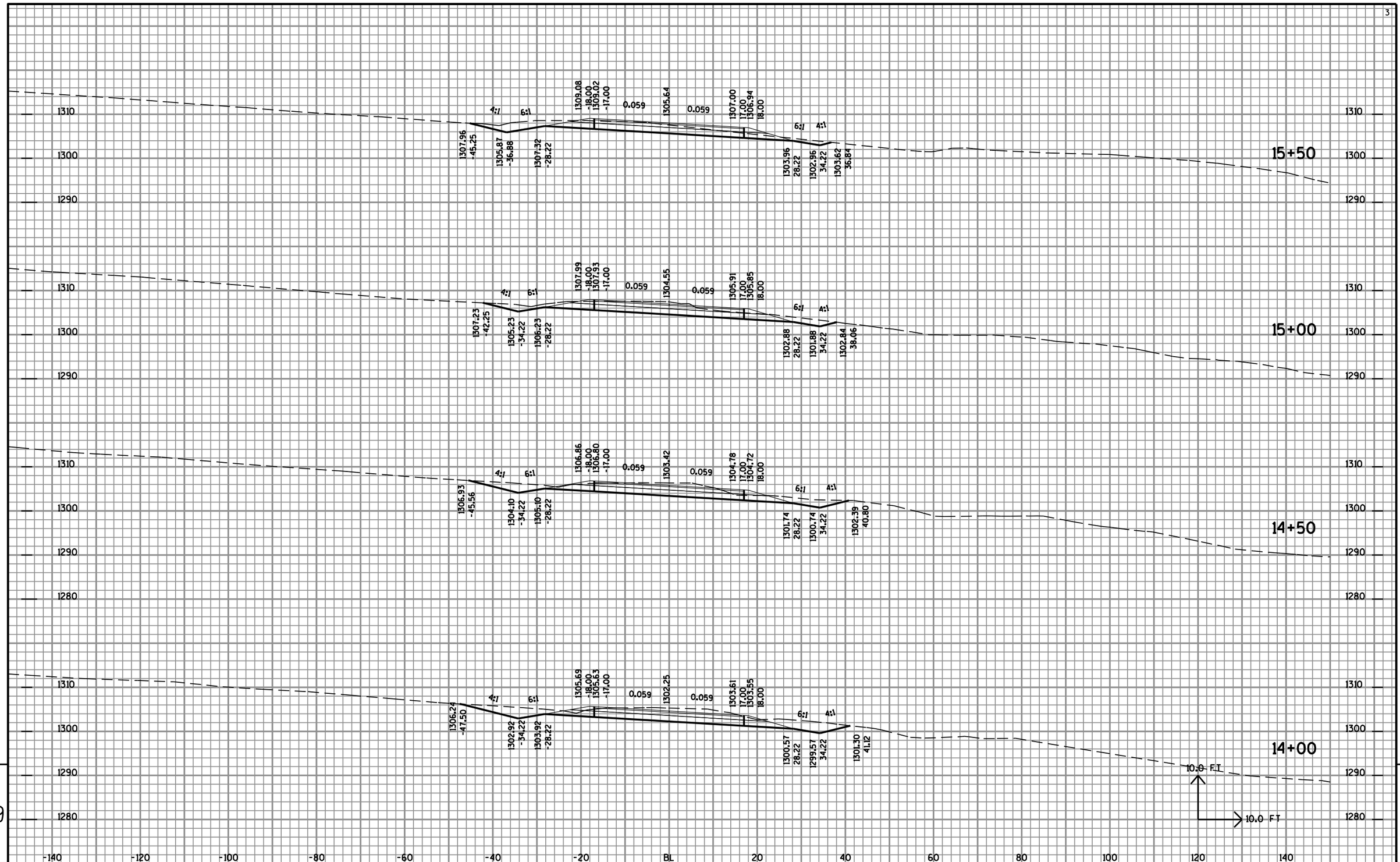
9

PROJECT NO:5820-01-71	HWY:STH 162	COUNTY:LA CROSSE	CROSS SECTIONSMAINLINE	SHEET NO:	E

FILE NAME : p:±State±s162±58200101±Cad±XSEC_ML_121613.DGN PLOT DATE : 16-DEC-2013 17:32 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 2.000000:1.000000



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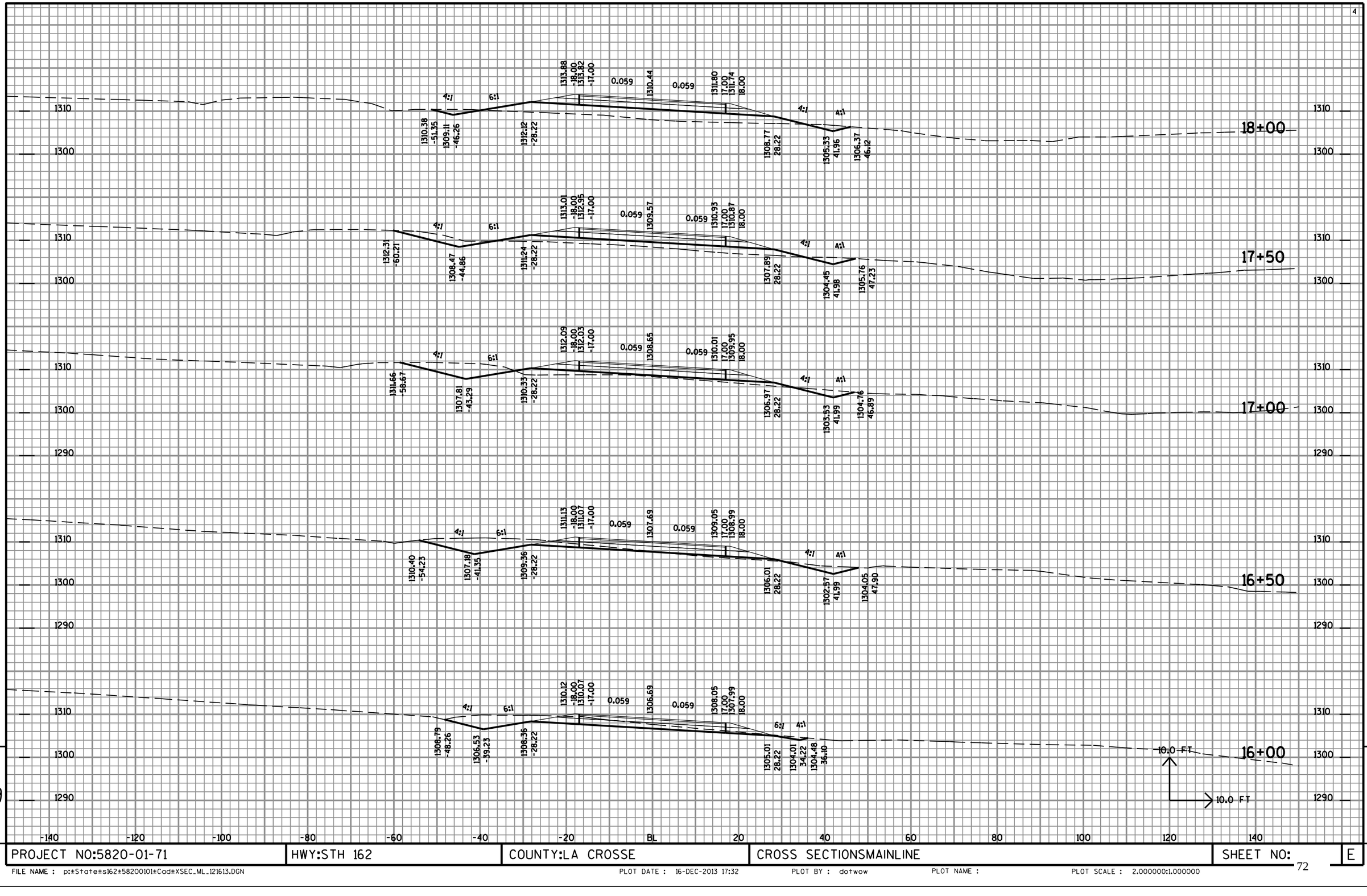
9

PROJECT NO:5820-01-71	HWY:STH 162	COUNTY:LA CROSSE	CROSS SECTIONSMAINLINE	SHEET NO:	E

FILE NAME : p:\State\s162\58200101\Cad\XSEC_ML_121613.DGN PLOT DATE : 16-DEC-2013 17:32 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 2.000000:1.000000



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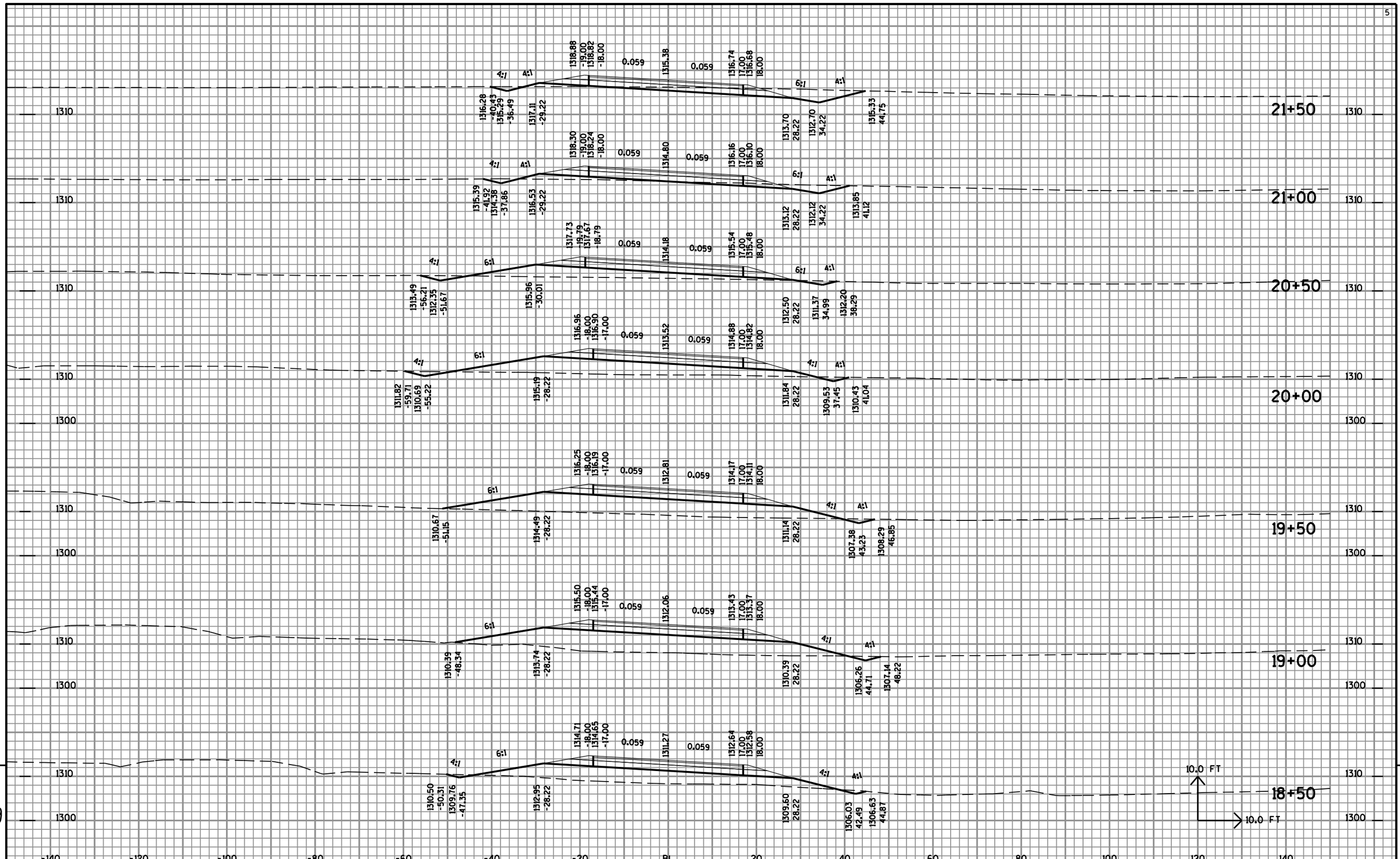
9

PROJECT NO:5820-01-71	HWY:STH 162	COUNTY:LA CROSSE	CROSS SECTIONSMAINLINE	SHEET NO:	E

FILE NAME : p:±State±s162±58200101±Cad±XSEC_ML_121613.DGN PLOT DATE : 16-DEC-2013 17:32 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 2.000000:1.000000



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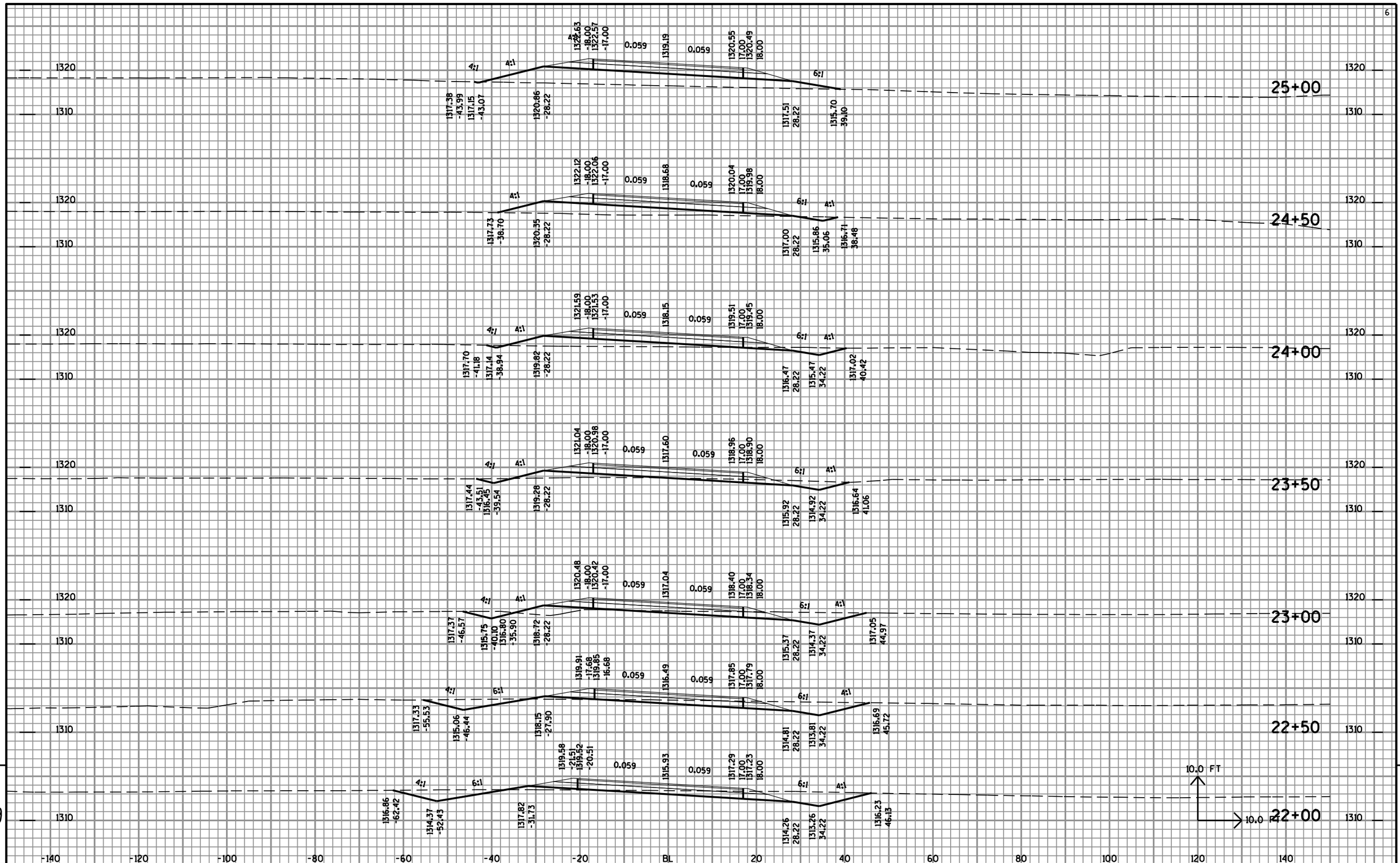
9

PROJECT NO:5820-01-71	HWY:STH 162	COUNTY:LA CROSSE	CROSS SECTIONSMAINLINE	SHEET NO:	E

FILE NAME : p:\State\s162\58200101\Cad\XSEC_ML_121613.DGN PLOT DATE : 16-DEC-2013 17:32 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 2.000000:1.000000



9 9

PROJECT NO:5820-01-71	HWY:STH 162	COUNTY:LA CROSSE	CROSS SECTIONSMAINLINE	SHEET NO:	E

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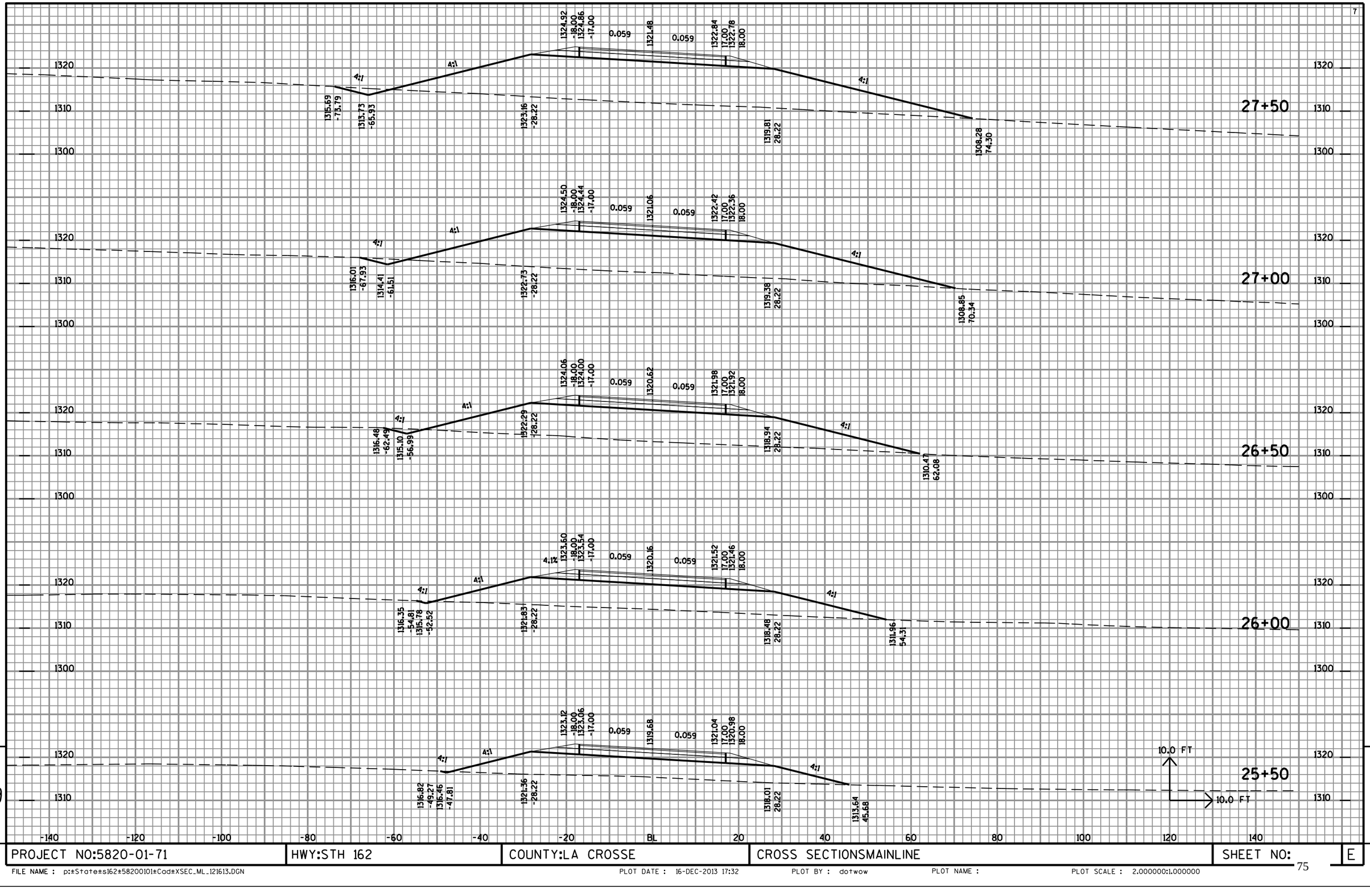
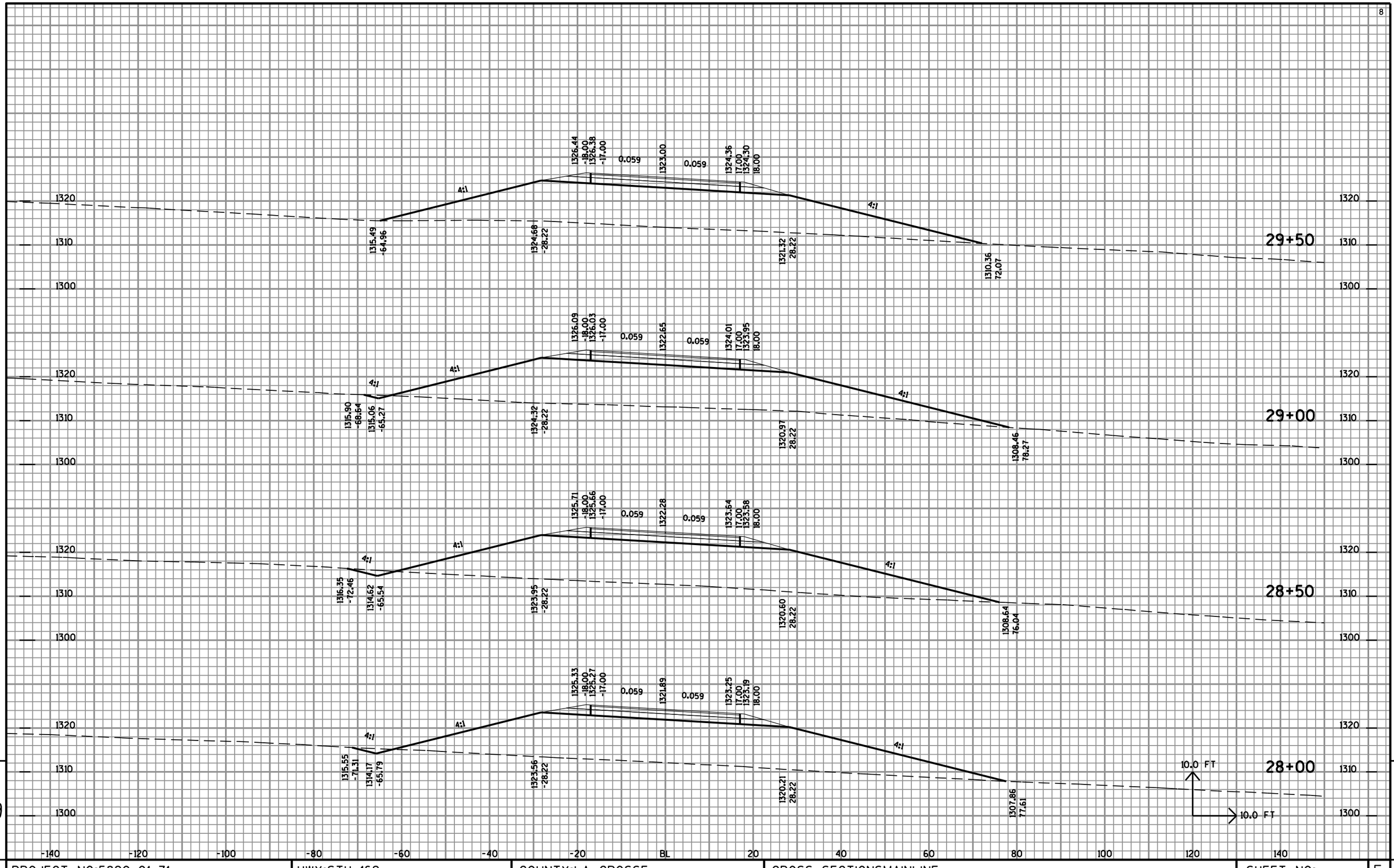


9

9

PROJECT NO:5820-01-71	HWY:STH 162	COUNTY:LA CROSSE	CROSS SECTIONSMAINLINE	SHEET NO:	E

FILE NAME : p:±State±s162±58200101±Cad±XSEC_ML_121613.DGN PLOT DATE : 16-DEC-2013 17:32 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 2.000000:1.000000

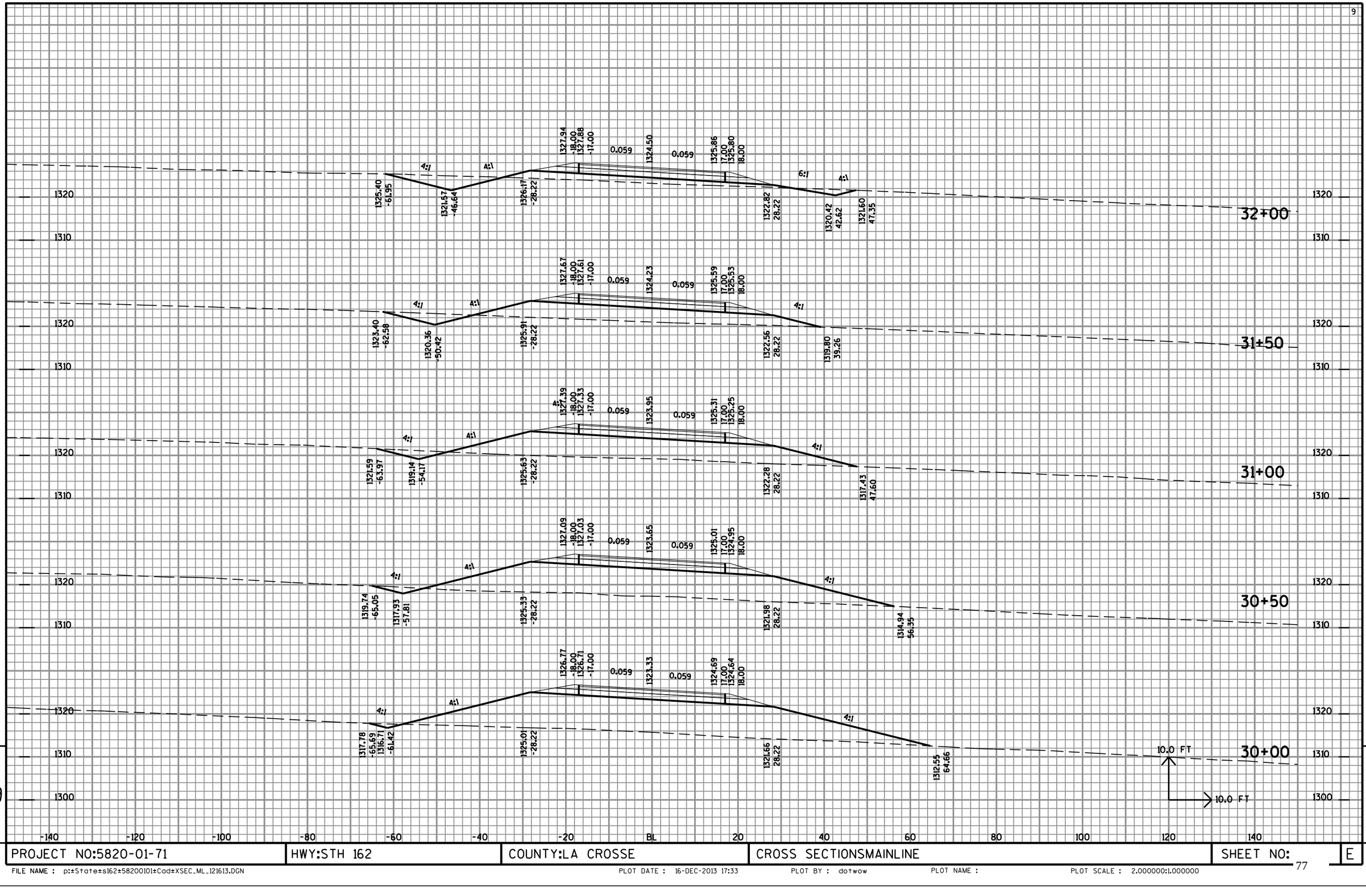


9

9

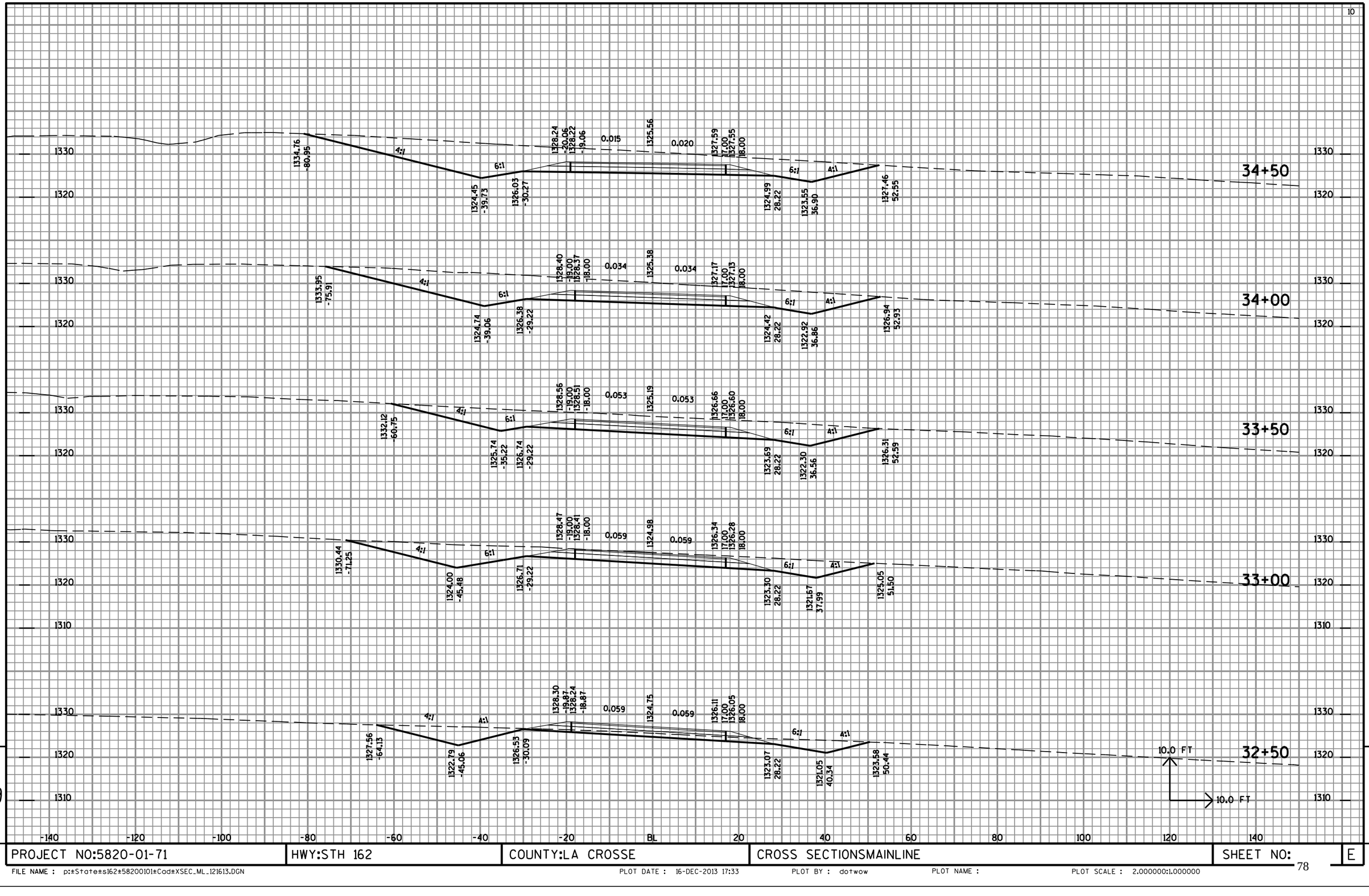
PROJECT NO:5820-01-71	HWY:STH 162	COUNTY:LA CROSSE	CROSS SECTIONSMAINLINE	SHEET NO:	E

FILE NAME : p:±State±s162±58200101±Cad±XSEC_ML_121613.DGN PLOT DATE : 16-DEC-2013 17:33 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 2.000000:1.000000



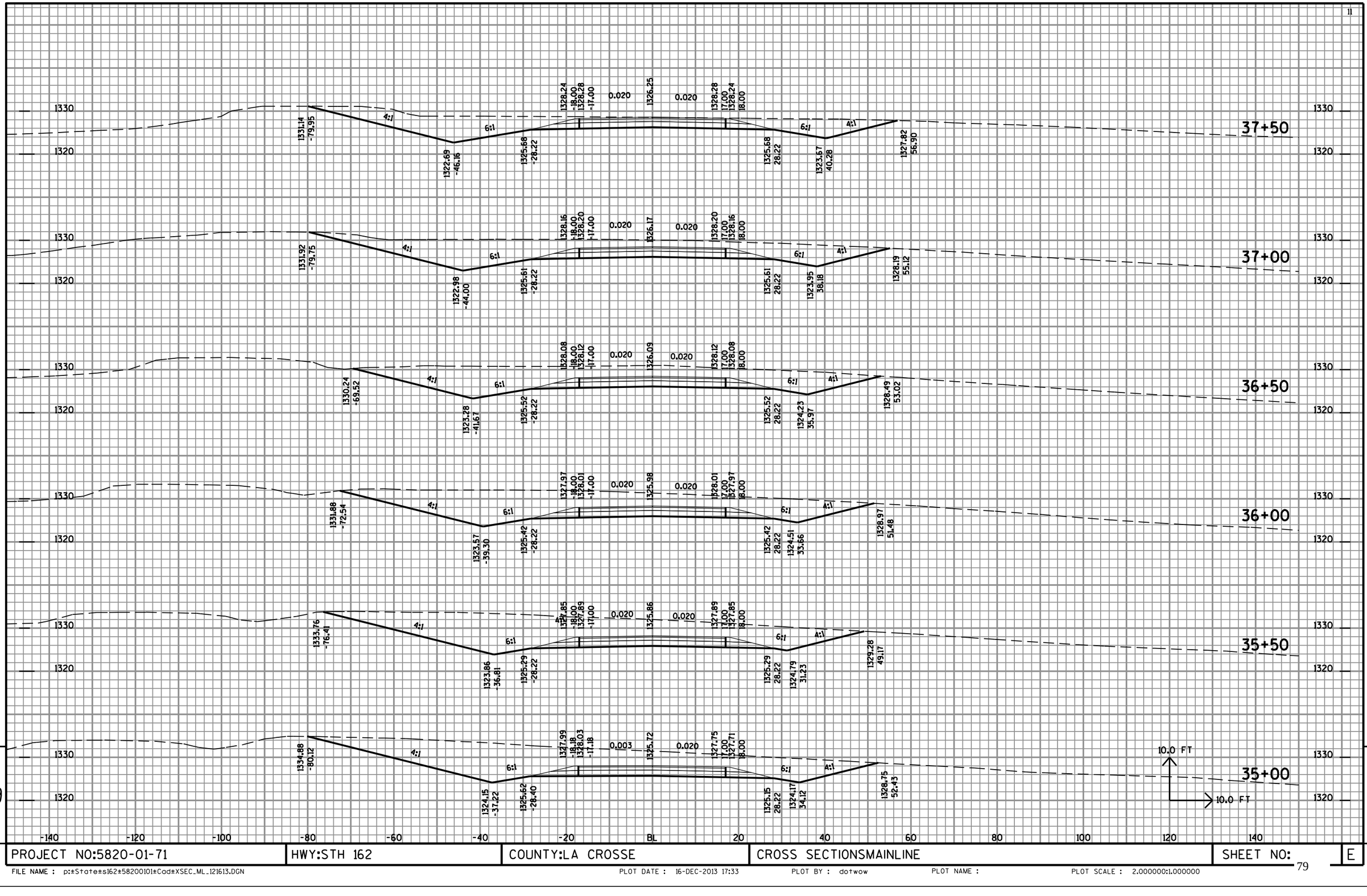
PROJECT NO:5820-01-71	HWY:STH 162	COUNTY:LA CROSSE	CROSS SECTIONSMAINLINE	SHEET NO:	E

FILE NAME : p:\State\s162\58200101\Cad\XSEC_ML_121613.DGN PLOT DATE : 16-DEC-2013 17:33 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 2.000000:1.000000



PROJECT NO:5820-01-71	HWY:STH 162	COUNTY:LA CROSSE	CROSS SECTIONSMAINLINE	SHEET NO:	E

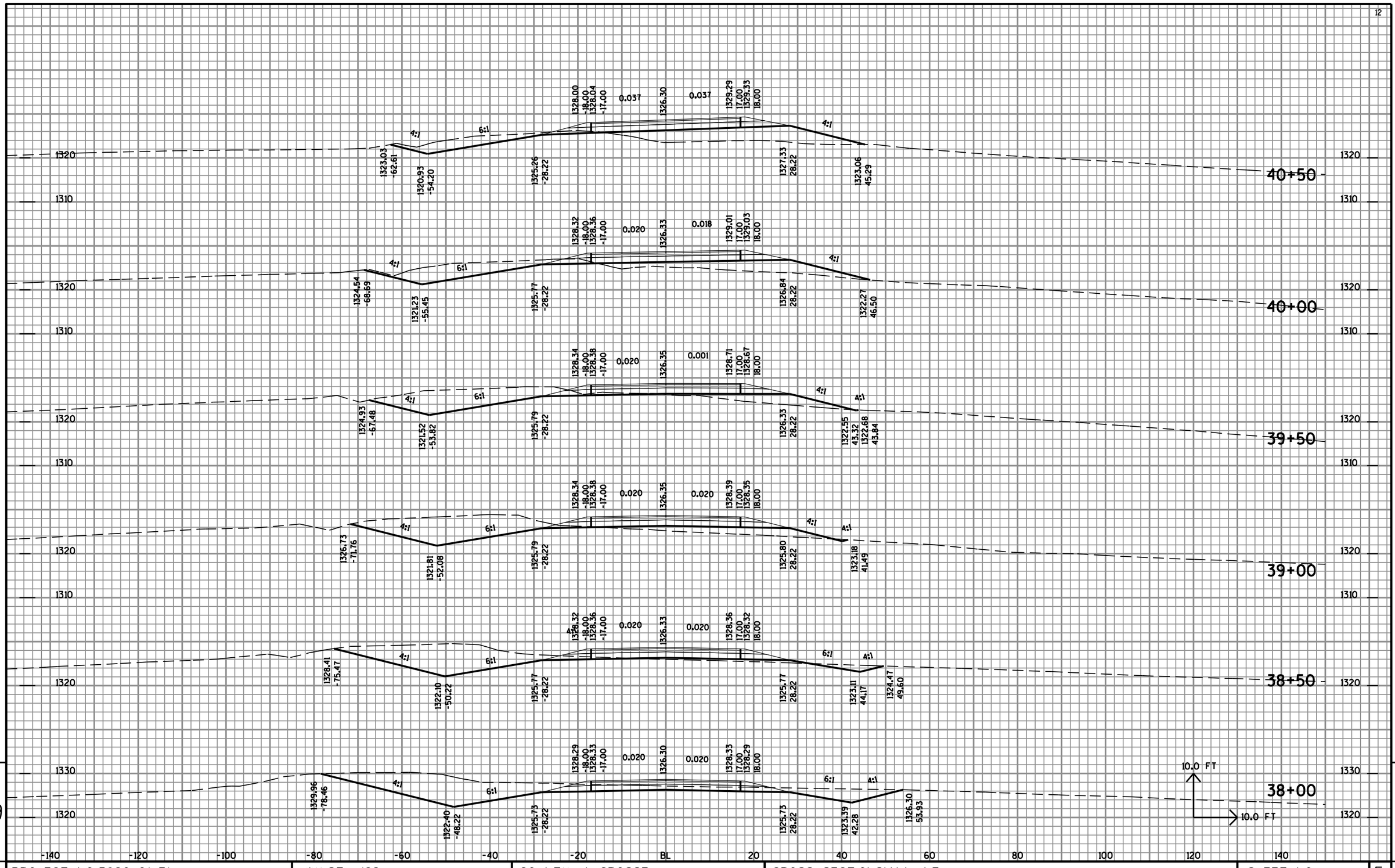
FILE NAME : p:±State±s162±58200101±Cad±XSEC_ML_121613.DGN PLOT DATE : 16-DEC-2013 17:33 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 2.000000:1.000000



9

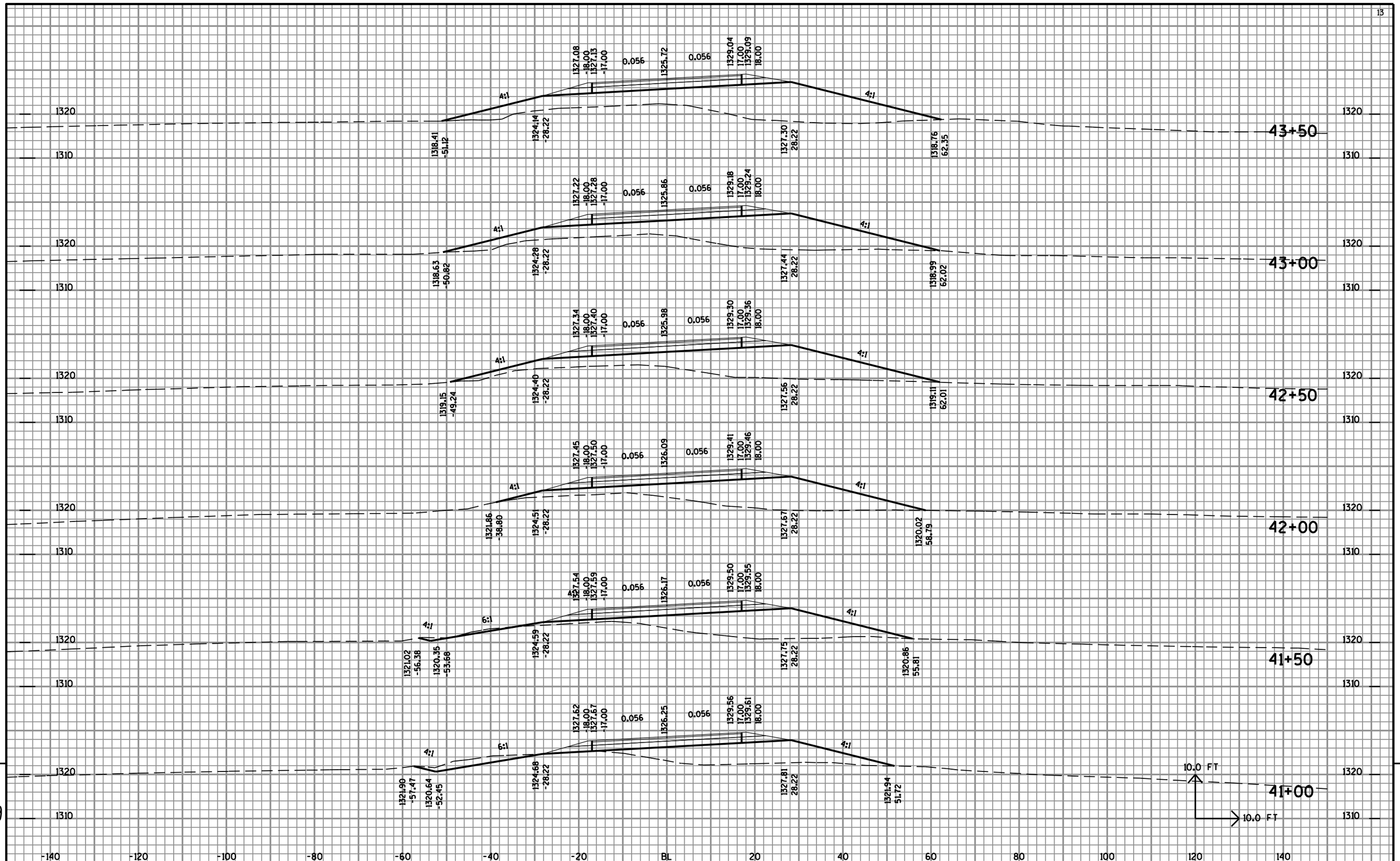
PROJECT NO:5820-01-71	HWY:STH 162	COUNTY:LA CROSSE	CROSS SECTIONSMAINLINE	SHEET NO:	E

FILE NAME : p:±State±s162±58200101±Cad±XSEC_ML_121613.DGN PLOT DATE : 16-DEC-2013 17:33 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 2.000000:1.000000



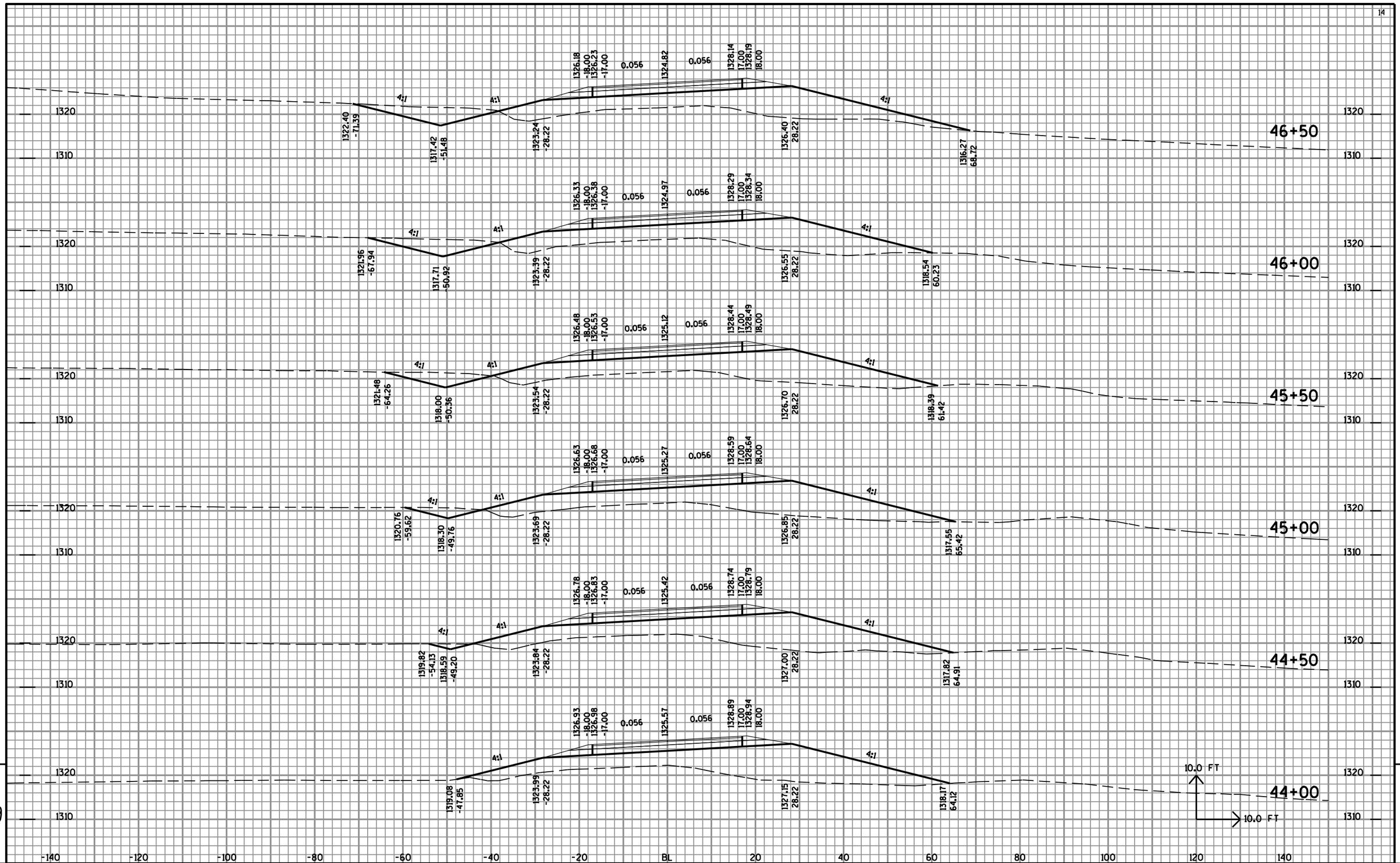
PROJECT NO:5820-01-71	HWY:STH 162	COUNTY:LA CROSSE	CROSS SECTIONSMAINLINE	SHEET NO:	E

FILE NAME : p:±State±s162±58200101±Cad±XSEC_ML_121613.DGN PLOT DATE : 16-DEC-2013 17:33 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 2.000000:1.000000



PROJECT NO:5820-01-71	HWY:STH 162	COUNTY:LA CROSSE	CROSS SECTIONSMAINLINE	SHEET NO: E

FILE NAME : p:±State±s162±58200101±Cad±XSEC_ML_121613.DGN PLOT DATE : 16-DEC-2013 17:33 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 2.000000:1.000000



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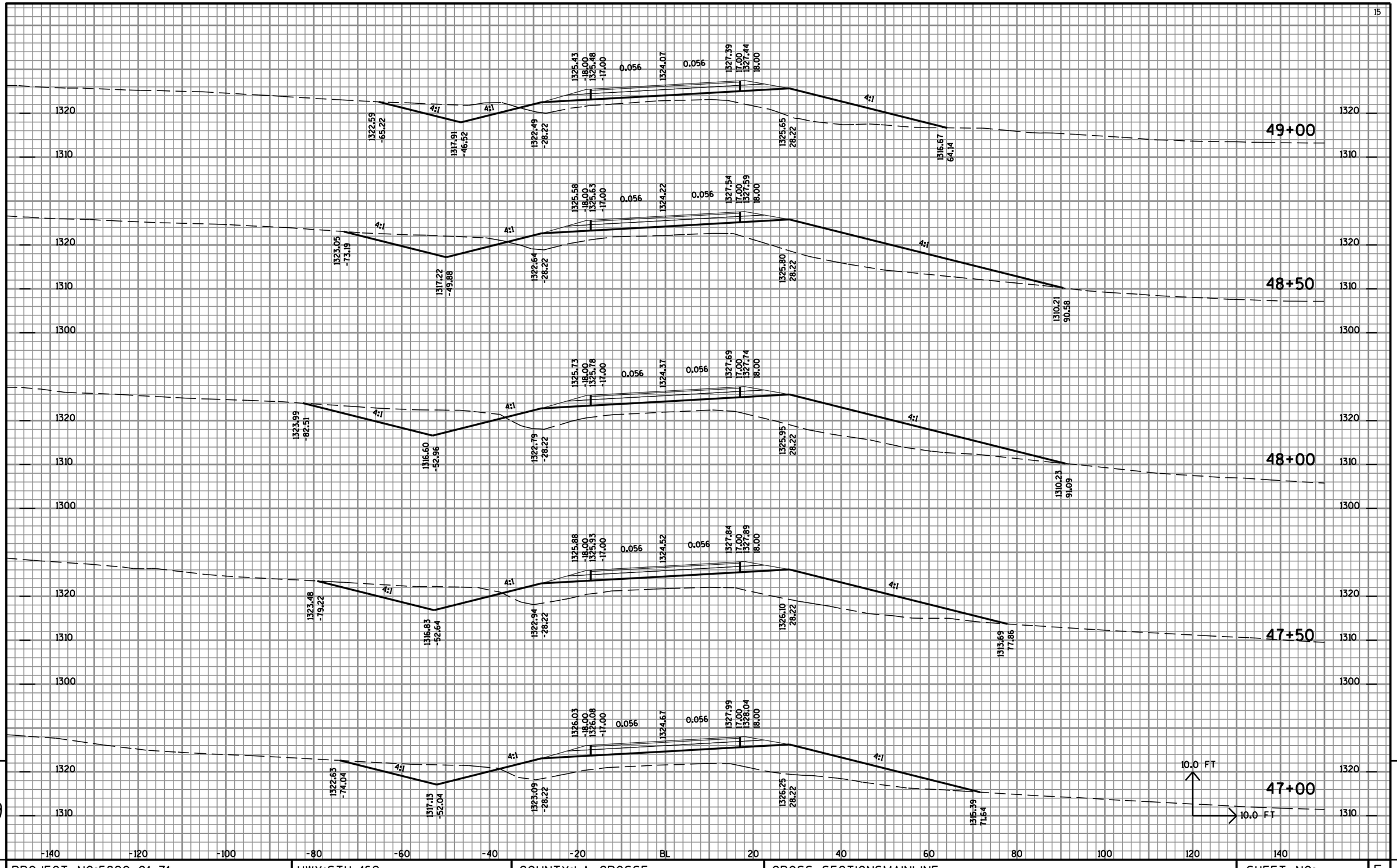
PROJECT NO:5820-01-71	HWY:STH 162	COUNTY:LA CROSSE	CROSS SECTIONSMAINLINE	SHEET NO:	E

FILE NAME : p:\State\s162\58200101\Cad\XSEC_ML_121613.DGN PLOT DATE : 16-DEC-2013 17:33 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 2.000000:1.000000



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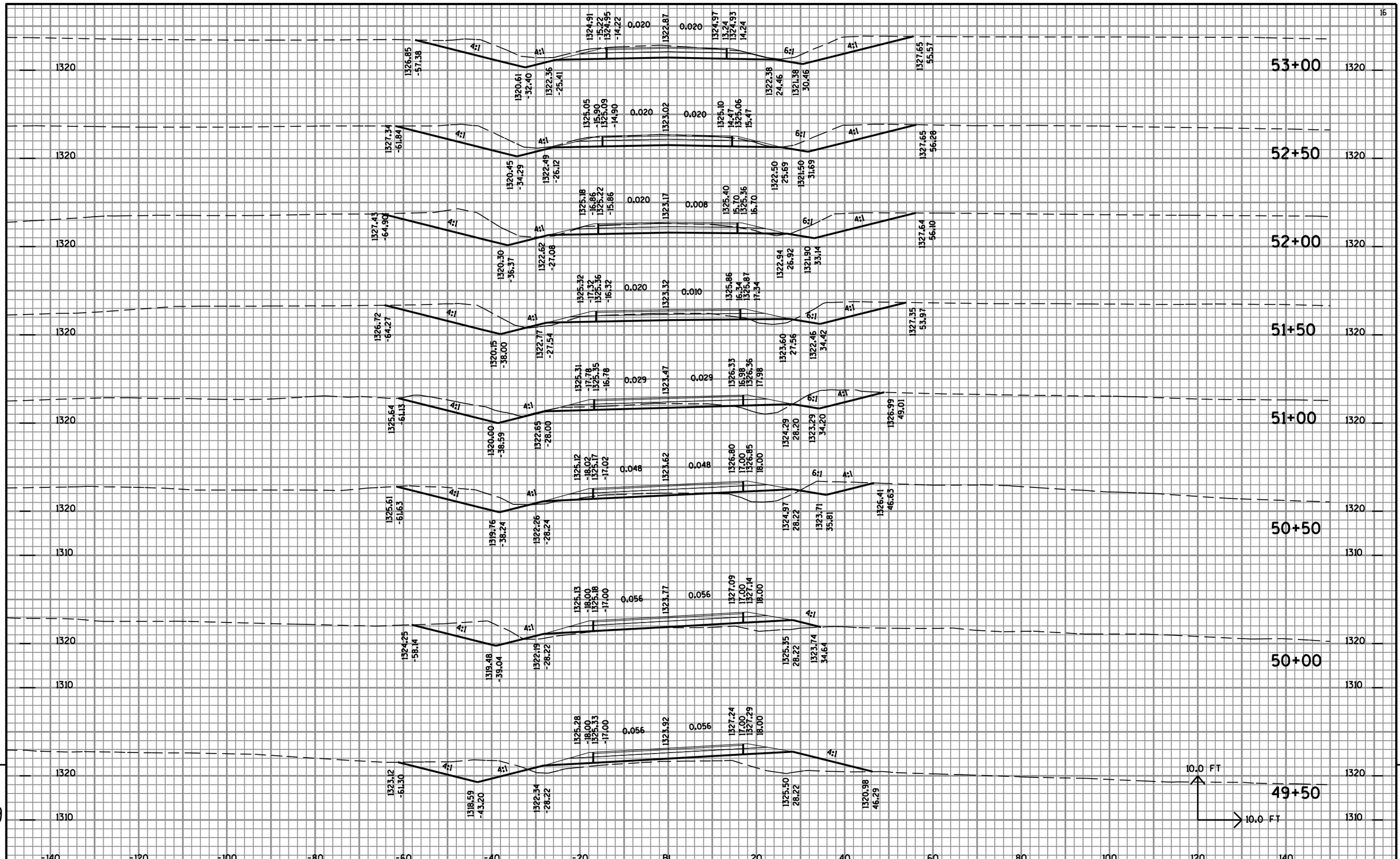
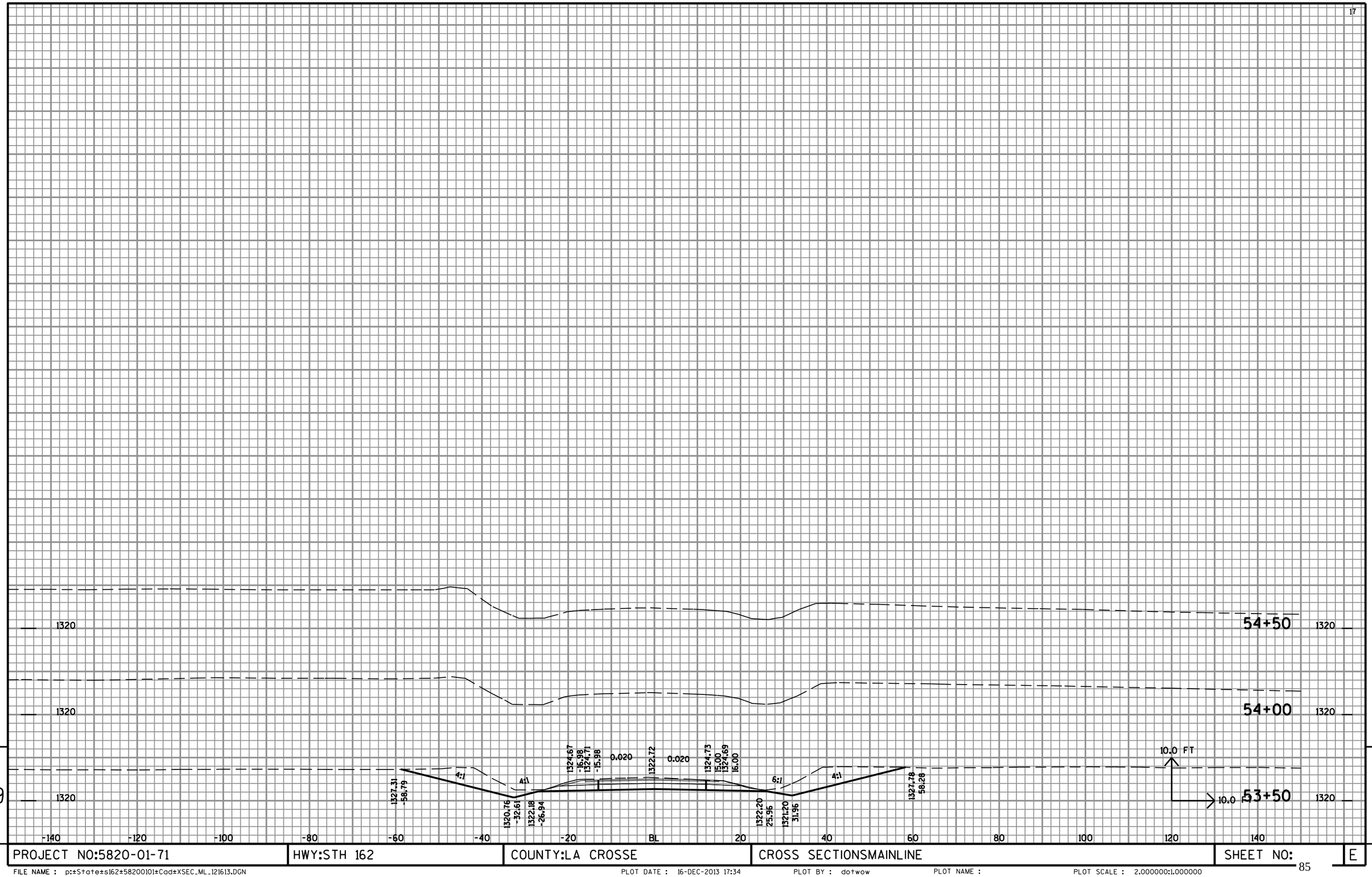
PROJECT NO:5820-01-71	HWY:STH 162	COUNTY:LA CROSSE	CROSS SECTIONSMAINLINE	SHEET NO:	E

FILE NAME : p:±State±s162±58200101±Cad±XSEC_ML_121613.DGN PLOT DATE : 16-DEC-2013 17:33 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 2.000000:1.000000



PROJECT NO:5820-01-71	HWY:STH 162	COUNTY:LA CROSSE	CROSS SECTIONSMAINLINE	SHEET NO: E

FILE NAME : p:\State\s162\58200101\Cad\XSEC_ML_121613.DGN PLOT DATE : 16-DEC-2013 17:34 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 2.000000:1.000000



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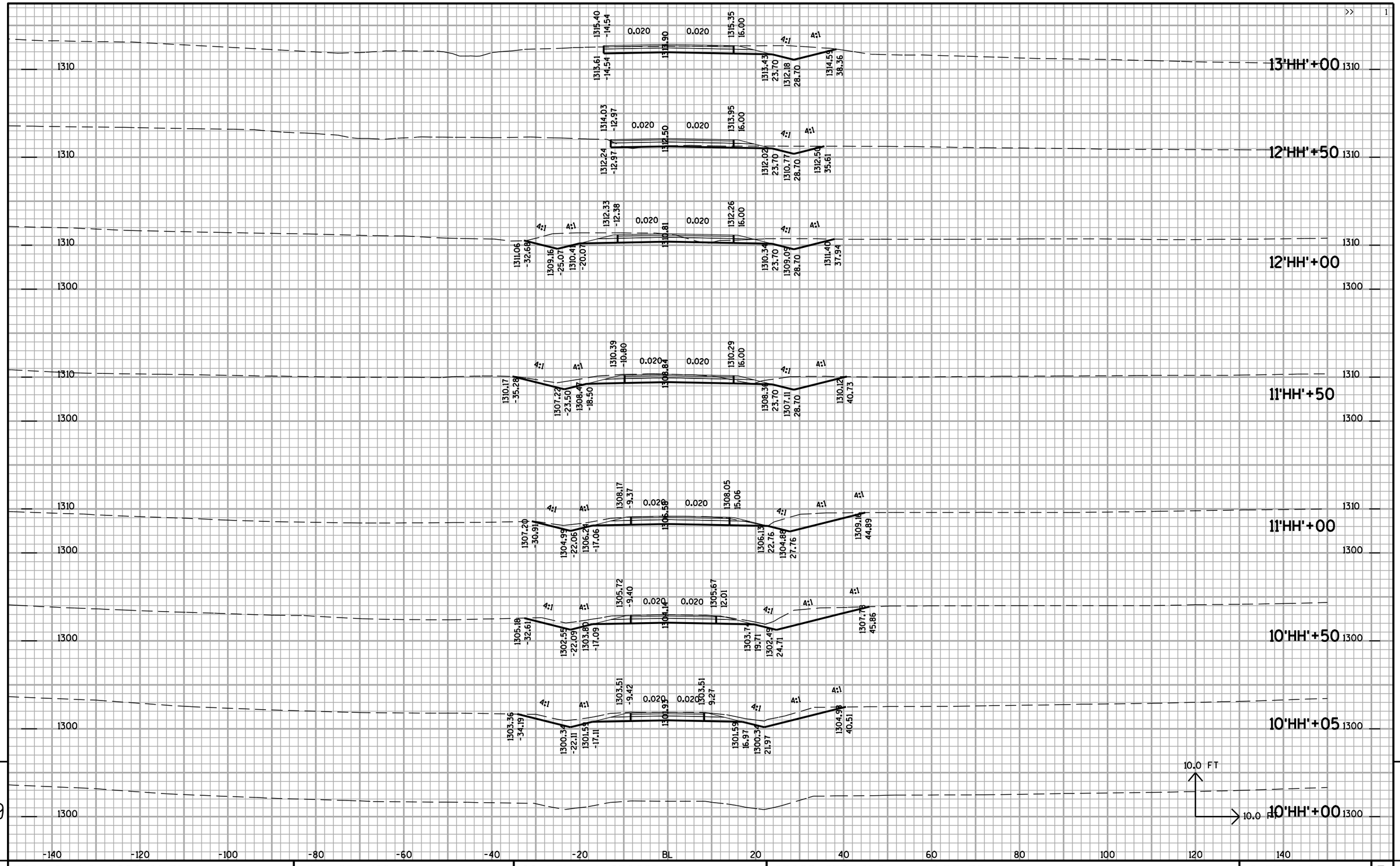
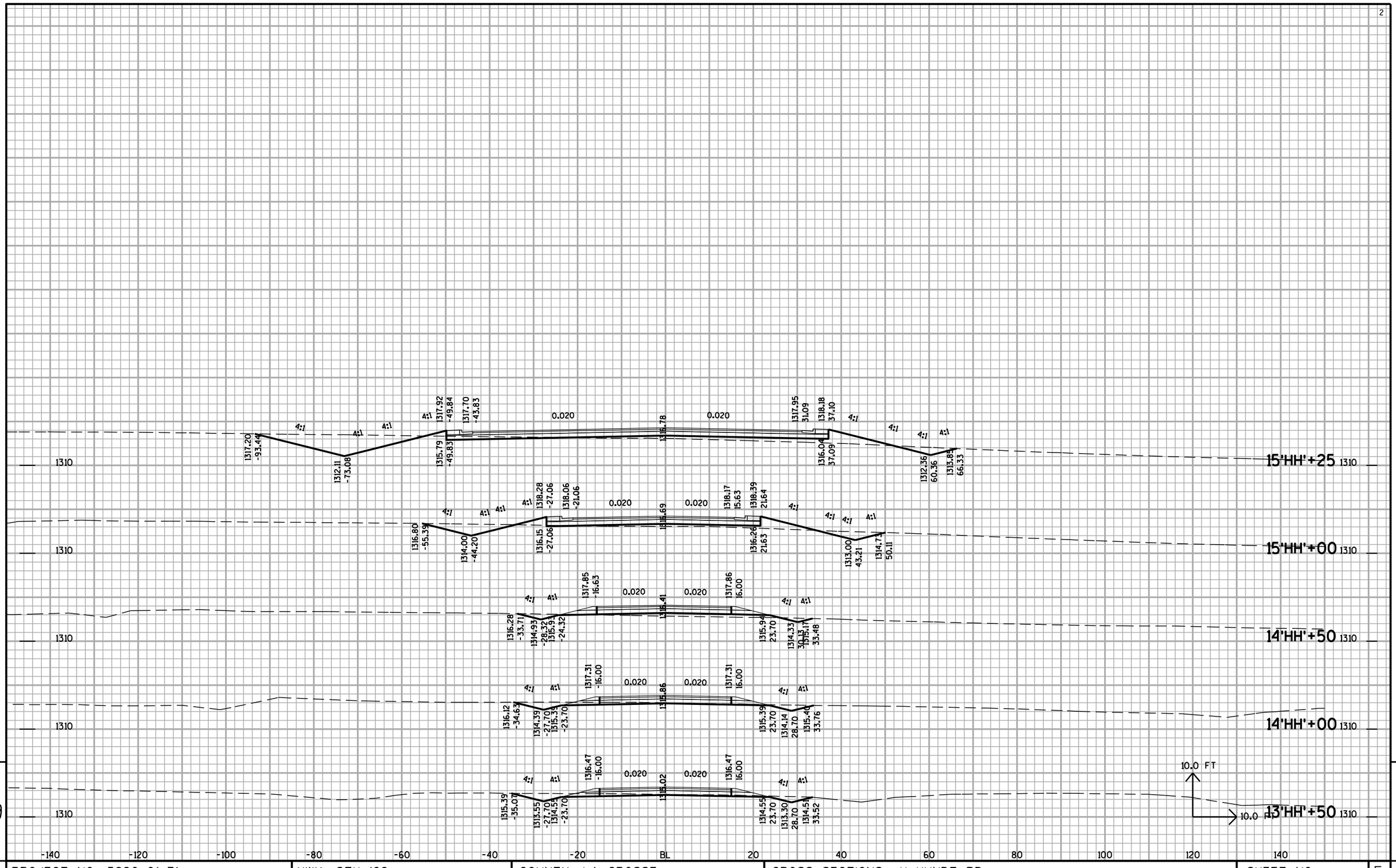
PROJECT NO:5820-01-71	HWY:STH 162	COUNTY:LA CROSSE	CROSS SECTIONSMAINLINE	SHEET NO:	E

FILE NAME : p:±State±s162±58200101±Cad±XSEC_ML_121613.DGN PLOT DATE : 16-DEC-2013 17:34 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 2.000000:1.000000



PROJECT NO: 5820-01-71	HWY: STH 162	COUNTY: LA CROSSE	CROSS SECTIONS H. HUNDT RD.	SHEET NO:	E

FILE NAME : p:±State±s162±58200101±Cad±XSEC_HUNDT.DGN PLOT DATE : 31-JUL-2013 15:03 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 2:1



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PROJECT NO: 5820-01-71	HWY: STH 162	COUNTY: LA CROSSE	CROSS SECTIONS H. HUNDT RD.	SHEET NO:	E

FILE NAME : p:±State±s162±58200101±Cad±XSEC_HUNDT.DGN PLOT DATE : 31-JUL-2013 15:03 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 2:1

40'0S'+00

39'0S'+75

39'0S'+74.900

39'0S'+50

39'0S'+25

39'0S'+00

1310
1300

1315.53
-13.60
0.020
1314.03
0.020
1315.54
13.94
1313.44
-23.81
1313.60
-21.29
1313.58
22.64
1312.57
26.69
1314.17
33.12

1315.28
-16.52
1315.33
14.57
1314.25
-37.80
1312.10
-29.21
1313.33
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1313.84
1313.37
23.27
1312.37
27.27
1314.18
34.52

1314.78
-32.40
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15.67
1313.36
-32.40
1314.01
1313.56
22.77
1312.42
27.30
1314.19
34.17

4:1

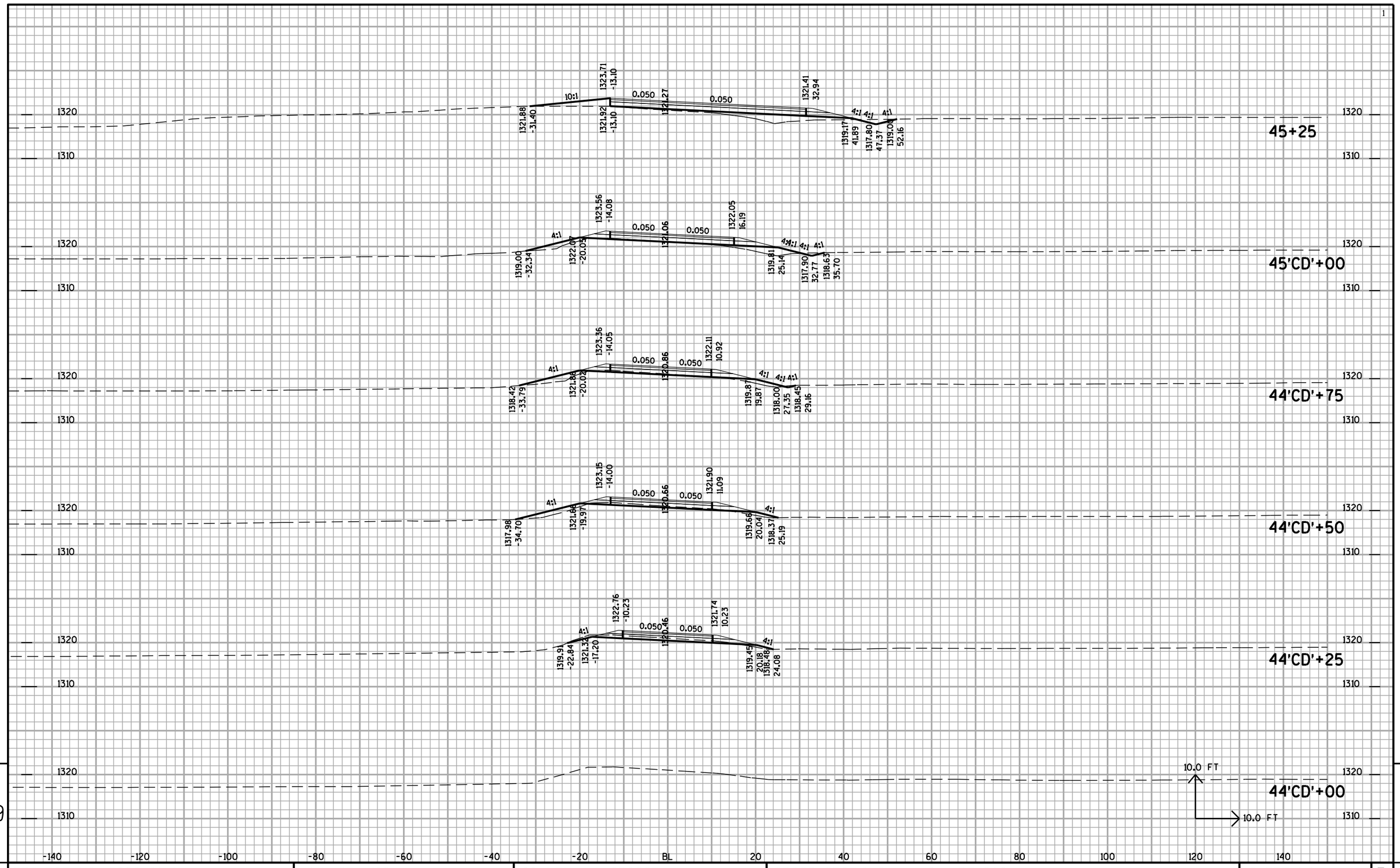
10.0 FT
10.0 FT

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

9

PROJECT NO: 5820-01-71	HWY: STH 162	COUNTY: LA CROSSE	CROSS SECTIONS OLD STH 162	SHEET NO:	E

FILE NAME : p:±State±s162±58200101±Cad±XSEC_OLD STH 162.DGN PLOT DATE : 31-JUL-2013 14:56 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 2:1



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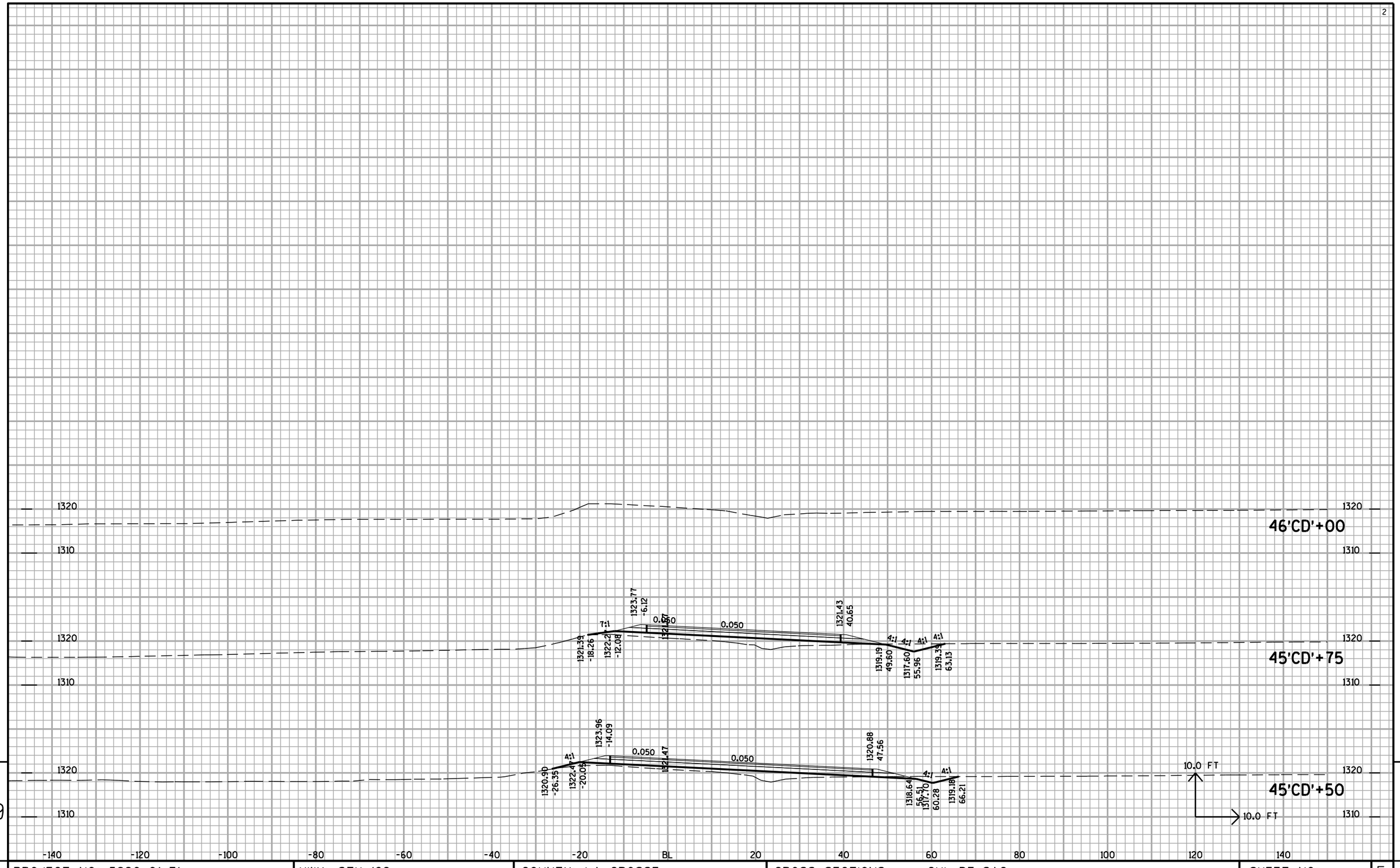
PROJECT NO: 5820-01-71	HWY: STH 162	COUNTY: LA CROSSE	CROSS SECTIONS CUL-DE-SAC	SHEET NO:	E

FILE NAME : p:±State±s162±58200101±Cad±XSEC_CUL DE SAC.DGN PLOT DATE : 31-JUL-2013 15:02 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 2:1



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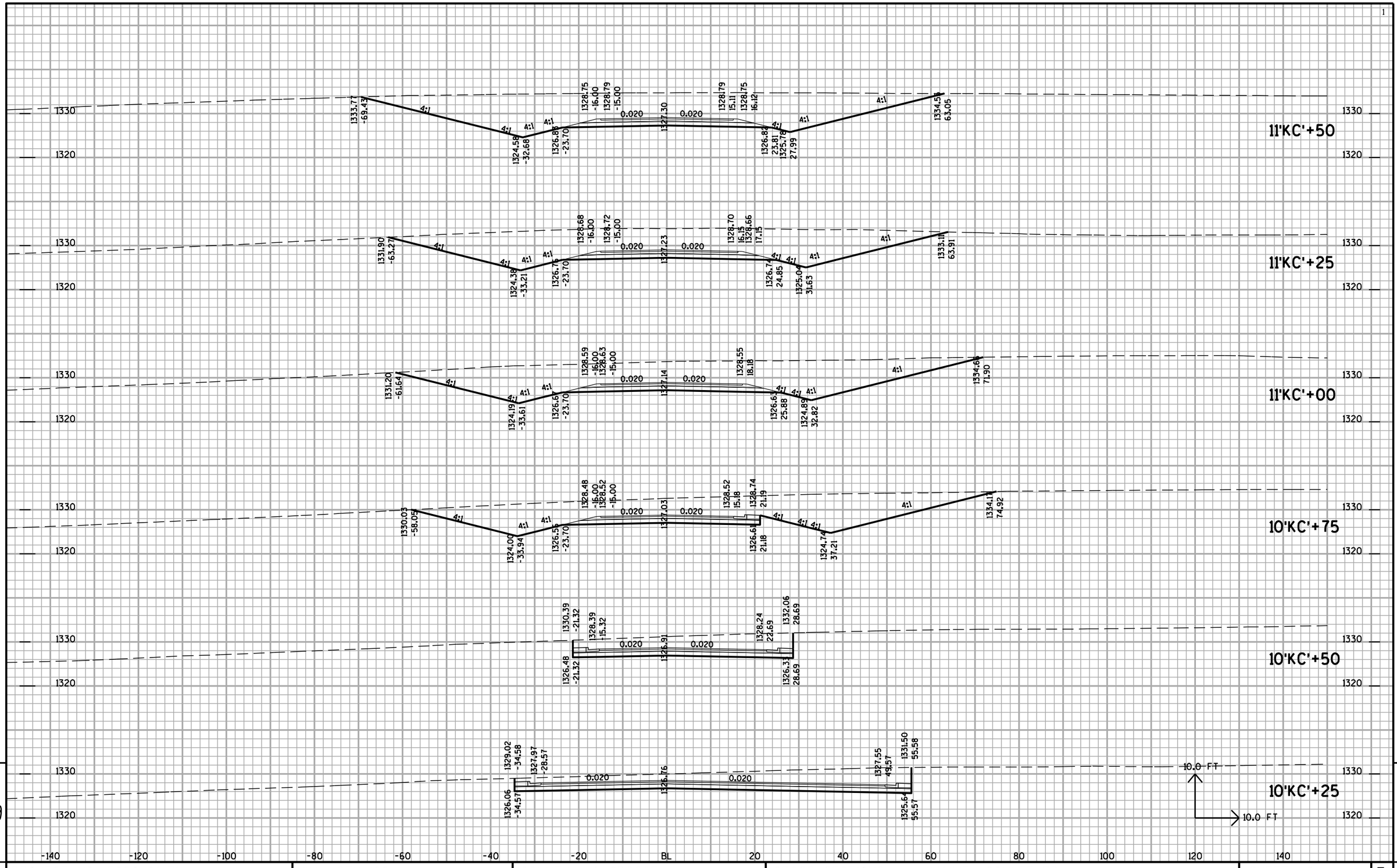
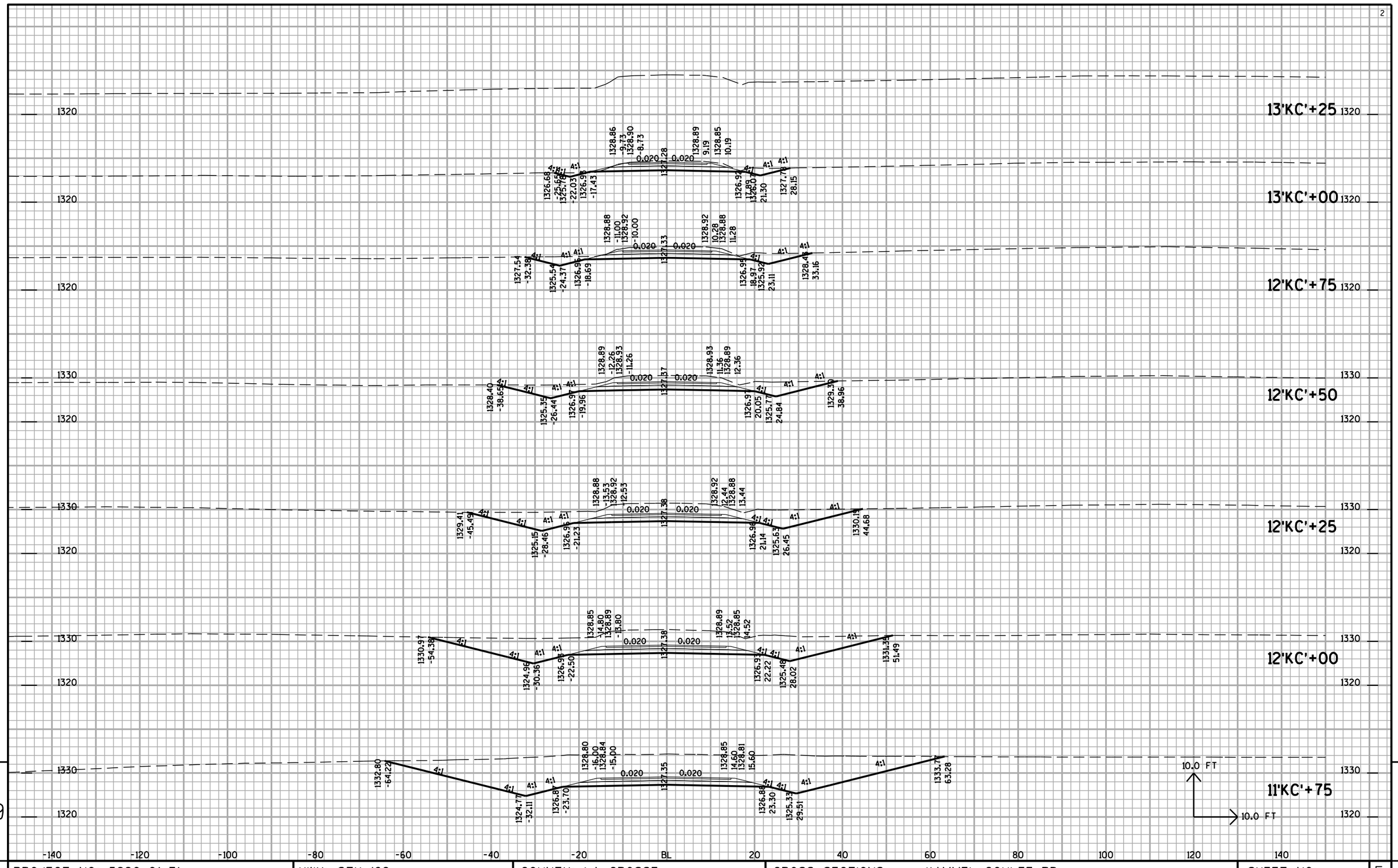
PROJECT NO: 5820-01-71	HWY: STH 162	COUNTY: LA CROSSE	CROSS SECTIONS CUL-DE-SAC	SHEET NO:	E

FILE NAME : p:±State±s162±58200101±Cad±XSEC_CUL DE SAC.DGN PLOT DATE : 31-JUL-2013 15:02 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 2:1



PROJECT NO: 5820-01-71	HWY: STH 162	COUNTY: LA CROSSE	CROSS SECTIONS KAMMEL COULEE RD.	SHEET NO: E

FILE NAME : p:±State±s162±58200101±Cad±XSEC_KAMMEL COULEE.DGN PLOT DATE : 31-JUL-2013 15:04 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 2:1



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PROJECT NO: 5820-01-71	HWY: STH 162	COUNTY: LA CROSSE	CROSS SECTIONS KAMMEL COULEE RD.	SHEET NO:	E

FILE NAME : p:±State±s162±58200101±Cad±XSEC_KAMMEL COULEE.DGN PLOT DATE : 31-JUL-2013 15:04 PLOT BY : dotwow PLOT NAME : PLOT SCALE : 2:1

Notes

Wisconsin Department of Transportation

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through innovation and exceptional service.

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