NWL

MAR 2016

PROJECT ID: 8837-00-70

WITH: N/A

COUNTY: BARRON

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control Plans)
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
Section No.	4	Right of Way Plat
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
~~Section No.~~	~~8~~	~~Structure Plans~~
Section No.	7	Sign Plates
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS = 308

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
8837-00-70	WISC 2016073	1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

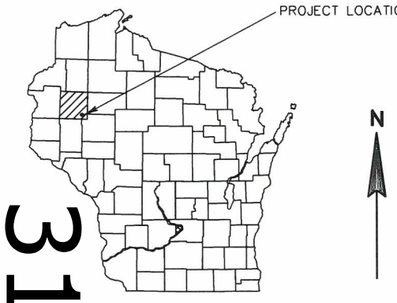
PLAN OF PROPOSED IMPROVEMENT

DALLAS - CHETEK

21 ¼ STREET TO CTH AA

CTH A

BARRON COUNTY



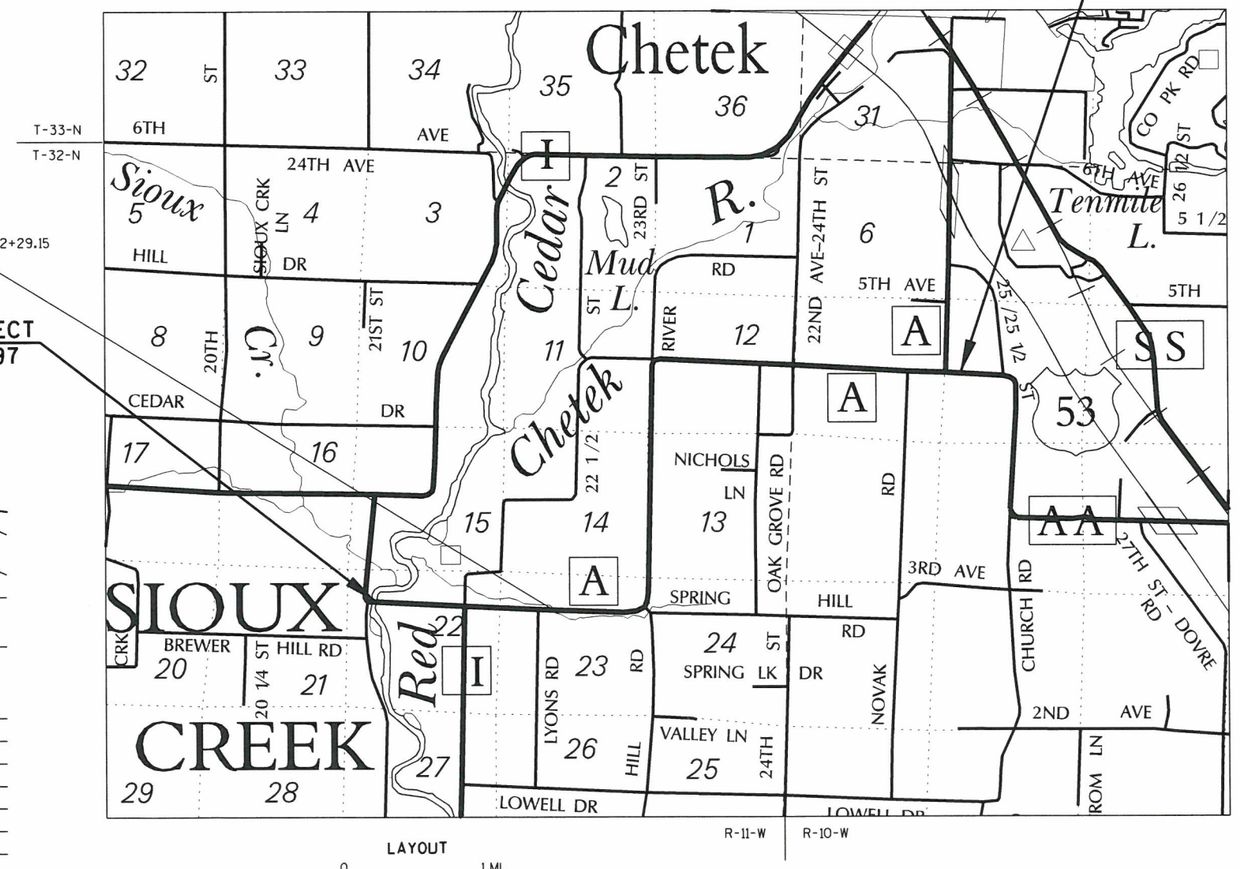
31

STATE PROJECT NUMBER
8837-00-70

END PROJECT
STA 357+61.81

NET EXCEPTION TO R
STA 132+02.48 TO STA 132+29.15
STRUCTURE B-3-152

BEGIN PROJECT
STA 68+01.97
Y = 41828.620
X = 338137.540



LAYOUT

SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 5.480 MI.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, BARRON COUNTY.

DESIGN DESIGNATION

A.A.D.T. (2016)	=	910
A.A.D.T. (2036)	=	1080
D.H.V. (2036)	=	140
D.D.	=	62/38
T.	=	32.4%
DESIGN SPEED	=	60 MPH
ESALS	=	919,800

CONVENTIONAL SYMBOLS

PLAN

- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE

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

UTILITIES

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

APPROVED FOR BARRON COUNTY

DATE: 10/8/15 (Signature)

ORIGINAL PLANS PREPARED BY

CORRE Structural Environmental Municipal Transportation
1802 WASHINGTON STREET EAU CLAIRE, WI 54703 (608)828-1911 www.correengineering.com

WISCONSIN KEVIN L. MEYER E-38809-006 ELK MOUND WI PROFESSIONAL ENGINEER

DATE: 10/8/15 (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor: CWE / CORRE, INC.

Designer: CORRE, INC.

Management Consultant: KNIGHT E/A, INC.

APPROVED FOR THE DEPARTMENT

DATE: 10/28/15

Management Consultant Signature

E

2

STANDARD ABBREVIATIONS

ABUT	ABUTMENT
AGG	AGGREGATE
ASPH	ASPHALTIC
AVG	AVERAGE
AADT	ANNUAL AVERAGE DAILY TRAFFIC
BAD	BASE AGGREGATE DENSE
BK	BACK
BF	BACK FACE
BL or B/L	BASE LINE
BM	BENCH MARK
BLK	BLOCK
BR	BRIDGE
CL or C/L	CENTER LINE
CC	CENTER TO CENTER
CH	CHORD
CH BRG	CHORD BEARING
CONC	CONCRETE
CO	COUNTY
CTH	COUNTY TRUNK HIGHWAY
CR	CREEK
CR	CRUSHED
CABC	CRUSHED AGGREGATE BASE COURSE
CY or CUYD	CUBIC YARD
CP	CULVERT PIPE
C&G	CURB AND GUTTER
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DIA	DIAMETER
DWY	DRIVEWAY
E	EAST
EB	EASTBOUND
ELEC	ELECTRIC
EL or ELEV	ELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC	EXCAVATION
EBS	EXCAVATION BELOW SUBGRADE
EXP	EXPANSION
FF	FACE TO FACE OR FRONT FACE
FE	FIELD ENTRANCE
FG	FINISH GRADE
FAB	FLASHING ARROW BOARD
FL or F/L Flow	FLOW LINE
FT	FOOT
FTG	FOOTING
FTMS	FREEWAY TRAFFIC MANAGEMENT SYSTEM
HT	HEIGHT
HES	HIGH EARLY STRENGTH
CWT	HUNDREDWEIGHT
IP	IRON PIPE OR PIN
LT	LEFT
LIN FT or LF	LINEAR FOOT
LS	LUMP SUM
MH	MANHOLE
ML or M/L	MATCH LINE
MB	MESSAGE BOARD
NOM	NOMINAL
N	NORTH
NB	NORTHBOUND
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PCC	PORTLAND CEMENT CONCRETE
PE	PRIVATE ENTRANCE
R	RADIUS
RL or R/L	REFERENCE LINE
RT	RIGHT
R/W	RIGHT-OF-WAY
RD	ROAD
SHLDR	SHOULDER
SW	SIDEWALK
S	SOUTH
SB	SOUTHBOUND
SPECS	SPECIFICATIONS
SF or SQ FT	SQUARE FEET
SY of SQ YD	SQUARE YARD
SDD	STANDARD DETAIL DRAWINGS
STH	STATE TRUNK HIGHWAYS
STA	STATION
SE	SUPERELEVATION
TEL	TELEPHONE
UG	UNDERGROUND
VC	VERTICAL CURVE
VPI	VERTICAL POINT OF INTERSECTION
W	WEST
WB	WESTBOUND

UTILITY CONTACTS

JEFF NELSON
BARRON ELECTRIC COOPERATIVE - ELECTRICITY
1434 N. STH 25
P.O. BOX 40
BARRON, WI 54812

(715) 537-3171
dsloan@barronelectric.com

PAT MC MANUS
MOSAIC TELECOM AS
CHIBARDUN TELEPHONE COOPERATIVE, INC. - COMMUNICATION LINE
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P.O. BOX 664
CAMERON, WI 54822

(715) 458-5400
pmcmanus@mosaictelecom.com

DARRELL DOUGHTY
CITIZENS TELEPHONE COOPERATIVE INC - COMMUNICATION LINE
328 W MAIN ST
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NEW AUBURN, WI 54757

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stacey.raether@xcelenergy.com

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(612) 390-1092 CELL
marie.daudt@nngco.com

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

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kmeyer@correinc.com

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AMY CRONK
810 W MAPLE STREET
SPOONER, WI 54801
(715) 635-4229
amycronk@wisconsin.gov

COUNTY SURVEYOR CONTACT

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335 E. MONROE AVE., RM. #2401
BARRON, WI 54812
715-537-6824
mark.netterlund@co.barron.wi.us

ORDER OF SECTION 2 SHEETS

PROJECT OVERVIEW
TYPICAL SECTIONS
SUPERELEVATION DETAILS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
EROSION CONTROL
SIGNING AND PAVEMENT MARKING
TRAFFIC CONTROL / DETOUR PLANS
ALIGNMENT DIAGRAM

GENERAL NOTES

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO NAVD 88.

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

THE LOCATION 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.

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

CURVE DATA IS BASED ON THE ARC DEFINITION.

THE STATION REFERRING TO THE CENTERLINE OF THE DRIVEWAY DESIGN WAS ESTABLISHED FROM THE EDGE OF THE PAVED SHOULDER.

BEARINGS SHOWN ON THE PLANS ARE GRID BEARINGS TO THE NEAREST SECOND.

THE LOCATION OF ALL DRIVEWAYS WILL BE DETERMINED BY THE ENGINEER.

A VERTICAL SAWCUT SHALL BE MADE THROUGH EXISTING DRIVEWAYS AND PAVEMENTS AT REMOVAL LIMITS.

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.

3.75-INCH HMA TYPE E-0.3 SHALL BE CONSTRUCTED WITH A 1.75-INCH UPPER LAYER WITH NOMINAL AGGREGATE SIZE 12.5mm AND A 2.0-INCH LOWER LAYER WITH NOMINAL AGGREGATE SIZE 12.5mm.

6.25-INCH HMA TYPE E-1 SHALL BE CONSTRUCTED WITH A 1.75-INCH UPPER LAYER WITH NOMINAL AGGREGATE SIZE 12.5mm, A 2.0-INCH MIDDLE LAYER WITH NOMINAL AGGREGATE SIZE 12.5mm AND A 2.5-INCH LOWER LAYER WITH NOMINAL AGGREGATE SIZE 19.0mm.

SILT FENCE IS TO BE PLACED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER, AND IN PLACE PRIOR TO REMOVALS.

UTILITY REFERENCE LINES ON THE CROSS SECTIONS ARE FOR HORIZONTAL REFERENCE ONLY.

EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS, EXACT LOCATIONS WILL BE DETERMINED BY THE E.C.I.P AND APPROVED BY THE ENGINEER IN THE FIELD

SEEDING MIXTURE NO.40 SHALL BE USED TO RESTORE AREAS ADJACENT TO MOWED LAWN AREAS. LOCATION TO BE DETERMINED BY THE ENGINEER.

THE COUNTY SURVEYOR WILL REPLACE ANY SECTION CORNERS OR SECTION CORNER TIE MONUMENTS LOCATED WITHIN THE PROJECT LIMITS AND DISTURBED BY CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL COORDINATE MONUMENT PRESERVATION AND REPLACEMENT WITH THE COUNTY SURVEYOR.

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 66.11 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 66.19 ACRES

2

RED CEDAR RIVER

TOWN OF SIOUX CREEK

MATCH LINE STA 210+00

PI: 199+88.81

CTH A / CTH I

BP: 64+55.62

STRUCTURE
B-3-76
TO REMAIN

21 1/4 ST / W RIVER RD

CTH I

21 3/4 ST

PI: 100+00.00

PI: 113+25.08

STRUCTURE B-3-152 TO REMAIN
NET EXCEPTION TO ℄
STA 132+02.48 TO STA 132+29.15

PT: 173+83.12

PC: 152+88.33

TILLER CREEK

CTH A

22 1/4 ST

23RD ST

BEGIN PROJECT
8837-00-70
STA 68+01.97

TOWN OF SIOUX CREEK

N

23RD ST

4 1/2 AVE

PC: 239+21.46

PI: 226+29.95

CTH A

TOWN OF SIOUX CREEK

PT: 260+32.16

PI: 273+25.69

23 3/4 ST

24TH ST

PI: 298+44.43

24TH ST

CTH A

TOWN OF DOVRE

PI: 326+75.29

24 3/4 ST

25TH ST/CTH A
PI: 353+36.81

EP: 358+34.71

CTH AA

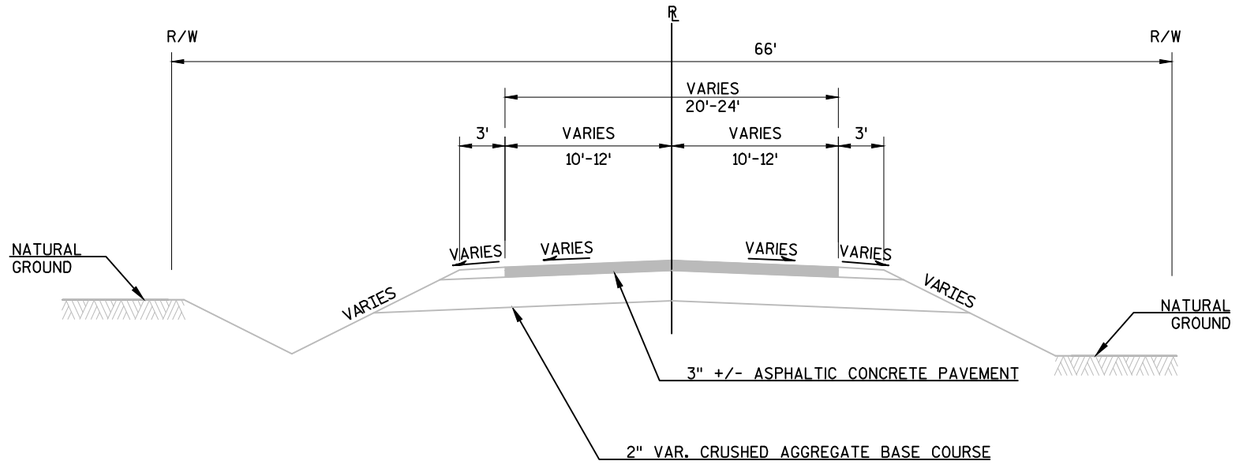
TOWN OF DOVRE

END PROJECT
8837-00-70
STA 357+61.81

MATCH LINE STA 210+00

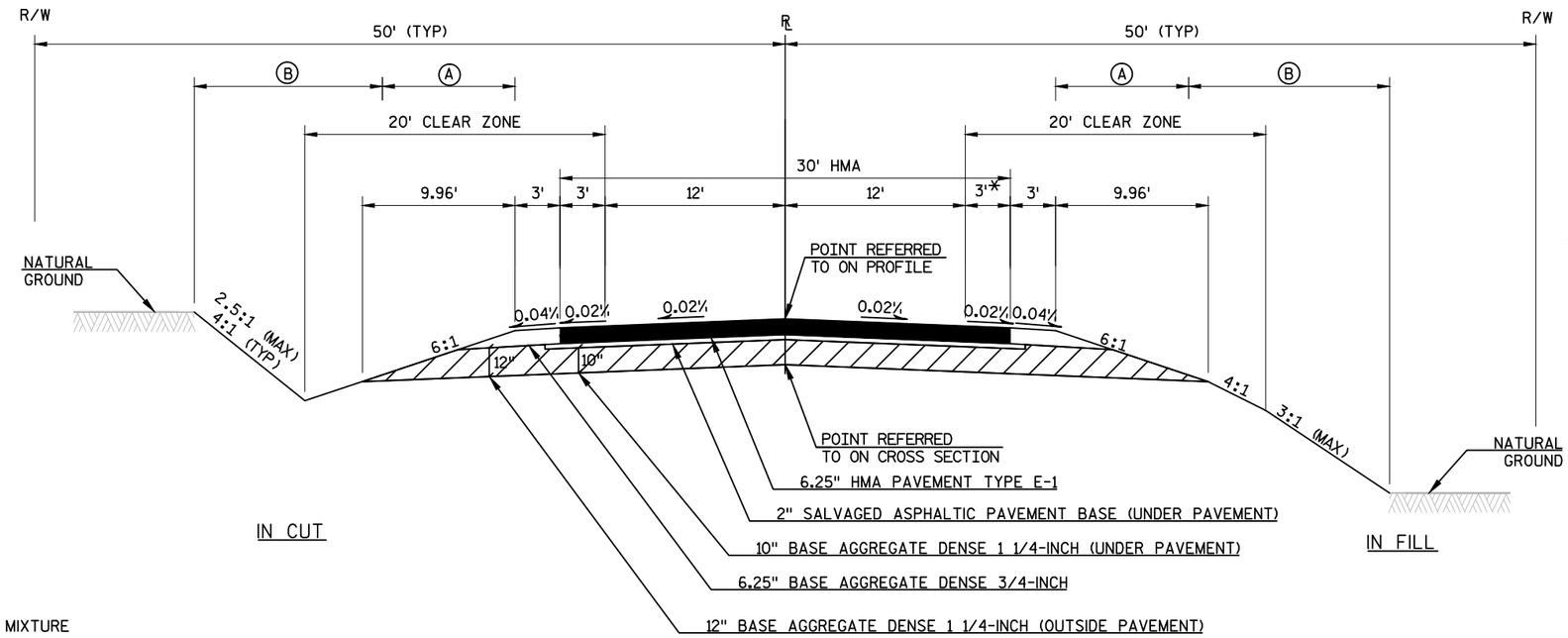
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PROJECT OVERVIEW: CTH A	SCALE, FEET 0 500 1000	SHEET 3	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\020201_PO.DWG PLOT DATE : 10/16/2015 2:40 PM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:1000 FT



TYPICAL EXISTING SECTION - CTH A

STA 68+02 - STA 357+62



*STA 351+86.81 TO STA 354+.36.81
PAVE 15' SHOULDER TO ACCOMODATE
BYPASS LANE.

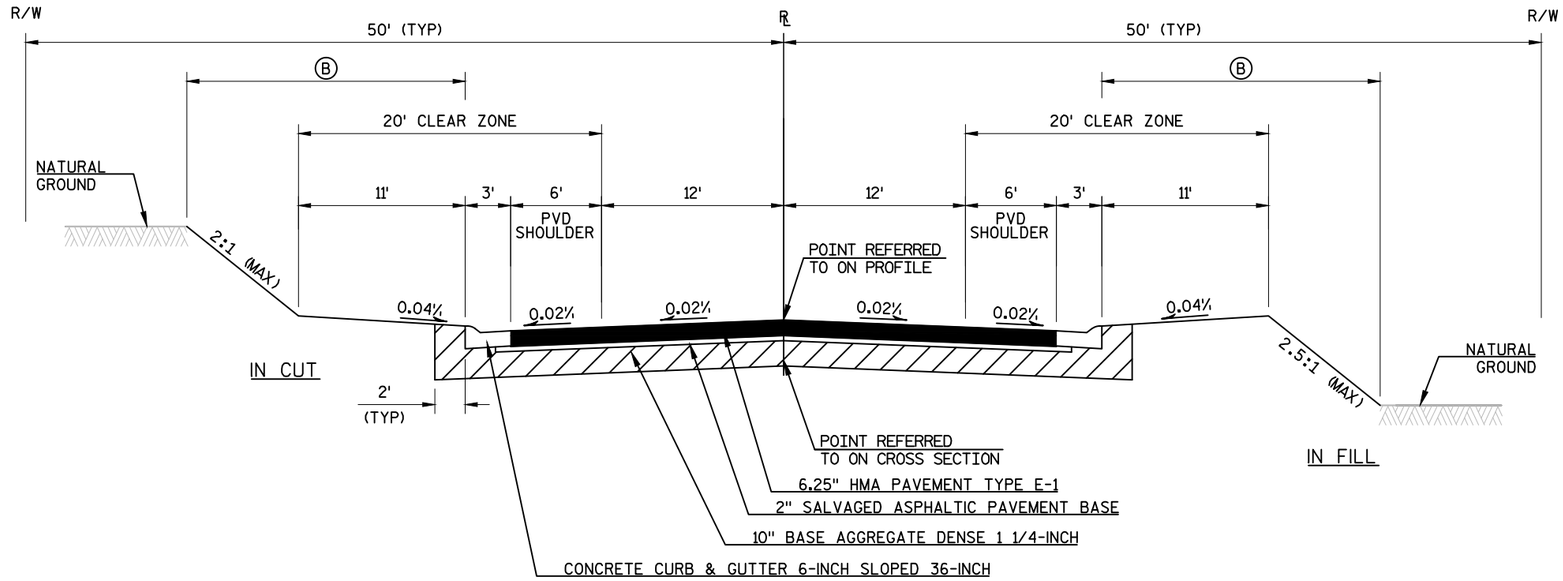
Ⓐ FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; SEEDING TEMPORARY

Ⓑ SALVAGED TOPSOIL; MULCHING; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; SEEDING TEMPORARY

TYPICAL FINISHED SECTION - CTH A, CTH AA

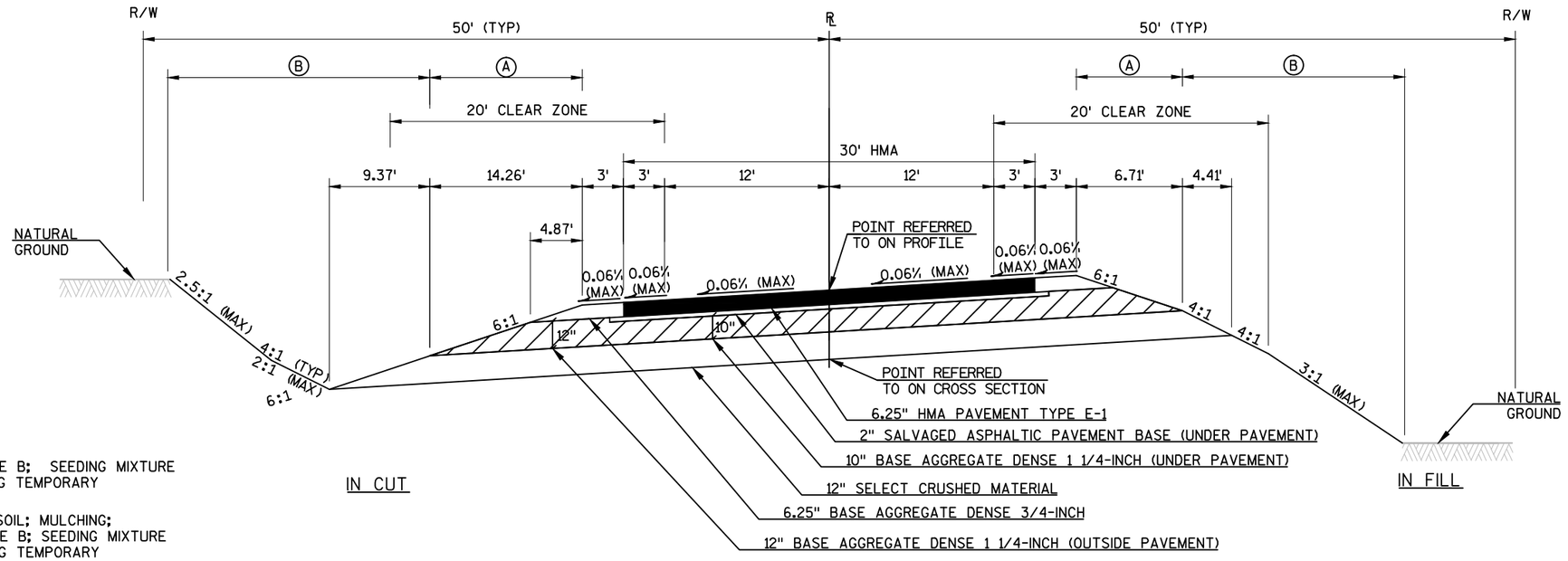
STA 68+02 - STA 132+02 / STA 132+29 - STA 150+75
STA 175+96 - STA 176+46
STA 176+46 - STA 180+75 (RT ONLY)
STA 180+75 - STA 196+00
STA 202+00 - STA 221+00
STA 227+00 - STA 237+08
STA 262+45 - STA 339+00
STA 343+75 - STA 357+62

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	TYPICAL SECTIONS: CTH A SCALE, FEET 0 5 10	SHEET 4	E



TYPICAL FINISHED SECTION - CTH A

STA 176+46 - STA 180+75 (LT ONLY)
STA 196+00 - STA 202+00
STA 221+00 - STA 227+00
STA 339+00 - STA 343+75



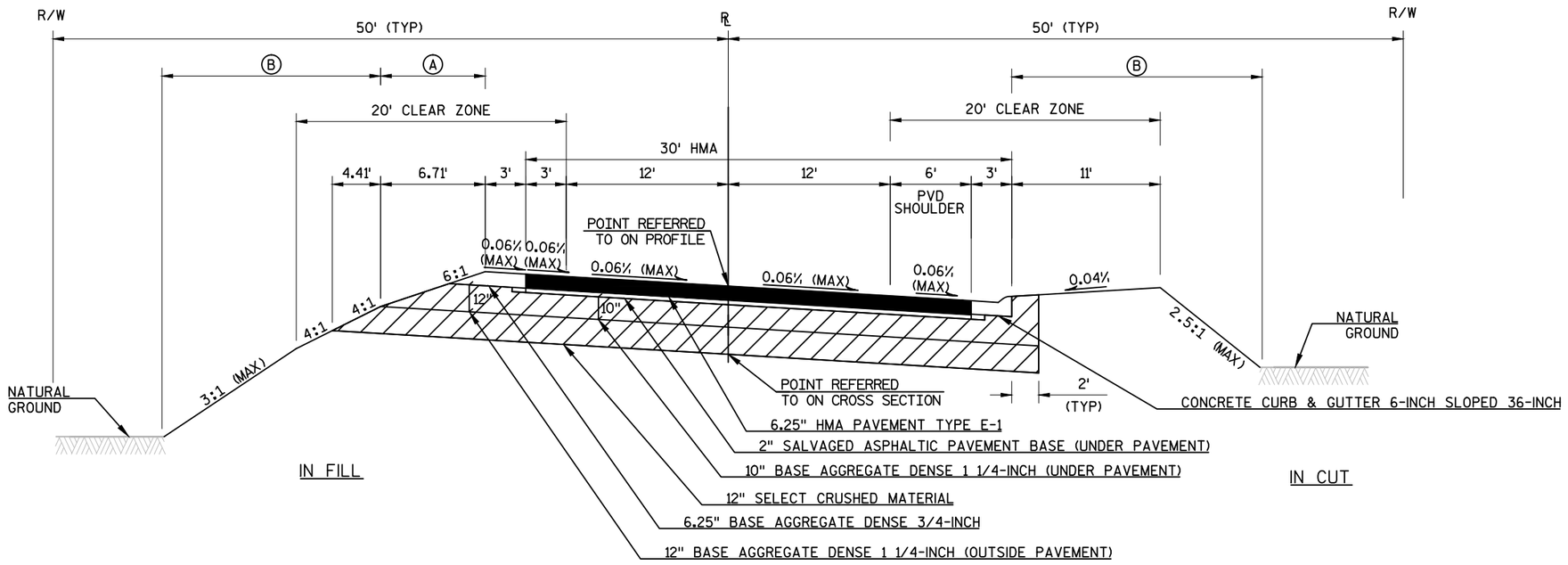
Ⓐ FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; SEEDING TEMPORARY

Ⓑ SALVAGED TOPSOIL; MULCHING; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; SEEDING TEMPORARY

TYPICAL SUPERELEVATED FINISHED SECTION - CTH A

STA 150+75 - STA 175+96
STA 237+08 - STA 259+75
STA 262+00 - STA 262+45

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	TYPICAL SECTIONS: CTH A SCALE, FEET 0 5 10	SHEET 5	E



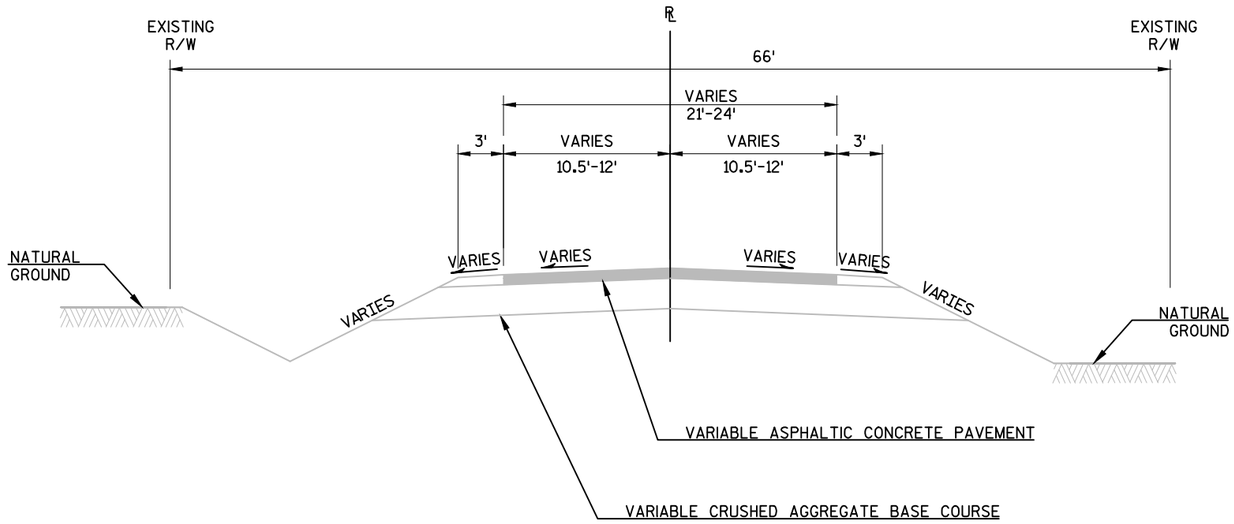
Ⓐ FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; SEEDING TEMPORARY

Ⓑ SALVAGED TOPSOIL; MULCHING; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; SEEDING TEMPORARY

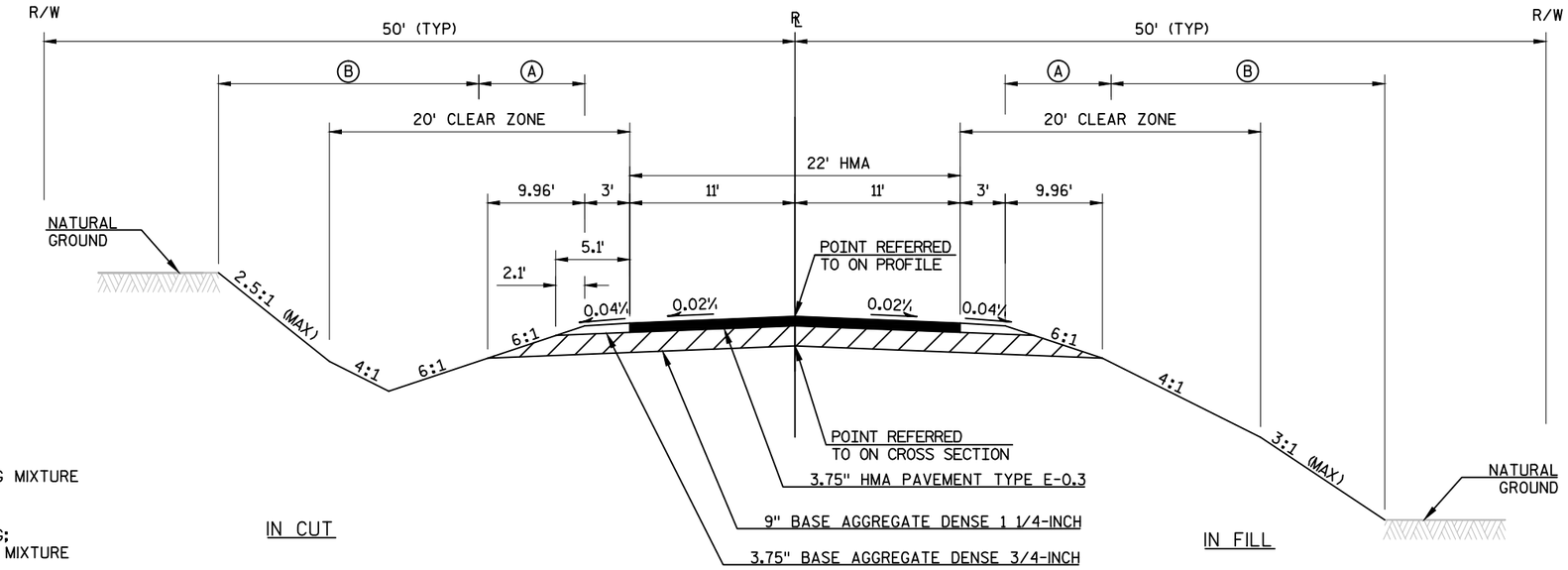
TYPICAL SUPERELEVATED FINISHED SECTION - CTH A

STA 259+75 - STA 262+00

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	TYPICAL SECTIONS: CTH A SCALE, FEET 0 5 10	SHEET 6	E



TYPICAL EXISTING SECTION - SIDE ROADS



Ⓐ FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; SEEDING TEMPORARY

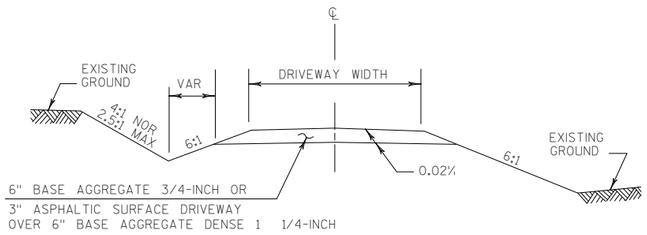
Ⓑ SALVAGED TOPSOIL; MULCHING; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; SEEDING TEMPORARY

TYPICAL FINISHED SECTION - SIDE ROADS

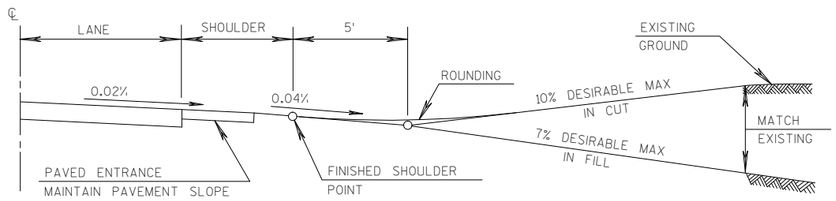
CTH I	23 STREET	24 STREET
21¼ STREET	4½ AVENUE	24¾ STREET
22¼ STREET	23¾ STREET	

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	TYPICAL SECTIONS: CTH A	SCALE, FEET 0 5 10	SHEET 7	E

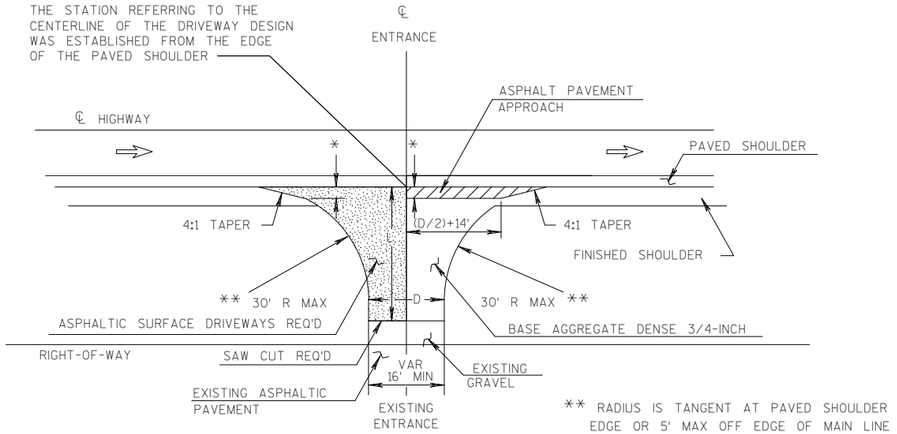
SUPERELEVATION CURVE	START STATION	END STATION	LENGTH	LEFT OUTSIDE SHOULDER	LEFT OUTSIDE LANE	RIGHT OUTSIDE LANE	RIGHT OUTSIDE SHOULDER
CURVE.1							
TRANSITION IN REGION	150+74.99'	153+41.66'	266.667'				
END NORMAL SHOULDER	150+74.99'			-4.00%	-2.00%	-2.00%	-4.00%
RUNOUT	151+28.32'	151+81.66'	53.333'				
END NORMAL CROWN	151+28.32'			-4.00%	-2.00%	-2.00%	-2.00%
LEVEL CROWN	151+81.66'			-4.00%	-2.00%	0.00%	0.00%
RUNOFF	151+81.66'	153+41.66'	160.000'				
LEVEL CROWN	151+81.66'			-4.00%	-2.00%	0.00%	0.00%
REVERSE CROWN	152+34.99'			-4.00%	-2.00%	2.00%	2.00%
LOW SHOULDER MATCH	152+88.32'			-4.00%	-4.00%	4.00%	4.00%
BEGIN CURVE	152+88.33'						
BEGIN FULL SUPER	153+41.66'			-6.00%	-6.00%	6.00%	6.00%
TRANSITION OUT REGION	173+29.80'	175+96.46'	266.667'				
RUNOFF	173+29.80'	174+89.80'	160.000'				
END FULL SUPER	173+29.80'			-6.00%	-6.00%	6.00%	6.00%
END CURVE	173+83.12'						
LOW SHOULDER MATCH	173+83.13'			-4.00%	-4.00%	4.00%	4.00%
REVERSE CROWN	174+36.46'			-4.00%	-2.00%	2.00%	2.00%
LEVEL CROWN	174+89.80'			-4.00%	-2.00%	0.00%	0.00%
RUNOUT	174+89.80'	175+43.13'	53.333'				
LEVEL CROWN	174+89.80'			-4.00%	-2.00%	0.00%	0.00%
BEGIN NORMAL CROWN	175+43.13'			-4.00%	-2.00%	-2.00%	-2.00%
BEGIN NORMAL SHOULDER	175+96.46'			-4.00%	-2.00%	-2.00%	-4.00%
CURVE.2							
TRANSITION IN REGION	237+08.13'	239+74.79'	266.667'				
END NORMAL SHOULDER	237+08.13'			-4.00%	-2.00%	-2.00%	-4.00%
RUNOUT	237+61.46'	238+14.79'	53.333'				
END NORMAL CROWN	237+61.46'			-2.00%	-2.00%	-2.00%	-4.00%
LEVEL CROWN	238+14.79'			0.00%	0.00%	-2.00%	-4.00%
RUNOFF	238+14.79'	239+74.79'	160.000'				
LEVEL CROWN	238+14.79'			0.00%	0.00%	-2.00%	-4.00%
REVERSE CROWN	238+68.13'			2.00%	2.00%	-2.00%	-4.00%
LOW SHOULDER MATCH	239+21.46'			4.00%	4.00%	-4.00%	-4.00%
BEGIN CURVE	239+21.46'						
BEGIN FULL SUPER	239+74.79'			6.00%	6.00%	-6.00%	-6.00%
TRANSITION OUT REGION	259+78.84'	262+45.50'	266.667'				
RUNOFF	259+78.84'	261+38.84'	160.000'				
END FULL SUPER	259+78.84'			6.00%	6.00%	-6.00%	-6.00%
END CURVE	260+32.16'						
LOW SHOULDER MATCH	260+32.17'			4.00%	4.00%	-4.00%	-4.00%
REVERSE CROWN	260+85.50'			2.00%	2.00%	-2.00%	-4.00%
LEVEL CROWN	261+38.84'			0.00%	0.00%	-2.00%	-4.00%
RUNOUT	261+38.84'	261+92.17'	53.333'				
LEVEL CROWN	261+38.84'			0.00%	0.00%	-2.00%	-4.00%
BEGIN NORMAL CROWN	261+92.17'			-2.00%	-2.00%	-2.00%	-4.00%
BEGIN NORMAL SHOULDER	262+45.50'			-4.00%	-2.00%	-2.00%	-4.00%



TYPICAL CROSS SECTION



PROFILE VIEW



L=VARIABLE, EXACT LENGTH TO BE DETERMINED IN THE FIELD BY THE ENGINEER. BLEND BACK ON THE ENTRANCE FAR ENOUGH TO GET A SMOOTH PROFILE.

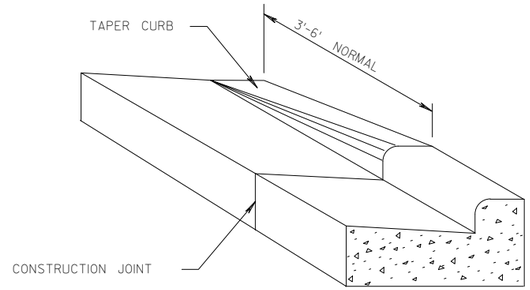
D=DRIVEWAY WIDTH
D=20'TYP (PE's & FE's) (16'MIN-24'MAX)

** RADIUS IS TANGENT AT PAVED SHOULDER EDGE OR 5' MAX OFF EDGE OF MAIN LINE PAVEMENT WHICH EVER IS LESS.

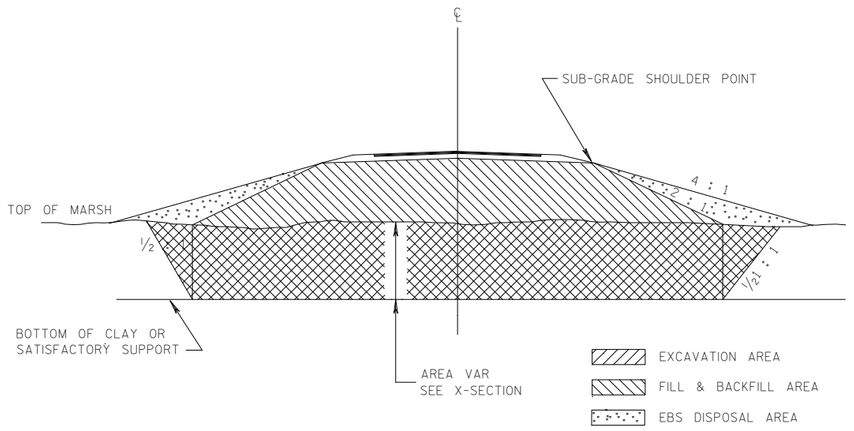
* 3' MAX OR TO FINISHED SHOULDER WHICH EVER IS LESS.

PLAN VIEW

RURAL DRIVEWAY INTERSECTION DETAIL (PE's, FE's & CE'S)

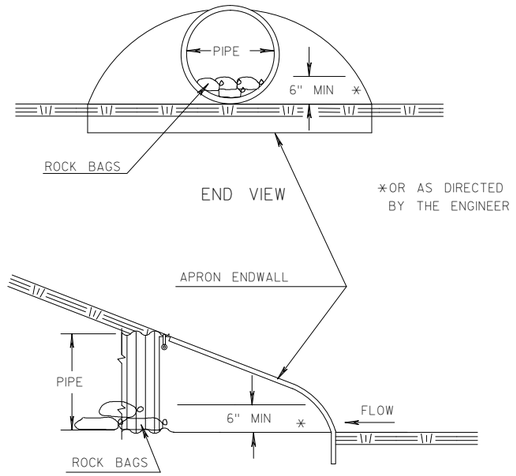


DETAIL OF CURB & GUTTER TERMINI

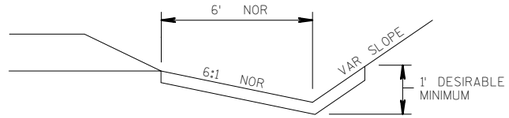


TYPICAL EXCAVATION BELOW SUBGRADE

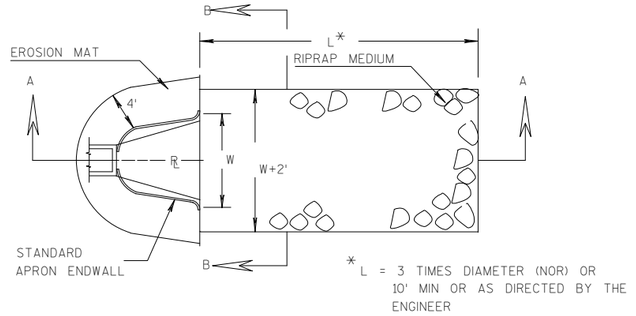
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CONSTRUCTION DETAILS: CTH A	SHEET 9	E

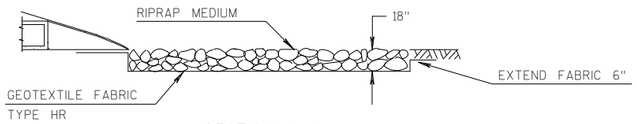


CULVERT PIPE CHECKS

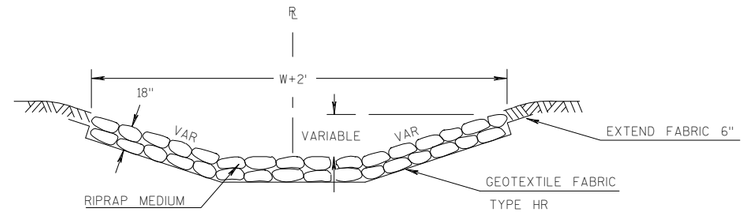


EROSION MAT DETAIL FOR DITCHES



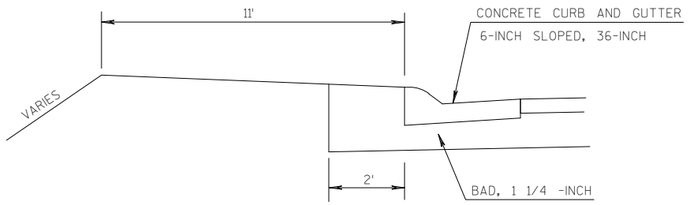


SECTION A-A

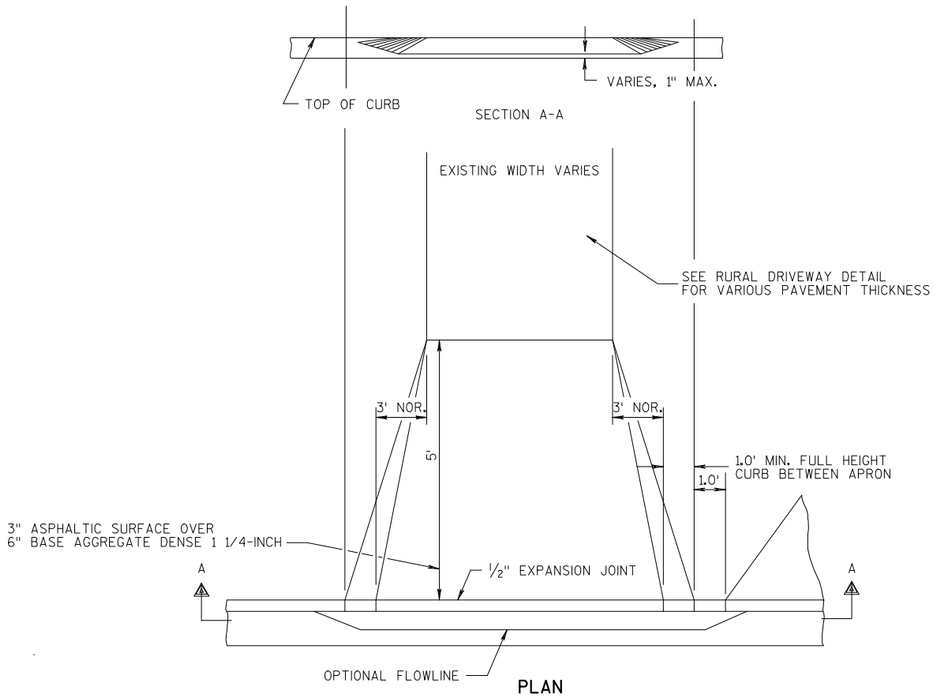


SECTION B-B

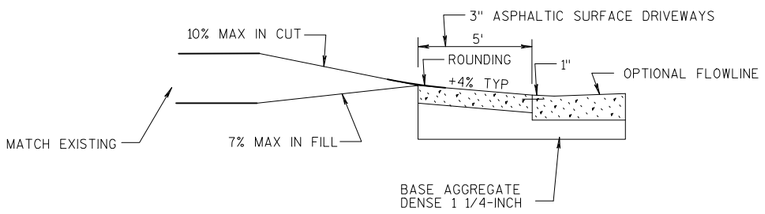
SOD, MEDIUM RIPRAP AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS



36-INCH CURB AND GUTTER AT INTERSECTIONS



PLAN

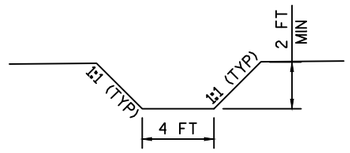


PROFILE

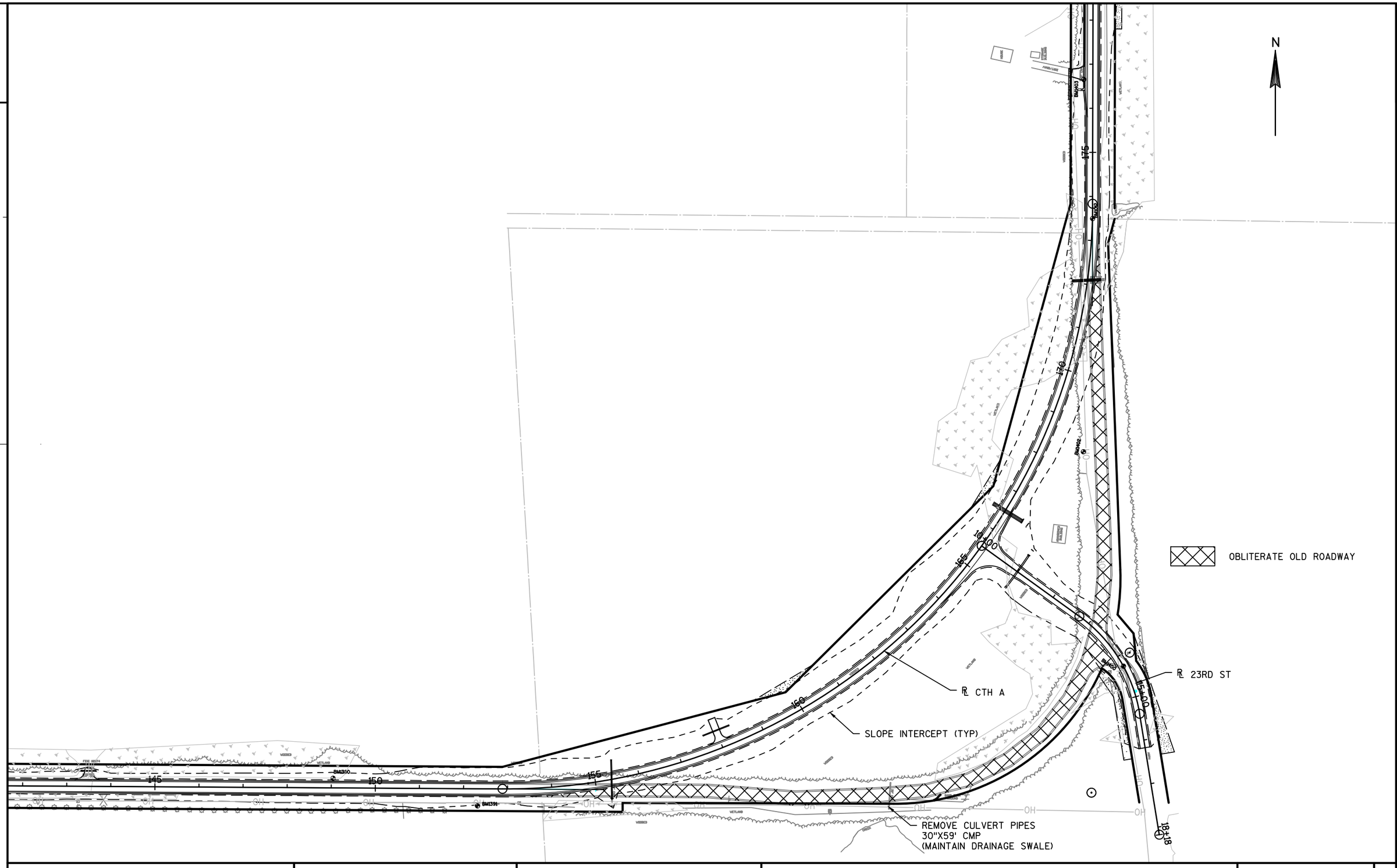
CURB AND GUTTER DRIVEWAY DETAIL

SOIL BORING LOCATIONS

APPROXIMATE STATION	HMA THICKNESS PER BORING (INCHES)	ADDITIONAL OVERLAY BY COUNTY (2014)	ASSUMED TOTAL THICKNESS (INCHES)
70+00	3.75	0	3.75
80+00	2.25	0	2.25
90+00	3.5	0	3.5
199+00	1.5	3.5	5
224+50	3.5	3.5	7
342+00	2	2	4



TILLER CREEK RELOCATION CONSTRUCTION DETAIL



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	SOUTH CURVE DETAIL: CTH A	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\021004_CD.DWG PLOT DATE : 7/30/2015 11:30 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1" = 200'_XREF
WISDOT/CADDS SHEET 42

2

N

℄ 23RD ST N

℄ 4 1/2 AVE

℄ CTH A

REMOVE CULVERT PIPES
2-48"X60' CMP
(MAINTAIN DRAINAGE SWALE)

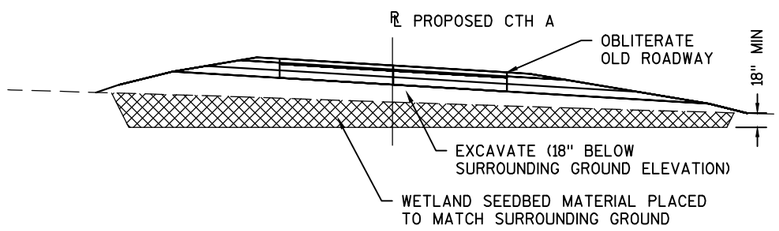
APPROXIMATE EARTHWORK QUANTITIES
FOR WETLAND RESTORATION (CUT=1300 CY).
FOR INFORMATION ONLY.

OBLITERATE OLD ROADWAY

WETLAND MITIGATION AREA

MARSH EXCAVATION AREA SEEDBED MATERIAL
(MATERIAL TO BE USED AS FILL IN WETLAND RESTORATION AREA)

SLOPE INTERCEPT (TYP)



WETLAND RESTORATION
SPV .0105.02

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	WETLAND MITIGATION: CTH A	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\021005_CD.DWG PLOT DATE : 10/23/2015 8:48 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1" = 200'_XREF
WISDOT/CADDS SHEET 42

AVIS HANSON

SUNSET LODGE, INC

SHERWIN J & CHERLY E NEWMAN

DEAN NEWMAN

GARY D & MARILYN A NEWMAN

JAMES R & DONNA MEACHAM

SUNSET LODGE, INC

PAVEMENT DETAIL LEGEND:

- AG01 BASE AGGREGATE DENSE 3/4-INCH, 6.25-INCH
- AG02 BASE AGGREGATE DENSE 3/4-INCH, 3.75-INCH
- AP01 HMA PAVEMENT TYPE E-1, 6.25-INCH
- AP02 HMA PAVEMENT TYPE E-0.3, 3.75-INCH
- CG36 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- PV01 ASPHALTIC FLUME

SLOPE INTERCEPT(TYP)

SLOPE INTERCEPT (TYP)

RW (TYP)

CTH A / 2 3/4 AVE

CTH I / 21 3/4 ST

21 3/4 ST

22 1/4 ST

99+00

100+00

101+00

102+00

125+00

126+00

127+00

128+00

PI: 100+00.00

9+00'II'

10+00'II'

11+00'II'

12+00'II'

9+00'BB'

10+00'BB'

3' TYP

CONSTRUCTION LIMIT
STA 8+86.75'II'

CONSTRUCTION LIMIT
STA 11+57.42'II'

CONSTRUCTION LIMIT
STA 8+73.69'BB'

TLE (TYP)

STA 100+00 CTH A=
STA 10+00'II' CTH I/21 3/4 ST=
STA 10+00'II' 21 3/4 ST

STA 126+60 CTH A=
STA 10+00'BB' 22 1/4 ST

POINT	STATION	OFFSET	ELEVATION	COMMENT
P101	98+83.25	12.0' LT	---	TAPER POINT
P102	99+03.19	15.0' LT	---	---
P103	99+43.25	18.0' LT	1032.98	END OF RADIUS
P104	10+59.66'II'	15.0' LT	1032.65	END OF RADIUS
P105	11+57.42'II'	10.6' LT	---	MATCH EXISTING
P106	11+57.42'II'	9.9' RT	---	MATCH EXISTING
P107	10+76.49'II'	15.0' RT	1032.70	END OF RADIUS
P108	100+73.43	18.0' LT	1033.62	END OF RADIUS
P109	101+18.43	15.0' LT	---	---
P110	101+63.43	12.0' LT	---	TAPER POINT
P111	101+25.77	12.0' RT	---	TAPER POINT
P112	101+05.77	15.0' RT	---	---
P113	100+65.77	18.0' RT	1033.56	END OF RADIUS
P114	9+31.27'II'	15.0' RT	1032.75	END OF RADIUS
P115	8+86.75'II'	13.1' RT	---	MATCH EXISTING
P116	8+86.75'II'	13.8' LT	---	MATCH EXISTING
P117	9+28.42'II'	15.0' LT	1032.65	END OF RADIUS
P118	99+31.49	18.0' RT	1032.95	END OF RADIUS
P119	99+86.49	15.0' RT	---	---
P120	98+41.49	12.0' RT	---	TAPER POINT
R100	99+43.25	58.0' LT	---	40.0' RADIUS
	10+52.85'II'	49.8' LT	---	40.0' RADIUS
R101	10+76.46'II'	75.0' RT	---	60.0' RADIUS
	100+73.43	78.0' LT	---	60.0' RADIUS
R102	100+65.77	68.0' RT	---	50.0' RADIUS
	9+31.23'II'	65.0' RT	---	50.0' RADIUS
R103	9+28.39'II'	70.0' LT	---	55.0' RADIUS
	99+31.49	73.0' RT	---	55.0' RADIUS
M100	---	---	1032.80	MIDPOINT
M101	---	---	1032.90	MIDPOINT
M102	---	---	1032.94	MIDPOINT
M103	---	---	1032.80	MIDPOINT

POINT	STATION	OFFSET	ELEVATION	COMMENT
P121	124+95.99	12.0' RT	---	TAPER POINT
P122	125+40.99	15.0' RT	---	---
P123	125+85.99	18.0' RT	1039.69	END OF RADIUS
P124	9+22.82'BB'	15.0' LT	1040.78	END OF RADIUS
P125	8+73.69'BB'	10.1' LT	---	MATCH EXISTING
P126	8+73.69'BB'	10.1' RT	---	MATCH EXISTING
P127	9+41.39'BB'	15.0' RT	1040.44	END OF RADIUS
P128	127+15.78	18.0' RT	1040.26	END OF RADIUS
P129	127+45.78	15.0' RT	---	---
P130	127+75.78	12.0' RT	---	TAPER POINT
R104	125+85.99	78.0' RT	---	60.0' RADIUS
	9+22.82'BB'	75.0' LT	---	60.0' RADIUS
R105	9+41.39'BB'	55.0' RT	---	40.0' RADIUS
	127+15.78	58.0' RT	---	40.0' RADIUS
M104	---	---	1039.60	MIDPOINT
M105	---	---	1039.89	MIDPOINT

SCALE, FEET 0 20 40

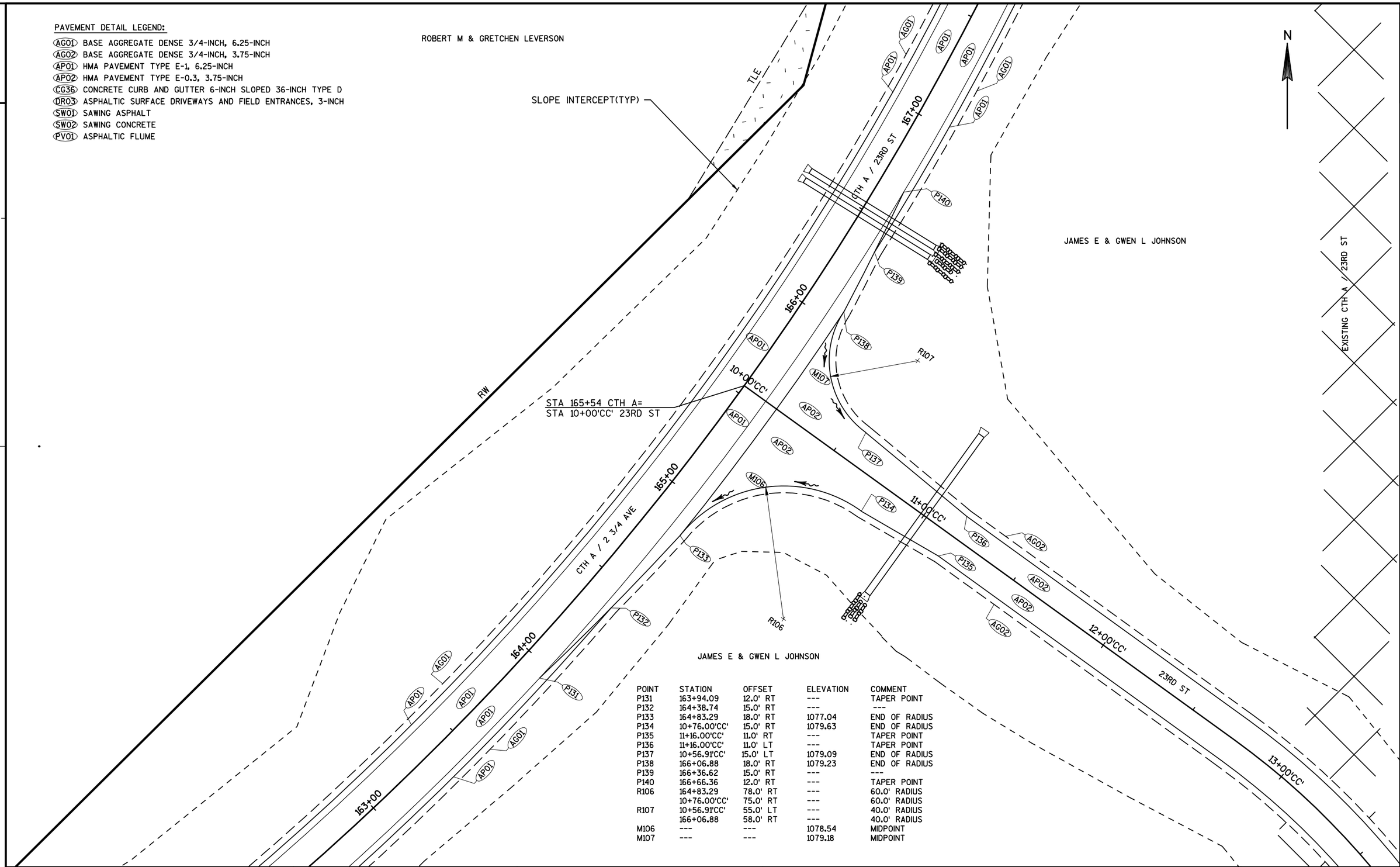
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	INTERSECTION DETAILS: CTH A	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\021101_ID.DWG PLOT DATE : 10/16/2015 3:01 PM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

PAVEMENT DETAIL LEGEND:

- (AG01) BASE AGGREGATE DENSE 3/4-INCH, 6.25-INCH
- (AG02) BASE AGGREGATE DENSE 3/4-INCH, 3.75-INCH
- (AP01) HMA PAVEMENT TYPE E-1, 6.25-INCH
- (AP02) HMA PAVEMENT TYPE E-0.3, 3.75-INCH
- (CG36) CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
- (DR03) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
- (SW01) SAWING ASPHALT
- (SW02) SAWING CONCRETE
- (PV01) ASPHALTIC FLUME



POINT	STATION	OFFSET	ELEVATION	COMMENT
P131	163+94.09	12.0' RT	---	TAPER POINT
P132	164+38.74	15.0' RT	---	---
P133	164+83.29	18.0' RT	1077.04	END OF RADIUS
P134	10+76.00'CC'	15.0' RT	1079.63	END OF RADIUS
P135	11+16.00'CC'	11.0' RT	---	TAPER POINT
P136	11+16.00'CC'	11.0' LT	---	TAPER POINT
P137	10+56.91'CC'	15.0' LT	1079.09	END OF RADIUS
P138	166+06.88	18.0' RT	1079.23	END OF RADIUS
P139	166+36.62	15.0' RT	---	---
P140	166+66.36	12.0' RT	---	TAPER POINT
R106	164+83.29	78.0' RT	---	60.0' RADIUS
	10+76.00'CC'	75.0' RT	---	60.0' RADIUS
R107	10+56.91'CC'	55.0' LT	---	40.0' RADIUS
	166+06.88	58.0' RT	---	40.0' RADIUS
M106	---	---	1078.54	MIDPOINT
M107	---	---	1079.18	MIDPOINT

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	INTERSECTION DETAILS: CTH A	SCALE, FEET 0 20 40	SHEET 15	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\021101_ID.DWG PLOT DATE : 10/16/2015 3:01 PM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

POINT	STATION	OFFSET	ELEVATION	COMMENT
P141	1+81.04'DD'	11.0' RT	---	---
P142	1+80.73'DD'	10.1' LT	---	TAPER POINT
P143	2+16.11'DD'	15.0' LT	1039.95	END OF RADIUS
P144	10+65.31'EE'	15.0' LT	1041.00	END OF RADIUS
P145	10+96.21'EE'	10.2' LT	---	MATCH EXISTING
P146	10+96.21'EE'	10.2' RT	---	MATCH EXISTING
P147	10+69.66'EE'	15.0' RT	1041.00	END OF RADIUS
P148	3+51.08'DD'	15.0' LT	1042.11	END OF RADIUS
P149	3+91.08'DD'	11.0' LT	---	TAPER POINT
R108	2+16.11'DD'	65.0' LT	---	50.0' RADIUS
	10+65.31'EE'	65.0' LT	---	50.0' RADIUS
R109	10+69.66'EE'	70.0' RT	---	55.0' RADIUS
	3+51.08'DD'	70.0' LT	---	55.0' RADIUS
M108	---	---	1040.52	MIDPOINT
M109	---	---	1041.55	MIDPOINT

KJELL C JORSTAD

N

12+00'EE'

23RD ST

CONSTRUCTION LIMIT
STA 10+96.21'EE'

SLOPE INTERCEPT (TYP)

RW (TYP)

11+00'EE'

CONSTRUCTION LIMIT
STA 1+80.88'DD'

TLE (TYP)

2+00'DD'

4 1/2 AVE

3+00'DD'

4+00'DD'

10+00'EE'

STA 2+81'DD' 4 1/2 AVE=
STA 10+00'EE' 23RD ST

PAVEMENT DETAIL LEGEND:

- AG01 BASE AGGREGATE DENSE 3/4-INCH, 6.25-INCH
- AG02 BASE AGGREGATE DENSE 3/4-INCH, 3.75-INCH
- AP01 HMA PAVEMENT TYPE E-1, 6.25-INCH
- AP02 HMA PAVEMENT TYPE E-0.3, 3.75-INCH
- CG36 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- PV01 ASPHALTIC FLUME

8+00'DD'

4 1/2 AVE

9+00'DD'

254+00

253+00

252+00

251+00

CTH A / 23RD ST

KJELL C JORSTAD

SLOPE INTERCEPT (TYP)

10+00'DD'

STA 252+62 CTH A=
STA 10+00'DD' 4 1/2 AVE

TLE

RW

JOHN C & KARIN E JORSTAD

POINT	STATION	OFFSET	ELEVATION	COMMENT
P151	251+49.68	12.0' LT	---	TAPER POINT
P152	251+79.41	15.0' LT	---	---
P153	252+09.15	18.0' LT	1050.00	END OF RADIUS
P154	9+43.14'DD'	15.0' RT	1052.39	END OF RADIUS
P155	8+84.14'DD'	11.0' RT	---	TAPER POINT
P156	8+84.14'DD'	11.0' LT	---	TAPER POINT
P157	9+23.94'DD'	15.0' LT	1053.30	END OF RADIUS
P158	253+32.76	18.0' LT	1054.06	END OF RADIUS
P159	253+77.30	15.0' LT	---	---
P160	254+21.95	12.0' LT	---	TAPER POINT
R110	252+09.15	58.0' LT	---	40.0' RADIUS
	9+43.14'DD'	55.0' RT	---	40.0' RADIUS
R111	9+23.94'DD'	75.0' LT	---	60.0' RADIUS
	253+32.76	78.0' LT	---	60.0' RADIUS
M110	---	---	1051.40	MIDPOINT
M111	---	---	1052.48	MIDPOINT

PROJECT NO: 8837-00-70 | HWY: CTH A | COUNTY: BARRON | INTERSECTION DETAILS: CTH A | SCALE, FEET 0 20 40 | SHEET 16 | E

POINT	STATION	OFFSET	ELEVATION	COMMENT
P161	284+41.58	12.0' LT	---	TAPER POINT
P162	284+86.60	15.0' LT	---	---
P163	285+31.62	18.0' LT	1088.18	END OF RADIUS
P164	9+23.07'0G'	15.0' LT	1084.32	END OF RADIUS
P165	8+79.70'0G'	10.7' LT	---	MATCH EXISTING
P166	8+79.70'0G'	10.7' RT	---	MATCH EXISTING
P167	9+41.20'0G'	15.0' RT	1085.56	END OF RADIUS
P168	286+61.35	18.0' LT	1089.00	END OF RADIUS
P169	286+91.35	15.0' LT	---	---
P170	287+21.35	12.0' LT	---	TAPER POINT
R112	266+61.35	58.0' LT	---	40.0' RADIUS
	9+41.20'0G'	55.0' LT	---	40.0' RADIUS
R113	9+23.07'0G'	75.0' LT	---	60.0' RADIUS
	285+31.62	78.0' LT	---	60.0' RADIUS
M112	---	---	1087.50	MIDPOINT
M113	---	---	1087.27	MIDPOINT

PAVEMENT DETAIL LEGEND:

AG01	BASE AGGREGATE DENSE 3/4-INCH, 6.25-INCH
AG02	BASE AGGREGATE DENSE 3/4-INCH, 3.75-INCH
AP01	HMA PAVEMENT TYPE E-1, 6.25-INCH
AP02	HMA PAVEMENT TYPE E-0.3, 3.75-INCH
CG36	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
DR03	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
SW01	SAWING ASPHALT
SW02	SAWING CONCRETE
PV01	ASPHALTIC FLUME

POINT	STATION	OFFSET	ELEVATION	COMMENT
P171	296+82.63	12.0' RT	---	TAPER POINT
P172	297+27.63	15.0' RT	---	---
P173	297+72.63	18.0' RT	1108.30	END OF RADIUS
P174	9+25.07'FF'	15.0' LT	1104.09	END OF RADIUS
P175	8+61.15'FF'	8.6' LT	---	MATCH EXISTING
P176	8+61.15'FF'	11.2' RT	---	MATCH EXISTING
P177	9+39.18'FF'	15.0' RT	1105.16	END OF RADIUS
P178	299+02.40	18.0' RT	1109.01	END OF RADIUS
P179	299+32.40	15.0' RT	---	---
P180	299+62.40	12.0' RT	---	TAPER POINT
P181	300+05.63	12.0' LT	---	TAPER POINT
P182	299+60.63	15.0' LT	---	---
P183	299+15.63	18.0' LT	1109.09	END OF RADIUS
P184	10+74.35'FF'	15.0' RT	1111.14	END OF RADIUS
P185	11+49.34'FF'	7.5' RT	---	MATCH EXISTING
P186	11+49.34'FF'	13.6' LT	---	MATCH EXISTING
P187	10+60.35'FF'	15.0' LT	1110.46	END OF RADIUS
P188	297+86.96	18.0' LT	1108.30	END OF RADIUS
P189	297+56.96	15.0' LT	---	---
P190	297+12.96	12.0' LT	---	TAPER POINT
R114	299+02.40	58.0' RT	---	40.0' RADIUS
	9+38.91'FF'	55.0' RT	---	40.0' RADIUS
R115	9+24.80'FF'	75.0' LT	---	60.0' RADIUS
	297+72.63	78.0' LT	---	60.0' RADIUS
R116	297+85.96	58.0' LT	---	40.0' RADIUS
	10+60.08'FF'	55.0' LT	---	40.0' RADIUS
R117	10+74.08'FF'	75.0' RT	---	60.0' RADIUS
	299+15.63	78.0' LT	---	60.0' RADIUS
M114	---	---	1107.91	MIDPOINT
M115	---	---	1107.30	MIDPOINT
M116	---	---	1107.10	MIDPOINT
M117	---	---	1109.69	MIDPOINT

JOHN C & KARIN E JORSTAD

BRENDA K KOTHBAUER

BASIL V & COLLEEN J BRONSTAD

MARY SCHLEUSNER SEKOLA

THOMAS R & JUNE A WITTBROT

CTH A / 4 1/2 AVE

RW (TYP)

TLE (TYP)

23 3/4 ST / OAK GROVE RD

24TH ST

CONSTRUCTION LIMIT
STA 8+79.70'0G'

CONSTRUCTION LIMIT
STA 8+61.15'FF'

CONSTRUCTION LIMIT
STA 11+49.34'FF'

STA 286+06 CTH A=
STA 10+00'0G' 23 3/4 ST

STA 298+44 CTH A=
STA 10+00'FF' 24TH ST (SOUTH)=
STA 10+00'FF' 24TH ST (NORTH)

SLOPE INTERCEPT (TYP)

PI: 298+44.43

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	INTERSECTION DETAILS: CTH A	SCALE, FEET 0 20 40	SHEET 17	E

PAVEMENT DETAIL LEGEND:

- AG01 BASE AGGREGATE DENSE 3/4-INCH, 6.25-INCH
- AG02 BASE AGGREGATE DENSE 3/4-INCH, 3.75-INCH
- AP01 HMA PAVEMENT TYPE E-1, 6.25-INCH
- AP02 HMA PAVEMENT TYPE E-0.3, 3.75-INCH
- CG36 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D
- DR03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-INCH
- SW01 SAWING ASPHALT
- SW02 SAWING CONCRETE
- PV01 ASPHALTIC FLUME

ALAN G CHADA

GARY & DALE NOVAK

CHARLES V & JANET SCHAAF

FREDRICK S SCHAAF

JERALDINE NOVAK

THOMAS R & JUNE A WITTBROT

STA 340+06 CTH A=
STA 10+00'NN' 24 3/4 ST

CONSTRUCTION LIMIT
STA 8+53.48'NN'

TLE (TYP)

RW (TYP)

SLOPE INTERCEPT (TYP)

CONSTRUCTION LIMIT
STA 10+83.28'HH'

STA 353+37 CTH A=
STA 10+00'HH' 25TH ST

8+00'NN'
24 3/4 ST / NOVAK RD

9+00'NN'

10+00'NN'

340+00

339+00

341+00

342+00

352+00

353+00

354+00

355+00

CTH A / 4 1/2 AVE

CTH AA / 4 1/2 AVE

10+00'HH'

11+00'HH'

12+00'HH'

PI: 353+36.81

25TH ST/CTH A

1104.62

POINT	STATION	OFFSET	ELEVATION	COMMENT
P191	338+64.00	15.0' RT	---	TAPER POINT
P192	338+94.00	18.0' RT	1147.65	---
P193	339+32.25	18.0' RT	1147.80	END OF RADIUS
P194	9+22.90'NN'	15.0' LT	1150.38	END OF RADIUS
P195	8+53.48'NN'	11.1' LT	---	MATCH EXISTING
P196	8+53.48'NN'	11.1' RT	---	MATCH EXISTING
P197	9+41.36'NN'	15.0' RT	1149.21	END OF RADIUS
P198	340+62.02	18.0' RT	1147.61	END OF RADIUS
P199	338+64.00	15.0' LT	---	TAPER POINT
P200	338+94.00	18.0' LT	---	---
R118	339+32.25	78.0' RT	---	60.0' RADIUS
	9+22.90'NN'	75.0' LT	---	60.0' RADIUS
R119	9+41.36'NN'	55.0' RT	---	40.0' RADIUS
	340+62.02	58.0' RT	---	40.0' RADIUS
M118	---	---	1148.64	MIDPOINT
M119	---	---	1148.22	MIDPOINT

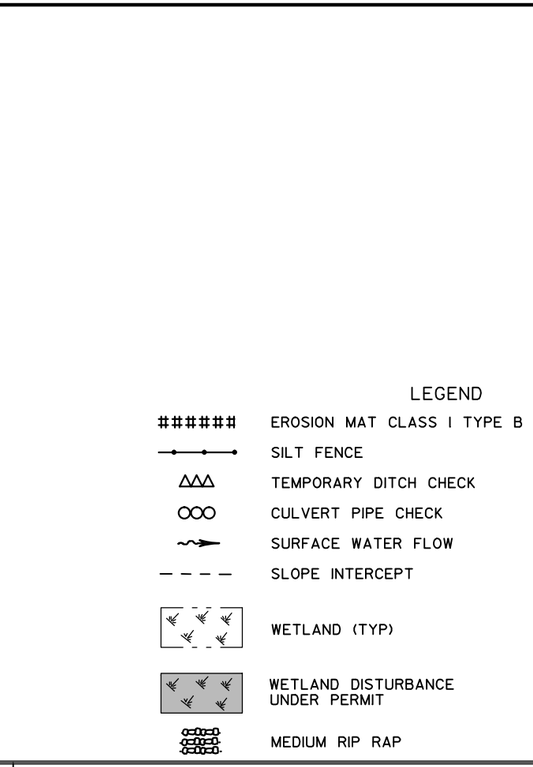
POINT	STATION	OFFSET	ELEVATION	COMMENT
P201	352+10.98	12.0' LT	---	TAPER POINT
P202	352+30.98	15.0' LT	---	---
P203	352+70.98	18.0' LT	1106.97	END OF RADIUS
P204	10+68.79'HH'	15.0' LT	1105.17	END OF RADIUS
P205	10+83.28'HH'	16.8' LT	---	MATCH EXISTING
P206	10+83.28'HH'	16.9' RT	---	MATCH EXISTING
P207	10+72.47'HH'	15.0' RT	1105.16	END OF RADIUS
P208	354+06.25	18.0' LT	1104.62	END OF RADIUS
P209	354+51.25	15.0' LT	---	---
P210	354+96.25	12.0' LT	---	TAPER POINT
R120	352+70.98	68.0' LT	---	50.0' RADIUS
	10+68.79'HH'	65.0' LT	---	50.0' RADIUS
R121	10+72.47'HH'	70.0' RT	---	55.0' RADIUS
	354+06.25	73.0' LT	---	55.0' RADIUS
M120	---	---	1106.16	MIDPOINT
M121	---	---	1104.90	MIDPOINT

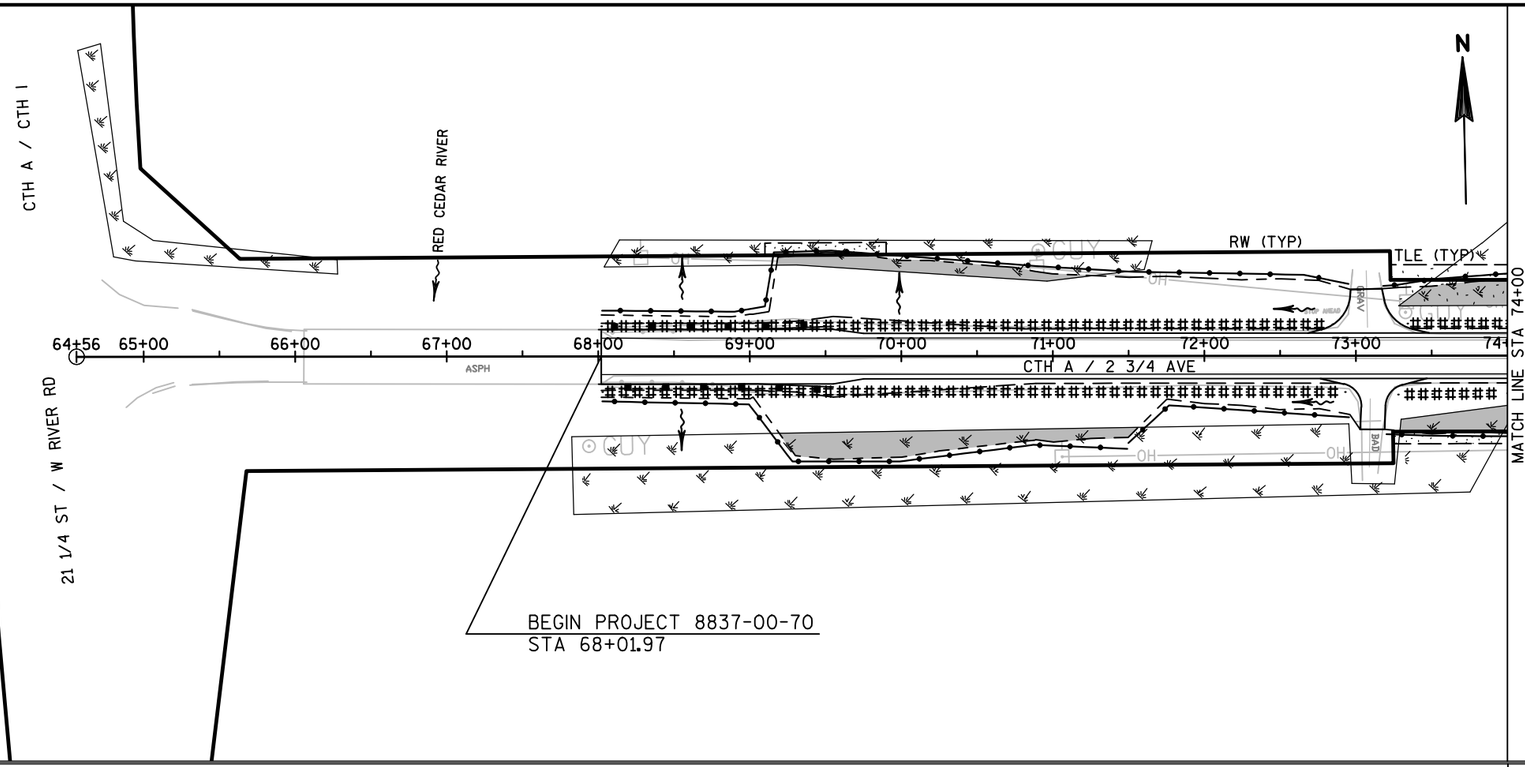
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	INTERSECTION DETAILS: CTH A	SCALE, FEET 0 20 40	SHEET 18	E

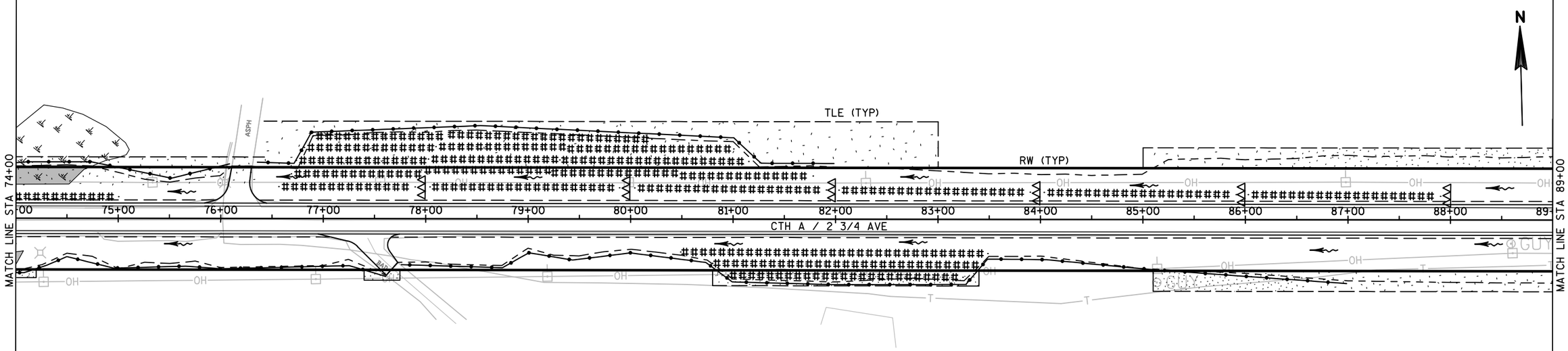
FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\021101_ID.DWG PLOT DATE : 10/16/2015 3:01 PM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1" = 40'_XREF

WISDOT/CADDS SHEET 42

2

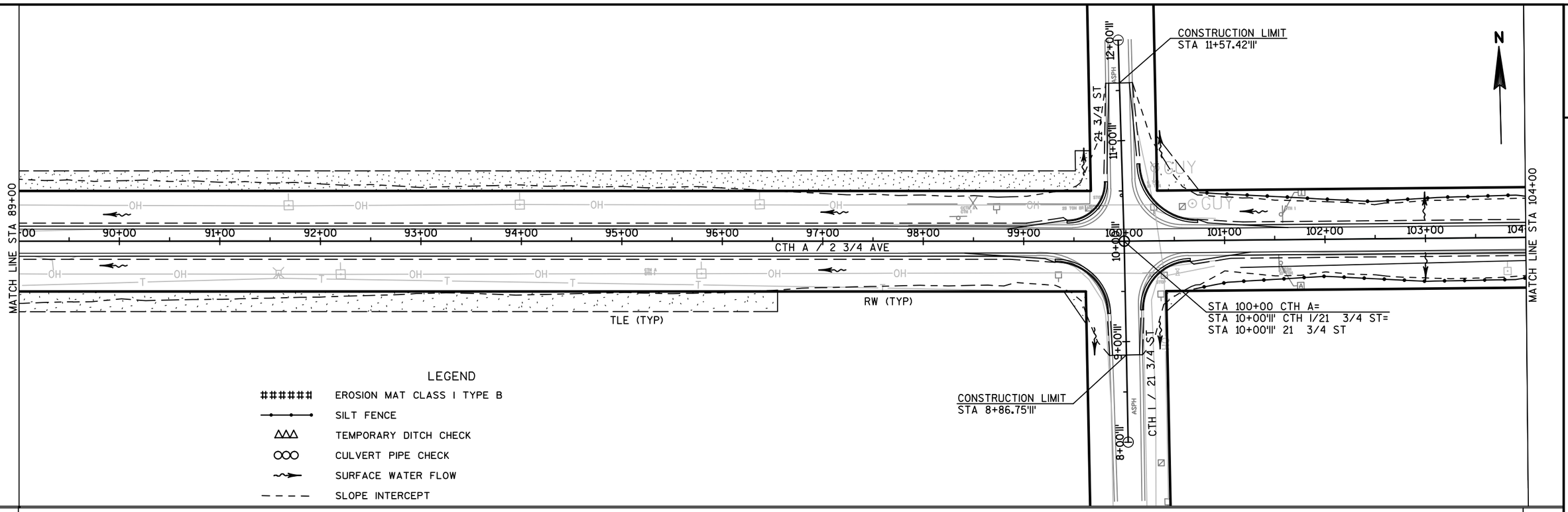






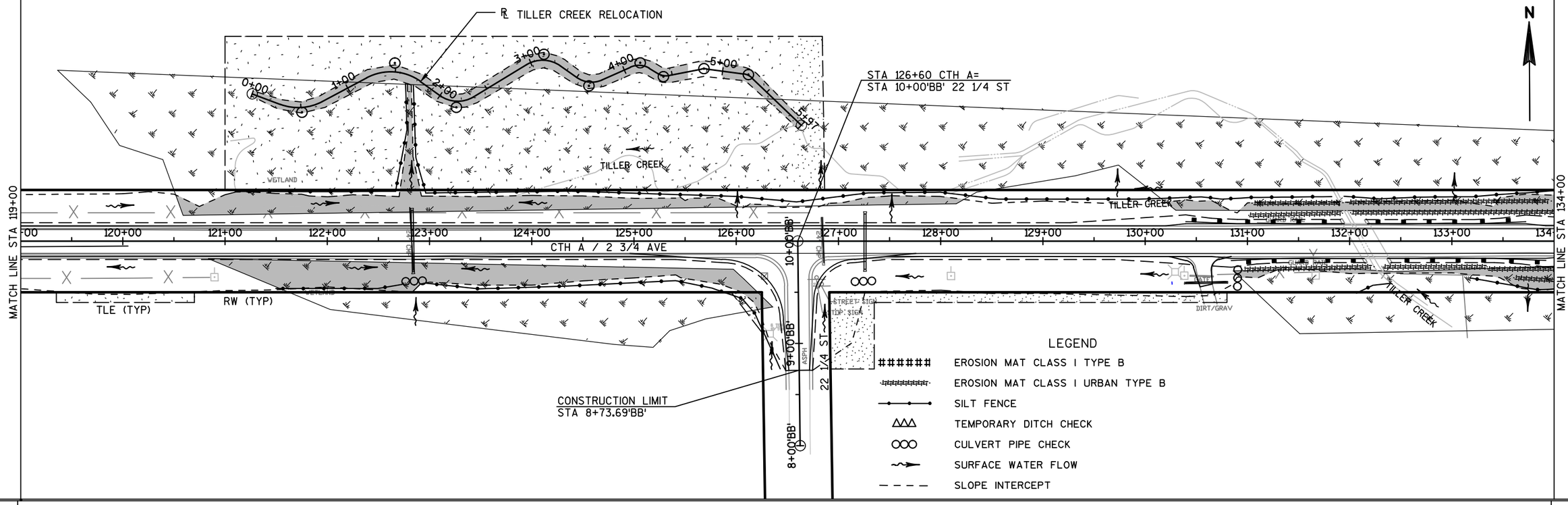
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	EROSION CONTROL: CTH A	SCALE, FEET 0 50 100	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\022001_EC.DWG PLOT DATE : 10/20/2015 9:23 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	EROSION CONTROL: CTH A	SCALE, FEET 0 50 100	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\022001_EC.DWG PLOT DATE : 10/20/2015 9:23 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	EROSION CONTROL: CTH A	SCALE, FEET 0 50 100	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\022001_EC.DWG PLOT DATE : 10/20/2015 9:24 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

MATCH LINE STA 149+00

149+00

150+00

151+00

152+00

153+00

154+00

155+00

156+00

157+00

158+00

159+00

160+00

161+00

162+00

163

MATCH LINE STA 163+00

RW (TYP)

CTH A / 2 3/4 AVE

EXISTING CTH A / 2 3/4 AVE

OBLITERATE OLD ROAD

WOODED

WETLAND

CREEK

LEGEND

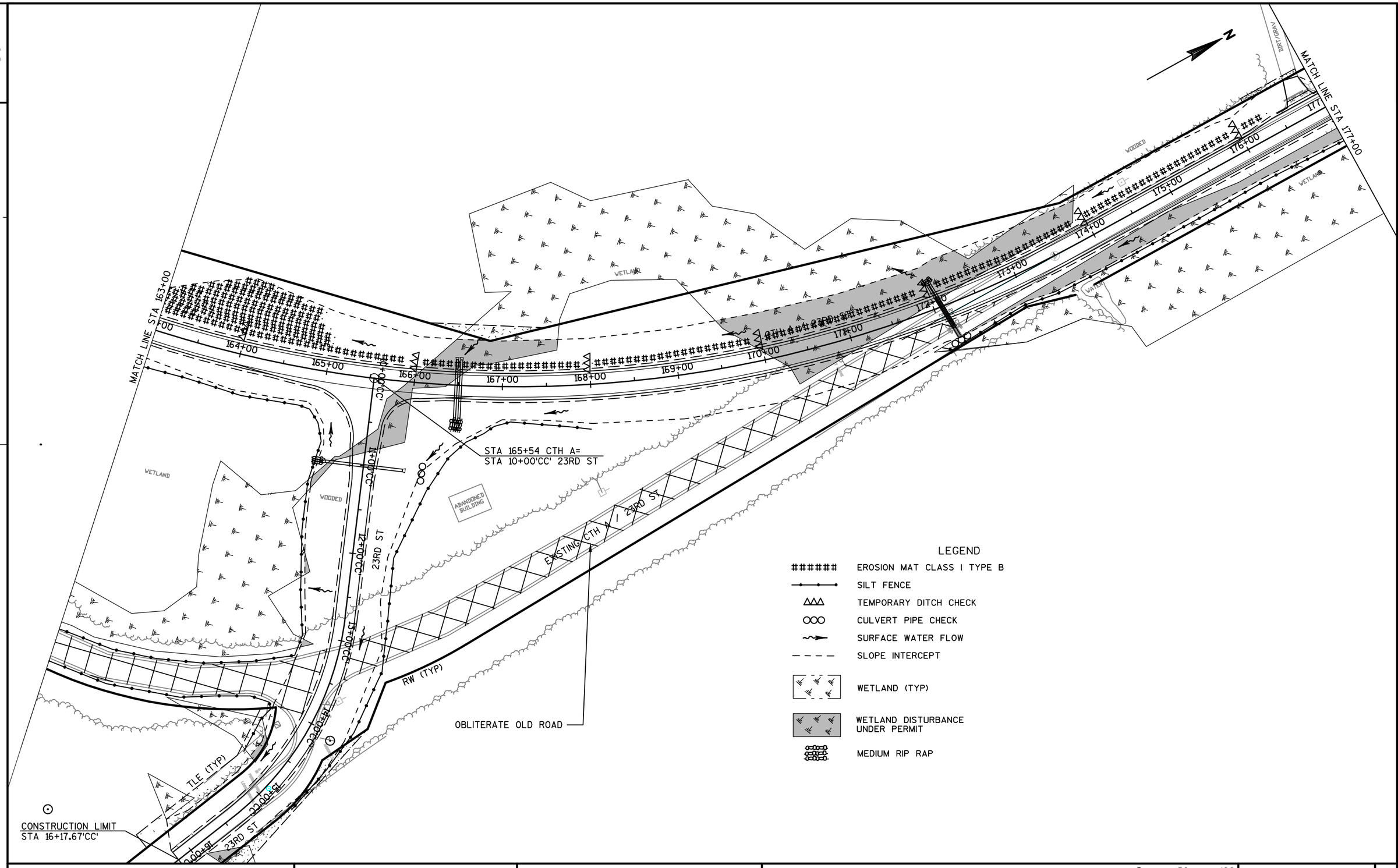
- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS I URBAN TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLAND (TYP)
- WETLAND DISTURBANCE UNDER PERMIT
- MEDIUM RIP RAP

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	EROSION CONTROL: CTH A	SCALE, FEET 0 50 100	SHEET 22	E

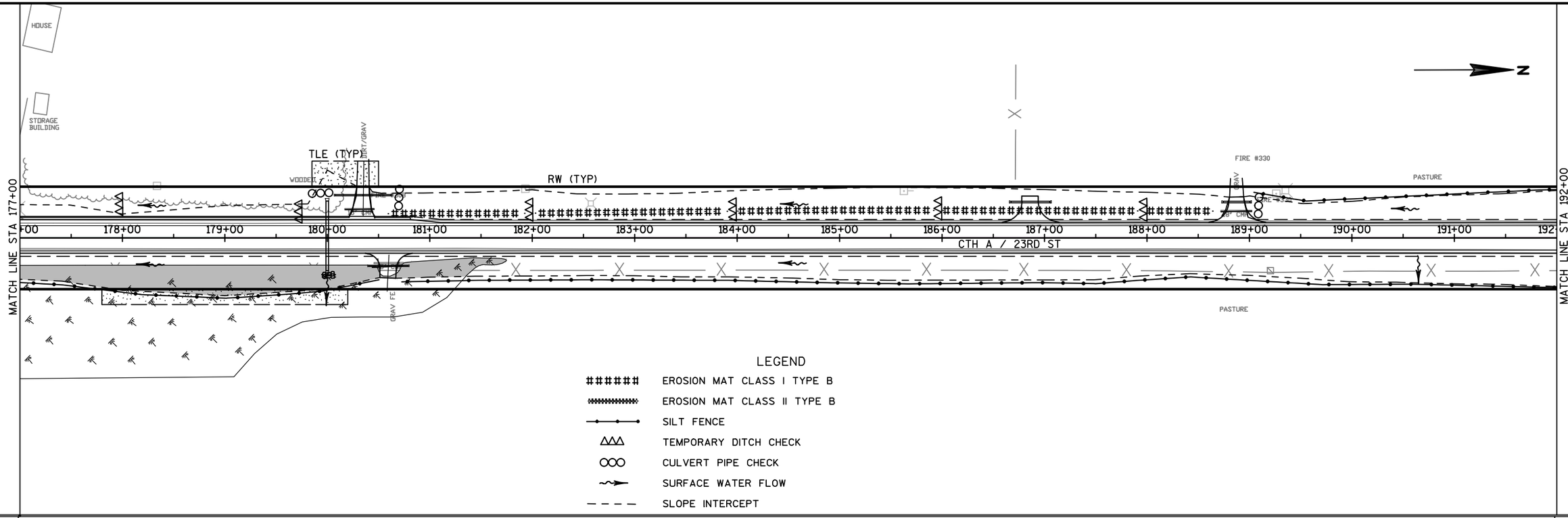
FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\022001_EC.DWG PLOT DATE : 10/20/2015 9:24 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

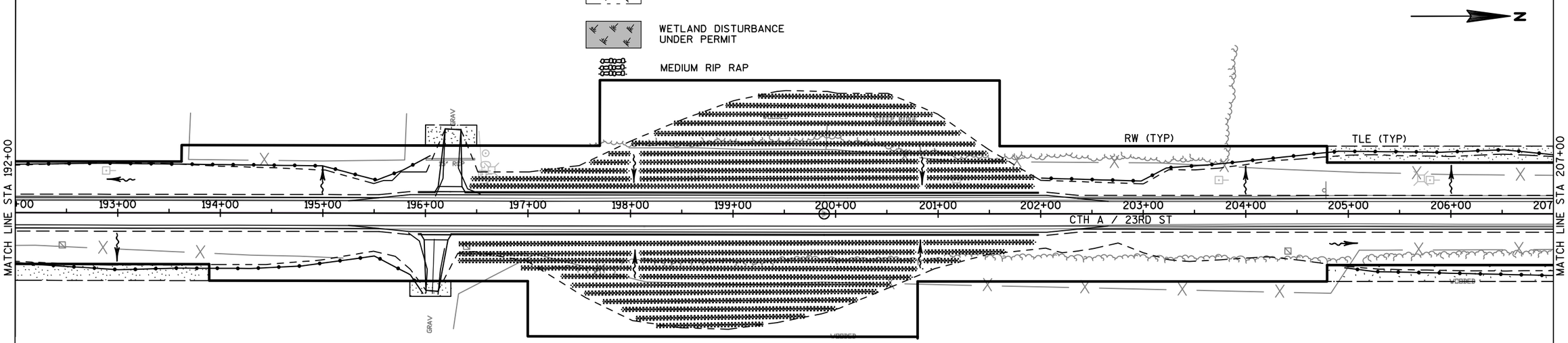


PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	EROSION CONTROL: CTH A	SCALE, FEET 0 50 100	SHEET 23	E



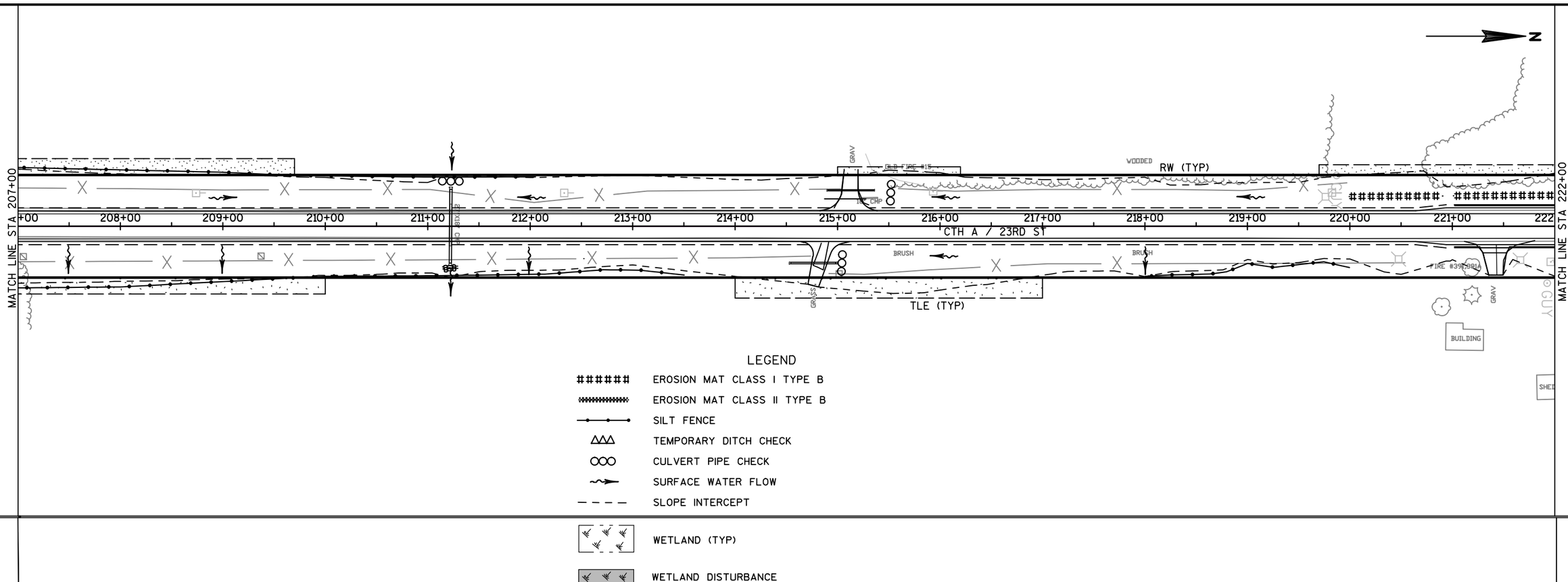
LEGEND

- ####### EROSION MAT CLASS I TYPE B
- ~~~~~~~ EROSION MAT CLASS II TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLAND (TYP)
- WETLAND DISTURBANCE UNDER PERMIT
- MEDIUM RIP RAP



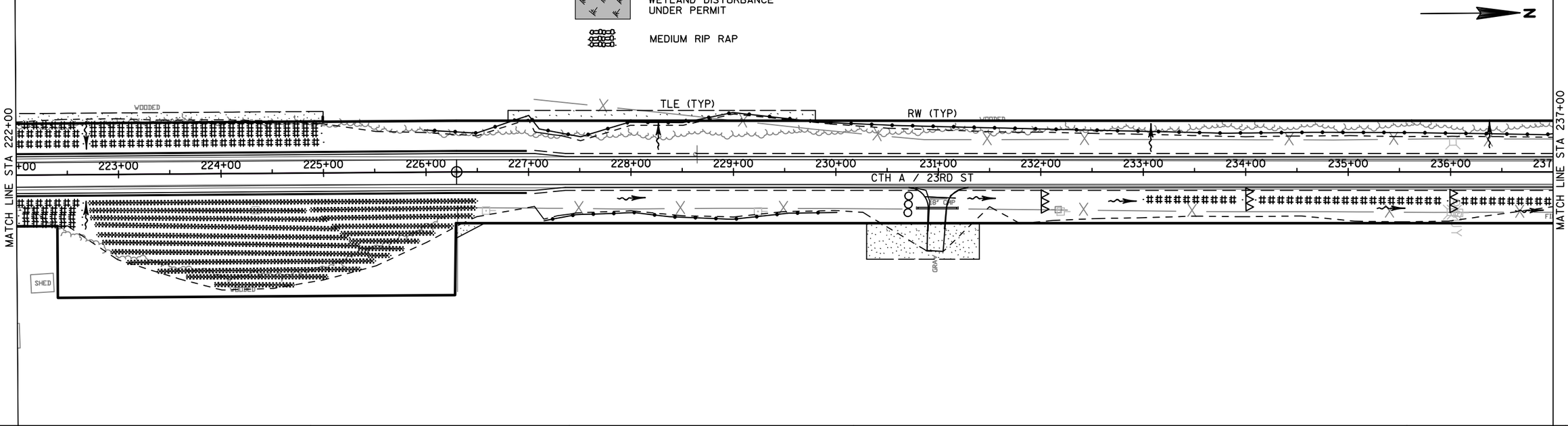
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	EROSION CONTROL: CTH A	SCALE, FEET 0 50 100	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\022001_EC.DWG PLOT DATE : 10/20/2015 9:24 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT



LEGEND

- EROSION MAT CLASS I TYPE B
- EROSION MAT CLASS II TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLAND (TYP)
- WETLAND DISTURBANCE UNDER PERMIT
- MEDIUM RIP RAP



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	EROSION CONTROL: CTH A	SCALE, FEET 0 50 100	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\022001_EC.DWG PLOT DATE : 10/20/2015 9:24 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT

REMOVE SILT FENCE AFTER EXCAVATION
AND BEFORE PLACING WETLAND FILL.

OBLITERATE OLD ROAD

RW (TYP)

CONSTRUCTION LIMIT
STA 1+80.88'DD'

STA 2+81'DD' 4 1/2 AVE=
STA 10+00'EE' 23RD ST

CONSTRUCTION LIMIT
STA 10+96.21'EE'

STA 252+62 CTH A=
STA 10+00'DD' 4 1/2 AVE

MATCH LINE STA 239+00

MATCH LINE STA 254+00

CTH A / 23RD ST

4 1/2 AVE

23RD ST

TILE (TYP)

WETLAND

GRASS

POND

N

LEGEND

- EROSION MAT CLASS I TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLAND (TYP)
- WETLAND DISTURBANCE UNDER PERMIT
- MEDIUM RIP RAP

MATCH LINE STA 237+00

MATCH LINE STA 239+00

SHED

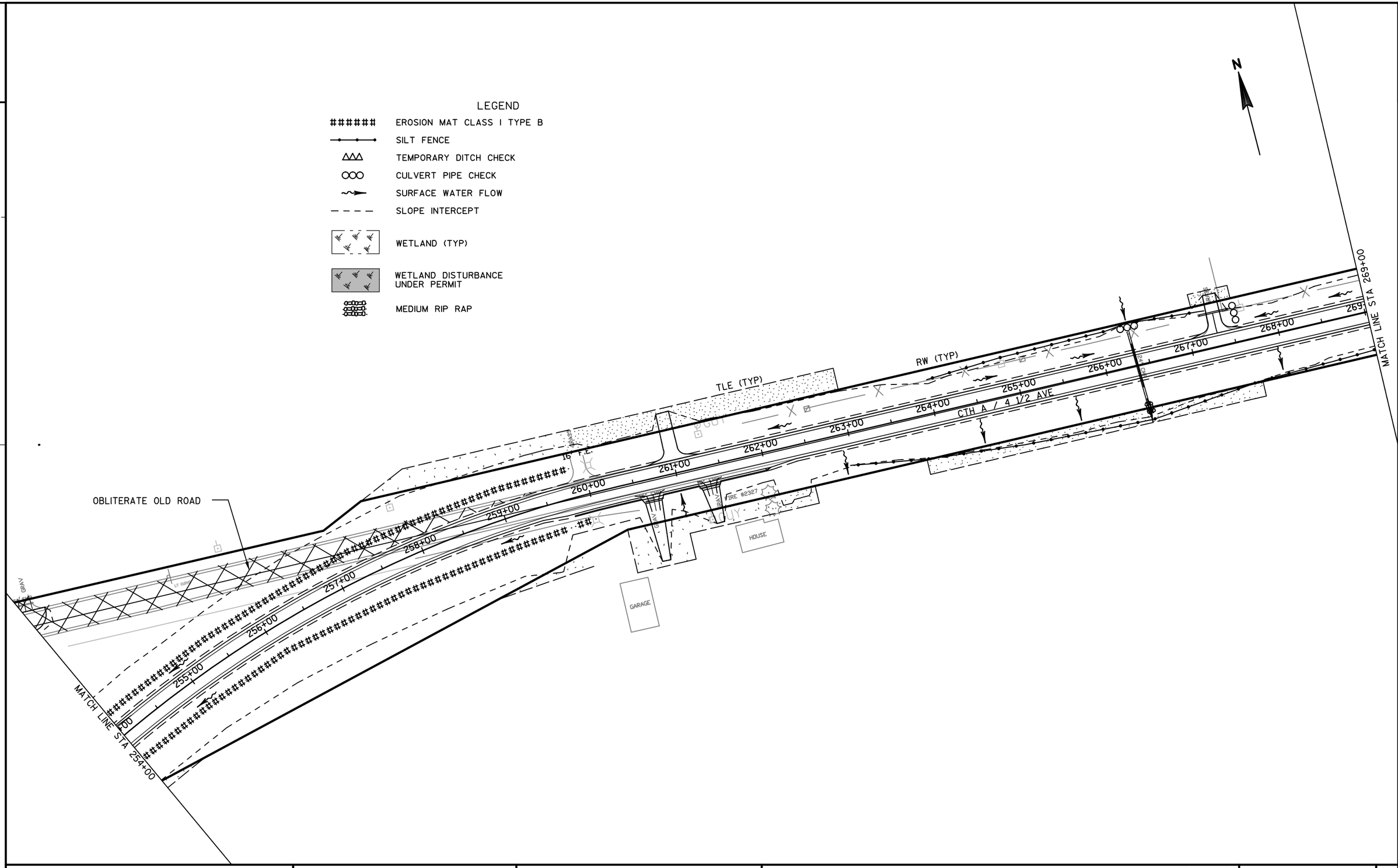
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	EROSION CONTROL: CTH A	SCALE, FEET 0 50 100	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\022001_EC.DWG PLOT DATE : 10/20/2015 9:24 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- ###### EROSION MAT CLASS I TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLAND (TYP)
- WETLAND DISTURBANCE UNDER PERMIT
- MEDIUM RIP RAP

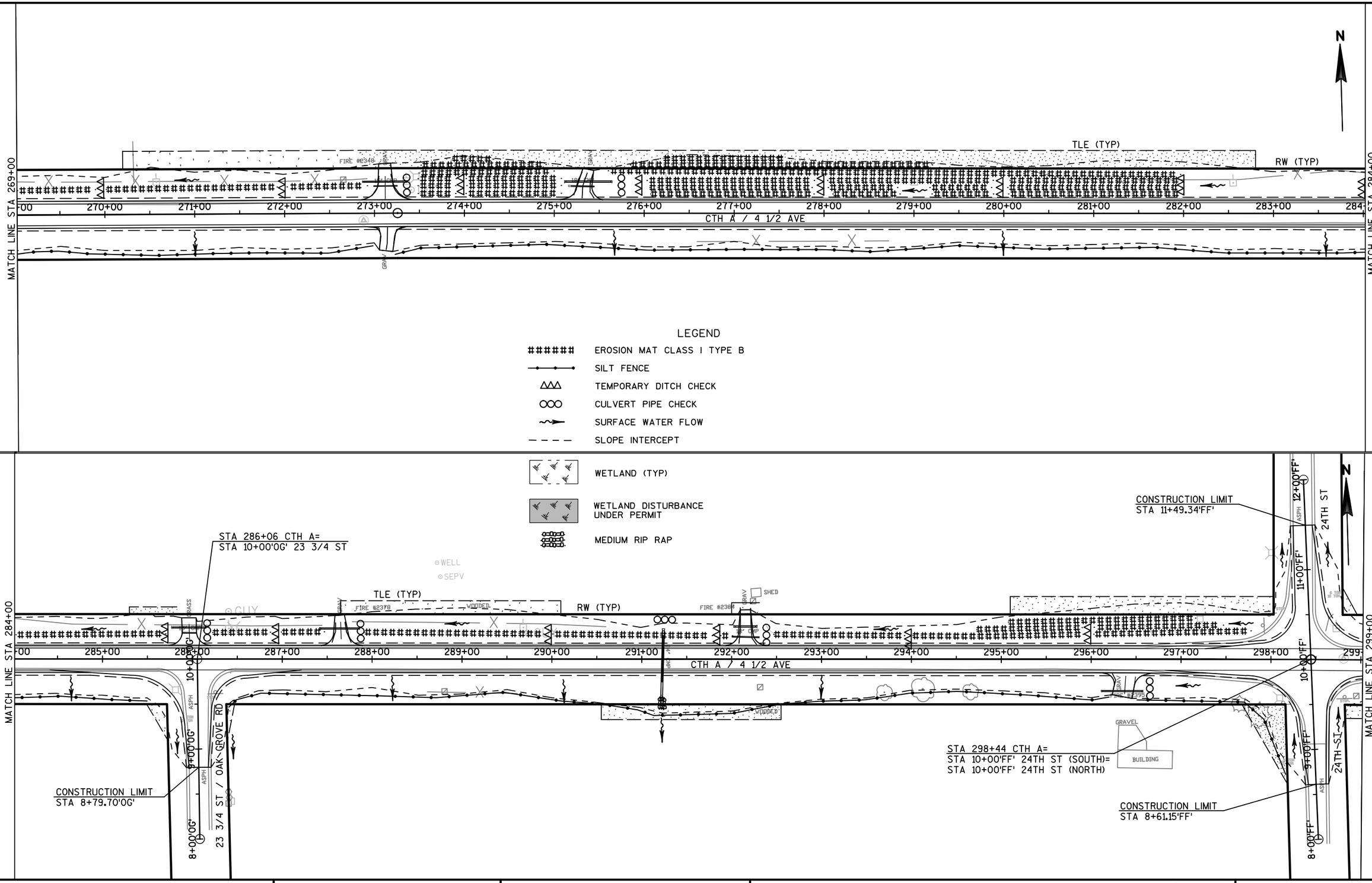


PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	EROSION CONTROL: CTH A	SCALE, FEET 0 50 100	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\022001_EC.DWG PLOT DATE : 10/20/2015 9:24 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT

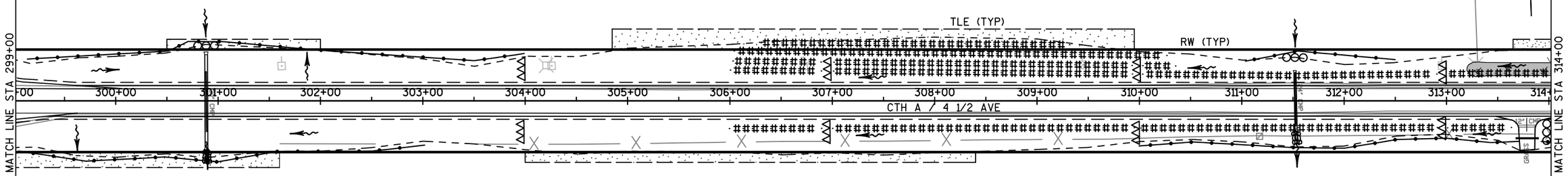
WISDOT/CADDS SHEET 42

2



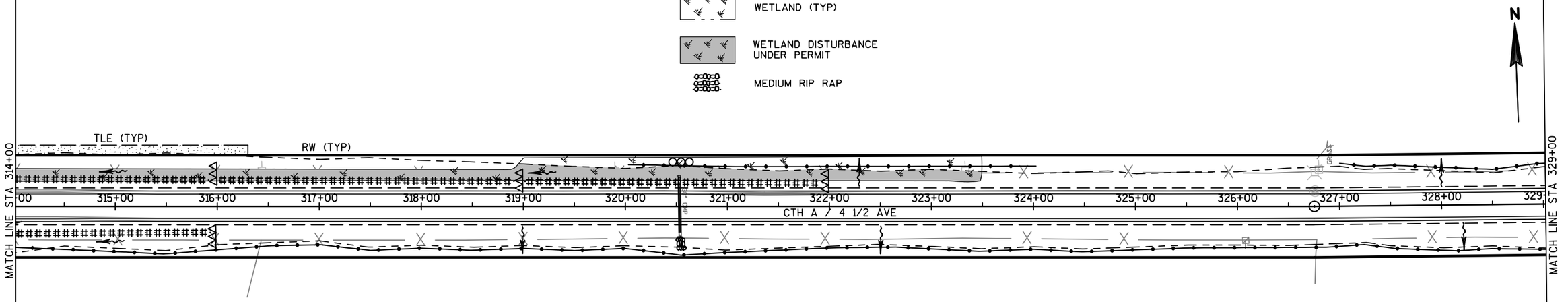
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	EROSION CONTROL: CTH A	SCALE, FEET 0 50 100	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\022001_EC.DWG PLOT DATE : 10/20/2015 9:24 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42



LEGEND

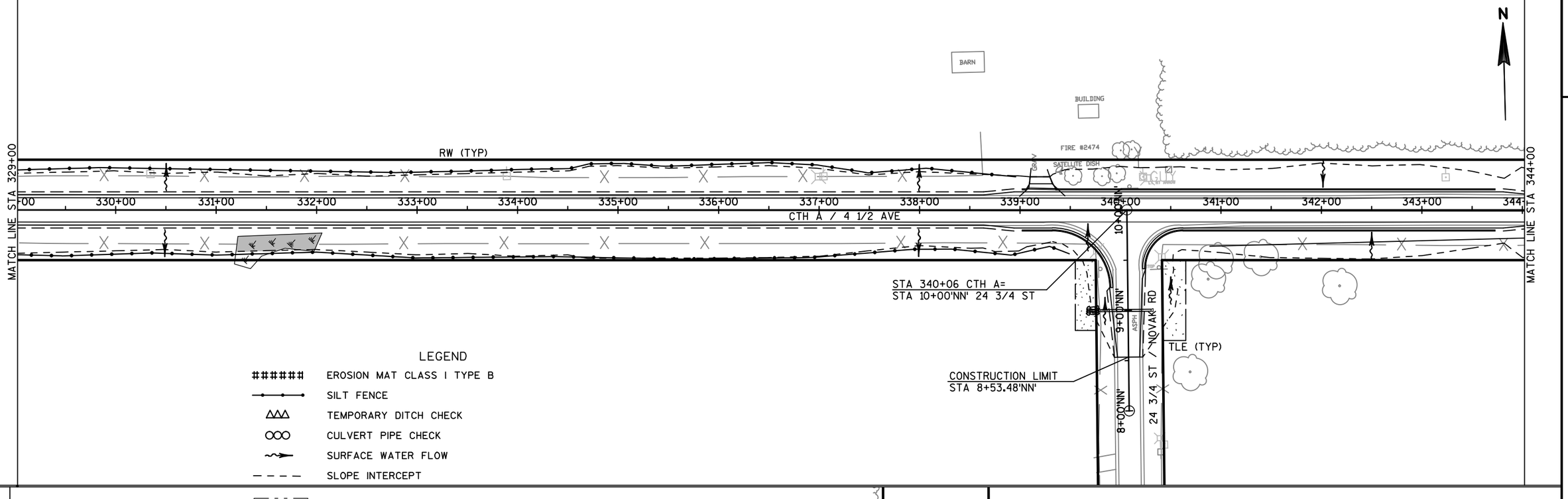
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLAND (TYP)
- WETLAND DISTURBANCE UNDER PERMIT
- MEDIUM RIP RAP

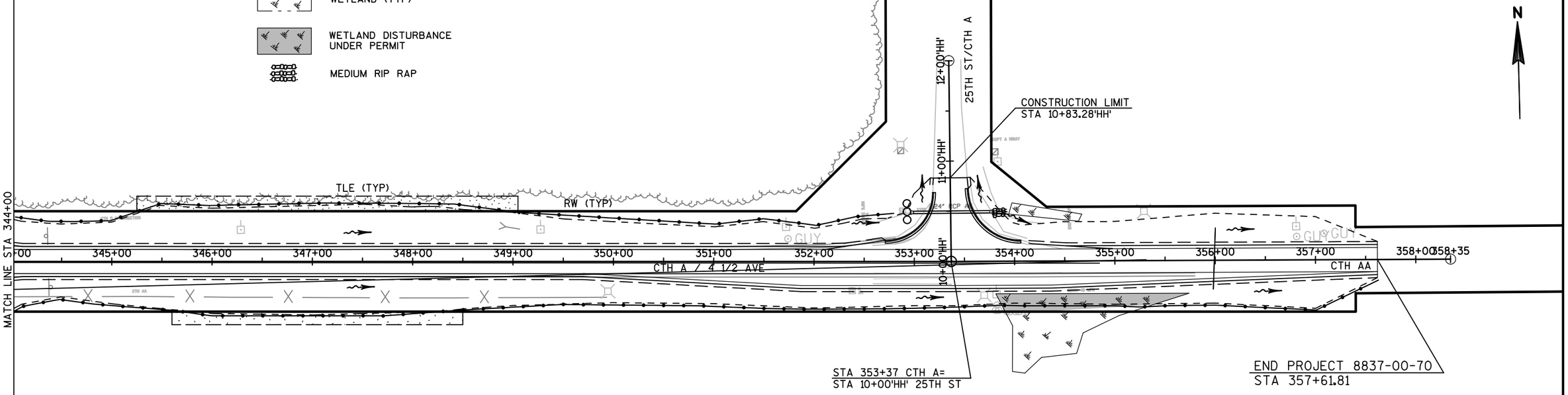


PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	EROSION CONTROL: CTH A	SCALE, FEET 0 50 100	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\022001_EC.DWG PLOT DATE : 10/20/2015 9:24 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

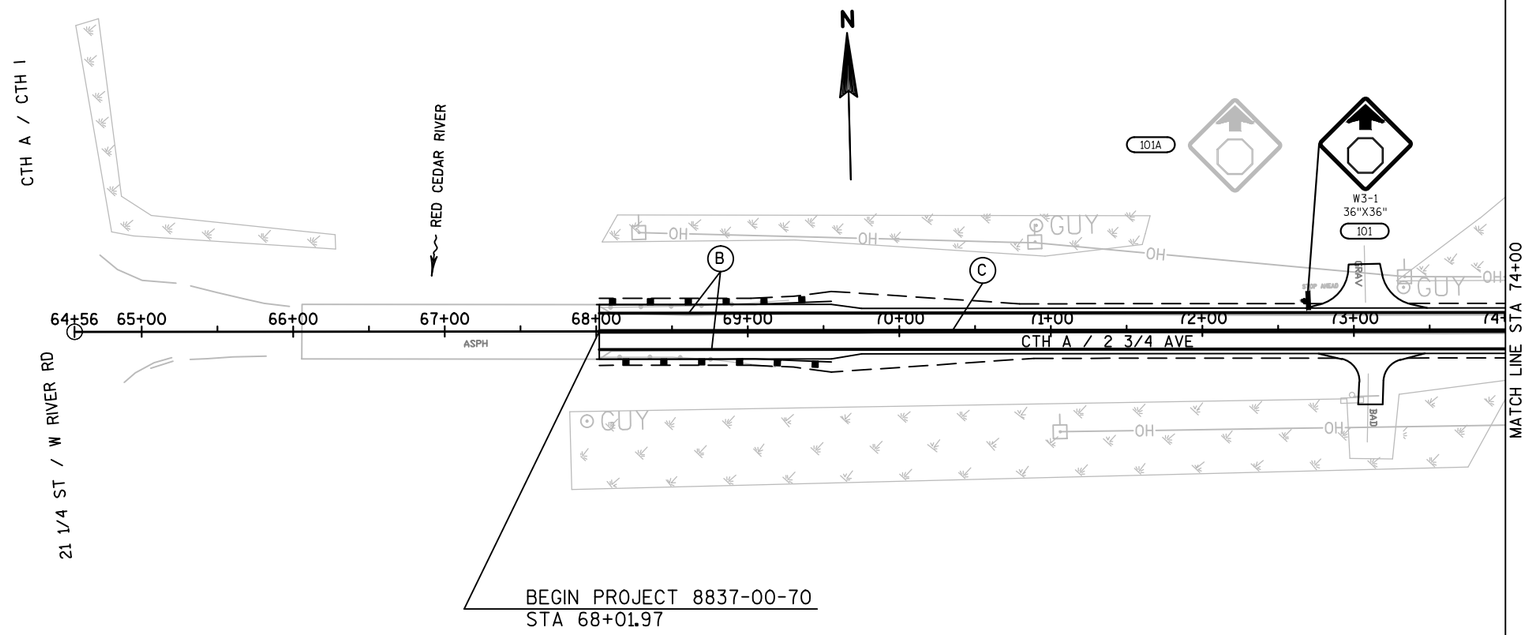


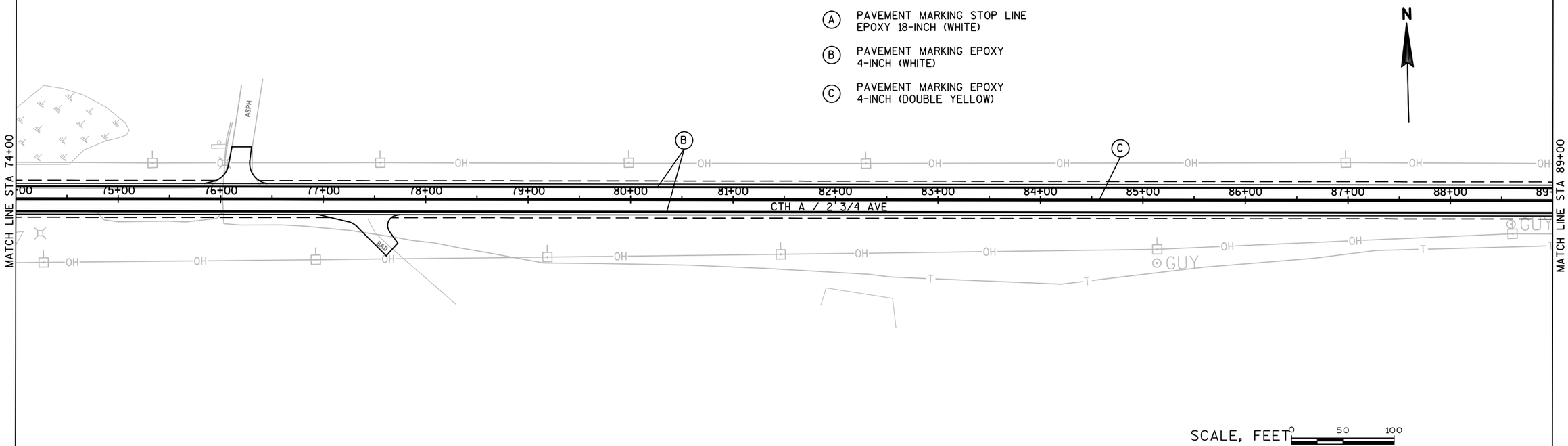


PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	EROSION CONTROL: CTH A	SCALE, FEET 0 50 100	SHEET 30	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\022001_EC.DWG PLOT DATE : 10/20/2015 9:24 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT

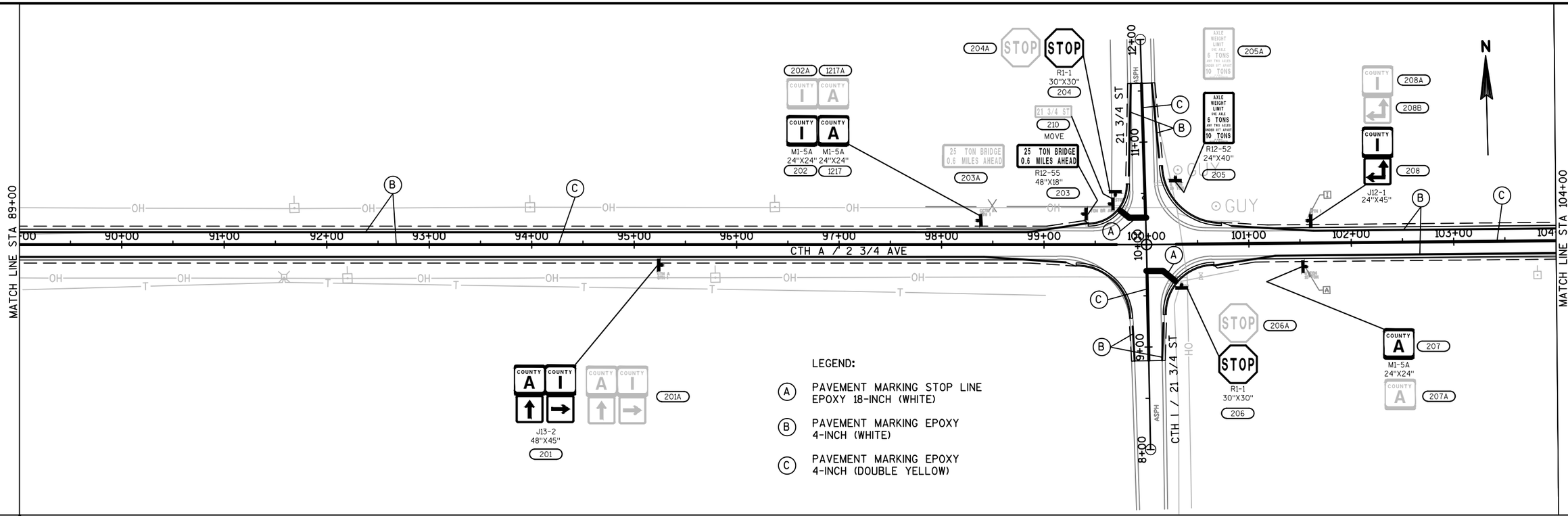
WISDOT/CADDS SHEET 42



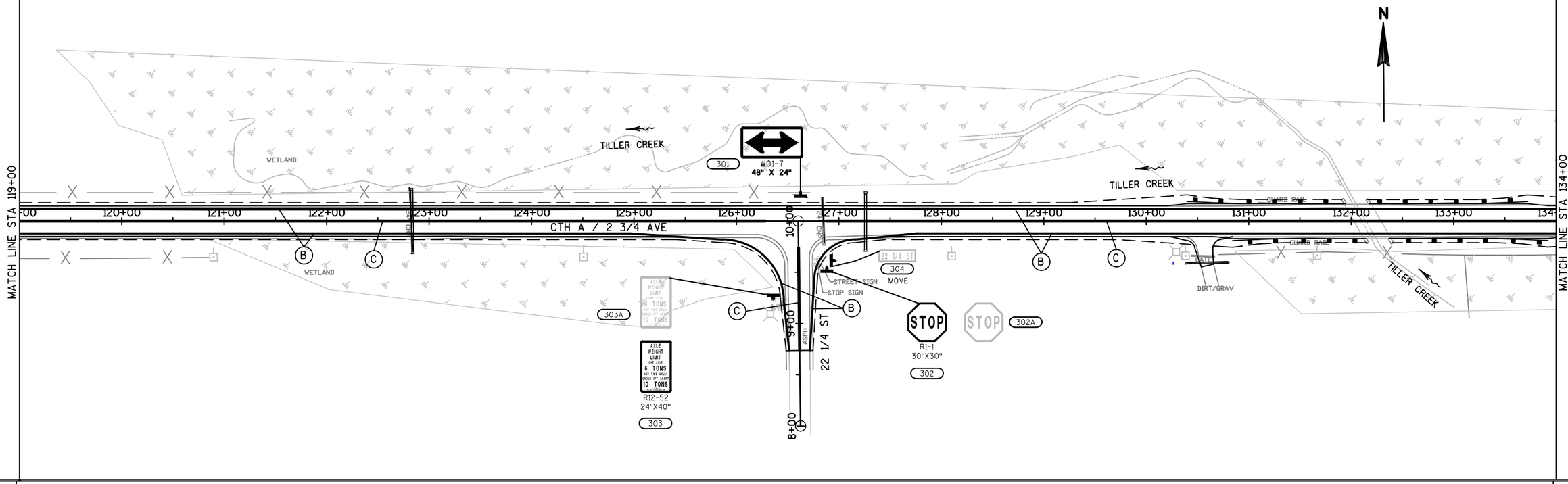


PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PERMANENT SIGNING AND MARKING: CTH A	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\023201_PS.DWG PLOT DATE : 10/23/2015 8:56 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PERMANENT SIGNING AND MARKING: CTH A	SHEET	E

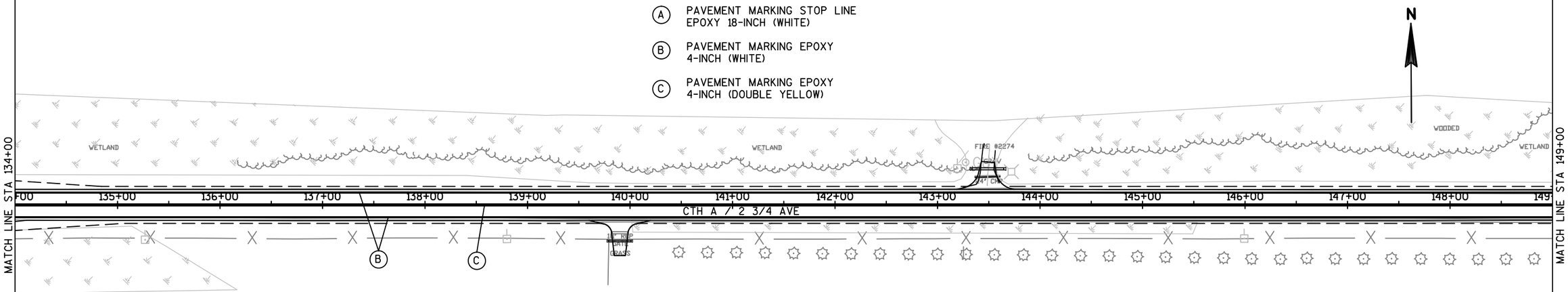


LEGEND:

(A) PAVEMENT MARKING STOP LINE
EPOXY 18-INCH (WHITE)

(B) PAVEMENT MARKING EPOXY
4-INCH (WHITE)

(C) PAVEMENT MARKING EPOXY
4-INCH (DOUBLE YELLOW)



SCALE, FEET 0 50 100

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PERMANENT SIGNING AND MARKING: CTH A	SHEET 33	E

2

2

LEGEND:

(A) PAVEMENT MARKING STOP LINE EPOXY 18-INCH (WHITE)

(B) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

(C) PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)

N

MATCH LINE STA 149+00

MATCH LINE STA 163+00

149+00
150+00
151+00
152+00
153+00
154+00
155+00
156+00
157+00
158+00
159+00
160+00
161+00
162+00
163

CTH A / 2 3/4 AVE

WOODED

WETLAND

CREEK

EXISTING CTH A / 2 3/4 AVE

SAND TURN AROUND

401A

45 M.P.H.

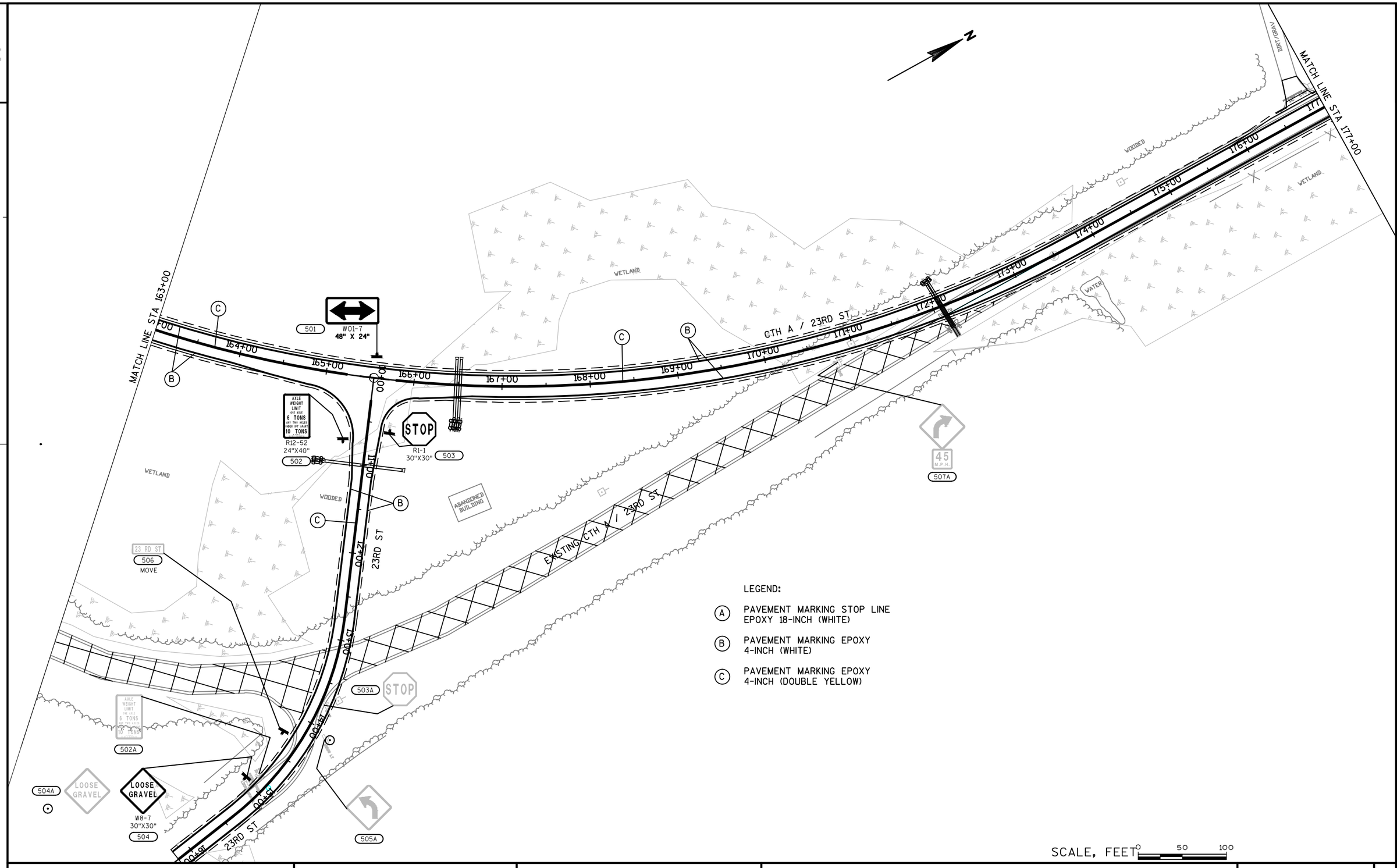
SCALE, FEET 0 50 100

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PERMANENT SIGNING AND MARKING: CTH A	SHEET 34	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\023201_PS.DWG PLOT DATE : 10/23/2015 8:56 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



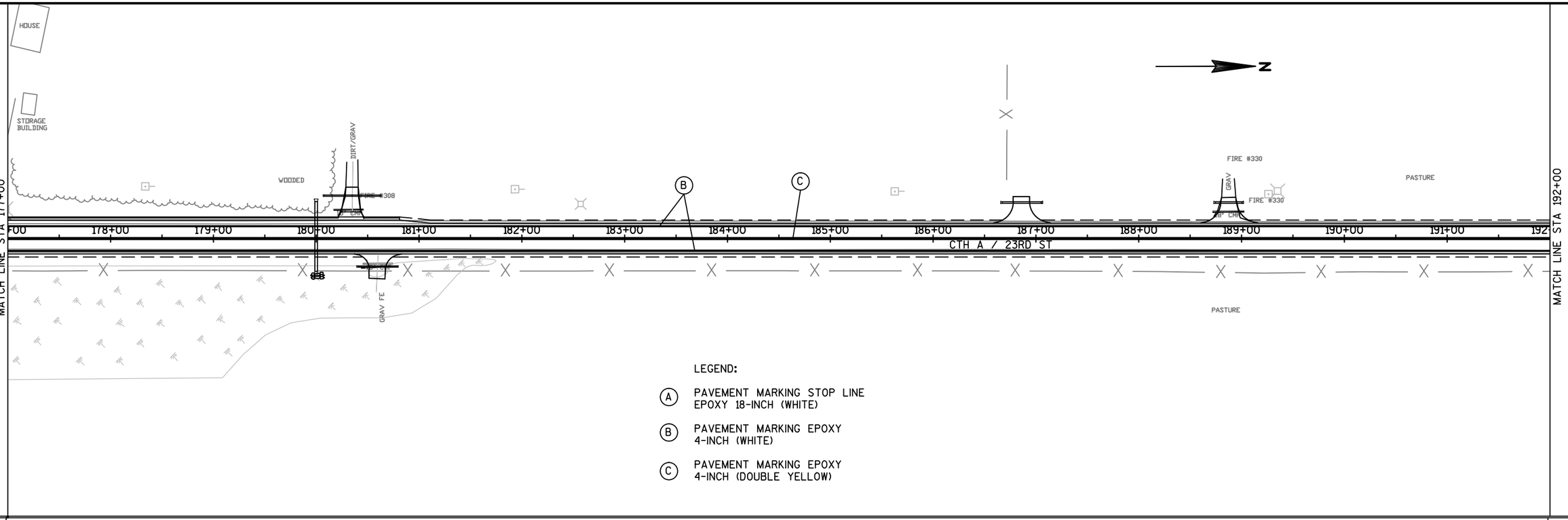
LEGEND:

- (A) PAVEMENT MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (B) PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- (C) PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)

SCALE, FEET 0 50 100

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PERMANENT SIGNING AND MARKING: CTH A	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\023201_PS.DWG PLOT DATE : 10/23/2015 8:56 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT

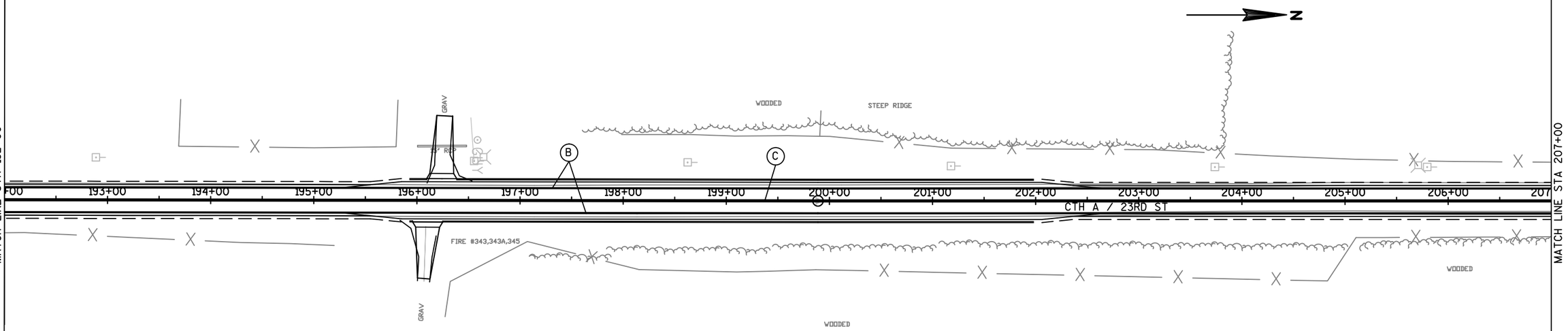


LEGEND:

(A) PAVEMENT MARKING STOP LINE
EPOXY 18-INCH (WHITE)

(B) PAVEMENT MARKING EPOXY
4-INCH (WHITE)

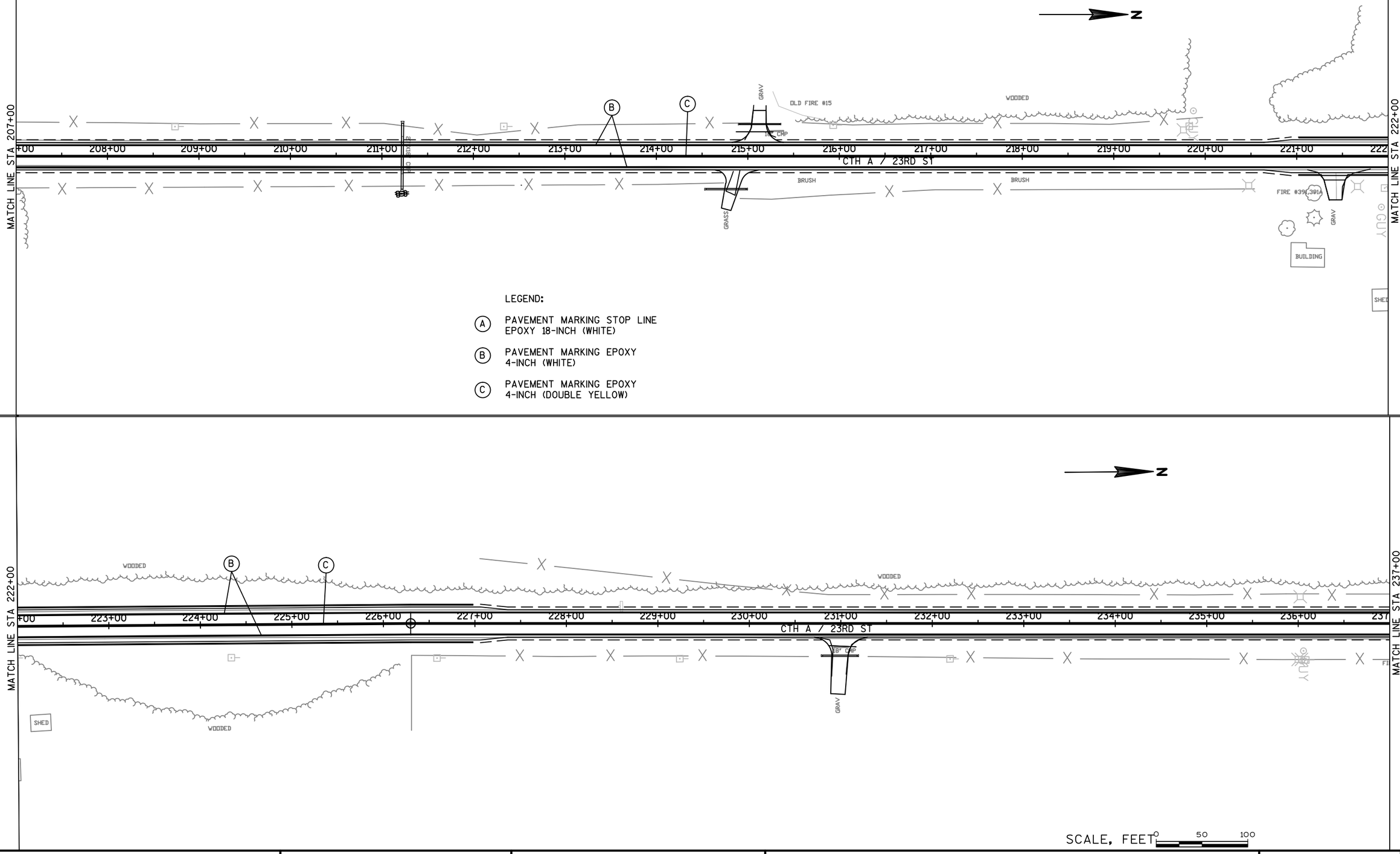
(C) PAVEMENT MARKING EPOXY
4-INCH (DOUBLE YELLOW)



SCALE, FEET 0 50 100

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PERMANENT SIGNING AND MARKING: CTH A	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\023201_PS.DWG PLOT DATE : 10/23/2015 8:56 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT



LEGEND:

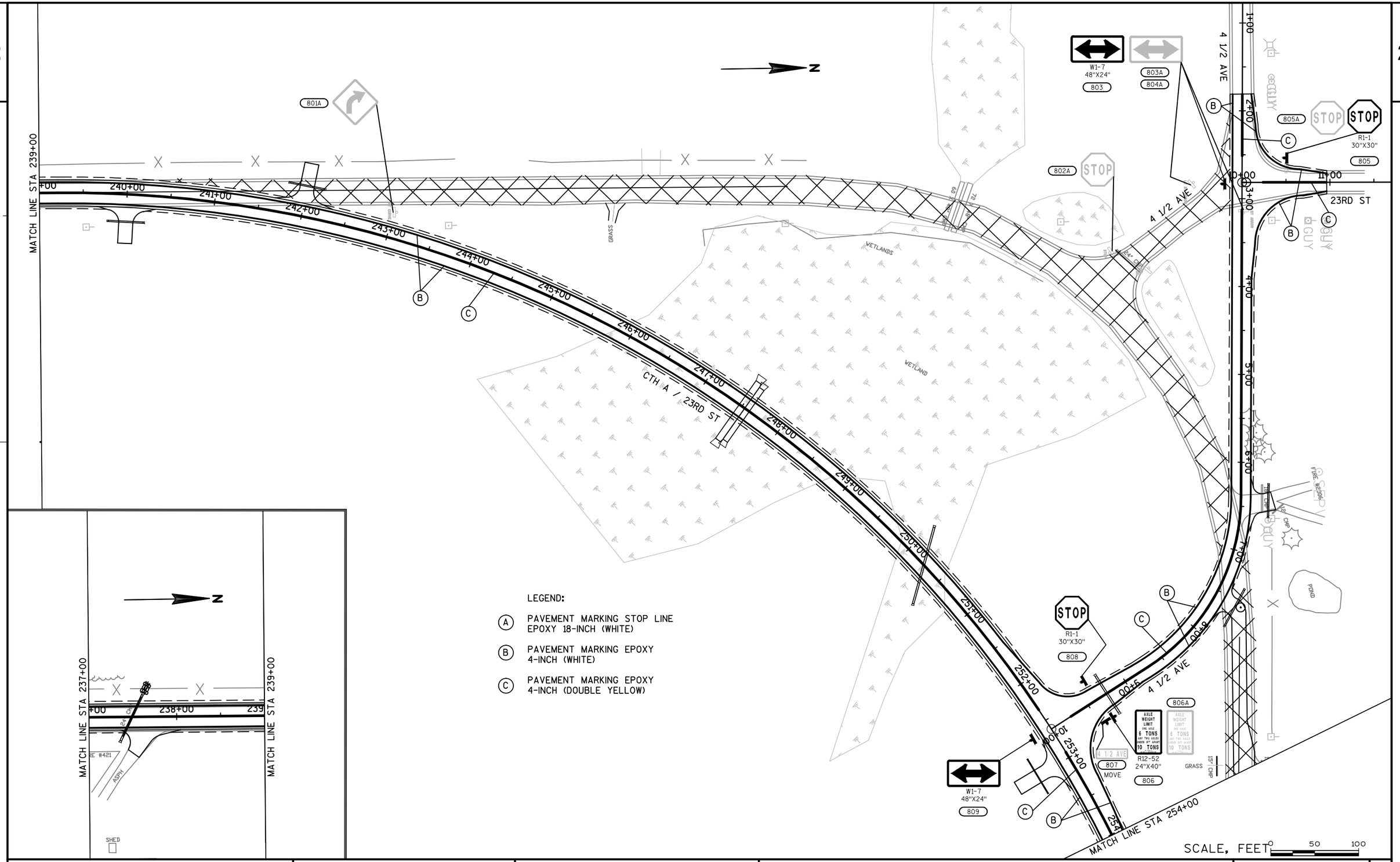
(A) PAVEMENT MARKING STOP LINE
EPOXY 18-INCH (WHITE)

(B) PAVEMENT MARKING EPOXY
4-INCH (WHITE)

(C) PAVEMENT MARKING EPOXY
4-INCH (DOUBLE YELLOW)

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PERMANENT SIGNING AND MARKING: CTH A	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\023201_PS.DWG PLOT DATE : 10/23/2015 8:56 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT



LEGEND:

- (A) PAVEMENT MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (B) PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- (C) PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)

SCALE, FEET 0 50 100

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PERMANENT SIGNING AND MARKING: CTH A	SHEET 38	E

2

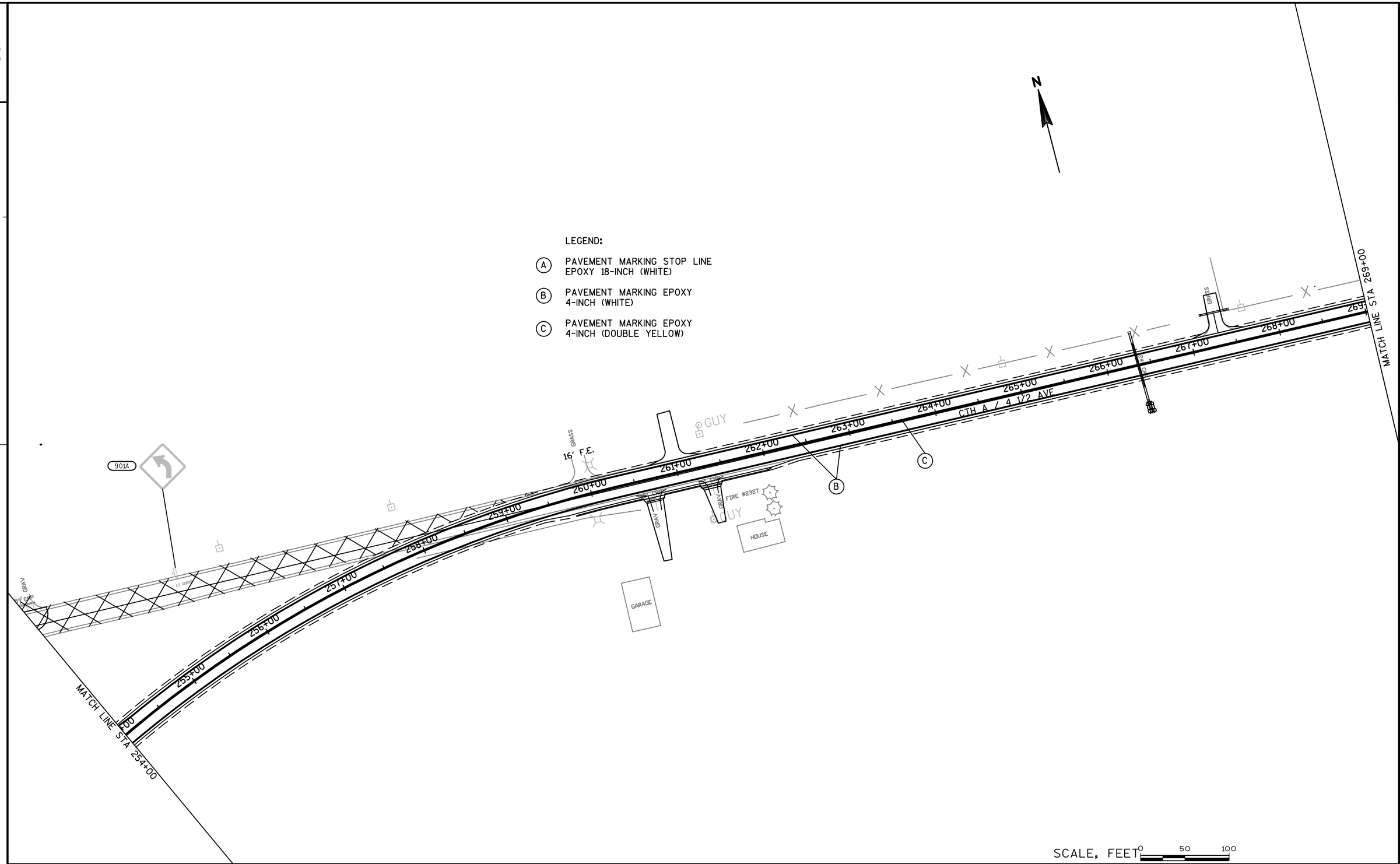
2

LEGEND:

(A) PAVEMENT MARKING STOP LINE EPOXY 18-INCH (WHITE)

(B) PAVEMENT MARKING EPOXY 4-INCH (WHITE)

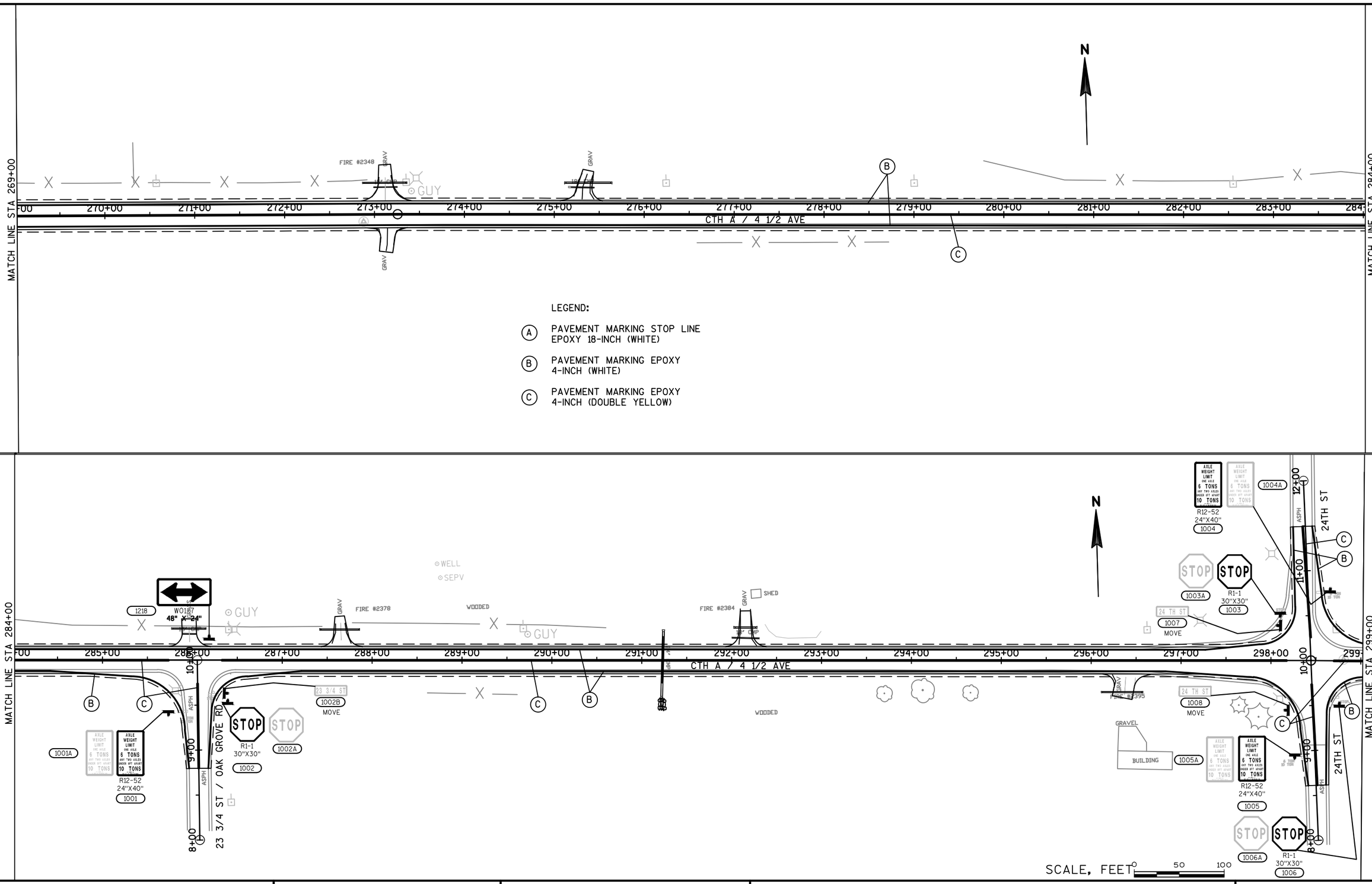
(C) PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)



SCALE, FEET 0 50 100

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PERMANENT SIGNING AND MARKING: CTH A	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\023201_PS.DWG PLOT DATE : 10/23/2015 8:56 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT



LEGEND:

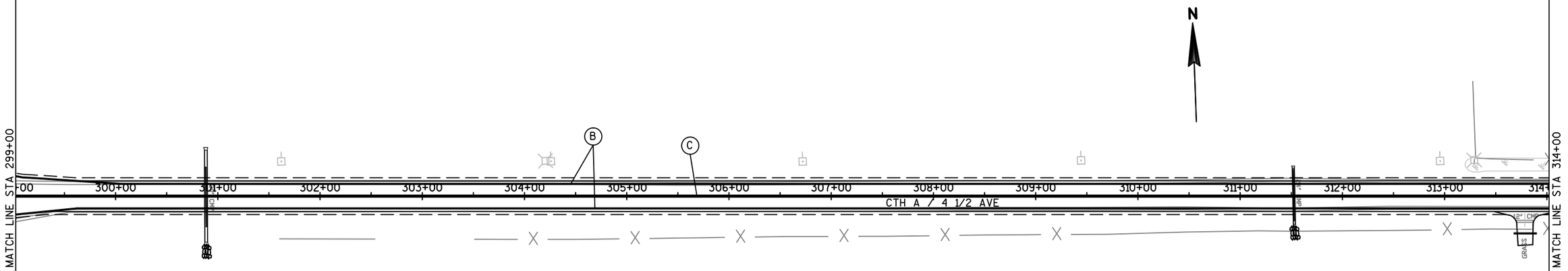
(A) PAVEMENT MARKING STOP LINE
EPOXY 18-INCH (WHITE)

(B) PAVEMENT MARKING EPOXY
4-INCH (WHITE)

(C) PAVEMENT MARKING EPOXY
4-INCH (DOUBLE YELLOW)

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PERMANENT SIGNING AND MARKING: CTH A	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\023201_PS.DWG PLOT DATE : 10/23/2015 8:56 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT

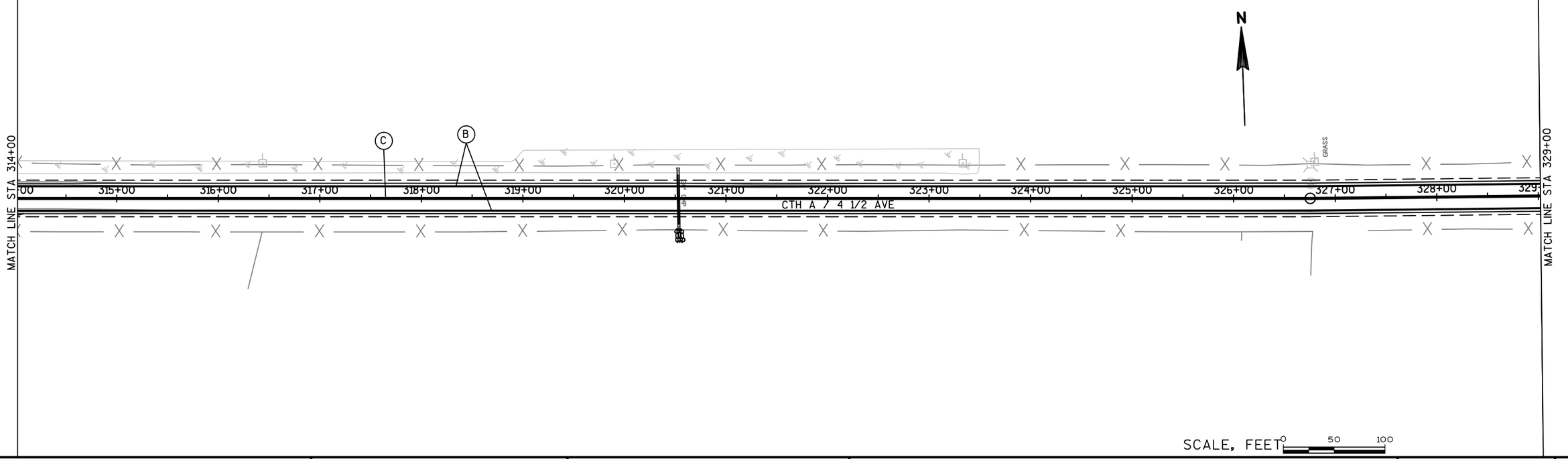


LEGEND:

(A) PAVEMENT MARKING STOP LINE
EPOXY 18-INCH (WHITE)

(B) PAVEMENT MARKING EPOXY
4-INCH (WHITE)

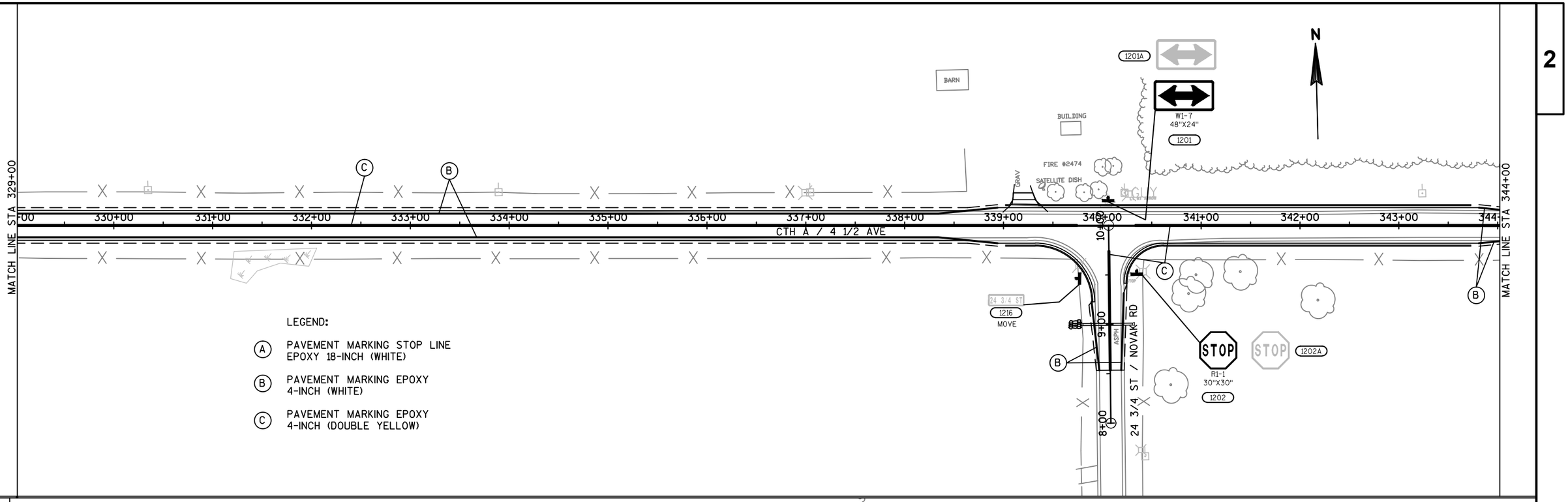
(C) PAVEMENT MARKING EPOXY
4-INCH (DOUBLE YELLOW)

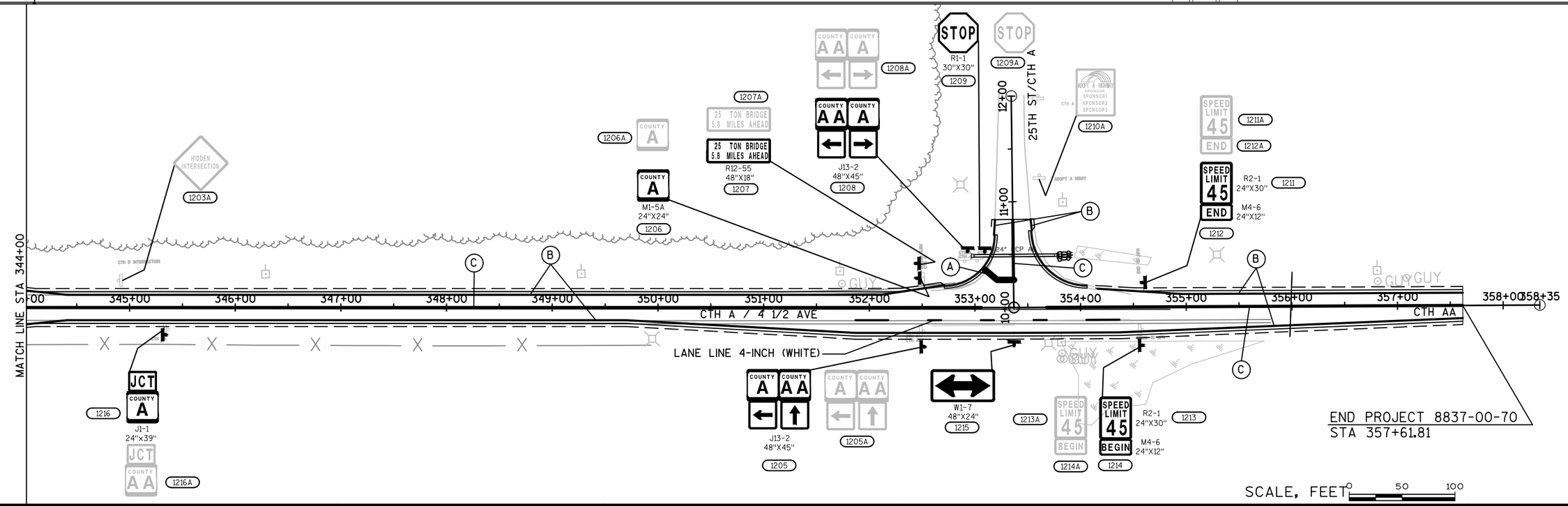


SCALE, FEET 0 50 100

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PERMANENT SIGNING AND MARKING: CTH A	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\023201_PS.DWG PLOT DATE : 10/23/2015 8:56 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT





PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PERMANENT SIGNING AND MARKING: CTH A	SHEET 42	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\023201_PS.DWG PLOT DATE : 10/23/2015 8:57 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

COUNTY A
M1-5A
M5-1R
ROAD CLOSED AHEAD
W20-3

CTH SS

ROAD CLOSED
7.2 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3
TYPE III BARRICADE

CTH I

RED CEDAR RIVER

25 TH ST/CTH A

COUNTY A M1-5A | COUNTY I M1-5A
ROAD CLOSED AHEAD
W20-3

DETOUR ROUTE

23 RD ST

24 TH ST N

4 1/2 AVE

CTH A

CTH AA

22 1/4 ST

24 TH ST S

24 3/4 ST

ROAD CLOSED 1000 FT
W20-3

ROAD CLOSED 500 FT
W20-3

CONSTRUCTION ZONE

CTH I

21 3/4 ST

ROAD CLOSED 500 FT
W20-3

ROAD CLOSED 1000 FT
W20-3

CTH A

ROAD CLOSED AHEAD
W20-3

2 3/4 AVE

ROAD CLOSED TO THRU TRAFFIC
R11-4

BEGIN PROJECT
8837-00-70
STA 68+01.97

TYPE III BARRICADE

CTH A/CTH I

CTH A

COUNTY A M1-5A | COUNTY I M1-5A

ROAD CLOSED 500 FT
W20-3

ROAD CLOSED TO THRU TRAFFIC
R11-4

ROAD CLOSED AHEAD
W20-3

CTH I

23 RD ST

22 1/4 ST

TYPE III BARRICADE

CTH AA

END PROJECT
8837-00-70
STA 357+61.81

SCALE, FEET 0 1500 3000

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	TRAFFIC CONTROL: CTH A - STAGE 1	SHEET 43	E

2

N

NOTE:

CONSTRUCT CTH A/CTH I INTERSECTION WITH IT OPEN TO THRU TRAFFIC.

MAINTAIN ACCESS FROM 23RD STREET TO CTH A EAST.

COUNTY A
M1-5A

M5-1R

ROAD CLOSED AHEAD
W20-3

CTH I

CTH SS

ROAD CLOSED
5.9 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3

TYPE III BARRICADE

25 TH ST/CTH A

RED CEDAR RIVER

DETOUR ROUTE

23 RD ST

24 TH ST N

4 1/2 AVE

CTH A

CTH AA

ROAD CLOSED AHEAD
W20-3

22 1/4 ST

24 TH ST S

24 3/4 ST

ROAD CLOSED 1000 FT
W20-3

CTH A

ROAD CLOSED 500 FT
W20-3

CTH AA

END PROJECT
8837-00-70
STA 357+61.81

CONSTRUCTION ZONE

BEGIN PROJECT
8837-00-70
STA 68+01.97

CTH I

21 3/4 ST

CTH A/CTH I

CTH A

2 3/4 AVE

COUNTY A
M1-5A

ROAD CLOSED AHEAD
W20-3

ROAD CLOSED 1000 FT
W20-3

ROAD CLOSED 500 FT
W20-3

CTH I

ROAD CLOSED 500 FT
W20-3

ROAD WORK AHEAD
W20-1

*

ROAD CLOSED TO THRU TRAFFIC
R11-4

22 1/4 ST

TYPE III BARRICADE

23 RD ST

ROAD WORK AHEAD
W20-1

* PLACE BARRICADES AND SIGNS AT INTERSECTIONS ACCORDING TO DETAIL 4 OF SDD 15C3-2.

SCALE, FEET 0 1500 3000

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	TRAFFIC CONTROL: CTH A - STAGE 2	SHEET 44	E

2

2

N

COUNTY A
M1-5A
M5-1R
ROAD CLOSED AHEAD
W20-3

CTH SS

CTH I

DETOUR ROUTE

RED CEDAR RIVER

ROAD CLOSED AHEAD
W20-3

COUNTY A
M1-5A
ROAD CLOSED AHEAD
W20-3

ROAD CLOSED 2.2 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3
TYPE III BARRICADE

25 TH ST/CTH A

ROAD CLOSED 1000 FT
W20-3

ROAD CLOSED 500 FT
W20-3

24 TH ST N

23 RD ST

CTH A

4 1/2 AVE

22 1/4 ST

24 TH ST S

24 3/4 ST

CTH AA

ROAD CLOSED TO THRU TRAFFIC
R11-4
TYPE III BARRICADE

ROAD CLOSED 500 FT
W20-3

ROAD CLOSED 500 FT
W20-3

ROAD CLOSED AHEAD
W20-3

TO DALLAS

CONSTRUCTION ZONE

CTH A

CTH AA

CTH SS

ROAD CLOSED AHEAD
W20-3

21 3/4 ST

ROAD CLOSED 1000 FT
W20-3

ROAD CLOSED 500 FT
W20-3

BEGIN PROJECT
8837-00-70
STA 68+01.97

END PROJECT
8837-00-70
STA 357+61.81

NOTE:

MAINTAIN ACCESS FROM 23RD STREET TO CTH A WEST.

* PLACE BARRICADES AND SIGNS AT INTERSECTIONS ACCORDING TO DETAIL 4 OF SDD 15C3-2.

ROAD CLOSED 1.2 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3
TYPE III BARRICADE

COUNTY A
M1-5A
ROAD CLOSED AHEAD
W20-3

CTH I

22 1/4 ST

ROAD CLOSED TO THRU TRAFFIC
R11-4
TYPE III BARRICADE

23 RD ST

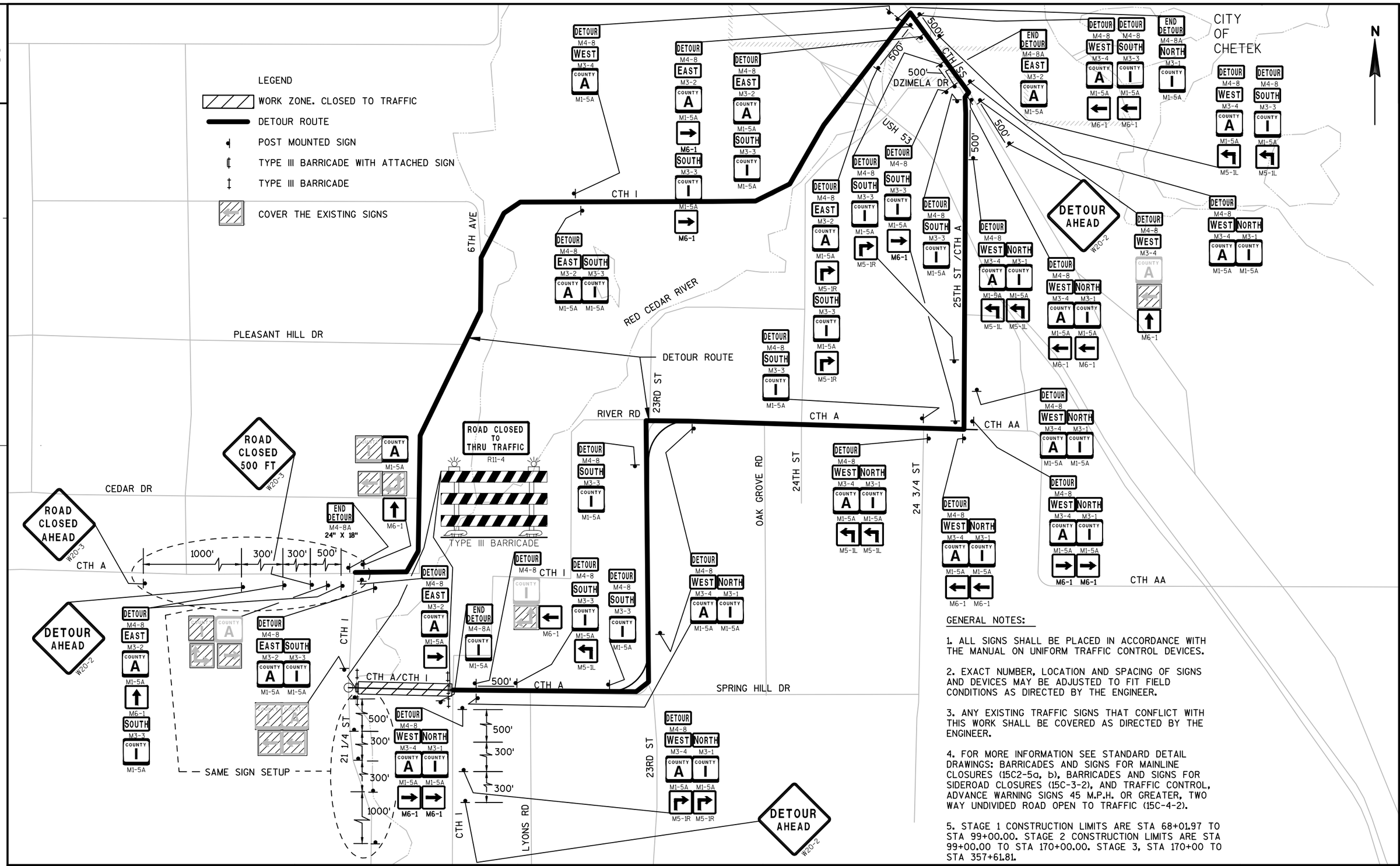
ROAD WORK AHEAD
W20-1

2 3/4 AVE

ROAD CLOSED AHEAD
W20-3

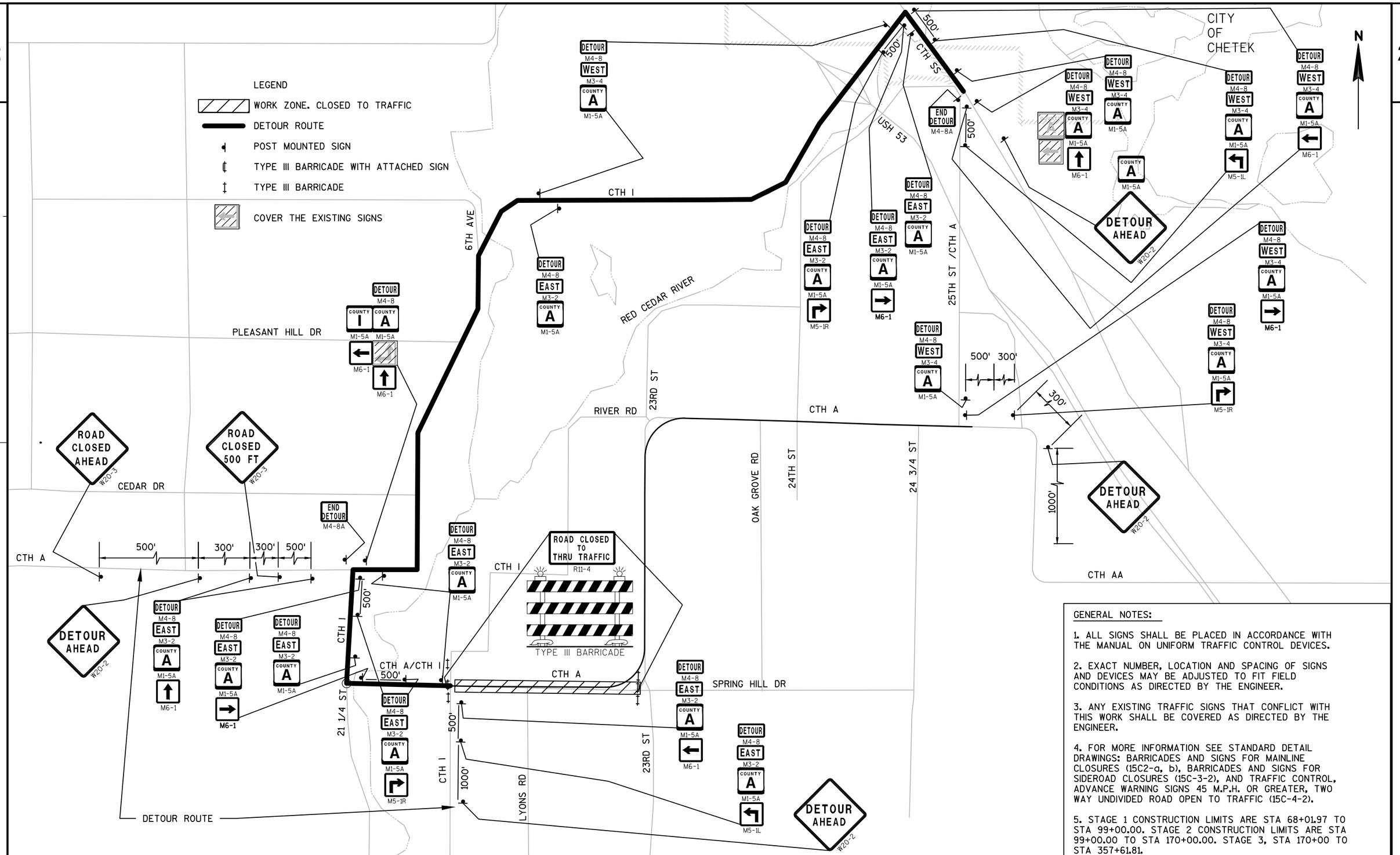
SCALE, FEET 0 1500 3000

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	TRAFFIC CONTROL: CTH A - STAGE 3	SHEET 45	E



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	DETOUR: CTH A - STAGE 1	SCALE, FEET 0 1500 3000	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\027001_DT.DWG PLOT DATE : 10/16/2015 4:39 PM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:3000 FT
WISDOT/CADDS SHEET 42



GENERAL NOTES:

1. ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

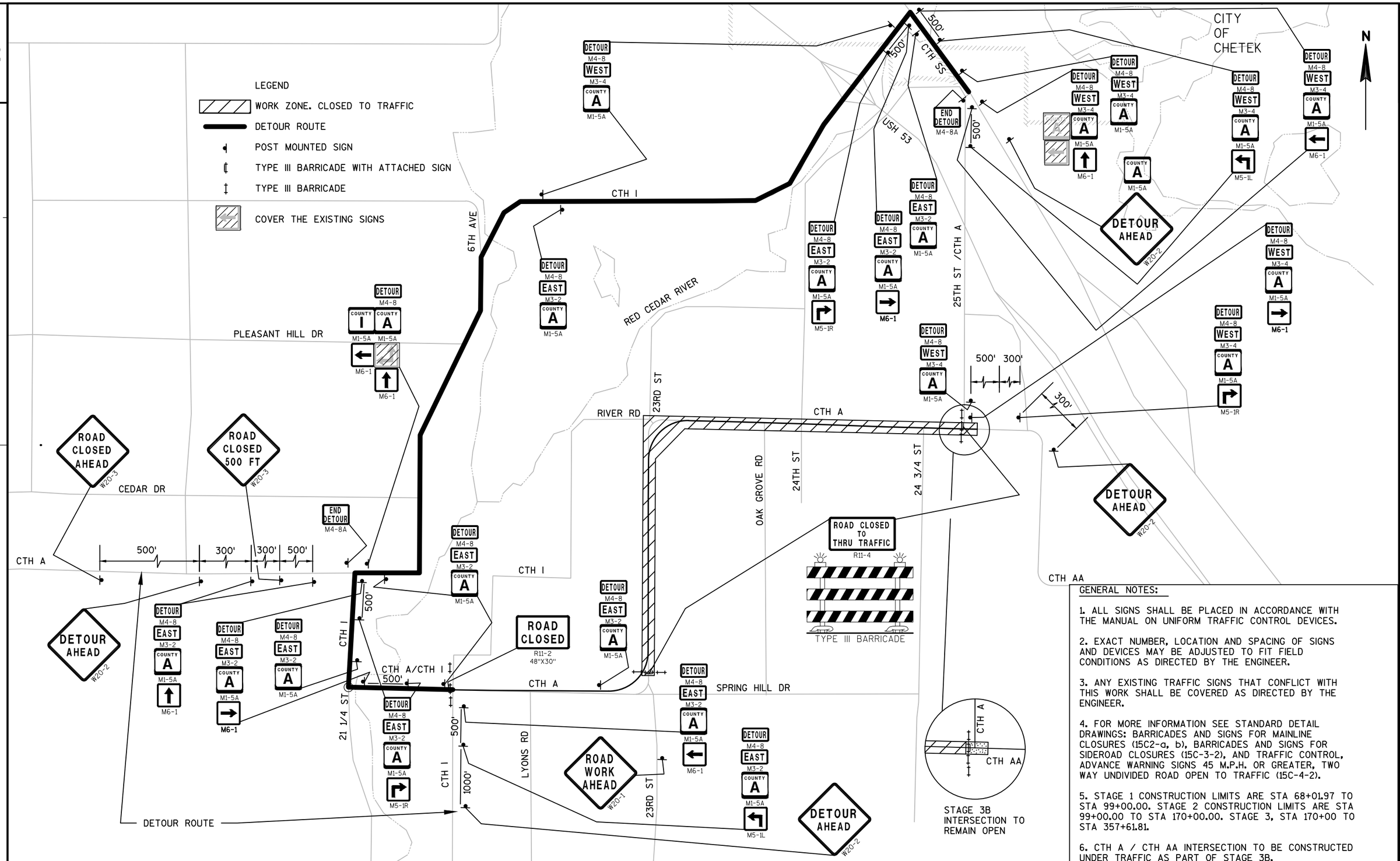
2. EXACT NUMBER, LOCATION AND SPACING OF SIGNS AND DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

3. ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER.

4. FOR MORE INFORMATION SEE STANDARD DETAIL DRAWINGS: BARRICADES AND SIGNS FOR MAINLINE CLOSURES (15C2-a, b), BARRICADES AND SIGNS FOR SIDEROAD CLOSURES (15C-3-2), AND TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC (15C-4-2).

5. STAGE 1 CONSTRUCTION LIMITS ARE STA 68+01.97 TO STA 99+00.00. STAGE 2 CONSTRUCTION LIMITS ARE STA 99+00.00 TO STA 170+00.00. STAGE 3, STA 170+00 TO STA 357+61.81.

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	DETOUR: CTH A - STAGE 2	SCALE, FEET 0 1500 3000	SHEET 47	E



GENERAL NOTES:

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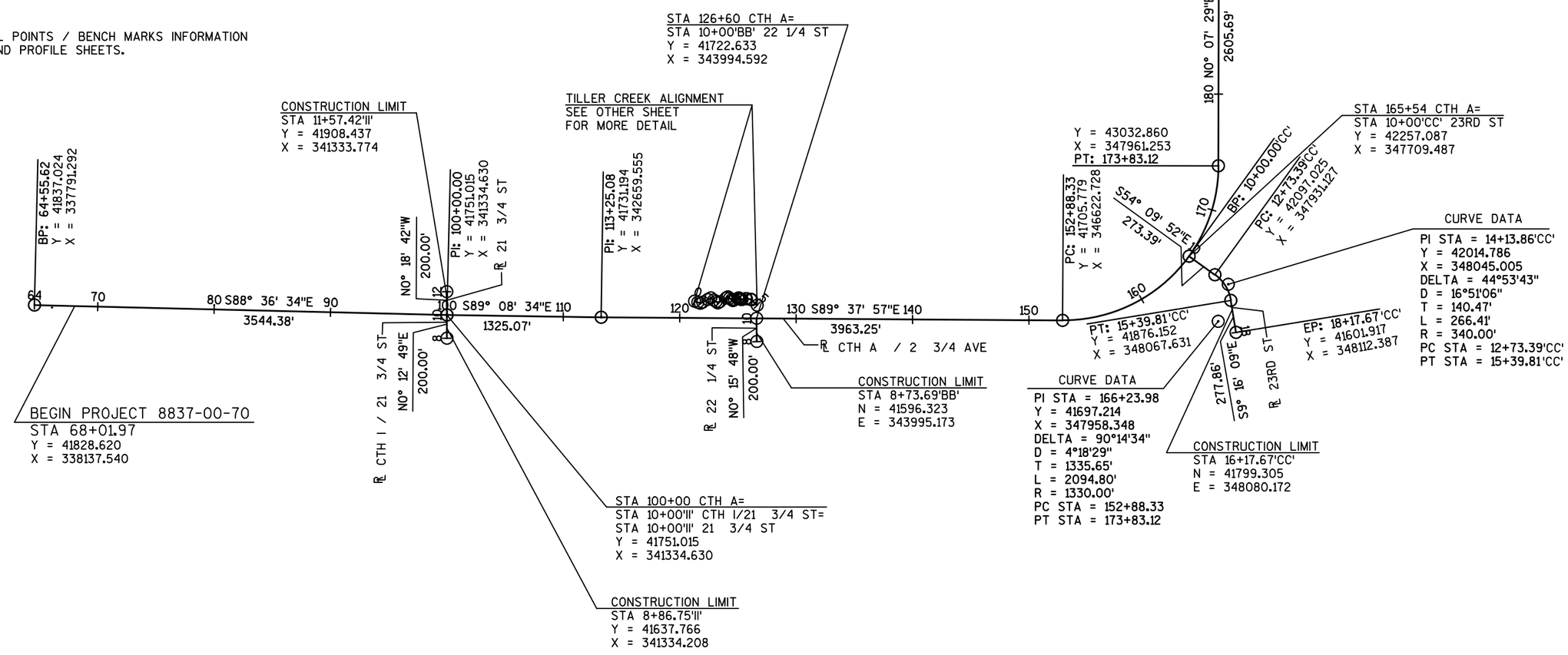
5. STAGE 1 CONSTRUCTION LIMITS ARE STA 68+01.97 TO STA 99+00.00. STAGE 2 CONSTRUCTION LIMITS ARE STA 99+00.00 TO STA 170+00.00. STAGE 3, STA 170+00 TO STA 357+61.81.

6. CTH A / CTH AA INTERSECTION TO BE CONSTRUCTED UNDER TRAFFIC AS PART OF STAGE 3B.

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	DETOUR: CTH A - STAGE 3 AND 3B	SCALE, FEET 0 1500 3000	SHEET 48	E

NOTE:

FOR CONTROL POINTS / BENCH MARKS INFORMATION
SEE PLAN AND PROFILE SHEETS.



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	ALIGNMENT DIAGRAM: CTH A	SCALE, FEET 0 500 1000	SHEET 49	E

NOTE:

FOR CONTROL POINTS / BENCH MARKS INFORMATION
SEE PLAN AND PLOT SHEETS.

N

CONSTRUCTION LIMIT
STA 10+96.21'EE'
Y = 51014.444
X = 347990.844

CURVE DATA
PI STA = 252+73.18
Y = 50922.829
X = 347989.465
DELTA = 90°55'41"
D = 4°18'29"
T = 1351.72'
L = 2110.70'
R = 1330.00'
PC STA = 239+21.46
PT STA = 260+32.16

CONSTRUCTION LIMIT
STA 1+80.88'DD'
Y = 50920.243
X = 347888.870

STA 2+81'DD' 4 1/2 AVE=
STA 10+00'EE' 23RD ST
Y = 50918.243
X = 347989.395

BP: 0+50.00'DD'
Y = 50922.848
X = 347758.018

℄ 4 1/2 AVE
S88° 51' 35"E
589.51'

℄ NO° 51' 48"E 200.00' ℄ 23RD ST

PC: 6+39.51'DD'
Y = 50911.117
X = 348347.416

S88° 51' 35"E
589.51'

PT: 8+69.72'DD'
Y = 50801.757
X = 348539.226

EP: 10+00.00'DD'

S31° 45' 42"E
130.28'

STA 252+62 CTH A=
STA 10+00'DD' 4 1/2 AVE
Y = 50690.986
X = 348607.805

PC: 239+21.46
Y = 49571.153
X = 347978.883

PI: 226+29.95
Y = 48279.675
X = 347968.773

240 NO° 26' 55"E 230 NO° 25' 02"E 220
1291.52'
2641.14'
℄ CTH A / 23RD ST

MATCH LINE STA 215+00

CURVE DATA
PI STA = 7+65.19'DD'
Y = 50908.616
X = 348473.070
DELTA = 57°05'54"
D = 24°48'12"
T = 125.68'
L = 230.20'
R = 231.00'
PC STA = 6+39.51'DD'
PT STA = 8+69.72'DD'

PT: 260+32.16
Y = 50890.357
X = 349340.793

PI: 273+25.69
Y = 50859.283
X = 350633.945

260 S88° 37' 25"E 270
1293.53'

280 S88° 20' 24"E 290
2518.14'

STA 286+06 CTH A=
STA 10+00'OG' 23 3/4 ST
Y = 50822.209
X = 351913.228

℄ 23 3/4 ST / OAK GROVE RD
NO° 50' 10"E 200.00'

CONSTRUCTION LIMIT
STA 8+79.70'OG'
Y = 50701.926
X = 351911.476

℄ 24TH ST
NO° 43' 58"W 200.00'

℄ 24TH ST
NO° 44' 05"W 200.00'

PI: 298+44.43
Y = 50786.460
X = 353151.636

CONSTRUCTION LIMIT
STA 8+61.15'FF'
Y = 50647.481
X = 353153.414

STA 298+44 CTH A=
STA 10+00'FF' 24TH ST (SOUTH)=
STA 10+00'FF' 24TH ST (NORTH)
Y = 50786.318
X = 353151.638

CONSTRUCTION LIMIT
STA 11+49.34'FF'
Y = 50935.645
X = 353149.724

300 310 S87° 52' 22"E 320
2830.85'

℄ CTH A / 4 1/2 AVE

PI: 326+75.29
Y = 50681.242
X = 355980.533

330 S88° 29' 38"E 340
2661.52'

CONSTRUCTION LIMIT
STA 8+53.48'NN'
Y = 50499.740
X = 357309.002

STA 340+06 CTH A=
STA 10+00'NN' 24 3/4 ST
Y = 50646.242
X = 357311.120

CONSTRUCTION LIMIT
STA 10+83.28'HH'
Y = 50694.568
X = 358642.320

℄ NOVAK AVE
NO° 49' 41"E 200.00'

℄ 24 3/4 ST / NOVAK AVE

NO° 48' 52"E 200.00'

PI: 353+36.81
Y = 50611.294
X = 358641.136

℄ 25TH ST

350 358

EP: 358+34.71
Y = 50600.404
X = 359138.917

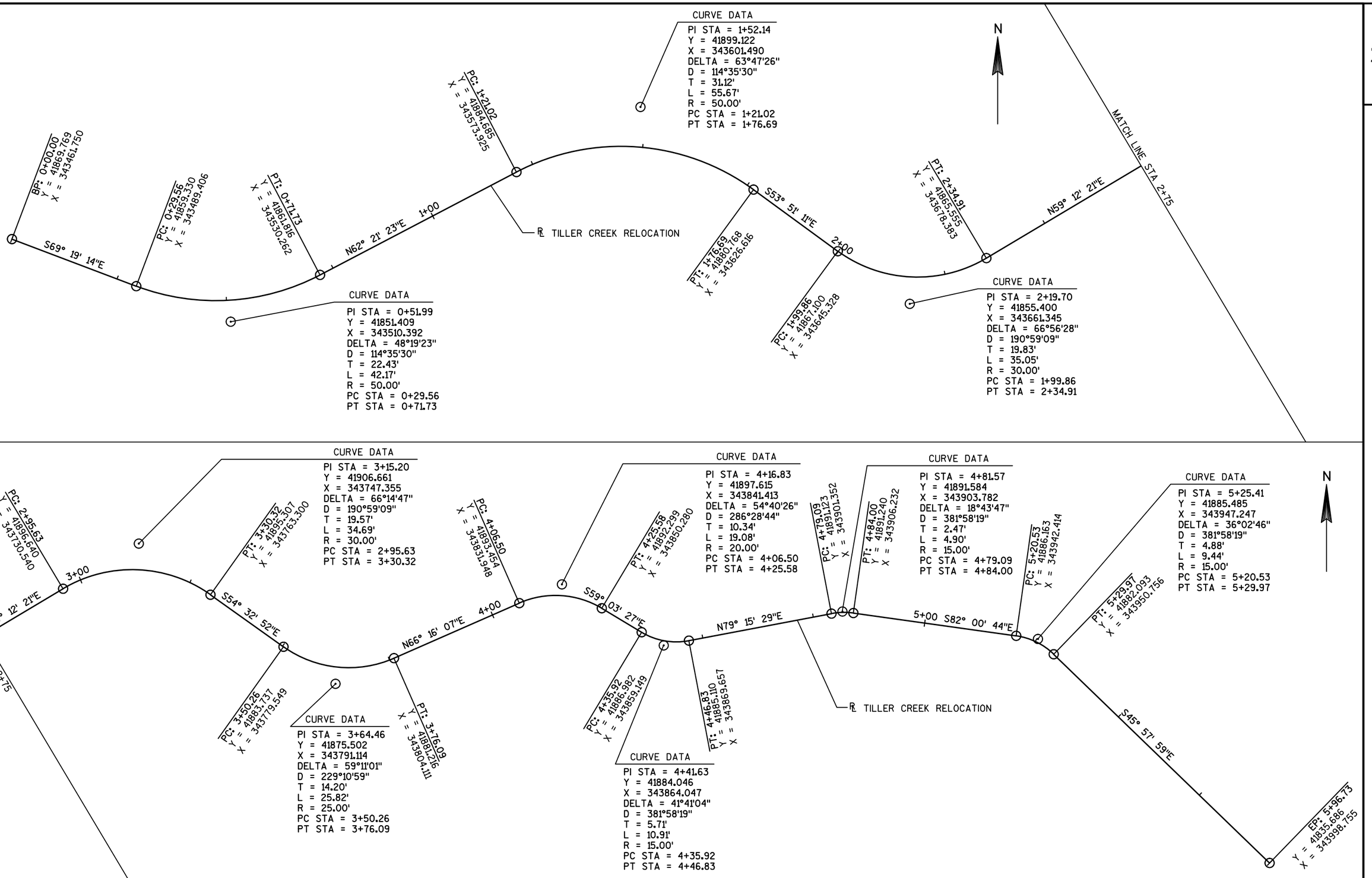
S88° 44' 48"E
497.90'

END PROJECT 8837-00-70
STA 357+61.81
Y = 50601.998
X = 359066.034

STA 353+37 CTH A=
STA 10+00'HH' 25TH ST
Y = 50611.294
X = 358641.136

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	ALIGNMENT DIAGRAM: CTH A	SCALE, FEET 0 500 1000	SHEET 50	E

2



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	ALIGNMENT DIAGRAM: TILLER CREEK RELOCATION	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\027202_AD.DWG PLOT DATE : 5/15/2015 12:02 PM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : **********

DATE 22DEC15 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	8837-00-70 QUANTITY
0010	201.0105	Clearing	STA	58.000	58.000
0020	201.0205	Grubbing	STA	58.000	58.000
0030	203.0100	Removing Small Pipe Culverts	EACH	35.000	35.000
0040	204.0165	Removing Guardrail	LF	560.000	560.000
0050	204.0170	Removing Fence	LF	25,775.000	25,775.000
0060	205.0100	Excavation Common	CY	201,314.000	201,314.000
0070	205.0400	Excavation Marsh	CY	6,341.000	6,341.000
0080	213.0100	Finishing Roadway (project) 01. 8837-00-70	EACH	1.000	1.000
0090	214.0100	Obliterating Old Road	STA	43.000	43.000
0100	305.0110	Base Aggregate Dense 3/4-Inch	TON	12,895.000	12,895.000
0110	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	102,980.000	102,980.000
0120	306.0115	Salvaged Asphaltic Pavement Base	CY	5,840.000	5,840.000
0130	312.0110	Select Crushed Material	TON	29,830.000	29,830.000
0140	440.4410	Incentive IRI Ride	DOL	21,920.000	21,920.000
0150	455.0105	Asphaltic Material PG58-28	TON	1,480.000	1,480.000
0160	455.0110	Asphaltic Material PG58-34	TON	670.000	670.000
0170	455.0605	Tack Coat	GAL	12,150.000	12,150.000
0180	460.1100	HMA Pavement Type E-0.3	TON	1,510.000	1,510.000
0190	460.1101	HMA Pavement Type E-1	TON	34,250.000	34,250.000
0200	460.2000	Incentive Density HMA Pavement	DOL	22,780.000	22,780.000
0210	460.4000	HMA Cold Weather Paving	TON	3,000.000	3,000.000
0220	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	150.000	150.000
0230	465.0315	Asphaltic Flumes	SY	185.000	185.000
0240	490.0200	Salvaged Asphaltic Pavement Milling	SY	74,500.000	74,500.000
0250	521.0112	Culvert Pipe Corrugated Steel 12-Inch	LF	158.000	158.000
0260	521.0115	Culvert Pipe Corrugated Steel 15-Inch	LF	302.000	302.000
0270	521.0118	Culvert Pipe Corrugated Steel 18-Inch	LF	395.000	395.000
0280	521.0124	Culvert Pipe Corrugated Steel 24-Inch	LF	181.000	181.000
0290	521.0130	Culvert Pipe Corrugated Steel 30-Inch	LF	76.000	76.000
0300	521.0136	Culvert Pipe Corrugated Steel 36-Inch	LF	88.000	88.000
0310	521.1012	Apron Endwalls for Culvert Pipe Steel 12-Inch	EACH	8.000	8.000
0320	521.1015	Apron Endwalls for Culvert Pipe Steel 15-Inch	EACH	12.000	12.000
0330	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	16.000	16.000
0340	521.1024	Apron Endwalls for Culvert Pipe Steel 24-Inch	EACH	8.000	8.000
0350	521.1030	Apron Endwalls for Culvert Pipe Steel 30-Inch	EACH	2.000	2.000
0360	521.1036	Apron Endwalls for Culvert Pipe Steel 36-Inch	EACH	2.000	2.000
0370	521.1515	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 15-Inch 6 to 1	EACH	2.000	2.000
0380	521.1518	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 18-Inch 6 to 1	EACH	6.000	6.000
0390	522.0118	Culvert Pipe Reinforced Concrete Class III 18-Inch	LF	76.000	76.000
0400	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	914.000	914.000
0410	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	228.000	228.000
0420	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	2.000	2.000

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DATE 22DEC15 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	8837-00-70 QUANTITY
0430	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	26.000	26.000
0440	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	6.000	6.000
0450	523.0148	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 48x76-Inch	LF	72.000	72.000
0460	523.0158	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 58x91-Inch	LF	80.000	80.000
0470	523.0548	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 48x76-Inch	EACH	2.000	2.000
0480	523.0558	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 58x91-Inch	EACH	2.000	2.000
0490	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	4,660.000	4,660.000
0500	606.0200	Riprap Medium	CY	79.000	79.000
0510	614.2300	MGS Guardrail 3	LF	350.000	350.000
0520	614.2500	MGS Thrie Beam Transition	LF	234.000	234.000
0530	614.2610	MGS Guardrail Terminal EAT	EACH	6.000	6.000
0540	619.1000	Mobilization	EACH	1.000	1.000
0550	624.0100	Water	MGAL	100.000	100.000
0560	625.0500	Salvaged Topsoil	SY	248,135.000	248,135.000
0570	627.0200	Mulching	SY	211,440.000	211,440.000
0580	628.1104	Erosion Bales	EACH	100.000	100.000
0590	628.1504	Silt Fence	LF	32,857.000	32,857.000
0600	628.1520	Silt Fence Maintenance	LF	32,857.000	32,857.000
0610	628.1905	Mobilizations Erosion Control	EACH	6.000	6.000
0620	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0630	628.2004	Erosion Mat Class I Type B	SY	31,945.000	31,945.000
0640	628.2008	Erosion Mat Urban Class I Type B	SY	4,805.000	4,805.000
0650	628.2023	Erosion Mat Class II Type B	SY	12,110.000	12,110.000
0660	628.6505	Soil Stabilizer Type A	ACRE	0.400	0.400
0670	628.7504	Temporary Ditch Checks	LF	890.000	890.000
0680	628.7555	Culvert Pipe Checks	EACH	89.000	89.000
0690	629.0210	Fertilizer Type B	CWT	165.000	165.000
0700	630.0120	Seeding Mixture No. 20	LB	7,050.000	7,050.000
0710	630.0140	Seeding Mixture No. 40	LB	30.000	30.000
0720	630.0160	Seeding Mixture No. 60	LB	200.000	200.000
0730	630.0200	Seeding Temporary	LB	3,885.000	3,885.000
0740	633.5200	Markers Culvert End	EACH	40.000	40.000
0750	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	4.000	4.000
0760	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	1.000	1.000
0770	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	30.000	30.000
0780	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	4.000	4.000
0790	637.2230	Signs Type II Reflective F	SF	279.580	279.580
0800	638.2102	Moving Signs Type II	EACH	7.000	7.000
0810	638.2602	Removing Signs Type II	EACH	31.000	31.000
0820	638.3000	Removing Small Sign Supports	EACH	31.000	31.000
0830	642.5001	Field Office Type B	EACH	1.000	1.000
0840	643.0100	Traffic Control (project) 01. 8837-00-70	EACH	1.000	1.000
0850	643.0300	Traffic Control Drums	DAY	3,875.000	3,875.000
0860	643.0420	Traffic Control Barricades Type III	DAY	2,738.000	2,738.000

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DATE 22DEC15 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	8837-00-70 QUANTITY
0870	643.0705	Traffic Control Warning Lights Type A	DAY	3,354.000	3,354.000
0880	643.0900	Traffic Control Signs	DAY	4,609.000	4,609.000
0890	643.0920	Traffic Control Covering Signs Type II	EACH	18.000	18.000
0900	643.2000	Traffic Control Detour (project) 01. 8837-00-70	EACH	1.000	1.000
0910	643.3000	Traffic Control Detour Signs	DAY	16,455.000	16,455.000
0920	645.0120	Geotextile Fabric Type HR	SY	159.000	159.000
0930	646.0106	Pavement Marking Epoxy 4-Inch	LF	80,250.000	80,250.000
0940	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	84.000	84.000
0950	648.0100	Locating No-Passing Zones	MI	5.470	5.470
0960	650.4500	Construction Staking Subgrade	LF	31,220.000	31,220.000
0970	650.5000	Construction Staking Base	LF	31,220.000	31,220.000
0980	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	4,660.000	4,660.000
0990	650.6000	Construction Staking Pipe Culverts	EACH	47.000	47.000
1000	650.9910	Construction Staking Supplemental Control (project) 01. 8837-00-70	LS	1.000	1.000
1010	650.9920	Construction Staking Slope Stakes	LF	31,820.000	31,820.000
1020	690.0150	Sawing Asphalt	LF	316.000	316.000
1030	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,400.000	2,400.000
1040	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,380.000	1,380.000
1050	SPV.0105	Special 01. TILLER CREEK REALIGNMENT	LS	1.000	1.000
1060	SPV.0105	Special 02. WETLAND RESTORATION	LS	1.000	1.000

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CLEARING AND GRUBBING ITEMS

STATION	-	STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
CATEGORY CODE 0010					
105+00	-	108+00	LT	3	3
150+00	-	172+00	LT & RT	22	22
180+00	-	181+00	LT	1	1
197+00	-	202+00	LT & RT	5	5
204+00	-	207+00	RT	3	3
215+00	-	231+00	LT & RT	16	16
339+00	-	340+00	LT	1	1
10+00'CC'	-	13+00'CC'	LT & RT	3	3
3+00'DD'	-	7+00'DD'	LT & RT	4	4
			TOTALS	**58**	**58**

REMOVE FENCE

STATION	-	STATION	LOCATION	204.0170 REMOVING FENCE (LF)
CATEGORY CODE 0010				
97+80	-	99+00	RT	120
107+70	-	126+75	LT	1905
113+25	-	120+75	RT	750
130+75	-	153+75	RT	2300
175+25	-	195+25	RT	2000
197+75	-	220+00	LT	2225
196+50	-	200+75	RT	425
204+75	-	214+75	RT	1000
214+75	-	220+50	RT	575
227+00	-	237+50	RT	1050
229+00	-	242+50	LT	1350
262+00	-	273+00	LT	1100
276+50	-	278+75	RT	225
280+00	-	290+50	LT	1050
288+50	-	290+00	RT	150
229+00	-	242+50	LT	1350
262+00	-	273+00	LT	1100
303+50	-	339+75	RT	3625
313+25	-	338+50	LT	2525
340+50	-	350+00	RT	950
			TOTAL	**25775**

REMOVING CULVERTS

STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS (EACH)
CATEGORY CODE 0010		
113+34	MAINLINE	1
122+83	MAINLINE	1
126+84	MAINLINE	1
130+54	RT	1
139+90	RT	1
143+50	LT	1
155+37	MAINLINE	1
172+06	MAINLINE	2
176+73	LT	1
180+34	LT	1
180+59	RT	1
188+87	LT	1
196+23	LT	1
211+22	MAINLINE	1
215+10	LT	1
231+00	RT	1
237+49	MAINLINE	1
247+00	LT	1
8+50'EE'	23RD ST	1
6+47'DD'	LT	1
254+00	LT	1
260+69	RT	1
261+37	RT	1
266+36	MAINLINE	1
273+11	LT	1
275+31	LT	1
285+95	LT	1
291+23	MAINLINE	1
292+16	LT	1
300+88	MAINLINE	1
311+52	MAINLINE	1
313+78	RT	1
320+53	MAINLINE	1
10+49'HH'	CL	1
	TOTAL	**35**

REMOVAL GUARDRAIL

STATION	-	STATION	LOCATION	204.0165 REMOVING GUARDRAIL (LF)
CATEGORY CODE 0010				
68+00	-	69+25	RT	90
68+00	-	69+25	LT	125
131+10	-	131+95	LT	85
131+25	-	132+10	RT	85
131+37	-	132+22	LT	85
131+52	-	132+37	RT	85
			TOTAL	**560**

OBLITERATE OLD ROAD

STATION	-	STATION	LOCATION	214.0100 OBLITERATE OLD ROAD (STA)
CATEGORY 0010				
154+00	-	172+00	RT	22
241+00	-	258+00	LT	21
			TOTAL	**43**

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BASE AGGREGATE DENSE

STATION	-	STATION	LOCATION	305.0110 BASE AGG DENSE 3/4-INCH TON	305.0120 BASE AGG DENSE 1 1/4-INCH TON	306.0115 SALVAGED ASPHALTIC PAVEMENT BASE CY	312.0110 SELECT CRUSHED MATERIAL TON	COMMENTS
CATEGORY CODE 0010								
68+02	-	150+75	MAINLINE	2,930	27,420	1,670	---	---
150+75	-	175+96	MAINLINE	890	8,360	510	14,120	---
175+96	-	237+08	MAINLINE	2,170	20,260	1,230	---	---
237+08	-	262+45	MAINLINE	900	8,410	510	14,210	---
262+45	-	357+62	MAINLINE	3,370	31,550	1,920	---	---
8+86'll'	-	11+57'll'	CTH I	20	510	---	---	SIDEROAD
8+73'BB'	-	10+00'BB'	22 1/4 ST.	20	240	---	---	SIDEROAD
10+00'CC'	-	16+18'CC'	23RD ST.	120	1,170	---	---	SIDEROAD
1+80'DD'		10+00'DD'	4 1/2 AVE.	160	1,550	---	---	SIDEROAD
10+00'EE'	-	11+00'EE'	23RD ST.	20	190	---	---	SIDEROAD
8+79'OG'	-	10+00'OG'	23 3/4 ST.	20	230	---	---	SIDEROAD
8+61'FF'	-	11+50'FF'	24TH ST.	40	550	---	---	SIDEROAD
8+53'NN'	-	10+00'NN'	24 3/4 ST	20	280	---	---	SIDEROAD
10+00'HH'	-	10+83'HH'	25TH ST.	5	160	---	---	SIDEROAD
--	-	--	DRIVEWAYS	1,600	80	---	---	--
--	-	--	UNDISTRIBUTED	610	2,020	--	1,500	--
			TOTAL:	**12,895**	**102,980**	**5,840**	**29,830**	

SALVAGED ASPHALTIC PAVEMENT

STATION	-	STATION	LOCATION	490.0100 SY
CATEGORY CODE 0010				
68+02	-	357+62	Mainline	70,791
8+87'll'	-	9+89'll'	CTH 'I'	274
10+11'll'	-	11+57'll'	21-3/4 Street	356
8+74'BB'	-	9+89'BB'	22-1/4 Street	282
13+75'CC'	-	16+18'CC'	23rd ST SOUTH	594
8+21'EE'	-	10+96'EE'	23rd ST NORTH	672
8+80'OG'	-	9+89'OG'	Oak Grove Road	293
8+61'FF'	-	9+89'FF'	24th Street (So.)	683
8+53'NN'	-	9+89'NN'	Novak Road	365
10+11'HH'	-	10+83'HH'	25th Street	194
			TOTAL	**74,500**

WATER

STATION	-	STATION	LOCATION	624.0100 WATER MGAL
CATEGORY CODE 0010				
UNDISTRUBUTED			--	100
			TOTALS	**100**

ASPHALT FLUMES

STATION	LOCATION	465.0315 ASPHALTIC FLUMES SY	COMMENTS
176+40	LT	10	MAINLINE
195+94	LT	11	MAINLINE
195+94	RT	13	MAINLINE
202+06	LT	6	MAINLINE
202+06	RT	8	MAINLINE
220+94	LT	8	MAINLINE
220+94	RT	7	MAINLINE
227+06	LT	15	MAINLINE
227+06	RT	9	MAINLINE
259+69	RT	11	MAINLINE
338+94	LT	9	MAINLINE
338+94	RT	10	MAINLINE
343+69	LT	10	MAINLINE
343+69	RT	10	MAINLINE
354+06	LT	10	MAINLINE
9+22'll'	LT	7	SIDEROAD
9+25'll'	RT	7	SIDEROAD
10+66'll'	LT	7	SIDEROAD
10+81'll'	RT	7	SIDEROAD
10+69'HH'	LT	10	SIDEROAD
	TOTALS	**185**	

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Division	STATION - STATION	LOCATION	COMMON EXCAVATION (1) (item #205.0100) CUT (2)	EBS EXCAVATION (3)	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	AVAILABLE MATERIAL (5)	Marsh Excavation (6) (item #205.0500)	Reduced EBS in Fill (9) Factor 0.80	Expanded Marsh Backfill (10) Factor 1.50	Expanded EBS Backfill (11) Factor 1.30	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.25	MASS ORDINATE +/- (14)	Waste
1	68+02 - 99+00	CTH A	16,849	0	631	16,218	0	0	0	0	4,158	5,198	11,020	
Divison 1 Subtotal			16,849	0	631	16,218	0	0	0	0	4,158	5,198	11,020	11,020
2	99+00 - 170+00	CTH A	25,685	0	1,446	24,239	0	0	0	0	10,311	12,889	11,350	
	8+86.75'II' - 9+31.27'II'	CTH I (S)	71	0	8	63	0	0	0	0	2	2	61	
	10+59.66'II' - 11+57.42'II'	CTH I (N)	148	0	18	130	0	0	0	0	1	1	129	
	8+73.69'BB' - 9+41.39'BB'	22 1/4TH. ST.	118	0	13	105	0	0	0	0	21	26	79	
	10+76'CC' - 16+17.67'CC'	23RD. ST.	2,153	0	50	2,104	0	0	0	0	4,338	5,422	-3,318	
Divison 2 Subtotal			28,175	0	1,535	26,641	0	0	0	0	14,672	18,340	8,301	8,301
3	170+00 - 357+62	CTH A	153,233	0	3,832	149,401	6,341	0	9,512	0	60,030	75,037	64,853	
	10+50'EE' - 10+96.21'EE'	23RD. ST. (N)	88	0	9	79	0	0	0	0	0	0	79	
	1+80.88'DD' - 9+25'DD'	4 1/2TH. AVE.	1,862	0	27	1,835	0	0	0	0	935	1,169	666	
	8+79.7'OG' - 9+41.20'OG'	23 3/4TH. ST.	39	0	11	28	0	0	0	0	88	110	-82	
	8+61.15'FF' - 9+39.18'FF'	24TH ST. (S)	311	0	14	297	0	0	0	0	0	0	297	
	10+60.35'FF' - 11+49.34'FF'	24TH. ST. (N)	208	0	16	192	0	0	0	0	0	0	192	
	8+53.48'NN' - 9+41.36'NN'	24 3/4TH. ST.	414	0	16	398	0	0	0	0	17	21	377	
	10+49'HH' - 10+83.28'HH'	CTH A	135	0	7	128	0	0	0	0	22	28	101	
Division 3 Subtotal			156,290	0	3,932	152,358	6,341	0	9,512	0	61,092	76,365	66,482	66,482
	GRAND TOTALS =		201,314	0	6,098	195,217	6,341	0	9,512	0	79,922	99,902	85,803	85,803
	TOTAL COMMON EXCAVATION =		201,314											

1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100

2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

3) EBS EXCAVATION TO BE BACKFILLED WITH CUT MATERIAL.

5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL.

6) MARSH EXCAVATION TO BE BACKFILLED WITH CUT MATERIAL.

9) REDUCED EBS IN FILL - EXCAVATED EBS MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = 0.8.

10) EXPANDED MARSH BACKFILL TO BE FILLED WITH CUT MATERIAL. MARSH BACKFILL FACTOR = 1.5.

11) EXPANDED EBS BACKFILL TO BE FILLED WITH CUT MATERIAL. EBS BACKFILL FACTOR = 1.3.

13) EXPANDED FILL FACTOR = 1.25

EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR

14) THE MASS ORDINATE +/- QTY CALCULATED FOR THE DIVISON. + QUANTITY INDICATES AN EXCESS OF MATERIAL WITH THE DIVISION. - INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION. M.O. INCLUDES PLACING CUT MATERIAL IN MARSH BACKFILL AREAS.

3

ASPHALTIC ITEMS

STATION	-	STATION	LOCATION	455.0105 ASPHALTIC MATERIAL PG58-28 TON	455.0110 ASPHALTIC MATERIAL PG58-34 TON	455.0605 TACK COAT GAL	460.1100 HMA PAVEMENT TYPE E-0.3 TON	460.1101 HMA PAVEMENT TYPE E-1 TON	460.4000 HMA COLD WEATHER PAVING TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES TON	COMMENTS
CATEGORY CODE 0010											
68+02	-	357+62	CTH A	1,480	--	11,740	--	24,660	--	--	2 LOWER LIFTS
68+02	-	357+62	CTH A	--	575	--	--	9,590	3,000	--	UPPER LIFT
---		---	---	---	---	---	---	---	--	---	---
8+87'll'	-	9+82'll'	CTH I	--	5	20	75	--	--	--	SIDEROAD
10+18'll'	-	11+57'll'	21-3/4 STREET	--	6	30	95	--	--	--	SIDEROAD
8+74'BB'	-	9+82'BB'	22-1/4 STREET	--	5	25	80	--	--	--	SIDEROAD
10+18'CC'	-	16+18'CC'	23RD ST SOUTH	--	20	95	335	--	--	--	SIDEROAD
10+11'EE'	-	10+97'EE'	23RD ST NORTH	--	4	20	70	--	--	--	SIDEROAD
1+80'DD'	-	9+82'DD'	4-1/2 AVENUE	--	26	125	440	--	--	--	SIDEROAD
8+79'OG'	-	9+82'OG'	OAK GROVE ROAD	--	5	25	80	--	--	--	SIDEROAD
8+61'FF'	-	11+49'FF'	24TH STREET SO.	--	11	50	180	--	--	--	SIDEROAD
8+53'NN'	-	9+82'NN'	NOVAK ROAD	--	6	25	90	--	--	--	SIDEROAD
10+18'HH'	-	10+84'HH'	25TH STREET	--	4	15	60	--	--	--	SIDEROAD
			DRIVEWAYS	--	--	--	--	--	--	150	DRIVEWAYS
			TOTALS	**1,480**	**670**	**12,150**	**1,510**	**34,250**	**3,000**	**150**	

3

DRIVEWAY CULVERT PIPES*

STATION	LOCATION		PIPE THICKNESS INCHES	CULVERT PIPE CORRUGATED STEEL 521.0112 12-INCH LF	521.0115 15-INCH LF	521.0118 18-INCH LF	521.0124 24-INCH LF	APRON ENDWALLS FOR CULVERT PIPE STEEL 521.1012 12-INCH EACH	521.1015 15-INCH EACH	521.1018 18-INCH EACH	521.1024 24-INCH EACH	AEW FOR CULVERT PIPE SLOPED SECTION STEEL 521.1515 15-INCH EACH	521.1518 18-INCH EACH	CONSTRUCTION STAKING 650.6000 PIPE CULVERTS EACH
CATEGORY CODE 0010														
130+54	RT	CTH A	0.064	--	40	--	--	--	2	--	--	--	--	1
139+90	RT	CTH A	0.064	--	--	22	--	--	--	2	--	--	--	1
143+50	LT	CTH A	0.064	--	--	--	32	--	--	--	2	--	--	1
158+00	LT	CTH A	0.064	--	--	--	50	--	--	--	2	--	--	1
180+34	LT	CTH A	0.064	--	54	--	--	--	2	--	--	--	--	1
180+59	RT	CTH A	0.064	--	38	--	--	--	--	--	--	2	--	1
186+86	RT	CTH A	0.064	--	--	37	--	--	--	2	--	--	--	1
188+87	LT	CTH A	0.064	--	--	26	--	--	--	2	--	--	--	1
214+84	RT	CTH A	0.064	--	--	44	--	--	--	2	--	--	--	1
215+10	LT	CTH A	0.064	--	44	--	--	--	2	--	--	--	--	1
231+00	RT	CTH A	0.064	--	--	38	--	--	--	2	--	--	--	1
240+00	RT	CTH A	0.064	--	--	40	--	--	--	--	--	--	2	1
242+00	LT	CTH A	0.064	44	--	--	--	2	--	--	--	--	--	1
253+00	RT	CTH A	0.064	44	--	--	--	2	--	--	--	--	--	1
267+32	LT	CTH A	0.064	--	--	32	--	--	--	2	--	--	--	1
273+11	LT	CTH A	0.064	--	48	--	--	--	2	--	--	--	--	1
275+31	LT	CTH A	0.064	--	--	50	--	--	--	2	--	--	--	1
285+95	LT	CTH A	0.064	--	36	--	--	--	2	--	--	--	--	1
287+66	LT	CTH A	0.064	--	42	--	--	--	2	--	--	--	--	1
292+16	LT	CTH A	0.064	--	--	24	--	--	--	2	--	--	--	1
296+38	RT	CTH A	0.064	44	--	--	--	2	--	--	--	--	--	1
313+78	RT	CTH A	0.064	26	--	--	--	2	--	--	--	--	--	1
6+47'DD'	LT	4 1/2 AVE	0.064	--	--	36	--	--	--	--	--	--	2	1
7+57'DD'	LT	4 1/2 AVE	0.064	--	--	46	--	--	--	--	--	--	2	1
		TOTALS		**158**	**302**	**395**	**82**	**8**	**12**	**16**	**4**	**2**	**6**	**24**

*ADDITIONAL QUANTITES SHOWN ELSEWHERE

CROSS DRAINS & SIDEROAD CULVERT PIPES*

STATION	LOCATION	PIPE THICKNESS INCHES	CULVERT PIPE CORRUGATED STEEL 521.0124 24-INCH LF	521.0130 30-INCH LF	521.0136 36-INCH LF	AEW FOR CULVERT PIPE STEEL 521.1024 24-INCH EACH	521.1030 30-INCH EACH	521.1036 36-INCH EACH	REINFORCED CONCRETE CULVERT PIPE 522.0118 CLASS III 18-INCH LF	522.0124 CLASS III 24-INCH LF	522.0130 CLASS III 30-INCH LF	523.0148 CLASS HE-III 48x76-INCH LF	523.0158 CLASS HE-III 58x91-INCH LF	AEW FOR CPRC 522.1018 18-INCH EACH	522.1024 24-INCH EACH	522.1030 30-INCH EACH	523.0548 48X76-INCH LF	523.0558 58X91-INCH LF	633.5200 MARKERS CULVERT END EACH	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	JOINT TIES EACH
CATEGORY CODE 0010																					
113+34	CTH A	--	--	--	--	--	--	--	76	--	--	--	--	2	--	--	--	--	2	1	12
122+83	CTH A	--	--	--	--	--	--	--	--	60	--	--	--	--	2	--	--	--	2	1	12
127+26	CTH A	--	--	--	--	--	--	--	--	54	--	--	--	--	2	--	--	--	2	1	12
155+37	CTH A	--	--	--	--	--	--	--	--	74	--	--	--	--	2	--	--	--	2	1	12
166+47	CTH A	--	--	--	--	--	--	--	--	--	76	--	--	--	--	2	--	--	2	1	12
166+54	CTH A	--	--	--	--	--	--	--	--	--	76	--	--	--	--	2	--	--	--	1	12
172+06	CTH A	--	--	--	--	--	--	--	--	72	--	--	--	--	2	--	--	--	2	1	12
172+12	CTH A	--	--	--	--	--	--	--	--	72	--	--	--	--	2	--	--	--	--	1	12
180+00	CTH A	--	--	--	--	--	--	--	--	--	76	--	--	--	--	2	--	--	2	1	12
211+22	CTH A	--	--	--	--	--	--	--	--	72	--	--	--	--	2	--	--	--	2	1	12
237+49	CTH A	--	--	--	--	--	--	--	--	58	--	--	--	--	2	--	--	--	2	1	12
247+50	CTH A	--	--	--	--	--	--	--	--	--	--	--	80	--	--	--	--	2	2	1	12
247+61	CTH A	--	--	--	--	--	--	--	--	--	--	72	--	--	--	--	2	--	--	1	12
250+25	CTH A	--	--	--	--	--	--	--	--	100	--	--	--	--	2	--	--	--	2	1	12
266+36	CTH A	--	--	--	--	--	--	--	--	78	--	--	--	--	2	--	--	--	2	1	12
291+23	CTH A	--	--	--	--	--	--	--	--	72	--	--	--	--	2	--	--	--	2	1	12
300+88	CTH A	--	--	--	--	--	--	--	--	90	--	--	--	--	2	--	--	--	2	1	12
311+52	CTH A	--	--	--	--	--	--	--	--	56	--	--	--	--	2	--	--	--	2	1	12
320+53	CTH A	--	--	--	--	--	--	--	--	56	--	--	--	--	2	--	--	--	2	1	12
11+00'CC'	CL	0.064	--	--	88	--	--	2	--	--	--	--	--	--	--	--	--	--	2	1	--
9+25'DD'	CL	0.064	49	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--	2	1	--
9+00'NN'	CL	0.064	50	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--	2	1	--
10+49'HH'	CL	0.064	--	76	--	--	2	--	--	--	--	--	--	--	--	--	--	--	2	1	--
TOTALS			**99**	**76**	**88**	**4**	**2**	**2**	**76**	**914**	**228**	**72**	**80**	**2**	**26**	**6**	**2**	**2**	**40**	**23**	**228**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

DRIVEWAY PIPE STAKING SCHEDULE

DVWY STATION	STATION BOP	OFFSET	STATION EOP	OFFSET	PIPE SIZE	LENGTH OF PIPE	FLOW LINE ELEVATION BOP	FLOW LINE ELEVATION EOP	SLOPE FT/FT
130+54 RT	130+34	41' RT	130+74	41' RT	15"	40	1038.54	1038.64	0.0025
139+90 RT	139+79	35' RT	140+01	35' RT	18"	22	1045.67	1045.70	0.0014
143+50 LT	143+33	35' LT	143+65	35' LT	24"	32	1047.25	1047.51	0.0081
158+00 LT	157+72	42' LT	158+22	42' LT	24"	50	1058.25	1059.30	0.0210
180+34 LT	180+02	35' LT	180+56	35' LT	15"	54	1096.21	1098.00	0.0331
180+59 RT	180+38	31' RT	180+76	31' RT	15"	38	1097.17	1097.97	0.0211
186+86 LT	186+67	35' LT	187+04	35' LT	18"	37	1103.00	1103.35	0.0095
188+87 LT	188+70	35' LT	188+96	35' LT	18"	26	1107.75	1109.10	0.0519
214+84 RT	214+60	36' RT	215+04	36' RT	18"	44	1106.58	1107.21	0.0143
215+10 LT	214+87	35' LT	215+31	35' LT	15"	44	1107.00	1107.50	0.0114
231+00 RT	230+86	35' RT	231+24	35' RT	18"	38	1088.77	1087.33	0.0379
240+00 RT	239+84	31' RT	240+24	31' RT	18"	40	1055.00	1053.60	0.0350
242+00 LT	241+82	35' LT	242+26	35' LT	12"	44	1051.30	1050.10	0.0273
253+00 RT	252+73	43' RT	253+17	43' RT	12"	44	1043.30	1045.00	0.0386
267+32 LT	267+15	39' LT	267+47	39' LT	18"	32	1064.27	1064.75	0.0150
273+11 LT	272+85	35' LT	273+33	35' LT	15"	48	1069.60	1070.30	0.0146
275+31 LT	275+04	35' LT	275+54	35' LT	18"	50	1073.10	1074.00	0.0180
285+95 LT	285+75	35' LT	286+11	35' LT	15"	36	1085.25	1086.00	0.0208
287+66 LT	287+44	35' LT	287+86	35' LT	15"	42	1086.60	1086.80	0.0048
292+16 LT	292+02	36' LT	292+26	36' LT	18"	24	1092.60	1093.20	0.0250
296+38 RT	296+14	35' RT	296+58	35' RT	12"	44	1102.90	1103.52	0.0141
313+78 RT	313+65	35' RT	313+91	35' RT	12"	26	1113.82	1113.90	0.0031
6+47'DD' LT	6+27'DD'	31' LT	6+63'DD'	31' LT	18"	36	1045.68	1046.32	0.0178
7+57'DD' LT	7+30'DD'	32' LT	7+76'DD'	32' LT	18"	46	1047.80	1049.20	0.0304

CROSSDRAINS STAKING SCHEDULE

STATION R/L	STATION LT	OFFSET	STATION RT	OFFSET	PIPE SIZE	LENGTH OF PIPE	FLOW LINE ELEVATION LT	FLOW LINE ELEVATION RT	SLOPE FT/FT
113+34	113+34	38' LT	113+34	38' RT	18" CPRC	76	1034.41	1034.49	0.0011
122+83	122+82.32	30' LT	122+83.68	30' RT	24" CPRC	60	1033.41	1033.51	0.0017
127+26	127+26	26' LT	127+26	28' RT	24" CPRC	54	1036.28	1036.36	0.0015
155+37	155+42.23	33' LT	155+30.66	40' RT	24" CPRC	74	1054.57	1054.00	0.0077
166+47	166+47	25' LT	166+47	41' RT	30" CPRC	66	1073.70	1071.44	0.0342
166+54	166+54	25' LT	166+54	41' RT	30" CPRC	66	1073.70	1071.44	0.0342
172+06	172+00.80	29' LT	172+10.28	24' RT	24" CPRC	54	1083.12	1086.40	0.0607
172+12	172+06.80	29' LT	172+16.28	24' RT	24" CPRC	54	1083.12	1086.40	0.0607
180+00	180+00	35' LT	180+00	33' RT	30" CPRC	68	1096.21	1095.67	0.0079
211+22	211+22	36' LT	211+22	36' RT	24" CPRC	72	1104.73	1104.53	0.0028
237+49	237+61.68	26' LT	237+36.32	26' RT	24" CPRC	58	1061.75	1062.42	0.0116
247+50	247+50	42' LT	247+50	38' RT	58x91" CPRC HE	80	1034.22	1034.60	0.0047
247+61	247+61	38' LT	247+61	34' RT	48x76" CPRC HE	72	1035.05	1035.43	0.0053
250+25	250+00.97	40' LT	250+47.32	37' RT	24" CPRC	90	1037.83	1037.83	0.0000
266+36	266+34.49	32' LT	266+38.16	46' RT	24" CPRC	78	1063.90	1059.28	0.0592
291+23	291+23	28' LT	291+23	44' RT	24" CPRC	72	1090.25	1084.83	0.0753
300+88	300+88	44' LT	300+88	46' RT	24" CPRC	90	1101.17	1100.13	0.0116
311+52	311+52	26' LT	311+52	30' RT	24" CPRC	56	1111.78	1110.87	0.0163
320+53	320+53	26' LT	320+53	30' RT	24" CPRC	56	1116.02	1115.25	0.0137
11+00'CC'	11+00'CC'	44' LT	11+00'CC'	44' RT	36" CPCS	88	1069.89	1069.59	0.0034
9+25'DD'	9+25'DD'	25' LT	9+25'DD'	24' RT	24" CPCS	49	1050.00	1050.00	0.0000
9+00'NN'	9+00'NN'	26' LT	9+00'NN'	24' RT	24"CPCS	50	1147.40	1147.44	0.0008
10+49'HH'	10+49'HH'	36' LT	10+49'HH'	40' RT	30" CPCS	76	1101.57	1100.34	0.0162

3

PROJECT NO: 8837-00-70 | **HWY: CTH A** | **COUNTY: BARRON** | **MISCELLANEOUS QUANTITIES** | **SHEET NO:** 61 | **E**

FILE NAME : N:\pds\design_id\ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _Dec. 2003 ORIGINATOR : DIST 4_ PLOT SCALE : 1:1

3

CONCRETE CURB AND GUTTER

STATION	LOCATION	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	COMMENTS
CATEGORY CODE 0010				
99+30 - 99+80	RT	100	100	SW QUAD OF CTH A & 21-3/4
100+12 - 100+65	RT	100	100	SE QUAD OF CTH A & 21-3/4
99+30 - 99+80	LT	90	90	NW QUAD OF CTH A & 21-3/4
100+12 - 100+65	LT	110	110	NE QUAD OF CTH A & 21-3/4
176+46 - 180+75	LT	429	429	---
196+00 - 202+00	LT & RT	1,200	1,200	---
221+00 - 227+00	LT & RT	1,200	1,200	---
259+75 - 262+00	RT	225	225	---
339+00 - 343+75	LT	475	475	---
339+00 - 339+90	RT	150	150	SW QUAD OF CTH A & 24-3/4
340+15 - 343+75	RT	390	390	SE QUAD OF CTH A & 24-3/4
352+70 - 353+20	LT	90	90	---
353+50 - 354+08	LT	100	100	---
	TOTALS	**4,660**	**4,660**	

MGS GUARDRAIL ITEMS

STATION - STATION	LOCATION	614.2300 GUARDRAIL 3 LF	614.2500 THRIE BEAM TRANSITION LF	614.2610 TERMINAL EAT EACH
CATEGORY CODE 0010				
68+00.07 - 68+39.47	LT	---	39	---
68+00.07 - 68+39.47	RT	---	39	---
68+39.47 - 69+01.97	LT	62.5	---	---
68+39.47 - 69+01.97	RT	62.5	---	---
69+01.97 - 69+55.10	LT	---	---	1
69+01.97 - 69+55.10	RT	---	---	1
130+40.00 - 130+90.00	LT	---	---	1
130+85.00 - 131+35.00	RT	---	---	1
130+90.00 - 131+52.50	LT	62.5	---	---
131+52.50 - 131+91.50	LT	---	39	---
131+35.00 - 131+72.50	RT	37.5	---	---
131+72.50 - 132+11.50	RT	---	39	---
132+20.50 - 132+59.50	LT	---	39	---
132+40.50 - 132+79.50	RT	---	39	---
132+59.50 - 133+22.00	LT	62.5	---	---
132+79.50 - 133+42.00	RT	62.5	---	---
133+22.00 - 133+72.00	LT	---	---	1
133+42.00 - 133+92.00	RT	---	---	1
	TOTALS	**350**	**234**	**6**

3

RIPRAP & GEOTEXTILE FABRIC

STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE FABRIC TYPE HR SY
CATEGORY CODE 0010			
113+34	LT	2	6
122+83	LT	2	6
127+26	LT	2	6
155+37	RT	2	6
166+47	RT	6	8
172+06	LT	4	6
180+00	RT	3	8
211+22	RT	2	6
237+49	LT	2	6
247+50	LT	20	12
250+25	LT	2	6
266+36	RT	2	6
291+23	RT	2	6
300+88	RT	2	6
311+52	RT	2	6
320+53	RT	2	6
11+00'CC'	RT	3	8
9+25'DD'	RT	2	6
9+00'NN'	LT	2	6
10+49'HH'	RT	3	8
UNDISTRIBUTED		10	25
	TOTALS	**79**	**159**

3

LANDSCAPING ITEMS

STATION	-	STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEED MIX NO. 20 LBS	630.0140 SEED MIX NO. 40 LBS	630.0160 SEED MIX NO. 60 LBS	630.0200 SEEDING TEMPORARY LBS	628.6505 SOIL STABILIZER TYPE A ACRE	REMARKS
CATEGORY CODE 0010												
68+02	-	100+00	LT	16,380	10,800	10	440	-	-	220	-	
68+02	-	100+00	RT	11,580	9,630	7	310	-	-	160	-	
100+00	-	126+60	LT	7,280	6,200	5	200	-	-	100	-	
100+00	-	126+60	RT	9,190	9,190	6	250	-	-	120	-	
126+60	-	165+50	LT	16,220	10,740	10	440	-	-	220	-	
126+60	-	165+50	RT	12,140	9,310	8	330	-	-	160	-	
165+50	-	252+60	LT	36,580	28,700	23	990	-	-	490	-	
165+50	-	252+60	RT	33,930	25,970	21	920	-	-	460	-	
262+60	-	298+00	LT	19,410	12,810	12	520	-	-	260	-	
262+60	-	286+00	RT	11,830	10,990	7	320	-	-	160	-	
286+00	-	298+00	RT	4,260	4,260	3	120	-	-	60	-	
298+00	-	353+50	LT	15,210	12,380	10	410	-	-	210	-	
298+00	-	340+00	RT	15,930	14,860	10	430	-	-	220	-	
340+00	-	357+62	RT	5,430	5,430	3	150	-	-	70	-	
353+50	-	357+62	LT	770	770	1	20	-	-	10	-	
10+00'CC'	-	16+17'CC'	LT	2,460	2,460	2	70	-	-	30	-	23RD STREET
10+00'CC'	-	16+17'CC'	RT	2,230	2,230	1	60	-	-	30	-	23RD STREET
156+00	-	170+00	RT	6,170	6,170	4	170	-	-	80	-	OBLITERATED RD
1+80'DD'	-	10+00'DD'	LT	2,660	2,660	2	70	-	-	40	-	4 1/2 AVE.
1+80'DD'	-	10+00'DD'	RT	2,470	2,470	2	70	-	-	30	-	4 1/2 AVE.
243+00	-	246+00	LT	1,700	1,700	1	50	-	-	25	-	OBLITERATED RD
246+00	-	250+00	LT	-	-	-	-	-	-	150	-	WETLAND REST.
250+00	-	256+00	LT	2,490	2,490	2	70	-	-	35	-	OBLITERATED RD
TILLER CREEK				-	-	-	-	-	-	190	-	TILLER CREEK
UNDISTRIBUTED				11,815	19,220	15	640	30	200	355	0.4	
			TOTALS	**248,135**	**211,440**	**165**	**7,050**	**30**	**200**	**3,885**	**0.4**	

MOBILIZATIONS EROSION CONTROL

	628.1905 EROSION CONTROL EACH	628.1910 EMERGENCY EROSION CONTROL EACH
CATEGORY CODE 0010		
ID 8837-00-70	6	3
TOTAL	**6**	**3**

SILT FENCE ITEMS

STATION	-	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 MAINTENANCE LF
CATEGORY CODE 0010					
68+02	-	82+00	LT	1,465	1,465
68+02	-	87+00	RT	1,725	1,725
100+75	-	105+00	LT	430	430
100+65	-	105+00	RT	440	440
109+00	-	113+00	LT	400	400
109+00	-	113+00	RT	400	400
121+00	-	131+85	LT	1,090	1,090
121+50	-	126+40	RT	540	540
131+90	-	137+00	LT	510	510
133+00	-	135+00	RT	200	200
162+00	-	165+00	RT	300	300
167+00	-	168+00	RT	100	100
172+00	-	180+50	RT	860	860
180+70	-	196+00	RT	1,550	1,550
189+00	-	196+00	LT	720	720
202+00	-	212+00	LT	1,040	1,040
205+00	-	213+50	RT	870	870
218+00	-	220+00	RT	220	220
226+00	-	241+00	LT	1,540	1,540
227+10	-	230+00	RT	300	300
245+00	-	252+20	LT	1840	1840
245+25	-	251+00	RT	600	600
263+00	-	273+00	RT	1,025	1,025
264+00	-	267+00	LT	320	320
273+20	-	285+50	RT	1,250	1,250
286+50	-	296+25	RT	1,000	1,000
296+50	-	297+70	RT	125	125
299+10	-	304+00	LT	525	525
299+10	-	303+00	RT	400	400
310+00	-	339+50	RT	3,100	3,100
311+00	-	313+00	LT	205	205
320+00	-	324+00	LT	400	400
327+00	-	339+00	LT	1,250	1,250
344+00	-	352+75	LT	900	900
344+00	-	356+00	RT	1,225	1,225
23RD STREET					
10+40'CC'		14+75'CC'	RT	440	440
10+40'CC'		15+00'CC'	LT	470	470
24TH STREET NO.					
8+60'FF'		9+50'FF'	LT	95	95
UNDISTRIBUTED				2987	2987
			TOTALS	**32,857**	**32,857**

3

EROSION MAT

STATION - STATION	LOCATION	EROSION MAT CLASS I TYPE B 628.2004 SY	EROSION MAT URBAN CLASS I TYPE B 628.2008 SY	EROSION MAT CLASS II TYPE B 628.2023 SY
CATEGORY CODE 0010				
CTH A				
68+00 - 113+25	LT	6,660	-	-
131+00 - 150+00	LT	-	2145	-
150+00 - 188+70	LT	5,485	-	-
196+50 - 202+00	LT	-	-	4280
220+00 - 322+00	LT	10,880	-	-
68+00 - 83+50	RT	1,950	-	-
131+00 - 150+00	RT	-	2220	-
150+00 - 160+50	RT	610	-	-
196+40 - 202+00	RT	-	-	3730
222+00 - 226+50	RT	-	-	3000
233+00 - 316+00	RT	3,140	-	-
CULVERT ENDS		350	-	-
UNDISTRIBUTED		2870	440	1100
	TOTALS	**31,945**	**4805**	**12110**

TEMPORARY DITCH CHECKS & EROSION BALES

STATION - STATION	LOCATION	628.7504 TEMPORARY DITCH CHECKS LF	628.1104 EROSION BALES EACH
CATEGORY CODE 0010			
78+00 - 88+00	LT	60	-
138+00 - 144+00	LT & RT	80	-
146+00 - 186+00	LT	220	-
232+00 - 244+00	RT	60	-
270+00 - 296+00	LT	140	-
304+00 - 316+00	LT & RT	100	-
316+00 - 322+00	LT	30	-
			-
UNDISTRIBUTED	---	200	100
	TOTALS	**890**	**100**

CULVERT PIPE CHECKS

STATION	LOCATION	628.7555 CULVERT PIPE CHECKS EACH
CATEGORY CODE 0010		
113+34	RT	1
122+83	RT	2
127+26	RT	2
130+54	RT	1
139+90	RT	1
143+50	LT	2
155+37	LR	2
158+00	LT	2
166+47	LR	3
172+06	RT	2
180+00	LT	3
180+34	LT	1
180+59	RT	1
188+87	LT	1
211+22	LT	2
214+84	RT	1
215+10	LT	1
231+00	RT	1
237+49	RT	2
240+00	RT	1
242+00	LT	1
247+50	RT	8

STATION	LOCATION	628.7555 CULVERT PIPE CHECKS EACH
CATEGORY CODE 0010		
250+25	RT	2
253+00	RT	1
266+36	LT	2
267+32	LT	1
273+11	LT	1
275+31	LT	1
285+95	LT	1
287+66	LT	1
291+23	LT	2
292+16	LT	1
296+38	RT	1
300+88	LT	2
311+52	LT	2
313+78	RT	1
320+53	LT	2
6+47'DD'	LT	1
7+57'DD'	LT	1
9+00'NN'	RT	2
9+25'DD'	LT	2
10+49'HH'	LT	3
11+00'CC'	LT	3
UNDISTRIBUTED		15
	TOTAL	**89**

3

SIGN REMOVALS AND MOVING

SIGN NO.	STATION	LOCATION	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
CATEGORY CODE 0010						
101A	72+70	LT	---	1	1	STOP AHEAD
201A	95+25	RT	---	1	1	CTH A, CTH I, ARROWS
202A	98+40	LT	---	1	1	CTH A, CTH I
203A	99+40	LT	---	1	1	BRIDGE AHEAD
204A	10+50'II'	LT	---	1	1	STOP
205A	10+80'II'	RT	---	1	1	WEIGHT LIMITS
206A	9+50'II'	RT	---	1	1	STOP
207A	101+50	RT	---	1	1	CTH A
208A	101+60	LT	---	1	1	CTH I, ARROWS
209A	108+30	LT	---	1	1	CTH I, JCT
210	10+50'II'	LT	1	---	---	STREET NAME SIGN
302A	9+50'BB'	RT	---	1	1	STOP
303A	9+20'BB'	LT	---	1	1	WEIGHT LIMITS
304	9+50'BB'	RT	1	---	---	STREET NAME SIGN
401A	156+90	RT	---	1	1	CURVE AHEAD
502A	14+90'CC'	LT	---	---	---	WEIGHT LIMITS
503A	13+75'CC'	LT	---	---	---	STOP
504A	15+00'CC'	RT	---	1	1	LOOSE GRAVEL
505A	14+00'CC'	LT	---	1	1	CURVE LEFT
506	14+25'CC'	RT	1	---	---	STREET NAME SIGN
507A	170+80	RT	---	1	1	CURVE AHEAD
801A	243+00	LT	---	1	1	CURVE RIGHT
805A	10+50'EE'	LT	---	1	1	STOP
803A	2+75'DD'	RT	---	1	1	DOUBLE NIGHT ARROW
804A	3+15'DD'	CL	---	1	1	DOUBLE NIGHT ARROW
806A	3+85'DD'	RT	---	1	1	WEIGHT LIMITS
807	3+85'DD'	RT	1	---	---	STREET NAME SIGN
802A	3+65'DD'	RT	---	1	1	STOP
901A	255+45	LT	---	1	1	CURVE AHEAD
1001A	9+30'OG'	LT	---	1	1	WEIGHT LIMITS
1002A	9+50'OG'	RT	---	1	1	STOP
1002B	9+50'OG'	RT	1	---	---	STREET NAME SIGN
1003A	10+50'FF'	LT	---	1	1	STOP
1004A	10+75'FF'	RT	---	1	1	WEIGHT LIMITS
1005A	8+95'FF'	LT	---	1	1	WEIGHT LIMITS
1006A	9+50'FF'	RT	---	1	1	STOP
1007	10+50'FF'	LT	1	---	---	STREET NAME SIGN
1008	9+50'FF'	LT	1	---	---	STREET NAME SIGN
1201A	340+06	LT	---	1	1	DOUBLE NIGHT ARROW
1202A	9+50'NN'	RT	---	1	1	STOP

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SIGN REMOVALS AND MOVING - CONTINUED

STATION	LOCATION	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
Y CODE 0010					
9+50'NN'	LT	1	---	---	STREET NAME SIGN
344+90	LT	---	1	1	HIDDEN INTERSECTION
345+45	RT	---	1	1	CTH A, JCT
352+50	LT	---	1	1	CTH A
352+50	LT	---	1	1	25 TON BRIDGE AHEAD
352+50	RT	---	1	1	CTH A, CTH AA, ARROWS
10+53'HH'	LT	---	1	1	CTH A, CTH AA, ARROWS
10+53'HH'	LT	---	1	1	STOP
11+25'HH'	RT	---	1	1	ADOPT A HIGHWAY
354+55	RT	---	1	1	SPEED LIMIT
354+55	RT	---	1	---	BEGIN
354+60	LT	---	1	1	SPEED LIMIT
354+60	LT	---	1	---	END
	TOTALS	**7**	**31**	**31**	

SIGNING ITEMS

SIGN NO.	STATION	LOCATION	SIGN CODE	SIZE	637.2230 SIGNS, TYPE II, REFLECTIVE F SF	634.0612 POSTS WOOD 4X6X12 EACH	634.0614 POSTS WOOD 4X6X14 EACH	634.0616 POSTS WOOD 4X6X16 EACH	634.0618 POSTS WOOD 4X6X18 EACH	REMARKS
CATEGORY CODE 0010										
101	72+70	LT	W3 - 1	36 x 36	9.00	--	--	1	--	STOP AHEAD
201	95+25	RT	J13-2	48 x 45	15.00	--	--	--	1	CTH A, CTH I, ARROWS
202	98+40	LT	M1-5A	24 x 24	4.00	--	--	1	--	CTH I
1217	98+40	LT	M1-5A	24 x 24	4.00	--	--	--	--	CTH A (SHARES POST WITH #202)
203	99+40	LT	R12 - 55	48 x 18	6.00	--	1	--	--	25 TON BRIDGE AHEAD
206	9+50'II'	RT	R1 - 1	30 x 30	5.18	--	--	1	--	STOP
204	10+50'II'	LT	R1 - 1	30 x 30	5.18	--	--	1	--	STOP
205	10+80'II'	RT	R12 - 52	24 x 40	6.67	--	--	1	--	WEIGHT LIMITS
207	101+50	RT	M1 - 5A	24 x 24	4.00	--	--	1	--	CTH A
208	101+60	LT	J12 - 1	24 x 45	7.50	--	--	--	1	CTH I, ARROWS
209	108+30	LT	J1 - 1	24 x 39	6.50	--	--	1	--	CTH I, JCT.
301	126+60	RT	W1 - 7	48 x 24	8.00	--	--	1	--	DOUBLE NIGHT ARROW
303	9+20'BB'	LT	R12 - 52	24 x 40	6.67	--	--	1	--	WEIGHT LIMITS
302	9+50'BB'	RT	R1 - 1	30 x 30	5.18	--	--	1	--	STOP
501	165+54	LT	W1 - 7	48 x 24	8.00	1	--	--	--	DOUBLE NIGHT ARROW
503	10+50'CC'	LT	R1 - 1	30 x 30	5.18	--	--	1	--	STOP
502	10+80'CC'	RT	R12 - 52	24 x 40	6.67	--	--	1	--	WEIGHT LIMITS
504	15+50'CC'	RT	W8 - 7	30 X 30	6.25	--	--	1	--	LOOSE GRAVEL
809	252+62	RT	W1 - 7	48 x 24	8.00	1	--	--	--	DOUBLE NIGHT ARROW
803	2+85'DD'	RT	W1-7	48 x 24	8.00	1	--	--	--	DOUBLE NIGHT ARROW

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SIGNING ITEMS - CONTINUED

SIGN NO.	STATION	LOCATION	SIGN CODE	SIZE	637.2230 SIGNS, TYPE II, REFLECTIVE F SF	634.0612 POSTS WOOD 4X6X12 EACH	634.0614 POSTS WOOD 4X6X14 EACH	634.0616 POSTS WOOD 4X6X16 EACH	634.0618 POSTS WOOD 4X6X18 EACH	REMARKS
CATEGORY CODE 0010										
805	10+50'EE'	LT	R1 - 1	30 x 30	5.18	--	--	1	--	STOP
806	9+15'DD'	LT	R12 - 52	24 x 40	6.67	--	--	1	--	WEIGHT LIMITS
808	9+60'DD'	RT	R1 - 1	30 x 30	5.18	--	--	1	--	STOP
1001	9+30'OG'	LT	R12 - 52	24 x 40	6.67	--	--	1	--	WEIGHT LIMITS
1002	9+50'OG'	RT	R1 -1	30 x 30	5.18	--	--	1	--	STOP
1218	286+25	LT	W1-7	48 X 24	5.18	--	--	1	--	DOUBLE NIGHT ARROW
1005	8+95'FF'	LT	R12 - 52	24 x 40	6.67	--	--	1	--	WEIGHT LIMITS
1006	9+50'FF'	RT	R1 - 1	30 x 30	5.18	--	--	1	--	STOP
1003	10+50'FF'	LT	R1 - 1	30 x 30	5.18	--	--	1	--	STOP
1004	10+75'FF'	RT	R12 - 52	24 x 40	6.67	--	--	1	--	WEIGHT LIMITS
1201	340+06	LT	W1 - 7	48 x 24	8.00	1	--	--	--	DOUBLE NIGHT ARROW
1202	9+50'NN'	RT	R1 - 1	30 x 30	5.18	--	--	1	--	STOP
1216	345+45	RT	J1 - 1	24 x 39	6.50	--	--	1	--	CTH A, JCT.
1206	352+50	LT	M1 - 5A	24 x 24	4.00	--	--	1	--	CTH A
1207	352+50	LT	R12 - 55	48 x 18	6.00	--	--	--	--	25 TON BRIDGE AHEAD - MOUNT W/ 1206
1205	352+50	RT	J13-2	48 x 45	15.00	--	--	--	1	CTH A, CTH AA, ARROWS
1215	353+37	RT	W1 - 7	48 x 24	8.00	--	--	1	--	DOUBLE NIGHT ARROW
1208	10+53'HH'	LT	J13-2	48 x 45	15.00	--	--	--	1	CTH A, CTH AA, ARROWS
1209	10+53'HH'	LT	R1 - 1	30 x 30	5.18	--	--	1	--	STOP
1213	354+55	RT	R2 - 1	24 x 30	5.00	--	--	1	--	SPEED LIMIT
1214	354+55	RT	M4 - 6	24 x 12	2.00	--	--	--	--	BEGIN
1211	354+60	LT	R2 - 1	24 x 30	5.00	--	--	1	--	SPEED LIMIT
1212	354+60	LT	M4 - 6	24 x 12	2.00	--	--	--	--	END
				TOTALS	**279.58**	**4**	**1**	**30**	**4**	

3

TRAFFIC CONTROL ITEMS

LOCATION	643.0300 TRAFFIC CONTROL DRUMS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.0900 TRAFFIC CONTROL SIGNS DAYS	643.0920 COVERING SIGNS EACH	COVERING/ UNCOVERING CYCLES	643.3000 DETOUR SIGNS DAYS
CATEGORY CODE 0010							
PROJECT - STAGE I	75	105	150	345	12	1	2,775
PROJECT - STAGE II	925	333	444	814	3	1	3,330
PROJECT - STAGE III	2,875	2,300	2,760	3,450	3	1	10,350
TOTALS	**3,875**	**2,738**	**3,354**	**4,609**	**18**		**16,455**

TILLER CREEK REALIGNMENT

STATION - STATION	SPV.0105.01 TILLER CREEK REALIGNMENT LS
CATEGORY CODE 0010	
0+00 - 5+97	1
TOTAL	**1**

3

CONSTRUCTION STAKING ITEMS*

STATION - STATION	LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.9920 SLOPE STAKES LF
CATEGORY CODE 0010				
68+02 - 357+62	CTH A	28,960	28,960	28,960
8+87'll' - 9+72'll'	CTH I	85	85	85
10+28'll' - 11+57'll'	21-3/4 STREET	129	129	129
8+74'BB' - 9+72'BB'	22-1/4 STREET	98	98	98
10+28'CC' - 16+18'CC'	23RD STREET	590	590	590
1+81'DD' - 9+72'DD'	4-1/2 AVENUE	791	791	791
10+24'EE' - 10+96'EE'	23RD STREET NO.	72	72	72
8+80'OG' - 9+72'OG'	OAK GROVE ROAD	92	92	92
8+61'FF' - 9+72'FF'	24TH STREET SO.	111	111	111
10+28'FF' - 11+49'FF'	24TH STREET NO.	121	121	121
8+53'NN' - 9+72'NN'	24-3/4 STREET	119	119	119
10+28'HH' - 10+83'HH'	25TH STREET	55	55	55
0+00 - 5+97	TILLER CREEK			597
	TOTALS	**31,220**	**31,220**	**31,820**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

SAWING PAVEMENT ITEMS

STATION	LOCATION	690.0150 ASPHALT LF	COMMENTS
CATEGORY CODE 0010			
76+15	LT	12	DRIVEWAY
237+70	RT	16	DRIVEWAY
357+62	CL	24	CTH A
8+87'll'	CL	24	CTH I
11+57'll'	CL	24	21-3/4 STREET
8+74'BB'	CL	24	22-1/4 STREET
16+18'CC'	CL	24	23RD STREET
1+81'DD'	CL	24	4-1/2 AVENUE
10+96'EE'	CL	24	23RD STREET NO.
8+80'OG'	CL	24	OAK GROVE RD.
8+61'FF'	CL	24	24TH STREET SO.
11+49'FF'	CL	24	24TH STREET NO.
8+53'NN'	CL	24	NOVAK ROAD
10+83'HH'	CL	24	25TH STREET
	TOTALS	**316**	

WETLAND RESTORATION

STATION - STATION	LOCATION	SPV.0105.02 LS
CATEGORY CODE 0010		
246+00 - 250+00	LT	1
TOTAL		**1**

SEE SPECIAL PROVISIONS FOR WORK INCLUDED

PAVEMENT MARKING ITEMS

STATION	-	STATION	LOCATION	646.0106 EPOXY 4-INCH WHITE LF	646.0106 EPOXY 4-INCH YELLOW LF	648.0100 LOCATING NO-PASSING ZONES MI	647.0566 STOP LINE EPOXY 18-INCH WHITE LF	COMMENTS
CATEGORY CODE 0010								
68+02	-	95+00	CL	---	675	---	---	CTH A, SKIPS
68+02	-	98+41	RT	3,039	---	---	---	CTH A, EDGELINE
68+02	-	99+43	LT	3,141	---	---	---	CTH A, EDGELINE
95+00		99+75	CL	---	594	---	---	CTH A, SKIPS AND SOLID
100+66		124+96	RT	2,430	---	---	---	CTH A, EDGELINE
100+73		252+09	LT	15,136	---	---	---	CTH A, EDGELINE
100+25		109+45	CL	---	1,840	---	---	CTH A, DOUBLE SOLID
109+45		116+95	CL	---	938	---	---	CTH A, SKIPS AND SOLID
116+95		121+60	CL	---	116	---	---	CTH A, SKIPS
121+60		126+30	CL	---	588	---	---	CTH A, SKIPS AND SOLID
127+16		163+94	RT	3,678	---	---	---	CTH A, EDGELINE
126+80		127+60	CL	---	160	---	---	CTH A, DOUBLE SOLID
127+60		131+60	CL	---	500	---	---	CTH A, SKIPS AND SOLID
131+60		160+54	CL	---	724	---	---	CTH A, SKIPS
160+54		165+25	CL	---	589	---	---	CTH A, SKIPS AND SOLID
165+75		171+00	CL	---	1,050	---	---	CTH A, DOUBLE SOLID
166+07		284+87	RT	11,880	---	---	---	CTH A, EDGELINE
171+00		191+93	CL	---	523	---	---	CTH A, SKIPS
191+93		199+43	CL	---	1,500	---	---	CTH A, DOUBLE SOLID
199+43		206+93	CL	---	188	---	---	CTH A, SKIPS AND SOLID
206+93		214+09	CL	---	179	---	---	CTH A, SKIPS
214+09		221+59	CL	---	938	---	---	CTH A, SKIPS & SOLID
221+59		229+09	CL	---	938	---	---	CTH A, SKIPS & SOLID
229+09		239+21	CL	---	253	---	---	CTH A, SKIPS
239+21		252+40	CL	---	2,638	---	---	CTH A, DOUBLE SOLID
252+90		260+32	CL	---	1,484	---	---	CTH A, DOUBLE SOLID
253+77		297+87	LT	4,410	---	---	---	CTH A, EDGELINE
260+32		266+00	CL	---	710	---	---	CTH A, SKIPS & SOLID
266+00		281+06	CL	---	377	---	---	CTH A, SKIPS
281+06		285+75	CL	---	586	---	---	CTH A, SKIPS & SOLID
285+75		291+06	CL	---	1,062	---	---	CTH A, DOUBLE SOLID
286+61		297+28	RT	1,067	---	---	---	CTH A, EDGELINE
291+06		293+44	CL	---	60	---	---	CTH A, SKIPS
293+44		297+44	CL	---	500	---	---	CTH A, SKIPS & SOLID
297+44		298+20	CL	---	152	---	---	CTH A, DOUBLE SOLID
299+02		338+64	RT	3,962	---	---	---	CTH A, EDGELINE
299+16		352+11	LT	5,295	---	---	---	CTH A, EDGELINE
298+70		303+44	CL	---	593	---	---	CTH A, SKIPS & SOLID
303+44		332+23	CL	---	720	---	---	CTH A, SKIPS
332+23		339+75	CL	---	1,504	---	---	CTH A, DOUBLE SOLID
340+62		356+00	RT	1,538	---	---	---	CTH A, EDGELINE
340+25		345+06	CL	---	601	---	---	CTH A, SKIPS & SOLID
345+06		347+20	CL	---	268	---	---	CTH A, SKIPS & SOLID
347+20		348+37	CL	---	29	---	---	CTH A, SKIPS
348+37		353+40	CL	---	629	---	---	CTH A, SKIPS & SOLID
353+60		354+37	CL	---	154	---	---	CTH A, DOUBLE SOLID
354+37		356+62	CL	---	281	---	---	CTH A, SKIPS & SOLID
68+02		356+62	---	---	---	5.47	---	
CTH I INTERSECTION				---	---	---	28	
21 3/4 ST INTERSECTION				---	---	---	28	
CTH A (25TH ST) INTERSECTION				---	---	---	28	
TOTALS				**55,600**	**24,650**	**5.47**	**84**	
					80,250			

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
8837-00-20		
FEDERAL PROJECT NUMBER	4.01	13
N/A		

PLAT OF RIGHT-OF-WAY REQUIRED FOR

DALLAS - CHETEK

21¼ STREET TO CTH AA

CTH A — BARRON COUNTY

CONSTRUCTION PROJECT NUMBER
8837-00-70

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	TAN

CONVENTIONAL UTILITY SYMBOLS

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

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	Ø (1" UNLESS NOTED)	PROPOSED R/W LINE	
		EXISTING H.E. LINE	
R/W MONUMENT	●(SET)	PROPERTY LINE	
R/W STANDARD	▲(SET)	LOT & TIE LINES	
SIGN	ISIGN	SLOPE INTERCEPTS	
SECTION CORNER MONUMENT		CORPORATE LIMITS	
SECTION CORNER SYMBOL		NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL)	
FEE (HATCH VARIES)		NO ACCESS (BY ACQUISTION)	
TEMPORARY LIMITED EASEMENT		NO ACCESS (BY STATUTORY AUTHORITY)	
PERMANENT LIMITED EASEMENT		SECTION LINE	
R/W BOUNDARY POINT	RWB20	QUARTER LINE	
PARCEL NUMBER	102	SIXTEENTH LINE	
UTILITY PARCEL NUMBER	92	EXISTING CENTERLINE	
SIGN NUMBER (OFF PREMISE)	21-1	PROPOSED REFERENCE LINE	
BUILDING		PARALLEL OFFSET	
FENCE	—×—×—		

NOTES

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, BARRON COUNTY ZONE, NAD 83 (2011) ADJUSTMENT IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

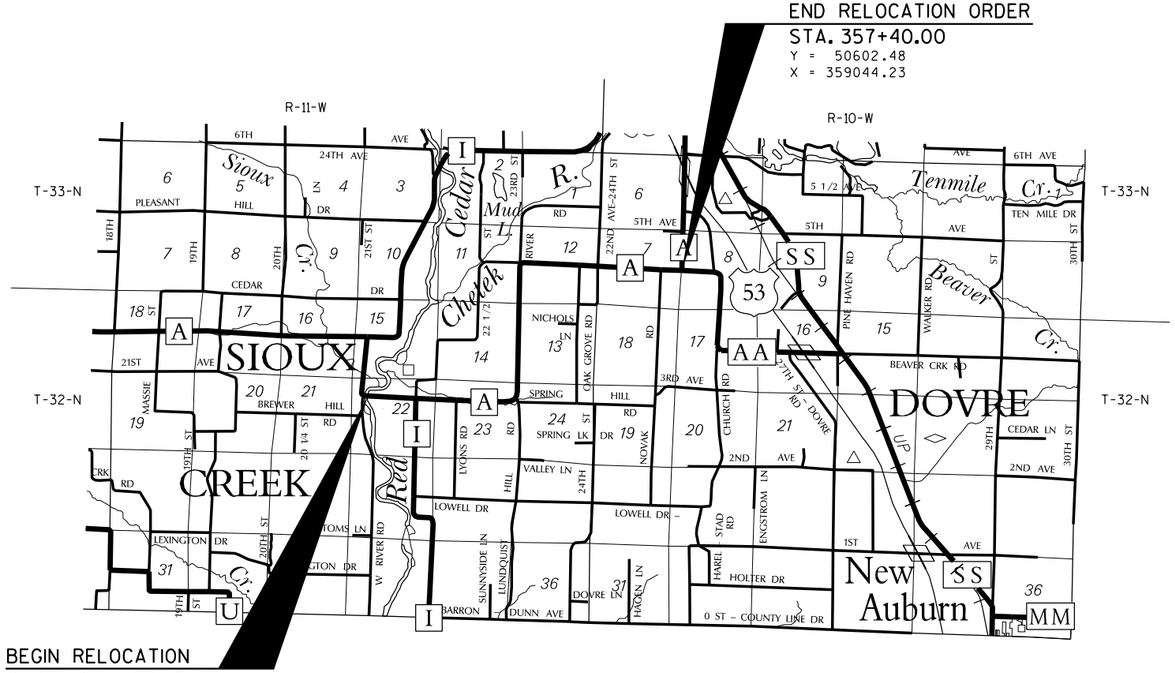
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER SURVEYS OF PUBLIC RECORD.

EXISTING HIGHWAY RIGHT-OF-WAY IS BASED ON THE EXISTING CENTERLINE AND STATUTE 82.31 COMPLIMENTED BY POSSESSION, PHYSICAL EVIDENCE, HIGHWAY CONVEYANCES ON FILE WITH THE BARRON COUNTY REGISTER OF DEEDS OFFICE AND THE FOLLOWING SURVEYS OF RECORD:

- STATE RW PROJECT NO. 8832-3-00 APPROVED MARCH 12, 1979
- COUNTY RW PROJECT NO. A-5000 APPROVED MAY 16, 1988
- COUNTY RW PROJECT NO. I-4300 APPROVED DECEMBER 16, 1986
- CSM NO. 1123, V. 9, P. 51, DOC. NO. 423638
- CSM NO. 2214, V. 16, P. 2, DOC. NO. 485306
- CSM NO. 5627, V. 38, P. 75, DOC. NO. 751592
- PLAT OF SURVEY BY BRANDON W. KING, RLS NO. 2632 FILED ON APRIL 7, 2014
- CSM NO. 4725, V. 33, P. 27, DOC. NO. 671890
- PLAT OF SURVEY BY RICHARD A. STOWE, RLS NO. 1775 FILED ON JULY 29, 2005
- CSM NO. 5623, V. 38, P. 71, DOC. NO. 751272
- CSM NO. 3026, V. 21, P. 76, DOC. NO. 538872
- PLAT OF SURVEY BY MATTHEW R. SHILTS, RLS NO. 2633 FILED ON JUNE 27, 2011
- PLAT OF SURVEY BY MATTHEW R. SHILTS, RLS NO. 2633 FILED ON MAY 28, 2013

ALL TEMPORARY LIMITED EASEMENT (TLE) INTERESTS SHOWN ON THIS PLAT ARE FOR THE PURPOSES OF GRADING, MATCHING EXISTING DRIVEWAYS, MATCHING EXISTING SLOPES, AND RESTORATION.

END RELOCATION ORDER
STA. 357+40.00
Y = 50602.48
X = 359044.23



BEGIN RELOCATION ORDER STA. 68+01.97
Y = 41828.62
X = 338137.54

N

LAYOUT
SCALE 0 — 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 5.481 MI.

CORRE
2224 Heimstead Road
Eau Claire, WI 54703
608.828.1011
www.correinc.com
Structural - Environmental - Transportation - Real Estate

(SIGNATURE)

WISCONSIN DANIEL R. HIGGS S-2878 MADISON WI LAND SURVEYOR

(DATE) MAY 8, 2015
(PRINTED NAME) DANIEL R. HIGGS
(REGISTRATION NO.) S-2878

REVISION DATE
9-4-15
11-30-15

BARRON COUNTY HIGHWAY DEPARTMENT

APPROVED FOR BARRON COUNTY HIGHWAY DEPT.
DATE: 5/15/15 (Signature)

E

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED			TLE ACRES
				NEW	EXISTING	TOTAL	
1	4.04	JERRY FITZGERALD	TLE	--	--	--	0.01
2	4.04	BARRON COUNTY	FEE, TLE	--	0.36	0.36	0.20
3	4.04-4.05	HANSONS GOLDEN ACRES, LLC	FEE, TLE	1.06	1.37	2.43	0.65
4	4.04-4.06	SUNSET LODGE, INC.	FEE, TLE	1.54	2.29/**1.13**	4.96	3.28
--	--	--	--	--	--	--	--
6	4.05	DEAN NEWMAN	FEE, TLE	0.37	**1.01**	1.38	0.07
7	4.05	GARY D. AND MARILYN A. NEWMAN	FEE, TLE	0.63	**1.01**	1.64	0.05
8	4.05-4.07	SHERWIN J. AND CHERYL E. NEWMAN	FEE, TLE	1.41	**2.02**	3.43	0.20
9	4.06	JAMES R. AND DONNA MEACHAM	FEE, TLE	0.40	**0.90**	1.30	0.10
--	--	--	--	--	--	--	--
11	4.06, 4.08	THOMAS R. EBLER JR. AND JUDY E. EBLER	FEE	0.18	0.02/**0.46**	0.66	--
12	4.06, 4.07	THOMAS R. EBLER JR.	FEE	0.51	**1.63**	2.14	--
13	4.07	ROBERT M. AND GRETCHEN LEVERSON	FEE, TLE	10.04	0.98	11.02	0.17
14	4.07	JAMES E. AND GWEN L. JOHNSON	FEE	0.08	**0.19**	0.27	--
--	--	--	--	--	--	--	--
16	4.07	TRIPLE J OF CHETEK, LLC	FEE, TLE	0.01	0.20	0.21	0.09
17	4.07-4.08	ML TRUST	FEE, TLE	1.27	1.54/**1.16**	3.97	0.16
18	4.07, 4.08	ZACHARY J. SEDARSKI AND JESTINA WIDIKER	FEE, TLE	0.29	--	0.29	0.05
19	4.07, 4.08	BRYAN D. AND SARA J. YENTER	FEE	0.25	1.03	1.28	--
--	--	--	--	--	--	--	--
22	4.08	DUSTIN T. DAVIS AND SANDY N. DAVIS	FEE	0.26	0.50	0.76	--
23	4.08	RICHARD D. ELWOOD	FEE, TLE	0.32	**0.95**	1.27	0.02
24	4.08-4.10	MARK A. SKOUG	FEE, TLE	1.12	2.26	3.38	0.30
--	--	--	--	--	--	--	--
26	4.08-4.09	LARRY V. NICHOLS AND PATRICIA M. NICHOLS	FEE, TLE	1.22	1.17/**1.18**	3.57	0.33
27	4.09	OSCAR SKOUG	FEE, TLE	0.32	0.63/**0.57**	1.52	0.14
28	4.09	KENNETH E. KOZANECKI	FEE, TLE	0.36	0.69	1.05	0.13
29	4.09	ROLLING ACRES NORTH, LLC	FEE, TLE	0.16	0.31	0.47	0.08
--	--	--	--	--	--	--	--
31	4.10	KJELL C. JORSTAD	FEE, TLE	8.40	1.00/**0.96**	10.36	0.04
32	4.10	GINA L. HAGEN	FEE, TLE	0.25	0.09/**0.09**	0.43	0.25
33	4.10-4.12	KJELL C. AND TRACY L. JORSTAD	FEE, TLE	4.42	6.90	11.32	1.11
34	4.10	ANTHONY L. HARGREAVES	FEE, TLE	0.06	0.16	0.22	0.12
--	--	--	--	--	--	--	--
36	4.10	BRIAN L. ELLEFSON AND ROBBIE JO ELLEFSON	FEE, TLE	0.40	0.55	0.95	0.18
37	4.10, 4.11	SCOTT B. MANOR AND NADINE MANOR	FEE, TLE	0.33	0.44	0.77	0.14
38	4.11	BRENDA K. KOTHBAUER	FEE, TLE	0.29	0.49	0.78	0.09
39	4.11	BASIL V. BRONSTAD AND COLLEEN J. BRONSTAD	FEE, TLE	0.20	0.49	0.69	0.08
--	--	--	--	--	--	--	--
41	4.11	MARY SCHLEUSNER	FEE, TLE	0.23	0.49	0.72	0.13
42	4.12, 4.13	THOMAS R. AND JUNE A. WITTBROT	FEE	1.15	0.11/**1.64**	2.90	0.34
43	4.13	ALAN G. CHADA	FEE, TLE	0.52	1.33	1.85	0.03
44	4.13	CHARLES V. SCHAAF JR.	FEE	0.51	0.18/**0.51**	1.20	--
--	--	--	--	--	--	--	--
46	4.13	FREDRICK S. SCHAAF	FEE, TLE	0.46	0.79	1.25	0.13
47	4.13	GARY E. NOVAK AND DALE R. NOVAK	FEE, TLE	0.50	1.09	1.59	0.13
48	4.13	JERALDINE NOVAK	FEE	0.10	0.19	0.29	--
148	4.13	JERALDINE NOVAK	FEE	0.06	0.13	0.19	--
81	4.05-4.13	BARRON ELECTRIC COOPERATIVE	RELEASE OF RIGHTS	--	--	--	--
82	4.04, 4.07	MOSAIC TELECOM	RELEASE OF RIGHTS	--	--	--	--
83	4.05-4.13	CITIZENS TELEPHONE COOPERATIVE	RELEASE OF RIGHTS	--	--	--	--
84	4.10	NORTHERN NATURAL GAS COMPANY	RELEASE OF RIGHTS	--	--	--	--
85	4.04-4.05	XCEL ENERGY	RELEASE OF RIGHTS	--	--	--	--
TOTALS				39.53	28.72/**17.98**	86.24	8.79

EXISTING R/W AREAS IN **BOLD** REFLECT LANDS CONVEYED TO BARRON COUNTY FOR HIGHWAY PURPOSES BY PREVIOUS CONVEYANCE.

4

4

REVISION DATE
9-2-15
11-30-15

DATE : MAY 8, 2015

GRID FACTOR N/A

HWY: CTH A

COUNTY: BARRON

STATE R/W PROJECT NUMBER 8837-00-20

CONSTRUCTION PROJECT NUMBER 8837-00-70

PLAT SHEET 4.02

PS&E SHEET 71

E

TOWN

TOWN

GN

END RELOCATION ORDER
STA. 356+00.00
Y = 50605.54
X = 358904.26

4

4

11

12

7

8

14

13

OF

OF

22

23

24

4.04

4.05

4.06

4.07

4.08

4.09

4.10

4.11

4.12

4.13

BEGIN RELOCATION ORDER
STA. 68+01.97
Y = 41828.62
X = 338137.54

SIOUX CREEK

DOVRE

REVISION DATE 9-2-15 11-30-15 N.C.	DATE : MAY 8, 2015	SCALE. FEET 0 1000 2000	HWY: CTH A	STATE R/W PROJECT NUMBER 8837-00-20	PLAT SHEET 4.03	
	GRID FACTOR N/A		COUNTY: BARRON	CONSTRUCTION PROJECT NUMBER 8837-00-70	PS&E SHEET 72	E

FILE NAME : S:\Projects\NW\Barron County\ID 8837-00-00 CTH A\Design\Civil 3D\RW\Microstation\040103.dgn PLOT DATE : 12/1/2015 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 2000.0000 sf / in.

BOP=64+55.62
Y= 41837.024
X=337791.292

TOWN

RW POINT TABLE				
POINT #	STATION	OFFSET	NORTHING	EASTING
50	69+10.00	66.63 LT	41892.61	338247.15
56	69+10.00	73.37 RT	41752.64	338243.76
100	73+22.52	69.10 LT	41885.07	338659.61
101	73+23.11	32.11 LT	41848.07	338659.30
102	76+43.14	32.57 LT	41840.76	338979.25
103	76+42.86	50.00 LT	41858.20	338979.40
104	86+46.97	50.00 LT	41833.83	339983.21
205	86+48.23	50.00 RT	41733.83	339982.05
206	73+24.40	50.00 RT	41765.96	338658.61
207	73+24.74	70.89 RT	41745.07	338658.43

WISCONSIN HYDRO ELECTRIC COMPANY RIGHT OF WAY
EASEMENT - RIGHT OF WAY AND TREE TRIMMING PERMIT
NW-NW 22-32-11 SOUTH OF CTH A EAST OF RIVER
50' EACH SIDE OF TRANSMISSION LINE
V.18, P.3, DOC.NO.319068

NW-NW
22-32-11

40 LINE S00°29'01"W 1,308.14'

(1) JERRY FITZGERALD
040-2200-11-000

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
50-501	N01°23'26"E	8.00'
501-502	S88°57'12"E	80.00'
502-503	S01°23'26"W	8.00'
503-50	N88°57'12"W	80.00'

HIGHWAY CONVEYANCE V.469, P.165

(2) BARRON COUNTY
040-2200-07-000

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
102-101	N88°41'32"W	320.03'
101-504	N00°29'01"E	27.90'
504-505	S88°36'34"E	320.04'
505-102	S00°29'01"W	27.47'

WISCONSIN HYDRO ELECTRIC COMPANY RIGHT OF WAY
EASEMENT - RIGHT OF WAY AND TREE TRIMMING PERMIT
NE-NW 22-32-11, 50' EACH SIDE OF TRANSMISSION LINE
V.16, P.155, DOC.NO.319062

NE-NW
22-32-11

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
103-506	N00°29'01"E	45.01'
506-507	S88°36'34"E	657.85'
507-508	S01°23'26"W	45.00'
508-103	N88°36'34"W	657.14'
104-509	N88°36'34"W	146.97'
509-510	N01°23'26"E	20.00'
510-511	S88°36'34"E	1,451.58'
511-512	N00°15'29"E	20.00'
512-513	S88°36'34"E	15.40'
513-105	S00°15'29"W	40.00'
105-104	N88°36'34"W	1,320.01'

(4) SUNSET LODGE, INC.
040-2200-06-000

(85) XCEL ENERGY, TYP
RELEASE OF RIGHTS

FOUND BRASS CAP
Y= 43088.526
X=339997.797

T 32 N
R 11 W
15
22

GN

WISCONSIN HYDRO ELECTRIC COMPANY RIGHT OF WAY
EASEMENT - RIGHT OF WAY AND TREE TRIMMING PERMIT
NW-NE 22-32-11, 50' EACH SIDE OF TRANSMISSION LINE
V.16, P.155, DOC.NO.319062

NW-NE
22-32-11

(4) SUNSET LODGE, INC.
040-2200-03-000

QUARTER LINE

1,254.79'

STA. 92+00

MATCH LINE

BP: 64+55.62

(21 1/4 STREET)

CTH A&I

PL

412.53' S88°57'12"E

N01°23'26"E 66.63'

108.03'

37.00'

320.03'

N00°29'01"E 17.44'

1,004.11' S88°36'34"E

553.03'

50.00'

CTH A (2 3/4 AVENUE)

65+00 70+00 75+00 80+00 85+00 90+00

40 LINE S88°57'12"E 1,323.85'

EXISTING R/W S88°41'32"E 1,324.07'

EXISTING R/W S88°35'27"E 1,320.13'

S01°23'26"W 100.00'

40 LINE S88°57'03"E 1,335.01'

EXISTING R/W S88°36'27"E 1,314.39'

S88°36'34"E 1,313.72'

1,320.01' S88°36'34"E

1,003.84'

S88°36'34"E 1,323.83'

320.01'

16.11'

15.80'

20.89'

73.37' N01°23'26"E

414.74' S88°57'12"E

HIGHWAY CONVEYANCE V.469, P.161

SLOPE INTERCEPT, TYP.

10.16'

39.84'

551.71'

(82) MOSAIC TELECOM, TYP.
RELEASE OF RIGHTS

BEGIN RELOCATION
ORDER STA. 68+01.97
Y = 41828.62
X = 338137.54

SW-NW
22-32-11

BARRON ELECTRIC COOPERATIVE
ELECTRIC LINE - RIGHT OF WAY EASEMENT
SW-NW 22-32-11 SOUTH OF HIGHWAY
AND EAST OF RIVER
V.766, P.338, DOC.NO.589439

EXISTING HIGHWAY RIGHT-OF-WAY IS BASED ON THE EXISTING CENTERLINE AND STATUTE 82.31 COMPLIMENTED BY POSSESSION, PHYSICAL EVIDENCE, HIGHWAY CONVEYANCES ON FILE WITH THE BARRON COUNTY REGISTER OF DEEDS OFFICE AND THE FOLLOWING SURVEYS OF RECORD:
- STATE RW PROJECT NO. 8832-3-00 APPROVED MARCH 12, 1979
- UNRECORDED CSM BY DENNIS M. HONSA, RLS NO. 2394 DATED NOVEMBER 13, 2006

ALL TEMPORARY LIMITED EASEMENT (TLE) INTERESTS SHOWN ON THIS PLAT ARE FOR THE PURPOSES OF GRADING, MATCHING EXISTING DRIVEWAYS, MATCHING EXISTING SLOPES, AND RESTORATION.

TLE POINT TABLE		
POINT #	STATION	OFFSET
500	69+10.00	66.63 LT
501	69+10.00	74.63 LT
502	69+90.00	75.11 LT
503	69+90.00	67.11 LT
504	73+22.66	60.00 LT
505	76+42.70	60.00 LT
506	76+42.15	95.00 LT
507	83+00.00	95.00 LT
508	83+00.00	50.00 LT
509	85+00.00	50.00 LT
510	85+00.00	70.00 LT
719	86+48.49	70.00 RT
720	85+10.00	70.00 RT
721	85+10.00	50.00 RT
722	83+40.00	50.00 RT
723	83+40.00	65.00 RT
724	80+80.00	65.00 RT
725	80+80.00	50.00 RT
726	77+75.00	50.00 RT
727	77+75.00	60.00 RT
728	77+40.00	60.00 RT
729	77+40.00	50.00 RT
730	74+20.00	50.00 RT
731	74+20.00	58.00 RT
732	73+24.53	58.00 RT

OF

(3) HANSONS GOLDEN ACRES, LLC
040-2200-16-000

SE-NW
22-32-11

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
206-730	S88°36'34"E	95.59'
730-731	S01°23'26"W	8.00'
731-732	N88°36'34"W	95.47'
732-206	N00°29'01"E	8.00'
206-728	S88°36'34"E	415.59'
728-726	S88°36'34"E	35.00'
726-727	S01°23'26"W	10.00'
727-729	N88°36'34"W	35.00'
729-728	N01°23'26"E	10.00'
206-725	S88°36'34"E	755.59'
725-722	S88°36'34"E	260.00'
722-723	S01°23'26"W	15.00'
723-724	N88°36'34"W	260.00'
724-725	N01°23'26"E	15.00'
205-717	S88°36'34"E	1,006.76'
717-718	S01°23'26"W	20.00'
718-720	N88°36'34"W	1,145.00'
720-721	N01°23'26"E	20.00'
721-205	S88°36'34"E	128.34'

N00°39'58"E 2,629.88'

1,275.09'

COMPUTED POSITION
Y= 40458.828
X=339967.226

T 32 N
R 11 W
22

(3) HANSONS GOLDEN ACRES, LLC
040-2200-04-000

SW-NE
22-32-11

CHIBARDUN TELEPHONE COOPERATIVE, INC.
TELEPHONE AND CABLE TV RIGHT-OF-WAY EASEMENT
SW-NE, NW-SE, E1/2-SE, SW-SE 22-32-11
V.604, P.248, DOC.NO.509671

SIOUX CREEK

REVISION DATE 9-2-15 N.C. 11-30-15 N.C.	DATE : MAY 8, 2015	SCALE, FEET 0 100 200	HWY: CTH A	STATE R/W PROJECT NUMBER 8837-00-20	PLAT SHEET 4.04
	GRID FACTOR N/A		COUNTY: BARRON	CONSTRUCTION PROJECT NUMBER 8837-00-70	PS&E SHEET 73 E

FILE NAME : S:\Projects\NW\Barron County\ID 8837-00-00 CTH A\Design\Civil 3D\RW\Microstation\040104.dgn PLOT DATE : 12/1/2015 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 200.0000 sf / in.

WISDOT/CADDS SHEET 75

TOWN

PI=100+00.00
Y= 41751.015
X=341334.630

PI=113+25.08
Y= 41731.194
X=342659.555

FOUND 3/4" REBAR
Y= 43053.670
X=342653.554

T 32 N
15 14
22 23
R 1.1 W

GN

4

WISCONSIN HYDRO ELECTRIC COMPANY RIGHT OF WAY EASEMENT - RIGHT OF WAY AND TREE TRIMMING PERMIT
NW-NE 22-32-11, 50' EACH SIDE OF TRANSMISSION LINE
V.16, P.155, DOC.NO.319062

NW-NE
22-32-11

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
104-509	N88°36'34"W	146.97'
509-510	N01°23'26"E	20.00'
510-511	S88°36'34"E	1,451.58'
511-512	N00°15'29"E	20.00'
512-513	S88°36'34"E	15.40'
513-105	S00°15'29"W	40.00'
105-104	N88°36'34"W	1,320.01'

(4) SUNSET LODGE, INC.
040-2200-03-000

RW POINT TABLE				
POINT #	STATION	OFFSET	NORTHING	EASTING
105	99+66.98	50.00 LT	41801.80	341302.83
106	100+33.45	50.00 LT	41800.51	341368.82
107	113+16.91	50.00 LT	41781.31	342652.14
108	113+25.29	50.00 LT	41781.19	342660.09
201	113+25.08	50.00 RT	41681.20	342658.81
202	113+18.30	50.00 RT	41681.30	342652.03
203	100+41.50	50.00 RT	41700.40	341375.37
204	99+61.95	50.00 RT	41701.95	341295.38

RW COURSE TABLE		
POINTS	BEARING	DISTANCE
107-108	S89°08'34"E	7.95'
201-202	N89°08'34"W	6.99'

WISCONSIN HYDRO ELECTRIC COMPANY RIGHT OF WAY EASEMENT - RIGHT OF WAY AND TREE TRIMMING PERMIT
NE-NE 22-32-11, 50' EACH SIDE OF TRANSMISSION LINE
V.18, P.2, DOC.NO.319067

NE-NE
22-32-11

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
106-514	N00°15'29"E	55.00'
514-515	S36°35'39"E	69.27'
515-106	N89°08'34"W	41.55'
106-516	S89°08'34"E	576.55'
516-517	N00°51'26"E	8.00'
517-518	S89°08'34"E	85.00'
518-519	S00°51'26"W	8.00'
519-516	N89°08'34"W	85.00'

(7) GARY D. AND MARILYN A. NEWMAN
040-2200-02-000

CHIBARDUN TELEPHONE COOPERATIVE, INC.
TELEPHONE LINE RIGHT OF WAY EASEMENT
NW-NW 23-32-11
V.608, P.381, DOC.NO.512007

NW-NW
23-32-11

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
107-521	N00°39'58"E	10.00'
521-522	S89°08'34"E	8.09'
522-523	S89°37'57"E	49.71'
523-524	S00°22'03"W	10.00'
524-108	N89°37'57"W	49.71'
108-107	N89°08'34"W	7.95'
109-525	N89°37'57"W	556.43'
525-526	N00°22'03"E	150.00'
526-527	S89°37'57"E	554.12'
527-109	S00°30'55"E	150.00'

(4) SUNSET LODGE, INC.
040-2300-08-000

40 LINE
(213/4 STREET)
EXISTING R/W
66'
PL
N00°15'29"E
N00°21'48"E 1,321.89'

CITIZENS TELEPHONE COOPERATIVE, TYP.
RELEASE OF RIGHTS (83)

HIGHWAY CONVEYANCE V.112, P.203

HIGHWAY CONVEYANCE V.112, P.204

STA. 92+00

STA. 121+50

MATCH LINE

MATCH LINE

766.98'
S01°23'26"W 100.00'
782.73'
1,320.01' S88°36'34"E
1,320.13' S88°35'27"E
1,314.39' S88°35'27"E
1,313.72' S88°36'34"E
761.95'
1,283.46'
1,283.59'
1,291.41' S89°08'34"E
1,284.01' S88°57'03"E
1,276.82'
1,276.80'
1,283.79' S89°08'34"E
1,335.01' S88°57'03"E
1,335.01' S88°57'03"E
824.71'
3,963.04' S89°37'57"E
1,338.87' S89°46'05"E
1,339.74' S89°26'18"E
1,306.94' S89°46'05"E
1,300.11' S89°37'57"E
825.14'
1,272.37'
23.53'
10.46'
6.52'
43.48'
50.00'
95.00'
100.00'
30.22'
14.76'
14.80'
16.42'
16.21'
2.65'
17.59'
S00°22'03"W 100.00'
EXISTING R/W
40 LINE
PL
FO
CTH A (2 3/4 AVENUE)
SECTION LINE
SLOPE INTERCEPT, TYP.
XCEL ENERGY, TYP
RELEASE OF RIGHTS (85)

513 512 511 514 106 515 105 516 517 518 519 521 522 107 108 523 524 525 526 527 109 712 711 709 710 713 714 203 204 715 716 717 718 707 706 201 705 704 202 708 703 702 701

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
205-717	S88°36'34"E	1,006.76'
717-718	S01°23'26"W	20.00'
718-720	N88°36'34"W	1,145.00'
720-721	N01°23'26"E	20.00'
721-205	S88°36'34"E	128.34'
204-715	S00°15'29"W	32.69'
715-716	N33°16'25"W	39.73'
716-204	S88°36'34"E	39.73'

(3) HANSONS GOLDEN ACRES, LLC
040-2200-04-000

SW-NE
22-32-11

CHIBARDUN TELEPHONE COOPERATIVE, INC.
TELEPHONE AND CABLE TV RIGHT-OF-WAY EASEMENT
SW-NE, NW-SE, E1/2-SE, SW-SE 22-32-11
V.604, P.248, DOC.NO.509671

HIGHWAY CONVEYANCE V.469, P.161 (CTH I- 21 3/4 ST)

HIGHWAY CONVEYANCE V.469, P.161 (CTH I- 21 3/4 ST)

CTH I (213/4 STREET)
80'
40 LINE
N00°21'48"E 1,321.89'

TLE POINT TABLE		
POINT #	STATION	OFFSET
511	99+51.58	70.00 LT
512	99+51.18	90.00 LT
513	99+66.58	90.00 LT
514	100+32.88	104.99 LT
515	100+75.00	50.00 LT
516	106+10.00	50.00 LT
517	106+10.00	58.00 LT
518	106+95.00	58.00 LT
519	106+95.00	50.00 LT
521	113+16.78	60.00 LT
522	113+24.78	60.00 LT
523	113+75.00	60.00 LT
524	113+75.00	50.00 LT
525	121+00.00	50.00 LT
526	121+00.00	200.00 LT
700	120+70.00	50.00 RT
701	120+70.00	60.00 RT
702	119+35.00	60.00 RT
703	119+35.00	50.00 RT
704	113+70.00	50.00 RT
705	113+70.00	60.00 RT
706	113+18.44	60.00 RT
707	113+10.00	60.00 RT
708	113+10.00	50.00 RT
709	107+80.00	50.00 RT
710	107+80.00	60.00 RT
711	105+50.00	60.00 RT
712	105+50.00	50.00 RT
713	100+65.00	50.00 RT
714	100+41.71	70.00 RT
715	99+62.60	82.68 RT
716	99+40.00	50.00 RT
717	96+55.00	50.00 RT
718	96+55.00	70.00 RT

OF

(6) DEAN NEWMAN
040-2200-05-000

SE-NE
22-32-11

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
203-713	S88°57'03"E	23.50'
713-714	S50°12'37"W	30.70'
714-203	N00°15'29"E	20.00'
203-712	S88°57'03"E	508.51'
712-709	S88°57'03"E	230.00'
709-710	S00°51'26"W	10.00'
710-711	N88°57'03"W	230.00'
711-712	N00°51'26"E	10.00'
202-706	S00°03'49"W	10.00'
706-707	N89°08'34"W	8.44'
707-708	N00°03'49"E	10.00'
708-202	S89°08'34"E	8.44'

BARRON ELECTRIC COOPERATIVE ELECTRIC LINE RIGHT OF WAY EASEMENT
SE-NE 22-32-11
V.882, P.719, DOC.NO.633877

(8) SHERWIN J. AND CHERYL E. NEWMAN
040-2300-09-000

SW-NW
23-32-11

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
708-202	S89°08'34"E	6.99'
202-705	S89°37'57"E	45.14'
705-704	S00°22'03"W	10.00'
704-706	N89°37'57"W	45.18'
706-707	N89°08'34"W	6.89'
707-708	N00°03'49"E	10.00'
202-201	S89°08'34"E	6.99'
201-703	S89°37'57"E	610.14'
703-700	S89°37'57"E	135.00'
700-701	S00°22'03"W	10.00'
701-702	N89°37'57"W	135.00'
702-703	N00°22'03"E	10.00'

BARRON COUNTY ELECTRIC COOPERATIVE RIGHT OF WAY EASEMENT FOR RURAL ELECTRIC LINE
SW-NW 23-32-11
V.U, P.165, DOC.NO.235998

N00°03'49"E 2,657.78'
1,285.41'

T 32 N
22 23
R 11 W

FOUND CONC. MON.
Y= 40395.897
X=342650.607

SIOUX CREEK

EXISTING HIGHWAY RIGHT-OF-WAY IS BASED ON THE EXISTING CENTERLINE AND STATUTE 82.31 COMPLIMENTED BY POSSESSION, PHYSICAL EVIDENCE, HIGHWAY CONVEYANCES ON FILE WITH THE BARRON COUNTY REGISTER OF DEEDS OFFICE AND THE FOLLOWING SURVEYS OF RECORD:
- COUNTY RW PROJECT NO. I-4300 APPROVED DECEMBER 16, 1986
- UNRECORDED CSM BY DENNIS M. HONSA, RLS NO. 2394 DATED NOVEMBER 13, 2006

ALL TEMPORARY LIMITED EASEMENT (TLE) INTERESTS SHOWN ON THIS PLAT ARE FOR THE PURPOSES OF GRADING, MATCHING EXISTING DRIVEWAYS, MATCHING EXISTING SLOPES, AND RESTORATION.

REVISION DATE 9-2-15 N.C. 11-30-15 N.C.	DATE : MAY 8, 2015	SCALE, FEET 0 100 200	HWY: CTH A	STATE R/W PROJECT NUMBER 8837-00-20	PLAT SHEET 4.05
	GRID FACTOR N/A		COUNTY: BARRON	CONSTRUCTION PROJECT NUMBER 8837-00-70	PS&E SHEET 74 E

FILE NAME : S:\Projects\NW\Barron County\ID 8837-00-00 CTH A\Design\Civil 3D\RW\Microstation\040105.dgn PLOT DATE : 12/1/2015 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 200.0000 sf / in.

TOWN

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
109-525	N89°37'57"W	556.43'
525-526	N00°22'03"E	150.00'
526-527	S89°37'57"E	554.12'
527-109	S00°30'55"E	150.00'

RW POINT TABLE				
POINT #	STATION	OFFSET	NORTHING	EASTING
109	126+56.43	50.00 LT	41772.66	343991.21
110	135+66.47	50.00 LT	41766.82	344901.23
111	139+95.43	50.00 LT	41764.07	345330.18
198	139+97.98	50.00 RT	41664.06	345332.09
199	126+90.98	50.00 RT	41672.44	344025.11
200	126+24.97	50.00 RT	41672.86	343959.10

FOUND CONC. MON.
Y= 43023.095
X=345306.090

T 32 N R 11 W — 14 — 23

EXISTING HIGHWAY RIGHT-OF-WAY IS BASED ON THE EXISTING CENTERLINE AND STATUTE 82.31 COMPLIMENTED BY POSSESSION, PHYSICAL EVIDENCE, HIGHWAY CONVEYANCES ON FILE WITH THE BARRON COUNTY REGISTER OF DEEDS OFFICE AND THE FOLLOWING SURVEYS OF RECORD:
- PLAT OF SURVEY BY BRANDON W. KING, RLS NO. 2632 FILED ON APRIL 7, 2014

ALL TEMPORARY LIMITED EASEMENT (TLE) INTERESTS SHOWN ON THIS PLAT ARE FOR THE PURPOSES OF GRADING, MATCHING EXISTING DRIVEWAYS, MATCHING EXISTING SLOPES, AND RESTORATION.

GN

BARRON ELECTRIC COOPERATIVE ELECTRIC
LINE RIGHT OF WAY EASEMENT
NW-NE 23-32-11
V.524, P.302, DOC.NO.467686

NW-NW
23-32-11

NE-NW
23-32-11

NW-NE
23-32-11

CHIBARDUN TELEPHONE COOPERATIVE, INC.
TELEPHONE LINE RIGHT OF WAY EASEMENT
NW-NW 23-32-11
V.608, P.381, DOC.NO.512007

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
109-527	N00°30'55"W	150.00'
527-528	S89°37'57"E	30.00'
528-529	S00°30'55"E	150.00'
529-109	N89°37'57"W	30.00'

40 LINE S00°30'55"E 1,326.78'

4 — SUNSET LODGE, INC. — 040-2300-08-000

9 — JAMES R. AND DONNA MEACHAM — 040-2300-07-000

11 — THOMAS R. EBLER JR. AND JUDY E. EBLER — 040-2300-07-010

12 — THOMAS R. EBLER JR. — 040-2300-04-000

QUARTER LINE

1,259.26'

STA. 121+50

STA. 151+00

HIGHWAY CONVEYANCE V.112, P.204

HIGHWAY CONVEYANCE V.112, P.204

HIGHWAY CONVEYANCE V.112, P.204

HIGHWAY CONVEYANCE V.112, P.204

81 BARRON ELECTRIC COOPERATIVE, TYP
RELEASE OF RIGHTS

506.43'

910.04'

SLOPE INTERCEPT, TYP.

S07°05'42"E 18.15'

428.95'

3,963.04'
S89°37'57"E

17.14'

50.02'

1104.57'

527 528 529 109 110 111 198 199 200 693 694 695 696 697 698 699

S00°22'03"W 100.00'

EXISTING R/W S89°46'05"E 1,338.87' PL

EXISTING R/W S89°46'05"E 910.19' PL

EXISTING R/W S89°46'05"E 428.93' PL

CTH A (2 3/4 AVENUE)

EXISTING R/W S89°46'05"E 1,377.92' PL

S89°37'57"E 1,300.11'

EXISTING R/W S89°46'05"E 1,306.54' PL

EXISTING R/W S89°46'05"E 1,305.79' PL

S89°37'57"E 2,870.09'

EXISTING R/W S89°46'05"E 1,380.55' PL

S00°22'03"W 100.00'

40 LINE

125+00 130+00 135+00 140+00 145+00 150+00

FO

474.97'

1,307.01'

15.54'

34.48'

1,402.01'

MATCH LINE

MATCH LINE

HIGHWAY CONVEYANCE V.112, P.204

HIGHWAY CONVEYANCE V.112, P.205

HIGHWAY CONVEYANCE V.112, P.205

83 CITIZENS TELEPHONE COOPERATIVE, TYP.
RELEASE OF RIGHTS

8 — SHERWIN J. AND CHERYL E. NEWMAN — 040-2300-09-000

8 — SHERWIN J. AND CHERYL E. NEWMAN — 040-2300-10-000

8 — SHERWIN J. AND CHERYL E. NEWMAN — 040-2300-05-000

N S00°30'55"E

EXISTING R/W 66'

22 1/4 STREET

EXISTING R/W S00°30'55"E

40 LINE S89°46'05"E 1,326.78'

N01°05'46"W 2,649.63'

1,290.35'

TLE POINT TABLE		
POINT #	STATION	OFFSET
527	126+54.12	200.00 LT
528	126+84.13	200.00 LT
529	126+86.44	50.00 LT
693	130+80.00	50.00 RT
694	130+80.00	60.00 RT
695	127+35.00	60.00 RT
696	127+35.00	125.00 RT
697	126+92.13	125.00 RT
698	126+25.59	90.00 RT
699	125+95.00	50.00 RT

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
200-698	S00°30'55"E	40.00'
698-699	N37°02'39"W	50.35'
699-200	S89°37'57"E	30.00'
199-693	S89°37'57"E	389.02'
693-694	S00°22'03"W	10.00'
694-695	N89°37'57"W	345.00'
695-696	S00°22'03"W	65.00'
696-697	N89°37'57"W	42.86'
697-199	N00°30'55"W	75.00'

BARRON COUNTY ELECTRIC COOPERATIVE RIGHT OF WAY EASEMENT FOR RURAL ELECTRIC LINE
SW-NW 23-32-11
V.U, P.165, DOC.NO.235998

BARRON COUNTY ELECTRIC COOPERATIVE RIGHT OF WAY EASEMENT FOR RURAL ELECTRIC LINE
SE-NW 23-32-11
V.U, P.165, DOC.NO.235998

BARRON COUNTY ELECTRIC COOPERATIVE RIGHT OF WAY EASEMENT FOR RURAL ELECTRIC LINE
SW-NE 23-32-11
V.U, P.165, DOC.NO.235998

SW-NW 23-32-11

SE-NW 23-32-11

SW-NE 23-32-11

OF

SIOUX CREEK

COMPUTED POSITION
Y= 40373.949
X=345356.770

T 32 N R 11 W — 23

REVISION DATE 9-2-15 N.C. 11-30-15 N.C.	DATE: MAY 8, 2015	SCALE, FEET 0 100 200	HWY: CTH A	STATE R/W PROJECT NUMBER 8837-00-20	PLAT SHEET 4.06
	GRID FACTOR N/A		COUNTY: BARRON	CONSTRUCTION PROJECT NUMBER 8837-00-70	PS&E SHEET 75 E

FILE NAME : S:\Projects\NW\Barron County\ID 8837-00-00 CTH A\Design\Civil 3D\RW\Microstation\040106.dgn PLOT DATE : 12/1/2015 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 200.0000 sf / in.

PI=166+23.98
Y= 41697.214
X=347958.348
Δ=90°14'34" L
D=04°18'29"
T=1,335.65'
L=2,094.80'
R=1,330.00'
PC=152+88.33
PT=173+83.12

BARRON COUNTY ELECTRIC COOPERATIVE
RIGHT OF WAY EASEMENT FOR RURAL
ELECTRIC LINE
NE-NE 23-32-11
V.U, P.456, DOC.NO.236551

BARRON ELECTRIC COOPERATIVE ELECTRIC
LINE RIGHT OF WAY EASEMENT
NE-NE 23-32-11
V.444, P.809, DOC.NO.423223
UNDERGROUND LINES: 10'
OVERHEAD LINES: 40'

BARRON COUNTY ELECTRIC COOPERATIVE
RIGHT OF WAY EASEMENT FOR RURAL
ELECTRIC LINE
SE-SE 14-32-11
V.U, P.456, DOC.NO.236551

RW POINT TABLE				
POINT *	STATION	OFFSET	NORTHING	EASTING
112	152+88.33	50.00 LT	41755.78	346623.05
113	153+76.07	69.81 LT	41777.80	346706.27
114	159+86.39	51.55 LT	41925.31	347264.77
115	166+85.06	51.55 LT	42392.73	347736.22
116	173+13.50	66.22 LT	42966.88	347893.16
117	173+48.40	58.59 LT	42999.80	347902.16
118	173+83.47	49.93 LT	43033.31	347911.32
193	173+50.17	50.49 RT	42998.55	348011.25
194	172+96.76	38.16 RT	42944.00	347996.34
195	155+51.67	56.53 RT	41674.59	346895.27
196	155+47.84	76.69 RT	41654.03	346895.14
197	153+75.98	53.00 RT	41655.20	346713.49
685	165+97.54	342.00 RT	42101.57	348017.94
686	165+85.49	396.11 RT	42058.42	348054.02
745	165+53.35	365.05 RT	42042.51	348004.82
751	165+49.56	436.97 RT	41996.30	348060.15

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
118-737	N00°07'25"E	236.53'
737-738	N89°52'31"W	5.00'
738-739	N00°07'25"E	70.00'
739-740	S89°52'31"E	5.00'
740-737	S00°07'25"W	70.00'
119-540	S00°07'25"W	28.98'
540-537	S00°07'25"W	65.00'
537-538	N89°52'35"W	25.00'
538-539	N00°07'25"E	65.00'
539-540	S89°52'35"E	25.00'

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
114-533	S75°12'19"W	76.33'
533-534	N58°59'12"E	160.48'
534-114	S45°14'46"W	89.76'
115-535	S45°14'46"W	73.67'
535-536	N31°21'57"E	132.84'
536-115	S15°17'17"W	63.82'

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
689-690	S80°44'39"W	19.00'
690-691	N09°15'21"W	145.38'
691-692	N34°34'43"W	59.37'
692-747	R=510.50' L=17.43' LC=N24°26'16"E, 17.43'	
747-746	R=105.30' L=88.06' LC=S33°12'45"E, 81.51'	
746-689	S09°15'21"E	135.40'

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
193-733	N00°07'25"E	431.07'
733-734	N00°07'25"E	240.00'
734-735	S89°52'31"E	15.00'
735-736	S00°07'25"W	240.00'
736-733	N89°52'31"W	15.00'

TLE POINT TABLE		
POINT *	STATION	OFFSET
533	159+08.55	69.03 LT
534	160+78.10	71.87 LT
535	166+10.00	68.67 LT
536	167+50.00	66.47 LT
537	179+85.00	49.94 LT
538	179+85.00	74.94 LT
539	180+50.00	74.94 LT
540	180+50.00	49.94 LT
687	164+70.94	632.03 RT
688	164+54.81	611.47 RT
689	164+19.72	569.15 RT
690	164+09.33	557.22 RT
691	164+77.39	446.04 RT
692	164+90.26	389.13 RT
733	177+80.00	50.06 RT
734	180+20.00	50.06 RT
735	180+20.00	65.06 RT
736	177+80.00	65.06 RT
737	176+20.00	49.94 LT
738	176+20.00	54.94 LT
739	176+90.00	54.94 LT
740	176+90.00	49.94 LT
744	165+18.53	510.81 RT
746	164+83.01	466.13 RT
747	165+03.37	384.95 RT

RW COURSE TABLE		
POINTS	BEARING	DISTANCE
686-751	S05°37'53"E	62.42'
751-745	R=171.30' L=72.63' LC=N50°07'43"W, 72.09'	
745-685	R=510.50' L=60.54' LC=N12°31'43"E, 60.50'	
685-686	S39°53'47"E	56.25'

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
686-687	S19°04'46"E	284.20'
687-688	S80°44'39"W	31.35'
688-744	N09°15'21"W	135.40'
744-748	R=171.30' L=85.88' LC=N23°37'06"W, 84.99'	
748-686	N05°37'53"W	62.42

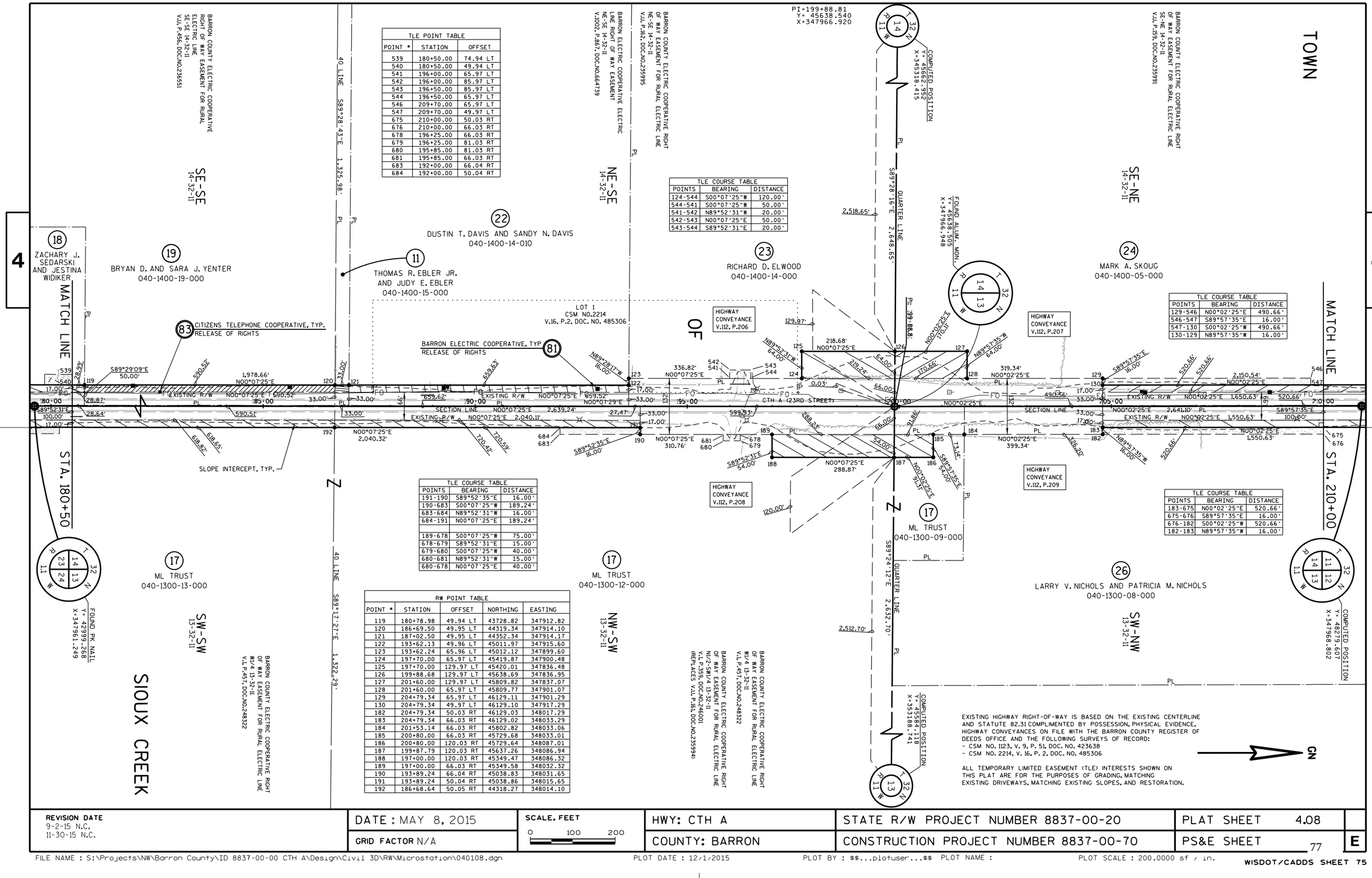
EXISTING HIGHWAY RIGHT-OF-WAY IS BASED ON THE EXISTING CENTERLINE AND STATUTE 82.31 COMPLIMENTED BY POSSESSION, PHYSICAL EVIDENCE, HIGHWAY CONVEYANCES ON FILE WITH THE BARRON COUNTY REGISTER OF DEEDS OFFICE AND THE FOLLOWING SURVEYS OF RECORD:
- CSM NO. 1123, V. 9, P. 51, DOC. NO. 423638

ALL TEMPORARY LIMITED EASEMENT (TLE) INTERESTS SHOWN ON THIS PLAT ARE FOR THE PURPOSES OF GRADING, MATCHING EXISTING DRIVEWAYS, MATCHING EXISTING SLOPES, AND RESTORATION.

REVISION DATE 9-2-15 11-30-15	DATE : MAY 8, 2015	SCALE, FEET 0 100 200	HWY: CTH A	STATE R/W PROJECT NUMBER 8837-00-20	PLAT SHEET 4.07
	GRID FACTOR N/A		COUNTY: BARRON	CONSTRUCTION PROJECT NUMBER 8837-00-70	PS&E SHEET 76 E

FILE NAME : S:\Projects\NW\Barron County\ID 8837-00-00 CTH A\Design\Civil 3D\RW\Microstation\040107.dgn PLOT DATE : 12/1/2015 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 200.0000 sf / in.

WISDOT/CADDS SHEET 75



REVISION DATE 9-2-15 N.C. 11-30-15 N.C.	DATE : MAY 8, 2015	SCALE, FEET 0 100 200	HWY: CTH A	STATE R/W PROJECT NUMBER 8837-00-20	PLAT SHEET 4.08
	GRID FACTOR N/A		COUNTY: BARRON	CONSTRUCTION PROJECT NUMBER 8837-00-70	PS&E SHEET 77 E

FILE NAME : S:\Projects\NW\Barron County\ID 8837-00-00 CTH A\Design\Civil 3D\RW\Microstation\040108.dgn PLOT DATE : 12/1/2015 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 200.0000 sf / in.

TLE POINT TABLE		
POINT #	STATION	OFFSET
548	215+00.00	49.97 LT
549	215+00.00	57.97 LT
550	216+20.00	57.97 LT
551	216+20.00	49.97 LT
552	219+70.00	49.97 LT
553	219+70.00	59.97 LT
554	225+00.00	59.97 LT
555	225+00.00	49.97 LT
556	226+80.00	49.97 LT
557	226+80.00	59.97 LT
558	229+80.00	59.97 LT
559	229+80.00	49.97 LT
661	239+49.75	69.74 RT
662	238+78.01	70.02 RT
663	237+10.00	70.02 RT
664	237+10.00	50.02 RT
665	231+40.00	50.03 RT
666	231+40.00	85.03 RT
667	230+30.00	85.03 RT
668	230+30.00	50.03 RT
669	226+57.32	50.03 RT
670	226+28.62	64.70 RT
671	217+00.00	50.03 RT
672	217+00.00	70.03 RT
673	214+00.00	70.03 RT
674	214+00.00	50.03 RT
675	210+00.00	50.03 RT
676	210+00.00	66.03 RT

RW POINT TABLE				
POINT #	STATION	OFFSET	NORTHING	EASTING
131	213+09.59	49.97 LT	46959.35	347917.88
132	226+29.94	49.97 LT	48279.71	347918.80
133	239+48.05	50.25 LT	49599.13	347929.12
173	239+49.67	57.02 RT	49597.70	348036.40
174	239+21.55	50.02 RT	49570.84	348028.90
175	238+78.36	50.02 RT	49527.66	348028.57
176	234+70.65	50.02 RT	49119.96	348025.38
177	226+28.91	50.03 RT	48278.60	348018.80
178	226+27.55	120.03 RT	48277.19	348088.80
179	222+40.00	120.03 RT	47889.64	348088.53
180	222+40.00	50.03 RT	47889.69	348018.53
181	213+08.60	50.03 RT	46958.29	348017.87
208	220+29.97	50.03 RT	47679.66	348018.38
209	221+29.97	49.97 LT	47779.73	347918.45

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
131-548	N00°02'25"E	190.41'
548-549	N89°57'35"W	8.00'
549-550	N00°02'25"E	120.00'
550-551	S89°57'35"E	8.00'
551-548	S00°02'25"W	120.00'
131-552	N00°02'25"E	660.41'
552-553	N89°57'35"W	10.00'
553-554	N00°02'25"E	530.00'
554-555	S89°57'35"E	10.00'
555-552	S00°02'25"W	530.00'

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
132-556	N00°26'53"E	50.38'
556-557	N89°33'05"W	10.00'
557-558	N00°26'53"E	300.00'
558-559	S89°33'05"E	10.00'
559-556	S00°26'53"W	300.00'

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
208-671	S00°02'25"W	329.97'
671-672	S89°57'35"E	20.00'
672-674	S00°02'25"W	300.00'
674-673	N89°57'35"W	20.00'
673-671	N00°02'25"E	300.00'

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
177-669	N00°26'53"E	28.05'
669-670	S27°01'15"E	31.82'
670-177	N88°50'47"W	14.67'
177-668	N00°26'53"E	400.78'
668-667	S89°33'05"E	35.00'
667-666	N00°26'53"E	110.00'
666-665	N89°33'05"W	35.00'
665-668	S00°26'53"W	110.00'

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
175-662	S88°32'37"E	20.00'
662-663	S00°26'53"W	168.01'
663-664	N89°33'05"W	20.00'
664-175	N00°26'53"E	168.36'

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
175-174	N00°26'53"E	43.19'
174-173	N15°36'12"E	27.90'
173-661	S88°41'44"E	12.71'
661-662	S00°26'53"W	70.26'
662-175	N88°32'37"W	20.00'

PI=226+29.95
Y= 48279.675
X=347968.773

EXISTING HIGHWAY RIGHT-OF-WAY IS BASED ON THE EXISTING CENTERLINE AND STATUTE 82.31 COMPLIMENTED BY POSSESSION, PHYSICAL EVIDENCE, HIGHWAY CONVEYANCES ON FILE WITH THE BARRON COUNTY REGISTER OF DEEDS OFFICE AND THE FOLLOWING SURVEYS OF RECORD:
- CSM NO. 5627, V. 38, P. 75, DOC. NO. 751592

ALL TEMPORARY LIMITED EASEMENT (TLE) INTERESTS SHOWN ON THIS PLAT ARE FOR THE PURPOSES OF GRADING, MATCHING EXISTING DRIVEWAYS, MATCHING EXISTING SLOPES, AND RESTORATION.

BARRON COUNTY ELECTRIC COOPERATIVE RIGHT OF WAY EASEMENT FOR RURAL ELECTRIC LINE
SE-NE 14-32-11
V.U. P.159, DOC.NO.235991

BARRON ELECTRIC COOPERATIVE ELECTRIC LINE RIGHT OF WAY EASEMENT
NE-NE 14-32-11
V.2176, P.575, DOC.NO.763771

BARRON COUNTY ELECTRIC COOPERATIVE RIGHT OF WAY EASEMENT FOR RURAL ELECTRIC LINE
NE-NE 14-32-11
V.U. P.159, DOC.NO.235991

COMPUTED POSITION
Y= 48268.508
X=347966.548

FOUND PK NAIL
Y= 48286.323
X=345330.660

COMPUTED POSITION
Y= 48279.607
X=347968.802

FOUND 3/4" REBAR
Y= 50918.393
X=347989.444

SE-NE 14-32-11

NE-NE 14-32-11

SE-SE 11-32-11

NE-SE 11-32-11

SW-NW 13-32-11

NW-NW 13-32-11

SW-SW 12-32-11

NW-SW 12-32-11

(24) MARK A. SKOUG
040-1400-05-000

(27) OSCAR SKOUG
040-1400-02-000

(24) MARK A. SKOUG
040-1100-20-000

(26) LARRY V. NICHOLS AND PATRICIA M. NICHOLS
040-1300-08-000

(26) LARRY V. NICHOLS AND PATRICIA M. NICHOLS
040-1300-07-000

(28) KENNETH E. KOZANECKI
040-1200-16-010

(29) ROLLING ACRES NORTH, LLC
040-1200-16-000
LOT 1
CSM NO.5627
V.38, P.75, DOC. NO. 751592

TOWN Z

SIOUX CREEK

MATCH LINE

STA. 210+00

STA. 239+50

40 LINE

PL

SECTION LINE

S89°51'15"E 2,638.15'

2,588.15'

S88°50'47"E 2,613.50'

2,493.47'

S89°39'44"E 1,321.69'

PI: 226+29.95

PC: 239+21.46

HIGHWAY CONVEYANCE V.112, P.207

HIGHWAY CONVEYANCE V.112, P.209

CTH A (23RD STREET)

EXISTING R/W

SLOPE INTERCEPT, TYP.

BARRON ELECTRIC COOPERATIVE, TYP RELEASE OF RIGHTS (81)

(83) CITIZENS TELEPHONE COOPERATIVE, TYP. RELEASE OF RIGHTS

BARRON ELECTRIC COOPERATIVE ELECTRIC LINE RIGHT OF WAY EASEMENT
NW-NW 13-32-11
V.535, P.432, DOC.NO.473696

BARRON ELECTRIC COOPERATIVE ELECTRIC LINE RIGHT OF WAY EASEMENT
V.2170, P.356, DOC.NO.761653
DUPLICATE OF DOC.NO.235984
W/ ADDED 'EXCEPT LOT 1, CSM#5726'
UNDERGROUND LINES: 10'
OVERHEAD LINES: 40'

BARRON COUNTY ELECTRIC COOPERATIVE RIGHT OF WAY EASEMENT FOR RURAL ELECTRIC LINE
SW-SW 12-32-11
V.U. P.158, DOC.NO.235984

66' PERPETUAL NON-EXCLUSIVE EASEMENT SERVING SE-SW 12-32-11 PER DEED V.2229, P.406-407, DOC.NO.751973

COMPUTED POSITION
Y= 48226.994
X=350581.775

REVISION DATE 9-2-15 N.C. 11-30-15 N.C.	DATE : MAY 8, 2015	SCALE, FEET 0 100 200	HWY: CTH A	STATE R/W PROJECT NUMBER 8837-00-20	PLAT SHEET 4.09
	GRID FACTOR N/A		COUNTY: BARRON	CONSTRUCTION PROJECT NUMBER 8837-00-70	PS&E SHEET 78 E

FILE NAME : S:\Projects\NW\Barron County\ID 8837-00-00 CTH A\Design\Civil 3D\RW\Microstation\040109.dgn PLOT DATE : 12/1/2015 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 200.0000 sf / in.

WISDOT/CADDS SHEET 75

TOWN

SW-NW 12-32-11

NE-SE 11-32-11

SE-SE 11-32-11

NW-SW 12-32-11

SW-SW 12-32-11

NE-NW 12-32-11

SE-NW 12-32-11

NE-SW 12-32-11

OF

SIOUX CREEK

4

4

(31) KJELL C. JORSTAD
040-1100-07-000

(24) MARK A. SKOUG
040-1100-17-000

(32) GINA L. HAGEN
040-1200-11-000
LOT 1
CSM NO.6618
V.41, P.13, DOC. NO. 813863

(33) KJELL C. AND TRACY L. JORSTAD
040-1200-11-010
LOT 2
CSM NO.6618
V.41, P.13, DOC. NO. 813863

(33) KJELL C. AND TRACY L. JORSTAD
040-1200-14-000

(31) KJELL C. JORSTAD
040-1200-15-000

(34) ANTHONY L. HARGREAVES
040-1200-13-001

(33) KJELL C. AND TRACY L. JORSTAD
040-1200-13-000

(36) BRIAN L. ELLEFSON AND ROBBIE JO ELLEFSON
040-1200-12-000

(37) SCOTT B. MANOR AND NADINE MANOR
040-1200-12-010

FOUND 3/4" REBAR
Y=50318.393
X=347989.444

T 32 N
R 11 W
11 12 14 13

PI=252+73.18
Y= 50922.829
X=347989.465
△=90°55'41" R
D=04°18'29"
T=1,351.72'
L=2,110.70'
R=1,330.00'
PC=239+21.46
PT=260+32.16

HIGHWAY CONVEYANCE V.112, P.204

CTH A (4 1/2 AVENUE)

4 1/2 AVENUE

EXISTING R/W

SECTION LINE

MATCH LINE

STA. 239+50

STA. 269+00

40 LINE

PL

FO

SLOPE INTERCEPT, TYP.

L=719.10'
R=444.50'
LC=N44°01'27"E
639.76'

S45°07'17"E 27.53'

S88°42'58"E 430.06'

N45°54'45"E 669.25'

N76°13'19"E 669.25'

N15°36'12"E 669.17'

N15°36'12"E 65.02'

S88°41'44"E 1,305.19'

S89°50'54"E 1,329.65'

N00°22'42"E 1,316.01'

N00°34'03"E 1,314.33'

N00°26'53"E 2,638.81'

N00°26'53"E 731.26'

N00°26'53"E 2,195.78'

S00°22'48"W 269.17'

N04°35'02"W 295.67'

S88°32'39"E 651.82'

S88°37'25"E 2,124.19'

S88°37'25"E 2,807.28'

S88°37'25"E 1,293.40'

S88°37'25"E 1,293.65'

S88°37'25"E 265.00'

N66°21'03"E 54.00'

N00°27'17"E 33.00'

N00°27'17"E 121.00'

N00°27'17"E 482.48'

N00°27'17"E 33.00'

N00°27'17"E 123.51'

N00°27'17"E 33.00'

N00°27'17"E 33.00'

N00°27'17"E 33.00

TOWN

PL

FOUND 3/4" REBAR
Y= 53481.419
X=350610.027

T 32 N R 11 W
1 | 12 | 11

PI=273+25.69
Y= 50859.283
X=350633.945

BARRON COUNTY ELECTRIC COOPERATIVE
RIGHT OF WAY EASEMENT FOR RURAL
ELECTRIC LINE
SE-NW 12-32-11
V.U. P.143, DOC.NO.235955

NORTHERN NATURAL GAS COMPANY
GAS LINE EASEMENT
SE-NW 12-32-11
V.22, P.384, DOC.NO.339781

SE-NW
12-32-11

INGRESS/EGRESS EASEMENT PER DEED V.701, P.528, DOC.NO.558960

QUARTER LINE N00°18'29"E 2,629.31'

2,571.27'

(37)
SCOTT B. MANOR AND NADINE MANOR
040-1200-12-010

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
143-573	N88°37'25"W	266.74'
573-574	N01°22'35"E	20.00'
574-575	S88°37'25"E	266.36'
575-143	S00°18'29"W	20.00'

RW POINT TABLE				
POINT #	STATION	OFFSET	NORTHING	EASTING
142	267+09.25	50.00 LT	50924.08	350018.88
143	272+86.73	50.00 LT	50910.20	350596.20
144	273+25.69	50.00 LT	50909.27	350635.15
145	285+82.96	50.00 LT	50872.84	351892.14
146	292+31.20	50.00 LT	50854.06	352540.11
147	298+02.88	50.00 LT	50837.50	353111.54
160	298+82.60	50.00 RT	50734.94	353187.91
161	298+16.16	50.00 RT	50737.16	353121.92
162	292+33.84	50.00 RT	50754.03	352539.84
163	286+37.81	50.00 RT	50771.29	351944.06
164	285+71.79	50.00 RT	50773.21	351878.07
165	273+25.57	50.00 RT	50809.30	350632.62
166	272+88.60	50.00 RT	50810.19	350595.66

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
143-575	N00°18'29"E	20.00'
575-576	S88°20'24"E	993.98'
576-577	S01°39'36"W	20.00'
577-144	N88°20'24"W	954.43'
144-143	N88°37'25"W	39.07'
145-578	N88°20'24"W	52.96'
578-579	N01°39'36"E	8.00'
579-580	S88°20'24"E	52.76'
580-145	S00°12'47"W	8.00'

SW-NE
12-32-11

BARRON COUNTY ELECTRIC COOPERATIVE
RIGHT OF WAY EASEMENT FOR RURAL
ELECTRIC LINE
SW-NE 12-32-11
V.U. P.143, DOC.NO.235955

(33)
KJELL C. AND TRACY L. JORSTAD
040-1200-04-000

BARRON ELECTRIC COOPERATIVE, TYP
RELEASE OF RIGHTS (81)

TLE POINT TABLE		
POINT #	STATION	OFFSET
573	270+20.00	50.00 LT
574	270+20.00	70.00 LT
575	272+86.36	70.00 LT
576	282+80.00	70.00 LT
577	282+80.00	50.00 LT
578	285+30.00	50.00 LT
579	285+30.00	58.00 LT
580	285+82.76	58.00 LT
582	287+65.00	50.00 LT
583	287+65.00	65.00 LT
584	290+10.00	65.00 LT
585	290+10.00	50.00 LT
586	292+00.00	50.00 LT
587	292+00.00	63.00 LT
588	292+30.86	63.00 LT
590	295+10.00	50.00 LT
591	295+10.00	70.00 LT
592	298+02.30	70.00 LT
631	298+18.61	138.74 RT
632	297+67.86	50.00 RT
633	292+55.00	50.00 RT
634	292+55.00	67.00 RT
635	292+34.29	67.00 RT
636	290+55.00	67.00 RT
637	290+55.00	50.00 RT
638	286+47.05	50.00 RT
639	286+38.88	92.10 RT
640	285+72.82	90.35 RT
641	285+49.21	50.00 RT

GN

BARRON COUNTY ELECTRIC COOPERATIVE
RIGHT OF WAY EASEMENT FOR RURAL
ELECTRIC LINE
W1/2-SE-NE 12-32-11
V.U. P.144, DOC.NO.235956

BARRON ELECTRIC COOPERATIVE
ELECTRIC LINE RIGHT OF WAY EASEMENT
V.1001, P.423, DOC.NO.664391
UNDERGROUND LINES: 10'
OVERHEAD LINES: 40'

40 LINE N00°12'47"E 1,308.72'

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
582-583	N01°39'36"E	15.00'
583-584	S88°20'24"E	245.00'
584-585	S01°39'36"W	15.00'
585-582	N88°20'24"W	245.00'
145-582	S88°20'24"E	182.04'
146-586	N88°20'24"W	31.20'
586-587	N01°39'36"E	13.00'
587-588	S88°20'24"E	30.87'
588-146	S00°09'55"W	13.00'

(38)
BRENDA K. KOTHBAUER
040-1200-07-000

PI=298+44.43
Y= 50786.460
X=353151.636

FOUND 3/4" REBAR
Y= 53391.849
X=353193.309

T32N R11W | T32N R10W
1 | 6
12 | 7

BARRON ELECTRIC COOPERATIVE
ELECTRIC LINE RIGHT OF WAY EASEMENT
SE-SE-NE 12-32-11
V.656, P.351, DOC.NO.537805

SE-NE
12-32-11

(41)
MARY SCHLEUSNER
040-1200-08-000

2,556.85'

N01°38'57"E 2,605.58'

24TH STREET

SECTION LINE

N00°07'02"E

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
147-590	N88°20'24"W	292.88'
590-591	N01°39'36"E	20.00'
591-592	S88°20'24"E	292.88'
592-147	S01°38'57"W	20.00'

EXISTING R/W

74'

MATCH LINE

T32N R11W | T32N R10W
12 | 7

FOUND RR SPIKE
Y= 50786.272
X=353187.983
STA. 298+80.76
1.30' LT

STA. 269+00

MATCH LINE

386.74'
387.20'
574
573
1,293.65'
S88°37'25"E
25.05'
575
143
39.07'
144
PI: 273+25.69
50.00'
1,257.39'
1,236.41'
576
577
2,477.31'
S88°20'24"E
579
578
580
145
583
582
648.20'
648.24'
584
585
587
586
588
146
571.68'
571.20'
591
590
48.73'
592
147
PI: 298+44.43
148
FO
EXISTING R/W S88°37'25"E
S88°32'39"E 2,124.79'
8.04'
33.01'
280+00
EXISTING R/W S88°32'39"E 2,515.16'
20.62'
33.00'
290+00
EXISTING R/W S88°32'39"E 1,178.21'
1.30' E
S01°22'35"W 100.00'
QUARTER LINE
EXISTING R/W S88°32'39"E 2,607.29' PL
S88°37'25"E 1,293.40'
1,296.46'
CTH A (4 1/2 AVENUE)
S88°20'24"E 1,245.97'
EXISTING R/W S88°32'39"E 1,283.48'
46.40'
13.72'
13.58'
QUARTER LINE S88°32'39"E 2,592.93' PL
648.23'
15.71'
33.01'
641
164
163
638
637
636
596.03'
633
634
635
S88°20'24"E 1,178.35'
582.32'
632
161
160
41.78'
166
165
36.97'
388.60'
388.43'
41.96'
50.03'
631
24TH STREET
SLOPE INTERCEPT, TYP.

COMPUTED POSITION
Y= 50852.152
X=350595.890

T 32 N R 12 W | 11 | 12 | 13 | 18 T 32 N R 11 W

OF

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
164-640	S00°11'36"W	40.37'
640-641	N28°40'24"W	46.75'
641-164	S88°20'24"E	22.58'

(33)
KJELL C. AND TRACY L. JORSTAD
040-1200-22-000

NW-SE
12-32-11

NORTHERN NATURAL GAS COMPANY
GAS LINE EASEMENT
NW-SE 12-32-11
V.22, P.408, DOC.NO.339805

FOUND 3/4" REBAR
Y= 50918.393
X=347989.444

T 32 N R 11 W | 11 | 12

NE-SW
12-32-11

QUARTER LINE N00°18'29"E 2,625.20'

2,583.24'

(33)
KJELL C. AND TRACY L. JORSTAD
040-1200-13-000

NORTHERN NATURAL GAS COMPANY
GAS LINE EASEMENT
NE-SW 12-32-11
V.22, P.408, DOC.NO.339805

COMPUTED POSITION
Y= 48226.994
X=350581.775

T 32 N R 11 W | 12 | 13

EXISTING HIGHWAY RIGHT-OF-WAY IS BASED ON THE EXISTING CENTERLINE AND STATUTE 82.31 COMPLIMENTED BY POSSESSION, PHYSICAL EVIDENCE, HIGHWAY CONVEYANCES ON FILE WITH THE BARRON COUNTY REGISTER OF DEEDS OFFICE AND THE FOLLOWING SURVEYS OF RECORD:
- CSM NO. 5623, V. 38, P. 71, DOC. NO. 751272
- CSM NO. 3026, V. 21, P. 76, DOC. NO. 538872
- PLAT OF SURVEY BY MATTHEW R. SHILTS, RLS NO. 2633 FILED ON JUNE 27, 2011

ALL TEMPORARY LIMITED EASEMENT (TLE) INTERESTS SHOWN ON THIS PLAT ARE FOR THE PURPOSES OF GRADING, MATCHING EXISTING DRIVEWAYS, MATCHING EXISTING SLOPES, AND RESTORATION.

CITIZENS TELEPHONE COOPERATIVE, TYP.
RELEASE OF RIGHTS (83)

CITIZENS TELEPHONE COOPERATIVE, INC. EASEMENT
V.975, P.905, DOC.NO.657716

EXISTING R/W N00°11'36"E 1,307.93'
EXISTING R/W N00°11'36"E
40 LINE N00°11'36"E
66'
23 3/4 STREET

(39)
BASIL V. BRONSTAD AND COLLEEN J. BRONSTAD
040-1200-20-000

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
163-638	S88°20'24"E	9.24'
638-639	S12°37'52"W	42.89'
639-163	N00°11'36"E	42.12'
162-635	S00°08'09"W	17.00'
635-636	N88°20'24"W	179.29'
636-637	N01°39'36"E	17.00'
637-162	S88°20'24"E	178.84'

NE-SE
12-32-11

PL

(33)
KJELL C. AND TRACY L. JORSTAD
040-1200-19-000

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
162-633	S88°20'24"E	21.16'
633-634	S01°39'36"W	17.00'
634-635	N88°20'24"W	20.71'
635-162	N00°08'09"E	17.00'
161-631	S00°04'40"W	88.78'
631-632	N28°06'09"W	102.23'
632-161	S88°20'24"E	48.30'

2,555.20'

EXISTING R/W N00°04'40"E

SECTION LINE N00°04'40"E 2,606.53'

66'

MATCH LINE

BARRON ELECTRIC COOPERATIVE, RIGHT OF WAY EASEMENT FOR RURAL LECTRIC LINE
NE-SE 12-32-11
V.396, P.593, DOC.NO.393059

BARRON COUNTY ELECTRIC COOPERATIVE
ELECTRIC LINE RIGHT OF WAY EASEMENT
E1/2-NE-SE 12-32-11
V.399, P.101, DOC.NO.394236

BARRON ELECTRIC COOPERATIVE, RIGHT OF WAY EASEMENT FOR RURAL ELECTRIC LINE
E1/2-NE-SE 12-32-11
V.399, P.102, DOC.NO.394237

BARRON ELECTRIC COOPERATIVE
ELECTRIC LINE RIGHT OF WAY EASEMENT
E1/2-NE-SE 12-32-11
V.746, P.565, DOC.NO.580518

BARRON ELECTRIC COOPERATIVE
ELECTRIC LINE RIGHT OF WAY EASEMENT
NW-NE-SE 12-32-11
V.430, P.412, DOC.NO.413636

CITIZENS TELEPHONE COOPERATIVE EASEMENT
W1/2-NE-SE 12-32-11
V.866, P.749, DOC.NO.627544

SIOUX CREEK

FOUND 3/4" REBAR
Y= 48179.745
X=353184.440

T32N R11W | T32N R10W
12 | 7
13 | 18

4

4

REVISION DATE 9-2-15 11-30-15 N.C.	DATE : MAY 8, 2015	SCALE, FEET 0 100 200	HWY: CTH A	STATE R/W PROJECT NUMBER 8837-00-20	PLAT SHEET 4.11
	GRID FACTOR N/A		COUNTY: BARRON	CONSTRUCTION PROJECT NUMBER 8837-00-70	PS&E SHEET 80 E

FILE NAME : S:\Projects\NW\Barron County\ID 8837-00-00 CTH A\Design\Civil 3D\RW\Microstation\040111.dgn PLOT DATE : 12/1/2015 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 200.0000 sf / in.

WISDOT/CADDS SHEET 75

EXISTING HIGHWAY RIGHT-OF-WAY IS BASED ON THE EXISTING CENTERLINE AND STATUTE 82.31 COMPLIMENTED BY POSSESSION, PHYSICAL EVIDENCE, HIGHWAY CONVEYANCES ON FILE WITH THE BARRON COUNTY REGISTER OF DEEDS OFFICE.

ALL TEMPORARY LIMITED EASEMENT (TLE) INTERESTS SHOWN ON THIS PLAT ARE FOR THE PURPOSES OF GRADING, MATCHING EXISTING DRIVEWAYS, MATCHING EXISTING SLOPES, AND RESTORATION.

RW POINT TABLE				
POINT #	STATION	OFFSET	NORTHING	EASTING
148	298+79.34	50.00 LT	50834.99	353188.37
149	313+30.75	50.00 LT	50781.11	354638.78
150	326+75.56	50.00 LT	50731.22	355982.12
158	326+76.91	50.00 RT	50631.22	355980.84
159	313+33.27	50.00 RT	50681.09	354637.59
160	298+82.60	50.00 RT	50734.94	353187.91

TOWN

FOUND 3/4" REBAR
Y= 53391.849
X=353193.309

SECTION LINE N00°07'02"E 2,605.58'

2,556.85'

MATCH LINE

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
148-593	N01°09'10"E	30.45'
593-594	S26°54'23"E	34.82'
594-148	N87°52'22"W	16.38'
148-595	S87°52'22"E	170.66'
595-596	N02°07'38"E	10.00'
596-597	S87°52'22"E	150.00'
597-598	S02°07'38"W	10.00'
598-595	N87°52'22"W	150.00'
148-599	S87°52'22"E	605.66'
599-600	N02°07'38"E	20.00'
600-601	S87°52'22"E	510.00'
601-602	S02°07'38"W	20.00'
602-599	N87°52'22"W	510.00'

SW-NW
7-32-10

(42)

THOMAS R. AND JUNE A. WITTBROT
022-0700-10-000

FOUND RR SPIKE
Y= 50786.272
X=353187.983
STA. 298+80.76
1.30' LT

HIGHWAY CONVEYANCE V.112, P.211

N01°09'10"E EXISTING R/W

S88°07'36"E 16.66'

48.73'

593 596 595 597 598 600 599 601 602

147 148 594

16.39' 32.33' 33.71' 17.62'

300+00 305+00 310+00

1.30'

PL FO EXISTING R/W S87°52'12"E 2,795.91'

CTH A (4 1/2 AVENUE)

1451.70'

2,796.09' S87°52'22"E

604 603 605 606

315+00 320+00 326+00

QUARTER LINE S88°08'56"E 2,795.23'

S87°52'22"E

EXISTING R/W S87°52'12"E 2,793.90'

1,344.39'

BARRON ELECTRIC COOPERATIVE, TYP
RELEASE OF RIGHTS

(81)

HIGHWAY CONVEYANCE V.112, P.212

COMPUTED POSITION
Y= 50695.979
X=355981.751

35.24'

PI: 326+75.29

124.44' 124.11'

123.89'

2,506.70'
S88°29'38"E

16.52' 18.77'

149 150

47.29'

S01°30'22"W
100.00'

14.77'

17.48'

158

S88°29'38"E
1,298.49'

123.09' 123.30'

50.00'

1,344.18'

SLOPE INTERCEPT, TYP.

628 629 627 626 624 625

1450.68'

50.03'

160 161 630

S88°04'17"E 66.03'

CITIZENS TELEPHONE COOPERATIVE, TYP.
RELEASE OF RIGHTS

(83)

OF

40 LINE

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
148-603	S87°52'22"E	1,485.66'
603-604	N02°07'38"E	10.00'
604-605	S87°52'22"E	265.00'
605-606	S02°07'38"W	10.00'
606-603	N87°52'22"W	265.00'

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
160-628	S87°52'22"E	277.40'
628-629	S02°07'38"W	15.00'
629-630	N87°52'22"W	276.87'
630-160	N00°04'40"E	15.00'
160-627	S87°52'22"E	517.40'
627-624	S87°52'22"E	440.00'
624-625	S02°07'38"W	10.00'
625-626	N87°52'22"W	440.00'
626-627	N02°07'38"E	10.00'

(33)

KJELL C. AND TRACY L. JORSTAD
022-0700-13-000

NW-SW
7-32-10

BARRON ELECTRIC COOPERATIVE
ELECTRIC LINE RIGHT OF WAY EASEMENT
W1/2-SW1/4 7-32-10
V.746, P.566, DOC.NO.580519

SECTION LINE N00°04'40"E 2,606.53'

2,555.20'

MATCH LINE

FOUND 3/4" REBAR
Y= 48179.745
X=353184.440

GN

FOUND 3/4" REBAR
Y= 48120.858
X=355945.581

PI=326+75.29
Y= 50681.242
X=355980.533

BARRON ELECTRIC COOPERATIVE
ELECTRIC LINE RIGHT OF WAY EASEMENT
NE-NE & E1/2-NW1/4 7-32-10
V.488, P.364, DOC.NO.448303

SE-NW
7-32-10

(42)

THOMAS R. AND JUNE A. WITTBROT
022-0700-11-000

2,527.58'

QUARTER LINE N00°48'18"E 2,562.82'

SW-NE
7-32-10

STA. 328+00

TLE POINT TABLE		
POINT #	STATION	OFFSET
593	298+78.82	80.45 LT
594	298+95.72	50.00 LT
595	300+50.00	50.00 LT
596	300+50.00	60.00 LT
597	302+00.00	60.00 LT
598	302+00.00	50.00 LT
599	304+85.00	50.00 LT
600	304+85.00	70.00 LT
601	309+95.00	70.00 LT
602	309+95.00	50.00 LT
603	313+65.00	50.00 LT
604	313+65.00	60.00 LT
605	316+30.00	60.00 LT
606	316+30.00	50.00 LT
624	308+40.00	50.00 RT
625	308+40.00	60.00 RT
626	304+00.00	60.00 RT
627	304+00.00	50.00 RT
628	301+60.00	50.00 RT
629	301+60.00	65.00 RT
630	298+83.13	65.00 RT

(33)

KJELL C. AND TRACY L. JORSTAD
022-0700-12-000

NE-SW
7-32-10

2,510.62'

QUARTER LINE N00°48'17"E 2,575.38'

NW-SE
7-32-10

MATCH LINE

DOVRE

FOUND 16P NAIL
Y= 48120.858
X=355945.581

REVISION DATE 9-2-15 N.C. 11-30-15	DATE : MAY 8, 2015	SCALE, FEET 0 100 200	HWY: CTH A	STATE R/W PROJECT NUMBER 8837-00-20	PLAT SHEET 4.12
	GRID FACTOR N/A		COUNTY: BARRON	CONSTRUCTION PROJECT NUMBER 8837-00-70	PS&E SHEET 81 E

FILE NAME : S:\Projects\NW\Barron County\ID 8837-00-00 CTH A\Design\Civil 3D\RW\Microstation\040112.dgn PLOT DATE : 12/1/2015 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 200.0000 sf / in.

WISDOT/CADDS SHEET 75

TOWN

TLE POINT TABLE		
POINT	STATION	OFFSET
607	345+25.00	50.00 LT
608	345+25.00	65.00 LT
609	349+05.00	65.00 LT
610	349+05.00	50.00 LT
614	348+50.00	50.00 RT
615	348+50.00	63.00 RT
616	345+60.00	63.00 RT
617	345+60.00	50.00 RT
618	340+65.00	50.00 RT
619	340+65.00	130.00 RT
620	340+42.20	130.00 RT
621	339+76.10	120.00 RT
622	339+55.00	120.00 RT
623	339+55.00	50.00 RT

RW POINT TABLE				
POINT	STATION	OFFSET	NORTHING	EASTING
151	340+04.22	50.00 LT	50696.30	357310.32
152	351+82.26	50.00 LT	50665.34	358487.96
51	352+71.70	139.34 LT	50752.30	358579.71
52	353+77.25	99.05 LT	50709.44	358683.73
53	354+32.13	54.04 LT	50663.24	358737.62
611	355+32.13	53.95 LT	50660.96	358837.59
750	355+82.11	31.90 LT	50637.83	358887.08
751	357+40.00	53.95 LT	50656.41	359045.41
752	357+40.00	32.45 LT	50634.91	359044.94
753	357+40.00	33.55 RT	50568.93	359043.50
754	357+40.00	51.78 RT	50550.71	359043.10
153	355+81.69	34.10 RT	50571.85	358885.21
154	355+81.74	51.08 RT	50554.87	358884.89
155	353+33.43	50.00 RT	50561.40	358636.45
156	340+41.40	50.00 RT	50595.36	357344.86
157	339+75.40	50.00 RT	50597.09	357278.88

SW-NE
7-32-10

(44)
CHARLES V. SCHAAF JR.
022-0700-05-000

SE-NE
7-32-10

(46)
FREDRICK S. SCHAAF
022-0700-07-000

SW-NW
8-32-10

(42)
THOMAS R. AND JUNE A. WITTBROT
022-0800-22-010

(43)
ALAN G. CHADA
022-0700-18-000

(47)
GARY E. NOVAK AND DALE R. NOVAK
022-0700-16-000

NW-SE
7-32-10

NE-SE
7-32-10

NW-SW
8-32-10

(48)(148)
JERALDINE NOVAK
022-0800-29-000

DOVRE

4

4

STA. 328+00

MATCH LINE

40 LINE N01°00'54"E 1,281.84'

PL

BARRON ELECTRIC COOPERATIVE, TYP.
RELEASE OF RIGHTS (81)

HIGHWAY CONVEYANCE V.101, P.117

1,204.61'

1,204.36'

1,204.22'

S01°30'22"W 100.00'

330.00

66' TYP.

EXISTING R/W S88°28'39"E 2,489.13'

EXISTING R/W S88°28'39"E 1,298.54'

CTH A (4 1/2 AVENUE)

S88°29'38"E 1,298.49'

1,175.24'

1,175.40'

QUARTER LINE

S88°08'55"E 2,657.00'

345.00

S88°29'38"E 2,506.70'

16.91'

56.34'

56.76'

17.10'

17.03'

SLOPE INTERCEPT, TYP.

EXISTING R/W S88°29'38"E 1,540.60'

S88°29'38"E 1,698.82'

1,160.24'

1,178.04'

1,160.63'

1,292.07'

1,292.03'

350.00

168.27'

CITIZENS TELEPHONE COOPERATIVE, TYP.
RELEASE OF RIGHTS (83)

N46°32'16"E 150.80'

24.39'

N01°03'25"E 33.00'

1.25'

OF

PI=353+36.81
Y= 50611.294
X=358641.136

FOUND MAG NAIL
Y= 53174.154
X=358692.169

EOP=358+34.71
Y= 50600.404
X=359138.917

WISCONSIN TELEPHONE COMPANY
TELEPHONE LINE EASEMENT
E4-RODS E1/2-NE1/4 7-32-10
V.P. P.537, DOC.NO.217531

TELEPHONE EQUIPMENT RIGHT OF WAY GRANT
V.308, P.471, DOC.NO.350307

2,563.35'

SECTION LINE N01°13'29"E 2,564.60'

CTH A (25TH STREET)

PI: 351+36.81

249.03'

N01°18'15"E 31.61'

207.87'
S88°44'48"E

N64°56'47"W 54.63'

S88°56'35"E 157.89'

N01°15'12"E 21.50'

157.92'

N01°15'12"E 34.82'

CTH AA

32.03'

48.75'

16.72'

S88°33'22"E 248.52'

N88°29'38"W 248.53'

N01°54'48"E 34.39'

N01°03'25"E 16.98'

S88°56'35"E 158.31'

N88°29'38"W 158.26'

N01°15'12"E 18.22'

QUARTER LINE
S89°05'55"E 2,627.29'

EP: 358+34.71

END RELOCATION ORDER
STA. 357+40.00
Y = 50602.48
X = 359044.23

COMPUTED POSITION
Y= 50695.979
X=355981.751

COMPUTED POSITION
Y= 50568.806
X=361264.325

FOUND MAG NAIL
Y= 50610.142
X=358637.359

FOUND 3/4" REBAR
Y= 48040.115
X=358589.409

SECTION LINE N01°04'08"E 2,570.47'

2,521.72'

EXISTING R/W N01°00'54"E 1,281.84' 24 3/4 STREET EXISTING R/W

40 LINE N01°00'54"E

66' TYP.

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
151-607	S88°29'38"E	520.78'
607-608	N01°30'22"E	15.00'
608-609	S88°29'38"E	380.00'
609-610	S01°30'22"W	15.00'
610-607	N88°29'38"W	380.00'

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
157-621	S00°56'12"W	70.00'
621-622	N88°29'38"W	21.10'
622-623	N01°30'22"E	70.00'
623-157	S88°28'39"E	20.40'

TLE COURSE TABLE		
POINTS	BEARING	DISTANCE
156-618	S88°29'38"E	23.60'
618-619	S01°30'22"W	80.00'
619-620	N88°29'38"W	22.80'
620-156	N00°56'12"E	80.00'
156-617	S88°29'38"E	518.60'
617-614	S88°29'38"E	290.00'
614-615	S01°30'22"W	13.00'
615-616	N88°29'38"W	290.00'
616-617	N01°30'22"E	13.00'

BARRON ELECTRIC COOPERATIVE
ELECTRIC LINE RIGHT OF WAY EASEMENT
NW-SE 7-32-10
V.0, P.083, DOC.NO.710283

BARRON COUNTY ELECTRIC COOPERATIVE
RIGHT OF WAY EASEMENT FOR RURAL
ELECTRIC LINE
SW-SE & E1/2-SE1/4 7-32-10
V.1, P.451, DOC.NO.248316

BARRON ELECTRIC COOPERATIVE
ELECTRIC LINE RIGHT OF WAY
EASEMENT
NE-SE 7-32-10
V.732, P.317, DOC.NO.573881

EXISTING HIGHWAY RIGHT-OF-WAY IS BASED ON THE EXISTING CENTERLINE AND STATUTE 82.31 COMPLIMENTED BY POSSESSION, PHYSICAL EVIDENCE, HIGHWAY CONVEYANCES ON FILE WITH THE BARRON COUNTY REGISTER OF DEEDS OFFICE AND THE FOLLOWING SURVEYS OF RECORD:
- CSM NO. 4725, V. 33, P. 27, DOC. NO. 671890
- PLAT OF SURVEY BY RICHARD A. STOWE, RLS NO. 1775 FILED ON JULY 29, 2005
- COUNTY RW PROJECT NO. A-5000 APPROVED MAY 16, 1988

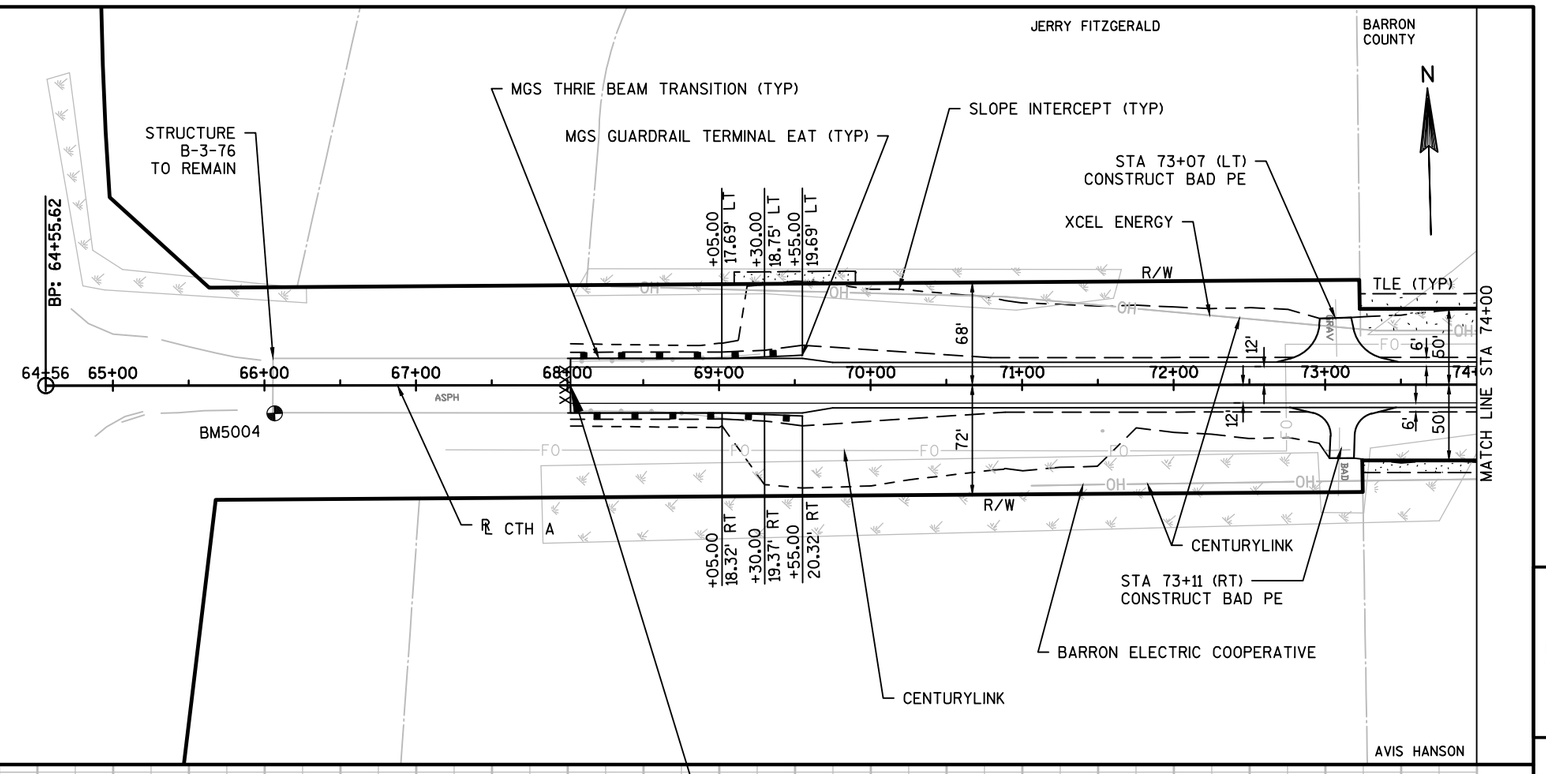
ALL TEMPORARY LIMITED EASEMENT (TLE) INTERESTS SHOWN ON THIS PLAT ARE FOR THE PURPOSES OF GRADING, MATCHING EXISTING DRIVEWAYS, MATCHING EXISTING SLOPES, AND RESTORATION.

REVISION DATE 9-2-15 11-30-15	DATE : MAY 8, 2015	SCALE, FEET 0 100 200	HWY: CTH A	STATE R/W PROJECT NUMBER 8837-00-20	PLAT SHEET 4.13	
	GRID FACTOR N/A		COUNTY: BARRON	CONSTRUCTION PROJECT NUMBER 8837-00-70	PS&E SHEET 82	E

FILE NAME : S:\Projects\NW\Barron County\ID 8837-00-00 CTH A\Design\Civil 3D\RW\Microstation\040113.dgn PLOT DATE : 12/1/2015 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 200.0000 sf / in.

WISDOT/CADDS SHEET 75

BENCH MARKS					
NO.	STATION	OFFSET	Y	X	ELEVATION
5004	66+07	18.4' RT	41814.930	337941.842	1024.63



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PLAN AND PROFILE: CTH A	SCALE, FEET 0 50 100	SHEET 83	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\050101_PP.DWG PLOT DATE : 10/23/2015 9:15 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

BENCH MARKS					
NO.	STATION	OFFSET	Y	X	ELEVATION
6031	79+98	36.4' LT	41836.019	339333.756	1028.85

BARRON COUNTY

SUNSET LODGE, INC

SUNSET LODGE, INC

N

MOSAIC TELECOM AS CHIBARDUN TELEPHONE COOPERATIVE, INC.

STA 76+15 (LT)
CONSTRUCT ASPH PE

BERM LOCATION
SEE CROSS
SECTION SHEETS

XCEL ENERGY

SPECIAL DITCH LT

CENTURYLINK

SLOPE INTERCEPT (TYP)

TLE (TYP)

R/W

BM6031

MATCH LINE STA 74+00

MATCH LINE STA 89+00

74+00 75+00 76+00 77+00 78+00 79+00 80+00 81+00 82+00 83+00 84+00 85+00 86+00 87+00 88+00 89+00

STA 77+37 (RT)
CONSTRUCT BAD PE

℄ CTH A

BARRON ELECTRIC COOPERATIVE

MOSAIC TELECOM AS CHIBARDUN TELEPHONE COOPERATIVE, INC.

SPECIAL DITCH RT

BARRON ELECTRIC COOPERATIVE

AVIS HANSON

5

5

1045 1040 1035 1030 1025 1020 1015 1010

K=585.80
VCL 200.00

VPC EL 1029.92
VPC 87+50.00

VPI 88+50.00
VPI EL 1030.52

EXISTING GROUND

0.60%

PROPOSED PROFILE ON ℄

SPECIAL DITCH RT

SPECIAL DITCH LT

EXISTING EL — PROPOSED EL

74+00	74+50	75+00	75+50	76+00	76+50	77+00	77+50	78+00	78+50	79+00	79+50	80+00	80+50	81+00	81+50	82+00	82+50	83+00	83+50	84+00	84+50	85+00	85+50	86+00	86+50	87+00	87+50	88+00	88+50	89+00
1021.97	1022.49	1023.04	1023.59	1024.04	1024.36	1024.74	1025.00	1025.25	1025.47	1025.69	1025.92	1026.12	1026.27	1026.45	1026.63	1026.96	1027.32	1027.59	1027.81	1028.02	1028.22	1028.42	1028.60	1028.78	1029.18	1029.57	1029.86	1030.09	1030.37	1030.66
1021.83	1022.13	1022.43	1022.73	1023.03	1023.33	1023.63	1023.93	1024.23	1024.53	1024.83	1025.13	1025.43	1025.73	1026.03	1026.33	1026.63	1026.93	1027.23	1027.53	1027.83	1028.12	1028.42	1028.72	1029.02	1029.32	1029.62	1029.92	1030.20	1030.44	1030.63

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PLAN AND PROFILE: CTH A	SCALE, FEET 0 50 100	SHEET 84	E

BENCH MARKS					
NO.	STATION	OFFSET	Y	X	ELEVATION
1355	89+34	20.0' RT	41756.890	340268.270	1029.70
1360	99+97	45.4' LT	41796.450	341333.040	1032.81

SUNSET LODGE, INC

GARY D AND MARILYN A NEWMAN

CONSTRUCTION LIMIT
STA 11+57.42'll'
MATCH EXISTING
SAWCUT REQ'D

SLOPE INTERCEPT (TYP)

CITIZENS TELEPHONE COOPERATIVE

STA 100+00 CTH A=
STA 10+00'll' CTH I/21 3/4 ST=
STA 10+00'll' 21 3/4 ST
TYPE D INTERSECTION REQ'D

CENTURYLINK

SPECIAL DITCH LT

XCEL ENERGY

TLE (TYP)

REMOVE FENCE

MATCH LINE STA 89+00

MATCH LINE STA 104+00

BM1360

BM1355

88°17'53"

89°21'23"

℄ CTH A

℄ CTH I

SPECIAL DITCH RT

BARRON ELECTRIC COOPERATIVE

XCEL ENERGY

MOSAIC TELECOM AS CHIBARDUN TELEPHONE COOPERATIVE, INC.

CONSTRUCTION LIMIT
STA 8+86.75'll'
MATCH EXISTING
SAWCUT REQ'D

AVIS HANSON

DEAN NEWMAN

N

5

5

K=585.80
VCL 200.00
VPT EL 1030.78
VPT 89+50.00

K=370.97
VCL 880.00

K=157.28
VCL 250.00
VPC 99+75.00
VPC EL 1033.42
VPT 102+25.00
VPT EL 1036.05
VPC EL 1036.70
VPC 102+60.00

EXISTING GROUND

0.26%

1.85%

PROPOSED PROFILE ON ℄

SPECIAL DITCH LT

SPECIAL DITCH RT

CTH I / 21 3/4 ST

VPI 101+00.00
VPI EL 1033.74

EXISTING EL

PROPOSED EL

| | | | | |

GARY D AND MARILYN A NEWMAN

SUNSET LODGE, INC

CITIZENS TELEPHONE COOPERATIVE

HOUSE

STA 107+12 (LT)
CONSTRUCT BAD PE

FIRE #2190
DIP

BARBED WIRE FENCE

R/W

50'

STA 113+34
REMOVE EXISTING 18" CMP
1-18"X76' CPRC REQ'D
2-18" AECPRC REQ'D

SLOPE INTERCEPT (TYP)

STA 117+49 (LT)
CONSTRUCT BAD PE

SPECIAL DITCH LT

GRASS

BM1370

BM1365

MATCH LINE STA 104+00

MATCH LINE STA 119+00

105+00 106+00 107+00 108+00 109+00 110+00 111+00 112+00 113+00 114+00 115+00 116+00 117+00 118+00

12' 6' 6' 12'

WETLAND

TLE (TYP)

STEEP SLOPE
GRAV
FIRE #2187

BARRON ELECTRIC COOPERATIVE

STA 107+06 (RT)
CONSTRUCT BAD PE

REMOVE FENCE

℄ CTH A

SPECIAL DITCH RT

CITIZENS TELEPHONE COOPERATIVE

BENCH MARKS					
NO.	STATION	OFFSET	Y	X	ELEVATION
1365	107+37	26.1' RT	41713.870	342070.810	1041.00
1370	117+44	21.8' LT	41750.290	343078.630	1037.35

DEAN NEWMAN

SHERWIN J AND CHERLY E NEWMAN

K=370.97
VCL 880.00

VPI 107+00.00
VPI EL 1044.82

PROPOSED PROFILE ON ℄

VPT EL 1042.52
VPT 111+40.00

HP STA 109+45.24
HP EL 1043.03

EXISTING GROUND

-0.52%

VPC 113+50.00
VPC EL 1041.41

K=2142.88
VCL 500.00

VPT 118+50.00
VPT EL 1039.37

VPI 116+00.00
VPI EL 1040.10

STA 113+34
1-18" CPRC REQ'D

SPECIAL DITCH RT

SPECIAL DITCH LT

1055 1050 1045 1040 1035 1030 1025 1020

EXISTING EL — PROPOSED EL

| | | | | |

SUNSET LODGE, INC

JAMES R AND DONNA MEACHAM

℄ TILLER CREEK RELOCATION
(SEE OTHER PLAN AND PROFILE SHEET FOR MORE DETAIL)

TLE (TYP)

STA 126+84.57
REMOVE 24" CMP
STA 127+26
1-24"X54' CPRC REQ'D
2-24" AECPRC REQ'D

NET EXCEPTION TO ℄
STA 132+02.48 TO STA 132+29.15
CONSTRUCTION LIMIT
MATCH EXISTING CONCRETE
SAWCUT REQ'D

N

SPECIAL DITCH LT

REMOVE FENCE

STA 122+83
REMOVE 24" CMP
1-24"X60' CPRC REQ'D
2-24" AECPRC REQ'D
SKEW 13° RHF

REMOVE GUARDRAIL

MATCH LINE STA 119+00

MATCH LINE STA 134+00

WETLAND

R/W

89°22'9"

BM1380

BM1381

BM1375

SPECIAL DITCH RT

SLOPE INTERCEPT (TYP)

CITIZENS TELEPHONE COOPERATIVE

BARRON ELECTRIC COOPERATIVE

℄ CTH A

STA 126+60 CTH A=
STA 10+00'BB' 22 1/4 ST
TYPE C INTERSECTION REQ'D

STA 130+54 (RT)
CONSTRUCT BAD PE
REMOVE 15" CMP
15"X40' CPCS REQ'D
2-15" AEW REQ'D

REMOVE FENCE

STRUCTURE
B-3-152
TO REMAIN

℄ 22 1/4 ST

MGS THRIE BEAM TRANSITION (TYP)

MGS GUARDRAIL TERMINAL EAT (TYP)

SHERWIN J AND CHERLY E NEWMAN

SHERWIN J AND CHERLY E NEWMAN

CONSTRUCTION LIMIT
STA 8+73.69'BB'
MATCH EXISTING
SAWCUT REQ'D

BENCH MARKS

NO.	STATION	OFFSET	Y	X	ELEVATION
1375	126+61	68.9' RT	41653.720	343995.230	1039.89
1380	131+02	17.1' LT	41736.940	344436.260	1041.69
1381	132+14	18.1' RT	41700.980	344548.420	1042.67

K=246.01
VCL 180.00

VPC EL 1038.61
VPC 121+10.00

LP STA 121+81.75
LP EL 1038.51

VPI 122+00.00
VPI EL 1038.35

VPT EL 1038.75
VPT 122+90.00

PROPOSED PROFILE ON ℄

-0.29%

0.44%

K=1155.95
VCL 400.00

VPC EL 1041.87
VPC 130+00.00

VPI 132+00.00
VPI EL 1042.75

SPECIAL DITCH RT

STA 122+83
1-24" CPRC REQ'D

EXISTING GROUND

22 1/4 ST

STA 127+26
1-24" CPRC REQ'D

SPECIAL DITCH LT

NET EXCEPTION TO ℄
STA 132+02.48 TO STA 132+29.15

EXISTING EL

PROPOSED EL

| | | |

JAMES R AND DONNA MEACHAM

THOMAS R AND JUDY EBLER

THOMAS EBLER

SHERWIN J AND CHERLY E NEWMAN

SHERWIN J AND CHERLY E NEWMAN

N

MATCH LINE STA 134+00

MATCH LINE STA 149+00

SLOPE INTERCEPT (TYP)

STA 143+50 (LT)
CONSTRUCT BAD PE
REMOVE 24" CMP
24"X32' CPCS REQ'D
2-24" AEW REQ'D

WETLAND

WETLAND

WETLAND

WOODED

FIRE #2674

24" CMP

R/W

50'

12'

6'

135+00 136+00 137+00 138+00 139+00 140+00 141+00 142+00 143+00 144+00 145+00 146+00 147+00 148+00 149

BM1385

REMOVE FENCE

℄ CTH A

REMOVE FENCE

CITIZENS TELEPHONE COOPERATIVE

BARRON ELECTRIC COOPERATIVE

STA 139+90 (RT)
CONSTRUCT BAD PE
REMOVE 18" CMP
18"X22' CPCS REQ'D
2-18" AEW REQ'D

BENCH MARKS					
NO.	STATION	OFFSET	Y	X	ELEVATION
1385	139+91	23.7' RT	41690.410	345324.950	1046.96

K=310.93
VCL 230.00

K=900.70
VCL 340.00

VPC EL 1056.66
VPC 147+85.00

VPI 149+00.00
VPI EL 1058.00

VPT 145+70.00
VPT EL 1054.16

VPC 142+30.00
VPC EL 1050.85

VPI 144+00.00
VPI EL 1052.18

PROPOSED PROFILE ON ℄

1.16%

0.79%

EXISTING GROUND

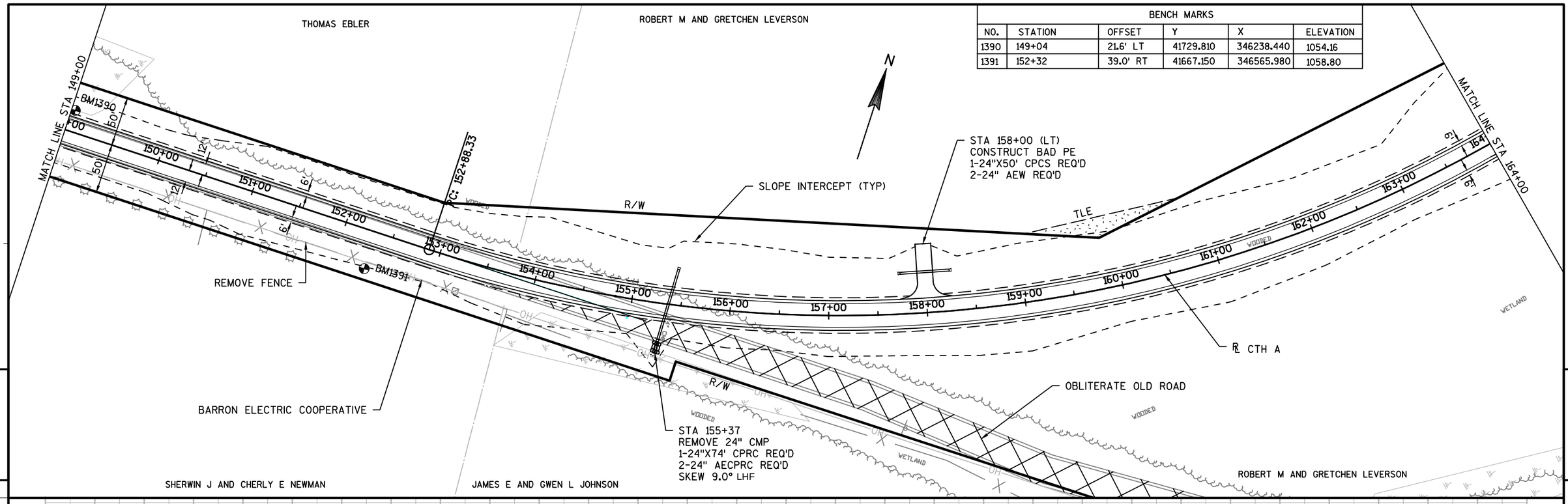
1065 1060 1055 1050 1045 1040 1035 1030

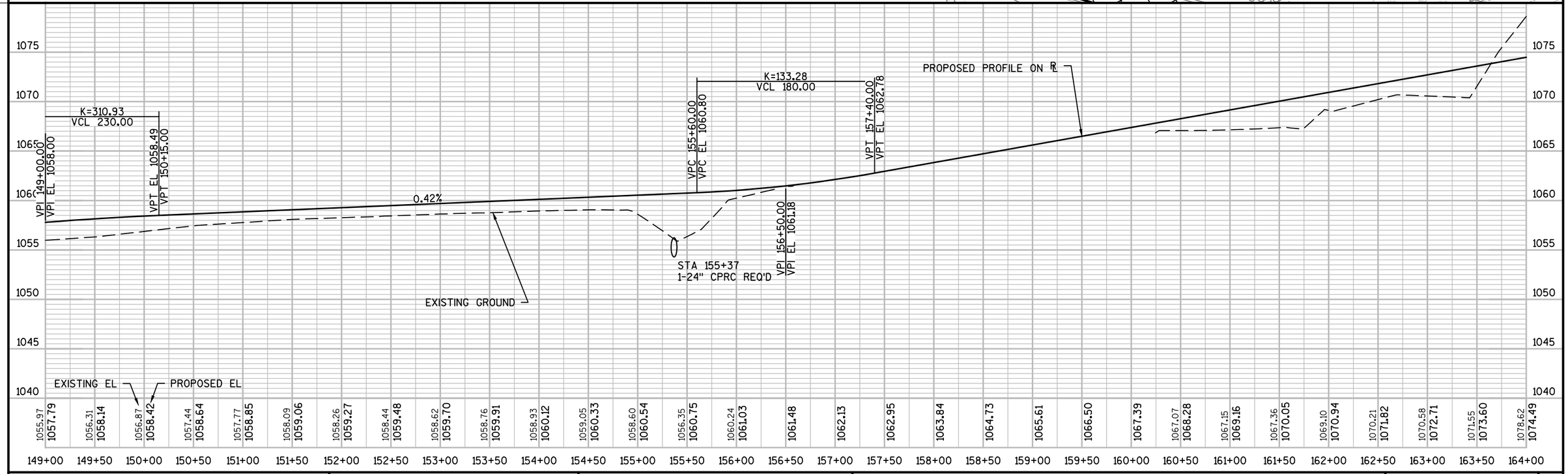
EXISTING EL

PROPOSED EL

| | | | | |

BENCH MARKS					
NO.	STATION	OFFSET	Y	X	ELEVATION
1390	149+04	21.6' LT	41729.810	346238.440	1054.16
1391	152+32	39.0' RT	41667.150	346565.980	1058.80





PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PLAN AND PROFILE: CTH A	SCALE, FEET 0 50 100	SHEET 89	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\050101_PP.DWG PLOT DATE : 10/23/2015 9:16 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

ROBERT M AND GRETCHEN LEVERSON

BRYAN D AND SARA J YENTER

ZACHARY J SEDARSKI AND JESTINA WIDKER

HOUSE

N

CITIZENS TELEPHONE COOPERATIVE

BARRON ELECTRIC COOPERATIVE

CURB AND GUTTER
6-INCH SLOPED
36-INCH TYPE D

STORAGE BUILDING

DIRT/GRAV

MATCH LINE STA 164+00

MATCH LINE STA 179+00

STA 166+47
1-30"X66' CPRC REQ'D
2-30" AECPRC REQ'D

STA 166+53
1-30"X66' CPRC REQ'D
2-30" AECPRC REQ'D

SLOPE INTERCEPT (TYP)

TLE

WETLAND

CURVE DATA
PI STA = 166+23.98
Y = 41697.214
X = 347958.348
DELTA = 90°14'34"
D = 4°18'29"
T = 1335.65'
L = 2094.80'
R = 1330.00'
PC STA = 152+88.33
PT STA = 173+83.12

STA 172+06
REMOVE 24" CMP
1-24"X54' CPRC REQ'D
2-24" AECPRC REQ'D
SKEW 10.1° RHF

STA 176+73 (LT)
CONSTRUCT BAD PE
REMOVE 12" CMP

PT: 173+83.12

BM1403

R/W

ROBERT M AND GRETCHEN LEVERSON

BP: 10+00.00'CC'

STA 165+54 CTH A=
STA 10+00'CC' 23RD ST
TYPE C INTERSECTION REQ'D

STA 11+00'CC'
1-36"X88' CPCS REQ'D
2-36" AEW REQ'D

ABANDONED BUILDING

BM1402

BM1012

℄ 23RD ST

℄ CTH A

REMOVE FENCE

WETLAND

WATER

ROBERT M AND GRETCHEN LEVERSON

OBLITERATE OLD ROAD

STA 172+12
REMOVE 24" CMP
1-24"X54' CPRC REQ'D
2-24 AECPRC REQ'D
SKEW 10.1° RHF

TRIPLE J OF CHETEK, LLC

ML TRUST

BENCH MARKS

NO.	STATION	OFFSET	Y	X	ELEVATION
1402	168+44	95.6' RT	42470.510	347940.010	1089.95
1012	173+50	0.5' RT	42999.268	347961.249	1092.24
1403	176+65	20.9' LT	43315.010	347941.000	1096.71

EXISTING GROUND

STA 172+06, STA 172+10
2-24" CPRC REQ'D

PROPOSED PROFILE ON ℄

VPC STA 177+45.00
VPC EL 1098.35

K=248.70
VCL 310.00

1.77%

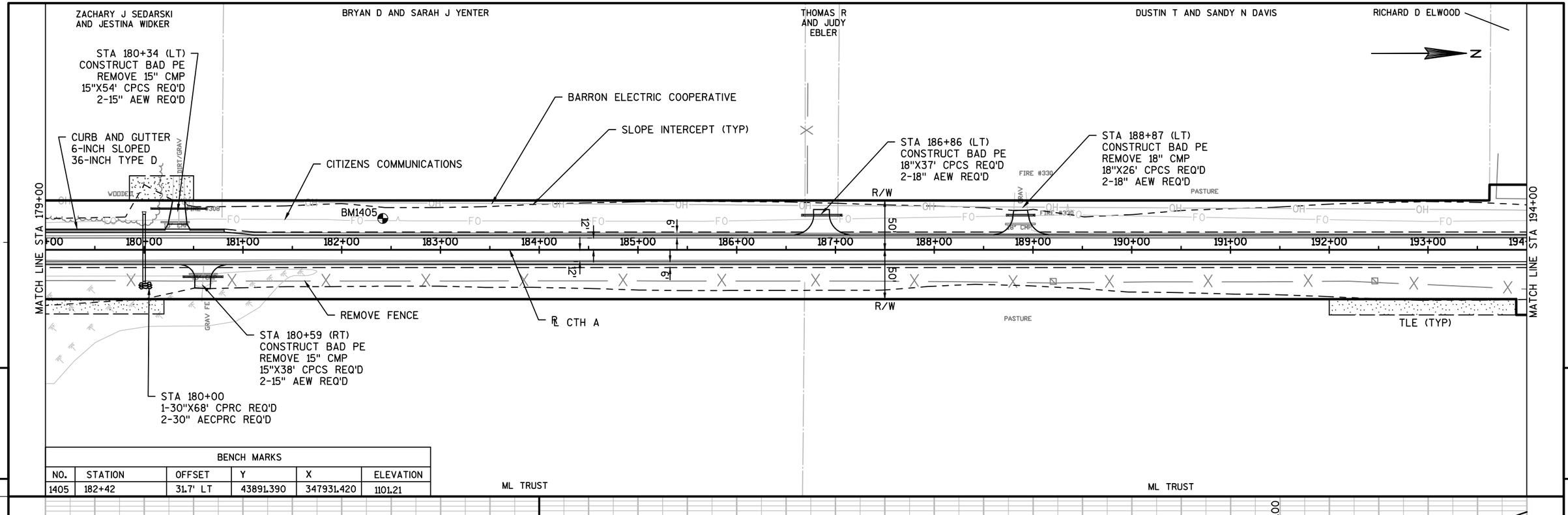
STA 166+47, STA 166+53
2-30" CPRC REQ'D

23RD ST

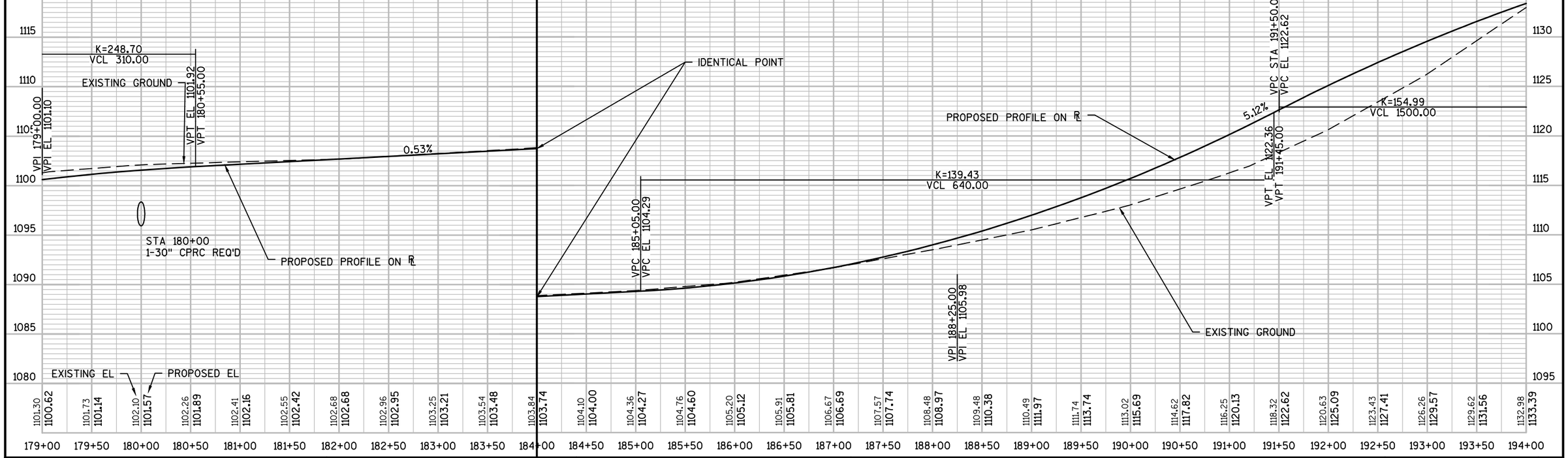
EXISTING EL

PROPOSED EL

| | | |



BENCH MARKS					
NO.	STATION	OFFSET	Y	X	ELEVATION
1405	182+42	31.7' LT	43891.390	347931.420	1101.21



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PLAN AND PROFILE: CTH A	SCALE, FEET 0 50 100	SHEET 91	E

RICHARD D ELWOOD

MARK A SKOUG

STA 196+23 (LT)
CONSTRUCT BAD PE
REMOVE 15" CMP

BARRON ELECTRIC COOPERATIVE

CURB AND GUTTER
6-INCH SLOPED
36-INCH TYPE D

REMOVE FENCE

SLOPE INTERCEPT (TYP)

CITIZENS TELEPHONE COOPERATIVE INC

TLE (TYP)

R/W

PI: 199+88.81

WOODED

STEEP RIDGE

15" RCP

GRAV

BM1406

BM1013

BM1407

FIRE #343,343A,345

MATCH LINE STA 194+00

MATCH LINE STA 209+00

195+00 196+00 197+00 198+00 199+00 200+00 201+00 202+00 203+00 204+00 205+00 206+00 207+00 208+00

℄ CTH A

LARRY V AND PATRICIA M NICHOLS

STA 196+09 (RT)
CONSTRUCT BAD PE

ML TRUST

ML TRUST

BENCH MARKS					
NO.	STATION	OFFSET	Y	X	ELEVATION
1406	186+05	19.7' LT	45254.310	347946.400	1145.33
1407	199+81	18.2' RT	45630.440	347985.120	1153.72
1013	199+89	0.0' RT	45638.540	347966.920	1154.81

EXISTING GROUND

K=154.99
VCL 1500.00

PROPOSED PROFILE ON ℄

HP STA 199+43.23
HP EL 1142.91

VPT EL 1126.80
VPT 206+50.00

VPC STA 207+10.00
VPC EL 1124.06

K=139.04
VCL 880.00

IDENTICAL POINT

PROPOSED PROFILE ON ℄

-4.56%

EXISTING GROUND

EXISTING EL PROPOSED EL

1155 1150 1145 1140 1135 1130 1125 1120

1135 1130 1125 1120 1115 1110 1105 1100

| | | | | |

MARK A SKOUG

OSCAR SKOUG

N

STA 211+22
REMOVE 24" CMP
1-27"X72' CPRC REQ'D
2-27" AECPRC REQ'D

REMOVE FENCE

SLOPE INTERCEPT (TYP)

STA 215+10 (LT)
REMOVE CMP
CONSTRUCT BAD PE
15"X44' CPCS REQ'D
2-15" AEW REQ'D

TLE (TYP)

CITIZENS TELEPHONE COOPERATIVE INC

BARRON ELECTRIC COOPERATIVE

CURB AND GUTTER
6-INCH SLOPED
36-INCH TYPE D

MATCH LINE STA 209+00

MATCH LINE STA 224+00

209+00 210+00 211+00 212+00 213+00 214+00 215+00 216+00 217+00 218+00 219+00 220+00 221+00 222+00 223+00 224+00

BM1410

R/W

R/W

℄ CTH A

STA 214+84 (RT)
CONSTRUCT BAD PE
18"X44' CPCS REQ'D
2-18" AEW REQ'D

STA 221+40 (RT)
CONSTRUCT BAD PE

LARRY V AND PATRICIA M NICHOLS

LARRY V AND PATRICIA M NICHOLS

BENCH MARKS					
NO.	STATION	OFFSET	Y	X	ELEVATION
1410	211+25	21.4' RT	46775.050	347989.080	1105.12

EXISTING GROUND

PROPOSED PROFILE ON ℄

K=139.04
VCL 880.00

K=160.56
VCL 1150.00

1.77%

VPI STA 211+50.00
VPI EL 1104.00

LP STA 213+44.01
LP EL 1109.61

VPT STA 215+90.00
VPT EL 1111.78

VPC STA 218+75.00
VPC EL 1116.83

HP STA 221+59.07
HP EL 1119.34

STA 211+22
1-27"x18" CPRC REQ'D

1125 1120 1115 1110 1105 1100 1095 1090

EXISTING EL — PROPOSED EL

209+00	209+50	210+00	210+50	211+00	211+50	212+00	212+50	213+00	213+50	214+00	214+50	215+00	215+50	216+00	216+50	217+00	217+50	218+00	218+50	219+00	219+50	220+00	220+50	221+00	221+50	222+00	222+50	223+00	223+50	224+00
1110.88	1109.97	1109.15	1108.51	1108.01	1107.83	1107.80	1108.18	1108.67	1109.36	1110.19	1111.31	1112.37	1113.37	1114.35	1115.22	1116.09	1116.98	1117.98	1119.11	1120.24	1121.36	1122.45	1123.73	1124.58	1125.25	1126.74	1127.14	1127.32	1127.13	1126.90
1116.70	1115.19	1113.86	1112.72	1111.75	1110.96	1110.35	1109.93	1109.68	1109.61	1109.72	1110.01	1110.48	1111.13	1111.96	1112.85	1113.73	1114.62	1115.50	1116.38	1117.25	1117.98	1118.55	1118.97	1119.23	1119.34	1119.29	1119.08	1118.72	1118.20	1117.53

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PLAN AND PROFILE: CTH A	SCALE, FEET 0 50 100	SHEET	E

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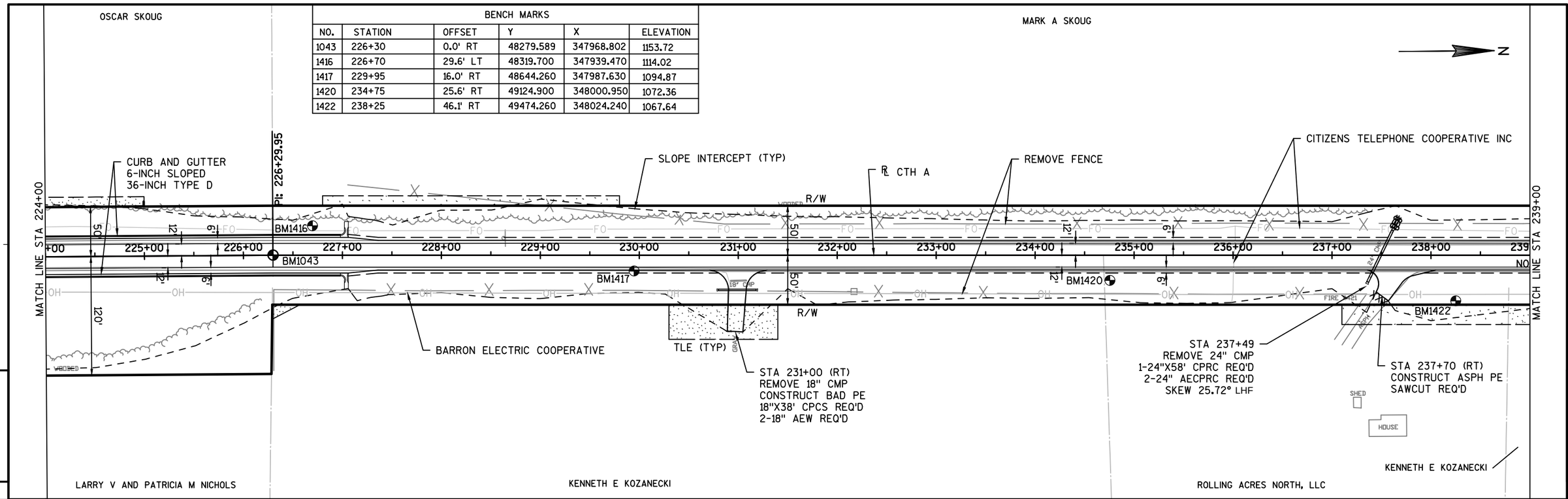
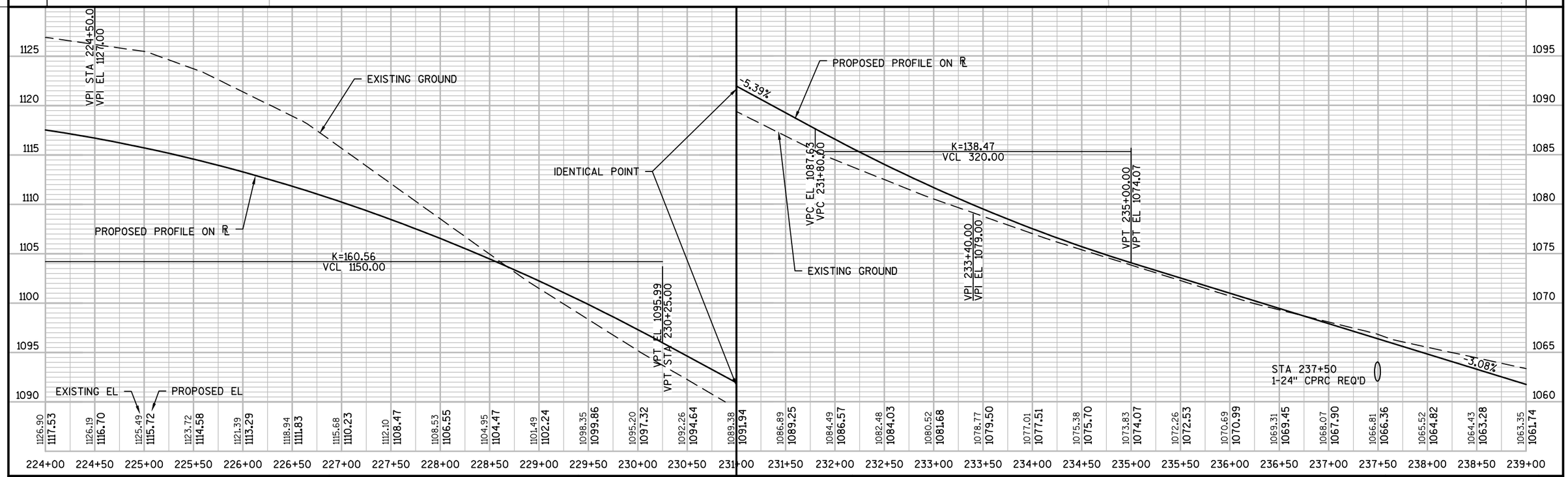
WISDOT/CADDS SHEET 44

BENCH MARKS					
NO.	STATION	OFFSET	Y	X	ELEVATION
1043	226+30	0.0' RT	48279.589	347968.802	1153.72
1416	226+70	29.6' LT	48319.700	347939.470	1114.02
1417	229+95	16.0' RT	48644.260	347987.630	1094.87
1420	234+75	25.6' RT	49124.900	348000.950	1072.36
1422	238+25	46.1' RT	49474.260	348024.240	1067.64





PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PLAN AND PROFILE: CTH A	SCALE, FEET 0 50 100	SHEET	E

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WISDOT/CADDS SHEET 44

MARK A SKOUG

ABANDON FE

CITIZENS TELEPHONE COOPERATIVE INC

SLOPE INTERCEPT (TYP)

OBLITERATE OLD ROAD (TYP)

REMOVE FENCE

STA 242+00 (LT)
CONSTRUCT BAD PE
12"X44' CPCS REQ'D
2-12" AEW REQ'D

BM1421

BARRON ELECTRIC COOPERATIVE

STA 247+50
1-58"X91"X80' CPRC HE REQ'D
2 AECPRC REQ'D
STA 247+61
1-48"X76"X72 CPRC HE REQ'D
2 AECPRC REQ'D

STA 250+25
1-24"X90' CPRC REQ'D
2-24" AECPRC REQ'D
SKEW 30.6° RHF

KJELL C JORSTAD

CITIZENS TELEPHONE COOPERATIVE INC

BARRON ELECTRIC COOPERATIVE

OBLITERATE OLD ROAD

STA 9+25'DD'
1-24"X49' CPCS REQ'D
2-30" AEW REQ'D

PI: 8+69.72'DD'

℄ 4 1/2 AVE

JOHN C JORSTAD AND KARIN E JORSTAD

MARK A SKOUG

PC: 239+21.46

MATCH LINE STA 239+00

KENNETH E KOZANECKI

℄ CTH A

TLE

R/W

STA 240+00 (RT)
CONSTRUCT BAD PE
18"X40' CPCS REQ'D
2-18" AEW REQ'D

STA 253+00 (RT)
CONSTRUCT BAD PE
12"X44' CPCS REQ'D
2-12" AEW REQ'D

STA 252+62 CTH A=
STA 10+00'DD' 4 1/2 AVE
TYPE C INTERSECTION REQ'D

EP: 10+00.00'DD'

MATCH LINE STA 254+00

KJELL C JORSTAD

JOHN C JORSTAD AND KARIN E JORSTAD

CURVE DATA

PI STA = 252+73.18	PI STA = 7+65.19'DD'
Y = 50922.829	Y = 50908.616
X = 347989.465	X = 348473.070
DELTA = 90°55'41"	DELTA = 57°05'54"
D = 4°18'29"	D = 24°48'12"
T = 1351.72'	T = 125.68'
L = 2110.70'	L = 230.20'
R = 1330.00'	R = 231.00'
PC STA = 239+21.46	PC STA = 6+39.51'DD'
PT STA = 260+32.16	PT STA = 8+69.72'DD'

BENCH MARKS

NO.	STATION	OFFSET	Y	X	ELEVATION
1421	243+82	39.8' LT	50035.350	348023.930	1057.42

EXISTING GROUND

K=157.99
VCL 1050.00

VPC EL 1050.18
VPC 242+75.00

LP STA 247+61.95
LP EL 1042.68

PROPOSED PROFILE ON ℄

VPI 248+00.00
VPI EL 1034.00

VPT EL 1052.71
VPT 253+25.00

3.56%

K=260.10
VCL 1050.00

VPC STA 253+75.00
VPC EL 1054.49

STA 247+50
1-58"X91" CPRC HE REQ'D

STA 247+50
1-48"X76" CPRC HE REQ'D

STA 250+25
1-24" CPRC REQ'D

4 1/2 AVE

EXISTING EL — PROPOSED EL

| | | |

BENCH MARKS					
NO.	STATION	OFFSET	Y	X	ELEVATION
1440	257+80	50.8' LT	50922.590	349081.110	1072.16

CURB AND GUTTER GRADES

STA	FLAG EL
259+75 RT	1067.88
260+00 RT	1068.32
260+50 RT	1069.20
261+00 RT	1069.87
261+50 RT	1070.21
262+00 RT	1070.45

GINA L HAGEN

BRIAN L ELLEFSON AND ROBBIE JO ELLEFSON

SCOTT B MANOR AND NADINE MANOR

N

SLOPE INTERCEPT

OBLITERATE OLD ROAD

CITIZENS TELEPHONE COOPERATIVE INC

STA 261+00 (LT)
CONSTRUCT BAD PE

REMOVE FENCE

BARRON ELECTRIC COOPERATIVE

STA 267+32 (LT)
CONSTRUCT BAD PE
18"X32' CPCS REQ'D
2-18" AEW REQ'D

T: 260+32.16

16" T.E.

BM1440

R/W

50'

12'

6'

259+00 258+00 257+00 256+00 255+00 254+00

260+00 261+00 262+00 263+00 264+00 265+00 266+00 267+00 268+00 269+00

MATCH LINE STA 269+00

MATCH LINE STA 254+00

℄ CTH A

STA 260+69 (RT)
CONSTRUCT BAD PE
REMOVE 18" CMP

CURB AND GUTTER
6-INCH SLOPED
36-INCH TYPE D

STA 261+37 (RT)
CONSTRUCT BAD PE
REMOVE 15" CMP

TLE (TYP)

STA 266+36
REMOVE 24" CPCS
1-24"X78' CPRC REQ'D
2-24" AECPRC REQ'D
SKEW 2.70° RHF

NORTHERN NATURAL GAS COMPANY

HOUSE

GARAGE

FIRE #2327

ANTHONY L HARGREAVES

JOHN C JORSTAD AND KARIN E JORSTAD

JOHN C JORSTAD AND KARIN E JORSTAD

K=260.10
VCL 1050.00

VPI 259+00.00
VPI EL 1073.20

EXISTING GROUND

PROPOSED PROFILE ON ℄

HP STA 263+01.98
HP EL 1071.01

VPT EL 1070.72
VPT 264+25.00

-0.47%

VPC STA 267+00.00
VPC EL 1069.42

K=280.42
VCL 600.00

LP STA 268+32.64
LP EL 1069.11

STA 266+36
1-24" CPRC REQ'D

EXISTING EL — PROPOSED EL

| | | | | |

SCOTT B MANOR AND NADINE MANOR

JOHN C JORSTAD AND KARIN E JORSTAD

SLOPE INTERCEPT (TYP)

BARRON ELECTRIC COOPERATIVE

CITIZENS TELEPHONE COOPERATIVE INC

REMOVE FENCE

STA 273+11 (LT)
CONSTRUCT BAD PE
REMOVE 15" CPCS
15"X48' CMP REQ'D
2-15" AEW REQ'D

STA 275+31 (LT)
CONSTRUCT BAD PE
REMOVE 18" CMP
18"X50' CPCS REQ'D
2-18" AEW REQ'D

REMOVE FENCE

BM1446

273+25.69

TLE

R/W

MATCH LINE STA 269+00

MATCH LINE STA 284+00

50'

12'

6'

269+00 270+00 271+00 272+00 273+00 274+00 275+00 276+00 277+00 278+00 279+00 280+00 281+00 282+00 283+00 284+00

BM1047

BM1451

R/W

℄ CTH A

REMOVE FENCE

STA 273+12 (RT)
CONSTRUCT BAD PE

N

BENCH MARKS					
NO.	STATION	OFFSET	Y	X	ELEVATION
1446	269+87	86.8' LT	50954.180	350297.850	1077.69
1047	272+88	8.1' LT	50852.111	350595.890	???
1451	281+25	12.8' RT	50823.320	351432.450	1085.08

JOHN C JORSTAD AND KARIN E JORSTAD

JOHN C JORSTAD AND KARIN E JORSTAD

K=280.42
VCL 600.00

VPI EL 1068.00
VPI 270+00.00

VPT EL 1073.00
VPT 273+00.00

1.67%

PROPOSED PROFILE ON ℄

EXISTING GROUND

K=193.10
VCL 200.00

VPC EL 1083.83
VPC 279+50.00

VPI EL 1085.50
VPI 280+50.00

VPT EL 1086.13
VPT 281+50.00

1095 1090 1085 1080 1075 1070 1065 1060

EXISTING EL PROPOSED EL

1068.06	1068.78	1069.49	1070.22	1070.95	1071.68	1072.43	1073.28	1074.14	1074.81	1075.47	1076.07	1076.69	1077.45	1078.21	1078.93	1079.64	1080.45	1081.26	1082.05	1082.84	1083.58	1084.31	1084.91	1085.50	1085.94	1086.36	1086.73	1087.06	1087.34	1087.61
1069.19	1069.35	1069.60	1069.95	1070.38	1070.90	1071.51	1072.21	1073.00	1073.83	1074.67	1075.50	1076.33	1077.17	1078.00	1078.83	1079.67	1080.50	1081.33	1082.17	1083.00	1083.83	1084.60	1085.24	1085.75	1086.13	1086.45	1086.76	1087.08	1087.39	1087.71

269+00 269+50 270+00 270+50 271+00 271+50 272+00 272+50 273+00 273+50 274+00 274+50 275+00 275+50 276+00 276+50 277+00 277+50 278+00 278+50 279+00 279+50 280+00 280+50 281+00 281+50 282+00 282+50 283+00 283+50 284+00

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PLAN AND PROFILE: CTH A	SCALE, FEET 0 50 100	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\050101_PP.DWG PLOT DATE : 10/23/2015 9:17 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

BENCH MARKS					
NO.	STATION	OFFSET	Y	X	ELEVATION
1460	286+06	21.0' RT	50801.180	351912.650	1087.77
1461	289+75	15.5' LT	50827.010	352283.260	1091.31
1462	296+12	29.5' RT	50763.560	352918.180	1105.26
1470	298+36	36.4' LT	50822.960	353144.560	1110.11
1471	298+70	55.6' LT	50840.860	353179.690	1110.45
1020	298+80	1.3' LT	50786.272	353187.983	1109.05

SCOTT B MANOR
AND NADINE MANOR

BRENDA K KOTHBAUER

MARY SCHLEUSNER SEKOLA

CITIZENS TELEPHONE COOPERATIVE INC

STA 285+95 (LT)
CONSTRUCT BAD PE
REMOVE 15" CMP
15"X36' CPCS REQ'D
2-15" AEW REQ'D

STA 287+66 (LT)
CONSTRUCT BAD PE
15"X42' CMP REQ'D
2-15" AEW REQ'D

REMOVE FENCE

STA 292+16 (LT)
CONSTRUCT BAD PE
REMOVE 18" CMP
18"X24' CPCS REQ'D
2-18" AEW REQ'D

SLOPE INTERCEPT (TYP)

CONSTRUCTION LIMIT
STA 11+49.34'FF'
MATCH EXISTING
SAWCUT REQ'D

℄ 24TH ST

CITIZENS TELEPHONE COOPERATIVE INC

TLE (TYP)

MATCH LINE STA 284+00

MATCH LINE STA 299+00

BM1460

BM1461

BM1462

BM1470

BM1471

BM1020

89°10'34"

87°36'19"

87°8'17"

BARRON ELECTRIC COOPERATIVE

℄ CTH A

℄ 23 3/4 ST / OAK GROVE RD

STA 286+06 CTH A=
10+00'0G' 23 3/4 ST
TYPE C INTERSECTION REQ'D

CONSTRUCTION LIMIT
STA 8+79.70'0G'
MATCH EXISTING
SAWCUT REQ'D

STA 291+23
REMOVE 24" CMP
1-24"X72' CPRC REQ'D
2-24" AECPRC REQ'D

STA 296+38 (RT)
CONSTRUCT BAD PE
12"X44' CPCS REQ'D
2-12" AEW REQ'D

STA 298+44 CTH A=
STA 10+00'FF' 24TH ST (SOUTH)=
STA 10+00'FF' 24TH ST (NORTH)
TYPE C INTERSECTION REQ'D

GRAVEL

BUILDING

CITIZENS TELEPHONE
COOPERATIVE INC

CONSTRUCTION LIMIT
STA 8+61.15'FF'
MATCH EXISTING
SAWCUT REQ'D

JOHN C JORSTAD AND
KARIN E JORSTAD

BASIL V BRONSTAD AND COLLEEN J BRONSTAD

JOHN C JORSTAD AND KARIN E JORSTAD

PROPOSED PROFILE ON ℄

EXISTING GROUND

K=209.58
VCL 400.00

VPC 288+00.00
VPC EL 1090.23

VPT 292+00.00
VPT EL 1096.57

VPI 290+00.00
VPI EL 1091.49

K=200.60
VCL 400.00

VPC EL 1102.92
VPC 294+50.00

VPI 296+50.00
VPI EL 1108.00

VPT EL 1109.09
VPT 298+50.00

0.63%

2.54%

23 3/4 ST / OAK GROVE RD

24TH ST

STA 291+23
1-24" CPRC REQ'D

EXISTING EL

PROPOSED EL

1087.61	1087.77	1087.92	1088.21	1088.55	1088.98	1089.39	1089.79	1090.15	1090.53	1090.95	1091.34	1091.71	1092.17	1092.75	1093.49	1094.37	1095.34	1096.70	1098.07	1099.64	1101.21	1102.89	1104.62	1106.05	1107.40	1108.33	1109.10	1109.27	1109.33	1108.85
1087.71	1088.02	1088.34	1088.65	1088.97	1089.29	1089.60	1089.92	1090.23	1090.61	1091.10	1091.71	1092.45	1093.30	1094.27	1095.36	1096.57	1097.84	1099.11	1100.38	1101.65	1102.92	1104.13	1105.21	1106.17	1107.00	1107.71	1108.30	1108.76	1109.09	1109.36

284+00 284+50 285+00 285+50 286+00 286+50 287+00 287+50 288+00 288+50 289+00 289+50 290+00 290+50 291+00 291+50 292+00 292+50 293+00 293+50 294+00 294+50 295+00 295+50 296+00 296+50 297+00 297+50 298+00 298+50 299+00

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PLAN AND PROFILE: CTH A	SCALE, FEET 0 50 100	SHEET 98	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\050101_PP.DWG PLOT DATE : 10/23/2015 9:17 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

BENCH MARKS					
NO.	STATION	OFFSET	Y	X	ELEVATION
1475	308+63	38.1' LT	50786.590	354171.380	1121.24

THOMAS R AND JUNE A WITTBROT

N

SLOPE INTERCEPT (TYP)

BARRON ELECTRIC COOPERATIVE

CITIZENS TELEPHONE COOPERATIVE INC

TLE (TYP)

THOMAS R AND JUNE A WITTBROT

MATCH LINE STA 299+00

MATCH LINE STA 314+00

R/W

BM1475

STA 300+88
REMOVE 30" CMP
1-24"X90' CPRC REQ'D
2-24" AECPRC REQ'D

REMOVE FENCE

℄ CTH A

STA 311+52
REMOVE 24" CMP
1-24"X56' CPRC REQ'D
2-24" AECPRC REQ'D

STA 313+78 (RT)
CONSTRUCT BAD PE
REMOVE 12" CMP
12"X20' CPCS REQ'D
2-12" AEW REQ'D

JOHN C JORSTAD AND KARIN E JORSTAD

JOHN C JORSTAD
AND KARIN E JORSTAD

K=3960.12
VCL 180.00

VPC EL 1113.51
VPC 306+60.00

VPI 307+50.00
VPI EL 1114.00

VPT EL 1114.45
VPT 308+40.00

EXISTING GROUND

0.55%

PROPOSED PROFILE ON ℄

STA 301+88
1-24" CPRC REQ'D

STA 311+52
1-24" CPRC REQ'D

EXISTING EL — PROPOSED EL

299+00	299+50	300+00	300+50	301+00	301+50	302+00	302+50	303+00	303+50	304+00	304+50	305+00	305+50	306+00	306+50	307+00	307+50	308+00	308+50	309+00	309+50	310+00	310+50	311+00	311+50	312+00	312+50	313+00	313+50	314+00
1108.85	1108.32	1107.71	1107.17	1107.08	1107.04	1107.49	1108.09	1109.03	1110.07	1111.42	1112.75	1114.08	1115.41	1116.38	1117.24	1117.67	1117.98	1117.79	1117.53	1117.04	1116.65	1116.57	1116.49	1116.42	1116.39	1116.53	1116.68	1116.90	1117.11	1117.38
1109.36	1109.64	1109.91	1110.18	1110.45	1110.73	1111.00	1111.27	1111.55	1111.82	1112.09	1112.36	1112.64	1112.91	1113.18	1113.45	1113.73	1113.99	1114.25	1114.50	1114.75	1115.00	1115.25	1115.50	1115.75	1116.00	1116.25	1116.50	1116.75	1117.00	1117.25

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PLAN AND PROFILE: CTH A	SCALE, FEET 0 50 100	SHEET 99	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\050101_PP.DWG PLOT DATE : 10/23/2015 9:17 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

BENCH MARKS					
NO.	STATION	OFFSET	Y	X	ELEVATION
1054	326+76	14.8' LT	50695.979	355981.751	???

THOMAS R AND JUNE A WITTBROT

CHARLES V SCHAAF

N

BARRON ELECTRIC COOPERATIVE

SLOPE INTERCEPT (TYP)

CITIZENS TELEPHONE COOPERATIVE INC

TLE

R/W

50

50

R/W

MATCH LINE STA 314+00

MATCH LINE STA 329+00

12'

6'

12'

6'

PI: 326+75.29

BM1054

STA 320+53
REMOVE 30" CMP
1-24"X50' CPRC REQ'D
2-24" AECPRC REQ'D

REMOVE FENCE

℄ CTH A

JOHN C JORSTAD AND KARIN E JORSTAD

ALAN G CHADA

5

5

K=315.79
VCL 250.00

VPC 324+75.00
VPC EL 1122.63

VPT 327+25.00
VPT EL 1124.86

VPI 326+00.00
VPI EL 1123.25

PROPOSED PROFILE ON ℄

1.29%

0.50%

STA 320+53
1-24" CPRC REQ'D

EXISTING GROUND

EXISTING EL

PROPOSED EL

1117.38	1117.64	1117.77	1117.90	1118.00	1118.09	1118.14	1118.21	1118.33	1118.45	1118.57	1118.72	1118.98	1119.18	1119.15	1119.13	1119.13	1119.25	1119.50	1119.75	1120.03	1120.30	1120.57	1120.90	1121.32	1121.74	1122.22	1122.73	1123.26	1123.81	1124.48
1117.25	1117.50	1117.75	1118.00	1118.25	1118.50	1118.75	1119.00	1119.25	1119.50	1119.75	1120.00	1120.25	1120.50	1120.75	1121.00	1121.25	1121.50	1121.75	1122.00	1122.25	1122.50	1122.76	1123.09	1123.50	1123.98	1124.55	1125.19	1125.83	1126.48	1127.12
314+00	314+50	315+00	315+50	316+00	316+50	317+00	317+50	318+00	318+50	319+00	319+50	320+00	320+50	321+00	321+50	322+00	322+50	323+00	323+50	324+00	324+50	325+00	325+50	326+00	326+50	327+00	327+50	328+00	328+50	329+00

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PLAN AND PROFILE: CTH A	SCALE, FEET 0 50 100	SHEET 100	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\050101_PP.DWG PLOT DATE : 10/23/2015 9:17 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

CHARLES V SCHAAF

FREDRICK S SCHAAF

CITIZENS TELEPHONE COOPERATIVE INC

BARRON ELECTRIC COOPERATIVE

SLOPE INTERCEPT (TYP)

R/W

MATCH LINE STA 329+00

MATCH LINE STA 344+00

BM1485

BM1495

330+00 331+00 332+00 333+00 334+00 335+00 336+00 337+00 338+00 339+00 340+00 341+00 342+00 343+00 344+00

50'

50'

6' 12'

12' 6'

REMOVE TREE

STA 339+23 (LT)
CONSTRUCT BAD PE

STA 340+06 CTH A=
STA 10+00'NN' 24 3/4 ST/NOVAK RD
TYPE D INTERSECTION REQ'D

BARN

BUILDING

FIRE #24774

SATELLITE DISH

89°19'20"

REMOVE FENCE

℄ CTH A

CITIZENS TELEPHONE COOPERATIVE INC

STA 9+00'NN' (LT)
24"X50' CPCS REQ'D
2-24" AEW REQ'D

9+00'NN'

8+00'NN'

ASPH

TILE (TYP)

CURB AND GUTTER
6-INCH SLOPED
36-INCH TYPE D

REMOVE FENCE

℄ 24 3/4 ST /NOVAK RD

CONSTRUCTION LIMIT
STA 8+53.48'NN'
MATCH EXISTING
SAWCUT REQ'D

CITIZENS TELEPHONE COOPERATIVE INC

BARRON ELECTRIC COOPERATIVE

ALAN G CHADA

GARY E NOVAK AND DALE R NOVAK

N

5

5

BENCH MARKS					
NO.	STATION	OFFSET	Y	X	ELEVATION
1485	330+03	32.2' LT	50704.820	356308.630	1125.83
1495	342+98	35.8' LT	50674.413	357603.154	1151.72

1155 1150 1145 1140 1135 1130 1125 1120

K=249.23
VCL 500.00

K=152.80
VCL 1340.00

PROPOSED PROFILE ON ℄

EXISTING GROUND

VPC 329+50.00
VPC EL 1127.77

VPI 332+00.00
VPI EL 1131.00

VPT 334+50.00
VPT EL 1139.24
VPC STA 334+70.00
VPC EL 1139.90

3.30%

HP STA 339+73.92
HP EL 1148.21

24 3/4 ST /NOVAK RD

EXISTING EL — PROPOSED EL

| | | | | |

FREDRICK S SCHAAF

THOMAS R AND JUNE A WITTBROT

BARRON ELECTRIC COOPERATIVE

CONSTRUCTION LIMIT
STA 10+83.28'HH
MATCH EXISTING
SAWCUT REQ'D

SLOPE INTERCEPT (TYP)

STA 353+37 CTH A=
STA 10+00'HH' 25TH ST
TYPE D INTERSECTION REQ'D

CITIZENS TELEPHONE COOPERATIVE INC

TLE (TYP)

MATCH LINE STA 344+00

℄ 25TH ST

BARRON ELECTRIC COOPERATIVE

CITIZENS TELEPHONE COOPERATIVE INC

STA 10+49.01'HH'
REMOVE 24" CMP
1-30"X76' CPCS REQ'D
2-30" AEW REQ'D

BM6411

BM1500

EP: 358+34.71

N

63' 42'

12+00'HH'

10+00'HH'

PI: 353+36.81

3' 15' 15' 3'

90°41'30"

R/W

50'

BM1026

℄ CTH A

REMOVE FENCE

CITIZENS TELEPHONE COOPERATIVE INC

349+69.81
15.00'

351+86.81
27.00'

354+36.81
27.00'

217' 150' 100' 325'

BENCH MARKS					
NO.	STATION	OFFSET	Y	X	ELEVATION
1026	353+33	1.3' RT	50610.142	358637.359	1105.78
6411	353+80	99.4' LT	50709.724	358686.280	1105.12
1500	354+18	58.5' LT	50668.041	358723.588	1101.98

GARY E NOVAK AND DALE R NOVAK

JERALDINE NOVAK

IDENTICAL POINT

-5.47%

PROPOSED PROFILE ON ℄

PROPOSED PROFILE ON ℄

K=135.70
VCL 750.00

END PROJECT
STA 357+61.81
SAWCUT REQ'D

VPC EL 1124.52
VPC STA 348+25.00

VPT STA 348+10.00
VPT EL 1125.34

K=152.80
VCL 1340.00

EXISTING GROUND

K=152.80
VCL 1340.00

EXISTING GROUND

VPI 352+00.00
VPI EL 1104.00

25TH ST

LP STA 355+67.49
LP EL 1104.00
VPT EL 1104.21

0.06%

VPI STA 357+61.81
VPI EL 1104.31

EXISTING EL

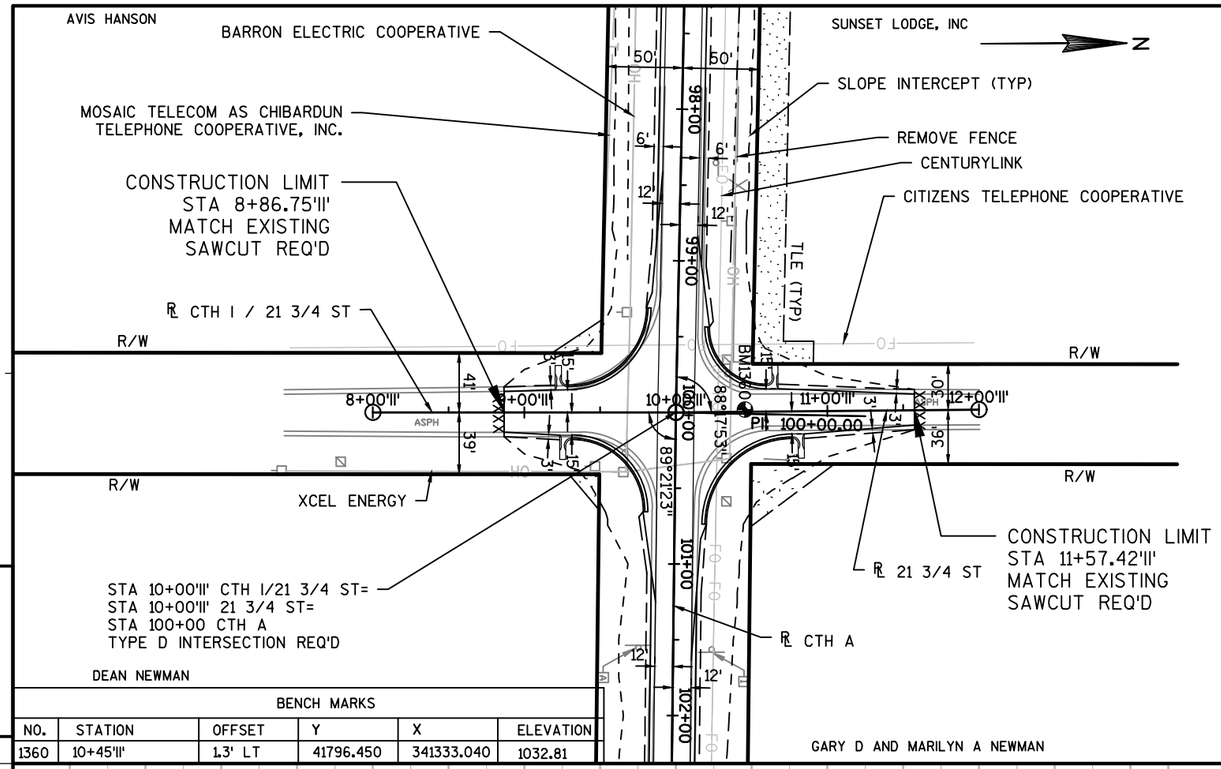
PROPOSED EL

1141.83 1142.27 | 1138.92 1140.80 | 1135.78 1139.16 | 1132.57 1137.35 | 1129.33 1135.39 | 1126.59 1133.26 | 1124.01 1130.96 | 1121.68 1128.50 | 1119.42 1125.88 | 1117.53 1123.17 | 1115.73 1120.62 | 1114.19 1118.26 | 1112.71 1116.07 | 1111.38 1114.07 | 1110.09 1112.26 | 1108.85 1110.63 | 1107.61 1109.18 | 1106.70 1107.92 | 1106.17 1106.84 | 1105.70 1105.95 | 1105.16 1105.24 | 1104.61 1104.71 | 1104.27 1104.37 | 1103.95 1104.22 | 1103.89 1104.22 | 1103.85 1104.25 | 1104.06 1104.28 | 1104.26 1104.30 | 1104.47

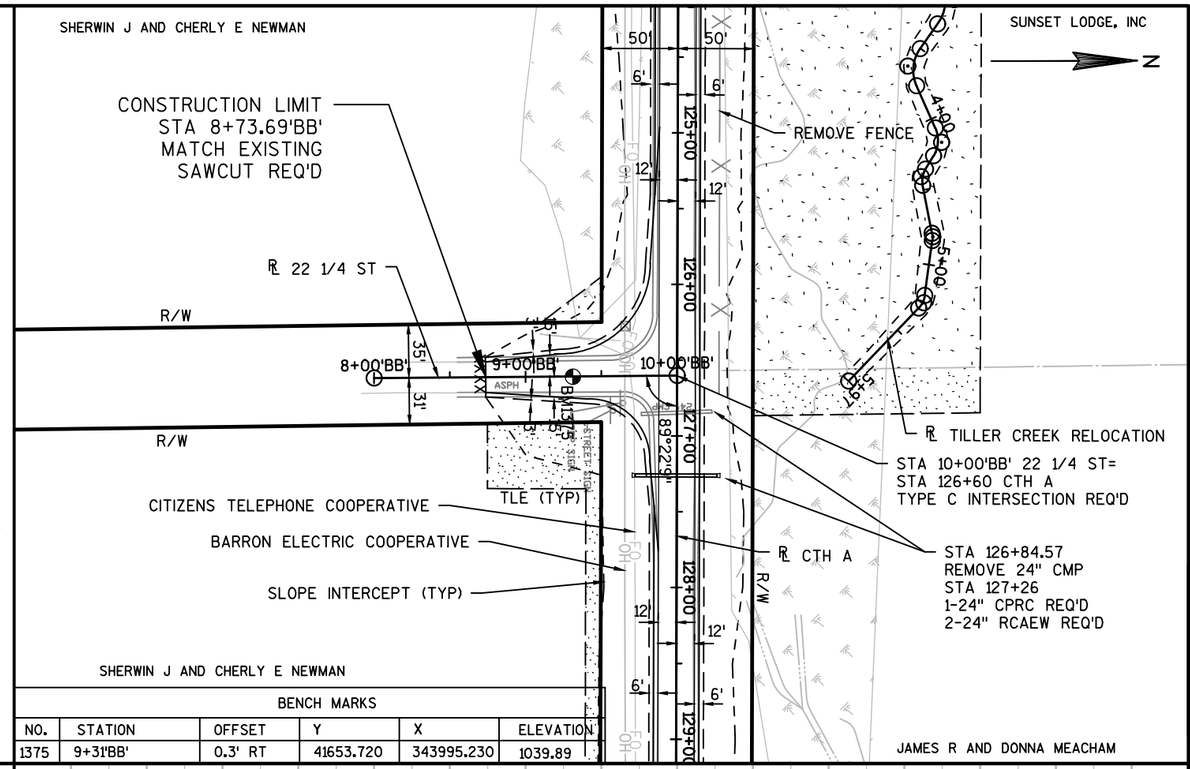
344+00 344+50 345+00 345+50 346+00 346+50 347+00 347+50 348+00 348+50 349+00 349+50 350+00 350+50 351+00 351+50 352+00 352+50 353+00 353+50 354+00 354+50 355+00 355+50 356+00 356+50 357+00 357+50 358+00 358+50 359+00

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PLAN AND PROFILE: CTH A	SCALE, FEET 0 50 100	SHEET	E

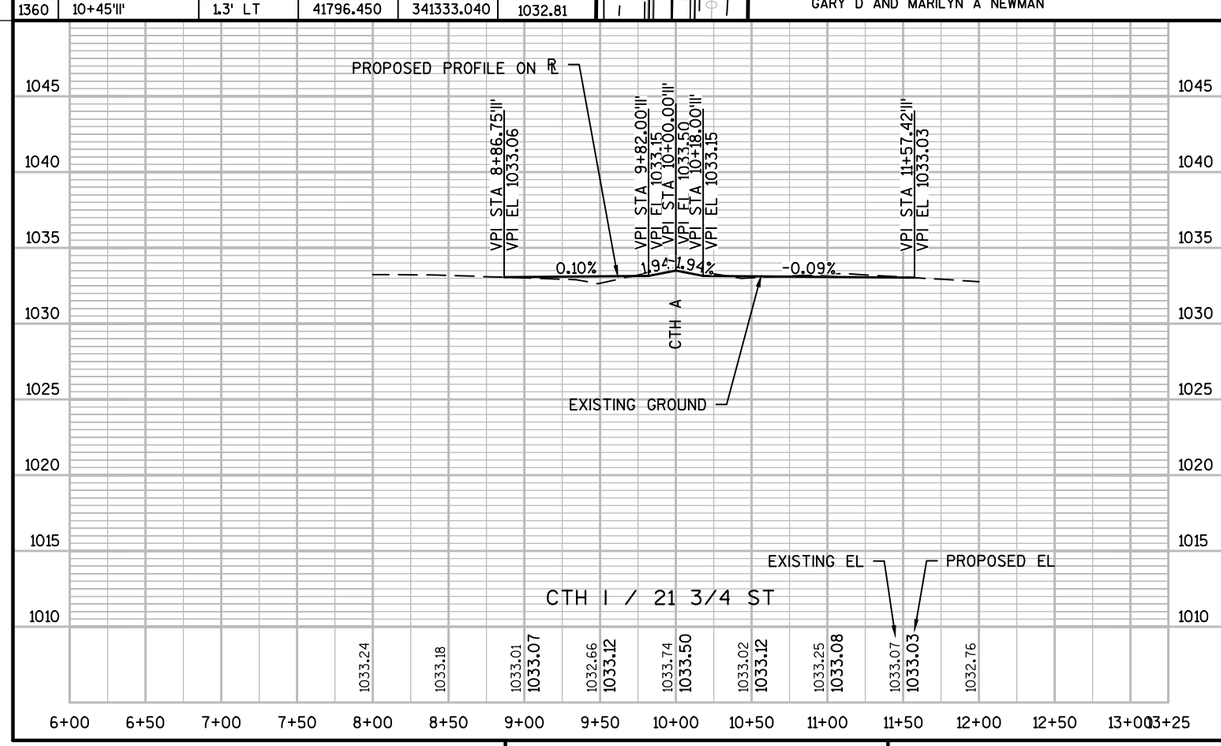
FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\050101_PP.DWG
PLOT DATE : 10/23/2015 9:17 AM
PLOT BY : HENRYKA
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

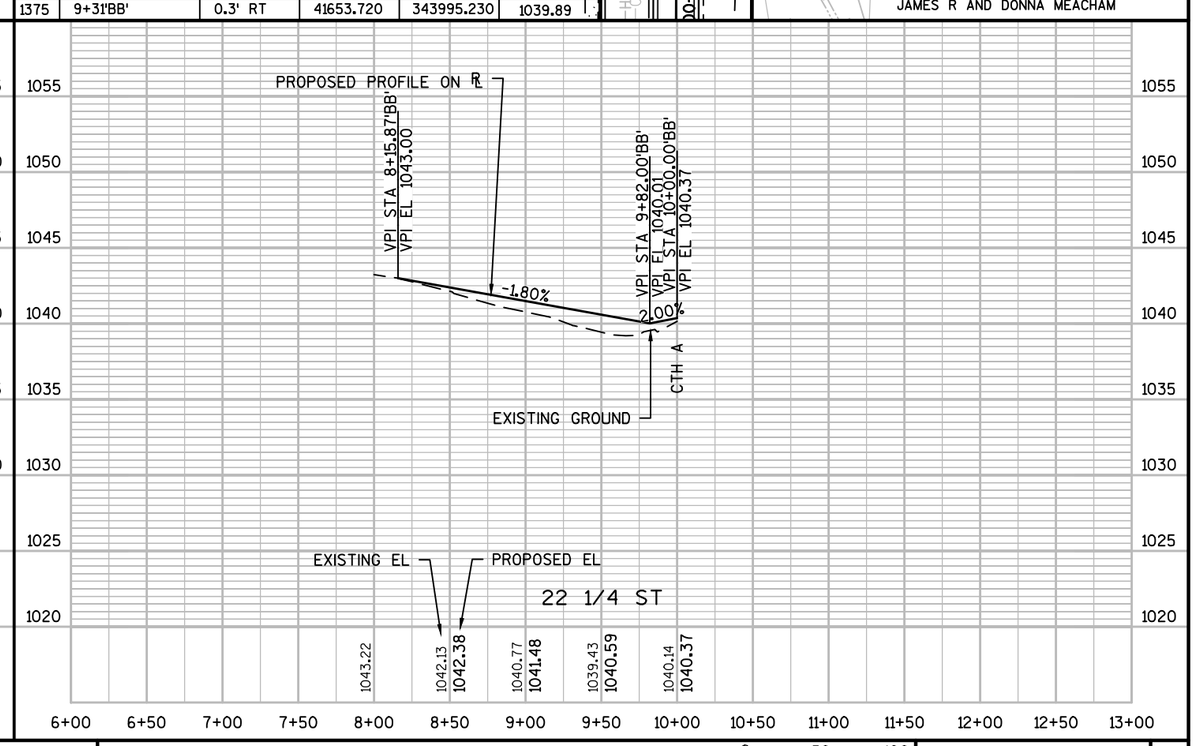


BENCH MARKS					
NO.	STATION	OFFSET	Y	X	ELEVATION
1360	10+45'll'	1.3' LT	41796.450	341333.040	1032.81



BENCH MARKS					
NO.	STATION	OFFSET	Y	X	ELEVATION
1375	9+31'BB'	0.3' RT	41653.720	343995.230	1039.89





PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PLAN AND PROFILE: SIDE ROADS	SCALE, FEET 0 50 100	SHEET 103	E

ROBERT M AND GRETCHEN LEVERSON

TRIPLE J OF CHETEK, LLC

BARRON ELECTRIC COOPRATIVE

ABANDONED BUILDING

R/W

12' 12' 6' 6'

167+00

165+00

164+00

163+00

BP: 10+00.00'CC'

PC: 12+73.39'CC'

STA 166+50
2-30"X73' CPRC REQ'D
2-30" AECPRC REQ'D

10+00'CC' 11+00'CC' 12+00'CC' 13+00'CC' 14+00'CC' 15+00'CC' 16+00'CC'

3' 11'

WOODED

℄ 23RD ST

BM1400

ROBERT M AND GRETCHEN LEVERSON

STA 11+00.00'CC'
1-36"X88' CPCS REQ'D
2-36" AEW REQ'D

STA 165+54 CTH A=
STA 10+00'CC' 23RD ST
TYPE C INTERSECTION REQ'D

OBLITERATE OLD ROAD (TYP)

℄ CTH A

WETLAND

ROBERT M AND GRETCHEN LEVERSON

R/W

JAMES E AND GWEN L JOHNSON

TILE (TYP)

HO

SLOPE INTERCEPT (TYP)

CONSTRUCTION LIMIT
STA 16+17.67'CC'
MATCH EXISTING
SAWCUT REQ'D

EP: 15+39.81'CC'

33' ASPH 33'

17+00'CC'

18+00'CC'

EP: 18+17.67'CC'

N

CURVE DATA

PI STA = 166+23.98	PI STA = 14+13.86'CC'
Y = 41697.214	Y = 42014.786
X = 347958.348	X = 348045.005
DELTA = 90°14'34"	DELTA = 44°53'43"
D = 4°18'29"	D = 16°51'06"
T = 1335.65'	T = 140.47'
L = 2094.80'	L = 266.41'
R = 1330.00'	R = 340.00'
PC STA = 152+88.33	PC STA = 12+73.39'CC'
PT STA = 173+83.12	PT STA = 15+39.81'CC'

BENCH MARKS

NO.	STATION	OFFSET	Y	X	ELEVATION
1400	14+25'CC'	0.6' LT	41984.190	348031.270	???

K=19.02
VCL 150.00

K=33.86
VCL 150.00

PROPOSED PROFILE ON ℄

VPI STA 10+00.00'CC'
VPI EL 1077.22

VPI STA 10+18.00'CC'
VPI EL 1078.30

VPC EL 1079.90
VPC 10+75.00'CC'

HP STA 11+28.31'CC'
HP EL 1080.64

VPI 11+50.00'CC'
VPI EL 1082.00

VPT EL 1078.19
VPT 12+25.00'CC'

VPC 12+75.00'CC'
VPC EL 1075.64

VPT 14+25.00'CC'
VPT EL 1071.34

VPI STA 16+17.67'CC'
VPI EL 1070.08

6.00% 2.80% -5.08% -0.65%

CTH A

STA 11+00.00'CC'
1-36" CPCS REQ'D

VPI 13+50.00'CC'
VPI EL 1071.83

EXISTING GROUND

23 RD ST

EXISTING EL PROPOSED EL

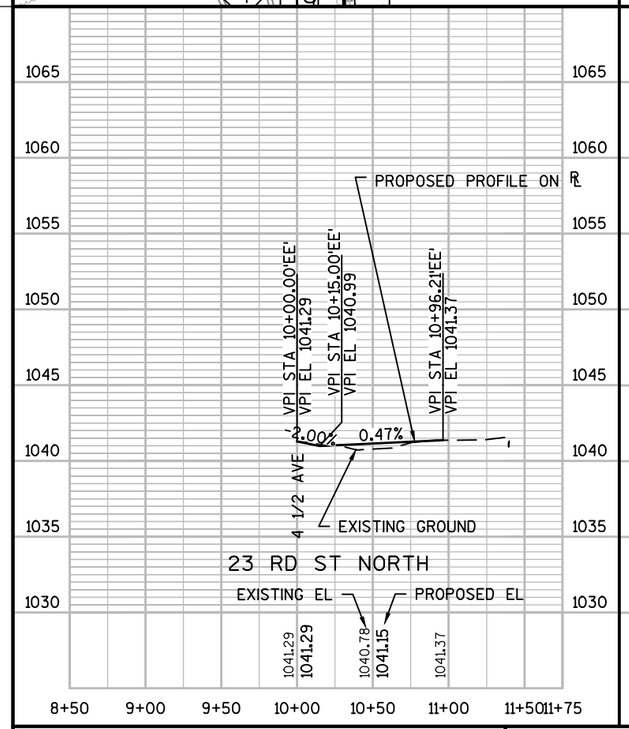
| | | |

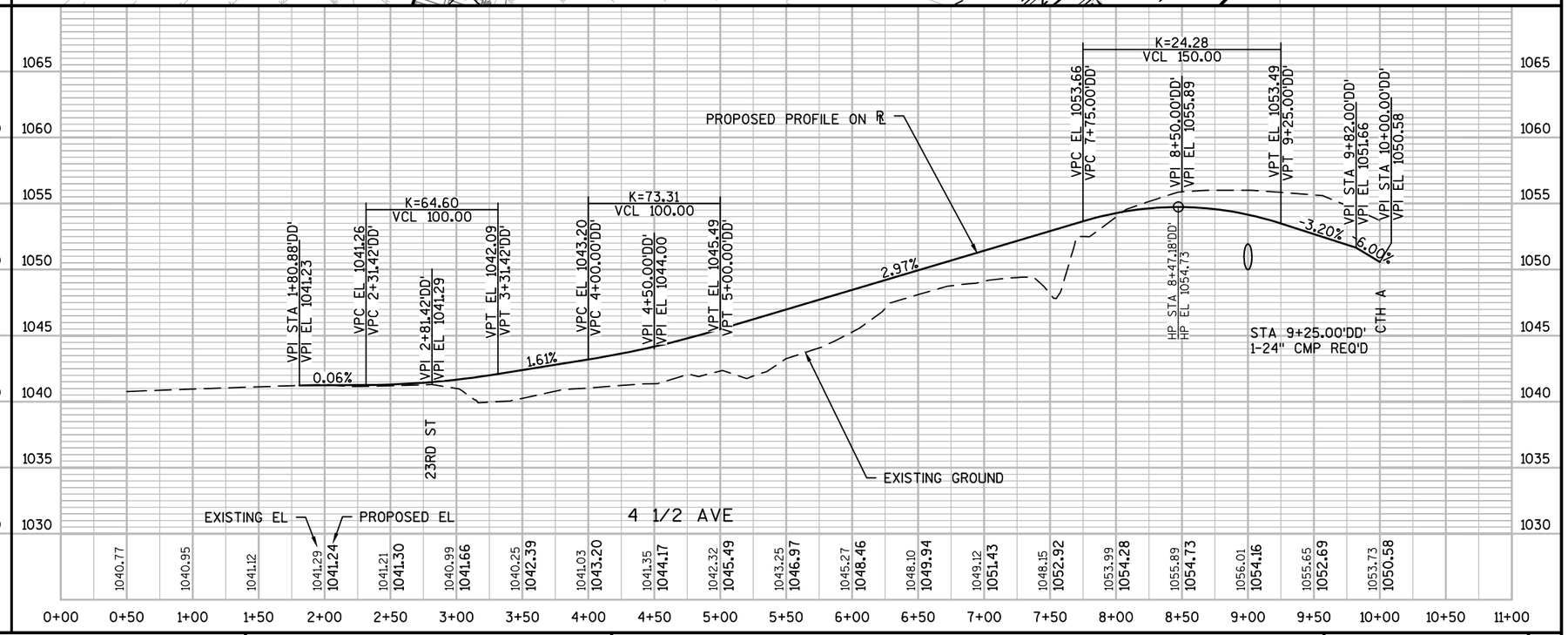
BENCH MARKS					
NO.	STATION		Y	X	ELEVATION
1017	2+81'DD'	0.0' RT	50918.243	347989.395	1125.83
1430	3+61'DD'	115.1' RT	50801.620	348066.780	1041.40

MARK A SKOUG
KJELL C JORSTAD
GINA L HAGEN
CITIZENS TELEPHONE COOPERATIVE INC
BARRON ELECTRIC COOPRATIVE
JOHN C JORSTAD AND KARIN E JORSTAD
N
Z
R/W
35'
31'
33'
BM1017
BM1430
TLE (TYP)
SLOPE INTERCEPT (TYP)
OBLITERATE OLD ROAD
REMOVE FENCE
REMOVE 15" CMP
ACCESS TO REMAIN AND CP TO REMAIN
OBLITERATE OLD ROAD (TYP)
STA 2+81'DD' 4 1/2 AVE=
STA 10+00'EE' 23RD ST NORTH=
TYPE C INTERSECTION REQ'D
STA 6+47'DD' (LT)
REMOVE 18" CMP
CONSTRUCT BAD PE
18"X36" CPCS REQ'D
2-18" AEW REQ'D
STA 7+57'DD' (LT)
CONSTRUCT BAD PE
18"X46" CPCS REQ'D
2-18" AEW REQ'D
STA 9+25'DD'
1-24"X49" CPCS REQ'D
2-24" AEW REQ'D
STA 252+62 CTH A=
STA 10+00'DD' 4 1/2 AVE
TYPE C INTERSECTION REQ'D
℄ 23RD ST N
℄ 4 1/2 AVE
℄ CTH A
CONSTRUCTION LIMIT
STA 10+96.21'EE'
MATCH EXISTING
SAWCUT REQ'D
CONSTRUCTION LIMIT
STA 1+80.88'DD'
MATCH EXISTING
SAWCUT REQ'D
STA 10+00'EE' 23RD ST N=
STA 2+81'DD' 4 1/2 AVE
TYPE C INTERSECTION REQ'D
BP: 0+50.00'DD'
PT: 8+69.72'DD'
PI: 6+39.51'DD'
EP: 10+00.00'DD'

CURVE DATA
PI STA = 7+65.19'DD'
Y = 50908.616
X = 348473.070
DELTA = 57°05'54"
D = 24°48'12"
T = 125.68'
L = 230.20'
R = 231.00'
PC STA = 6+39.51'DD'
PT STA = 8+69.72'DD'

PI STA = 252+73.18
Y = 50922.829
X = 347989.465
DELTA = 90°55'41"
D = 4°18'29"
T = 1351.72'
L = 2110.70'
R = 1330.00'
PC STA = 239+21.46
PT STA = 260+32.16

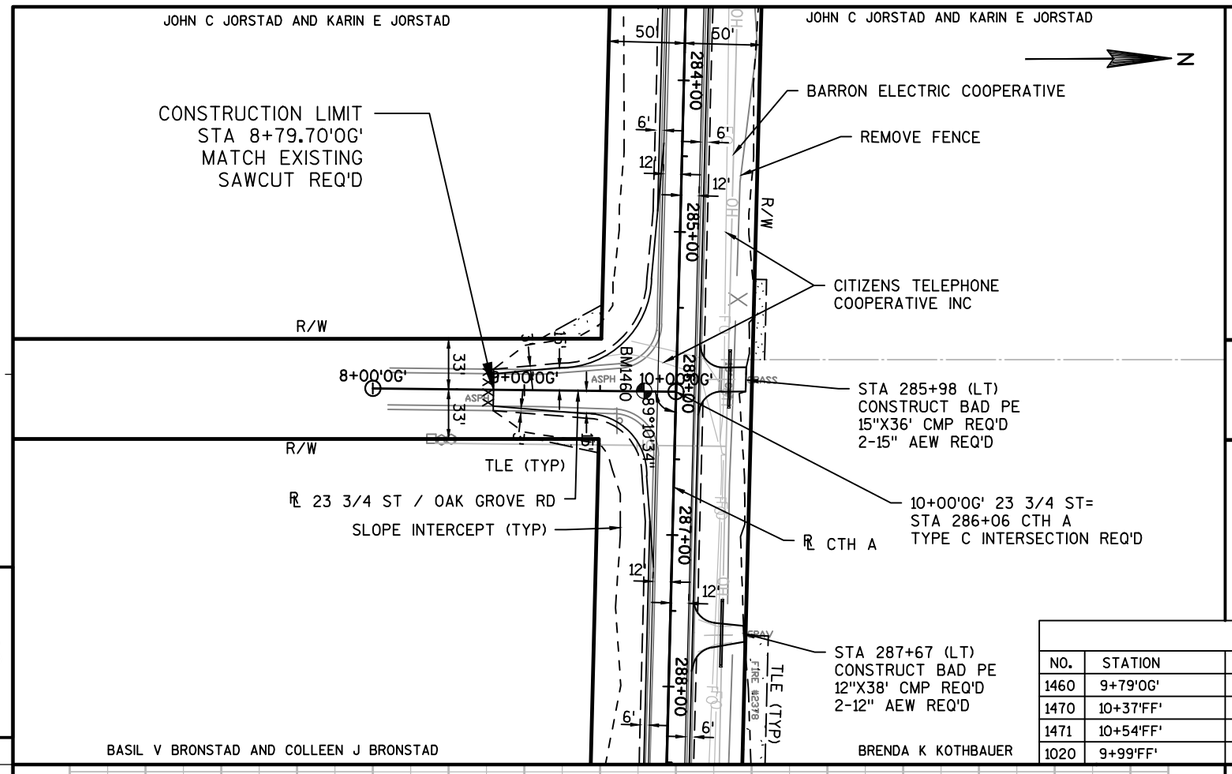




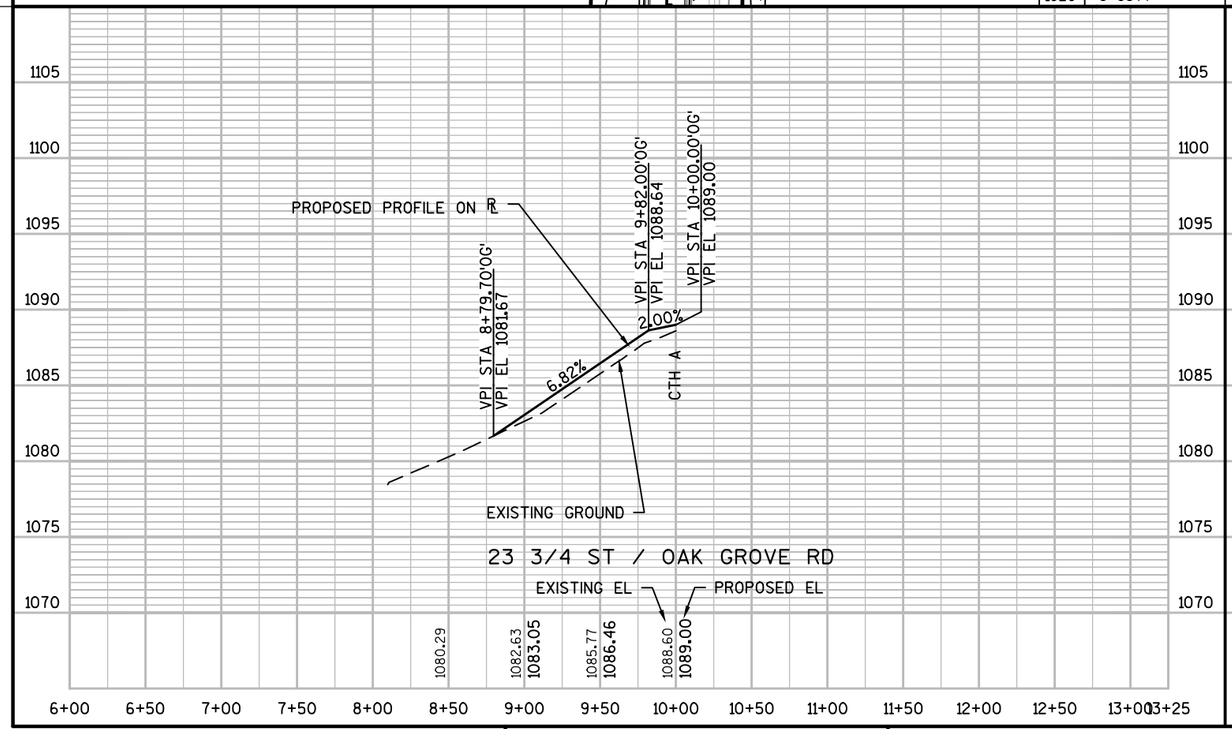
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PLAN AND PROFILE: SIDE ROADS	SCALE, FEET 0 50 100	SHEET 105	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\050101_PP.DWG
PLOT DATE : 10/23/2015 9:18 AM
PLOT BY : HENRYKA
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



BENCH MARKS					
NO.	STATION	OFFSET	Y	X	ELEVATION
1460	9+79'OG'	0.3' LT	50801.180	351912.650	1087.77
1470	10+37'FF'	6.6' LT	50822.960	353144.560	1110.11
1471	10+54'FF'	28.8' RT	50840.860	353179.690	1110.45
1020	9+99'FF'	36.3' RT	50786.272	353187.983	1109.05



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PLAN AND PROFILE: SIDE ROADS	SCALE, FEET 0 50 100	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\050101_PP.DWG
PLOT DATE : 10/23/2015 9:18 AM
PLOT BY : HENRYKA
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

ALAN G CHADA

CHARLES V SCHAAF

GARY E NOVAK AND DALE R NOVAK

FREDRICK S SCHAAF

JERALDINE NOVAK

THOMAS R AND JUNE A WITTBROT

CONSTRUCTION LIMIT
STA 8+53.48'NN'
MATCH EXISTING
SAWCUT REQ'D

REMOVE FENCE

SLOPE INTERCEPT (TYP)

BARRON ELECTRIC COOPRATIVE

STA 339+22 (LT)
CONSTRUCT BAD PE

TLE (TYP)

STA 10+00'NN' 24 3/4 ST/NOVAK RD=
STA 340+06 CTH A
TYPE D INTERSECTION REQ'D

CITIZENS TELEPHONE COOPERATIVE INC

℄ 24 3/4 ST / NOVAK RD

STA 9+00.00'NN'
1-24"X50' CPCS REQ'D
2-24" AEW REQ'D

REMOVE FENCE

℄ CTH A

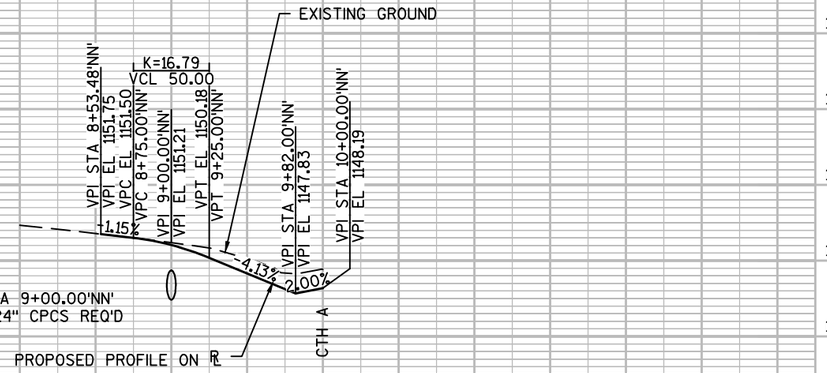
STA 10+00'HH' 25TH ST=
STA 353+37 CTH A
TYPE D INTERSECTION REQ'D

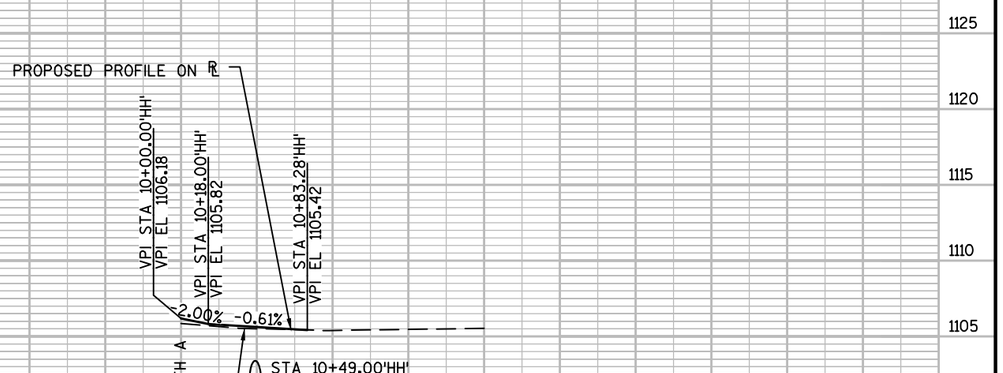
STA 10+49.00'HH'
REMOVE 24" CMP
1-30"X76' CPCS REQ'D
2-30" AEW REQ'D

CONSTRUCTION LIMIT
STA 10+83.28'HH'
MATCH EXISTING
SAWCUT REQ'D

SLOPE INTERCEPT (TYP)

BENCH MARKS					
NO.	STATION	OFFSET	Y	X	ELEVATION
1026	353+33	1.3' RT	50610.142	358637.359	1105.78
6411	10+99'HH'	43.7' RT	50709.724	358686.280	1105.12
1500	10+58'HH'	81.6' RT	50668.041	358723.588	1101.98





PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PLAN AND PROFILE: SIDE ROADS	SCALE, FEET 0 50 100	SHEET 107 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\050101_PP.DWG PLOT DATE : 10/23/2015 9:18 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

SUNSET LODGE, INC

JAMES R & DONNA MEACHAM

℄ TILLER CREEK RELOCATION

REFERENCE REACH

TLE (TYP)

SLOPE INTERCEPT

RW

WETLAND

TILLER CREEK

CTH A / 2 3/4 AVE

89°22'9"

℄ CTH A

℄ EXISTING TILLER CREEK

BM 1380

BM BRASS DISK

BM 1375

22 1/4 ST

TLE (TYP)

STRUCTURE
B-3-152
TO REMAIN

GRADE DITCH CHANNEL USING THE SAME TYPICAL CROSS SECTION AS THE REALIGNED TILLER CREEK. DITCH CHANNEL SHALL BE GRADED TO DRAIN FROM THE CULVERT TO THE REALIGNED CREEK. (THIS WORK IS CONSIDERED PART OF THE TILLER CREEK REALIGNMENT ITEM, SPV.0105.01)

SHERWIN J & CHERLY E NEWMAN

SHERWIN J & CHERLY E NEWMAN

SCALE, FEET 0 50 100

TILLER CREEK PROPOSED PROFILE ON ℄

EXISTING GROUND

STA 0+00.00
EL 1029.92

STA 5+96.73
EL 1032.81

0.48%

EXISTING EL	PROPOSED EL
1029.92	1029.92
1033.54	1030.16
1035.07	1030.40
1035.65	1030.65
1035.57	1030.89
1036.04	1031.13
1036.93	1031.37
1036.45	1031.61
1036.72	1031.85
1037.24	1032.10
1037.44	1032.34
1036.20	1032.58

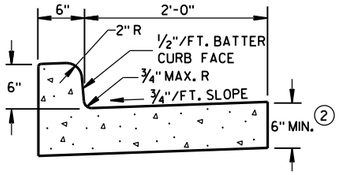
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	PLAN AND PROFILE: TILLER CREEK RELOCATION	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\STREAM RELOCATION.DWG PLOT DATE : 10/23/2015 9:26 AM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1 IN:100 FT

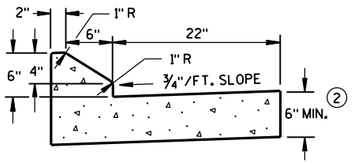
WISDOT/CADDS SHEET 44

Standard Detail Drawing List

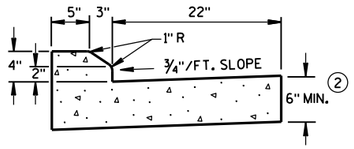
08D01-18	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F07-05	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE FRAINS
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
14B42-03A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-02A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-03A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-03G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
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
15C03-02	BARRICADES AND SIGNS FOR SIDEROAD 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)
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING



TYPES A & D ①

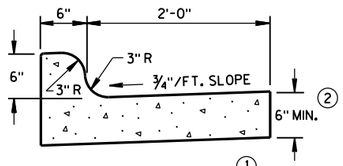


6" SLOPED CURB TYPES G & J ①

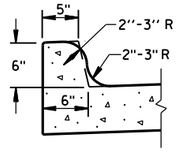


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

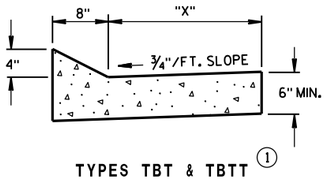


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

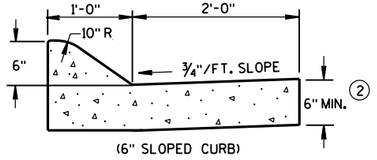
CONCRETE CURB & GUTTER 30"



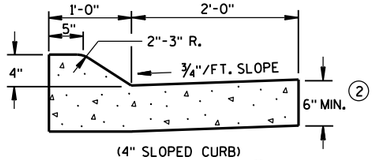
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

TBT & TBTT	"X"
30"	22"
36"	28"

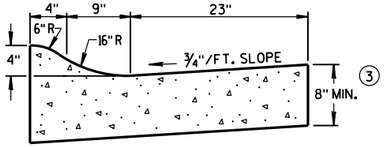


(6" SLOPED CURB)



(4" SLOPED CURB)

TYPES A & D ①



4" SLOPED CURB TYPES R & T ① ④

CONCRETE CURB & GUTTER 36"

GENERAL NOTES

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

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 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.

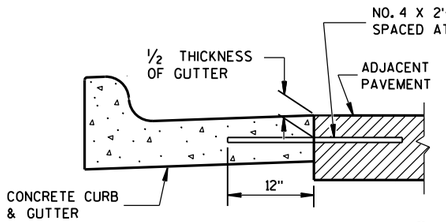
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

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.

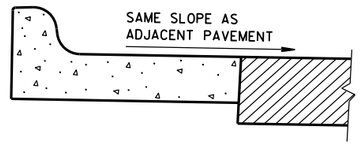
③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

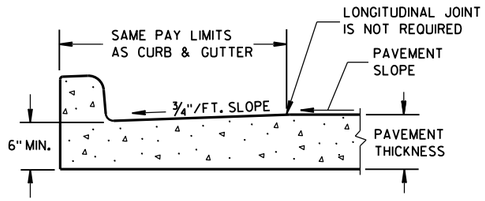
⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



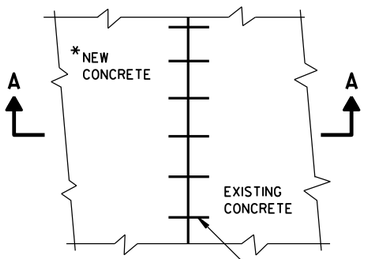
TYPICAL TIE BAR LOCATION ①



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

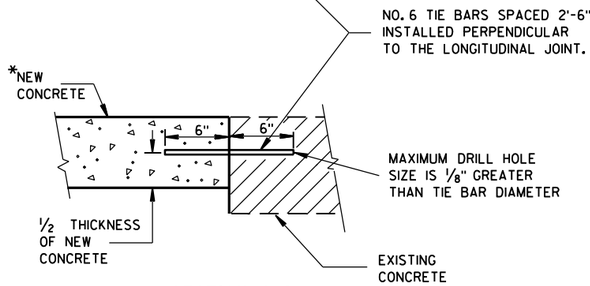


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



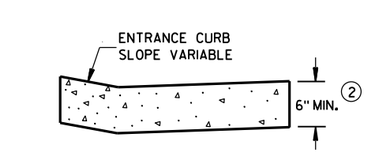
PLAN VIEW

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

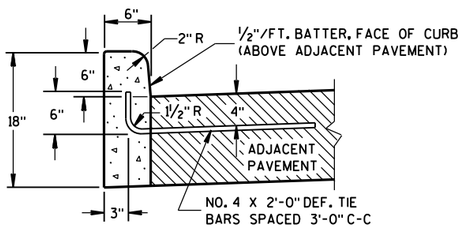


SECTION A-A

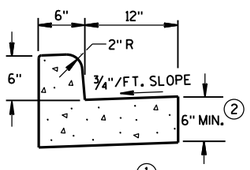
TIE BARS DRILLED
INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

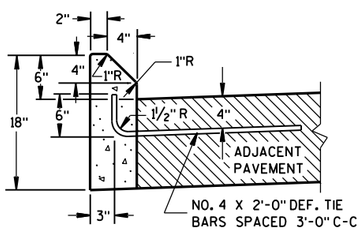


① TYPES A & D

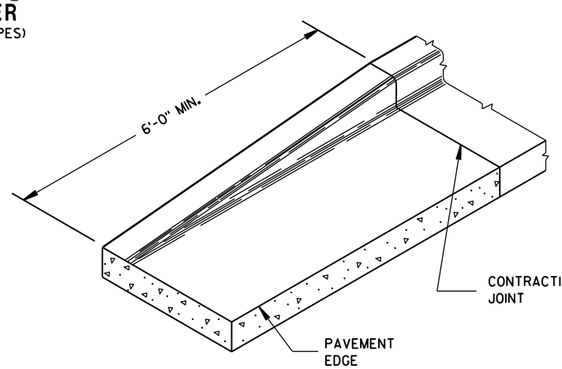


① TYPES A & D

CONCRETE CURB & GUTTER 18"



① TYPES G & J



END SECTION CURB & GUTTER

CONCRETE CURB

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

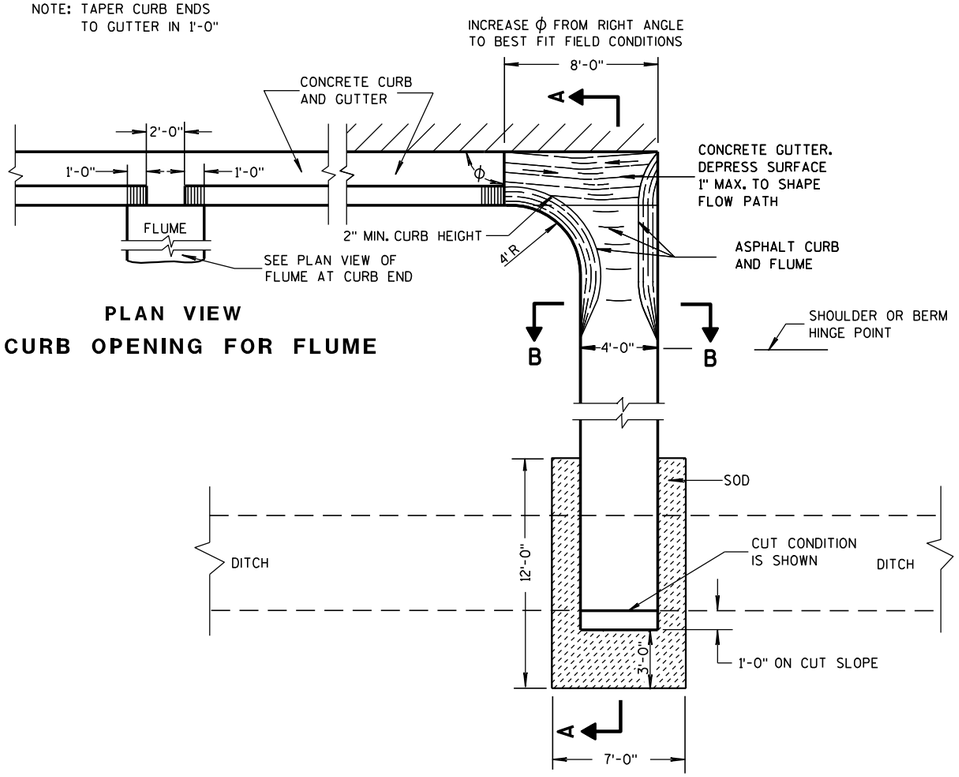
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

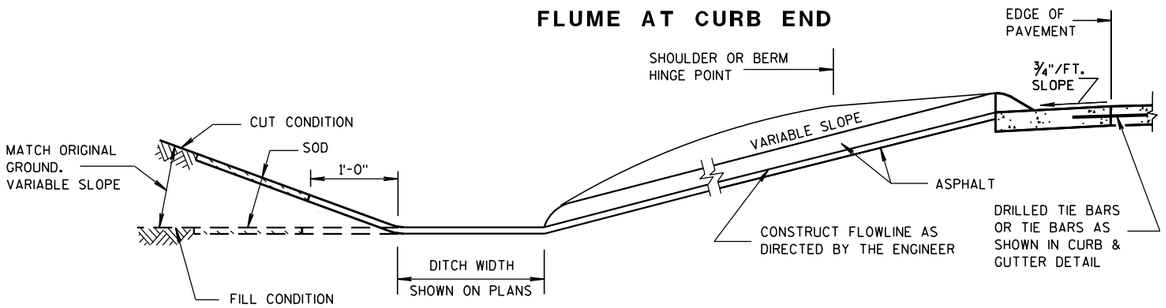
S.D.D. 8 D 1-18

ASPHALTIC FLUME

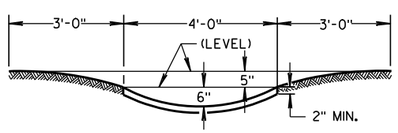


PLAN VIEW
CURB OPENING FOR FLUME

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.

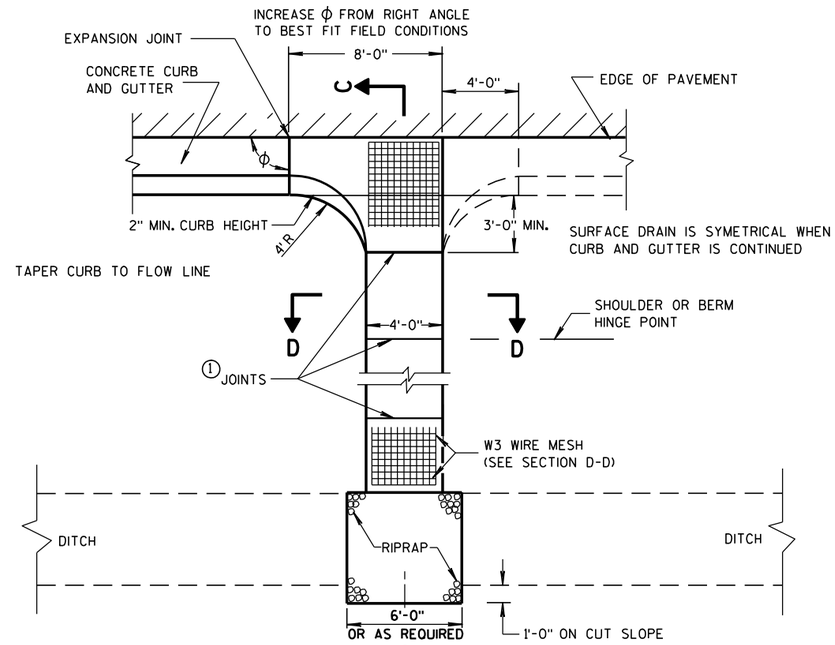
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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.

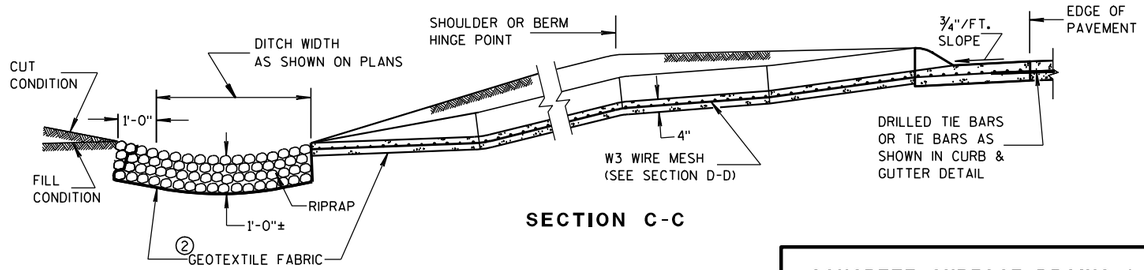
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

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

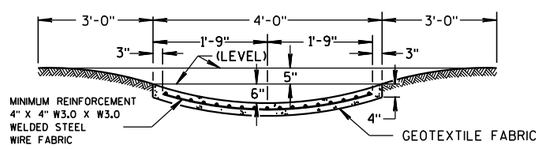
③ CONCRETE SURFACE DRAIN



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
MENT
FHWA

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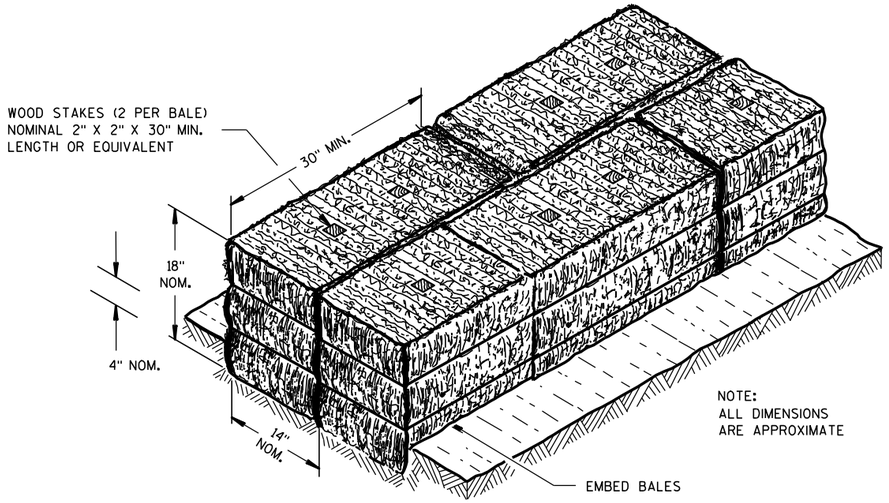
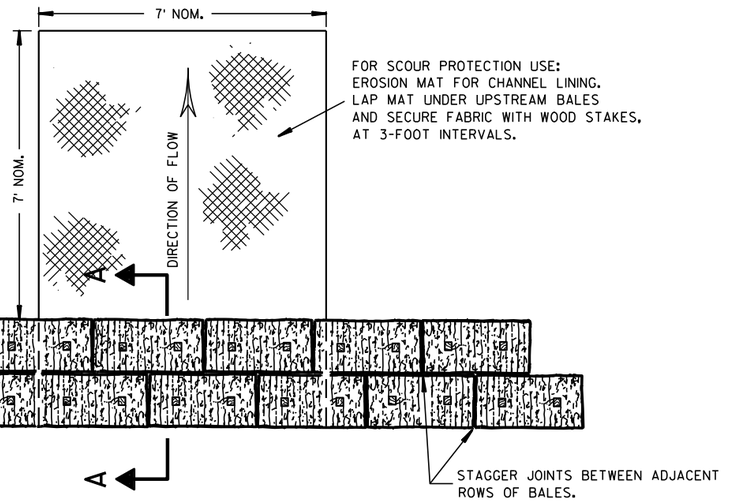
S.D.D. 8 D 4-5

6

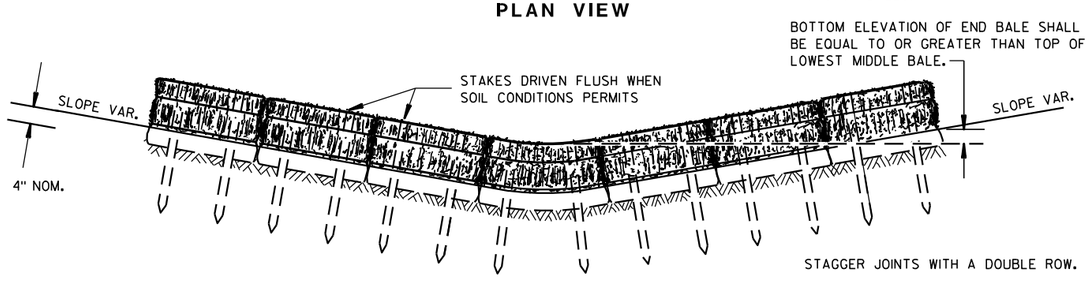
S.D.D. 8 D 4-5



SECTION A-A



PLAN VIEW



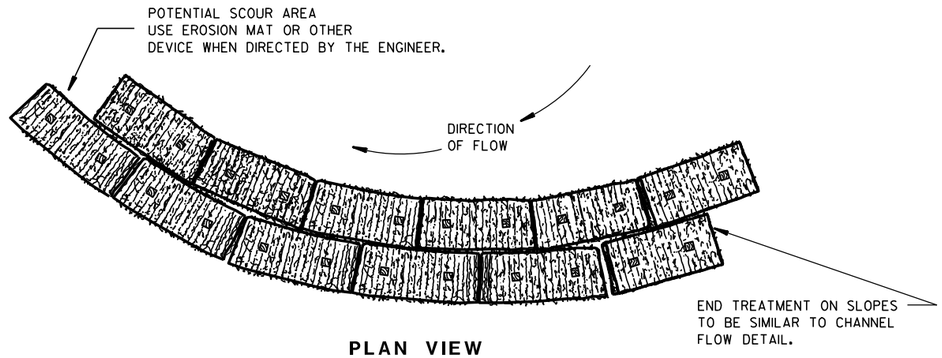
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

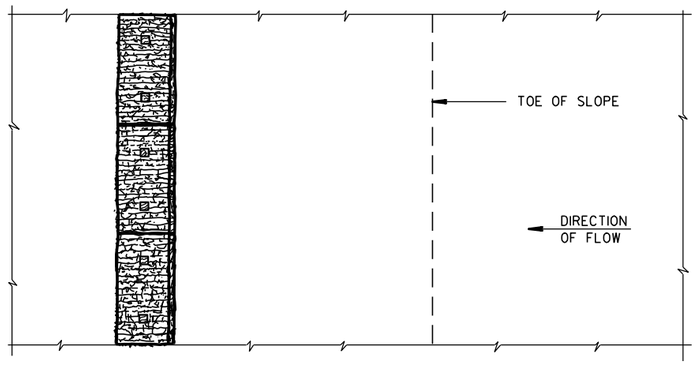
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

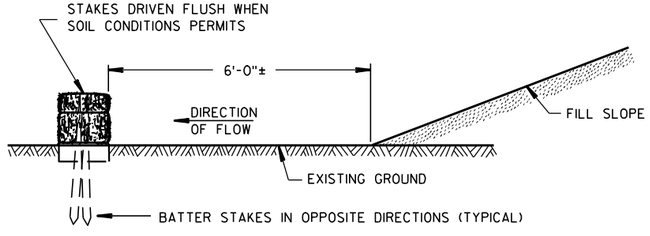


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

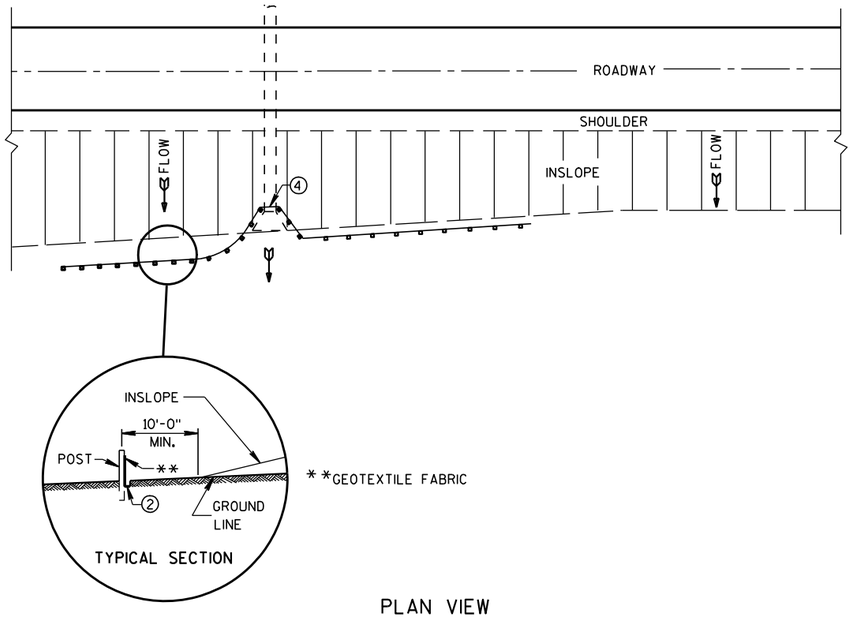
EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

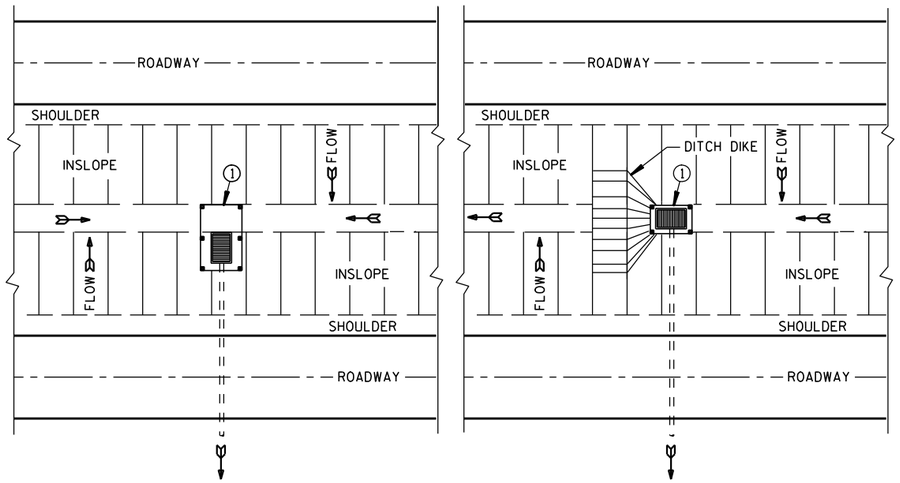
APPROVED
6/04/02 DATE
/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



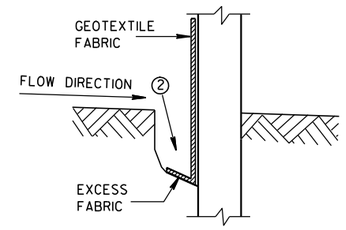
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

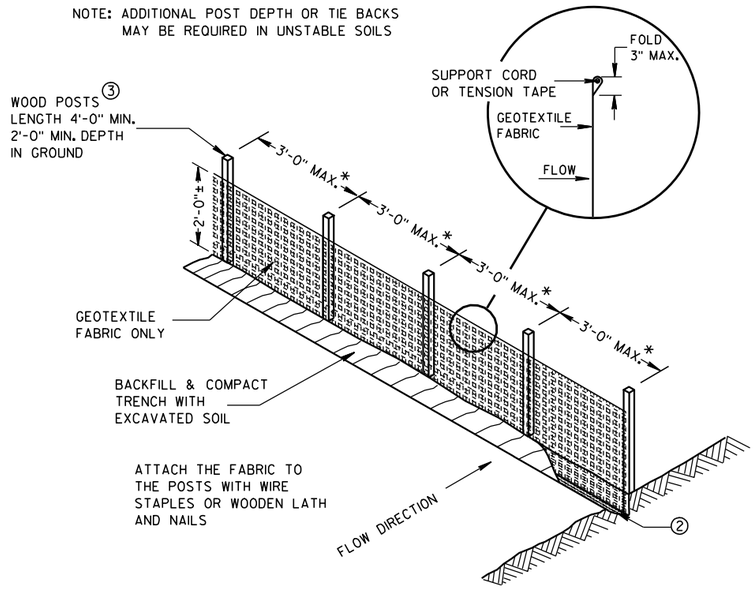
GENERAL NOTES

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

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

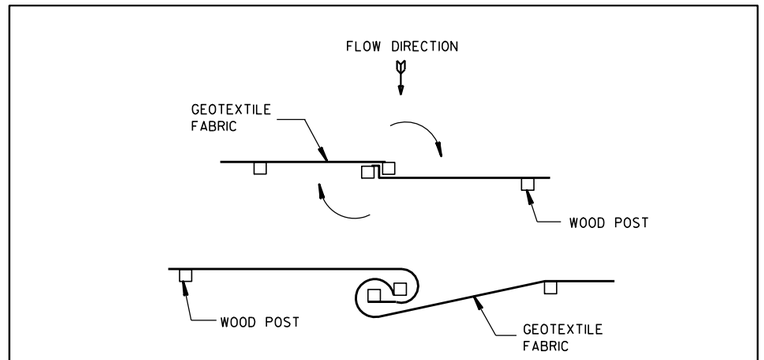


TRENCH DETAIL

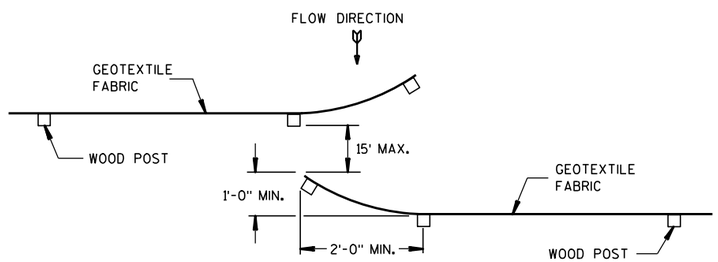


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

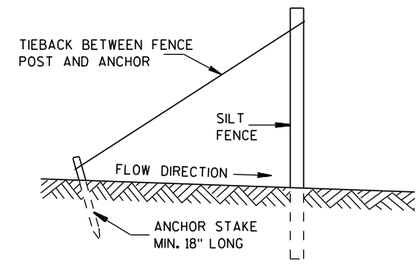


TWIST METHOD



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

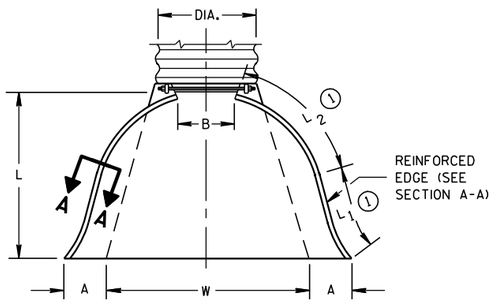
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

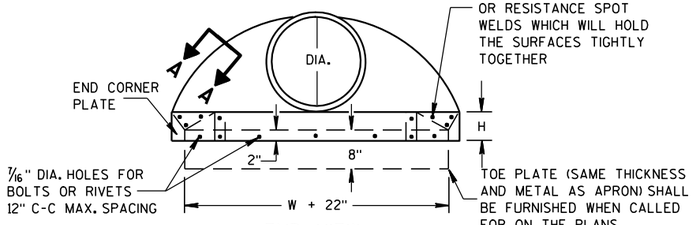
REINFORCED CONCRETE APRON ENDWALLS

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

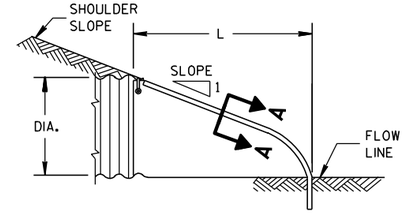
*MINIMUM
**MAXIMUM



PLAN VIEW

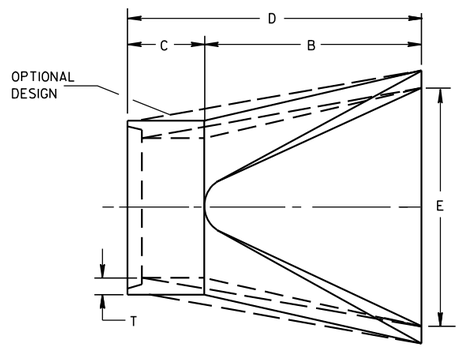


END VIEW

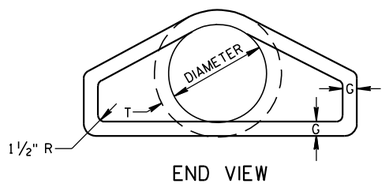


SIDE ELEVATION

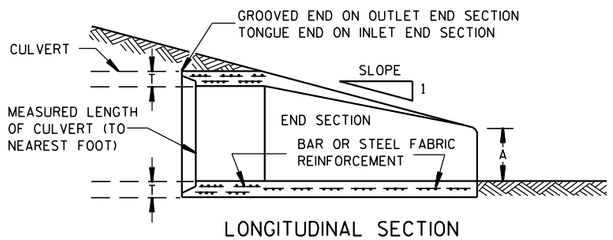
METAL ENDWALLS



PLAN

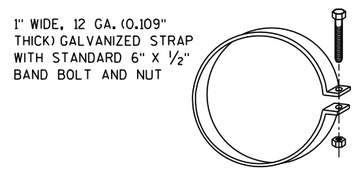


END VIEW



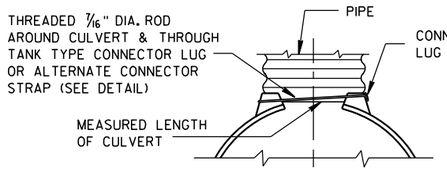
LONGITUDINAL SECTION

CONCRETE ENDWALLS

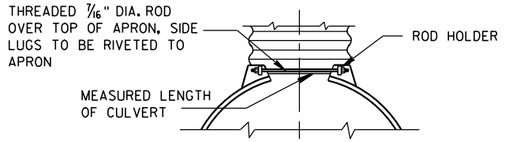


ALTERNATE FOR TYPE 1 CONNECTION

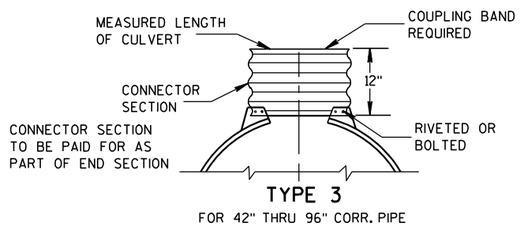
END SECTION CONNECTOR STRAP



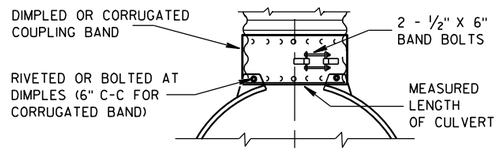
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

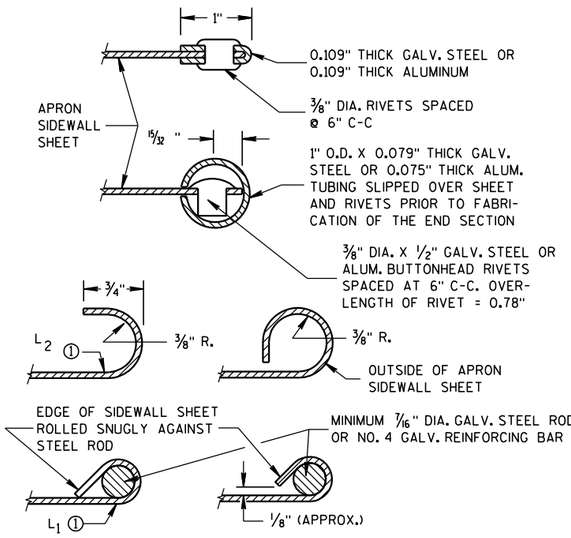
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

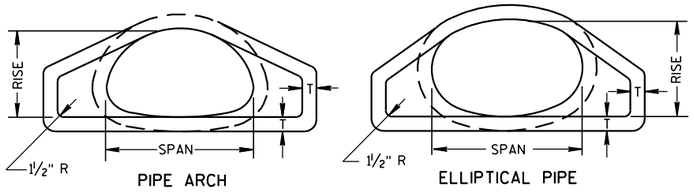
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

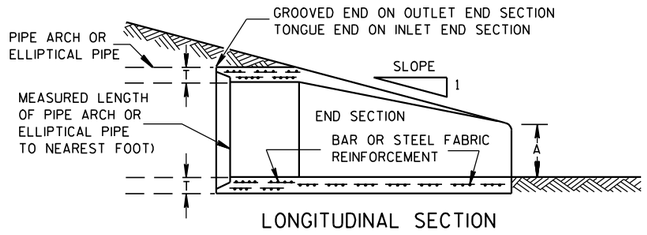
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

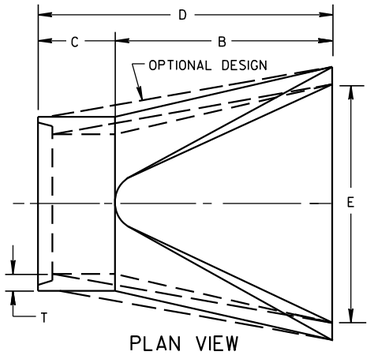
6
S.D.D. 8 F 1-11



END VIEW

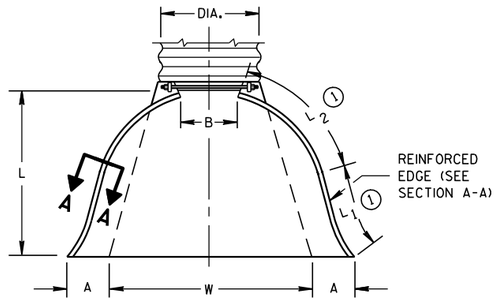


LONGITUDINAL SECTION

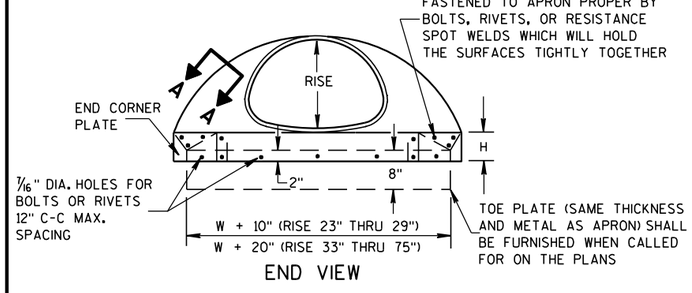


PLAN VIEW

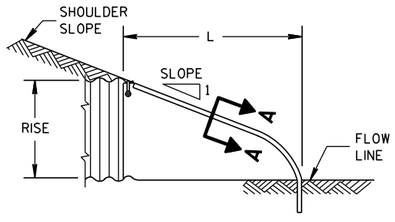
CONCRETE ENDWALLS



PLAN VIEW

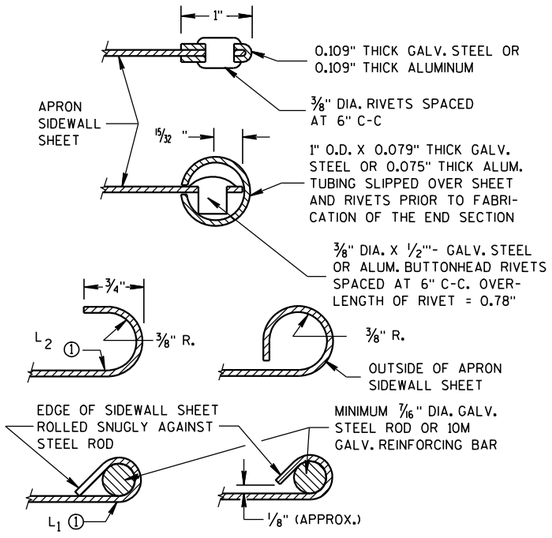


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	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
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	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
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

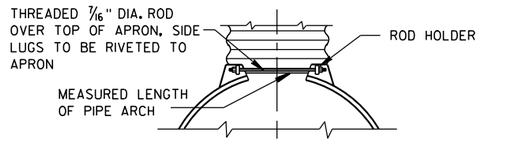
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

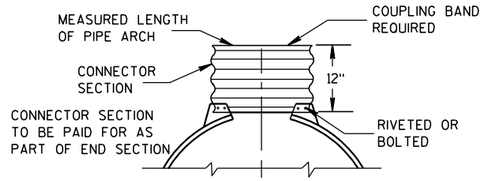
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



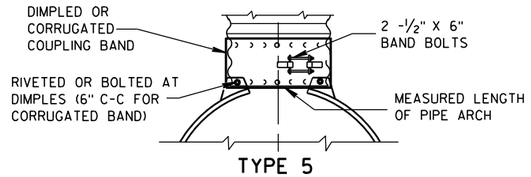
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

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

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH 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 ARCH 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 77" X 52" THROUGH 112" X 75" 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 ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL 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 2-1

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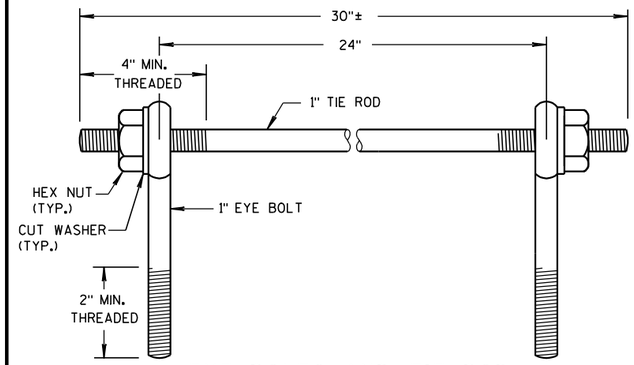
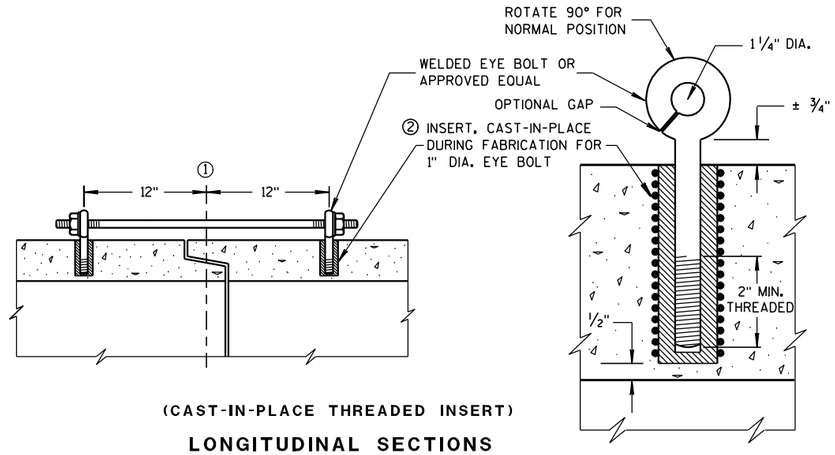
S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

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

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

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

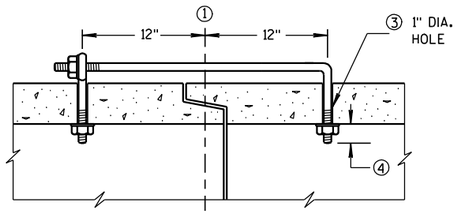
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

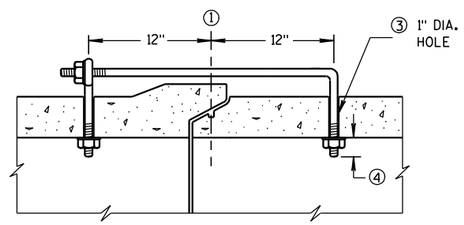
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

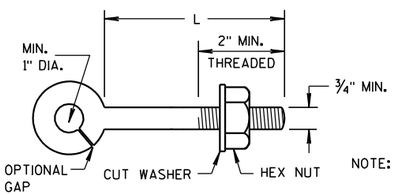


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

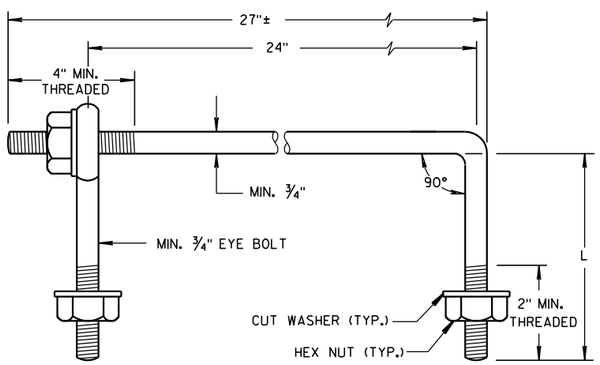
EYE BOLT DIMENSION TABLE

PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



EYE BOLT

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



EYE BOLT AND TIE ROD

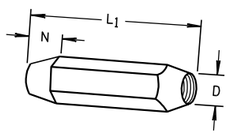
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

DIMENSIONS SHOWN ARE IN INCHES



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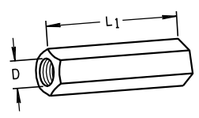
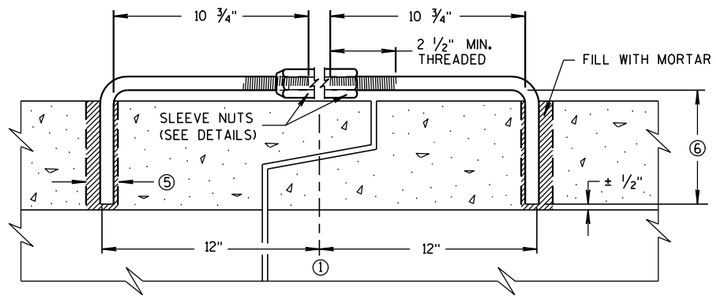


PLAIN

RIGHT AND LEFT THREADS

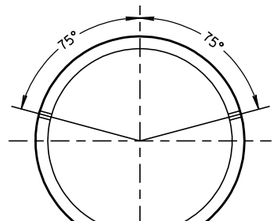
SLEEVE NUTS



LONGITUDINAL SECTION

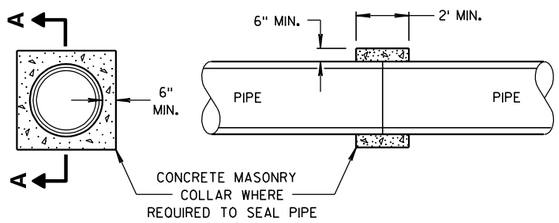
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

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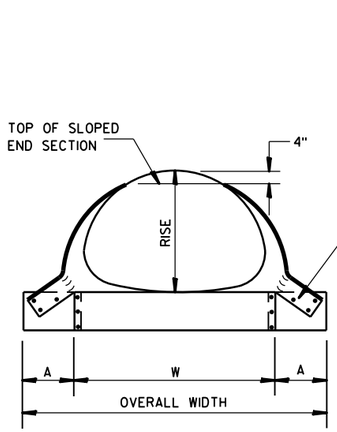
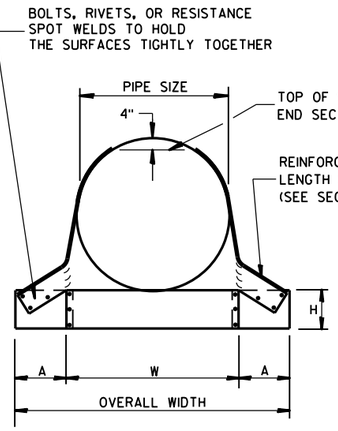
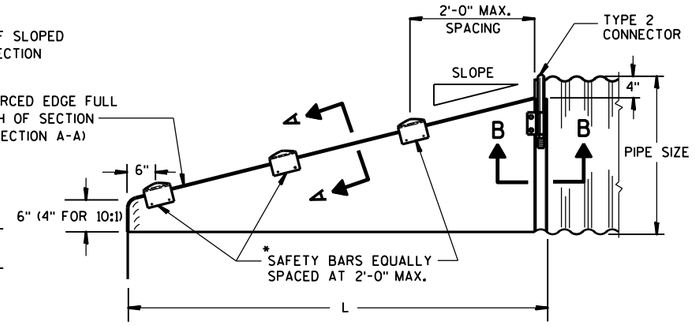


FRONT VIEW



FRONT VIEW



SIDE VIEW

GENERAL NOTES

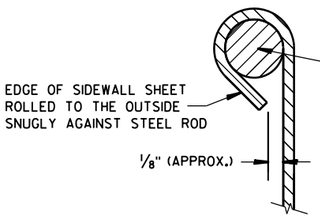
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SLOPED END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTION 521 FOR STEEL APRON ENDWALLS.

SAFETY BARS SHALL BE FABRICATED FROM GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL.

STEEL APRON ENDWALLS FOR CULVERT PIPE
SLOPED SIDE DRAINS

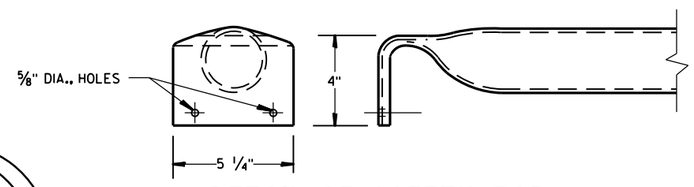
PIPE DIA. (IN.)	MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS					
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	4:1	20	6:1	30	10:1	70
18	.064	8	6	24	40	4:1	32	6:1	48	10:1	100
21	.064	8	6	27	43	4:1	44	6:1	66	10:1	130
24	.064	8	6	30	46	4:1	56	6:1	84	10:1	160
30	.109	12	9	36	60	4:1	80	6:1	120	10:1	220
36	.109	12	9	42	66	4:1	104	6:1	156	10:1	280
42	.109	16	12	48	80	4:1	128	6:1	192	——	——
48	.109	16	12	54	86	4:1	152	6:1	228	——	——
54	.109	16	12	60	92	4:1	176	6:1	264	——	——
60	.109	16	12	66	98	4:1	200	6:1	300	——	——



SECTION A-A

*NOTE:
THREE SAFETY BARS ARE SHOWN. ACTUAL NUMBER OF BARS REQUIRED AT A 2'-0" C-C MAX. SPACING WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

3" GALVANIZED PIPE. FLATTEN ENDS, THEN BEND OUTSIDE 4" TO MATCH END SECTION SIDES.

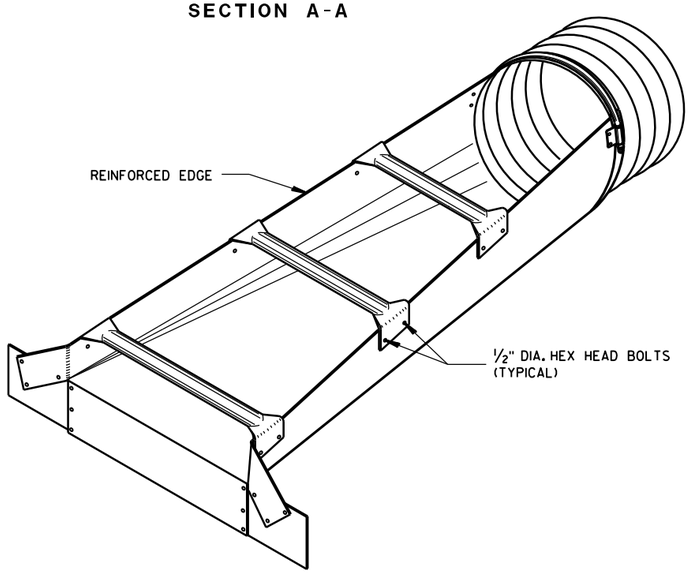


DETAIL OF SAFETY BAR

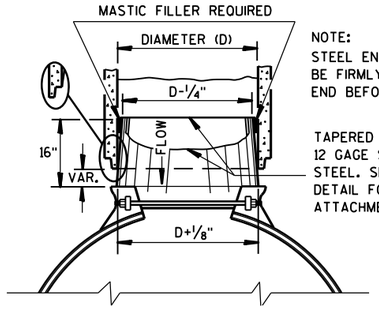
STEEL APRON ENDWALLS FOR PIPE ARCH
SLOPED SIDE DRAINS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) ①	DIMENSIONS (Inches) A	H	W	OVERALL WIDTH	L DIMENSIONS SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	17	13	.064 *	7	6	30	44	4:1	19	6:1	30	10:1 ②	70
18	21	15	.064 *	8	6	27	43	4:1	20	6:1	30	10:1	70
21	24	18	.064 *	8	6	30	46	4:1	32	6:1	48	10:1	100
24	28	20	.064 *	8	6	34	50	4:1	40	6:1	60	10:1	120
30	35	24	.079 *	12	9	41	65	4:1	56	6:1	84	10:1	160
36	42	29	.109 *	12	9	48	72	4:1	76	6:1	114	10:1	210
42	49	33	.109	16	12	55	87	4:1	92	6:1	138	——	——
48	57	38	.109	16	12	63	95	4:1	112	6:1	168	——	——
54	64	43	.109	16	12	70	102	4:1	132	6:1	198	——	——

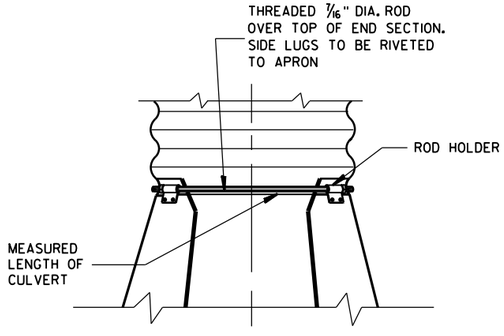
① * MINIMUM THICKNESS OF ALL 10:1 SLOPED SIDE DRAINS IS 0.109".
② ACTUAL SLOPE GREATER THAN 10:1.



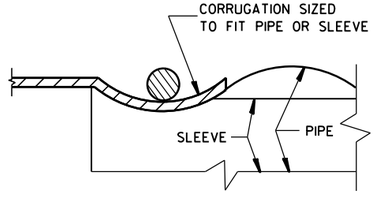
ISOMETRIC VIEW



STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



TYPE 2
CONNECTION DETAIL



SECTION B-B

STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/14/2012 DATE
/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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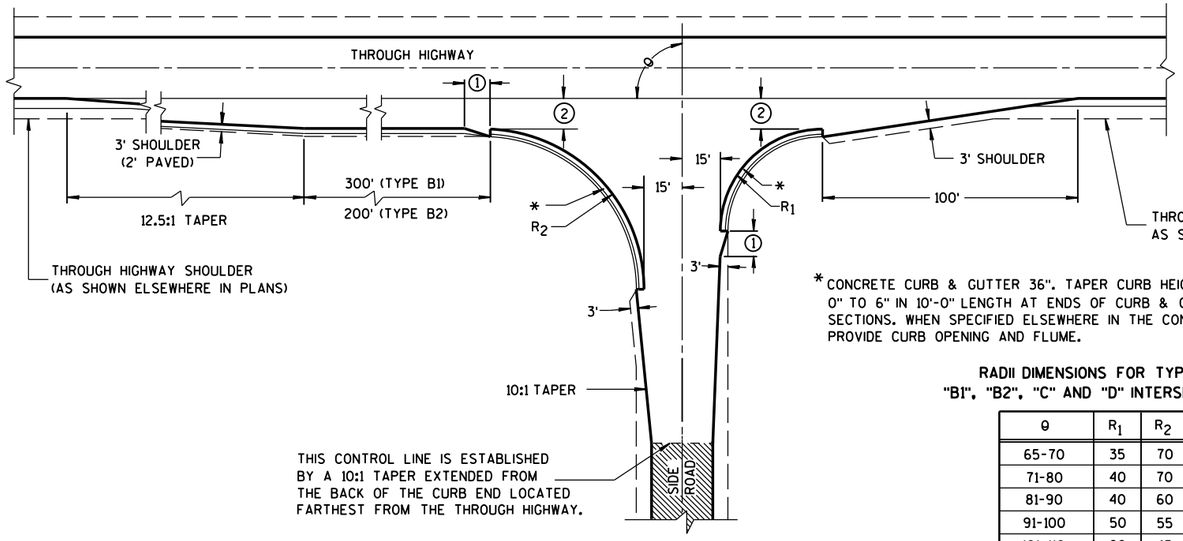
S.D.D. 8 F 7-5

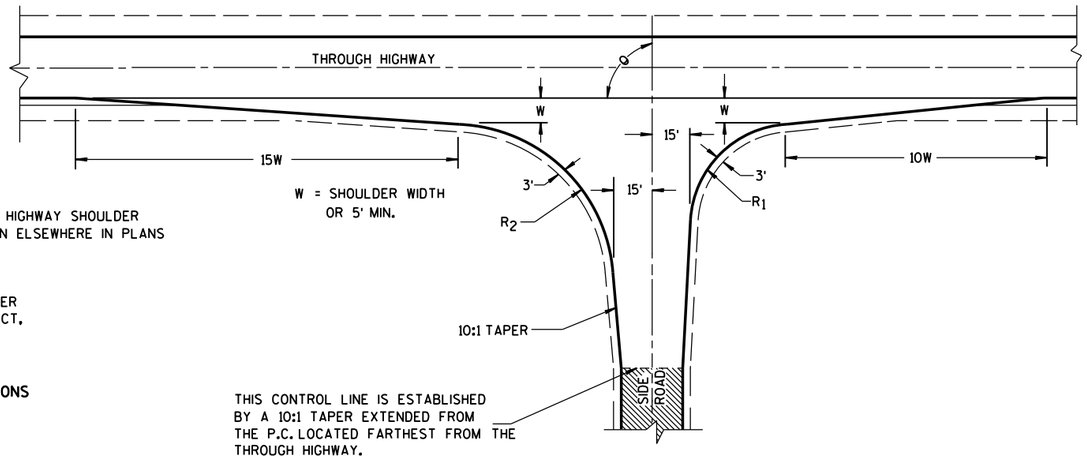


TYPE "B1" AND "B2"

*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"

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

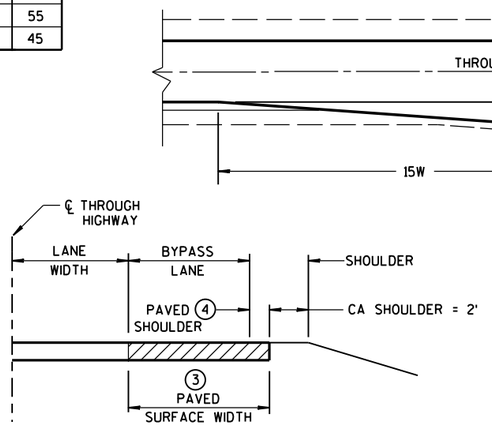
(1) 10-FT TYPICAL.

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

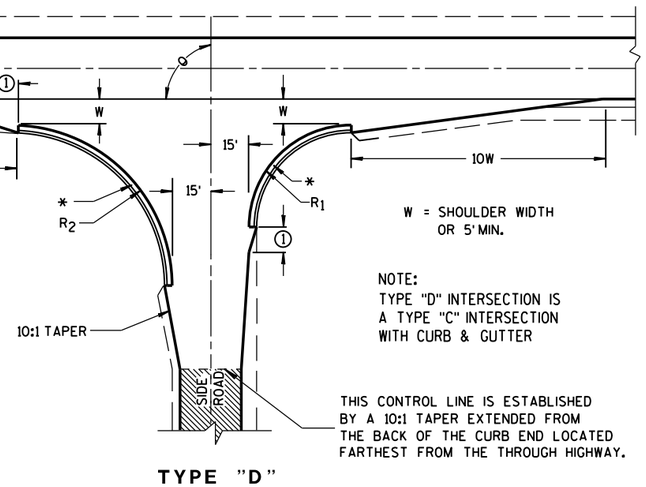
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(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.

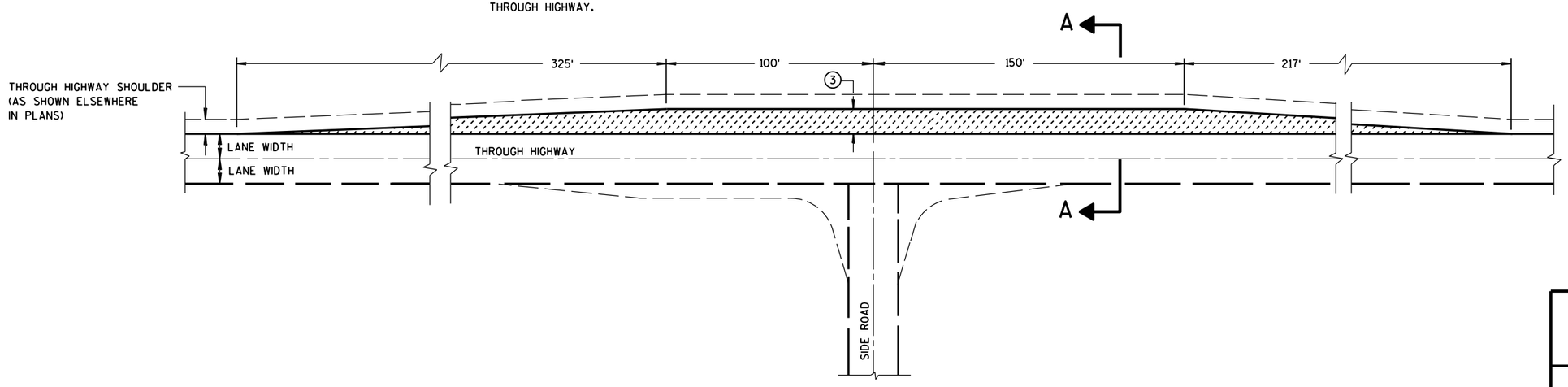
(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



TYPE "D"



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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S.D.D. 9 A 1-13a

GENERAL NOTES

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

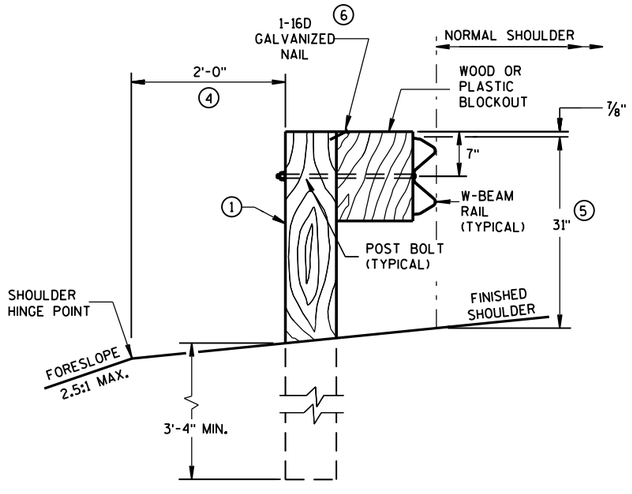
(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2½ INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

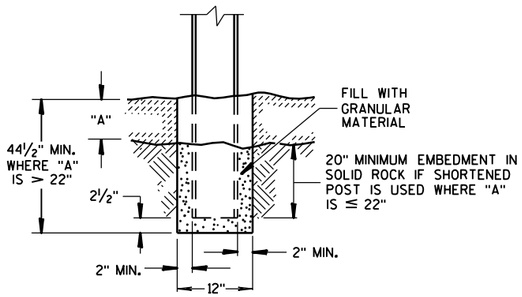
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



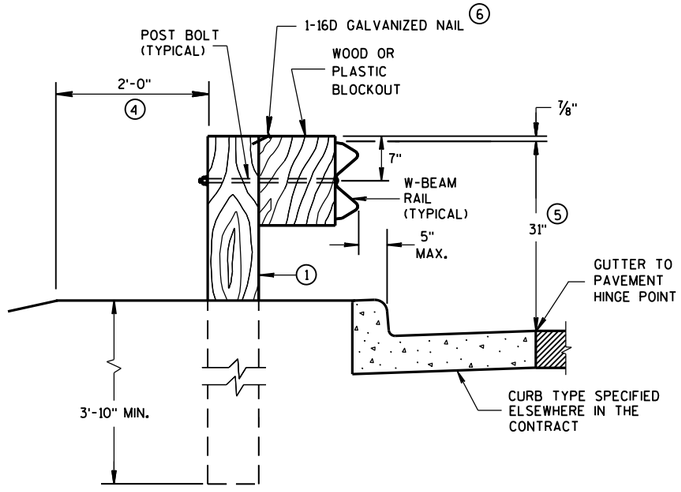
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



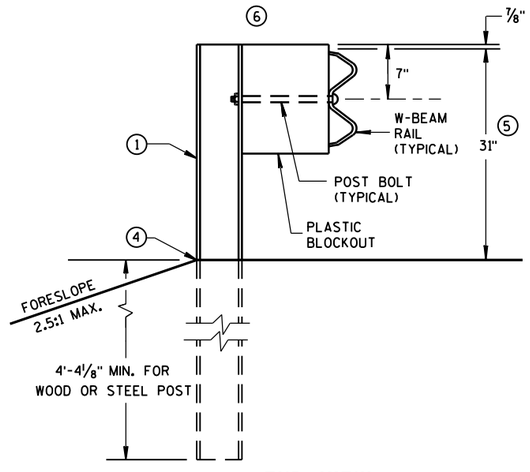
END VIEW

SETTING STEEL OR WOOD POST IN ROCK (3)



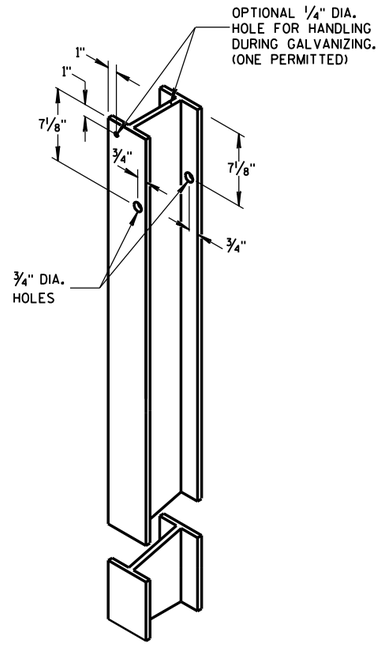
END VIEW

LOCATED ALONG A CURBED ROADWAY

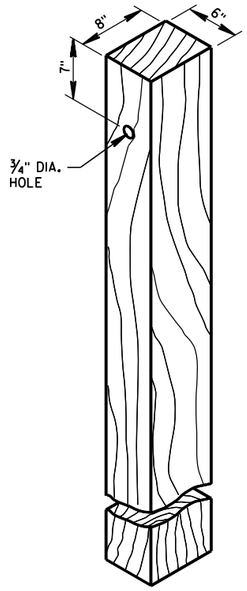


END VIEW

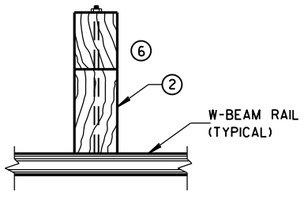
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



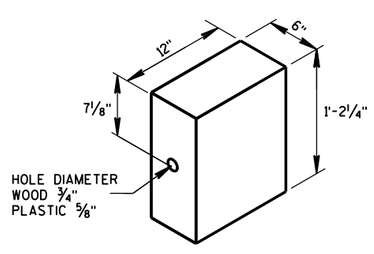
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) (1)



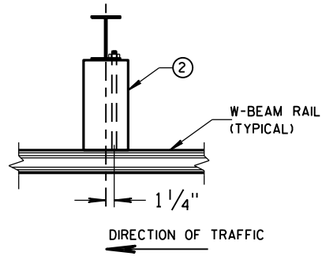
WOOD POST
(6" X 8") NOMINAL (1)



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT (2)



PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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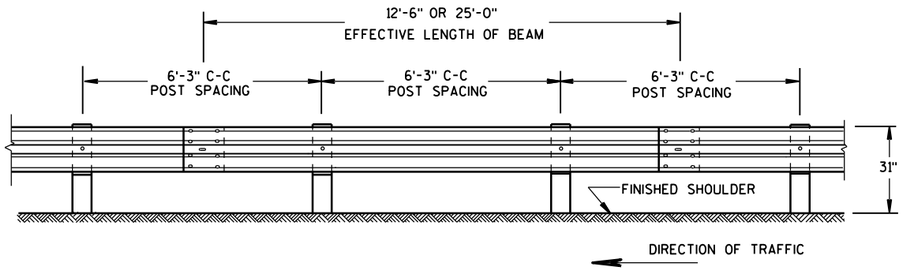
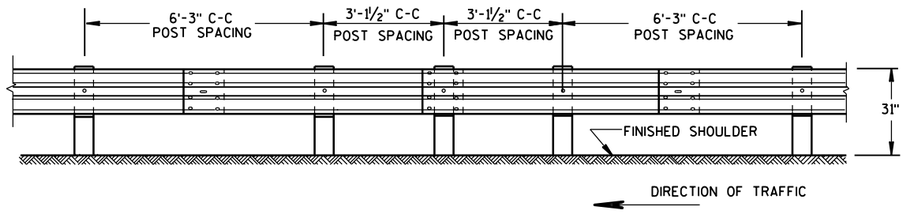
S.D.D. 14 B 42-3a



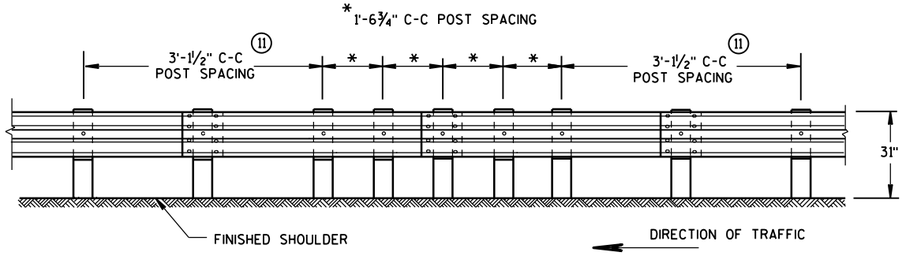
FRONT VIEW

POST SPACING STANDARD INSTALLATION



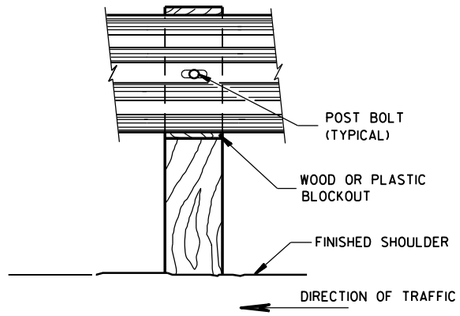
FRONT VIEW

HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)

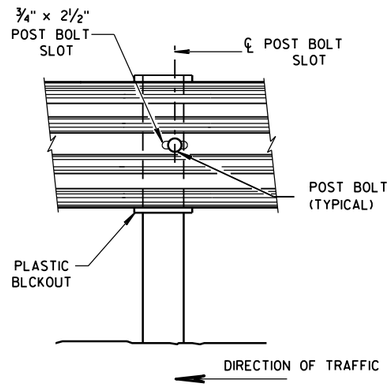


FRONT VIEW

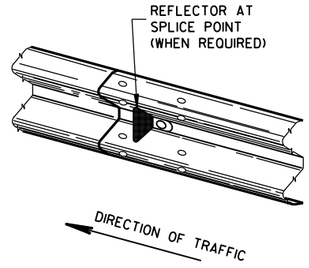
QUARTER POST SPACING (QS)

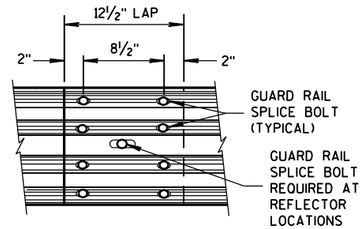


FRONT VIEW AT WOOD POST

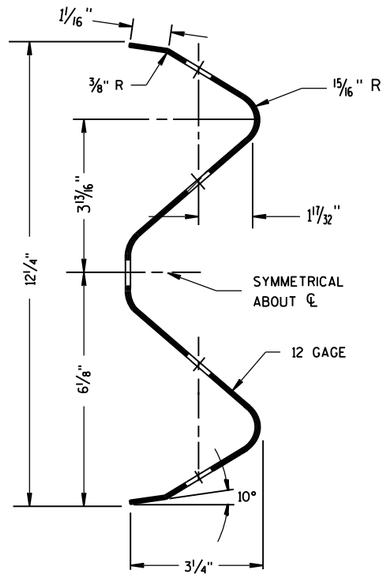


FRONT VIEW AT STEEL POST

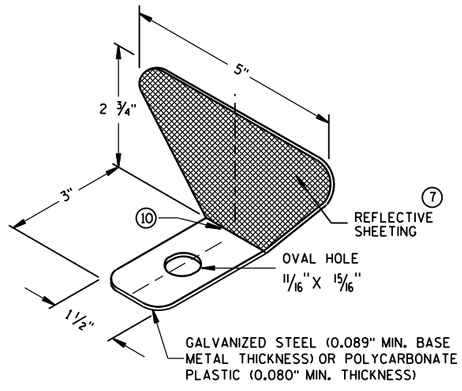




FRONT VIEW
MID-SPAN BEAM SPLICE



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION ⑦

GENERAL NOTES

⑦ PROVIDE SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH YELLOW REFLECTIVE SHEETING. SHEETING IS TYPE H. SEE STANDARD SPECIFICATION 637.

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.

⑨ REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

⑩ PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.

⑪ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

REFLECTOR SPACING ⑧

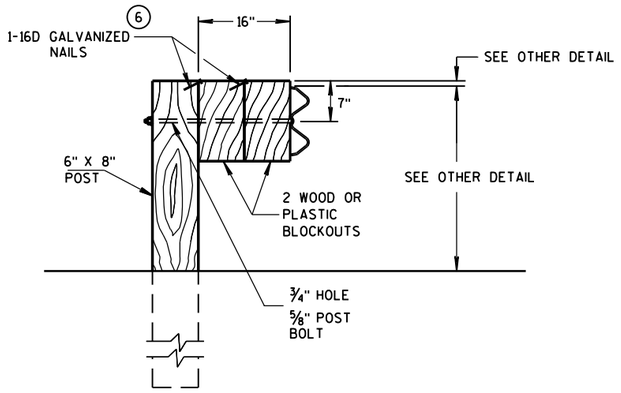
	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 ⑨	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2	3
	> 200'	100' C-C	2 ⑩	

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

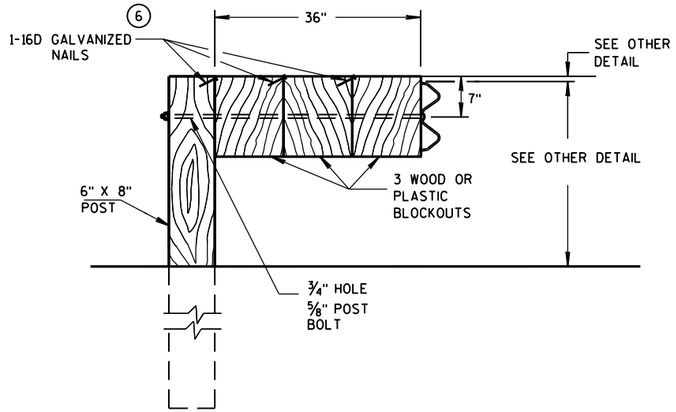
6

S.D.D. 14 B 42-3b



DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

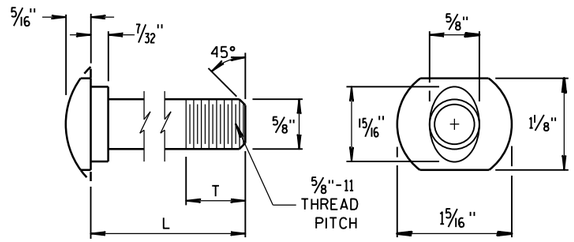


DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

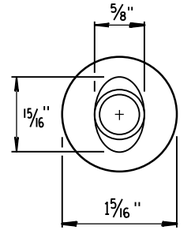
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

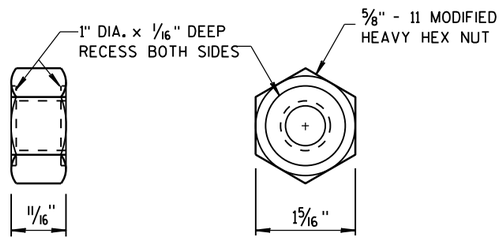


POST BOLT TABLE

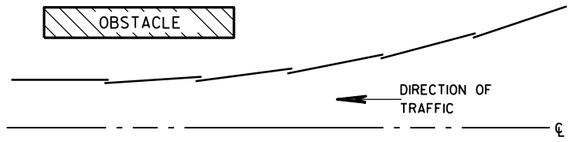
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

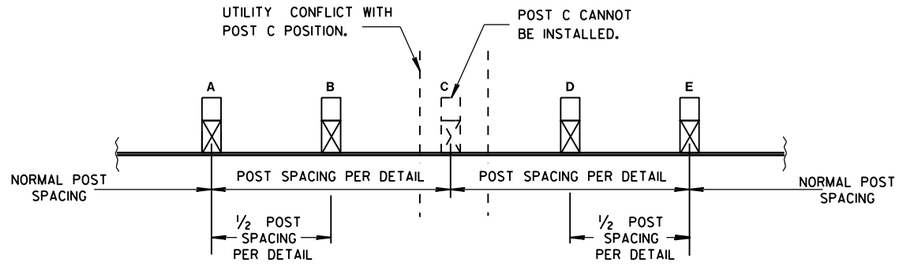


POST BOLT AND RECESS NUT

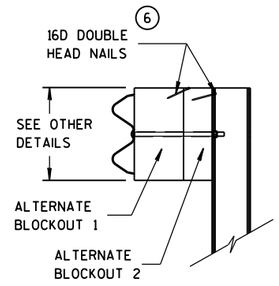


PLAN VIEW

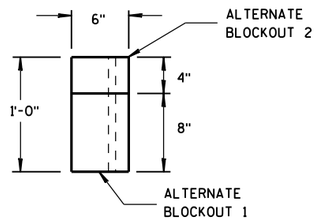
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 14 B 42-3c

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL), AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

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

(C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

(D) THE TOP OF THE STEEL TUBE ON POST 1 AND POST 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

(G) ½" DIAMETER X 3" LONG LAG BOLT AND WASHER.

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

(I) DIMENSIONS MAY VARY. SEE MANUFACTURE'S INFORMATION.

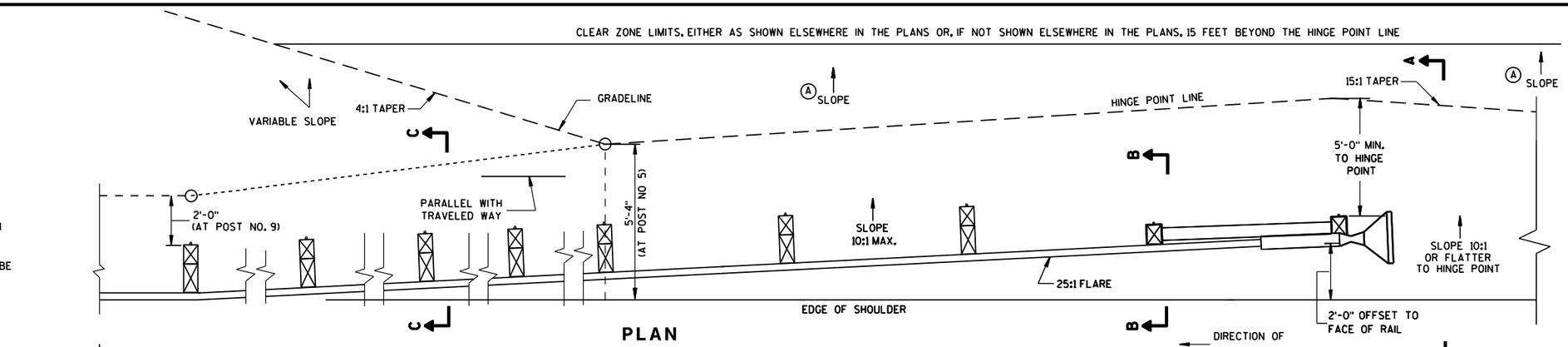
SEE SDD 14B42 FOR MORE INFORMATION.

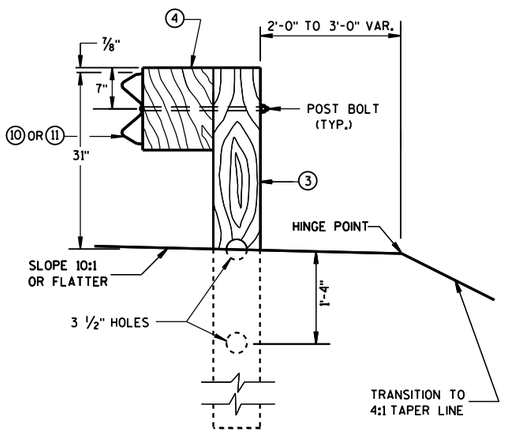
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

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

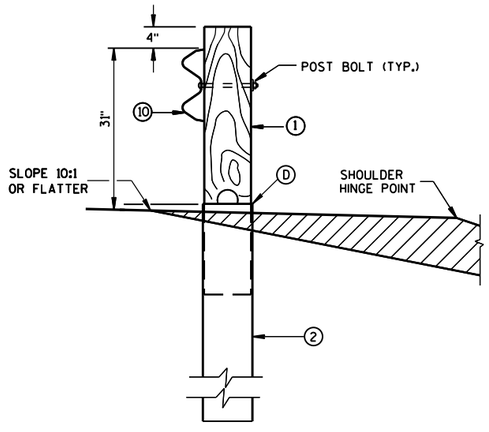
W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE.

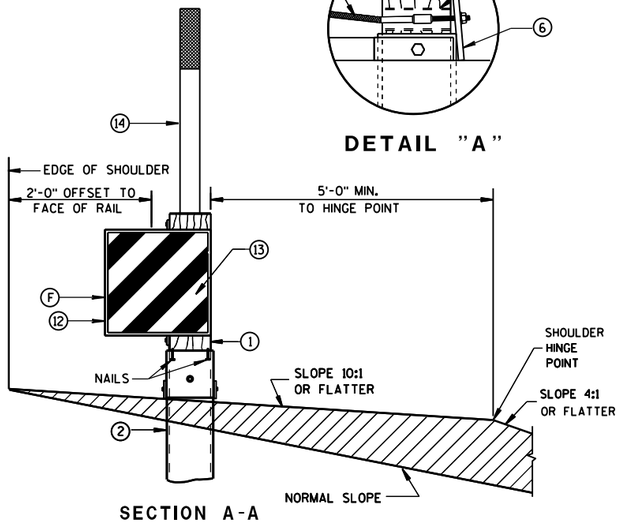




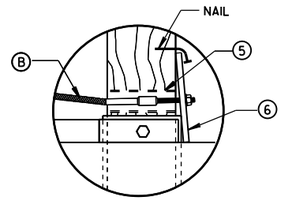
SECTION C-C
TYPICAL AT POST NOS. 3-9



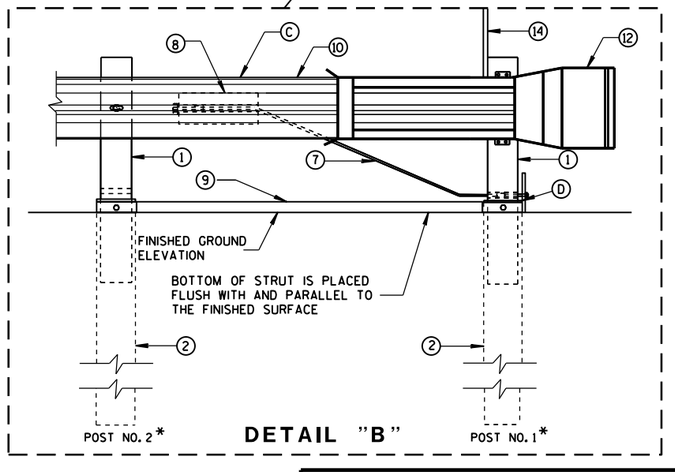
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"



DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

S.D.D. 14 B 44-2a

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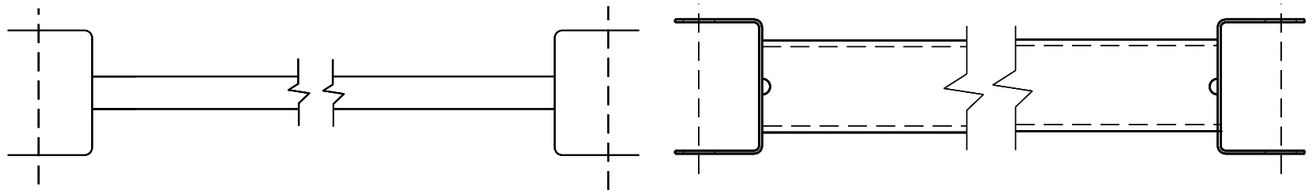
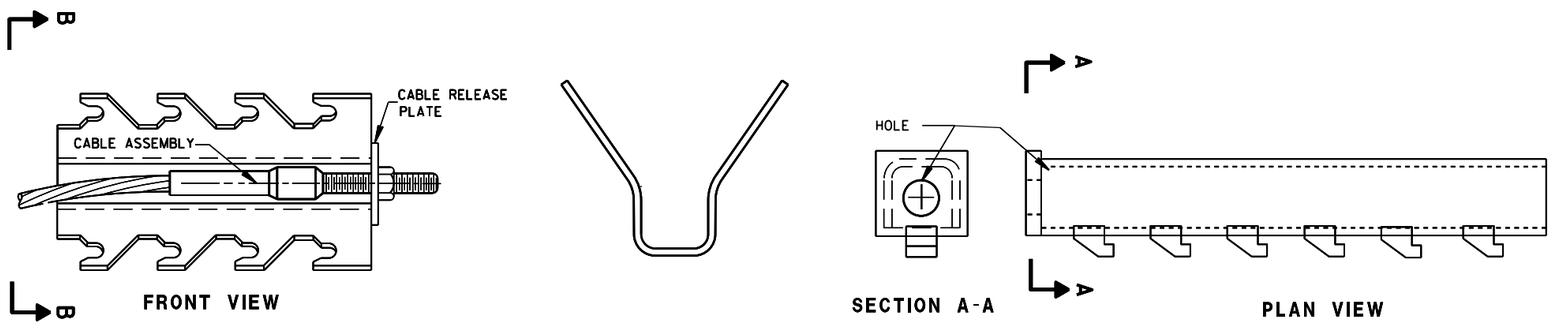


⑨ Ⓗ

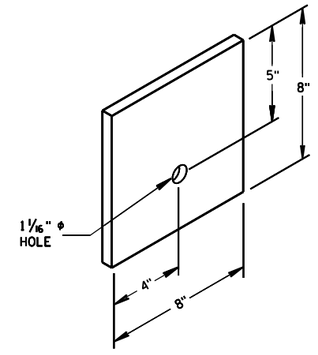
GENERIC GROUND STRUT

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
①	WOOD BREAKAWAY POST
②	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	END SECTION EAT
⑬	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS
⑭	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)



GENERIC ANCHOR CABLE BOX ⑧ Ⓗ



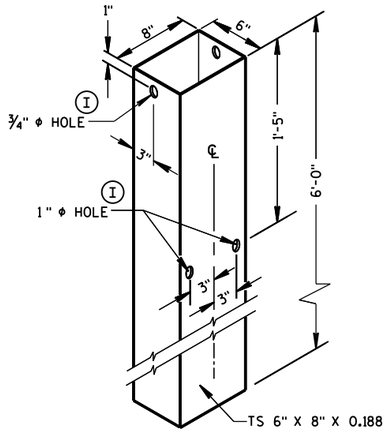
BEARING PLATE ⑥

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

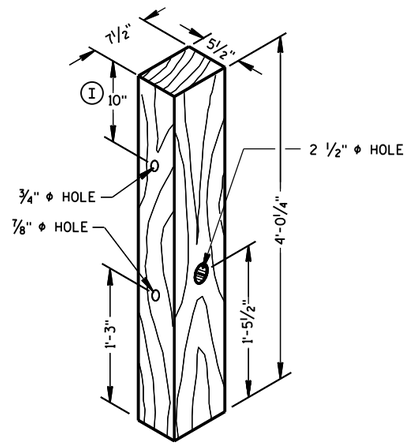
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 44-2b

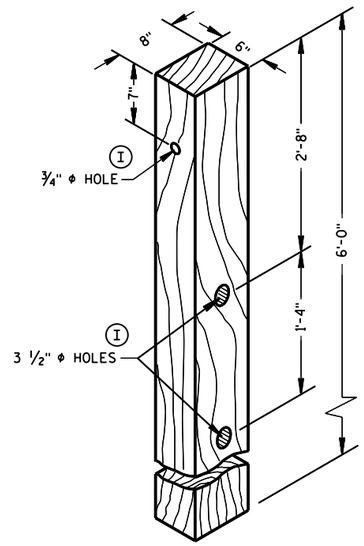


FOUNDATION TUBE (2)



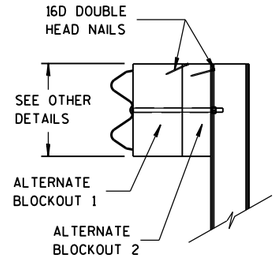
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

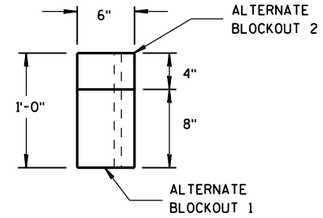


POSTS NUMBER 3-9

WOOD CRT POST (3)

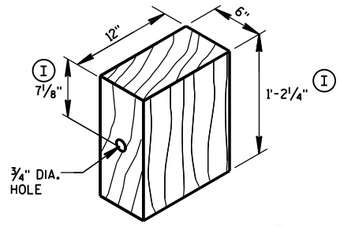


SIDE VIEW



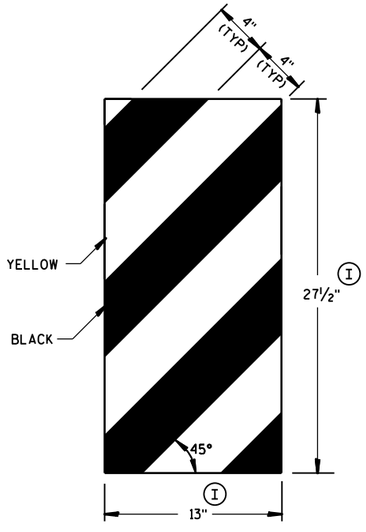
TOP VIEW

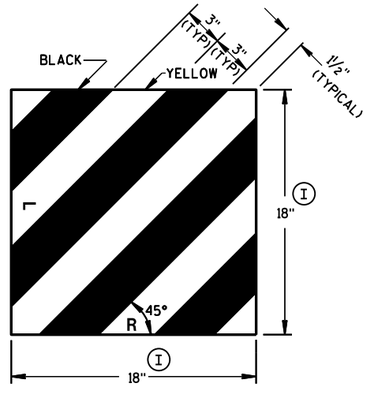
ALTERNATE WOOD BLOCKOUT DETAIL



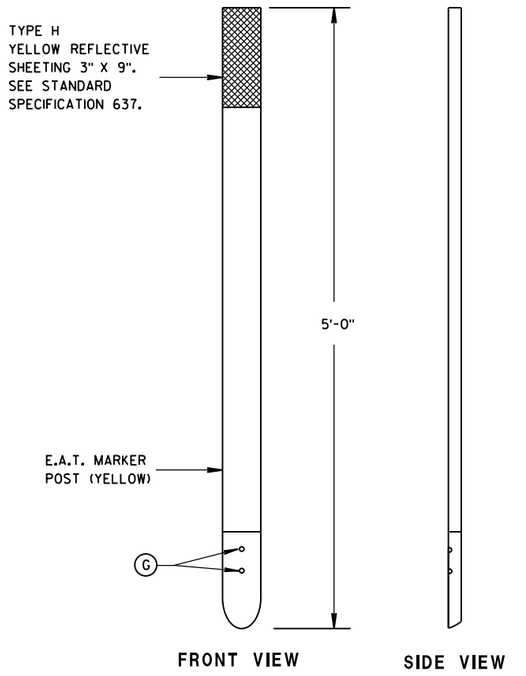
WOOD BLOCKOUT (4)

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





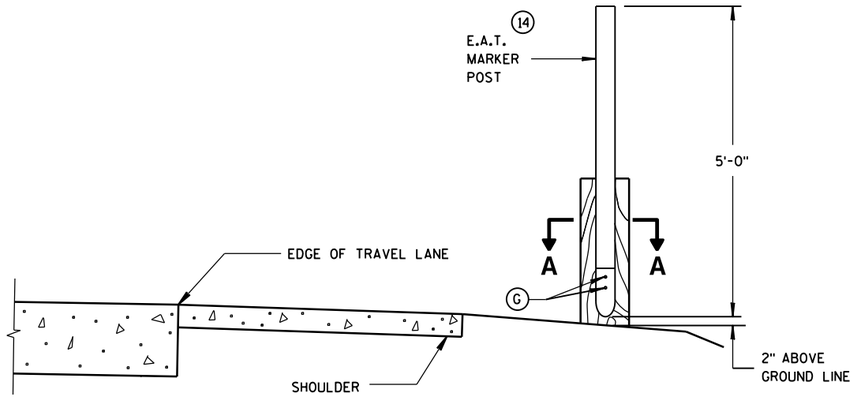
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

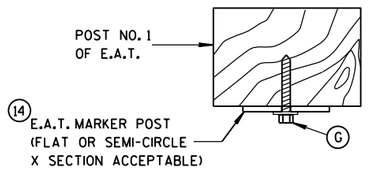
SIDE VIEW

E.A.T. MARKER POST (14)



TYPICAL INSTALLATION OF E.A.T. MARKER POST BACKSIDE OF POST NO. 1

(E.A.T. AND RAIL REMOVED FOR CLARITY)



SECTION A-A

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

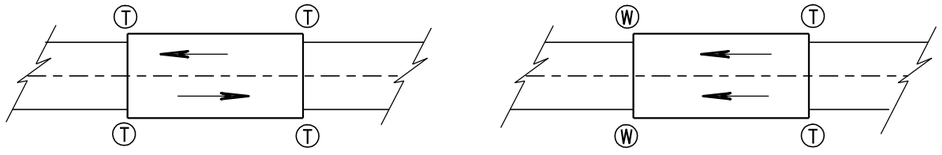
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

6

S.D.D. 14 B 44-2c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

Ⓣ THRIE BEAM CONNECTION

Ⓦ W-BEAM CONNECTION WHEN REQUIRED

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

GENERAL NOTES

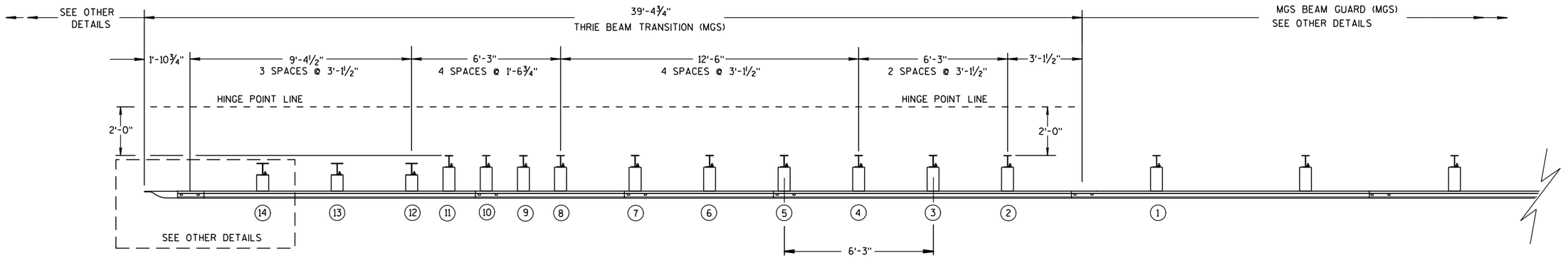
BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

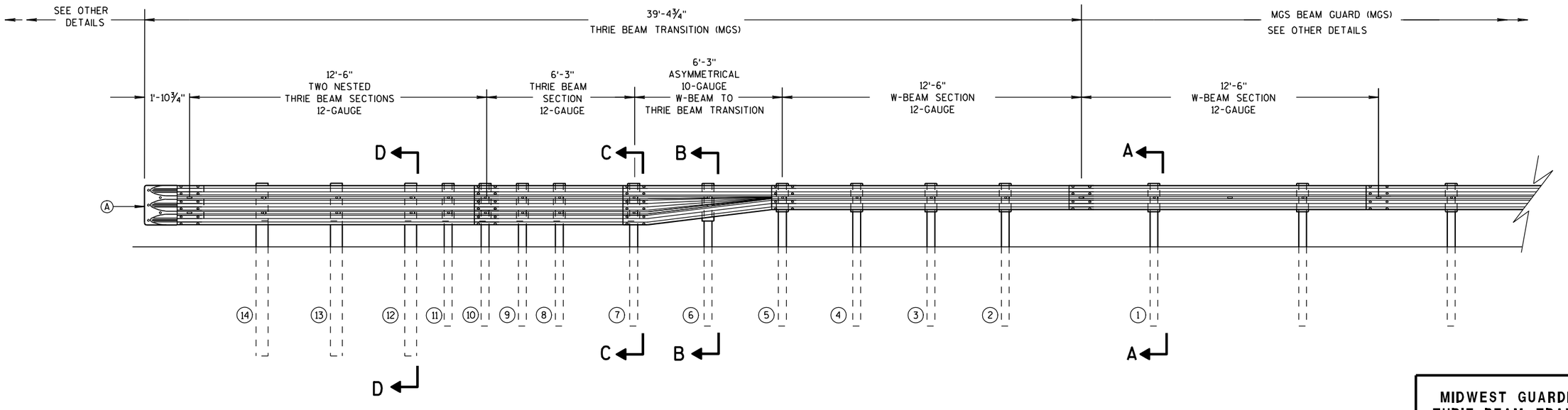
TRANSITION USES STEEL POSTS ONLY.

SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

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



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

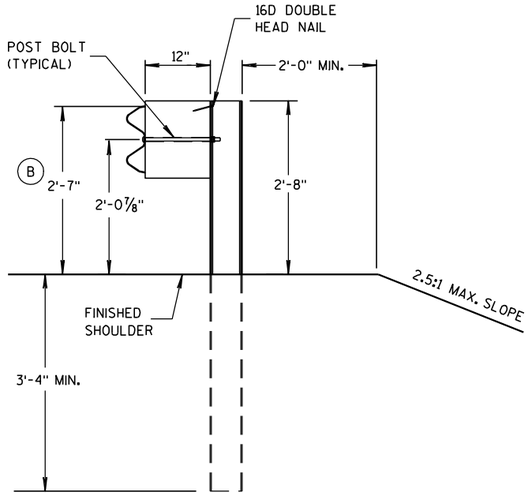
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 45-3a

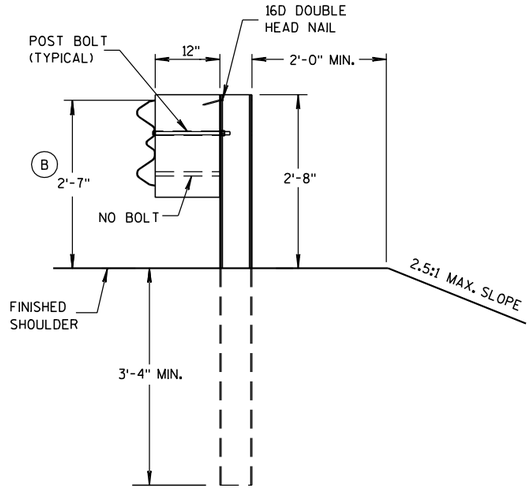
GENERAL NOTES

(B) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



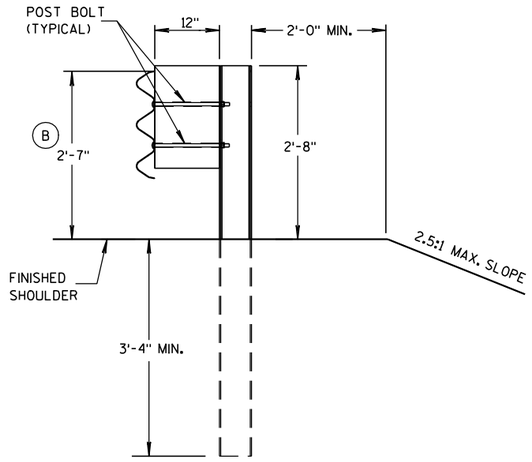
SECTION A-A

POSTS 1-5



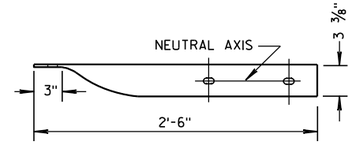
SECTION B-B

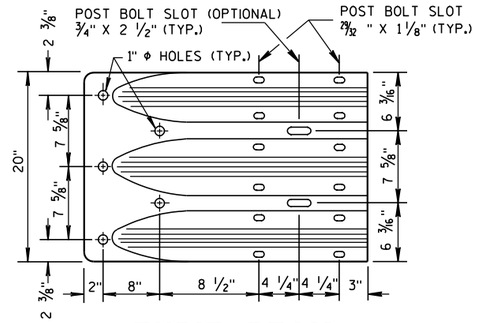
POST 6



SECTION C-C

POSTS 7-11





THRIE BEAM TERMINAL CONNECTOR

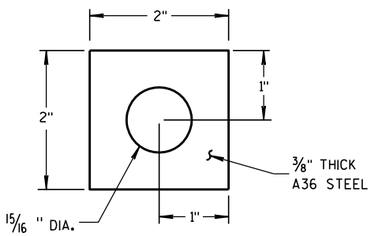
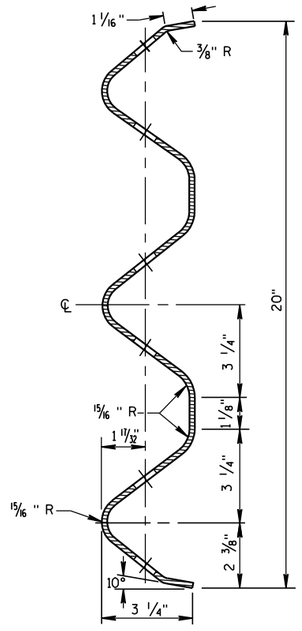
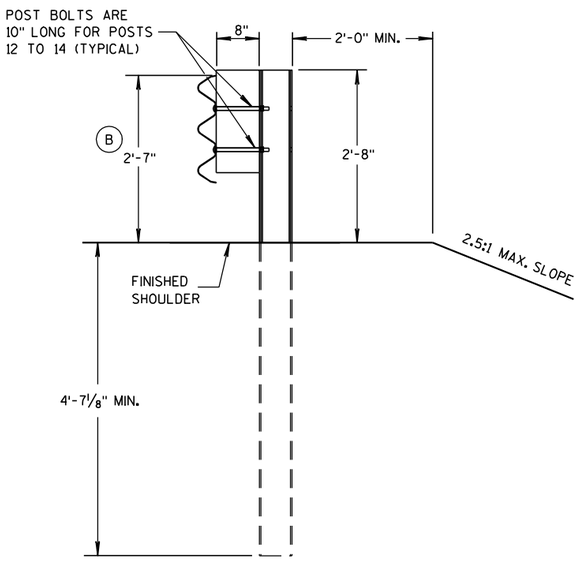


PLATE WASHER DETAIL

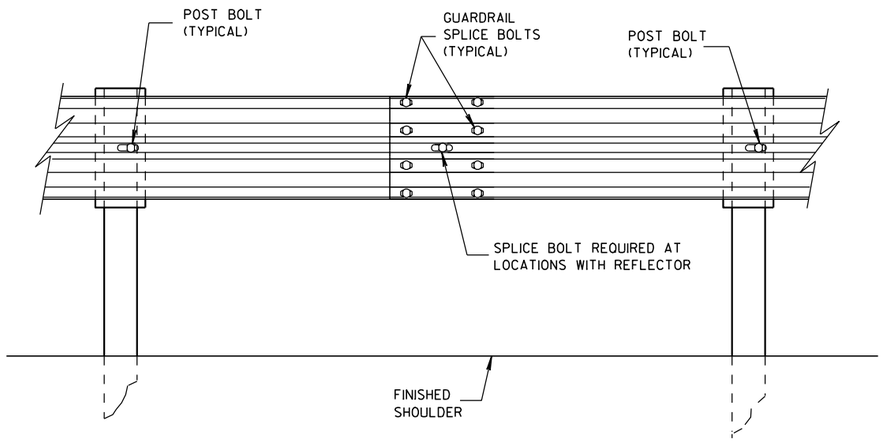


SECTION THRU THRIE BEAM RAIL ELEMENT



SECTION D-D

POSTS 12-14



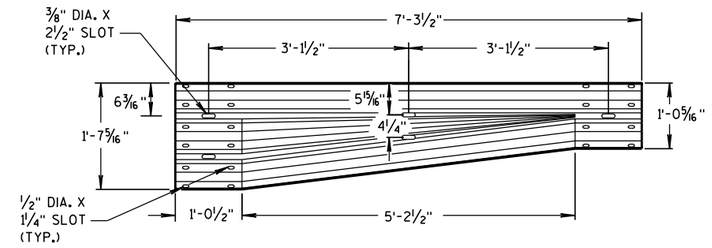
SPLICE DETAIL

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

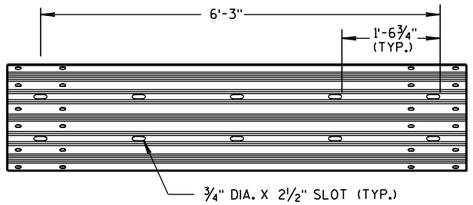
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

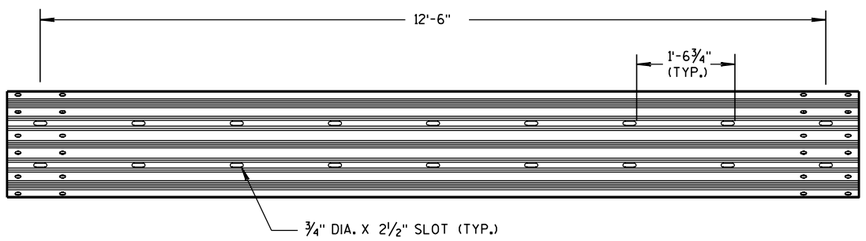
S.D.D. 14 B 45-3b



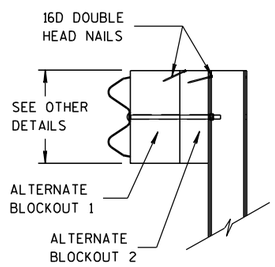
W-BEAM TO THRIE BEAM TRANSITION SECTION



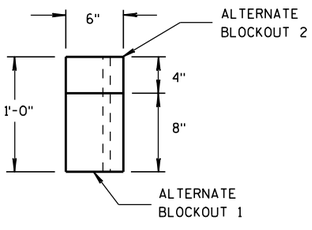
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

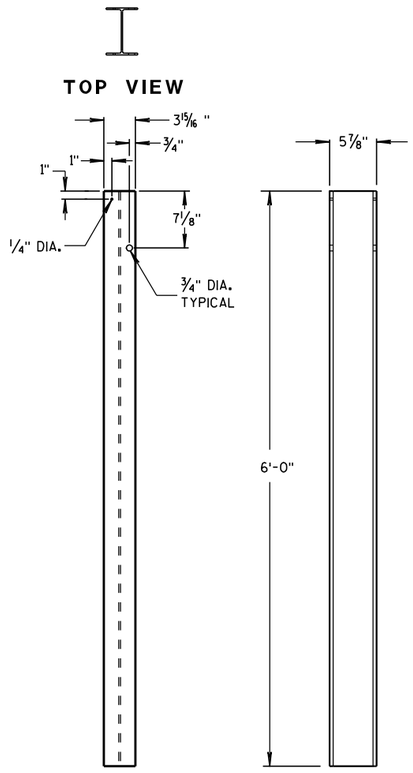


SIDE VIEW



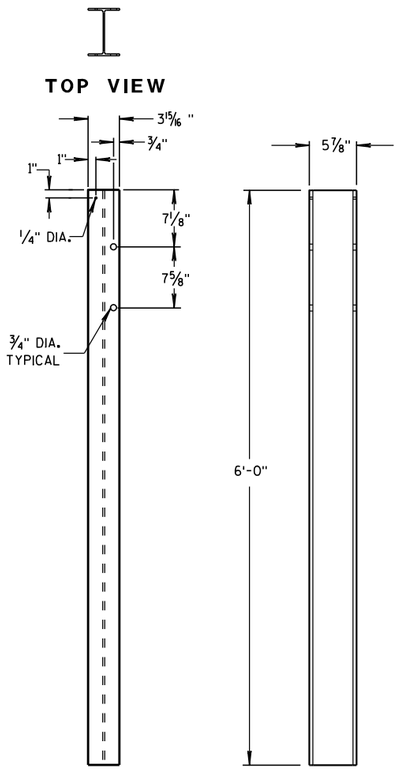
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



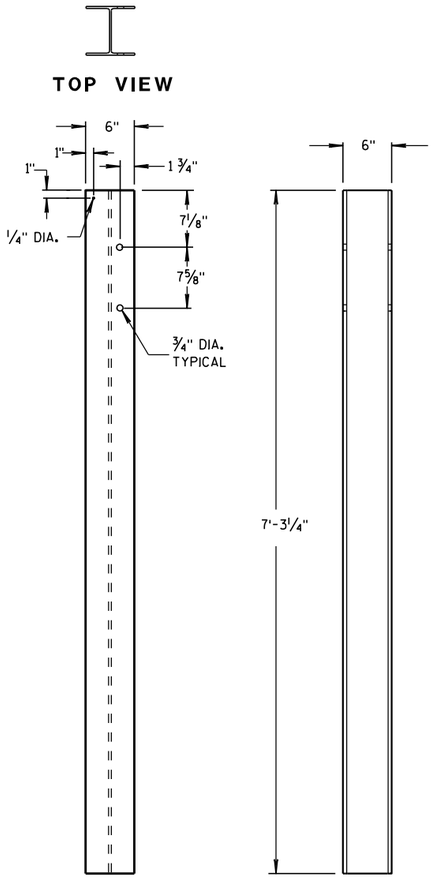
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5



FRONT VIEW SIDE VIEW

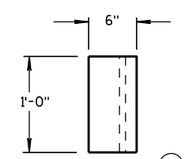
STEEL POSTS 6-11



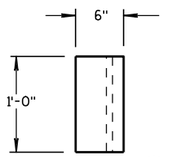
FRONT VIEW SIDE VIEW

STEEL POSTS 12-14

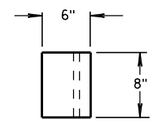
(1) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.



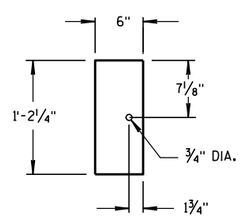
TOP VIEW (1)



TOP VIEW (1)

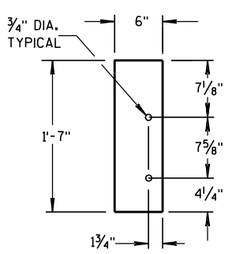


TOP VIEW



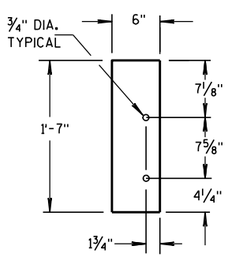
FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-11



FRONT VIEW

BLOCKOUT POSTS 12-14

STEEL POST SIZES

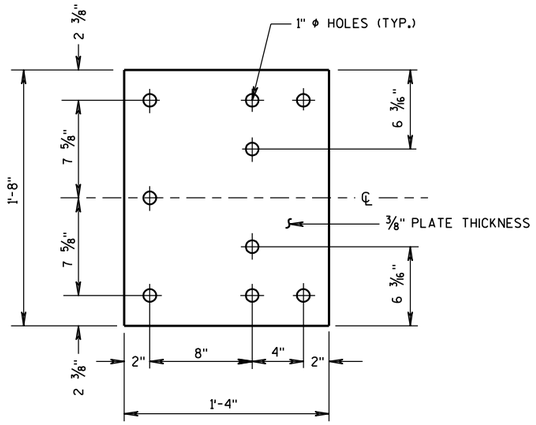
POST NUMBER	SECTION TYPE	LENGTH
1	W6x9	72"
2	W6x9	72"
3	W6x9	72"
4	W6x9	72"
5	W6x9	72"
6	W6x9	72"
7	W6x9	72"
8	W6x9	72"
9	W6x9	72"
10	W6x9	72"
11	W6x9	72"
12	W6x15	87 1/8"
13	W6x15	87 1/8"
14	W6x15	87 1/8"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

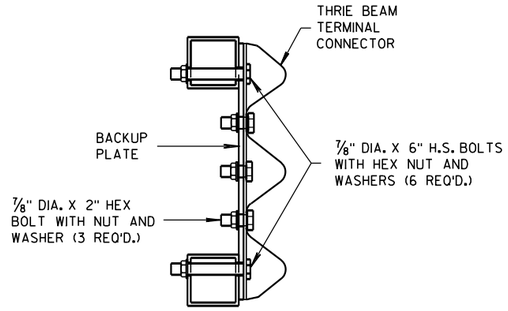
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

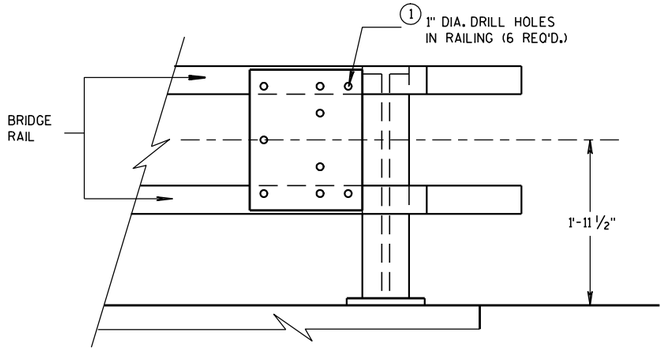
S.D.D. 14 B 45-3c



BACK-UP PLATE DETAIL



SECTION J-J

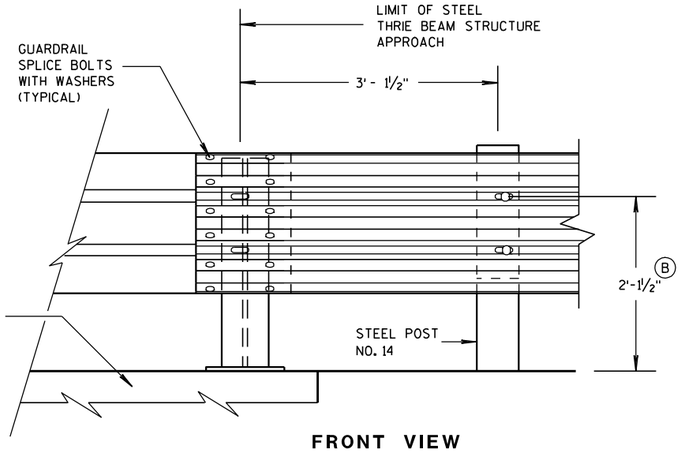


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

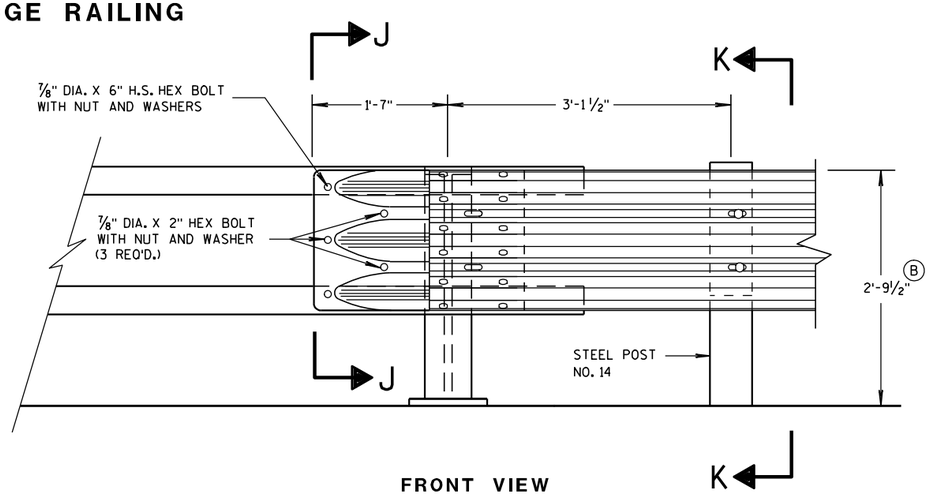
1. DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

B. TOLERANCE FOR TOP OF BEAM IS ± 1".

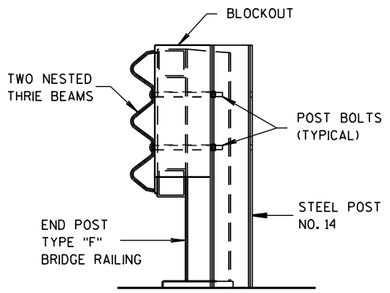


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

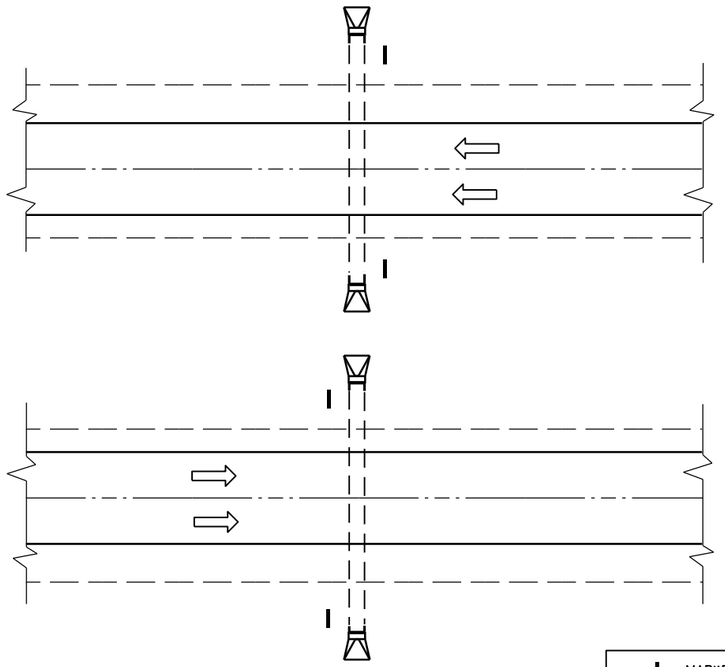
APPROVED
8/31/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 14 B 45-3g

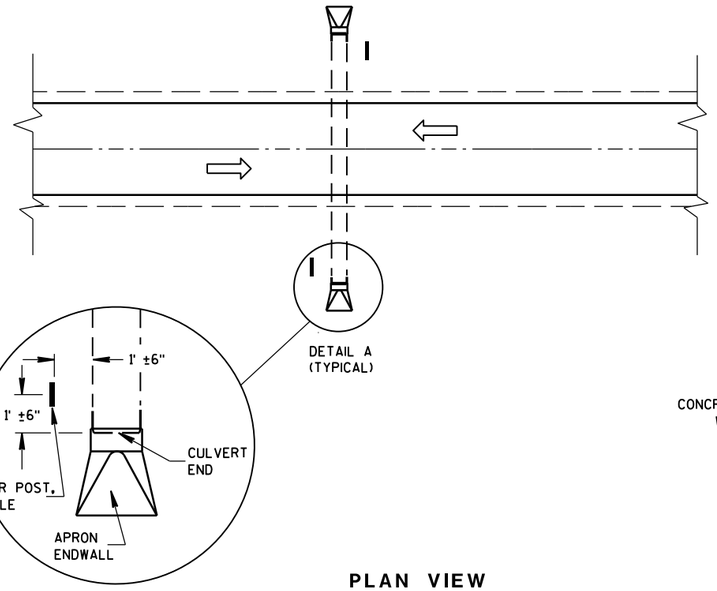
6

S.D.D. 14 B 45-3g



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

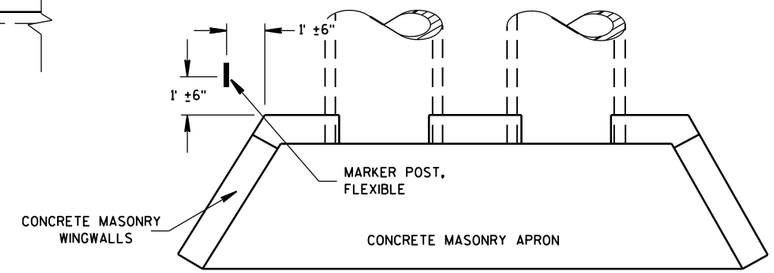
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

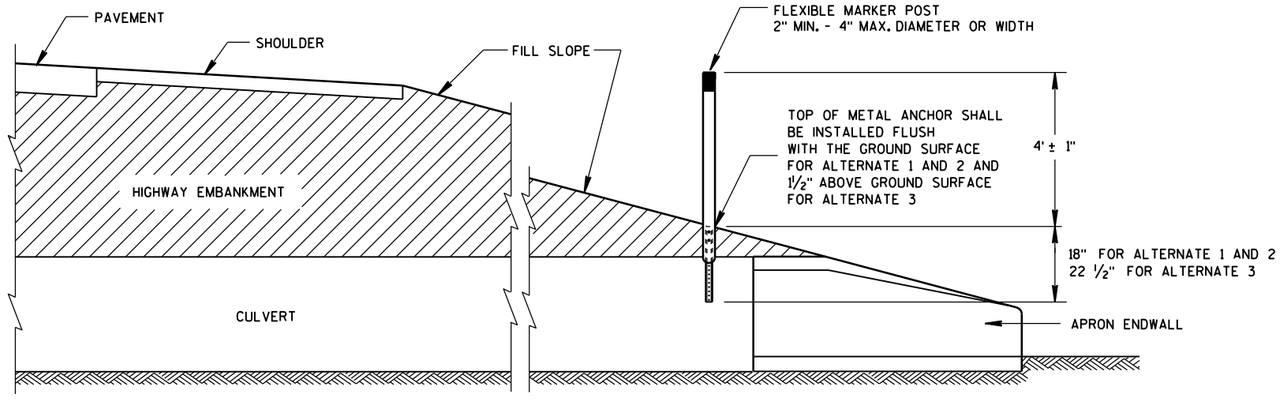
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

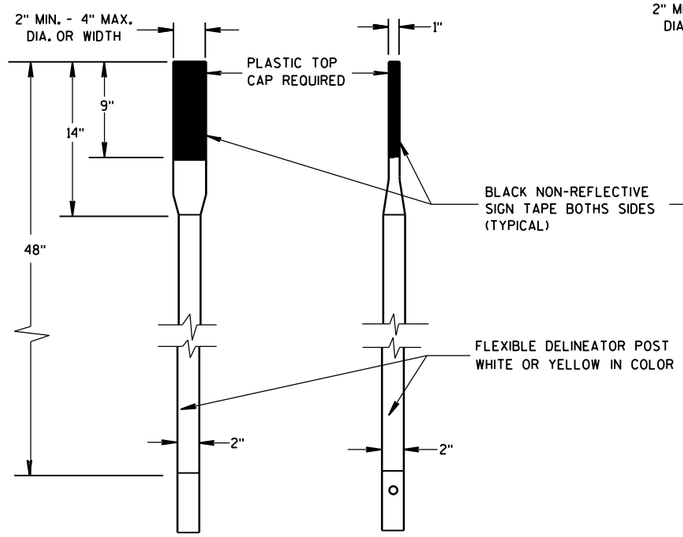
FLEXIBLE MARKER POST

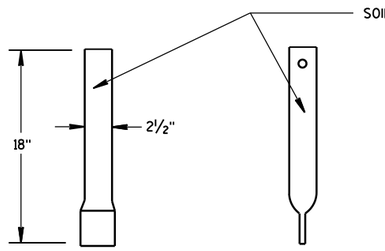
FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

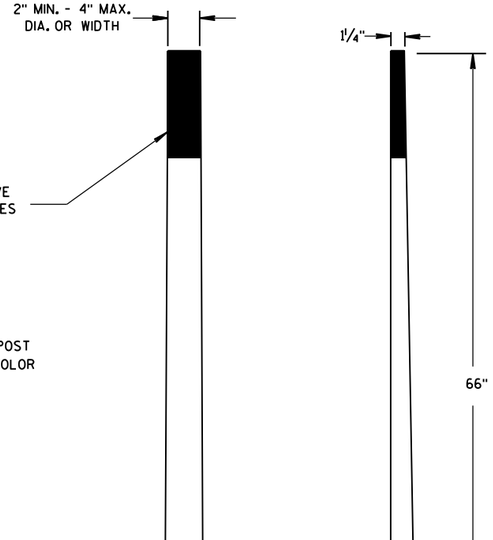
S.D.D. 15 A 3-2a





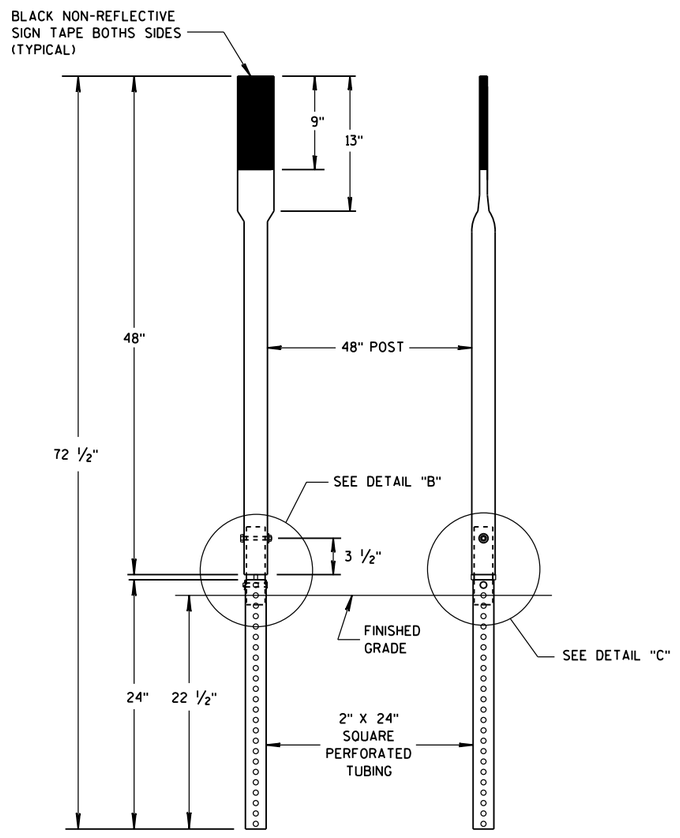
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

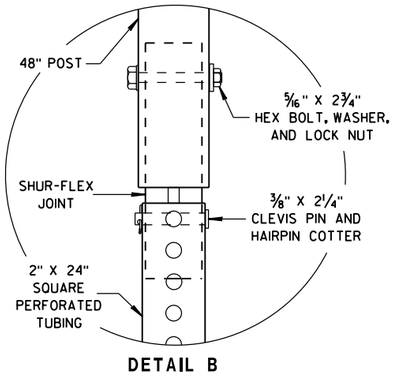
ALTERNATE 2



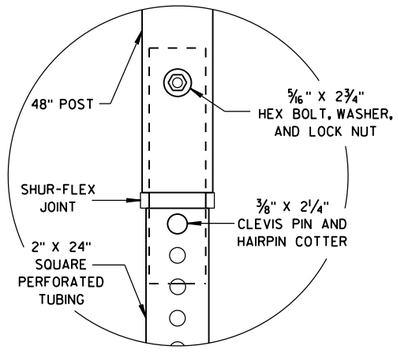
FRONT VIEW SIDE VIEW

ALTERNATE 3

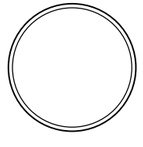
FLEXIBLE MARKER POSTS



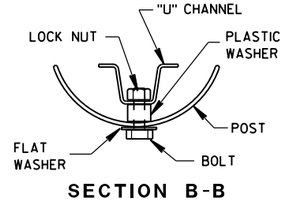
DETAIL B



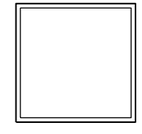
DETAIL C



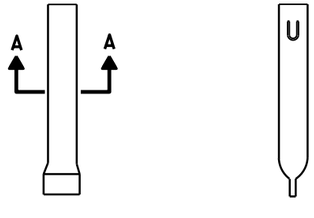
SECTION A-A



SECTION B-B

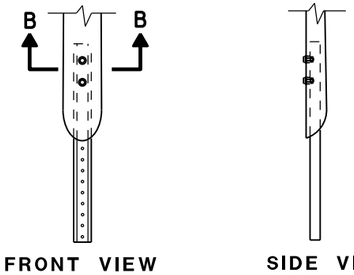


SECTION C-C



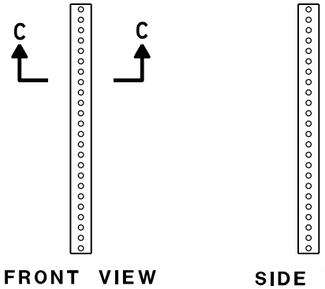
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

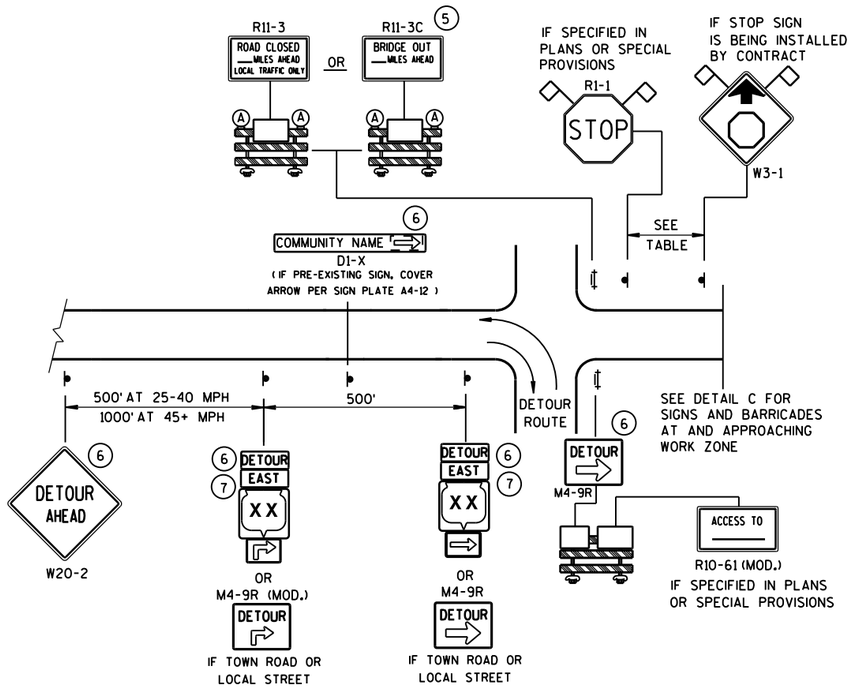
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

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

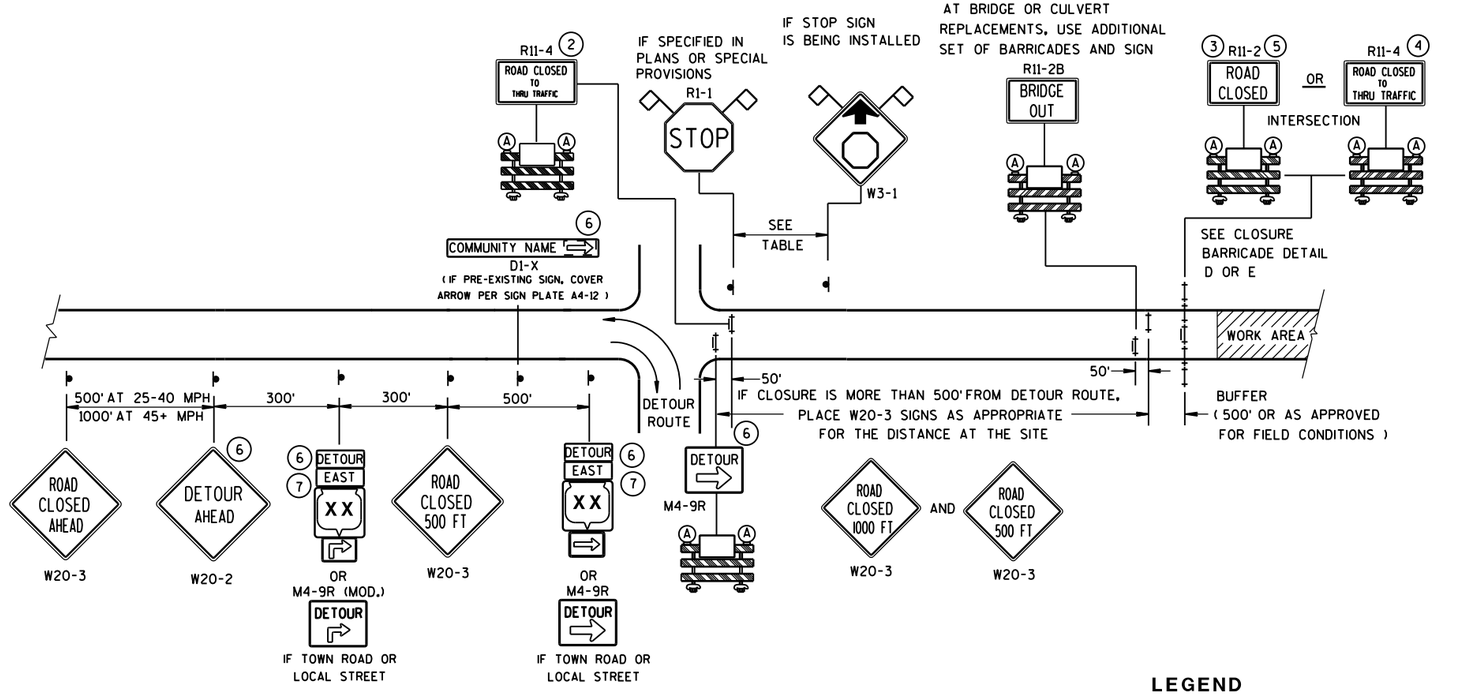
6

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



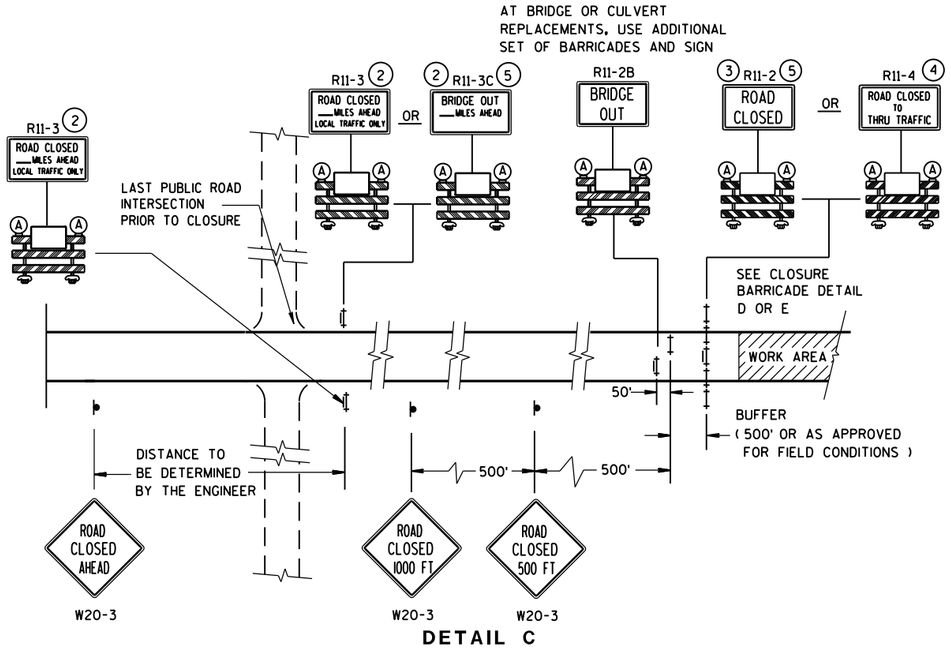
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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)

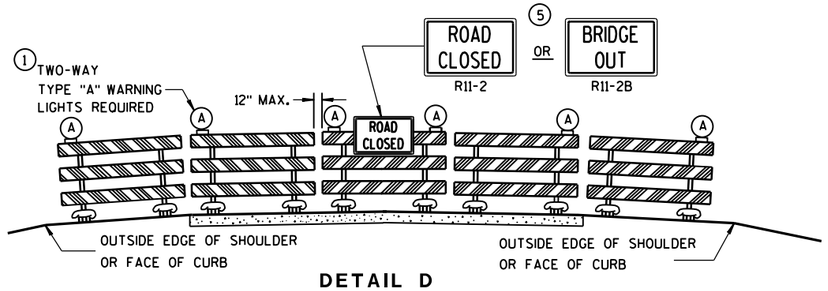
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

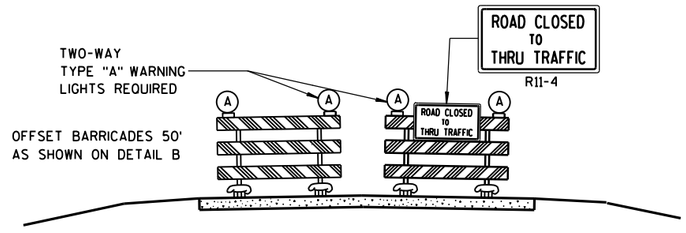
6
S.D.D. 15 C 2-5a



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.

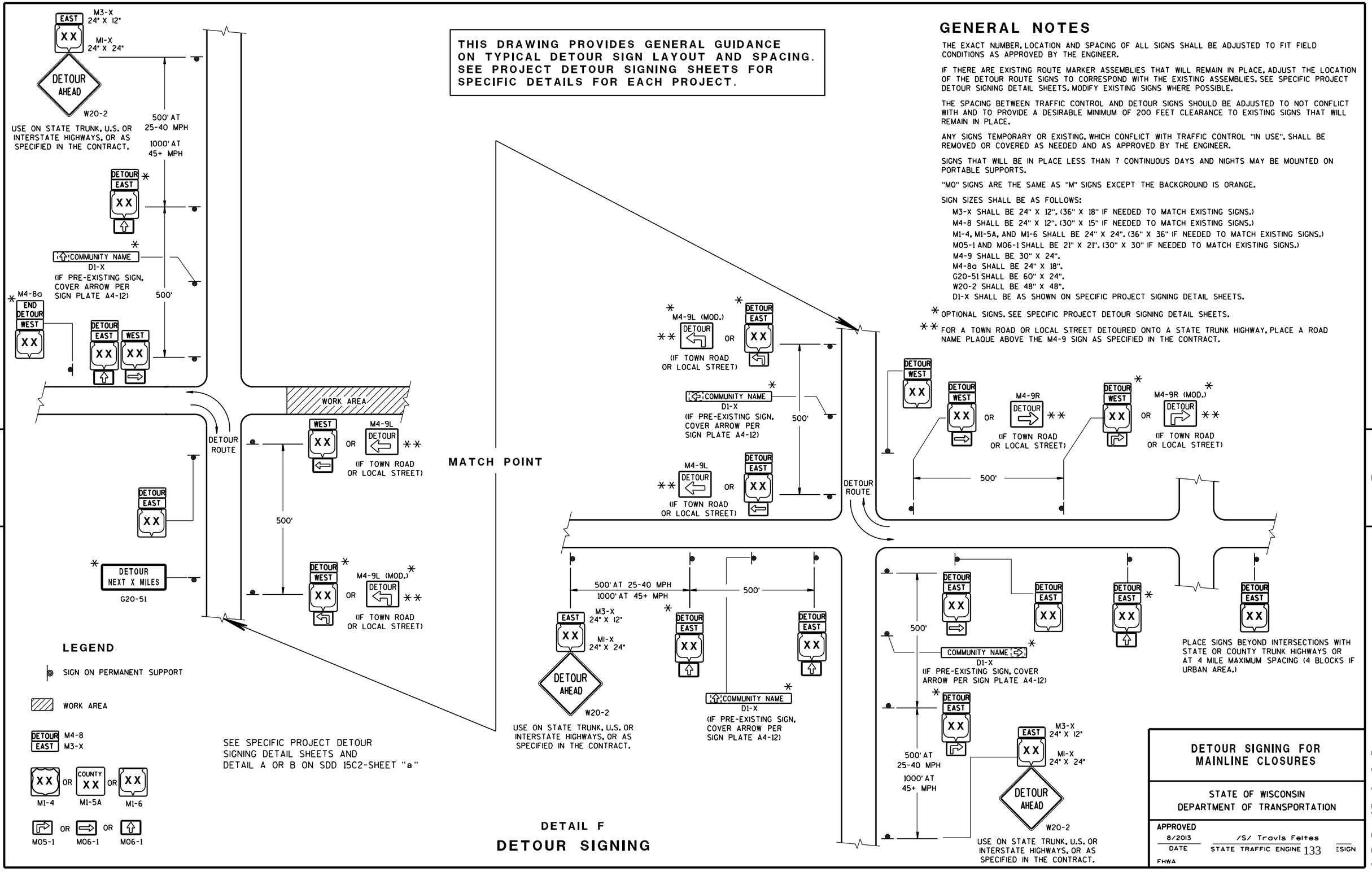
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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.)
- MO5-1 AND MO6-1 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

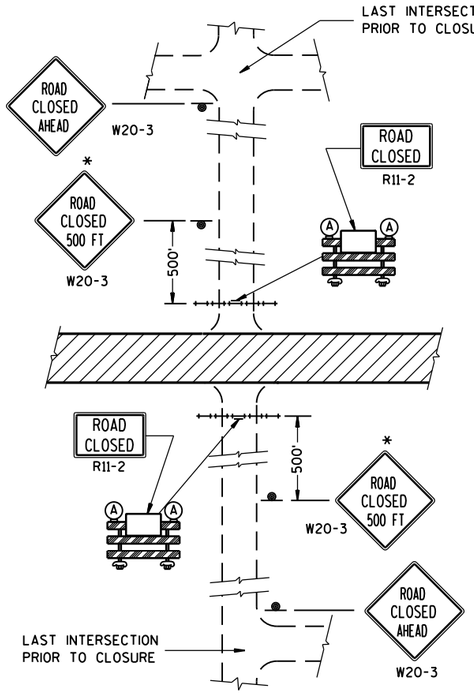
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

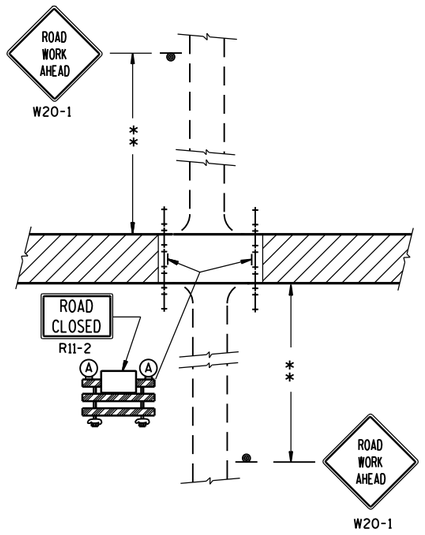
APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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



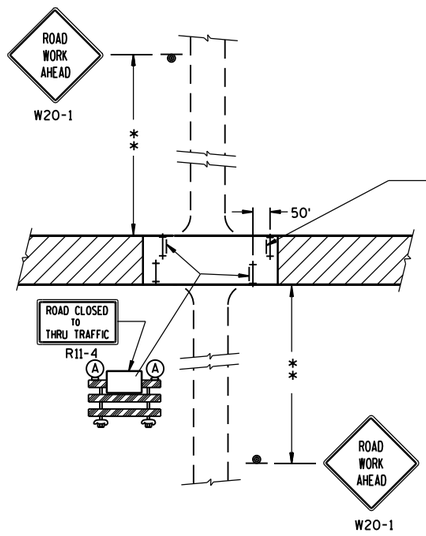
DETAIL 1

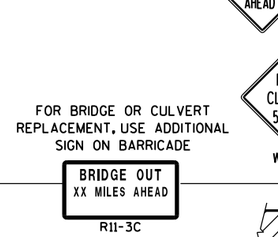
(NO ACCESS TO PROJECT)



DETAIL 2

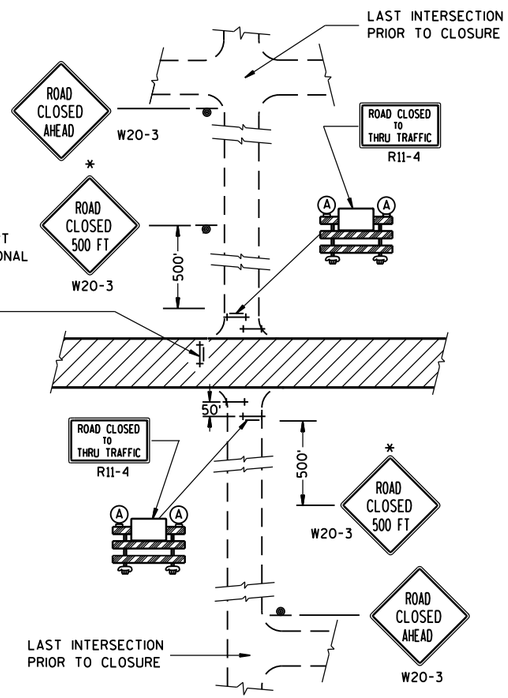
(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).





DETAIL 3

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



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

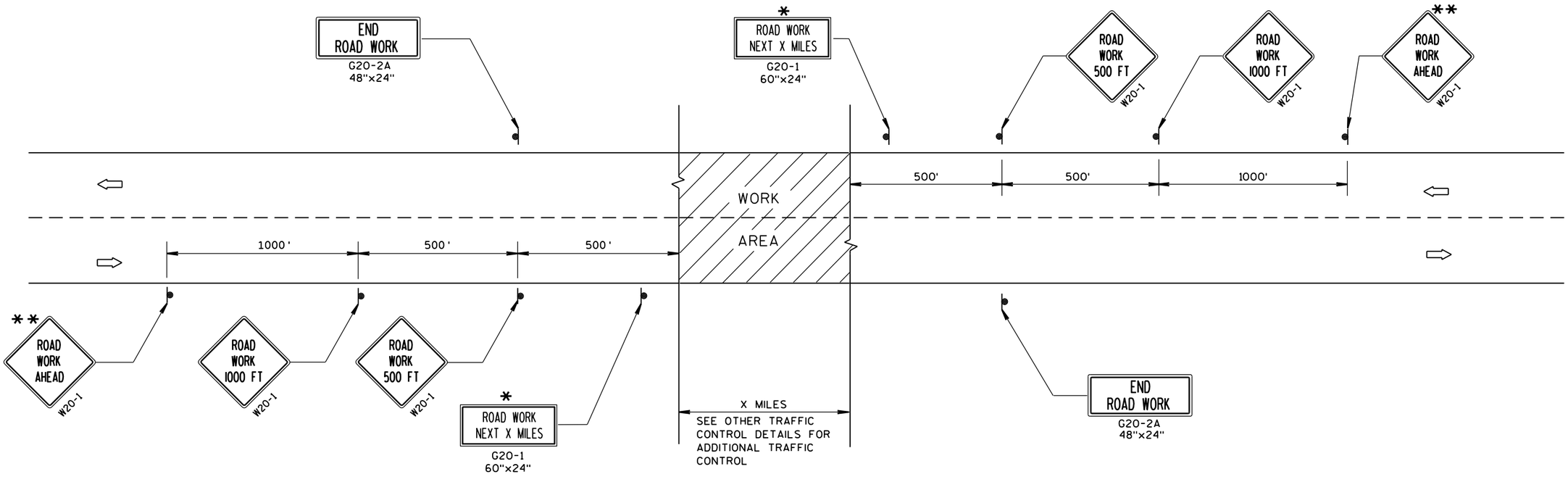
BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 15 C 3-2



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.

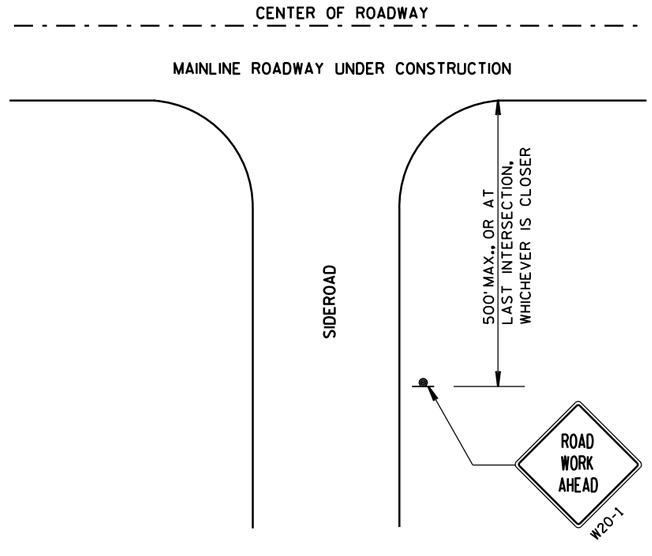
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

SIGN

FHWA

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S.D.D. 15 C 4-2

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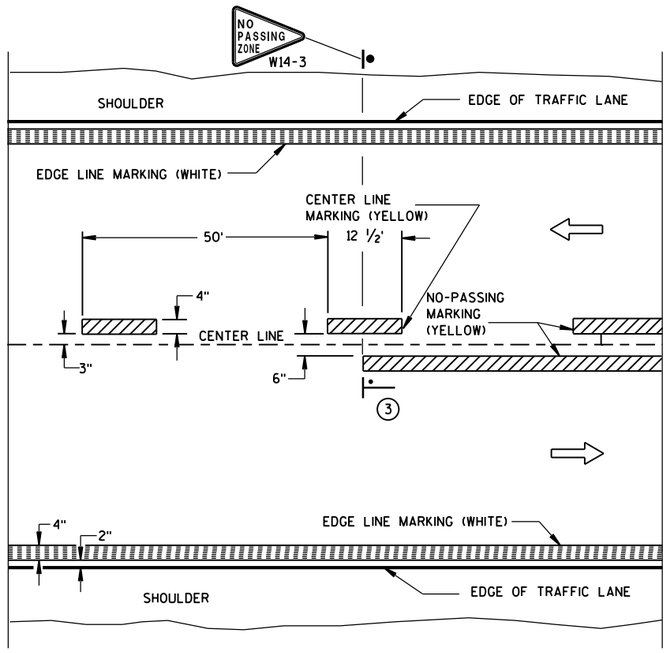
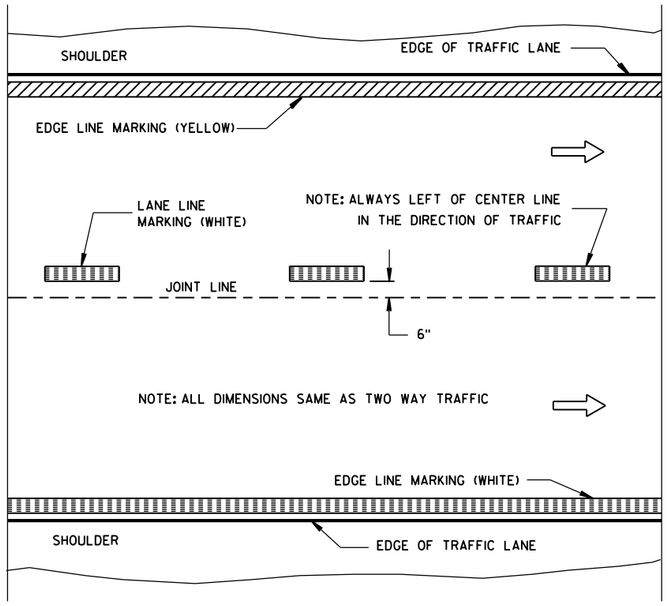
S.D.D. 15 C 4-2

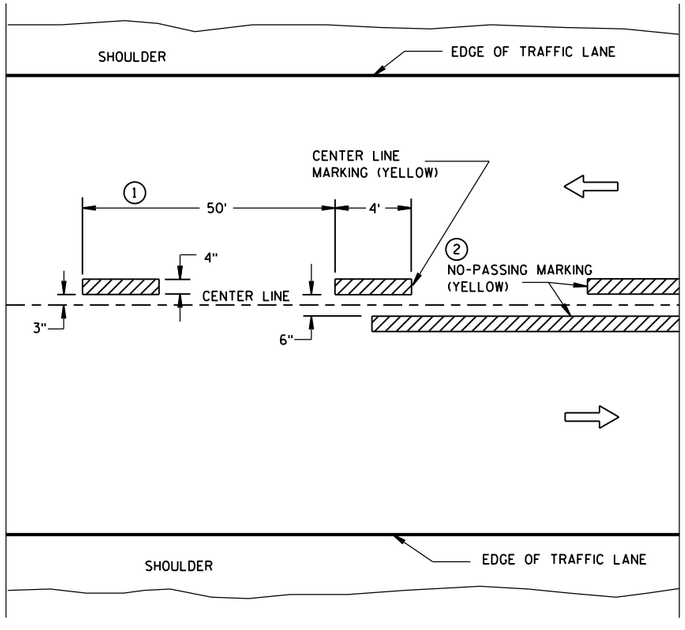


TWO WAY TRAFFIC

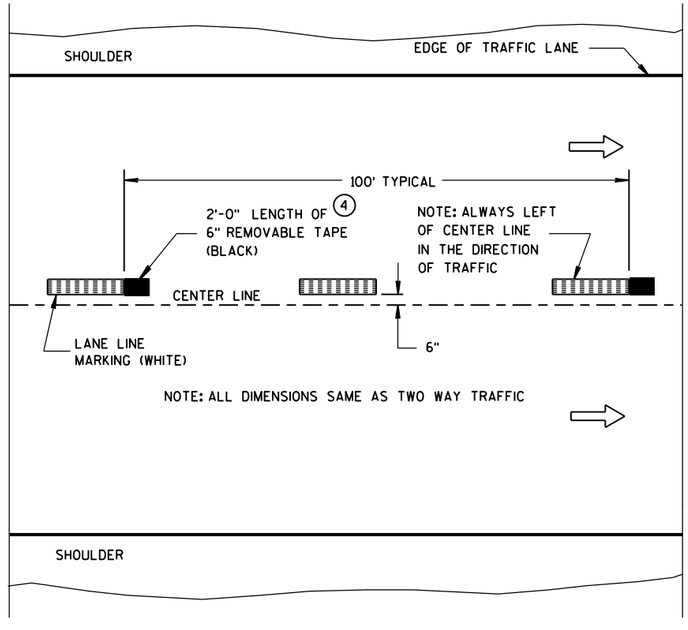


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

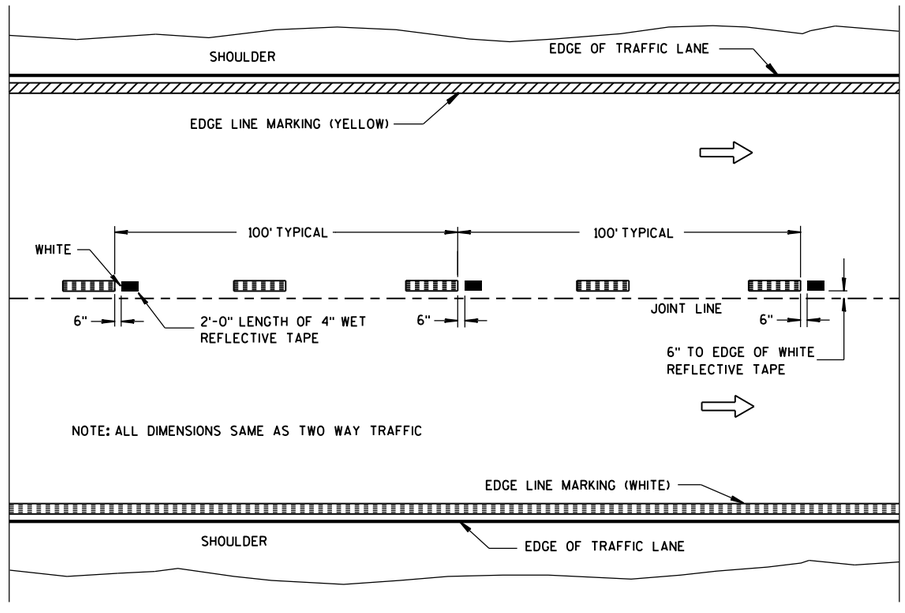
GENERAL NOTES

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 E

FHWA

6

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

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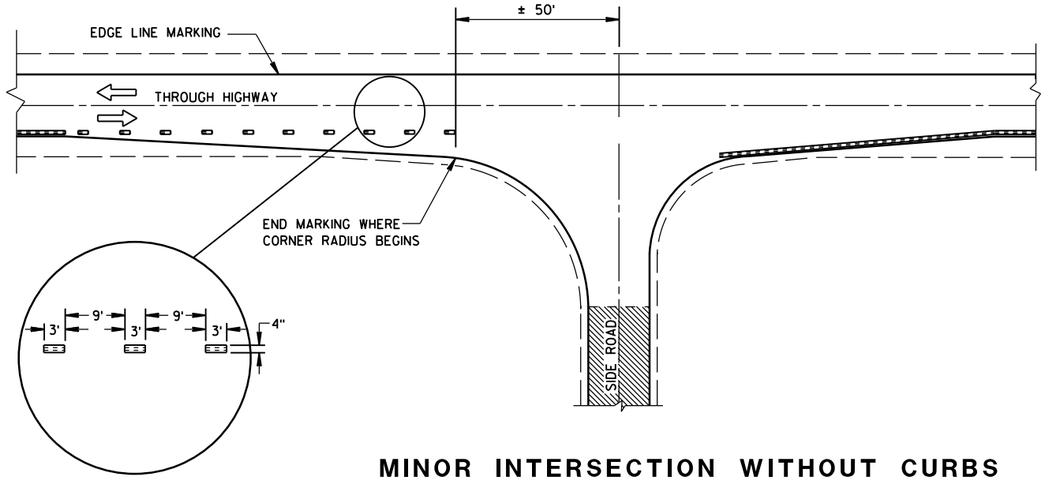
S.D.D. 15 C 8-16a



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.

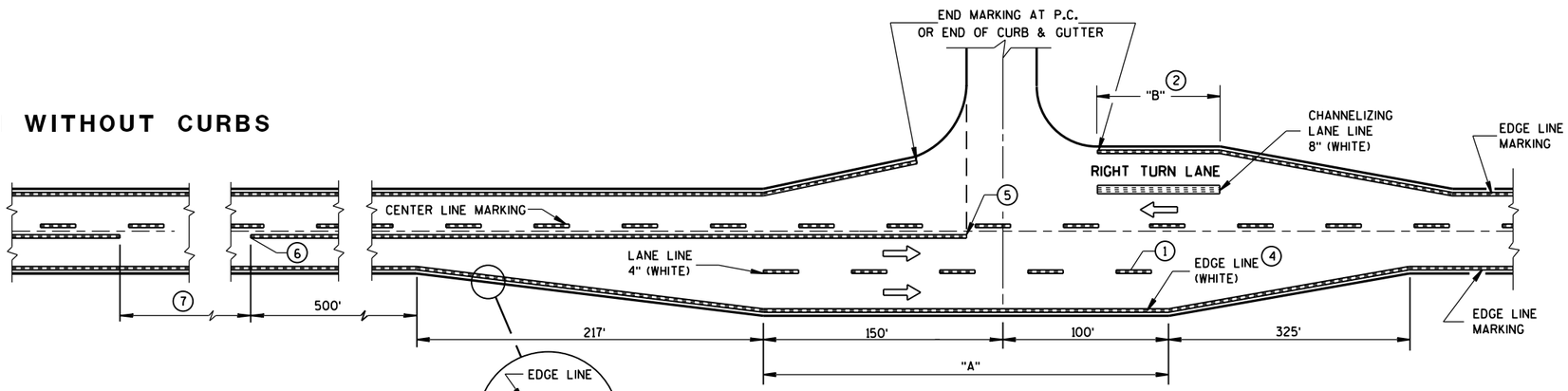
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

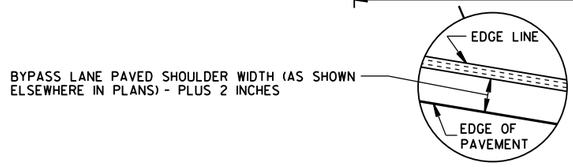
(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

(7)

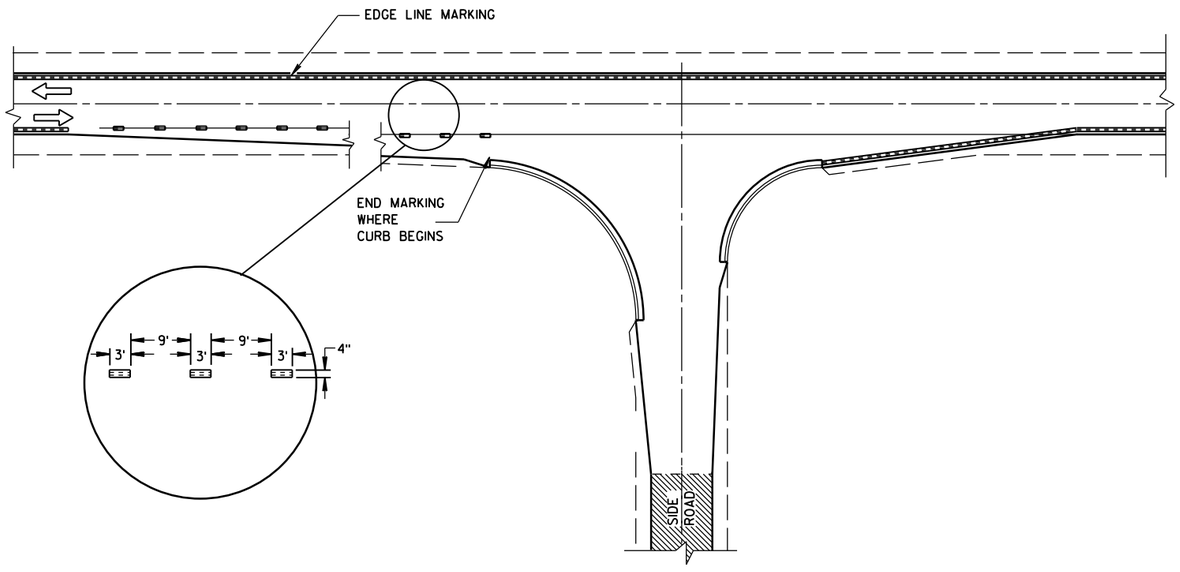
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792





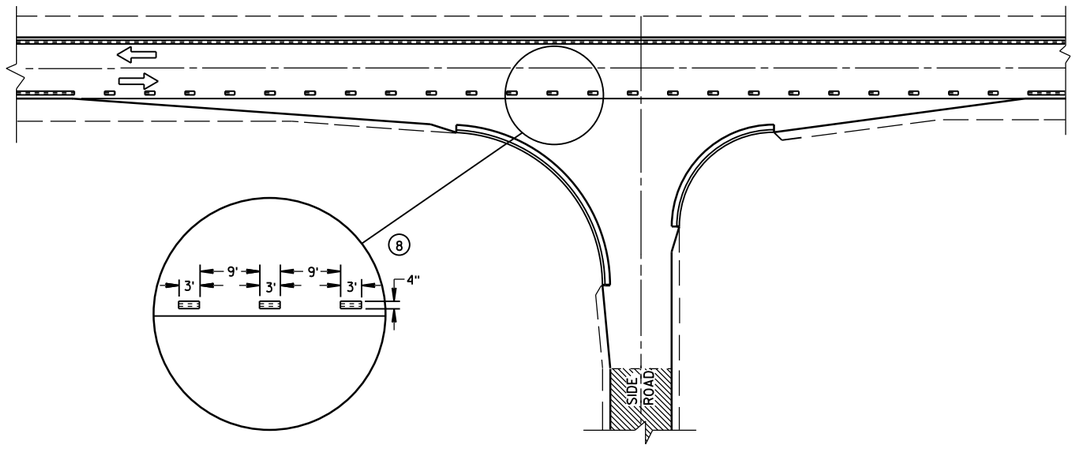
MAJOR INTERSECTIONS

(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)

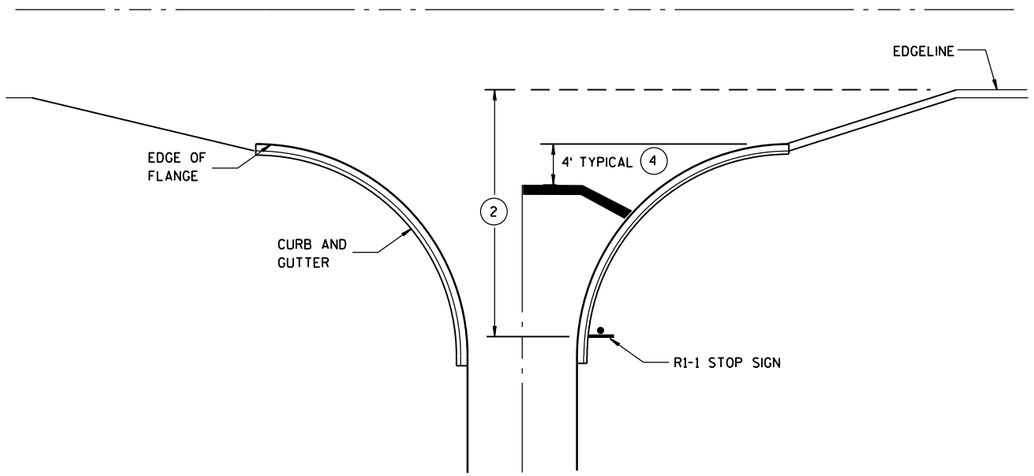
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 137

6

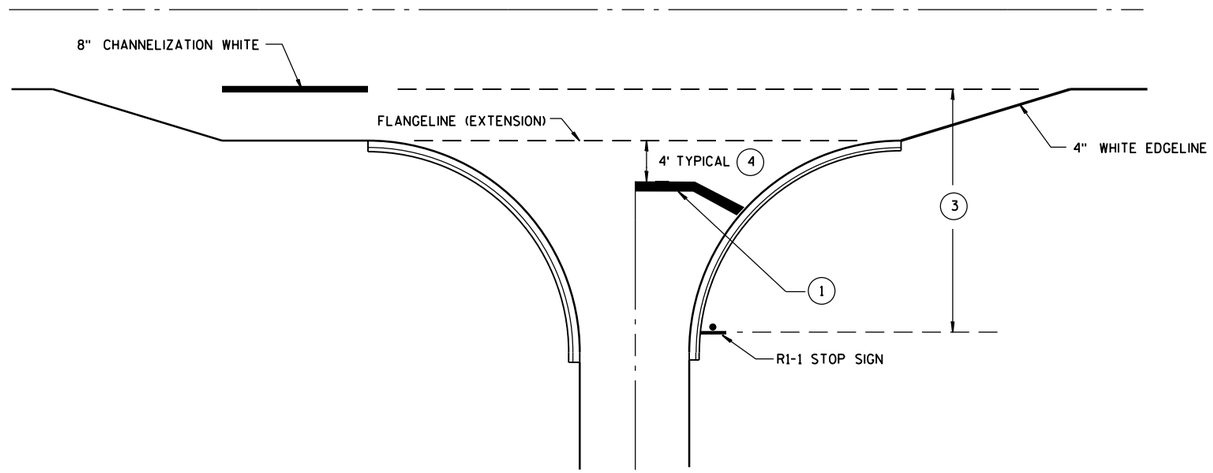
S.D.D. 15 C 8-16b

6

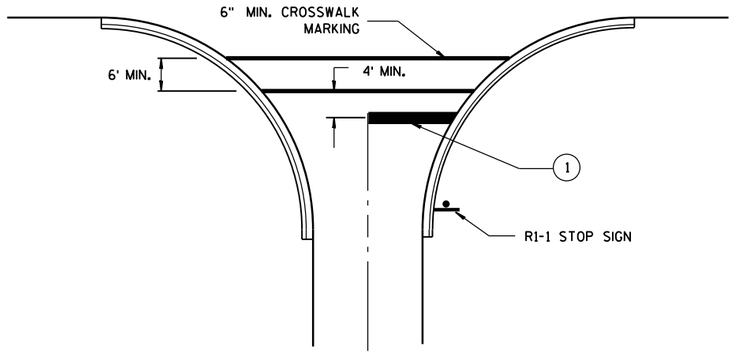
S.D.D. 15 C 8-16b



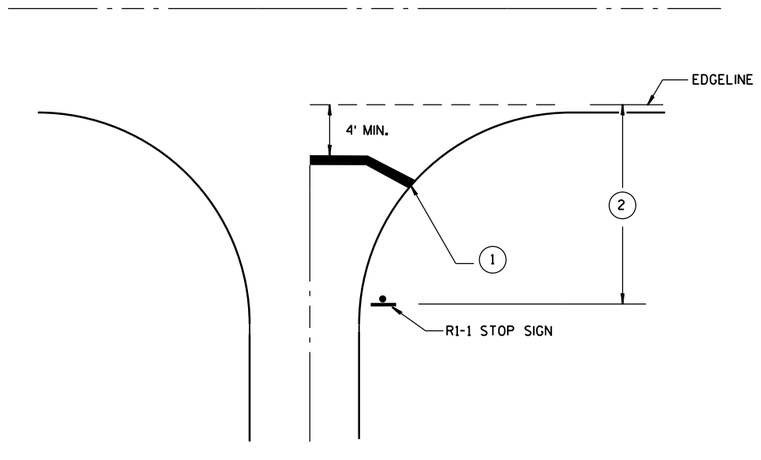
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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

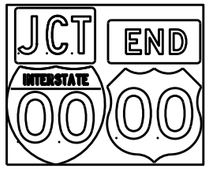
FHWA

6

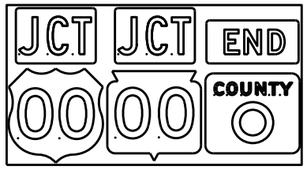
S.D.D. 15 C 33-1

TYPICAL ASSEMBLIES

J1-1

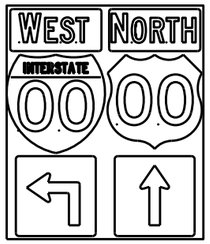


J1-2

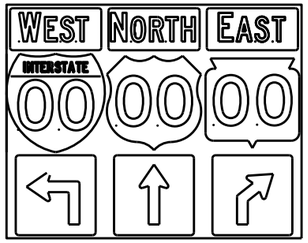


J1-3

J2-1



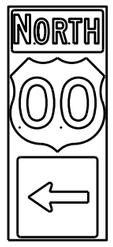
J2-2



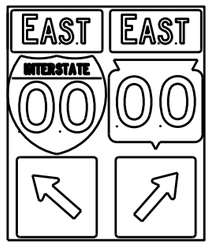
J2-3

JV

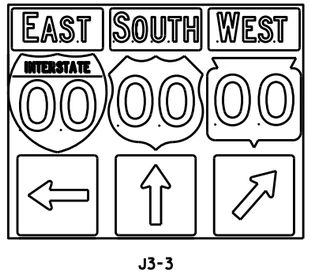
(Typical Vertical J-Assembly
See Note 10 and 11)



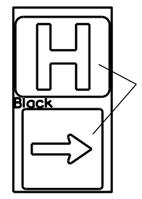
J3-1



J3-2



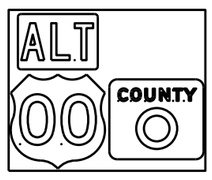
J3-3



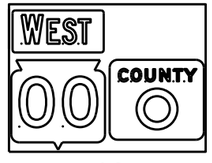
Blue Background

JH-1

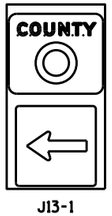
J4-1



J4-2



J4-2



J13-1

J12-1

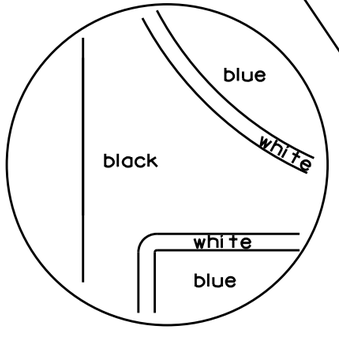
J32-1

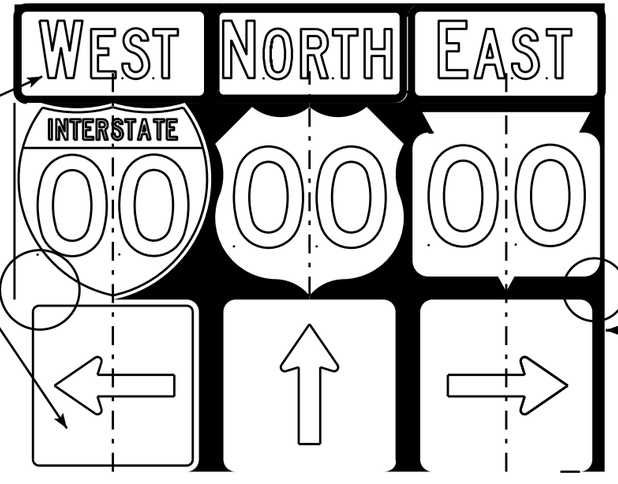
J33-1

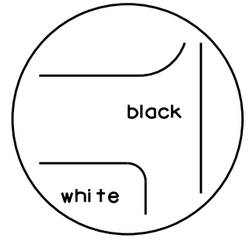
J23-1

J22-1

[blue background with interstate]







[black background]

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

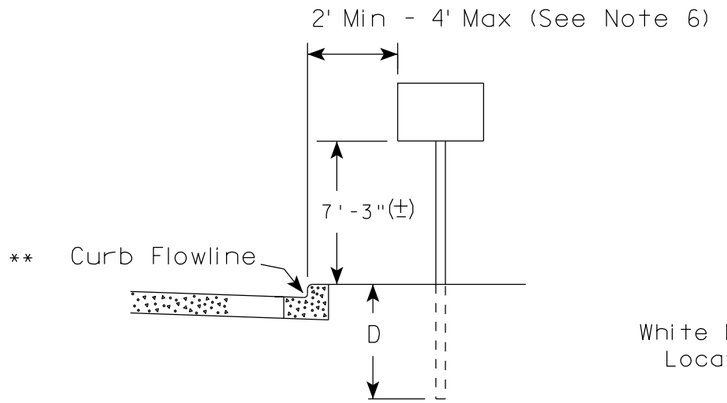
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

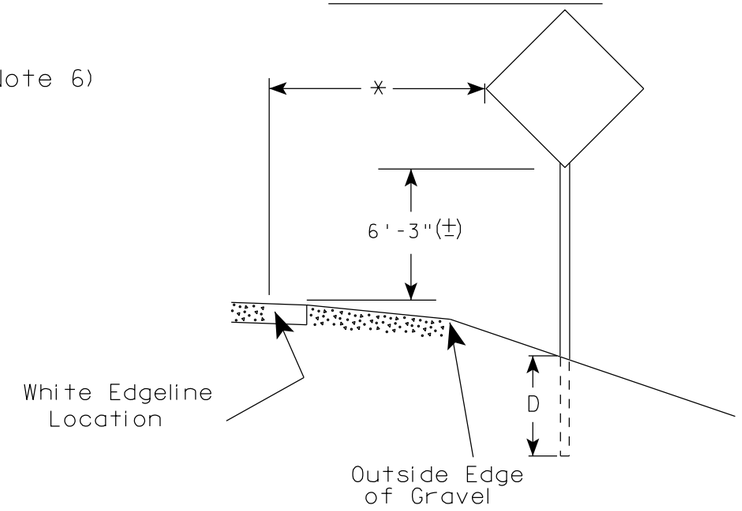
DATE 2/06/14 PL... A2-1S.8

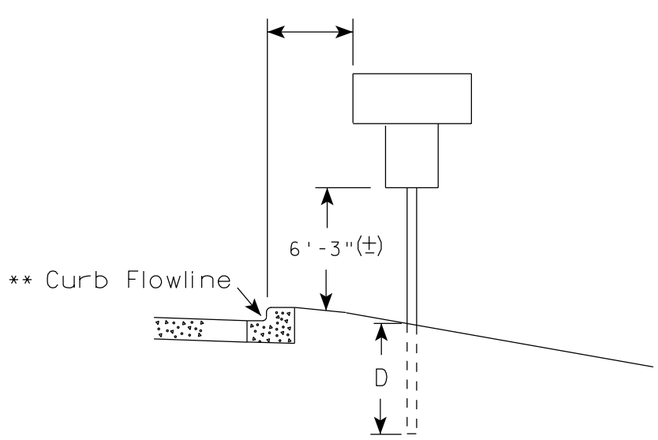
PROJECT NO: SHEET NO: E

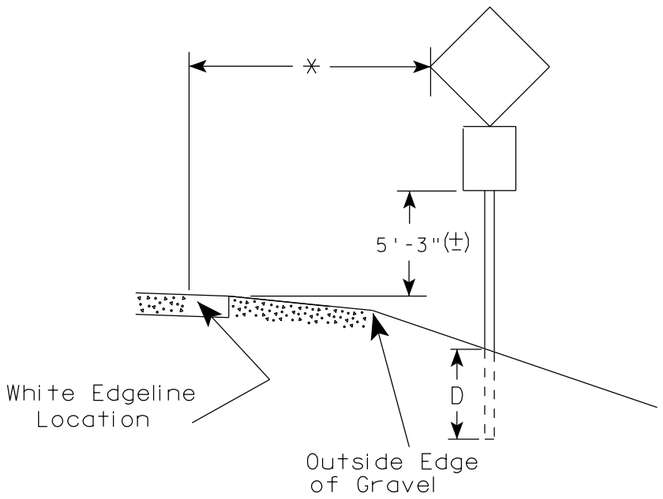
URBAN AREA



RURAL AREA (See Note 2)







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 (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

POST EMBEDMENT DEPTH

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

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

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

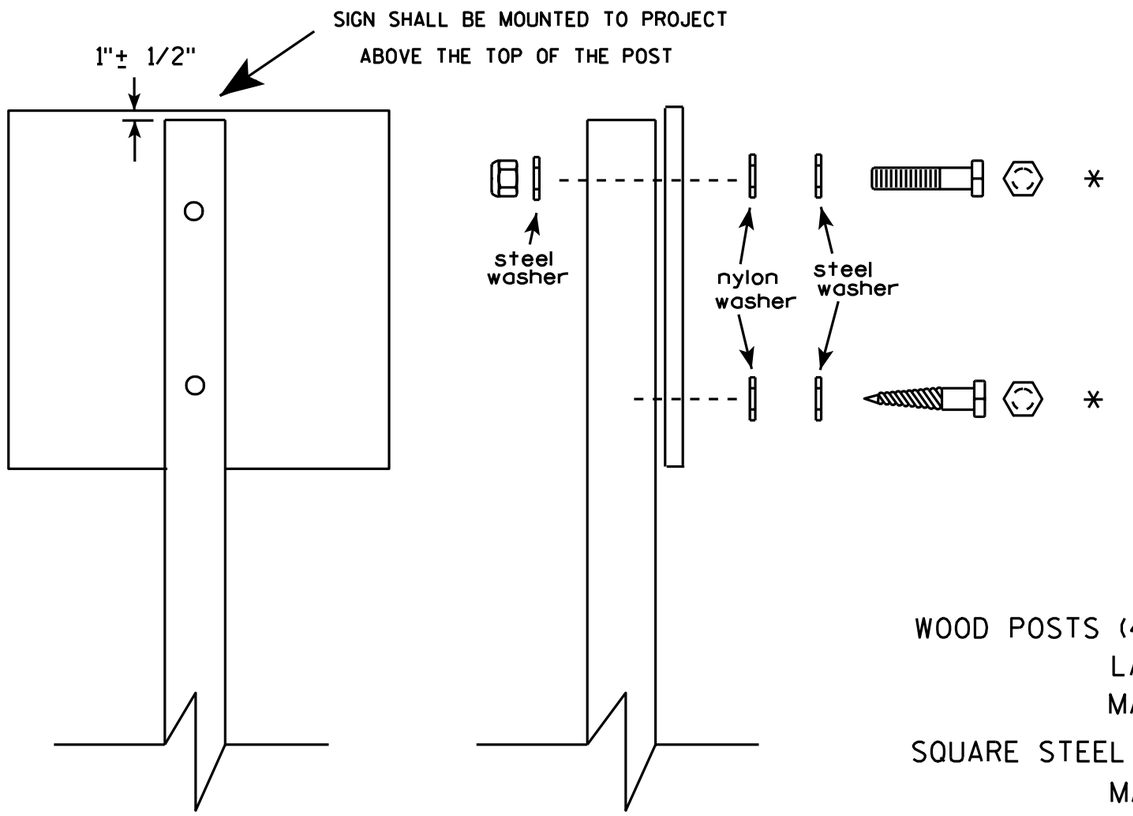
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. A4-3.19

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



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

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

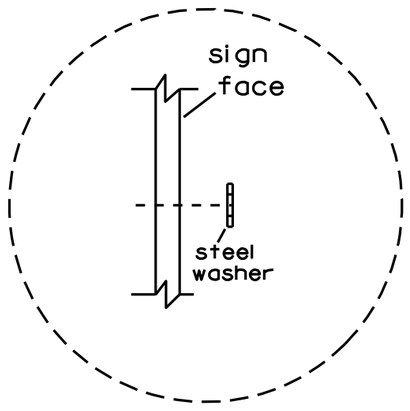
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

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

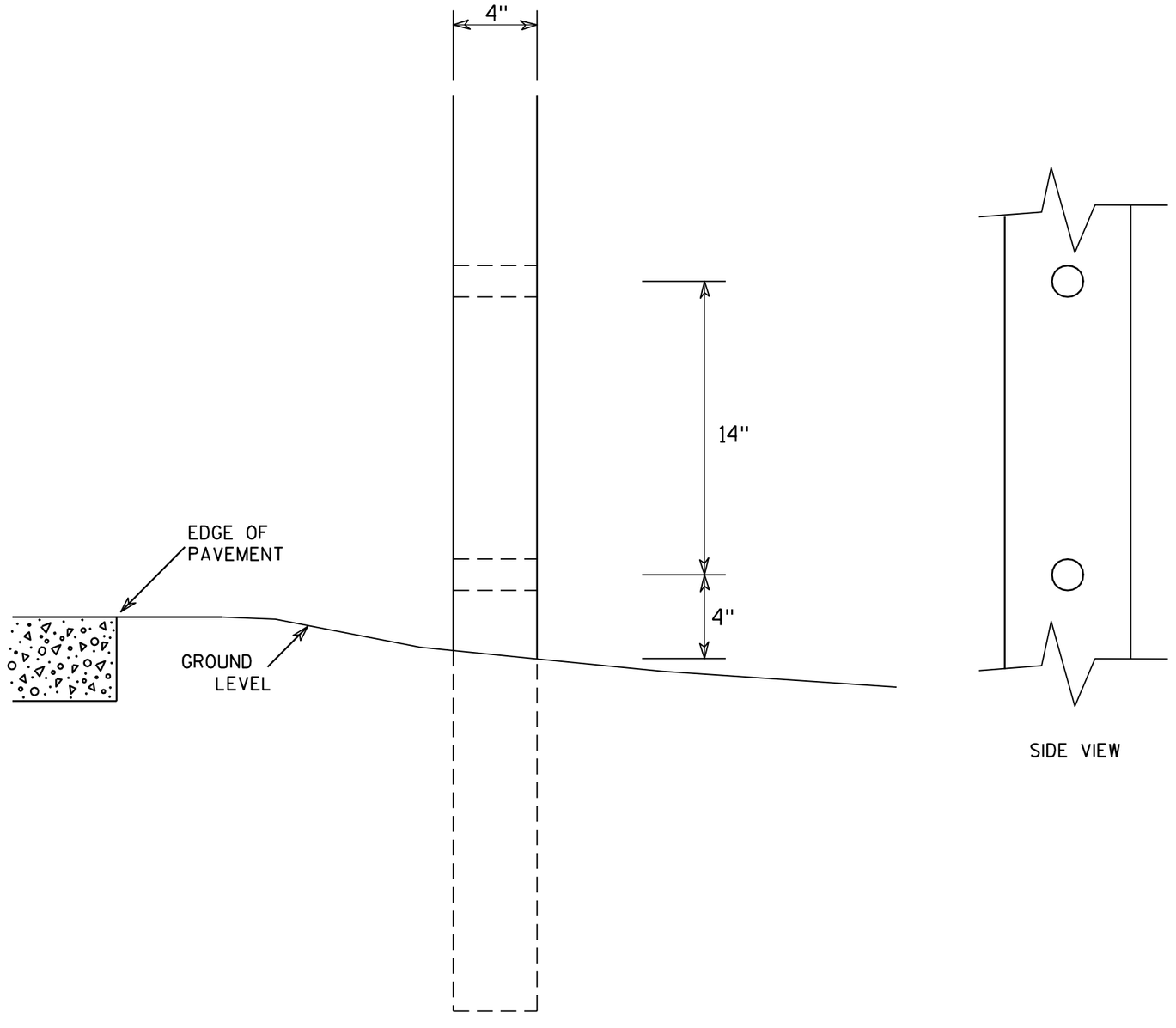
DATE 3/23/10 PLATE NO. A4-8.7

7

7

PROJECT NO:

SHEET NO: 141 E



SIDE VIEW

GENERAL NOTES

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

7

7

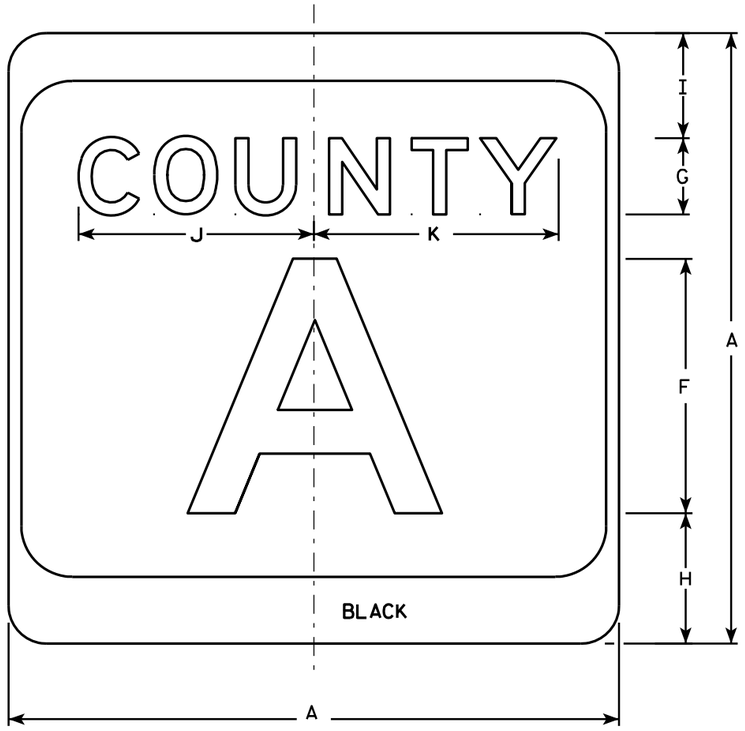
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

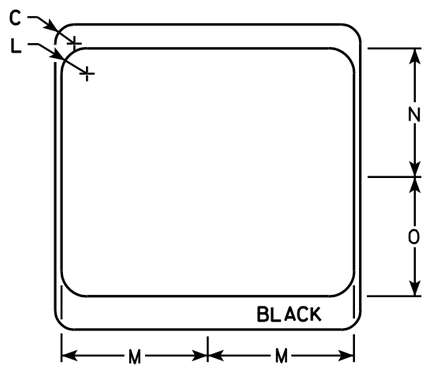
APPROVED Chester J Spang
for State Traffic Engineer

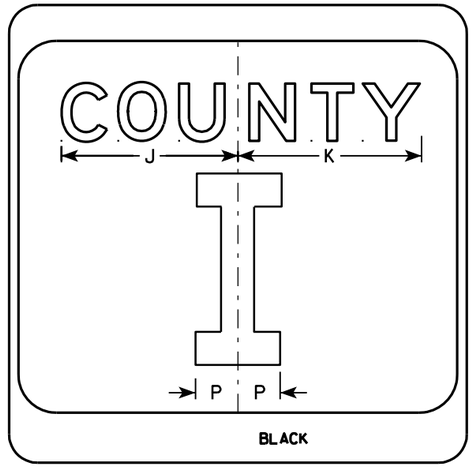
DATE 3/27/97 PLATE NO. A4-11.2

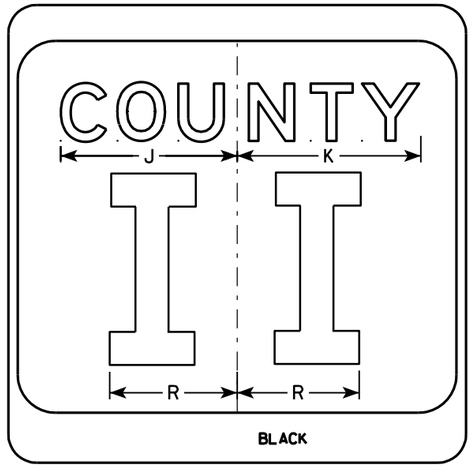
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 142	E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
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. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

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																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

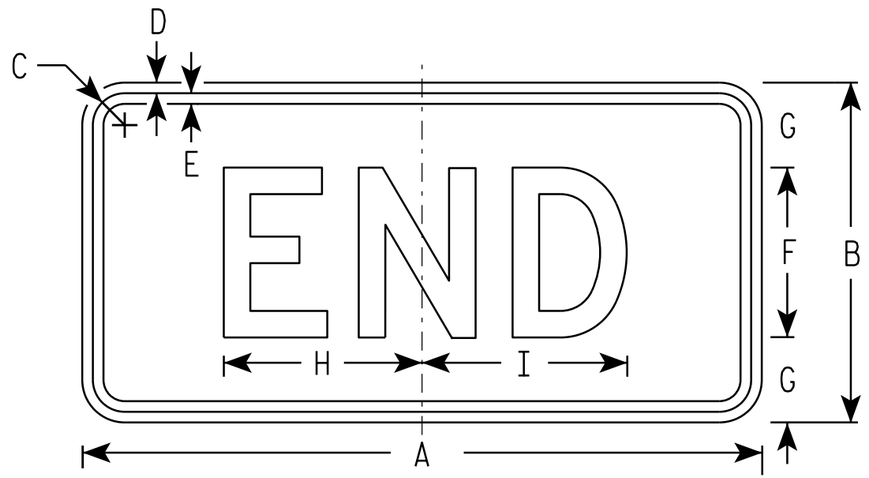
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

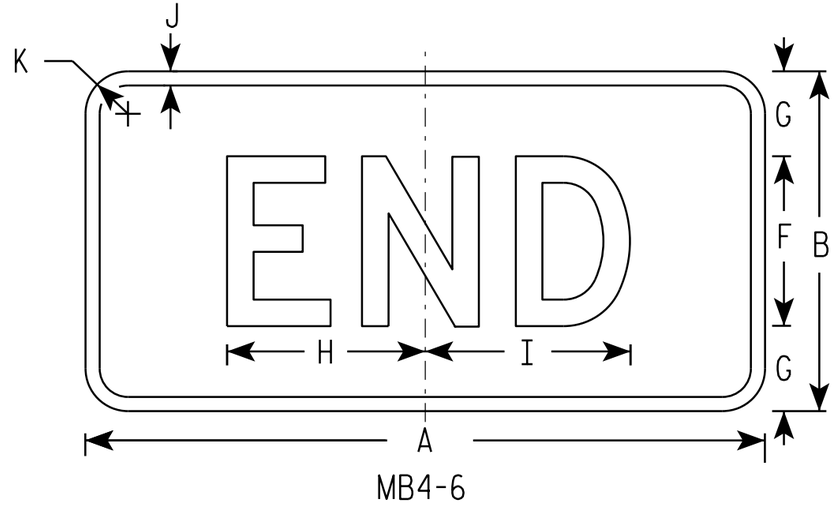
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 143	E



M4-6
MK4-6
MM4-6
MN4-6
MR4-6



MB4-6

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - D
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. M4-6 Background - White
   Message - Black

   MB4-6 Background - Blue
   Message - White

   MK4-6 Background - Green
   Message - White

   MM4-6 Background - White
   Message - Green

   MN4-6 Background - Brown
   Message - White

   MR4-6 Background - Brown
   Message - Yellow

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																											
2	24	12	1 1/8	3/8	3/8	6	3	7	7 1/4	1/2	1 1/2																2.00
3	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5
4	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5
5	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5

STANDARD SIGN
M4-6

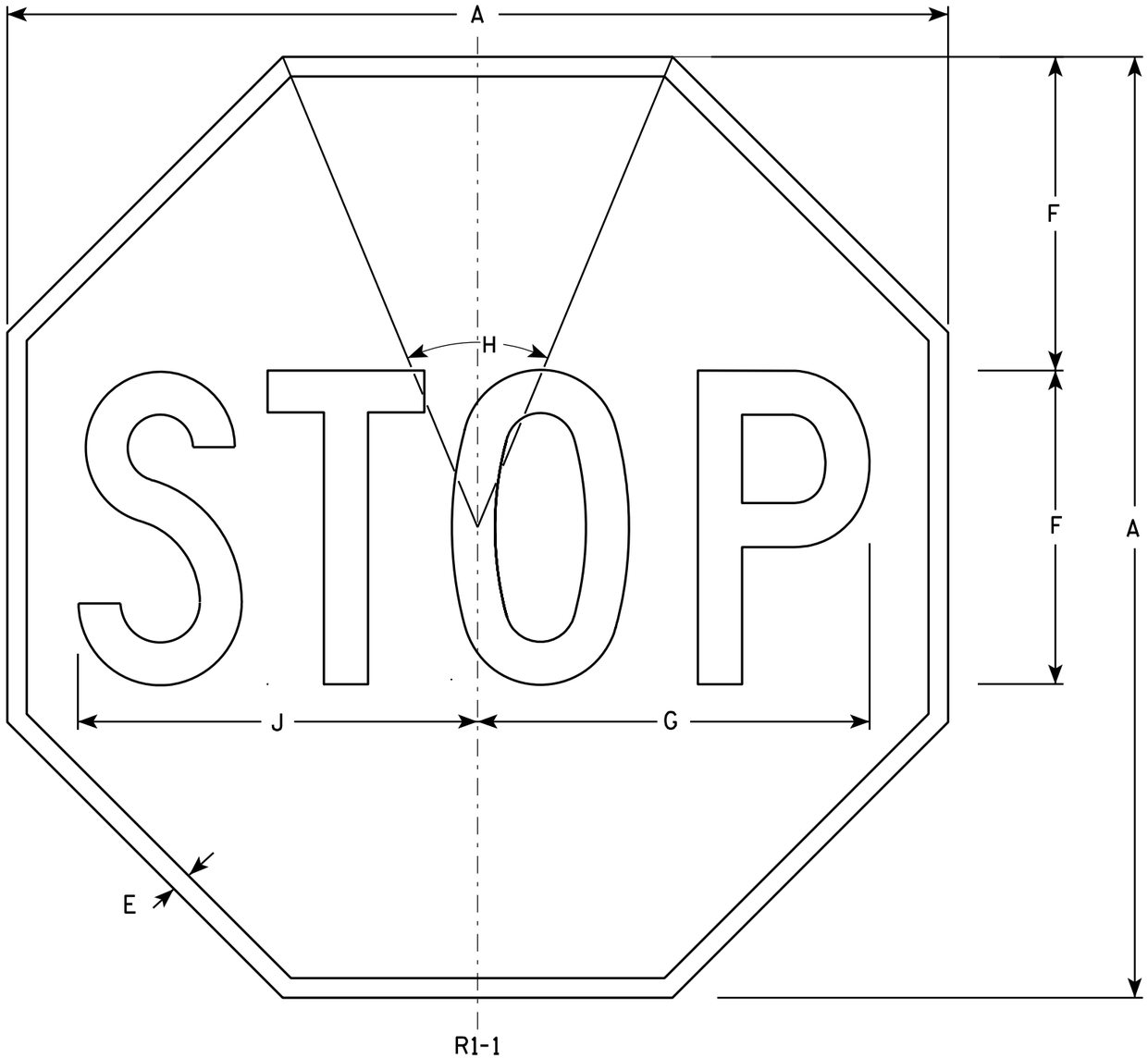
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/14 PLATE 14-7.8

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

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M46.DGN PLOT DATE : 30-JUN-2014 15:51 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.351066:1.000000 WISDOT/CADDS SHEET 42



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

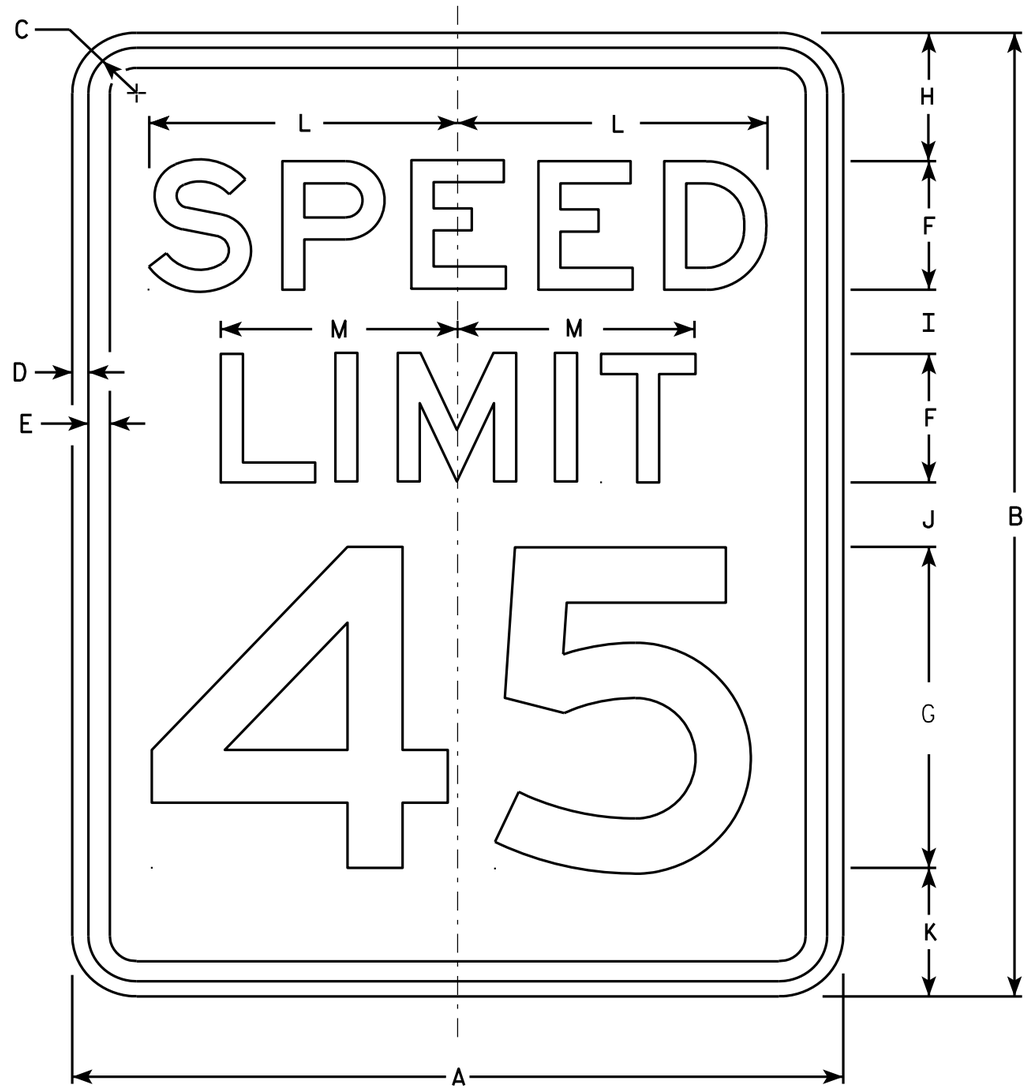
STANDARD SIGN
R1-1

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: 145	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
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 adjust spacing to achieve proper balance.

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	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

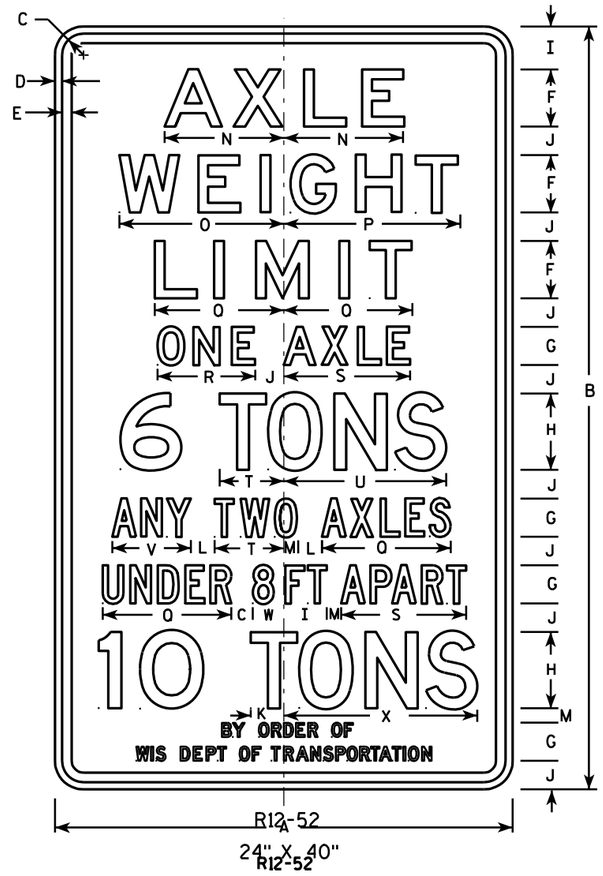
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

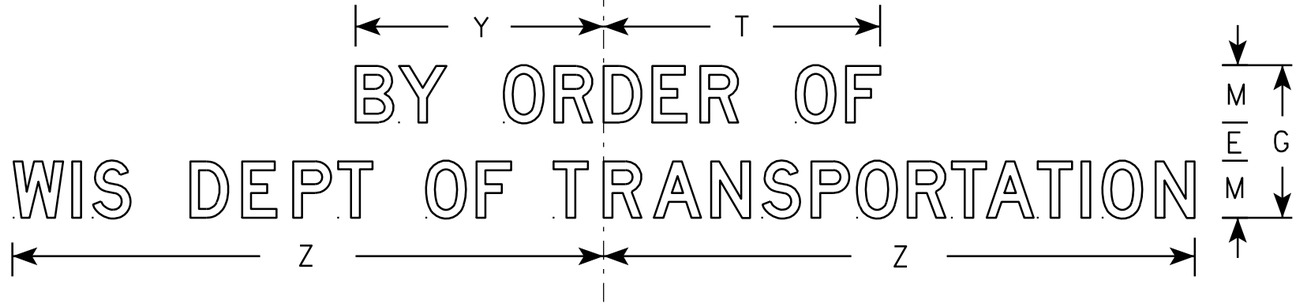
DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 146 | 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 - White
   Message - Black
3. Message Series - see note 5
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. Lines 1, 2 & 3 are Series E
   Lines 4, 9 & 10 are Series D
   Lines 6 & 7 are Series C
   Lines 5 & 8 - Numerals are Series E
   "Tons" is Series D
   Line 8, for other than a numeral 1 and one other full numeral use Series D numerals.
6. Substitute appropriate numerals on lines 5 & 8 and optically adjust spacing to achieve proper balance.
7. Substitute name of county or town on County Trunk and Town Highways respectively. Communiuty name on City or Village Streets including Connecting Highways is optional.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	40	1 1/8	3/8	1/2	3	2	4	2 1/4	1 1/2	1 3/4	1 1/4	3/4	6 1/4	8 5/8	9 1/4	6 3/4	5 1/8	6 5/8	3 5/8	8 1/2	4 1/8	1 5/8	10 1/8	3 1/4	7 3/4	6.67
2M	24	40	1 1/8	3/8	1/2	3	2	4	2 1/4	1 1/2	1 3/4	1 1/4	3/4	6 1/4	8 5/8	9 1/4	6 3/4	5 1/8	6 5/8	3 5/8	8 1/2	4 1/8	1 5/8	10 1/8	3 1/4	7 3/4	6.67
3																											
4																											
5																											

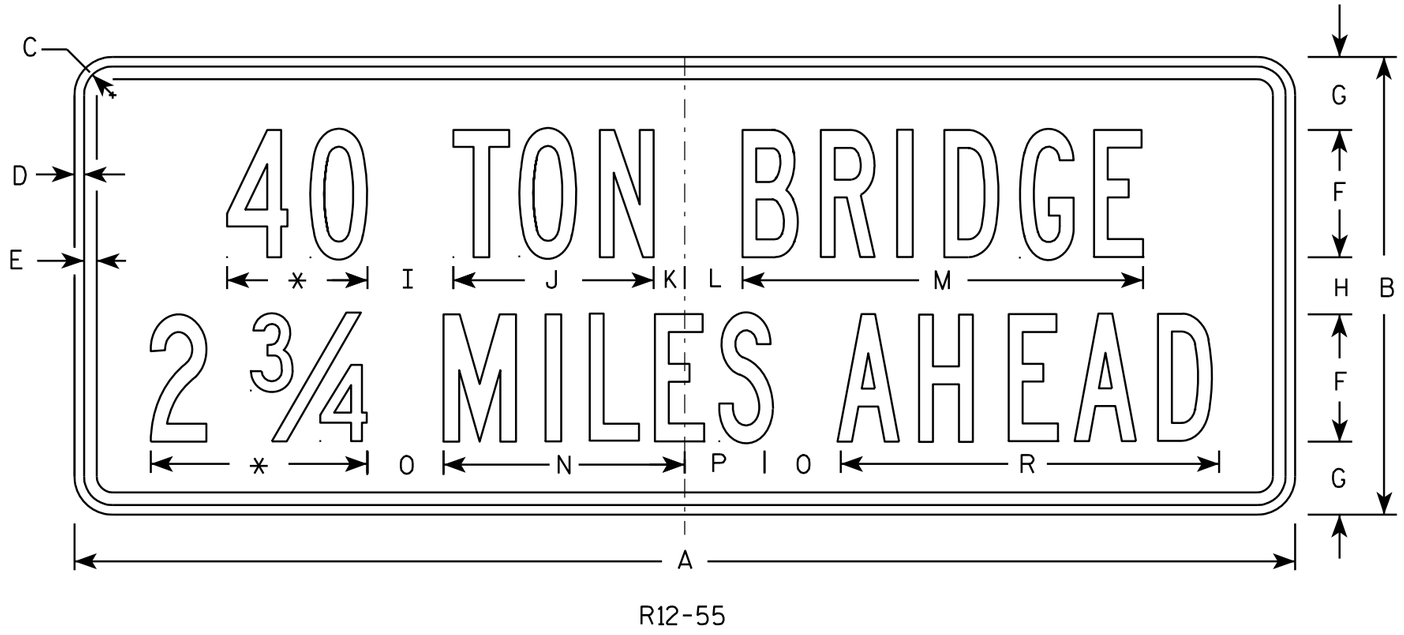
STANDARD SIGN
R12-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R12-52.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 147	E



R12-55

* Varies

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - B for Size 2, Series D for Sizes 3 & 4
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 adjust spacing to achieve proper balance.
6. For distances less than 5 miles, that figure should be expressed to the nearest 1/4 mile.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	18	1 1/8	3/8	1/2	5	2 7/8	2 1/4	3 3/8	7 7/8	1 1/4	2 1/4	15 3/4	9 1/2	3	3 1/8		14 7/8									6.0
2M	48	18	1 1/8	3/8	1/2	5	2 7/8	2 1/4	3 3/8	7 7/8	1 1/4	2 1/4	15 3/4	9 1/2	3	3 1/8		14 7/8									6.0
3	90	24	2 1/4	3/4	1	6	4	4	6	15 1/4	2 1/2	3 1/2	30 5/8	18 3/8	6	6 1/4		28 3/8									15.0
4	120	30	2 1/4	3/4	1	8	5 1/4	3 5/8	8	19 5/8	4	3	39 1/2	24 1/2	7	6 3/4		36 3/8									20.0
5	120	30	2 1/4	3/4	1	8	5 1/4	3 5/8	8	19 5/8	4	3	39 1/2	24 1/2	7	6 3/4		36 3/8									20.0

STANDARD SIGN
R12-55

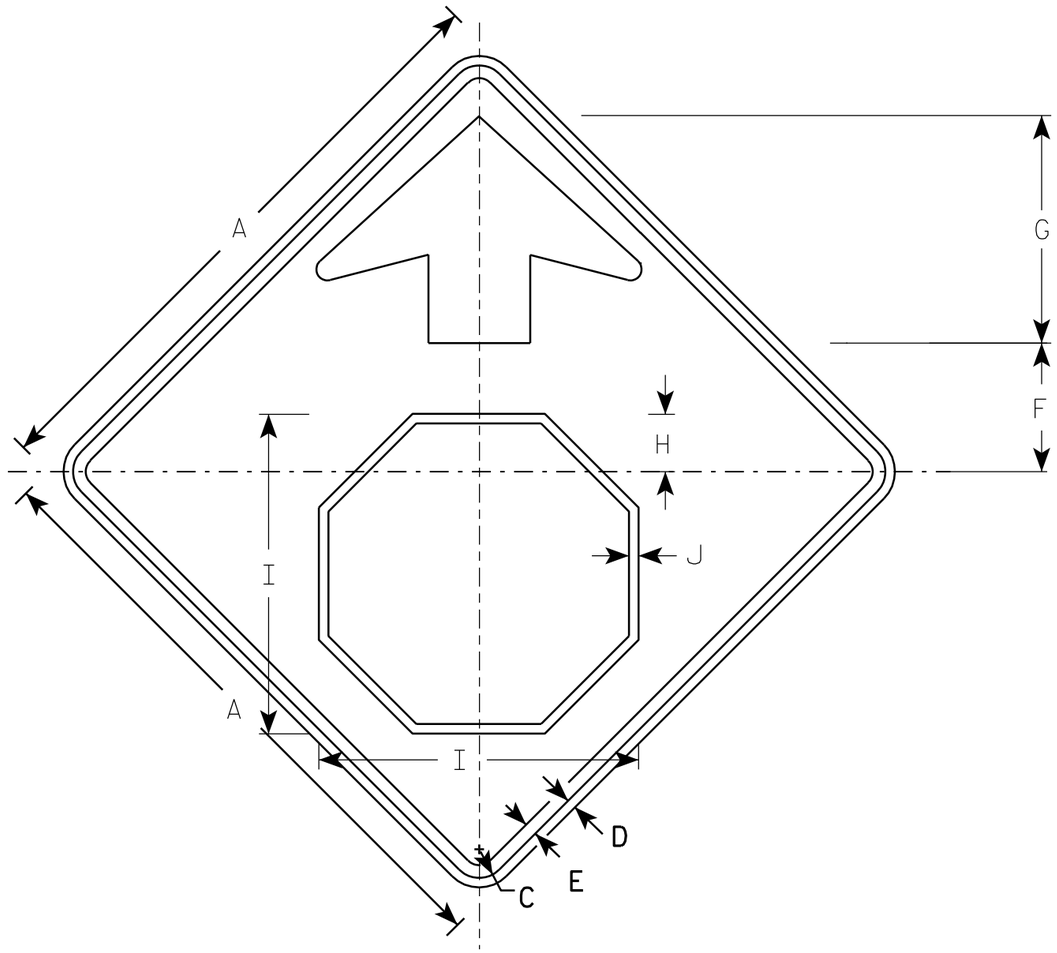
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/23/11 PLATE NO. R12-55.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 148	E

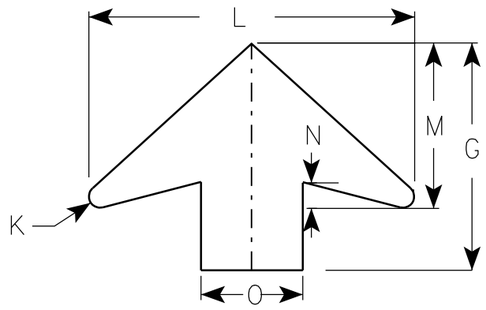
7



W3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



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	30		1 3/8	1/2	5/8	6 1/4	11 1/4	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W3-1

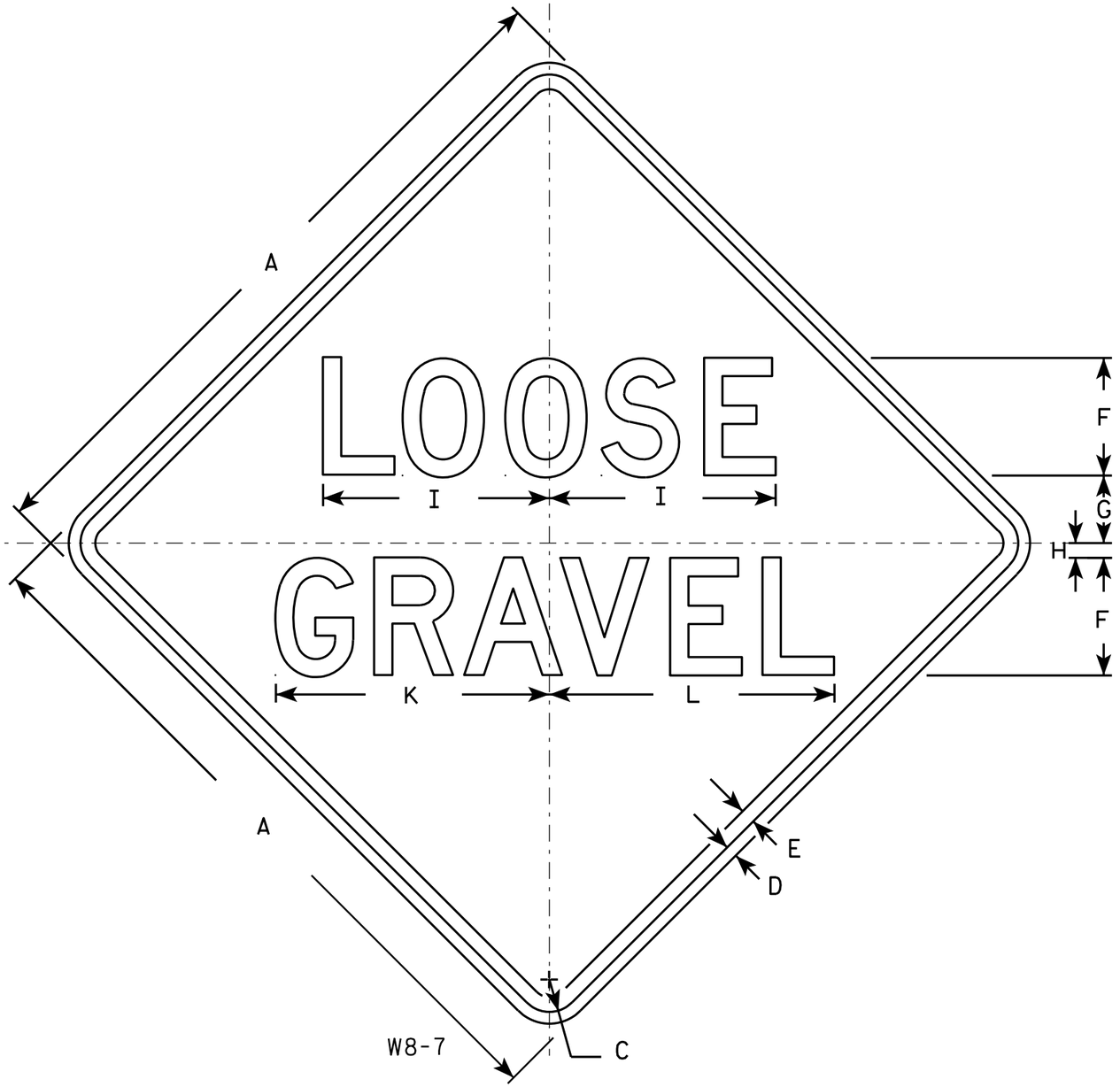
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-1.12

PROJECT NO:

SHEET NO: 149 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 - Orange
   Message - Black
3. Message Series - D
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.

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	4	2 3/4	1/2	7 3/4		9 1/4	9 3/4															4.0
2S	36		1 5/8	5/8	3/4	6	4 1/8	3/4	11 5/8		14	14 1/2															9.0
2M	36		1 5/8	5/8	3/4	6	4 1/8	3/4	11 5/8		14	14 1/2															9.0
3	36		1 5/8	5/8	3/4	6	4 1/8	3/4	11 5/8		14	14 1/2															9.0
4	36		1 5/8	5/8	3/4	6	4 1/8	3/4	11 5/8		14	14 1/2															9.0
5	48		2 1/4	3/4	1	8	5 1/2	1	15 1/2		18 5/8	19 3/8															16.0

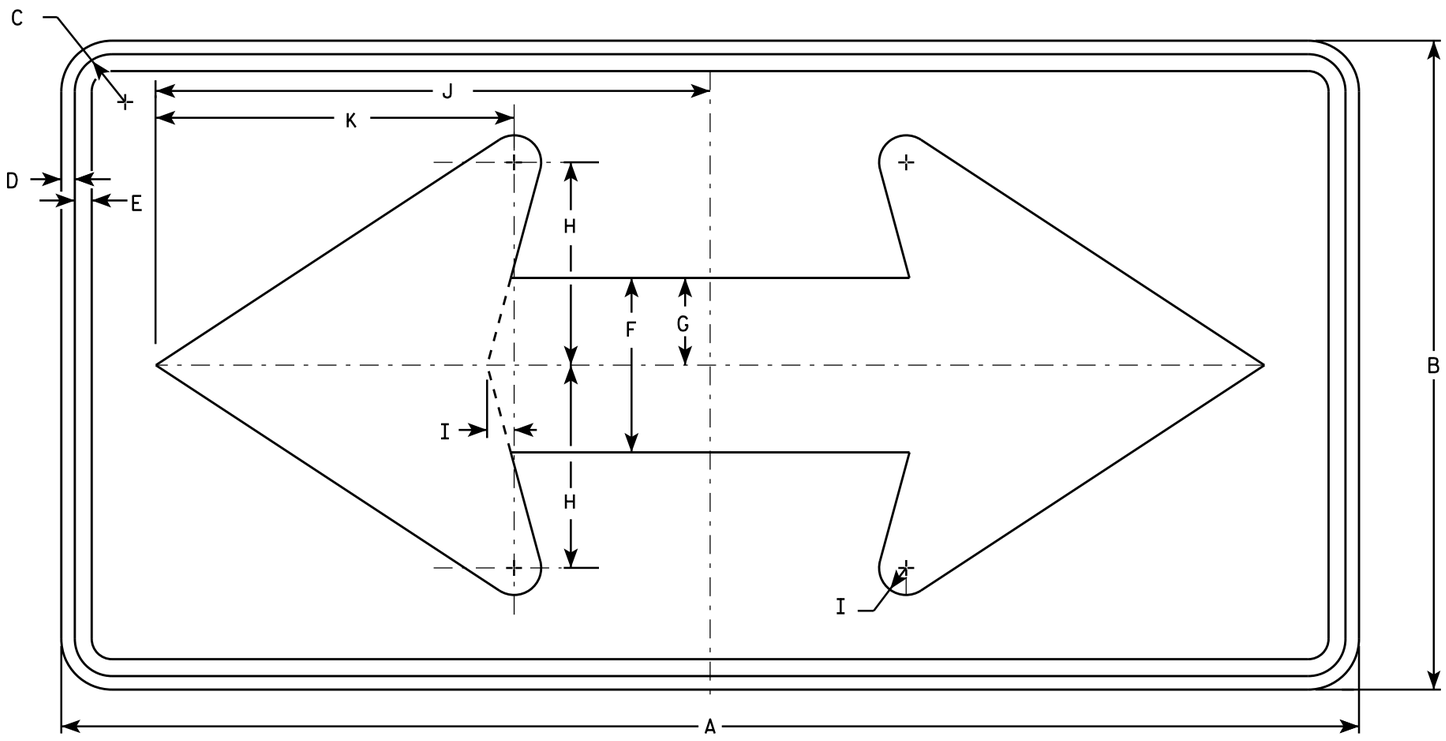
STANDARD SIGN
W8-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/30/12 PLATE NO. W8-7.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 150	E



W01-7

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   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																											
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5

STANDARD SIGN
W01-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE 151 W01-7.1

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

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W017.DGN PLOT DATE : 20-NOV-2013 10:35 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.604022:1.000000
WISDOT/CADDS SHEET 42

CTH A / STAGE 1

STATION	Real Station	Distance	AREA (SF) Cut (2)	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut (2)	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25 (13)	Cumulative Vol (CY) Expanded EBS Backfill 1.30 (11)	Cumulative Vol (CY) Reduced EBS In Fill 0.80 (9)	Mass Ordinate (14)
68+01.97	6802	-	59.79	5.50	8.72	-	-	-	-	-	-	-	-	-	0
69+00	6900	98	68.25	5.50	-	-	232	20	16	-	232	20	-	-	193
69+05	6905	5	72.62	5.50	-	-	13	1	-	-	245	20	-	-	205
69+30	6930	25	67.70	5.50	153.07	-	65	5	71	-	310	108	-	-	176
69+55	6955	25	62.87	5.50	226.60	-	60	5	176	-	371	328	-	-	12
70+00	7000	45	54.97	5.50	173.57	-	98	9	333	-	469	745	-	-	-316
71+00	7100	100	39.29	5.50	93.10	-	175	20	494	-	644	1,362	-	-	-779

continue

Sub Total =	644	61	1,090	0

(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(9) REDUCED EBS IN FILL – EXCAVATED EBS MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = 0.8.
(11) EXPANDED EBS BACKFILL TO BE FILLED WITH CUT MATERIAL. EBS BACKFILL FACTOR = 1.3.
(13) EXPANDED FILL FACTOR = 1.25. **EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR**
(14) THE MASS ORDINATE +/- OTY CALCULATED FOR THE DIVISION. + QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. - INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION. M.O. INCLUDES PLACING CUT MATERIAL IN MARSH BACKFILL AREAS.

CTH A / STAGE 1

STATION	Real Station	Distance	AREA (SF) Cut (2)	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut (2)	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25 (13)	Cumulative Vol (CY) Expanded EBS Backfill 1.30 (11)	Cumulative Vol (CY) Reduced EBS In Fill 0.80 (9)	Mass Ordinate (14)
72+00	7200	100	42.99	5.50	56.98	-	152	20	278	-	796	1,710	-	-	-995
73+00	7300	100	70.48	5.50	-	-	210	20	106	-	1,006	1,842	-	-	-937
74+00	7400	100	54.78	5.50	154.19	-	232	20	286	-	1,238	2,198	-	-	-1,082
75+00	7500	100	126.48	5.50	41.65	-	336	20	363	-	1,574	2,652	-	-	-1,220
76+00	7600	100	165.90	5.50	-	-	541	20	77	-	2,115	2,748	-	-	-796
77+00	7700	100	253.62	5.50	68.61	-	777	20	127	-	2,892	2,907	-	-	-198
78+00	7800	100	231.45	5.50	117.95	-	898	20	345	-	3,790	3,339	-	-	248
79+00	7900	100	243.12	5.50	53.53	-	879	20	318	-	4,669	3,736	-	-	710
80+00	8000	100	233.88	5.50	26.53	-	883	20	148	-	5,553	3,921	-	-	1,387
81+00	8100	100	225.03	5.50	49.45	-	850	20	141	-	6,402	4,097	-	-	2,041
82+00	8200	100	145.76	5.50	71.08	-	687	20	223	-	7,089	4,376	-	-	2,428
83+00	8300	100	81.05	5.50	68.33	-	420	20	258	-	7,509	4,699	-	-	2,505
84+00	8400	100	81.05	5.50	13.22	-	300	20	151	-	7,809	4,887	-	-	2,596
85+00	8500	100	85.84	5.50	4.56	-	309	20	33	-	8,118	4,929	-	-	2,844
86+00	8600	100	146.77	5.50	9.46	-	431	20	26	-	8,549	4,961	-	-	3,222
87+00	8700	100	220.35	5.50	4.24	-	680	20	25	-	9,229	4,993	-	-	3,849
88+00	8800	100	196.01	5.50	6.26	-	771	20	19	-	10,000	5,017	-	-	4,576
89+00	8900	100	201.82	5.50	5.20	-	737	20	21	-	10,737	5,044	-	-	5,266
90+00	9000	100	171.50	5.50	8.85	-	691	20	26	-	11,428	5,076	-	-	5,904
91+00	9100	100	185.62	5.50	4.48	-	661	20	25	-	12,089	5,107	-	-	6,514
92+00	9200	100	176.18	5.50	2.91	-	670	20	14	-	12,759	5,124	-	-	7,147
93+00	9300	100	144.43	5.50	2.91	-	594	20	11	-	13,353	5,138	-	-	7,707
94+00	9400	100	216.76	5.50	0.16	-	669	20	6	-	14,022	5,145	-	-	8,348
95+00	9500	100	195.10	5.50	0.77	-	763	20	2	-	14,785	5,147	-	-	9,088
96+00	9600	100	178.67	5.50	1.09	-	692	20	3	-	15,477	5,151	-	-	9,756
97+00	9700	100	133.22	5.50	2.54	-	578	20	7	-	16,054	5,160	-	-	10,304
98+00	9800	100	100.08	5.50	4.27	-	432	20	13	-	16,486	5,175	-	-	10,700
99+00	9900	100	95.90	5.50	5.47	-	363	20	18	-	16,849	5,198	-	-	11,020
		Sub Total =	16,206	570	3,069	0									

(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(9) REDUCED EBS IN FILL – EXCAVATED EBS MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = 0.8.
(11) EXPANDED EBS BACKFILL TO BE FILLED WITH CUT MATERIAL. EBS BACKFILL FACTOR = 1.3.
(13) EXPANDED FILL FACTOR = 1.25. **EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR**
(14) THE MASS ORDINATE +/- OTY CALCULATED FOR THE DIVISION. + QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. - INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION. M.O. INCLUDES PLACING CUT MATERIAL IN MARSH BACKFILL AREAS.

CTH A / STAGE 2

STATION	Real Station	Distance	AREA (SF) Cut (2)	Salvaged/ Unusable Pavement Material	Fill	EBS	Incremental Vol (CY) (Unadjusted) Cut (2)	Salvaged/ Unusable Pavement Material	Fill	EBS	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.25 (13)	Expanded EBS Backfill 1.30 (11)	Reduced EBS In Fill 0.80 (9)	Mass Ordinate (14)
99+00	9,900	-	95.90	5.50	5.47	-	-	-	-	-	-	-	-	-	0
100+00	10,000	100	63.26	5.50	-	-	295	20	10	-	295	13	-	-	262
101+00	10,100	100	71.59	5.50	0.54	-	250	20	1	-	544	14	-	-	490
102+00	10,200	100	31.20	5.50	7.00	-	190	20	14	-	735	31	-	-	642
103+00	10,300	100	24.05	5.50	32.69	-	102	20	74	-	837	123	-	-	632
104+00	10,400	100	33.58	5.50	31.11	-	107	20	118	-	944	271	-	-	571
105+00	10,500	100	101.50	5.50	0.40	-	250	20	58	-	1,194	344	-	-	728
106+00	10,600	100	195.24	5.50	-	-	550	20	1	-	1,744	345	-	-	1,256
107+00	10,700	100	171.37	5.50	-	-	679	20	-	-	2,422	345	-	-	1,915
108+00	10,800	100	88.15	5.50	2.27	-	481	20	4	-	2,903	350	-	-	2,370
109+00	10,900	100	20.06	5.50	28.15	-	200	20	56	-	3,103	420	-	-	2,479
110+00	11,000	100	-	5.50	140.18	-	37	20	312	-	3,141	810	-	-	2,106
111+00	11,100	100	-	5.50	268.93	-	-	20	758	-	3,141	1,757	-	-	1,139
112+00	11,200	100	-	5.50	271.95	-	-	20	1,002	-	3,141	3,009	-	-	-133
113+00	11,300	100	-	5.50	250.81	-	-	20	968	-	3,141	4,219	-	-	-1,364
113+34	11,334	34	151.94	5.50	246.66	-	96	7	313	-	3,236	4,611	-	-	-1,667
114+00	11,400	66	-	5.50	206.29	-	186	13	554	-	3,422	5,303	-	-	-2,186
115+00	11,500	100	-	5.50	144.41	-	-	20	649	-	3,422	6,115	-	-	-3,019
116+00	11,600	100	-	5.50	101.23	-	-	20	455	-	3,422	6,683	-	-	-3,608
117+00	11,700	100	1.69	5.50	53.65	-	3	20	287	-	3,425	7,042	-	-	-3,983
118+00	11,800	100	16.87	5.50	28.89	-	34	20	153	-	3,459	7,233	-	-	-4,160
119+00	11,900	100	54.66	5.50	19.82	-	132	20	90	-	3,592	7,346	-	-	-4,161
120+00	12,000	100	111.95	5.50	8.86	-	309	20	53	-	3,900	7,412	-	-	-3,939
121+00	12,100	100	57.74	5.50	21.09	-	314	20	55	-	4,215	7,481	-	-	-3,715
122+00	12,200	100	48.39	5.50	55.18	-	197	20	141	-	4,411	7,658	-	-	-3,715
122+83	12,283	83	232.77	5.50	55.14	-	432	17	170	-	4,843	7,870	-	-	-3,512
123+00	12,300	17	41.67	5.50	65.69	-	86	3	38	-	4,930	7,917	-	-	-3,476
124+00	12,400	100	28.52	5.50	72.08	-	130	20	255	-	5,060	8,236	-	-	-3,686
125+00	12,500	100	32.76	5.50	24.13	-	113	20	178	-	5,173	8,459	-	-	-3,815
126+00	12,600	100	43.27	5.50	22.66	-	141	20	29	-	5,314	8,495	-	-	-3,731
126+60	12,660	60	38.71	5.50	8.93	-	91	12	35	-	5,405	8,539	-	-	-3,696
127+00	12,700	40	44.82	5.50	33.55	-	62	8	31	-	5,467	8,578	-	-	-3,682
127+26	12,726	26	195.75	5.50	24.65	-	116	5	28	-	5,583	8,613	-	-	-3,606
128+00	12,800	74	66.61	5.50	26.77	-	360	15	70	-	5,942	8,701	-	-	-3,350
129+00	12,900	100	108.07	5.50	5.34	-	323	20	59	-	6,266	8,776	-	-	-3,121
130+00	13,000	100	112.39	5.50	3.22	-	408	20	16	-	6,674	8,795	-	-	-2,753

continue

Sub Total =	6,674	631	7,036	0

(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(9) REDUCED EBS IN FILL – EXCAVATED EBS MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = 0.8.
(11) EXPANDED EBS BACKFILL TO BE FILLED WITH CUT MATERIAL. EBS BACKFILL FACTOR = 1.3.
(13) EXPANDED FILL FACTOR = 1.25. **EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR**
(14) THE MASS ORDINATE +/- OTY CALCULATED FOR THE DIVISION. + QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. - INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION. M.O. INCLUDES PLACING CUT MATERIAL IN MARSH BACKFILL AREAS.

CTH A / STAGE 2

STATION	Real Station	Distance	AREA (SF) Cut (2)	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut (2)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25 (13)	Cumulative Vol (CY) Expanded EBS Backfill 1.30 (11)	Cumulative Vol (CY) Reduced EBS In Fill 0.80 (9)	Mass Ordinate (14)
130+40	13,040	40	115.21	5.50	10.47	-	169	8	10	-	6,843	8,808	-	-	-2,605
130+50	13,050	10	75.08	5.50	11.37	-	35	2	4	-	6,878	8,813	-	-	-2,577
130+65	13,065	15	102.64	5.50	16.94	-	49	3	8	-	6,927	8,823	-	-	-2,541
130+85	13,085	20	52.08	5.50	5.11	-	57	4	8	-	6,985	8,833	-	-	-2,497
130+90	13,090	5	50.70	5.50	5.28	-	10	1	1	-	6,994	8,834	-	-	-2,490
131+00	13,100	10	67.41	5.50	6.87	-	22	2	2	-	7,016	8,837	-	-	-2,473
131+10	13,110	10	67.41	5.50	6.87	-	25	2	3	-	7,041	8,840	-	-	-2,453
131+35	13,135	25	72.55	5.50	1.46	-	65	5	4	-	7,106	8,845	-	-	-2,399
132+00	13,200	65	36.89	5.50	3.71	-	132	13	6	-	7,237	8,853	-	-	-2,288
133+00	13,300	100	73.00	5.50	3.98	-	204	20	14	-	7,441	8,871	-	-	-2,122
133+22	13,322	22	49.46	5.50	7.30	-	50	4	5	-	7,491	8,877	-	-	-2,083
133+42	13,342	20	43.15	5.50	15.55	-	34	4	8	-	7,525	8,887	-	-	-2,063
133+47	13,347	5	38.10	5.50	38.32	-	8	1	5	-	7,533	8,893	-	-	-2,063
133+67	13,367	20	40.39	5.50	85.99	-	29	4	46	-	7,562	8,951	-	-	-2,095
133+72	13,372	5	41.00	5.50	87.39	-	8	1	16	-	7,569	8,971	-	-	-2,109
133+92	13,392	20	39.03	5.50	83.12	-	30	4	63	-	7,599	9,050	-	-	-2,162
134+00	13,400	8	28.75	5.50	77.14	-	10	2	24	-	7,609	9,080	-	-	-2,184
135+00	13,500	100	34.90	5.50	6.36	-	118	20	155	-	7,727	9,273	-	-	-2,279
136+00	13,600	100	17.49	5.50	20.05	-	97	20	16	-	7,824	9,293	-	-	-2,223
137+00	13,700	100	20.22	5.50	21.92	-	70	20	78	-	7,894	9,390	-	-	-2,271
138+00	13,800	100	13.07	5.50	27.16	-	62	20	91	-	7,955	9,504	-	-	-2,343
139+00	13,900	100	7.68	5.50	28.89	-	38	20	104	-	7,994	9,634	-	-	-2,455
140+00	14,000	100	3.49	5.50	22.68	-	21	20	96	-	8,014	9,753	-	-	-2,574
141+00	14,100	100	4.55	5.50	30.01	-	15	20	98	-	8,029	9,875	-	-	-2,701
142+00	14,200	100	10.01	5.50	23.46	-	27	20	99	-	8,056	9,999	-	-	-2,819
143+00	14,300	100	21.26	5.50	29.72	-	58	20	98	-	8,114	10,122	-	-	-2,904
144+00	14,400	100	18.37	5.50	33.08	-	73	20	116	-	8,188	10,267	-	-	-2,996
145+00	14,500	100	12.86	5.50	30.71	-	58	20	118	-	8,245	10,415	-	-	-3,107
146+00	14,600	100	5.95	5.50	33.89	-	35	20	120	-	8,280	10,565	-	-	-3,242
147+00	14,700	100	4.05	5.50	49.19	-	19	20	154	-	8,299	10,757	-	-	-3,436
148+00	14,800	100	0.93	5.50	52.68	-	9	20	189	-	8,308	10,993	-	-	-3,683
149+00	14,900	100	-	5.50	65.98	-	2	20	220	-	8,310	11,267	-	-	-3,976
150+00	15,000	100	-	5.50	46.85	-	-	20	209	-	8,310	11,529	-	-	-4,258
151+00	15,100	100	75.59	5.50	3.21	-	140	20	93	-	8,450	11,644	-	-	-4,254
152+00	15,200	100	87.29	5.50	6.99	-	302	20	19	-	8,751	11,668	-	-	-3,996
153+00	15,300	100	92.17	5.50	25.66	-	332	20	60	-	9,084	11,744	-	-	-3,760
154+00	15,400	100	187.92	5.50	49.49	-	519	20	139	-	9,602	11,918	-	-	-3,436
155+00	15,500	100	117.23	5.50	16.70	-	565	20	123	-	10,167	12,071	-	-	-3,044
						Sub Total =	3,493	509	2,620	0					

continue

(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(9) REDUCED EBS IN FILL – EXCAVATED EBS MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = 0.8.
(11) EXPANDED EBS BACKFILL TO BE FILLED WITH CUT MATERIAL. EBS BACKFILL FACTOR = 1.3.
(13) EXPANDED FILL FACTOR = 1.25. **EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR**
(14) THE MASS ORDINATE +/- OTY CALCULATED FOR THE DIVISION. + QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. - INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION. M.O. INCLUDES PLACING CUT MATERIAL IN MARSH BACKFILL AREAS.

CTH A / STAGE 2

STATION	Real Station	Distance	AREA (SF) Cut (2)	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut (2)	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25 (13)	Cumulative Vol (CY) Expanded EBS Backfill 1.30 (11)	Cumulative Vol (CY) Reduced EBS In Fill 0.80 (9)	Mass Ordinate (14)
155+32	15532	32	332.19	5.50	35.66	-	266	7	31	-	10,434	12,110	-	-	-2,823
155+46	15546	14	287.75	5.50	30.70	-	161	3	17	-	10,595	12,131	-	-	-2,687
156+00	15600	54	214.52	5.50	24.75	-	502	11	55	-	11,097	12,200	-	-	-2,265
157+00	15700	100	165.54	5.50	29.88	-	704	20	101	-	11,801	12,327	-	-	-1,708
158+00	15800	100	347.68	5.50	-	-	950	20	55	-	12,751	12,396	-	-	-847
159+00	15900	100	562.36	5.50	-	-	1,685	20	-	-	14,436	12,396	-	-	818
160+00	16000	100	211.55	5.50	-	-	1,433	20	-	-	15,869	12,396	-	-	2,231
161+00	16100	100	210.78	5.50	11.90	-	782	20	22	-	16,652	12,424	-	-	2,965
162+00	16200	100	120.49	5.50	35.20	-	613	20	87	-	17,265	12,533	-	-	3,449
163+00	16300	100	68.27	5.50	11.90	-	350	20	87	-	17,615	12,642	-	-	3,669
164+00	16400	100	922.72	5.50	-	-	1,835	20	22	-	19,450	12,669	-	-	5,456
165+00	16500	100	448.45	5.50	-	-	2,539	20	-	-	21,989	12,669	-	-	7,975
165+54	16554	54	99.79	5.50	8.32	-	548	11	8	-	22,537	12,680	-	-	8,502
166+00	16600	46	73.11	5.50	12.95	-	147	9	18	-	22,684	12,702	-	-	8,617
166+50	16650	50	417.96	5.50	13.45	-	455	10	24	-	23,139	12,733	-	-	9,031
167+00	16700	50	72.10	5.50	40.53	-	454	10	50	-	23,593	12,795	-	-	9,412
168+00	16800	100	135.22	5.50	-	-	384	20	75	-	23,977	12,889	-	-	9,682
169+00	16900	100	269.81	5.50	-	-	750	20	-	-	24,727	12,889	-	-	10,412
170+00	17000	100	247.74	5.50	-	-	958	20	-	-	25,685	12,889	-	-	11,350
						Sub Total =	15,518	306	655	0					

(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(9) REDUCED EBS IN FILL – EXCAVATED EBS MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = 0.8.
(11) EXPANDED EBS BACKFILL TO BE FILLED WITH CUT MATERIAL. EBS BACKFILL FACTOR = 1.3.
(13) EXPANDED FILL FACTOR = 1.25. **EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR**
(14) THE MASS ORDINATE +/- OTY CALCULATED FOR THE DIVISION. + QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. - INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION. M.O. INCLUDES PLACING CUT MATERIAL IN MARSH BACKFILL AREAS.

CTH A / STAGE 3

STATION	Real Station	Distance	AREA (SF) Cut (2)	Salvaged / Unusable Pavement Material	Fill	Marsh Exc (6)	EBS	Incremental Vol (CY) (Unadjusted) Cut (2)	Salvaged / Unusable Pavement Material	Fill	Marsh Exc (6)	EBS	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.25 (13)	Expanded Marsh Backfill 1.50 (10)	Expanded EBS Backfill 1.30 (11)	Reduced EBS In Fill 0.80 (9)	Mass Ordinate (14)
170+00	17000	-	247.74	5.50	-	-	-	-	0	-	-	-	-	-	-	-	-	0
171+00	17100	100	276.70	5.50	-	-	-	971	20	-	-	-	971	-	-	-	-	951
172+00	17200	100	266.28	5.50	-	-	-	1,006	20	-	-	-	1,977	-	-	-	-	1,936
172+17	17217	17	293.00	5.50	-	-	-	176	3	-	-	-	2,153	-	-	-	-	2,109
173+00	17300	83	198.58	5.50	2.52	-	-	756	17	4	-	-	2,908	5	-	-	-	2,842
174+00	17400	100	162.48	5.50	18.41	-	-	669	20	39	-	-	3,577	53	-	-	-	3,442
175+00	17500	100	151.97	5.50	7.01	-	-	582	20	47	-	-	4,159	112	-	-	-	3,945
176+00	17600	100	60.76	5.50	3.50	-	-	394	20	19	-	-	4,553	136	-	-	-	4,295
177+00	17700	100	68.55	5.50	12.67	-	-	239	20	30	-	-	4,793	174	-	-	-	4,476
178+00	17800	100	78.11	5.50	16.98	-	-	272	20	55	-	-	5,064	243	-	-	-	4,659
179+00	17900	100	91.38	5.50	30.50	-	-	314	20	88	-	-	5,378	352	-	-	-	4,842
180+00	18000	100	500.72	5.50	19.94	-	-	1,096	20	93	-	-	6,475	469	-	-	-	5,802
181+00	18100	100	97.46	5.50	9.26	-	-	1,108	20	54	-	-	7,582	537	-	-	-	6,822
182+00	18200	100	82.90	5.50	9.34	-	-	334	20	34	-	-	7,916	580	-	-	-	7,092
183+00	18300	100	76.11	5.50	11.40	-	-	294	20	38	-	-	8,211	628	-	-	-	7,318
184+00	18400	100	89.99	5.50	13.99	-	-	308	20	47	-	-	8,518	687	-	-	-	7,547
185+00	18500	100	118.93	5.50	9.60	-	-	387	20	44	-	-	8,905	741	-	-	-	7,859
186+00	18600	100	110.55	5.50	8.70	-	-	425	20	34	-	-	9,330	784	-	-	-	8,221
187+00	18700	100	97.78	5.50	5.72	-	-	386	20	27	-	-	9,716	817	-	-	-	8,553
188+00	18800	100	51.98	5.50	18.03	-	-	277	20	44	-	-	9,993	872	-	-	-	8,755
189+00	18900	100	10.14	5.50	33.43	-	-	115	20	95	-	-	10,108	991	-	-	-	8,730
190+00	19000	100	-	5.50	135.73	-	-	19	20	313	-	-	10,127	1,383	-	-	-	8,337
191+00	19100	100	-	5.50	231.02	-	-	-	20	679	-	-	10,127	2,232	-	-	-	7,468
192+00	19200	100	-	5.50	309.54	-	-	-	20	1,001	-	-	10,127	3,483	-	-	-	6,196
193+00	19300	100	-	5.50	239.94	-	-	-	20	1,018	-	-	10,127	4,755	-	-	-	4,904
194+00	19400	100	28.90	5.50	120.28	-	-	54	20	667	-	-	10,181	5,589	-	-	-	4,103
195+00	19500	100	171.18	5.50	29.01	-	-	371	20	276	-	-	10,551	5,934	-	-	-	4,108
196+00	19600	100	577.47	5.50	-	-	-	1,386	20	54	-	-	11,938	6,001	-	-	-	5,407
197+00	19700	100	635.53	5.50	-	-	-	2,246	20	-	-	-	14,184	6,001	-	-	-	7,633
198+00	19800	100	1,677.80	5.50	-	-	-	4,284	20	-	-	-	18,468	6,001	-	-	-	11,896

continue

Sub Total	18,468	570	4,801	0	0

(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(6) MARSH EXCAVATION TO BE BACKFILLED WITH CUT MATERIAL.
(9) REDUCED EBS IN FILL – EXCAVATED EBS MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = 0.8.
(10) EXPANDED MARSH BACKFILL TO BE FILLED WITH CUT MATERIAL. MARSH BACKFILL FACTOR = 1.5.
(11) EXPANDED EBS BACKFILL TO BE FILLED WITH CUT MATERIAL. EBS BACKFILL FACTOR = 1.3.
(13) EXPANDED FILL FACTOR = 1.25. **EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR**
(14) THE MASS ORDINATE +/- OTY CALCULATED FOR THE DIVISION. + QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. - INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION. M.O. INCLUDES PLACING CUT MATERIAL IN MARSH BACKFILL AREAS.

CTH A / STAGE 3

STATION	Real Station	Distance	AREA (SF)					Incremental Vol (CY) (Unadjusted)					Cumulative Vol (CY)					Mass Ordinate
			Cut (2)	Salvaged / Unusable Pavement Material	Fill	Marsh Exc (6)	EBS	Cut (2)	Salvaged / Unusable Pavement Material	Fill	Marsh Exc (6)	EBS	Cut 1.00	Expanded Fill 1.25 (13)	Expanded Marsh Backfill 1.50 (10)	Expanded EBS Backfill 1.30 (11)	Reduced EBS In Fill 0.80 (9)	(14)
199+00	19900	100	2,651.53	5.50	-	0.00	-	8,017	20	-	-	-	26,485	6,001	-	-	-	19,893
200+00	20000	100	2,590.19	5.50	-	0.00	-	9,707	20	-	-	-	36,192	6,001	-	-	-	29,580
201+00	20100	100	1,343.41	5.50	-	0.00	-	7,284	20	-	-	-	43,477	6,001	-	-	-	36,844
202+00	20200	100	399.11	5.50	-	0.00	-	3,227	20	-	-	-	46,703	6,001	-	-	-	40,050
203+00	20300	100	183.88	5.50	10.50	0.00	-	1,080	20	19	-	-	47,783	6,026	-	-	-	41,085
204+00	20400	100	36.79	5.50	160.28	0.00	-	409	20	316	-	-	48,192	6,421	-	-	-	41,078
205+00	20500	100	-	5.50	371.83	0.00	-	68	20	985	-	-	48,260	7,653	-	-	-	39,894
206+00	20600	100	-	5.50	514.61	0.00	-	-	20	1,642	-	-	48,260	9,705	-	-	-	37,822
207+00	20700	100	-	5.50	584.79	0.00	-	-	20	2,036	-	-	48,260	12,250	-	-	-	35,256
208+00	20800	100	-	5.50	505.86	0.00	-	-	20	2,020	-	-	48,260	14,774	-	-	-	32,711
209+00	20900	100	-	5.50	437.67	0.00	-	-	20	1,747	-	-	48,260	16,958	-	-	-	30,507
210+00	21000	100	-	5.50	338.17	0.00	-	-	20	1,437	-	-	48,260	18,754	-	-	-	28,691
211+00	21100	100	-	5.50	238.56	0.00	-	-	20	1,068	-	-	48,260	20,089	-	-	-	27,335
211+22	21122	22	131.41	5.50	236.76	0.00	-	54	4	194	-	-	48,313	20,331	-	-	-	27,142
212+00	21200	78	12.13	5.50	133.74	0.00	-	207	16	535	-	-	48,521	21,000	-	-	-	26,665
213+00	21300	100	27.79	5.50	25.00	0.00	-	74	20	294	-	-	48,595	21,368	-	-	-	26,351
214+00	21400	100	124.68	5.50	-	0.00	-	282	20	46	-	-	48,877	21,426	-	-	-	26,555
215+00	21500	100	378.46	5.50	-	0.00	-	932	20	-	-	-	49,809	21,426	-	-	-	27,466
216+00	21600	100	456.23	5.50	-	0.00	-	1,546	20	-	-	-	51,354	21,426	-	-	-	28,992
217+00	21700	100	254.80	5.50	-	0.00	-	1,317	20	-	-	-	52,671	21,426	-	-	-	30,288
218+00	21800	100	271.57	5.50	-	0.00	-	975	20	-	-	-	53,646	21,426	-	-	-	31,242
219+00	21900	100	228.74	5.50	-	0.00	-	927	20	-	-	-	54,572	21,426	-	-	-	32,149
220+00	22000	100	319.33	5.50	-	0.00	-	1,015	20	-	-	-	55,587	21,426	-	-	-	33,143
221+00	22100	100	323.63	5.50	-	0.00	-	1,191	20	-	-	-	56,778	21,426	-	-	-	34,313
222+00	22200	100	628.14	5.50	-	0.00	-	1,763	20	-	-	-	58,541	21,426	-	-	-	36,056
223+00	22300	100	999.46	5.50	-	0.00	-	3,014	20	-	-	-	61,555	21,426	-	-	-	39,049
224+00	22400	100	1,156.32	5.50	-	0.00	-	3,992	20	-	-	-	65,547	21,426	-	-	-	43,021
225+00	22500	100	1,130.54	5.50	-	0.00	-	4,235	20	-	-	-	69,782	21,426	-	-	-	47,236
226+00	22600	100	734.86	5.50	-	0.00	-	3,454	20	-	-	-	73,236	21,426	-	-	-	50,670
227+00	22700	100	332.11	5.50	19.41	0.00	-	1,976	20	36	-	-	75,212	21,471	-	-	-	52,580
228+00	22800	100	128.53	5.50	16.39	0.00	-	853	20	66	-	-	76,065	21,553	-	-	-	53,330
229+00	22900	100	19.64	5.50	103.52	0.00	-	274	20	222	-	-	76,339	21,831	-	-	-	53,307
230+00	23000	100	-	5.50	129.02	0.00	-	36	20	431	-	-	76,376	22,369	-	-	-	52,784
231+00	23100	100	-	5.50	331.45	0.00	-	-	20	853	-	-	76,376	23,435	-	-	-	51,698
232+00	23200	100	13.23	5.50	86.03	0.00	-	25	20	773	-	-	76,400	24,402	-	-	-	50,736
233+00	23300	100	23.29	5.50	27.83	0.00	-	68	20	211	-	-	76,468	24,665	-	-	-	50,519
234+00	23400	100	51.50	5.50	13.54	0.00	-	139	20	77	-	-	76,606	24,761	-	-	-	50,542
235+00	23500	100	65.96	5.50	11.22	0.00	-	218	20	46	-	-	76,824	24,818	-	-	-	50,682
236+00	23600	100	71.22	5.50	9.40	0.00	-	254	20	38	-	-	77,078	24,866	-	-	-	50,868
237+00	23700	100	54.50	5.50	47.68	0.00	-	233	20	106	-	-	77,311	24,998	-	-	-	50,948

continue

Sub Total	58,843	794	15,197	0	0		

(2) (6) (9) (10) (11) (13) (14) SEE NOTES ON PREVIOUS PAGE.

CTH A / STAGE 3

STATION	Real Station	Distance	AREA (SF) Cut (2)	Salvaged / Unusable Pavement Material	Fill	Marsh Exc (6)	EBS	Incremental Vol (CY) (Unadjusted) Cut (2)	Salvaged / Unusable Pavement Material	Fill	Marsh Exc (6)	EBS	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.25 (13)	Expanded Marsh Backfill 1.50 (10)	Expanded EBS Backfill 1.30 (11)	Reduced EBS In Fill 0.80 (9)	Mass Ordinate (14)
237+35	23735	35	132.55	5.50	91.83	-	-	121	7	90	-	-	77,432	25,111	-	-	-	50,949
237+64	23764	29	110.69	5.50	11.19	-	-	131	6	55	-	-	77,563	25,180	-	-	-	51,005
238+00	23800	36	286.38	5.50	0.62	-	-	265	7	8	-	-	77,827	25,190	-	-	-	51,252
239+00	23900	100	258.75	5.50	6.58	-	-	1,010	20	13	-	-	78,837	25,207	-	-	-	52,225
240+00	24000	100	272.77	5.50	3.38	-	-	984	20	18	-	-	79,821	25,230	-	-	-	53,165
241+00	24100	100	401.30	5.50	-	-	-	1,248	20	6	-	-	81,069	25,238	-	-	-	54,385
242+00	24200	100	490.47	5.50	-	-	-	1,651	20	-	-	-	82,721	25,238	-	-	-	56,017
243+00	24300	100	578.64	5.50	-	-	-	1,980	20	-	-	-	84,701	25,238	-	-	-	57,976
244+00	24400	100	958.97	5.50	-	-	-	2,847	20	-	-	-	87,548	25,238	-	-	-	60,803
245+00	24500	100	293.52	5.50	-	-	-	2,319	20	-	-	-	89,868	25,238	-	-	-	63,102
246+00	24600	100	227.46	5.50	323.34	227.46	-	965	20	599	421	-	90,832	25,986	632	-	-	62,666
247+00	24700	100	202.24	5.50	373.02	202.24	-	796	20	1,290	796	-	91,628	27,598	1,825	-	-	60,636
247+50	24750	50	240.49	5.50	380.46	240.49	-	410	10	698	410	-	92,038	28,470	2,440	-	-	59,549
248+00	24800	50	190.24	5.50	416.78	190.24	-	399	10	738	399	-	92,437	29,393	3,039	-	-	58,416
249+00	24900	100	516.13	5.50	227.50	516.13	-	1,308	20	1,193	1,308	-	93,745	30,884	5,001	-	-	56,251
250+00	25000	100	295.62	5.50	312.45	295.62	-	1,503	20	1,000	1,503	-	95,248	32,134	7,256	-	-	54,229
250+03	25002	2	304.98	5.50	326.07	304.98	-	22	0	24	22	-	95,270	32,164	7,289	-	-	54,188
250+49	25049	47	273.53	5.50	330.80	273.53	-	504	10	572	504	-	95,774	32,878	8,044	-	-	53,212
251+00	25100	51	257.45	5.50	168.42	257.45	-	501	10	471	501	-	96,275	33,468	8,796	-	-	52,361
252+00	25200	100	287.05	5.50	-	-	-	1,008	20	312	477	-	97,284	33,858	9,512	-	-	52,244
252+62	25262	62	400.93	5.50	-	-	-	790	13	-	-	-	98,074	33,858	9,512	-	-	53,021

continue

Sub Total	20,763	318	7,088	6,341	0	

(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(6) MARSH EXCAVATION TO BE BACKFILLED WITH CUT MATERIAL.
(9) REDUCED EBS IN FILL – EXCAVATED EBS MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = 0.8.
(10) EXPANDED MARSH BACKFILL TO BE FILLED WITH CUT MATERIAL. MARSH BACKFILL FACTOR = 1.5.
(11) EXPANDED EBS BACKFILL TO BE FILLED WITH CUT MATERIAL. EBS BACKFILL FACTOR = 1.3.
(13) EXPANDED FILL FACTOR = 1.25. **EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR**
(14) THE MASS ORDINATE +/- OTY CALCULATED FOR THE DIVISION. + QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. - INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION. M.O. INCLUDES PLACING CUT MATERIAL IN MARSH BACKFILL AREAS.

CTH A / STAGE 3

STATION	Real Station	Distance	AREA (SF)					Incremental Vol (CY) (Unadjusted)					Cumulative Vol (CY)					Mass Ordinate
			Cut (2)	Salvaged / Unusable Pavement Material	Fill	Marsh Exc (6)	EBS	Cut (2)	Salvaged / Unusable Pavement Material	Fill	Marsh Exc (6)	EBS	Cut 1.00	Expanded Fill 1.25 (13)	Expanded Marsh Backfill 1.50 (10)	Expanded EBS Backfill 1.30 (11)	Reduced EBS In Fill 0.80 (9)	(14)
253+00	25,300	38	485.40	5.50	-	-	-	624	8	-	-	-	98,697	33,858	9,512	-	-	53,637
254+00	25,400	100	756.28	5.50	-	-	-	2,299	20	-	-	-	100,997	33,858	9,512	-	-	55,916
255+00	25,500	100	716.56	5.50	-	-	-	2,727	20	-	-	-	103,724	33,858	9,512	-	-	58,624
256+00	25,600	100	909.04	5.50	-	-	-	3,010	20	-	-	-	106,735	33,858	9,512	-	-	61,614
257+00	25,700	100	1,108.62	5.50	-	-	-	3,736	20	-	-	-	110,471	33,858	9,512	-	-	65,330
258+00	25,800	100	1,095.62	5.50	-	-	-	4,082	20	-	-	-	114,553	33,858	9,512	-	-	69,391
259+00	25,900	100	951.50	5.50	-	-	-	3,791	20	-	-	-	118,344	33,858	9,512	-	-	73,162
260+00	26,000	100	462.69	5.50	-	-	-	2,619	20	-	-	-	120,963	33,858	9,512	-	-	75,760
261+00	26,100	100	338.75	5.50	-	-	-	1,484	20	-	-	-	122,447	33,858	9,512	-	-	77,224
262+00	26,200	100	211.52	5.50	8.17	-	-	1,019	20	15	-	-	123,466	33,877	9,512	-	-	78,204
263+00	26,300	100	66.29	5.50	26.36	-	-	514	20	64	-	-	123,980	33,956	9,512	-	-	78,618
264+00	26,400	100	-	5.50	197.77	-	-	123	20	415	-	-	124,103	34,475	9,512	-	-	78,202
265+00	26,500	100	-	5.50	331.52	-	-	-	20	980	-	-	124,103	35,701	9,512	-	-	76,956
266+00	26,600	100	-	5.50	375.13	-	-	-	20	1,309	-	-	124,103	37,336	9,512	-	-	75,300
266+36	26,636	36	120.84	5.50	388.91	-	-	81	7	509	-	-	124,184	37,973	9,512	-	-	74,736
267+00	26,700	64	-	5.50	270.35	-	-	143	13	781	-	-	124,327	38,950	9,512	-	-	73,890
268+00	26,800	100	-	5.50	136.45	-	-	-	20	753	-	-	124,327	39,891	9,512	-	-	72,928
269+00	26,900	100	20.08	5.50	45.51	-	-	37	20	337	-	-	124,364	40,313	9,512	-	-	72,523
270+00	27,000	100	65.94	5.50	11.23	-	-	159	20	105	-	-	124,523	40,444	9,512	-	-	72,531
271+00	27,100	100	100.53	5.50	2.47	-	-	308	20	25	-	-	124,832	40,476	9,512	-	-	72,787
272+00	27,200	100	119.54	5.50	20.69	-	-	408	20	43	-	-	125,239	40,529	9,512	-	-	73,121
273+00	27,300	100	193.83	5.50	2.16	-	-	580	20	42	-	-	125,820	40,582	9,512	-	-	73,628
274+00	27,400	100	178.82	5.50	5.96	-	-	690	20	15	-	-	126,510	40,601	9,512	-	-	74,279
275+00	27,500	100	151.19	5.50	8.96	-	-	611	20	28	-	-	127,121	40,635	9,512	-	-	74,835
276+00	27,600	100	153.95	5.50	9.17	-	-	565	20	34	-	-	127,686	40,677	9,512	-	-	75,338
277+00	27,700	100	197.85	5.50	8.21	-	-	651	20	32	-	-	128,337	40,718	9,512	-	-	75,929
278+00	27,800	100	145.57	5.50	12.97	-	-	636	20	39	-	-	128,973	40,767	9,512	-	-	76,495
279+00	27,900	100	98.68	5.50	28.05	-	-	452	20	76	-	-	129,426	40,862	9,512	-	-	76,832
280+00	28,000	100	91.97	5.50	22.45	-	-	353	20	94	-	-	129,779	40,978	9,512	-	-	77,048
281+00	28,100	100	107.64	5.50	18.33	-	-	370	20	76	-	-	130,148	41,073	9,512	-	-	77,303
282+00	28,200	100	113.92	5.50	16.60	-	-	410	20	65	-	-	130,559	41,154	9,512	-	-	77,612
283+00	28,300	100	73.71	5.50	29.75	-	-	347	20	86	-	-	130,906	41,261	9,512	-	-	77,832
284+00	28,400	100	61.91	5.50	33.50	-	-	251	20	117	-	-	131,157	41,407	9,512	-	-	77,916
285+00	28,500	100	58.19	5.50	37.23	-	-	222	20	131	-	-	131,380	41,571	9,512	-	-	77,954
286+00	28,600	100	79.67	5.50	0.15	-	-	255	20	23	-	-	131,635	41,600	9,512	-	-	78,160

continue

Sub Total	33,561	680	6,194	0	0

(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(6) MARSH EXCAVATION TO BE BACKFILLED WITH CUT MATERIAL.
(9) REDUCED EBS IN FILL – EXCAVATED EBS MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = 0.8.
(10) EXPANDED MARSH BACKFILL TO BE FILLED WITH CUT MATERIAL. MARSH BACKFILL FACTOR = 1.5.
(11) EXPANDED EBS BACKFILL TO BE FILLED WITH CUT MATERIAL. EBS BACKFILL FACTOR = 1.3.
(13) EXPANDED FILL FACTOR = 1.25. **EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR**
(14) THE MASS ORDINATE +/- OTY CALCULATED FOR THE DIVISION. + QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. - INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION. M.O. INCLUDES PLACING CUT MATERIAL IN MARSH BACKFILL AREAS.

CTH A / STAGE 3

STATION	Real Station	Distance	AREA (SF) Cut (2)	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc (6)	EBS	Incremental Vol (CY) (Unadjusted) Cut (2)	Salvaged/ Unusable Pavement Material	Fill	Marsh Exc (6)	EBS	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.25 (13)	Expanded Marsh Backfill 1.50 (10)	Expanded EBS Backfill 1.30 (11)	Reduced EBS In Fill 0.80 (9)	Mass Ordinate (14)
287+00	28,700	100	80.34	5.50	16.33	-	-	296	20	31	-	-	131,931	41,638	9,512	-	-	78,398
288+00	28,800	100	116.79	5.50	4.96	-	-	365	20	39	-	-	132,296	41,687	9,512	-	-	78,694
289+00	28,900	100	146.32	5.50	4.52	-	-	487	20	18	-	-	132,784	41,709	9,512	-	-	79,139
290+00	29,000	100	76.31	5.50	36.14	-	-	412	20	75	-	-	133,196	41,804	9,512	-	-	79,436
291+00	29,100	100	0.37	5.50	167.50	-	-	142	20	377	-	-	133,338	42,275	9,512	-	-	79,087
291+23	29,123	23	181.53	5.50	218.46	-	-	77	5	164	-	-	133,415	42,480	9,512	-	-	78,954
292+00	29,200	77	-	5.50	218.63	-	-	259	16	623	-	-	133,674	43,259	9,512	-	-	78,418
293+00	29,300	100	-	5.50	155.16	-	-	-	20	692	-	-	133,674	44,125	9,512	-	-	77,532
294+00	29,400	100	-	5.50	99.04	-	-	-	20	471	-	-	133,674	44,713	9,512	-	-	76,924
295+00	29,500	100	20.86	5.50	49.54	-	-	39	20	275	-	-	133,713	45,057	9,512	-	-	76,598
296+00	29,600	100	125.08	5.50	2.52	-	-	270	20	96	-	-	133,983	45,178	9,512	-	-	76,727
297+00	29,700	100	200.56	5.50	-	-	-	603	20	5	-	-	134,586	45,183	9,512	-	-	77,304
298+00	29,800	100	190.35	5.50	-	-	-	724	20	-	-	-	135,310	45,183	9,512	-	-	78,008
298+44	29,844	44	61.21	5.50	-	-	-	205	9	-	-	-	135,515	45,183	9,512	-	-	78,204

continue

Sub Total	3,880	253	2,867	0	0

(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(6) MARSH EXCAVATION TO BE BACKFILLED WITH CUT MATERIAL.
(9) REDUCED EBS IN FILL – EXCAVATED EBS MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = 0.8.
(10) EXPANDED MARSH BACKFILL TO BE FILLED WITH CUT MATERIAL. MARSH BACKFILL FACTOR = 1.5.
(11) EXPANDED EBS BACKFILL TO BE FILLED WITH CUT MATERIAL. EBS BACKFILL FACTOR = 1.3.
(13) EXPANDED FILL FACTOR = 1.25. **EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR**
(14) THE MASS ORDINATE +/- OTY CALCULATED FOR THE DIVISION. + QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. - INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION. M.O. INCLUDES PLACING CUT MATERIAL IN MARSH BACKFILL AREAS.

CTH A / STAGE 3

STATION	Real Station	Distance	AREA (SF)					Incremental Vol (CY) (Unadjusted)					Cumulative Vol (CY)					Mass Ordinate
			Cut (2)	Salvaged / Unusable Pavement Material	Fill	Marsh Exc (6)	EBS	Cut (2)	Salvaged / Unusable Pavement Material	Fill	Marsh Exc (6)	EBS	Cut 1.00	Expanded Fill 1.25 (13)	Expanded Marsh Backfill 1.50 (10)	Expanded EBS Backfill 1.30 (11)	Reduced EBS In Fill 0.80 (9)	(14)
299+00	29,900	56	31.15	5.50	47.63	-	-	96	11	49	-	-	135,611	45,245	9,512	-	-	78,226
300+00	30,000	100	-	5.50	217.73	-	-	58	20	164	-	-	135,668	45,450	9,512	-	-	78,059
300+88	30,088	88	262.38	5.50	372.28	-	-	428	18	961	-	-	136,096	46,652	9,512	-	-	77,267
301+00	30,100	12	-	5.50	380.92	-	-	58	2	167	-	-	136,154	46,861	9,512	-	-	77,113
302+00	30,200	100	-	5.50	300.27	-	-	-	20	1,261	-	-	136,154	48,438	9,512	-	-	75,516
303+00	30,300	100	-	5.50	159.88	-	-	-	20	852	-	-	136,154	49,503	9,512	-	-	74,431
304+00	30,400	100	69.37	5.50	25.90	-	-	128	20	344	-	-	136,283	49,933	9,512	-	-	74,109
305+00	30,500	100	260.20	5.50	-	-	-	610	20	48	-	-	136,893	49,993	9,512	-	-	74,639
306+00	30,600	100	421.61	5.50	-	-	-	1,263	20	-	-	-	138,156	49,993	9,512	-	-	75,881
307+00	30,700	100	523.70	5.50	-	-	-	1,751	20	-	-	-	139,906	49,993	9,512	-	-	77,611
308+00	30,800	100	510.31	5.50	-	-	-	1,915	20	-	-	-	141,821	49,993	9,512	-	-	79,505
309+00	30,900	100	374.15	5.50	-	-	-	1,638	20	-	-	-	143,459	49,993	9,512	-	-	81,123
310+00	31,000	100	177.86	5.50	-	-	-	1,022	20	-	-	-	144,481	49,993	9,512	-	-	82,125
311+00	31,100	100	81.51	5.50	24.78	-	-	480	20	46	-	-	144,962	50,050	9,512	-	-	82,527
311+52	31,152	52	198.03	5.50	58.10	-	-	269	11	80	-	-	145,231	50,150	9,512	-	-	82,686
312+00	31,200	48	44.43	5.50	51.63	-	-	216	10	98	-	-	145,446	50,272	9,512	-	-	82,770
313+00	31,300	100	74.23	5.50	18.27	-	-	220	20	129	-	-	145,666	50,434	9,512	-	-	82,808
314+00	31,400	100	107.89	5.50	4.35	-	-	337	20	42	-	-	146,003	50,486	9,512	-	-	83,072
315+00	31,500	100	136.37	5.50	5.26	-	-	452	20	18	-	-	146,456	50,508	9,512	-	-	83,482
316+00	31,600	100	107.34	5.50	7.20	-	-	451	20	23	-	-	146,907	50,537	9,512	-	-	83,884
317+00	31,700	100	63.98	5.50	17.51	-	-	317	20	46	-	-	147,224	50,595	9,512	-	-	84,124
318+00	31,800	100	32.01	5.50	31.81	-	-	178	20	91	-	-	147,402	50,709	9,512	-	-	84,167
319+00	31,900	100	12.48	5.50	47.61	-	-	82	20	147	-	-	147,484	50,893	9,512	-	-	84,045
320+00	32,000	100	6.12	5.50	65.97	-	-	34	20	210	-	-	147,519	51,155	9,512	-	-	83,796
320+53	32,053	53	97.75	5.50	112.09	-	-	102	11	175	-	-	147,621	51,374	9,512	-	-	83,669
321+00	32,100	100	-	5.50	98.22	-	-	128	20	341	-	-	147,749	51,800	9,512	-	-	83,350
322+00	32,200	100	-	5.50	97.83	-	-	-	20	363	-	-	147,749	52,254	9,512	-	-	82,876
323+00	32,300	100	-	5.50	102.32	-	-	-	20	371	-	-	147,749	52,717	9,512	-	-	82,393
324+00	32,400	100	-	5.50	102.75	-	-	-	20	380	-	-	147,749	53,192	9,512	-	-	81,898
325+00	32,500	100	-	5.50	94.62	-	-	-	20	366	-	-	147,749	53,649	9,512	-	-	81,420
326+00	32,600	100	0.18	5.50	86.51	-	-	0	20	335	-	-	147,749	54,068	9,512	-	-	80,981
327+00	32,700	100	1.67	5.50	87.90	-	-	3	20	323	-	-	147,753	54,472	9,512	-	-	80,560
328+00	32,800	100	-	5.50	117.83	-	-	3	20	381	-	-	147,756	54,948	9,512	-	-	80,067
329+00	32,900	100	-	5.50	130.36	-	-	-	20	460	-	-	147,756	55,523	9,512	-	-	79,472
330+00	33,000	100	2.07	5.50	104.36	-	-	4	20	435	-	-	147,760	56,066	9,512	-	-	78,912
331+00	33,100	100	0.12	5.50	110.94	-	-	4	20	399	-	-	147,764	56,564	9,512	-	-	78,397
332+00	33,200	100	-	5.50	131.15	-	-	0	20	448	-	-	147,764	57,125	9,512	-	-	77,817
333+00	33,300	100	-	5.50	162.26	-	-	-	20	543	-	-	147,764	57,804	9,512	-	-	77,117

continue

Sub Total	12,249	715	10,096	0	0

(2) (6) (9) (10) (11) (13) (14) SEE NOTES ON PREVIOUS PAGE.

CTH A / STAGE 3

STATION	Real Station	Distance	AREA (SF)					Incremental Vol (CY) (Unadjusted)					Cumulative Vol (CY)					Mass Ordinate
			Cut (2)	Salvaged / Unusable Pavement Material	Fill	Marsh Exc (6)	EBS	Cut (2)	Salvaged / Unusable Pavement Material	Fill	Marsh Exc (6)	EBS	Cut 1.00	Expanded Fill 1.25 (13)	Expanded Marsh Backfill 1.50 (10)	Expanded EBS Backfill 1.30 (11)	Reduced EBS In Fill 0.80 (9)	(14)
334+00	33,400	100	-	5.50	230.86	-	-	-	20	728	-	-	147,764	58,714	9,512	-	-	76,187
335+00	33,500	100	-	5.50	313.88	-	-	-	20	1,009	-	-	147,764	59,975	9,512	-	-	74,905
336+00	33,600	100	-	5.50	310.76	-	-	-	20	1,157	-	-	147,764	61,421	9,512	-	-	73,439
337+00	33,700	100	-	5.50	239.52	-	-	-	20	1,019	-	-	147,764	62,695	9,512	-	-	72,145
338+00	33,800	100	2.33	5.50	97.86	-	-	4	20	625	-	-	147,768	63,476	9,512	-	-	71,348
339+00	33,900	100	53.06	5.50	36.30	-	-	103	20	248	-	-	147,871	63,786	9,512	-	-	71,120
340+00	34,000	100	215.00	5.50	-	-	-	496	20	67	-	-	148,367	63,870	9,512	-	-	71,512
340+06	34,006	6	195.77	5.50	-	-	-	46	1	-	-	-	148,413	63,870	9,512	-	-	71,556
341+00	34,100	94	249.53	5.50	-	-	-	775	19	-	-	-	149,188	63,870	9,512	-	-	72,312
342+00	34,200	100	328.02	5.50	-	-	-	1,070	20	-	-	-	150,258	63,870	9,512	-	-	73,361
343+00	34,300	100	269.15	5.50	-	-	-	1,106	20	-	-	-	151,363	63,870	9,512	-	-	74,447
344+00	34,400	100	97.66	5.50	0.27	-	-	679	20	1	-	-	152,043	63,871	9,512	-	-	75,105
345+00	34,500	100	-	5.50	202.95	-	-	181	20	376	-	-	152,224	64,341	9,512	-	-	74,795
346+00	34,600	100	-	5.50	487.80	-	-	-	20	1,279	-	-	152,224	65,940	9,512	-	-	73,176
347+00	34,700	100	-	5.50	554.66	-	-	-	20	1,930	-	-	152,224	68,353	9,512	-	-	70,742
348+00	34,800	100	-	5.50	495.15	-	-	-	20	1,944	-	-	152,224	70,783	9,512	-	-	68,292
349+00	34,900	100	-	5.50	326.88	-	-	-	20	1,522	-	-	152,224	72,686	9,512	-	-	66,369
350+00	35,000	100	-	5.50	171.14	-	-	-	20	922	-	-	152,224	73,839	9,512	-	-	65,195
351+00	35,100	100	-	5.50	91.43	-	-	-	20	486	-	-	152,224	74,447	9,512	-	-	64,567
352+00	35,200	100	1.94	5.50	50.45	-	-	4	20	263	-	-	152,227	74,775	9,512	-	-	64,222
353+00	35,300	100	44.80	5.50	17.89	-	-	87	20	127	-	-	152,314	74,934	9,512	-	-	64,130
353+37	35,337	37	58.70	5.50	7.63	-	-	71	8	17	-	-	152,385	74,955	9,512	-	-	64,172
354+00	35,400	63	64.98	5.50	7.08	-	-	144	13	17	-	-	152,529	74,977	9,512	-	-	64,282
355+00	35,500	100	57.73	5.50	17.85	-	-	227	20	15	-	-	152,756	74,996	9,512	-	-	64,469
356+00	35,600	100	47.10	5.50	-	-	-	194	20	33	-	-	152,950	75,037	9,512	-	-	64,602
357+00	35,700	100	47.10	5.50	-	-	-	174	20	-	-	-	153,125	75,037	9,512	-	-	64,756
357+62	35,762	62	47.10	5.50	-	-	-	108	13	-	-	-	153,233	75,037	9,512	-	-	64,851
							Sub Total	5,186	502	13,787	0	0						

(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(6) MARSH EXCAVATION TO BE BACKFILLED WITH CUT MATERIAL.
(9) REDUCED EBS IN FILL – EXCAVATED EBS MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = 0.8.
(10) EXPANDED MARSH BACKFILL TO BE FILLED WITH CUT MATERIAL. MARSH BACKFILL FACTOR = 1.5.
(11) EXPANDED EBS BACKFILL TO BE FILLED WITH CUT MATERIAL. EBS BACKFILL FACTOR = 1.3.
(13) EXPANDED FILL FACTOR = 1.25. **EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR**
(14) THE MASS ORDINATE +/- OTY CALCULATED FOR THE DIVISION. + QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. - INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION. M.O. INCLUDES PLACING CUT MATERIAL IN MARSH BACKFILL AREAS.

CTH I & 21 3/4TH ST. / STAGE 2

STATION	Real Station	Distance	AREA (SF) Cut (2)	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut (2)	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25 (13)	Cumulative Vol (CY) Expanded EBS Backfill 1.30 (11)	Cumulative Vol (CY) Reduced EBS In Fill 0.80 (9)	Mass Ordinate (14)
08+86.75	887	0	41.65	5.00	0.31	-	-	-	-	-	-	-	-	-	0
09+00	900	13	41.65	5.00	0.31	-	20	2	0	-	20	0	-	-	18
09+28.42	928	28	45.40	5.00	2.00	-	46	5	1	-	66	2	-	-	57
09+31.27	931	3	44.71	5.00	1.86	-	5	1	0	-	71	2	-	-	61
						Total =	71	8	2	0					

STATION	Real Station	Distance	AREA (SF) Cut (2)	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut (2)	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25 (13)	Cumulative Vol (CY) Expanded EBS Backfill 1.30 (11)	Cumulative Vol (CY) Reduced EBS In Fill 0.80 (9)	Mass Ordinate (14)
10+59.66	1060	0	69.98	5.00	-	-	-	-	-	-	-	-	-	-	0
10+76.49	1076	17	33.37	5.00	-	-	32	3	-	-	32	-	-	-	29
11+00	1100	24	39.42	5.00	0.38	-	32	4	0	-	64	0	-	-	56
11+57.42	1157	57	39.42	5.00	0.38	-	84	11	1	-	148	1	-	-	128
						Total =	148	18	1	0					

(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(9) REDUCED EBS IN FILL – EXCAVATED EBS MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = 0.8.
(11) EXPANDED EBS BACKFILL TO BE FILLED WITH CUT MATERIAL. EBS BACKFILL FACTOR = 1.3.
(13) EXPANDED FILL FACTOR = 1.25. **EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR**
(14) THE MASS ORDINATE +/- OTY CALCULATED FOR THE DIVISION. + QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. - INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION. M.O. INCLUDES PLACING CUT MATERIAL IN MARSH BACKFILL AREAS.

9 9

22 1/4TH ST. / STAGE 2

STATION	Real Station	Distance	AREA (SF) Cut (2)	Salvaged / Unusable Pavement Material	Fill	EBS	Incremental Vol (CY) (Unadjusted) Cut (2)	Salvaged / Unusable Pavement Material	Fill	EBS	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.25 (13)	Expanded EBS Backfill 1.30 (11)	Reduced EBS In Fill 0.80 (9)	Mass Ordinate (14)
08+73.69	874	0	33.11	5.00	3.22	-	-	-	-	-	-	-	-	-	0
09+00	900	26	58.67	5.00	9.42	-	45	5	6	-	45	8	-	-	32
09+22.82	923	23	58.67	5.00	9.42	-	50	4	8	-	94	18	-	-	68
09+41.39	941	19	10.79	5.00	9.42	-	24	3	6	-	118	26	-	-	80
						Total =	118	13	21	0					

(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(9) REDUCED EBS IN FILL – EXCAVATED EBS MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = 0.8.
(11) EXPANDED EBS BACKFILL TO BE FILLED WITH CUT MATERIAL. EBS BACKFILL FACTOR = 1.3.
(13) EXPANDED FILL FACTOR = 1.25. **EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR**
(14) THE MASS ORDINATE +/- OTY CALCULATED FOR THE DIVISION. + QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. - INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION. M.O. INCLUDES PLACING CUT MATERIAL IN MARSH BACKFILL AREAS.

23RD ST. / STAGE 2

STATION	Real Station	Distance	AREA (SF) Cut (2)	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut (2)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25 (13)	Cumulative Vol (CY) Expanded EBS Backfill 1.30 (11)	Cumulative Vol (CY) Reduced EBS In Fill 0.80 (9)	Mass Ordinate (14)
10+76	1076	0	-	-	432.90	-	-	-	-	-	-	-	-	-	0
11+00	1100	24	213.54	-	556.59	-	95	-	440	-	95	550	-	-	-455
11+00	1100	0	23.12	-	543.46	-	0	-	0	-	95	550	-	-	-455
12+00	1200	100	27.43	-	579.29	-	94	-	2,079	-	189	3,149	-	-	-2,960
13+00	1300	100	57.15	-	111.85	-	157	-	1,280	-	345	4,749	-	-	-4,403
14+00	1400	100	331.49	5.00	-	-	720	9	207	-	1,065	5,007	-	-	-3,952
15+00	1500	100	95.93	5.00	4.76	-	792	19	9	-	1,856	5,018	-	-	-3,190
16+00	1600	100	47.96	5.00	144.14	-	266	19	276	-	2,123	5,363	-	-	-3,287
16+17.67	1618	18	45.22	5.00	-	-	30	3	47	-	2,153	5,422	-	-	-3,318
						Total =	2,153	50	4,338	0					

23RD ST. / STAGE 3

STATION	Real Station	Distance	AREA (SF) Cut (2)	AREA (SF) Salvaged/ Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut (2)	Incremental Vol (CY) (Unadjusted) Salvaged/ Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25 (13)	Cumulative Vol (CY) Expanded EBS Backfill 1.30 (11)	Cumulative Vol (CY) Reduced EBS In Fill 0.80 (9)	Mass Ordinate (14)
10+50	1050	0	42.00	5.00	0.43	-	-	-	-	-	-	-	-	-	0
10+65.31	1065	15	53.07	5.00	0.24	-	27	3	0	-	27	0	-	-	24
10+96.21	1096	31	53.07	5.00	-	-	61	6	0	-	88	0	-	-	79
						Total =	88	9	0	0					

(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(9) REDUCED EBS IN FILL – EXCAVATED EBS MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = 0.8.
(11) EXPANDED EBS BACKFILL TO BE FILLED WITH CUT MATERIAL. EBS BACKFILL FACTOR = 1.3.
(13) EXPANDED FILL FACTOR = 1.25. **EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR**
(14) THE MASS ORDINATE +/- OTY CALCULATED FOR THE DIVISION. + QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. - INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION. M.O. INCLUDES PLACING CUT MATERIAL IN MARSH BACKFILL AREAS.

4 1/2TH AVE. / STAGE 3

STATION	Real Station	Distance	AREA (SF) Cut (2)	Salvaged / Unusable Pavement Material	Fill	EBS	Incremental Vol (CY) (Unadjusted) Cut (2)	Salvaged / Unusable Pavement Material	Fill	EBS	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.25 (13)	Expanded EBS Backfill 1.30 (11)	Reduced EBS In Fill 0.80 (9)	Mass Ordinate (14)
01+80.88	181	0	90.63	5.00	-	-	-	-	-	-	-	-	-	-	0
02+00	200	19	111.69	5.00	-	-	72	4	-	-	72	-	-	-	68
02+16.11	216	16	99.42	5.00	-	-	63	3	-	-	135	-	-	-	128
03+00	300	84	79.67	5.00	-	-	278	16	-	-	413	-	-	-	391
03+51.08	351	51	12.42	-	24.37	-	87	5	23	-	500	29	-	-	444
04+00	400	49	31.82	-	27.93	-	40	-	47	-	540	88	-	-	425
05+00	500	100	17.74	-	80.21	-	92	-	200	-	632	338	-	-	267
06+00	600	100	7.10	-	57.27	-	46	-	255	-	678	657	-	-	-6
07+00	700	100	2.49	-	82.10	-	18	-	258	-	696	979	-	-	-310
08+00	800	100	94.96	-	-	-	180	-	152	-	876	1,169	-	-	-320
09+00	900	100	260.89	-	-	-	659	-	-	-	1,535	1,169	-	-	339
09+25	925	25	445.82	-	-	-	327	-	-	-	1,862	1,169	-	-	666
						Total =	1,862	27	935	0					

(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(9) REDUCED EBS IN FILL – EXCAVATED EBS MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = 0.8.
(11) EXPANDED EBS BACKFILL TO BE FILLED WITH CUT MATERIAL. EBS BACKFILL FACTOR = 1.3.
(13) EXPANDED FILL FACTOR = 1.25. **EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR**
(14) THE MASS ORDINATE +/- OTY CALCULATED FOR THE DIVISION. + QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. - INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION. M.O. INCLUDES PLACING CUT MATERIAL IN MARSH BACKFILL AREAS.

23 3/4TH ST. / STAGE 3

STATION	Real Station	Distance	AREA (SF) Cut (2)	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut (2)	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25 (13)	Cumulative Vol (CY) Expanded EBS Backfill 1.30 (11)	Cumulative Vol (CY) Reduced EBS In Fill 0.80 (9)	Mass Ordinate (14)
08+79.7	880	0	19.68	5.00	20.44	-	-	-	-	-	-	-	-	-	0
09+00	900	20	19.68	5.00	37.80	-	15	4	28	-	15	36	-	-	-24
09+23.07	923	23	17.40	5.00	42.28	-	16	4	34	-	31	78	-	-	-56
09+41.20	941	18	8.62	5.00	34.45	-	9	3	26	-	39	110	-	-	-83
						Total =	39	11	88	0					

(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(9) REDUCED EBS IN FILL – EXCAVATED EBS MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = 0.8.
(11) EXPANDED EBS BACKFILL TO BE FILLED WITH CUT MATERIAL. EBS BACKFILL FACTOR = 1.3.
(13) EXPANDED FILL FACTOR = 1.25. **EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR**
(14) THE MASS ORDINATE +/- OTY CALCULATED FOR THE DIVISION. + QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. - INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION. M.O. INCLUDES PLACING CUT MATERIAL IN MARSH BACKFILL AREAS.

24TH ST. / STAGE 3

STATION	Real Station	Distance	AREA (SF) Cut (2)	Salvaged / Unusable Pavement Material	Fill	EBS	Incremental Vol (CY) (Unadjusted) Cut (2)	Salvaged / Unusable Pavement Material	Fill	EBS	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.25 (13)	Expanded EBS Backfill 1.30 (11)	Reduced EBS In Fill 0.80 (9)	Mass Ordinate (14)
08+61.15	861	0	90.73	5.00	-	-	-	-	-	-	-	-	-	-	0
09+00	900	39	119.00	5.00	-	-	151	7	-	-	151	-	-	-	144
09+25.07	925	25	103.39	5.00	-	-	103	5	-	-	254	-	-	-	242
09+39.18	939	14	113.48	5.00	-	-	57	3	-	-	311	-	-	-	296
						Total =	311	14	0	0					

STATION	Real Station	Distance	AREA (SF) Cut (2)	Salvaged / Unusable Pavement Material	Fill	EBS	Incremental Vol (CY) (Unadjusted) Cut (2)	Salvaged / Unusable Pavement Material	Fill	EBS	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.25 (13)	Expanded EBS Backfill 1.30 (11)	Reduced EBS In Fill 0.80 (9)	Mass Ordinate (14)
10+60.35	1060	0	81.74	5.00	-	-	-	-	-	-	-	-	-	-	0
10+74.35	1074	14	68.60	5.00	0.29	-	39	3	0	-	39	0	-	-	36
11+00	1100	26	57.30	5.00	-	-	54	5	-	-	93	0	-	-	86
11+49.34	1149	49	68.17	5.00	-	-	115	9	-	-	208	0	-	-	191
						Total =	208	16	0	0					

(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(9) REDUCED EBS IN FILL – EXCAVATED EBS MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = 0.8.
(11) EXPANDED EBS BACKFILL TO BE FILLED WITH CUT MATERIAL. EBS BACKFILL FACTOR = 1.3.
(13) EXPANDED FILL FACTOR = 1.25. **EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR**
(14) THE MASS ORDINATE +/- OTY CALCULATED FOR THE DIVISION. + QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. - INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION. M.O. INCLUDES PLACING CUT MATERIAL IN MARSH BACKFILL AREAS.

24 3/4TH ST. / STAGE 3

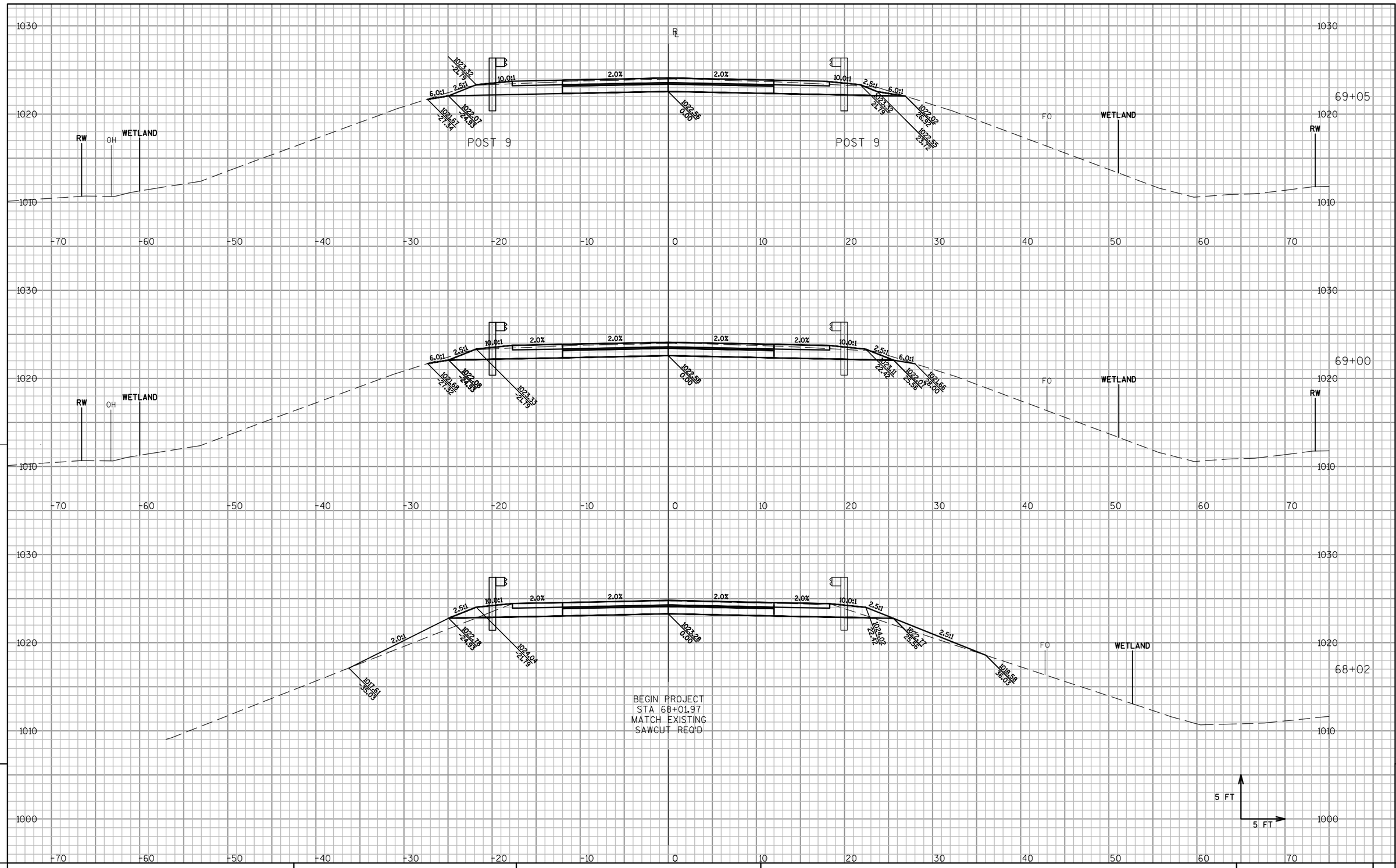
STATION	Real Station	Distance	AREA (SF) Cut (2)	Salvaged / Unusable Pavement Material	Fill	EBS	Incremental Vol (CY) (Unadjusted) Cut (2)	Salvaged / Unusable Pavement Material	Fill	EBS	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.25 (13)	Expanded EBS Backfill 1.30 (11)	Reduced EBS In Fill 0.80 (9)	Mass Ordinate (14)
08+53.48	853	0	64.99	5.00	9.34	-	-	-	-	-	-	-	-	-	0
09+00	900	47	197.86	5.00	6.42	-	226	9	14	-	226	17	-	-	201
09+22.90	923	23	102.33	5.00	1.14	-	127	4	3	-	354	21	-	-	320
09+41.36	941	18	75.24	5.00	-	-	61	3	0	-	414	21	-	-	377
						Total =	414	16	17	0					

(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(9) REDUCED EBS IN FILL – EXCAVATED EBS MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = 0.8.
(11) EXPANDED EBS BACKFILL TO BE FILLED WITH CUT MATERIAL. EBS BACKFILL FACTOR = 1.3.
(13) EXPANDED FILL FACTOR = 1.25. **EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR**
(14) THE MASS ORDINATE +/- OTY CALCULATED FOR THE DIVISION. + QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. - INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION. M.O. INCLUDES PLACING CUT MATERIAL IN MARSH BACKFILL AREAS.

CTH A / STAGE 3

STATION	Real Station	Distance	AREA (SF) Cut (2)	AREA (SF) Salvaged / Unusable Pavement Material	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) (Unadjusted) Cut (2)	Incremental Vol (CY) (Unadjusted) Salvaged / Unusable Pavement Material	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) EBS	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.25 (13)	Cumulative Vol (CY) Expanded EBS Backfill 1.30 (11)	Cumulative Vol (CY) Reduced EBS In Fill 0.80 (9)	Mass Ordinate (14)
10+49	1049	0	269.59	5.50	41.58	-	-	-	-	-	-	-	-	-	0
10+72.47	1072	23	25.54	5.50	5.43	-	128	5	20	-	128	26	-	-	98
10+83.28	1083	11	8.83	5.50	-	-	7	2	1	-	135	27	-	-	101
						Total =	135	7	22	0					

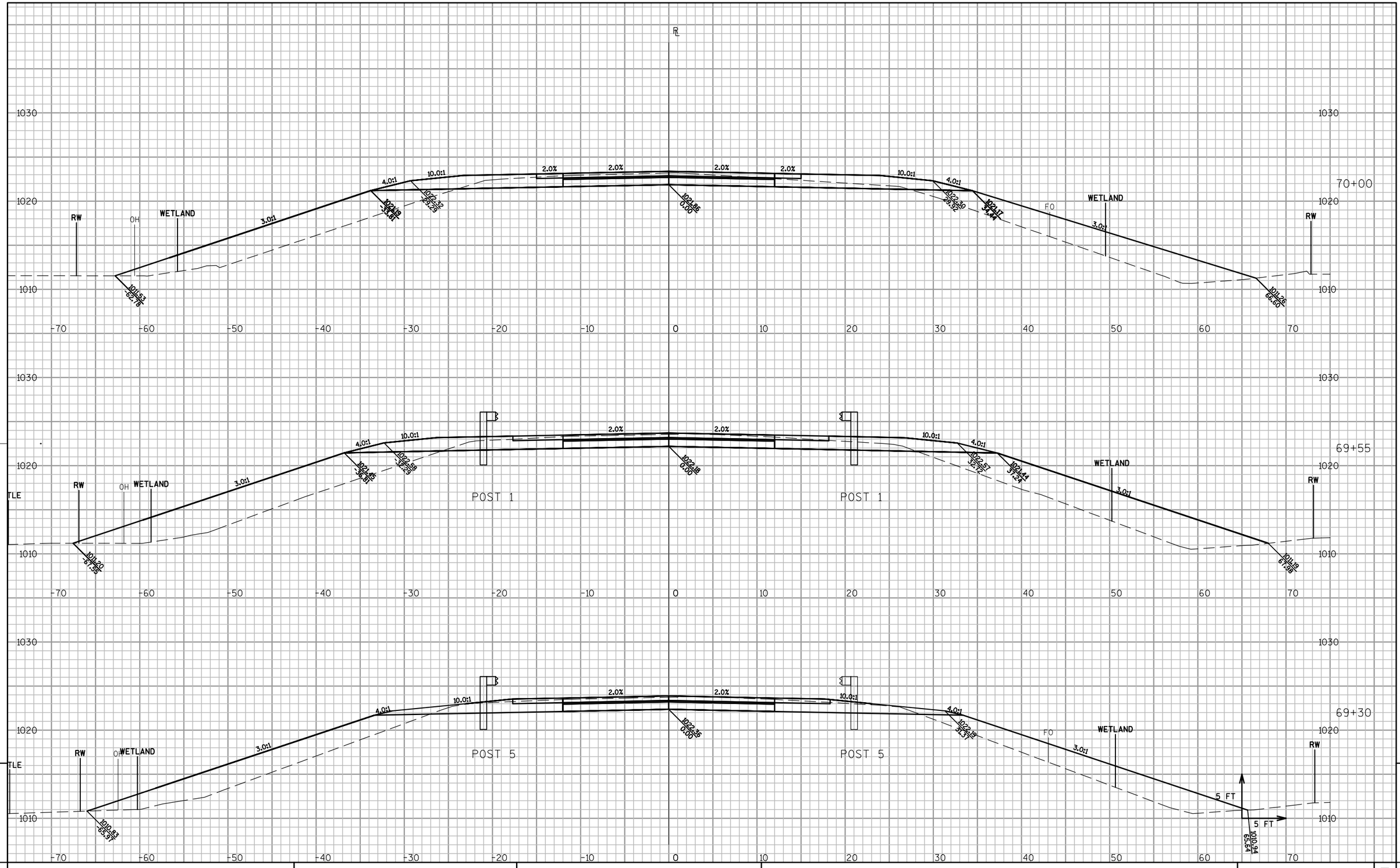
(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(9) REDUCED EBS IN FILL – EXCAVATED EBS MATERIAL IS USABLE IN FILLS OUTSIDE THE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = 0.8.
(11) EXPANDED EBS BACKFILL TO BE FILLED WITH CUT MATERIAL. EBS BACKFILL FACTOR = 1.3.
(13) EXPANDED FILL FACTOR = 1.25. **EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR**
(14) THE MASS ORDINATE +/- OTY CALCULATED FOR THE DIVISION. + QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. - INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION. M.O. INCLUDES PLACING CUT MATERIAL IN MARSH BACKFILL AREAS.



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 172

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:11 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

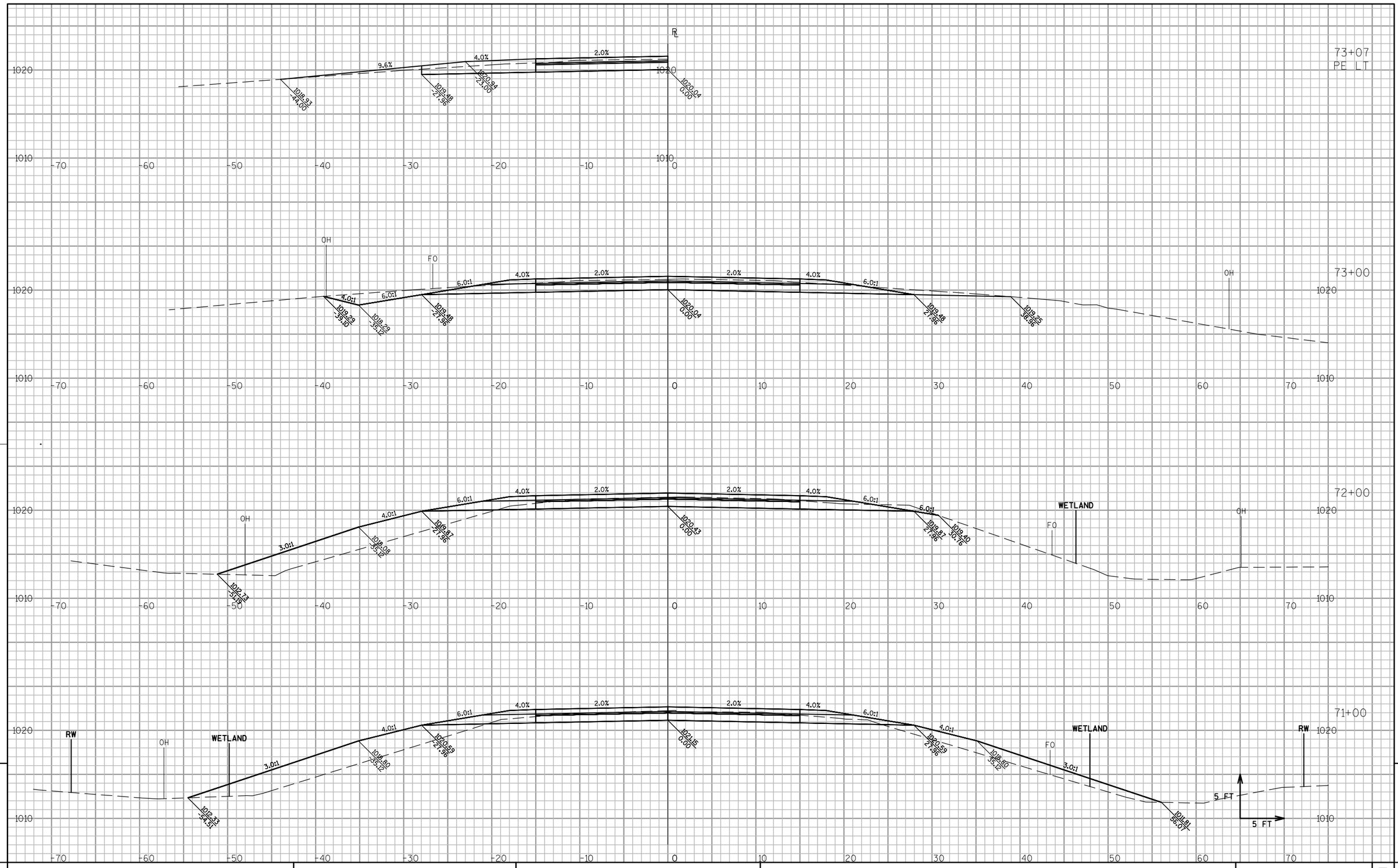
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 173

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:11 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

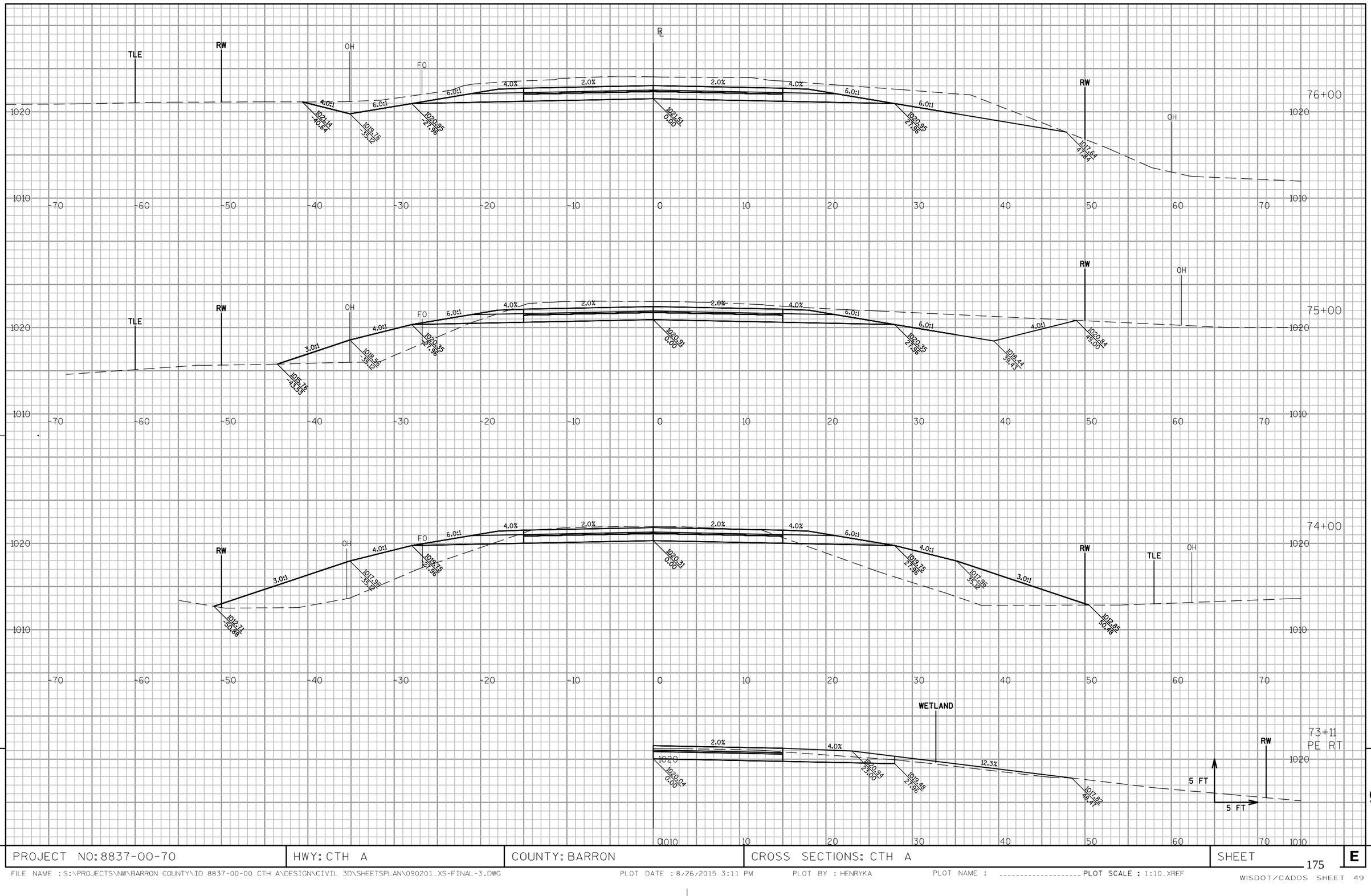
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 174

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:11 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

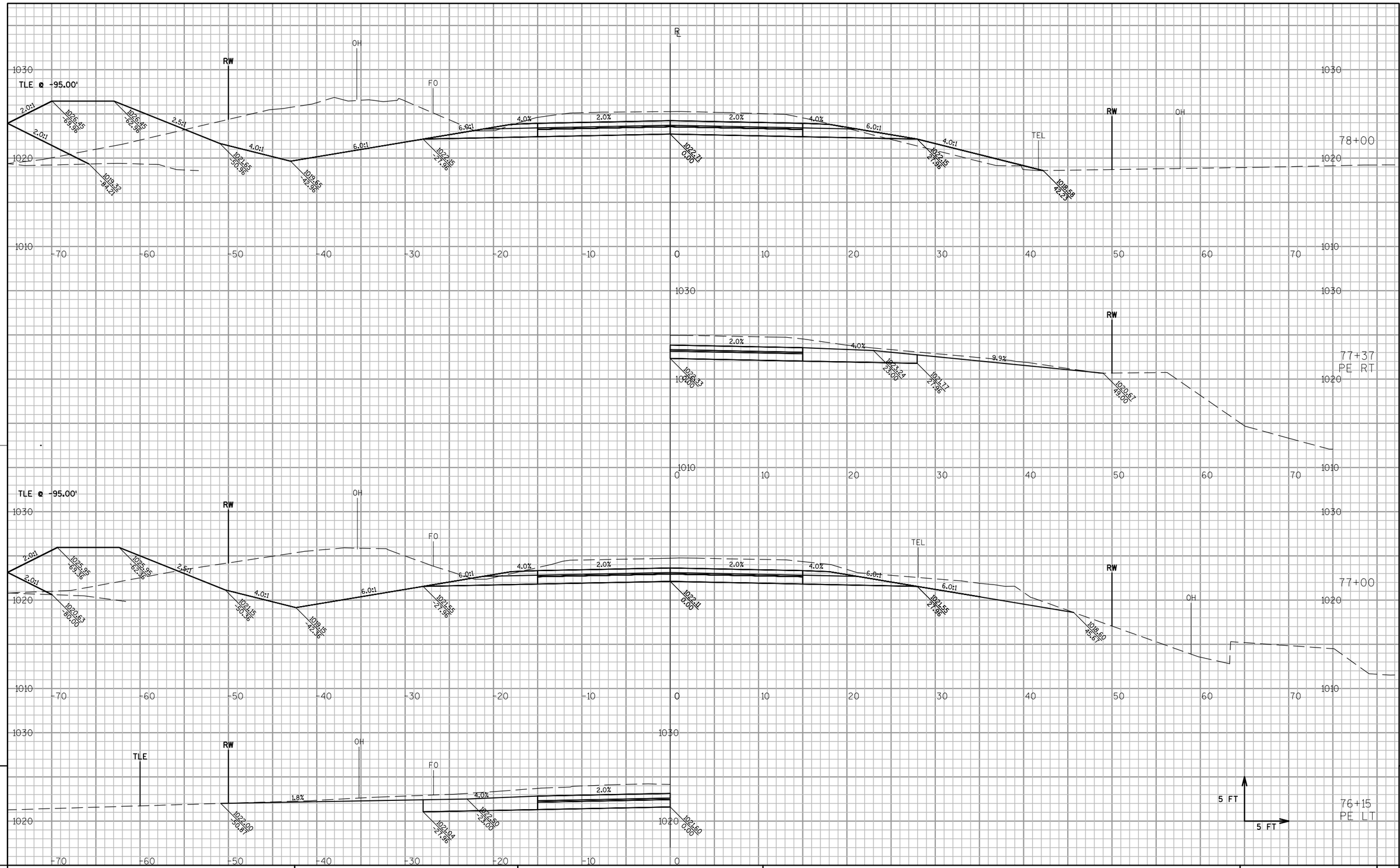
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 175

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:11 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

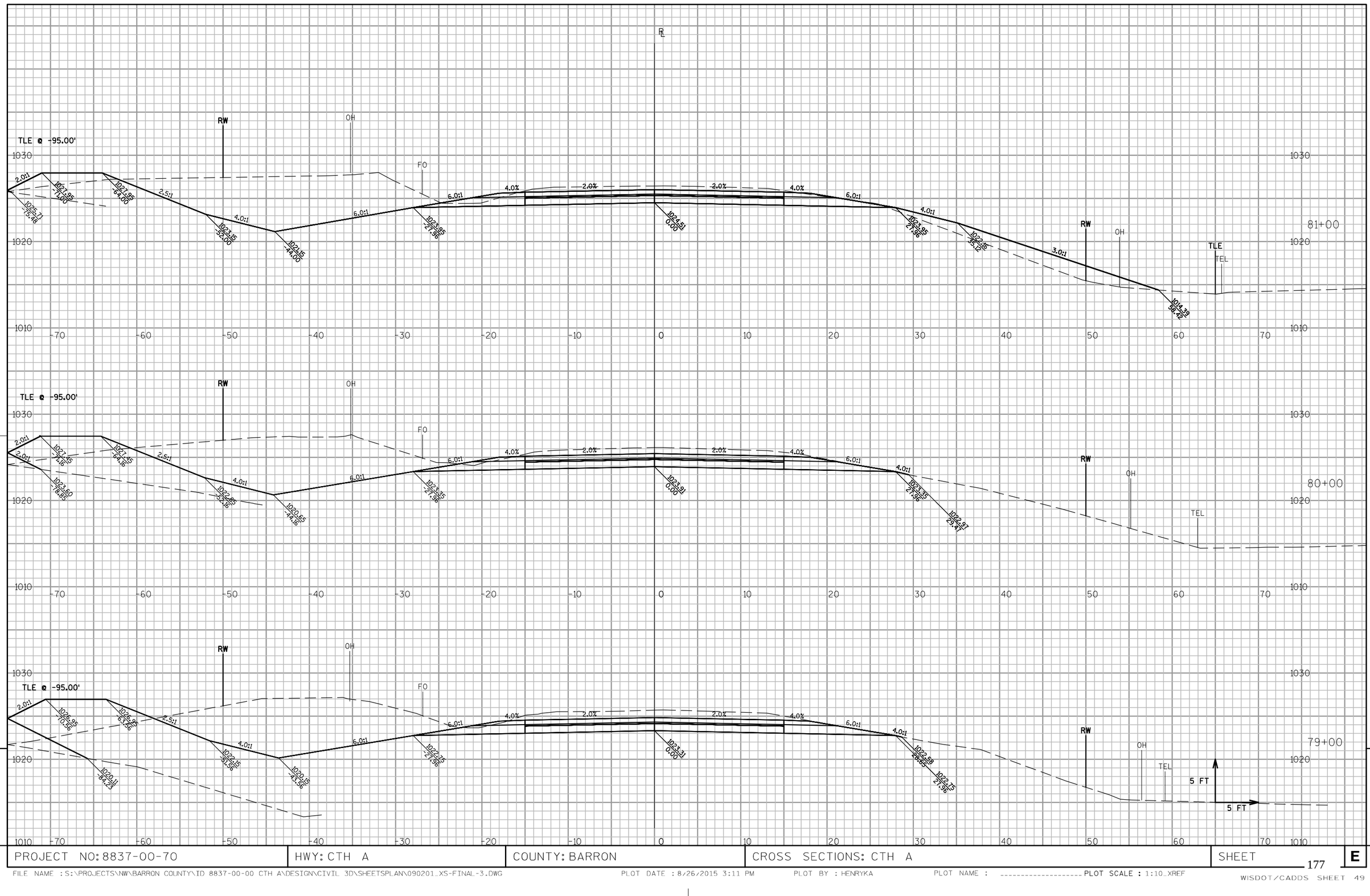
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 176 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:11 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



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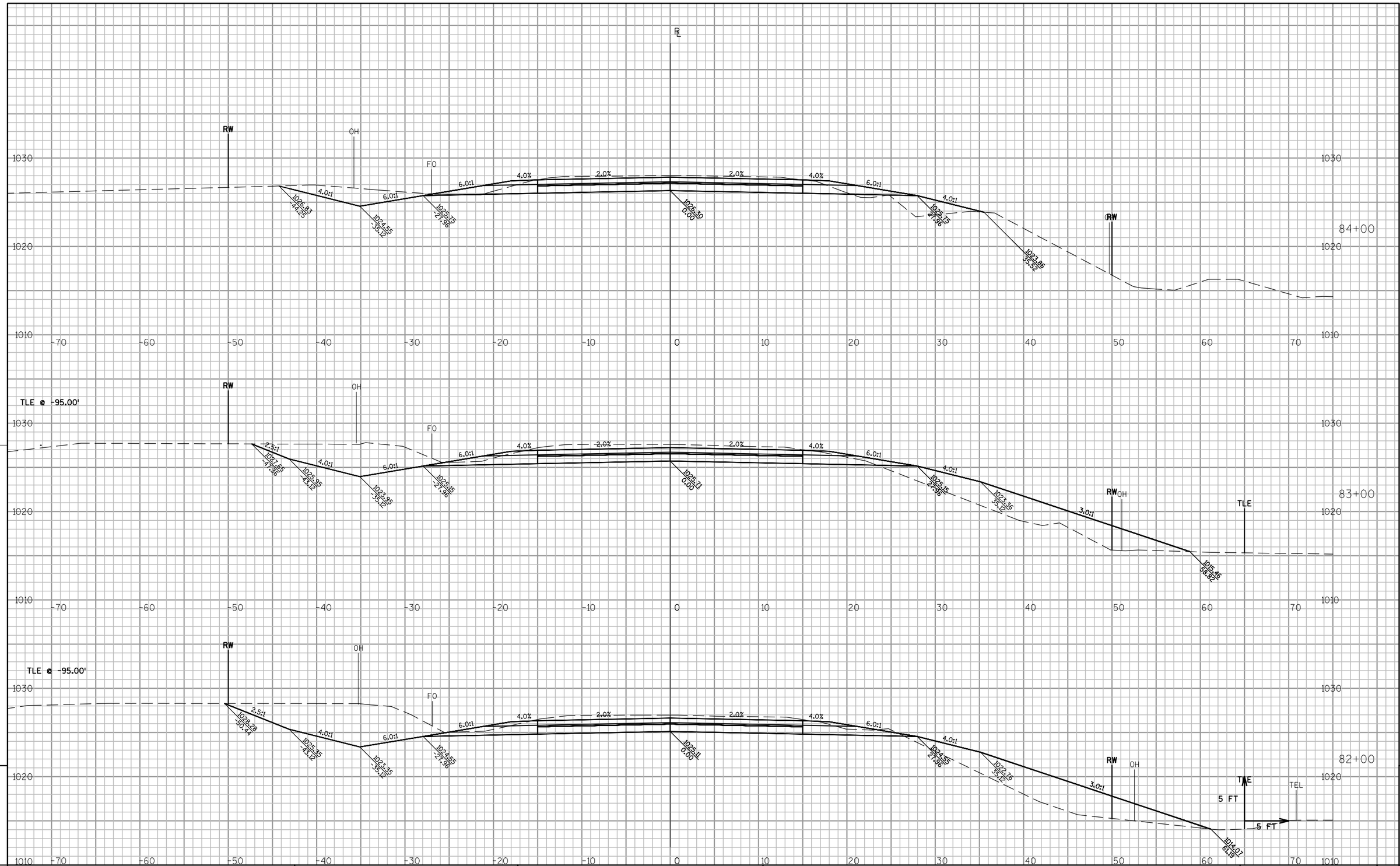
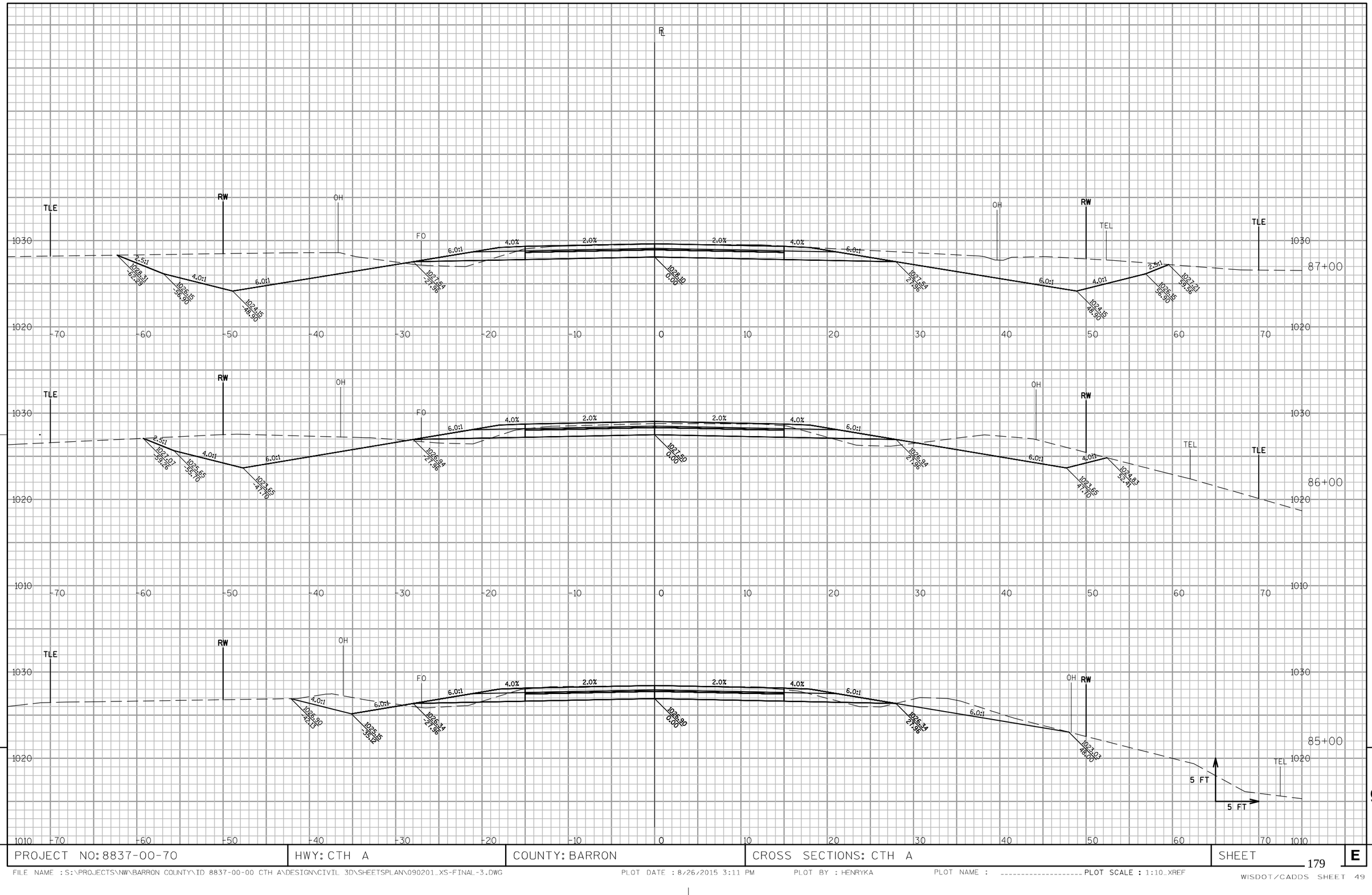
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 177	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:11 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



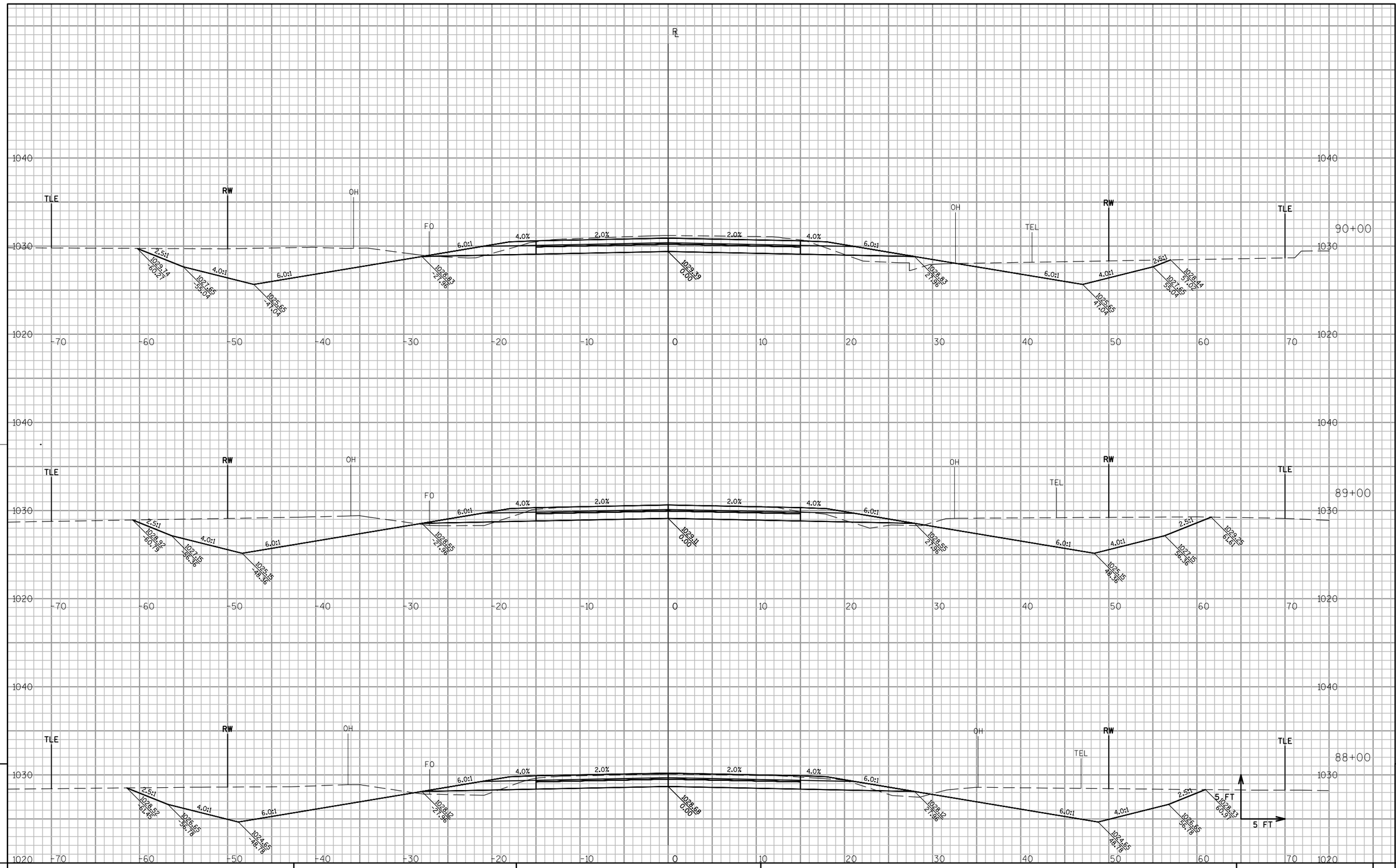
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 178



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 179	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:11 PM PLOT BY : HENRYKA PLOT NAME : _____ PLOT SCALE : 1:10_XREF

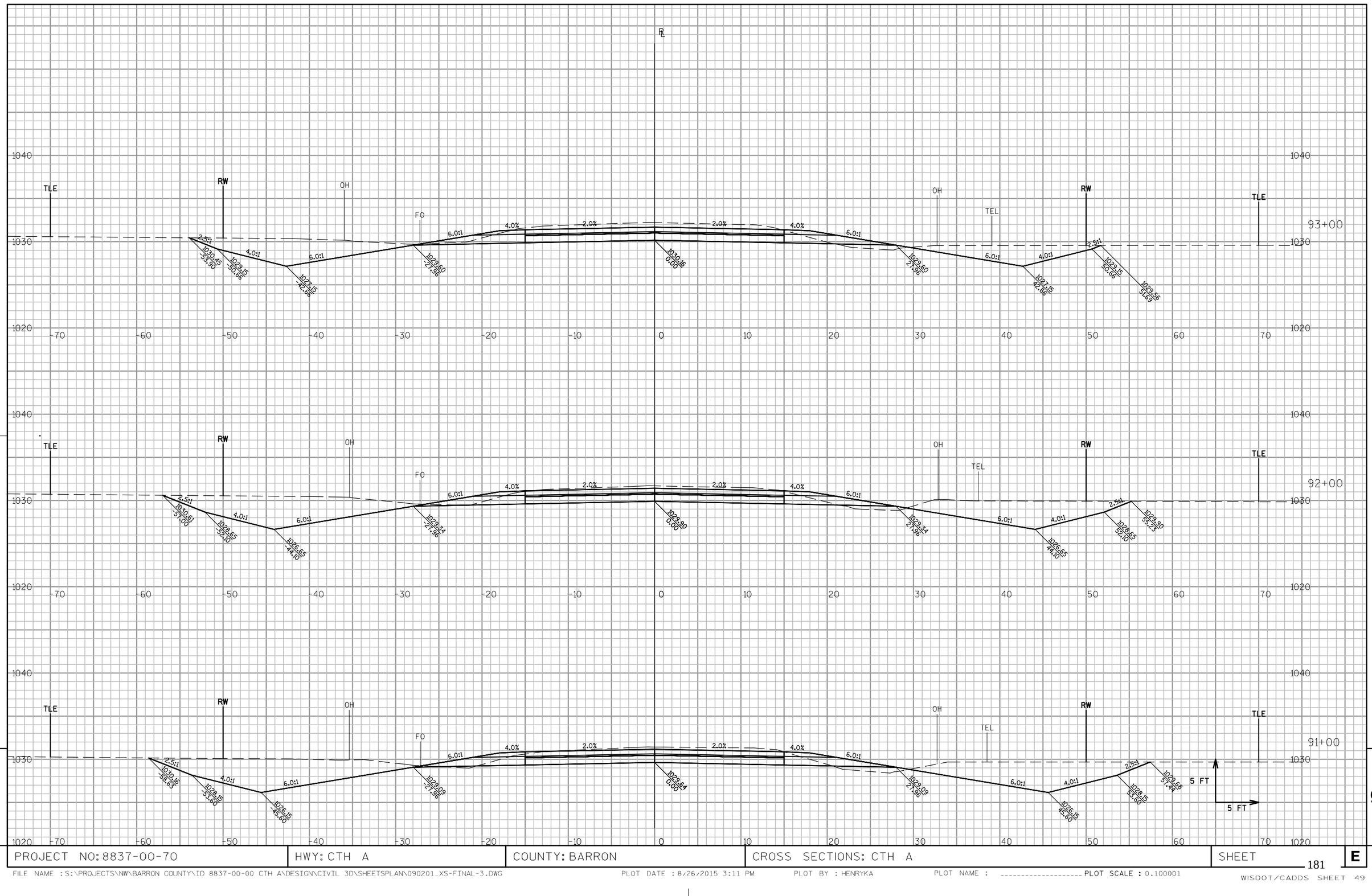
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 180 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:11 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

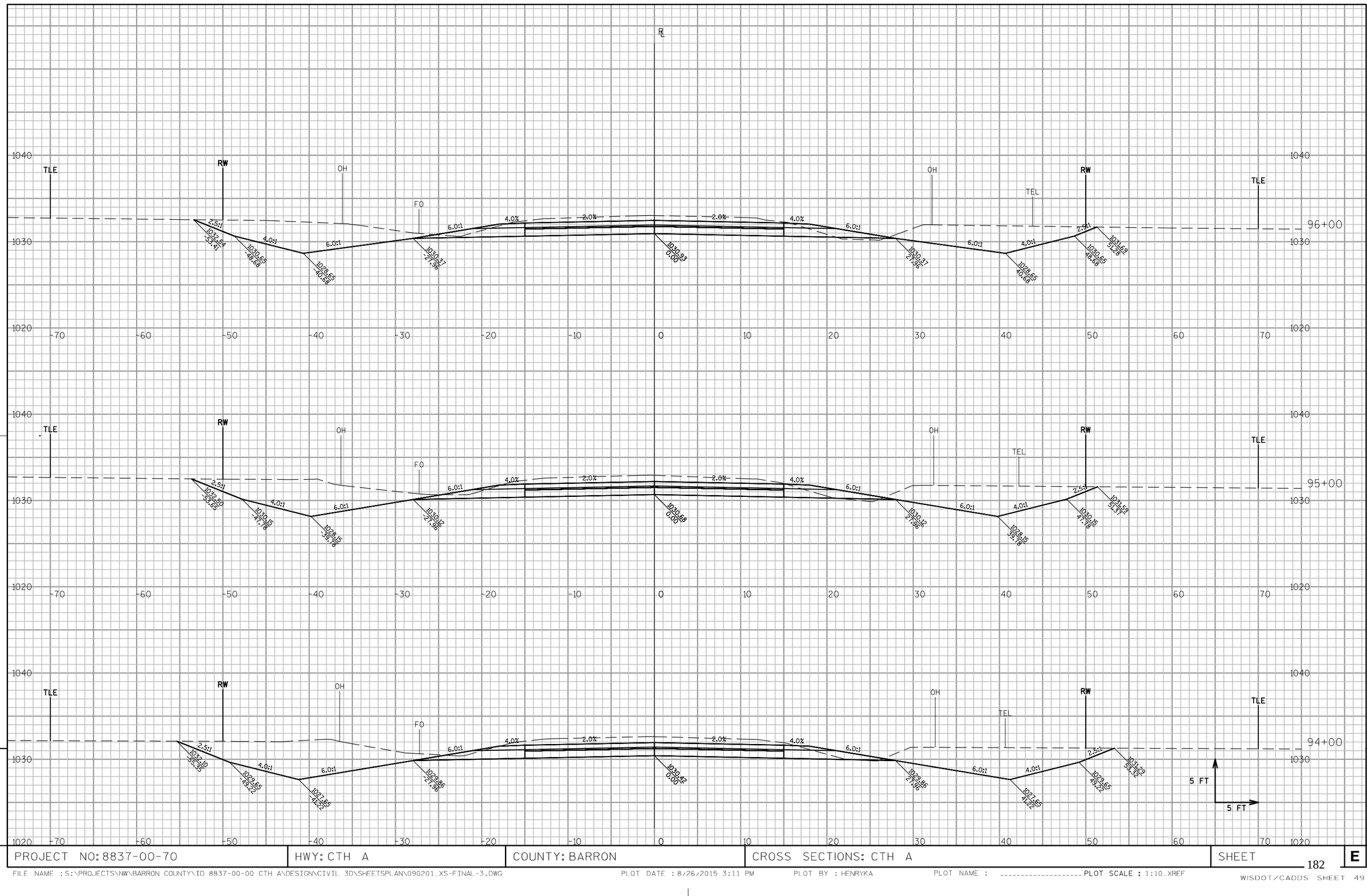
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 181 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:11 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 0.100001

WISDOT/CADDS SHEET 49



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PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 182	E

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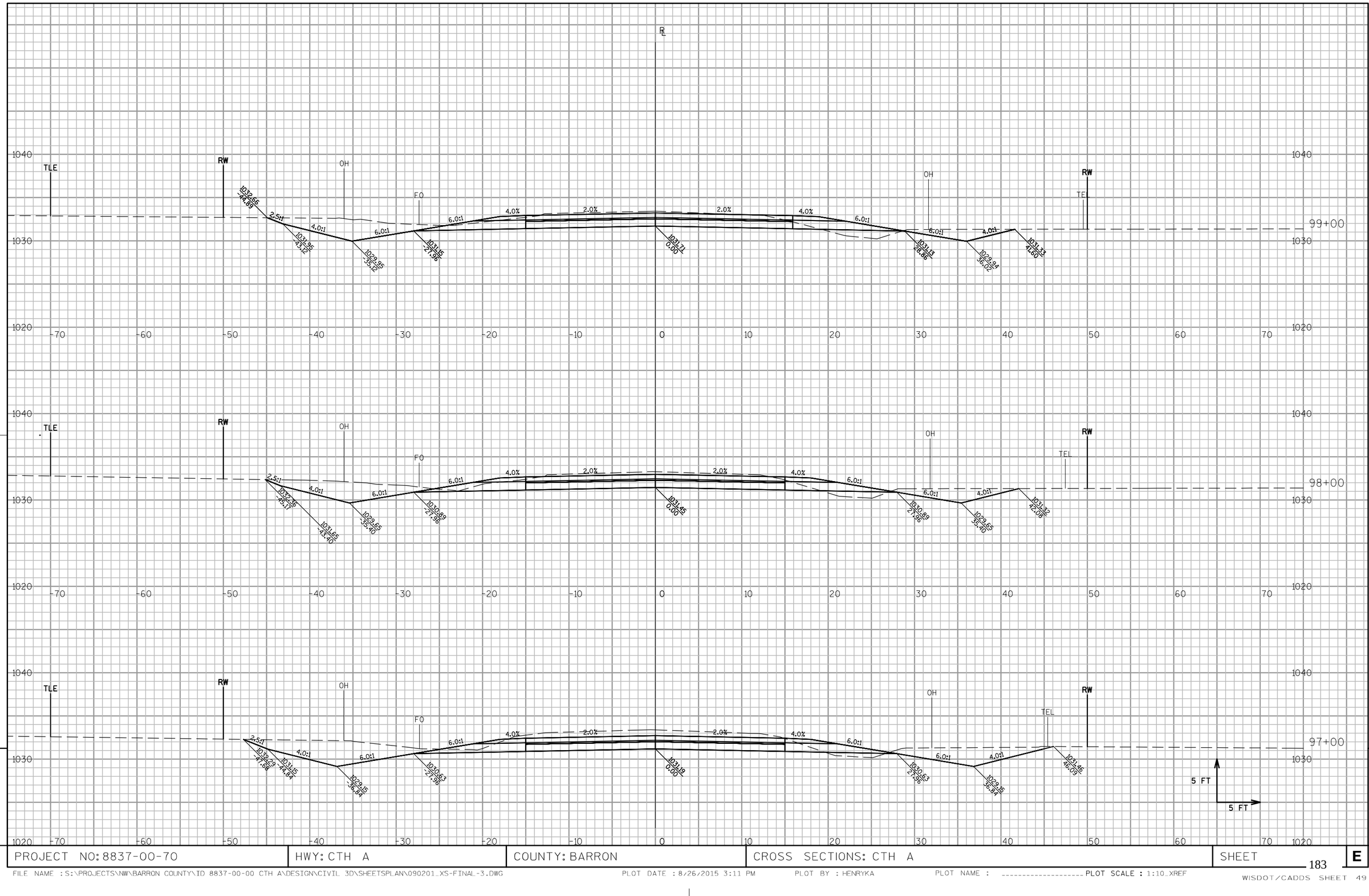
WISDOT/CADDS SHEET 49



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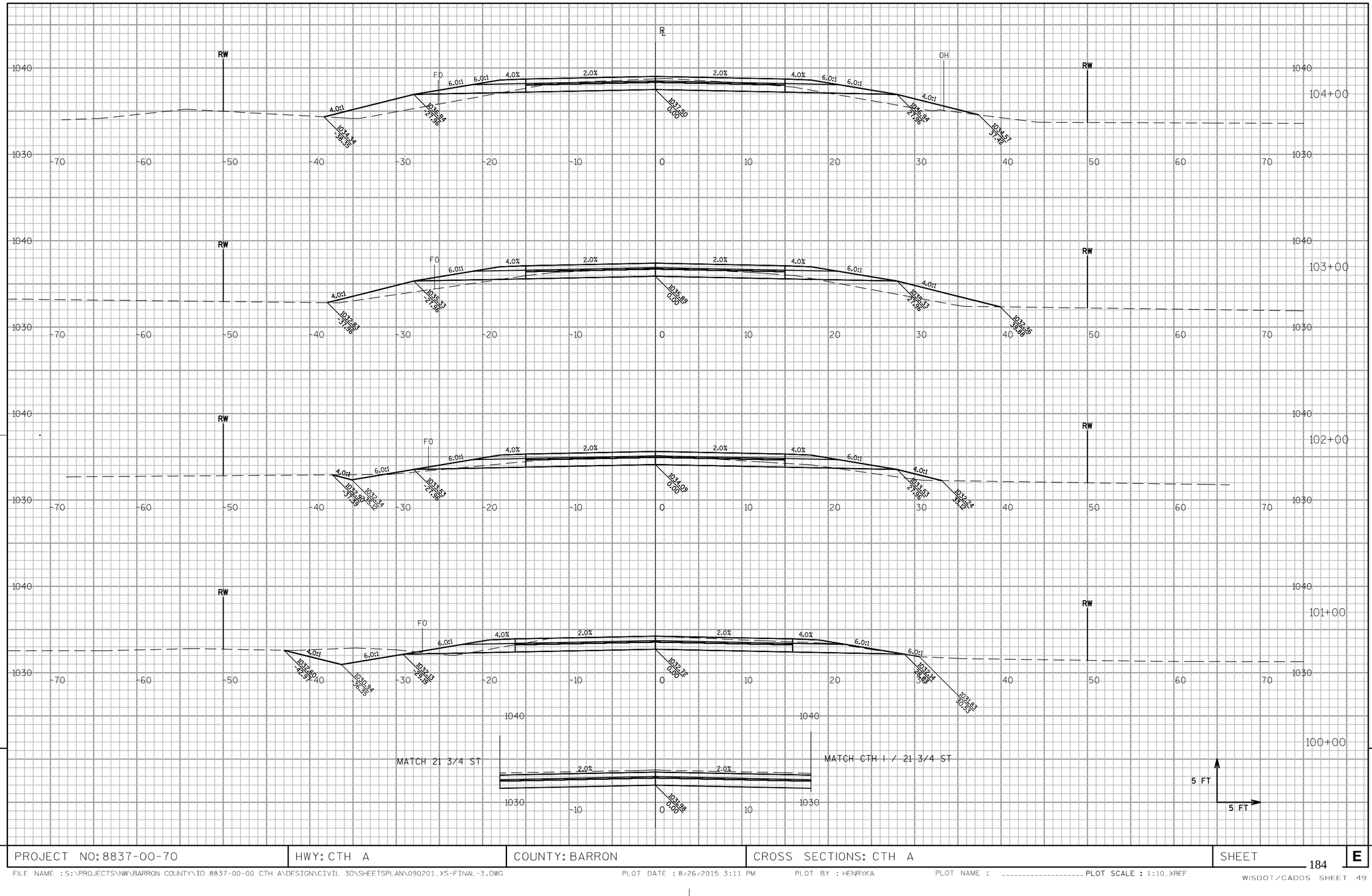
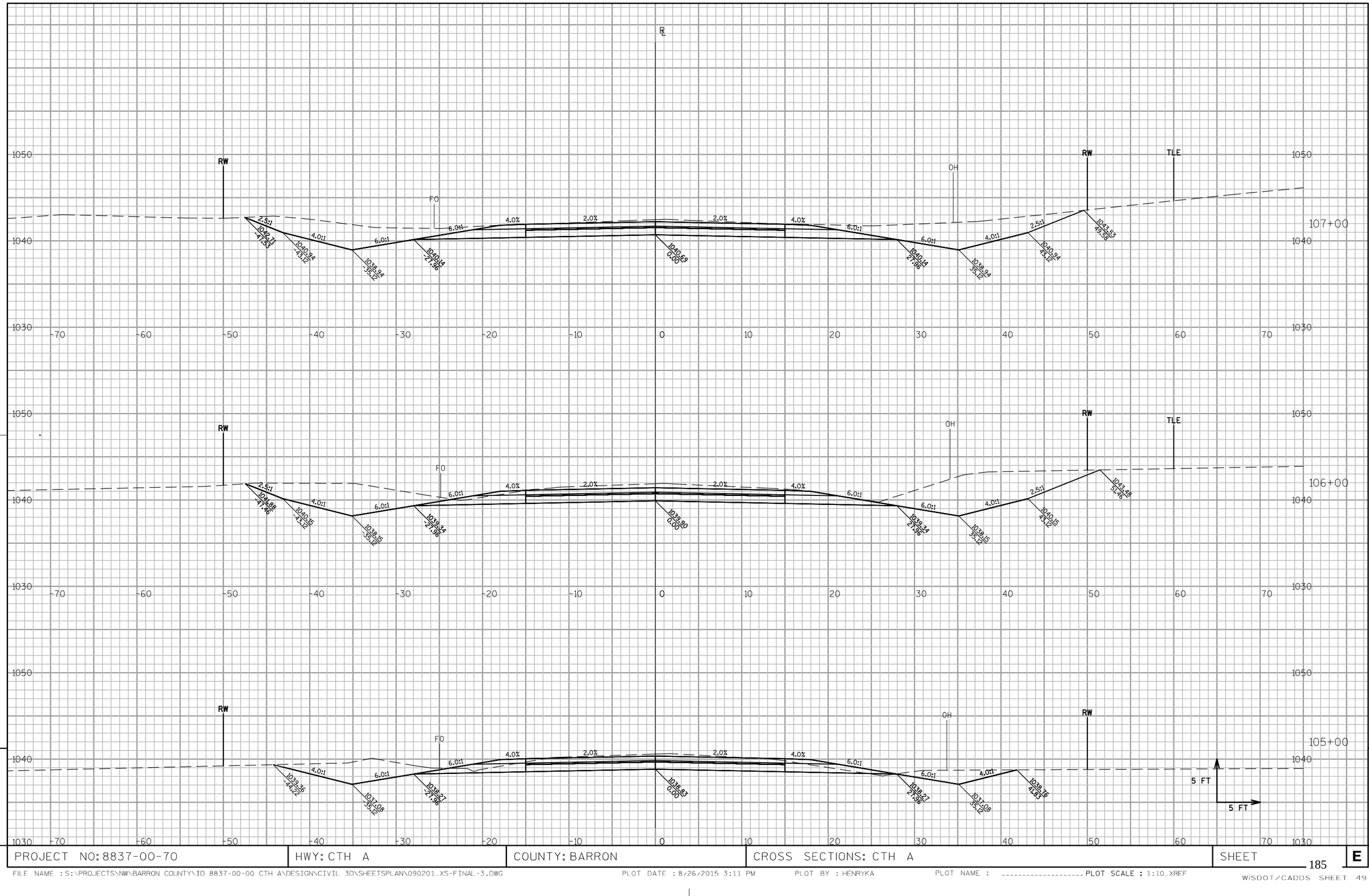
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 183	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:11 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

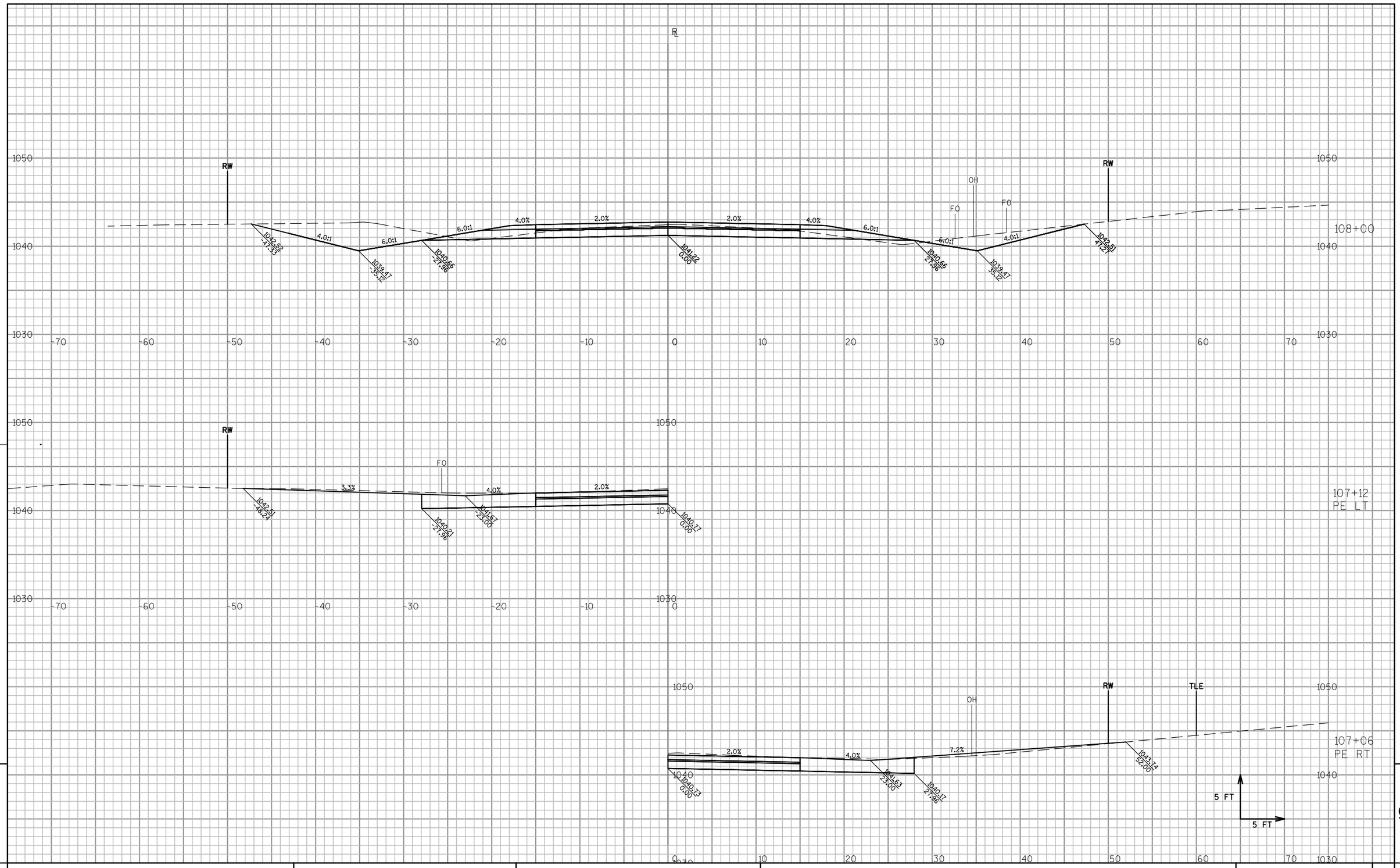

RW
RW
RW



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 185 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:11 PM PLOT BY : HENRYKA PLOT NAME : _____ PLOT SCALE : 1:10_XREF

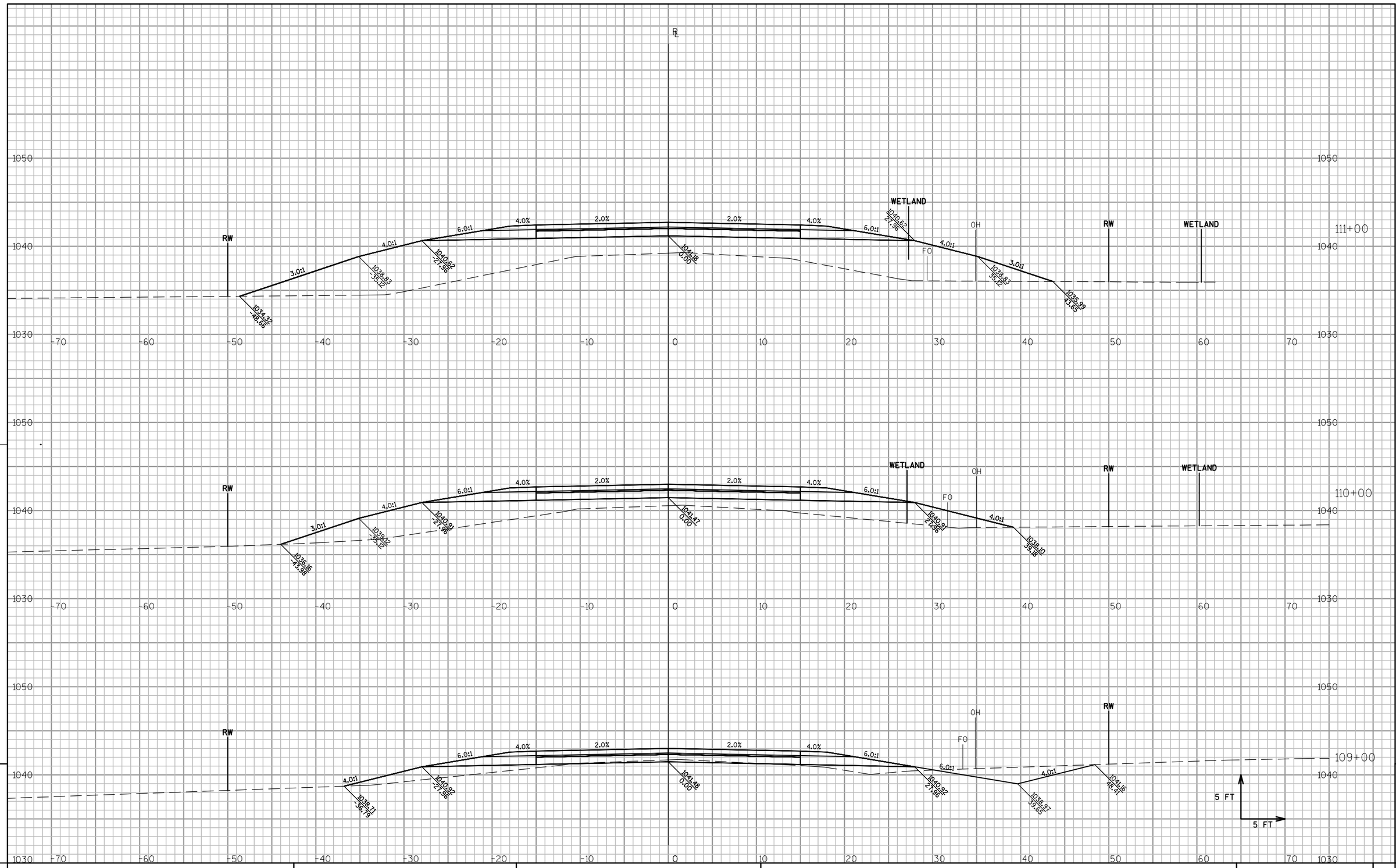
WISDOT/CADDS SHEET 49



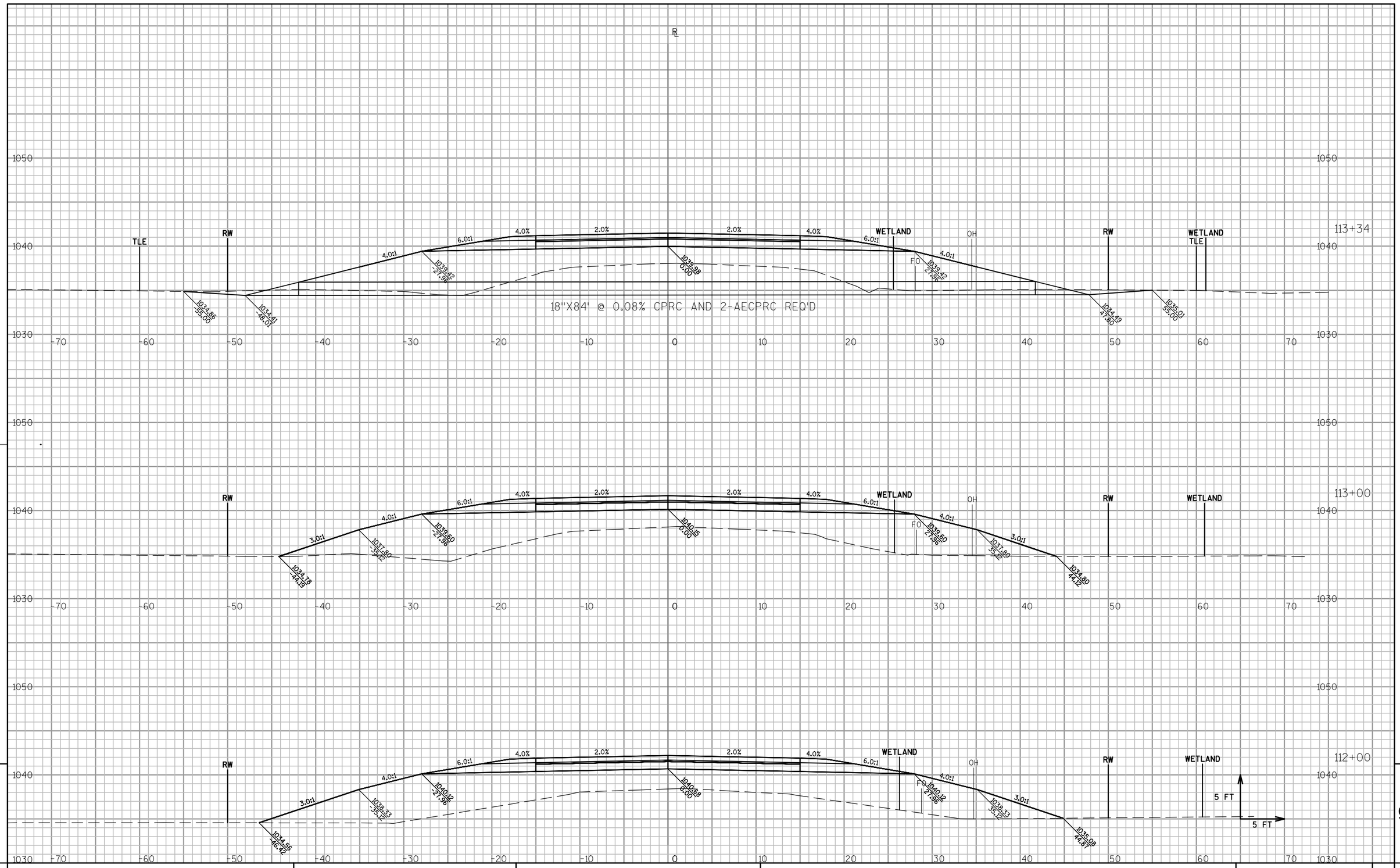
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 186 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:12 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

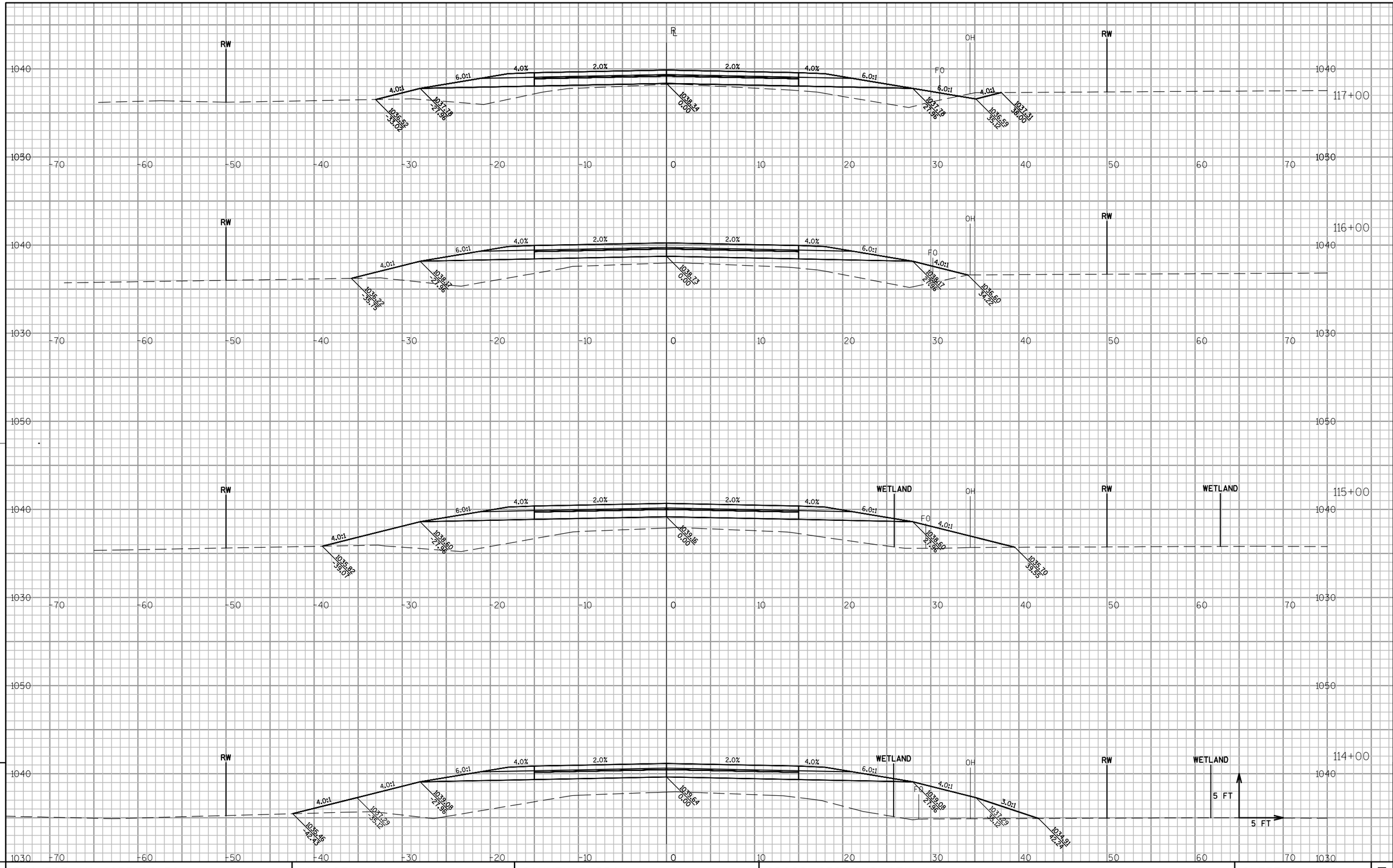


PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 187 E



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 188 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:12 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF



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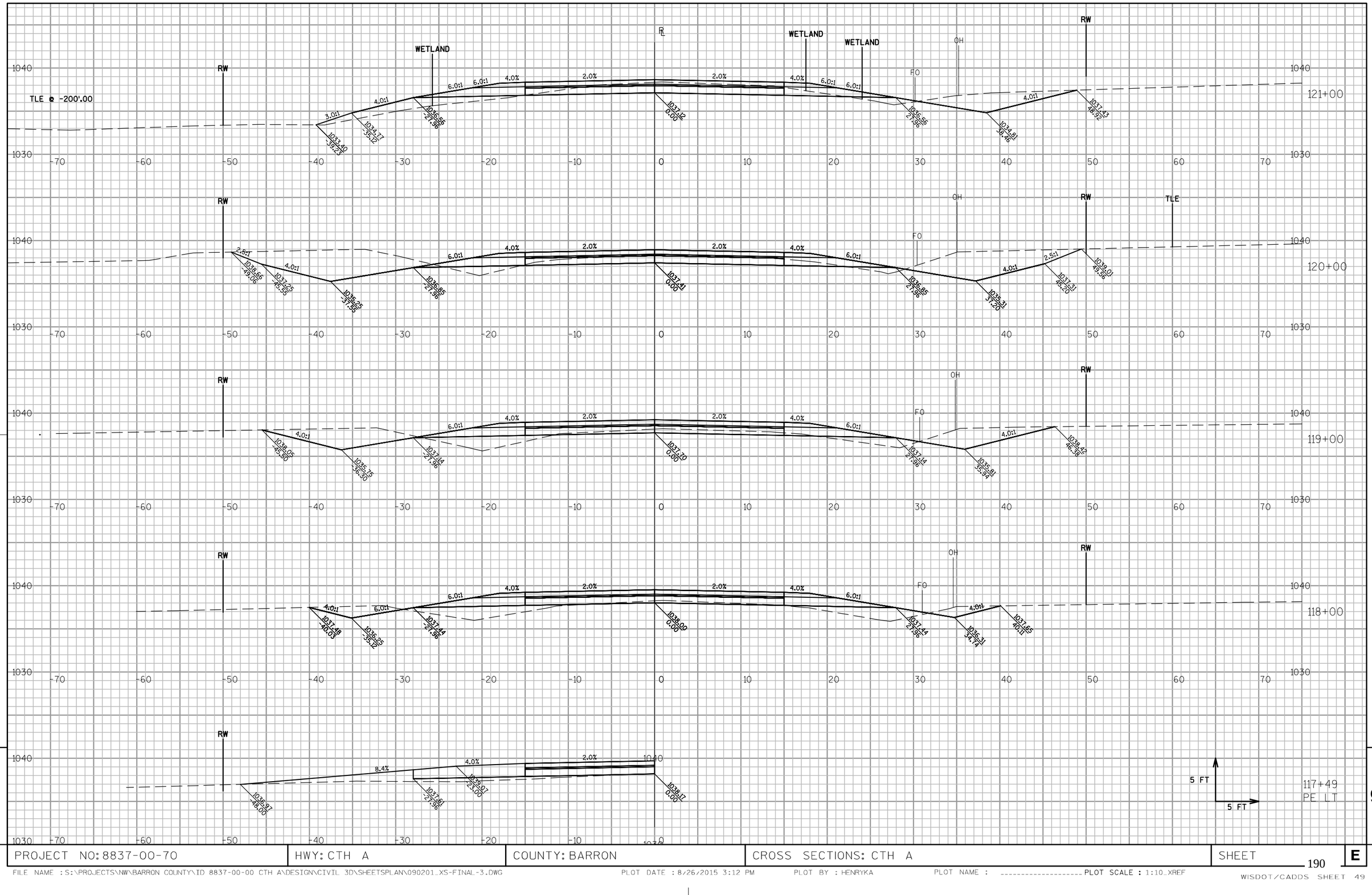
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 189	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:12 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



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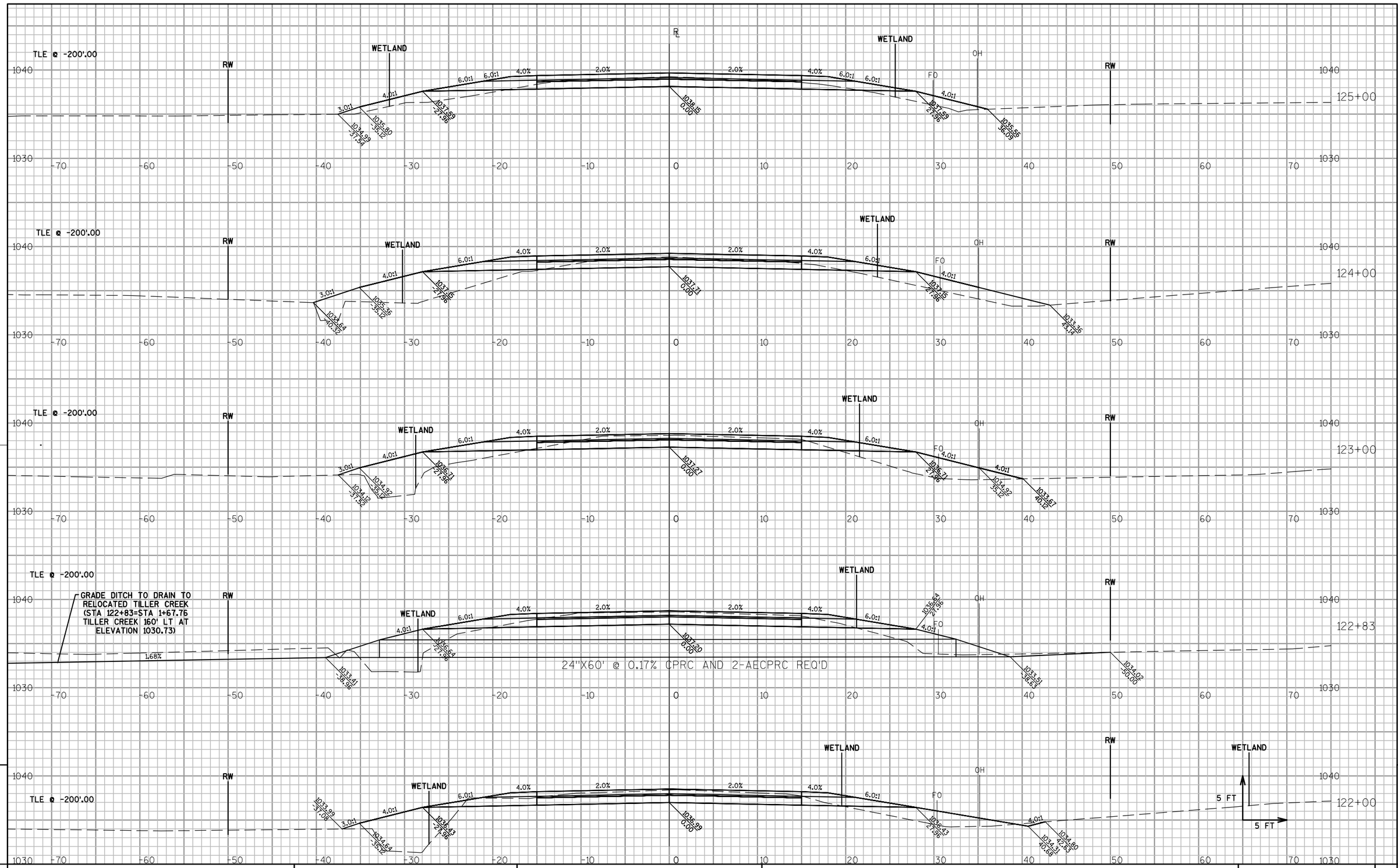
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 190	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:12 PM PLOT BY : HENRYKA PLOT NAME : _____ PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



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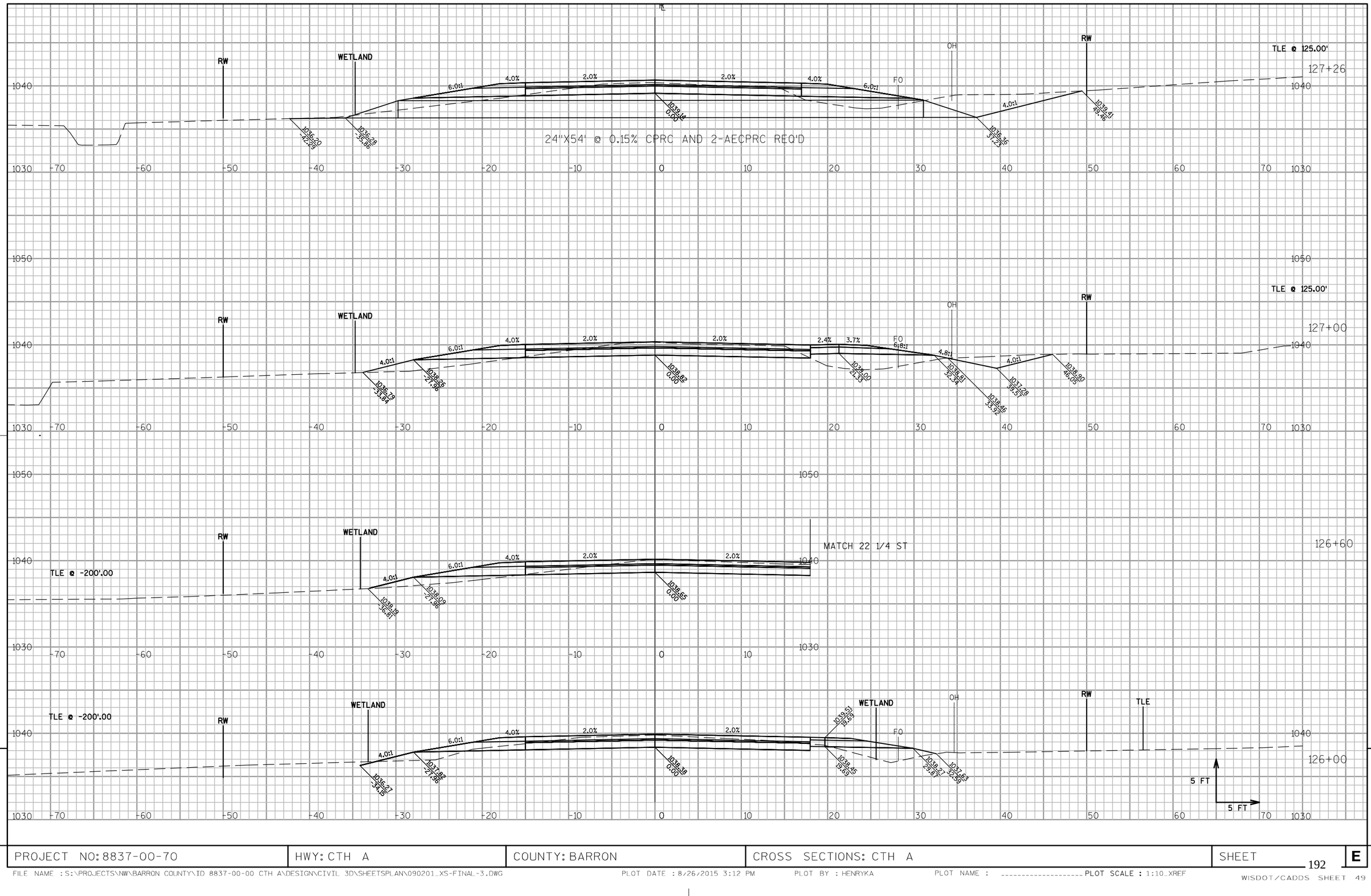
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 191	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:12 PM PLOT BY : HENRYKA PLOT NAME : PLOT SCALE : 1:10_XREF

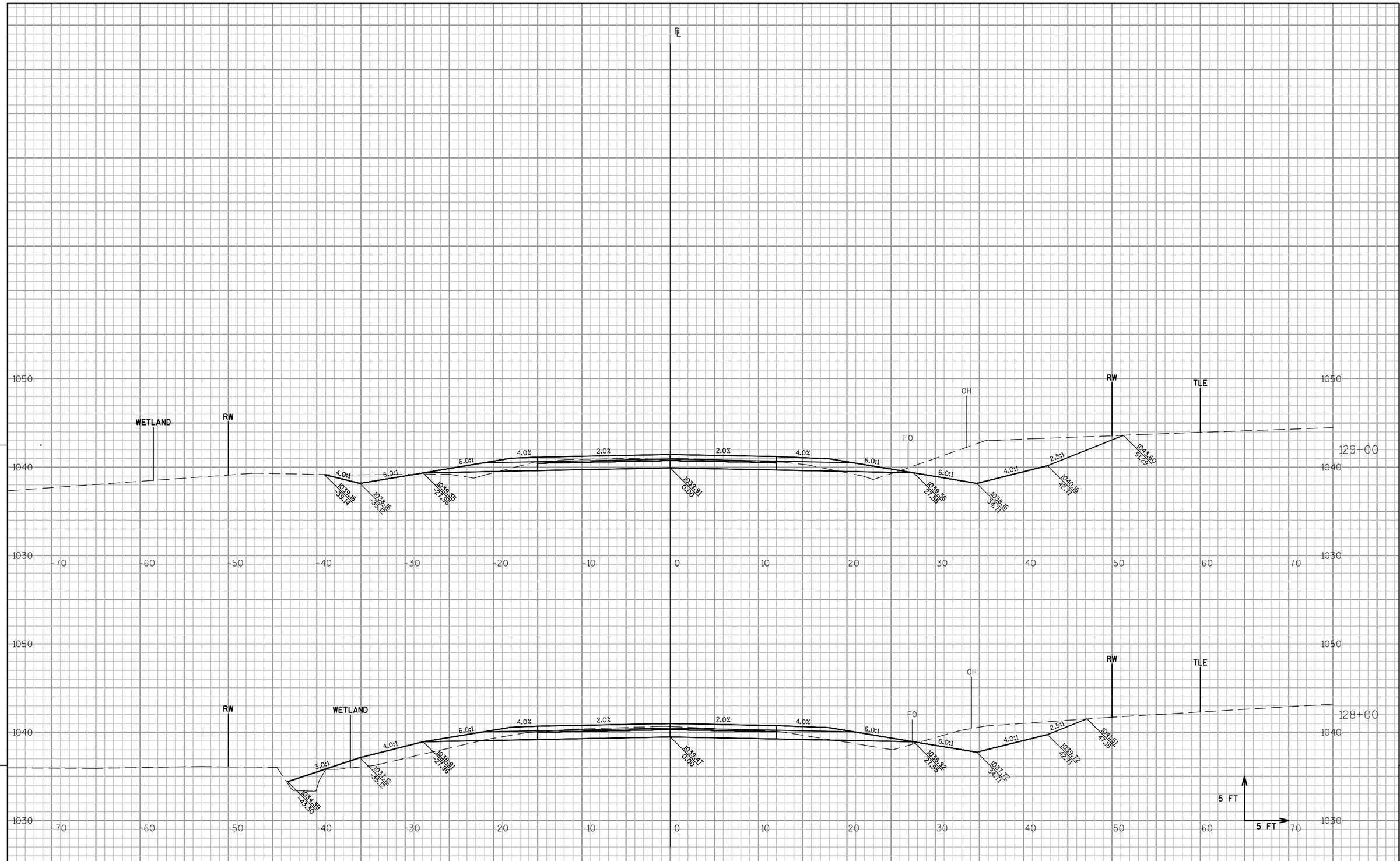
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 192 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:12 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

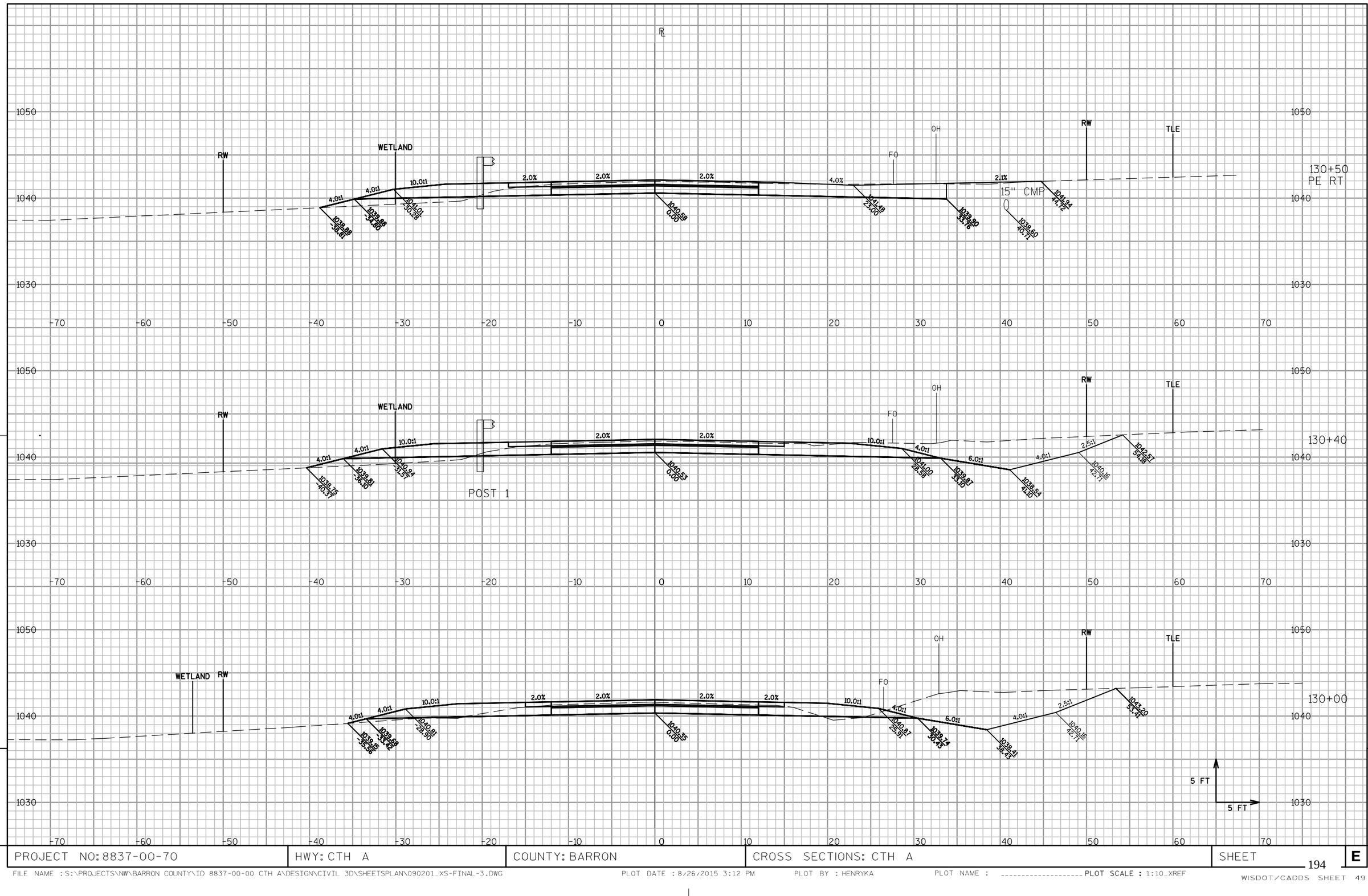
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 193 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:12 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

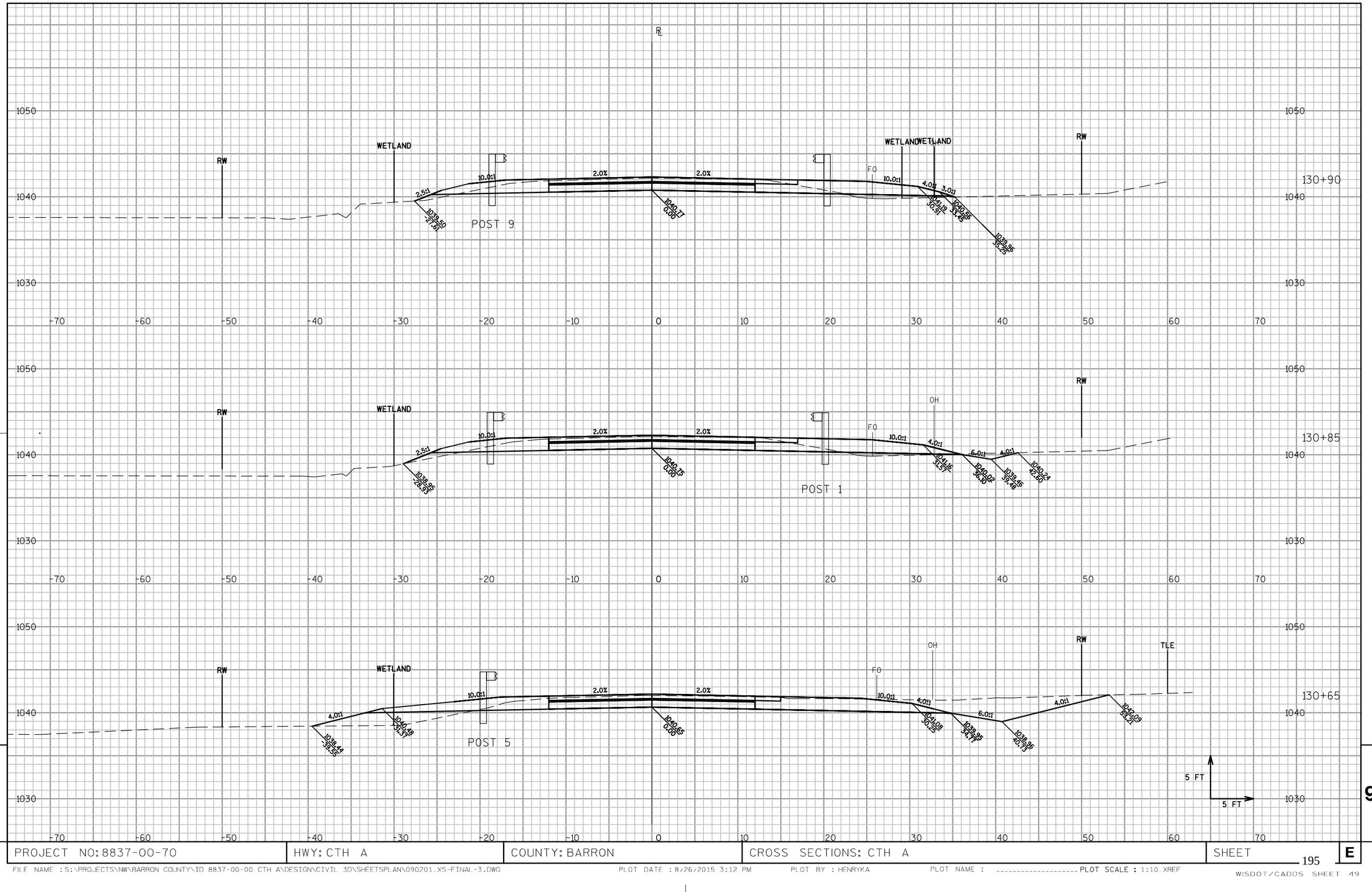
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 194 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:12 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



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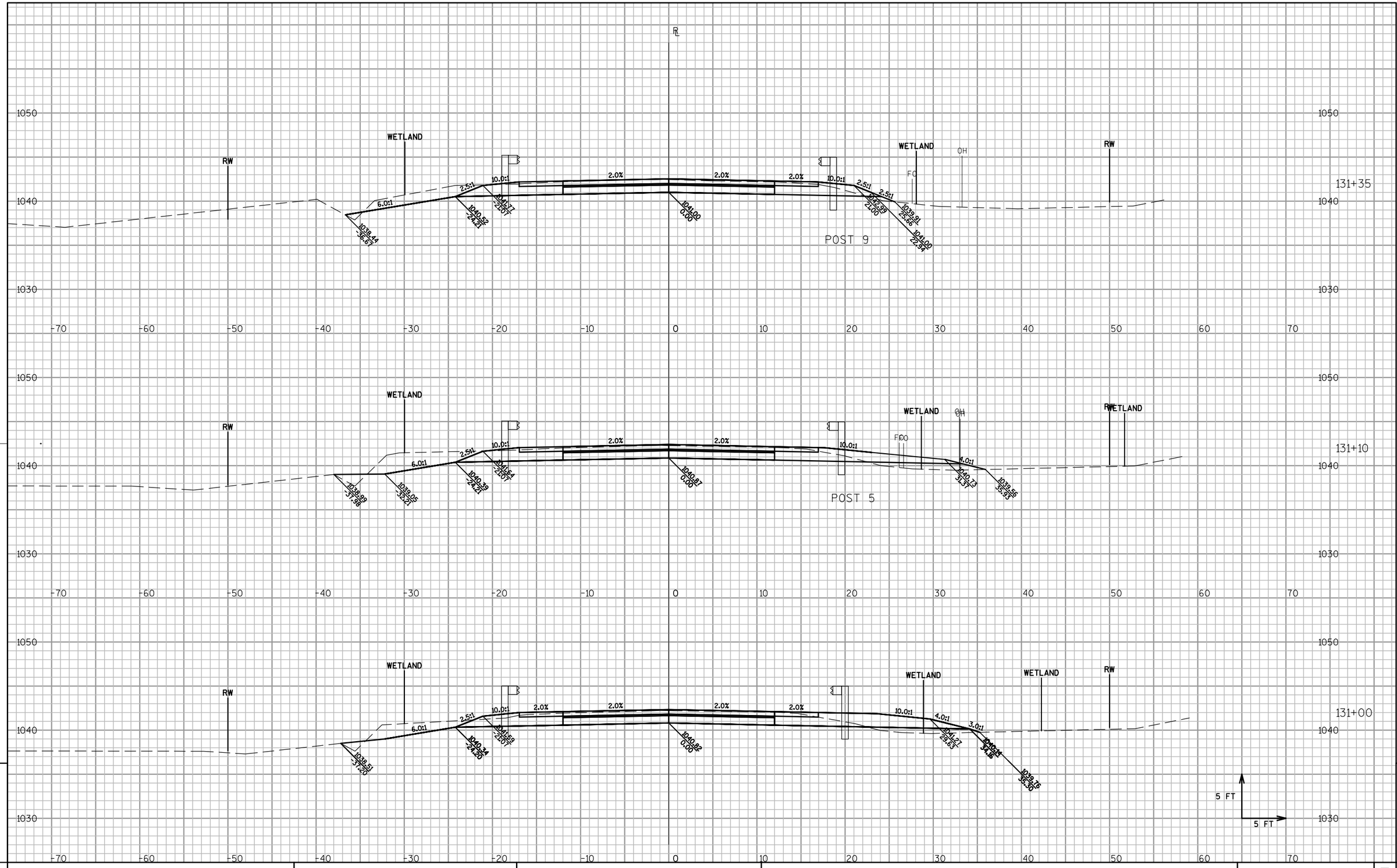
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 195 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:12 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



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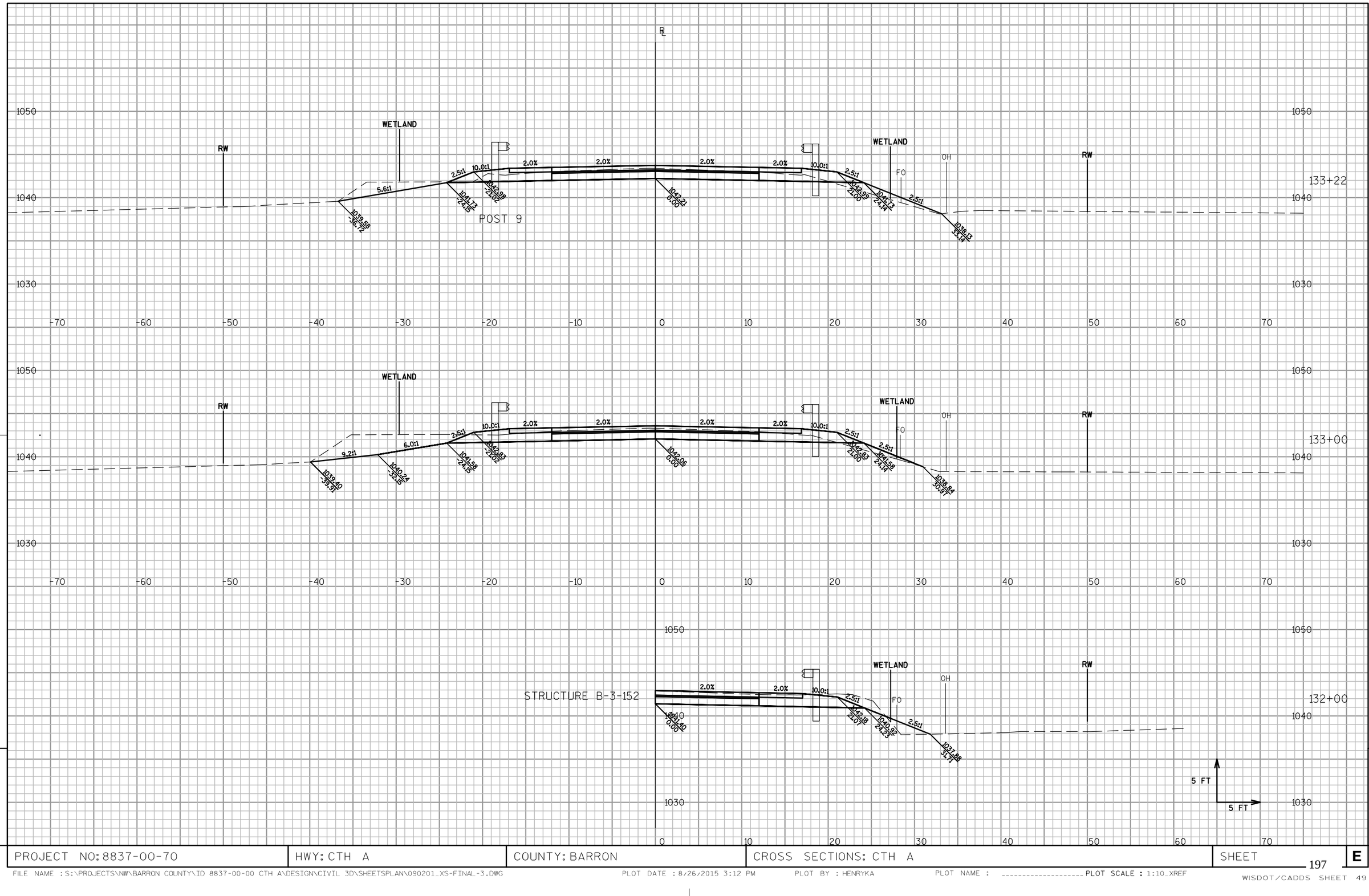
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 196	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:12 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



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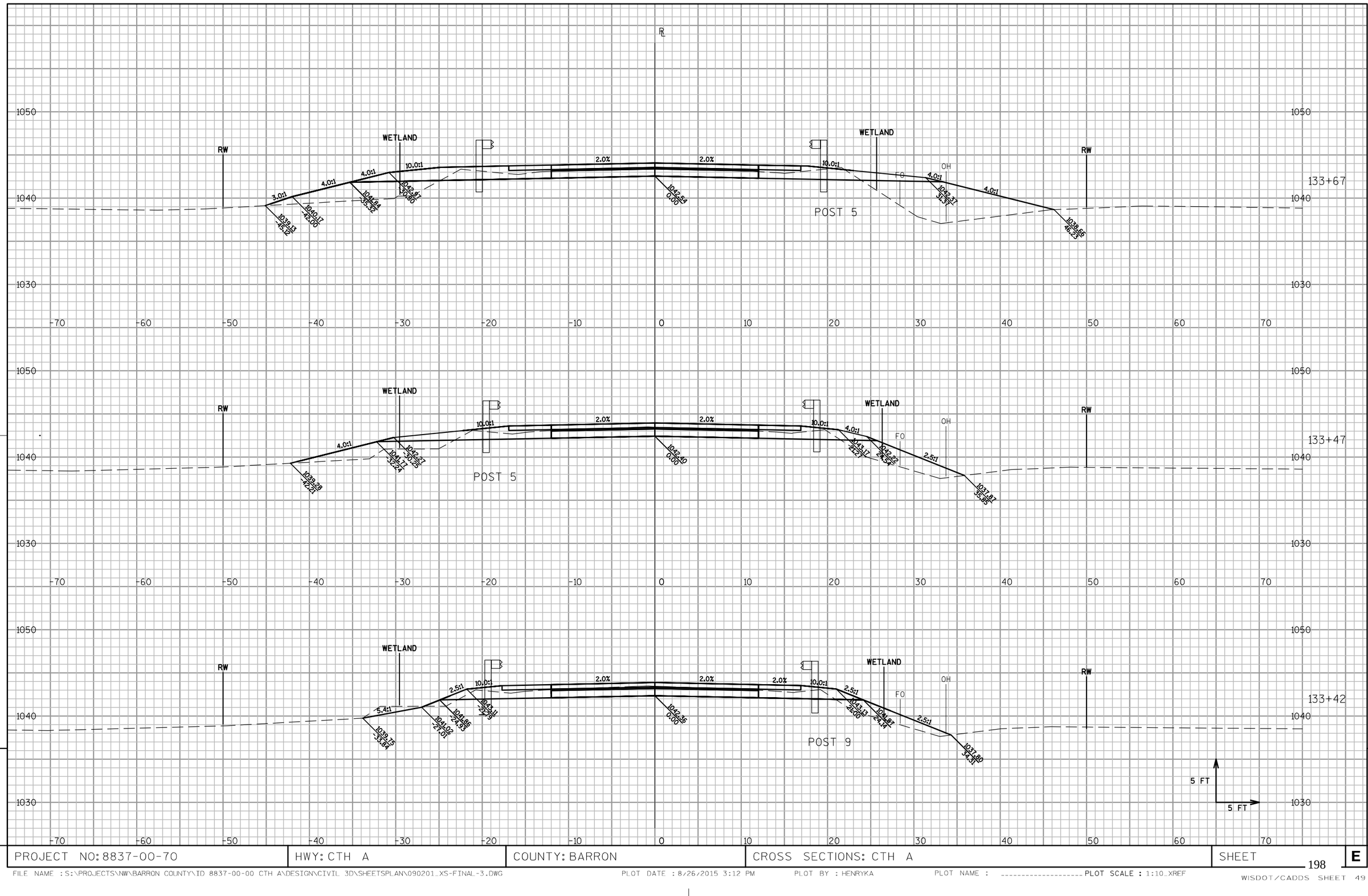
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 197	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:12 PM PLOT BY : HENRYKA PLOT NAME : _____ PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



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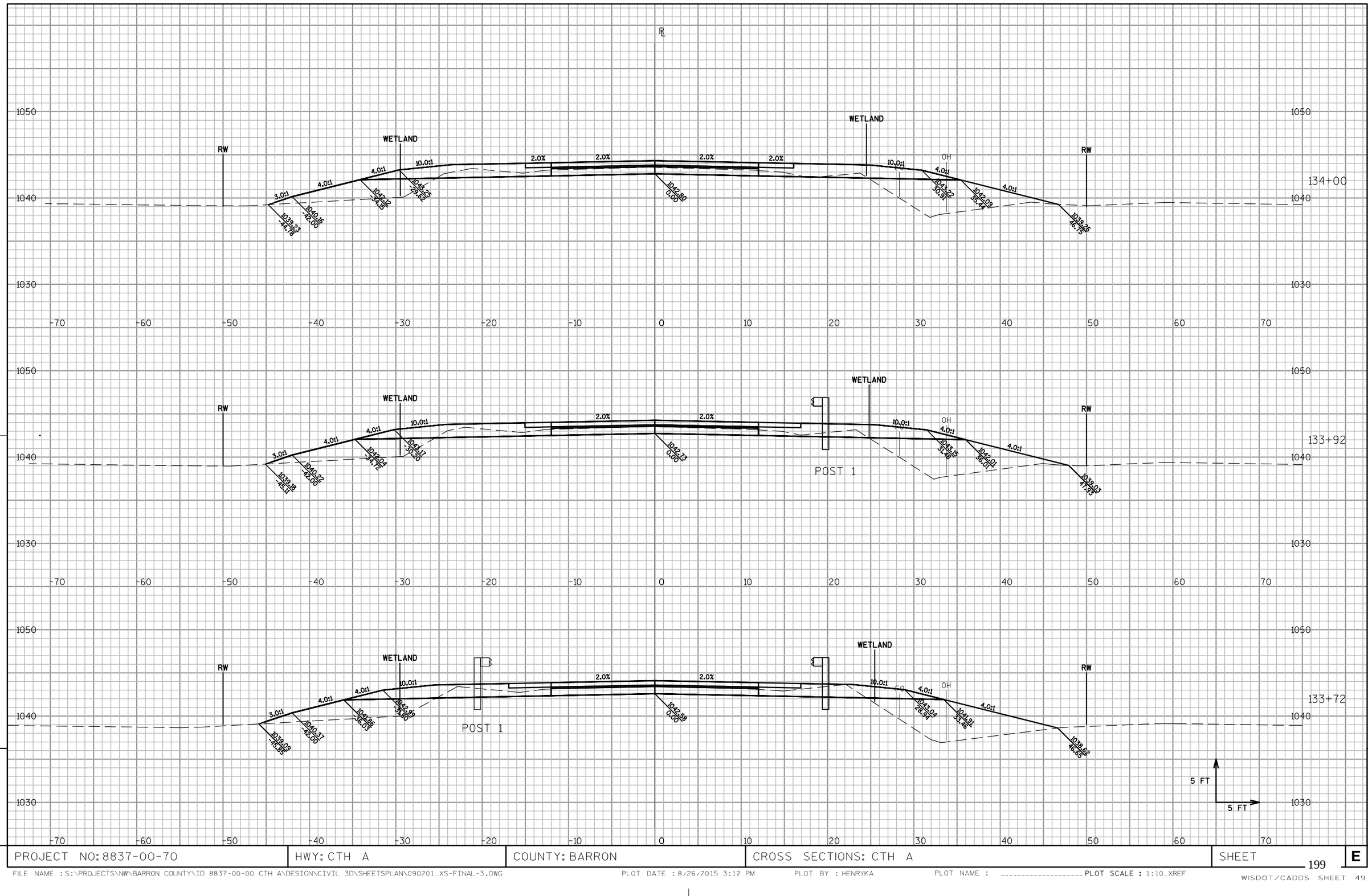
9

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 198	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:12 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF



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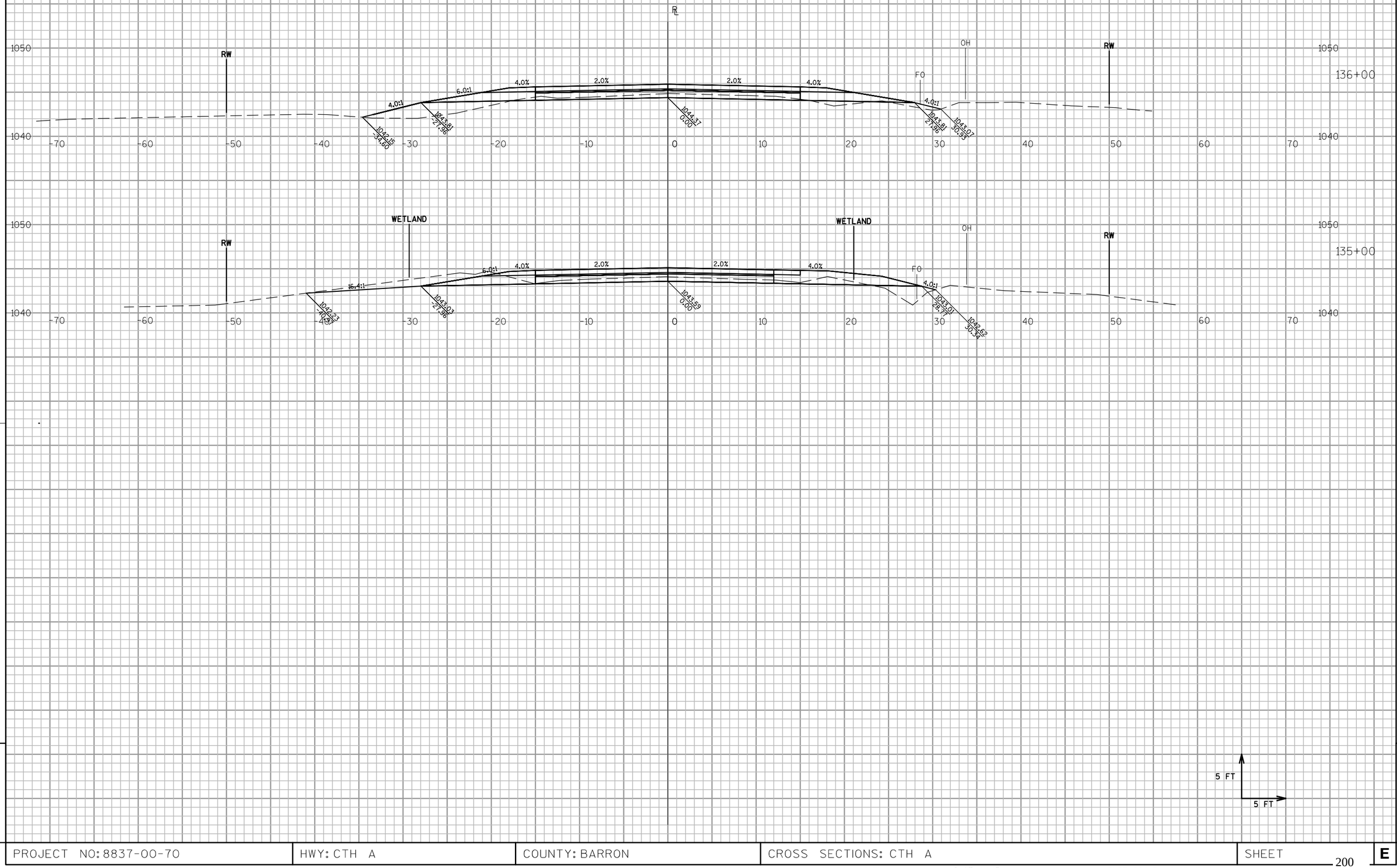
9

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:12 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF



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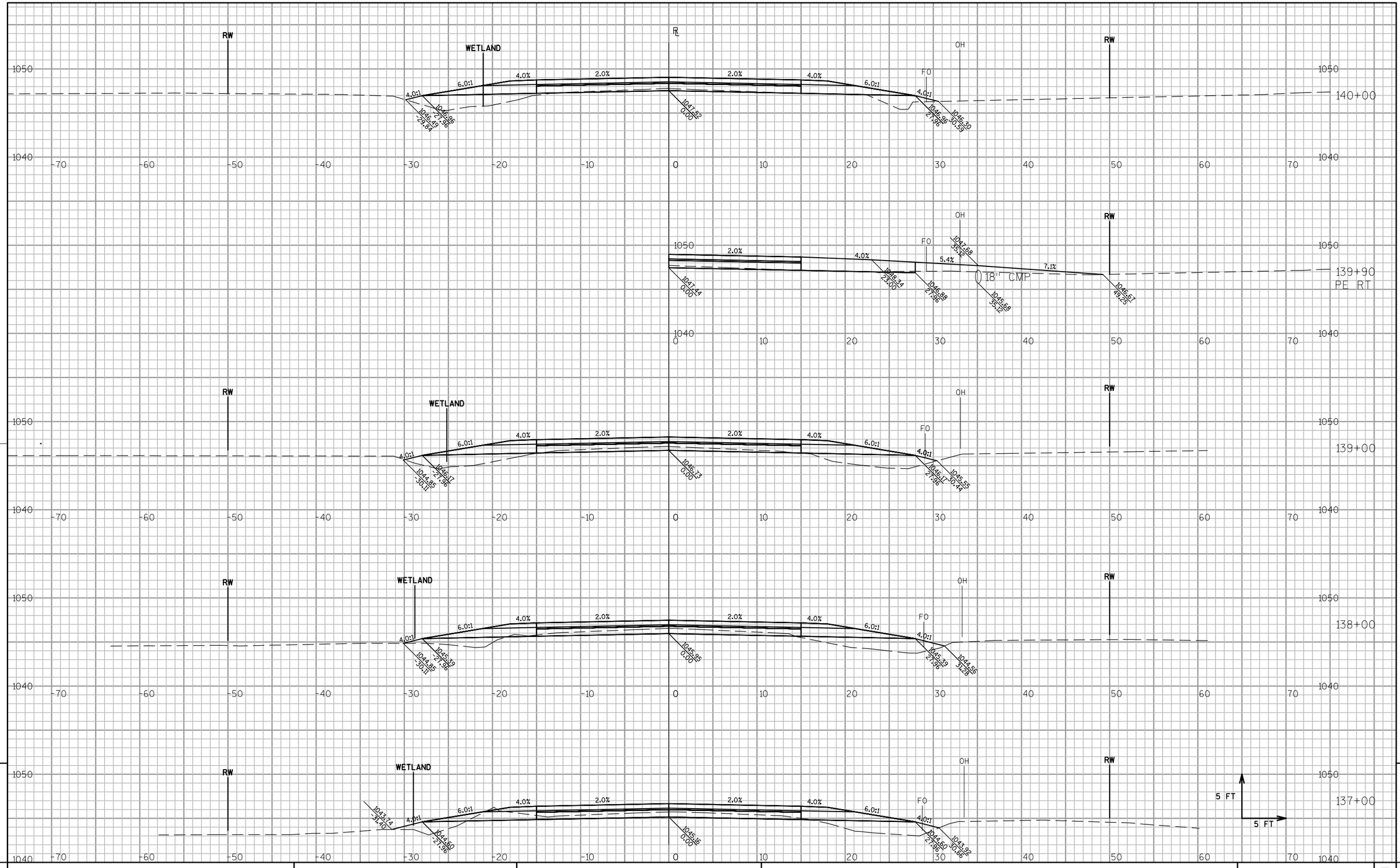
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 200	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:13 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



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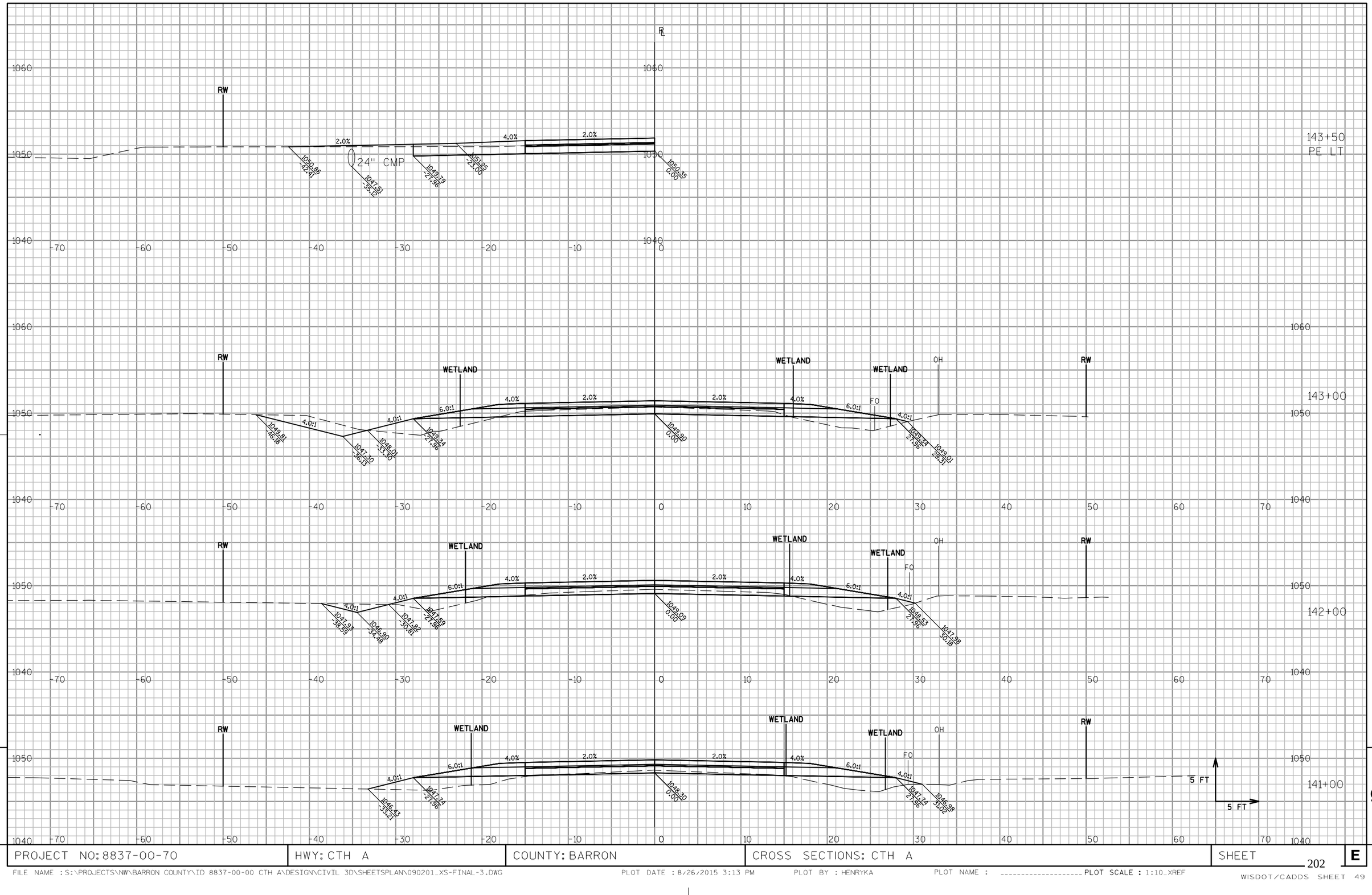
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 201	E

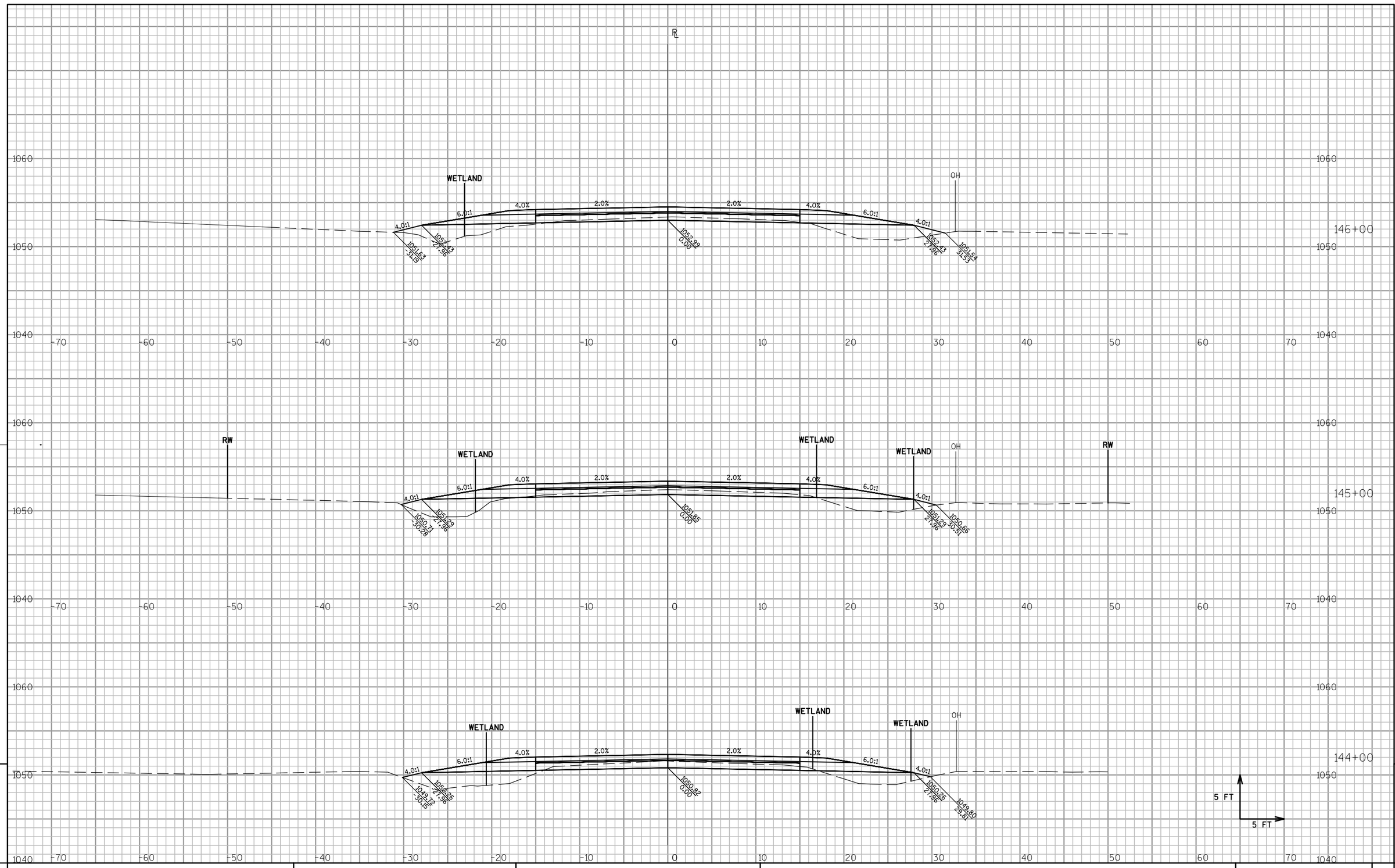
FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:13 PM PLOT BY : HENRYKA PLOT NAME : _____ PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



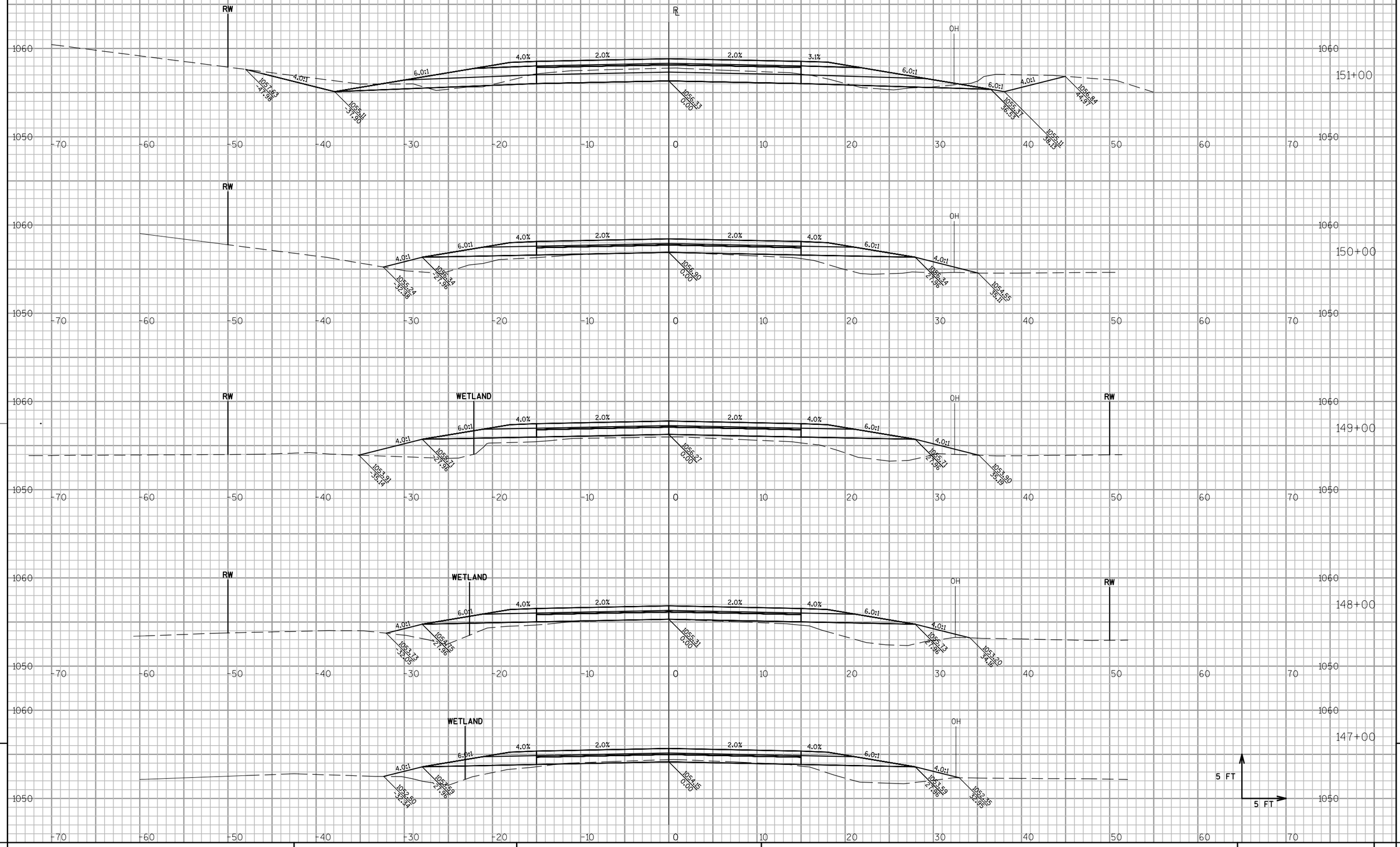
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 202 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:13 PM PLOT BY : HENRYKA PLOT NAME : _____ PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



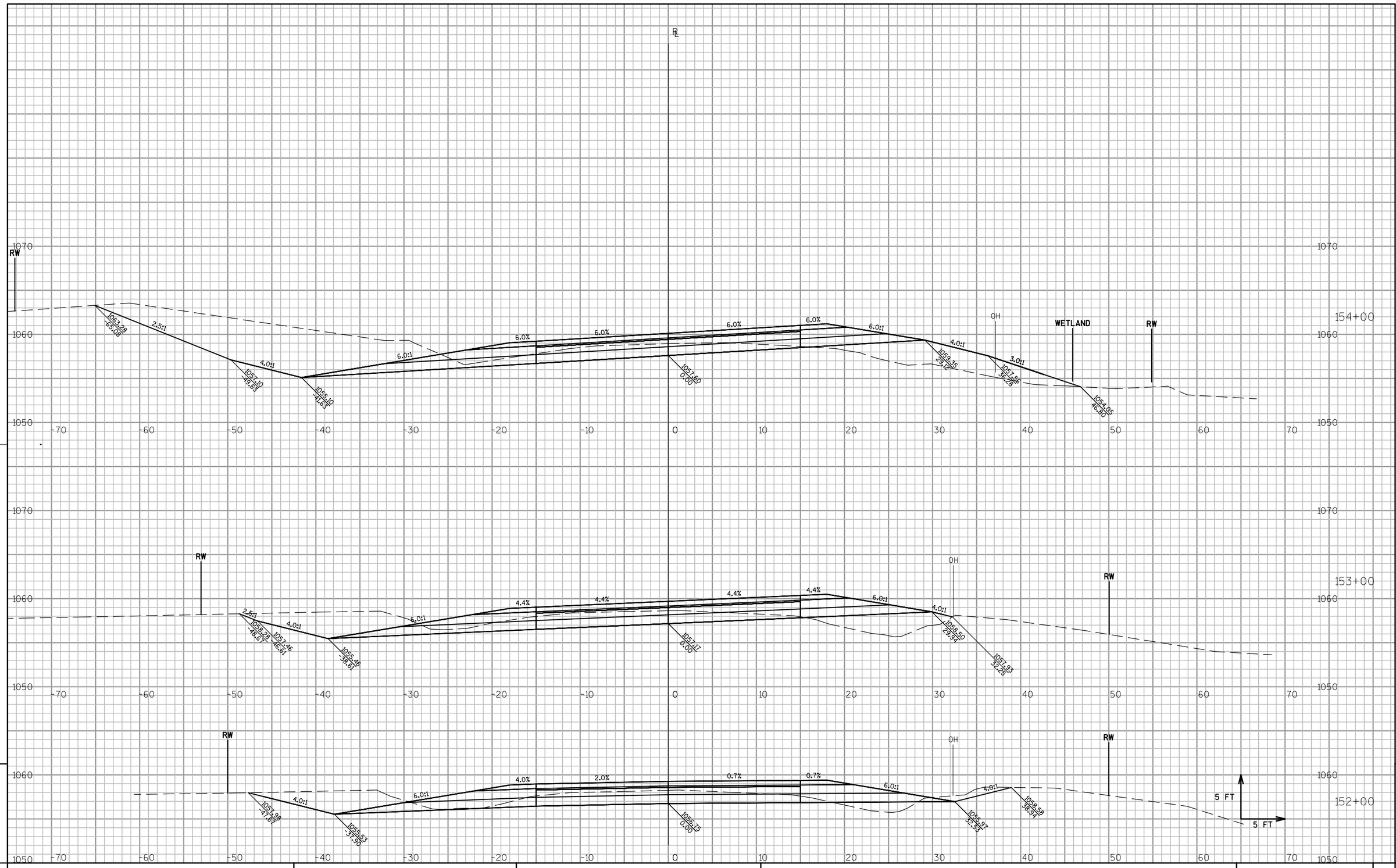
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 203	E



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 204 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:13 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



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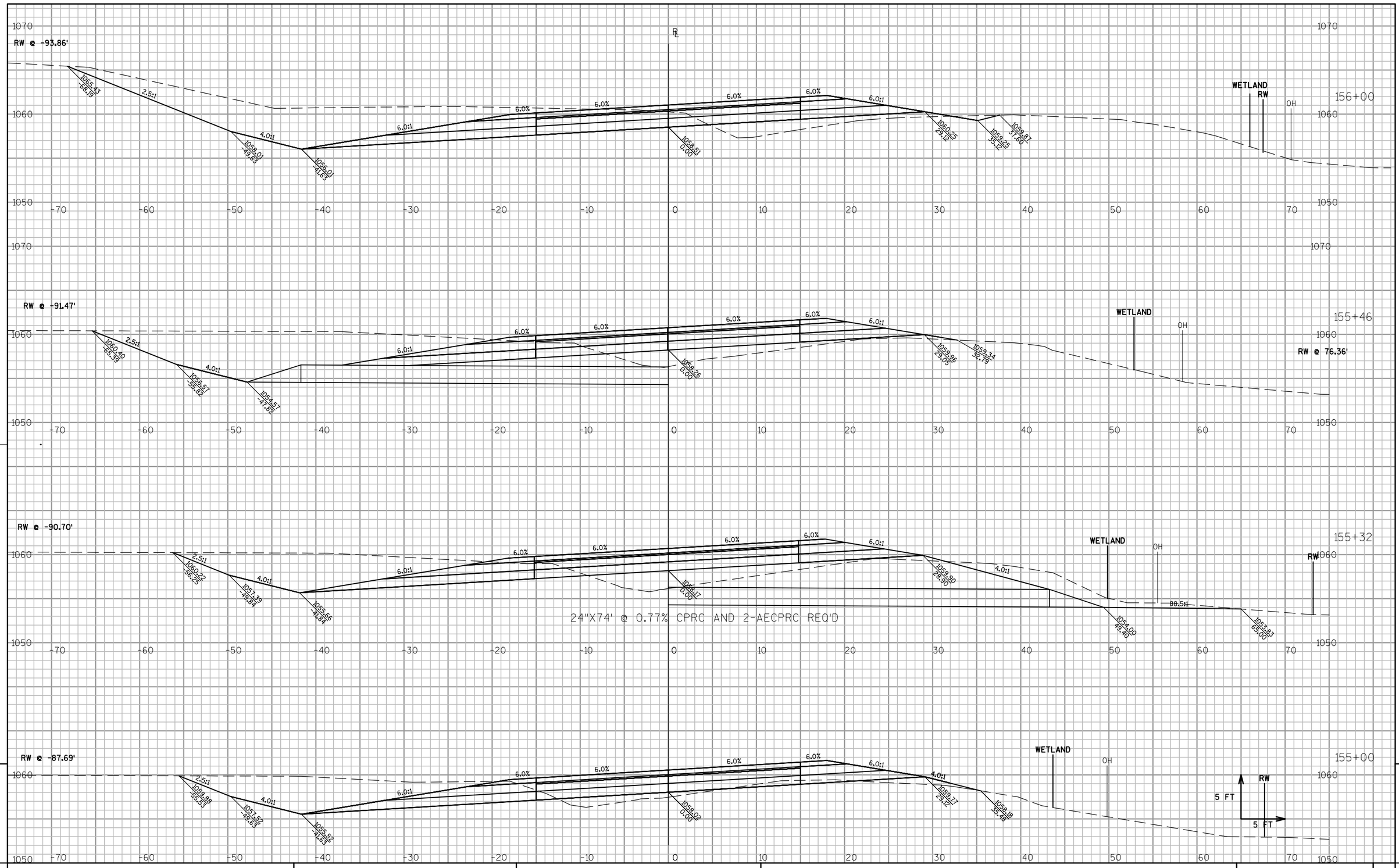
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET	E

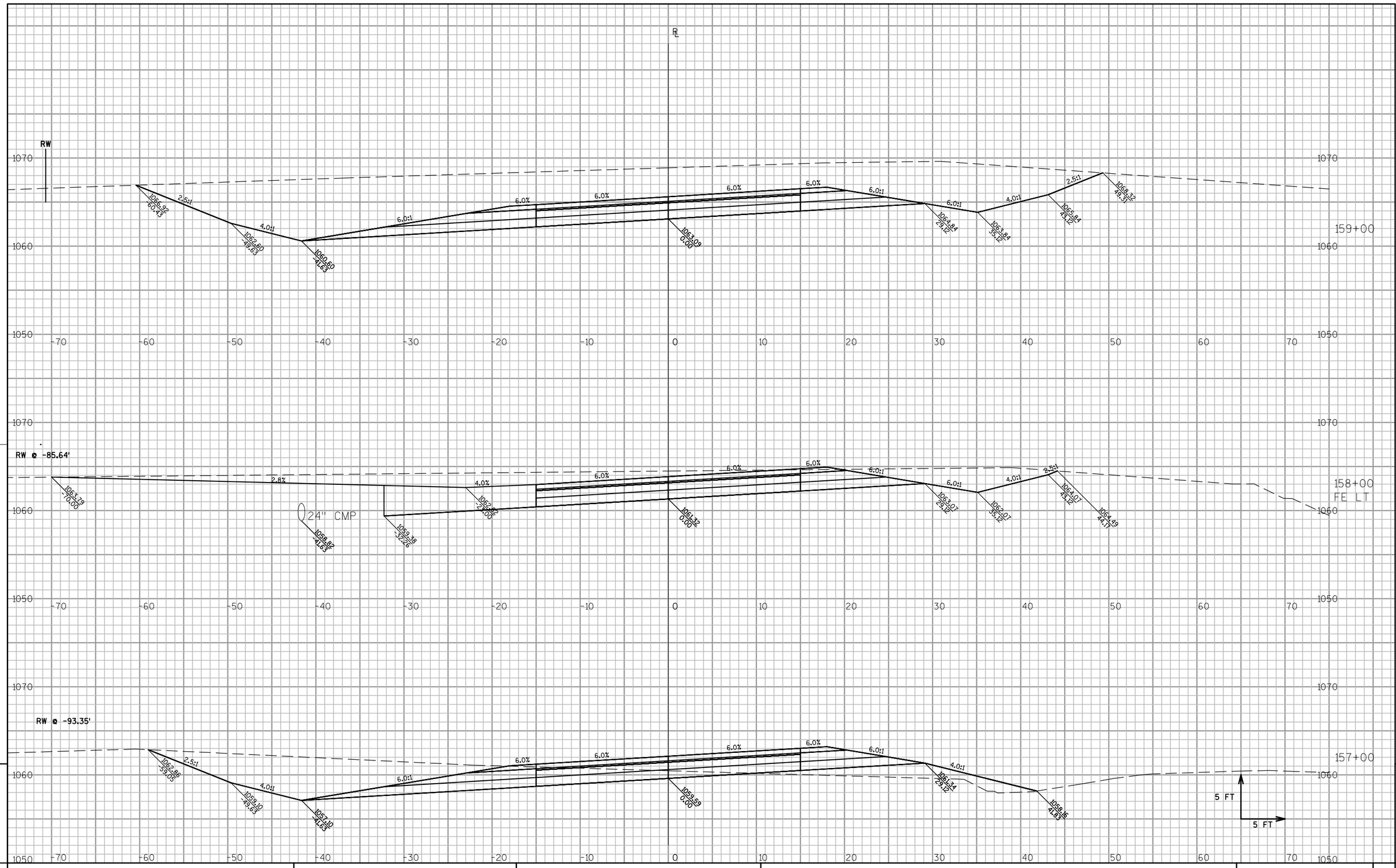
205

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:13 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 206 E



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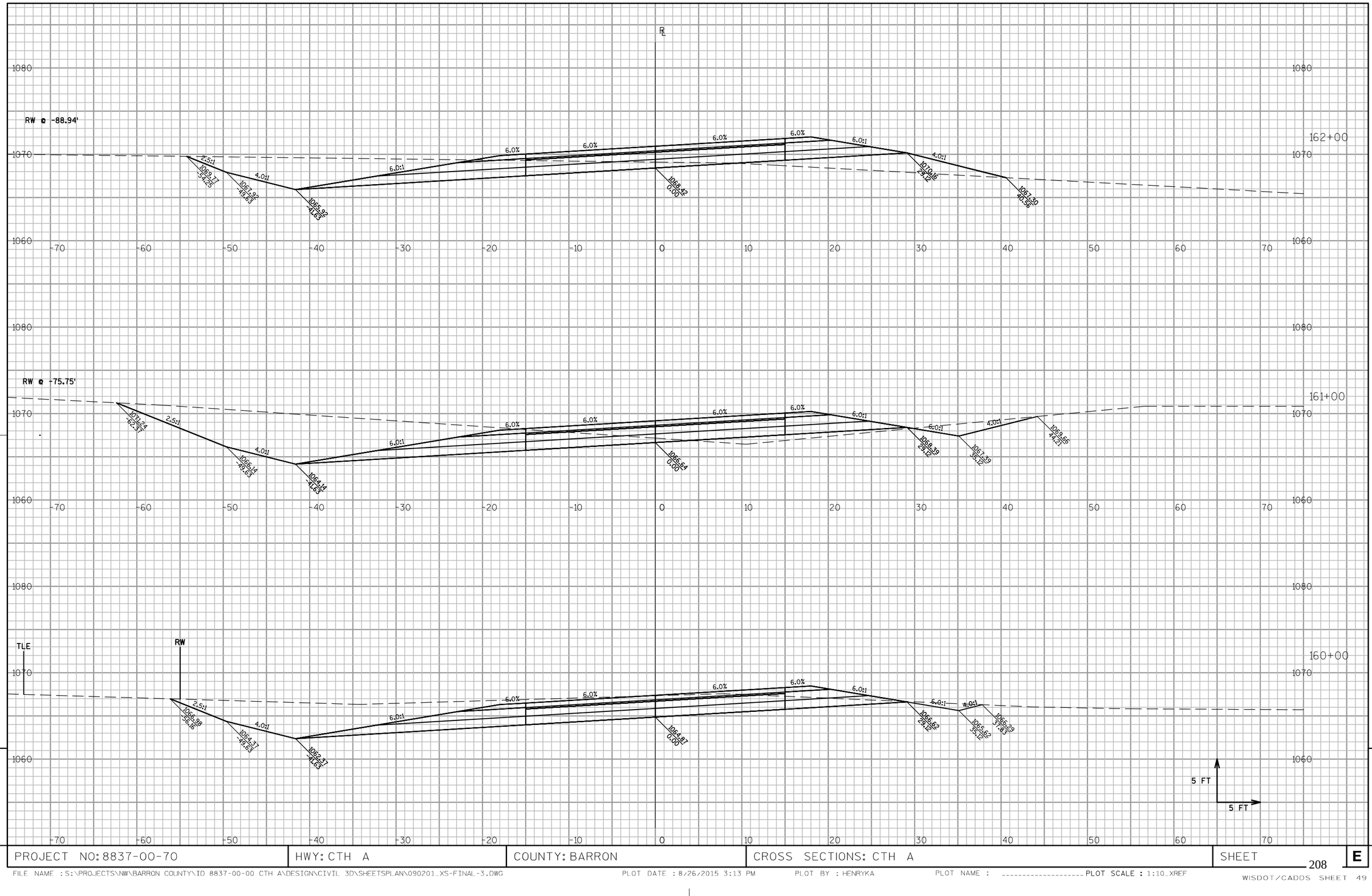
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 207	E



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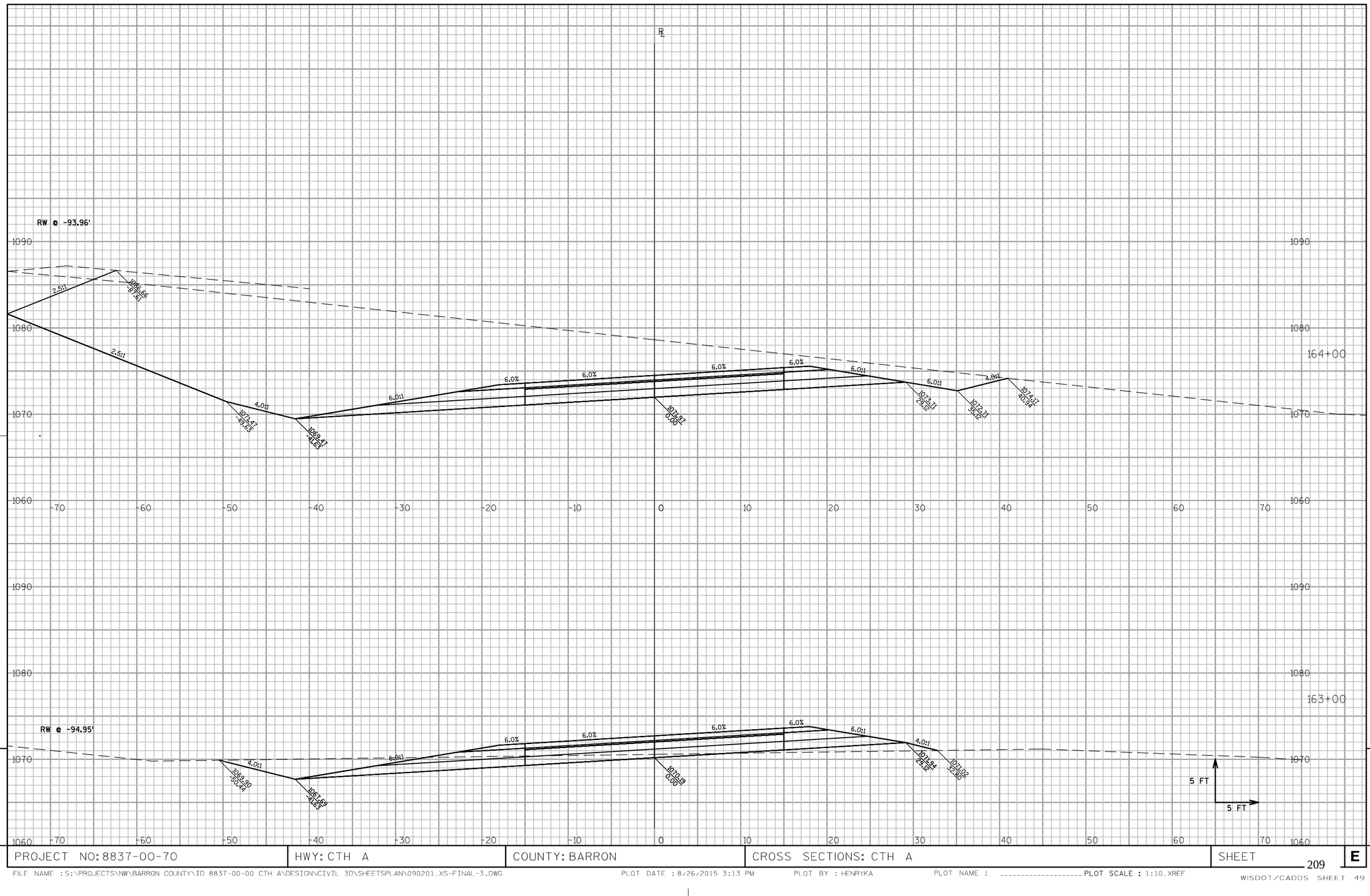
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 208	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:13 PM PLOT BY : HENRYKA PLOT NAME : _____ PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 209	E

RL

1100
1090
1080
1070

RW @ -78.56'

7.5:1
1076.05
-54.25
4.0:1
1074.20
-49.93
1072.20
-40.68
6.0:1
6.0%
6.0%
6.0%
1074.10
0.00
MATCH 23 RD ST

-70 -60 -50 -30 -20 -10 0 10

165+54

165+00

RW @ -85.92'

1080.82
-69.60
2.5:1
4.0:1
1073.24
-49.69
1072.24
-41.65
6.0:1
6.0%
6.0%
6.0%
1073.24
0.00
MATCH 23 RD ST

-70 -60 -50 -40 -30 -20 -10 0 10

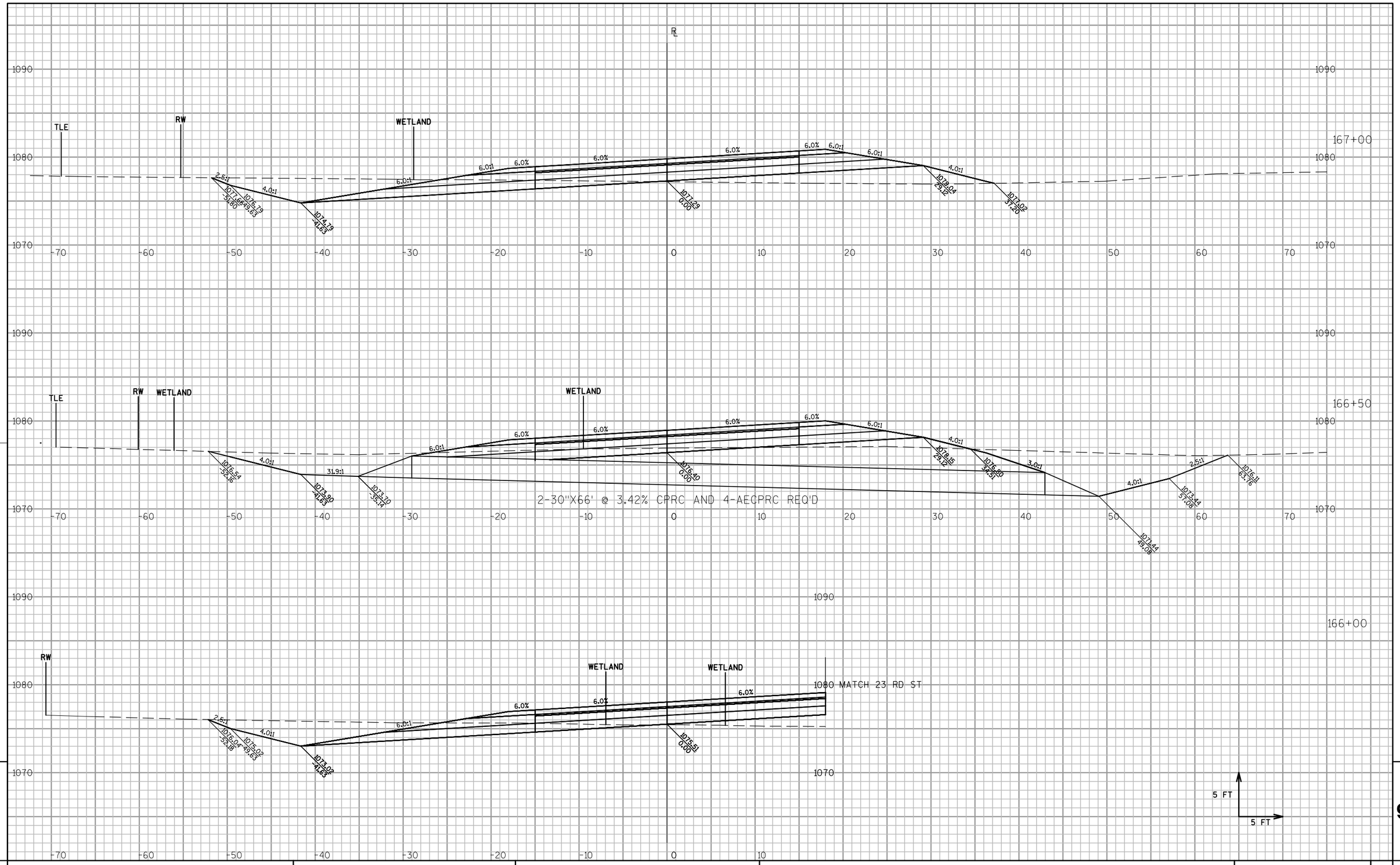
5 FT
5 FT

9

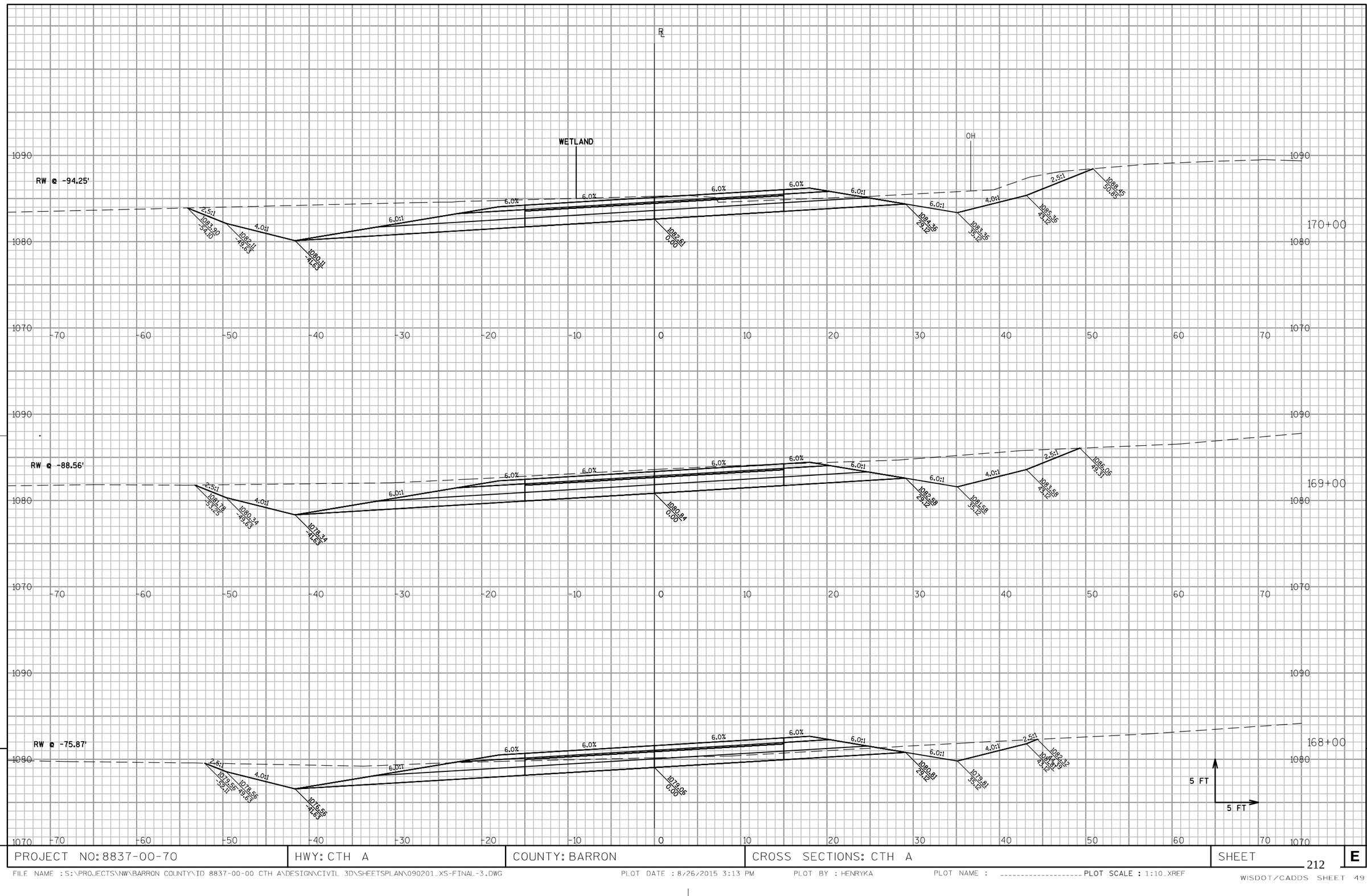
9

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 210	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:13 PM PLOT BY : HENRYKA PLOT NAME : _____ PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 211 E



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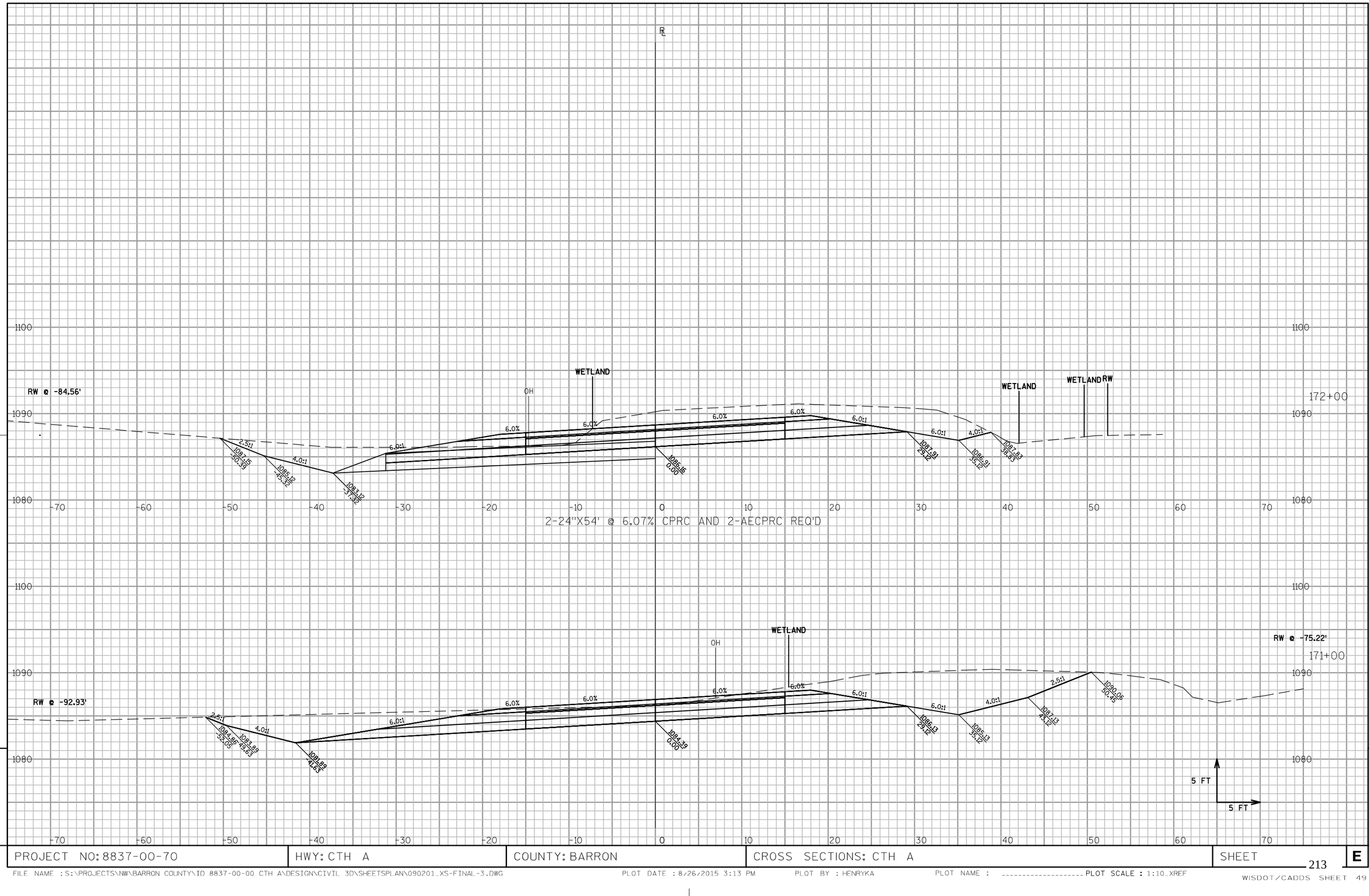
9

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 212	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:13 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



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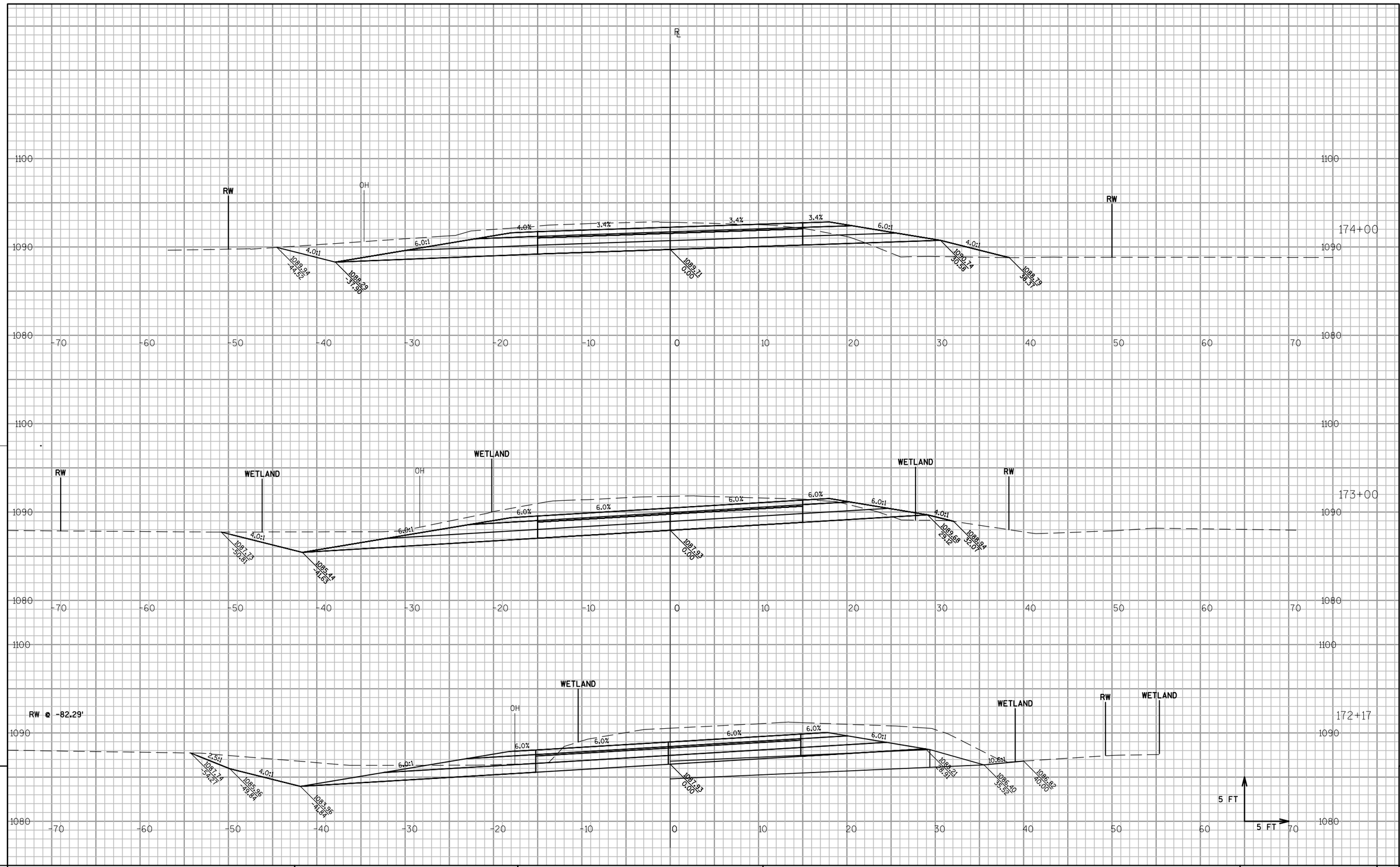
9

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 213	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:13 PM PLOT BY : HENRYKA PLOT NAME : _____ PLOT SCALE : 1:10_XREF

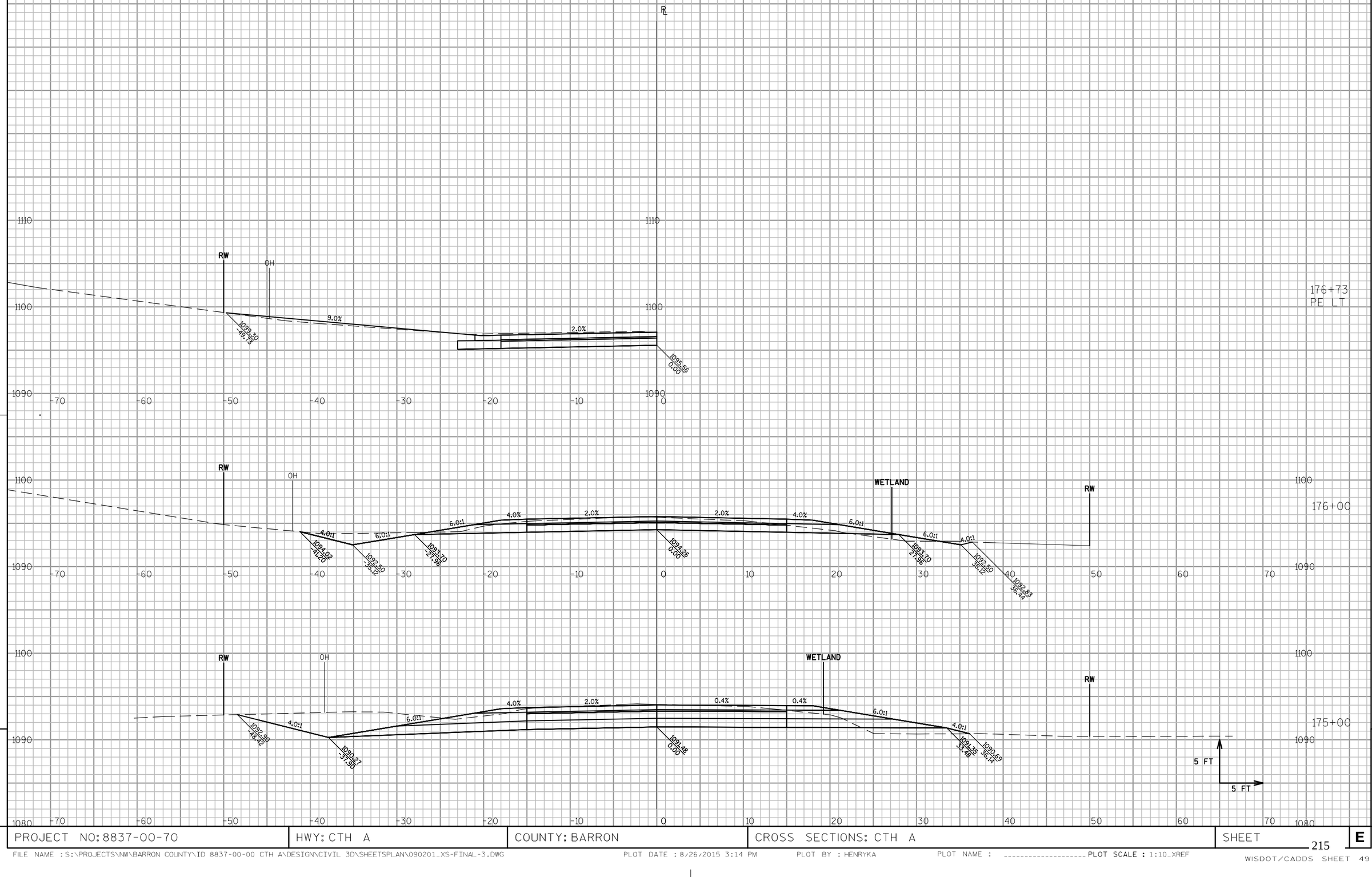
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 214 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:14 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

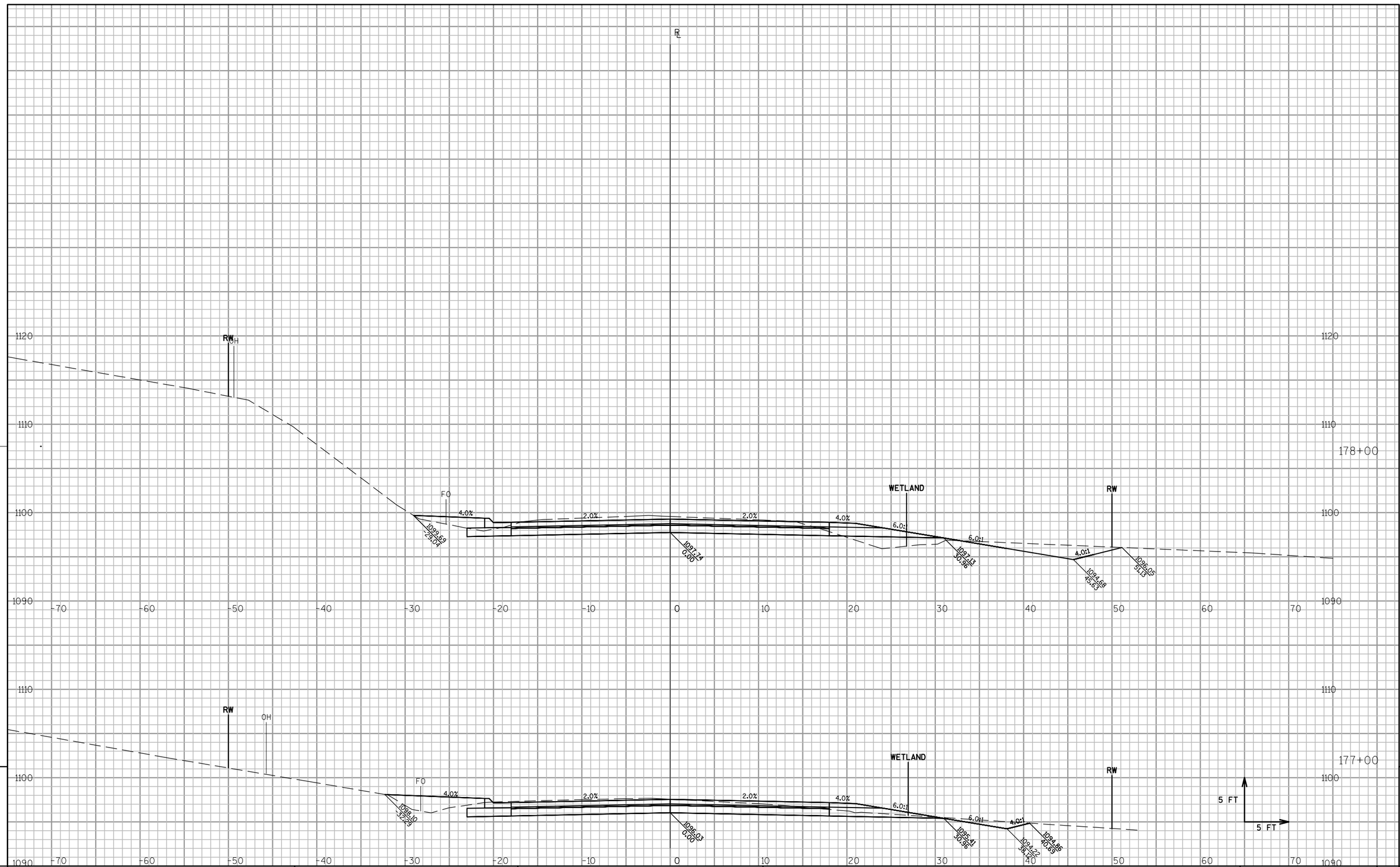
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 215	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:14 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

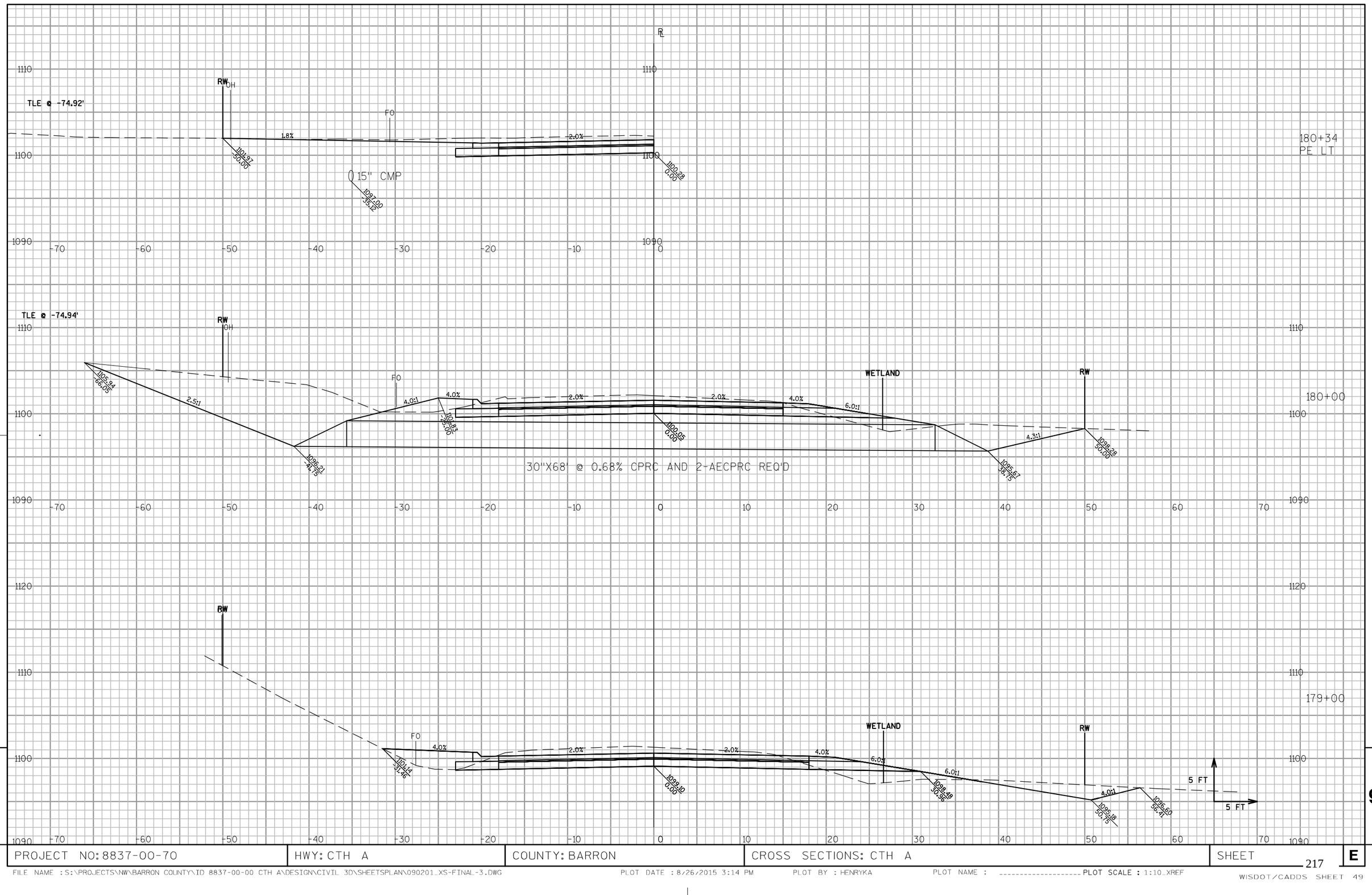
WISDOT/CADDS SHEET 49



9

9

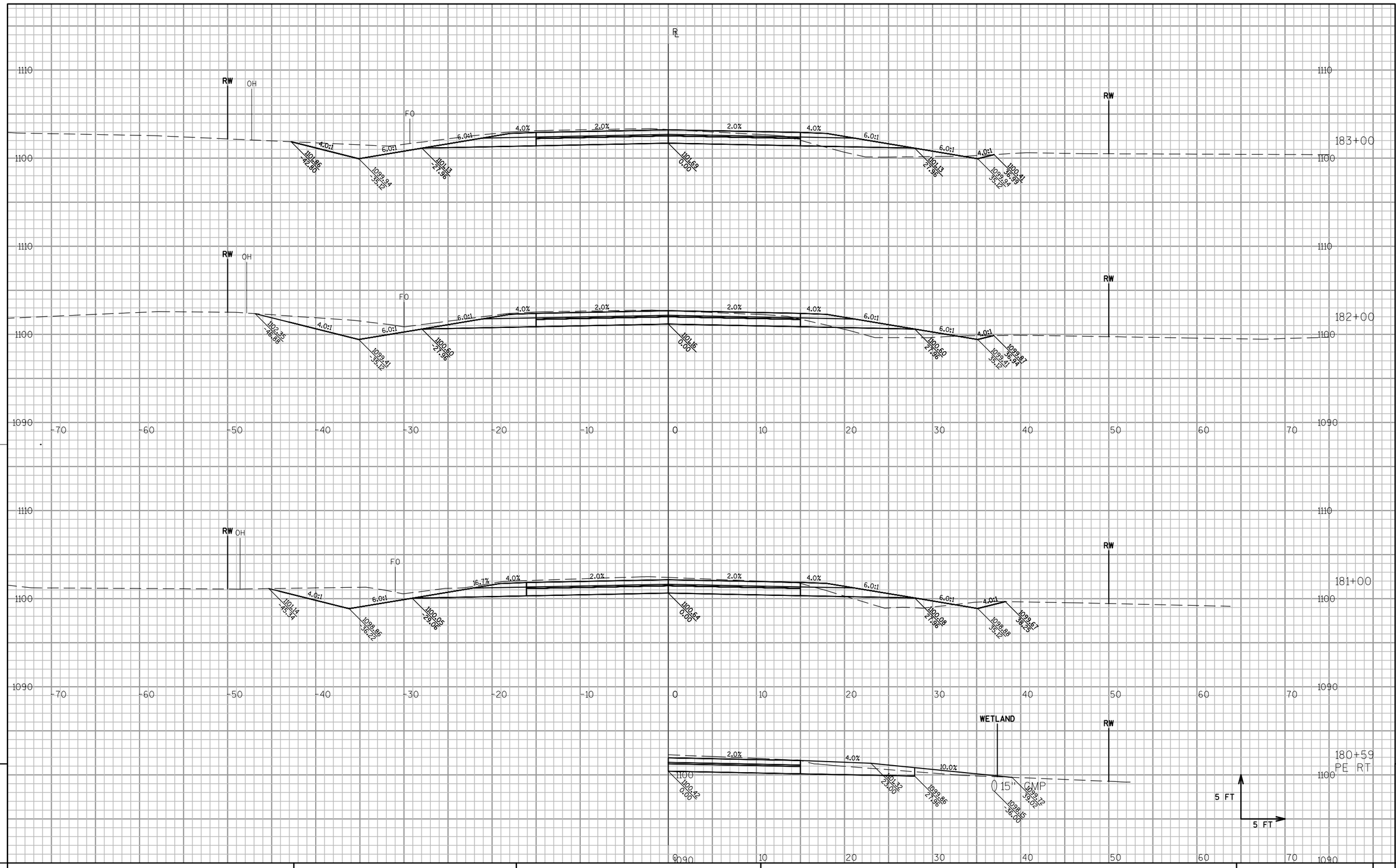
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 216	E



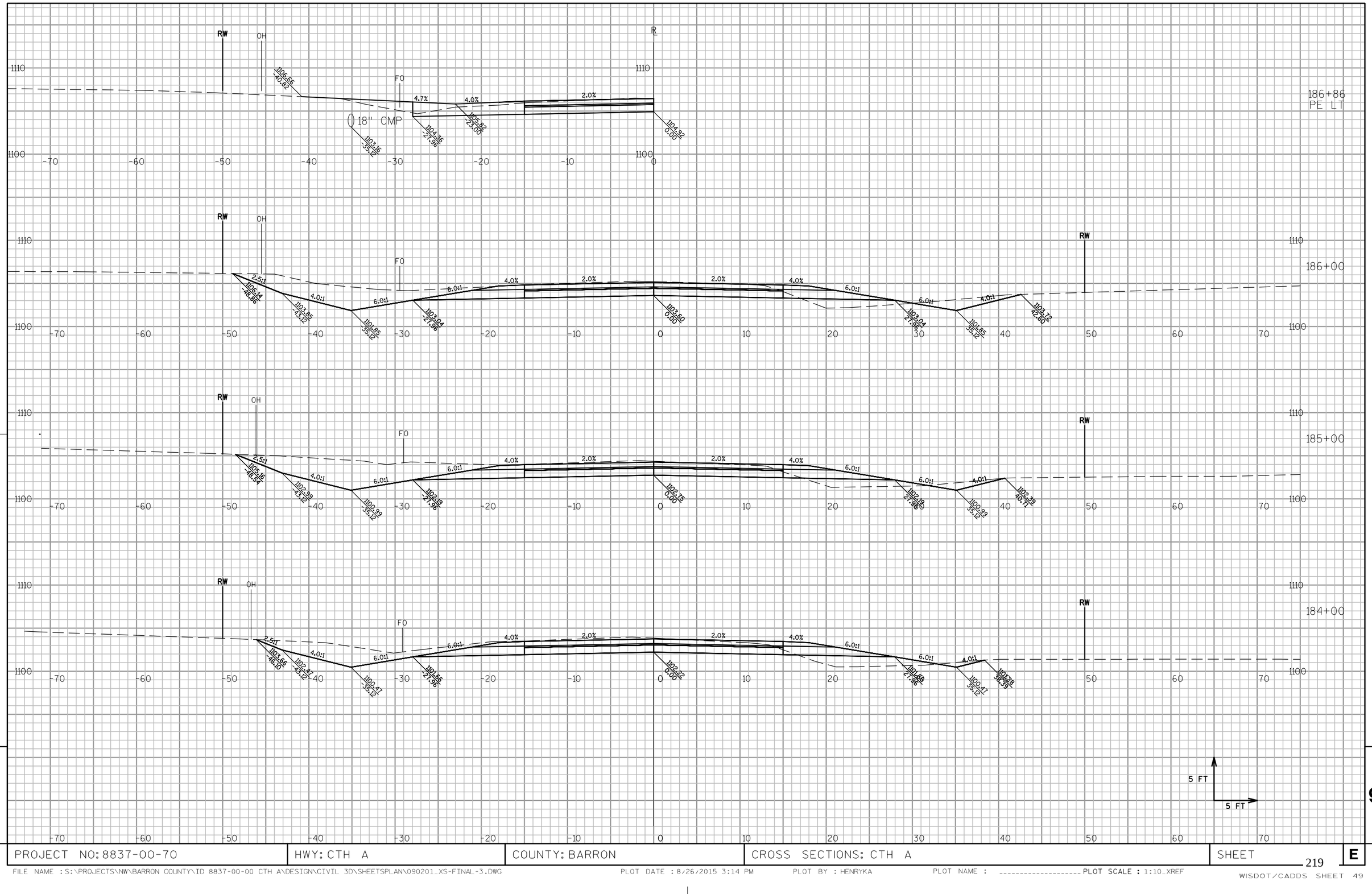
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 217 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:14 PM PLOT BY : HENRYKA PLOT NAME : _____ PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 218 E



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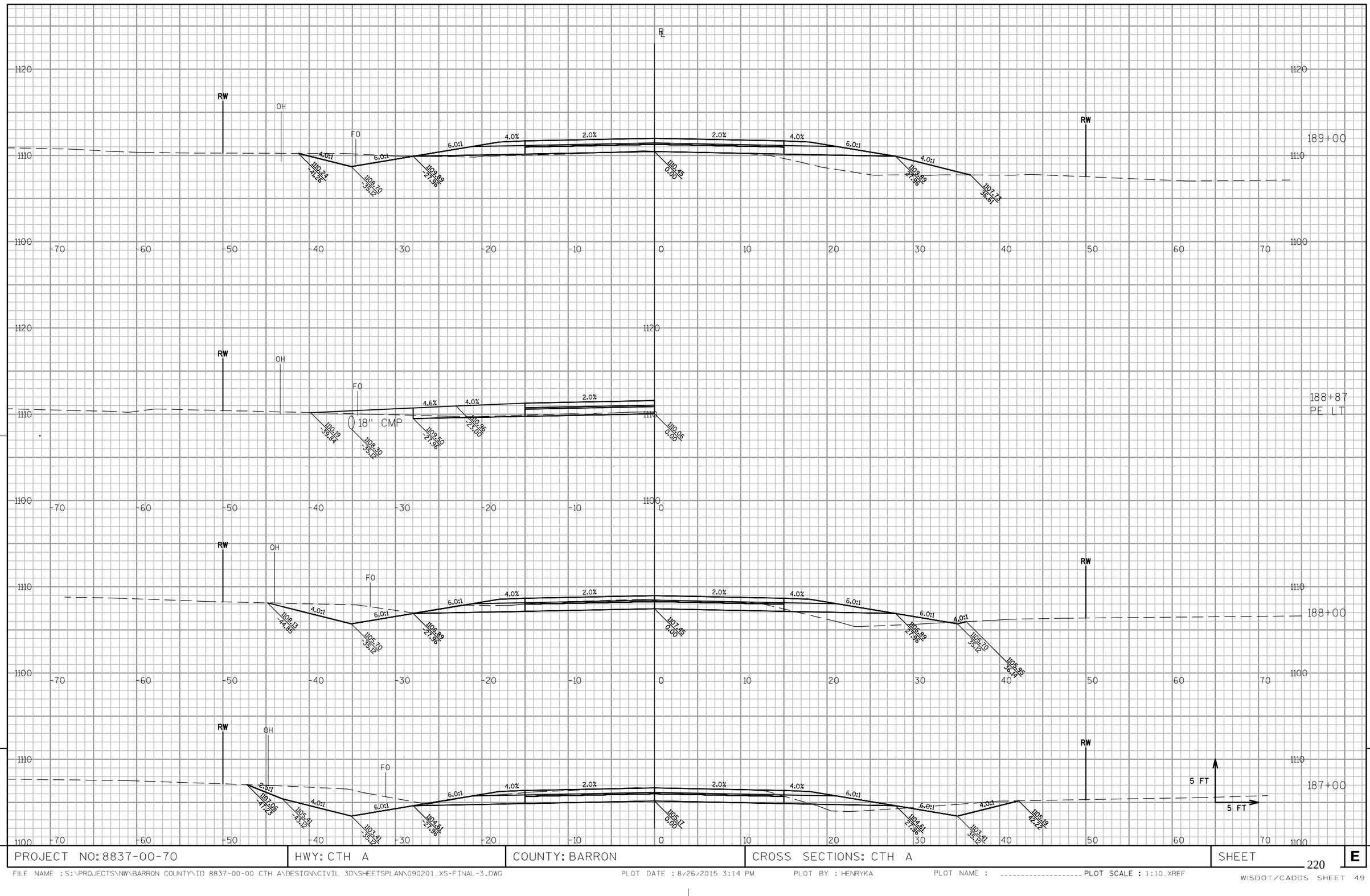
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 219 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:14 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



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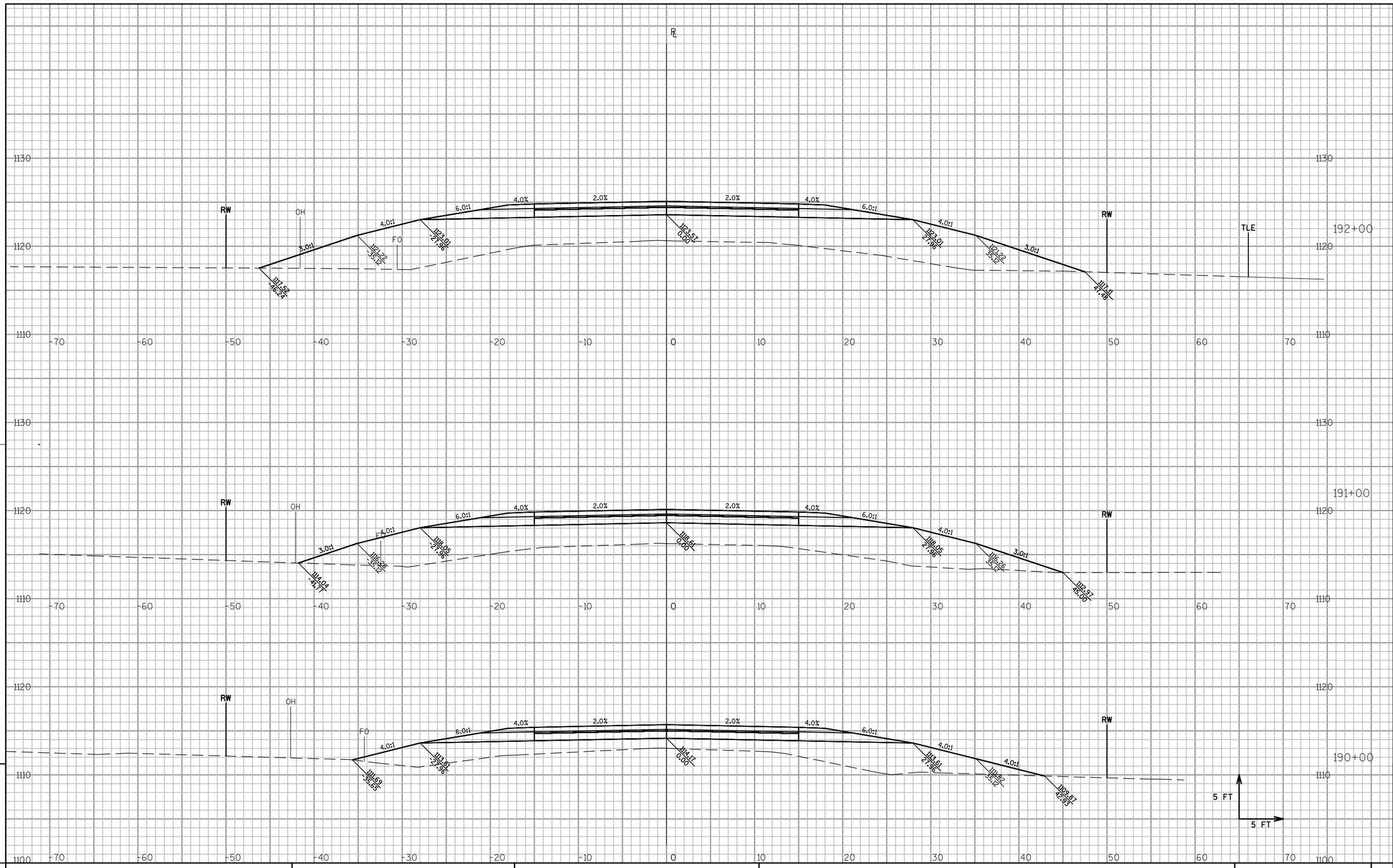
9

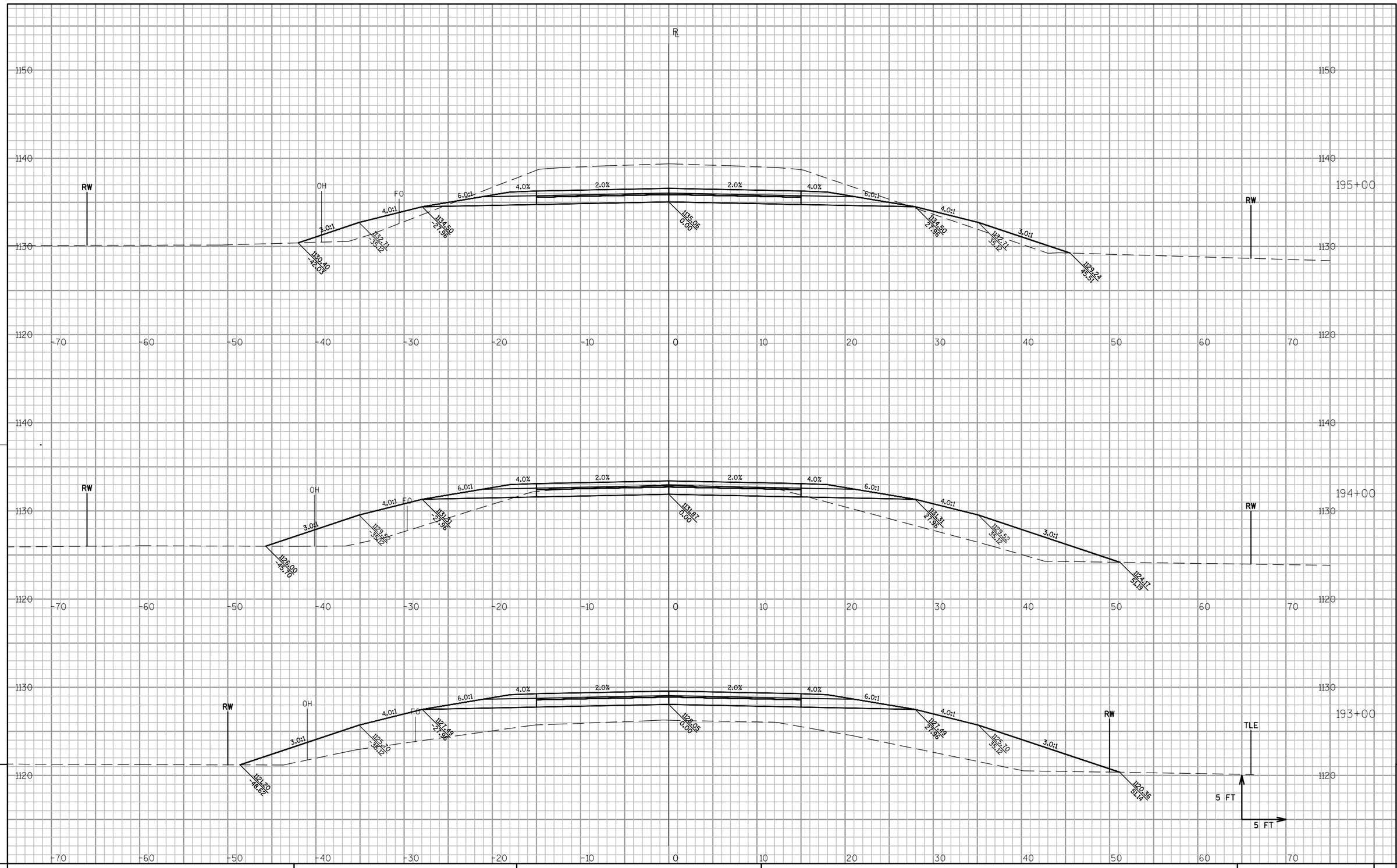
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 220 E



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 221 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:14 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

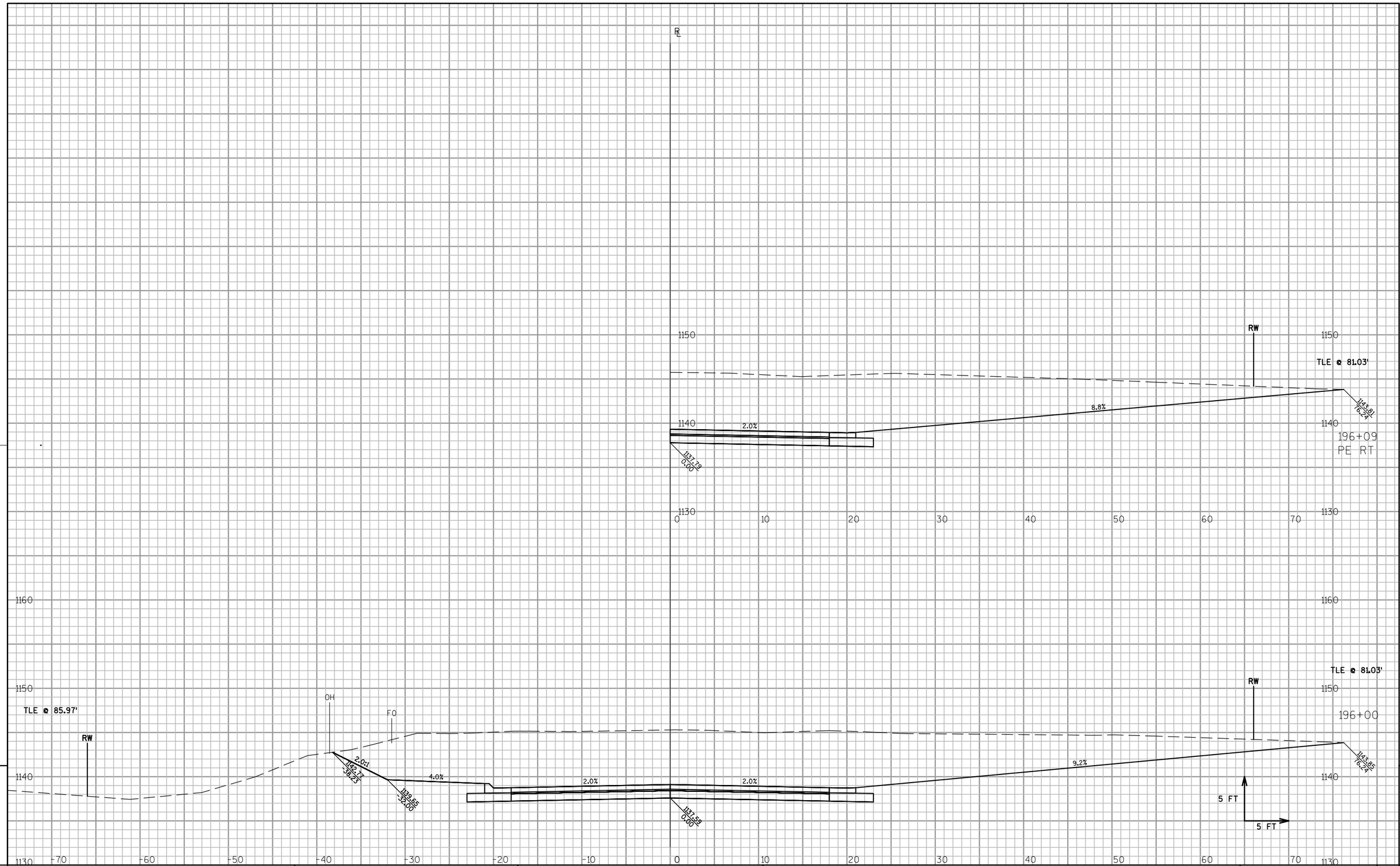
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 222	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:14 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

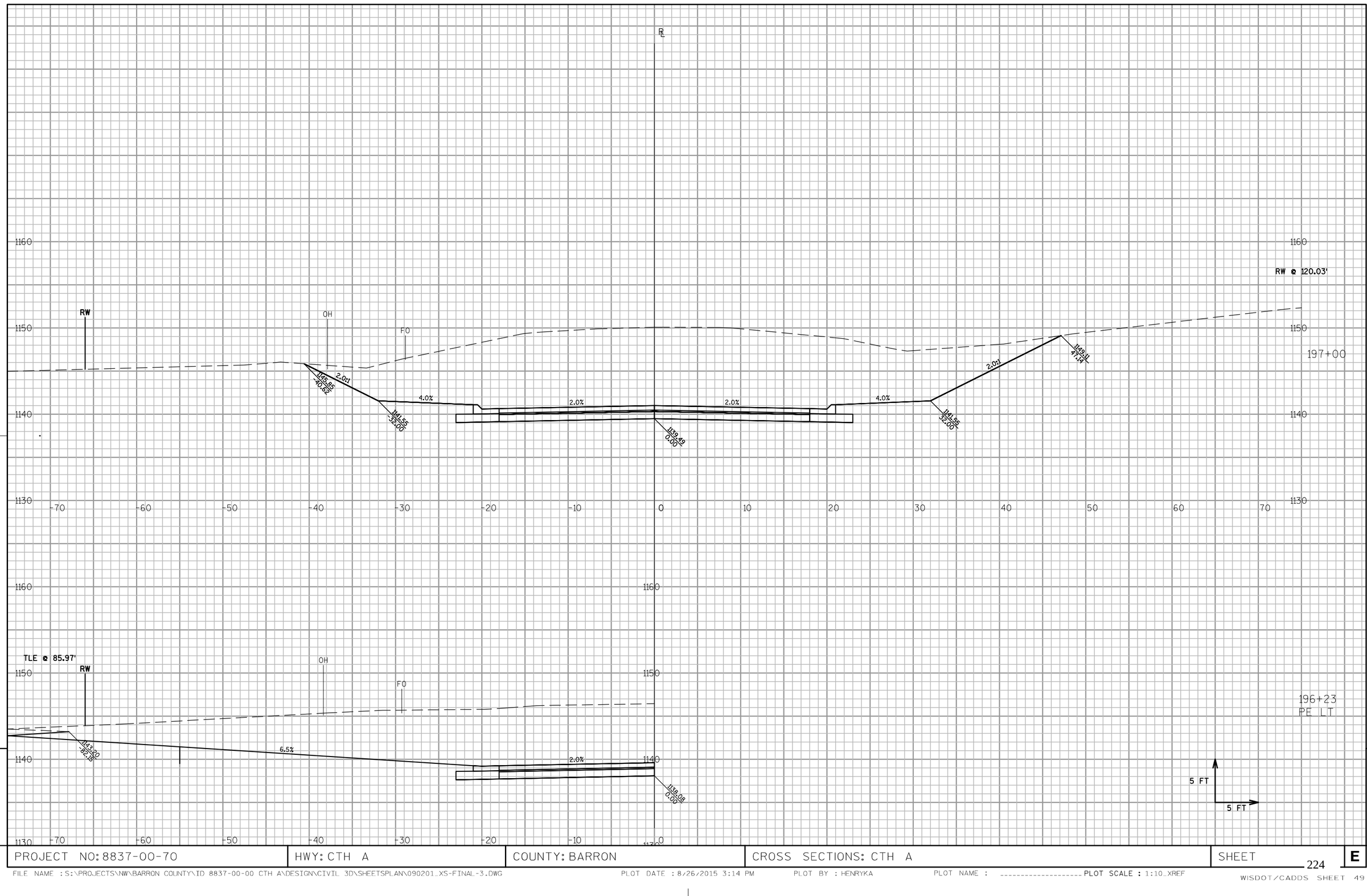
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 223 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:14 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



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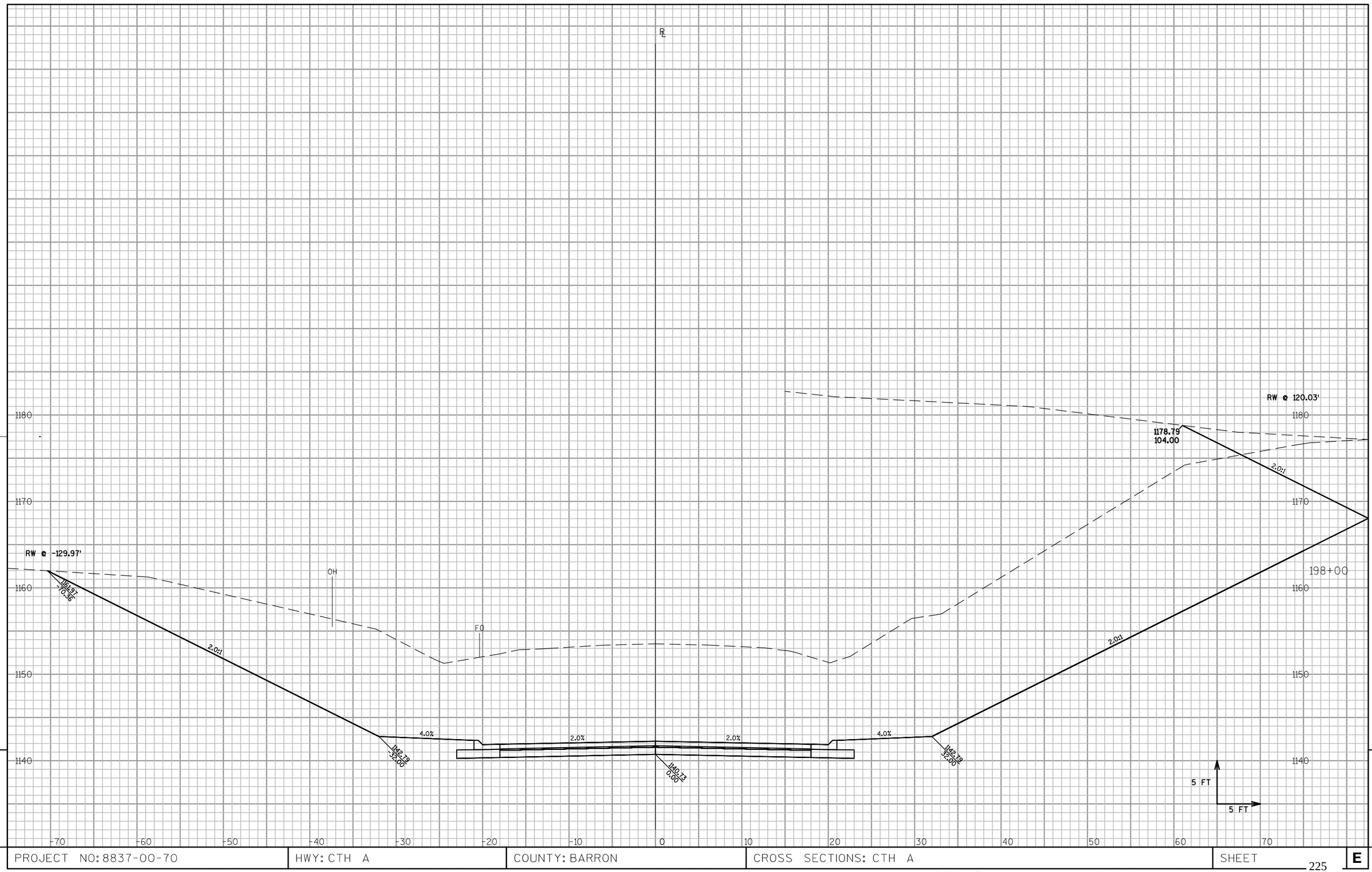
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 224	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:14 PM PLOT BY : HENRYKA PLOT NAME : _____ PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 225	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:14 PM PLOT BY : HENRYKA PLOT NAME : _____ PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49

RW @ -129.97'

RW @ 120.03'

1182.37
109.94

1183.81
112.84

OH

FO

2.0:1

4.0%

2.0%

1143.39
-12.00

1141.23
0.00

199+00

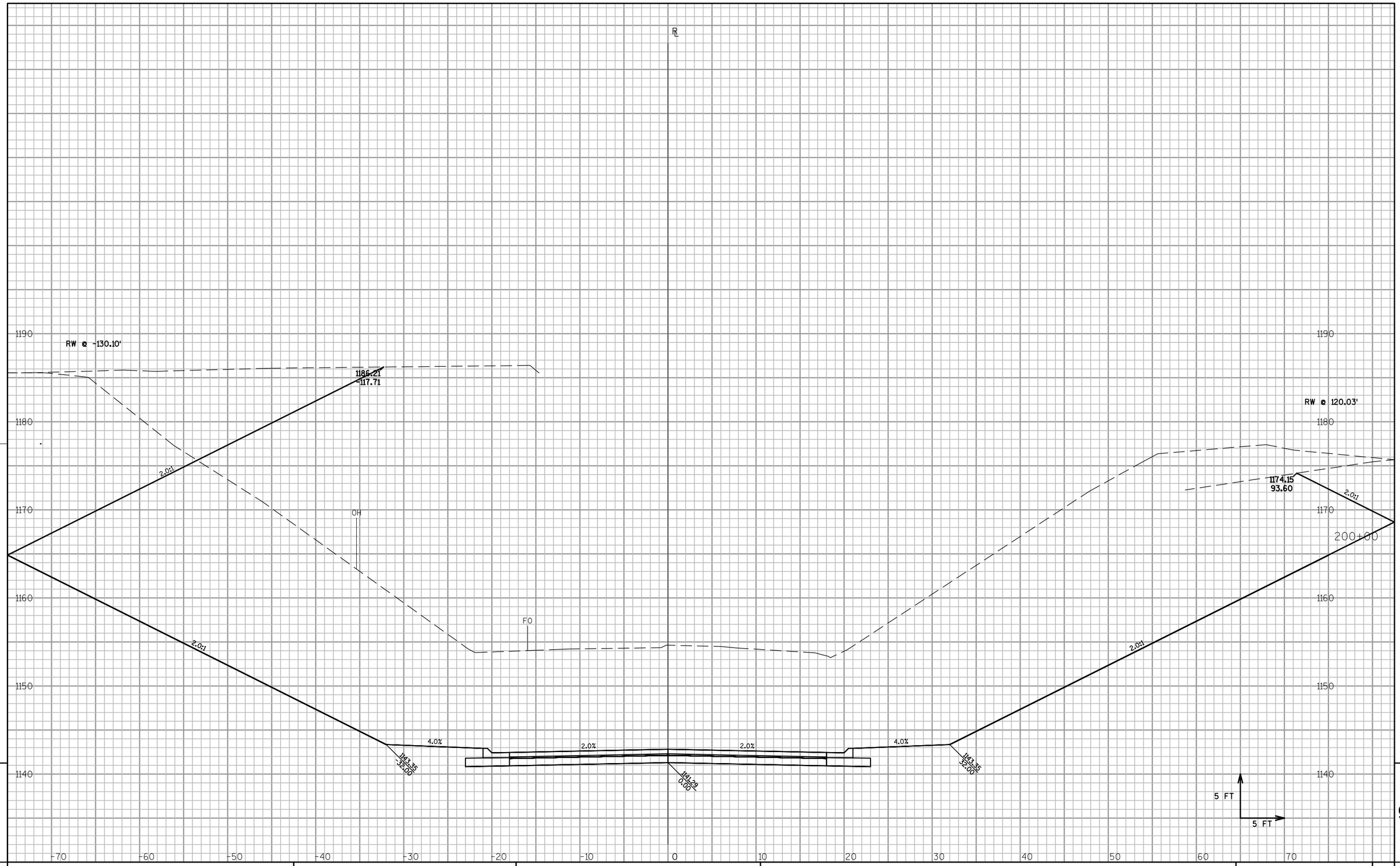
5 FT

5 FT

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 226

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:14 PM PLOT BY : HENRYKA PLOT NAME : _____ PLOT SCALE : 1:10_XREF

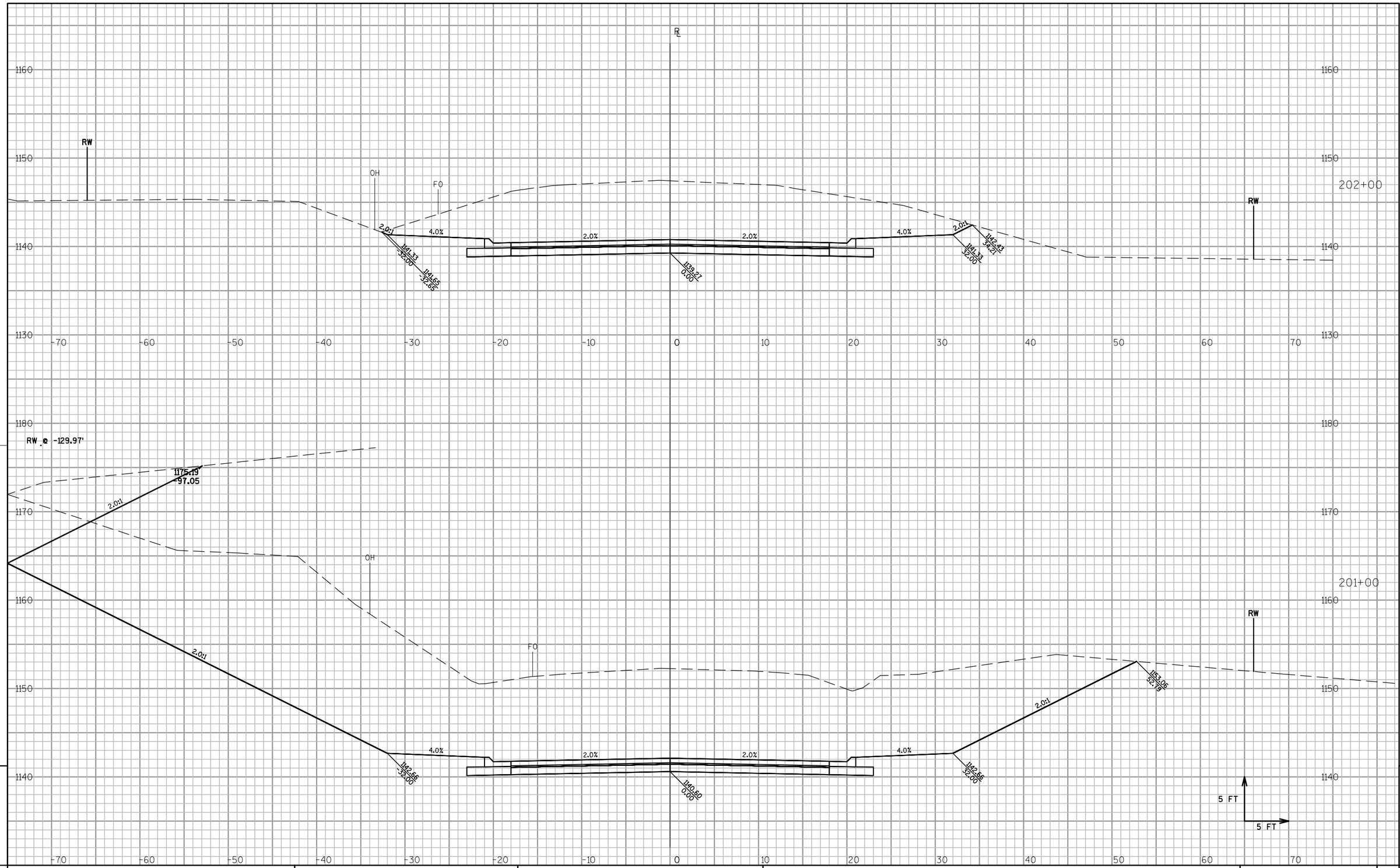
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 227 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:14 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



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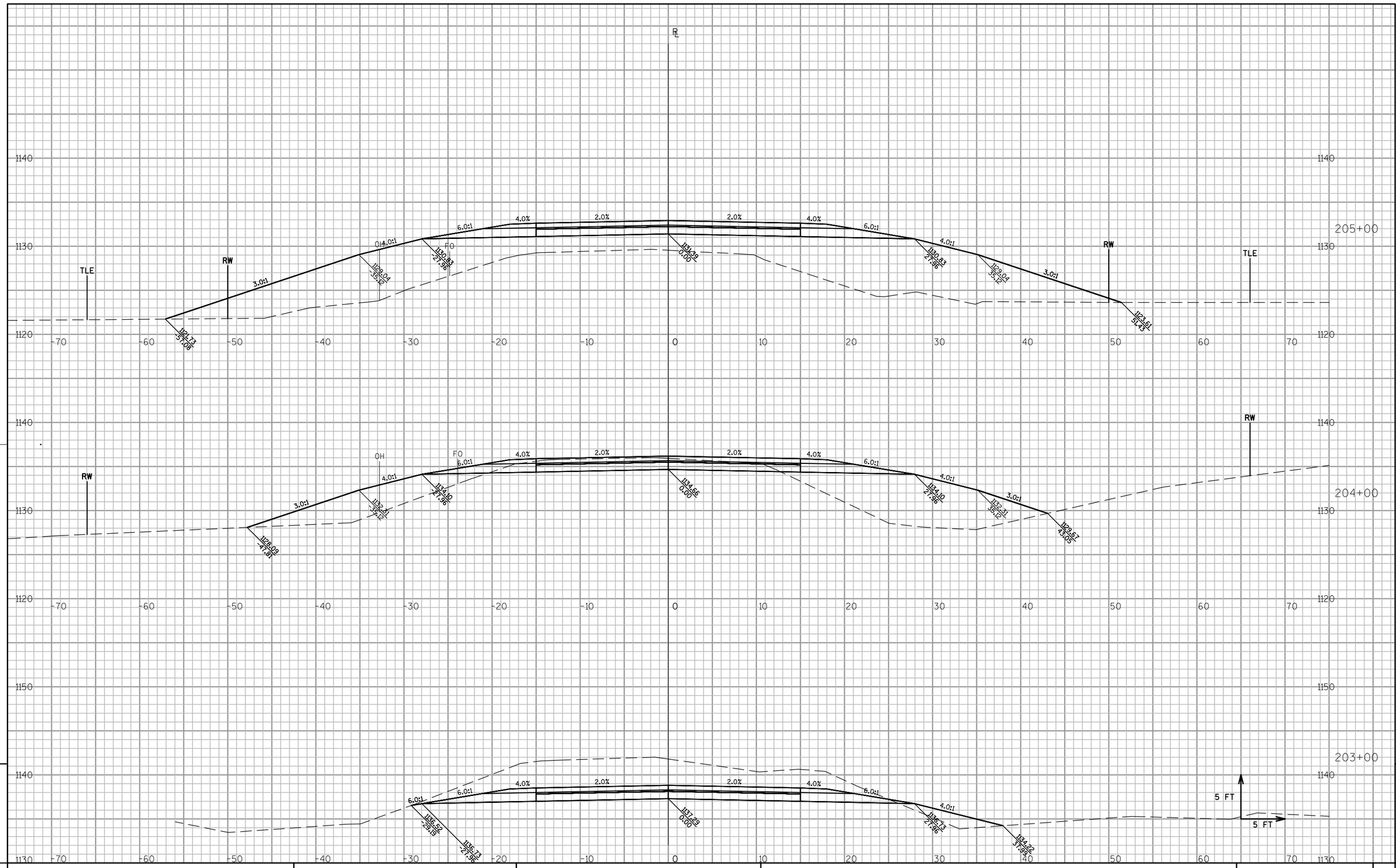
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 228	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:15 PM PLOT BY : HENRYKA PLOT NAME : _____ PLOT SCALE : 1:10_XREF

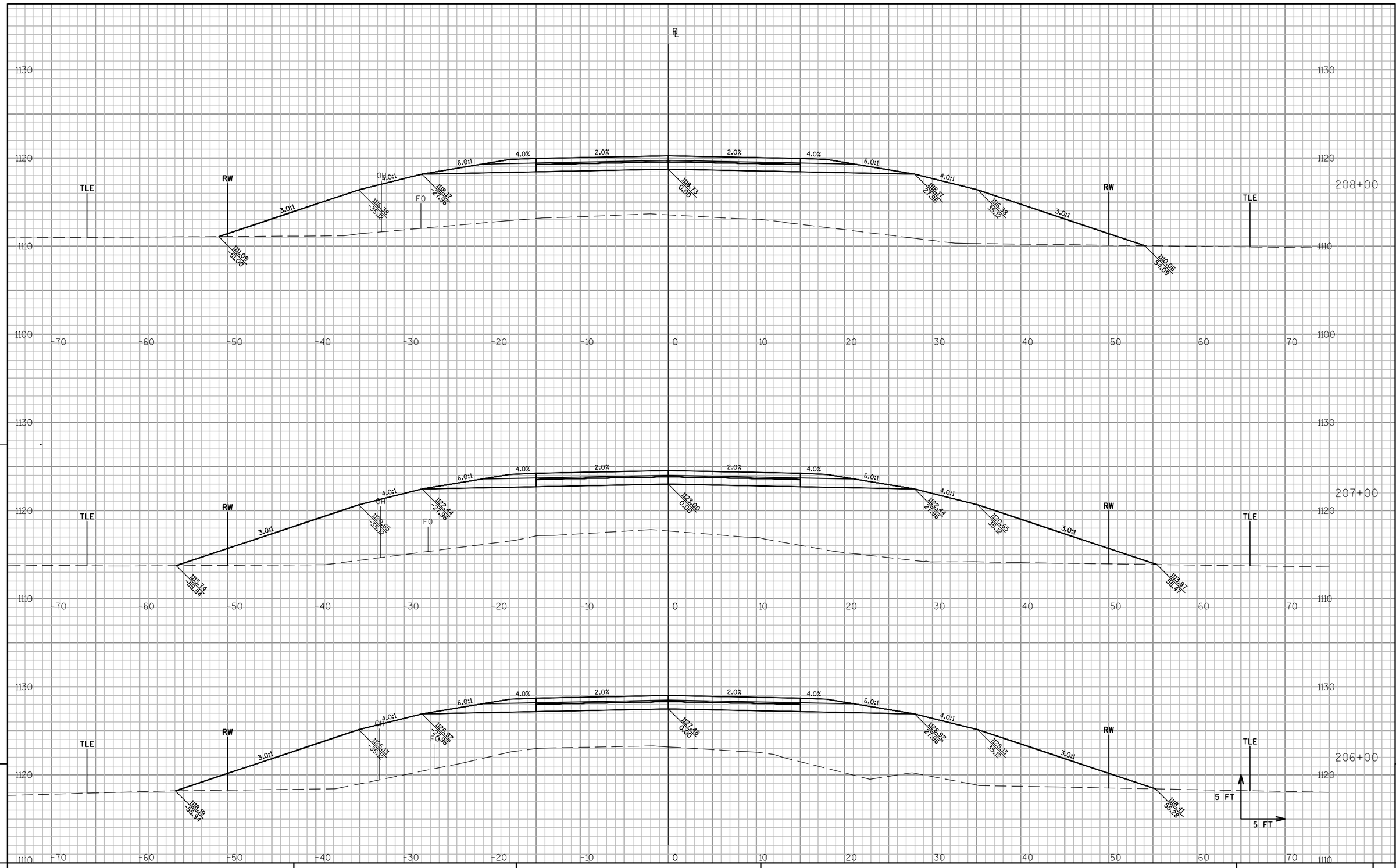
WISDOT/CADDS SHEET 49

9



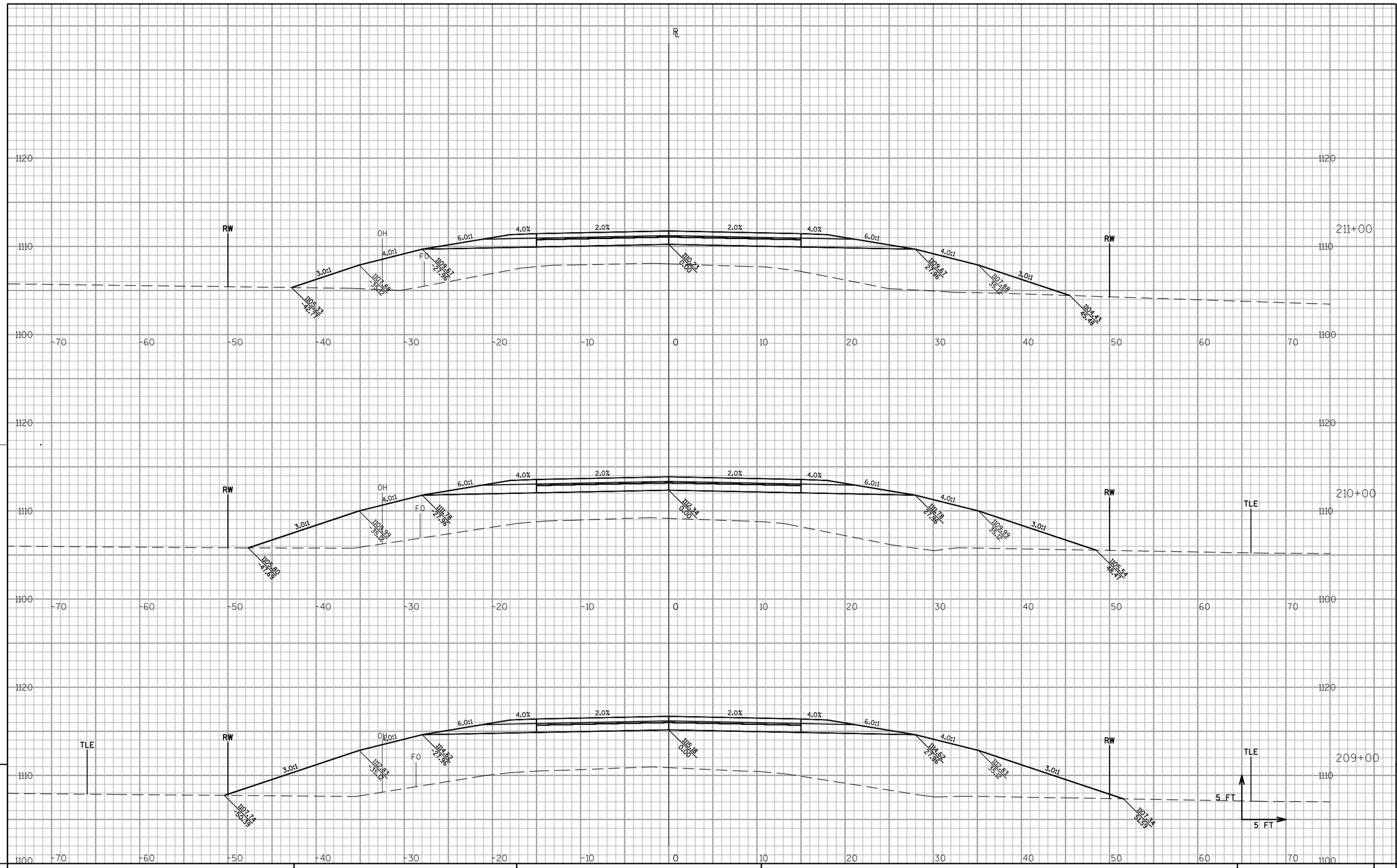
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 229 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:15 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 230 E

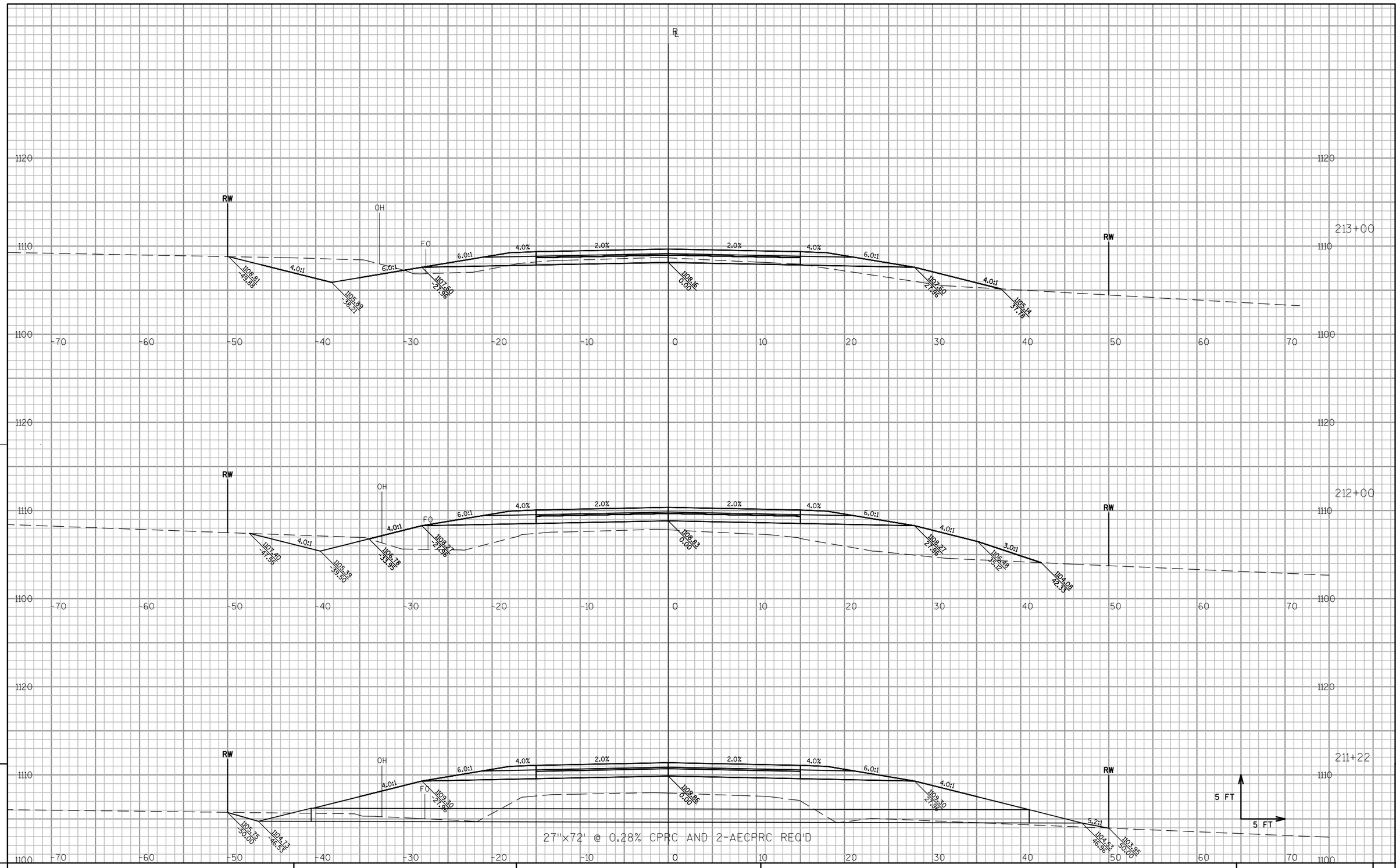
FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:15 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 231 E

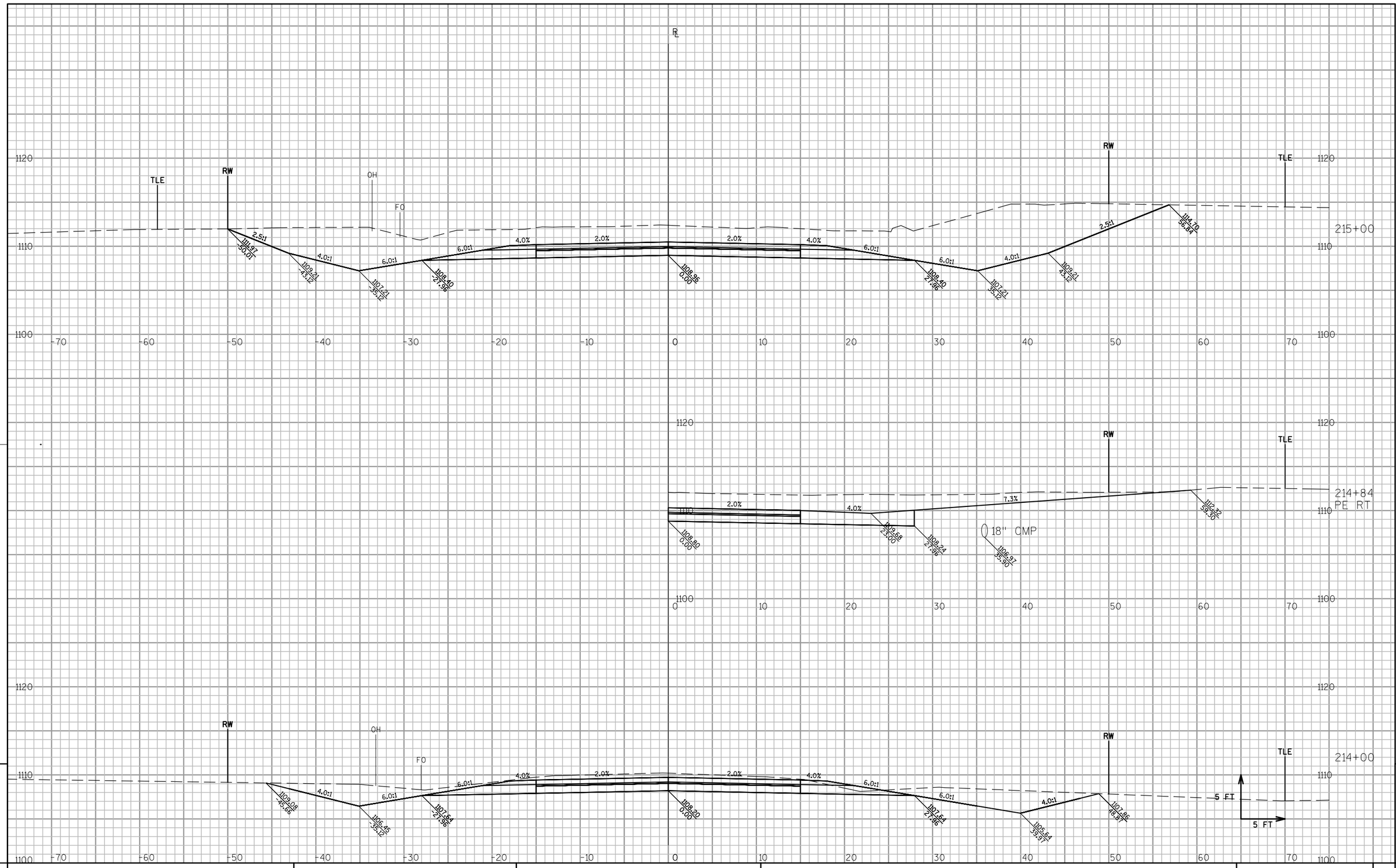
FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:15 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 232 E

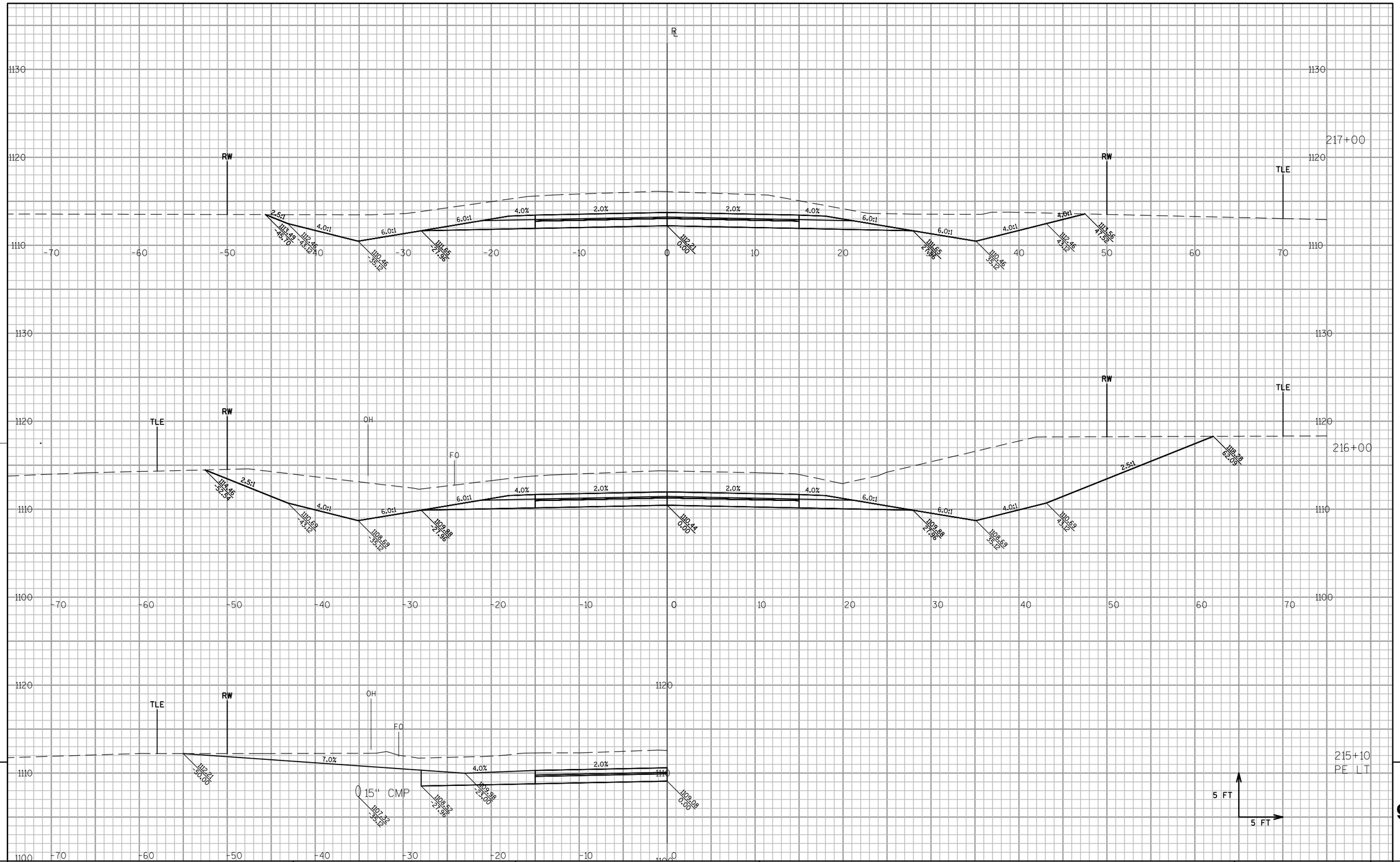
FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:16 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 233 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:16 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



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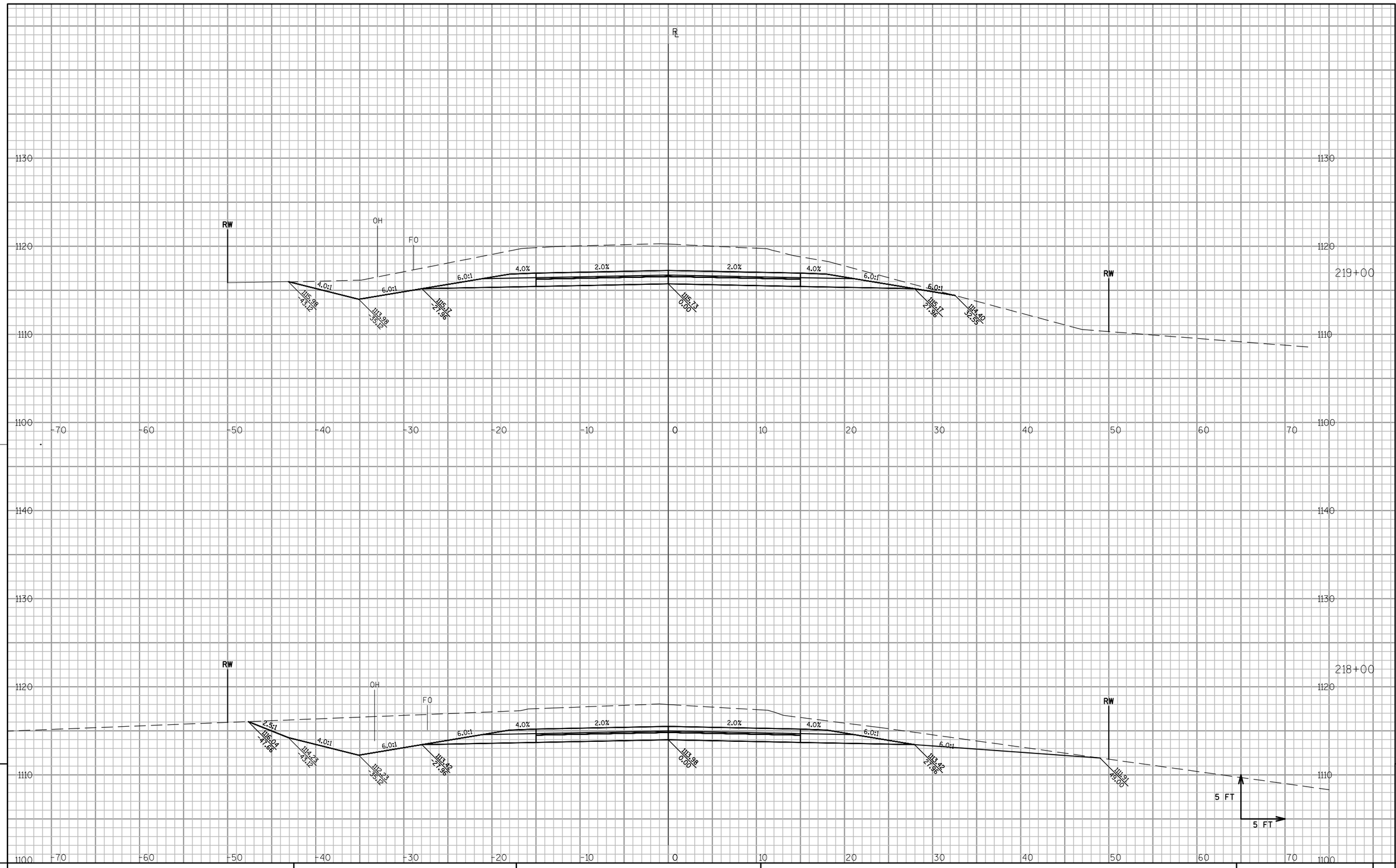
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 234 E

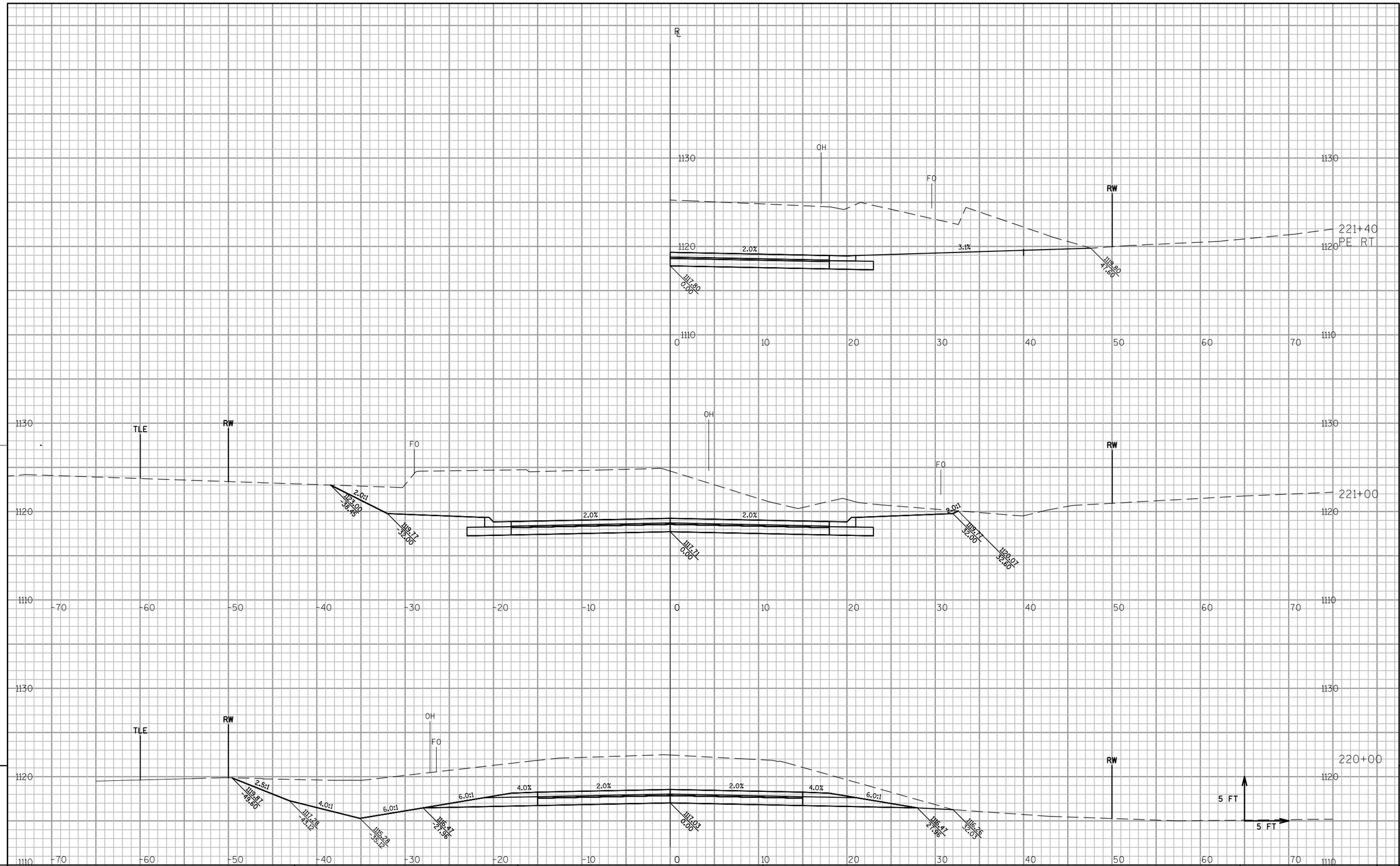
FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:16 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



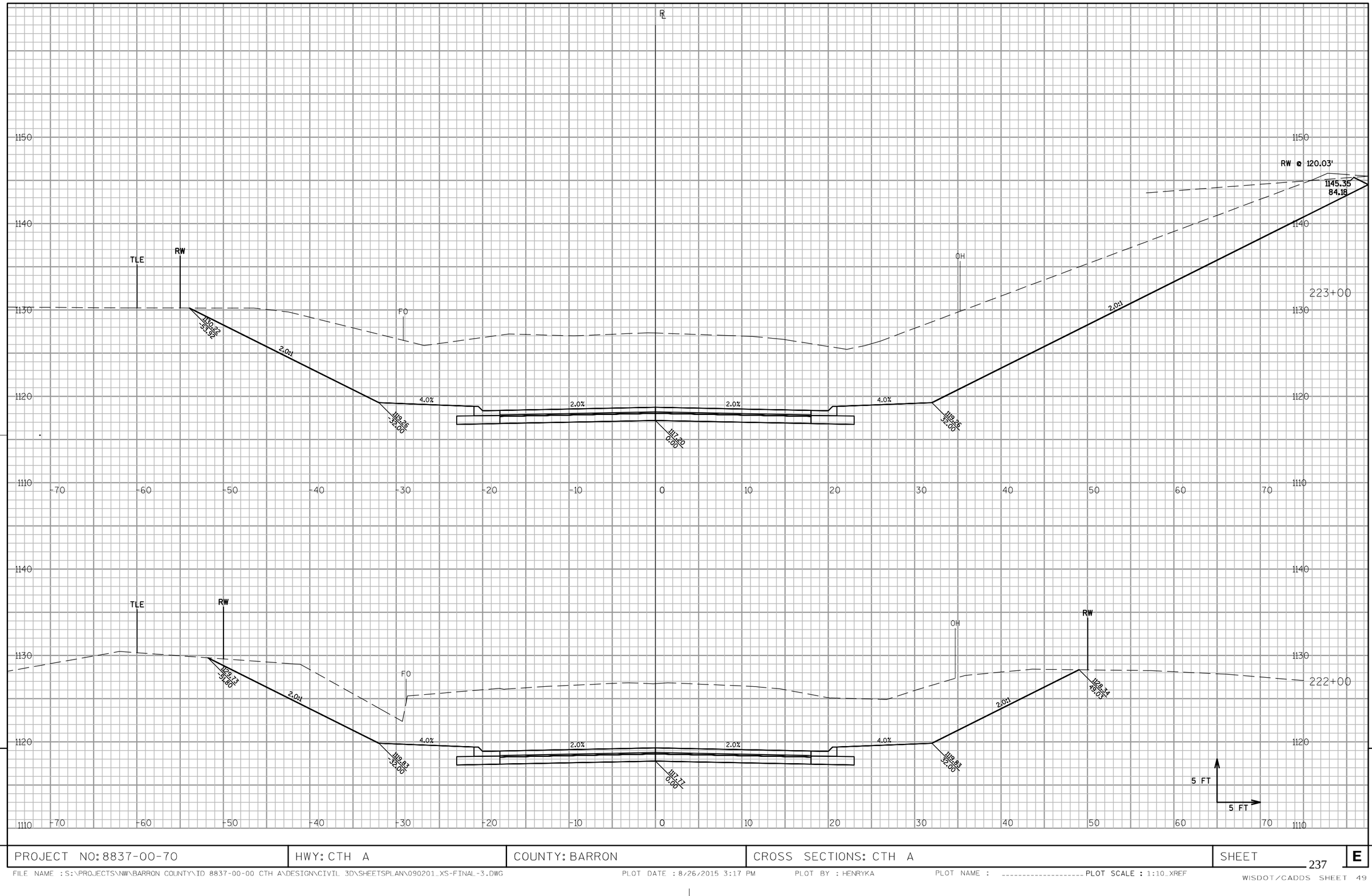
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 235 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:16 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:16 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF



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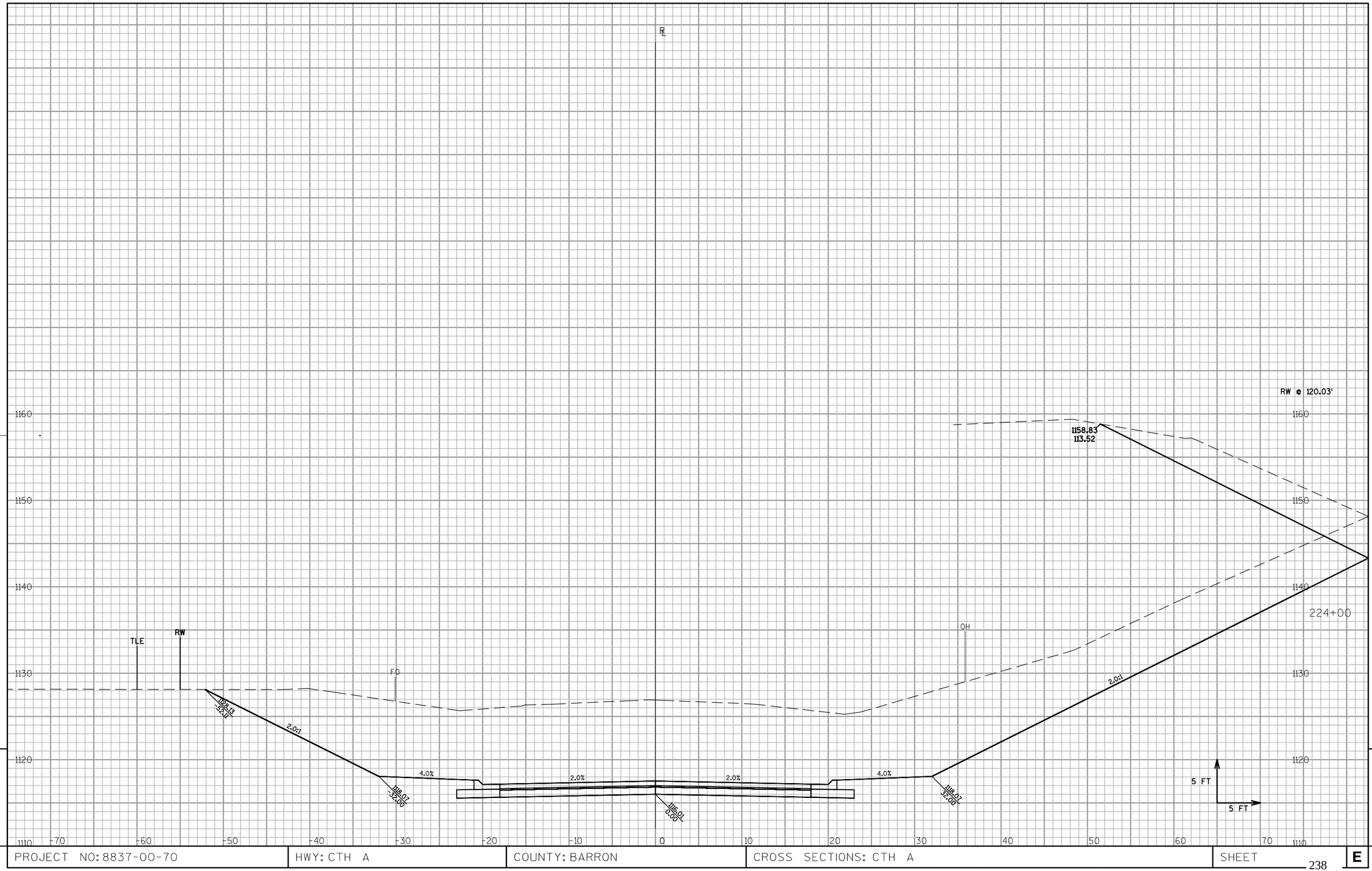
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 237	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:17 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



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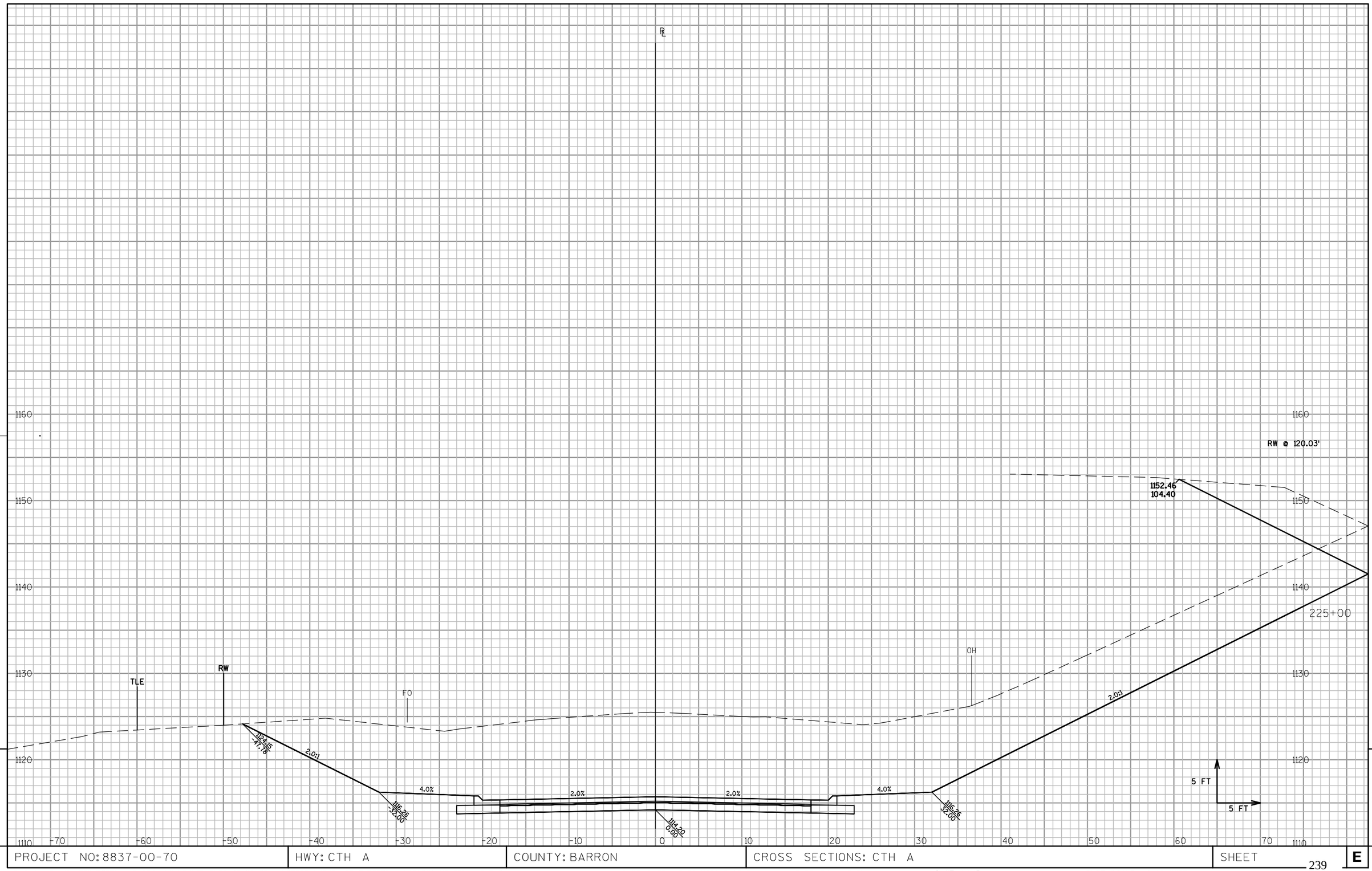
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 238	E



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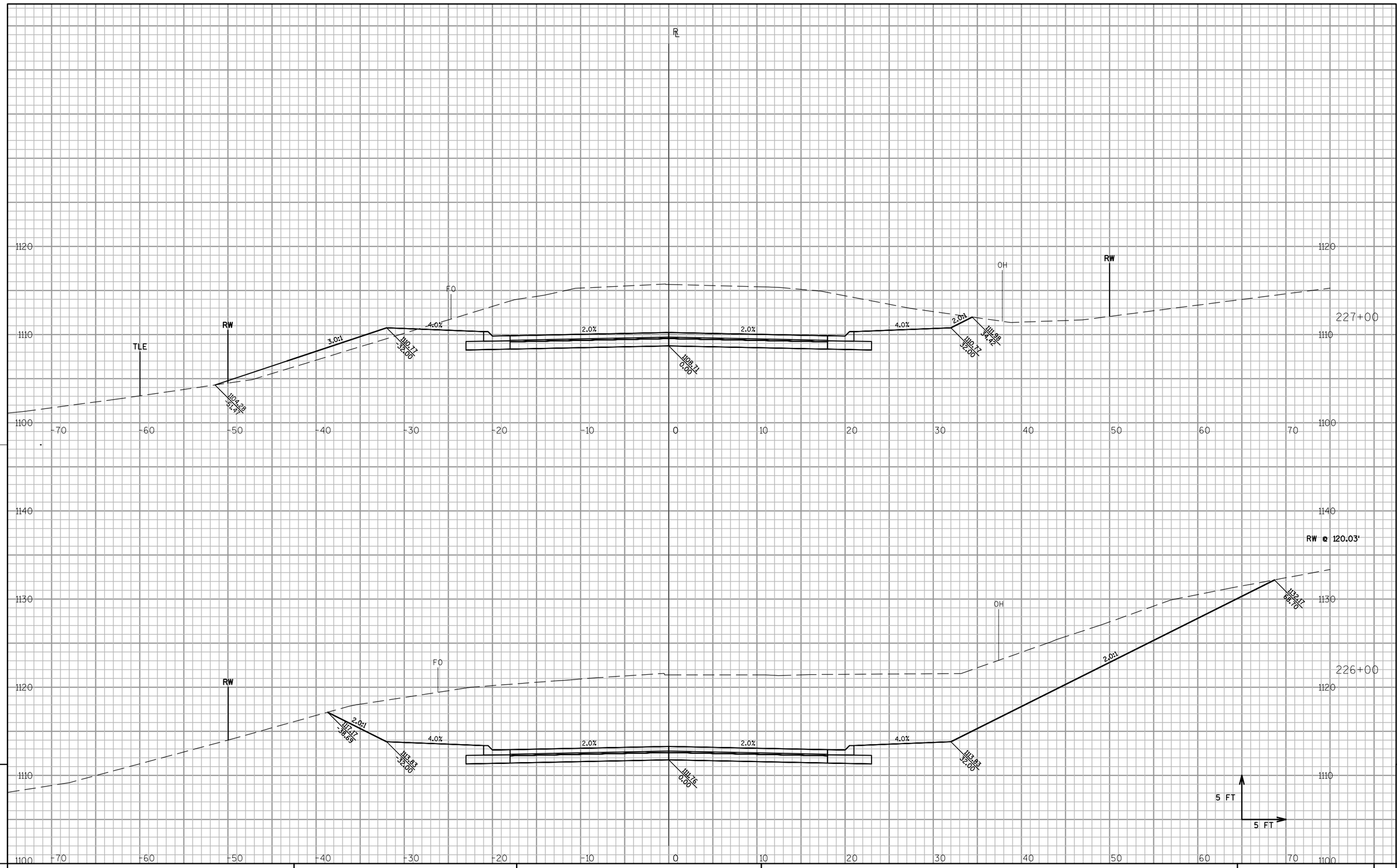
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 239	E

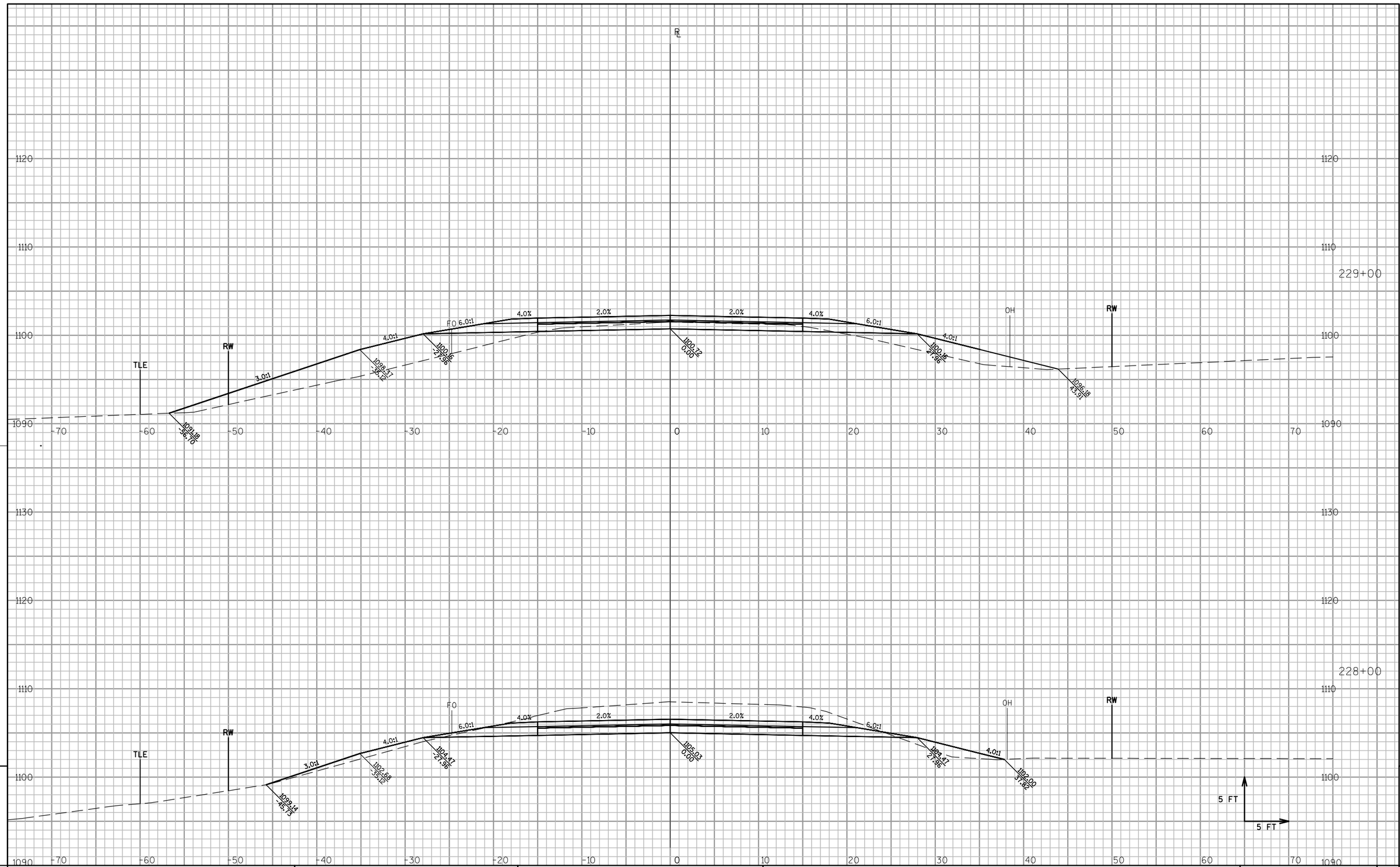
FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:17 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 240 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:17 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

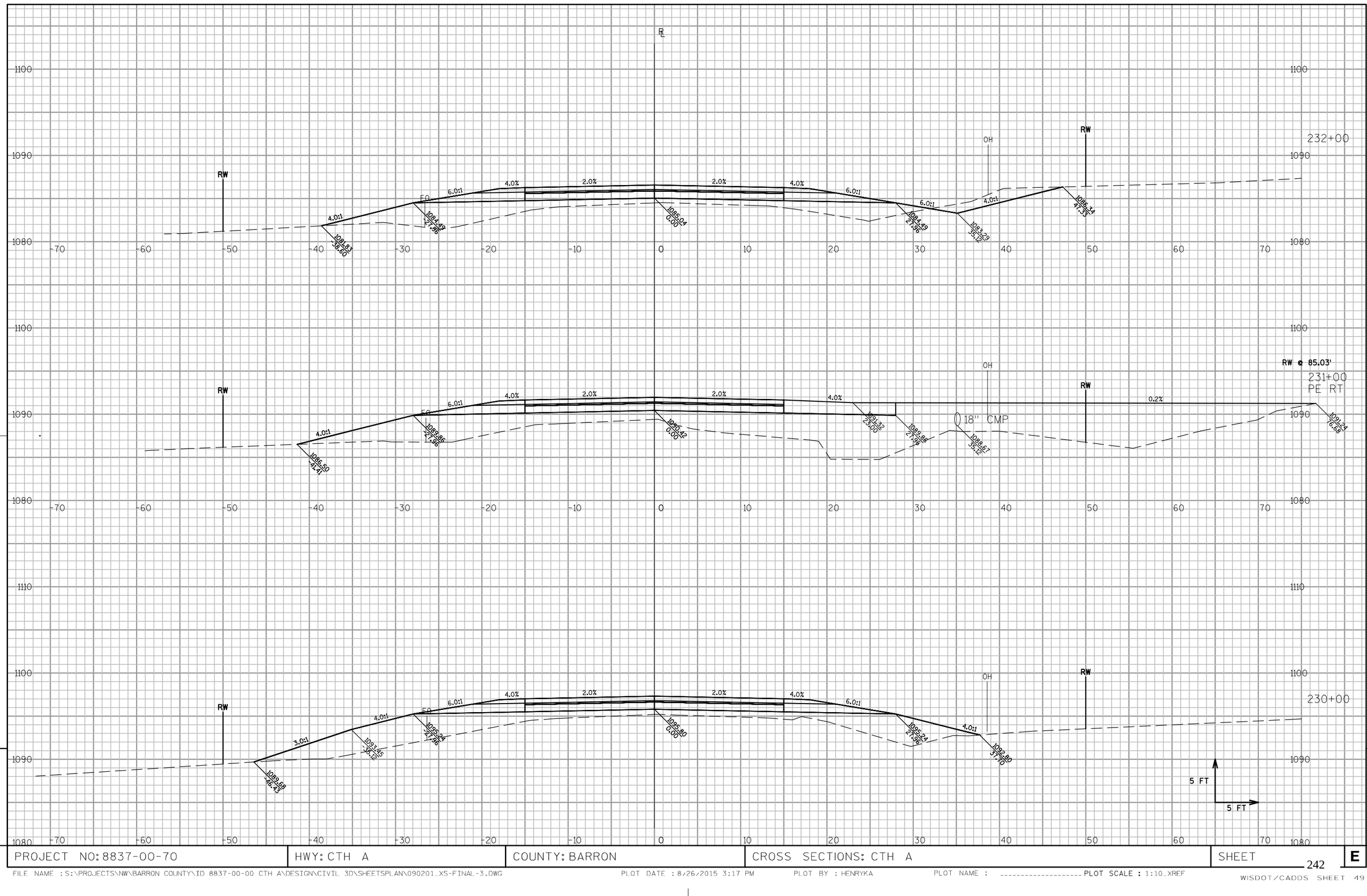
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 241 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:17 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



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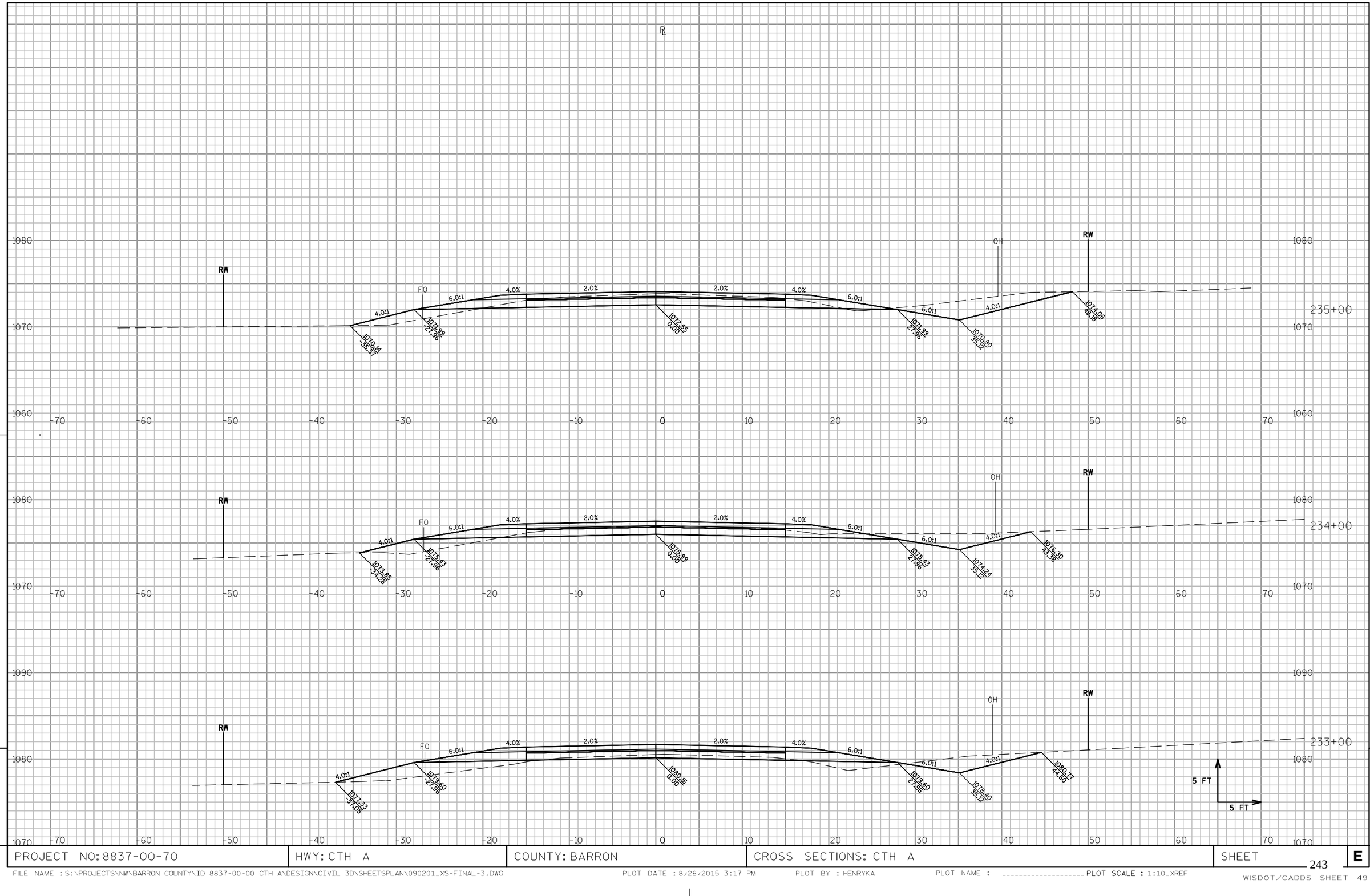
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 242	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:17 PM PLOT BY : HENRYKA PLOT NAME : _____ PLOT SCALE : 1:10_XREF

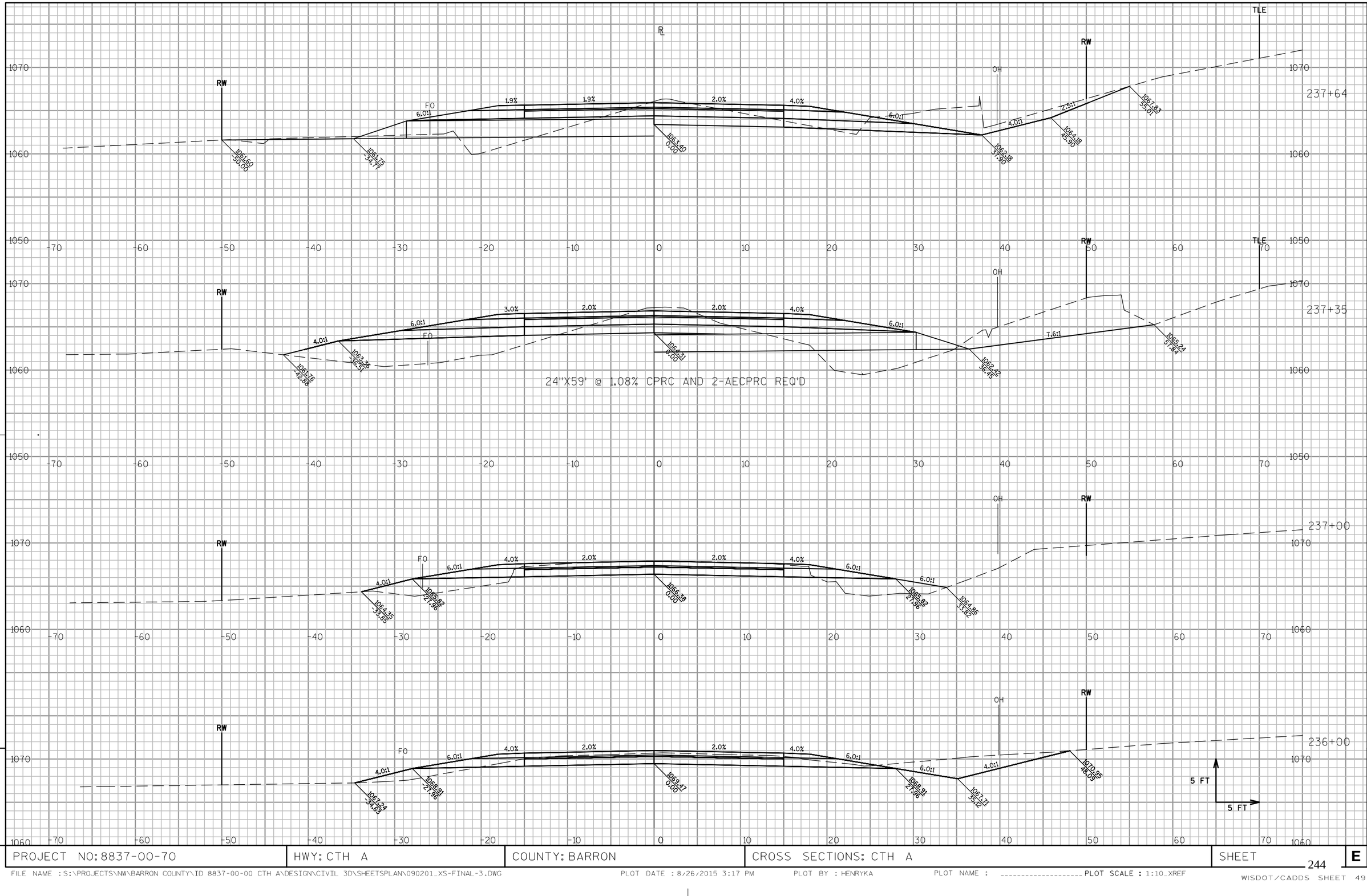
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 243 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:17 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



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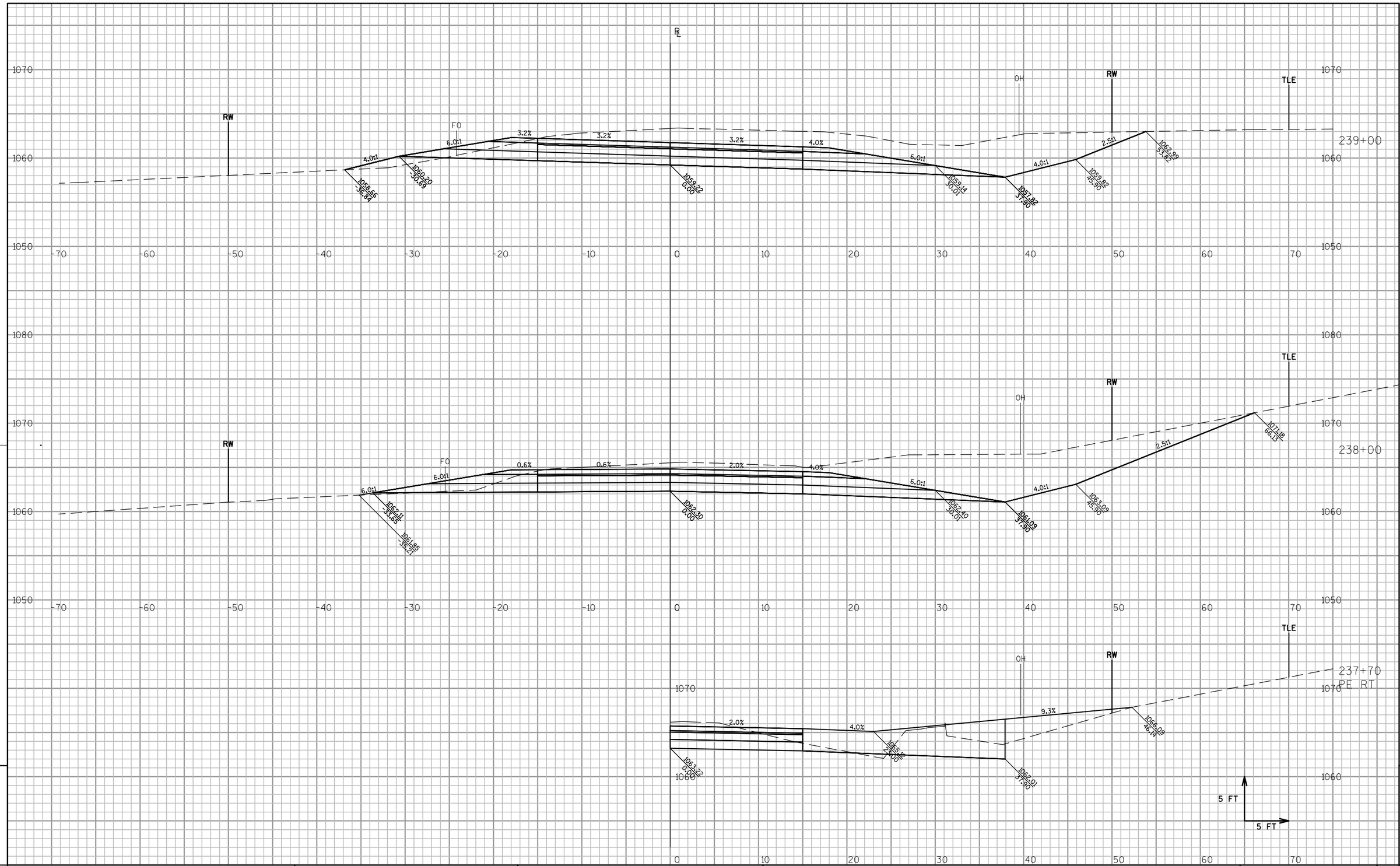
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 244 E

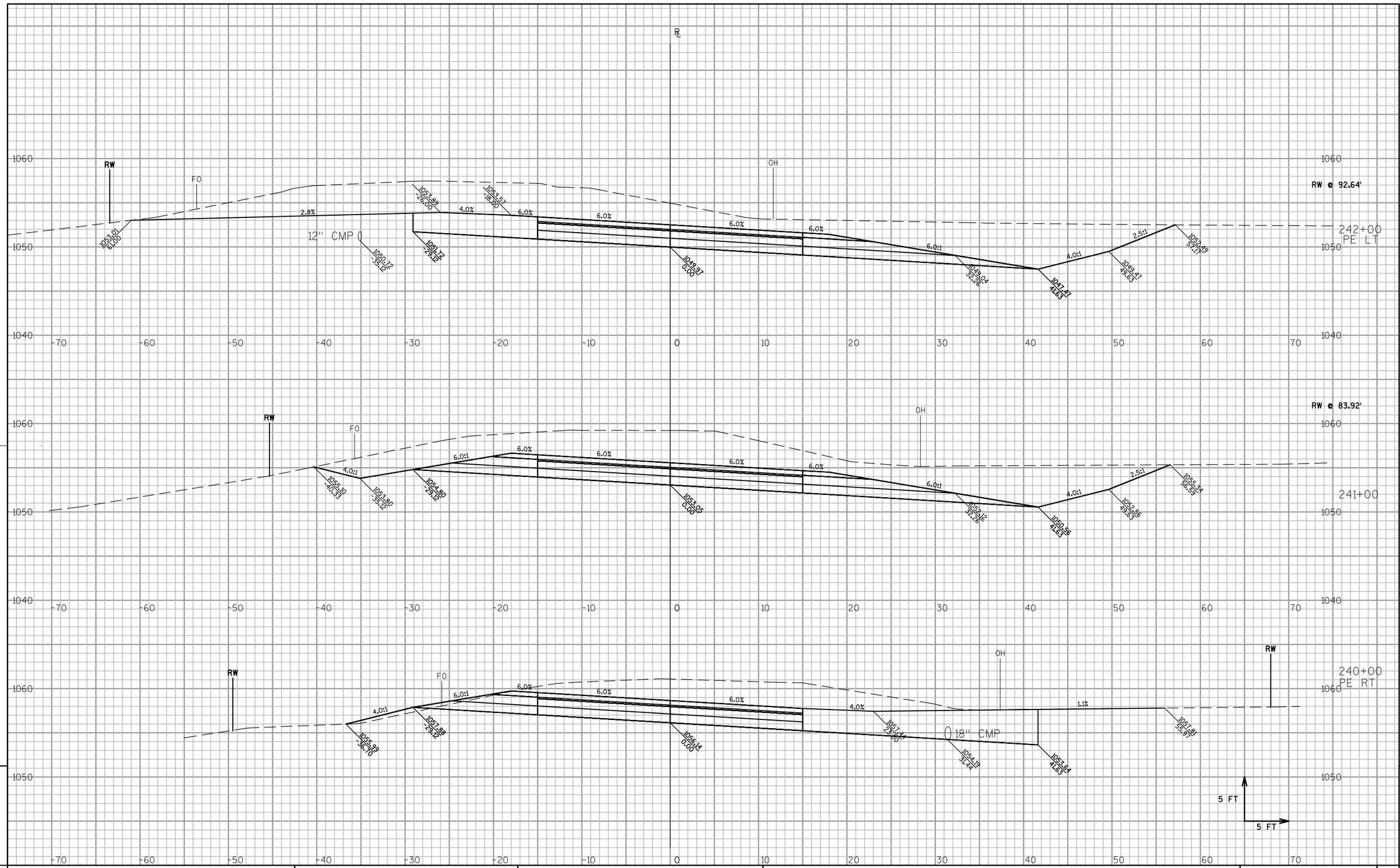
FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:17 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 245 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:17 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

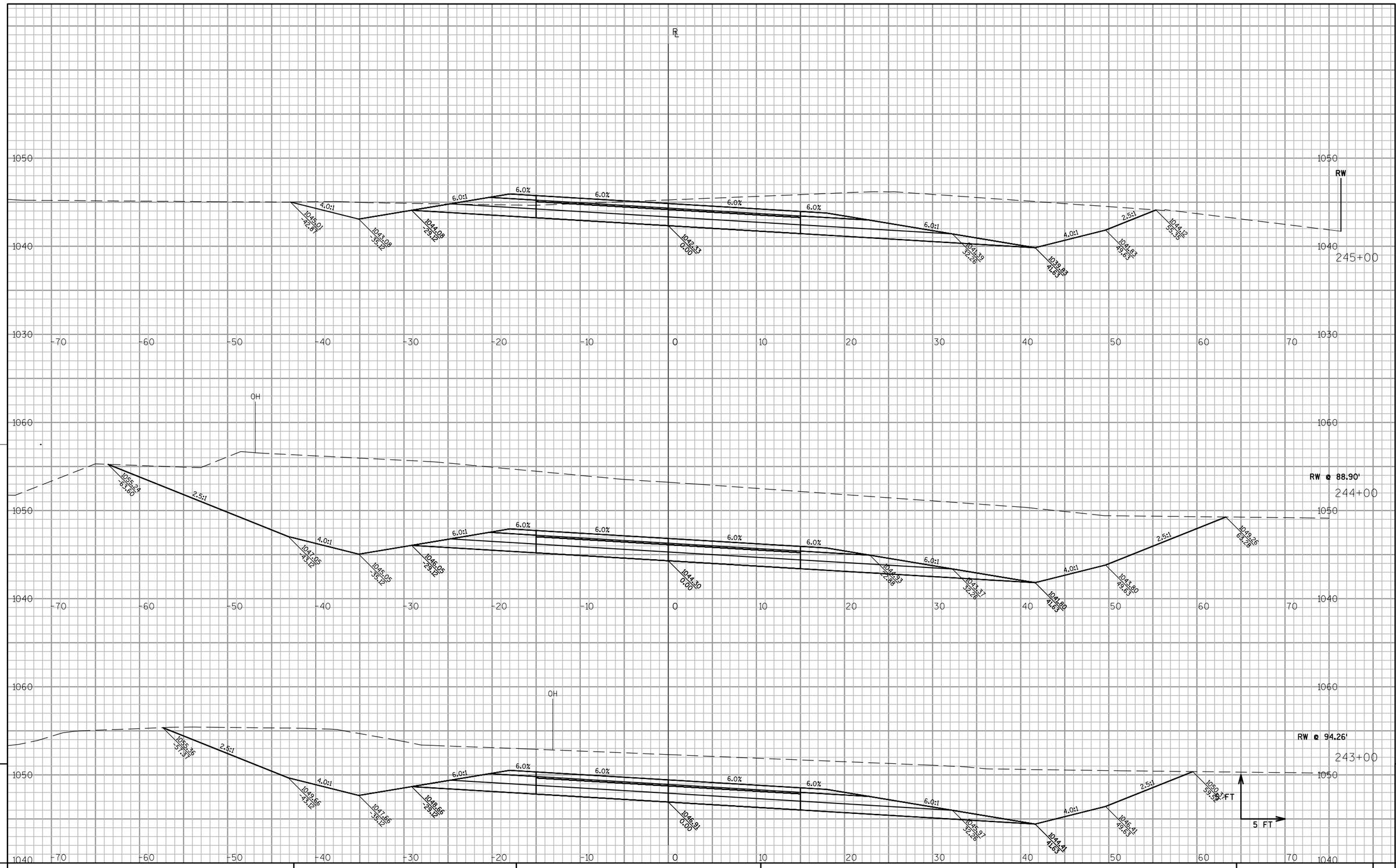
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 246 E

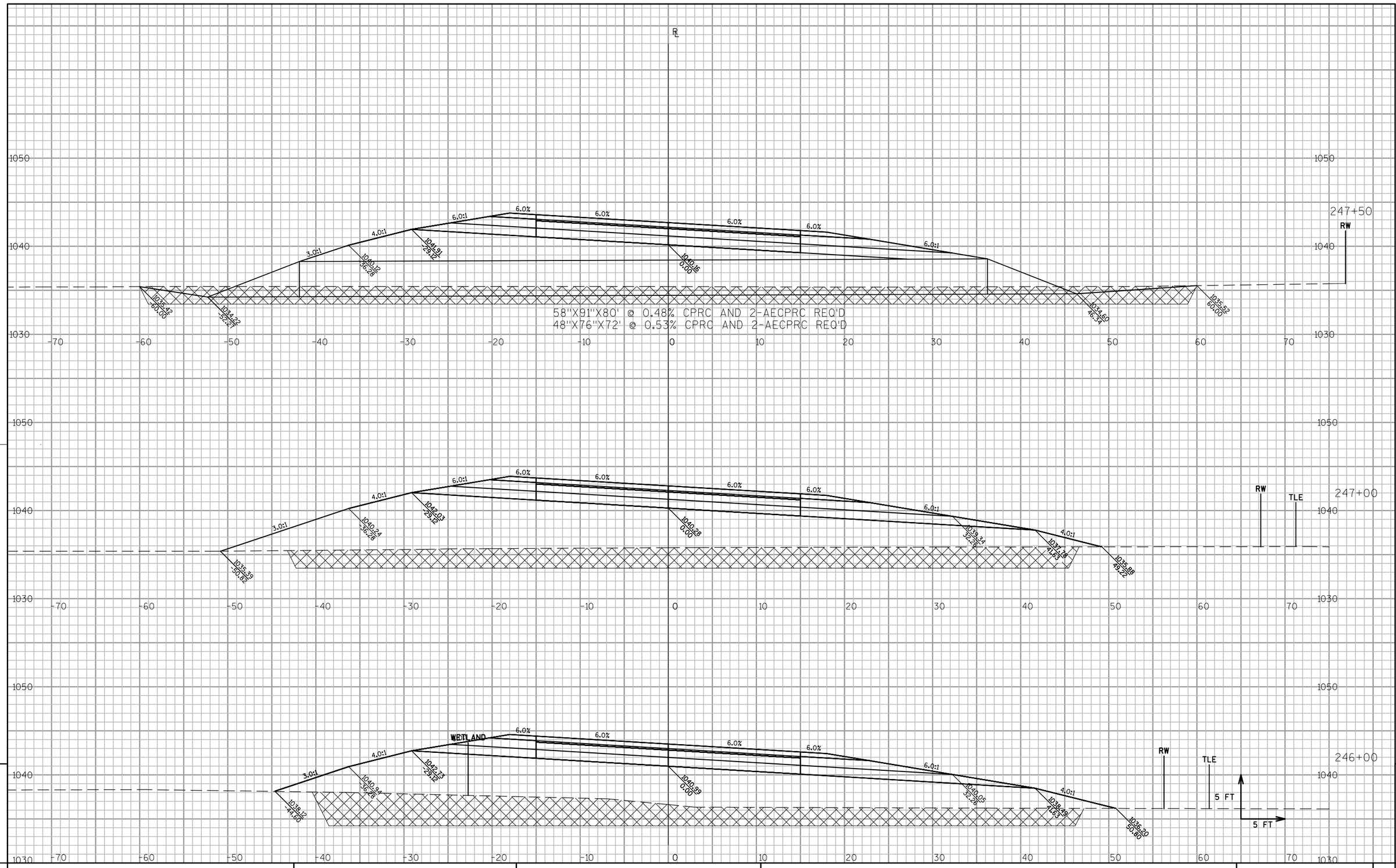
FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 10/16/2015 1:44 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 247 E

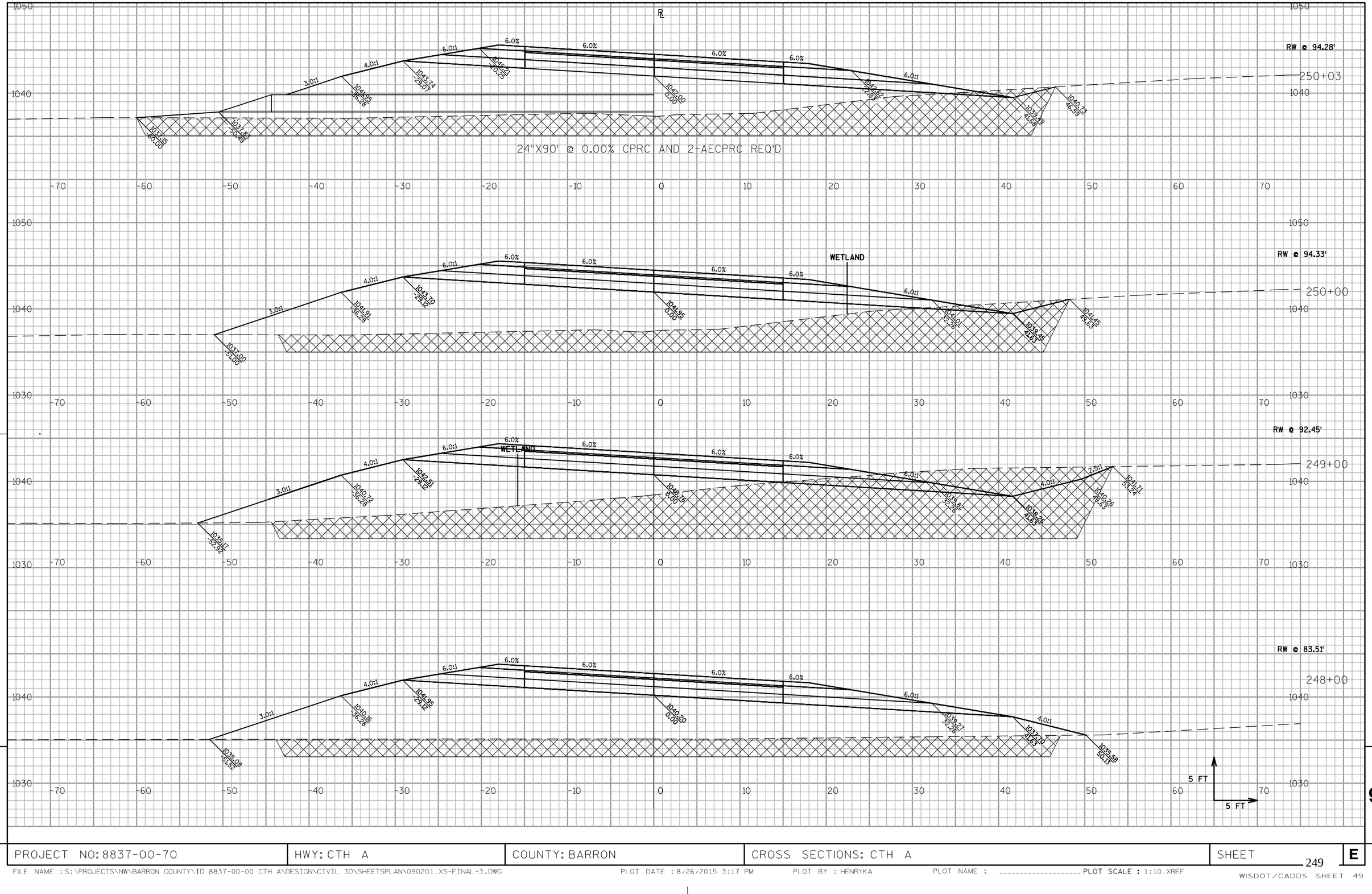
FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:17 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 248 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 10/22/2015 4:48 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1" = 10'_XREF

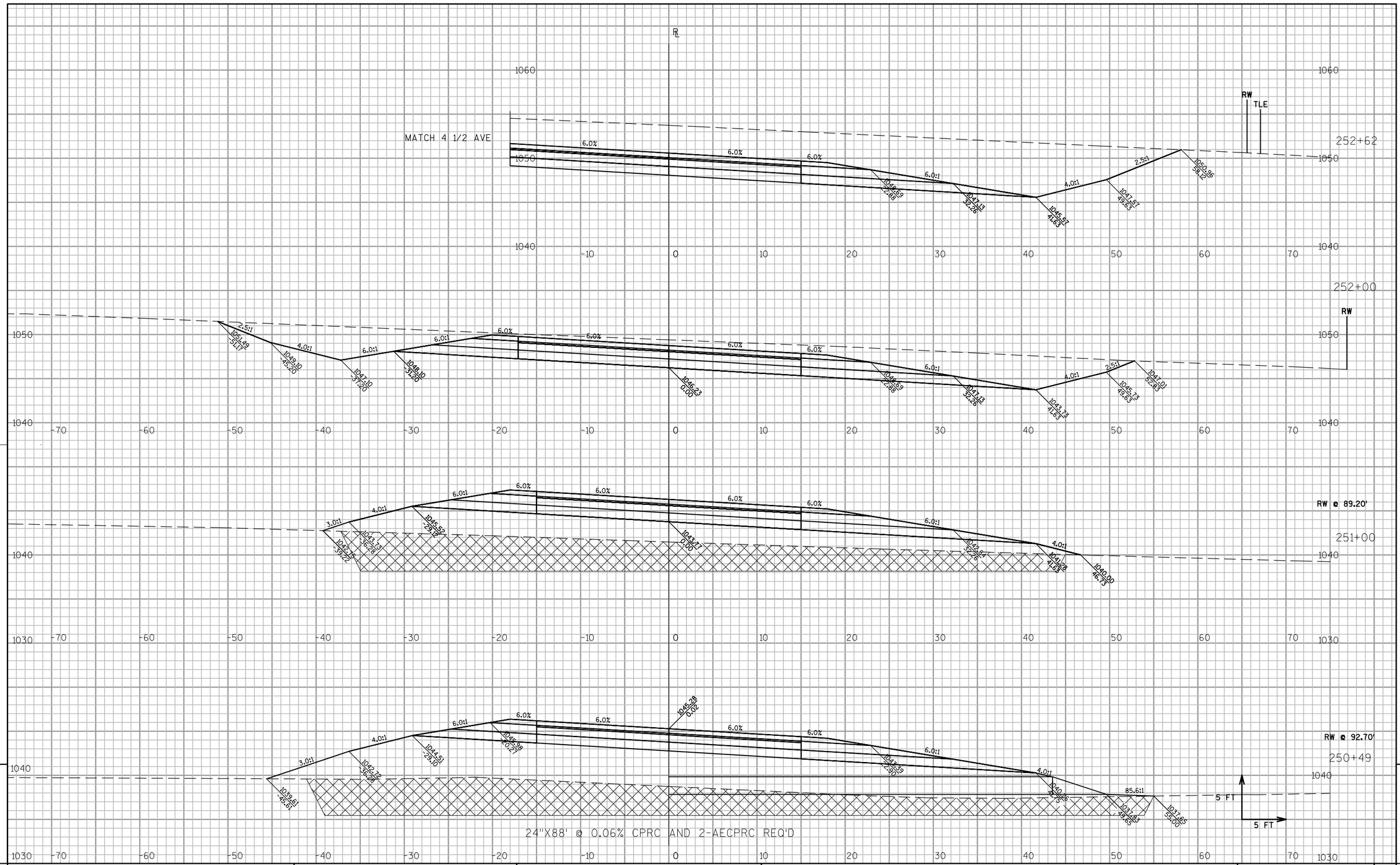
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 249	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:17 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

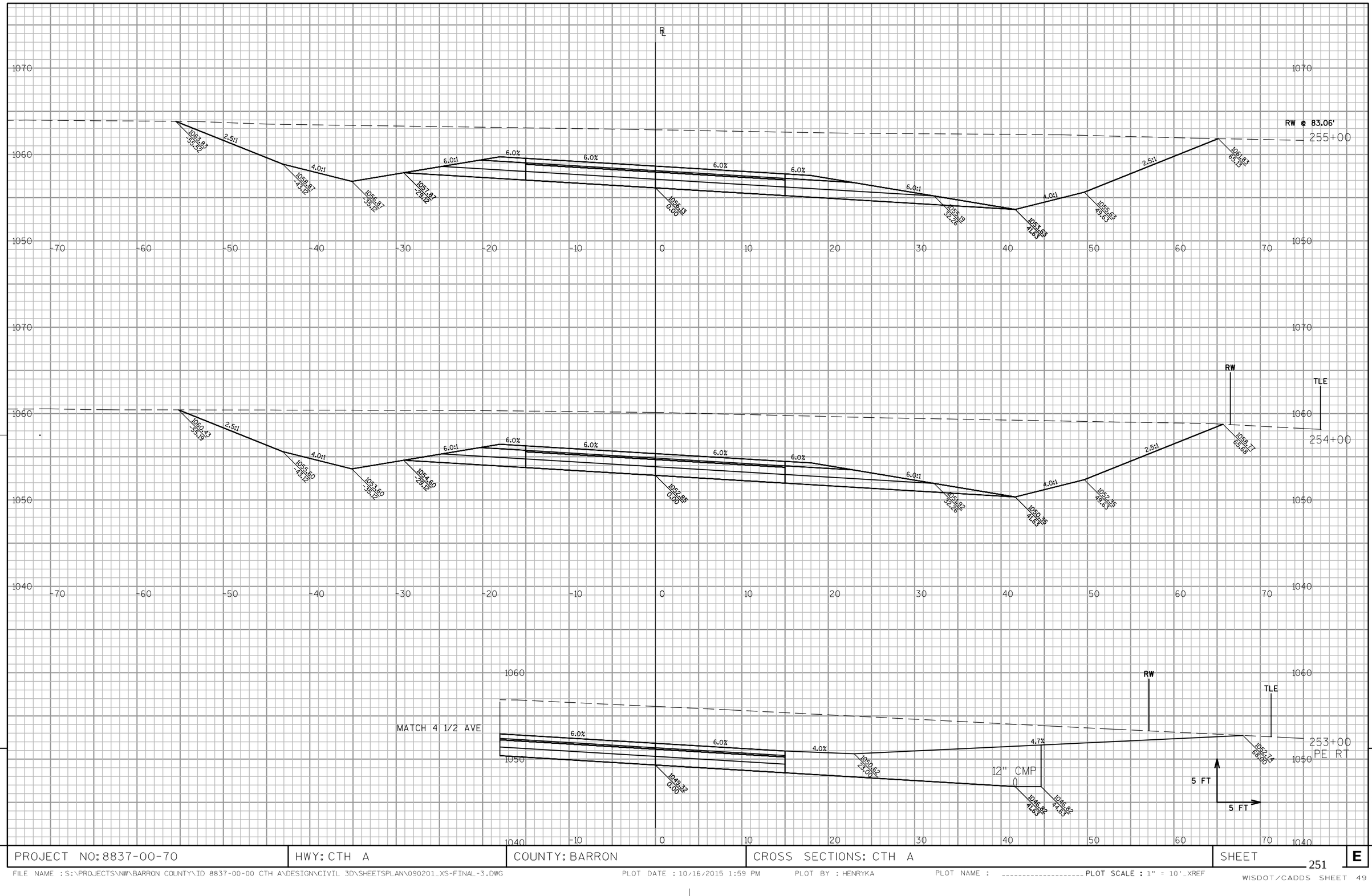
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 250	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 10/16/2015 1:59 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1" = 10'_XREF

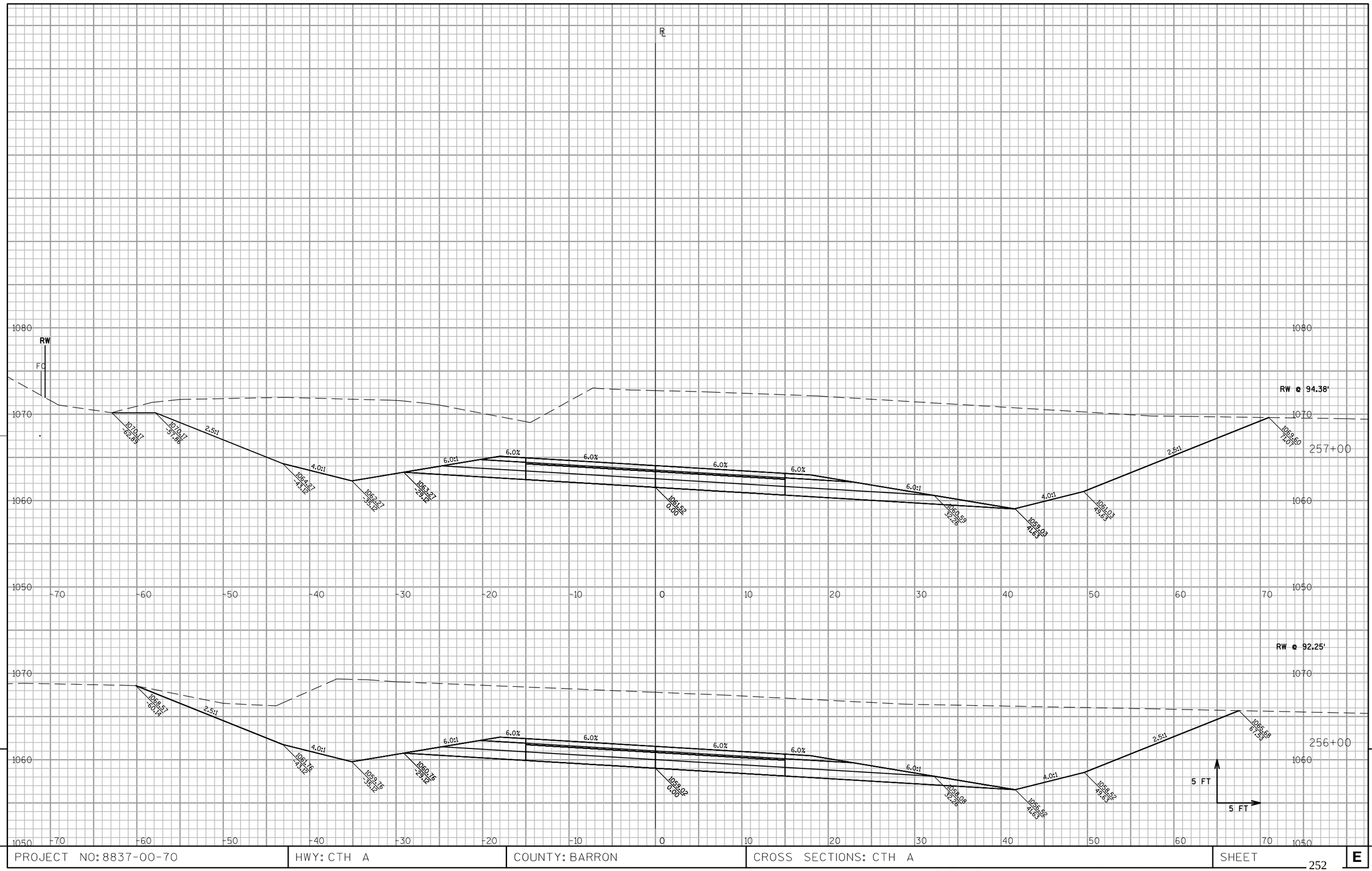
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 251 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 10/16/2015 1:59 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1" = 10'_XREF

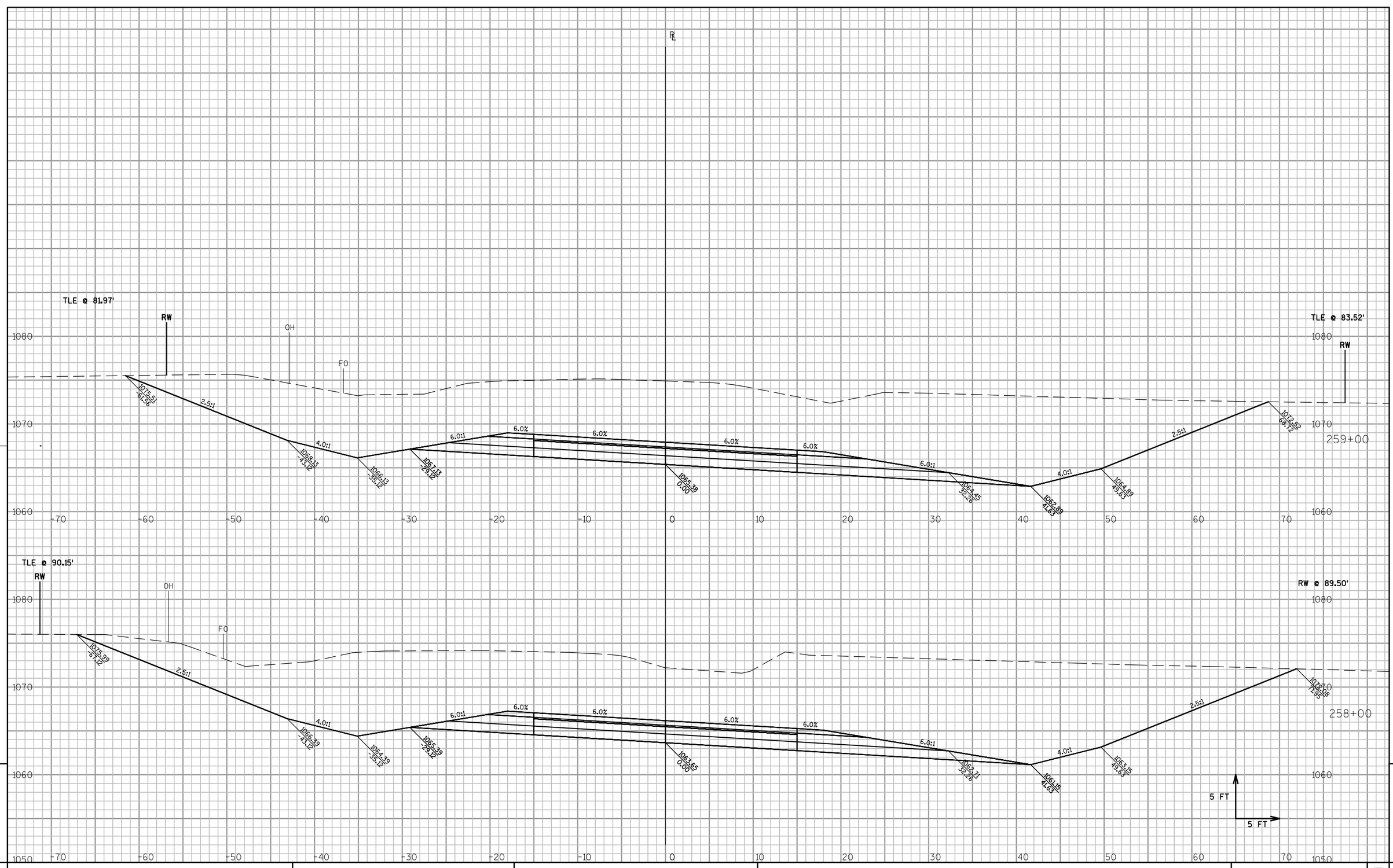
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 252

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:18 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



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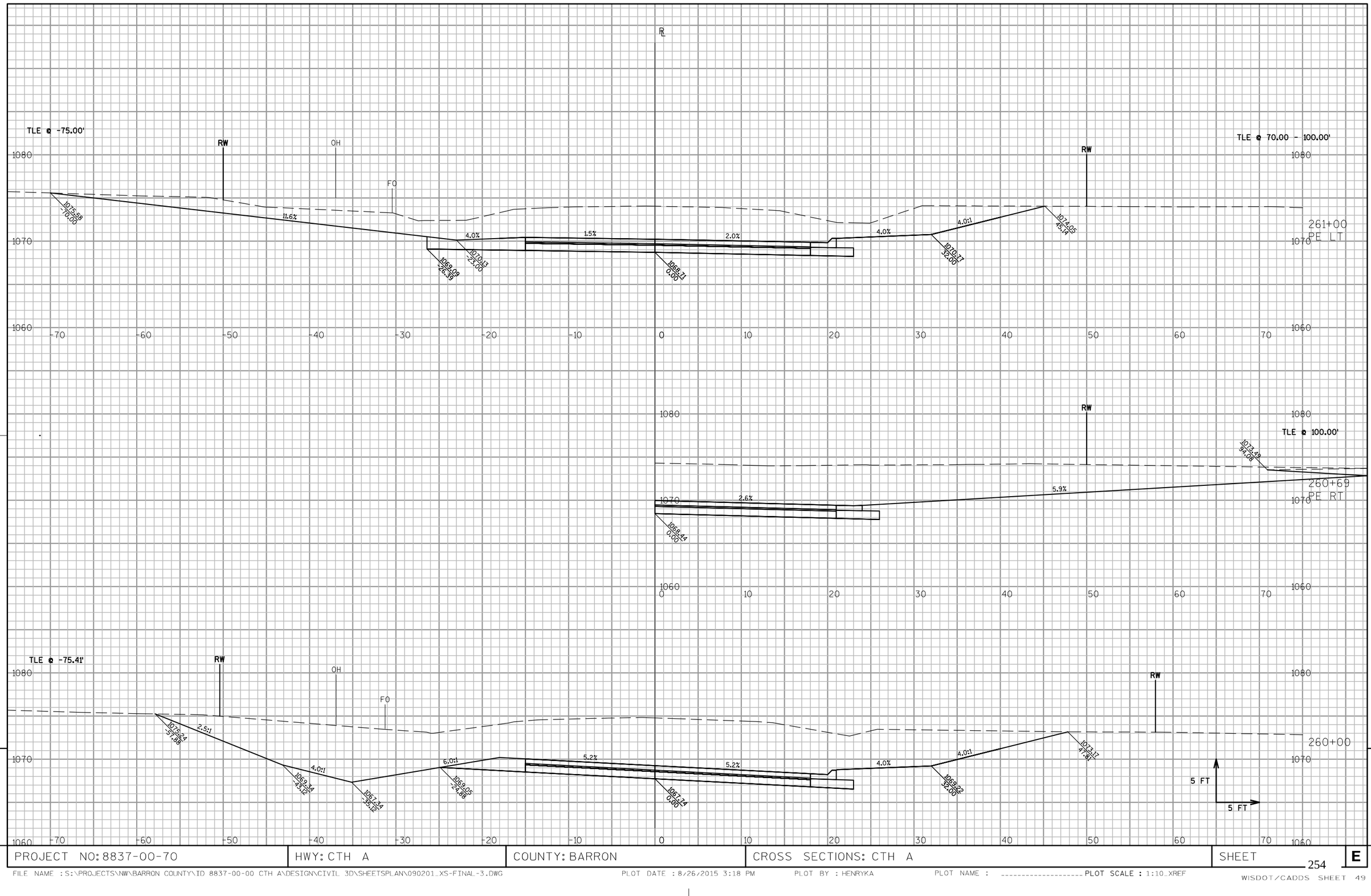
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 253	E

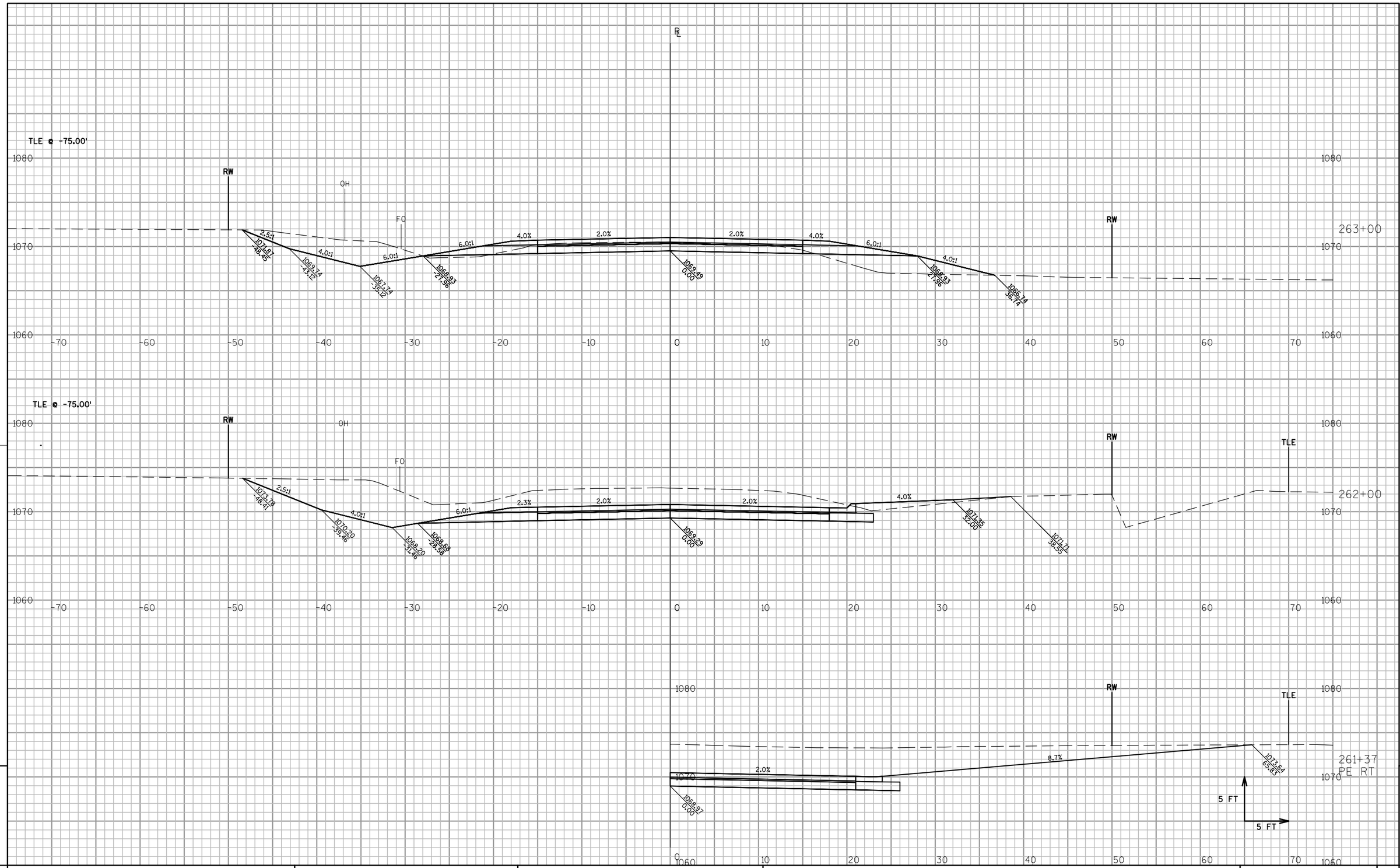
FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:18 PM PLOT BY : HENRYKA PLOT NAME : _____ PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 254 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:18 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

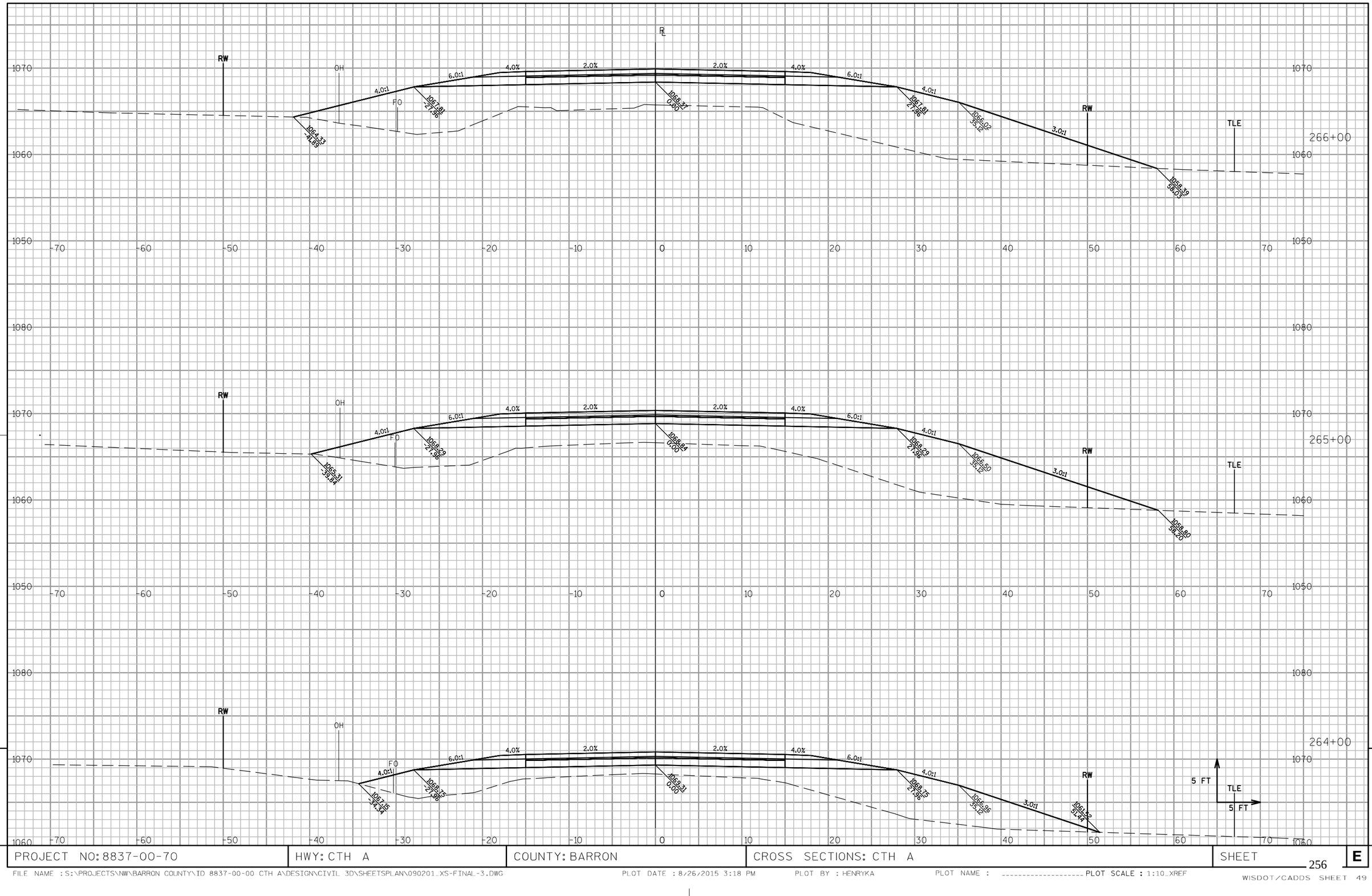
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 255 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:18 PM PLOT BY : HENRYKA PLOT NAME : _____ PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



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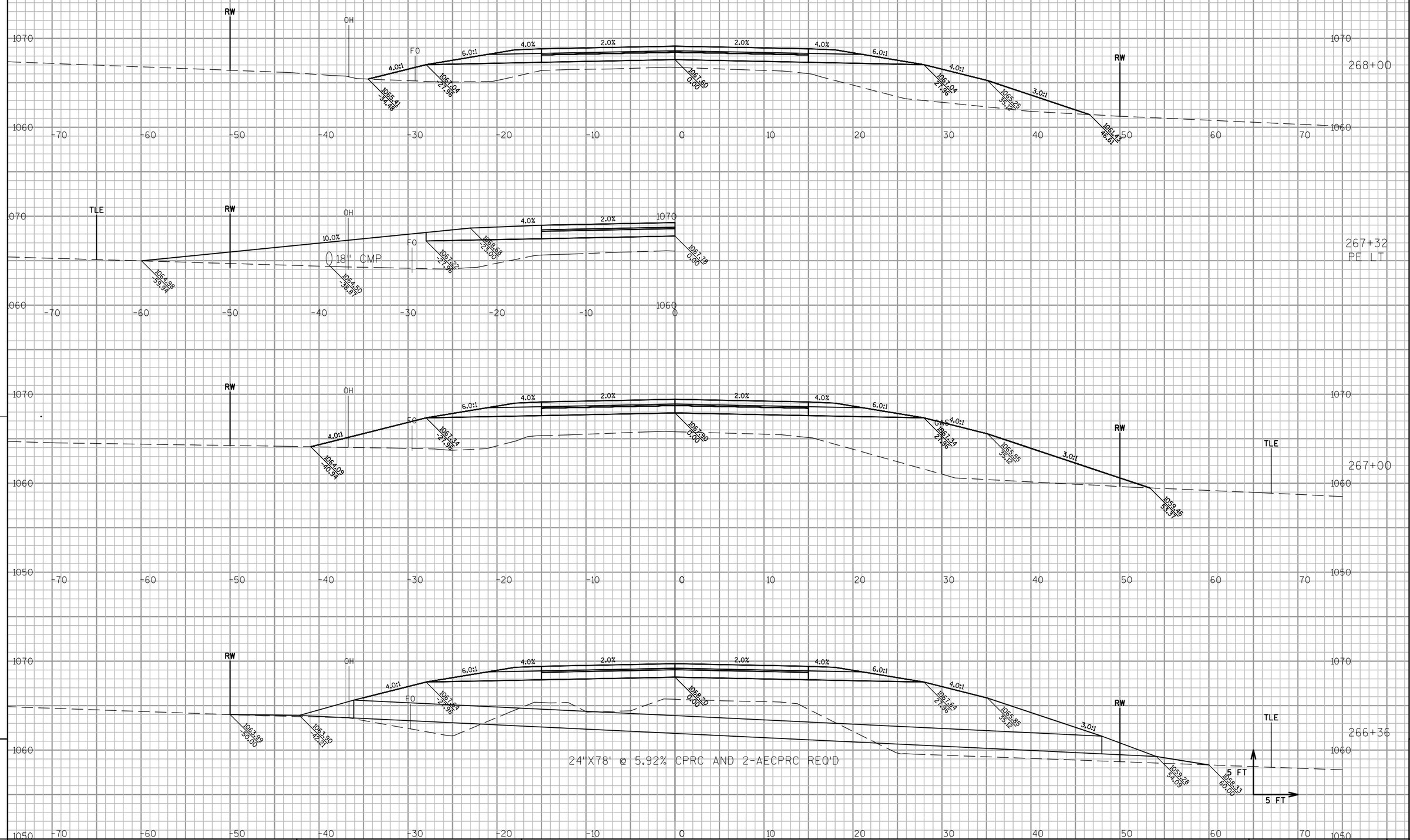
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 256	E

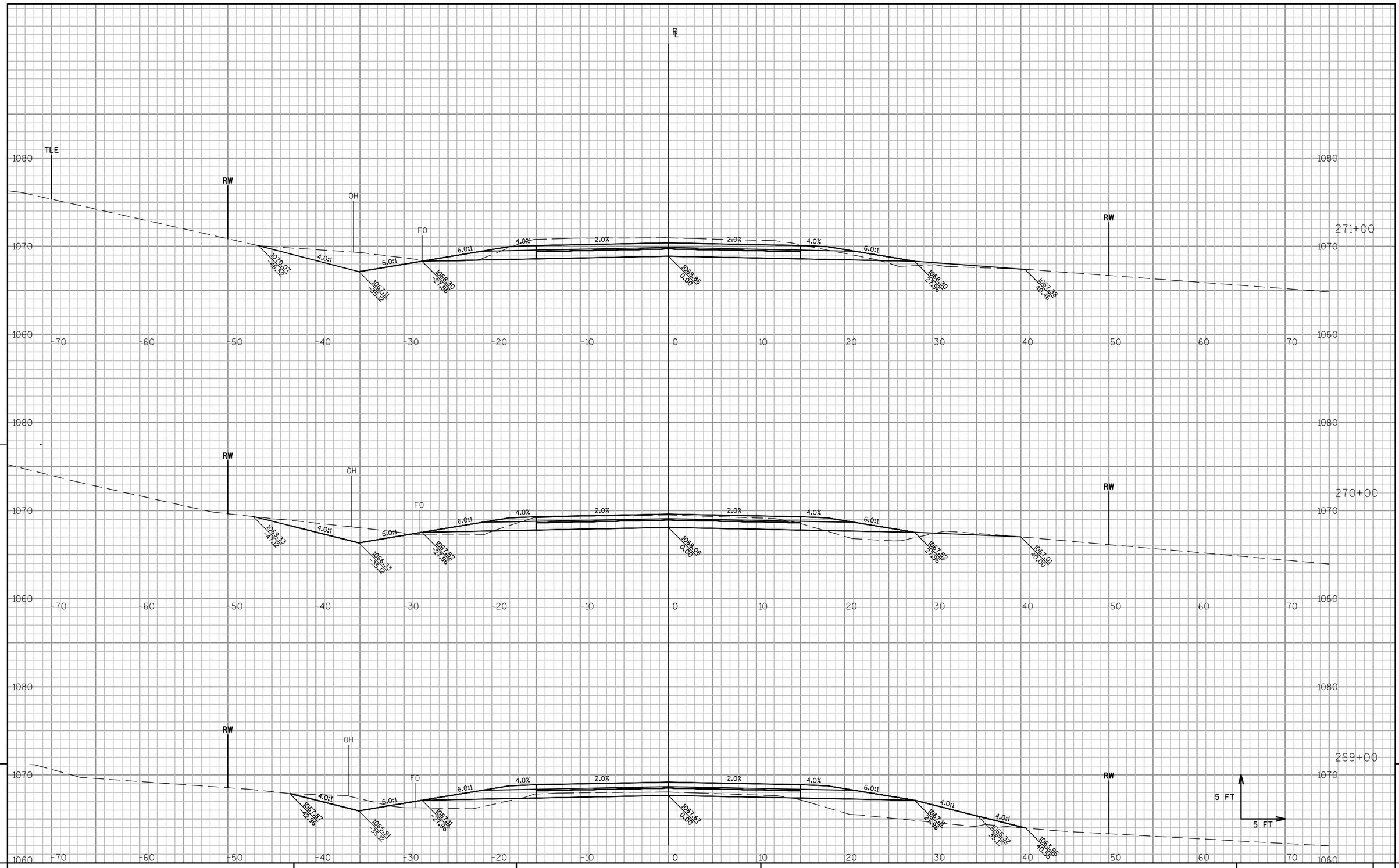
FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:18 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 257 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:18 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 258 E

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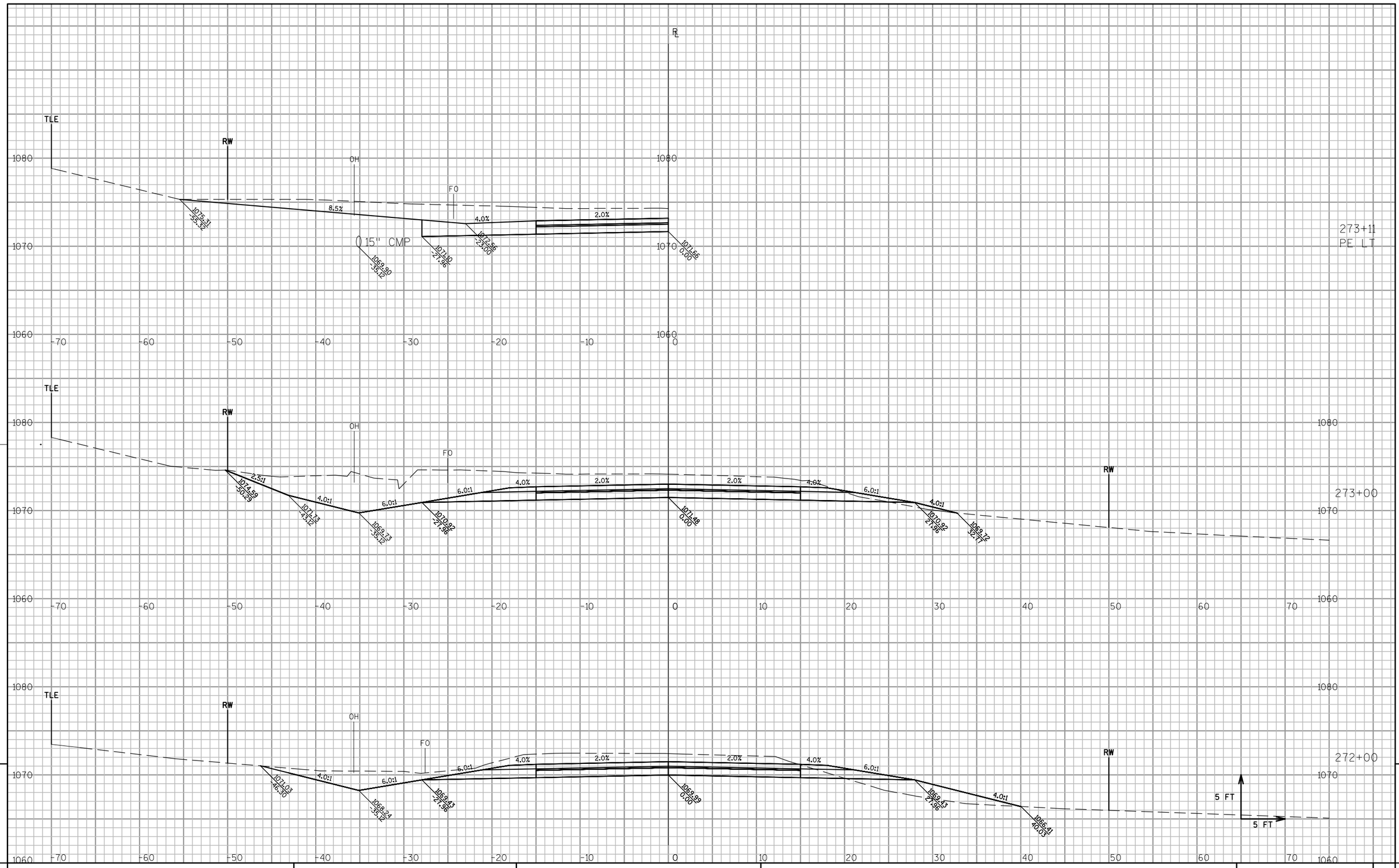
WISDOT/CADDS SHEET 49



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PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 259	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:18 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF
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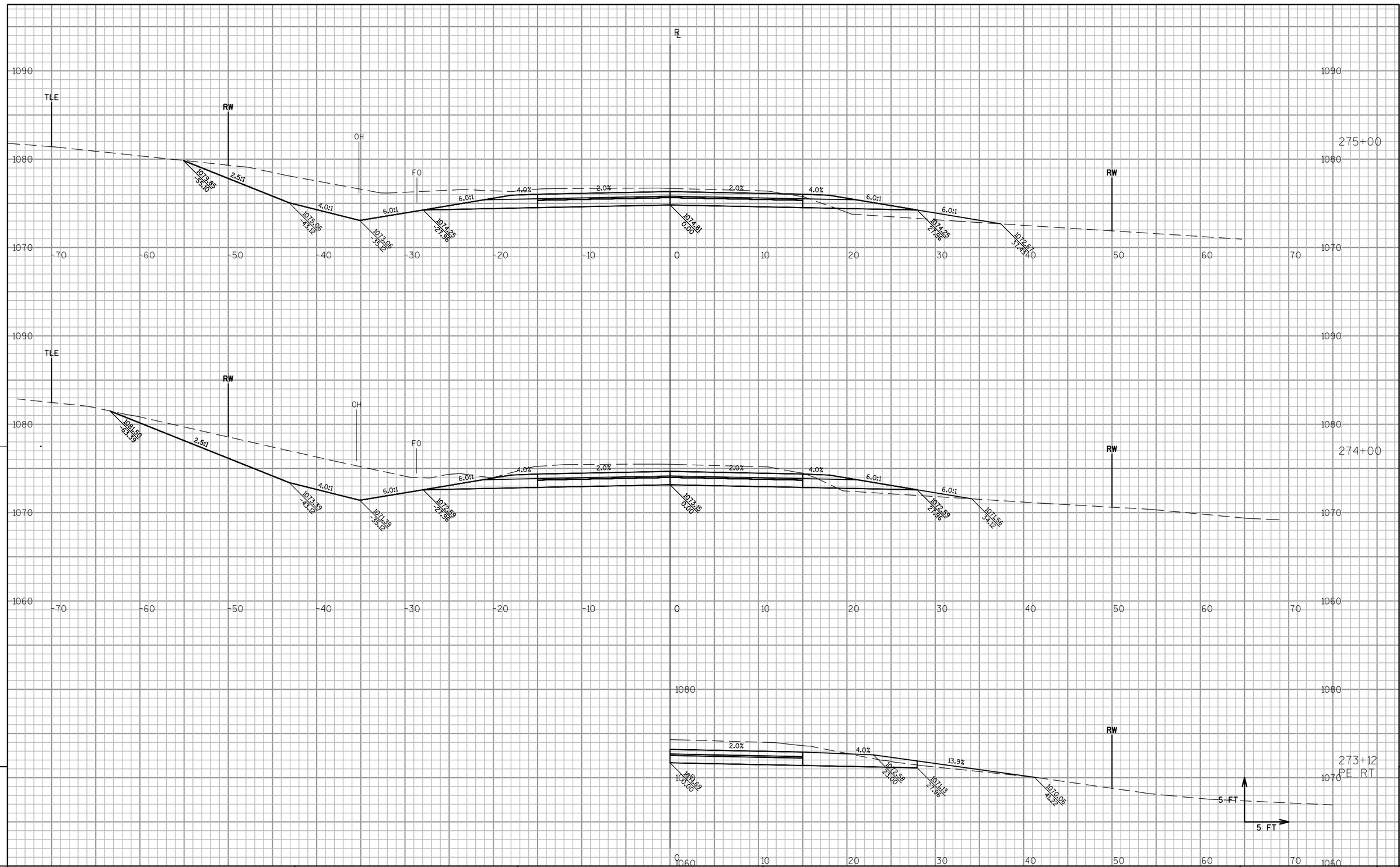

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PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 260	E

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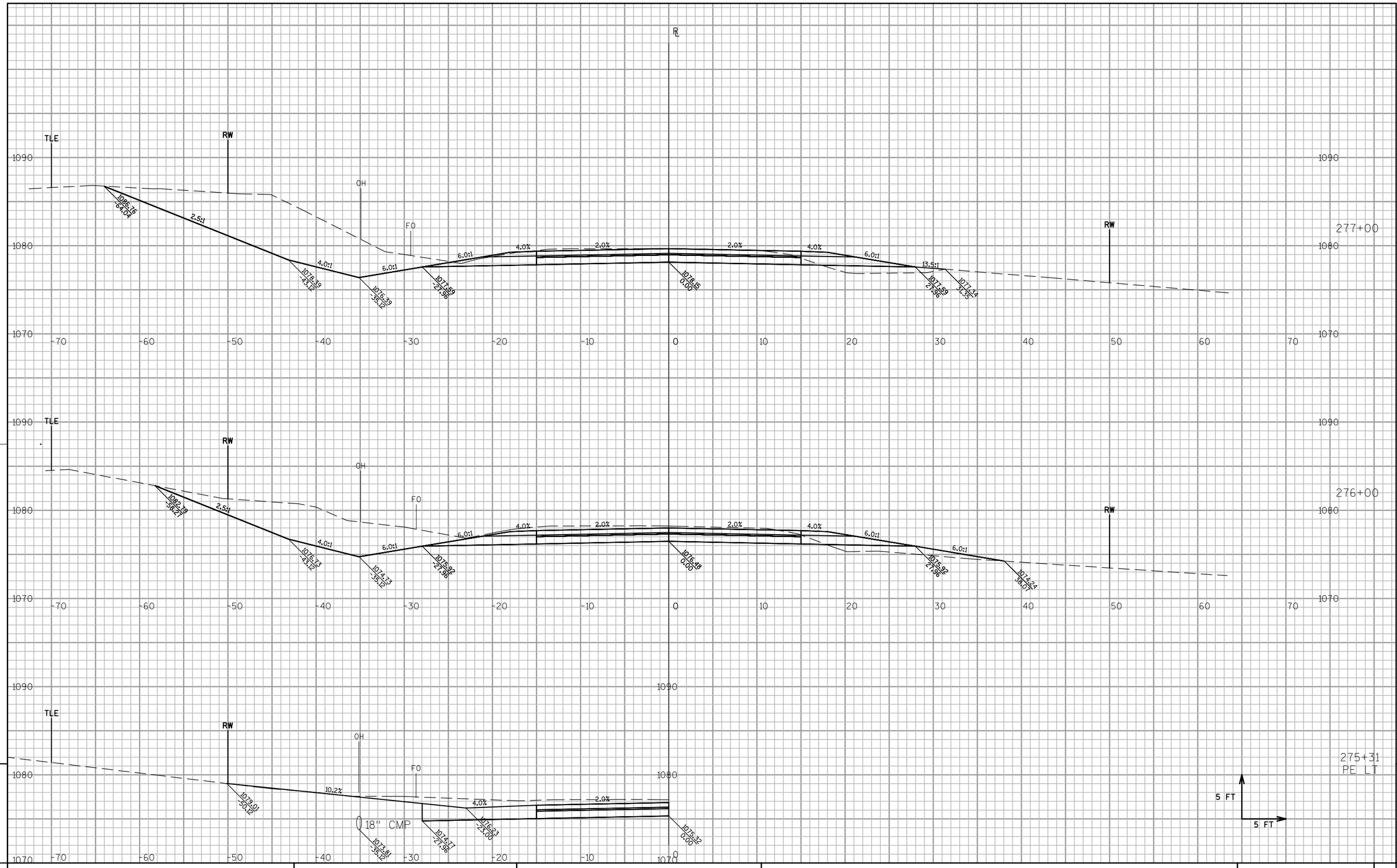

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PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 261	E

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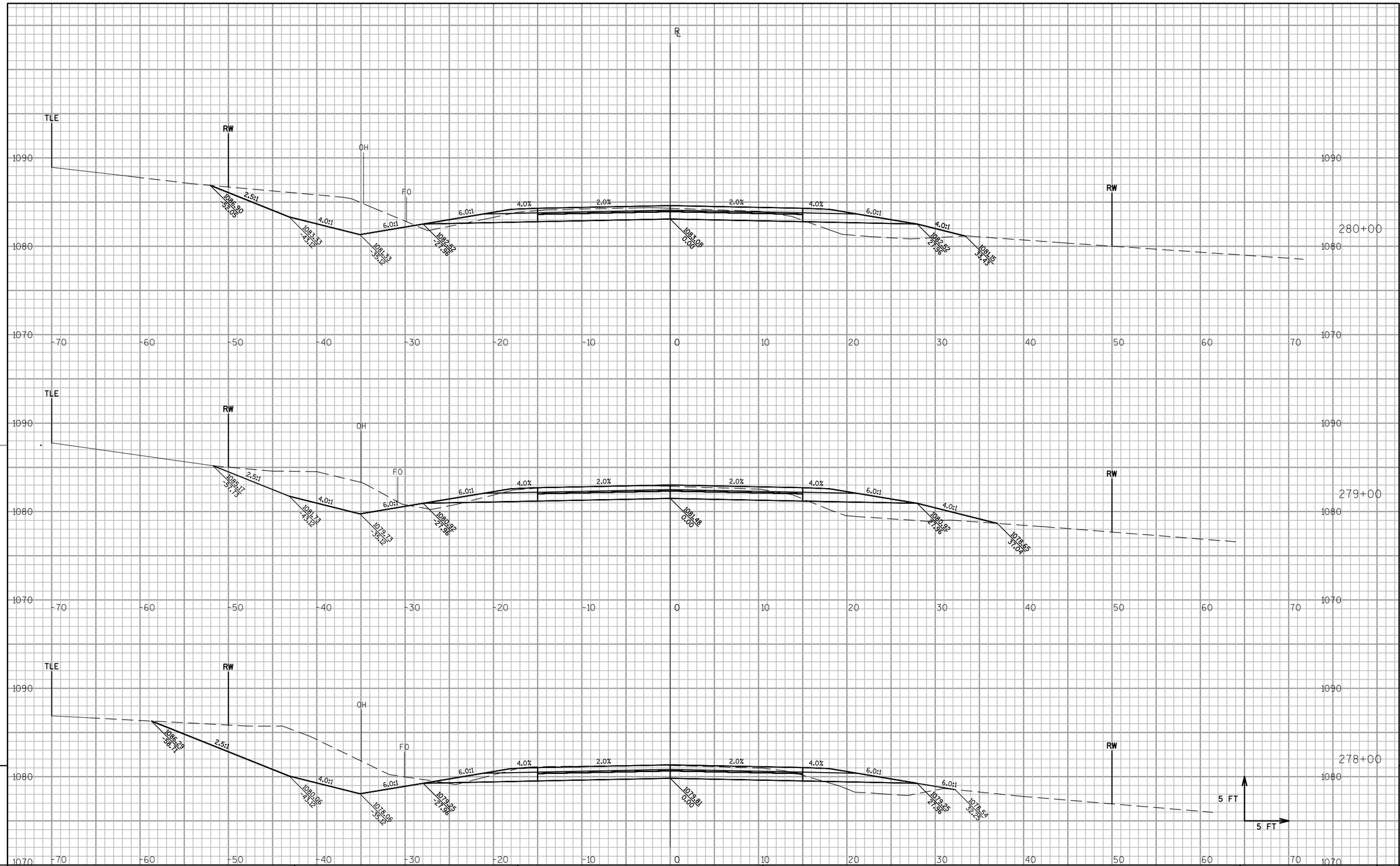
WISDOT/CADDS SHEET 49



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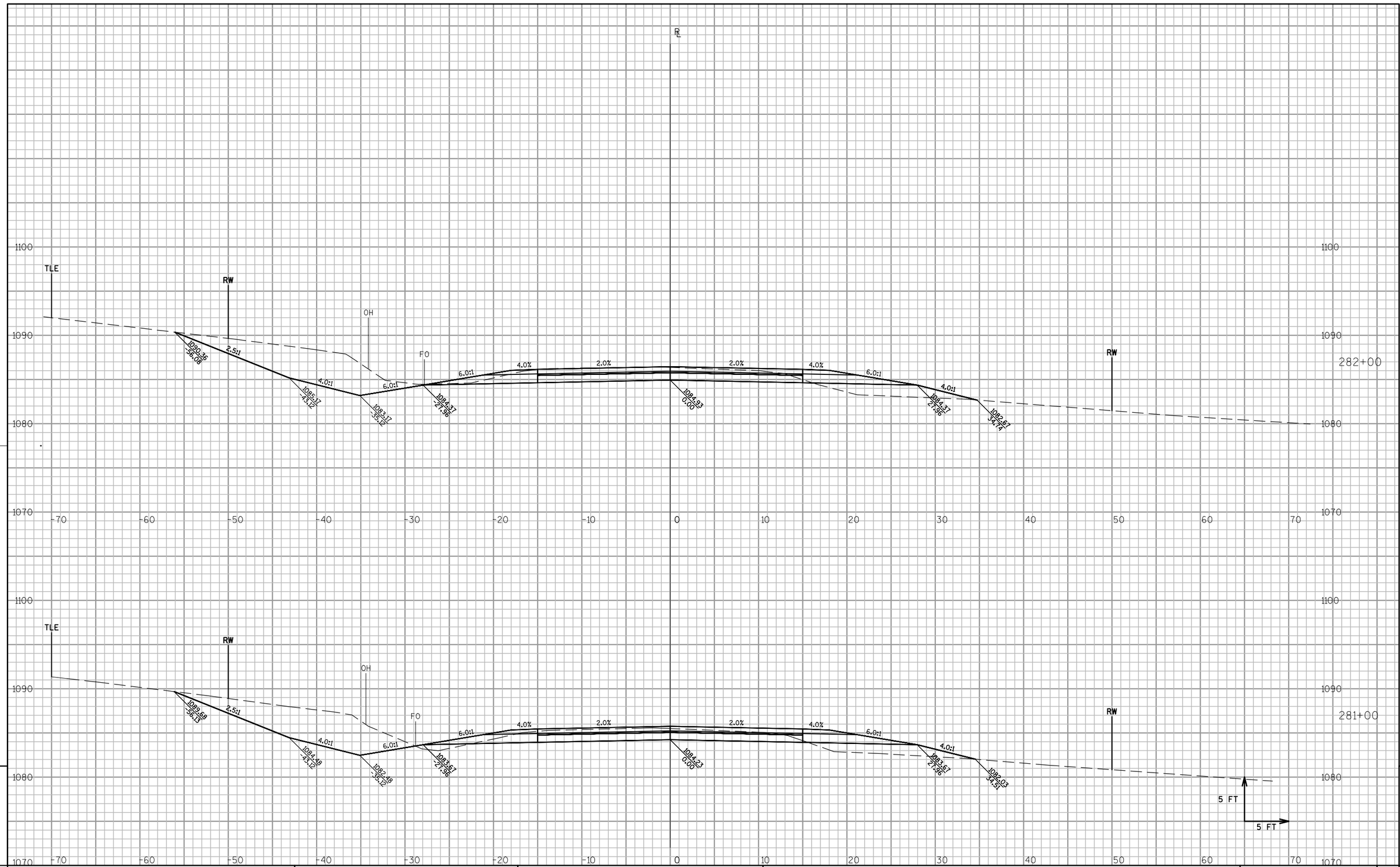
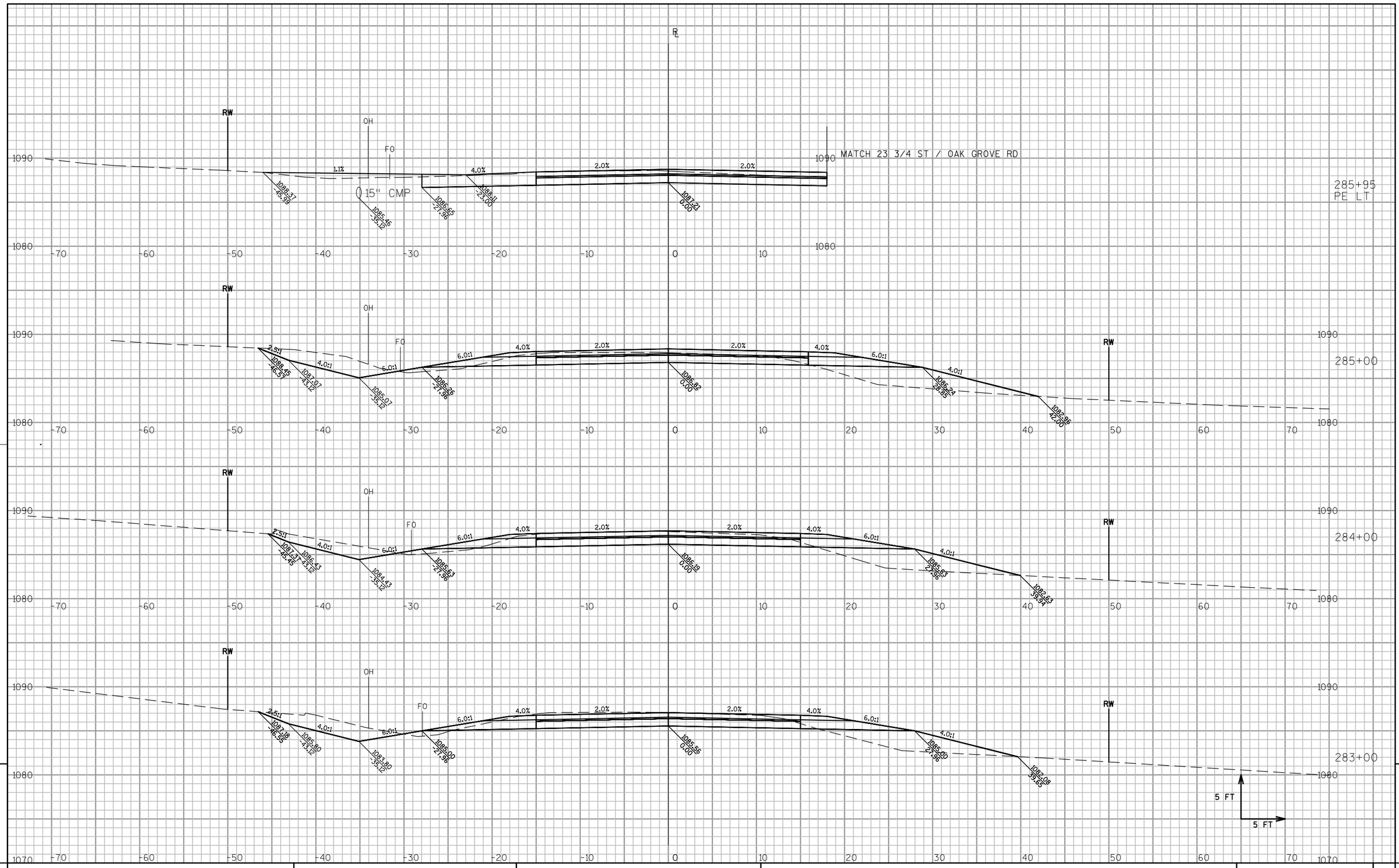
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 262	E



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 263

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:18 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 264 E

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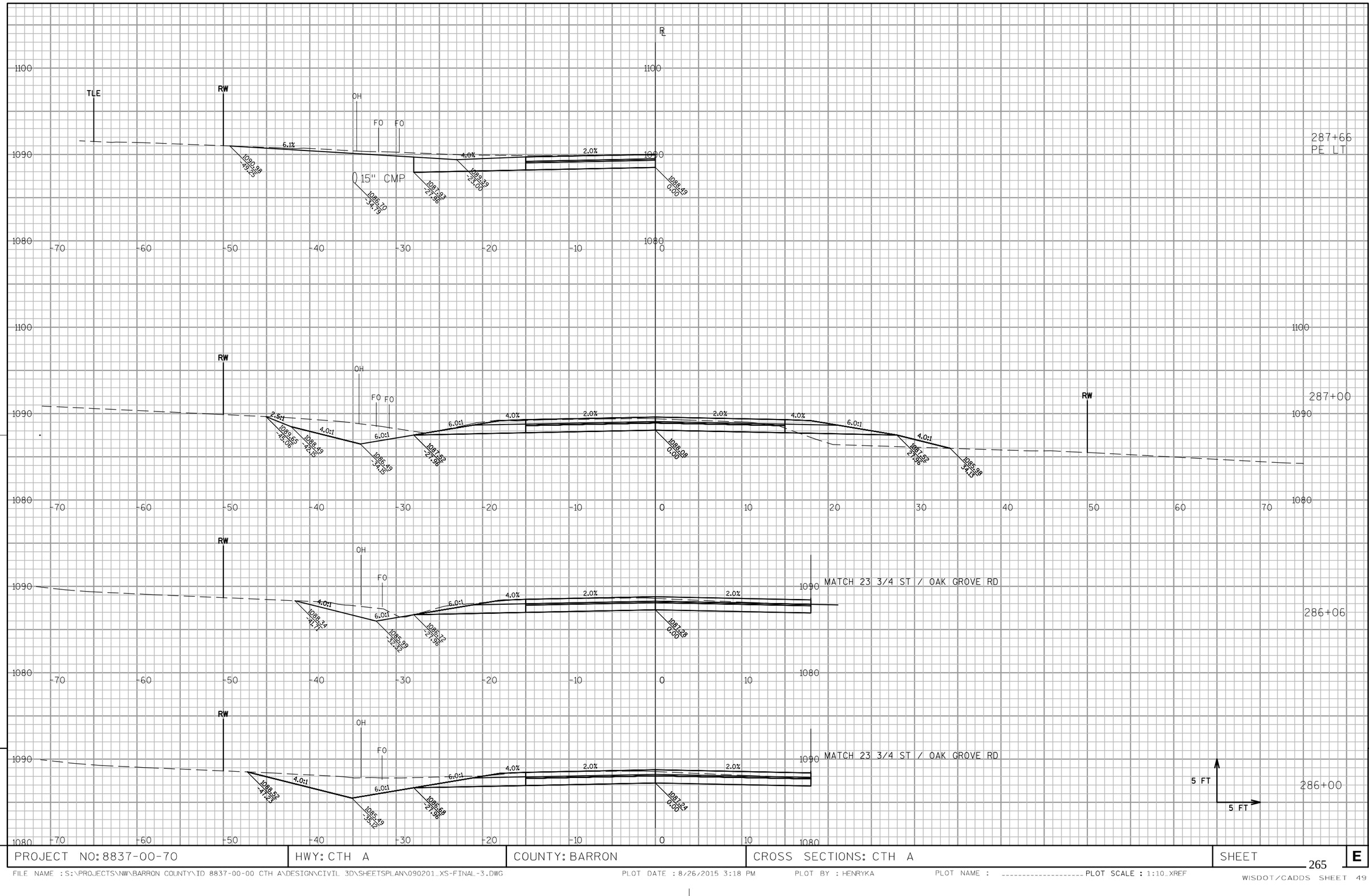
WISDOT/CADDS SHEET 49



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PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 265	E

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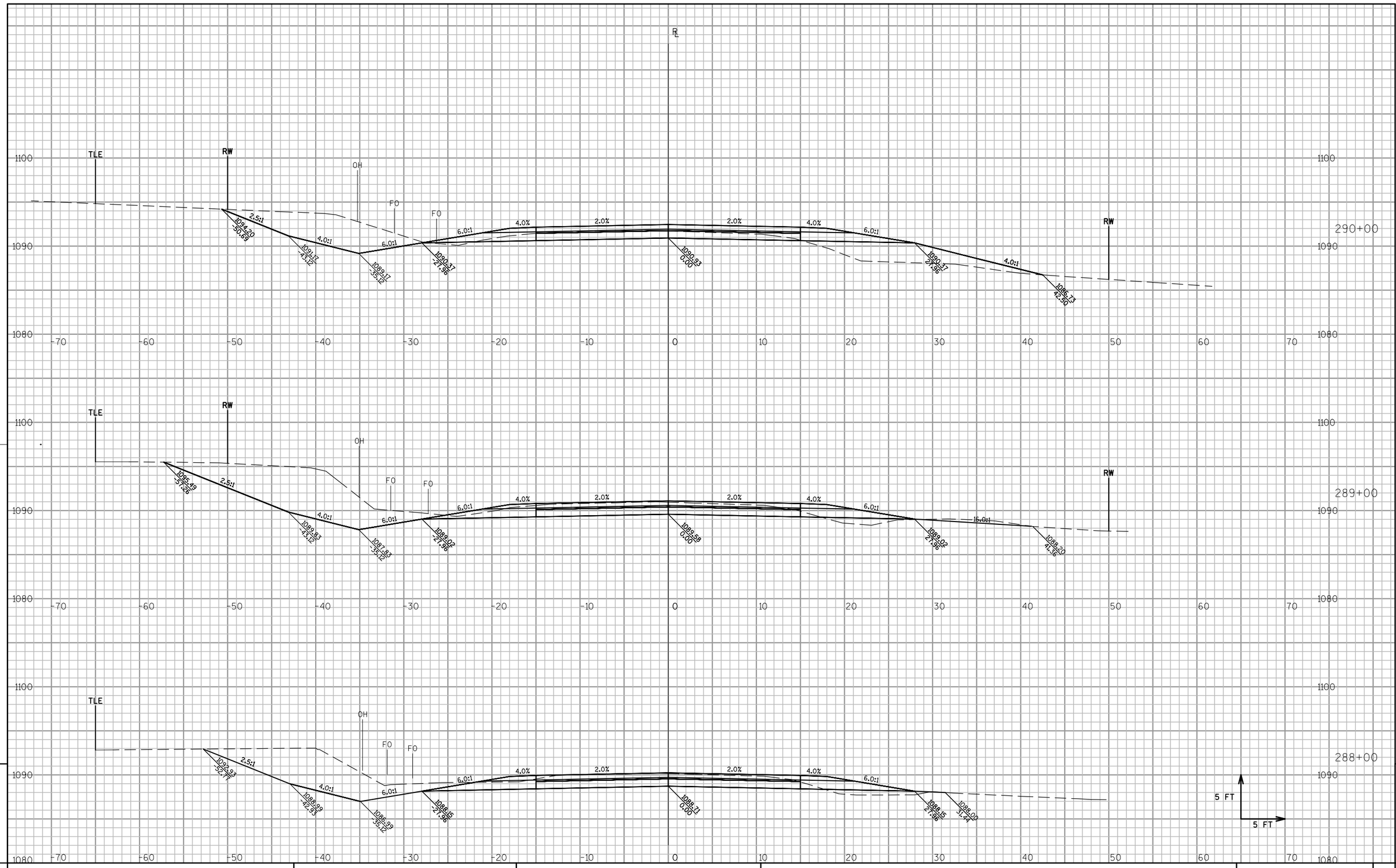
WISDOT/CADDS SHEET 49



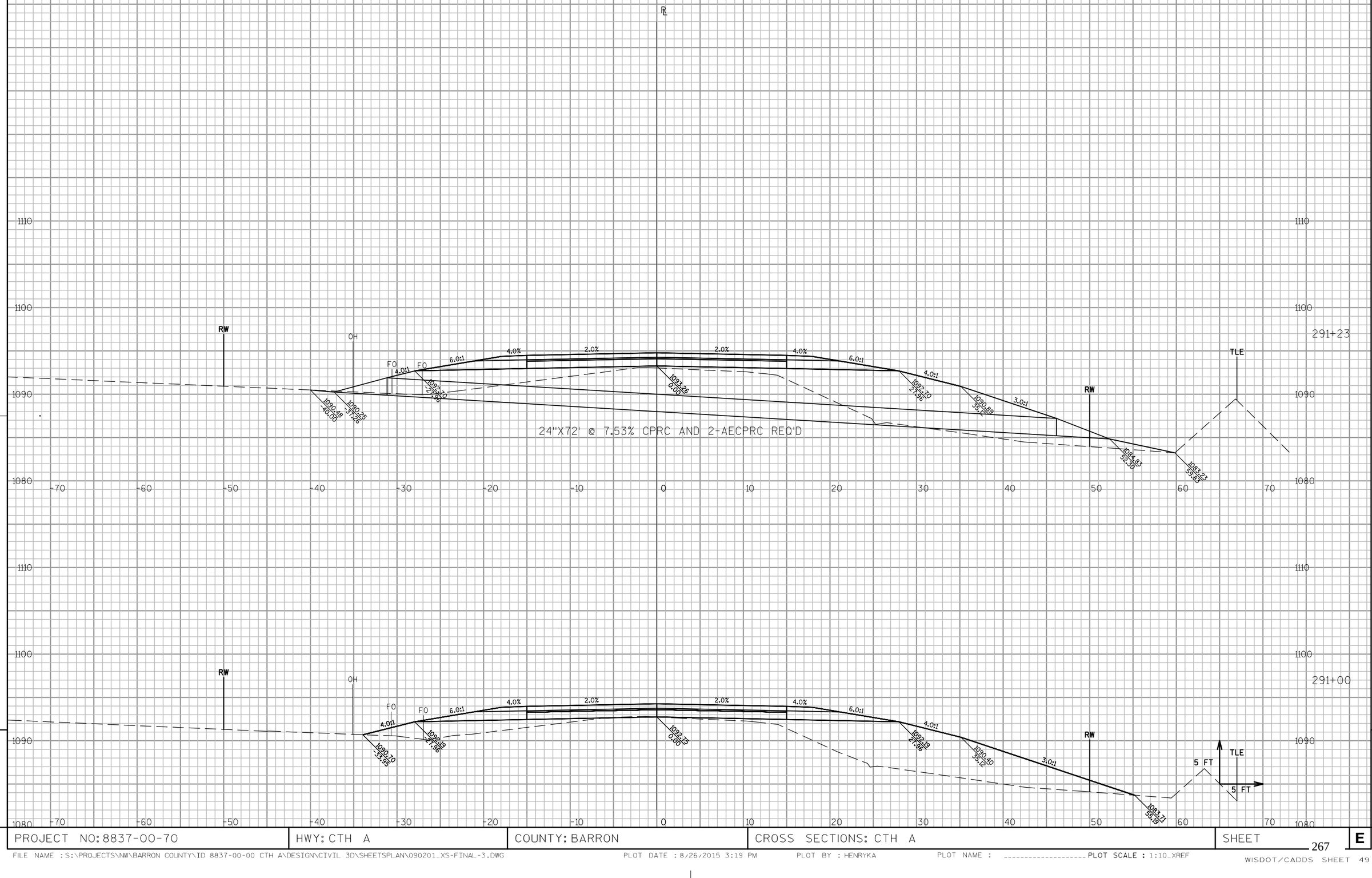
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET

266

E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:19 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 267	E

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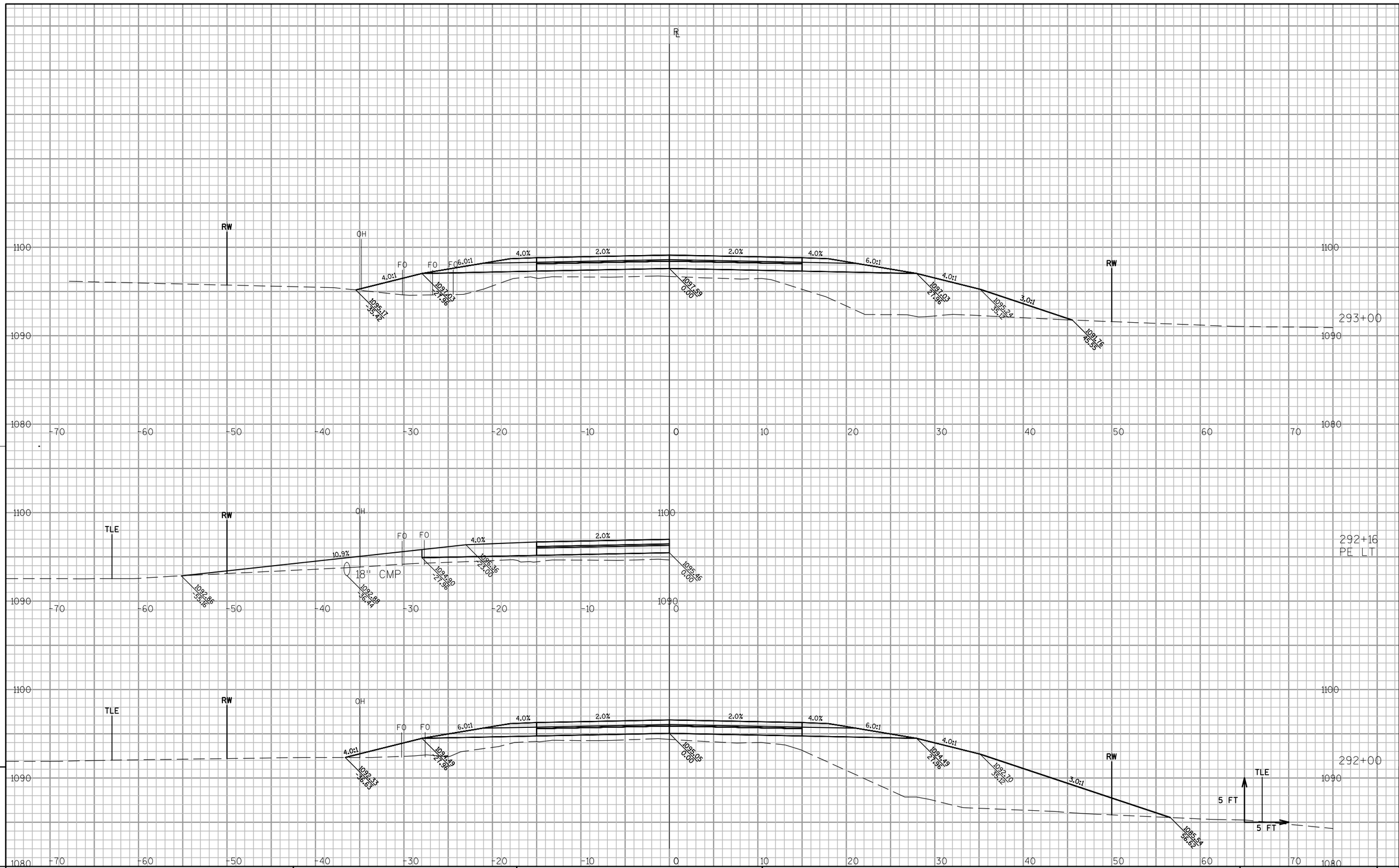
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 268 E

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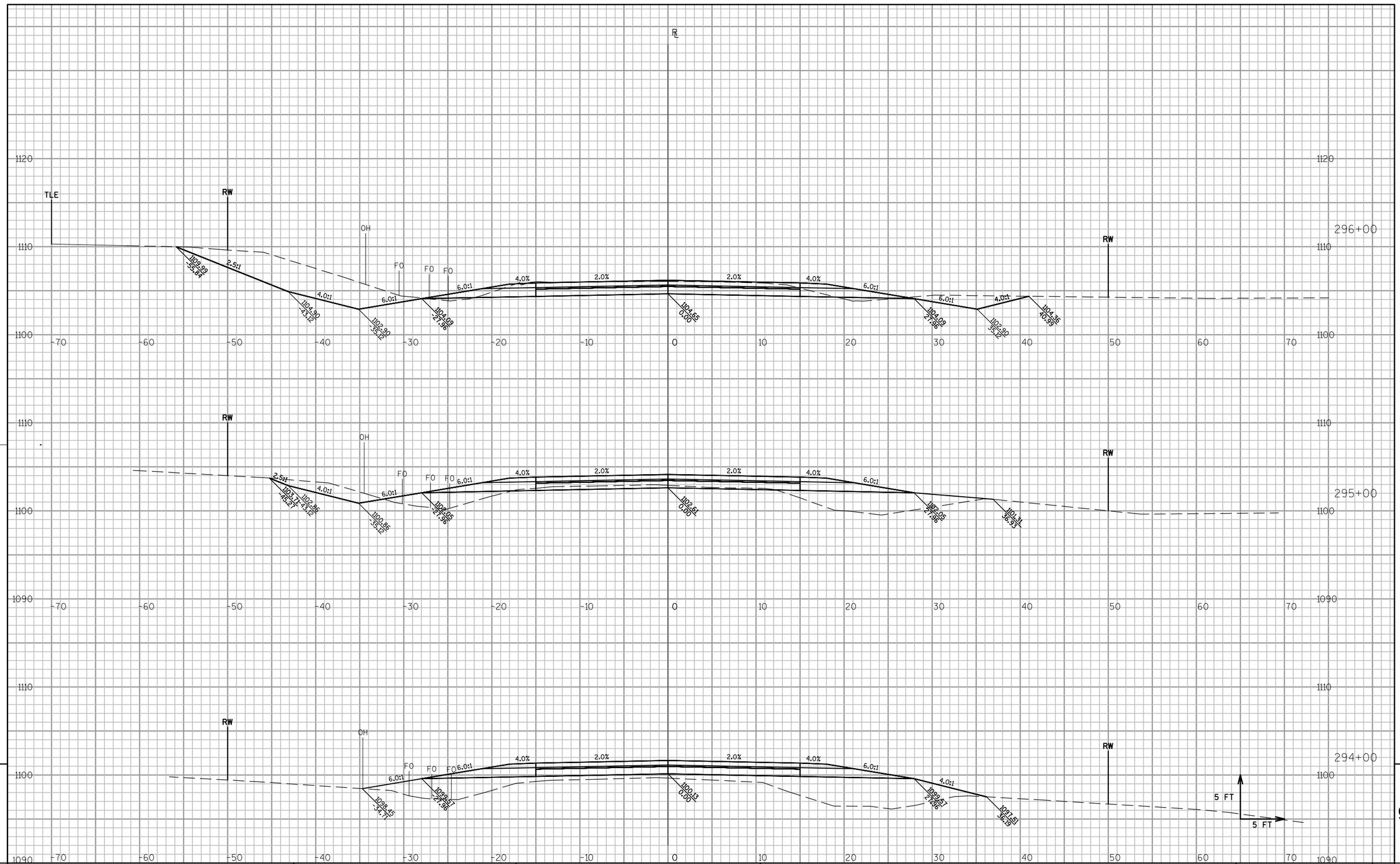
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 269 E

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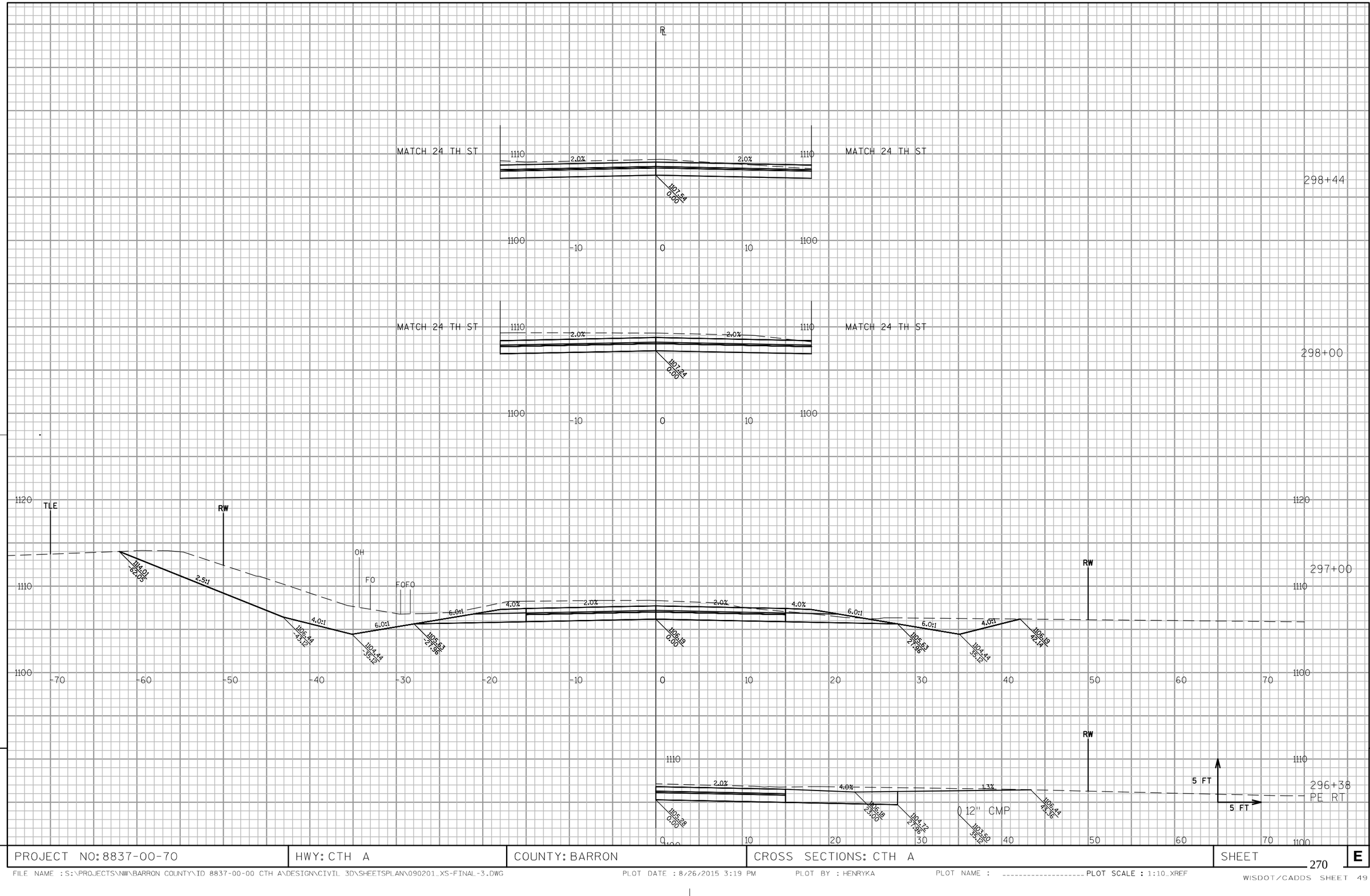
WISDOT/CADDS SHEET 49



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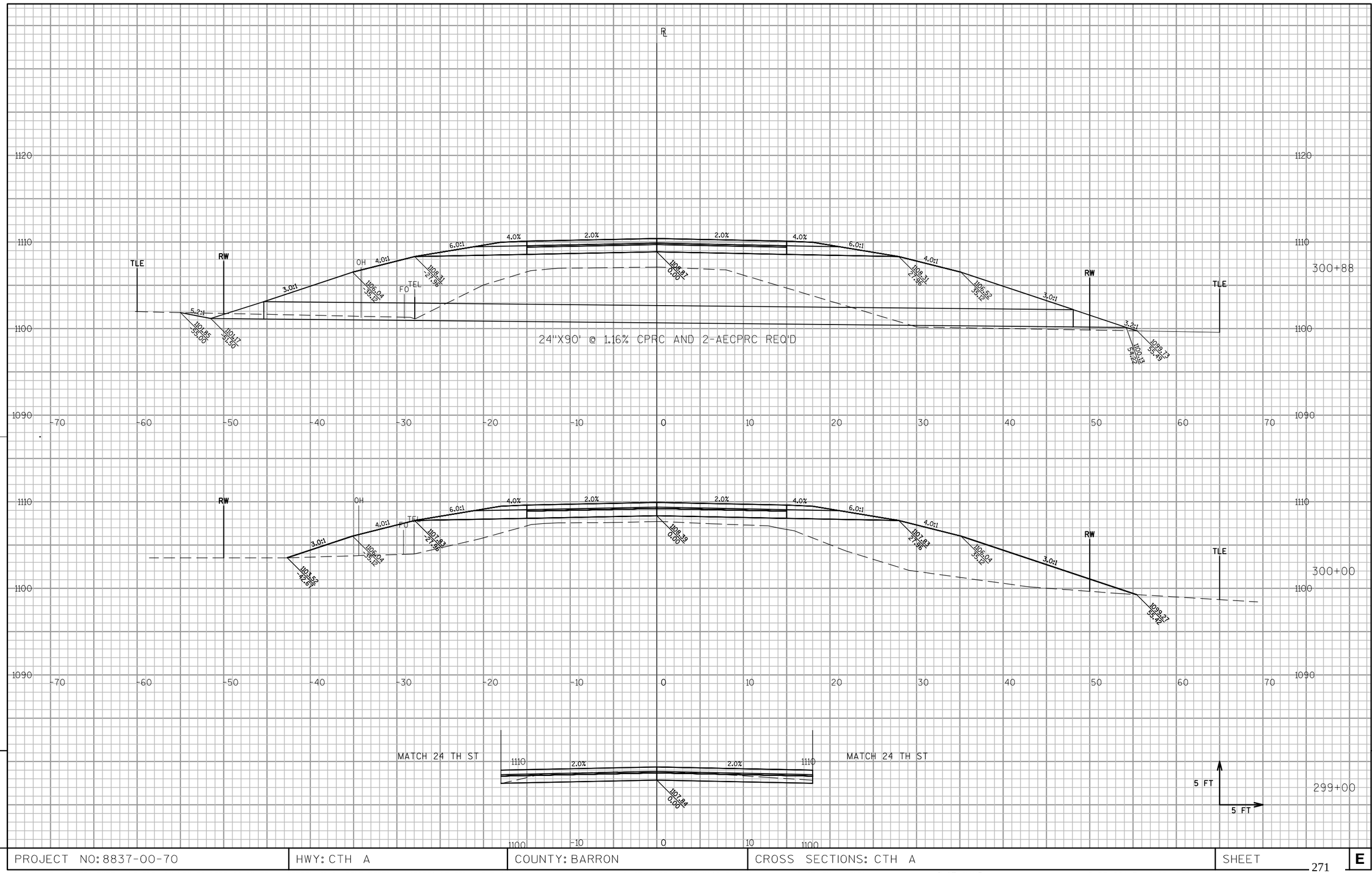
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 270	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:19 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



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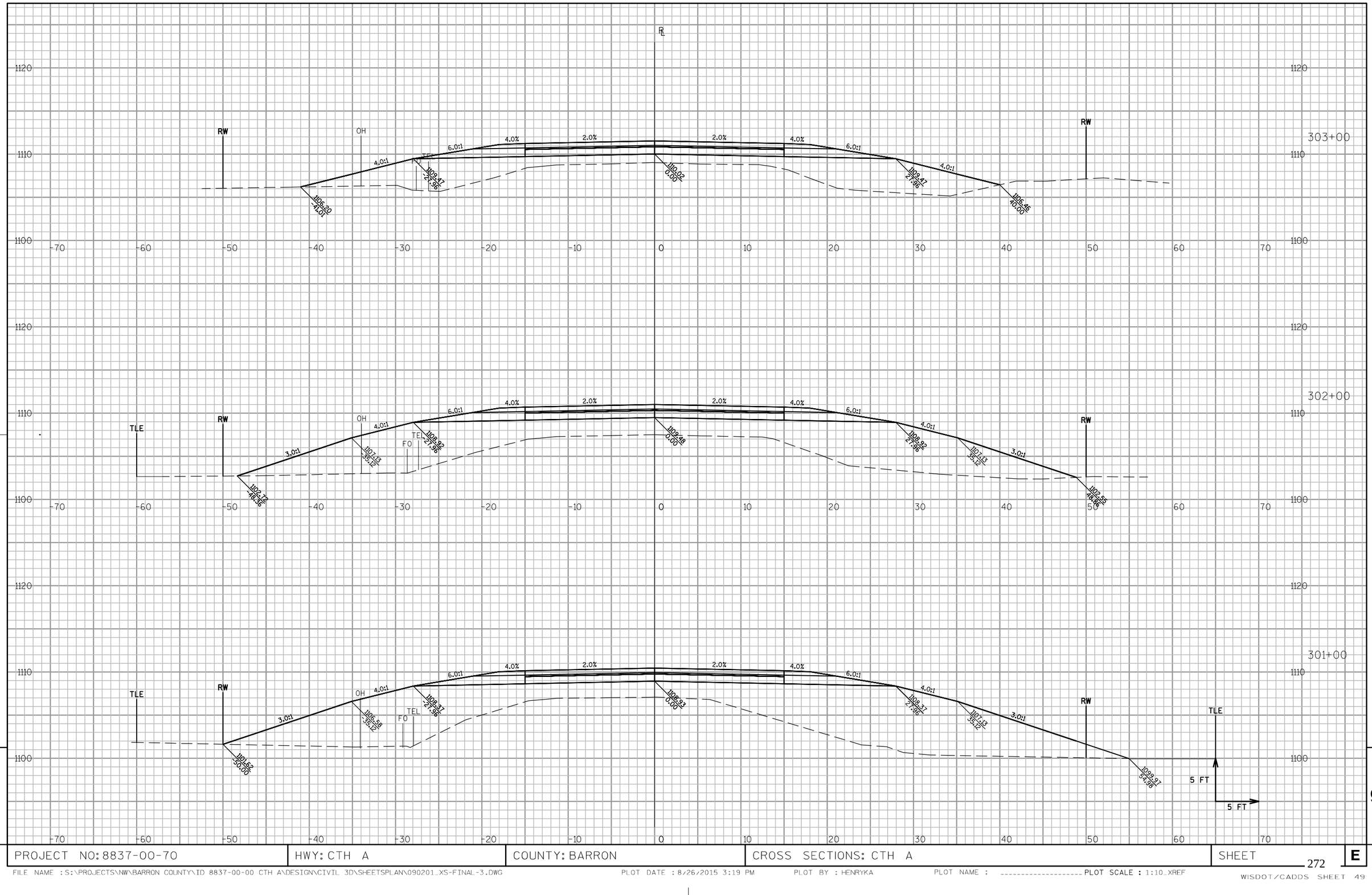
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 271	E

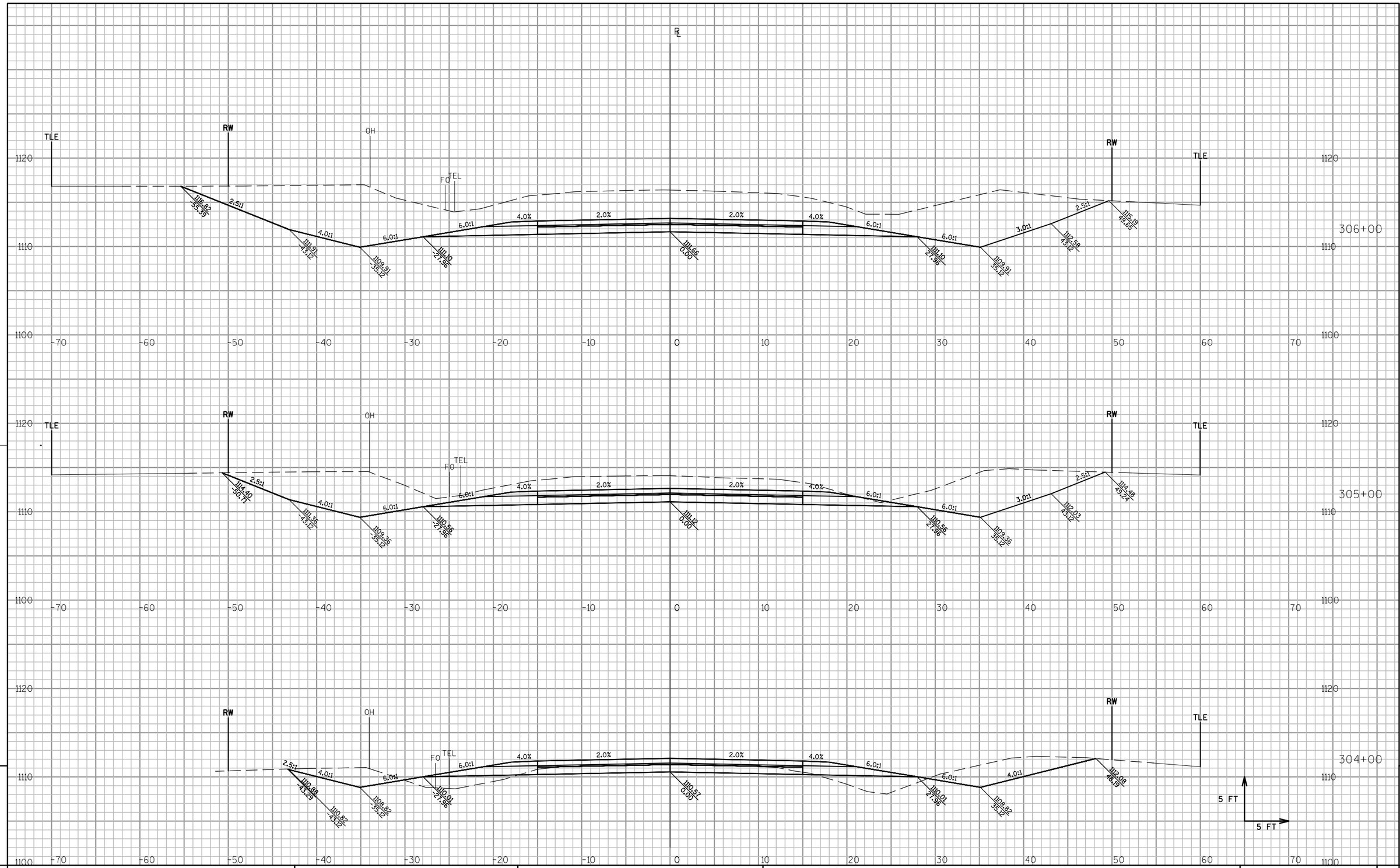
FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:19 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 272 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:19 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 273	E

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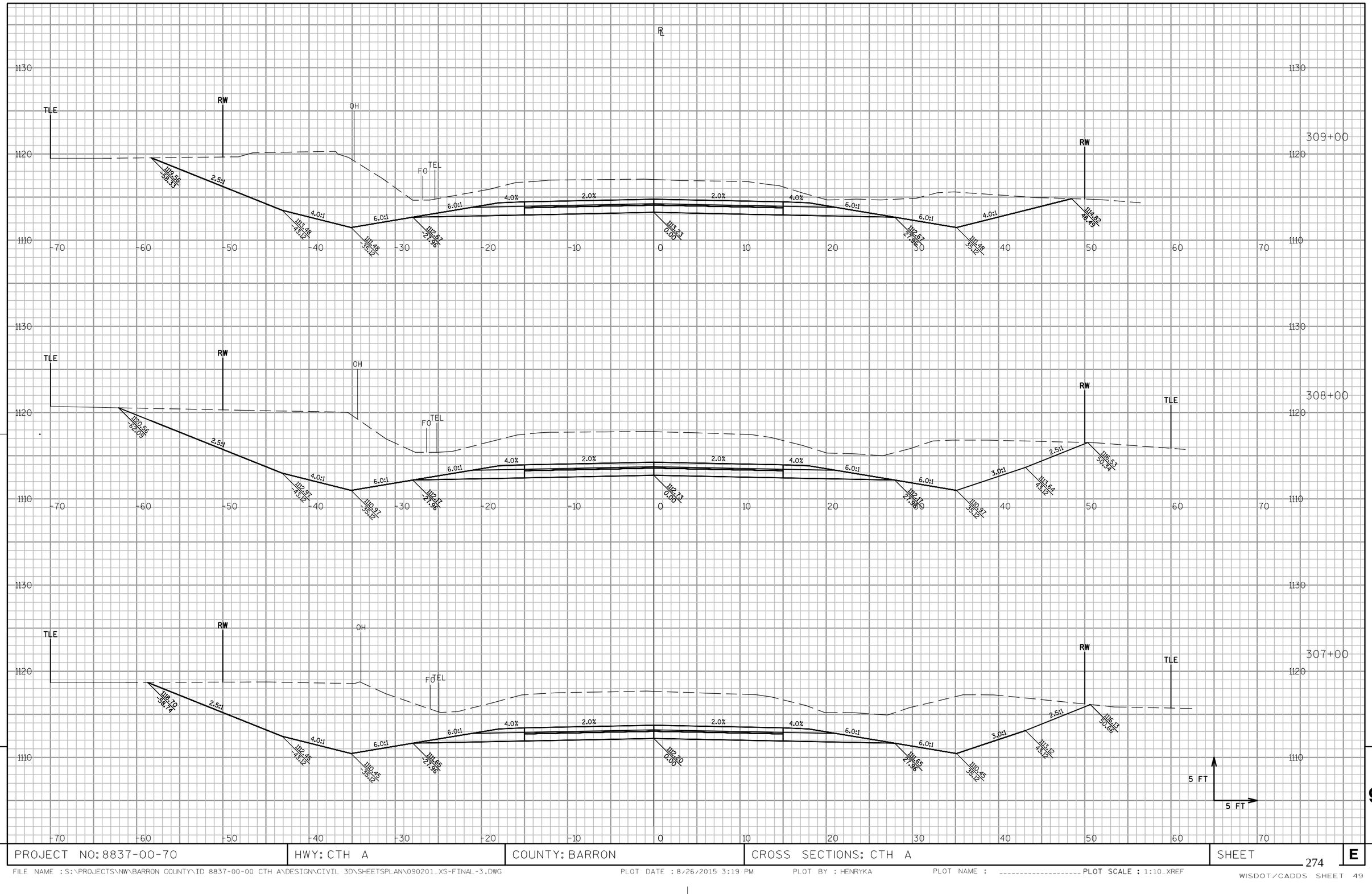
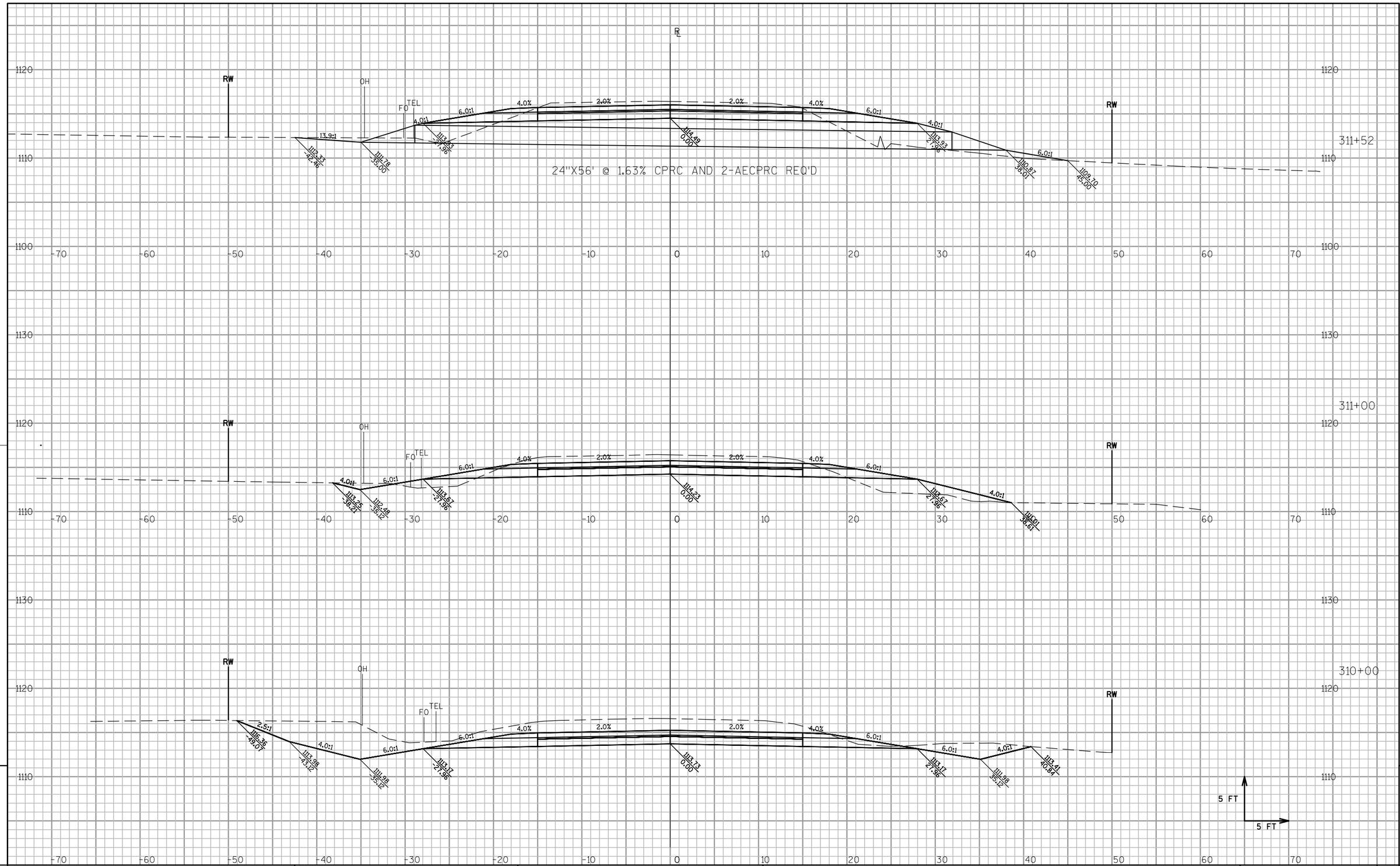
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 274 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:19 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

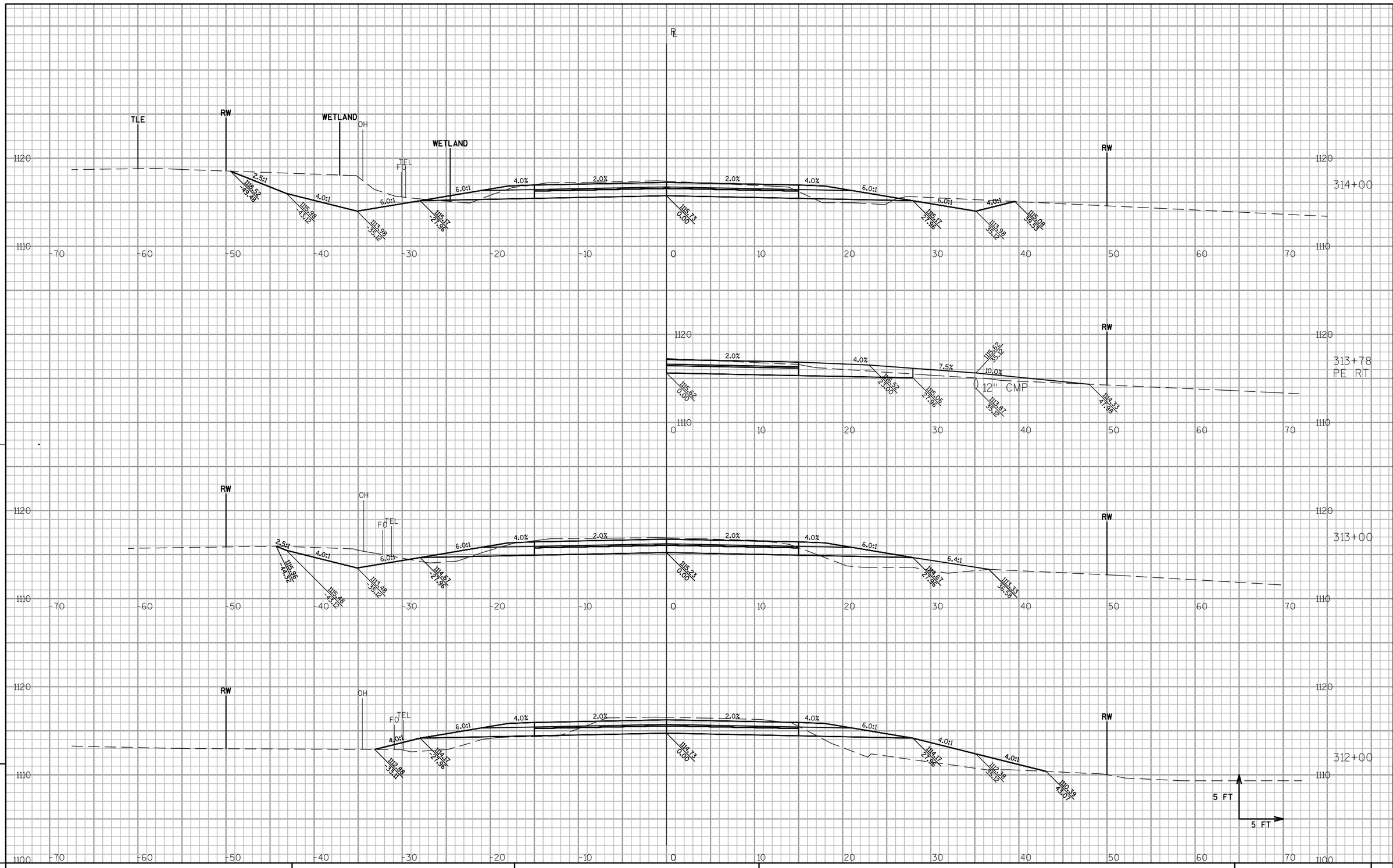
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 275 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:19 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



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PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 276	E

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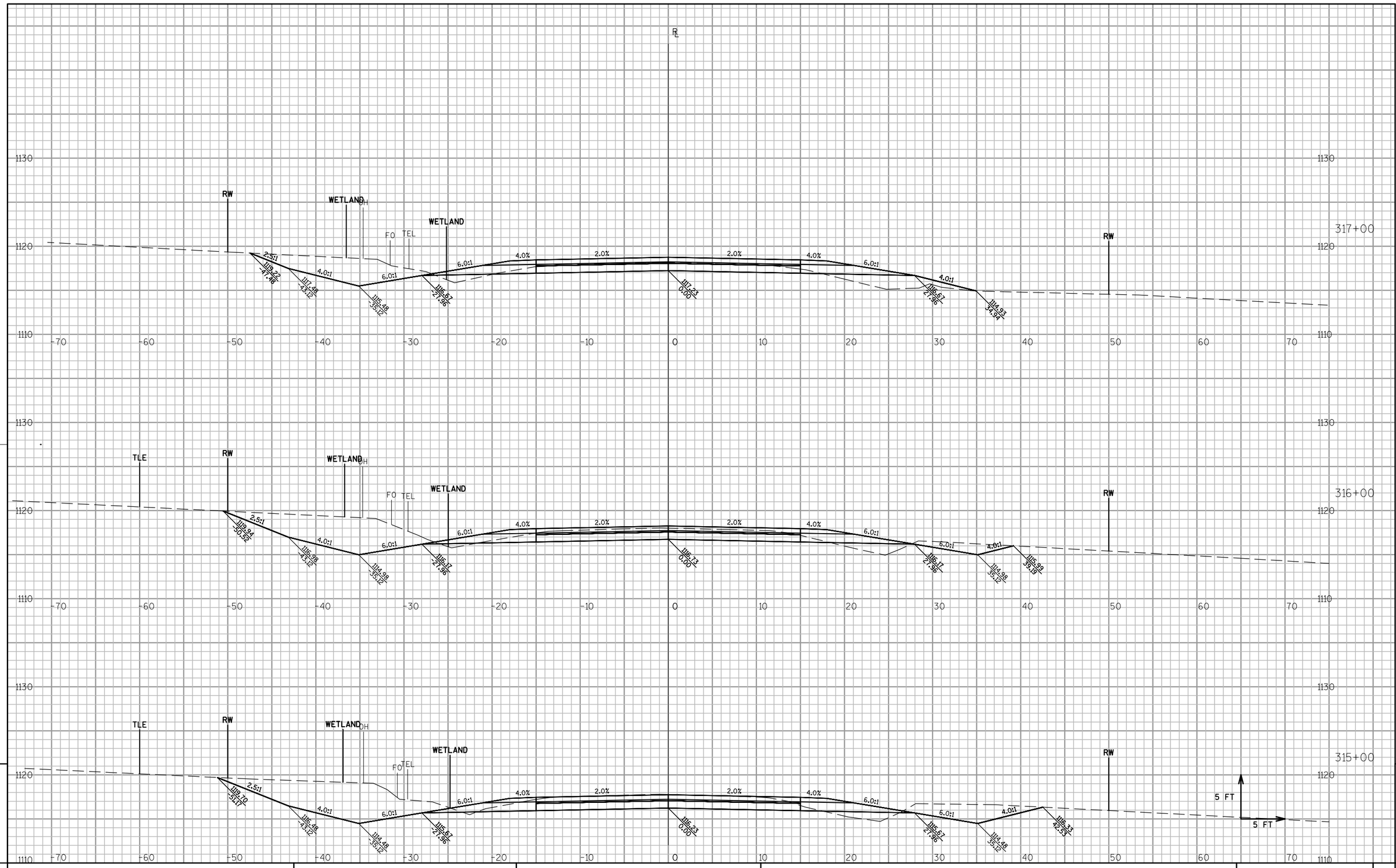

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 277 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:19 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

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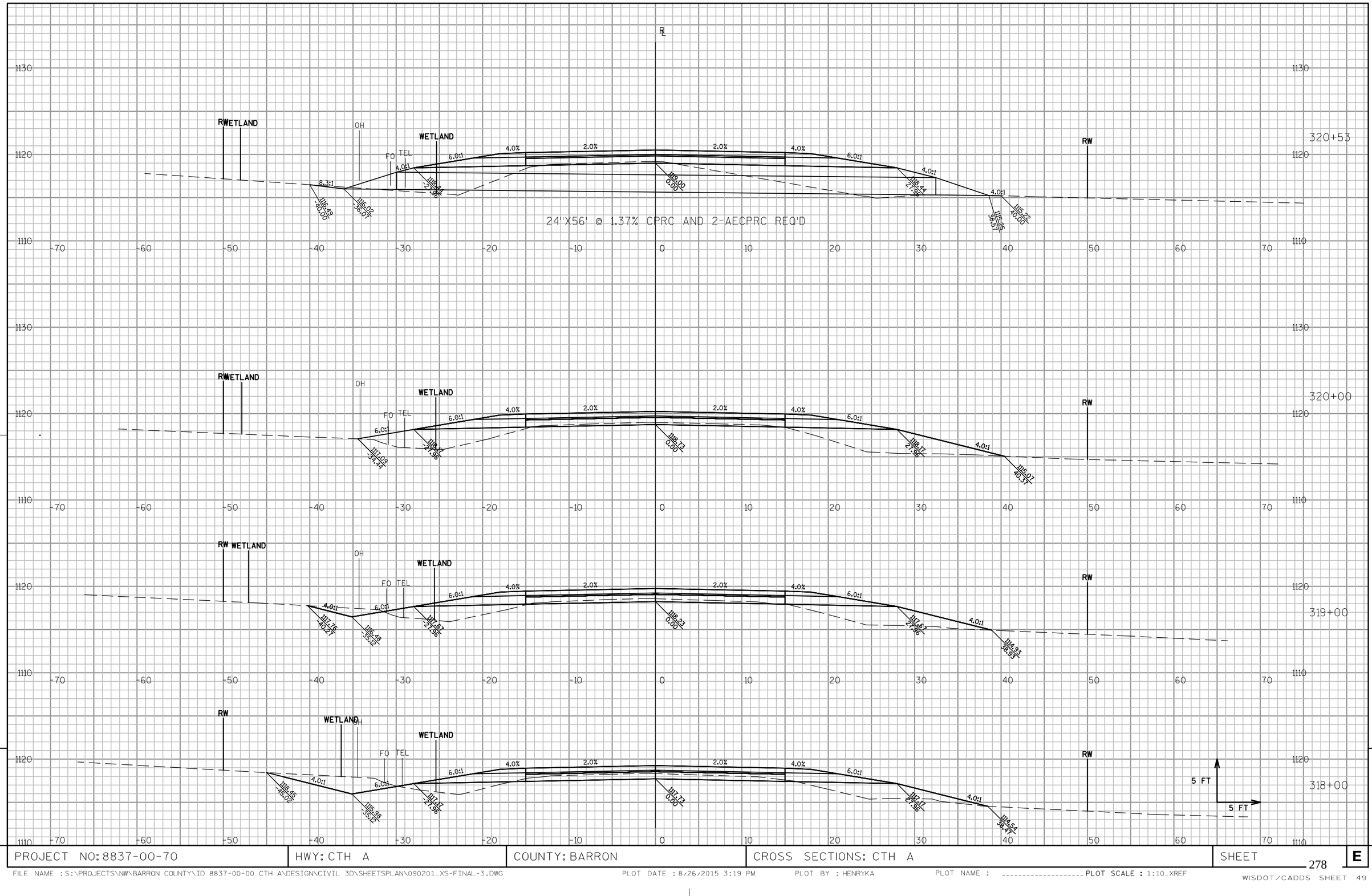

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PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 278	E

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FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:19 PM PLOT BY : HENRYKA PLOT NAME : _____ PLOT SCALE : 1:10_XREF
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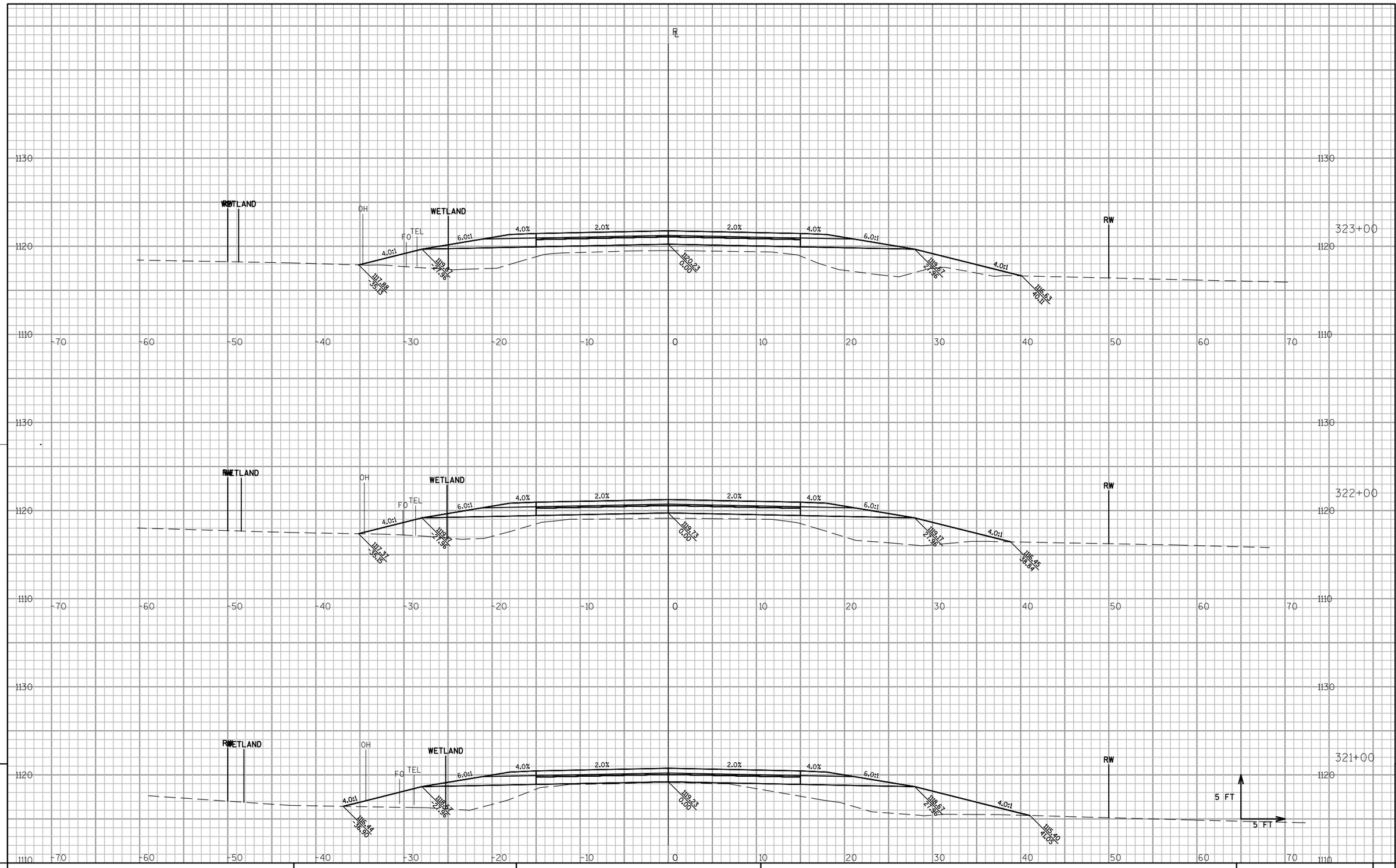

PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 279 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:19 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

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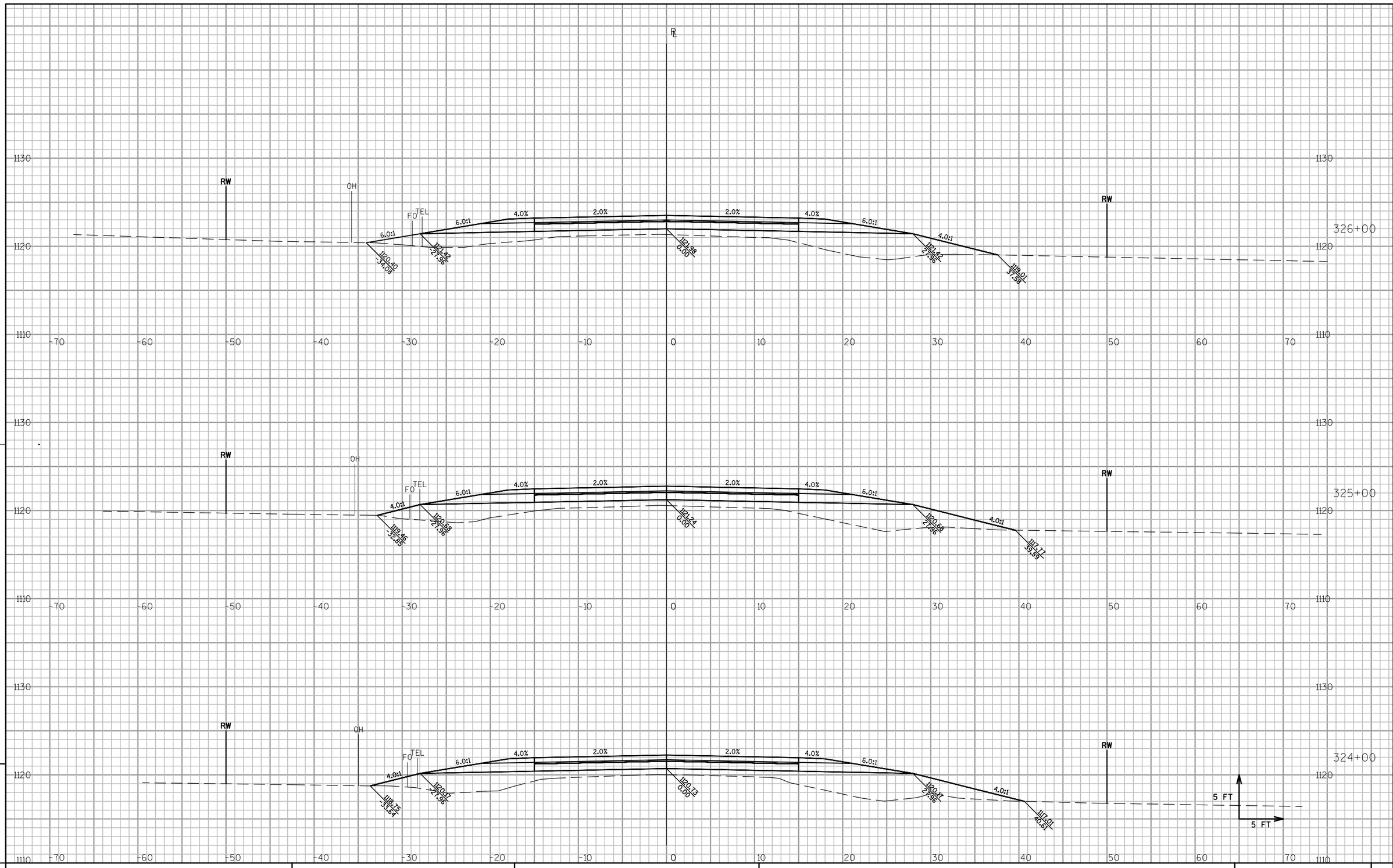

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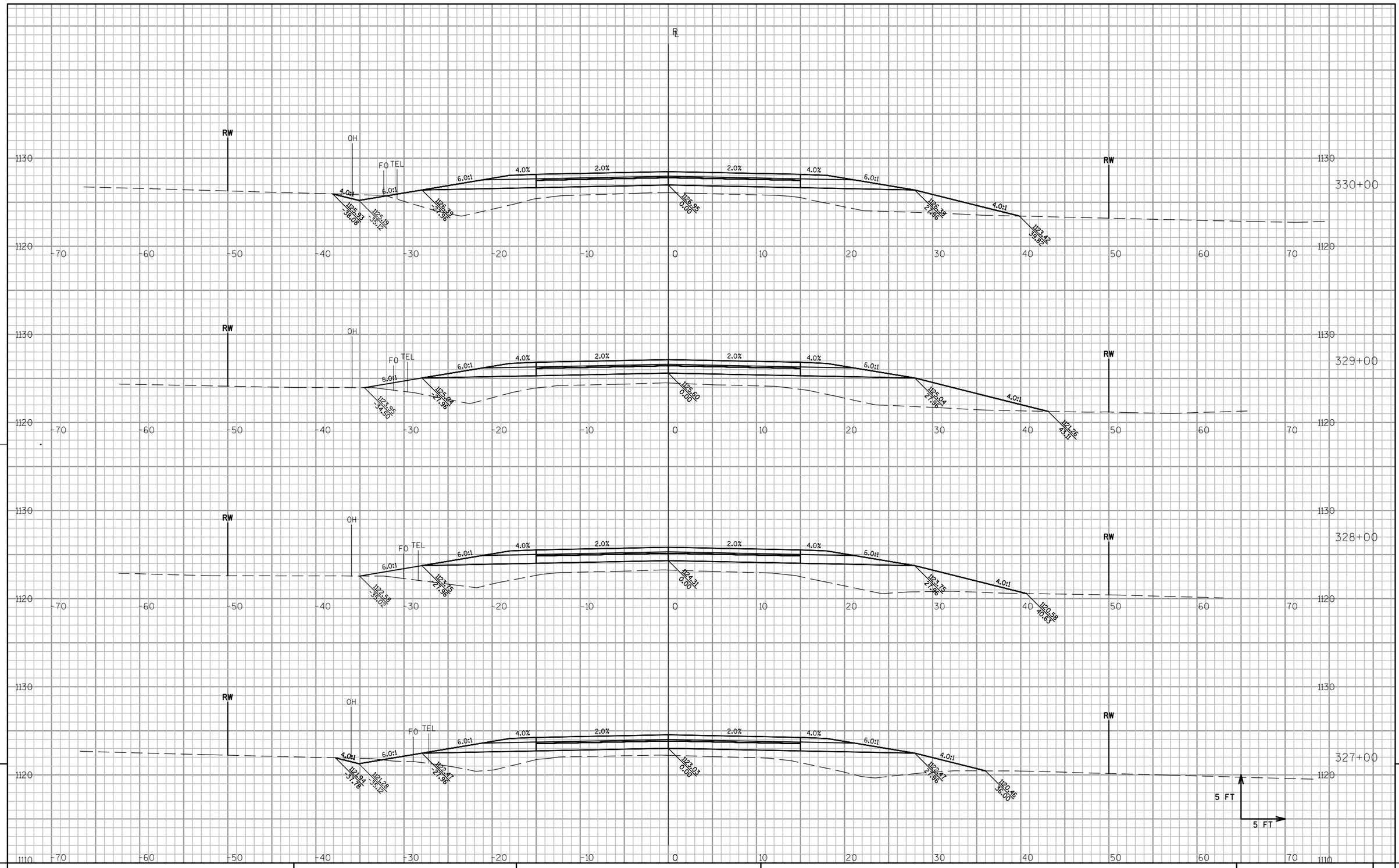
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 280	E



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 281	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:20 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

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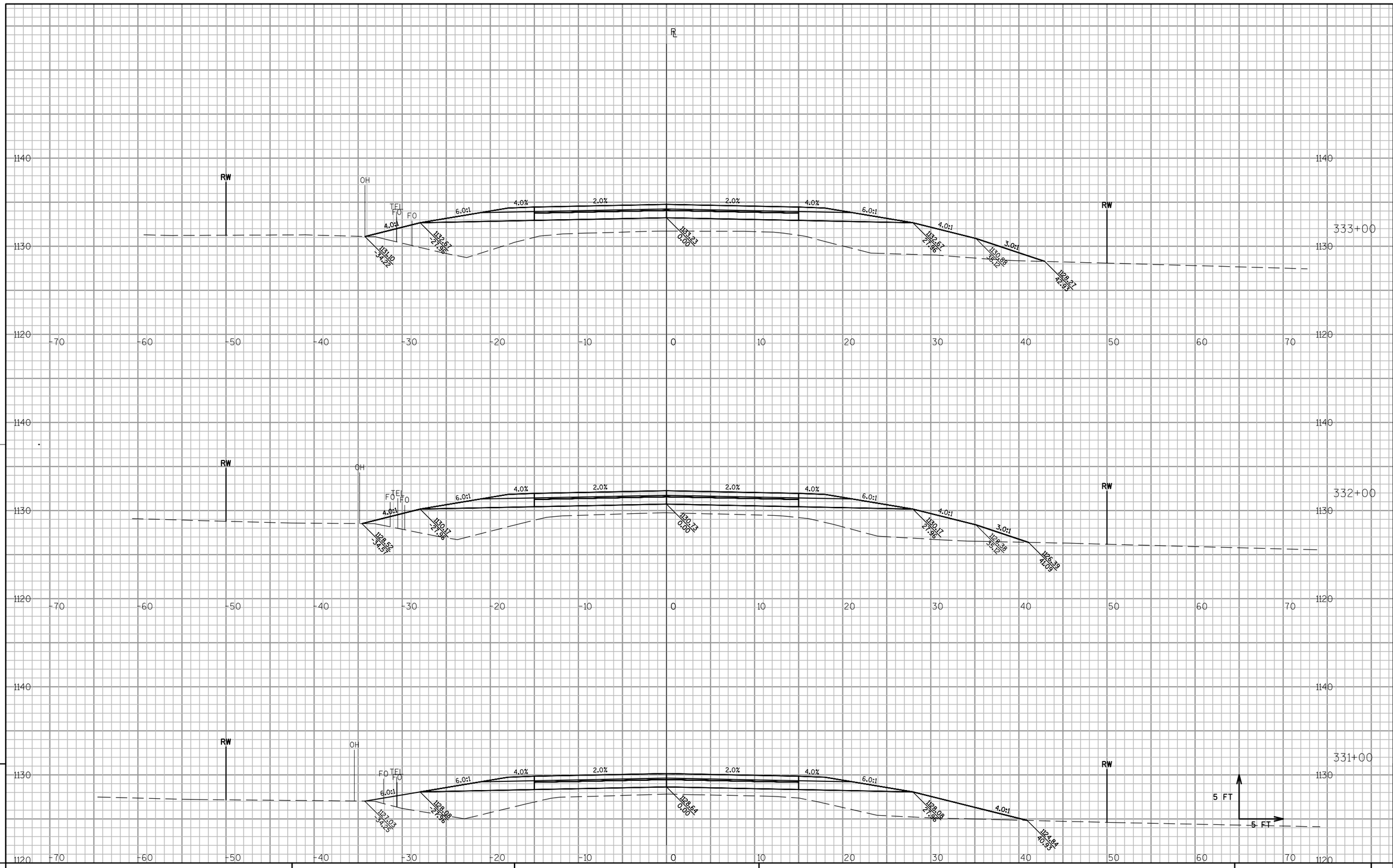

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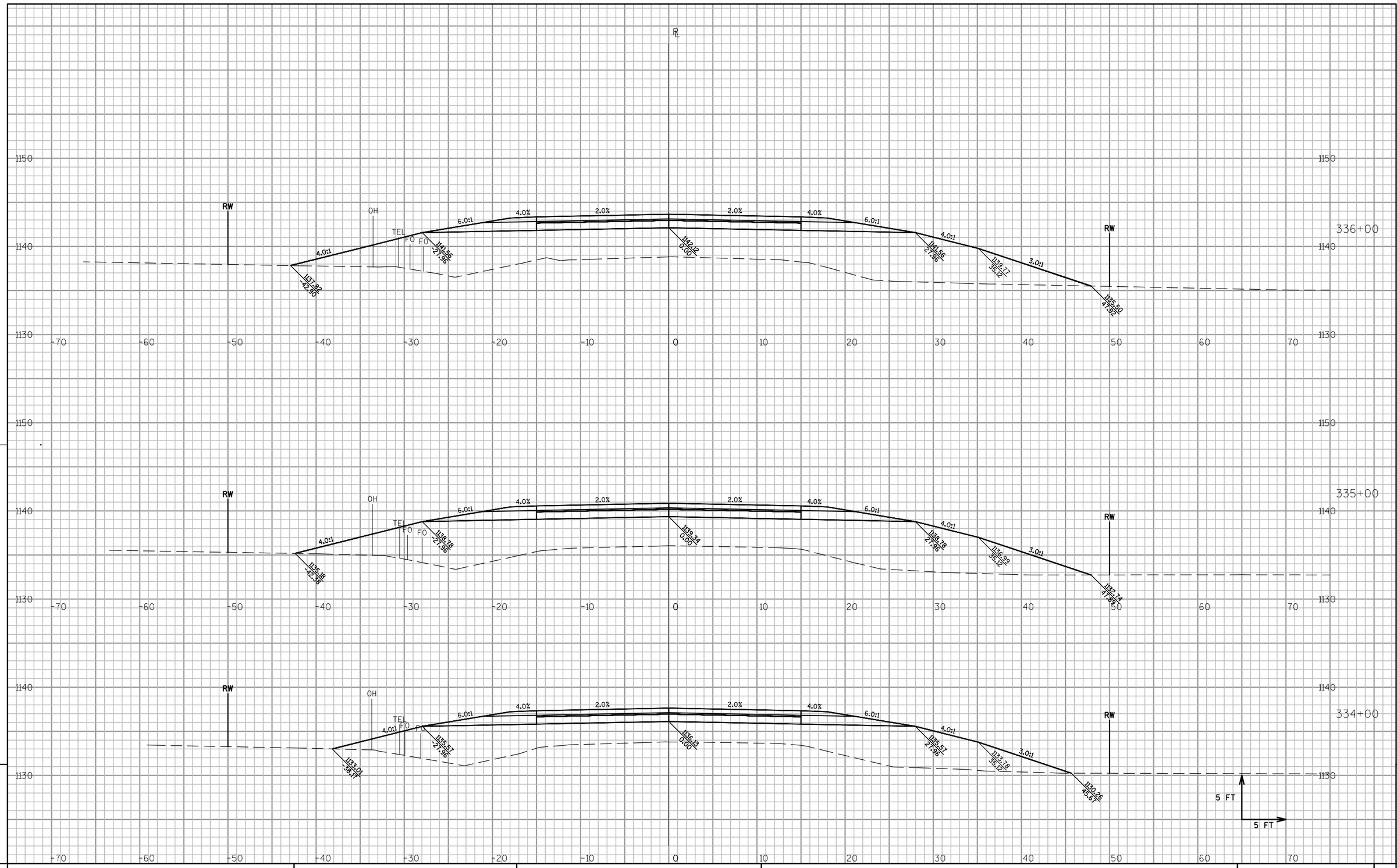
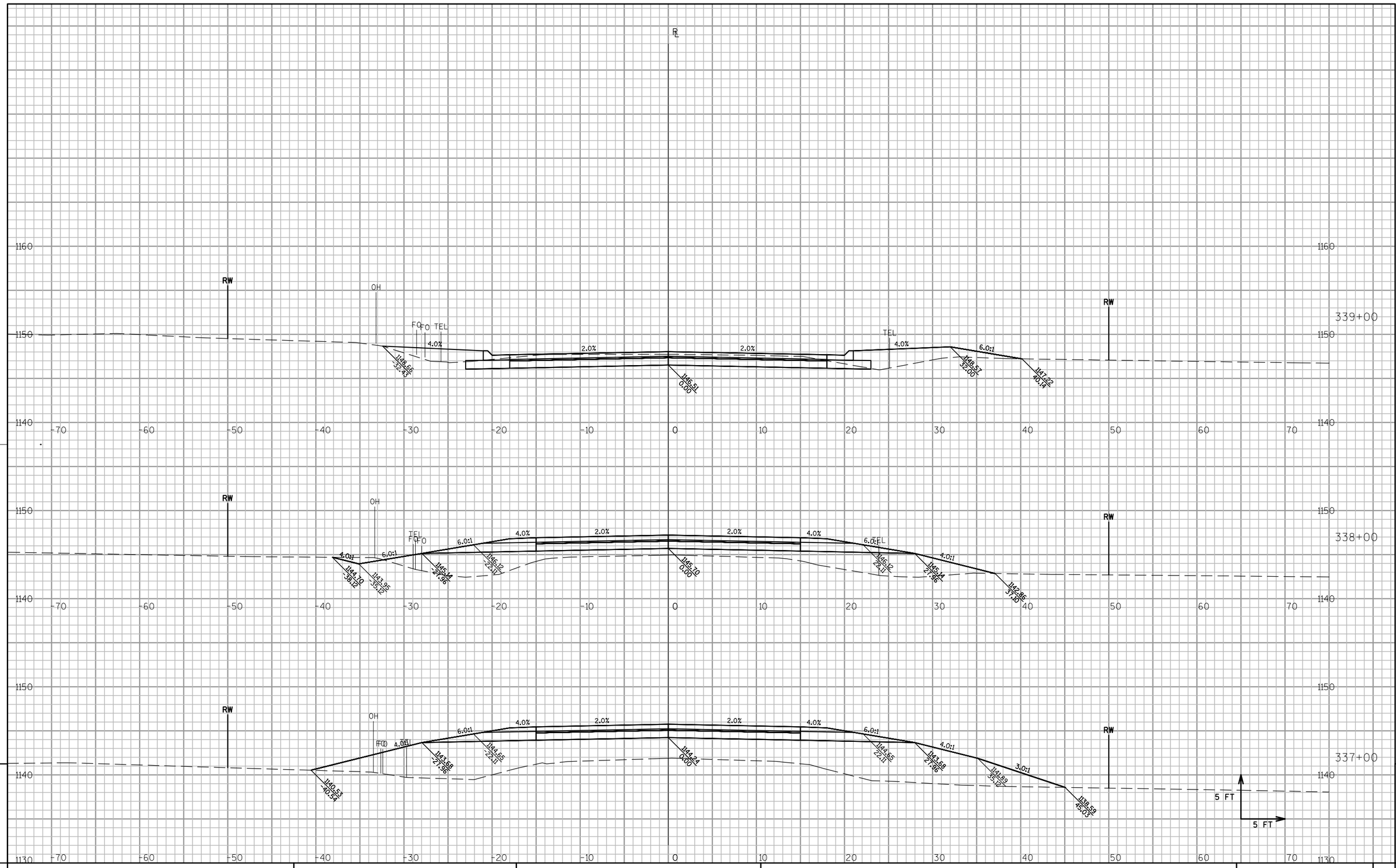


PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 283 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:20 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

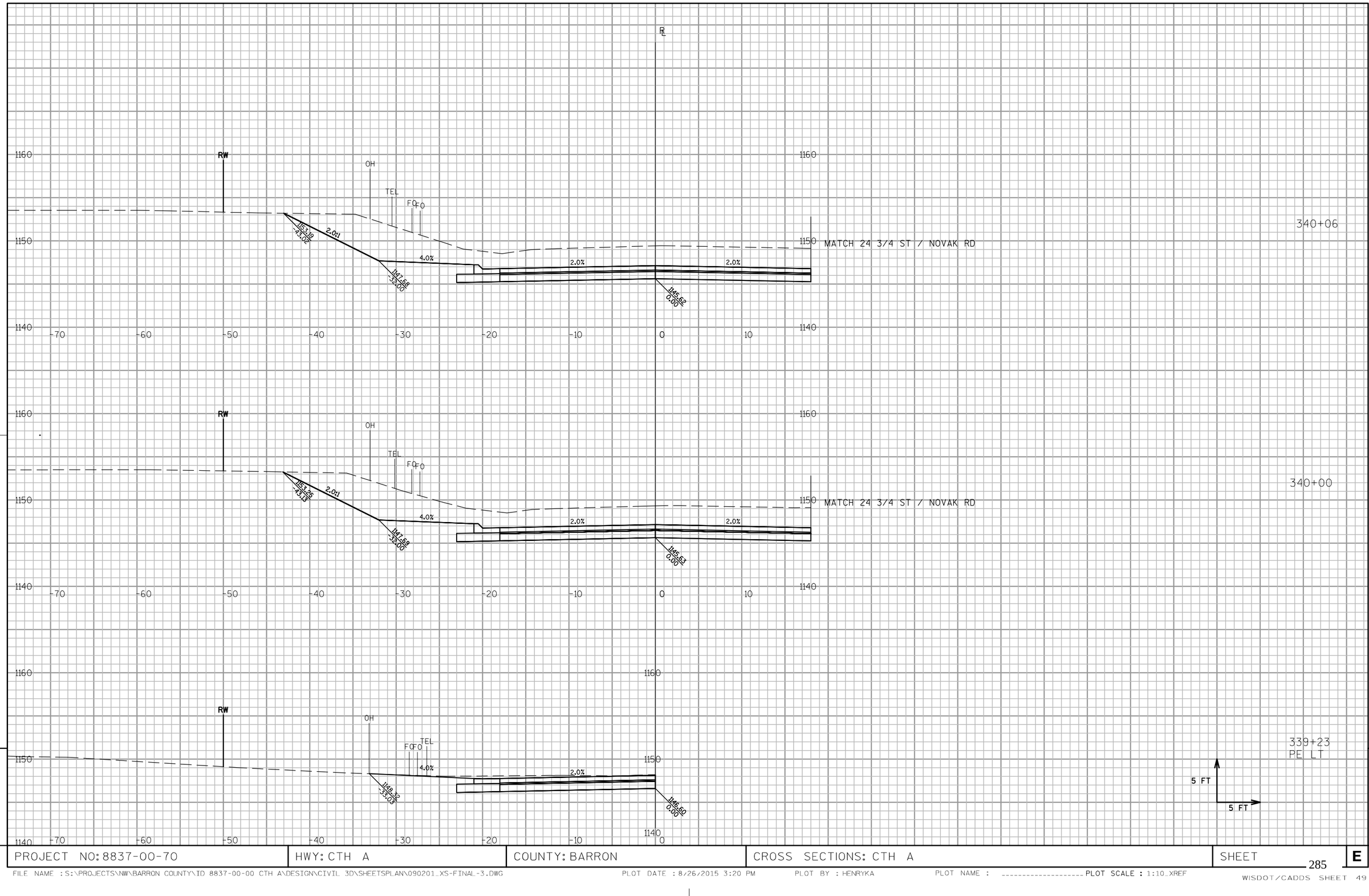
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 284 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:20 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49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FO
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4.0%
2.0%
2.0%
1153.49
-43.02
1147.68
-32.00
1145.62
0.00
340+06
MATCH 24 3/4 ST / NOVAK RD
RW
OH
TEL
FO
FO
1153.25
-43.13
1147.68
-32.00
1145.63
0.00
340+00
MATCH 24 3/4 ST / NOVAK RD
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OH
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FO
FO
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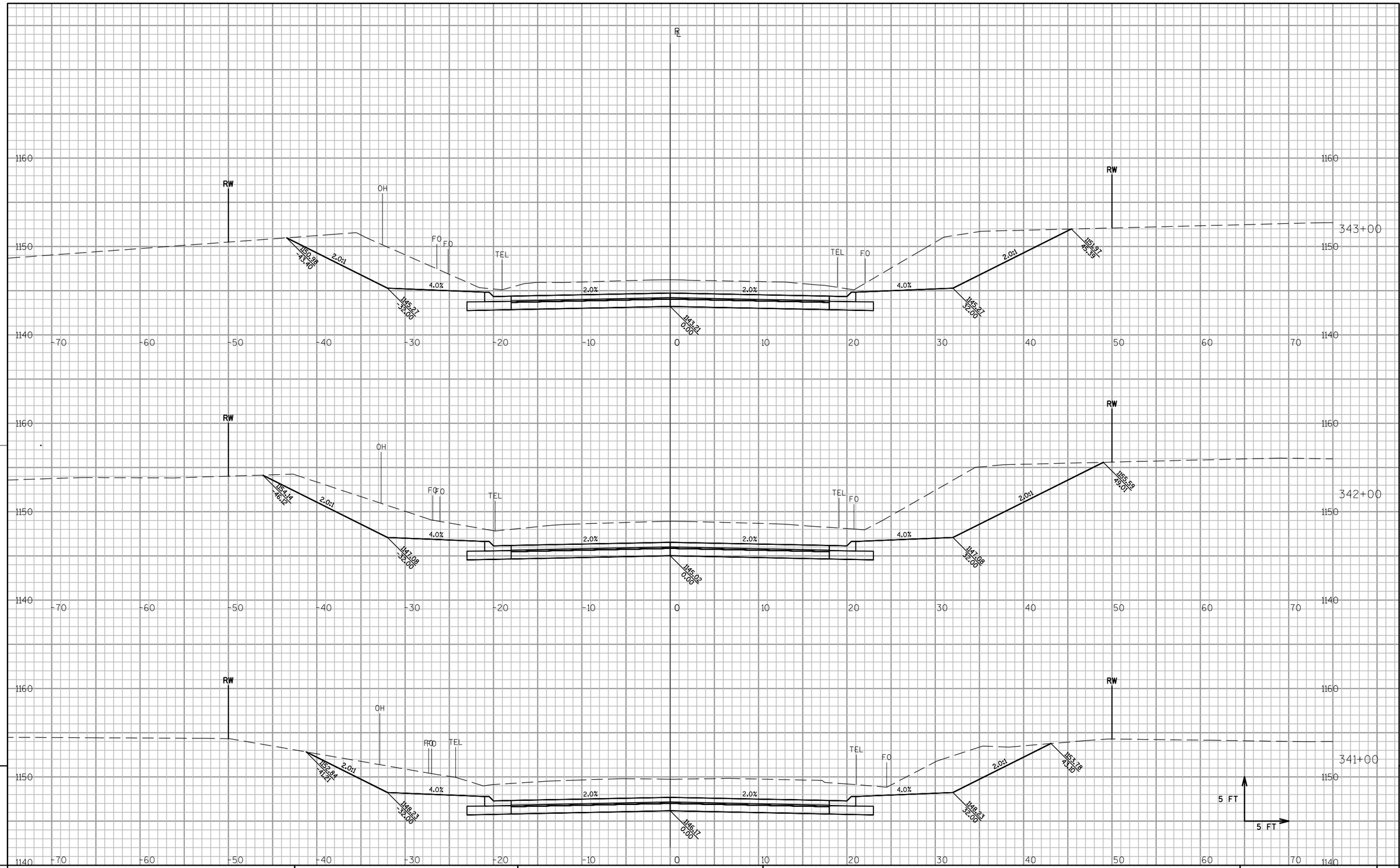
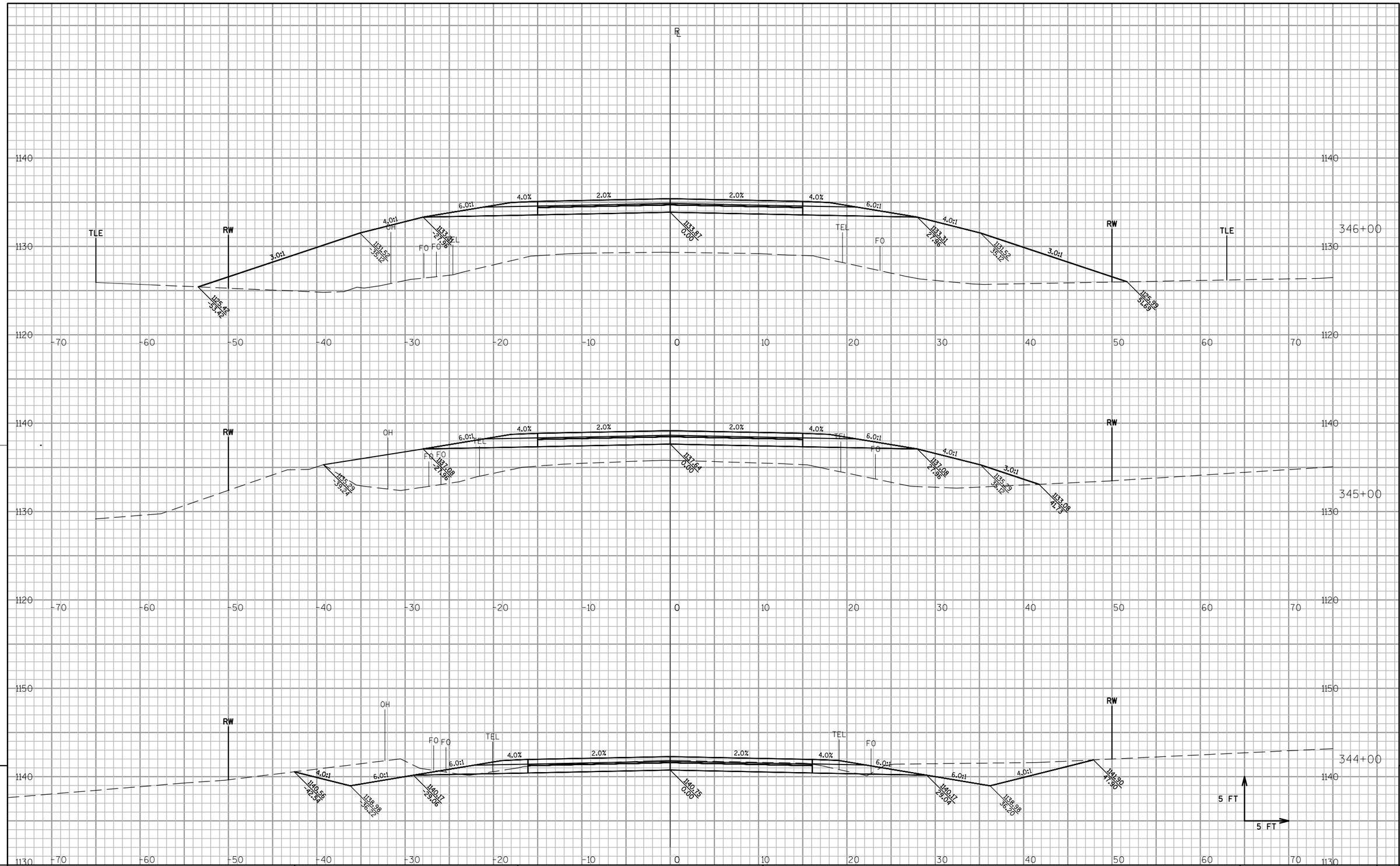
-32.03
1146.60
0.00
339+23
PE LT
5 FT
5 FT



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 286 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:20 PM PLOT BY : HENRYKA PLOT NAME : _____ PLOT SCALE : 1:10_XREF

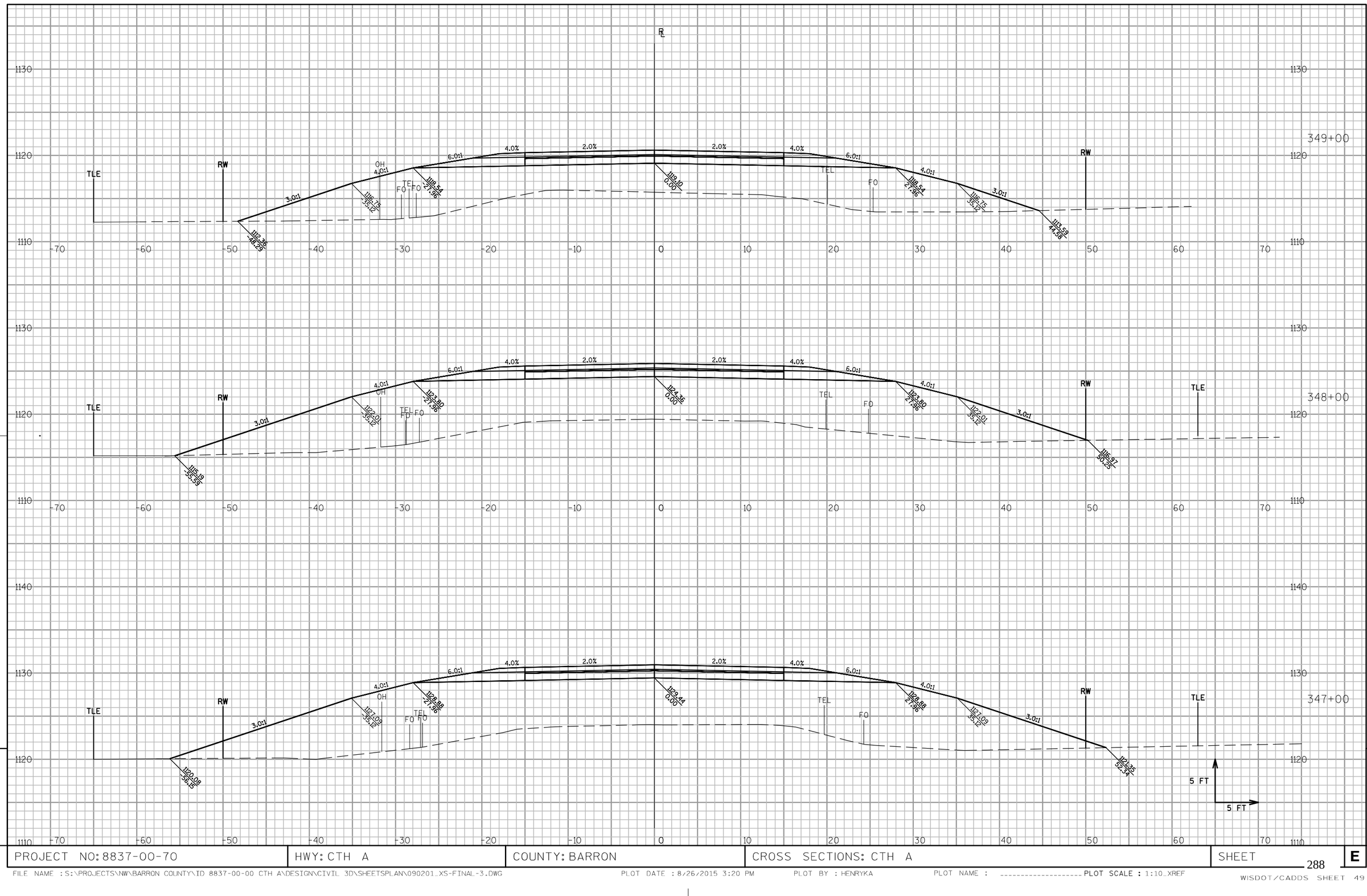
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 287 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:20 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

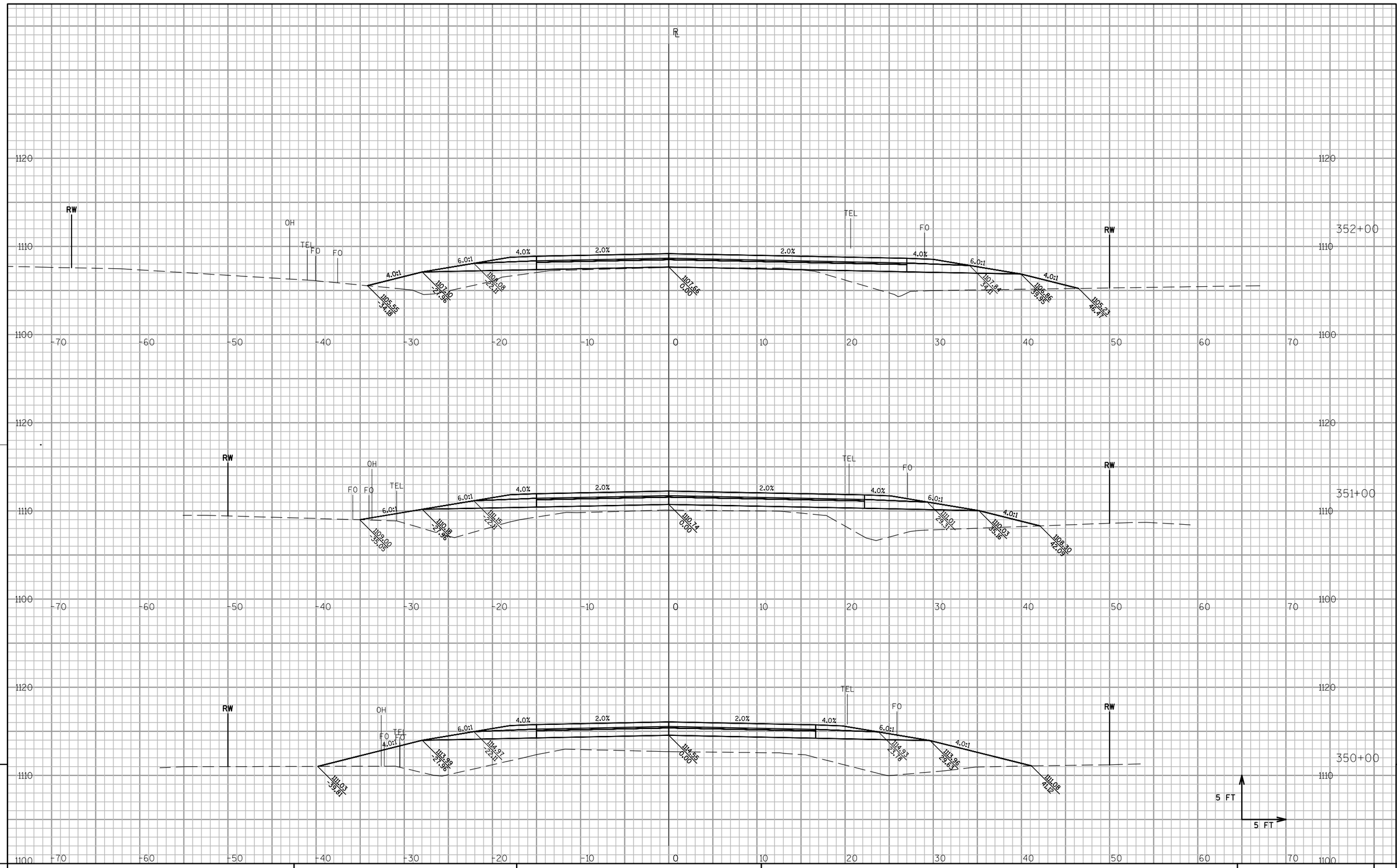
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 288 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:20 PM PLOT BY : HENRYKA PLOT NAME : _____ PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



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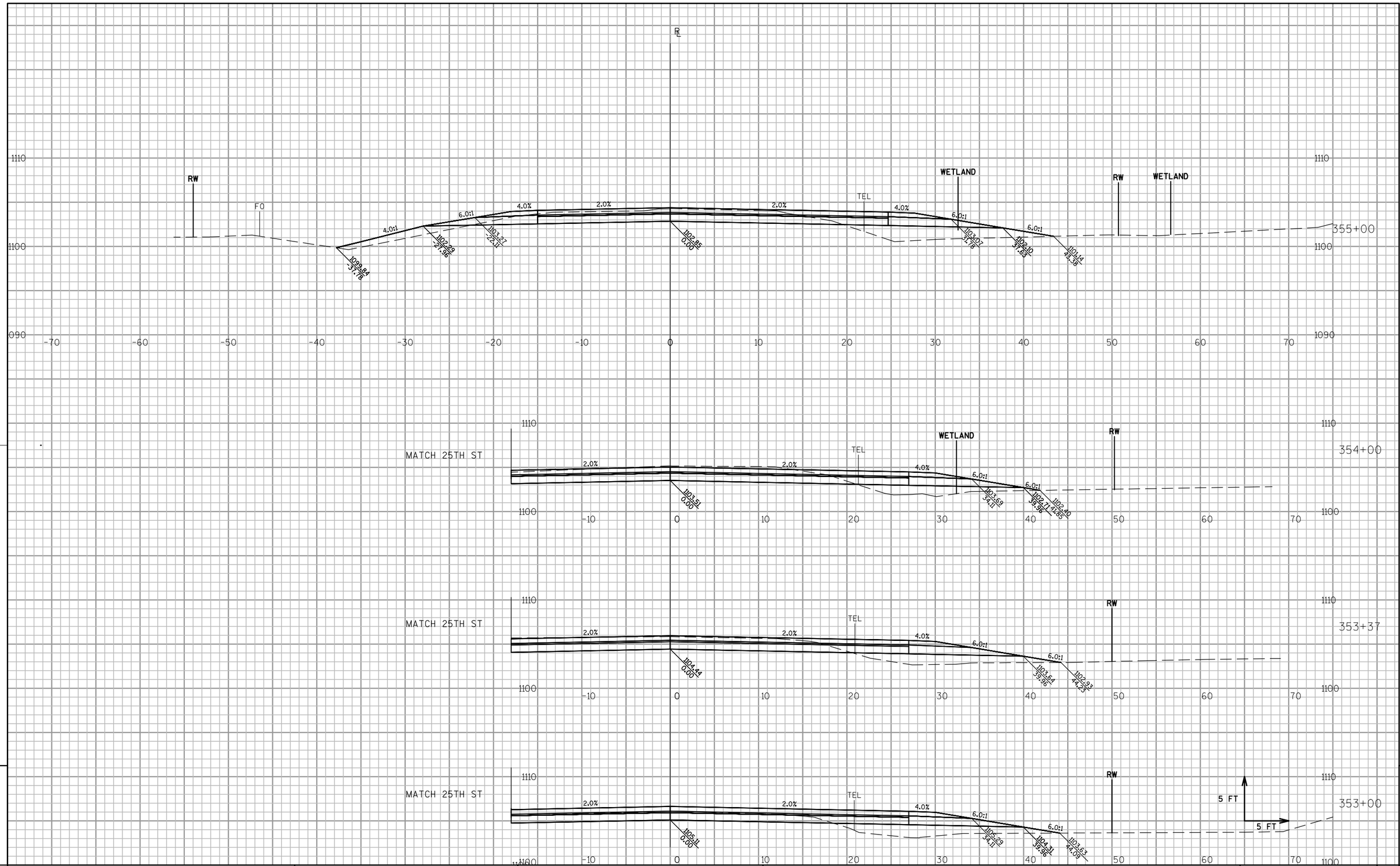
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 289 E



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 290 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:20 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF
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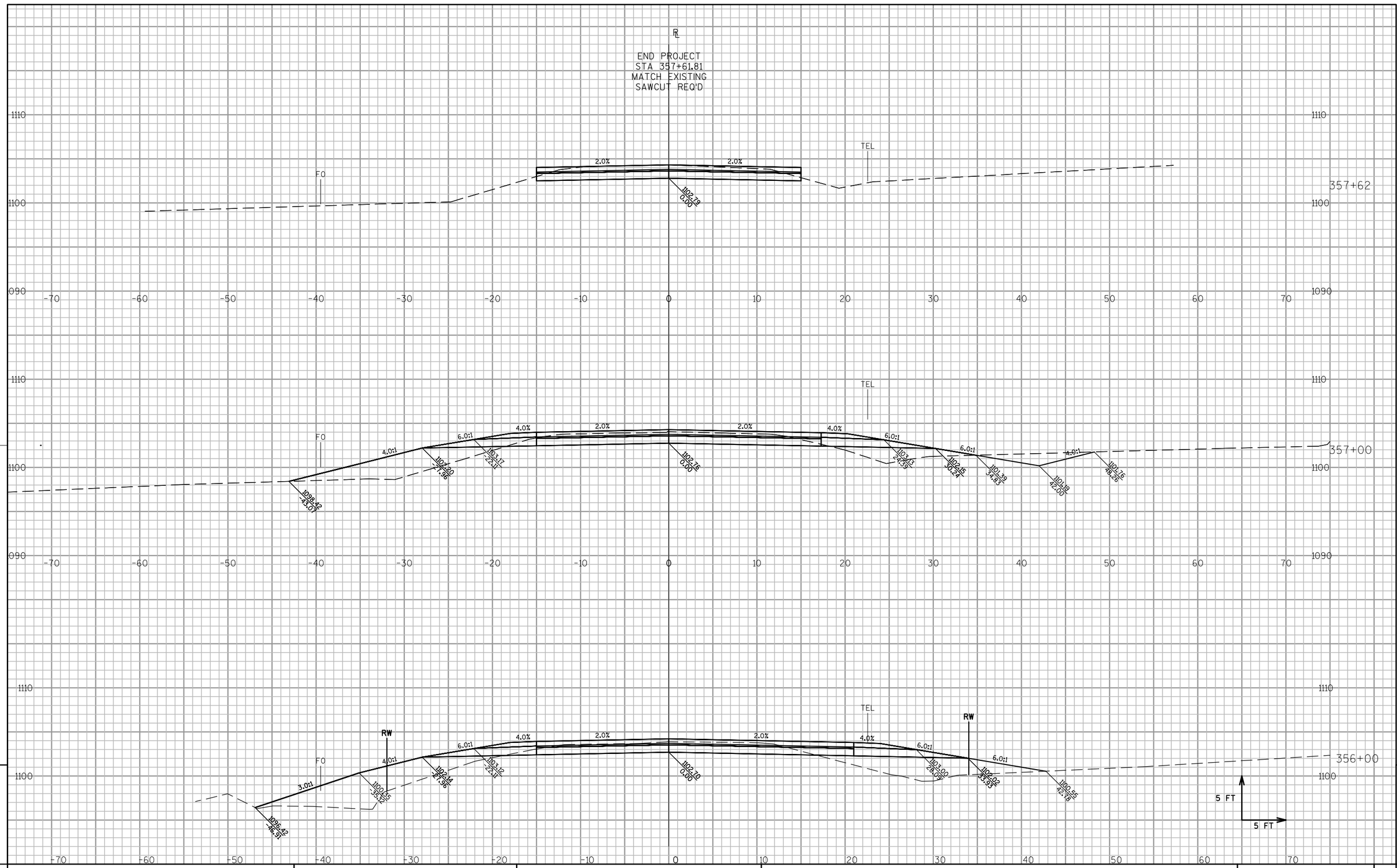
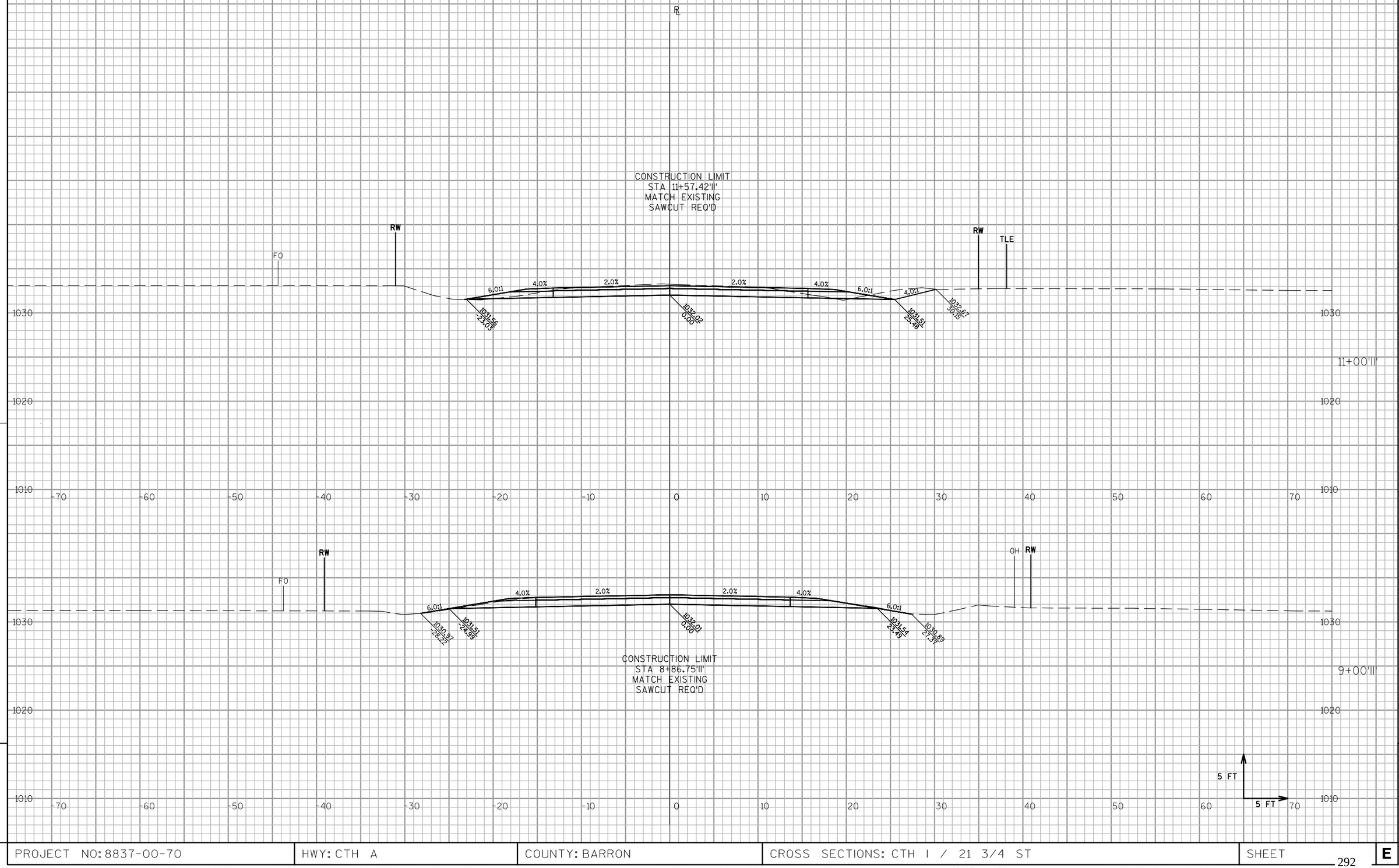


PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A	SHEET 291 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:20 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



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PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH I / 21 3/4 ST	SHEET 292	E

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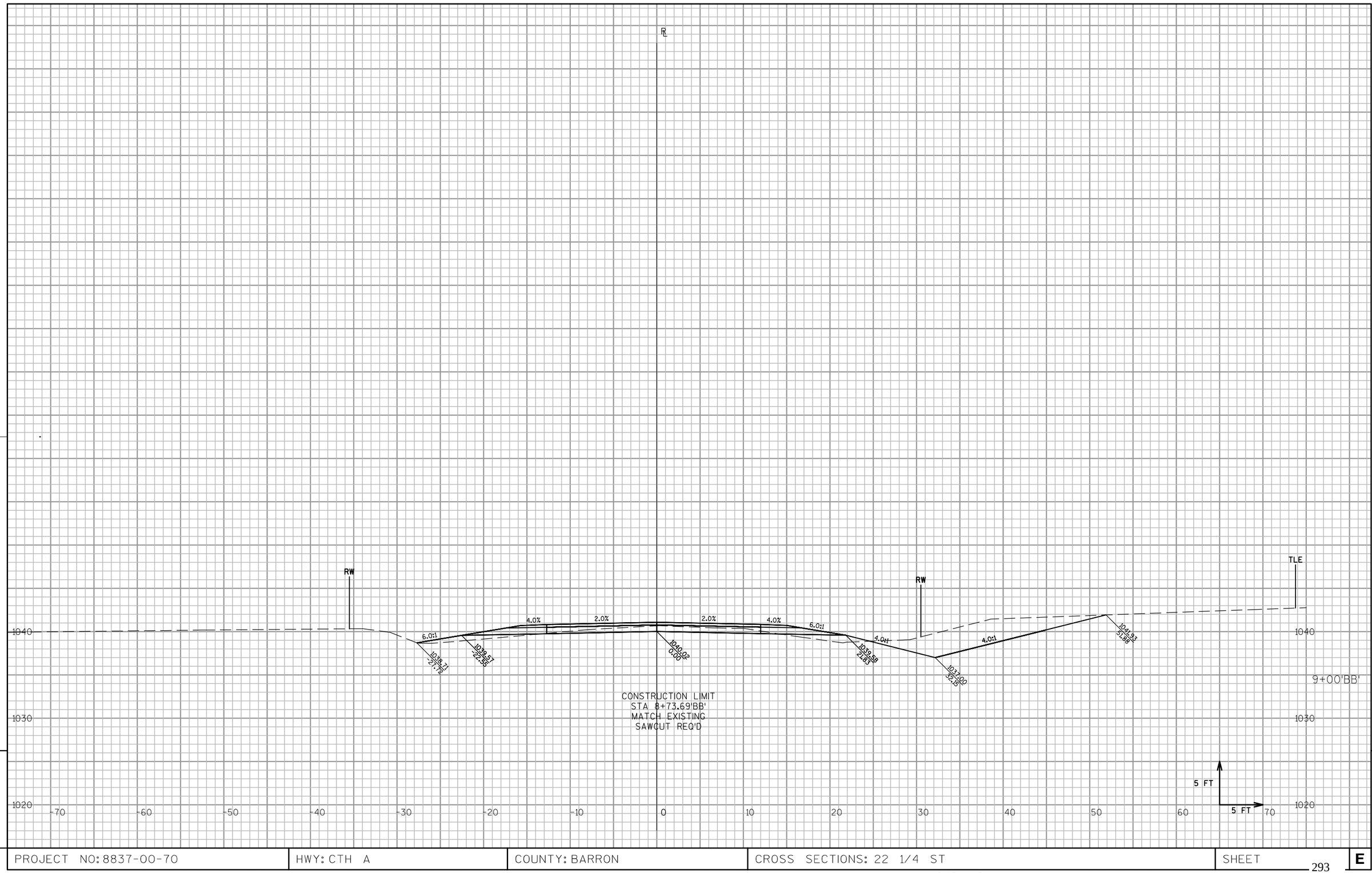
WISDOT/CADDS SHEET 49



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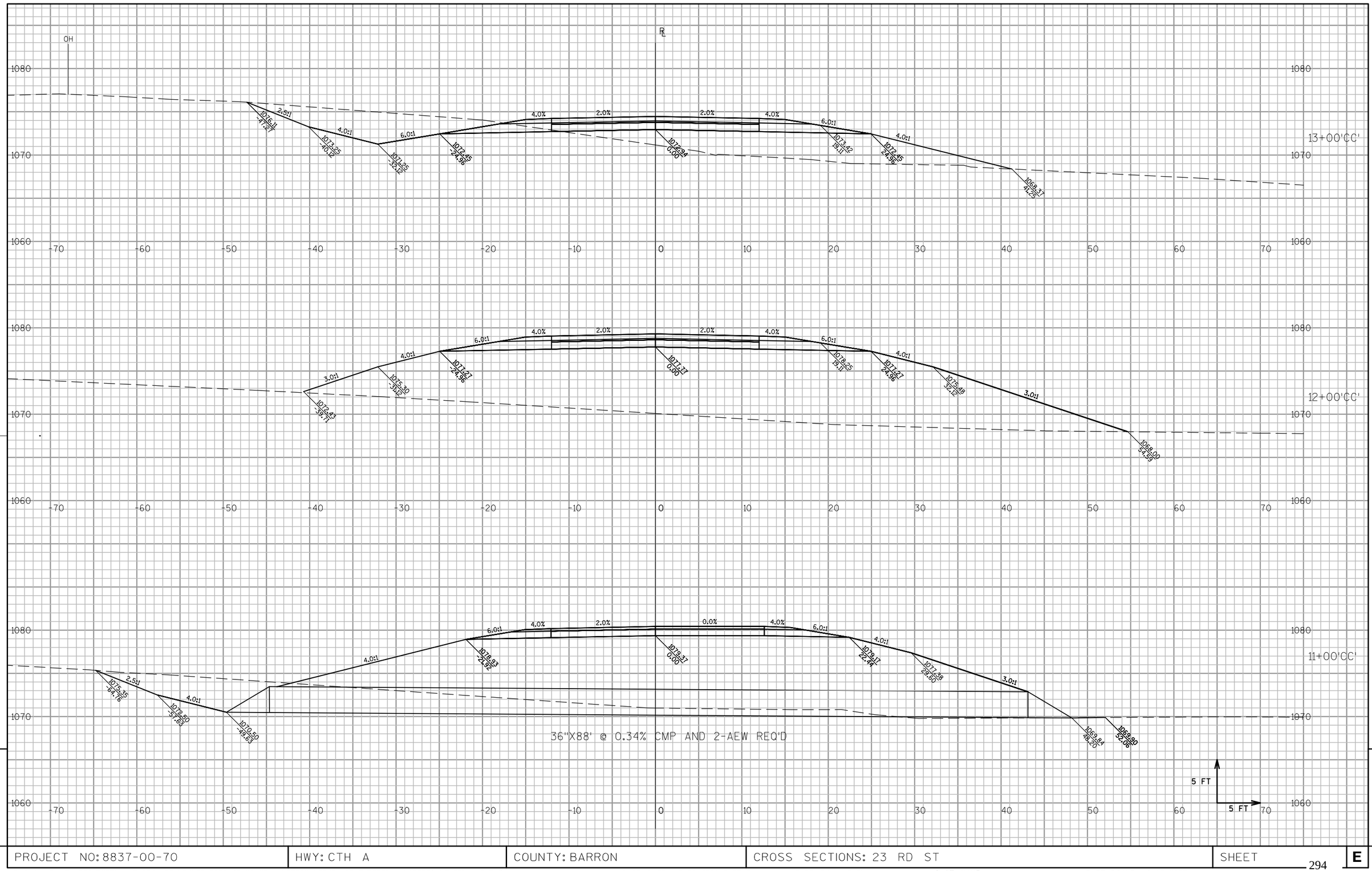
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: 22 1/4 ST	SHEET 293	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:22 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



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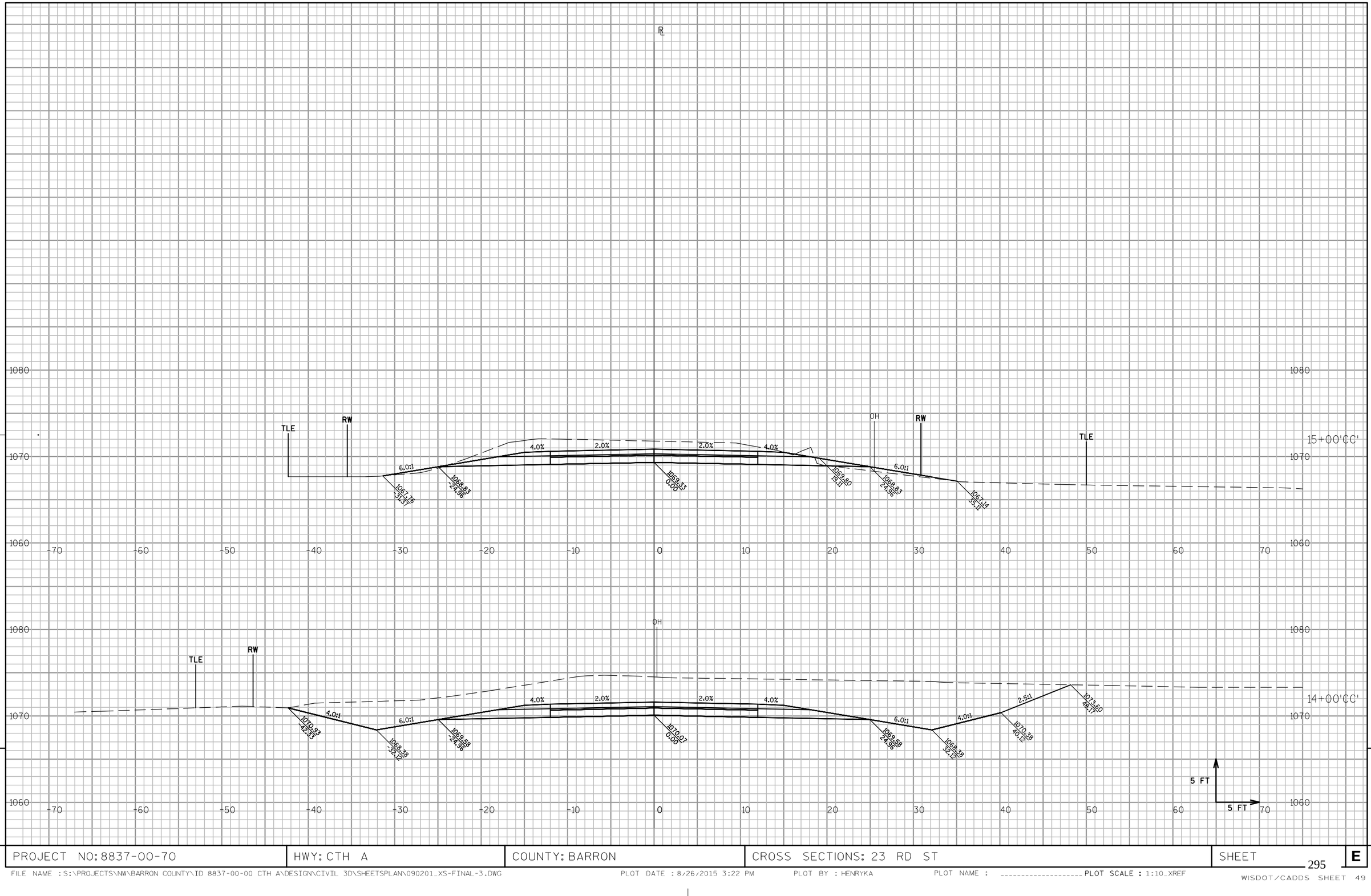
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: 23 RD ST	SHEET	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:22 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49


RL
1080
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1060
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
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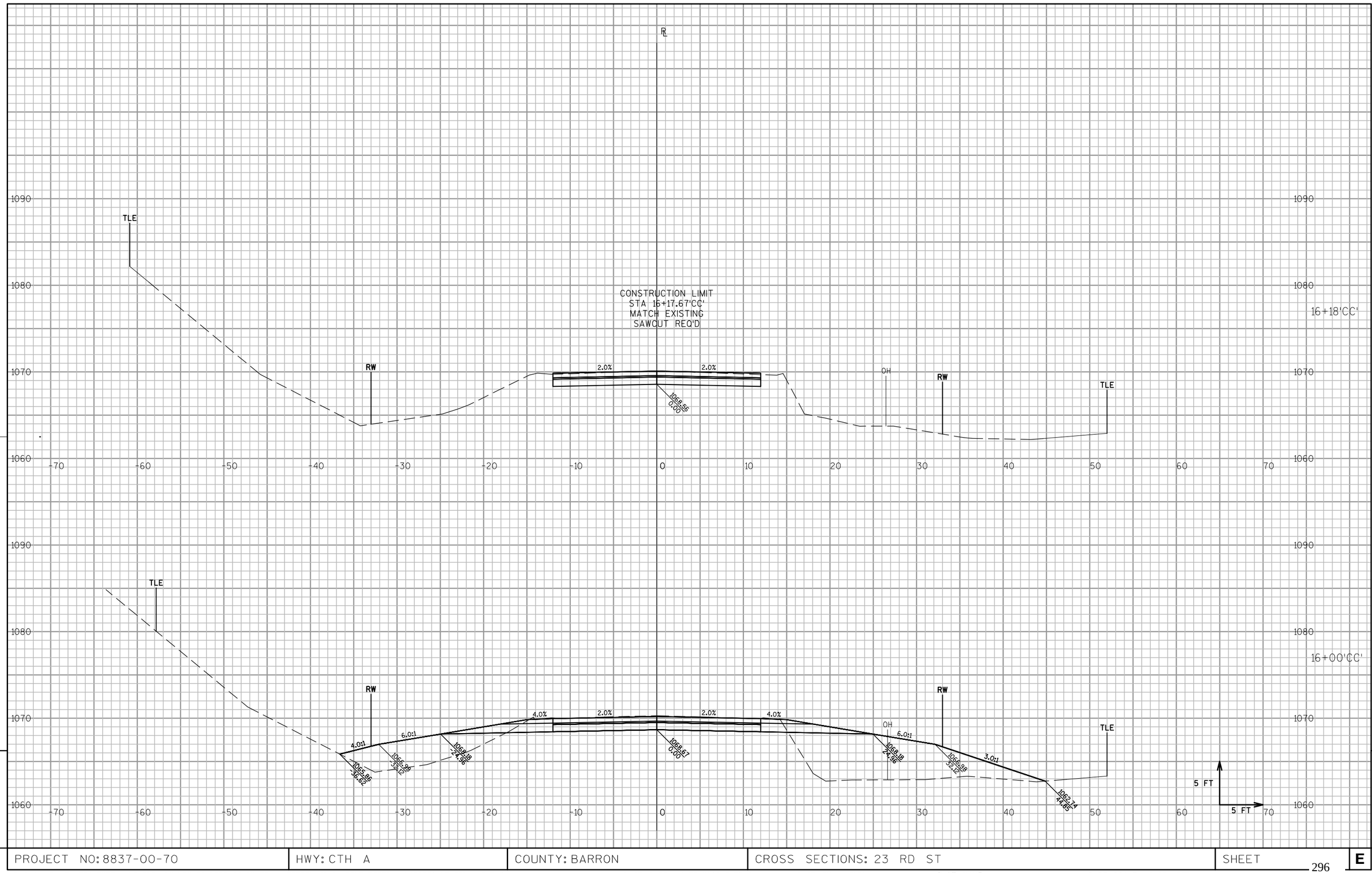
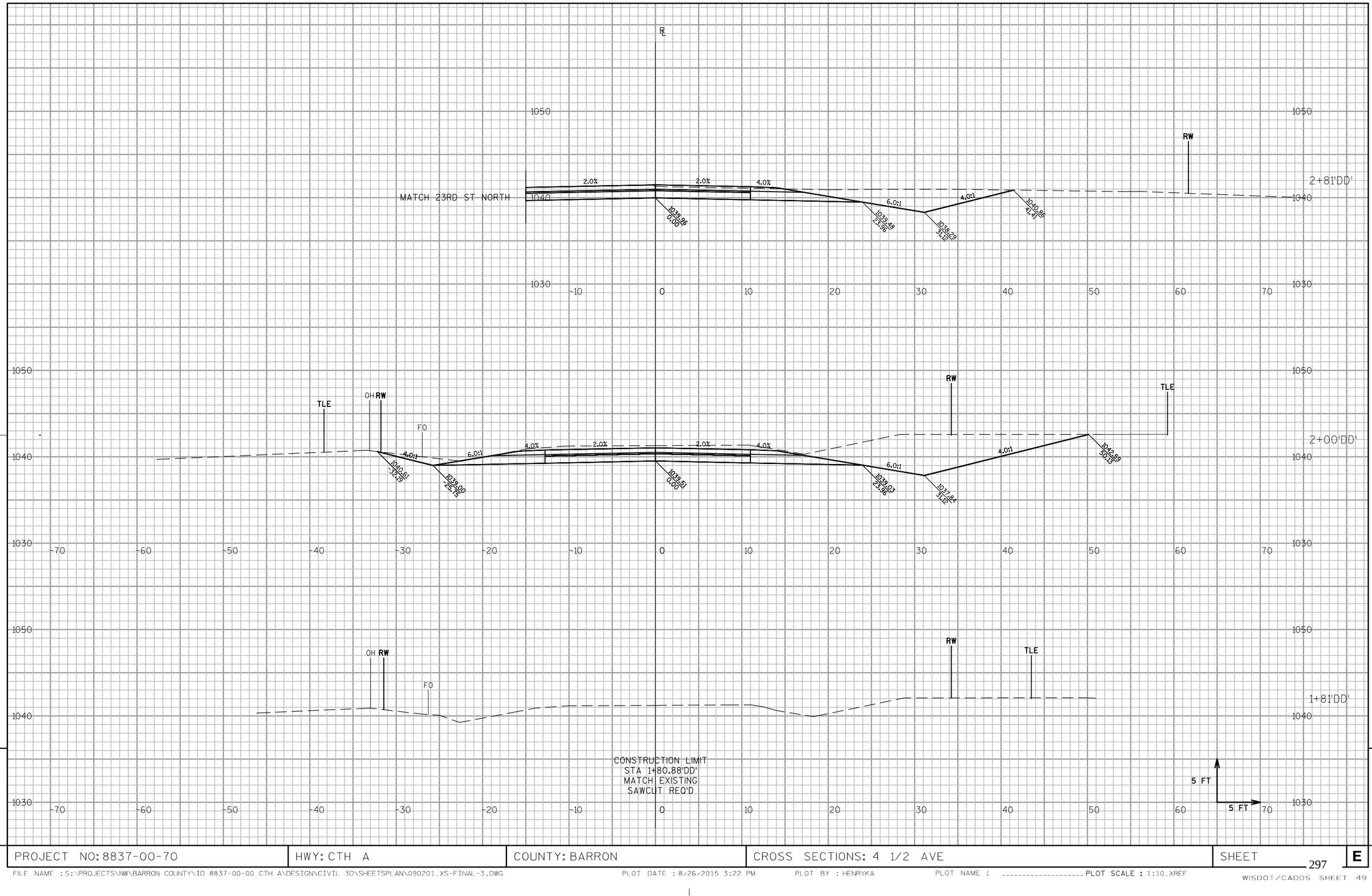
70
TLE
RW
OH
6.0:1
4.0:1
2.5:1
4.0%
2.0%
1067.16
-31.37
1068.83
-24.96
1069.33
0.00
1069.80
19.11
1067.14
35.11
15+00'CC'
1070.93
-42.33
1068.38
-32.12
1069.58
-24.96
1070.07
0.00
1070.38
40.12
1073.60
48.17
14+00'CC'
5 FT
9
E
PROJECT NO: 8837-00-70
HWY: CTH A
COUNTY: BARRON
CROSS SECTIONS: 23 RD ST
SHEET
295
FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG
PLOT DATE : 8/26/2015 3:22 PM
PLOT BY : HENRYKA
PLOT NAME :
PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: 23 RD ST	SHEET 296 E

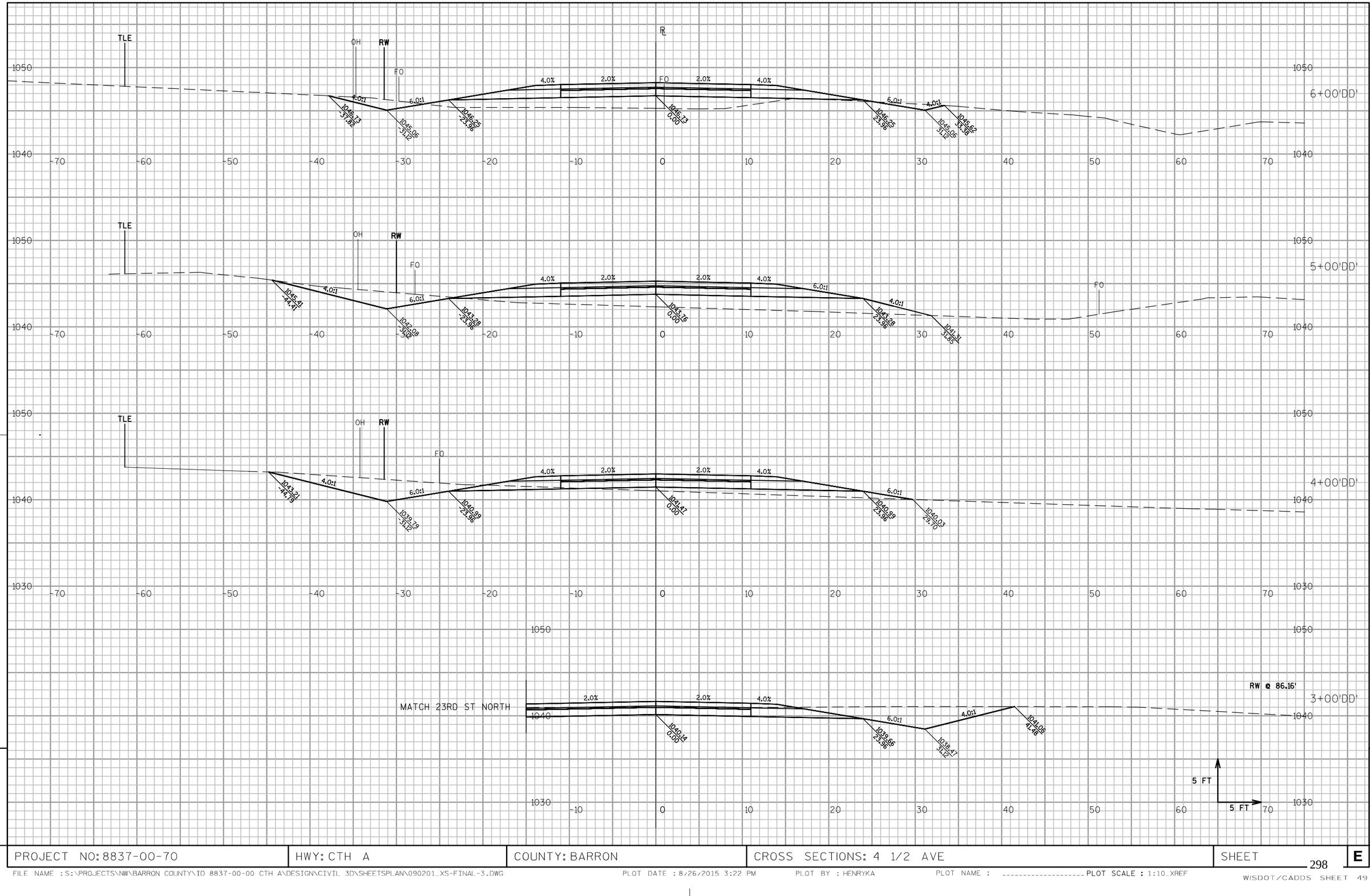
FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:22 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: 4 1/2 AVE	SHEET 297 E

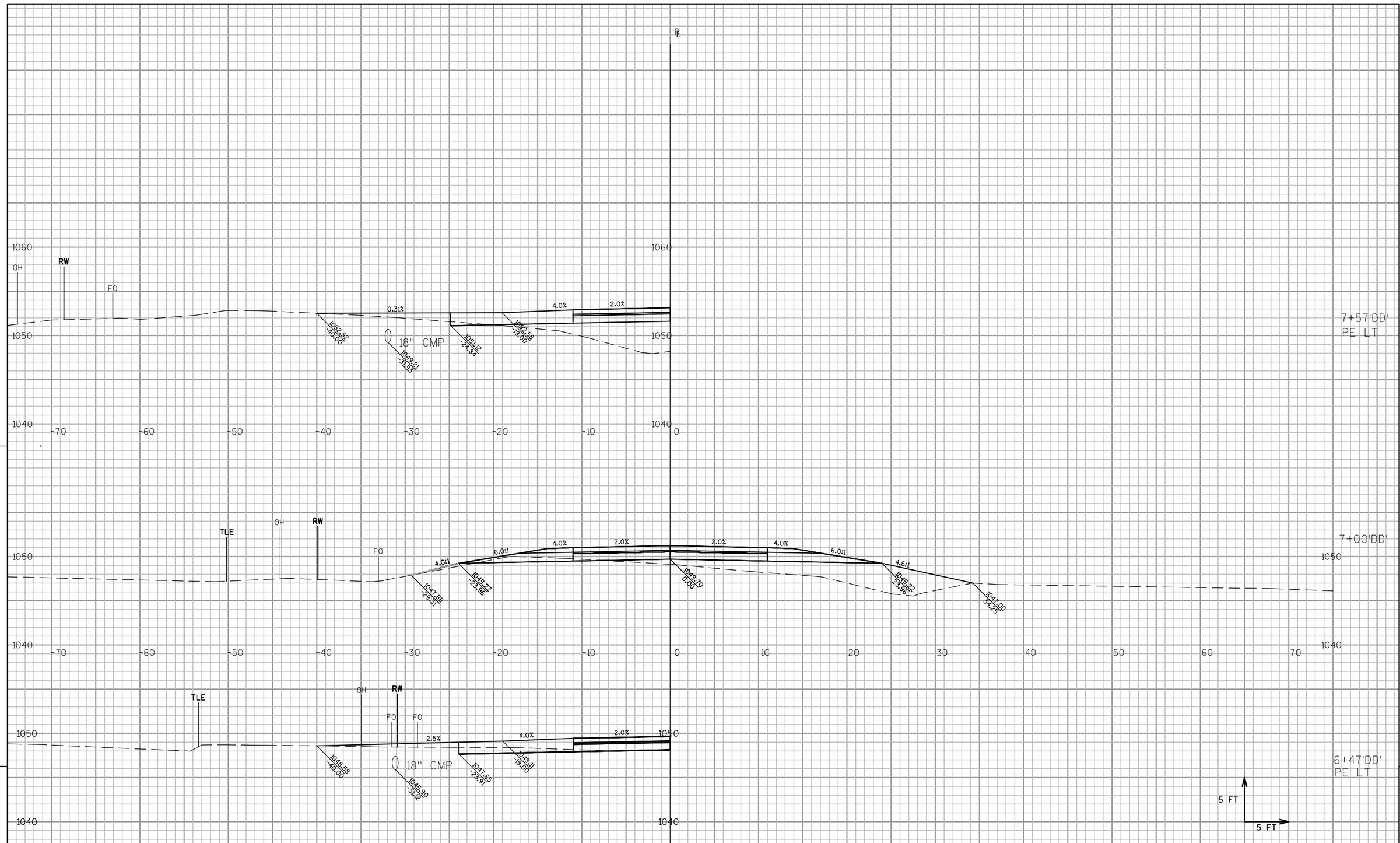
FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:22 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: 4 1/2 AVE	SHEET 298 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:22 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



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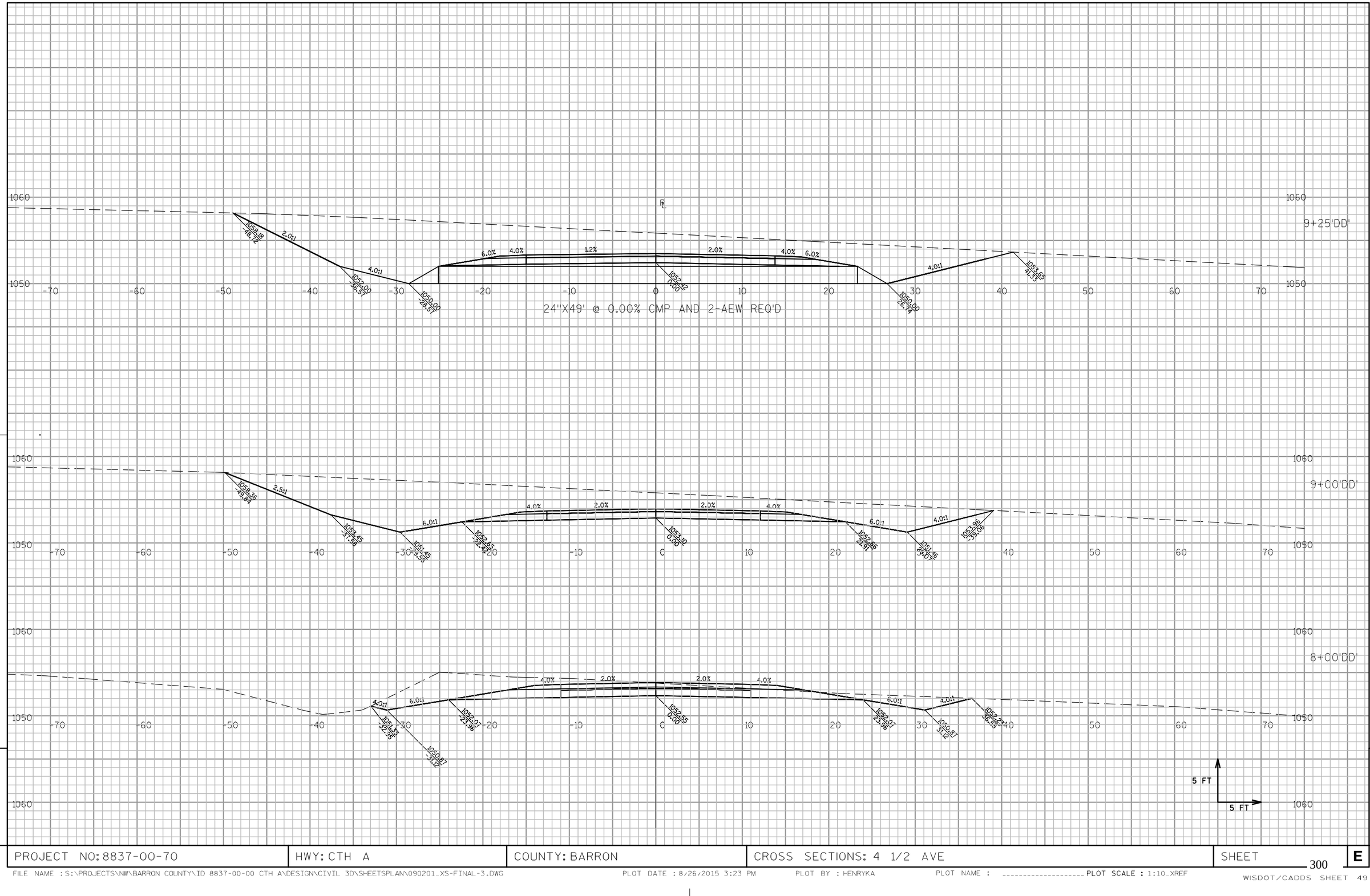
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: 4 1/2 AVE	SHEET 299	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:23 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

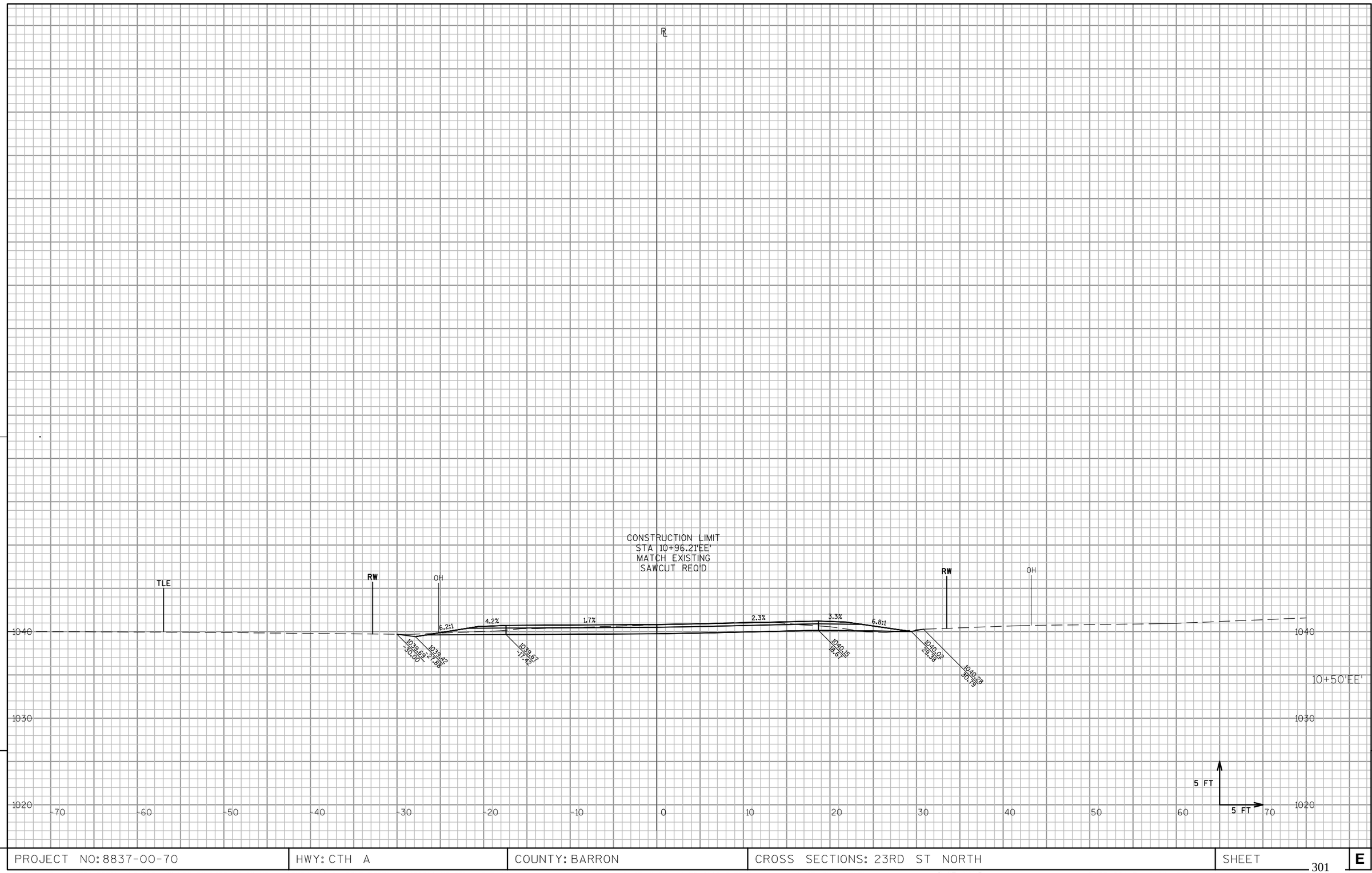
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: 4 1/2 AVE	SHEET 300 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:23 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



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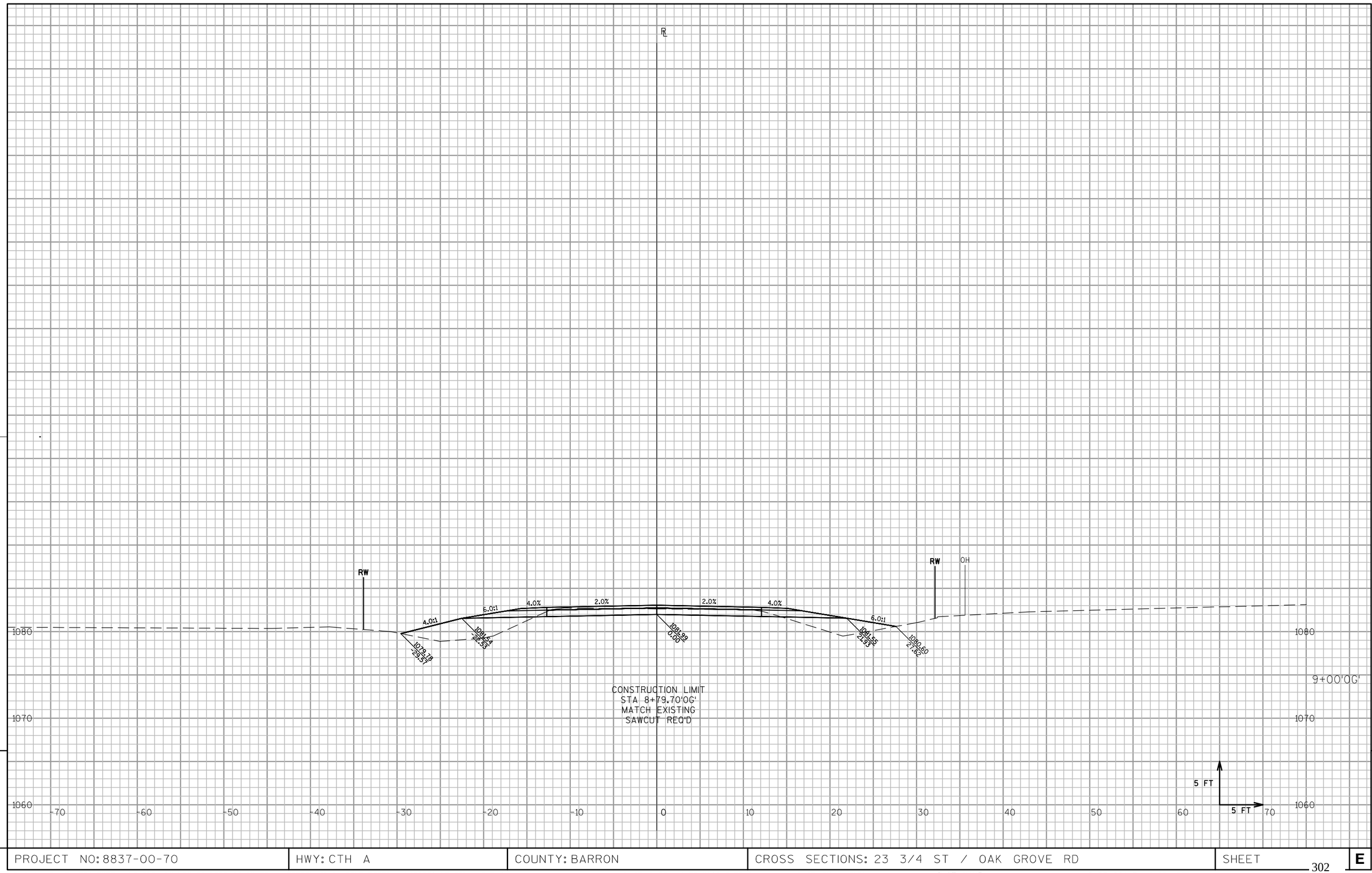
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: 23RD ST NORTH	SHEET 301	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:23 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 49



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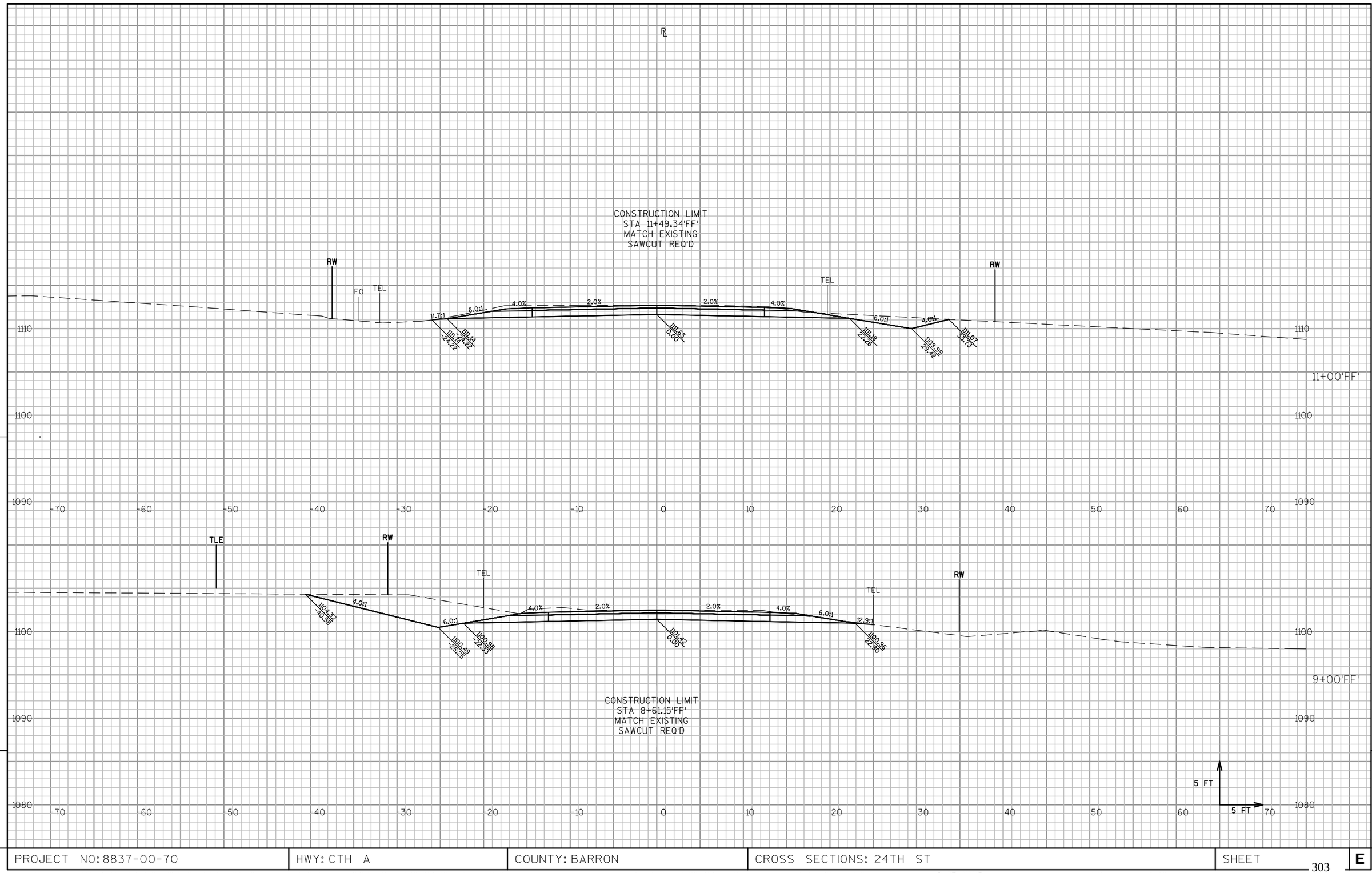
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: 23 3/4 ST / OAK GROVE RD	SHEET 302	E



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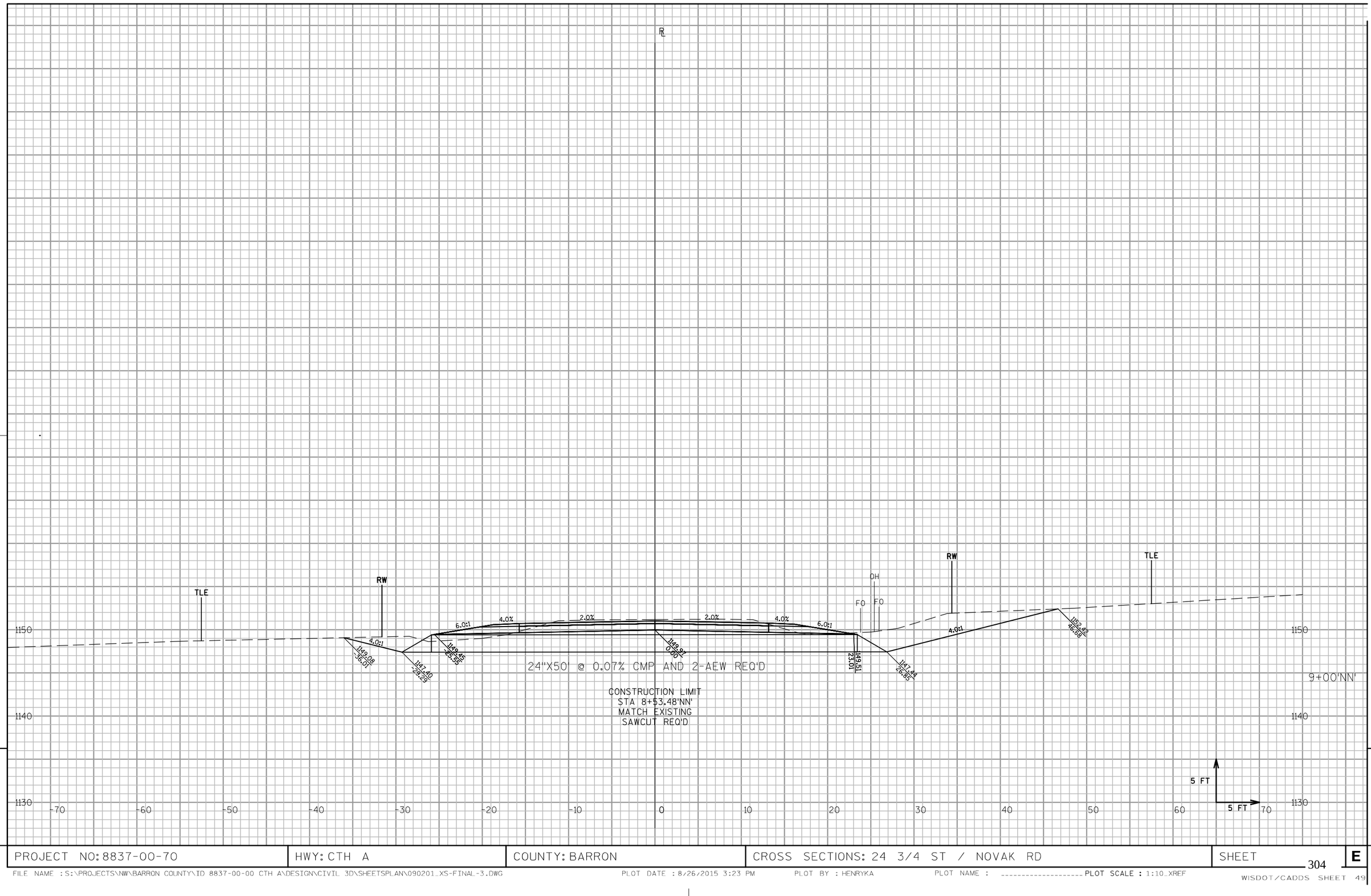
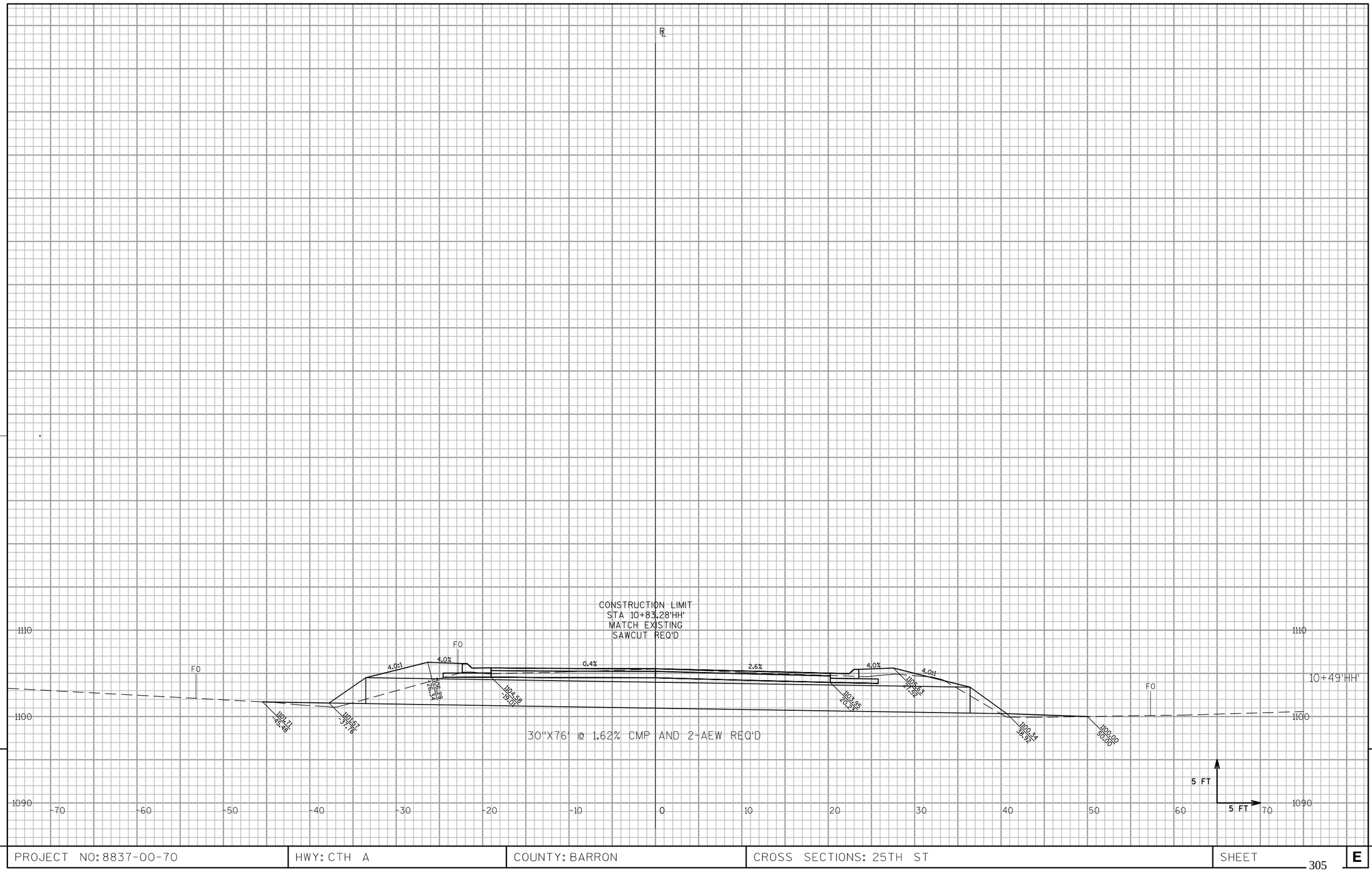
PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: 24TH ST	SHEET 303 E



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: 24 3/4 ST / NOVAK RD	SHEET 304 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:23 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

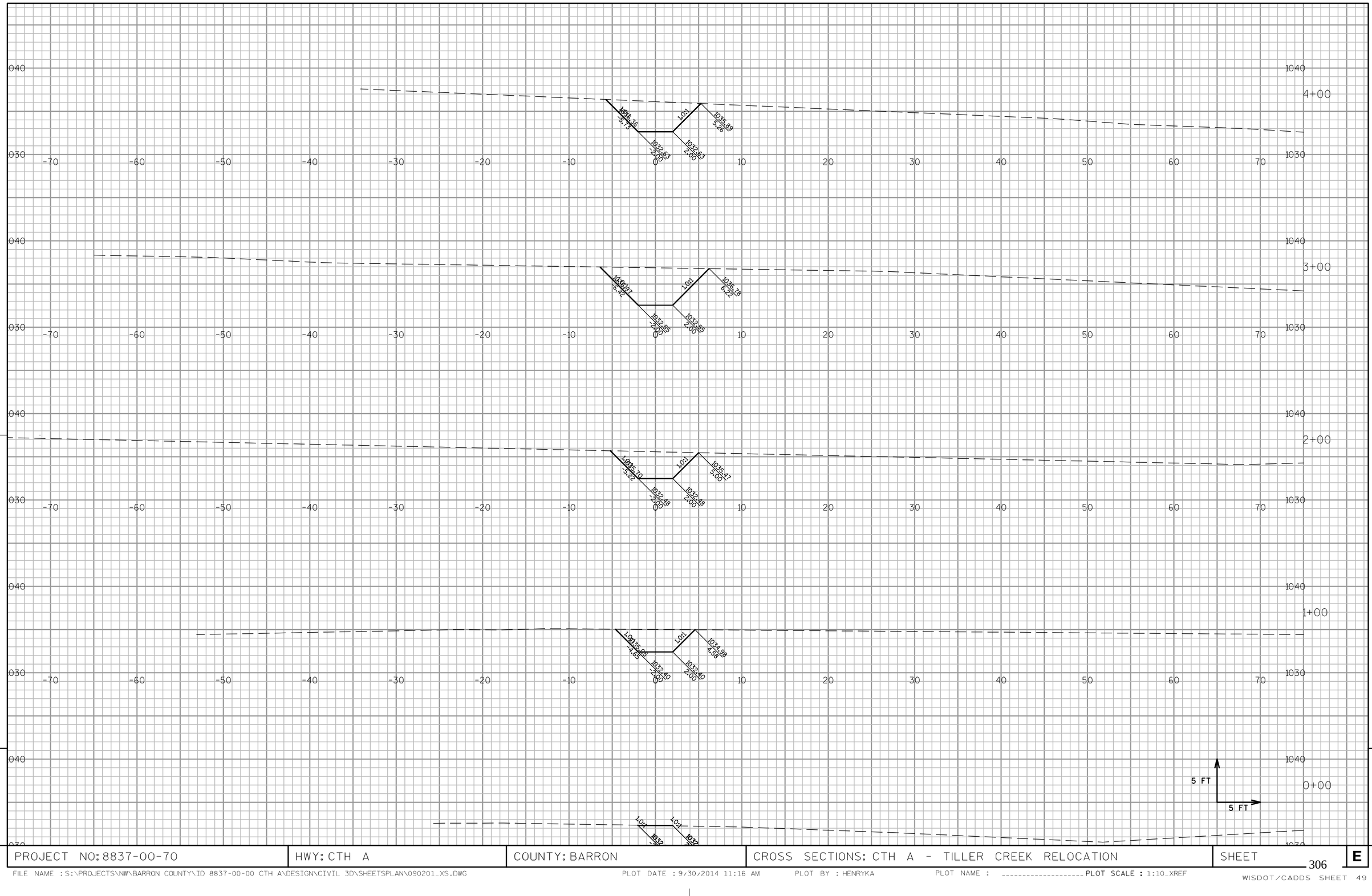
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: 25TH ST	SHEET 305 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS-FINAL-3.DWG PLOT DATE : 8/26/2015 3:23 PM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

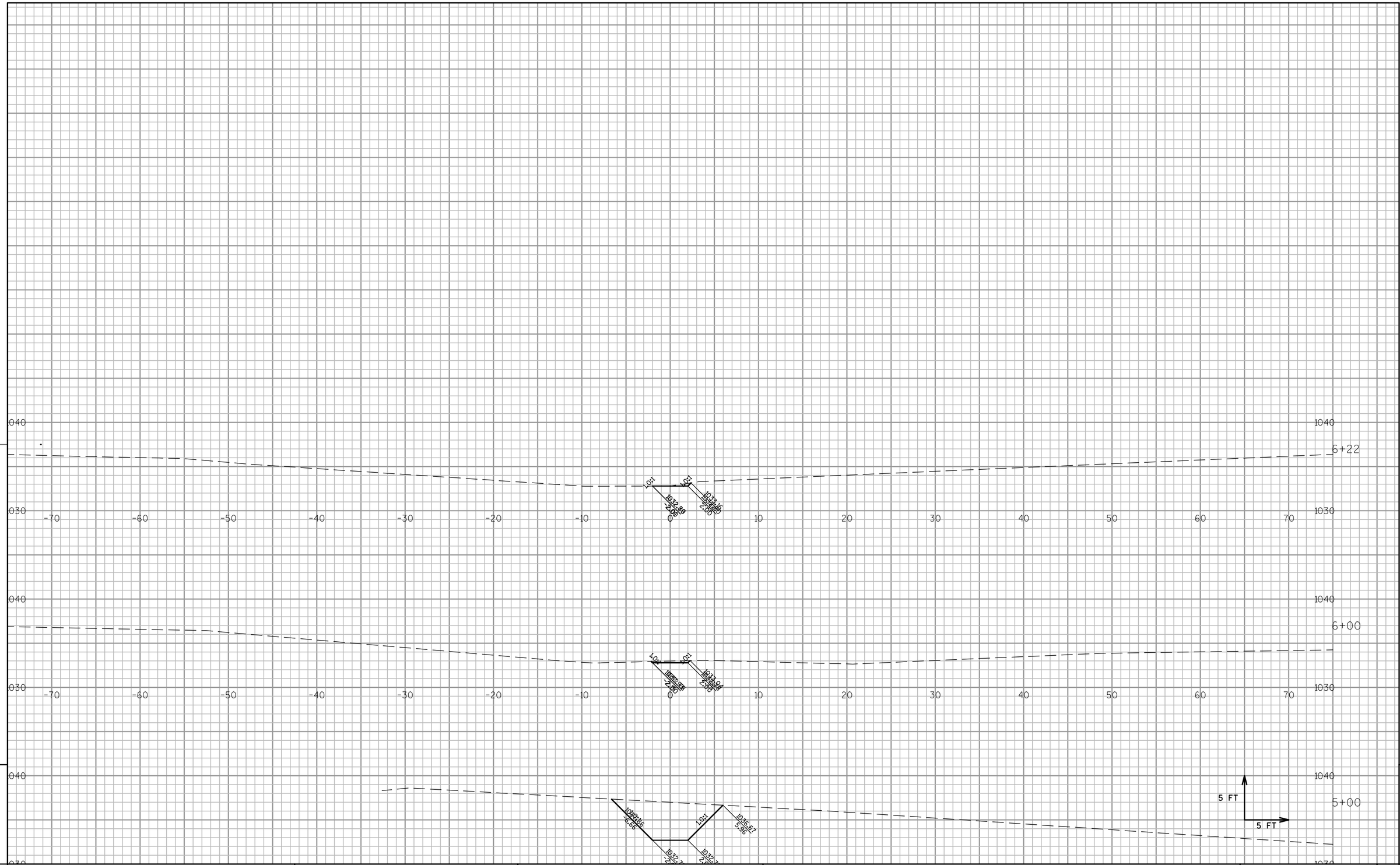
WISDOT/CADDS SHEET 49



PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A - TILLER CREEK RELOCATION	SHEET 306 E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS.DWG PLOT DATE : 9/30/2014 11:16 AM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



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PROJECT NO: 8837-00-70	HWY: CTH A	COUNTY: BARRON	CROSS SECTIONS: CTH A - TILLER CREEK RELOCATION	SHEET 307	E

FILE NAME : S:\PROJECTS\NW\BARRON COUNTY\ID 8837-00-00 CTH A\DESIGN\CIVIL 3D\SHEETSPLAN\090201_XS.DWG PLOT DATE : 9/30/2014 11:16 AM PLOT BY : HENRYKA PLOT NAME : ---------- PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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through innovation and exceptional service.

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