NWL MAR 2017

PROJECT ID: 8896-05-72
WITH: 8896-05-73

COUNTY: TAYLOR

36

ORDER OF SHEETS

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

TOTAL SHEETS = 234

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STH 73 - STH 13

(BRUSH CREEK ROAD TO WINTER SPORTS ROAD) (WINTER SPORTS ROAD TO RICHTER ROAD)

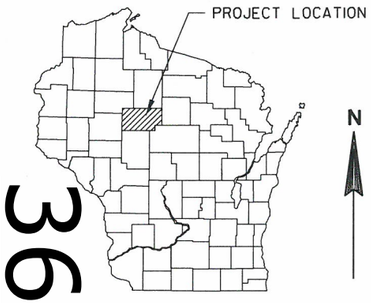
CTH M
TAYLOR COUNTY

STATE PROJECT NUMBER
8896-05-72

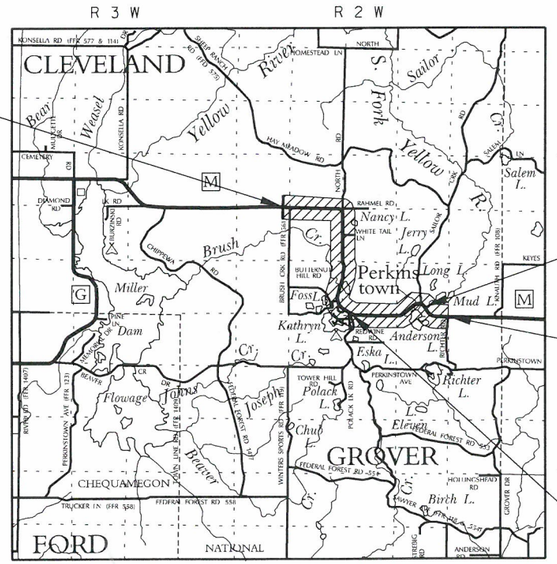
CTH M
TAYLOR COUNTY

STATE PROJECT NUMBER
8896-05-73

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
8896-05-72	WISC 3009002	1
8896-05-73	WISC 2017124	1



BEGIN PROJECT 8896-05-72
STA 234+00.00
Y=374154.892
X=574038.405



EXCEPTION TO NET CENTERLINE LENGTH
STA 476+16.89 TO STA 476+53.33
STR B-60-114

END PROJECT 8896-05-73
STA 505+26.00

END PROJECT 8896-05-72
BEGIN PROJECT 8896-05-73
STA 397+19.02

DESIGN DESIGNATION

A.A.D.T. 2016	=	900
A.A.D.T. 2036	=	1170
D.H.V.	=	6%
D.D.	=	60/40
T.	=	7.1%
DESIGN SPEED	=	55 MPH
ESALS	=	160,000

CONVENTIONAL SYMBOLS

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

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

LAYOUT
SCALE 0 1.0 MI

TOTAL NET LENGTH OF CENTERLINE = 3.091 MI PROJECT 8896-05-72
TOTAL NET LENGTH OF CENTERLINE = 2.040 MI PROJECT 8896-05-73
5.131 MI TOTAL

Coordinates on this plan are referenced to the Wisconsin County Coordinate System (WCCS), Taylor County.

ACCEPTED FOR
COUNTY of TAYLOR
10-12-16 DATE: Jarrod Starren

ORIGINAL PLANS PREPARED BY:

WISCONSIN
JARROD S. STARREN
38465
EAU CLAIRE, WI
PROFESSIONAL ENGINEER
10-17-16

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
Surveyor: SEH
Designer: SEH
Management Consultant: KNIGHT E/A, INC
C.O. Examiner:

APPROVED FOR THE DEPARTMENT
DATE: 11/1/16 Ryan B McKane
(Management Consultant Signature)

E

STANDARD ABBREVIATIONS

AECPRC	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
AECPS	APRON ENDWALL FOR CULVERT PIPE STEEL
EAT	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
EOR	END POINT OF RADIUS
FC	FACE OF CURB
CWT	HUNDREDWEIGHT
MOR	MID POINT OF RADIUS
PVRC	POINT OF VERTICAL REVERSE CURVE
QOR	QUARTER POINT OF RADIUS

GENERAL NOTES

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE APPROXIMATE USGS DATUM.

WHEN THE QUANTITY OF BASE AGGREGATE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, 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 IS 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.

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. REMOVAL LIMITS WILL BE DETERMINED BY THE ENGINEER.

THE LOCATION OF BEAM GUARD WILL BE DETERMINED BY THE ENGINEER.

WETLANDS ARE PRESENT THROUGHOUT THE PROJECT LIMITS. THE CONTRACTOR MUST KEEP ALL MOTORIZED EQUIPMENT INSIDE SLOPE INTERCEPTS TO INSURE THAT THE WETLANDS REMAIN UNDISTURBED.

THE LOCATION AND QUANTITY OF EROSION CONTROL DEVICES WILL BE INSTALLED PER PLAN OR AS THE ENGINEER DIRECTS IN ORDER TO FIT FIELD CONDITIONS.

ASPHALTIC WEIGHTS WERE CALCULATED USING 112 LBS/(SY-IN).

DISTURBED AREAS WITHIN THE RIGHT OF WAY LIMITS ARE TO BE SALVAGED TOPSOILED, FERTILIZED, SEEDED, AND MULCHED AS DIRECTED BY THE ENGINEER.

CULVERT PIPE ELEVATIONS SHOWN IN CROSS SECTIONS ARE AT THE END OF PIPE. VERIFY ALL ELEVATIONS AND LENGTHS BEFORE ORDERING PIPE. PIPES ARE TO MATCH EXISTING DITCHES EXCEPT WHERE IT IS EXPRESSLY NOTED TO LOWER THE PIPE.

UTILITY CONTACTS

TDS TELECOM
10 COLLEGE AVENUE
SUITE 218A
APPLETON, WI 54911
TELEPHONE: 920.882.4166
ATTENTION: STEVE JAKUBIEC
EMAIL: STEVE.JAKUBIEC@TDSTELECOM.COM

CLARK ELECTRIC COOPERATIVE
P.O. BOX 190
124 NORTH MAIN STREET
GREENWOOD, WI 54437
TELEPHONE: 715-267-6188 EXT. 235
ATTENTION: KEVIN STERLAND
EMAIL: KSTERLAND@CECOOP.COM

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

** NOT A MEMBER OF DIGGERS HOTLINE

DESIGN CONTACT

SEH
10 NORTH BRIDGE STREET
CHIPPEWA FALLS, WI 54729
TELEPHONE: 715.720.6200
ATTENTION: DAN GUSTAFSON
EMAIL:DGUSTAFSON@SEHINC.COM

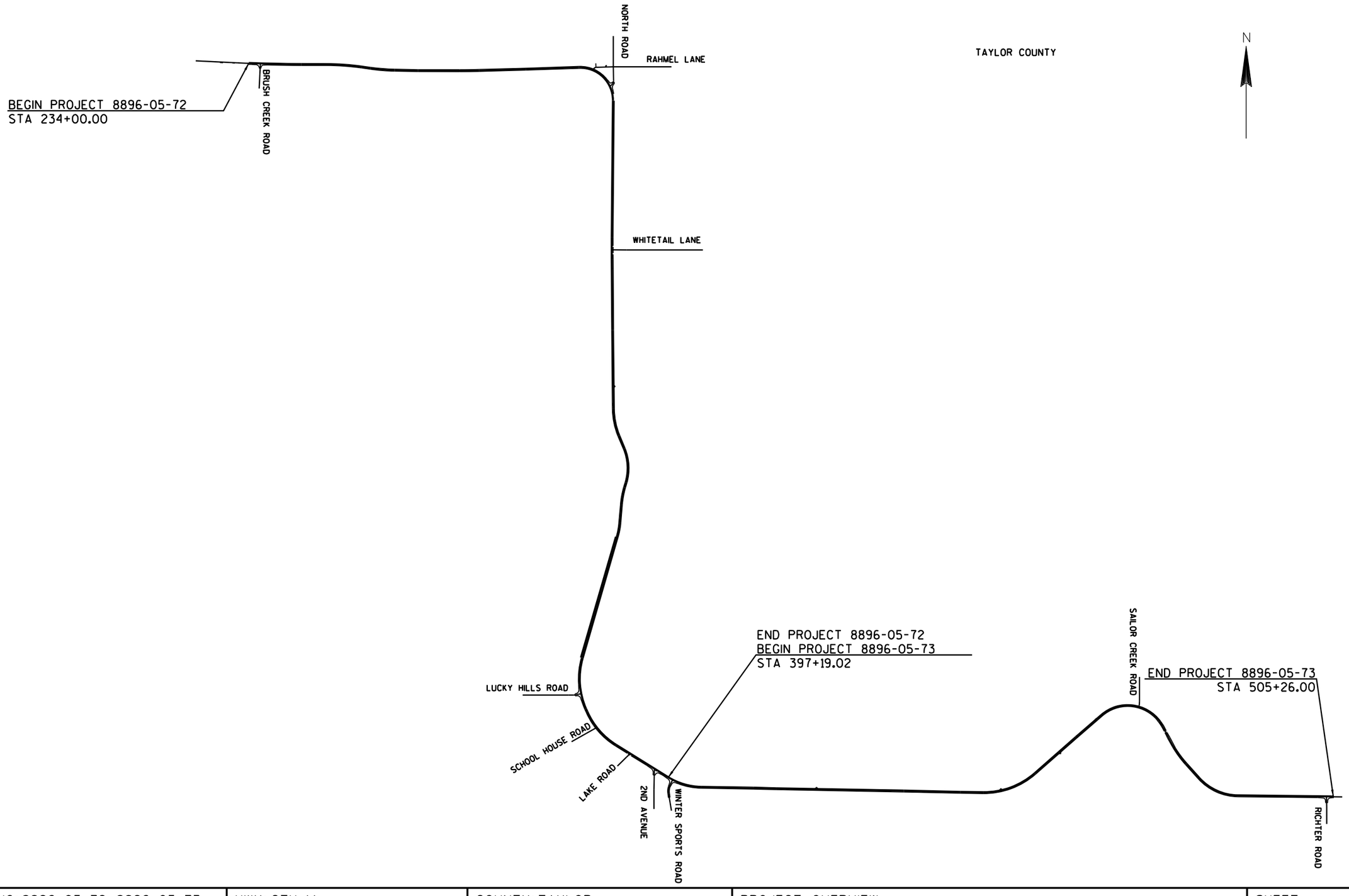
WDNR CONTACT

DNR NORTHERN REGION HQ
107 SUTLIFF AVENUE
RHINELANDER, WI 54501
TELEPHONE: 715.365.8916
ATTENTION: JON SIMONSEN
EMAIL: JONATHAN.SIMONSEN@WISCONSIN.GOV

MUNICIPALITY CONTACT

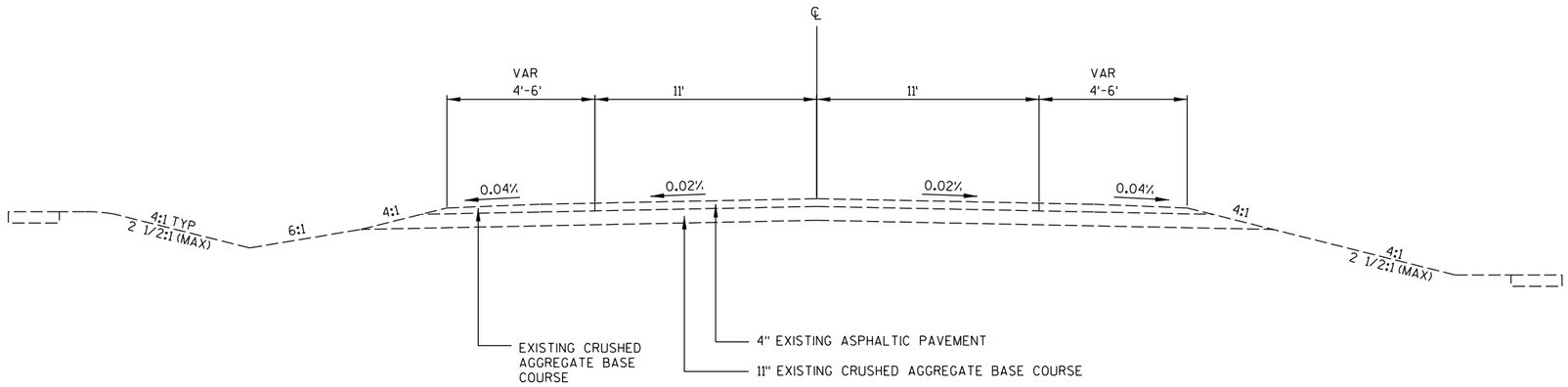
TAYLOR COUNTY HIGHWAY DEPARTMENT
208 NORTH 8TH STREET
P.O. BOX 89
MEDFORD, WI 54451
TELEPHONE: 715.748.2456
ATTENTION: JESS SACKMAN
EMAIL: JESS.SACKMAN@CO.TAYLOR.WI.US

2



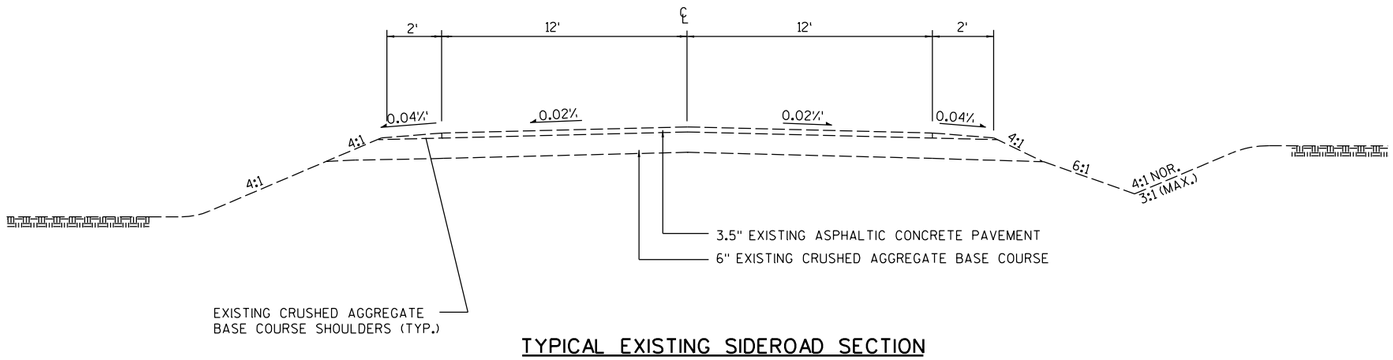
PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PROJECT OVERVIEW	SHEET 3	E

2



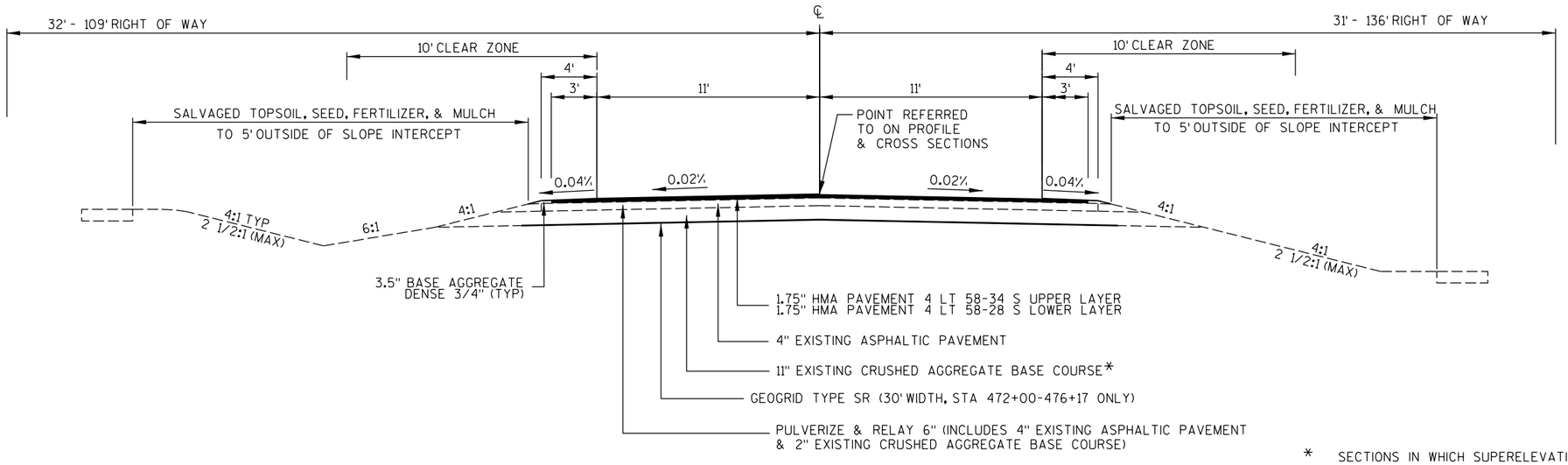
TYPICAL EXISTING SECTION

CTH M
STA 234+00 TO STA 505+26.00



TYPICAL EXISTING SIDEROAD SECTION

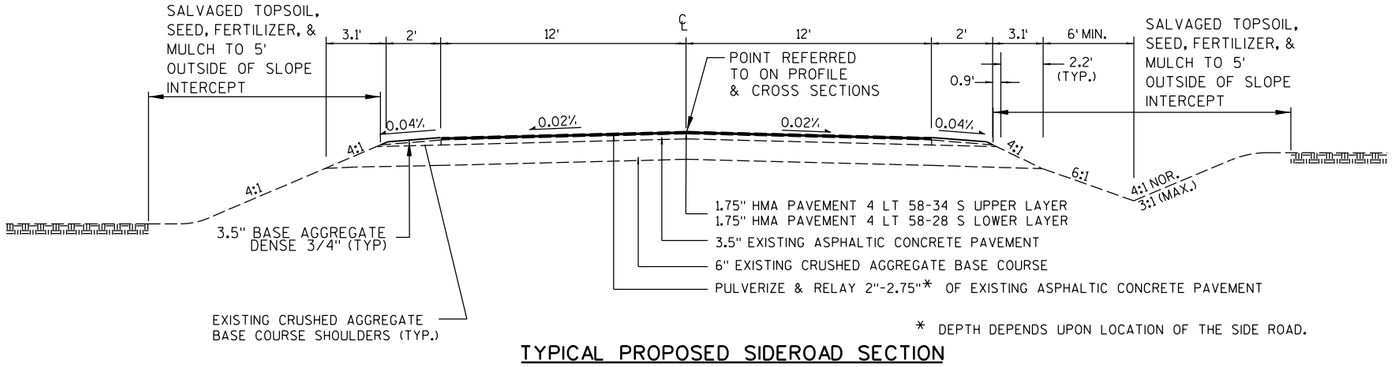
PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	TYPICAL SECTIONS	SHEET 4	E



* SECTIONS IN WHICH SUPERELEVATION IS TO BE MODIFIED, 1¼-INCH CABC WILL BE USED FOR WEDGING. SEE MISCELLANEOUS QUANTITES AND CROSS SECTIONS.

TYPICAL PROPOSED SECTION

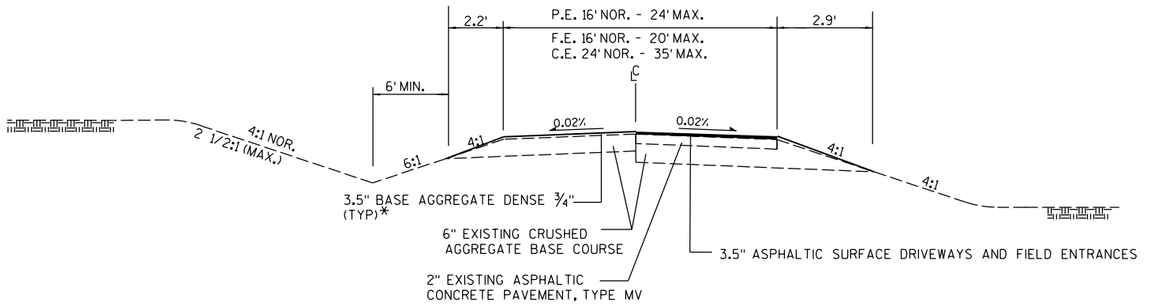
CTH M
STA 234+00.00 TO STA 476+16.89
STA 476+53.33 TO STA 505+26.00



* DEPTH DEPENDS UPON LOCATION OF THE SIDE ROAD.

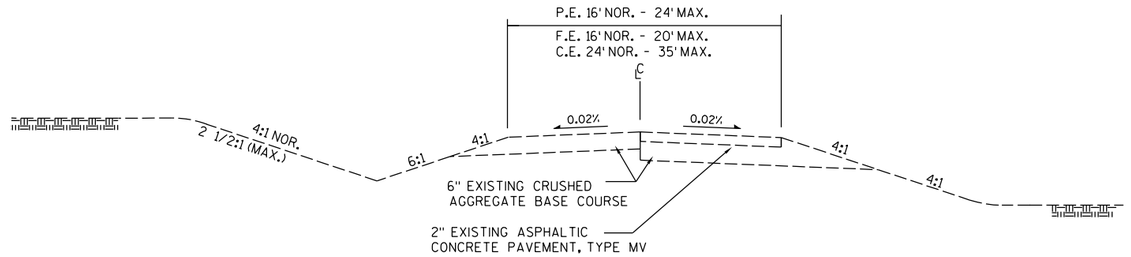
TYPICAL PROPOSED SIDEROAD SECTION

PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	TYPICAL SECTIONS	SHEET 5	E

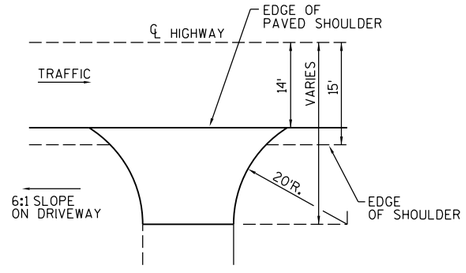


TYPICAL PROPOSED P.E. SECTION

*SEE PLAN FOR EACH P.E. PAVEMENT TYPE



TYPICAL EXISTING P.E. SECTION



PLAN VIEW

(PAVED SHOULDER ON HIGHWAY)

PROPOSED RURAL DRIVEWAY INTERSECTION DETAIL

SUPERELEVATION TRANSITION POINTS

STATION	TYPE	LEFT	RIGHT	SHOULDER LEFT	SHOULDER RIGHT
49+95.43	Sh_End NC	-0.0200	-0.0200	-0.0500	-0.0500
50+72.15	End NC	-0.0200	-0.0200	-0.0200	-0.0500
51+23.30	Zero Super	0.0000	-0.0200	0.0000	-0.0500
51+74.44	Rev. Crown	0.0200	-0.0200	0.0200	-0.0500
52+51.16	Sh. Trans.	0.0500	-0.0500	0.0500	-0.0500
52+67.71	Begin FS	0.0565	-0.0565	0.0565	-0.0565
64+05.38	End FS	0.0565	-0.0565	0.0565	-0.0565
64+21.93	Sh. Trans.	0.0500	-0.0500	0.0500	-0.0500
64+98.65	Rev. Crown	0.0200	-0.0200	0.0200	-0.0500
65+49.79	Zero Super	0.0000	-0.0200	0.0000	-0.0500
66+00.94	Begin NC	-0.0200	-0.0200	-0.0200	-0.0500
66+77.66	Sh_Begin NC	-0.0200	-0.0200	-0.0500	-0.0500
82+13.71	Sh_End NC	-0.0200	-0.0200	-0.0500	-0.0500
82+90.44	End NC	-0.0200	-0.0200	-0.0500	-0.0200
83+41.60	Zero Super	-0.0200	0.0000	-0.0500	0.0000
83+92.76	Rev. Crown	-0.0200	0.0200	-0.0500	0.0200
84+68.85	Begin FS	-0.0498	0.0498	-0.0500	0.0498
99+84.04	End FS	-0.0498	0.0498	-0.0500	0.0498
100+60.14	Rev. Crown	-0.0200	0.0200	-0.0500	0.0200
101+11.29	Zero Super	-0.0200	0.0000	-0.0500	0.0000
101+62.45	Begin NC	-0.0200	-0.0200	-0.0500	-0.0200
102+39.18	Sh_Begin NC	-0.0200	-0.0200	-0.0500	-0.0500
208+09.47	Sh_End NC	-0.0200	-0.0200	-0.0500	-0.0500
208+86.25	End NC	-0.0200	-0.0200	-0.0200	-0.0500
209+37.43	Zero Super	0.0000	-0.0200	0.0000	-0.0500
209+88.61	Rev. Crown	0.0200	-0.0200	0.0200	-0.0500
209+96.93	Begin FS	0.0233	-0.0233	0.0233	-0.0500
215+95.63	End FS	0.0233	-0.0233	0.0233	-0.0500
216+03.96	Rev. Crown	0.0200	-0.0200	0.0200	-0.0500
216+55.14	Zero Super	0.0000	-0.0200	0.0000	-0.0500
217+06.32	Begin NC	-0.0200	-0.0200	-0.0200	-0.0500
217+83.09	Sh_Begin NC	-0.0200	-0.0200	-0.0500	-0.0500
243+56.08	Sh_End NC	-0.0200	-0.0200	-0.0500	-0.0500
244+32.82	End NC	-0.0200	-0.0200	-0.0200	-0.0500
244+83.99	Zero Super	0.0000	-0.0200	0.0000	-0.0500
245+35.15	Rev. Crown	0.0200	-0.0200	0.0200	-0.0500
245+66.49	Begin FS	0.0323	-0.0323	0.0323	-0.0500
250+37.45	End FS	0.0323	-0.0323	0.0323	-0.0500
250+68.79	Rev. Crown	0.0200	-0.0200	0.0200	-0.0500
251+73.96	Rev. Crown	-0.0200	0.0200	-0.0500	0.0200
252+20.83	Begin FS	-0.0383	0.0383	-0.0500	0.0383
255+15.68	End FS	-0.0383	0.0383	-0.0500	0.0383
255+62.55	Rev. Crown	-0.0200	0.0200	-0.0500	0.0200
256+13.68	Zero Super	-0.0200	0.0000	-0.0500	0.0000
256+64.81	Begin NC	-0.0200	-0.0200	-0.0500	-0.0200
257+41.51	Sh_Begin NC	-0.0200	-0.0200	-0.0500	-0.0500
280+26.97	Sh_End NC	-0.0200	-0.0200	-0.0500	-0.0500
281+03.47	End NC	-0.0200	-0.0200	-0.0200	-0.0500
281+54.47	Zero Super	0.0000	-0.0200	0.0000	-0.0500
282+05.47	Rev. Crown	0.0200	-0.0200	0.0200	-0.0500
282+81.97	Sh. Trans.	0.0500	-0.0500	0.0500	-0.0500
283+07.47	Begin FS	0.0600	-0.0600	0.0600	-0.0600
289+88.42	End FS	0.0600	-0.0600	0.0600	-0.0600
290+13.92	Sh. Trans.	0.0500	-0.0500	0.0500	-0.0500
290+90.42	Rev. Crown	0.0200	-0.0200	0.0200	-0.0500
291+41.42	Zero Super	0.0000	-0.0200	0.0000	-0.0500
291+92.42	Begin NC	-0.0200	-0.0200	-0.0200	-0.0500
292+68.92	Sh_Begin NC	-0.0200	-0.0200	-0.0500	-0.0500
333+35.44	Sh_End NC	-0.0200	-0.0200	-0.0500	-0.0500
334+11.95	End NC	-0.0200	-0.0200	-0.0500	-0.0200
334+62.95	Zero Super	-0.0200	0.0000	-0.0500	0.0000
335+13.96	Rev. Crown	-0.0200	0.0200	-0.0500	0.0200
335+90.46	Sh. Trans.	-0.0500	0.0500	-0.0500	0.0500
336+15.89	Begin FS	-0.0600	0.0600	-0.0600	0.0600
339+20.21	End FS	-0.0600	0.0600	-0.0600	0.0600
339+45.63	Sh. Trans.	-0.0500	0.0500	-0.0500	0.0500
340+22.14	Rev. Crown	-0.0200	0.0200	-0.0500	0.0200
341+25.18	Rev. Crown	0.0200	-0.0200	0.0200	-0.0500
342+01.68	Sh. Trans.	0.0500	-0.0500	0.0500	-0.0500
342+27.18	Begin FS	0.0600	-0.0600	0.0600	-0.0600
346+35.68	End FS	0.0600	-0.0600	0.0600	-0.0600
348+08.43	Begin FS	-0.0582	0.0582	-0.0582	0.0582

SUPERELEVATION TRANSITION POINTS CONTINUED

STATION	TYPE	LEFT	RIGHT	SHOULDER LEFT	SHOULDER RIGHT
349+71.18	End FS	-0.0582	0.0582	-0.0582	0.0582
349+92.17	Sh. Trans.	-0.0500	0.0500	-0.0500	0.0500
350+68.78	Rev. Crown	-0.0200	0.0200	-0.0500	0.0200
352+30.53	Rev. Crown	0.0200	-0.0200	0.0200	-0.0500
353+07.09	Sh. Trans.	0.0500	-0.0500	0.0500	-0.0500
353+32.01	Begin FS	0.0598	-0.0598	0.0598	-0.0598
354+47.52	End FS	0.0598	-0.0598	0.0598	-0.0598
354+72.44	Sh. Trans.	0.0500	-0.0500	0.0500	-0.0500
355+49.01	Rev. Crown	0.0200	-0.0200	0.0200	-0.0500
356+00.05	Zero Super	0.0000	-0.0200	0.0000	-0.0500
356+51.09	Begin NC	-0.0200	-0.0200	-0.0200	-0.0500
357+27.66	Sh_Begin NC	-0.0200	-0.0200	-0.0500	-0.0500
371+17.11	Sh_End NC	-0.0200	-0.0200	-0.0500	-0.0500
371+93.68	End NC	-0.0200	-0.0200	-0.0500	-0.0200
372+44.72	Zero Super	-0.0200	0.0000	-0.0500	0.0000
372+95.77	Rev. Crown	-0.0200	0.0200	-0.0500	0.0200
373+72.33	Sh. Trans.	-0.0500	0.0500	-0.0500	0.0500
373+97.25	Begin FS	-0.0598	0.0598	-0.0598	0.0598
387+66.30	End FS	-0.0598	0.0598	-0.0598	0.0598
387+91.22	Sh. Trans.	-0.0500	0.0500	-0.0500	0.0500
388+67.79	Rev. Crown	-0.0200	0.0200	-0.0500	0.0200
389+18.83	Zero Super	-0.0200	0.0000	-0.0500	0.0000
389+69.87	Begin NC	-0.0200	-0.0200	-0.0500	-0.0200
390+46.44	Sh_Begin NC	-0.0200	-0.0200	-0.0500	-0.0500
394+89.53	Sh_End NC	-0.0200	-0.0200	-0.0500	-0.0500
395+66.03	End NC	-0.0200	-0.0200	-0.0500	-0.0200
396+17.03	Zero Super	-0.0200	0.0000	-0.0500	0.0000
396+68.03	Rev. Crown	-0.0200	0.0200	-0.0500	0.0200
397+44.53	Sh. Trans.	-0.0500	0.0500	-0.0500	0.0500
397+70.03	Begin FS	-0.0600	0.0600	-0.0600	0.0600
401+76.49	End FS	-0.0600	0.0600	-0.0600	0.0600
402+01.99	Sh. Trans.	-0.0500	0.0500	-0.0500	0.0500
402+78.49	Rev. Crown	-0.0200	0.0200	-0.0500	0.0200
403+29.49	Zero Super	-0.0200	0.0000	-0.0500	0.0000
403+80.49	Begin NC	-0.0200	-0.0200	-0.0500	-0.0200
404+56.99	Sh_Begin NC	-0.0200	-0.0200	-0.0500	-0.0500
441+42.62	Sh_End NC	-0.0200	-0.0200	-0.0500	-0.0500
442+19.24	End NC	-0.0200	-0.0200	-0.0500	-0.0200
442+70.31	Zero Super	-0.0200	0.0000	-0.0500	0.0000
443+21.39	Rev. Crown	-0.0200	0.0200	-0.0500	0.0200
443+98.00	Sh. Trans.	-0.0500	0.0500	-0.0500	0.0500
444+22.49	Begin FS	-0.0596	0.0596	-0.0596	0.0596
451+48.24	End FS	-0.0596	0.0596	-0.0596	0.0596
451+72.72	Sh. Trans.	-0.0500	0.0500	-0.0500	0.0500
452+49.34	Rev. Crown	-0.0200	0.0200	-0.0500	0.0200
453+00.41	Zero Super	-0.0200	0.0000	-0.0500	0.0000
453+51.49	Begin NC	-0.0200	-0.0200	-0.0500	-0.0200
454+28.10	Sh_Begin NC	-0.0200	-0.0200	-0.0500	-0.0500
462+70.20	Sh_End NC	-0.0200	-0.0200	-0.0500	-0.0500
463+46.70	End NC	-0.0200	-0.0200	-0.0200	-0.0500
463+97.70	Zero Super	0.0000	-0.0200	0.0000	-0.0500
464+48.70	Rev. Crown	0.0200	-0.0200	0.0200	-0.0500
465+25.20	Sh. Trans.	0.0500	-0.0500	0.0500	-0.0500
465+50.70	Begin FS	0.0600	-0.0600	0.0600	-0.0600
475+05.16	End FS	0.0600	-0.0600	0.0600	-0.0600
475+30.66	Sh. Trans.	0.0500	-0.0500	0.0500	-0.0500
476+07.16	Rev. Crown	0.0200	-0.0200	0.0200	-0.0500
477+55.99	Rev. Crown	-0.0200	0.0200	-0.0500	0.0200
478+32.52	Sh. Trans.	-0.0500	0.0500	-0.0500	0.0500
478+43.84	Begin FS	-0.0544	0.0544	-0.0544	0.0544
481+52.55	End FS	-0.0544	0.0544	-0.0544	0.0544
481+63.87	Sh. Trans.	-0.0500	0.0500	-0.0500	0.0500
482+40.41	Rev. Crown	-0.0200	0.0200	-0.0500	0.0200
484+30.54	Rev. Crown	-0.0200	0.0200	-0.0500	0.0200
485+07.04	Sh. Trans.	-0.0500	0.0500	-0.0500	0.0500
485+32.54	Begin FS	-0.0600	0.0600	-0.0600	0.0600
490+75.02	End FS	-0.0600	0.0600	-0.0600	0.0600
491+00.52	Sh. Trans.	-0.0500	0.0500	-0.0500	0.0500
491+77.02	Rev. Crown	-0.0200	0.0200	-0.0500	0.0200
492+28.02	Zero Super	-0.0200	0.0000	-0.0500	0.0000
492+79.02	Begin NC	-0.0200	-0.0200	-0.0500	-0.0200
493+55.52	Sh_Begin NC	-0.0200	-0.0200	-0.0500	-0.0500

2

2

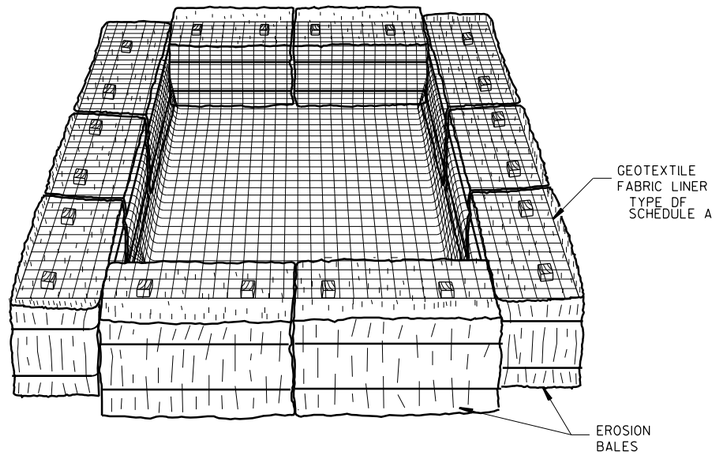
NOTE:
THE TEMPORARY SETTLING BASIN SHALL BE COMPLETED PRIOR TO THE BEGINNING OF PUMPING OPERATIONS. CONTRACTOR SHALL PUMP WATER TO BASIN PRIOR TO DISCHARGE INTO ADJACENT WETLANDS, LAKES, OR STREAMS.

TEMPORARY SETTLING BASINS SHALL BE PLACED IN A LOCATION NOT TO IMPEDE TRAFFIC FLOW OR AFFECT WETLANDS OR FLOOD PLAINS.

UPON COMPLETION OF THE WORK, REMOVE THE TEMPORARY SETTLING BASIN AND RETURN AREA TO PRE-CONSTRUCTION CONDITIONS. DISPOSE OF BALES, GEOTEXTILE FABRIC AND SEDIMENTS OFF THE PROJECT SITE IN A MANNER ACCEPTABLE TO THE ENGINEER.

PAYMENT IS FULL COMPENSATION FOR FURNISHING, PLACING, MAINTAINING, AND REMOVING ALL MATERIALS NEEDED TO CONSTRUCT THE TEMPORARY SETTLING BASIN; AND FOR FURNISHING ALL LABOR, EQUIPMENT, AND INCENTALS NECESSARY TO COMPLETE THE CONTRACT WORK.

PAID FOR AS EROSION BALES AND GEOTEXTILE FABRIC TYPE DF.



TEMPORARY SETTLING BASIN

(SIZE TO BE DETERMINED IN FIELD AS INDICATED BELOW:)

STORAGE VOLUME (C.F.) = 16 X GPM (PUMP RATE)

EXAMPLE:
CONTRACTOR INDICATES PUMP CAPABLE OF 50 GPM
HEIGHT OF BALES = 1.5 FT.

SOLUTION:
SV (C.F.) = 16 X 50
SV = 800 C.F.

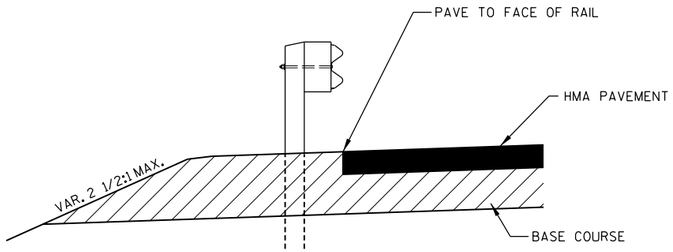
$\frac{800 \text{ C.F.}}{1.5 \text{ FT.}}$ = 533 S.F.

USE A 20 FT. X 27 FT. BASIN

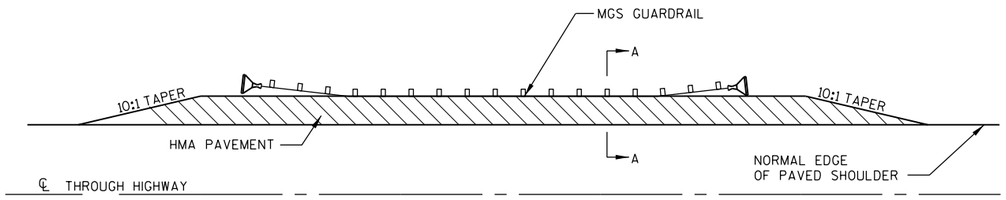
RUNOFF COEFFICIENT TABLE

	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											

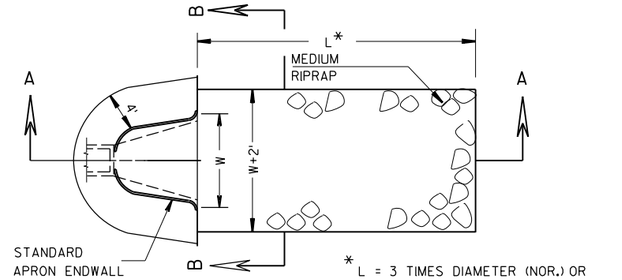
TOTAL PROJECT AREA = 91.9 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 36.3 ACRES

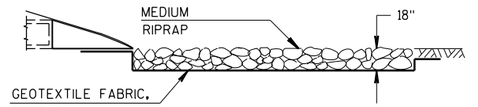


SECTION A-A
SHOULDER DETAIL AT GUARDRAIL

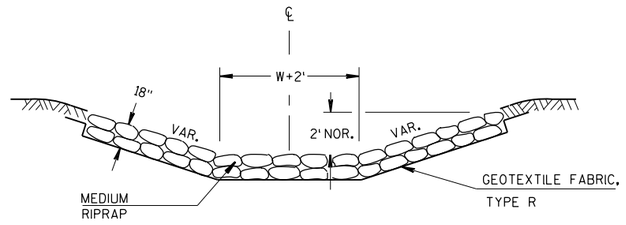


ASPHALTIC PAVING ALONG GUARDRAIL



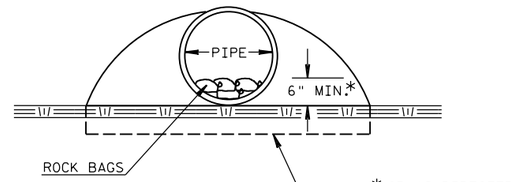


SECTION A-A



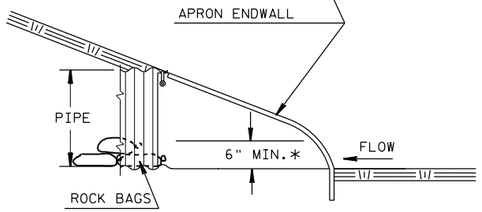
SECTION B-B

RIPRAP MEDIUM AND GEOTEXTILE FABRIC
DETAIL AT APRON ENDWALLS



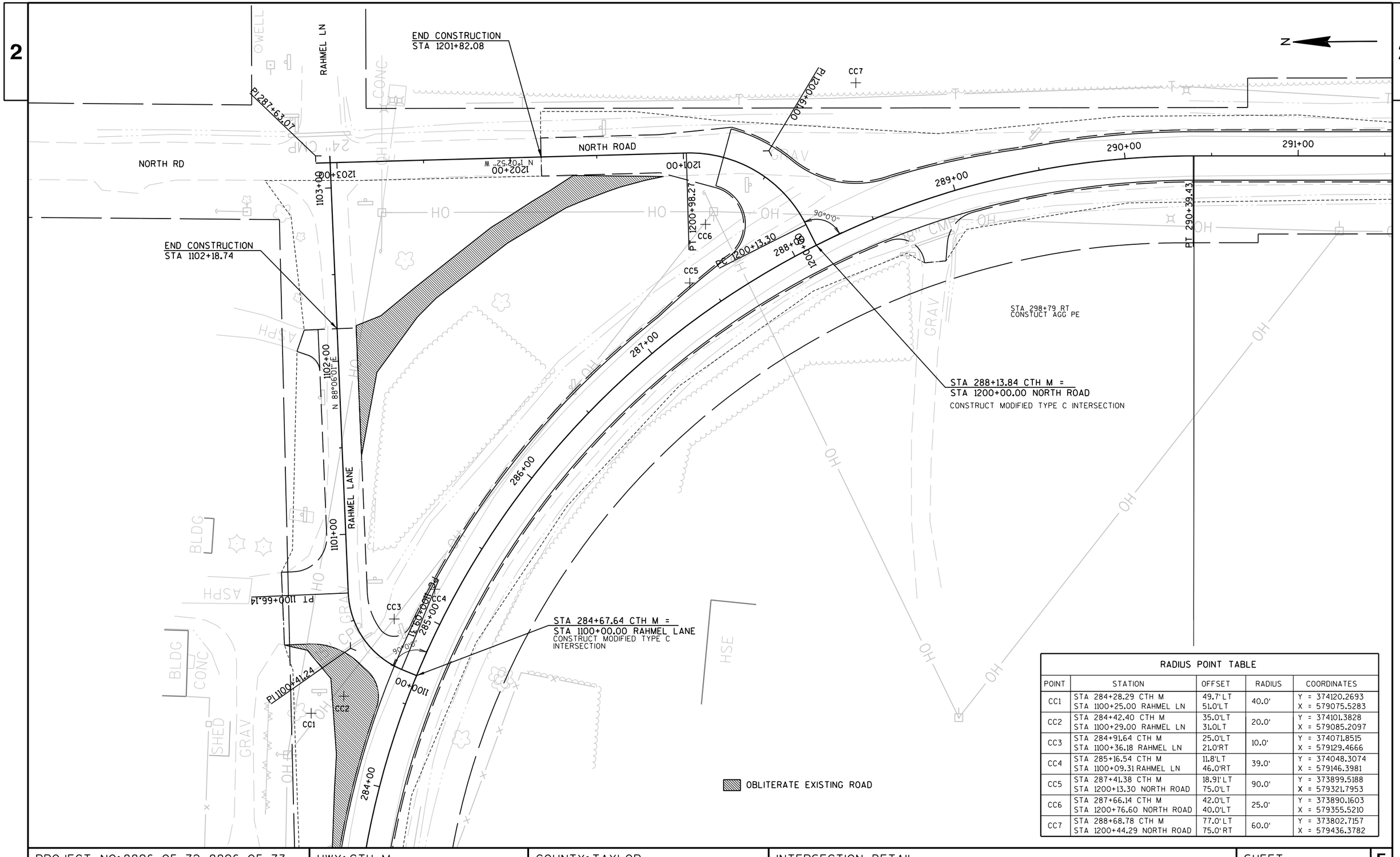
END VIEW

* OR AS DIRECTED
BY THE ENGINEER



SIDE VIEW

CULVERT PIPE CHECK



RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	STA 284+28.29 CTH M STA 1100+25.00 RAHMEL LN	49.7'LT 51.0'LT	40.0'	Y = 374120.2693 X = 579075.5283
CC2	STA 284+42.40 CTH M STA 1100+29.00 RAHMEL LN	35.0'LT 31.0LT	20.0'	Y = 374101.3828 X = 579085.2097
CC3	STA 284+91.64 CTH M STA 1100+36.18 RAHMEL LN	25.0'LT 21.0'RT	10.0'	Y = 374071.8515 X = 579129.4666
CC4	STA 285+16.54 CTH M STA 1100+09.31 RAHMEL LN	11.8'LT 46.0'RT	39.0'	Y = 374048.3074 X = 579146.3981
CC5	STA 287+41.38 CTH M STA 1200+13.30 NORTH ROAD	18.91'LT 75.0'LT	90.0'	Y = 373899.5188 X = 579321.7953
CC6	STA 287+66.14 CTH M STA 1200+76.60 NORTH ROAD	42.0'LT 40.0'LT	25.0'	Y = 373890.1603 X = 579355.5210
CC7	STA 288+68.78 CTH M STA 1200+44.29 NORTH ROAD	77.0'LT 75.0'RT	60.0'	Y = 373802.7157 X = 579436.3782

PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	INTERSECTION DETAIL	SHEET 10	E

FILE NAME : \\SEHCF1\Projects\PT\T\Tayhd\120441\CTH M\CAD\IDCTHM01.dgn PLOT TIME : 5:52:10 PM PLOT DATE : 10/30/2016 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

STA 397+85 LT
CONSTUCT AGG PE

END PROJECT 8896-05-72
BEGIN PROJECT 8896-05-73
STA 397+19.02

STA 394+80.67 CTH M =
STA 1803+03.80 2ND AVE
CONSTRUCT MODIFIED TYPE C INTERSECTION

STA 397+93.00 CTH M =
STA 1902+68.38 WINTER SPORTS RD
CONSTRUCT MODIFIED TYPE C INTERSECTION

PC 397+19.02

93+00 CTH M 394+00 395+00 396+00 397+00 398+00 399+00 400+00

14.0' 14.0'

+57.84 +32.84 +54.21 +69.03 +19.03 +48.52 +23.50 +44.96 +45.10

1803+00 120°39'35"

1802+00 N 70°53'57" E

1801+00 2ND AVE

1800+00

+14.87

CC1 CC2 CC3 CC4

+94.91

1902+00 N 27°20'19" E

+13.83

PI 1901+85.66

+57.28

PI 1901+24.24

1901+00

PC 1900+38.53

13.0' 13.0'

WINTER SPORTS RD N 90°08'17" W

1900+00

PI 399+76.58

END CONSTRUCTION
STA 1802+14.90

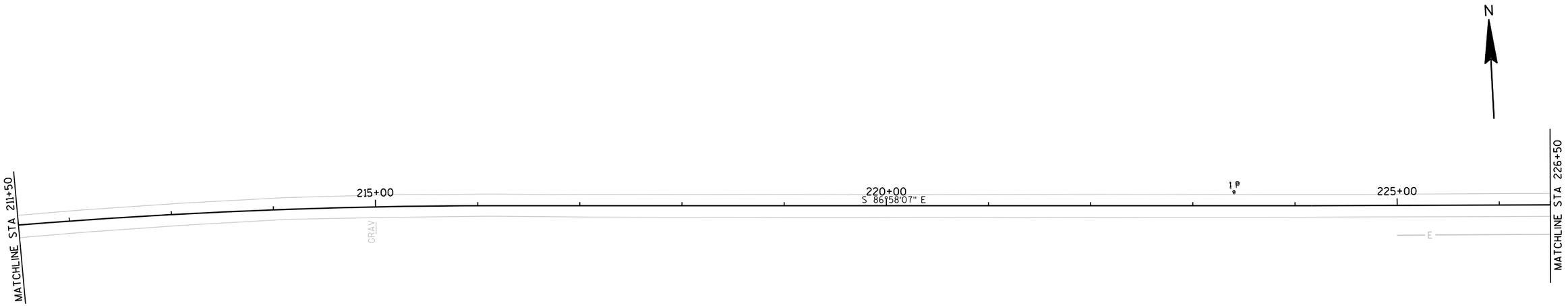
END CONSTRUCTION
STA 1900+00

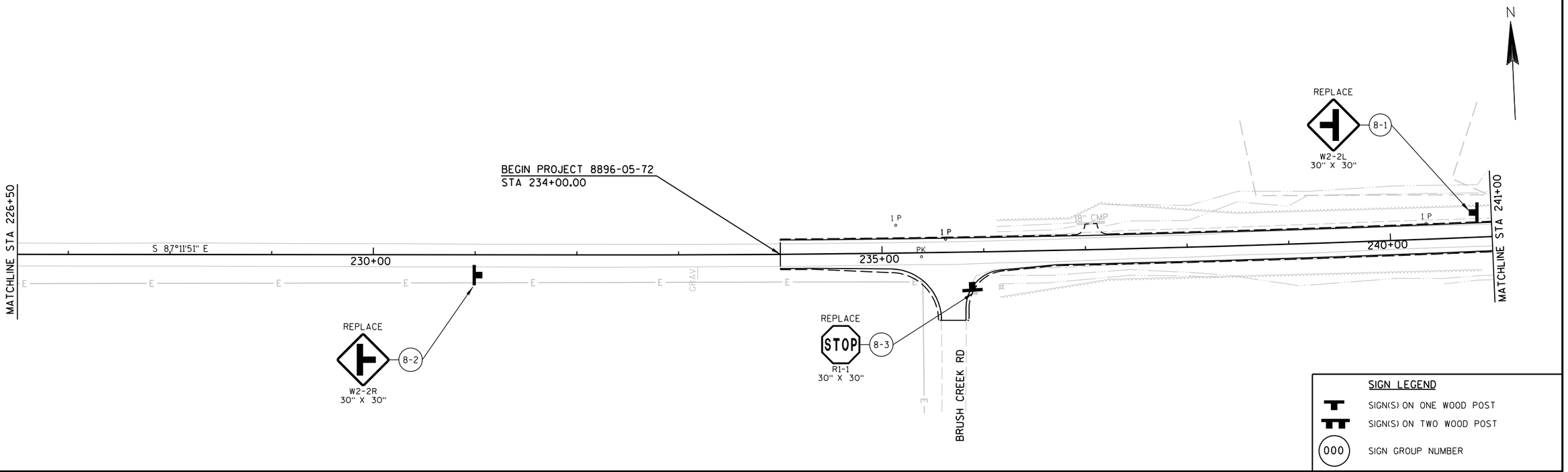
OBLITERATE EXISTING ROAD

RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	STA 389+44.95 CTH M STA 1902+13.89 WINTER SPORTS DR	56.0' RT 55.0' RT	40.0'	Y = 363556.6610 X = 580286.2036
CC2	STA 397+23.50 CTH M STA 1901+95.14 WINTER SPORTS DR	92.8' RT 75.0' LT	60.0'	Y = 363599.7040 X = 580162.1106
CC3	STA 394+32.84 CTH M STA 1802+14.87 2ND AVE	51.0' RT 50.0' RT	35.0'	Y = 363702.5936 X = 580043.7107
CC4	STA 395+69.03 CTH M STA 1802+54.21 2ND AVE	86.0' RT 85.0' LT	70.0'	Y = 363744.6698 X = 579909.5380

PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	INTERSECTION DETAIL	SHEET 11	E

2



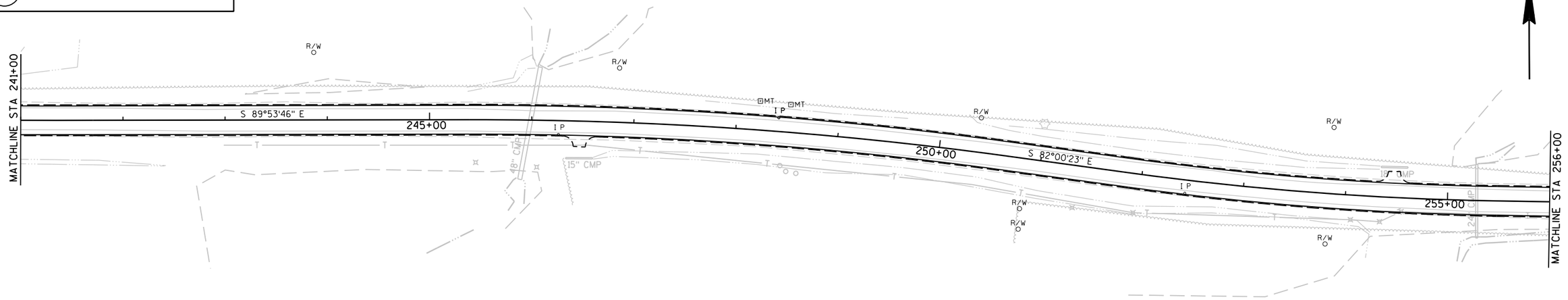


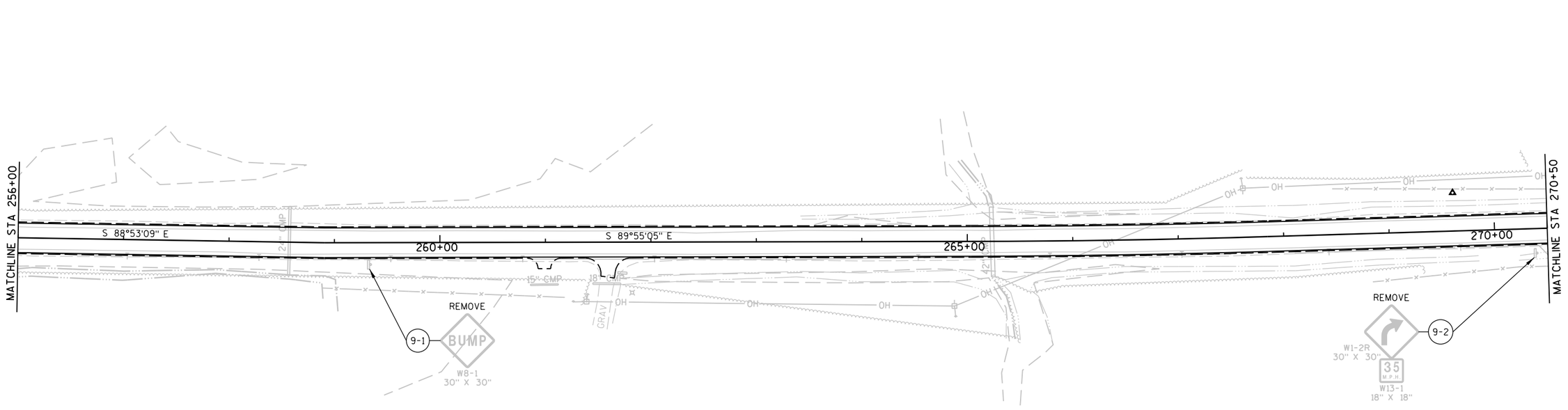
PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PERMANENT SIGNING	SHEET 12	E

2

SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- (000) SIGN GROUP NUMBER





PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PERMANENT SIGNING	SHEET 13	E

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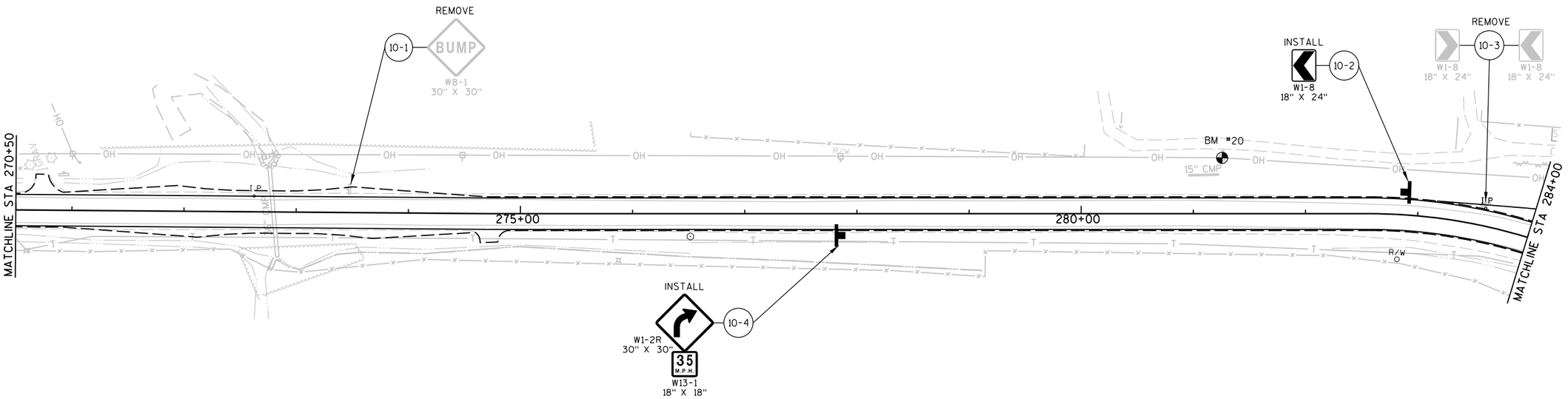
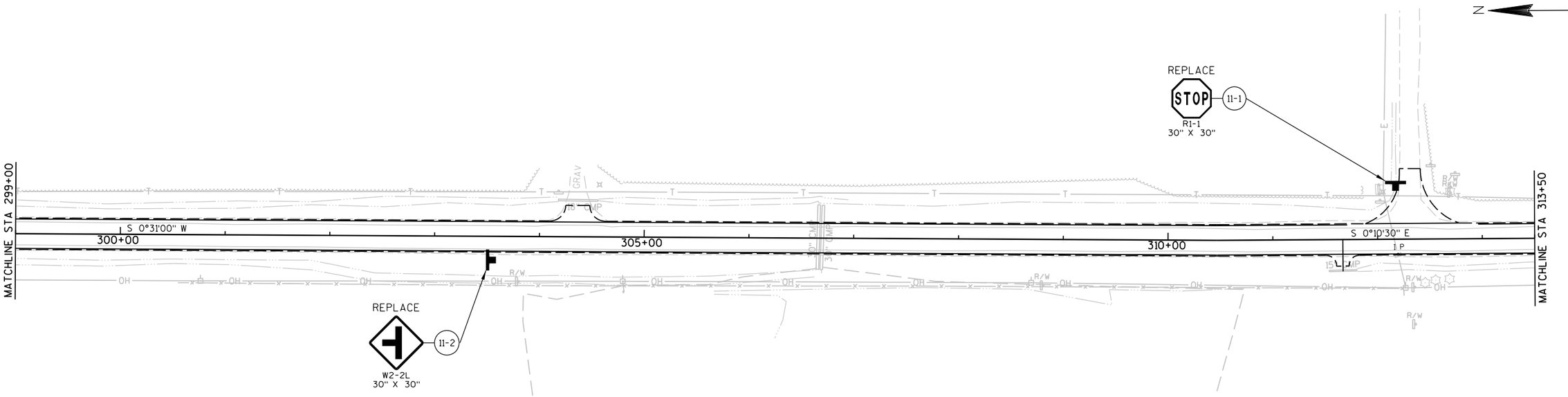
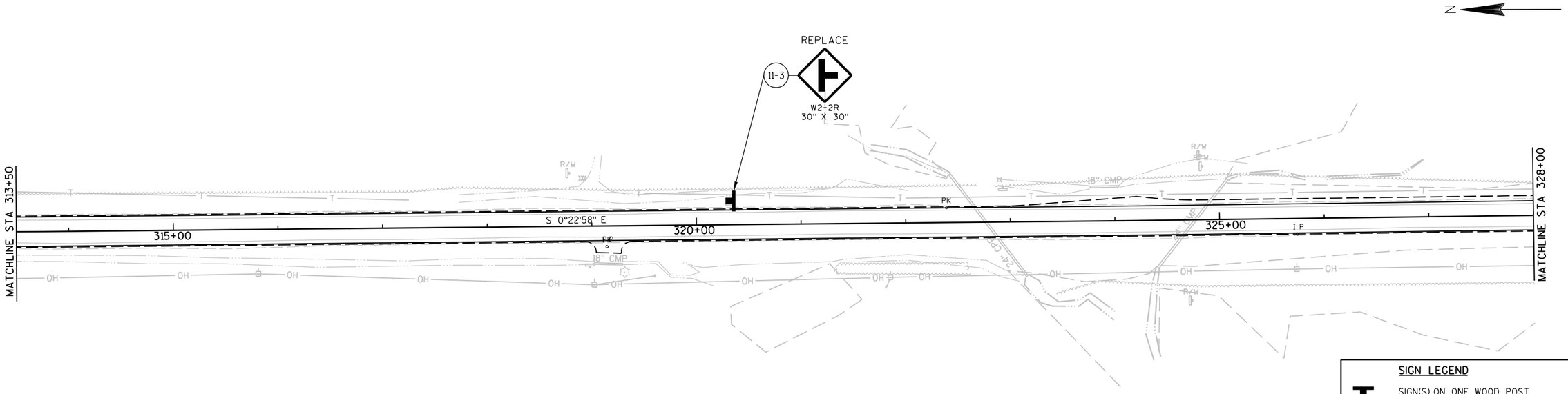
2



PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PERMANENT SIGNING	SHEET 14	E





SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- (000) SIGN GROUP NUMBER

PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PERMANENT SIGNING	SHEET 15	E

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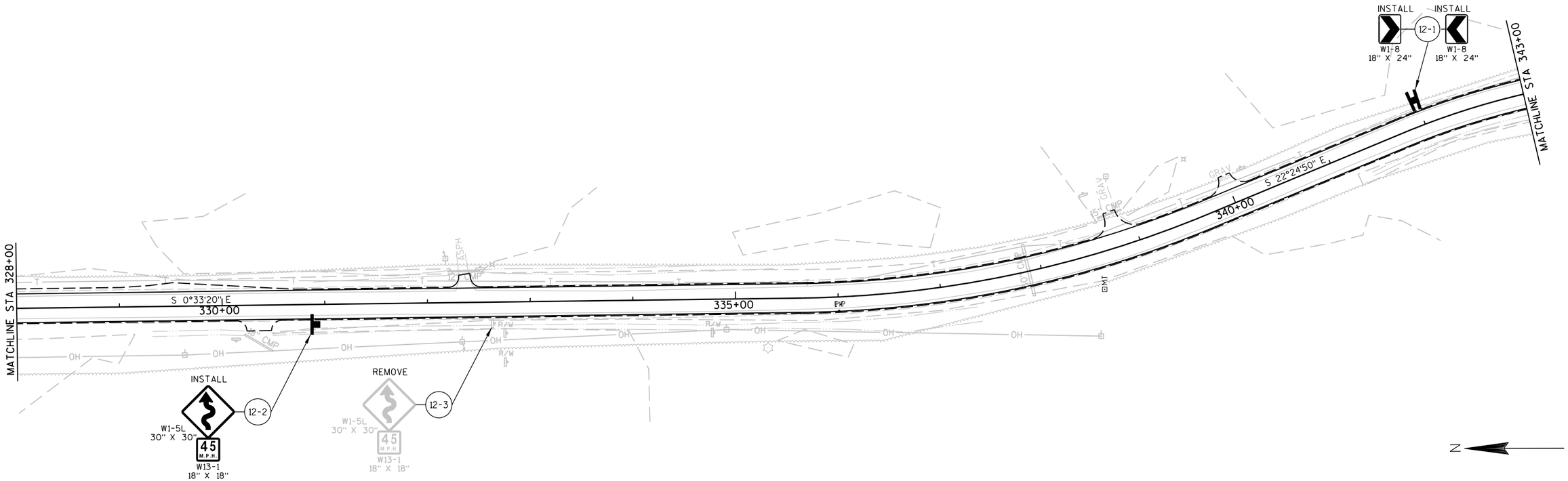
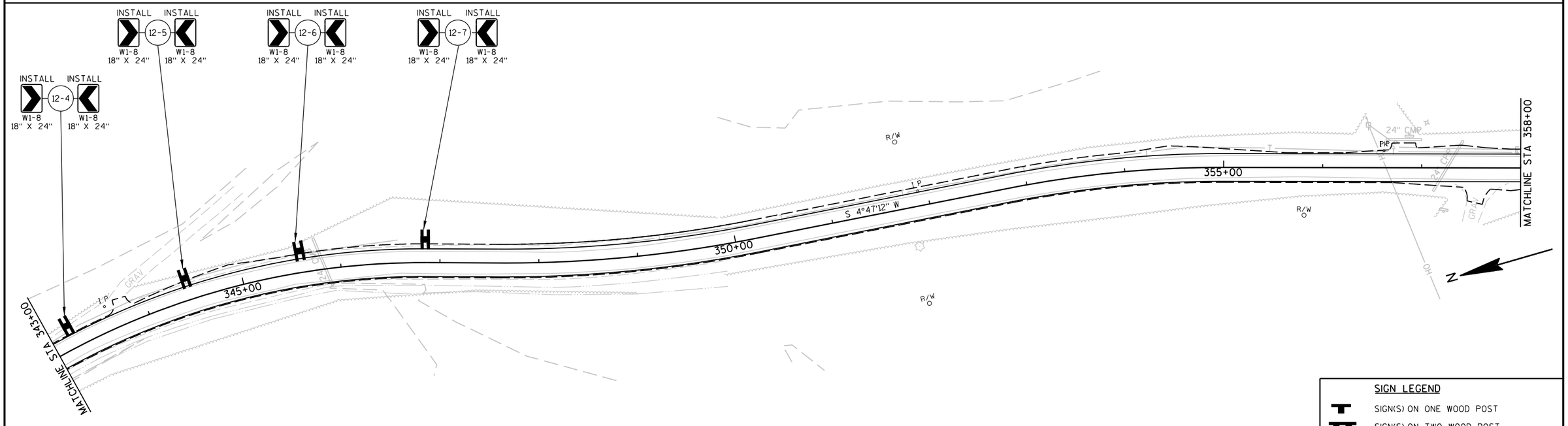
2





SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- 000 SIGN GROUP NUMBER

PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PERMANENT SIGNING	SHEET 16	E

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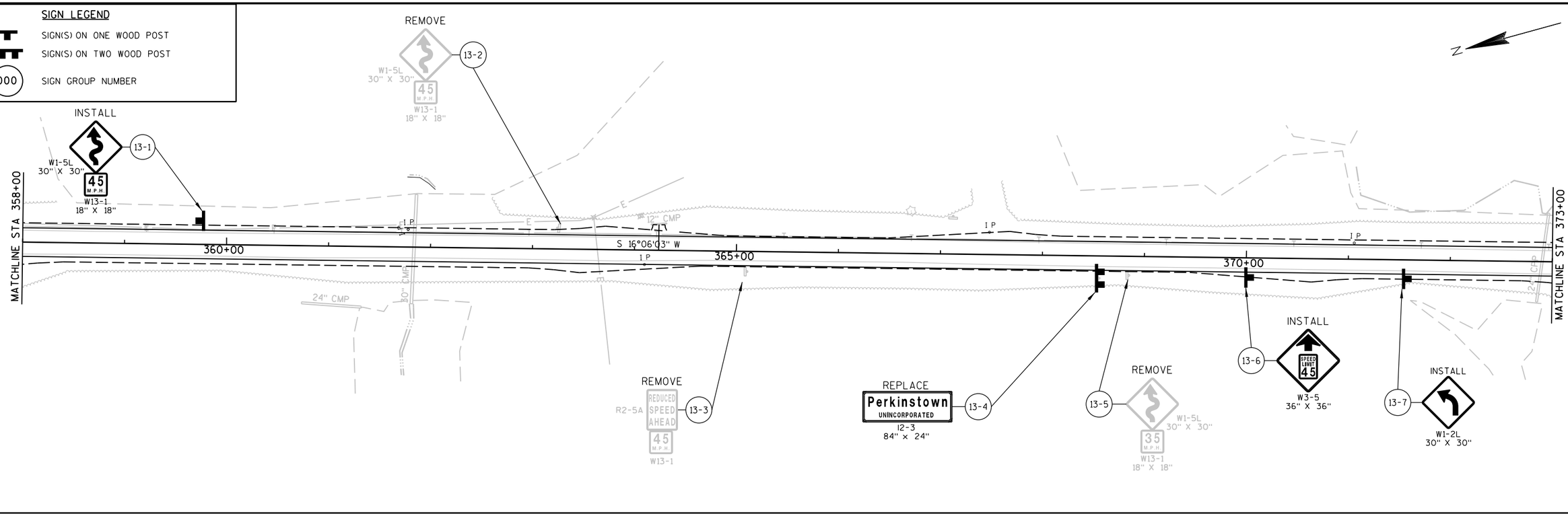
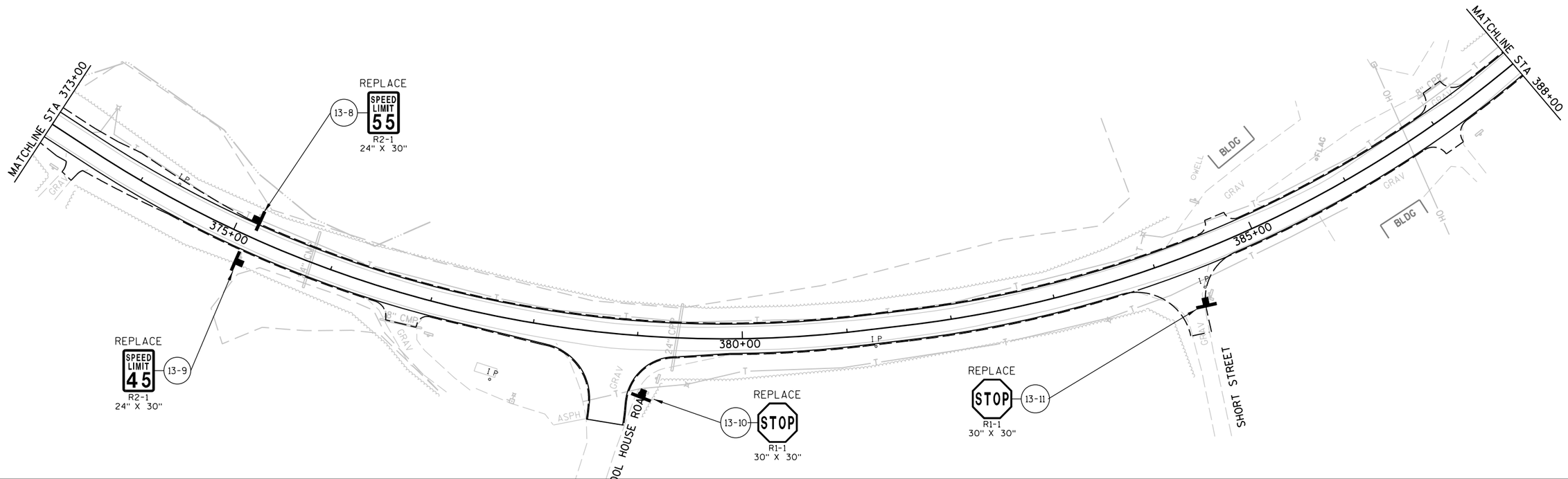
2

SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- 000 — SIGN GROUP NUMBER





PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PERMANENT SIGNING	SHEET 17	E

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WISDOT/CADDS SHEET 42

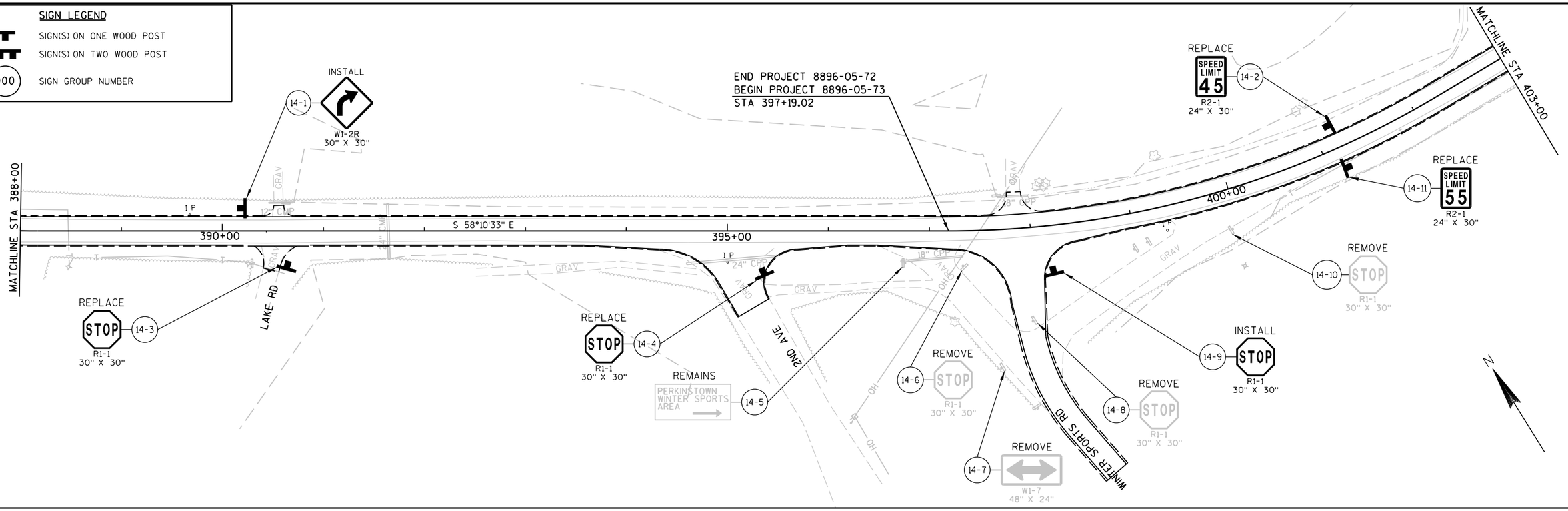
2

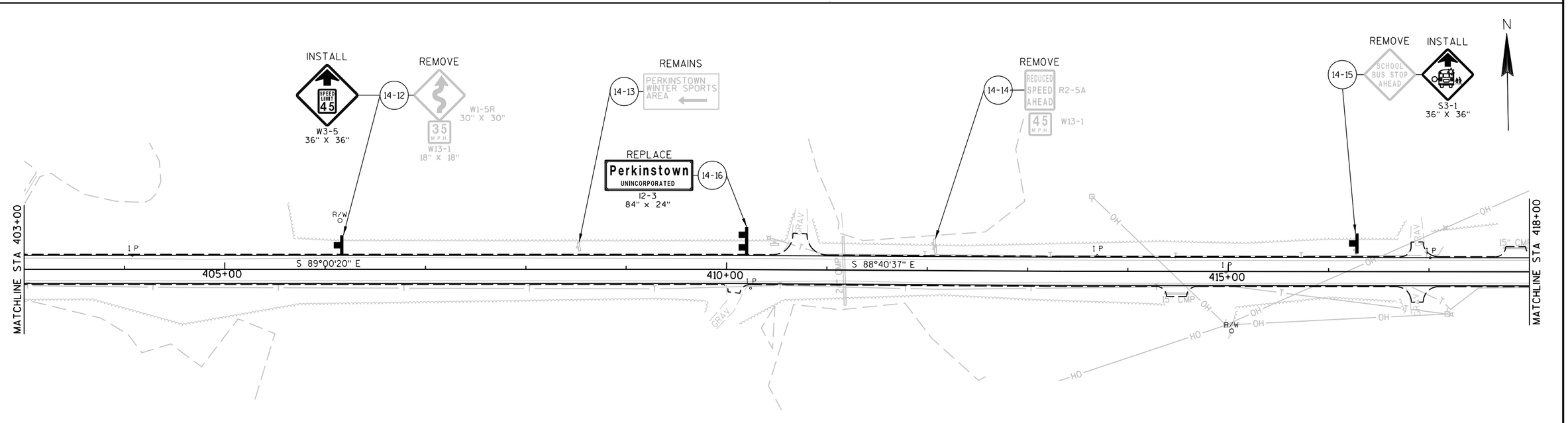
SIGN LEGEND

SIGN(S) ON ONE WOOD POST

SIGN(S) ON TWO WOOD POST

000 SIGN GROUP NUMBER





PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PERMANENT SIGNING	SHEET 18	E

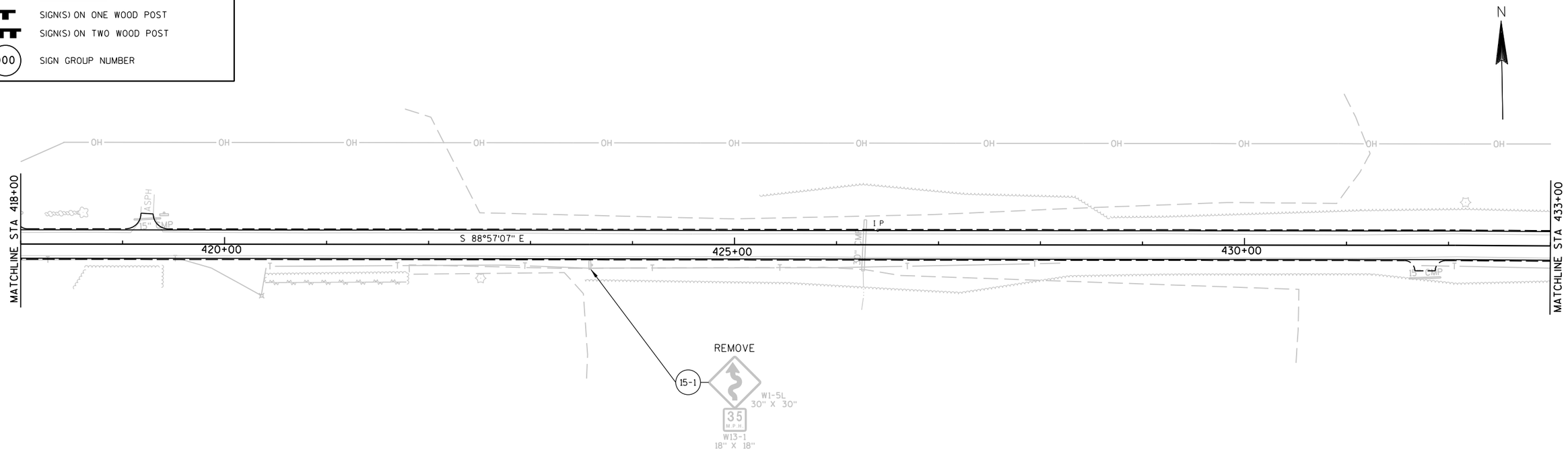
2

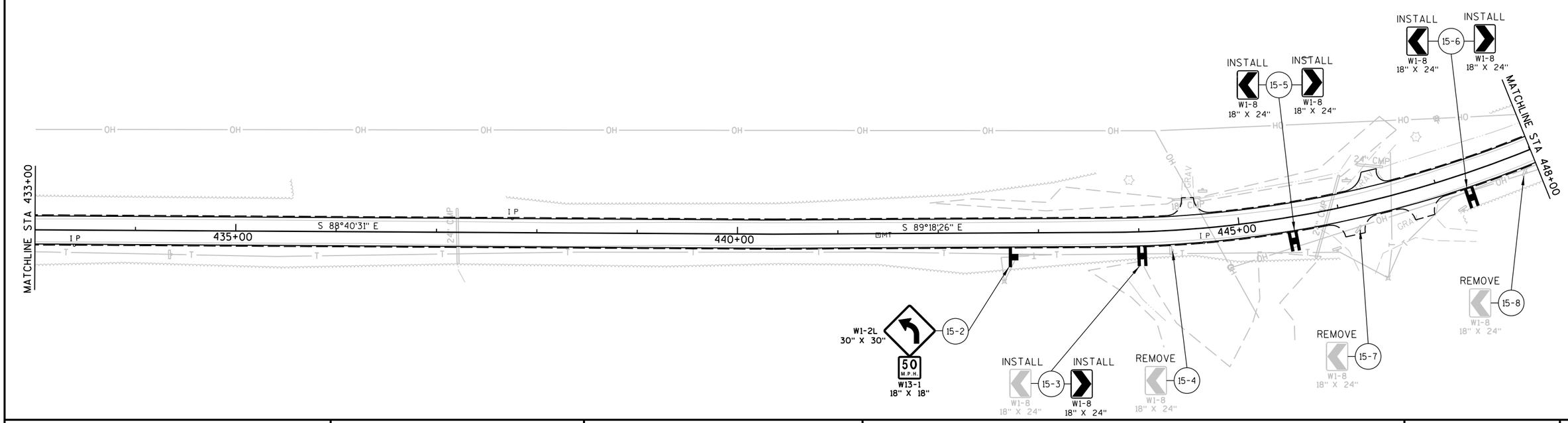
SIGN LEGEND

SIGN(S) ON ONE WOOD POST

SIGN(S) ON TWO WOOD POST

000 SIGN GROUP NUMBER





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WISDOT/CADDS SHEET 42

2

MATCHLINE STA 448+00

REMOVE 16-1 W1-8 18" X 24"

450+00

455+00

N 48°44'57" E

N 49°04'23" E

460+00

MATCHLINE STA 463+00

INSTALL 16-2 W1-8 18" X 24" / W1-8 18" X 24"

INSTALL 16-3 W1-8 18" X 24" / W1-8 18" X 24"

INSTALL 16-4 W1-8 18" X 24"

INSTALL 16-5 W1-5R 30" X 30" / 35 M.P.H. W13-1 18" X 18"

INSTALL 16-10 W1-8 18" X 24" / W1-8 18" X 24"

INSTALL 16-11 W1-8 18" X 24" / W1-8 18" X 24"

INSTALL 16-12 W1-8 18" X 24" / W1-8 18" X 24"

INSTALL 16-13 W1-8 18" X 24" / W1-8 18" X 24"

INSTALL 16-9 W1-8 18" X 24" / W1-8 18" X 24"

INSTALL 16-8 W1-8 18" X 24"

INSTALL 16-14 W1-8 18" X 24" / W1-8 18" X 24"

SAILOR CREEK RD

470+00

REPLACE 16-21 STOP R1-1 30" X 30"

INSTALL 16-20 W1-8 18" X 24" / W1-8 18" X 24"

INSTALL 16-22 W1-8 18" X 24" / W1-8 18" X 24"

475+00

REPLACE 16-7 W5-52R 12" X 36"

REPLACE 16-6 W5-52L 12" X 36"

465+00

REPLACE 16-19 W2-2L 30" X 30"

REPLACE 16-18 W5-52L 12" X 36"

REPLACE 16-17 W5-52R 12" X 36"

MATCHLINE STA 463+00

REPLACE 16-15 W5-52L 12" X 36"

REPLACE 16-16 W5-52R 12" X 36"

REPLACE 16-23 W5-52R 12" X 36"

REPLACE 16-24 W5-52L 12" X 36"

S 24°27'13" E

MATCHLINE STA 478+00

SIGN LEGEND

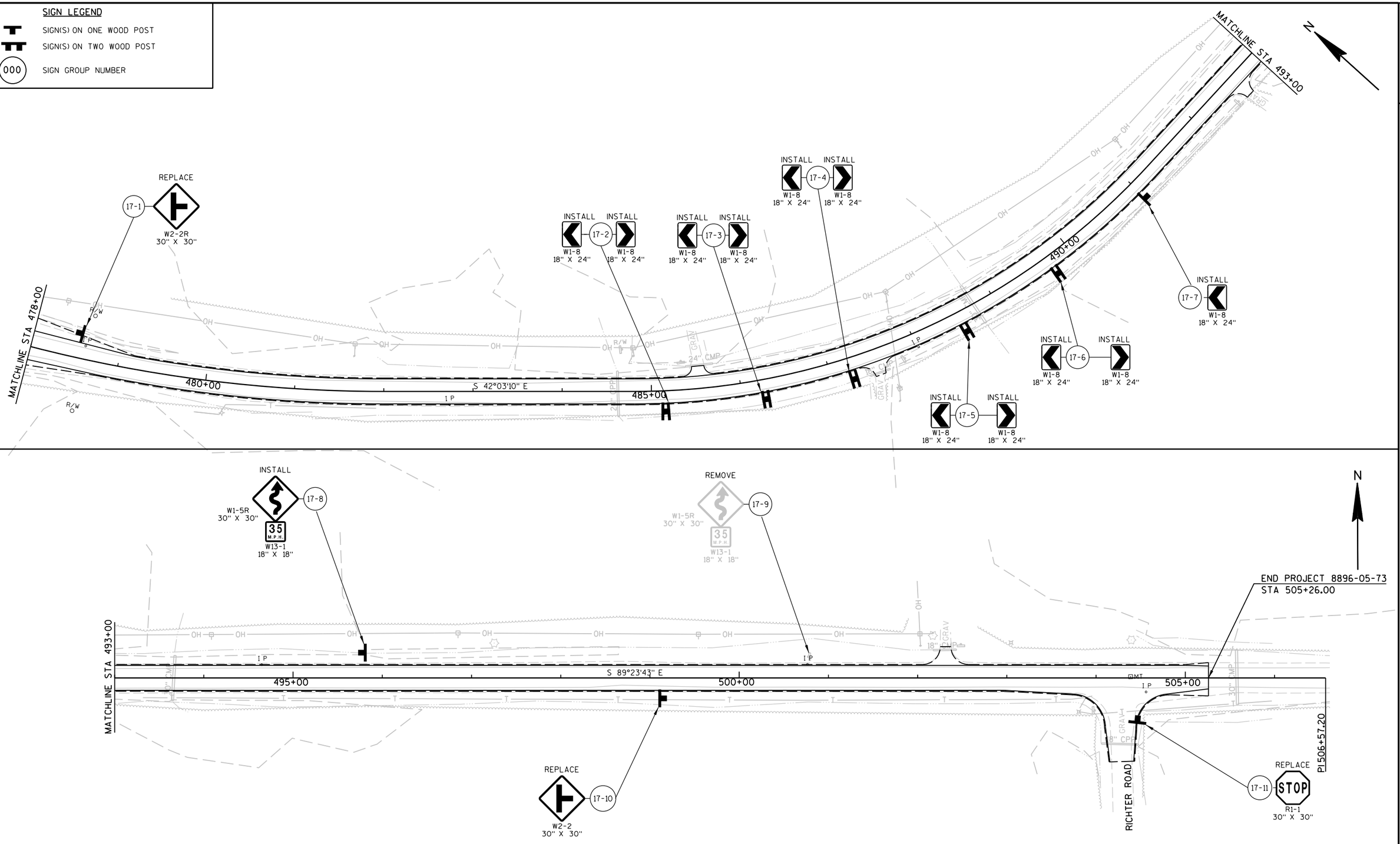
- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- 000 SIGN GROUP NUMBER

PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PERMANENT SIGNING	SHEET 20	E

2

SIGN LEGEND

- SIGN(S) ON ONE WOOD POST
- SIGN(S) ON TWO WOOD POST
- (000) SIGN GROUP NUMBER



PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PERMANENT SIGNING	SHEET	E

FILE NAME : P:\PT\T\Tayhd\120441\CTH M\CAD\SNCTHM17.dgn PLOT TIME : 4:22:56 PM PLOT DATE : 1/6/2017 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

NOTES:

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

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

ALL SIGNS ARE TYPE 2 UNLESS OTHERWISE NOTED.

UNLESS OTHERWISE NOTED, THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES DURING CONSTRUCTION.

ALL SIGNS OR PAVEMENT MARKING, TEMPORARY OR EXISTING, THAT CONFLICT WITH THE CONSTRUCTION TRAFFIC PATTERN SHALL BE REMOVED OR COVERED.

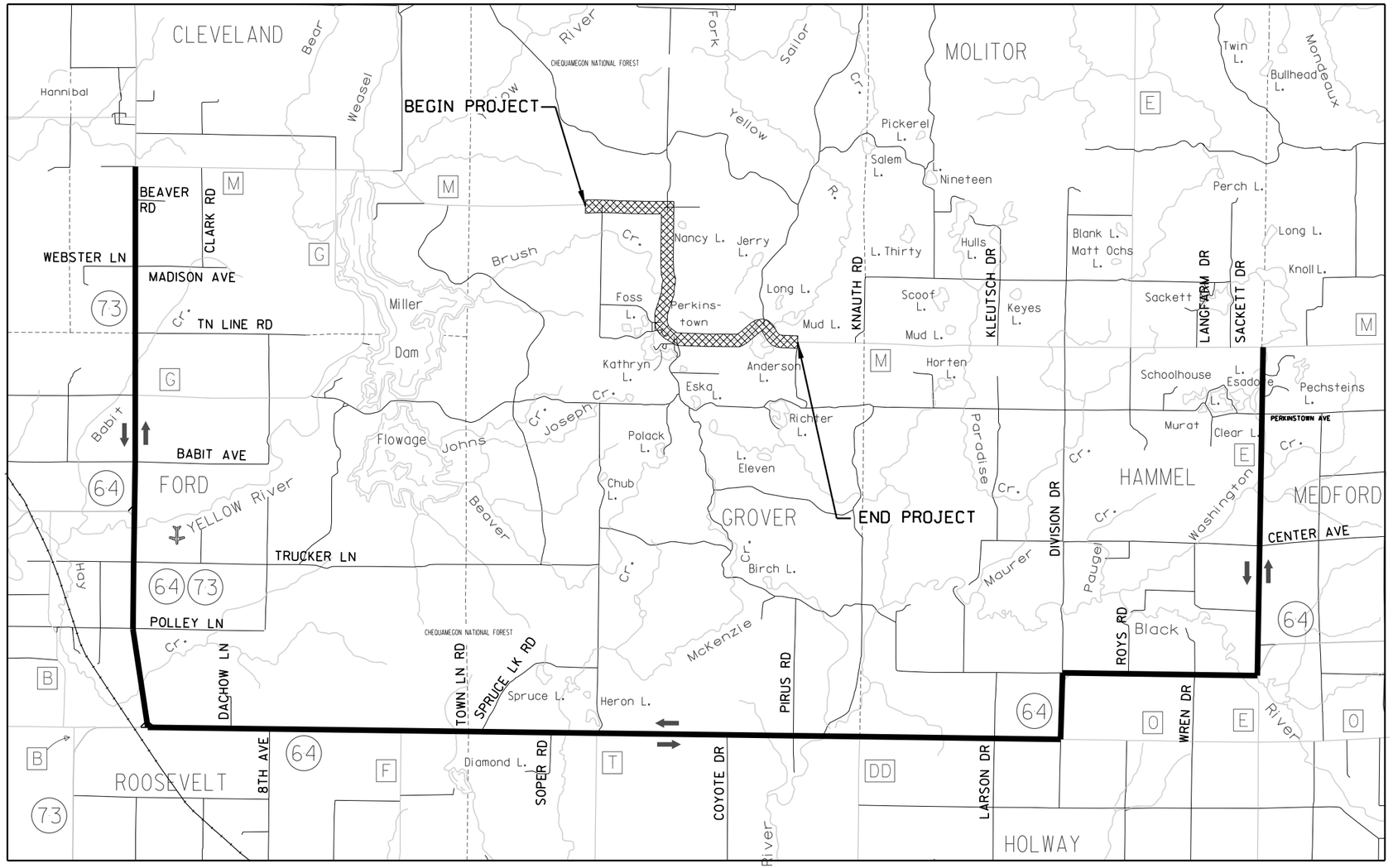
ALL SIGNS SHALL BE FURNISHED BY THE CONTRACTOR.

ALL TRAFFIC CONTROL DEVICES SHALL BE IN CONFORMANCE WITH THE "WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (WMUTCD) AND STANDARD DETAIL DRAWINGS.

ALL SIDEROAD INTERSECTIONS WITHIN THE PROJECT LIMITS SHALL BE CLOSED AND SIGNED IN ACCORDANCE WITH DETAIL 4 OF THE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES".

TYPICAL SIGN SPACING, SIGN CODES, SIGN SIZES AND ADDITIONAL GENERAL NOTES SHALL BE IN ACCORDANCE WITH SDD'S "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" AND "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES".

A 200'SPACING BETWEEN SIGN LOCATIONS SHALL BE MAINTAINED WHEREVER CONDITIONS ALLOW.



LEGEND

- DETOUR ROUTE
- BARRICADES TYPE III (SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES")
- BARRICADES TYPE III WITH SIGN
- SIGN ON WOOD POST
- SIGN ON EXISTING POST
- DIRECTION OF TRAFFIC
- EXISTING SIGNS SHALL BE COVERED
- WORK ZONE

N

PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	TRAFFIC CONTROL & DETOUR SIGNING	SHEET 22	E

2

2

N

M3-2
24" X 12"
M1-5A
24" X 24"
EAST
COUNTY
M
DETOUR AHEAD
W20-2

M4-8
24" X 12"
M3-2
24" X 12"
M1-5A
24" X 24"
DETOUR
EAST
COUNTY
M
M6-1
21" X 21"

M4-8
24" X 12"
M3-2
24" X 12"
M1-5A
24" X 24"
DETOUR
EAST
COUNTY
M
M6-1
21" X 21"

R11-3
60" X 30"
ROAD CLOSED
7 MILES AHEAD
LOCAL TRAFFIC ONLY
TYPE III BARRICADE
VIEW FROM THE WEST
C.T.H. M

M4-9R
30"X24"
DETOUR
TYPE III BARRICADE
VIEW FROM THE WEST
C.T.H. M

DETOUR
EAST
M4-8
24" X 12"
M3-2
24" X 12"
COUNTY
M
M1-5A
24" X 24"
M6-1
21" X 21"

END
DETOUR
M4-6
24" X 12"
M4-8
24" X 12"
COUNTY
M
M1-5A
24" X 24"

STOP
STOP
BEAVER RD
73
M
CLARK RD

ROAD CLOSED
TO
THRU TRAFFIC
R11-4
60" X 30"

BEGIN PROJECT 8896-05-72
STA 505+26.00

ROAD
CLOSED
AHEAD
W20-3

ROAD
CLOSED
1000 FT
W20-3

ROAD
CLOSED
500 FT
W20-3

BRUSH CREEK RD

M4-8
24" X 12"
M3-2
24" X 12"
M1-5A
24" X 24"
DETOUR
EAST
COUNTY
M

M4-8
24" X 12"
M3-4
24" X 12"
M1-5A
24" X 24"
DETOUR
WEST
COUNTY
M

DETOUR
EAST
M4-8
24" X 12"
M3-2
24" X 12"
COUNTY
M
M1-5A
24" X 24"
M6-1
21" X 21"
AT SE QUADRANT OF
CTH G & CTH M
INTERSECTION
(FOR NB CTH G
TRAFFIC)

STOP
STOP
WEBSTER LN
MADISON AVE

BRUSH CR.
Babit Cr.
FOSS LK.

LEGEND

- DETOUR ROUTE
- BARRICADES TYPE III (SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES")
- BARRICADES TYPE III WITH SIGN
- SIGN ON WOOD POST
- SIGN ON EXISTING POST
- DIRECTION OF TRAFFIC
- EXISTING SIGNS SHALL BE COVERED
- WORK ZONE

PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	TRAFFIC CONTROL & DETOUR SIGNING	SHEET	E

FILE NAME : P:\PT\T\Tayhd\120441\CTH M\CAD\DTCTHM02A.dgn PLOT TIME : 5:52:20 PM PLOT DATE : 10/30/2016 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A
WISDOT/CADDS SHEET 42

2

2

LEGEND

- DETOUR ROUTE
- BARRICADES TYPE III (SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES")
- BARRICADES TYPE III WITH SIGN
- SIGN ON WOOD POST
- SIGN ON EXISTING POST
- DIRECTION OF TRAFFIC
- EXISTING SIGNS SHALL BE COVERED
- WORK ZONE

N

TRUCKER LN

STOP

STOP

DETOUR WEST COUNTY M
M4-8 24" X 12"
M3-4 24" X 12"
M1-5A 24" X 24"

DETOUR EAST COUNTY M
M4-8 24" X 12"
M3-2 24" X 12"
M1-5A 24" X 24"

STOP

STOP

POLLEY LN

64 73

CHEQUAMEGON NATIONAL FOREST

Cr.

Hay

DETOUR WEST COUNTY M
M4-8 24" X 12"
M3-2 24" X 12"
M1-5A 24" X 24"
M6-1 21" X 21"

DACHOW LN

STOP

DETOUR WEST COUNTY M
M4-8 24" X 12"
M3-4 24" X 12"
M1-5A 24" X 24"

STOP

DETOUR EAST COUNTY M
M4-8 24" X 12"
M3-2 24" X 12"
M1-5A 24" X 24"
M6-1 21" X 21"

CN

8TH AVE

DETOUR EAST COUNTY M
M4-8 24" X 12"
M3-2 24" X 12"
M1-5A 24" X 24"

64

F

Diamond L.

PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	TRAFFIC CONTROL & DETOUR SIGNING	SHEET	E

FILE NAME : \\SEHCF1\Projects\PT\T\Tayhd\120441\CTH M\CAD\DTCTHM03.dgn PLOT TIME : 5:52:20 PM PLOT DATE : 10/30/2016 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 42

2

2

Pugel

Black

N

ROYS RD

PIRUS RD

LARSON DR

DIVISION DR

64

DD

O

STOP

M4-8
24" X 12"
M3-2
24" X 12"
M1-5A
24" X 24"
M 5-2L
21" X 21"

M4-8
24" X 12"
M3-4
24" X 12"
M1-5A
24" X 24"
M 5-2R
21" X 21"

M5-2L
21" X 21"

LEGEND

- DETOUR ROUTE
- BARRICADES TYPE III (SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES")
- BARRICADES TYPE III WITH SIGN
- SIGN ON WOOD POST
- SIGN ON EXISTING POST
- DIRECTION OF TRAFFIC
- EXISTING SIGNS SHALL BE COVERED
- WORK ZONE

PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	TRAFFIC CONTROL & DETOUR SIGNING	SHEET 25	E

2

2

N

Washington Cr

CENTER AVE

Paugel Cr

BROOK DR

Black

ROYS RD

WREN RD

River

STOP

M4-8 24" X 12"
M3-2 24" X 12"
M1-5A 24" X 24"
DETOUR WEST COUNTY M

M4-8 24" X 12"
M3-2 24" X 12"
M1-5A 24" X 24"
DETOUR EAST COUNTY M

M6-1 21" X 21"

64

E

DETOUR ROUTE

BARRICADES TYPE III (SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES")

BARRICADES TYPE III WITH SIGN

SIGN ON WOOD POST

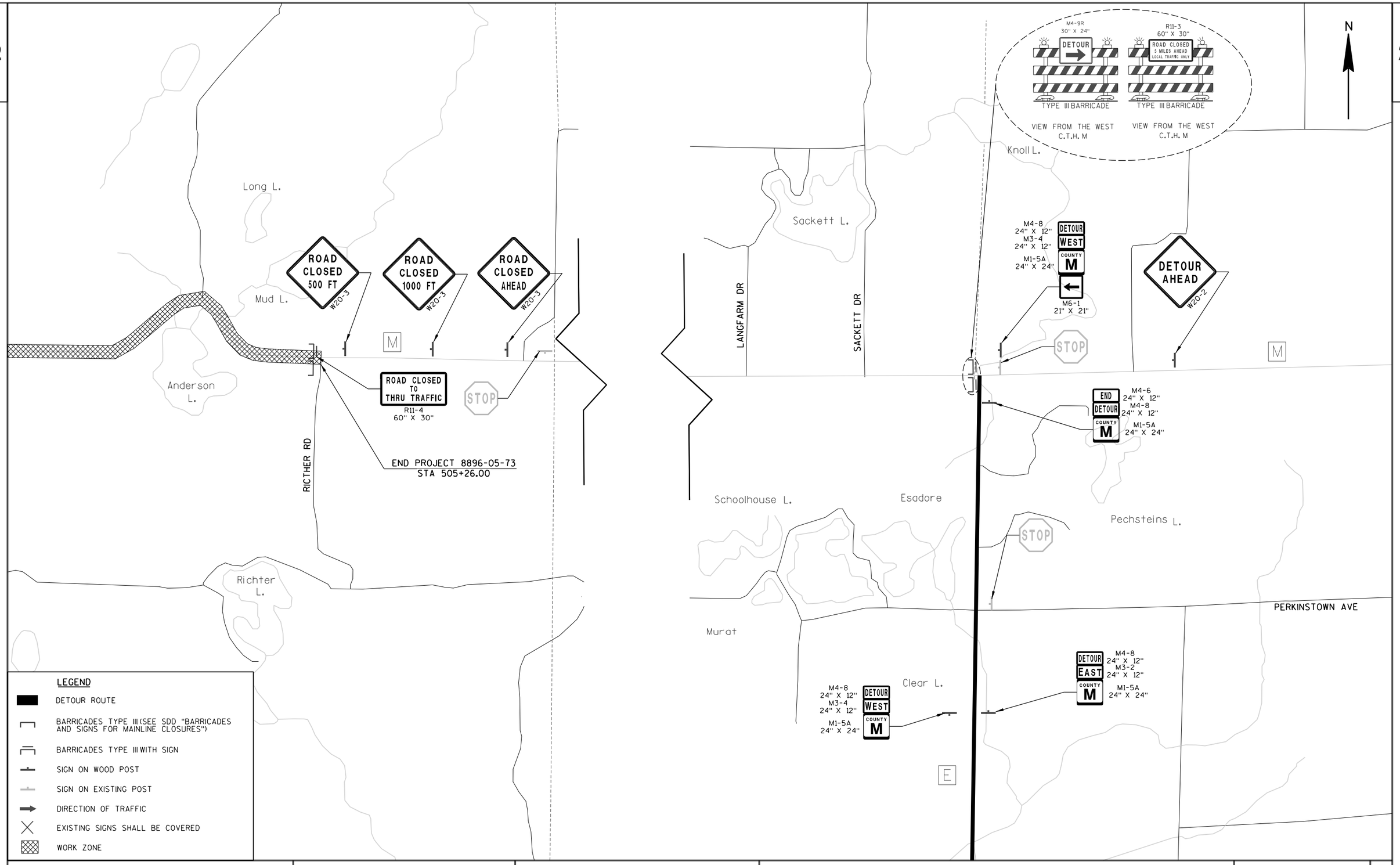
SIGN ON EXISTING POST

DIRECTION OF TRAFFIC

EXISTING SIGNS SHALL BE COVERED

WORK ZONE

PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	TRAFFIC CONTROL & DETOUR SIGNING	SHEET 26	E



PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	TRAFFIC CONTROL & DETOUR SIGNING	SHEET 27	E

					8896-05-72	8896-05-73
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0010	201.0105	Clearing	STA	69.000	42.000	27.000
0020	201.0205	Grubbing	STA	69.000	42.000	27.000
0030	203.0100	Removing Small Pipe Culverts	EACH	24.000	16.000	8.000
0040	203.0200	Removing Old Structure (station) 01. 463+93	LS	1.000		1.000
0050	203.0200	Removing Old Structure (station) 02. 464+02	LS	1.000		1.000
0060	205.0100	Excavation Common	CY	2,175.000	835.000	1,340.000
0070	208.0100	Borrow	CY	27,068.000	16,444.000	10,624.000
0080	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 8869-05-72	LS	1.000	1.000	
0090	211.0100	Prepare Foundation for Asphaltic Paving (project) 02. 8896-05-73	LS	1.000		1.000
0100	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	272.000	164.000	108.000
0110	213.0100	Finishing Roadway (project) 01. 8869-05-72	EACH	1.000	1.000	
0120	213.0100	Finishing Roadway (project) 02. 8896-05-73	EACH	1.000		1.000
0130	214.0100	Obliterating Old Road	STA	9.400	5.200	4.200
0140	305.0110	Base Aggregate Dense 3/4-Inch	TON	3,080.000	1,740.000	1,340.000
0150	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	9,830.000	5,010.000	4,820.000
0160	305.0500	Shaping Shoulders	STA	546.000	328.000	218.000
0170	325.0100	Pulverize and Relay	SY	84,280.000	50,770.000	33,510.000
0180	374.1020.S	QMP Pulverize and Relay Compaction	SY	84,280.000	50,770.000	33,510.000
0190	440.4410	Incentive IRI Ride	DOL	20,524.000	12,364.000	8,160.000
0200	455.0605	Tack Coat	GAL	5,249.000	3,168.000	2,081.000
0210	460.2000	Incentive Density HMA Pavement	DOL	10,980.000	6,620.000	4,360.000
0220	460.5224	HMA Pavement 4 LT 58-28 S	TON	8,574.000	5,171.000	3,403.000
0230	460.5244	HMA Pavement 4 LT 58-34 S	TON	8,574.000	5,171.000	3,403.000
0240	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	7.000		7.000
0250	522.0136	Culvert Pipe Reinforced Concrete Class III 36-Inch	LF	94.000	94.000	
0260	522.0142	Culvert Pipe Reinforced Concrete Class III 42-Inch	LF	62.000	62.000	
0270	522.0160	Culvert Pipe Reinforced Concrete Class III 60-Inch	LF	132.000		132.000
0280	522.0330	Culvert Pipe Reinforced Concrete Class IV 30-Inch	LF	120.000	120.000	
0290	522.1060	Apron Endwalls for Culvert Pipe Reinforced Concrete 60-Inch	EACH	4.000		4.000
0300	523.0153	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 53x83-Inch	LF	110.000	110.000	
0310	530.0124	Culvert Pipe Corrugated Polyethylene 24-Inch	LF	888.000	622.000	266.000
0320	530.0130	Culvert Pipe Corrugated Polyethylene 30-Inch	LF	472.000	198.000	274.000
0330	606.0200	Riprap Medium	CY	159.500	85.300	74.200
0340	614.2300	MGS Guardrail 3	LF	3,012.500	3,012.500	
0350	614.2610	MGS Guardrail Terminal EAT	EACH	16.000	16.000	
0360	619.1000	Mobilization	EACH	1.000	0.500	0.500
0370	625.0500	Salvaged Topsoil	SY	86,240.000	50,000.000	36,240.000

					8896-05-72	8896-05-73
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0380	627.0200	Mulching	SY	77,240.000	41,500.000	35,740.000
0390	628.1104	Erosion Bales	EACH	440.000	245.000	195.000
0400	628.1504	Silt Fence	LF	26,780.000	16,780.000	10,000.000
0410	628.1520	Silt Fence Maintenance	LF	26,780.000	16,780.000	10,000.000
0420	628.1905	Mobilizations Erosion Control	EACH	3.000	2.000	1.000
0430	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	2.000	1.000
0440	628.2006	Erosion Mat Urban Class I Type A	SY	9,000.000	8,500.000	500.000
0450	628.6005	Turbidity Barriers	SY	35.000		35.000
0460	628.7504	Temporary Ditch Checks	LF	288.000	252.000	36.000
0470	628.7555	Culvert Pipe Checks	EACH	112.000	64.000	48.000
0480	629.0205	Fertilizer Type A	CWT	49.000	26.400	22.600
0490	630.0120	Seeding Mixture No. 20	LB	2,329.000	1,350.000	979.000
0500	630.0200	Seeding Temporary	LB	2,329.000	1,350.000	979.000
0510	633.5200	Markers Culvert End	EACH	50.000	32.000	18.000
0520	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	8.000		8.000
0530	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	52.000	24.000	28.000
0540	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	19.000	11.000	8.000
0550	637.2210	Signs Type II Reflective H	SF	104.980	65.440	39.540
0560	637.2230	Signs Type II Reflective F	SF	347.000	146.500	200.500
0570	638.2602	Removing Signs Type II	EACH	58.000	30.000	28.000
0580	638.3000	Removing Small Sign Supports	EACH	59.000	30.000	29.000
0590	642.5001	Field Office Type B	EACH	1.000	0.500	0.500
0600	643.0100	Traffic Control (project) 01. 8869-05-72	EACH	1.000	1.000	
0610	643.0100	Traffic Control (project) 02. 8896-05-73	EACH	1.000		1.000
0620	643.0420	Traffic Control Barricades Type III	DAY	4,800.000	3,000.000	1,800.000
0630	643.0705	Traffic Control Warning Lights Type A	DAY	9,600.000	6,000.000	3,600.000
0640	643.0900	Traffic Control Signs	DAY	5,640.000	3,600.000	2,040.000
0650	643.2000	Traffic Control Detour (project) 01. 8869-05-72	EACH	1.000	1.000	
0660	643.2000	Traffic Control Detour (project) 02. 8896-05-73	EACH	1.000		1.000
0670	643.3000	Traffic Control Detour Signs	DAY	14,880.000	7,440.000	7,440.000
0680	645.0111	Geotextile Type DF Schedule A	SY	120.000	60.000	60.000
0690	645.0130	Geotextile Type R	SY	623.000	355.000	268.000
0700	645.0220	Geogrid Type SR	SY	1,390.000		1,390.000
0710	646.0106	Pavement Marking Epoxy 4-Inch	LF	107,169.000	64,316.000	42,853.000
0720	648.0100	Locating No-Passing Zones	MI	5.138	3.091	2.047
0730	650.5000	Construction Staking Base	LF	11,299.000	5,971.000	5,328.000
0740	650.6000	Construction Staking Pipe Culverts	EACH	25.000	15.000	10.000
0750	650.8000	Construction Staking Resurfacing Reference	LF	27,090.000	16,319.000	10,771.000
0760	650.9910	Construction Staking Supplemental Control (project) 01. 8869-05-72	LS	1.000	1.000	

					8896-05-72	8896-05-73
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0770	650.9910	Construction Staking Supplemental Control (project) 02. 8896-05-73	LS	1.000		1.000
0780	650.9920	Construction Staking Slope Stakes	LF	27,090.000	16,319.000	10,771.000
0790	690.0150	Sawing Asphalt	LF	56.000	22.000	34.000
0800	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,400.000	1,200.000	1,200.000
0810	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	600.000	300.000	300.000

CLEARING/GRUBBING

STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
PROJECT 8896-05-72			
CTH M			
238+50 - 239+50	LT	1	1
245+50 - 246+50	LT	1	1
254+20 - 256+20	RT	2	2
255+10 - 255+60	LT	1	1
259+50 - 262+00	LT	3	3
258+30 - 260+30	RT	2	2
265+00 - 265+50	LT	1	1
265+00 - 265+50	RT	1	1
271+50 - 273+00	LT	2	2
272+50 - 273+50	RT	1	1
324+00 - 324+50	RT	1	1
324+80 - 325+30	LT	1	1
338+00 - 340+00	RT	2	2
344+00 - 346+00	LT	2	2
349+50 - 354+50	LT	5	5
358+00 - 363+00	RT	5	5
368+20 - 373+20	LT	5	5
370+20 - 373+20	RT	3	3
375+00 - 376+00	RT	1	1
378+00 - 382+00	LT	4	4
391+00 - 392+00	RT	1	1
PROJECT 8896-05-72 TOTAL		42	42
PROJECT 8896-05-73			
CTH M			
397+80 - 403+80	RT	6	6
411+00 - 414+00	LT	3	3
411+00 - 414+00	RT	3	3
428+50 - 430+50	LT	2	2
428+50 - 431+50	RT	3	3
443+00 - 446+00	RT	3	3
451+00 - 453+00	RT	2	2
461+00 - 462+50	RT	2	2
463+50 - 467+00	LT	4	4
PROJECT 8896-05-73 TOTAL		27	27
ITEM TOTALS		69	69

REMOVING CULVERT PIPES

STATION	LOCATION	REMOVING SMALL PIPE CULVERTS 203.0100 EACH	REMOVING OLD STRUCTURE (463+93) 203.0200.01 LS	REMOVING OLD STRUCTURE (464+02) 203.0200.02 LS
PROJECT 8896-05-72				
CTH M				
245+99	LT/RT	1		
255+29	LT/RT	1		
258+57	LT/RT	1		
265+24	LT/RT	1		
272+80	LT/RT	1		
306+66	LT/RT	1		
306+70	LT/RT	1		
324+81	LT/RT	1		
337+87	LT/RT	1		
345+85	LT/RT	1		
357+26	LT/RT	1		
361+84	LT/RT	1		
372+90	LT/RT	1		
375+80	LT/RT	1		
379+38	LT/RT	1		
391+64	LT/RT	1		
PROJECT 8896-05-72 TOTAL		16	0	0
PROJECT 8896-05-73				
CTH M				
411+07	LT/RT	1		
426+27	LT/RT	1		
437+21	LT/RT	1		
445+91	LT/RT	1		
453+04	LT/RT	1		
463+93	LT/RT		1	
464+02	LT/RT			1
484+63	LT/RT	1		
488+77	LT/RT	1		
493+66	LT/RT	1		
PROJECT 8896-05-73 TOTAL		8	1	1
ITEM TOTALS		24	1	1

EXCAVATION

STATION	205.0100 COMMON CY	AVAILABLE MATERIAL CY	AIR FILL CY	EXPAND. FILL CY	208.0100 BORROW CY
PROJECT 8896-05-72					
CTH M					
234+00 - 397+19	835	835	14750	19175	18340
CURVES WEDGED WITH 1 1/4" CABC					
245+00 - 256+00					-402
282+00 - 291+00					-262
335+00 - 356+71					-747
372+00 - 389+00					-485
PROJECT 8896-05-72 TOTAL	835				16444
PROJECT 8896-05-73					
CTH M					
397+19 - 505+26	760	760	10265	13345	12585
*472+00 - 476+17 (EXCAVATION FOR GEOGRID)	580				
CURVES WEDGED WITH 1 1/4" CABC					
393+00 - 406+00					-777
411+00 - 414+00					-199
443+00 - 454+00					-327
464+00 - 476+00					-256
479+00 - 493+00					-402
PROJECT 8896-05-73 TOTAL	1340				10624
ITEM TOTAL	2175				27068

NOTE: EXPANSION FACTOR = 1.3
*COMMON EXCAVATION AT GEOGRID AREA IS FULL COMPENSATION FOR REMOVING EXISTING BASE AND RELAYING OVER GEOGRID

SEE EARTHWORK TABLE FOR DETAILS ON COMMON EXCAVATION AND FILL
THE EARTHWORK TABLE INCLUDES WEDGING AS FILL (WILL BE BUILT WITH 1 1/4-INCH CABC)

3

FILE NAME : P:\PT\T\Tayhd\120441\CTH M\CAD\M0CTHM01.dgn PLOT TIME : 3:17:25 PM PLOT DATE : 11/2/2016 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A
WISDOT/CADDS SHEET 43

3

PREPARE FOUNDATION FOR ASPHALTIC PAVING

STATION	LOCATION	211.0100 LS
PROJECT 8896-05-72		
CTH M		
234+00 - 397+19	LT & RT	1
PROJECT 8896-05-73		
CTH M		
397+19 - 505+26	LT & RT	1

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

STATION	LOCATION	211.0400 STA
PROJECT 8896-05-72		
CTH M		
234+00 - 397+19	LT & RT	164
PROJECT 8896-05-72 TOTAL		164
PROJECT 8896-05-73		
CTH M		
397+19 - 476+17	LT & RT	79
476+53 - 505+26	LT & RT	29
PROJECT 8896-05-73 TOTAL		108
ITEM TOTAL		272

BASE AGGREGATE DENSE 3/4-INCH

STATION	LOCATION	305.0110 TON	SHAPING SHOULDERS 305.0500 STA
PROJECT 8896-05-72			
CTH M			
234+00 - 397+19	LT & RT	1170	328
SIDEROADS			
BRUSH CREEK ROAD	LT & RT	40	
NORTH ROAD	LT & RT	40	
RAHMEL LANE	LT & RT	40	
WHITETAIL LANE	LT & RT	40	
LUCKY HILLS ROAD	LT & RT	40	
BRUSH CREEK ROAD	LT & RT	40	
LAKE ROAD	LT & RT	40	
2ND AVENUE	LT & RT	40	
DRIVEWAYS			
247+47	RT	10	
254+47	LT	10	
260+98	RT	10	
261+57	RT	10	
270+69	LT	10	
274+71	RT	10	
288+79	RT	10	
304+36	LT	10	
311+37	RT	10	
319+16	RT	10	
323+90	LT	10	
330+36	RT	10	
333+40	LT	10	
338+79	LT	10	
340+00	LT	10	
343+78	LT	10	
356+82	LT	10	
357+61	RT	10	
364+23	LT	10	
373+38	RT	10	
376+76	RT	10	
384+72	LT	10	
387+04	RT	10	
387+19	LT	10	
390+56	LT	10	
PROJECT 8896-05-72 TOTAL		1740	328

BASE AGGREGATE DENSE 3/4-INCH

STATION	LOCATION	305.0110 TON	SHAPING SHOULDERS 305.0500 STA
PROJECT 8896-05-73			
CTH M			
397+19 - 505+26	LT & RT	770	218
BOAT LANDING PARKING			
461+00 - 463+00	RT	270	
SIDEROADS			
WINTER SPORTS ROAD	LT & RT	40	
SAILOR CREEK ROAD	LT & RT	40	
RICHTER ROAD	LT & RT	40	
DRIVEWAYS			
397+85	LT	10	
410+08	RT	10	
410+73	LT	10	
414+48	RT	10	
416+88	LT	10	
416+88	RT	10	
417+86	LT	10	
431+77	RT	10	
444+49	LT	10	
446+12	RT	10	
446+37	LT	10	
446+81	RT	10	
456+75	RT	10	
470+78	LT	10	
485+53	LT	10	
487+53	RT	10	
492+64	RT	10	
502+31	LT	10	
PROJECT 8896-05-73 TOTAL		1340	218
ITEM TOTAL		3080	546

FINISHING ROADWAY

STA	LOCATION	213.0100 EACH
PROJECT 8896-05-72		
CTH M		
234+00 - 397+19	LT & RT	1
PROJECT 8896-05-72 TOTAL		1
PROJECT 8896-05-73		
CTH M		
397+19 - 505+26	LT & RT	1
PROJECT 8896-05-73 TOTAL		1

OBLITERATING OLD ROAD

STA	LOCATION	214.0100 STA
PROJECT 8896-05-72		
CTH M		
283+17 - 284+56	LT	1.4
285+55 - 587+61	LT	2.1
395+37 - 397+06	RT	1.7
PROJECT 8896-05-72 TOTAL		5.2
PROJECT 8896-05-73		
CTH M		
396+86 - 397+89	RT	1.7
398+03 - 400+15	RT	2.5
PROJECT 8896-05-73 TOTAL		4.2
ITEM TOTAL		9.4

BASE AGGREGATE DENSE 1 1/4-INCH

STATION	LOCATION	305.0120 TON	REMARKS
PROJECT 8896-05-72			
CTH M			
245+00 - 256+00	LT & RT	800	WEDGING FOR SUPERELEVATION
245+99	LT & RT	60	CULVERT PIPE REPLACEMENT
255+29	LT & RT	30	CULVERT PIPE REPLACEMENT
258+57	LT & RT	50	CULVERT PIPE REPLACEMENT
265+24	LT & RT	70	CULVERT PIPE REPLACEMENT
272+80	LT & RT	70	CULVERT PIPE REPLACEMENT
282+00 - 291+00	LT & RT	520	WEDGING FOR SUPERELEVATION
306+68 (TWIN PIPE)	LT & RT	90	CULVERT PIPE REPLACEMENT
324+81	LT & RT	50	CULVERT PIPE REPLACEMENT
335+00 - 356+71	LT & RT	1490	WEDGING FOR SUPERELEVATION
337+87	LT & RT	60	CULVERT PIPE REPLACEMENT
345+85	LT & RT	60	CULVERT PIPE REPLACEMENT
357+26	LT & RT	60	CULVERT PIPE REPLACEMENT
361+84	LT & RT	120	CULVERT PIPE REPLACEMENT
372+00 - 389+00	LT & RT	970	WEDGING FOR SUPERELEVATION
372+90	LT & RT	80	CULVERT PIPE REPLACEMENT
375+80	LT & RT	80	CULVERT PIPE REPLACEMENT
379+38	LT & RT	70	CULVERT PIPE REPLACEMENT
391+64	LT & RT	80	CULVERT PIPE REPLACEMENT
UNDISTRIBUTED		200	
PROJECT 8896-05-72 TOTAL		5010	
PROJECT 8896-05-73			
CTH M			
397+17 - 406+00	LT & RT	1550	WEDGING FOR SUPERELEVATION
411+00 - 414+00	LT & RT	400	WEDGING FOR SUPERELEVATION
411+07	LT & RT	30	CULVERT PIPE REPLACEMENT
426+27	LT & RT	70	CULVERT PIPE REPLACEMENT
437+21	LT & RT	70	CULVERT PIPE REPLACEMENT
443+00 - 454+00	LT & RT	650	WEDGING FOR SUPERELEVATION
445+91	LT & RT	80	CULVERT PIPE REPLACEMENT
453+04	LT & RT	70	CULVERT PIPE REPLACEMENT
463+98 (TWIN PIPE)	LT & RT	140	CULVERT PIPE REPLACEMENT
464+00 - 476+00	LT & RT	510	WEDGING FOR SUPERELEVATION
479+00 - 493+00	LT & RT	800	WEDGING FOR SUPERELEVATION
484+63	LT & RT	60	CULVERT PIPE REPLACEMENT
488+77	LT & RT	60	CULVERT PIPE REPLACEMENT
493+66	LT & RT	60	CULVERT PIPE REPLACEMENT
UNDISTRIBUTED		270	
PROJECT 8896-05-73 TOTAL		4820	
ITEM TOTALS		9830	

PULVERIZE AND RELAY

STATION	LOCATION	DEPTH (IN)	325.0100 SY	374.1020.S QMP PULVERIZE AND RELAY COMPACTION SY
PROJECT 8896-05-72				
CTH M				
234+00 - 397+19	LT & RT	6	50770	50770
PROJECT 8896-05-72 TOTAL			50770	50770
PROJECT 8896-05-73				
CTH M				
397+19 - 476+17	LT & RT	6	24572	24572
476+53 - 505+26	LT & RT	6	8938	8938
PROJECT 8896-05-73 TOTAL			33510	33510
ITEM TOTAL			84280	84280

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

STA	LOCATION	THICKNESS (IN)	465.0120 TON
PROJECT 8896-05-73			
CTH M			
419+24	LT	3.5	7
PROJECT 8896-05-73 TOTAL			7

ASPHALTIC PAVEMENT ITEMS

STATION	LOCATION	455.0605 TACK COAT GAL	460.5224 HMA PAVEMENT 4 LT 58-28 S* TON	460.5244 HMA PAVEMENT 4 LT 58-34 S* TON	REMARKS
PROJECT 8896-05-72					
CTH M					
234+00 - 397+19	LT & RT		4975		MAINLINE 28' WIDTH LOWER LAYER
234+00 - 397+19	LT & RT	3050		4975	MAINLINE 28' WIDTH UPPER LAYER
BRUSH CREEK RD					
1000+90 - 1001+43	LT & RT		28		LOWER LAYER
1000+90 - 1001+43	LT & RT	17		28	UPPER LAYER
NORTH RD					
1200+01 - 1200+76	LT & RT		32		LOWER LAYER
1200+01 - 1200+76	LT & RT	19		32	UPPER LAYER
LUCKY HILLS RD					
1400+98 - 1401+69	LT & RT		43		LOWER LAYER
1400+98 - 1401+69	LT & RT	27		43	UPPER LAYER
2ND AVE					
1802+15 - 1802+88	LT & RT		39		LOWER LAYER
1802+15 - 1802+88	LT & RT	24		39	UPPER LAYER
GUARDRAIL WIDENING					
271+84 - 273+60	LT	1	2	2	1 FT WIDENING
272+02 - 273+78	RT	1	2	2	1 FT WIDENING
324+11 - 329+62	LT	4	6	6	1 FT WIDENING
344+79 - 354+55	LT	6	11	11	1 FT WIDENING
357+30 - 363+81	LT	4	7	7	1 FT WIDENING
357+58 - 363+56	RT	4	6	6	1 FT WIDENING
367+58 - 373+97	LT	4	7	7	1 FT WIDENING
370+54 - 373+30	RT	2	3	3	1 FT WIDENING
GRAVEL SIDEROADS	LT & RT	5	10	10	1 FT WING OUTS
PROJECT 8896-05-72 TOTAL		3168	5171	5171	
PROJECT 8896-05-73					
CTH M					
397+19 - 476+17	LT & RT		2408		MAINLINE 28' WIDTH LOWER LAYER
397+19 - 476+17	LT & RT	1474		2408	MAINLINE 28' WIDTH UPPER LAYER
476+53 - 505+26	LT & RT		876		MAINLINE 28' WIDTH LOWER LAYER
476+53 - 505+26	LT & RT	536		876	MAINLINE 28' WIDTH UPPER LAYER
WINTER SPORTS RD					
1900+00 - 1902+54	LT & RT		81		LOWER LAYER
1900+00 - 1902+54	LT & RT	50		81	UPPER LAYER
RICHTER RD					
2000+50 - 2001+30	LT & RT		35		LOWER LAYER
2000+50 - 2001+30	LT & RT	21		35	UPPER LAYER
GRAVEL SIDEROADS	LT & RT		3	3	1 FT WING OUTS
PROJECT 8896-05-73 TOTAL		2081	3403	3403	
ITEM TOTALS		5249	8574	8574	

*112 LBS/(SY*IN) USED IN CALCULATIONS

3

CULVERT PIPES

STATION	LOCATION	CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH 522.0136 LF	CULVERT PIPE REINFORCED CONCRETE CLASS III 42-INCH 522.0142 LF	CULVERT PIPE REINFORCED CONCRETE HORIZ. ELLIPTICAL CLASS HE-III 53X83-INCH 523.0153 LF	CULVERT PIPE REINFORCED CONCRETE CLASS III 60-INCH 522.0160 LF	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONC 60-INCH 522.1060 EACH	CULVERT PIPE REINFORCED CONCRETE CLASS IV 30-INCH 522.0330 LF	CULVERT PIPE CORRUGATED POLYETHYLENE 24-INCH 530.0124 LF	CULVERT PIPE CORRUGATED POLYETHYLENE 30-INCH 530.0130 LF
PROJECT 8896-05-72									
CTH M									
245+99	LT/RT			110					
255+29	LT/RT							76	
265+24	LT/RT		62						
272+80	LT/RT	94							
306+64	LT/RT								72
306+72	LT/RT								72
324+81	LT/RT							124	
337+87	LT/RT								54
345+85	LT/RT							58	
357+26	LT/RT							64	
361+84	LT/RT						120		
372+90	LT/RT							110	
375+80	LT/RT							62	
379+38	LT/RT							64	
391+64	LT/RT							64	
PROJECT 8896-05-72 TOTAL		94	62	110	0	0	120	622	198
PROJECT 8896-05-73									
CTH M									
411+17	LT/RT							72	
426+27	LT/RT								56
437+21	LT/RT							54	
445+91	LT/RT							86	
453+04	LT/RT								114
463+93	LT/RT				66	2			
464+02	LT/RT				66	2			
484+63	LT/RT							54	
488+77	LT/RT								54
493+66	LT/RT								50
PROJECT 8896-05-73 TOTAL		0	0	0	132	4	0	266	274
ITEM TOTALS		94	62	110	132	4	120	888	472

RIPRAP AND GEOTEXTILE FABRIC

STATION	LOCATION	WIDTH*	LENGTH*	RIPRAP MEDIUM 606.0200 CY	GEOTEXTILE FABRIC TYPE R 645.0130 SY	REMARKS
PROJECT 8896-05-72						
CTH M						
245+91	RT	6	6	2	9	
246+06	LT	6	12	4	15	
255+29	LT/RT	4	10	4.4	20	
258+57	LT/RT	4	10	4.4	20	
265+24	LT/RT	5.5	11	6.7	26	
272+75	LT	5	10	2.8	12	
272+83	RT	5	10	2.8	12	
306+68	LT	13	10	7.2	23	FOR BOTH PIPES
306+68	RT	13	6.5	7.2	23	FOR BOTH PIPES
323+16	RT	4	10	4.4	16	OUTLET END ONLY
324+40	RT	4	10	2.2	10	
325+22	LT	4	10	2.2	10	
337+87	LT	4.5	7.5	1.9	9	
337+87	RT	4.5	10	2.5	11	
345+76	LT	4	10	2.2	10	
345+91	RT	4	10	2.2	10	
357+11	RT	4	6.5	1.4	7	
357+44	LT	4	10	2.2	10	
361+84	LT/RT	4.5	10	5	22	
372+84	RT	4	10	2.2	10	
372+96	LT	4	10	2.2	10	
375+77	LT	4	10	2.2	10	
375+82	RT	4	10	2.2	10	
379+34	RT	4	10	2.2	10	
379+42	LT	4	10	2.2	10	
391+64	LT/RT	4	10	4.4	20	
PROJECT 8896-05-72 TOTAL				85.3	355	
PROJECT 8896-05-73						
411+17	LT/RT	4	10	4.4	20	
426+27	LT/RT	4.5	10	5	22	
437+21	LT/RT	4	10	4.4	20	
445+72	RT	4	10	2.2	10	
446+08	LT	4	10	2.2	10	
453+01	RT	4.5	10	2.5	11	
453+07	LT	4.5	10	2.5	11	
463+91	RT	22	15	18.3	50	FOR BOTH PIPES
464+22	LT	22	15	18.3	50	FOR BOTH PIPES
484+63	LT/RT	4	10	4.4	20	
488+75	LT/RT	4.5	10	2.5	11	
488+79	LT/RT	4.5	10	2.5	11	
493+66	LT/RT	4.5	10	5	22	
PROJECT 8896-05-73 TOTAL				74.2	268	
ITEM TOTALS				159.5	623	

*INSTALL THE SAME LENGTH AND WIDTH ON BOTH LT & RT SIDES WHEN LT/RT INDICATED

SALVAGED TOPSOIL, MULCHING AND SEEDING

STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	629.0205 FERTILIZER TYPE A CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0200 TEMPORARY SEEDING LB	COMMENT
PROJECT 8896-05-72								
CTH M								
235+00 - 235+50	RT	120	120		0.1	3.2	3.2	
235+85 - 246+50	RT	1550	1550		1.0	41.9	41.9	
238+00 - 240+00	LT	450	450		0.3	12.2	12.2	
244+00 - 268+00	LT	4590	4590		2.9	123.9	123.9	
250+00 - 260+90	RT	2090	2090		1.3	56.4	56.4	
264+74 - 266+65	RT	240	240		0.1	6.5	6.5	
270+00 - 272+15	LT	330	330		0.2	8.9	8.9	
270+75 - 272+00	RT	420	420		0.3	11.3	11.3	
272+00 - 273+50	LT	470		470	0.0	12.7	12.7	
272+15 - 273+70	RT	270		270	0.0	7.3	7.3	
273+50 - 274+70	LT	260	260		0.2	7.0	7.0	
273+70 - 280+00	RT	950	950		0.6	25.7	25.7	
278+00 - 284+60	LT	1520	1520		1.0	41.0	41.0	
283+00 - 315+00	RT	5150	5150		3.2	139.1	139.1	
285+00 - 287+66	LT	560	560		0.4	15.1	15.1	OBLITERATED ROAD
286+00 - 292+00	LT	930	930		0.6	25.1	25.1	ALONG NORTH ROAD & CTH M
299+00 - 301+00	LT	210	210		0.1	5.7	5.7	
304+50 - 309+00	LT	610	610		0.4	16.5	16.5	
311+00 - 311+25	LT	180	180		0.1	4.9	4.9	
312+42 - 318+00	LT	660	660		0.4	17.8	17.8	
316+70 - 319+00	RT	230	230		0.1	6.2	6.2	
319+50 - 321+90	LT	220	220		0.1	5.9	5.9	
321+90 - 330+25	RT	2290	2290		1.4	61.8	61.8	
323+70 - 324+00	LT	160	160		0.1	4.3	4.3	
324+00 - 328+10	LT	570		570	0.0	15.4	15.4	
328+10 - 344+90	LT	2430	2430		1.5	65.6	65.6	
344+90 - 353+33	LT	2540		2540	0.0	68.6	68.6	
330+50 - 359+00	RT	4500	4500		2.8	121.5	121.5	
353+33 - 357+60	LT	620	620		0.4	16.7	16.7	
357+60 - 363+00	LT	1460		1460	0.0	39.4	39.4	
357+60 - 363+00	RT	780		780	0.0	21.1	21.1	
363+00 - 372+20	RT	1370	1370		0.9	37.0	37.0	
363+00 - 364+90	LT	220	220		0.1	5.9	5.9	
366+50 - 368+85	LT	370	370		0.2	10.0	10.0	
368+85 - 372+20	LT	1480		1480	0.0	40.0	40.0	
372+20 - 384+60	LT	2190	2190		1.4	59.1	59.1	
372+20 - 373+15	RT	260		260	0.0	7.0	7.0	
373+46 - 378+60	RT	890	890		0.6	24.0	24.0	
378+90 - 384+10	RT	850	850		0.5	23.0	23.0	
384+10 - 390+40	RT	660	660		0.4	17.8	17.8	
387+00 - 397+19	LT	1720	1720		1.1	46.4	46.4	
384+30 - 390+40	RT	660	660		0.4	17.8	17.8	
395+40 - 397+19	RT	970	970		0.6	26.2	26.2	
UNDISTRIBUTED		1000	330	670	0.6	27.1	27.1	
PROJECT 8896-05-72 TOTAL		50000	41500	8500	26.4	1350.0	1350.0	

SALVAGED TOPSOIL, MULCHING AND SEEDING

STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	629.0205 FERTILIZER TYPE A CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0200 TEMPORARY SEEDING LB	COMMENT
PROJECT 8896-05-73								
CTH M								
397+19 - 407+00	LT	1250	1250		0.8	33.8	33.8	
397+19 - 397+90	RT	220	220		0.1	5.9	5.9	CTH M & WINTER SPORTS RD LT
397+90 - 407+00	RT	3930	3930		2.5	106.1	106.1	CTH M & WINTER SPORTS RD RT
410+66 - 414+30	RT	1140	1140		0.7	30.8	30.8	
410+82 - 414+10	LT	1010	1010		0.6	27.3	27.3	
416+00 - 419+75	RT	340	340		0.2	9.2	9.2	
417+10 - 417-90	RT	110		110	0.0	3.0	3.0	
417+90 - 435+00	LT	3310	3310		2.1	89.4	89.4	
423+00 - 431+65	RT	1450	1450		0.9	39.2	39.2	
433+00 - 446+00	RT	2430	2430		1.5	65.6	65.6	
436+25-437+90	LT	150	150		0.1	4.1	4.1	
442+00-470+61	LT	5240	5240		3.3	141.5	141.5	
447+00-474+00	RT	7080	7080		4.5	191.2	191.2	
478+15-499+00	RT	3370	3370		2.1	91.0	91.0	
480+00-502+15	LT	3710	3710		2.3	100.2	100.2	
501+90-504+15	RT	390	390		0.2	10.5	10.5	
504+44-505+25	RT	220	220		0.1	5.9	5.9	
UNDISTRIBUTED		890	500	390	0.6	24.3	24.3	
PROJECT 8896-05-73 TOTAL		36240	35740	500	22.6	979.0	979.0	
ITEM TOTALS		86240	77240	9000	49	2329	2329	

GUARDRAIL ITEMS

STATION	LOCATION	614.2300 MGS GUARDRAIL 3 LF	614.2610 MGS TERMINAL EAT EACH
PROJECT 8896-05-72			
CTH M			
271+93.9 - 272+47.0	LT		1
272+47.0 - 272+97.0	LT	50	
272+97.0 - 273+50.1	LT		1
272+11.9 - 272+65.0	RT		1
272+65.0 - 273+15.0	RT	50	
273+15.0 - 273+68.1	RT		1
324+20.9 - 324+74.0	LT		1
324+74.0 - 328+99.0	LT	425	
328+99.0 - 329+52.1	LT		1
344+89.0 - 345+42.1	LT		1
345+42.1 - 353+92.1	LT	850	
353+92.1 - 354+45.2	LT		1
357+40.0 - 357+93.1	LT		1
357+93.1 - 363+18.1	LT	525	
363+18.1 - 363+71.2	LT		1
357+90.0 - 358+43.1	RT		1
358+43.1 - 362+93.1	RT	450	
362+93.1 - 363+46.2	RT		1
367+67.9 - 368+21.0	LT		1
368+21.0 - 373+33.5	LT	512.5	
373+33.5 - 373+86.6	LT		1
370+63.8 - 371+16.9	RT		1
371+16.9 - 372+66.9	RT	150	
372+66.9 - 373+20.0	RT		1
PROJECT 8896-05-72 TOTALS		3012.5	16

MOBILIZATION

STATION	LOCATION	619.1000 EACH
PROJECT 8896-05-72		
CTH M		
234+00 - 397+19	LT & RT	0.5
PROJECT 8896-05-72 TOTAL		0.5
PROJECT 8896-05-73		
CTH M		
397+19 - 505+26	LT & RT	0.5
PROJECT 8896-05-73 TOTAL		0.5
ITEM TOTAL		1

EROSION BALES AND GEOTEXTILE FABRIC

STATION	LOCATION	628.1104 EROSION BALES EACH	645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY
PROJECT 8896-05-72			
CTH M			
245+90	RT	10	
255+25	RT	10	
265+20	LT	10	
273+75	LT	10	
306+60	RT	10	
324+30	RT	10	
338+00	LT	10	
345+75	LT	10	
357+50	LT	10	
361+80	LT	10	
374+00	LT	10	
375+80	LT	10	
379+45	LT	10	
391+60	RT	10	
UNDISTRIBUTED		30	
TEMP SETTLING BASINS		75	60
PROJECT 8896-05-72 TOTAL		245	60
PROJECT 8896-05-73			
CTH M			
411+15	LT	10	
426+25	RT	10	
436+25	RT	10	
445+70	RT	10	
446+15	LT	10	
452+00	RT	10	
484+60	LT	10	
488+80	RT	10	
493+75	LT	10	
UNDISTRIBUTED		30	
TEMP SETTLING BASINS		75	60
PROJECT 8896-05-73 TOTAL		195	60
ITEM TOTAL		440	120

TURBIDITY BARRIER

STATION	628.6005 SY
PROJECT 8896-05-73	
CTH M	
464+02 RT	35
PROJECT 8896-05-73 TOTAL	35

SILT FENCE ITEMS

STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
PROJECT 8896-05-72			
CTH M			
237+94 - 240+43	LT	260	260
239+07 - 242+74	RT	370	370
245+25 - 246+82	LT	185	185
245+45 - 246+40	RT	105	105
249+00 - 251+00	LT	300	300
251+25 - 261+00	RT	960	960
254+65 - 256+10	LT	150	150
257+00 - 268+25	LT	1100	1100
270+00 - 276+00	RT	600	600
270+80 - 275+00	LT	420	420
281+00 - 284+50	LT	385	385
282+90 - 284+10	RT	110	110
302+00 - 311+65	RT	485	485
304+50 - 307+60	LT	320	320
323+30 - 330+25	RT	700	700
321+98 - 329+90	LT	750	750
335+00 - 340+00	RT	525	525
337+40 - 338+40	LT	100	100
343+85 - 355+75	LT	1250	1250
345+60 - 353+00	RT	750	750
356+70 - 363+75	RT	700	700
357+00 - 365+00	LT	800	800
366+50 - 383+00	LT	1630	1630
369+75 - 383+00	RT	900	900
384+65 - 390+00	RT	525	525
388+00 - 397+00	LT	900	900
390+70 - 395+00	RT	420	420
395+50 - 398+30	LT	280	280
395+45 - 404+22	RT	180	180
UNDISTRIBUTED		620	620
PROJECT 8896-05-72 TOTAL		16780	16780
PROJECT 8896-05-73			
CTH M			
397+19 - 398+30		130	130
397+19 - 404+22		225	225
401+00 - 407+00	LT	600	600
410+65 - 414+09	LT	325	325
410+80 - 414+40	RT	410	410
418+00 - 432+10	LT	1400	1400
425+71 - 426+75	RT	100	100
429+00 - 430+65	RT	275	275
436+75 - 437+75	LT	100	100
436+75 - 437+75	RT	100	100
441+75 - 446+10	RT	450	450
445+50 - 446+00	LT	50	50
446+95 - 454+10	RT	625	625
450+00 - 454+75	LT	500	500
456+90 - 463+00	RT	650	650
462+50 - 468+00	LT	560	560
462+20 - 474+20	RT	1060	1060
477+90 - 485+25	RT	775	775
480+00 - 485+50	LT	525	525
488+30 - 489+15	LT	100	100
488+30 - 489+30	RT	100	100
491+00 - 497+00	LT	580	580
493+00 - 494+65	RT	175	175
UNDISTRIBUTED		185	185
PROJECT 8896-05-73 TOTAL		10000	10000
ITEM TOTAL		26780	26780

TEMPORARY DITCH CHECKS

STATION	LOCATION	628.7504 TEMPORARY DITCH CHECKS LF
PROJECT 8896-05-72		
CTH M		
236+50	RT	12
238+50	RT	12
249+00	LT	12
284+60	RT	12
285+80	RT	12
286+80	RT	12
287+80	RT	12
289+25	RT	12
289+75	RT	12
292+10	RT	12
294+15	RT	12
300+25	RT	12
300+65	LT	12
341+30	RT	12
342+50	RT	12
343+30	RT	12
344+40	RT	12
345+40	RT	12
354+00	RT	12
354+90	RT	12
350+90	RT	12
PROJECT 8896-05-72 TOTAL		252
PROJECT 8896-05-73		
CTH M		
416+00	RT	12
490+75	RT	12
491+30	RT	12
PROJECT 8896-05-73 TOTAL		36
ITEM TOTAL		288

CULVERT PIPE CHECKS

STATION	LOCATION	628.7555 EACH
PROJECT 8896-05-72		
CTH M		
245+99	LT	4
255+29	LT	4
258+57	RT	4
265+24	RT	4
272+80	RT	4
306+64	LT	4
306+72	LT	4
324+81	LT	4
337+87	RT	4
345+85	LT	4
357+26	LT	4
361+84	LT	4
372+90	RT	4
375+80	RT	4
379+38	RT	4
391+64	LT	4
PROJECT 8896-05-72 TOTAL		64
PROJECT 8896-05-73		
CTH M		
411+07	LT	4
426+27	LT	4
437+21	LT	4
445+91	LT/RT	8
453+04	LT	4
463+93	RT	6
464+02	RT	6
484+63	RT	4
488+77	LT	4
493+66	RT	4
PROJECT 8896-05-73 TOTAL		48
ITEM TOTALS		112

MARKERS CULVERT END

STATION	LOCATION	633.5200 EACH
PROJECT 8896-05-72		
CTH M		
245+99	LT/RT	2
255+29	LT/RT	2
258+57	LT/RT	2
265+24	LT/RT	2
272+80	LT/RT	2
306+68	LT/RT	2
322+77	LT/RT	2
324+81	LT/RT	2
337+87	LT/RT	2
345+85	LT/RT	2
357+26	LT/RT	2
361+84	LT/RT	2
372+90	LT/RT	2
375+80	LT/RT	2
379+38	LT/RT	2
391+64	LT/RT	2
PROJECT 8896-05-72 TOTAL		32
PROJECT 8896-05-73		
CTH M		
411+07	LT/RT	2
426+27	LT/RT	2
437+21	LT/RT	2
445+91	LT/RT	2
453+04	LT/RT	2
463+98	LT/RT	2
484+63	LT/RT	2
488+77	LT/RT	2
493+66	LT/RT	2
PROJECT 8896-05-73 TOTAL		18
ITEM TOTALS		50

MOBILIZATIONS EROSION CONTROL

STATION	628.1905 EROSION CONTROL EACH	628.1910 EMERGENCY EROSION CONTROL EACH
PROJECT 8896-05-72		
CTH M		
234+00 - 397+19	2	2
PROJECT 8896-05-72 TOTAL	2	2
PROJECT 8896-05-73		
CTH M		
397+19 - 505+26	1	1
PROJECT 8896-05-73 TOTAL	1	1
ITEM TOTALS	3	3

PERMANENT SIGNING

SIGN GROUP CODE	SIGN CODE	MESSAGE	SIZE	SIGNS TYPE II REFLECTIVE H 637.2210 SF	SIGNS TYPE II REFLECTIVE F 637.2230 SF	POSTS WOOD 4X6-INCH 12-FT 634.0612 EACH	POSTS WOOD 4X6-INCH 14-FT 634.0614 EACH	POSTS WOOD 4X6-INCH 16-FT 634.0616 EACH	REMOVING SIGNS TYPE II 638.2602 EACH	REMOVING SMALL SIGN SUPPORTS 638.3000 EACH	REMARKS
PROJECT 8896-05-72											
8-1	W2-2L	SIDE ROAD LEFT	30" X 30"		6.25			1	1	1	REPLACE EXISTING SIGN & POST
8-2	W2-2R	SIDE ROAD RIGHT	30" X 30"		6.25			1	1	1	REPLACE EXISTING SIGN & POST
8-3	R1-1	STOP	30" X 30"	5.18			1		1	1	REPLACE EXISTING SIGN & POST
9-1	W8-1	BUMP							1	1	REMOVE EXISTING SIGN & POST
9-2	W1-2R	CURVE RIGHT							1	1	REMOVE EXISTING SIGNS & POST
	W13-1	35 M.P.H.									
10-1	W8-1	BUMP							1	1	REMOVE EXISTING SIGN & POST
10-2	W1-8	CHEVRON LEFT	18" X 24"		3.00		1				INSTALL SIGN & POST
10-3	W1-8	CHEVRON LEFT							1	1	REMOVE EXISTING SIGNS & POST
	W1-8	CHEVRON RIGHT									
10-4	W1-2R	CURVE RIGHT	30" X 30"		6.25			1			INSTALL SIGNS & POST
	W13-1	35 M.P.H.	18" X 18"		2.25						
10-5	R1-1	STOP	30" X 30"	5.18			1		1	1	REPLACE EXISTING SIGN & POST
10-6	W1-8	CHEVRON LEFT							1	1	REMOVE EXISTING SIGNS & POST
	W1-8	CHEVRON RIGHT									
10-7		WATCH FOR CHILDREN	36" X 36"								REMAINS
10-8	W1-8	CHEVRON RIGHT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON LEFT	18" X 24"		3.00						
10-9		WATCH FOR CHILDREN	36" X 36"								REMAINS
10-10	W1-8	CHEVRON RIGHT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON LEFT	18" X 24"		3.00						
10-11	W1-8	CHEVRON RIGHT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON LEFT	18" X 24"		3.00						
10-12	W1-8	CHEVRON RIGHT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON LEFT	18" X 24"		3.00						
10-13	W1-8	CHEVRON LEFT							1	1	REMOVE EXISTING SIGN & POST
10-14	W1-8	CHEVRON LEFT							1	1	REMOVE EXISTING SIGN & POST
10-15	W1-8	CHEVRON RIGHT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON LEFT	18" X 24"		3.00						
10-16	R1-1	STOP	30" X 30"	5.18			1		1	1	REPLACE EXISTING SIGN & POST
	W1-8	CHEVRON LEFT							1		REMOVE EXISTING SIGN & POST
10-17	W1-8	CHEVRON LEFT							1	1	REMOVE EXISTING SIGNS & POST
	W1-8	CHEVRON RIGHT									
10-18	W1-8	CHEVRON RIGHT	18" X 24"		3.00		1				INSTALL SIGN & POST
10-19	W1-2L	CURVE LEFT	30" X 30"		6.25			1			INSTALL SIGNS & POST
	W13-1	35 M.P.H.	18" X 18"		2.25						
10-20	W1-2L	CURVE LEFT							1	1	REMOVE EXISTING SIGNS & POST
	W13-1	35 M.P.H.									
11-1	R1-1	STOP	30" X 30"	5.18			1		1	1	REPLACE EXISTING SIGN & POST
11-2	W2-2L	SIDE ROAD LEFT	30" X 30"		6.25			1	1	1	REPLACE EXISTING SIGN & POST
11-3	W2-2R	SIDE ROAD RIGHT	30" X 30"		6.25			1	1	1	REPLACE EXISTING SIGN & POST
12-1	W1-8	CHEVRON LEFT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON RIGHT	18" X 24"		3.00						
12-2	W1-5L	WINDING ROAD LEFT	30" X 30"		6.25			1			INSTALL SIGNS & POST
	W13-1	45 M.P.H.	18" X 18"		2.25						
12-3	W1-5L	WINDING ROAD LEFT							1	1	REMOVE EXISTING SIGNS & POST
	W13-1	45 M.P.H.									
12-4	W1-8	CHEVRON RIGHT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON LEFT	18" X 24"		3.00						
12-5	W1-8	CHEVRON RIGHT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON LEFT	18" X 24"		3.00						
12-6	W1-8	CHEVRON RIGHT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON LEFT	18" X 24"		3.00						
12-7	W1-8	CHEVRON RIGHT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON LEFT	18" X 24"		3.00						
13-1	W1-5L	WINDING ROAD LEFT	30" X 30"		6.25			1			INSTALL SIGNS & POST
	W13-1	45 M.P.H.	18" X 18"		2.25						
13-2	W1-5L	WINDING ROAD LEFT							1	1	REMOVE EXISTING SIGN & POST
	W13-1	45 M.P.H.									
13-3	R2-5A	REDUCED SPEED AHEAD							1	1	REMOVE EXISTING SIGNS & POST
	W13-1	45 MPH									
13-4	I2-3	PERKINSTOWN	84" X 24"	14.00			2		1	2	REPLACE EXISTING SIGN & POSTS
13-5	W1-5L	WINDING ROAD LEFT							1	1	REMOVE EXISTING SIGN & POST
	W13-1	35 M.P.H.									
		SHEET SUBTOTAL		34.72	125.00	0	18	8	23	23	

CONT. PERMANENT SIGNING

SIGN GROUP CODE	SIGN CODE	MESSAGE	SIZE	SIGNS TYPE II REFLECTIVE H 637.2210 SF	SIGNS TYPE II REFLECTIVE F 637.2230 SF	POSTS WOOD 4X6-INCH 12-FT 634.0612 EACH	POSTS WOOD 4X6-INCH 14-FT 634.0614 EACH	POSTS WOOD 4X6-INCH 16-FT 634.0616 EACH	REMOVING SIGNS TYPE II 638.2602 EACH	REMOVING SMALL SIGN SUPPORTS 638.3000 EACH	REMARKS
PROJECT 8896-05-72											
13-6	W3-5	SPEED LIMIT 45 AHEAD	36" X 36"		9.00			1			INSTALL SIGN & POST
13-7	W1-2L	CURVE LEFT	30" X 30"		6.25			1			INSTALL SIGN & POST
13-8	R2-1	SPEED LIMIT 55	24" x 30"	5.00			1		1	1	REPLACE EXISTING SIGN & POST
13-9	R2-1	SPEED LIMIT 45	24" x 30"	5.00			1		1	1	REPLACE EXISTING SIGN & POST
13-10	R1-1	STOP	30" X 30"	5.18			1		1	1	REPLACE EXISTING SIGN & POST
13-11	R1-1	STOP	30" X 30"	5.18			1		1	1	REPLACE EXISTING SIGN & POST
14-1	W1-2R	CURVE RIGHT	30" X 30"		6.25			1			INSTALL SIGN & POST
14-3	R1-1	STOP	30" X 30"	5.18			1		1	1	REPLACE EXISTING SIGN & POST
14-4	R1-1	STOP	30" X 30"	5.18			1		1	1	REPLACE EXISTING SIGN & POST
14-5		PERKINSTOWN WINTER SPORTS AREA ARROW									REMAINS
14-6	R1-1	STOP							1	1	REMOVE EXISTING SIGN & POST
			SHEET SUBTOTAL	30.72	21.50	0	6	3	7	7	
			PROJECT 8896-05-72 TOTALS	65.44	146.50	0	24	11	30	30	
PROJECT 8896-05-73											
14-2	R2-1	SPEED LIMIT 45	24" x 30"	5.00			1		1	1	REPLACE EXISTING SIGN & POST
14-7	W1-7	ARROW							1	1	REMOVE EXISTING SIGN & POST
14-8	R1-1	STOP							1	1	REMOVE EXISTING SIGN & POST
14-9	R1-1	STOP	30" X 30"	5.18			1				INSTALL SIGN & POST
14-10	R1-1	STOP							1	1	REMOVE EXISTING SIGN & POST
14-11	R2-1	SPEED LIMIT 55	24" x 30"	5.00			1		1	1	REPLACE EXISTING SIGN & POST
14-12	W1-5R	WINDING ROAD RIGHT							1	1	REMOVE EXISTING SIGN & POST
	W13-1	35 M.P.H.									
	W3-5	SPEED LIMIT 45 AHEAD	36" X 36"		9.00			1			INSTALL SIGN & POST
14-13		PERKINSTOWN WINTER SPORTS AREA ARROW									REMAINS
14-14	R2-5A	REDUCED SPEED AHEAD							1	1	REMOVE EXISTING SIGN & POST
	W13-1	35 MPH									
14-15	S3-1	SCHOOL BUS STOP AHEAD	36" X 36"		6.25			1	1	1	REPLACE EXISTING SIGN & POST
14-16	I2-3	PERKINSTOWN	84" X 24"	14.00			2		1	2	REPLACE EXISTING SIGN & POSTS
15-1	W1-5R	WINDING ROAD LEFT							1	1	REMOVE EXISTING SIGNS & POST
	W13-1	35 M.P.H.									
15-2	W1-2L	CURVE LEFT	30" X 30"		6.25			1			INSTALL SIGNS & POST
	W13-1	50 M.P.H.	18" X 18"		2.25						
15-3	W1-8	CHEVRON RIGHT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON LEFT	18" X 24"		3.00						
15-4	W1-8	CHEVRON LEFT							1	1	REMOVE EXISTING SIGN & POST
15-5	W1-8	CHEVRON LEFT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON RIGHT	18" X 24"		3.00						
15-6	W1-8		18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON RIGHT	18" X 24"		3.00						
15-7	W1-8	CHEVRON LEFT							1	1	REMOVE EXISTING SIGN & POST
15-8	W1-8	CHEVRON LEFT							1	1	REMOVE EXISTING SIGN & POST
16-1	W1-8	CHEVRON LEFT							1	1	REMOVE EXISTING SIGN & POST
16-2	W1-8	CHEVRON LEFT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON RIGHT	18" X 24"		3.00						
16-3	W1-8	CHEVRON LEFT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON RIGHT	18" X 24"		3.00						
16-4	W1-8	CHEVRON LEFT	18" X 24"		3.00		1				INSTALL SIGN & POST
16-5	W1-5R	WINDING ROAD RIGHT	30" X 30"		6.25			1			INSTALL SIGNS & POST
	W13-1	35 M.P.H.	18" X 18"		2.25						
16-6	W5-52L	CLEARANCE STRIPER DOWN RIGHT	12" X 36		3.00	1			1	1	REPLACE EXISTING SIGN & POST
16-7	W5-52R	CLEARANCE STRIPER DOWN LEFT	12" X 36		3.00	1			1	1	REPLACE EXISTING SIGN & POST
16-8	W1-8	CHEVRON LEFT	18" X 24"		3.00		1				INSTALL SIGN & POST
16-9	W1-8	CHEVRON RIGHT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON LEFT	18" X 24"		3.00						
16-10	W1-8	CHEVRON RIGHT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON LEFT	18" X 24"		3.00						
16-11	W1-8	CHEVRON RIGHT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON LEFT	18" X 24"		3.00						
16-12	W1-8	CHEVRON RIGHT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON LEFT	18" X 24"		3.00						
16-13	W1-8	CHEVRON RIGHT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON LEFT	18" X 24"		3.00						
16-14	W1-8	CHEVRON RIGHT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON LEFT	18" X 24"		3.00						
16-15	W5-52L	CLEARANCE STRIPER DOWN RIGHT	12" X 36		3.00	1			1	1	REPLACE EXISTING SIGN & POST
16-16	W5-52R	CLEARANCE STRIPER DOWN LEFT	12" X 36		3.00	1			1	1	REPLACE EXISTING SIGN & POST
16-17	W5-52R	CLEARANCE STRIPER DOWN LEFT	12" X 36		3.00	1			1	1	REPLACE EXISTING SIGN & POST
			SHEET SUBTOTALS	29.18	119.25	5	18	4	19	20	

CONT. PERMANENT SIGNING

SIGN GROUP CODE	SIGN CODE	MESSAGE	SIZE	SIGNS TYPE II REFLECTIVE H 637.2210 SF	SIGNS TYPE II REFLECTIVE F 637.2230 SF	POSTS WOOD 4X6-INCH 12-FT 634.0612 EACH	POSTS WOOD 4X6-INCH 14-FT 634.0614 EACH	POSTS WOOD 4X6-INCH 16-FT 634.0616 EACH	REMOVING SIGNS TYPE II 638.2602 EACH	REMOVING SMALL SIGN SUPPORTS 638.3000 EACH	REMARKS
PROJECT 8896-05-73											
16-18	W5-52L	CLEARANCE STRIPER DOWN RIGHT	12" X 36		3.00	1			1	1	REPLACE EXISTING SIGN & POST
16-19	W2-2L	SIDE ROAD LEFT	30" X 30"		6.25			1	1	1	REPLACE EXISTING SIGN & POST
16-20	W1-8	CHEVRON RIGHT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON LEFT	18" X 24"		3.00						
16-21	R1-1	STOP	30" X 30"	5.18			1		1	1	REPLACE EXISTING SIGN & POST
16-22	W1-8	CHEVRON RIGHT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON LEFT	18" X 24"		3.00						
16-23	W5-52R	CLEARANCE STRIPER DOWN LEFT	12" X 36		3.00	1			1	1	REPLACE EXISTING SIGN & POST
16-24	W5-52L	CLEARANCE STRIPER DOWN RIGHT	12" X 36		3.00	1			1	1	REPLACE EXISTING SIGN & POST
17-1	W2-2R	SIDE ROAD RIGHT	30" X 30"		6.25			1	1	1	REPLACE EXISTING SIGN & POST
17-2	W1-8	CHEVRON LEFT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON RIGHT	18" X 24"		3.00						
17-3	W1-8	CHEVRON LEFT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON RIGHT	18" X 24"		3.00						
17-4	W1-8	CHEVRON LEFT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON RIGHT	18" X 24"		3.00						
17-5	W1-8	CHEVRON LEFT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON RIGHT	18" X 24"		3.00						
17-6	W1-8	CHEVRON LEFT	18" X 24"		3.00		1				INSTALL SIGN & POST
	W1-8	CHEVRON RIGHT	18" X 24"		3.00						
17-7	W1-8	CHEVRON LEFT	18" X 24"		3.00		1				INSTALL SIGN & POST
17-8	W1-5R	WINDING ROAD RIGHT	30" X 30"		6.25			1			INSTALL SIGN & POST
	W13-1	35 M.P.H.	18" X 18"		2.25						
17-9	W1-5R	WINDING ROAD RIGHT							1	1	REMOVE EXISTING SIGNS & POST
	W13-1	35 M.P.H.									
17-10	W2-2R	SIDE ROAD RIGHT	30" X 30"		6.25			1	1	1	REPLACE EXISTING SIGN & POST
17-11	R1-1	STOP	30" X 30"	5.18			1		1	1	REPLACE EXISTING SIGN & POST
		SHEET SUBTOTAL		10.36	81.25	3	10	4	9	9	
		PROJECT 8896-05-73 TOTALS		39.54	200.50	8	28	8	28	29	
		ITEM TOTALS		104.98	347.00	8	52	19	58	59	

FIELD OFFICE TYPE B

STATION	642.5001 EACH
PROJECT 8896-05-72	0.5
PROJECT 8896-05-73	0.5
ITEM TOTAL	1

TRAFFIC CONTROL

STATION	PROJECT (8896-05-72) 643.0100.01 EACH	PROJECT (8896-05-73) 643.0100.02 EACH	# OF BARRICADES	BARRICADES TYPE III 643.0420 DAY	# OF TYPE A LIGHTS	WARNING LIGHTS TYPE A 643.0705 DAY	# OF SIGNS	SIGNS 643.0900 DAY	REMARKS
PROJECT 8896-05-72									
CTH M									
234+00 - 397+19	1								
234+00			2	240	4	480	4	480	PROJECT BEGIN CLOSURE
CTH M & STH 73			2	240	4	480	2	240	
SIDE ROADS			16	1920	32	3840	22	2640	SEE DETAIL #4 OF SDD
UNDISTRIBUTED			5	600	10	1200	2	240	AT PIPES AS NEEDED
PROJECT 8896-05-72 TOTAL	1			3000		6000		3600	
PROJECT 8896-05-73									
CTH M									
397+19 - 505+26		1							
505+26			2	240	4	480	4	480	PROJECT END CLOSURE
CTH M & CTH E			2	240	4	480	2	240	
SIDE ROADS			6	720	12	1440	9	1080	SEE DETAIL #4 OF SDD
UNDISTRIBUTED			5	600	10	1200	2	240	AT PIPES AS NEEDED
PROJECT 8896-05-73 TOTAL	0	1		1800		3600		2040	
ITEM TOTALS	1	1		4800		9600		5640	

TRAFFIC CONTROL DETOUR

LOCATION	PROJECT (8896-05-72) 643.2000.01 EACH	PROJECT (8896-05-73) 643.2000.02 EACH	# OF SIGNS	643.3000 SIGNS DAY
PROJECT 8896-05-72				
STH 73, STH 64, CTH E DETOUR	1		62	7440
PROJECT 8896-05-73				
STH 73, STH 64, CTH E DETOUR		1	62	7440
ITEM TOTALS	1	1		14880

3

GEOGRID TYPE SR

STATION	LOCATION	645.0220 SY
PROJECT 8896-05-73		
CTH M		
472+00 - 476+17	LT & RT	1390
PROJECT 8896-05-73 TOTAL		1390

PAVEMENT MARKING

STATION	LOCATION	646.0106 EPOXY 4-INCH LF	REMARKS
PROJECT 8896-05-72			
CTH M			
234+00 - 236+22	CL	277	SOLID YELLOW W/SKIPS
236+22 - 397+19	CL	32194	DOUBLE YELLOW
234+00 - 397+19	LT	16083	EDGELINE
234+00 - 397+19	RT	15762	EDGELINE
PROJECT 8896-05-72 TOTAL		64316	
PROJECT 8896-05-73			
CTH M			
397+19 - 505+26	CL	21614	DOUBLE YELLOW
397+19 - 505+26	LT	10728	EDGELINE
397+19 - 505+26	RT	10511	EDGELINE
PROJECT 8896-05-73 TOTAL		42853	
ITEM TOTALS		107169	

CONSTRUCTION STAKING

STATION	LOCATION	650.8000 RESURFACING REFERENCE LF	650.9920 SLOPE STAKES LF	650.5000 BASE LF	650.9910.01 SUPPLEMENTAL CONTROL (8896-05-72) LS	650.9910.02 SUPPLEMENTAL CONTROL (8896-05-73) LS	REMARKS
PROJECT 8896-05-72							
CTH M							
234+00 - 397+19	LT & RT	16319	16319		1		
245+00 - 256+00	LT & RT			1100			WEDGING IN CURVES
282+00 - 291+00	LT & RT			900			WEDGING IN CURVES
335+00 - 356+71	LT & RT			2171			WEDGING IN CURVES
372+00 - 390+00	LT & RT			1800			WEDGING IN CURVES
PROJECT 8896-05-72 TOTALS		16319	16319	5971	1	0	
PROJECT 8896-05-73							
CTH M							
397+19 - 505+26	LT & RT	10771	10771			1	
397+19 - 407+00	LT & RT			981			WEDGING IN CURVES
411+17 - 414+00	LT & RT			283			WEDGING IN CURVES
442+00 - 454+00	LT & RT			1200			WEDGING IN CURVES
464+00 - 476+17	LT & RT			1217			WEDGING IN CURVES
476+53 - 493+00	LT & RT			1647			WEDGING IN CURVES
PROJECT 8896-05-73 TOTALS		10771	10771	5328	0	1	
ITEM TOTALS		27090	27090	11299	1	1	

LOCATING NO-PASSING ZONES

STATION	LOCATION	648.0100 MI
PROJECT 8896-05-72		
CTH M		
234+00 - 397+19		3.091
PROJECT 8896-05-72 TOTAL		3.091
PROJECT 8896-05-73		
CTH M		
397+19 - 505+26		2.047
PROJECT 8896-05-73 TOTAL		2.047
ITEM TOTAL		**5.138**

STAKING CULVERT PIPES

STATION	LOCATION	CONSTRUCTION STAKING PIPE CULVERTS 650.6000 EACH
PROJECT 8896-05-72		
CTH M		
245+99	LT/RT	1
255+29	LT/RT	1
265+24	LT/RT	1
272+80	LT/RT	1
306+64	LT/RT	1
306+72	LT/RT	1
324+81	LT/RT	1
337+87	LT/RT	1
345+85	LT/RT	1
357+26	LT/RT	1
361+84	LT/RT	1
372+90	LT/RT	1
375+80	LT/RT	1
379+38	LT/RT	1
391+64	LT/RT	1
PROJECT 8896-05-72 TOTAL		15
PROJECT 8896-05-73		
CTH M		
411+07	LT/RT	1
426+27	LT/RT	1
437+21	LT/RT	1
445+91	LT/RT	1
453+04	LT/RT	1
463+93	LT/RT	1
464+02	LT/RT	1
484+63	LT/RT	1
488+77	LT/RT	1
493+66	LT/RT	1
PROJECT 8896-05-73 TOTAL		10
ITEM TOTALS		25

SAWING

STATION	LOCATION	690.0150 ASPHALT LF	REMARKS
PROJECT 8896-05-72			
CTH M			
234+00	LT & RT	22	BEGIN PROJECT
PROJECT 8896-05-72 TOTAL		22	
PROJECT 8896-05-73			
CTH M			
419+24	LT	12	DRIVEWAY
505+26	LT & RT	22	END PROJECT
PROJECT 8896-05-73 TOTAL		34	
ITEM TOTALS		56	

CONVENTIONAL SIGNS AND ABBREVIATIONS

A.P.	ACCESS POINT
AC	ACRES
AG	AGRICULTURAL
ALUM.	ALUMINUM
ANT	ANTENNA
B.	BARN
℄	CENTERLINE
CONC	CONCRETE
COR.	CORNER
C.S.M.	CERTIFIED SURVEY MAP
C.T.H.	COUNTY TRUNK HIGHWAY
DOC.	DOCUMENT
EASE.	EASEMENT
ET.AL.	AND OTHERS
FDN	FOUNDATION
FE	FIELD ENTRANCE
FRL.	FRACTIONAL
G	GARAGE
GP	GAS PUMPS
GRAV	GRAVEL
GV	GAS
HSE	HOUSE
IP	IRON PIPE OR PIN
L	LENGTH OF CURVE
LC	LONG CHORD OR LAND CONTRACT
LCB	LONG CHORD BEARING
LT	LEFT
MH	MANHOLE
MON.	MONUMENT
O.L.	OUTLOT
P.	PAGE
PC	POINT OF CURVATURE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PK	PARKER-KALON FASTENER
P.L.	PROPERTY LINE
P.L.E.	PERMANENT LIMITED EASEMENT
PT	POINT OF TANGENCY
R	RADIUS OR RANGE
R.D.E.	RESTRICTED DEVELOPMENT EASEMENT
REM.	REMAINING
℟	REFERENCE LINE
RT	RIGHT
R/W	RIGHT OF WAY
S	SHED
SEC.	SECTION
SEPV	SEPTIC VENT
S.T.H.	STATE TRUNK HIGHWAY
STA.	STATION
T	TANGENT LENGTH OF CURVE OR TOWN
TAV	TAVERN
TLE	TEMPORARY LIMITED EASEMENT
U.S.H.	UNITED STATES HIGHWAY
V.	VOLUME
W	WALL
X	EAST COORDINATE (GRID)
Y	NORTH COORDINATE (GRID)
N	NORTH COORDINATE (GROUND) OR NORTH
E	EAST COORDINATE (GROUND), EAST OR EXTERNAL
△	CENTRAL ANGLE OR DELTA

- STATE LINE
- COUNTY LINE
- TOWN OR RANGE LINE
- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- PROPOSED OR NEW R/W LINE
- EXISTING R/W LINE
- LOT LINE
- P.L. ± 58.1 PROPERTY LINE
- NO ACCESS (By Previous Acquisition)
- NO ACCESS (By Acquisition)
- NO ACCESS (By Statutory Authority)
- NO ACCESS (New Highway)
- LIMITED EASEMENT (Temporary)
- LIMITED EASEMENT (Permanent)
- FEE
- CORPORATE LIMITS

- SECTION CORNER
- RIGHT OF WAY POINT (NOT MONUMENTED)
- RIGHT OF WAY POINT (MONUMENTED)
- (Type) RECOVERED IRON PIN/PIPE
- TRIANGULATION POINT OR HORIZONTAL CONTROL STATION
- INLET
- HYDRANT

COMPENSABLE	NON COMPENSABLE
	TELEPHONE POLE
	POWER POLE

- 2 R 3 RIGHT OF WAY POINT NUMBER

- (Size) W WATER
- (Size) G GAS
- T TELEPHONE OR TELEGRAPH
- E ELECTRIC
- TV CABLE TELEVISION
- FO FIBER OPTIC
- (Size) SAN SANITARY SEWER
- (Size) SS STORM SEWER
- CAUTION NOTATION FOR COMBUSTIBLE FLUIDS
- SERVICE PEDESTAL
- (Label) SILO, MANHOLE OR WELL, ETC.

- RAILROAD
- BRIDGE
- (Label) BUILDING
- (Label) FOUNDATION OR RUINS
- X X FENCE
- MARSH AREA
- LAKE OR POND
- WOODED OR SHRUB AREA
- TREE

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
8896-05-02		
FEDERAL PROJECT NUMBER	4.01	9

PLAT OF RIGHT-OF-WAY REQUIRED FOR

STH 73 - STH 13

(BRUSH CREEK - RICHTER ROAD)

CTH M — TAYLOR COUNTY

CONSTRUCTION PROJECT NUMBER

8896-05-72

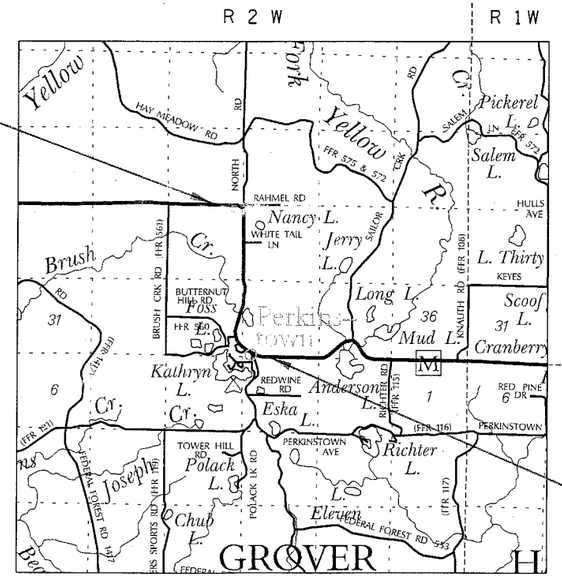
BEGIN RELOCATION ORDER

STA. 264+00.00

Y= 374,047.784

X= 577,033.844

84.13' NORTH OF AND 250.57' EAST OF THE NORTH 1/4 CORNER OF SEC 28, T32N, R2W



N

END RELOCATION ORDER

STA. 405+00.00

Y= 363,519.459

X= 580,951.254

20.02' NORTH OF AND 997.58' WEST OF THE SOUTH 1/4 CORNER OF SEC 34, T32N, R2W

LAYOUT

SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 2.671 MI.

NOTES:

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

RIGHT OF WAY MONUMENTS ARE TYPE-2 (3/4" X 24" REINFORCEMENT BAR WEIGHING 1.04 lb/FT) AND ARE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

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

ORIGINAL PLANS PREPARED BY

SEH

WISCONSIN
JASON L. CANCE
S-2688
CHIPPEWA FALLS WI
LAND SURVEYOR

7-20-2016 (Date)

(Signature)

REVISION DATE

ACCEPTED FOR

COUNTY of TAYLOR

7-21-16 (Date)

Hwy Commissioner (Signature & Title of Official)

FILE NAME : P:\PT\TT\Tayha\120441\CTH M\CAD\RTCTHM00.dgn PLOT TIME : 9:33:42 AM PLOT DATE : 7/20/2016 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 50

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

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

PARCEL NUMBER	SHEET NUMBER	OWNER (S)	INTEREST REQUIRED	TOTAL ACRES	R&W ACRES REQUIRED			TOTAL ACRES REM.	TLE ACRES	PLE ACRES
					NEW	EXISTING	TOTAL			
1	4.04	VENDOR: DENNIS & MARY EICHERS VENDEE: MARY LYNN EICHERS & RANDAL EICHERS ETAL.	TLE	-	-	-	-	-	0.03	-
2	4.04 & 4.05	JERRY & SUSAN KRUG	FEE/TLE	-	0.12	-	0.12	-	0.02	-
4	4.05	JEFFREY A. OGLE	TLE	-	-	-	-	-	0.04	-
6	4.06	ALAN R. & LORA A. MERCIER, RICHARD & HOLLY MERCIER	FEE	-	0.01	-	0.01	-	-	-
7	4.06	STEVEN G. BAUER & SARA R. MILLS	TLE	-	-	-	-	-	0.01	-
8	4.06	RICHARD H. & JUDITH A. MERCIER	TLE	-	-	-	-	-	0.07	-
10	4.07	LYNN M. APULI, KURT V. SCHULTZ, KARL V. SCHULTZ, KRIS V. SCHULTZ, KARY V. SCHULTZ, & KLAY SCHULTZ	TLE	-	-	-	-	-	0.17	-
11	4.07	UNITED STATES OF AMERICA	PLE	-	-	-	-	-	-	0.62
13	4.08	P-TOWN SALOON, LLC	TLE	-	-	-	-	-	0.02	-
14	4.08	BRUCE I. FAUDE	TLE	-	-	-	-	-	0.01	-
16	4.09	JACQUELYN R. ROSA, HOLLY J. SROMEK, CHUCK B. OGLE & TAMMY L. OGLE AND A LIFE ESTATE TO GLEN R. OGLE & LOIS OGLE	TLE	-	-	-	-	-	0.01	-
17	4.09	SUSAN A. BEREIKA, MARTHA M. WILSON, & MARGARET F. VETTER	TLE	-	-	-	-	-	0.03	-
18	4.09	ROSE M. PARK	TLE	-	-	-	-	-	0.07	-
100	4.04-4.06, 4.08-4.09	CLARK ELECTRIC COOPERATIVE	RELEASE OF RIGHTS							
101	4.04-4.06	TDS TELECOM INC.	RELEASE OF RIGHTS							

PROPOSED RIGHT OF WAY COORDINATE TABLE		
POINT	Y	X
300	374120.900	578832.226
301	374144.441	578831.411
302	374146.738	578912.170
303	374146.228	579175.842
304	374133.322	579226.297
305	374118.778	579226.780
310	371457.158	579394.709
311	371457.232	579419.146
312	371449.152	579453.804
313	371416.152	579453.758
314	371383.152	579453.713
315	371367.248	579424.308
316	371367.158	579394.886
320	366978.190	579384.818
321	366736.880	579382.817
322	366501.546	579330.501
323	366418.027	579259.259
324	366427.654	579225.906
325	366331.577	579198.173
326	366340.212	579168.256
327	366440.134	579182.671
328	366544.531	579181.580
329	366729.753	579261.065
330	366968.561	579335.201
331	367013.042	579361.393

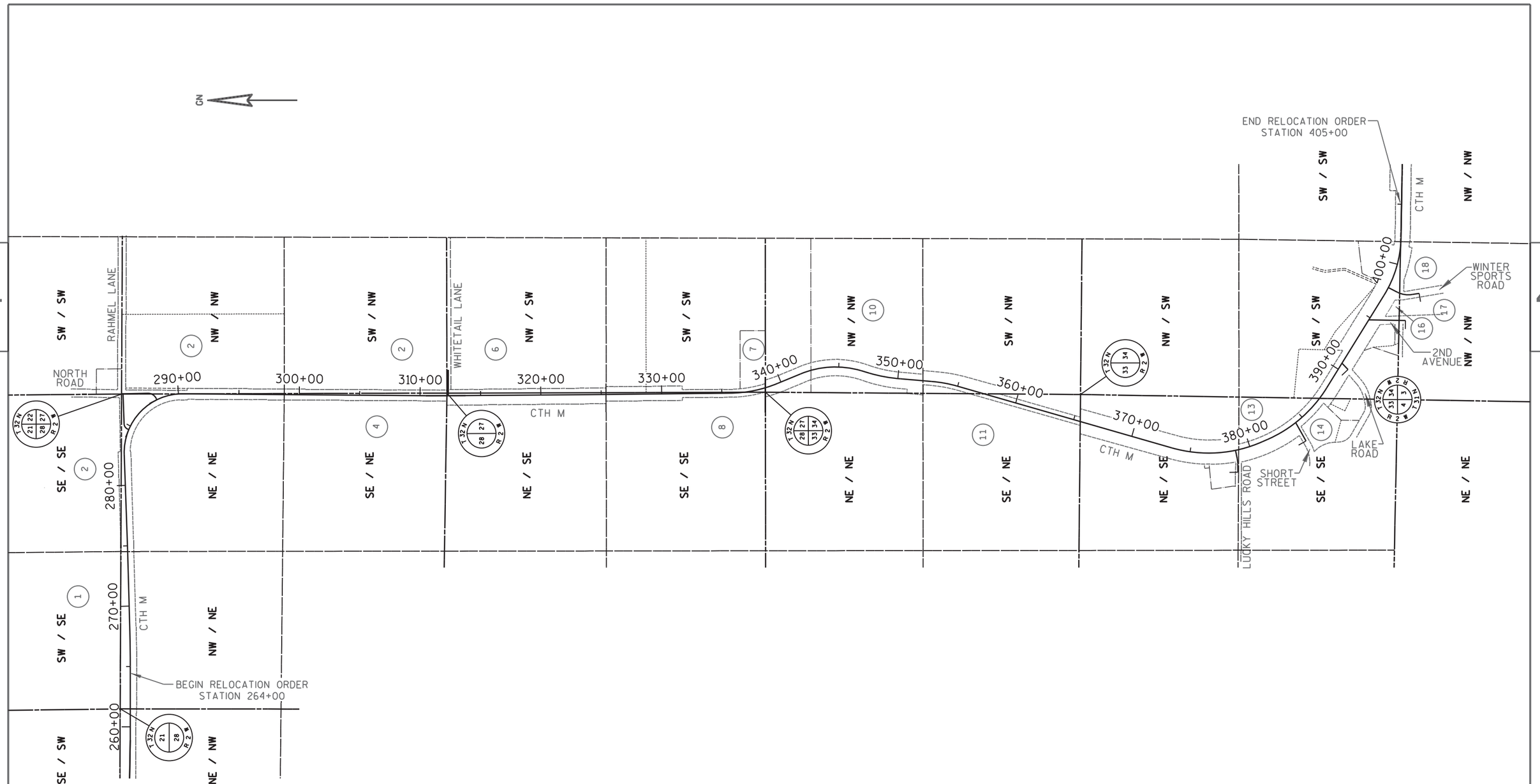
4

4

REVISION DATE	DATE	SCALE, FEET	HWY: CTH M	STATE R/W PROJECT NUMBER 8896-05-02	PLAT SHEET NO: 4.02	
		0 N/A	COUNTY: TAYLOR	CONSTRUCTION PROJECT NUMBER 8896-05-72	PS&E SHEET	E

FILE NAME : P:\PT\T\Tayhd\120441\CTH M\CAD\RSCTHM00.dgn PLOT TIME : 9:33:43 AM PLOT DATE : 7/20/2016 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 60



REVISION DATE	DATE	NOT TO SCALE	HWY: CTH M	STATE R/W PROJECT NUMBER 8896-05-02	PLAT SHEET NO: 4.03	
			COUNTY: TAYLOR	CONSTRUCTION PROJECT NUMBER 8896-05-72	PS&E SHEET 43	E

FILE NAME : P:\PT\T\Tayhd\120441\CTH M\CAD\RLCTHM00.dgn PLOT TIME : 9:33:43 AM PLOT DATE : 7/20/2016 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

BASIS FOR EXISTING R/W	
CTH M	DOC. # 162952
	DOC. # 162959
	DOC. # 162960
	DOC. # 162955
RAHMEL LANE	ROAD SURVEY BY JOHN LOGAN DATED 6-13-1899
	ROAD SURVEY BY J.A. FRANZEN DATED 6-1-1921
NORTH ROAD	WIS. STATS. 82.31(2)

POINT	STATION	OFFSET
300	282+00.00	26.20' LT
301	282+00.00	49.76' LT
302	282+78.53	49.82' LT
303	1101+00.00	47.60' LT
304	1101+50.00	33.03' LT
305	1101+50.00	18.48' LT

COURSE	BEARING	DISTANCE
962-300	S89°41'31"E	2048.98'
300-301	N01°58'51"W	23.56'
301-302	N88°22'15"E	80.79'
302-303	S89°53'21"E	263.67'
303-304	S75°39'06"E	52.08'
304-305	S01°53'59"E	14.55'
305-300	N89°41'31"W	394.56'
305-916	S89°41'31"E	162.46'

4

APPROXIMATE 1/4 LINE

2" IRON PIPE
WITH BRASS CAP
STA. 261+49.31
83.77' LT
Y=374,131.915
X=576,783.273

T 32 N
21
R 28 W
2
962

PL

BEGIN RELOCATION ORDER
STA. 264+00.00
Y= 374,047.784
X= 577,033.844

SW / SE
21-32-2W

TOWN OF GROVER

APPROXIMATE 1/16 LINE

SE / SE
21-32-2W

1
VENDOR:
DENNIS & MARY EICHERS
VENDEE:
MARY LYNN EICHERS AND RANDAL EICHERS,
NICOLETTE OBERST AND JACOB OBERST,
NATALIE EICHERS
TAX KEY 018-00460

2
JERRY & SUSAN KRUG
TAX KEY 018-00461

PISTA 1100+41.24
PIY =374096.473
PIX =579111.665
DELTA =65°07'55" (RT)
R =50.00
D =114°35'30"
T =31.93
L =56.84

FND. 3/4" REBAR
STA. 286+42.84
214.43' LT
Y=374,117.905
X=579,389.234

T 32 N
21 22
R 28 27 W
2
916

APPROXIMATE SECTION LINE

NORTH ROAD

CLARK ELECTRIC COOPERATIVE
BLANKET EASEMENT
VOL. W, PG. 85, DOC. # 109409

PI 1205+00.00
Y = 374,301.805
X = 579,388.277

66'

R=N01°02'52"W

PI 1287+63.07

RAHMEL LANE

APPROXIMATE SECTION LINE

R=N88°06'01"E

66'

PC 265+03.45

PT 267+84.79

VARIABLE RW

SECTION LINE

TLE FOR SLOPES (0.03 AC.)

75'-64.8'

221'-75'

70'-64.1'

227'-90'

105'

SLOPE INTERCEPTS

RIGHT OF WAY ACQUIRED IN DOCUMENT NO. 162959

100

SHED IS 20' FROM PROPOSED RW

301

302

303

304

300

305

R=S89°55'05"E

265+00

270+00

R=N88°01'09"E

275+00

280+00

285+00

CTH M

DETAIL A

DETAIL C

PI 266+44.13

PI 274+71.19
Y= 374,069.520
X= 578,104.753

RIGHT OF WAY ACQUIRED IN DOCUMENT NO. 162952

SLOPE INTERCEPTS

RIGHT OF WAY ACQUIRED IN DOCUMENT NO. 162960

PC 282+56.46

1201+95
28.4'-35'

TLE FOR SLOPES (0.02 AC.)

DETAIL B

1200+98.27
25.9'-35'

PI 1105+50.00
Y = 374,113.573
X = 579,627.173

101

TDS TELECOM, INC.
1 ROD EASEMENT
VOL. W, PG. 85, DOC. # 280074

2
JERRY & SUSAN KRUG
018-00497-0001

STA. 284+67.64 =
STA. 1100+00.00
Y = 374,058.503
X = 579,095.573

STA. 288+13.84 =
STA. 1200+00.00
Y = 373,825.581
X = 579,341.734

STA. 290+02.25 =
SECTION LINE INT.
Y = 374,105.681
X = 579,389.259

290+00

R=S00°31'00"W

PT 290+39.43

SECTION LINE

C T H M

106

AMBIGUOUS
INGRESS / EGRESS EASEMENT
VOL. 252, PG. 641, DOC. # 263771

RIGHT OF WAY ACQUIRED IN DOCUMENT NO. 162960

RIGHT OF WAY ACQUIRED IN DOCUMENT NO. 162955

MATCH LINE 292+00

PISTA 266+44.13
PIY =374047.435
PIX =577277.970
DELTA =1°36'43" (LT)
R =10000.00
D =0°34'23"
T =140.68
L =281.34

PISTA 287+63.07
PIY =374114.17
PIX =579395.87
DELTA =92°29'51" (RT)
R =485.00
D =11°48'49"
T =506.62
L =782.98

PISTA 1200+61.00
PIY =373852.45
PIX =579396.50
DELTA =64°54'50" (LT)
R =75.00
D =76°23'40"
T =47.70
L =84.97

GN

NW / NE
28-32-2W

NE / NE
28-32-2W

NW / NW
27-32-2W

APPROXIMATE 1/4 LINE

APPROXIMATE 1/16 LINE

DETAIL A NOT TO SCALE

PI 1100+41.24
R=N88°06'01"E
PT 1100+66.14
R=N22°58'05"E
PC 1100+09.31

DETAIL B NOT TO SCALE

R=N01°02'52"W
PT 1200+98.27
PC 1200+13.30
STA. 1200+66.97 =
SECTION LINE INT.
Y = 373,869.633
X = 579,389.745
PI 1200+61.00
R=N63°51'58"E

DETAIL C NOT TO SCALE

STA. 1103+11.96 =
SECTION LINE INT.
Y = 374,105.681
X = 579,389.259
R=N01°02'52"W
PI 1287+63.07
R=N88°06'01"E
STA 1103+14.56 =
STA 1203+03.93
Y=374,105.767
X=579,391.863

FND. ALUM. CAP
Y=371,423.991
X=579,394.777

T 32 N
28 27
R 2 W
917

4

REVISION DATE	DATE	SCALE, FEET	HWY: CTH M	STATE R/W PROJECT NUMBER 8896-05-02	PLAT SHEET NO: 4.04	
	GRID FACTOR N/A	0 100 200	COUNTY: TAYLOR	CONSTRUCTION PROJECT NUMBER 8896-05-72	PS&E SHEET 44	E

FILE NAME : P:\PT\T\Tayhd\120441\CTH M\CAD\RDCTHM02.dgn PLOT TIME : 9:33:44 AM PLOT DATE : 7/20/2016 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 75

GN

TOWN OF GROVER

APPROXIMATE 1/16 LINE

NW / NW
27-32-2W

BASIS FOR EXISTING R/W	
CTH M	DOC. # 162955
	DOC. # 162960
	DOC. # 162953
WHITETAIL LANE	ROAD SURVEY BY ANTON B. ANDERSON DATED 5-12-1938

(2)
JERRY & SUSAN KRUG
TAX KEY 018-00498

SW / NW
27-32-2W

COURSE	BEARING	DISTANCE
917-310	N00°07'04"W	33.17'
310-311	N89°49'30"E	24.44'
311-312	S76°52'33"E	35.59'
312-313	S00°04'45"W	33.00'
313-314	S00°04'45"W	33.00'
314-315	S61°35'33"W	33.43'
315-316	S89°49'30"W	29.42'
316-917	N00°06'34"W	56.83'
310-916	N00°07'04"W	2660.75'

THIS RIGHT OF WAY TRAVERSE IS NOT INTENDED TO DEFINE THE WIDTH OR LOCATION OF WHITETAIL LANE, BUT MERELY ACQUIRE THE PROPERTY NEEDED TO CONSTRUCT CTH M.

POINT	STATION	OFFSET
310	311+90.00	21.08' LT
311	311+90.00	45.51' LT
312	1300+80.00	33.00' LT
313	1300+80.00	0.00' LT

PL APPROXIMATE 1/4 LINE

WHITETAIL LANE

R=S89°55'15"E

PI 1302+10.99
Y= 371,415.97
X= 579,584.75

CLARK ELECTRIC COOPERATIVE

(100)

312 313 314 315 316 317

FND. 3/4" REBAR
STA. 286+42.84
214.43' LT
Y=374,117.905
X=579,389.234

916

T 32 N R 2 E — 21 22 27 28

MATCH LINE 292+00

295+00 — R=S00°31'00"W — 300+00 — 305+00 — 310+00 — R=S00°10'30"E

CTH M

90' 90'

RIGHT OF WAY ACQUIRED IN DOCUMENT NO. 162955

RIGHT OF WAY ACQUIRED IN DOCUMENT NO. 162960

SLOPE INTERCEPTS

RIGHT OF WAY ACQUIRED IN DOCUMENT NO. 162953

RIGHT OF WAY ACQUIRED IN DOCUMENT NO. 162960

305+50 50'-43.5'
307+00 50'-43.3'
309+50 50'-43.0'
PI 310+46.71 50'-42.9'

TLE FOR SLOPES (0.02 AC.)

TLE FOR SLOPES (0.02 AC.)

Y= 371,600.381
X= 579,373.196

917

T 32 N R 2 E — 27 28

FND. ALUM. CAP
STA. 312+23.17
21.04' LT
Y=371,423.991
X=579,394.777

STA. 312+30.83 =
STA. 1300+00.00
Y = 371,416.26
X = 579,373.76

(101)
TDS TELECOM, INC.
AMBIGUOUS EASEMENT
VOL. AO, PG. 126, DOC. # 192001

(100)
CLARK ELECTRIC COOPERATIVE
BLANKET EASEMENT
VOL. W, PG. 86, DOC. # 109408

(4)
JEFFREY A. OGLE
TAX KEY 018-00509

NE / NE
28-32-2W

SE / NE
28-32-2W

APPROXIMATE 1/16 LINE

PL APPROXIMATE 1/4 LINE

TOWN OF GROVER

4

REVISION DATE	DATE	SCALE, FEET	HWY: CTH M	STATE R/W PROJECT NUMBER 8896-05-02	PLAT SHEET NO: 4.05	
	GRID FACTOR N/A	0 100 200	COUNTY: TAYLOR	CONSTRUCTION PROJECT NUMBER 8896-05-72	PS&E SHEET 45	E

FILE NAME : P:\PT\T\Tayhd\120441\CTH M\CAD\RDCTHM03.dgn PLOT TIME : 9:33:44 AM PLOT DATE : 7/20/2016 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

GN

TOWN OF GROVER

POINT	STATION	OFFSET
313	1300+80.00	0.00' RT
314	1300+80.00	33.00' RT
315	312+80.00	50.40' LT
316	312+80.00	20.98' LT

COURSE	BEARING	DISTANCE
917-310	N00°07'04"W	33.17'
310-311	N89°49'30"E	24.44'
311-312	S76°52'33"E	35.59'
312-313	S00°04'45"W	33.00'
313-314	S00°04'45"W	33.00'
314-315	S61°35'33"W	33.43'
315-316	S89°49'30"W	29.42'
316-917	N00°06'34"W	56.83'
316-919	S00°06'34"E	2579.49'

BASIS FOR EXISTING R/W	
CTH M	DOC. # 162954
	DOC. # 162958
	DOC. # 162957
	DOC. # 162951
	WIS. STATS. 82.31 (2)
WHITETAIL LANE	ROAD SURVEY BY ANTON B. ANDERSON DATED 5-12-1938

WHITETAIL LANE

APPROXIMATE 1/4 LINE

APPROXIMATE 1/16 LINE

APPROXIMATE SECTION LINE

PI 1302+10.99
Y= 371,415.97
X= 579,584.75

R=S89°55'15"E

THIS RIGHT OF WAY TRAVERSE IS NOT INTENDED TO DEFINE THE WIDTH OR LOCATION OF WHITETAIL LANE, BUT MERELY ACQUIRE THE PROPERTY NEEDED TO CONSTRUCT CTH M IMPROVEMENTS.

NW / SW 27-32-2W

SW / SW 27-32-2W

NE / SE 28-32-2W

SE / SE 28-32-2W

6 ALAN R. & LORA A. MERCIER, RICHARD & HOLLY MERCIER TAX KEY 018-00501

101 TDS TELECOM, INC. AMBIGUOUS EASEMENT VOL. A0, PG. 120, DOC. # 191995

AMBIGUOUS EASEMENT FOR EROSION CONTROL TO TAYLOR COUNTY VOL. A3, PG. 24, DOC. # 174826

7 STEVEN G. BAUER & SARA R. MILLS TAX KEY 018-00503

8 RICHARD H. & JUDITH A. MERCIER TAX KEY 018-00519

100 CLARK ELECTRIC COOPERATIVE BLANKET EASEMENT VOL. W, PG. 88, DOC. # 109411

SECTION LINE / REF. LINE INT. = STA. 336+78.59

TLE FOR SLOPES (0.01 AC.)

PC 335+64.90

PT 339+71.20

RIGHT OF WAY ACQUIRED IN DOCUMENT NO. 162954

RIGHT OF WAY ACQUIRED IN DOCUMENT NO. 162958

RIGHT OF WAY ACQUIRED IN DOCUMENT NO. 162957

RIGHT OF WAY ACQUIRED IN DOCUMENT NO. 162951

SLOPE INTERCEPTS

SLOPE INTERCEPTS

TLE FOR SLOPES (0.07 AC.)

130'

120'

66'

315+00 320+00 325+00 330+00 335+00

R=S00°10'30"E

R=S00°22'58"E

R=S00°33'20"E

CTH M

CTH M

PI 313+76.03
Y= 371,271.069
X= 579,374.202

PI 324+09.82
Y= 370,237.297
X= 579,381.110

PI 337+70.55

STA. 312+30.83 = STA. 1300+00.00
Y = 371,416.26
X = 579,373.76

FND. ALUM. CAP
STA. 312+23.17
21.04' LT
Y=371,423.991
X=579,394.777

FND. ALUM. CAP
STA. 338+53.57
35.53' RT
Y=368,787.671
X=579,399.818

PI STA 337+70.55
PI Y =368876.632
PI X =579394.303
DELTA =21°51'30" (LT)
R =1065.00
D =5°22'48"
T =205.65
L =406.30

T 32 N R 2 M — 27 28 — 917

T 32 N R 2 M — 27 34 33 28 — 919

REVISION DATE	DATE	SCALE, FEET 0 100 200	HWY: CTH M	STATE R/W PROJECT NUMBER 8896-05-02	PLAT SHEET NO: 4.06
	GRID FACTOR N/A		COUNTY: TAYLOR	CONSTRUCTION PROJECT NUMBER 8896-05-72	PS&E SHEET 46 E

FILE NAME : P:\PT\T\Tayhd\120441\CTH M\CAD\RDCTHM04.dgn PLOT TIME : 9:33:45 AM PLOT DATE : 7/20/2016 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 75

TOWN OF GROVER

GN

POINT	STATION	OFFSET
320	357+26.99	0.00' R
321	359+59.39	65.00' L
322	362+00.00	80.00' L
323	363+00.00	34.71' L
324	363+00.00	0.00' R
325	364+00.00	0.00' R
326	364+00.00	31.14' R
327	363+00.00	45.00' R
328	362+00.00	75.00' R
329	360+00.00	50.00' R
330	357+50.00	45.00' R
331	357+00.00	32.17' R

BASIS FOR EXISTING R/W	
CTH M	VOL. 97, PG. 188
	VOL. V MISC, PG. 251
	WIS. STATS. 82.31(2)

COURSE	BEARING	DISTANCE
920-320	N00°28'30"E	798.68'
320-321	S00°28'30"W	241.32'
321-322	S12°32'01"W	241.08'
322-323	S40°27'52"W	109.78'
323-324	N73°53'57"W	34.71'
324-325	S16°06'03"W	100.00'
325-326	N73°53'57"W	31.14'
326-327	N08°12'31"E	100.96'
327-328	N00°35'55"W	104.40'
328-329	N23°13'33"E	201.56'
329-330	N17°14'47"E	250.05'
330-331	N30°29'28"E	51.62'
331-320	S33°54'23"E	41.99'

APPROXIMATE SECTION LINE

PISTA 344+41.62
PIY =368251.635
PIX =579652.084
DELTA =38°44'32" (RT)
R =755.00
D =7°35'20"
T =265.45
L =510.52

NW / NW
34-32-2W

MANAGED FOREST LANDS
DOC. # 323770

10

LYNN M. APULI, KURT V. SCHULTZ,
KARL V. SCHULTZ, KRIS V. SCHULTZ,
KARY V. SCHULTZ, & KLAY V. SCHULTZ
TAX KEY 018-00596

APPROXIMATE 1/16 LINE

PISTA 353+90.12
PIY =367302.525
PIX =579478.437
DELTA =11°18'51" (RT)
R =1100.00
D =5°12'31"
T =108.96
L =217.21

SW / NW
34-32-2W

APPROXIMATE 1/4 LINE

FND. ALUM. CAP
STA. 364+96.15
215.13' LT
Y=366,179.537
X=579,378.197

PC 335+64.90

PT 339+11.20

PI 337+70.55

PC 341+76.11

PI 344+41.62

PT 346+86.69

PI 348+90.25

PC 347+58.87

PT 350+20.14

PC 352+81.16

PT 354+98.37

PI 353+90.12

PL

RIGHT OF WAY ACQUIRED IN VOLUME 97, PAGE 188

TLE FOR SLOPES (0.03 AC.)

SLOPE INTERCEPTS

TLE FOR SLOPES (0.14 AC.)

VARIABLE RW

AWARD OF DAMAGES IN VOLUME V IN MISC, PAGE 251

SECTION LINE / REF. LINE
INT. = STA. 357+26.99

PLE FOR SLOPES (0.30 AC.)

1/4 LINE / REF. LINE
INT. = STA. 365+55.77

R =S22°24'50"E

R =S16°19'43"W

R =S04°47'12"W

R =S16°06'03"W

340+00

345+00

350+00

355+00

360+00

365+00

SECTION LINE

PISTA 337+70.55
PIY =368876.632
PIX =579394.303
DELTA =21°51'30" (LT)
R =1065.00
D =5°22'48"
T =205.65
L =406.30

FND. ALUM. CAP
STA. 338+53.57
35.53' RT
Y=368,787.671
X=579,399.818

PISTA 348+90.25
PIY =367801.538
PIX =579520.223
DELTA =11°32'31" (LT)
R =1300.00
D =4°24'27"
T =131.38
L =261.88

NE / NE
33-32-2W

11

UNITED STATES OF AMERICA
TAX KEY 018-00559

SE / NE
33-32-2W

FND. 1" REBAR
Y=366,236.020
X=574,086.830

TOWN OF GROVER

REVISION DATE	DATE	SCALE, FEET 0 100 200	HWY: CTH M	STATE R/W PROJECT NUMBER 8896-05-02	PLAT SHEET NO: 4.07	
	GRID FACTOR N/A		COUNTY: TAYLOR	CONSTRUCTION PROJECT NUMBER 8896-05-72	PS&E SHEET 47	E

FILE NAME : P:\PT\T\Tayhd\120441\CTH M\CAD\RDCTHM05.dgn PLOT TIME : 9:33:45 AM PLOT DATE : 7/20/2016 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 75

GN

TOWN OF GROVER

BASIS FOR EXISTING R/W	
CTH M	VOL. 97, PG. 187 PERKINSTOWN ASSESSOR'S PLAT
LUCKY HILLS ROAD	CSM NO. 845 PERKINSTOWN ASSESSOR'S PLAT
SHORT STREET	PERKINSTOWN ASSESSOR'S PLAT

PL APPROXIMATE 1/4 LINE

FND. ALUM. CAP
STA. 364+96.15
215.13' LT
Y=366,179.537
X=579,378.197

T32N R2W 920 — 33 34

NW / SW 34-32-2W

APPROXIMATE 1/16 LINE

SW / SW 34-32-2W

PERKINSTOWN ASSESSOR'S PLAT

PT 388+17.15

CTH M

SECTION LINE / REF. LINE
INT. = STA. 387+12.74

PL SECTION LINE PL

100
CLARK ELECTRIC COOPERATIVE
BLANKET EASEMENT
VOL. W, PG. 89, DOC. # 109412

LOT 23

13
P-TOWN SALOON, LLC
TAX KEY 018-80034

STA. 384+30.47 =
STA. 1501+74.40
Y = 364,398.559
X = 579,144.241

385+00

LOT 22

LOT 18

LOT 19

100'

T32N R2W 963 — 33 34 MC

2" IRON PIPE
WITH BRASS CAP
Y=363,764.368
X=579,337.220

365+00

1/4 LINE / REF. LINE
INT. = STA. 365+55.77

R=S16°06'03"W

370+00

CTH M

200'

PC 373+46.40

SLOPE INTERCEPTS

STA. 378+77.54 =
STA. 1401+83.22
Y = 364,896.716
X = 578,914.896

TLE FOR SLOPES
(0.02 AC.)

PT 381+13.07

PC 381+57.81

TLE FOR SLOPES
(0.01 AC.)

1501+25.8
30'

1500+90
23.5'-30'

PI 1500+00.00
Y = 364,313.395
X = 578,992.054

R=N60°46'07"E

375+00

380+00

R=S23°49'58"E

49.5'

PI 384+97.72

SHORT STREET

LOT 20

14
BRUCE I. FAUDE
TAX KEY 018-80030

100
CLARK ELECTRIC COOPERATIVE
BLANKET EASEMENT
VOL. W, PG. 89, DOC. # 109412

PL 1/4 LINE

T32N R2W 960 — 32 33

FND. 1" REBAR
Y=366,236.020
X=574,086.830

NE / SE 33-32-2W

PT 1401+11.30

PI 1400+93.15

150'

R=N78°26'07"E

PC 1400+74.90

R=N88°51'55"E

PI 1400+00.00
Y = 364,876.793
X = 578,733.421

PI 377+46.04

LOT 1
CSM 845
VOL. 3 PG. 393
DOC. NO. 257193

49.5'

LUCKY HILLS ROAD

APPROXIMATE 1/16 LINE

SLOPE INTERCEPTS

LOT 17

SE / SE 33-32-2W

PERKINSTOWN ASSESSOR'S PLAT

PISTA 377+46.04
PIY =365038.331
PIX =578824.879
DELTA =39°56'01" (LT)
R =1100.00
D =5°12'31"
T =399.64
L =766.67

PISTA 1400+93.15
PIY =364878.638
PIX =578826.553
DELTA =10°25'49" (LT)
R =200.00
D =28°38'52"
T =18.25
L =36.41

PISTA 384+97.72
PIY =364320.909
PIX =579141.790
DELTA =34°20'35" (LT)
R =1100.00
D =5°12'31"
T =339.91
L =659.34

TOWN OF GROVER

REVISION DATE	DATE	SCALE, FEET	HWY: CTH M	STATE R/W PROJECT NUMBER 8896-05-02	PLAT SHEET NO: 4.08	
	GRID FACTOR N/A	0 100 200	COUNTY: TAYLOR	CONSTRUCTION PROJECT NUMBER 8896-05-72	PS&E SHEET 48	E

FILE NAME : P:\PT\T\Tayhd\120441\CTH M\CAD\RDCTHM06.dgn PLOT TIME : 9:33:46 AM PLOT DATE : 7/20/2016 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

FND. ALUM. CAP
Y=366,179.537
X=579,378.197

T 32 N R 2 W — 33 | 34 — 920

SECTION LINE

PI STA 384+97.72
PI Y =364320.909
PI X =579141.790
DELTA =34°20'35" (LT)
R =1100.00
D =5°12'31"
T =339.91
L =659.34

PERKINSTOWN ASSESSOR'S PLAT

4

SW / SW
34-32-2W

SECTION LINE / REF. LINE
INT. = STA. 387+12.74

CTH M

150'

Ld 388+11.15

STA. 390+58.38 =
STA. 1600+71.91
Y = 364,014.468
X = 579,635.565

LOT 25

LOT 26

SLOPE INTERCEPTS

R =N46°34'23"E

390+00

LOT 22

LOT 21

LOT 18

LAKE ROAD

49.5

PI 1600+00.00
Y = 363,965.03
X = 579,383.34

R =S58°10'33"E

200'

STA. 394+80.67 =
STA. 1803+03.80
Y = 363,791.792
X = 579,994.369

LOT 24

395+00

PC 397+19.02

PL

LOT 27

STA. 397+93.00 =
STA. 1902+68.38
Y = 363,629.595
X = 580,261.209

PT 402+27.50

SLOPE INTERCEPTS

125'

963

T 32 N R 2 W — 33 | 34 — MC — T 31 N R 2 W — 2

2" IRON PIPE
WITH BRASS CAP
Y=363,764.368
X=579,337.220

LOT 29

PERKINSTOWN ASSESSOR'S PLAT

LOT 30

100

CLARK ELECTRIC COOPERATIVE
BLANKET EASEMENT
VOL. AW, PG. 429, DOC. # 212376

R =N01°09'53"E

2ND AVENUE

66'

R =N27°20'19"E

1901+77.2
85'

LOT 31

400+00

PT 1901+85.66

SECTION LINE

405+00

R =S89°00'20"E

964

T 32 N R 2 W — 34 | 3 — MC — T 31 N R 2 W

2" IRON PIPE
WITH BRASS CAP
Y=363,547.530
X=579,696.690

NW / NW
3-31-2W

PI 1800+00.00
Y = 363,488.05
X = 579,988.19

PI 1901+24.24

LOT 32

PC 1900+58.33
40'

R =N09°08'17"W

PI 1900+00.00
30.9'

1900+00
45'

1899+22
91.5'

1901+77.2
35.1'

PI 1899+79.58

TLE FOR SLOPES
(0.01 AC.)

16

JACQUELYN R. ROSA,
HOLLY J. SROMEK,
CHUCK B. OGLE &
TAMMY L. OGLE AND A
LIFE ESTATE TO
GLEN R. OGLE & LOIS OGLE
TAX KEY 018-80042

TLE FOR SLOPES
(0.03 AC.)

TLE FOR SLOPES
(0.07 AC.)

18

ROSE M. PARK
TAX KEY 018-80055

99'

WINTER SPORTS ROAD

17

SUSAN A. BEREIKA,
MARTHA M. WILSON, &
MARGARET F. VETTER
TAX KEY 018-80043

PI STA 1901+24.24
PI Y =363497.572
PI X =580192.955
DELTA =36°28'36" (RT)
R =200.00
D =28°38'52"
T =65.90
L =127.33

TOWN OF GROVER

APPROXIMATE 1/16 LINE

SECTION LINE / REF. LINE
INT. = STA. 401+56.67

PI STA 399+79.58
PI Y =363528.711
PI X =580418.276
DELTA =30°49'46" (LT)
R =945.00
D =6°03'47"
T =260.56
L =508.48

NE / NW
3-31-2W

END RELOCATION ORDER
STA. 405+00.00
Y= 363,519.459
X= 580,951.254

BASIS FOR EXISTING R/W	
CTH M	PERKINSTOWN ASSESSOR'S PLAT
LAKE ROAD	PERKINSTOWN ASSESSOR'S PLAT
2ND AVENUE	PERKINSTOWN ASSESSOR'S PLAT
WINTER SPORTS ROAD	PERKINSTOWN ASSESSOR'S PLAT

SE / SW
34-32-2W

T 32 N R 2 W — 34 | 3 — T 31 N R 2 W — 921

5/8" REBAR
Y=363,499.442
X=581,948.830

GN

4

REVISION DATE	DATE	SCALE, FEET	HWY: CTH M	STATE R/W PROJECT NUMBER 8896-05-02	PLAT SHEET NO: 4.09	
	GRID FACTOR N/A	0 100 200	COUNTY: TAYLOR	CONSTRUCTION PROJECT NUMBER 8896-05-72	PS&E SHEET 49	E

FILE NAME : P:\PT\T\Tayhd\120441\CTH M\CAD\RDCTHM07.dgn PLOT TIME : 9:33:46 AM PLOT DATE : 7/20/2016 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

LEGEND

- RIPRAP MEDIUM WITH GEOTEXTILE FABRIC TYPE R
- SILT FENCE
- EROSION BALES
- TEMPORARY DITCH CHECK
- EROSION MAT URBAN CLASS I TYPE A

CURVE DATA
DELTA =2°41'55" (LT)
D =0°17'11"
T =471.10
L =942.02
E =5.55
R =20000.00
DB =S 87°11'51" E
DA =S 89°53'46" E
PC STA 232+28.55
PC Y =374162.541
PC X =573867.126
PI STA 236+99.65
PI Y =374139.506
PI X =574337.662
PT STA 241+70.57
PT Y =374138.652
PT X =574808.761

STA 238+00-239+50 LT
CLEARING AND GRUBBING REQ'D

STA 237+06 LT
CONSTRUCT AGG PE
EXISTING 18" CMCP TO REMAIN

N

R/W (TYP)

PC 232+28.55

MATCHLINE STA 126+50

S 87°11'51" E

230+00

CTH M

BM #16

CLARK ELECTRIC COOPERATIVE

GRAV

BM #17

18" CMP

SLOPE INTERCEPT (TYP)

235+00

89°46'32"

240+00

MATCHLINE STA 241+00

PI 236+99.65

END CONSTRUCTION
STA 1000+89.78

1000+00 L N 2°42'50" E

BRUSH CREEK RD

STA 235+70.50 CTH M =
STA 1001+65.55 BRUSH CREEK RD
CONSTRUCT MODIFIED TYPE C INTERSECTION

BEGIN PROJECT
STA 234+00.00
X=574038.405
Y=374154.892
MATCH EXISTING 75' WEST OF EXISTING HMA JOINT SAWCUT REQ'D

BENCHMARK TABLE

NO	STATION	DESCRIPTION	ELEV
16	226+62.35 53.49 RT	TOP SOUTH END 18" CMP 1000'± EAST FIRE NUMBER W11709	1356.99
17	235+13.78 27.42 LT	TOP BRASS CAP CEC CORNER TIE BRUSH CREEK RD & CTH M T32N R2W	1385.14

1410
1400
1390
1380
1370
1360
1350
1340

EXISTING ℄ PROFILE

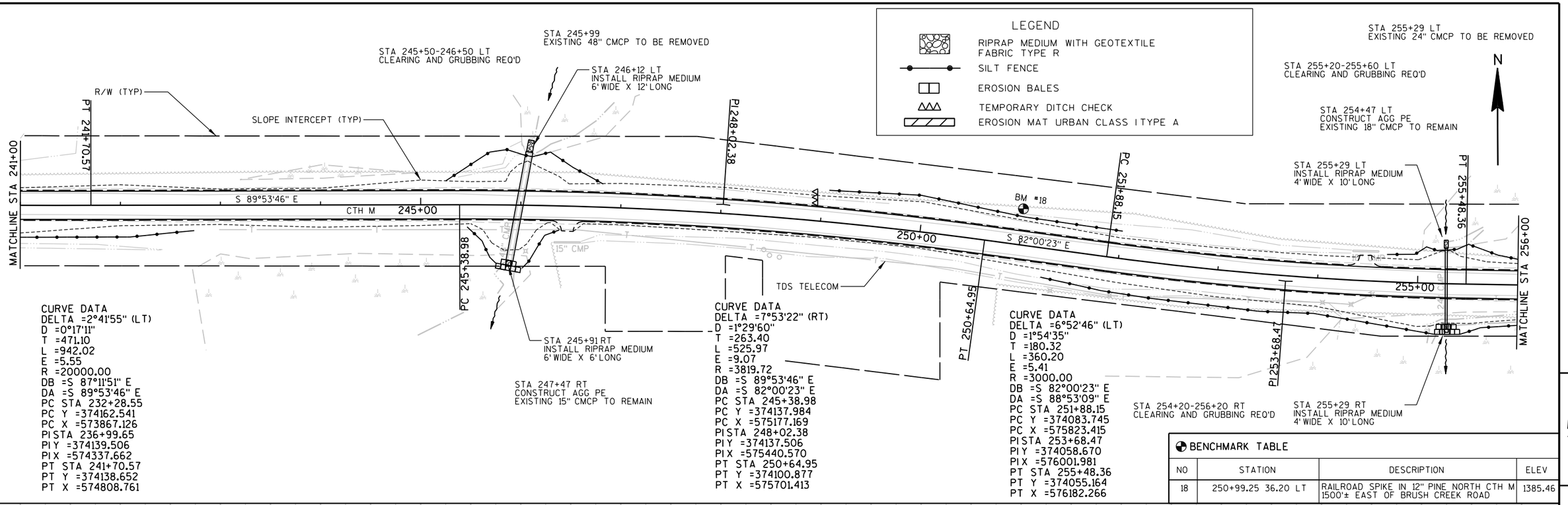
FINISHED ℄ PROFILE

PVOT STA 234+00.00
PVOT EL1383.49

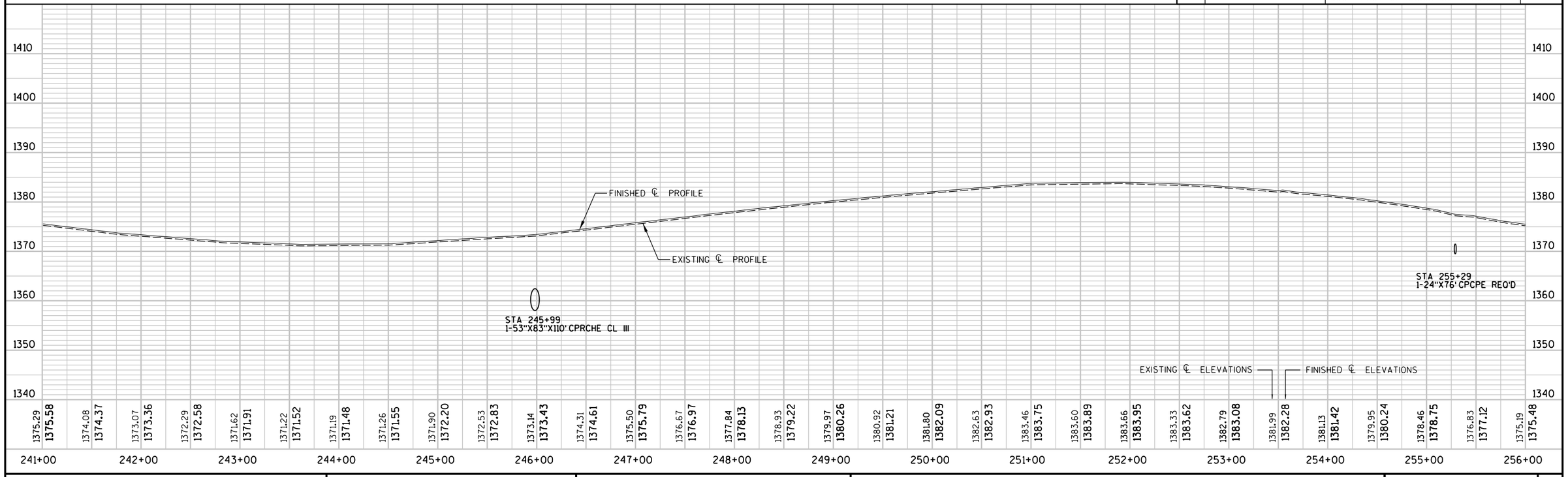
EXISTING ℄ ELEVATIONS

FINISHED ℄ ELEVATIONS

| | | |



BENCHMARK TABLE			
NO	STATION	DESCRIPTION	ELEV
18	250+99.25 36.20 LT	RAILROAD SPIKE IN 12" PINE NORTH CTH M 1500'± EAST OF BRUSH CREEK ROAD	1385.46



PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PLAN AND PROFILE	SHEET 51	E

LEGEND

- RIPRAP MEDIUM WITH GEOTEXTILE FABRIC TYPE R
- SILT FENCE
- EROSION BALES
- TEMPORARY DITCH CHECK
- EROSION MAT URBAN CLASS I TYPE A

CURVE DATA
DELTA =1°36'43" (LT)
D =0°34'23"
T =140.68
L =281.34
E =.99
R =10000.00
DB =S 89°55'05" E
DA =N 88°28'12" E
PC STA 265+03.45
PC Y =374047.636
PC X =577137.289
PI STA 266+44.13
PI Y =374047.435
PI X =577277.970
PT STA 267+84.79
PT Y =374051.191
PT X =577418.601

STA 259+50-262+00 LT
CLEARING AND GRUBBING REQ'D

STA 258+57
EXISTING 24" CMCP TO BE REMAIN

STA 265+00-265+50 LT
CLEARING AND GRUBBING REQ'D

STA 265+24
EXISTING 42" CMCP TO BE REMOVED

N

STA 258+57 LT
INSTALL RIPRAP MEDIUM
4' WIDE X 10' LONG

R/W (TYP)

STA 265+24 LT
INSTALL RIPRAP MEDIUM
5.5' WIDE X 11' LONG

CLARK ELECTRIC COOPERATIVE

PT 267+84.79

BM #19

MATCHLINE STA 256+00

S 88°53'09" E

260+00

S 89°55'05" E

CTH M

265+00

270+00

MATCHLINE STA 270+50

24" CMCP

15" CMP

GRAV

OH

PI 258+90.50

PI 266+44.13

TDS TELECOM

STA 258+57 RT
INSTALL RIPRAP MEDIUM
4' WIDE X 10' LONG

CLARK ELECTRIC COOPERATIVE

SLOPE INTERCEPT (TYP)

STA 265+24 RT
INSTALL RIPRAP MEDIUM
5.5' WIDE X 11' LONG

STA 254+20-256+20 RT
CLEARING AND GRUBBING REQ'D

STA 260+98 RT
CONSTRUCT AGG PE
EXISTING 15" CMCP TO REMAIN

STA 261+57 RT
CONSTRUCT AGG PE
EXISTING 18" CMCP TO REMAIN

STA 265+00-265+50 RT
CLEARING AND GRUBBING REQ'D

STA 258+30-260+30 RT
CLEARING AND GRUBBING REQ'D

BENCHMARK TABLE

NO	STATION	DESCRIPTION	ELEV
19	267+62.37 46.48 LT	RAILROAD SPIKE IN PP JAB 5-01 NORTH CTH M 200'± WEST OF "GROVER" GPS	1417.13

1420 1410 1400 1390 1380 1370 1360 1350

EXISTING ℄ PROFILE

FINISHED ℄ PROFILE

STA 265+24
1-42"X62' CPRC CL III REQ'D

EXISTING ℄ ELEVATIONS

FINISHED ℄ ELEVATIONS

| | | |

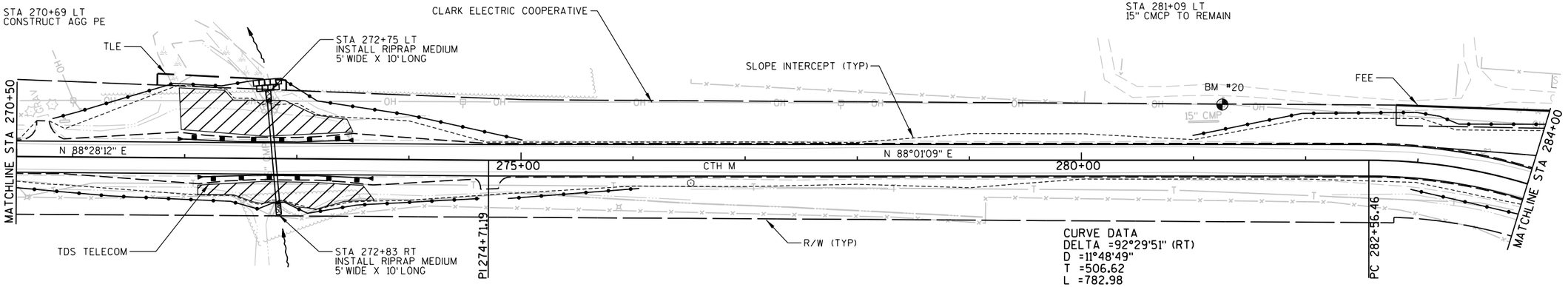
STA 272+80
EXISTING CMCP TO BE REMOVED

STA 271+50-273+00 LT
CLEARING AND GRUBBING REQ'D

MGS GUARDRAIL TERMINAL EAT REQ'D
STA 271+93.9 TO STA 272+47.0 LT
STA 272+11.9 TO STA 272+65.0 RT
STA 272+97.0 TO STA 273+50.1 LT
STA 273+15.0 TO STA 273+68.1 RT

MGS GUARDRAIL 3 REQ'D
STA 272+47.0 TO STA 272+97.0 LT
STA 272+65.0 TO STA 273+15.0 RT

N



CURVE DATA
DELTA =92°29'51" (RT)
D =11°48'49"
T =506.62
L =782.98
E =216.34
R =485.00
DB =N 88°01'09" E
DA =S 0°31'00" W
PC STA 282+56.46
PC Y =374096.663
PC X =578889.553
PI STA 287+63.07
PI Y =374114.174
PI X =579395.866
PT STA 290+39.43
PT Y =373607.579
PT X =579391.297

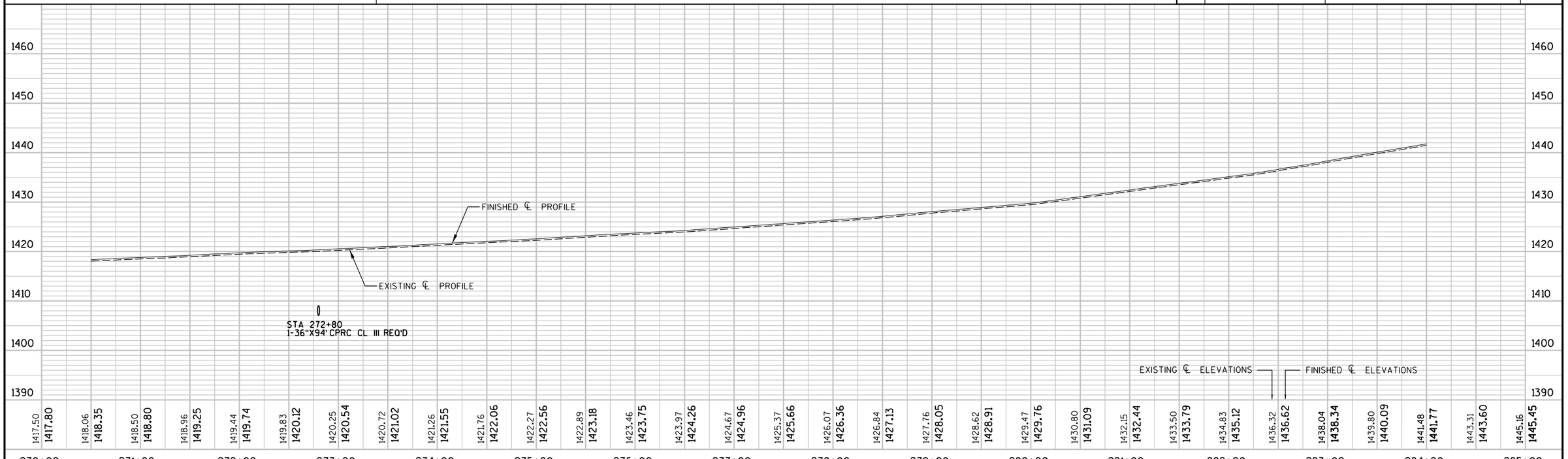
LEGEND
- RIPRAP MEDIUM WITH GEOTEXTILE FABRIC TYPE R
- SILT FENCE
- EROSION BALES
- TEMPORARY DITCH CHECK
- EROSION MAT URBAN CLASS I TYPE A

STA 272+50-273+50 LT
CLEARING AND GRUBBING REQ'D

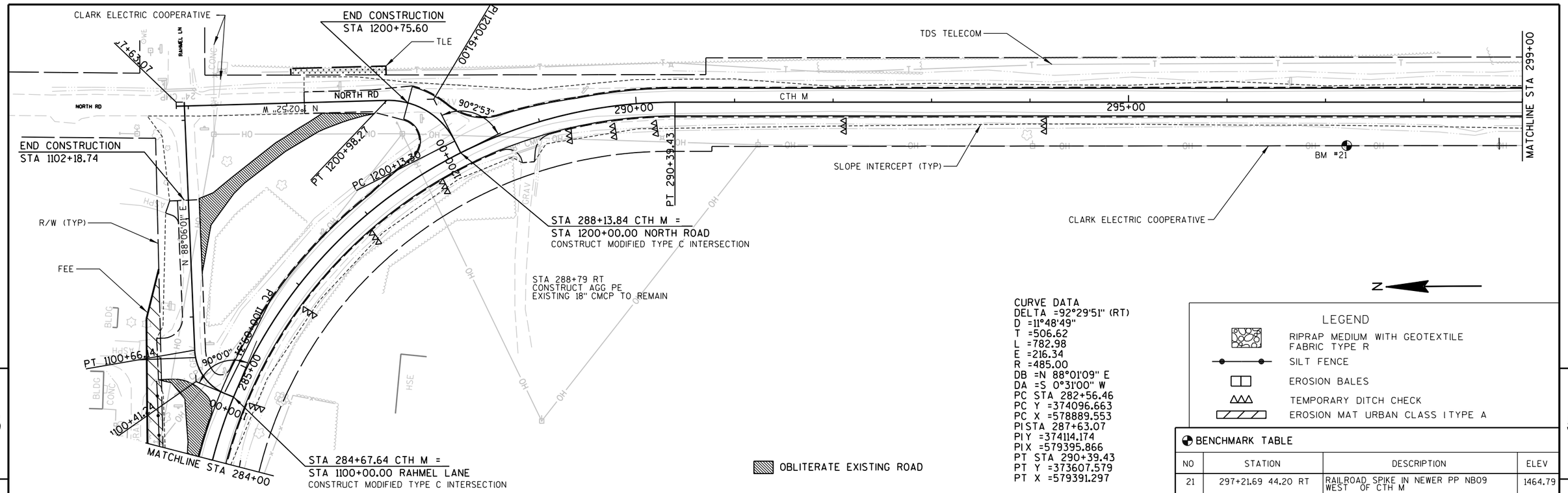
STA 274+71 RT
CONSTRUCT AGG PE

BENCHMARK TABLE

NO	STATION	DESCRIPTION	ELEV
20	281+25.64 49.75 LT	RAILROAD SPIKE IN PP AES 2000 NORTH CTH M @ PHEASANT FARM	1428.00

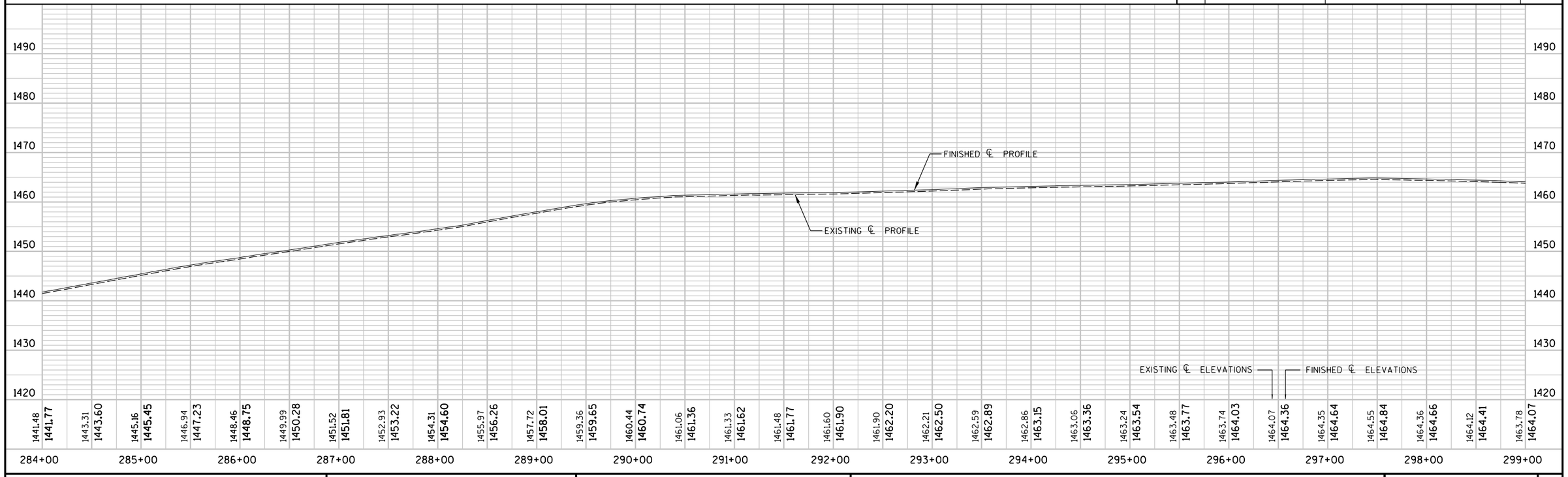


PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PLAN AND PROFILE	SHEET 53	E



BENCHMARK TABLE

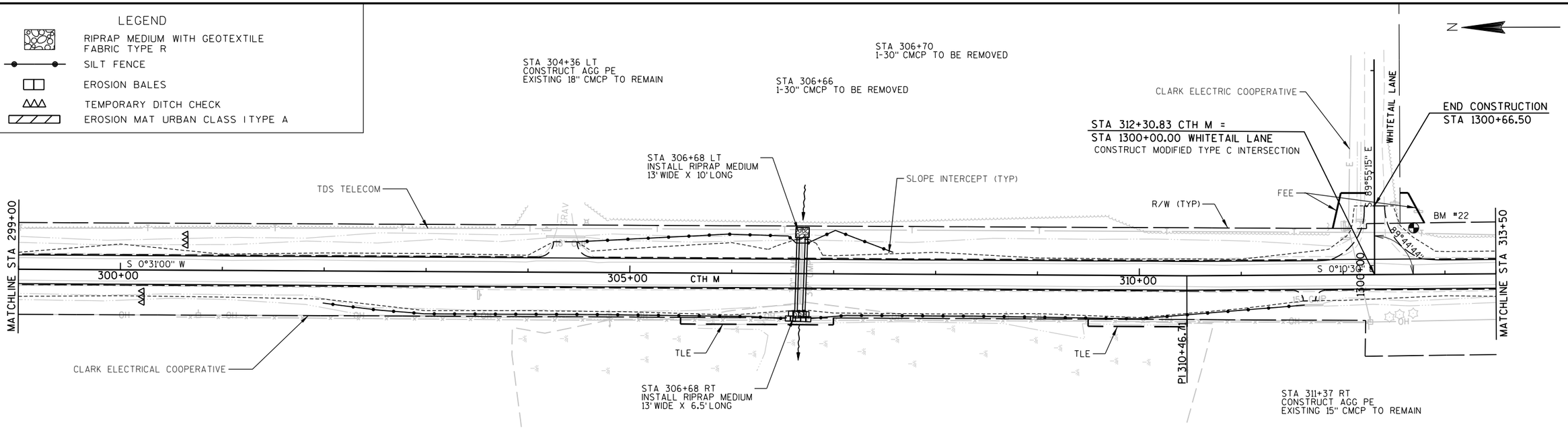
NO	STATION	DESCRIPTION	ELEV
21	297+21.69 44.20 RT	RAILROAD SPIKE IN NEWER PP NB09 WEST OF CTH M	1464.79



PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PLAN AND PROFILE	SHEET 54	E

LEGEND

- RIPRAP MEDIUM WITH GEOTEXTILE FABRIC TYPE R
- SILT FENCE
- EROSION BALES
- TEMPORARY DITCH CHECK
- EROSION MAT URBAN CLASS ITYPE A



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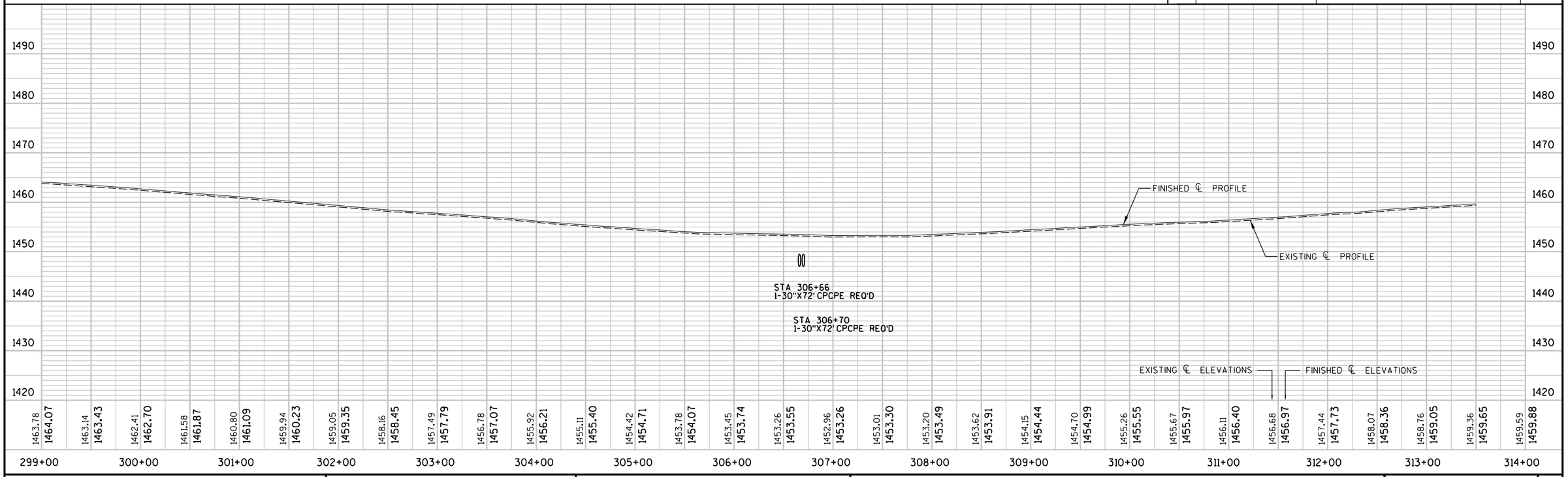
5

BENCHMARK TABLE

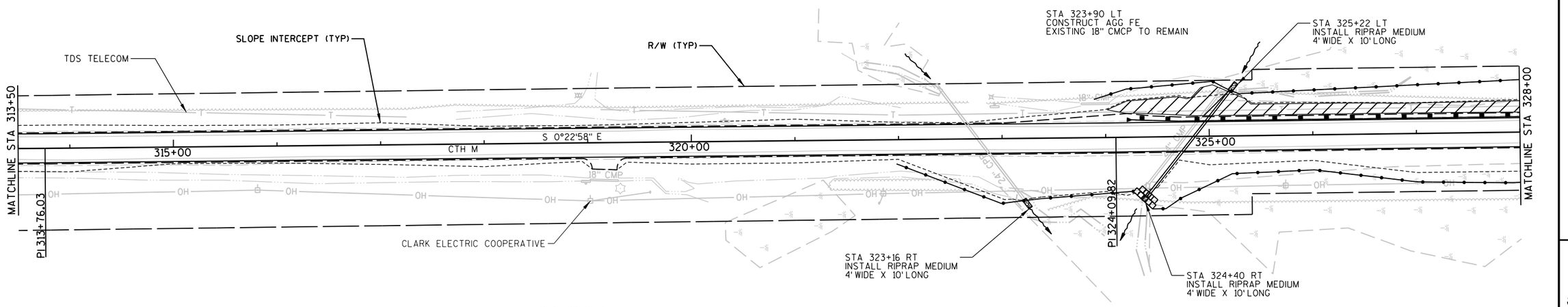
NO	STATION	DESCRIPTION	ELEV
22	312+69.55 45.53 LT	RAILROAD SPIKE IN 18" PINE @ SOUTH EAST CORNER OF CTH M & WHITETAIL LN	1457.42

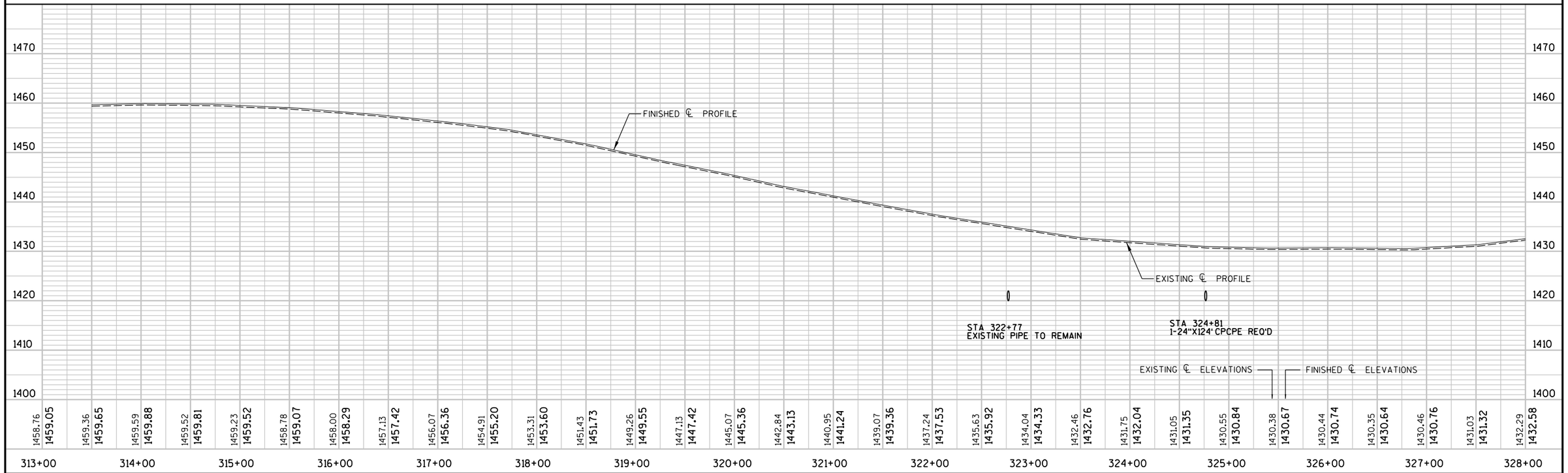


PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PLAN AND PROFILE	SHEET 55	E

LEGEND

- RIPRAP MEDIUM WITH GEOTEXTILE FABRIC TYPE R
- SILT FENCE
- EROSION BALES
- TEMPORARY DITCH CHECK
- EROSION MAT URBAN CLASS ITYPE A



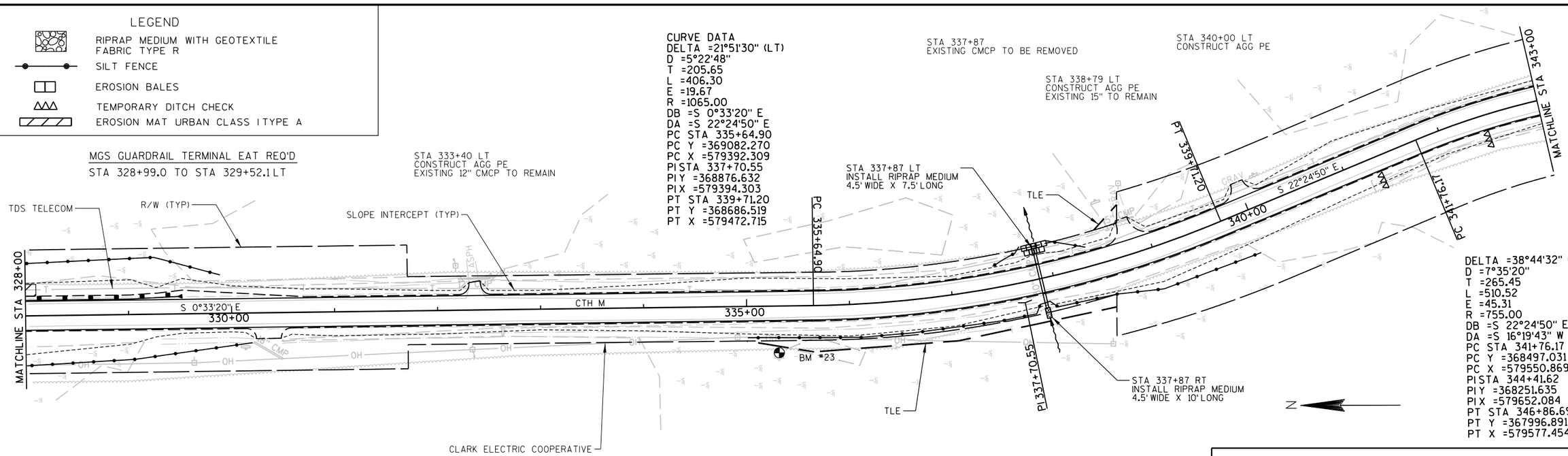


PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PLAN AND PROFILE	SHEET 56	E

LEGEND

- RIPRAP MEDIUM WITH GEOTEXTILE FABRIC TYPE R
- SILT FENCE
- EROSION BALES
- TEMPORARY DITCH CHECK
- EROSION MAT URBAN CLASS ITYPE A

MGS GUARDRAIL TERMINAL EAT REQ'D
STA 328+99.0 TO STA 329+52.1 LT

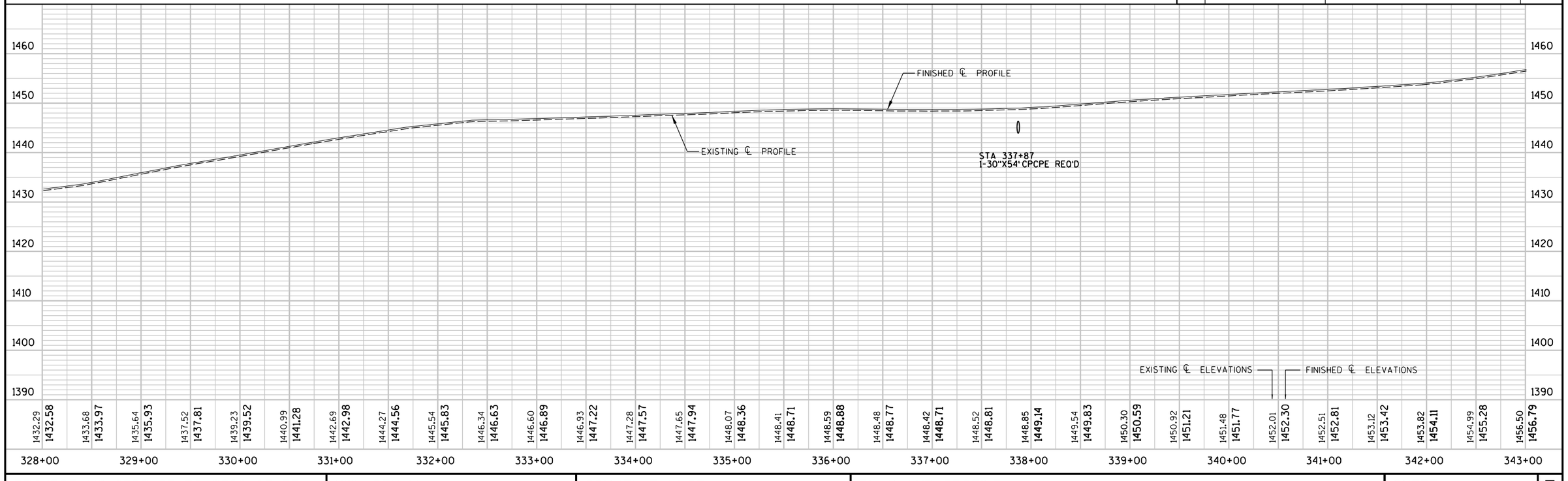


CURVE DATA
DELTA =21°51'30" (LT)
D =5°22'48"
T =205.65
L =406.30
E =19.67
R =1065.00
DB =S 0°33'20" E
DA =S 22°24'50" E
PC STA 335+64.90
PC Y =369082.270
PC X =579392.309
PI STA 337+70.55
PI Y =368876.632
PI X =579394.303
PT STA 339+71.20
PT Y =368686.519
PT X =579472.715

DELTA =38°44'32" (RT)
D =7°35'20"
T =265.45
L =510.52
E =45.31
R =755.00
DB =S 22°24'50" E
DA =S 16°19'43" W
PC STA 341+76.17
PC Y =368497.031
PC X =579550.869
PI STA 344+41.62
PI Y =368251.635
PI X =579652.084
PT STA 346+86.69
PT Y =367996.891
PT X =579577.454

BENCHMARK TABLE

NO	STATION	DESCRIPTION	ELEV
23	335+31.19 45.42 RT	RAILROAD SPIKE IN 16" MAPLE WEST OF CTH M @ S CURVE SIGN	1447.53



PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PLAN AND PROFILE	SHEET 57	E

STA 344+00-346+00 LT
CLEARING AND GRUBBING REQ'D

STA 345+85
EXISTING 24" CMCP
TO BE REMOVED

STA 345+76 LT
INSTALL RIPRAP MEDIUM
4' WIDE X 10' LONG

STA 343+78 LT
CONSTRUCT AGG PE

TLE

PI 344+41.62

R/W (TYP)

MATCHLINE STA 343+00

STA 345+91 RT
INSTALL RIPRAP MEDIUM
4' WIDE X 10' LONG

DELTA =38°44'32" (RT)
D =7°35'20"
T =265.45
L =510.52
E =45.31
R =755.00
DB =S 22°24'50" E
DA =S 16°19'43" W
PC STA 341+76.17
PC Y =368497.031
PC X =579550.869
PI STA 344+41.62
PI Y =368251.635
PI X =579652.084
PT STA 346+86.69
PT Y =367996.891
PT X =579577.454

MGS GUARDRAIL TERMINAL EAT REQ'D

STA 344+89.0 TO STA 345+42.1 LT
STA 353+92.1 TO STA 354+45.2 LT
STA 357+40.0 TO STA 357+93.1 LT

MGS GUARDRAIL 3 REQ'D

STA 345+42.1 TO STA 353+92.1 LT

STA 349+50-354+50 LT
CLEARING AND GRUBBING REQ'D

TDS TELECOM

PC 347+58.87

PT 350+20.74

PI 348+90.25

PT 346+86.69

345+00

350+00

S 4°47'12" W

BM #24

CURVE DATA
DELTA =11°32'31" (LT)
D =4°24'27"
T =131.38
L =261.88
E =6.62
R =1300.00
DB =S 16°19'43" W
DA =S 4°47'12" W
PC STA 347+58.87
PC Y =367927.621
PC X =579557.160
PI STA 348+90.25
PI Y =367801.538
PI X =579520.223
PT STA 350+20.74
PT Y =367670.614
PT X =579509.260

LEGEND

- RIPRAP MEDIUM WITH GEOTEXTILE FABRIC TYPE R
- SILT FENCE
- EROSION BALES
- TEMPORARY DITCH CHECK
- EROSION MAT URBAN CLASS I TYPE A

PI 352+81.16

PI 353+90.12

PT 354+98.37

355+00

CTH M

SLOPE INTERCEPT (TYP)

CLARK ELECTRIC COOPERATIVE

CURVE DATA
DELTA =11°18'51" (RT)
D =5°12'31"
T =108.96
L =217.21
E =5.38
R =1100.00
DB =S 4°47'12" W
DA =S 16°06'03" W
PC STA 352+81.16
PC Y =367411.106
PC X =579487.529
PI STA 353+90.12
PI Y =367302.525
PI X =579478.437
PT STA 354+98.37
PT Y =367197.837
PT X =579448.219

STA 356+82 LT
CONSTRUCT AGG FE
EXISTING 24" CMCP TO REMAIN

STA 357+44 LT
INSTALL RIPRAP MEDIUM
4' WIDE X 10' LONG

STA 357+11 RT
INSTALL RIPRAP MEDIUM
4' WIDE X 6.5' LONG

STA 357+26
EXISTING 24" CMCP
TO BE REMOVED

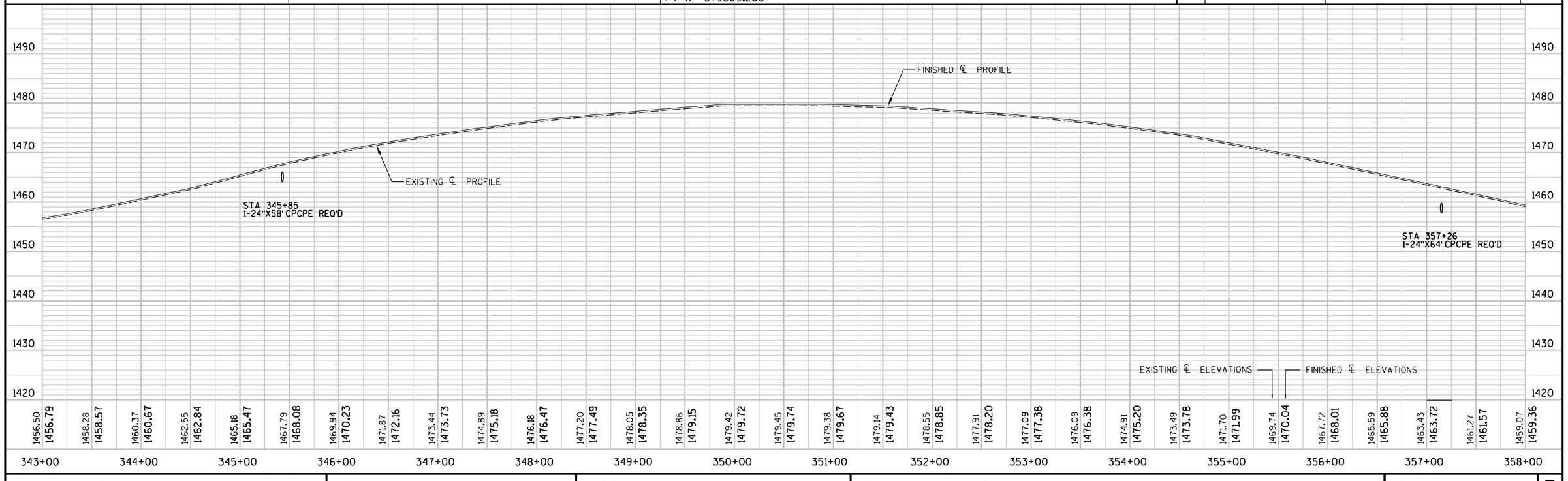
STA 357+61 RT
CONSTRUCT AGG PE

MATCHLINE STA 358+00

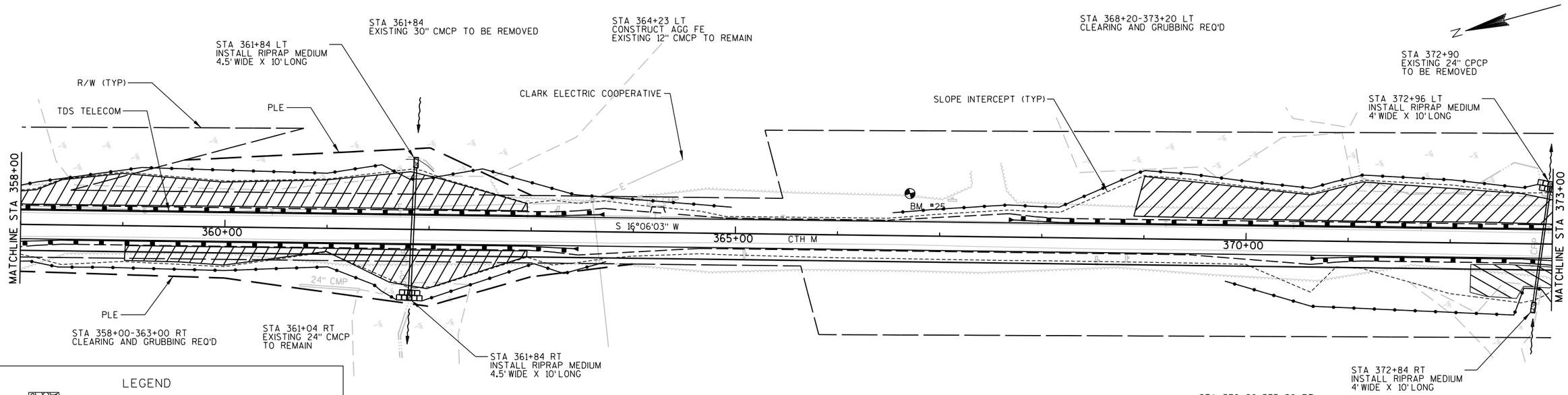
N

BENCHMARK TABLE

NO	STATION	DESCRIPTION	ELEV
24	351+81.91 40.10 RT	RAILROAD SPIKE IN 12" PINE	1476.57



PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PLAN AND PROFILE	SHEET 58	E



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LEGEND

- RIPRAP MEDIUM WITH GEOTEXTILE FABRIC TYPE R
- SILT FENCE
- EROSION BALES
- TEMPORARY DITCH CHECK
- EROSION MAT URBAN CLASS I TYPE A

MGS GUARDRAIL TERMINAL EAT REQ'D

STA 357+90.0 TO STA 358+43.1 RT
STA 362+93.1 TO STA 363+46.2 RT
STA 363+18.1 TO STA 363+71.2 LT
STA 367+67.9 TO STA 368+21.0 LT
STA 370+63.8 TO STA 371+16.9 RT
STA 372+66.9 TO STA 373+20.0 RT

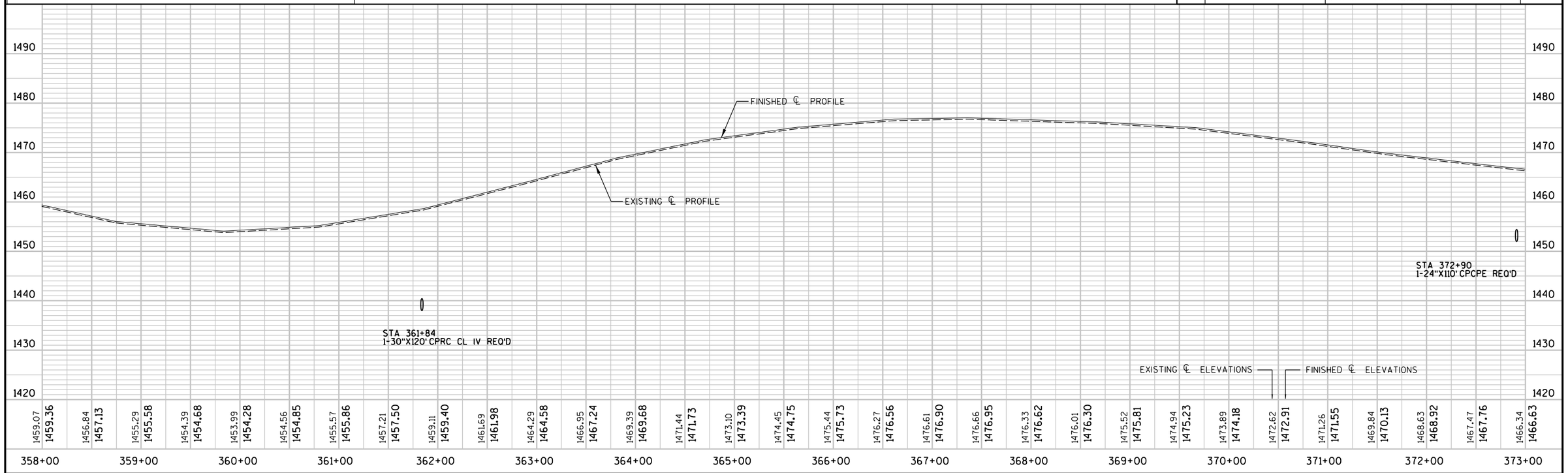
MGS GUARDRAIL 3 REQ'D

STA 357+93.1 TO STA 363+18.1 LT
STA 358+43.1 TO STA 362+93.1 RT
STA 368+21.0 TO STA 373+33.5 LT
STA 371+16.9 TO STA 372+66.9 RT

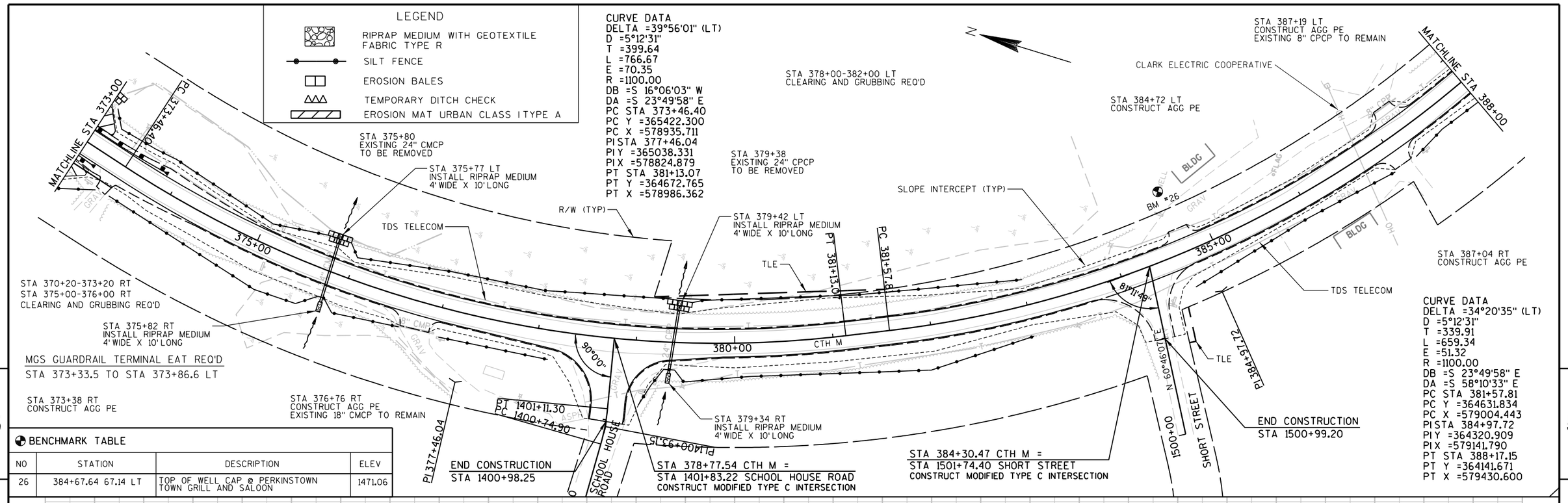
BENCHMARK TABLE

NO	STATION	DESCRIPTION	ELEV
25	366+70.47 41.36 LT	RAILROAD SPIKE IN 12" PINE EAST OF CTH M @ FIRE NUMBER 4994	1481.68

5

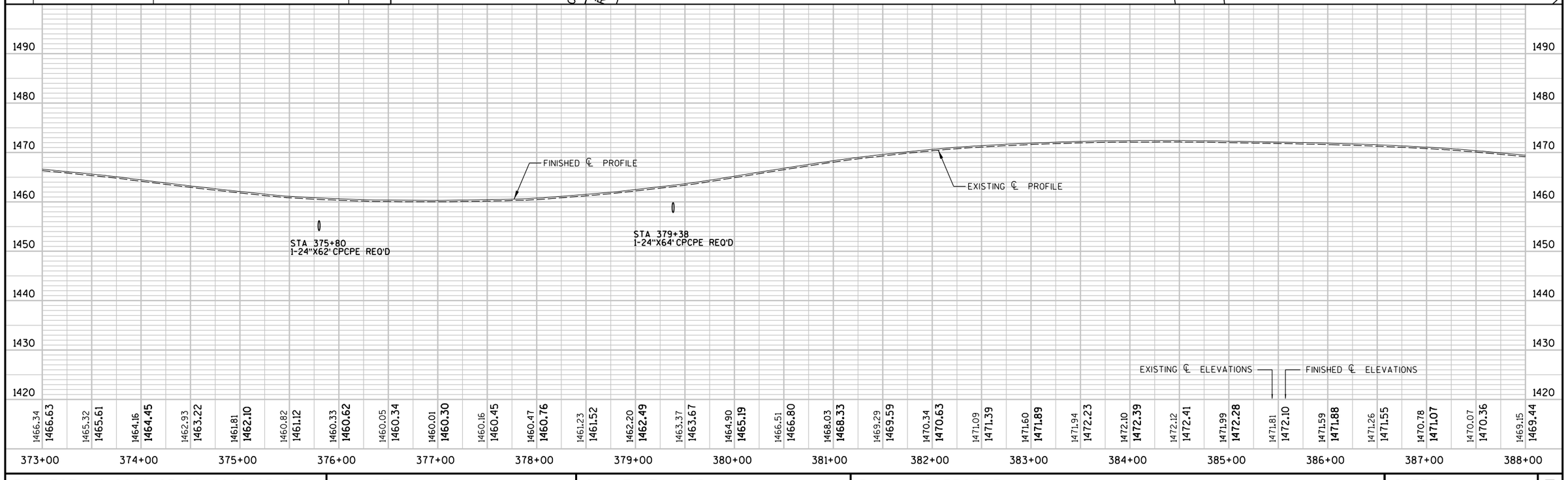


PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PLAN AND PROFILE	SHEET 59	E



5

BENCHMARK TABLE			
NO	STATION	DESCRIPTION	ELEV
26	384+67.64 67.14 LT	TOP OF WELL CAP @ PERKINSTOWN TOWN GRILL AND SALOON	1471.06



PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PLAN AND PROFILE	SHEET 60	E

LEGEND

- RIPRAP MEDIUM WITH GEOTEXTILE FABRIC TYPE R
- SILT FENCE
- EROSION BALES
- TEMPORARY DITCH CHECK
- EROSION MAT URBAN CLASS ITYPE A

STA 391+64
EXISTING 24" CMCP
TO BE REMOVED

STA 390+56 LT
CONSTRUCT AGG PE
EXISTING 12" CMCP TO REMAIN

STA 390+58.38 CTH M =
STA 1600+71.91 LAKE RD
CONSTRUCT MODIFIED TYPE C INTERSECTION

END PROJECT 8896-05-72
BEGIN PROJECT 8896-05-73
STA 397+19.02
X=580196.887
Y=363666.107

STA 394+80.67 CTH M =
STA 1803+03.80 2ND AVE
CONSTRUCT MODIFIED TYPE C INTERSECTION

STA 397+93.00 CTH M =
STA 1902+68.38 WINTER SPORTS RD
CONSTRUCT MODIFIED TYPE C INTERSECTION

PT 402+27.50

MATCHLINE STA 403+00

STA 397+85 LT
CONSTRUCT AGG PE
EXISTING 18" CPCP TO REMAIN

R/W (TYP)

PT 388+17.15

MATCHLINE STA 388+00

STA 391+64 LT
INSTALL RIPRAP MEDIUM
4' WIDE X 10' LONG

STA 397+05 WINTER RD
(EXISTING)

PC 397+19.02

400+00

S 58°10'33" E

390+00

CTH M

395+00

120°39'33"

10°44'56"

90°0'0"

N 27°20'19" E

TDS TELECOM

1600+00

LAKE RD

STA 391+64 RT
INSTALL RIPRAP MEDIUM
4' WIDE X 10' LONG

CURVE DATA
DELTA =34°20'35" (LT)
D =5°12'31"
T =339.91
L =659.34
E =51.32
R =1100.00
DB =S 23°49'58" E
DA =S 58°10'33" E
PC STA 381+57.81
PC Y =364631.834
PC X =579004.443
PI STA 384+97.72
PI Y =364320.909
PI X =579141.790
PT STA 388+17.15
PT Y =364141.671
PT X =579430.600

END CONSTRUCTION
STA 1600+31.45

STA 391+00-392+00 RT
CLEARING AND GRUBBING REQ'D

END CONSTRUCTION
STA 1802+14.87

2ND AVE

N 09°52' E

CLARK ELECTRIC COOPERATIVE

BM 1474.27

PI 1901+24.24

TLE

PC 1900+58.33

PT 1901+83.66

PI 1398+79.58

TLE

SLOPE INTERCEPT

TDS TELECOM

WINTER SPORTS RD

1900+00

STA 397+80-403+80 RT
CLEARING AND GRUBBING REQ'D

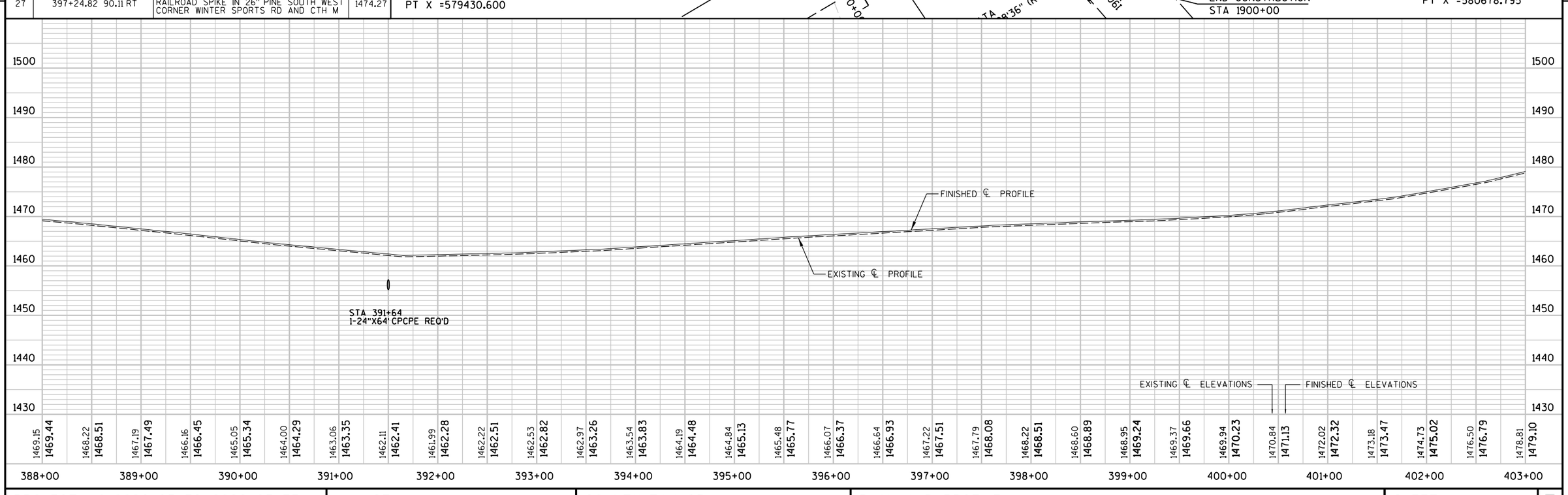
OBLITERATE EXISTING ROAD

END CONSTRUCTION
STA 1900+00

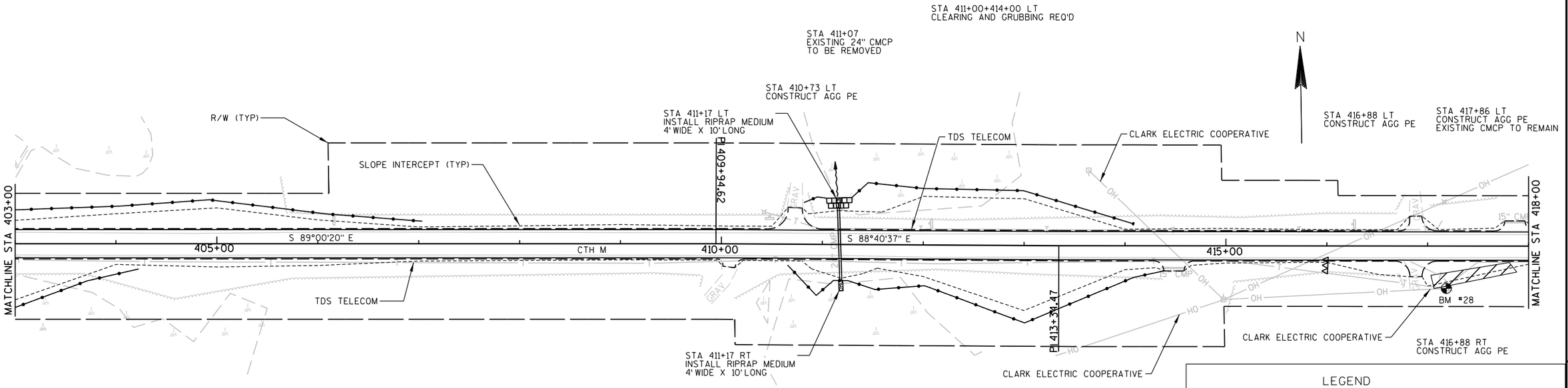
CURVE DATA
DELTA =30°49'46" (LT)
D =6°03'47"
T =260.56
L =508.48
E =35.26
R =945.00
DB =S 58°10'33" E
DA =S 89°00'20" E
PC STA 397+19.02
PC Y =363666.107
PC X =580196.887
PI STA 399+79.58
PI Y =363528.711
PI X =580418.276
PT STA 402+27.50
PT Y =363524.189
PT X =580678.795

BENCHMARK TABLE

NO	STATION	DESCRIPTION	ELEV
27	397+24.82 90.11 RT	RAILROAD SPIKE IN 26" PINE SOUTH WEST CORNER WINTER SPORTS RD AND CTH M	1474.27



PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PLAN AND PROFILE	SHEET 61	E



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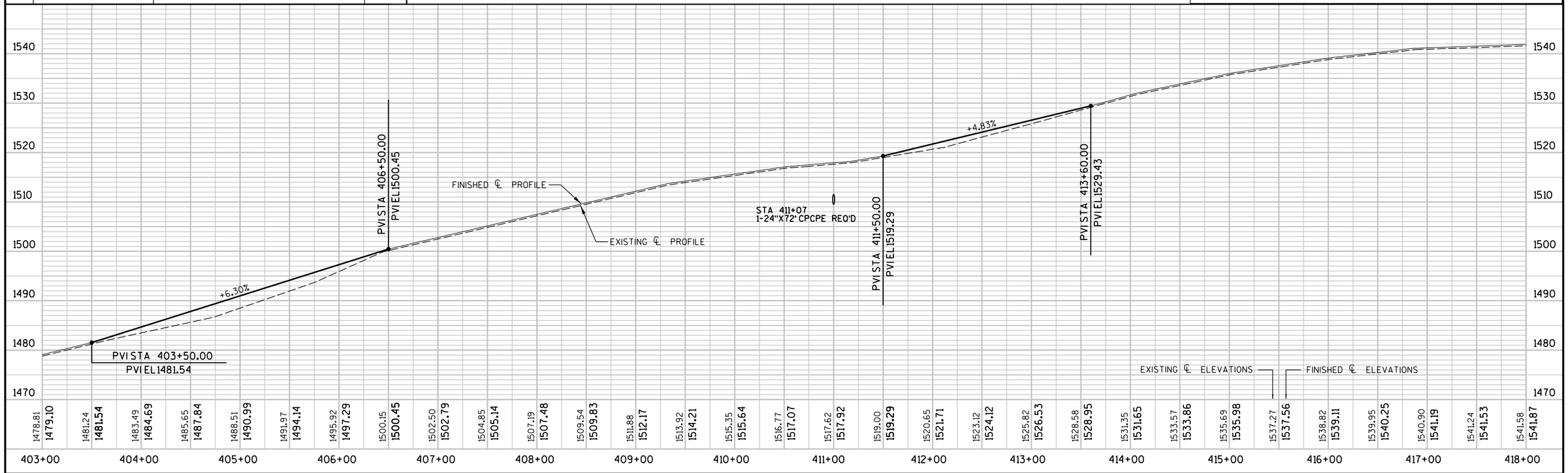
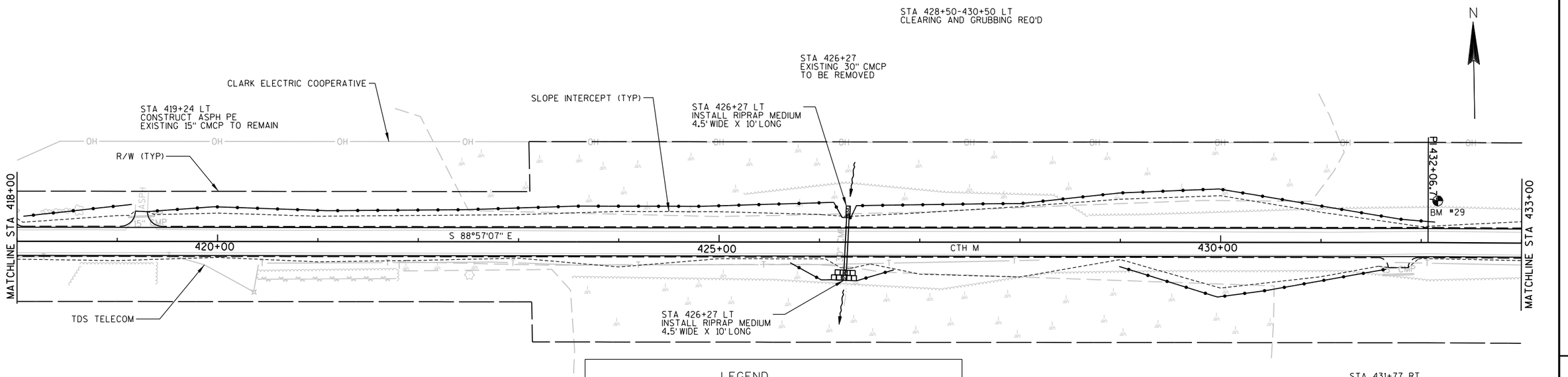
5

BENCHMARK TABLE

NO	STATION	DESCRIPTION	ELEV
28	417+18.44 42.08 RT	RAILROAD SPIKE IN PP NPSK6 SOUTH HWY M OPPOSITE OF DRIVEWAY FIRE NUMBER W3428	1543.71



PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PLAN AND PROFILE	SHEET 62	E



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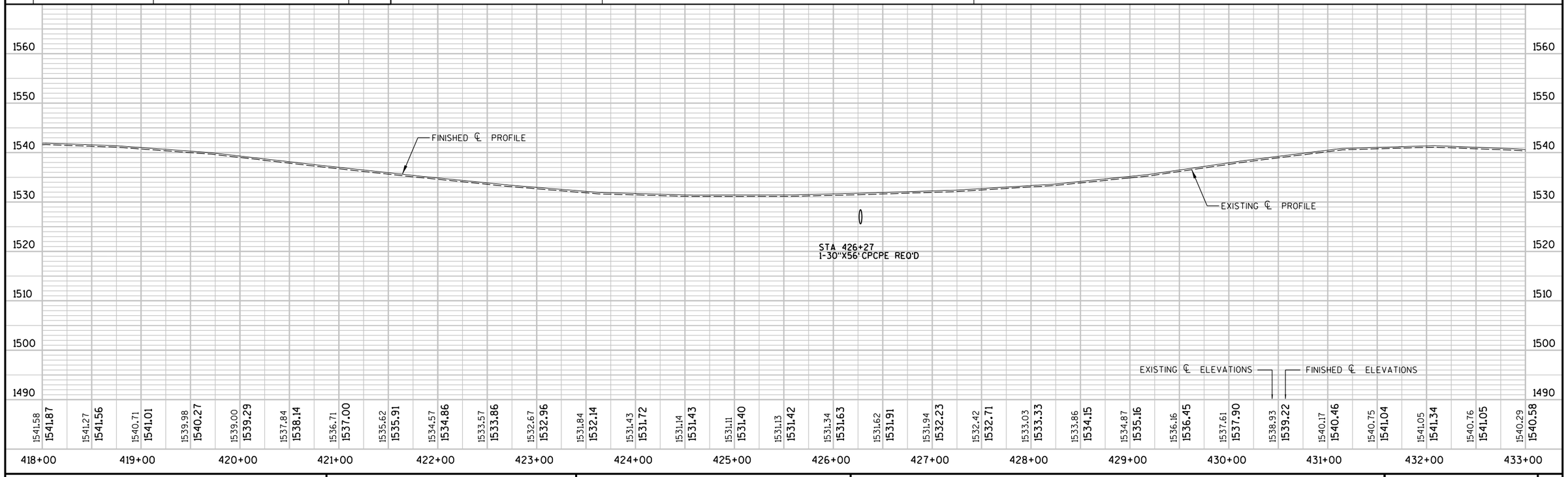
BENCHMARK TABLE

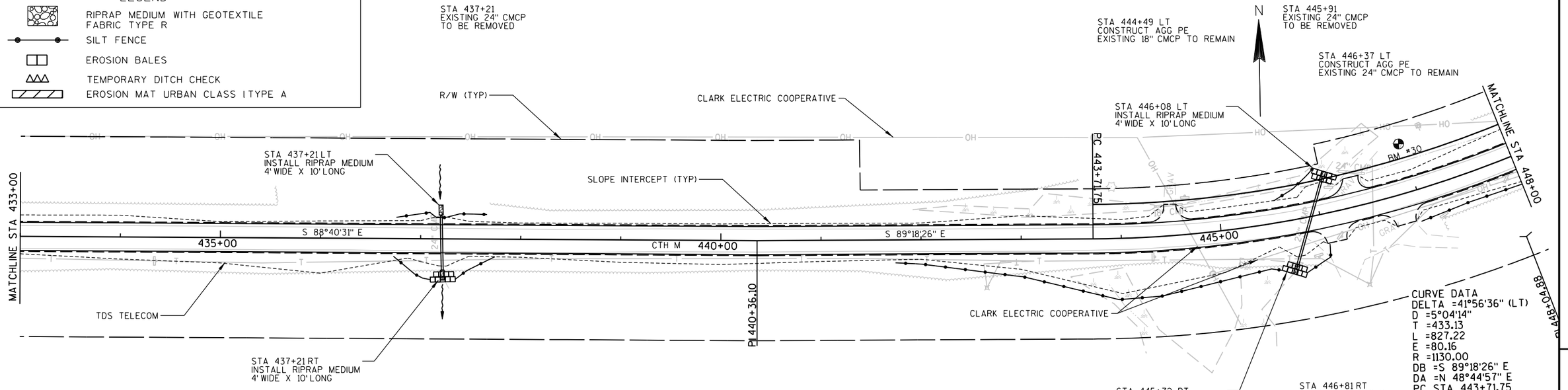
NO	STATION	DESCRIPTION	ELEV
29	432+16.20 41.68 LT	RAILROAD SPIKE IN 18" PINE NORTH OF CTH M TOP CREST OF HILL	1543.42



PROJECT NO: 8896-05-72 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PLAN AND PROFILE	SHEET 63	E

LEGEND

- RIPRAP MEDIUM WITH GEOTEXTILE FABRIC TYPE R
- SILT FENCE
- EROSION BALES
- TEMPORARY DITCH CHECK
- EROSION MAT URBAN CLASS I TYPE A



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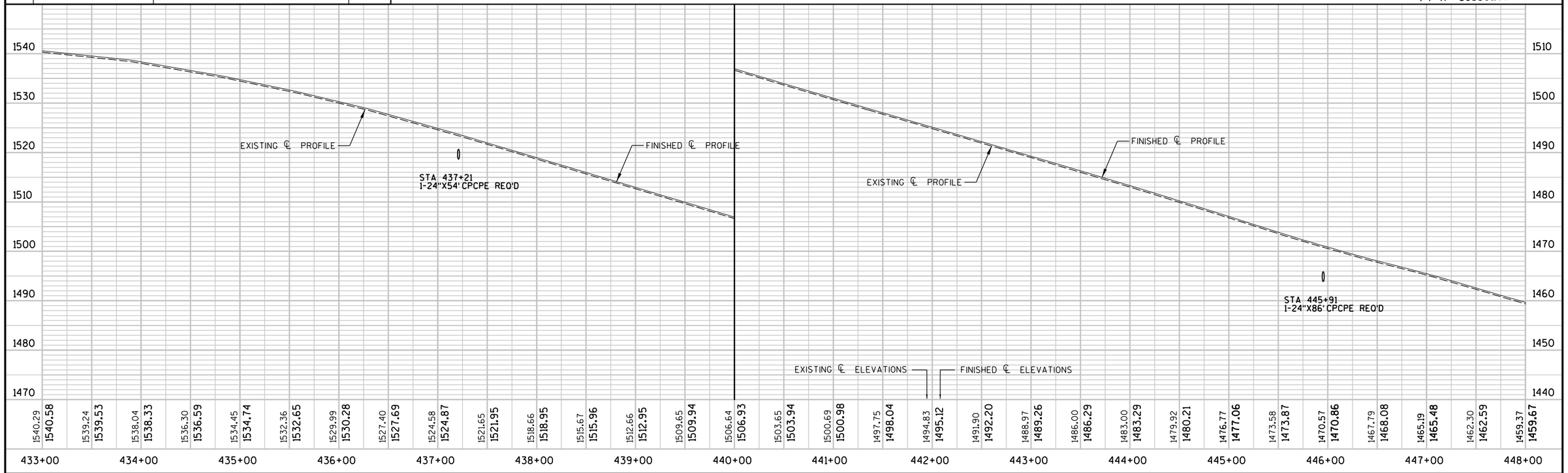
BENCHMARK TABLE

NO	STATION	DESCRIPTION	ELEV
30	446+95.83 49.01 LT	RAILROAD SPIKE IN 12" PINE WEST OF CTH M @ DRIVEWAY FIRE NUMBER W10746	1466.48



PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PLAN AND PROFILE	SHEET 64	E

CURVE DATA
DELTA =41°56'36" (LT)
D =5°04'14"
T =433.13
L =827.22
E =80.16
R =1130.00
DB =S 89°18'26" E
DA =N 48°44'57" E
PC STA 443+71.75
PC Y =363445.553
PC X =584822.284
PISTA 448+04.88
PI Y =363440.317
PI X =585255.379
PT STA 451+98.97
PT Y =363725.901
PT X =585581.017

LEGEND
- RIPRAP MEDIUM WITH GEOTEXTILE FABRIC TYPE R
- SILT FENCE
- EROSION BALES
- TEMPORARY DITCH CHECK
- EROSION MAT URBAN CLASS I TYPE A

STA 453+04
EXISTING 30" CMCP
TO BE REMOVED

STA 453+07 LT
INSTALL RIPRAP MEDIUM
4.5' WIDE X 10' LONG

R/W (TYP)

MATCHLINE STA 448+00

PT 451+98.97

PI 460+00.09

MATCHLINE STA 463+00

450+00

455+00

460+00

N 48°44'57" E

N 49°04'23" E

CTH M

BM #31

TDS TELECOM

SLOPE INTERCEPT (TYP)

CLARK ELECTRIC COOPERATIVE

STA 453+01 RT
INSTALL RIPRAP MEDIUM
4.5' WIDE X 10' LONG

STA 451+00-453+00 RT
CLEARING AND GRUBBING REQ'D

STA 456+75 RT
CONSTRUCT AGG PE

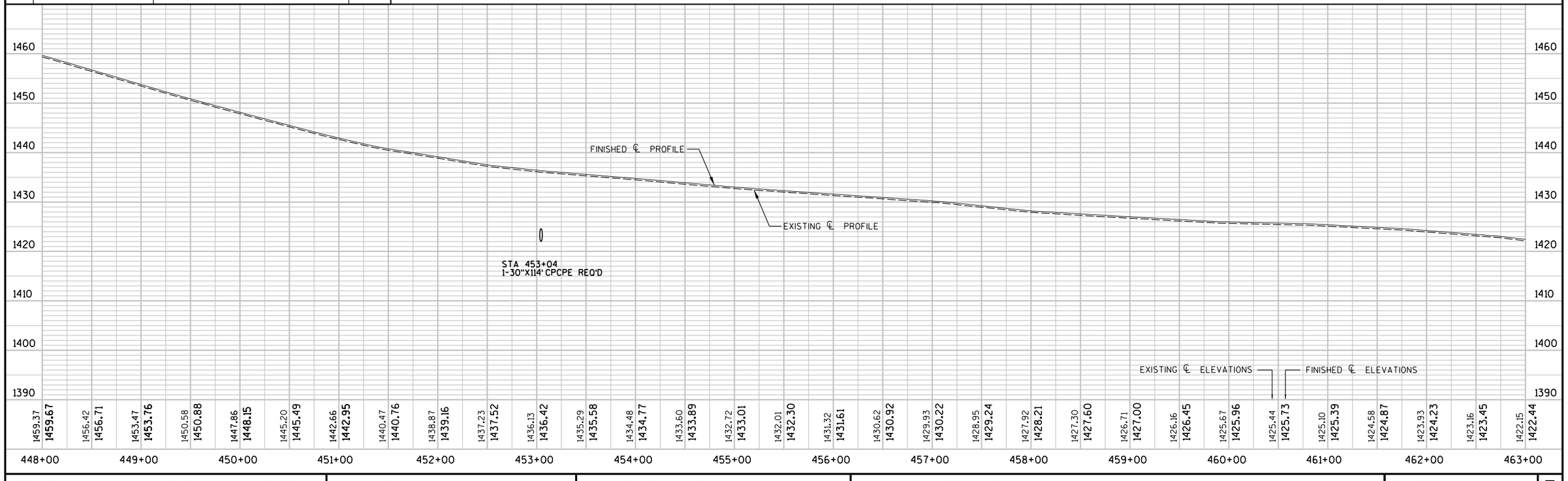
STA 461+00 - 463+00 RT
FUTURE BOAT LANDING PARKING AREA
BASE AGGREGATE 3/4-INCH TO BE
INSTALLED AT 6" DEPTH
SEE CROSS SECTIONS FOR DETAILS ON OFFSETS
COORDINATE WITH COUNTY BEFORE BEGINNING WORK
IN THIS AREA

STA 461+00-462+50 RT
CLEARING AND GRUBBING REQ'D

STA 463+00 RT
EXISTING DRIVEWAY TO REMAIN
WORK BY OTHERS TO BE
DONE IN FUTURE

BENCHMARK TABLE

NO	STATION	DESCRIPTION	ELEV
31	462+48.27 45.72 LT	RAILROAD SPIKE IN 14" PINE 150'± SOUTH OF BRIDGE ⌀ BOAT LANDING	1427.72



PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PLAN AND PROFILE	SHEET 65	E

BENCHMARK TABLE			
NO	STATION	DESCRIPTION	ELEV
32	376+06.75 16.10 RT	TOP NORTH EAST BOLT SOUTH WEST CORNER BRIDGE WEST OF RICHTER ROAD	1421.37

END CONSTRUCTION
~~STA 2100+39.00~~

CLARK ELECTRIC COOPERATIVE

STA 470+78 LT
CONSTRUCT AGG PE

PT 2100+48.09
PC 2100+23.83

TAILOR CREEK RD

PI 2100+36.04
90°30'

2100+00

470+00 CTH M

STA 463+50-467+00 LT
CLEARING AND GRUBBING REQ'D

R/W (TYP)

STA 463+93
EXISTING 60" CMCP
TO BE REMOVED
(REMOVING OLD STRUCTURE)

STA 464+02
EXISTING 60" CMCP
TO BE REMOVED
(REMOVING OLD STRUCTURE)

STA 464+22 LT
INSTALL RIPRAP MEDIUM
22' WIDE X 15' LONG

SLOPE INTERCEPT (TYP)

TDS TELECOM

STA 472+00 TO STA 476+17 LT/RT
GEOGRID TYPE SR REQ'D
LIMITS OF GEOGRID MAY BE ALTERED
AT THE DISCRETION OF THE ENGINEER

475+00

PT 475+56.17

BM #32

S 2°27'13" E

465+00

PC 464+99.69

STA 463+91 RT
INSTALL RIPRAP MEDIUM
22' WIDE X 15' LONG

TURBIDITY BARRIER

MATCHLINE STA 463+00

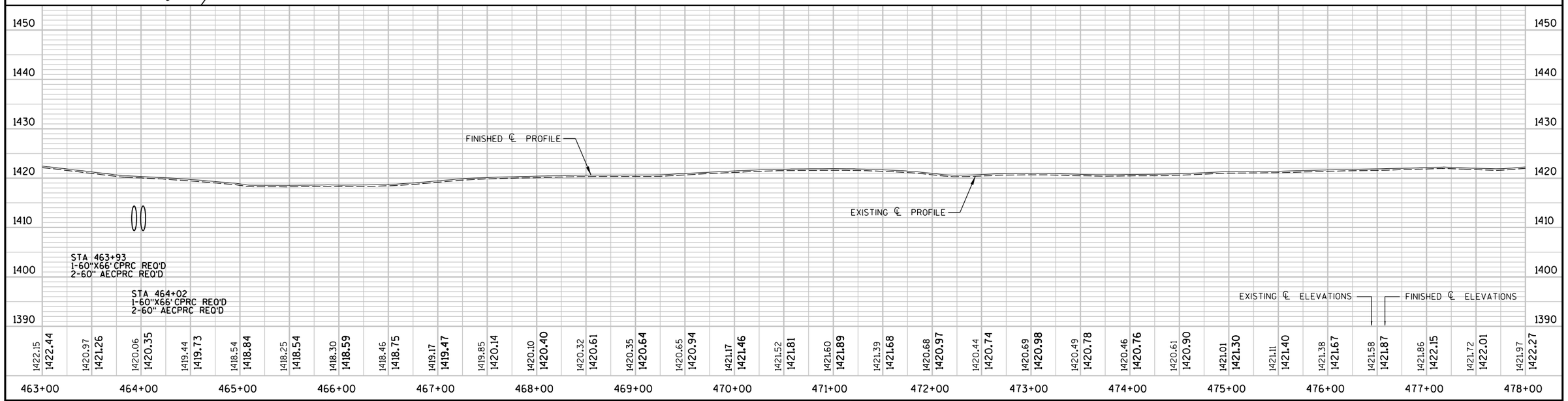
MATCHLINE STA 478+00

CURVE DATA
DELTA =103°28'24" (RT)
D =9°47'39"
T =741.71
L =1056.48
E =359.65
R =585.00
DB =N 49°04'23" E
DA =S 27°27'13" E
PC STA 464+99.69
PC Y =364581.405
PC X =586560.790
PI STA 472+41.40
PI Y =365067.298
PI X =587121.189
PT STA 475+56.17
PT Y =364409.113
PT X =587463.141

CURVE DATA
DELTA =14°35'57" (LT)
D =3°38'16"
T =201.75
L =401.31
E =12.87
R =1575.00
DB =S 27°27'13" E
DA =S 42°03'10" E
PC STA 477+97.54
PC Y =364194.922
PC X =587574.421
PI STA 479+99.29
PI Y =364015.892
PI X =587667.434
PT STA 481+98.85
PT Y =363866.087
PT X =587802.569

LEGEND

- GEOGRID, TYPE SR
- RIPRAP MEDIUM WITH GEOTEXTILE FABRIC TYPE R
- SILT FENCE
- EROSION BALES
- TEMPORARY DITCH CHECK
- EROSION MAT URBAN CLASS I TYPE A



PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PLAN AND PROFILE	SHEET 66	E

FILE NAME : \\SEHCF1\Projects\PT\T\Tayhd\120441\CTH M\CAD\PPCTHM17.dgn PLOT TIME : 5:53:29 PM PLOT DATE : 10/30/2016 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 40

5

5

BENCHMARK TABLE

NO	STATION	DESCRIPTION	ELEV
33	491+24.92 47.17 LT	RAILROAD SPIKE PP CPC 8 WEST CTH M ± PT TO CURVE	1420.12

LEGEND

- RIPRAP MEDIUM WITH GEOTEXTILE FABRIC TYPE R
- SILT FENCE
- EROSION BALES
- TEMPORARY DITCH CHECK
- EROSION MAT URBAN CLASS I TYPE A

CURVE DATA
DELTA =14°35'57" (LT)
D =3°38'16"
T =201.75
L =401.31
E =12.87
R =1575.00
DB =S 27°27'13" E
DA =S 42°03'10" E
PC STA 477+97.54
PC Y =364194.922
PC X =587574.421
PI STA 479+99.29
PI Y =364015.892
PI X =587667.434
PT STA 481+98.85
PT Y =363866.087
PT X =587802.569

STA 484+63
EXISTING 24" CPCP
TO BE REMOVED

STA 488+77
EXISTING 30" CMCP
TO BE REMOVED

MATCHLINE STA 493+00

PT 491+26.03

BM =33

STA 492+64 RT
CONSTRUCT AGG PE

STA 485+53 LT
CONSTRUCT AGG PE
EXISTING 24" TO REMAIN

STA 488+75 LT
INSTALL RIPRAP MEDIUM
4.5' WIDE X 10' LONG

CLARK ELECTRIC COOPERATIVE

SLOPE INTERCEPT (TYP)

R/W (TYP)

PC 477+97.54

MATCHLINE STA 478+00

PT 481+98.85

STA 484+63 LT
INSTALL RIPRAP MEDIUM
4' WIDE X 10' LONG

PC 484+81.53

480+00

485+00

490+00

S 42°03'10" E

CTH M

24" CMP

TDS TELECOM

PI 479+99.29

STA 484+63 RT
INSTALL RIPRAP MEDIUM
4' WIDE X 10' LONG

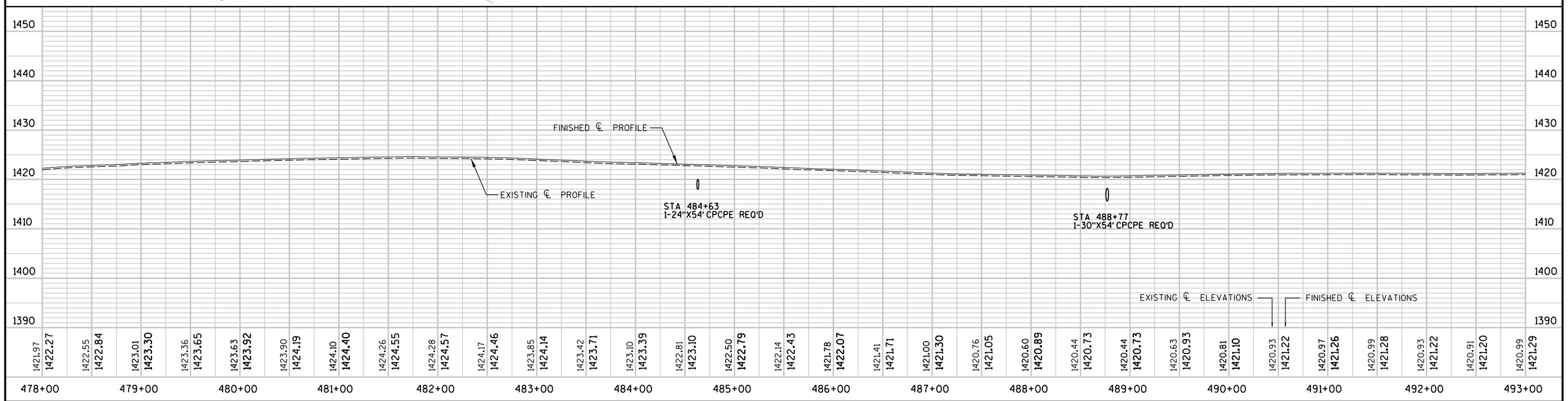
CLARK ELECTRIC COOPERATIVE

STA 487+53 RT
CONSTRUCT AGG PE
EXISTING 18" CMCP TO REMAIN

PI 488+23.46

STA 488+75 RT
INSTALL RIPRAP MEDIUM
4.5' WIDE X 10' LONG

CURVE DATA
DELTA =47°20'34" (LT)
D =7°20'44"
T =341.93
L =644.50
E =71.66
R =780.00
DB =S 42°03'10" E
DA =S 89°23'43" E
PC STA 484+81.53
PC Y =363656.193
PC X =587991.909
PI STA 488+23.46
PI Y =363402.299
PI X =588220.940
PT STA 491+26.03
PT Y =363398.691
PT X =588562.851

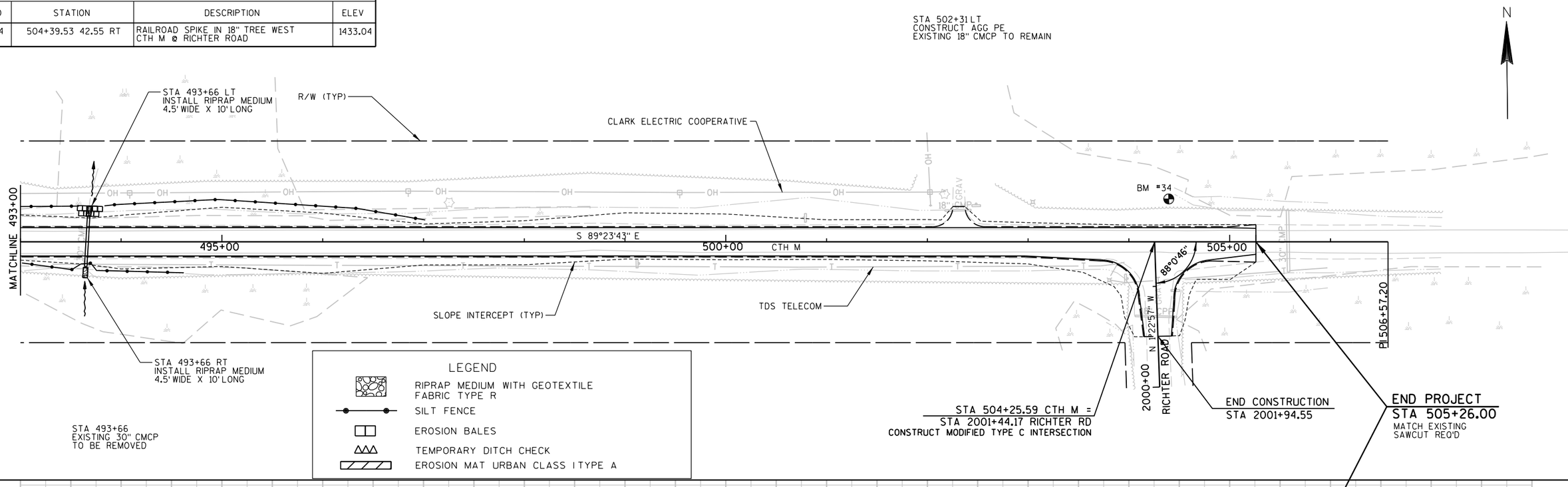


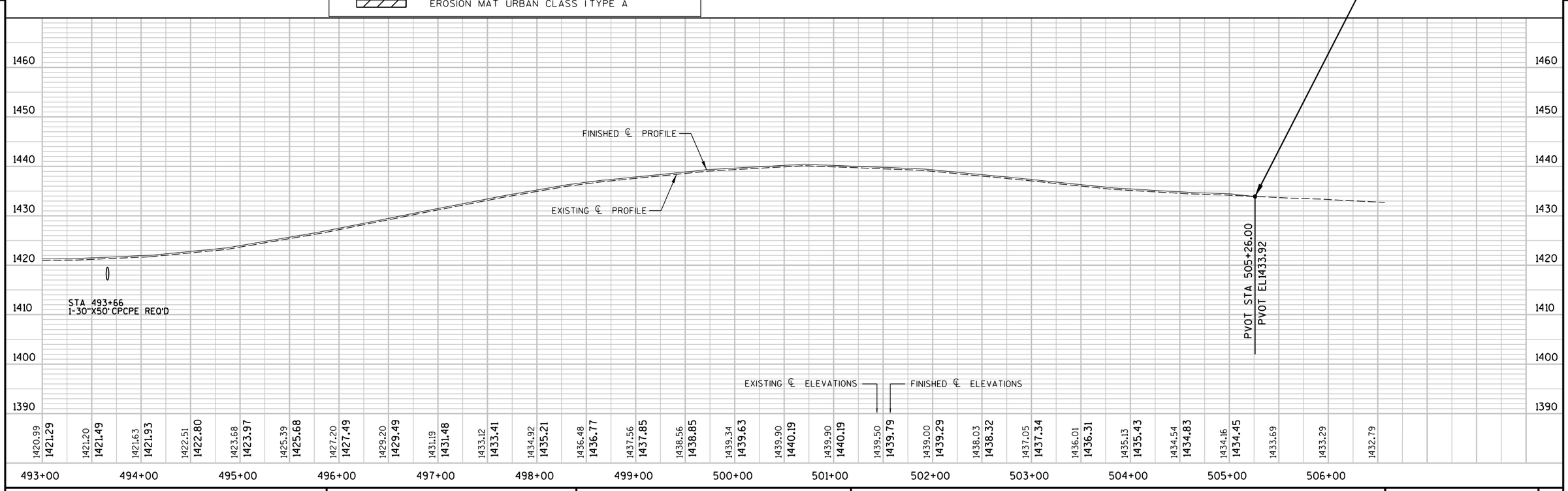
PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PLAN AND PROFILE	SHEET 67	E

FILE NAME : \\SEHCF1\Projects\PT\T\Tayhd\120441\CTH M\CAD\PPCTHM18.dgn PLOT TIME : 5:53:29 PM PLOT DATE : 10/30/2016 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

WISDOT/CADDS SHEET 40

BENCHMARK TABLE			
NO	STATION	DESCRIPTION	ELEV
34	504+39.53 42.55 RT	RAILROAD SPIKE IN 18" TREE WEST CTH M @ RICHTER ROAD	1433.04



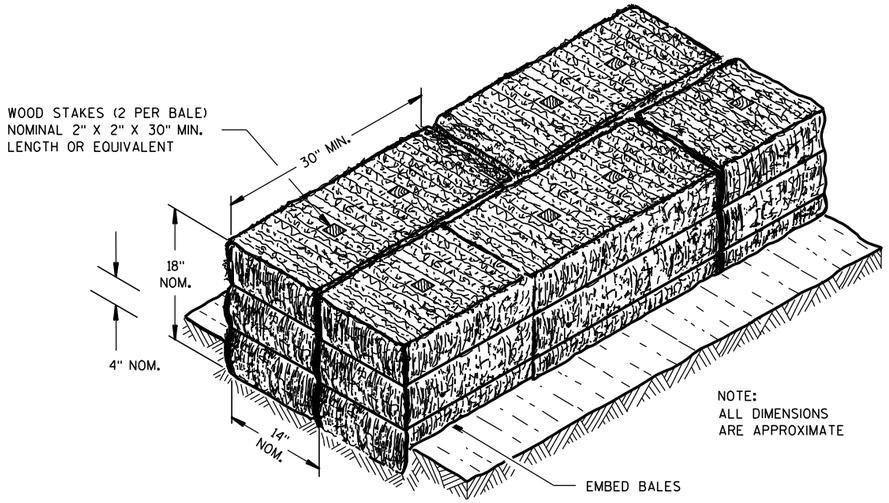


PROJECT NO: 8896-05-72, 8896-05-73	HWY: CTH M	COUNTY: TAYLOR	PLAN AND PROFILE	SHEET 68	E

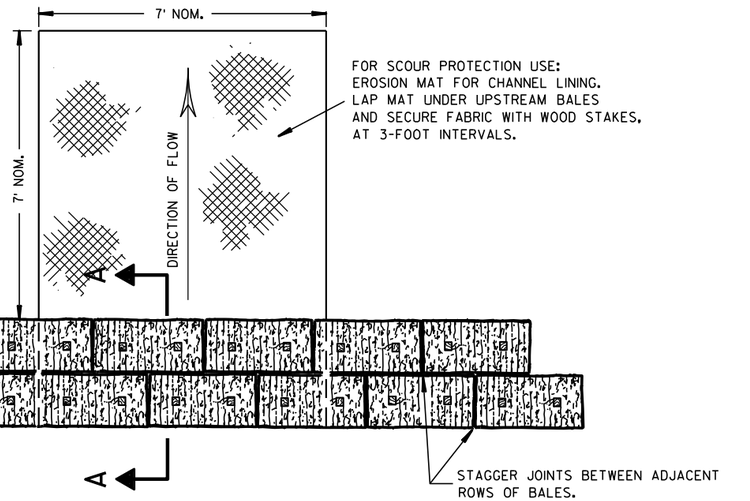
Standard Detail Drawing List

08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E11-02	TURBIDITY BARRIER
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
14B42-04A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-04B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-04C	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)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-03	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)

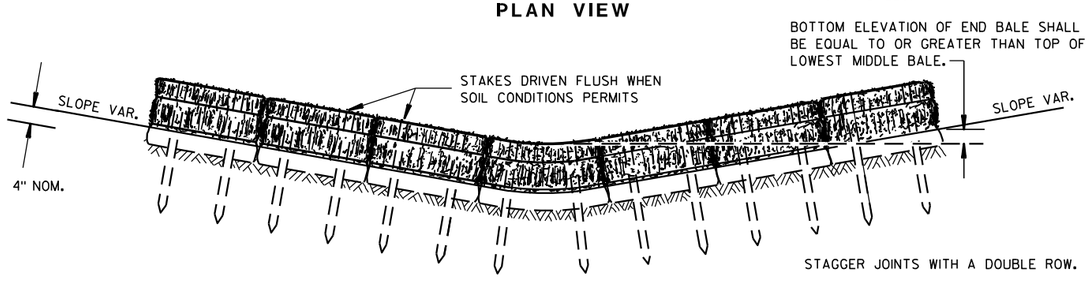
6



SECTION A-A



PLAN VIEW



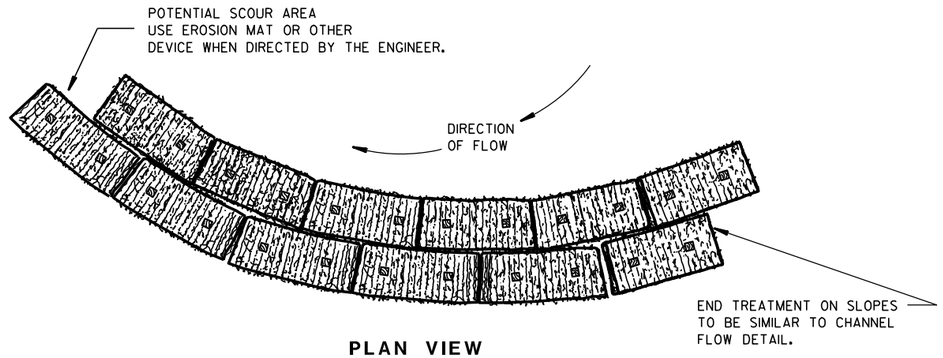
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

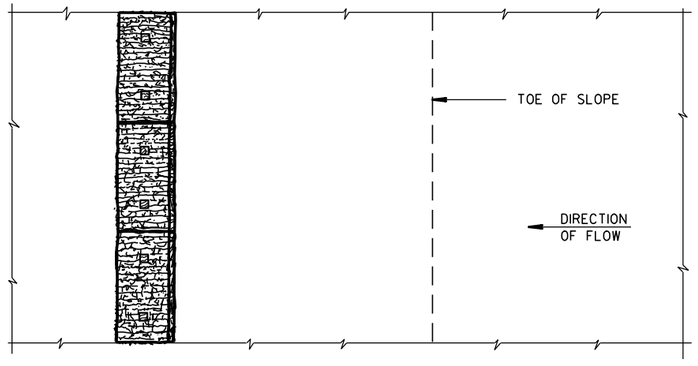
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

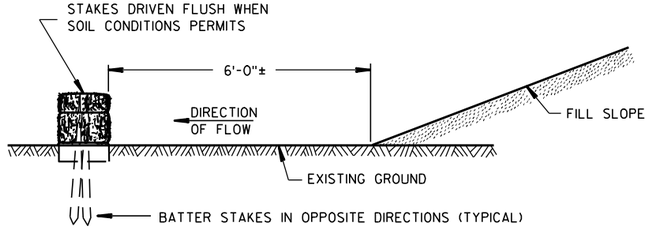


PLAN VIEW

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

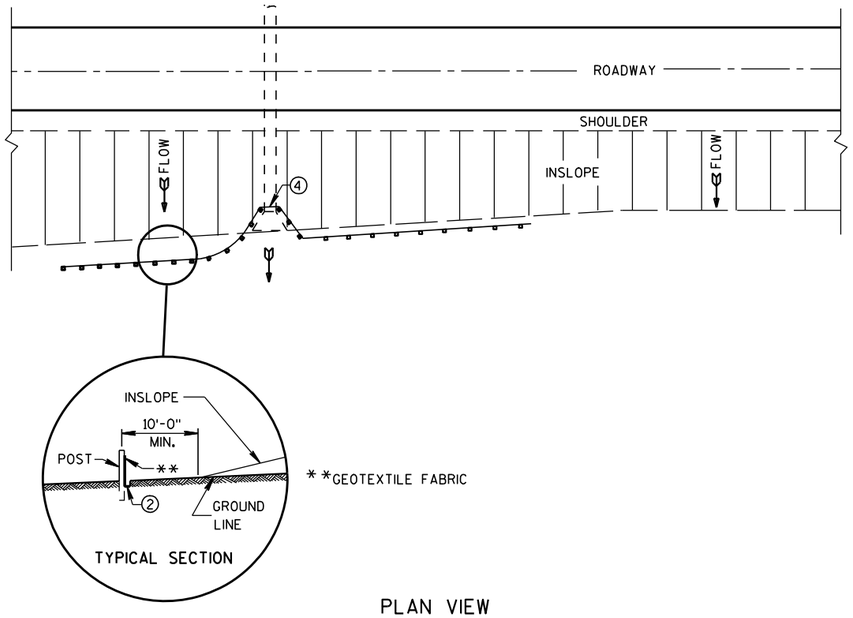
APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

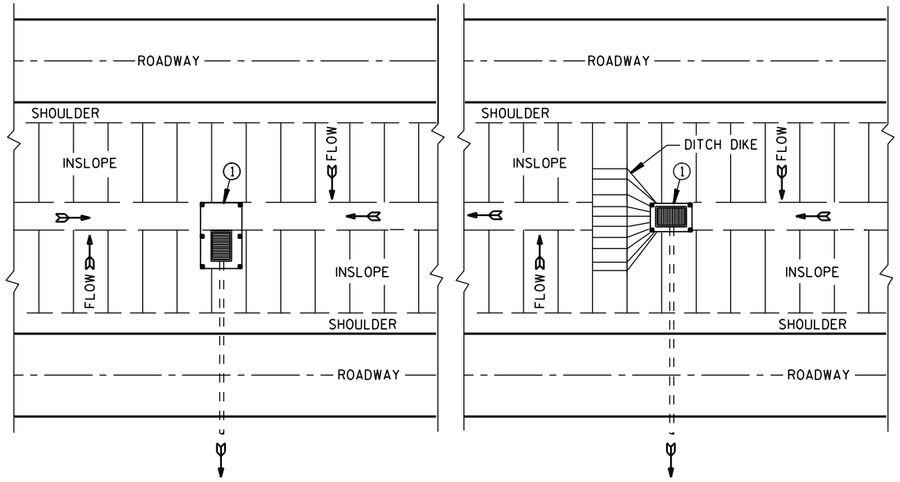
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



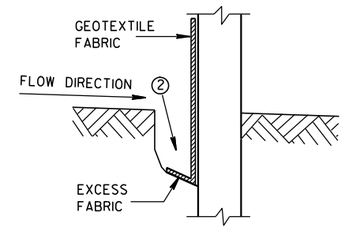
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

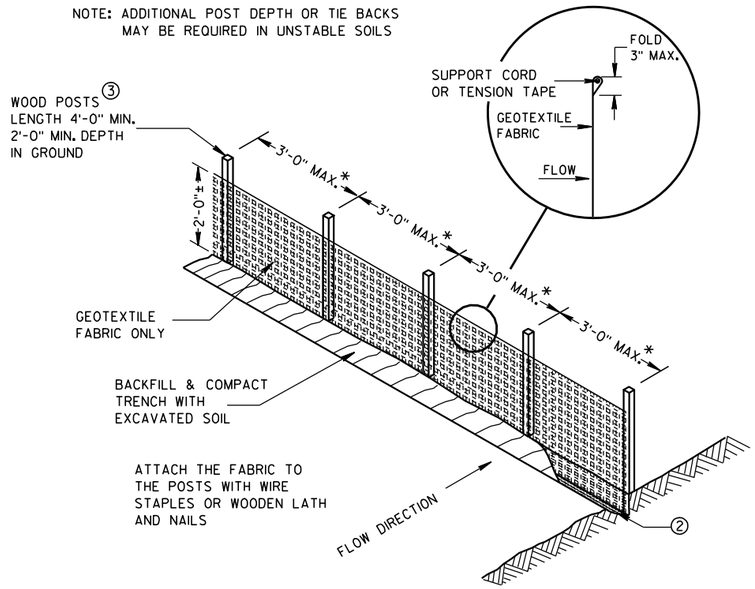
GENERAL NOTES

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

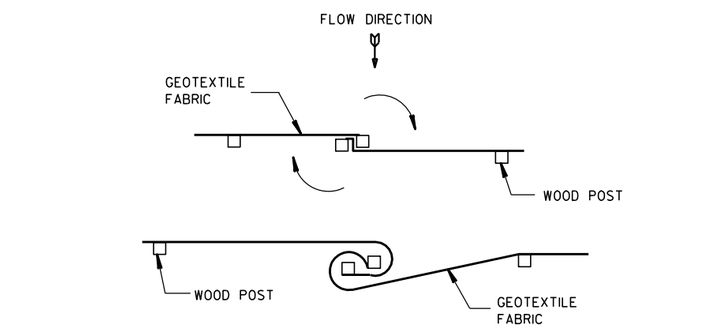
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL 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.



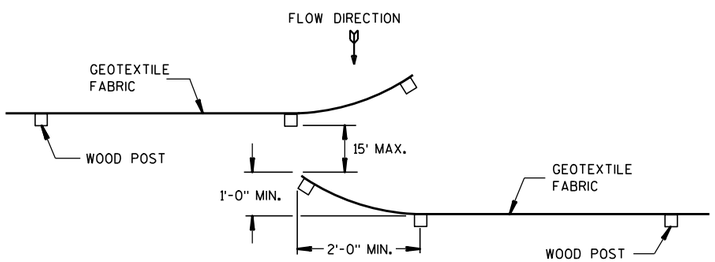
TRENCH DETAIL



SILT FENCE

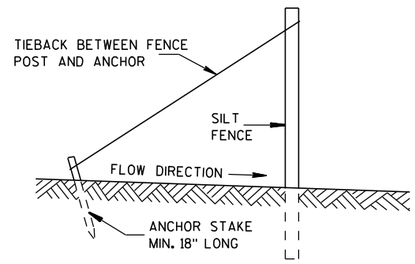


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

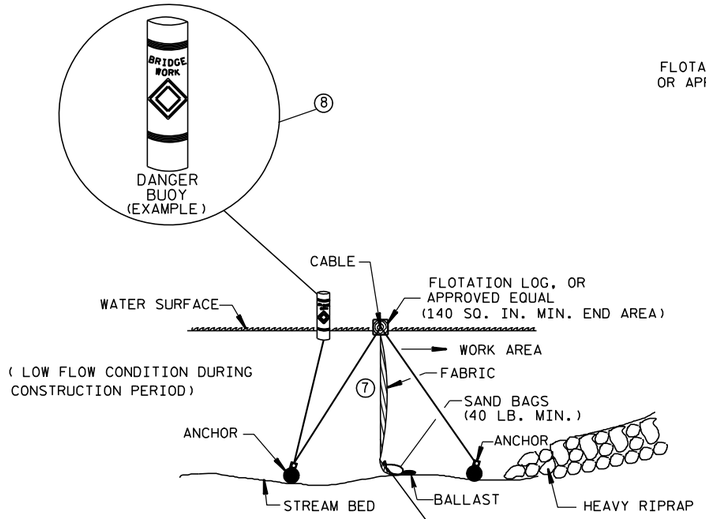
SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
4-29-05 DATE	/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	

6

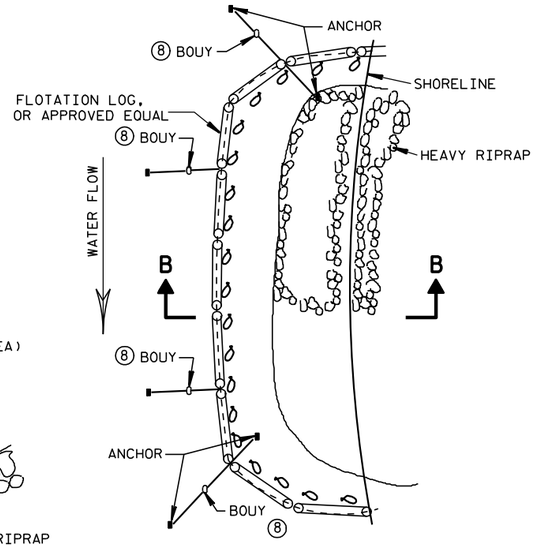
S.D.D. 8 E 9-6

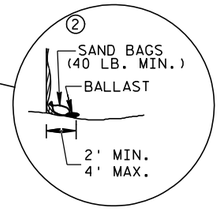
6

S.D.D. 8 E 9-6

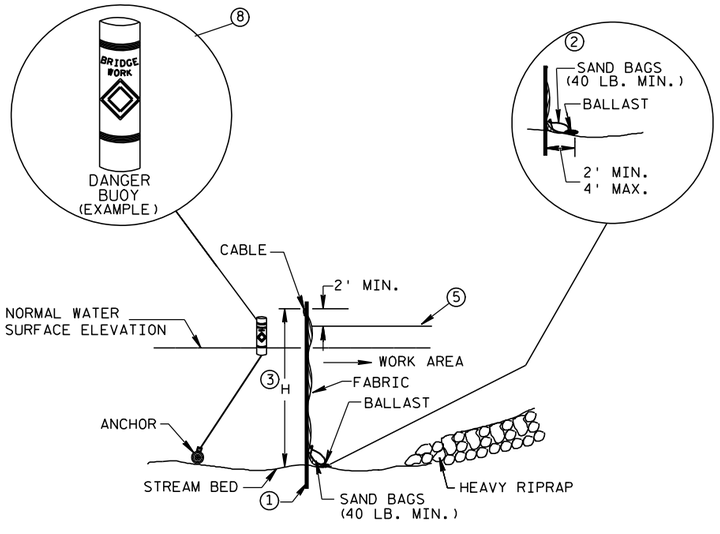


SECTION B-B

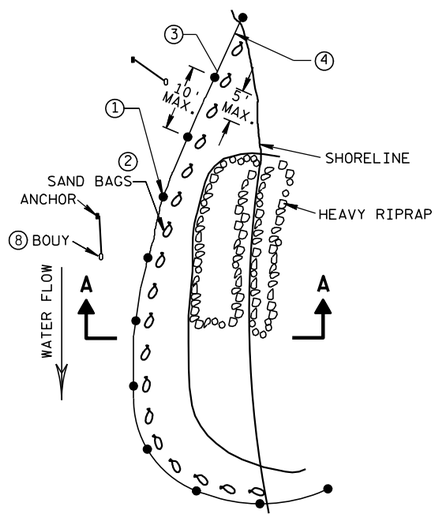




TURBIDITY BARRIER FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



SECTION A-A



PLAN VIEW

TURBIDITY BARRIER STANDARD POST INSTALLATION

TURBIDITY BARRIER PLACEMENT DETAILS

GENERAL NOTES

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

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

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

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

③ WHEN BARRIER HEIGHT, H, EXCEEDS 8 FT., POST SPACING MAY NEED TO BE DECREASED.

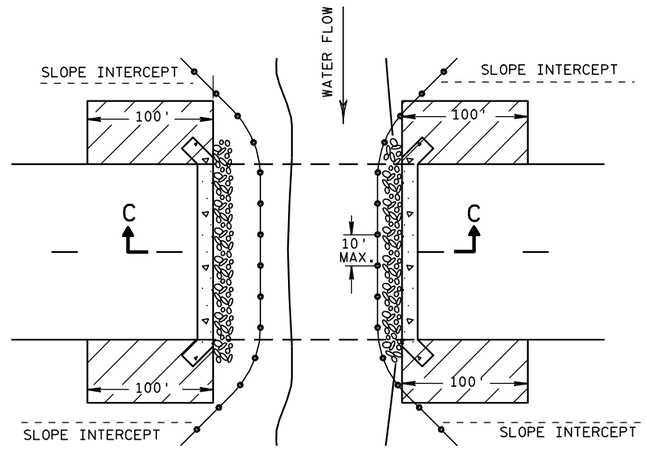
④ IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

⑤ ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MIMIMUM BARRIER HEIGHT SHALL BE 2'GREATER THAN EITHER THE O2 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WICHEVER IS GREATER.

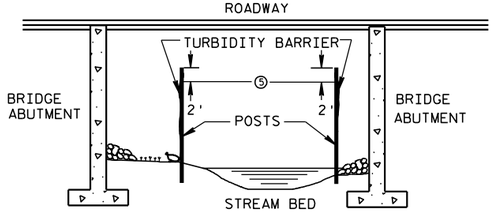
⑥ FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BED ROCK PREVENTS THE INSTALLATION OF POSTS.

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

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



PLAN VIEW



SECTION C-C

TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 8 E 11-2

6

S.D.D. 8 E 11-2

METAL APRON ENDWALLS

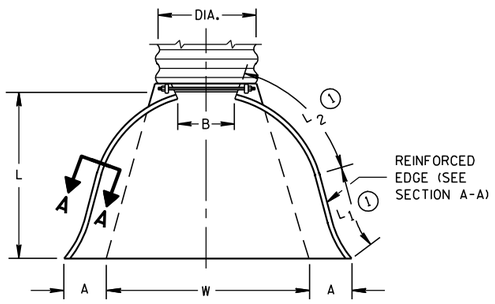
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L_1 ①	L_2 ①	W (±2")		
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 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

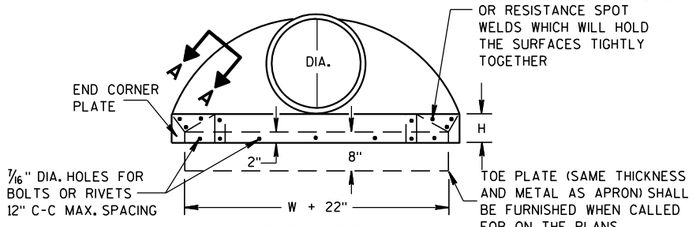
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE
	T	A	B	C	D	E	G	
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



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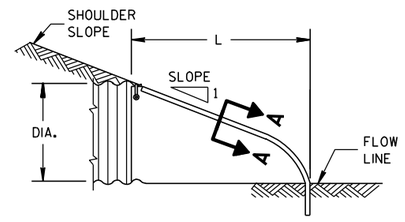
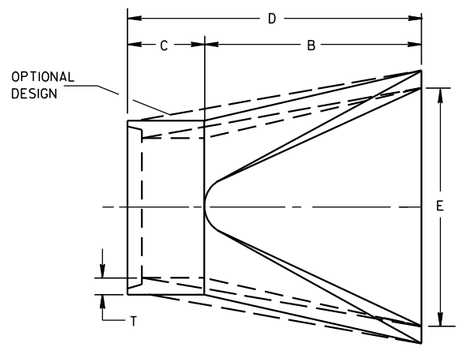
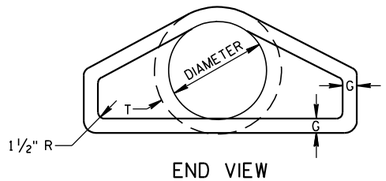


SIDE ELEVATION

METAL ENDWALLS



PLAN



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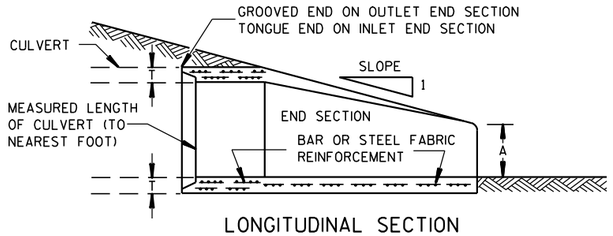
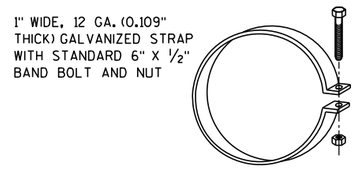


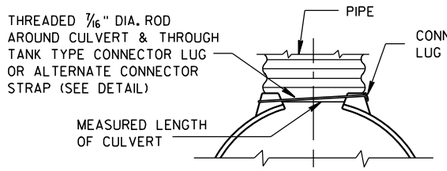
LONGITUDINAL SECTION

CONCRETE ENDWALLS

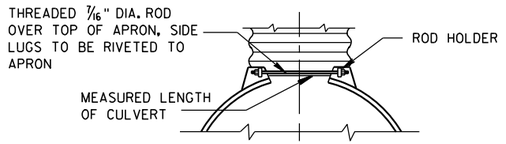


ALTERNATE FOR TYPE 1 CONNECTION

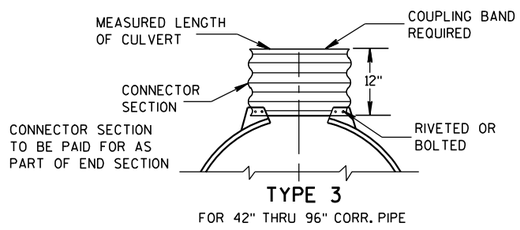
END SECTION CONNECTOR STRAP



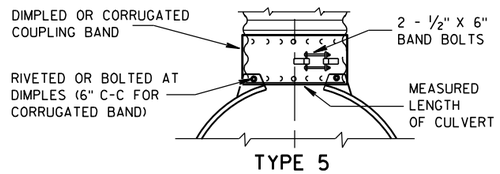
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

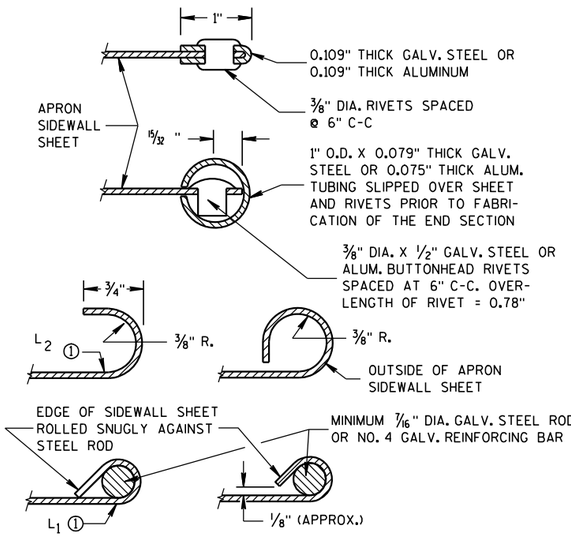
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

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

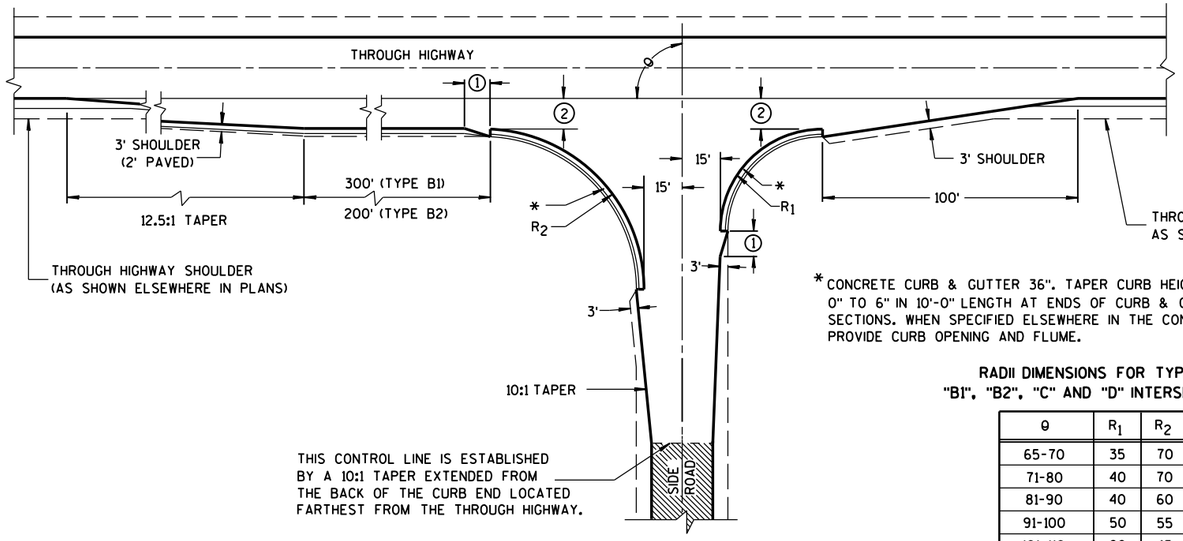
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 8 F 1-11

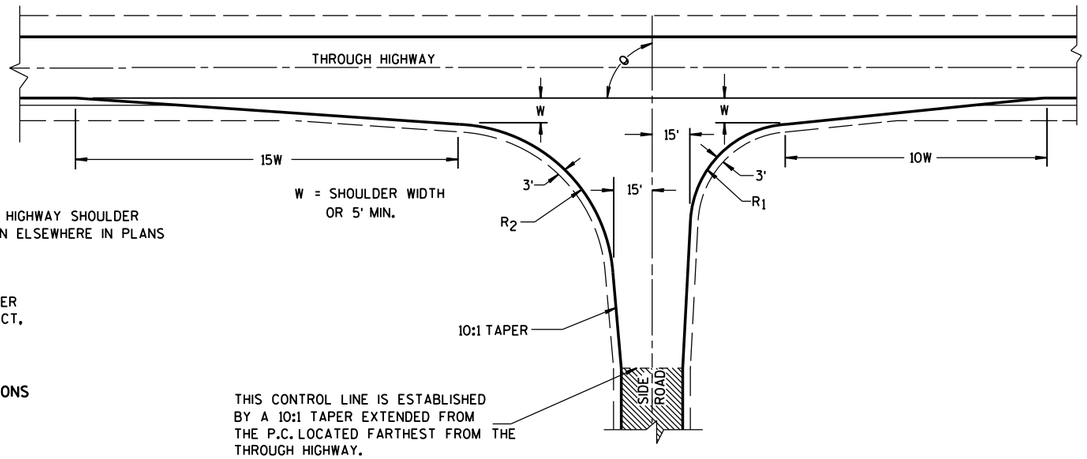


TYPE "B1" AND "B2"

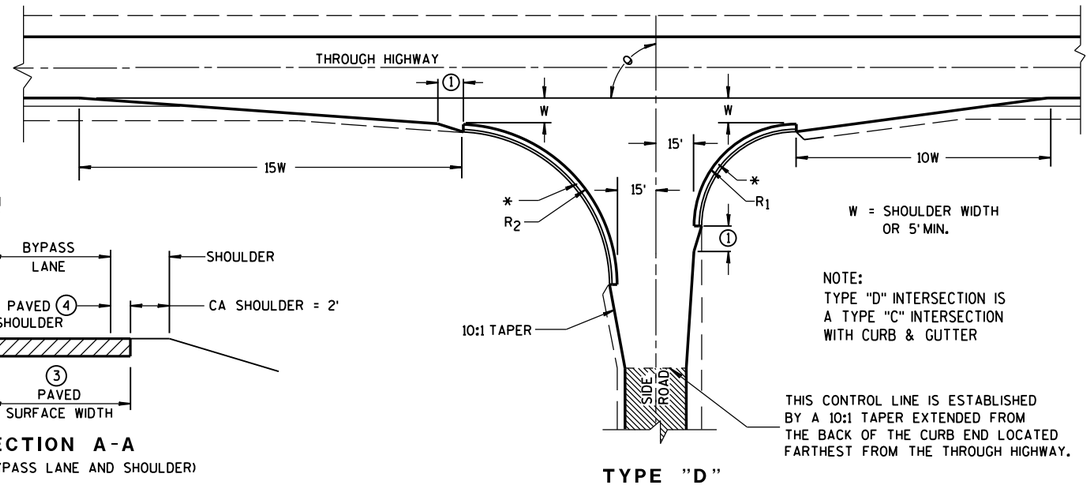
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

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

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



TYPE "C"



TYPE "D"

GENERAL NOTES

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

SIDE ROAD SURFACING NOTE

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

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

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

EXISTING PAVED SURFACE

BYPASS LANE

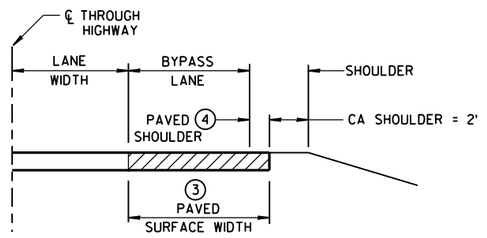
(1) 10-FT TYPICAL.

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

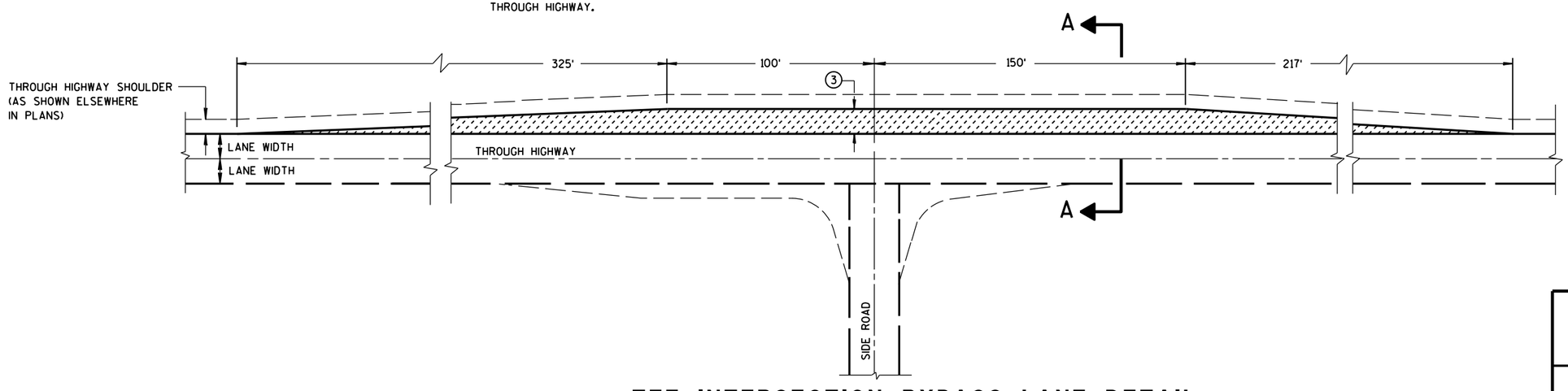
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

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

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



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



TEE INTERSECTION BYPASS LANE DETAIL

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

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

(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.

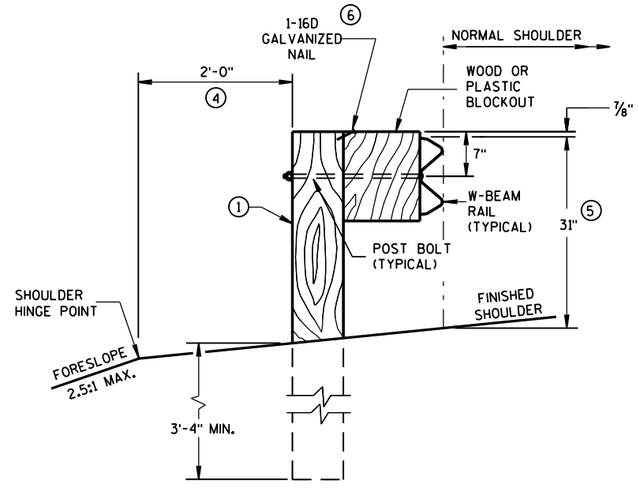
(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

(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).

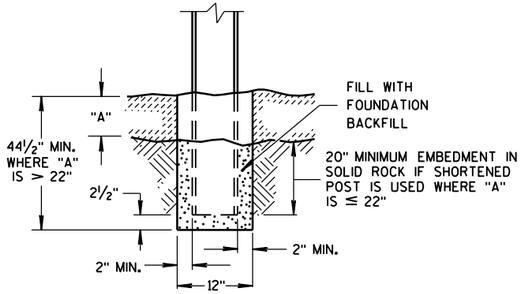
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

(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.



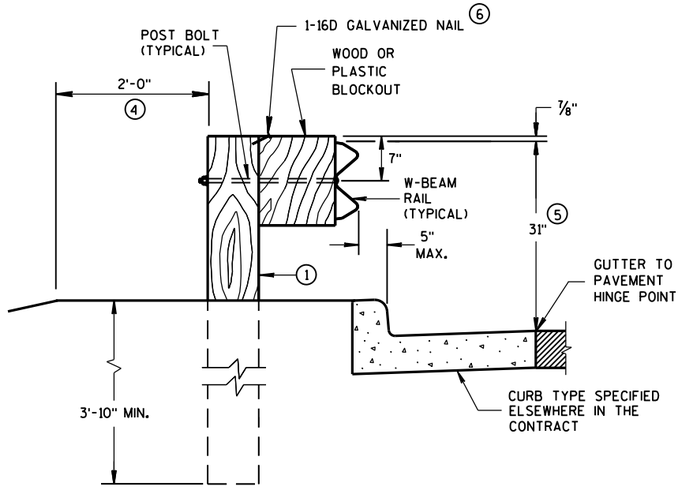
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



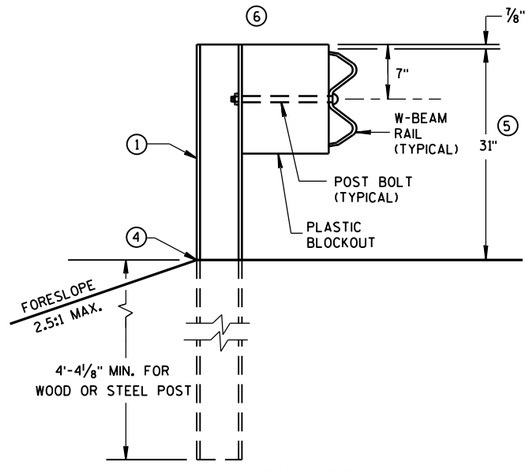
END VIEW

SETTING STEEL OR WOOD POST IN ROCK (3)



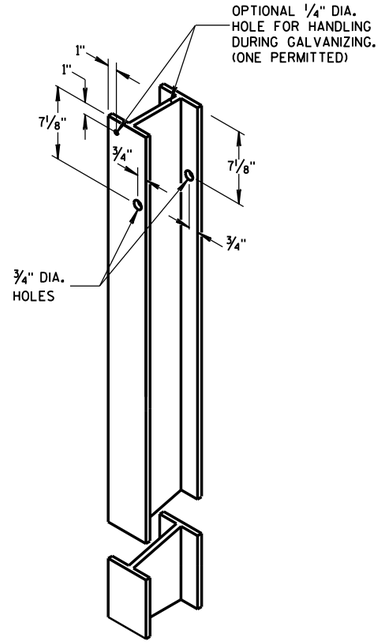
END VIEW

LOCATED ALONG A CURBED ROADWAY

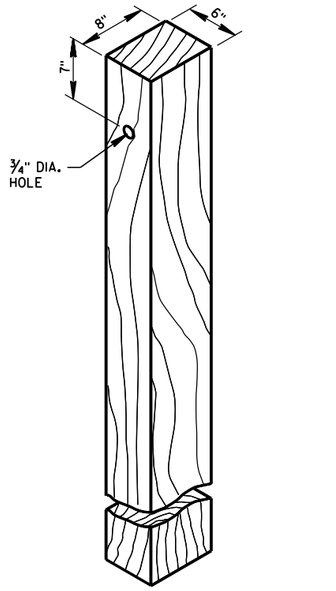


END VIEW

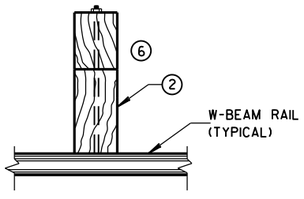
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



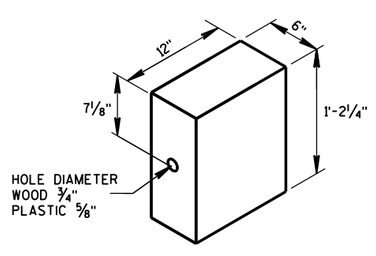
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) (1)



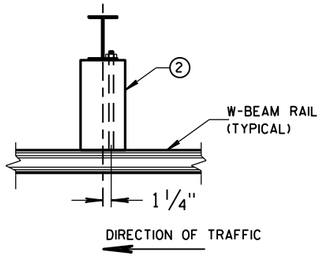
WOOD POST
(6" X 8") NOMINAL (1)



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT (2)



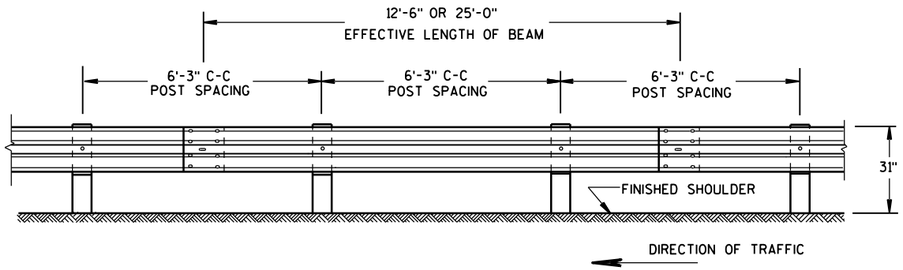
PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

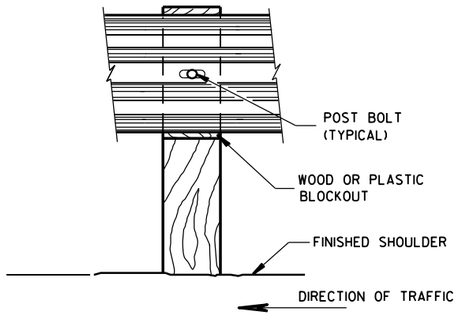
6

S.D.D. 14 B 42-4a



FRONT VIEW

POST SPACING STANDARD INSTALLATION



FRONT VIEW AT WOOD POST

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.

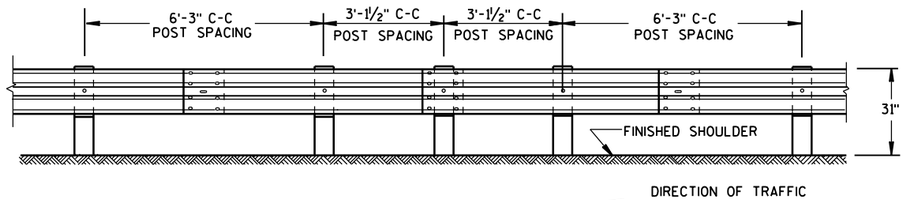
9. REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

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.

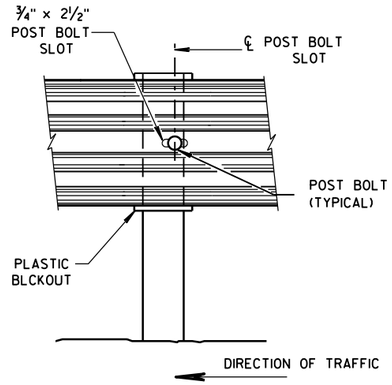
POST BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 5/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

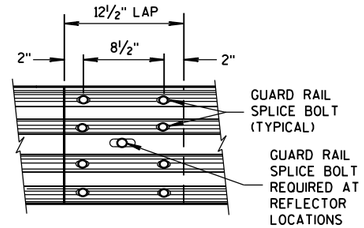


FRONT VIEW

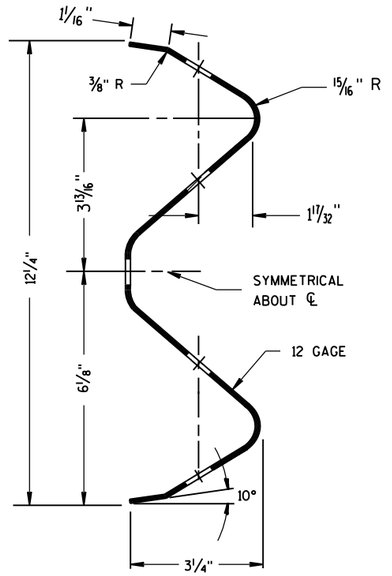
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



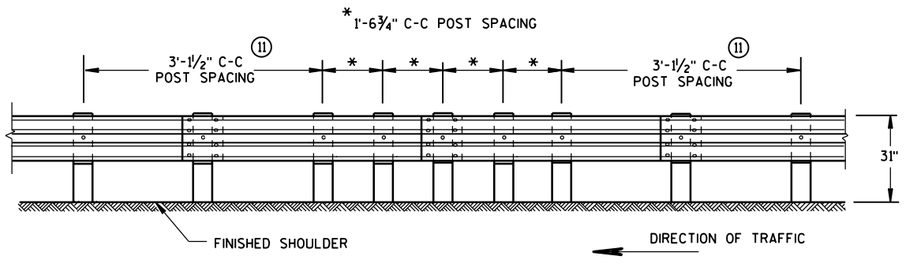
FRONT VIEW AT STEEL POST



FRONT VIEW
MID-SPAN BEAM SPLICE

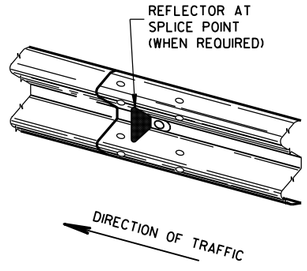


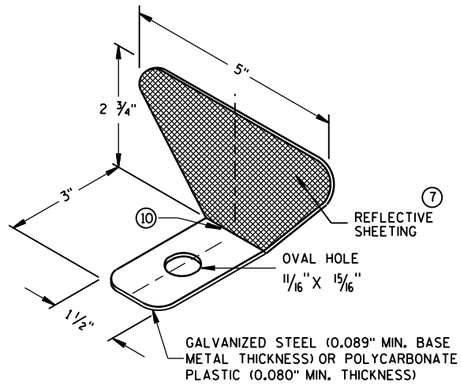
SECTION THRU W-BEAM RAIL



FRONT VIEW

QUARTER POST SPACING (QS)





ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (7)

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
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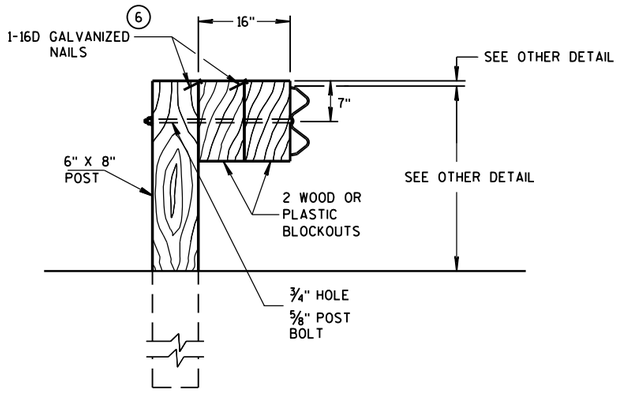
6

S.D.D. 14 B 42-4b

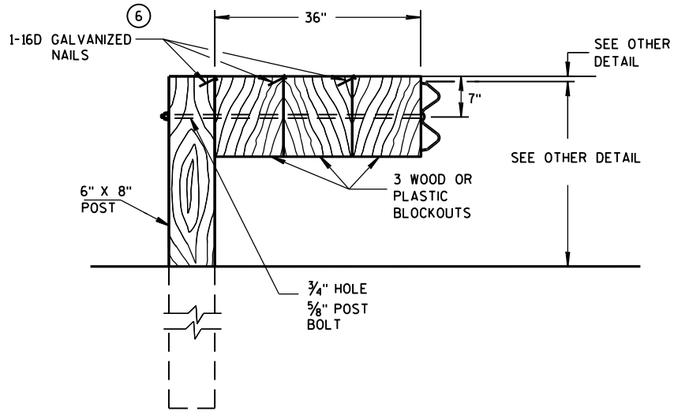
6

S.D.D. 14 B 42-4b



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.

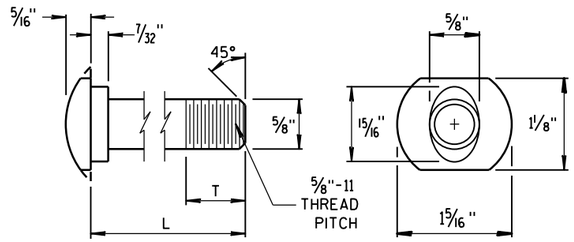


DETAIL FOR 36" BLOCKOUT DEPTH

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.

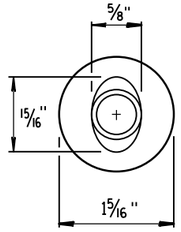
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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.

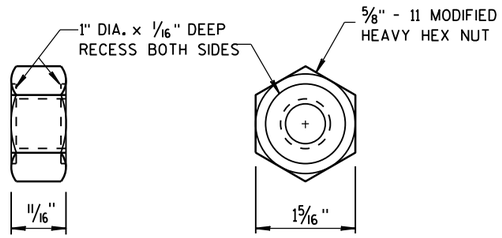


POST BOLT TABLE

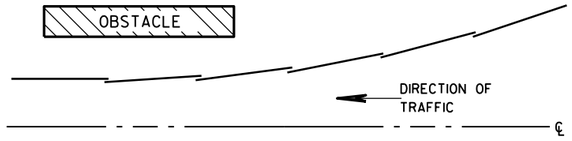
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

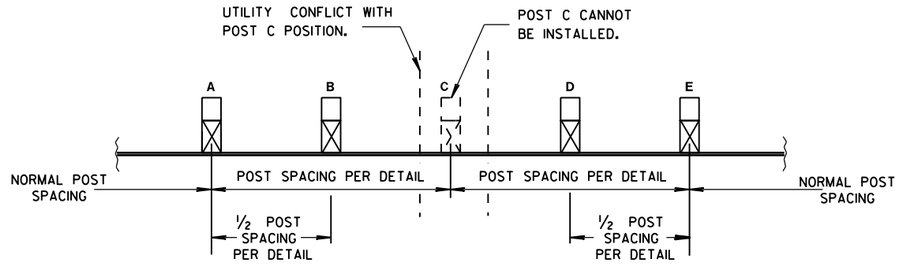


POST BOLT, SPLICE BOLT AND RECESS NUT

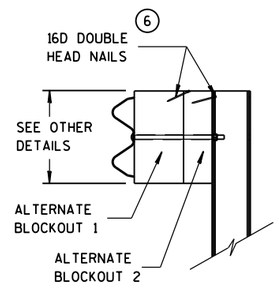


PLAN VIEW

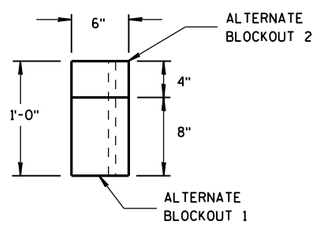
BEAM LAPPING DETAIL



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 2016 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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.

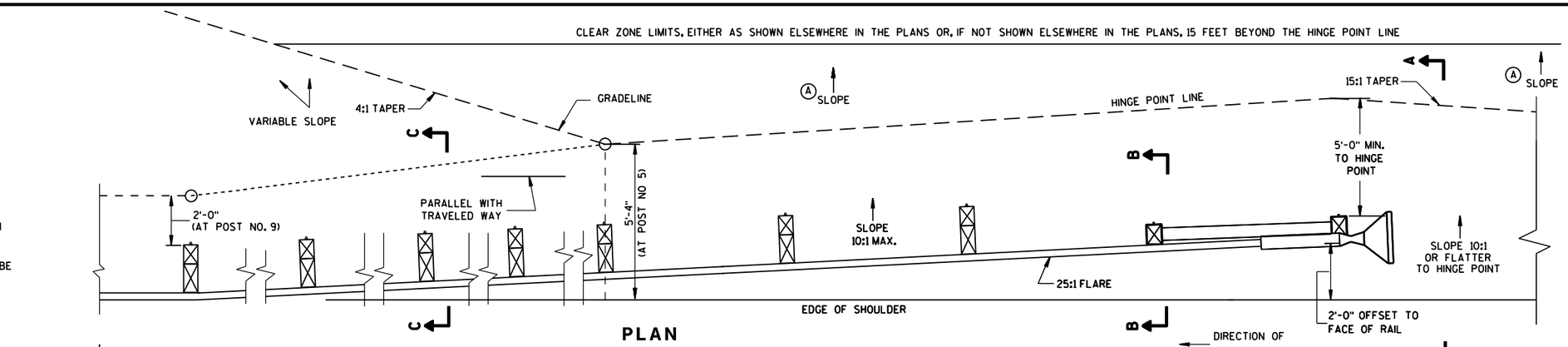
SEE SDD 14B42 FOR MORE INFORMATION.

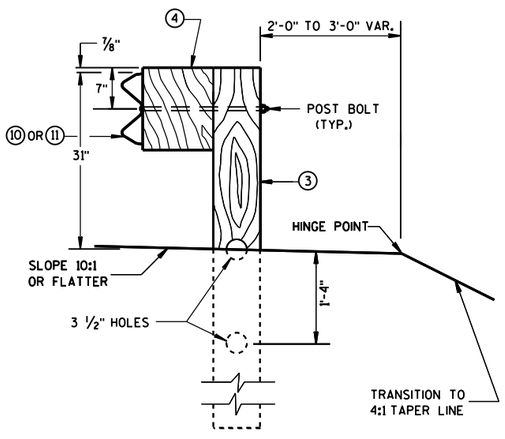
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

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

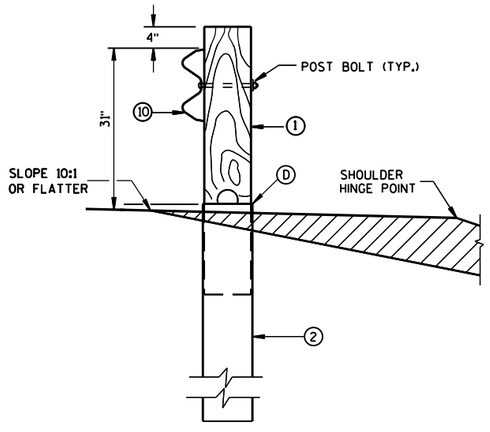
W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

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.

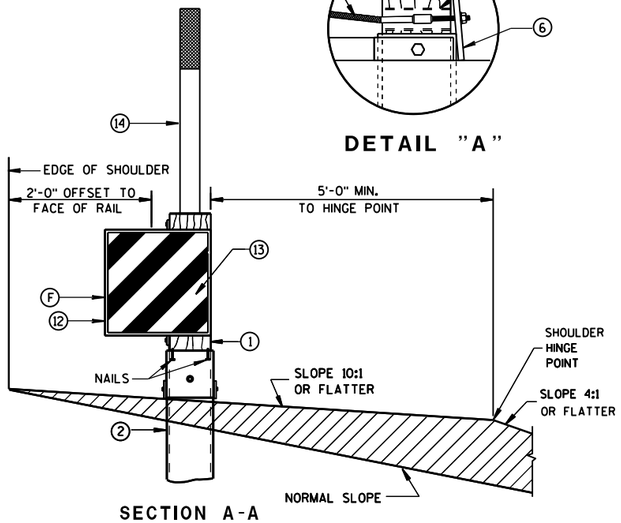




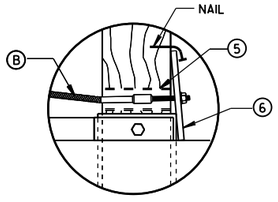
SECTION C-C
TYPICAL AT POST NOS. 3-9



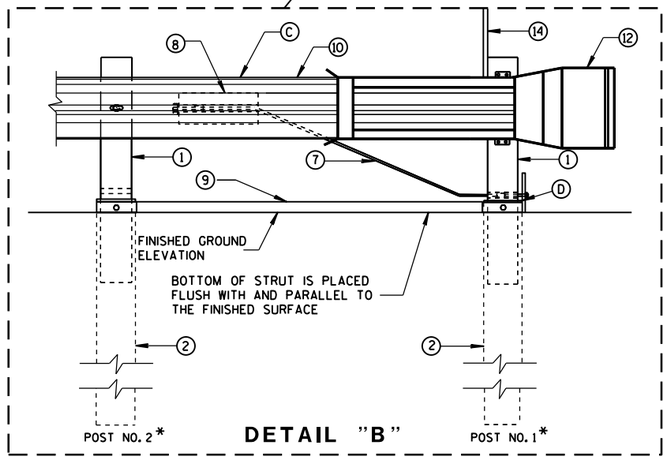
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"

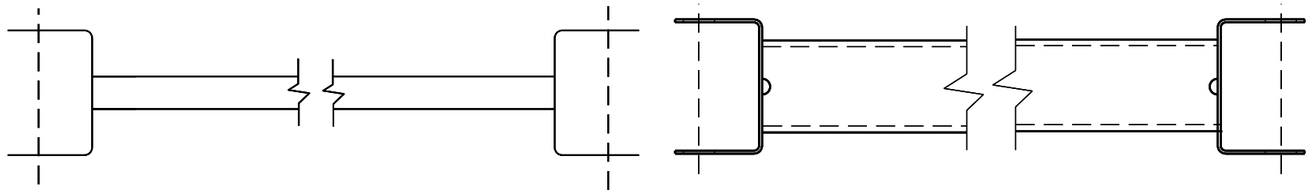


DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

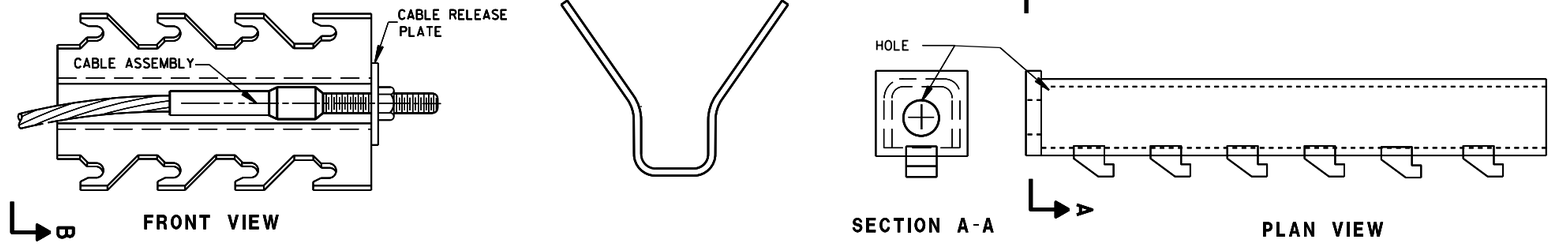
S.D.D. 14 B 44-2a



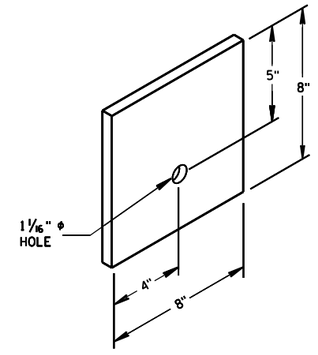
GENERIC GROUND STRUT (9) (H)

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) (H)



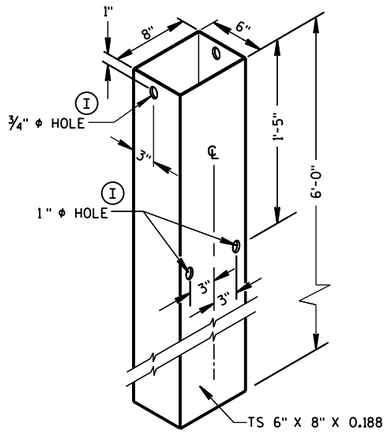
BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

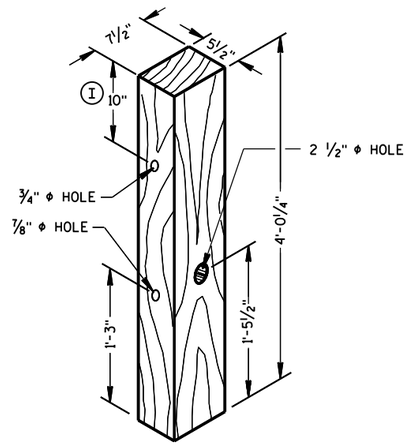
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 44-2b

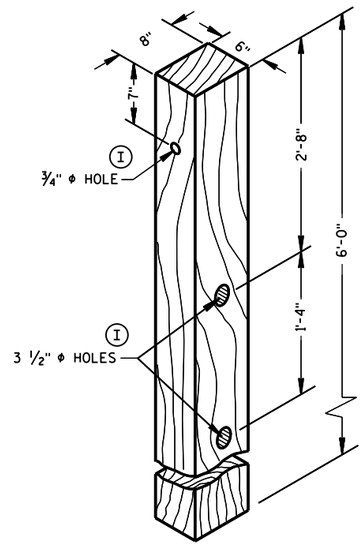


FOUNDATION TUBE (2)



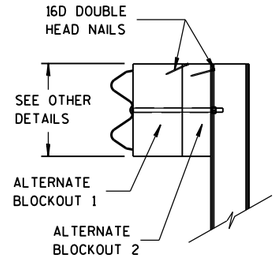
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

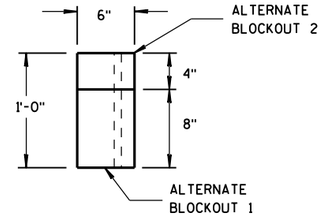


POSTS NUMBER 3-9

WOOD CRT POST (3)

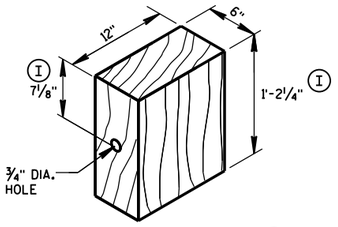


SIDE VIEW



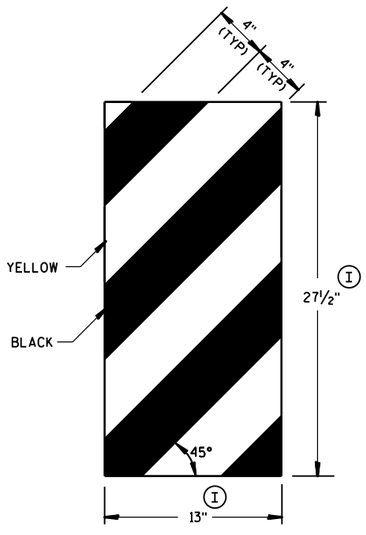
TOP VIEW

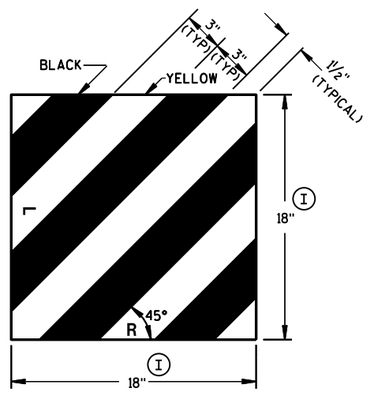
ALTERNATE WOOD BLOCKOUT DETAIL



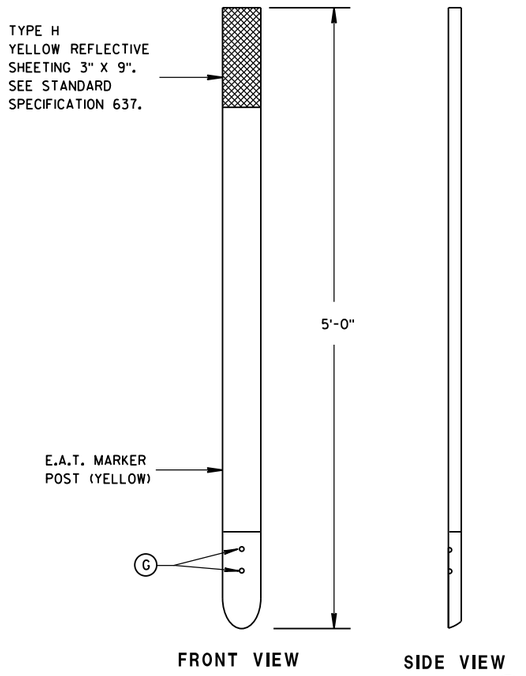
WOOD BLOCKOUT (4)

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





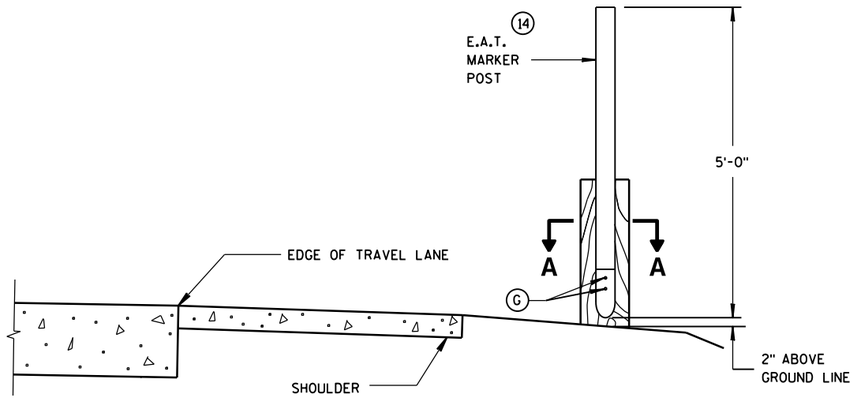
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

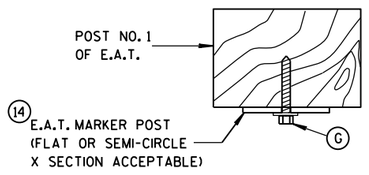
SIDE VIEW

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

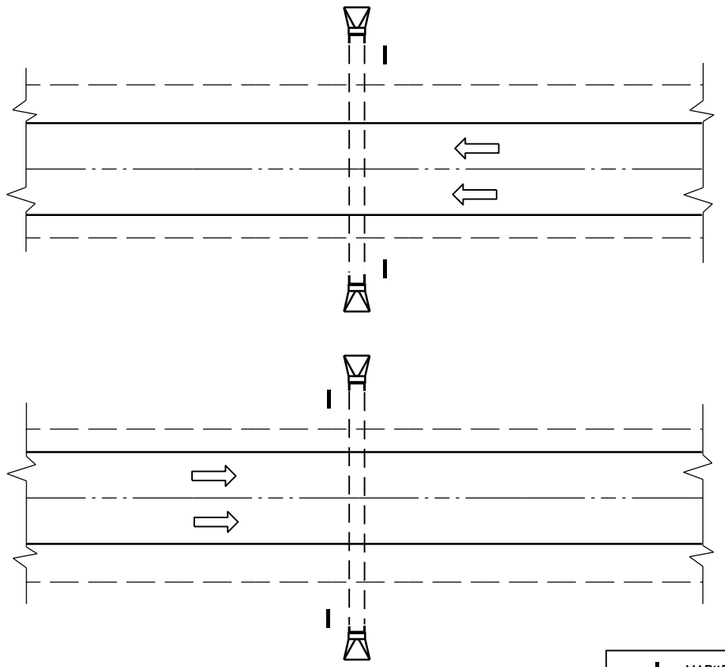
MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

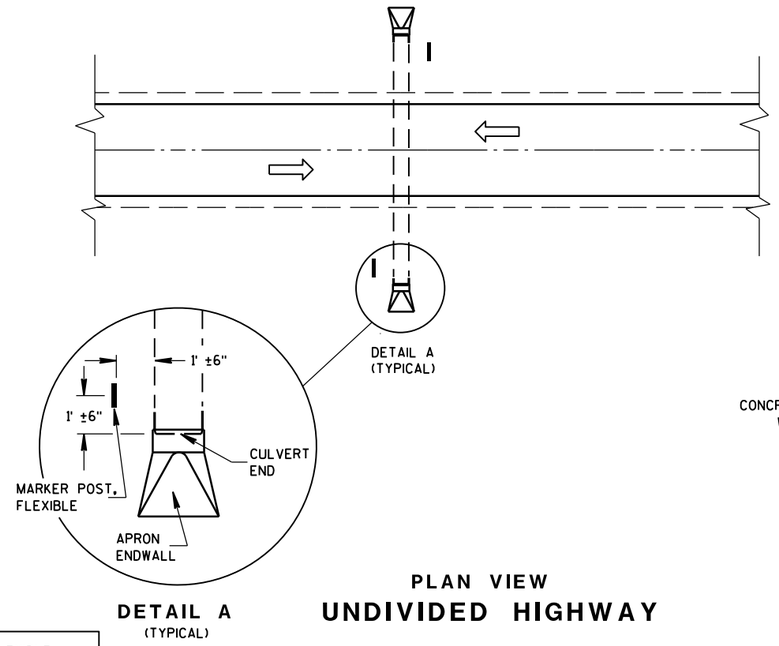
6

S.D.D. 14 B 44-2c



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

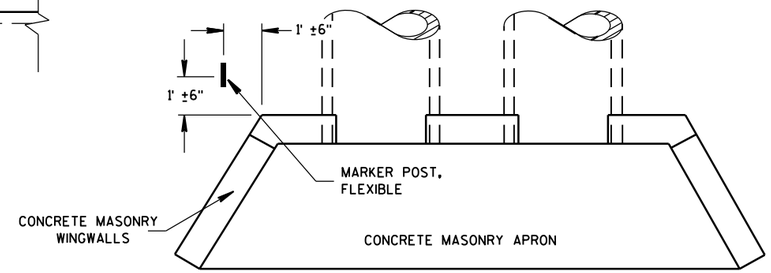
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

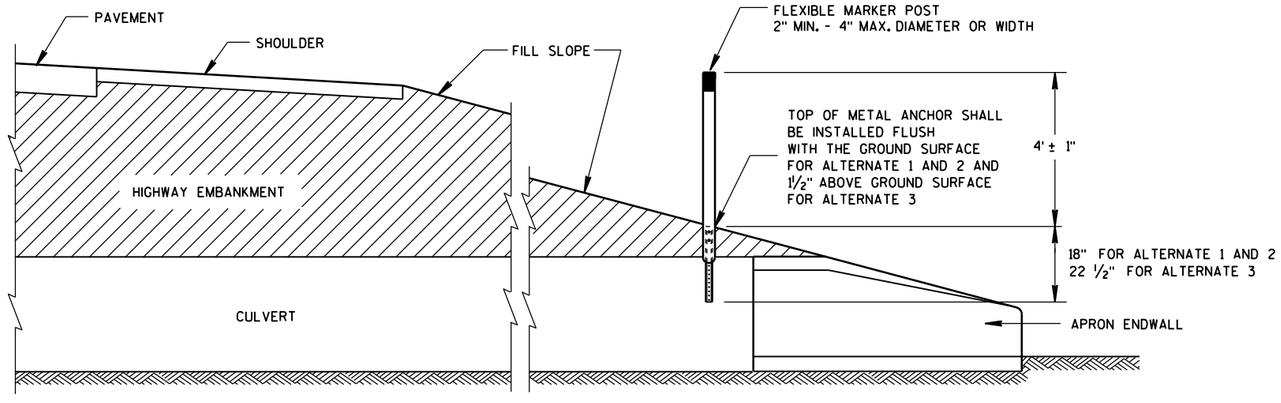
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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

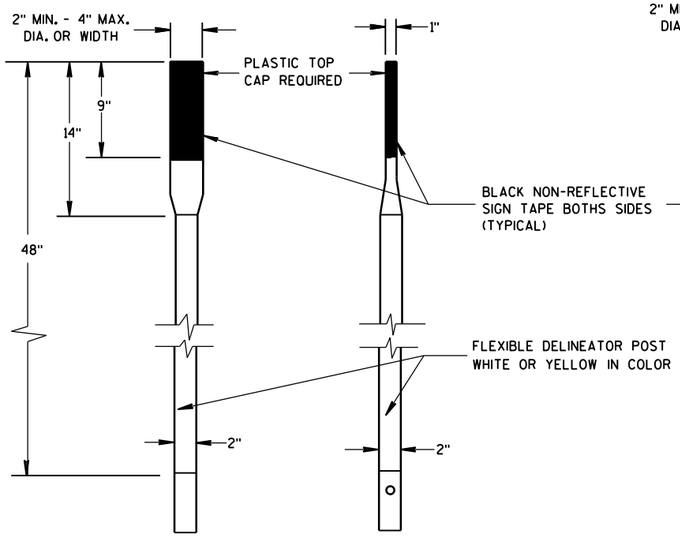
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

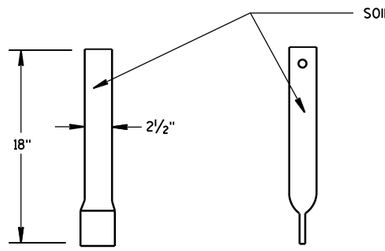
6

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

6

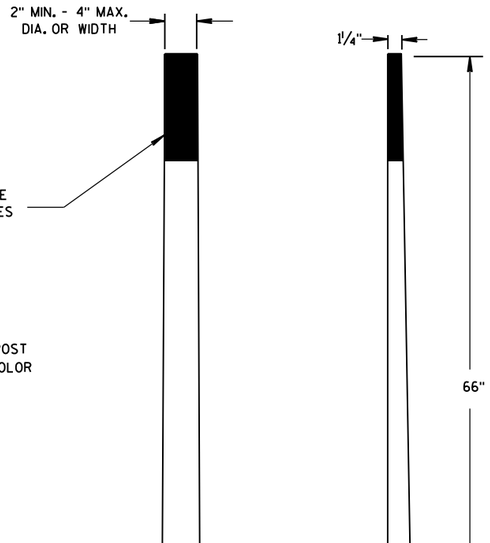
S.D.D. 15 A 3-2a





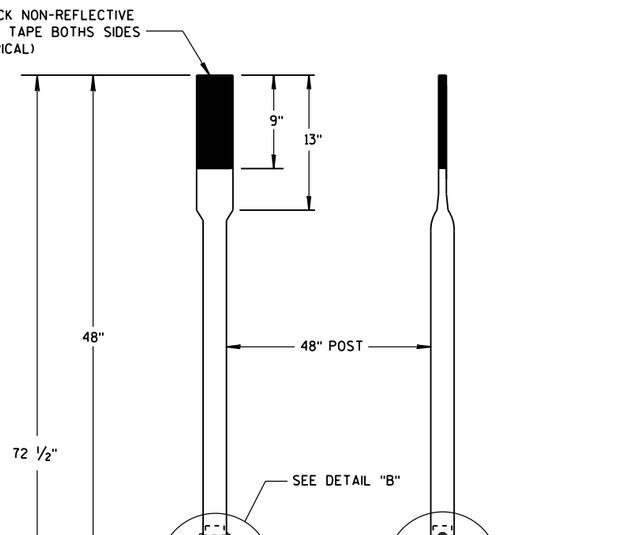
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

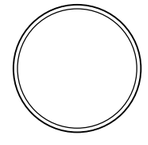
ALTERNATE 2



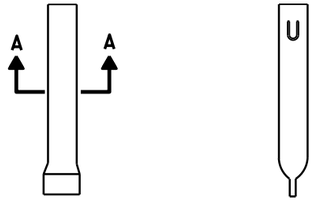
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

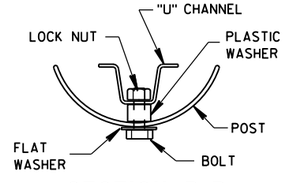


SECTION A-A

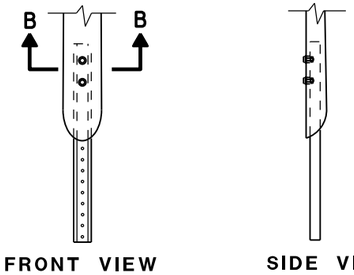


FRONT VIEW SIDE VIEW

ALTERNATE 1

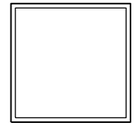


SECTION B-B

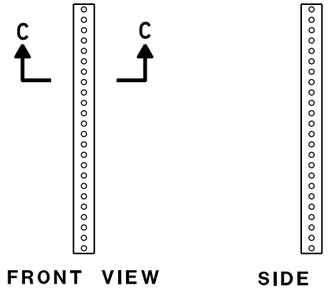


FRONT VIEW SIDE VIEW

ALTERNATE 2



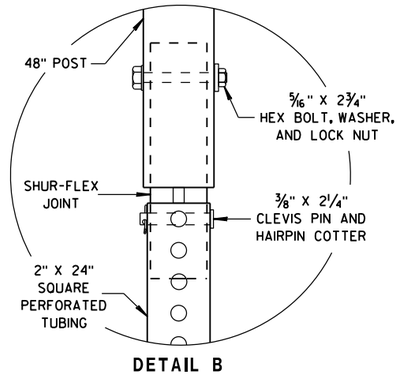
SECTION C-C



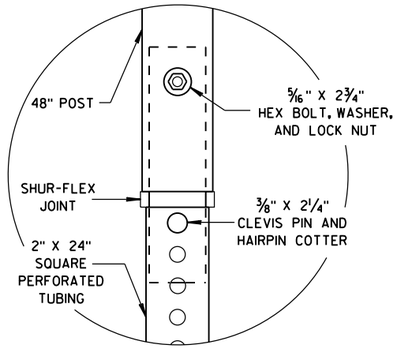
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

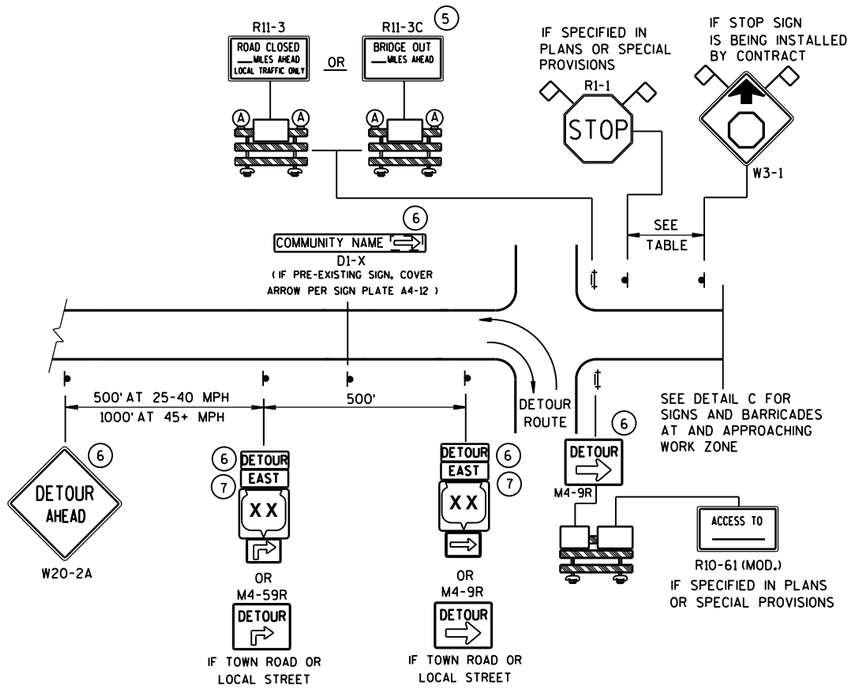
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

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

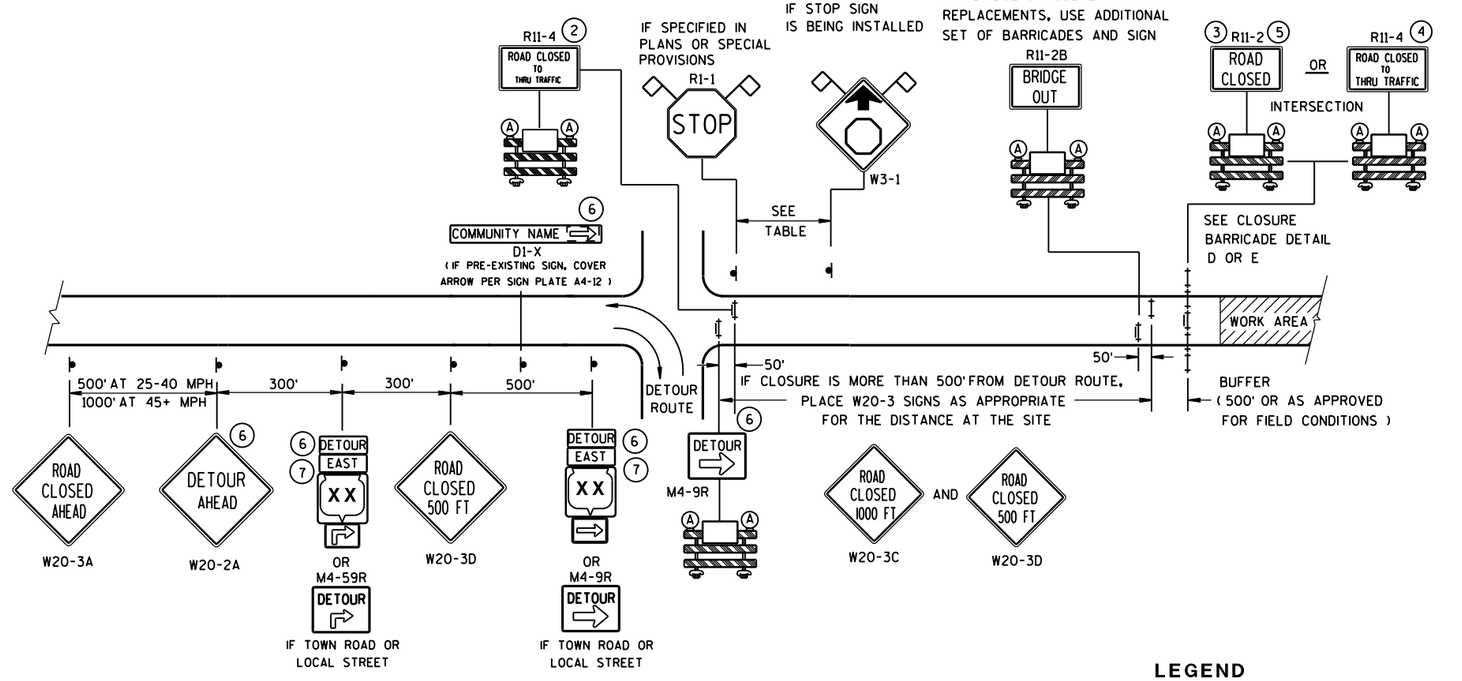
6

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



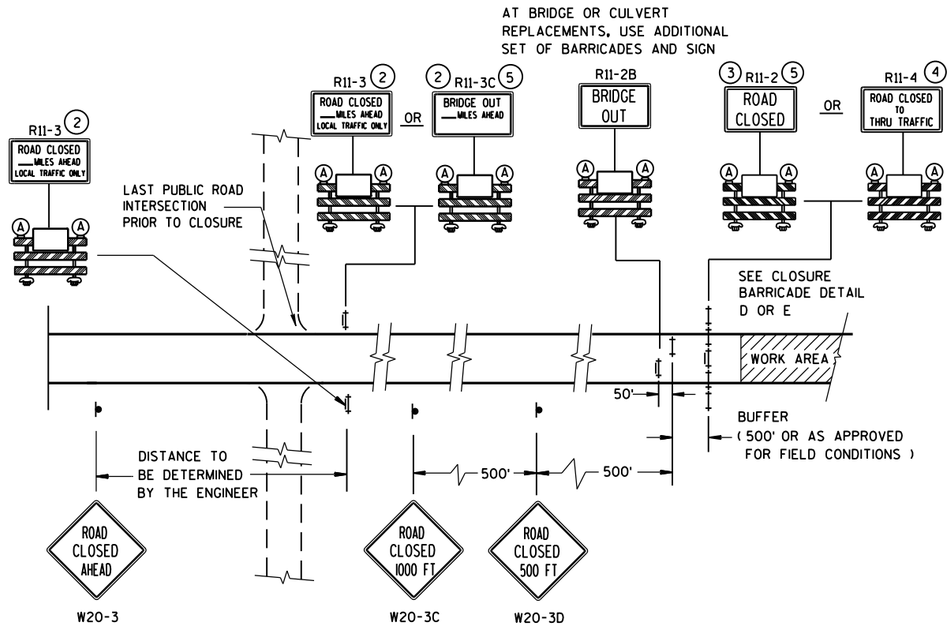
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

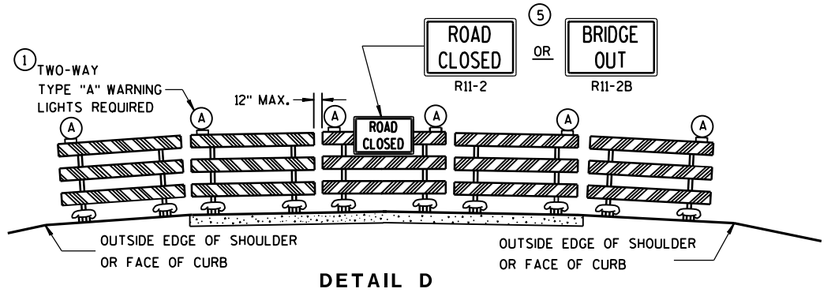
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

6

S.D.D. 15 C 2-6a

6

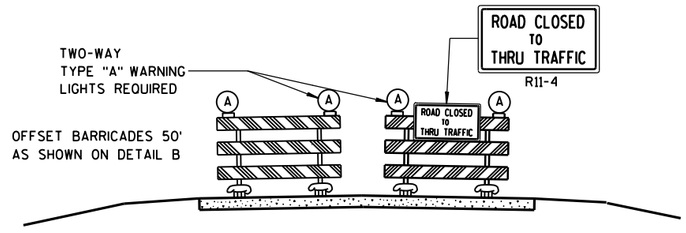
S.D.D. 15 C 2-6a



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

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO... SAFETY ENGI... — FHWA — FIC

6

S.D.D. 15 C 2-6b

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

GENERAL NOTES

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

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

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

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

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

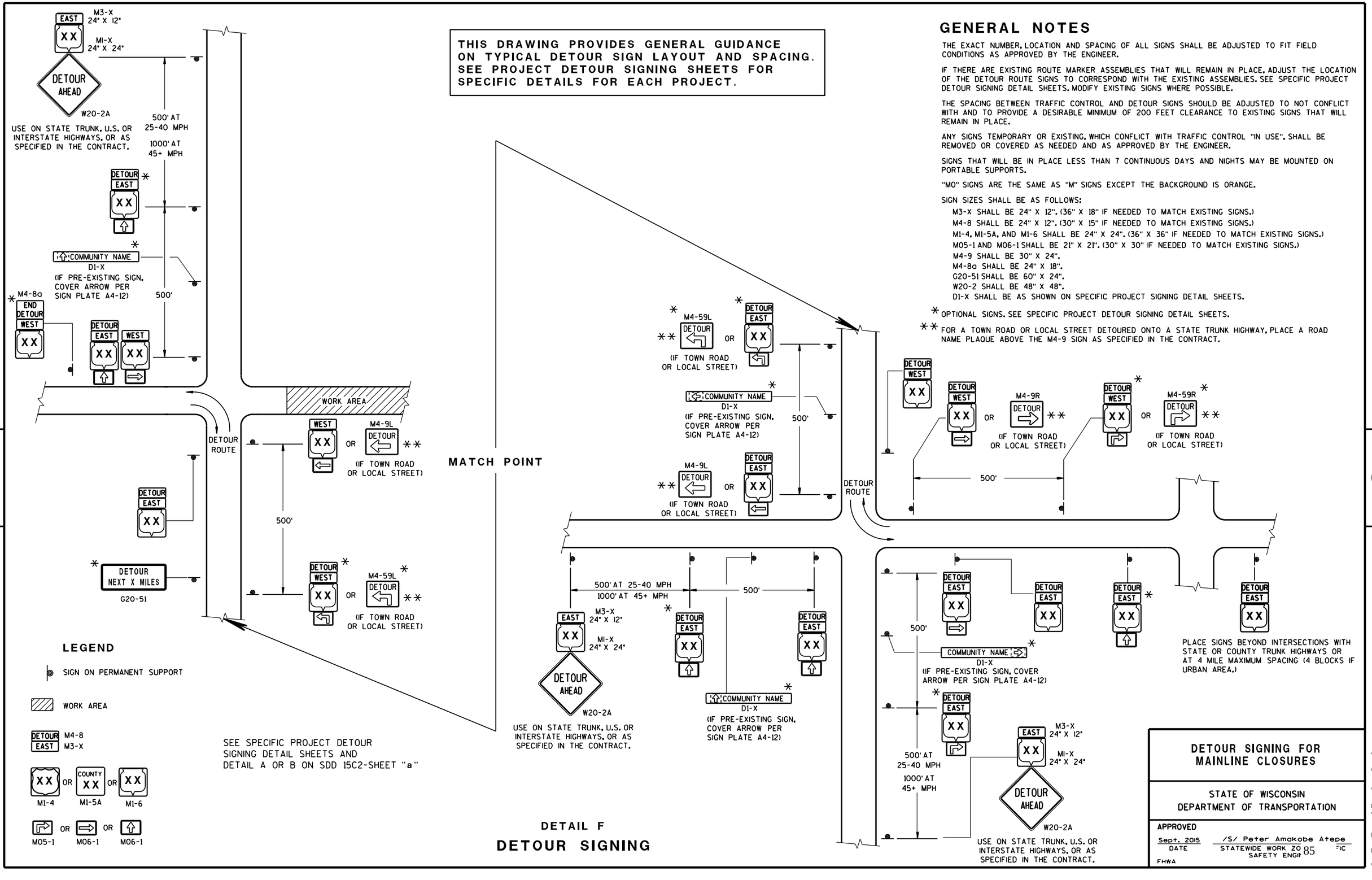
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

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

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

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



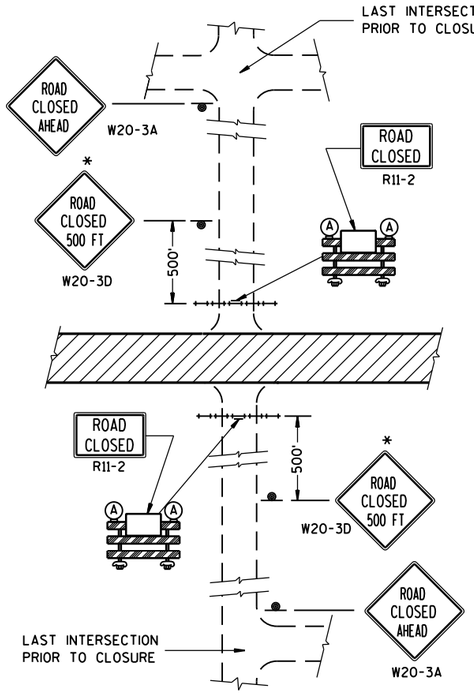
DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
Sept. 2015 DATE	/S/ Peter Amakobe Atepe STATEWIDE WORK ZO SAFETY ENGI
FHWA	

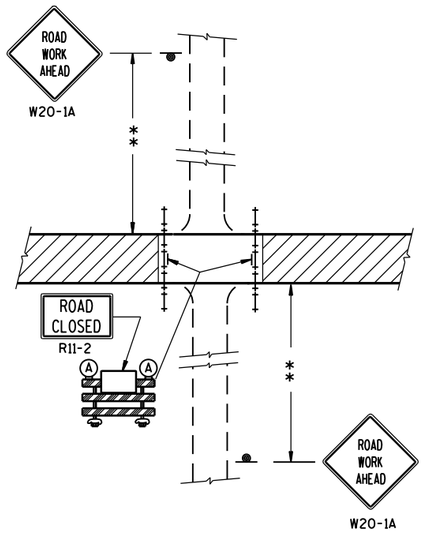
6

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



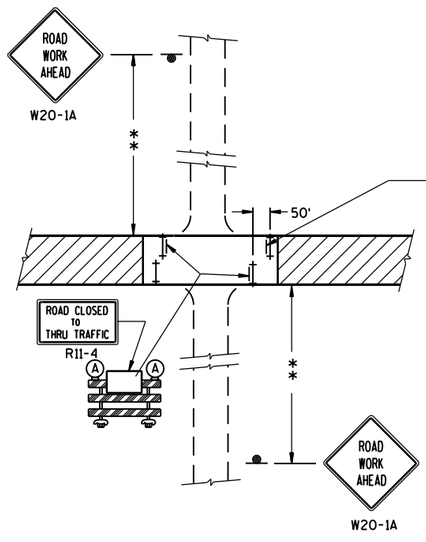
DETAIL 1

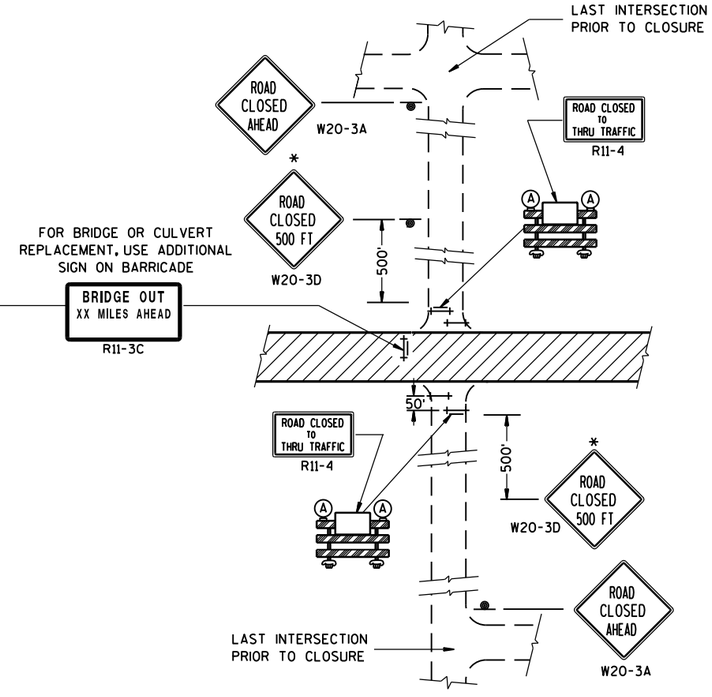
(NO ACCESS TO PROJECT)



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

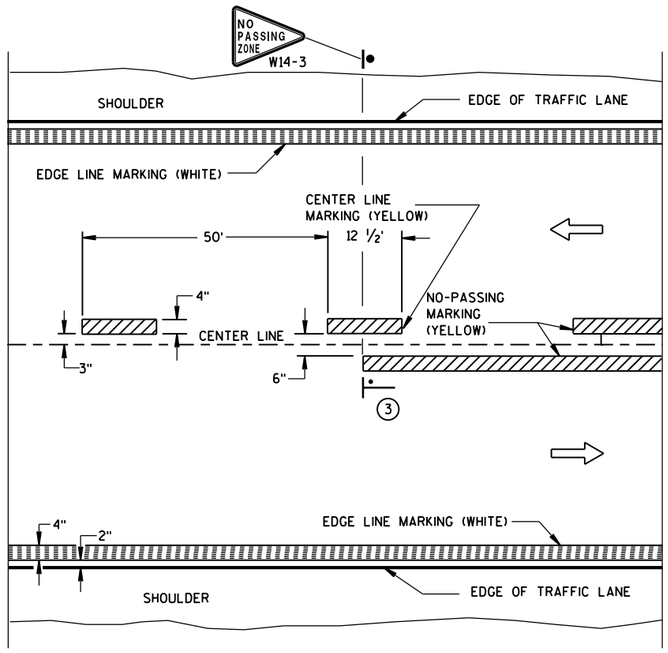
APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO... SAFETY ENGI... — FHWA

6

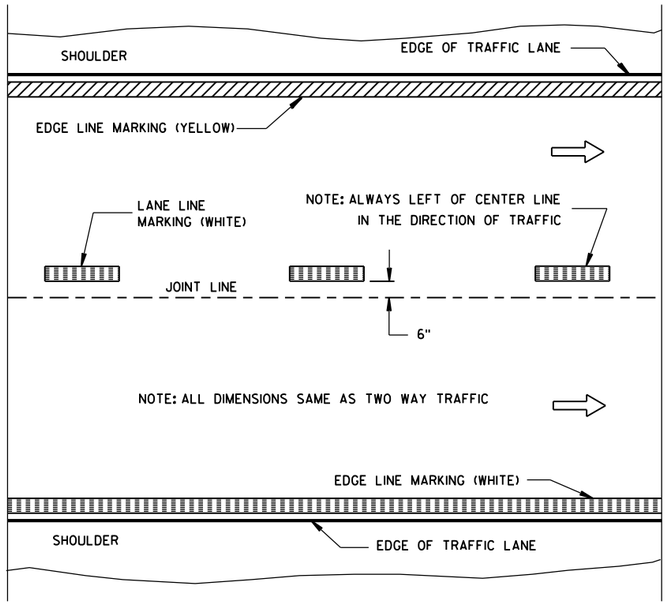
S.D.D. 15 C 3-3

6

S.D.D. 15 C 3-3

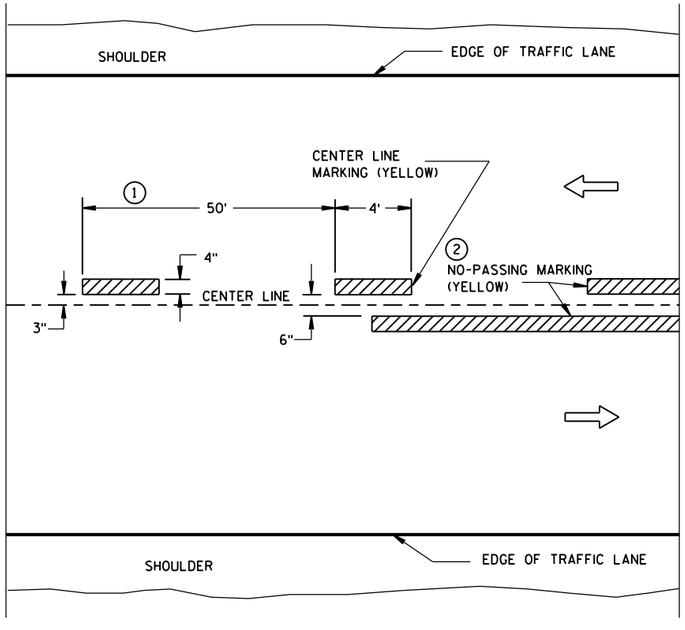


TWO WAY TRAFFIC

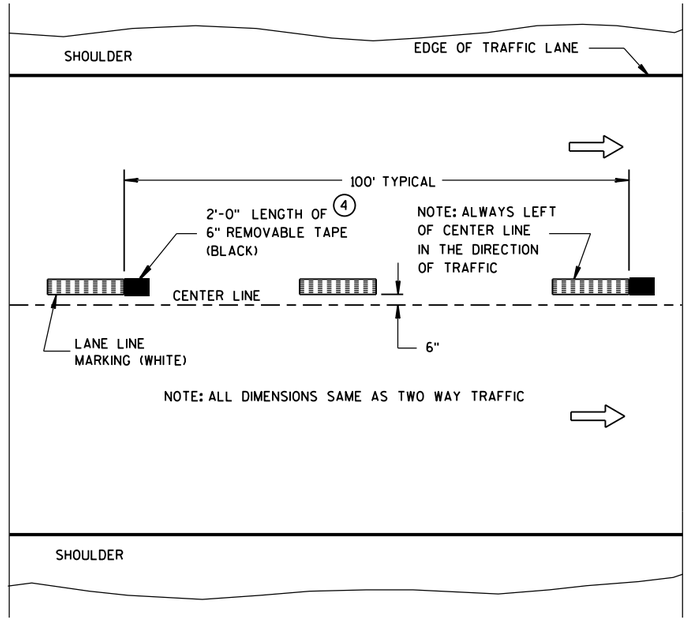


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

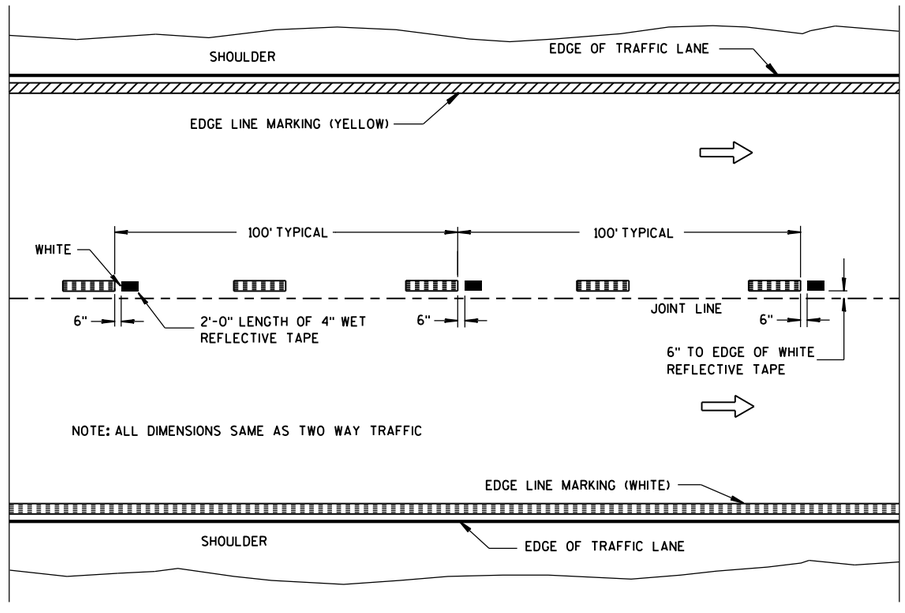
GENERAL NOTES

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

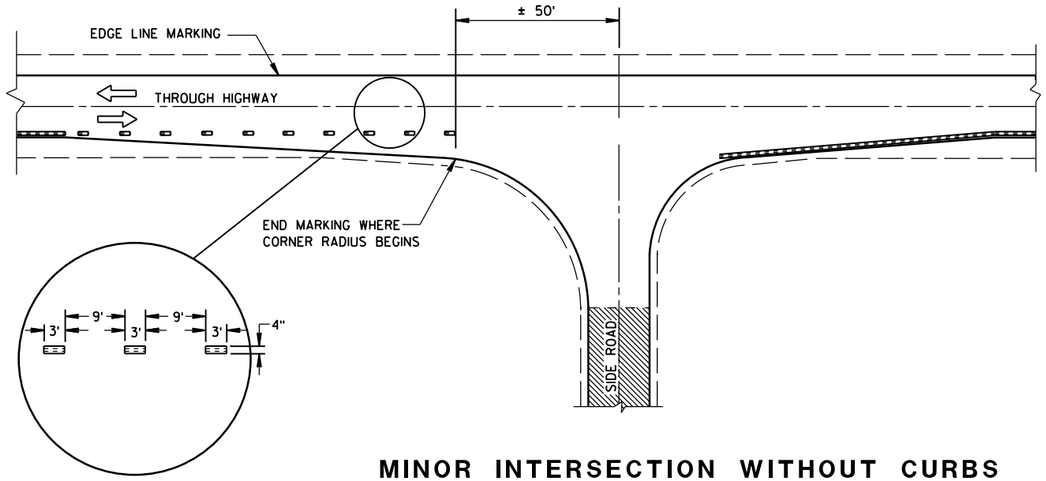
FHWA

6

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

6

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



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

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

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

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

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

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

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

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

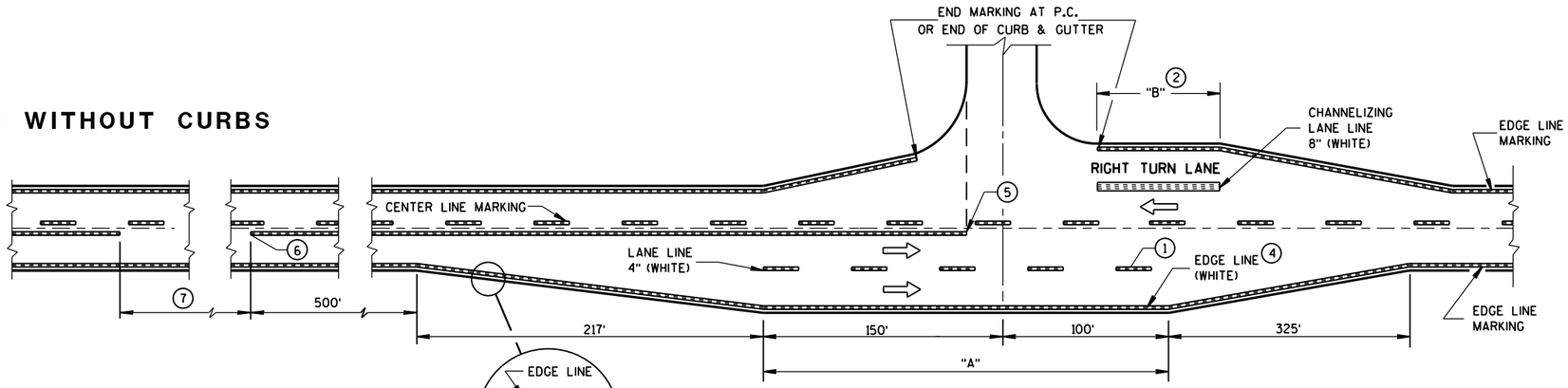
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

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

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

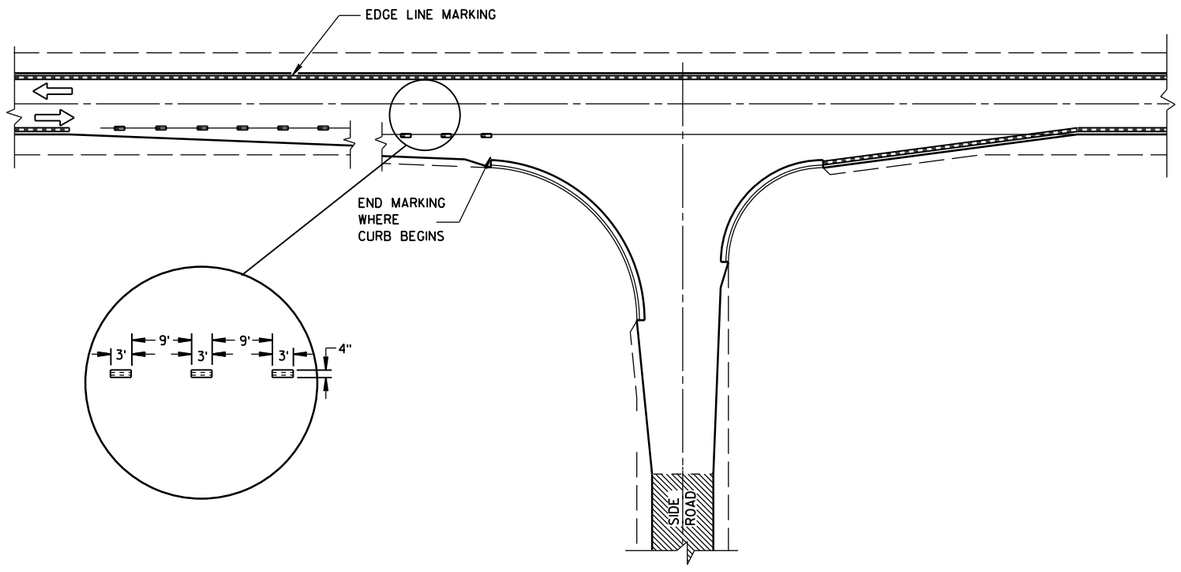
(7)

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



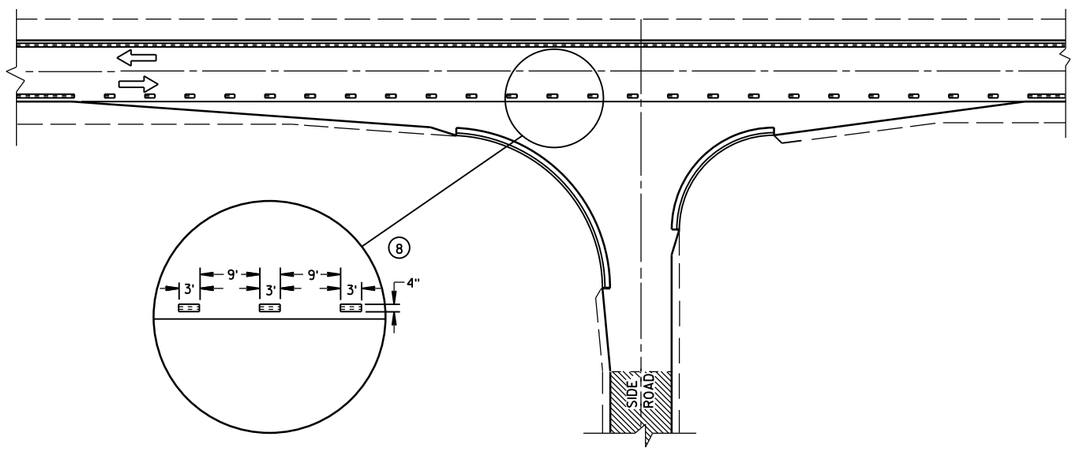
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

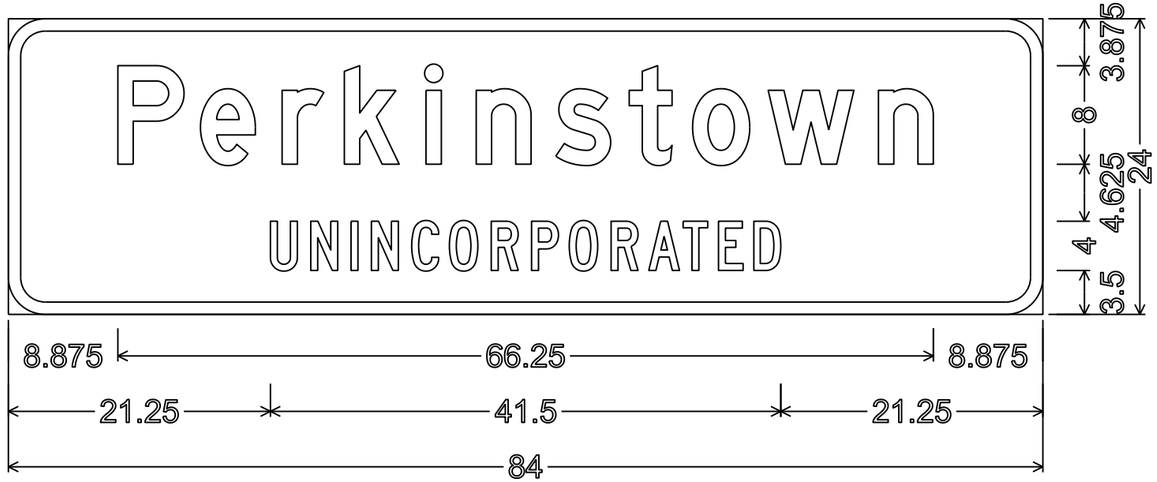
S.D.D. 15 C 8-16b

6

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

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - As noted



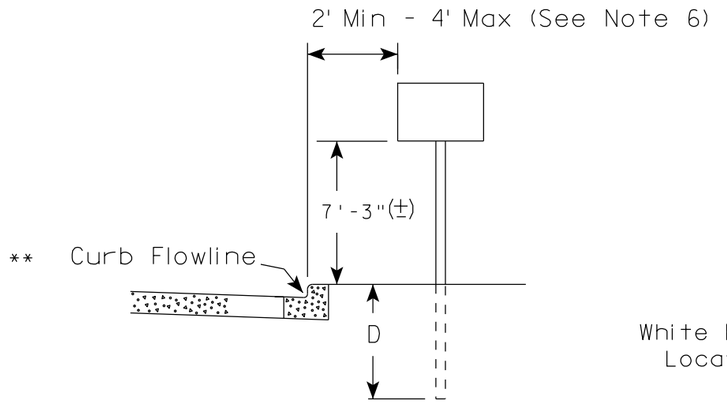
I2-3; 3.000" Radius, 1.000" Border,
"Perkinstown" D; "UNINCORPORATED" C

7

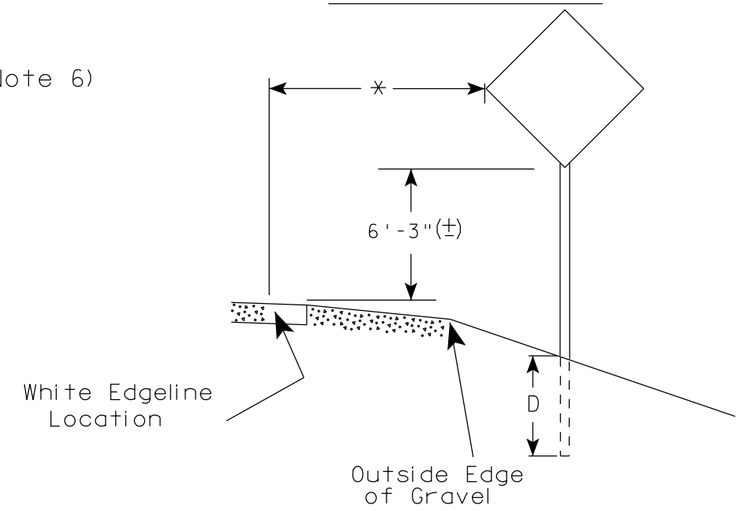
PROJECT NO: 8896-05-72/73	HWY: CTH M	COUNTY: TAYLOR	PERMANENT SIGNING	SHEET NO:	E

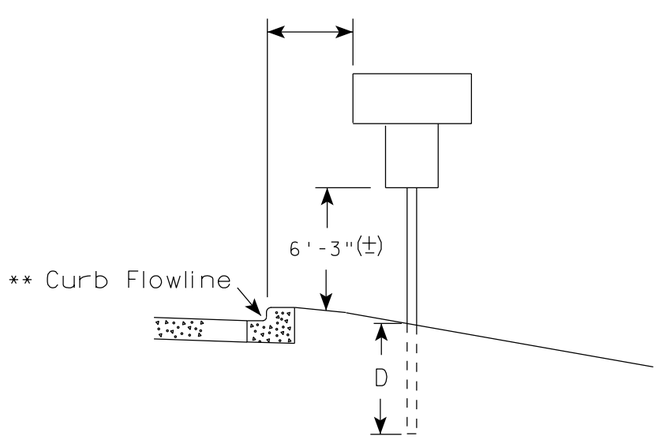
FILE NAME : C:\CAEfiles\Projects\tr_d6\6601sg16.dgn PLOT DATE : 06-OCT-2016 18:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 12.299720:1.000000

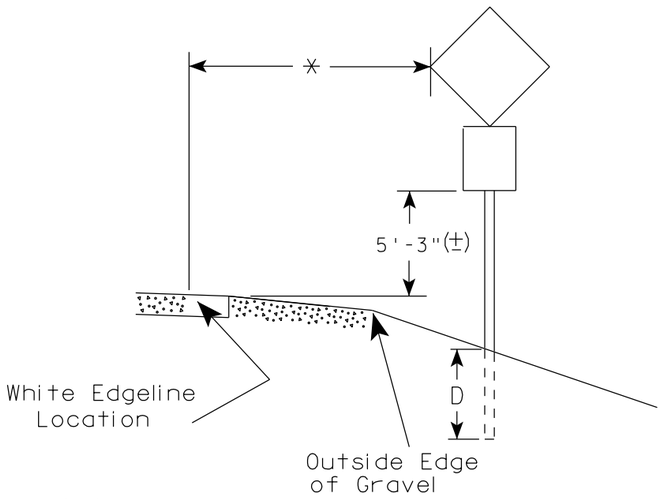
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

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" (±).

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

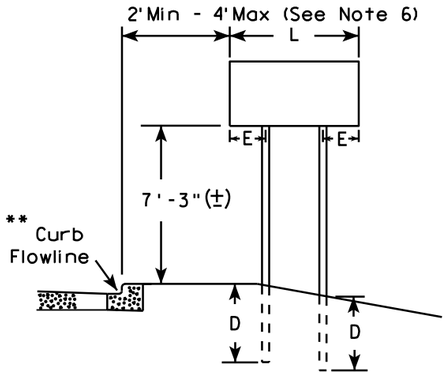
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

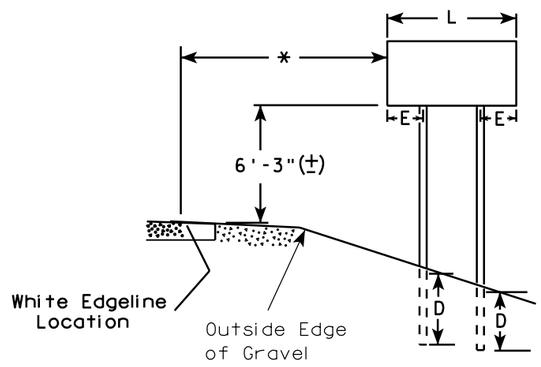
DATE 11/12/14 PLATE NO. A4-3.19

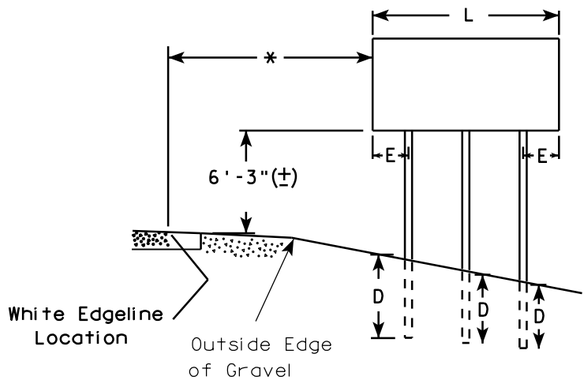
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

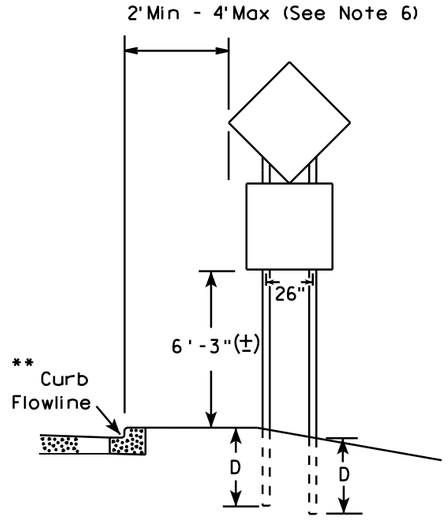
URBAN AREA



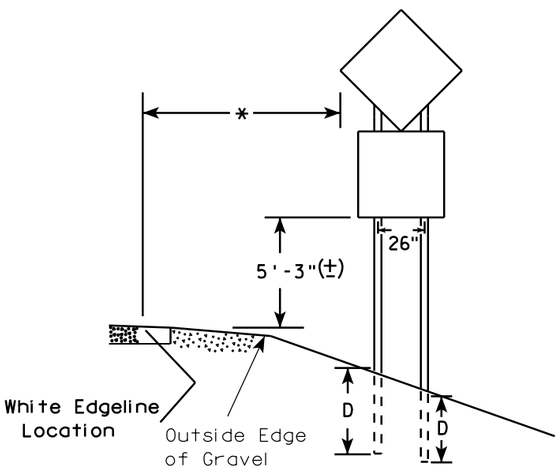
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

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

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

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

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

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

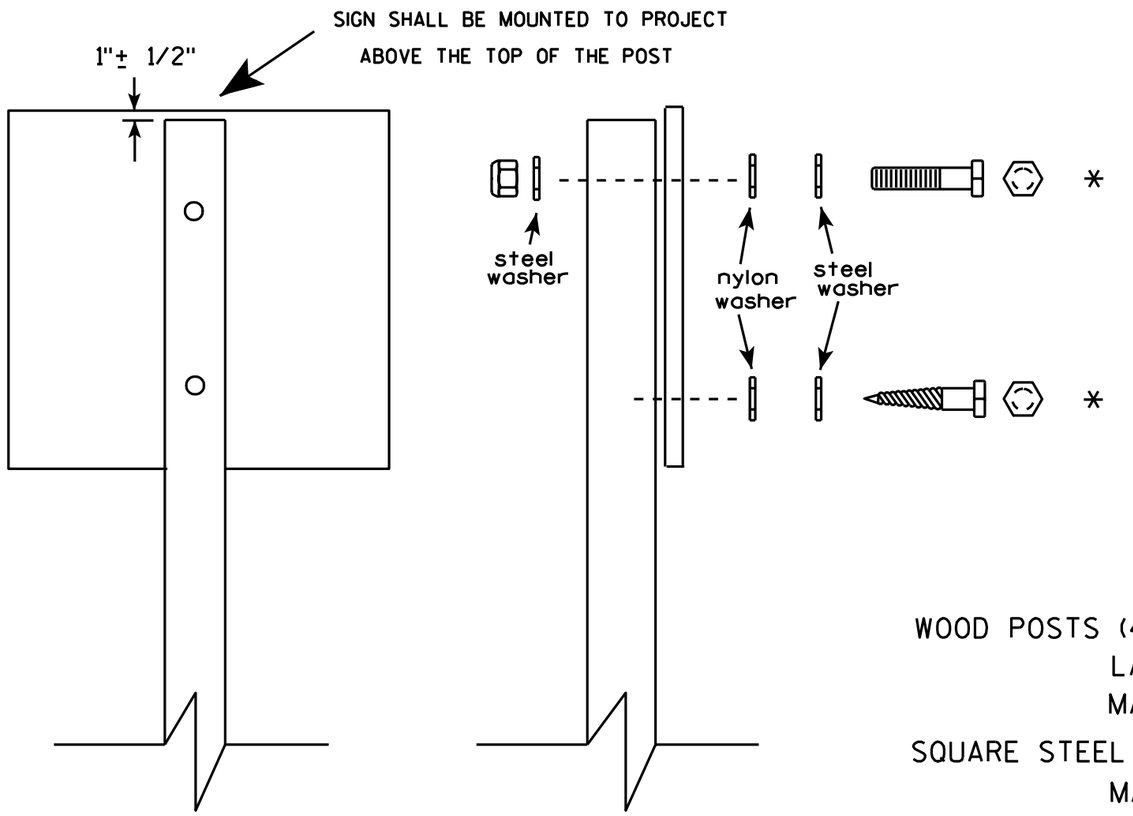
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/14 PLATE NO. A4-4 13

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A44.DGN PLOT DATE : 12-NOV-2014 14:01 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 107.021305:1.000000 WISDOT/CADDS SHEET 42



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

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

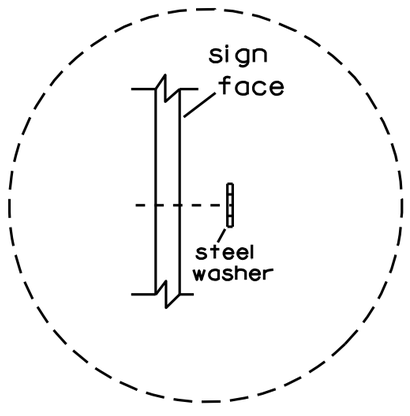
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

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

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.



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

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

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

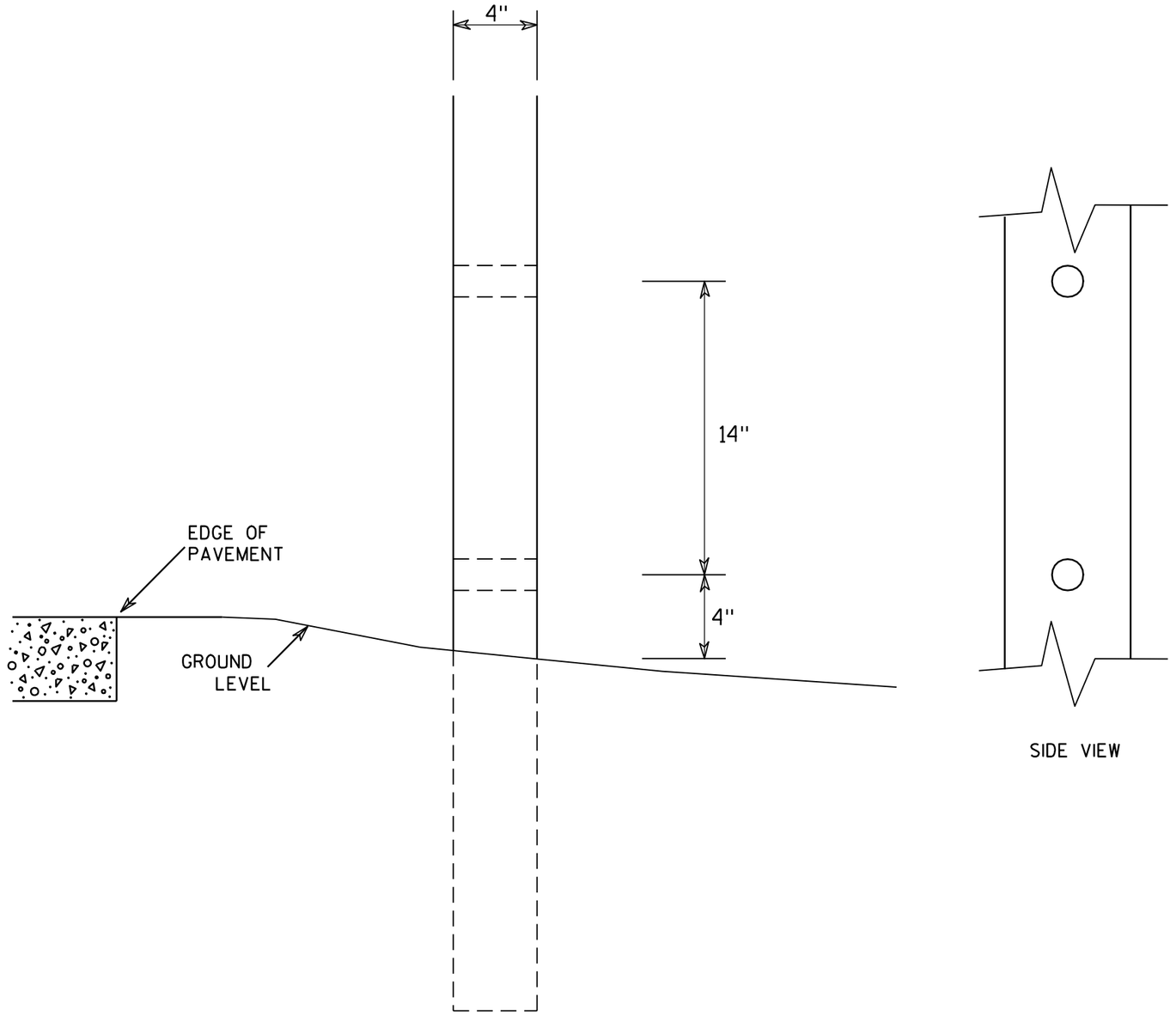
DATE 3/23/10 PLATE NO. A4-8.7

7

7

PROJECT NO:

SHEET NO: 92 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.

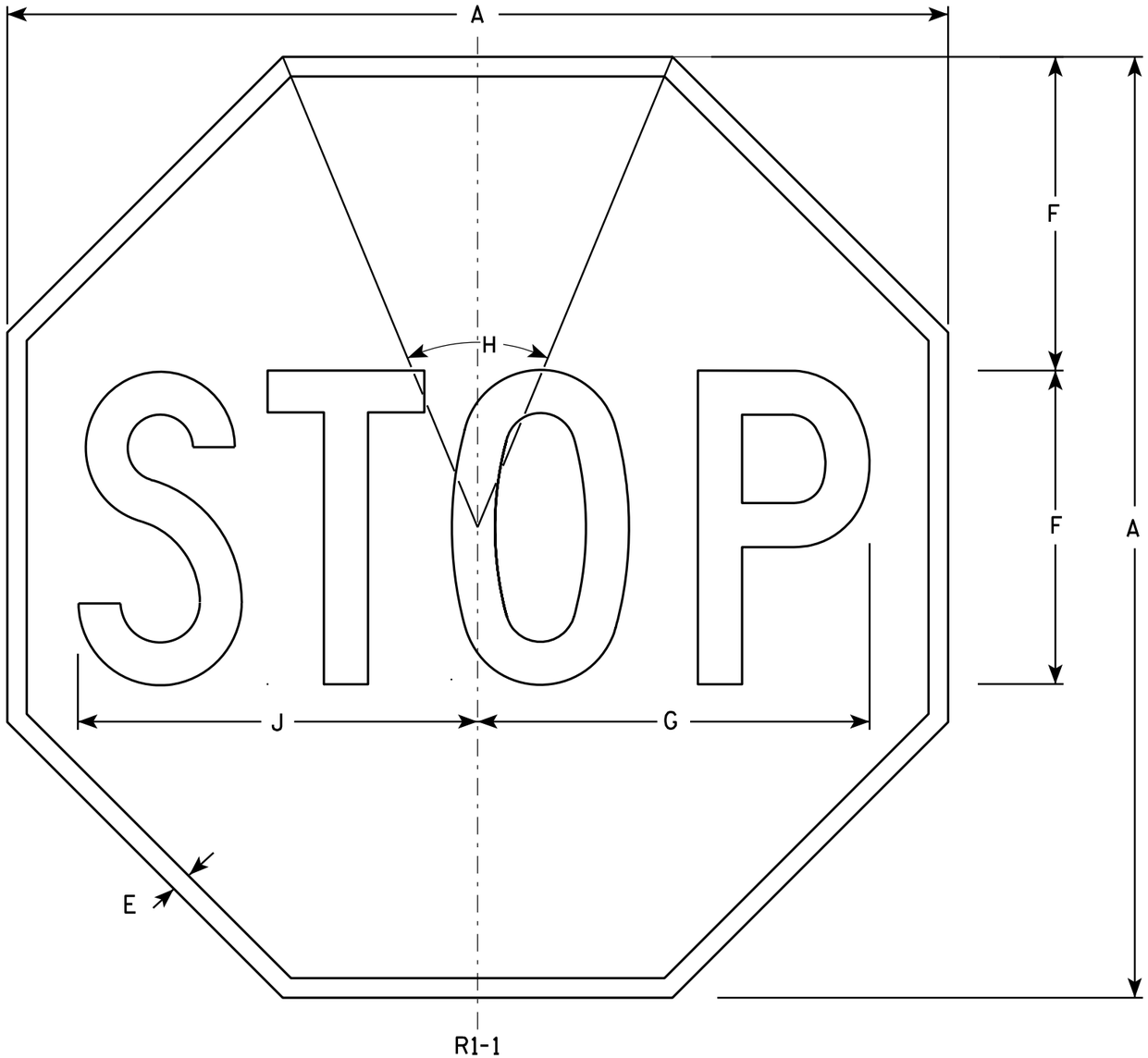
4 X 6 WOOD POST MODIFICATIONS

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: 93	E



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24				3/8	8	10	45°		10 1/4																	3.31
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

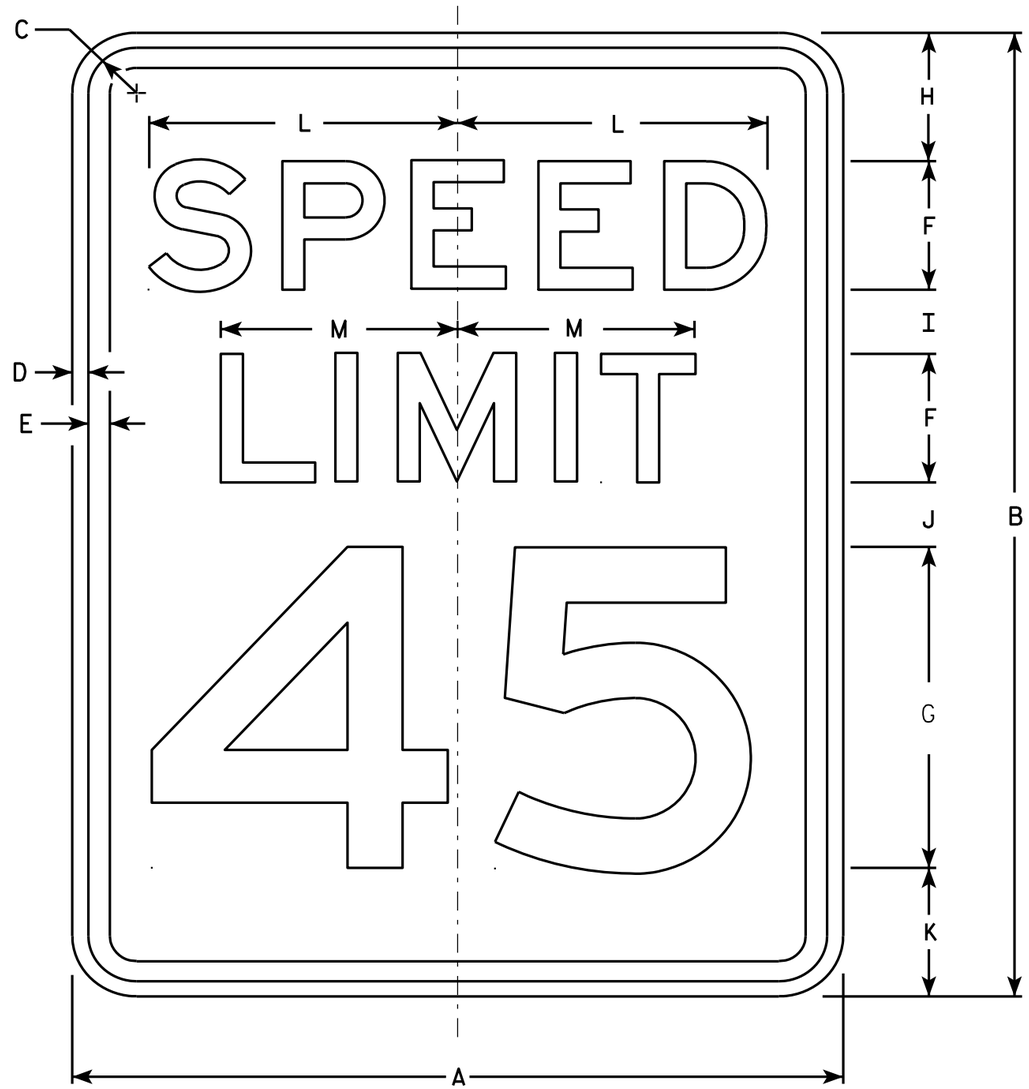
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 94	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R11.DGN PLOT DATE : 02-DEC-2010 15:09 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 4.469282:1.000000

WISDOT/CADDS SHEET 42

7

7



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

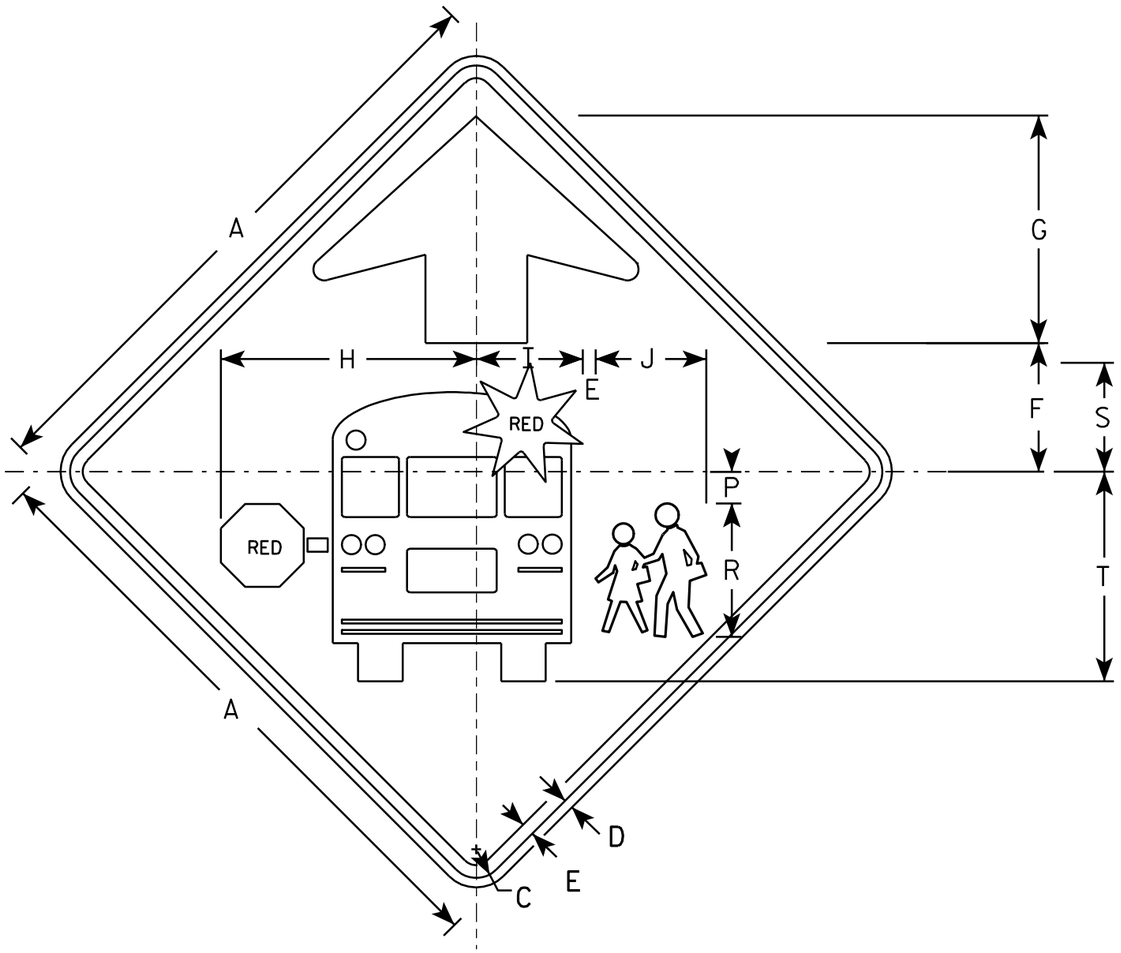
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 95 | E

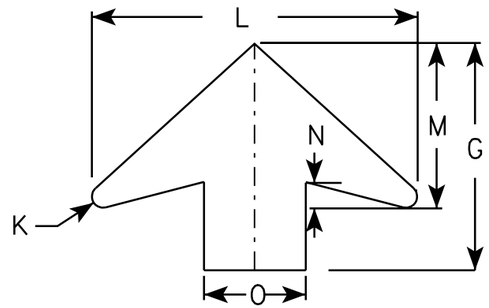
FILE NAME : C:\Users\PROJECTS\tr_stdplate\R21.DGN PLOT DATE : 28-MAY-2010 08:32 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.717577:1.000000
WISDOT/CADDS SHEET 42



S3-1

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-GREEN
   Message - BLACK except as noted
   Circles except PEDS- RED BACKGROUND
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.



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	12 1/2	5 1/4	5 1/2	1/2	16	8	1 1/4	5	1 1/2		6 5/8	5 3/8	10 3/8							6.25
2	36		1 5/8	5/8	3/4	7 1/2	13 1/2	15 1/8	6 1/4	6 1/2	5/8	19 1/4	9 3/4	1 5/8	6	1 7/8		7 7/8	6 3/8	12 3/8							9.0
3	48		2 1/4	3/4	1	10	17 7/8	20 1/8	8 3/8	8 3/4	7/8	25 5/8	13	2	8	2 1/2		10 1/2	8 1/2	16 1/2							16.0
4	48		2 1/4	3/4	1	10	17 7/8	20 1/8	8 3/8	8 3/4	7/8	25 5/8	13	2	8	2 1/2		10 1/2	8 1/2	16 1/2							16.0
5																											

STANDARD SIGN
S3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

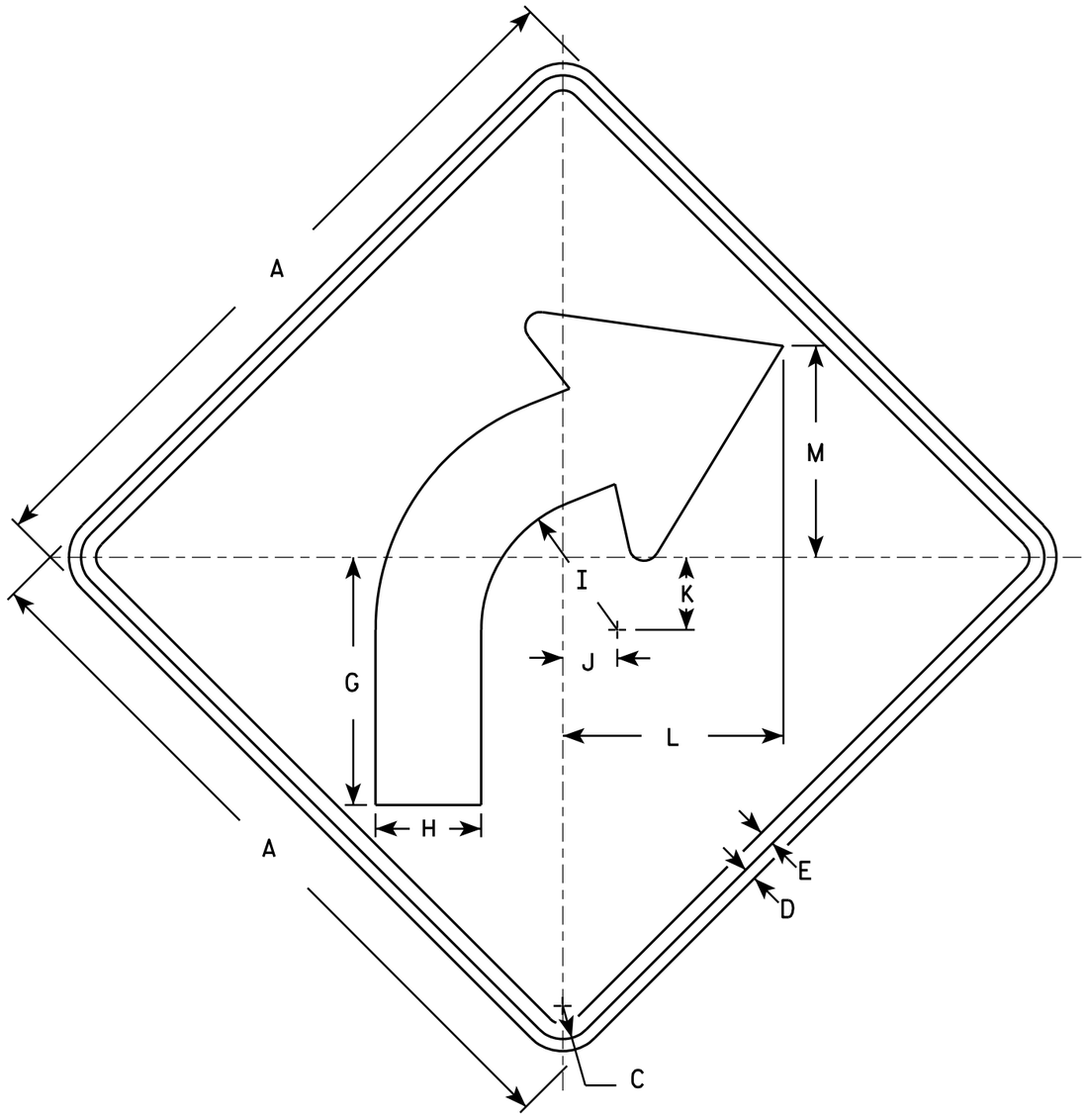
DATE 6/8/10 PLATE NO. S3-1.6

PROJECT NO:

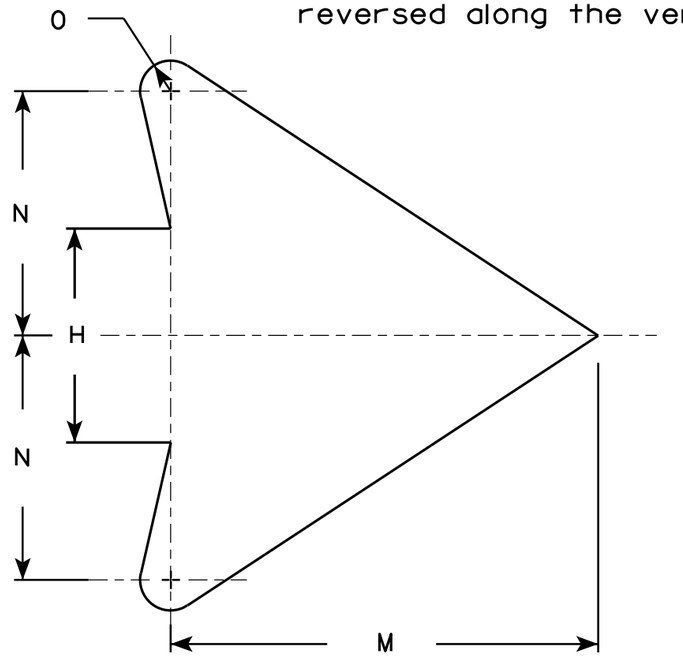
SHEET NO: 96 E

NOTES

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



W1-2R



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0
2S	30		1 3/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25
2M	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
3	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
4	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
5	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0

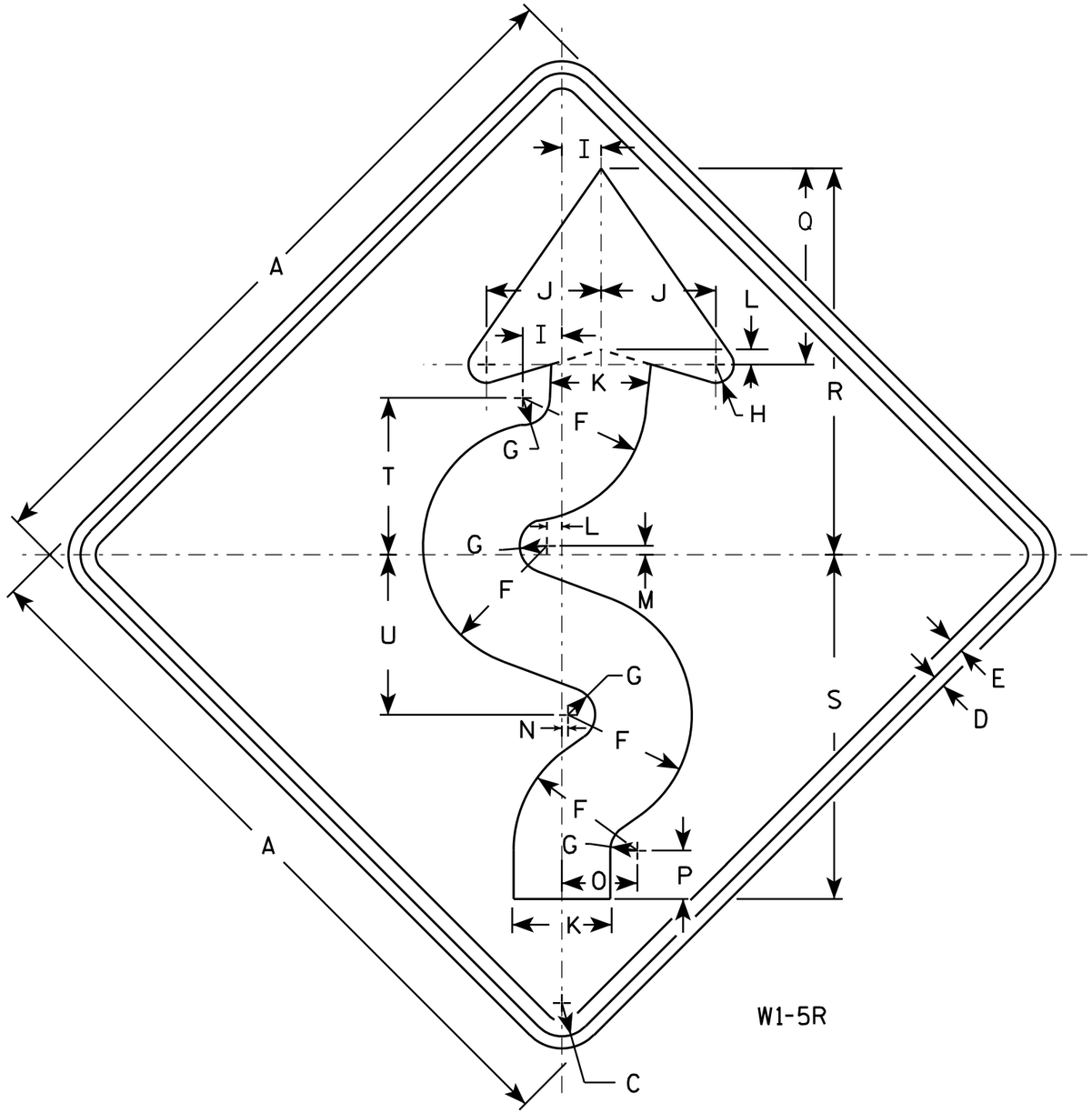
STANDARD SIGN
W1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 97	E



W1-5R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-5L is the same as W1-5R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	4 1/8	7/8	5/8	1 1/4	3 3/4	3 1/4	1/2	1/4	1/8	2 1/2	1 5/8	6 1/2	12 3/4	11 3/8	5 1/4	5 1/4						4.0
2S	30		1 3/8	1/2	5/8	5 1/8	1 1/8	3/4	1 5/8	4 3/4	4 1/8	5/8	3/8	1/4	3 1/8	2	8 1/8	16	14 1/4	6 1/2	6 5/8						6.25
2M	36		1 5/8	5/8	3/4	6 1/4	1 3/8	1	1 7/8	5 5/8	4 7/8	3/4	3/8	1/4	3 3/4	2 7/8	9 3/4	19 1/8	17 1/8	7 3/4	7 7/8						9.0
3	36		1 5/8	5/8	3/4	6 1/4	1 3/8	1	1 7/8	5 5/8	4 7/8	3/4	3/8	1/4	3 3/4	2 7/8	9 3/4	19 1/8	17 1/8	7 3/4	7 7/8						9.0
4	36		1 5/8	5/8	3/4	6 1/4	1 3/8	1	1 7/8	5 5/8	4 7/8	3/4	3/8	1/4	3 3/4	2 7/8	9 3/4	19 1/8	17 1/8	7 3/4	7 7/8						9.0
5	48		2 1/4	3/4	1	8 1/4	1 3/4	1 1/4	2 1/2	7 1/2	6 1/2	1	1/2	3/8	5	3 1/4	13	25 1/2	22 3/4	10 3/8	10 1/2						16.0

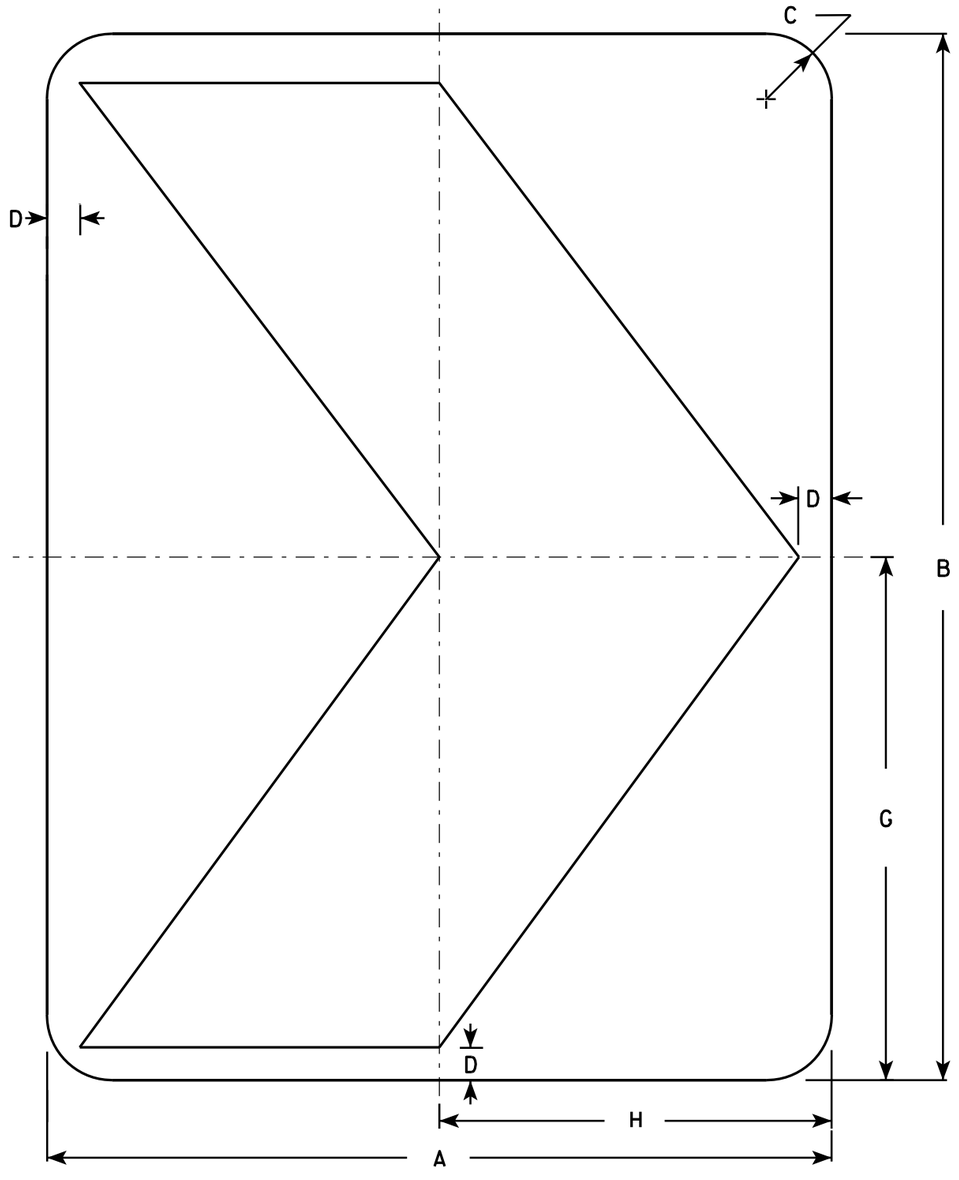
STANDARD SIGN
W1-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 5/18/12 PLATE NO. W1-5.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 98 | E



NOTES

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

W1-8

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 ½	½			9	6																			1.5
2S	18	24	1 ½	¾			12	9																			3.0
2M	18	24	1 ½	¾			12	9																			3.0
3	24	30	1 ½	1			15	12																			5.0
4	30	36	1 ⅞	1 ¼			18	15																			7.5
5	36	48	2 ¼	1 ½			24	18																			12.0

STANDARD SIGN
W1-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-8.6

PROJECT NO:

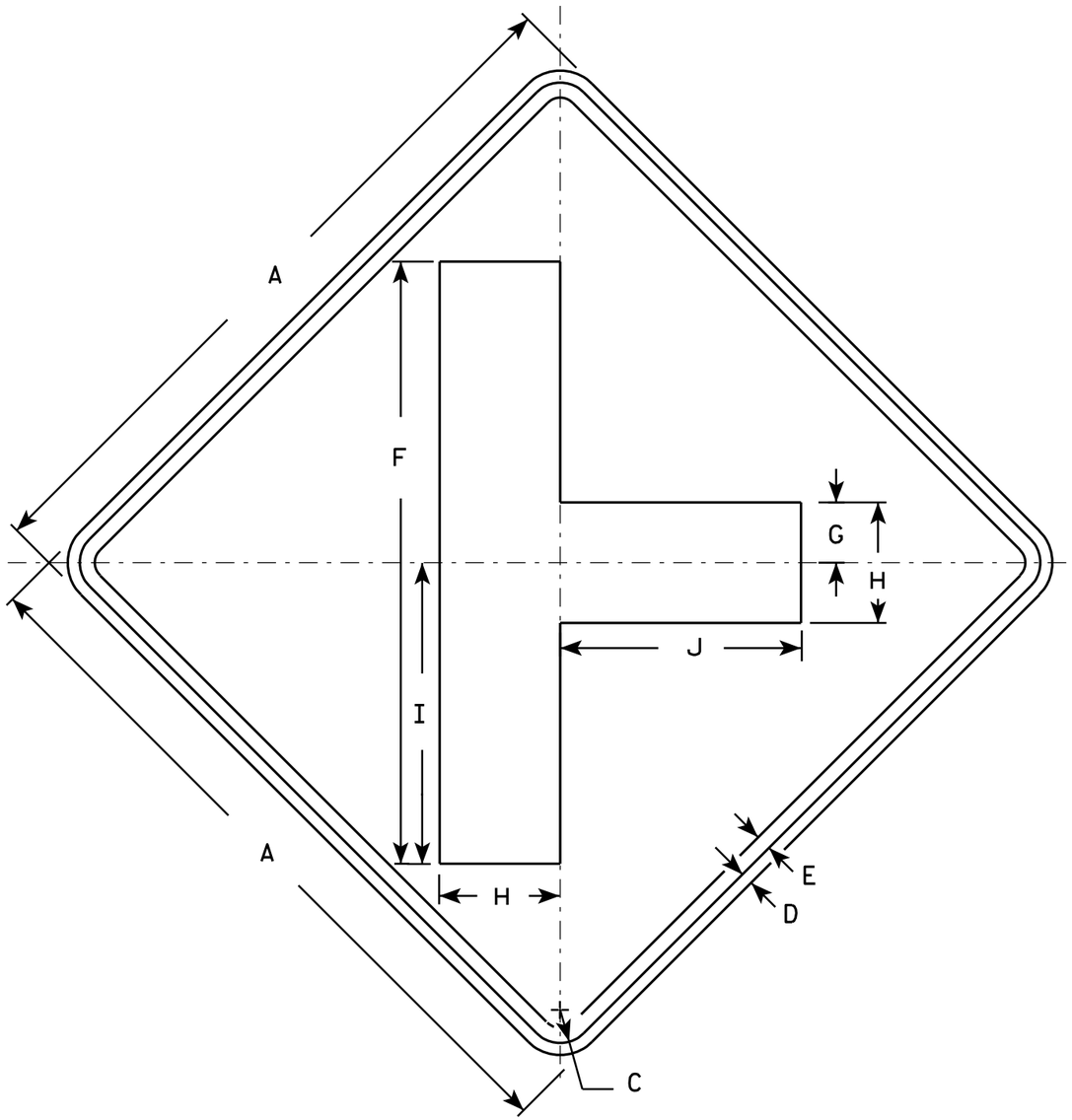
SHEET NO: 99 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W18.DGN PLOT DATE : 07-JUN-2010 12:55 PLOT BY : ditjph

WISDOT/CADDS SHEET 42

7

7



W2-2

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	20	2	4	10	8																	4.0
2S	30		1 3/8	1/2	5/8	25	2 1/2	5	12 1/2	10																	6.25
2M	30		1 3/8	1/2	5/8	25	2 1/2	5	12 1/2	10																	6.25
3	36		1 5/8	5/8	3/4	30	3	6	15	12																	9.0
4	48		2 1/4	3/4	1	40	4	8	20	16																	16.0
5																											

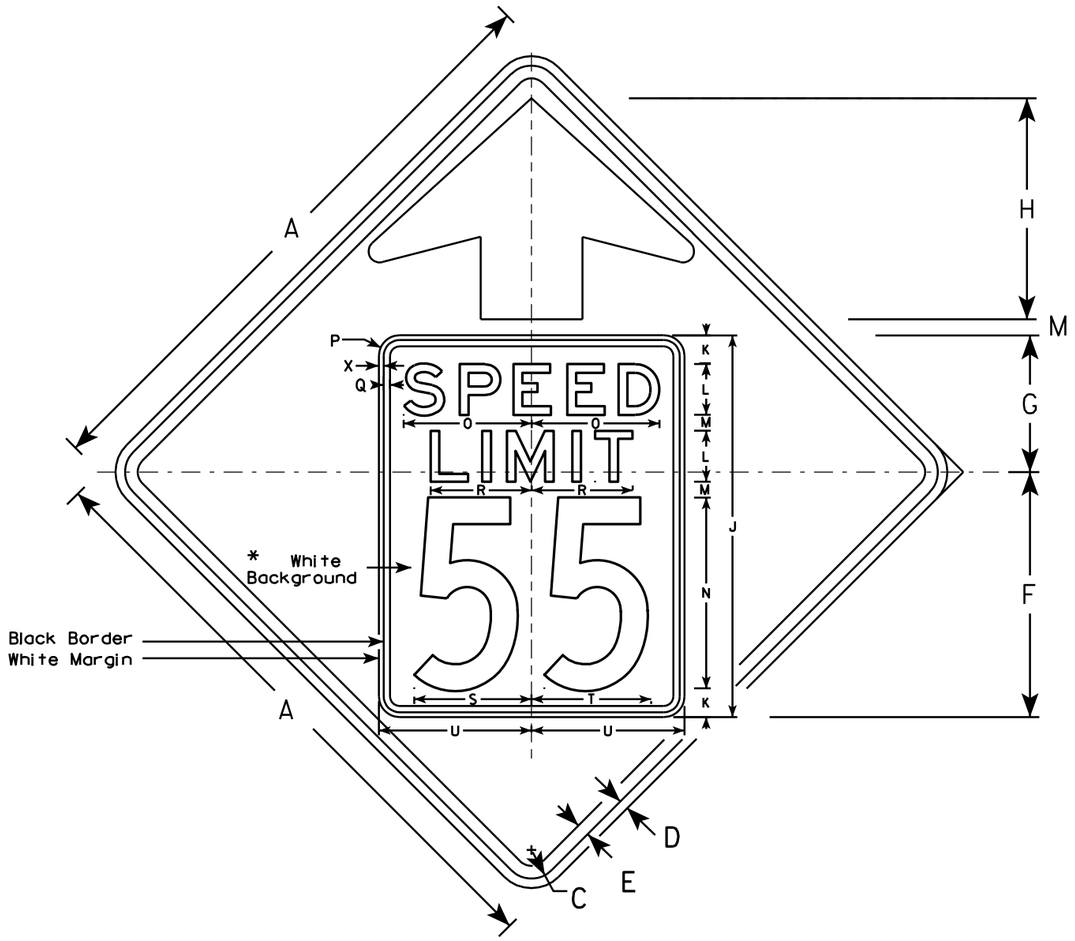
STANDARD SIGN
W2-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 100	E

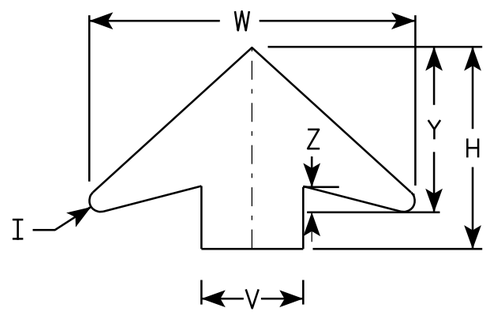


W3-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - YELLOW*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White 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																											
2S	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2M	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
3	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W3-5

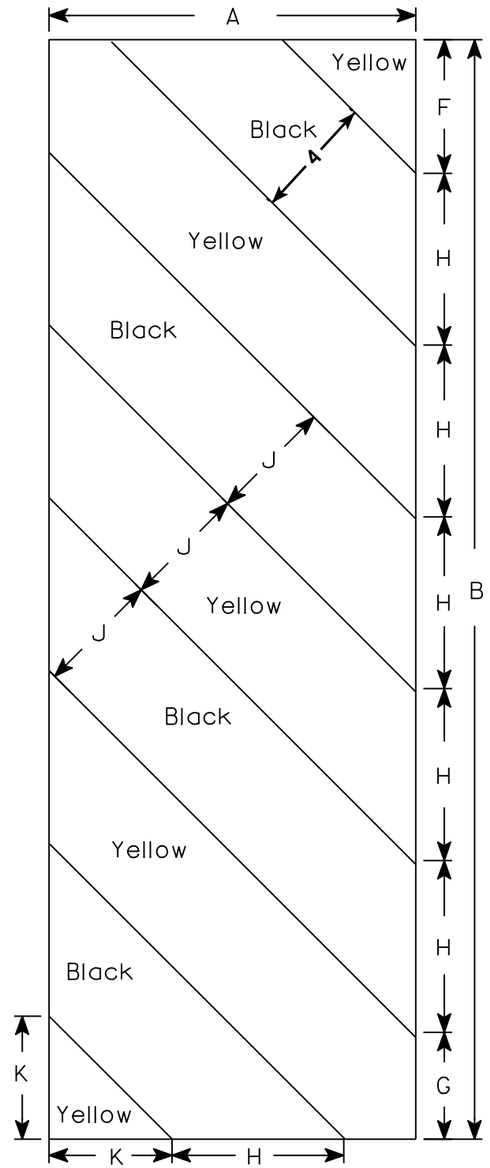
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

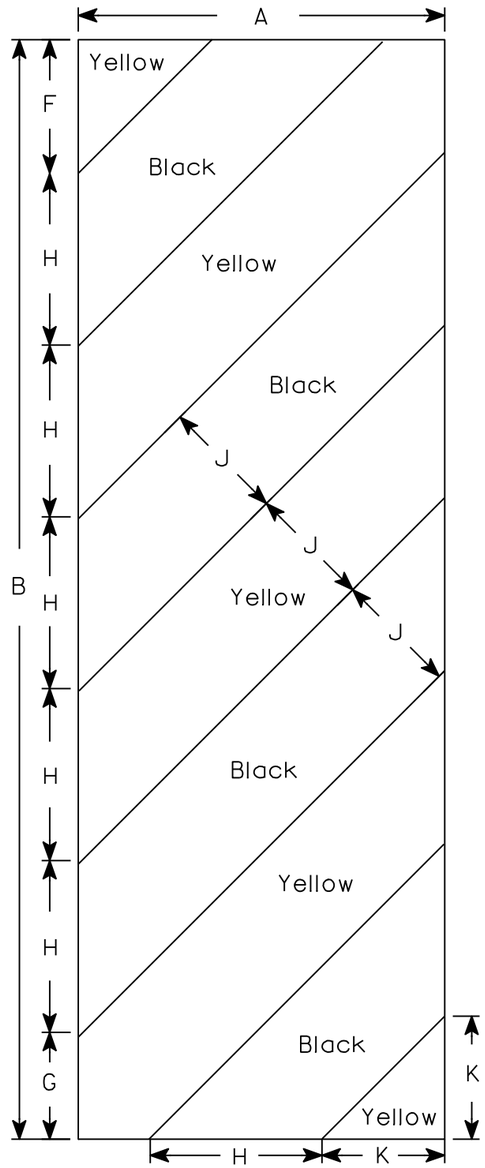
DATE 5/29/12 PLATE NO. W3-5.5

PROJECT NO:

SHEET NO: 101 E



W5-52L



W5-52R

NOTES

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

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

STANDARD SIGN

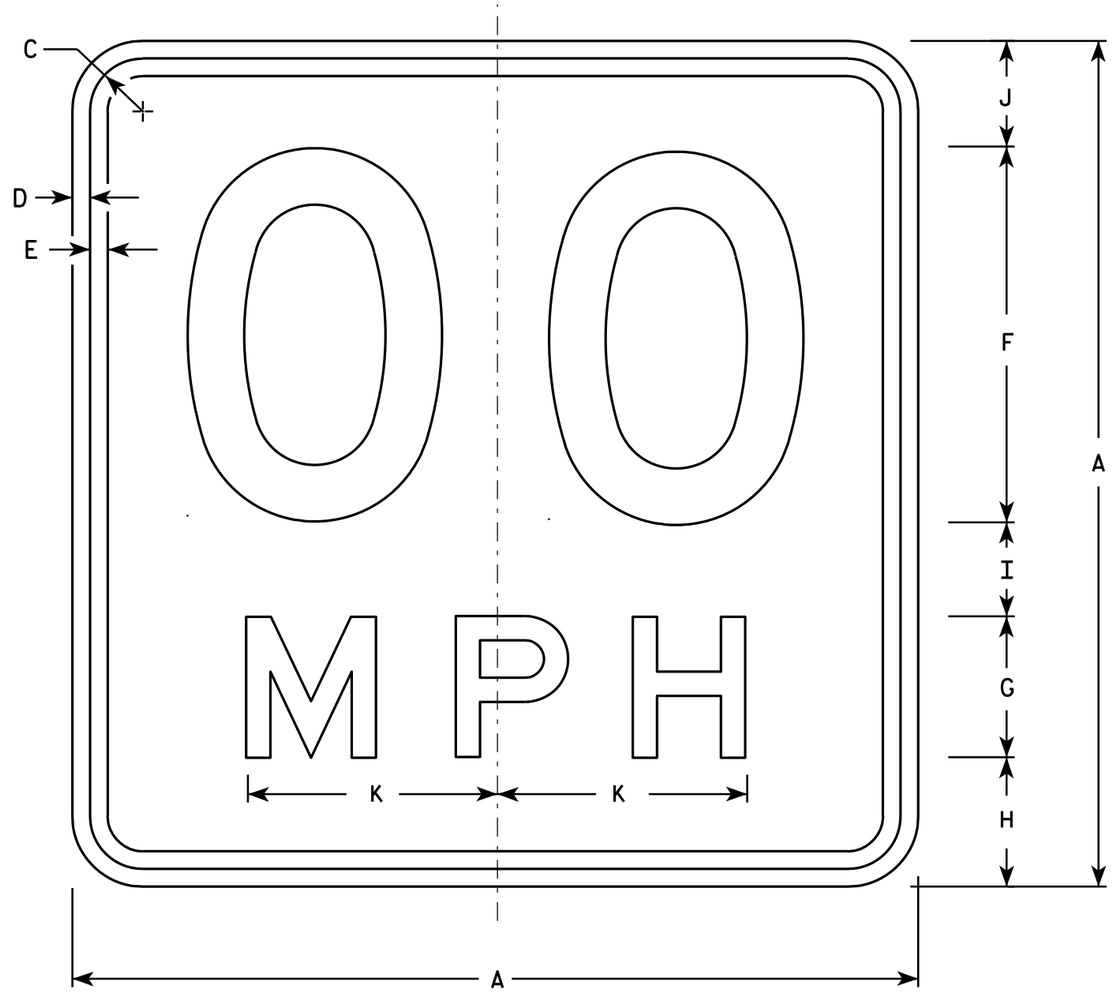
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W5-52.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 102 | E



W13-1

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

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 103 | E

CTH M EXP Fact= 1.3

STATION	END AREA CUT (SF)	END AREA FILL (SF)	VOLUME CUT (CY)	VOLUME FILL (CY)	CUMULATIVE VOLUME CUT (CY)	CUMULATIVE VOLUME FILL (CY)	MASS HAUL (CY)
234+00.00	8.7	0.0					
235+00.00	0.9	1.4	20	5	20	5	15
236+00.00	29.3	0.5	55	5	75	10	65
237+00.00	0.2	2.9	55	10	130	20	110
238+00.00	0.4	6.6	0	25	130	45	85
239+00.00	0.4	36.1	0	105	130	150	-20
240+00.00	0.8	2.5	0	95	130	245	-115
241+00.00	0.4	5.8	0	20	130	265	-135
242+00.00	2.7	0.8	5	15	135	280	-145
243+00.00	1.3	0.4	5	5	140	285	-145
244+00.00	0.0	3.0	0	10	140	295	-155
245+00.00	0.0	9.3	0	30	140	325	-185
245+98.90	0.3	6.6	0	40	140	365	-225
246+00.00	0.5	7.4	0	0	140	365	-225
247+00.00	0.1	15.5	0	55	140	420	-280
248+00.00	0.0	16.4	0	75	140	495	-355
249+00.00	0.4	15.5	0	75	140	570	-430
250+00.00	2.0	18.3	5	80	145	650	-505
251+00.00	0.0	14.1	5	80	150	730	-580
252+00.00	2.6	13.6	5	65	155	795	-640
253+00.00	4.9	20.8	15	85	170	880	-710
254+00.00	3.1	18.7	15	95	185	975	-790
255+00.00	1.4	58.5	10	185	195	1160	-965
255+28.60	2.6	38.5	0	65	195	1225	-1030
256+00.00	1.0	28.8	5	115	200	1340	-1140
257+00.00	0.2	6.3	0	85	200	1425	-1225
258+00.00	0.9	5.3	0	30	200	1455	-1255
258+57.20	3.7	7.0	5	15	205	1470	-1265
259+00.00	0.0	8.2	5	15	210	1485	-1275
260+00.00	0.1	41.5	0	120	210	1605	-1395
261+00.00	0.0	70.7	0	270	210	1875	-1665
262+00.00	0.0	10.9	0	195	210	2070	-1860
263+00.00	0.0	10.5	0	50	210	2120	-1910
264+00.00	1.9	3.8	5	35	215	2155	-1940
265+00.00	0.7	9.9	5	35	220	2190	-1970
265+23.60	3.5	27.4	0	20	220	2210	-1990
266+00.00	2.2	15.2	10	80	230	2290	-2060
267+00.00	2.1	5.6	10	50	240	2340	-2100
268+00.00	0.4	2.3	5	20	245	2360	-2115
269+00.00	0.5	0.7	0	5	245	2365	-2120
270+00.00	1.3	0.5	5	5	250	2370	-2120
270+74.85	0.8	3.1	5	5	255	2375	-2120
270+92.85	0.6	3.9	0	5	255	2380	-2125
271+93.92	2.0	178.3	5	445	260	2825	-2565
272+11.92	2.0	163.1	0	150	260	2975	-2715
272+18.90	1.5	163.9	0	55	260	3030	-2770
272+36.90	2.8	138.0	0	130	260	3160	-2900
272+43.88	3.2	86.9	0	40	260	3200	-2940
272+61.88	3.4	86.1	0	75	260	3275	-3015
272+79.70	5.0	118.6	5	90	265	3365	-3100
273+00.13	4.4	84.9	5	100	270	3465	-3195
273+18.13	4.2	65.7	5	65	275	3530	-3255
273+25.11	4.2	63.6	0	20	275	3550	-3275
273+43.11	2.8	57.7	0	55	275	3605	-3330
273+50.08	4.3	56.8	0	20	275	3625	-3350
273+68.08	3.7	52.8	5	45	280	3670	-3390
274+00.00	2.2	31.2	5	65	285	3735	-3450
274+69.15	0.6	10.4	5	70	290	3805	-3515
274+89.16	0.6	8.6	0	10	290	3815	-3525
275+00.00	0.6	8.9	0	5	290	3820	-3530
276+00.00	0.3	5.7	0	35	290	3855	-3565
277+00.00	0.0	6.9	0	30	290	3885	-3595
278+00.00	0.0	4.4	0	25	290	3910	-3620
279+00.00	0.0	9.9	0	35	290	3945	-3655
280+00.00	2.4	1.3	5	25	295	3970	-3675
281+00.00	0.0	3.6	5	10	300	3980	-3680
282+00.00	0.3	27.9	0	75	300	4055	-3755
283+00.00	0.6	34.9	0	150	300	4205	-3905
284+00.00	0.0	10.1	0	110	300	4315	-4015
285+00.00	0.0	16.3	0	65	300	4380	-4080
286+00.00	0.0	15.4	0	75	300	4455	-4155
287+00.00	0.0	14.3	0	70	300	4525	-4225
288+00.00	19.6	23.6	35	90	335	4615	-4280
289+00.00	1.2	9.7	40	80	375	4695	-4320
290+00.00	0.1	8.9	0	45	375	4740	-4365
291+00.00	0.6	11.3	0	50	375	4790	-4415
292+00.00	0.2	8.9	0	50	375	4840	-4465
293+00.00	2.2	2.3	5	25	380	4865	-4485
294+00.00	2.2	2.1	10	10	390	4875	-4485
295+00.00	2.7	4.7	10	15	400	4890	-4490
296+00.00	0.6	6.9	5	30	405	4920	-4515
297+00.00	0.9	8.0	5	35	410	4955	-4545
298+00.00	1.1	9.0	5	40	415	4995	-4580
299+00.00	0.6	8.8	5	45	420	5040	-4620
300+00.00	0.6	9.4	0	45	420	5085	-4665
301+00.00	0.1	9.5	0	45	420	5130	-4710
302+00.00	2.1	5.6	5	35	425	5165	-4740
303+00.00	2.6	19.7	10	60	435	5225	-4790
304+00.00	3.3	18.7	10	90	445	5315	-4870
305+00.00	2.8	16.7	10	85	455	5400	-4945
306+00.00	4.1	30.3	15	115	470	5515	-5045
306+66.10	2.0	63.6	5	150	475	5665	-5190
306+70.00	2.4	55.9	0	10	475	5675	-5200
307+00.00	1.8	32.2	0	65	475	5740	-5265
308+00.00	1.6	22.7	5	130	480	5870	-5390
309+00.00	2.3	23.2	5	110	485	5980	-5495
310+00.00	1.9	32.2	10	135	495	6115	-5620
311+00.00	1.3	5.2	5	90	500	6205	-5705
312+00.00	0.0	17.0	0	55	500	6260	-5760
313+00.00	0.0	6.5	0	55	500	6315	-5815
314+00.00	0.0	6.4	0	30	500	6345	-5845
315+00.00	0.0	2.8	0	20	500	6365	-5865
316+00.00	0.2	2.5	0	15	500	6380	-5880
317+00.00	0.0	3.5	0	15	500	6395	-5895
318+00.00	0.5	4.2	0	20	500	6415	-5915
319+00.00	1.5	0.5	5	10	505	6425	-5920
320+00.00	2.9	5.7	10	15	515	6440	-5925
321+00.00	4.4	2.8	15	20	530	6460	-5930
322+00.00	0.6	2.2	10	10	540	6470	-5930
322+76.70	1.4	8.8	5	20	545	6490	-5945
323+01.81	0.0	81.5	0	55	545	6545	-6000
324+00.00	2.2	50.6	5	310	550	6855	-6305
324+20.88	3.3	64.8	0	60	550	6915	-6365
324+45.88	3.5	55.7	5	75	555	6990	-6435
324+70.88	3.6	17.6	5	45	560	7035	-6475
324+77.10	3.7	0.0	0	5	560	7040	-6480
325+00.00	2.6	14.8	5	10	565	7050	-6485
326+00.00	0.7	13.4	5	70	570	7120	-6550
327+00.00	1.7	42.0	5	135	575	7255	-6680
328+00.00	2.6	44.8	10	210	585	7465	-6880
329+02.13	2.1	10.1	10	135	595	7600	-7005
329+27.13	2.3	4.7	0	10	595	7610	-7015
329+52.13	2.4	10.0	0	10	595	7620	-7025
330+00.00	5.1	3.6	5	15	600	7635	-7035
330+71.19	1.1	1.1	10	10	610	7645	-7035
331+00.00	0.5	2.2	0	0	610	7645	-7035
332+00.00	3.3	2.8	5	10	615	7655	-7040
333+00.00	1.8	1.7	10	10	625	7665	-7040
334+00.00	0.1	4.7	5	15	630	7680	-7050
335+00.00	0.1	12.3	0	40	630	7720	-7090
336+00.00	1.4	31.9	5	105	635	7825	-7190
337+00.00	3.6	31.4	10	150	645	7975	-7330
337+87.50	3.9	35.8	10	140	655	8115	-7460
338+00.00	4.9	29.5	0	20	655	8135	-7480
339+00.00	2.5	40.7	15	170	670	8305	-7635
340+00.00	0.0	20.8	5	150	675	8455	-7780
341+00.00	0.0	22.7	0	105	675	8560	-7885
342+00.00	0.4	10.7	0	80	675	8640	-7965
343+00.00	0.0	11.2	0	55	675	8695	-8020
343+73.26	0.0	13.2	0	45	675	8740	-8065
344+00.00	0.0	25.0	0	25	675	8765	-8090
344+90.00	0.0	254.4	0	605	675	9370	-8695
345+00.00	0.0	244.0	0	120	675	9490	-8815
345+14.51	0.0	212.5	0	160	675	9650	-8975
345+39.03	0.0	86.8	0	175	675	9825	-9150
345+84.40	0.0	33.1	0	130	675	9955	-9280
346+00.00	0.0	25.2	0	20	675	9975	-9300
347+00.00	0.0	26.0	0	125	675	10100	-9425
348+00.00	0.0	21.6	0	115	675	10215	-9540
349+00.00	0.0	18.4	0	95	675	10310	-9635
350+00.00	0.0	50.0	0	165	675	10475	-9800
351+00.00	0.0	205.0	0	615	675	11090	-10415
352+00.00	0.0	99.3	0	735	675	11825	-11150
353+00.00	0.9	107.0	0	495	675	12320	-11645
353+95.17	1.1	37.3	5	330	680	12650	-11970
354+19.84	0.5	35.1	0	45	680	12695	-12015
354+44.50	0.2	31.8	0	40	680	12735	-12055
355+00.00	0.0	24.8	0	75	680	12810	-12130
355+62.83	0.2	12.5	0	55	680	12865	-12185
356+00.00	0.5	11.7	0	20	680	12885	-12205
356+20.94	1.1	12.0	0	10	680	12895	-12215
356+70.94	3.1	14.3	5	30	685	12925	-12240
357+00.00	1.5	22.4	0	25	685	12950	-12265
357+25.60	2.5	14.8	0	25	685	12975	-12290
357+40.00	1.3	15.3	0	10	685	12985	-12300
357+65.00	0.3	11.5	0	15	685	13000	-12315
357+90.00	0.2	17.8	0	20	685	13020	-12335
358+15.00	0.3	24.9	0	25	685	13045	-12360
358+40.00	0.1	57.2	0	50	685	13095	-12410
359+00.00	0.2	77.9	0	195	685	13290	-12605
360+00.00	0.2	75.0	0	370	685	13660	-12975
361+00.00	0.1	41.6	0	280	685	13940	-13255
361+83.90	0.1	155.0	0	395	685	14335	-13650
362+00.00	0.1	116.7	0	105	685	14440	-13755
362+96.25	0.2	11.1	0	295	685	14735	-14050
363+21.25	0.2	16.9	0	15	685	14750	-14065
363+46.25	0.8	14.8	0	20	685	14770	-14085
363+71.25	2.1	9.5	0	15	685	14785	-14100
364+00.00	2.6	4.9	5	10	690	14795	-14105
364+65.31	0.5	4.9	5	15	695	14810	-14115
364+90.31	0.3	5.6	0	5	695	14815	-14120
365+00.00	0.3	5.7	0	5	695	14820	-14125
366+00.00	0.4	6.0	0	30	695	14850	-14155
366+48.81	0.4	5.1	0	15	695	14865	-14170
367+00.00	0.3	6.3	0	15	695	14880	-14185
367+67.88	0.3	8.8	0	25	695	14905	-14210
367+92.88	0.8	5.2	0	10	695	14915	-14220
368+17.88	0.8	5.4	0	5	695	14920	-14225
369+00.00	0.4	80.5	0	170	695	15090	-14395
369+44.69	0.2	42.5	0	130	695	15220	-14525
370+00.00	0.1	37.0	0	105	695	15325	-14630
370+63.75	24.1	25.0	30	95	725	15420	-14695
370+88.75	0.1	61.0	10	50	735	15470	-14735
371+13.75	0.0	99.0	0	95	735	15565	-14830
372+00.00	0.0	149.6	0	515	735	16080	-15345
372+70.00	0.0	177.8	0	550	735	16630	-15895
372+90.00	0.0	160.7	0	165	735	16795	-16060
372+95.00	0.0	107.8	0	30	735	16825	-16090
373+20.00	0.0	17.8	0	75	735	16900	-16165
373+36.63	0.0	12.2	0	10	735	16910	-16175
373+61.84	0.5	13.0	0	15	735	16925	-16190
373+87.18	2.1	17.1	0	20	735	16945	-16210
374+37.82	1.7	16.0	5	40	740	16985	-16245
375+07.89	0.1	17.0	0	55	740	17040	-16300
375+79.90	0.1	60.8	0	135	740	17175	-16435
376+00.00	0.0	39.7	0	50	740	17225	-16485
377+00.00	0.0	20.1	0	145	740	17370	-16630
378+00.00	0.1	14.7	0	85	740	17455	-16715
379+00.00	1.5	26.5	5	100	745	17555	-16810
379+37.90	0.0	21.3	0	45	745	17600	-16855
380+00.00	0.0	26.1	0	70	745	17670	-16925
381+00.00	0.0	22.7	0	115	745	17785	-17040
382+00.00	0.0	21.8	0	105	745	17890	-17145
383+00.00	0.1	11.0	0	80	745	17970	-17225
384+00.00	0.2	23.1	0	80	745	18050	-17305
385+00.00	1.0	13.1	0	85	745	18135	-17390
386+00.00	1.2	4.8	5	45	750	18180	-17430

STATION	END AREA CUT (SF)	END AREA FILL (SF)	VOLUME CUT (CY)	VOLUME FILL (CY)	CUMULATIVE VOLUME CUT (CY)	CUMULATIVE VOLUME FILL (CY)	MASS HAUL (CY)
387+00.00	1.2	6.9	5	30	755	18210	-17455
388+00.00	2.3	8.4	5	35	760	18245	-17485
389+00.00	0.0	11.7	5	50	765	18295	-17530
390+00.00	0.6	4.4	0	40	765	18335	-17570
391+00.00	0.9	27.3	5	75	770	18410	-17640
391+64.30	0.8	39.7	0	105	770	18515	-17745
392+00.00	0.4	30.6	0	60	770	18575	-17805
393+00.00	0.3	22.2	0	125	770	18700	-17930
394+00.00	0.0	28.9	0	125	770	18825	-18055
395+00.00	5.9	12.0	10	100	780	18925	-18145
396+00.00	0.6	43.5	10	135	790	19060	-18270
397+00.00	22.4	4.9	45	115	835	19175	-18340
398+00.00	4.1	8.1	50	30	885	19205	-18320
399+00.00	5.4	26.5	20	85	905	19290	-18385
400+00.00	5.9	16.3	20	105	925	19395	-18470
401+00.00	3.8	43.2	20	145	945	19540	-18595
402+00.00	4.7	102.8	15	350	960	19890	-18930
403+00.00	0.0	100.4	10	490	970	20380	-19410
404+00.00	0.0	45.8	0	350	970	20730	-19760
405+00.00	0.0	99.9	0	350	970	21080	-20110
406+00.00	0.0	42.1	0	340	970	21420	-20450
407+00.00	1.0	1.2	0	105	970	21525	-20555
408+00.00	1.1	0.6	5	5	975	21530	-20555
409+00.00	1.7	0.6	5	5	980	21535	-20555
410+00.00	2.9	0.3	10	0	990	21535	-20545
411+00.00	0.5	0.6	5	0	995	21535	-20540
411+17.20	0.1	1.3	0	0	995	21535	-20540
412+00.00	0.0	96.3	0	195	995	21730	-20735
413+00.00	0.0	118.6	0	515	995	22245	-21250
414+00.00	0.9	2.3	0	290	995	22535	-21540
415+00.00	0.5	0.9	5	10	1000	22545	-21545
416+00.00	1.2	0.1	5	0	1005	22545	-21540
417+00.00	28.4	0.0	55	0	1060	22545	-21485
418+00.00	1.9	0.1	55	0	1115	22545	-21430
419+00.00	1.7	5.6	5	15	1120	22560	-21440
420+00.00	1.1	7.2	5	30	1125	22590	-21465
421+00.00	1.6	4.0	5	25	1130	22615	-21485
422+00.00	1.3	5.6	5	25	1135	22640	-21505
423+00.00	0.5	5.1	5	25	1140	22665	-21525
424+00.00	0.1	7.3	0	30	1140	22695	-21555
425+00.00	0.3	8.6	0	40	1140	22735	-21595
426+00.00	0.3	18.4	0	65	1140	22800	-21660
426+27.10	0.1	22.8	0	25	1140	22825	-21685
427+00.00	0.1	24.3	0	85	1140	22910	-21770
428+00.00	0.1	23.5	0	115	1140	23025	-21885
429+00.00	0.2	36.9	0	145	1140	23170	-22030
430+00.00	0.2	65.3	0	245	1140	23415	-22275
431+00.00	0.3	15.5	0	195	1140	23610	-22470
432+00.00	1.0	0.1	0	40	1140	23650	-22510
433+00.00	0.0	3.3	0	10	1140	23660	-22520
434+00.00	0.1	5.2	0	20	1140	23680	-22540
435+00.00	0.8	6.1	0	25	1140	23705	-22565
436+00.00	1.6	10.8	5	40	1145	23745	-22600
437+00.00	2.1	1.7	5	30	1150	23775	-22625
437+21.00	2.2	1.1	0	0	1150	23775	-22625
438+00.00	1.5	2.4	5	5	1155	23780	-22625
439+00.00	0.8	5.4	5	20	1160	23800	-22640
440+00.00	1.1	6.1	5	30	1165	23830	-22665
441+00.00	0.1	3.8	0	25	1165	23855	-22690
442+00.00	0.1	2.6	0	15	1165	23870	-22705
443+00.00	0.0	16.8	0	45	1165	23915	-22750
444+00.00	1.8	46.6	5	155	1170	24070	-22900
445+00.00	5.1	32.4	15	190	1185	24260	-23075
445+91.30	0.0	4.1	10	80	1195	24340	-23145
446+00.00	2.9	9.5	0	5	1195	24345	-23150
447+00.00	0.0	10.9	5	50	1200	24395	-23195
448+00.00	0.0	15.2	0	65	1200	24460	-23260
449+00.00	0.0	19.8	0	85	1200	24545	-23345
450+00.00	0.0	18.5	0	90	1200	24635	-23435
451+00.00	0.8	175.8	0	470	1200	25105	-23905
452+00.00	0.0	245.6	0	1015	1200	26120	-24920
453+00.00	0.0	117.7	0	875	1200	26995	-25795
453+03.70	0.0	105.3	0	20	1200	27015	-25815
454+00.00	0.0	7.7	0	260	1200	27275	-26075

STATION	END AREA CUT (SF)	END AREA FILL (SF)	VOLUME CUT (CY)	VOLUME FILL (CY)	CUMULATIVE VOLUME CUT (CY)	CUMULATIVE VOLUME FILL (CY)	MASS HAUL (CY)
455+00.00	0.1	10.6	0	45	1200	27320	-26120
456+00.00	0.0	8.1	0	45	1200	27365	-26165
457+00.00	0.0	16.1	0	60	1200	27425	-26225
458+00.00	0.0	52.3	0	165	1200	27590	-26390
459+00.00	0.0	63.5	0	280	1200	27870	-26670
460+00.00	0.0	31.3	0	230	1200	28100	-26900
461+00.00	0.0	3.3	0	85	1200	28185	-26985
461+25.00	0.0	61.7	0	40	1200	28225	-27025
461+50.00	20.2	53.4	10	70	1210	28295	-27085
461+75.00	77.9	42.7	45	60	1255	28355	-27100
462+00.00	103.4	34.9	85	45	1340	28400	-27060
462+25.00	60.4	24.3	75	35	1415	28435	-27020
462+50.00	0.5	32.9	30	35	1445	28470	-27025
463+00.00	0.5	2.9	0	45	1445	28515	-27070
463+92.50	0.0	178.2	0	405	1445	28920	-27475
464+00.00	0.0	196.3	0	70	1445	28990	-27545
464+04.00	0.0	168.1	0	35	1445	29025	-27580
465+00.00	4.1	48.0	5	500	1450	29525	-28075
466+00.00	0.0	39.9	10	210	1460	29735	-28275
467+00.00	0.0	18.4	0	140	1460	29875	-28415
468+00.00	0.1	24.4	0	105	1460	29980	-28520
469+00.00	0.2	23.9	0	115	1460	30095	-28635
470+00.00	0.0	19.6	0	105	1460	30200	-28740
471+00.00	1.1	6.2	0	60	1460	30260	-28800
472+00.00	3.9	15.4	10	50	1470	30310	-28840
473+00.00	0.2	19.2	10	85	1480	30395	-28915
474+00.00	0.1	13.6	0	80	1480	30475	-28995
475+00.00	1.1	4.1	0	45	1480	30520	-29040
476+00.00	0.0	5.7	0	25	1480	30545	-29065
477+00.00	0.0	4.2	0	25	1480	30570	-29090
478+00.00	10.0	6.4	20	25	1500	30595	-29095
479+00.00	0.3	15.0	20	50	1520	30645	-29125
480+00.00	0.4	8.2	0	55	1520	30700	-29180
481+00.00	0.3	23.3	0	75	1520	30775	-29255
482+00.00	0.0	17.2	0	100	1520	30875	-29355
483+00.00	0.0	20.8	0	90	1520	30965	-29445
484+00.00	0.0	25.5	0	110	1520	31075	-29555
484+62.50	0.0	27.5	0	80	1520	31155	-29635
485+00.00	0.1	16.3	0	40	1520	31195	-29675
486+00.00	0.1	13.3	0	70	1520	31265	-29745
487+00.00	0.0	19.3	0	80	1520	31345	-29825
488+00.00	0.0	26.8	0	110	1520	31455	-29935
488+77.20	2.1	40.6	5	125	1525	31580	-30055
489+00.00	5.2	36.6	5	40	1530	31620	-30090
490+00.00	5.1	19.3	20	135	1550	31755	-30205
491+00.00	1.9	20.8	15	95	1565	31850	-30285
492+00.00	0.0	16.6	5	90	1570	31940	-30370
493+00.00	1.4	5.5	5	55	1575	31995	-30420
493+66.20	0.1	21.0	0	40	1575	32035	-30460
494+00.00	0.0	18.6	0	30	1575	32065	-30490
495+00.00	0.2	21.1	0	95	1575	32160	-30585
496+00.00	0.4	11.0	0	75	1575	32235	-30660
497+00.00	0.4	2.8	0	35	1575	32270	-30695
498+00.00	0.3	6.4	0	20	1575	32290	-30715
499+00.00	0.1	15.3	0	50	1575	32340	-30765
500+00.00	1.6	9.0	5	60	1580	32400	-30820
501+00.00	1.5	4.1	5	30	1585	32430	-30845
502+00.00	0.2	3.2	5	20	1590	32450	-30860
503+00.00	0.2	2.7	0	15	1590	32465	-30875
504+00.00	0.4	4.8	0	20	1590	32485	-30895
505+00.00	1.1	9.9	5	35	1595	32520	-30925

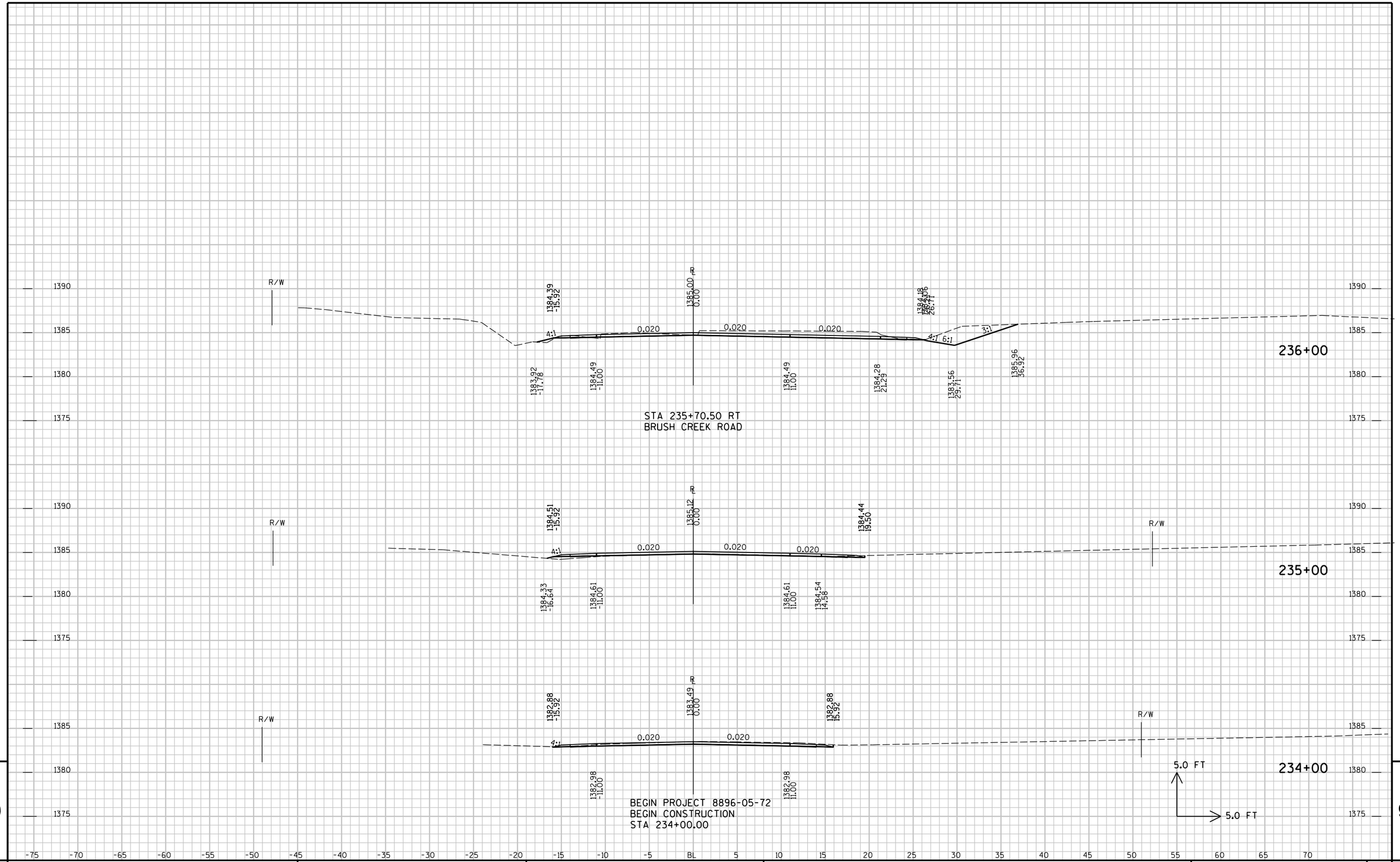
COMMON EXCAVATION AT GEOGRID AREA IS FULL COMPENSATION FOR REMOVING EXISTING BASE AND RELAYING OVER GEOGRID. THIS QUANTITY IS NOT INCLUDED IN THE ABOVE EARTHWORK TABLE. SEE QUANTITY IN MISCELLANEOUS QUANTITIES.

THE ABOVE EARTHWORK TABLE INCLUDES THE WEDGING FOR THE SUPERELEVATED CURVES AS BORROW MATERIAL. THIS WEDGING WILL BE BUILT WITH 1 1/4-INCH CABC. SEE MISCELLANEOUS QUANTITIES FOR THE AMOUNTS OF BORROW REPLACED WITH 1 1/4-INCH CABC.

9

9

PROJECT NO: 8896-05-72 | HWY: CTH M | COUNTY: TAYLOR | EARTHWORK TABULATIONS | SHEET 105 | E



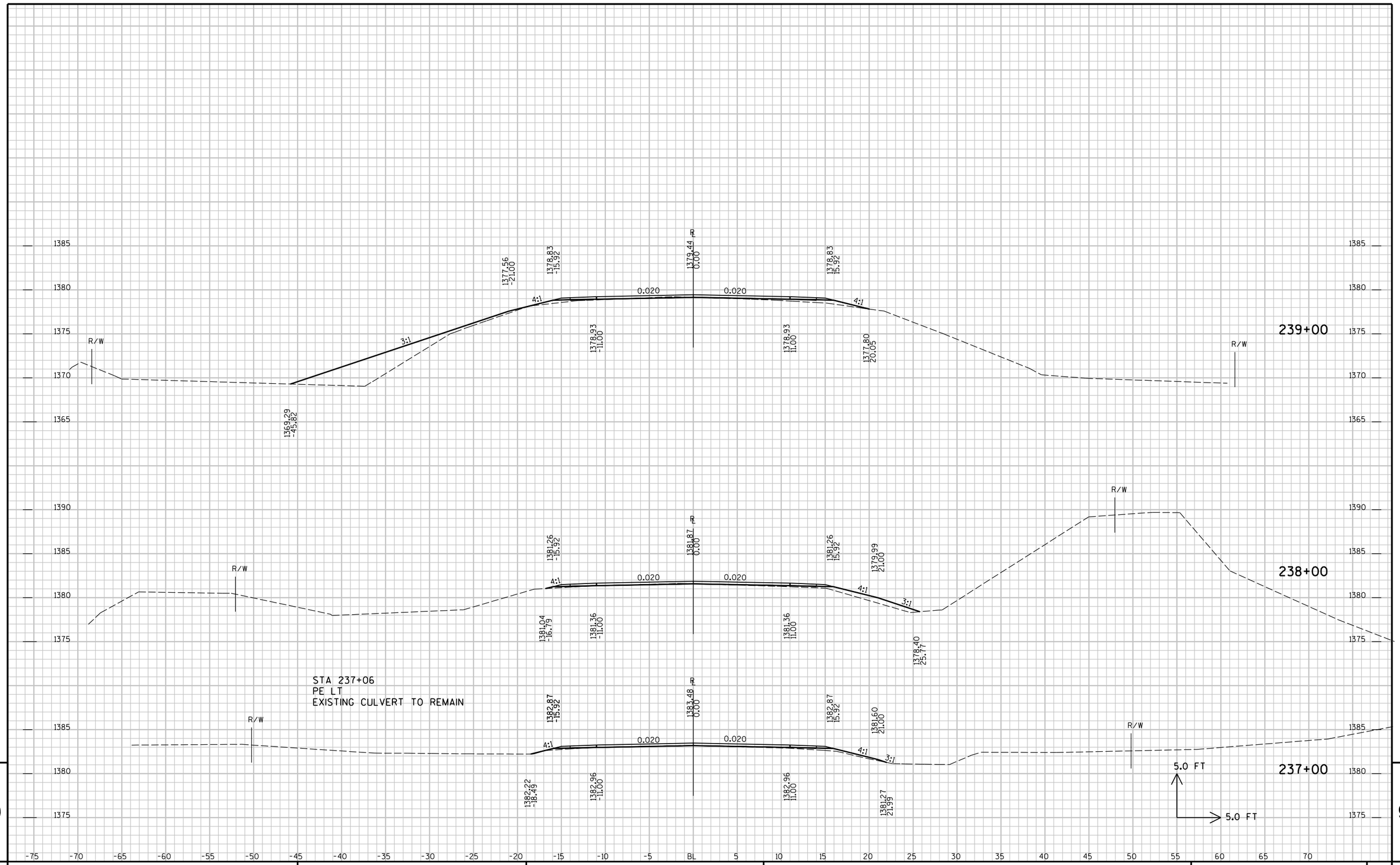
9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:

E

9

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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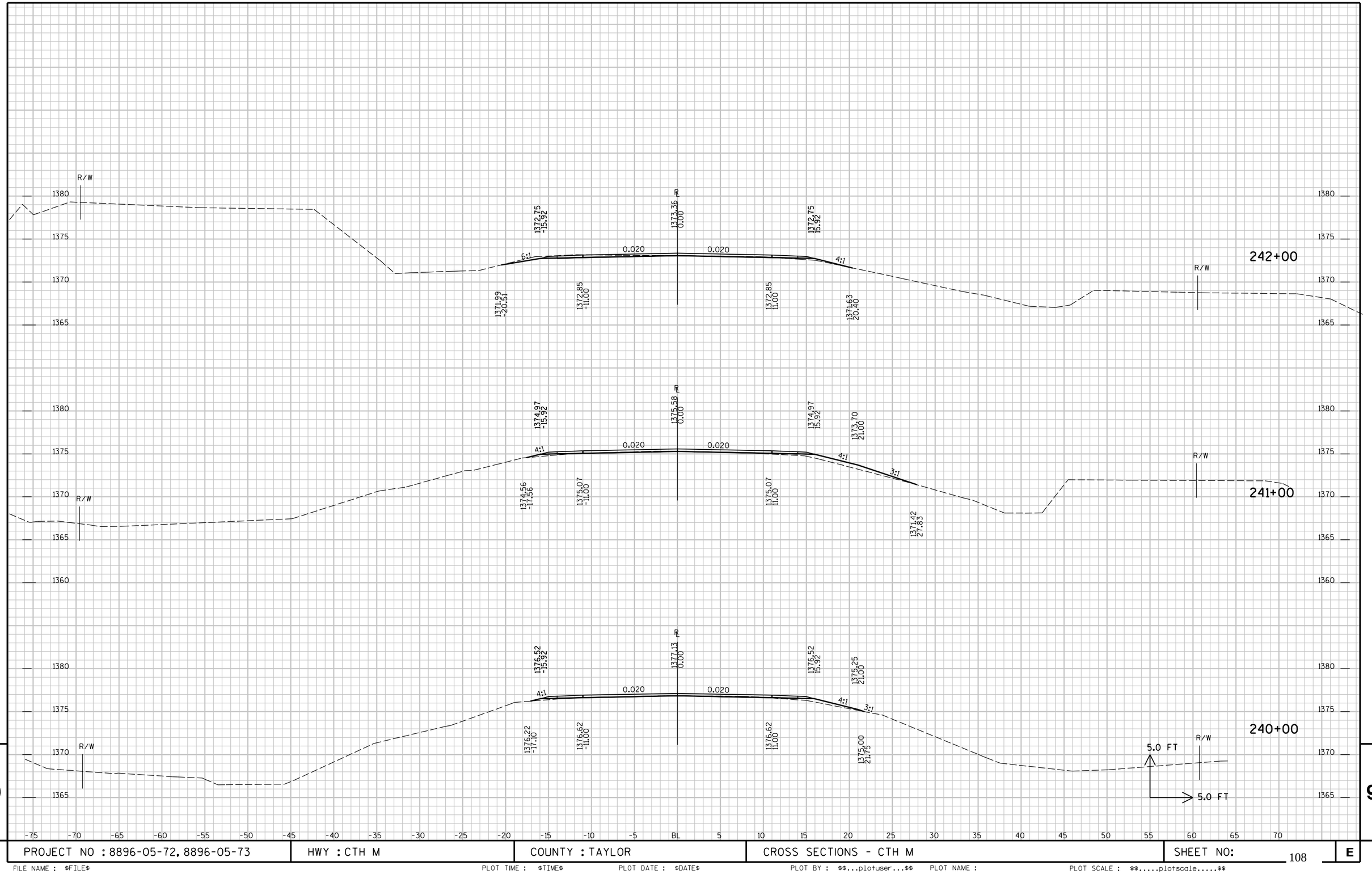
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 108	E

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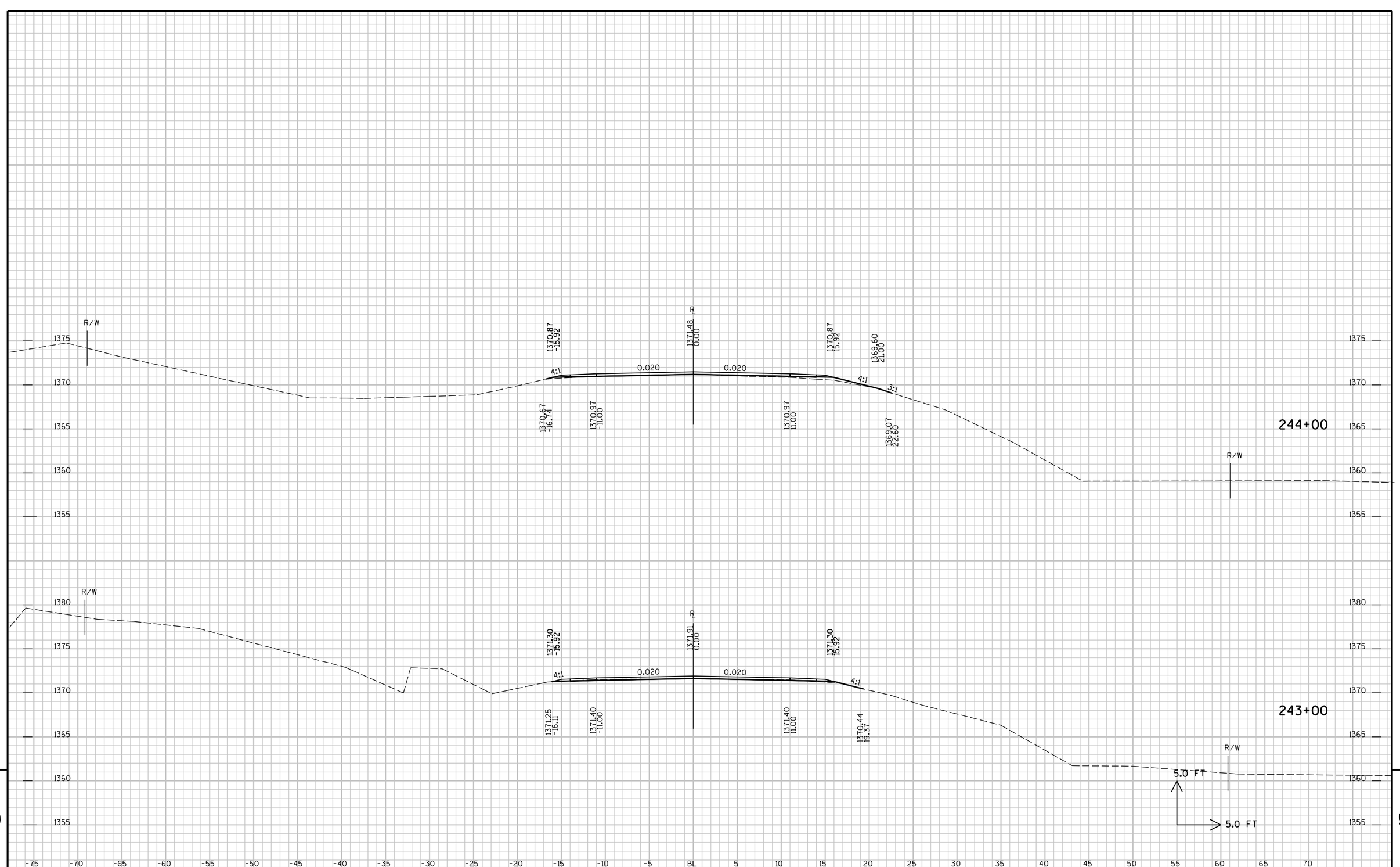

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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 109	E

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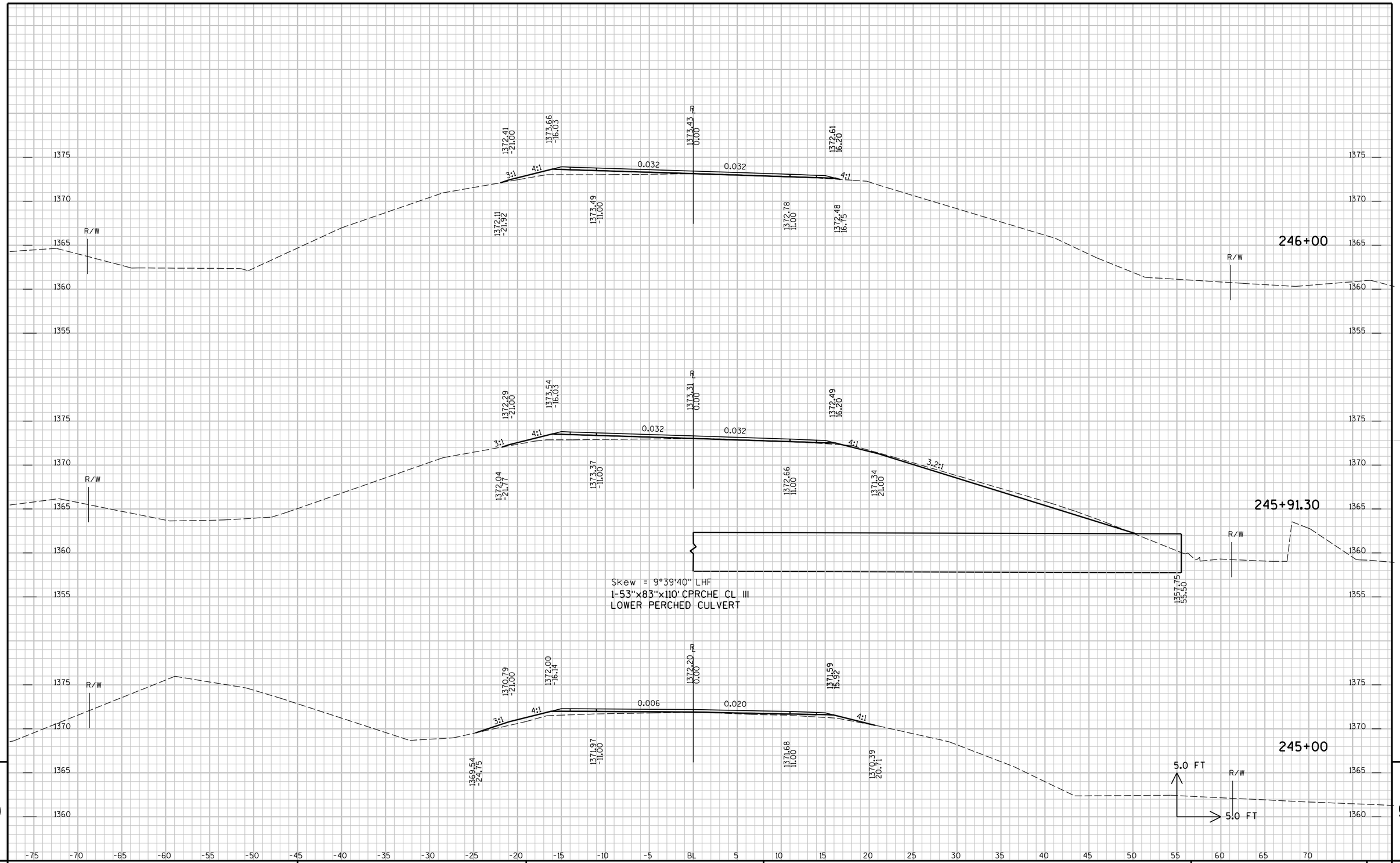

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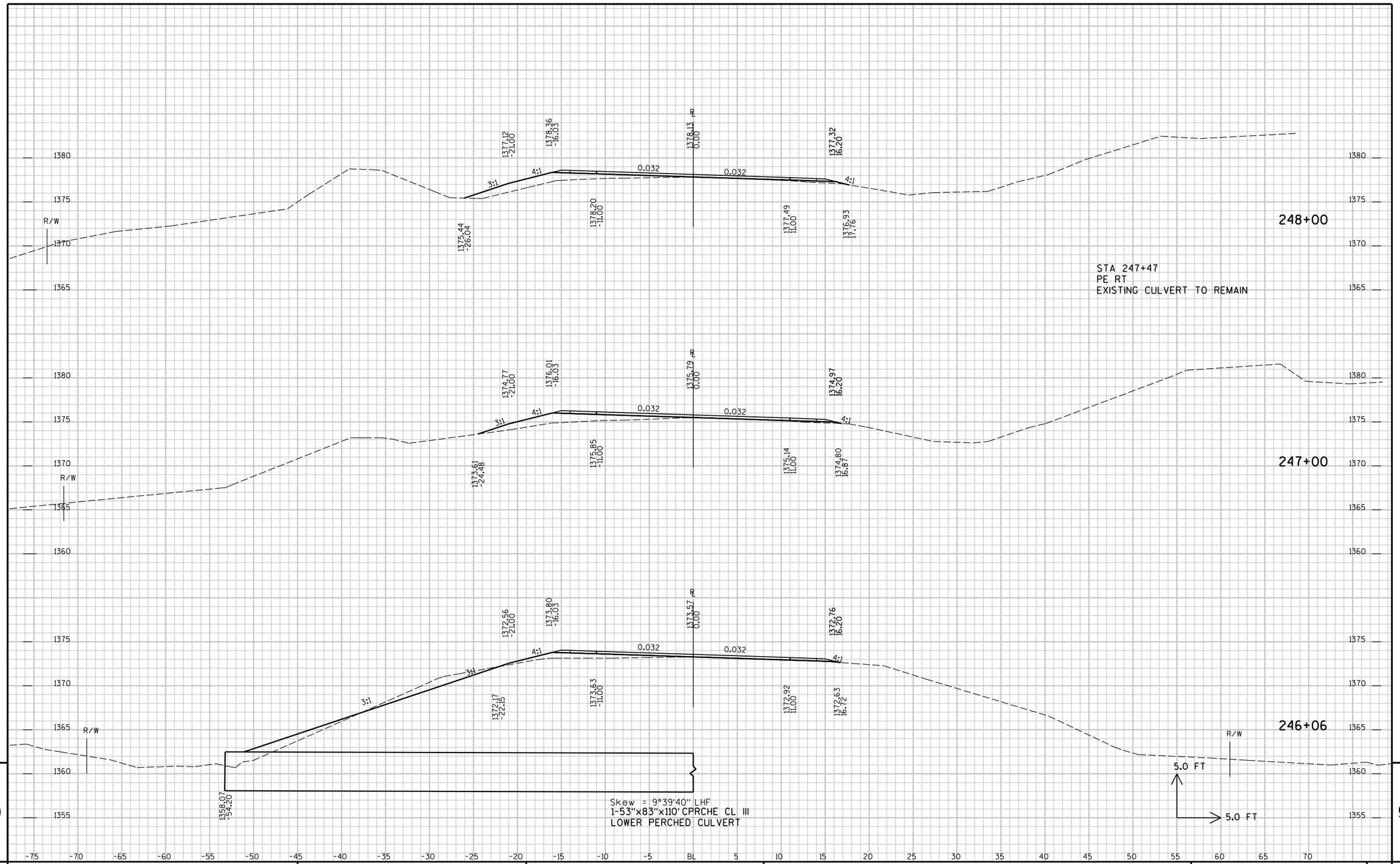
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 110	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



9 9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

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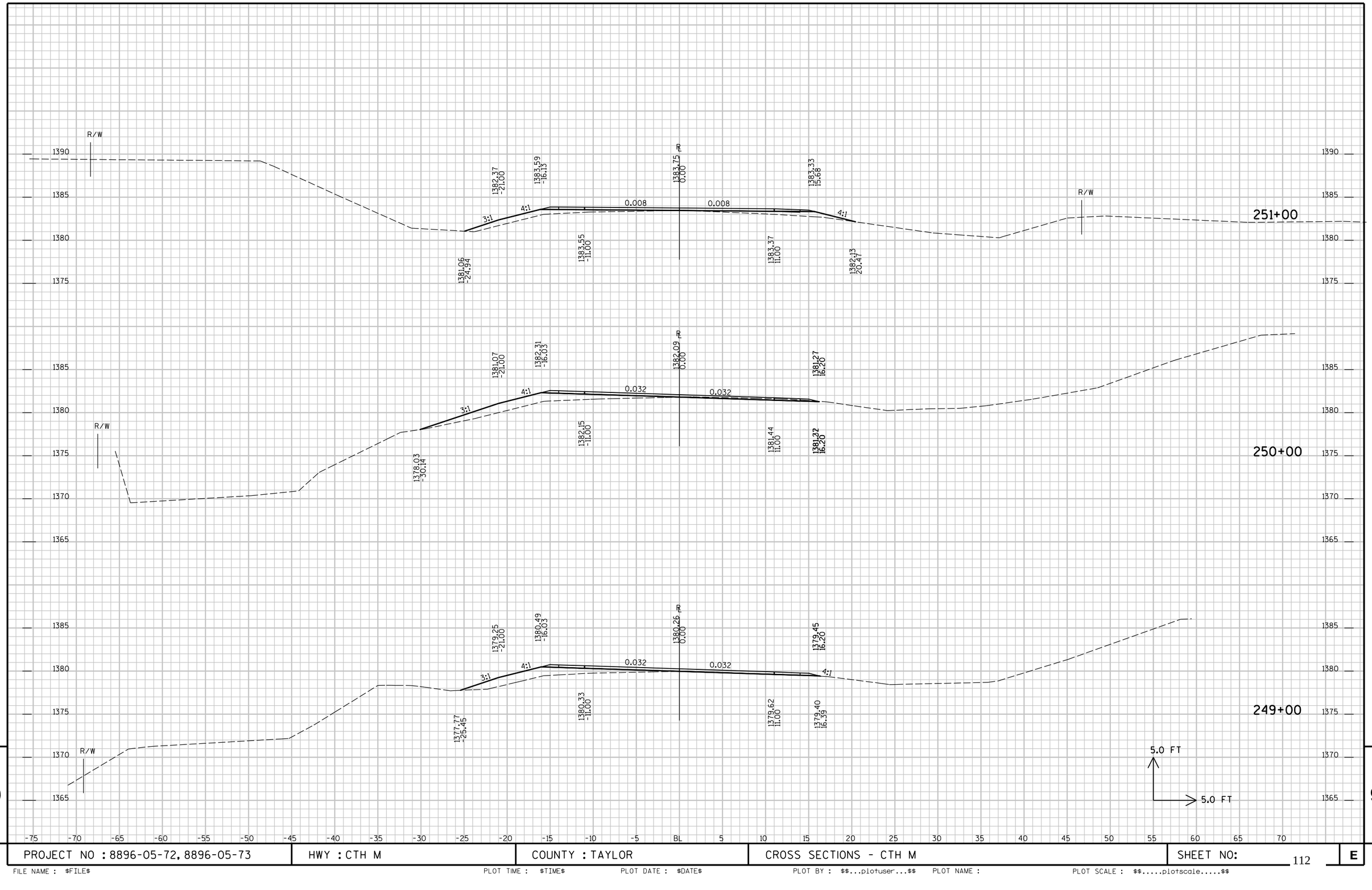

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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

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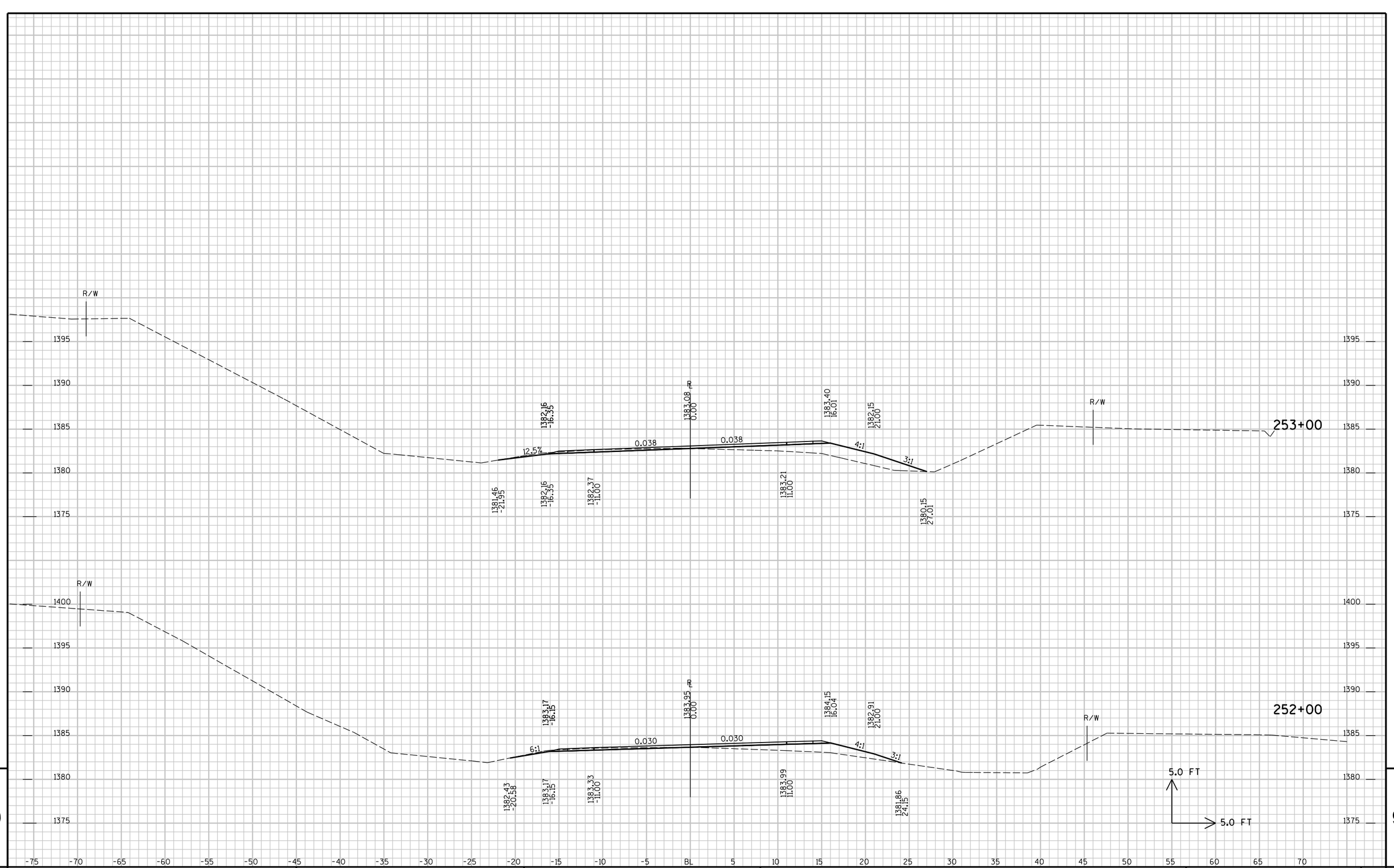

9 9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 113	E

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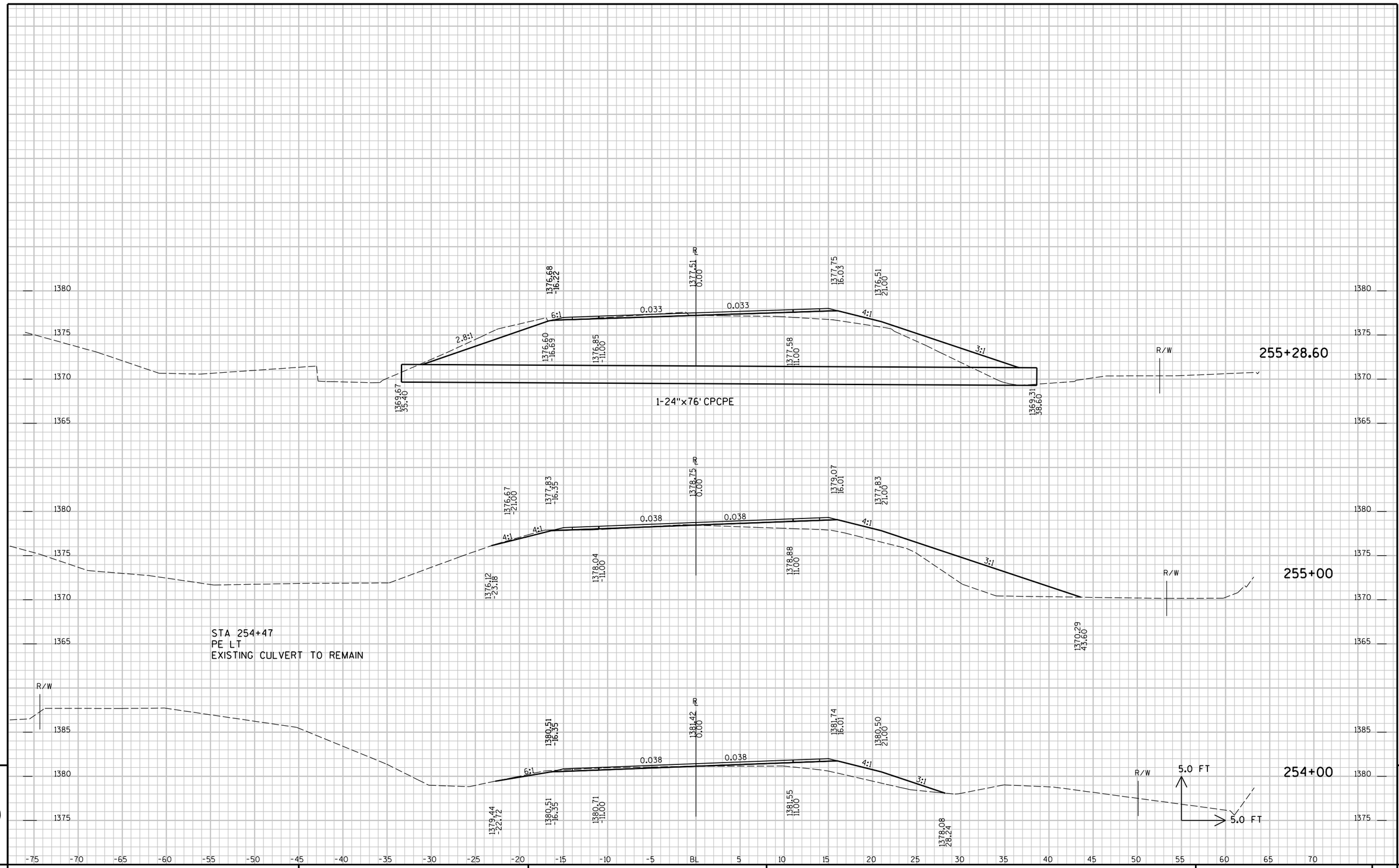

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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 114	E

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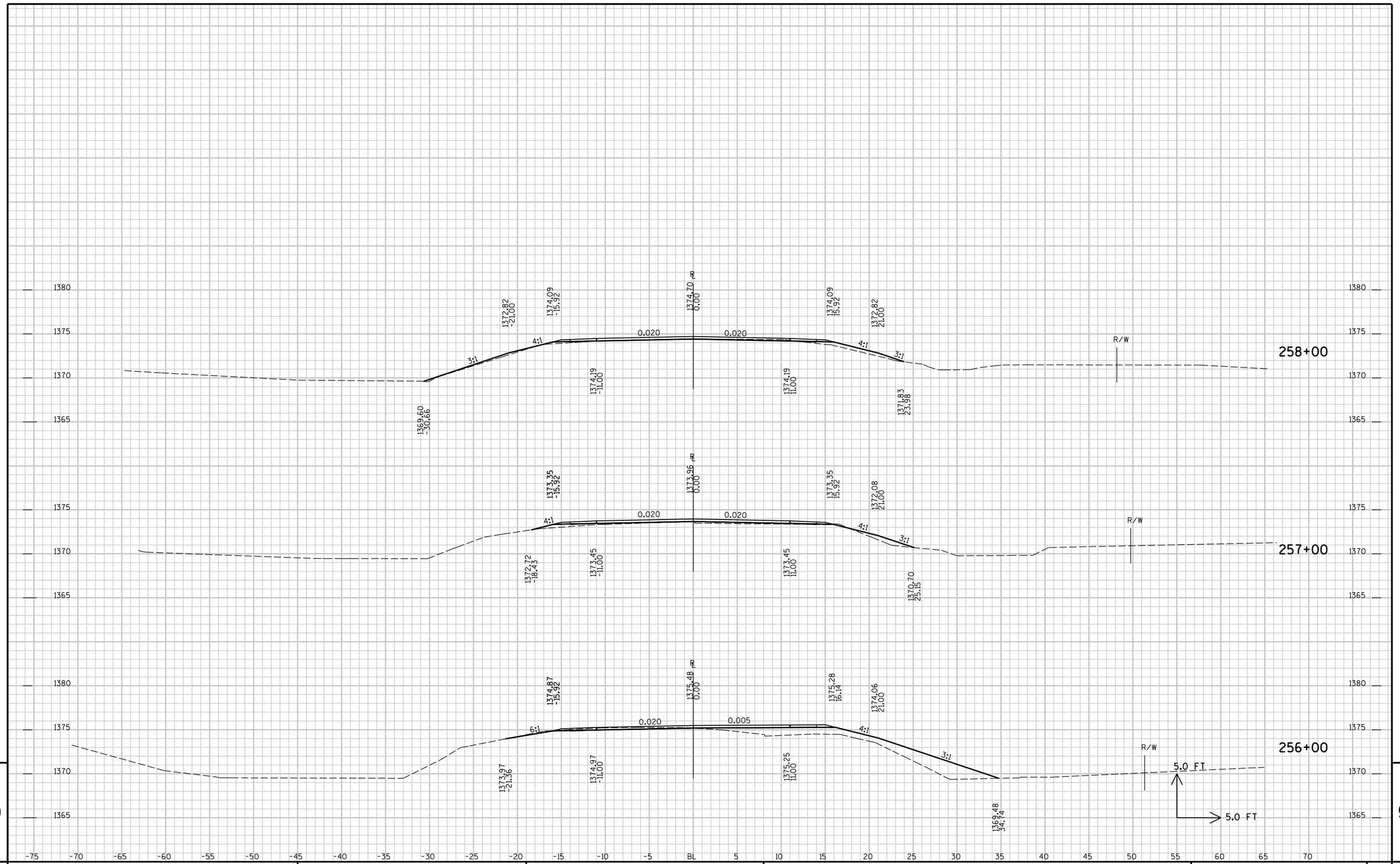


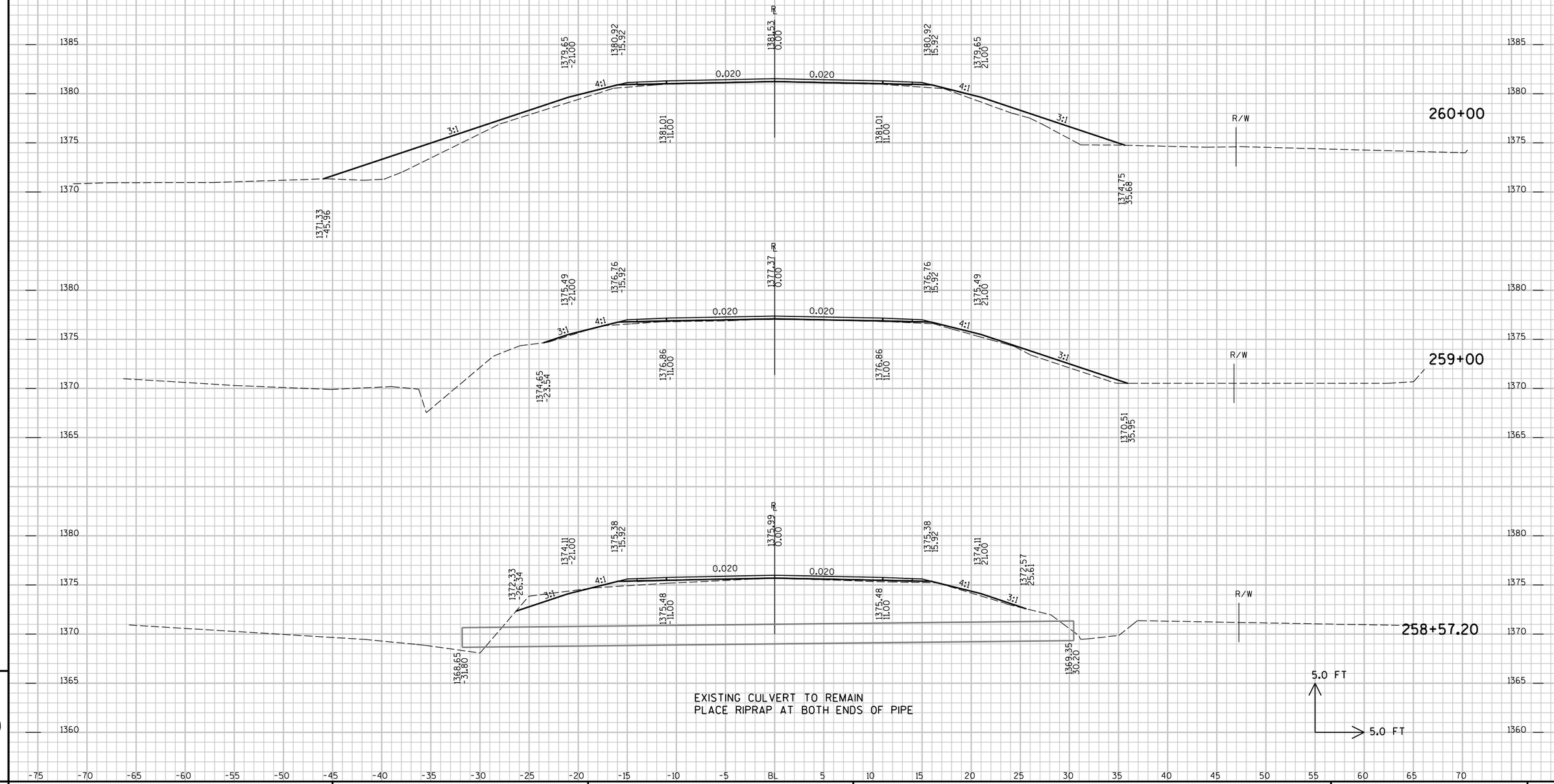
9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

E

STA 260+98
PE RT
EXISTING CULVERT TO REMAIN

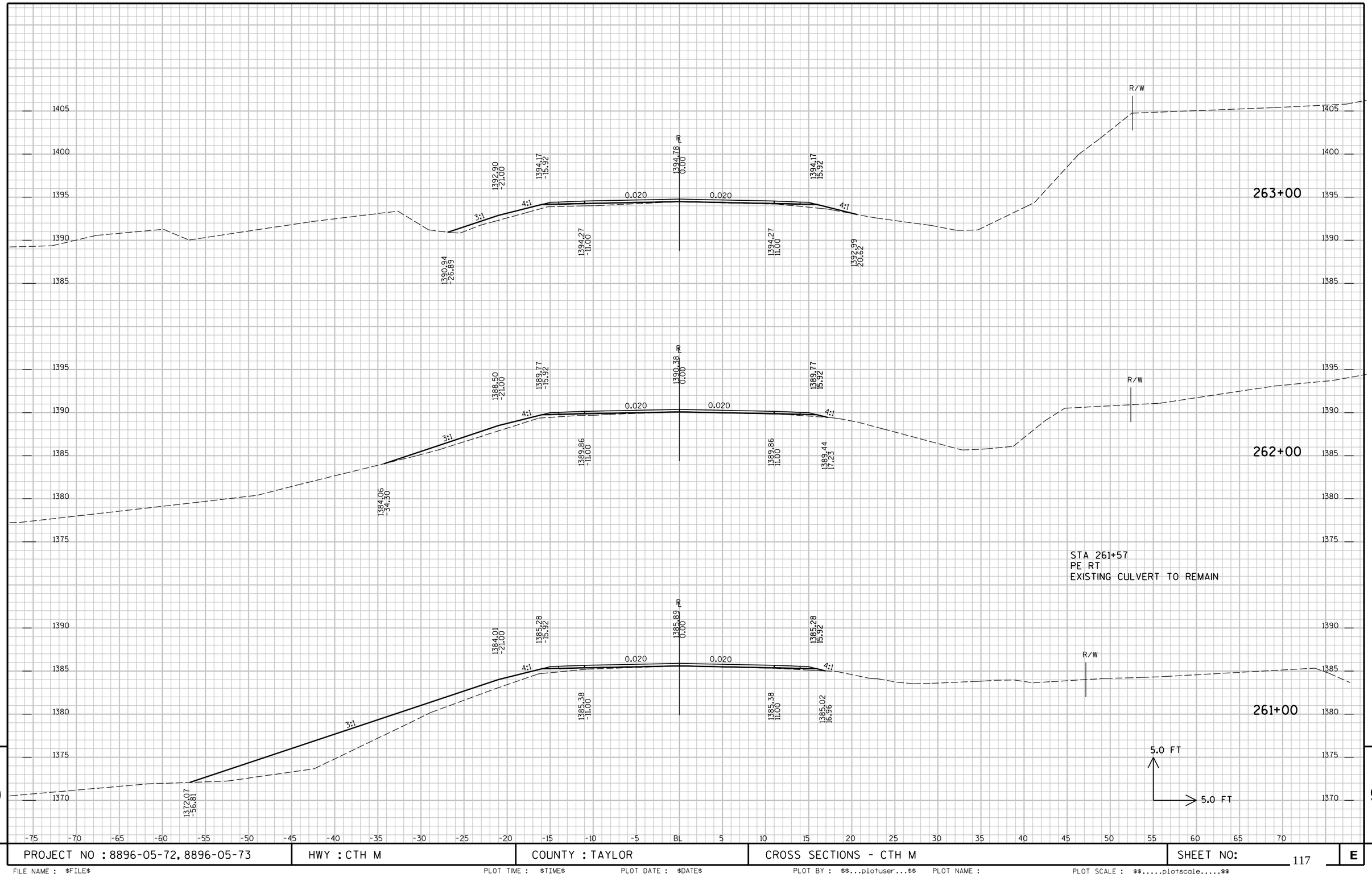


EXISTING CULVERT TO REMAIN
PLACE RIPRAP AT BOTH ENDS OF PIPE

9 9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

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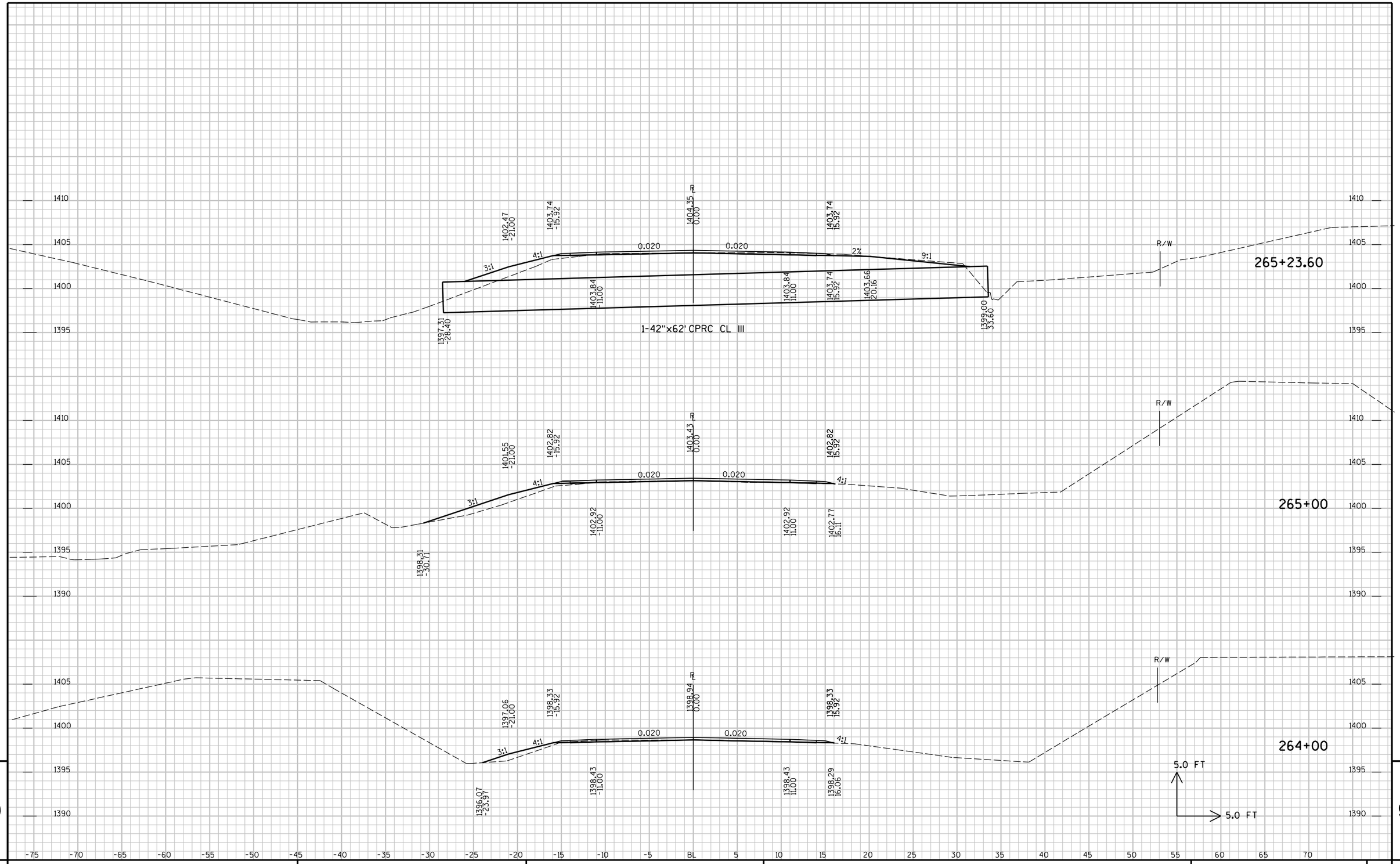

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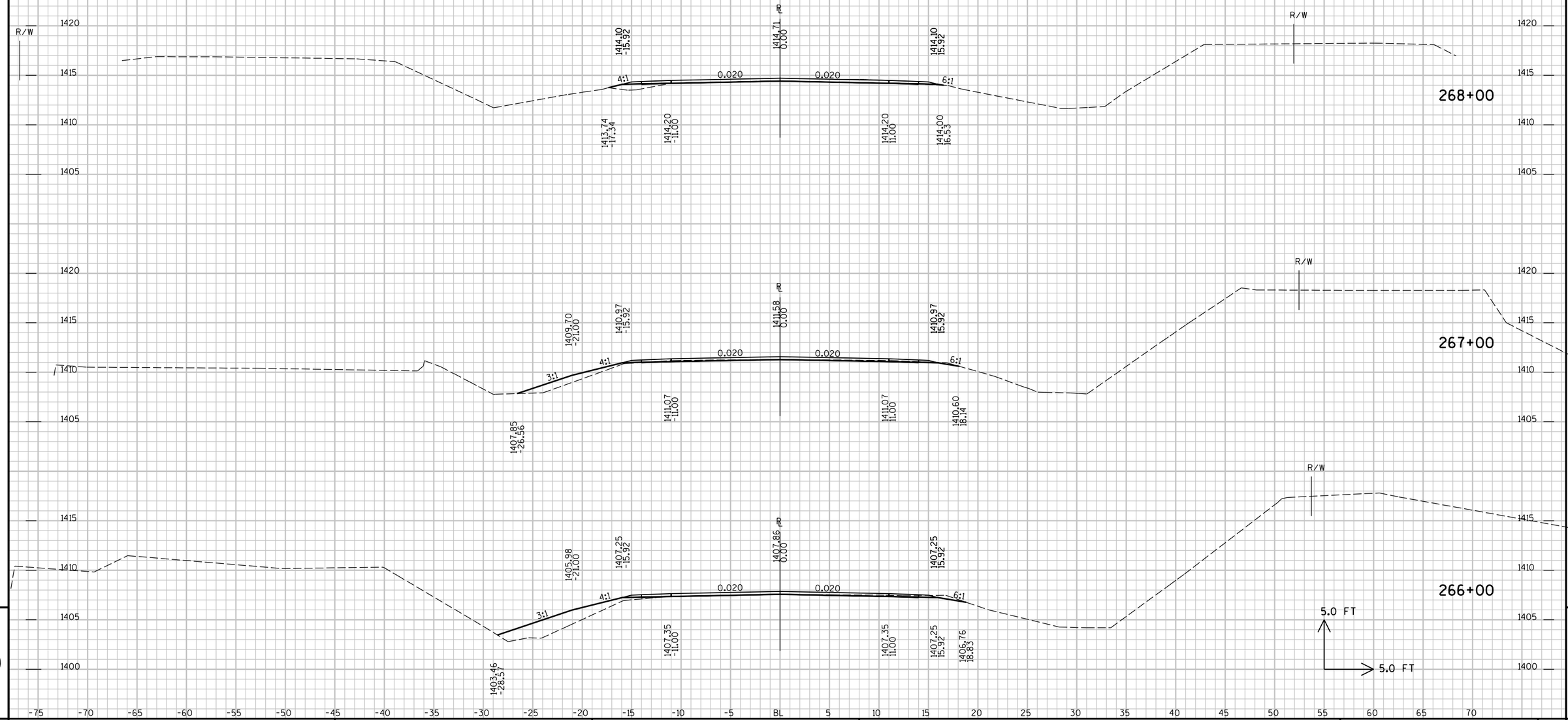
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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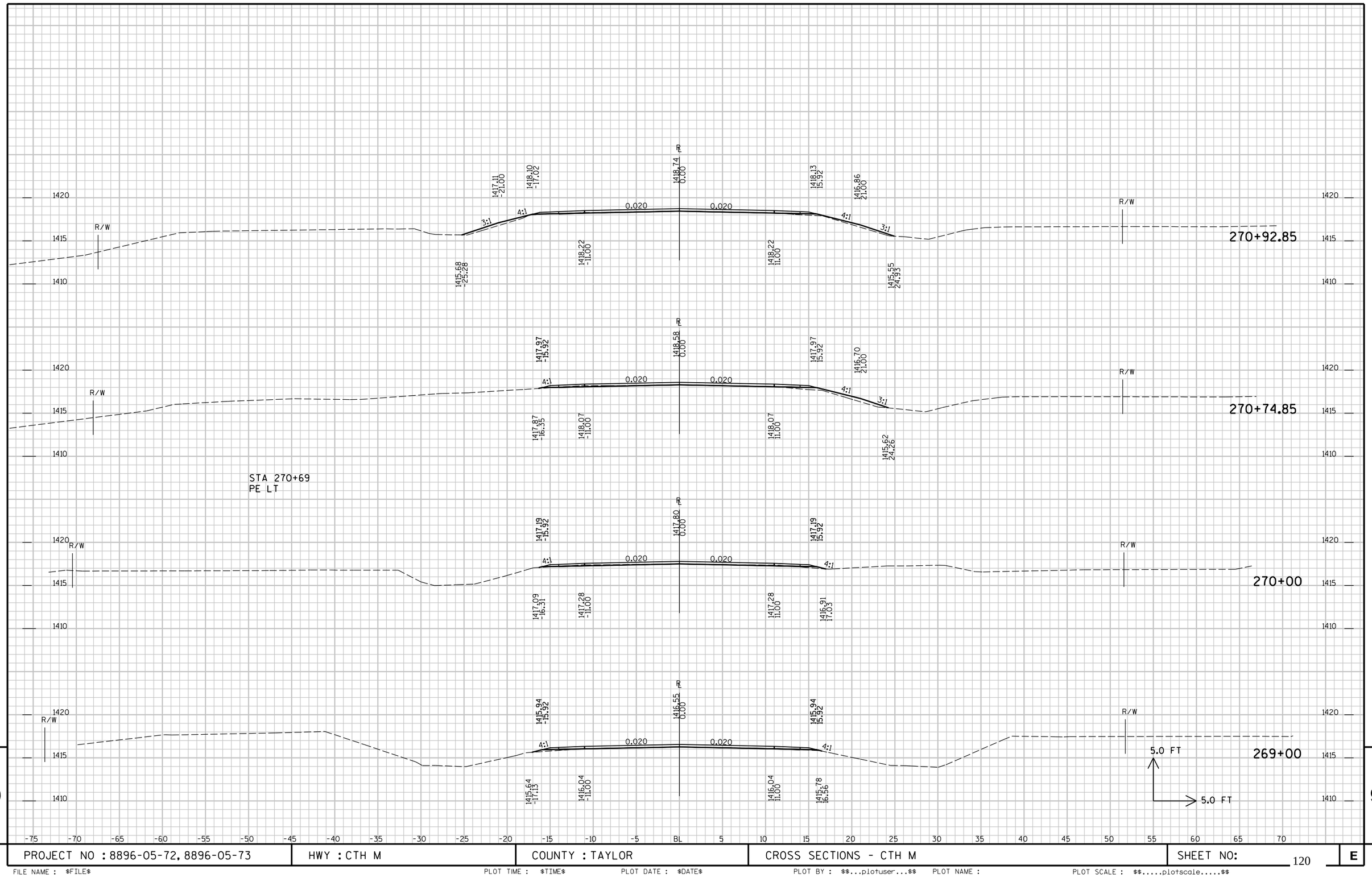
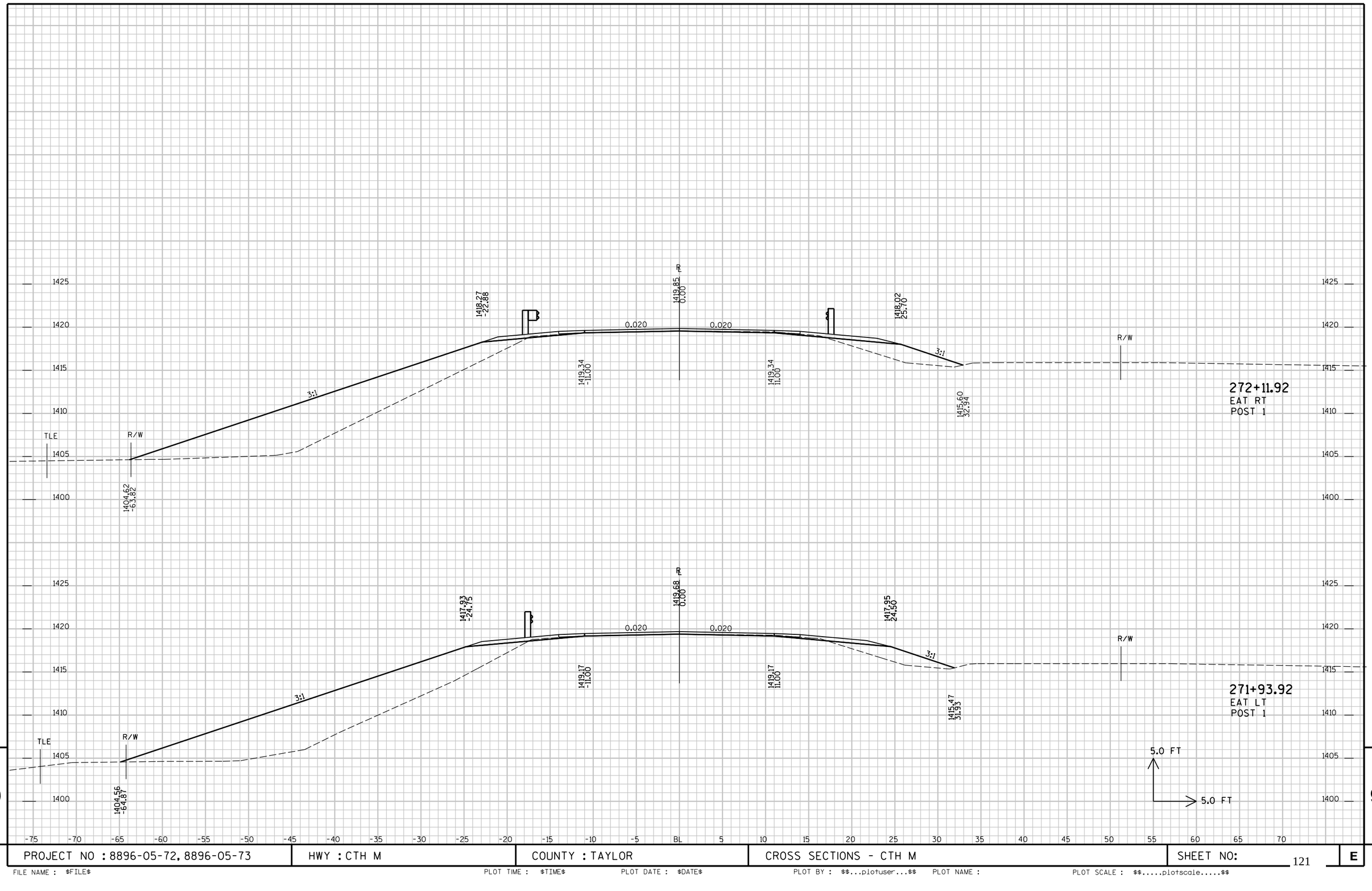
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



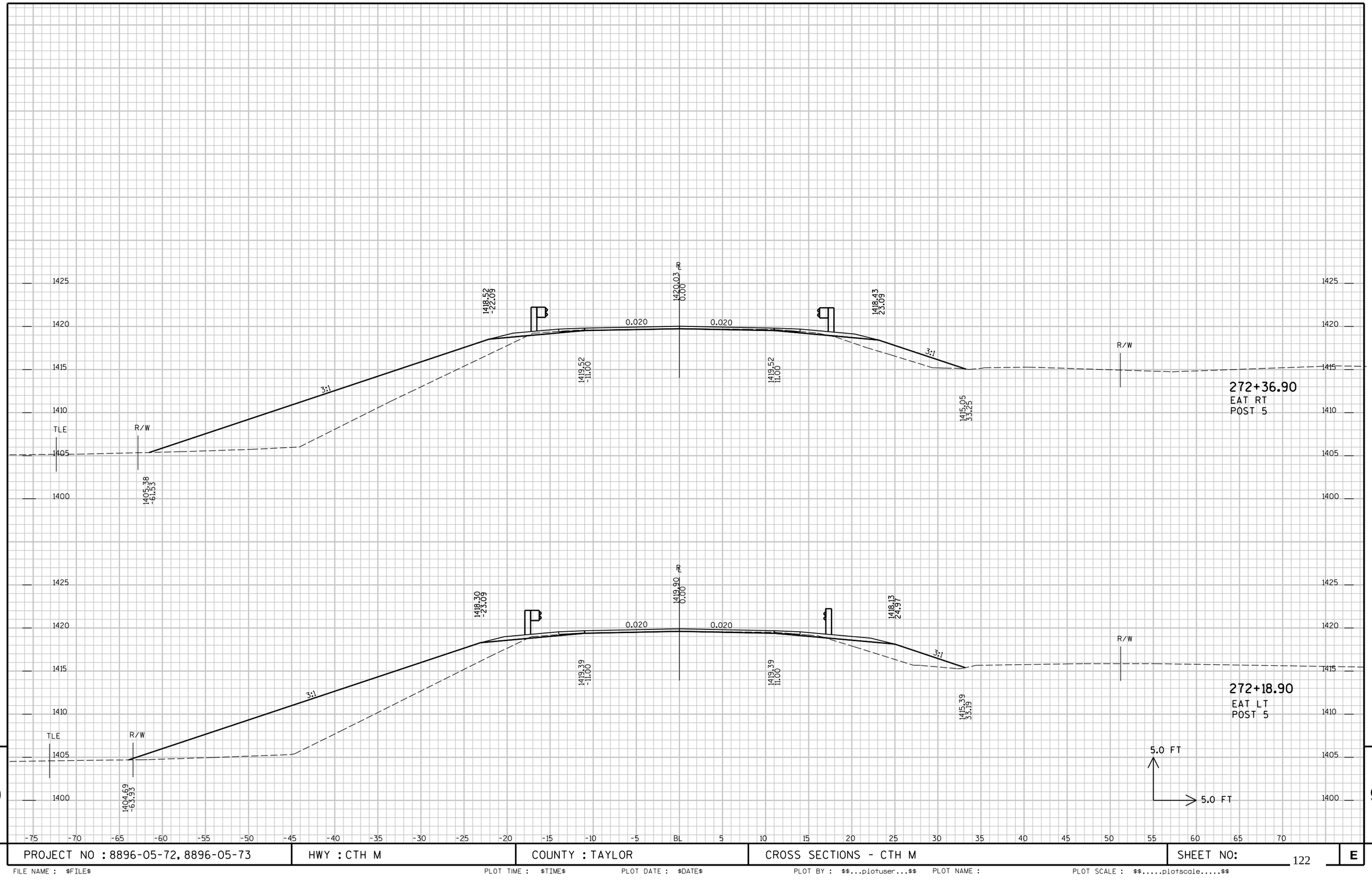
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 120	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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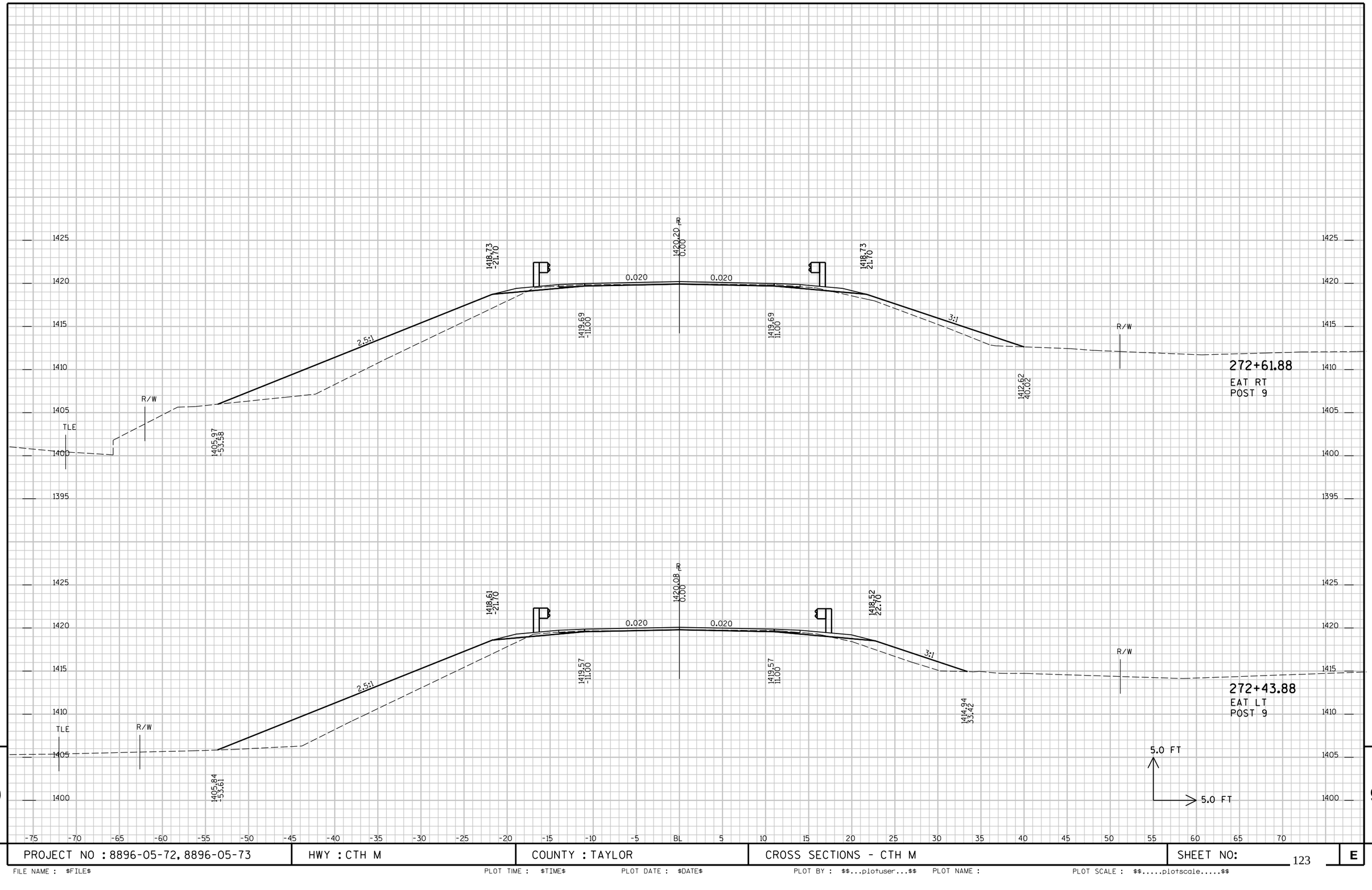
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:

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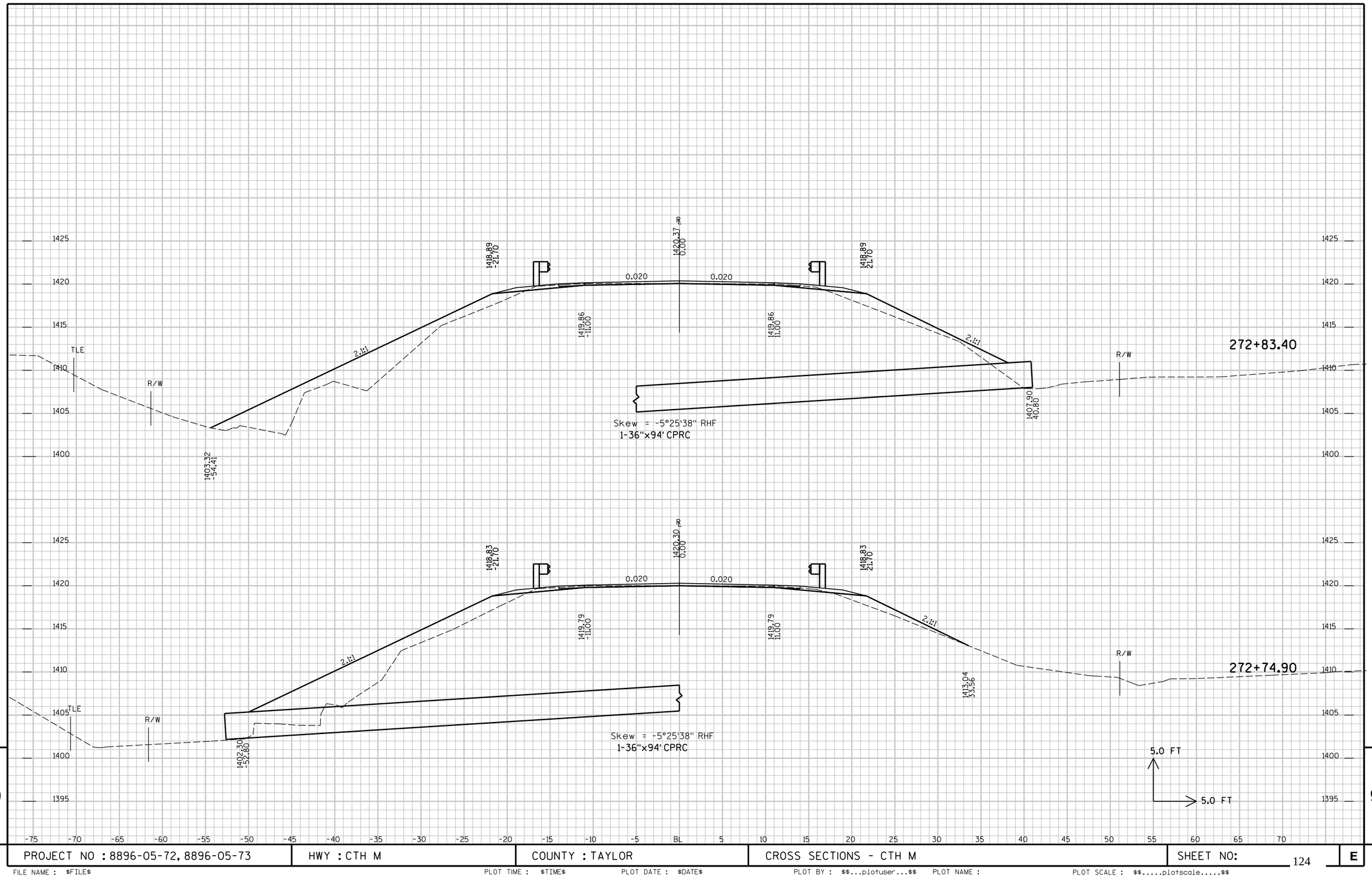
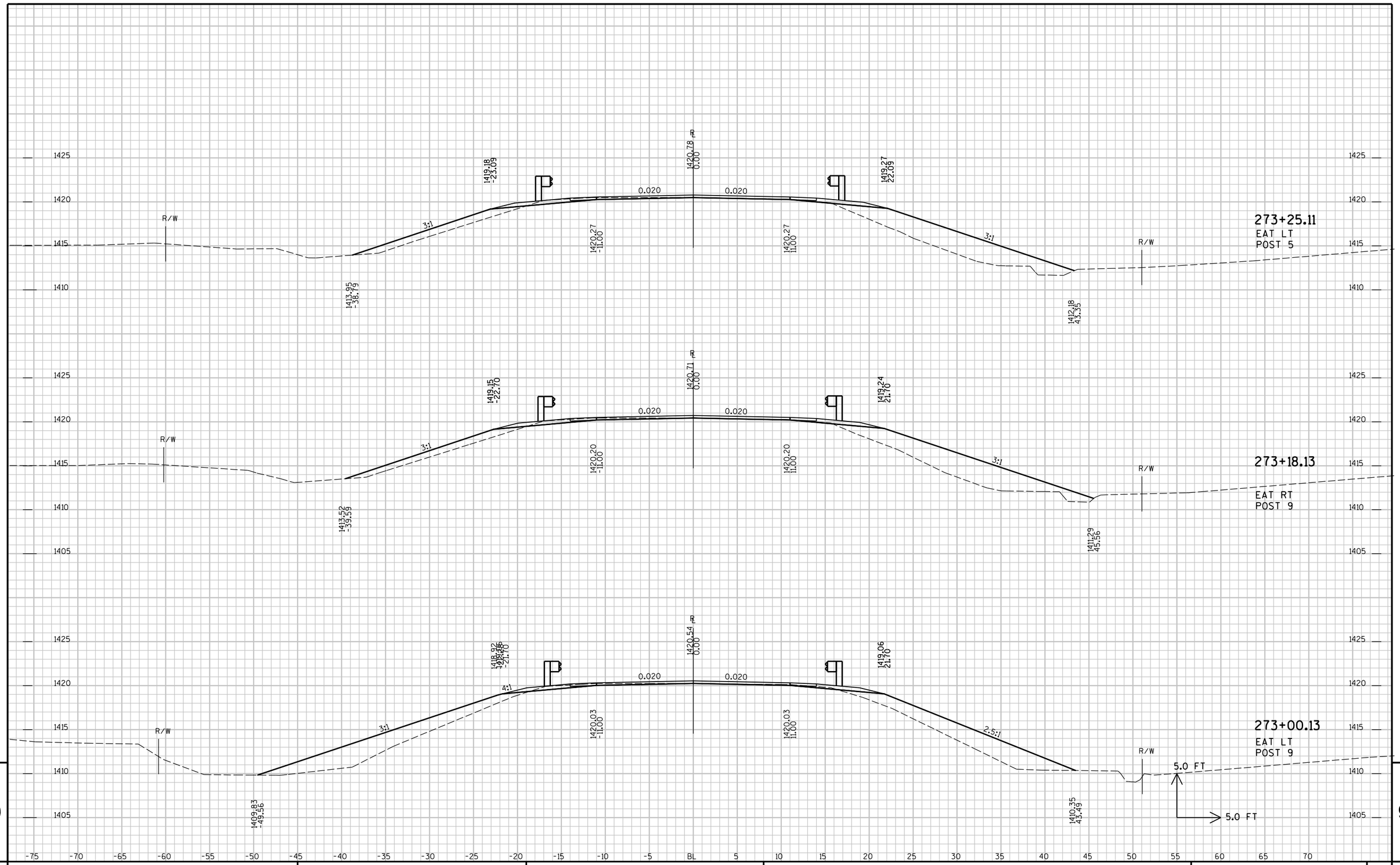


PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 124 E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 125	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

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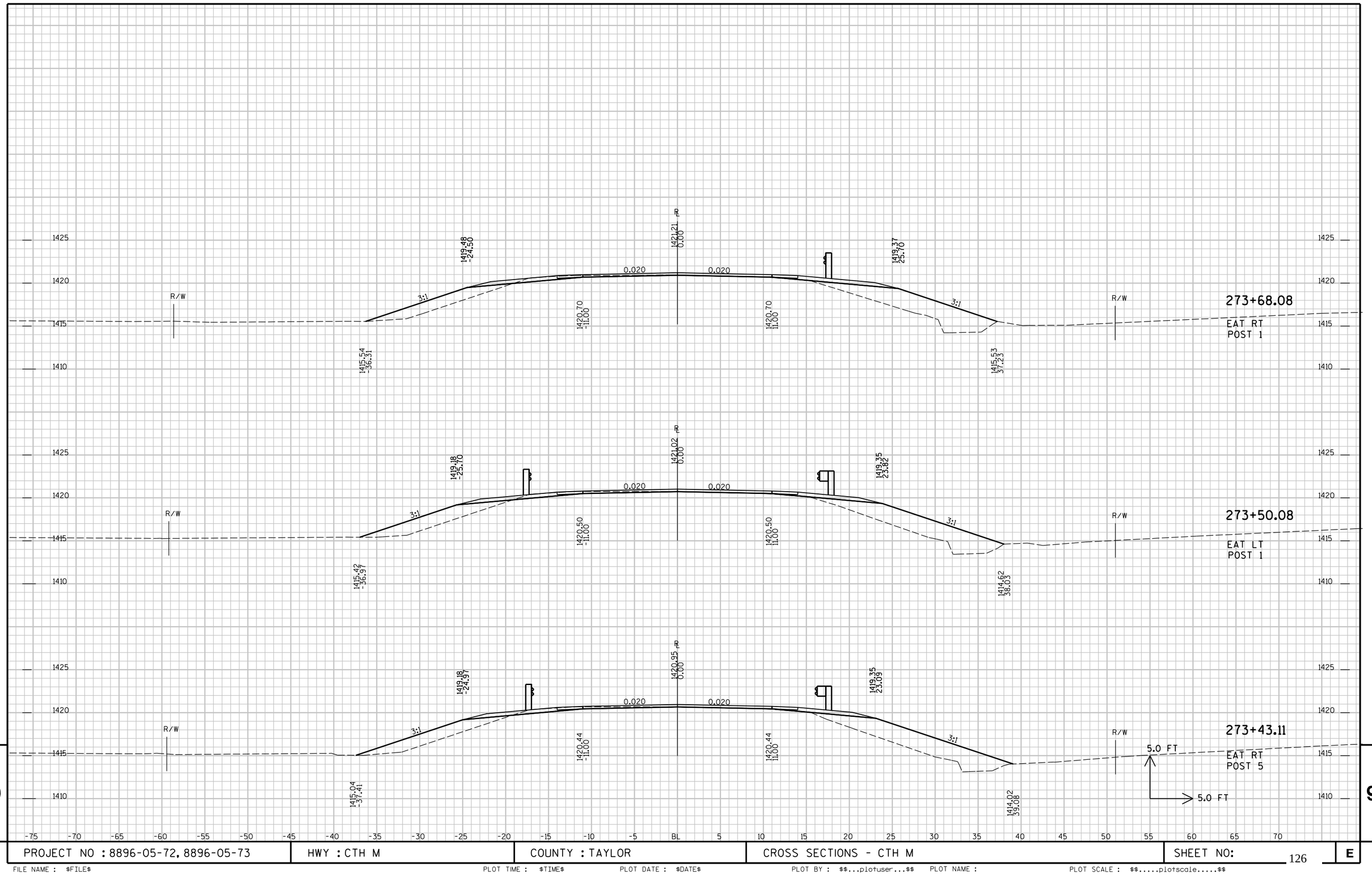

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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

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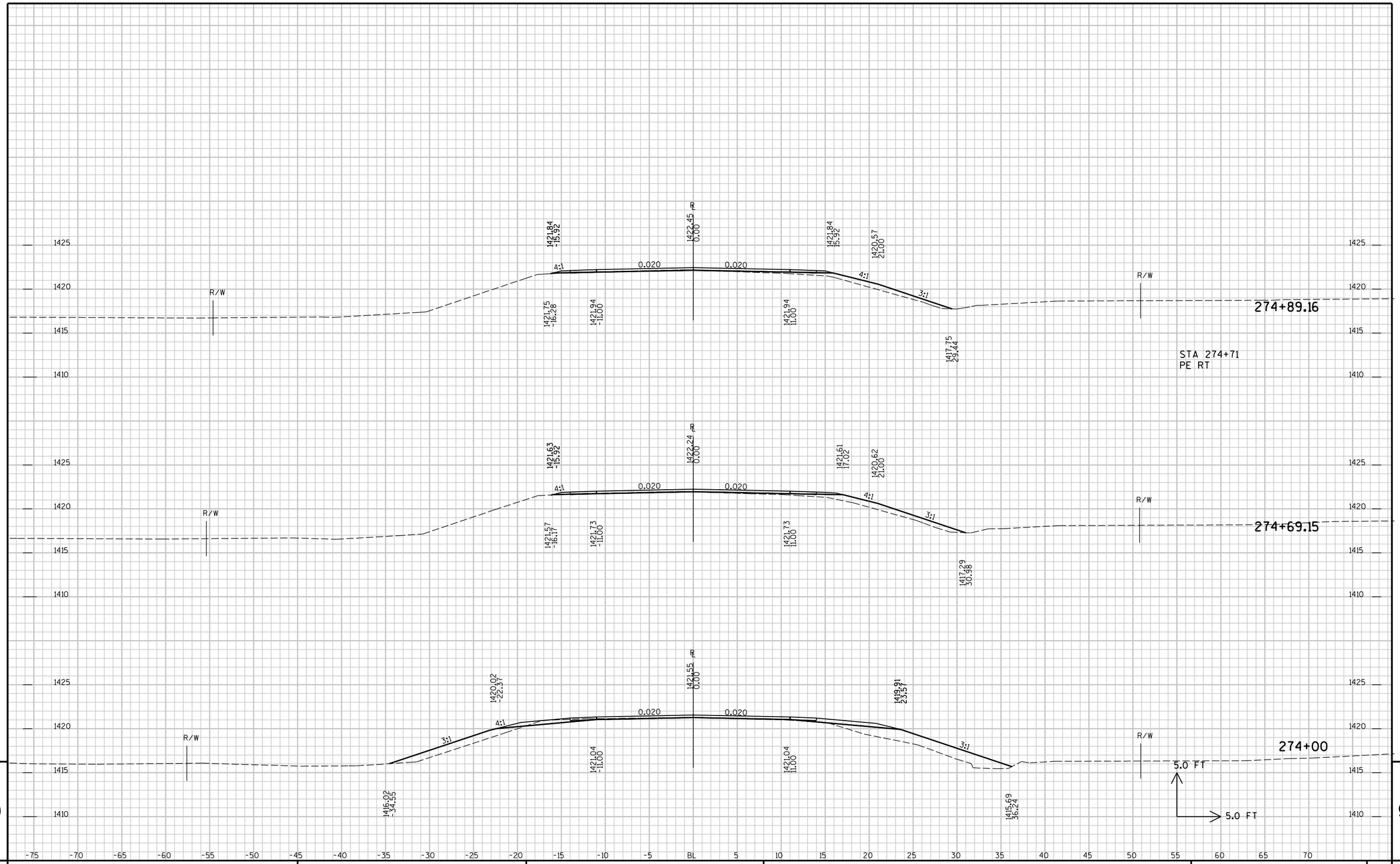

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:

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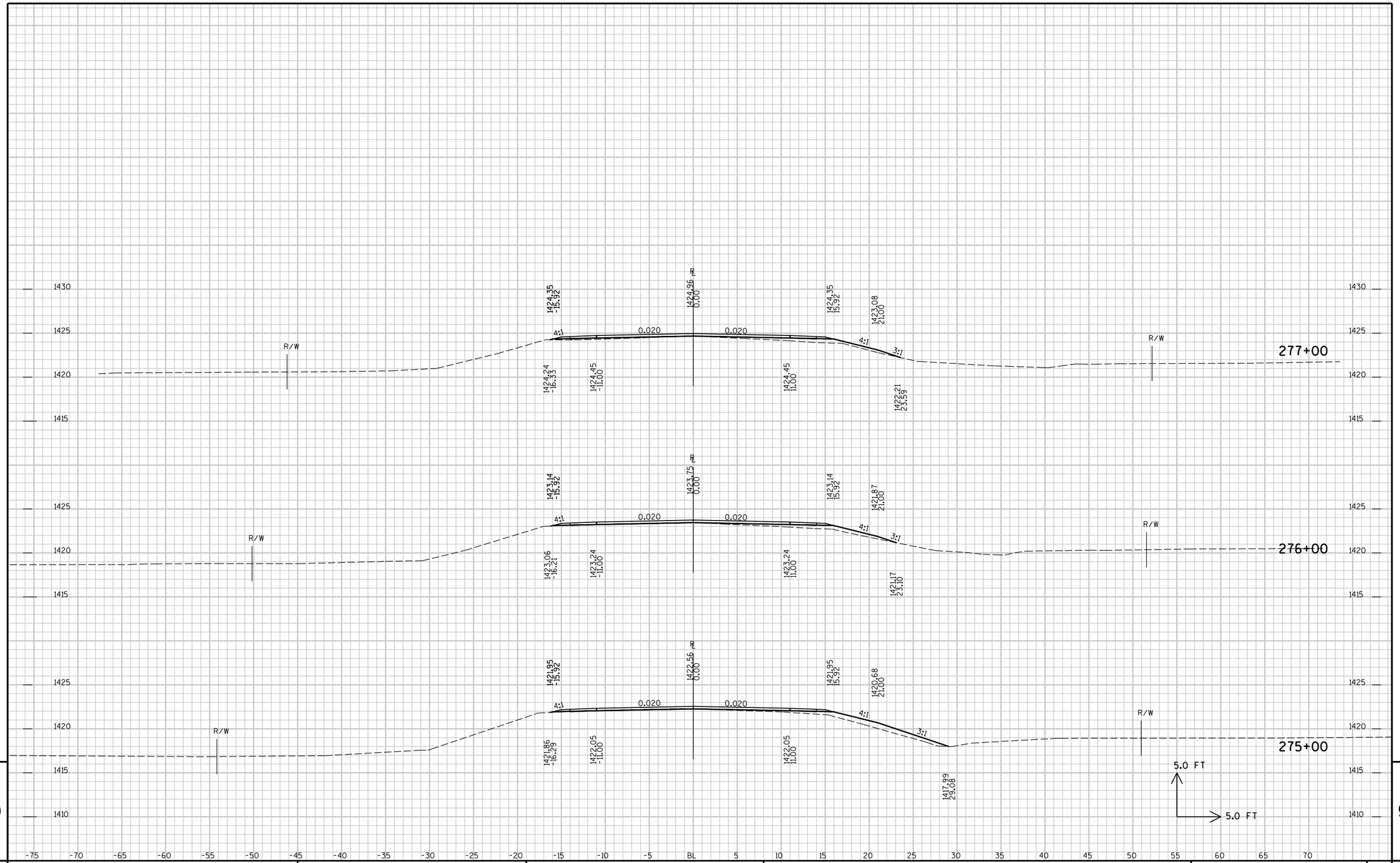

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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

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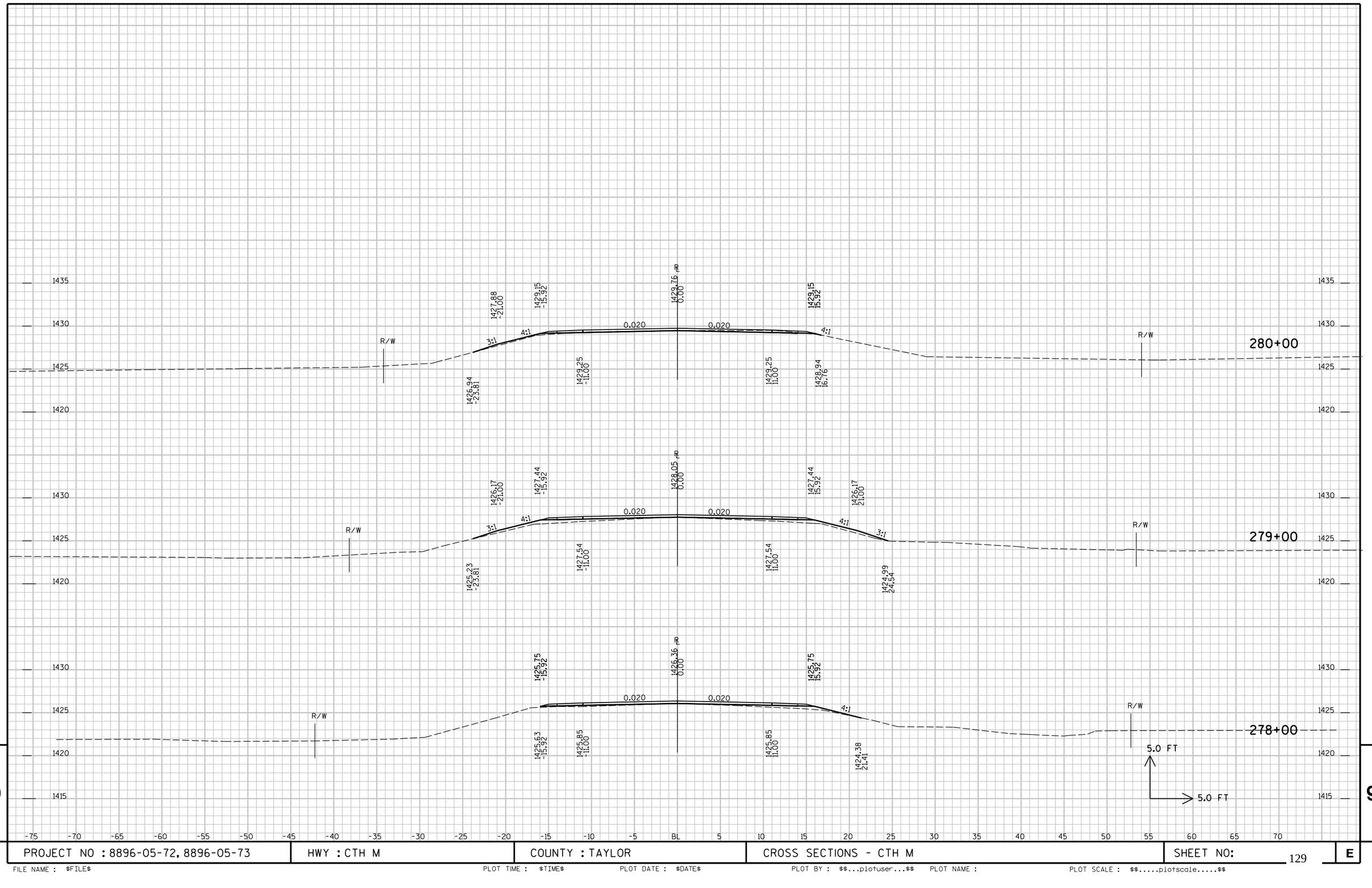

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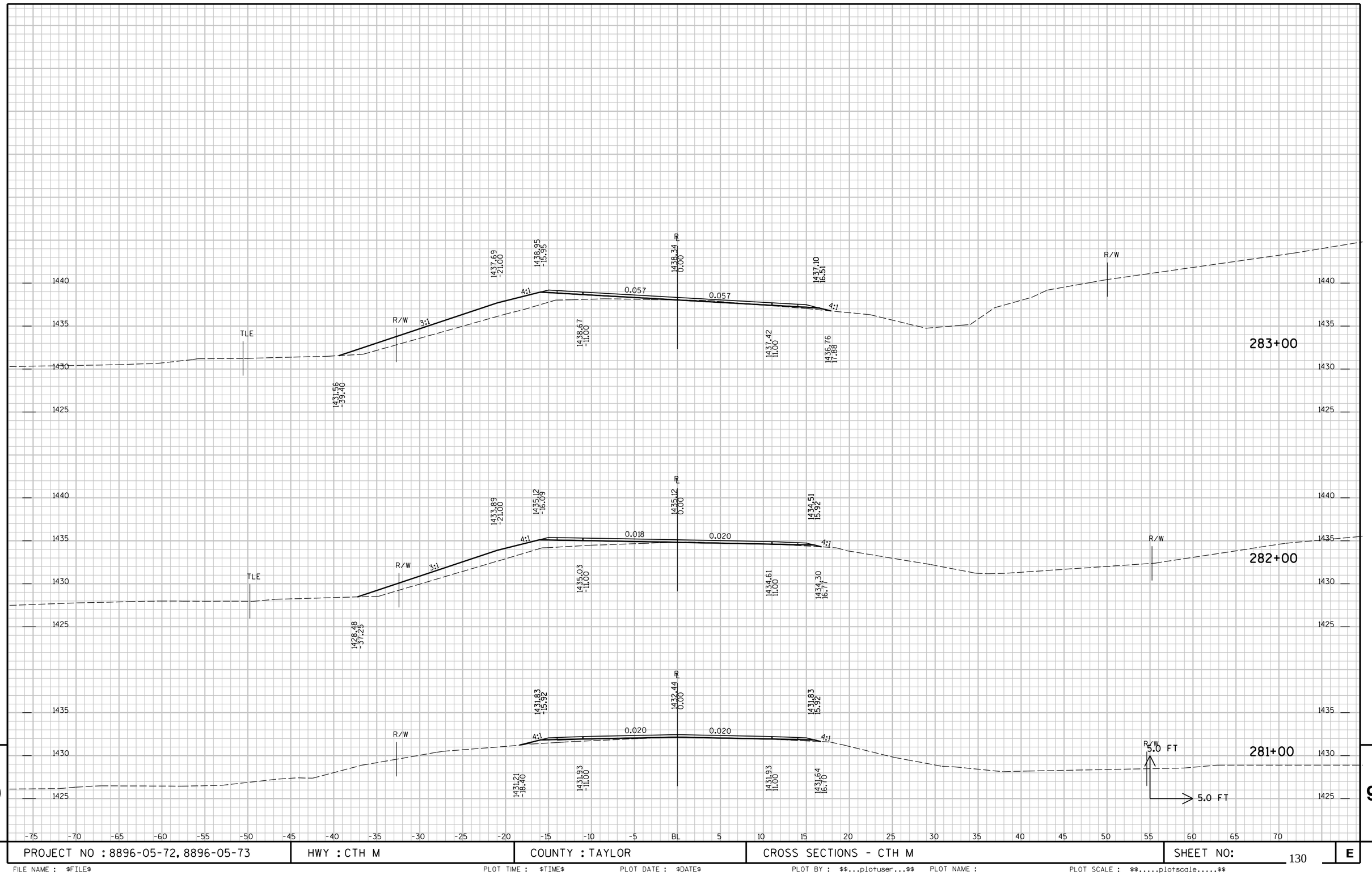
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

9 E



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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 130	E

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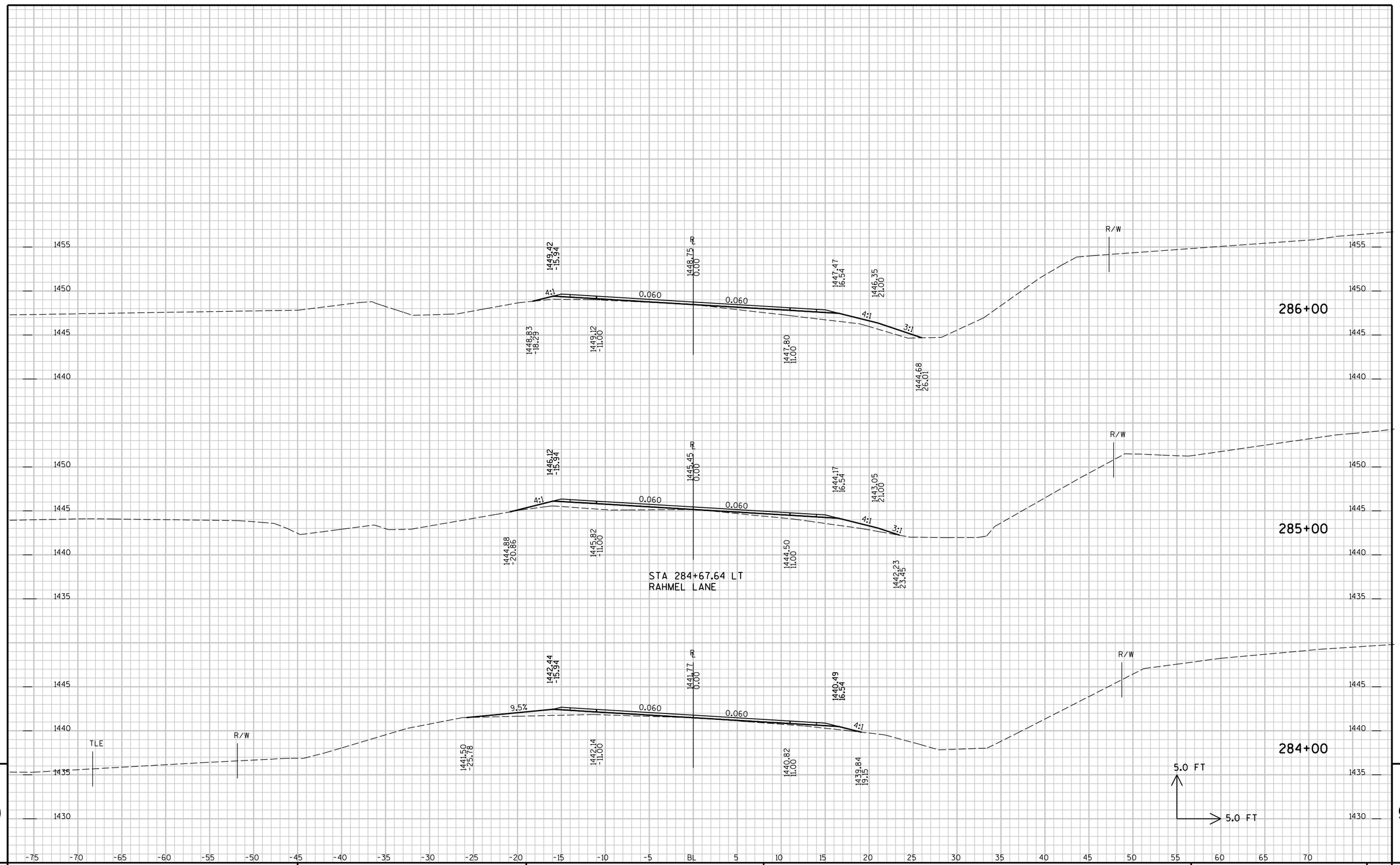
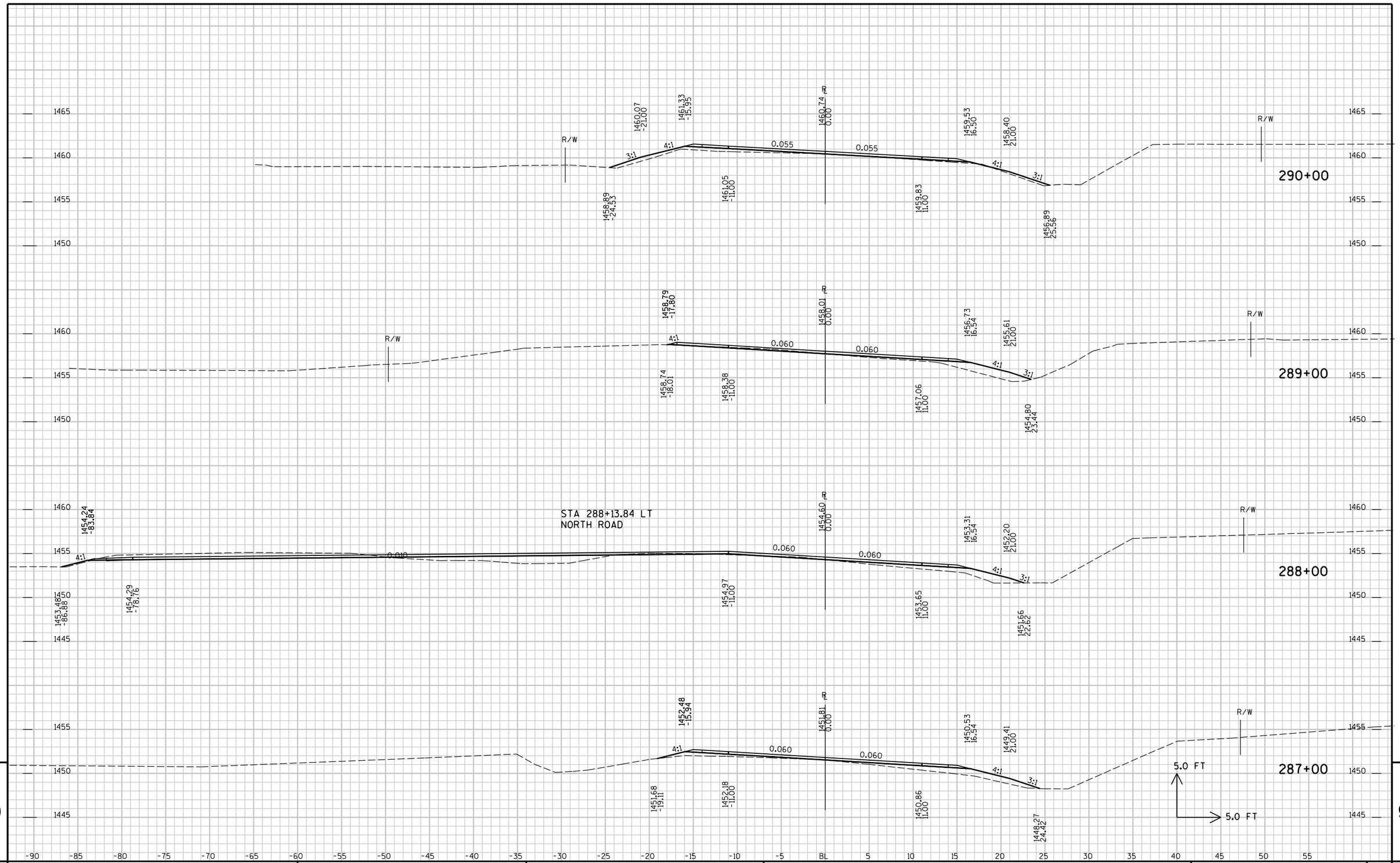


PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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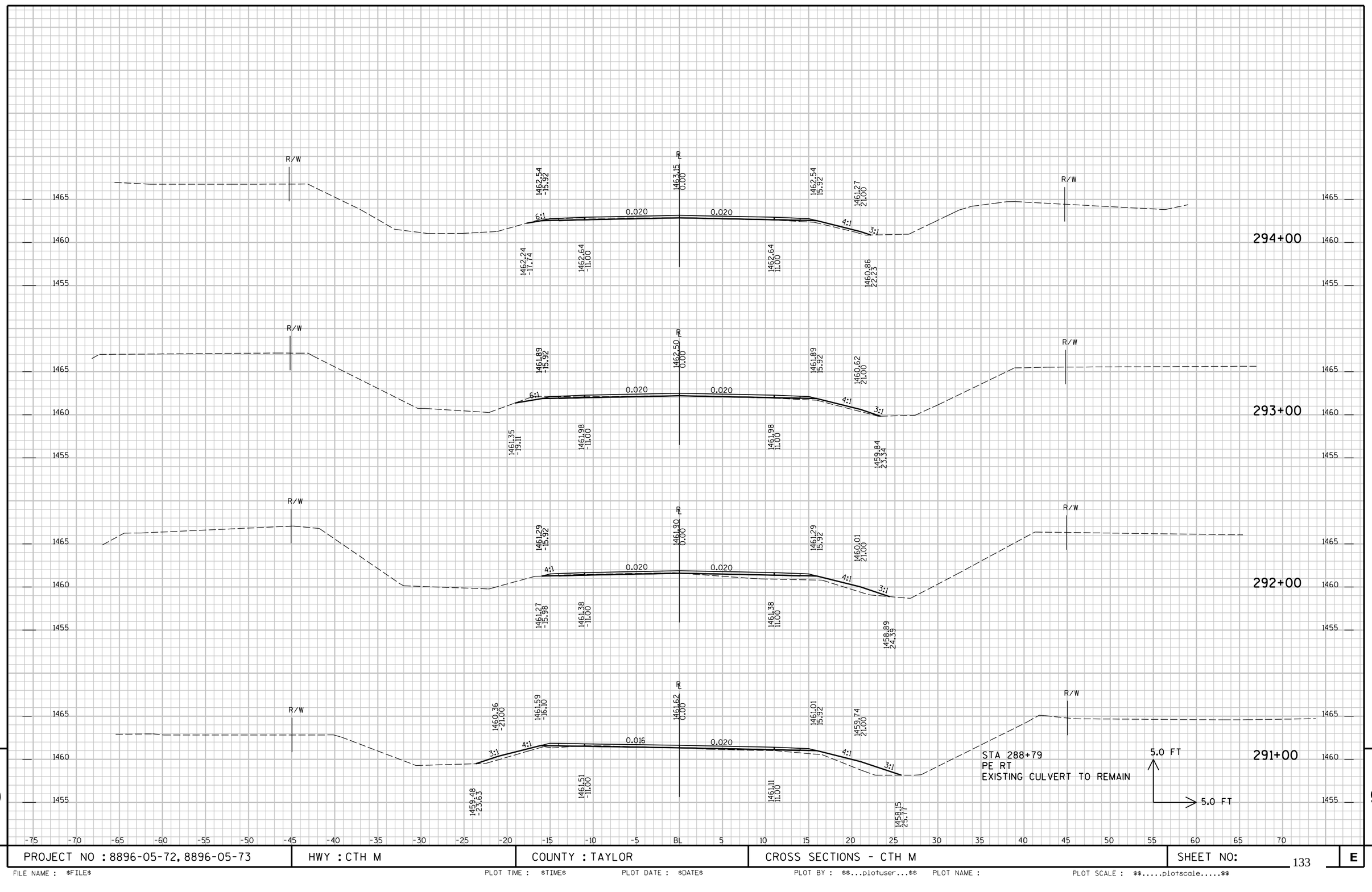
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 133	E

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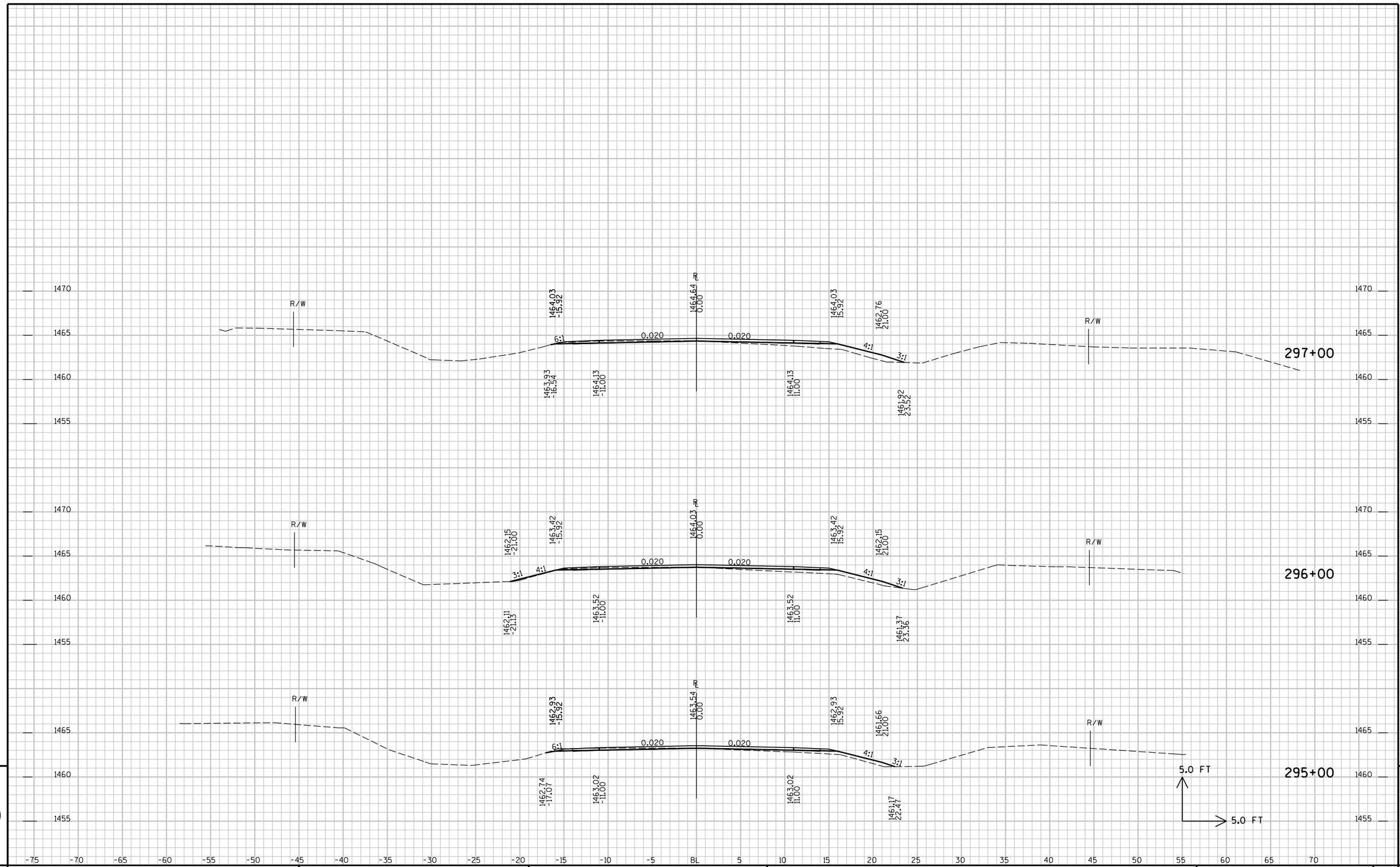

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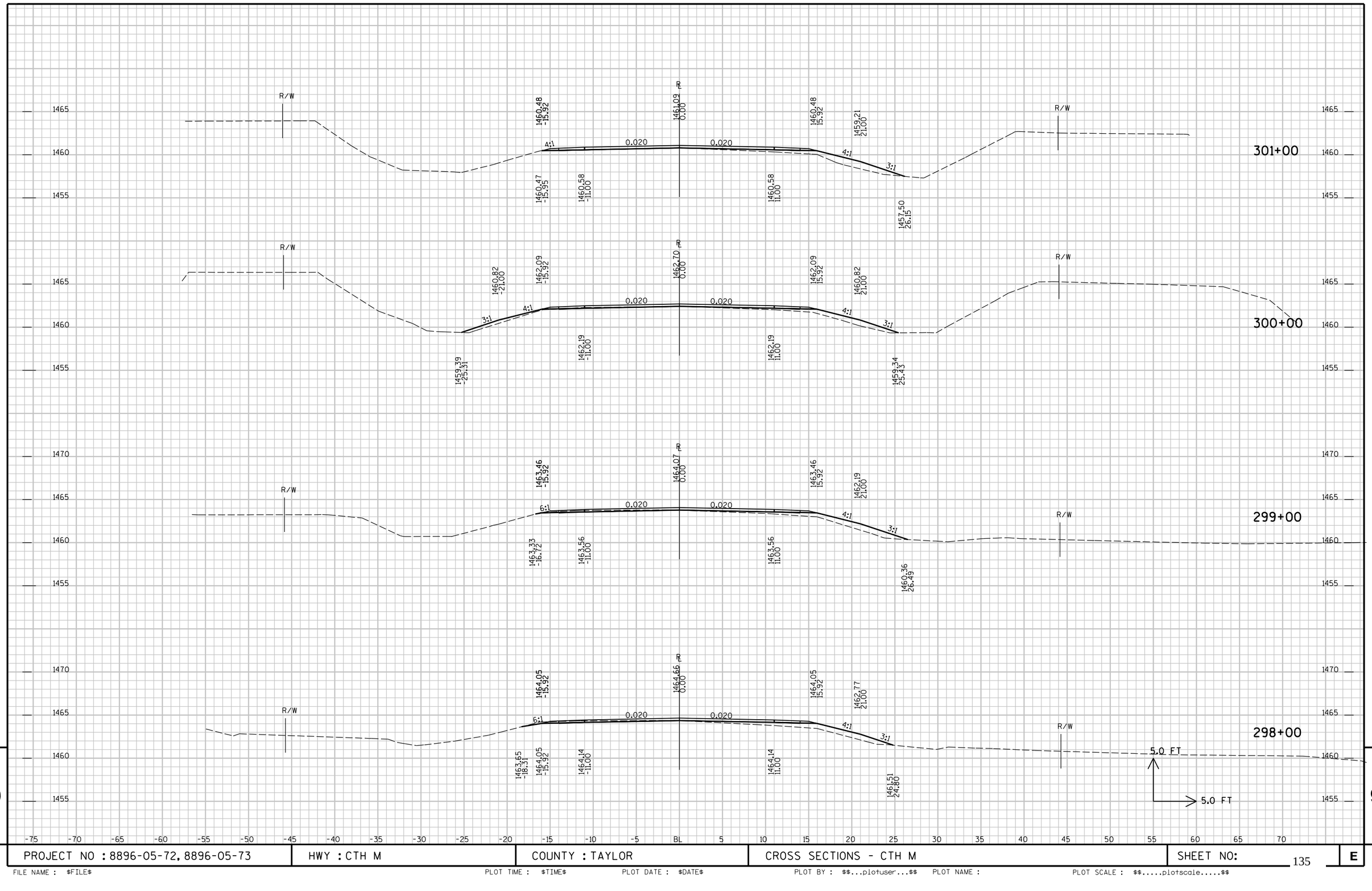
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

E



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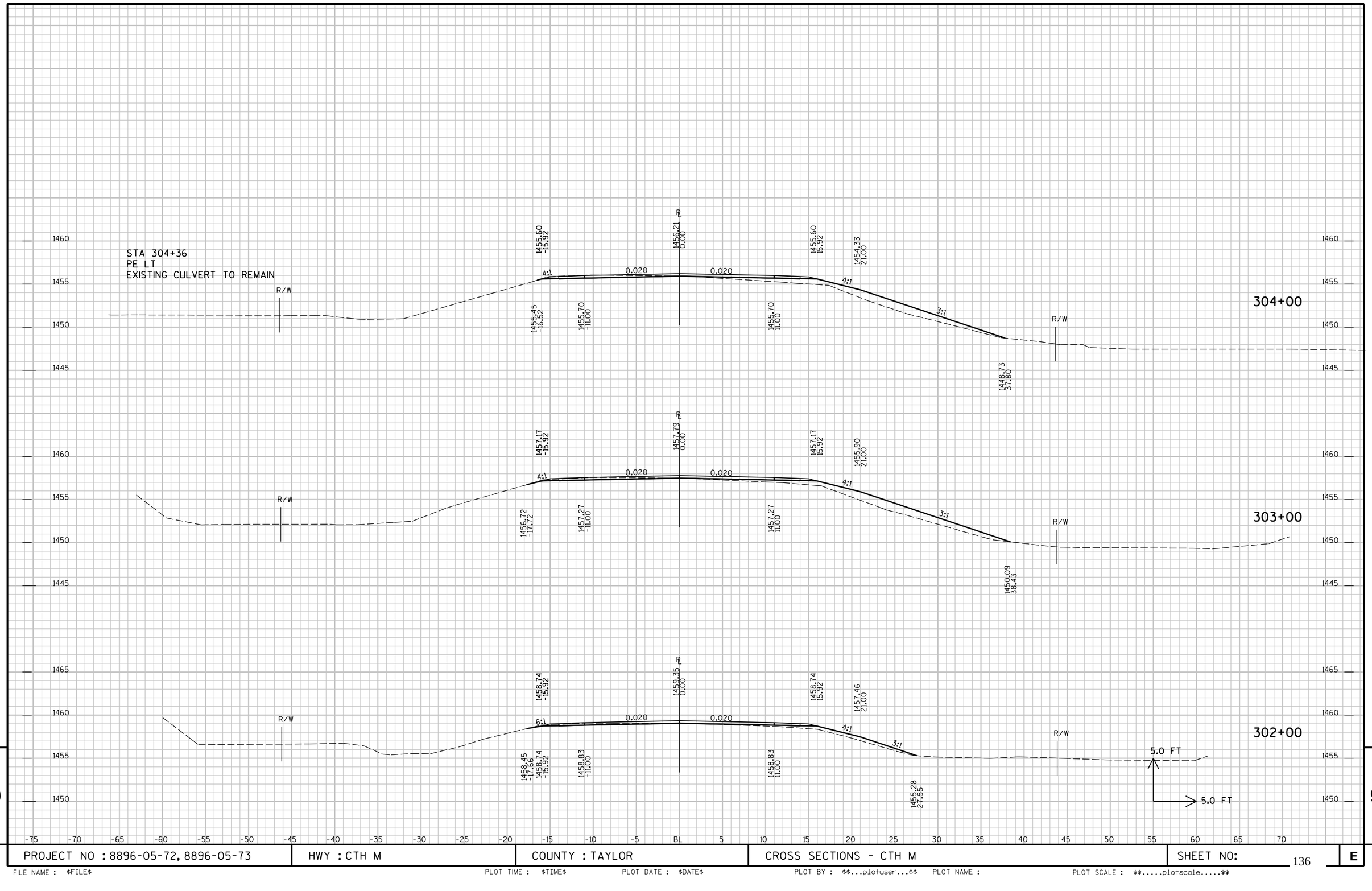
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:

E

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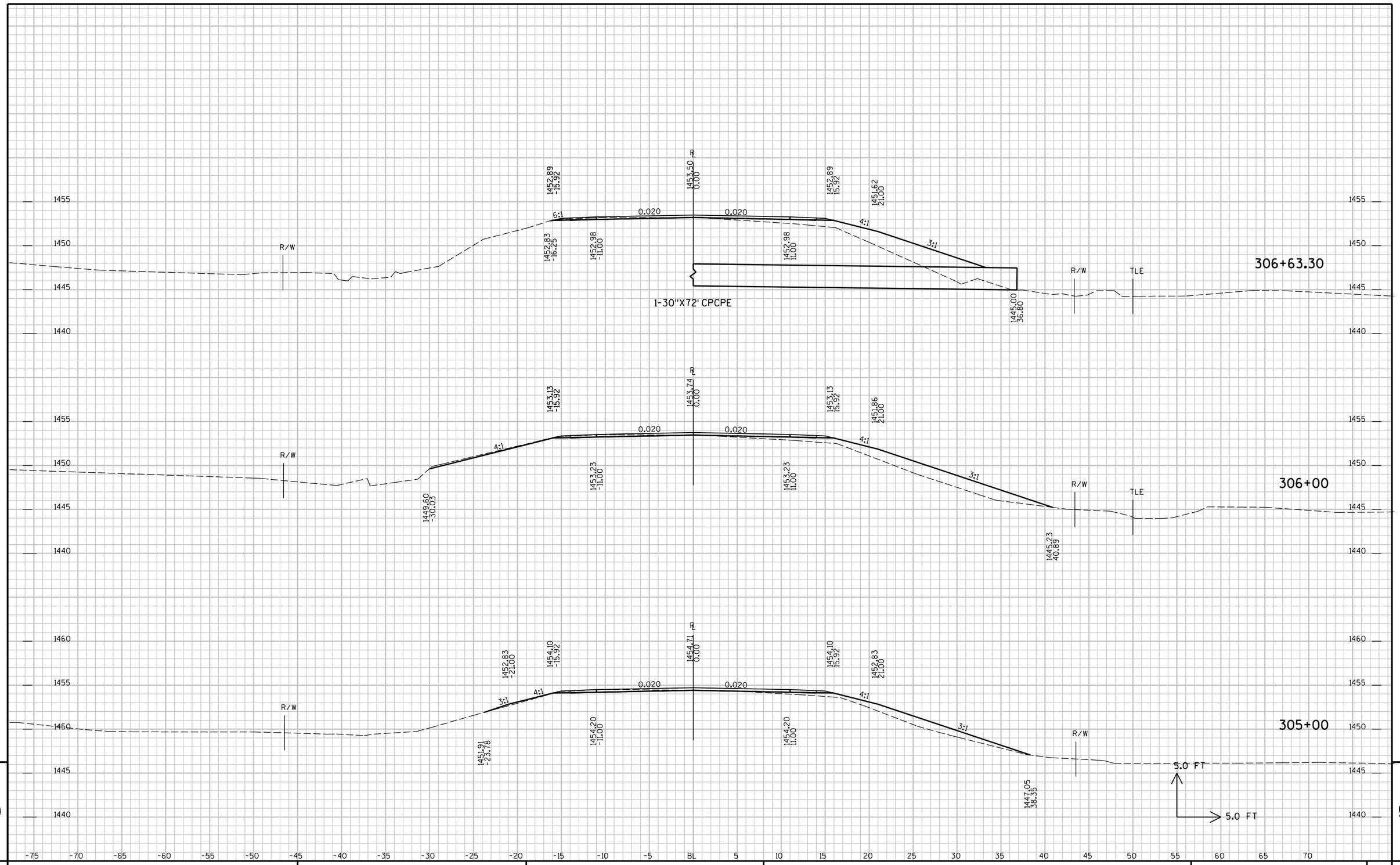
FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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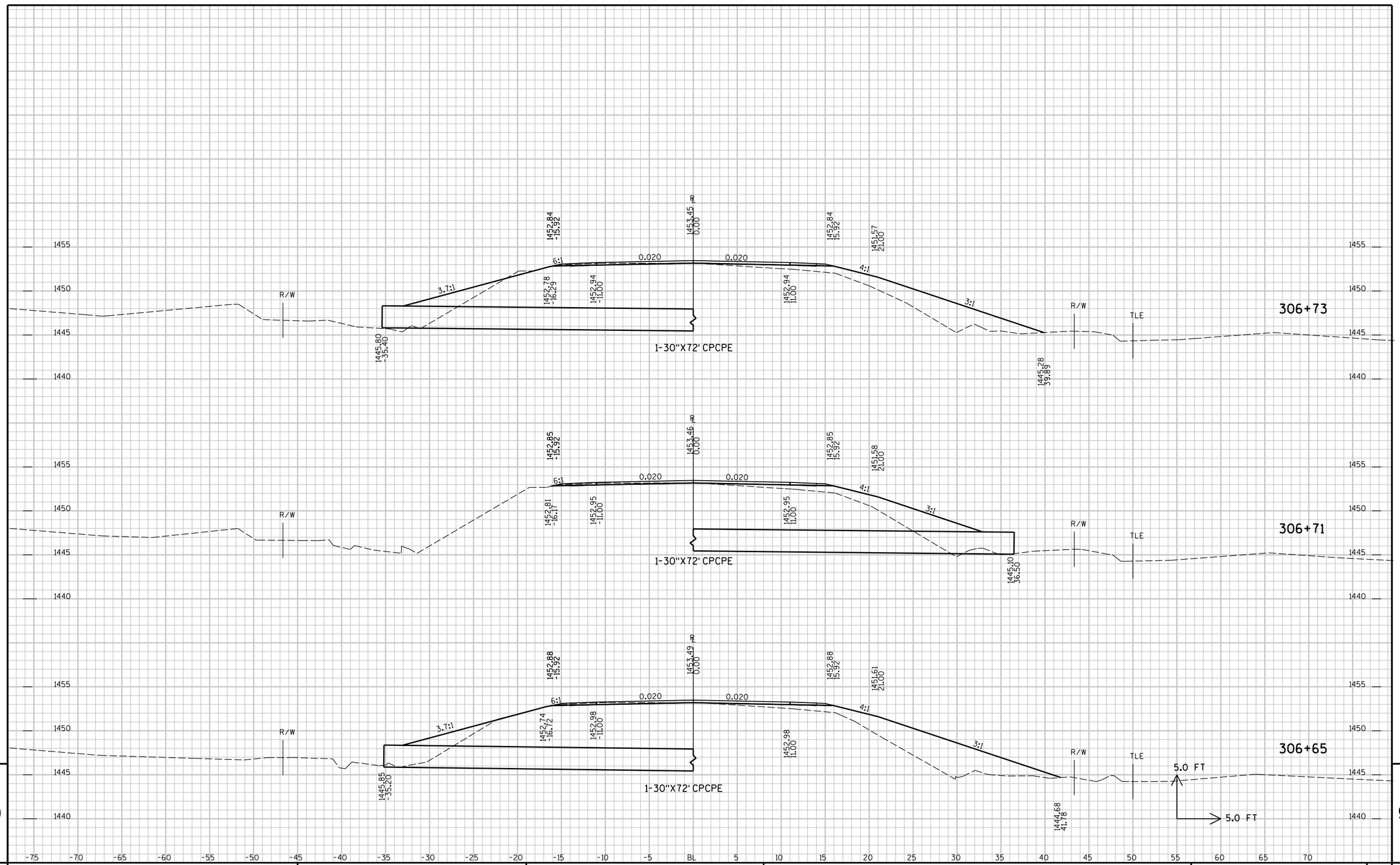
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



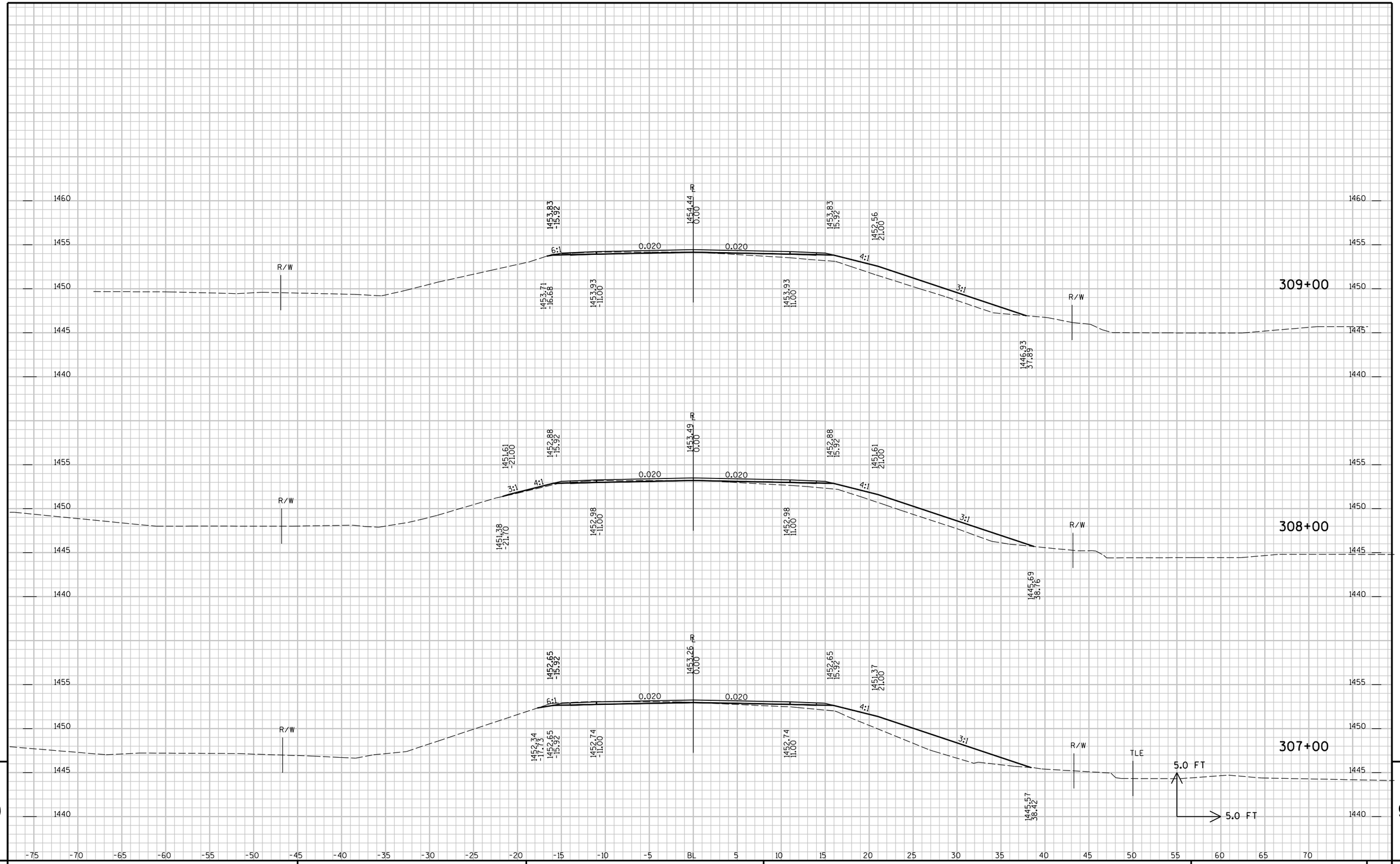
9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:

E

9

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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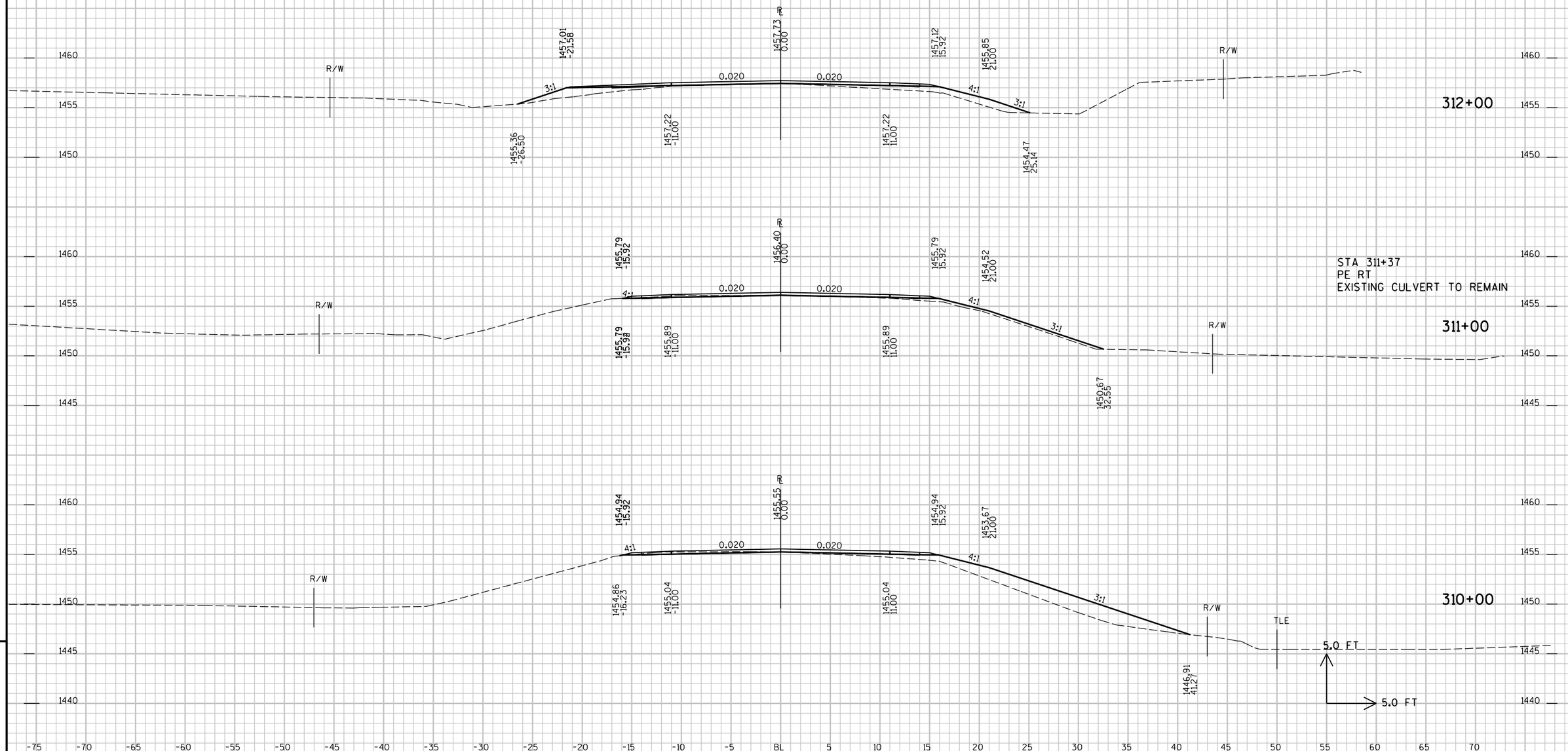
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:

9

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

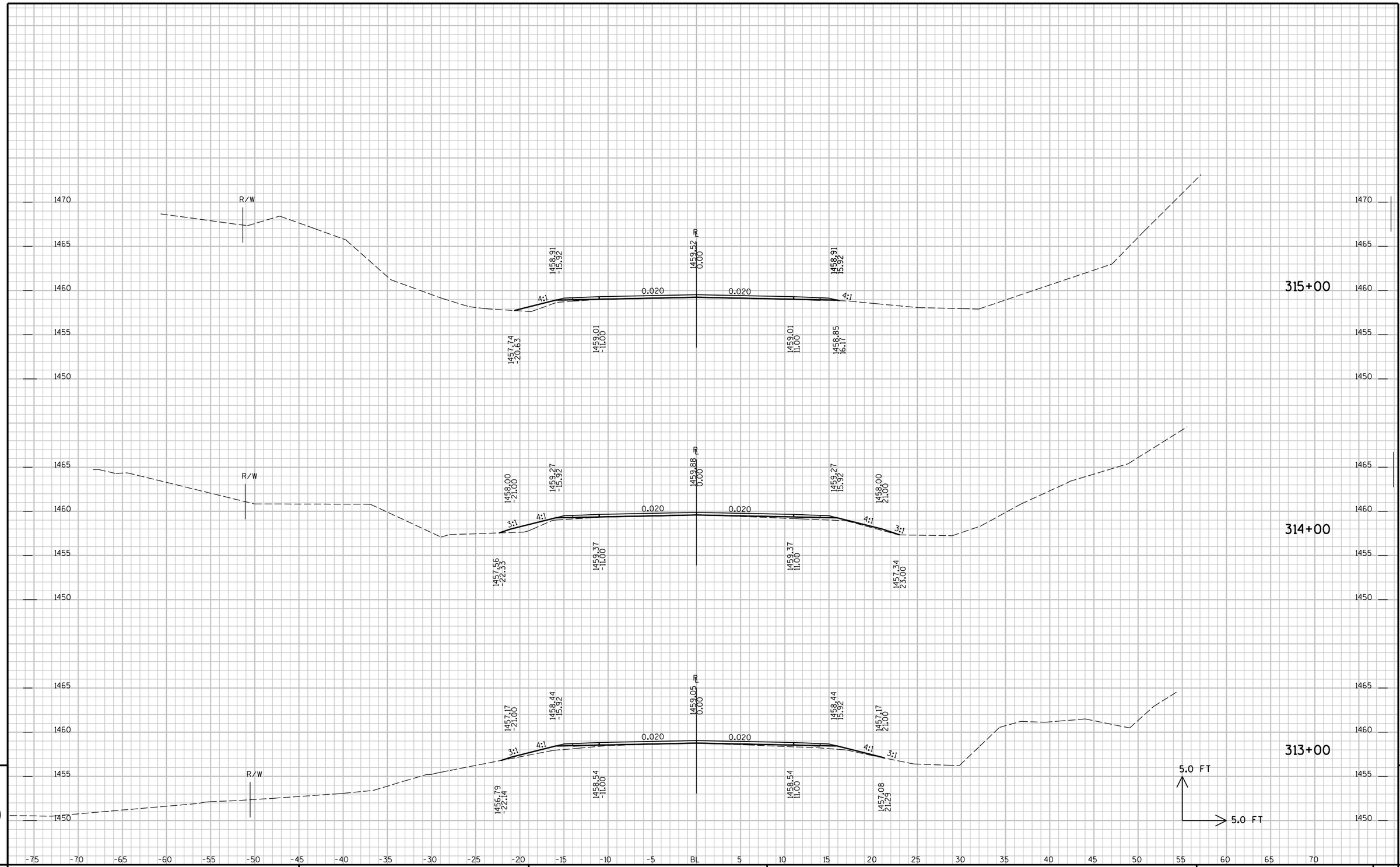
STA 312+30.83 LT
WHITETAIL LANE



STA 311+37
PE RT
EXISTING CULVERT TO REMAIN

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 140	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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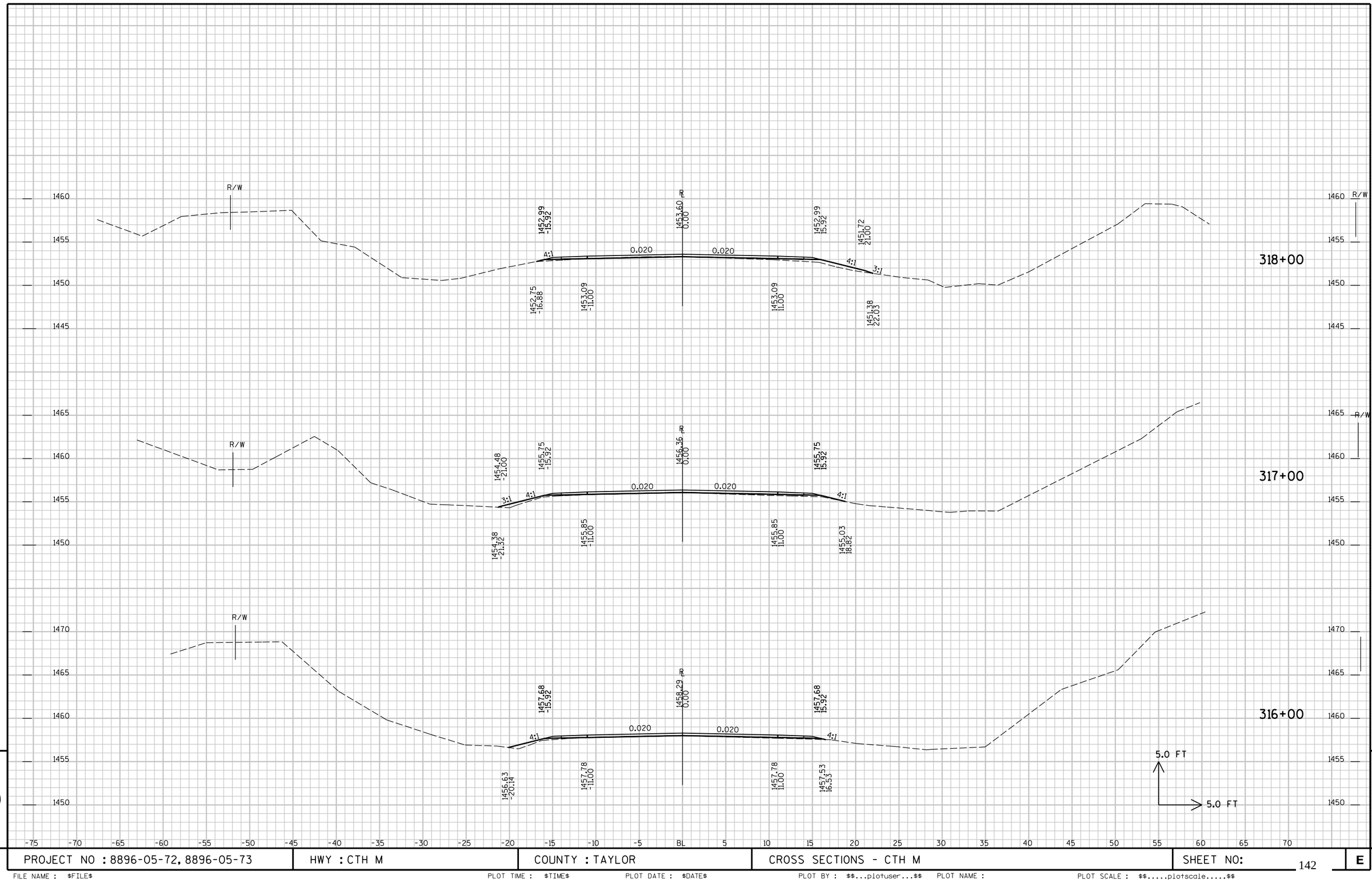
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 141	E

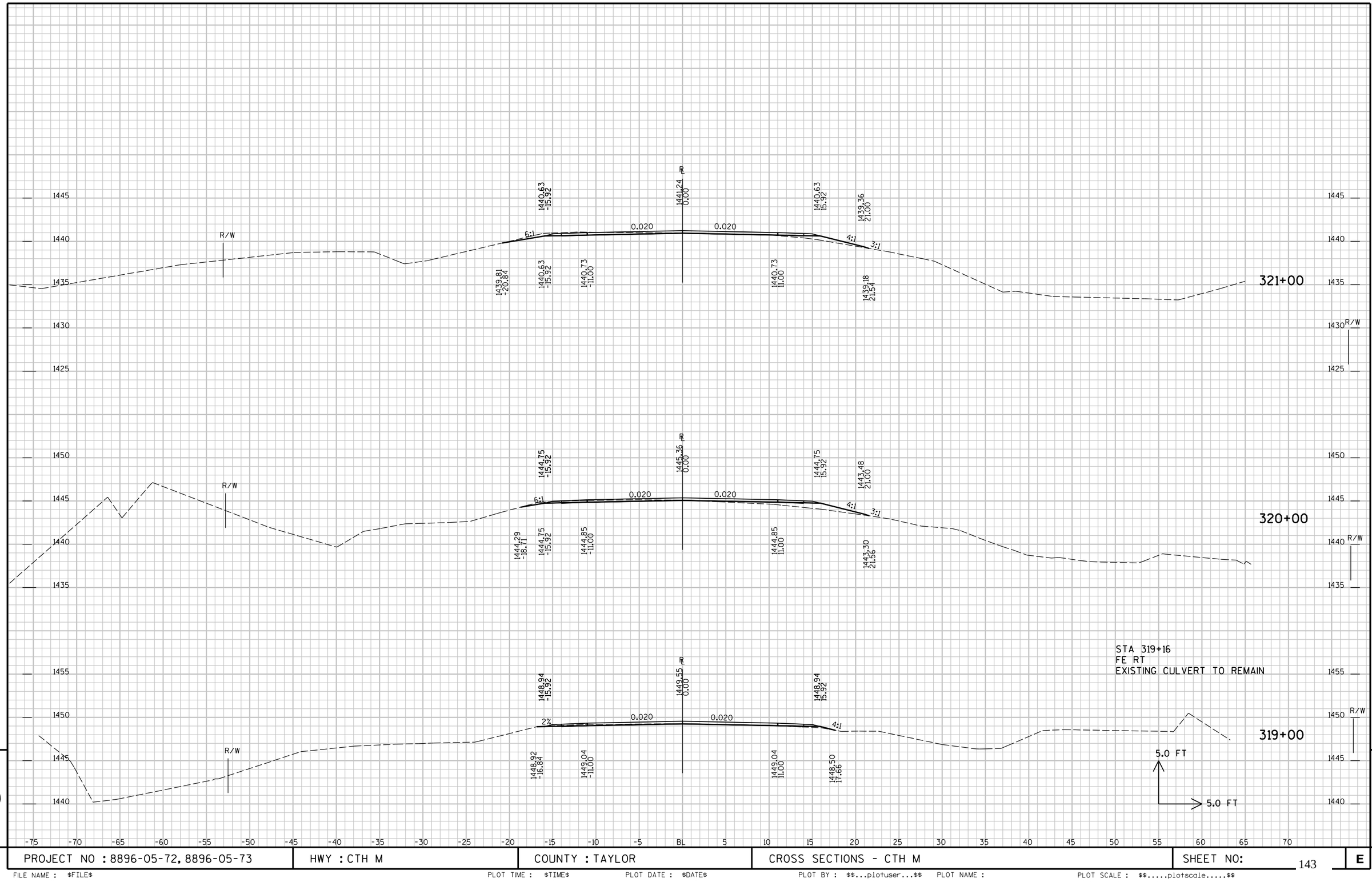
FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

9



PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 142	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



9 9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 143	E

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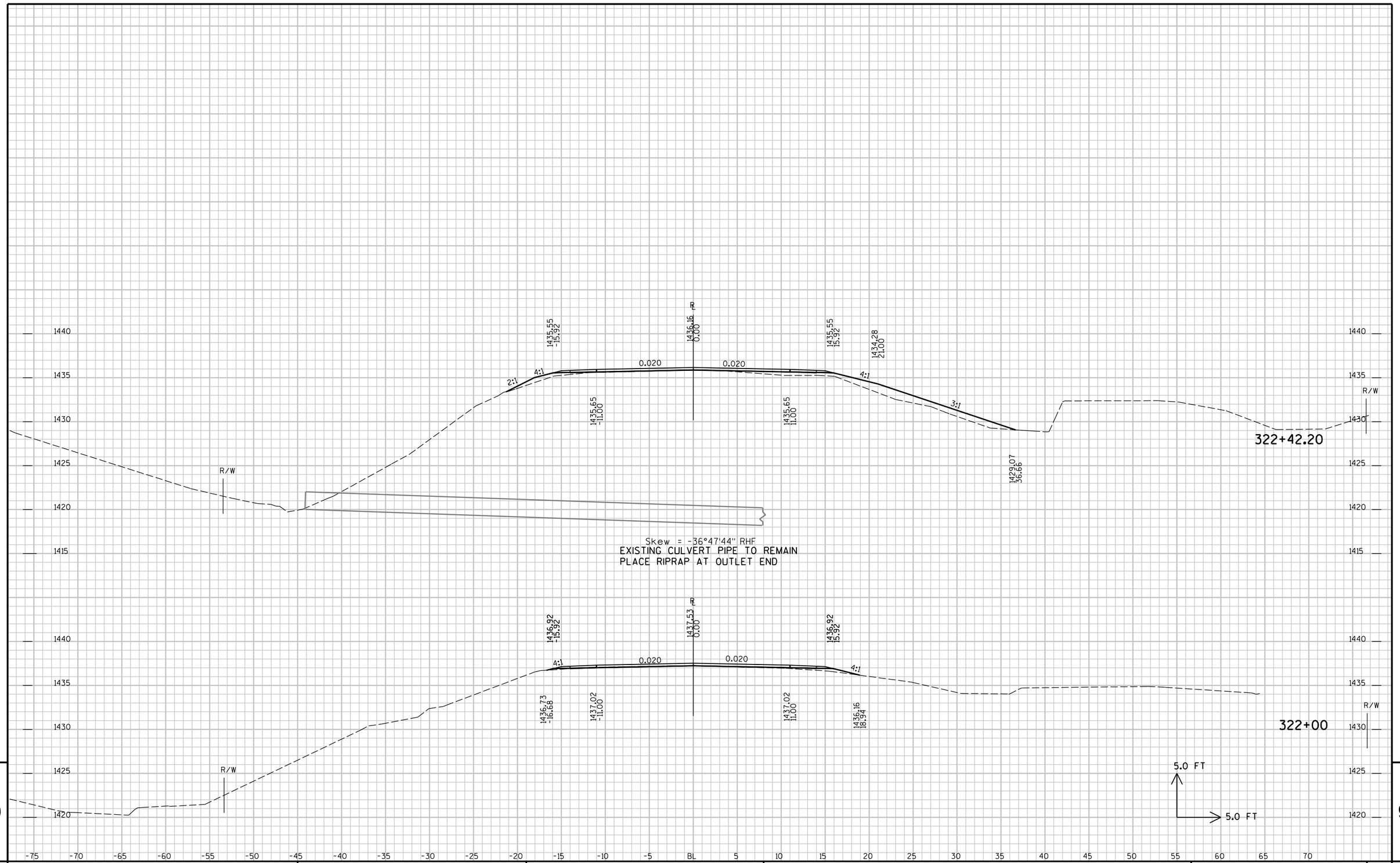

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9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 144	E

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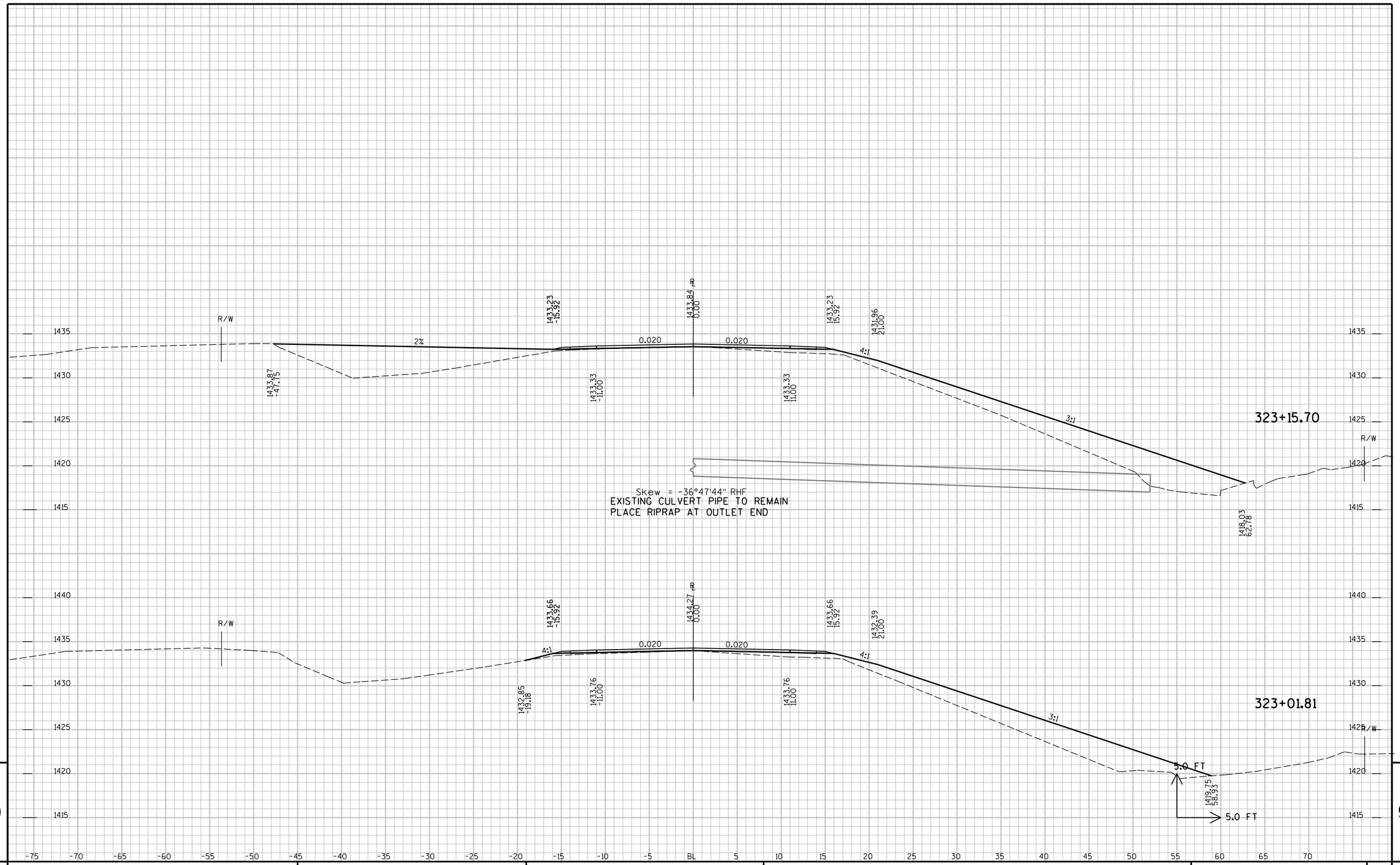

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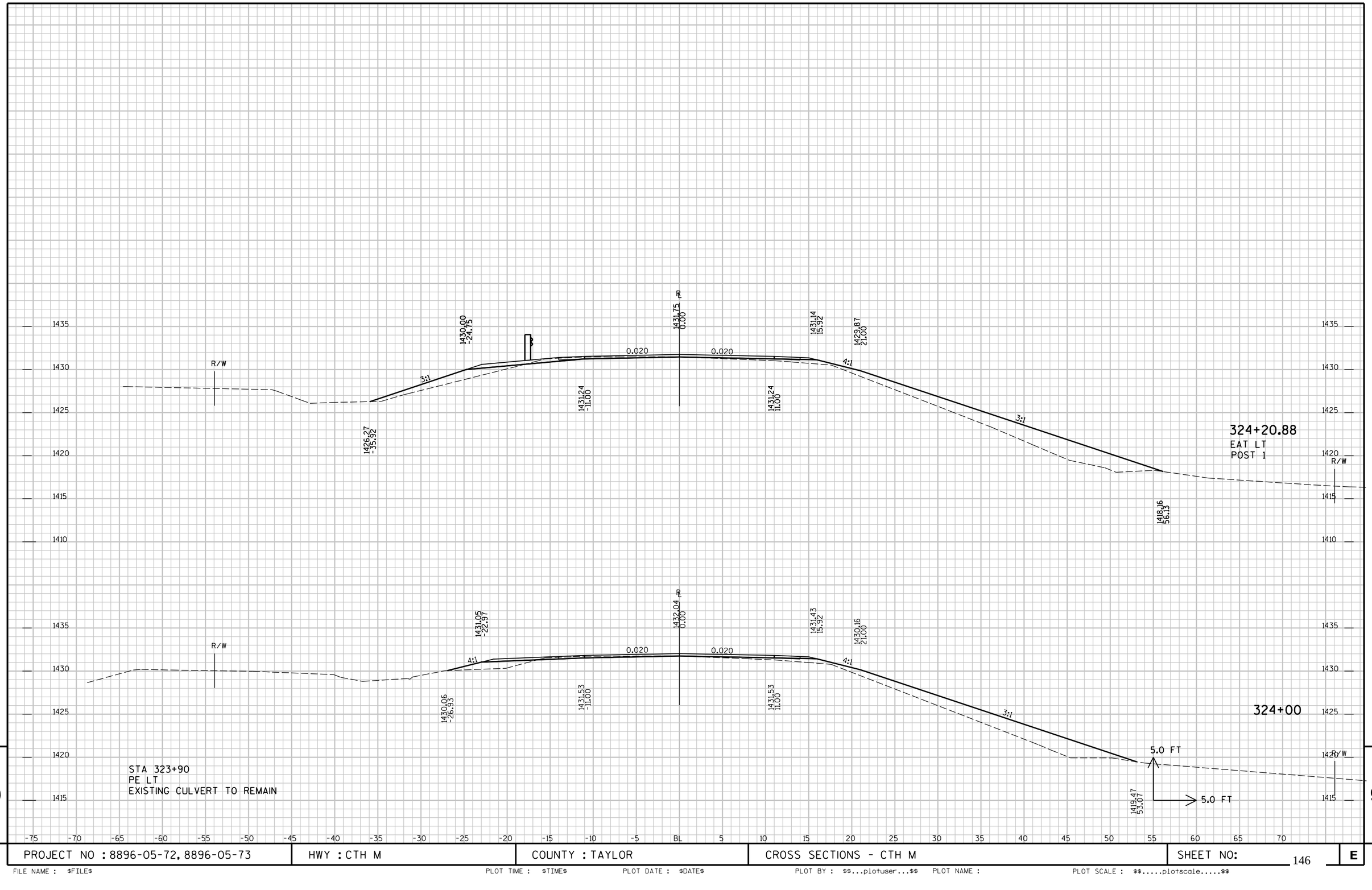
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 145	E

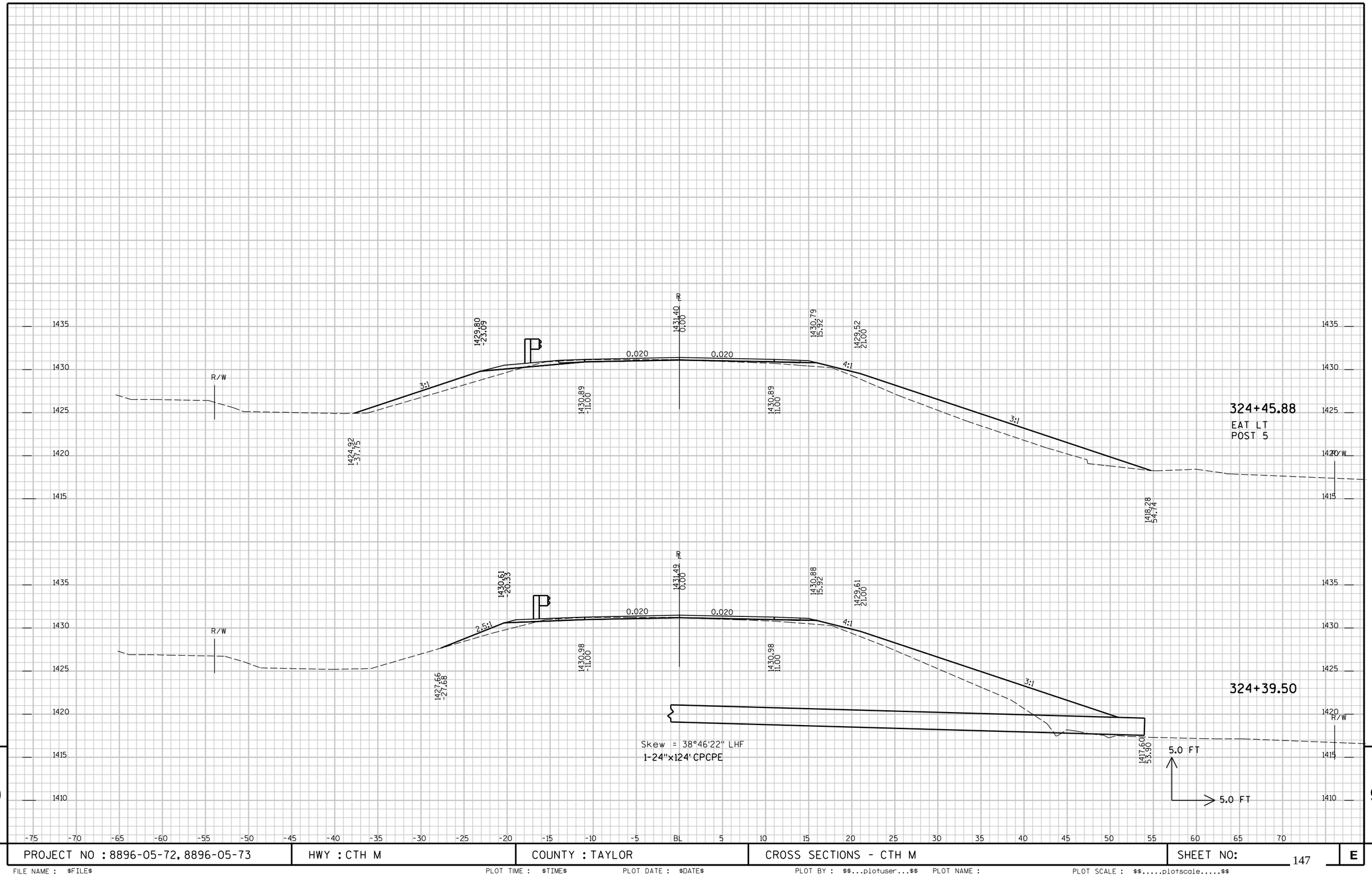
FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



9 9

PROJECT NO : 8896-05-72, 8896-05-73 | HWY : CTH M | COUNTY : TAYLOR | CROSS SECTIONS - CTH M | SHEET NO: E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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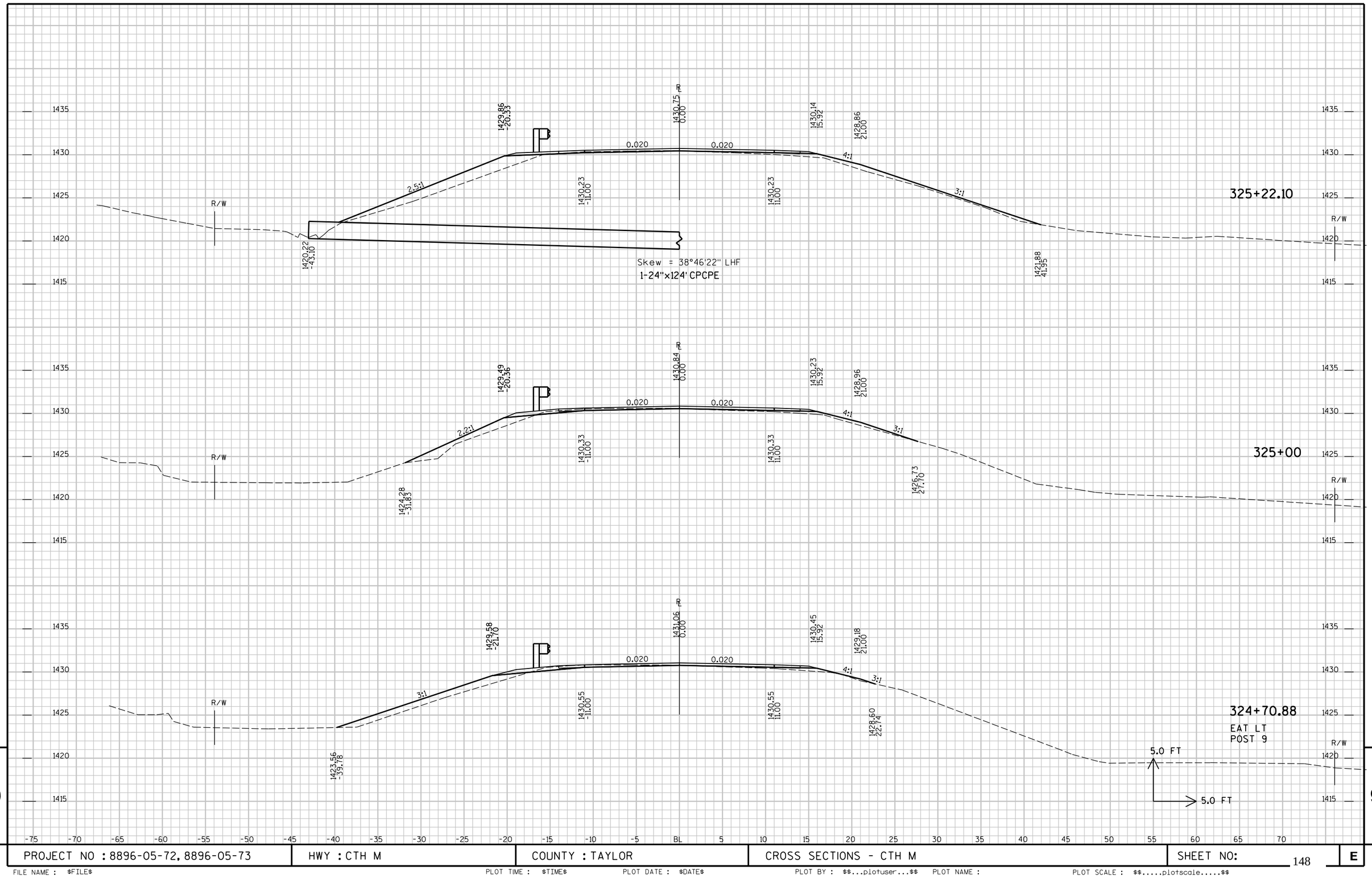
9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 148	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

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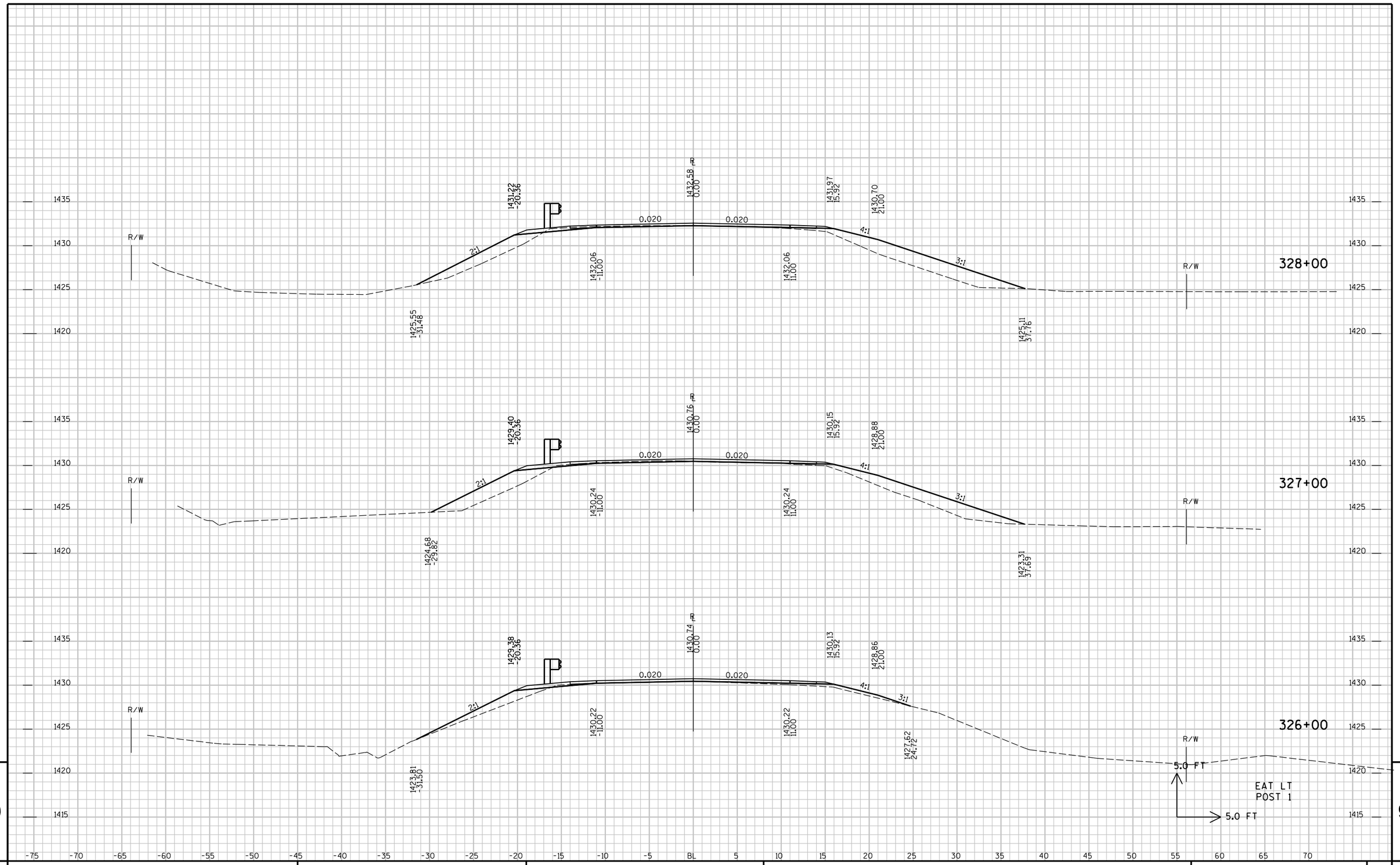

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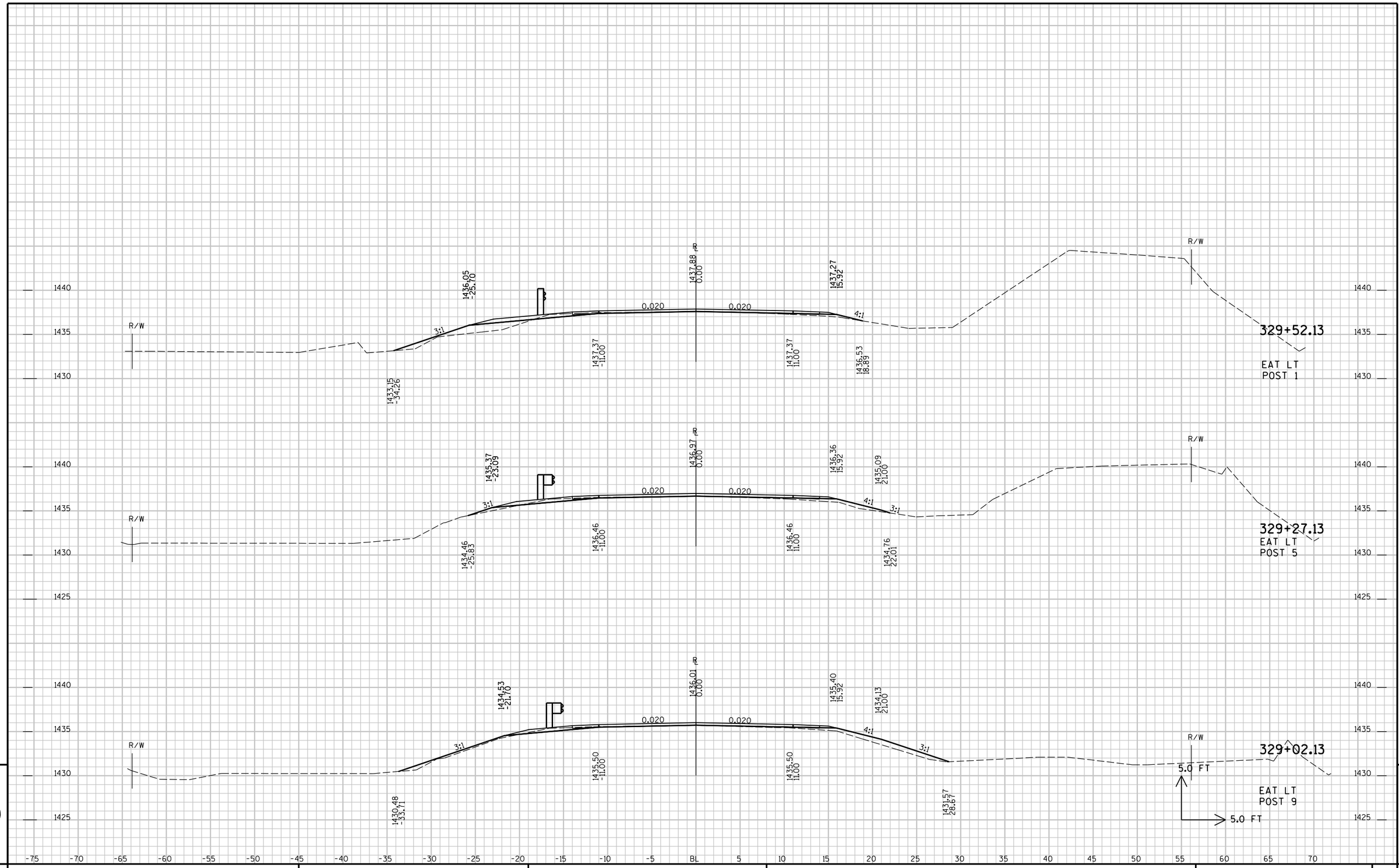
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 150	E

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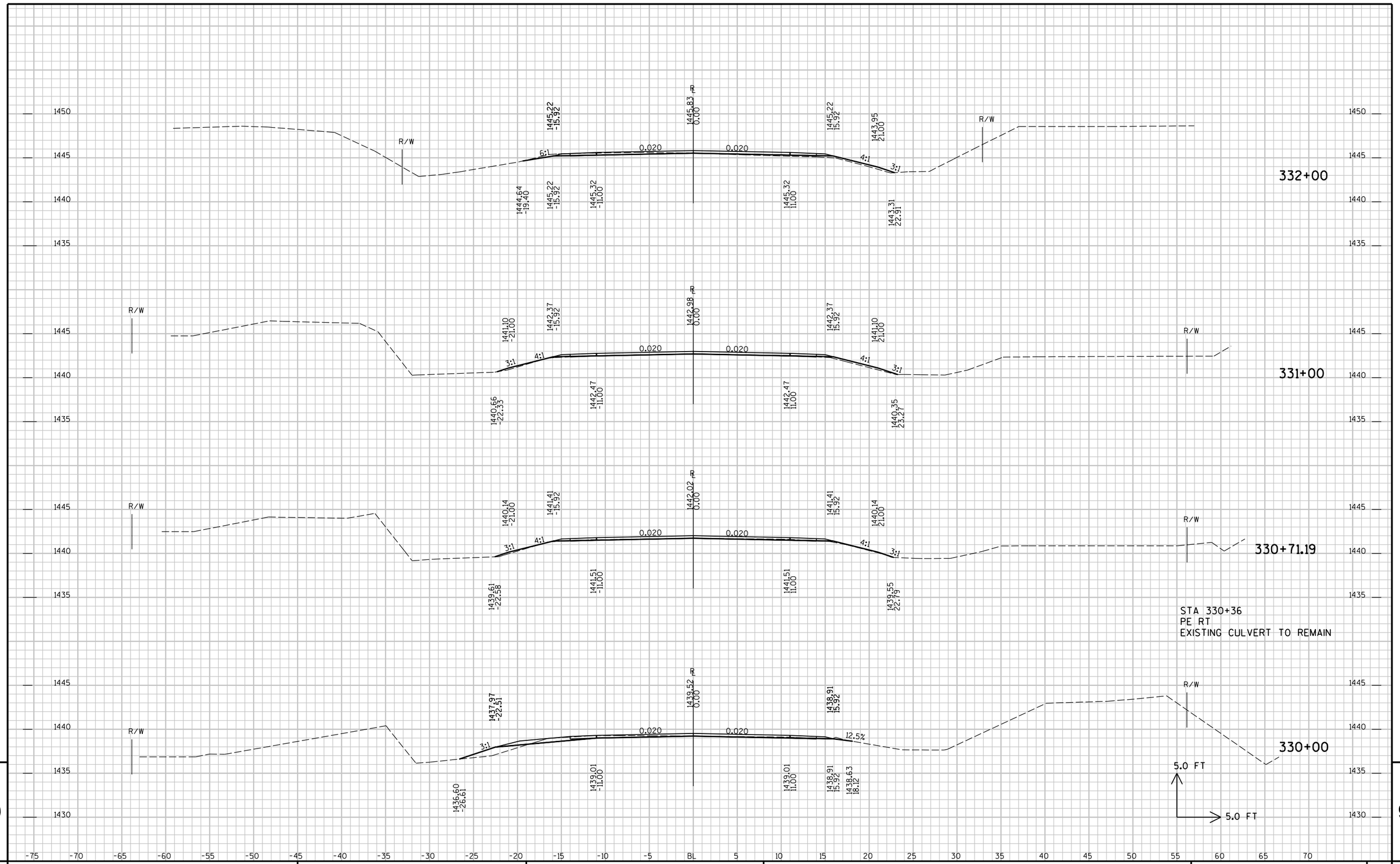
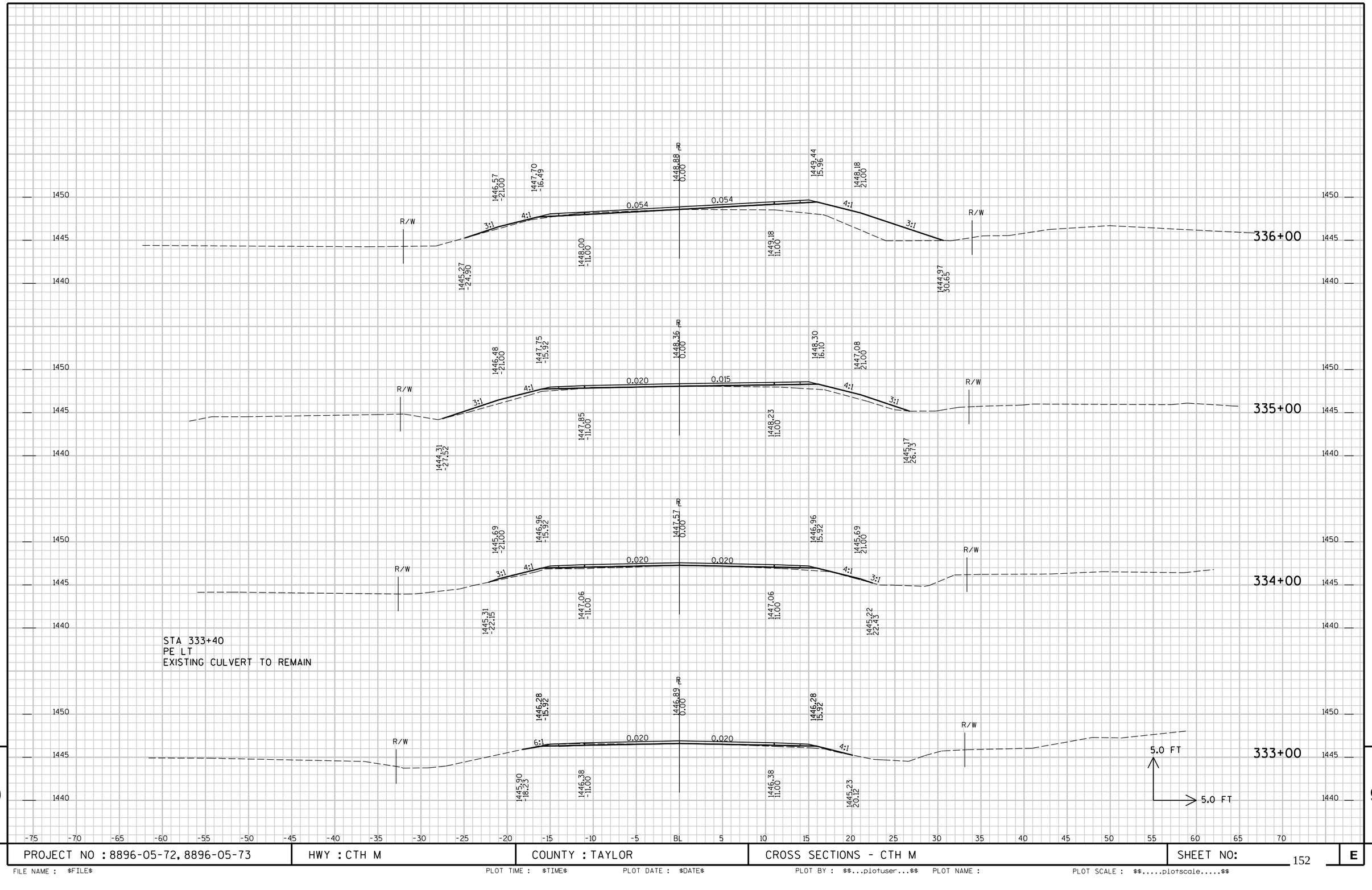


9 9

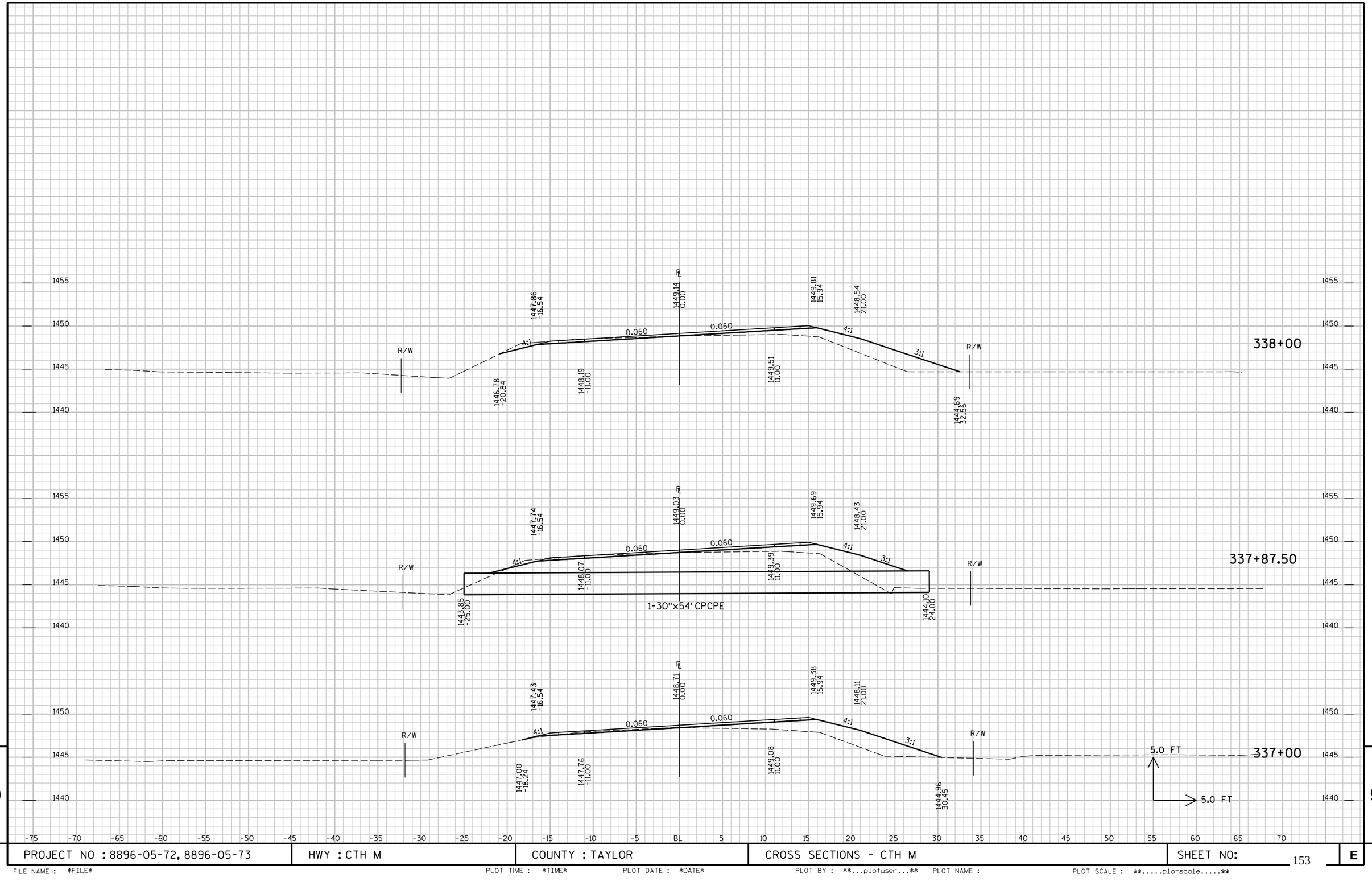
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 151	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO : 8896-05-72, 8896-05-73 | HWY : CTH M | COUNTY : TAYLOR | CROSS SECTIONS - CTH M | SHEET NO: 152 | E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 153	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

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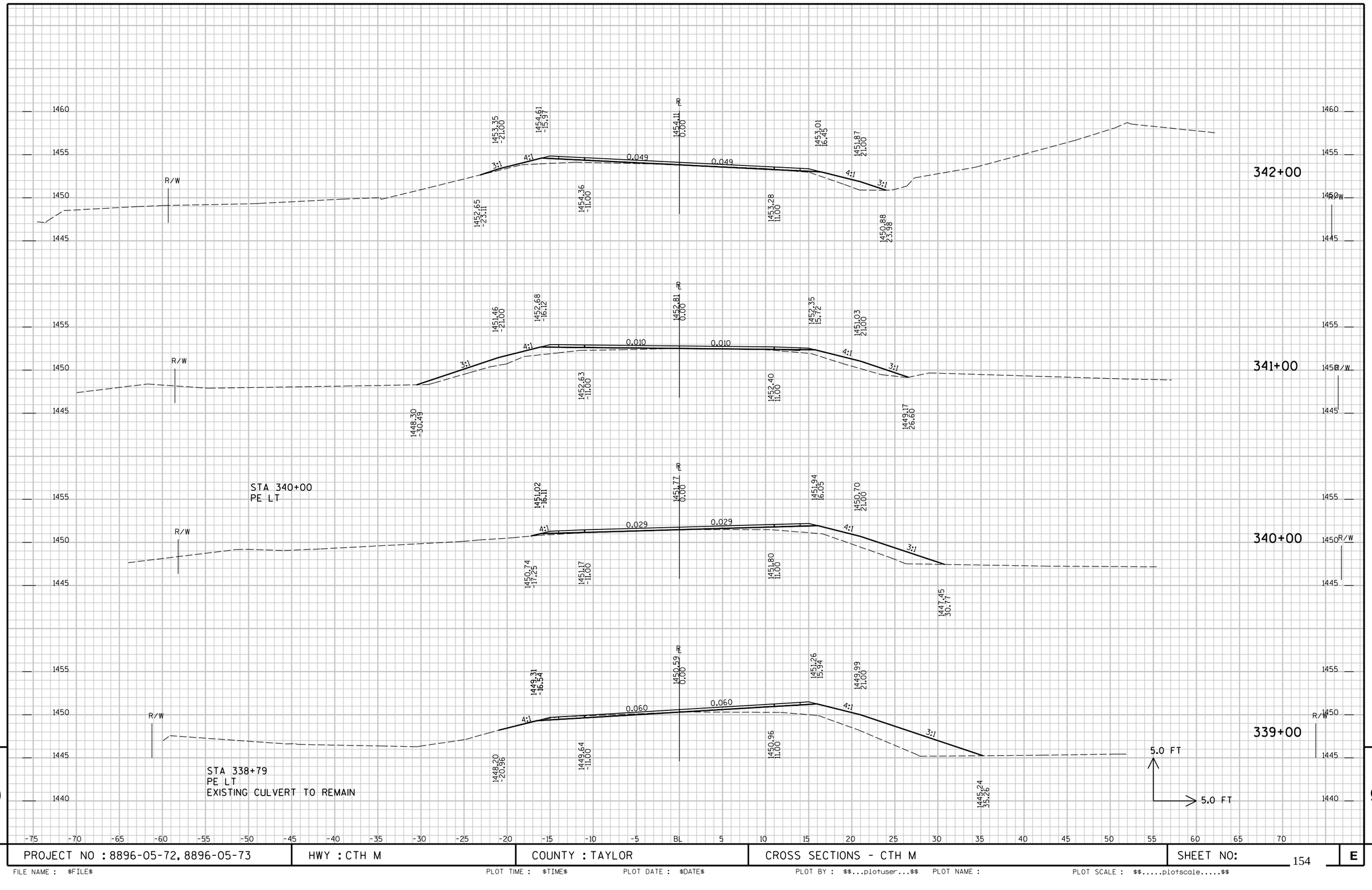

9 9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 154	E

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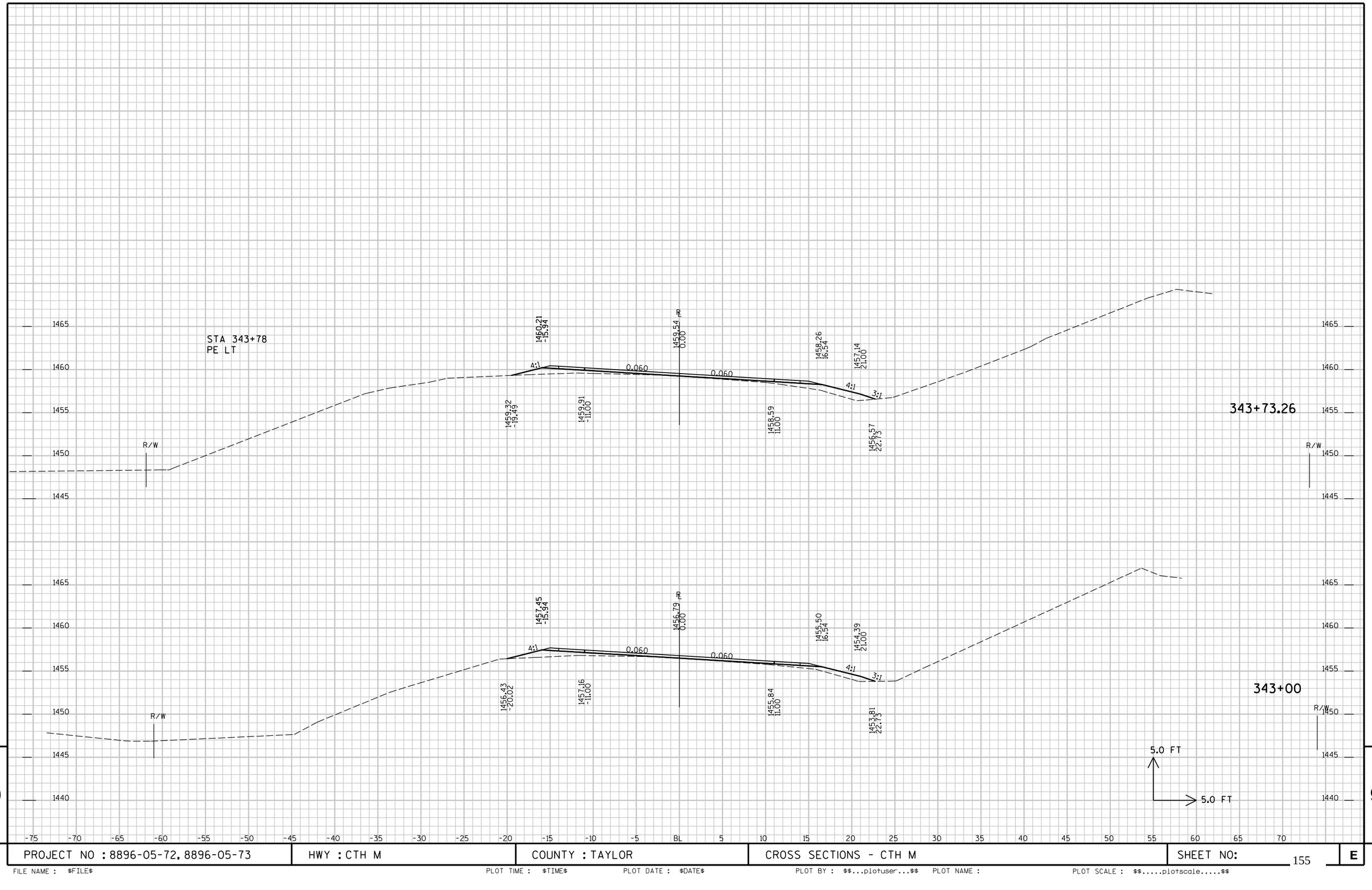

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9

PROJECT NO : 8896-05-72, 8896-05-73 | HWY : CTH M | COUNTY : TAYLOR | CROSS SECTIONS - CTH M | SHEET NO: 155 | E

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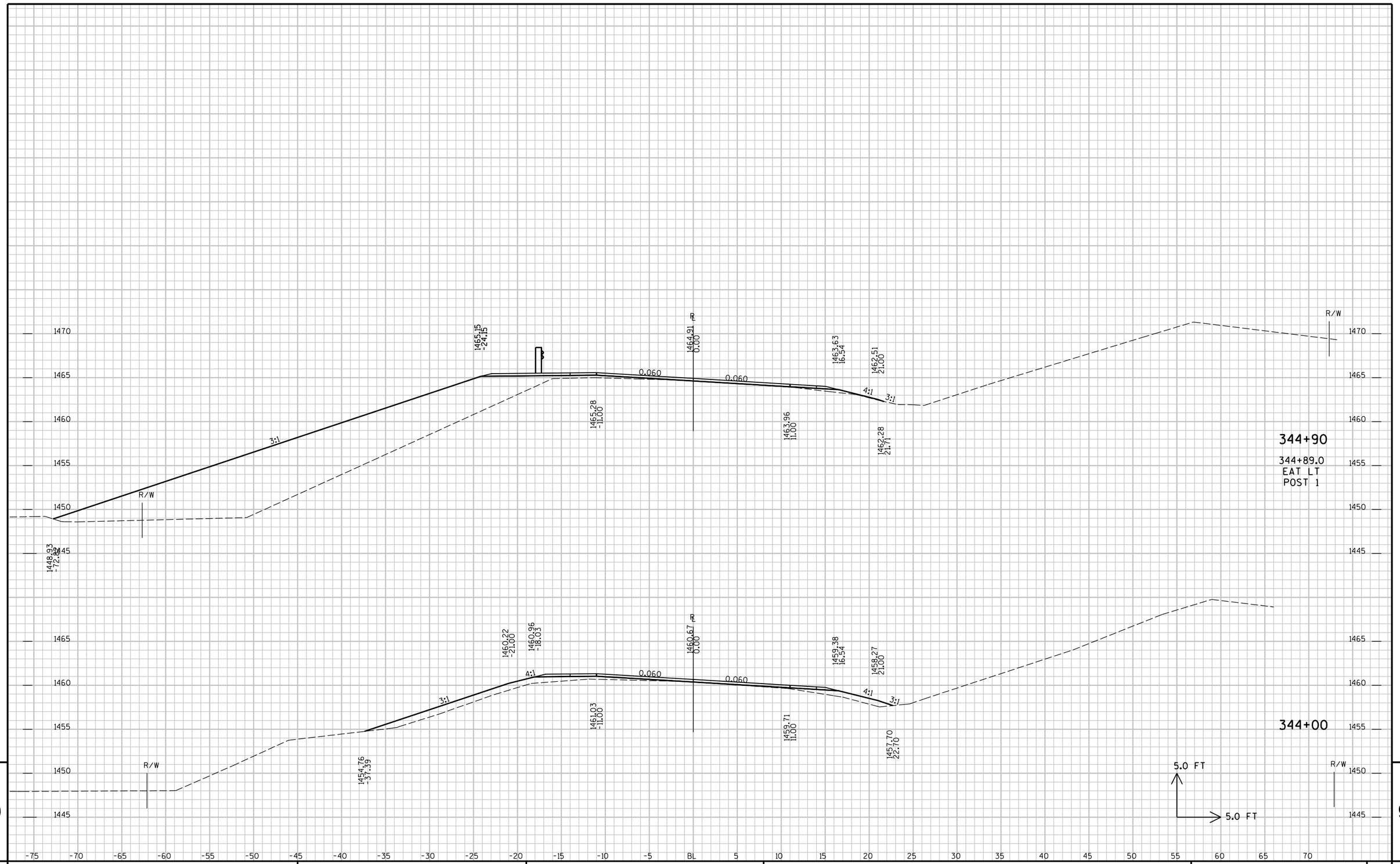

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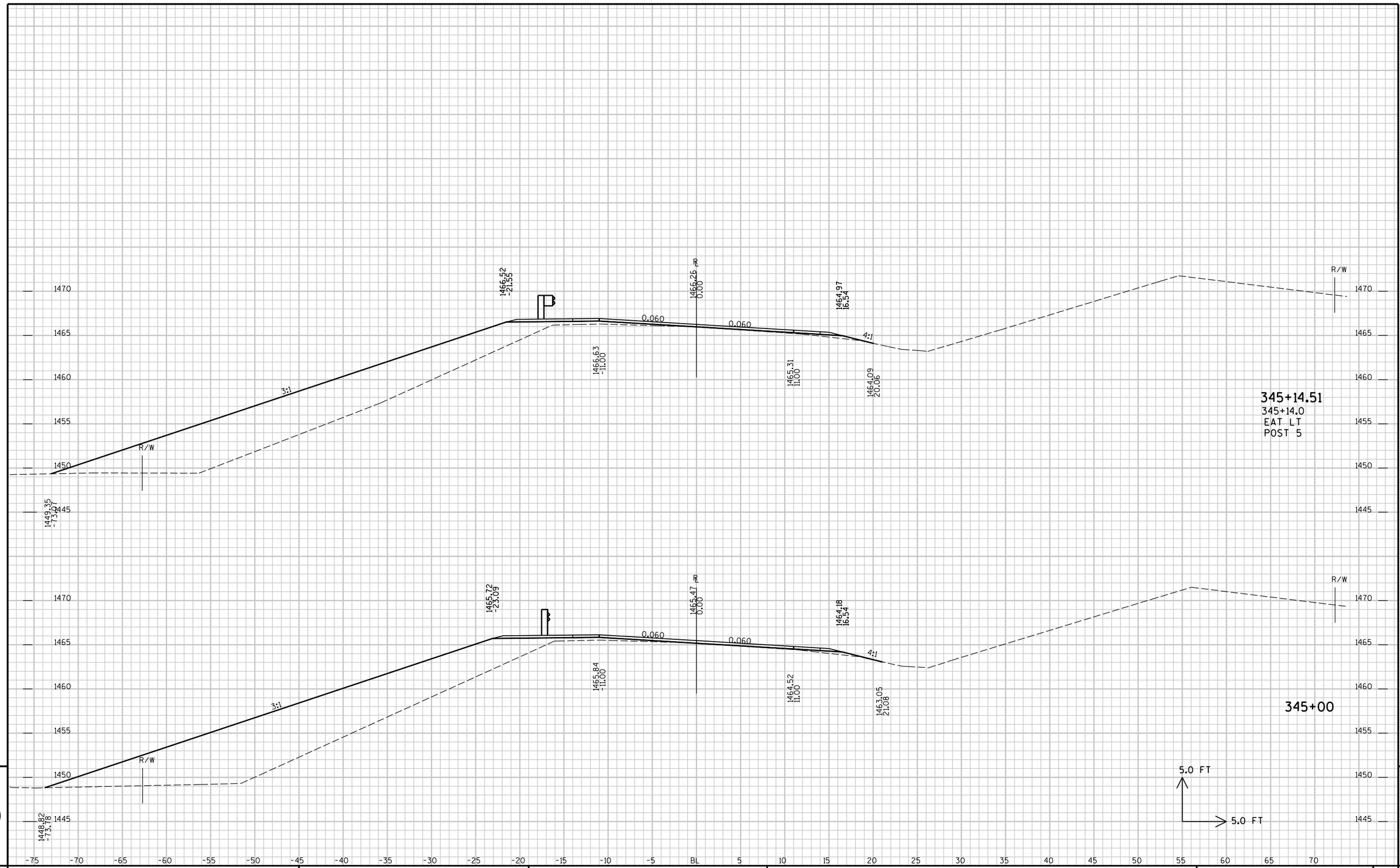
9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 156	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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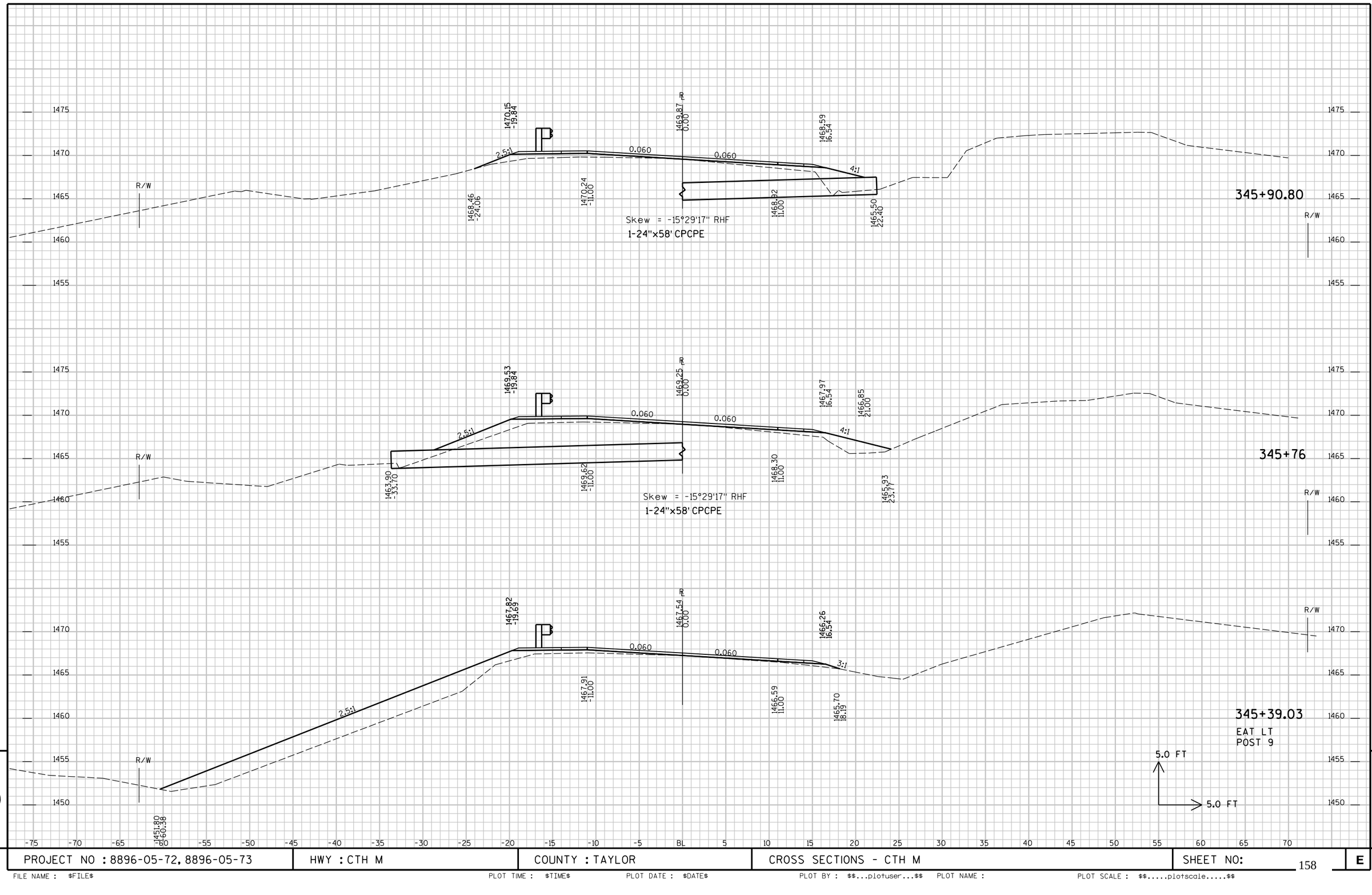
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 158	E

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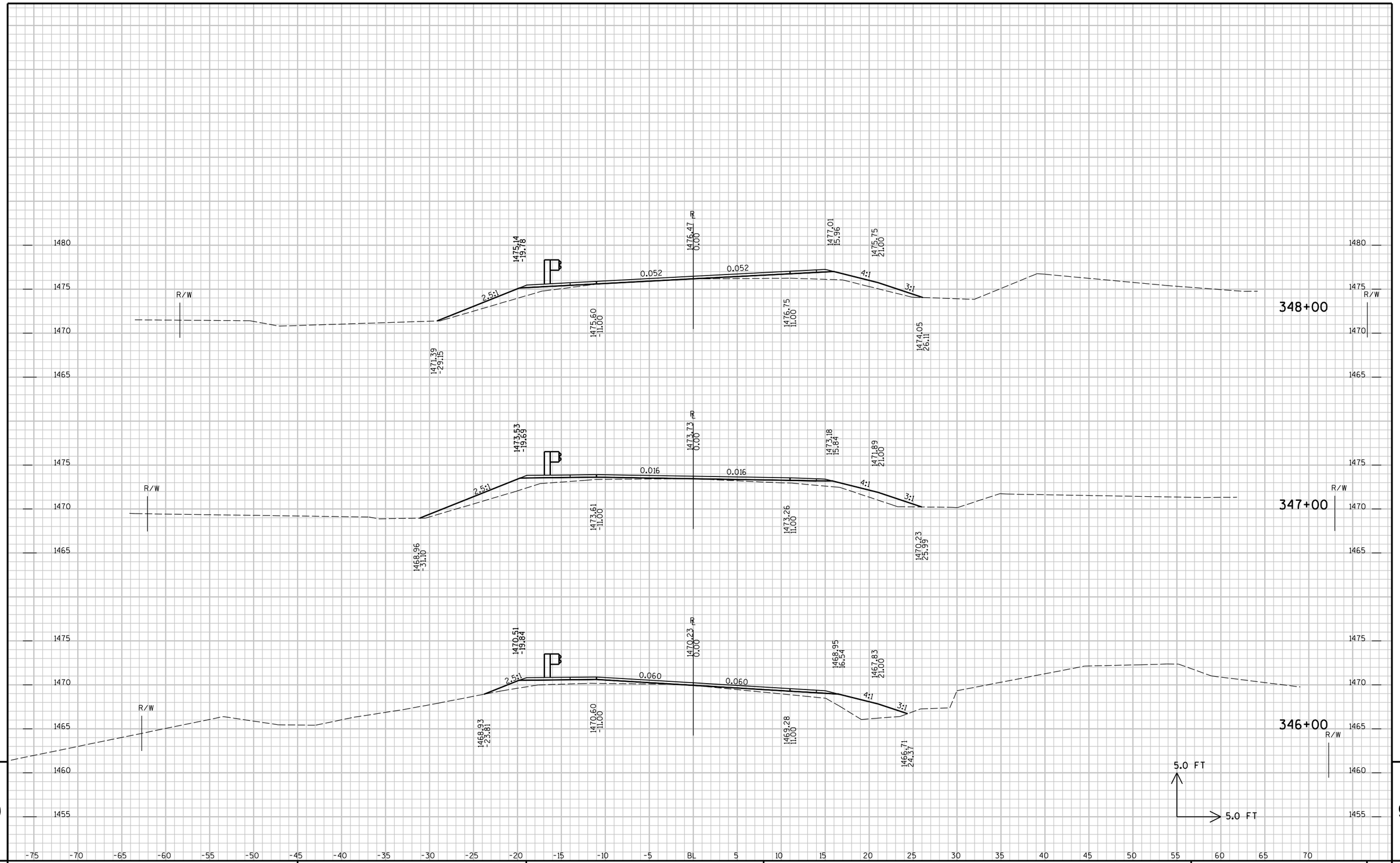

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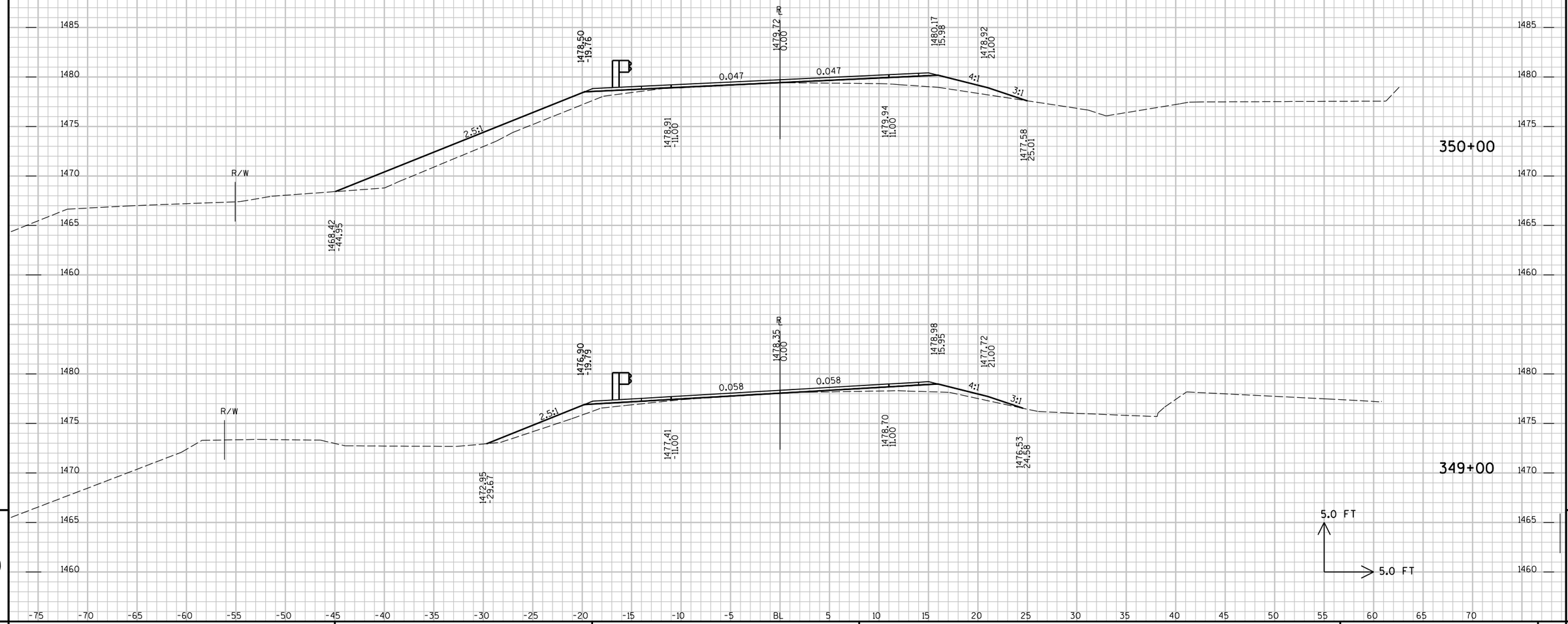
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 159	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 160	E

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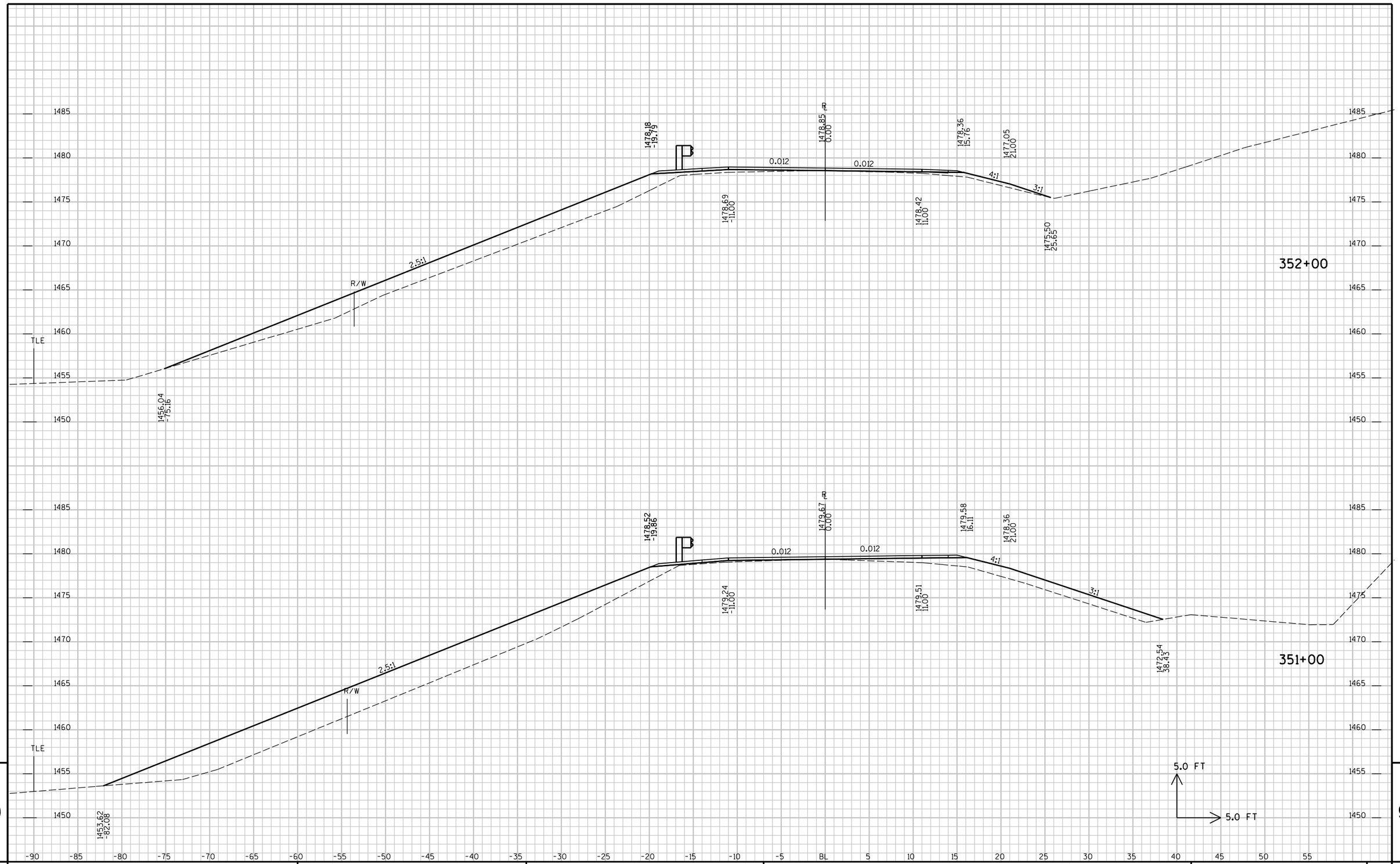
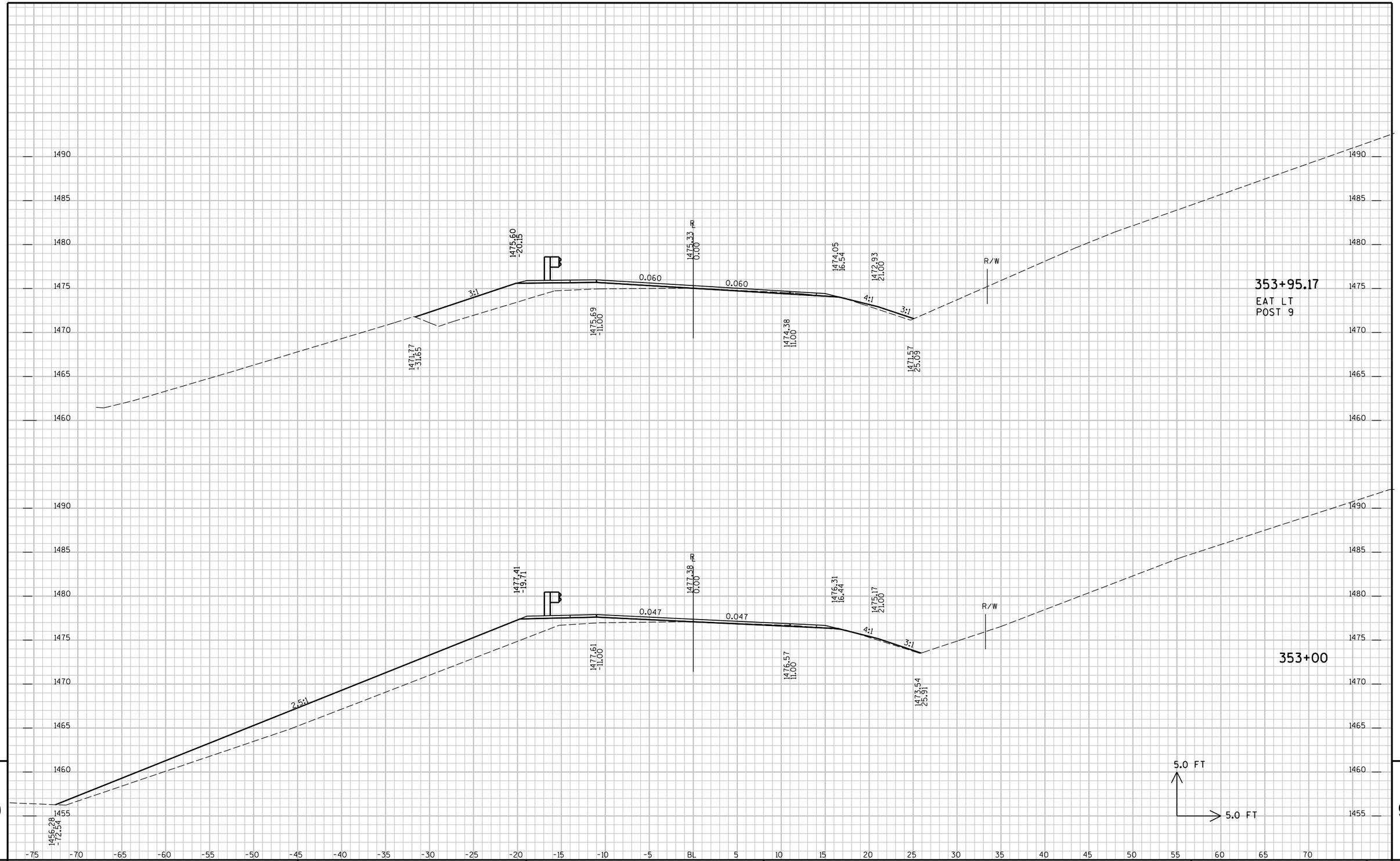


9 9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

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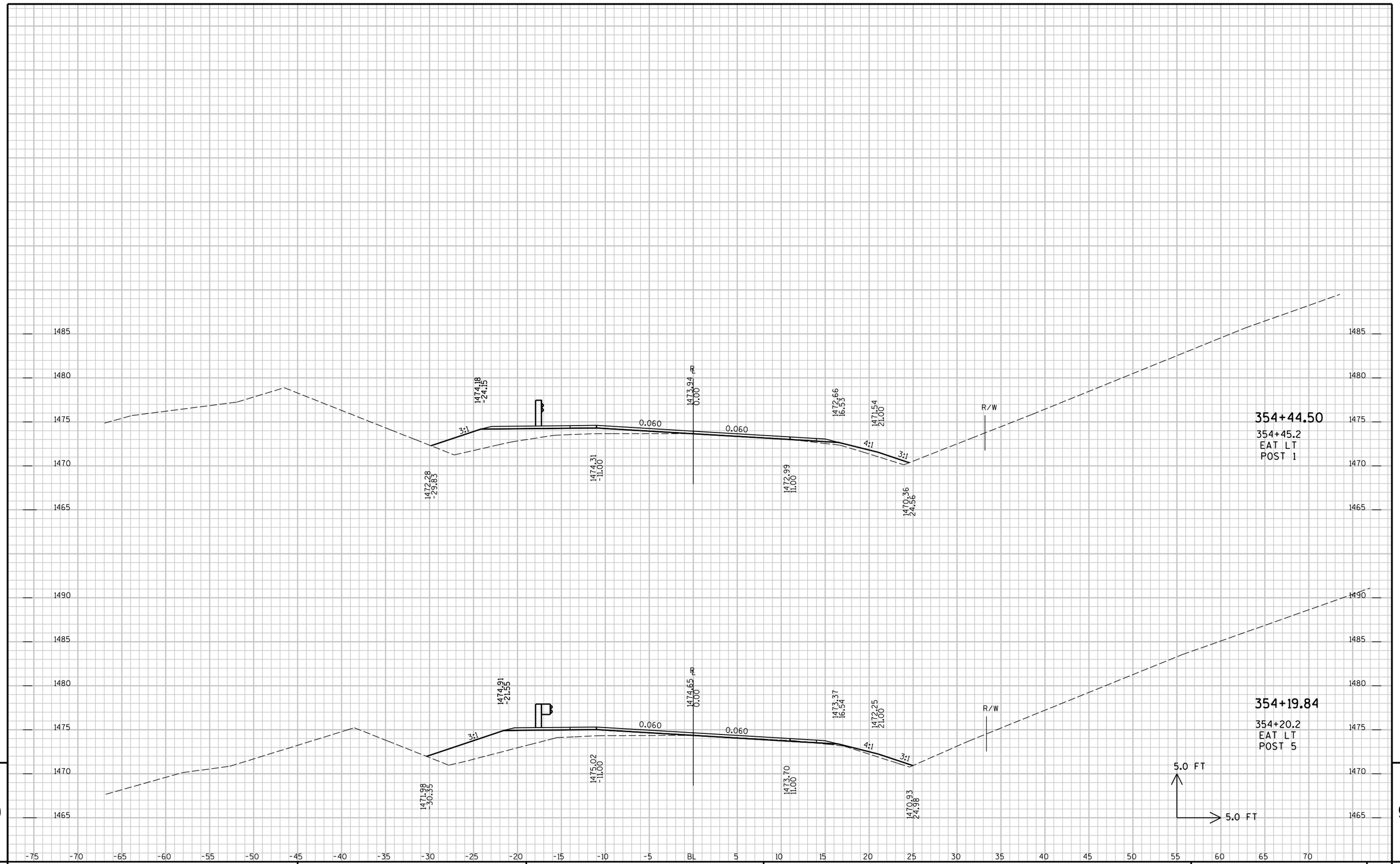

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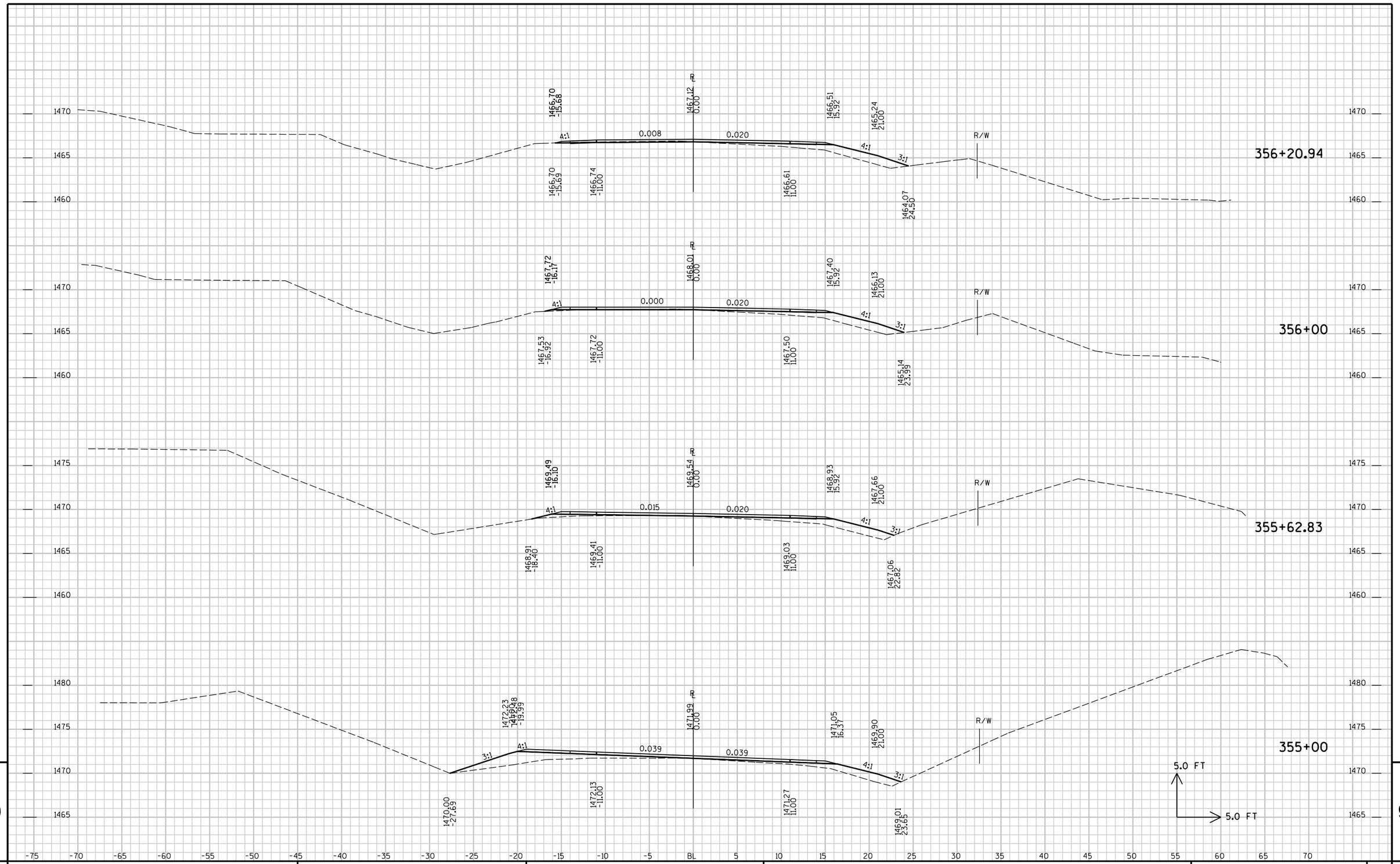
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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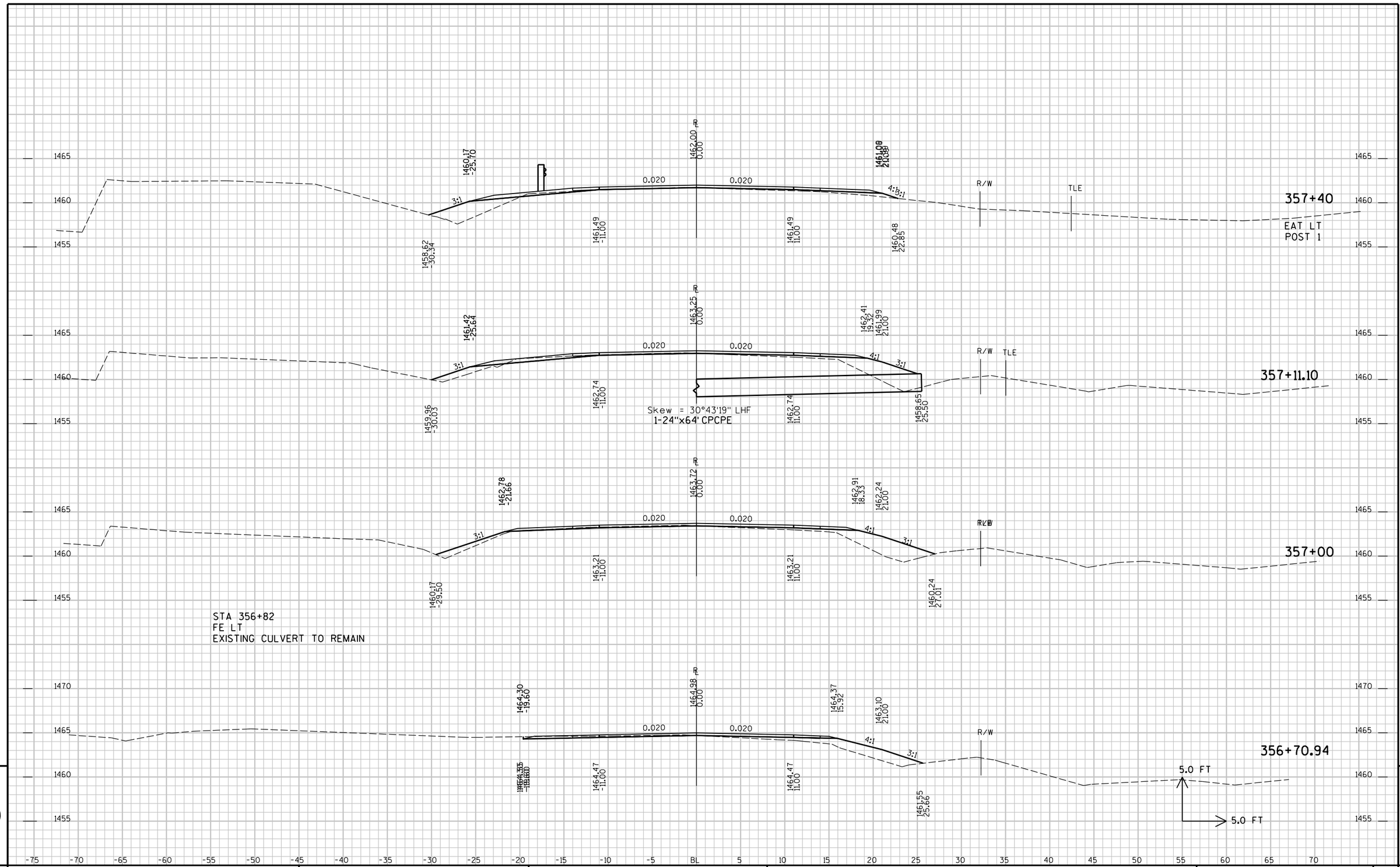
-75 -70 -65 -60 -55 -50 -45 -40 -35 -30 -25 -20 -15 -10 -5 BL 5 10 15 20 25 30 35 40 45 50 55 60 65 70

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 164	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 165	E

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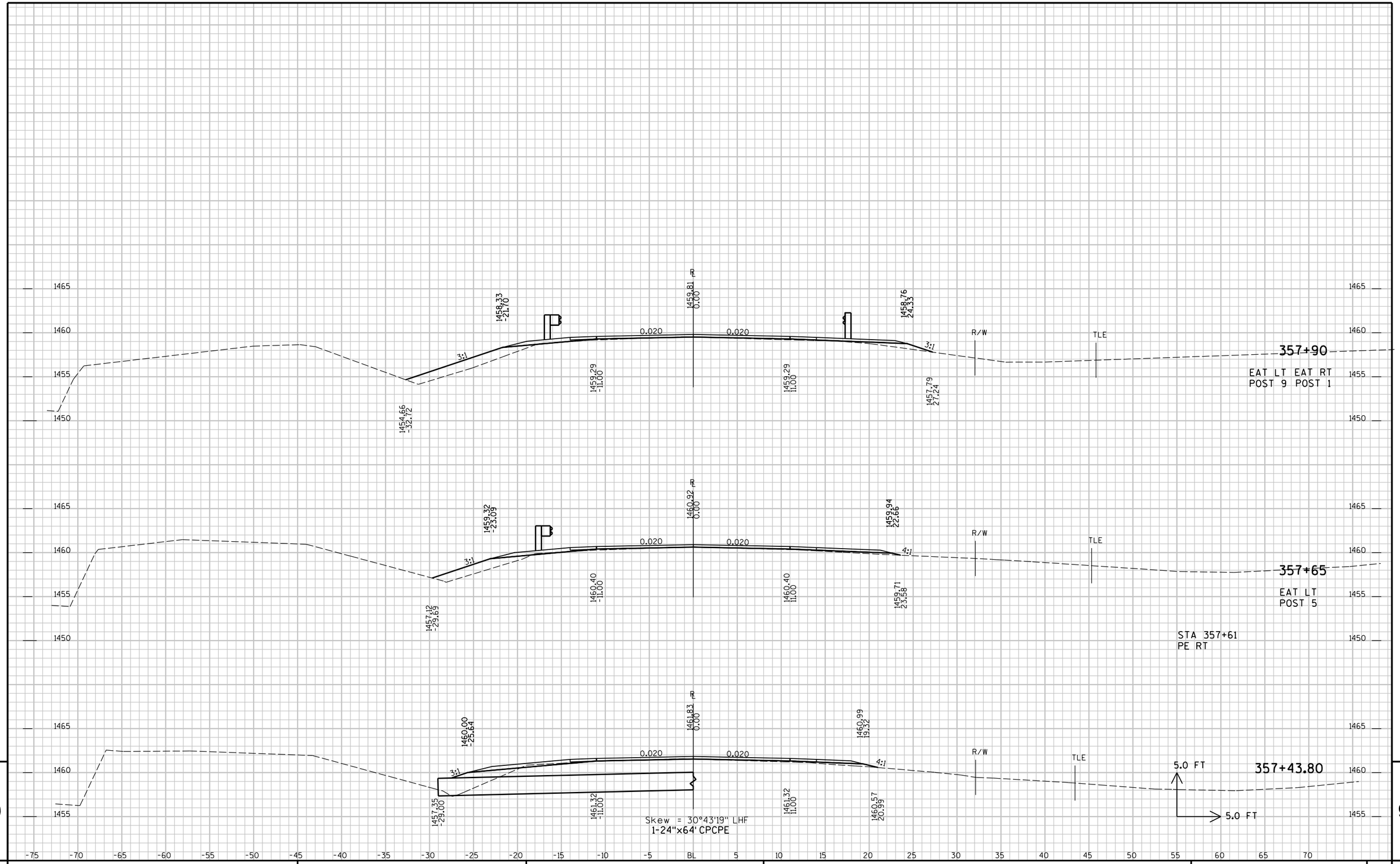

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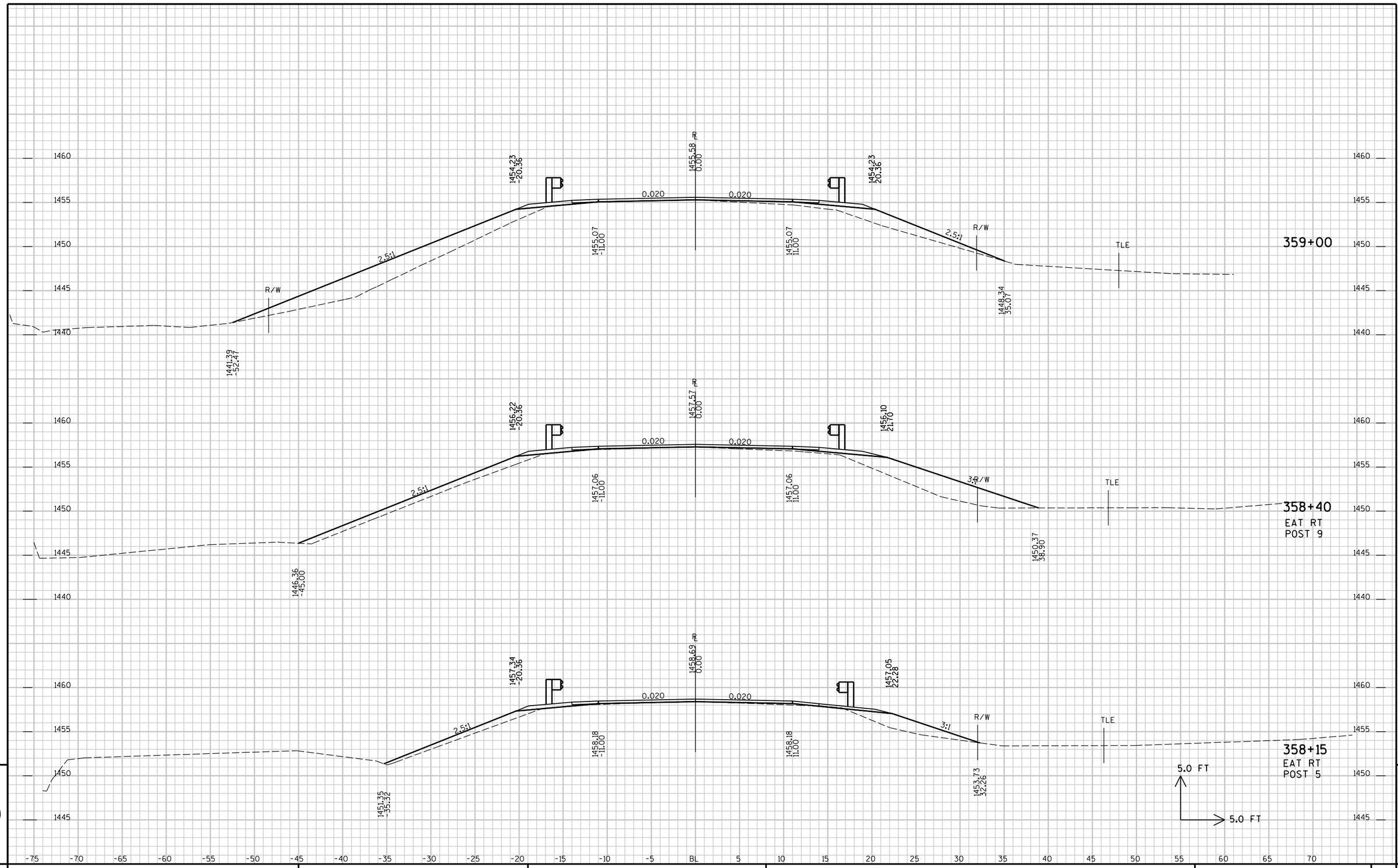
9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:

E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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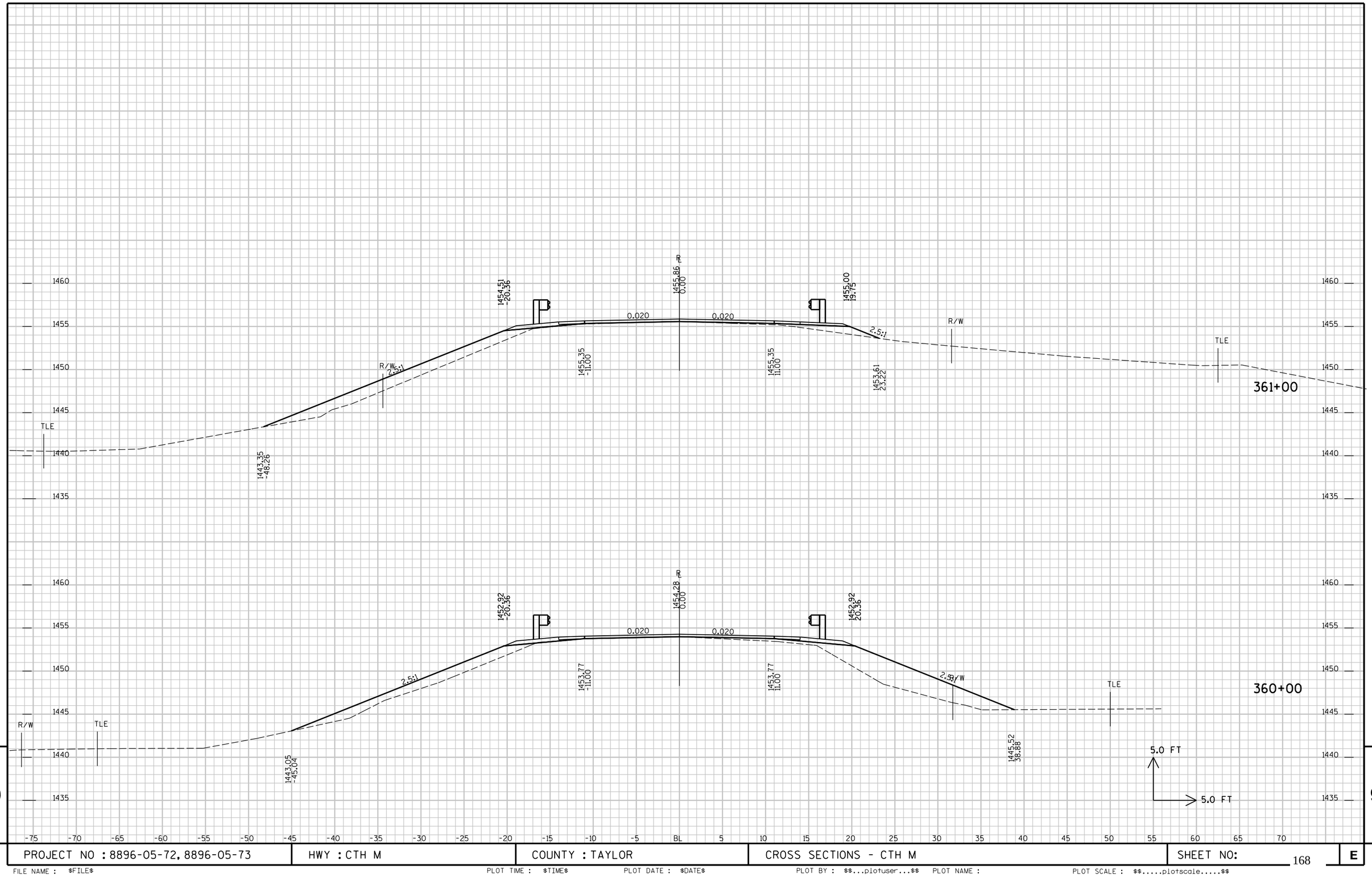
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

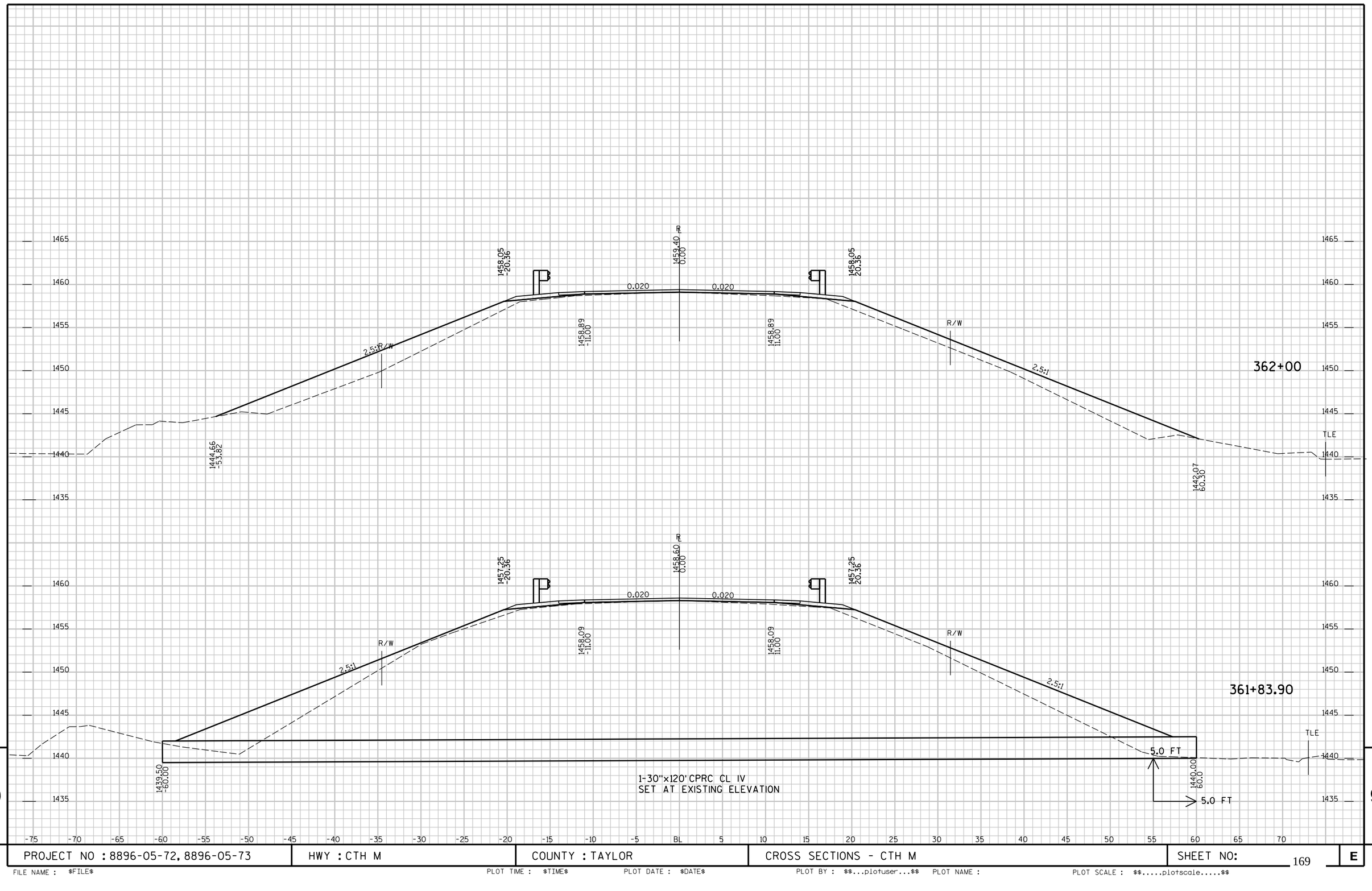


9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

E

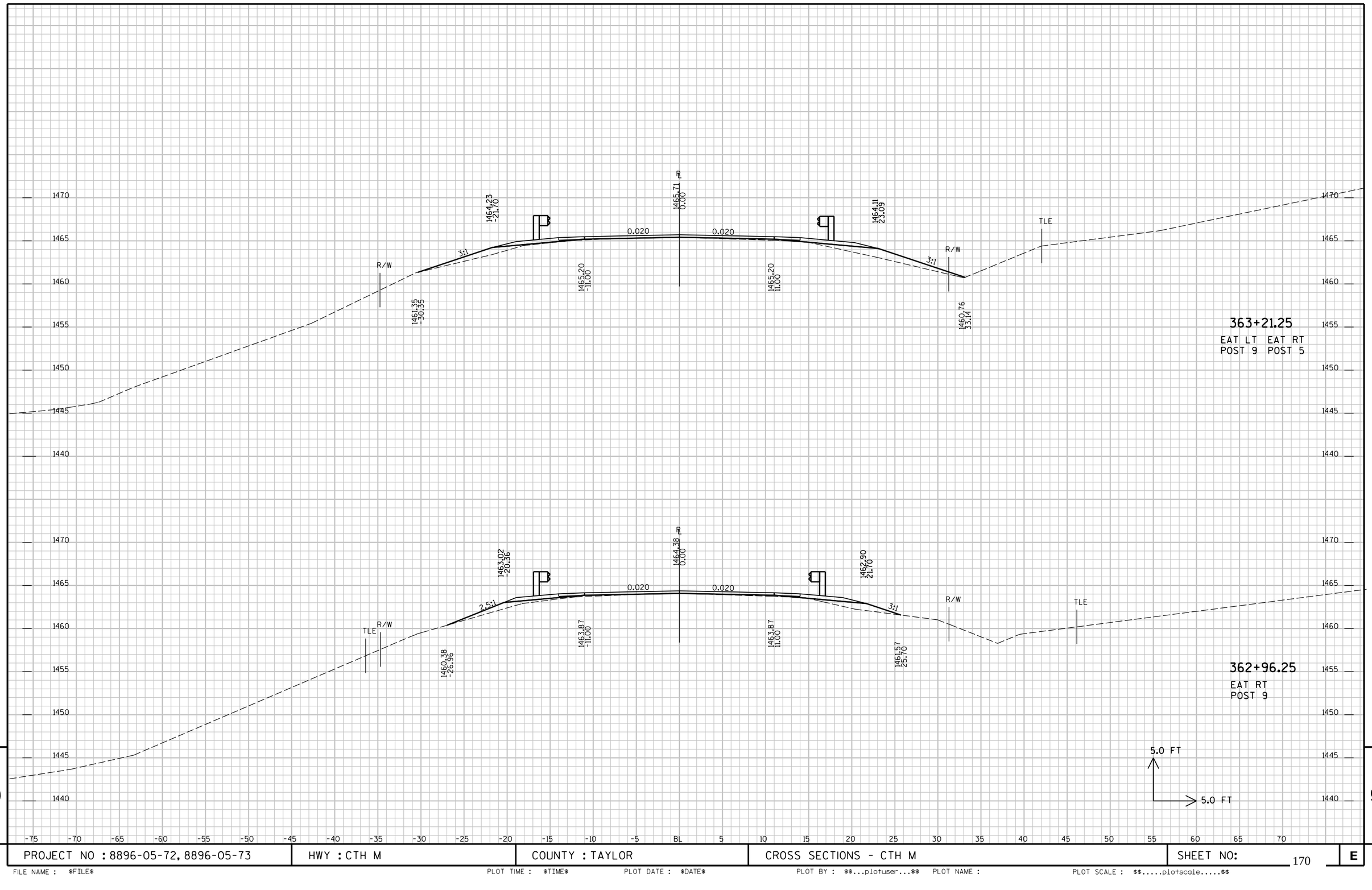


9 9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:

E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 170	E

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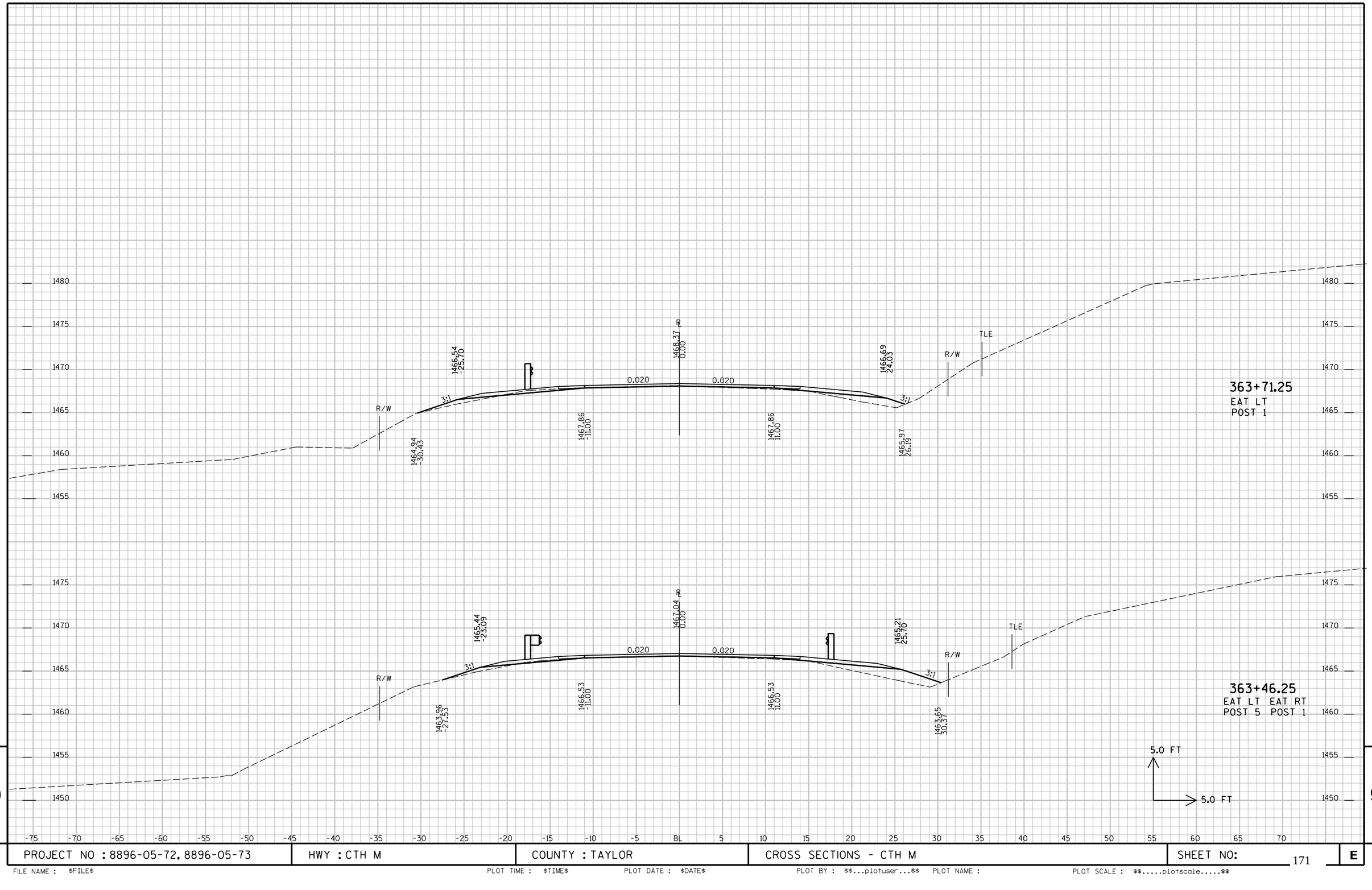

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9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

364+65.31

1495 1490 1485 1480 1475 1470 1465

R/W

1470.83
21.00

1471.72
17.44

3:1 4:1

0.020 0.020

1472.36 PC
0.00

1471.75
15.92

4:1

R/W

1470.67
-21.48

1471.85
-11.00

1471.85
11.00

1470.67
20.24

STA 364+23
FE LT
EXISTING CULVERT TO REMAIN

364+00

1495 1490 1485 1480 1475 1470 1465 1460

R/W

1468.02
-23.78

3:1

0.020 0.020

1469.68 PC
0.00

1468.17
22.11

3:1

R/W

1466.92
-27.06

1469.17
-11.00

1469.17
11.00

1467.74
23.41

5.0 FT

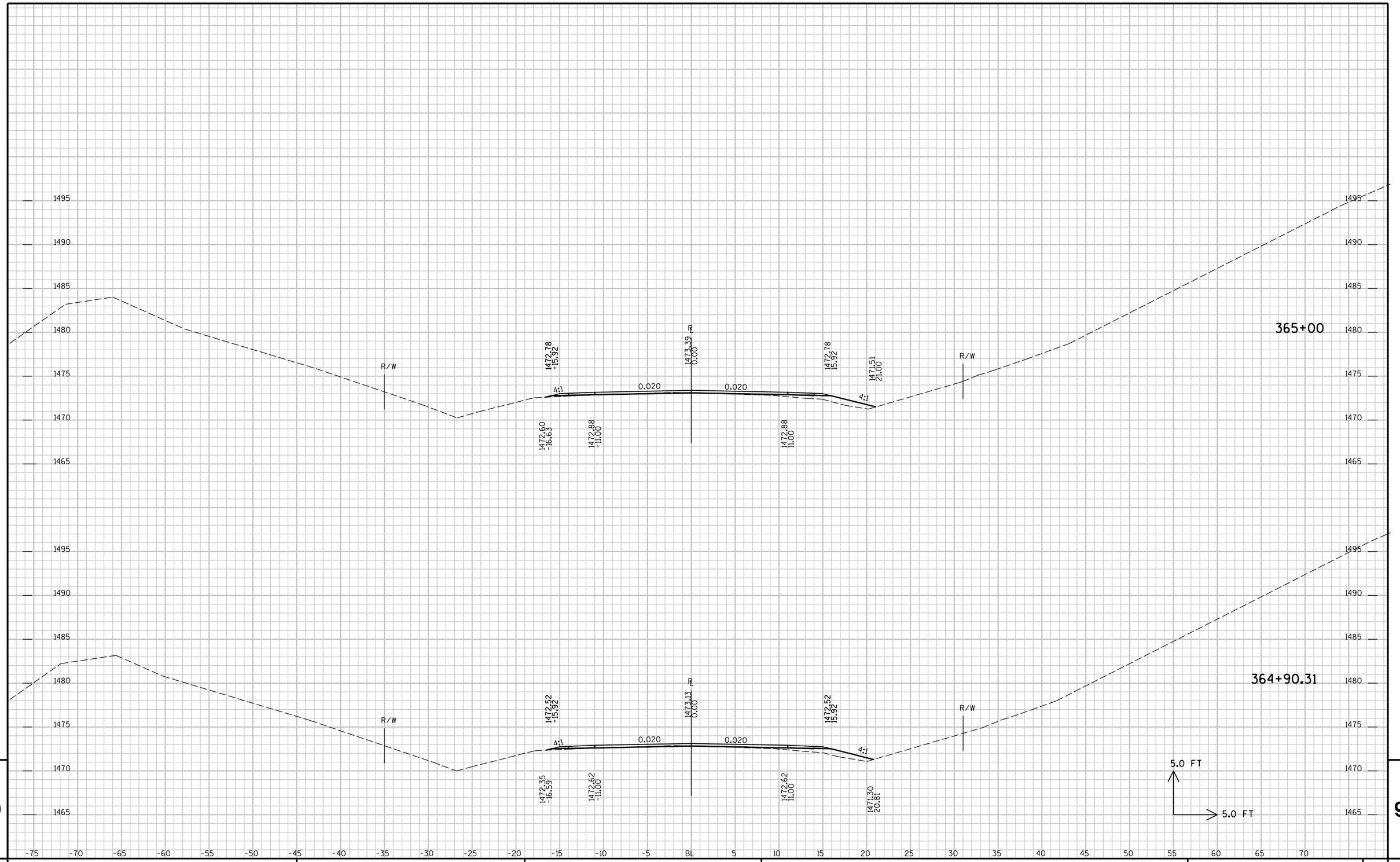
5.0 FT

-75 -70 -65 -60 -55 -50 -45 -40 -35 -30 -25 -20 -15 -10 -5 BL 5 10 15 20 25 30 35 40 45 50 55 60 65 70

9 9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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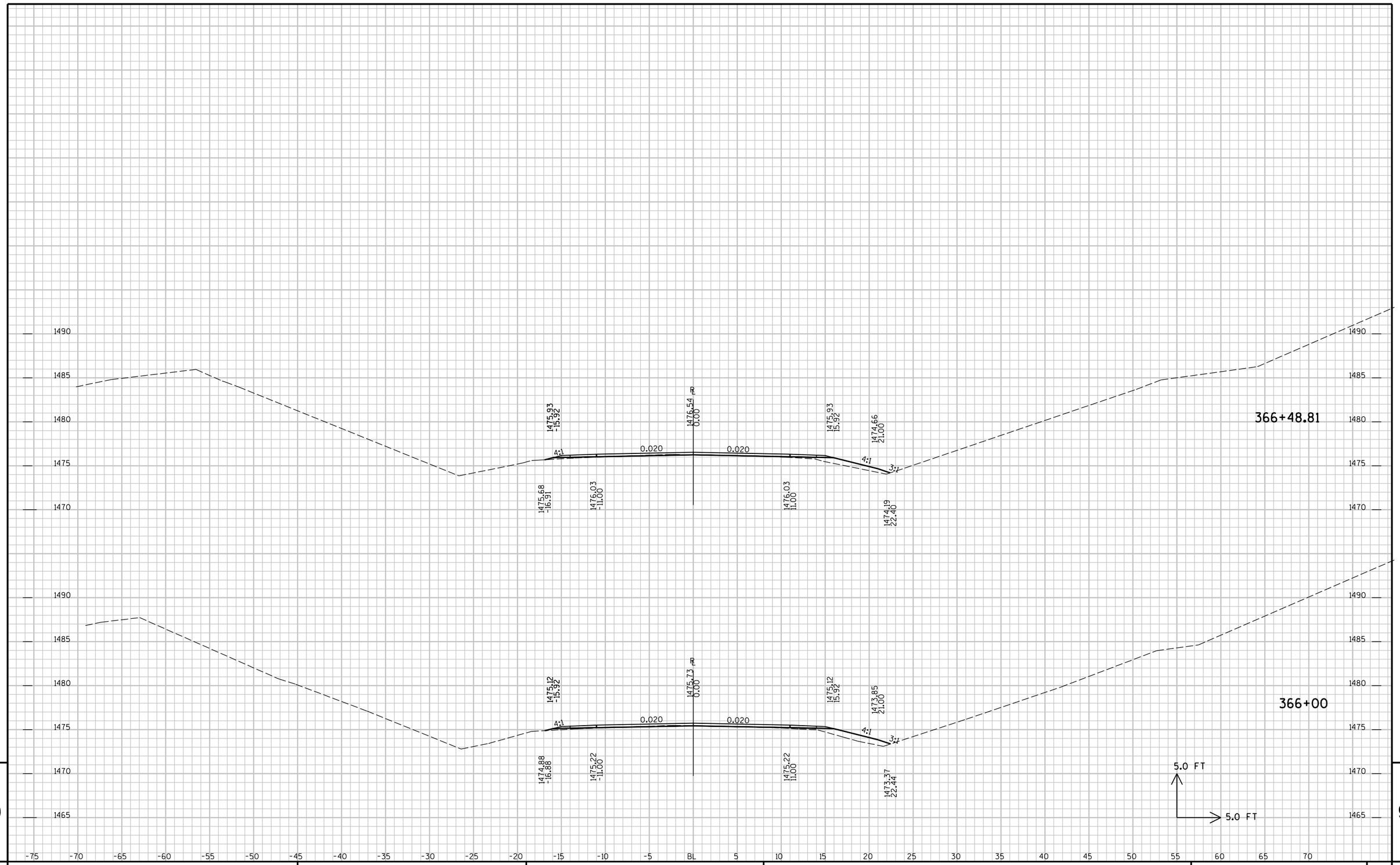
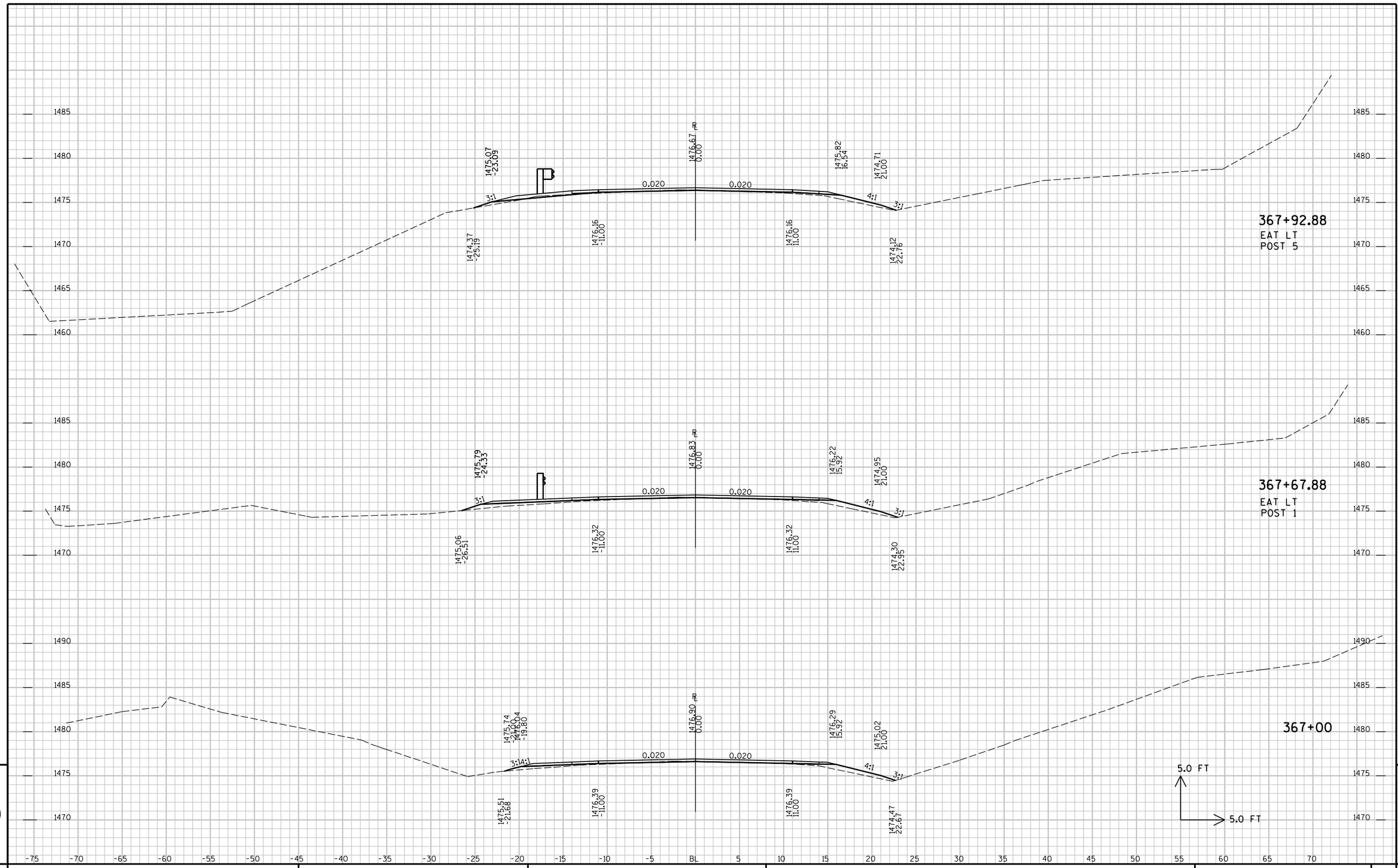
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 173	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 174	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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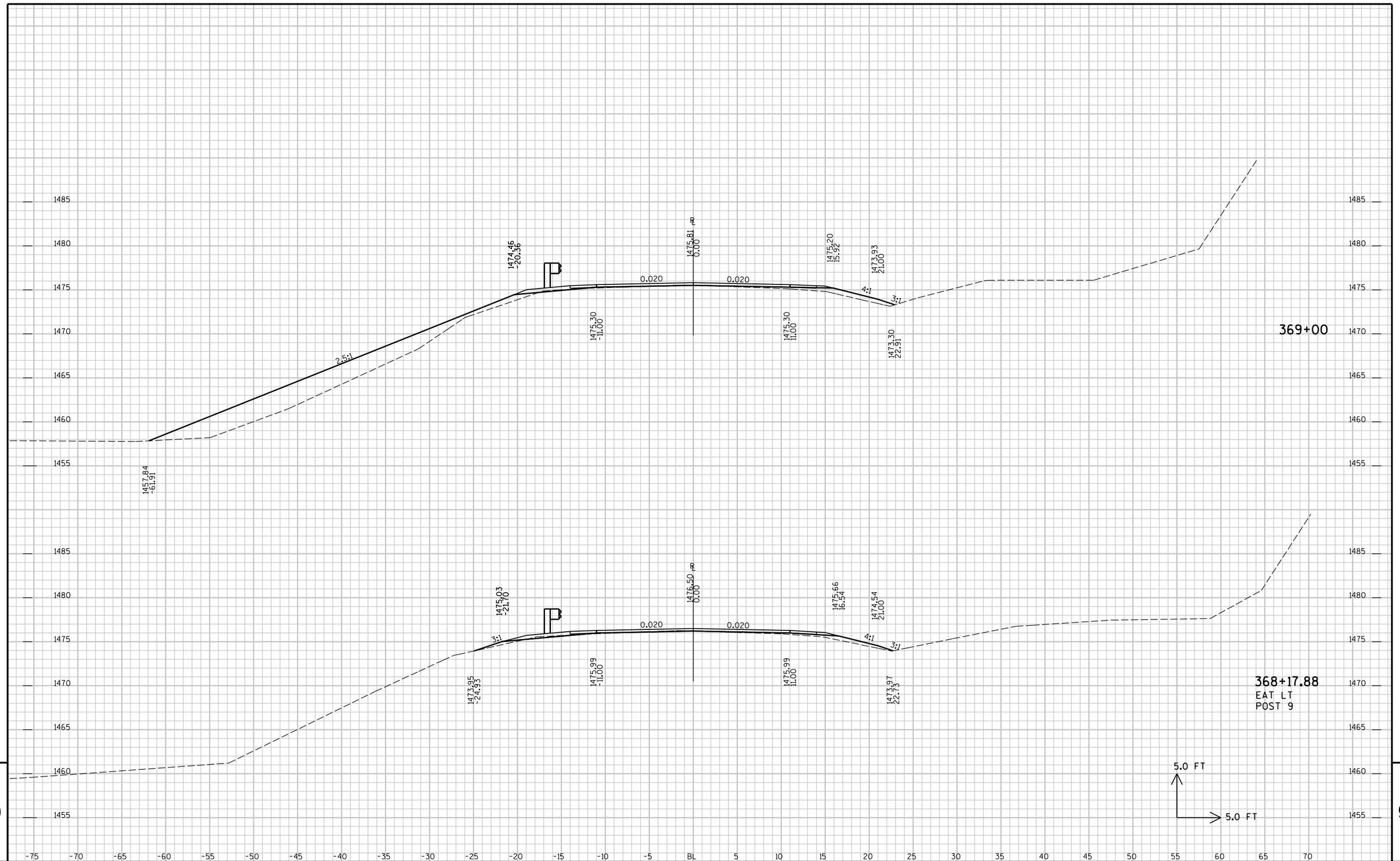
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 176	E

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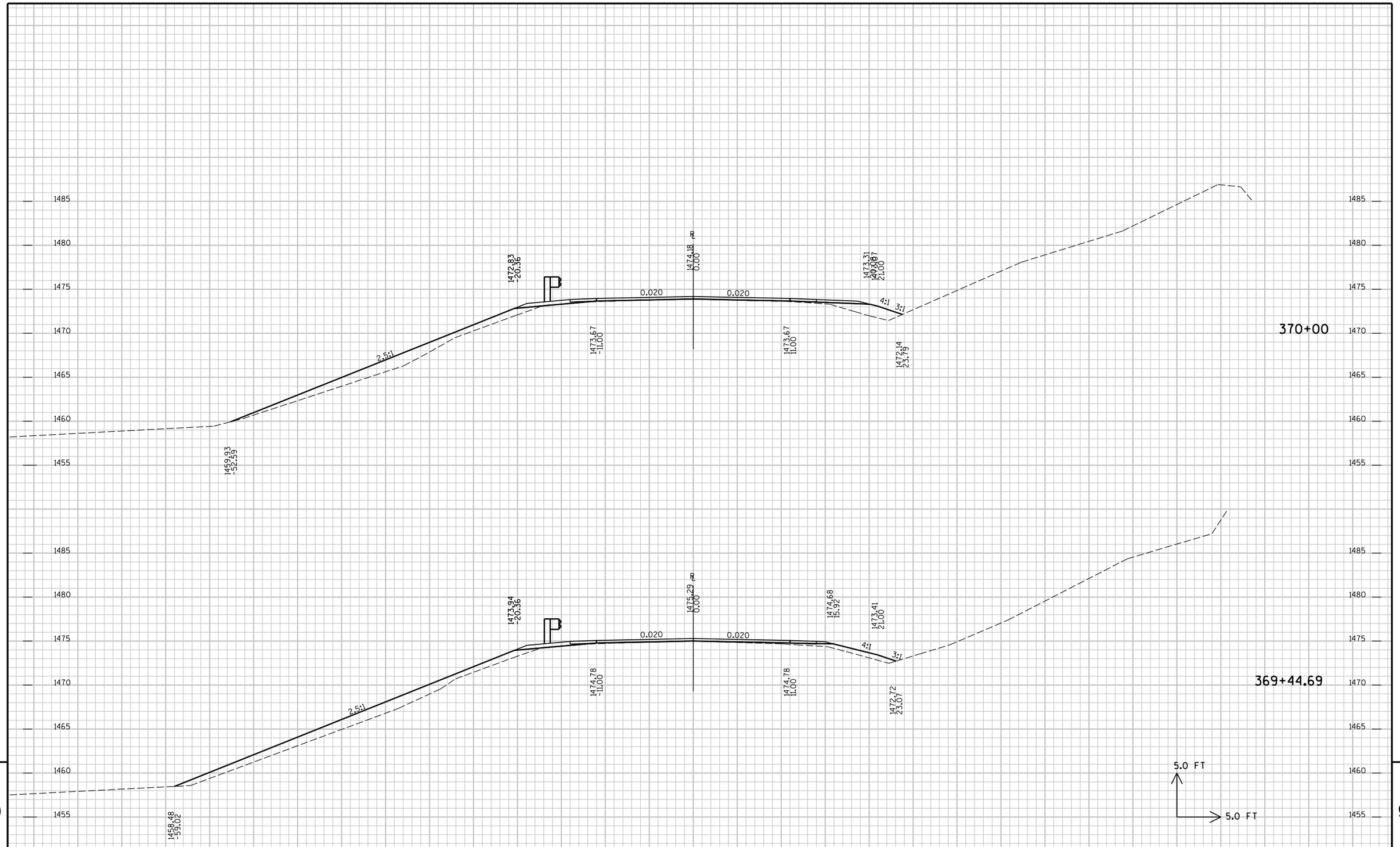

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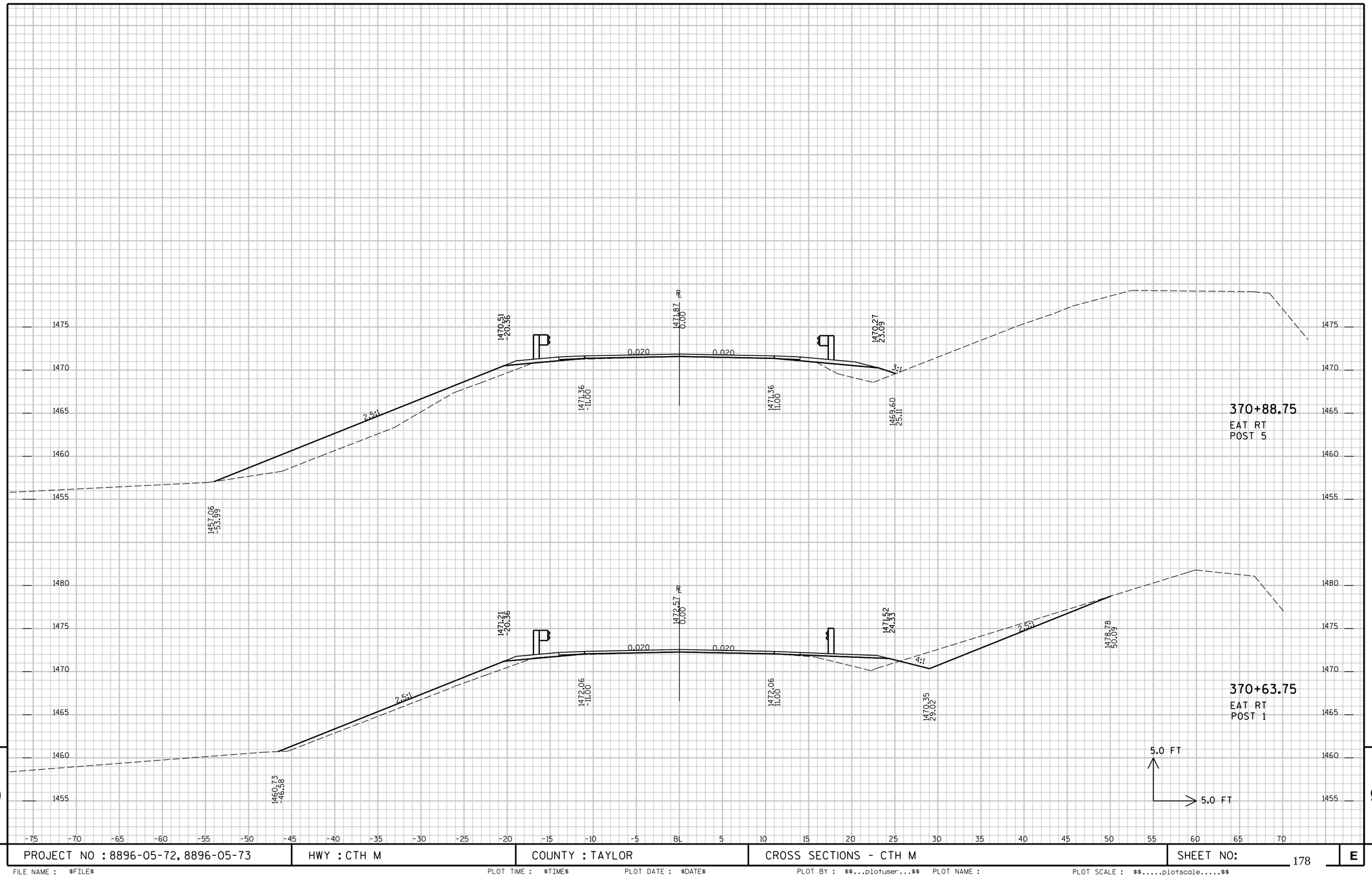
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 177	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 178	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

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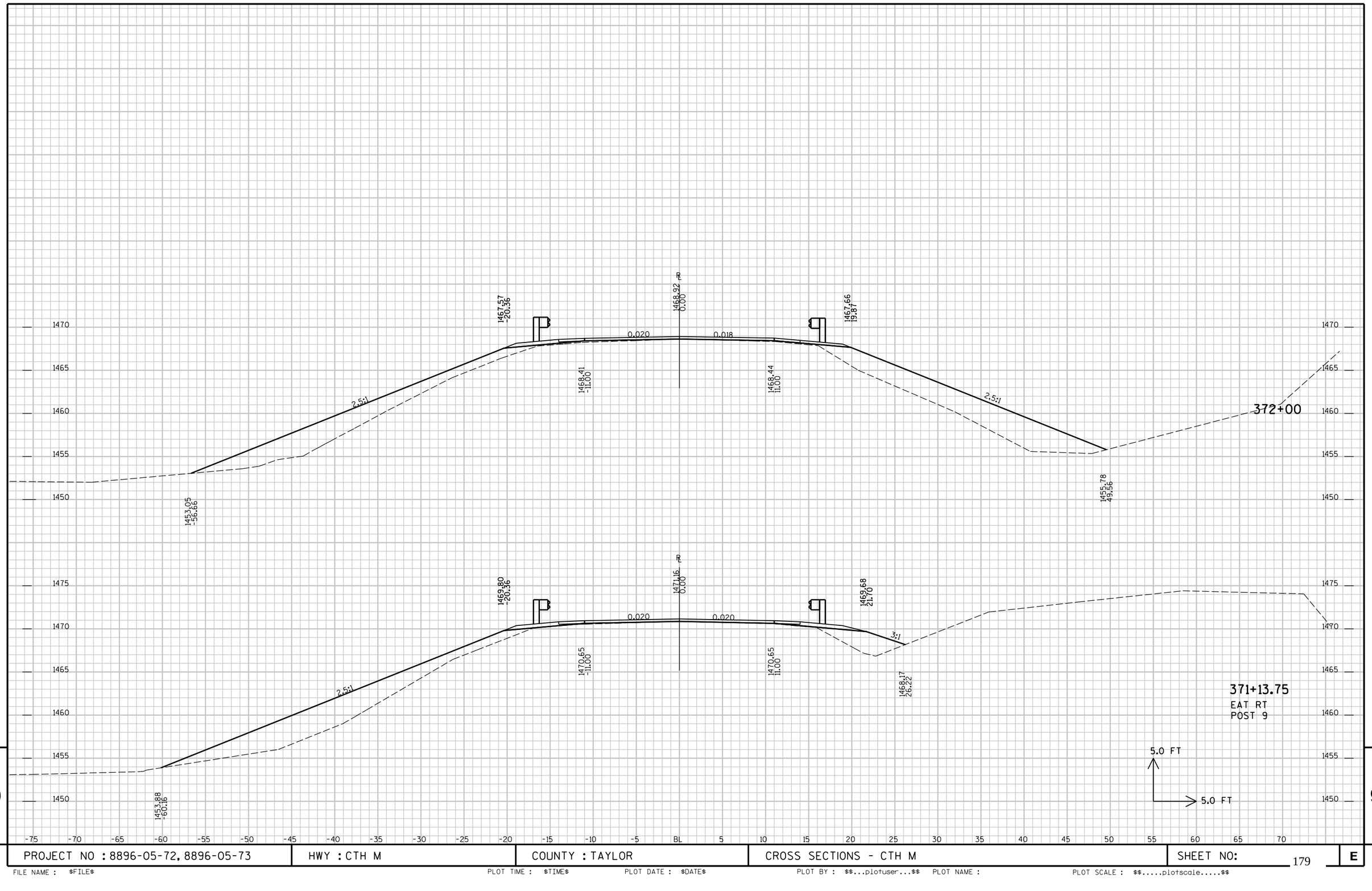

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9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

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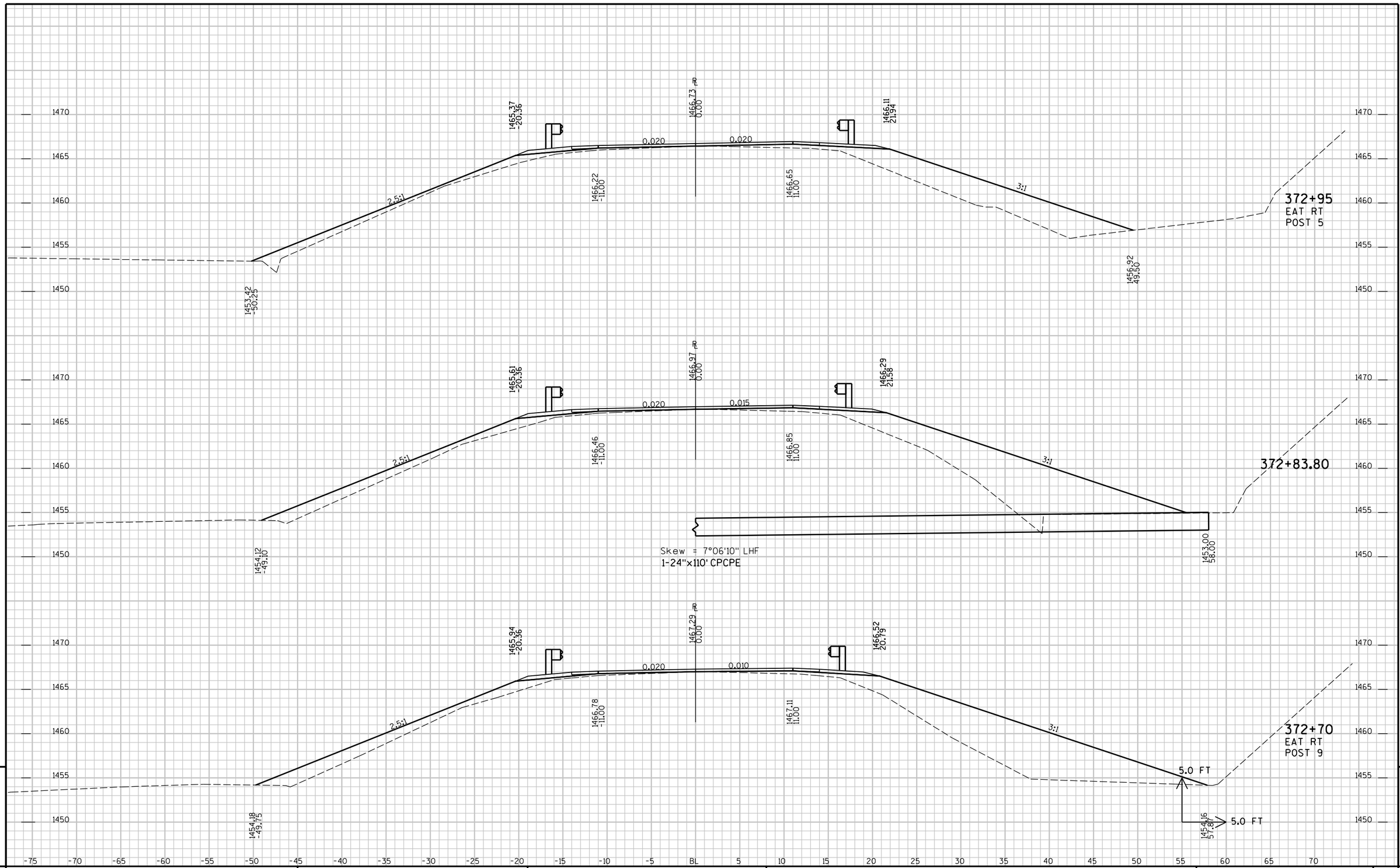

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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 180	E

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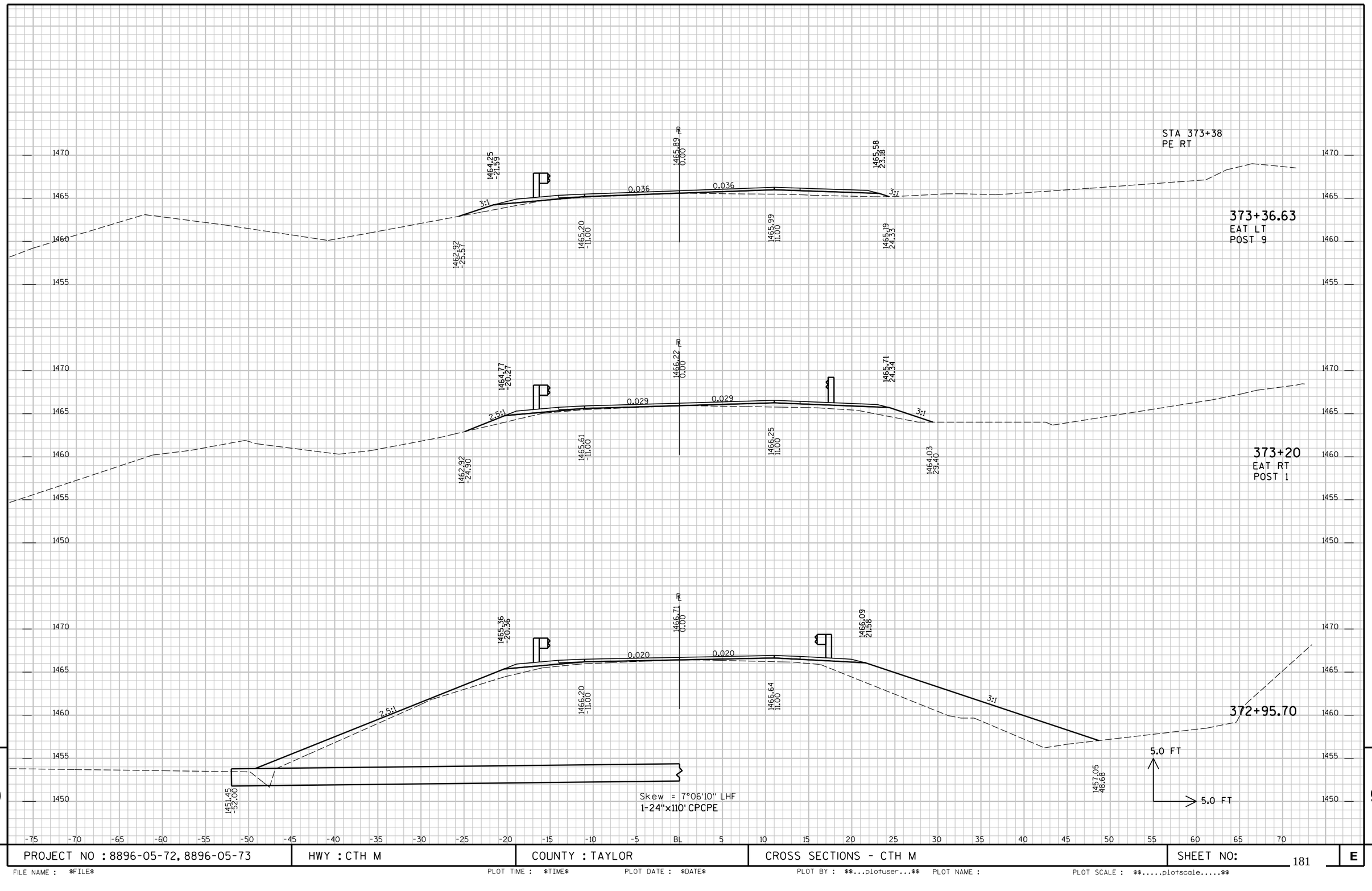

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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 181	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

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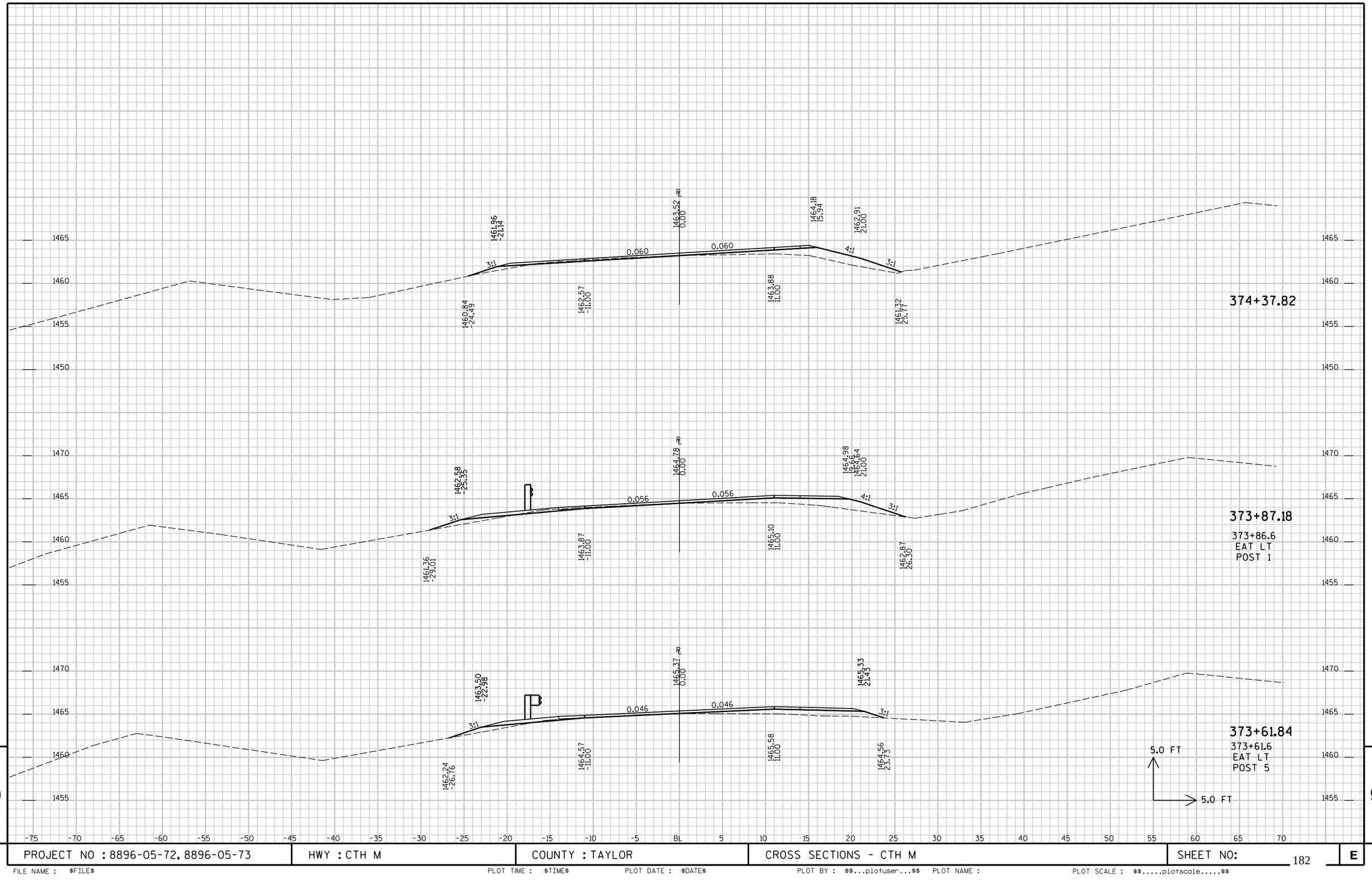

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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 182	E

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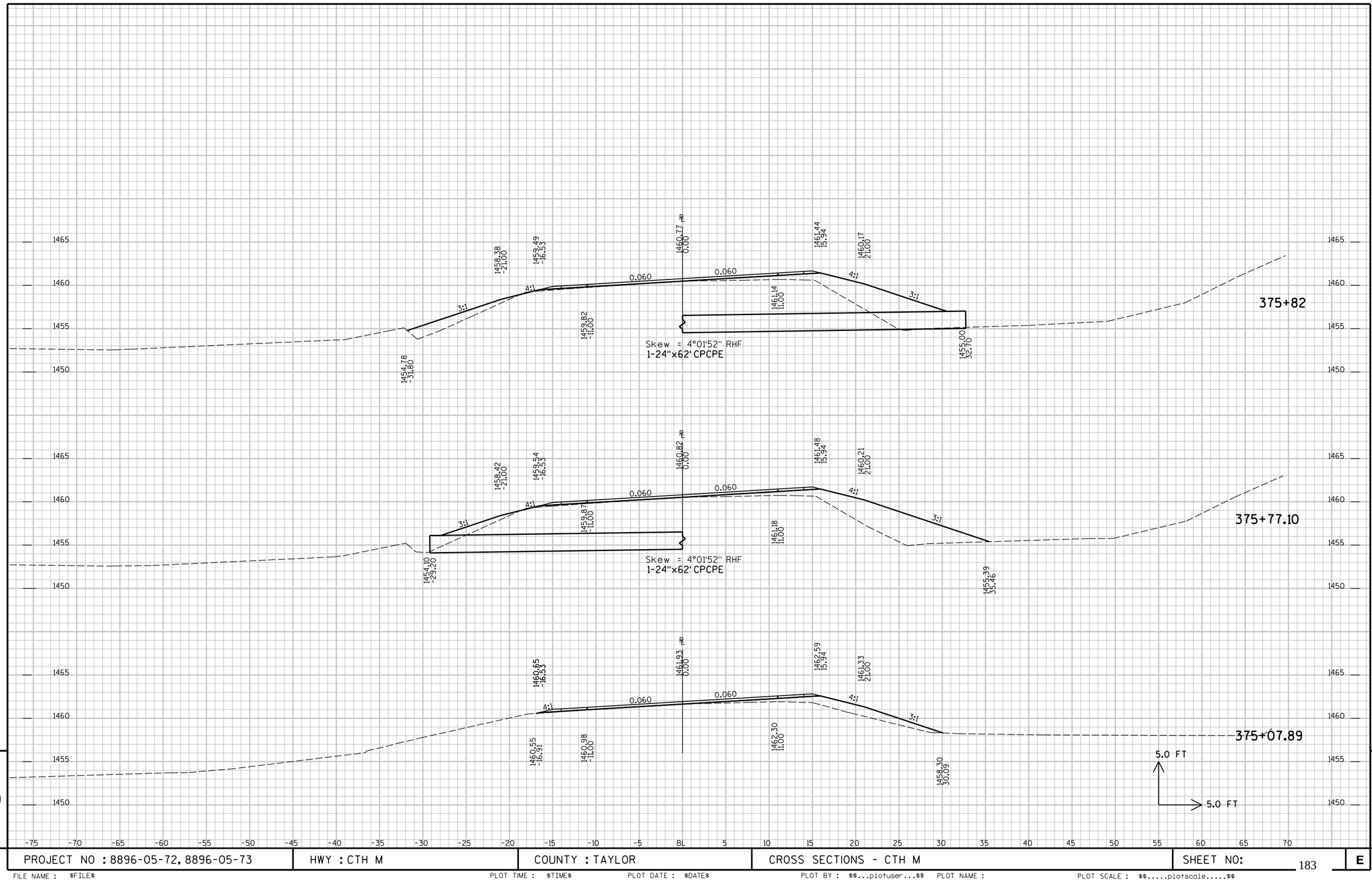

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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 183	E

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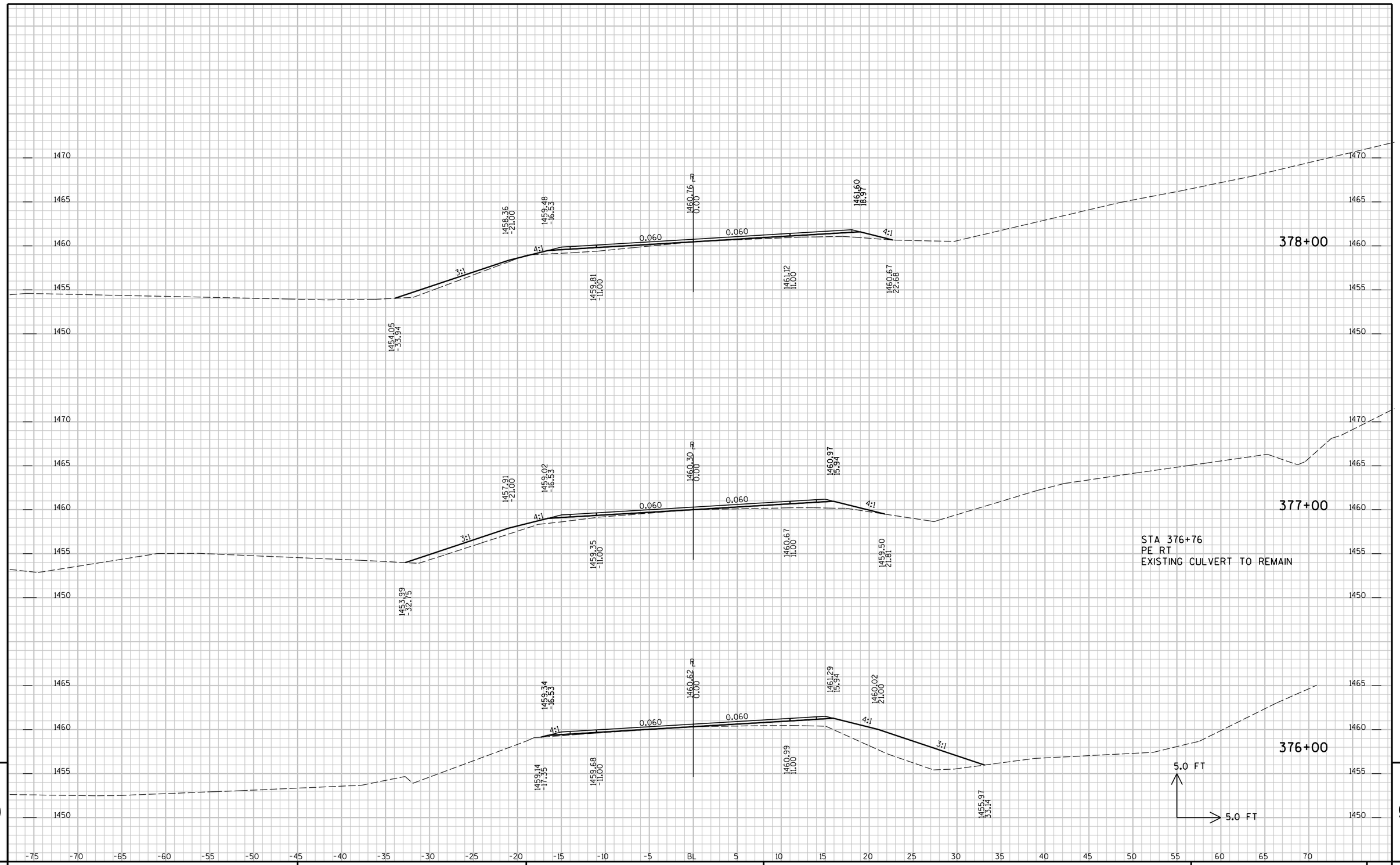

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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:

E

9

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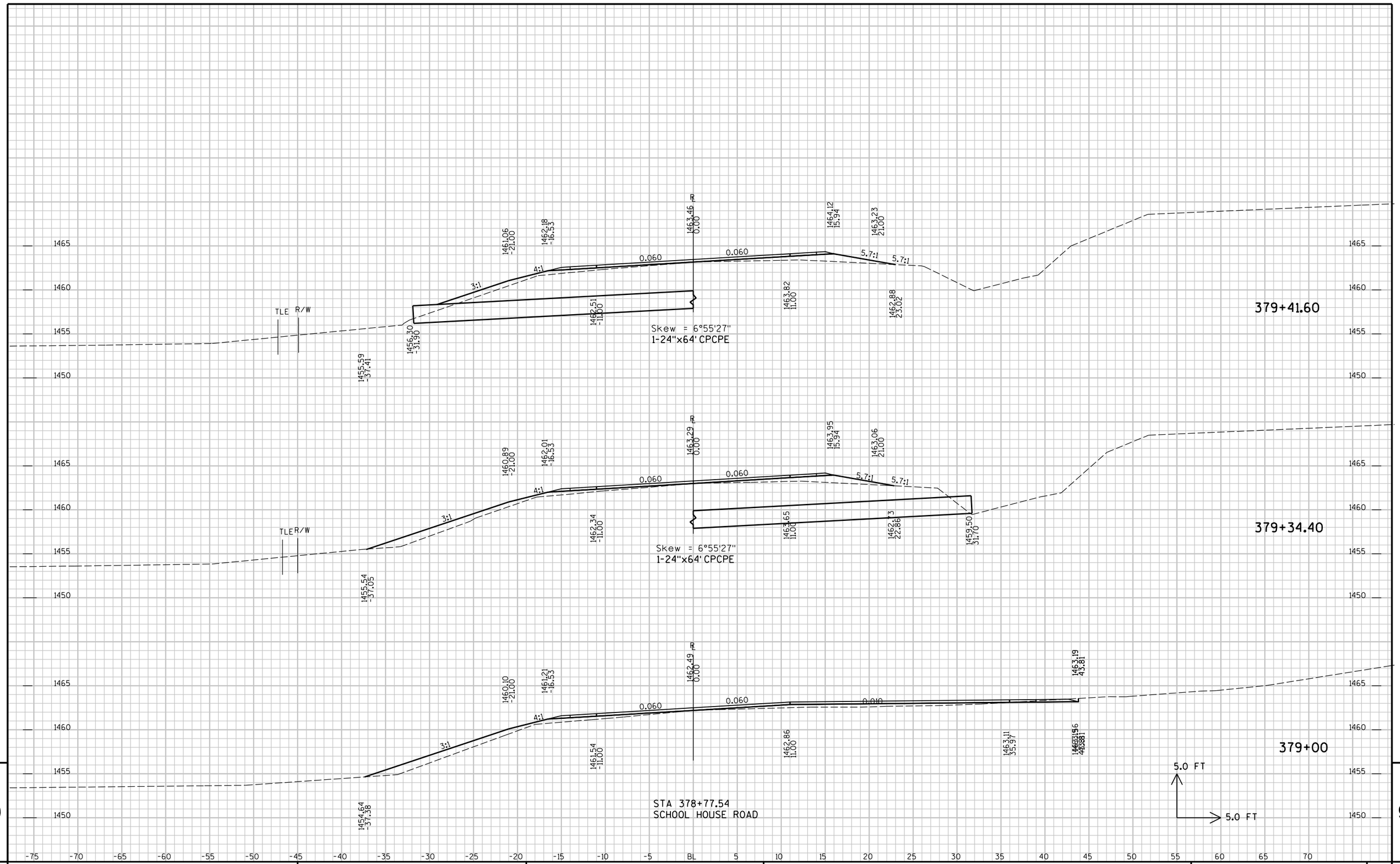

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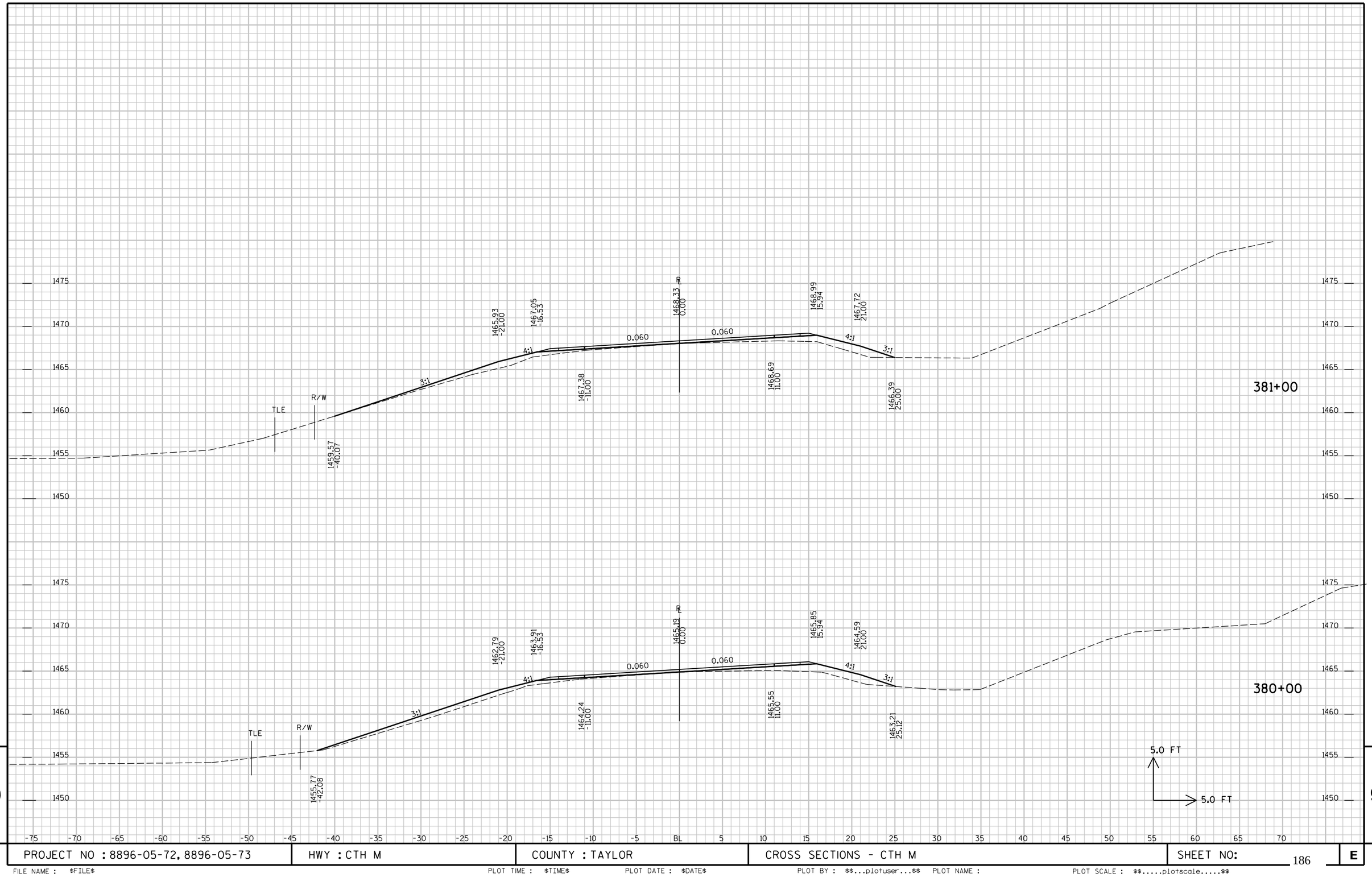
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 186	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

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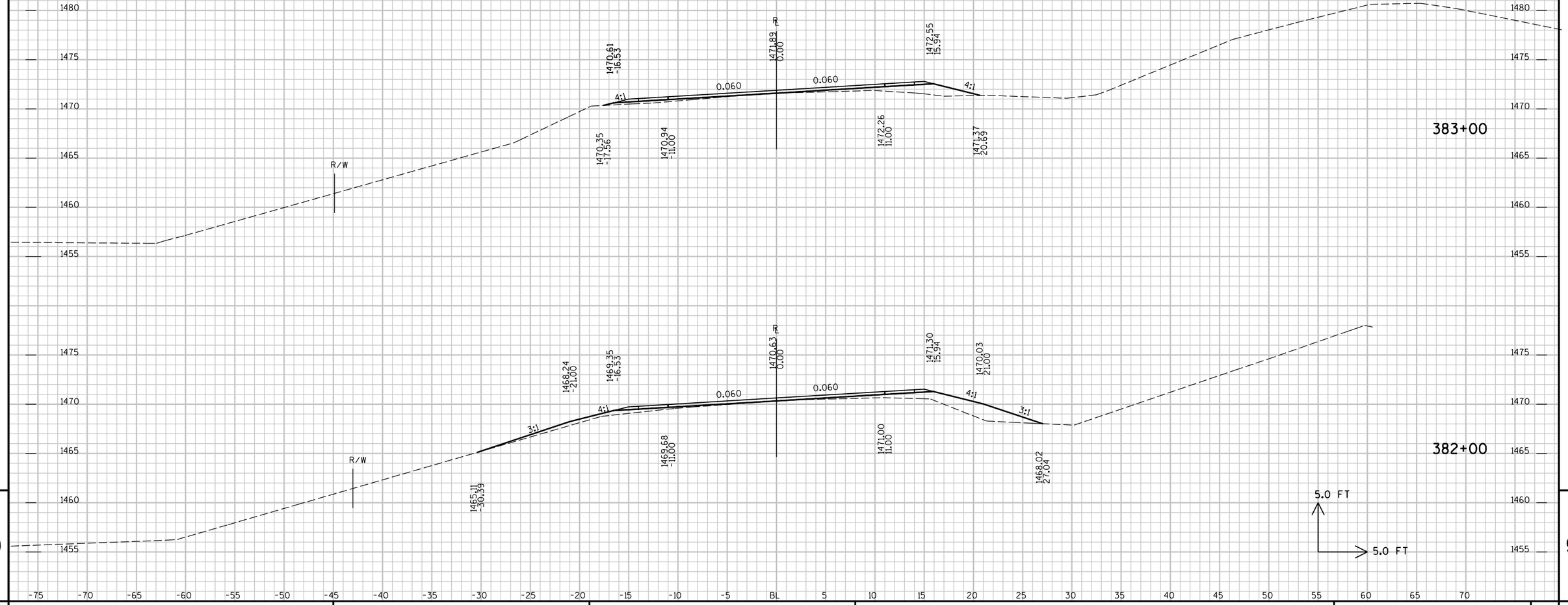

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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 187	E

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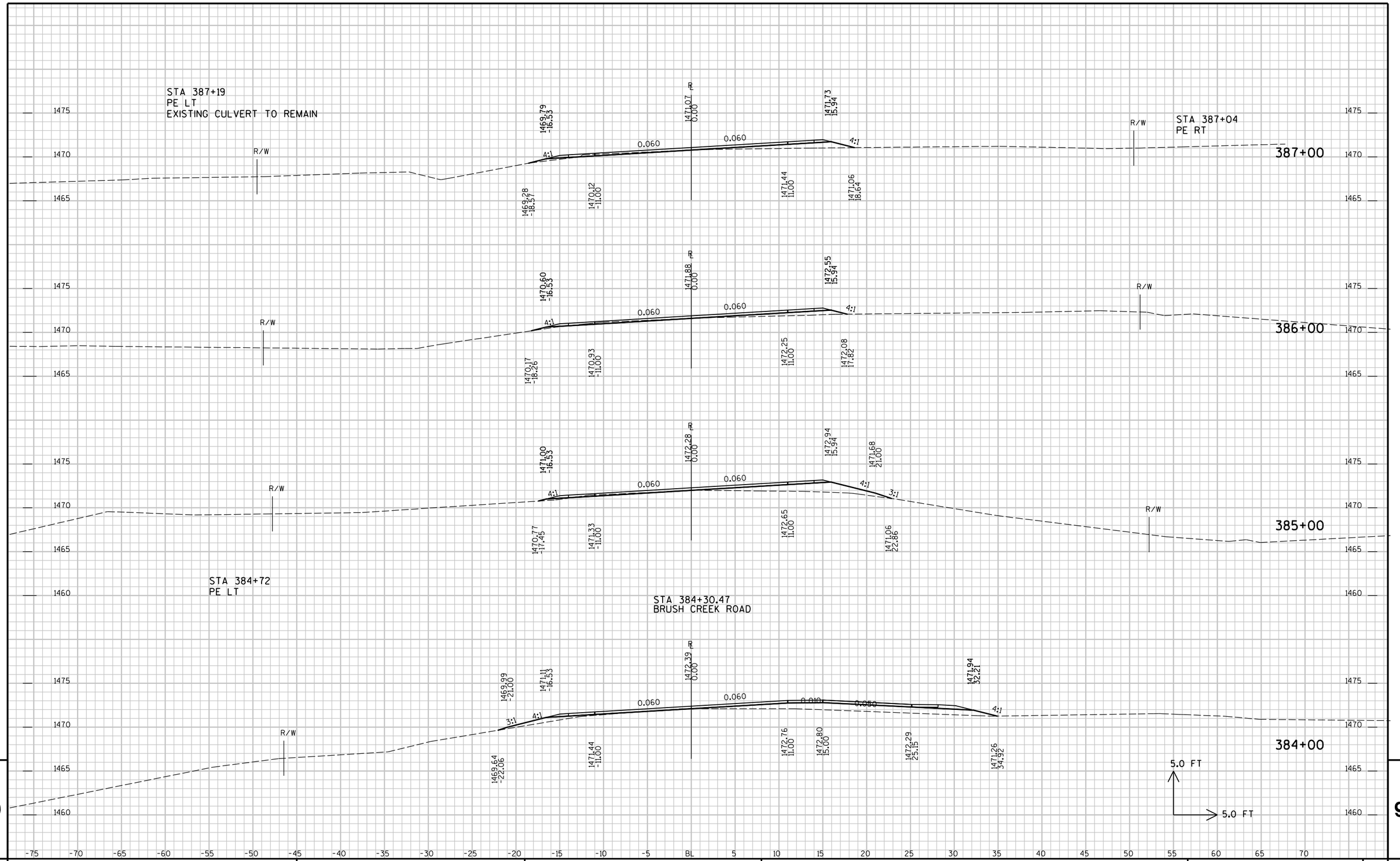
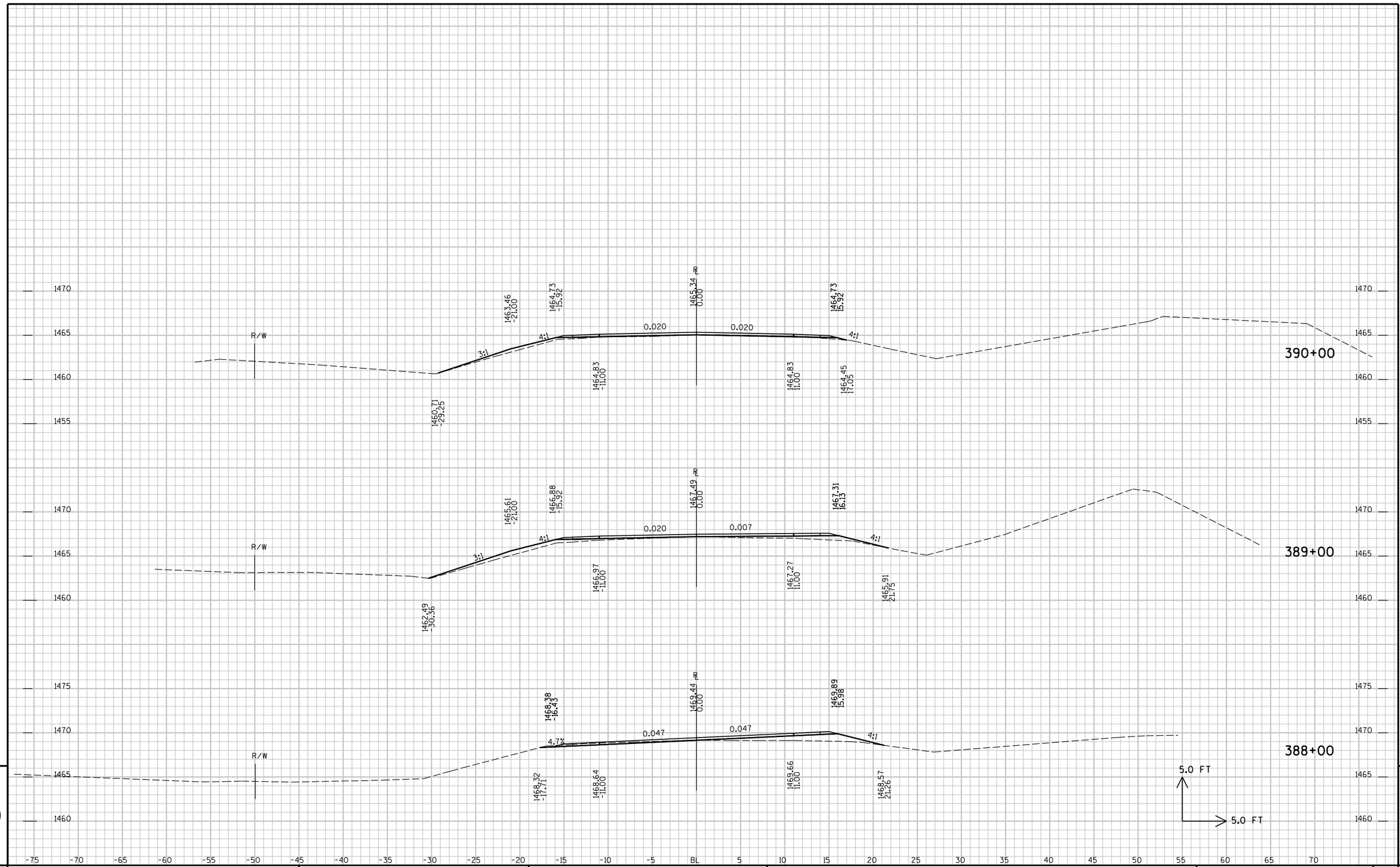


PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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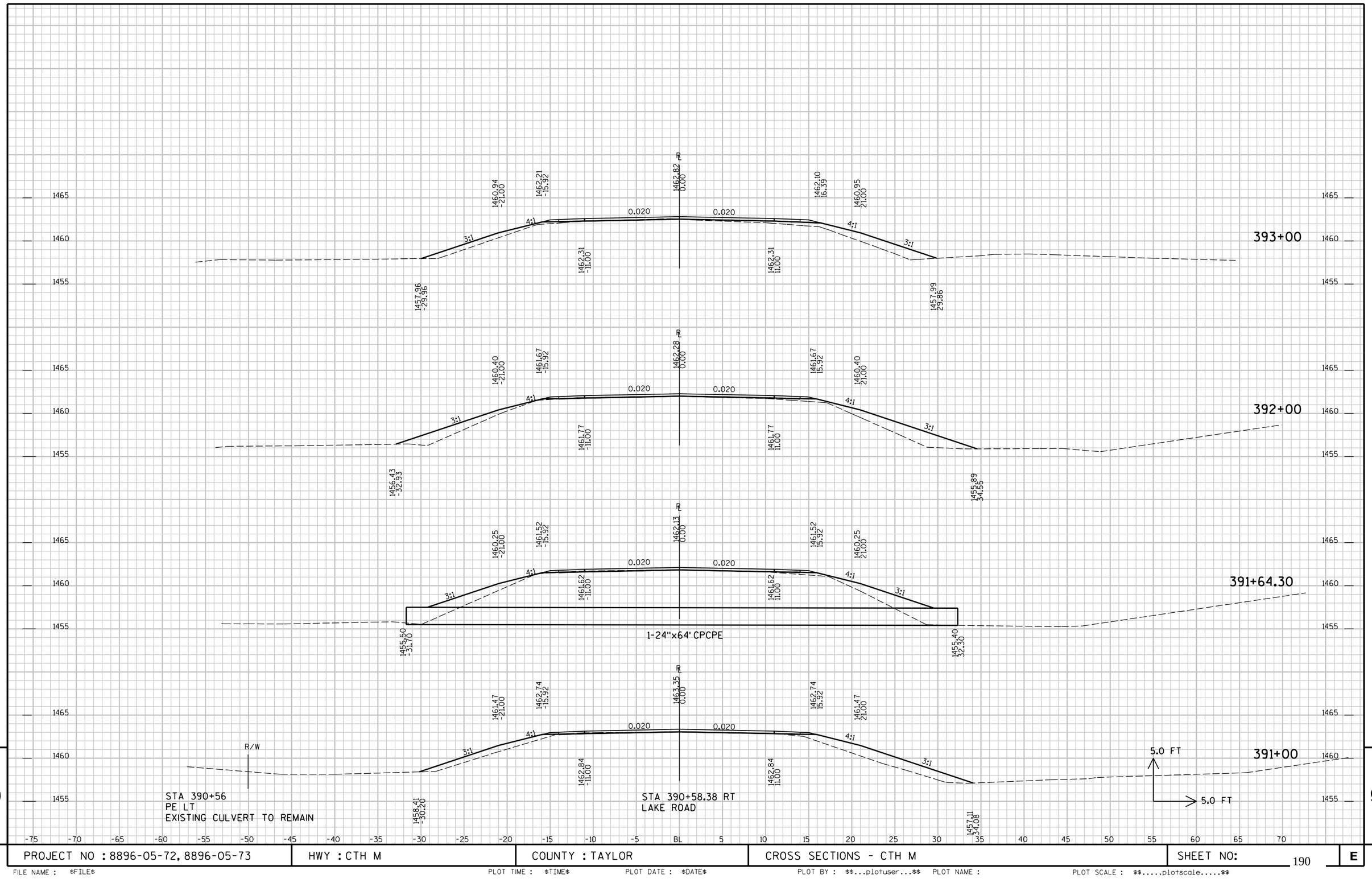
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 189	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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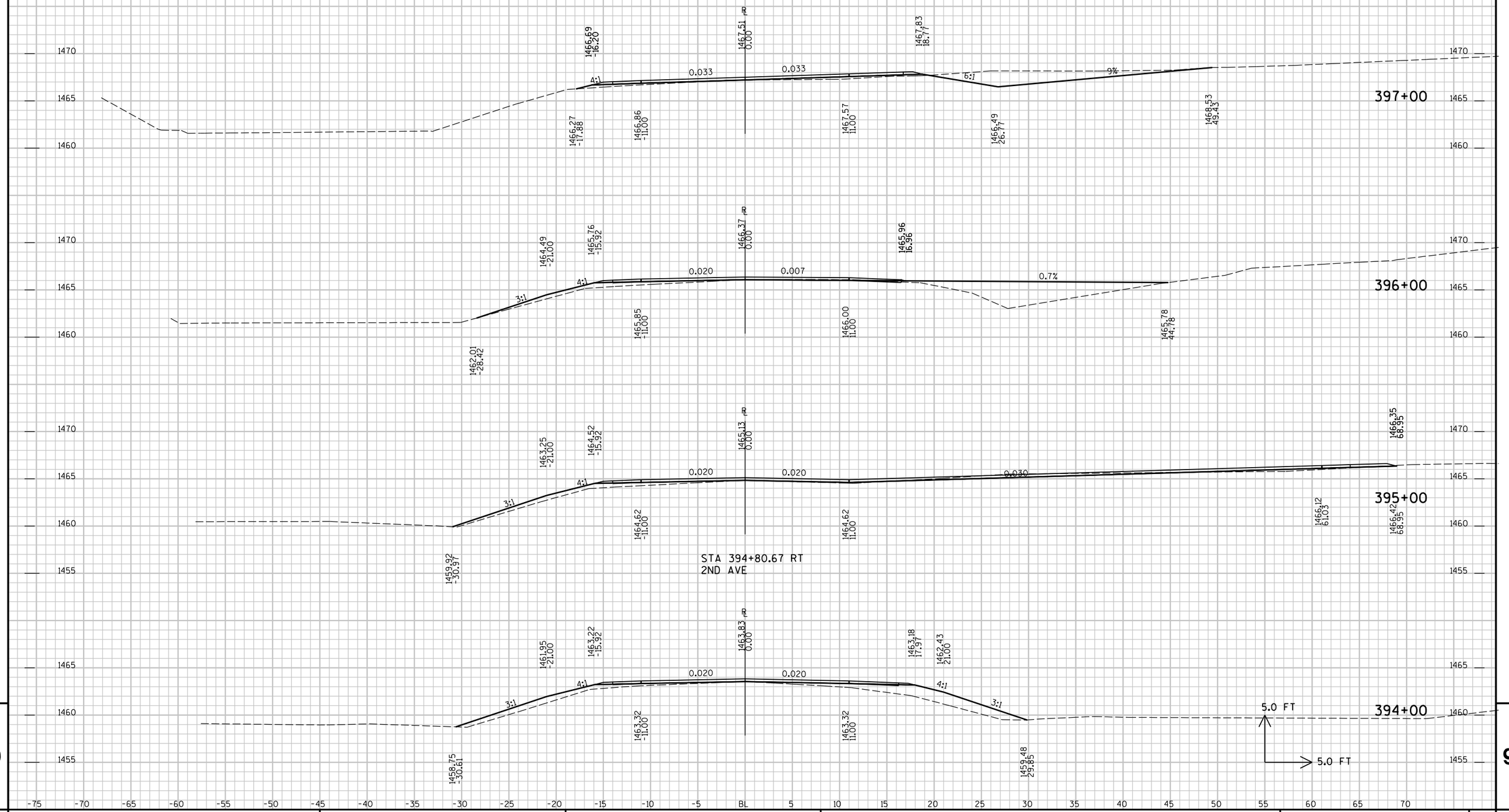
9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 190	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

END PROJECT 8896-05-72
BEGIN PROJECT 8896-05-73
STA 397+19.02



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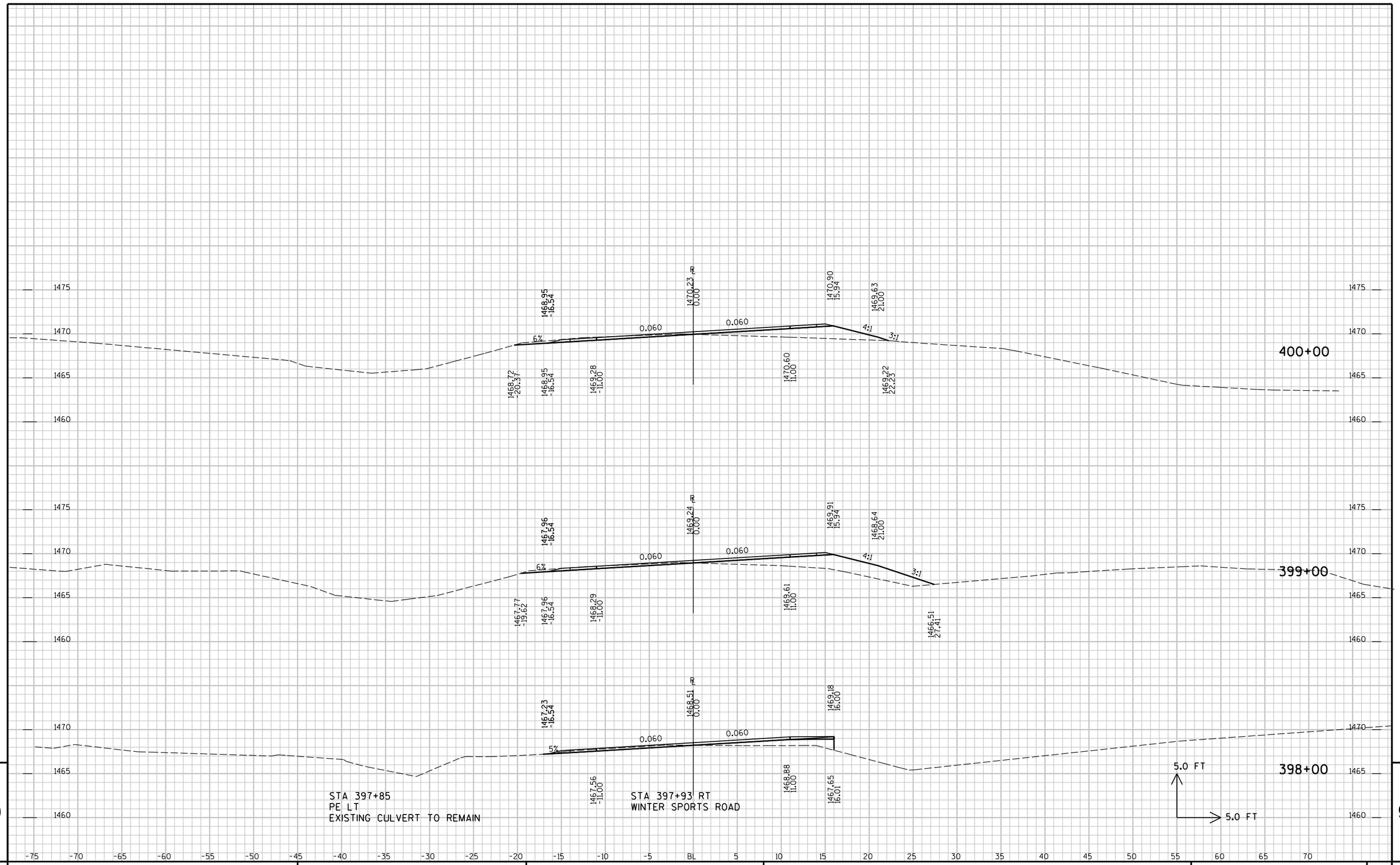
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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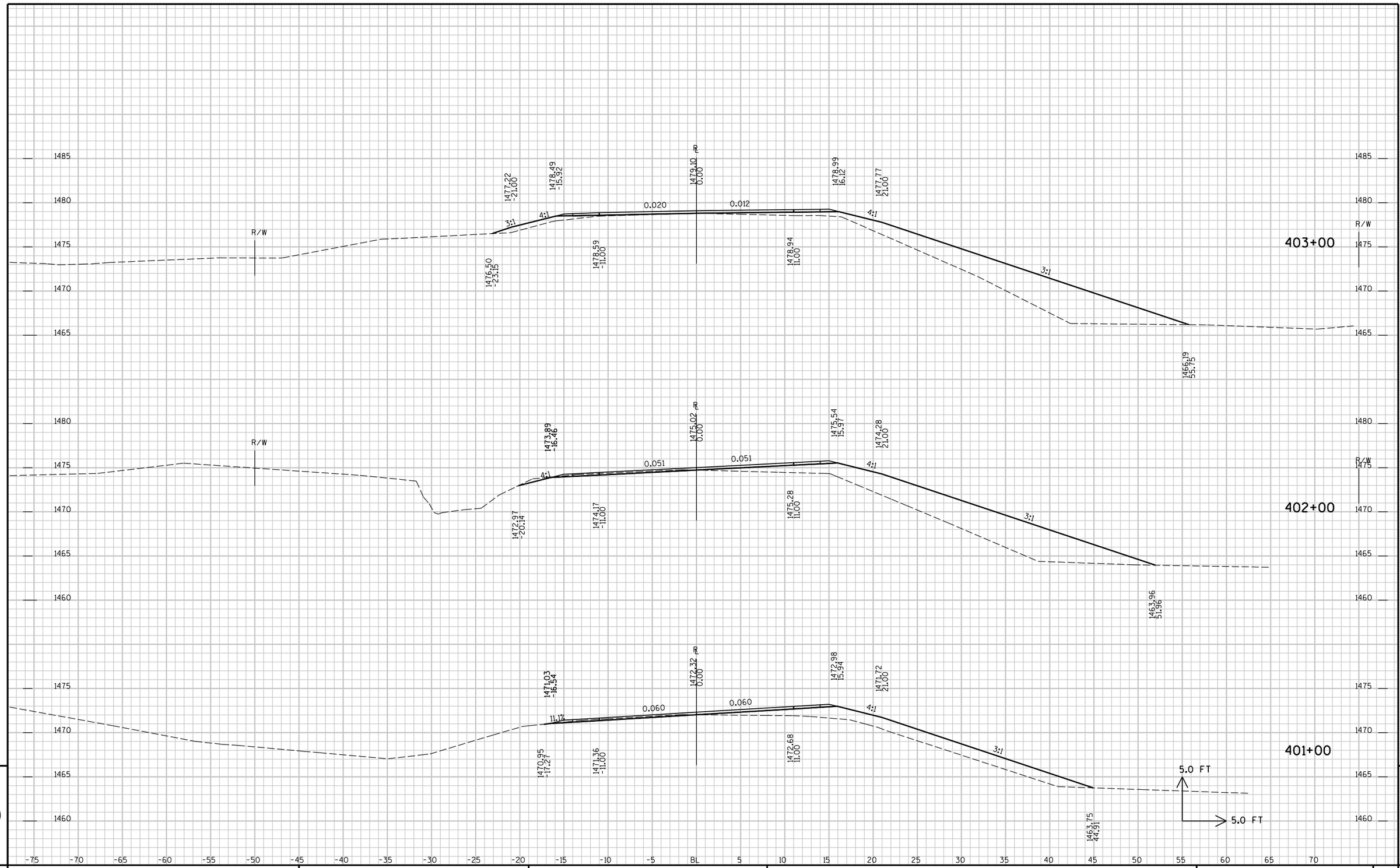
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:

E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

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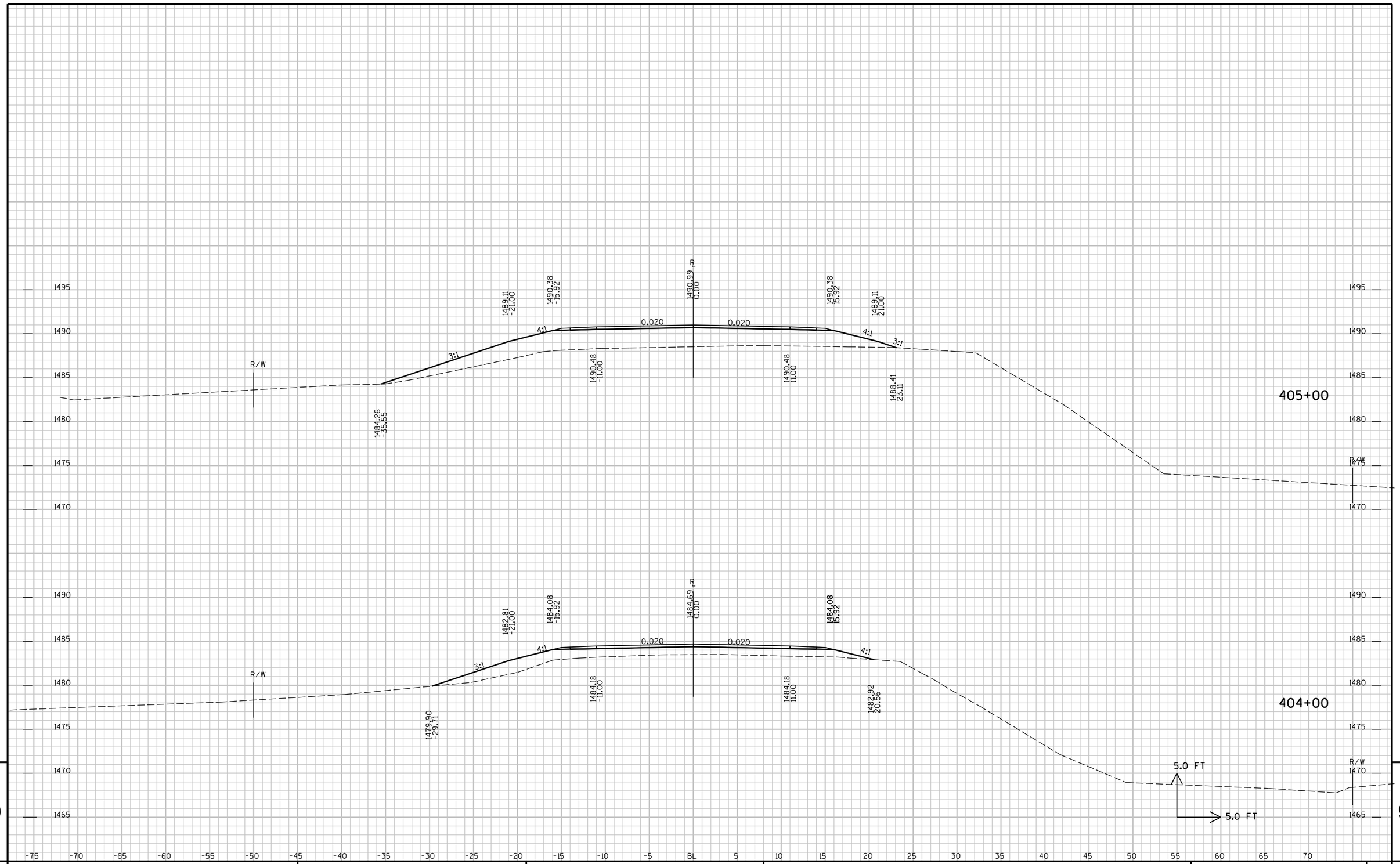
FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 194	E

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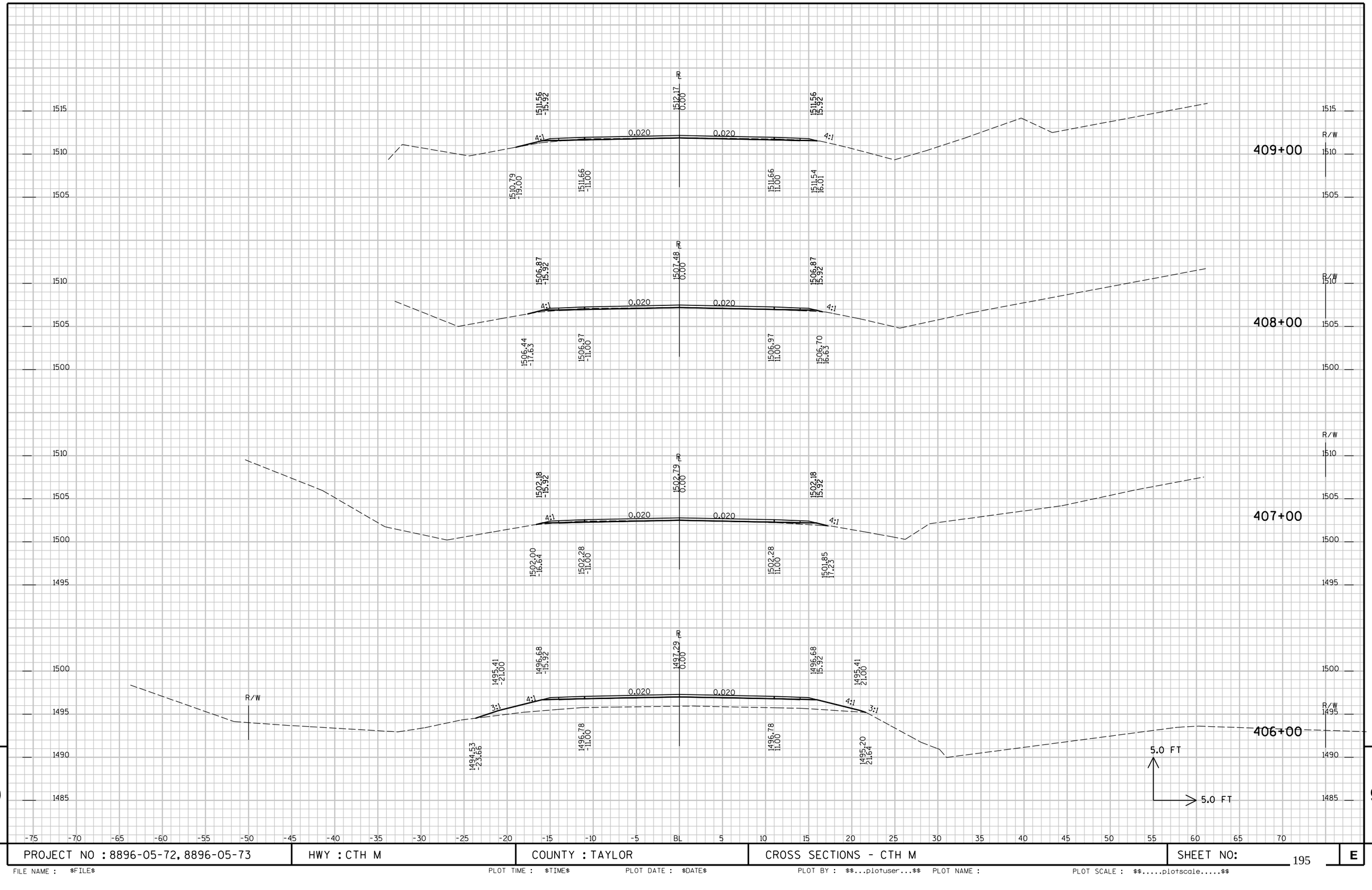

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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 195	E

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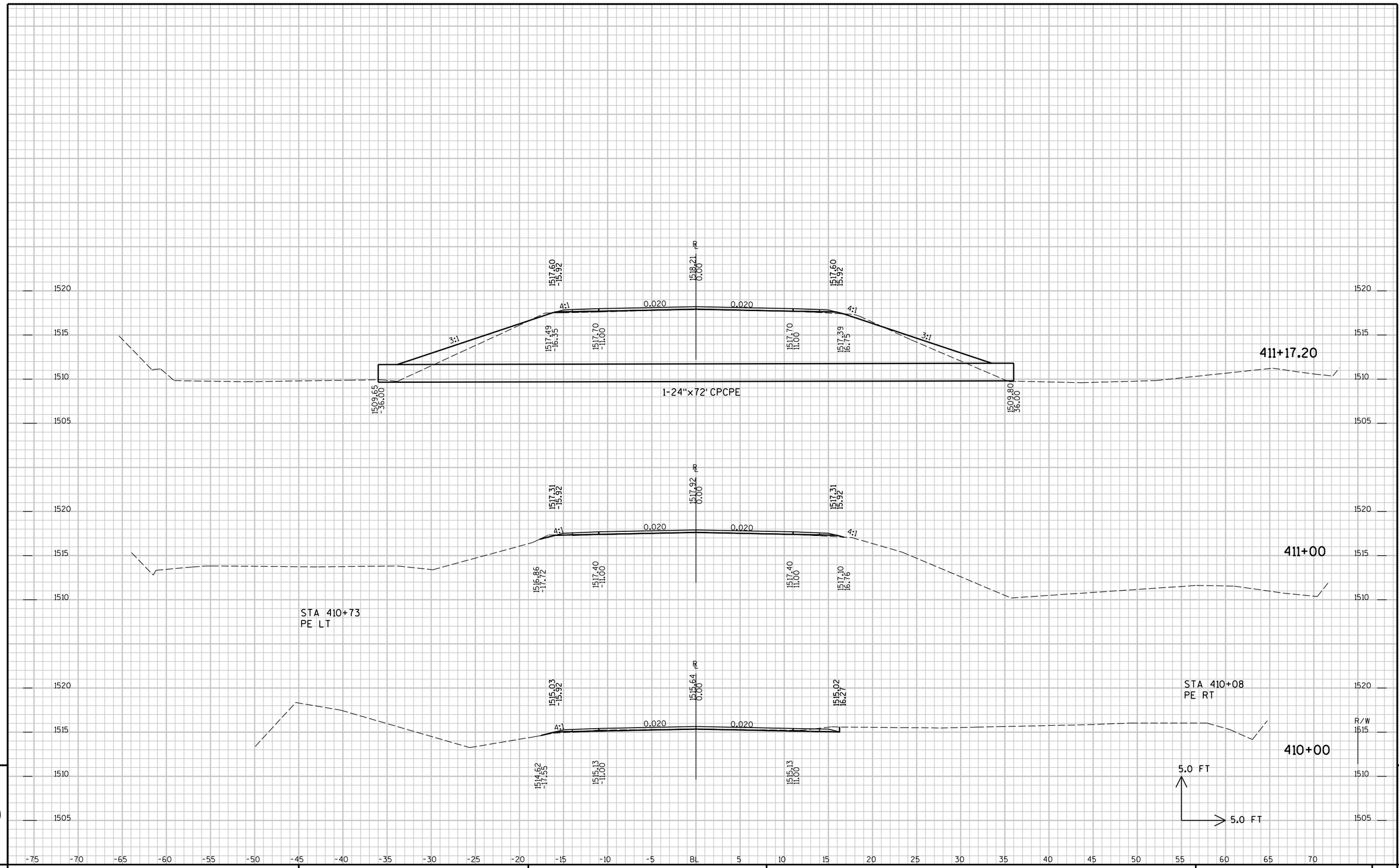

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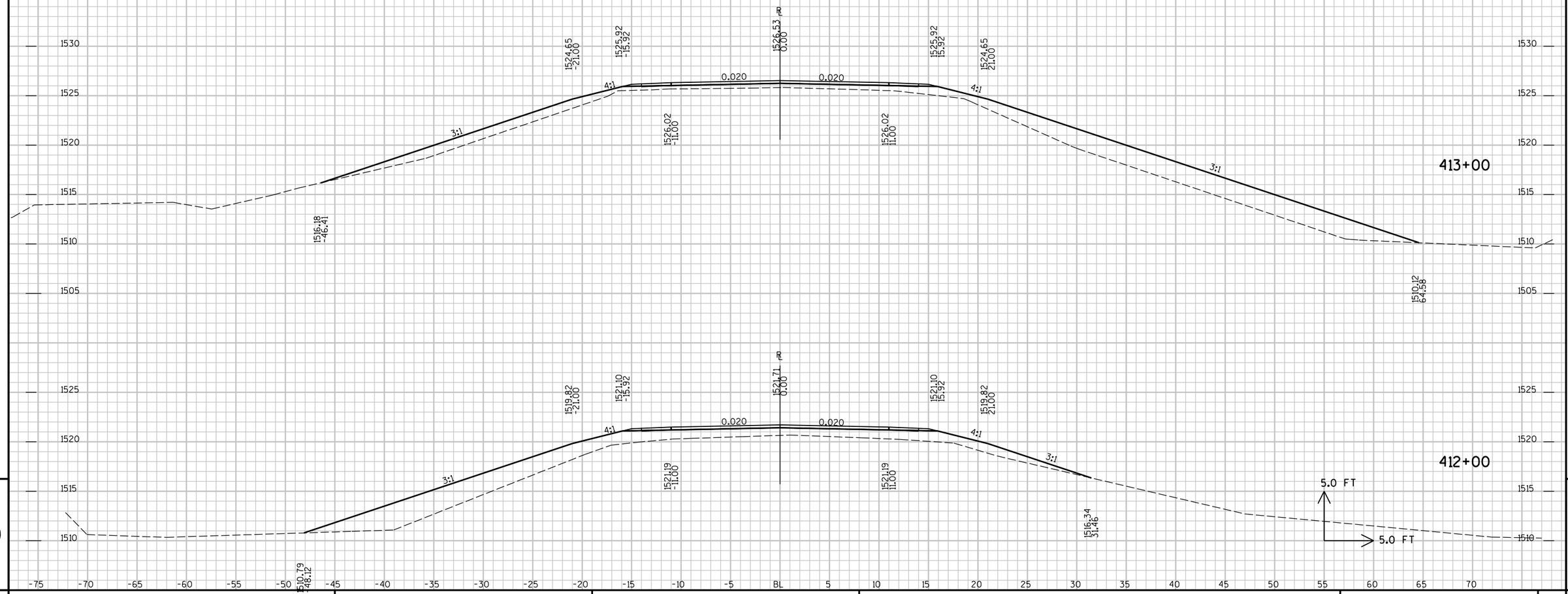
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:

E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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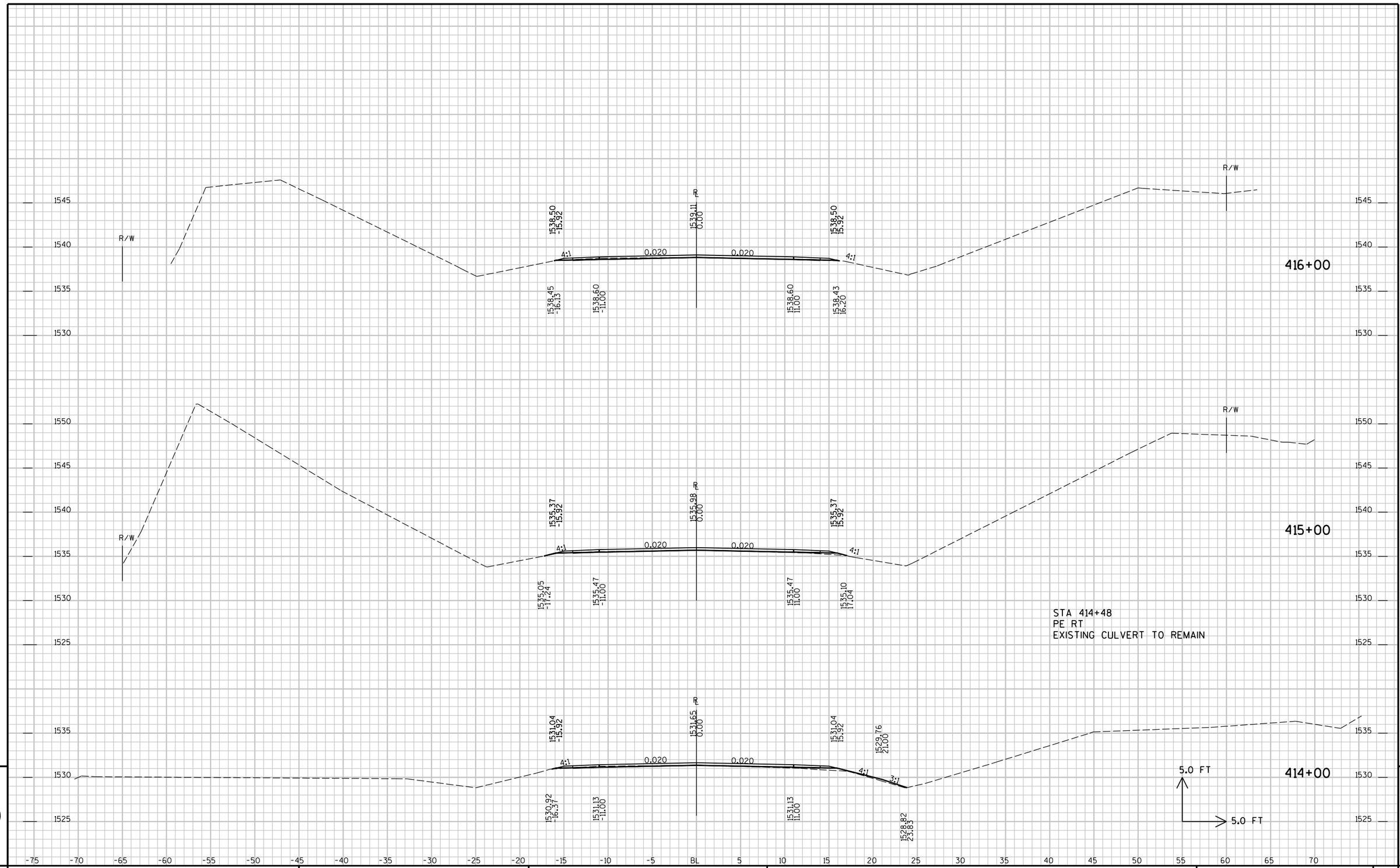
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:

E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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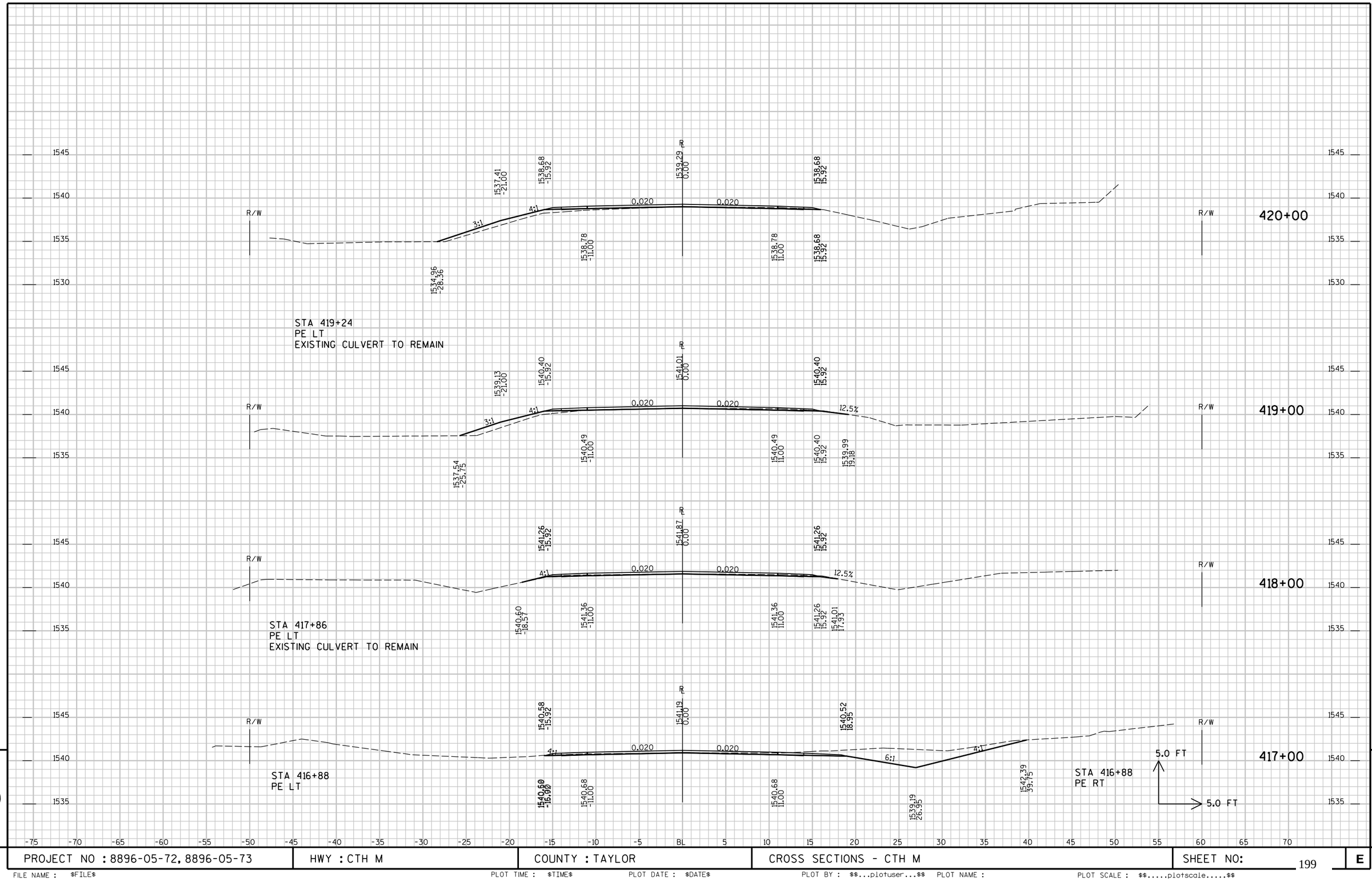
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 198	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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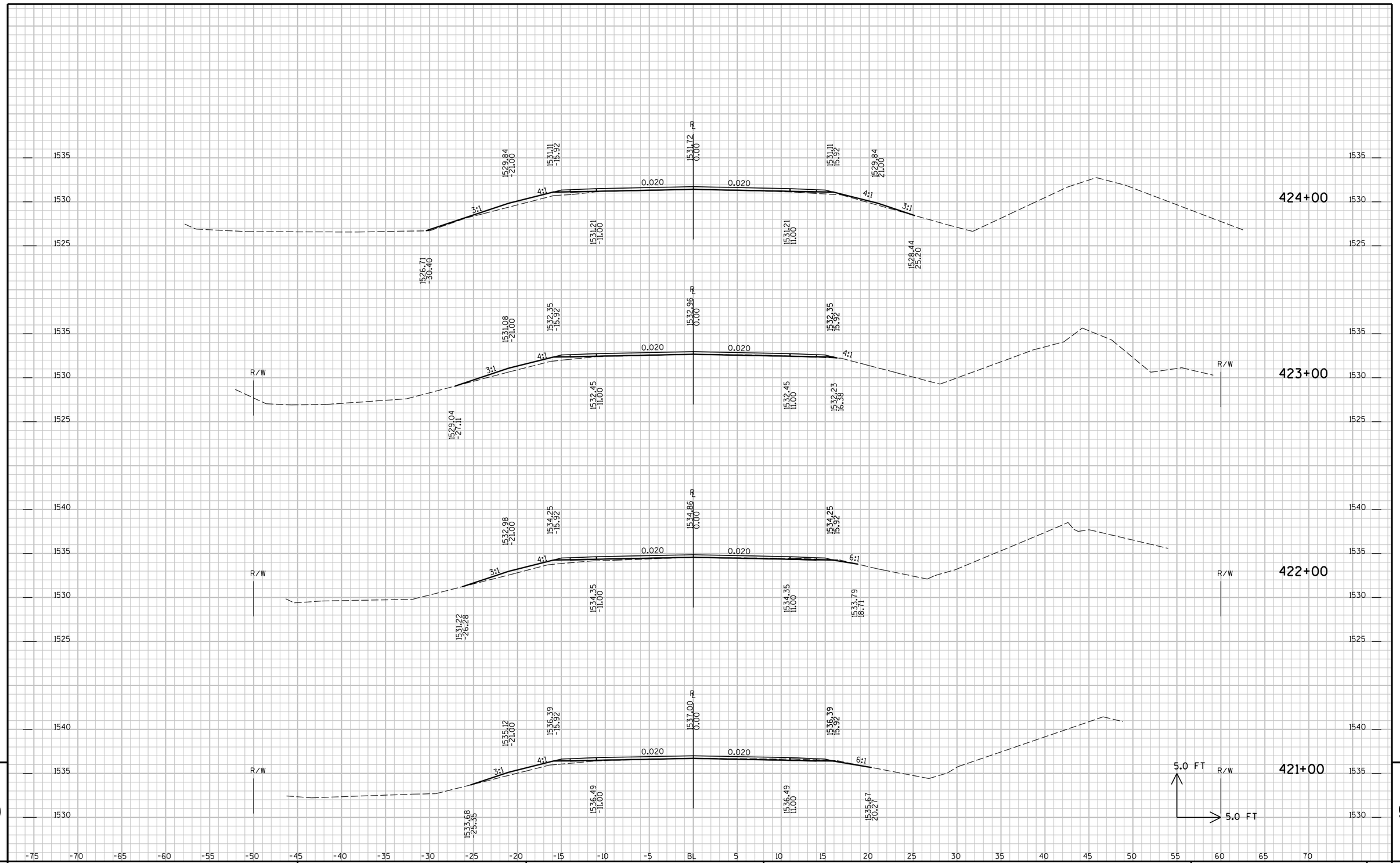
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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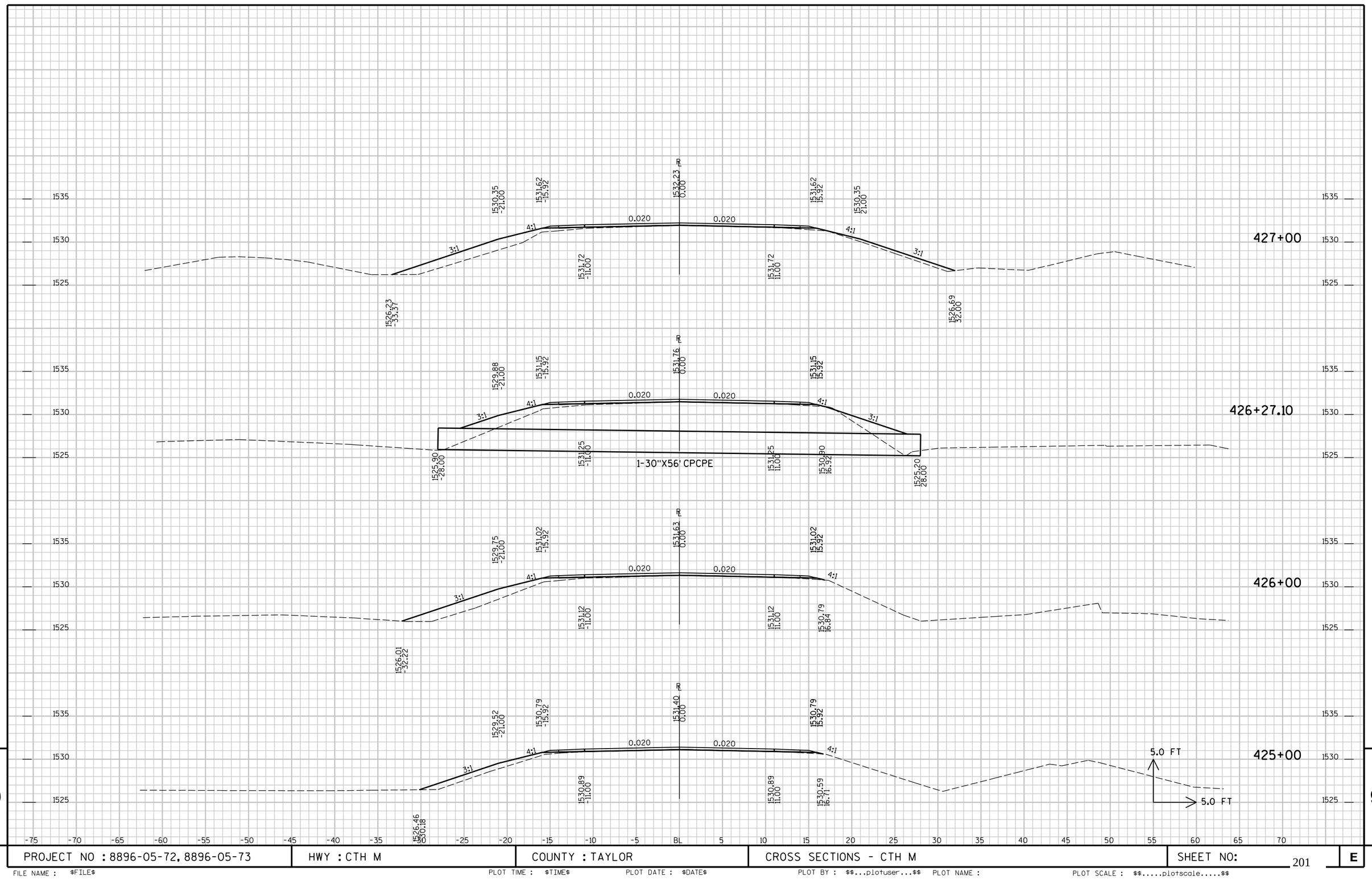
9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 200	E

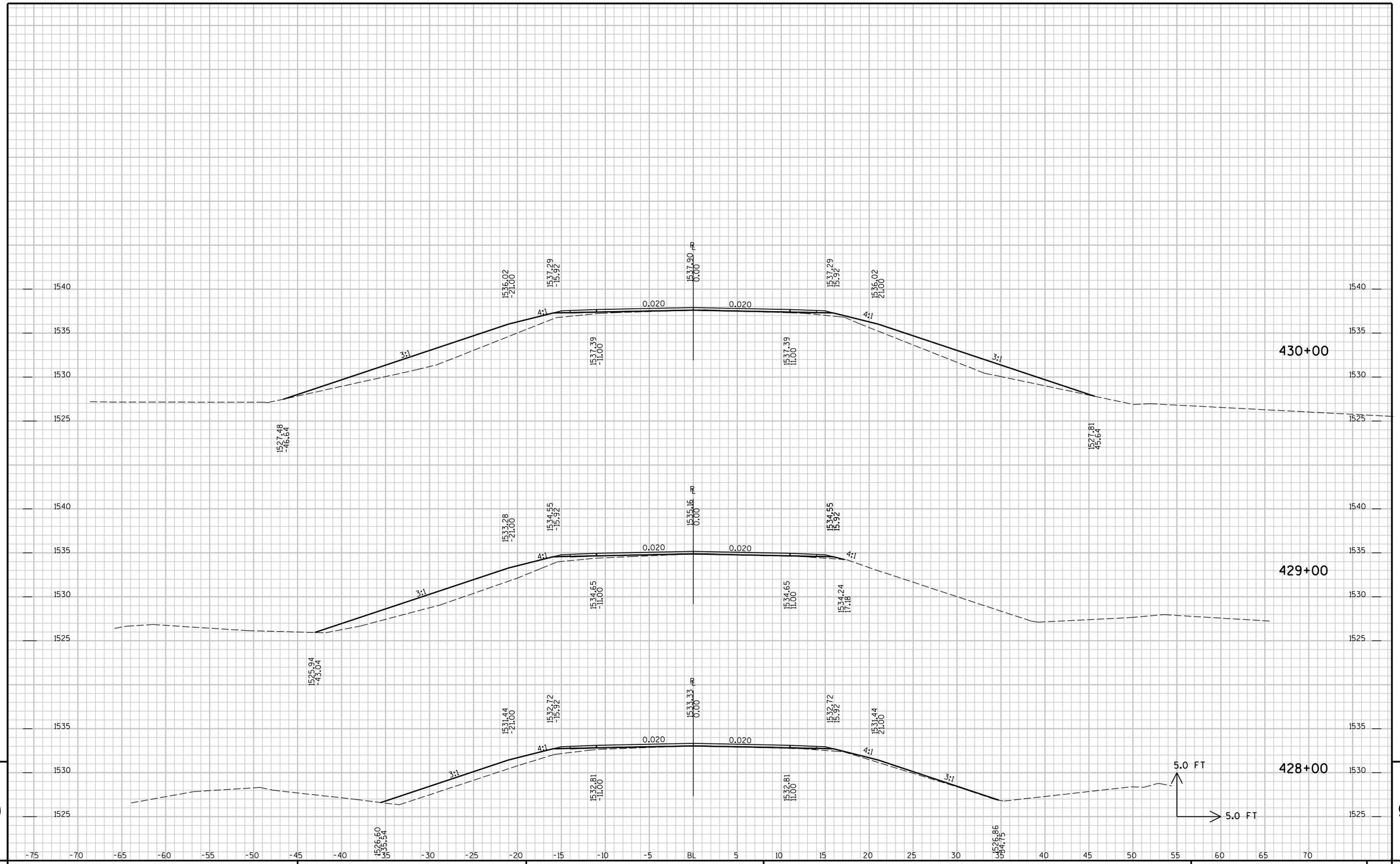
FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 201	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 202	E

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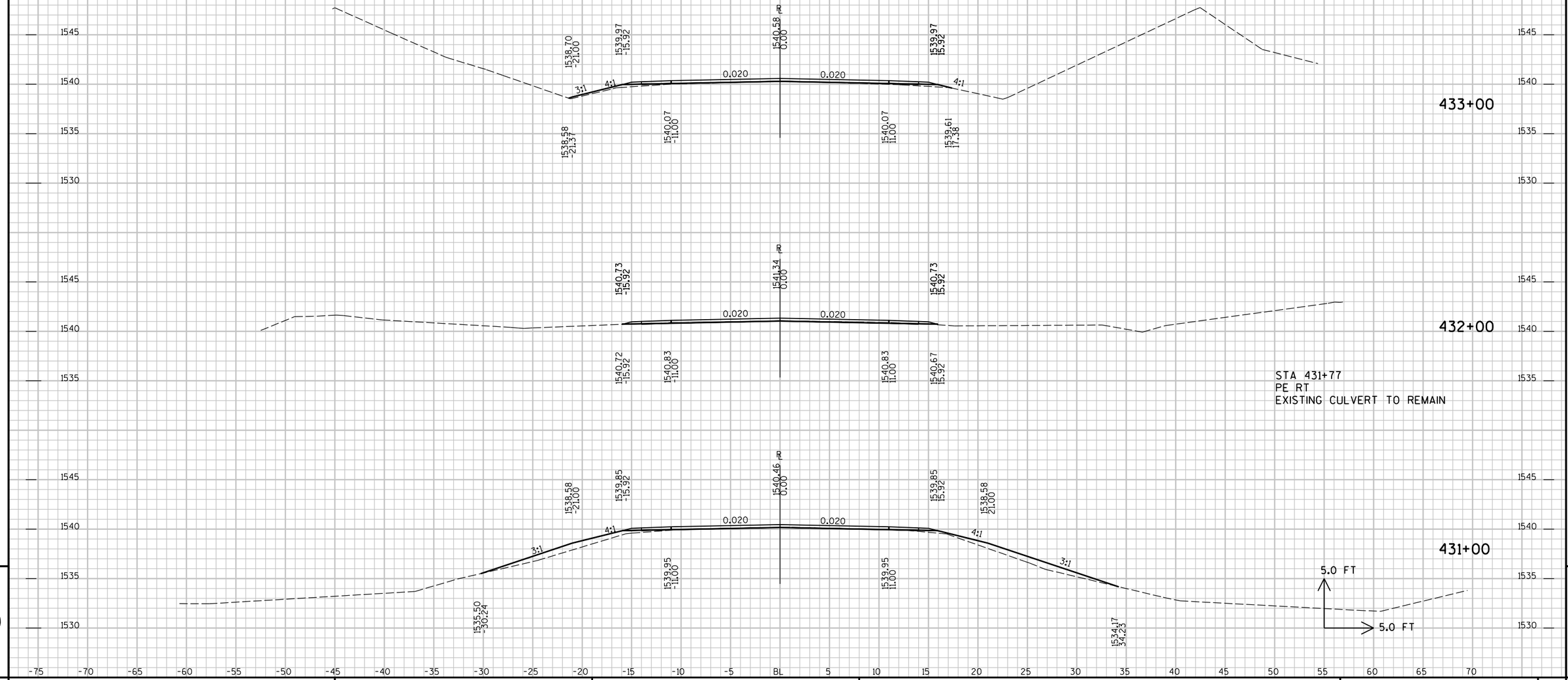

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9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 203	E

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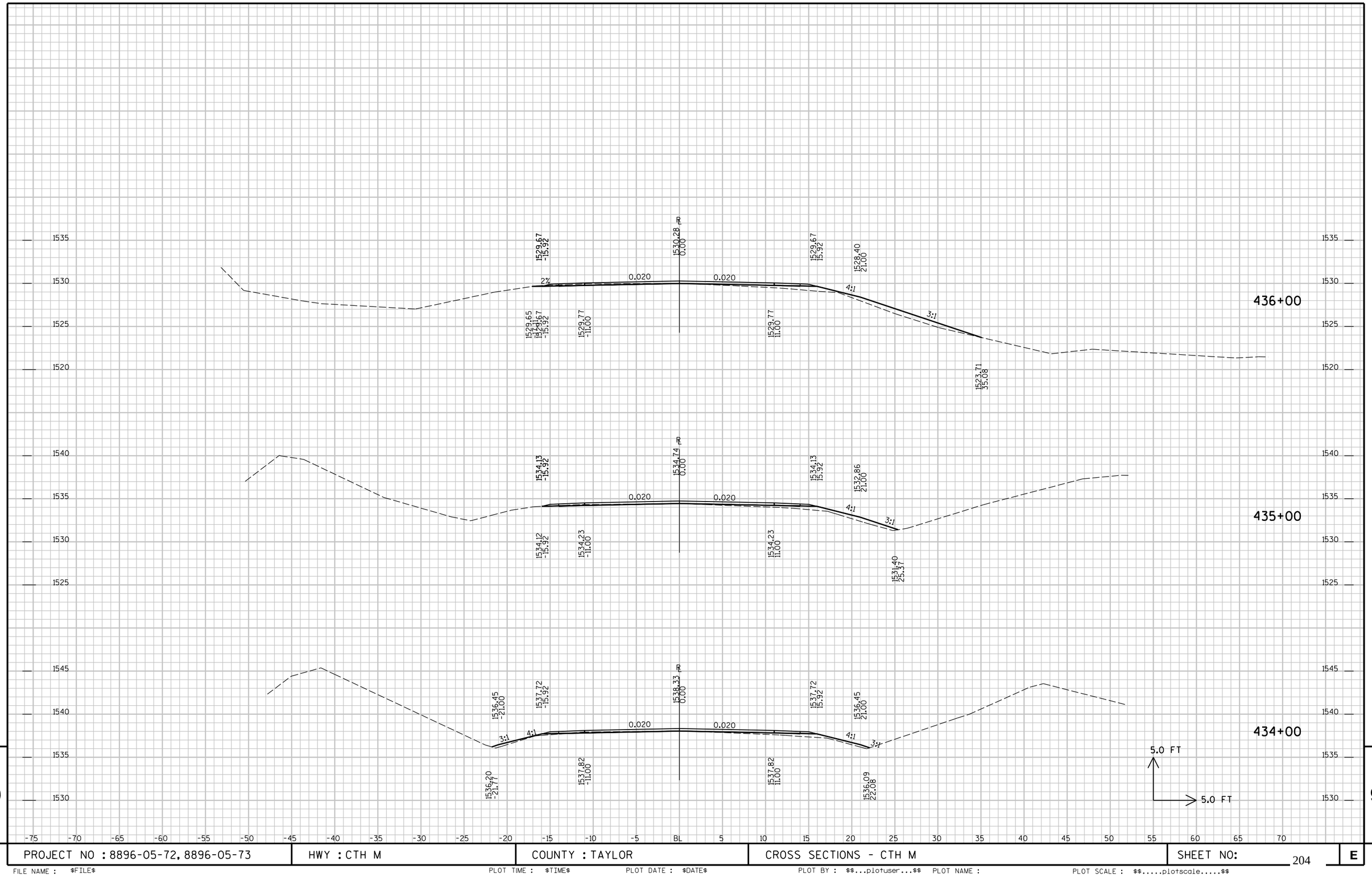

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9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 204	E

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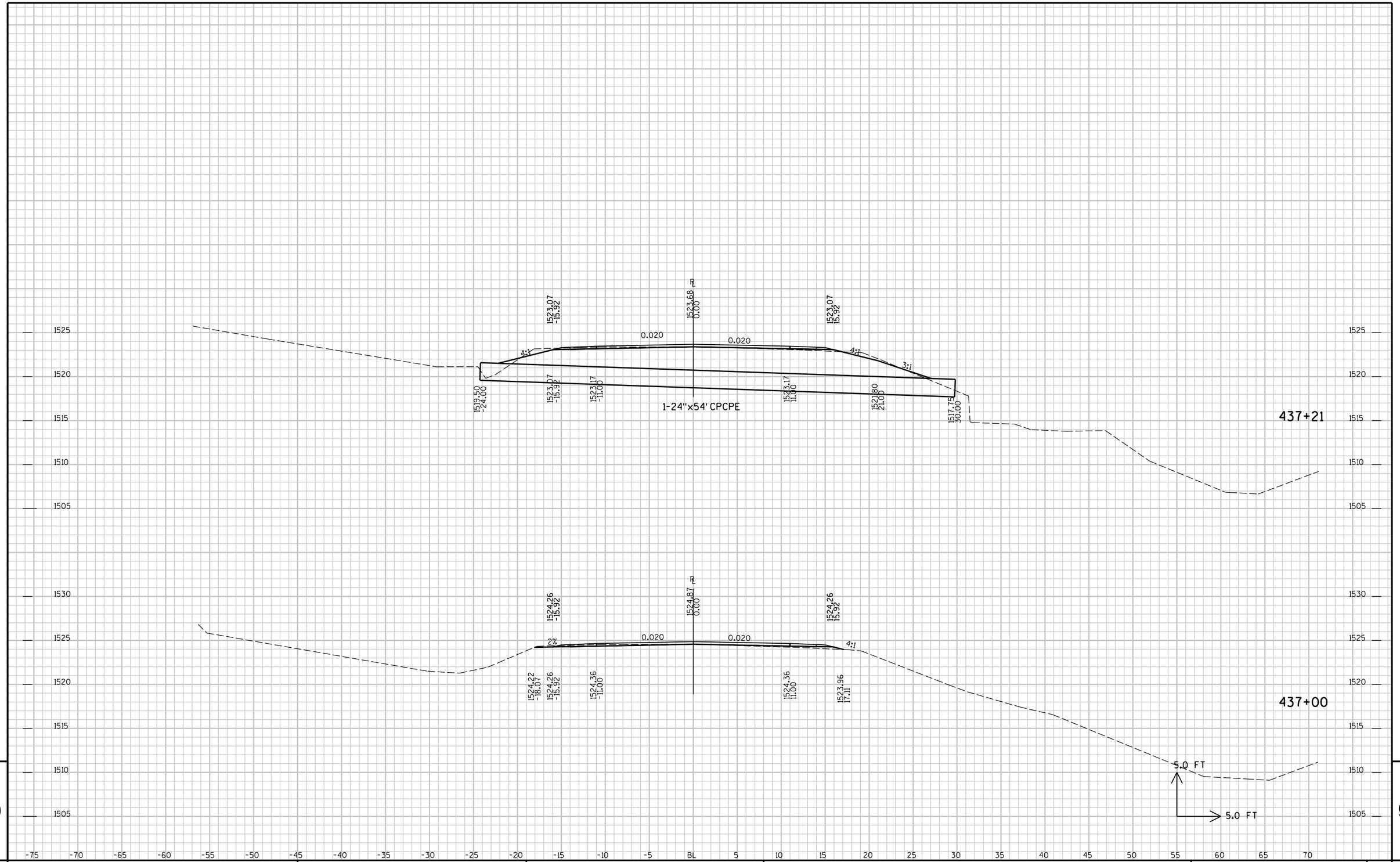

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9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 205	E

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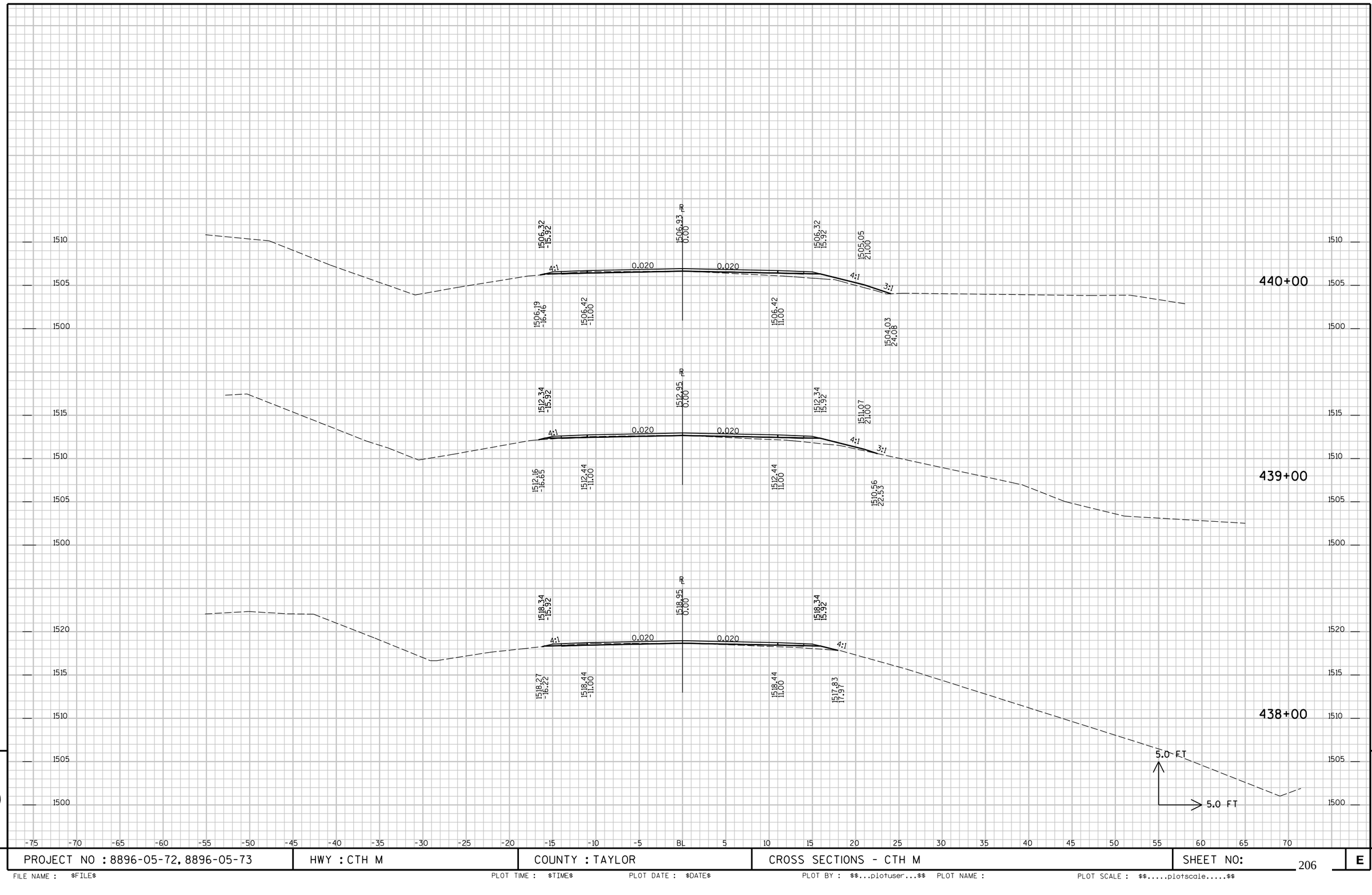

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9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:

E

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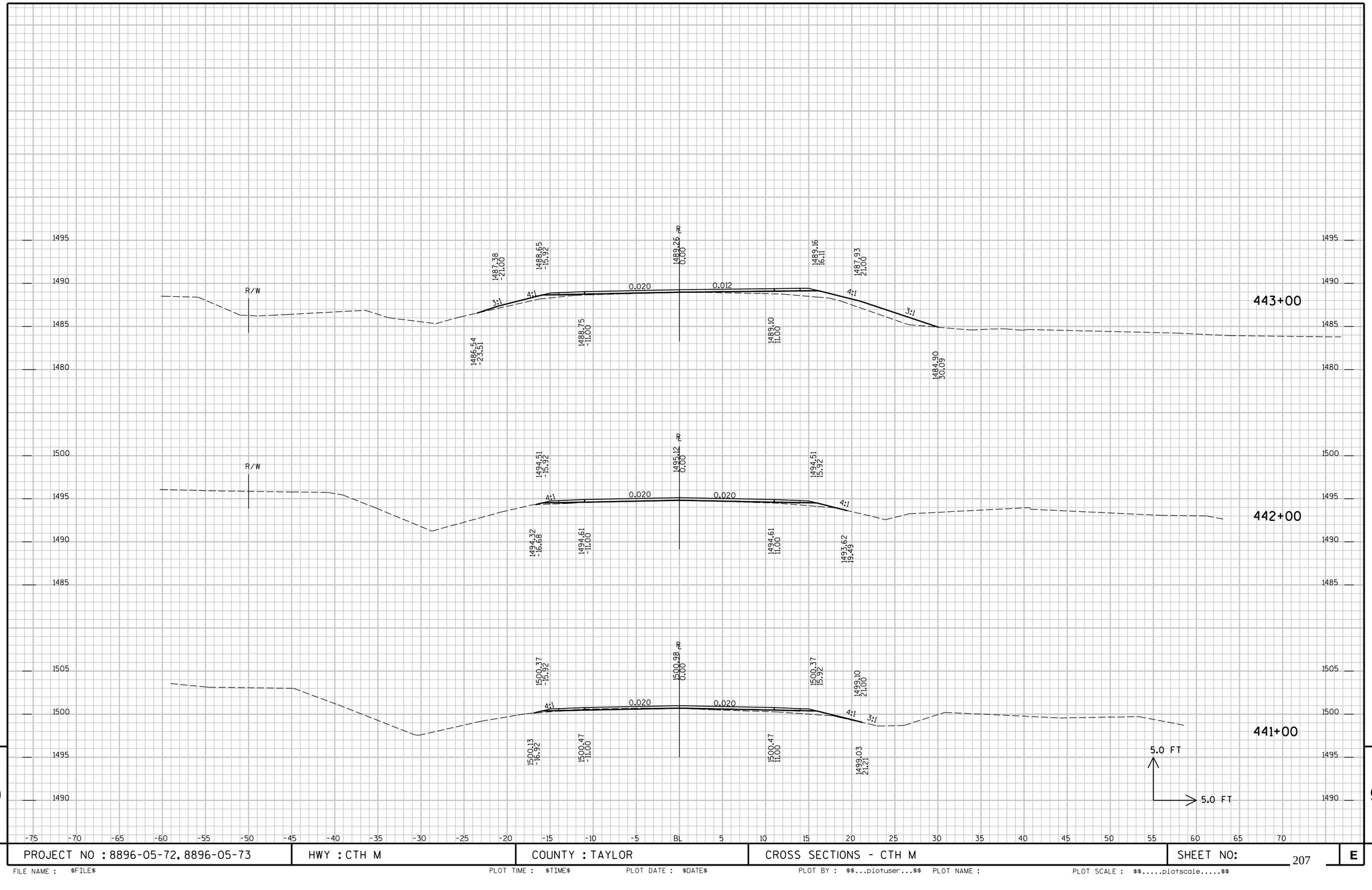

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9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 207	E

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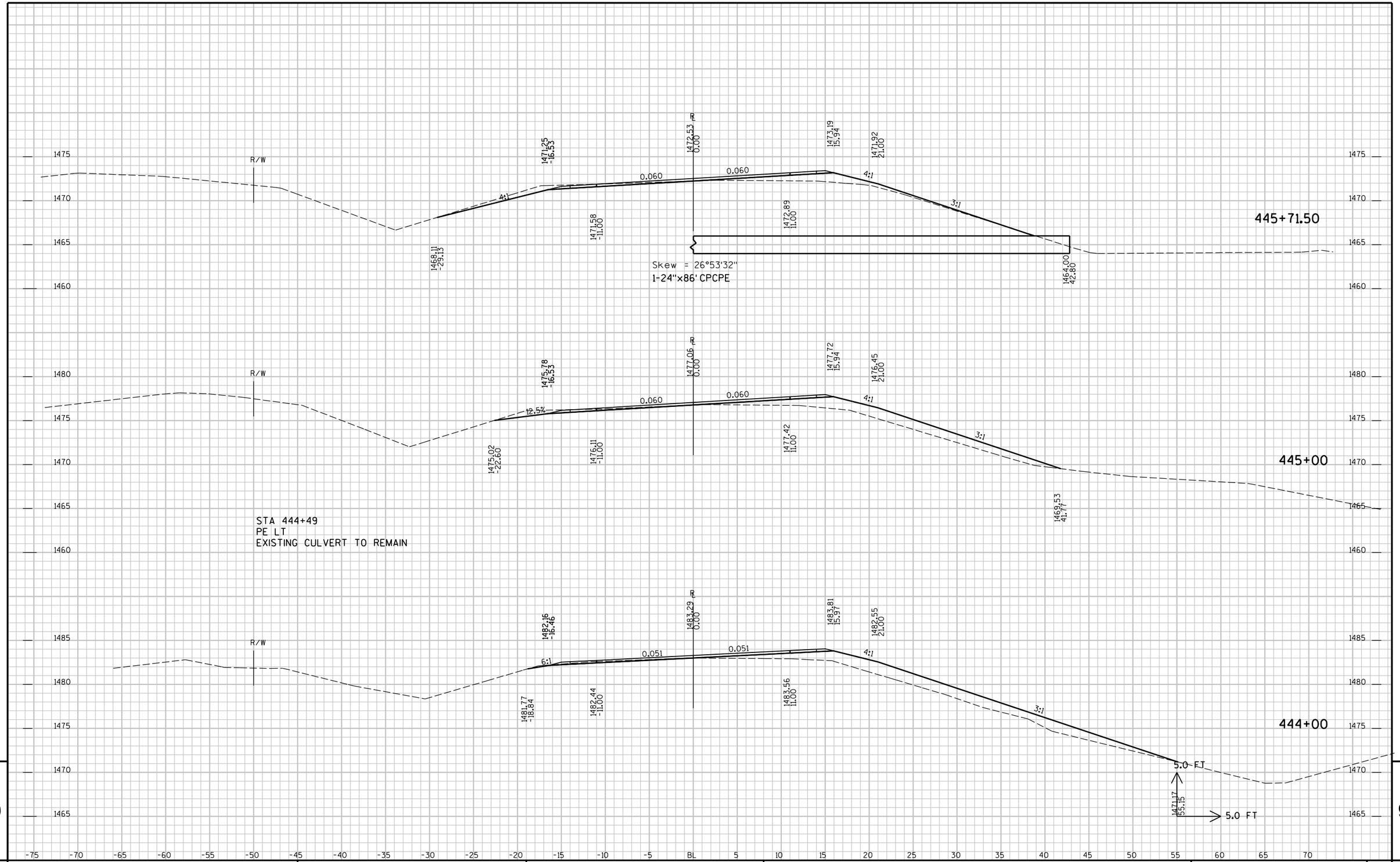

9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 208	E

9

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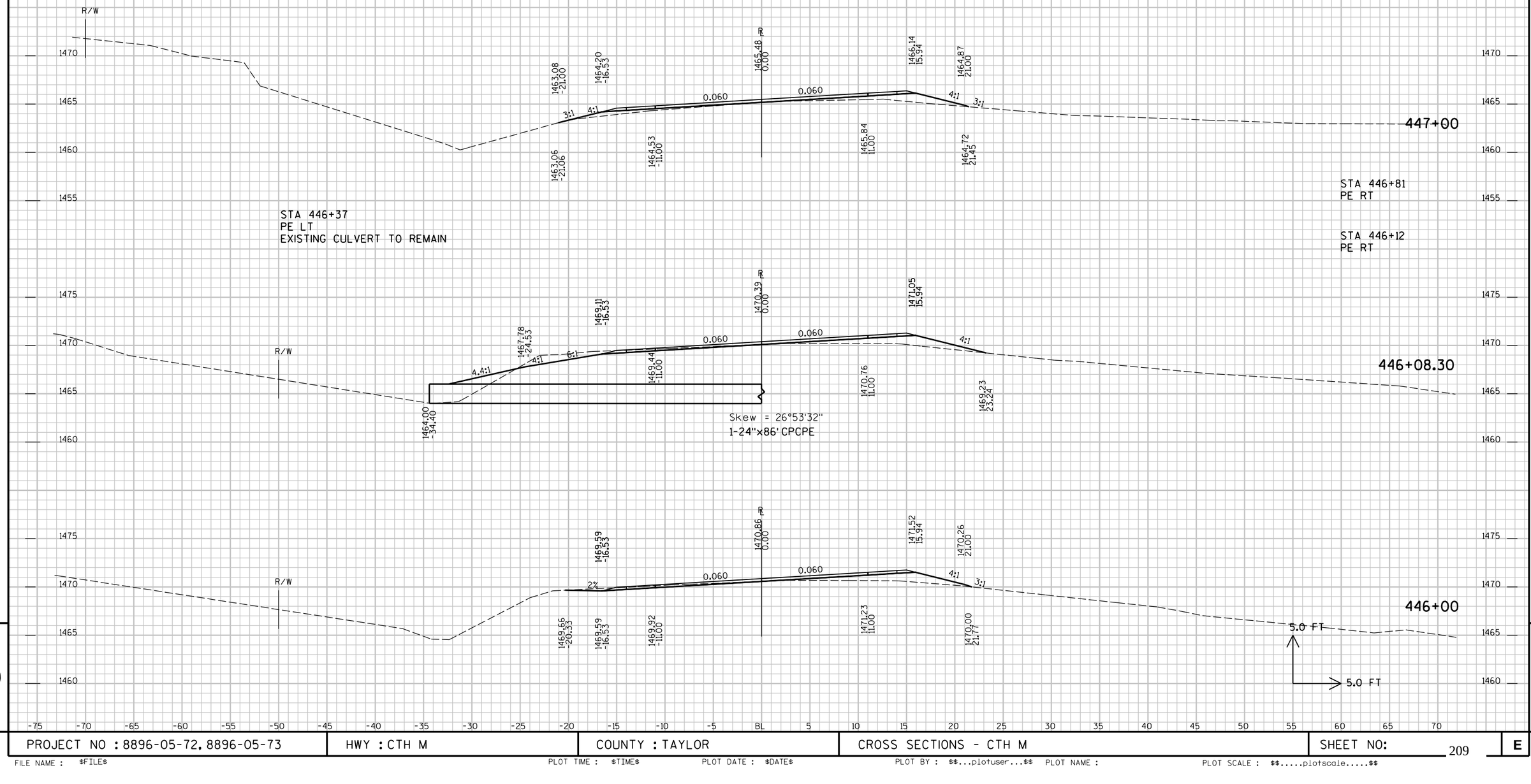

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 209	E

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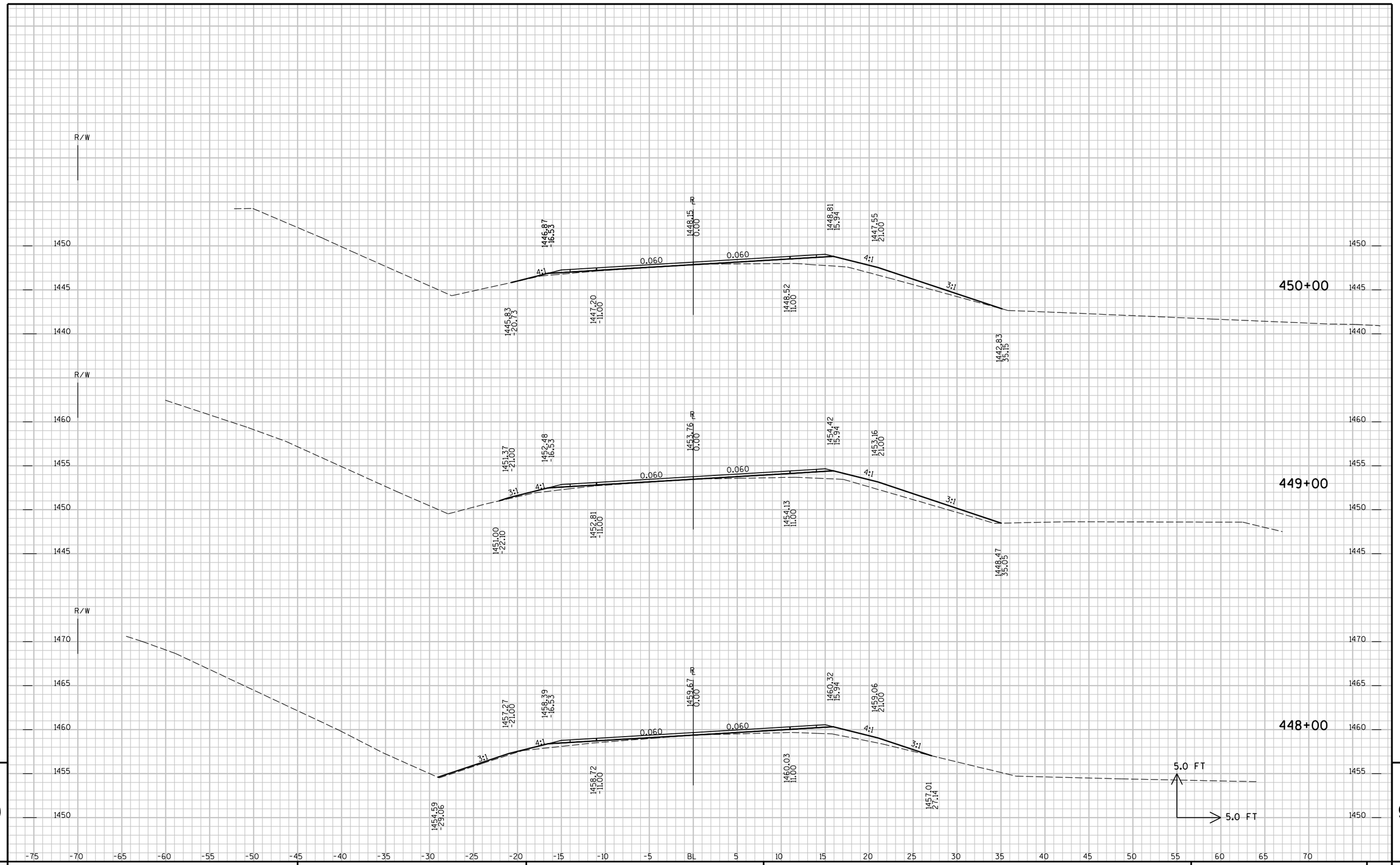

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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 210	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

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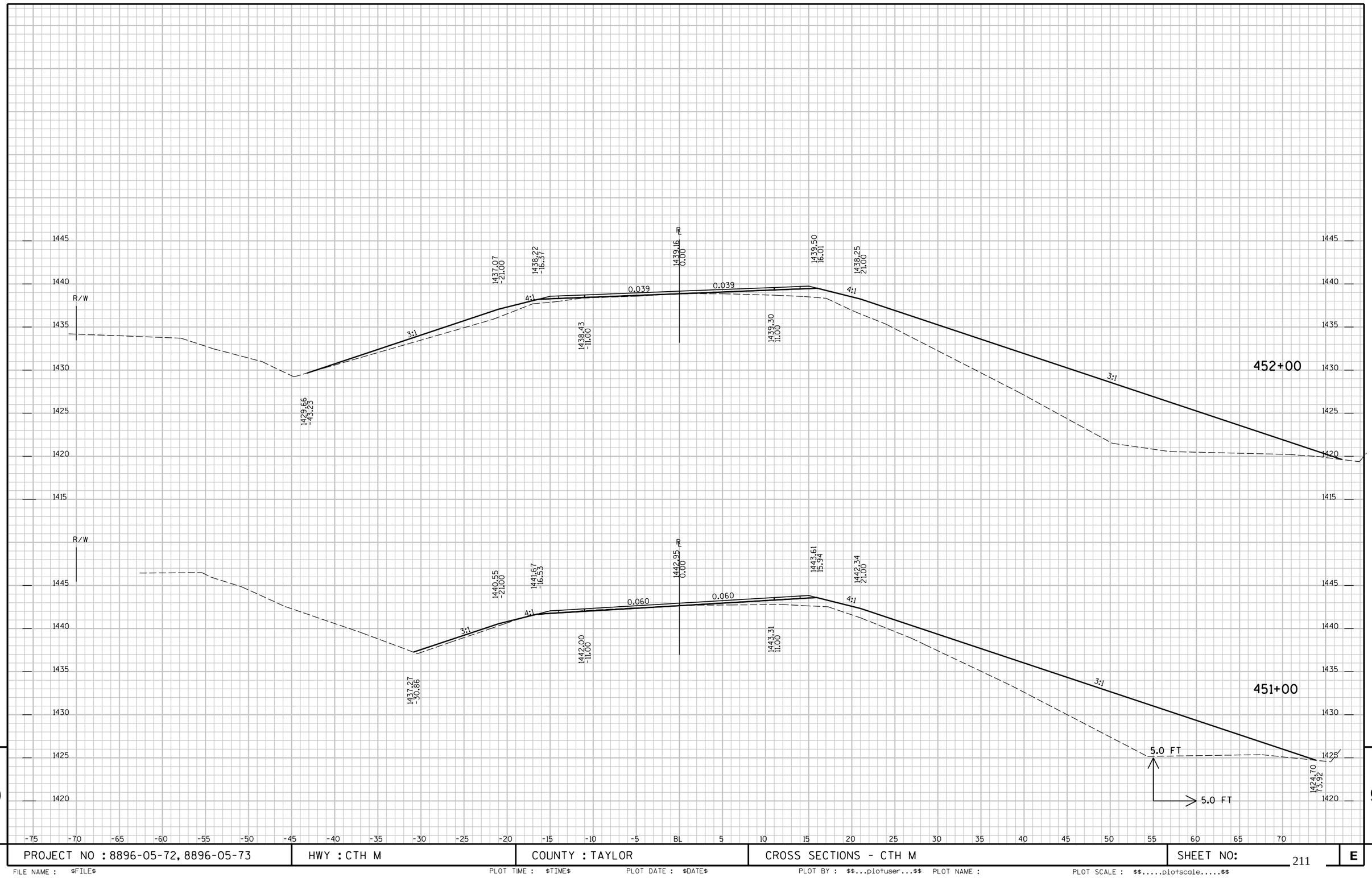

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9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 211	E

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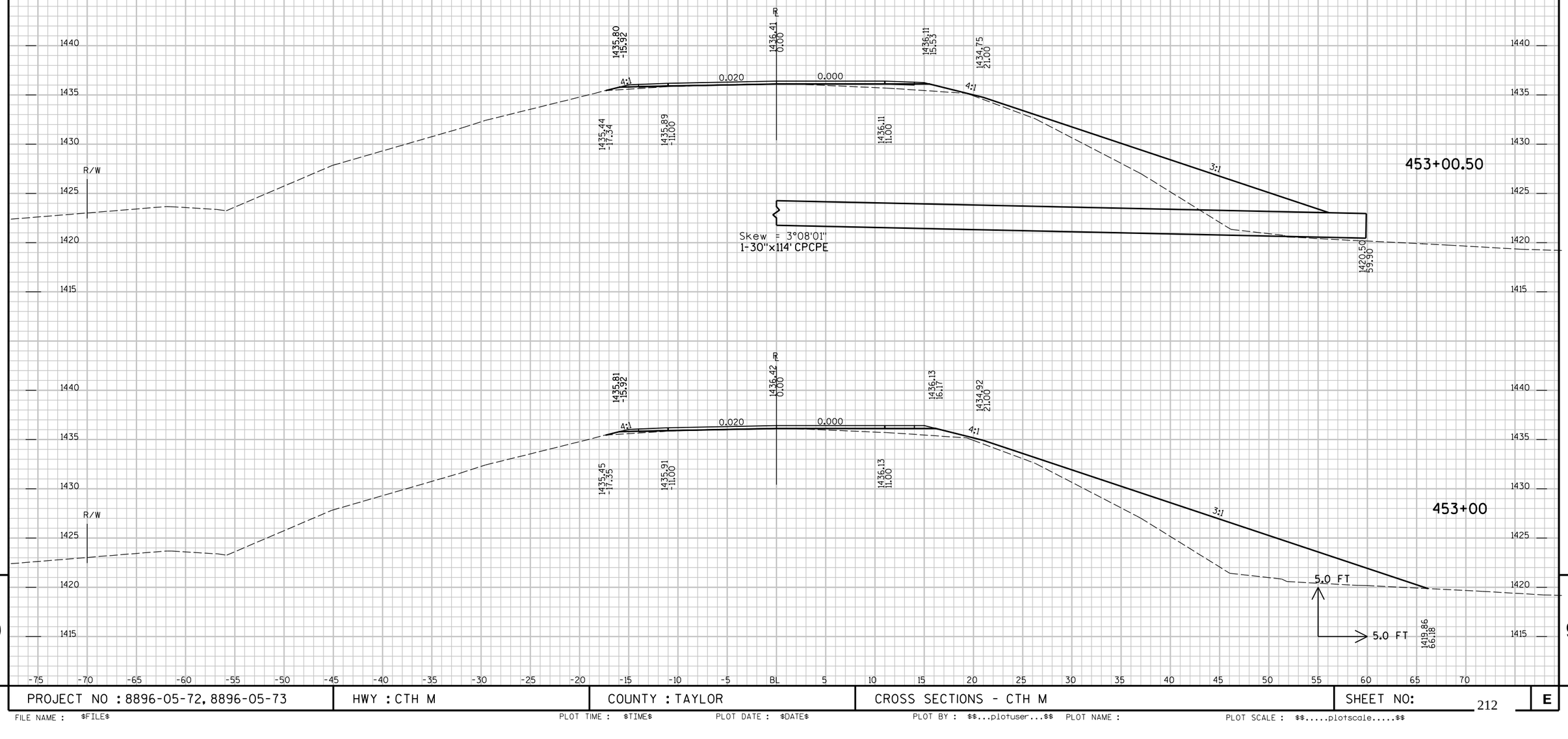
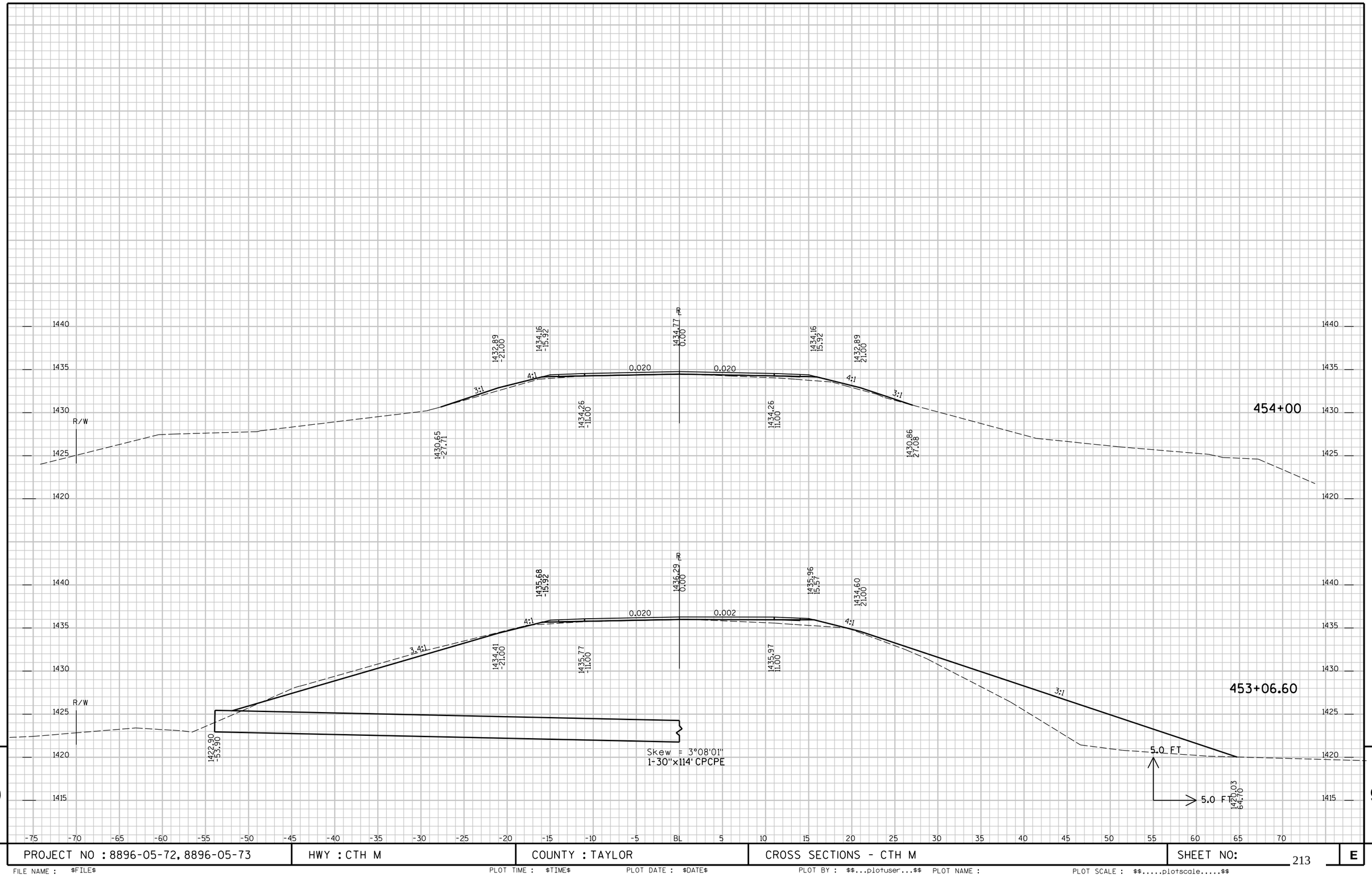


9 9

PROJECT NO : 8896-05-72, 8896-05-73 | HWY : CTH M | COUNTY : TAYLOR | CROSS SECTIONS - CTH M | SHEET NO: 212 | E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

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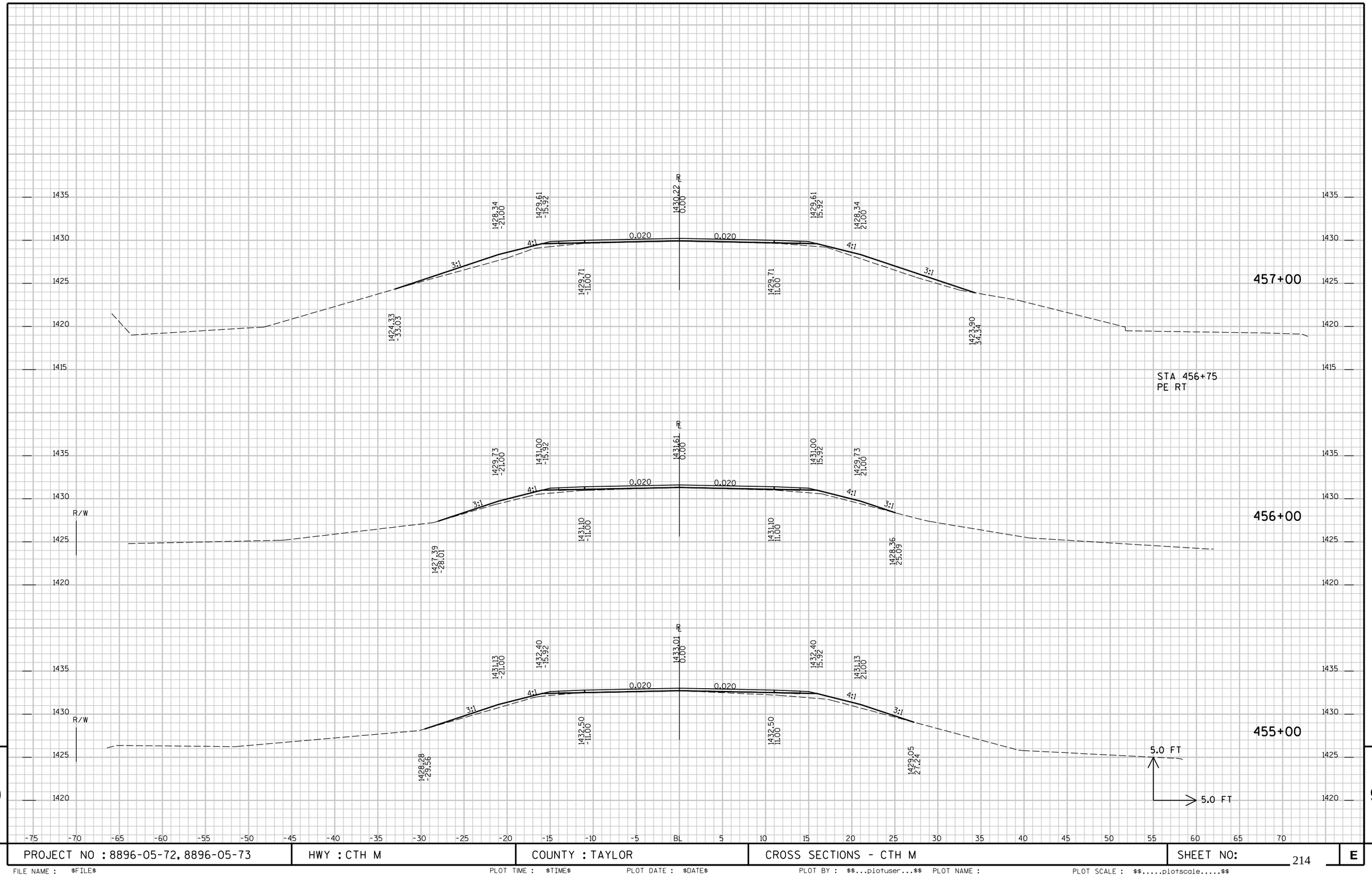

9 9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 214	E

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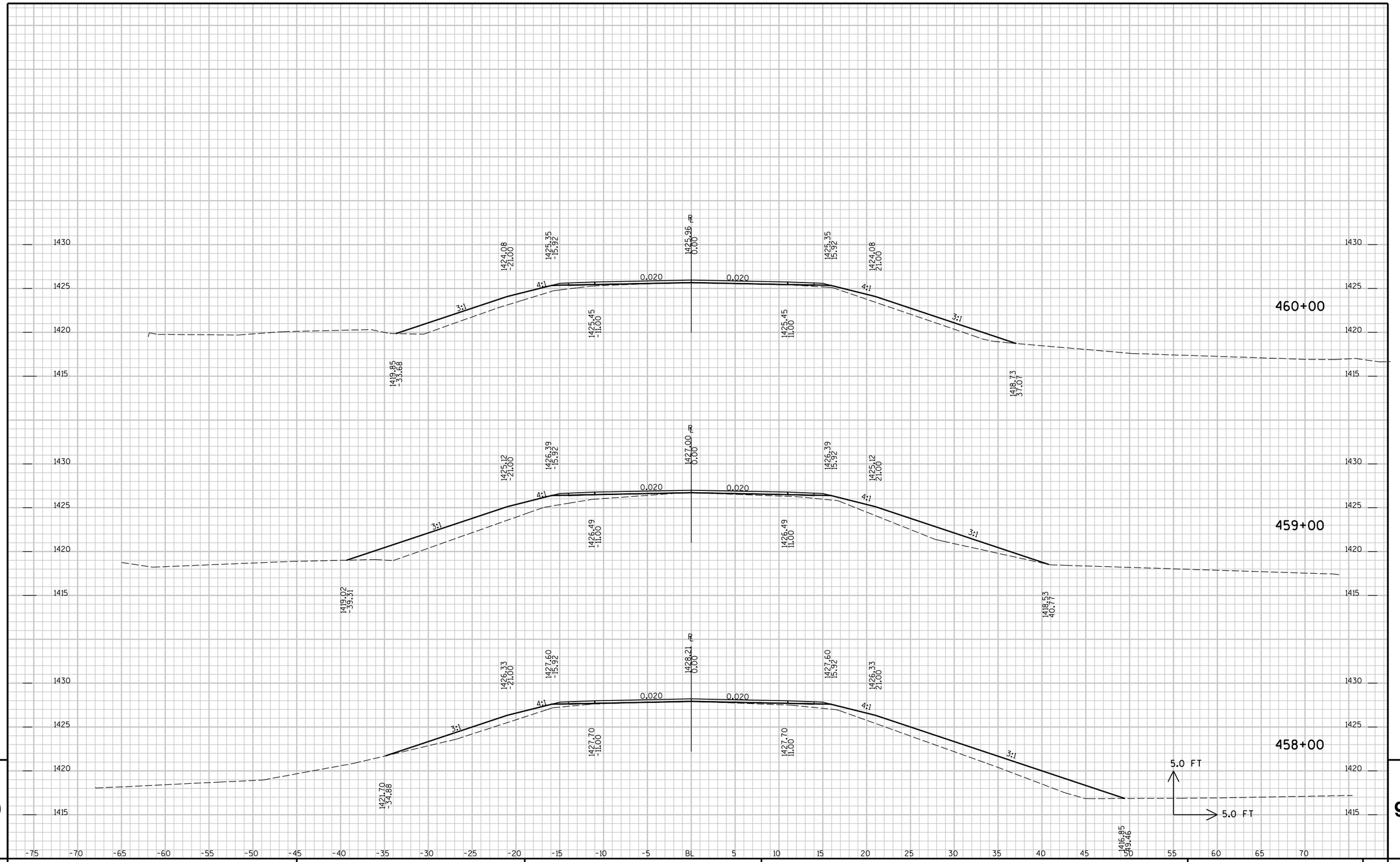

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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 215	E

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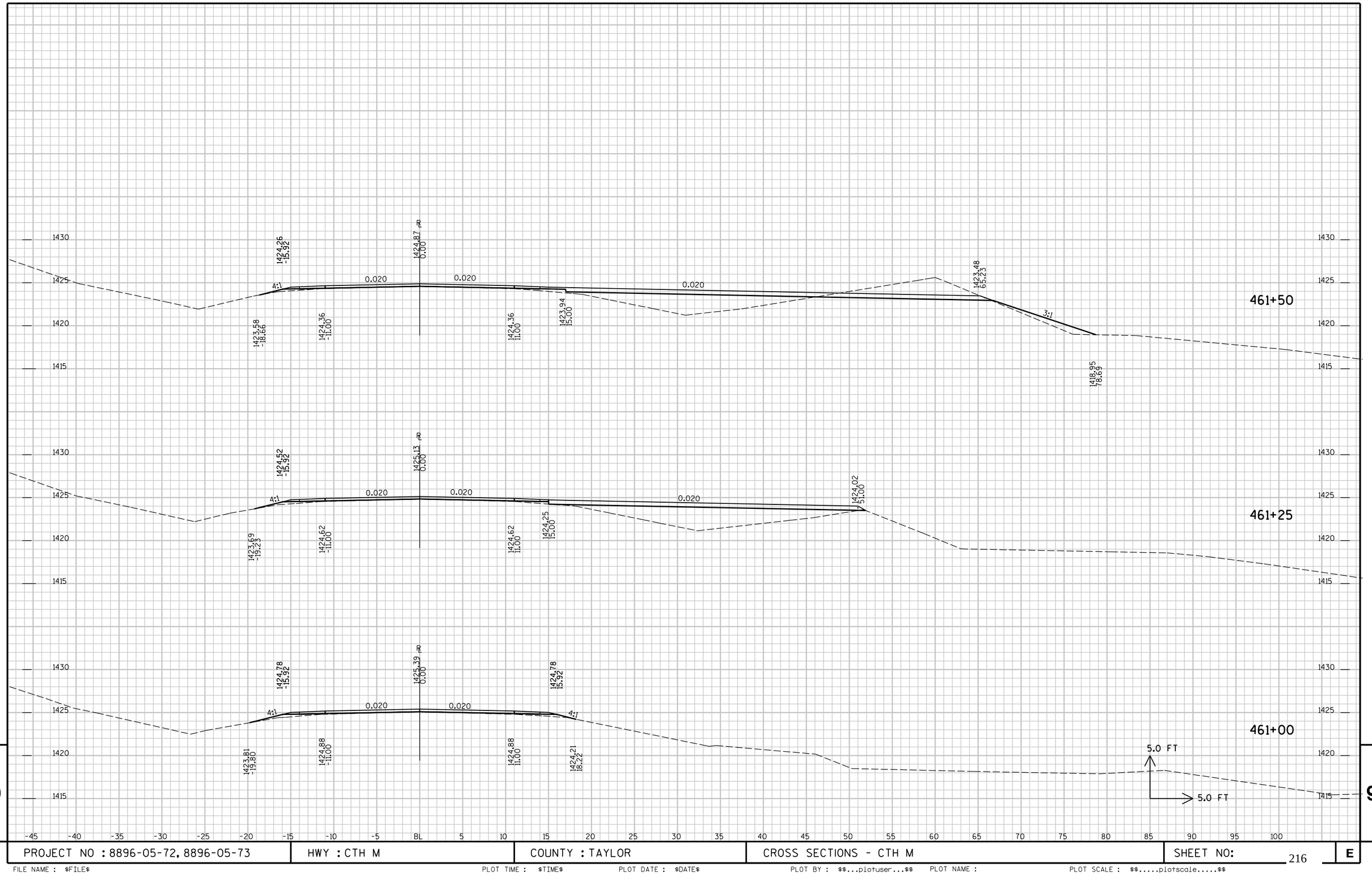

9 9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 216	E

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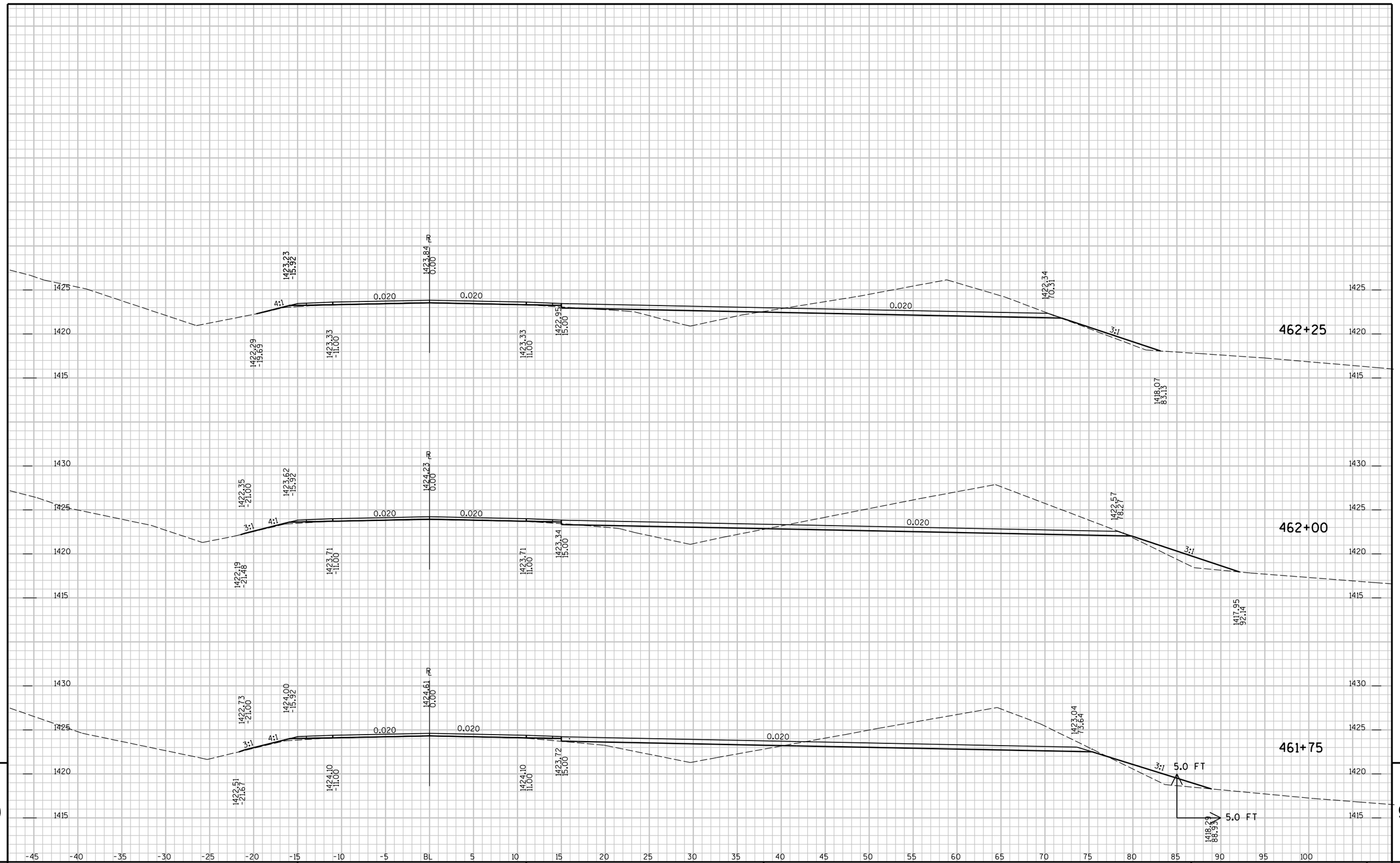
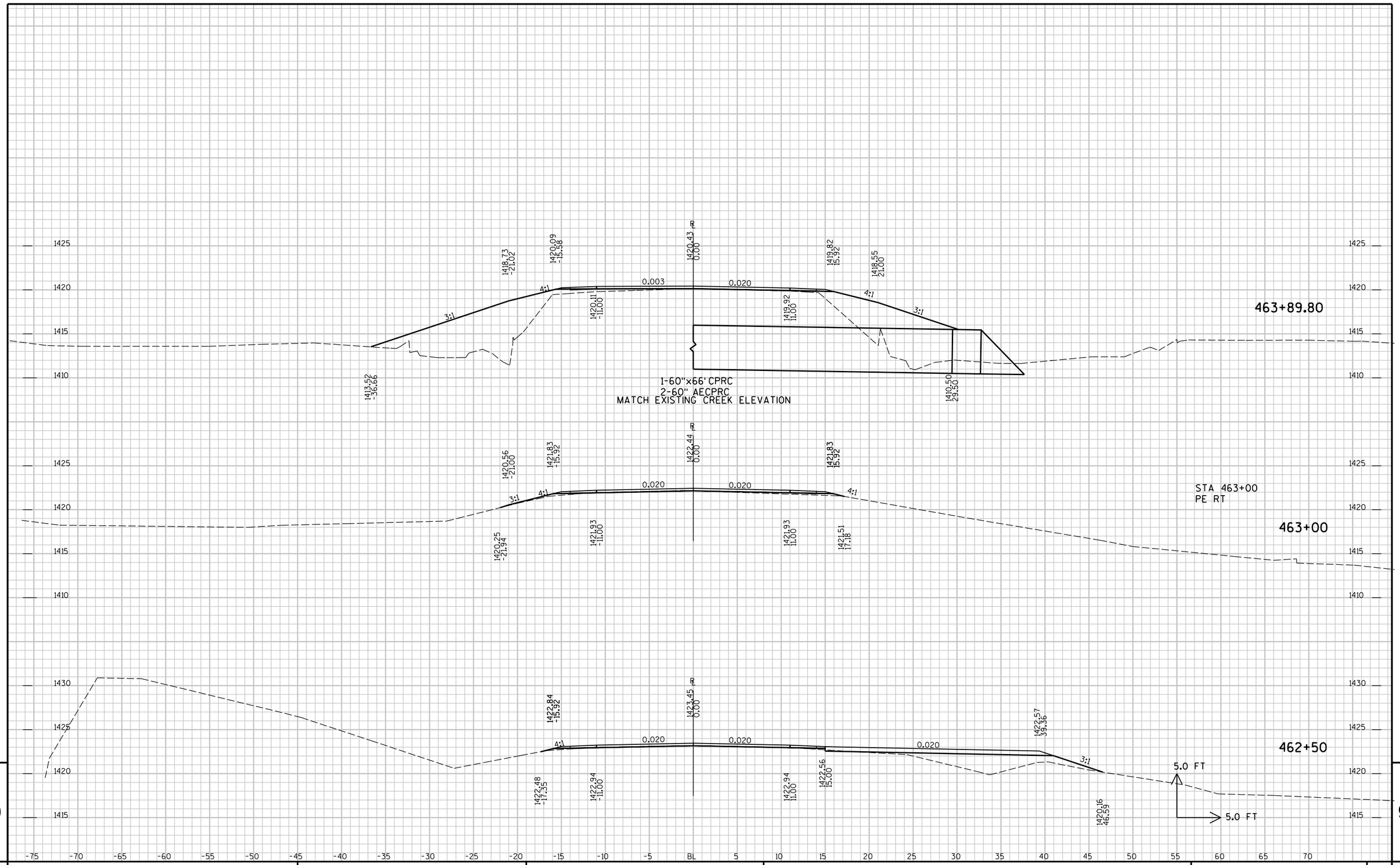


9 9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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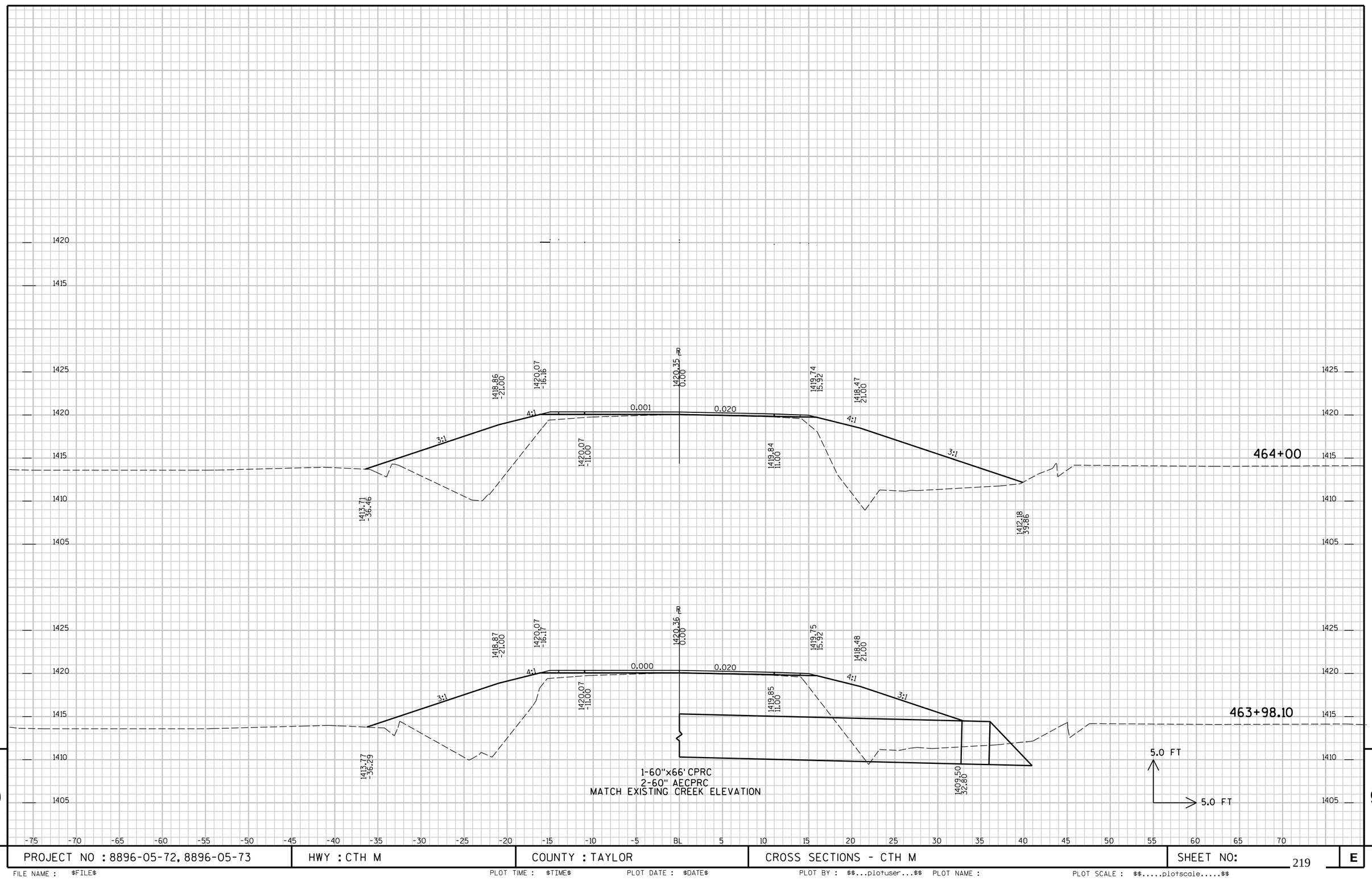
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO:	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 219	E

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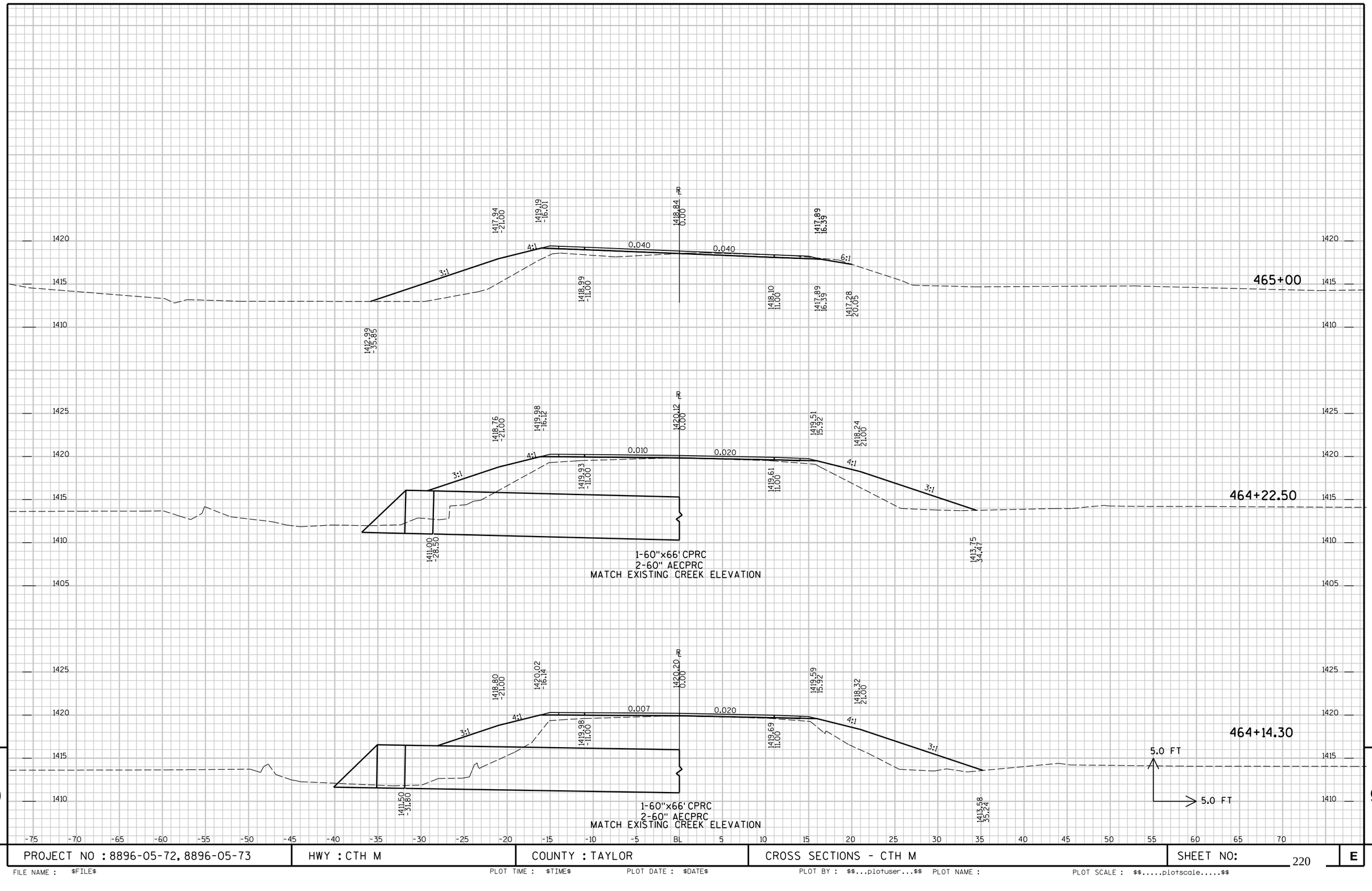

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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 220	E

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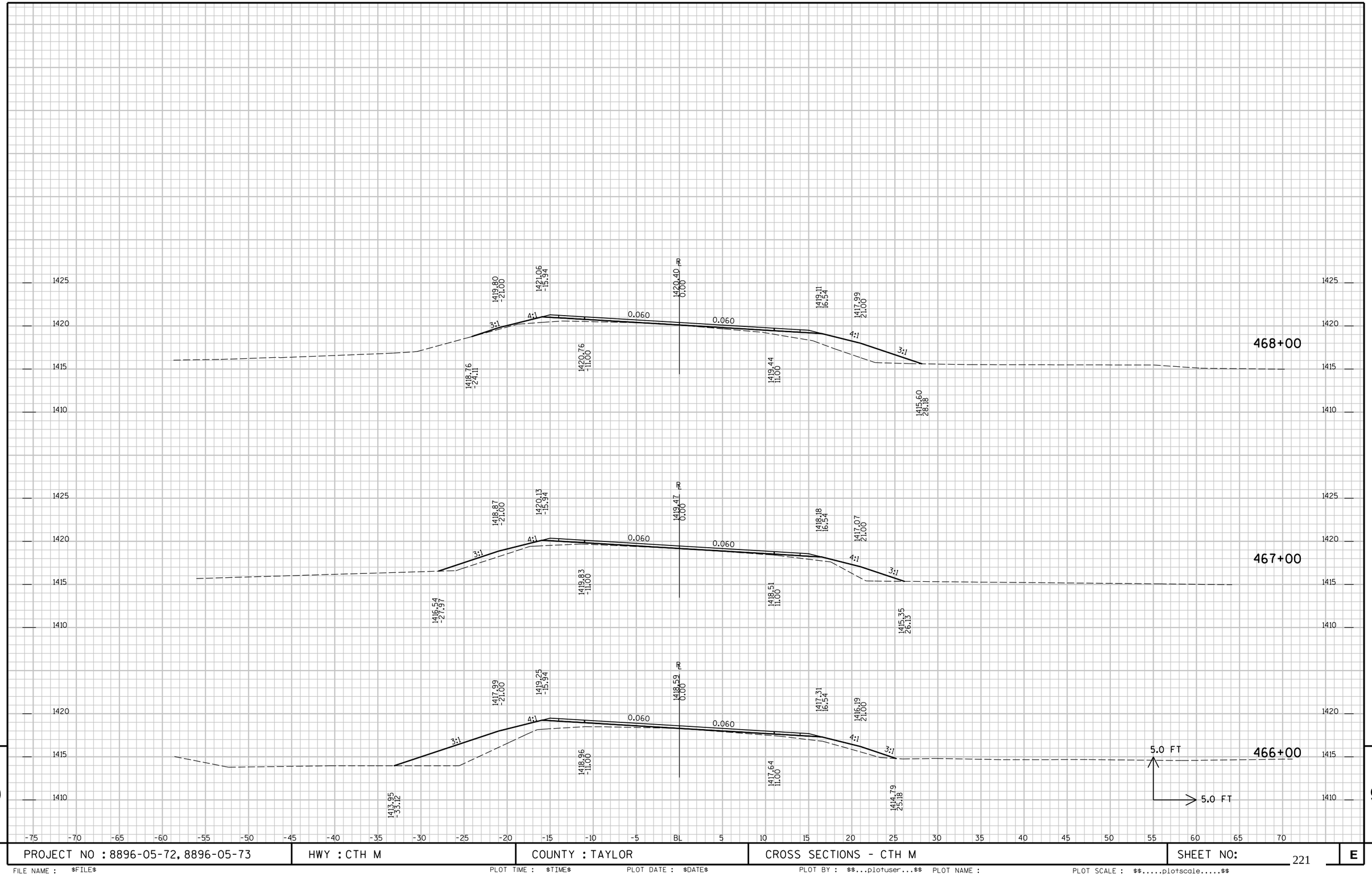

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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 221	E

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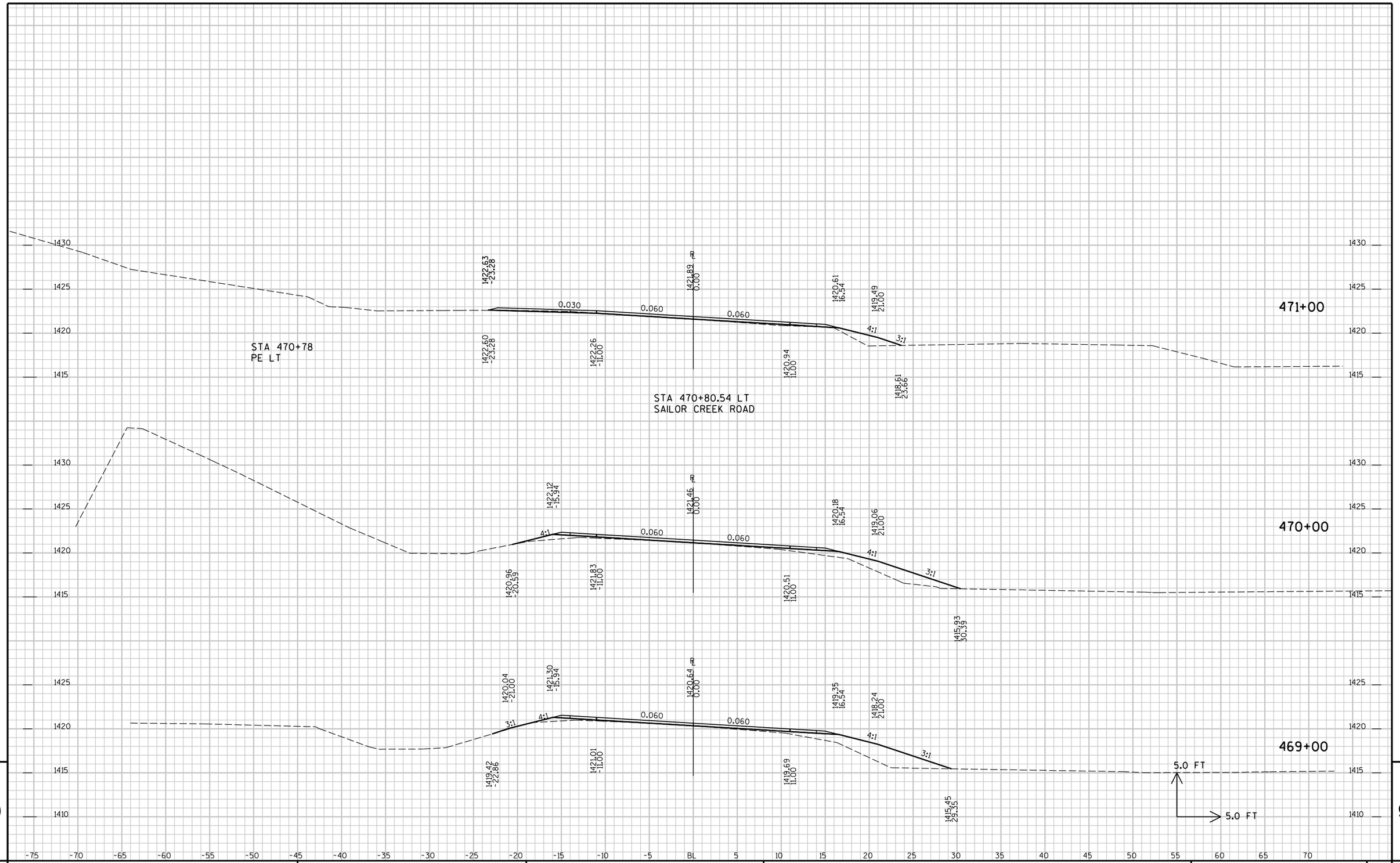

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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 222	E

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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 223	E

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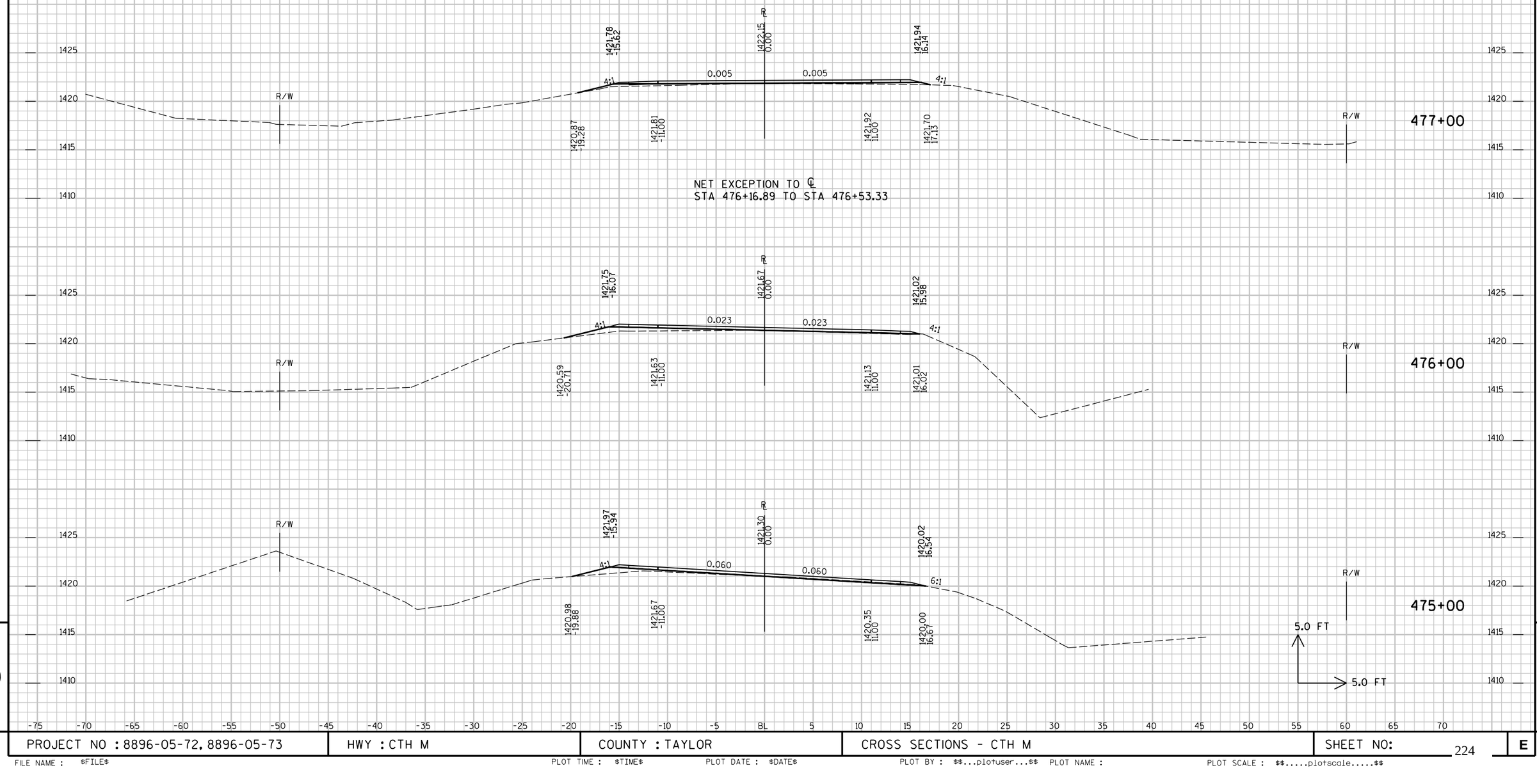

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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 224	E

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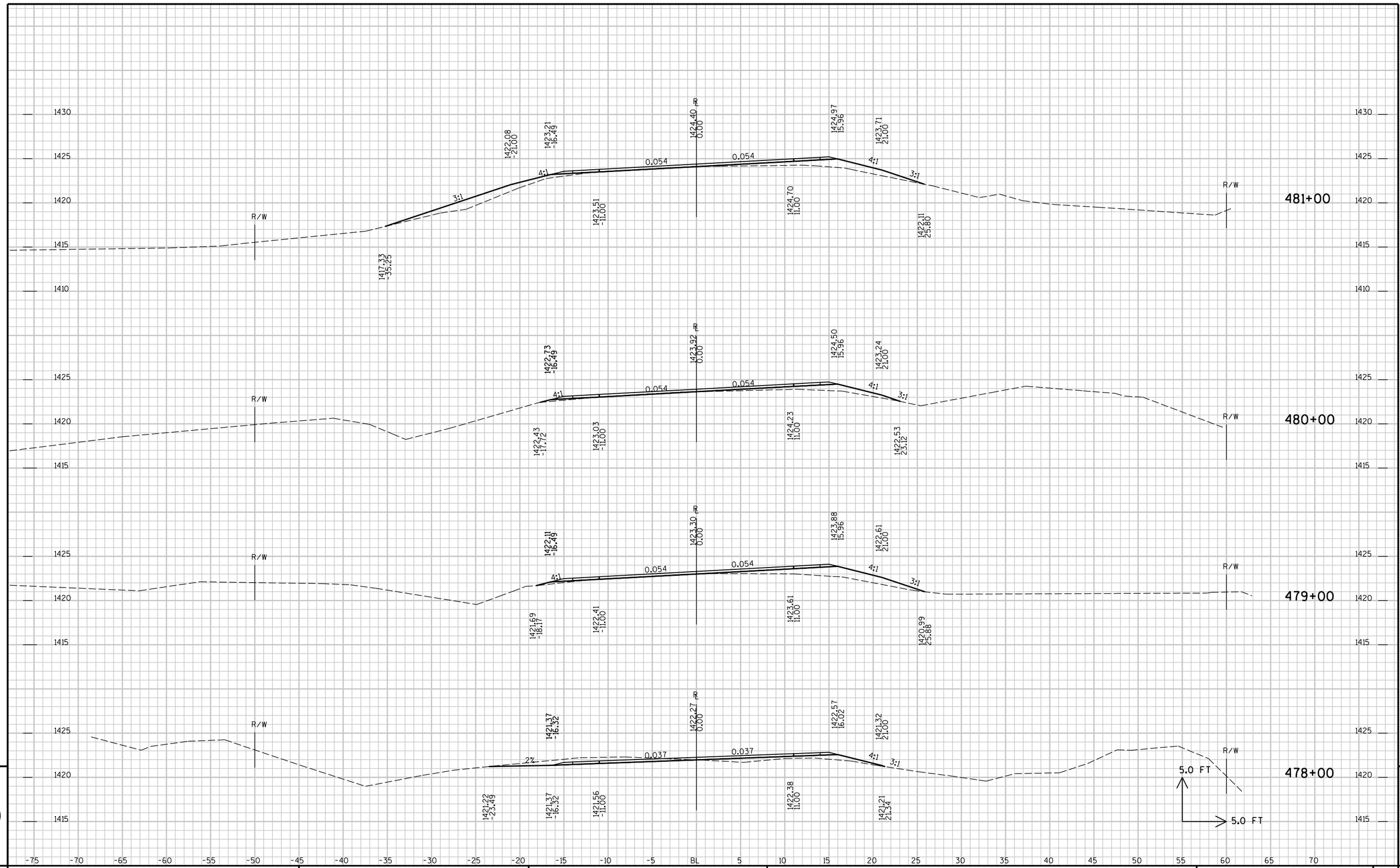

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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 225	E

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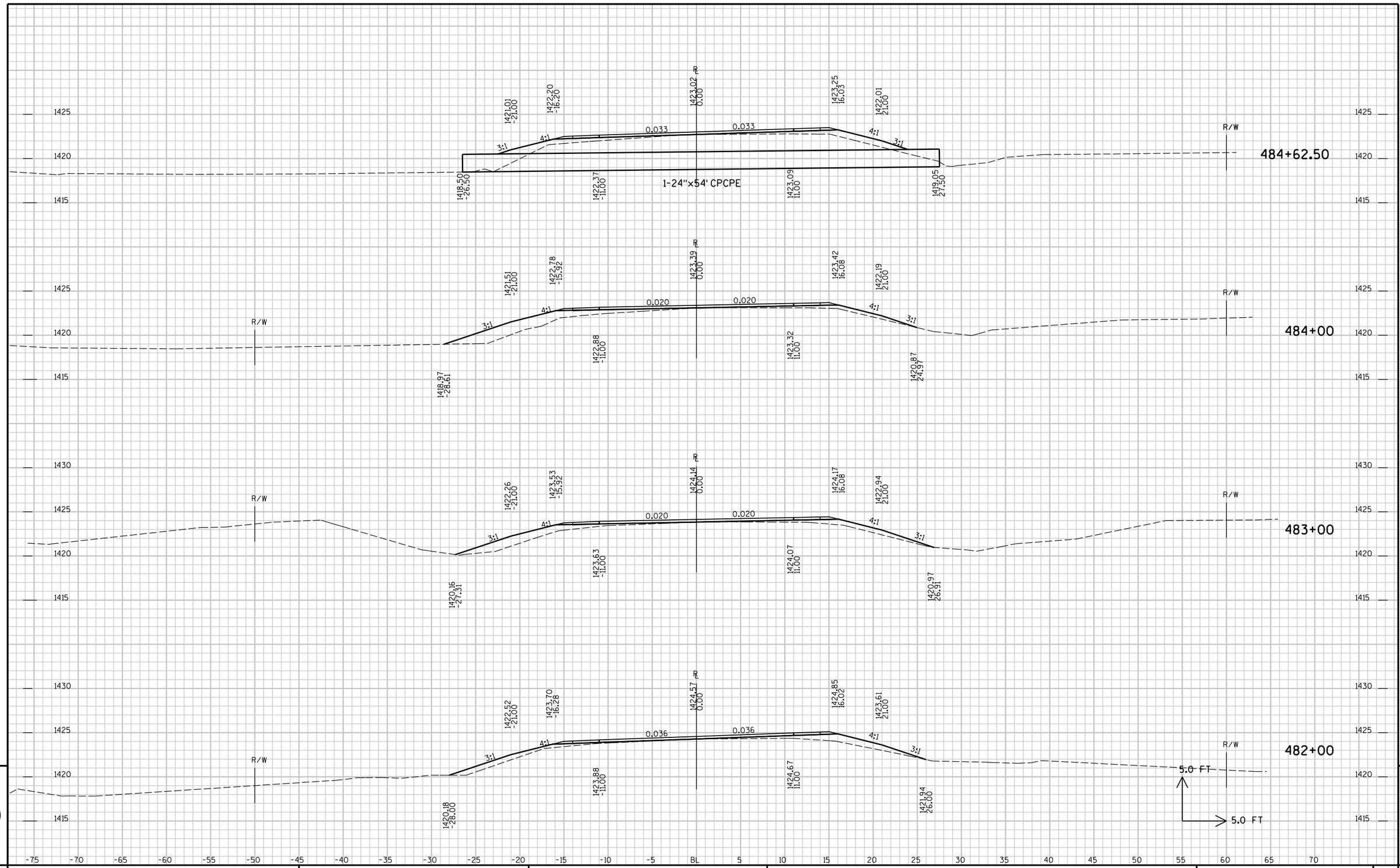

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 226	E

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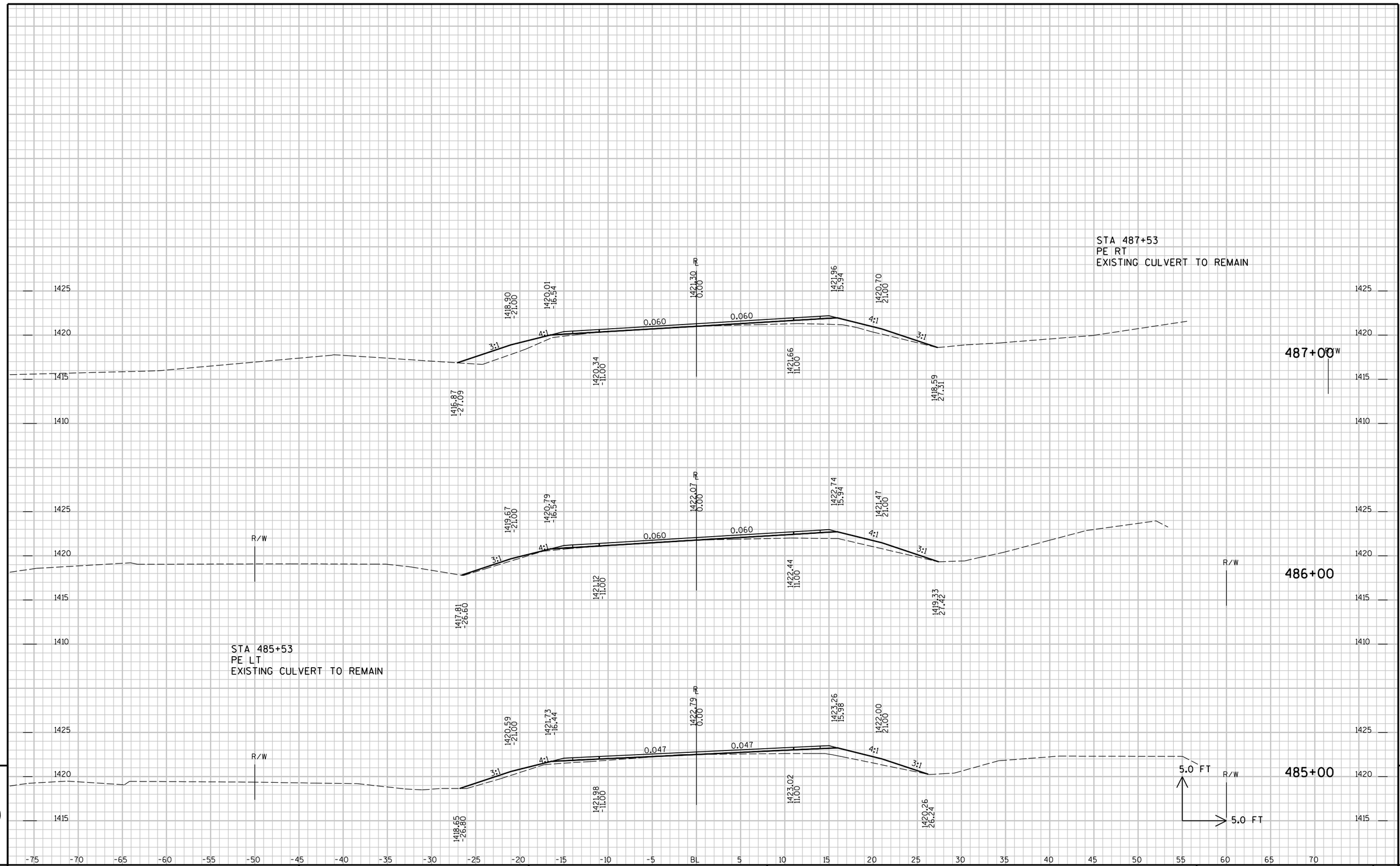

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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 227	E

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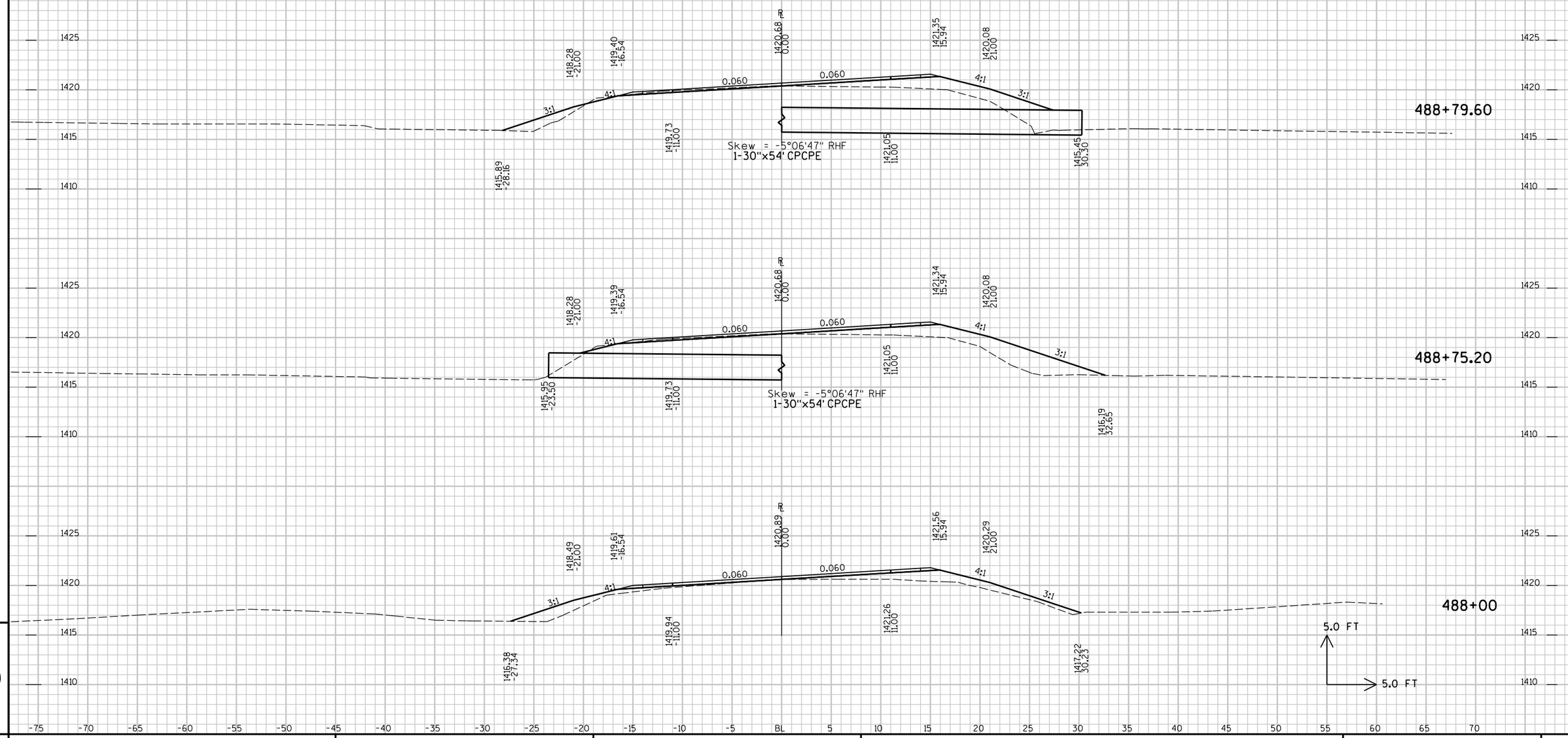

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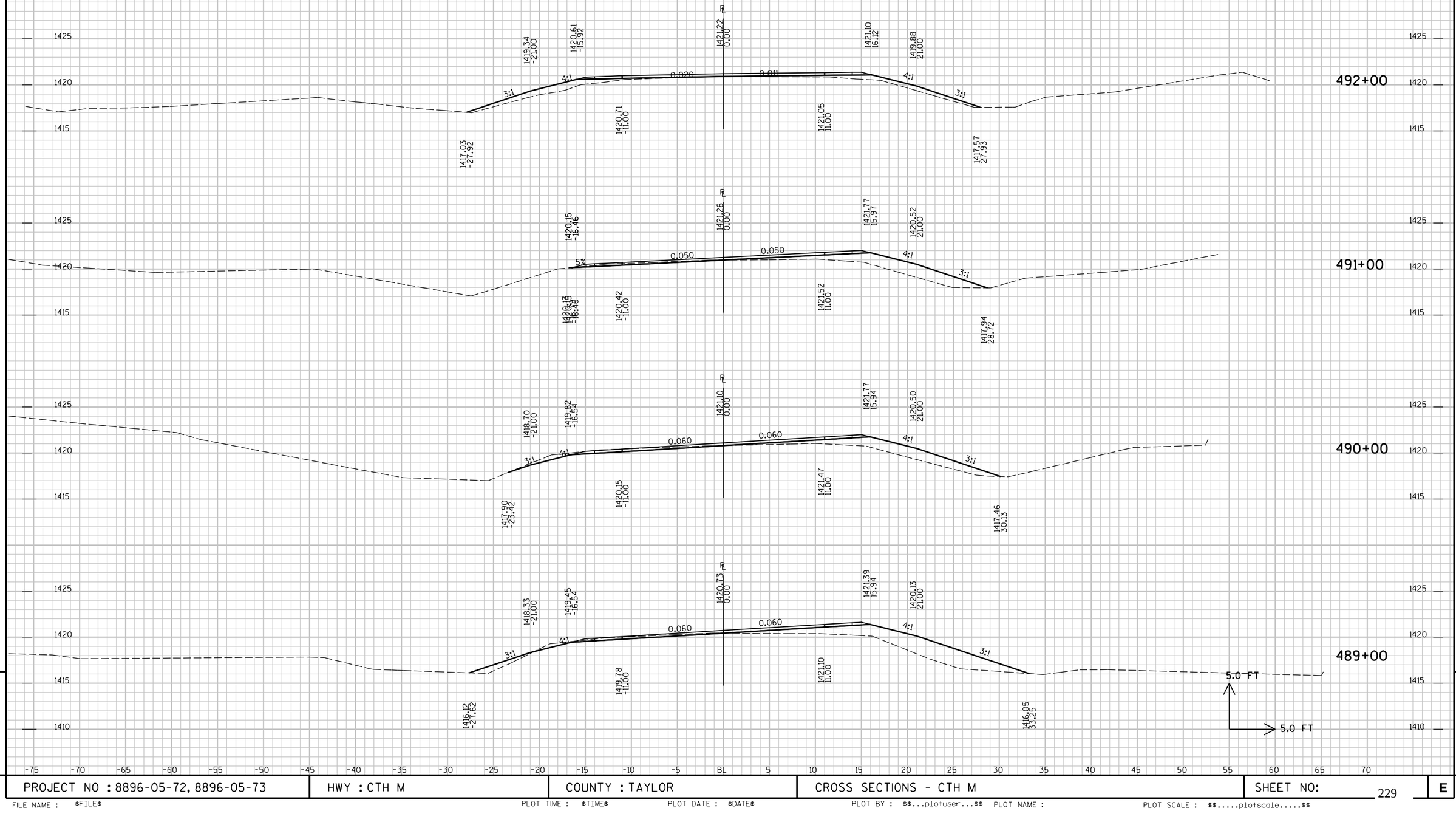
9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 228	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

STA 492+64
PE RT



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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 229	E

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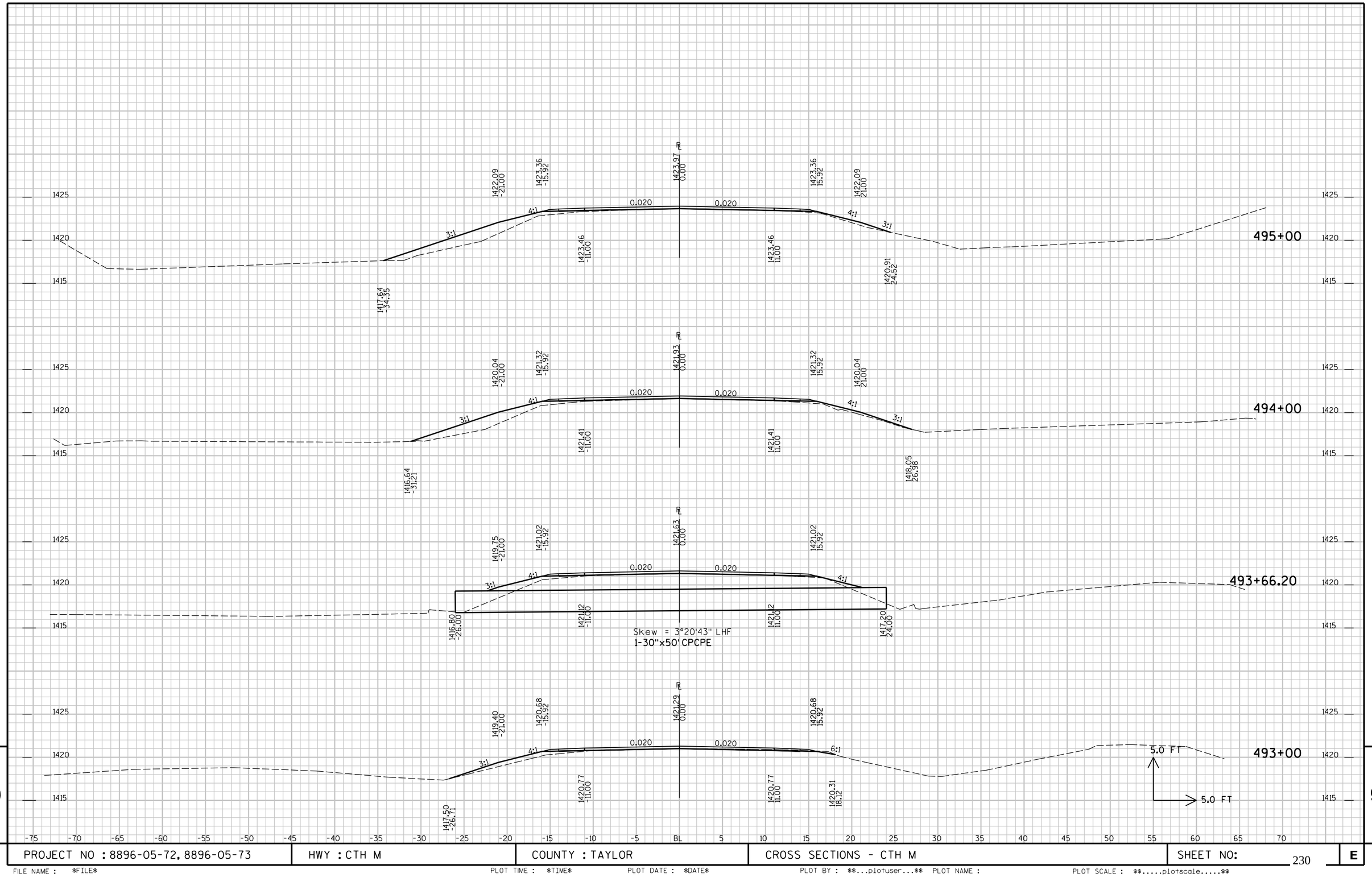

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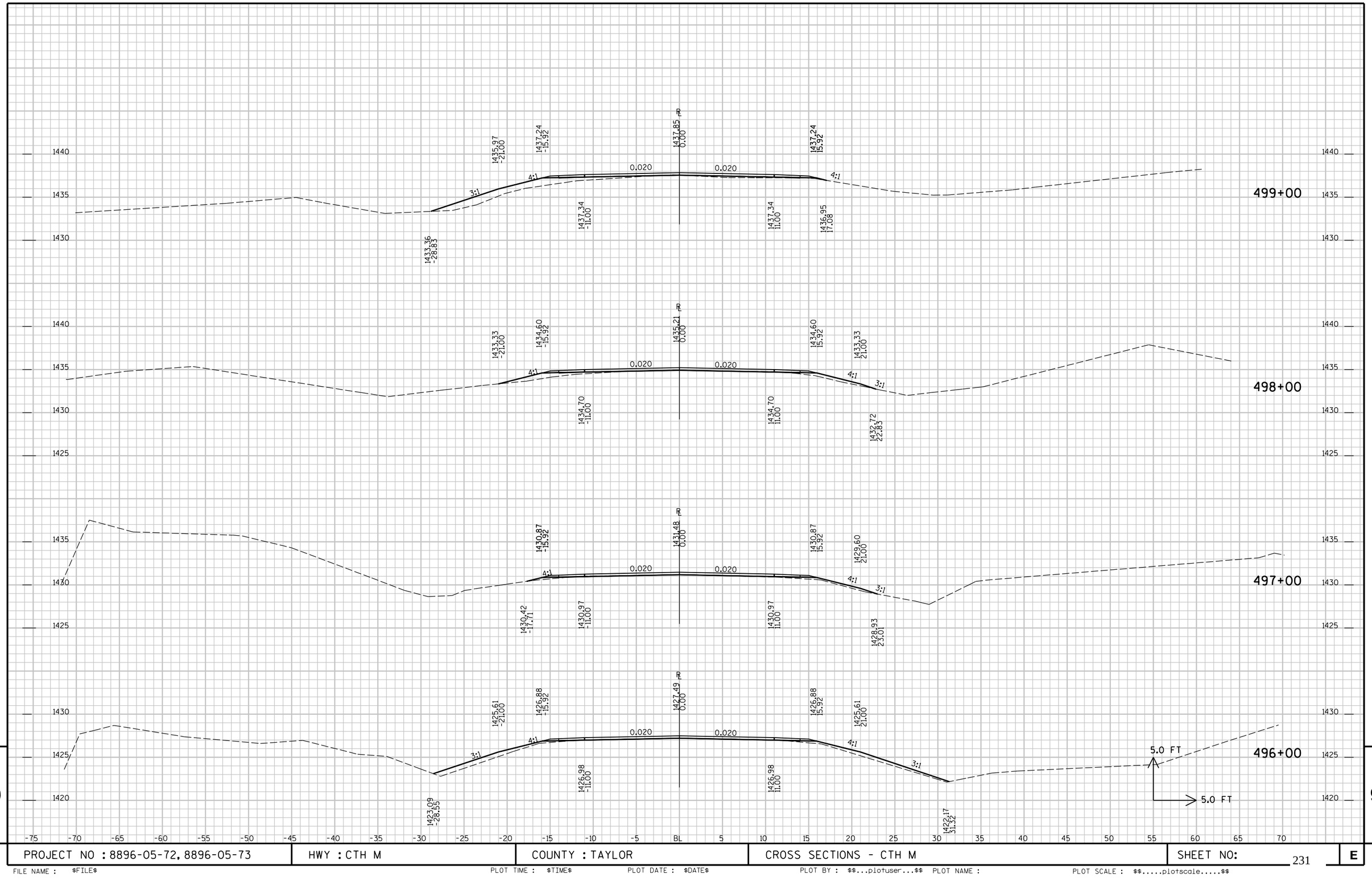
PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 230	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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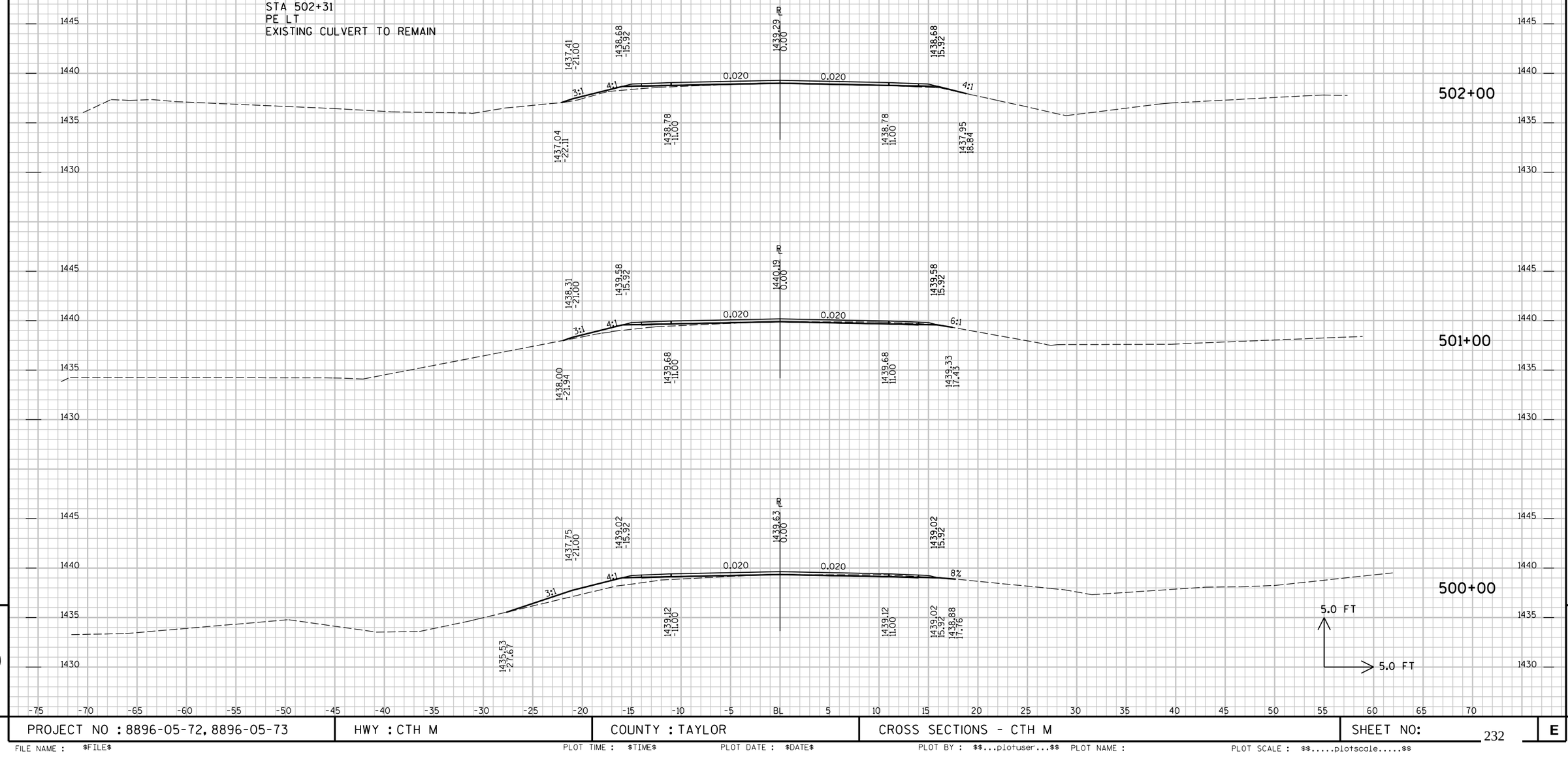
9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 231	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

STA 502+31
PE LT
EXISTING CULVERT TO REMAIN



9 9

PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 232	E

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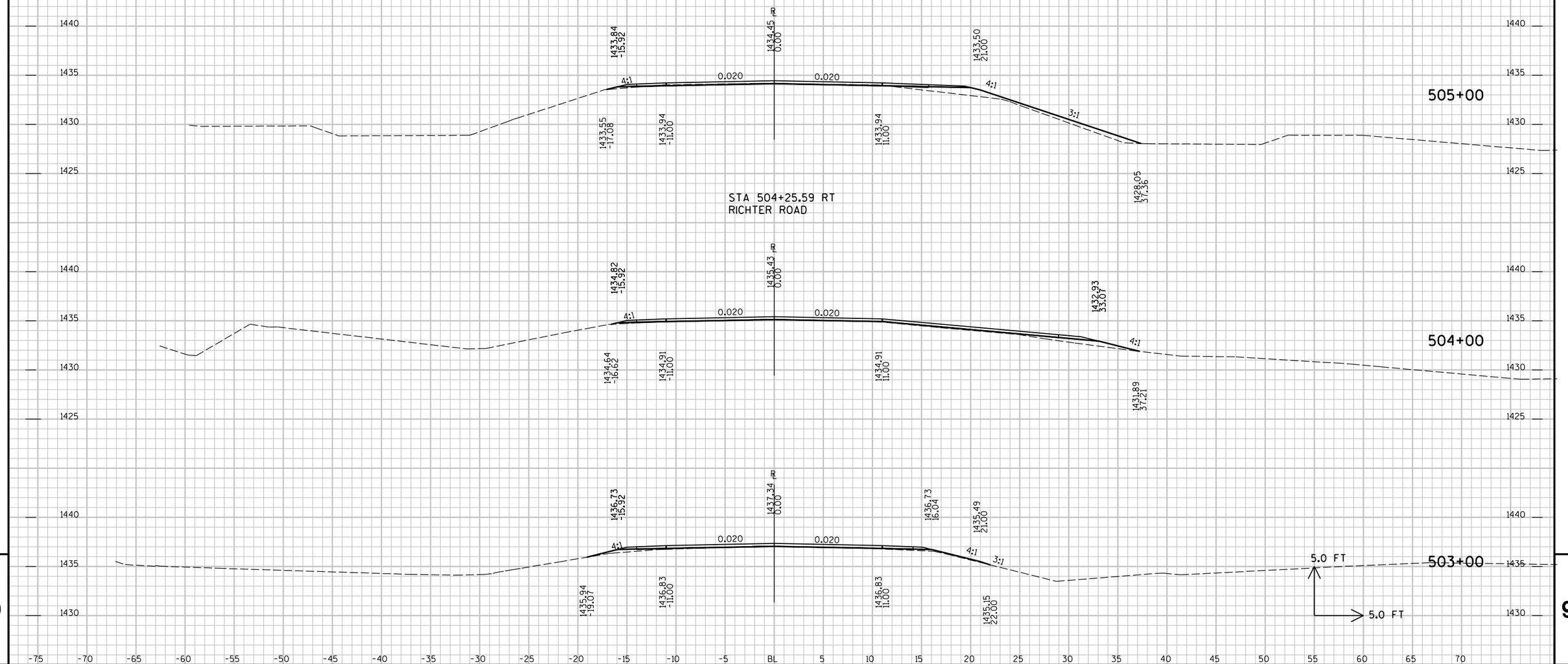
STA 505+26.00
END CONSTRUCTION



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PROJECT NO : 8896-05-72, 8896-05-73	HWY : CTH M	COUNTY : TAYLOR	CROSS SECTIONS - CTH M	SHEET NO: 233	E

FILE NAME : $FILE$ PLOT TIME : $TIME$ PLOT DATE : $DATE$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

Wisconsin Department of Transportation

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