LAX

DECEMBER 2018

PROJECT ID: 7067-00-70

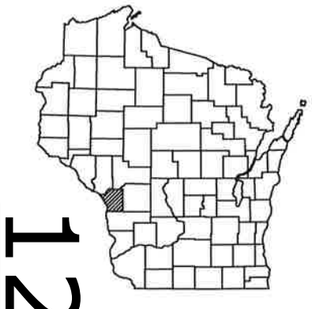
WITH: N/A

COUNTY: LA CROSSE

ORDER OF SHEETS

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

TOTAL SHEETS = 246



N

12

DESIGN DESIGNATION

A.A.D.T.	2019	=	6,380
A.A.D.T.	2039	=	7,980
D.H.V.	2039	=	960
D.D.	2039	=	59/41
T.	2039	=	4.4%
DESIGN SPEED		=	40 MPH
ESALS		=	420,000 (HMA) 470,000 (PCC)

CONVENTIONAL SYMBOLS

PLAN

- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300'ER)
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

ONALASKA - HOLMEN

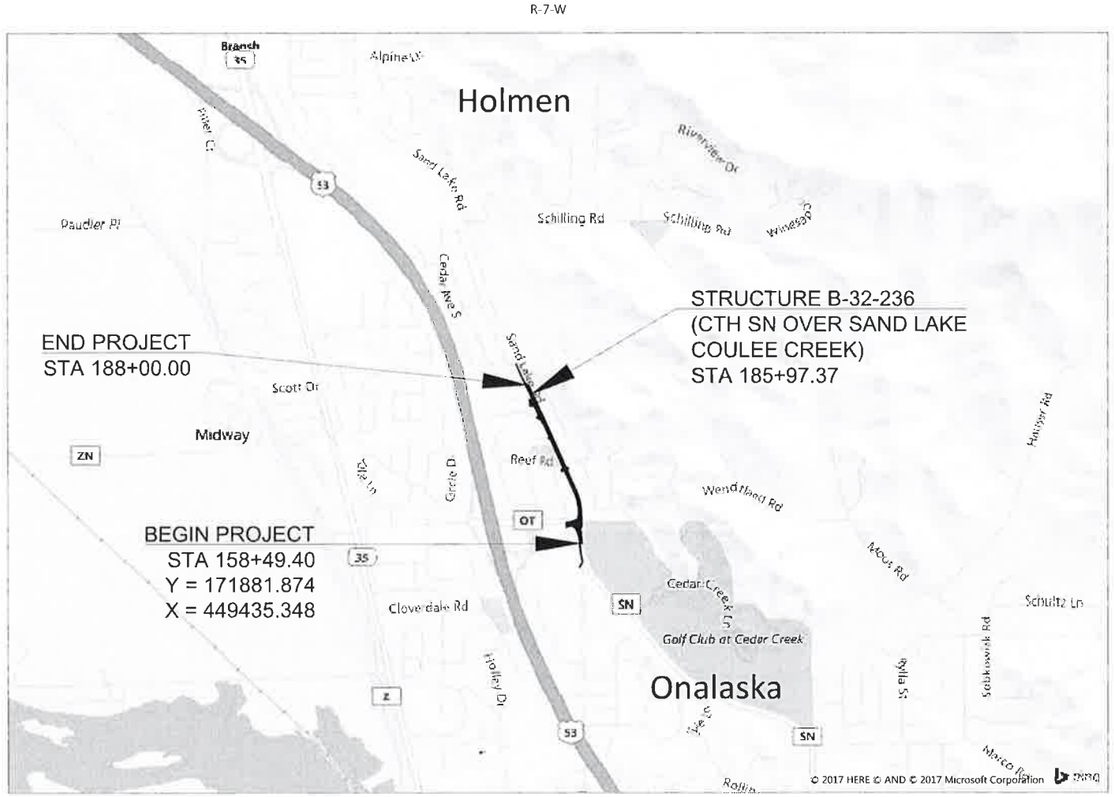
CTH OT TO HANSON ROAD

CTH SN

LA CROSSE COUNTY

STATE PROJECT NUMBER
7067-00-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
7067-00-70	WISC 2019006	1



LAYOUT

SCALE 0 1/2 MI

TOTAL NET LENGTH OF CENTERLINE = 0.559 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, LA CROSSE COUNTY, NAD83 (2014), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ACCEPTED FOR COUNTY OF LA CROSSE

DATE 7/31/18 [Signature] (Highway Commissioner)

ORIGINAL PLANS PREPARED BY

SRF Consulting Group, Inc.

WISCONSIN RACHEL A. BURNHAM E-43588 MADISON WIS. PROFESSIONAL ENGINEER

7/26/18

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	PARAGON ASSOCIATES, INC.
Designer	SRF CONSULTING GROUP, INC.
Management Consultant	KL ENGINEERING, INC.

APPROVED FOR THE DEPARTMENT

DATE 7/31/18 (Management Consultant)

E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\010101-TI.DWG PLOT DATE : 7/15/2018 5:04 PM PLOT BY : RACHEL BURNHAM PLOT NAME :

GENERAL NOTES

THE LOCATIONS 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. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

RADIUS DIMENSIONS FOR THE CURB AND GUTTER ARE TO THE FLANGE LINE UNLESS OTHERWISE NOTED.

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

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

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE FINISHED WITH 6" TOPSOIL/SALVAGED TOPSOIL, SEED, FERTILIZED MULCH, AND RESTORED AS DIRECTED BY THE ENGINEER.

STORM SEWER PIPE ELEVATIONS, LENGTH, AND LOCATIONS AS SHOWN IN THE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS WITH THE APPROVAL OF THE ENGINEER.

EXISTING STORM SEWER SIZES SHOWN ARE APPROXIMATE AND THE CONTRACTOR WILL BASE ITS BID ON THE ACTUAL FIELD SIZES.

CONTRACTOR SHALL NOT DISTURB ANY WETLANDS EXCEPT THOSE NOTED ON PLAN.

IF DEWATERING IS REQUIRED FOR ANY REASON, THE WATER MUST BE PUMPED INTO A PROPERLY SELECTED AND SIZED DEWATERING BASIN BEFORE THE CLEAN/FILTERED WATER IS ALLOWED TO ENTER ANY WATERWAY OR WETLAND. DO NOT HOUSE ANY DEWATERING TECHNIQUE IN A WETLAND.

IF A TEMPORARY CHANNEL IS NEEDED FOR CONSTRUCTION, THE CHANNEL SHOULD BE LINED WITH PLASTIC OR OTHER NON-ERODIBLE MATERIAL AND WEIGHTED DOWN WITH CLEAN STONE. FISH STRANDED IN DEWATERED AREAS SHOULD BE RETURNED TO ACTIVE CHANNEL IMMEDIATELY.

HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYER THICKNESSES:

PAVEMENT THICKNESS (INCH)	LOWER (INCH)	UPPER (INCH)
5	3	2

HMA PAVEMENT SHALL BE CONSTRUCTED 4 LT 58-28S UPPER LAYER AND 3 LT 58-28 S LOWER LAYER.

MULTI-USE PATH SHALL BE CONSTRUCTION WITH ONE LAYER 2-INCH THICKNESS OF 4 LT 58-28S.

STANDARD ABBREVIATIONS

ABUT	Abutment
AC	Acre
AGG	Aggregate
∠	Angle
AADT	Annual Average Daily Traffic
ASPH	Asphaltic
AVG	Average
BL	Base Line
BM	Bench Mark
BP	Begin Point
BR	Bridge
CL	Center Line
Δ	Central Angle or Delta
CH	Chord
CONC	Concrete
CO	County
CTH	County Trunk Highway
CR	Creek
CR	Crushed
CY	Cubic Yard
D	Degree of Curve
DHV	Design Hour Volume
DD	Directional
DWY	Driveway
E	East
X	East Grid Coordinate
EB	Eastbound
ELEC	Electric (al)
EL or ELEV	Elevation
EP	End Point
ESALS	Equivalent Single Axle Loads
EXC	Excavation
EBS	Excavation Below Subgrade
EXIST	Existing
EXP	Expansion
FERT	Fertilize
F	Fill
FG	Finished Grade
FL or F/L	Flow Line
FT	Foot
FTG	Footing
HT	Height
CWT	Hundredweight
HYD	Hydrant
IN DIA	Inch Diameter
INL	Inlet
I	Intersection Angle
INV	Invert
IP	Iron Pipe or Pin
LT	Left
LHF	Left-Hand Forward
L	Length of Curve
LF	Linear Foot
LC	Long Chord of Curve
LS	Lump Sum
MAINT	Maintenance
ML or M/L	Match Line
MATL	Material
NOM	Nominal
NC	Normal Crown
NW or N/W	Normal Water
N	North
Y	North Grid Coordinate
NB	Northbound
NO	Number
OBLIT	Obliterate
OL	Out Lot
OD	Outside Diameter
PSD	Passing Sight Distance
PAVT	Pavement
PERM	Permanent
PLE	Permanent Limited Easement
PT	Point
PC	Point of Curvature
PI	Point of Intersection
PT	Point of Tangency
LB	Pound
PROJ	Project
PL	Property Line
R	Radius
RP	Radius Point
R	Range
RL	Reference Line
RP	Reference Point
REBAR	Reinforcement Bar
REINF	Reinforcing or Reinforcement
REL	Relocate
REM	Remaining
REQD	Required
RT	Right
RHF	Right-Hand Forward
R/W	Right-of-Way
R	River
RD	Road
RDWY	Roadway
SALV	Salvaged
SEC	Section
SHLDR	Shoulder
SHR	Shrinkage
S	South
SB	Southbound
SP	Special
SPECS	Specifications
SF or SQ FT	Square Feet
SY or SQ YD	Square Yard
STD	Standard
SDD	Standard Detail Drawings
STH	State Trunk Highways
STA	Station
SSD	Stopping Sight Distance
STR	Structure or Structural
SE	Superelevation
SURF	Surface
SL or S/L	Survey Line
T	Tangent
TEL	Telephone
TEMP	Temporary
TLE	Temporary Limited Easement
T	Ton
T or TN	Town
T	Trucks (percent of)
TYP	Typical
UG	Underground
USH	United States Highway
VAR	Variable
V	Velocity or Design Speed
VERT	Vertical
VC	Vertical Curve
VPC	Vertical Point of Curve
VPI	Vertical Point of Intersection
VPT	Vertical Point of Tangency
VOL	Volume
W	Water
W	Well
W	West
WB	Westbound
YD	Yard

DNR CONTACT

KAREN KALVELAGE
DNR SERVICE CENTER
3550 MORMON COULEE ROAD
LA CROSSE, WI 54601
TELEPHONE: (608) 785-9115
EMAIL: KAREN.KALVELAGE@WISCONSIN.GOV

UTILITIES CONTACT

VILLAGE OF HOLMEN
WATER, SANITARY AND STORM SEWER
605 EMPIRE ST
HOLMEN, WI 54636
TELEPHONE: (608) 526-6322
EMAIL: DAHL@HOLMENWI.COM
ATTENTION: CHRIS DAHL

CHARTER COMMUNICATIONS
COMMUNICATIONS
1228 12TH AVENUE S
ONALASKA, WI 54650
TELEPHONE: (608) 370-7140
EMAIL: PERRY.MCCLELLAN@CHARTER.COM
ATTENTION: PERRY MCCLELLAN

XCEL ENERGY
GAS AND ELECTRIC DISTRIBUTION
5050 SERVICE DRIVE
WINONA, MN 55987
TELEPHONE: (608) 789-3625
EMAIL: SCOTT.W.ROBERTS@XCELENERGY.COM
ATTENTION: SCOTT ROBERTS

CENTURY LINK
TELEPHONE
333 NORTH FRONT ST
LA CROSSE, WI 54601
TELEPHONE: (608) 796-5124
EMAIL: BRIAN.STELPLUGH@CENTURYLINK.COM
ATTENTION: BRIAN STELPLUGH

RIVERLAND ENERGY COOPERATIVE
ELECTRIC
1472 STATE ROAD 35
P.O. BOX 276
ONALASKA, WI 54650
TELEPHONE: (608) 783-2238 EXT 326
EMAIL: BMASON@RIVERLANDENERGY.COM
ATTENTION: BILL MASON

XCEL ENERGY
ELECTRIC TRANSMISSION
414 NICOLET MALL, 5
MINNEAPOLIS, MN 55401
TELEPHONE: (612) 330-7815
EMAIL: BRUCE.M.ZEMKE@XCELENERGY.COM
ATTENTION: BRUCE ZEMKE

**DENOTES UTILITIES THAT ARE NOT DIGGERS HOTLINE MEMBERS

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

PROJECT SPONSORS

LA CROSSE COUNTY
HIGHWAY COMMISSIONER
301 CARLSON ROAD
WEST SALEM, WI 54669
TELEPHONE: (608) 786-3810
EMAIL: RCHAMBERLAIN@LACROSSECOUNTY.ORG
ATTENTION: RON CHAMBERLAIN

VILLAGE OF HOLMEN
PUBLIC WORKS DIRECTOR
605 EMPIRE ST
HOLMEN, WI 54636
TELEPHONE: (608) 256-6322
EMAIL: DOLSON@HOLMENWI.COM
ATTENTION: DEAN OLSON

CITY OF ONALASKA
CITY ENGINEER
415 MAIN STREET
ONALASKA, WI 54650
TELEPHONE: (608) 781-9537
EMAIL: JHOLTER@CITYOFONALASKA.COM
ATTENTION: JARROD HOLTER

ORDER OF SECTION 2 SHEETS:

GENERAL NOTES AND WRITTEN MATERIAL
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTIONS
EROSION CONTROL AND DRAINAGE
STORM SEWER
SIGNING AND PAVEMENT MARKING
LIGHTING
TRAFFIC CONTROL AND CONSTRUCTION STAGING
ALIGNMENT

DESIGN CONTACT

SRF CONSULTING GROUP
901 DEMING WAY SUITE 101
MADISON, WI 53717
TELEPHONE: (608) 298-5400
EMAIL: RBURNHAM@SRFCONSULTING.COM
ATTENTION: RACHEL BURNHAM

2

2

N

US 53

US 53

CTH OT

SUNSET DR

QUARTERDECK DR

REEF RD

HOPE CIR

SAND LAKE ELEMENTARY SCHOOL

COULEE LIFE CHURCH

END PROJECT
STA 188+00.00

END CONSTRUCTION
STA 192+18.73
MATCH EXISTING

CEDAR AVE

MEADOW LARK LN

PLEASANT DR

CTH

HANSON RD

CTH SN

BROOK LANE

STRUCTURE B-32-922
STA 185+85 - STA 186+69

PROPOSED MULTI-USE PATH ALIGNMENT

SANDPIPER DR

BEGIN CONSTRUCTION
STA 154+66.83"SN"
MATCH EXISTING

PROPOSED EB CTH OT ROUNDABOUT ALIGNMENT

PROPOSED WB CTH OT ROUNDABOUT ALIGNMENT

PROPOSED SIDEWALK ALIGNMENT

EAST AVE

CTH SN

BEGIN PROJECT
STA 158+49.40
Y = 171881.874
X = 449435.348

THE GOLF CLUB AT CEDAR CREEK

CHEVENNE DR

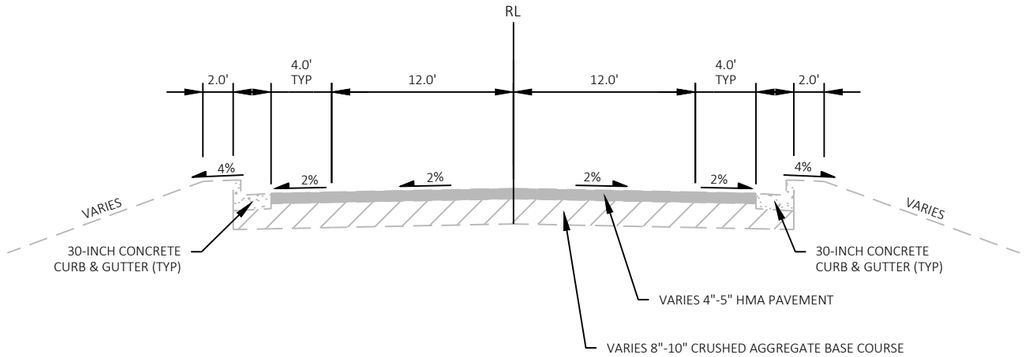
MOHICAN TRAIL

APACHE CT

HANSON RD

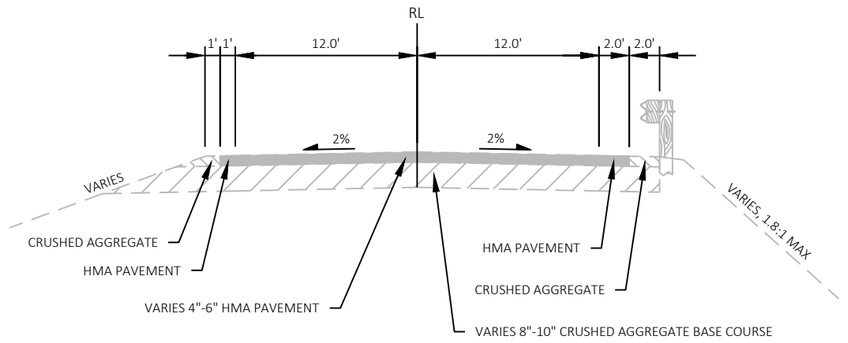
PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	PROJECT OVERVIEW	SHEET 3 E

2



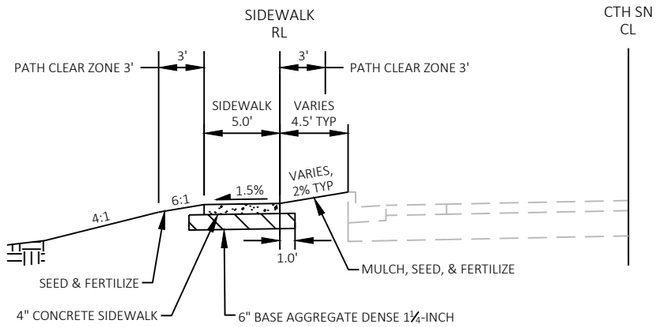
EXISTING TYPICAL SECTION CTH SN

STA 158+49.40 SN TO STA 161+75.00 SN



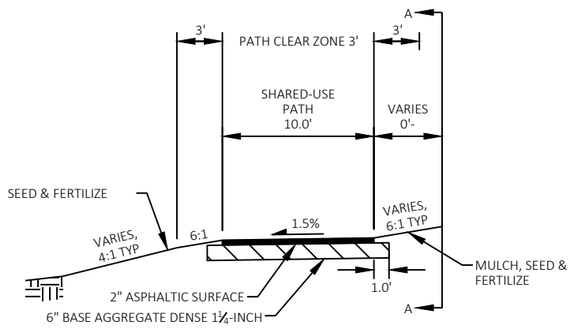
EXISTING TYPICAL SECTION CTH SN

STA 161+75.00 SN TO STA 188+00.00 SN



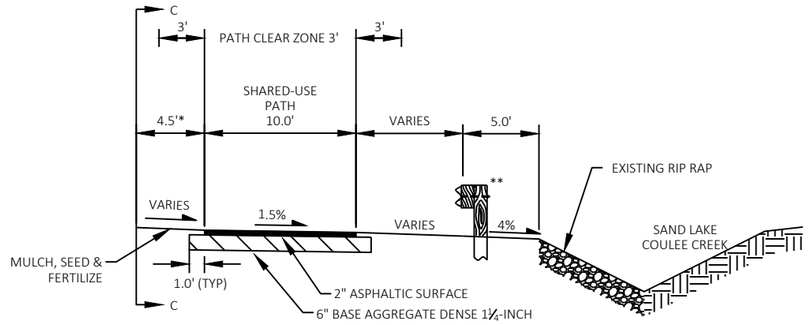
TYPICAL PROPOSED SECTION SIDEWALK

STA 1+75.48 W TO STA 6+04.10 W



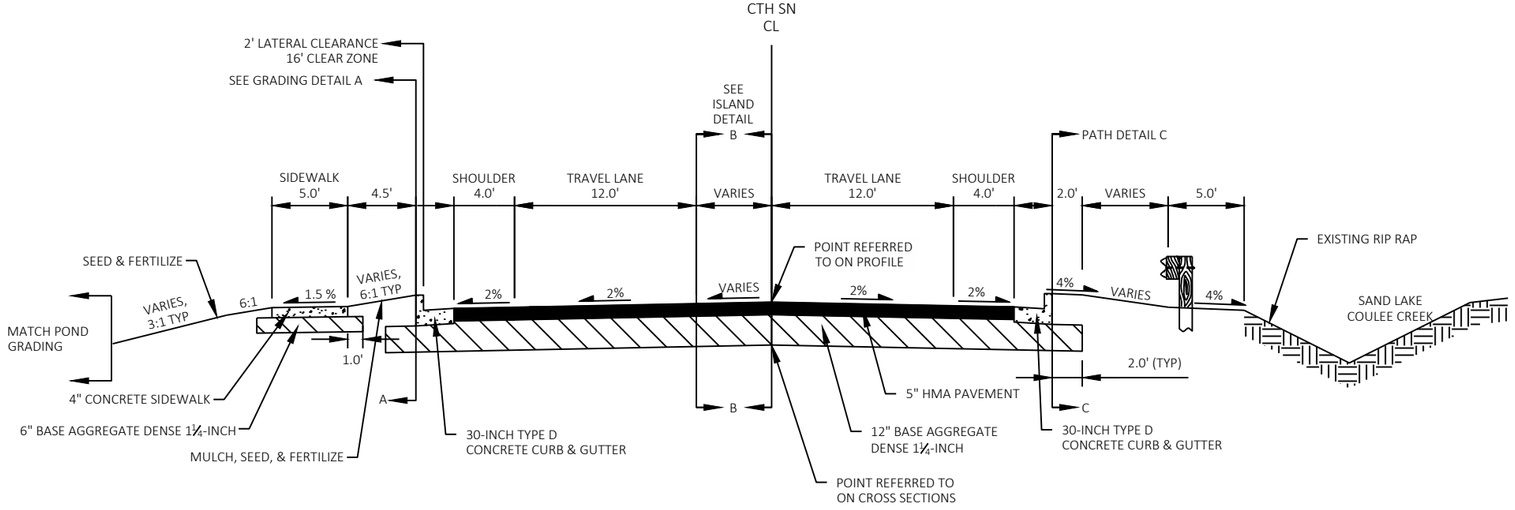
GRADING DETAIL

STA 162+45 SN TO STA 164+78 SN
STA 500+19 SW TO STA 501+48 SW



PATH DETAIL

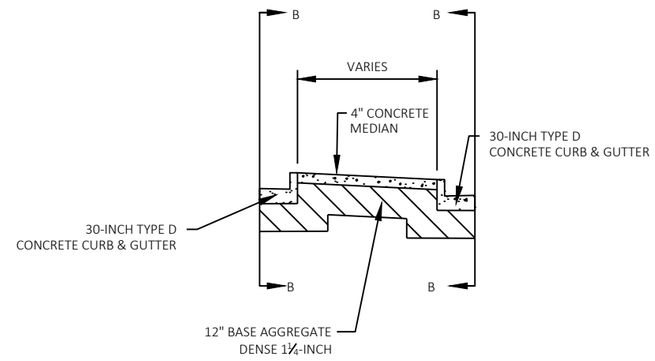
STA 160+14 SN TO STA 163+23 SN
*VARIES 4.5'-0' STA 161+64 SN TO STA 161+93 SN
** BEAM GUARD REQUIRED STA 161+73 SN - STA 163+23 SN



TYPICAL PROPOSED SECTION CTH SN

STA 158+49 SN TO STA 161+27 SN
STA 162+45 SN TO STA 164+78 SN
STA 500+19 SW TO STA 501+73 SW

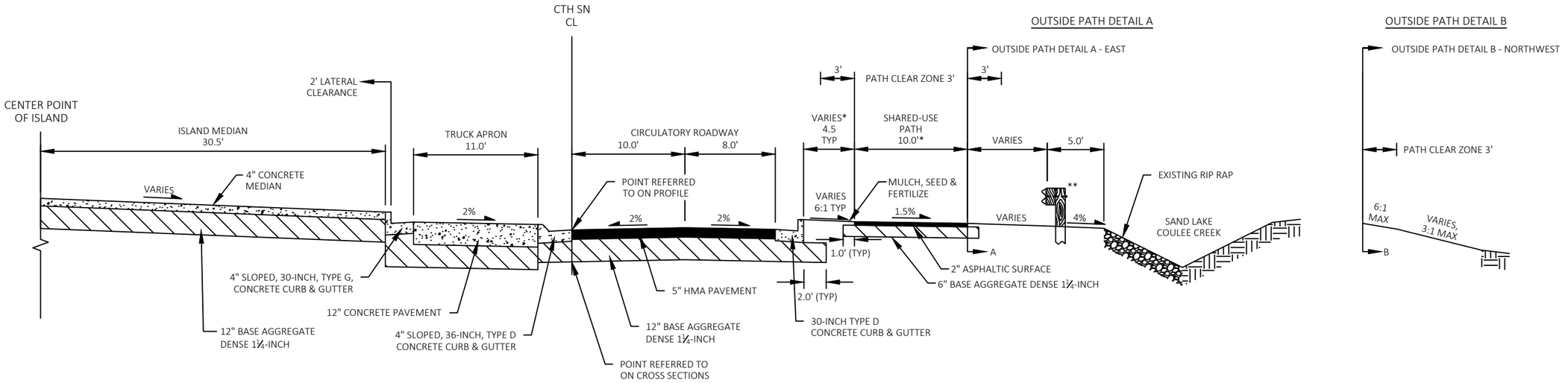
SEE PLAN AND PROFILE SHEETS FOR EXACT LOCATION OF
BEAM GUARD AND FOR SUPERELEVATION TRANSITIONS



ISLAND DETAIL

STA 159+57 SN TO STA 161+24 SN
STA 162+44 SN TO STA 163+60 SN
STA 500+56 TO STA 501+73

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	PLAN: TYPICAL SECTIONS	SHEET 5	E

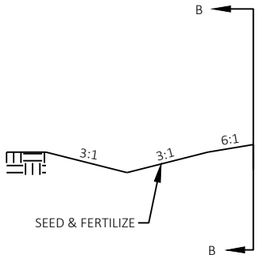


TYPICAL PROPOSED SECTION CTH SN

ROUNDABOUT - CIRCULATORY ROADWAY
STA 0+00 CR TO STA 2+95 CR

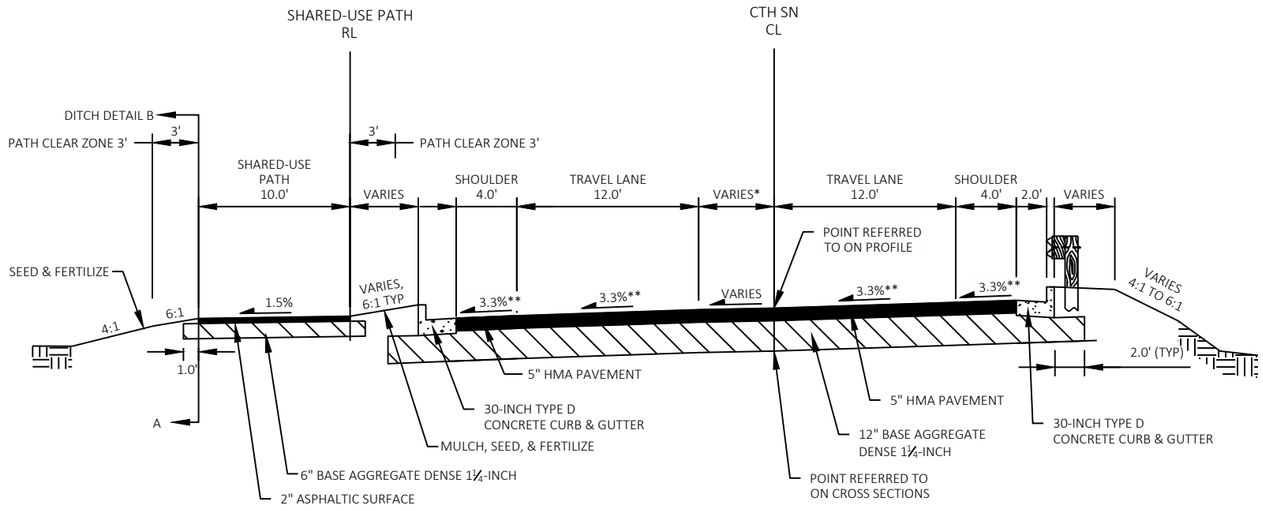
*TERRACE WIDTH = 0' FOR STA 1+80 TO STA 2+41 AND STA 2+75 TO STA 0+00
**BEAMGUARD BEGINS AT 0+06

OUTSIDE PATH DETAIL A - STA 2+75 TO STA 0+63
OUTSIDE PATH DETAIL B - STA 1+03 TO 1+46 AND STA 1+80 TO 2+41



DITCH DETAIL

STA 164+78 SN TO STA 168+21 SN



TYPICAL PROPOSED SECTION CTH SN

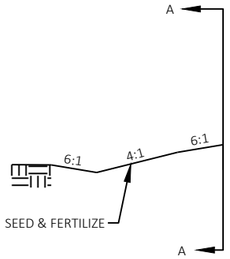
STA 164+78 SN TO STA 168+21 SN

*VARIES 9'-0' STA 163+47 SN TO 164+78 SN

SEE PLAN AND PROFILE SHEETS FOR SUPERELEVATION TRANSITIONS

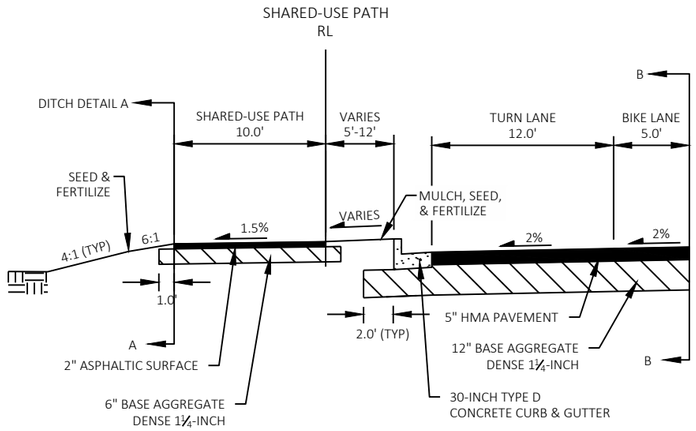
PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	PLAN: TYPICAL SECTIONS	SHEET 6	E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\020301-TS.DWG
LAYOUT NAME - 020303-ts
PLOT DATE : 8/27/2018 1:46 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:10 FT



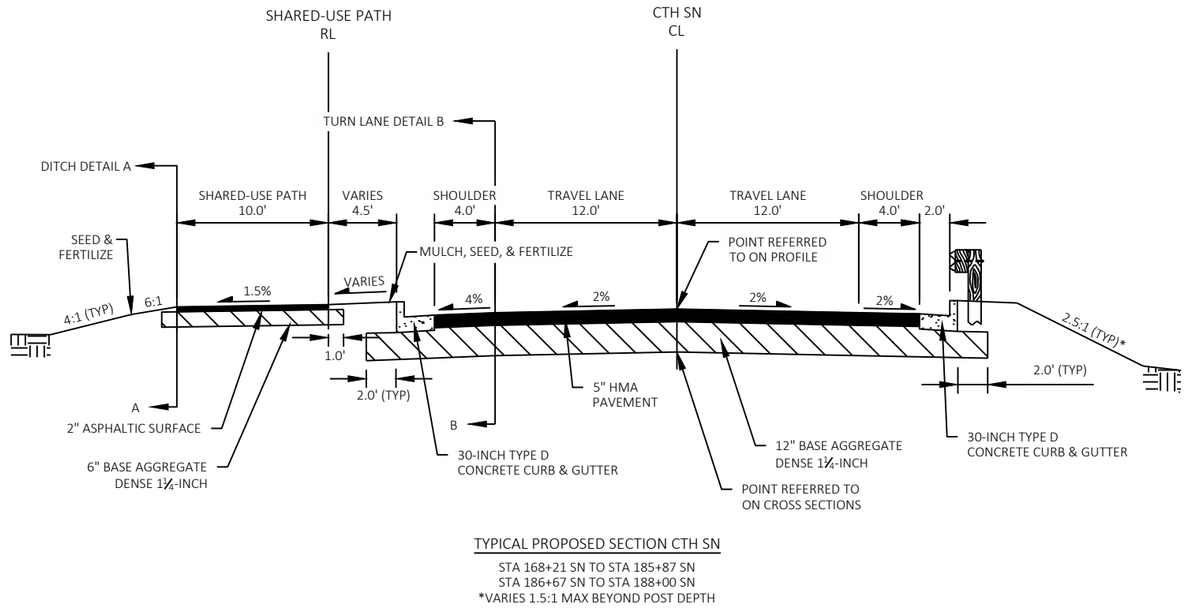
DITCH DETAIL

STA 164+78 SN TO STA 171+00 SN
STA 185+10 SN TO STA 186+00 SN



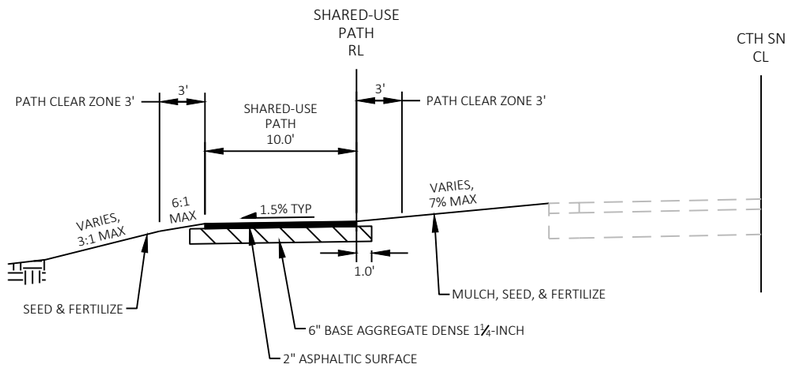
TURN LANE DETAIL

STA 182+88 SN TO STA 185+75 SN
*VARIES 0'-12' STA 183+63 SN TO STA 185+75 SN



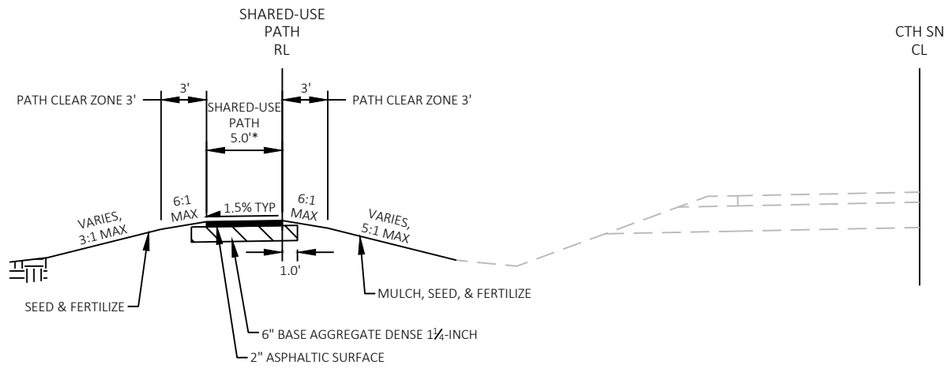
TYPICAL PROPOSED SECTION CTH SN

STA 168+21 SN TO STA 185+87 SN
STA 186+67 SN TO STA 188+00 SN
*VARIES 1.5:1 MAX BEYOND POST DEPTH



TYPICAL PROPOSED SECTION SHARED-USE PATH

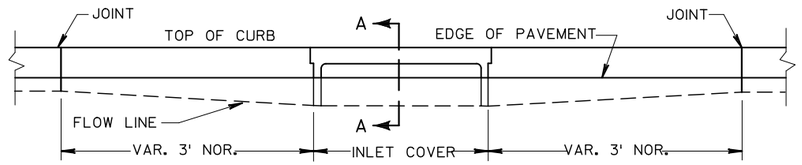
STA 26+15 P TO STA 28+06 P



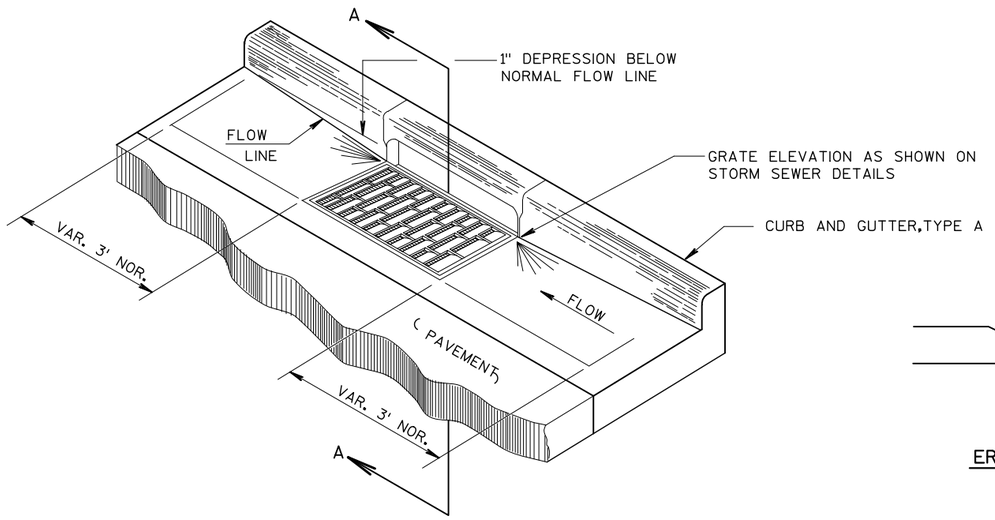
TYPICAL PROPOSED SECTION SHARED-USE PATH

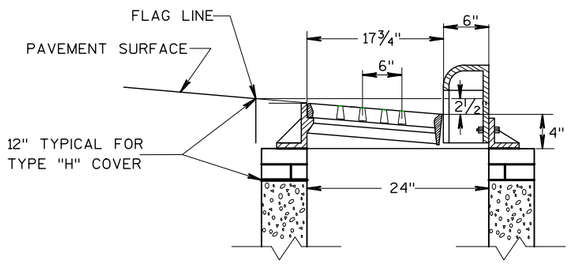
STA 28+06 P TO STA 30+36 P
*VARIES 10'-5' STA 28+06 P TO STA 28+32 P

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	PLAN: TYPICAL SECTIONS	SHEET 7	E



ELEVATION





SECTION A-A

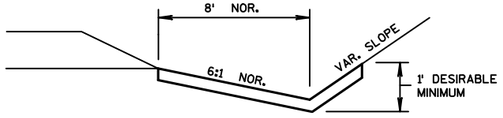
DETAIL OF CURB AND GUTTER AT INLETS

(TYPE 3-H INLET SHOWN)

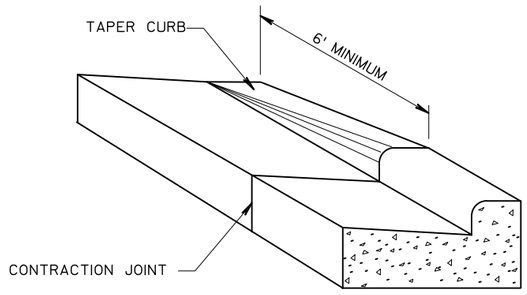
RUNOFF COEFFICIENT TABLE

	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											

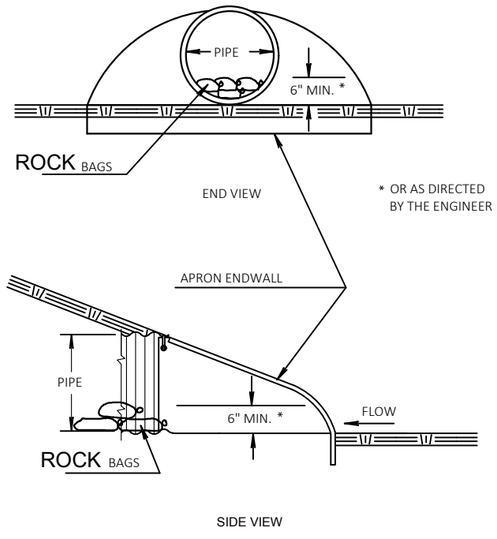
TOTAL PROJECT AREA = 7 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 6.68 ACRES



EROSION MAT DETAIL FOR DITCHES

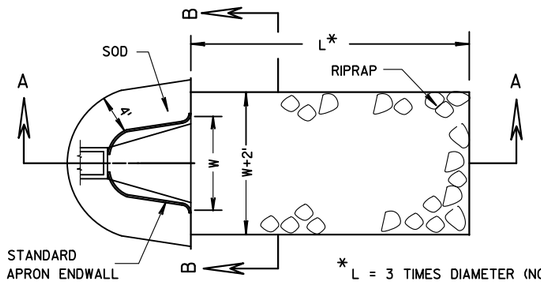


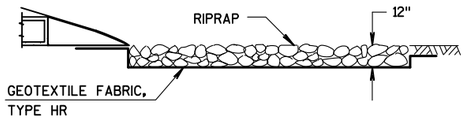
DETAIL OF CURB & GUTTER TERMINI



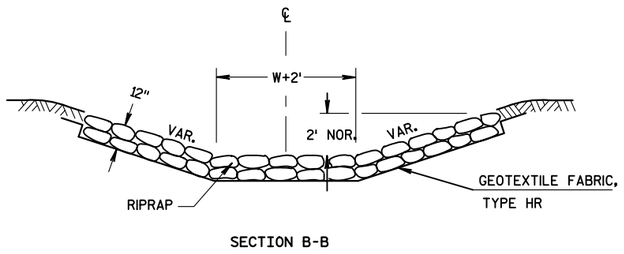
SIDE VIEW

CULVERT PIPE DITCH CHECK



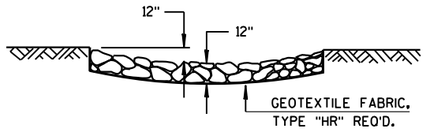


SECTION A-A

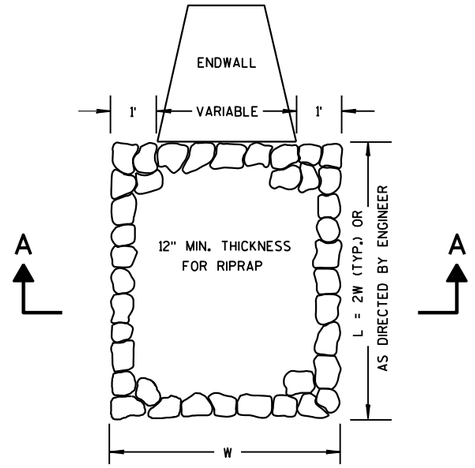


SECTION B-B

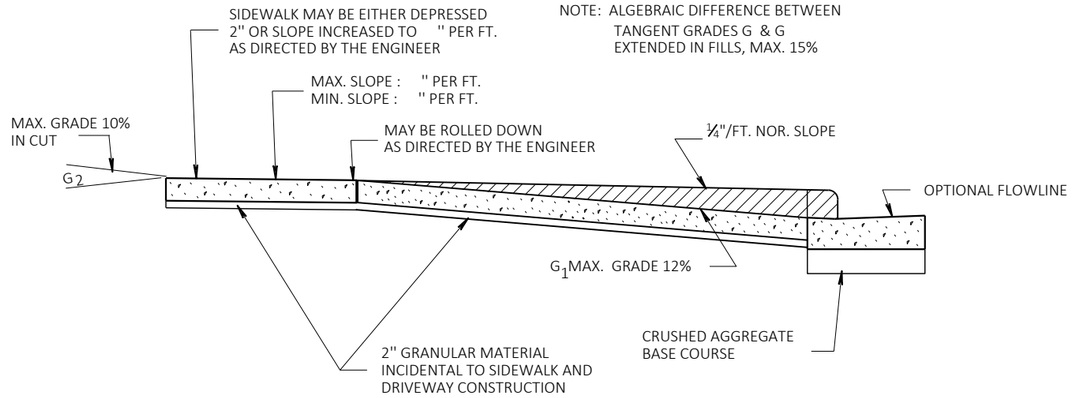
SOD, RIPRAP AND GEOTEXTILE FABRIC DETAIL
AT APRON ENDWALLS



SECTION A-A



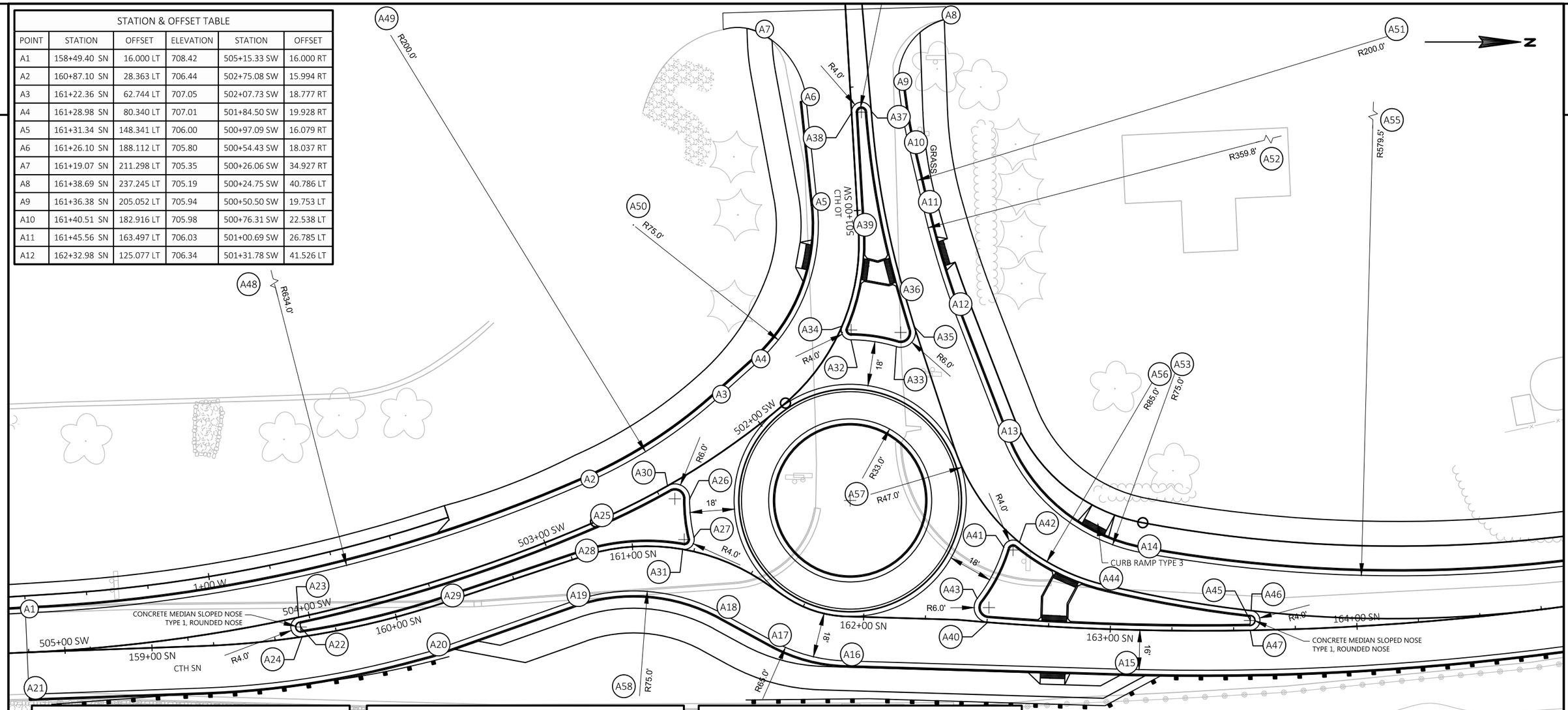
RIPRAP TREATMENT AT CULVERTS AND OUTLETS



PROFILE

URBAN DRIVEWAY DETAIL

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	ELEVATION	STATION	OFFSET
A1	158+49.40 SN	16.000 LT	708.42	505+15.33 SW	16.000 RT
A2	160+87.10 SN	28.363 LT	706.44	502+75.08 SW	15.994 RT
A3	161+22.36 SN	62.744 LT	707.05	502+07.73 SW	18.777 RT
A4	161+28.98 SN	80.340 LT	707.01	501+84.50 SW	19.928 RT
A5	161+31.34 SN	148.341 LT	706.00	500+97.09 SW	16.079 RT
A6	161+26.10 SN	188.112 LT	705.80	500+54.43 SW	18.037 RT
A7	161+19.07 SN	211.298 LT	705.35	500+26.06 SW	34.927 RT
A8	161+38.69 SN	237.245 LT	705.19	500+24.75 SW	40.786 LT
A9	161+36.38 SN	205.052 LT	705.94	500+50.50 SW	19.753 LT
A10	161+40.51 SN	182.916 LT	705.98	500+76.31 SW	22.538 LT
A11	161+45.56 SN	163.497 LT	706.03	501+00.69 SW	26.785 LT
A12	162+32.98 SN	125.077 LT	706.34	501+31.78 SW	41.526 LT



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	ELEVATION	STATION	OFFSET
A13	162+50.59 SN	75.159 LT	706.60	501+55.96 SW	78.428 LT
A14	163+12.50 SN	31.266 LT	705.59	501+60.97 SW	150.958 LT
A15	163+04.54 SN	16.000 RT	706.54	501+75.83 SW	172.100 LT
A16	161+93.10 SN	18.000 RT	706.80	502+24.24 SW	98.112 LT
A17	161+71.10 SN	18.000 RT	706.95	502+40.20 SW	76.019 LT
A18	161+47.02 SN	19.700 RT	706.94	502+50.53 SW	55.868 LT
A19	160+69.49 SN	16.010 RT	706.26	502+98.56 SW	26.199 LT
A20	160+09.90 SN	17.178 RT	706.94	503+56.38 SW	26.613 LT
A21	158+49.40 SN	17.000 RT	707.66	505+15.33 SW	17.000 LT
A22	159+60.98 SN	3.999 LT	708.08	504+04.41 SW	3.999 LT
A23	159+60.77 SN	7.992 LT	707.66	504+04.36 SW	0.000
A24	159+61.02 SN	0.000	707.66	504+04.61 SW	7.992 LT

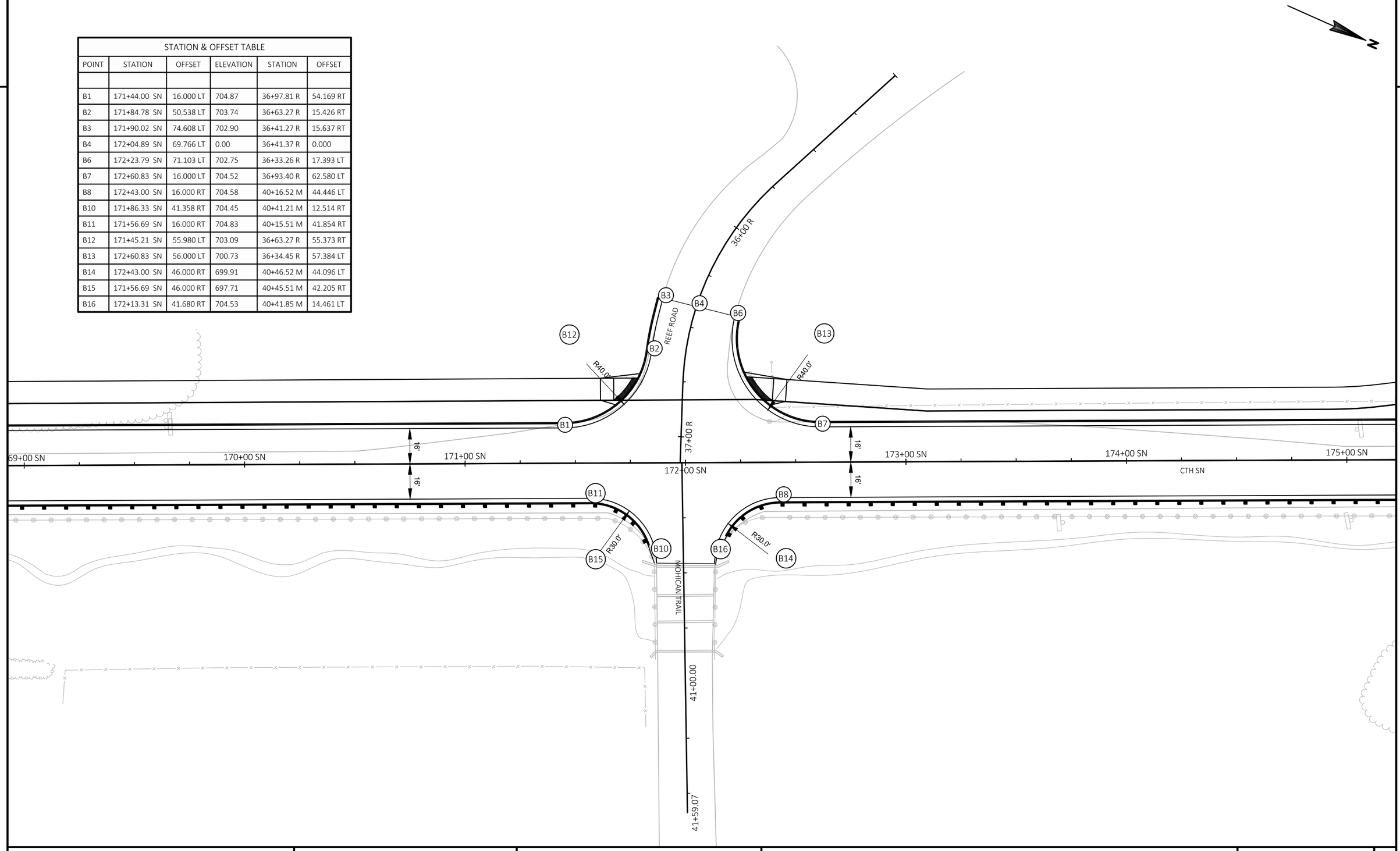
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	ELEVATION	STATION	OFFSET
A25	160+87.50 SN	12.158 LT	706.75	502+77.80 SW	0.000
A26	161+19.27 SN	31.839 LT	707.11	502+33.55 SW	0.000
A27	161+26.90 SN	0.000	707.09	502+47.47 SW	29.687 LT
A28	160+78.38 SN	0.000	706.57	502+88.97 SW	10.763 LT
A29	160+21.06 SN	0.000	707.15	503+45.43 SW	9.316 LT
A30	161+16.38 SN	23.574 LT	706.97	502+41.68 SW	4.000 LT
A31	161+20.38 SN	4.000 LT	706.98	502+49.70 SW	22.297 LT
A32	161+41.99 SN	99.748 LT	706.89	501+54.23 SW	0.000
A33	162+21.64 SN	105.407 LT	706.83	501+46.92 SW	35.946 LT
A34	161+43.81 SN	106.354 LT	706.85	501+47.76 SW	4.000 LT
A35	162+14.80 SN	112.505 LT	706.66	501+43.74 SW	27.101 LT
A36	161+49.28 SN	128.734 LT	706.55	501+30.51 SW	20.846 LT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	ELEVATION	STATION	OFFSET
A37	161+34.93 SN	186.879 LT	706.21	500+65.27 SW	8.139 LT
A38	161+33.16 SN	189.851 LT	706.18	500+60.35 SW	4.000 LT
A39	161+38.41 SN	144.153 LT	706.40	501+08.44 SW	0.000
A40	162+38.01 SN	0.000	706.43	501+89.76 SW	111.953 LT
A41	162+55.57 SN	37.172 LT	706.60	501+70.95 SW	101.252 LT
A42	162+59.69 SN	26.804 LT	706.50	501+73.67 SW	110.531 LT
A43	162+50.31 SN	6.000 LT	706.62	501+83.07 SW	116.644 LT
A44	162+97.09 SN	17.858 LT	706.08	501+68.05 SW	145.539 LT
A45	163+56.80 SN	3.998 LT	706.76	501+61.00 SW	202.373 LT
A46	163+57.23 SN	7.965 LT	706.21	501+59.94 SW	200.586 LT
A47	163+56.70 SN	0.000	706.47	501+62.00 SW	204.492 LT
A48	158+49.40 SN	650.000 LT	723.70	503+96.64 SW	650.000 RT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	ELEVATION	STATION	OFFSET
A49	160+72.03 SN	226.960 LT	704.00	500+16.06 SW	185.595 RT
A50	161+03.61 SN	130.143 LT	700.56	501+00.52 SW	91.000 RT
A51	164+34.46 SN	237.568 LT	705.52	500+41.99 SW	219.571 LT
A52	166+38.03 SN	221.142 LT	706.03	500+38.60 SW	381.256 LT
A53	163+25.44 SN	105.278 LT	705.39	501+33.52 SW	134.465 LT
A55	165+10.71 SN	595.500 LT	706.51	0+00.00	0.000
A56	163+15.42 SN	101.076 LT	705.12	501+35.97 SW	126.613 LT
A57	161+93.11 SN	47.000 LT	708.82	501+91.73 SW	47.000 LT
A58	160+70.71 SN	91.000 RT	701.99	503+01.00 SW	101.151 LT

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	INTERSECTION DETAILS	SHEET 10	E

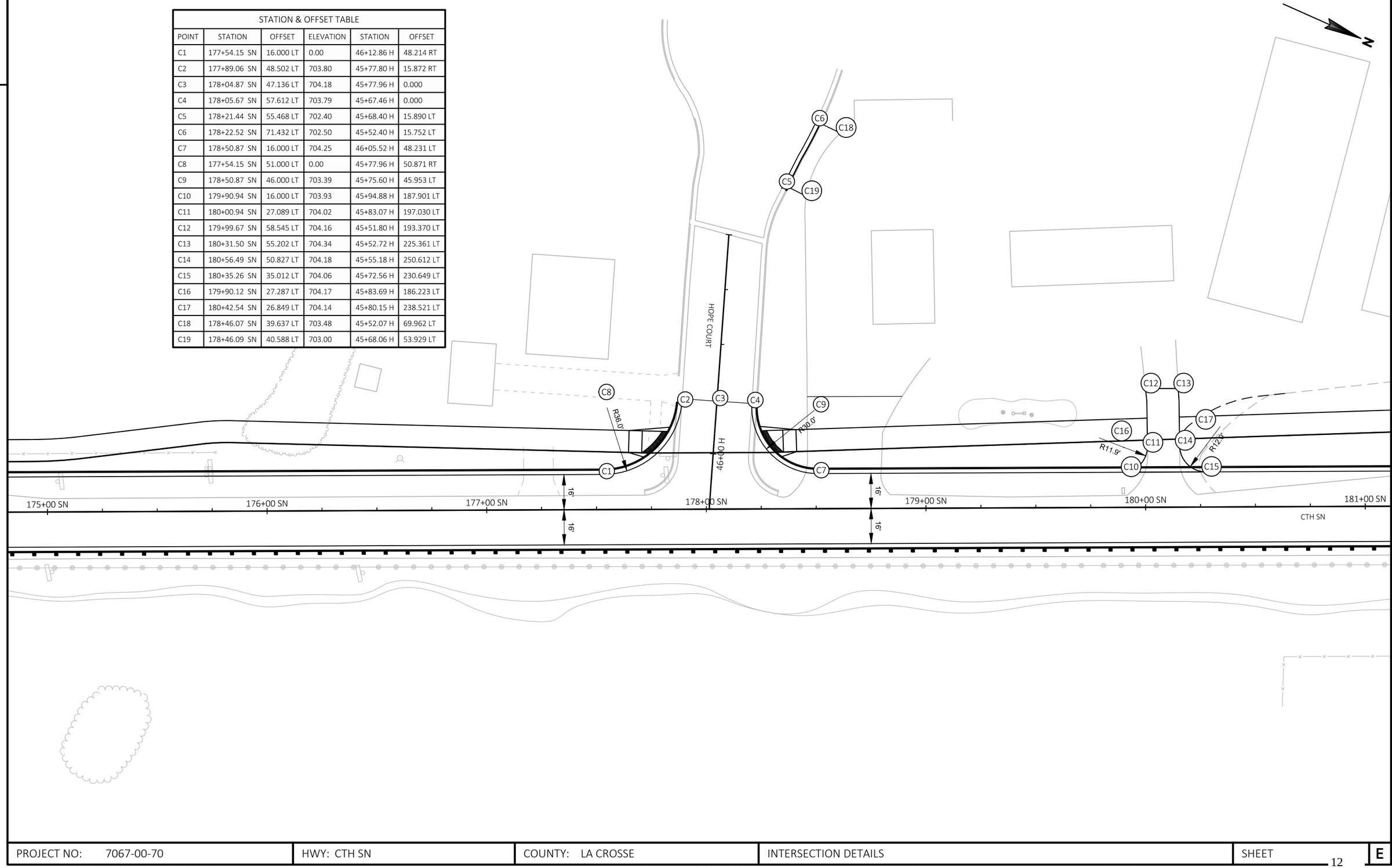
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	ELEVATION	STATION	OFFSET
B1	171+44.00 SN	16.000 LT	704.87	36+97.81 R	54.169 RT
B2	171+84.78 SN	50.538 LT	703.74	36+63.27 R	15.426 RT
B3	171+90.02 SN	74.608 LT	702.90	36+41.27 R	15.637 RT
B4	172+04.89 SN	69.766 LT	0.00	36+41.37 R	0.000
B6	172+23.79 SN	71.103 LT	702.75	36+33.26 R	17.393 LT
B7	172+60.83 SN	16.000 LT	704.52	36+93.40 R	62.580 LT
B8	172+43.00 SN	16.000 RT	704.58	40+16.52 M	44.446 LT
B10	171+86.33 SN	41.358 RT	704.45	40+41.21 M	12.514 RT
B11	171+56.69 SN	16.000 RT	704.83	40+15.51 M	41.854 RT
B12	171+45.21 SN	55.980 LT	703.09	36+63.27 R	55.373 RT
B13	172+60.83 SN	56.000 LT	700.73	36+34.45 R	57.384 LT
B14	172+43.00 SN	46.000 RT	699.91	40+46.52 M	44.096 LT
B15	171+56.69 SN	46.000 RT	697.71	40+45.51 M	42.205 RT
B16	172+13.31 SN	41.680 RT	704.53	40+41.85 M	14.461 LT



2

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	INTERSECTION DETAILS	SHEET 11	E

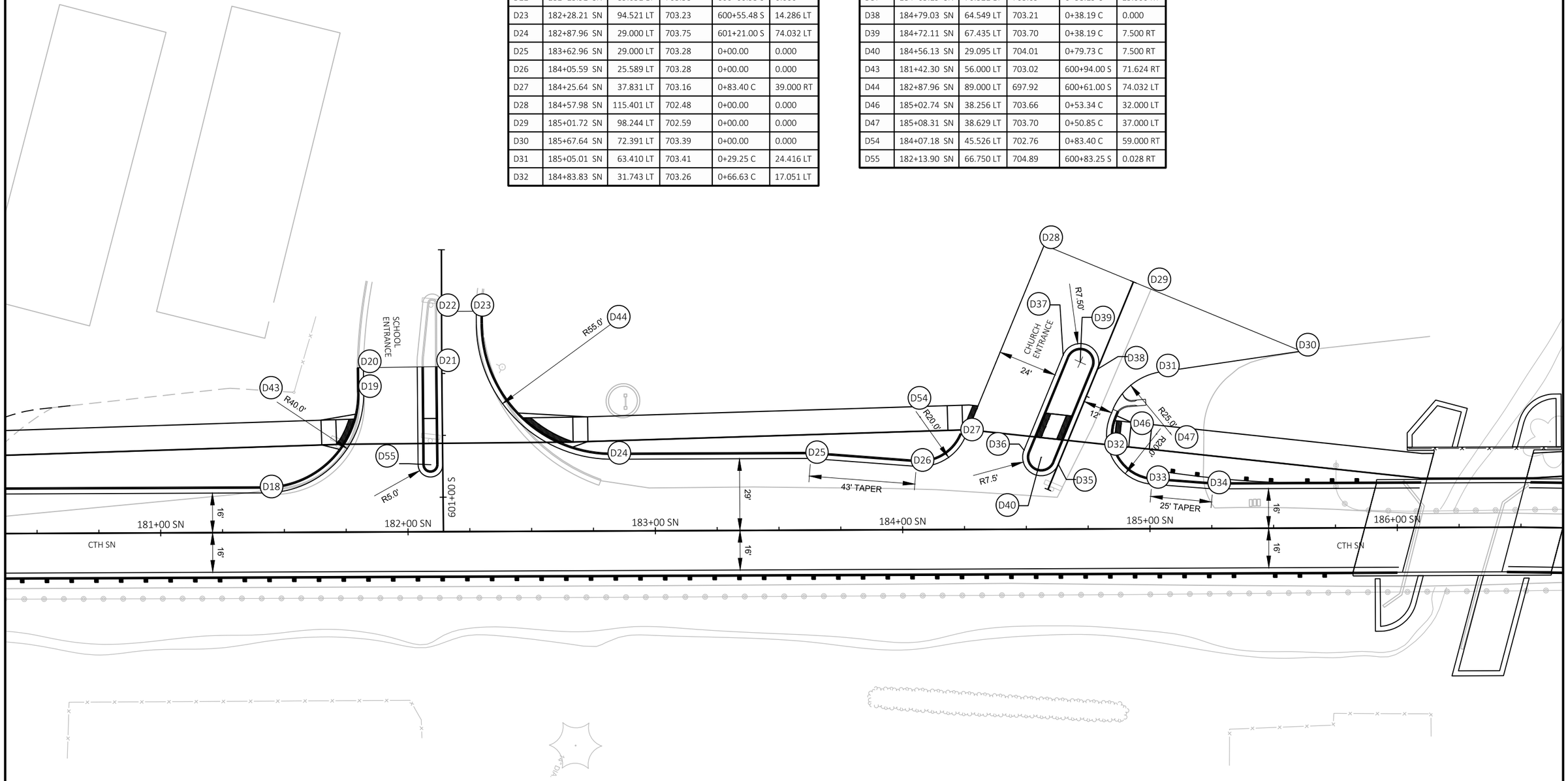
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	ELEVATION	STATION	OFFSET
C1	177+54.15 SN	16.000 LT	0.00	46+12.86 H	48.214 RT
C2	177+89.06 SN	48.502 LT	703.80	45+77.80 H	15.872 RT
C3	178+04.87 SN	47.136 LT	704.18	45+77.96 H	0.000
C4	178+05.67 SN	57.612 LT	703.79	45+67.46 H	0.000
C5	178+21.44 SN	55.468 LT	702.40	45+68.40 H	15.890 LT
C6	178+22.52 SN	71.432 LT	702.50	45+52.40 H	15.752 LT
C7	178+50.87 SN	16.000 LT	704.25	46+05.52 H	48.231 LT
C8	177+54.15 SN	51.000 LT	0.00	45+77.96 H	50.871 RT
C9	178+50.87 SN	46.000 LT	703.39	45+75.60 H	45.953 LT
C10	179+90.94 SN	16.000 LT	703.93	45+94.88 H	187.901 LT
C11	180+00.94 SN	27.089 LT	704.02	45+83.07 H	197.030 LT
C12	179+99.67 SN	58.545 LT	704.16	45+51.80 H	193.370 LT
C13	180+31.50 SN	55.202 LT	704.34	45+52.72 H	225.361 LT
C14	180+56.49 SN	50.827 LT	704.18	45+55.18 H	250.612 LT
C15	180+35.26 SN	35.012 LT	704.06	45+72.56 H	230.649 LT
C16	179+90.12 SN	27.287 LT	704.17	45+83.69 H	186.223 LT
C17	180+42.54 SN	26.849 LT	704.14	45+80.15 H	238.521 LT
C18	178+46.07 SN	39.637 LT	703.48	45+52.07 H	69.962 LT
C19	178+46.09 SN	40.588 LT	703.00	45+68.06 H	53.929 LT



2

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	ELEVATION	STATION	OFFSET
D18	181+42.30 SN	16.000 LT	704.47	601+34.00 S	71.624 RT
D19	181+82.30 SN	56.413 LT	703.95	600+93.59 S	31.626 RT
D20	181+82.19 SN	66.423 LT	703.90	600+83.58 S	31.729 RT
D21	182+13.90 SN	66.750 LT	704.07	600+83.25 S	0.028 RT
D22	182+13.92 SN	89.051 LT	703.58	600+60.95 S	0.000
D23	182+28.21 SN	94.521 LT	703.23	600+55.48 S	14.286 LT
D24	182+87.96 SN	29.000 LT	703.75	601+21.00 S	74.032 LT
D25	183+62.96 SN	29.000 LT	703.28	0+00.00	0.000
D26	184+05.59 SN	25.589 LT	703.28	0+00.00	0.000
D27	184+25.64 SN	37.831 LT	703.16	0+83.40 C	39.000 RT
D28	184+57.98 SN	115.401 LT	702.48	0+00.00	0.000
D29	185+01.72 SN	98.244 LT	702.59	0+00.00	0.000
D30	185+67.64 SN	72.391 LT	703.39	0+00.00	0.000
D31	185+05.01 SN	63.410 LT	703.41	0+29.25 C	24.416 LT
D32	184+83.83 SN	31.743 LT	703.26	0+66.63 C	17.051 LT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	ELEVATION	STATION	OFFSET
D33	185+00.84 SN	18.346 LT	703.79	0+72.45 C	37.909 LT
D34	185+25.46 SN	16.000 LT	703.96	0+65.14 C	61.528 LT
D35	184+63.05 SN	26.209 LT	703.50	0+79.73 C	0.000
D36	184+49.21 SN	31.981 LT	703.41	0+79.73 C	15.000 RT
D37	184+65.19 SN	70.321 LT	703.09	0+38.19 C	15.000 RT
D38	184+79.03 SN	64.549 LT	703.21	0+38.19 C	0.000
D39	184+72.11 SN	67.435 LT	703.70	0+38.19 C	7.500 RT
D40	184+56.13 SN	29.095 LT	704.01	0+79.73 C	7.500 RT
D43	181+42.30 SN	56.000 LT	703.02	600+94.00 S	71.624 RT
D44	182+87.96 SN	89.000 LT	697.92	600+61.00 S	74.032 LT
D46	185+02.74 SN	38.256 LT	703.66	0+53.34 C	32.000 LT
D47	185+08.31 SN	38.629 LT	703.70	0+50.85 C	37.000 LT
D54	184+07.18 SN	45.526 LT	702.76	0+83.40 C	59.000 RT
D55	182+13.90 SN	66.750 LT	704.89	600+83.25 S	0.028 RT



PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	INTERSECTION DETAILS	SHEET 13	E

NOTES:
CONTRACTOR MUST VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP, PATH, AND SIDEWALK CONSTURCTION.

LANDING AREA CROSS SLOPES ARE TO BE 1.5% IN ALL DIRECTIONS AND HAVE A CONSTRUCTION TOLERANCE OF ±0.5%

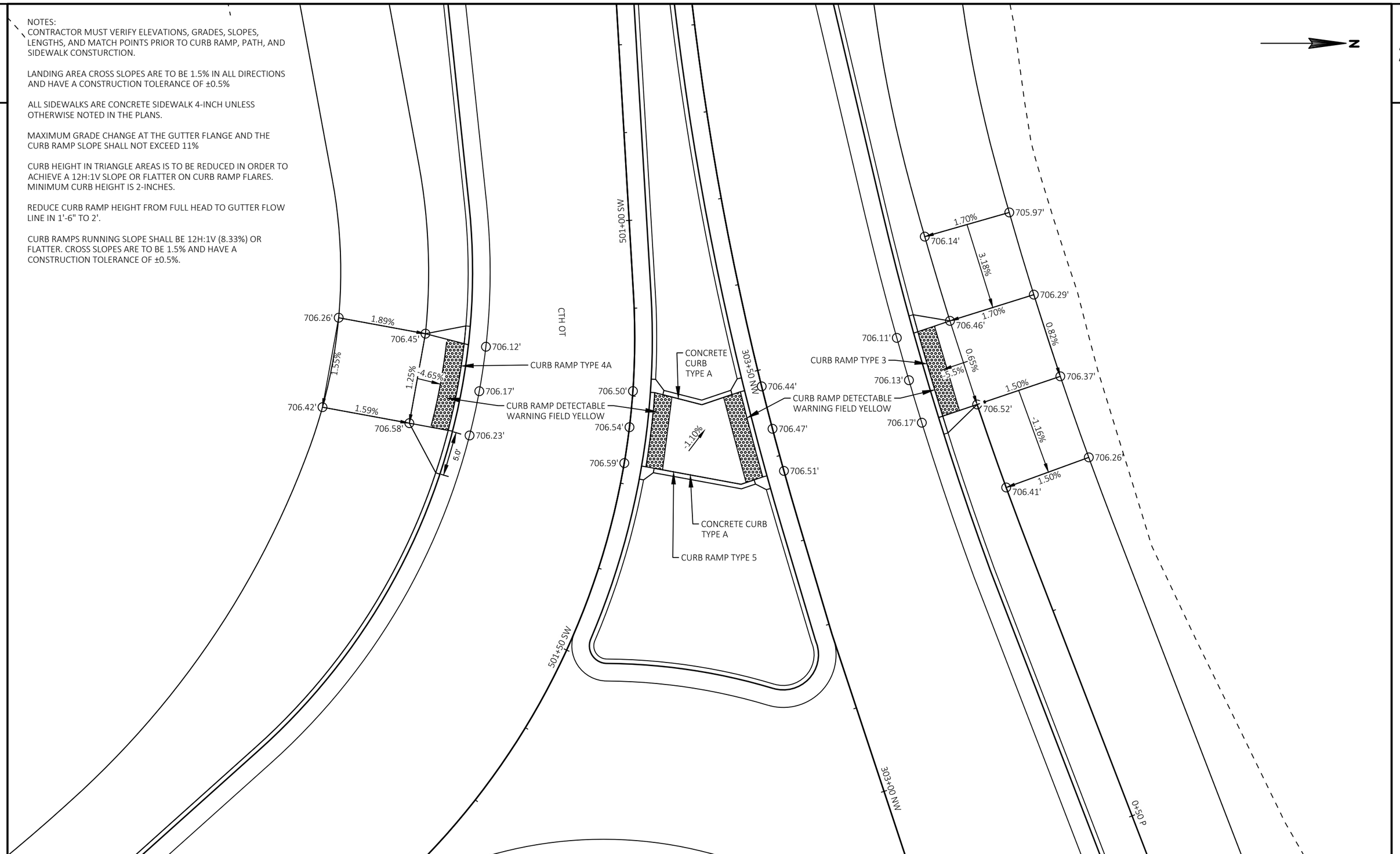
ALL SIDEWALKS ARE CONCRETE SIDEWALK 4-INCH UNLESS OTHERWISE NOTED IN THE PLANS.

MAXIMUM GRADE CHANGE AT THE GUTTER FLANGE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%

CURB HEIGHT IN TRIANGLE AREAS IS TO BE REDUCED IN ORDER TO ACHIEVE A 12H:1V SLOPE OR FLATTER ON CURB RAMP FLARES. MINIMUM CURB HEIGHT IS 2-INCHES.

REDUCE CURB RAMP HEIGHT FROM FULL HEAD TO GUTTER FLOW LINE IN 1'-6" TO 2'.

CURB RAMPS RUNNING SLOPE SHALL BE 12H:1V (8.33%) OR FLATTER. CROSS SLOPES ARE TO BE 1.5% AND HAVE A CONSTRUCTION TOLERANCE OF ±0.5%.



PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CURB RAMP DETAILS	SHEET 14	E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\021101-PD.DWG
LAYOUT NAME - 021101-pd
PLOT DATE : 8/27/2018 2:27 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:10 FT

NOTES:
CONTRACTOR MUST VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP, PATH, AND SIDEWALK CONSTURCTION.

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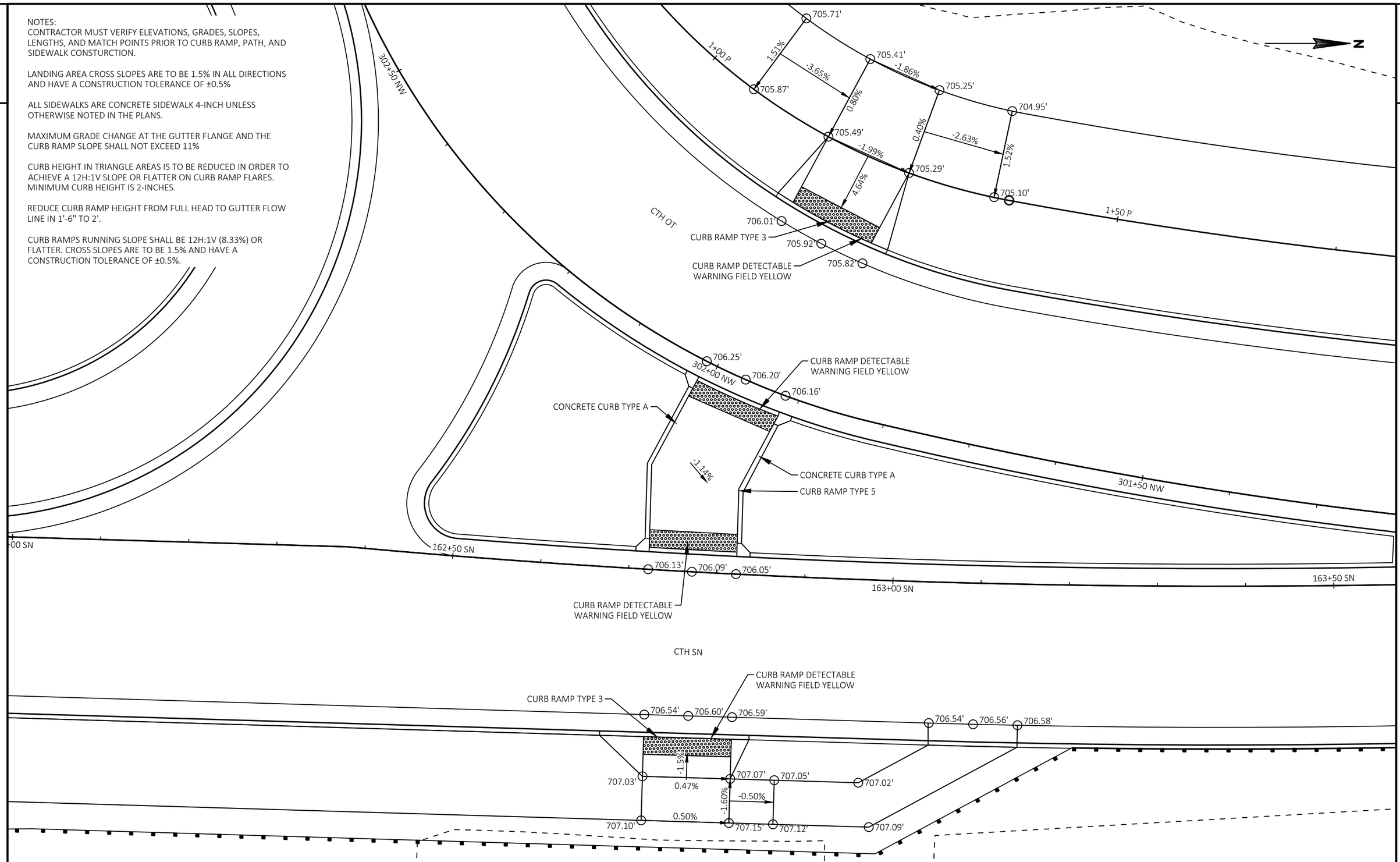
MAXIMUM GRADE CHANGE AT THE GUTTER FLANGE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%

CURB HEIGHT IN TRIANGLE AREAS IS TO BE REDUCED IN ORDER TO ACHIEVE A 12H:1V SLOPE OR FLATTER ON CURB RAMP FLARES. MINIMUM CURB HEIGHT IS 2-INCHES.

REDUCE CURB RAMP HEIGHT FROM FULL HEAD TO GUTTER FLOW LINE IN 1'-6" TO 2'.

CURB RAMPS RUNNING SLOPE SHALL BE 12H:1V (8.33%) OR FLATTER. CROSS SLOPES ARE TO BE 1.5% AND HAVE A CONSTRUCTION TOLERANCE OF ±0.5%.



PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CURB RAMP DETAILS	SHEET 15	E

NOTES:
CONTRACTOR MUST VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP, PATH, AND SIDEWALK CONSTURCTION.

LANDING AREA CROSS SLOPES ARE TO BE 1.5% IN ALL DIRECTIONS AND HAVE A CONSTRUCTION TOLERANCE OF ±0.5%

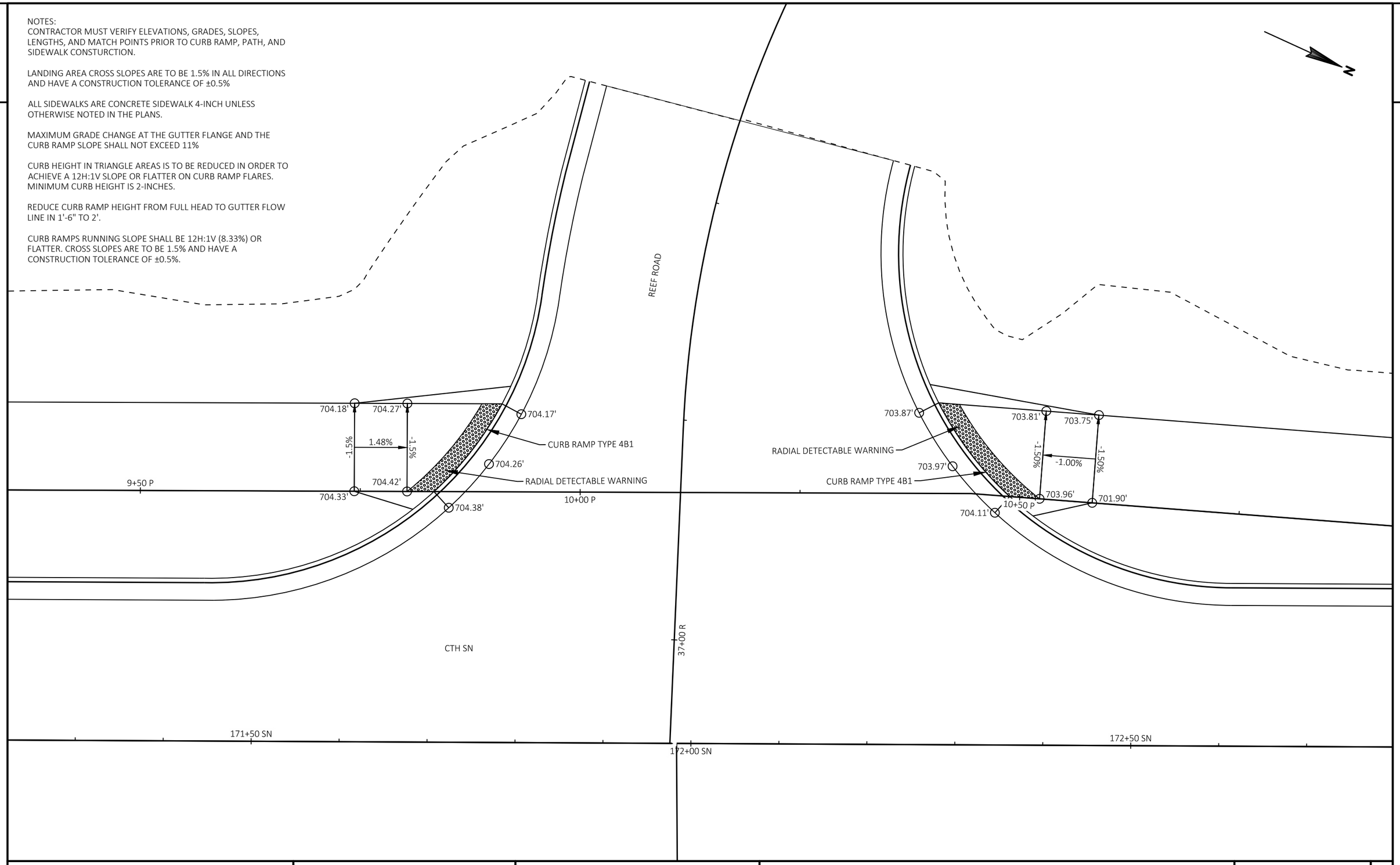
ALL SIDEWALKS ARE CONCRETE SIDEWALK 4-INCH UNLESS OTHERWISE NOTED IN THE PLANS.

MAXIMUM GRADE CHANGE AT THE GUTTER FLANGE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%

CURB HEIGHT IN TRIANGLE AREAS IS TO BE REDUCED IN ORDER TO ACHIEVE A 12H:1V SLOPE OR FLATTER ON CURB RAMP FLARES. MINIMUM CURB HEIGHT IS 2-INCHES.

REDUCE CURB RAMP HEIGHT FROM FULL HEAD TO GUTTER FLOW LINE IN 1'-6" TO 2'.

CURB RAMPS RUNNING SLOPE SHALL BE 12H:1V (8.33%) OR FLATTER. CROSS SLOPES ARE TO BE 1.5% AND HAVE A CONSTRUCTION TOLERANCE OF ±0.5%.



PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CURB RAMP DETAILS	SHEET 16	E

2

NOTES:
CONTRACTOR MUST VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP, PATH, AND SIDEWALK CONSTURCTION.

LANDING AREA CROSS SLOPES ARE TO BE 1.5% IN ALL DIRECTIONS AND HAVE A CONSTRUCTION TOLERANCE OF ±0.5%

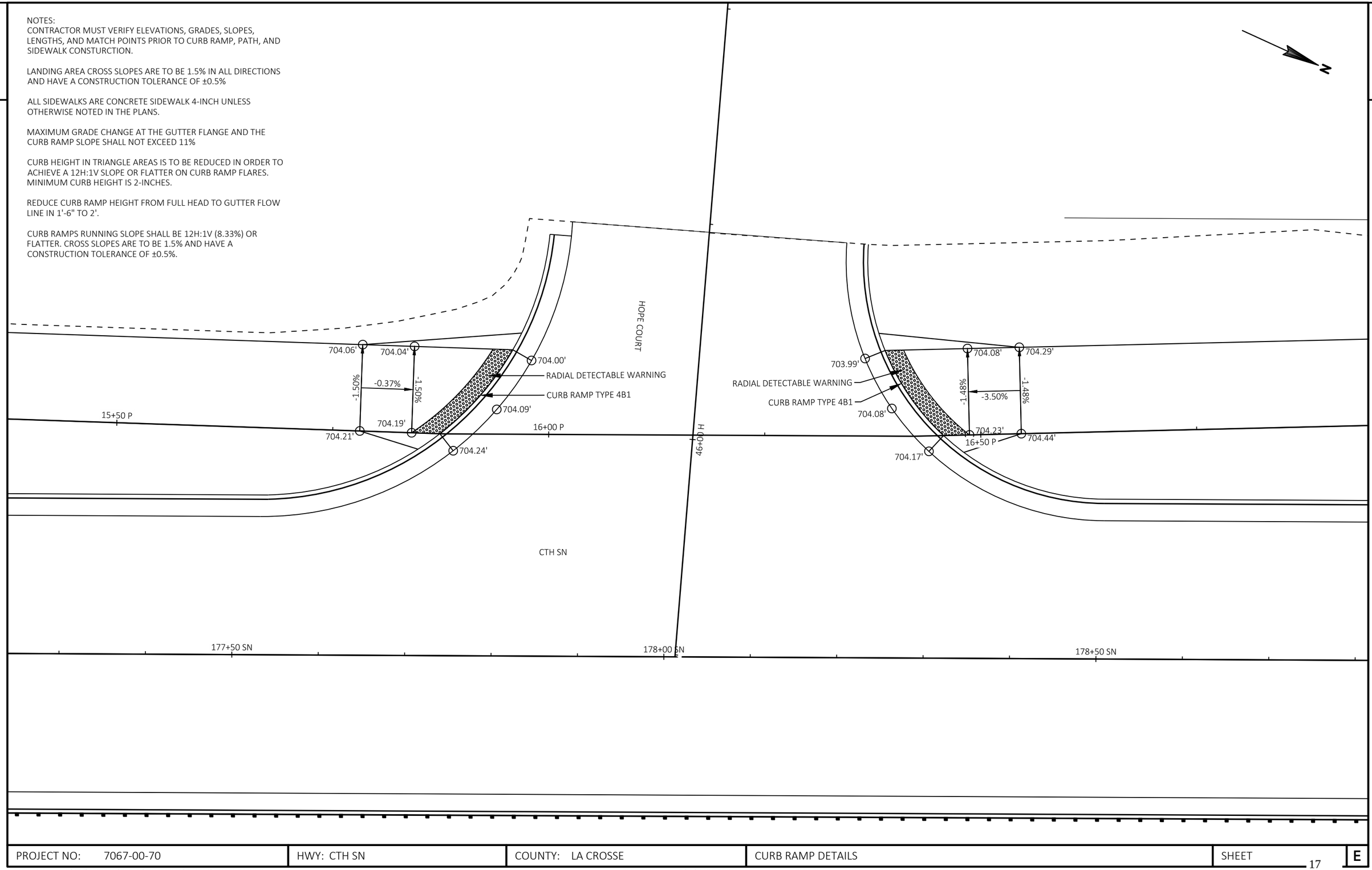
ALL SIDEWALKS ARE CONCRETE SIDEWALK 4-INCH UNLESS OTHERWISE NOTED IN THE PLANS.

MAXIMUM GRADE CHANGE AT THE GUTTER FLANGE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%

CURB HEIGHT IN TRIANGLE AREAS IS TO BE REDUCED IN ORDER TO ACHIEVE A 12H:1V SLOPE OR FLATTER ON CURB RAMP FLARES. MINIMUM CURB HEIGHT IS 2-INCHES.

REDUCE CURB RAMP HEIGHT FROM FULL HEAD TO GUTTER FLOW LINE IN 1'-6" TO 2'.

CURB RAMPS RUNNING SLOPE SHALL BE 12H:1V (8.33%) OR FLATTER. CROSS SLOPES ARE TO BE 1.5% AND HAVE A CONSTRUCTION TOLERANCE OF ±0.5%.



PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CURB RAMP DETAILS	SHEET 17	E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\021101-PD.DWG
LAYOUT NAME - 021104-pd
PLOT DATE : 8/27/2018 2:27 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:10 FT

NOTES:
CONTRACTOR MUST VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP, PATH, AND SIDEWALK CONSTURCTION.

LANDING AREA CROSS SLOPES ARE TO BE 1.5% IN ALL DIRECTIONS AND HAVE A CONSTRUCTION TOLERANCE OF ±0.5%

ALL SIDEWALKS ARE CONCRETE SIDEWALK 4-INCH UNLESS OTHERWISE NOTED IN THE PLANS.

MAXIMUM GRADE CHANGE AT THE GUTTER FLANGE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%

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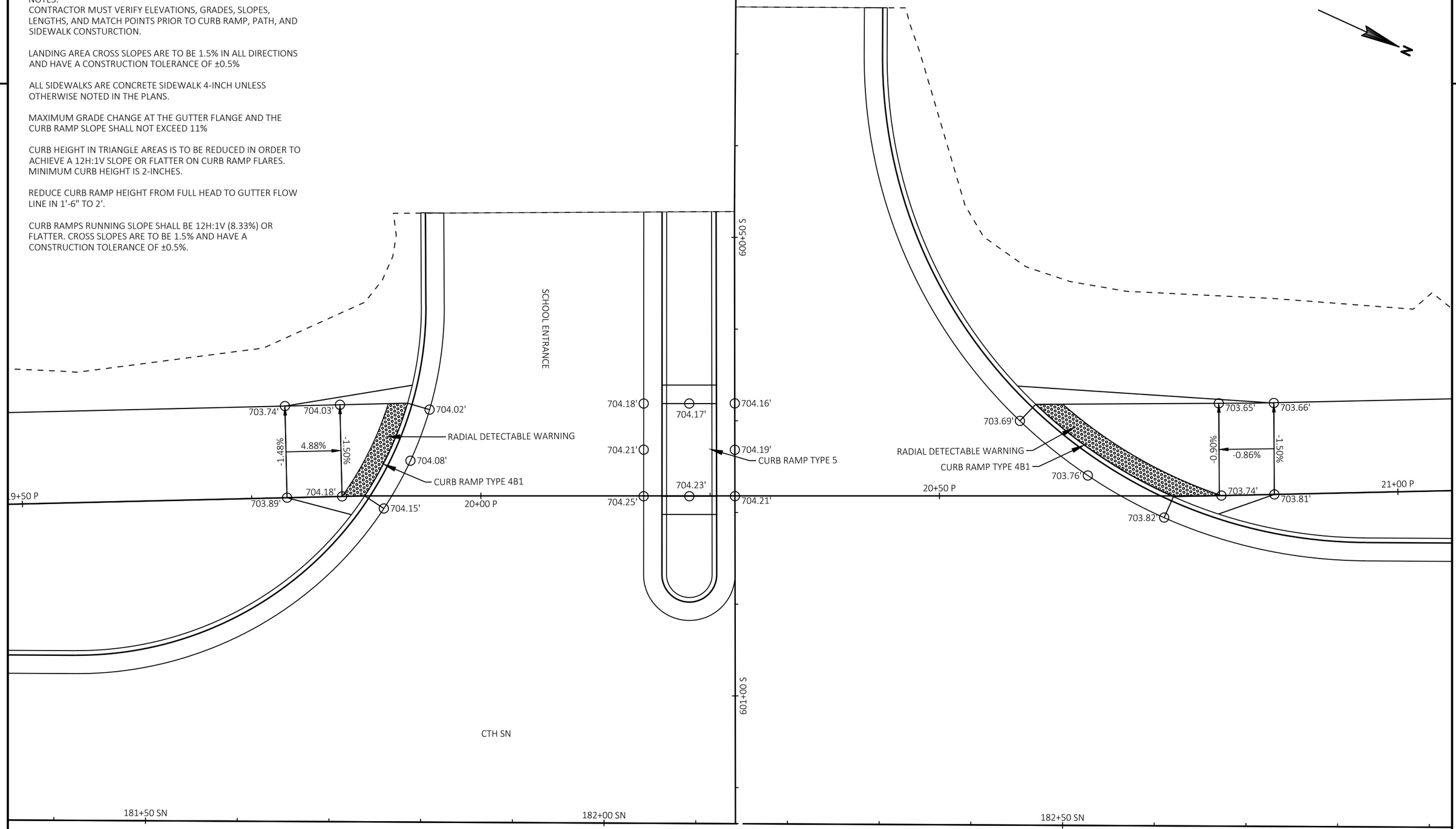

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CURB RAMP DETAILS	SHEET	E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\021101-PD.DWG
LAYOUT NAME - 021105-pd
PLOT DATE : 8/27/2018 2:27 PM
PLOT BY : RACHEL BURNHAM
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

NOTES:
CONTRACTOR MUST VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP, PATH, AND SIDEWALK CONSTURCTION.

LANDING AREA CROSS SLOPES ARE TO BE 1.5% IN ALL DIRECTIONS AND HAVE A CONSTRUCTION TOLERANCE OF ±0.5%

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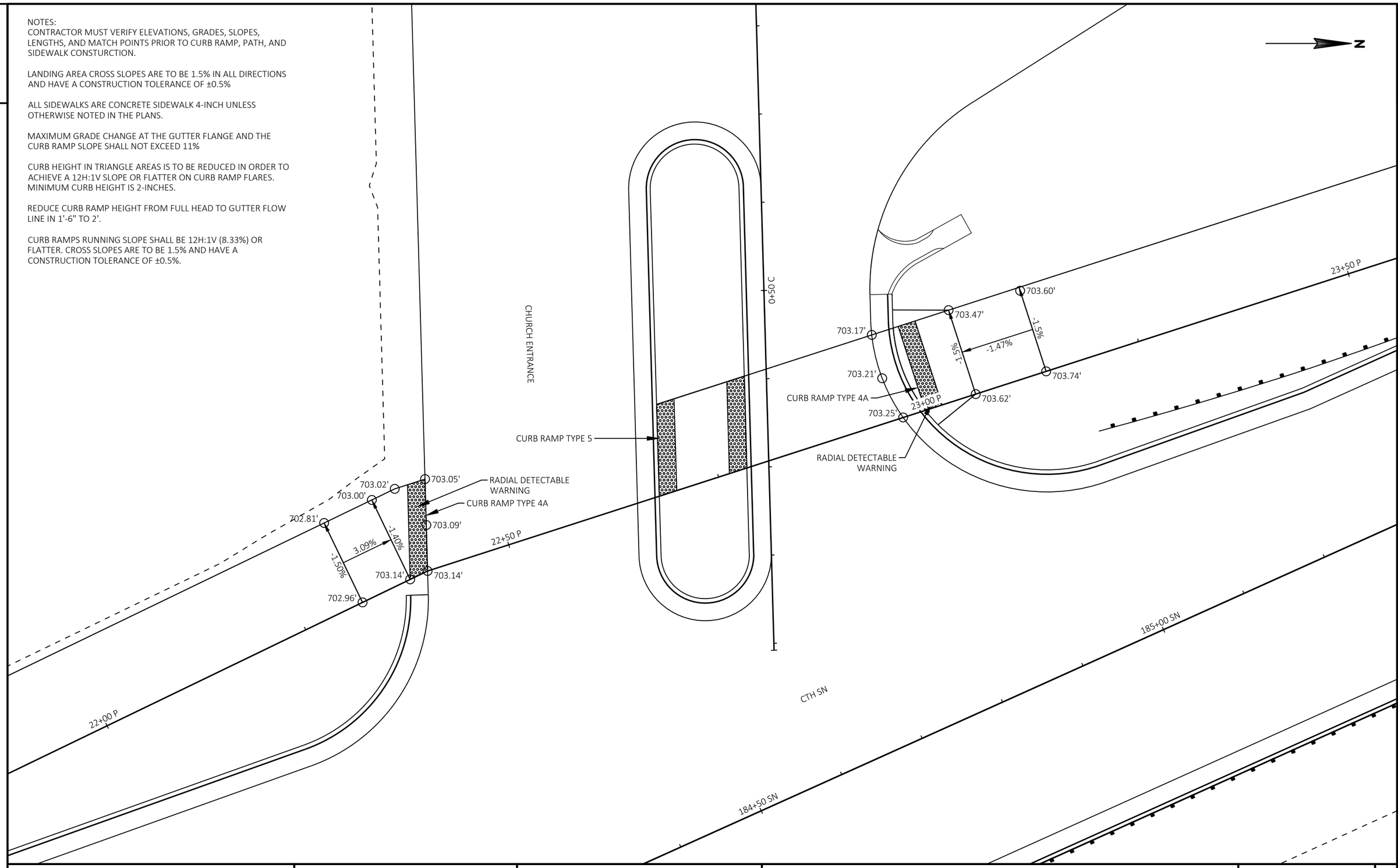
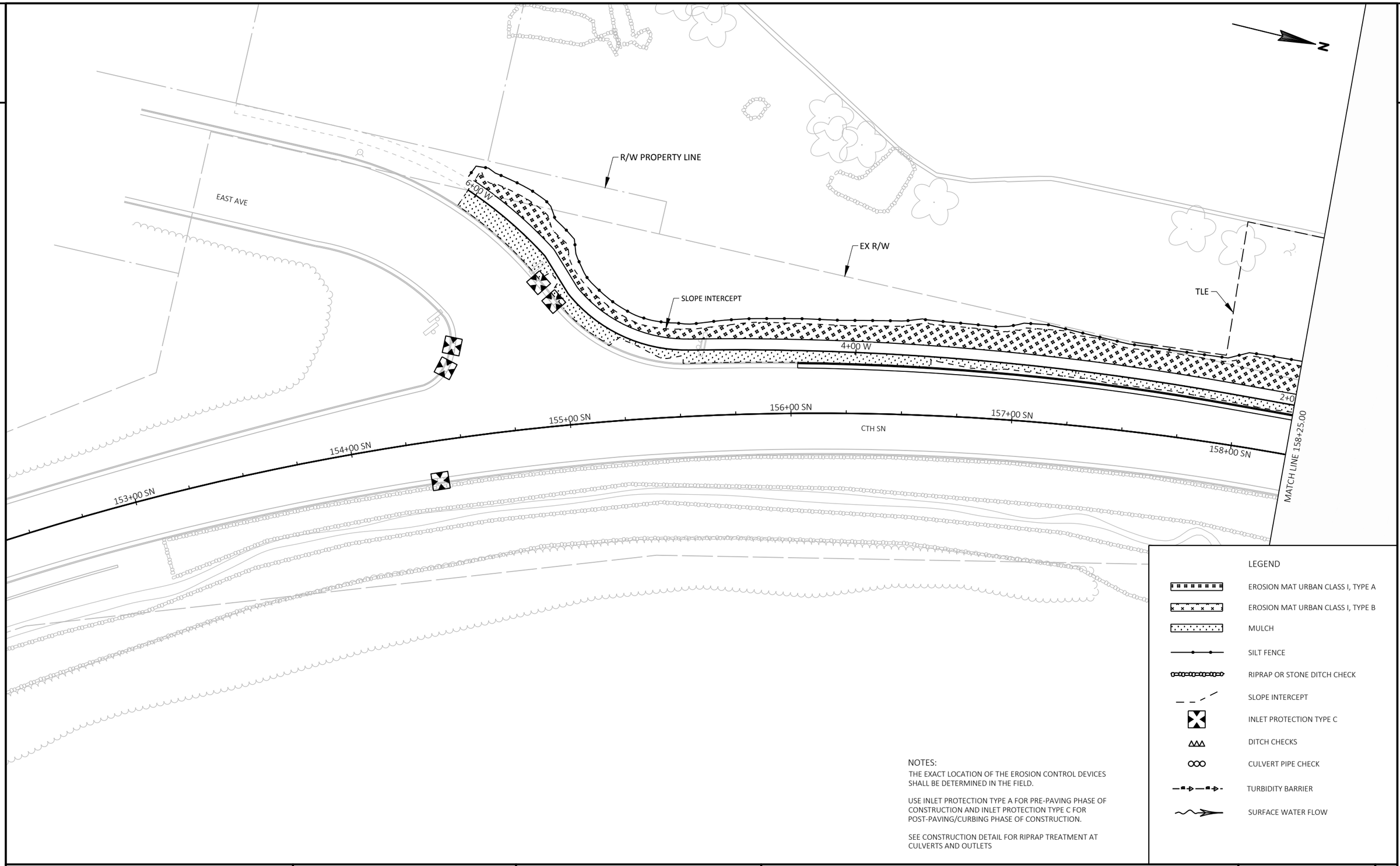
CURB RAMPS RUNNING SLOPE SHALL BE 12H:1V (8.33%) OR FLATTER. CROSS SLOPES ARE TO BE 1.5% AND HAVE A CONSTRUCTION TOLERANCE OF ±0.5%.



PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CURB RAMP DETAILS	SHEET 19	E

2



LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT URBAN CLASS I, TYPE B
- MULCH
- SILT FENCE
- RIPRAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- DITCH CHECKS
- CULVERT PIPE CHECK
- TURBIDITY BARRIER
- SURFACE WATER FLOW

NOTES:

THE EXACT LOCATION OF THE EROSION CONTROL DEVICES SHALL BE DETERMINED IN THE FIELD.

USE INLET PROTECTION TYPE A FOR PRE-PAVING PHASE OF CONSTRUCTION AND INLET PROTECTION TYPE C FOR POST-PAVING/CURBING PHASE OF CONSTRUCTION.

SEE CONSTRUCTION DETAIL FOR RIPRAP TREATMENT AT CULVERTS AND OUTLETS

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	EROSION CONTROL	SHEET 20	E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\022001-EC.DWG
LAYOUT NAME - 022001-ec

PLOT DATE : 8/27/2018 2:34 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

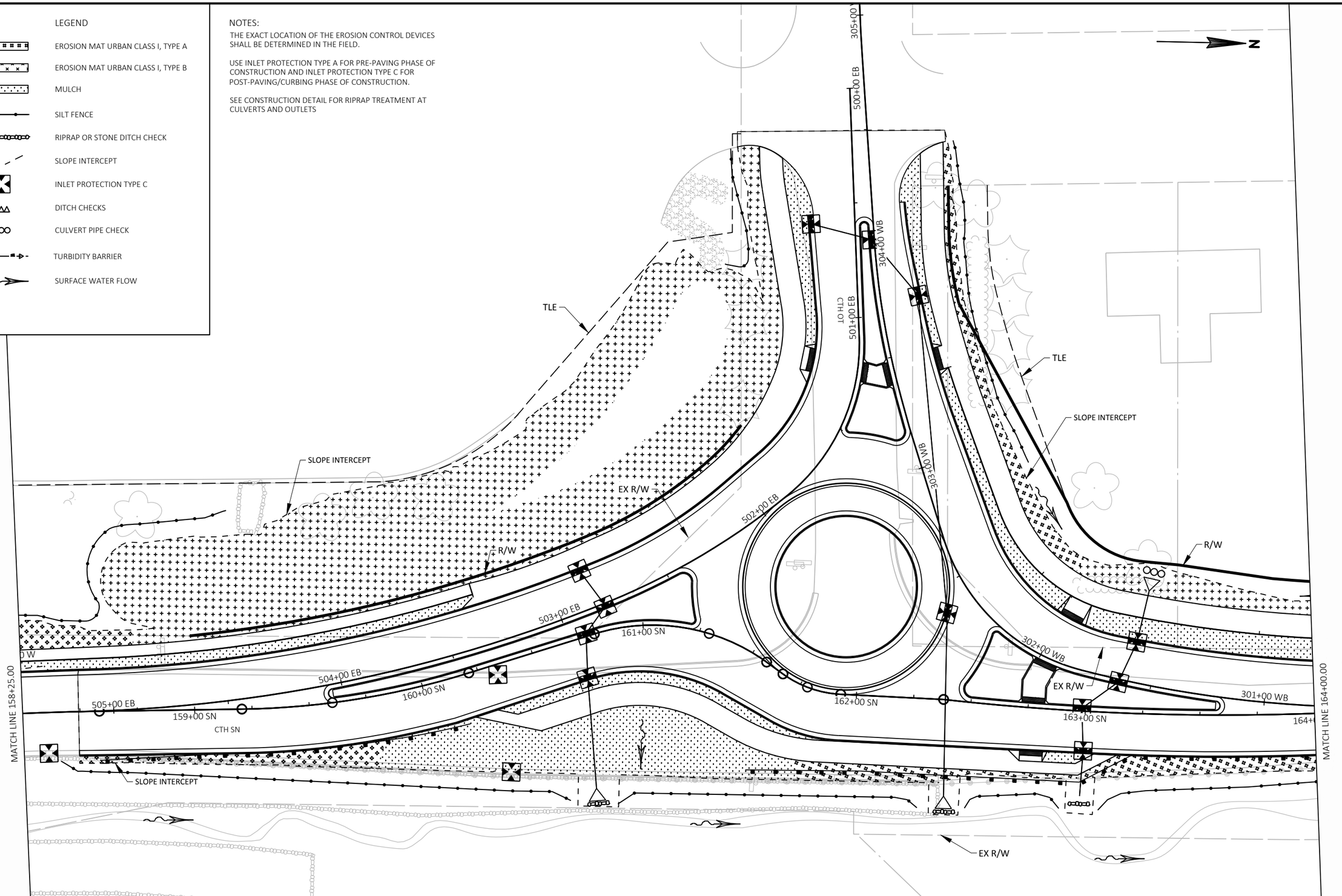
- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT URBAN CLASS I, TYPE B
- MULCH
- SILT FENCE
- RIPRAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- DITCH CHECKS
- CULVERT PIPE CHECK
- TURBIDITY BARRIER
- SURFACE WATER FLOW

NOTES:

THE EXACT LOCATION OF THE EROSION CONTROL DEVICES SHALL BE DETERMINED IN THE FIELD.

USE INLET PROTECTION TYPE A FOR PRE-PAVING PHASE OF CONSTRUCTION AND INLET PROTECTION TYPE C FOR POST-PAVING/CURBING PHASE OF CONSTRUCTION.

SEE CONSTRUCTION DETAIL FOR RIPRAP TREATMENT AT CULVERTS AND OUTLETS

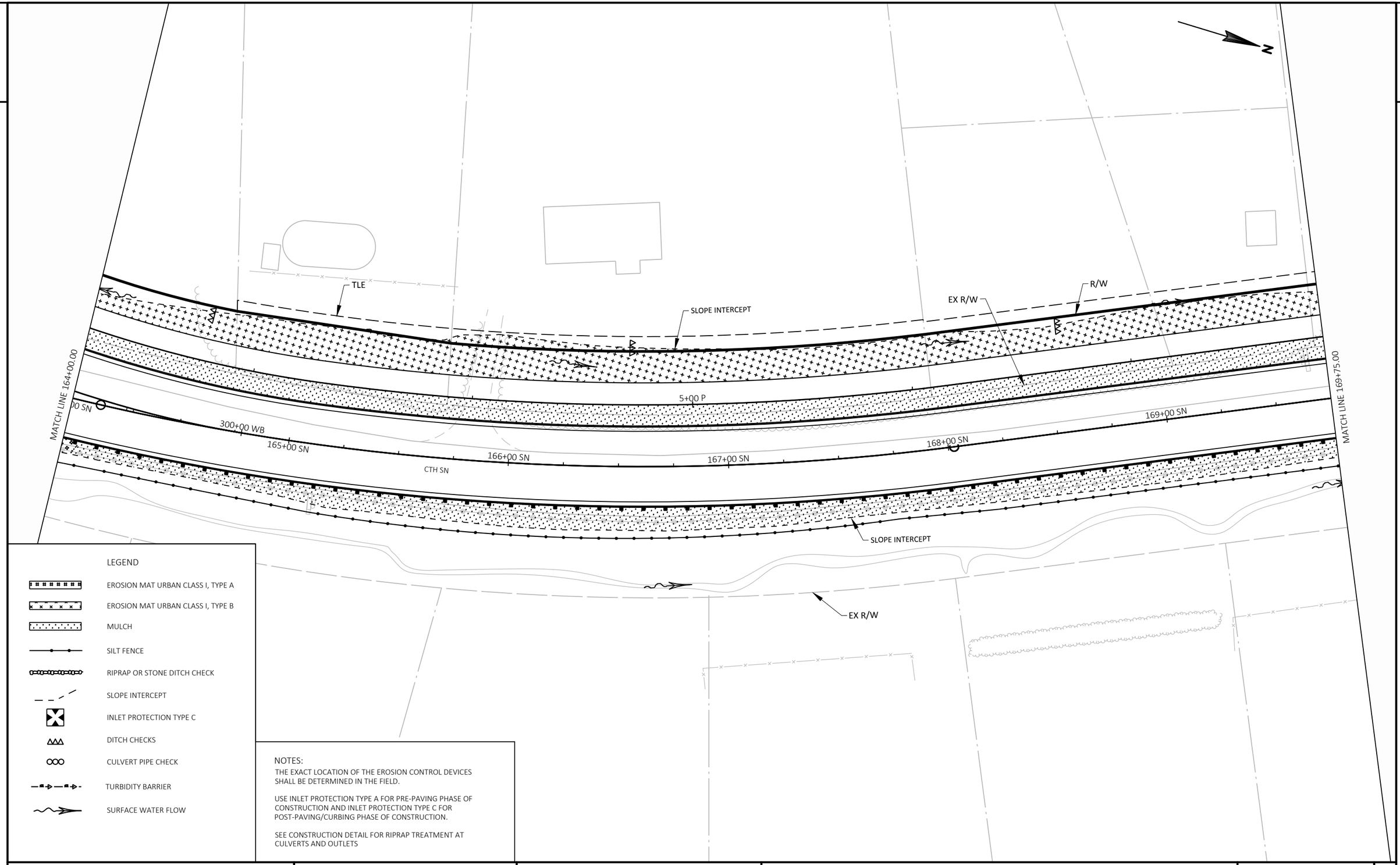


PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	EROSION CONTROL	SHEET 21	E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\022001-EC.DWG
LAYOUT NAME - 022002-ec

PLOT DATE : 8/27/2018 2:34 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT URBAN CLASS I, TYPE B
- MULCH
- SILT FENCE
- RIPRAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- DITCH CHECKS
- CULVERT PIPE CHECK
- TURBIDITY BARRIER
- SURFACE WATER FLOW

NOTES:

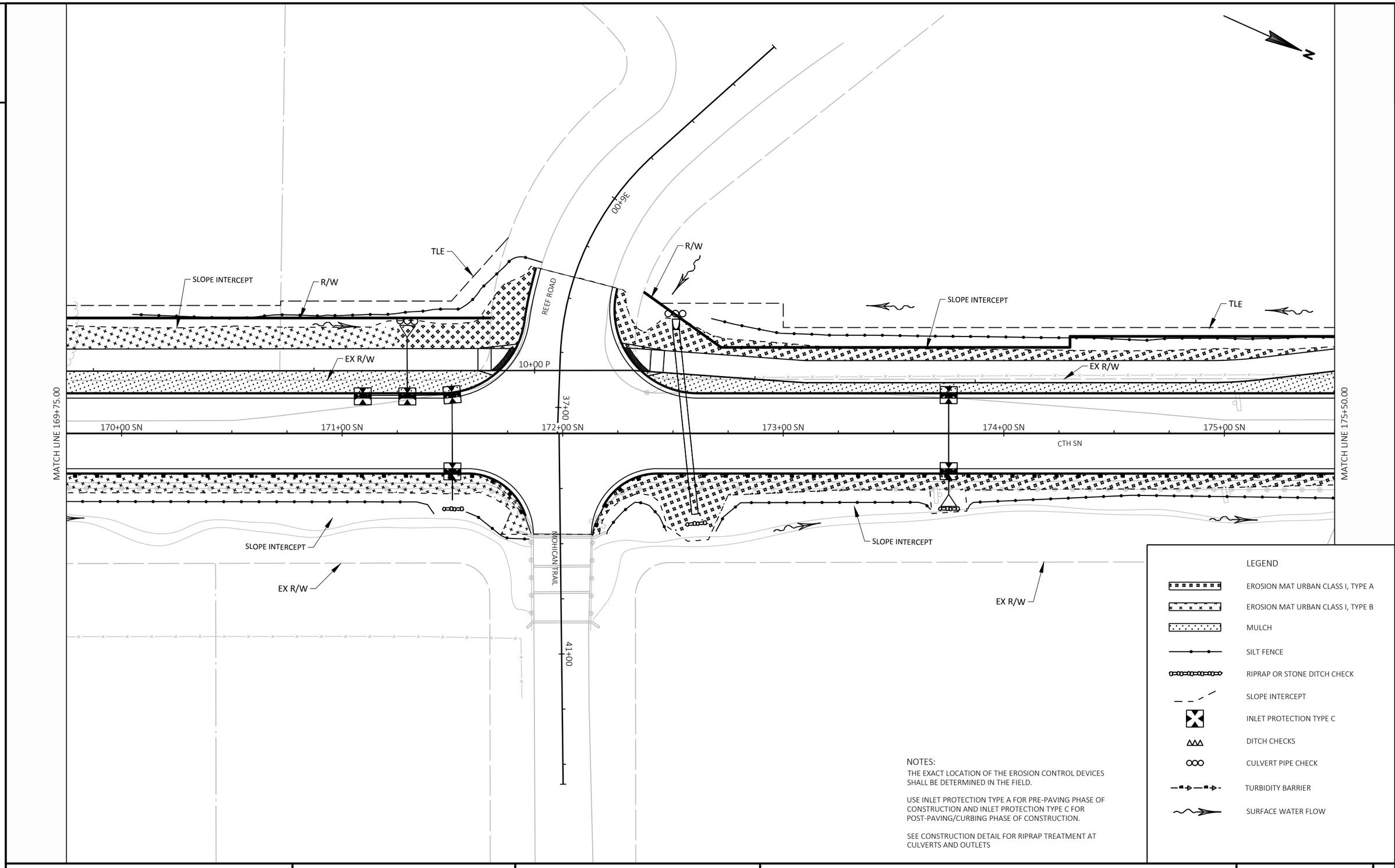
THE EXACT LOCATION OF THE EROSION CONTROL DEVICES SHALL BE DETERMINED IN THE FIELD.

USE INLET PROTECTION TYPE A FOR PRE-PAVING PHASE OF CONSTRUCTION AND INLET PROTECTION TYPE C FOR POST-PAVING/CURBING PHASE OF CONSTRUCTION.

SEE CONSTRUCTION DETAIL FOR RIPRAP TREATMENT AT CULVERTS AND OUTLETS

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	EROSION CONTROL	SHEET 22	E

2



NOTES:

THE EXACT LOCATION OF THE EROSION CONTROL DEVICES SHALL BE DETERMINED IN THE FIELD.

USE INLET PROTECTION TYPE A FOR PRE-PAVING PHASE OF CONSTRUCTION AND INLET PROTECTION TYPE C FOR POST-PAVING/CURBING PHASE OF CONSTRUCTION.

SEE CONSTRUCTION DETAIL FOR RIPRAP TREATMENT AT CULVERTS AND OUTLETS

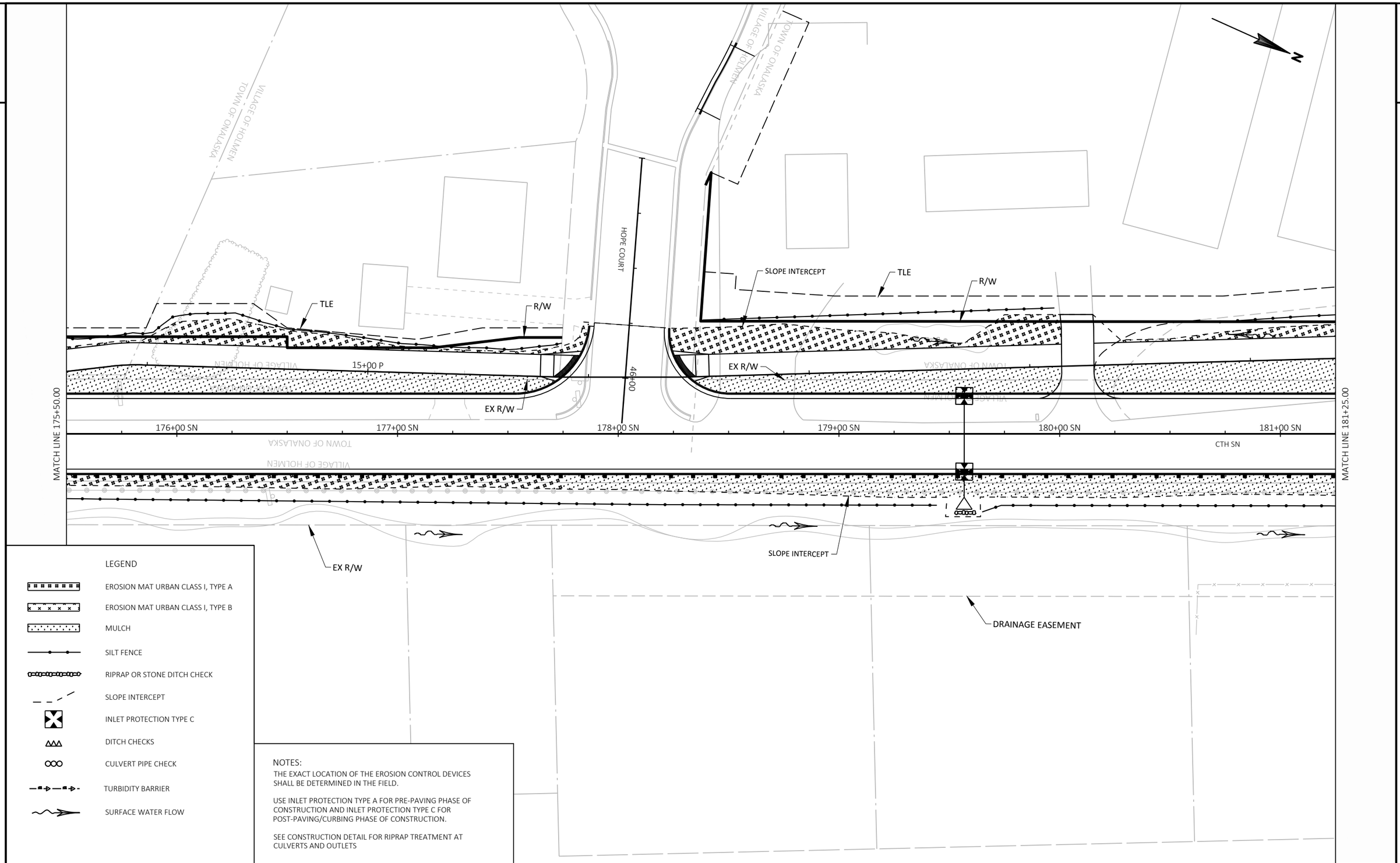
LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT URBAN CLASS I, TYPE B
- MULCH
- SILT FENCE
- RIPRAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- DITCH CHECKS
- CULVERT PIPE CHECK
- TURBIDITY BARRIER
- SURFACE WATER FLOW

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	EROSION CONTROL	SHEET 23	E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\022001-EC.DWG
LAYOUT NAME - 022004-ec
PLOT DATE : 8/27/2018 2:34 PM
PLOT BY : RACHEL BURNHAM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT URBAN CLASS I, TYPE B
- MULCH
- SILT FENCE
- RIPRAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- DITCH CHECKS
- CULVERT PIPE CHECK
- TURBIDITY BARRIER
- SURFACE WATER FLOW

NOTES:

THE EXACT LOCATION OF THE EROSION CONTROL DEVICES SHALL BE DETERMINED IN THE FIELD.

USE INLET PROTECTION TYPE A FOR PRE-PAVING PHASE OF CONSTRUCTION AND INLET PROTECTION TYPE C FOR POST-PAVING/CURBING PHASE OF CONSTRUCTION.

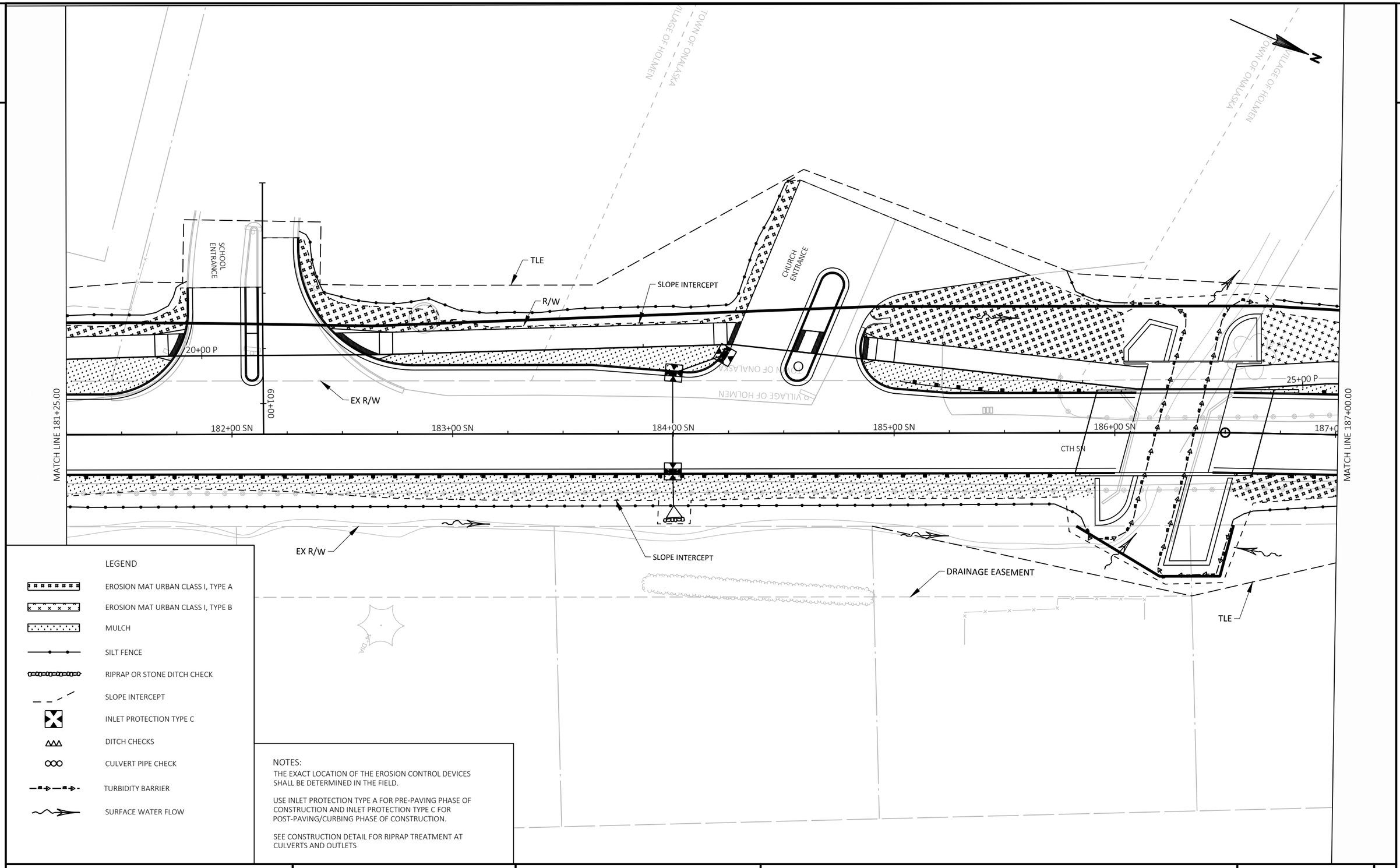
SEE CONSTRUCTION DETAIL FOR RIPRAP TREATMENT AT CULVERTS AND OUTLETS

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	EROSION CONTROL	SHEET	E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\022001-EC.DWG
LAYOUT NAME - 022005-ec

PLOT DATE : 8/27/2018 2:34 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT URBAN CLASS I, TYPE B
- MULCH
- SILT FENCE
- RIPRAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- DITCH CHECKS
- CULVERT PIPE CHECK
- TURBIDITY BARRIER
- SURFACE WATER FLOW

NOTES:

THE EXACT LOCATION OF THE EROSION CONTROL DEVICES SHALL BE DETERMINED IN THE FIELD.

USE INLET PROTECTION TYPE A FOR PRE-PAVING PHASE OF CONSTRUCTION AND INLET PROTECTION TYPE C FOR POST-PAVING/CURBING PHASE OF CONSTRUCTION.

SEE CONSTRUCTION DETAIL FOR RIPRAP TREATMENT AT CULVERTS AND OUTLETS

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	EROSION CONTROL	SHEET 25	E

2

TOWN OF ONALASKA
VILLAGE OF HOLMEN

TOWN OF ONALASKA
VILLAGE OF HOLMEN

CEDAR AVENUE

SLOPE INTERCEPT

EX R/W

TLE

R/W

30+00 P

EX R/W

MATCH LINE 187+00.00

0 SN

188+00 SN

189+00 SN

190+00 SN

191+00 SN

192+00 SN

193+00

CTH SN

SLOPE INTERCEPT

TLE

R/W

HANSON ROAD

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A
- EROSION MAT URBAN CLASS I, TYPE B
- MULCH
- SILT FENCE
- RIPRAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- DITCH CHECKS
- CULVERT PIPE CHECK
- TURBIDITY BARRIER
- SURFACE WATER FLOW

NOTES:

THE EXACT LOCATION OF THE EROSION CONTROL DEVICES SHALL BE DETERMINED IN THE FIELD.

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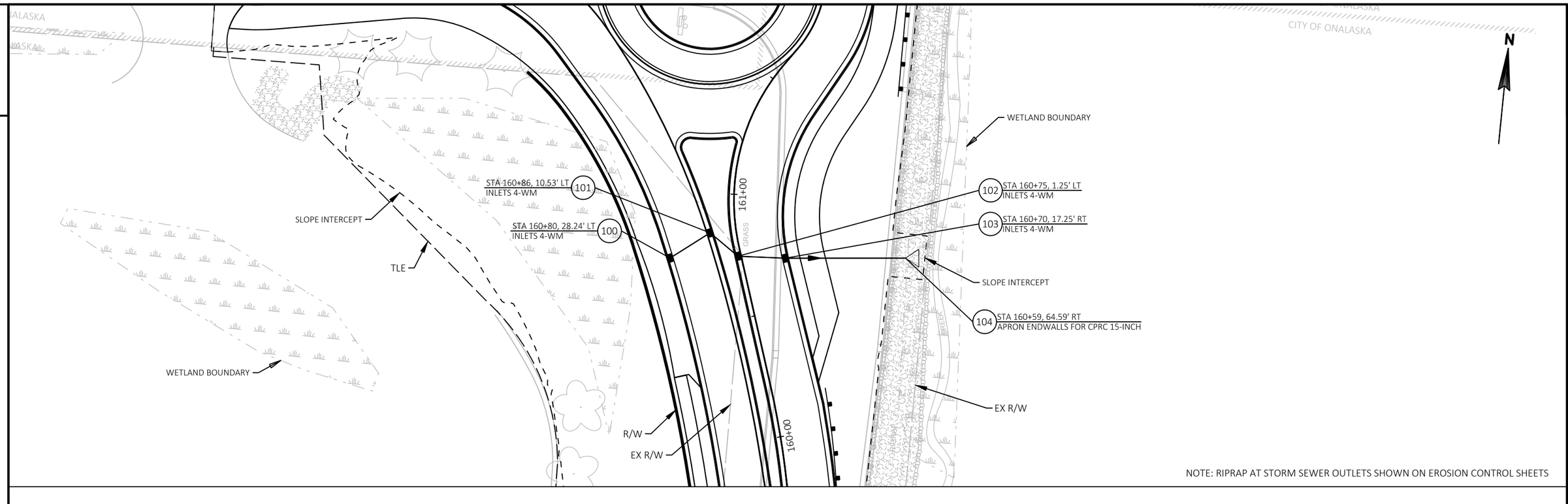
SEE CONSTRUCTION DETAIL FOR RIPRAP TREATMENT AT CULVERTS AND OUTLETS

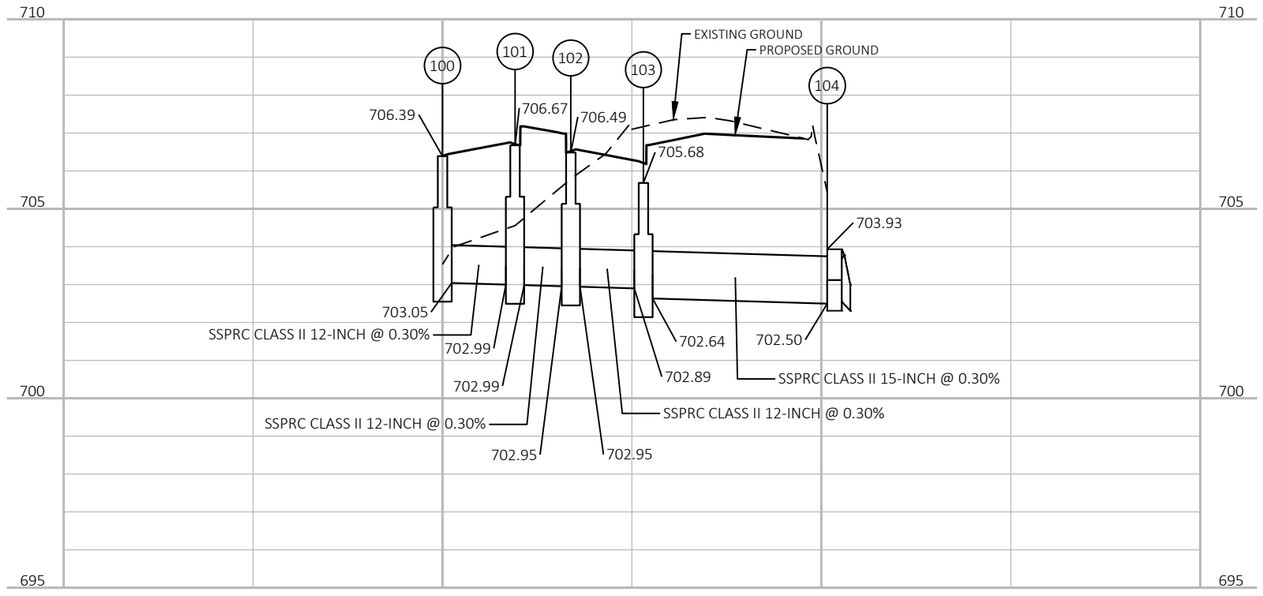
PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	EROSION CONTROL	SHEET	E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\022001-EC.DWG
LAYOUT NAME - 022007-ec

PLOT DATE : 8/27/2018 2:34 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:40 FT



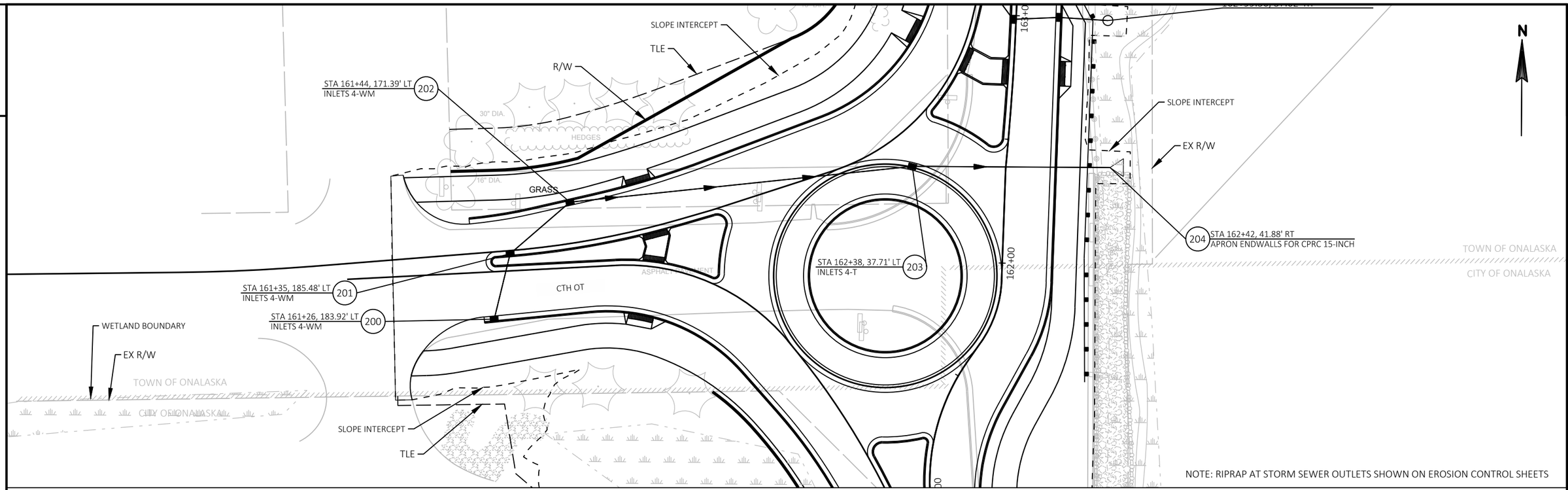
NOTE: RIPRAP AT STORM SEWER OUTLETS SHOWN ON EROSION CONTROL SHEETS

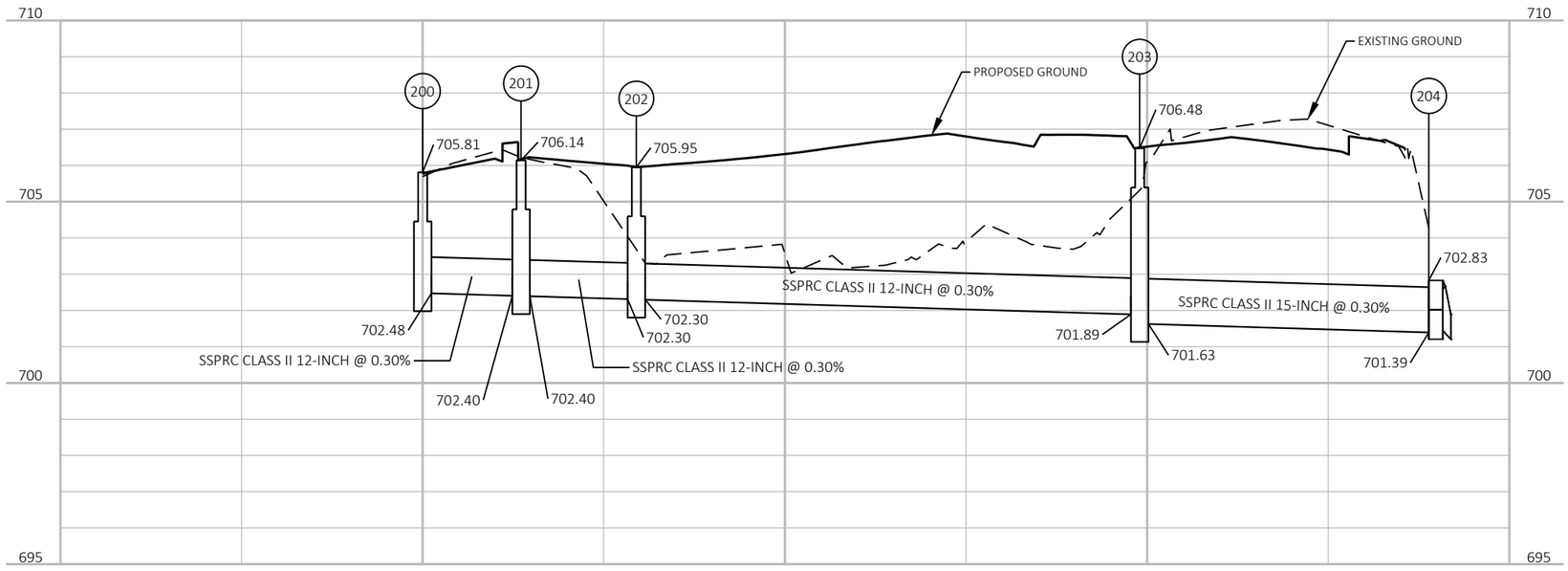


PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	STORM SEWER	SHEET 27	E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\022501-SS.DWG
LAYOUT NAME - 02251-ss

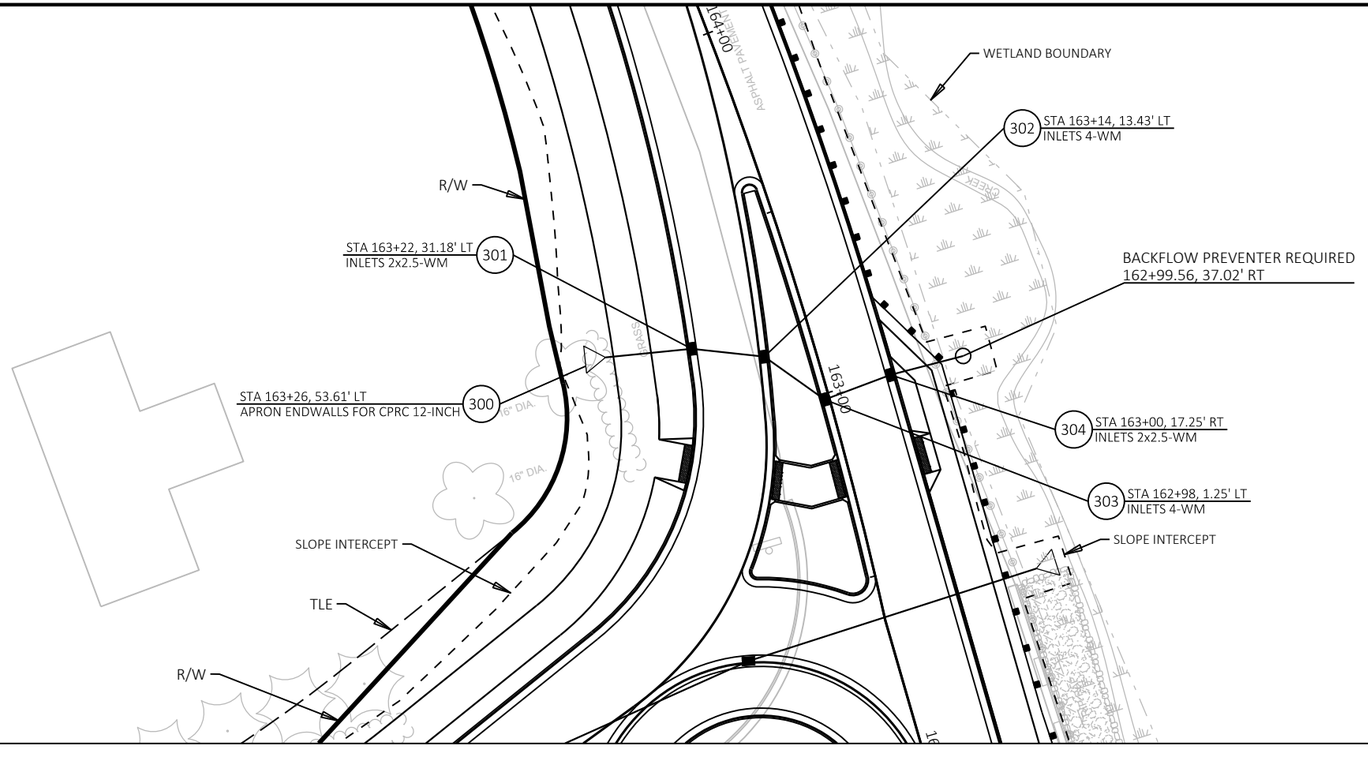
PLOT DATE : 7/29/2018 10:53 AM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:40 FT



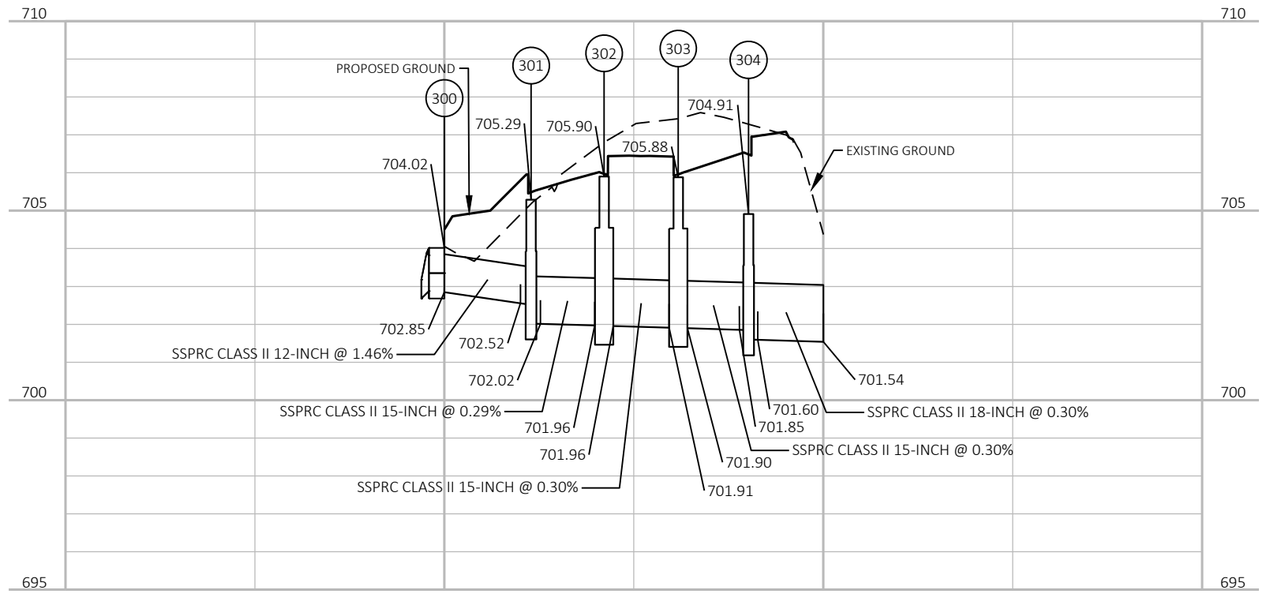


PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	STORM SEWER	SHEET 28	E

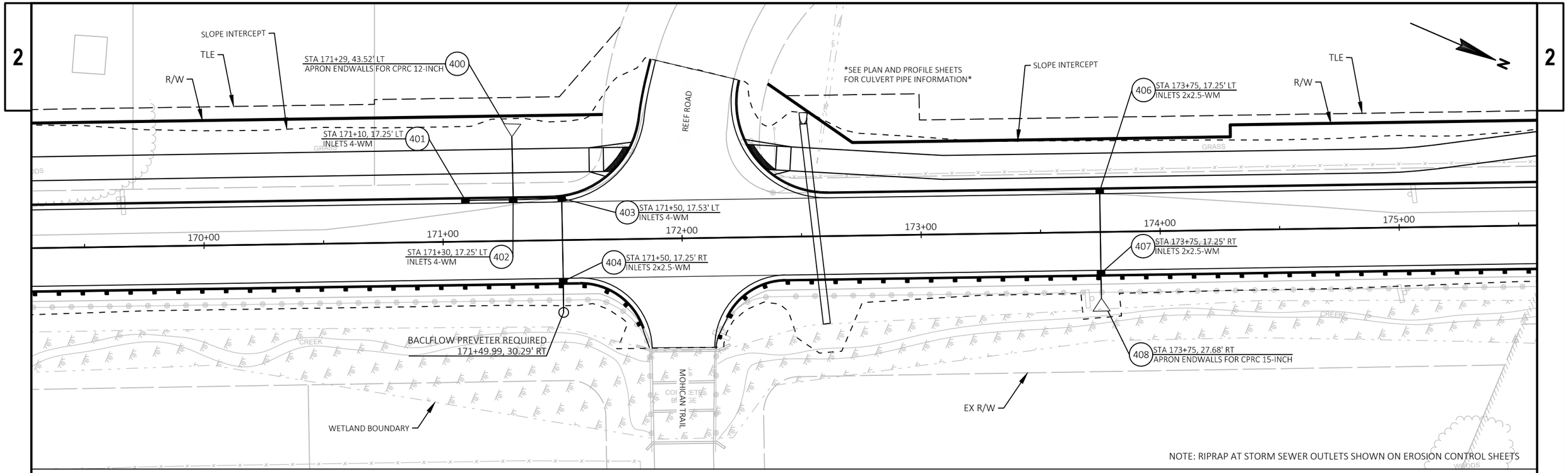
FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\022501-SS.DWG
LAYOUT NAME - 02252-ss
PLOT DATE : 7/29/2018 10:53 AM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

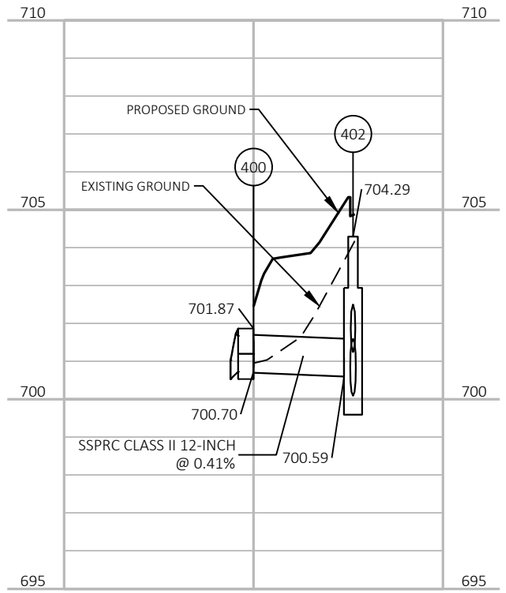


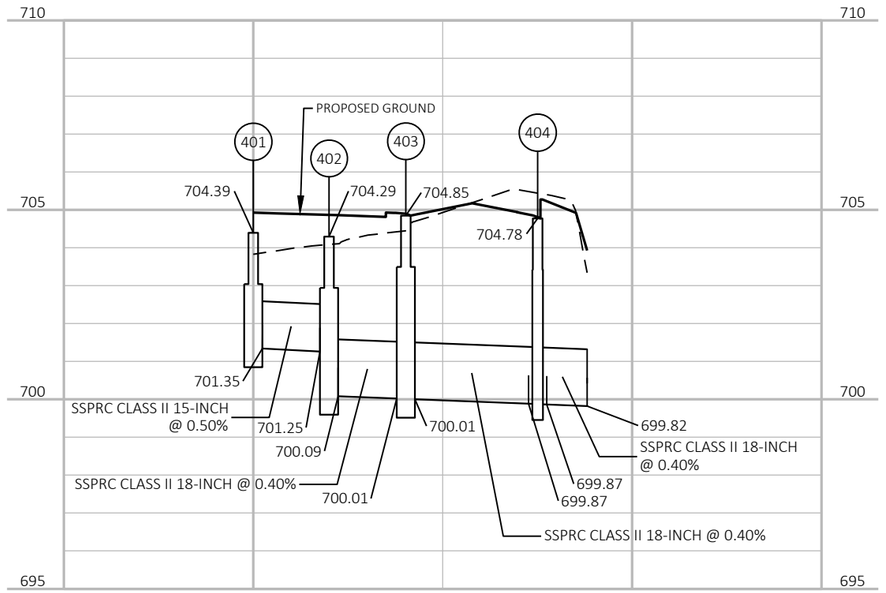
NOTE: RIPRAP AT STORM SEWER OUTLETS SHOWN ON EROSION CONTROL SHEETS

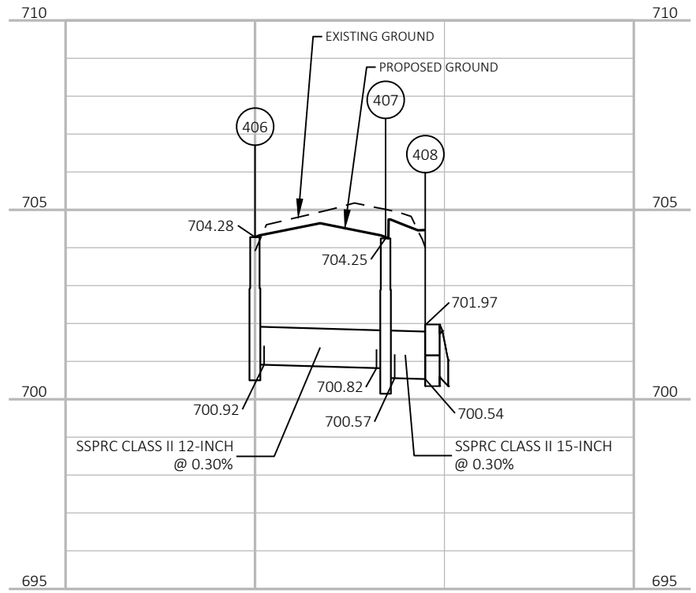


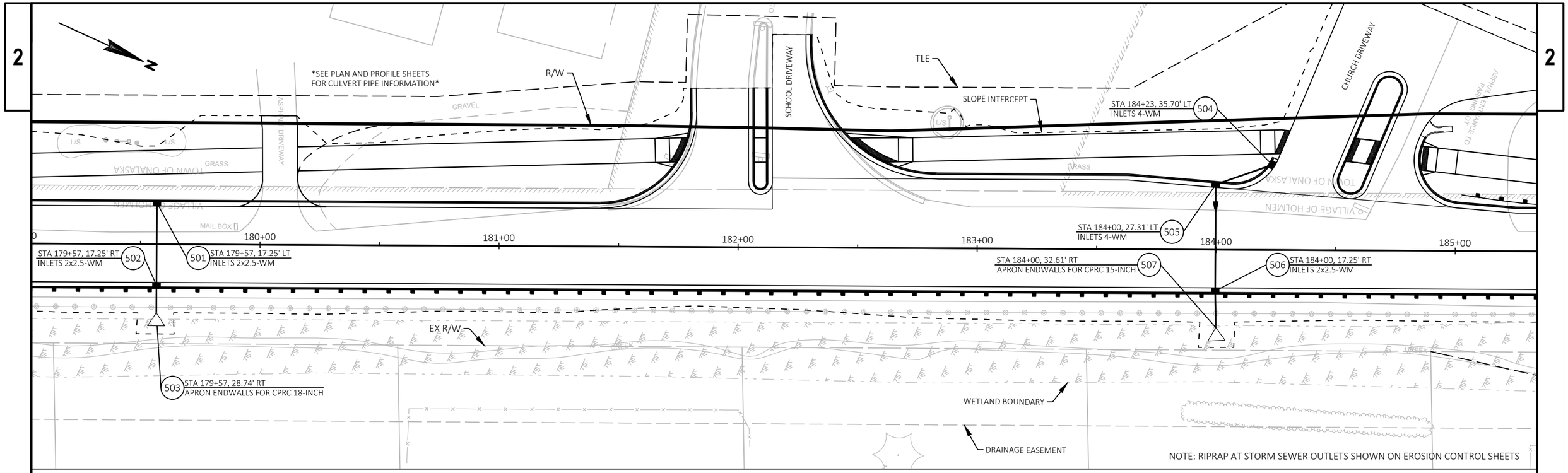
PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	STORM SEWER	SHEET 29	E

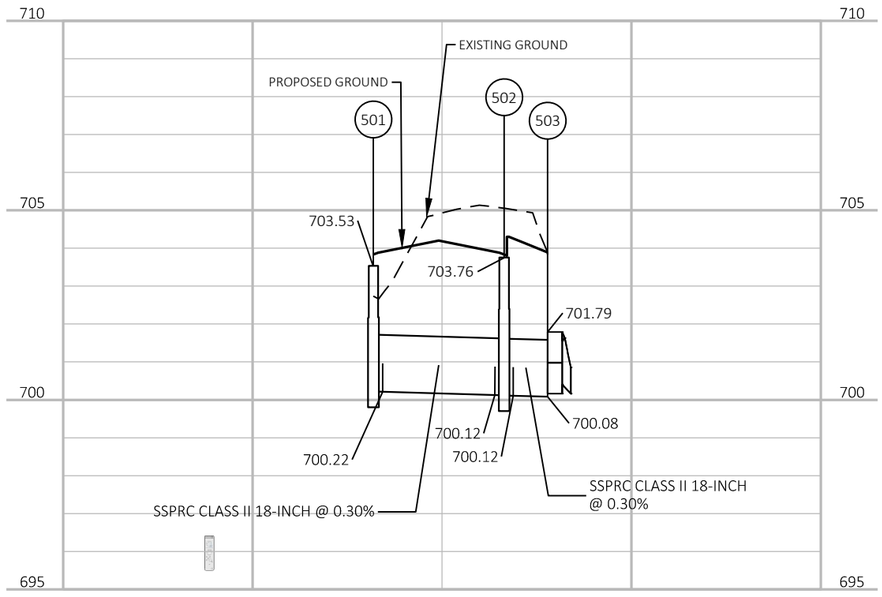

SLOPE INTERCEPT
TLE
R/W
STA 171+29, 43.52' LT
APRON ENDWALLS FOR CPRC 12-INCH
400
STA 171+10, 17.25' LT
INLETS 4-WM
401
REEF ROAD
*SEE PLAN AND PROFILE SHEETS
FOR CULVERT PIPE INFORMATION*
SLOPE INTERCEPT
406
STA 173+75, 17.25' LT
INLETS 2x2.5-WM
TLE
R/W
GRASS
403
STA 171+50, 17.53' LT
INLETS 4-WM
170+00
171+00
172+00
173+00
174+00
175+00
STA 171+30, 17.25' LT
INLETS 4-WM
402
404
STA 171+50, 17.25' RT
INLETS 2x2.5-WM
407
STA 173+75, 17.25' RT
INLETS 2x2.5-WM
CREEK
BACLFLOW PREVETER REQUIRED
171+49.99, 30.29' RT
408
STA 173+75, 27.68' RT
APRON ENDWALLS FOR CPRC 15-INCH
MOHICAN TRAIL
CONCRETE BRIDGE
EX R/W
WETLAND BOUNDARY
NOTE: RIPRAP AT STORM SEWER OUTLETS SHOWN ON EROSION CONTROL SHEETS
WOODS

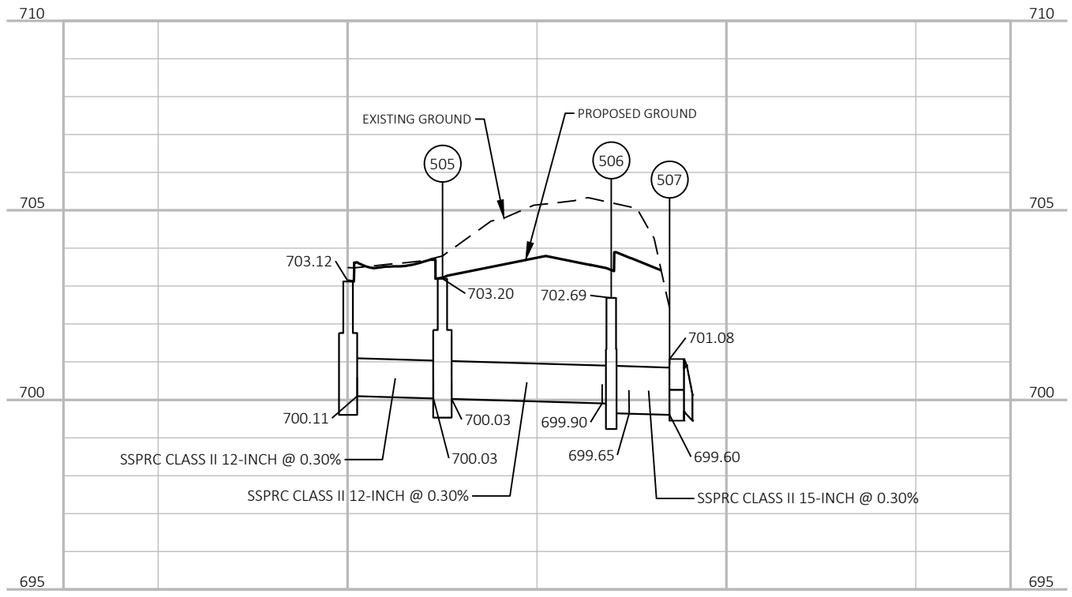

710
705
700
695
PROPOSED GROUND
EXISTING GROUND
400
402
704.29
701.87
700.70
700.59
SSPRC CLASS II 12-INCH
@ 0.41%


710
705
700
695
PROPOSED GROUND
401
402
403
404
704.39
704.29
704.85
704.78
701.35
SSPRC CLASS II 15-INCH
@ 0.50%
701.25
700.09
700.01
699.82
SSPRC CLASS II 18-INCH
@ 0.40%
SSPRC CLASS II 18-INCH @ 0.40%
700.01
699.87
699.87
SSPRC CLASS II 18-INCH @ 0.40%


710
705
700
695
EXISTING GROUND
PROPOSED GROUND
406
407
408
704.28
704.25
701.97
700.92
700.82
700.57
700.54
SSPRC CLASS II 12-INCH
@ 0.30%
SSPRC CLASS II 15-INCH
@ 0.30%







PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	STORM SEWER	SHEET 31	E

LEGEND	
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MW4	PAVEMENT MARKING 4-INCH (WHITE)
MW6	PAVEMENT MARKING 6-INCH (WHITE)
MW8	PAVEMENT MARKING 8-INCH (WHITE)
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
YLW18-2	PAVEMENT MARKING 18-INCH (WHITE)(2'SEG.,2'GAP)
WWY	PAVEMENT MARKING WORDS (WHITE)("YIELD")
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3'SEG.,9'GAP)
CBY	PAVEMENT MARKING CURB (YELLOW)
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)

N

EAST AVE

TO REMAIN
TRUCK ROUTE

Onalaska
POPULATION 17,736
1-01
MOVE

ALTERNATIVE SIDE PARKING REQUIRED AND ENFORCED 1AM-8AM NOV 1ST-APR 1ST CITY ORD 10-1-29
1-02
MOVE

STOP
TO REMAIN

EAST AVE N
TO REMAIN
EAST AVE N
TO REMAIN
SAND LAKE RD
SAND LAKE RD
TO REMAIN

MATCH INTO EXISTING

MW4 EPOXY

MATCH INTO EXISTING

MDY4 EPOXY

153+00 SN
154+00 SN
155+00 SN
156+00 SN
157+00 SN
158+00 SN

12'
CTH SN

MATCH INTO EXISTING

MATCH LINE 158+25.00

1-03
W2-6
30"X30"

1-04
15 M.P.H.
W13-1
18"X18"

JCT
TO REMAIN
COUNTY OT
TO REMAIN

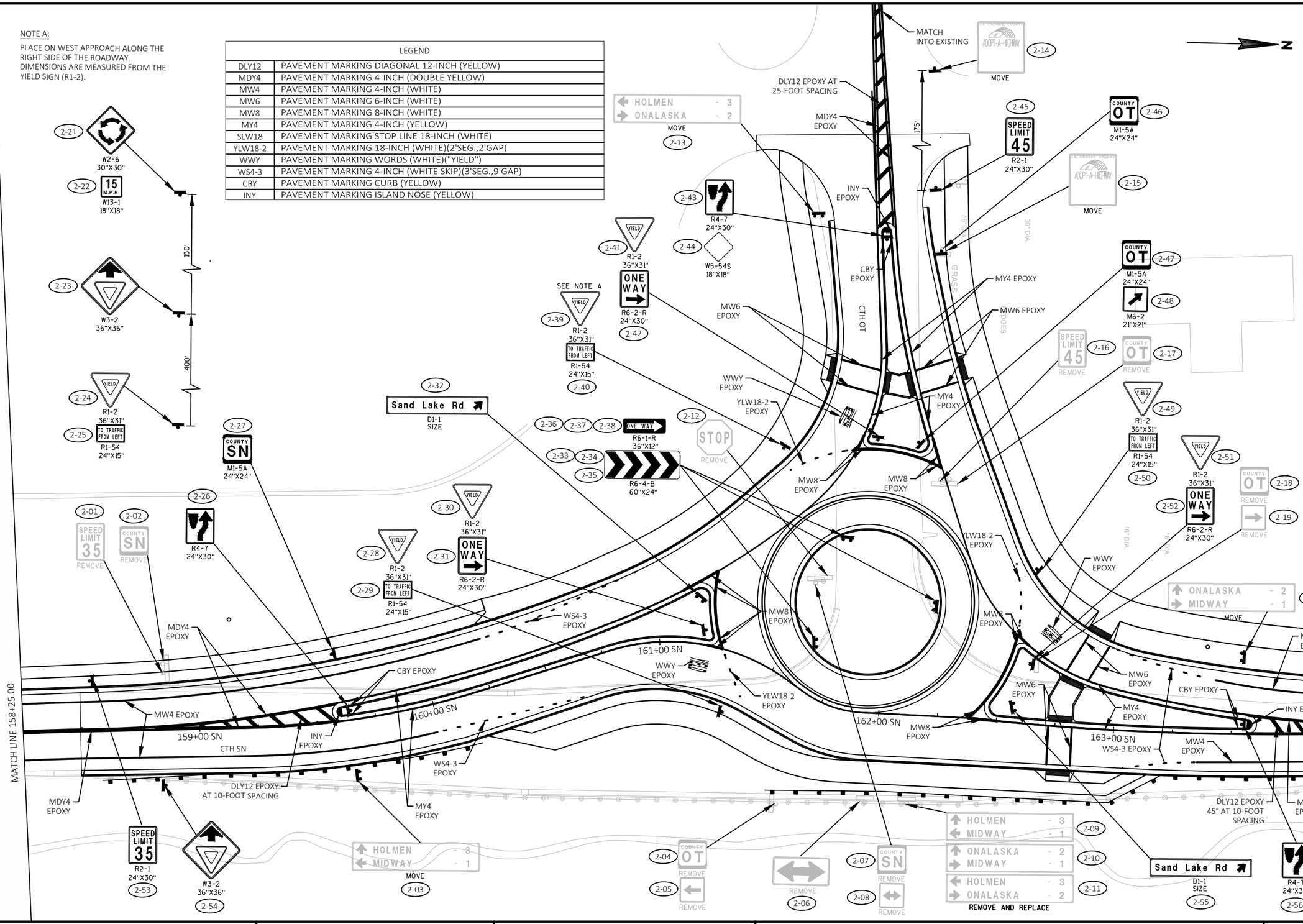
PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET	E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\024501-PM.DWG
LAYOUT NAME - 023201-ps
PLOT DATE : 7/16/2018 12:21 AM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

NOTE A:

PLACE ON WEST APPROACH ALONG THE RIGHT SIDE OF THE ROADWAY. DIMENSIONS ARE MEASURED FROM THE YIELD SIGN (R1-2).

LEGEND	
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MW4	PAVEMENT MARKING 4-INCH (WHITE)
MW6	PAVEMENT MARKING 6-INCH (WHITE)
MW8	PAVEMENT MARKING 8-INCH (WHITE)
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
YLW18-2	PAVEMENT MARKING 18-INCH (WHITE)(2'SEG.,2'GAP)
WWY	PAVEMENT MARKING WORDS (WHITE)("YIELD")
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3'SEG.,9'GAP)
CBY	PAVEMENT MARKING CURB (YELLOW)
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)



PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 33	E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\024501-PM.DWG
LAYOUT NAME - 023202-ps

PLOT DATE : 7/16/2018 12:22 AM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

MATCH LINE 164+00.00

+00

MDY4
EPOXY

W3-2
36"X36"
3-06

MDY4
EPOXY

MW4
EPOXY

3-09
W2-6
30"X30"
15
M.P.H.
3-10
W13-1
18"X18"

JCT
REMOVE
3-03

COUNTY
OT
REMOVE
3-04

SPEED
LIMIT
35
REMOVE
3-05

JCT
3-11
M2-1
21"X15"

COUNTY
OT
3-12
M1-5A
24"X24"

MATCH LINE 169+75.00

165+00 SN

166+00 SN

167+00 SN

168+00 SN

169+00 SN

CTH SN

12'

12'

4'

4'

DLY12
EPOXY
45° AT 10-FOOT SPACING

COUNTY
SN
REMOVE
3-01

SPEED
LIMIT
45
REMOVE
3-02

COUNTY
SN
MI-5A
24"X24"
3-07

3-08
SPEED
LIMIT
35
R2-1
24"X30"

LEGEND	
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MW4	PAVEMENT MARKING 4-INCH (WHITE)
MW6	PAVEMENT MARKING 6-INCH (WHITE)
MW8	PAVEMENT MARKING 8-INCH (WHITE)
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
YLW18-2	PAVEMENT MARKING 18-INCH (WHITE)(2'SEG.,2'GAP)
WWY	PAVEMENT MARKING WORDS (WHITE)("YIELD")
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3'SEG.,9'GAP)
CBY	PAVEMENT MARKING CURB (YELLOW)
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 34	E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\024501-PM.DWG
LAYOUT NAME - 023203-ps
PLOT DATE : 7/16/2018 12:22 AM
PLOT BY : RACHEL BURNHAM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND	
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MW4	PAVEMENT MARKING 4-INCH (WHITE)
MW6	PAVEMENT MARKING 6-INCH (WHITE)
MW8	PAVEMENT MARKING 8-INCH (WHITE)
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
YLW18-2	PAVEMENT MARKING 18-INCH (WHITE)(2'SEG.,2'GAP)
WWY	PAVEMENT MARKING WORDS (WHITE)("YIELD")
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3'SEG.,9'GAP)
CBY	PAVEMENT MARKING CURB (YELLOW)
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)

N

MATCH LINE 169+75.00

MATCH LINE 175+50.00

36+00

37+00

41+00

REEF ROAD

20'

16'

MDY4 EPOXY

MW4 EPOXY

SLW18 EPOXY

MW6 EPOXY

4-14 STOP R1-1 30"X30"

4-01 STOP REMOVE

4-02 REEF RD MOVE

4-03 REEF RD MOVE

4-15 SPEED LIMIT 35 R2-1 24"X30"

4-04 SPEED LIMIT 45 REMOVE

170+00 SN

171+00 SN

172+00 SN

173+00 SN

174+00 SN

175+00 SN

CTH SN

4' 12' 12' 4'

17'

12'

MOHICAN TRAIL

4-20 STOP R1-1 30"X30"

4-11 STOP REMOVE

4-12 REMOVE

4-13 AHEAD REMOVE

4-21 SCHOOL SPEED LIMIT 15 S4-5 36"X36"

4-16 W5-52R 12"X36"

4-17 W5-52L 12"X36"

4-18 W5-52L 12"X36"

4-19 W5-52R 12"X36"

4-05 MOHCAN TR MOVE

4-06 CHEYENNE DR MOVE

4-07 APACHE CT MOVE

4-08 APACHE CT MOVE

4-09 CHEYENNE DR MOVE

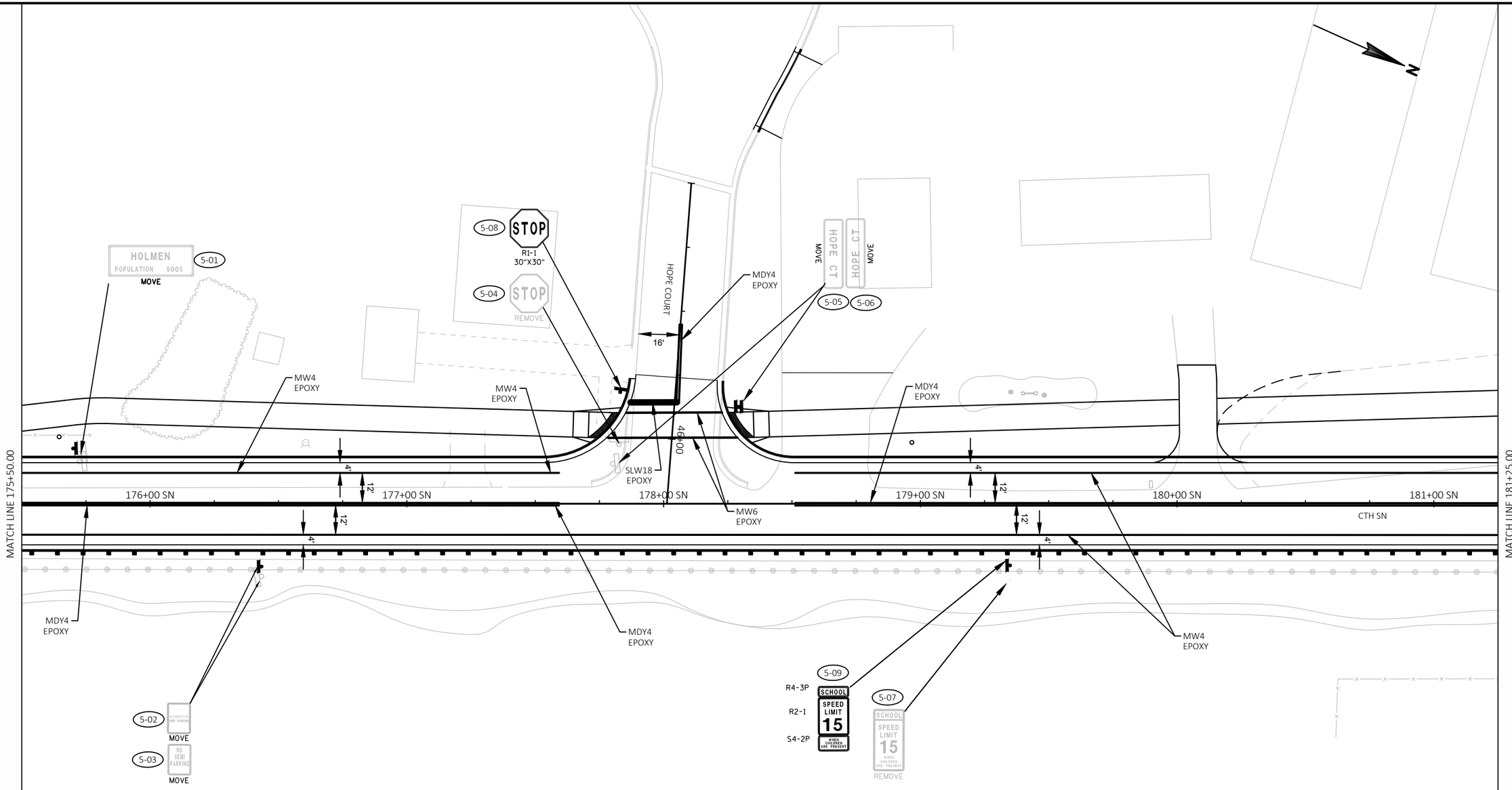
4-10 MOHCAN TR MOVE

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 35	E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\024501-PM.DWG
LAYOUT NAME - 023204-ps

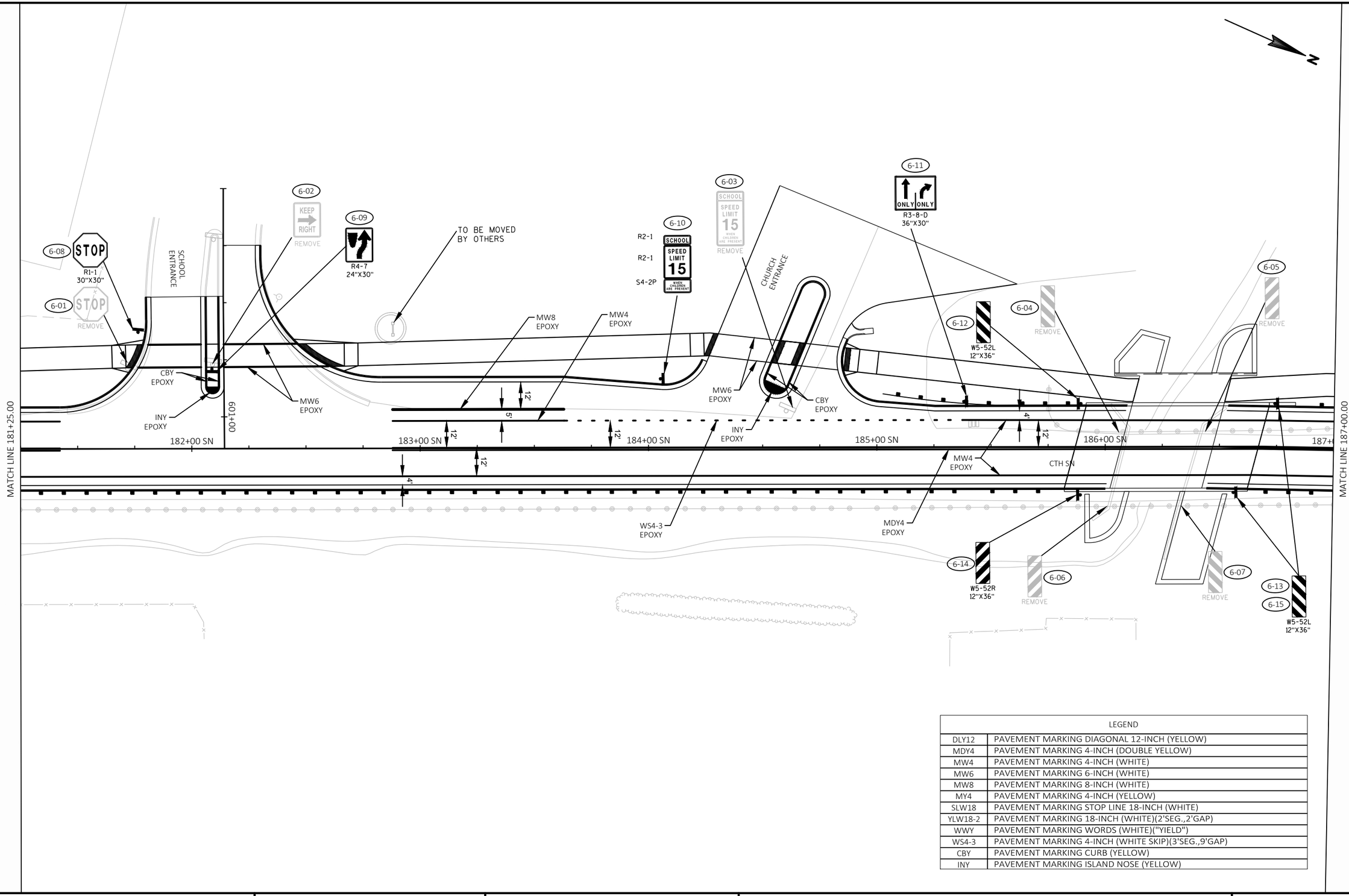
PLOT DATE : 7/16/2018 12:22 AM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



LEGEND	
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MW4	PAVEMENT MARKING 4-INCH (WHITE)
MW6	PAVEMENT MARKING 6-INCH (WHITE)
MW8	PAVEMENT MARKING 8-INCH (WHITE)
MY4	PAVEMENT MARKING 4-INCH (YELLOW)
SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
YLW18-2	PAVEMENT MARKING 18-INCH (WHITE)(2'SEG.,2'GAP)
WWY	PAVEMENT MARKING WORDS (WHITE)("YIELD")
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3'SEG.,9'GAP)
CBY	PAVEMENT MARKING CURB (YELLOW)
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)

2



LEGEND	
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MW4	PAVEMENT MARKING 4-INCH (WHITE)
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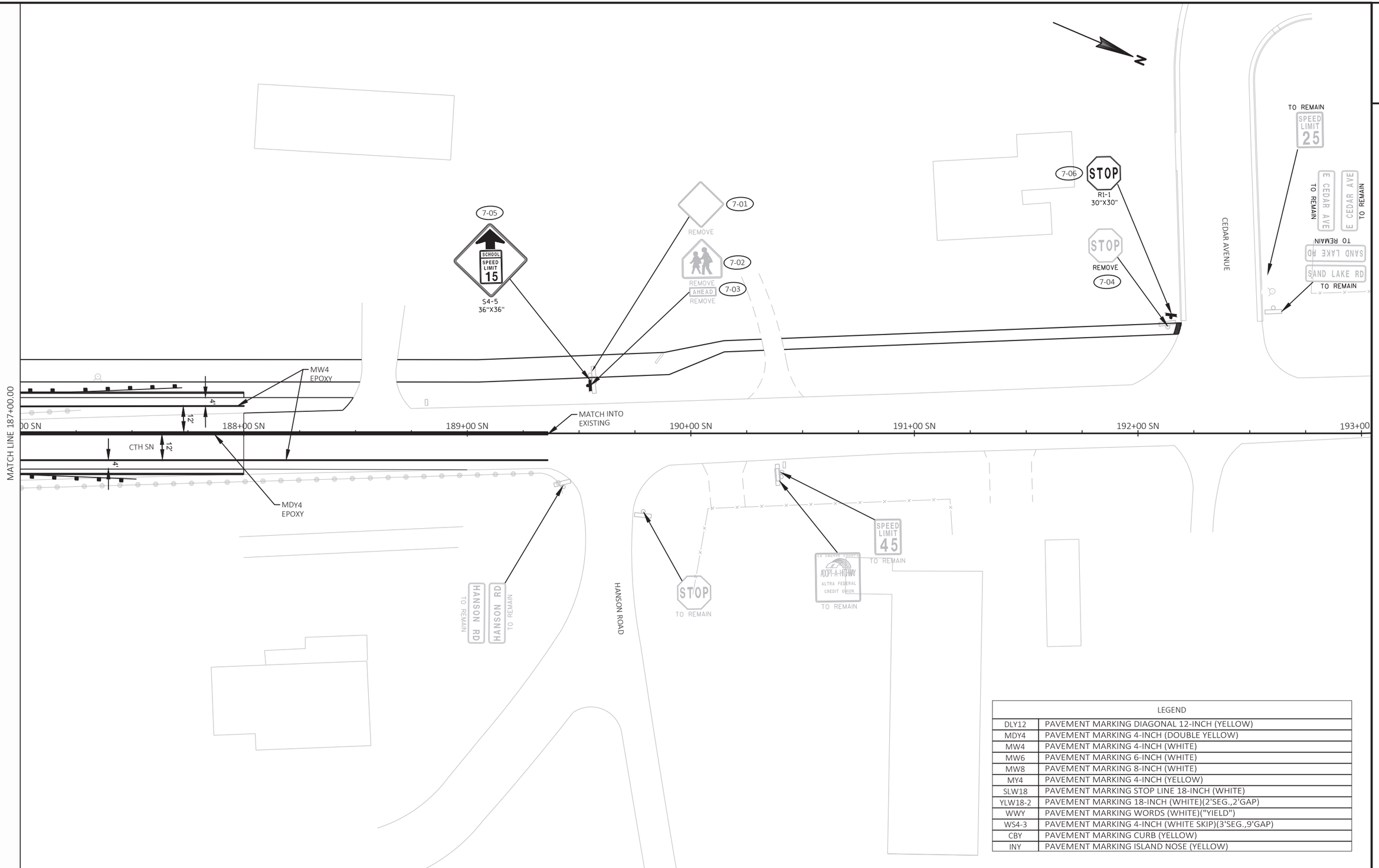
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3'SEG.,9'GAP)
CBY	PAVEMENT MARKING CURB (YELLOW)
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 37	E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\024501-PM.DWG
LAYOUT NAME - 023206-ps

PLOT DATE : 7/16/2018 12:22 AM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



LEGEND	
DLY12	PAVEMENT MARKING DIAGONAL 12-INCH (YELLOW)
MDY4	PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)
MW4	PAVEMENT MARKING 4-INCH (WHITE)
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MY4	PAVEMENT MARKING 4-INCH (YELLOW)
SLW18	PAVEMENT MARKING STOP LINE 18-INCH (WHITE)
YLW18-2	PAVEMENT MARKING 18-INCH (WHITE)(2'SEG.,2'GAP)
WWY	PAVEMENT MARKING WORDS (WHITE)("YIELD")
WS4-3	PAVEMENT MARKING 4-INCH (WHITE SKIP)(3'SEG.,9'GAP)
CBY	PAVEMENT MARKING CURB (YELLOW)
INY	PAVEMENT MARKING ISLAND NOSE (YELLOW)

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 38	E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\024501-PM.DWG
LAYOUT NAME - 023207-ps
PLOT DATE : 7/16/2018 12:22 AM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

GENERAL NOTES

PROVIDE NEUTRAL WIRE AT EVERY LIGHT POLE TO SERVE 120V RECEPTACLE.

RECEPTACLES TO BE MOUNTED AT 16'-0 TO BOTTOM OF RECEPTACLE. MEASURED FROM BOTTOM OF POLE, NOT POLE BASE. RECEPTACLE SHALL BE FACTORY PROVIDED AND LOCATED SO THAT IT IS NOT VISIBLE TO ONCOMING TRAFFIC.

STATION/OFFSET MEASURED TO CENTER OF CONCRETE BASE AND POLE.

LIGHT POLE HANDHOLES SHALL BE FACTORY PROVIDED AND LOCATED SO THEY ARE ON OPPOSITE SIDE OF POLE FROM STREET.

PLAN NOTE:	
LM1	III-250-15-5-1-1
LM2	III-250-15-5-1-2
LM3	III-250-15-5-1-3
LM4	III-250-15-5-1-4
LM5	III-250-15-5-2-3
LM6	III-250-15-5-2-2
LM7	III-250-15-5-2-1

LEGEND

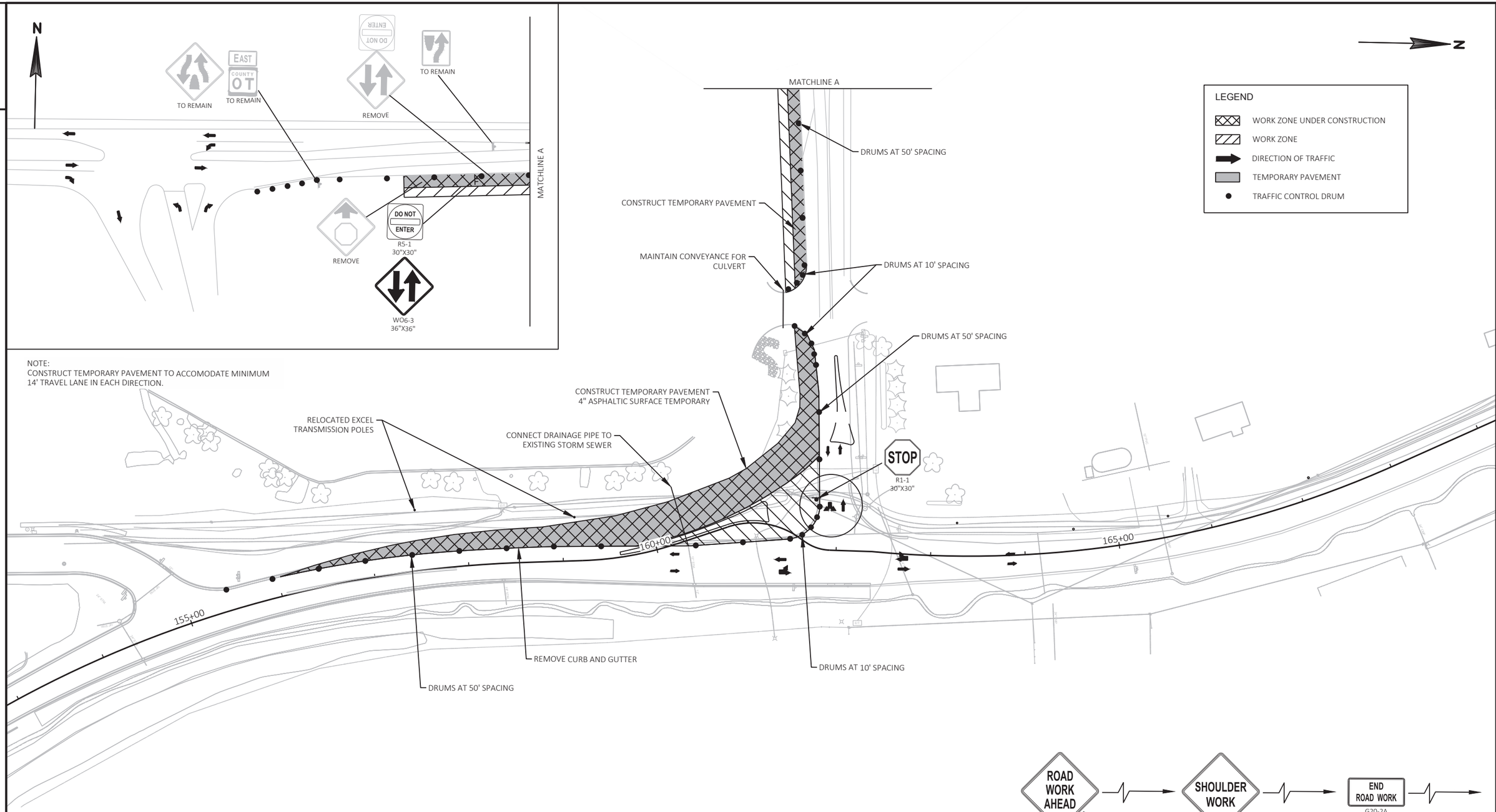
- CONDUIT RIGID NONMETALLIC SCHEDULE 40, 2-INCH
- CONCRETE BASE TYPE 5, TRANSFORMER BASE, POLE TYPE 5, LUMINAIRE ARM 15-FT, AND LUMINARE UTILITY LEDA
- PULL BOXES STEEL, 24X36-INCH
- LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE METER BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE TYPE L24

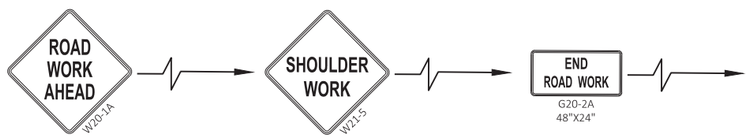
TLE
LM6
501+02.23 (35.0' RT.)
III-250-15-5-2-2
PB4
R/W
EX R/W
161+05.61 SN (9.2' LT.)
III-250-15-5-2-3
LM5
PB3
CTH SN
LM4
160+74.00 SN (35.1' RT.)
III-250-15-5-1-4
LM3
161+80.75 SN (37.1' RT.)
III-250-15-5-1-3
LM2
162+40.81 SN (31.7' RT.)
III-250-15-5-1-2
CTH LT
TLE
303+05.00 WB (37.1' LT.)
III-250-15-5-2-1
PB5
LM7
LIGHTING CONTROL CABINET 120/240, 24-INCH
301+71.79 WB (23.5' RT.)
III-250-15-5-1-1
R/W
PB1
LM1
PB2
24" STM
24" CMP
N

PROJECT NO: 7067-00-00	HWY: CTH SN	COUNTY: LA CROSSE	LIGHTING PLAN	SHEET 39 E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\023601-LP.DWG
LAYOUT NAME - 023601-lp
PLOT DATE : 5/31/2018 1:21 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

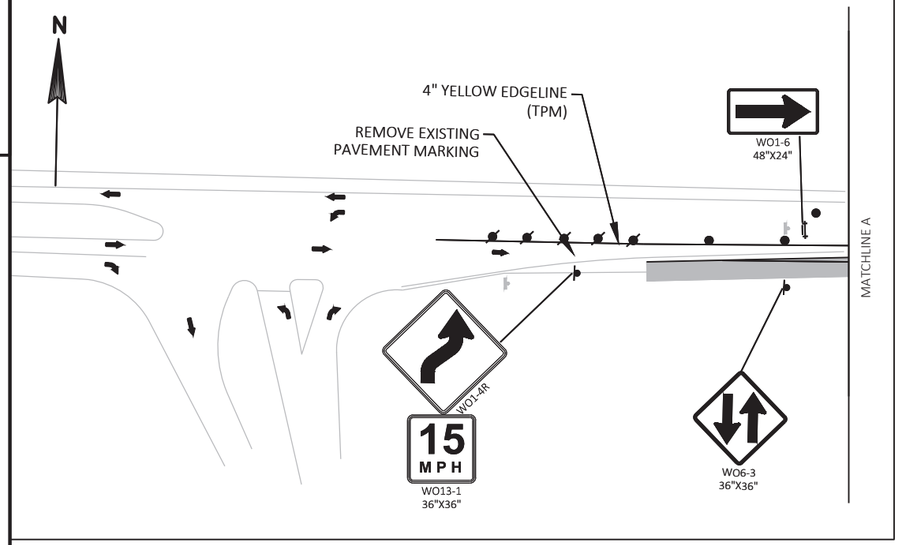
NOTE:
CONSTRUCT TEMPORARY PAVEMENT TO ACCOMODATE MINIMUM 14' TRAVEL LANE IN EACH DIRECTION.



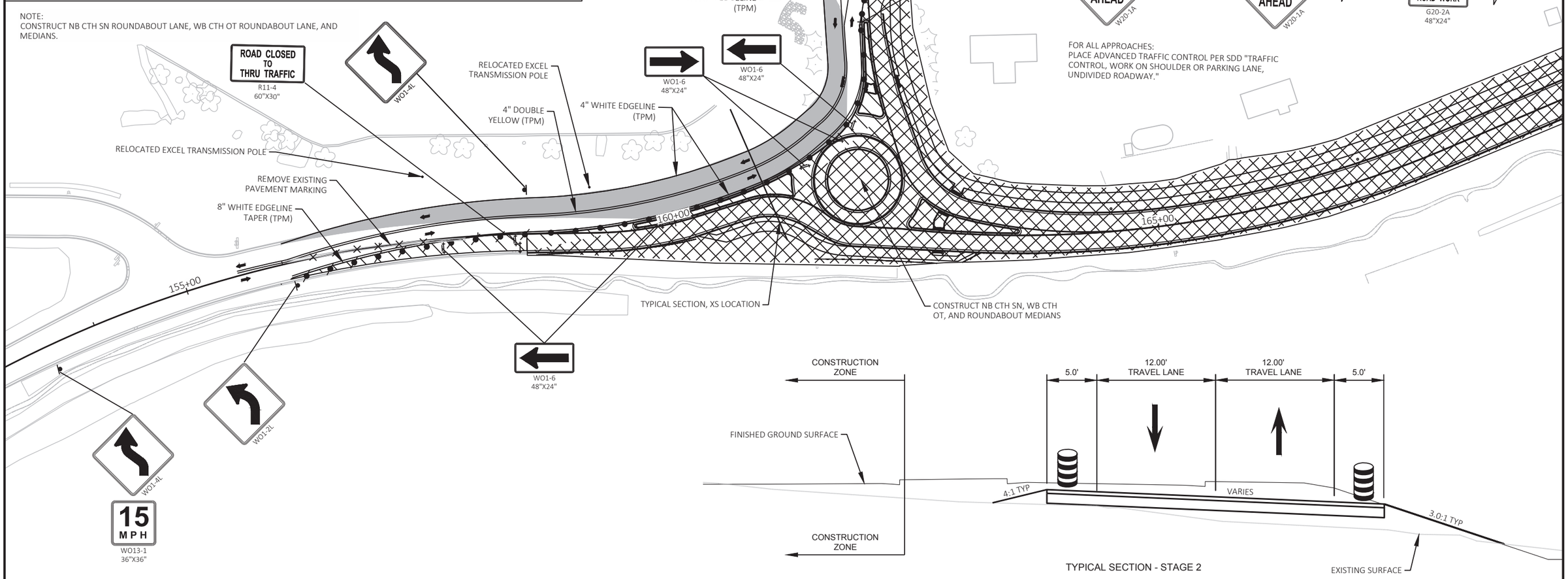


FOR ALL APPROACHES:
PLACE ADVANCED TRAFFIC CONTROL PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY."

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	TRAFFIC CONTROL - STAGE 1	SHEET 40	E



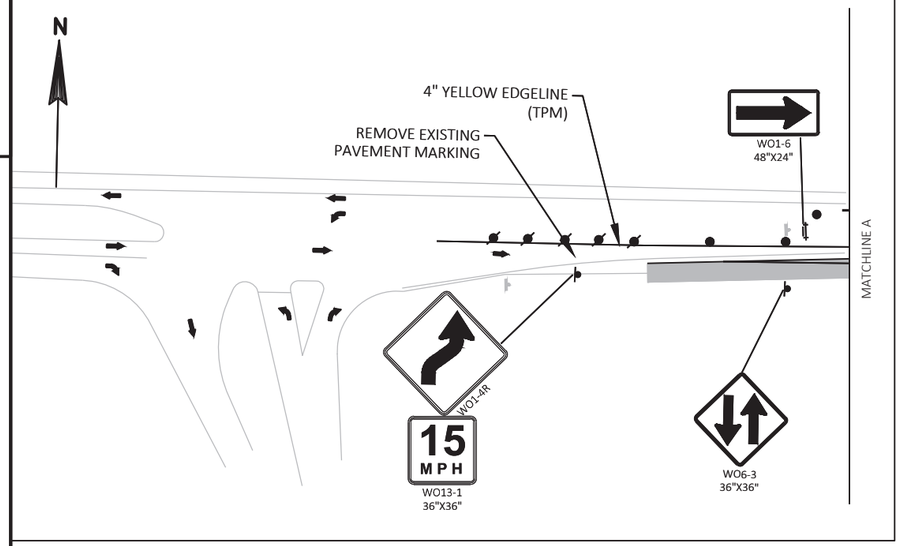
NOTE:
CONSTRUCT NB CTH SN ROUNDABOUT LANE, WB CTH OT ROUNDABOUT LANE, AND MEDIANS.



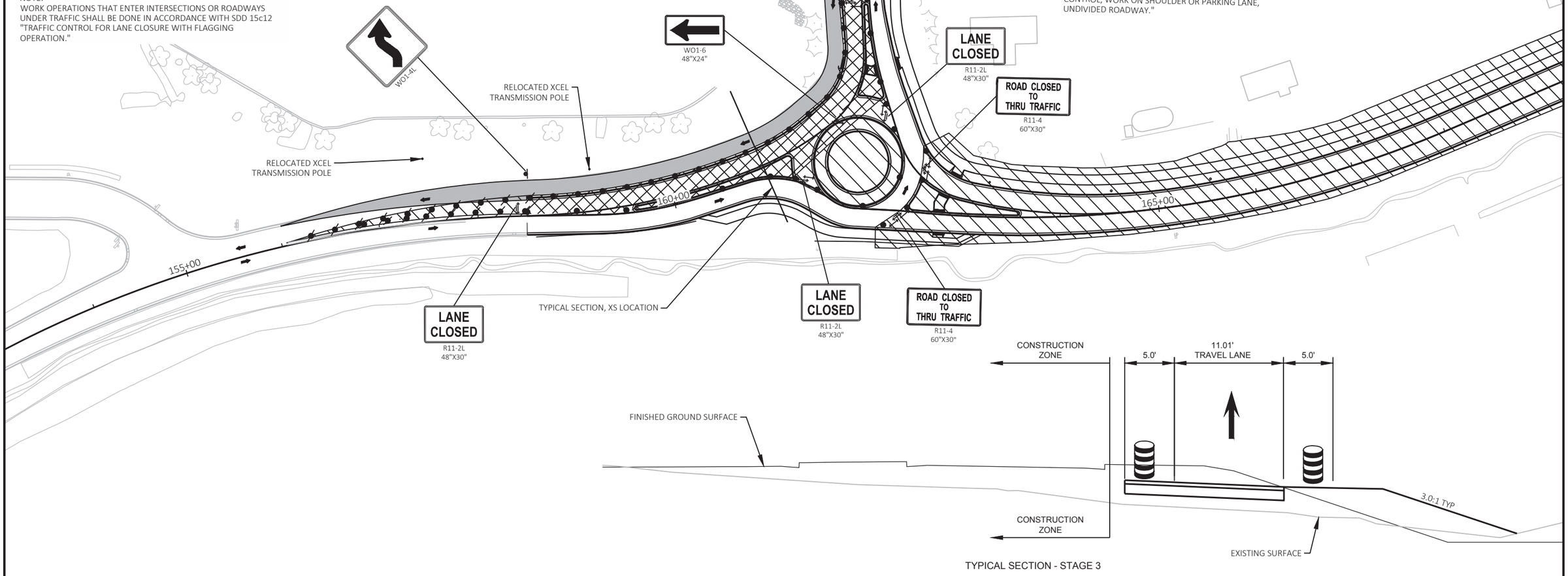
TYPICAL SECTION - STAGE 2

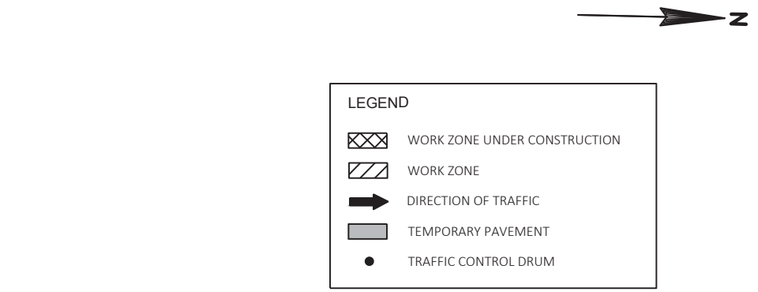
PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	TRAFFIC CONTROL - STAGE 2	SHEET 41	E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\025001-TC.DWG
LAYOUT NAME - 025002-tc
PLOT DATE : 7/29/2018 10:13 AM
PLOT BY : RACHEL BURNHAM
PLOT NAME :
PLOT SCALE : 1 IN:100 FT



NOTE:
WORK OPERATIONS THAT ENTER INTERSECTIONS OR ROADWAYS UNDER TRAFFIC SHALL BE DONE IN ACCORDANCE WITH SDD 15c12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION."





FOR ALL APPROACHES:
PLACE ADVANCED TRAFFIC CONTROL PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY."

TYPICAL SECTION - STAGE 3

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	TRAFFIC CONTROL - STAGE 3	SHEET 42	E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\025001-TC.DWG
LAYOUT NAME - 025003-tc
PLOT DATE : 8/27/2018 2:45 PM
PLOT BY : RACHEL BURNHAM
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

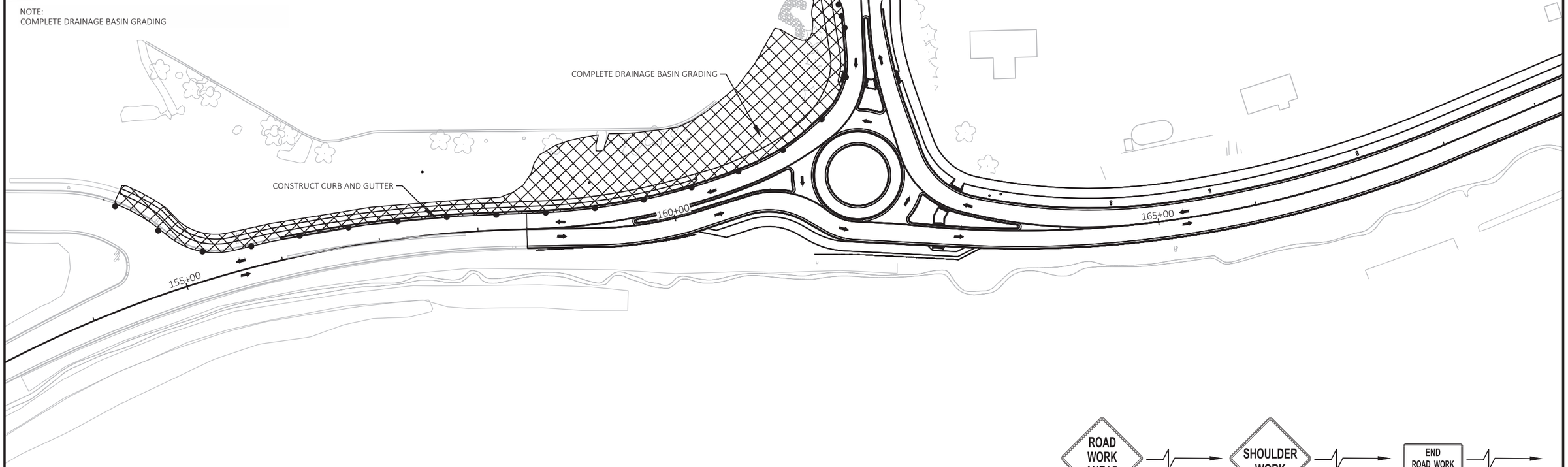
2

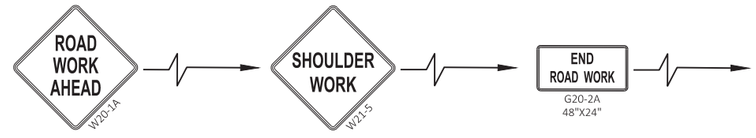
N

LEGEND

- WORK ZONE UNDER CONSTRUCTION
- WORK ZONE
- DIRECTION OF TRAFFIC
- TEMPORARY PAVEMENT
- TRAFFIC CONTROL DRUM

NOTE:
COMPLETE DRAINAGE BASIN GRADING





FOR ALL APPROACHES:
PLACE ADVANCED TRAFFIC CONTROL PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY."

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	TRAFFIC CONTROL -STAGE 4	SHEET 43	E

GENERAL TRAFFIC CONTROL NOTES

THE ROAD SHALL BE CLOSED TO THRU TRAFFIC ON CTH SN FROM CTH OT TO HANSON RD. AT THE INTERSECTIONS OF CTH SN AND CTH OT AND HANSON RD, SIGNS/BARRICADES SHALL BE PLACED IN ACCORDANCE WITH SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL B.

TRAFFIC CONTROL SIGNS AND DEVICES ON CTH SN FROM HANSON RD TO CEDAR AVE SHALL BE PLACED IN ACCORDANCE WITH SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" DURING CONSTRUCTION OF THE SHARED-USE PATH.

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.

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

ALL SIGNS OR PAVEMENT MARKING, TEMPORARY OR EXISTING, WHICH MAY 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.

LEGEND

- DETOUR SIGNS ON EXISTING SIGN SUPPORTS
- DETOUR SIGNS ON PERMANENT SIGN SUPPORTS
- WORK ZONE CLOSED TO THRU TRAFFIC
- DIRECTION OF TRAFFIC
- DETOUR ROUTE
- MB1 PORTABLE CHANGEABLE MESSAGE SIGN

PLACE 7 DAYS PRIOR TO DETOUR FOR NOTIFICATION OF ROAD CLOSURE:

FRAME 1	FRAME 2
HWY SN N OF OT TO CLOSE	STARTING XX/XX/XX

- MB2 PORTABLE CHANGEABLE MESSAGE SIGN

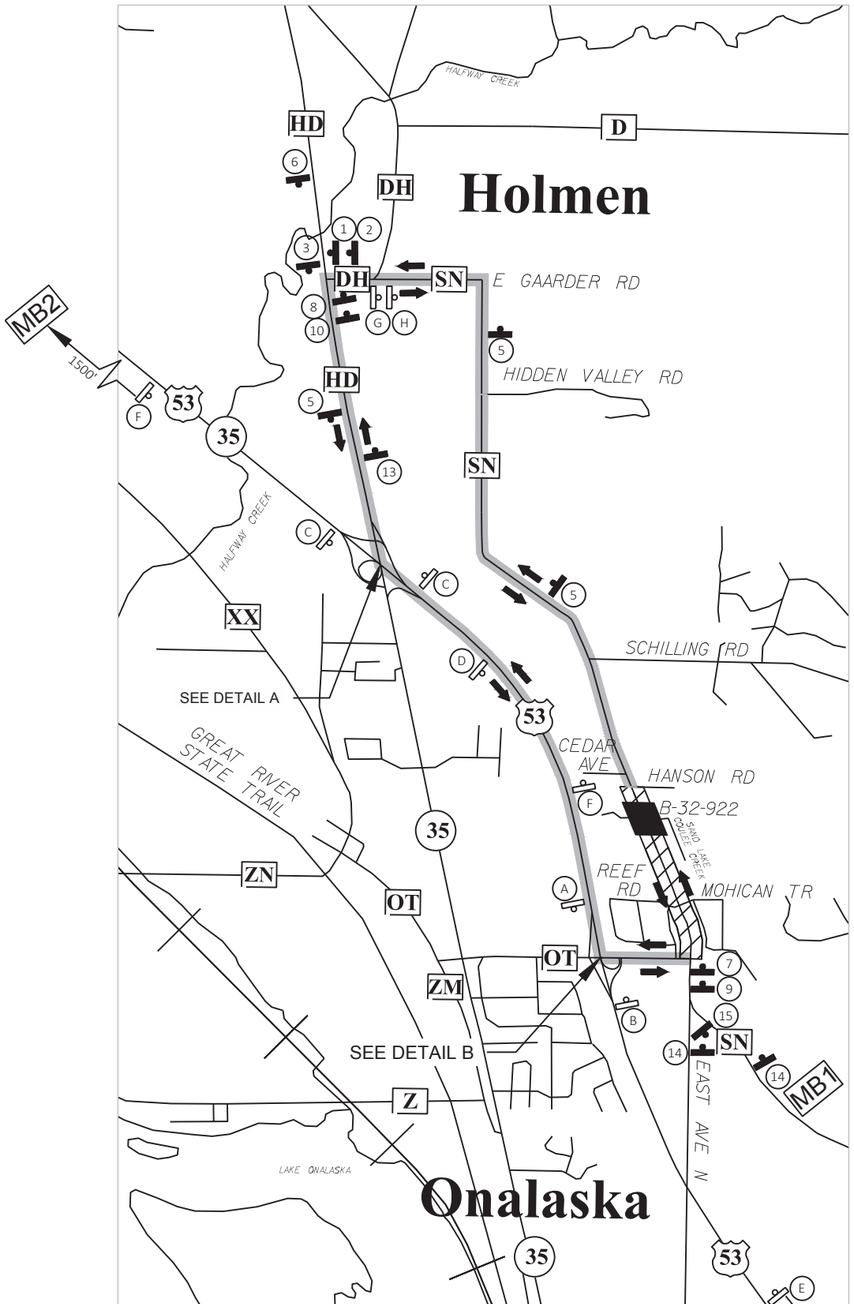
PLACE DURING CTH SN ROADWAY CLOSURE:

FRAME 1	FRAME 2
NO ACCESS SN NORTH	FOLLOW DETOUR ROUTE

NOTE

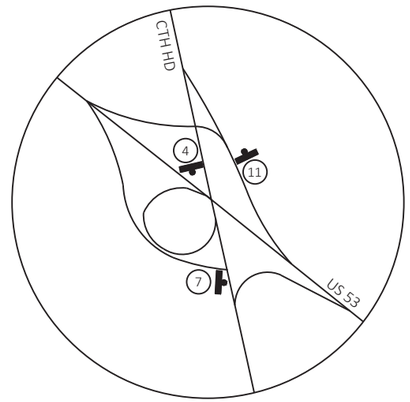
ALL SIGNS ON SHEET ARE PAID FOR AS TRAFFIC CONTROL DETOUR SIGNS. TYPE I SIGNS BEING COVERED ARE PAID FOR AS TRAFFIC CONTROL COVERING SIGNS.

PHASE 1

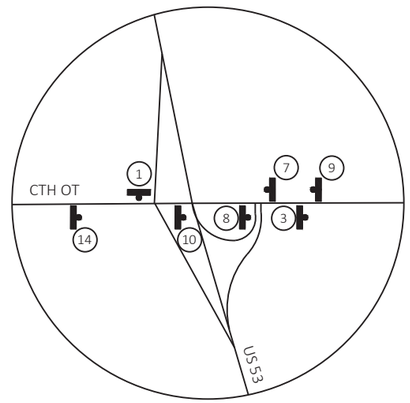


N

DETAIL A



DETAIL B



PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	DETOUR PLAN	SHEET 44	E

2

1
DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
COUNTY SN M1-5A 24"X24"
MO6-1 21"X21"

2
DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
COUNTY SN M1-5A 24"X24"
MO5-1L 21"X21"

3
DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
COUNTY SN M1-5A 24"X24"
MO6-1 21"X21"

4
DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
COUNTY SN M1-5A 24"X24"
MO6-2 21"X21"

5
DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
COUNTY SN M1-5A 24"X24"
MO5-1L 21"X21"

6
SOUTH M3-3 24"X12"
COUNTY SN M1-5A 24"X24"
DETOUR AHEAD W20-2A

7
DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
COUNTY SN M1-5A 24"X24"
MO6-1 21"X21"

8
DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
COUNTY SN M1-5A 24"X24"
MO6-1 21"X21"

9
DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
COUNTY SN M1-5A 24"X24"
MO5-1L 21"X21"

10
DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
COUNTY SN M1-5A 24"X24"
MO5-1R 21"X21"

11
DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
COUNTY SN M1-5A 24"X24"
MO6-1 21"X21"

12
DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
COUNTY SN M1-5A 24"X24"
MO6-2 21"X21"

13
DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
COUNTY SN M1-5A 24"X24"

14
NORTH M3-1 24"X12"
COUNTY SN M1-5A 24"X24"
DETOUR AHEAD W20-2A

15
END DETOUR M4-8A 24"X18"
COUNTY SN M1-5A 24"X24"

A
OT Midway
DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
COUNTY SN M1-5A 24"X24"
MO6-2 21"X21"

B
OT Midway
DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
COUNTY SN M1-5A 24"X24"
MO6-1 21"X21"

C
SOUTH 35 HD Holmen Dr
DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
COUNTY SN M1-5A 24"X24"
MO6-2 21"X21"

D
OT Midway EXIT 1/2 MILE
DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
COUNTY SN M1-5A 24"X24"
MO6-1 21"X21"

E
OT Midway EXIT 1 MILE
NORTH M3-1 24"X12"
COUNTY SN M1-5A 24"X24"
DETOUR AHEAD W20-2A

F
SOUTH 35 HD Holmen Dr EXIT 3/4 MILE
DETOUR M4-8 24"X12"
NORTH M3-1 24"X12"
COUNTY SN M1-5A 24"X24"
MO6-1 21"X21"

G
DETOUR M4-8 24"X12"
COUNTY SN
MO6-1 21"X21"

H
END DETOUR M4-8A 24"X18"
COUNTY SN
SAND LAKE COULEE

DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
COUNTY SN M1-5A 24"X24"
MO6-1 21"X21"

PLACE ON THE WESTBOUND APPROACHES
AT THE CTH SN INTERSECTIONS OF:
-HIDDEN VALLEY RD
-EVERGREEN DR
-ALPINE LN
-PINECREST AVE
-SCHILLING RD
-HANSON RD
-2ND AVE E
-1ST AVE E
-CTH DH

DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
COUNTY SN M1-5A 24"X24"
MO6-1 21"X21"

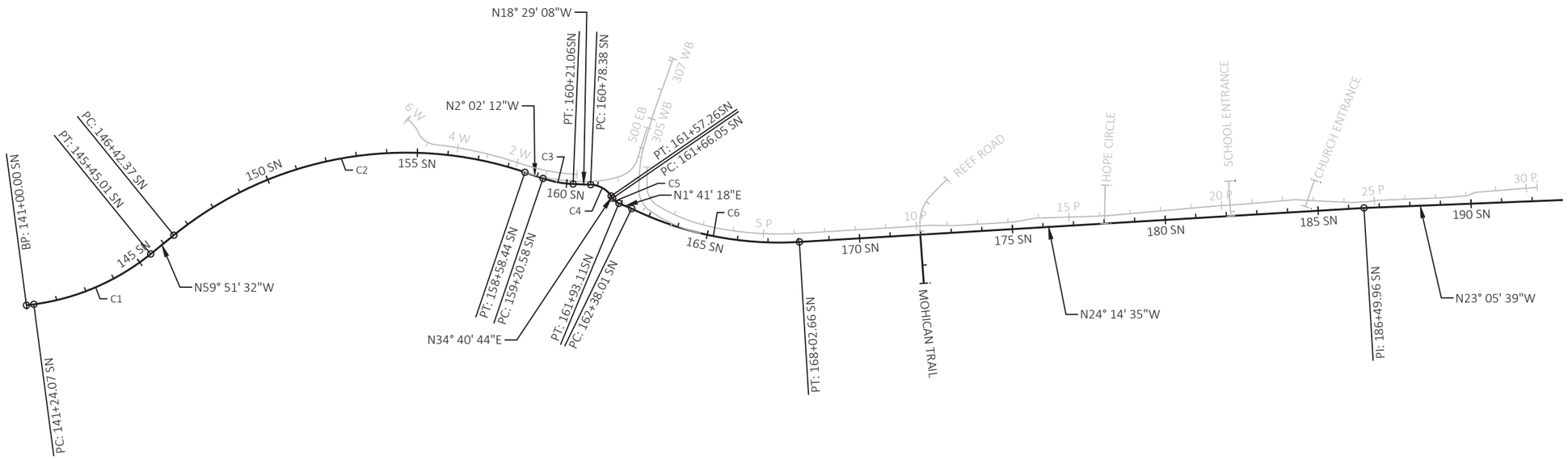
PLACE ON THE EASTBOUND/NORTHBOUND APPROACHES
AT THE CTH SN INTERSECTIONS OF:
-CEDAR AVE
-LAUREL PL
-GRANT ST
-NEITZEL DR
-GREENO RD
-CTH DH

NOTE

ALL SIGNS ON SHEET ARE PAID FOR AS TRAFFIC CONTROL DETOUR SIGNS. TYPE I SIGNS BEING COVERED ARE PAID FOR AS TRAFFIC CONTROL COVERING SIGNS.

THE GRAY SIGNS INDICATE THE EXISTING SIGNS THAT THE DETOUR SIGNS WILL BE PLACED NEAR.

2



CURVE 1
PI STA = 143+40.02 SN
Y = 170734.785
X = 450305.336
DELTA = 31°31'38"
D = 7°29'23"
T = 215.95'
L = 420.94'
R = 765.00'
PC STA = 141+24.07 SN
PT STA = 145+45.01 SN

CURVE 2
PI STA = 153+07.87 SN
Y = 171226.272
X = 449458.875
DELTA = 57°49'20"
D = 4°45'17"
T = 665.50'
L = 1216.07'
R = 1205.00'
PC STA = 146+42.37 SN
PT STA = 158+58.44 SN

CURVE 3
PI STA = 159+71.17 SN
Y = 172004.010
X = 449431.216
DELTA = 16°26'55"
D = 16°22'13"
T = 50.59'
L = 100.48'
R = 350.00'
PC STA = 159+20.58 SN
PT STA = 160+21.06 SN

CURVE 4
PI STA = 161+20.92 SN
Y = 172146.690
X = 449383.516
DELTA = 53°09'51"
D = 67°24'24"
T = 42.53'
L = 78.87'
R = 85.00'
PC STA = 160+78.38 SN
PT STA = 161+57.26 SN

CURVE 5
PI STA = 161+79.97 SN
Y = 172200.346
X = 449420.640
DELTA = 32°59'25"
D = 121°54'21"
T = 13.92'
L = 27.06'
R = 47.00'
PC STA = 161+66.05 SN
PT STA = 161+93.11 SN

CURVE 6
PI STA = 165+26.70 SN
Y = 172546.655
X = 449448.375
DELTA = 29°24'39"
D = 5°12'31"
T = 288.69'
L = 564.65'
R = 1100.00'
PC STA = 162+38.01 SN
PT STA = 168+02.66 SN

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	ALIGNMENT PLAN - CTH SN	SHEET 46	E

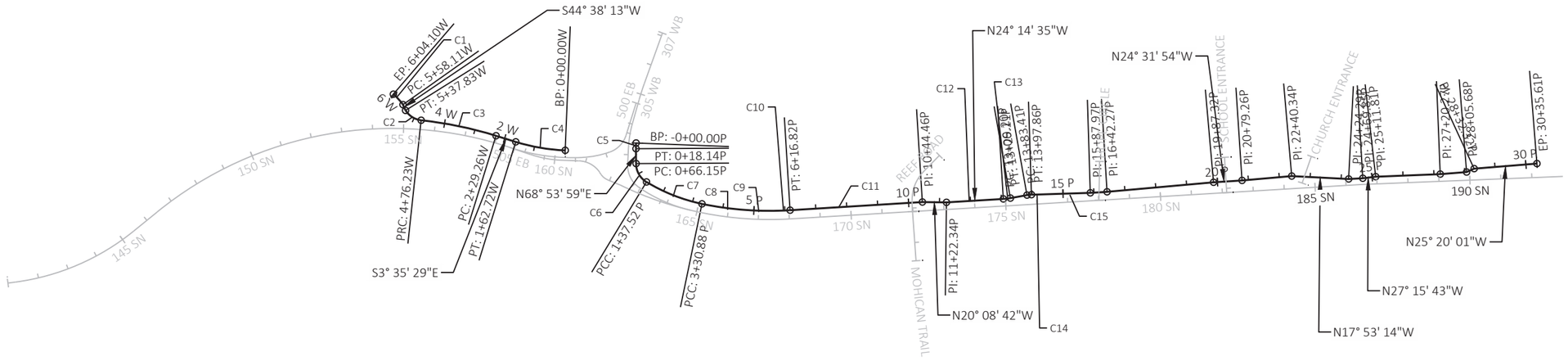
2

CURVE 1
PI STA = 5+81.22 W
Y = 171491.766
X = 449416.268
DELTA = 13°56'49"
D = 30°19'44"
T = 23.11'
L = 45.99'
R = 188.91'
PC STA = 5+58.11 W
PT STA = 6+04.10 W

CURVE 2
PI STA = 5+09.29 W
Y = 171551.713
X = 449463.381
DELTA = 51°30'20"
D = 83°37'08"
T = 33.05'
L = 61.60'
R = 68.52'
PC STA = 4+76.23 W
PT STA = 5+37.83 W

CURVE 3
PI STA = 3+53.13 W
Y = 171703.586
X = 449423.876
DELTA = 11°03'35"
D = 4°28'41"
T = 123.87'
L = 246.98'
R = 1279.47'
PC STA = 2+29.26 W
PT STA = 4+76.23 W

CURVE 4
PI STA = 0+81.82 W
Y = 171975.283
X = 449406.823
DELTA = 14°52'09"
D = 9°08'17"
T = 81.82'
L = 162.72'
R = 627.00'
PC STA = 0+00.00 W
PT STA = 1+62.72 W



CURVE 5
PI STA = 0+09.07 P
Y = 172261.052
X = 449286.218
DELTA = 2°26'03"
D = 13°25'06"
T = 9.07'
L = 18.14'
R = 427.00'
PC STA = -0+00.00 P
PT STA = 0+18.14 P

CURVE 6
PI STA = 1+05.28 P
Y = 172295.689
X = 449375.982
DELTA = 58°24'49"
D = 81°51'04"
T = 39.13'
L = 71.37'
R = 70.00'
PC STA = 0+66.15 P
PT STA = 1+37.52 P

CURVE 7
PI STA = 2+35.15 P
Y = 172430.168
X = 449400.873
DELTA = 19°31'22"
D = 10°05'46"
T = 97.63'
L = 193.37'
R = 567.50'
PC STA = 1+37.52 P
PT STA = 3+30.88 P

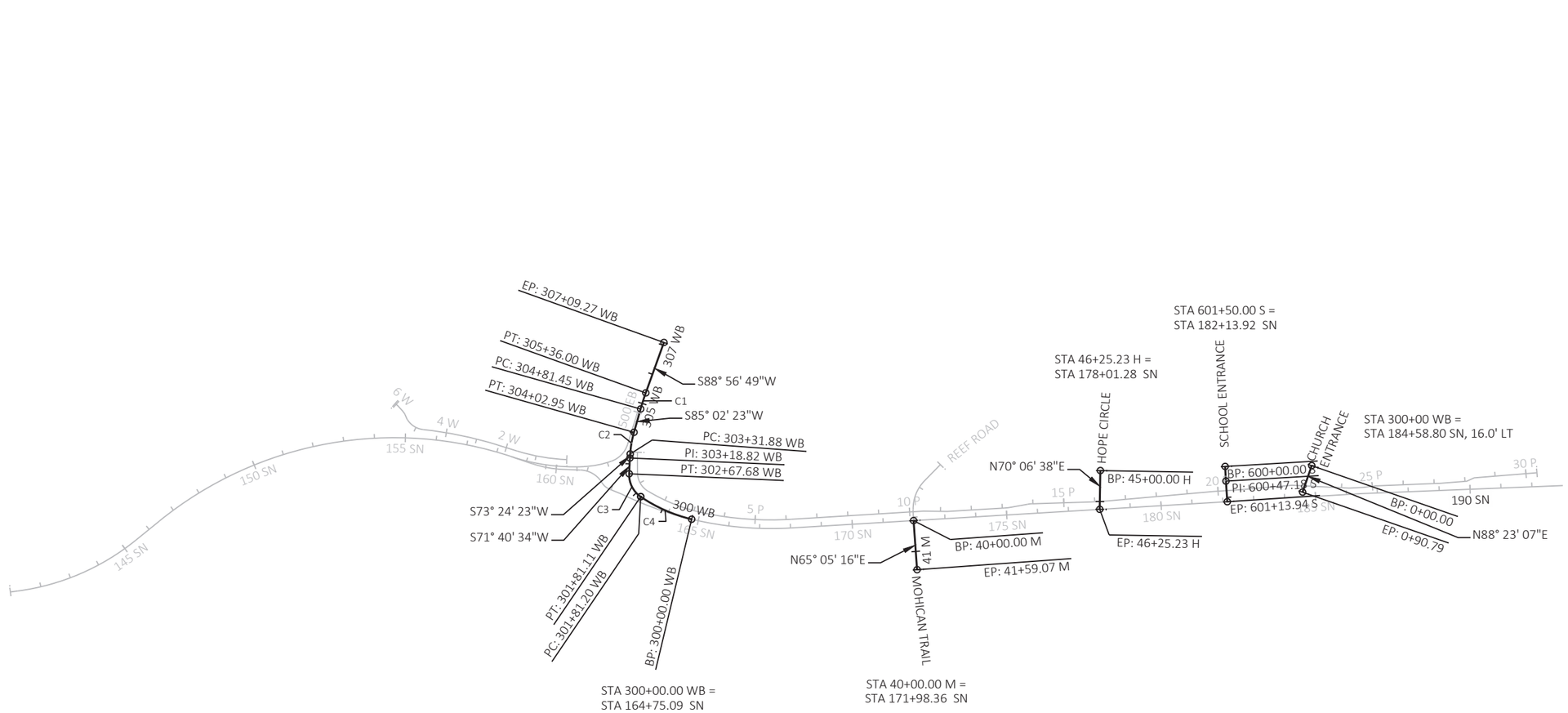
CURVE 9
PI STA = 4+74.70 P
Y = 172668.620
X = 449362.950
DELTA = 15°16'56"
D = 5°20'41"
T = 143.82'
L = 285.93'
R = 1072.00'
PC STA = 3+30.88 P
PT STA = 6+16.82 P

CURVE 12
PI STA = 19+87.32 P
Y = 174045.445
X = 448734.461
DELTA = ???
D = ???
T = ???'
L = 345.06'
R = ???'
PC STA = 16+42.27 P
PT STA = 19+87.32 P

CURVE 14
PI STA = 24+69.85 P
Y = 174490.777
X = 448551.115
DELTA = ???
D = ???
T = ???'
L = 45.56'
R = ???'
PC STA = 24+24.29 P
PT STA = 24+69.85 P

CURVE 15
PI STA = 27+20.27 P
Y = 174719.848
X = 448450.179
DELTA = ???
D = ???
T = ???'
L = 208.46'
R = ???'
PC STA = 25+11.81 P
PT STA = 27+20.27 P

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	ALIGNMENT PLAN - SIDEWALK AND PATH	SHEET 47	E



CURVE 1
PI STA = 305+08.74 WB
Y = 172215.500
X = 449116.148
DELTA = 3°54'26"
D = 7°09'43"
T = 27.29'
L = 54.55'
R = 800.00'
PC STA = 304+81.45 WB
PT STA = 305+36.00 WB

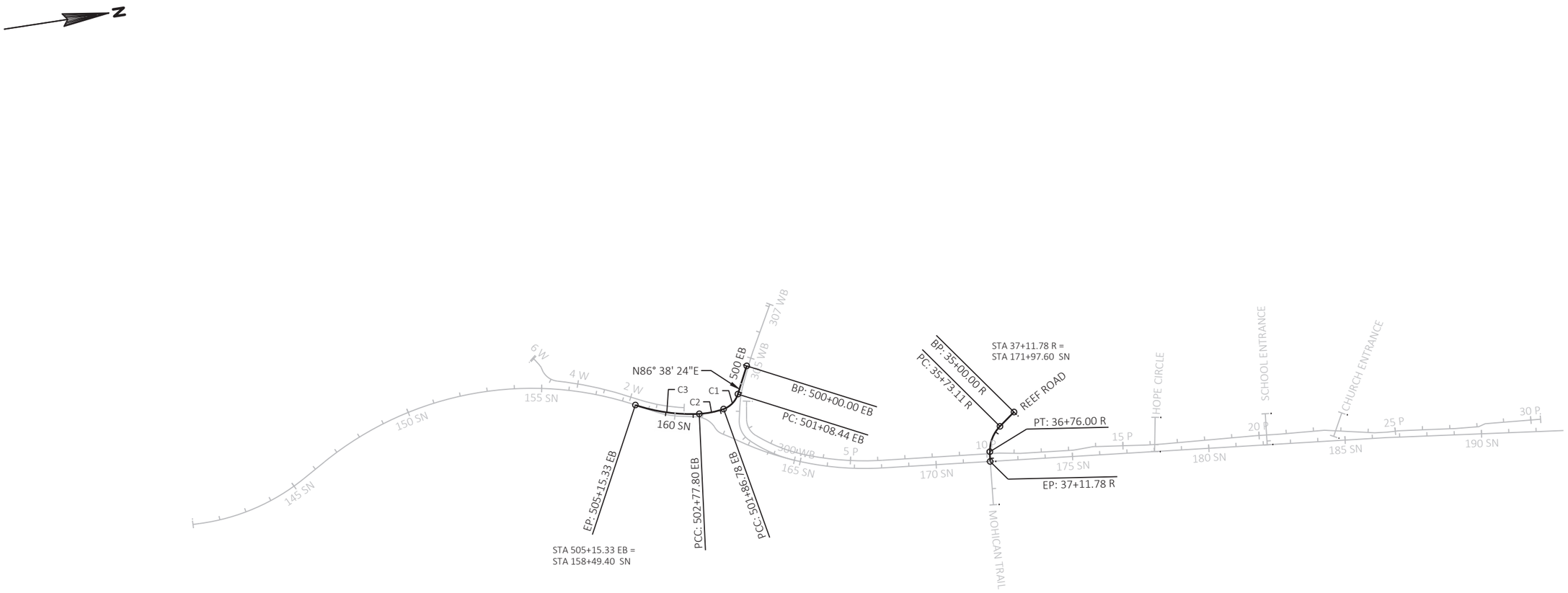
CURVE 2
PI STA = 303+67.54 WB
Y = 172227.730
X = 449257.062
DELTA = 11°38'00"
D = 16°22'13"
T = 35.65'
L = 71.06'
R = 350.00'
PC STA = 303+31.88 WB
PT STA = 304+02.95 WB

CURVE 3
PI STA = 302+28.60 WB
Y = 172272.624
X = 449397.297
DELTA = 58°17'54"
D = 67°24'24"
T = 47.41'
L = 86.49'
R = 85.00'
PC STA = 301+81.20 WB
PT STA = 302+67.68 WB

CURVE 4
PI STA = 300+91.56 WB
Y = 172407.889
X = 449429.529
DELTA = 20°45'13"
D = 11°27'33"
T = 91.56'
L = 181.11'
R = 500.00'
PC STA = 300+00.00 WB
PT STA = 301+81.11 WB

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	ALIGNMENT PLAN - EB ROUNDABOUT AND SIDE ROADS	SHEET 48	E

2



CURVE 1
PI STA = 501+50.64 EB
Y = 172221.526
X = 449307.240
DELTA = 52°48'30"
D = 67°24'24"
T = 42.20'
L = 78.34'
R = 85.00'
PC STA = 501+08.44 EB
PT STA = 501+86.78 EB

CURVE 2
PI STA = 502+32.63 EB
Y = 172154.619
X = 449364.489
DELTA = 17°08'52"
D = 18°50'21"
T = 45.85'
L = 91.02'
R = 304.13'
PC STA = 501+86.78 EB
PT STA = 502+77.80 EB

CURVE 3
PI STA = 503+97.91 EB
Y = 172002.315
X = 449430.409
DELTA = 20°56'15"
D = 8°48'53"
T = 120.10'
L = 237.53'
R = 650.00'
PC STA = 502+77.80 EB
PT STA = 505+15.33 EB

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	ALIGNMENT PLAN - WB ROUNDABOUT AND REEF ROAD	SHEET 49	E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\027204-AD.DWG
LAYOUT NAME - 027204-ad
PLOT DATE : 7/31/2018 3:57 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:400 FT

7067-00-70

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	5.500	5.500
0004	201.0205	Grubbing	STA	5.500	5.500
0006	203.0100	Removing Small Pipe Culverts	EACH	9.000	9.000
0008	203.0210.S	Abatement of Asbestos Containing Material (structure) 01. P-32-922	LS	1.000	1.000
0010	203.0600.S	Removing Old Structure Over Waterway With Minimal Debris (station) 01. 186+21.68	LS	1.000	1.000
0012	204.0150	Removing Curb & Gutter	LF	1,436.000	1,436.000
0014	204.0165	Removing Guardrail	LF	3,082.000	3,082.000
0016	204.0170	Removing Fence	LF	357.000	357.000
0018	204.0220	Removing Inlets	EACH	2.000	2.000
0020	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	40.000	40.000
0022	205.0100	Excavation Common	CY	11,851.000	11,851.000
0024	206.1000	Excavation for Structures Bridges (structure) 01. B-32-236	LS	1.000	1.000
0026	210.1500	Backfill Structure Type A	TON	480.000	480.000
0028	213.0100	Finishing Roadway (project) 01. 7067-00-70	EACH	1.000	1.000
0030	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	15,713.000	15,713.000
0032	371.1000.S	QMP Base Aggregate Dense 1 1/4-Inch Compaction	TON	15,713.000	15,713.000
0034	415.0410	Concrete Pavement Approach Slab	SY	160.000	160.000
0036	416.0512	Concrete Truck Apron 12-Inch	SY	350.000	350.000
0038	455.0605	Tack Coat	GAL	1,105.000	1,105.000
0040	460.2000	Incentive Density HMA Pavement	DOL	2,370.000	2,370.000
0042	460.5223	HMA Pavement 3 LT 58-28 S	TON	2,219.000	2,219.000
0044	460.5224	HMA Pavement 4 LT 58-28 S	TON	1,479.000	1,479.000
0046	465.0105	Asphaltic Surface	TON	401.000	401.000
0048	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	27.000	27.000
0050	465.0125	Asphaltic Surface Temporary	TON	515.000	515.000
0052	465.0315	Asphaltic Flumes	SY	5.000	5.000
0054	502.0100	Concrete Masonry Bridges	CY	439.000	439.000
0056	502.3200	Protective Surface Treatment	SY	276.000	276.000
0058	502.3210	Pigmented Surface Sealer	SY	80.000	80.000
0060	505.0400	Bar Steel Reinforcement HS Structures	LB	9,780.000	9,780.000
0062	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	50,410.000	50,410.000
0064	505.0800.S	Bar Steel Reinforcement HS Stainless Structures	LB	370.000	370.000
0066	516.0500	Rubberized Membrane Waterproofing	SY	30.000	30.000
0068	520.2012	Culvert Pipe Temporary 12-Inch	LF	40.000	40.000
0070	521.1012	Apron Endwalls for Culvert Pipe Steel 12-Inch	EACH	2.000	2.000
0072	521.1060	Apron Endwalls for Culvert Pipe Steel 60-Inch	EACH	1.000	1.000
0074	521.1235	Apron Endwalls for Pipe Arch Steel 35x24-Inch	EACH	1.000	1.000

7067-00-70

Line	Item	Item Description	Unit	Total	Qty
0076	521.3112	Culvert Pipe Corrugated Steel 12-Inch	LF	40.000	40.000
0078	521.3160	Culvert Pipe Corrugated Steel 60-Inch	LF	12.000	12.000
0080	521.3735	Pipe Arch Corrugated Steel 35x24-Inch	LF	81.000	81.000
0082	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	2.000	2.000
0084	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	4.000	4.000
0086	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	1.000	1.000
0088	550.2124	Piling CIP Concrete 12 3/4 X 0.25-Inch	LF	880.000	880.000
0090	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	7,290.000	7,290.000
0092	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	LF	283.000	283.000
0094	601.0574	Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type G	LF	195.000	195.000
0096	602.0405	Concrete Sidewalk 4-Inch	SF	9,900.000	9,900.000
0098	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	419.000	419.000
0100	606.0200	Riprap Medium	CY	51.000	51.000
0102	606.0300	Riprap Heavy	CY	285.000	285.000
0104	608.0212	Storm Sewer Pipe Reinforced Concrete Class II 12-Inch	LF	401.000	401.000
0106	608.0215	Storm Sewer Pipe Reinforced Concrete Class II 15-Inch	LF	232.000	232.000
0108	608.0218	Storm Sewer Pipe Reinforced Concrete Class II 18-Inch	LF	133.000	133.000
0110	611.0652	Inlet Covers Type T	EACH	1.000	1.000
0112	611.0660	Inlet Covers Type WM	EACH	22.000	22.000
0114	611.3004	Inlets 4-FT Diameter	EACH	15.000	15.000
0116	611.3225	Inlets 2x2.5-FT	EACH	8.000	8.000
0118	611.8110	Adjusting Manhole Covers	EACH	2.000	2.000
0120	611.9800.S	Pipe Grates	EACH	4.000	4.000
0122	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	40.000	40.000
0124	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	144.000	144.000
0126	614.0150	Anchor Assemblies for Steel Plate Beam Guard	EACH	4.000	4.000
0128	614.2300	MGS Guardrail 3	LF	2,414.500	2,414.500
0130	614.2500	MGS Thrie Beam Transition	LF	157.600	157.600
0132	614.2610	MGS Guardrail Terminal EAT	EACH	6.000	6.000
0134	618.0100	Maintenance And Repair of Haul Roads (project) 01. 7067-00-70	EACH	1.000	1.000
0136	619.1000	Mobilization	EACH	1.000	1.000
0138	620.0300	Concrete Median Sloped Nose	SF	168.000	168.000
0140	624.0100	Water	MGAL	15.000	15.000
0142	625.0500	Salvaged Topsoil	SY	1,677.000	1,677.000
0144	627.0200	Mulching	SY	4,766.000	4,766.000
0146	628.1504	Silt Fence	LF	5,551.000	5,551.000
0148	628.1520	Silt Fence Maintenance	LF	11,103.000	11,103.000

7067-00-70

Line	Item	Item Description	Unit	Total	Qty
0150	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000
0152	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0154	628.2006	Erosion Mat Urban Class I Type A	SY	2,606.000	2,606.000
0156	628.2008	Erosion Mat Urban Class I Type B	SY	3,700.000	3,700.000
0158	628.6005	Turbidity Barriers	SY	274.000	274.000
0160	628.7005	Inlet Protection Type A	EACH	23.000	23.000
0162	628.7015	Inlet Protection Type C	EACH	30.000	30.000
0164	628.7504	Temporary Ditch Checks	LF	70.000	70.000
0166	628.7555	Culvert Pipe Checks	EACH	6.000	6.000
0168	629.0210	Fertilizer Type B	CWT	6.000	6.000
0170	630.0140	Seeding Mixture No. 40	LB	181.000	181.000
0172	630.0200	Seeding Temporary	LB	272.000	272.000
0174	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	27.000	27.000
0176	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	28.000	28.000
0178	637.2210	Signs Type II Reflective H	SF	226.000	226.000
0180	637.2230	Signs Type II Reflective F	SF	97.000	97.000
0182	638.2102	Moving Signs Type II	EACH	19.000	19.000
0184	638.2602	Removing Signs Type II	EACH	38.000	38.000
0186	638.3000	Removing Small Sign Supports	EACH	29.000	29.000
0188	638.4000	Moving Small Sign Supports	EACH	10.000	10.000
0190	642.5001	Field Office Type B	EACH	1.000	1.000
0192	643.0300	Traffic Control Drums	DAY	6,270.000	6,270.000
0194	643.0420	Traffic Control Barricades Type III	DAY	3,410.000	3,410.000
0196	643.0705	Traffic Control Warning Lights Type A	DAY	6,820.000	6,820.000
0198	643.0900	Traffic Control Signs	DAY	12,430.000	12,430.000
0200	643.1050	Traffic Control Signs PCMS	DAY	60.000	60.000
0202	643.5000	Traffic Control	EACH	1.000	1.000
0204	645.0111	Geotextile Type DF Schedule A	SY	116.000	116.000
0206	645.0120	Geotextile Type HR	SY	610.000	610.000
0208	646.1020	Marking Line Epoxy 4-Inch	LF	11,865.000	11,865.000
0210	646.3020	Marking Line Epoxy 8-Inch	LF	183.000	183.000
0212	646.5120	Marking Word Epoxy	EACH	3.000	3.000
0214	646.6120	Marking Stop Line Epoxy 18-Inch	LF	92.000	92.000
0216	646.6220	Marking Yield Line Epoxy 18-Inch	EACH	3.000	3.000
0218	646.7120	Marking Diagonal Epoxy 12-Inch	LF	133.000	133.000
0220	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	606.000	606.000
0222	646.8120	Marking Curb Epoxy	LF	50.000	50.000
0224	646.8220	Marking Island Nose Epoxy	EACH	5.000	5.000
0226	646.9000	Marking Removal Line 4-Inch	LF	2,100.000	2,100.000
0228	649.0105	Temporary Marking Line Paint 4-Inch	LF	3,150.000	3,150.000

7067-00-70

Line	Item	Item Description	Unit	Total	Qty
0230	649.0205	Temporary Marking Line Paint 8-Inch	LF	200.000	200.000
0232	650.4000	Construction Staking Storm Sewer	EACH	21.000	21.000
0234	650.4500	Construction Staking Subgrade	LF	3,188.000	3,188.000
0236	650.5000	Construction Staking Base	LF	3,188.000	3,188.000
0238	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	7,573.000	7,573.000
0240	650.6000	Construction Staking Pipe Culverts	EACH	6.000	6.000
0242	650.6500	Construction Staking Structure Layout (structure) 01. B-32-236	LS	1.000	1.000
0244	650.7000	Construction Staking Concrete Pavement	LF	604.000	604.000
0246	650.8500	Construction Staking Electrical Installations (project) 01. 7067-00-70	LS	1.000	1.000
0248	650.9000	Construction Staking Curb Ramps	EACH	19.000	19.000
0250	650.9910	Construction Staking Supplemental Control (project) 01. 7067-00-70	LS	1.000	1.000
0252	650.9920	Construction Staking Slope Stakes	LF	3,188.000	3,188.000
0254	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	700.000	700.000
0256	653.0135	Pull Boxes Steel 24x36-Inch	EACH	5.000	5.000
0258	654.0105	Concrete Bases Type 5	EACH	7.000	7.000
0260	654.0224	Concrete Control Cabinet Bases Type L24	EACH	1.000	1.000
0262	655.0305	Cable Type UF 2-12 AWG Grounded	LF	1,270.000	1,270.000
0264	655.0610	Electrical Wire Lighting 12 AWG	LF	350.000	350.000
0266	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. 7067-00-70	LS	1.000	1.000
0268	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	7.000	7.000
0270	657.0322	Poles Type 5-Aluminum	EACH	7.000	7.000
0272	657.0715	Luminaire Arms Truss Type 4 1/2-Inch Clamp 15-FT	EACH	7.000	7.000
0274	659.1115	Luminaires Utility LED A	EACH	7.000	7.000
0276	659.2124	Lighting Control Cabinets 120/240 24-Inch	EACH	1.000	1.000
0278	690.0150	Sawing Asphalt	LF	573.000	573.000
0280	715.0415	Incentive Strength Concrete Pavement	DOL	500.000	500.000
0282	715.0502	Incentive Strength Concrete Structures	DOL	500.000	500.000
0284	740.0440	Incentive IRI Ride	DOL	2,160.000	2,160.000
0286	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	800.000	800.000
0288	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	400.000	400.000
0290	SPV.0060	Special 01. Backflow Preventers	EACH	3.000	3.000
0292	SPV.0060	Special 02. Adjusting Water Valve Boxes	EACH	4.000	4.000
0294	SPV.0090	Special 01. Fence Chain Link Polymer-Coated 5-FT B-32-236	LF	63.000	63.000
0296	SPV.0090	Special 02. Construction Staking Path	LF	3,567.000	3,567.000

CLEARING AND GRUBBING

CATEGORY	STATION	-	STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
0010	164+51	-	165+81	LT	1.3	1.3
	165+95	-	169+79	LT	3.8	3.8
	175+90	-	176+30	LT	0.4	0.4
				TOTAL	5.5	5.5

REMOVING STORM SEWER AND SMALL PIPE CULVERTS

CATEGORY	STATION	-	STATION	LOCATION	204.0245 REMOVING STORM SEWER (12-INCH) LF	203.0100 REMOVING SMALL PIPE CULVERTS EACH	204.0220 REMOVING INLETS EACH	NOTES
0010	160+23	-	160+26	RT		1		12" 13.133'
	160+26	-	160+33	RT	40			
	160+33			RT 5.8'			1	
	160+26			RT 45.5'			1	
	162+40	-	162+83	LT/RT		1		24" 99.6379'
	165+47	-	165+49	LT/RT		1		24" 73.3943'
	171+59	-	172+29	LT		1		12" 71.5248'
	172+55	-	172+77	LT/RT		1		24"X36" 70.7283'
	175+49	-	175+84	LT/RT		1		24" 59.5815'
	180+30	-	180+51	LT/RT		1		18" 55.3999'
	190+28		190+49	LT		1		30" 20'
	499+87 EB		500+27 EB	RT		1		12" 40'
				TOTAL	40	9	2	

REMOVING CURB AND GUTTER

CATEGORY	STATION	-	STATION	LOCATION	204.0150 REMOVING GURB AND GUTTER LF
0010	156+00	-	161+58	LT	589
	158+49	-	162+39	RT	375
	162+11	-	162+75	LT	96
	177+72	-	178+32	LT	126
	181+50		182+75	LT	250
				TOTAL	1436

REMOVING GUARDRAIL

CATEGORY	STATION	-	STATION	LOCATION	204.0165 REMOVING GUARDRAIL LF
0010	158+55	-	171+86	RT	1338
	172+18	-	189+43	RT	1744
				TOTAL	3082

REMOVING FENCE

CATEGORY	STATION	-	STATION	LOCATION	204.0170 REMOVING FENCE LF
0030	172+29	-	175+77	LT	357
				TOTAL	357

BASE AGGREGATE

CATEGORY	STATION	-	STATION	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL
0010	154+67	-	160+33	LT SIDEWALK	156	0.2
	160+33		161+32	LT MULTI-USE PATH	102	0.1
	160+12	-	163+28	RT MULTI-USE PATH	101	0.1
	158+49		160+69	CTH SN	777	0.8
	160+69		163+12	CTH SN	2333	2.3
	163+12		186+04	CTH SN	8438	8.4
	186+50		188+00	CTH SN	421	0.4
	161+41		177+83	LT MULTI-USE PATH	1423	1.4
	178+29		186+02	LT MULTI-USE PATH	1423	1.4
	186+68		192+13	LT MULTI-USE PATH	214	0.2
				TOTAL	15388	15

CONCRETE ITEMS

CATEGORY	STATION	-	STATION	LOCATION	416.0512 CONCRETE TRUCK APRON 12-INCH SY	602.0405 CONCRETE SIDEWALK 4-INCH SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	COMMENTS
0010	154+67	-	160+33	LT SIDEWALK		3013		
	159+65	-	161+22	SOUTH SPLITTER ISLAND		1042	56	TYPE 1
	161+43	-	162+17	WEST SPLITTER ISLAND		848	56	TYPE 2
	162+46	-	163+57	NORTH SPLITTER ISLAND		1375	56	
	161+33	-	162+38	TRUCK APRON	350			
	161+43	-	162+24	ROUNDABOUT CENTER		2922		
	182+09	-	LT	SCHOOL MEDIAN		205		
	184+56	-	LT	CHURCH MEDIAN		495		
				TOTAL	350	9900	168	

ASPHALTIC ITEMS

CATEGORY	STATION	-	STATION	LOCATION	455.0605 TACK COAT GAL	460.5223 HMA PAVEMENT 3 LT 58-28 S TON	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	465.0315 ASPHALTIC FLUMES SY
0010	156+00	-	161+50	STAGE 1 TEMPORARY PAVEMENT	164					515	
	160+27	-	161+32	LT MULTI-USE PATH SW				35			
	160+12	-	163+28	RT MULTI-USE PATH E				30			
	161+41	-	177+78	LT MULTI-USE PATH ROUNDABOUT TO REEF				133			
	172+28	-	177+82	LT MULTI-USE PATH REEF TO HOPE				67			
	178+25	-	181+78	LT MULTI-USE PATH HOPE TO SCHOOL				43			
	182+50		184+30	LT MULTI-USE PATH SCHOOL TO CHURCH				21			
	184+86		186+15	LT MULTI-USE PATH CHURCH TO BRIDGE				16			
	186+54		192+20	LT MULTI-USE PATH BRIDGE TO CEDAR				56			
	180+00	-	180+15	LT					19		
	188+52		188+68	LT					9		
	158+49	-	160+69	CTH SN	58	138	92				
	160+69	-	163+12	CTH SN	134	317	211				
	163+12	-	186+04	CTH SN	709	1670	1114				
	186+50	-	188+00	CTH SN	40	94	62				
0010	185+00			LT							5
				TOTAL	1105	2219	1479	401	27	515	5

FROM STRUCTURE	TO STRUCTURE	**520.2012** CULVERT PIPE TEMPORARY 12-INCH LF	**521.3112** CULVERT PIPE CORRUGATED STEEL 12-INCH LF	**521.3160** CULVERT PIPE CORRUGATED STEEL 60-INCH LF	**521.3735** PIPE ARCH SLOPED CROSS DRAINS STEEL 35x24-INCH LF	**608.0212** STORM SEWER PIPE REINFORCED CONCRETE CLASS II 12-INCH LF	**608.0215** STORM SEWER PIPE REINFORCED CONCRETE CLASS II 15-INCH LF	**608.0218** STORM SEWER PIPE REINFORCED CONCRETE CLASS II 18-INCH LF	**SPV.0060.01** BACKFLOW PREVENTERS (CREEK SIDE INSTALLATION) EACH
103 -	104						49		
102 -	103					19			
100 -	101					19			
101 -	102					15			
200 -	201					27			
201 -	202					32			
202 -	203					139			
203 -	204						80		
303 -	304						19		
304 -	305							20	1
302 -	303						20		
301 -	302						19		
300 -	301					20			
401 -	402						20		
400 -	402					27			
402 -	403							20	
403 -	404							35	
404 -	405							13	1
406 -	407					35			
407 -	408						10		
501 -	502							34	
502 -	503							11	
506 -	507						16		
505 -	506					44			
601					81				1
504 -	505					25			
802 -	803		40						
801				12					
CTH OT DRIVEWAY		40							
		40	40	12	81	401	232	133	3

STRUCTURES

CATEGORY	NUMBER	STATION	SIDE	521.1235 APRON ENDWALLS FOR PIPE ARCH STEEL 35x24-INCH EACH	521.1012 APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH EACH	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1015 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH EACH	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	521.1060 APRON ENDWALLS FOR CULVERT PIPE STEEL 60-INCH EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3225 INLETS 2X2.5-FT EACH	611.0660 INLET COVERS TYPE WM EACH	611.0652 INLET COVERS TYPE T EACH	611.9800.S PIPE GRATES EACH
0010	601	172+60	LT	1										1
	BACKFLOW	172+60	RT											
	104	160+59.30	RT				1							
	103	160+69.99	RT							1		1		
	102	160+75	LT							1		1		
	100	160+79.84	LT							1		1		
	101	160+85.79	LT							1		1		
	200	161+26.15	LT							1		1		
	201	161+34.70	LT							1		1		
	202	161+43.92	LT							1		1		
	203	162+37.66	LT							1			1	
	204	162+42.49	RT				1							
	303	162+98.46	LT							1		1		
	BACKFLOW	162+99.56	RT											
	304	163+00	RT								1	1		
	302	163+13.87	LT							1		1		
	301	163+21.44	LT								1	1		
	300	163+25.45	LT			1								
	401	171+09.58	LT							1		1		
	400	171+29.43	LT			1								
	402	171+29.58	LT							1		1		
	403	171+49.85	LT							1		1		
	BACKFLOW	171+49.99	RT											
	404	171+50	RT								1	1		
	406	173+75	LT								1	1		
	407	173+75	RT								1	1		
	408	173+75.02	RT				1							
	503	179+56.73	RT					1						
	501	179+56.77	LT								1	1		
	502	179+56.77	RT								1	1		
	505	183+99.71	LT							1		1		
	506	183+99.69	RT								1	1		
	507	184+00.04	RT				1							
	504	184+23.37	LT							1		1		
	302	28+13.04	LT		1									1
	303	28+41.66	RT		1									1
	301	189+78.52	LT						1					1
			Total	1	2	2	4	1	1	15	8	22	1	4

CONCRETE CURB AND GUTTER

CATEGORY	STATION	-	STATION	LOCATION	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0553 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D LF	601.0574 CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE G LF	NOTES
0010	156+03	-	161+26	LT	680			SW ROUNDABOUT OUTSIDE
	158+49	-	171+83	RT	1348			ROUNDABOUT - MOHICAN
	159+59	-	161+22	LT	353			SOUTH LEG MEDIAN
	161+42	-	162+25	LT			195	CIRC ROADWAY MEDIAN
	161+32	-	162+36	LT		283		TRUCK APRON
	500+58 EB	-	501+49 EB	LT	216			WEST LEG MEDIAN
	162+45	-	163+58	LT	249			NORTH LEG MEDIAN
	161+37	-	171+88	LT	1127			ROUNDABOUT - REEF
	172+18	-	186+00	RT	1387			MOHICAN TO BRIDGE
	172+24	-	177+87	LT	610			REEF TO HOPE
	178+23	-	181+80	LT	435			HOPE TO SCHOOL
	182+06	-	182+12		89			SCHOOL MEDIAN
	182+30	-	184+24	LT	232			SCHOOL TO CHURCH
	184+49	-	184+70	LT	118			CHURCH MEDIAN
	184+87	-	186+10	LT	145			CHURCH TO BRIDGE
	186+44	-	188+00	RT	155			BRIDGE TO HANSON
	186+53		188+00	LT	146			BRIDGE TO CEDAR
				TOTAL	7290	283	195	

3

CURB RAMPS

CATEGORY				602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF
0010	161+32.09	161+32.09	LT	20
	161+41.85	161+41.85	LT	19
	162+28.28	162+28.28	LT	20
	162+46.56	162+46.56	LT	41
	162+77.13	162+77.13	LT	20
	162+77.72	162+77.72	RT	20
	162+81.34	162+81.34	LT	19
	171+72.95	171+72.95	LT	26
	172+33.66	172+33.66	LT	28
	177+76.98	177+76.98	LT	26
	178+30.25	178+30.25	LT	25
	181+74.98	181+74.98	LT	23
	182+60.23	182+60.23	LT	39
	184+27.58	184+27.58	LT	21
	184+57.13	184+57.13	LT	21
	184+65.44	184+65.44	LT	21
	184+87.14	184+87.14	LT	20
	192+17.70	192+17.70	LT	10
			TOTAL	419

GUARDRAIL

CATEGORY	STATION		STATION	LOCATION	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH
0010	158+58	-	159+08	RT			1
	159+08	-	159+68	RT	62.5		
	159+68	-	160+15	RT			1
	161+72	-	162+03	RT			1
	162+03	-	171+85	RT	1008		
	172+13	-	185+42	RT	1344		
	185+03	-	185+52	LT			1
	185+42	-	185+82	RT		39.4	
	185+52	-	185+92	LT		39.4	
	186+62	-	187+02	RT		39.4	
	186+83	-	187+22	LT		39.4	
	187+02	-	187+52	RT			1
	187+22	-	187+72	LT			1
				TOTAL	2414.5	157.6	6

MOBILIZATION

CATEGORY	DESCRIPTION	619.1000 MOBILIZATION EACH	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	PROJECT 7087-00-70	1	5	5
	TOTAL	1	5	5

RIPRAP

CATEGORY	STATION		STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY
0010	160+56			77.4' RT	3	7
	162+43			53.0' RT	3	7
	162+99			45.6' RT	3	7
	171+50			40.1' RT	3	7
	172+57			43.1' RT	3	7
	173+75			38.3' RT	3	7
	179+56			32.0' RT	3	7
	179+85			43.3' RT	3	7
	184+46			36.9' RT	3	7
	189+79			31.3' LT	3	7
	189+43		189+91	SIDEWALK TERRACE	12	24
	189+43		189+79	SIDEWALK TERRACE	6	11
				TOTAL	51	102

ADJUSTING ITEMS

CATEGORY	STATION	LOCATION	611.8110 ADJUSTING MANHOLE COVERS EACH	SPV.0060.02 ADJUSTING WATER VALVE BOXES EACH
0030	177+40 – 177+75	LT	2	1
0030	182+00 – 182+25	LT		3
0030		LT		
		TOTAL	2	4

EROSION CONTROL AND RESTORATION

CATEGORY	STATION		STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.6005 TURBIDITY BARRIER SY	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB
0010	154+38			RT									1					
	154+48			LT									1					
	154+52			LT									1					
	154+92			LT									1					
	154+98			LT									1					
	160+33			RT									1					
	160+26			RT									1					
	160+70			RT								1	1					
	160+75			LT								1	1					
	160+80			LT								1	1					
	160+86			LT								1	1					
	303+75 WB			RT								1	1					
	304+00 WB			LT								1	1					
	304+10 WB			LT								1	1					
	162+38			LT								1	1					
	162+58			LT								1	1					
	163+00			RT								1	1					
	163+14			LT								1	1					
	163+21			LT								1	1					
	171+15			LT								1	1					
	171+30			LT								1	1					
	171+50			LT								1	1					
	171+50			RT								1	1					
	173+75			LT								1	1					
	173+75			RT								1	1					
	179+57			LT								1	1					
	179+57			RT								1	1					
	184+00			LT								1	1					
	184+00			RT								1	1					
	184+25			LT								1	1					
	163+27			LT											1			
	171+25			LT											1			
	172+46			LT											1			
	179+88			LT											1			
	180+73			LT											1			
	190+25			LT											1			
	154+68	-	159+46	LT AT SIDEWALK			571	1142										
	158+41	-	171+85	RT			1356	2712										
	161+06	-	161+14	LT			85	169										
	161+39	-	162+65	LT			147	293										
	170+00	-	171+91	LT			196	391										
	172+25	-	177+87	LT			586	1172	71									
	172+15	-	185+86	RT			744	1488										
	178+24	-	180+01	LT			185	370										
	180+43	-	181+80	LT			145	291										
	182+30	-	184+55	LT			282	566										
	185+78	-	186+03	LT			32	64										
	186+03	-	186+18	SOUTH BRIDGE							128							
	186+36	-	186+49	NORTH BRIDGE							146							
	186+64	-	188+51	LT			189	377										
	186+49	-	189+50	RT			303	606										
	188+03	-	188+52	LT TERRACE			59	118										
	188+73	-	190+26	LT			155	311										
	188+71	-	190+31	LT TERRACE			172	345										
	190+37	-	192+19	LT			170	340										
	190+43	-	192+16	LT TERRACE			175	351										
	154+62	-	160+32	LT - SIDEWALK TERRACE	51	309									0.19	6	8	
	154+69	-	158+73	LT - SIDEWALK	71				424						0.27	8	11	
	158+60	-	161+27	LT - BASIN	292					1753					1.10	32	47	
	158+49	-	159+79	RT - DAYLIGHT	13				81						0.05	1	2	
	161+83		164+05	RT - DAYLIGHT					151									
	159+79	-	161+83	RT - TERRACE	81	489									0.31	9	13	
	161+20	-	161+31	OT SOUTH - TERRACE	9	57									0.04	1	2	
	161+35	-	161+44	OT NORTH - TERRACE	8	46									0.03	1	1	
	162+94	-	171+25	LT - DAYLIGHT	186					1118					0.70	20	30	
	161+38		162+94	LT					112									
	171+25		171+88	LT					107									
	162+31	-	162+92	LT - TERRACE	12	70									0.04	1	2	
	162+50	-	169+50	LT DITCH	0									70	0.00	0	0	
	163+00	-	171+71	LT- TERRACE	151	908									0.57	16	25	
	172+23	-	177+87	LT - DAYLIGHT	55					331					0.21	6	9	
		-			0										0.00	0	0	
	172+36	-	177+70	LT - TERRACE	72	431									0.27	8	12	
	164+05		169+75	RT		569												
	169+75	-	171+86	RT - DAYLIGHT	34					202					0.13	4	5	
		-			0										0.00	0	0	
	172+14	-	177+75	RT - DAYLIGHT	76				458						0.29	8	12	
	177+75	-	185+91	RT - DAYLIGHT	146	878									0.55	16	24	
		-		RT- DAYLIGHT	0										0.00	0	0	
	186+54	-	188+02	RT- DAYLIGHT	24				146						0.09	3	4	
	188+02	-	189+52	RT- DAYLIGHT	20	118									0.07	2	3	
		-		RT- DAYLIGHT	0										0.00	0	0	
	178+24	-	180+01	LT - DAYLIGHT	32				191						0.12	3	5	
	178+35	-	180+01	LT - TERRACE	29	174									0.11	3	5	
	182+26	-	181+80	LT - DAYLIGHT	13				77						0.05	1	2	
	180+16	-	181+72	LT - TERRACE	40	240									0.15	4	6	
	184+51	-	184+77	CHURCH MEDIAN	0										0.00	0	0	
	182+30	-	184+58	LT - DAYLIGHT	23				136						0.09	2	4	
	182+71	-	184+27	LT - TERRACE	20	120									0.08	2	3	
	184+85	-	186+10	LT - TERRACE	17	102									0.06	2	3	
	184+85	-	186+04	LT - DAYLIGHT	58				351						0.22	6	9	
	186+66	-	188+53	LT - TERRACE	17	102									0.06	2	3	
	188+68	-	189+90	LT - TERRACE	26	153									0.10	3	4	
	188+66	-	188+05	LT - DAYLIGHT	37					223					0.14	4	6	
	188+05	-	188+53	LT - DAYLIGHT	7				42						0.03	1	1	
	188+53	-	190+33	LT - DAYLIGHT	25				149						0.09	3	4	
	189+90	-	190+33	LT - TERRACE	7					43					0.03	1	1	
	190+41	-	190+73	LT	5					29					0.02	1	1	
	190+41	-	192+07	LT	8				45						0.03	1	1	
	190+41	-	192+07	LT	11				65						0.04	1	2	
		-			0										0.00	0	0	
				UNDISTRIBUTED														
				TOTAL	1677	4766	5551	11103	2606	3700	274	23	30	70	6	6	181	272

PERMANENT SIGNING TYPE II

CATEGORY	SIGN NO.	STATION	LOCATION	LOCATION	SIGN CODE	SIGN SIZE IN X IN	637.2210 SIGN TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH 16-FT EACH	SIGN MOUNTED ON SAME POST AS	COMMENTS
0010	1-03	155+36	22.3' RT	SN - RT	W2-6	30 X 30		6.25	0	1		
	1-04	155+36	22.3' RT	SN - RT	W13-1	18 X 18		2.25	-		1-03	
	2-21	-	-		W2-6	30 X 30		6.25	0	1		
	2-22	-	-		W13-1	18 X 18		2.25	-		2-21	
	2-23	-	-		W3-2	36 X 36		9.00	1		2-21	
	2-24	-	-		R1-2	36 X 31	3.88		1	0		
	2-25	-	-		R1-54	24 X 15	2.50		1	0		
	2-26	159+65	4.0' LT	SN - LT	R4-7	24 X 30	5.00		1	0		
	2-27	159+60	28.7' LT	SN - LT	M1-5A	24 X 24	4.00		1	0		
	2-28	161+37	25.5' RT	SN - RT	R1-2	36 X 31	3.88		0	1		
	2-29	161+37	25.5' RT	SN - RT	R1-54	24 X 15	2.50		-		2-28	
	2-30	161+19	6.3' LT	SN - LT	R1-2	36 X 31	3.88		0	1		
	2-31	161+19	6.3' LT	SN - LT	R6-2-R	24 X 30	5.00		-		2-30	
	2-32		17.2' LT	SW - LT	D1-1	95 X 15	9.90		2	0		SAND LAKE RD WITH ARROW
	2-33	161+58	20.2' LT	SN - LT	R6-4-B	60 X 24	10.00		0	2		
	2-34		63.9' LT	SW - LT	R6-4-B	60 X 24	10.00		0	2		
	2-35	162+21	46.5' LT	SN - LT	R6-4-B	60 X 24	10.00		0	2		
	2-36	161+58	20.2' LT	SN - LT	R6-1-R	36 X 12	3.00		-		2-33	
	2-37		63.9' LT	SW - LT	R6-1-R	36 X 12	3.00		-		2-34	
	2-38	162+21	46.5' LT	SN - LT	R6-1-R	36 X 12	3.00		-		2-35	
	2-39		89.2' LT	SW - RT	R1-2	36 X 31	3.88		0	1		
	2-40		89.2' LT	SW - RT	R1-54	24 X 15	2.50		-		2-39	
	2-41		107.4 LT	SW - LT	R1-2	36 X 31	3.88		0	1		
	2-42		107.4 LT	SW - LT	R6-2-R	24 X 30	5.00		-		2-41	
	2-43		187.0' LT	SW - LT or NW - LT	R4-7	24 X 30	5.00		0	1		
	2-44		187.0' LT	SW - LT or NW - LT	W5-54S	18 X 18		2.25	-		2-43	
	2-45		215.0' LT	NW - RT	R2-1	24 X 30	5.00		1	0		
	2-46		205.9' LT	NW - RT	M1-5A	24 X 24	4.00		1	0		
	2-47		115.0' LT	NW - LT	M1-5A	24 X 24	4.00		1	0		
	2-48		115.0' LT	NW - LT	M6-2	21 X 21	3.06		-		2-47	
	2-49		65.8' LT	NW - RT	R1-2	36 X 31	3.88		0	1		
	2-50		65.8' LT	NW - RT	R1-54	24 X 15	2.50		-		2-49	
	2-51		27.5' LT	NW - RT	R1-2	36 X 31	3.88		0	1		
	2-52		27.5' LT	NW - RT	R6-2-R	24 X 30	5.00		-		2-51	
	2-53	158+54	20.9' LT	SN - RT	R2-1	24 X 30	5.00		1	0		
	2-54	158+85	23.9' RT	SN - RT	W3-2	36 X 36		9.00	0	1		
	2-55	162+52	4.8' LT	SN - LT	D1-1	95 X 15	9.90		2	0		SAND LAKE RD WITH ARROW
	2-56	163+54	4.0' LT	SN - LT	R4-7	24 X 30	5.00		1	0		
	3-06	165+01	21.0' LT	SN - LT	W3-2	36 X 36		9.00	0	1		
	3-07	165+15	23.2' RT	SN - RT	M1-5A	24 X 24	4.00		1	0		
	3-08	166+63	22.7' RT	SN - RT	R2-1	24 X 30	5.00		1	0		
	3-09	168+53	24.2' LT	SN - LT	W2-6	30 X 30		6.25	0	1		
	3-10	168+53	24.2' LT	SN - LT	W13-1	18 X 18		2.25	-		3-09	
	3-11	169+64	24.2' LT	SN - LT	M2-1	21 X 15	2.19		1	0		
	3-12	169+64	24.2' LT	SN - LT	M1-5A	24 X 24	4.00		-		3-11	
	4-14	171+79	46.7' LT	SN - LT	R1-1	30 X 30	5.18		1	0		
	4-15	175+05	21.4' LT	SN - LT	R2-1	24 X 30	5.00		1	0		
	4-16	171+87	46.9' RT	SN - RT	W5-52R	12 X 36		3.00	0	1		
	4-17	171+87	85.4' RT	SN - RT	W5-52L	12 X 36		3.00	0	1		
	4-18	172+13	47.3' RT	SN - RT	W5-52R	12 X 36		3.00	0	1		
	4-19	172+13	85.7' RT	SN - RT	W5-52L	12 X 36		3.00	0	1		
	4-20	172+20	37.7' RT	SN - RT	R1-1	30 X 30	5.18		1	0		
	4-21	174+99	27.9' RT	SN - RT	S4-5	36 X 36		9.00	0	1		
	5-08	177+88	56.4' LT	SN - LT	R1-1	30 X 30	5.18		1	0		
	5-09 A	179+35	24.0' RT	SN - RT	R4-3P	24 X 8	1.33		1	0		
	5-09 B	179+35	24.0' RT	SN - RT	R2-1	24 X 30	5.00		0	0	5-09	
	5-09 C	179+35	24.0' RT	SN - RT	S4-2P	24 X 10	1.67		0	0	5-09	
	6-08	181+76	51.1' LT	SN - LT	R1-1	30 X 30	5.18		1	0		
	6-09	182+10	37.7' LT	SN - LT	R4-7	24 X 30	5.00		1	0		
	6-10 A	184+07	30.1' LT	SN - LT	R4-3P	24 X 8	1.33		1	0		
	6-10 B	184+07	30.1' LT	SN - LT	R2-1	24 X 30	5.00		0	0	6-10	
	6-10 C	184+07	30.1' LT	SN - LT	S4-2P	24 X 10	1.67		0	0	6-10	
	6-11	185+38	20.1' LT	SN - LT	R3-8-D	36 X 30	7.50		1	0		
	6-12	185+89	19.04 LT	SN - LT	W5-52L	12 X 36		3.00	0	1		
	6-13		20.9' RT	SN - RT	W5-52L	12 X 36		3.00	0	1		
	6-14		17.9' RT	SN - RT	W5-52R	12 X 36		3.00	0	1		
	6-15	186+74	19.4' RT	SN - LT	W5-52L	12 X 36		3.00	0	1		
	7-05	189+54	24.3' LT	SN - LT	S4-5	36 X 36		9.00	0	1		
	7-06	192+15		SN - LT	R1-1	30 X 30	5.18		1	0		
						TOTAL	226	97	27	28		

MOVING AND REMOVING SIGNS

CATEGORY	SIGN NO.	STATION	LOCATION	LOCATION	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS	COMMENTS
0010	1-01	155+54	20.1' RT	SN - LT	1			1		ONALASKA POPULATION
	1-02	155+54	20.1' RT	SN - LT	1			-	1-01	ALTERNATIVE SIDE PARKING
	2-01	158+84	23.8' LT	SN - LT		1	1			SPEED LIMIT 35
	2-02	158+85	29.2' LT	SN - LT		1	1			CTH SN
	2-03	159+65	24.1' RT	SN - RT	1			1		HOLMEN/MIDWAY
	2-04	161+75	47.4' RT	SN - RT		1	1			CTH OT
	2-05	161+75	47.4' RT	SN - RT		1	-		2-04	LEFT ARROW
	2-06	161+94	37.9' RT	SN - RT		1	1			DOUBLE ARROW
	2-07	161+48	40.5' LT	SW - LT		1	1			CTH SN
	2-08	161+48	40.5' LT	SW - LT		1	-			DOUBLE ARROW
	2-09	162+13	7.9' LT	SN - RT		1	1			HOLMEN/MIDWAY
	2-10	162+13	7.9' LT	SN - RT		1	-			ONALASKA/MIDWAY
	2-11	162+13	7.9' LT	SN - RT		1	-			HOLMEN/ONALASKA
	2-12	161+50	46.5' LT	SW - LT		1	1			STOP
	2-13	161+24	188.3' LT	SW - RT	1			1		HOLMEN/ONALASKA
	2-14	-	-	NW - RT	1			1		ADOPT A HIGHWAY
	2-15	161+41	191.1' LT	NW - RT	1			1		ADOPT A HIGHWAY
	2-16	162+21	100.0' LT	NW - RT		1	1			SPEED LIMIT 45
	2-17	162+29	99.1' LT	NW - RT		1	1			COUNTY OT
	2-18	162+59	27.5' LT	NW - LT		1	1			CTH OT
	2-19	162+59	27.5' LT	NW - LT		1	-			RIGHT ARROW
	2-20	163+54	32.7' LT	SN - LT	1			1		ONALASKA/MIDWAY
	3-01	165+14	28.1' RT	SN - RT		1	1			CTH SN
	3-02	165+14	26.0' RT	SN - RT		1	1			SPEED LIMIT 45
	3-03	169+64	24.2' LT	SN - LT		1	1			JCT
	3-04	169+64	24.2' LT	SN - LT		1	0			CTH OT
	3-05	169+64	24.2' LT	SN - LT		1	1		3-04	SPEED LIMIT REDUCTION AHEAD
	4-01	171+76	37.4' LT	SN - LT		1	1			STOP
0030	4-02	172+35	40.5' LT	SN - LT	1			1		REEF RD
0030	4-03	172+35	40.5' LT	SN - LT	1				4-02	REEF RD
	4-04	175+05	13.9' LT	SN - LT		1	1			SPEED LIMIT 45
0030	4-05	171+77	38.3' RT	SN - RT	1			1		MOHICAN TR
0030	4-06	171+77	38.3' RT	SN - RT	1				4-05	CHEYENNE DR
0030	4-07	171+77	38.3' RT	SN - RT	1				4-05	APACHE CT
0030	4-08	171+77	38.3' RT	SN -RT	1				4-05	APACHE CT
0030	4-09	171+77	38.3' RT	SN - RT	1				4-05	CHEYENNE DR
0030	4-10	171+77	38.3' RT	SN - RT	1				4-05	MOHICAN TR
	4-11	172+18	41.2' RT	SN - RT		1	1			STOP
	4-12	174+99	27.9' RT	SN - RT		1	1			CROSSWALK
	4-13	174+99	27.9' RT	SN - RT		1	0		4-12	AHEAD
	5-01	175+73	19.6' LT	SN - LT		1				HOLMEN POPULATION
	5-02	176+42	30.4' RT	SN - RT	1			1		ALTERNATIVE SIDE PARKING
	5-03	176+42	30.4' RT	SN - RT	1			-	5-02	NO SEMI PARKING
	5-04	177+83	23.6' LT	SN - LT		1	1			STOP
0030	5-05	178+29	37.8' LT	SN - LT	1			1		HOPE CT
0030	5-06	178+29	37.8' LT	SN - LT	1			-	5-05	HOPE CT
	5-07	179+35	24.0' RT	SN - RT		1	1			SCHOOL SPEED LIMIT
	6-01	181+72	38.1' LT	SN - LT		1	1			STOP
	6-02	182+10	37.7' LT							KEEP RIGHT
	6-03	184+63	17.8' LT	SN - LT		1	1			SCHOOL SPEED LIMIT 15
	6-04	186+06	6.6' LT	SN - LT		1	1			OBJECT MARKERS
	6-05	186+44	6.9' LT	SN - LT		1	1			OBJECT MARKERS
	6-06	186+01	26.0' RT	SN - RT		1	1			OBJECT MARKERS
	6-07	186+33	25.9' RT	SN - RT		1	1			OBJECT MARKERS
	7-01	189+56	28.1' LT	SN - LT		1	1			FOLDING SIGN
	7-02	189+55	21.5' LT	SN - LT		1	1			CROSSWALK
	7-03	189+55	21.5' LT	SN - LT		1	-		7-02	AHEAD
	7-04	192+13	47.9' LT	SN - LT	0	1	1	0		STOP
				TOTAL	19	38	29	10		

TRAFFIC CONTROL

CATEGORY	LOCATION	DAYS	TRAFFIC CONTROL DRUMS EACH	643.0300 TRAFFIC CONTROL DRUMS DAYS	TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	TRAFFIC CONTROL SIGNS EACH	643.0900 TRAFFIC CONTROL SIGNS DAY	TRAFFIC CONTROL SIGNS PCMS EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	643.5000 TRAFFIC CONTROL EACH
0010	TRAFFIC CONTROL	110	57	6270	31	3410	62	6820	26	2860	3	60	1
	DETOUR		--	--	--	--	--	--	87	9570	--	--	--
	TOTAL		57	6270	31	3410	62	6820	113	12430	3	60	1

PAVEMENT MARKING

CATEGORY	STATION		STATION	LOCATION	DESCRIPTION	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.3020 MARKING LINE EPOXY 8-INCH WHITE LF	646.6220 MARKING YIELD LINE EPOXY 18-INCH EACH	646.9000 MARKING REMOVAL LINE 4-INCH LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH LF	649.0205 TEMPORARY MARKING LINE PAINT 8-INCH LF
0010				ROUNDABOUT STAGING	WHITE								1050	200
				ROUNDABOUT STAGING	DOUBLE YELLOW							2100	2100	
	155+54	-	160+27	LT LANE EDGE			471							
	155+54	-	158+82	CTH SN CL	DOUBLE YELLOW	654								
	155+54		159+99	RT LANE EDGE			444							
	158+82		159+59	MEDIAN TAPER	DOUBLE YELLOW	117								
	158+82		159+59	MEDIAN TAPER	DOUBLE YELLOW	155								
	159+59		161+27	SOUTH SPLITTER ISLAND MEDIAN LT		162								
	159+59		161+20	SOUTH SPLITTER ISLAND MEDIAN RT		161								
	160+27		160+93	BIKE LANE LT	3' SEGMENT, 9' GAP		24							
	159+99		160+69	BIKE LANE RT	3' SEGMENT, 9' GAP		24							
	161+13		161+28	ROUNDABOUT CIRC ROADWAY - SOUTH			48							
	161+13		161+20	SPLITTER ISLAND CORNER						21				
	161+20		161+28	SPLITTER ISLAND CORNER						13				
	162+38		162+61	ROUNDABOUT CIRC ROADWAY - NORTH			7							
	161+42		161+45	SPLITTER ISLAND CORNER						13				
	161+52		162+21	SPLITTER ISLAND CORNER						24				
	161+45		161+52	ROUNDABOUT CIRC ROADWAY - WEST			19							
	162+33		162+50	SPLITTER ISLAND CORNER						24				
	162+54		162+61	SPLITTER ISLAND CORNER						13				
	161+28		161+42	ROUNDABOUT YIELD LINE - SOUTH	2' SEGMENT, 2' GAP						1			
	162+52		162+56	ROUNDABOUT YIELD LINE - NORTH	2' SEGMENT, 2' GAP						1			
	161+31		161+42	ROUNDABOUT YIELD LINE - NORTH	2' SEGMENT, 2' GAP						1			
	161+21		161+22	CTH OT CL	DOUBLE YELLOW	46								
	161+22		161+32	MEDIAN TAPER CTH OT		131								
	161+22		161+34	MEDIAN TAPER CTH OT		131								
	161+32		161+40	WEST SPLITTER ISLAND MEDIAN SOUTH		62								
	161+41		161+42	WEST SPLITTER ISLAND MEDIAN SOUTH		19								
	161+34		161+45	WEST SPLITTER ISLAND MEDIAN NORTH		62								
	161+47		162+17	WEST SPLITTER ISLAND MEDIAN NORTH		20								
	161+28		161+33	BIKE LANE SOUTH	3' SEGMENT, 9' GAP		20							
	161+36		162+23	BIKE LANE NORTH			66							
	161+34		161+41	CROSSWALK				18						
	161+33		161+40	CROSSWALK				17						
	161+45		162+26	CROSSWALK				17						
	161+47		162+27	CROSSWALK				16						
	162+72		162+73	CROSSWALK				16						
	162+82		162+83	CROSSWALK				16						
	162+78		162+87	CROSSWALK				18						
	162+88		162+96	CROSSWALK				17						
	163+05		163+35	BIKE LANE RT	3' SEGMENT, 9' GAP		15							
	162+98		163+43	BIKE LANE LT	3' SEGMENT, 9' GAP		11							
	162+50		163+57	NORTH SPLITTER ISLAND MEDIAN RT		106								
	162+61		163+57	NORTH SPLITTER ISLAND MEDIAN LT		99								
	163+57		164+78	MEDIAN TAPER	DOUBLE YELLOW	242								
	163+57		164+78	MEDIAN TAPER	DOUBLE YELLOW	243								
	164+78		171+57	CTH SN CL	DOUBLE YELLOW	1358								
	163+35		171+57	LT LANE EDGE			809							
	163+43		171+57	RT LANE EDGE			826							
	171+99		172+00	MOHICAN CL	DOUBLE YELLOW	94								
	172+03		172+10	REEF CL	DOUBLE YELLOW	88								
	171+82		172+03	REEF STOP BAR					21					
	171+99		172+16	MOHICAN STOP BAR					17					
	171+71		172+38	REEF CROSSWALK				67						
	171+79		172+28	REEF CROSSWALK				48						
	172+43		177+59	CTH SN CL	DOUBLE YELLOW	1033								
	172+43		189+36	RT LANE EDGE			1693							
	172+45		177+59	LT LANE EDGE			58							
	177+75		178+32	HOPE CROSSWALK				56						
	177+84		178+24	HOPE CROSSWALK				40						
	177+86		178+05	HOPE STOP BAR					19					
	178+51		181+42	CTH SN CL	DOUBLE YELLOW	582								
	178+51		181+42	LT LANE EDGE			74							
	181+77		182+60	SCHOOL CROSSWALK				83						
	181+81		182+46	SCHOOL CROSSWALK				65						
	182+88		189+36	CTH SN CL	DOUBLE YELLOW	1296								
	182+88		183+63	LT BIKE LANE			75							
	182+88		183+63	LT TURN LANE EDGE					75					
	183+63		185+37	BIKE LANE LT	3' SEGMENT, 9' GAP		58							
	185+37		188+00	LT LANE EDGE			263							
	184+27		184+83	CHURCH CROSSWALK				57						
	184+31		184+84	CHURCH CROSSWALK				53						
					TOTAL	6860	5005	606	92	183	3	2100	3150	200

649.0105 TEMPORARY MARKING LINE PAINT 4-INCH	649.0205 TEMPORARY MARKING LINE PAINT 8-INCH
LF	LF
1050	200
2100	

PAVEMENT MARKING

CATEGORY	STATION	-	STATION	LOCATION	646.8120 MARKING CURB EPOXY YELLOW LF
0010	159+59			SPLITTER ISLAND SOUTH	10
	158+82	-	159+59	SOUTH ROUNDABOUT APPROACH	
	161+22	-	161+32	WEST ROUNDABOUT APPROACH	
	163+57	-	164+78	NORTH ROUNDABOUT APPROACH	
	161+33			SPLITTER ISLAND WEST	10
	161+17			SOUTH ROUNDABOUT APPROACH	
	161+38			WEST ROUNDABOUT APPROACH	
	162+71			NORTH ROUNDABOUT APPROACH	
	163+59			SPLITTER ISLAND NORTH	10
	182+09			SCHOOL MEDIAN	10
	184+54			CHURCH MEDIAN	10
				TOTAL	50

STAKING

CATEGORY	STATION	-	STATION	LOCATION	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.6000 CONSTRUCTION STAKING PIPE CULVERT EACH	650.6500 CONSTRUCTION STAKING STRUCTURE LAYOUT (B-32-236) LS	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.8500 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS LS	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (7067-00-70) LS	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	SPV.0090.02 CONSTRUCTION STAKING PATH LF
0010				PROJECT 7067-00-70								1		1		
	186+26			BRIDGE B-32-236						1						
	160+70			17.2' RT	1											
	160+75			1.0' LT	1											
	160+80			28.1' LT	1											
	160+86			10.1' LT	1											
	161+26			184.1' LT	1											
	161+35			166.1' LT	1											
	161+44			171.4' LT	1											
	162+38			37.8' LT	1											
	162+98			1.1' LT	1											
	163+00			17.3' RT	1											
	163+14			13.5' LT	1											
	163+21			31.5' LT	1											
	171+50			17.5' LT	1											
	171+50			17.3' RT	1											
	173+75			17.4' LT	1											
	173+75			17.1' RT	1											
	179+57			17.2' LT	1											
	179+57			17.3' RT	1											
	184+53			23.1' LT	1											
	184+45			17.1' RT	1											
	304+38 WB			55.0' LT					1							
	171+53			49.8' LT					1							
	172+60			48.1' LT					1							
	179+88			44.5' LT	1											
	180+24			43.3' LT					1							
	189+79			33.0' LT					1							
	190+00			33.0' LT					1							
	154+67	-	160+33	SIDEWALK							604					
	158+49	-	188+00			3188	3188	7573							3188	
	160+33	-	161+32													267
	161+45	-	192+13													3300
	CURB RAMPS												19			
				TOTAL	21	3188	3188	7573	6	1	604	1	19	1	3188	3567

CONDUIT

CATEGORY	LOC	TO	LOC		652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 20 2-INCH LF
0010	CABINET	--	PB1	2@65'	130
	PB1	--	LM1		6
	PB1	--	PB2		80
	PB2	--	LM2		52
	LM2	--	LM3		70
	LM3	--	LM4		80
	PB3	--	LM5		10
	PB3	--	PB4		108
	PB4	--	LM6		18
	PB4	--	PB5		105
	PB5		LM7		5
	PB5		CABINET	2@18	36
	TOTAL				700

WIRING

CATEGORY	LOCATION	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED LF
0010	UNDERGROUND	--	1270
	ABOVE GROUND	350	--
	TOTAL	350	1270

LIGHTING

CATEGORY	ITEM	STATION	653.0135 PULL BOXES STEEL 24x36-INCH EACH	654.0105 CONCRETE BASES TYPE 5 EACH	654.0224 CONCRETE CONTROL CABINET BASES TYPE L24 EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0322 POLE TYPE 5-ALUMINUM EACH	657.0715 LUMINAINAIRE ARMS SINGLE MEMBER 4 1/2 INCH CLAMP 15-FT EACH	659.1115 LUMINAIRES UTILITY LED A Each	659.2124 LIGHTING CONTROL CABINETS 120/240 24-INCH Each	656.02 ELECTRICAL SERVICE METER BREAKER PEDESTAL (CTH SN) EACH
0010	LM1		--	1	--	1	1	1	1	--	--
	LM2		--	1	--	1	1	1	1	--	--
	LM3		--	1	--	1	1	1	1	--	--
	LM4		--	1	--	1	1	1	1	--	--
	LM5		--	1	--	1	1	1	1	--	--
	LM6		--	1	--	1	1	1	1	--	--
	LM7		--	1	--	1	1	1	1	--	--
	CABINET		--	--	1	--	--	--	--	1	--
	PB1		1	--	--	--	--	--	--	--	--
	PB2		1	--	--	--	--	--	--	--	--
	PB3		1	--	--	--	--	--	--	--	--
	PB4		1	--	--	--	--	--	--	--	--
	PB5		1	--	--	--	--	--	--	--	--
	METER		--	--	--	--	--	--	--	--	1
		TOTAL	5	7	1	7	7	7	7	1	1

SAWING

CATEGORY	STATION	-	STATION	LOCATION	690.0150 SAWING ASPHALT LF
0010	158+49	-	158+49	MAINLINE	33
	161+15	-	161+39	LT	102
	171+87		172+13	RT	26
	171+90		172+22	LT	34
	177+89		178+21	LT	32
	180+00		180+15	LT	15
	181+82		182+14	LT	32
	182+14		185+45	LT	22
	182+14		182+28	LT	14
	184+57		185+62	LT	112
	188+00		189+00	RT	125
	188+53		188+70	LT	17
	190+30		190+38	MAINLINE	9
				TOTAL	573

Division	From/To Station	Location	205.0100 Common Excavation (1)		Salvaged/Unusable Pavement Material (4)	Available Material (5)	205.0500 Marsh Excavation (6)	205.0200 Rock Excavation (7)	Reduced Marsh in Fill (8)	Reduced EBS in Fill (9)	Expanded Marsh Backfill (10)	Expanded EBS Backfill (11)	Expanded Rock (12)	Unexpanded Fill	Expanded Fill (13)	Mass Ordinate +/- (14)	Waste	208.0100 Borrow	Comment:
			Cut (2)	EBS Excavation (3)															
Division 1									Factor 1.00	Factor 1.00	Factor 1.00	Factor 1.00	Factor 1.00		Factor 1.25				
CTHSN.xml	500+05(2)/192+19.39		11,219	0	0	11,219	0	0	0	0	0	0	0	2,671	3,338	7,880	7,880	0	
RoundaboutNW.xml	154+75/303+35(2)		64	0	0	64	0	0	0	0	0	0	0	329	411	-348	0	348	
RoundaboutSW.xml	302+01.57(2)/502+70.51(2)		569	0	0	569	0	0	0	0	0	0	0	850	1,063	-494	0	494	
Division 1 Subtotal			11,851	0	0	11,851	0	0	0	0	0	0	0	3,850	4,813	7,038	7,880	842	SEE NOTE 15
Grand Total			11,851	0	0	11,851	0	0	0	0	0	0	0	3,850	4,813	7,038	7,880	842	
Total Common Exc			11,851																

Notes:

(1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100

(2) Salvaged/Unsuable Pavement Material is included in Cut.

(3) EBS Excavation to be backfilled with Select Borrow material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well.

(4) Salvaged/Unusable Pavement Material

5) Available Material = Cut - Salvaged/Unusuable Pavement Material

(6) Marsh Excavation - to be backfilled with Select Borrow Material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well. Item number 205.0500

(7) Rock Excavation item number 205.0200

(8) Reduced Marsh in Fill - Excavated Marsh material is usuable in Fills outside the 1:1 slope. Marsh in Fill Reduction factor = 1

(9) Reduced EBS in Fill - Excavated EBS material is usuable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 1

(10) Expanded Marsh Backfill - This is to be filled with Select Borrow material. Marsh Backfill Factor = 1. Item number 208.1100

(11) Expanded EBS Backfill - This is to be filled with Select Borrow material. EBS Backfill Factor = 1. Item number 208.1100

(12) Expanded Rock Factor = 1

(13) Expanded Fill Factor = 1.25

Depending on selections: **Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh - Reduced EBS) * Fill Factor**

Or Expanded Fill = (Unexpanded Fill - Rock * Rock Factor - Reduced EBS) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Rock * Rock Factor - Reduced Marsh) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Rock * Rock Factor) * Fill Factor

(14) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

(15) Use 7038 CY of material from Division 1. Borrow Excavation item number 208.0100

LA CROSSE COUNTY HIGHWAY DEPARTMENT
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT NO. 7067-00-00
ONALASKA-HOLMEN
C.T.H. OT-ALPINE LANE
C.T.H. SN
LA CROSSE COUNTY

CONVENTIONAL SYMBOLS

- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- NEW REFERENCE LINE
- NEW R/W LINE
- EXISTING R/W OR HE LINE
- PROPERTY LINE
- LOT, TIE & OTHER MINOR LINES
- SLOPE INTERCEPT
- CORPORATE LIMITS
- NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
- TEMPORARY LIMITED EASEMENT AREA
- EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
- PARALLEL OFFSETS
- SECTION CORNER SYMBOL
- SECTION CORNER MONUMENT
- GEODETIC SURVEY MONUMENT
- SIXTEENTH CORNER MONUMENT
- SIGN
- OFF-PREMISE SIGN
- ACCESS RESTRICTED BY ACQUISITION
- NO ACCESS (BY STATUTORY AUTHORITY)
- ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
- NO ACCESS (NEW HIGHWAY)
- PARCEL NUMBER (25)
- UTILITY NUMBER (40)
- R/W BOUNDARY POINT (RWB20)
- BUILDING
- TO BE REMOVED
- R/W MONUMENT (TO BE SET)
- NON-MONUMENTED R/W POINT
- FOUND IRON PIN (1-INCH UNLESS NOTED)

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE	■	○
TELEPHONE POLE	●	⌀
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	✖	✖

CONVENTIONAL ABBREVIATIONS

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

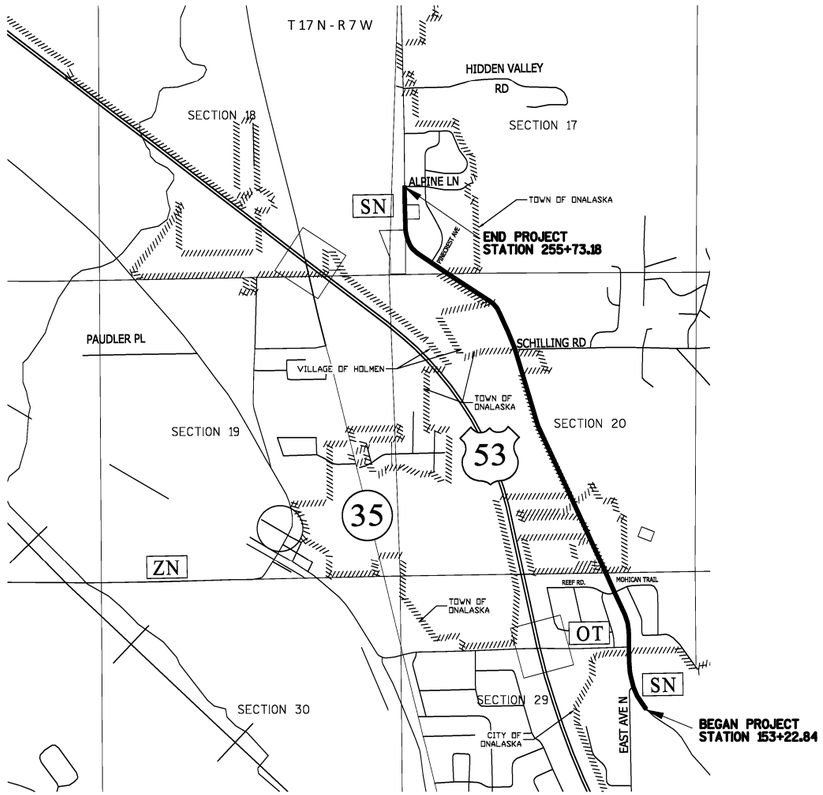
CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

- W — WATER
- G — GAS
- T — TELEPHONE
- OH — OVERHEAD TRANSMISSION LINES
- E — ELECTRIC
- TV — CABLE TELEVISION
- FO — FIBER OPTIC
- SAN — SANITARY SEWER
- SS — STORM SEWER

GN



LAYOUT
SCALE 0 0.5MI.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, LA CROSSE COUNTY, NAD83(2012), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBAR), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

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

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

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

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

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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE LA CROSSE COUNTY HIGHWAY DEPARTMENT IN WEST SALEM, WI.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

EXISTING ACCESS CONTROL ALONG CTH SN HAS BEEN ESTABLISHED FROM APPLE BLOSSOM ADDITION AND CEDAR MEADOWS ADDITION.

EXISTING HIGHWAY RIGHT-OF-WAY FOR COUNTY TRUNK HIGHWAY SN SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

NORTH EAST ADDITION, SANDY KNOLLS ADDITION; THUNDERBIRD HILLS ADDITION; HOPE ADDITION; BEVERLY HILLS ADDITION; CEDAR MEADOW ADDITION; CERTIFIED SURVEY MAP (C.S.M.) IN VOLUME 15, PAGE 25; C.S.M. IN VOLUME 5, PAGE 131; C.S.M. IN VOLUME 2, PAGE 54; PLAT OF SURVEYS 1991 - S-1533; ORDER MAKING RECORDED OF HIGHWAY IN VOLUME 161, PAGE 232 AND RIGHT OF PLAT C.T.H. SN- PROJECT NUMBER 7067-01-71.

EXISTING HIGHWAY RIGHT OF WAY FOR COUNTY TRUNK HIGHWAY OT ESTABLISHED FROM NORTH EAST ADDITION AND SANDY KNOLLS ADDITION.

EXISTING HIGHWAY RIGHT OF WAY FOR REEF ROAD ESTABLISHED FROM SANDY KNOLLS ADDITION.

EXISTING HIGHWAY RIGHT OF WAY FOR MOHICAN TRAIL ESTABLISHED FROM THUNDERBIRD HILLS ADDITION.

EXISTING HIGHWAY RIGHT OF WAY FOR HOPE CIRCLE ESTABLISHED FROM HOPE ADDITION.

EXISTING HIGHWAY RIGHT OF WAY FOR BROOK LANE ESTABLISHED FROM BEVERLY HILLS ADDITION AND PLAT OF SURVEY. 1991-S1533

EXISTING HIGHWAY RIGHT OF WAY FOR HANSON ROAD ESTABLISHED FROM BEVERLY HILLS ADDITION AND PLAT OF SURVEY. 1991-S1533

EXISTING HIGHWAY RIGHT OF WAY FOR CEDAR AVENUE ESTABLISHED FROM CEDAR MEADOW ADDITION.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7067-00-00-4.01
SHEET 2 OF 2

FILE NAME : \\PGA-SRV1\SYS\SURVEY\2016\16-011 COUNTY TRUNK HIGHWAY SN TRANSPORTATION PROJECT PLAT\PHASE 1 DOT STANDARDS PLAT.DWG
LAYOUT NAME: TITLE
PLOT DATE : 9/27/2016 1:42 PM PLOT BY : JACOB STEPHENSON PLOT NAME : _____

1692141
LACROSSE COUNTY
REGISTER OF DEEDS
CHERYL A. MCBRIDE

RECORDED ON
04/21/2017 08:48AM
PLAT FEE: $25.00
VOLUME: TPP CAB PAGE: 77A
PAGES 2

** The above recording information verifies that this document has been electronically recorded and returned to the submitter.**

TRANSPORTATION PROJECT PLAT NO: 7067-00-00-4.01

LOT 6 OF NORTH EAST AVENUE ADDITION AND PART OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 29, TOWNSHIP 17 NORTH, RANGE 7 WEST, CITY OF ONALASKA, LA CROSSE COUNTY, WISCONSIN.

RELOCATION ORDER C.T.H. SN

(C.T.H. OT-ALPINE LANE)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE LA CROSSE COUNTY HIGHWAY COMMITTEE HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.

2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE LA CROSSE COUNTY HIGHWAY COMMITTEE FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF LA CROSSE COUNTY, PURSUANT TO THE PROVISIONS OF SECTION 83.07 AND 83.08, WISCONSIN STATUTES.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP 100	171352.08	449522.03	1.5" O.D. PIPE
IP 101	171350.17	449410.09	3/4" IB
IP 102	171558.38	449406.94	1.25" O.D. PIPE
IP 103	171597.28	449407.29	1.25" O.D. PIPE
IP 104	172102.52	449398.69	3/4" IB
IP 105	172168.51	449331.32	3/4" IB
IP 106	172220.54	449471.70	3/4" IB
IP 107	171921.83	449475.42	3/4" IB
IP 108	171921.81	449474.24	3/4" IB
IP 109	171591.75	449548.55	3/4" IB
IP 110	171402.05	449618.08	3/4" IB

RIGHT-OF-WAY CURVE TABLE				
CURVE	R	L	LCB	LCH
111-112	620.00'	179.90'	N15°19'31"W	179.27'
112-113	386.00'	62.50'	N33°15'52"W	62.21'
113-114	98.00'	20.47'	N48°52'32"W	20.43'
TLE CURVE TABLE				
CURVE	R	L	LCB	LCH
C 119	88.38'	74.52'	N29°22'10"W	72.33'

COORDINATE TABLE - R/W				
POINT NO.	STATION	OFFSET	NORTH	EAST
100	153+22.86	54.55' LT	171352.08	449522.03
101	153+67.15	155.63' LT	171350.17	449410.09
104	160+74.57	0.75' RT	172102.52	449398.69
105	161+26.16	65.35' LT	172168.51	449331.32
106	162+01.54	50.66' RT	172220.54	449471.70
108	158+87.93	40.32' RT	171921.81	449474.24
109	155+35.15	61.96' RT	171591.75	449548.55
110	153+22.82	53.73' RT	171402.05	449618.08
111	158+98.31	32.28' LT	171929.60	449401.31
112	160+85.31	42.13' LT	172102.49	449353.93
113	161+17.42	74.06' LT	172154.51	449319.81
114	161+22.82	91.99' LT	172167.95	449304.42
115	161+96.24	22.62' LT	172217.60	449398.30
116	161+99.94	50.72' RT	172219.14	449471.72
117	153+72.63	169.43' LT	171349.91	449394.95
118	155+48.82	97.59' LT	171558.14	449391.97

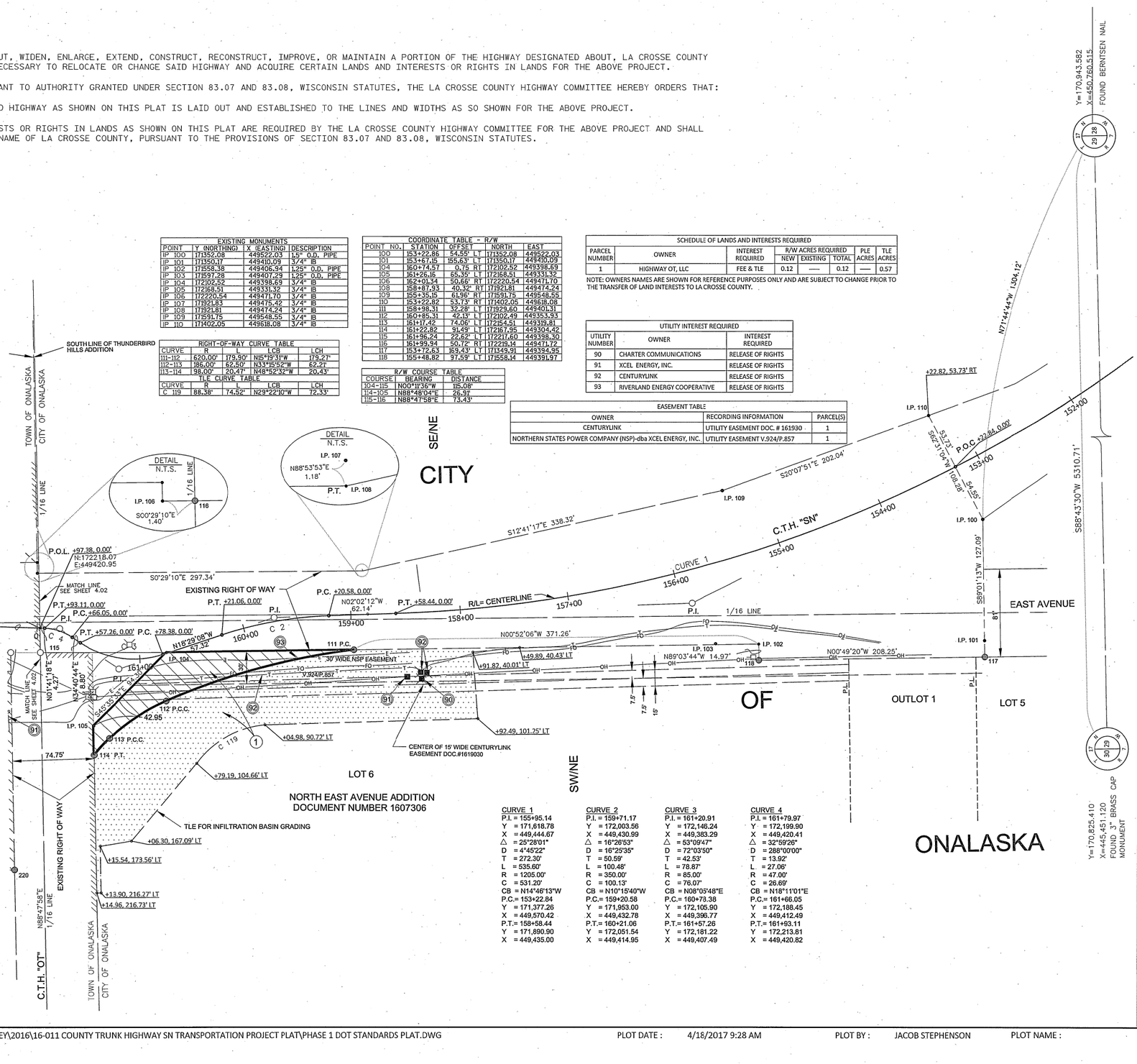
R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
104-115	N00°11'36"W	115.08'
114-105	N88°48'04"E	26.91'
115-116	N88°47'58"E	73.43'

SCHEDULE OF LANDS AND INTERESTS REQUIRED							
PARCEL NUMBER	OWNER	INTEREST REQUIRED	R/W ACRES REQUIRED			PLE ACRES	TLE ACRES
			NEW	EXISTING	TOTAL		
1	HIGHWAY OT, LLC	FEE & TLE	0.12	—	0.12	—	0.57

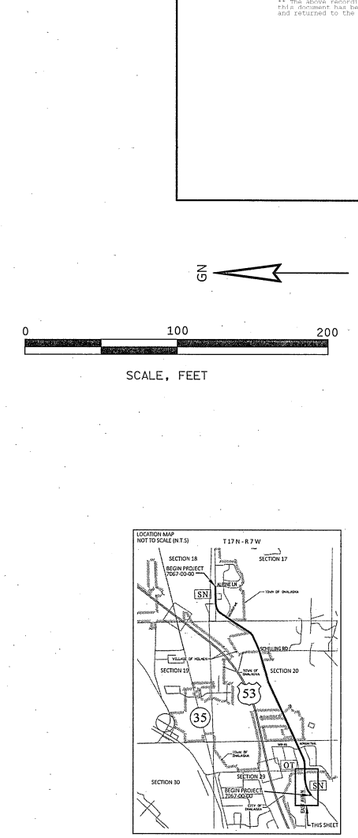
NOTE: OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO LA CROSSE COUNTY.

UTILITY INTEREST REQUIRED		
UTILITY NUMBER	OWNER	INTEREST REQUIRED
90	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS
91	XCEL ENERGY, INC.	RELEASE OF RIGHTS
92	CENTURYLINK	RELEASE OF RIGHTS
93	RIVERLAND ENERGY COOPERATIVE	RELEASE OF RIGHTS

EASEMENT TABLE		
OWNER	RECORDING INFORMATION	PARCEL(S)
CENTURYLINK	UTILITY EASEMENT DOC. # 161930	1
NORTHERN STATES POWER COMPANY (NSP)-dba XCEL ENERGY, INC.	UTILITY EASEMENT V.924/P.857	1



CURVE 1	CURVE 2	CURVE 3	CURVE 4
P.I. = 155+95.14	P.I. = 159+71.17	P.I. = 161+20.91	P.I. = 161+79.97
Y = 171,618.78	Y = 172,003.56	Y = 172,146.24	Y = 172,199.90
X = 449,444.67	X = 449,430.99	X = 449,383.29	X = 449,420.41
Δ = 25°28'01"	Δ = 16°26'53"	Δ = 53°09'47"	Δ = 32°59'26"
D = 4°45'22"	D = 16°25'35"	D = 72°03'50"	D = 288°00'00"
T = 272.30'	T = 50.59'	T = 42.53'	T = 13.92'
L = 535.60'	L = 100.48'	L = 78.87'	L = 27.06'
R = 1205.00'	R = 350.00'	R = 85.00'	R = 47.00'
C = 531.20'	C = 100.13'	C = 76.07'	C = 26.69'
CB = N14°46'13"W	CB = N10°15'40"W	CB = N08°05'48"E	CB = N18°11'01"E
P.C.= 153+22.84	P.C.= 159+20.58	P.C.= 160+78.38	P.C.= 161+66.05
Y = 171,377.26	Y = 171,953.00	Y = 172,105.90	Y = 172,188.45
X = 449,570.42	X = 449,432.78	X = 449,396.77	X = 449,412.49
P.T.= 158+58.44	P.T.= 160+21.06	P.T.= 161+57.26	P.T.= 161+93.11
Y = 171,890.90	Y = 172,051.54	Y = 172,161.22	Y = 172,213.81
X = 449,435.00	X = 449,414.95	X = 449,407.49	X = 449,420.82



GN

0 100 200

SCALE, FEET

NOTES:

EXISTING HIGHWAY RIGHT-OF-WAY FOR COUNTY TRUNK HIGHWAY SN SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

NORTH EAST ADDITION; SANDY KNOLLS ADDITION; ORDER MAKING RECORDED OF HIGHWAY IN VOLUME 161, PAGE 232 AND RIGHT OF PLAT C.T.H. SN, PROJECT NUMBER 7067-01-71.

EXISTING HIGHWAY RIGHT OF WAY FOR COUNTY TRUNK HIGHWAY OT ESTABLISHED FROM NORTH EAST ADDITION AND SANDY KNOLLS ADDITION.

PARAGON ASSOCIATES
Environmental Design & Consulting
CIVIL ENGINEERING . LANDSCAPE ARCHITECTURE . SURVEYING
632 COPELAND AVENUE . LA CROSSE, WI 54603
Tel.608.781.3110 Fax.608.781.3197 Paragon-Assoc.biz

I, DAVID W. GORMAN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF LA CROSSE COUNTY, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: DATE: 4-18-2017
PRINT NAME: DAVID W. GORMAN
REGISTRATION NUMBER: PLS-2974

WISCONSIN DAVID W. GORMAN S-2974 ONALASKA, WISCONSIN LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR

LA CROSSE COUNTY HIGHWAY COMMITTEE

SIGNATURE: DATE: 4/18/2017
PRINT NAME: Title of Commissioner

FILE NAME : \\PGA-SRV1\SYS\SURVEY\2016\16-011 COUNTY TRUNK HIGHWAY SN TRANSPORTATION PROJECT PLAT\PHASE 1 DOT STANDARDS PLAT.DWG
PLOT DATE : 4/18/2017 9:28 AM
PLOT BY : JACOB STEPHENSON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
APPRAISAL PLAT DATE:

7067-00-00-4.01

1692355
LACROSSE COUNTY
REGISTER OF DEEDS
CHERYL A. MCBRIDE

RECORDED ON
04/26/2017 08:32AM
PLAT FEE: $25.00
VOLUME: TPP CAB PAGE: 77B
PAGES 1

** The above recordation information verifies that this document has been electronically recorded and returned to the submitter.**

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7067-00-00-4.02

TRANSPORTATION PROJECT PLAT NO: 7067-00-00-4.02

PART OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 29, TOWNSHIP 17 NORTH, RANGE 7 WEST, LOT 1, LOT 2, LOT 3, LOT 4, LOT 5, LOT 6, LOT 7 AND LOT 8 OF SANDY KNOLLS ADDITION AND PART OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 29, TOWNSHIP 17 NORTH, RANGE 7 WEST, TOWN OF ONALASKA, LA CROSSE COUNTY, WISCONSIN.

RELOCATION ORDER C.T.H. SN

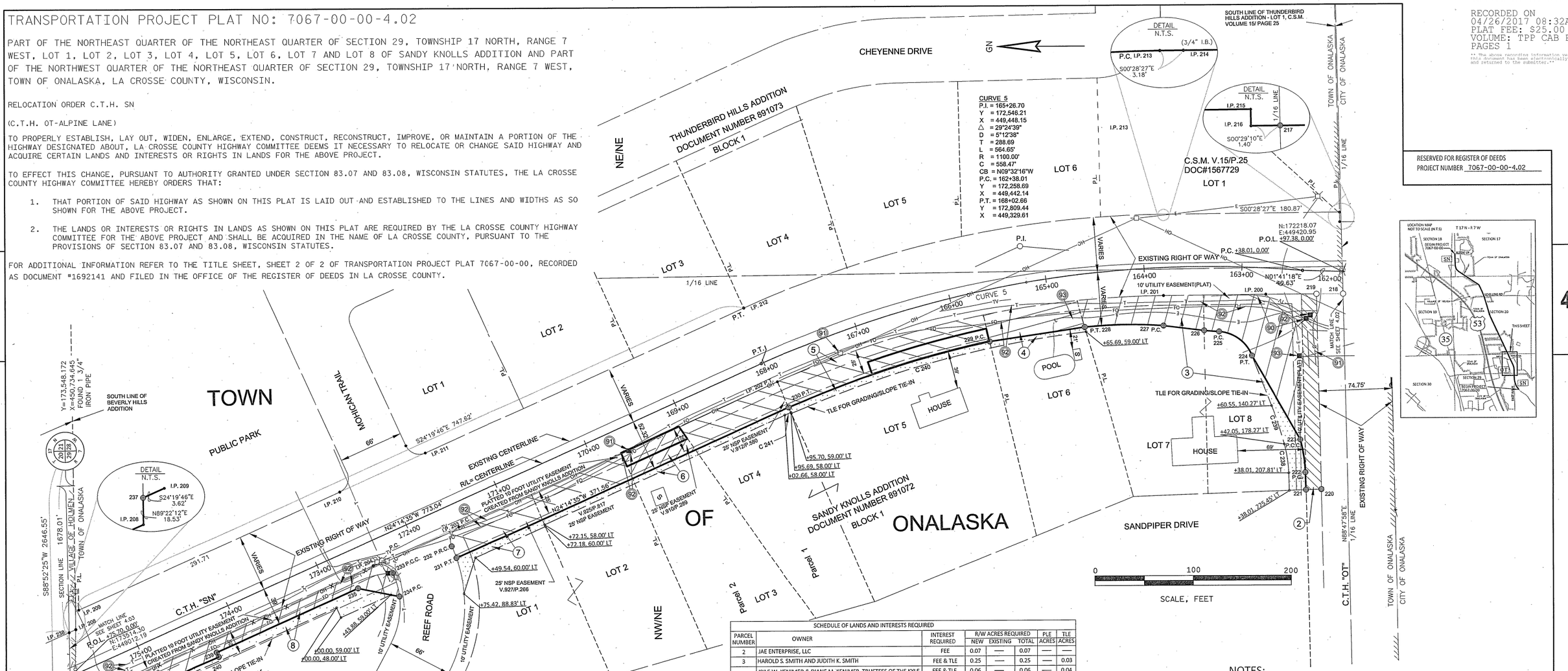
(C.T.H. OT-ALPINE LANE)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE LA CROSSE COUNTY HIGHWAY COMMITTEE HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE LA CROSSE COUNTY HIGHWAY COMMITTEE FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF LA CROSSE COUNTY, PURSUANT TO THE PROVISIONS OF SECTION 83.07 AND 83.08, WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, SHEET 2 OF 2 OF TRANSPORTATION PROJECT PLAT 7067-00-00, RECORDED AS DOCUMENT #1692141 AND FILED IN THE OFFICE OF THE REGISTER OF DEEDS IN LA CROSSE COUNTY.



NOTES:

EXISTING HIGHWAY RIGHT-OF-WAY FOR COUNTY TRUNK HIGHWAY SN SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

SANDY KNOLLS ADDITION; THUNDERBIRD HILLS ADDITION; BEVERLY HILLS ADDITION; HOPE ADDITION; CERTIFIED SURVEY MAP IN VOLUME 15, PAGE 25 AND ORDER MAKING RECORDED OF HIGHWAY IN VOLUME 161, PAGE 232.

EXISTING HIGHWAY RIGHT OF WAY FOR COUNTY TRUNK HIGHWAY OT ESTABLISHED FROM NORTH EAST ADDITION AND SANDY KNOLLS ADDITION.

EXISTING HIGHWAY RIGHT OF WAY FOR REEF ROAD ESTABLISHED FROM SANDY KNOLLS ADDITION.

EXISTING HIGHWAY RIGHT OF WAY FOR MOHICAN TRAIL ESTABLISHED FROM THUNDERBIRD HILLS ADDITION.

RIGHT-OF-WAY CURVE TABLE

CURVE	R	L	LCB	LCH
212-213	1054.75'	439.15'	S12°24'05"E	435.99'
222-223	148.00'	33.96'	N81°24'08"E	33.89'
224-225	39.00'	43.97'	N36°35'04"E	41.68'
227-228	448.04'	79.58'	N00°47'53"W	79.48'
229-230	1045.03'	215.32'	N17°59'51"W	214.94'
231-232	148.01'	13.06'	N68°10'25"E	13.06'
232-203	15.00'	23.56'	S69°21'5"E	21.21'
204-233	15.20'	23.60'	S20°26'42"W	21.30'
233-234	182.60'	25.15'	S14°37'52"W	25.05'

TLE CURVE TABLE

CURVE	R	L	LCB	LCH
C 238	131.00'	30.06'	N81°24'08"E	30.00'
C 239	398.00'	41.18'	N71°57'50"E	41.16'
C 240	1041.00'	312.32'	N15°17'09"W	311.15'
C 241	1042.00'	6.60'	N25°03'42"W	6.60'

EXISTING MONUMENTS

POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP 200	172296.34	449398.04	3/4" IB
IP 201	172400.90	449387.18	3/4" IB
IP 202	172793.21	449310.91	2" O.D. PIPE
IP 203	173118.02	449164.05	2" O.D. PIPE
IP 204	173205.51	449124.53	3/4" IB
IP 205	173471.14	449004.41	3/4" IB
IP 206	173504.29	448989.50	3/4" IB
IP 207	173513.79	448985.27	3/4" IB
IP 208	173598.42	449060.00	3/4" IB
IP 209	173505.33	449080.02	2" O.D. PIPE
IP 210	173239.53	449200.22	3/4" IB
IP 211	173152.05	449239.77	2" O.D. PIPE
IP 212	172827.40	449386.54	3/4" IB
IP 213	172401.59	449480.17	3/4" IB
IP 214	172398.41	449480.20	3/4" IB
IP 215	172220.73	449481.67	3/4" IB
IP 216	172220.54	449471.70	3/4" IB
IP 238	173515.63	449057.19	3/4" IB
IP 300	173513.79	448985.27	3/4" IB
IP 308	173515.18	449056.96	3/4" IB

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
215-216	S88°56'26"W	9.96'
216-217	S00°29'10"E	1.40'
217-218	S88°47'58"W	73.43'
218-219	N00°45'27"W	21.08'
219-220	S88°48'04"W	199.61'
220-221	N01°59'33"W	15.52'
221-222	N87°58'35"E	17.74'
223-224	N60°18'37"E	98.57'
225-226	N04°18'09"E	15.30'
226-227	N07°03'25"E	41.62'
228-229	N08°22'21"W	98.09'
230-231	N70°10'07"W	30.74'
203-204	N24°19'46"W	96.00'
234-235	NW°21'54"E	43.14'
235-229	N24°14'35"W	158.20'
239-240	S65°45'25"W	5.00'
240-236	N24°14'35"W	164.49'
236-238	N88°52'25"E	92.63'
238-208	S24°19'13"E	7.42'
208-237	N89°22'12"E	18.53'
237-209	S24°19'46"E	3.62'

COORDINATE TABLE - R/W

POINT NO.	STATION	OFFSET	NORTH	EAST
200	162+74.23	26.82' LT	172296.34	449398.04
203	171+52.01	24.25' LT	173118.02	449164.05
204	172+48.01	24.36' LT	173205.51	449124.53
208	175+50.70	41.18' RT	173508.42	449060.00
209	175+39.67	58.17' RT	173505.33	449080.02
212	167+96.03	59.33' RT	172827.40	449386.54
213	163+78.99	54.39' RT	172401.59	449480.17
215	162+01.82	60.62' RT	172220.73	449481.67
216	162+01.34	50.66' RT	172220.54	449471.70
217	161+99.95	50.72' RT	172219.14	449471.72
218	161+96.24	22.62' LT	172217.60	449398.30
219	162+23.30	23.51' LT	172244.67	449398.21
220	162+13.25	222.86' LT	172240.50	449198.65
221	162+28.74	223.26' LT	172256.01	449198.11
222	162+29.89	206.16' LT	172256.64	449215.84
223	162+35.19	172.81' LT	172261.70	449249.35
224	162+85.96	90.20' LT	172310.72	449335.32
225	163+22.77	66.36' LT	172344.18	449360.17
226	163+39.00	65.30' LT	172359.43	449361.32
227	163+82.86	59.27' LT	172400.93	449366.44
228	164+65.89	53.00' LT	173480.40	449365.34
229	165+69.58	52.27' LT	173577.44	449351.05
230	167+95.64	52.30' LT	172781.86	449284.65
231	171+67.53	52.32' LT	173120.64	449132.08
232	171+66.98	39.27' LT	173125.50	449144.20
233	172+32.87	39.37' LT	173185.54	449117.06
234	172+36.13	64.12' LT	173178.90	449092.91
235	172+71.81	39.00' LT	173221.19	449101.41
236	175+94.49	44.00' LT	173513.36	448964.35
237	175+43.29	58.16' RT	173508.63	449078.53
238	175+51.12	41.19' RT	173515.18	449056.96
239	174+30.00	39.00' LT	173365.44	449036.45
240	174+30.00	44.00' LT	173363.38	449031.89
308	175+51.12	41.19' RT	173515.18	449056.96
309	175+43.29	58.16' RT	173513.36	448964.35

SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	PLE ACRES	TLE ACRES
2	JAE ENTERPRISE, LLC	FEE	0.07	—	0.07	—	—
3	HAROLD S. SMITH AND JUDITH K. SMITH	FEE & TLE	0.25	—	0.25	—	0.03
4	KYLE W. KENIMER & DIANE M. KENIMER, TRUSTEES OF THE KYLE W. AND DIANE M. KENIMER JOINT REVOCABLE TRUST DATED SEPTEMBER 2, 2004	FEE & TLE	0.06	—	0.06	—	0.04
5	MARK T. RABE AND WENDY J. RABE	FEE & TLE	0.21	—	0.21	—	0.11
6	JEFFREY A. HOCH AND ANNETTE F. HOCH	FEE & TLE	0.04	—	0.04	—	0.03
7	PETER J. STUSSY AND LEAH A. STUSSY	FEE & TLE	0.13	—	0.13	—	0.09
8	TOWN OF ONALASKA	FEE & TLE	0.15	—	0.15	—	0.06
9	CHONG NENG YANG AND TONG LOR YANG	FEE & TLE	0.004	—	0.004	—	0.003

NOTE: OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO LA CROSSE COUNTY.

UTILITY INTEREST REQUIRED

UTILITY NUMBER	OWNER	INTEREST REQUIRED
90	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS
91	XCEL ENERGY, INC.	RELEASE OF RIGHTS
92	CENTURYLINK	RELEASE OF RIGHTS
93	RIVERLAND ENERGY COOPERATIVE	RELEASE OF RIGHTS

EASEMENT TABLE

OWNER	RECORDING INFORMATION	PARCEL(S)
NORTHERN STATES POWER COMPANY (NSP)-dba XCEL ENERGY, INC.	UTILITY EASEMENT V.912/P.580	5
NORTHERN STATES POWER COMPANY (NSP)-dba XCEL ENERGY, INC.	UTILITY EASEMENT V.910/P.289	6
NORTHERN STATES POWER COMPANY (NSP)-dba XCEL ENERGY, INC.	UTILITY EASEMENT V.925/P.817	7
NORTHERN STATES POWER COMPANY (NSP)-dba XCEL ENERGY, INC.	UTILITY EASEMENT V.927/P.266	7
NORTHERN STATES POWER COMPANY (NSP)-dba XCEL ENERGY, INC.	UTILITY EASEMENT V.924/P.860	8
NORTHERN STATES POWER COMPANY (NSP)-dba XCEL ENERGY, INC.	UTILITY EASEMENT V.920/P.237	9
*TREMPEALEAU ELECTRIC COOPERATIVE - dba RIVERLAND ENERGY COOPERATIVE	UTILITY EASEMENT DOC.# 481393	2-9

*EASEMENT IS BLANKET IN NATURE TO ENCOMPASS THE ENTIRE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 29, TOWNSHIP 17 NORTH, RANGE 7 WEST.

PARAGON ASSOCIATES
Environmental Design & Consulting
CIVIL ENGINEERING · LANDSCAPE ARCHITECTURE · SURVEYING
632 COPELAND AVENUE · LA CROSSE, WI 54603
Tel.608.781.3110 Fax.608.781.3197 Paragon-Assoc.biz

I, DAVID W. GORMAN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF LA CROSSE COUNTY, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN DAVID W. GORMAN S-2974 ONALASKA, WISCONSIN LAND SURVEYOR

SIGNATURE: _____ DATE: 4-25-2017
PRINT NAME: DAVID W. GORMAN
REGISTRATION NUMBER: PLS-2974
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR
LA CROSSE COUNTY HIGHWAY COMMITTEE
SIGNATURE: _____ DATE: 4/26/17
PRINT NAME: Title of Commissioner

FILE NAME : \\PGA-SRV1\SYS\SURVEY\2016\16-011 COUNTY TRUNK HIGHWAY SN TRANSPORTATION PROJECT PLAT\PHASE 1 DOT STANDARDS PLAT.DWG
PLOT DATE : 4/24/2017 11:50 AM
PLOT BY : JACOB STEPHENSON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
APPRAISAL PLAT DATE:

7067-00-00-4.02

1692356
LACROSSE COUNTY
REGISTER OF DEEDS
CHERYL A. MCBRIDE

RECORDED ON
04/26/2017 08:32AM
PLAT FEE: $25.00
VOLUME: TPP CAB PAGE: 78A
PAGES 1

** The above recordation information verifies that this document has been electronically recorded and returned to the submitter.**

TRANSPORTATION PROJECT PLAT NO: 7067-00-00-4.03

LOT 1 AND OUTLOT 1 OF HOPE ADDITION, LOT 1 OF LA CROSSE COUNTY C.S.M. V.5/P.131, DOC# 1091617, LOT 1 OF LA CROSSE COUNTY C.S.M. V.2/P.54, DOC# 927511, LOT 1 AND LOT 2 OF BEVERLY HILLS ADDITION AND PART OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 20, TOWNSHIP 17 NORTH, RANGE 7 WEST, TOWN OF ONALASKA AND THE VILLAGE OF HOLMEN, LA CROSSE COUNTY, WISCONSIN.

RELOCATION ORDER C.T.H. SN

(C.T.H. OT-ALPINE LANE)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE LA CROSSE COUNTY HIGHWAY COMMITTEE HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.

2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE LA CROSSE COUNTY HIGHWAY COMMITTEE FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF LA CROSSE COUNTY, PURSUANT TO THE PROVISIONS OF SECTION 83.07 AND 83.08, WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, SHEET 2 OF 2 OF TRANSPORTATION PROJECT PLAT 7067-00-00, RECORDED AS DOCUMENT #1692141 AND FILED IN THE OFFICE OF THE REGISTER OF DEEDS IN LA CROSSE COUNTY.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7067-00-00-4.03

COORDINATE TABLE - R/W				
POINT NO.	STATION	OFFSET	NORTH	EAST
207	175+86.28	33.00' LT	173515.79	448985.27
237	175+92.35	39.00' LT	173508.63	449018.53
238	175+58.12	41.19' RT	173515.18	449056.95
301	177+73.28	24.60' LT	173684.36	448908.63
302	178+33.42	24.54' LT	173739.22	448883.99
307	185+98.19	42.21' RT	174463.95	448630.83
308	175+58.12	41.19' LT	173515.18	449056.96
309	175+94.49	44.00' LT	173513.35	448964.35
310	177+16.38	39.00' LT	173626.56	448918.86
311	177+55.08	43.65' LT	173659.94	448898.74
312	177+74.60	43.65' LT	173677.74	448890.72
313	178+35.26	51.04' LT	173730.01	448859.07
314	181+51.11	50.70' LT	174019.06	448729.28
315	182+04.11	50.19' LT	174066.72	448708.46
316	182+14.05	49.93' LT	174075.86	448704.55
317	182+63.62	49.00' LT	174121.44	448685.04
318	183+63.87	49.00' LT	174212.84	448643.83
319	184+89.49	57.40' LT	174323.54	448584.64
320	186+67.50	57.76' LT	174487.30	448511.07
321	189+46.58	46.44' LT	174748.46	448412.03
322	190+30.00	61.35' LT	174819.34	448365.53
323	189+91.65	32.48' RT	174820.87	448466.94
324	189+17.87	34.50' RT	174753.80	448497.74
325	189+10.21	41.00' RT	174753.64	448507.42
326	189+00.66	34.97' RT	174738.15	448504.92
327	176+50.00	44.00' LT	173563.98	448941.56
328	176+50.00	39.00' LT	173566.04	448946.12

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP 207	173513.79	448985.27	3/4" IB
IP 238	173515.18	449056.96	3/4" IB
IP 300	173513.79	448985.27	3/4" IB
IP 301	173684.36	448908.63	1" O.D. PIPE
IP 302	173739.22	448883.99	1" O.D. PIPE
IP 303	173741.07	448883.16	1" O.D. PIPE
IP 304	174423.93	448576.45	3/4" IB
IP 305	174763.16	448493.44	3/4" IB
IP 306	174619.84	448560.68	1" O.D. PIPE
IP 307	174463.95	448630.83	3/4" IB
IP 308	173515.18	449056.96	3/4" IB

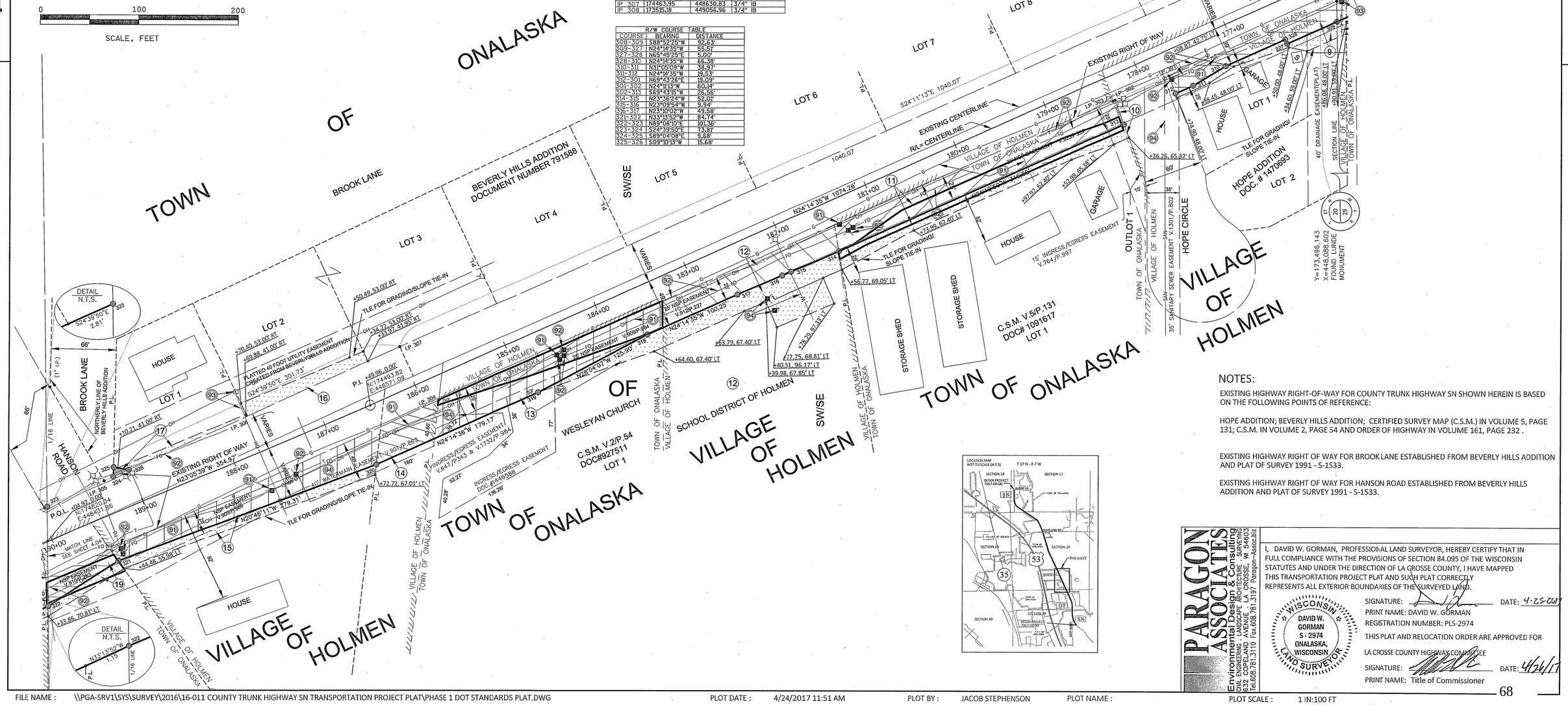
R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
308-309	S88°52'25"W	52.63'
309-327	N24°14'35"W	55.51'
327-328	N65°45'25"E	5.00'
328-310	N24°14'35"W	66.38'
310-311	N31°05'09"W	38.97'
311-312	N24°14'35"W	19.53'
312-301	N69°43'26"E	19.09'
301-302	N24°11'13"W	60.14'
302-313	S69°43'15"W	26.56'
314-315	N23°36'24"W	52.07'
315-316	N23°09'54"W	9.94'
316-317	N23°10'02"W	49.58'
321-322	N13°15'52"W	84.74'
322-323	N89°08'10"E	101.36'
323-324	S24°39'50"E	73.81'
324-325	S89°04'08"E	5.68'
325-326	S09°10'13"W	15.68'

SCHEDULE OF LANDS AND INTERESTS REQUIRED							
PARCEL NUMBER	OWNEROWNER	INTEREST REQUIRED	R/W ACRES REQUIRED			PLE	TLE
			NEW	EXISTING	TOTAL	ACRES	ACRES
9	CHONG NENG YANG AND TONG LOR YANG	FEE & TLE	0.08	——	0.08	——	0.05
10	HABITAT FOR HUMANITY, LA CROSSE AREA, INC.	FEE & TLE	0.001	——	0.001	——	0.001
11	DAVID M. PAUDLER AND DAVID J. RITTER	FEE & TLE	0.19	——	0.19	——	0.09
12	SCHOOL DISTRICT OF HOLMEN	FEE & TLE	0.11	——	0.11	——	0.12
13	WISCONSIN DISTRICT OF THE WESLEYAN CHURCH	FEE & TLE	0.18	——	0.18	——	0.12
14	THARREN L. APPLETON AND TRACY L. APPLETON	FEE	0.05	0.05	0.10	——	——
15	ARCHIE ACHTERKIRCH AND PRISCILLA ACHTERKIRCH	FEE & TLE	0.24	0.16	0.40	——	0.17
16	JAMES P. SCHANK AND CAROL SCHANK	TLE	——	——	——	——	0.04
17	MICHAEL A. MCDOWELL AND SUSAN A. MCDOWELL	FEE & TLE	0.002	——	0.002	——	0.01
19	GEORGE H. SCHMIDT AND PATRICIA D. SCHMIDT	FEE & TLE	0.04	0.04	0.08	——	0.02

NOTE: OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO LA CROSSE COUNTY.

EASEMENT TABLE		
OWNER	RECORDING INFORMATION	PARCEL(S)
VILLAGE OF HOLMEN	UTILITY EASEMENT V.1301/P.802	9
NORTHERN STATES POWER COMPANY (NSP)-dba XCEL ENERGY, INC.	UTILITY EASEMENT V.920/P.237	9, 10
NORTHERN STATES POWER COMPANY (NSP)-dba XCEL ENERGY, INC.	UTILITY EASEMENT V.912/P.227	11, 12
NORTHERN STATES POWER COMPANY (NSP)-dba XCEL ENERGY, INC.	UTILITY EASEMENT V.909/P.984	13
VILLAGE OF HOLMEN	UTILITY EASEMENT V.901/P.863	13 - 15
NORTHERN STATES POWER COMPANY (NSP)-dba XCEL ENERGY, INC.	UTILITY EASEMENT V.909/P.986	15
NORTHERN STATES POWER COMPANY (NSP)-dba XCEL ENERGY, INC.	UTILITY EASEMENT V.910/P.283	19

UTILITY INTEREST REQUIRED		
UTILITY NUMBER	OWNER	INTEREST REQUIRED
91	XCEL ENERGY, INC.	RELEASE OF RIGHTS
92	CENTURYLINK	RELEASE OF RIGHTS
93	RIVERLAND ENERGY COOPERATIVE	RELEASE OF RIGHTS
94	VILLAGE OF HOLMEN	RELEASE OF RIGHTS



NOTES:

EXISTING HIGHWAY RIGHT-OF-WAY FOR COUNTY TRUNK HIGHWAY SN SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

HOPE ADDITION; BEVERLY HILLS ADDITION; CERTIFIED SURVEY MAP (C.S.M.) IN VOLUME 5, PAGE 131; C.S.M. IN VOLUME 2, PAGE 54 AND ORDER OF HIGHWAY IN VOLUME 161, PAGE 232 .

EXISTING HIGHWAY RIGHT OF WAY FOR BROOK LANE ESTABLISHED FROM BEVERLY HILLS ADDITION AND PLAT OF SURVEY 1991 - S-1533.

EXISTING HIGHWAY RIGHT OF WAY FOR HANSON ROAD ESTABLISHED FROM BEVERLY HILLS ADDITION AND PLAT OF SURVEY 1991 - S-1533.

PARAGON ASSOCIATES
Environmental Design & Consulting
CIVIL ENGINEERING . LANDSCAPE ARCHITECTURE . SURVEYING
632 COPELAND AVENUE . LA CROSSE, WI 54603
Tel:608.781.3110 Fax:608.781.3197 Paragon-Assoc.biz

I, DAVID W. GORMAN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF LA CROSSE COUNTY, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: DATE: 4-25-2017
PRINT NAME: DAVID W. GORMAN
REGISTRATION NUMBER: PLS-2974

WISCONSIN DAVID W. GORMAN S-2974 ONALASKA, WISCONSIN LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR

LA CROSSE COUNTY HIGHWAY COMMITTEE

SIGNATURE: DATE: 4/26/17
PRINT NAME: Title of Commissioner

FILE NAME : \\PGA-SRV1\SYS\SURVEY\2016\16-011 COUNTY TRUNK HIGHWAY SN TRANSPORTATION PROJECT PLAT\PHASE 1 DOT STANDARDS PLAT.DWG
PLOT DATE : 4/24/2017 11:51 AM
PLOT BY : JACOB STEPHENSON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
APPRAISAL PLAT DATE:

1692357
LACROSSE COUNTY
REGISTER OF DEEDS
CHERYL A. MCBRIDE

RECORDED ON
04/26/2017 08:32AM
PLAT FEE: $25.00
VOLUME: TPP CAB PAGE: 78B
PAGES 1

** The above recording information verifies that this document has been electronically recorded and returned to the submitter.**

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7067-00-00-4.04

TRANSPORTATION PROJECT PLAT NO: 7067-00-00-4.04

LOT 30 IN BLOCK 11 OF CEDAR MEADOW ADDITION, THE VILLAGE OF HOLMEN, LA CROSSE COUNTY, WISCONSIN.

RELOCATION ORDER C.T.H. SN

(C.T.H. OT-ALPINE LANE)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE LA CROSSE COUNTY HIGHWAY COMMITTEE HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.

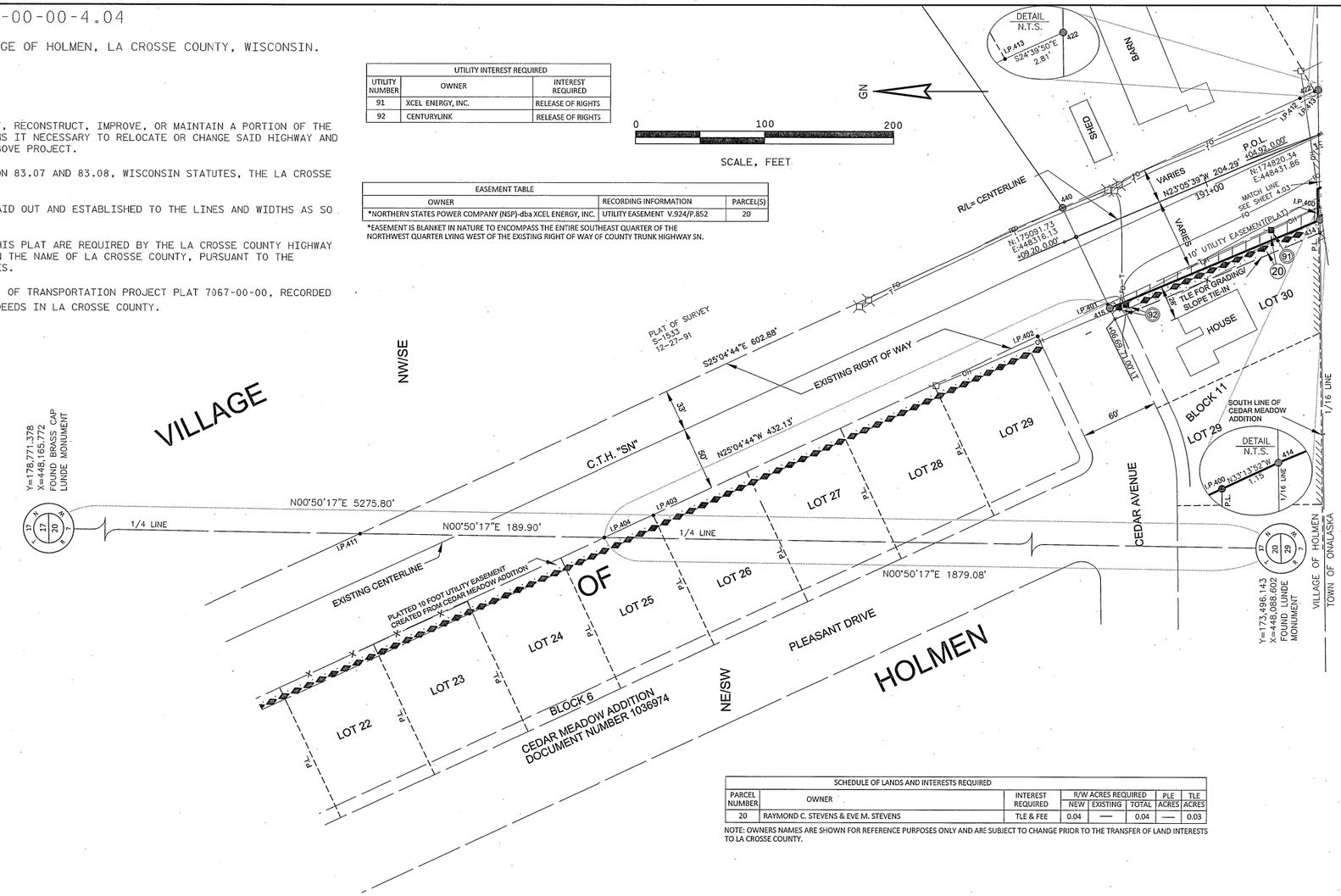
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE LA CROSSE COUNTY HIGHWAY COMMITTEE FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF LA CROSSE COUNTY, PURSUANT TO THE PROVISIONS OF SECTION 83.07 AND 83.08, WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, SHEET 2 OF 2 OF TRANSPORTATION PROJECT PLAT 7067-00-00, RECORDED AS DOCUMENT #1692141 AND FILED IN THE OFFICE OF THE REGISTER OF DEEDS IN LA CROSSE COUNTY.

UTILITY INTEREST REQUIRED		
UTILITY NUMBER	OWNER	INTEREST REQUIRED
91	XCEL ENERGY, INC.	RELEASE OF RIGHTS
92	CENTURYLINK	RELEASE OF RIGHTS

EASEMENT TABLE		
OWNER	RECORDING INFORMATION	PARCEL(S)
*NORTHERN STATES POWER COMPANY (NSP)-dba XCEL ENERGY, INC.	UTILITY EASEMENT V.924/P.852	20

*EASEMENT IS BLANKET IN NATURE TO ENCOMPASS THE ENTIRE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER LYING WEST OF THE EXISTING RIGHT OF WAY OF COUNTY TRUNK HIGHWAY SN.



SCHEDULE OF LANDS AND INTERESTS REQUIRED							
PARCEL NUMBER	OWNER	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	PLE ACRES	TLE ACRES
20	RAYMOND C. STEVENS & EVE M. STEVENS	TLE & FEE	0.04	—	0.04	—	0.03

NOTE: OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO LA CROSSE COUNTY.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
I.P. 400	174820.46	448375.62	1 1/2"O.D. PIPE
I.P. 401	174983.64	448299.25	3/4" IB
I.P. 402	175037.98	448273.70	3/4" IB
I.P. 403	175336.55	448133.60	1" O.D. PIPE
I.P. 404	175375.02	448116.09	3/4" IB
I.P. 411	175564.91	448118.87	3/4" IB
I.P. 412	174835.02	448460.44	3/4" IB
I.P. 413	174823.53	448465.76	3/4" IB

COORDINATE TABLE - R/W					
POINT NO.	STATION	OFFSET	NORTH	EAST	
414	190+30.00	61.33'	LT	174819.34	448355.59
415	190+07.02	61.55'	LT	174982.10	448295.96
422	189+91.65	32.48'	RT	174820.87	448466.94
440	192+10.08	25.27'	RT	175018.86	448374.41

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
414-415	N23°09'37"W	177.03'
415-440	N64°53'23"E	86.63'
440-412	S25°04'44"E	202.97'
412-422	S24°39'50"E	15.58'
422-414	S89°08'09"W	101.36'
415-401	N64°55'14"E	3.63'

NOTES:

EXISTING HIGHWAY RIGHT-OF-WAY FOR COUNTY TRUNK HIGHWAY SN SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

CEDAR MEADOW ADDITION; PLAT OF SURVEY 1991 - S-1533; AND ORDER MAKING RECORDED OF HIGHWAY, VOLUME 161, PAGE 232.

EXISTING HIGHWAY RIGHT OF WAY FOR CEDAR AVENUE ESTABLISHED FROM CEDAR MEADOW ADDITION.

EXISTING HIGHWAY RIGHT OF WAY FOR HANSON ROAD ESTABLISHED FROM BEVERLY HILLS ADDITION AND PLAT OF SURVEY 1991 - S-1533.

PARAGON ASSOCIATES
Environmental Design & Consulting
CIVIL ENGINEERING · LANDSCAPE ARCHITECTURE · SURVEYING
632 COPELAND AVENUE · LA CROSSE, WI 54603
Tel.608.781.3110 Fax.608.781.3197 Paragon-Assoc.biz

I, DAVID W. GORMAN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF LA CROSSE COUNTY, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 4-25-17

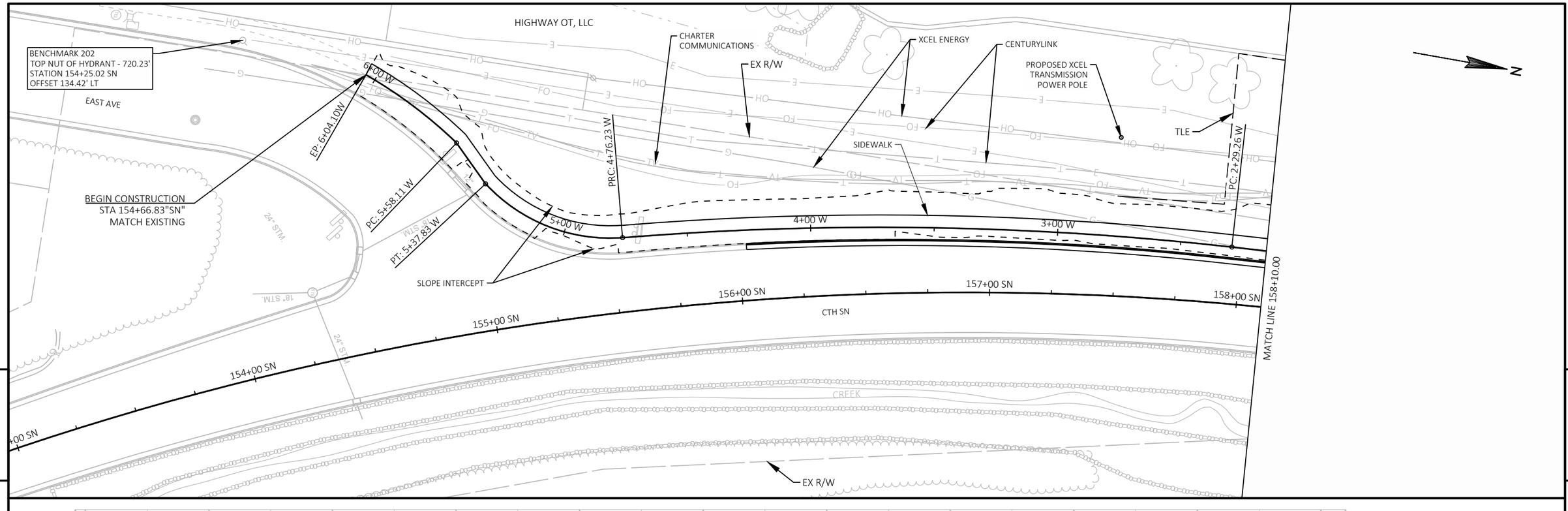
WISCONSIN DAVID W. GORMAN S-2974 ONALASKA, WISCONSIN LAND SURVEYOR

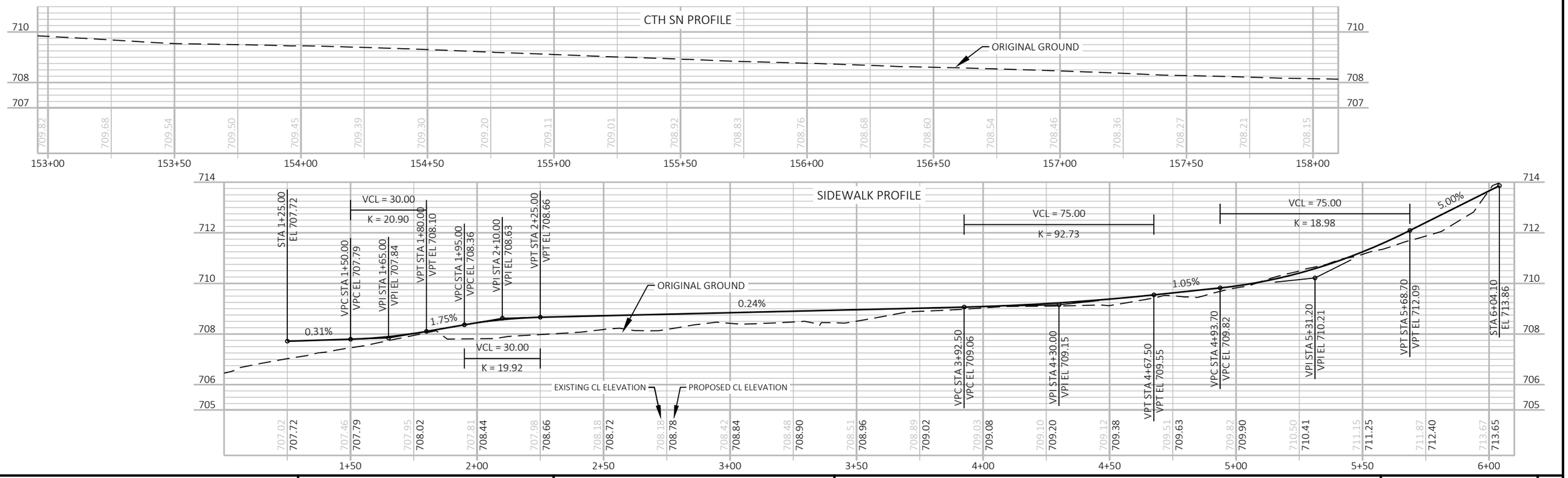
PRINT NAME: DAVID W. GORMAN
REGISTRATION NUMBER: PLS-2974

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR LA CROSSE COUNTY HIGHWAY COMMITTEE

SIGNATURE: _____ DATE: 4/26/17

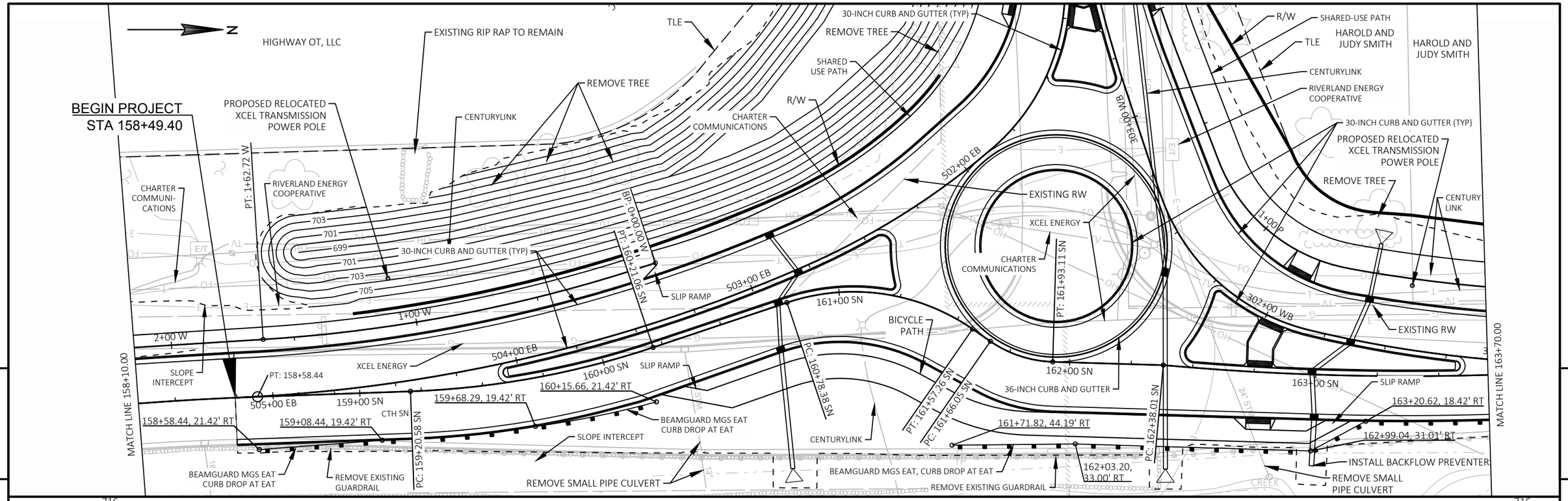
PRINT NAME: Title of Commissioner

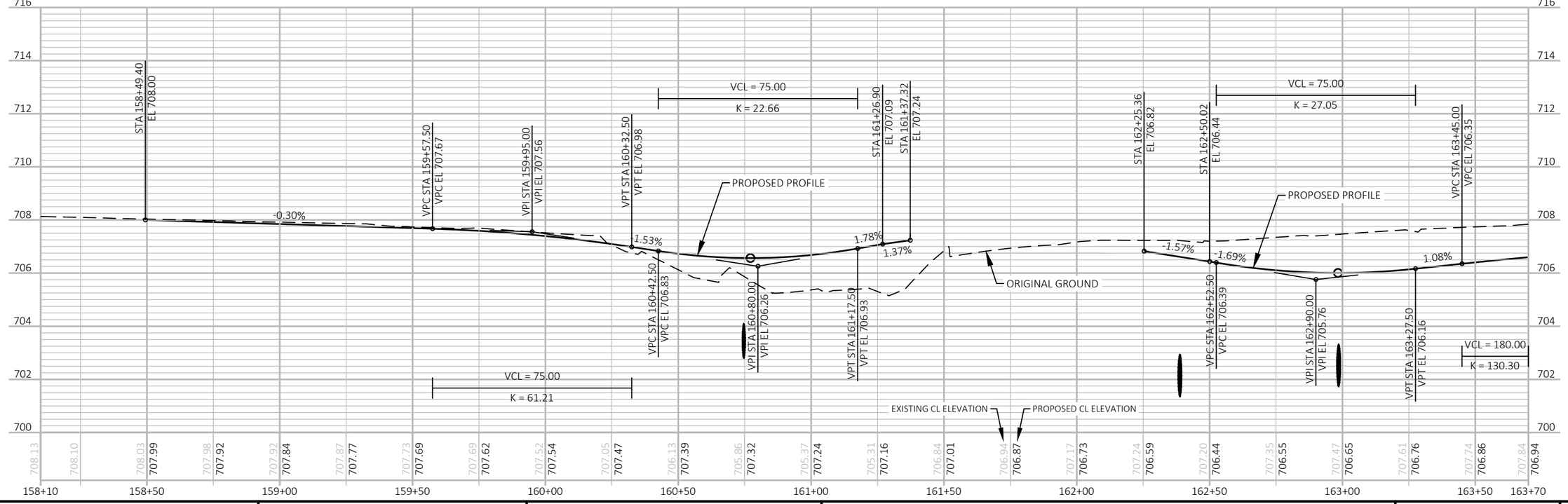




PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	PLAN AND PROFILE: CTH SN	SHEET 70 E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\050101_PP.DWG
LAYOUT NAME - 050101_pp
PLOT DATE : 7/29/2018 11:02 AM
PLOT BY : RACHEL BURNHAM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT



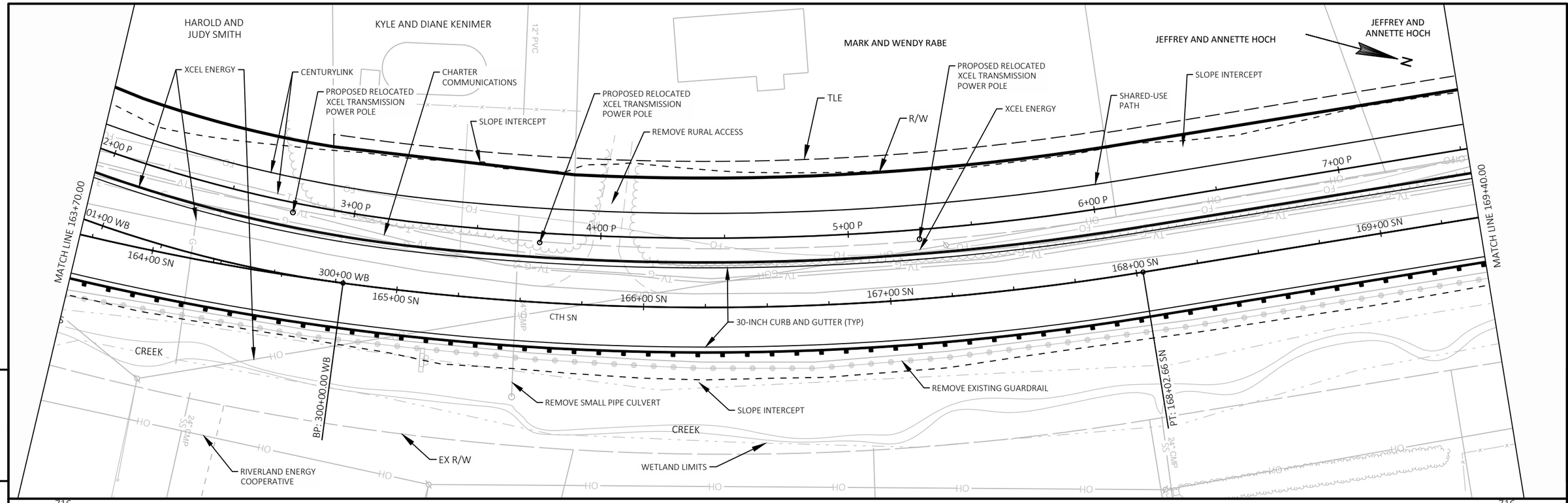


PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	PLAN AND PROFILE: CTH SN	SHEET 71	E

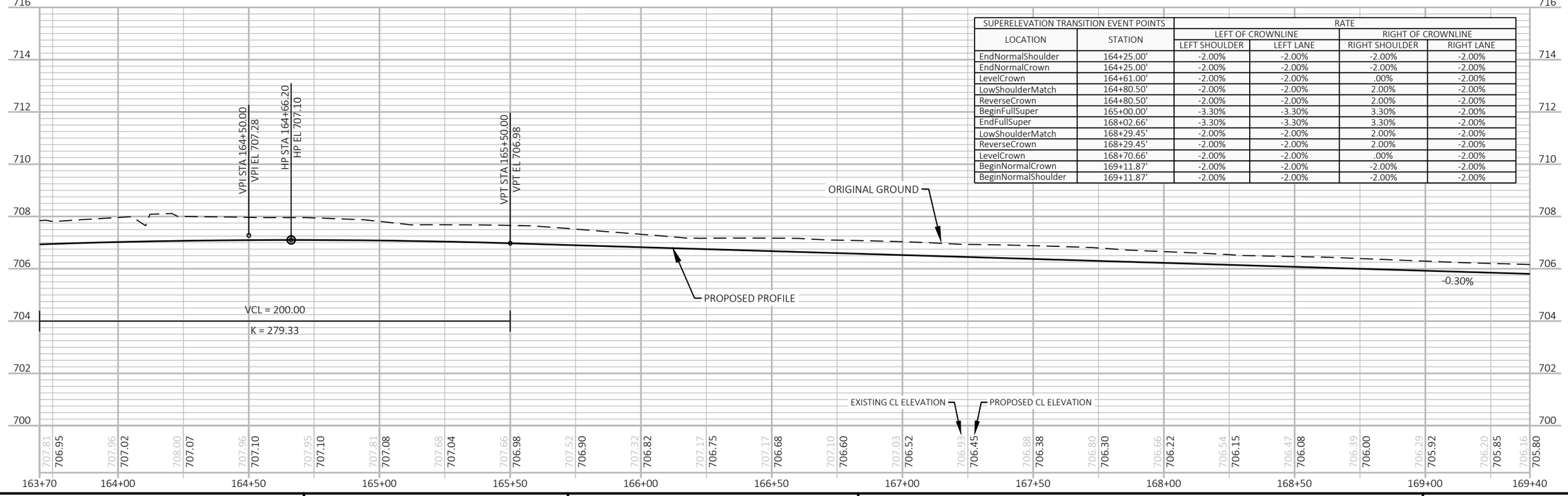
FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\050101_PP.DWG
LAYOUT NAME - 050102_pp

PLOT DATE : 7/29/2018 11:03 AM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

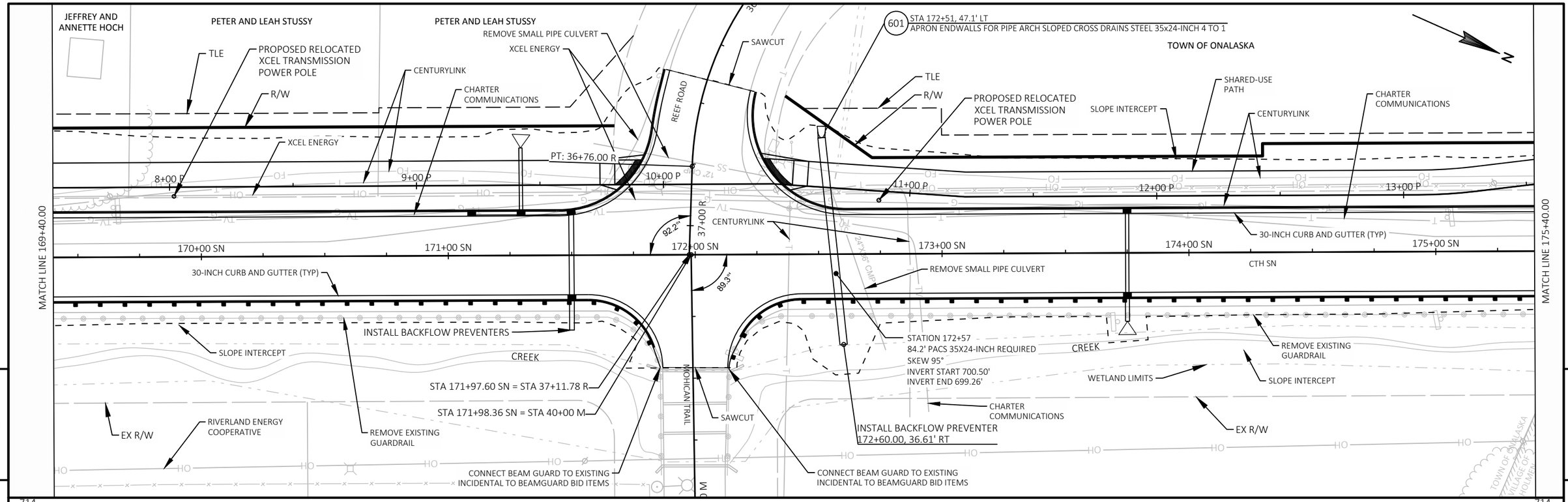


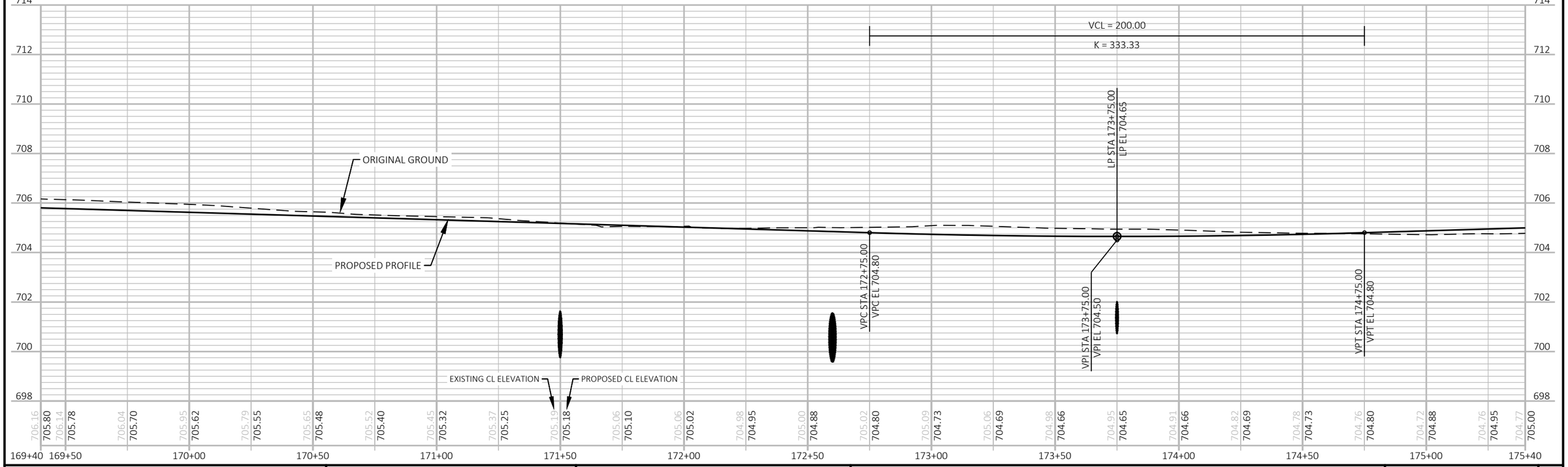
SUPERELEVATION TRANSITION EVENT POINTS		RATE			
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE	
		LEFT SHOULDER	LEFT LANE	RIGHT SHOULDER	RIGHT LANE
EndNormalShoulder	164+25.00'	-2.00%	-2.00%	-2.00%	-2.00%
EndNormalCrown	164+25.00'	-2.00%	-2.00%	-2.00%	-2.00%
LevelCrown	164+61.00'	-2.00%	-2.00%	.00%	-2.00%
LowShoulderMatch	164+80.50'	-2.00%	-2.00%	2.00%	-2.00%
ReverseCrown	164+80.50'	-2.00%	-2.00%	2.00%	-2.00%
BeginFullSuper	165+00.00'	-3.30%	-3.30%	3.30%	-2.00%
EndFullSuper	168+02.66'	-3.30%	-3.30%	3.30%	-2.00%
LowShoulderMatch	168+29.45'	-2.00%	-2.00%	2.00%	-2.00%
ReverseCrown	168+29.45'	-2.00%	-2.00%	2.00%	-2.00%
LevelCrown	168+70.66'	-2.00%	-2.00%	.00%	-2.00%
BeginNormalCrown	169+11.87'	-2.00%	-2.00%	-2.00%	-2.00%
BeginNormalShoulder	169+11.87'	-2.00%	-2.00%	-2.00%	-2.00%



PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	PLAN AND PROFILE: CTH SN	SHEET 72	E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\050101_PP.DWG
LAYOUT NAME - 050103_pp
PLOT DATE : 7/29/2018 11:03 AM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:40 FT



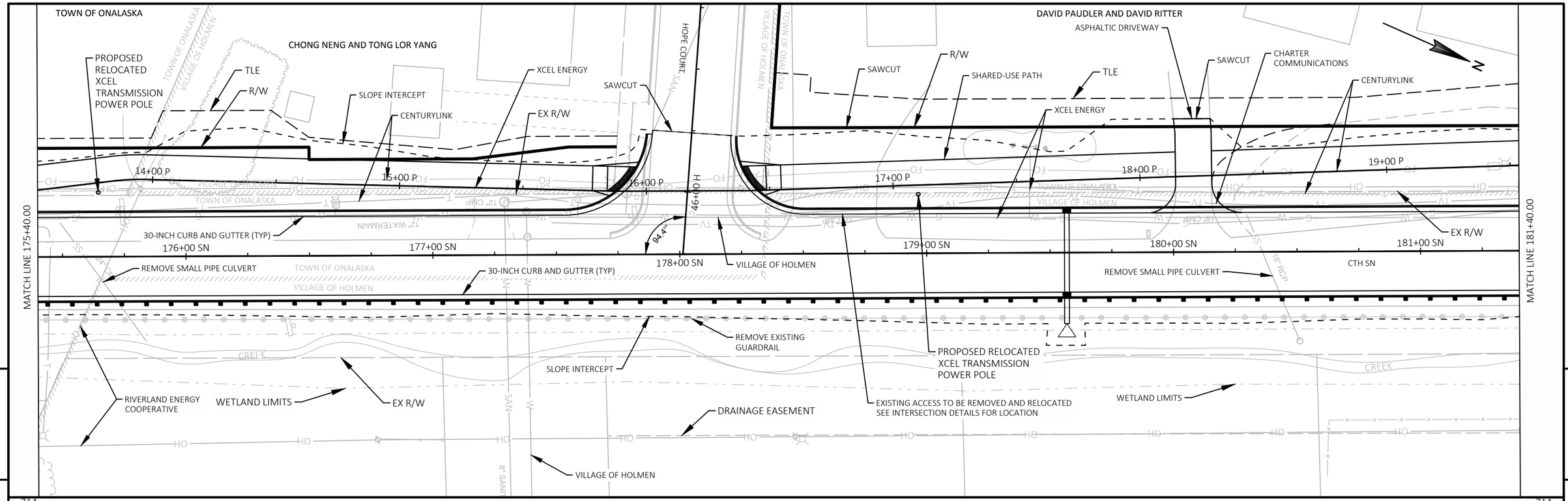


PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	PLAN AND PROFILE: CTH SN	SHEET 73	E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\050101_PP.DWG
LAYOUT NAME - 050104_pp

PLOT DATE : 7/29/2018 11:03 AM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	PLAN AND PROFILE: CTH SN	SHEET 74	E

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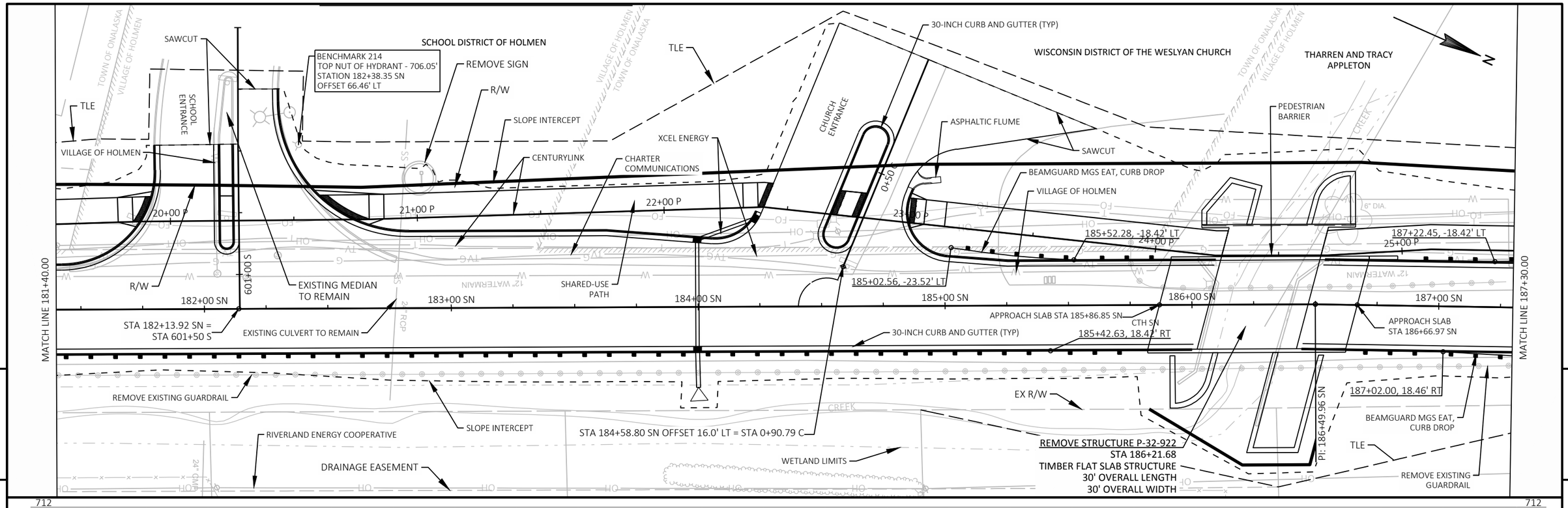
LAYOUT NAME - 050105_pp

PLOT DATE : 7/29/2018 11:03 AM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

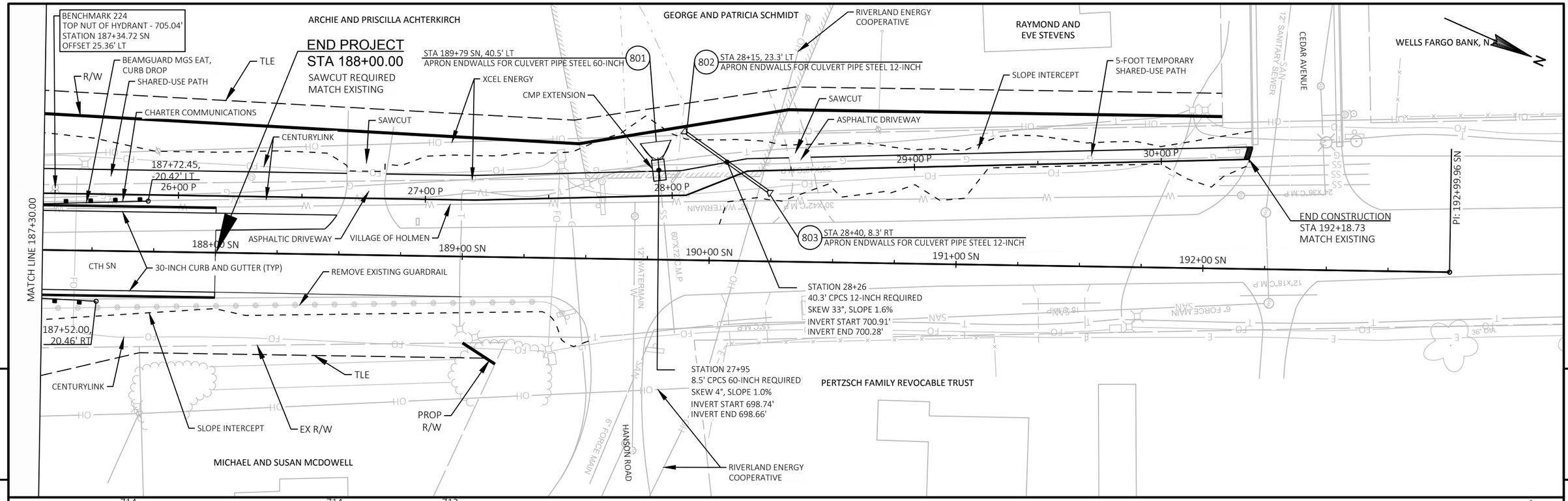


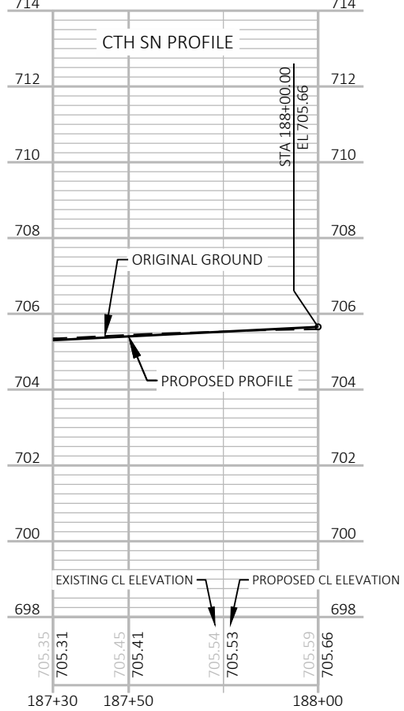
PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	PLAN AND PROFILE: CTH SN	SHEET 75	E

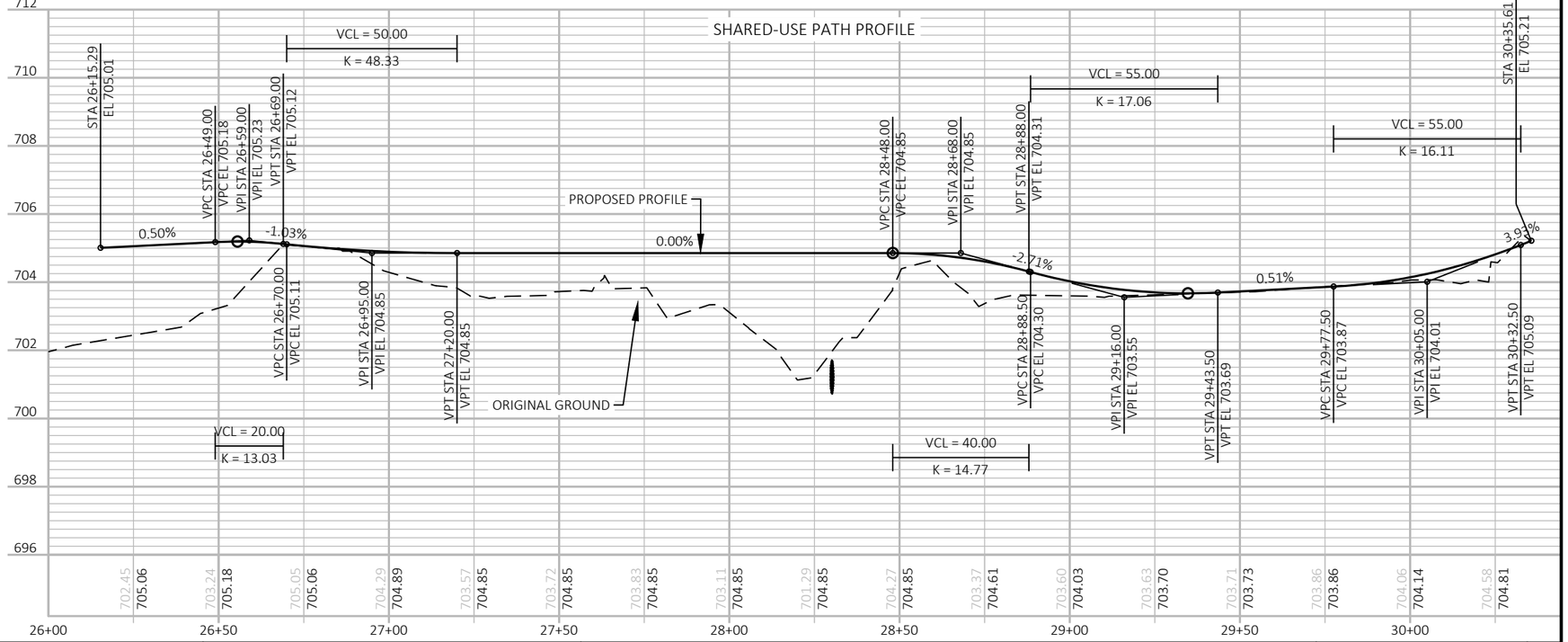
FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\050101_PP.DWG
LAYOUT NAME - 050106_pp

PLOT DATE : 8/27/2018 12:33 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

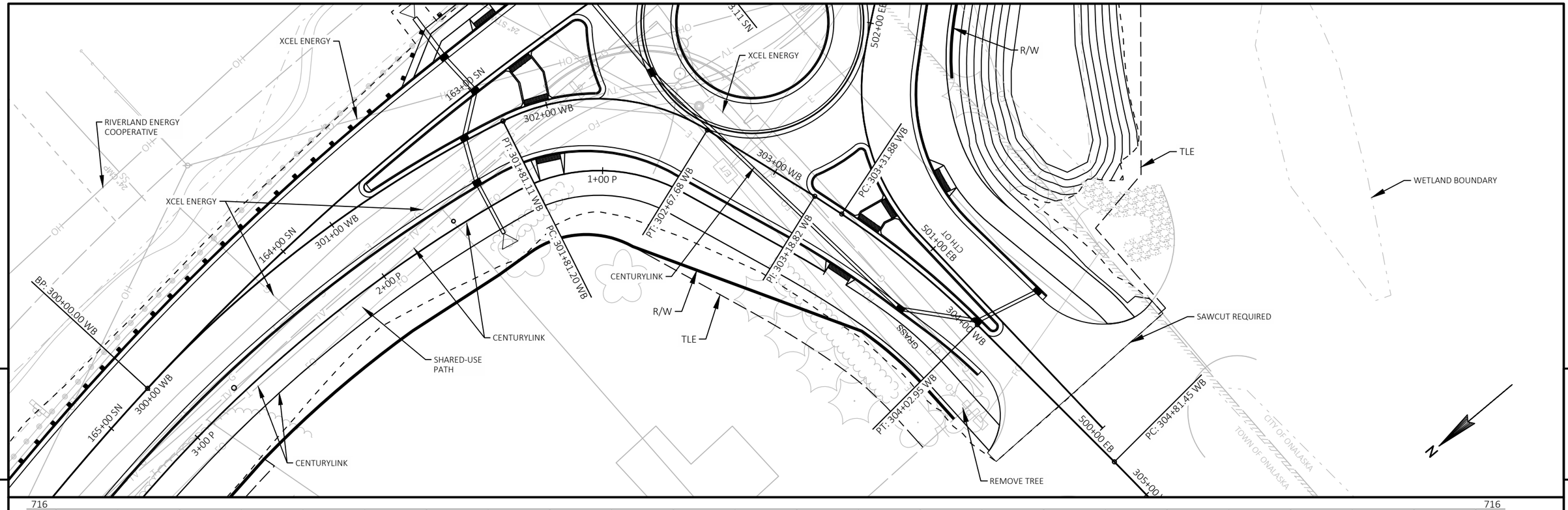
WISDOT/CADDS SHEET 44

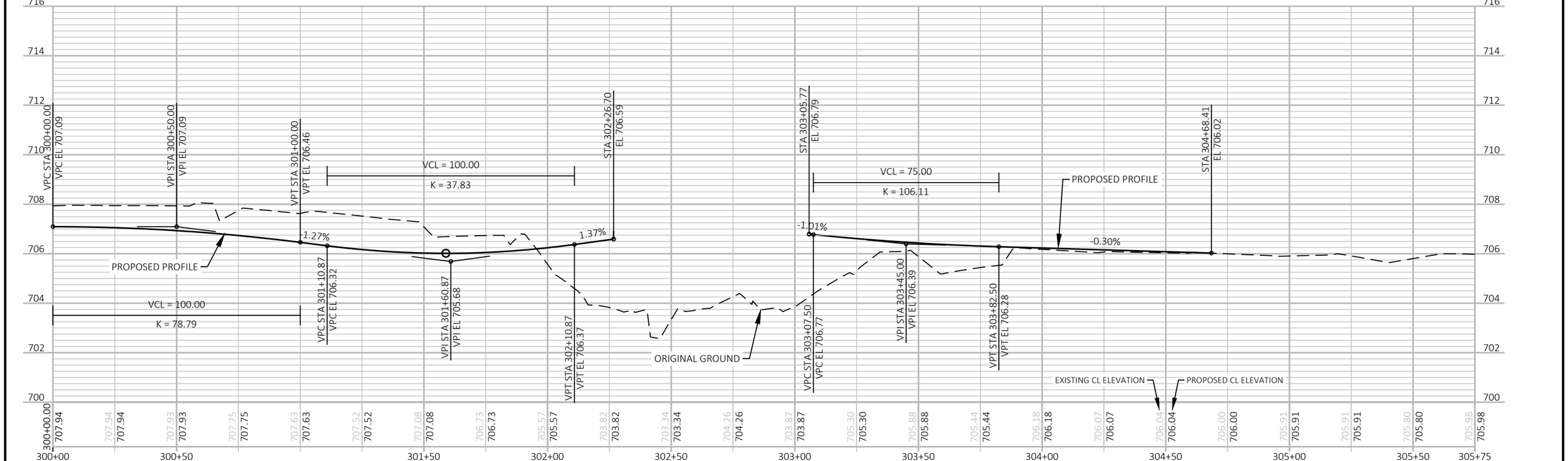




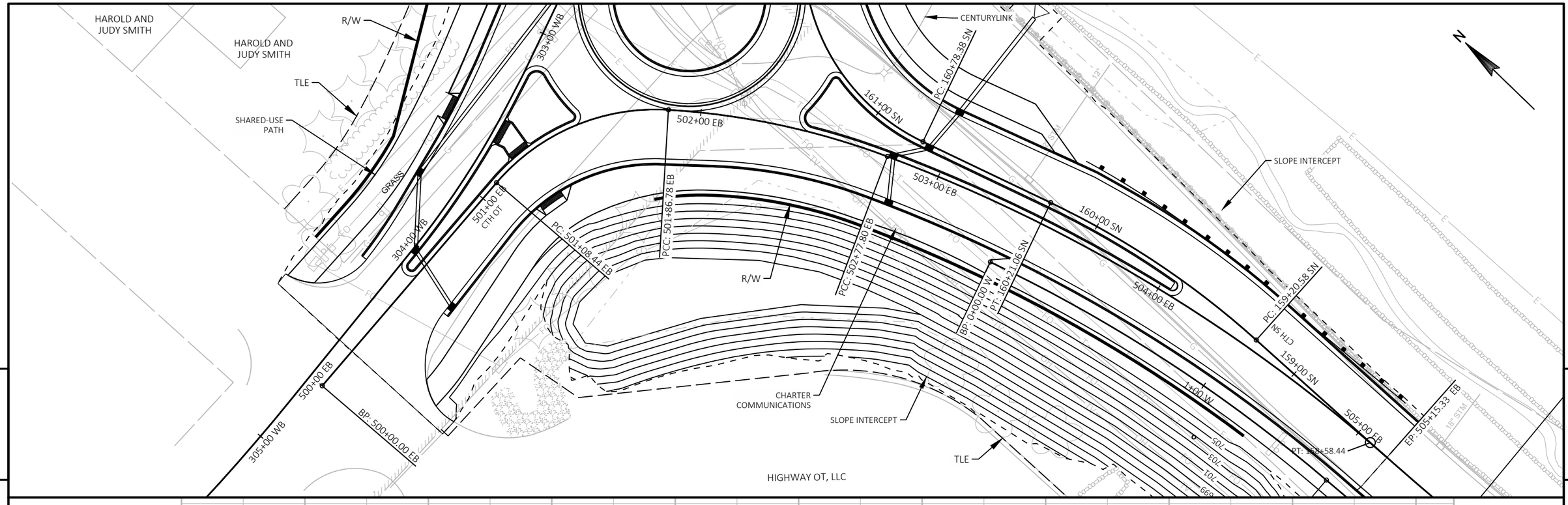


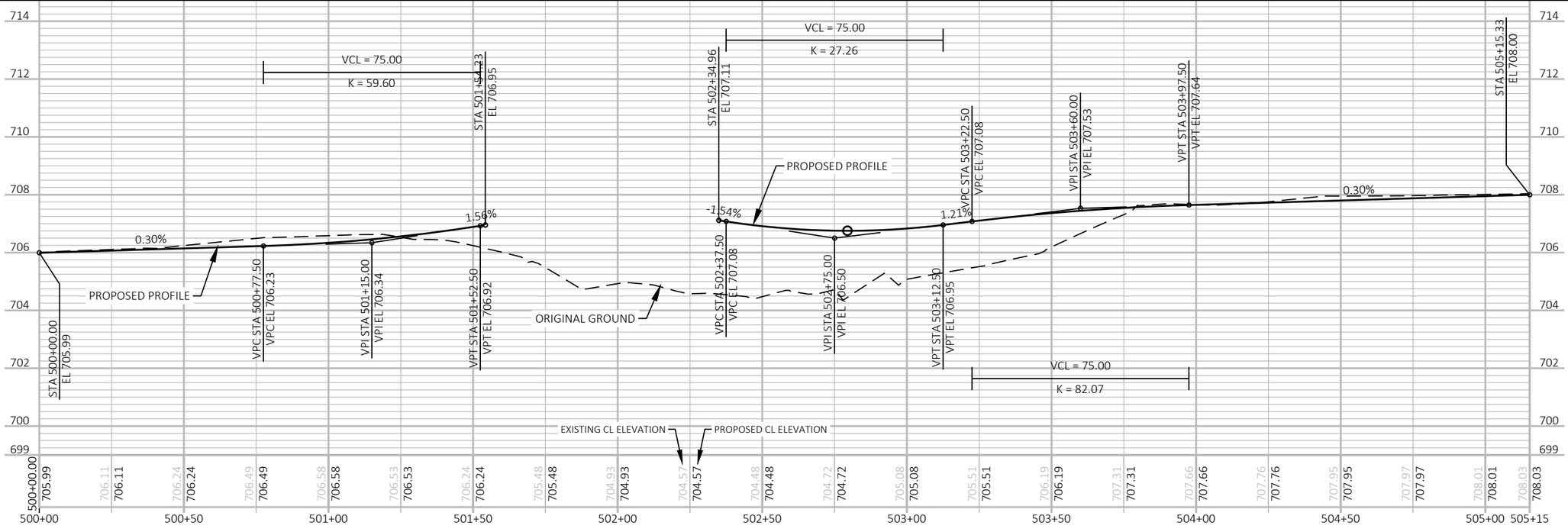
PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	PLAN AND PROFILE: CTH SN	SHEET 76	E



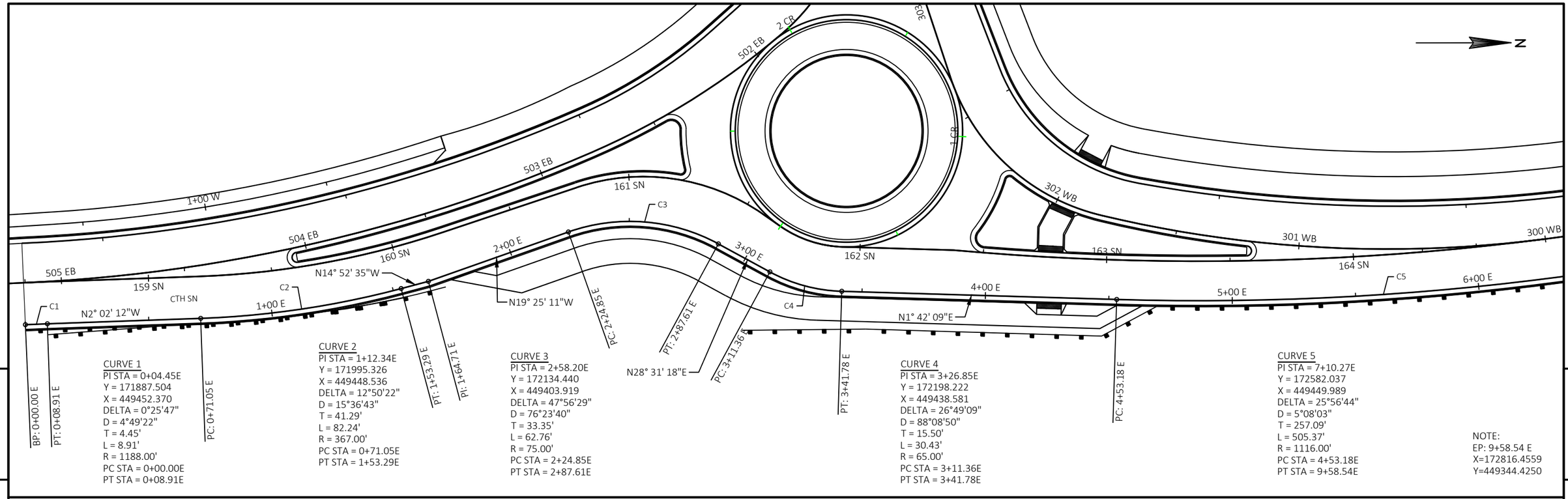


PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	PLAN AND PROFILE: ROUNDABOUT - SB CTH SN TO WB CTH OT	SHEET 77	E





PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	PLAN AND PROFILE: ROUNDABOUT - EB CTH OT TO SB CTH SN	SHEET 78	E



CURVE 1
PI STA = 0+04.45E
Y = 171887.504
X = 449452.370
DELTA = 0°25'47"
D = 4°49'22"
T = 4.45'
L = 8.91'
R = 1188.00'
PC STA = 0+00.00E
PT STA = 0+08.91E

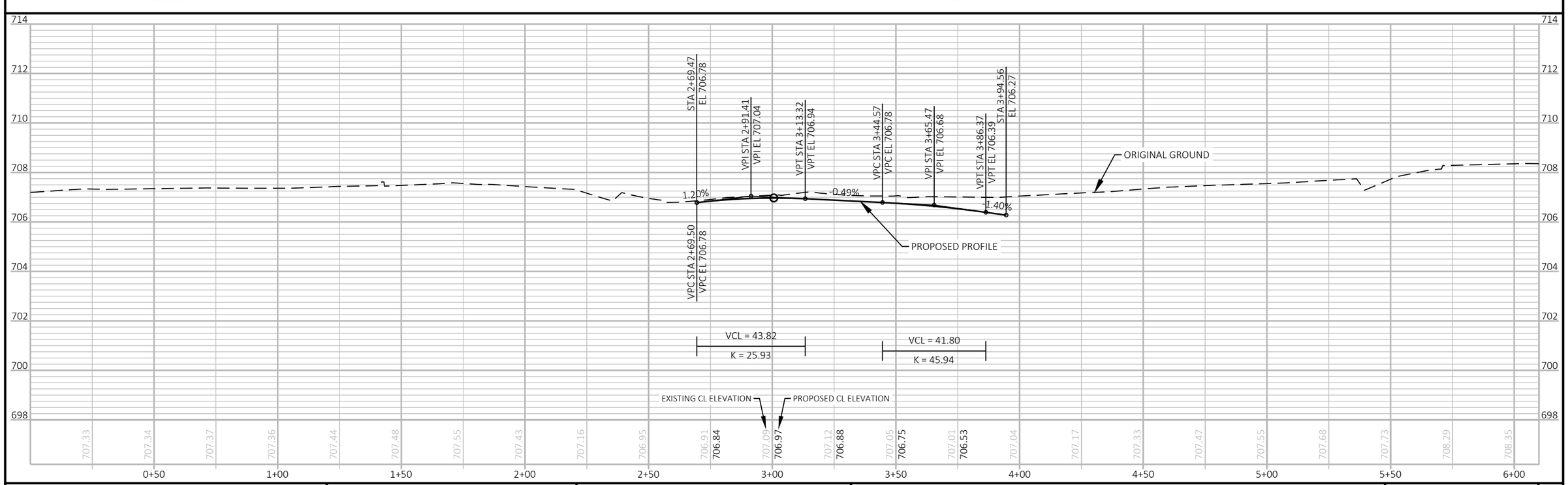
CURVE 2
PI STA = 1+12.34E
Y = 171995.326
X = 449448.536
DELTA = 12°50'22"
D = 15°36'43"
T = 41.29'
L = 82.24'
R = 367.00'
PC STA = 0+71.05E
PT STA = 1+53.29E

CURVE 3
PI STA = 2+58.20E
Y = 172134.440
X = 449403.919
DELTA = 47°56'29"
D = 76°23'40"
T = 33.35'
L = 62.76'
R = 75.00'
PC STA = 2+24.85E
PT STA = 2+87.61E

CURVE 4
PI STA = 3+26.85E
Y = 172198.222
X = 449438.581
DELTA = 26°49'09"
D = 88°08'50"
T = 15.50'
L = 30.43'
R = 65.00'
PC STA = 3+11.36E
PT STA = 3+41.78E

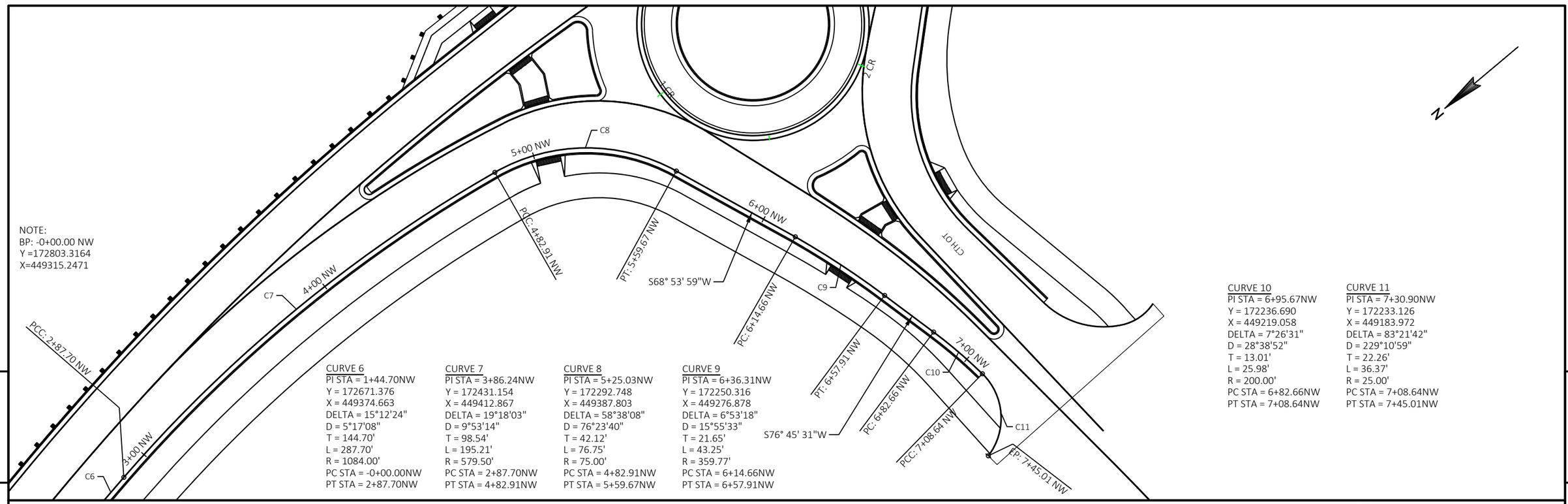
CURVE 5
PI STA = 7+10.27E
Y = 172582.037
X = 449449.989
DELTA = 25°56'44"
D = 5°08'03"
T = 257.09'
L = 505.37'
R = 1116.00'
PC STA = 4+53.18E
PT STA = 9+58.54E

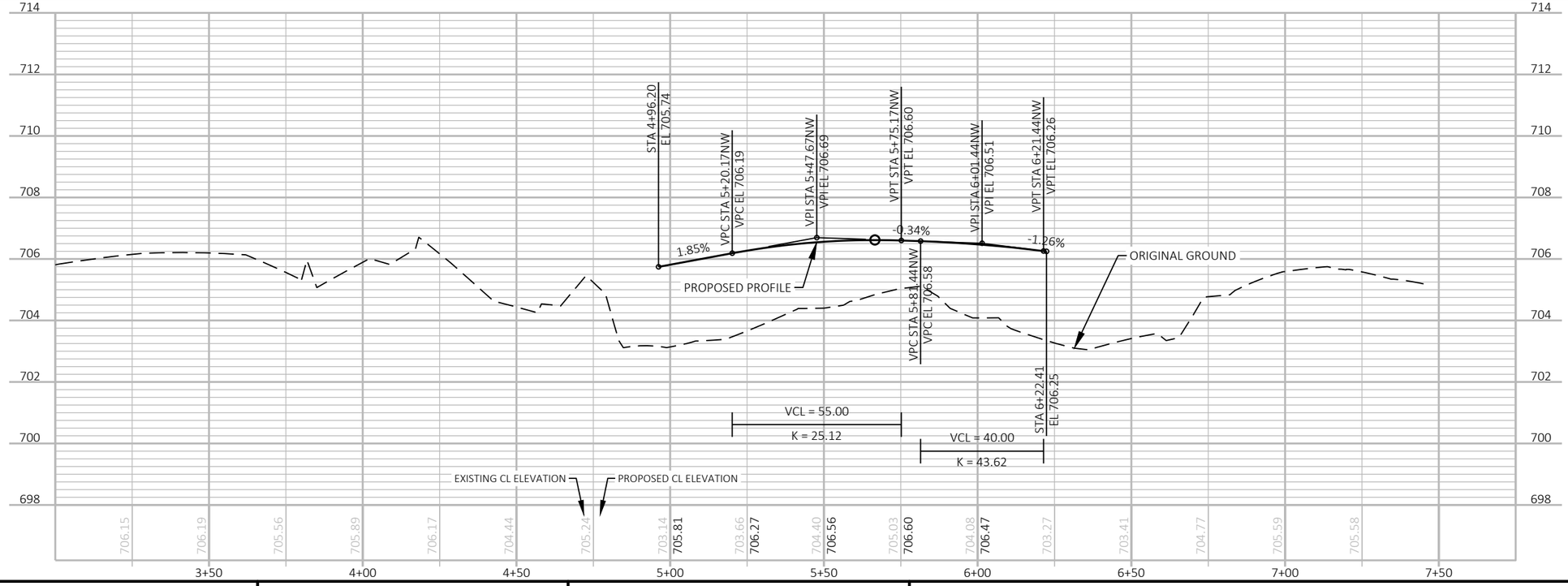
NOTE:
EP: 9+58.54 E
X=172816.4559
Y=449344.4250



PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	PLAN AND PROFILE: ROUNDABOUT - CTH SN NB OUTSIDE CURB	SHEET 79	E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\050102_PP.DWG
LAYOUT NAME - 050110_pp
PLOT DATE : 7/16/2018 6:40 AM
PLOT BY : RACHEL BURNHAM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT



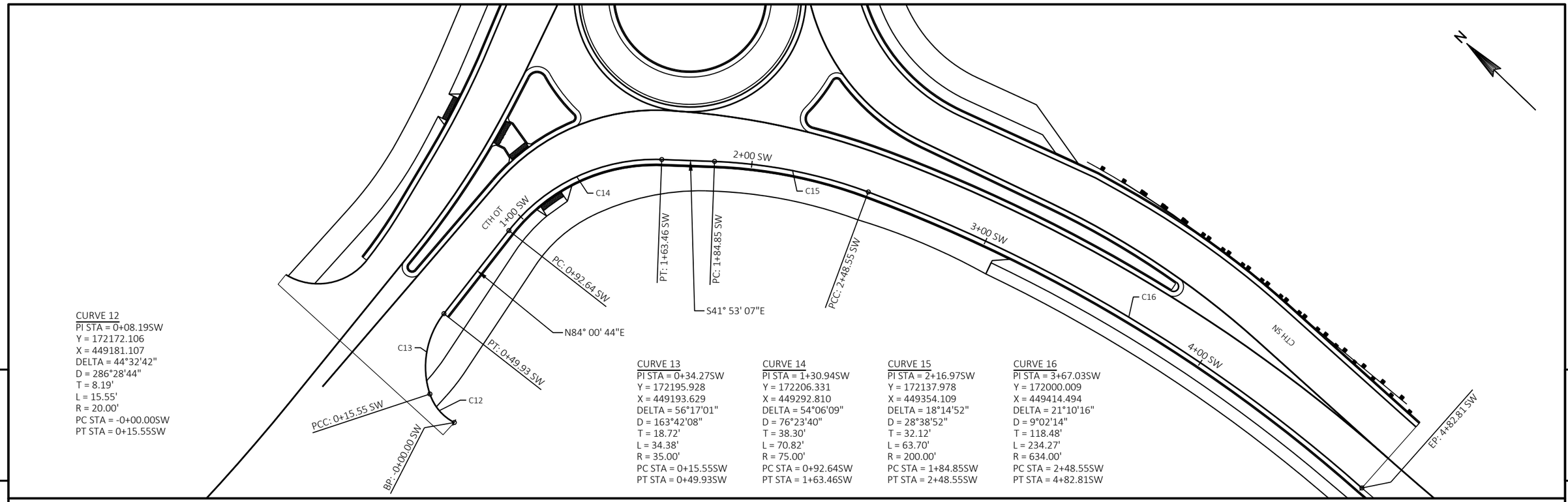


PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	PLAN AND PROFILE: ROUNDABOUT - WB OUTSIDE CURB	SHEET 80	E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\050102_PP.DWG
LAYOUT NAME - 050111_pp

PLOT DATE : 7/16/2018 6:40 AM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



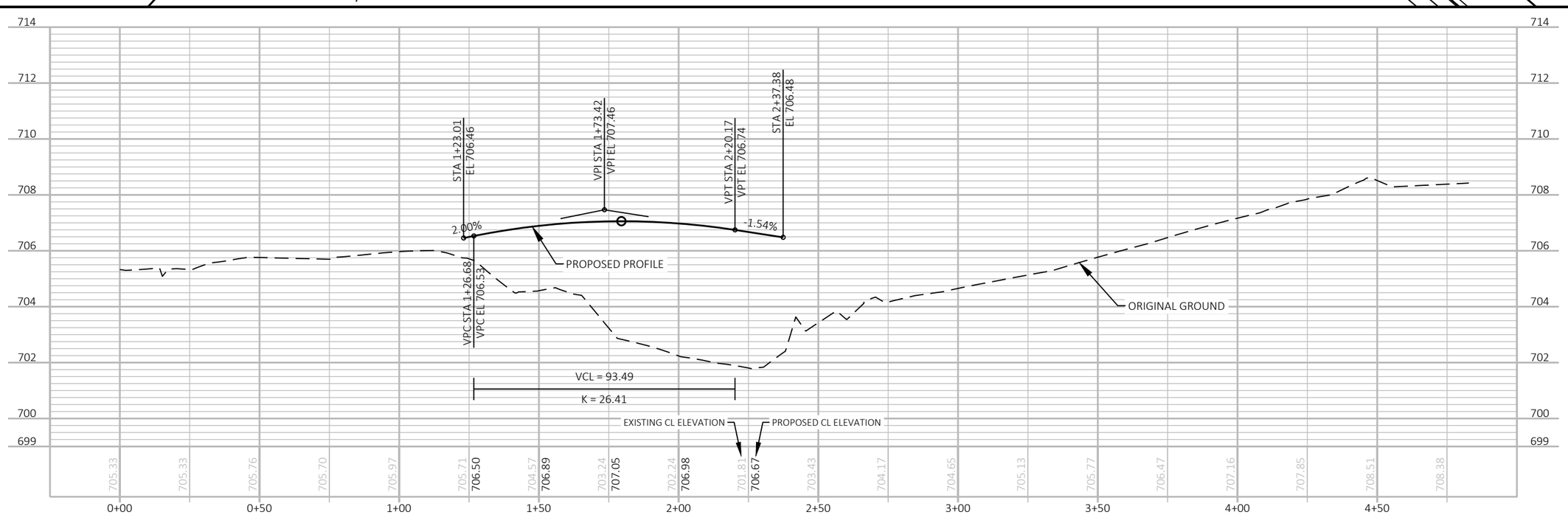
CURVE 12
PI STA = 0+08.19SW
Y = 172172.106
X = 449181.107
DELTA = 44°32'42"
D = 286°28'44"
T = 8.19'
L = 15.55'
R = 20.00'
PC STA = -0+00.00SW
PT STA = 0+15.55SW

CURVE 13
PI STA = 0+34.27SW
Y = 172195.928
X = 449193.629
DELTA = 56°17'01"
D = 163°42'08"
T = 18.72'
L = 34.38'
R = 35.00'
PC STA = 0+15.55SW
PT STA = 0+49.93SW

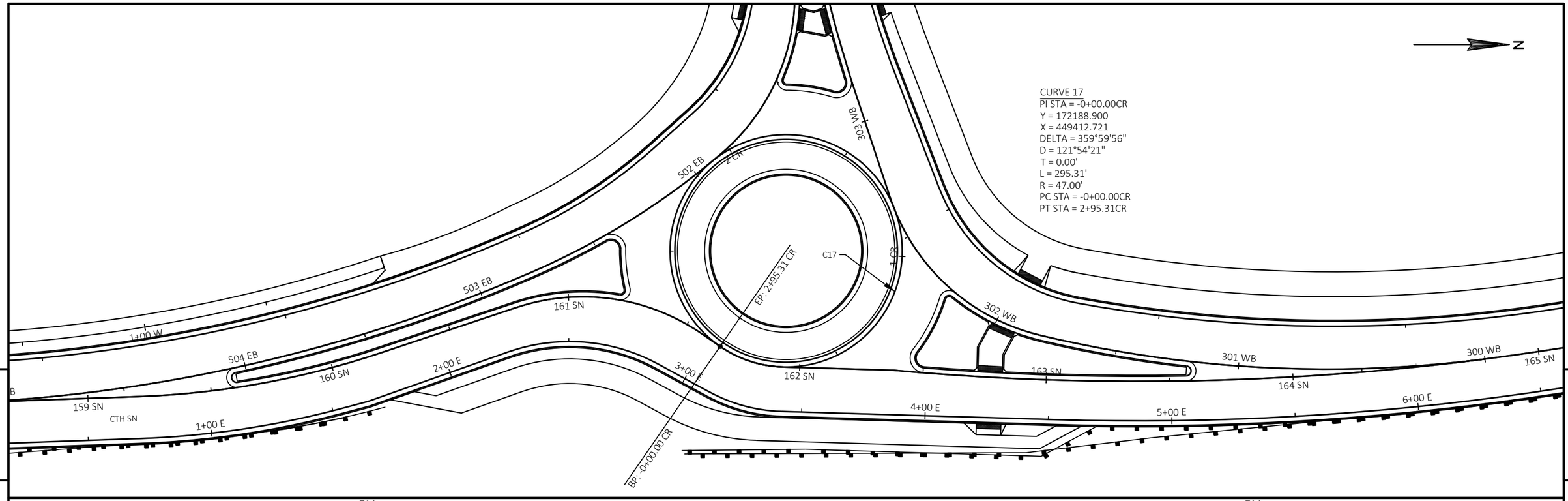
CURVE 14
PI STA = 1+30.94SW
Y = 172206.331
X = 449292.810
DELTA = 54°06'09"
D = 76°23'40"
T = 38.30'
L = 70.82'
R = 75.00'
PC STA = 0+92.64SW
PT STA = 1+63.46SW

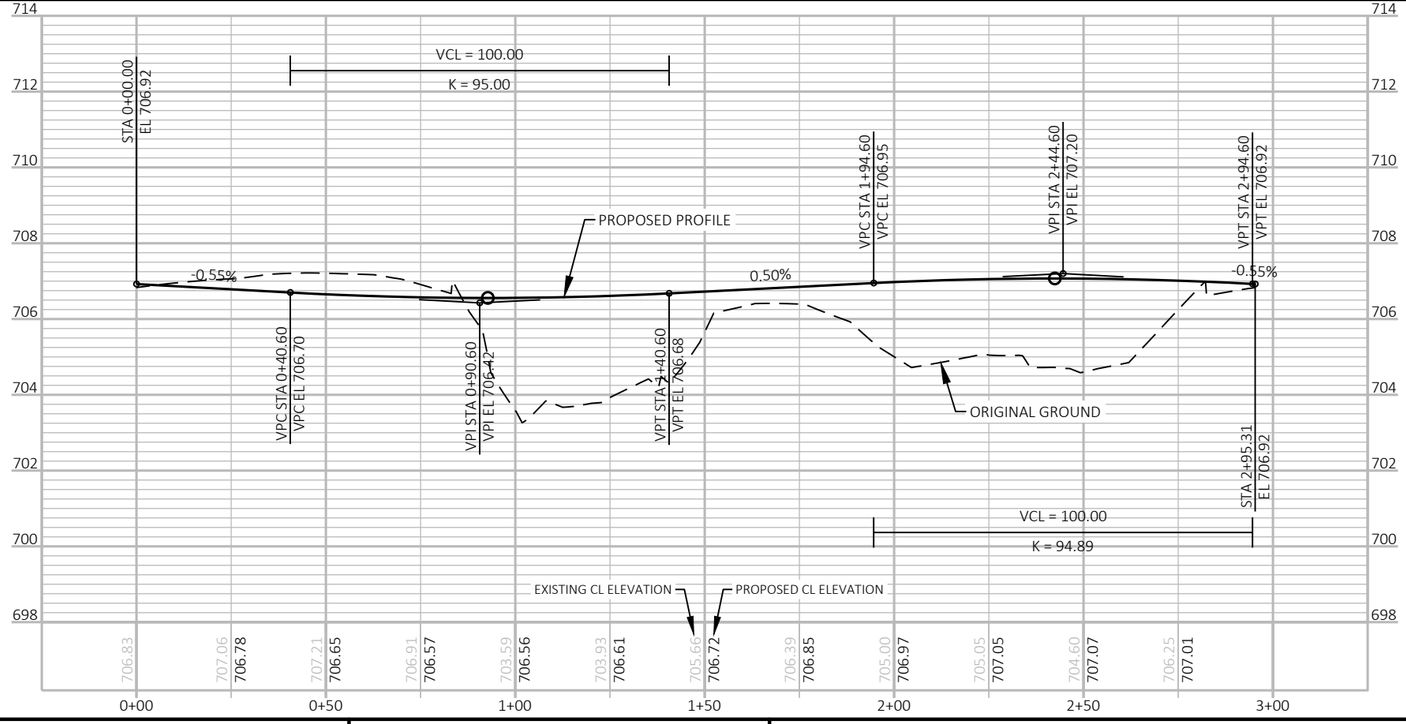
CURVE 15
PI STA = 2+16.97SW
Y = 172137.978
X = 449354.109
DELTA = 18°14'52"
D = 28°38'52"
T = 32.12'
L = 63.70'
R = 200.00'
PC STA = 1+84.85SW
PT STA = 2+48.55SW

CURVE 16
PI STA = 3+67.03SW
Y = 172000.009
X = 449414.494
DELTA = 21°10'16"
D = 9°02'14"
T = 118.48'
L = 234.27'
R = 634.00'
PC STA = 2+48.55SW
PT STA = 4+82.81SW



PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	PLAN AND PROFILE: ROUNDABOUT - EB OUTSIDE CURB	SHEET 81	E



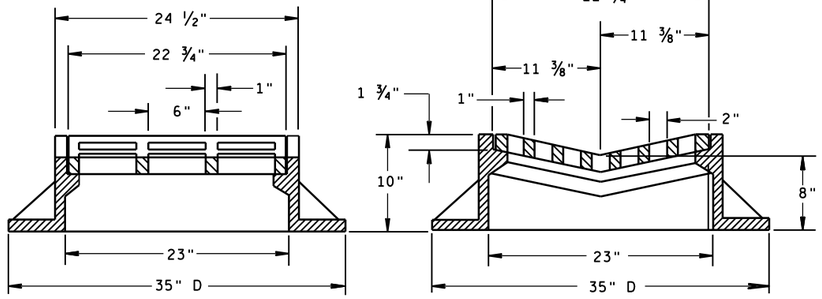


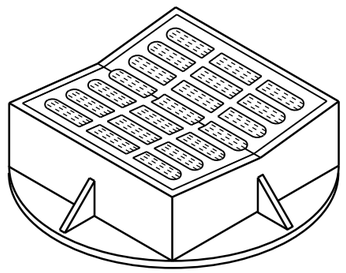
PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	PLAN AND PROFILE: ROUNDABOUT - CIRCULATORY ROADWAY	SHEET 82 E

Standard Detail Drawing List

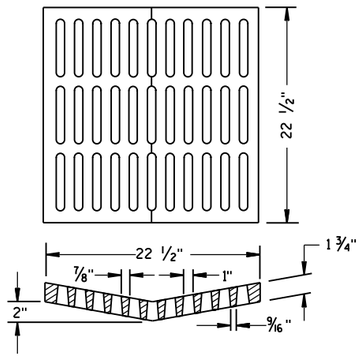
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-20A	CONCRETE CURB & GUTTER
08D05-19A	CURB RAMPS TYPES 1 AND 1-A
08D05-19B	CURB RAMPS TYPES 2 AND 3
08D05-19F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-19G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E11-02	TURBIDITY BARRIER
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C05-10	CONCRETE CONTROL CABINET BASES
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D04-02	LIGHTING CONTROL CABINET 120/240 VOLT
09E01-14D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
12A03-10	NAME PLATE (STRUCTURES)
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13B02-08B	STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB
14B42-05A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-05B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-05C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-05D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-03A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-03B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-03C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-04A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
15B03-15A	FENCE CHAIN LINK
15B03-15B	FENCE CHAIN LINK
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-04	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-04	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C06-09	SIGNING & MARKING FOR TWO LANE BRIDGES
15C07-14A	PAVEMENT MARKING SYMBOLS
15C07-14B	PAVEMENT MARKING WORDS
15C07-14C	PAVEMENT MARKING ARROWS
15C07-14D	ROUNDABOUT ARROWS
15C08-18A	LONGITUDINAL MARKING (MAINLINE)
15C08-18B	PAVEMENT MARKING (TURN LANES)
15C12-06	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-04	MEDIAN ISLAND MARKING
15C20-02	YIELD MARKING
15C35-02A	PAVEMENT MARKING (INTERSECTIONS)
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS

6



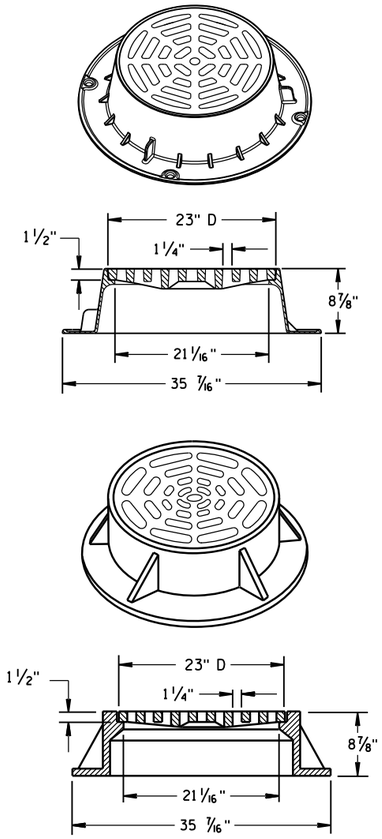


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

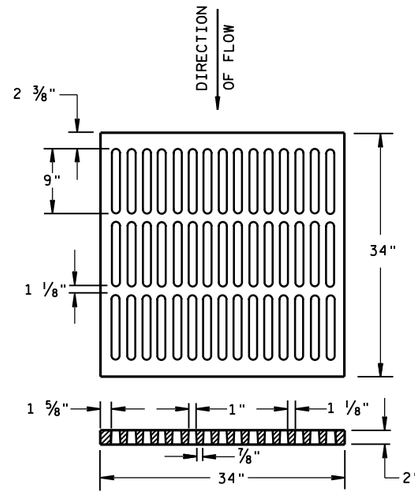
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

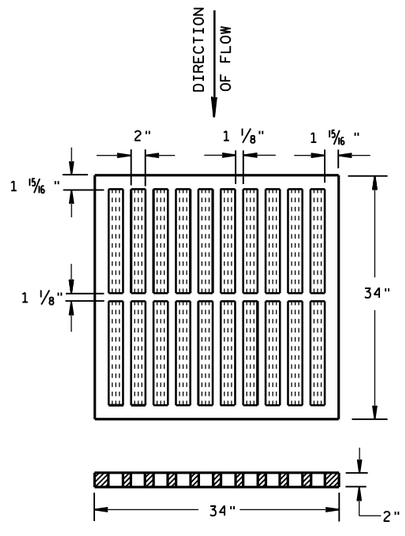
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



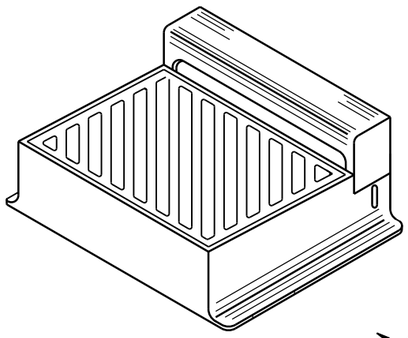
ALTERNATIVE TYPE "MS"

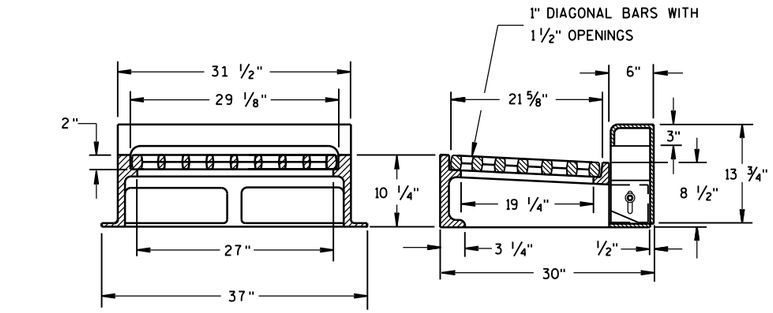
USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE





NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

DIRECTION OF FLOW

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

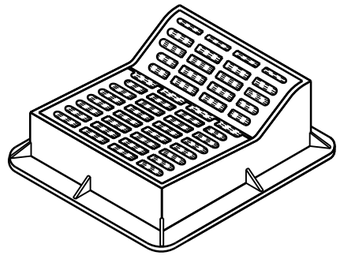
INLET COVERS
TYPE B, B-A, C, MS, MS-A, & WM

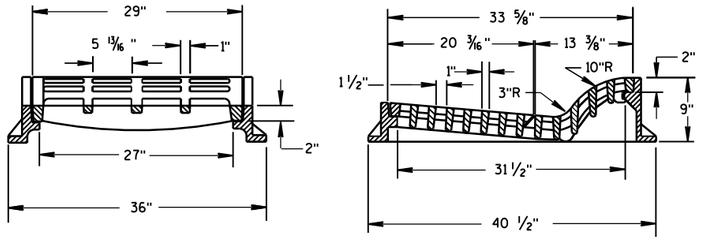
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

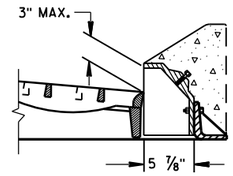
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

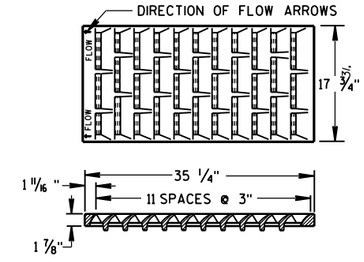
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

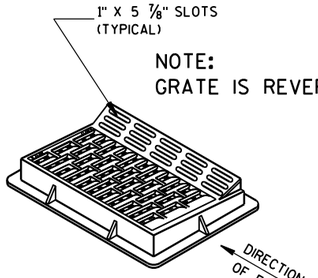
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

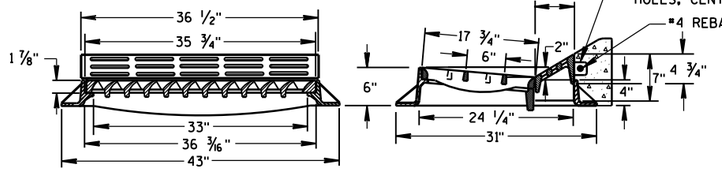
GENERAL NOTES

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

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



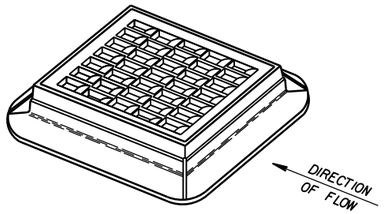


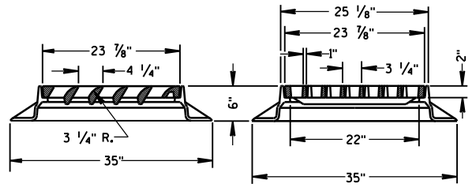


TYPE "HM"

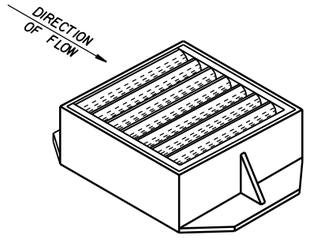
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

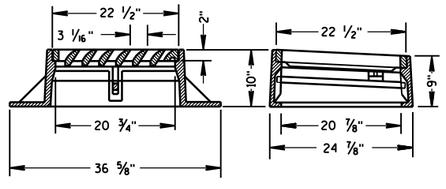
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



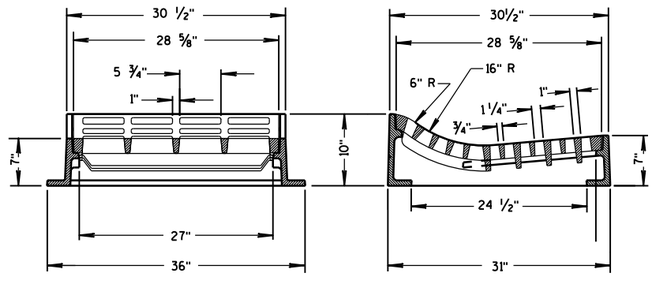


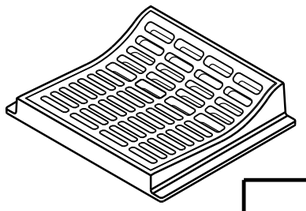
TYPE "S"





TYPE "V"





TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.

INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

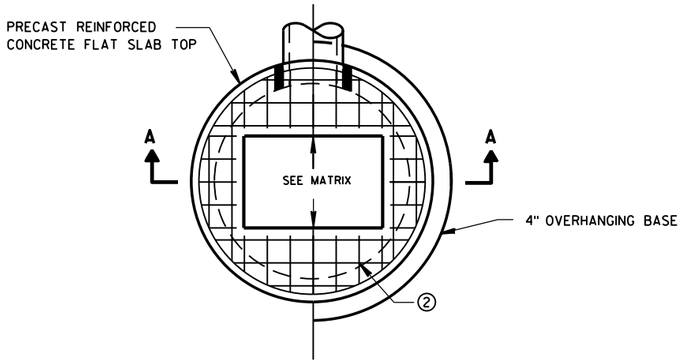
FHWA

6

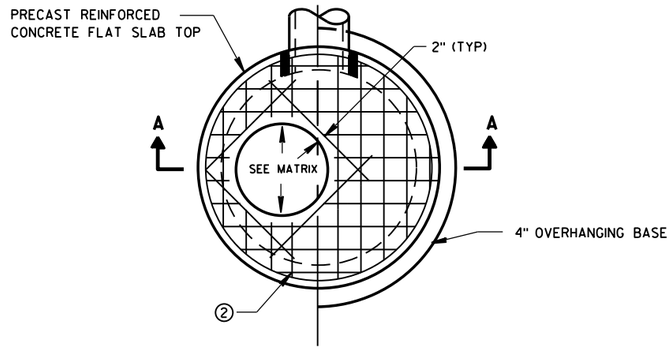
S.D.D. 8 A 5-19c

6

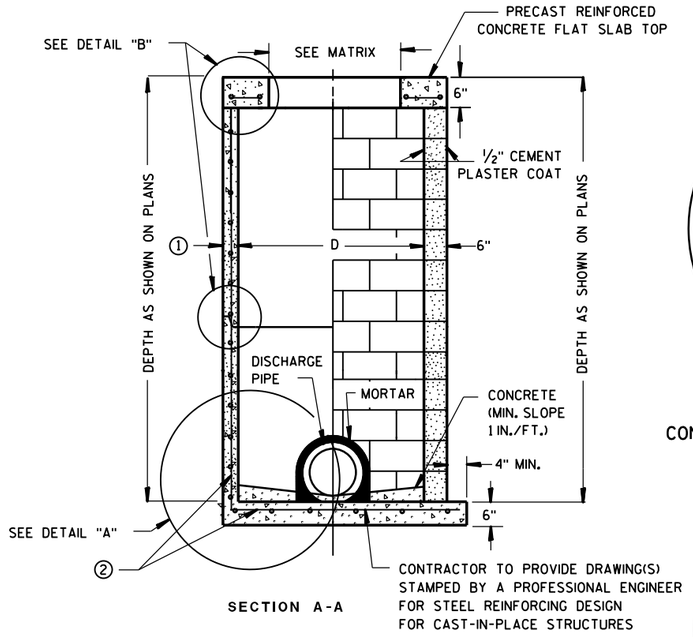
S.D.D. 8 A 5-19c



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

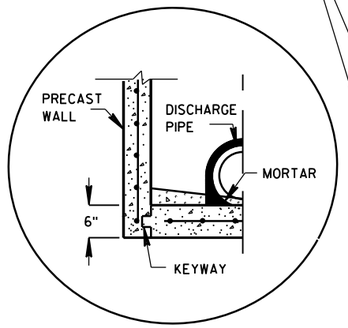


SECTION A-A

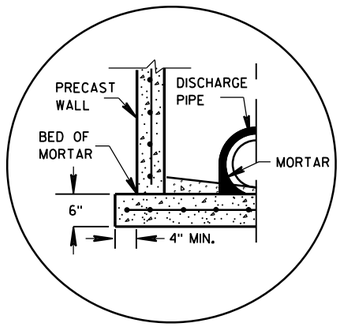
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

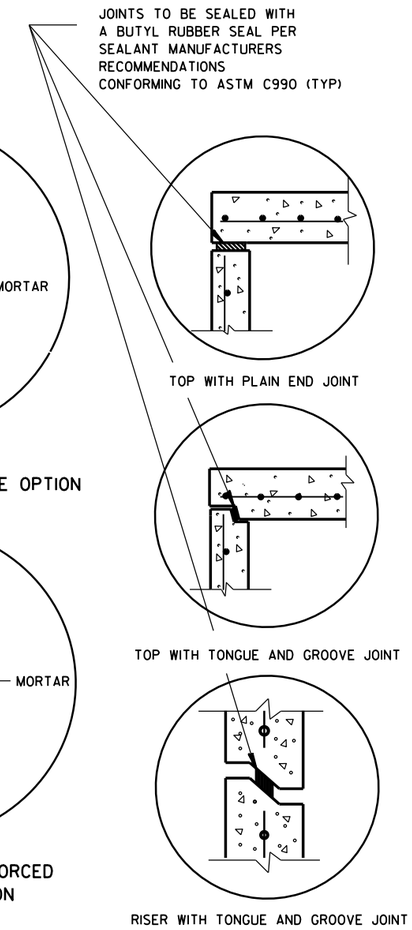


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

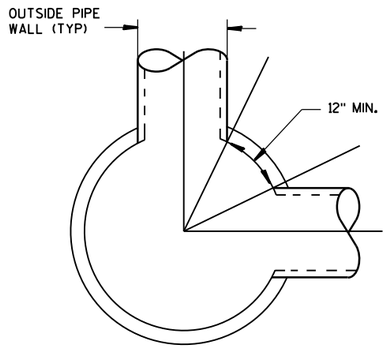
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

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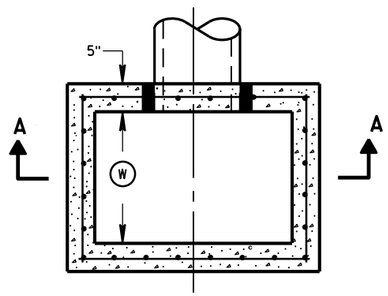
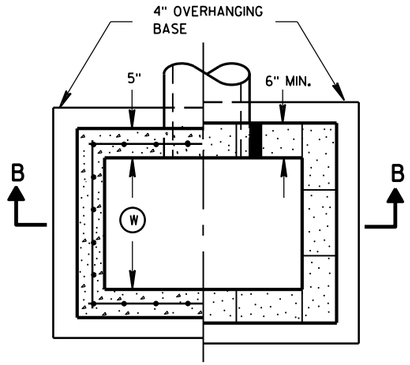
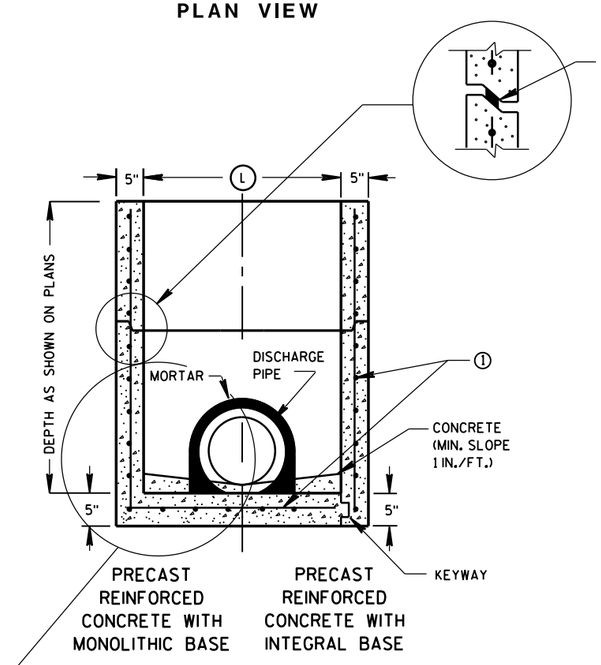
INLETS 3-FT AND 4-FT DIAMETER



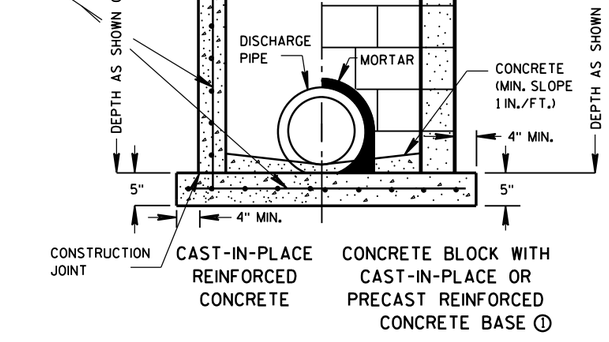
PLAN VIEW



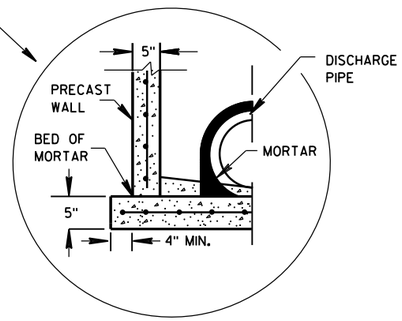
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

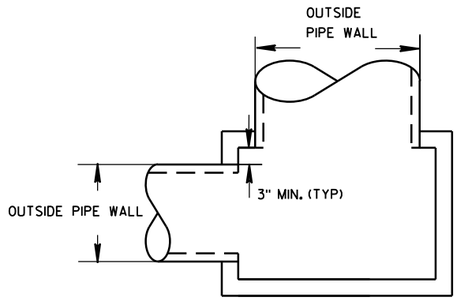
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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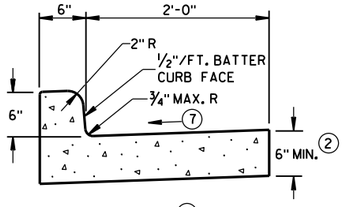
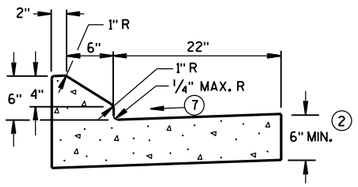
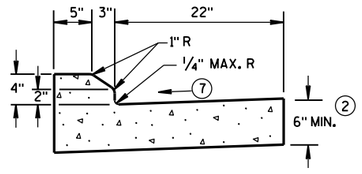
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT



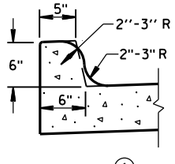
TYPES A (1) & D



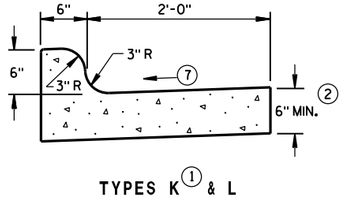
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

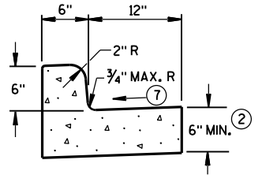


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



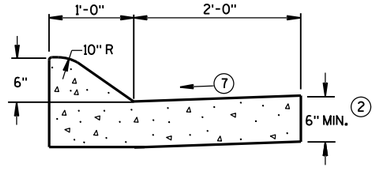
TYPES K (1) & L

CONCRETE CURB & GUTTER 30"

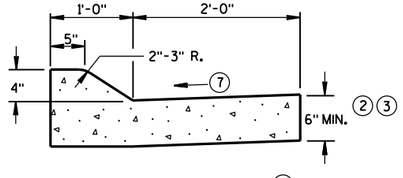


TYPES A (1) & D

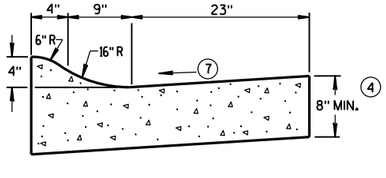
CONCRETE CURB & GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

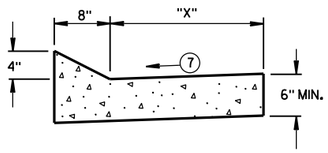


4" SLOPED CURB TYPES A (1) & D



4" SLOPED CURB TYPES R (1) & T (5)

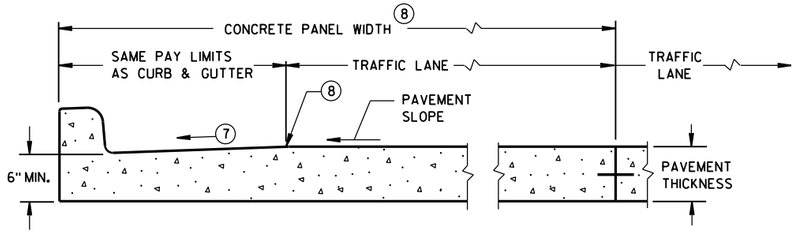
CONCRETE CURB & GUTTER 36"



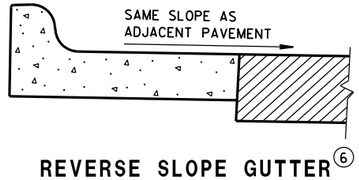
TYPES TBT & TBTT (1)

CONCRETE CURB & GUTTER

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



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB & GUTTER



REVERSE SLOPE GUTTER (6)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

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

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

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

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

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

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

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

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

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

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'

* BIKE LANE IS NOT SHOWN.

CONCRETE CURB & GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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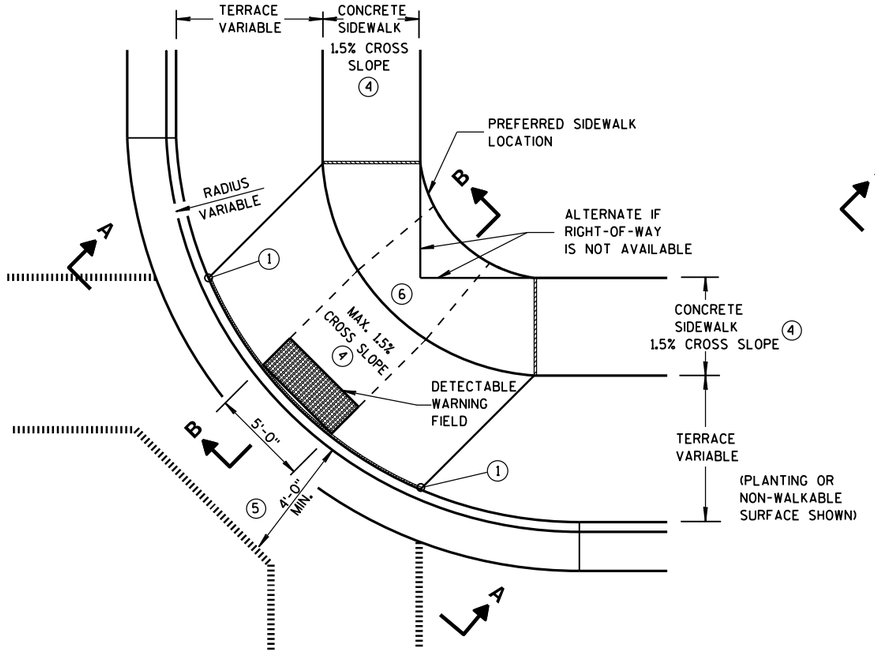
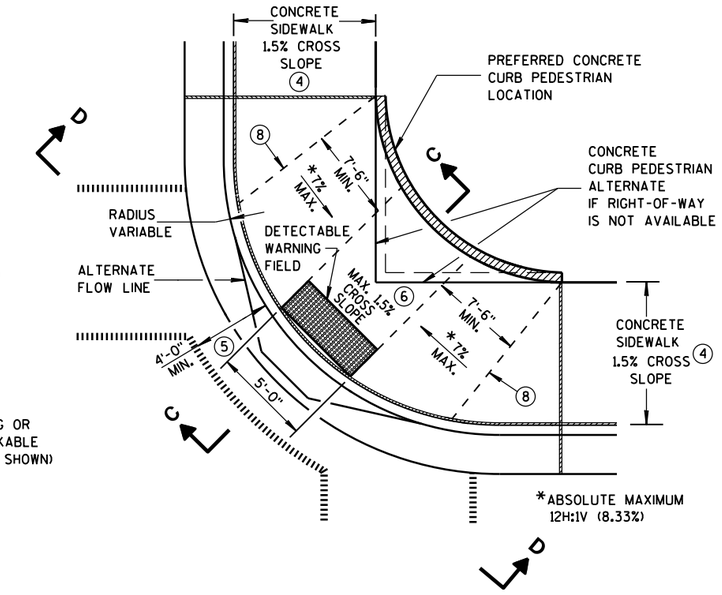


PLAN VIEW

TYPE 1 RAMP

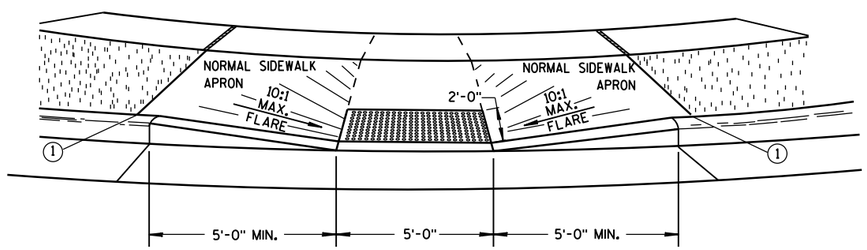
(CENTER OF CORNER RADIUS)



PLAN VIEW

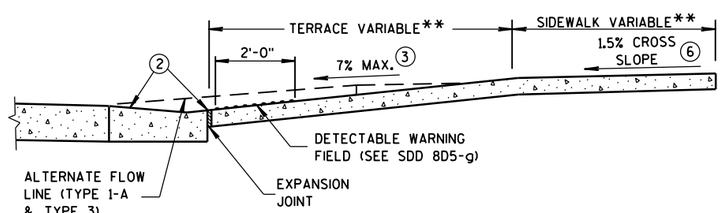
TYPE 1-A RAMP

(NO TERRACE)

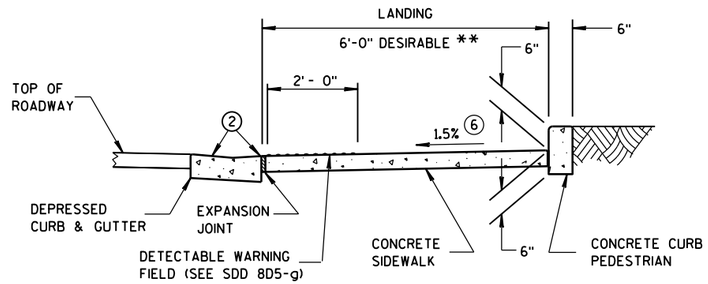


VIEW A-A

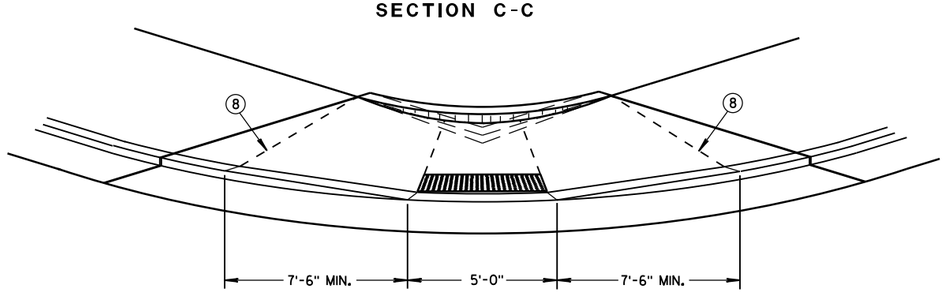
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



SECTION C-C



VIEW D-D

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA. (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
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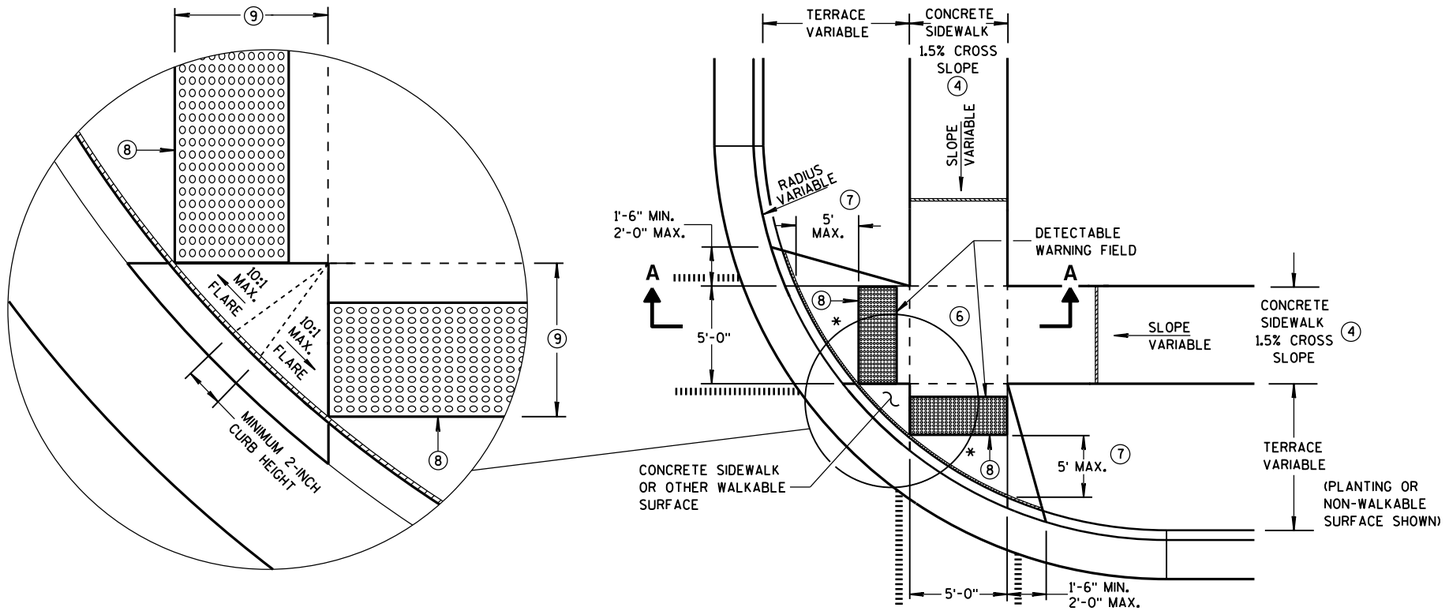
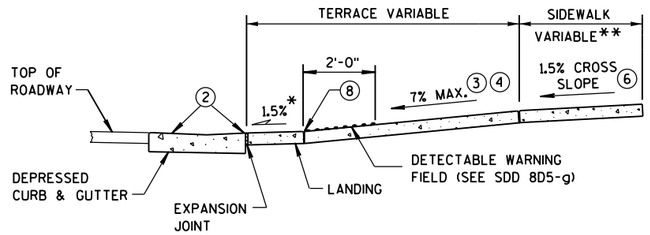
S.D.D. 8 D 5-19a



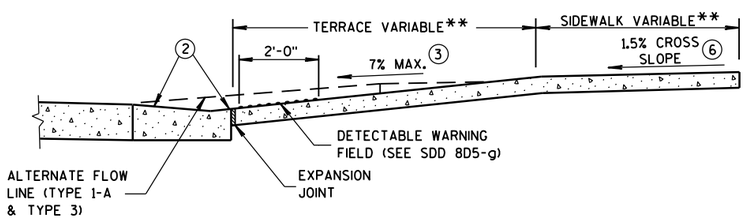
PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

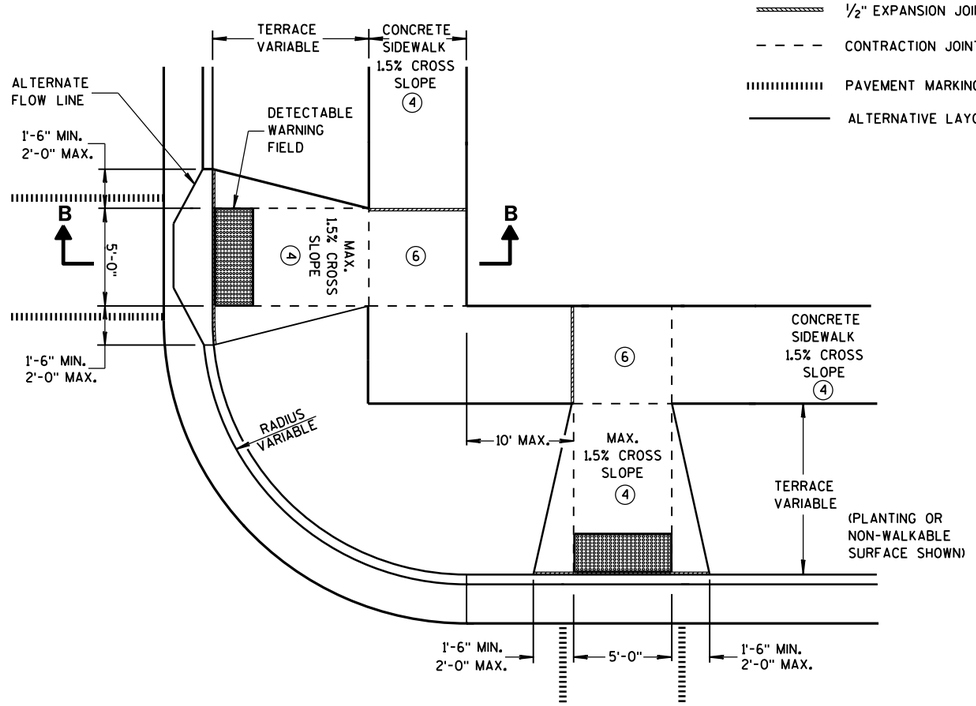


SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(9) WHEN THIS DISTANCE IS LESS THAN 6'-0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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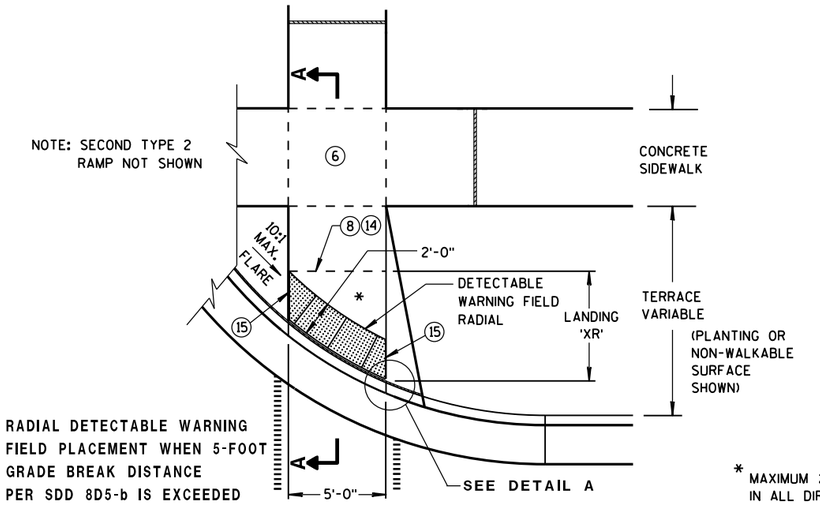
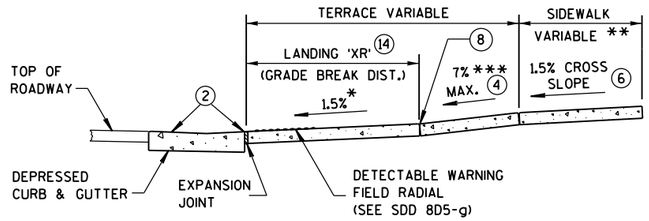
S.D.D. 8 D 5-19b



TYPE 2 RAMP
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK



** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION A-A

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS (DWFs) THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

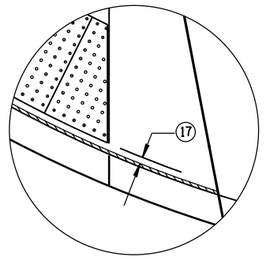
(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION 'XR') REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

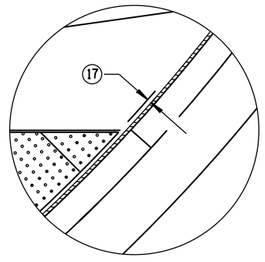
(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1'X 2' RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2'-0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

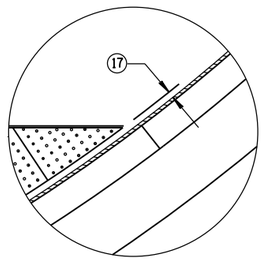
(17) A MAXIMUM 3-INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.



DETAIL A

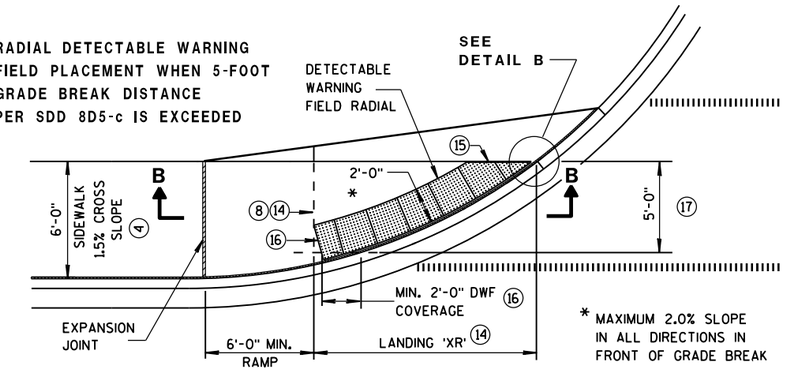


DETAIL C



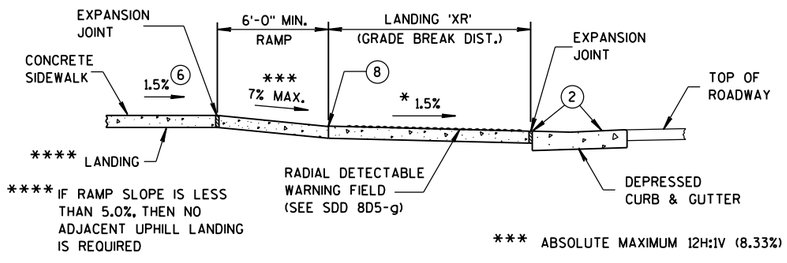
DETAIL B

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5-FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

CURB RAMP TYPE 4A1
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

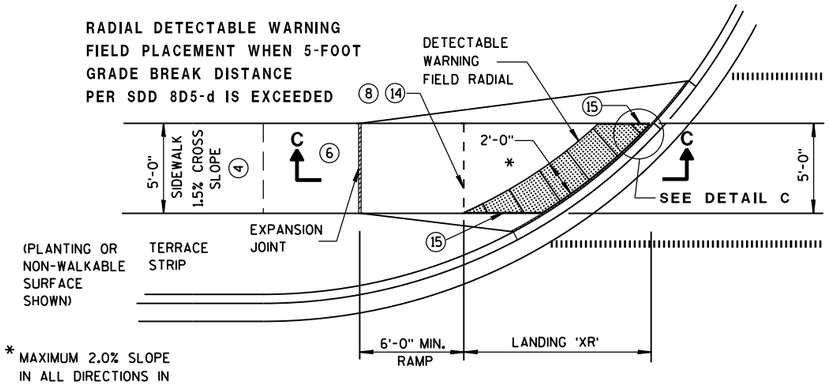


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

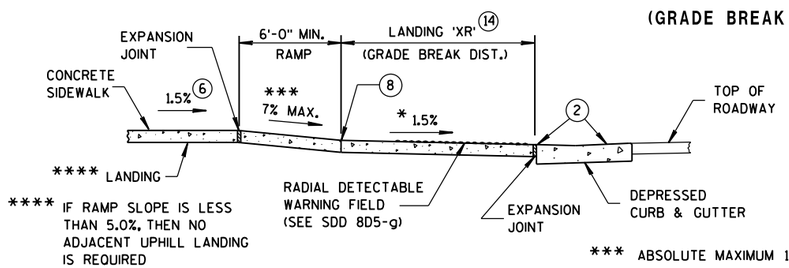
SECTION B-B FOR TYPE 4A1

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5-FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

CURB RAMP TYPE 4B1
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION C-C FOR TYPE 4B1

CURB RAMPS
RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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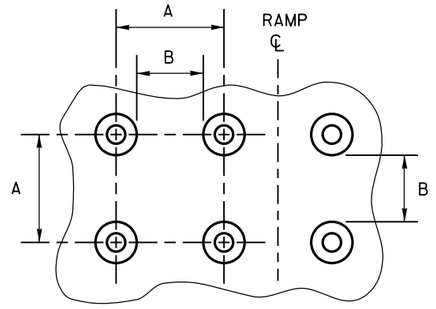
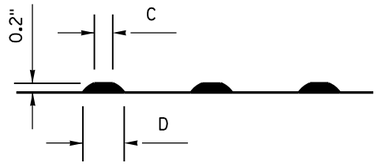
S.D.D. 8 D 5-19f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES

DETECTABLE WARNING PATTERN DETAIL

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

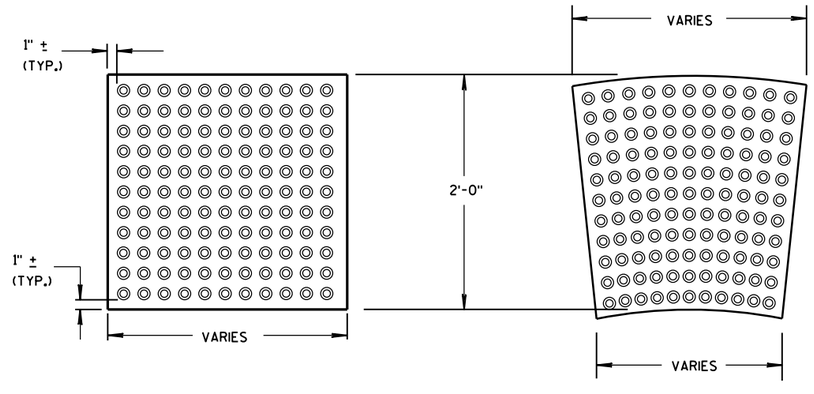
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGES IN COMBINATION WITH SQUARE PANELS ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

⑮ FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

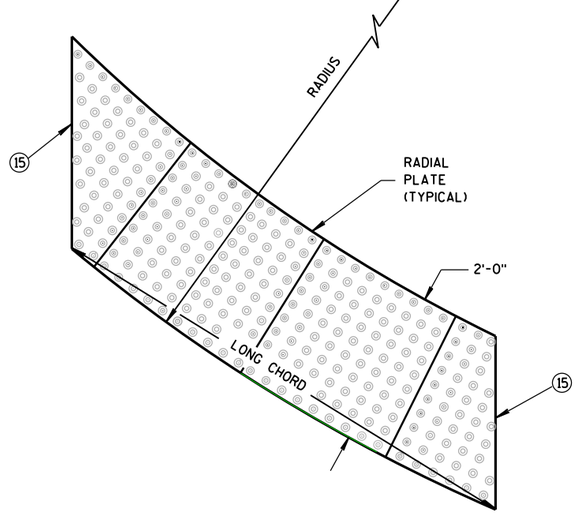


RECTANGULAR PLATES

RADIAL PLATES

DETECTABLE WARNING FIELDS (TYPICAL)

PLAN VIEW



RADIAL DETECTABLE WARNING FIELD ATTRIBUTES

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERV
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FHWA

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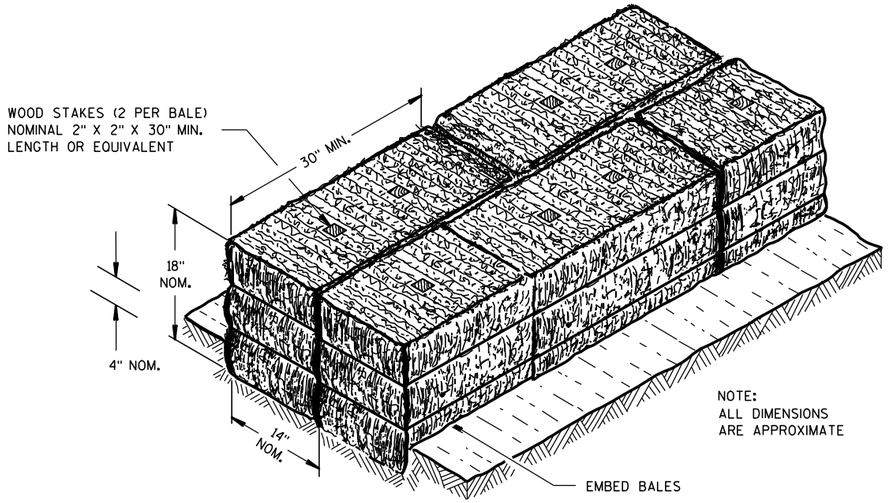
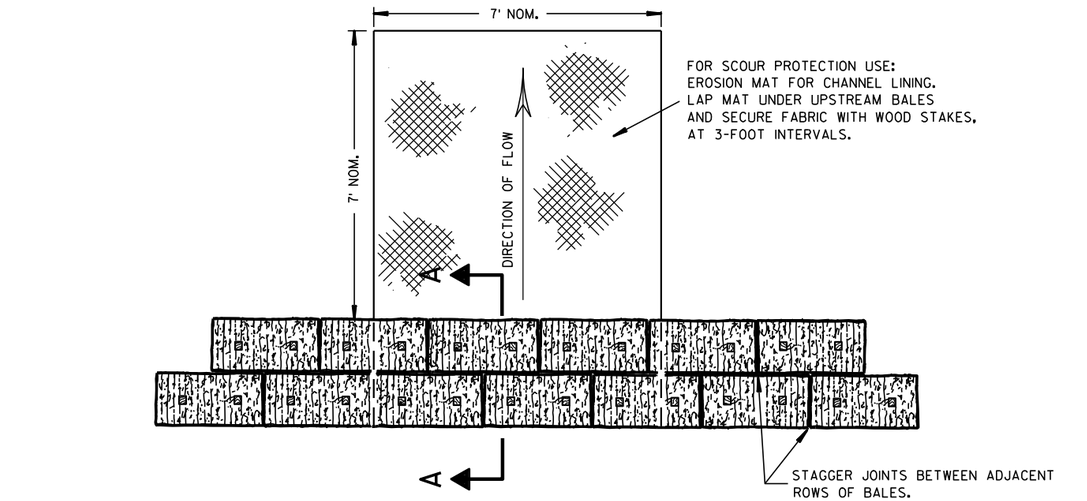
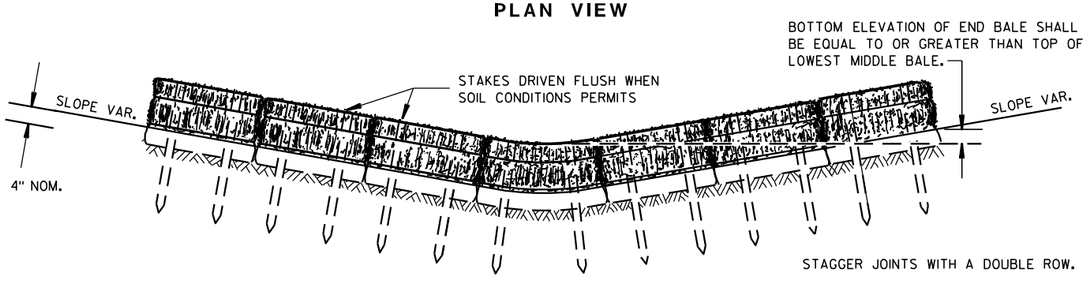


SECTION A-A



PLAN VIEW



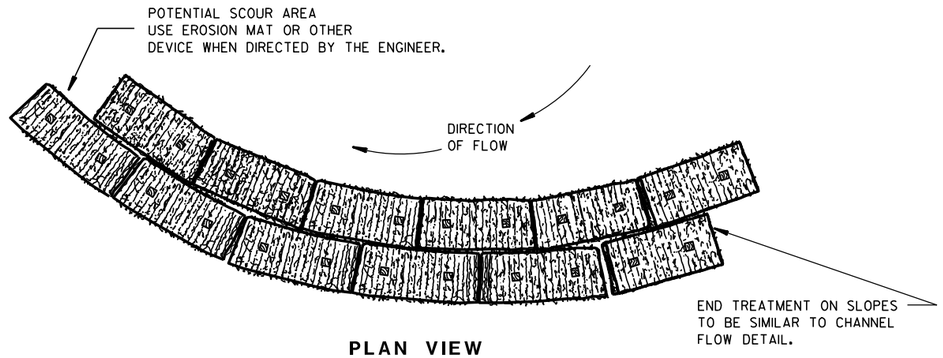
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

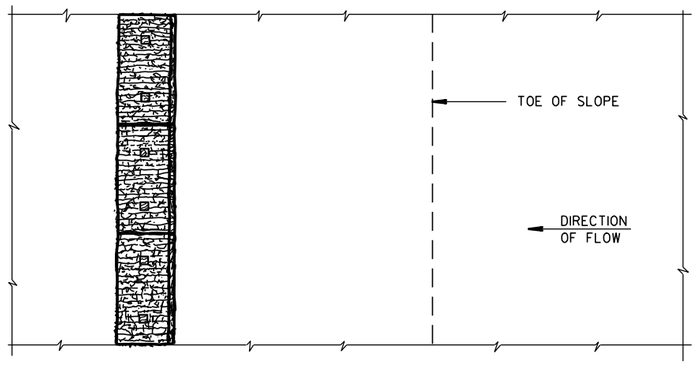
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

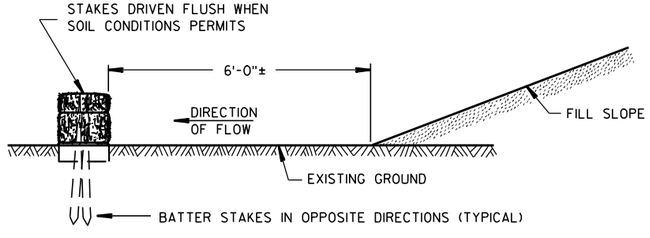


PLAN VIEW

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

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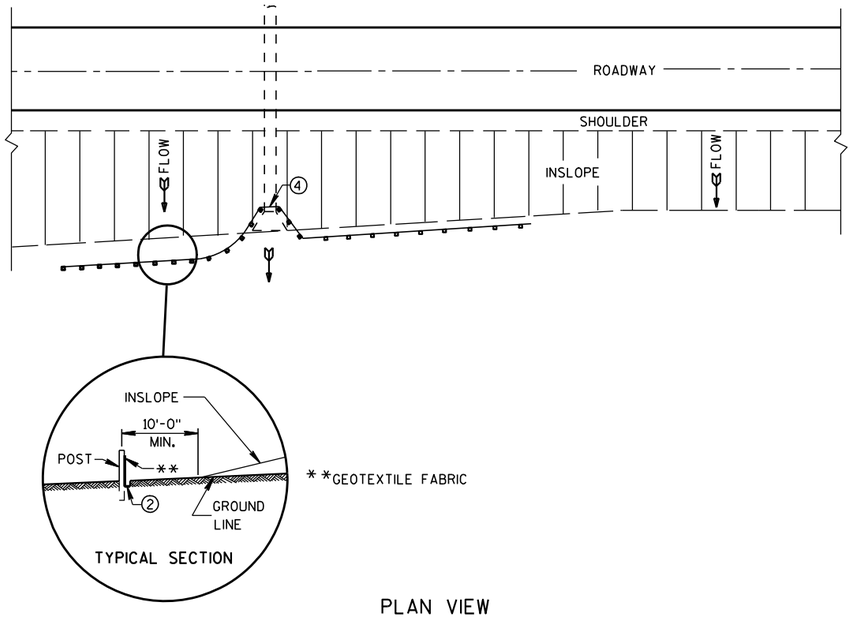
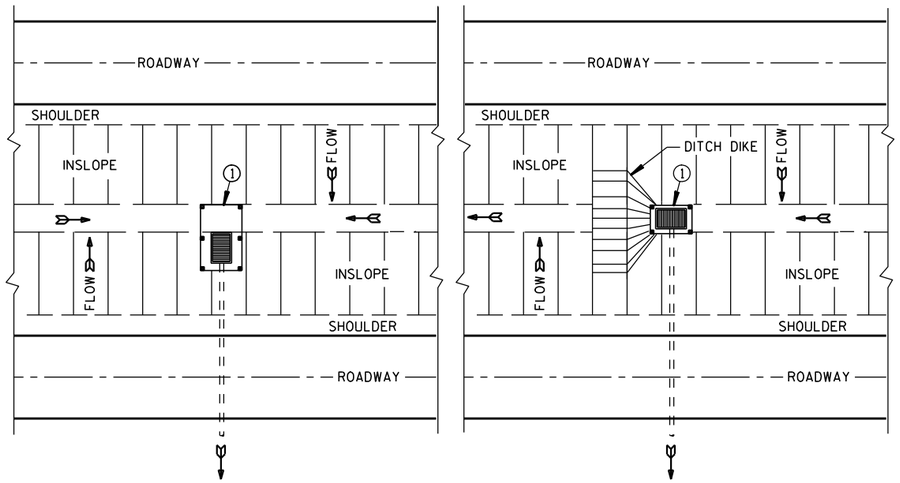
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



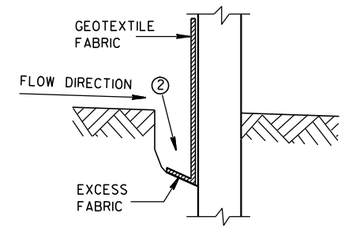
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

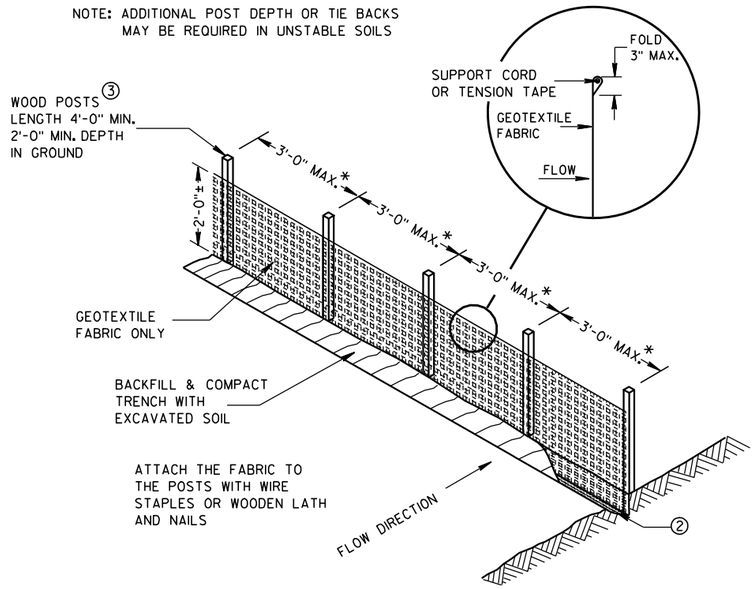
GENERAL NOTES

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

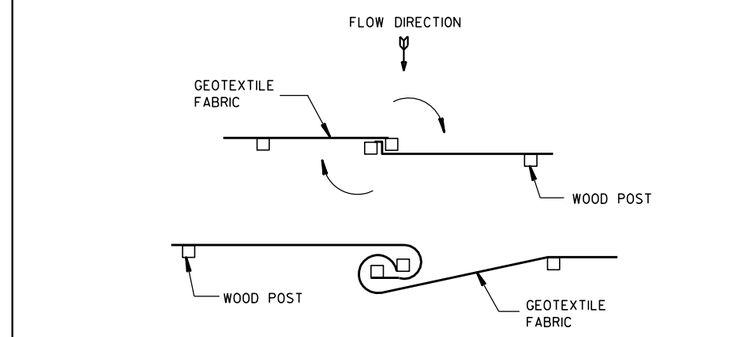
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



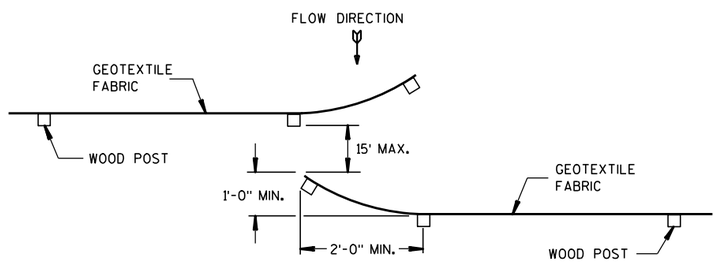
TRENCH DETAIL



SILT FENCE

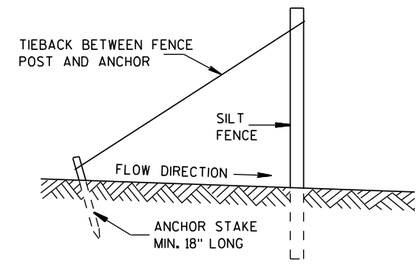


TWIST METHOD



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

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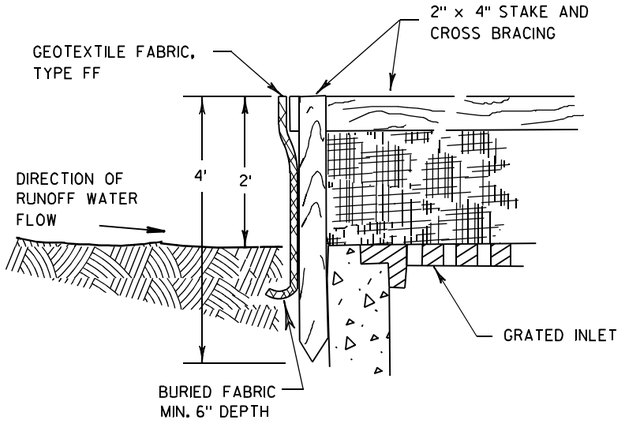
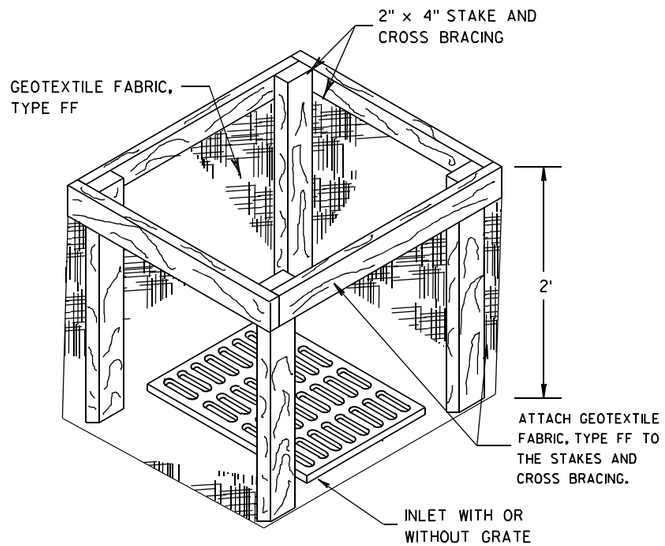
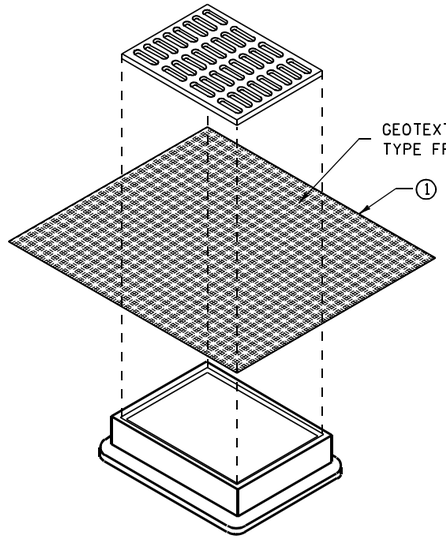
S.D.D. 8 E 9-6



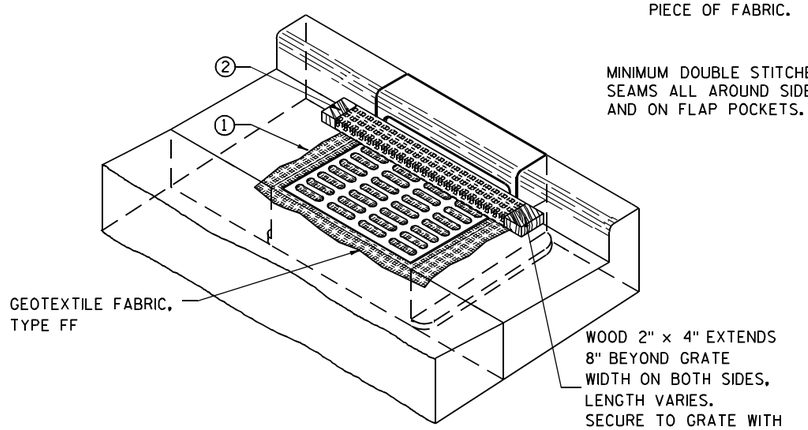


INLET PROTECTION, TYPE A

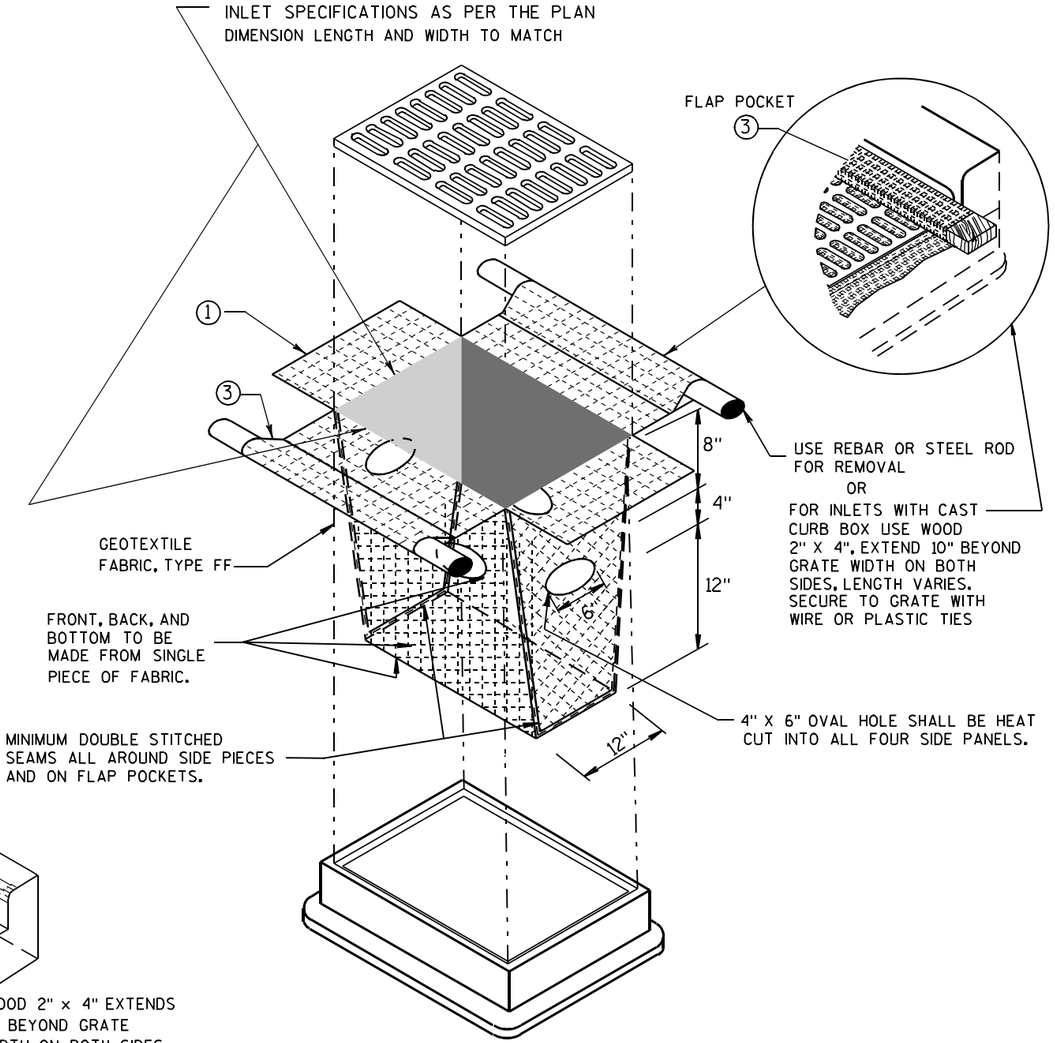


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

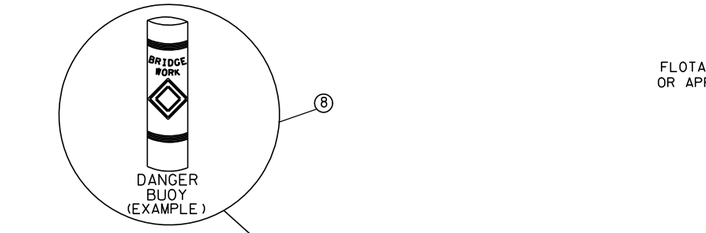
FHWA

6

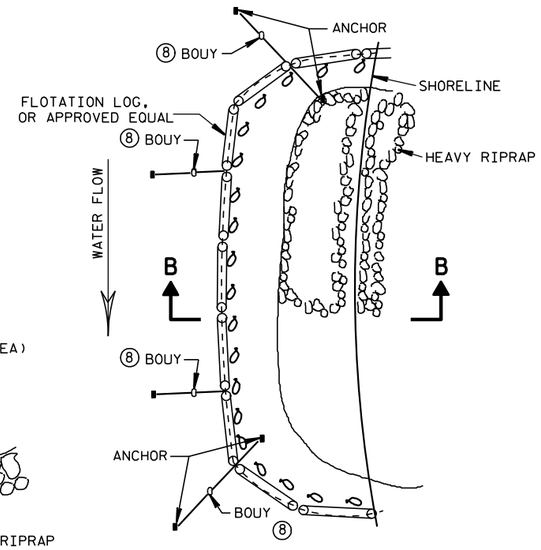
S.D.D. 8 E 10-2

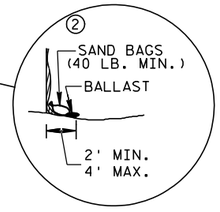
6

S.D.D. 8 E 10-2

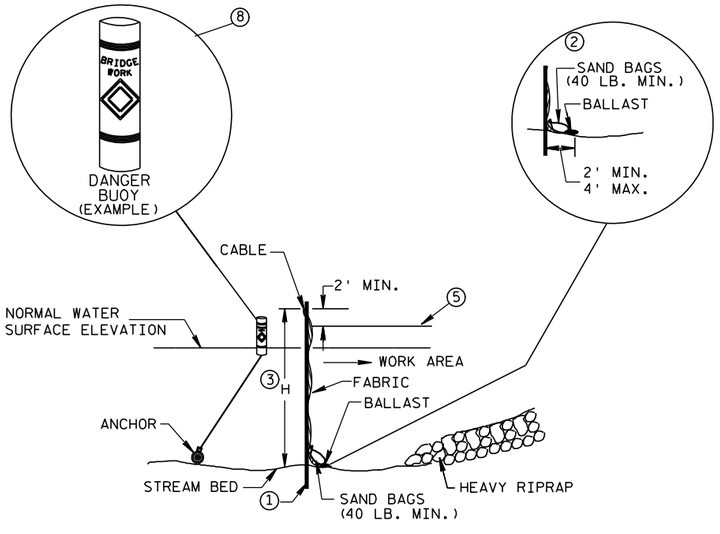


SECTION B-B

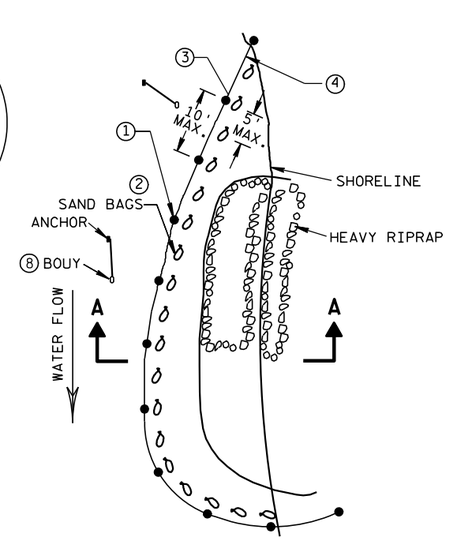




TURBIDITY BARRIER FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



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.

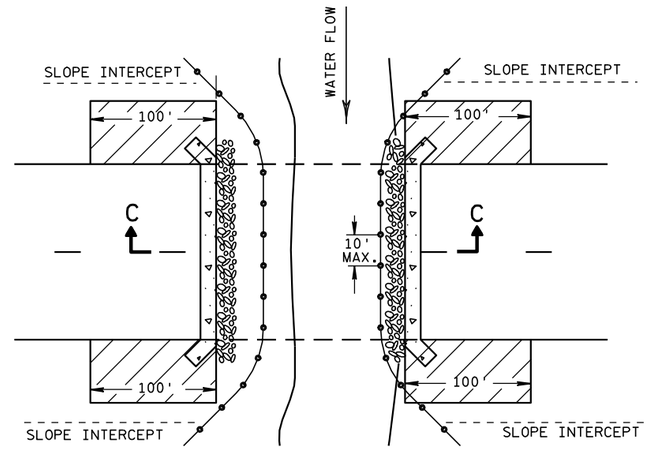
④ IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

⑤ ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MIMIMUM BARRIER HEIGHT SHALL BE 2'GREATER THAN EITHER THE 02 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WICHEVER IS GREATER.

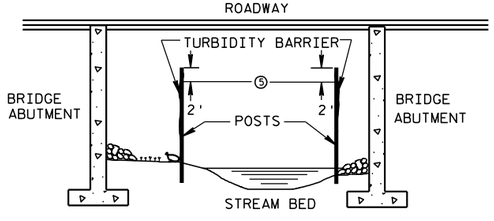
⑥ FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BED ROCK PREVENTS THE INSTALLATION OF POSTS.

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	

METAL APRON ENDWALLS

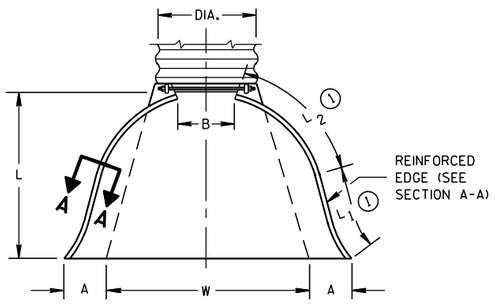
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

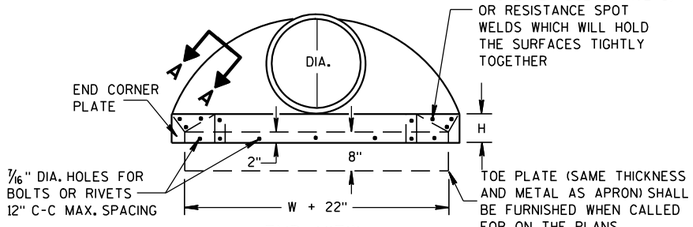
REINFORCED CONCRETE APRON ENDWALLS

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

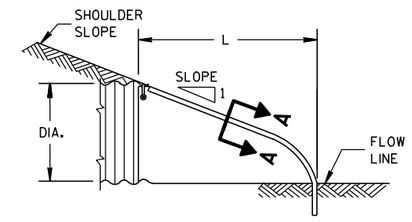
* MINIMUM
** MAXIMUM



PLAN VIEW

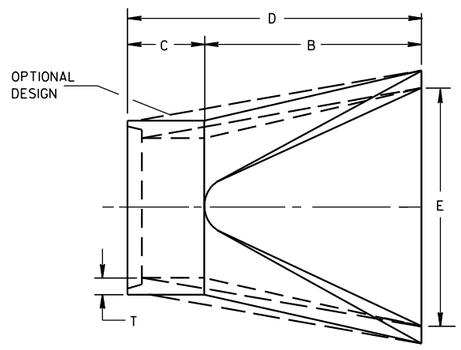


END VIEW

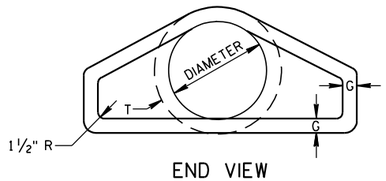


SIDE ELEVATION

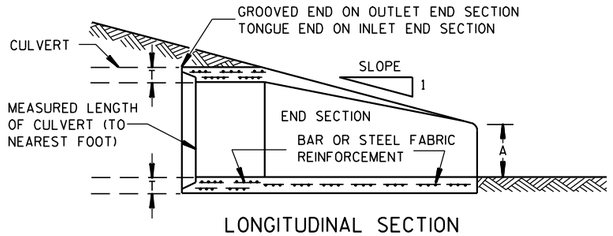
METAL ENDWALLS



PLAN

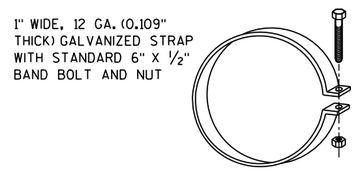


END VIEW



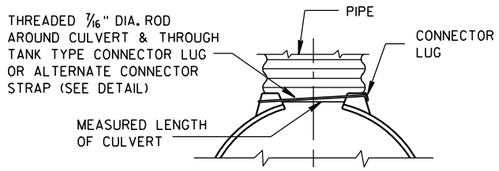
LONGITUDINAL SECTION

CONCRETE ENDWALLS

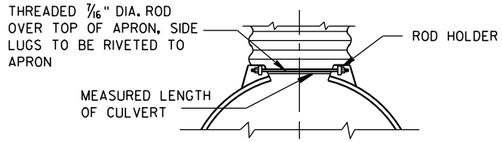


ALTERNATE FOR TYPE 1 CONNECTION

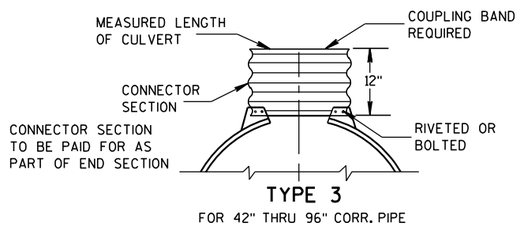
END SECTION CONNECTOR STRAP



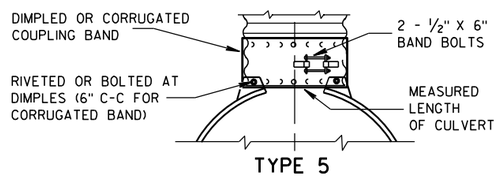
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

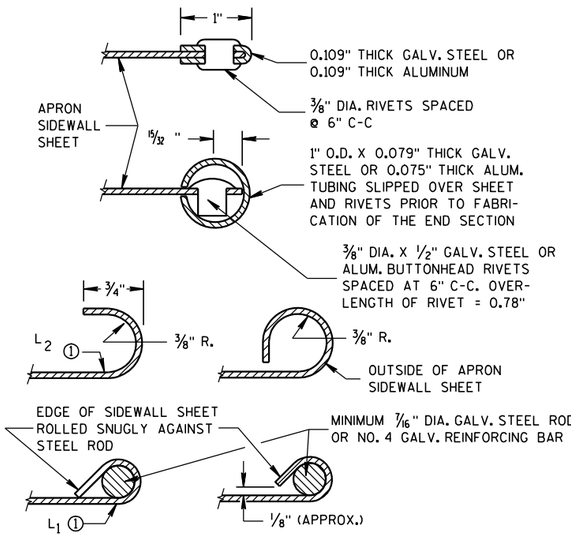
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

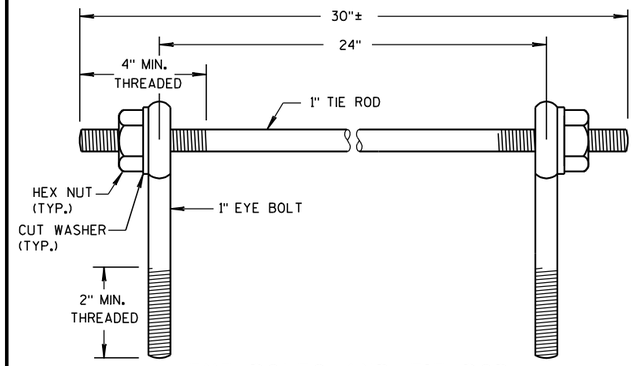
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

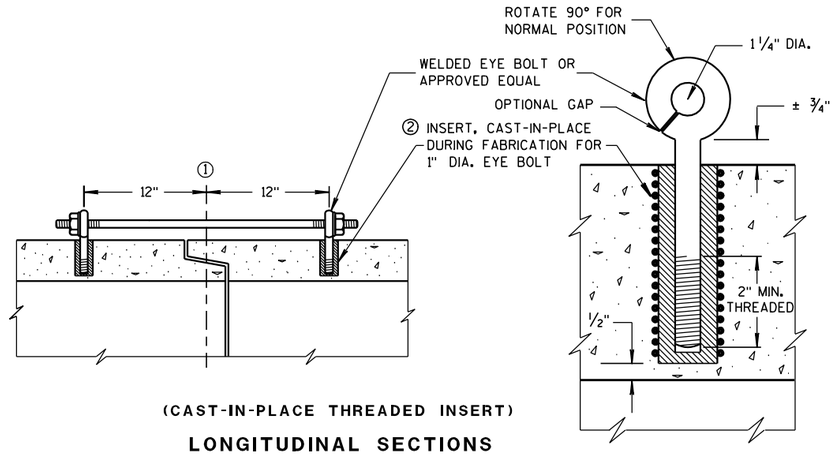
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

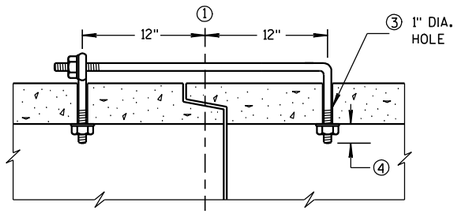
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

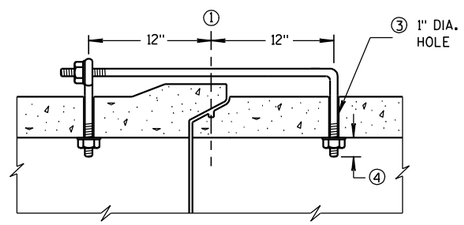
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

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



(TONGUE & GROOVE PIPE)

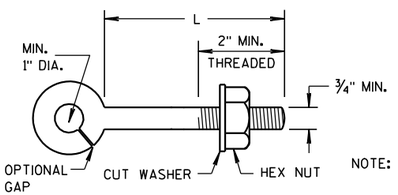


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

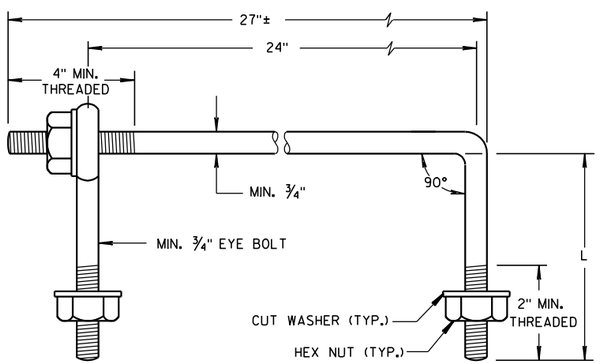
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

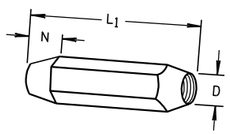
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

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

DIMENSIONS SHOWN ARE IN INCHES



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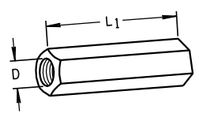
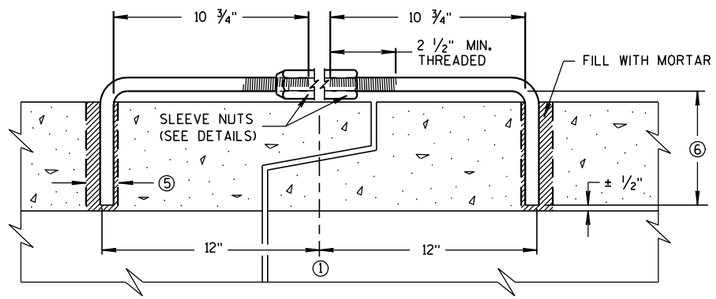


PLAIN

RIGHT AND LEFT THREADS

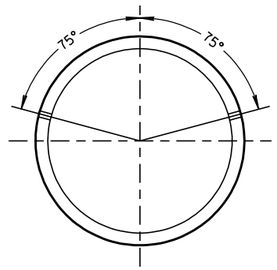
SLEEVE NUTS



LONGITUDINAL SECTION

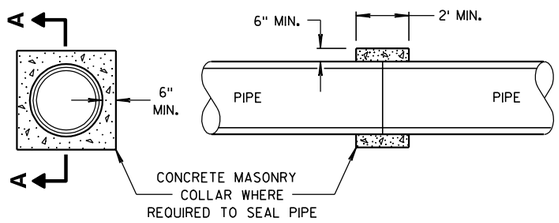
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
98
FHWA

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S.D.D. 8 F 4-7

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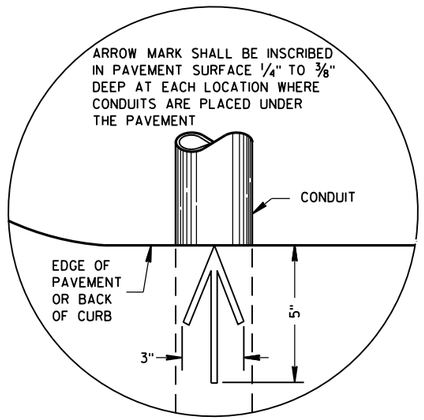
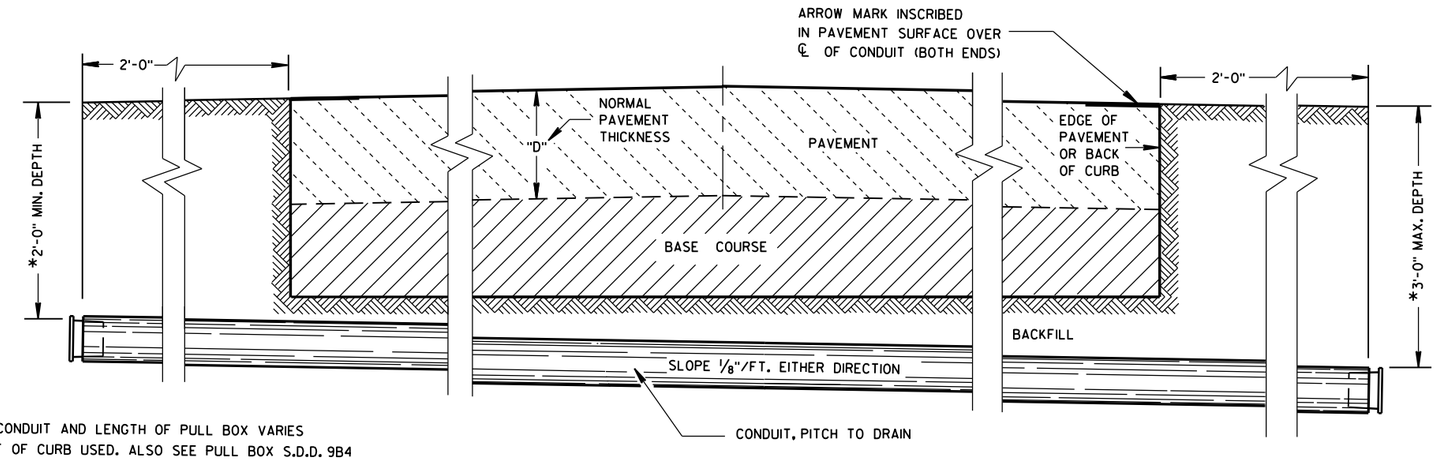
S.D.D. 8 F 4-7



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

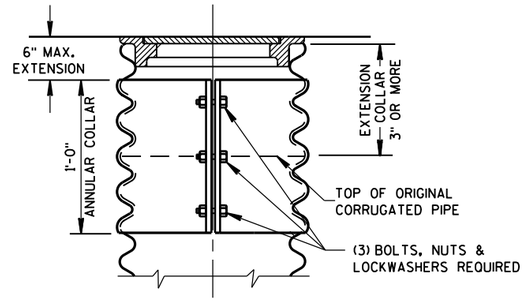
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

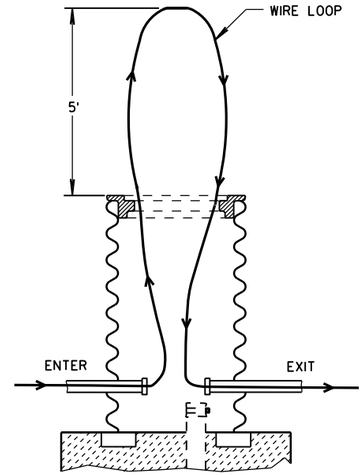
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

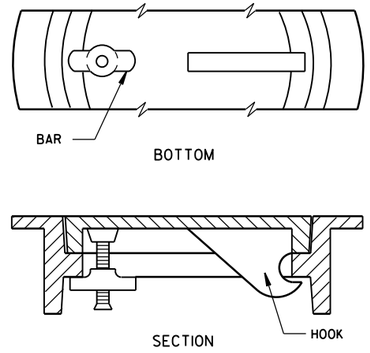
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

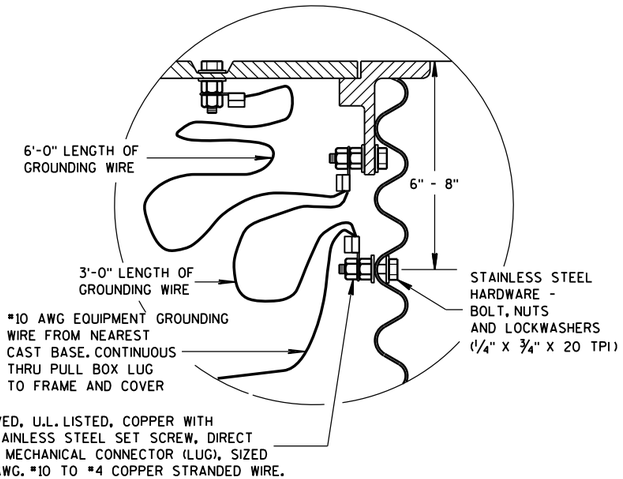


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

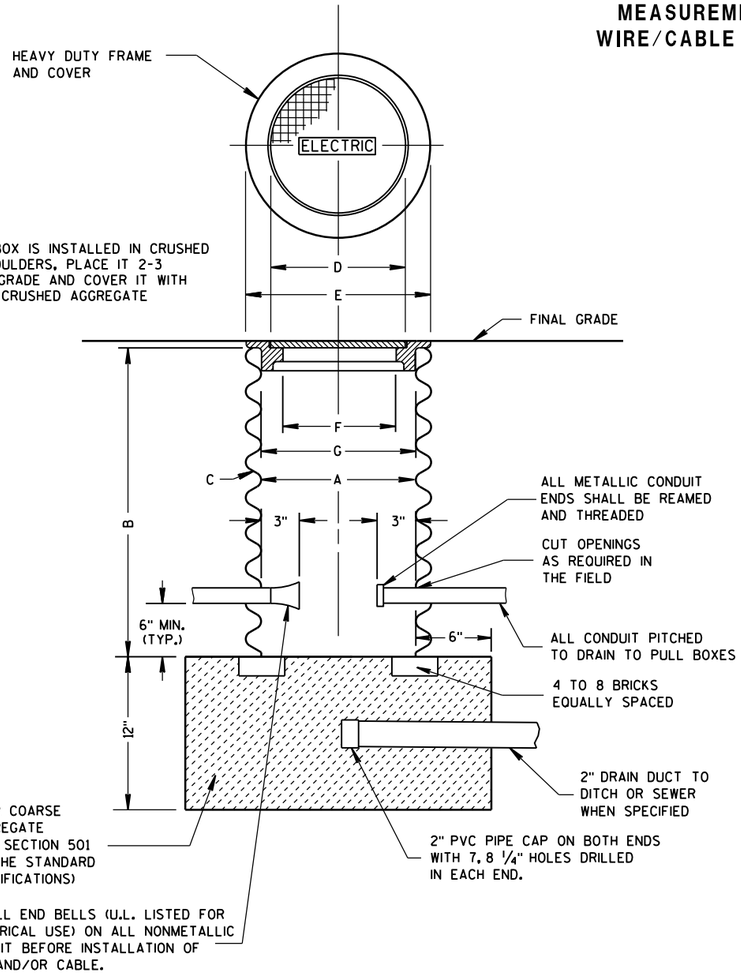


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

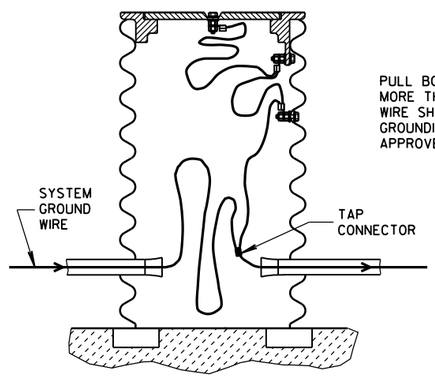
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

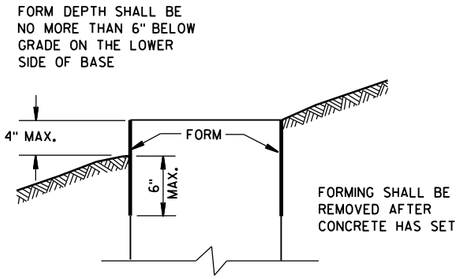
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 B 4-11



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

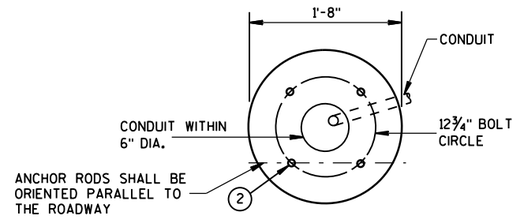
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

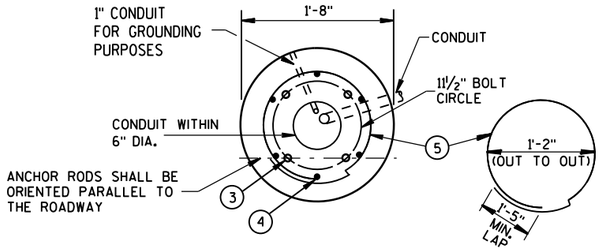
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

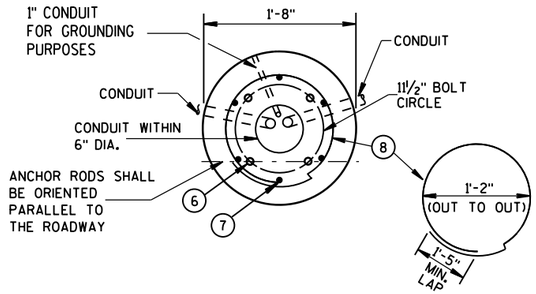
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

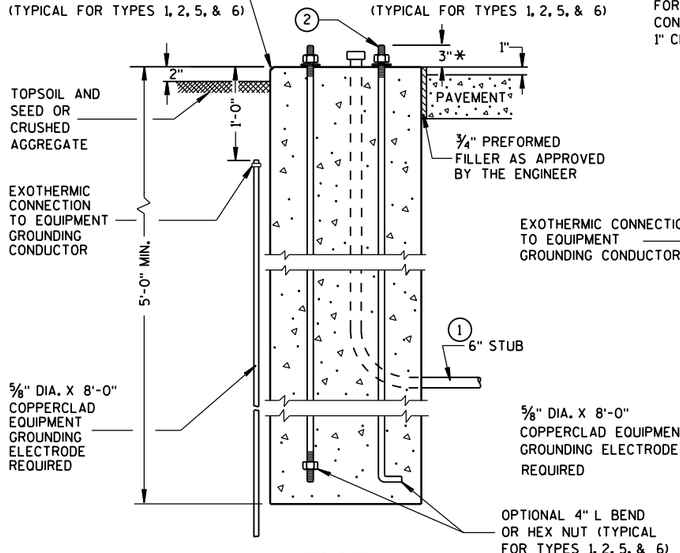




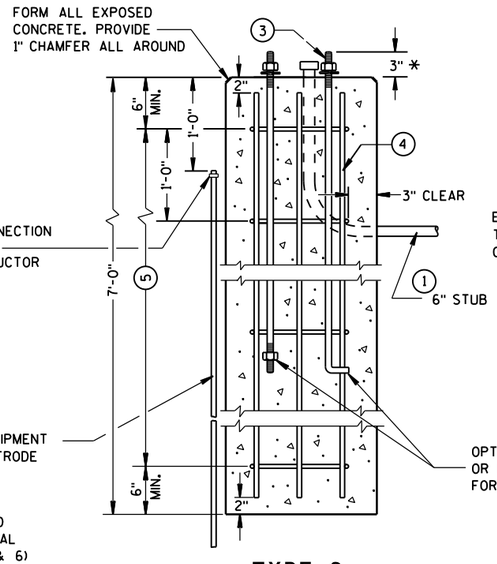


HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5, & 6)

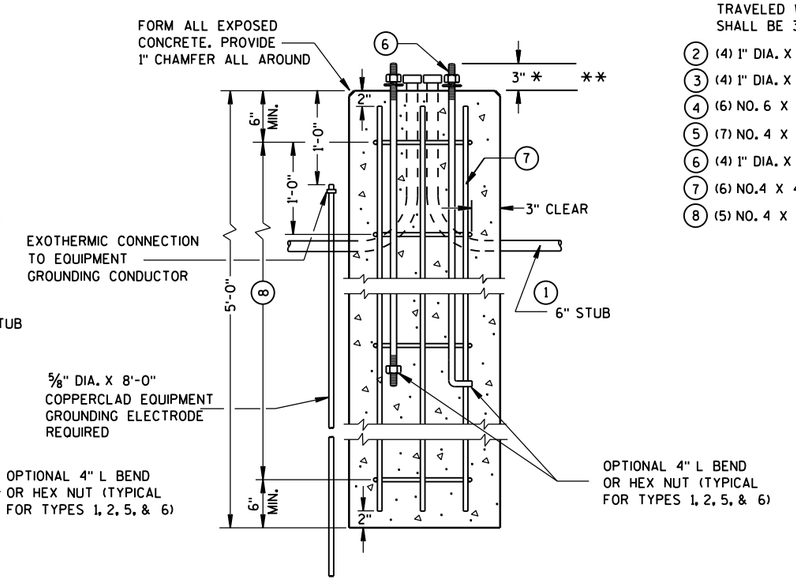
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5, & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 C 2-7

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

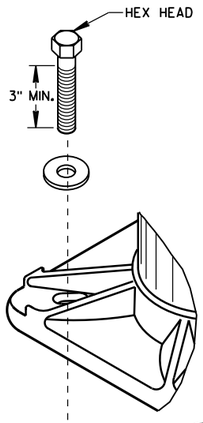
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

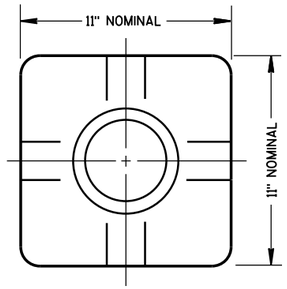
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

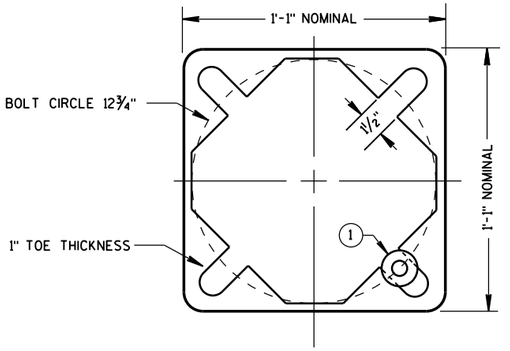
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

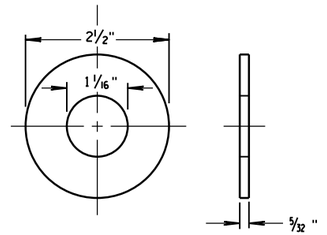




TOP VIEW
(PEDESTAL BASE)

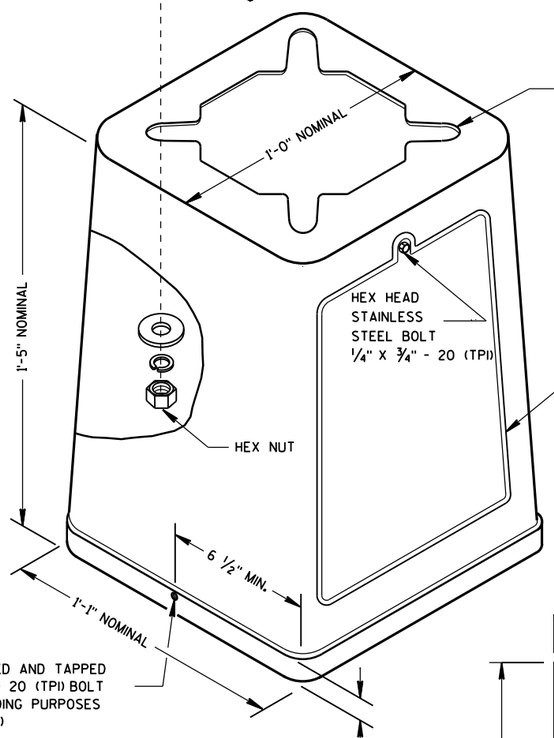


BOTTOM VIEW
(PEDESTAL BASE)

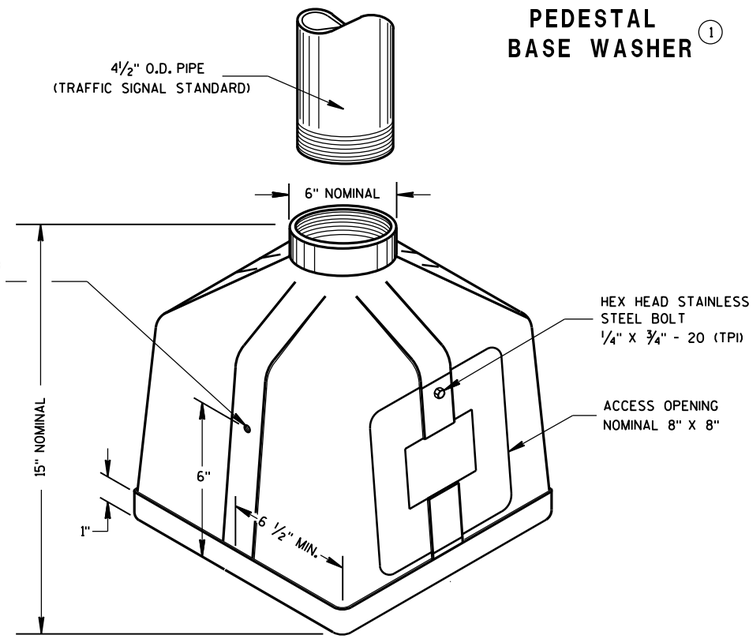


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

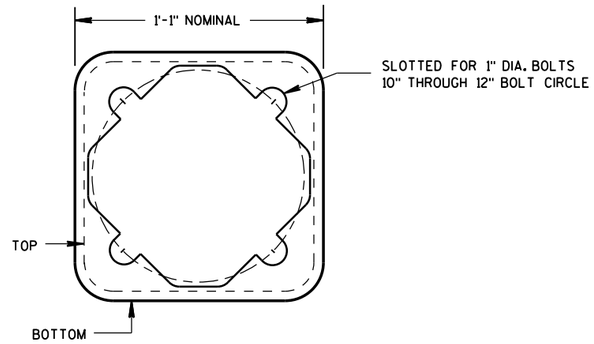


ISOMETRIC VIEW

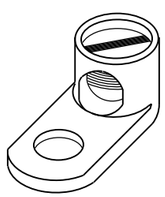


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

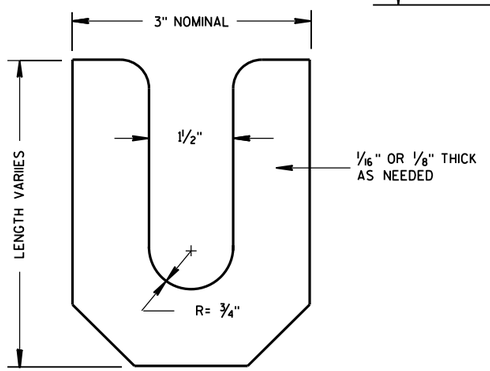


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
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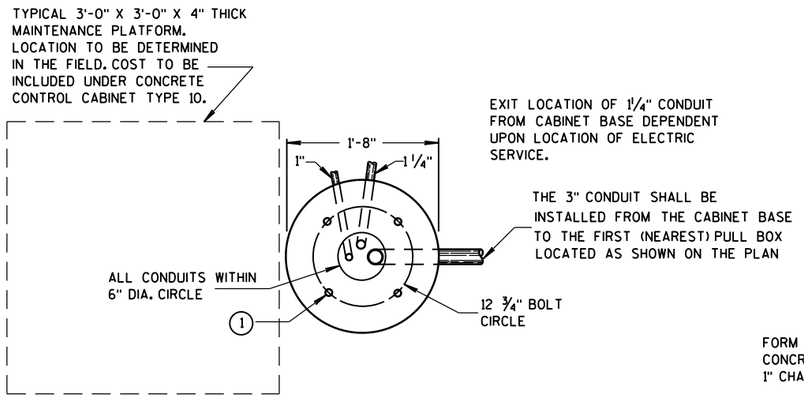
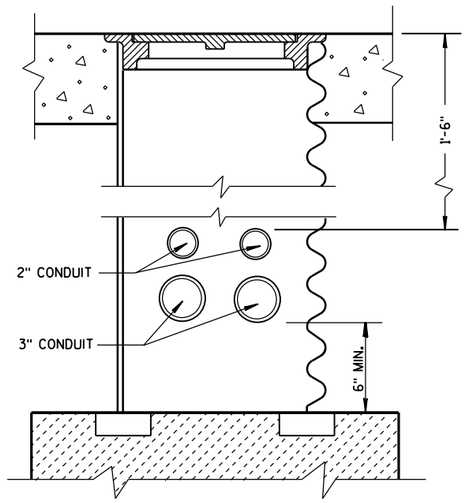
S.D.D. 9 C 3-4

CONTROL CABINET BASE TYPE	DIMENSIONS				C.Y. CONCRETE (APPROX.)
	H	I	J	K	
TYPE 6 - 30" CABINET	34"	60"	10"	17"	.64
TYPE 7 - 38" CABINET	42"	60"	10"	21"	.93
TYPE 8 - 38" CABINET	42"	72"	12"	21"	1.29
TYPE 9 - VARIABLE	54"	72"	14"	27"	1.56
TYPE 10 - POST MOUNT	AS SHOWN				.65 *

* INCLUDES MAINTENANCE PLATFORM.





CONDUIT LOCATIONS IN 24" X 36" PULL BOX

(LEADING TO CONTROLLER CABINET BASE TYPE 6, 7, 8 AND 9)

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

WHEN A TYPE 10 CONTROL CABINET BASE IS USED TO POST MOUNT A CONTROL CABINET, A 36" SQUARE 4" THICK CONCRETE MAINTENANCE PLATFORM SHALL BE REQUIRED ON THE DOOR SIDE OF THE CABINET. THE TOP 1 INCH SHALL BE ABOVE FINISHED GRADE AND BE BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

ALL FOUR (TWO INCH AND THREE INCH) CONDUIT SHALL BE INSTALLED FROM THE CABINET BASE TO THE FIRST (NEAREST PULL BOX LOCATED AS SHOWN ON THE PLANS.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

WHEN ANCHOR RODS USING THE ALTERNATE L BEND ARE FURNISHED FOR THE TYPE 10 BASE, THE 4" L BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH.

THE "L" BEND SHALL NOT BE THREADED.

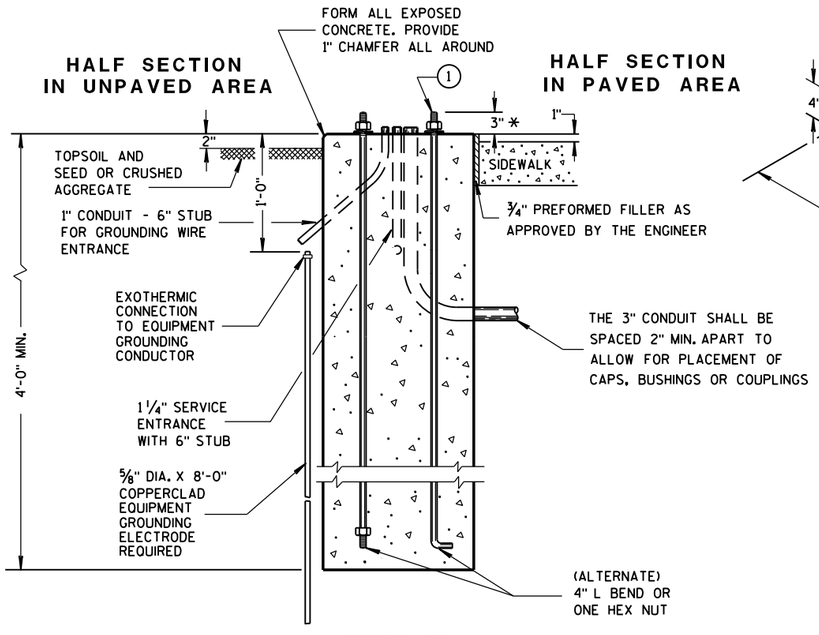
STRAIGHT ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

(1) FOUR (4) ANCHOR RODS, 1" DIA. X 3'-6". ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

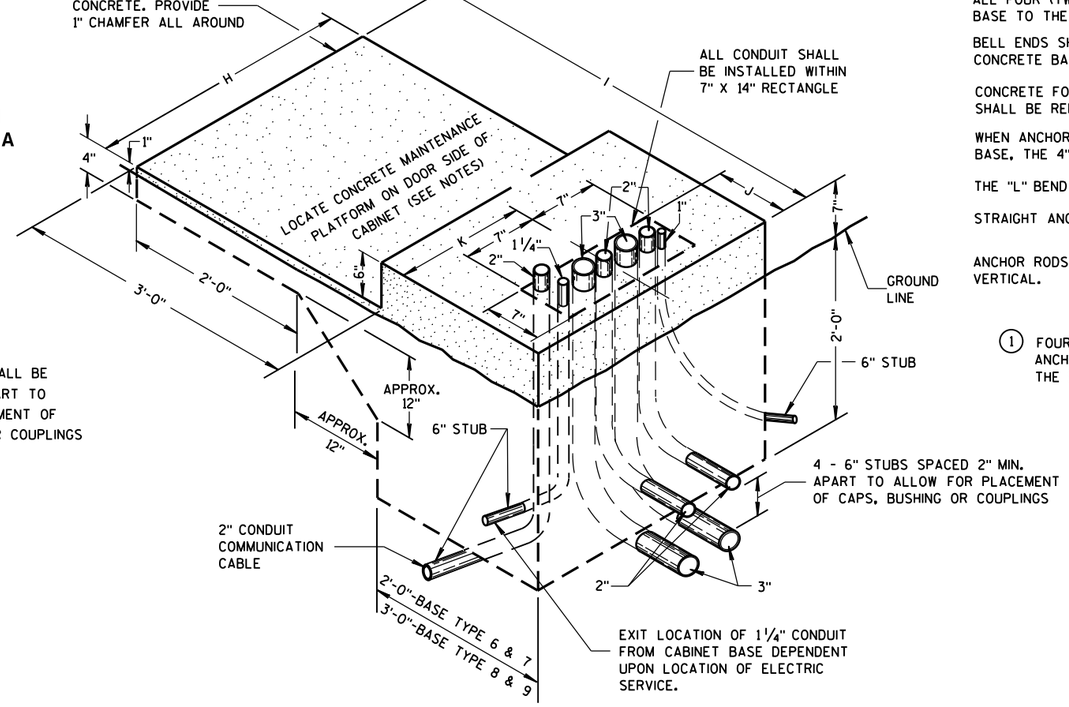
HALF SECTION IN UNPAVED AREA

HALF SECTION IN PAVED AREA



TYPE 10

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.



TYPE 6,7,8 AND 9 (ISOMETRIC VIEW)

CONCRETE CONTROL CABINET BASES

CONCRETE CONTROL CABINET BASES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
Sept. 2016 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA	

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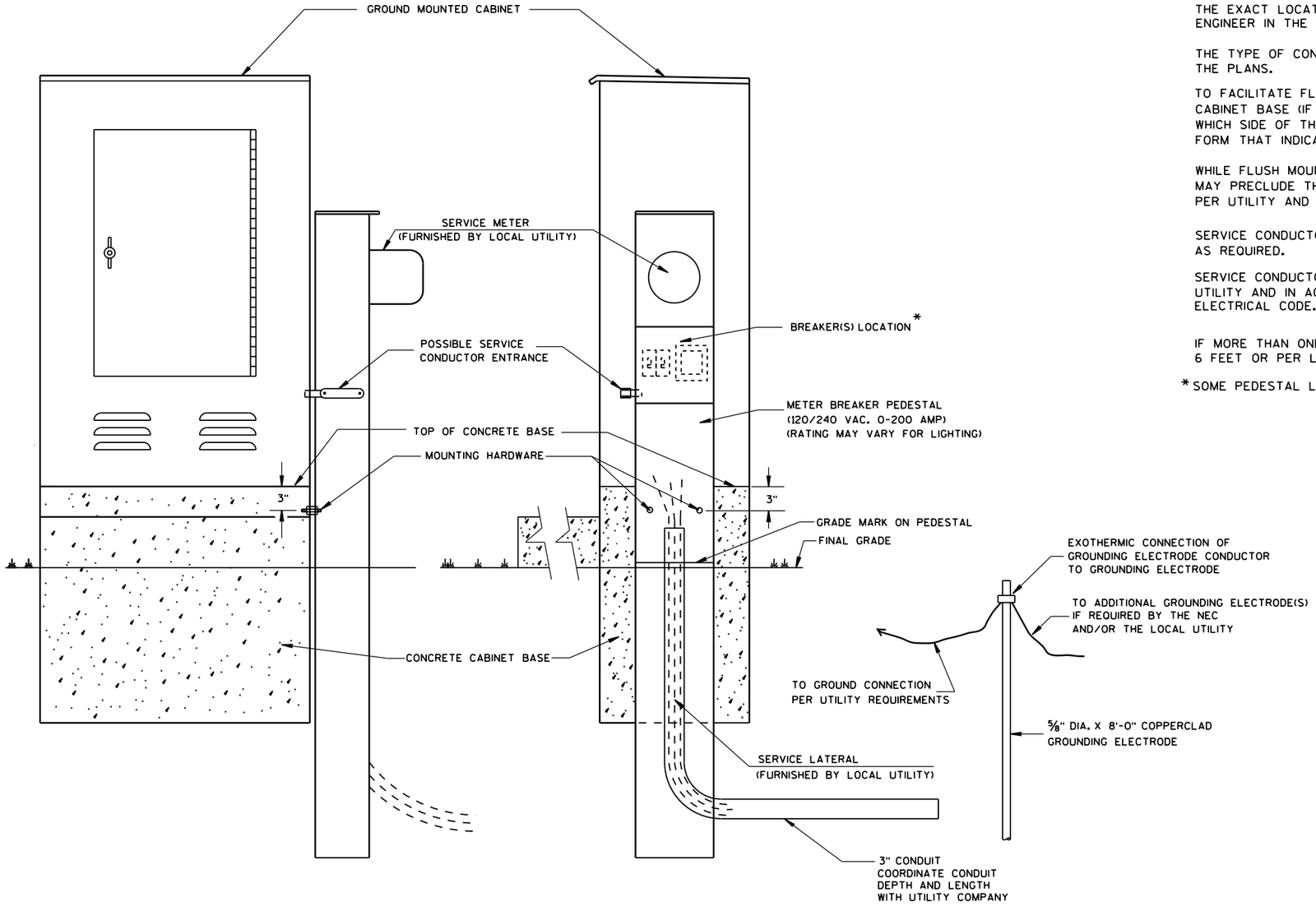

TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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GENERAL NOTES

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

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE-WIRED BY THE CABINET FABRICATOR.

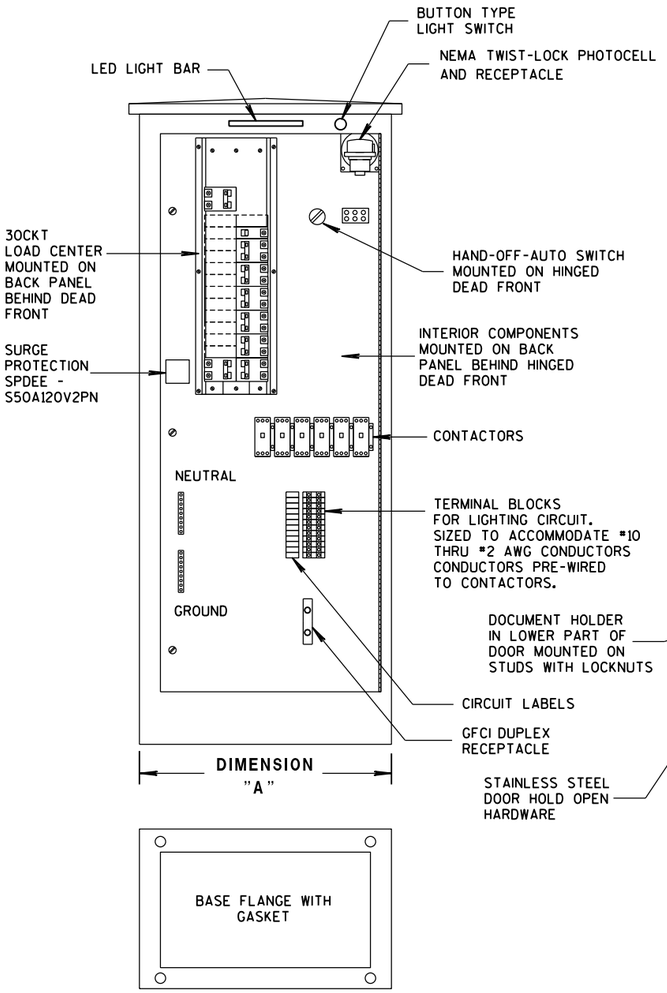
ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

FRONT INTERIOR ELEVATION



SIDE VIEW

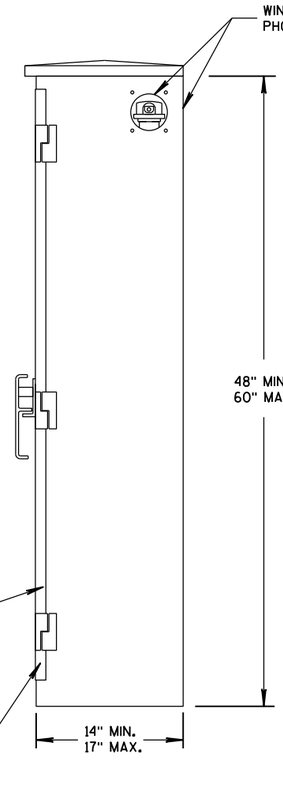
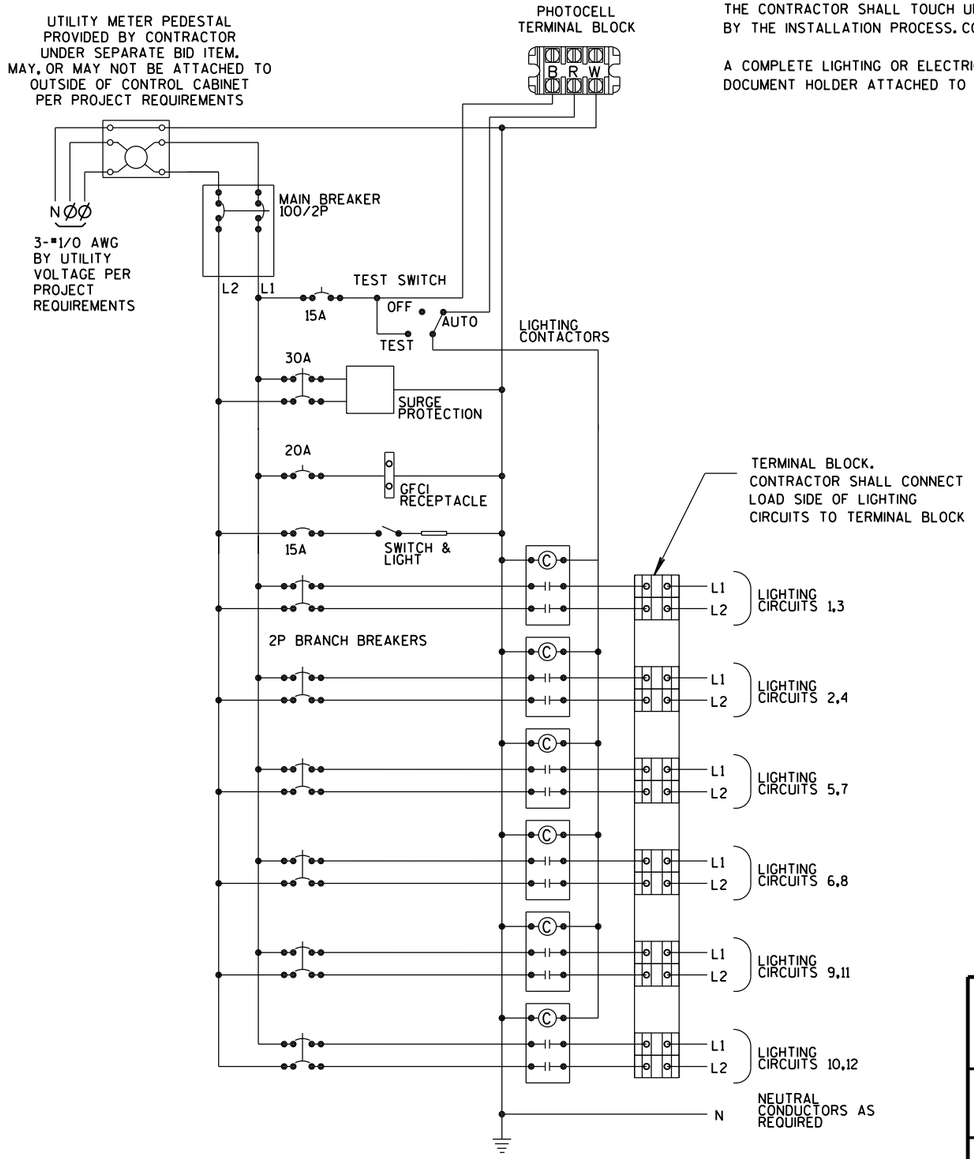


TABLE OF DIMENSIONS (INCHES)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

LIGHTING CONTROL CABINET 120/240 VOLT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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/S/ Thomas Gonring STATE LIGHTING ENGINEER
WYS.
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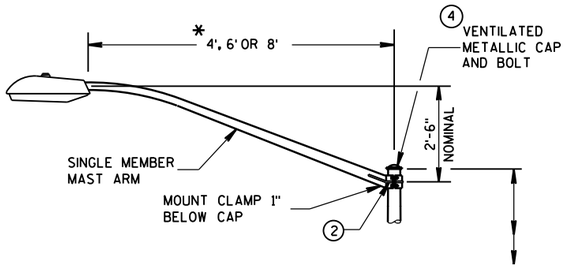
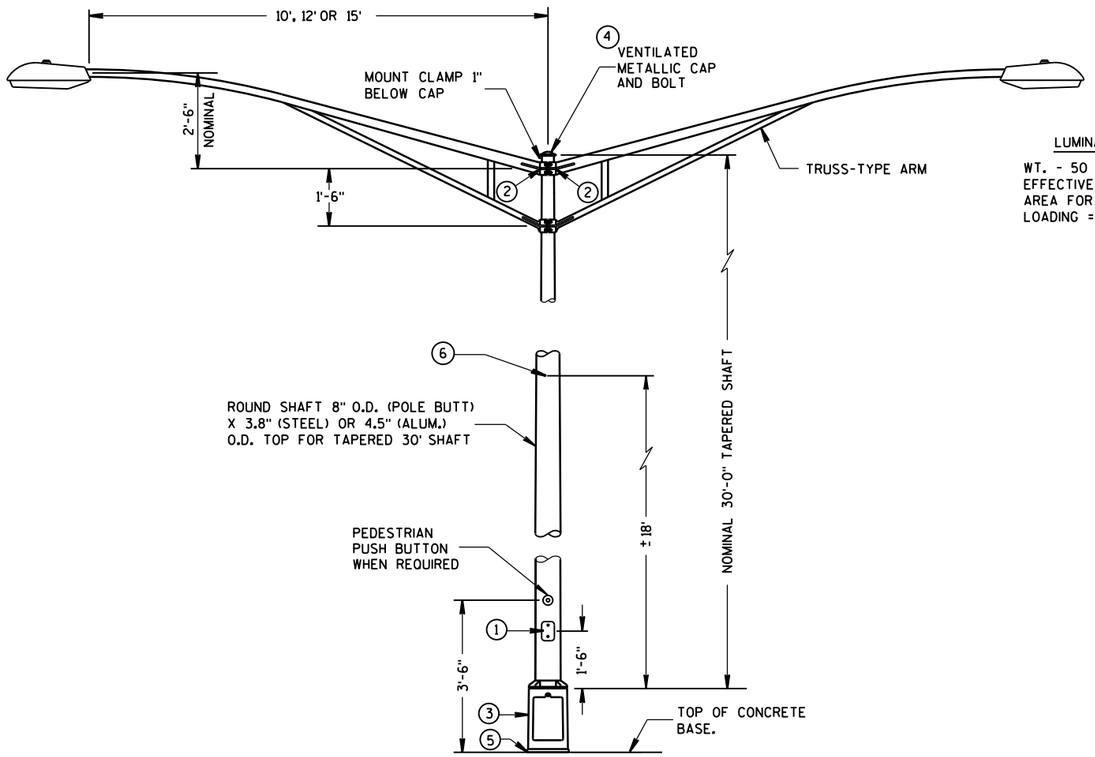
*RISE FOR 4' ARM SHALL BE 2'-0".

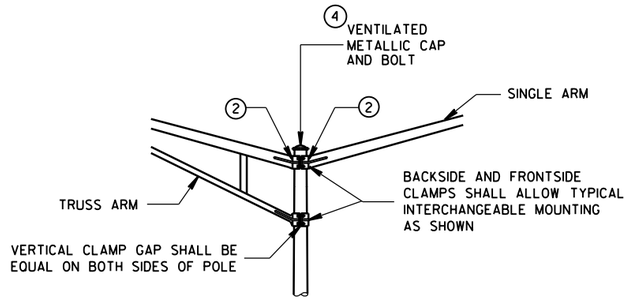




TYPE 5 POLE MOUNTING CONFIGURATION

(MAXIMUM LOAD)

LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

GENERAL NOTES

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

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONEECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

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POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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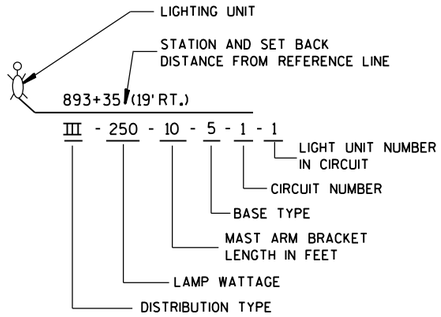
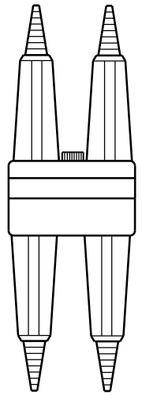
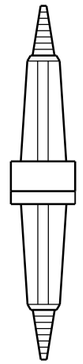
S.D.D. 9 E 1-14d



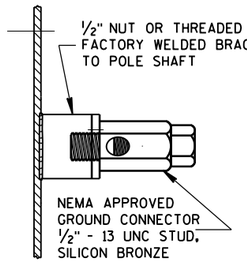
LIGHTING UNIT CODE
(TYPICAL)

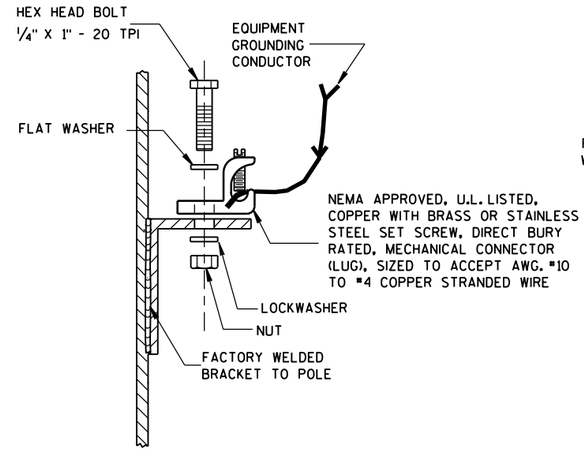


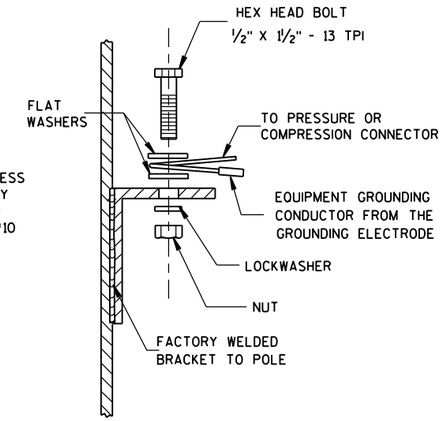
DETAIL "A"
BREAKAWY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



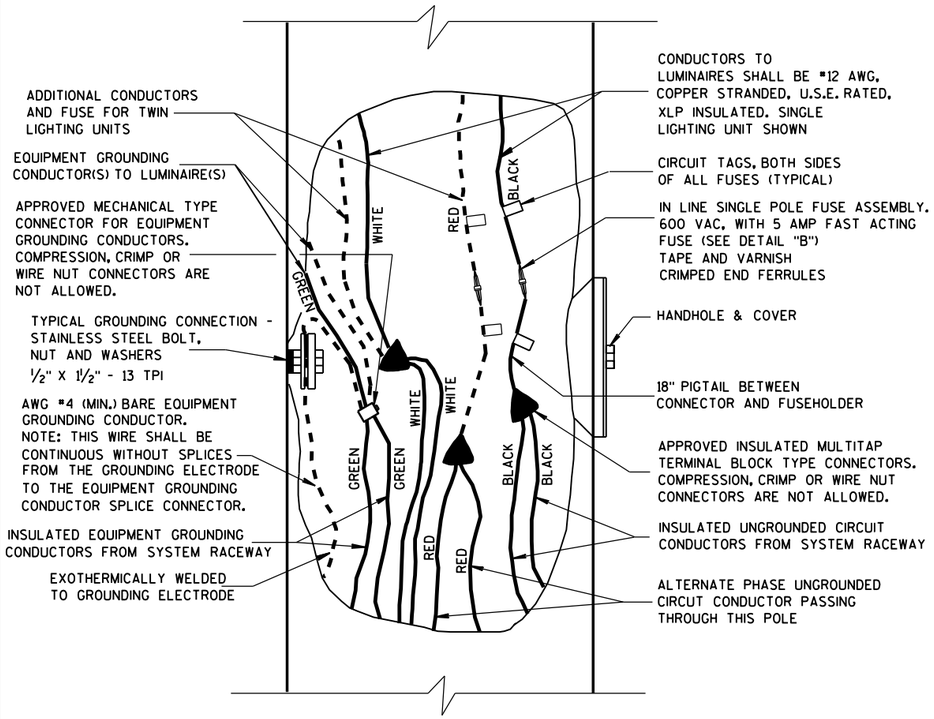
DETAIL "B"
BREAKAWY SINGLE POLE WITH WATERPROOF INSULATING BOOT



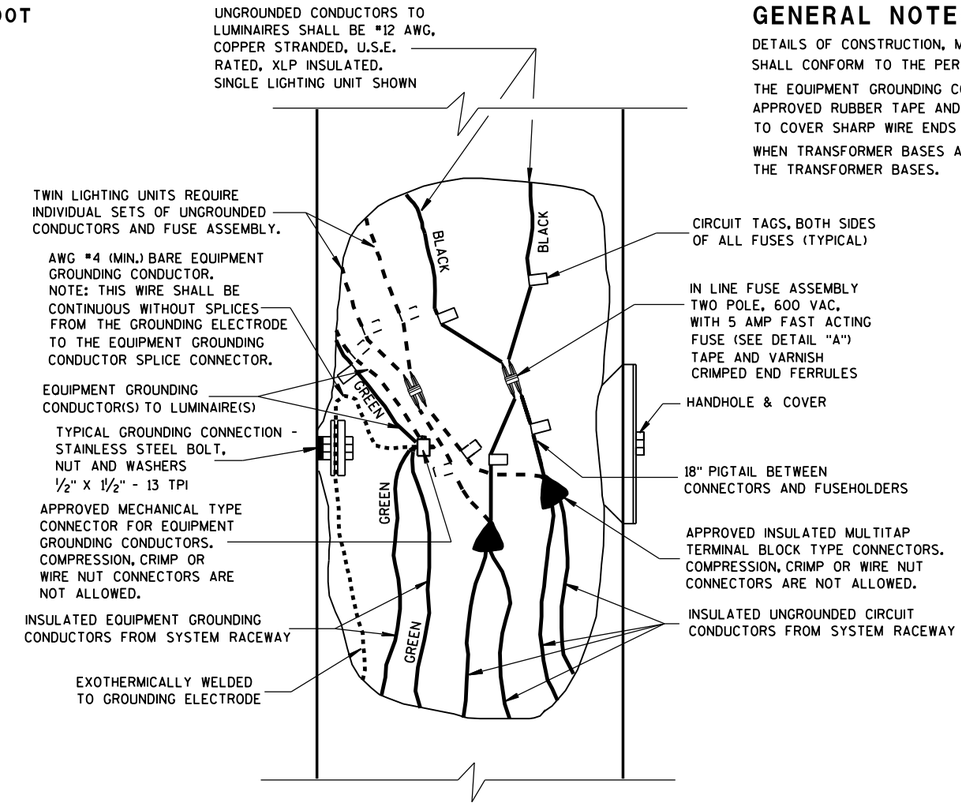




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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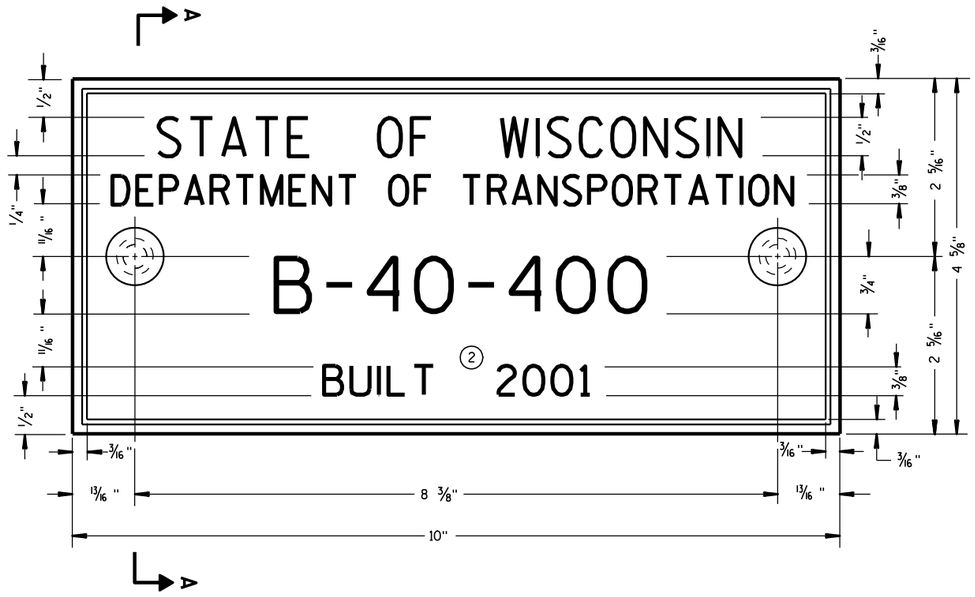


TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)

FOR MULTI-UNIT STRUCTURES
LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

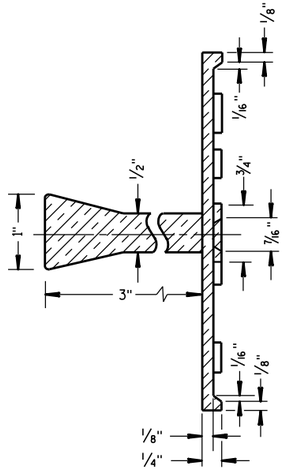
GENERAL NOTES

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

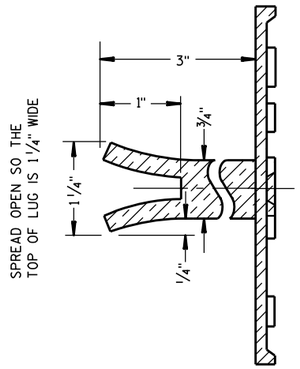
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

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

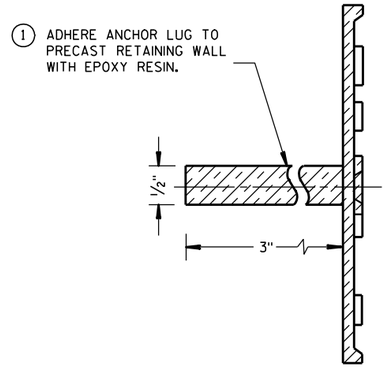
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

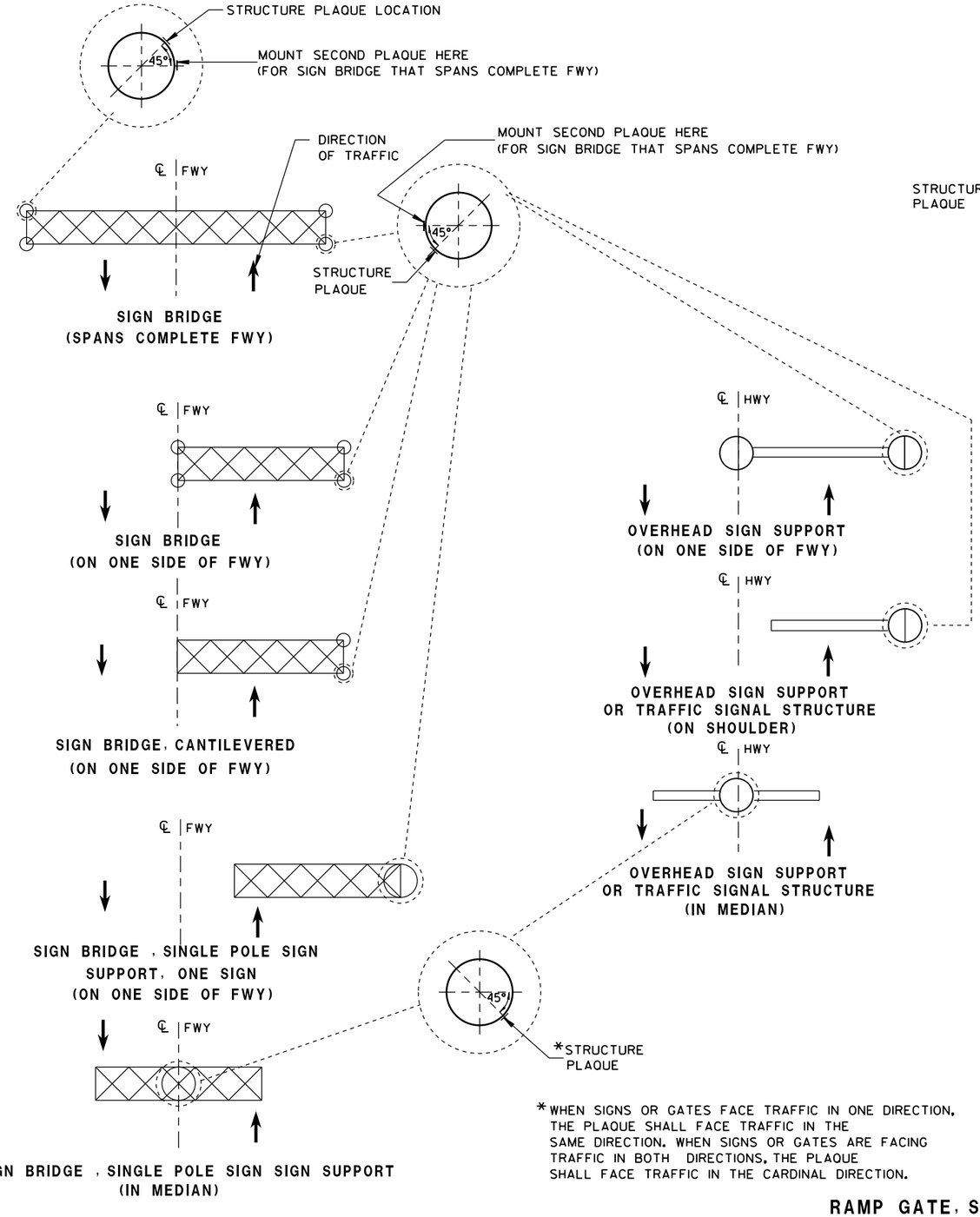
3/26/10 DATE

/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOPMENT ENGINEER

FHWA

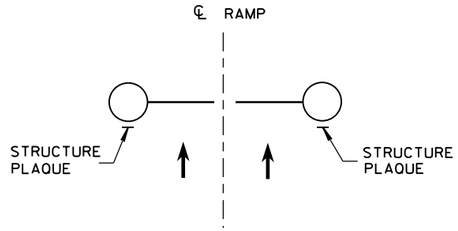
6

S.D.D. 12 A 3-10

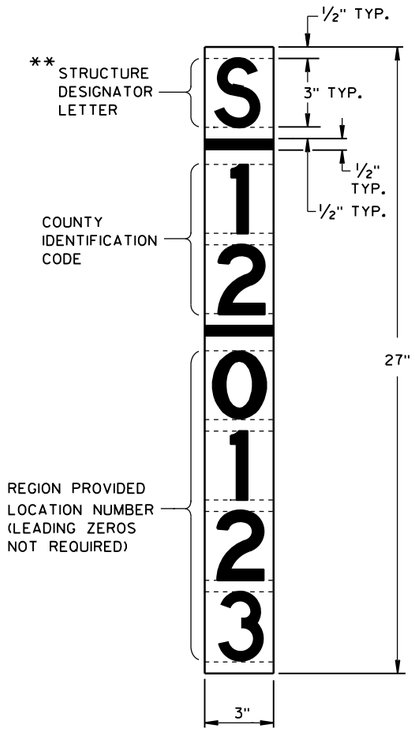


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



**RAMP GATE
(ACROSS FWY ON-RAMP)**



RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

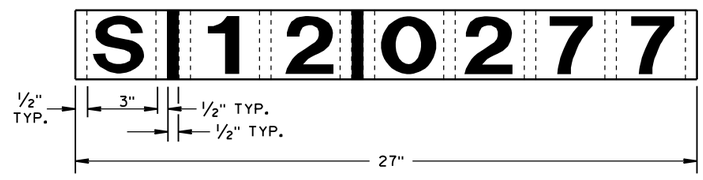
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

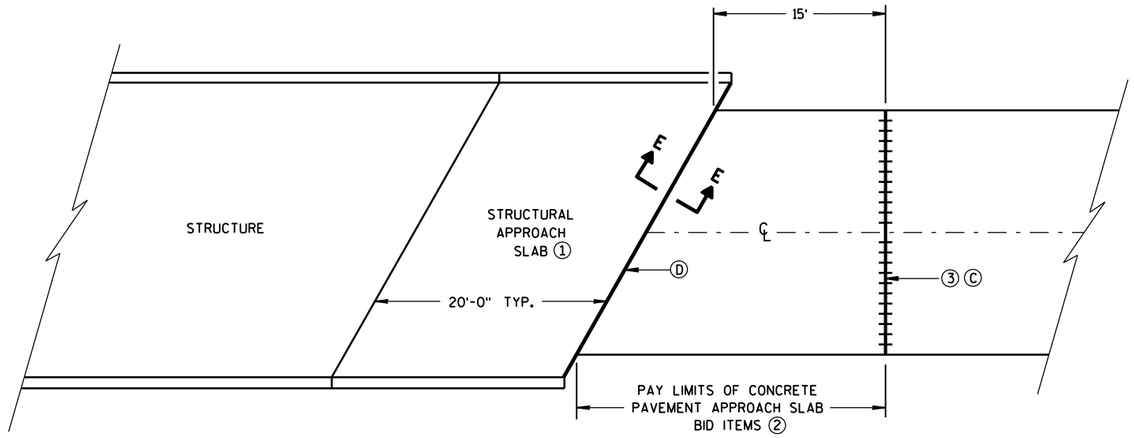
STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 12 A 4-3



GENERAL NOTES

ALL PROJECTS THAT INVOLVE A STRUCTURAL APPROACH SLAB WILL ALSO HAVE A CONCRETE PAVEMENT APPROACH SLAB.

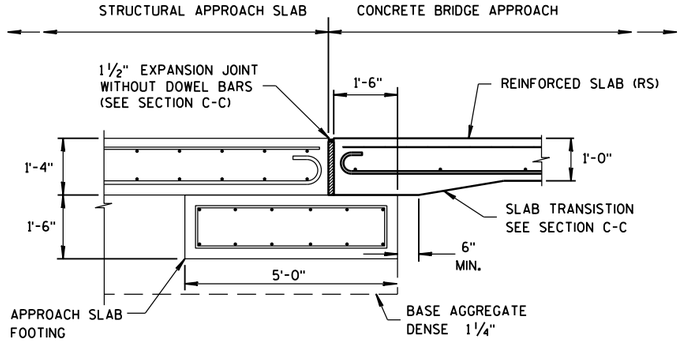
① SEE BRIDGE PLAN.

② CONFORM TO SHEET 13 B 2(A) FOR CONCRETE PAVEMENT APPROACH SLAB DETAILS.

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

Ⓒ 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄

Ⓓ 1½" EXPANSION JOINT (NO DOWELS)



SECTION E-E

FOOTING DETAIL

STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH

STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June, 2015
DATE

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

FHWA

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S.D.D. 13 B 2-8b

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

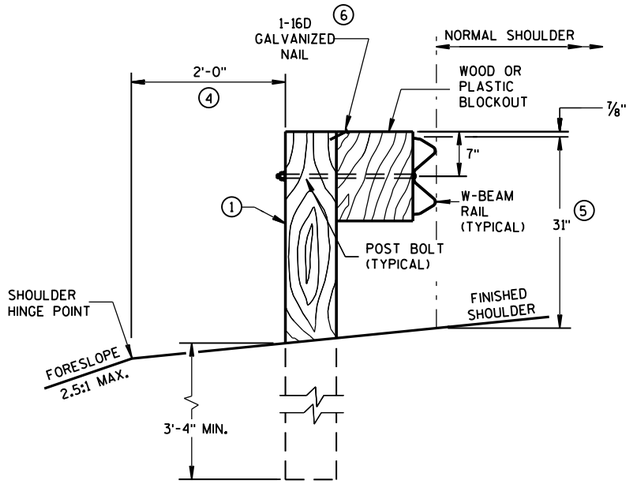
② USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

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

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

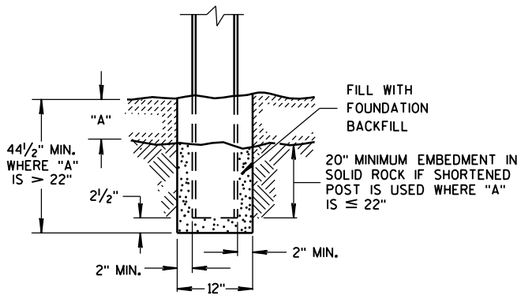
⑤ FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

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



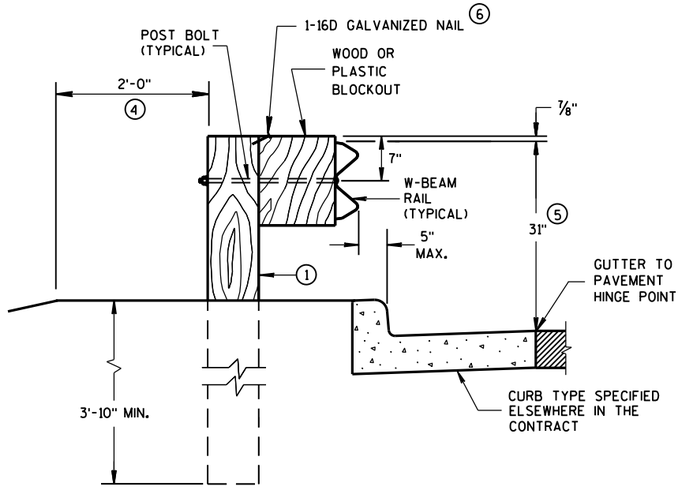
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



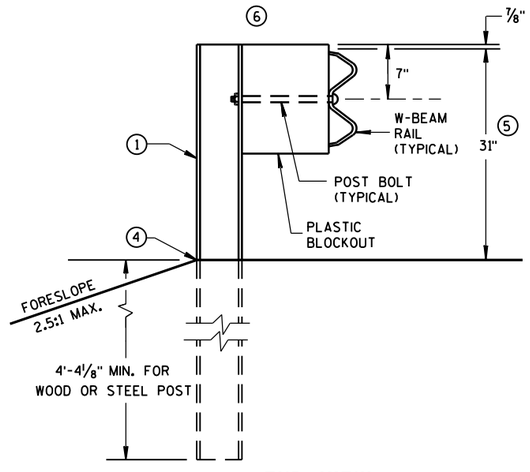
END VIEW

SETTING STEEL OR WOOD POST IN ROCK ③



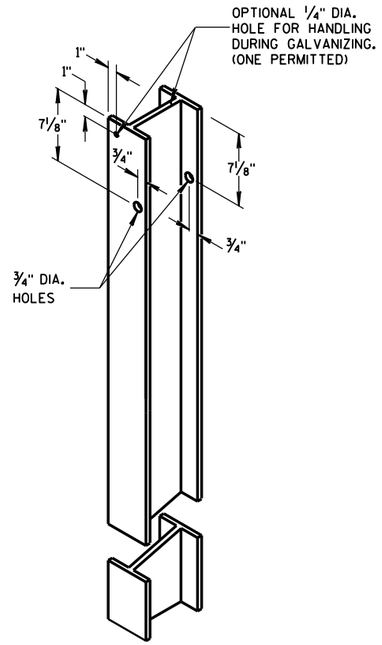
END VIEW

LOCATED ALONG A CURBED ROADWAY

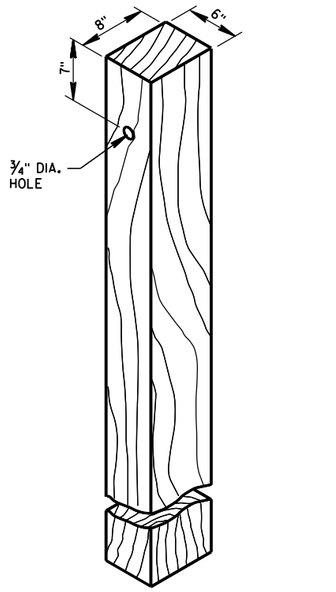


END VIEW

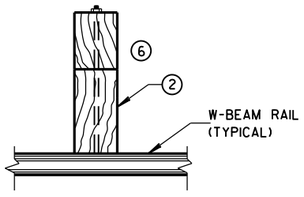
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



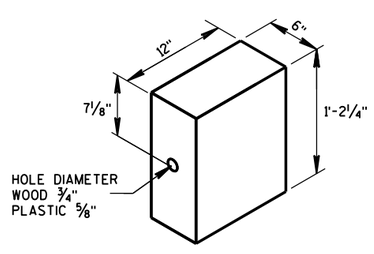
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) ①



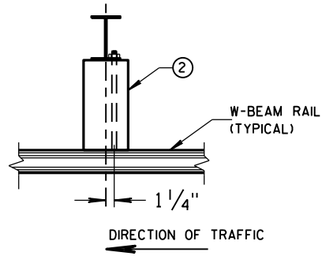
WOOD POST
(6" X 8") NOMINAL ①



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT ②

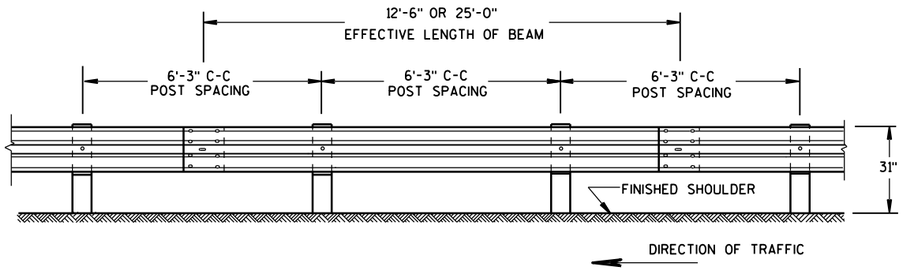


PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

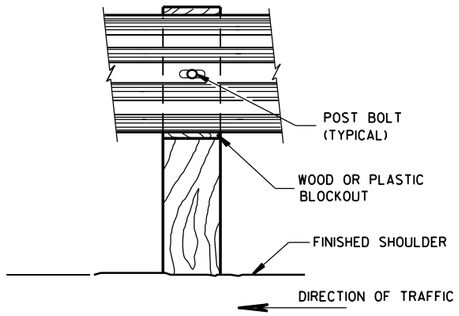
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 42-5a



FRONT VIEW

POST SPACING STANDARD INSTALLATION



FRONT VIEW AT WOOD POST

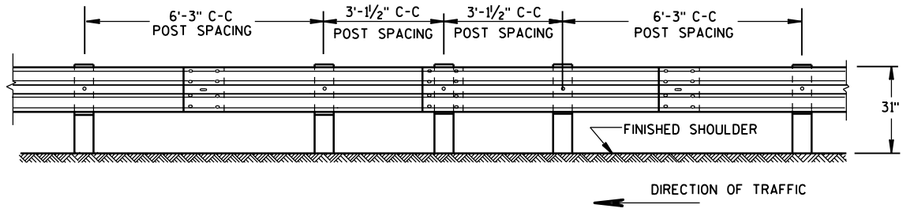
GENERAL NOTES

(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.

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

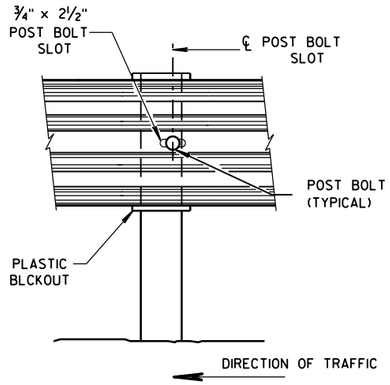
POST BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 5/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

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.

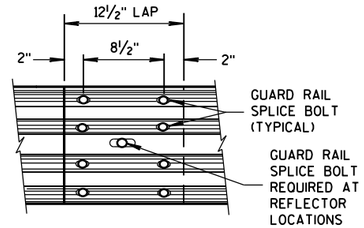


FRONT VIEW

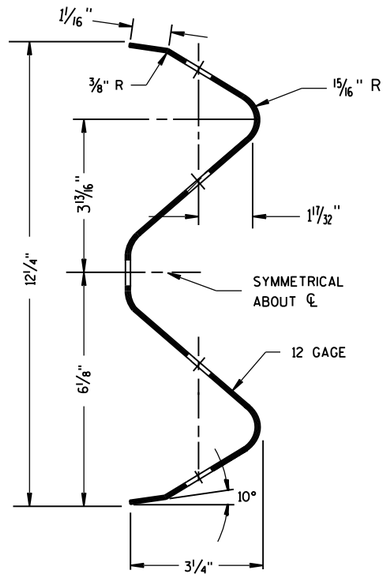
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



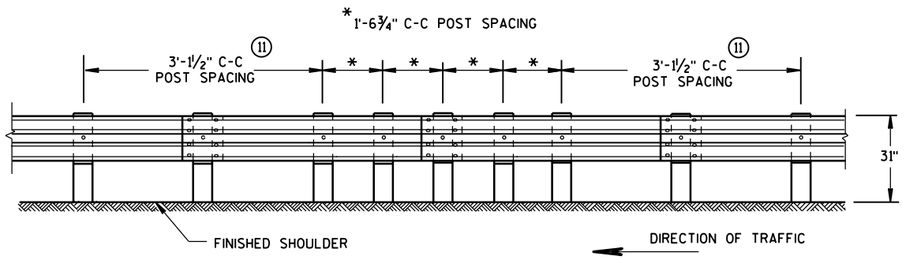
FRONT VIEW AT STEEL POST



FRONT VIEW
MID-SPAN BEAM SPLICE

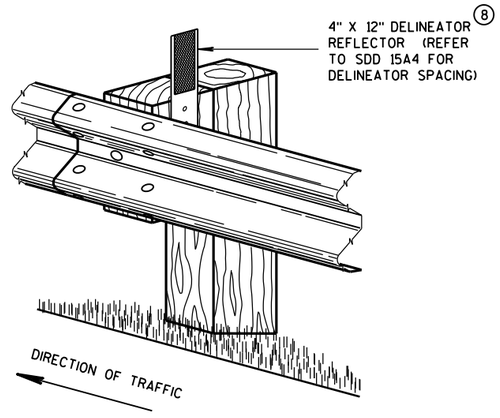


SECTION THRU W-BEAM RAIL



FRONT VIEW

QUARTER POST SPACING (QS)



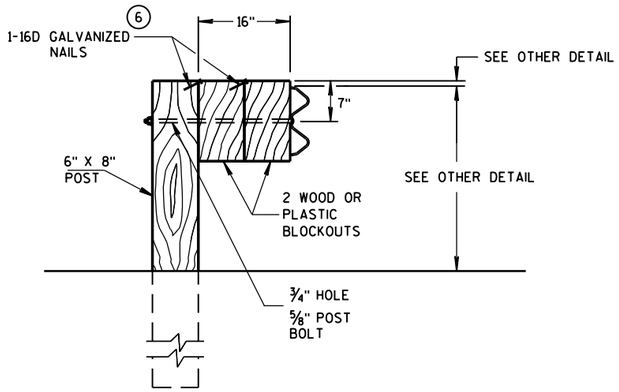
ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

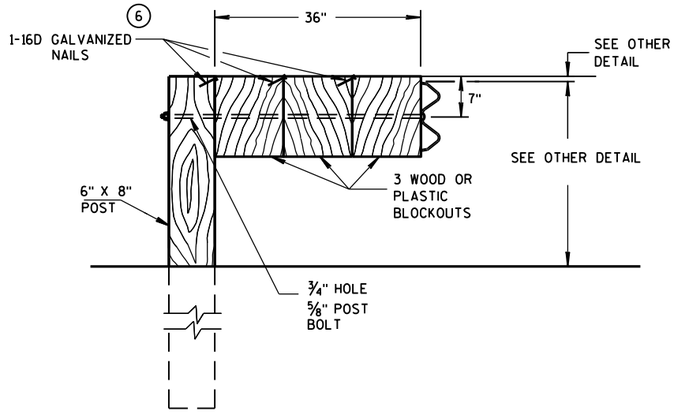
6

S.D.D. 14 B 42-5b



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.

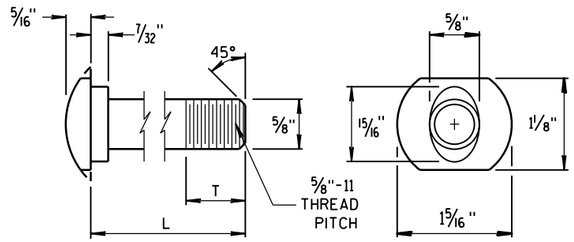


DETAIL FOR 36" BLOCKOUT DEPTH

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.

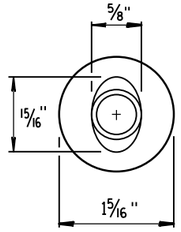
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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.

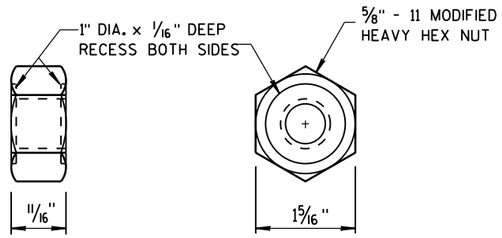


POST BOLT TABLE

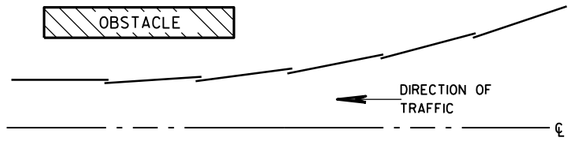
L	T (MIN.)
1¼"	1⅛"
2"	1¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

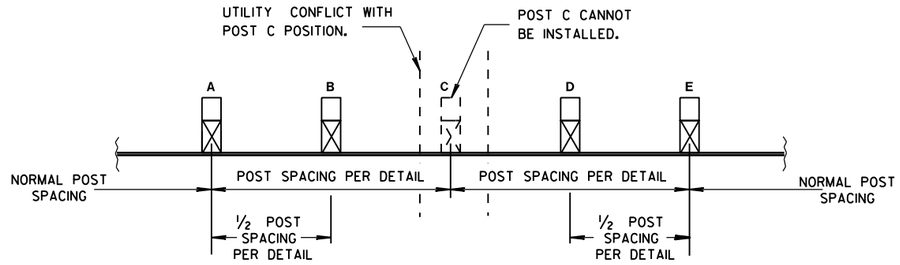


POST BOLT, SPLICE BOLT AND RECESS NUT

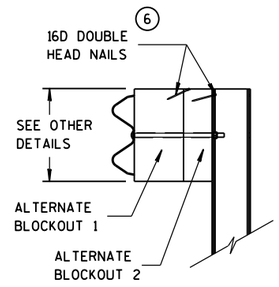


PLAN VIEW

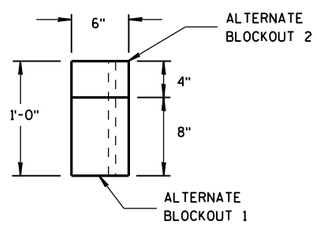
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



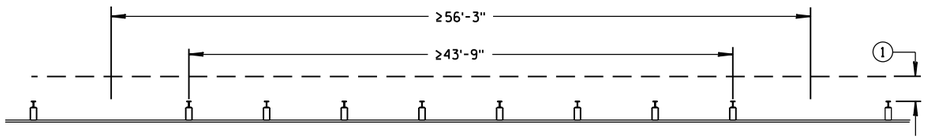
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

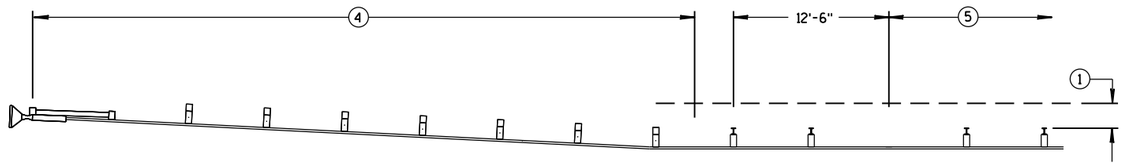
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

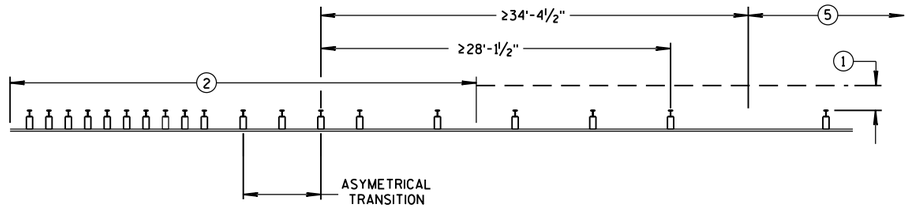
6
S.D.D. 14 B 42-5c



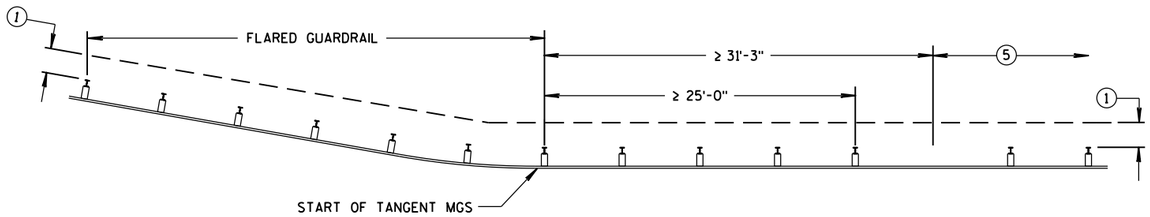
MISSING POST IN NORMAL BEAM GUARD RUN



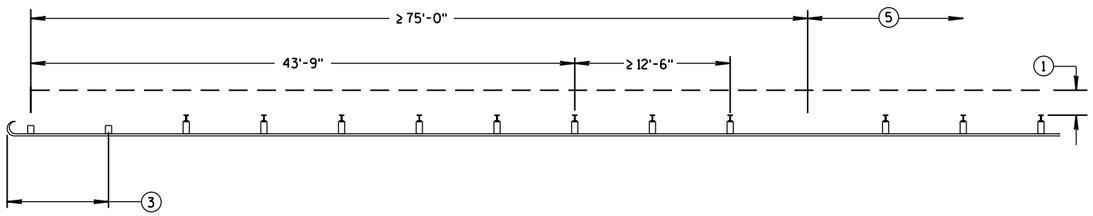
MISSING POST IN NORMAL BEAM GUARD RUN NEAR EAT



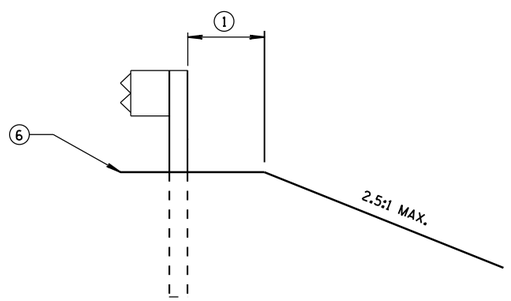
MISSING POST NEAR APPROACH THRIE BEAM TRANSITION



MISSING POST IN NORMAL BEAM GUARD RUN
NEAR FLARED BEAM GUARD



MISSING POST IN NORMAL BEAM GUARD RUN
NEAR TYPE 2 TERMINAL



CROSS SECTION VIEW

1. MINIMUM OF 2 FEET OF GRADING BEHIND POST.
2. SEE SDD 14B45 FOR MORE DETAILS.
3. SEE SDD 14B47 FOR MORE DETAILS.
4. SEE SDD 14B44 FOR MORE DETAILS.
5. SEE MISSING POST IN NORMAL BEAM GUARD RUN FOR DISTANCE TO NEXT MISSING POST AND AREA FOR WELL DRAINED, COMPACTED SOILS.
6. SEE PLAN FOR SHOULDER DESIGN.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

6

S.D.D. 14 B 42-5d

6

S.D.D. 14 B 42-5d

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.

(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

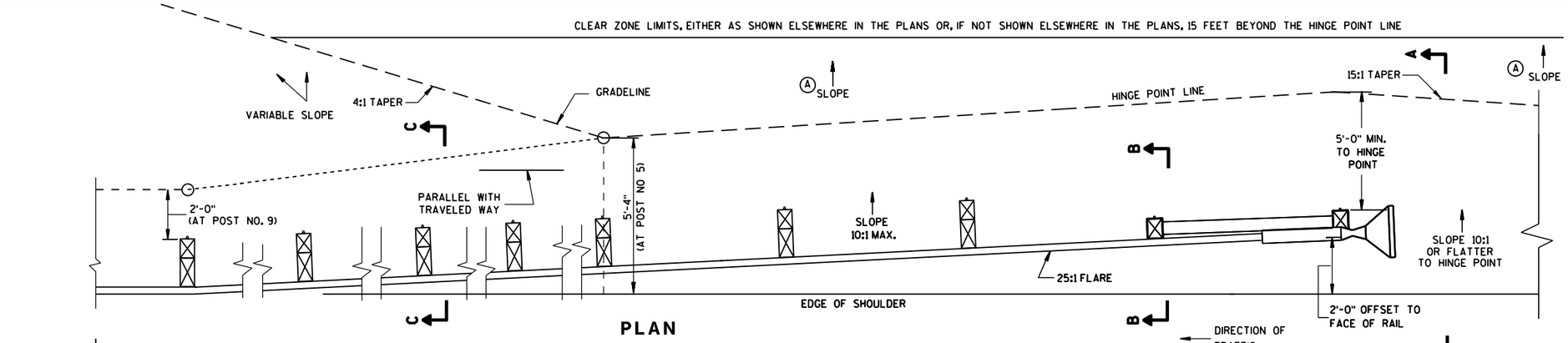
SEE SDD 14B42 FOR MORE INFORMATION.

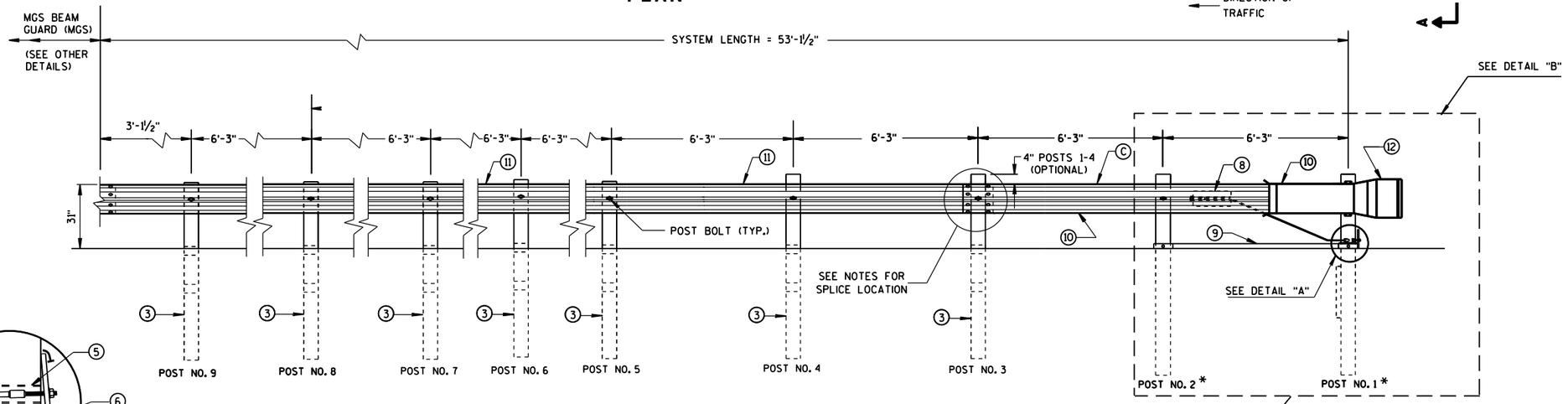
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

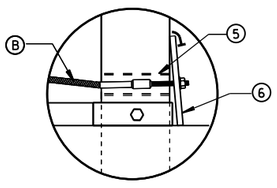
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

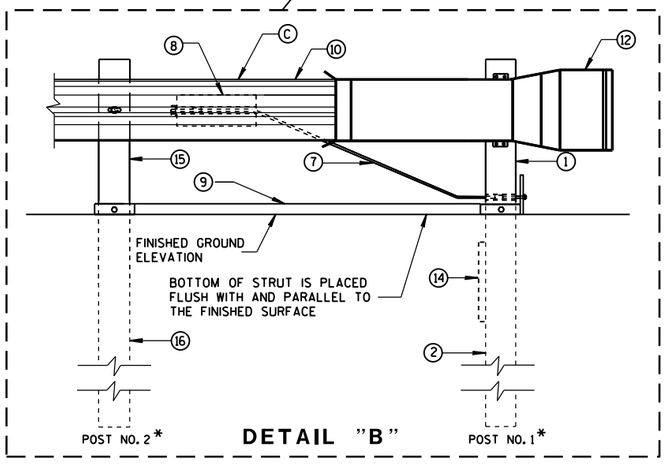
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

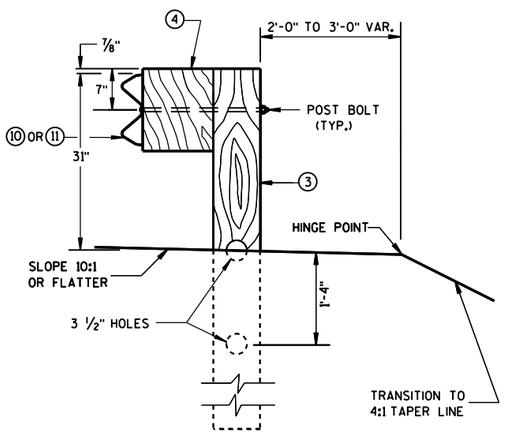
THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE.

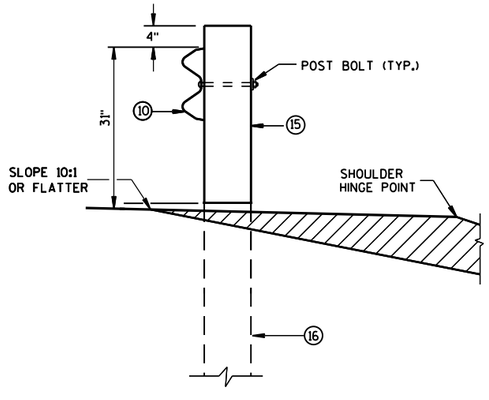


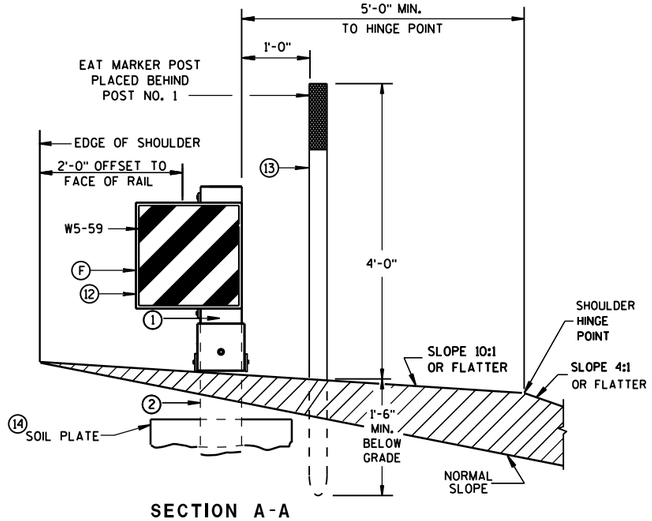






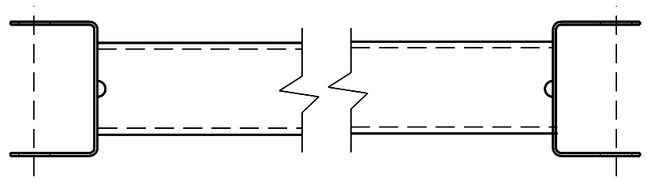






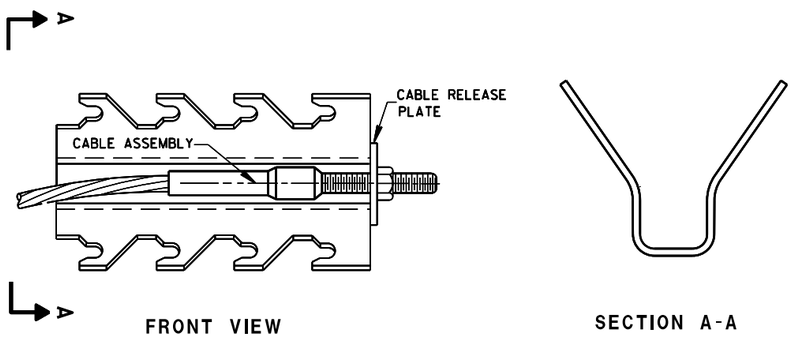
MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
STATE OF WISCONSIN DEPARTMENT OF TRANSPO

6 S.D.D. 14 B 44-3a



(9) (H)

GENERIC GROUND STRUT



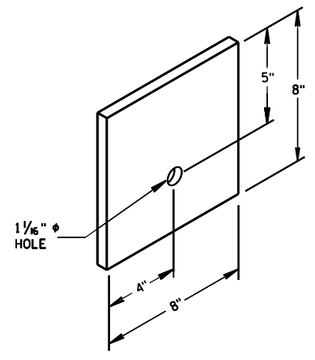
FRONT VIEW

SECTION A-A

GENERIC ANCHOR CABLE BOX (8) (H)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	UPPER POST NO. 1 6" X 6" TUBE
(2)	LOWER POST NO. 1
(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)	IMPACT HEAD
(13)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
(14)	SOIL PLATE
(15)	UPPER POST NO. 2
(16)	LOWER POST NO. 2



BEARING PLATE (6)

6

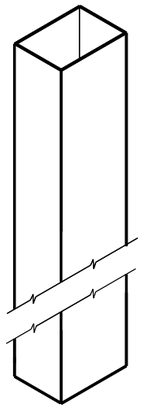
6

S.D.D. 14 B 44-3b

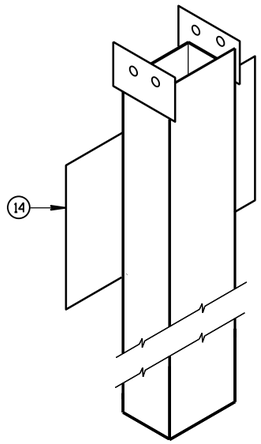
S.D.D. 14 B 44-3b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

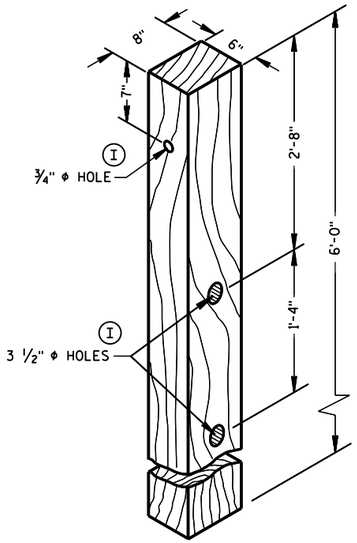
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



UPPER POST NO. 1 (1)

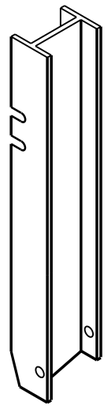


LOWER POST NO. 1 (2)

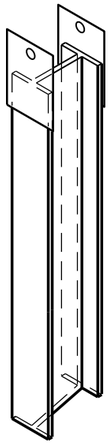


POSTS NUMBER 3-9

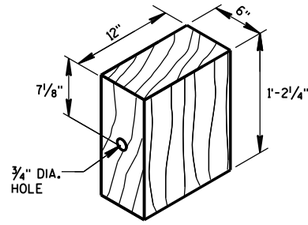
WOOD CRT POST (3)



UPPER POST NO. 2 (15)

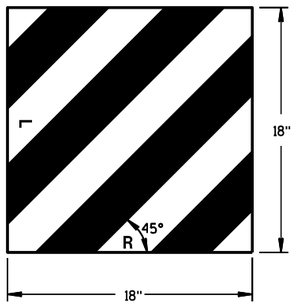


LOWER POST NO. 2 (16)



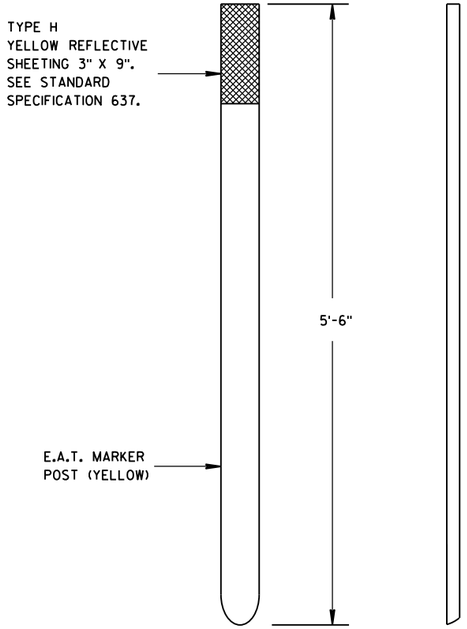
WOOD BLOCKOUT (4)

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



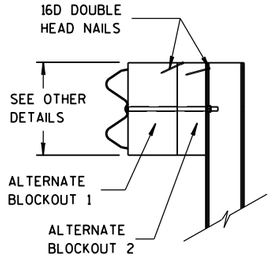
W5-59

REFLECTIVE SHEETING DETAIL (H)

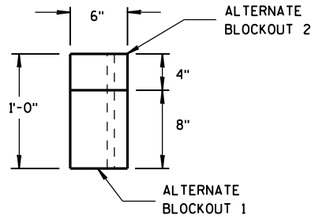


FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW



TOP VIEW

ALTERNATE WOOD
BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

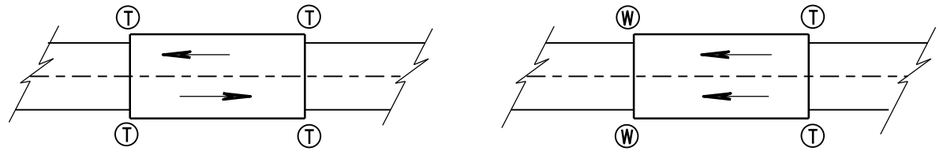
June 2017
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS
UNIT SUPERVISOR

FHWA

6

S.D.D. 14 B 44-3c



TWO WAY TRAFFIC **ONE WAY TRAFFIC**

Ⓣ THRIE BEAM CONNECTION

Ⓦ W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

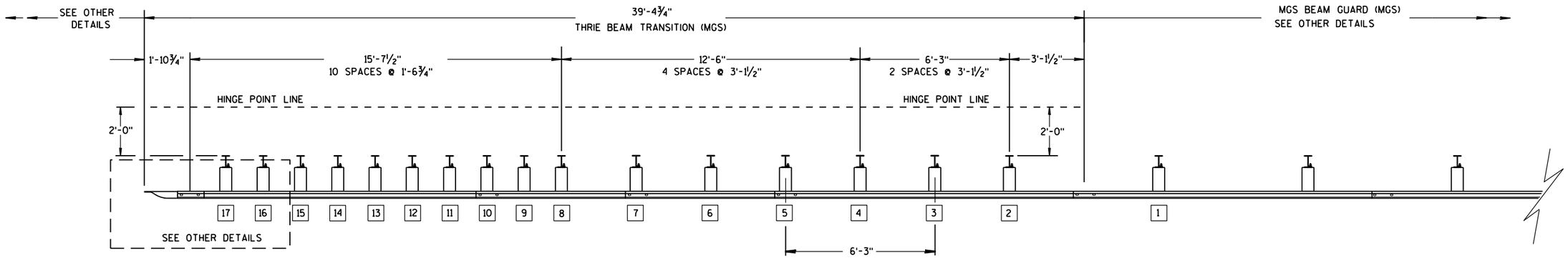
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

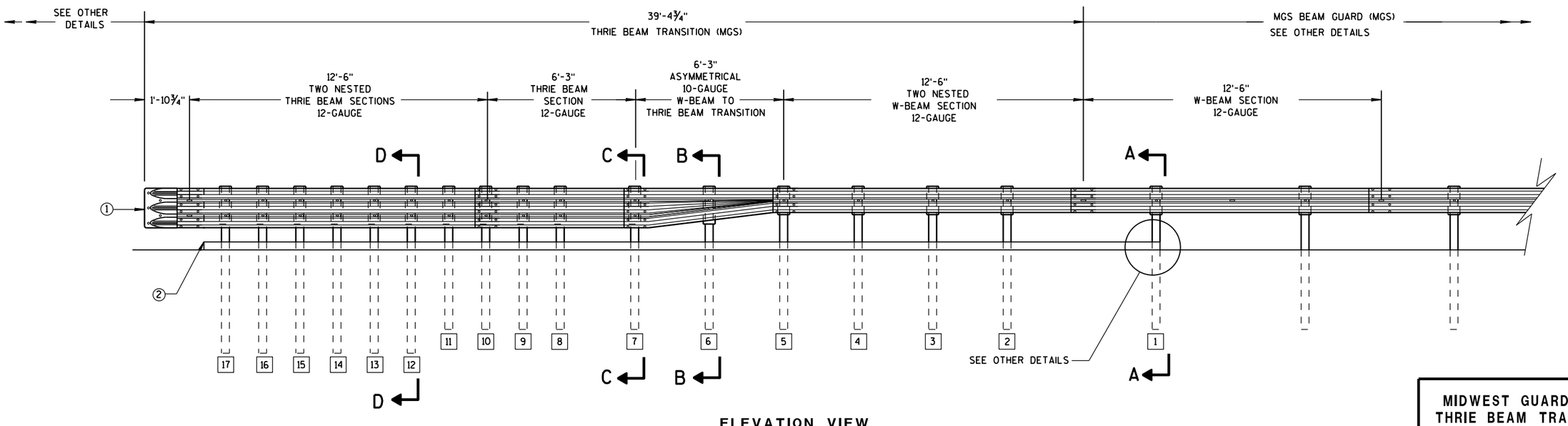
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

① BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 45-4a

6

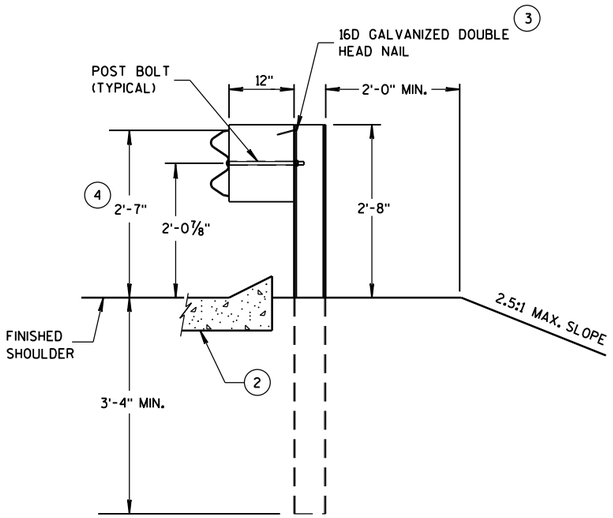
S.D.D. 14 B 45-4a

GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE_FEATURE SEE PLAN FOR INFORMATION.

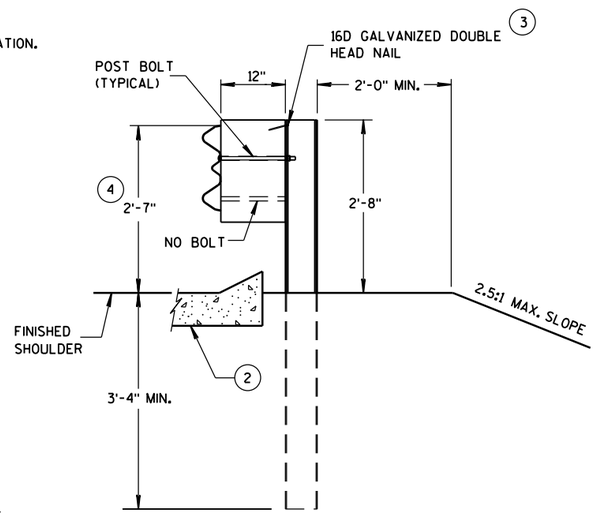
(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



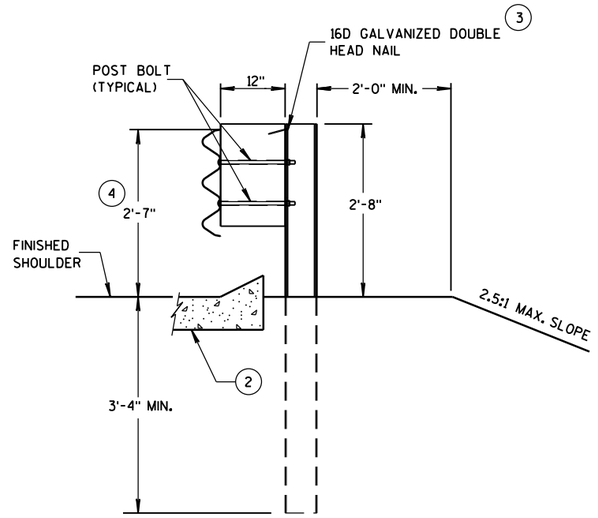
SECTION A-A

POSTS 1-5



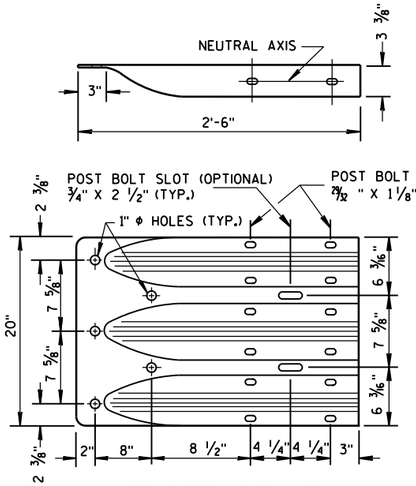
SECTION B-B

POST 6



SECTION C-C

POSTS 7-11



THRIE BEAM TERMINAL CONNECTOR

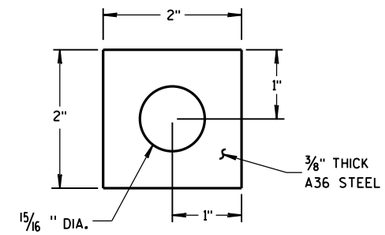
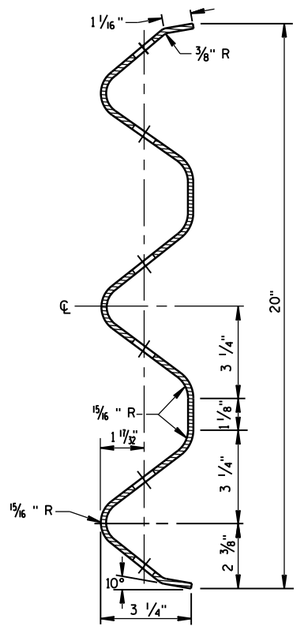
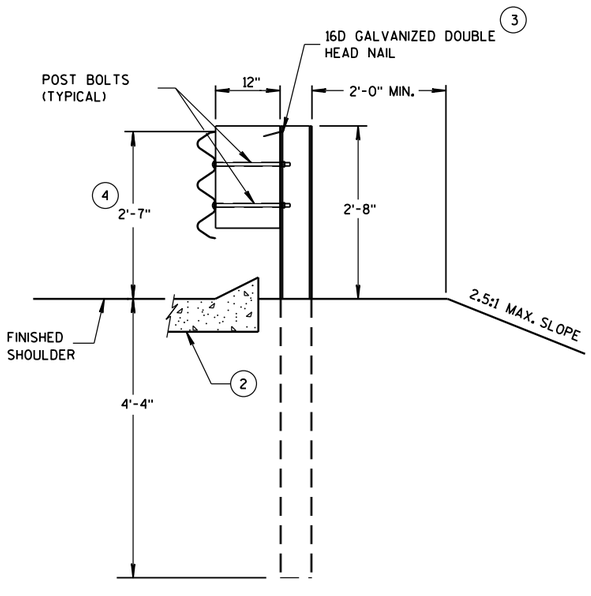


PLATE WASHER DETAIL

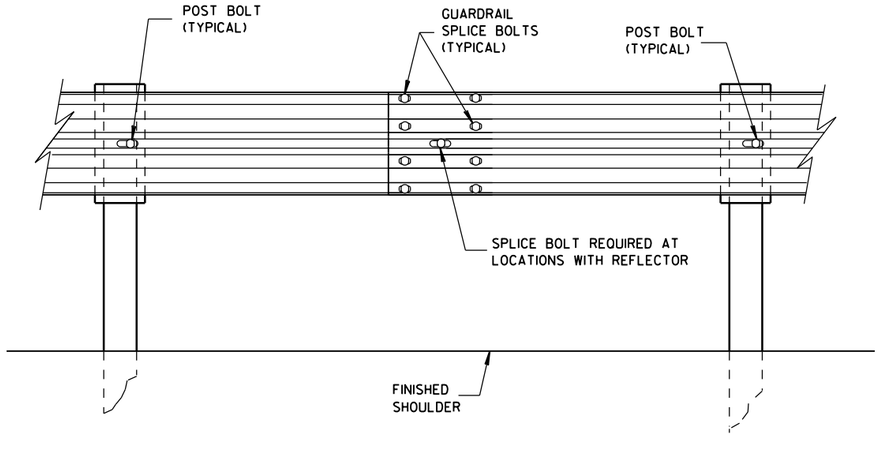


SECTION THRU THRIE BEAM RAIL ELEMENT



SECTION D-D

POSTS 12-17



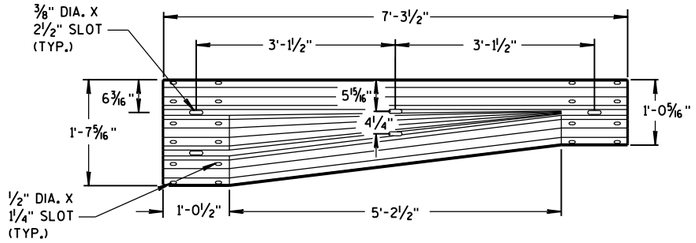
SPLICE DETAIL

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

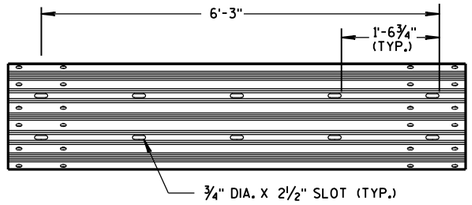
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

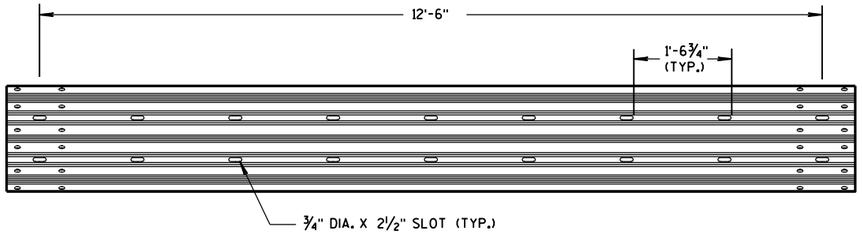
S.D.D. 14 B 45-4b



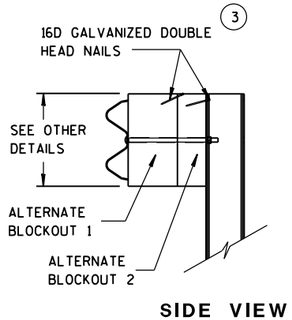
W-BEAM TO THRIE BEAM TRANSITION SECTION



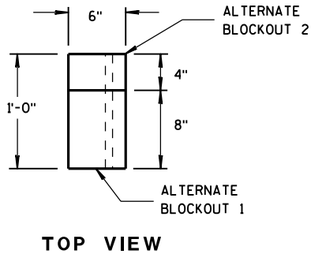
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

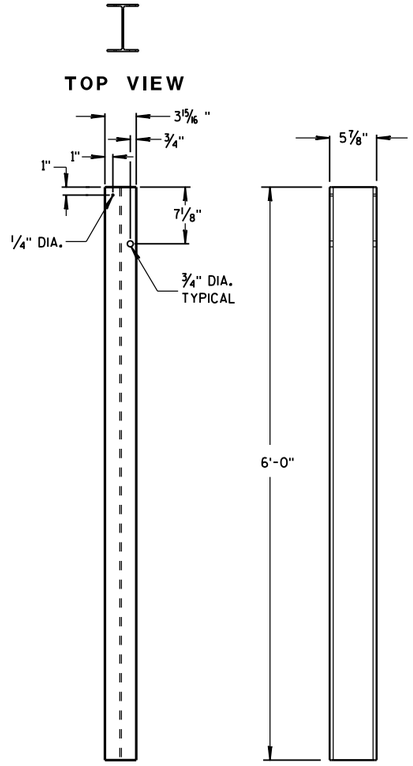


SIDE VIEW

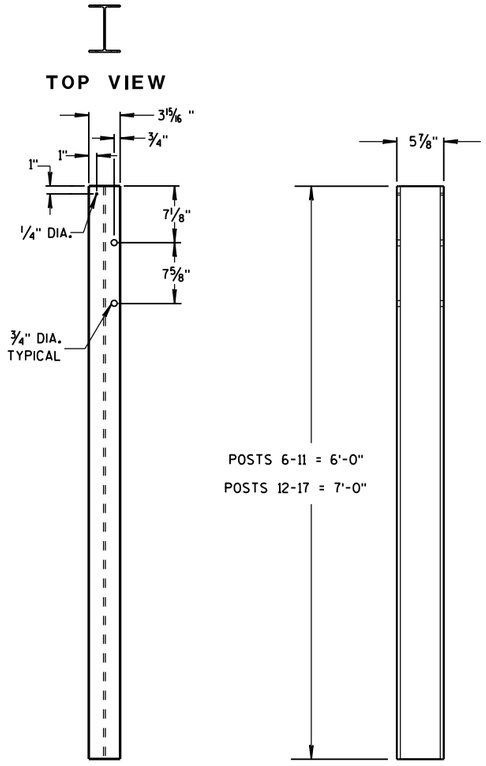


TOP VIEW

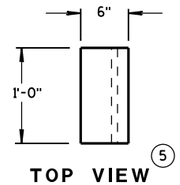
ALTERNATE WOOD BLOCKOUT DETAIL



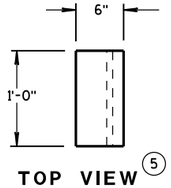
STEEL POSTS 1-5



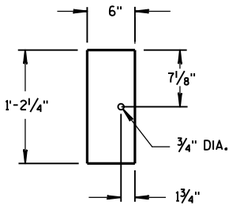
STEEL POSTS 6-17



TOP VIEW (5)

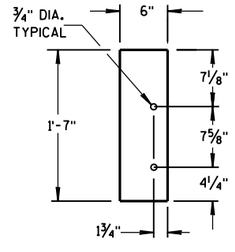


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS 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.

(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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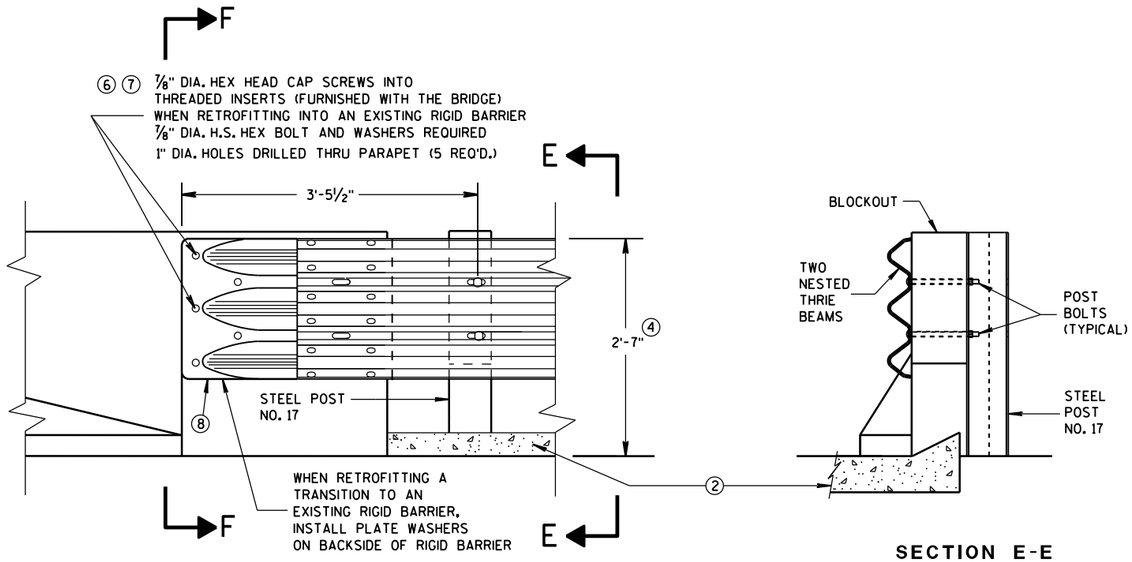


FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

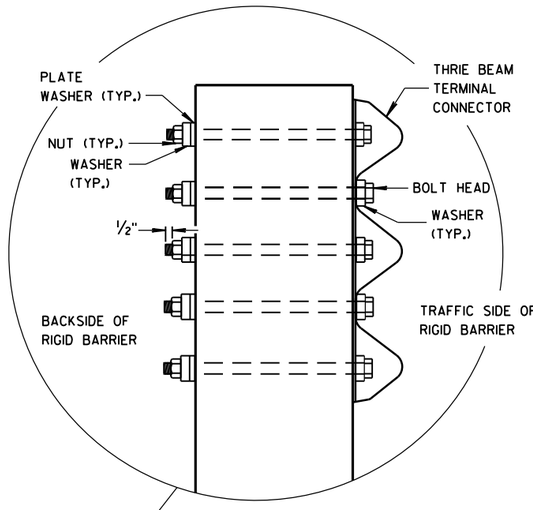
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

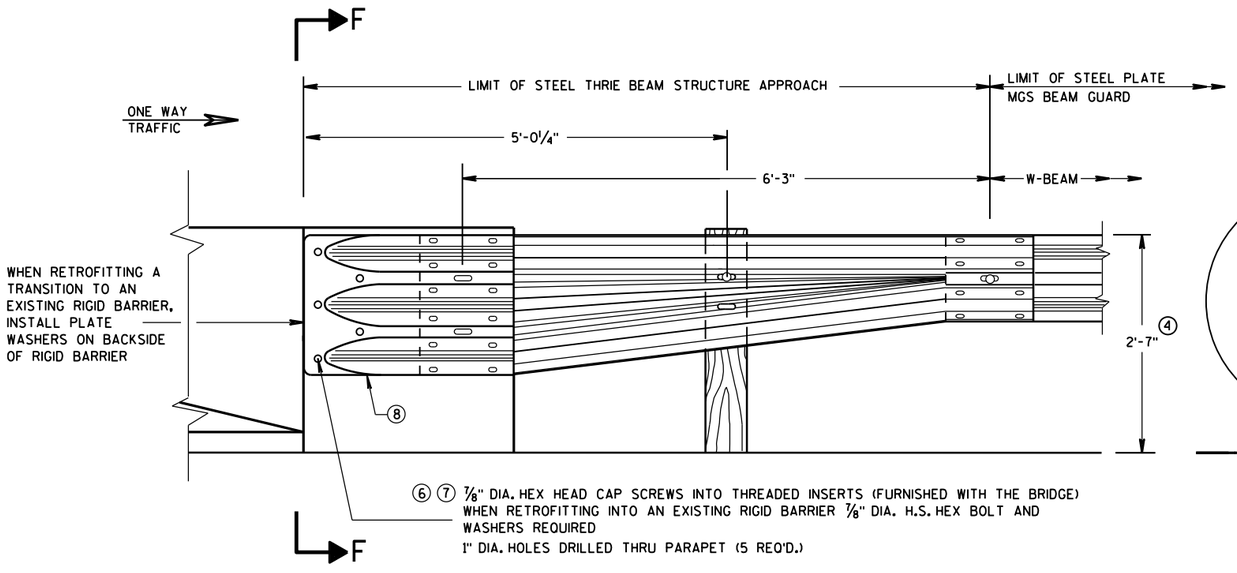
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

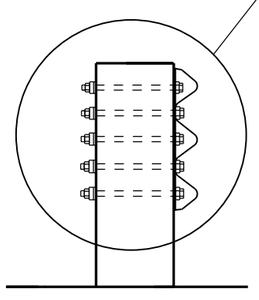
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

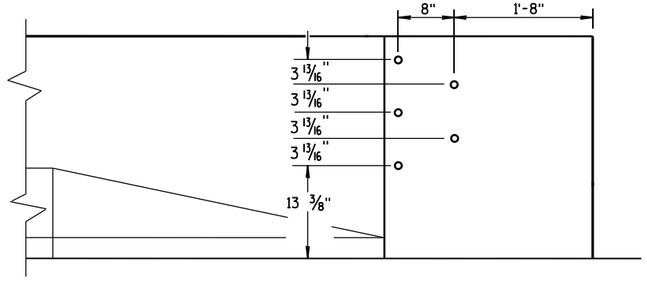




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

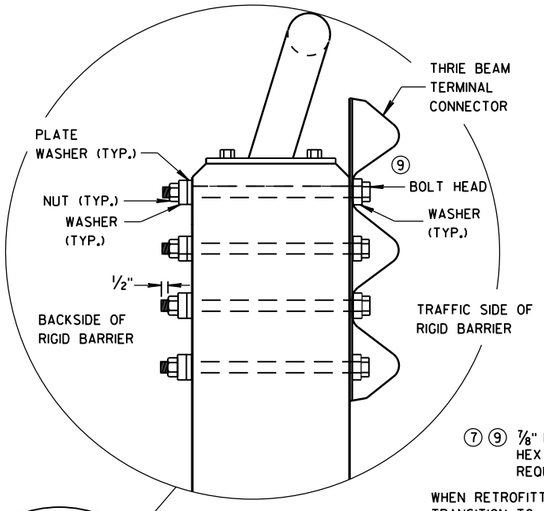
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

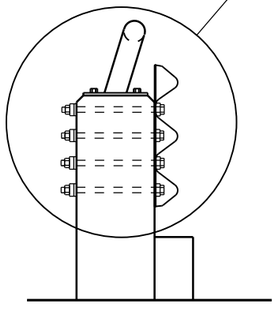
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

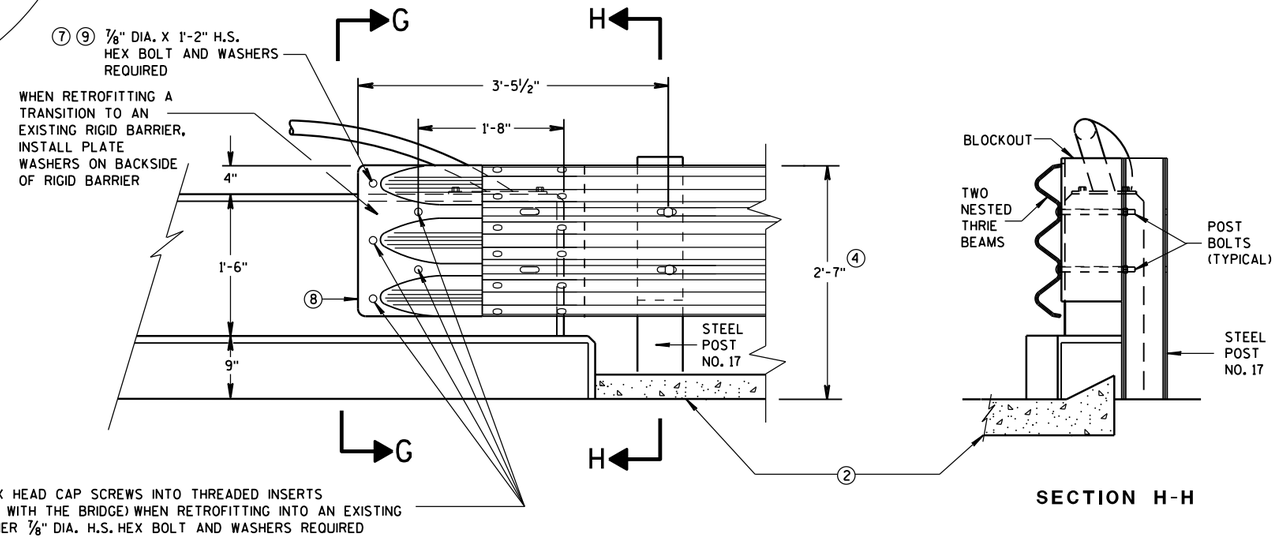
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





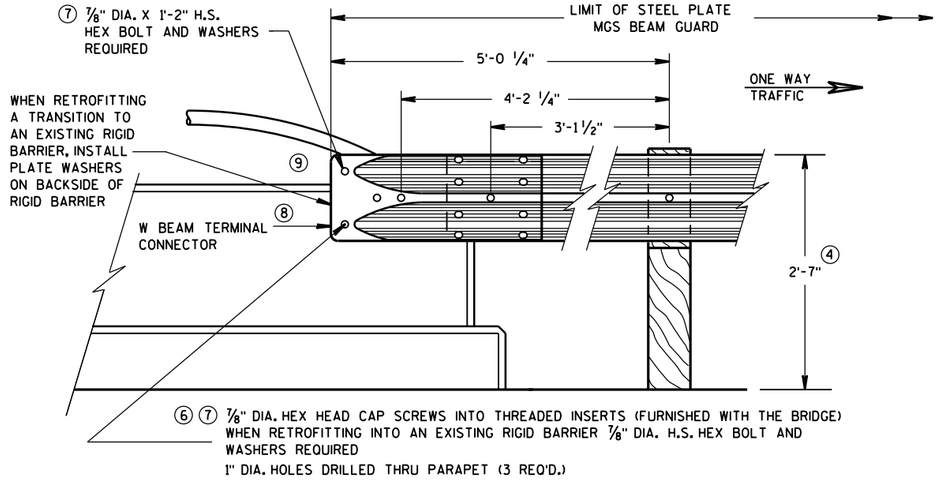
SECTION G-G



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

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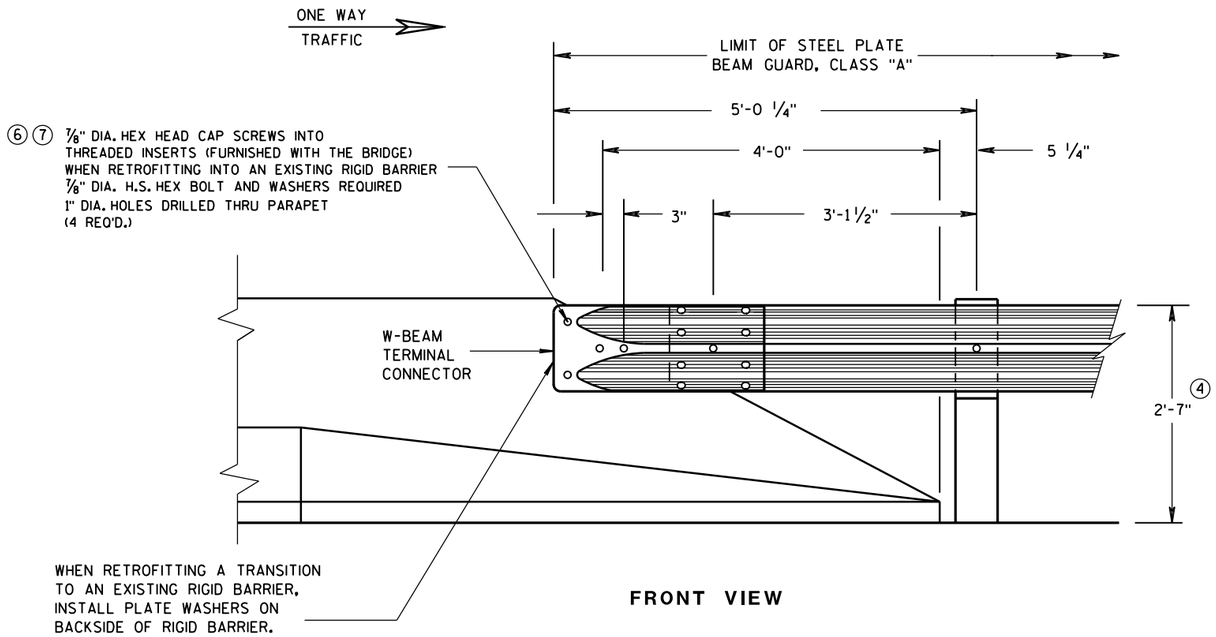


FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

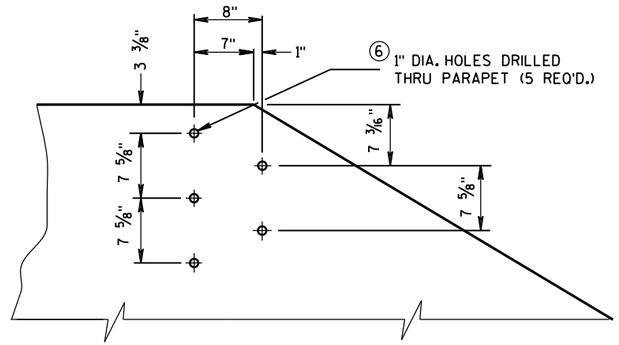
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

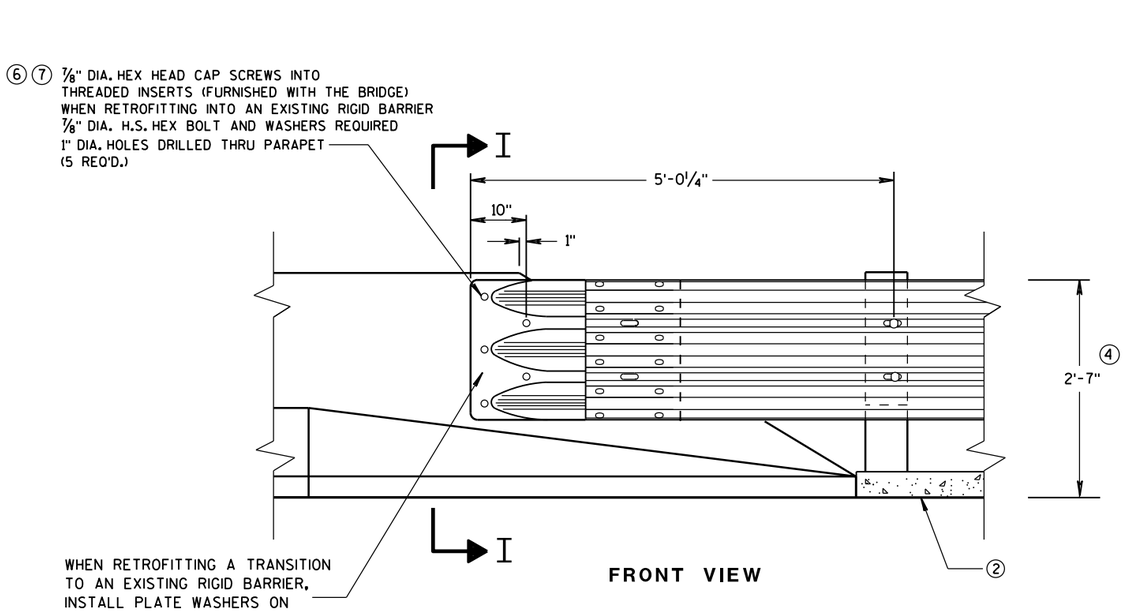
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

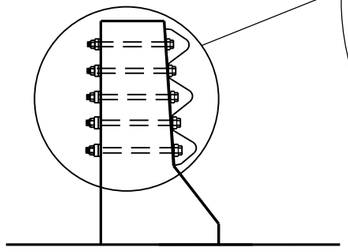
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



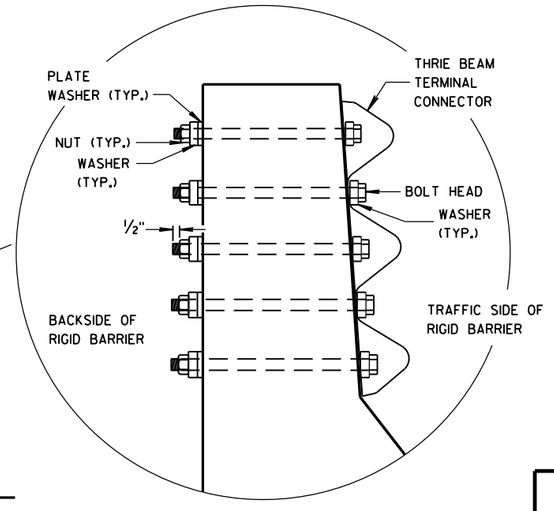
DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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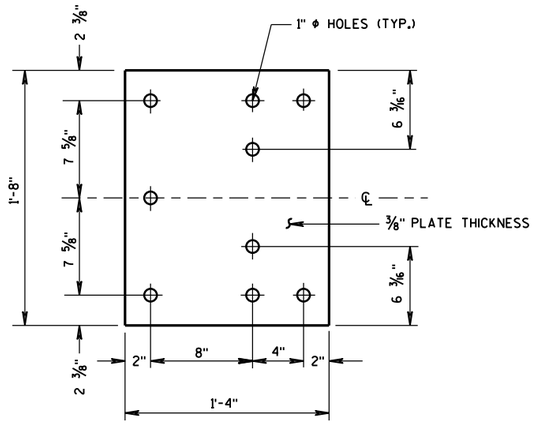
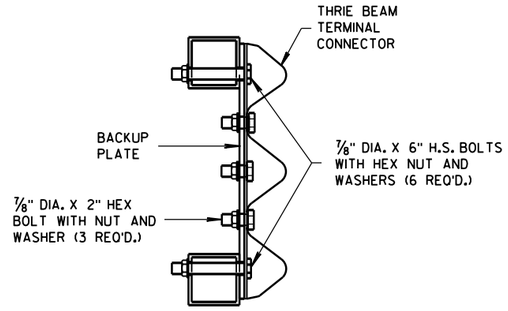
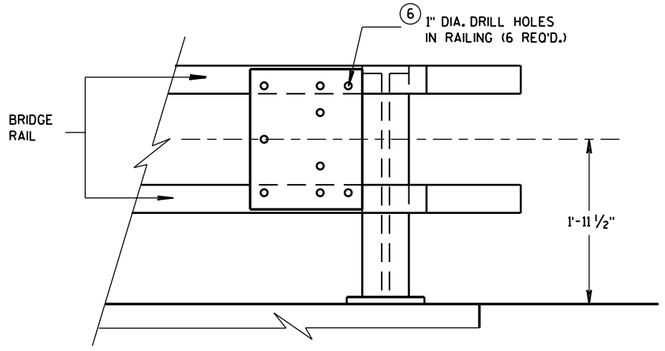


BACK-UP PLATE DETAIL



SECTION J-J

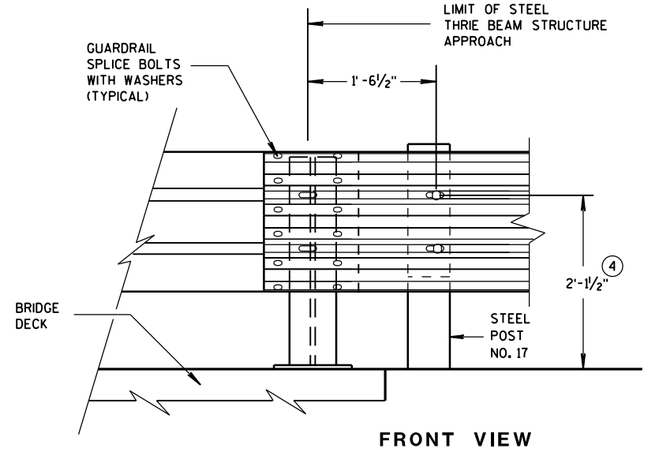


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

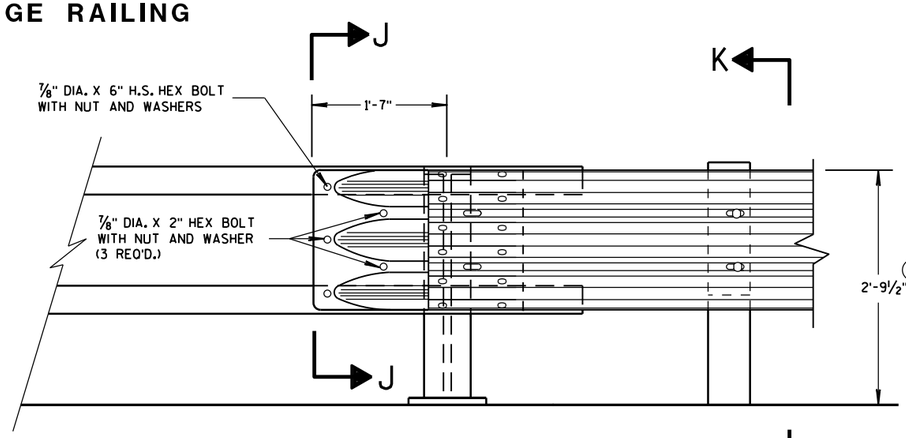
4 TOLERANCE FOR TOP OF BEAM IS ± 1".

6 DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

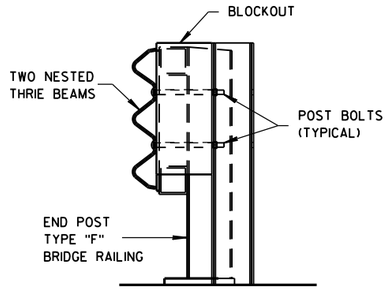


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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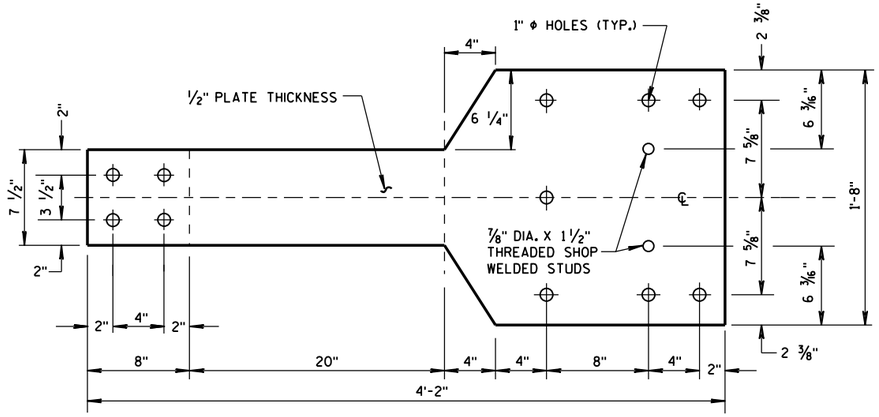
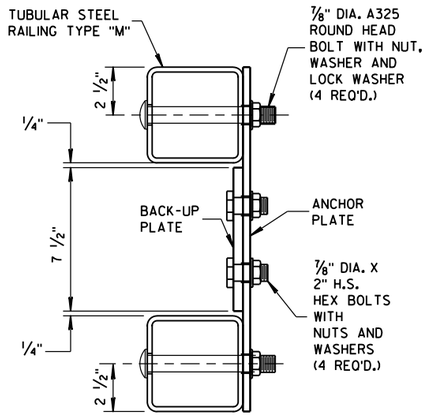
GENERAL NOTES

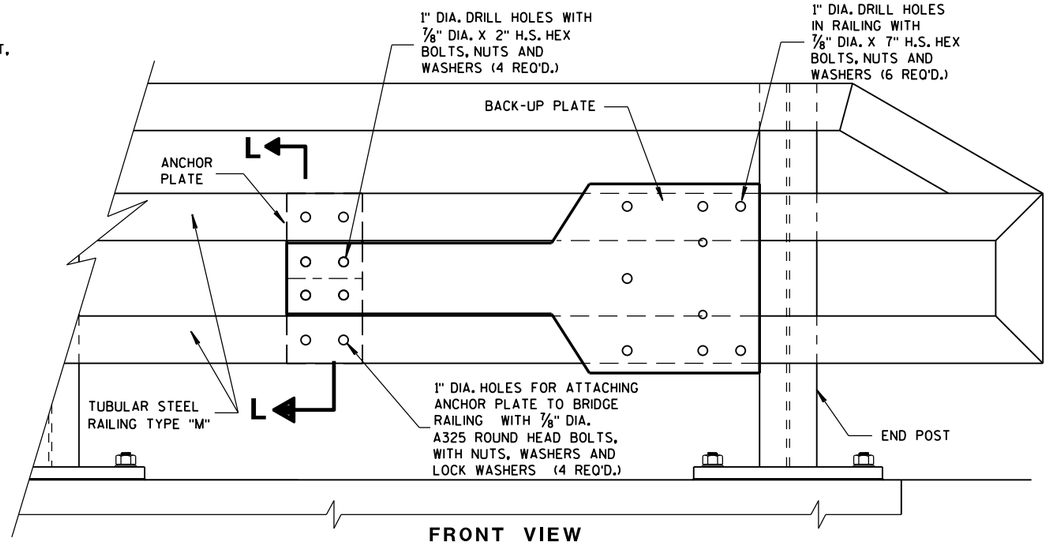
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



FRONT VIEW

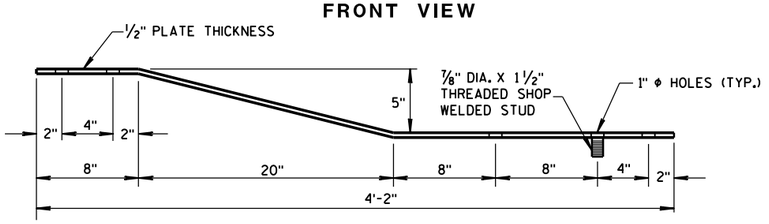


SECTION L-L



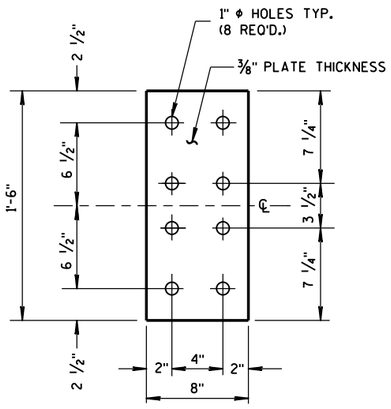
FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



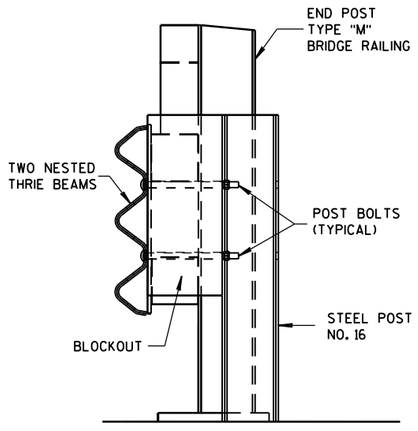
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

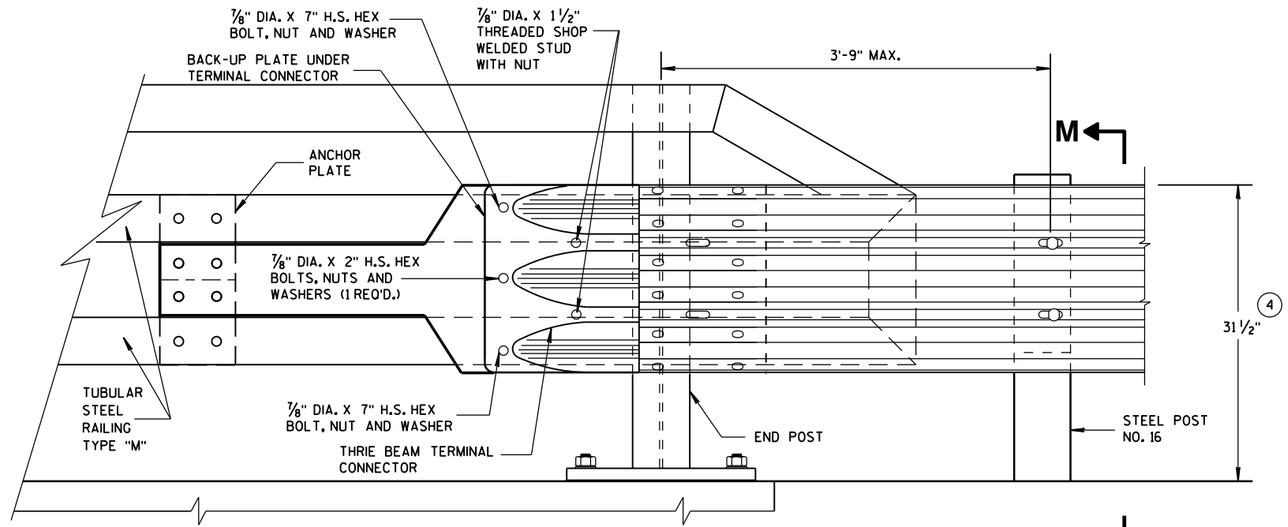


FRONT VIEW

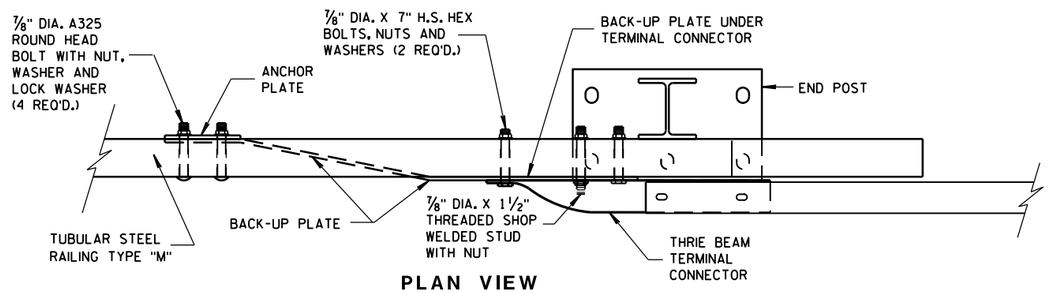
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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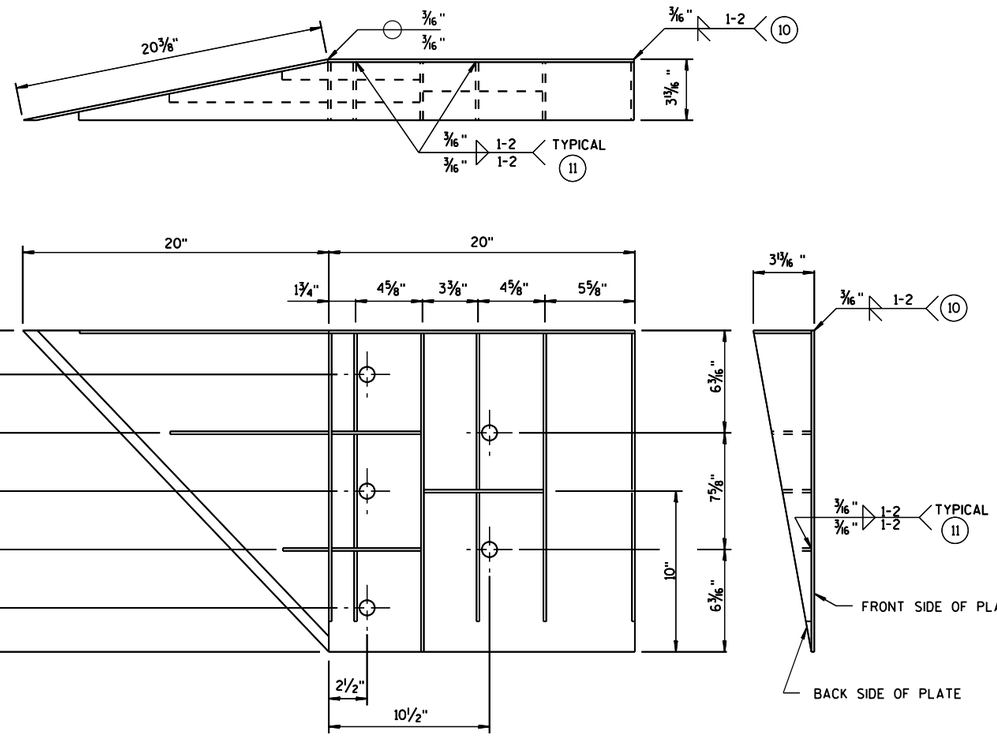

WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

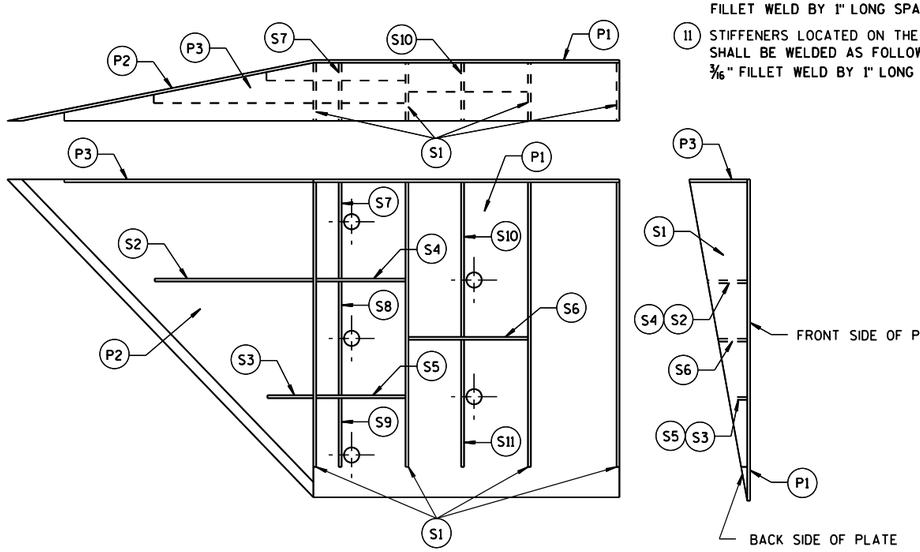

PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 3/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 1/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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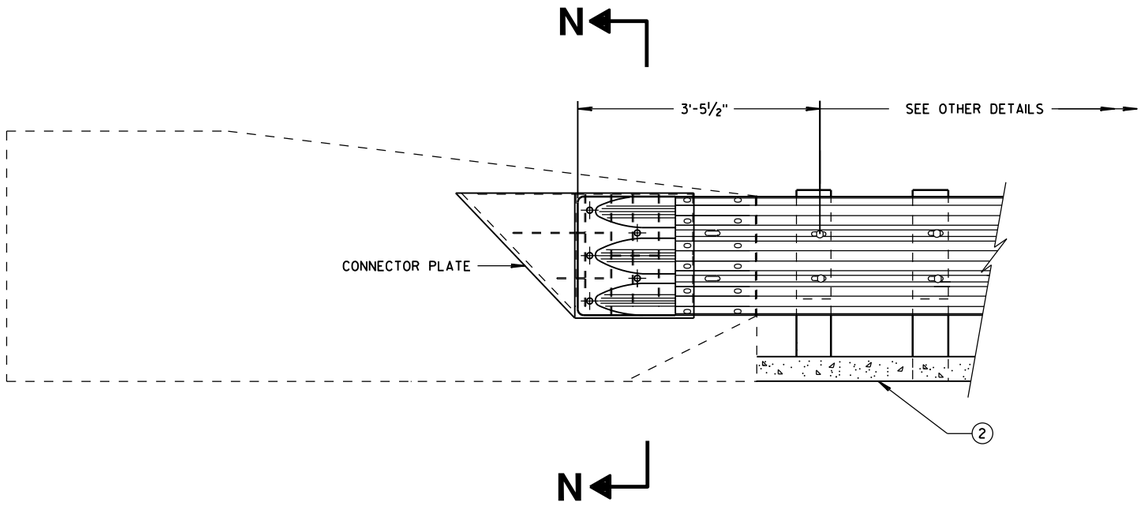
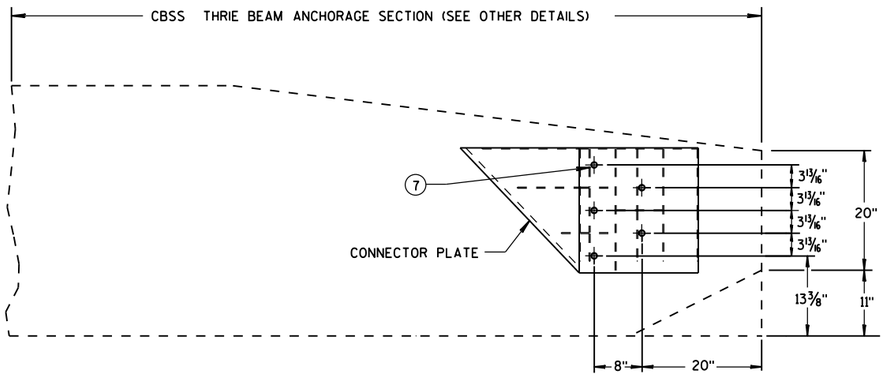
S.D.D. 14 B 45-4i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



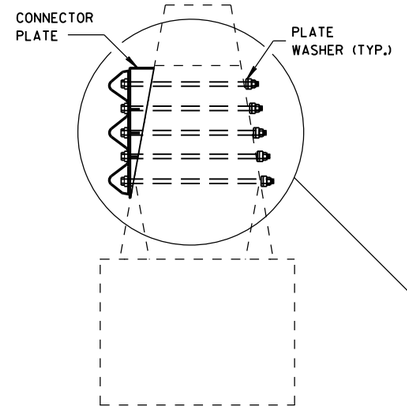
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

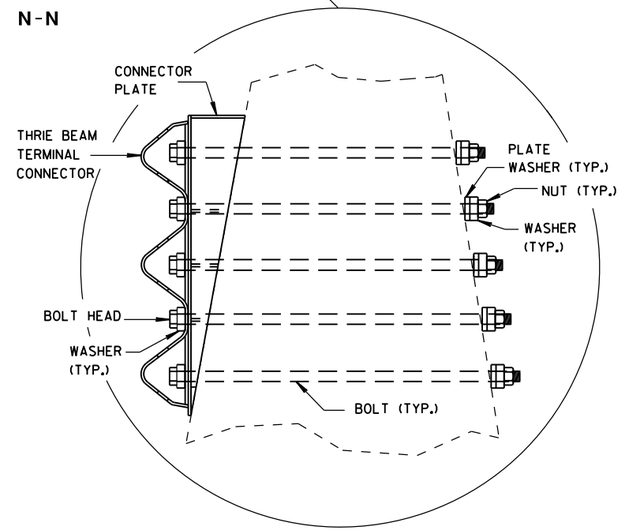
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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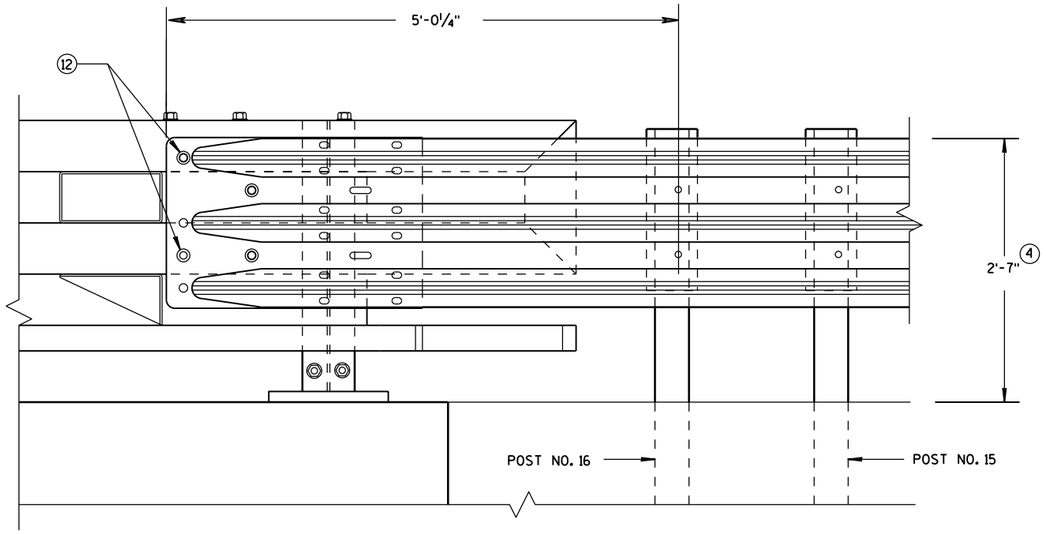
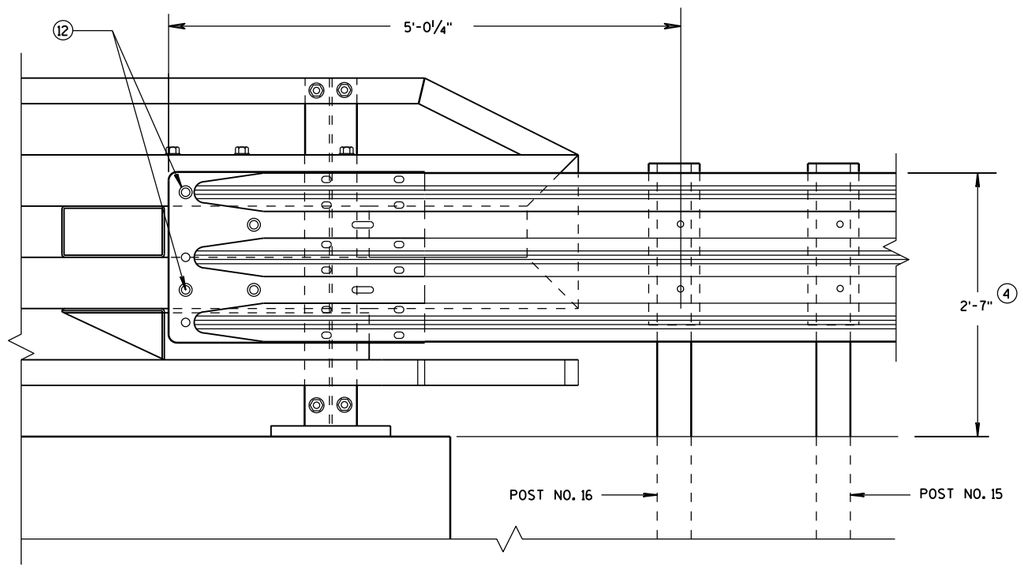


ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND ½-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER

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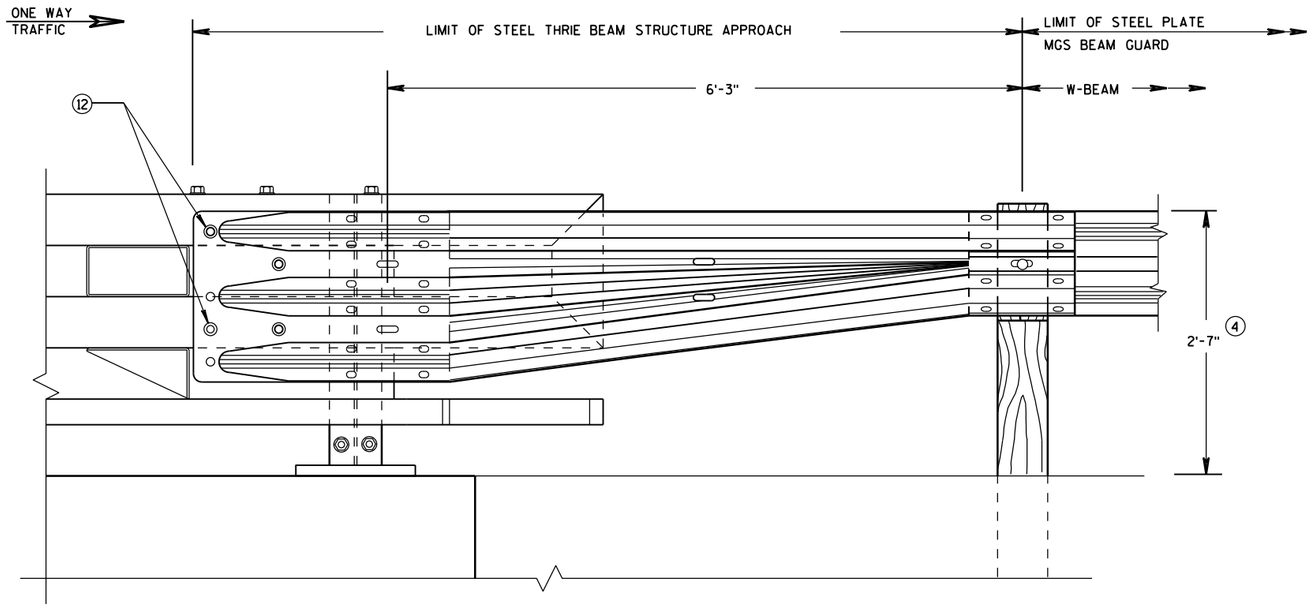
S.D.D. 14 B 45-4k



FRONT VIEW

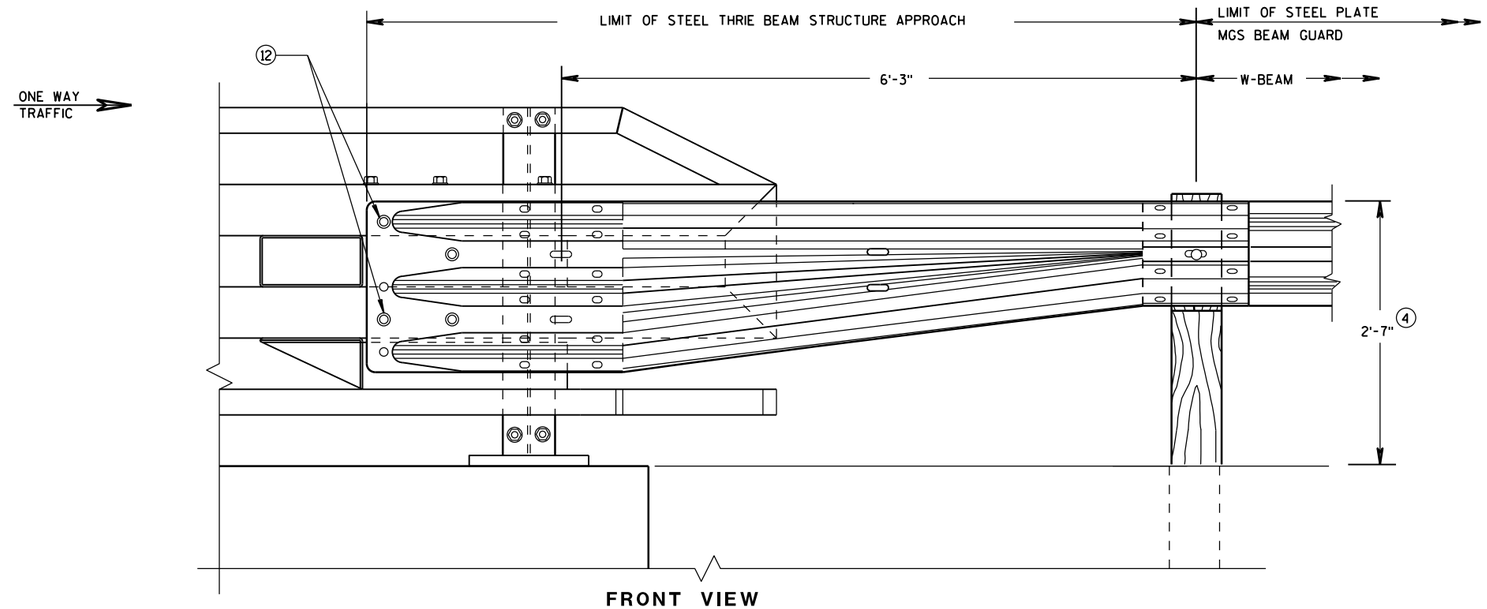
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND ½-INCH BEYOND NUT.



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
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S.D.D. 14 B 45-4L

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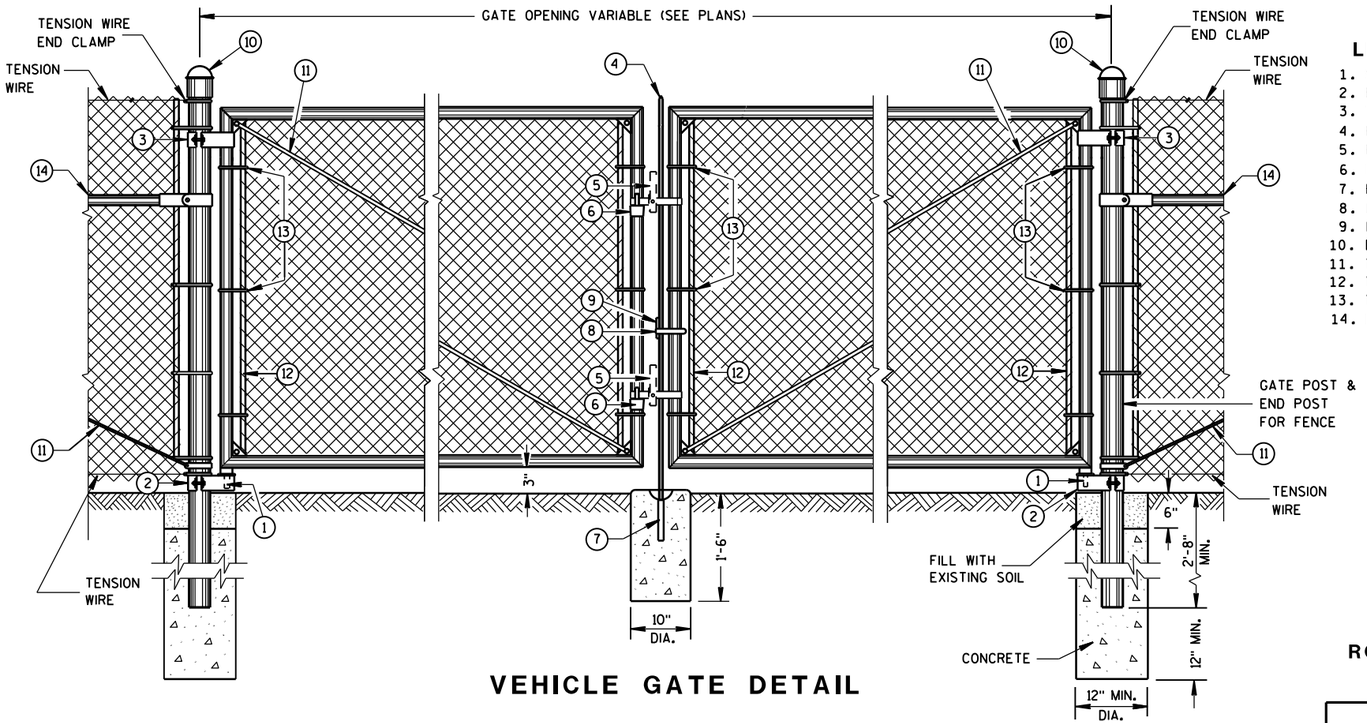
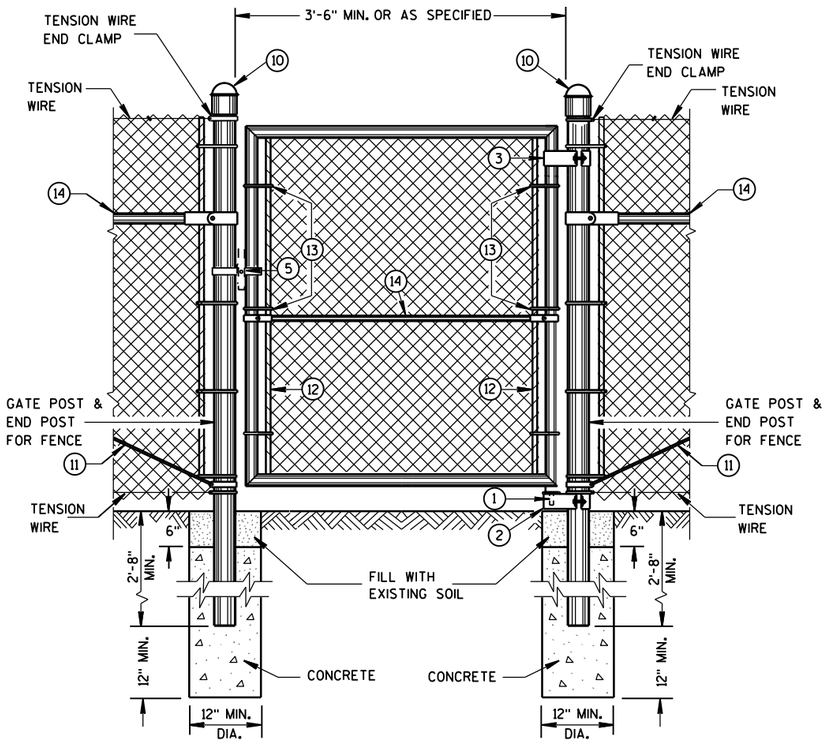


VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

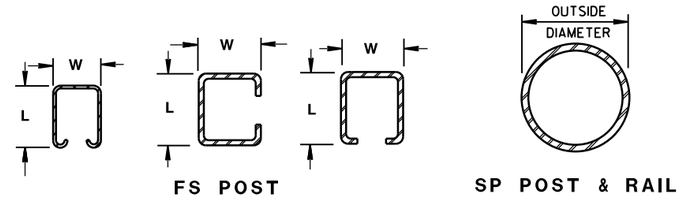
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.

USE TYPE 2, CLASS 3, MARCELLED/CRIMPED, TENSION WIRE PER ASTM A 817.



FS POST — SP POST & RAIL

CROSS SECTIONS OF POSTS AND RAILS

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

ROLLED-FORMED STEEL FENCE POST (2.0 OZ./SQ. FT. COATING)

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

ROUND STEEL FENCE POST (1.8 OZ./SQ. FT. COATING)

POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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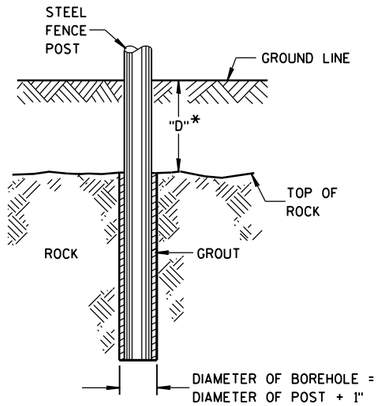
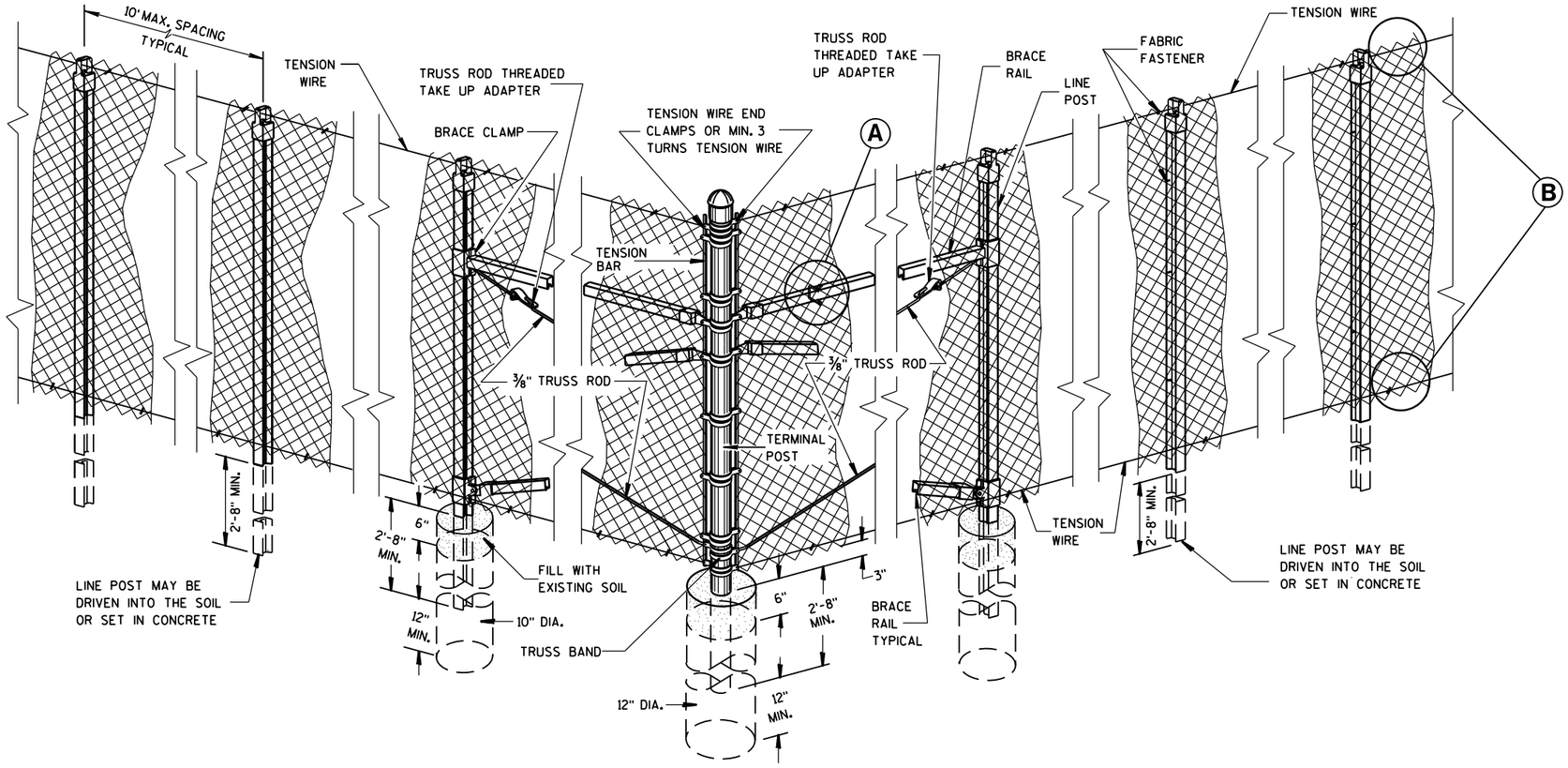
S.D.D. 15 B 3-15a

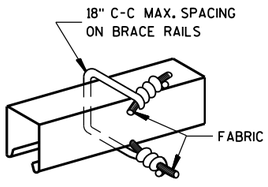


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



BRACE RAIL

FABRIC FASTENER

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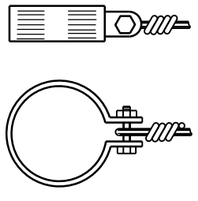
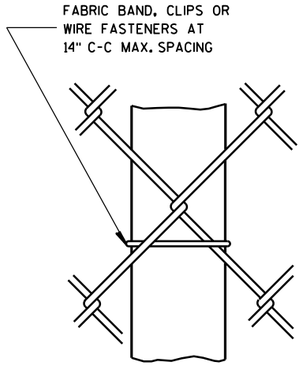


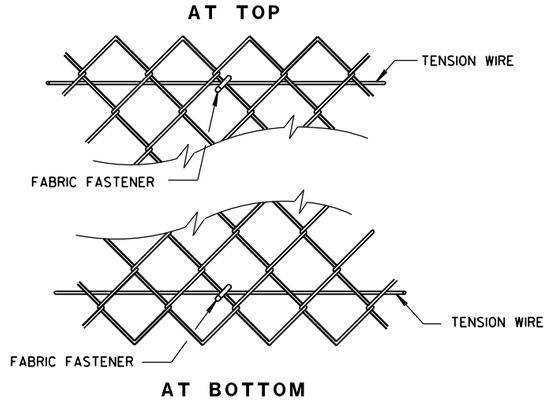
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

SELVAGES

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FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
FEB. 2015 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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S.D.D. 15 B 3-15b

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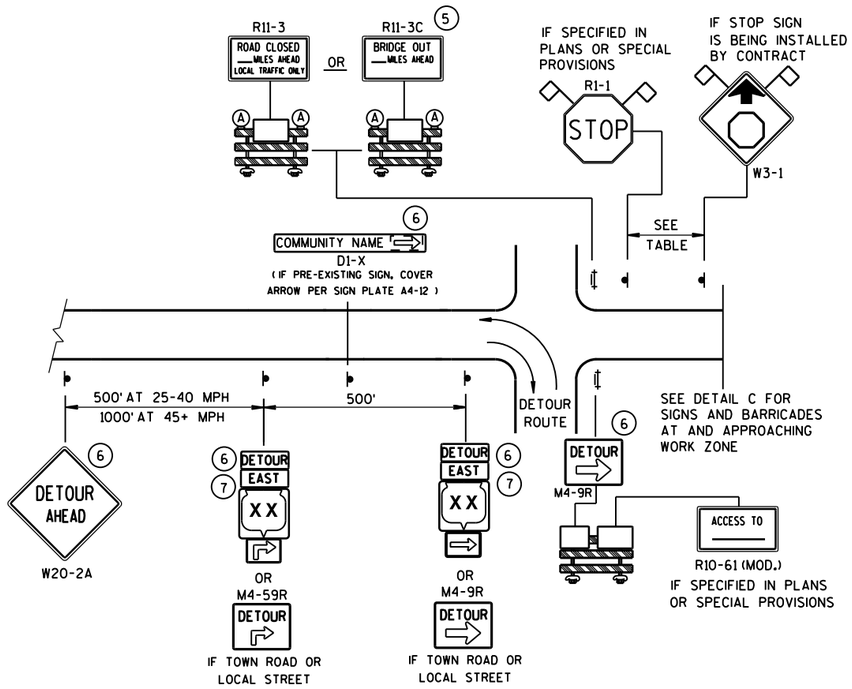
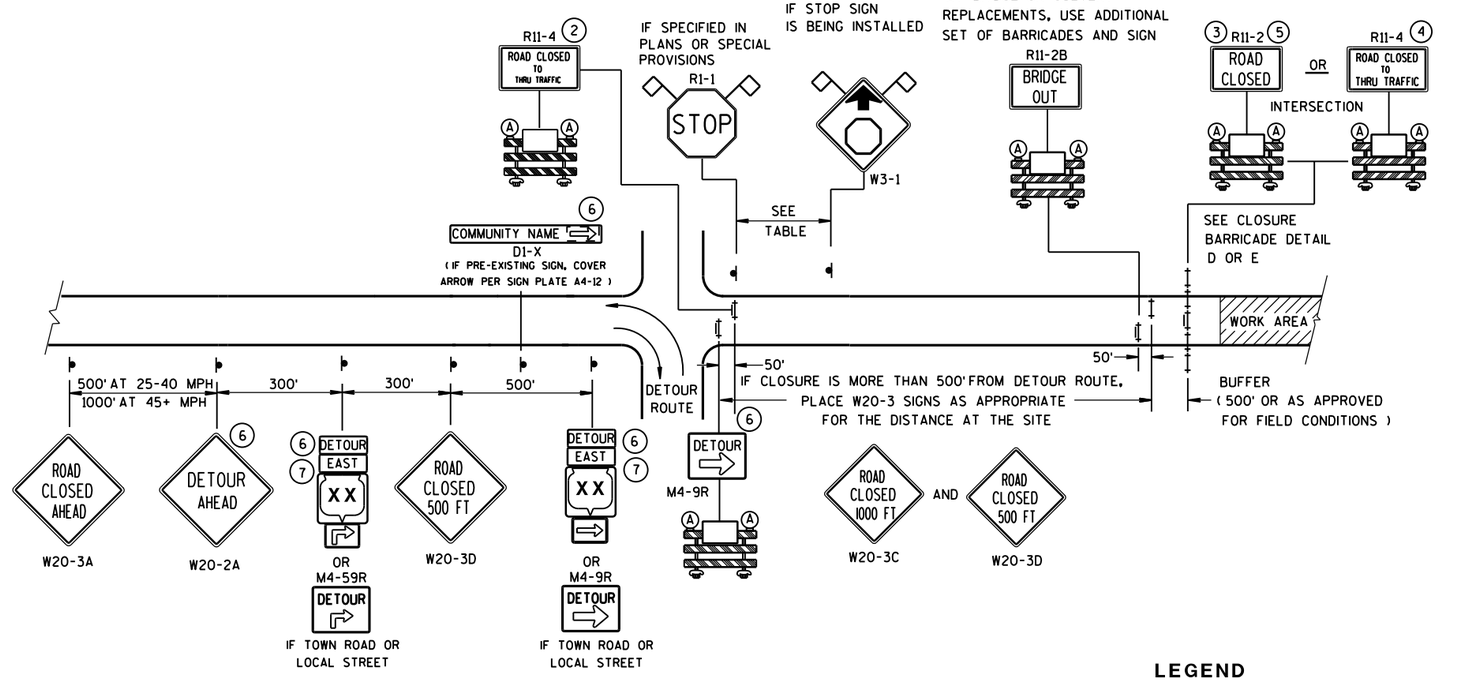
S.D.D. 15 B 3-15b



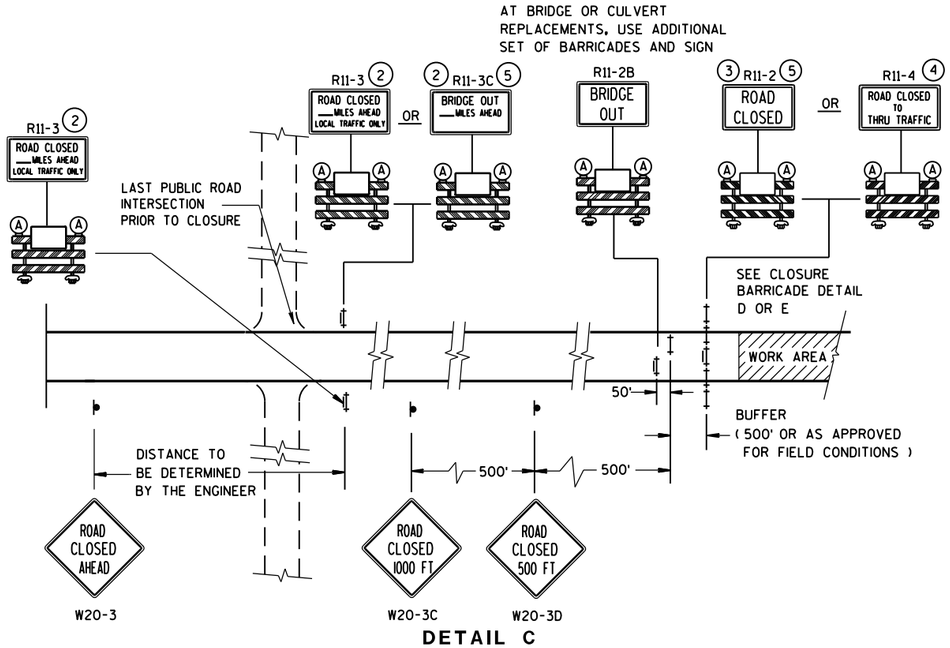
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

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)

SEE SDD 15C2-SHEET "**b**" FOR GENERAL NOTES AND FOOTNOTES (1) THROUGH (7)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

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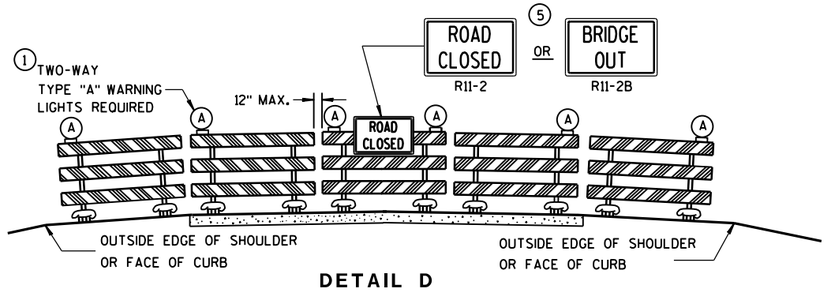
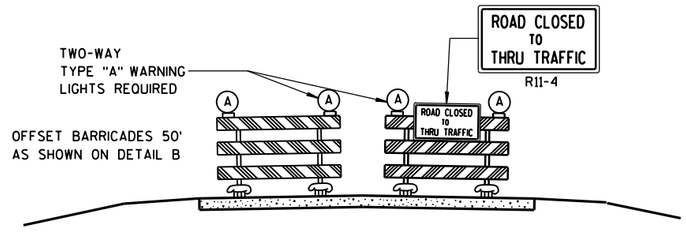
S.D.D. 15 C 2-6a



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

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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.

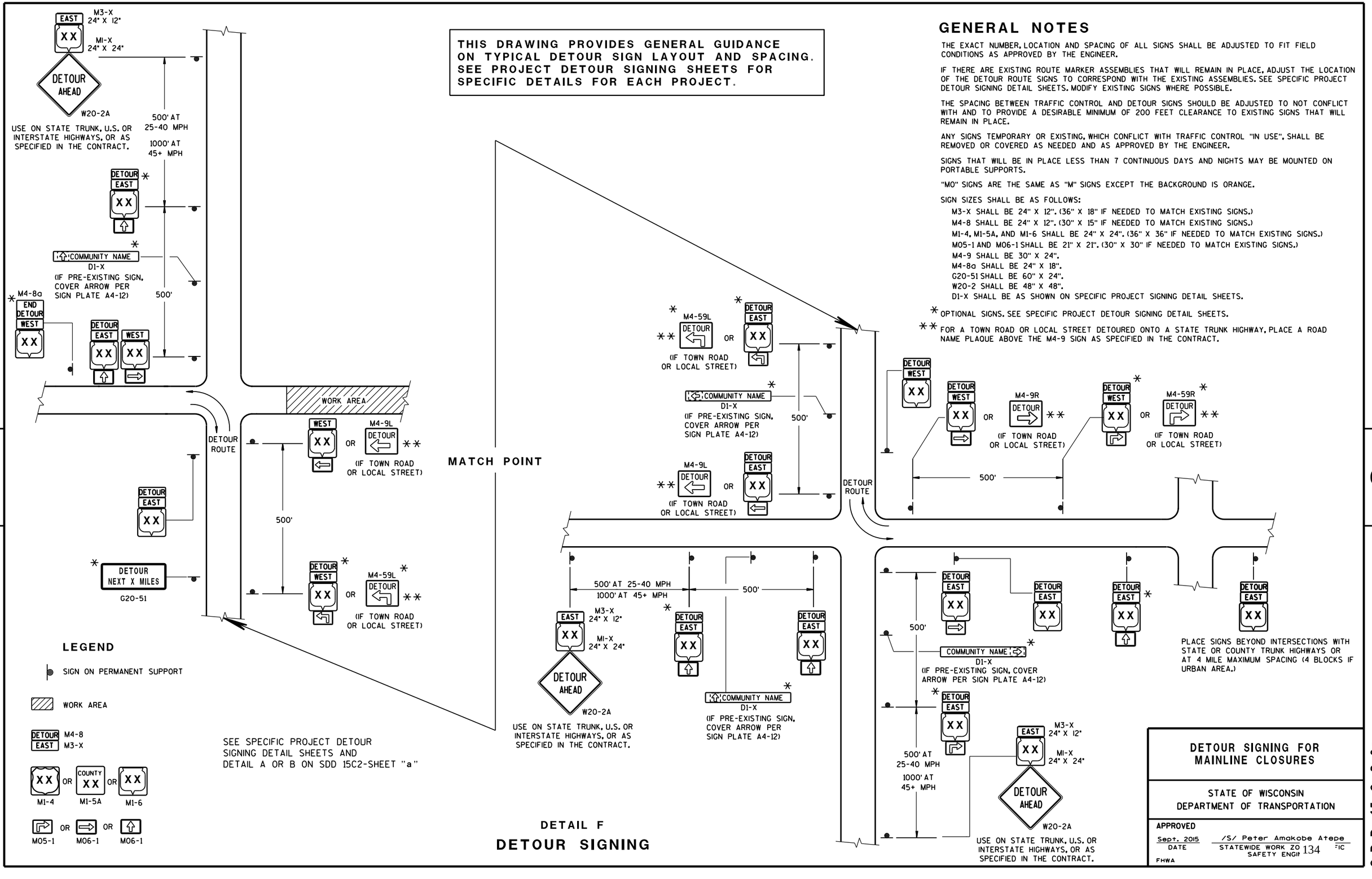
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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.)
- MO5-1 AND MO6-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

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

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



DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015 — DATE

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

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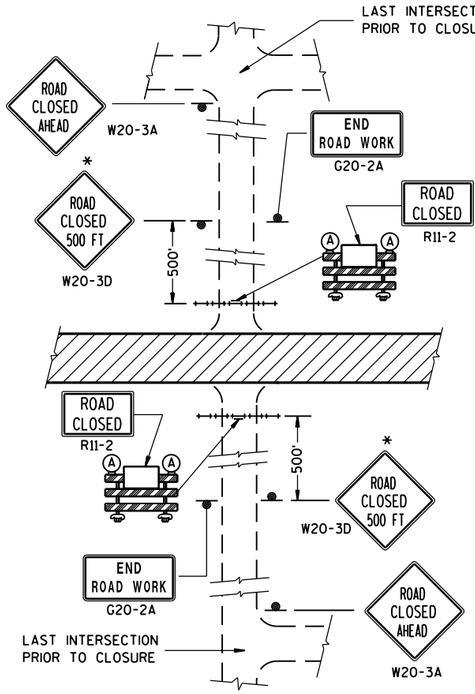
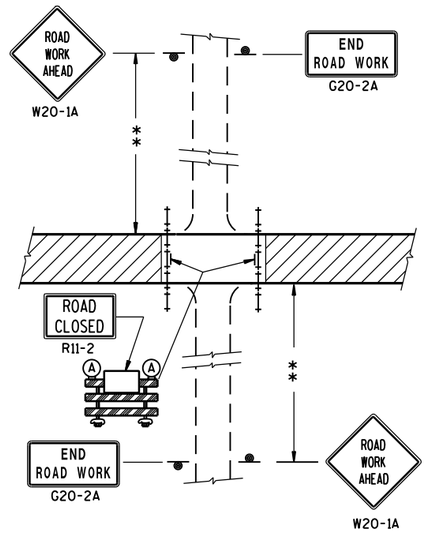
S.D.D. 15 C 2-6c



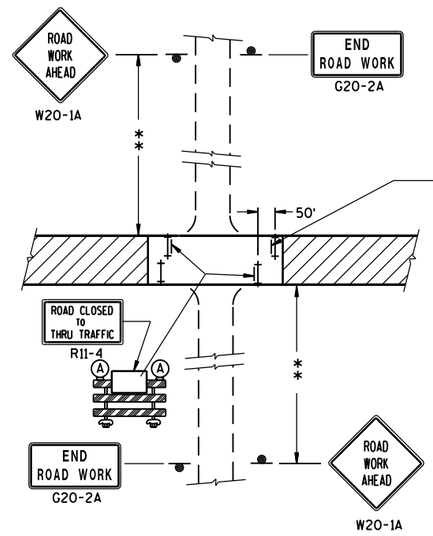
DETAIL 1

(NO ACCESS TO PROJECT)



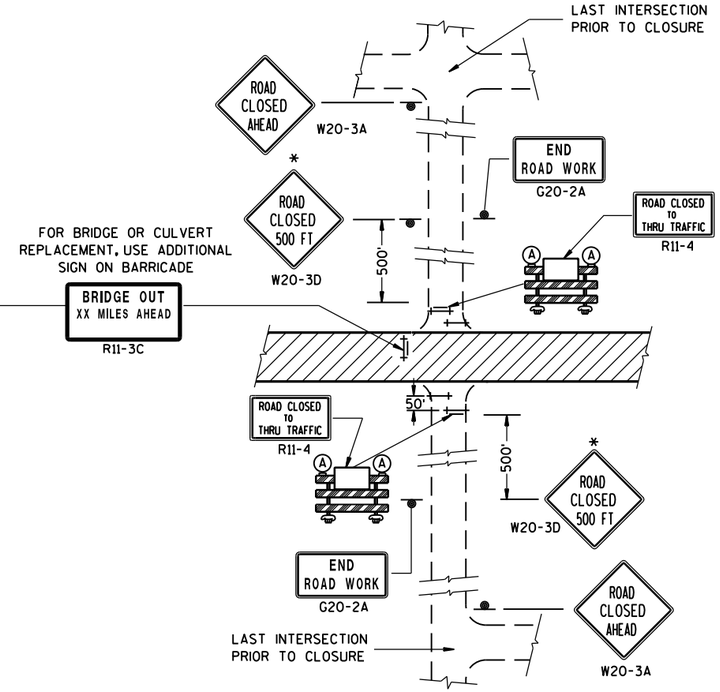
DETAIL 2

(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. 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENG
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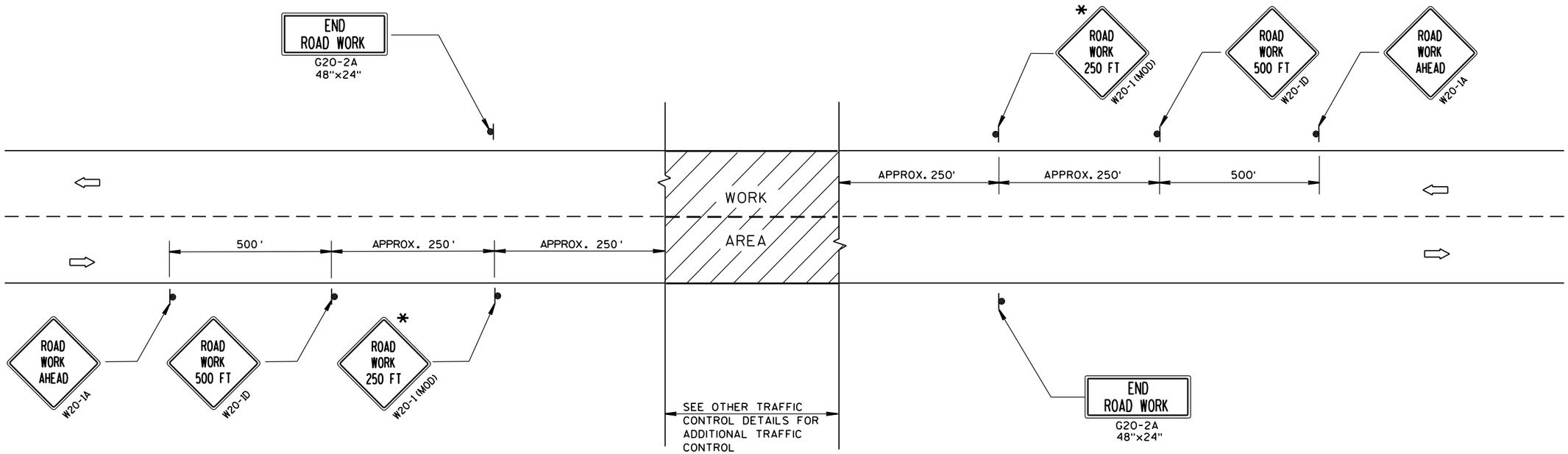
TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

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

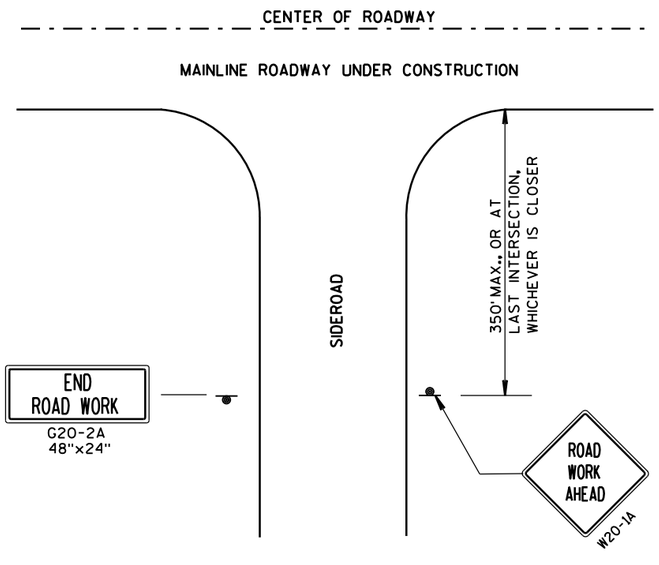
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.

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

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

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



LEGEND

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

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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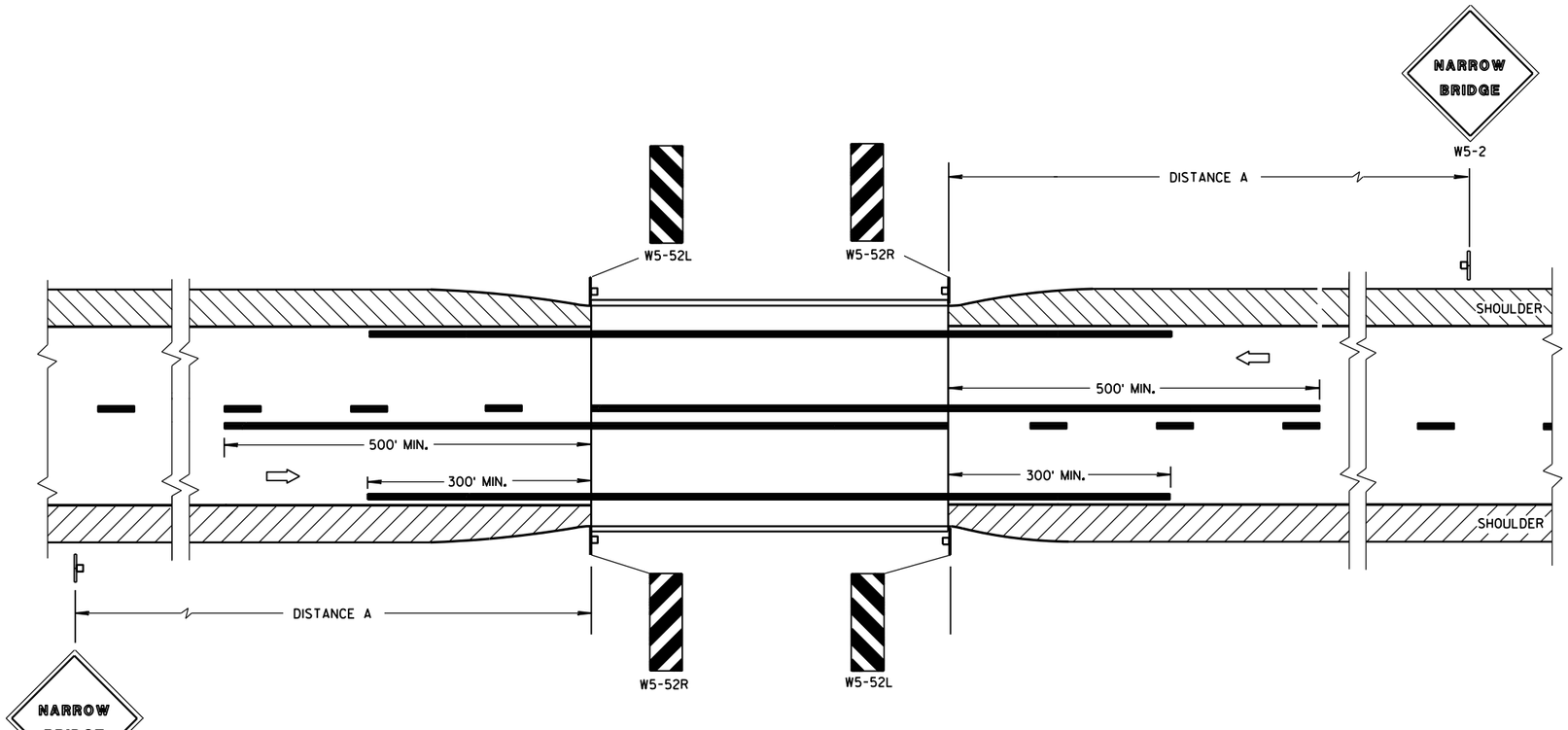
S.D.D. 15 C 5-4



SITUATION 1

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

DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	750'

GENERAL NOTES

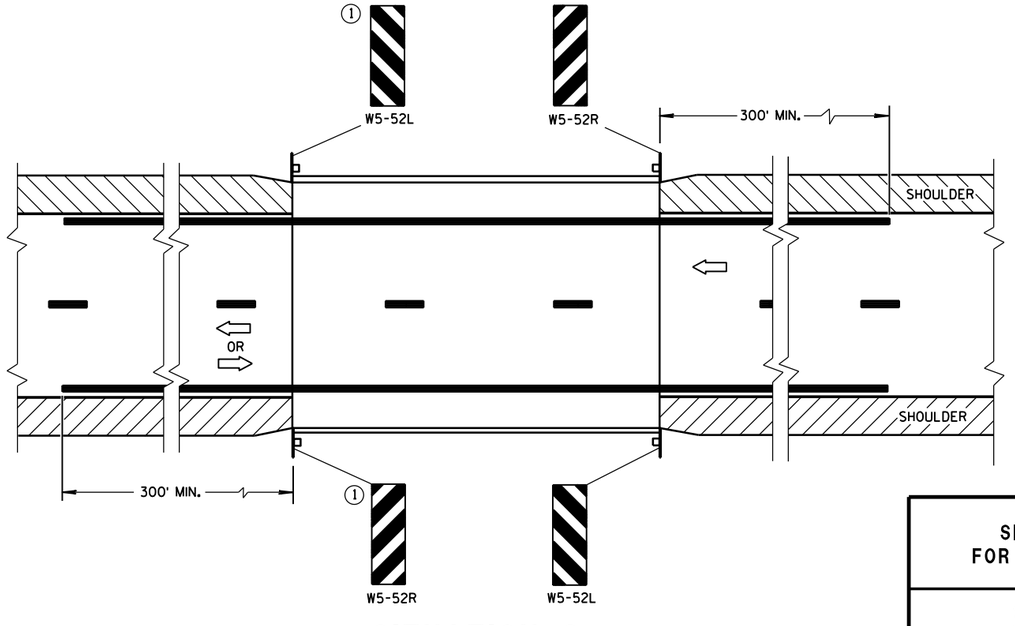
DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

(1) OMIT ON ONE-WAY TRAVELLED WAYS.

⇨ DIRECTION OF TRAFFIC



SITUATION 2

WARRANTING CRITERIA:

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

SIGNING & MARKING FOR TWO LANE BRIDGES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
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FHWA

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S.D.D. 15 C 6-9

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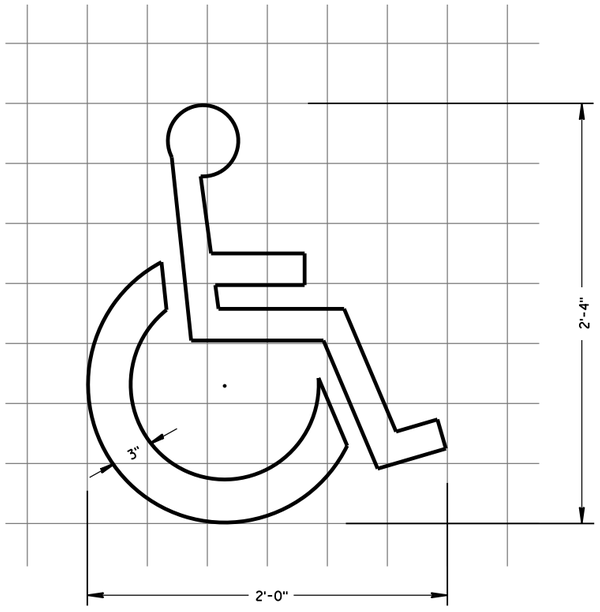
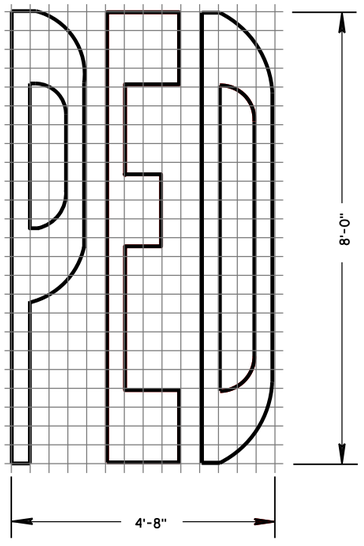
S.D.D. 15 C 6-9

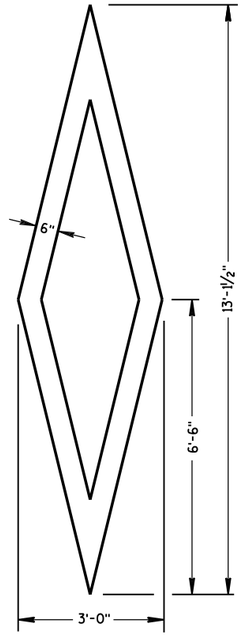
GENERAL NOTES

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



HANDICAP SYMBOL





PREFERENTIAL LANE SYMBOL

6

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S.D.D. 15 C 7-14a

S.D.D. 15 C 7-14a

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2017 — DATE

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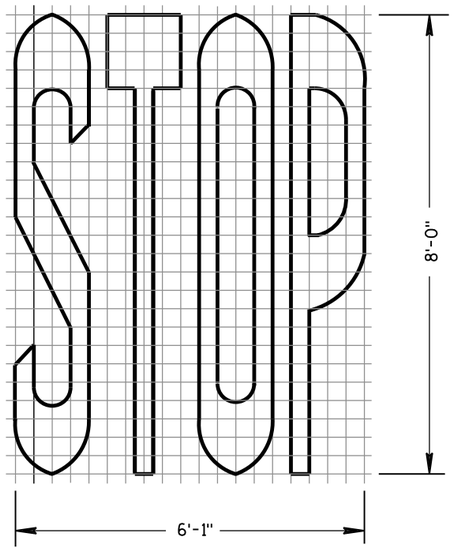
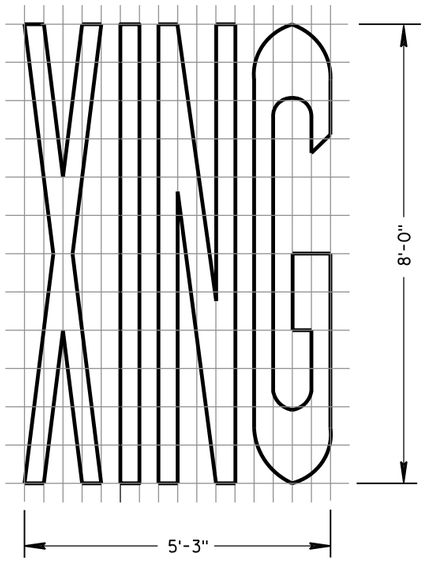
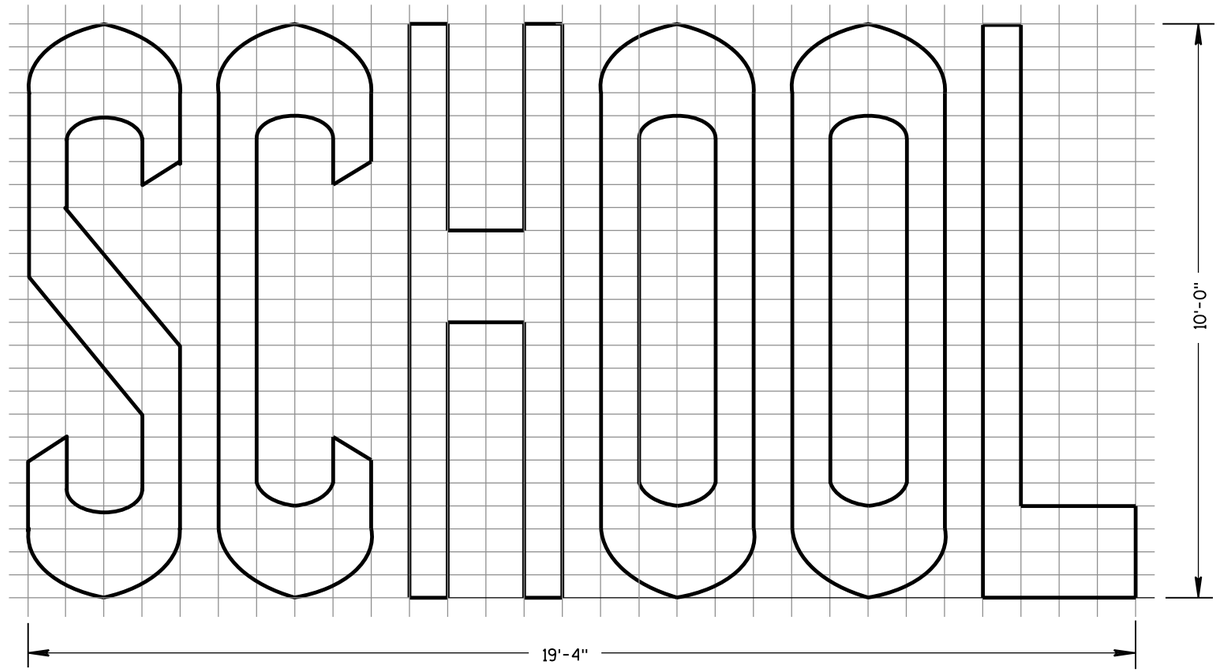
GENERAL NOTES

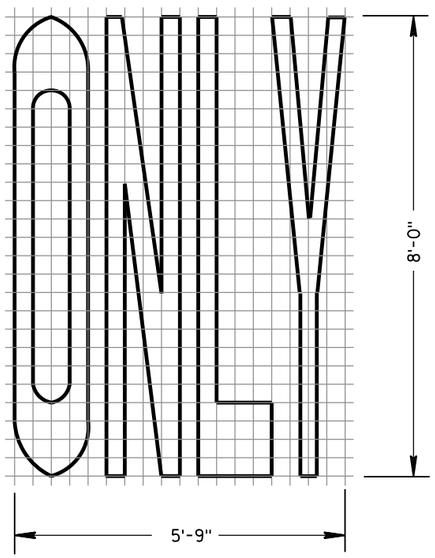
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

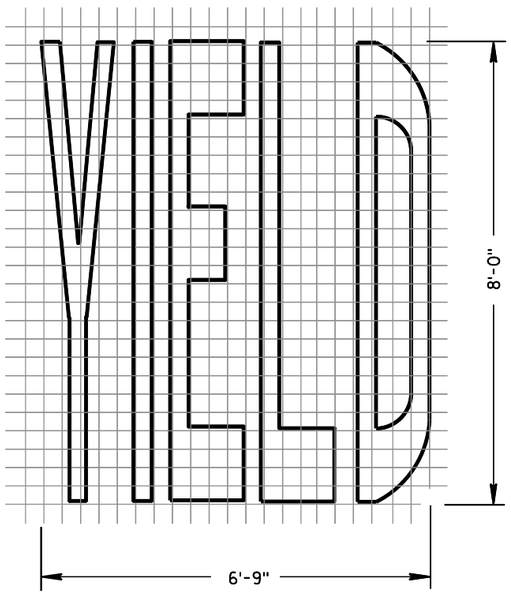


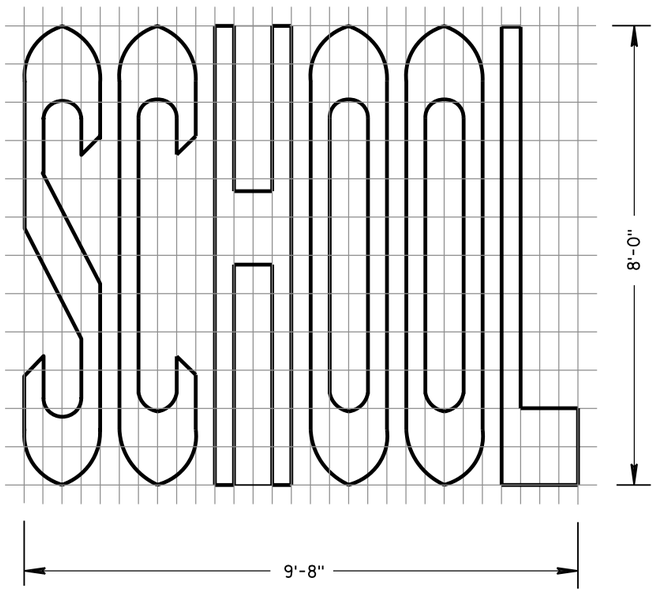




TWO-LANE







SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARK
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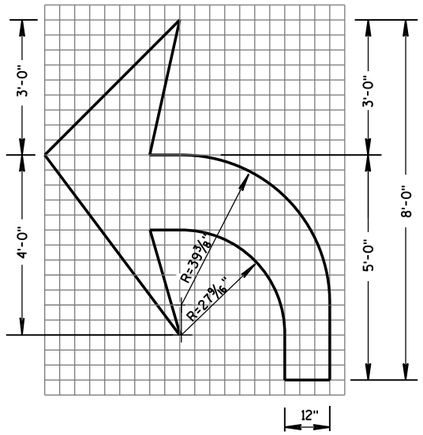
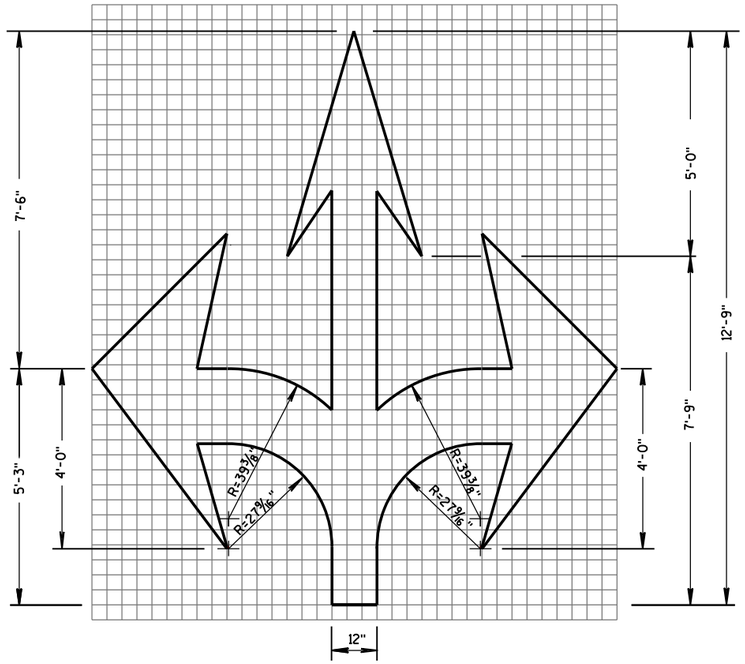
GENERAL NOTES

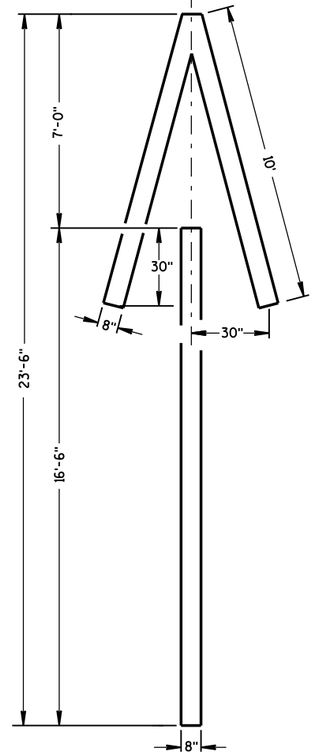
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



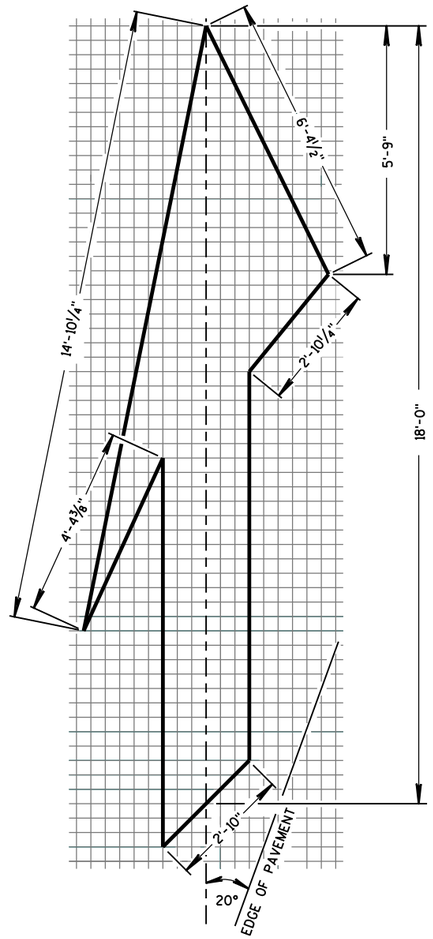
TYPE 2



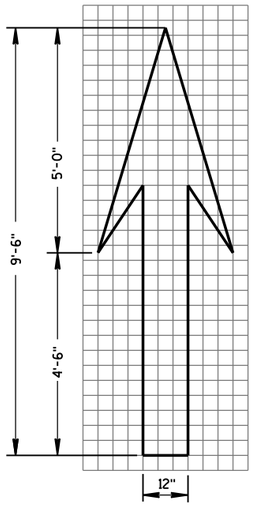
TYPE 6



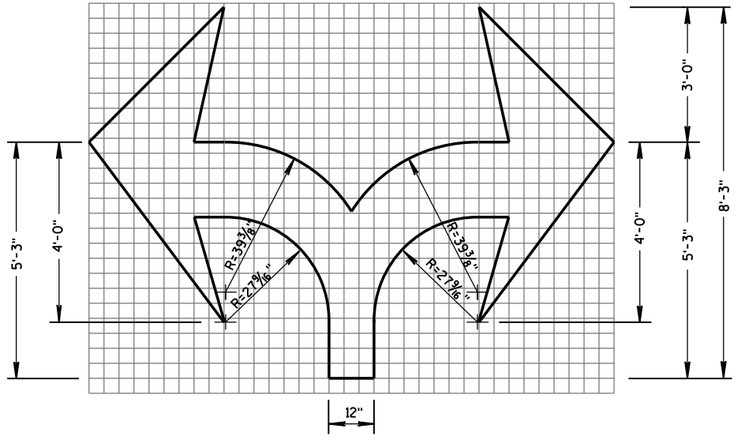
TYPE 4



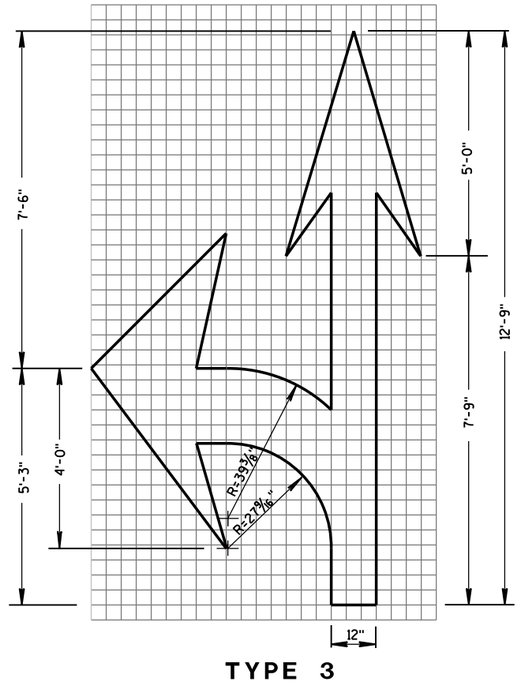
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2017 — DATE
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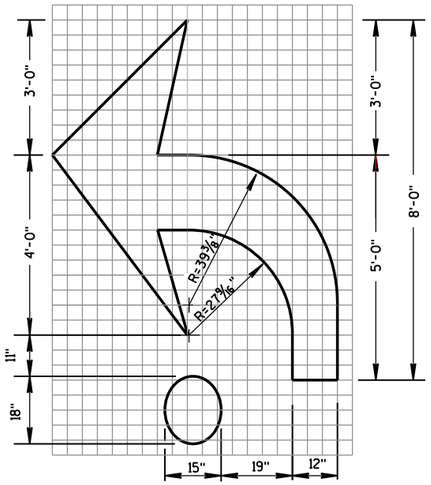
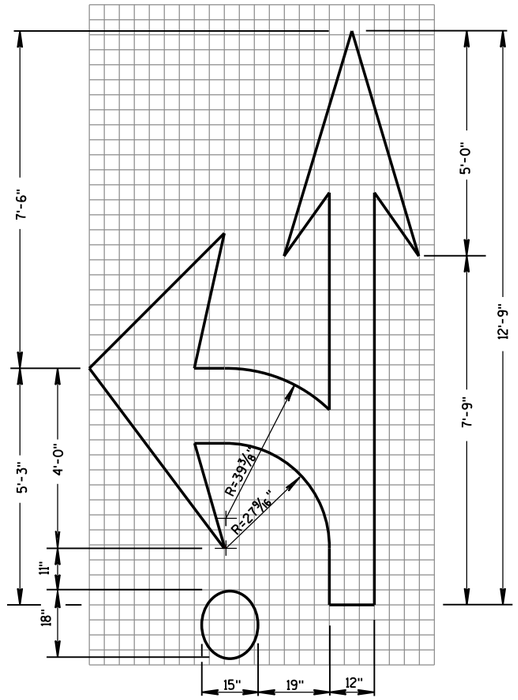
S.D.D. 15 C 7-14c

GENERAL NOTES

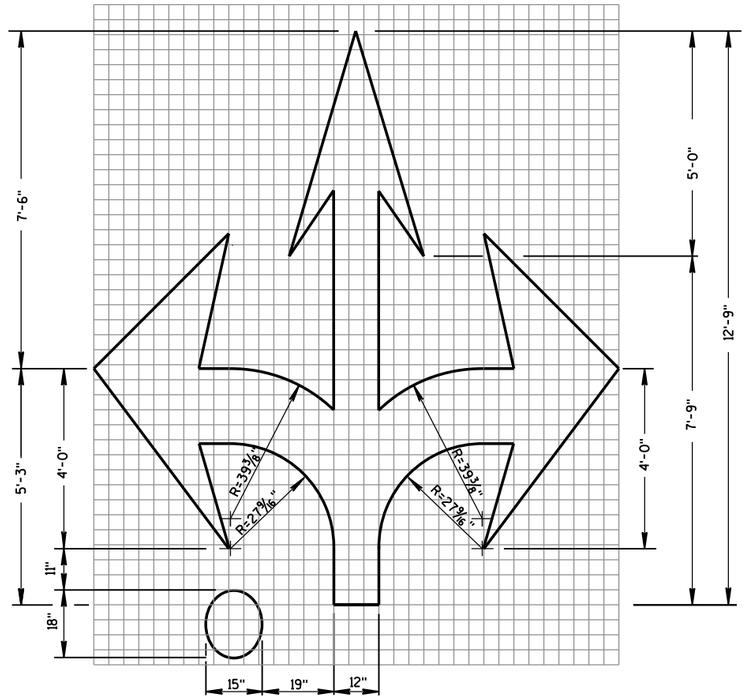
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



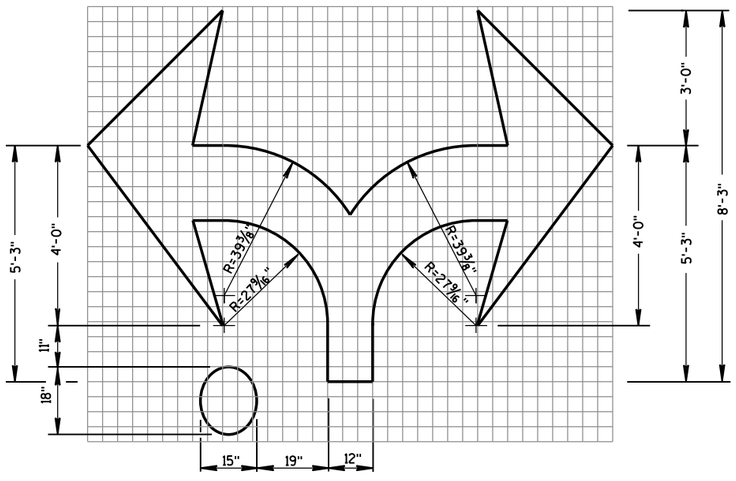
TYPE 2R



TYPE 3R



TYPE 6R



TYPE 7R

ROUNDABOUT ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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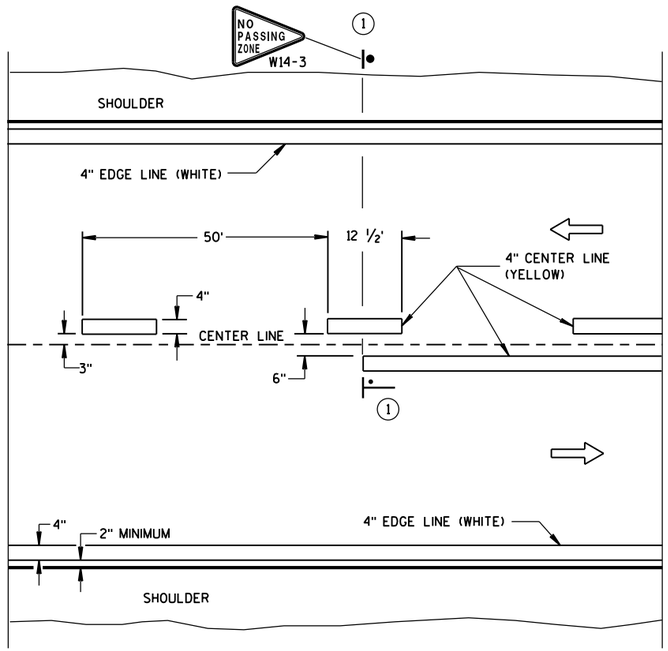
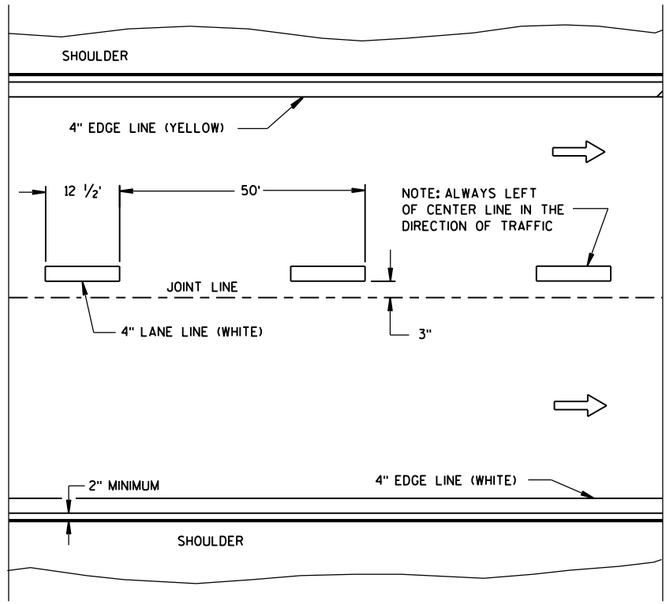
S.D.D. 15 C 7-14d



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING.

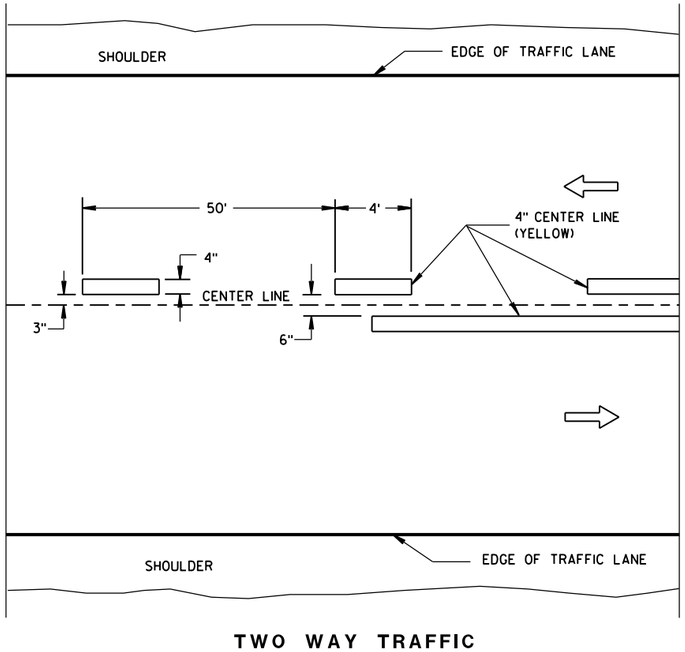
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

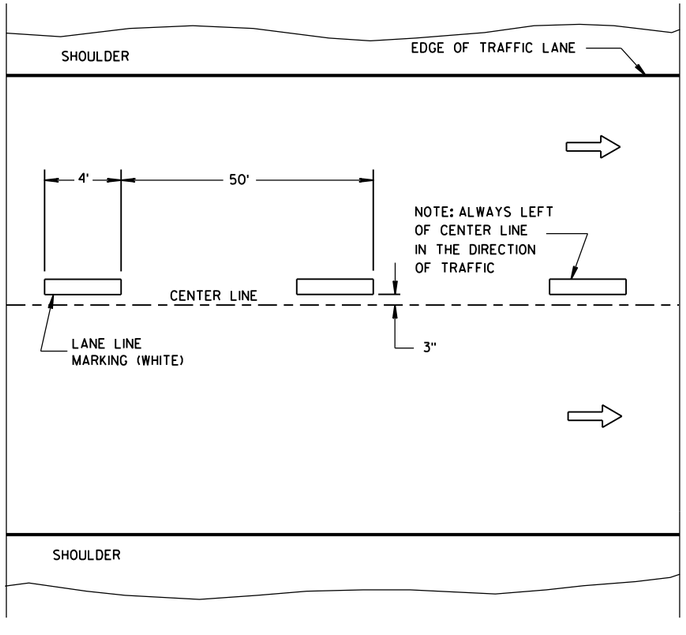
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE	/S/ Matthew R. Rauch STATE SIGNING AND MAR ENGINEER
FHWA	

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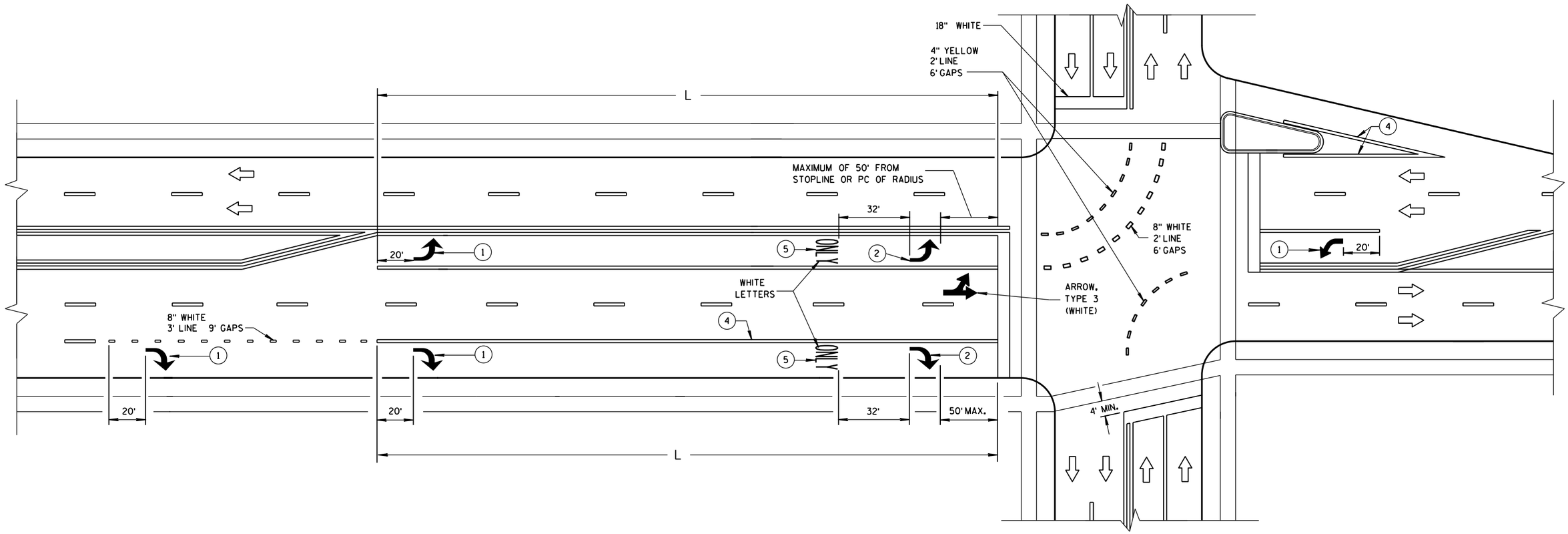
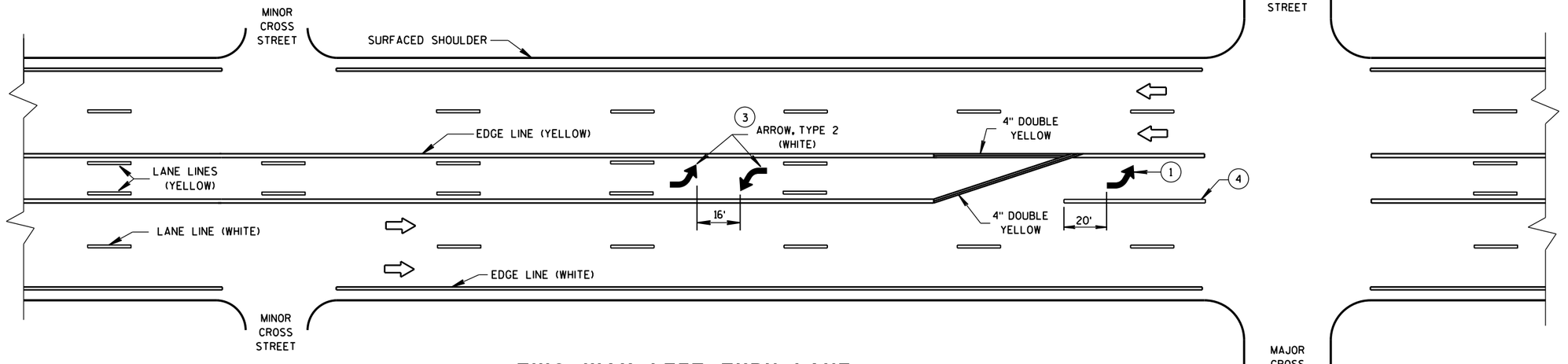
S.D.D. 15 C 8-18a





GENERAL NOTES

(1) REQUIRED ARROW, TYPE 2 (WHITE).

(2) REQUIRED ARROW, TYPE 2 (WHITE) WHEN L IS GREATER THAN 78 FEET AND LESS THAN OR EQUAL TO 166 FEET.

(3) A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.

(4) 8" WHITE

(5) REQUIRED WORD ONLY WHEN L IS GREATER THAN 166 FEET.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL

L = LENGTH OF TURN BAY

TWO WAY LEFT TURN LANE

PAVEMENT MARKING
(TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 C 8-18b

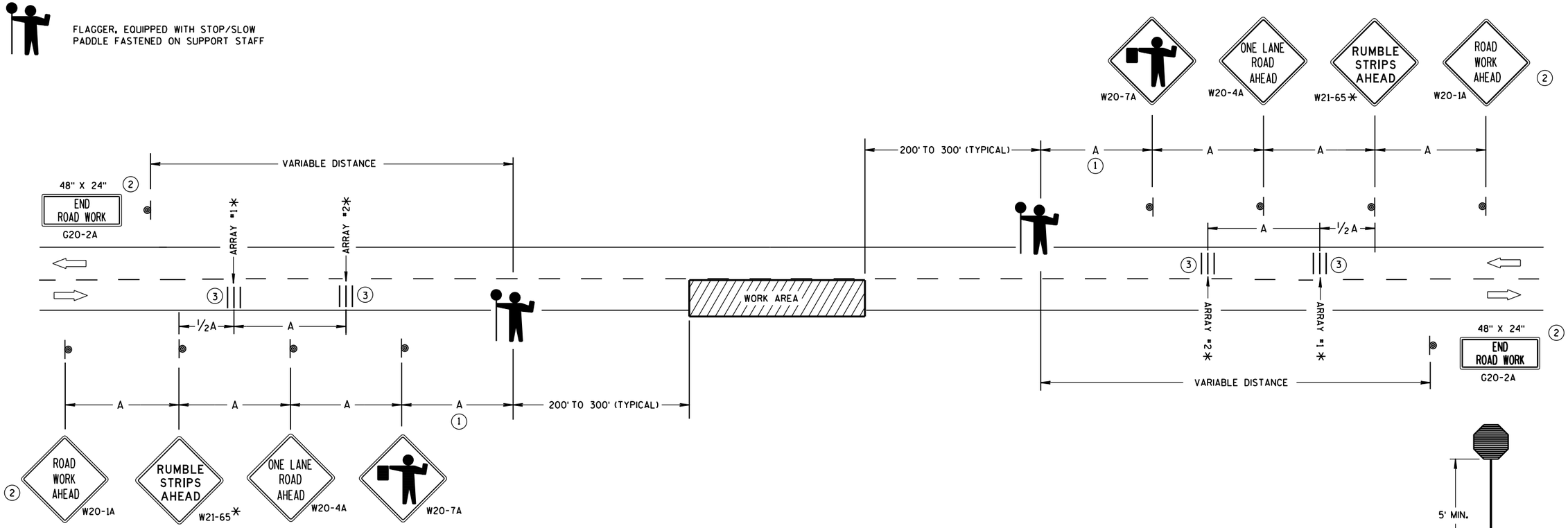
LEGEND

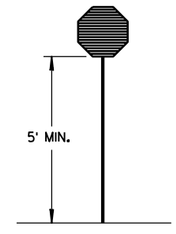
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING A
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

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





STOP/SLOW PADDLE ON SUPPORT STAFF

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

GENERAL NOTES

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

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

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

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, REMOVE TEMPORARY RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

* UTILIZE TEMPORARY RUMBLE STRIPS WHEN FLAGGING OPERATION IS ANTICIPATED TO BE STATIONARY IN EXCESS OF TWO HOURS.

(1) FOR A MOVING WORK OPERATION, SIGNING AND TEMPORARY RUMBLE STRIPS (IF USED) SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3,500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

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

(3) EACH TEMPORARY RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

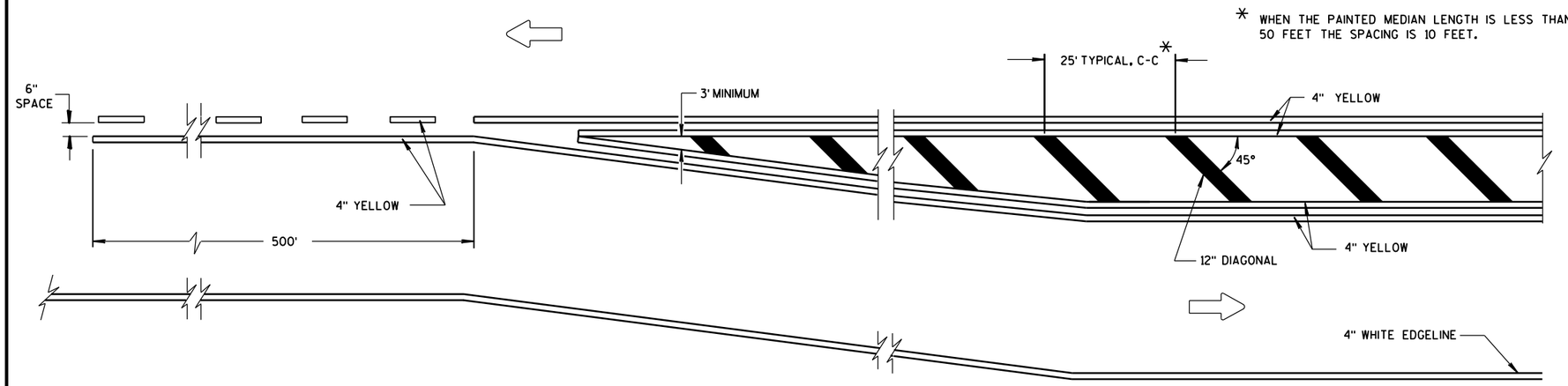
TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENG
FHWA

6

S.D.D. 15 C 12-6

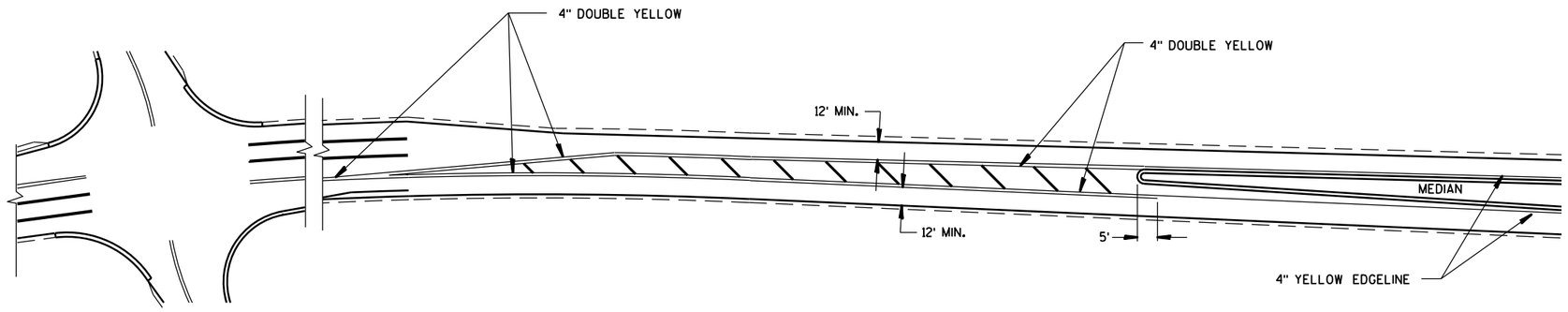


MEDIAN ISLAND DETAIL

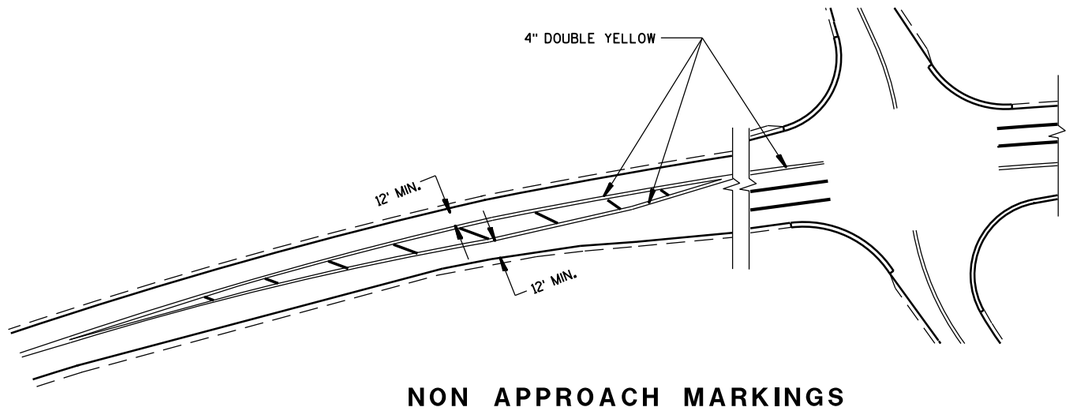
GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

DIRECTION OF TRAVEL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

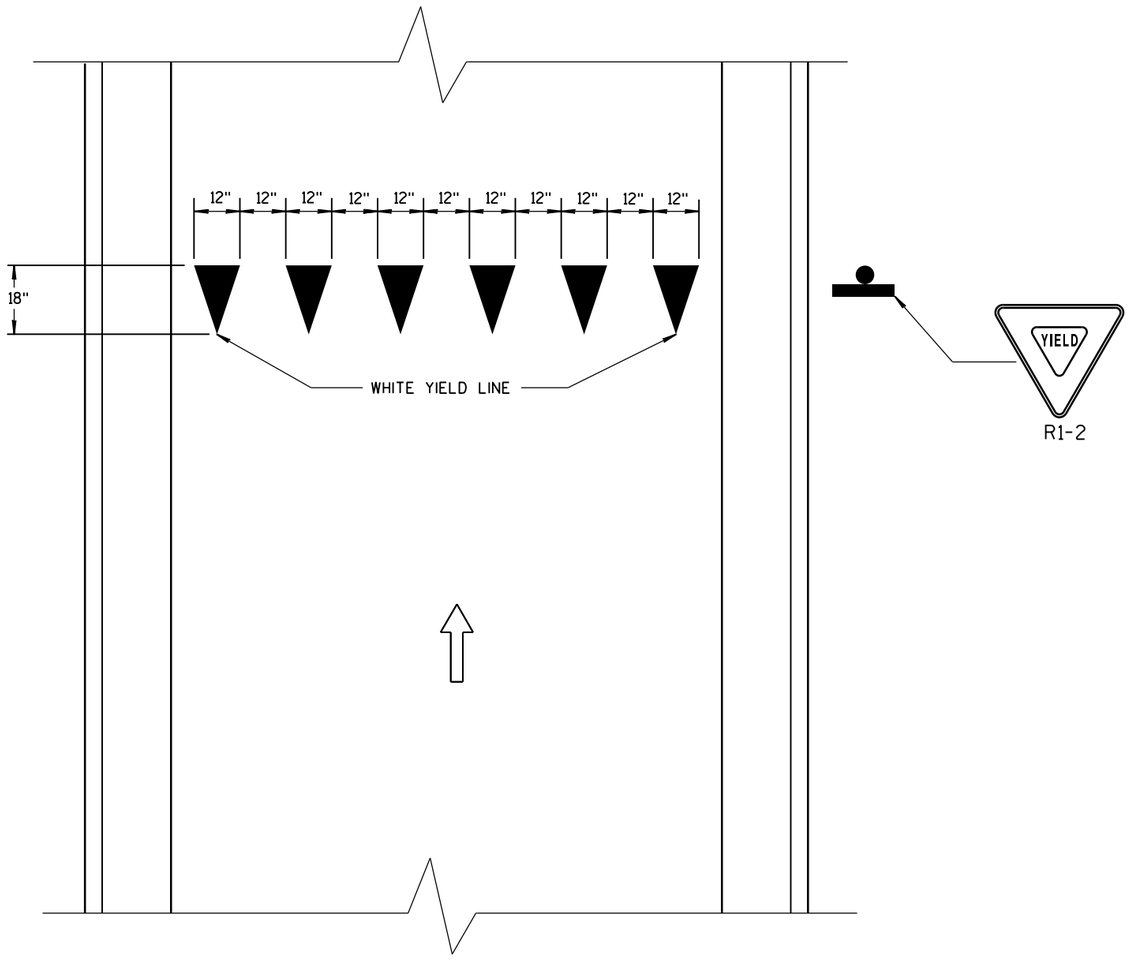
APPROVED
June 2017 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARK[illegible]EER
FHWA

6

S.D.D. 15 C 18-4

6

S.D.D. 15 C 18-4



R1-2

DIRECTION OF TRAVEL

YIELD LINE

6

6

S.D.D. 15 C 20-2

S.D.D. 15 C 20-2

YIELD MARKINGS

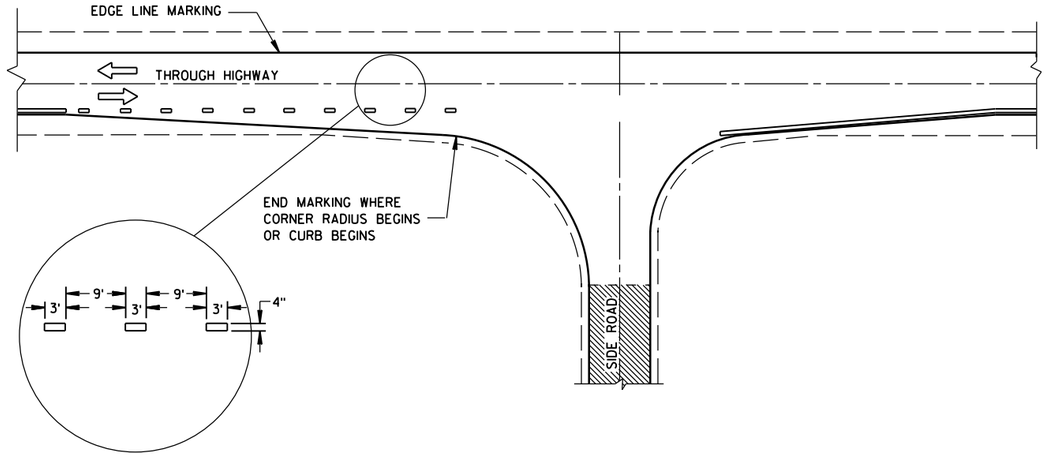
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-18-2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MARI[illegible]EER

FHWA



MINOR INTERSECTION

GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

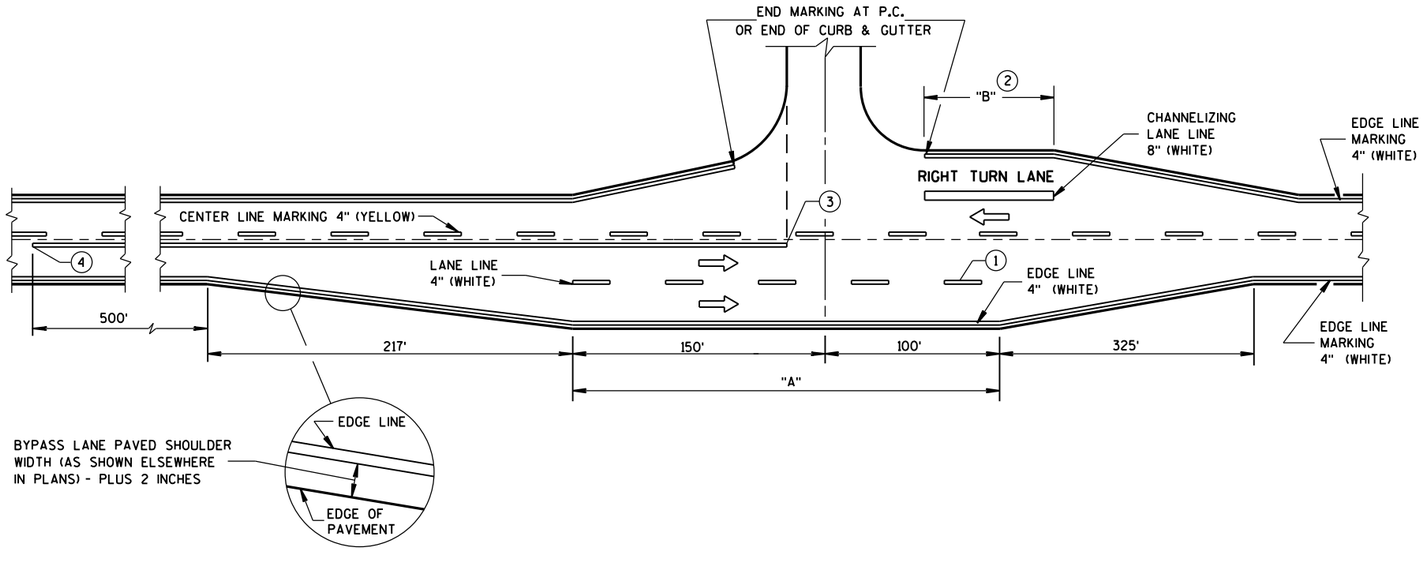
(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

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

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

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

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



MAJOR INTERSECTIONS

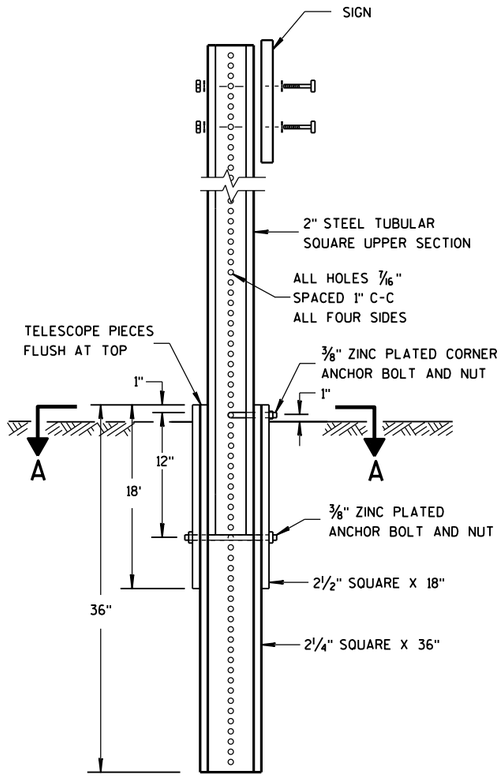
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING
(INTERSECTIONS)

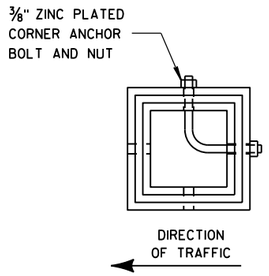
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

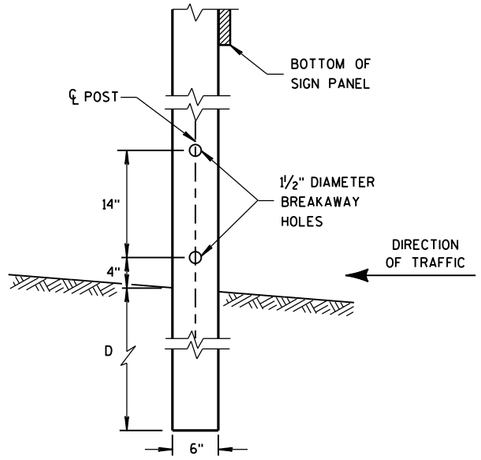
S.D.D. 15 C 35-2a



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



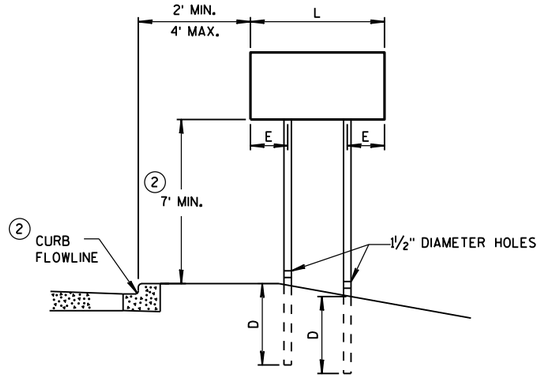
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

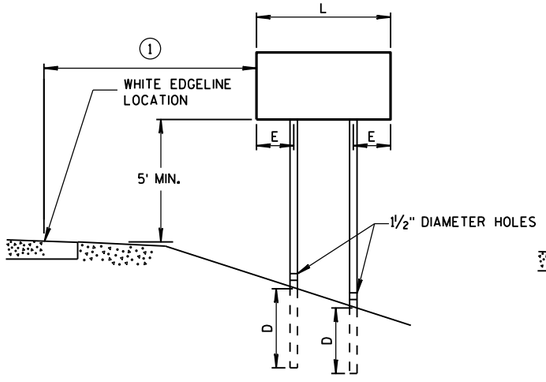
1. 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

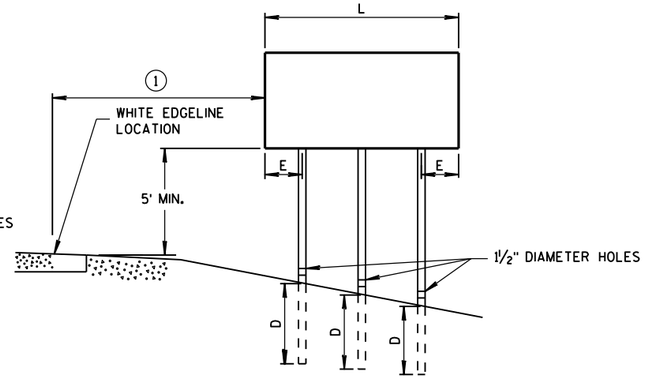
2. THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

3. FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

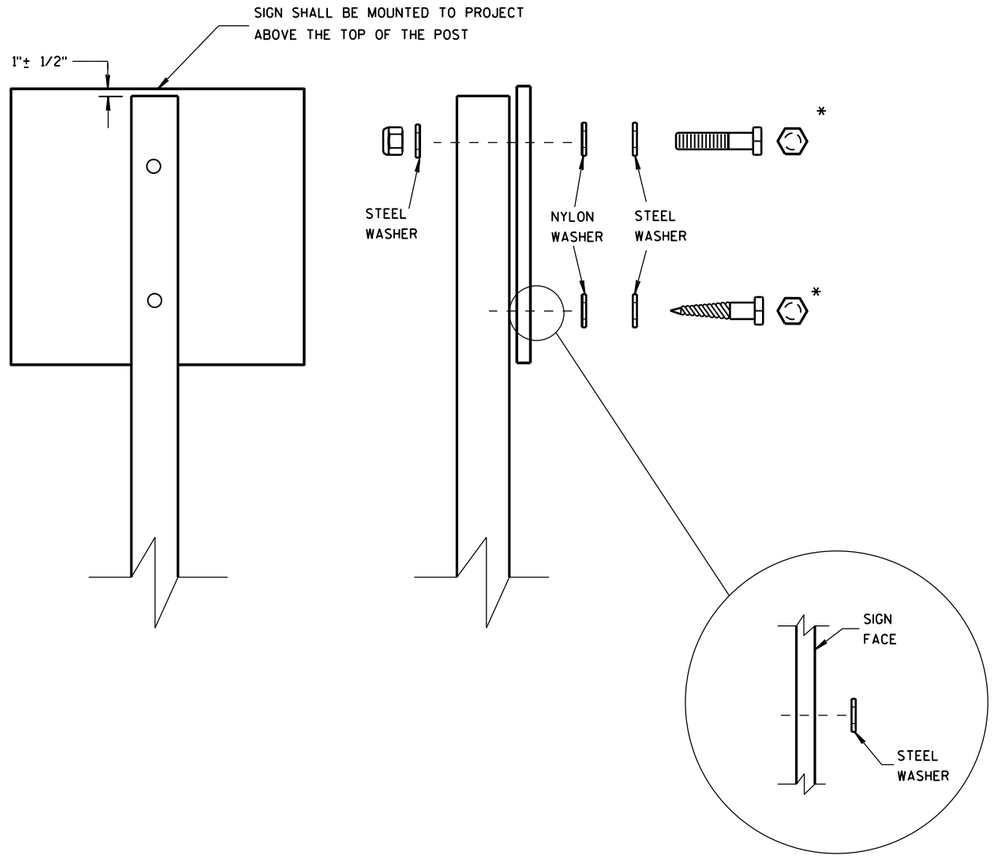
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 D 38-2a



WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

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

* 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. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

6

S.D.D. 15 D 38-2b

S.D.D. 15 D 38-2b

ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

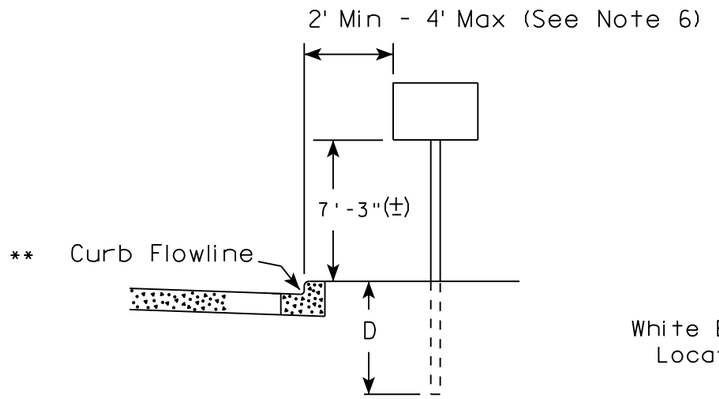
APPROVED

June 2017
DATE

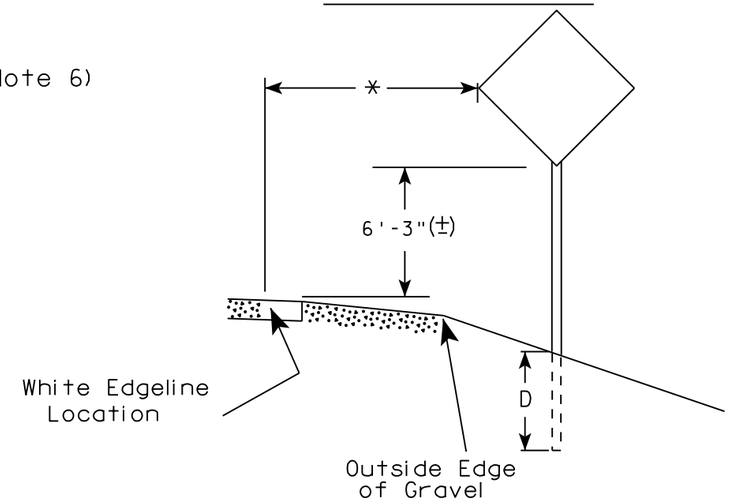
/S/ Andrew Heldtke
WORK ZONE ENG

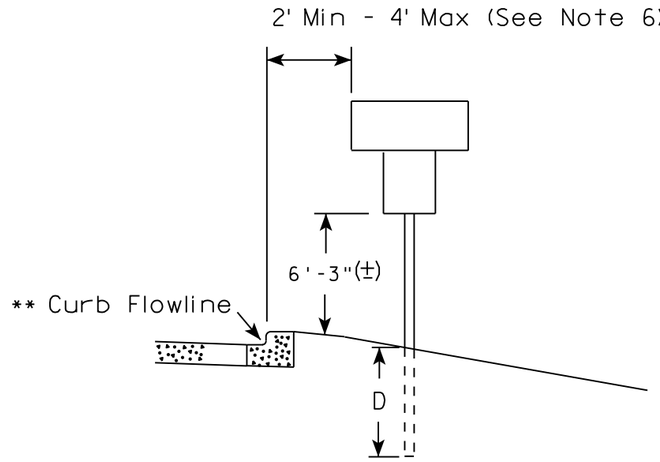
FHWA

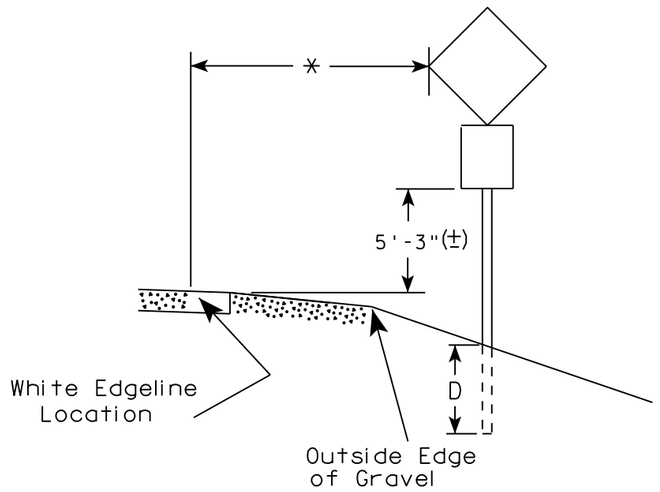
URBAN AREA



RURAL AREA (See Note 2)







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

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

GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

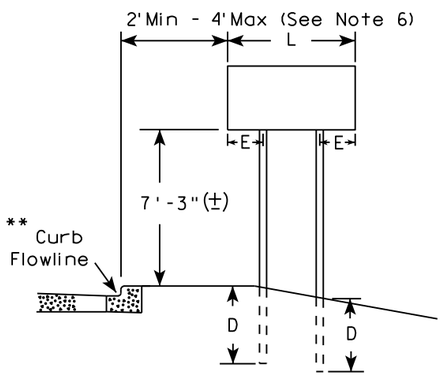
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

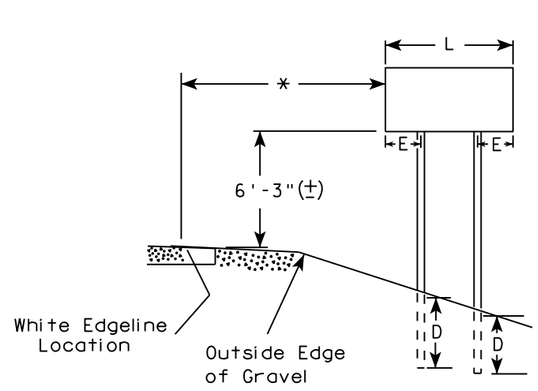
DATE 8/21/17 PLATE NO. A4-3.21

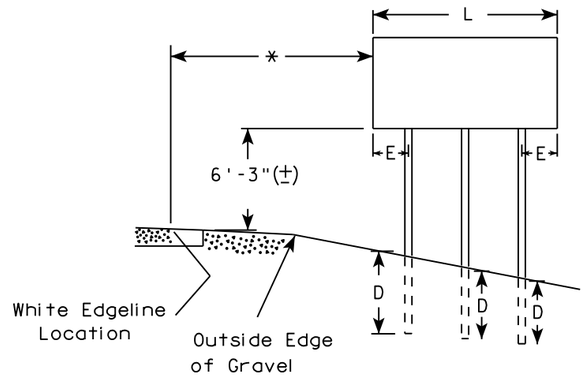
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 150	E

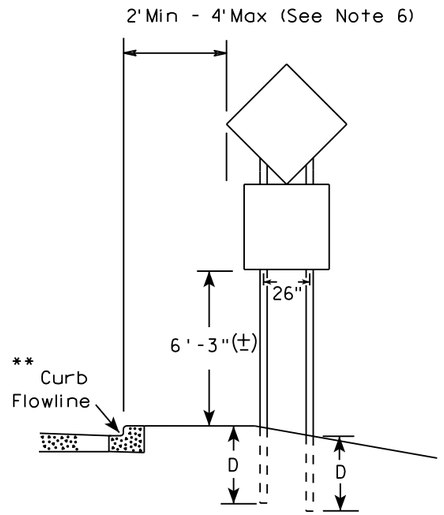
URBAN AREA



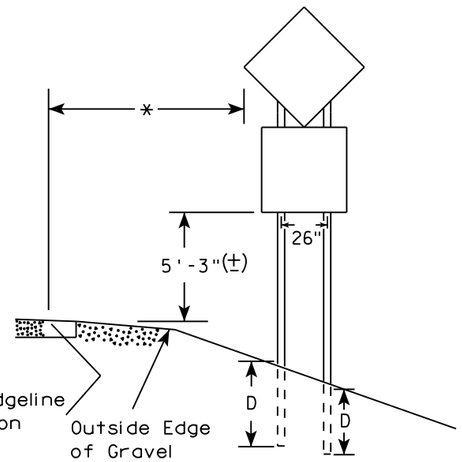
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 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 and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

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

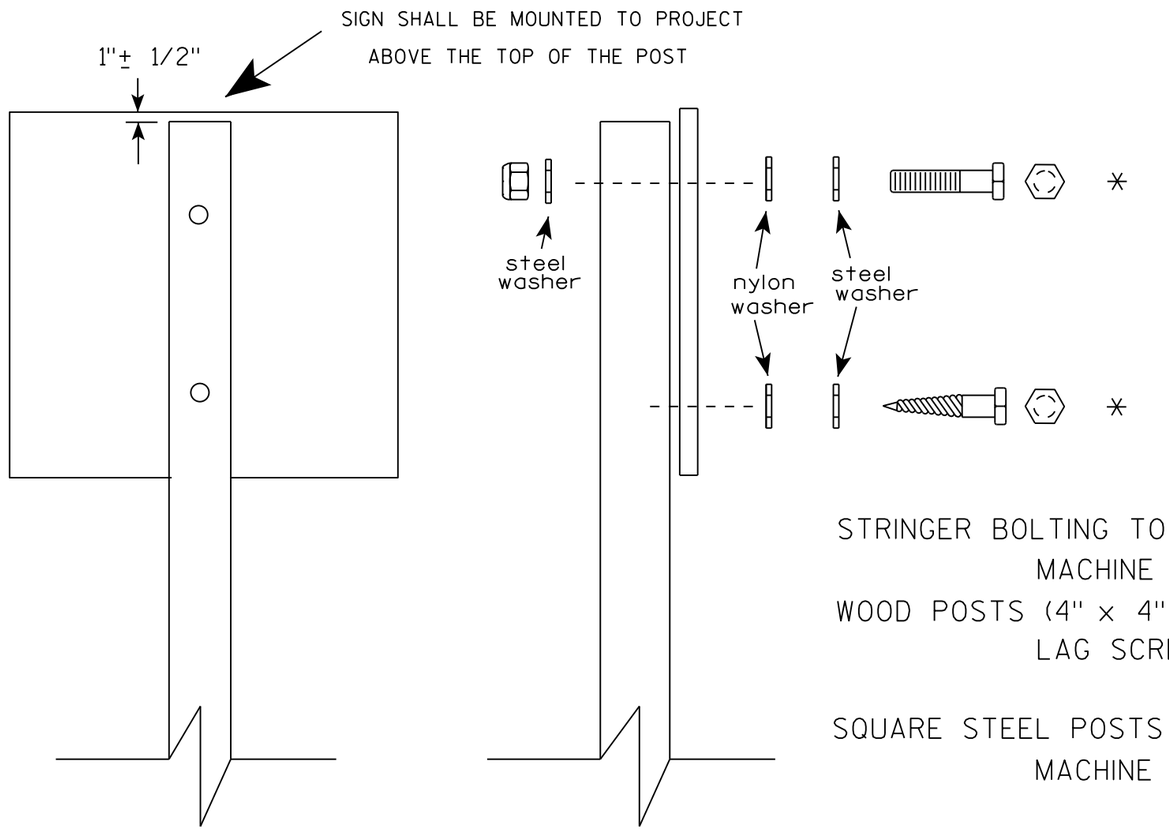
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 151	E



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

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

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

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

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

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

WOOD POSTS (4" x 4" or 4" x 6")

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

3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

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

3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

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

WASHERS (ALL POSTS) -

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

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

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

ATTACHMENT OF SIGNS TO POSTS

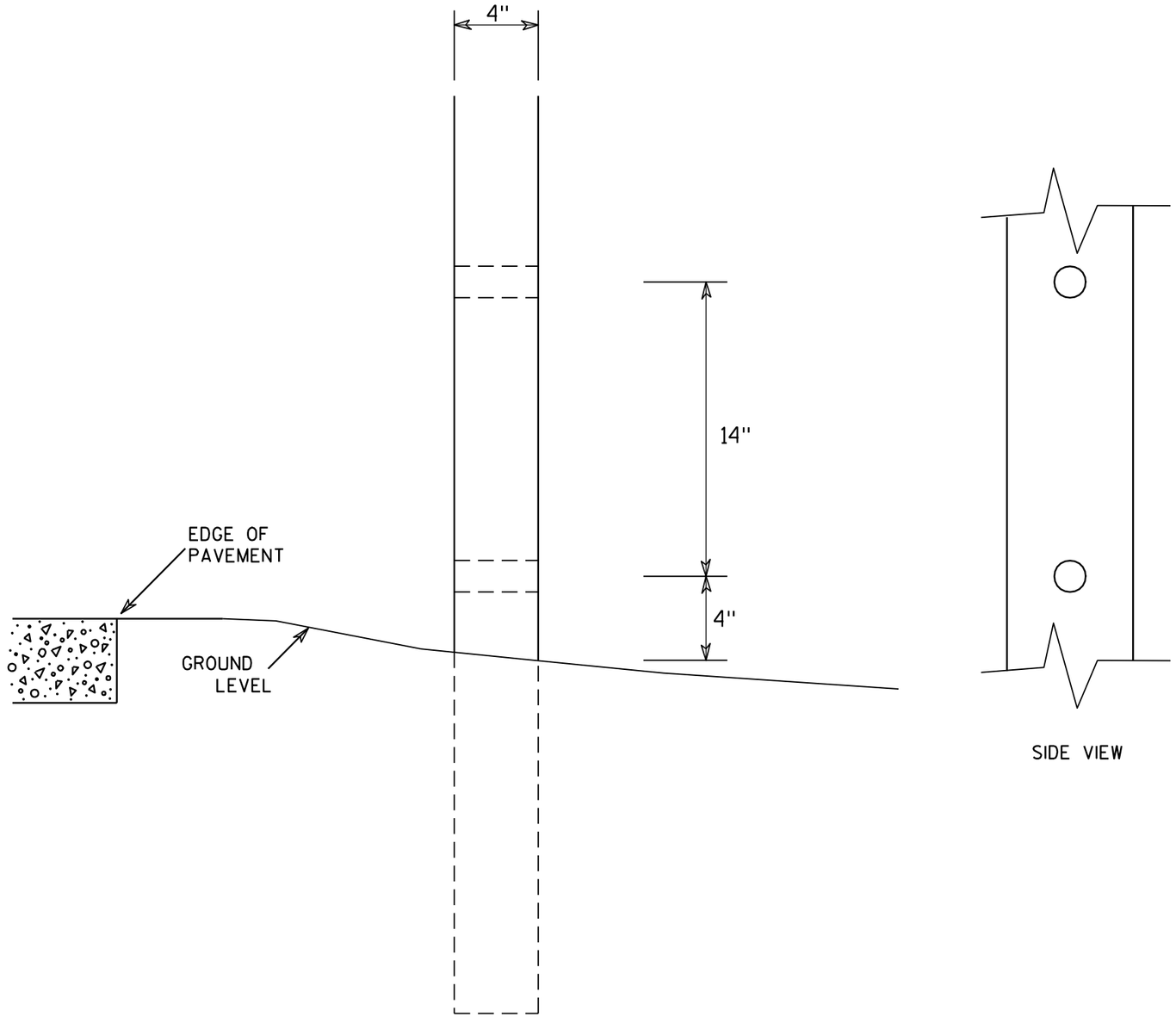
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$



SIDE VIEW

GENERAL NOTES

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

7

7

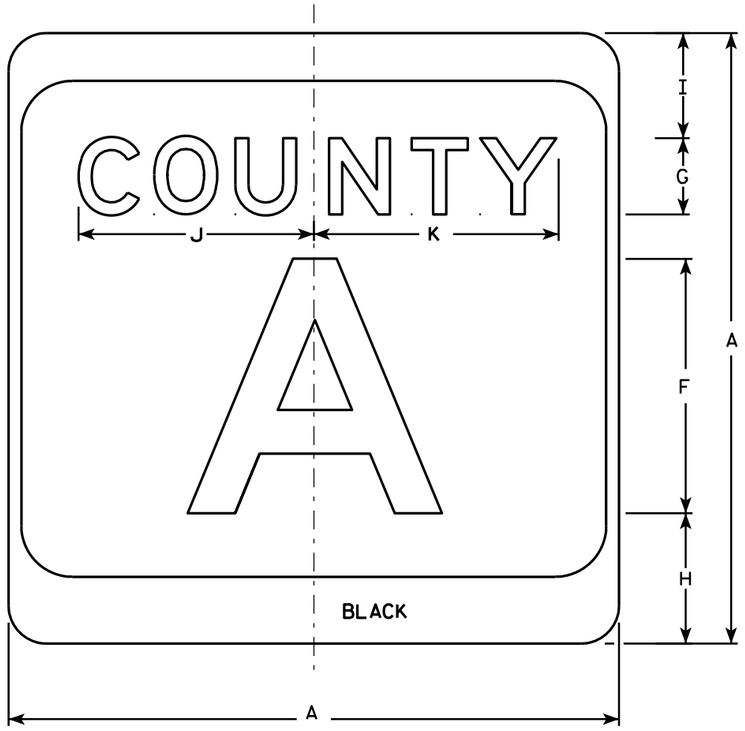
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

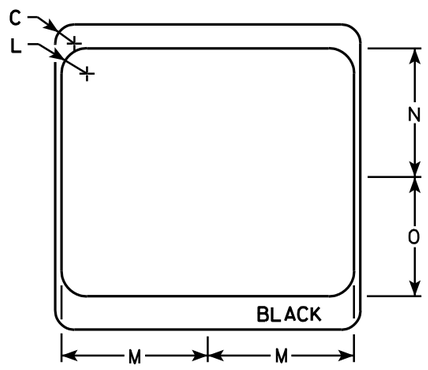
APPROVED Chester J Spang
for State Traffic Engineer

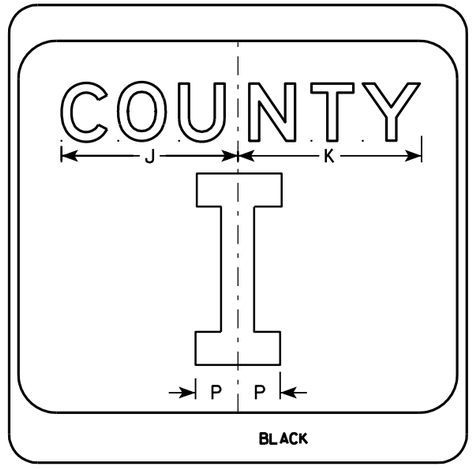
DATE 3/27/97 PLATE NO. A4-11.2

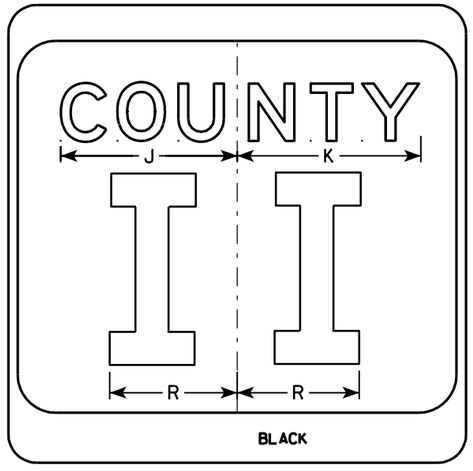
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 153	E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

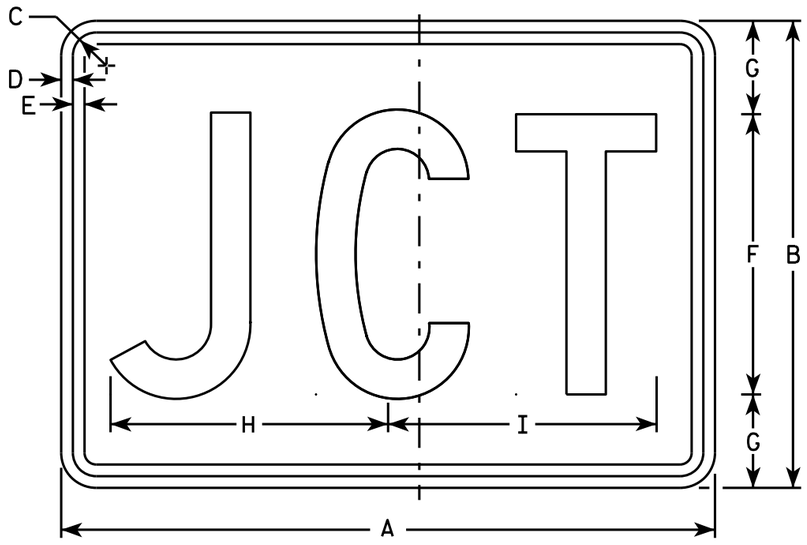
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

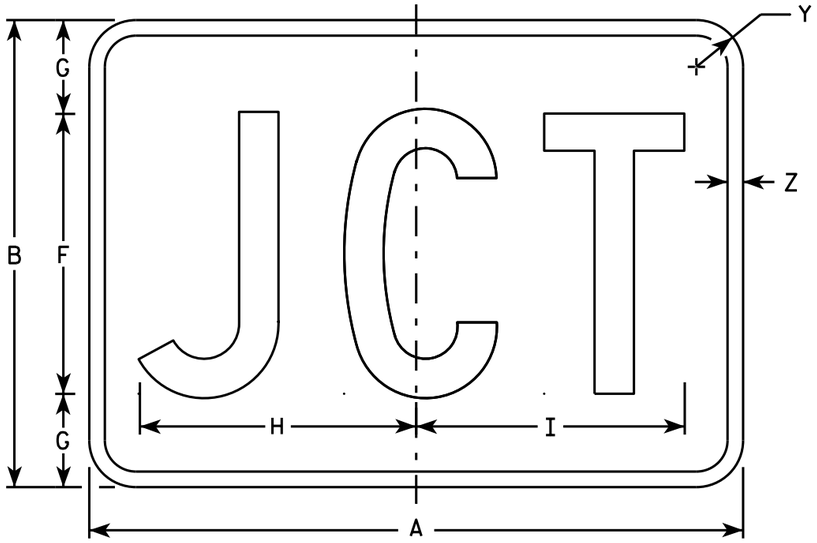
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 154	E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN
M2-1

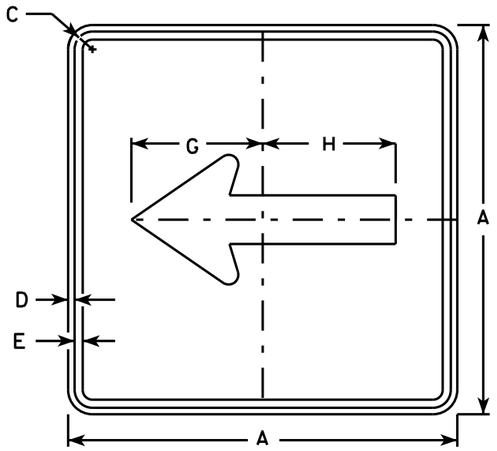
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

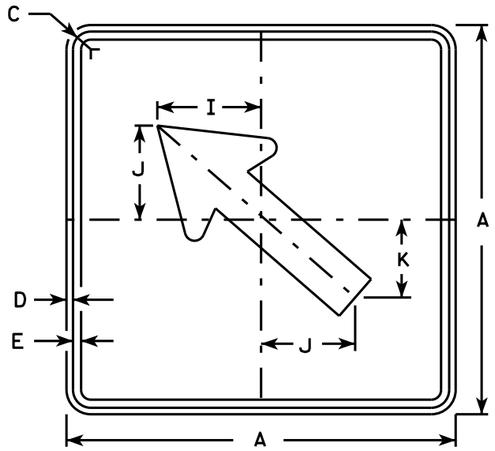
DATE 10/15/15 PLATE NO. M2-1.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO. 155 | E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 15-OCT-2015 11:46 PLOT BY : ss...plotuser...ss PLOT NAME : PLOT SCALE : 7.752961:1.000000 WISDOT/CADDS SHEET 42



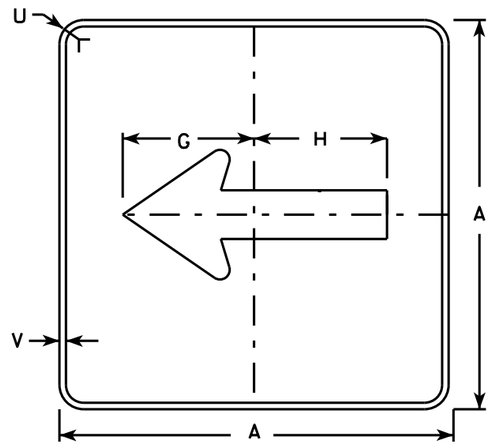
M6-1
MM6-1
MO6-1
MP6-1



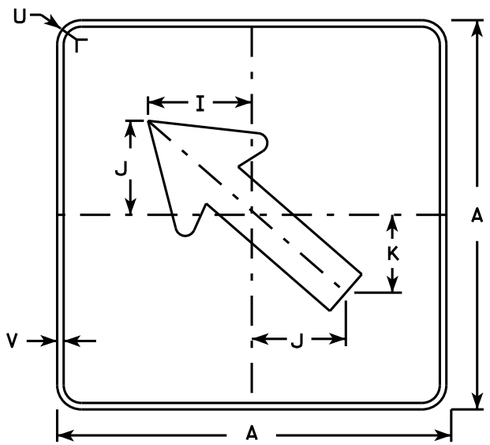
M6-2
MM6-2
MO6-2
MP6-2

NOTES

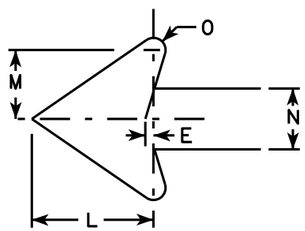
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background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



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



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



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

STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

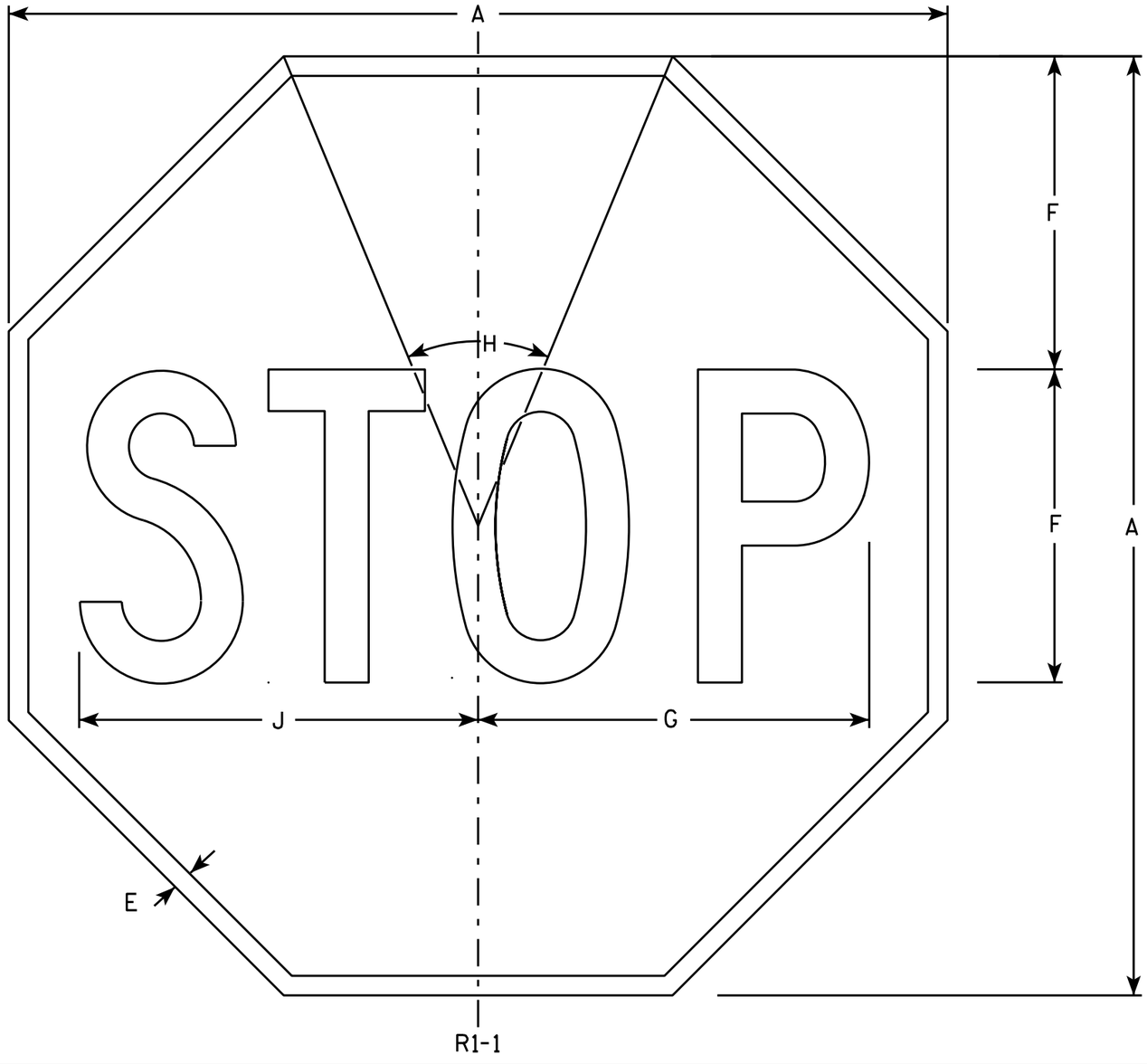
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M6-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO. 156 | E

7

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 15-OCT-2015 13:17 PLOT BY : ss...plotuser...ss PLOT NAME : PLOT SCALE : 18.607113:1.000000
WISDOT/CADDS SHEET 42



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
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

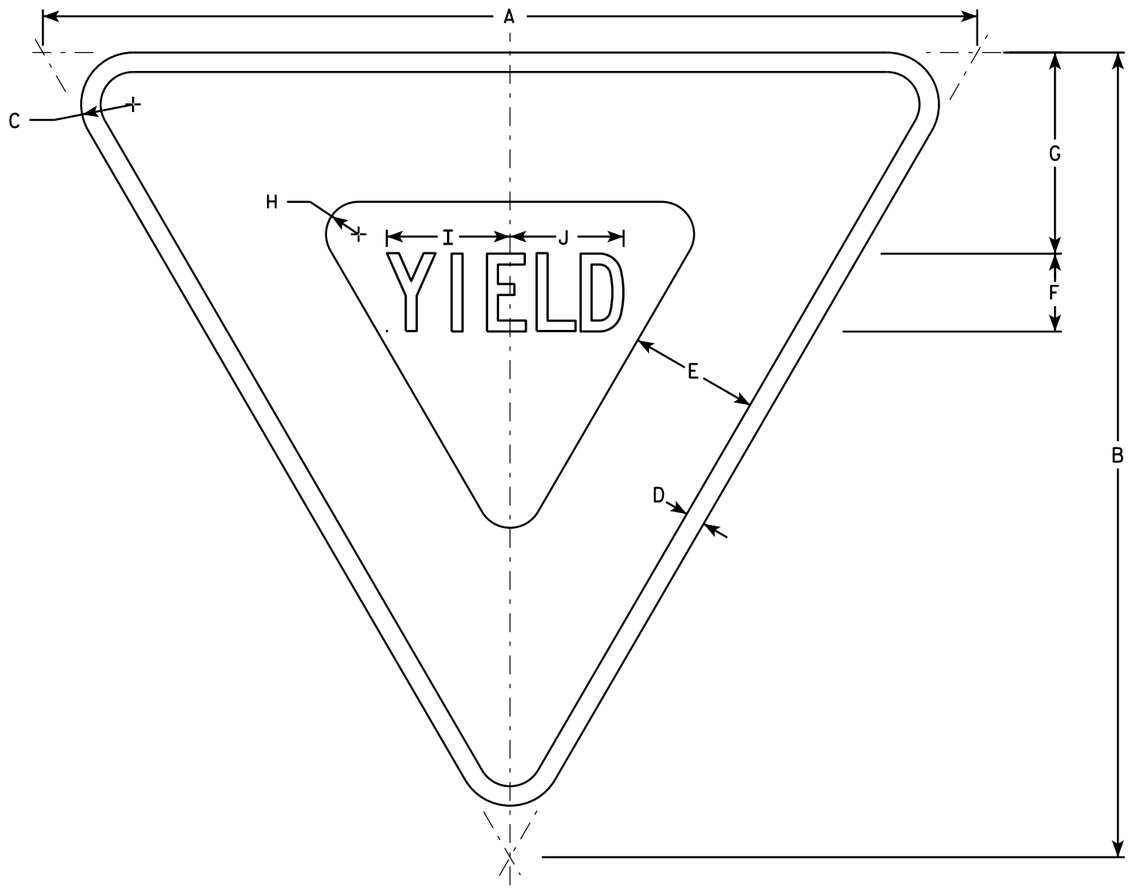
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO. 157	E



R1-2

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 - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

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	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

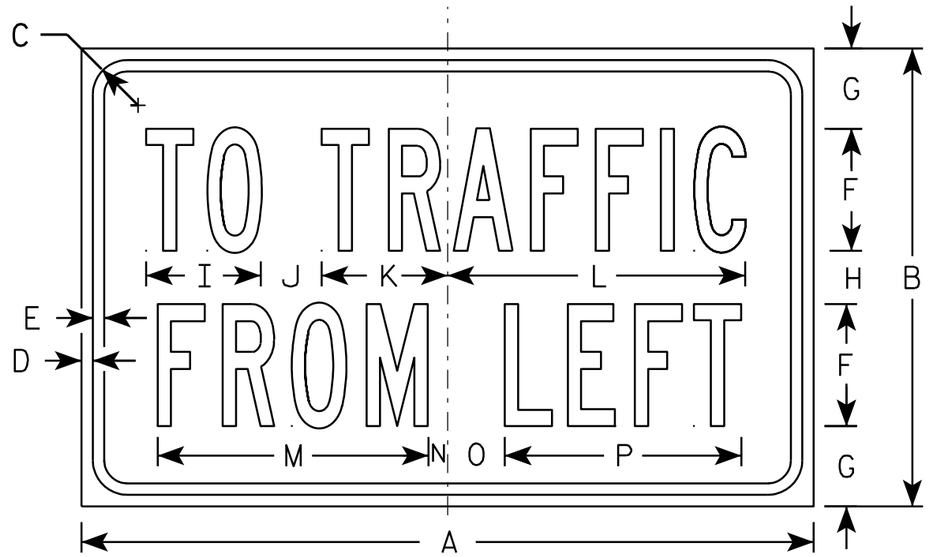
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

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

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000



R1-54

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
2M	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
3																											
4																											
5																											

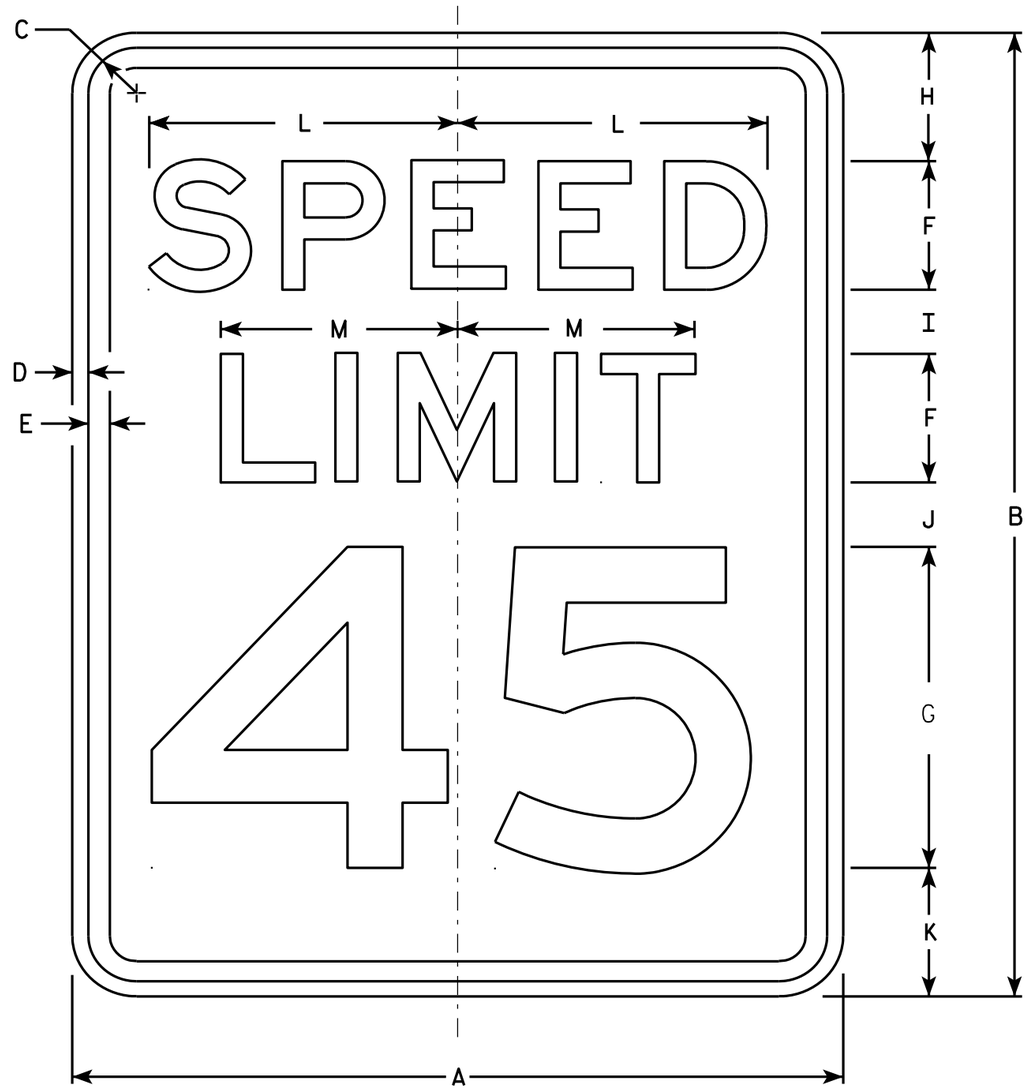
STANDARD SIGN
R1-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-54.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 159	E



R2-1

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

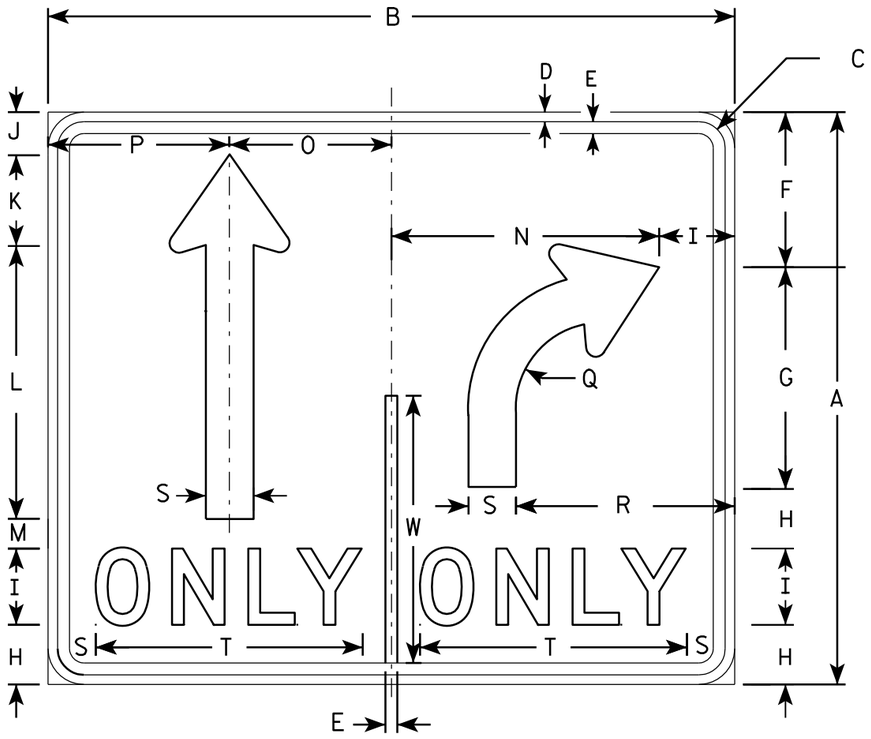
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

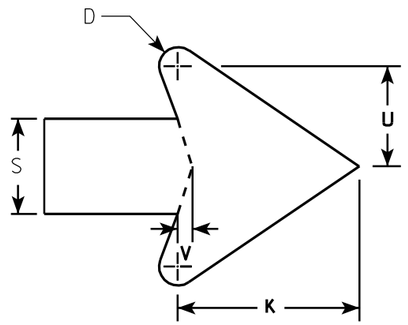
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 160	E



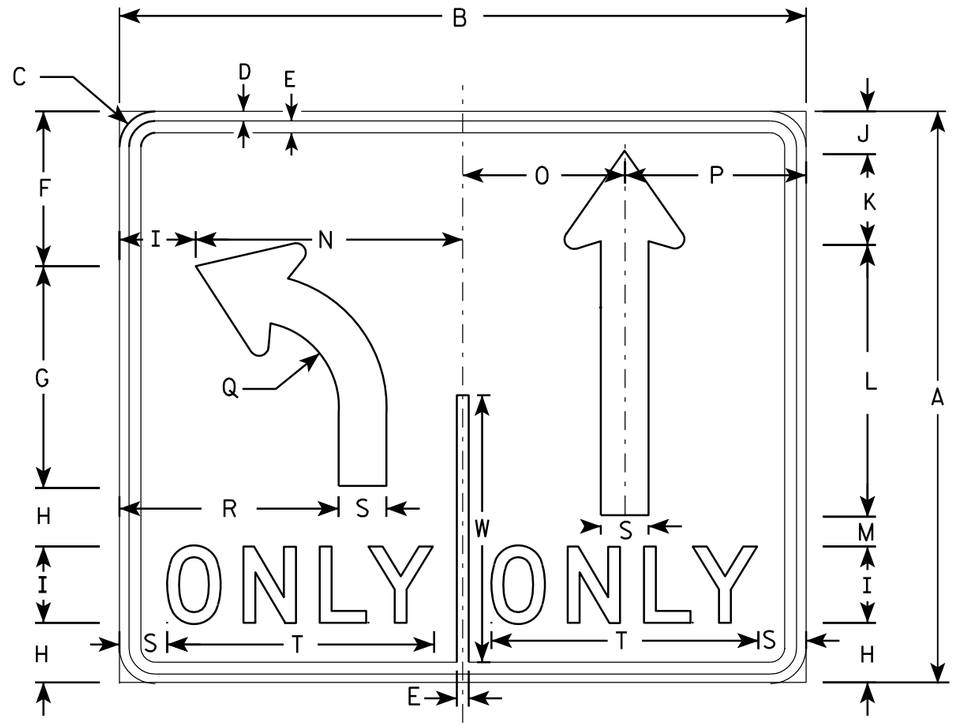
R3-8D



ARROW DETAIL

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 - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-8E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	14	8 1/2	9 1/2	4 1/2	11 1/2	2 1/2	14	2 5/8	3/8	14				7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	14	8 1/2	9 1/2	4 1/2	11 1/2	2 1/2	14	2 5/8	3/8	14				7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	3 1/2	7 1/8	21 1/2	4 3/4	21	12 3/4	14 1/4	7 1/4	17 1/8	3 3/4	20 5/8	4	5/8	22 3/8				18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	3 1/2	7 1/8	21 1/2	4 3/4	21	12 3/4	14 1/4	7 1/4	17 1/8	3 3/4	20 5/8	4	5/8	22 3/8				18.0

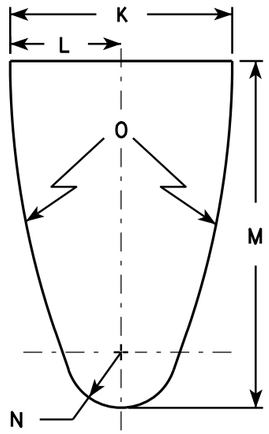
STANDARD SIGN
R3-8D & R3-8E

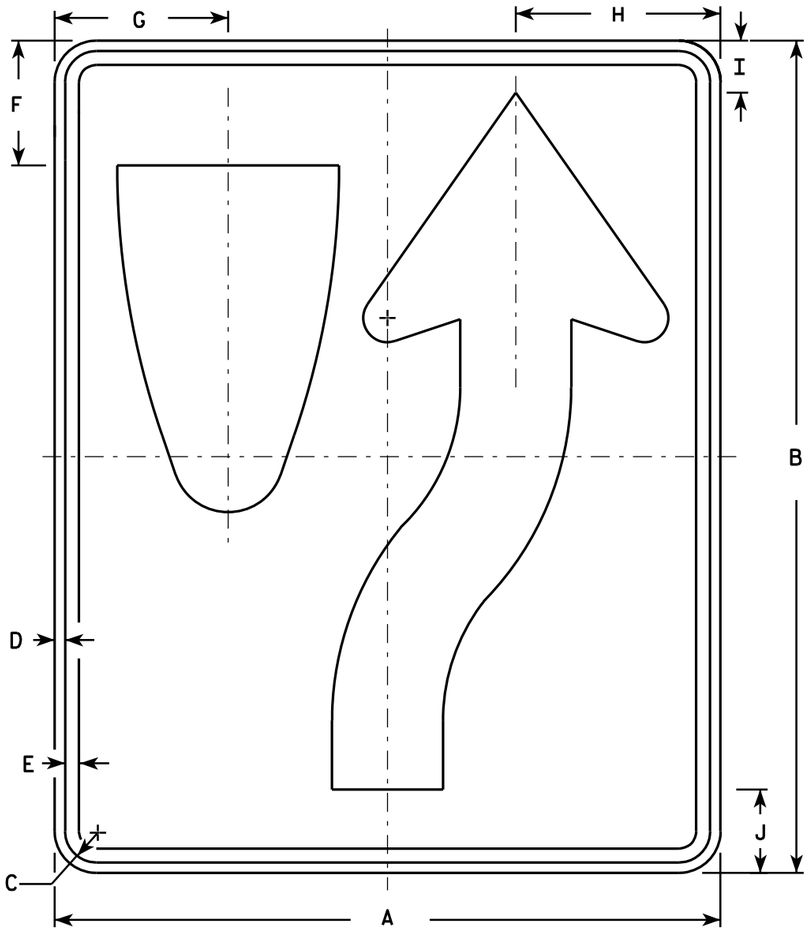
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8D.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 161	E

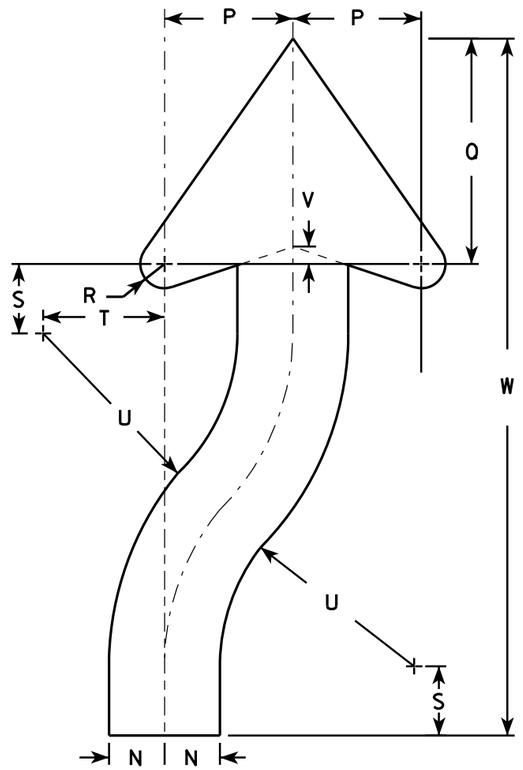




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



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	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

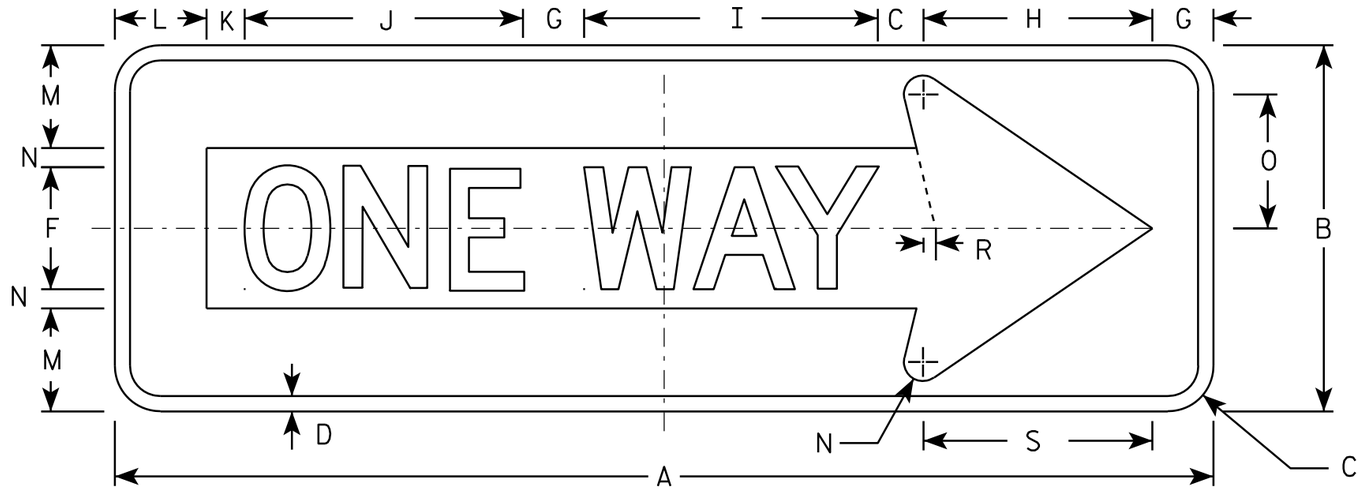
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

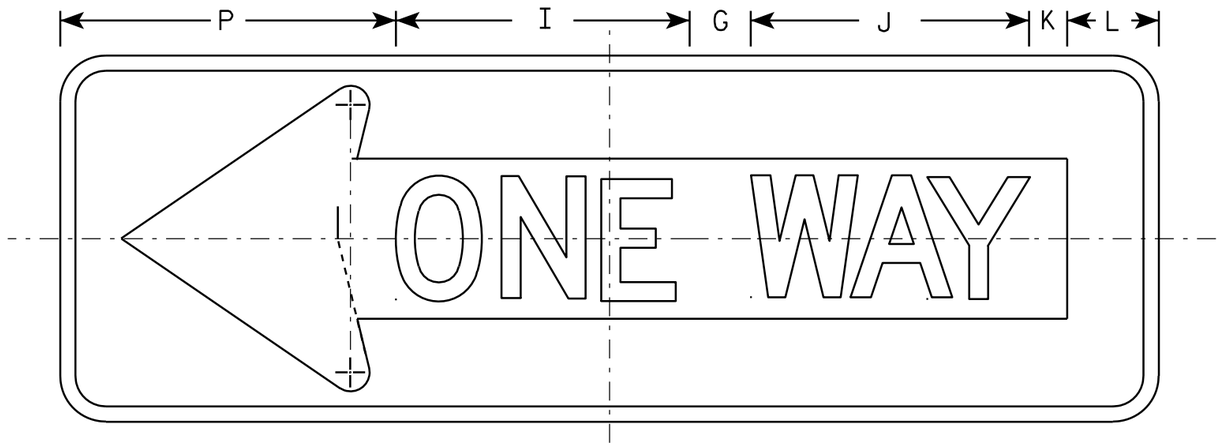
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 162	E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-1L

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	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½								3.0
2M	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
3	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
4	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
5																											

STANDARD SIGN
R6-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

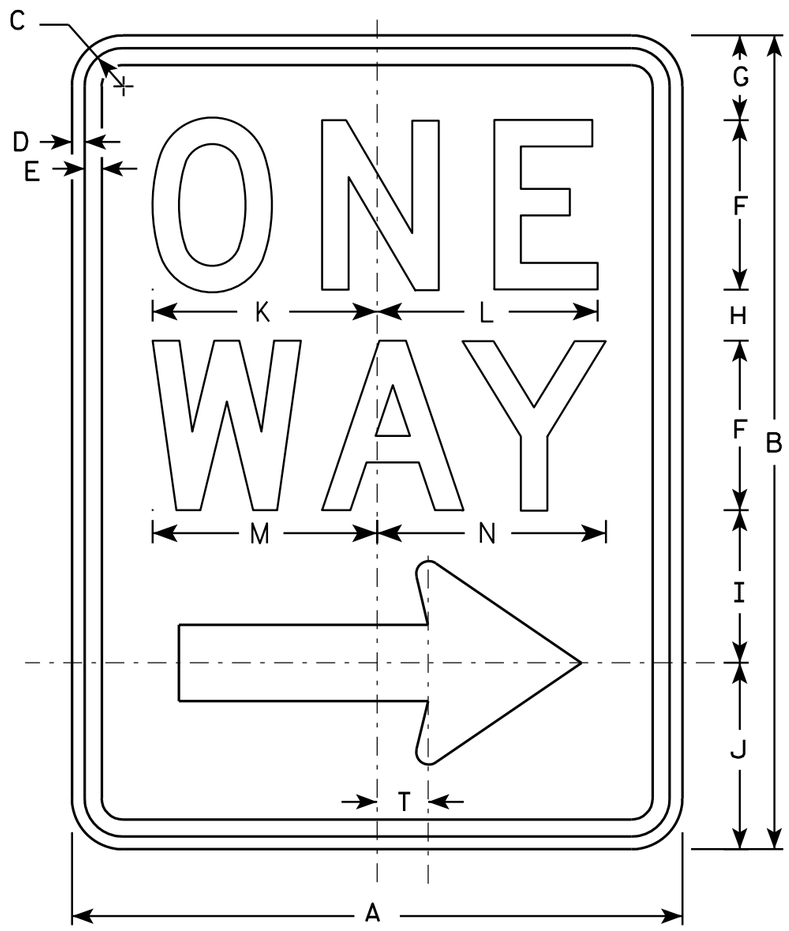
DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

SHEET NO: 163 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R61.DGN PLOT DATE : 17-DEC-2010 14:11 PLOT BY : dotsja

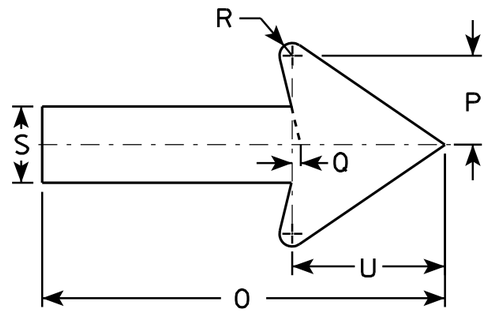
WISDOT/CADDS SHEET 42



R6-2R

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 - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



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
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

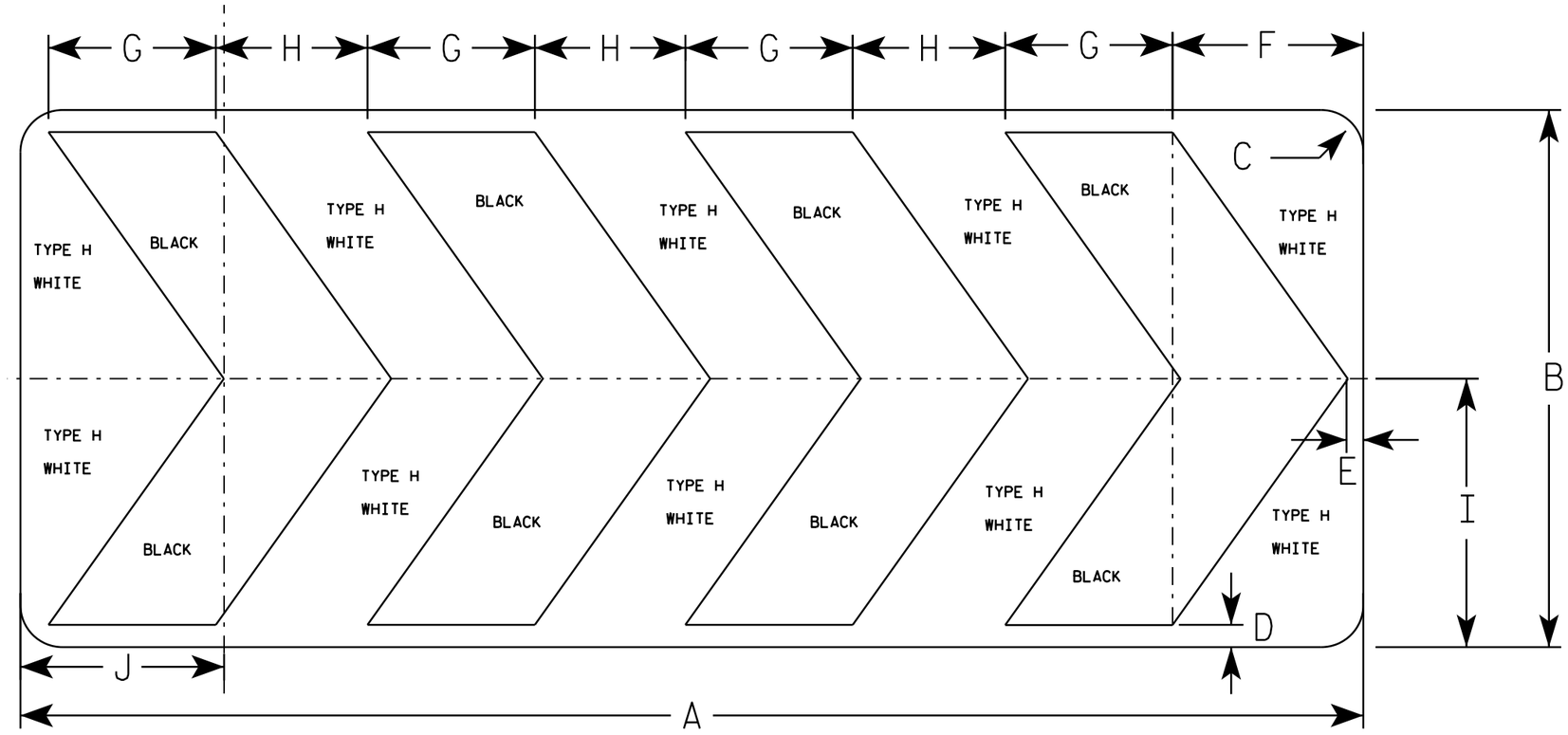
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 164	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   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.



R6-4B

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	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

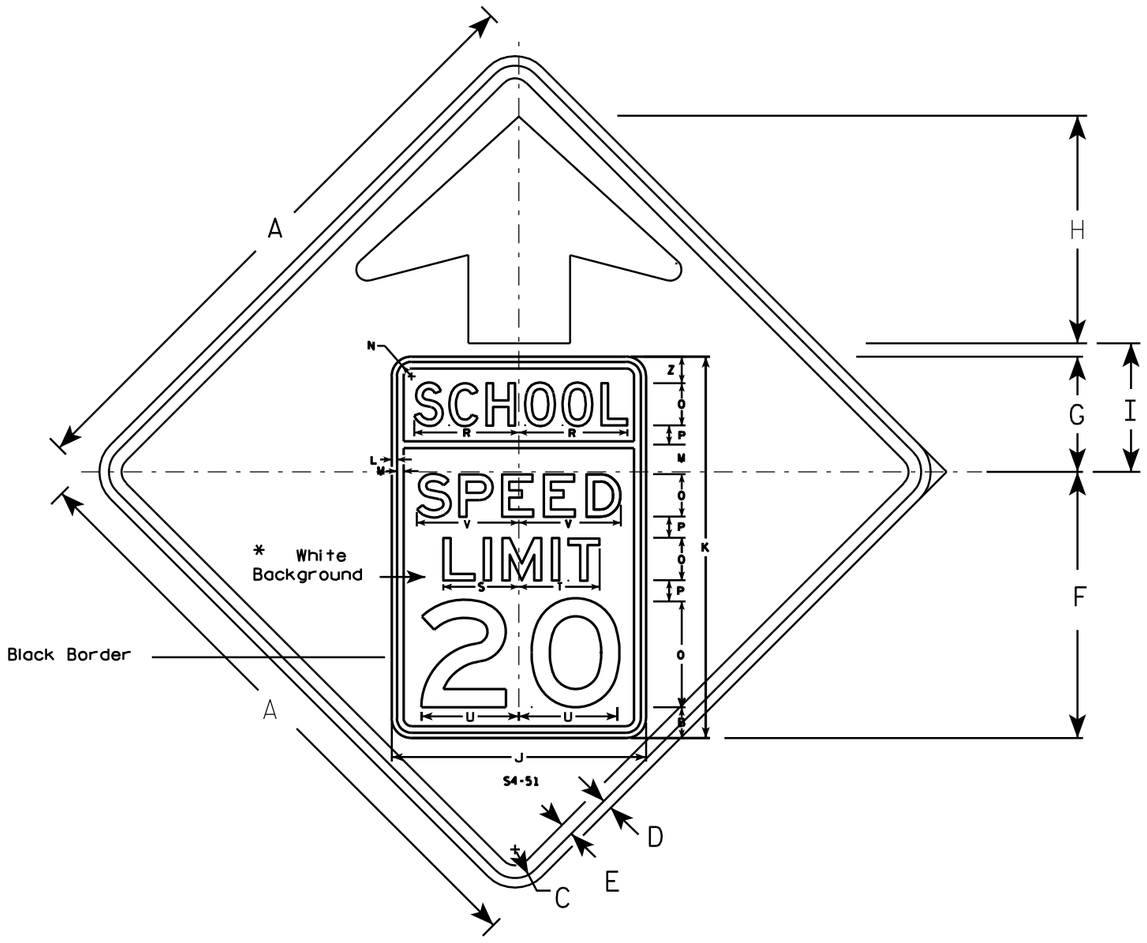
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/14 PLATE NO. R6-4.3

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R64B.DGN PLOT DATE : 21-AUG-2014 15:01 PLOT BY : mscsja

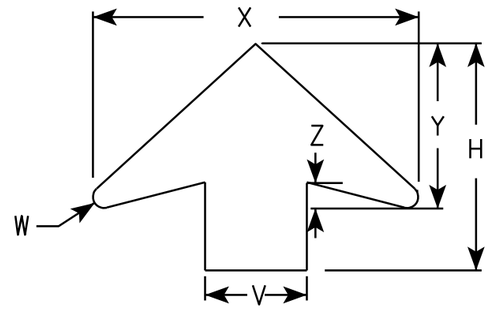
WISDOT/CADDS SHEET 42



S4-5

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: See Note 5
   Background - Flourescent Yellow Green
   Message - BLACK
3. Message Series - See note 6
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance
5. SCHOOL background - Yellow Green -Type F Reflective.
   Speed Limit panel background - White -Type H Reflective.
6. From top to bottom:
   School is series D
   All other lines are series E
7. 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	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	36	1 7/8	1 5/8	5/8	3/4	15 3/4	6 3/4	13 3/8	7 5/8	15	22 1/2	1/4	3/8	7/8	6 1/4	1 1/4	2 1/2	6 3/8	4 1/2	4 3/4	5 3/4	6	5/8	19 1/4	9 3/4	1 5/8	9.0
3	48	2 3/8	2 1/4	3/4	1	18 3/4	10 1/8	17 7/8	10 1/8	20	30	3/8	1/2	1 1/8	8 3/8	1 5/8	3 3/8	8 1/2	5 7/8	6 3/8	7 3/4	8	7/8	25 5/8	13	2	16.0
4	48	2 3/8	2 1/4	3/4	1	18 3/4	10 1/8	17 7/8	10 1/8	20	30	3/8	1/2	1 1/8	8 3/8	1 5/8	3 3/8	8 1/2	5 7/8	6 3/8	7 3/4	8	7/8	25 5/8	13	2	16.0
5																											

STANDARD SIGN
S4-5

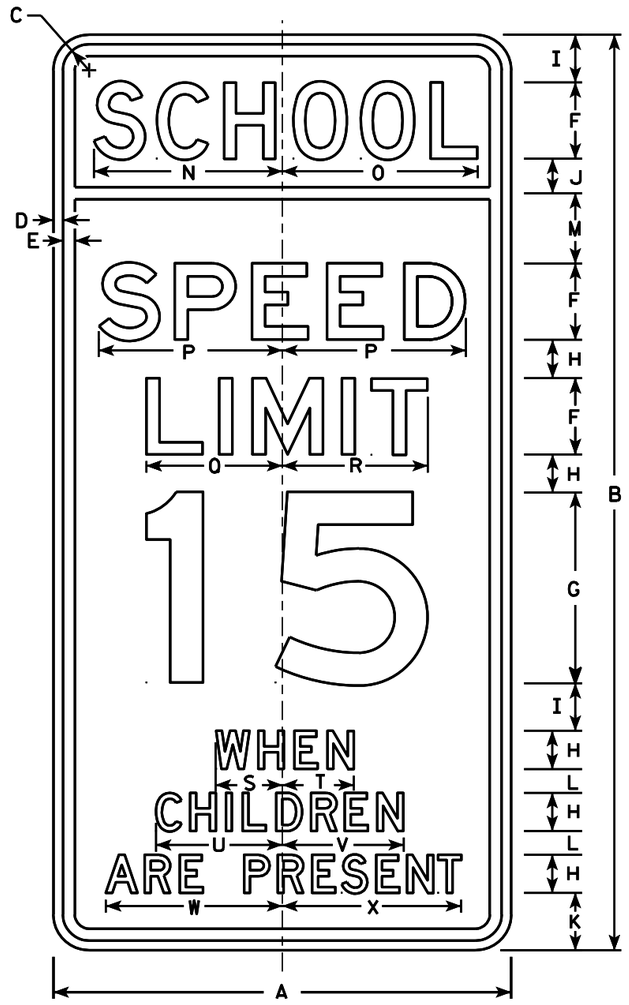
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/21/10 PLATE NO. S4-5.3

PROJECT NO:

SHEET NO: 166 E



S4-51

NOTES

1. Sign is Type II - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. (See note 5).
2. Color:
   Background - See note 5
   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. Top panel (SCHOOL) background - Yellow Green -Type F Reflective.
   Lower panel background - White -Type H Reflective.
6. From top to bottom:
   Lines 1, 5, 6 & 7 are series D
   Lines 2, 3 & 4 are series E
7. Line 4 substitute appropriate numerals and adjust spacing to achieve proper balance.

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 1200 mm
3	900 mm X 1800 mm
4	
5	

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.	Area m2
1																												
2	24	48	1 3/8	1/2	5/8	4	10	2	2 1/2	1 3/4	3	1 1/4	3 3/4	9 7/8	10 1/4	9 5/8	7 1/8	7 5/8	3 1/2	3 3/8	6 5/8	6 3/8	9 1/4	9 3/8			8.00	0.72
3	36	72	2 1/4	3/4	1	6	15	3	3 3/4	2 3/4	4 1/2	1 7/8	5 1/2	15	15 1/4	14 1/2	11 1/4	11 1/2	5 1/2	5 3/4	10	9 3/4	14	14 1/8			18.00	1.62
4																												
5																												

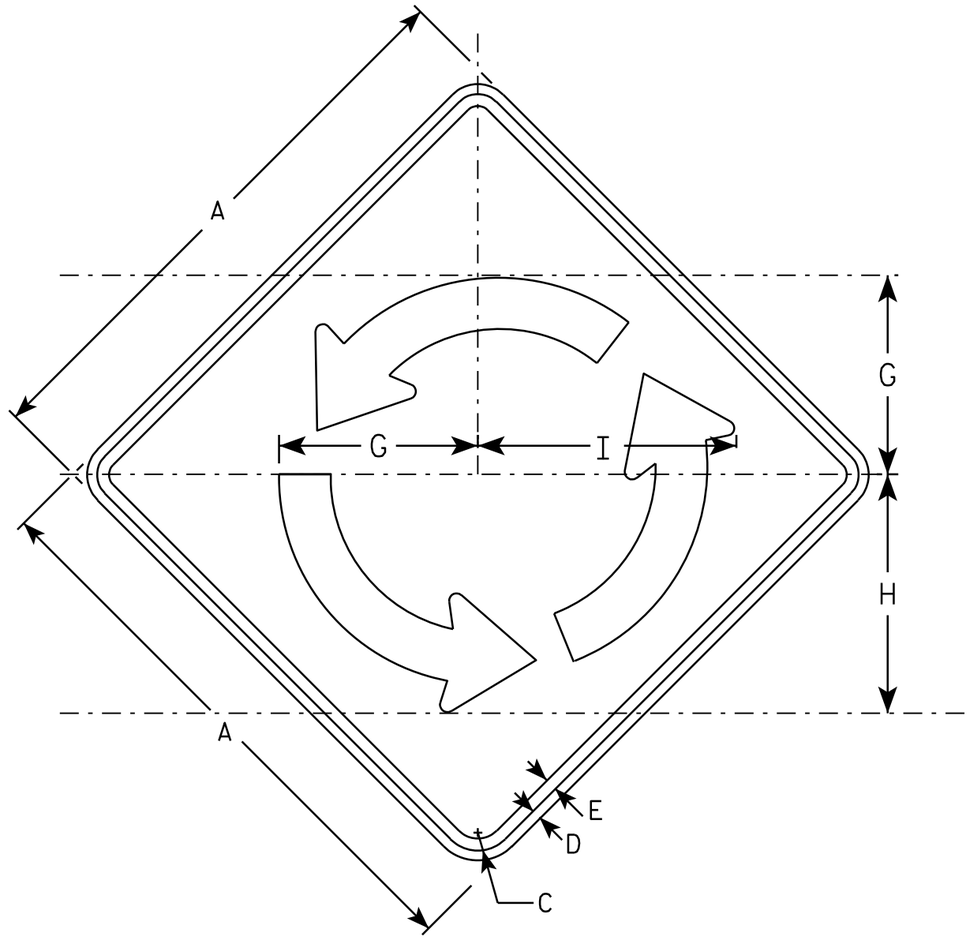
STANDARD SIGN
S4-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/26/10 PLATE NO. S4-51.9

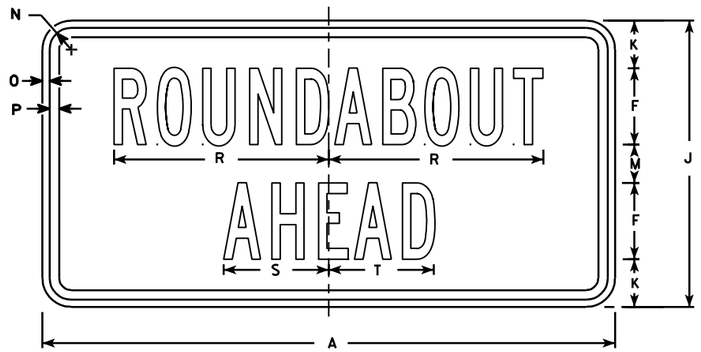
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 167 | E



W2-6

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 - B
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.



W2-6P

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	W2-6 Area sq. ft.	W2-6P Area sq. ft.
1																										
2S	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 1/2	5 1/2					6.25	3.12
2M	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 1/2	5 1/2					6.25	3.12
3	36		1 5/8	5/8	3/4	5	12 1/2	15	16 1/4	18	2 5/8		2 3/4	1 1/8	3/8	1/2		14	7	6 3/4					9.00	4.50
4	48		2 1/4	3/4	1	6	16 5/8	20	16 1/4	24	4 3/8		3 5/8	1 3/8	1/2	5/8		17	8 1/4	8 1/4					16.0	8.0
5																										

STANDARD SIGN
W2-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/29/12 PLATE NO. W2-6.5

PROJECT NO:

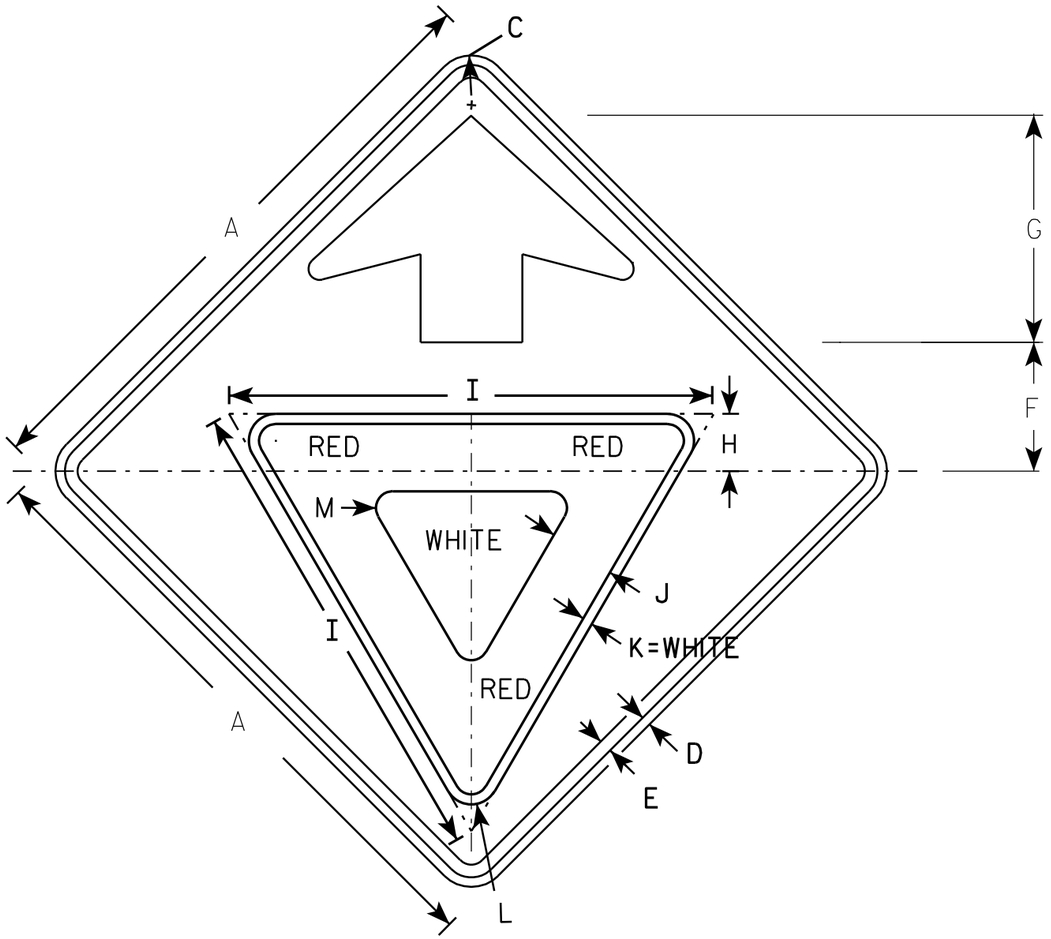
SHEET NO: 168 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W26.DGN PLOT DATE : 29-JUN-2012 10:15 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

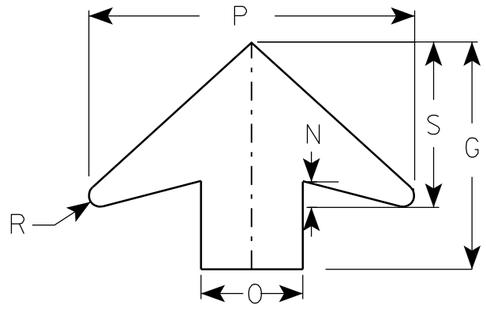
7



W3-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	3	25	3 3/8	1/2	1 3/8	7/8	1 1/4	5	16		1/2	8								6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-2..9

PROJECT NO:

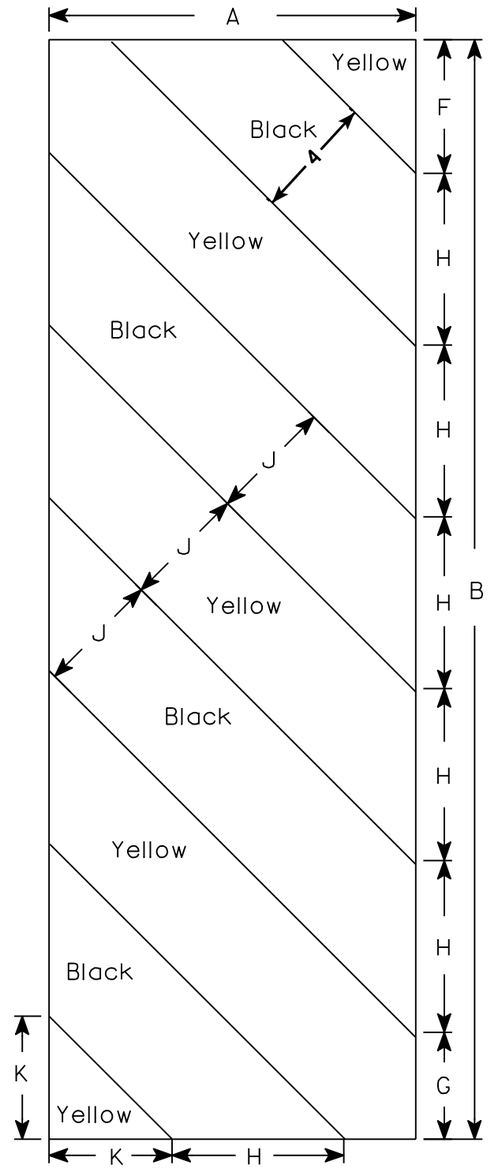
SHEET NO: 169 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W32.DGN PLOT DATE : 07-JUN-2010 13:03 PLOT BY : ditjph

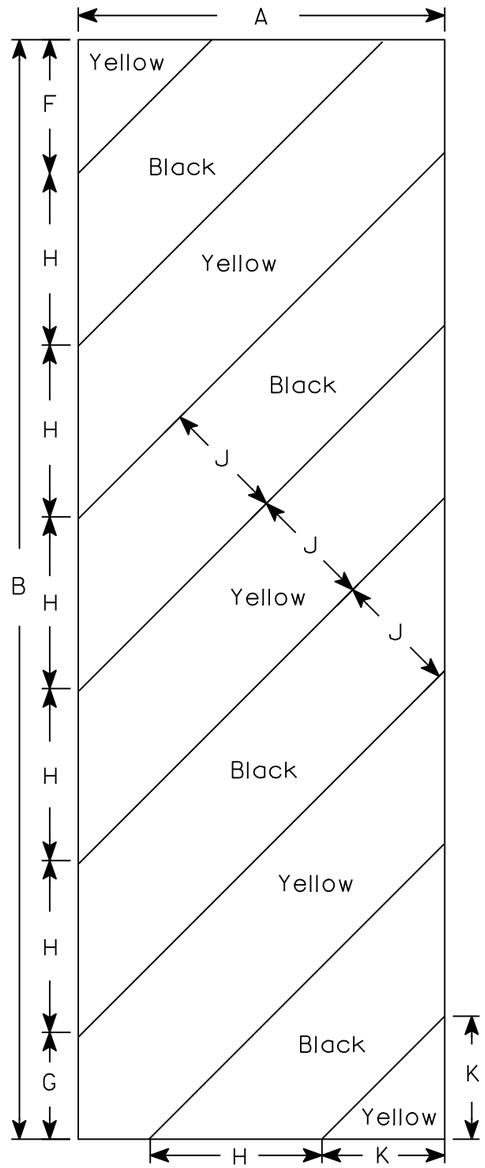
WISDOT/CADDS SHEET 42

7

7



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

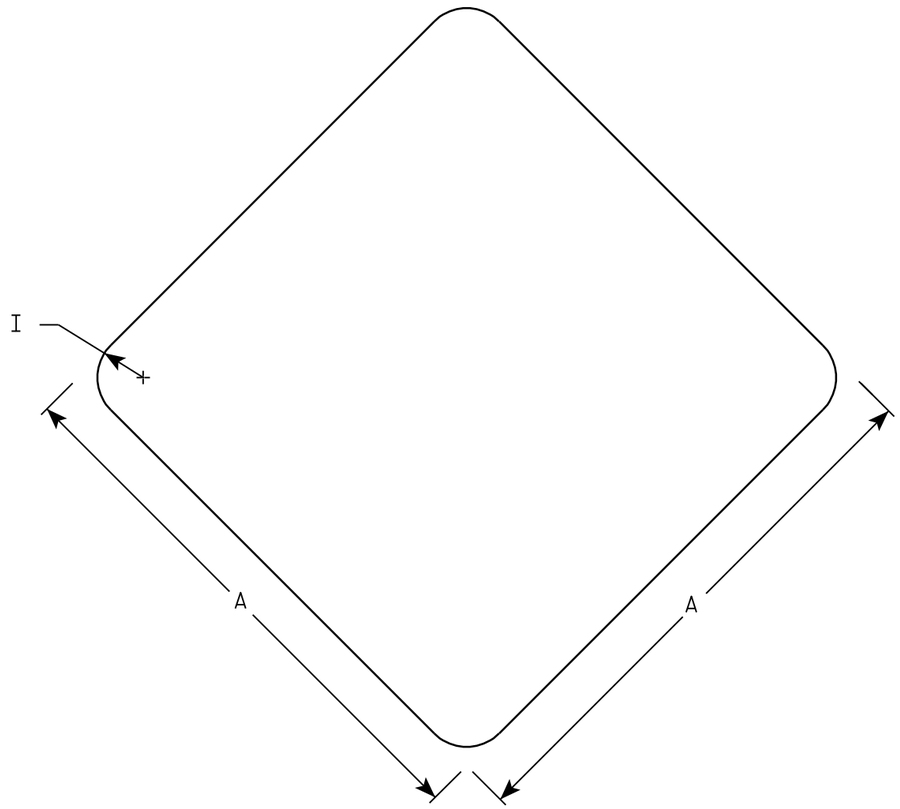
W5-52L & W5-52R

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: 170	E



W5-54

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
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

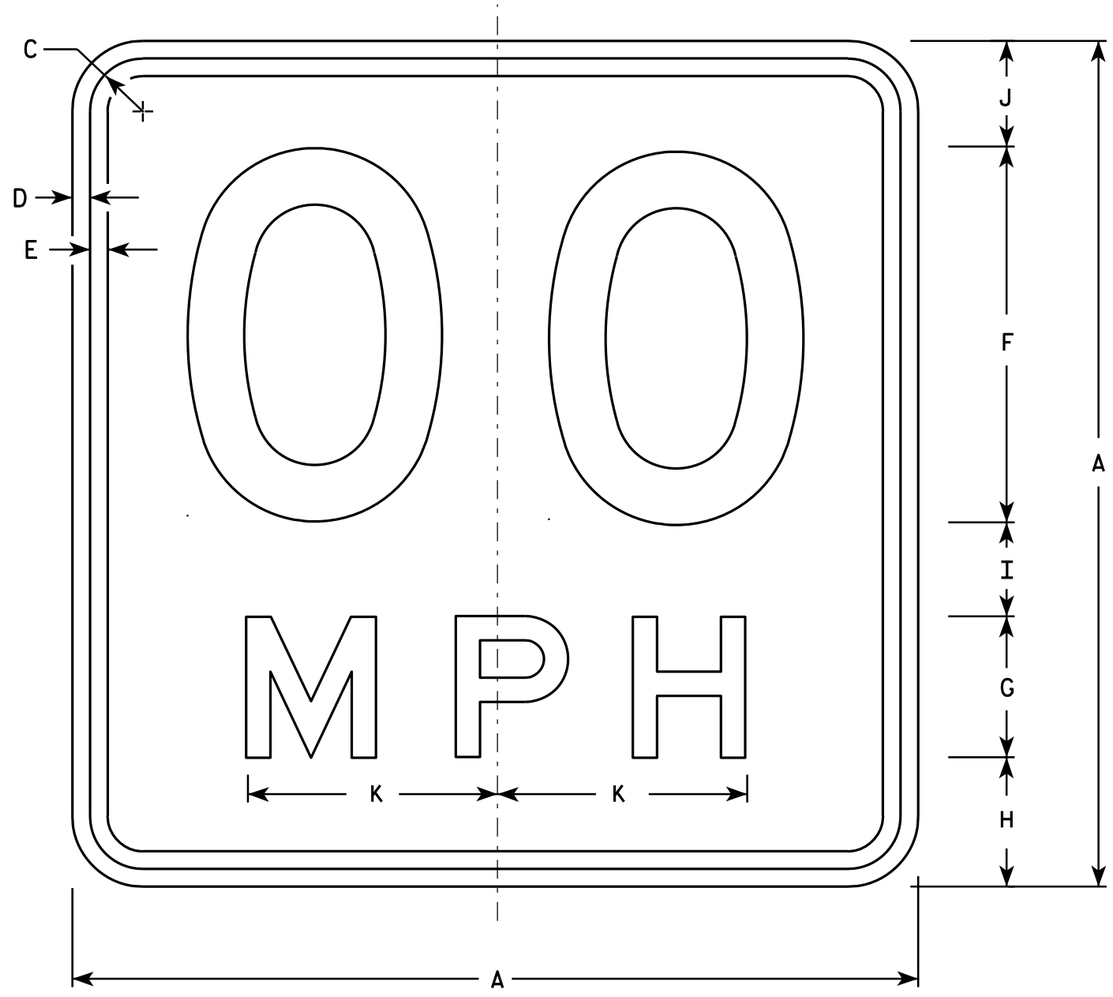
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/3/10 PLATE NO. W5-54.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 171 | 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

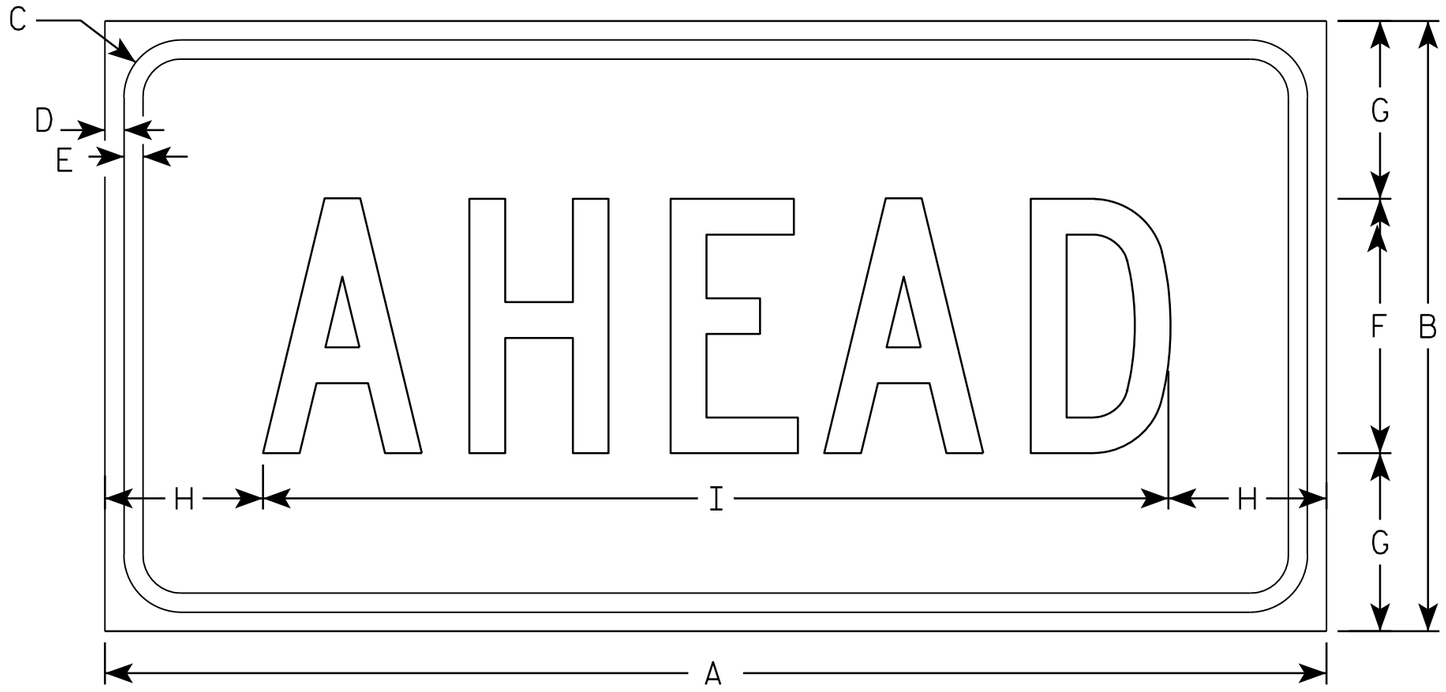
STANDARD SIGN
W13-1

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: 172 | E



W16-9P

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
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

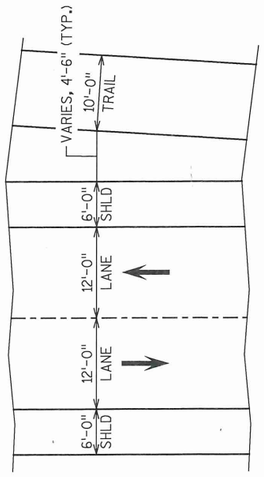
APPROVED Matthew R Rauch
for State Traffic Engineer

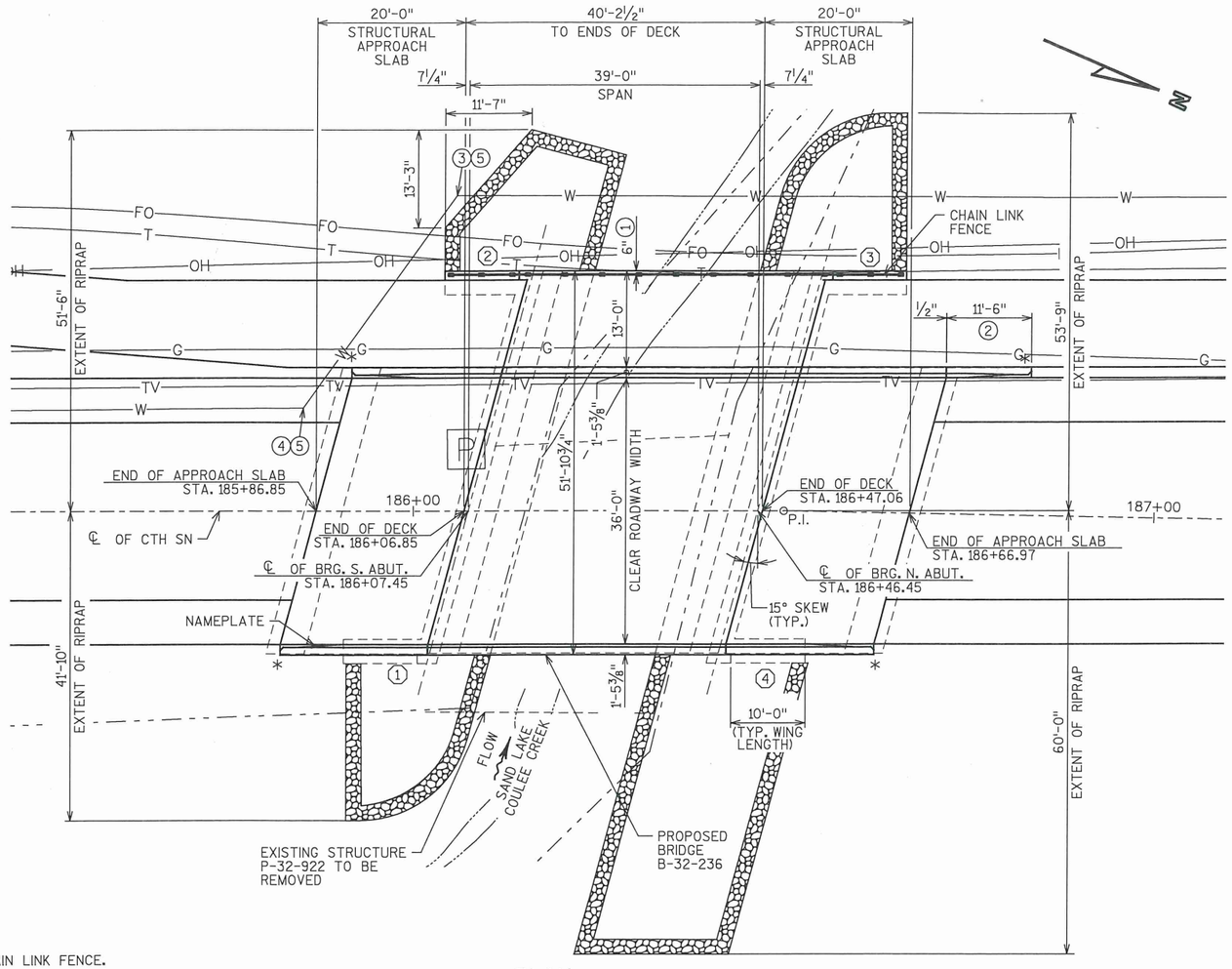
DATE 12/28/10 PLATE NO. W16-9P.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 173 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W169P.DGN PLOT DATE : 28-DEC-2010 13:39 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 2.979524:1.000000
WISDOT/CADDS SHEET 42

STATE PROJECT NUMBER
7067-00-70





PLAN

(SINGLE SPAN REINFORCED CONCRETE FLAT SLAB)

* ANCHOR ASSEMBLY FOR THRIE BEAM TYPE GUARDRAIL.

(X) DENOTES WING NUMBER

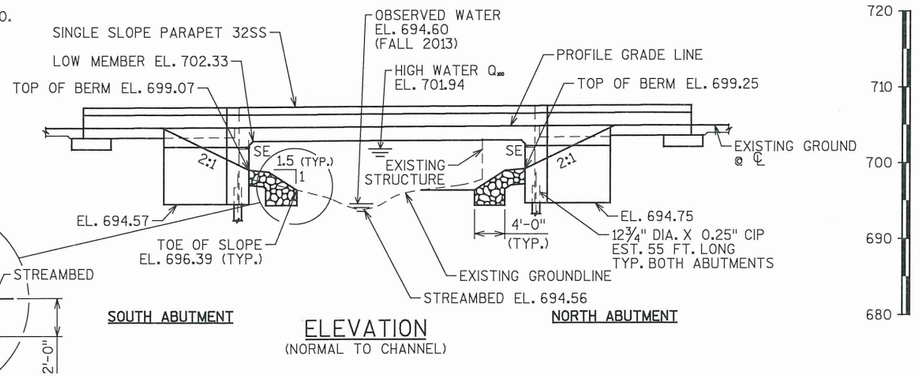
(1) DISTANCE TO CENTERLINE OF CHAIN LINK FENCE.

(2) EXTEND PARAPET ON PARAPET FOOTING BEYOND STRUCTURAL APPROACH SLAB.

(3) APPROXIMATE TOP OF WATER MAIN JOINT ELEVATION 690.00.

(4) APPROXIMATE TOP OF WATER MAIN JOINT ELEVATION 696.00.

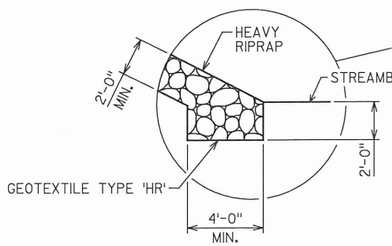
(5) CONTRACTOR SHALL MAINTAIN AND PROTECT EXISTING WATER MAIN DURING CONSTRUCTION.



SOUTH ABUTMENT — NORTH ABUTMENT

ELEVATION

(NORMAL TO CHANNEL)



TOE DETAIL

AT BOTH ABUTMENTS

DESIGN DATA

LIVE LOAD:
- DESIGN LOADING: HL-93
- INVENTORY RATING FACTOR: RF = 1.47
- OPERATING RATING FACTOR: RF = 2.16
- WISCONSIN STANDARD PERMIT VEHICLE (Wis-SPV) = 250 KIPS

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 PSF

INVENTORY AND OPERATING RATINGS DO NOT INCLUDE FUTURE WEARING SURFACE.

MATERIAL PROPERTIES:

CONCRETE SUPERSTRUCTURE	f'c = 4000 P.S.I.
CONCRETE SUBSTRUCTURE	f'c = 3500 P.S.I.
BAR STEEL REINFORCEMENT	fy = 60000 P.S.I.

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON 12¾" DIA. × 0.25" CIP PILING WITH A REQUIRED DRIVING RESISTANCE OF 160 TONS* PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC EQUATION. ESTIMATED 55 FEET LONG AT EACH ABUTMENT.

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

HYDRAULIC DATA

100 YEAR FREQUENCY

Q_{100} =	1100 C.F.S.
VEL. =	7.1 F.P.S.
HW_{100} =	EL. 701.94 FT
WATERWAY AREA =	158 S.F.
DRAINAGE AREA =	5.3 S.Q. MILES
ROADWAY OVERTOPPING =	N/A
SCOUR CRITICAL CODE =	8

2 YEAR FREQUENCY

Q_2 =	222 C.F.S.
VEL. =	4.2 F.P.S.
HW_2 =	EL. 698.55 FT

TRAFFIC DATA

A.D.T. (2018) =	6300
A.D.T. (2038) =	7900
DESIGN SPEED =	40 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN & ELEVATION
2. CROSS SECTION, QUANTITIES & NOTES
3. SUBSURFACE EXPLORATION
4. & 5. SOUTH ABUTMENT DETAILS
6. & 7. NORTH ABUTMENT DETAILS
8. SUPERSTRUCTURE
9. & 10. SUPERSTRUCTURE DETAILS
11. - 13. STRUCTURAL APPROACH SLAB DETAILS
14. PARAPET FOOTING
15. SINGLE SLOPE PARAPET 32SS
16. & 17. SINGLE SLOPE PARAPET 42SS
18. FENCING DETAILS

BENCHMARK

STA. 154+25.02
OFFSET: 134.4 FT. LT.
EL. 720.23
DESCRIPTION: BENCHMARK 202, TOP NUT OF HYDRANT AT JCT OF EAST AVENUE AND CTH SN

BRIDGE OFFICE CONTACT:
BILL DREHER
(608)266-8489

SRF CONTACT:
CASEY BLACK
(763)452-4751

WISCONSIN PROFESSIONAL ENGINEER
CASEY E. BLACK
E-43114
MINNEAPOLIS, MN
8-24-18

NO.	DATE	REVISION	BY

SRF Consulting Group, Inc. — Engineers Planners Designers

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 08/27/18
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-32-236

CTH SN OVER SAND LAKE COULEE CREEK

COUNTY	TOWN ~~CITY/VILLAGE~~
LACROSSE	ONALASKA

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

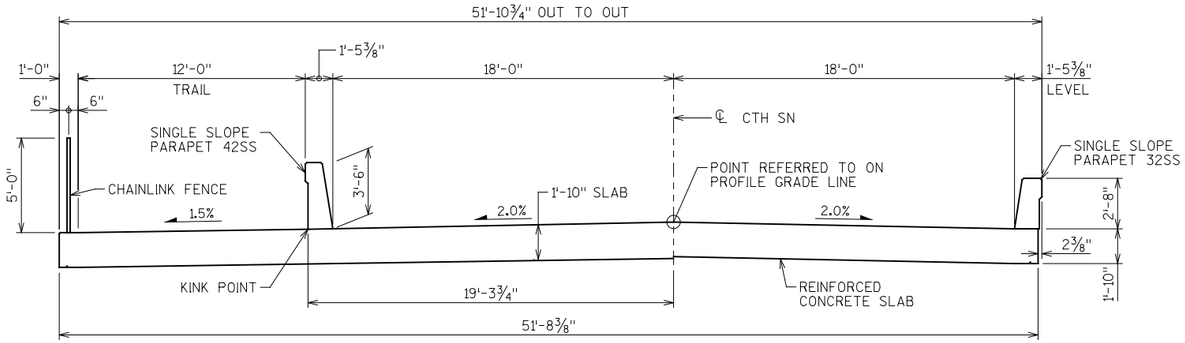
DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
CEB	KLS	ERJ	CEB

GENERAL PLAN & ELEVATION

SHEET 1 OF 18
174

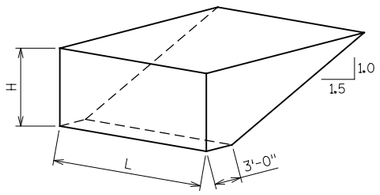
8

8



CROSS SECTION THRU BRIDGE

(LOOKING NORTH)



ABUTMENT BACKFILL DIAGRAM FOR WINGS PARALLEL TO ROADWAY

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

GENERAL NOTES:

DRAWINGS SHALL NOT BE SCALED. BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

SLAB FALSEWORK SHALL BE SUPPORTED ON PILES OF THE SUBSTRUCTURE UNLESS AN ALTERNATE METHOD IS APPROVED BY THE ENGINEER.

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

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

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

SEE ROADWAY PLANS FOR EXISTING UTILITY LOCATIONS.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-ASPHALTIC JOINT SEALER (1" DEEP & HOLD ⅛" BELOW SURFACE OF CONCRETE).

FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION :M153 TYPE 1, 2 OR 3 OR AASHTO DESIGNATION :M213.

THE EXISTING STRUCTURE, TO BE REMOVED, IS A 32.5'LONG BY 32.5'CLEAR ROADWAY WIDTH, ONE-SPAN TIMBER BRIDGE (P-32-922) WITH BITUMINOUS OVERLAY.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES BRIDGES B-32-236" SHALL BE THE EXISTING GROUNDLINE.

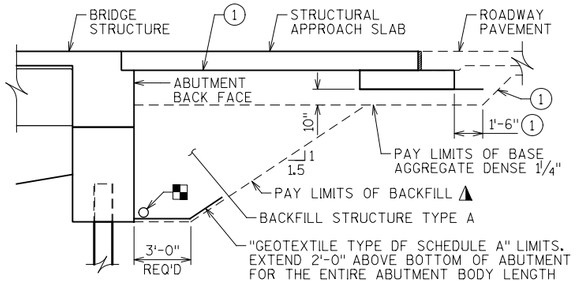
THE BACKFILL QUANTITIES ARE BASED ON THE PAY LIMITS SHOWN ON THE PLANS AND MAY NOT REFLECT ACTUAL PLACED QUANTITIES. "BACKFILL STRUCTURE TYPE A" REQUIRED DIRECTLY BEHIND ABUTMENTS AND ABUTMENT WINGS FOR 3 FEET. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES.

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

CAST-IN-PLACE PILE SHELL MATERIAL SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF DECK SURFACE & THE ENTIRE TOP OF APPROACH SLAB SURAFCES. PIGMENTED SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND THE TOP OF THE PARAPETS (INCLUDING PARAPETS ON APPROACH SLABS AND PARAPET FOOTING).

(1) TOP OF BACKFILL STRUCTURE TYPE A THRU ABUTMENT AT TRAIL. SLOPE BASE AGGREGATE DENSE 1¼" SIMILAR AT TRANSITION FROM STRUCTURAL APPROACH SLAB TO TRAIL SECTION.

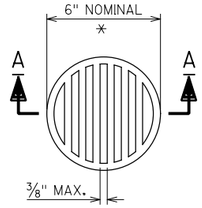


TYPICAL SECTION THRU ABUTMENT

(A1 ABUTMENT WITH STRUCTURAL APPROACH)

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

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



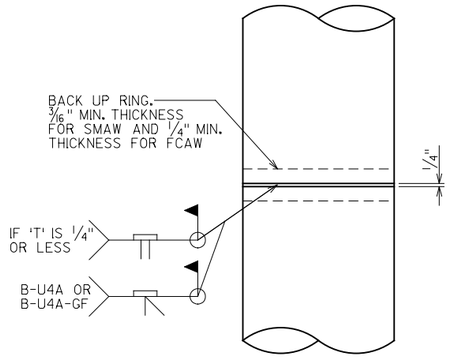
RODENT SHEILD DETAIL

SECTION A-A

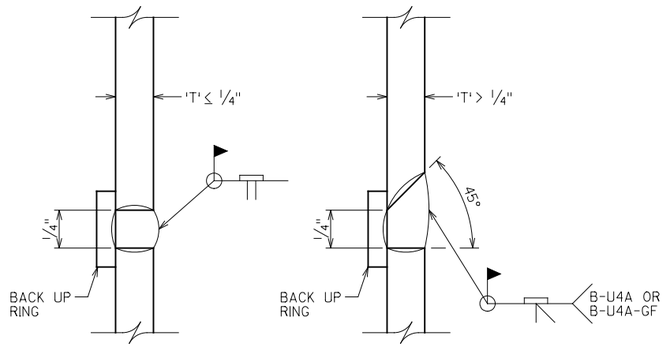
* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

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

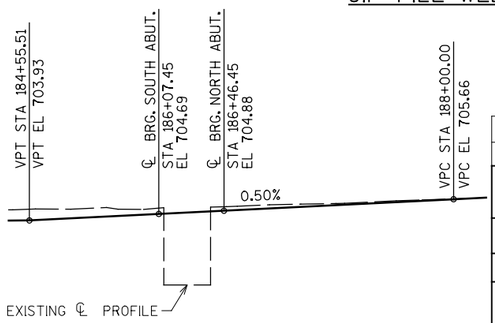
THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X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



CAST-IN-PLACE PIPE PILE



CIP PILE WELD DETAIL



PROFILE GRADE LINE

B-32-236 TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	SOUTH ABUTMENT	S. STRUCT. APPROACH	NORTH ABUTMENT	N. STRUCT. APPROACH	SUPER-STRUCTURE	TOTAL
203.0600.S	REMOVING OLD STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS STA 186+30.00	LS	-	-	-	-	-	1
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-32-236	LS	-	-	-	-	-	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	233	-	247	-	-	480
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	-	166	-	159	-	325
502.0100	CONCRETE MASONRY BRIDGES	CY	64	56	64	59	164	407
502.3200	PROTECTIVE SURFACE TREATMENT	SY	-	14	-	14	248	276
502.3210	PIGMENTED SURFACE SEALER	SY	-	19	-	24	37	80
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	3790	-	3790	-	-	7580
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	1350	8560	1360	8990	33740	54000
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	-	-	-	-	370	370
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	15	-	15	-	-	30
550.2124	PILING CIP CONCRETE 12 3/4 X 0.25-INCH	LF	440	-	440	-	-	880
606.0300	RIPRAP HEAVY	CY	114	-	171	-	-	285
612.0206	PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	20	-	20	-	-	40
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	72	-	72	-	-	144
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	-	2	-	2	-	4
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	58	-	58	-	-	116
645.0120	GEOTEXTILE TYPE HR	SY	208	-	300	-	-	508
SPV.0090.01	FENCE CHAIN LINK POLYMER-COATED 5-FT B-32-236	LF	10	-	10	-	43	63
							-	
	NON-BID ITEMS						-	
	FILLER	SIZE	-	-	-	-	-	0.5", 1.0", 1.5"
	POLYETHYLENE SHEETS	SIZE	-	-	-	-	-	0.03"
	NAME PLATE	EACH	-	-	-	-	-	1

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-32-236

DRAWN BY ERJ | PLANS CK'D. CEB

CROSS SECTION, QUANTITIES & NOTES

SHEET 2 OF 18
175

8

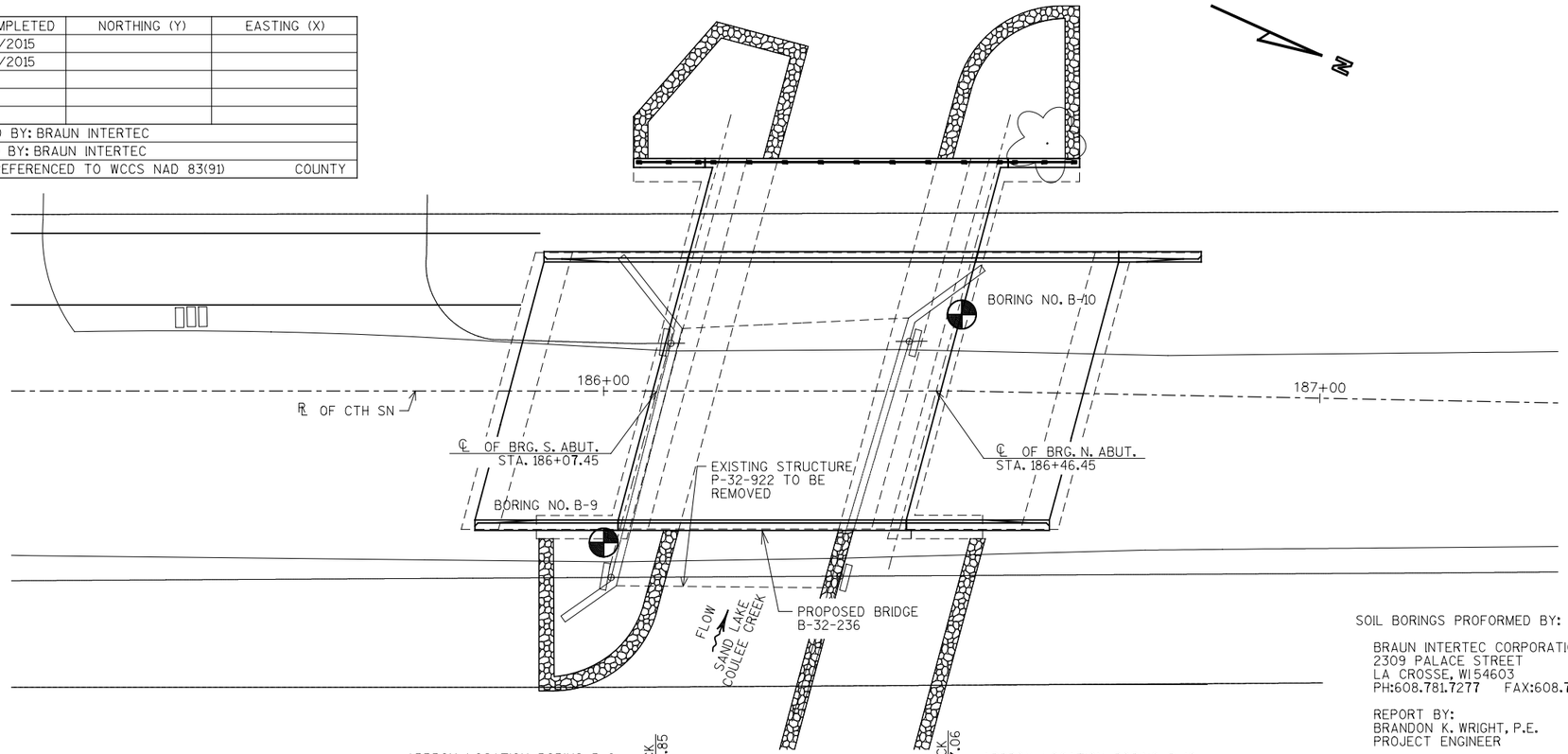
8

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B-9	10/27/2015		
B-10	10/27/2015		

BORINGS COMPLETED BY: BRAUN INTERTEC

REPORT COMPLETED BY: BRAUN INTERTEC

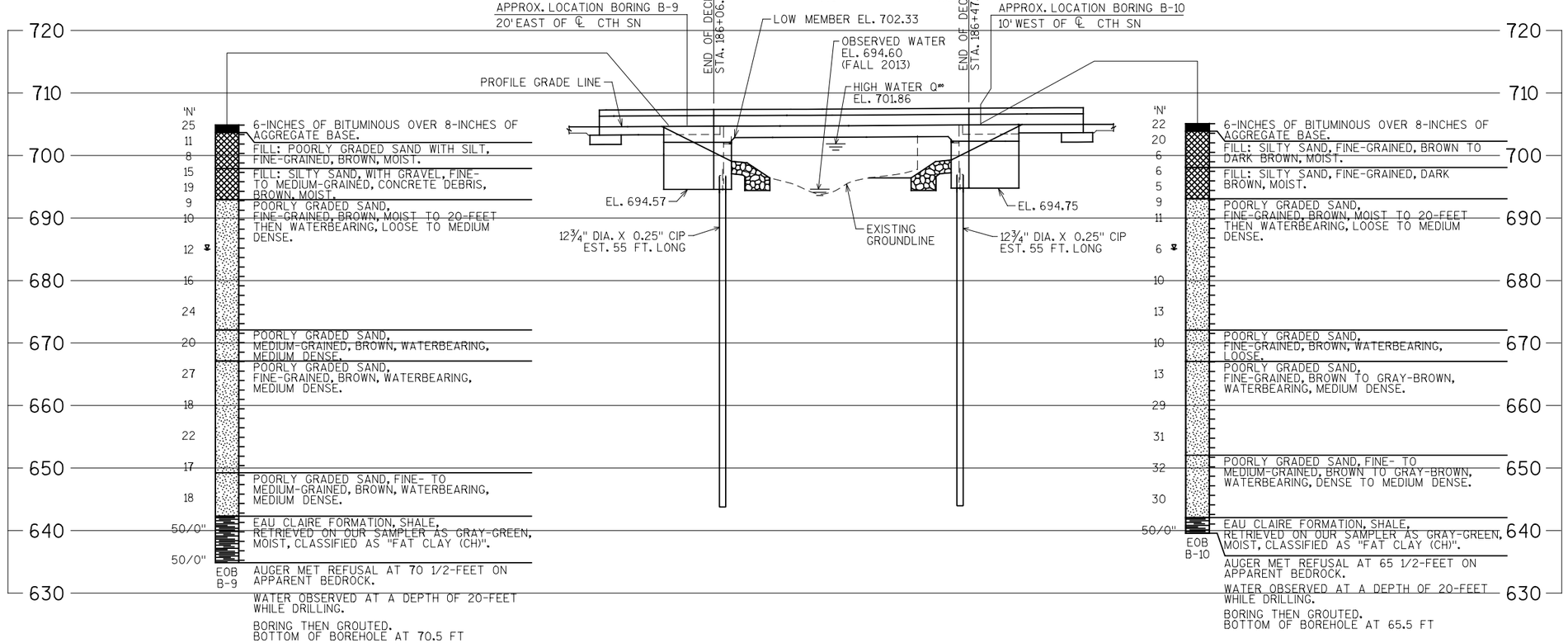
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) COUNTY



SOIL BORINGS PROFORMED BY:

BRAUN INTERTEC CORPORATION
2309 PALACE STREET
LA CROSSE, WI 54603
PH:608.781.7277 FAX:608.781.7279

REPORT BY:
BRANDON K. WRIGHT, P.E.
PROJECT ENGINEER



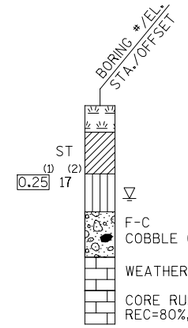
STATE PROJECT NUMBER

7067-00-70

MATERIAL SYMBOLS

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

LEGEND OF BORING



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

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

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

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

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-32-236

DRAWN BY ERJ | PLANS CK'D. CEB

SUBSURFACE EXPLORATION

SHEET 3 OF 18
176

8

8

FILE NAME : M:\Projects\8184\BR\Plans\Final\B-32-236-SSE.dgn

PLOT DATE : 8/24/2018

STATE PROJECT NUMBER

7067-00-70

GENERAL NOTES

FOR PILE SPLICE SEE SHEET 2.

FILL/EXCAVATION TO BOTTOM OF ABUTMENT EL. 696.57 BEFORE DRIVING PILING.

SEE SHEET 2 FOR STRUCTURE BACKFILL AND PIPE UNDERDRAIN DETAIL.

ABUTMENTS SUPPORTED ON 12¾" DIA. CIP PILING WITH A REQUIRED DRIVING RESISTANCE OF 160 TONS PER PILE AS REQUIRED BY THE MODIFIED GATES DYNAMIC EQUATION. ESTIMATED 55'LONG AT THE ABUTMENT. PILE POINTS REQUIRED.

F.F. - FRONT FACE
B.F. - BACK FACE

(X) DENOTES WING NUMBER.

(1) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE. EXTEND FROM BRIDGE SEAT TO TOP OF WING.

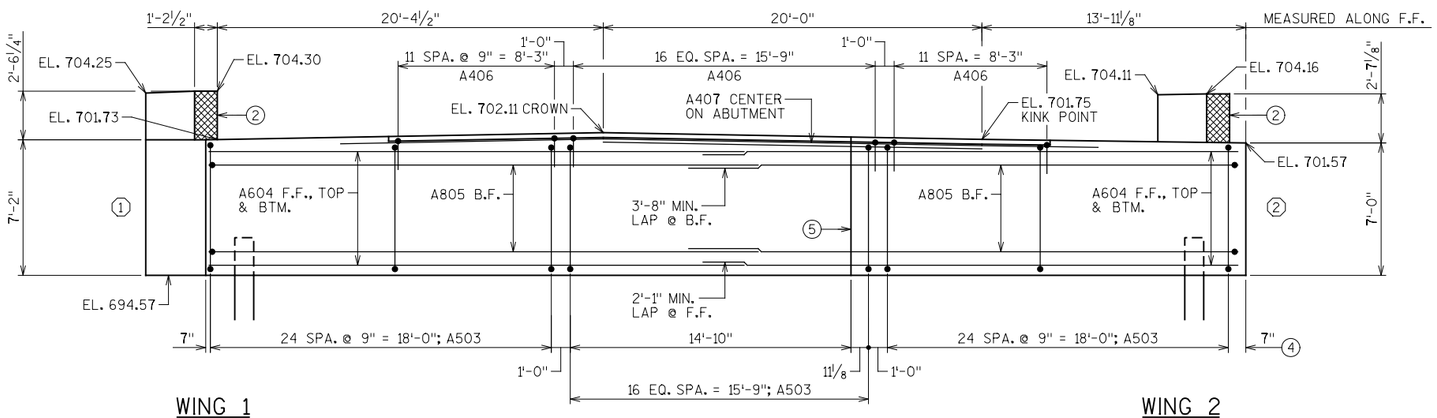
(2) ½" FILLER - TO EXTEND FROM BRIDGE SEAT TO TOP OF WING. FILLER INCLUDED IN WING LENGTH. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(3) ¾" CORK FILLER ON VERTICAL FACE ONLY.

(4) MEASURED ALONG ℄ OF ABUTMENT.

(5) PIPE UNDERDRAIN WRAPPED (6-INCH), SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS SHOWN ON SHEET 2.

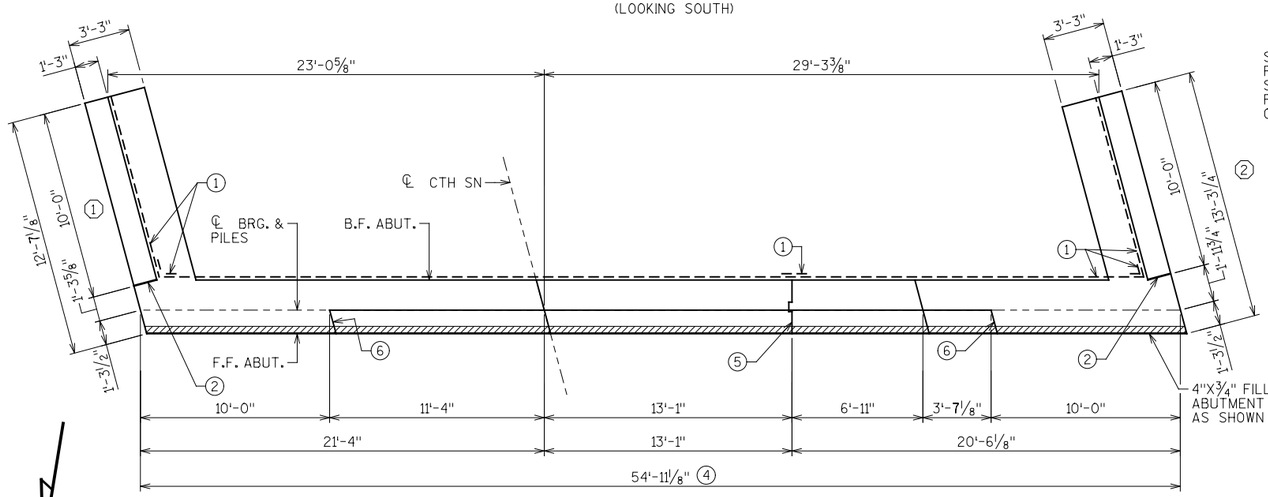
(6) ¾" FILLER ON VERTICAL FACE OF STEP.



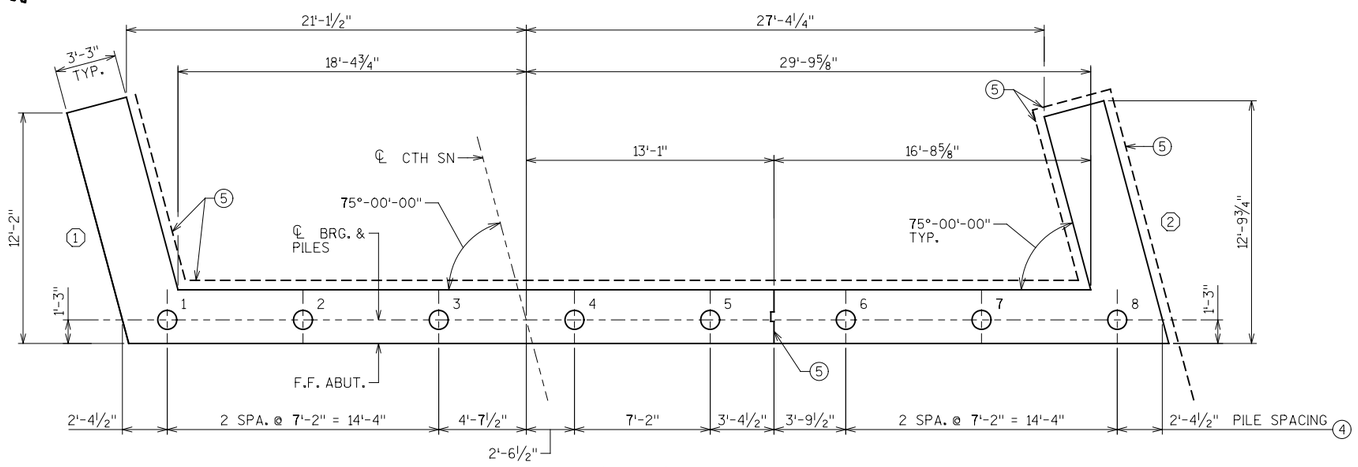
WING 1 WING 2

ELEVATION

(LOOKING SOUTH)

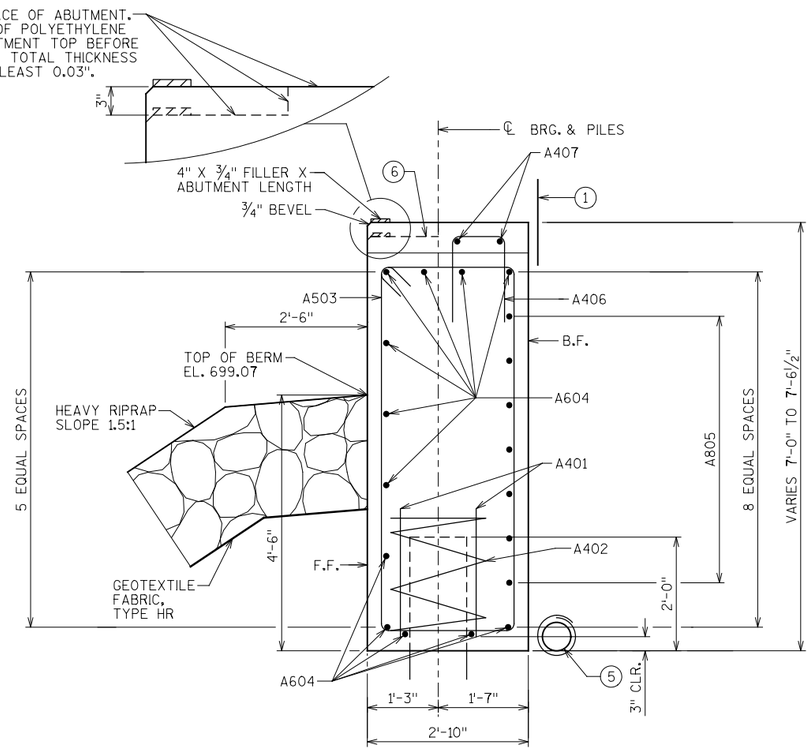


PLAN



PILE PLAN

STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".



SECTION THRU ABUTMENT BODY

ALL HORIZONTAL BARS NOT LABELED ARE A604 BARS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-32-236

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SOUTH ABUTMENT DETAILS

SHEET 4 OF 18
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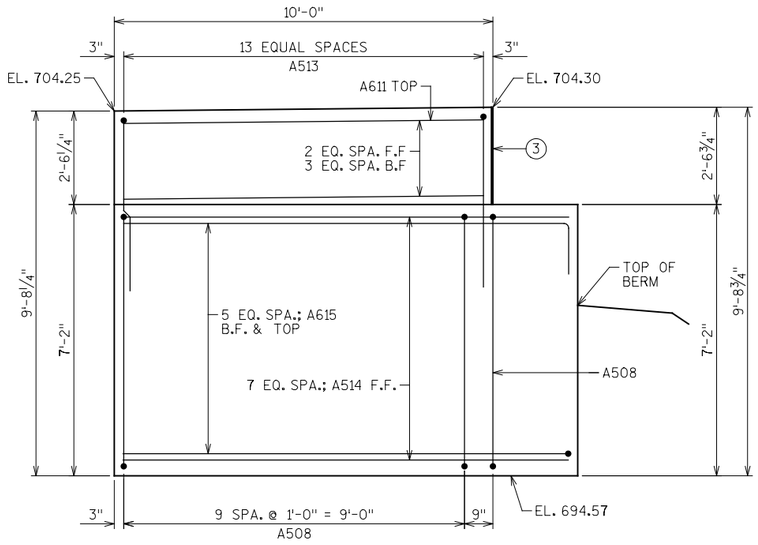
FILE NAME : M:\Projects\8184\BR\Plans\Final\B-32-236-SA1.dgn

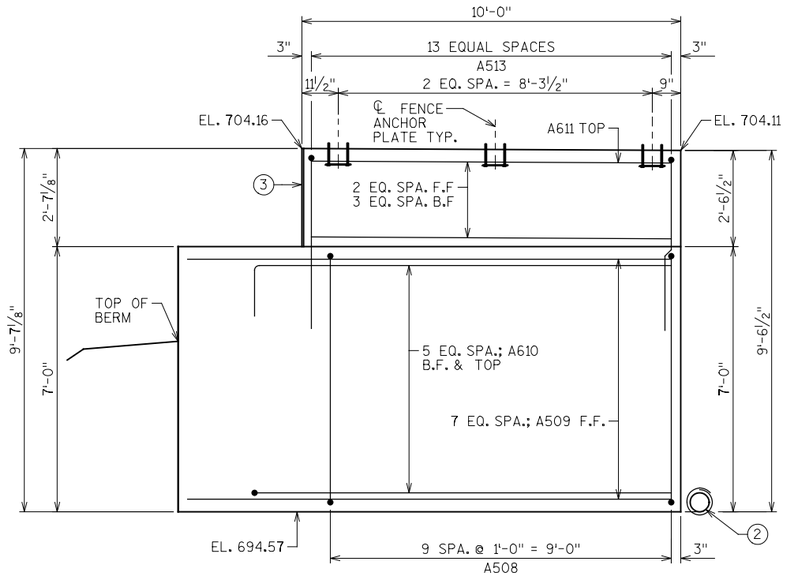
PLOT DATE : 8/24/2018

STATE PROJECT NUMBER

7067-00-70



WING 1 ELEVATION



WING 2 ELEVATION

BILL OF REINFORCEMENT: SOUTH ABUTMENT

BAR NO.	COATED	UNCOATED	NO. REQ'D.	LENGTH	BENT	BUNDLED	SERIES	3790 LB. PLAIN / 1350 LB. COATED / LOCATION
A401		X	16	2 - 3				PILE VERT
A402		X	8	28 - 0	X			PILE TIE
A503		X	67	18 - 8	X			STEM TIE
A604		X	24	28 - 3				STEM HORIZ
A805		X	14	29 - 11	X			STEM HORIZ
A406		X	41	4 - 1	X			STEM TOP
A407		X	2	40 - 0				STEM HORIZ
A508	X		21	19 - 8	X			WW VERT
A509	X		8	12 - 8				WW HORIZ
A610	X		8	12 - 2	X			WW HORIZ
A611	X		4	9 - 6				WW HORIZ
A412	X		10	9 - 6				WW HORIZ
A513	X		28	9 - 9	X			WW VERT
A514	X		8	12 - 2				WW HORIZ
A615	X		8	13 - 3	X			WW HORIZ

ALL REINFORCING BARS ARE ENGLISH.

BAR DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BARS.

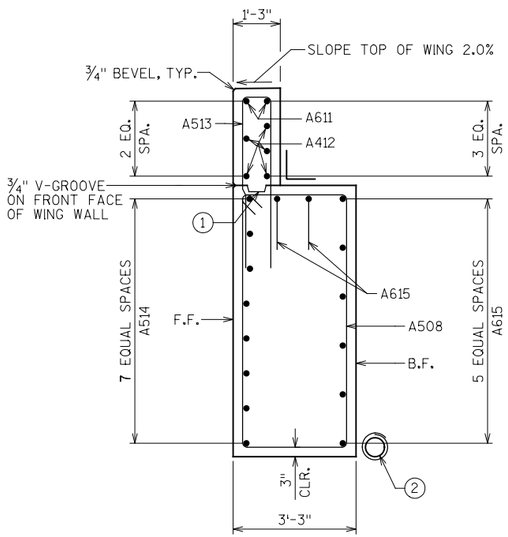
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

FF - FRONT FACE
BF - BACK FACE
EF - EACH FACE

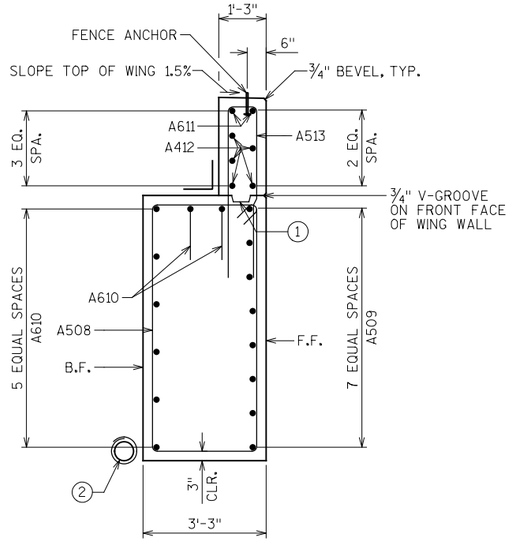
(1) OPTIONAL KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6" KEYWAY, WITH MEMBRANE ON BACK FACE.

(2) PIPE UNDERDRAIN WRAPPED (6-INCH), SLOPE 0.5% MIN. TO SUITABLE DRAINAGE.

(3) ½" FILLER - TO EXTEND FROM BRIDGE SEAT TO TOP OF WING. FILLER INCLUDED IN WING LENGTH. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

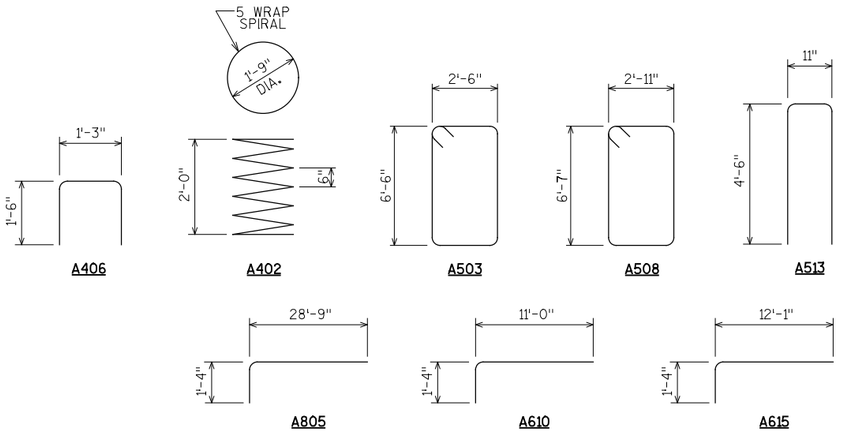


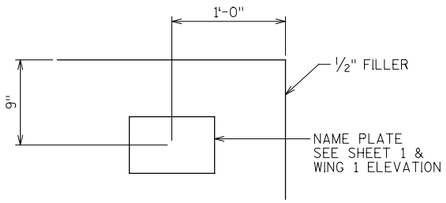
WING 1 SECTION



WING 2 SECTION

SEE SHEET 18 FOR RAIL POST ANCHORS





NAME PLATE LOCATION
(ON WING 1)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-32-236

DRAWN BY JEH | PLANS CK'D. CEB

SOUTH ABUTMENT DETAILS

SHEET 5 OF 18
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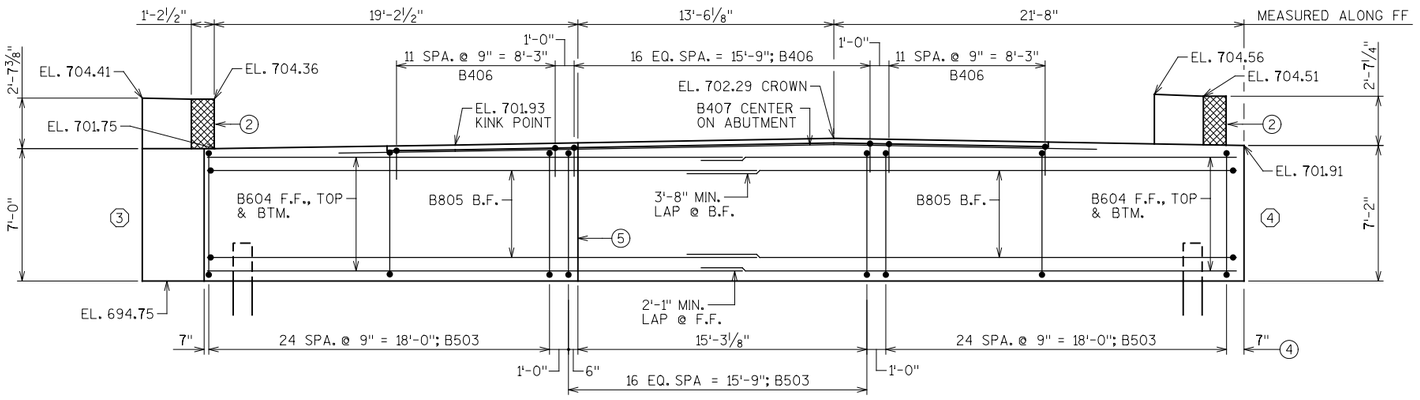
FILE NAME : M:\Projects\8184\BR\Plans\Final\B-32-236-SA2.dgn

PLOT DATE : 8/24/2018

STATE PROJECT NUMBER

7067-00-70



WING 3 — ELEVATION (LOOKING NORTH) — WING 4

GENERAL NOTES

FOR PILE SPLICE SEE SHEET 2.

FILL/EXCAVATION TO BOTTOM OF ABUTMENT EL. 696.57 BEFORE DRIVING PILING.

SEE SHEET 2 FOR STRUCTURE BACKFILL AND PIPE UNDERDRAIN DETAIL.

ABUTMENTS SUPPORTED ON 12¾" DIA. CIP PILING WITH A REQUIRED DRIVING RESISTANCE OF 160 TONS PER PILE AS REQUIRED BY THE MODIFIED GATES DYNAMIC EQUATION. ESTIMATED 55' LONG AT THE ABUTMENT. PILE POINTS REQUIRED.

F.F. - FRONT FACE
B.F. - BACK FACE

(X) DENOTES WING NUMBER.

(1) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE. EXTEND FROM BRIDGE SEAT TO TOP OF WING.

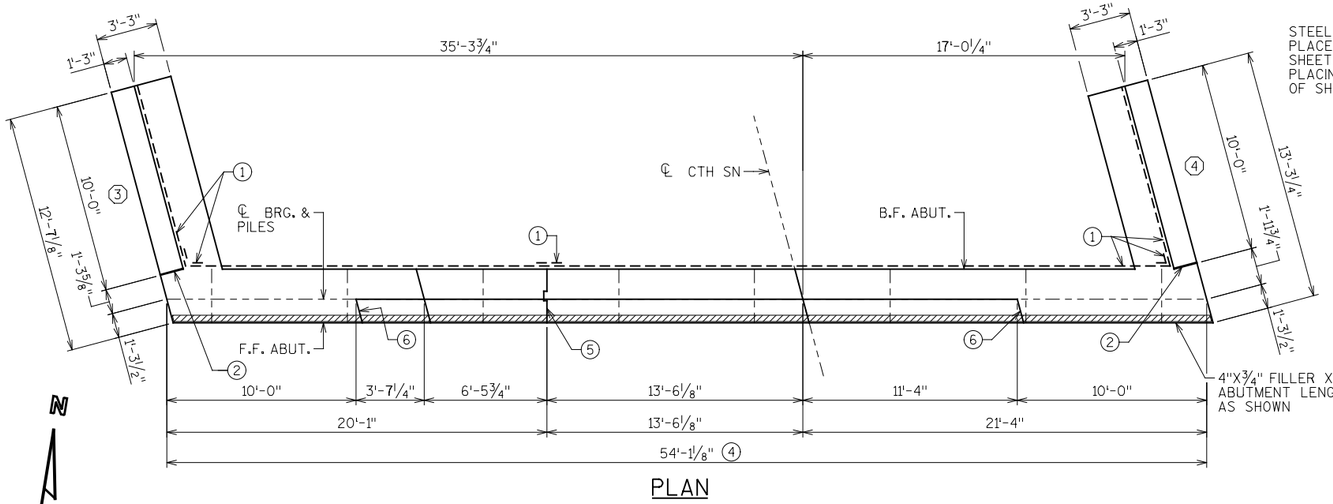
(2) ½" FILLER - TO EXTEND FROM BRIDGE SEAT TO TOP OF WING. FILLER INCLUDED IN WING LENGTH. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(3) ¾" CORK FILLER ON VERTICAL FACE ONLY.

(4) MEASURED ALONG ℄ OF ABUTMENT.

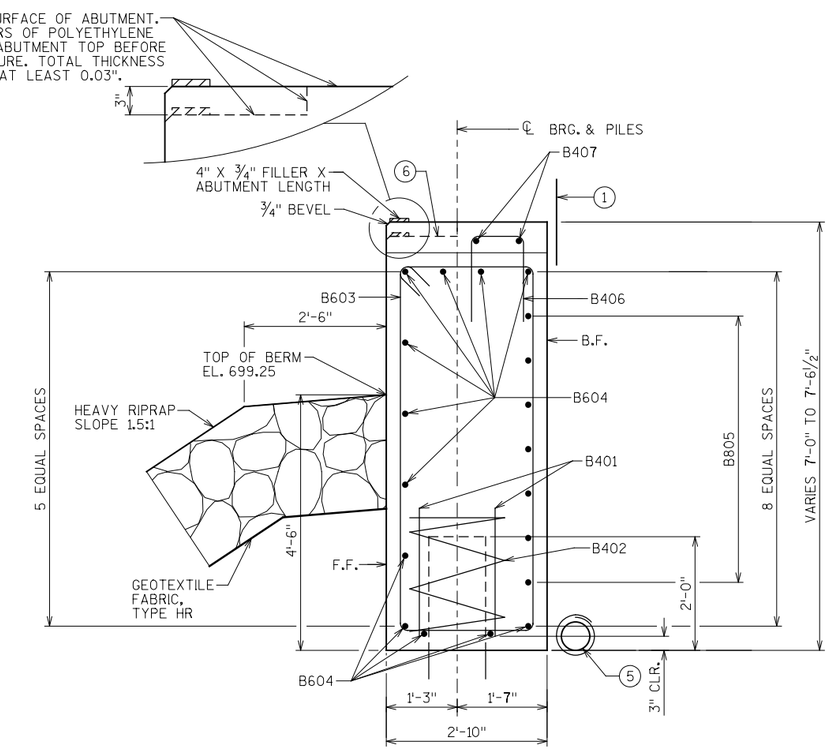
(5) PIPE UNDERDRAIN WRAPPED (6-INCH), SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN AS SHOWN ON SHEET 2.

(6) ¾" FILLER ON VERTICAL FACE OF STEP.



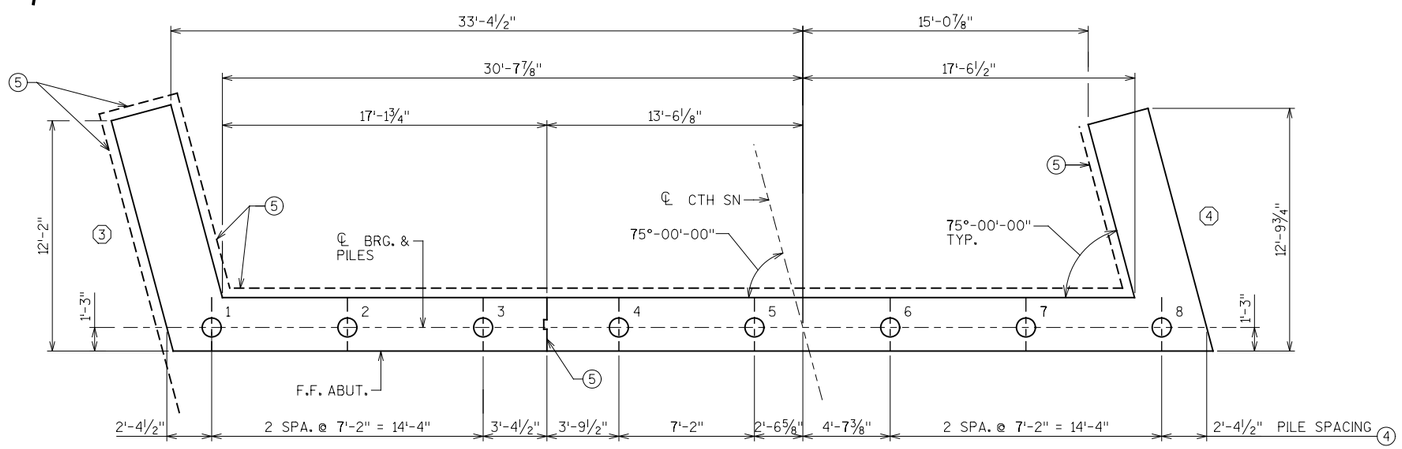
PLAN

STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".



SECTION THRU ABUTMENT BODY

ALL HORIZONTAL BARS NOT LABELED ARE B604 BARS



PILE PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-32-236

DRAWN BY JEH | PLANS CK'D. CEB

NORTH ABUTMENT DETAILS

SHEET 6 OF 18
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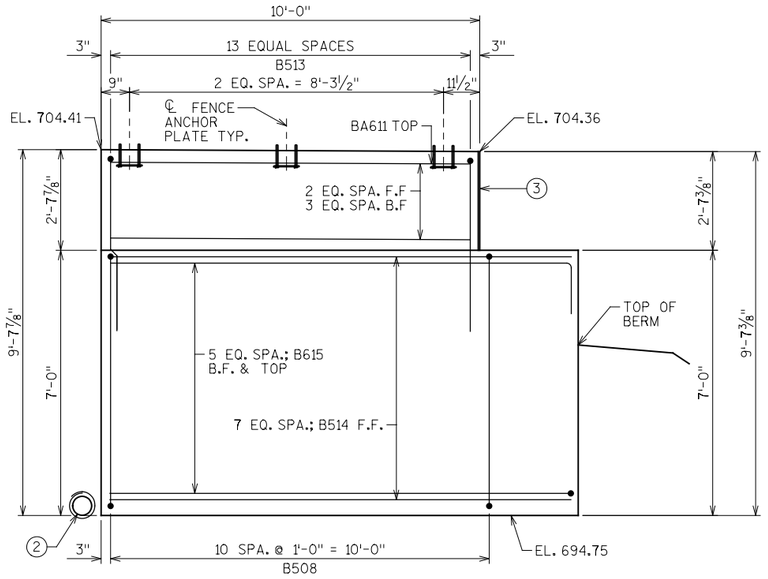
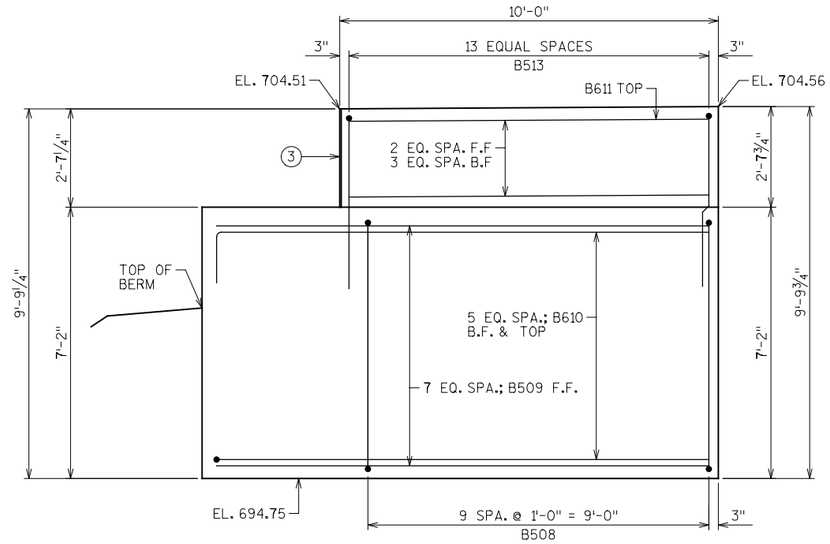
STATE PROJECT NUMBER

7067-00-70



WING 3 ELEVATION



WING 4 ELEVATION

BILL OF REINFORCEMENT: NORTH ABUTMENT

BAR NO.	COATED	UNCOATED	NO. REQ'D.	LENGTH	BENT	BUNDLED	SERIES	3790 LB. PLAIN / 1360 LB. COATED / LOCATION
B401		X	16	2 - 3				PILE VERT
B402		X	8	28 - 0	X			PILE TIE
B503		X	67	18 - 8	X			STEM TIE
B604		X	24	28 - 3				STEM HORIZ
B805		X	14	29 - 11	X			STEM HORIZ
B406		X	41	4 - 1	X			STEM TOP
B407		X	2	40 - 0				STEM HORIZ
B508	X		21	19 - 8	X			WW VERT
B509	X		8	12 - 7				WW HORIZ
B610	X		8	12 - 9	X			WW HORIZ
B611	X		4	9 - 6				WW HORIZ
B412	X		10	9 - 6				WW HORIZ
B513	X		28	9 - 9	X			WW VERT
B514	X		8	12 - 2				WW HORIZ
B615	X		8	13 - 6	X			WW HORIZ
				-				

ALL REINFORCING BARS ARE ENGLISH.

BAR DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BARS.

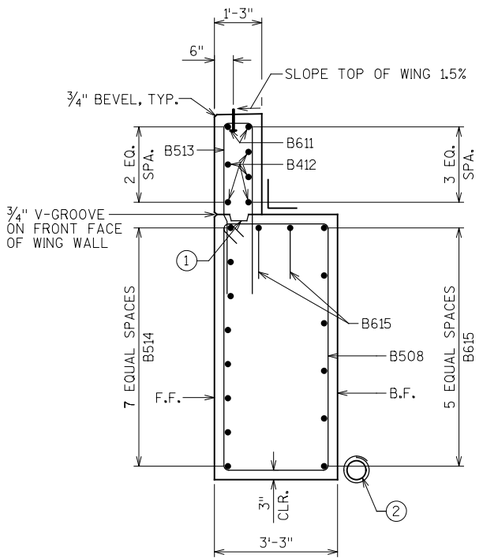
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

FF - FRONT FACE
BF - BACK FACE
EF - EACH FACE

(1) OPTIONAL KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6" KEYWAY, WITH MEMBRANE ON BACK FACE.

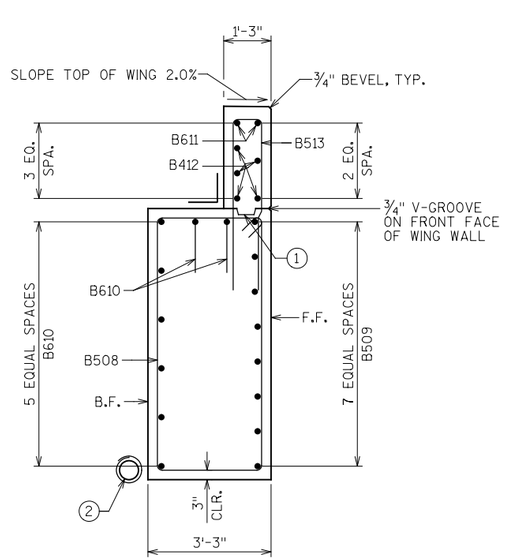
(2) PIPE UNDERDRAIN WRAPPED (6-INCH), SLOPE 0.5% MIN. TO SUITABLE DRAINAGE.

(3) ½" FILLER - TO EXTEND FROM BRIDGE SEAT TO TOP OF WING. FILLER INCLUDED IN WING LENGTH. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

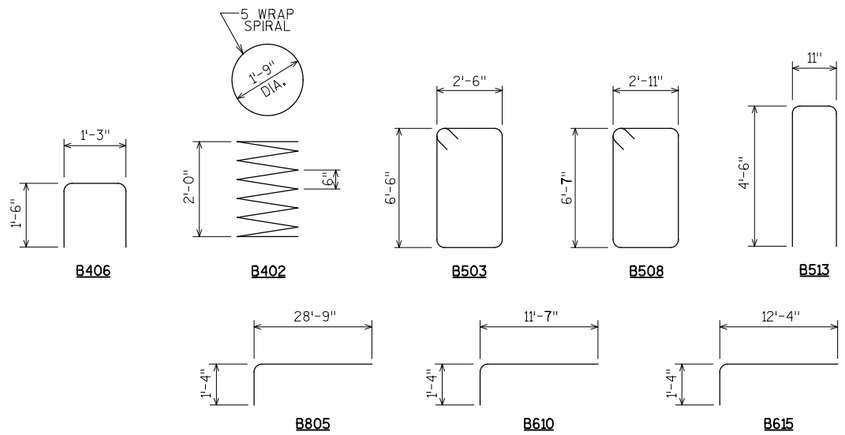


WING 3 SECTION

SEE SHEET 18 FOR RAIL POST ANCHORS



WING 4 SECTION



NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-32-236

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NORTH ABUTMENT DETAILS

SHEET 7 OF 18
180

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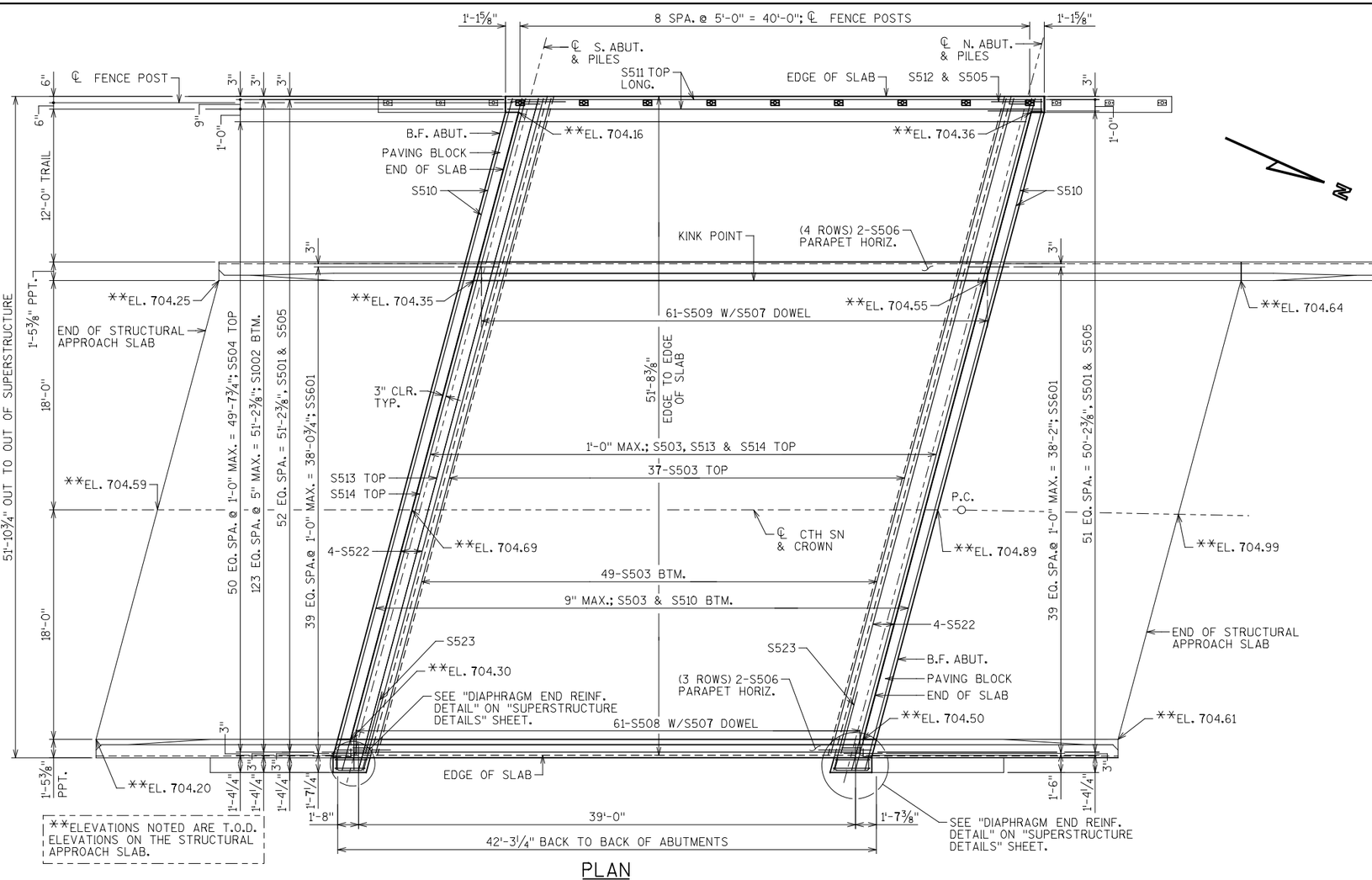
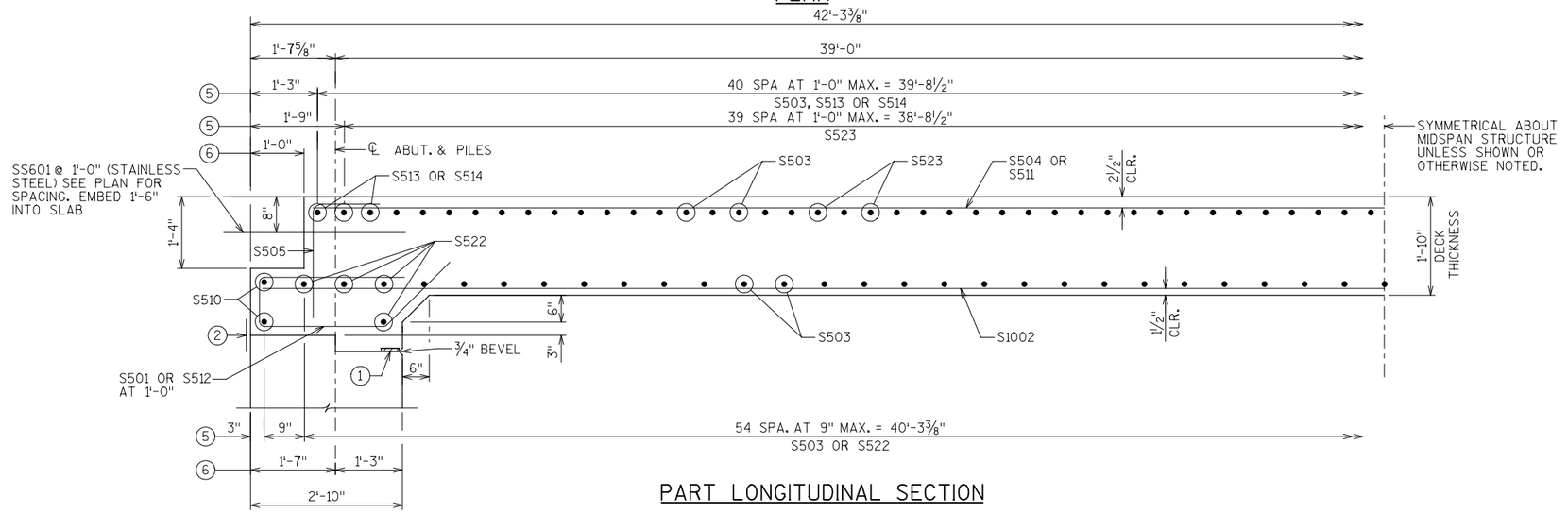
FILE NAME : M:\Projects\8184\BR\Plans\Final\B-32-236-NA2.dgn

PLOT DATE : 8/24/2018

STATE PROJECT NUMBER
7067-00-70



PLAN



PART LONGITUDINAL SECTION

NOTES:

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

ALL SLAB THICKNESS DIMENSIONS ARE MINIMUM. ANY TOLERANCES NECESSARY TO CORRECT CONSTRUCTION DISCREPANCIES ARE TO BE (+).

BOTH PARAPETS PLACED ON TOP OF THE SLAB SHALL BE POURED PRIOR TO ALL FALSEWORK BEING RELEASED. ALL FALSEWORK IS TO BE RELEASED TOGETHER.

CAMBER SPANS AS SHOWN TO PROVIDE FOR DEAD LOAD DEFLECTION AND FUTURE CREEP. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT. (SEE "SUPERSTRUCTURE DETAILS" SHEET FOR CAMBER VALUES).

PRIOR TO RELEASING SLAB FALSEWORK, TAKE TOP OF SLAB ELEVATIONS AT THE ℄ OF ABUTMENTS AND AT 5/10 PTS. TO VERIFY CAMBER. TAKE ELEVATIONS ALONG GUTTER LINES AND CROWN.

(1) 4" X ¾" FILLER LENGTH OF ABUTMENT.

(2) 18" RUBBERIZED MEMBRANE WATERPROOFING (RMW) TO EXTEND FROM BRIDGE SEAT TO TOP OF WING AND BETWEEN INSIDE FACES OF WINGS. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.

(3) SEE SINGLE SLOPE PARAPET 32SS SECTION D ON SHEET 11 FOR BARS TO BE PLACED ON WINGWALLS.

(4) SEE SINGLE SLOPE PARAPET DETAILS ON SHEETS 11 & 12 FOR BARS TO BE PLACED ON STRUCTURAL APPROACH SLAB.

(5) MEASURED ALONG CENTERLINE OF ROADWAY.

(6) MEASURED PERPENDICULAR TO CENTERLINE OF ABUTMENT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-32-236

DRAWN BY JEH | PLANS CK'D. CEB

SUPERSTRUCTURE

SHEET 8 OF 18
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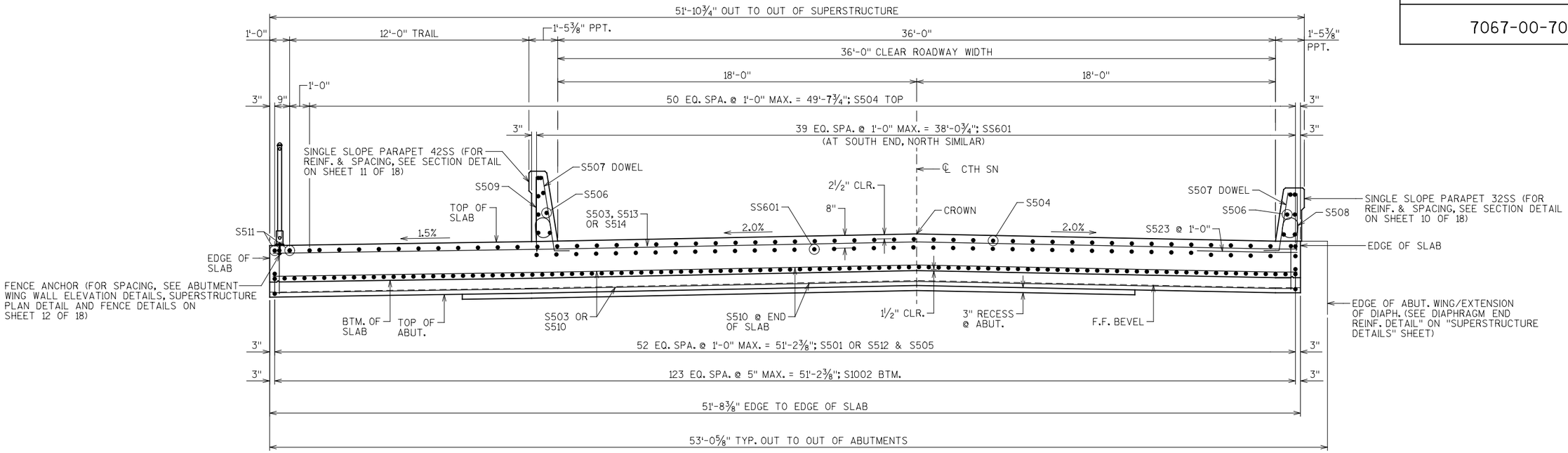
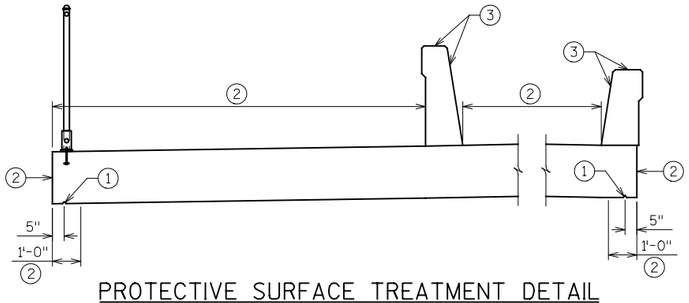
STATE PROJECT NUMBER
7067-00-70



CROSS SECTION THRU SLAB LOOKING UPSTATION



PROTECTIVE SURFACE TREATMENT DETAIL

EDGE OF DECK ELEVATIONS								
	EAST EDGE		CENTERLINE/CROWN		KINK POINT		WEST EDGE	
SPAN PT.	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
S. ABUT.	186+02.29	704.31	186+07.45	704.70	186+12.63	704.34	186+16.15	704.16
0.1	186+06.19	704.33	186+11.35	704.72	186+16.53	704.36	186+20.05	704.18
0.2	186+10.09	704.35	186+15.25	704.74	186+20.43	704.38	186+23.95	704.20
0.3	186+13.99	704.37	186+19.15	704.76	186+24.33	704.40	186+27.85	704.22
0.4	186+17.89	704.39	186+23.05	704.78	186+28.23	704.41	186+31.75	704.24
0.5	186+21.79	704.41	186+26.95	704.79	186+32.13	704.43	186+35.65	704.25
0.6	186+25.69	704.43	186+30.85	704.81	186+36.03	704.45	186+39.55	704.27
0.7	186+29.59	704.45	186+34.75	704.83	186+39.93	704.47	186+43.45	704.29
0.8	186+33.49	704.47	186+38.65	704.85	186+43.83	704.49	186+47.35	704.31
0.9	186+37.39	704.49	186+42.55	704.87	186+47.73	704.51	186+50.60	704.33
N. ABUT.	186+41.29	704.51	186+46.45	704.89	186+51.24	704.53	186+54.49	704.35

NOTES:

ALL SLAB THICKNESS DIMENSIONS ARE MINIMUM. ANY TOLERANCES NECESSARY TO CORRECT CONSTRUCTION DISCREANCES ARE TO BE PLUS (+).

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

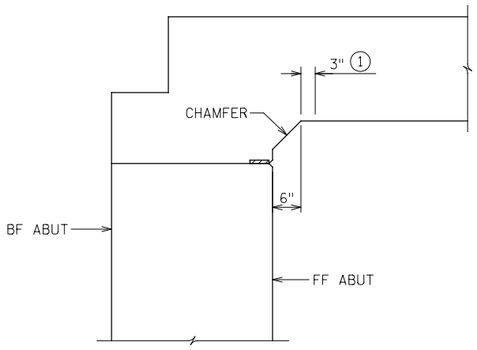
PRIOR TO RELEASING SLAB FALSEWORK, TAKE TOP OF SLAB ELEVATIONS AT THE ℄ OF ABUTMENTS AND AT 5/10 PTS. TO VERIFY CAMBER. TAKE ELEVATIONS ALONG EDGE OF DECK AND AT ℄.

FF - FRONT FACE
BF - BACK FACE

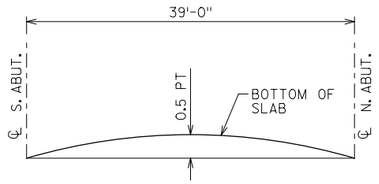
(1) ¾" V-GROOVE. TERMINATE 3" CHAMFER AT ABUTMENTS. SEE DETAIL ON THIS SHEET.

(2) COAT WITH "PROTECTIVE SURFACE TREATMENT" AS PER THE STANDARD SPECIFICATIONS.

(3) COAT WITH "PIGMENTED SURFACE TREATMENT" AS PER THE STANDARD SPECIFICATIONS.



DRIP GROOVE DETAIL AT ABUTMENT



CAMBER DIAGRAM

CAMBER SPAN AS SHOWN (USING VALUES IN TABLE) TO PROVIDE FOR DEAD LOAD DEFLECTION AND FUTURE CREEP. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT.

SPAN (PT)	CAMBER (IN)
℄ S ABUT	0
0.1	⅜
0.2	¾
0.3	1
0.4	1¼
0.5	1¼
0.6	1¼
0.7	1
0.8	¾
0.9	⅜
℄ N ABUT	0

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-32-236

DRAWN BY JEH | PLANS CK'D. CEB

SUPERSTRUCTURE DETAILS

SHEET 9 OF 18
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STATE PROJECT NUMBER
7067-00-70

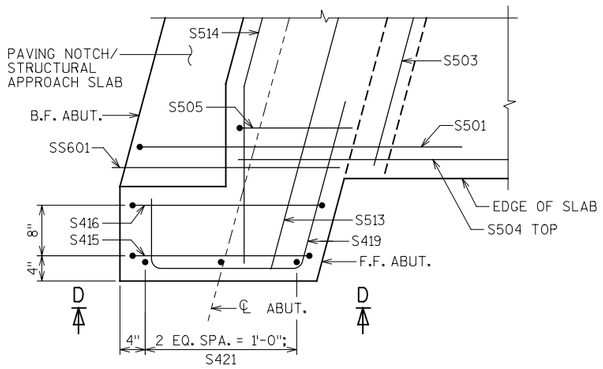
BILL OF REINFORCEMENT: SUPERSTRUCTURE

BAR NO.	COATED	STAINLESS	NO. REQ'D.	LENGTH	BENT	BUNDLED	SERIES	370 LB. STAINLESS / 33740 LB. COATED / LOCATION
S501	X		105	8 - 4	X			SLAB/ABUT. DIAPH-VERT.
S1002	X		124	41 - 11				SLAB-LONGIT-BOT.
S503	X		86	53 - 2				SLAB-TRANS.-TOP & BOT.
S504	X		51	39 - 10				SLAB-LONGIT-TOP
S505	X		106	3 - 8	X			SLAB/ABUT. DIAPH-VERT.
S506	X		14	39 - 10				PARAPET-HORIZ.
S507	X		122	4 - 5	X			PARAPET-VERT.
S508	X		61	5 - 0	X			PARAPET-VERT.
S509	X		61	6 - 8	X			PARAPET-VERT.
S510	X		4	54 - 6	X			SLAB/ABUT. DIAPH-HORIZ.
S511	X		2	41 - 11				SLAB-LONGIT-TOP
S512	X		1	7 - 8	X			SLAB/ABUT. DIAPH-VERT.
S513	X		3	54 - 7				SEATS-TRANS-TOP
S514	X		1	54 - 5	X			SEATS-TRANS-TOP
S415	X		1	9 - 6	X			DIAPH-END-VERT-SE
S416	X		1	9 - 10	X			DIAPH-END-VERT-SE
S417	X		1	10 - 2	X			DIAPH-END-VERT-NE
S418	X		1	10 - 6	X			DIAPH-END-VERT-NE
S419	X		3	5 - 3	X			DIAPH-TRANS-HORIZ-S
S420	X		3	5 - 11	X			DIAPH-TRANS-HORIZ-N
S421	X		7	2 - 2				DIAPH-END-VERT
S522	X		8	54 - 7				SLAB ABUT-DIAPH-HORIZ
S523	X		40	5 - 0				SLAB-TRANS.-TOP
SS601		X	80	3 - 0				STRUC. SLAB TO APP. SLAB
				-				

ALL REINFORCING BARS ARE ENGLISH.

BAR DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BARS.

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



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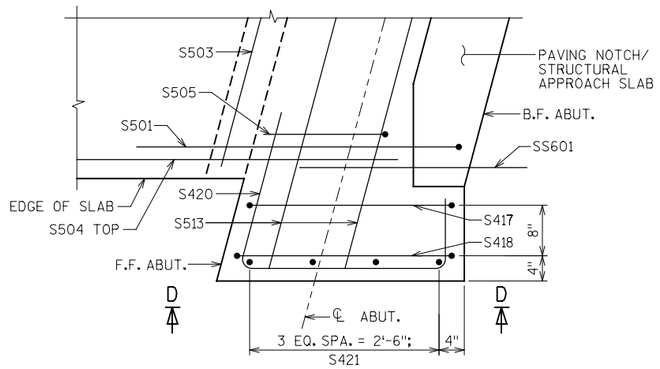

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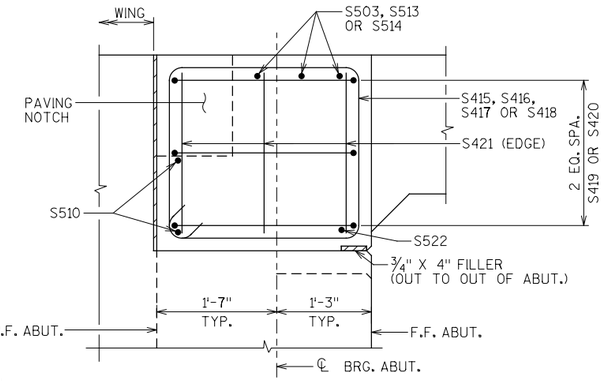
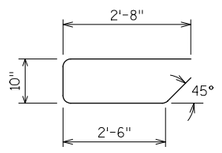


SECTION D-D



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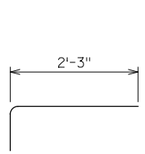

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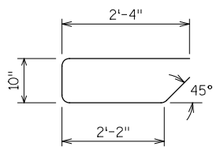

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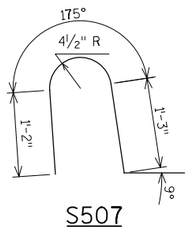

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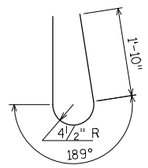

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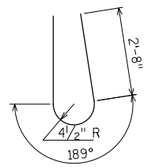

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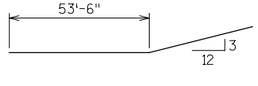

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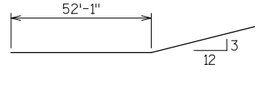

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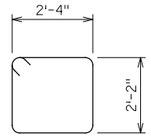

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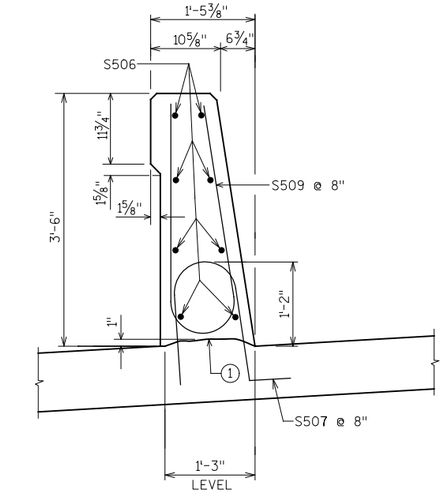
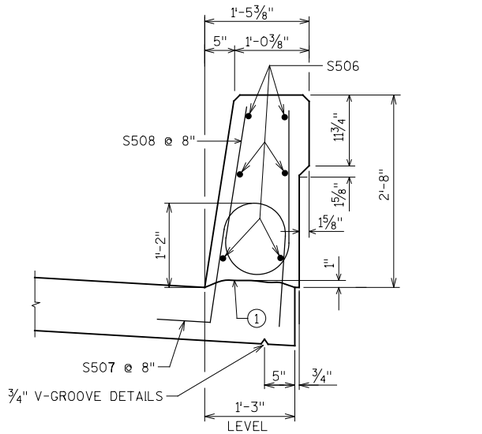
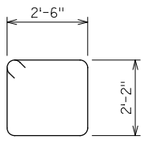


SECTION THRU PARAPET ON BRIDGE
(TYPE 42SS)



SECTION THRU PARAPET ON BRIDGE
(TYPE 32SS)



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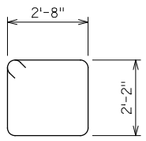

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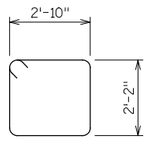

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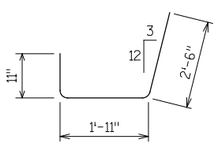

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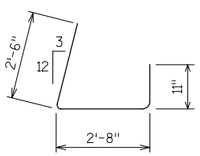

S420

NOTES:

① CONST. JOINT - STRIKE OFF AS SHOWN.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-32-236

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SUPERSTRUCTURE DETAILS

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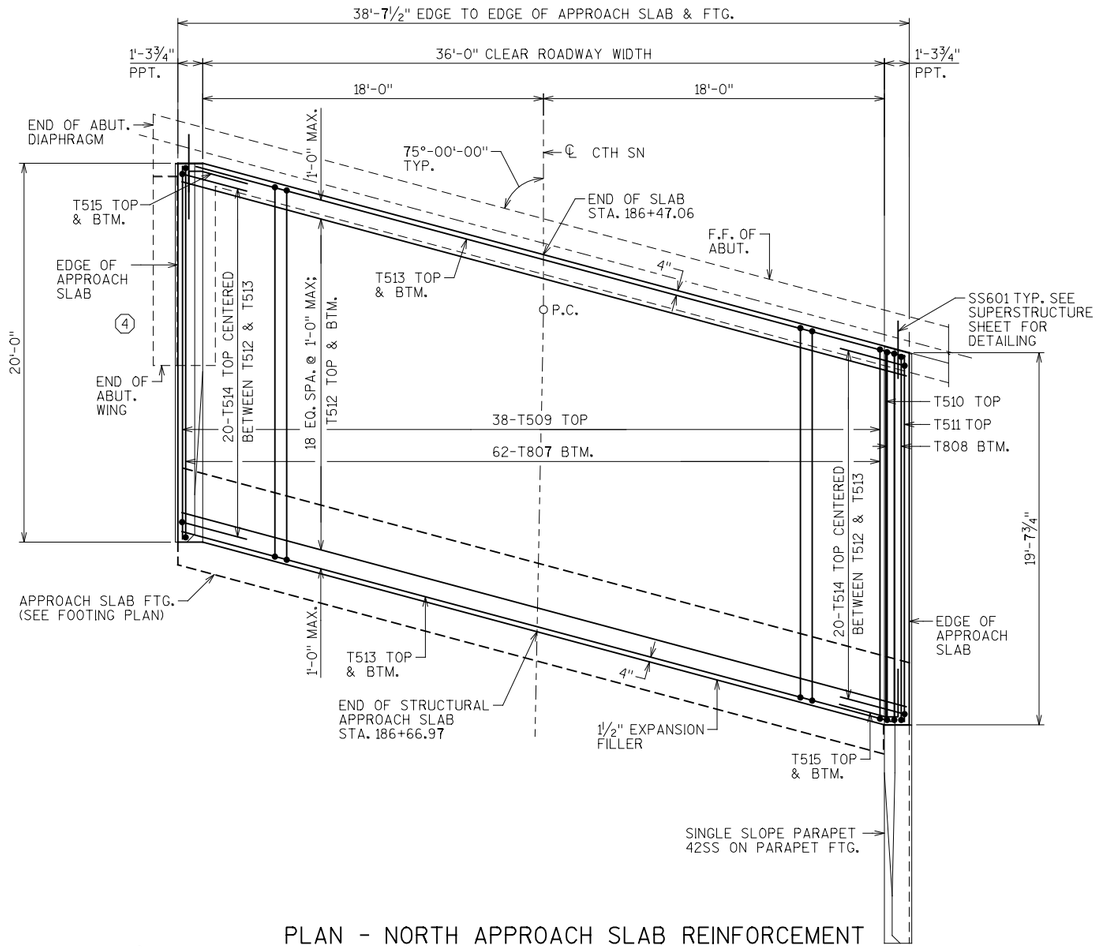
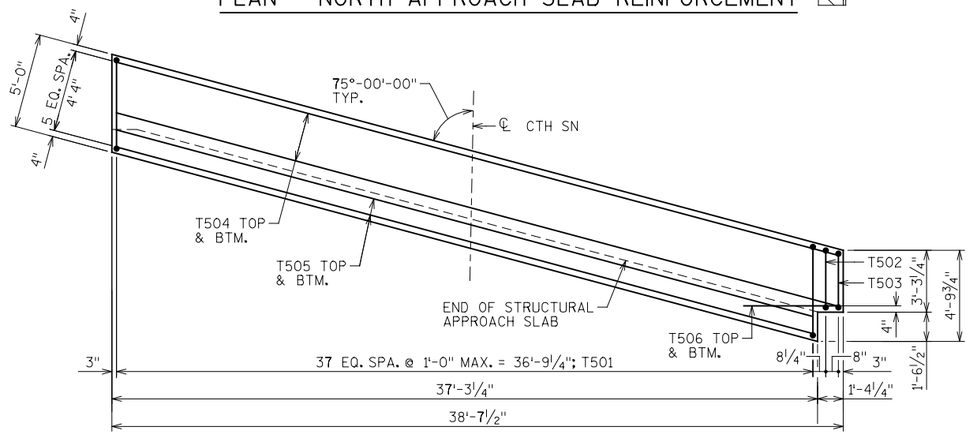
FILE NAME : M:\Projects\8184\BR\Plans\Final\B-32-236-SUPER3.dgn

PLOT DATE : 8/24/2018

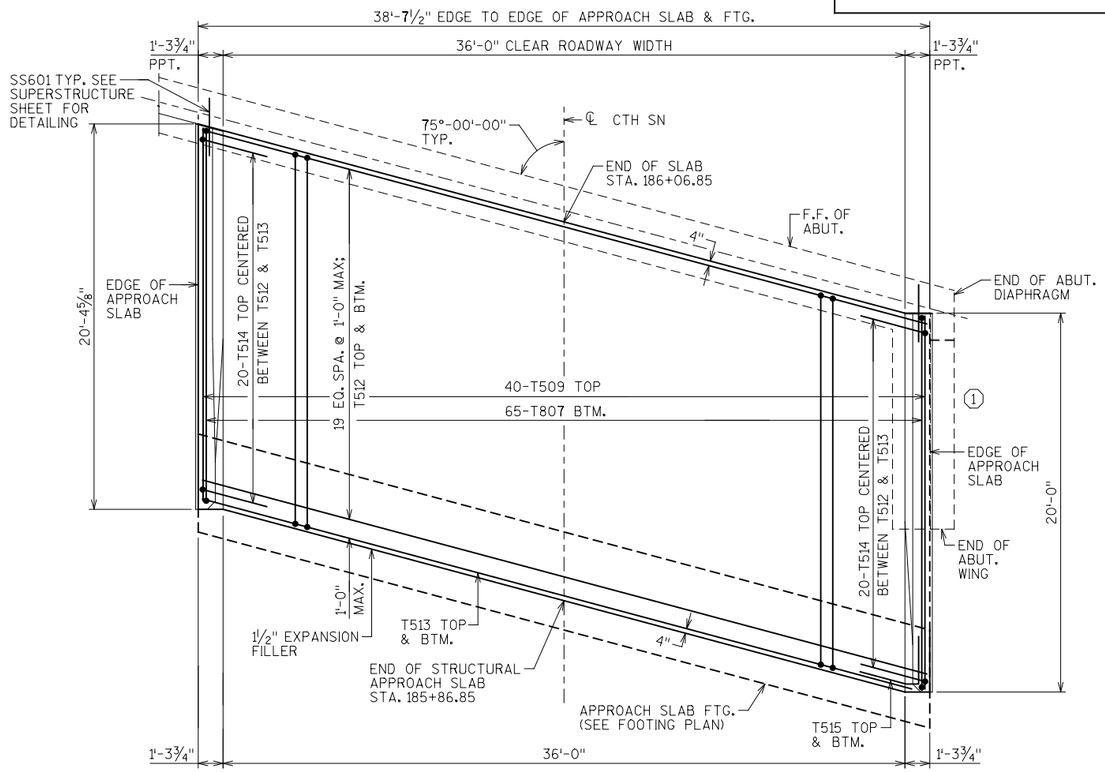
STATE PROJECT NUMBER
7067-00-70



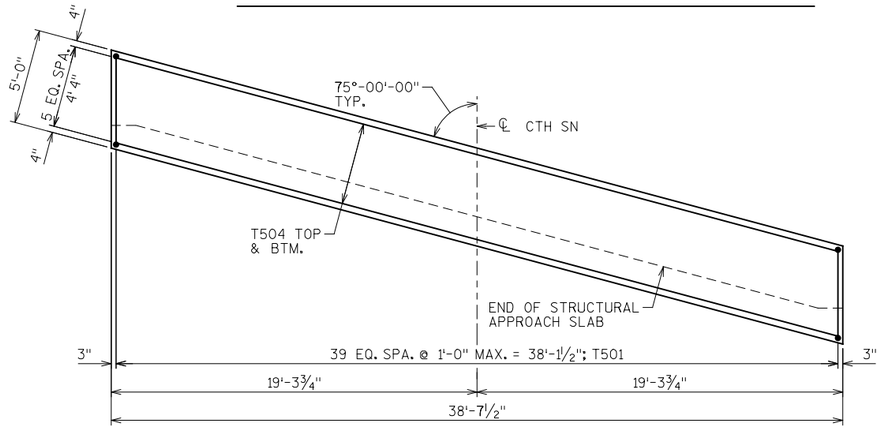
PLAN - NORTH APPROACH SLAB REINFORCEMENT



PLAN - NORTH APPROACH SLAB FOOTING



PLAN - SOUTH APPROACH SLAB REINFORCEMENT



PLAN - SOUTH APPROACH SLAB FOOTING

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-32-236

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STRUCTURAL APPROACH SLAB DETAILS

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STATE PROJECT NUMBER
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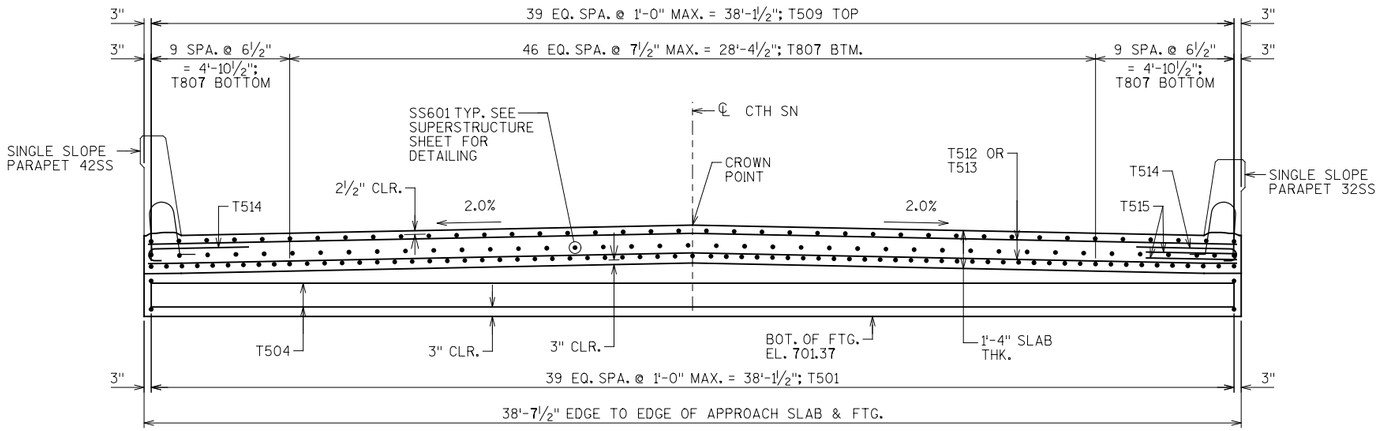
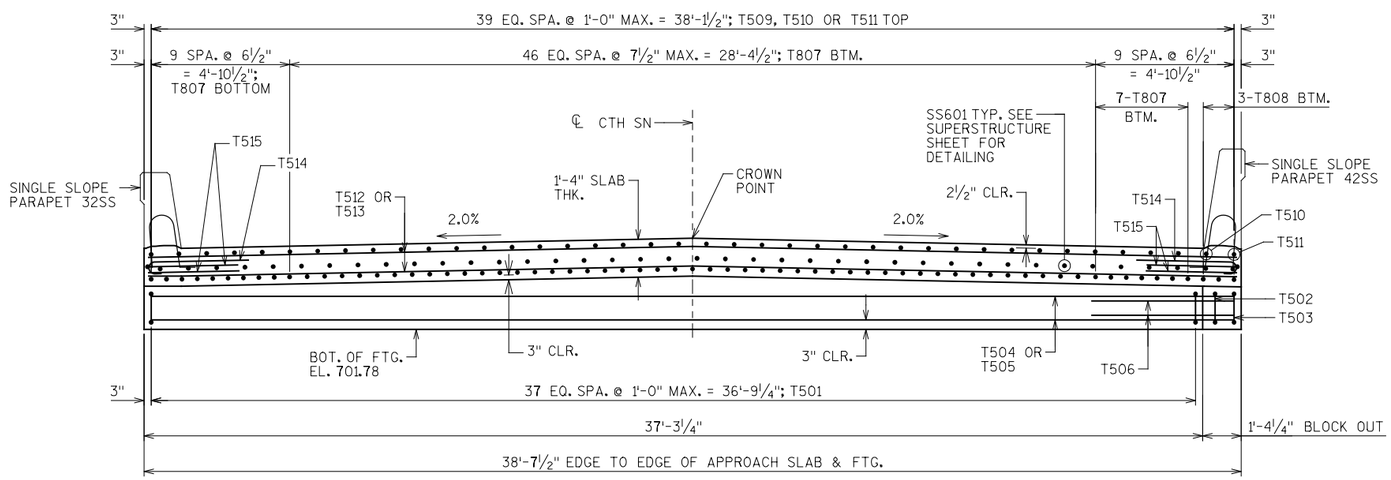


CROSS SECTION THRU SOUTH APPROACH SLAB - LOOKING NORTH



CROSS SECTION THRU NORTH APPROACH SLAB - LOOKING SOUTH

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-32-236

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STRUCTURAL APPROACH SLAB DETAILS

SHEET 12 OF 18
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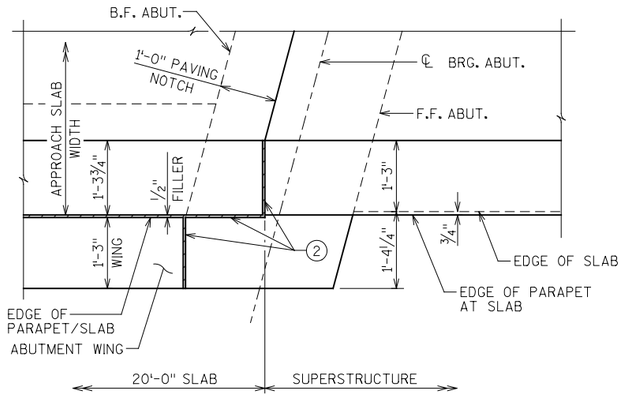
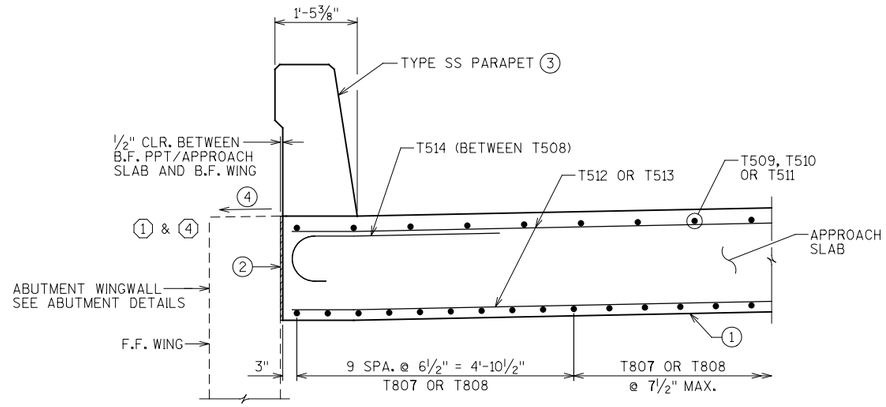
FILE NAME : M:\Projects\8184\BR\Plans\Final\B-32-236-APPR2.dgn

PLOT DATE : 8/24/2018

STATE PROJECT NUMBER
7067-00-70



APPROACH SLAB PARTIAL PLAN
(AT WINGWALLS PARALLEL TO BRIDGE - A1 ABUT.)



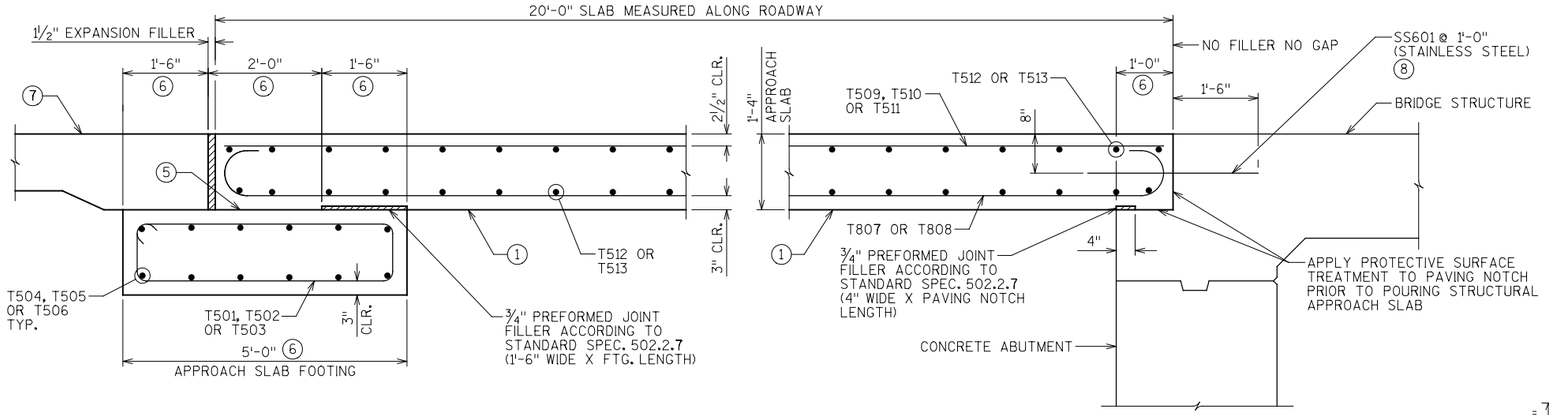
TYPICAL SECTION @ EDGE OF APPROACH SLAB
(AT WINGWALLS PARALLEL TO BRIDGE)

BILL OF BARS

BILL OF REINFORCEMENT: N. AND S. STRUCTURAL APPROACH PANEL

	BAR NO.	COATED	UNCOATED	S. ABUT.	N. ABUT.	LENGTH	BENT	BUNDLED	SERIES	0 LB. PLAIN / 14940 LB. COATED / LOCATION
	T501	X		40	38	12 - 0	X			FTG.-STIRRUP
	T502	X			1	8 - 8	X			FTG.-STIRRUP
	T503	X			1	8 - 4	X			FTG.-STIRRUP
	T504	X		12	8	39 - 5				FTG.-TRANS-TOP&BTM.
	T505	X			4	38 - 0				FTG.-TRANS-TOP&BTM.
	T506	X			2	5 - 0				FTG.-TRANS-TOP&BTM.
	T807	X		65	62	21 - 6	X			SLAB-LONGIT.-BTM.
(9)	T808	X			3	21 - 4	X		X	SLAB-LONGIT.-BTM.
	T509	X		40	38	19 - 8				SLAB-LONGIT.-TOP
	T510	X			1	19 - 7				SLAB-LONGIT.-TOP
	T511	X			1	19 - 4				SLAB-LONGIT.-TOP
	T512	X		40	38	39 - 7				SLAB-TRANS.-TOP & BTM.
	T513	X		2	4	38 - 9				SLAB-TRANS.-TOP & BTM.
	T514	X		40	40	4 - 1	X			SLAB-EDGE-TOP & BTM.
	T515	X		2	4	5 - 7	X			SLAB-CORNER-TOP & BTM.
						-				

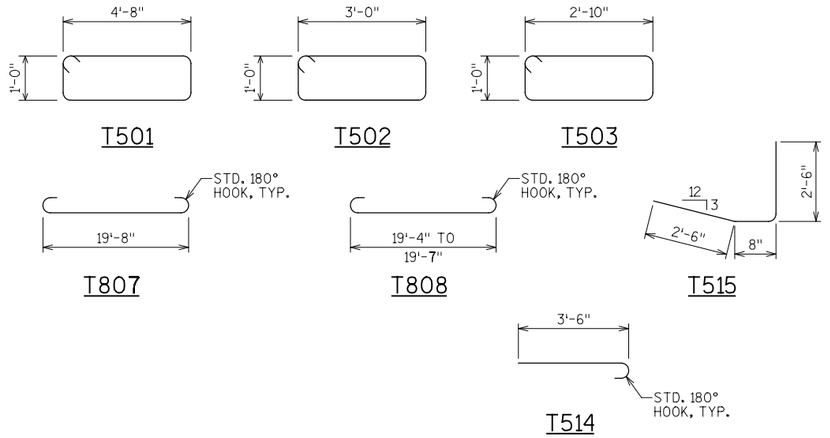
NOTE:
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.



SECTION E-E

SECTION G-G
(AT ABUT. - SLAB SPAN)

SECTION THRU APPROACH SLAB



NOTES

(1) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE BENEATH SLAB.

(2) SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.

(3) SEE PARAPET STANDARD DETAILS FOR REINFORCEMENT. LOCATION OF NAME PLATE AND BENCH MARK WITH RESPECT TO THE END OF PARAPET, ETC.

(4) SLOPE TO DRAIN.

(5) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

(6) MEASURED NORMAL TO ABUTMENT.

(7) FOLLOW FDM 14-10-15 REQUIREMENTS FOR ROADWAY APPROACH PAVEMENT.

(8) THE BID ITEM FOR SS601 BARS SHALL BE STANDARD SPECIAL PROVISION "BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES".

(9) LENGTH SHOWN FOR BARS IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

MARK	NO. REQD.	LENGTH
T808	1 SERIES OF 3	21'-2" TO 21'-5"

BUNDLE AND TAG EACH SERIES SEPARATELY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-32-236

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STRUCTURAL APPROACH SLAB DETAILS

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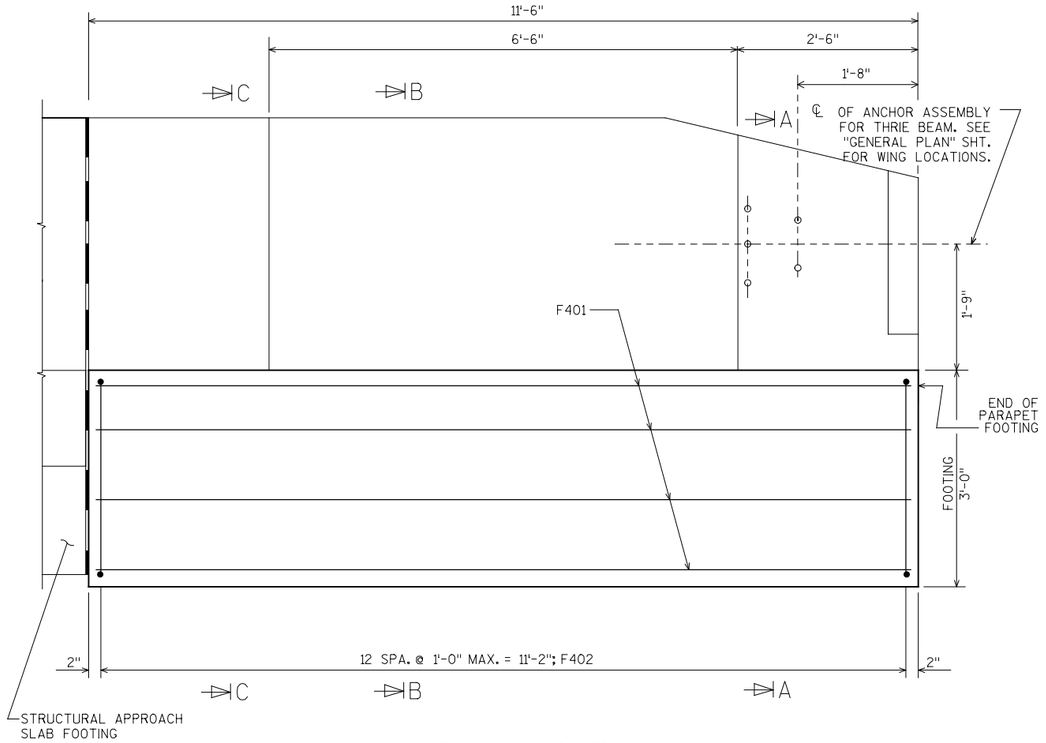
7067-00-70

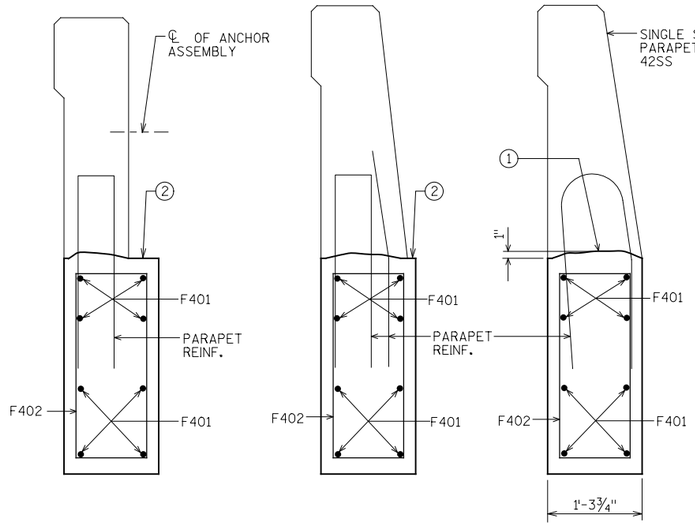


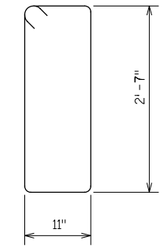
INSIDE ELEVATION

BILL OF BARS

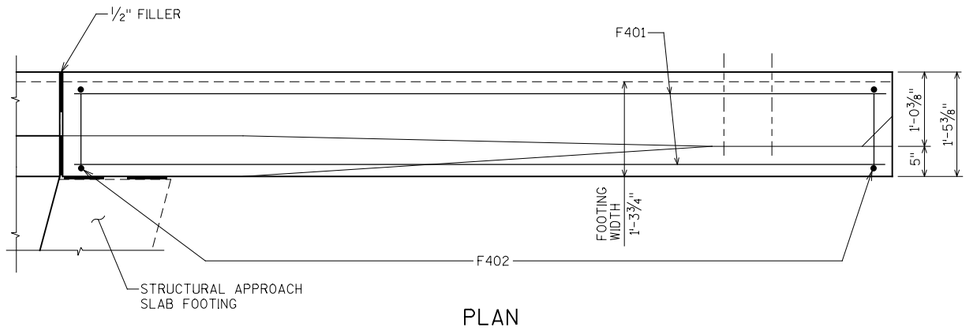
FOR PARAPET FOOTINGS

BAR MARK	COAT	S. ABUT.	N. ABUT.	LENGTH	BENT	BAR SERIES	LOCATION
F401	X		8	11-2			PARAPET FOOTING
F402	X		13	7-6	X		PARAPET FOOTING





F402



PLAN

NOTES:

1. CONST. JOINT - STRIKE OFF AS SHOWN.
2. FINISH SURFACE NOT COVERED BY PARAPET SAME AS ROADWAY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-32-236

DRAWN BY JEH | PLANS CK'D. CEB

PARAPET FOOTING DETAIL

SHEET 14 OF 17
187

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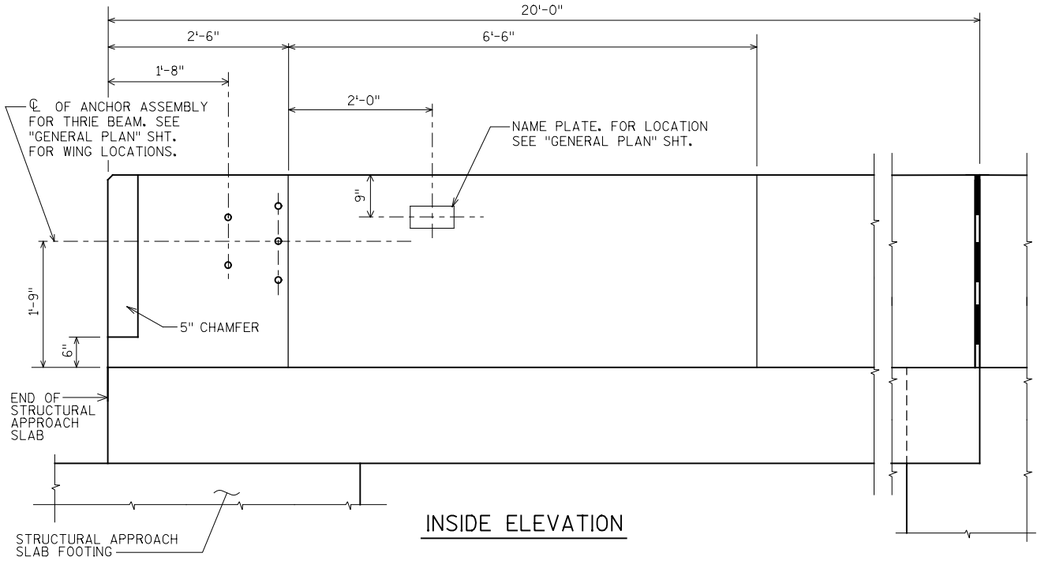
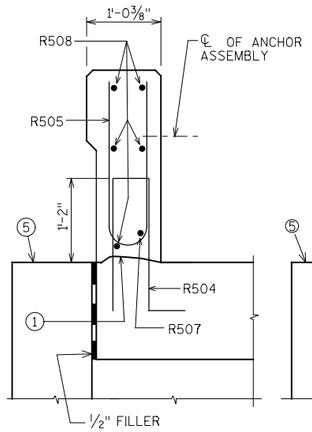
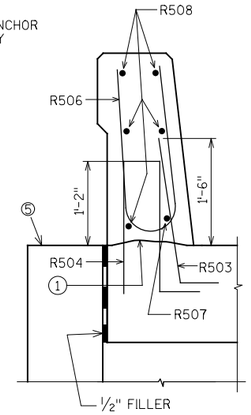
STATE PROJECT NUMBER
7067-00-70



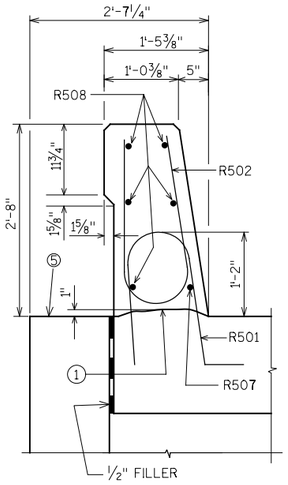
INSIDE ELEVATION



SECTION A



SECTION B

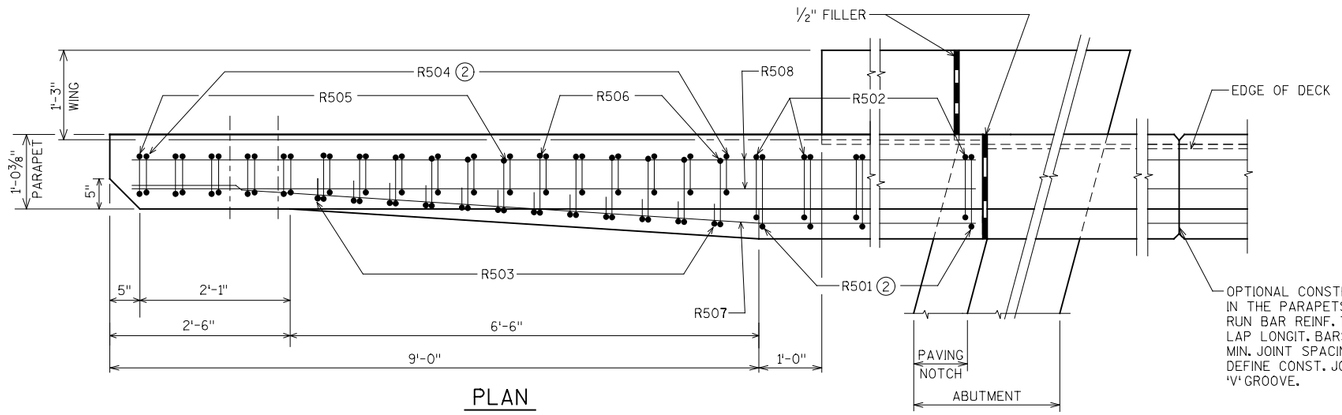


SECTION C

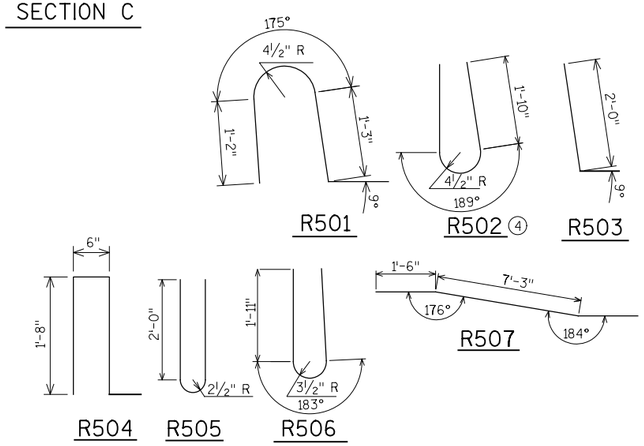
BILL OF BARS

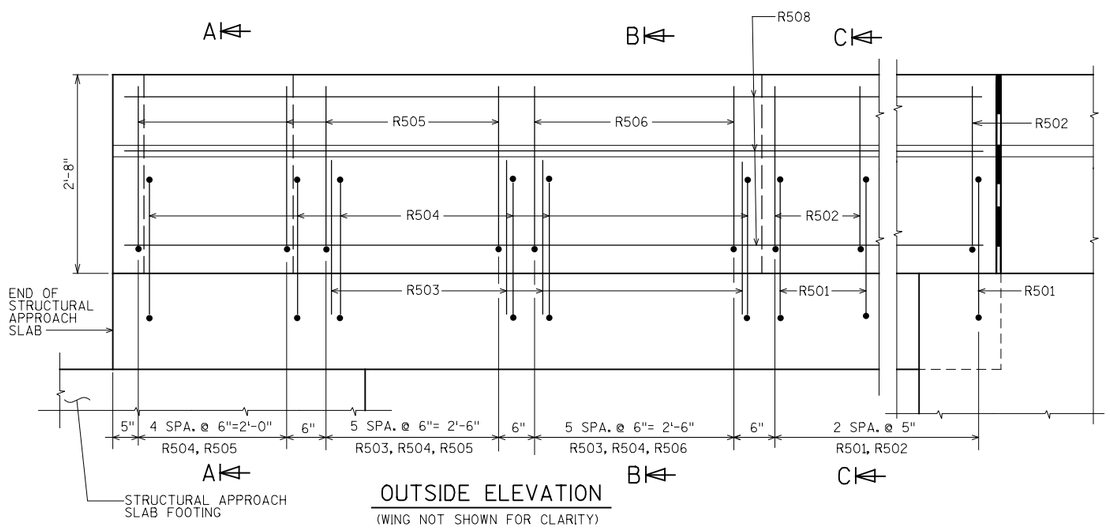
FOR STRUCTURAL APPROACH SLAB PARAPETS

BAR MARK	COAT	S. ABUT.	N. ABUT.	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	18	18	4-5	X		PARAPET VERT.
R502	X	18	18	5-0	X		PARAPET VERT.
R503	X	12	12	2-9	X		PARAPET VERT.
R504	X	17	17	4-4	X		PARAPET VERT.
R505	X	11	11	4-9	X		PARAPET VERT.
R506	X	6	6	4-10	X		PARAPET VERT.
R507	X	1	1	19-5	X		PARAPET HORIZ.
R508	X	5	5	19-6			PARAPET HORIZ.



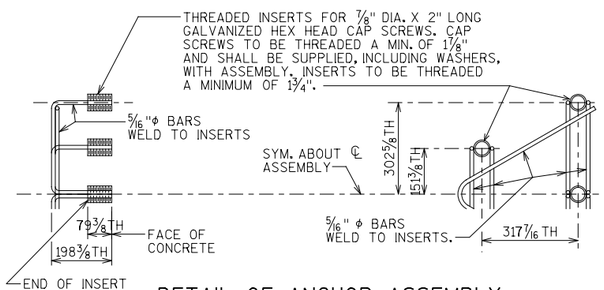
PLAN





OUTSIDE ELEVATION

(WING NOT SHOWN FOR CLARITY)



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

AREA = 3.09 SF
WEIGHT = 464 LB/FT

(1) CONST. JOINT - STRIKE OFF AS SHOWN.

(2) R501 AND R504 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE STRUCTURAL APPROACH SLAB IS POURED.

(3) BENCH MARK CAP (WHEN SUPPLIED). AVOID PLACING A BENCH MARK CAP BELOW A RAIL OR FENCE SYSTEM THAT IS ATTACHED TO THE TOP OF THE PARAPET.

(4) R502=S508 ON BRIDGE. SEE SUPERSTRUCTURE DETAILS SHEET 9.

(5) SLOPE FOR DRAINAGE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-32-236

DRAWN BY JEH | PLANS CK'D. CEB

PARAPET 32SS WITH STRUCTURAL APPROACH SLAB

SHEET 15 OF 18
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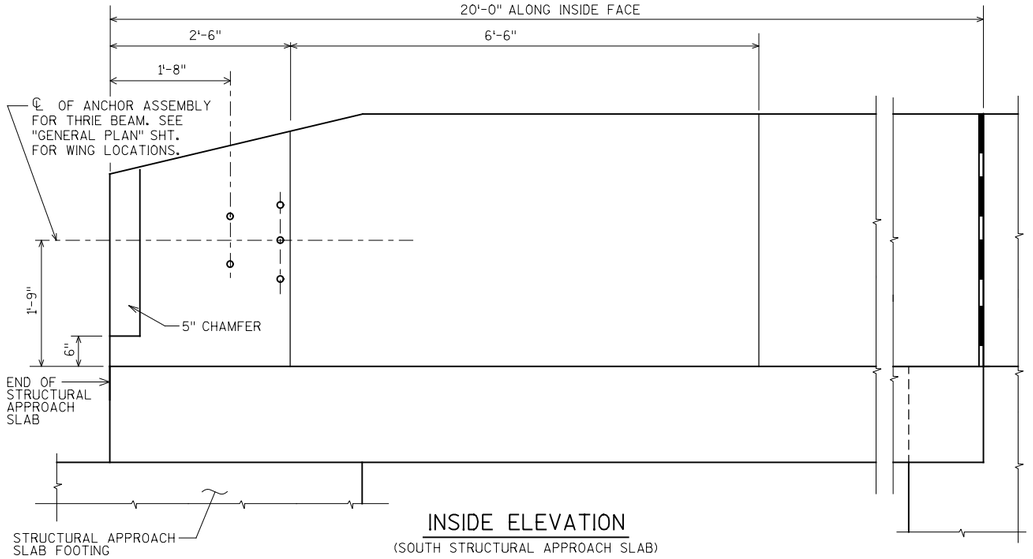
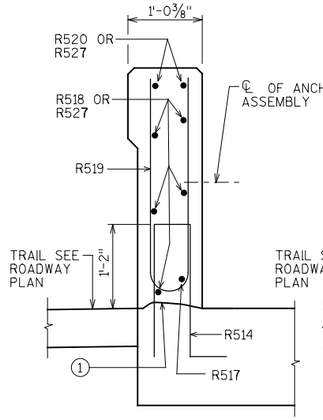
STATE PROJECT NUMBER

7067-00-70

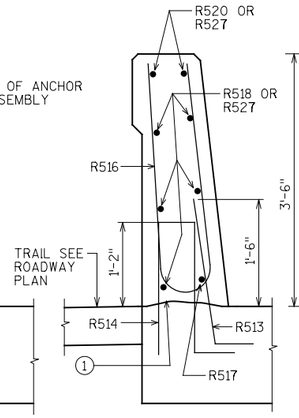


INSIDE ELEVATION

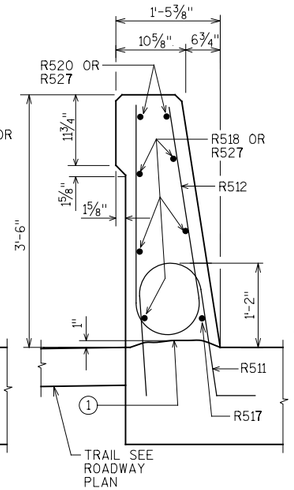
(SOUTH STRUCTURAL APPROACH SLAB)



SECTION A



SECTION B



SECTION C

BILL OF BARS

FOR STRUCTURAL APPROACH SLAB PARAPETS

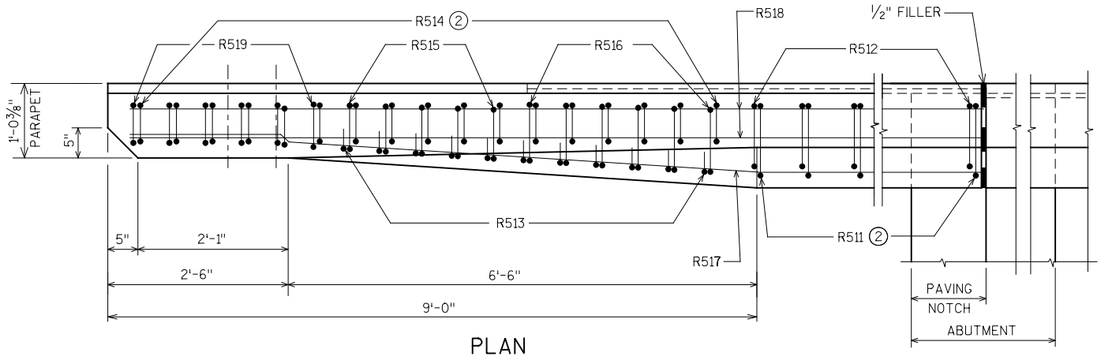
BAR MARK	COAT	S. ABUT.	N. ABUT.	LENGTH	BENT	BAR SERIES	LOCATION
R511	X	18	31	4-5	X		PARAPET VERT.
R512	X	18	36	6-8	X		PARAPET VERT.
R513	X	11		2-9	X		PARAPET VERT.
R514	X	17		4-4	X		PARAPET VERT.
R515	X	5	5	6-5	X		PARAPET VERT.
R516	X	6	6	6-6	X		PARAPET VERT.
R517	X	1		19-5	X		PARAPET HORIZ.
R518	X	5		19-6			PARAPET HORIZ.
R519	X	6	6	5-5	X	X	PARAPET VERT.
R520	X	2		19-6	X		PARAPET HORIZ.
R521	X		5	6-7	X		PARAPET VERT.
R522	X		11	3-8	X		PARAPET VERT.
R523	X		17	6-7	X		PARAPET VERT.
R524	X		1	10-11	X		PARAPET HORIZ.
R525	X		5	11-0	X		PARAPET HORIZ.
R526	X		2	11-0	X		PARAPET HORIZ.
R527	X		5	19-0	X		PARAPET HORIZ.

③

BAR SERIES TABLE

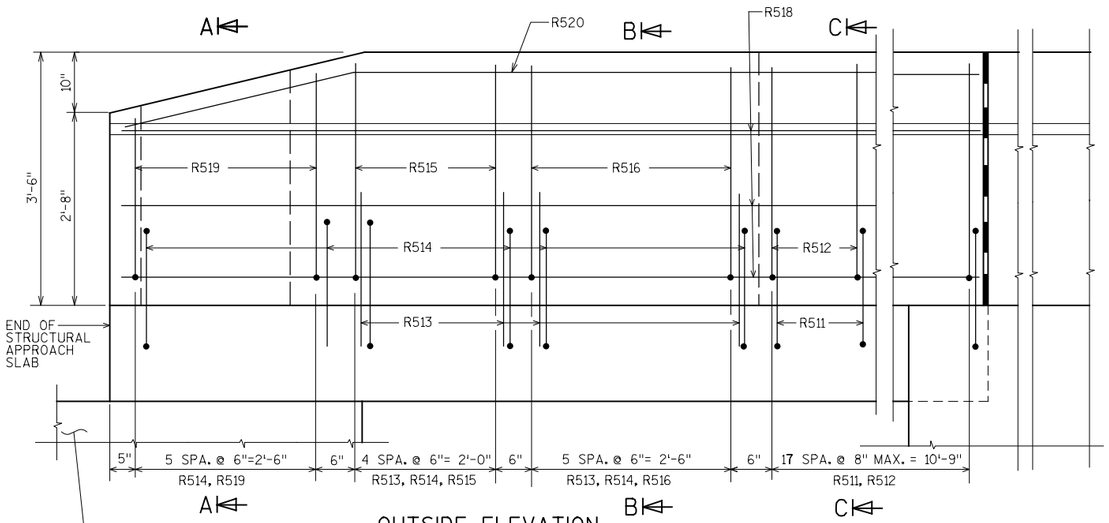
MARK	NO. REQD.	LENGTH
S519	2 SERIES OF 6	4'-9" TO 6'-1"

BUNDLE AND TAG EACH SERIES SEPARATELY.

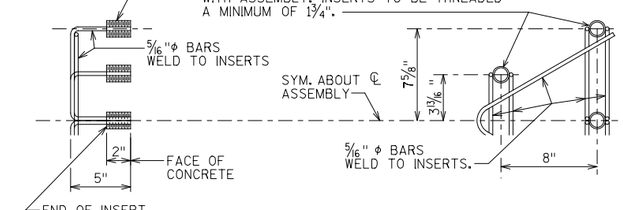


PLAN

OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0". DEFINE CONST. JOINT WITH A ¾" - 'V' GROOVE.



OUTSIDE ELEVATION



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

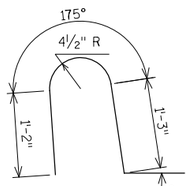
ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

AREA = 3.75 SF
WEIGHT = 563 LB/FT

① CONST. JOINT - STRIKE OFF AS SHOWN.

② R511 AND R514 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE STRUCTURAL APPROACH SLAB IS POURED.

③ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.



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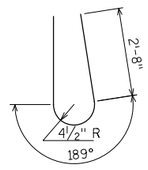
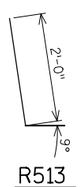


R512



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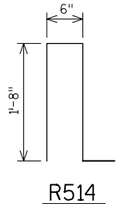

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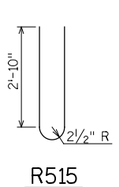

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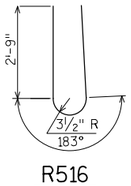

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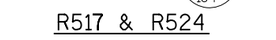
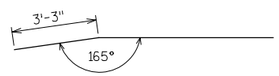
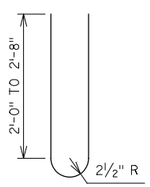


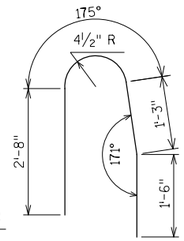
R517 & R524



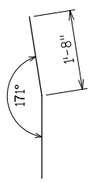
R520 & R526



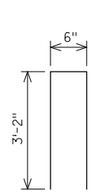
R519



R521



R522



R523

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-32-236

DRAWN BY JEH | PLANS CK'D. CEB

PARAPET 42SS WITH STRUCTURAL APPROACH SLAB

SHEET 16 OF 18

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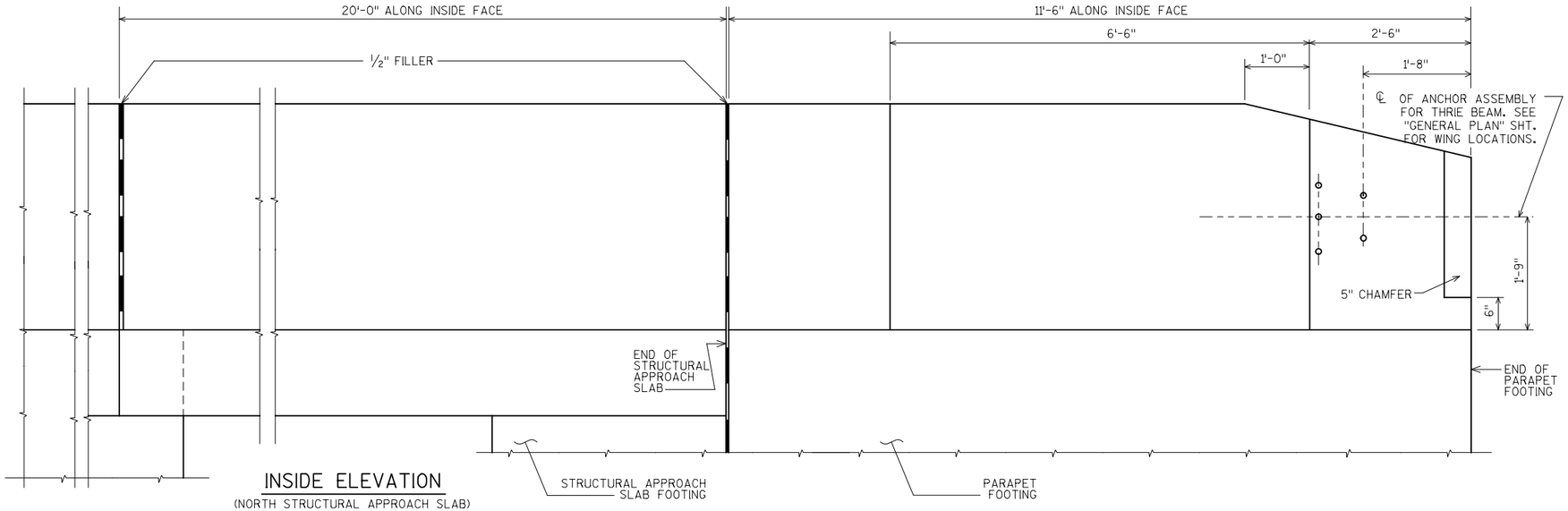
FILE NAME : M:\Projects\8184\BR\Plans\Final\B-32-236-RAIL2.dgn

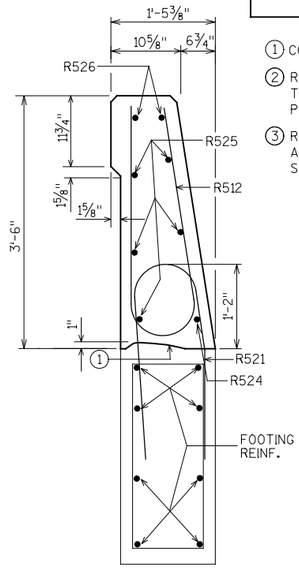
PLOT DATE : 8/24/2018

STATE PROJECT NUMBER
7067-00-70

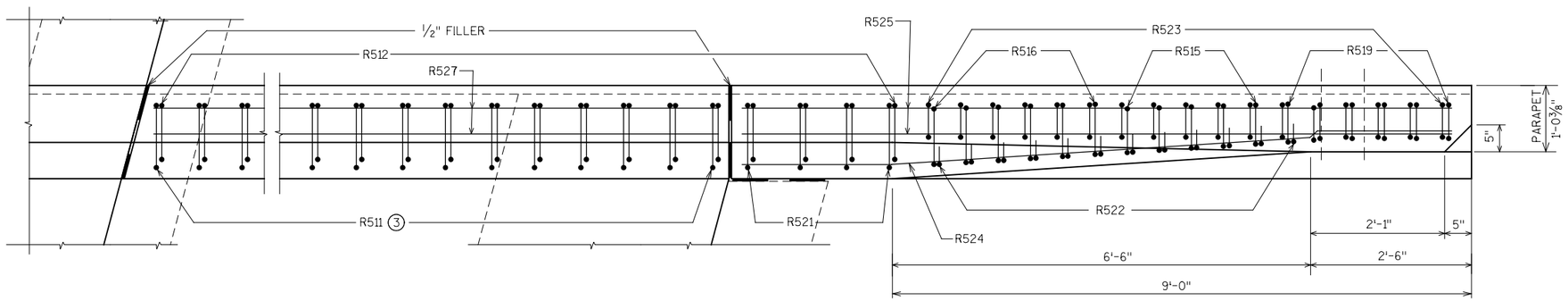
1. CONST. JOINT - STRIKE OFF AS SHOWN.
2. R521, R522 AND R523 BARS TO BE TIED TO PARAPET FOOTING STEEL BEFORE PARAPET FOOTING IS POURED.
3. R511 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE STRUCTURAL APPROACH SLAB IS POURED.



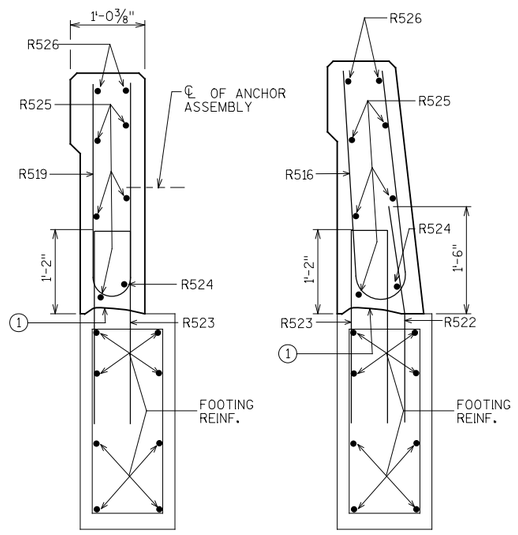
INSIDE ELEVATION
(NORTH STRUCTURAL APPROACH SLAB)



SECTION D

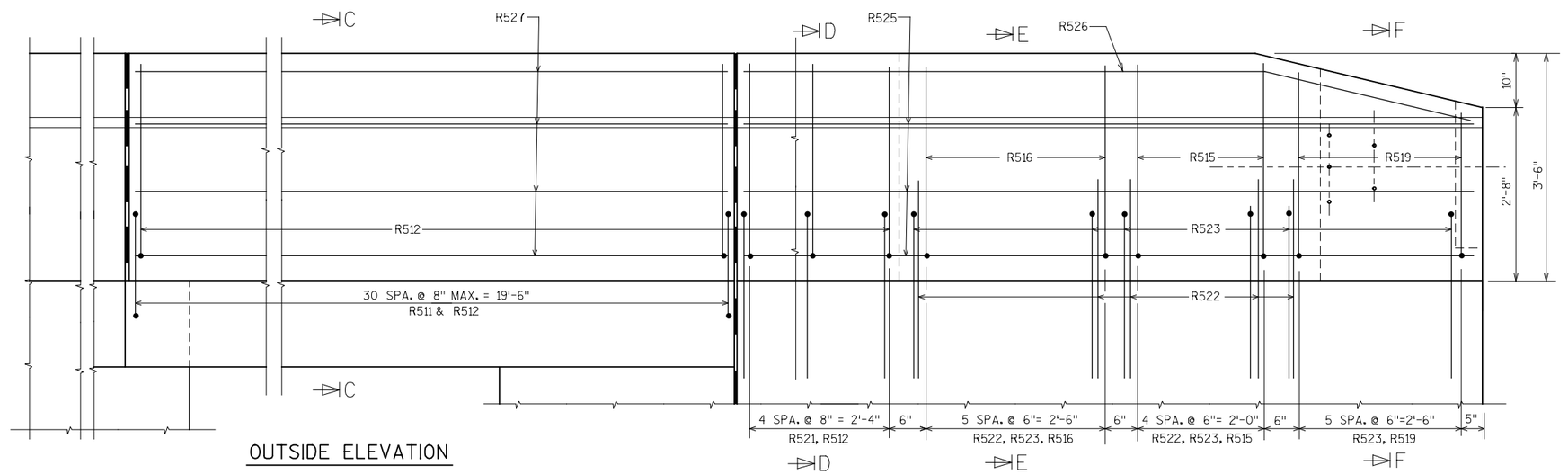


PLAN



SECTION F

SECTION E



OUTSIDE ELEVATION

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-32-236

DRAWN BY JEH | PLANS CK'D. CEB

PARAPET 42SS WITH STRUCTURAL APPROACH SLAB

SHEET 17 OF 18
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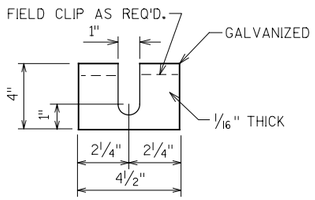
FILE NAME : M:\Projects\8184\BR\Plans\Final\B-32-236-RAIL3.dgn

PLOT DATE : 8/24/2018

STATE PROJECT NUMBER
7067-00-70

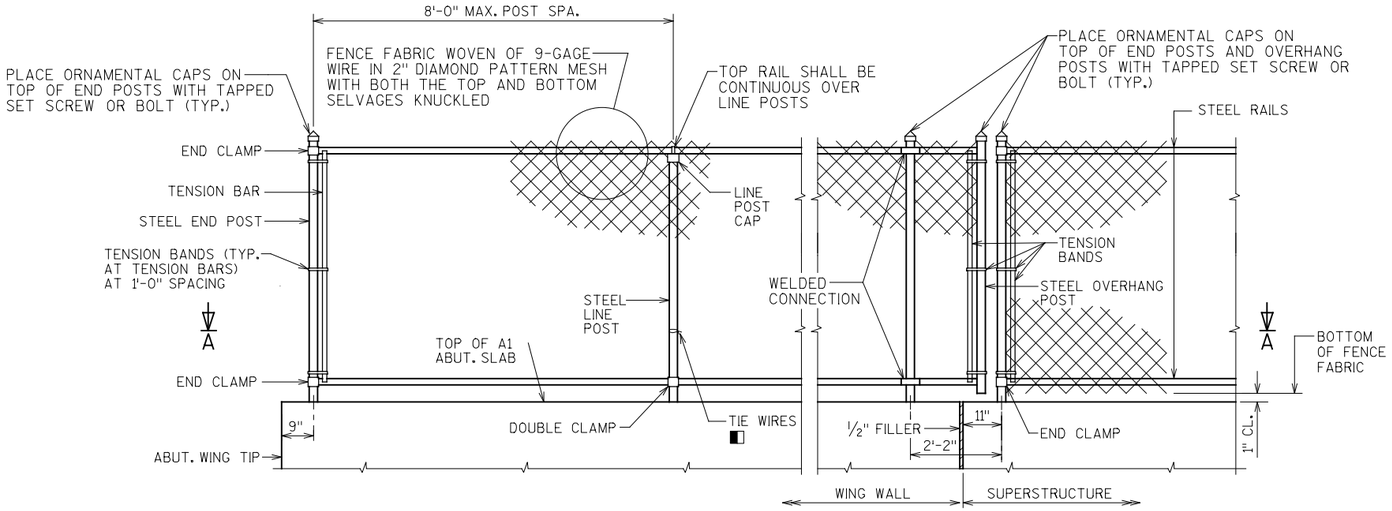
FENCE MEMBER SIZE & WEIGHT

STEEL FENCE MEMBER	OUTSIDE DIAMETER (INCHES)	WEIGHT (LB/FT)
RAILS	1.660	2.27
END POST	2.875	5.80
OVERHANG POST	2.875	5.80
LINE POST	2.375	3.65
POST SLEEVE	4.000	9.12



POST SHIM DETAILS

SHIMS REQUIRED ONLY WHEN END POSTS AND LINE POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST. USE WHERE REQUIRED FOR ALIGNMENT.



FENCE PART ELEVATION

(INSIDE VIEW)

NOTES

POSTS ARE TO BE SET VERTICAL.

ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL WITH A COLORED POLYMER-COATING ON THE OUTSIDE.

FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083, STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626. SEE THE "BRIDGE SPECIAL PROVISIONS" FOR ADDITIONAL DETAILS.

THE COLOR OF POLYMER-COATING FOR THIS STRUCTURE SHALL BE BLACK IN ACCORDANCE WITH ASTM F934.

THE BID ITEM SHALL BE "FENCE CHAIN LINK POLYMER-COATED 5 FT. B-32-236", LF.

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

BASE PLATES, ANCHOR PLATES AND SHIMS SHALL BE ASTM A709, GRADE 36.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE C/L OF THE POST.

◪ CAULK AROUND PERIMETER OF BASE PLATE AND FILL PORTION OF SLOTTED HOLE AROUND ANCHOR BOLT IN SHIM WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

✳ ALTERNATE TO DOUBLE CLAMP: USE LINE RAIL CLAMP (BOULEVARD) OR 180° BRACE BAND, WHICH MAY BE USED WHEN THE POSTS ARE EITHER BOLTED TO THE POST SLEEVES OR DIRECTLY WELDED TO THE BASE PLATE.

◭ 1/2" DIA. X 6 7/8" LONG GALVANIZED HEX BOLT WITH NUT & WASHER. ☆

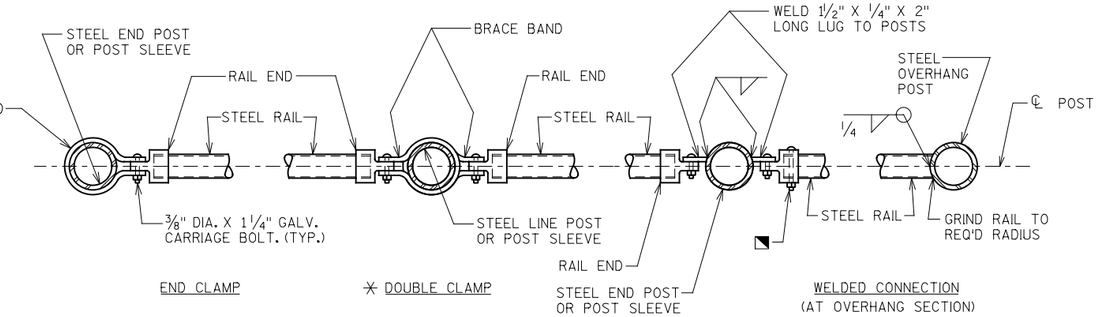
☆ ALTERNATIVE ANCHORAGE: CONCRETE ADHESIVE ANCHORS 1/2-INCH. EMBED 7" IN CONCRETE. ADHESIVE ANCHORS SHALL CONFORM TO SECTION 502.2.12 OF THE STANDARD SPECIFICATIONS.

◨ ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED AT 1'-0".

◹ BOLT RAIL TO RAIL END TO SECURE OVERHANG SECTION. ALTERNATE IS TO WELD RAIL DIRECTLY TO END POST.

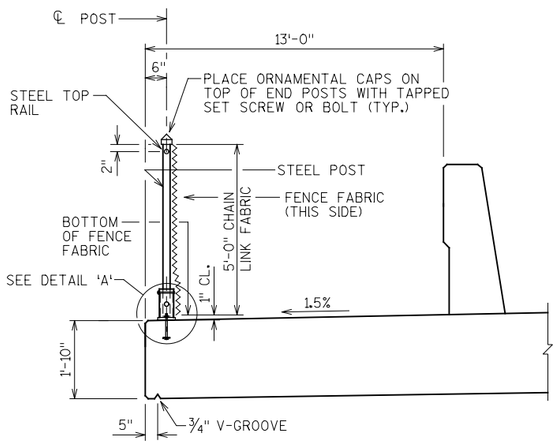
MINIMUM LENGTH OF TOP RAIL BETWEEN SPLICES SHALL BE 20'-0". LOCATE SPLICES NEAR 1/4 POINT OF POST SPACING.

WEIGHT OF CHAIN LINK FENCE: (BASED ON 8 FT. POST SPACING) 6 FT. HIGH FENCE = 18 LB / FT

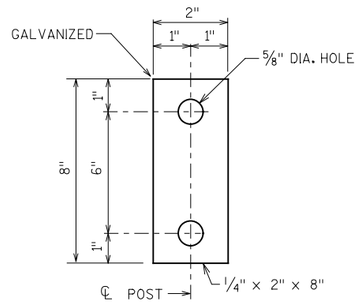


SECTION A-A

NOTE: PLACE ALL BOLT HEADS ON SIDE OF FENCE ADJACENT TO PEDESTRIANS

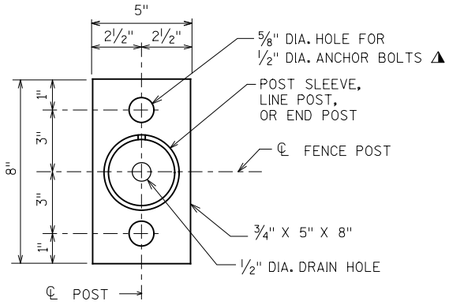


SECTION THRU PARAPET ON BRIDGE

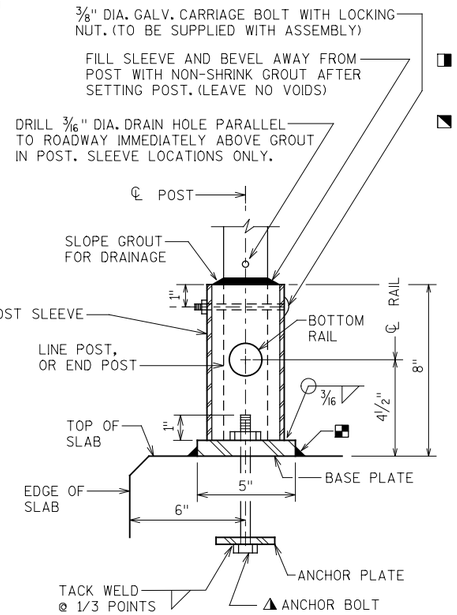


ANCHOR PLATE

☆NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.



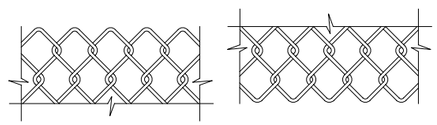
BASE PLATE



DETAIL 'A'

UNIT SHALL BE GALVANIZED AFTER FABRICATION

NOTE: IN LIEU OF USING THE POST SLEEVE, THE FENCE POST MAY BE WELDED TO THE BASE PLATE.



TOP DETAIL

BOTTOM DETAIL

FENCE FABRIC

FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2" DIAMOND PATTERN MESH WITH BOTH THE TOP AND BOTTOM SELVAGES KNUCKLED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-32-236

DRAWN BY JEH | PLANS CK'D. CEB

FENCING DETAILS

SHEET 18 OF 18
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Division -- Cty-SN

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut	Expanded Fill	Expanded Marsh Backfill	Expanded Rock	Expanded EBS Backfill	Reduced Marsh in Fill	Reduced EBS in Fill	Mass Ordinate
															1.00	1.25	1.00	1.00	1.00	1.00	1.00	
									Note 1	Note 2	Note 3				Note 1		Note 4		Note 5	Note 6	Note 7	Note 8
154+75	15475.00	0.00	6.24	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
155+00	15500.00	25.00	13.72	0.00	3.95	0.00	0.00	0.00	9	0	2	0	0	0	9	2	0	0	0	0	0	7
155+25	15525.00	25.00	9.51	0.00	27.68	0.00	0.00	0.00	11	0	15	0	0	0	20	21	0	0	0	0	0	-1
155+50	15550.00	25.00	4.50	0.00	39.56	0.00	0.00	0.00	6	0	31	0	0	0	26	60	0	0	0	0	0	-33
155+75	15575.00	25.00	8.20	0.00	40.60	0.00	0.00	0.00	6	0	37	0	0	0	32	106	0	0	0	0	0	-74
156+00	15600.00	25.00	8.66	0.00	29.85	0.00	0.00	0.00	8	0	33	0	0	0	40	147	0	0	0	0	0	-107
156+25	15625.00	25.00	9.06	0.00	14.78	0.00	0.00	0.00	8	0	21	0	0	0	48	173	0	0	0	0	0	-124
156+50	15650.00	25.00	8.10	0.00	5.77	0.00	0.00	0.00	8	0	10	0	0	0	56	184	0	0	0	0	0	-128
156+75	15675.00	25.00	4.74	0.00	4.34	0.00	0.00	0.00	6	0	5	0	0	0	62	190	0	0	0	0	0	-128
157+00	15700.00	25.00	4.03	0.00	7.78	0.00	0.00	0.00	4	0	6	0	0	0	66	197	0	0	0	0	0	-131
157+25	15725.00	25.00	3.93	0.00	8.24	0.00	0.00	0.00	4	0	7	0	0	0	70	207	0	0	0	0	0	-137
157+50	15750.00	25.00	3.36	0.00	7.94	0.00	0.00	0.00	3	0	7	0	0	0	73	216	0	0	0	0	0	-143
157+75	15775.00	25.00	3.43	0.00	8.47	0.00	0.00	0.00	3	0	8	0	0	0	77	225	0	0	0	0	0	-149
158+00	15800.00	25.00	2.89	0.00	9.74	0.00	0.00	0.00	3	0	8	0	0	0	79	236	0	0	0	0	0	-156
158+25	15825.00	25.00	10.20	0.00	10.07	0.00	0.00	0.00	6	0	9	0	0	0	86	247	0	0	0	0	0	-162
158+50	15850.00	25.00	68.87	0.00	1.89	0.00	0.00	0.00	37	0	6	0	0	0	122	254	0	0	0	0	0	-132
158+75	15875.00	25.00	161.34	0.00	5.91	0.00	0.00	0.00	107	0	4	0	0	0	229	259	0	0	0	0	0	-30
159+00	15900.00	25.00	174.62	0.00	12.95	0.00	0.00	0.00	156	0	9	0	0	0	384	270	0	0	0	0	0	114
159+25	15925.00	25.00	140.07	0.00	20.82	0.00	0.00	0.00	146	0	16	0	0	0	530	289	0	0	0	0	0	241
159+50	15950.00	25.00	135.43	0.00	26.94	0.00	0.00	0.00	128	0	22	0	0	0	657	317	0	0	0	0	0	341
159+75	15975.00	25.00	130.93	0.00	31.33	0.00	0.00	0.00	123	0	27	0	0	0	781	351	0	0	0	0	0	430
159+80	15980.00	5.00	128.36	0.00	32.16	0.00	0.00	0.00	24	0	6	0	0	0	805	358	0	0	0	0	0	447
159+85	15985.00	5.00	127.43	0.00	33.02	0.00	0.00	0.00	24	0	6	0	0	0	828	366	0	0	0	0	0	463
159+90	15990.00	5.00	130.45	0.00	33.99	0.00	0.00	0.00	24	0	6	0	0	0	852	373	0	0	0	0	0	479
159+95	15995.00	5.00	127.29	0.00	35.18	0.00	0.00	0.00	24	0	6	0	0	0	876	381	0	0	0	0	0	495
160+00	16000.00	5.00	124.44	0.00	36.69	0.00	0.00	0.00	23	0	7	0	0	0	900	390	0	0	0	0	0	510
160+05	16005.00	5.00	121.03	0.00	38.61	0.00	0.00	0.00	23	0	7	0	0	0	922	398	0	0	0	0	0	524
160+10	16010.00	5.00	119.29	0.00	40.94	0.00	0.00	0.00	22	0	7	0	0	0	945	408	0	0	0	0	0	537
160+15	16015.00	5.00	108.02	0.00	44.30	0.00	0.00	0.00	21	0	8	0	0	0	966	417	0	0	0	0	0	548
160+20	16020.00	5.00	100.18	0.00	47.33	0.00	0.00	0.00	19	0	8	0	0	0	985	428	0	0	0	0	0	557
160+25	16025.00	5.00	99.22	0.00	50.52	0.00	0.00	0.00	18	0	9	0	0	0	1,003	439	0	0	0	0	0	564
160+30	16030.00	5.00	94.09	0.00	55.11	0.00	0.00	0.00	18	0	10	0	0	0	1,021	452	0	0	0	0	0	570
160+35	16035.00	5.00	91.15	0.00	61.70	0.00	0.00	0.00	17	0	11	0	0	0	1,038	465	0	0	0	0	0	573
160+40	16040.00	5.00	93.11	0.00	65.46	0.00	0.00	0.00	17	0	12	0	0	0	1,055	480	0	0	0	0	0	576
160+45	16045.00	5.00	96.65	0.00	70.76	0.00	0.00	0.00	18	0	13	0	0	0	1,073	496	0	0	0	0	0	577
160+50	16050.00	5.00	100.35	0.00	73.89	0.00	0.00	0.00	18	0	13	0	0	0	1,091	512	0	0	0	0	0	579
160+55	16055.00	5.00	101.77	0.00	76.77	0.00	0.00	0.00	19	0	14	0	0	0	1,110	530	0	0	0	0	0	580
160+60	16060.00	5.00	101.29	0.00	79.03	0.00	0.00	0.00	19	0	14	0	0	0	1,129	548	0	0	0	0	0	581
160+65	16065.00	5.00	105.84	0.00	84.05	0.00	0.00	0.00	19	0	15	0	0	0	1,148	567	0	0	0	0	0	581
160+70	16070.00	5.00	113.00	0.00	95.96	0.00	0.00	0.00	20	0	17	0	0	0	1,168	588	0	0	0	0	0	581
160+75	16075.00	5.00	111.03	0.00	107.39	0.00	0.00	0.00	21	0	19	0	0	0	1,189	611	0	0	0	0	0	578
160+80	16080.00	5.00	112.48	0.00	110.79	0.00	0.00	0.00	21	0	20	0	0	0	1,210	636	0	0	0	0	0	573
160+85	16085.00	5.00	106.85	0.00	122.82	0.00	0.00	0.00	20	0	22	0	0	0	1,230	663	0	0	0	0	0	567
160+88.25	16088.25	3.25	105.87	0.00	136.79	0.00	0.00	0.00	13	0	16	0	0	0	1,243	683	0	0	0	0	0	560
160+90	16090.00	1.75	44.28	0.00	2.07	0.00	0.00	0.00	5	0	4	0	0	0	1,248	688	0	0	0	0	0	559
160+95	16095.00	5.00	42.64	0.00	2.21	0.00	0.00	0.00	8	0	0	0	0	0	1,256	689	0	0	0	0	0	567
161+00	16100.00	5.00	41.39	0.00	2.21	0.00	0.00	0.00	8	0	0	0	0	0	1,263	690	0	0	0	0	0	574
161+05	16105.00	5.00	40.03	0.00	2.80	0.00	0.00	0.00	8	0	0	0	0	0	1,271	690	0	0	0	0	0	581
161+10	16110.00	5.00	37.80	0.00	3.68	0.00	0.00	0.00	7	0	1	0	0	0	1,278	691	0	0	0	0	0	587
161+15	16115.00	5.00	35.54	0.00	5.85	0.00	0.00	0.00	7	0	1	0	0	0	1,285	692	0	0	0	0	0	593
161+20	16120.00	5.00	35.22	0.00	8.24	0.00	0.00	0.00	7	0	1	0	0	0	1,292	694	0	0	0	0	0	598
161+25	16125.00	5.00	41.40	0.00	10.22	0.00	0.00	0.00	7	0	2	0	0	0	1,299	696	0	0	0	0	0	603
161+30	16130.00	5.00	48.02	0.00	16.69	0.00	0.00	0.00	8	0	2	0	0	0	1,307	699	0	0	0	0	0	608
161+35	16135.00	5.00	48.54	0.00	16.09	0.00	0.00	0.00	9	0	3	0	0	0	1,316	703	0	0	0	0	0	613
161+40	16140.00	5.00	50.37	0.00	9.74	0.00	0.00	0.00	9	0	2	0	0	0	1,325	706	0	0	0	0	0	619
161+45	16145.00	5.00	58.65	0.00	9.46	0.00	0.00	0.00	10	0	2	0	0	0	1,335	708	0	0	0	0	0	627
161+50	16150.00	5.00	65.11	0.00	8.87	0.00	0.00	0.00	11	0	2	0	0	0	1,347	710	0	0	0	0	0	637
161+55	16155.00	5.00	69.59	0.00	5.48	0.00	0.00	0.00	12	0	1	0	0	0	1,359	712	0	0	0	0	0	647
161+60	16160.00	5.00	72.73	0.00	8.71	0.00	0.00	0.00	13	0	1	0	0	0	1,372	713	0	0	0	0	0	659
161+65	16165.00	5.00	71.89	0.00	12.61	0.00	0.00	0.00	13	0	2	0	0	0	1,386	716	0	0	0	0	0	670
161+70	16170.00	5.00	71.26	0.00	12.36	0.00	0.00	0.00	13	0	2	0	0	0	1,399	719	0	0	0	0	0	680
161+75	16175.00	5.00	69.66	0.00	11.33	0.00	0.00	0.00	13	0	2	0	0	0	1,412	721	0	0	0	0	0	691
161+80	16180.00	5.00	72.96	0.00	10.63	0.00	0.00	0.00	13	0	2	0	0	0	1,425	724	0	0	0	0	0	701
161+85	16185.00	5.00	72.98	0.00	10.06	0.00	0.00	0.00	14	0	2	0	0	0	1,439	726	0	0	0	0	0	712
161+90	16190.00	5.00	75.58	0.00	9.31	0.00	0.00	0.00	14	0	2	0	0	0	1,452	729	0	0	0	0	0	724
161+95	16195.00	5.00	79.04	0.00	5.79	0.00	0.00	0.00	14	0	1	0	0	0	1,467	730	0	0	0	0	0	736
162+00	16200.00	5.00	85.91	0.00	0.94	0.00	0.00	0.00	15	0	1	0	0	0	1,482	731	0	0	0	0	0	751

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PROJECT NO: 7067-00-70 | HWY: CTH SN | COUNTY: LA CROSSE | CROSS SECTIONS: EARTHWORK | SHEET 192 E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\090101-EW.DWG
LAYOUT NAME - 090101-ew

PLOT DATE : 7/14/2018 12:17 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut	Expanded Fill	Expanded Marsh Backfill	Expanded Rock	Expanded EBS Backfill	Reduced Marsh in Fill	Reduced EBS in Fill	Mass Ordinate
															1.00	1.25	1.00	1.00	1.00	1.00	1.00	
									Note 1	Note 2	Note 3				Note 1		Note 4		Note 5	Note 6	Note 7	Note 8
162+05	16205.00	5.00	92.07	0.00	0.00	0.00	0.00	0.00	16	0	0	0	0	0	1,498	731	0	0	0	0	0	767
162+10	16210.00	5.00	97.54	0.00	0.18	0.00	0.00	0.00	18	0	0	0	0	0	1,516	731	0	0	0	0	0	785
162+15	16215.00	5.00	103.54	0.00	0.68	0.00	0.00	0.00	19	0	0	0	0	0	1,535	731	0	0	0	0	0	803
162+20	16220.00	5.00	107.63	0.00	0.55	0.00	0.00	0.00	20	0	0	0	0	0	1,554	731	0	0	0	0	0	823
162+25	16225.00	5.00	109.83	0.00	0.42	0.00	0.00	0.00	20	0	0	0	0	0	1,574	732	0	0	0	0	0	843
162+30	16230.00	5.00	107.78	0.00	0.29	0.00	0.00	0.00	20	0	0	0	0	0	1,594	732	0	0	0	0	0	863
162+35	16235.00	5.00	104.44	0.00	0.15	0.00	0.00	0.00	20	0	0	0	0	0	1,614	732	0	0	0	0	0	882
162+40	16240.00	5.00	99.65	0.00	0.10	0.00	0.00	0.00	19	0	0	0	0	0	1,633	732	0	0	0	0	0	901
162+45	16245.00	5.00	96.18	0.00	0.23	0.00	0.00	0.00	18	0	0	0	0	0	1,651	732	0	0	0	0	0	919
162+50	16250.00	5.00	94.73	0.00	0.09	0.00	0.00	0.00	18	0	0	0	0	0	1,669	732	0	0	0	0	0	937
162+55	16255.00	5.00	94.18	0.00	0.02	0.00	0.00	0.00	17	0	0	0	0	0	1,686	732	0	0	0	0	0	954
162+60	16260.00	5.00	91.61	0.00	0.00	0.00	0.00	0.00	17	0	0	0	0	0	1,703	732	0	0	0	0	0	972
162+65	16265.00	5.00	88.67	0.00	0.00	0.00	0.00	0.00	17	0	0	0	0	0	1,720	732	0	0	0	0	0	988
162+70	16270.00	5.00	85.24	0.00	0.00	0.00	0.00	0.00	16	0	0	0	0	0	1,736	732	0	0	0	0	0	1,004
162+71.86	16271.86	1.86	83.61	0.00	0.00	0.00	0.00	0.00	6	0	0	0	0	0	1,742	732	0	0	0	0	0	1,010
162+75	16275.00	3.14	108.19	0.00	88.92	0.00	0.00	0.00	11	0	5	0	0	0	1,753	738	0	0	0	0	0	1,015
163+00	16300.00	25.00	110.95	0.00	34.42	0.00	0.00	0.00	101	0	57	0	0	0	1,855	810	0	0	0	0	0	1,045
163+25	16325.00	25.00	129.53	0.00	12.85	0.00	0.00	0.00	111	0	22	0	0	0	1,966	837	0	0	0	0	0	1,129
163+50	16350.00	25.00	108.91	0.00	15.31	0.00	0.00	0.00	110	0	13	0	0	0	2,076	853	0	0	0	0	0	1,223
163+75	16375.00	25.00	120.96	0.00	6.17	0.00	0.00	0.00	106	0	10	0	0	0	2,183	866	0	0	0	0	0	1,317
164+00	16400.00	25.00	88.15	0.00	17.11	0.00	0.00	0.00	97	0	11	0	0	0	2,280	879	0	0	0	0	0	1,400
164+25	16425.00	25.00	89.65	0.00	18.61	0.00	0.00	0.00	82	0	17	0	0	0	2,362	900	0	0	0	0	0	1,462
164+50	16450.00	25.00	87.33	0.00	15.78	0.00	0.00	0.00	82	0	16	0	0	0	2,444	920	0	0	0	0	0	1,524
164+75	16475.00	25.00	82.78	0.00	17.84	0.00	0.00	0.00	79	0	16	0	0	0	2,523	939	0	0	0	0	0	1,583
165+00	16500.00	25.00	89.86	0.00	12.18	0.00	0.00	0.00	80	0	14	0	0	0	2,603	957	0	0	0	0	0	1,646
165+25	16525.00	25.00	85.35	0.00	19.74	0.00	0.00	0.00	81	0	15	0	0	0	2,684	975	0	0	0	0	0	1,709
165+50	16550.00	25.00	79.77	0.00	26.49	0.00	0.00	0.00	76	0	21	0	0	0	2,760	1,002	0	0	0	0	0	1,758
165+75	16575.00	25.00	132.42	0.00	0.00	0.00	0.00	0.00	98	0	12	0	0	0	2,858	1,017	0	0	0	0	0	1,841
166+00	16600.00	25.00	152.16	0.00	0.00	0.00	0.00	0.00	132	0	0	0	0	0	2,990	1,017	0	0	0	0	0	1,973
166+25	16625.00	25.00	118.30	0.00	0.00	0.00	0.00	0.00	125	0	0	0	0	0	3,115	1,017	0	0	0	0	0	2,098
166+50	16650.00	25.00	91.11	0.00	0.50	0.00	0.00	0.00	97	0	0	0	0	0	3,212	1,017	0	0	0	0	0	2,195
166+75	16675.00	25.00	77.34	0.00	4.79	0.00	0.00	0.00	78	0	2	0	0	0	3,290	1,021	0	0	0	0	0	2,270
167+00	16700.00	25.00	73.97	0.00	9.61	0.00	0.00	0.00	70	0	7	0	0	0	3,360	1,029	0	0	0	0	0	2,332
167+25	16725.00	25.00	68.30	0.00	17.22	0.00	0.00	0.00	66	0	12	0	0	0	3,426	1,044	0	0	0	0	0	2,382
167+50	16750.00	25.00	68.30	0.00	15.90	0.00	0.00	0.00	63	0	15	0	0	0	3,489	1,064	0	0	0	0	0	2,426
167+75	16775.00	25.00	66.26	0.00	14.32	0.00	0.00	0.00	62	0	14	0	0	0	3,552	1,081	0	0	0	0	0	2,471
168+00	16800.00	25.00	65.59	0.00	16.62	0.00	0.00	0.00	61	0	14	0	0	0	3,613	1,099	0	0	0	0	0	2,514
168+25	16825.00	25.00	63.51	0.00	26.89	0.00	0.00	0.00	60	0	20	0	0	0	3,673	1,124	0	0	0	0	0	2,548
168+50	16850.00	25.00	61.01	0.00	30.79	0.00	0.00	0.00	58	0	27	0	0	0	3,730	1,157	0	0	0	0	0	2,573
168+75	16875.00	25.00	67.01	0.00	16.83	0.00	0.00	0.00	59	0	22	0	0	0	3,789	1,185	0	0	0	0	0	2,604
169+00	16900.00	25.00	72.08	0.00	8.96	0.00	0.00	0.00	64	0	12	0	0	0	3,854	1,200	0	0	0	0	0	2,654
169+25	16925.00	25.00	70.76	0.00	10.04	0.00	0.00	0.00	66	0	9	0	0	0	3,920	1,211	0	0	0	0	0	2,709
169+50	16950.00	25.00	68.31	0.00	13.43	0.00	0.00	0.00	64	0	11	0	0	0	3,984	1,225	0	0	0	0	0	2,760
169+75	16975.00	25.00	66.50	0.00	35.28	0.00	0.00	0.00	62	0	23	0	0	0	4,047	1,253	0	0	0	0	0	2,794
170+00	17000.00	25.00	63.81	0.00	51.30	0.00	0.00	0.00	60	0	40	0	0	0	4,107	1,303	0	0	0	0	0	2,804
170+25	17025.00	25.00	76.69	0.00	40.63	0.00	0.00	0.00	65	0	43	0	0	0	4,172	1,356	0	0	0	0	0	2,816
170+50	17050.00	25.00	74.00	0.00	51.69	0.00	0.00	0.00	70	0	43	0	0	0	4,242	1,409	0	0	0	0	0	2,832
170+75	17075.00	25.00	81.97	0.00	61.53	0.00	0.00	0.00	72	0	52	0	0	0	4,314	1,475	0	0	0	0	0	2,839
171+00	17100.00	25.00	83.94	0.00	62.20	0.00	0.00	0.00	77	0	57	0	0	0	4,391	1,547	0	0	0	0	0	2,844
171+25	17125.00	25.00	79.81	0.00	83.12	0.00	0.00	0.00	76	0	67	0	0	0	4,467	1,631	0	0	0	0	0	2,836
171+50	17150.00	25.00	83.22	0.00	72.31	0.00	0.00	0.00	75	0	72	0	0	0	4,542	1,721	0	0	0	0	0	2,822
171+55	17155.00	5.00	86.36	0.00	67.10	0.00	0.00	0.00	16	0	13	0	0	0	4,558	1,737	0	0	0	0	0	2,821
171+60	17160.00	5.00	91.50	0.00	66.11	0.00	0.00	0.00	16	0	12	0	0	0	4,574	1,752	0	0	0	0	0	2,822
171+65	17165.00	5.00	93.31	0.00	46.73	0.00	0.00	0.00	17	0	10	0	0	0	4,592	1,765	0	0	0	0	0	2,826
171+70	17170.00	5.00	106.52	0.00	30.88	0.00	0.00	0.00	19	0	7	0	0	0	4,610	1,774	0	0	0	0	0	2,836
171+75	17175.00	5.00	120.54	0.00	25.52	0.00	0.00	0.00	21	0	5	0	0	0	4,631	1,781	0	0	0	0	0	2,850
171+80	17180.00	5.00	142.15	0.00	12.84	0.00	0.00	0.00	24	0	4	0	0	0	4,655	1,785	0	0	0	0	0	2,870
171+85	17185.00	5.00	179.77	0.00	0.62	0.00	0.00	0.00	30	0	1	0	0	0	4,685	1,787	0	0	0	0	0	2,898
171+90	17190.00	5.00	197.19	0.00	0.00	0.00	0.00	0.00	35	0	0	0	0	0	4,720	1,787	0	0	0	0	0	2,933
171+95	17195.00	5.00	203.74	0.00	0.00	0.00	0.00	0.00	37	0	0	0	0	0	4,757	1,787	0	0	0	0	0	2,970
172+00	17200.00	5.00	214.30	0.00	0.00	0.00	0.00	0.00	39	0	0	0	0	0	4,796	1,787	0	0	0	0	0	3,009
172+05	17205.00	5.00	217.78	0.00	0.00	0.00	0.00	0.00	40	0	0	0	0	0	4,836	1,787	0	0	0	0	0	3,049
172+10	17210.00	5.00	210.60	0.00	0.00	0.00	0.00	0.00	40	0	0	0	0	0	4,876	1,787	0	0	0	0	0	3,089
172+15	17215.00	5.00	197.78	0.00	0.00	0.00	0.00	0.00	38	0	0	0	0	0	4,913	1,787	0	0	0	0	0	3,127
172+20	17220.00	5.00	177.33	0.00	3.07	0.00	0.00	0.00	35	0	0	0	0	0	4,948	1,787	0	0	0	0	0	3,161
172+25	17225.00	5.00	160.29	0.00	8.51	0.00	0.00	0.00	31	0	1	0	0	0	4,979	1,789	0	0	0	0	0	3,191
172+30	17230.00	5.00	136.31	0.00	16.75	0.00	0.00	0.00	27	0	2	0	0	0	5,007	1,791	0	0	0	0	0	3,215
172+35	17235.00	5.00	110.79	0.00	24.75	0.00	0.00	0.00	23	0	4	0	0	0	5,030	1,796	0	0	0	0	0	3,234

STATION	Real Station	Distance	AREA (SF)						Incremental Vol (CY) (Unadjusted)						Cumulative Vol (CY)							
			Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cut 1.00	Expanded Fill 1.25	Expanded Marsh Backfill 1.00	Expanded Rock 1.00	Expanded EBS Backfill 1.00	Reduced Marsh in Fill 1.00	Reduced EBS in Fill 1.00	Mass Ordinate
									Note 1	Note 2	Note 3				Note 1		Note 4		Note 5	Note 6	Note 7	Note 8
172+40	17240.00	5.00	95.51	0.00	37.32	0.00	0.00	0.00	19	0	6	0	0	0	5,049	1,803	0	0	0	0	0	3,245
172+45	17245.00	5.00	87.91	0.00	47.38	0.00	0.00	0.00	17	0	8	0	0	0	5,066	1,813	0	0	0	0	0	3,253
172+50	17250.00	5.00	86.29	0.00	71.49	0.00	0.00	0.00	16	0	11	0	0	0	5,082	1,827	0	0	0	0	0	3,255
172+75	17275.00	25.00	90.66	0.00	54.64	0.00	0.00	0.00	82	0	58	0	0	0	5,164	1,900	0	0	0	0	0	3,264
173+00	17300.00	25.00	106.81	0.00	36.80	0.00	0.00	0.00	91	0	42	0	0	0	5,255	1,953	0	0	0	0	0	3,302
173+25	17325.00	25.00	98.58	0.00	21.33	0.00	0.00	0.00	95	0	27	0	0	0	5,350	1,987	0	0	0	0	0	3,364
173+50	17350.00	25.00	87.48	0.00	23.56	0.00	0.00	0.00	86	0	21	0	0	0	5,437	2,013	0	0	0	0	0	3,424
173+75	17375.00	25.00	80.82	0.00	14.25	0.00	0.00	0.00	78	0	18	0	0	0	5,514	2,034	0	0	0	0	0	3,480
174+00	17400.00	25.00	72.30	0.00	11.66	0.00	0.00	0.00	71	0	12	0	0	0	5,585	2,049	0	0	0	0	0	3,536
174+25	17425.00	25.00	66.28	0.00	9.66	0.00	0.00	0.00	64	0	10	0	0	0	5,649	2,062	0	0	0	0	0	3,588
174+50	17450.00	25.00	61.84	0.00	5.57	0.00	0.00	0.00	59	0	7	0	0	0	5,709	2,071	0	0	0	0	0	3,638
174+75	17475.00	25.00	55.16	0.00	4.20	0.00	0.00	0.00	54	0	5	0	0	0	5,763	2,076	0	0	0	0	0	3,687
175+00	17500.00	25.00	46.68	0.00	10.08	0.00	0.00	0.00	47	0	7	0	0	0	5,810	2,084	0	0	0	0	0	3,726
175+25	17525.00	25.00	51.33	0.00	2.72	0.00	0.00	0.00	45	0	6	0	0	0	5,856	2,092	0	0	0	0	0	3,764
175+50	17550.00	25.00	52.66	0.00	5.53	0.00	0.00	0.00	48	0	4	0	0	0	5,904	2,097	0	0	0	0	0	3,807
175+75	17575.00	25.00	71.05	0.00	0.19	0.00	0.00	0.00	57	0	3	0	0	0	5,961	2,100	0	0	0	0	0	3,861
176+00	17600.00	25.00	44.09	0.00	30.36	0.00	0.00	0.00	53	0	14	0	0	0	6,014	2,118	0	0	0	0	0	3,897
176+25	17625.00	25.00	43.87	0.00	29.48	0.00	0.00	0.00	41	0	28	0	0	0	6,055	2,152	0	0	0	0	0	3,903
176+50	17650.00	25.00	37.54	0.00	7.41	0.00	0.00	0.00	38	0	17	0	0	0	6,093	2,174	0	0	0	0	0	3,919
176+75	17675.00	25.00	41.58	0.00	2.55	0.00	0.00	0.00	37	0	5	0	0	0	6,129	2,179	0	0	0	0	0	3,950
177+00	17700.00	25.00	53.85	0.00	0.65	0.00	0.00	0.00	44	0	1	0	0	0	6,173	2,181	0	0	0	0	0	3,992
177+25	17725.00	25.00	71.19	0.00	0.20	0.00	0.00	0.00	58	0	0	0	0	0	6,231	2,182	0	0	0	0	0	4,050
177+50	17750.00	25.00	86.92	0.00	0.05	0.00	0.00	0.00	73	0	0	0	0	0	6,305	2,182	0	0	0	0	0	4,123
177+55	17755.00	5.00	94.32	0.00	0.03	0.00	0.00	0.00	17	0	0	0	0	0	6,321	2,182	0	0	0	0	0	4,139
177+60	17760.00	5.00	105.27	0.00	0.02	0.00	0.00	0.00	18	0	0	0	0	0	6,340	2,182	0	0	0	0	0	4,158
177+65	17765.00	5.00	117.56	0.00	0.01	0.00	0.00	0.00	21	0	0	0	0	0	6,360	2,182	0	0	0	0	0	4,179
177+70	17770.00	5.00	129.43	0.00	0.00	0.00	0.00	0.00	23	0	0	0	0	0	6,383	2,182	0	0	0	0	0	4,201
177+75	17775.00	5.00	140.59	0.00	0.00	0.00	0.00	0.00	25	0	0	0	0	0	6,408	2,182	0	0	0	0	0	4,226
177+80	17780.00	5.00	143.03	0.00	0.00	0.00	0.00	0.00	26	0	0	0	0	0	6,435	2,182	0	0	0	0	0	4,253
177+85	17785.00	5.00	127.50	0.00	0.00	0.00	0.00	0.00	25	0	0	0	0	0	6,460	2,182	0	0	0	0	0	4,278
177+90	17790.00	5.00	116.51	0.00	0.00	0.00	0.00	0.00	23	0	0	0	0	0	6,482	2,182	0	0	0	0	0	4,300
177+95	17795.00	5.00	121.53	0.00	0.00	0.00	0.00	0.00	22	0	0	0	0	0	6,504	2,182	0	0	0	0	0	4,322
178+00	17800.00	5.00	127.14	0.00	0.00	0.00	0.00	0.00	23	0	0	0	0	0	6,527	2,182	0	0	0	0	0	4,345
178+05	17805.00	5.00	132.90	0.00	0.05	0.00	0.00	0.00	24	0	0	0	0	0	6,551	2,182	0	0	0	0	0	4,369
178+10	17810.00	5.00	126.02	0.00	0.64	0.00	0.00	0.00	24	0	0	0	0	0	6,575	2,182	0	0	0	0	0	4,393
178+15	17815.00	5.00	119.24	0.00	2.30	0.00	0.00	0.00	23	0	0	0	0	0	6,598	2,182	0	0	0	0	0	4,416
178+20	17820.00	5.00	113.33	0.00	5.01	0.00	0.00	0.00	22	0	1	0	0	0	6,620	2,183	0	0	0	0	0	4,436
178+25	17825.00	5.00	129.26	0.00	8.69	0.00	0.00	0.00	22	0	1	0	0	0	6,642	2,185	0	0	0	0	0	4,457
178+30	17830.00	5.00	123.00	0.00	0.00	0.00	0.00	0.00	23	0	1	0	0	0	6,665	2,186	0	0	0	0	0	4,480
178+35	17835.00	5.00	106.81	0.00	0.00	0.00	0.00	0.00	21	0	0	0	0	0	6,687	2,186	0	0	0	0	0	4,501
178+40	17840.00	5.00	94.04	0.00	0.01	0.00	0.00	0.00	19	0	0	0	0	0	6,705	2,186	0	0	0	0	0	4,520
178+45	17845.00	5.00	90.54	0.00	0.01	0.00	0.00	0.00	17	0	0	0	0	0	6,722	2,186	0	0	0	0	0	4,537
178+50	17850.00	5.00	86.24	0.00	1.43	0.00	0.00	0.00	16	0	0	0	0	0	6,739	2,186	0	0	0	0	0	4,553
178+75	17875.00	25.00	85.39	0.00	6.75	0.00	0.00	0.00	79	0	4	0	0	0	6,818	2,191	0	0	0	0	0	4,628
179+00	17900.00	25.00	75.60	0.00	14.19	0.00	0.00	0.00	75	0	10	0	0	0	6,893	2,203	0	0	0	0	0	4,690
179+25	17925.00	25.00	85.17	0.00	5.03	0.00	0.00	0.00	74	0	9	0	0	0	6,967	2,214	0	0	0	0	0	4,753
179+50	17950.00	25.00	102.32	0.00	3.35	0.00	0.00	0.00	87	0	4	0	0	0	7,054	2,219	0	0	0	0	0	4,835
179+75	17975.00	25.00	104.53	0.00	1.55	0.00	0.00	0.00	96	0	2	0	0	0	7,150	2,222	0	0	0	0	0	4,928
180+00	18000.00	25.00	129.73	0.00	0.00	0.00	0.00	0.00	108	0	1	0	0	0	7,258	2,222	0	0	0	0	0	5,036
180+25	18025.00	25.00	125.62	0.00	0.00	0.00	0.00	0.00	118	0	0	0	0	0	7,376	2,222	0	0	0	0	0	5,154
180+50	18050.00	25.00	87.39	0.00	1.85	0.00	0.00	0.00	99	0	1	0	0	0	7,475	2,224	0	0	0	0	0	5,251
180+75	18075.00	25.00	76.50	0.00	0.75	0.00	0.00	0.00	76	0	1	0	0	0	7,551	2,225	0	0	0	0	0	5,326
181+00	18100.00	25.00	79.68	0.00	0.45	0.00	0.00	0.00	72	0	1	0	0	0	7,623	2,226	0	0	0	0	0	5,397
181+25	18125.00	25.00	86.83	0.00	0.00	0.00	0.00	0.00	77	0	0	0	0	0	7,700	2,226	0	0	0	0	0	5,474
181+30	18130.00	5.00	88.89	0.00	0.00	0.00	0.00	0.00	16	0	0	0	0	0	7,717	2,226	0	0	0	0	0	5,491
181+35	18135.00	5.00	91.35	0.00	0.08	0.00	0.00	0.00	17	0	0	0	0	0	7,733	2,226	0	0	0	0	0	5,507
181+40	18140.00	5.00	88.91	0.00	0.00	0.00	0.00	0.00	17	0	0	0	0	0	7,750	2,226	0	0	0	0	0	5,524
181+45	18145.00	5.00	94.34	0.00	0.00	0.00	0.00	0.00	17	0	0	0	0	0	7,767	2,226	0	0	0	0	0	5,541
181+50	18150.00	5.00	103.79	0.00	0.00	0.00	0.00	0.00	18	0	0	0	0	0	7,785	2,226	0	0	0	0	0	5,559
181+55	18155.00	5.00	113.30	0.00	0.00	0.00	0.00	0.00	20	0	0	0	0	0	7,805	2,226	0	0	0	0	0	5,579
181+60	18160.00	5.00	124.05	0.00	0.03	0.00	0.00	0.00	22	0	0	0	0	0	7,827	2,226	0	0	0	0	0	5,601
181+65	18165.00	5.00	138.54	0.00	0.86	0.00	0.00	0.00	24	0	0	0	0	0	7,852	2,226	0	0	0	0	0	5,625
181+70	18170.00	5.00	152.79	0.00	0.65	0.00	0.00	0.00	27	0	0	0	0	0	7,879	2,226	0	0	0	0	0	5,652
181+75	18175.00	5.00	167.32	0.00	0.27	0.00	0.00	0.00	30	0	0	0	0	0	7,908	2,226	0	0	0	0	0	5,682
181+80	18180.00	5.00	177.53	0.00	0.12	0.00	0.00	0.00	32	0	0	0	0	0	7,940	2,226	0	0	0	0	0	5,714
181+85	18185.00	5.00	166.31	0.00	0.17	0.00	0.00	0.00	32	0	0	0	0	0	7,972	2,227	0	0	0	0	0	5,745
181+90	18190.00	5.00	172.09	0.00	0.25	0.00	0.00	0.00	31	0	0	0	0	0	8,003	2,227	0	0	0	0	0	5,777
181+95	18195.00	5.00	178.15	0.00	0.33	0.00	0.00	0.00	32	0	0	0	0	0	8,036	2,227	0	0	0	0	0	5,809

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut	Expanded Fill	Expanded Marsh Backfill	Expanded Rock	Expanded EBS Backfill	Reduced Marsh in Fill	Reduced EBS in Fill	Mass Ordinate
									Note 1	Note 2	Note 3				1.00 Note 1	1.25	1.00 Note 4	1.00	1.00 Note 5	1.00 Note 6	1.00 Note 7	Note 8
182+00	18200.00	5.00	184.39	0.00	0.42	0.00	0.00	0.00	34	0	0	0	0	0	8,069	2,227	0	0	0	0	0	5,843
182+05	18205.00	5.00	191.00	0.00	0.51	0.00	0.00	0.00	35	0	0	0	0	0	8,104	2,227	0	0	0	0	0	5,877
182+10	18210.00	5.00	223.16	0.00	0.69	0.00	0.00	0.00	38	0	0	0	0	0	8,142	2,227	0	0	0	0	0	5,915
182+15	18215.00	5.00	189.81	0.00	0.01	0.00	0.00	0.00	38	0	0	0	0	0	8,181	2,227	0	0	0	0	0	5,954
182+20	18220.00	5.00	188.45	0.00	0.00	0.00	0.00	0.00	35	0	0	0	0	0	8,216	2,227	0	0	0	0	0	5,989
182+25	18225.00	5.00	188.07	0.00	0.00	0.00	0.00	0.00	35	0	0	0	0	0	8,251	2,227	0	0	0	0	0	6,024
182+30	18230.00	5.00	189.44	0.00	0.00	0.00	0.00	0.00	35	0	0	0	0	0	8,286	2,227	0	0	0	0	0	6,058
182+35	18235.00	5.00	201.36	0.00	0.00	0.00	0.00	0.00	36	0	0	0	0	0	8,322	2,227	0	0	0	0	0	6,095
182+40	18240.00	5.00	197.60	0.00	0.00	0.00	0.00	0.00	37	0	0	0	0	0	8,359	2,227	0	0	0	0	0	6,132
182+45	18245.00	5.00	188.90	0.00	0.00	0.00	0.00	0.00	36	0	0	0	0	0	8,394	2,227	0	0	0	0	0	6,167
182+50	18250.00	5.00	173.77	0.00	0.04	0.00	0.00	0.00	34	0	0	0	0	0	8,428	2,227	0	0	0	0	0	6,201
182+55	18255.00	5.00	161.83	0.00	7.11	0.00	0.00	0.00	31	0	1	0	0	0	8,459	2,228	0	0	0	0	0	6,231
182+60	18260.00	5.00	155.61	0.00	22.81	0.00	0.00	0.00	29	0	3	0	0	0	8,488	2,231	0	0	0	0	0	6,257
182+65	18265.00	5.00	149.18	0.00	37.35	0.00	0.00	0.00	28	0	6	0	0	0	8,517	2,238	0	0	0	0	0	6,278
182+70	18270.00	5.00	144.39	0.00	49.28	0.00	0.00	0.00	27	0	8	0	0	0	8,544	2,248	0	0	0	0	0	6,296
182+75	18275.00	5.00	144.07	0.00	56.83	0.00	0.00	0.00	27	0	10	0	0	0	8,571	2,261	0	0	0	0	0	6,310
182+80	18280.00	5.00	146.02	0.00	50.30	0.00	0.00	0.00	27	0	10	0	0	0	8,597	2,273	0	0	0	0	0	6,324
182+85	18285.00	5.00	154.43	0.00	47.58	0.00	0.00	0.00	28	0	9	0	0	0	8,625	2,284	0	0	0	0	0	6,341
182+90	18290.00	5.00	166.89	0.00	32.98	0.00	0.00	0.00	30	0	7	0	0	0	8,655	2,294	0	0	0	0	0	6,361
182+95	18295.00	5.00	155.11	0.00	27.89	0.00	0.00	0.00	30	0	6	0	0	0	8,685	2,301	0	0	0	0	0	6,384
183+00	18300.00	5.00	155.07	0.00	24.40	0.00	0.00	0.00	29	0	5	0	0	0	8,714	2,307	0	0	0	0	0	6,407
183+25	18325.00	25.00	174.16	0.00	0.50	0.00	0.00	0.00	152	0	12	0	0	0	8,866	2,321	0	0	0	0	0	6,545
183+50	18350.00	25.00	178.00	0.00	0.00	0.00	0.00	0.00	163	0	0	0	0	0	9,029	2,321	0	0	0	0	0	6,708
183+75	18375.00	25.00	179.35	0.00	2.96	0.00	0.00	0.00	165	0	1	0	0	0	9,194	2,323	0	0	0	0	0	6,871
184+00	18400.00	25.00	173.64	0.00	7.91	0.00	0.00	0.00	163	0	5	0	0	0	9,358	2,329	0	0	0	0	0	7,028
184+05	18405.00	5.00	175.50	0.00	10.33	0.00	0.00	0.00	32	0	2	0	0	0	9,390	2,332	0	0	0	0	0	7,059
184+10	18410.00	5.00	181.02	0.00	11.33	0.00	0.00	0.00	33	0	2	0	0	0	9,423	2,334	0	0	0	0	0	7,089
184+15	18415.00	5.00	189.72	0.00	11.62	0.00	0.00	0.00	34	0	2	0	0	0	9,458	2,337	0	0	0	0	0	7,121
184+20	18420.00	5.00	199.02	0.00	10.60	0.00	0.00	0.00	36	0	2	0	0	0	9,494	2,339	0	0	0	0	0	7,154
184+25	18425.00	5.00	207.79	0.00	5.85	0.00	0.00	0.00	38	0	2	0	0	0	9,531	2,341	0	0	0	0	0	7,190
184+30	18430.00	5.00	218.75	0.00	0.02	0.00	0.00	0.00	39	0	1	0	0	0	9,571	2,342	0	0	0	0	0	7,229
184+35	18435.00	5.00	234.74	0.00	0.00	0.00	0.00	0.00	42	0	0	0	0	0	9,613	2,342	0	0	0	0	0	7,271
184+40	18440.00	5.00	244.65	0.00	0.00	0.00	0.00	0.00	44	0	0	0	0	0	9,657	2,342	0	0	0	0	0	7,315
184+45	18445.00	5.00	260.03	0.00	0.09	0.00	0.00	0.00	47	0	0	0	0	0	9,704	2,342	0	0	0	0	0	7,362
184+50	18450.00	5.00	275.10	0.00	0.54	0.00	0.00	0.00	50	0	0	0	0	0	9,753	2,342	0	0	0	0	0	7,411
184+55	18455.00	5.00	286.79	0.00	0.36	0.00	0.00	0.00	52	0	0	0	0	0	9,805	2,342	0	0	0	0	0	7,463
184+60	18460.00	5.00	295.18	0.00	0.01	0.00	0.00	0.00	54	0	0	0	0	0	9,859	2,342	0	0	0	0	0	7,517
184+65	18465.00	5.00	293.61	0.00	0.01	0.00	0.00	0.00	55	0	0	0	0	0	9,914	2,342	0	0	0	0	0	7,572
184+70	18470.00	5.00	289.44	0.00	0.05	0.00	0.00	0.00	54	0	0	0	0	0	9,968	2,342	0	0	0	0	0	7,626
184+75	18475.00	5.00	283.78	0.00	0.11	0.00	0.00	0.00	53	0	0	0	0	0	10,021	2,342	0	0	0	0	0	7,679
184+80	18480.00	5.00	275.38	0.00	0.16	0.00	0.00	0.00	52	0	0	0	0	0	10,073	2,342	0	0	0	0	0	7,730
184+85	18485.00	5.00	267.10	0.00	0.14	0.00	0.00	0.00	50	0	0	0	0	0	10,123	2,342	0	0	0	0	0	7,781
184+90	18490.00	5.00	256.05	0.00	0.07	0.00	0.00	0.00	48	0	0	0	0	0	10,171	2,342	0	0	0	0	0	7,829
184+95	18495.00	5.00	236.24	0.00	0.00	0.00	0.00	0.00	46	0	0	0	0	0	10,217	2,342	0	0	0	0	0	7,875
185+00	18500.00	5.00	216.46	0.00	0.00	0.00	0.00	0.00	42	0	0	0	0	0	10,259	2,342	0	0	0	0	0	7,917
185+05	18505.00	5.00	207.08	0.00	0.05	0.00	0.00	0.00	39	0	0	0	0	0	10,298	2,342	0	0	0	0	0	7,956
185+10	18510.00	5.00	198.53	0.00	0.23	0.00	0.00	0.00	38	0	0	0	0	0	10,336	2,342	0	0	0	0	0	7,993
185+15	18515.00	5.00	190.88	0.00	0.56	0.00	0.00	0.00	36	0	0	0	0	0	10,372	2,342	0	0	0	0	0	8,029
185+20	18520.00	5.00	183.82	0.00	1.06	0.00	0.00	0.00	35	0	0	0	0	0	10,406	2,343	0	0	0	0	0	8,064
185+25	18525.00	5.00	176.23	0.00	0.03	0.00	0.00	0.00	33	0	0	0	0	0	10,440	2,343	0	0	0	0	0	8,097
185+30	18530.00	5.00	163.41	0.00	0.01	0.00	0.00	0.00	31	0	0	0	0	0	10,471	2,343	0	0	0	0	0	8,128
185+35	18535.00	5.00	152.95	0.00	0.00	0.00	0.00	0.00	29	0	0	0	0	0	10,500	2,343	0	0	0	0	0	8,158
185+40	18540.00	5.00	146.10	0.00	0.02	0.00	0.00	0.00	28	0	0	0	0	0	10,528	2,343	0	0	0	0	0	8,185
185+45	18545.00	5.00	139.65	0.00	0.05	0.00	0.00	0.00	26	0	0	0	0	0	10,555	2,343	0	0	0	0	0	8,212
185+50	18550.00	5.00	133.44	0.00	0.03	0.00	0.00	0.00	25	0	0	0	0	0	10,580	2,343	0	0	0	0	0	8,237
185+75	18575.00	25.00	113.55	0.00	3.29	0.00	0.00	0.00	114	0	2	0	0	0	10,694	2,345	0	0	0	0	0	8,350
186+00	18600.00	25.00	67.68	0.00	120.76	0.00	0.00	0.00	84	0	57	0	0	0	10,778	2,416	0	0	0	0	0	8,362
186+75	18675.00	75.00	54.73	0.00	144.62	0.00	0.00	0.00	170	0	369	0	0	0	10,948	2,877	0	0	0	0	0	8,071
187+00	18700.00	25.00	55.45	0.00	94.91	0.00	0.00	0.00	51	0	111	0	0	0	10,999	3,016	0	0	0	0	0	7,983
187+25	18725.00	25.00	54.81	0.00	81.78	0.00	0.00	0.00	51	0	82	0	0	0	11,050	3,118	0	0	0	0	0	7,932
187+50	18750.00	25.00	50.44	0.00	62.67	0.00	0.00	0.00	49	0	67	0	0	0	11,099	3,202	0	0	0	0	0	7,897
187+75	18775.00	25.00	49.37	0.00	41.22	0.00	0.00	0.00	46	0	48	0	0	0	11,145	3,262	0	0	0	0	0	7,883
188+00	18800.00	25.00	50.61	0.00	43.54	0.00	0.00	0.00	46	0	39	0	0	0	11,191	3,311	0	0	0	0	0	7,881
188+25	18825.00	25.00	4.07	0.00	2.04	0.00	0.00	0.00	25	0	21	0	0	0	11,217	3,337	0	0	0	0	0	7,880
188+50	18850.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	2	0	1	0	0	0	11,219	3,338	0	0	0	0	0	7,880
188+75	18875.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	11,219	3,338	0	0	0	0	0	7,880
189+00	18900.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	11,219	3,338	0	0	0	0	0	7,880
189+25	18925.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	11,219	3,338	0	0	0	0	0	7,880

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut	Expanded Fill	Expanded Marsh Backfill	Expanded Rock	Expanded EBS Backfill	Reduced Marsh in Fill	Reduced EBS in Fill	Mass Ordinate
															1.00	1.25	1.00	1.00	1.00	1.00	1.00	
									Note 1	Note 2	Note 3				Note 1		Note 4		Note 5	Note 6	Note 7	Note 8
189+50	18950.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	11,219	3,338	0	0	0	0	0	7,880
189+75	18975.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	11,219	3,338	0	0	0	0	0	7,880
190+00	19000.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	11,219	3,338	0	0	0	0	0	7,880
190+25	19025.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	11,219	3,338	0	0	0	0	0	7,880
190+50	19050.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	11,219	3,338	0	0	0	0	0	7,880
190+75	19075.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	11,219	3,338	0	0	0	0	0	7,880
191+00	19100.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	11,219	3,338	0	0	0	0	0	7,880
191+25	19125.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	11,219	3,338	0	0	0	0	0	7,880
191+50	19150.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	11,219	3,338	0	0	0	0	0	7,880
191+75	19175.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	11,219	3,338	0	0	0	0	0	7,880
192+00	19200.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	11,219	3,338	0	0	0	0	0	7,880
192+19.39	19219.39	19.39	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	11,219	3,338	0	0	0	0	0	7,880
									11,219	0	2,671	0	0	0								

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PROJECT NO: 7067-00-70 | HWY: CTH SN | COUNTY: LA CROSSE | CROSS SECTIONS: EARTHWORK | SHEET E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\090101-EW.DWG
LAYOUT NAME - 090105-ew

PLOT DATE : 7/14/2018 12:17 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

Division -- Rdbt-2-SI-NW

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut	Expanded Fill	Expanded Marsh Backfill	Expanded Rock	Expanded EBS Backfill	Reduced Marsh in Fill	Reduced EBS in Fill	Mass Ordinate
															1.00	1.25	1.00	1.00	1.00	1.00	1.00	
									Note 1	Note 2	Note 3				Note 1		Note 4		Note 5	Note 6	Note 7	Note 8
302+01.57(2)	201.57	0.00	24.90	0.00	48.46	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
302+05(2)	205.00	3.43	22.21	0.00	52.84	0.00	0.00	0.00	3	0	6	0	0	0	3	8	0	0	0	0	0	-5
302+10(2)	210.00	5.00	18.31	0.00	58.15	0.00	0.00	0.00	4	0	10	0	0	0	7	21	0	0	0	0	0	-14
302+15(2)	215.00	5.00	14.01	0.00	62.20	0.00	0.00	0.00	3	0	11	0	0	0	10	35	0	0	0	0	0	-25
302+20(2)	220.00	5.00	12.12	0.00	64.99	0.00	0.00	0.00	2	0	12	0	0	0	12	50	0	0	0	0	0	-37
302+25(2)	225.00	5.00	10.13	0.00	84.10	0.00	0.00	0.00	2	0	14	0	0	0	14	67	0	0	0	0	0	-53
302+30(2)	230.00	5.00	10.56	0.00	87.01	0.00	0.00	0.00	2	0	16	0	0	0	16	87	0	0	0	0	0	-70
302+35(2)	235.00	5.00	13.74	0.00	88.63	0.00	0.00	0.00	2	0	16	0	0	0	18	107	0	0	0	0	0	-89
302+40(2)	240.00	5.00	14.87	0.00	90.41	0.00	0.00	0.00	3	0	17	0	0	0	21	128	0	0	0	0	0	-107
302+45(2)	245.00	5.00	19.38	0.00	103.62	0.00	0.00	0.00	3	0	18	0	0	0	24	150	0	0	0	0	0	-126
302+50(2)	250.00	5.00	17.43	0.00	100.18	0.00	0.00	0.00	3	0	19	0	0	0	28	174	0	0	0	0	0	-146
302+55(2)	255.00	5.00	9.38	0.00	100.31	0.00	0.00	0.00	2	0	19	0	0	0	30	197	0	0	0	0	0	-167
302+60(2)	260.00	5.00	6.60	0.00	100.99	0.00	0.00	0.00	1	0	19	0	0	0	32	220	0	0	0	0	0	-189
302+65(2)	265.00	5.00	4.45	0.00	100.86	0.00	0.00	0.00	1	0	19	0	0	0	33	244	0	0	0	0	0	-211
302+70(2)	270.00	5.00	5.37	0.00	86.26	0.00	0.00	0.00	1	0	17	0	0	0	34	265	0	0	0	0	0	-232
302+75(2)	275.00	5.00	4.81	0.00	69.32	0.00	0.00	0.00	1	0	14	0	0	0	34	283	0	0	0	0	0	-249
302+80(2)	280.00	5.00	7.09	0.00	56.51	0.00	0.00	0.00	1	0	12	0	0	0	36	298	0	0	0	0	0	-262
302+85(2)	285.00	5.00	10.55	0.00	53.68	0.00	0.00	0.00	2	0	10	0	0	0	37	311	0	0	0	0	0	-273
302+90(2)	290.00	5.00	14.07	0.00	51.91	0.00	0.00	0.00	2	0	10	0	0	0	39	323	0	0	0	0	0	-283
302+95(2)	295.00	5.00	18.06	0.00	51.43	0.00	0.00	0.00	3	0	10	0	0	0	42	335	0	0	0	0	0	-292
303+00(2)	300.00	5.00	17.15	0.00	48.08	0.00	0.00	0.00	3	0	9	0	0	0	46	346	0	0	0	0	0	-301
303+05(2)	305.00	5.00	14.88	0.00	42.36	0.00	0.00	0.00	3	0	8	0	0	0	49	357	0	0	0	0	0	-308
303+10(2)	310.00	5.00	13.70	0.00	40.65	0.00	0.00	0.00	3	0	8	0	0	0	51	366	0	0	0	0	0	-315
303+15(2)	315.00	5.00	13.97	0.00	39.85	0.00	0.00	0.00	3	0	7	0	0	0	54	376	0	0	0	0	0	-322
303+20(2)	320.00	5.00	14.01	0.00	38.21	0.00	0.00	0.00	3	0	7	0	0	0	56	385	0	0	0	0	0	-328
303+25(2)	325.00	5.00	13.29	0.00	39.80	0.00	0.00	0.00	3	0	7	0	0	0	59	394	0	0	0	0	0	-335
303+30(2)	330.00	5.00	13.33	0.00	39.02	0.00	0.00	0.00	2	0	7	0	0	0	61	403	0	0	0	0	0	-341
303+35(2)	335.00	5.00	13.17	0.00	35.28	0.00	0.00	0.00	2	0	7	0	0	0	64	411	0	0	0	0	0	-348
									64	0	329	0	0	0								

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PROJECT NO: 7067-00-70 | HWY: CTH SN | COUNTY: LA CROSSE | CROSS SECTIONS: EARTHWORK | SHEET E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\090101-EW.DWG
LAYOUT NAME - 090106-ew

PLOT DATE : 7/14/2018 12:17 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Division -- Rdbt-2-SI-SW

STATION	Real Station	Distance	AREA (SF) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Incremental Vol (CY) (Unadjusted) Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Rock Exc	EBS	Cumulative Vol (CY) Cut	Expanded Fill	Expanded Marsh Backfill	Expanded Rock	Expanded EBS Backfill	Reduced Marsh in Fill	Reduced EBS in Fill	Mass Ordinate
									Note 1	Note 2	Note 3				1.00 Note 1	1.25	1.00 Note 4	1.00	1.00 Note 5	1.00 Note 6	1.00 Note 7	Note 8
500+05(2)	5.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500+10(2)	10.00	5.00	0.52	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500+15(2)	15.00	5.00	5.43	0.00	0.02	0.00	0.00	0.00	1	0	0	0	0	0	1	0	0	0	0	0	0	1
500+20(2)	20.00	5.00	14.74	0.00	0.04	0.00	0.00	0.00	2	0	0	0	0	0	2	0	0	0	0	0	0	2
500+25(2)	25.00	5.00	28.72	0.00	0.05	0.00	0.00	0.00	4	0	0	0	0	0	6	0	0	0	0	0	0	6
500+30(2)	30.00	5.00	47.72	0.00	0.98	0.00	0.00	0.00	7	0	0	0	0	0	14	0	0	0	0	0	0	13
500+35(2)	35.00	5.00	82.66	0.00	8.18	0.00	0.00	0.00	12	0	1	0	0	0	26	1	0	0	0	0	0	24
500+40(2)	40.00	5.00	86.39	0.00	0.47	0.00	0.00	0.00	16	0	1	0	0	0	41	2	0	0	0	0	0	39
500+45(2)	45.00	5.00	78.83	0.00	5.81	0.00	0.00	0.00	15	0	1	0	0	0	57	3	0	0	0	0	0	54
500+50(2)	50.00	5.00	76.02	0.00	20.41	0.00	0.00	0.00	14	0	2	0	0	0	71	6	0	0	0	0	0	65
500+55(2)	55.00	5.00	71.02	0.00	30.17	0.00	0.00	0.00	14	0	5	0	0	0	85	12	0	0	0	0	0	73
500+60(2)	60.00	5.00	67.00	0.00	37.00	0.00	0.00	0.00	13	0	6	0	0	0	97	20	0	0	0	0	0	78
500+65(2)	65.00	5.00	64.45	0.00	38.09	0.00	0.00	0.00	12	0	7	0	0	0	109	28	0	0	0	0	0	81
500+70(2)	70.00	5.00	68.74	0.00	39.96	0.00	0.00	0.00	12	0	7	0	0	0	122	37	0	0	0	0	0	85
500+75(2)	75.00	5.00	87.69	0.00	42.91	0.00	0.00	0.00	14	0	8	0	0	0	136	47	0	0	0	0	0	89
500+80(2)	80.00	5.00	111.28	0.00	45.94	0.00	0.00	0.00	18	0	8	0	0	0	155	57	0	0	0	0	0	98
500+85(2)	85.00	5.00	115.31	0.00	45.99	0.00	0.00	0.00	21	0	9	0	0	0	176	68	0	0	0	0	0	108
500+90(2)	90.00	5.00	129.04	0.00	51.66	0.00	0.00	0.00	23	0	9	0	0	0	198	79	0	0	0	0	0	119
500+95(2)	95.00	5.00	139.90	0.00	58.30	0.00	0.00	0.00	25	0	10	0	0	0	223	92	0	0	0	0	0	131
501+00(2)	100.00	5.00	141.38	0.00	60.67	0.00	0.00	0.00	26	0	11	0	0	0	249	106	0	0	0	0	0	144
501+05(2)	105.00	5.00	141.09	0.00	59.72	0.00	0.00	0.00	26	0	11	0	0	0	275	120	0	0	0	0	0	156
501+10(2)	110.00	5.00	138.62	0.00	53.87	0.00	0.00	0.00	26	0	11	0	0	0	301	133	0	0	0	0	0	169
501+15(2)	115.00	5.00	97.81	0.00	52.42	0.00	0.00	0.00	22	0	10	0	0	0	323	145	0	0	0	0	0	178
501+20(2)	120.00	5.00	105.43	0.00	43.32	0.00	0.00	0.00	19	0	9	0	0	0	342	156	0	0	0	0	0	186
501+25(2)	125.00	5.00	98.07	0.00	16.81	0.00	0.00	0.00	19	0	6	0	0	0	361	163	0	0	0	0	0	198
501+29.65(2)	129.65	4.65	87.17	0.00	14.13	0.00	0.00	0.00	16	0	3	0	0	0	377	166	0	0	0	0	0	210
501+30(2)	130.00	0.35	39.26	0.00	14.18	0.00	0.00	0.00	1	0	0	0	0	0	378	167	0	0	0	0	0	211
501+35(2)	135.00	5.00	74.51	0.00	16.78	0.00	0.00	0.00	11	0	3	0	0	0	388	170	0	0	0	0	0	218
501+40(2)	140.00	5.00	67.54	0.00	17.94	0.00	0.00	0.00	13	0	3	0	0	0	401	174	0	0	0	0	0	227
501+45(2)	145.00	5.00	58.40	0.00	20.07	0.00	0.00	0.00	12	0	4	0	0	0	413	179	0	0	0	0	0	234
501+50(2)	150.00	5.00	53.62	0.00	28.74	0.00	0.00	0.00	10	0	5	0	0	0	423	184	0	0	0	0	0	239
501+55(2)	155.00	5.00	42.34	0.00	34.01	0.00	0.00	0.00	9	0	6	0	0	0	432	192	0	0	0	0	0	241
501+60(2)	160.00	5.00	37.16	0.00	41.40	0.00	0.00	0.00	7	0	7	0	0	0	440	200	0	0	0	0	0	239
501+65(2)	165.00	5.00	34.83	0.00	48.08	0.00	0.00	0.00	7	0	8	0	0	0	446	211	0	0	0	0	0	236
501+70(2)	170.00	5.00	31.14	0.00	53.87	0.00	0.00	0.00	6	0	9	0	0	0	452	222	0	0	0	0	0	230
501+75(2)	175.00	5.00	23.74	0.00	62.80	0.00	0.00	0.00	5	0	11	0	0	0	457	236	0	0	0	0	0	222
501+80(2)	180.00	5.00	15.92	0.00	78.80	0.00	0.00	0.00	4	0	13	0	0	0	461	252	0	0	0	0	0	209
501+85(2)	185.00	5.00	13.49	0.00	104.89	0.00	0.00	0.00	3	0	17	0	0	0	464	274	0	0	0	0	0	190
501+90(2)	190.00	5.00	14.73	0.00	149.07	0.00	0.00	0.00	3	0	24	0	0	0	466	303	0	0	0	0	0	164
501+95(2)	195.00	5.00	21.69	0.00	182.93	0.00	0.00	0.00	3	0	31	0	0	0	470	341	0	0	0	0	0	128
502+00(2)	200.00	5.00	28.86	0.00	201.52	0.00	0.00	0.00	5	0	36	0	0	0	475	386	0	0	0	0	0	89
502+05(2)	205.00	5.00	35.07	0.00	215.10	0.00	0.00	0.00	6	0	39	0	0	0	480	434	0	0	0	0	0	46
502+10(2)	210.00	5.00	40.01	0.00	225.69	0.00	0.00	0.00	7	0	41	0	0	0	487	485	0	0	0	0	0	2
502+15(2)	215.00	5.00	43.38	0.00	233.95	0.00	0.00	0.00	8	0	43	0	0	0	495	538	0	0	0	0	0	-43
502+20(2)	220.00	5.00	45.04	0.00	239.97	0.00	0.00	0.00	8	0	44	0	0	0	503	593	0	0	0	0	0	-90
502+25(2)	225.00	5.00	45.50	0.00	242.39	0.00	0.00	0.00	8	0	45	0	0	0	512	649	0	0	0	0	0	-137
502+30(2)	230.00	5.00	46.05	0.00	239.70	0.00	0.00	0.00	8	0	45	0	0	0	520	705	0	0	0	0	0	-185
502+35(2)	235.00	5.00	46.99	0.00	236.57	0.00	0.00	0.00	9	0	44	0	0	0	529	760	0	0	0	0	0	-231
502+40(2)	240.00	5.00	48.15	0.00	231.92	0.00	0.00	0.00	9	0	43	0	0	0	538	814	0	0	0	0	0	-277
502+45(2)	245.00	5.00	49.24	0.00	227.29	0.00	0.00	0.00	9	0	43	0	0	0	547	867	0	0	0	0	0	-321
502+50(2)	250.00	5.00	46.50	0.00	222.36	0.00	0.00	0.00	9	0	42	0	0	0	555	919	0	0	0	0	0	-364
502+55(2)	255.00	5.00	36.55	0.00	196.07	0.00	0.00	0.00	8	0	39	0	0	0	563	968	0	0	0	0	0	-405
502+60(2)	260.00	5.00	12.32	0.00	154.33	0.00	0.00	0.00	5	0	32	0	0	0	568	1,008	0	0	0	0	0	-441
502+65(2)	265.00	5.00	0.01	0.00	123.24	0.00	0.00	0.00	1	0	26	0	0	0	569	1,040	0	0	0	0	0	-472
502+70(2)	270.00	5.00	0.00	0.00	60.90	0.00	0.00	0.00	0	0	17	0	0	0	569	1,062	0	0	0	0	0	-493
502+70.51(2)	270.51	0.51	0.00	0.00	53.44	0.00	0.00	0.00	0	0	1	0	0	0	569	1,063	0	0	0	0	0	-494
									569	0	850	0	0	0								

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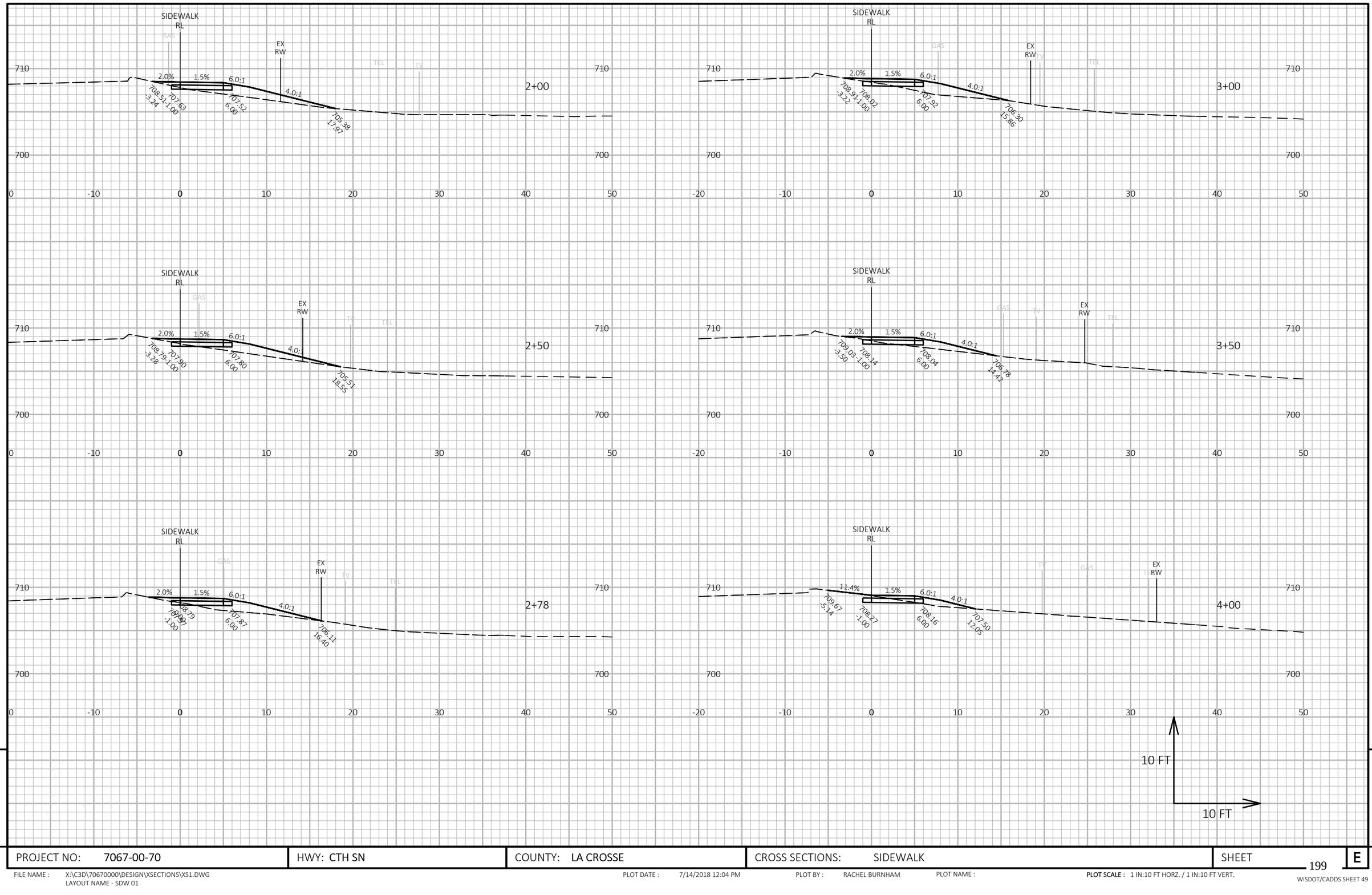
PROJECT NO: 7067-00-70 | HWY: CTH SN | COUNTY: LA CROSSE | CROSS SECTIONS: EARTHWORK | SHEET E

FILE NAME : X:\C3D\70670000\SHEETS\SHEETSPLAN\PHASE 1\090101-EW.DWG
LAYOUT NAME - 090107-ew

PLOT DATE : 7/14/2018 12:17 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: SIDEWALK	SHEET E

199

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SDW 01

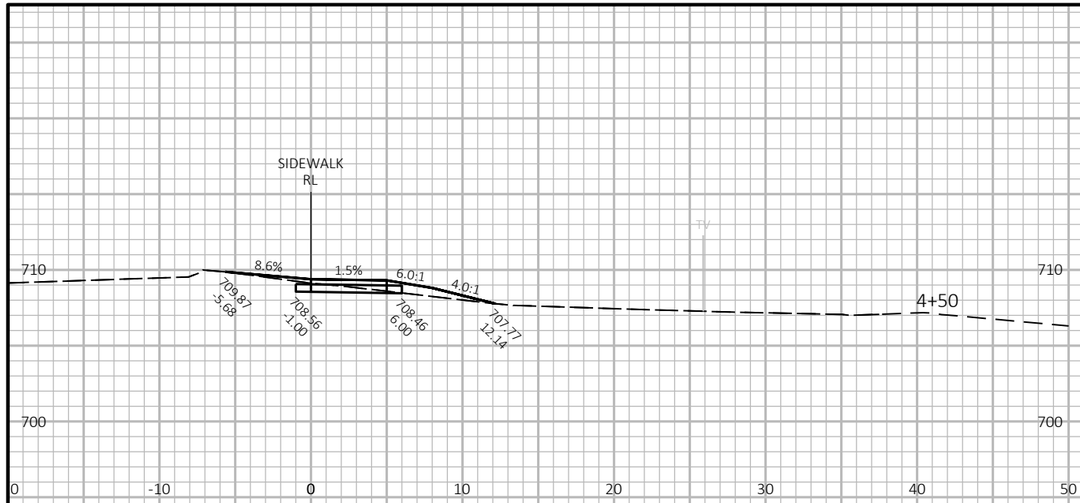
PLOT DATE : 7/14/2018 12:04 PM

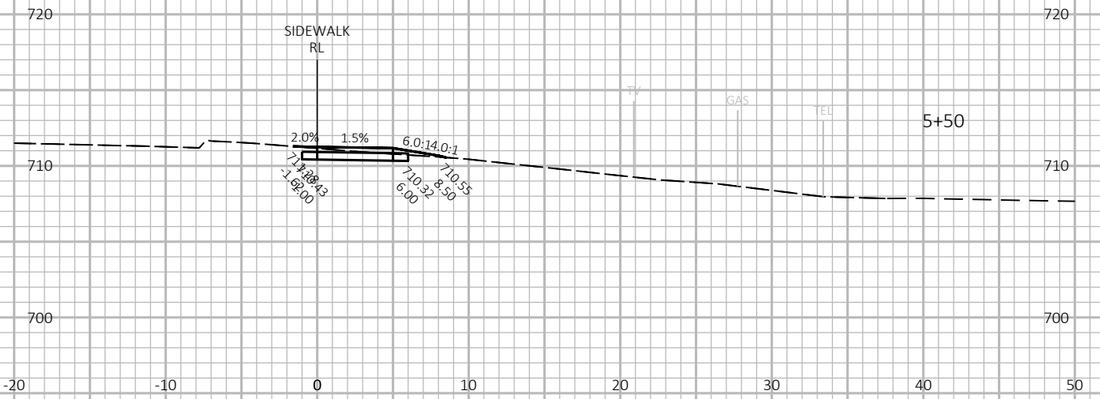
PLOT BY : RACHEL BURNHAM

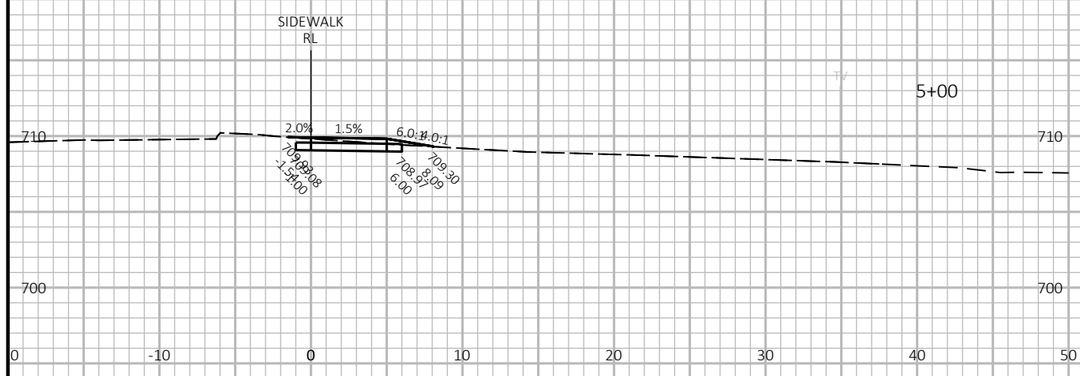
PLOT NAME :

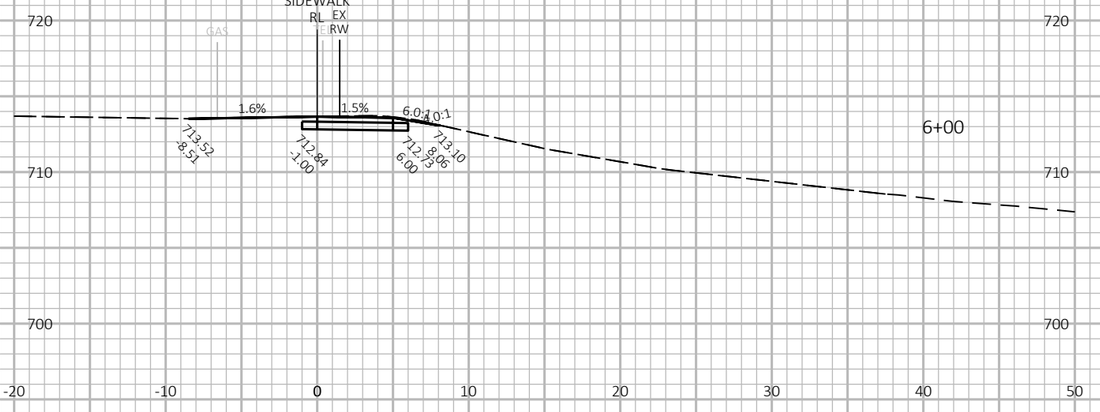
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

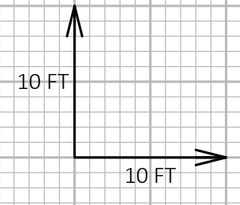
WISDOT/CADDS SHEET 49











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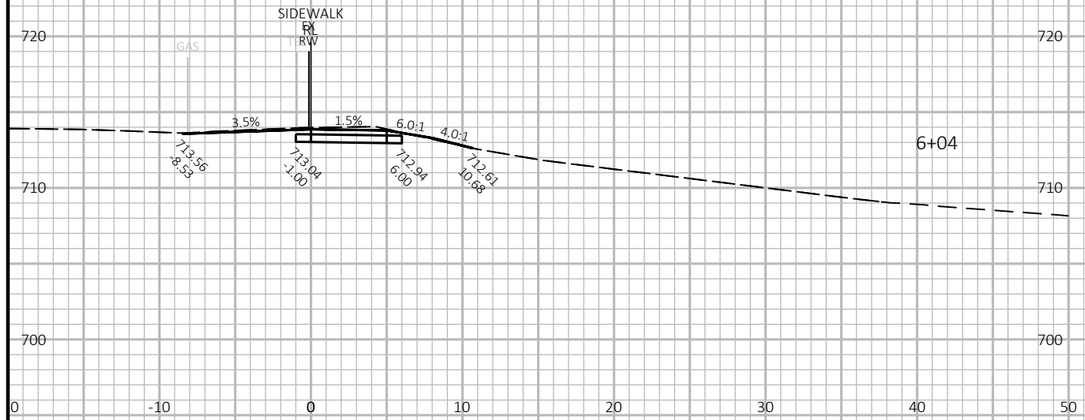
PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: SIDEWALK	SHEET 200	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SDW 02

PLOT DATE : 7/14/2018 12:04 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



10 FT

10 FT

9

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PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: SIDEWALK	SHEET 201	E

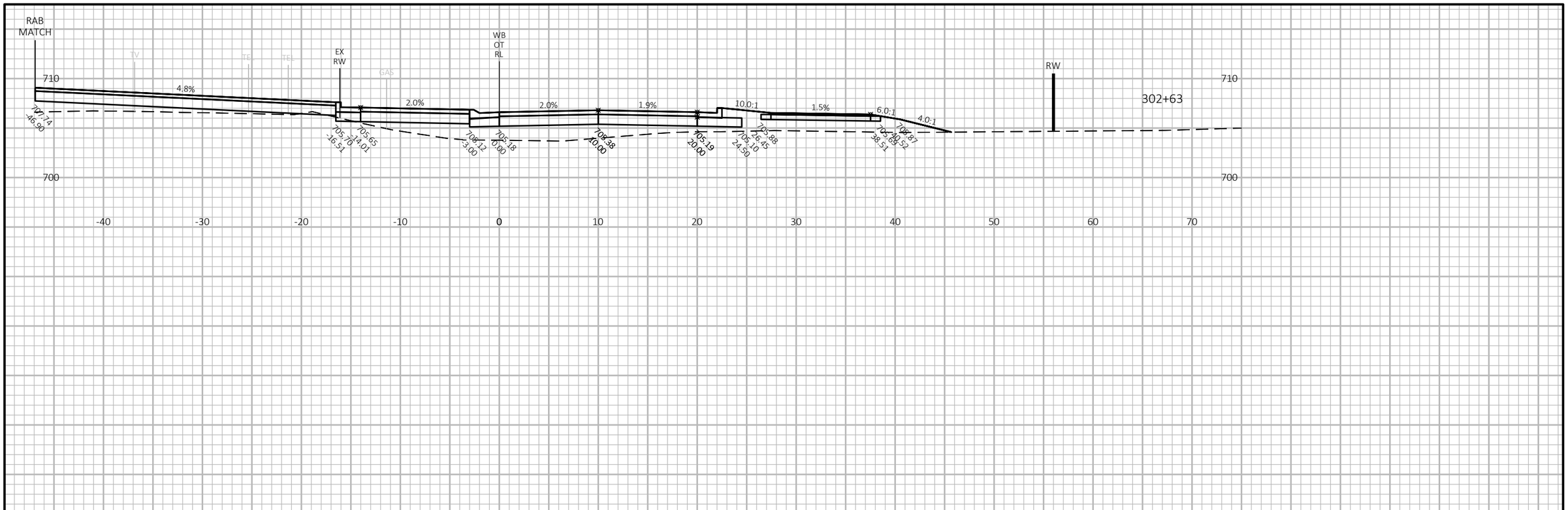
FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SDW 03

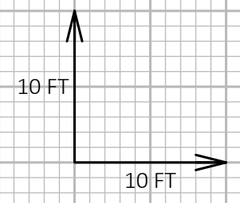
PLOT DATE : 7/14/2018 12:04 PM

PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.





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PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: ROUNDABOUT - SB CTH SN TO WB CTH OT	SHEET 202	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - NW 01

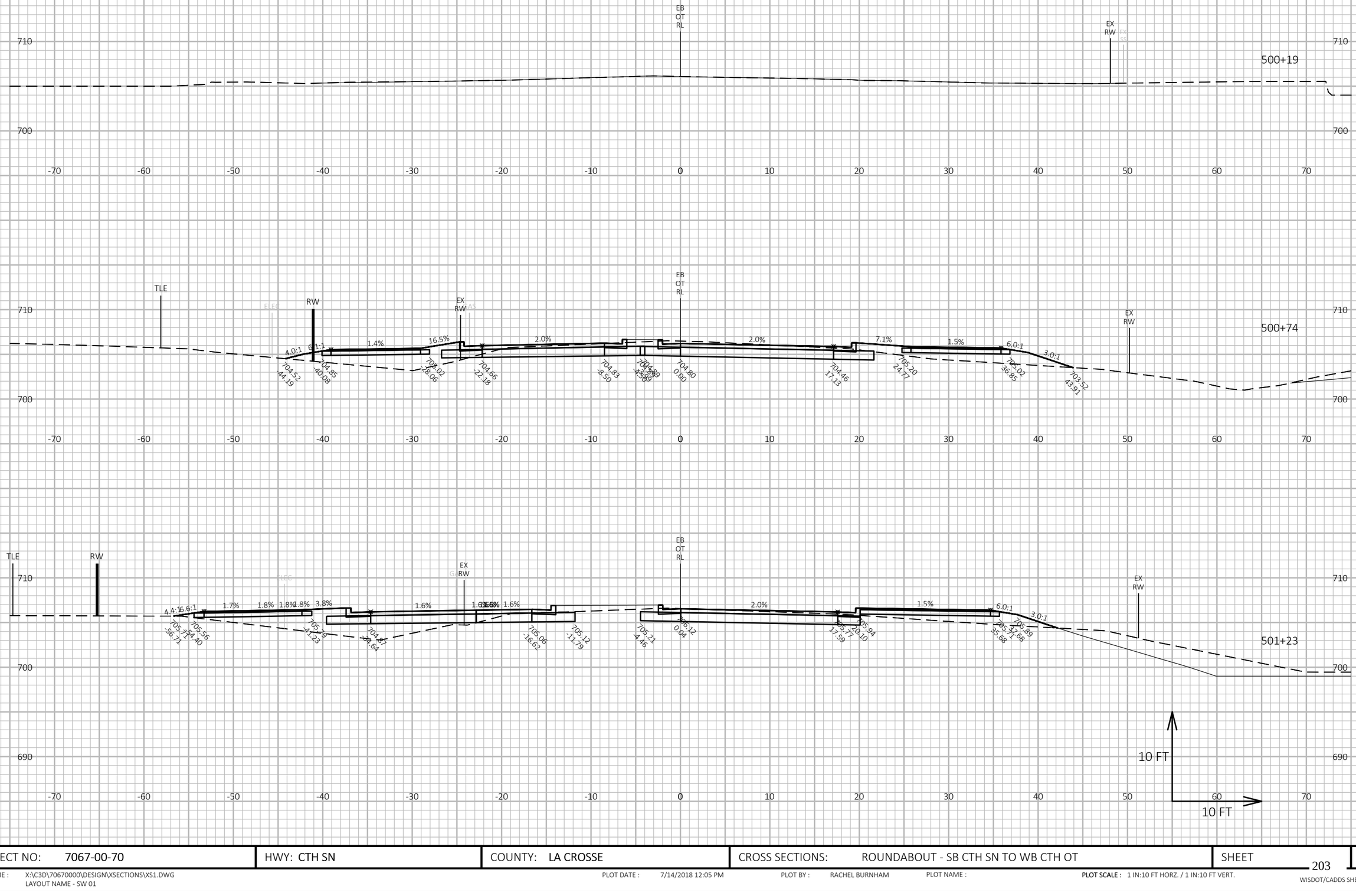
PLOT DATE : 7/14/2018 12:05 PM

PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

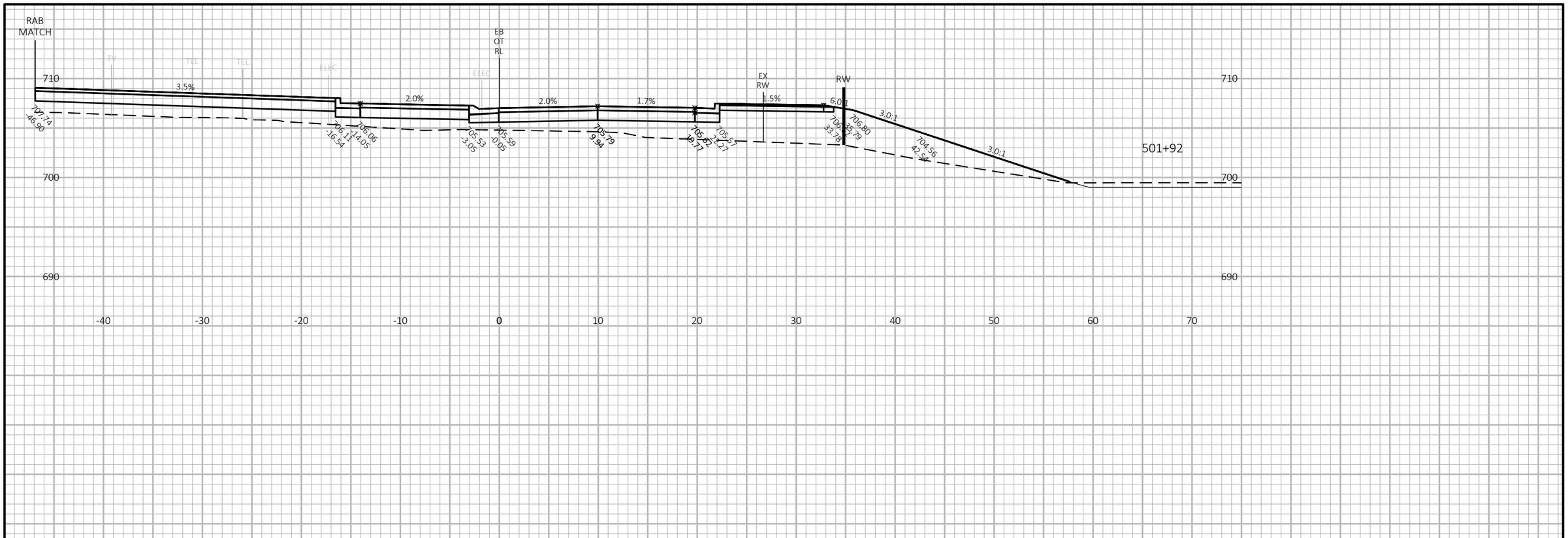


PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: ROUNDABOUT - SB CTH SN TO WB CTH OT	SHEET 203	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SW 01

PLOT DATE : 7/14/2018 12:05 PM PLOT BY : RACHEL BURNHAM PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

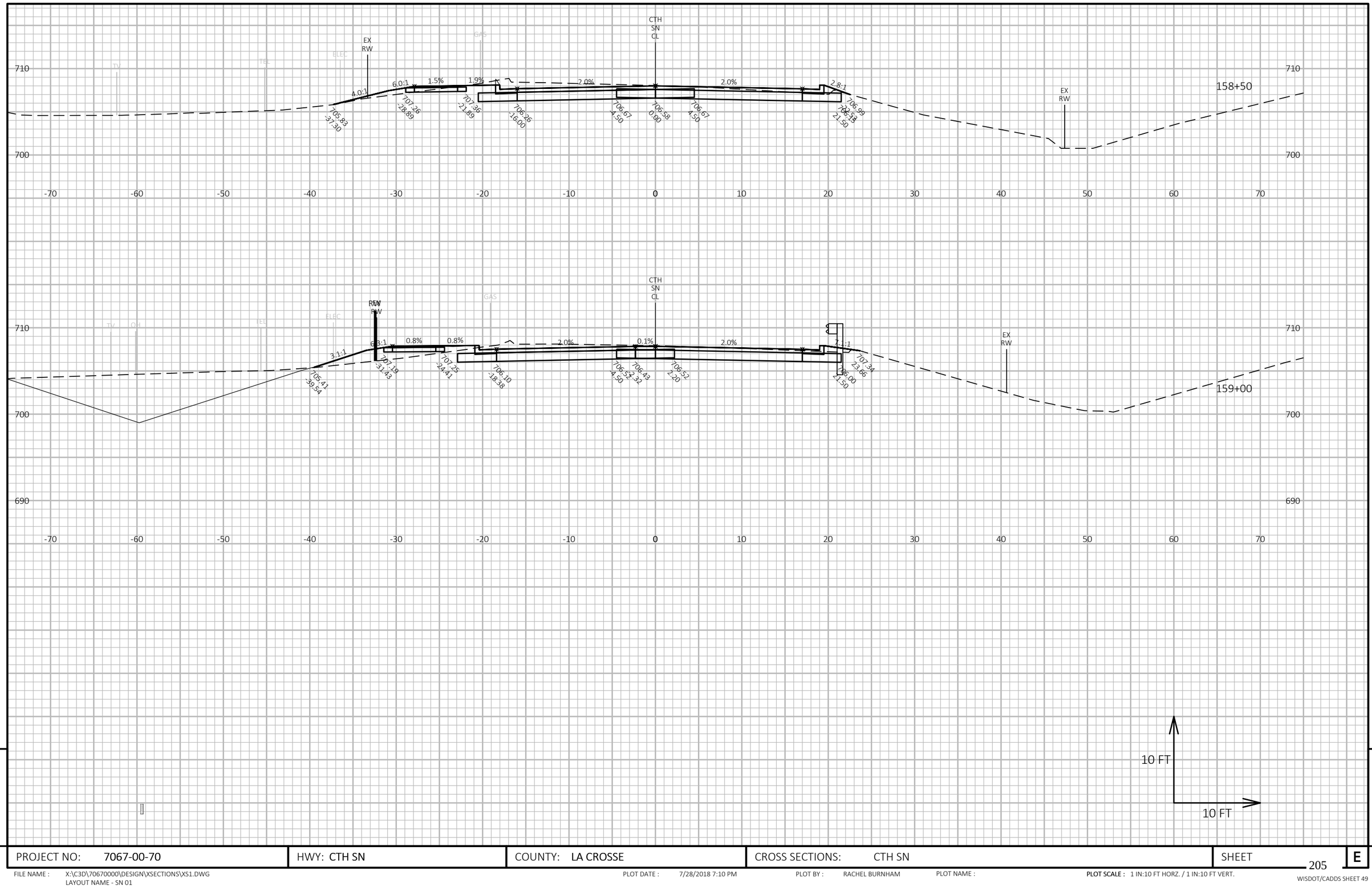


PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: ROUNDABOUT - EB CTH OT TO SB CTH SN	SHEET 204 E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SW 02

PLOT DATE : 7/14/2018 12:05 PM PLOT BY : RACHEL BURNHAM PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 205	E

9

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 01

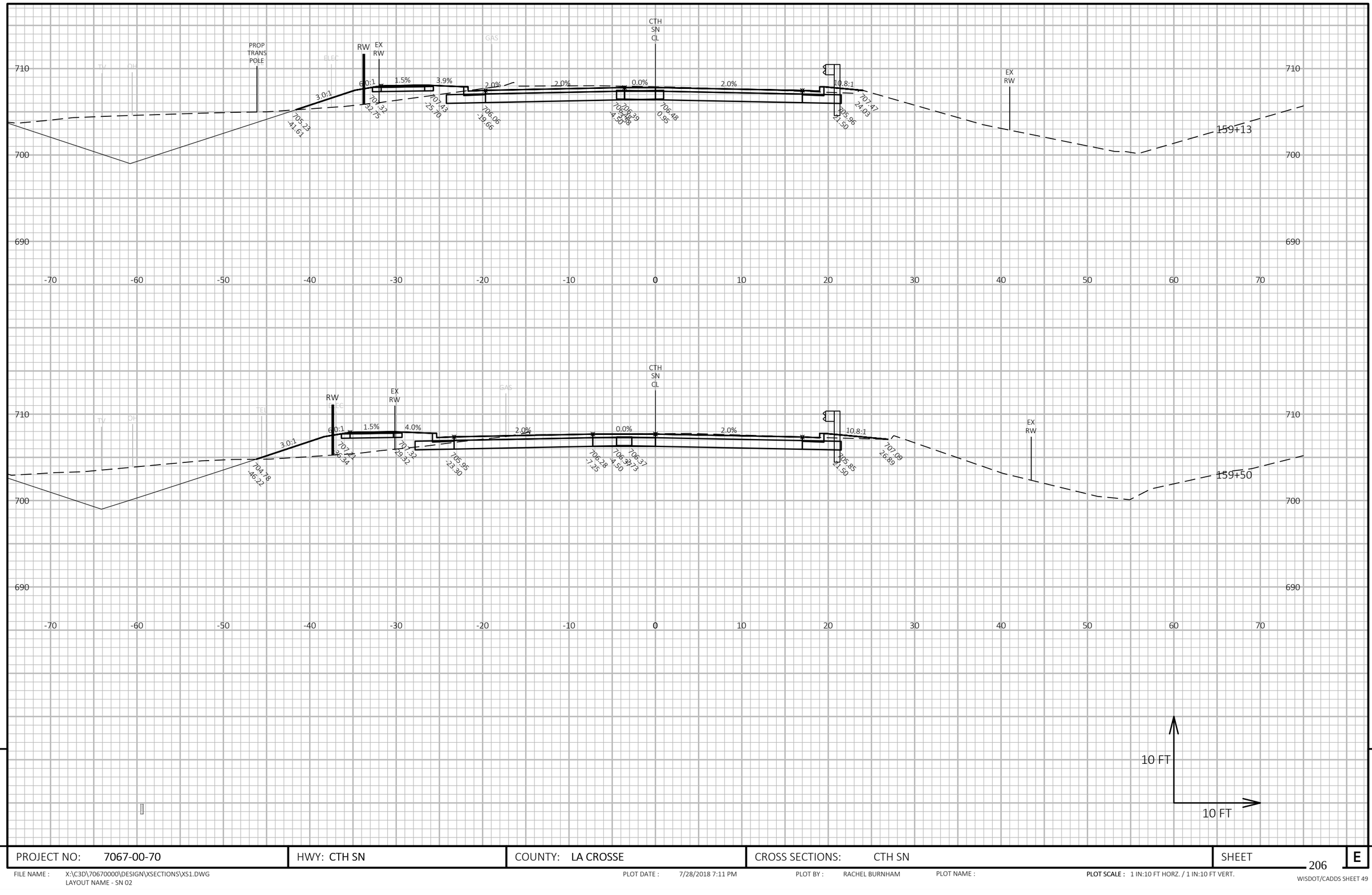
PLOT DATE : 7/28/2018 7:10 PM

PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

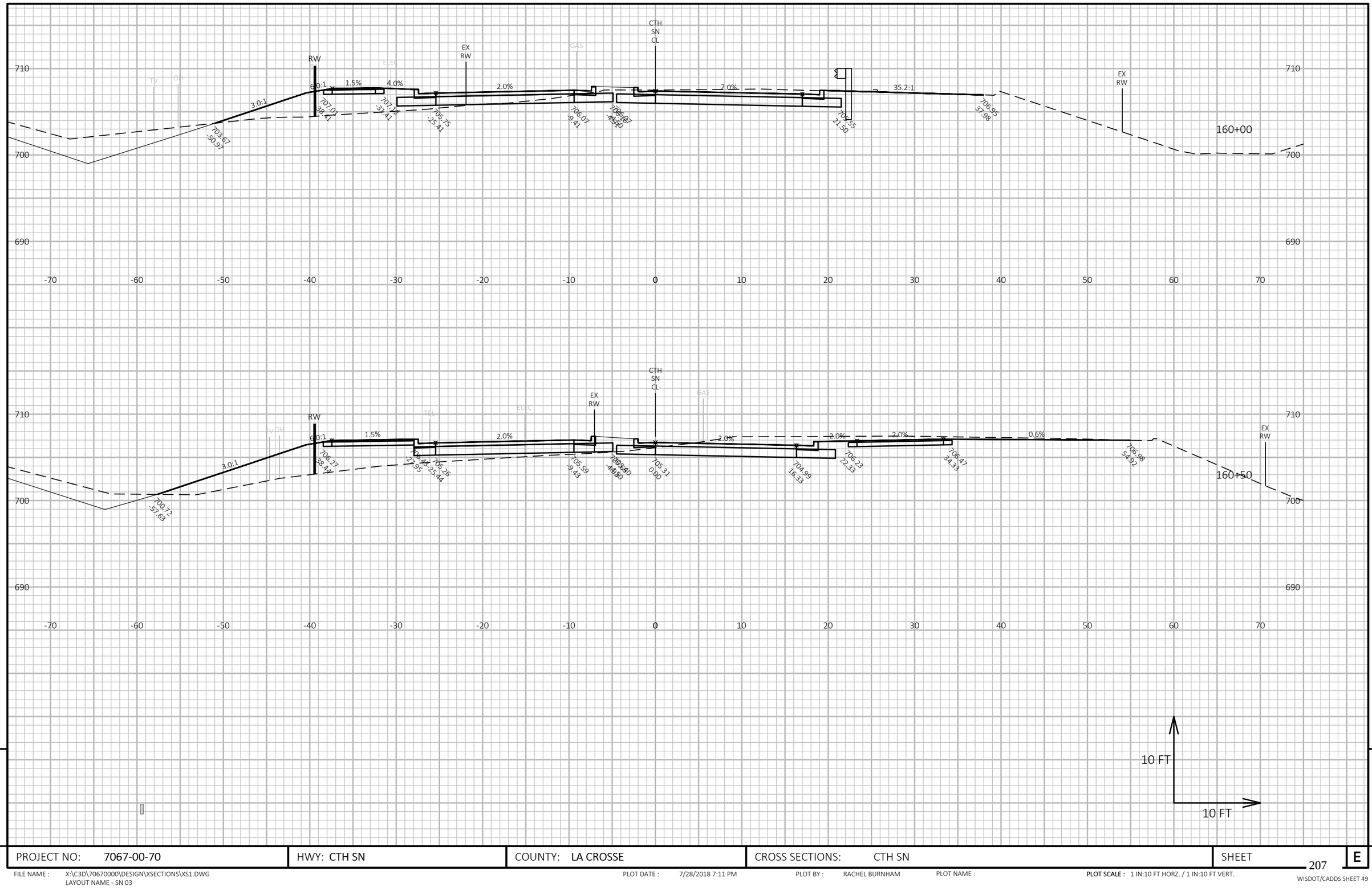


PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 206	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 02

PLOT DATE : 7/28/2018 7:11 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 207	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 03

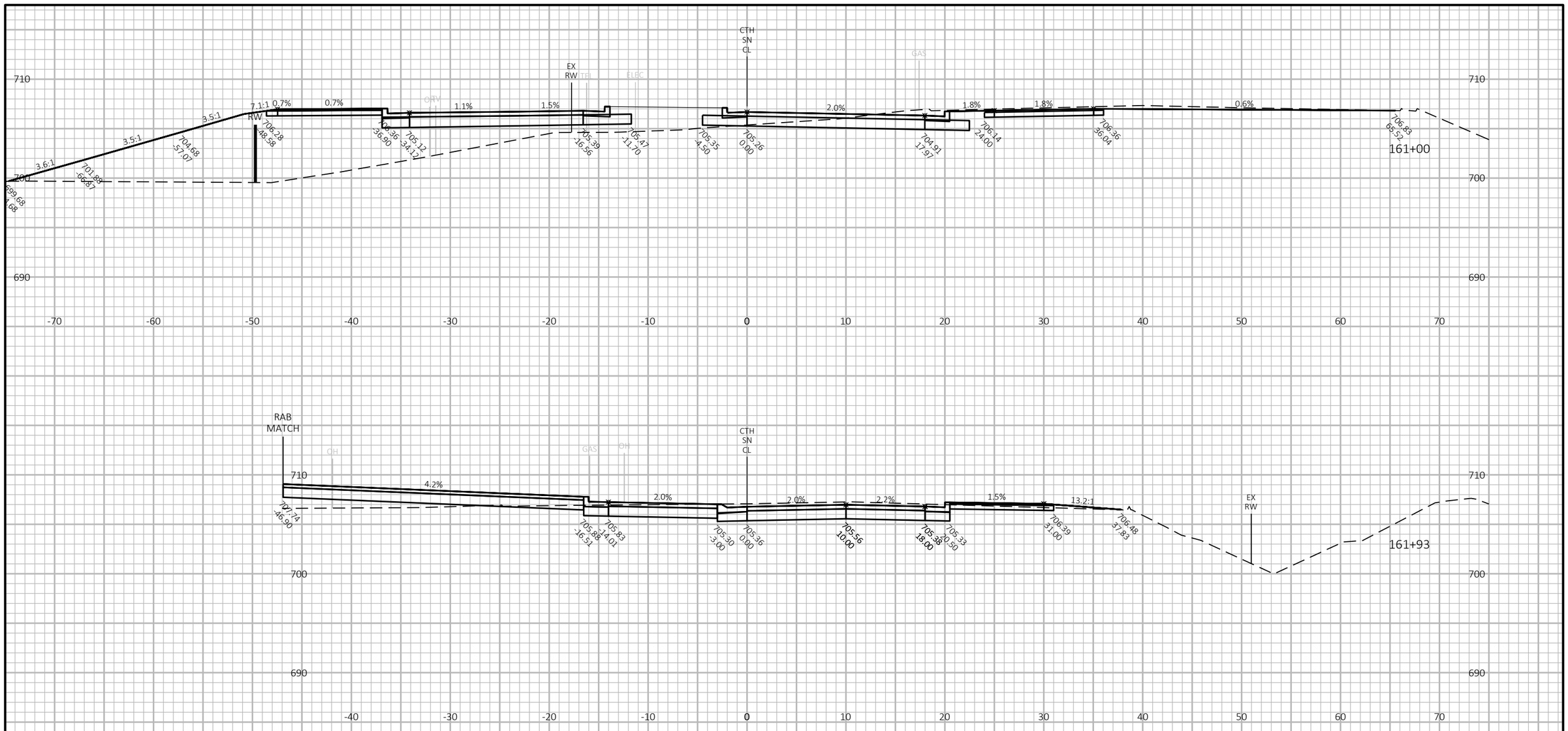
PLOT DATE : 7/28/2018 7:11 PM

PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

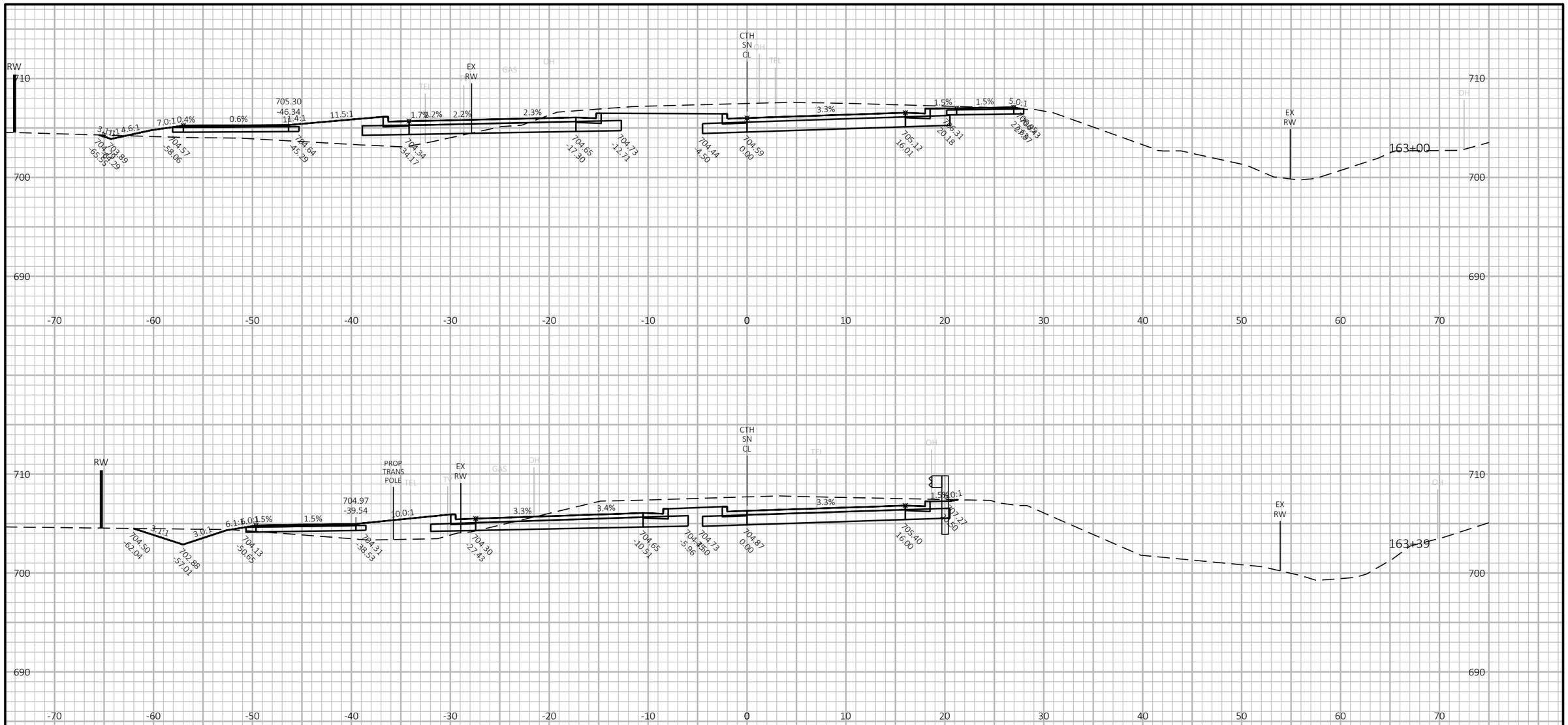


PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 208 E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 04

PLOT DATE : 7/28/2018 7:11 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

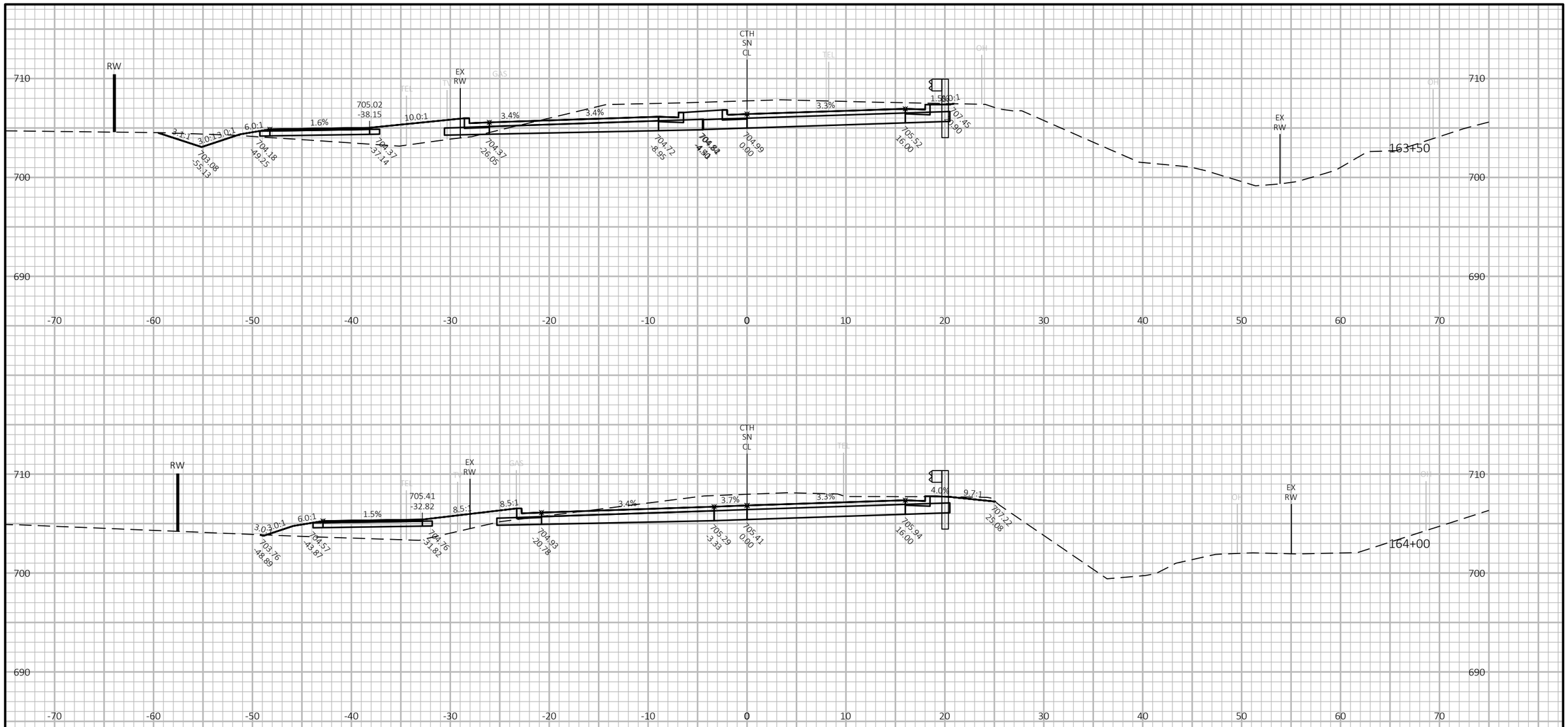


PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 209	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 05

PLOT DATE : 7/28/2018 7:12 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 210	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 06

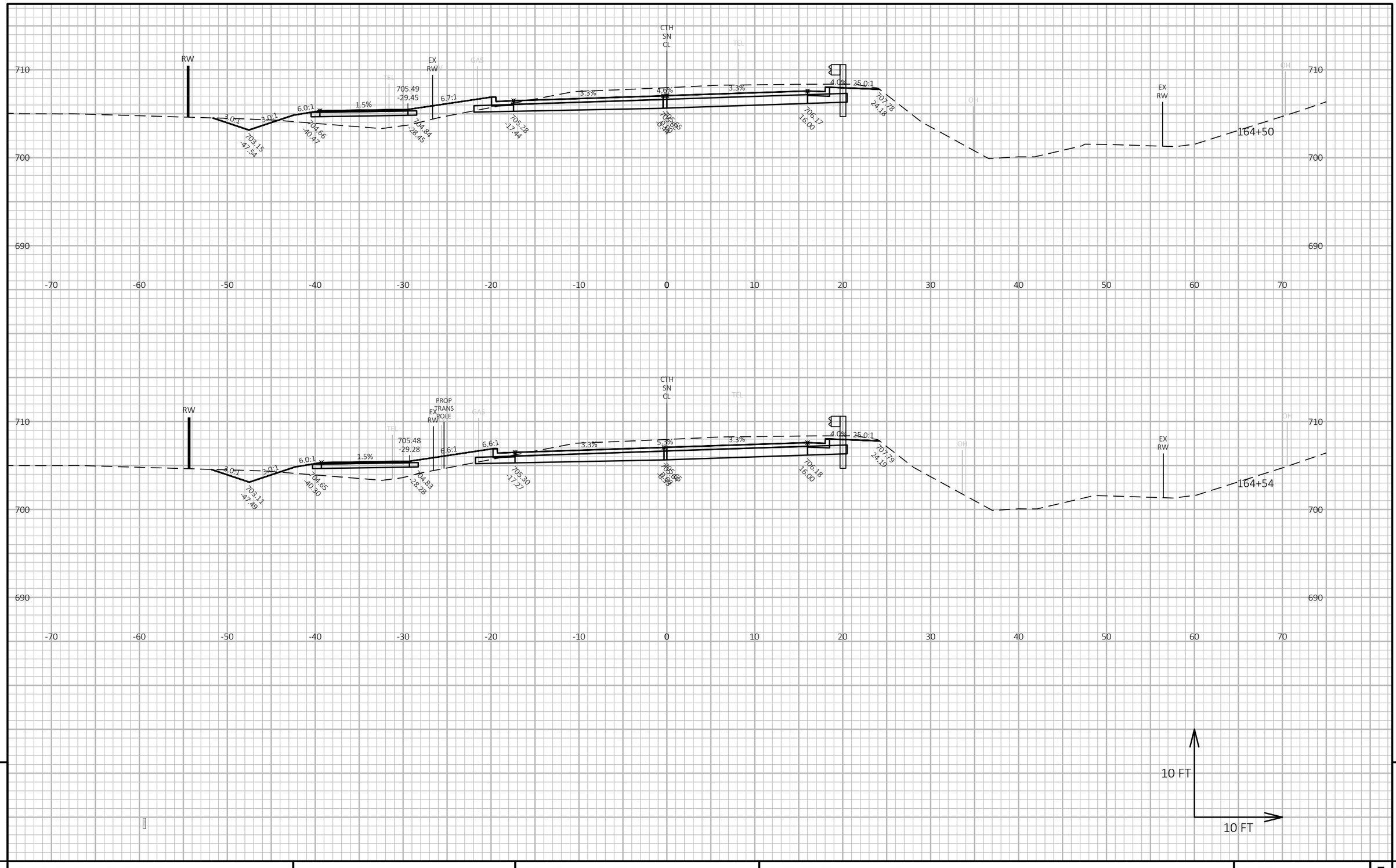
PLOT DATE : 7/28/2018 7:12 PM

PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 211	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 07

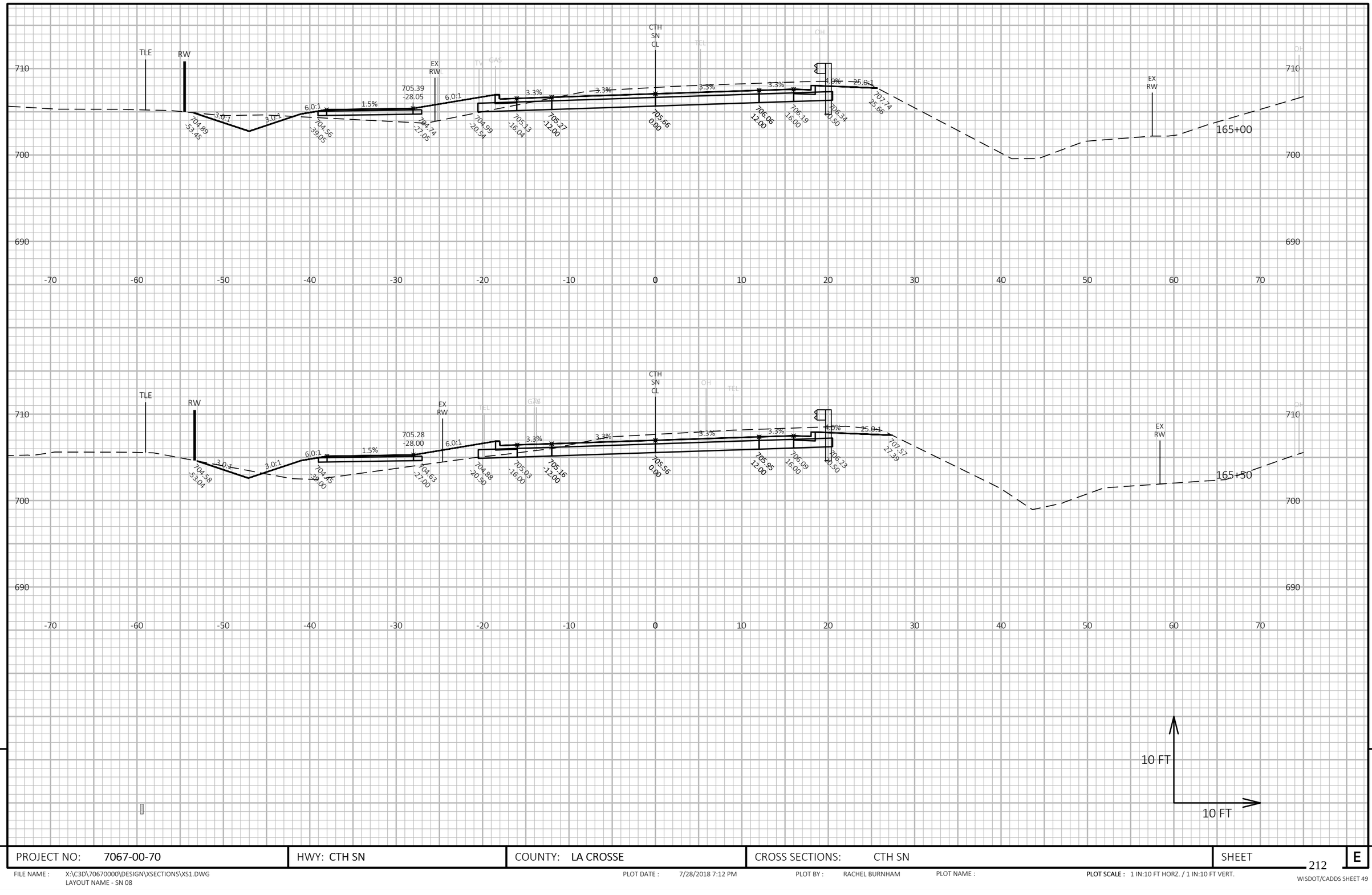
PLOT DATE : 7/28/2018 7:12 PM

PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 212	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 08

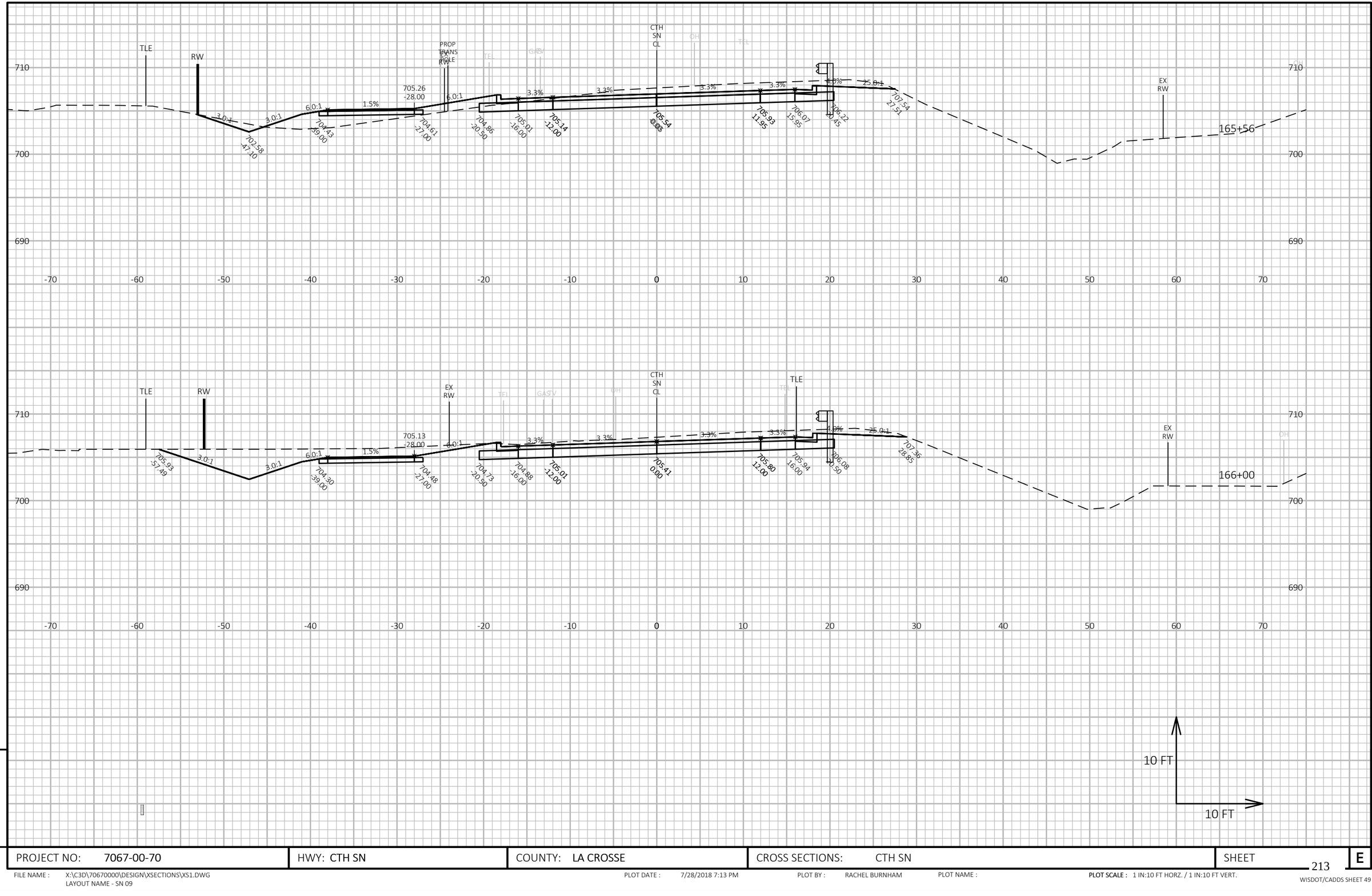
PLOT DATE : 7/28/2018 7:12 PM

PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 213	E

9

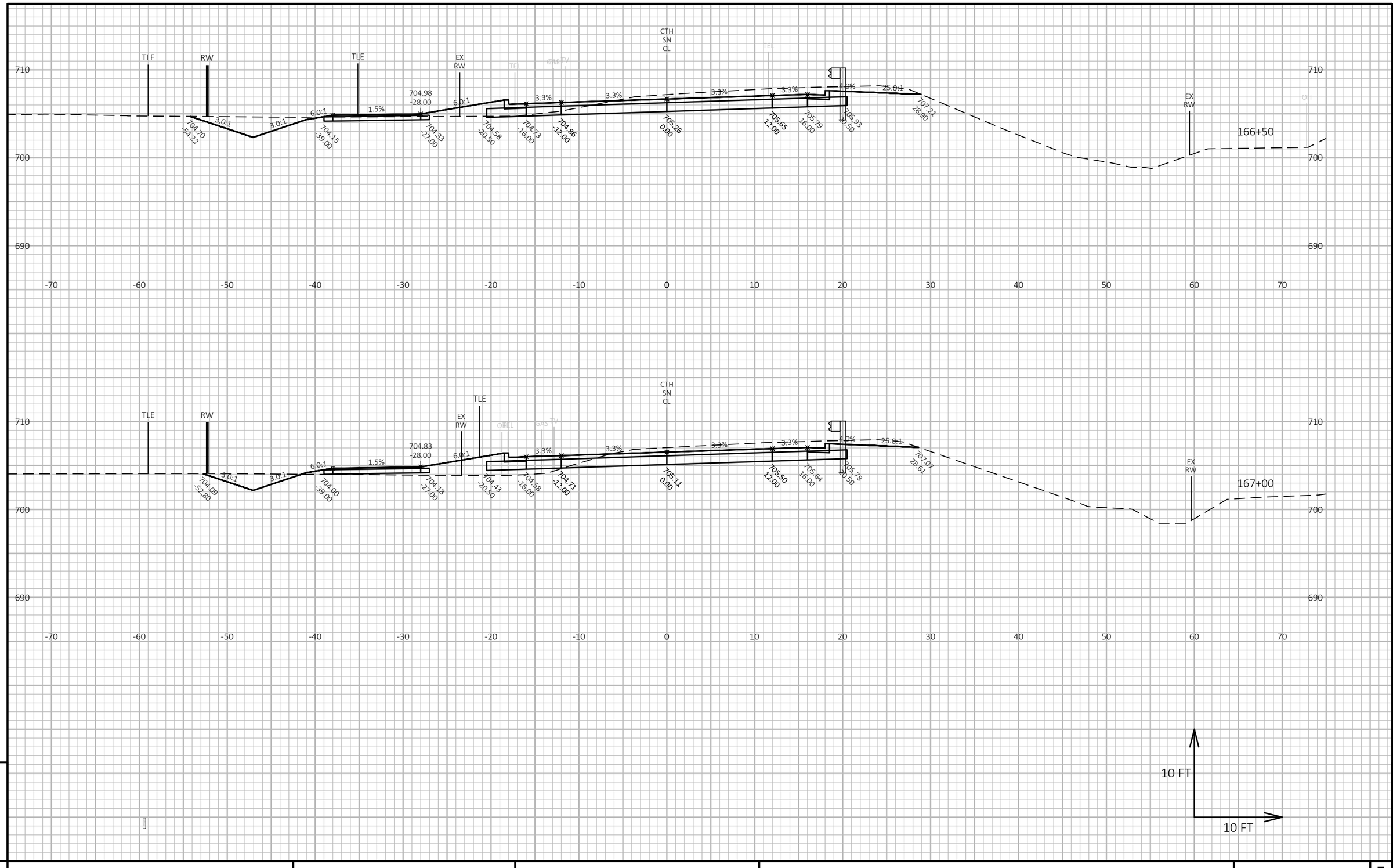
FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 09

PLOT DATE : 7/28/2018 7:13 PM

PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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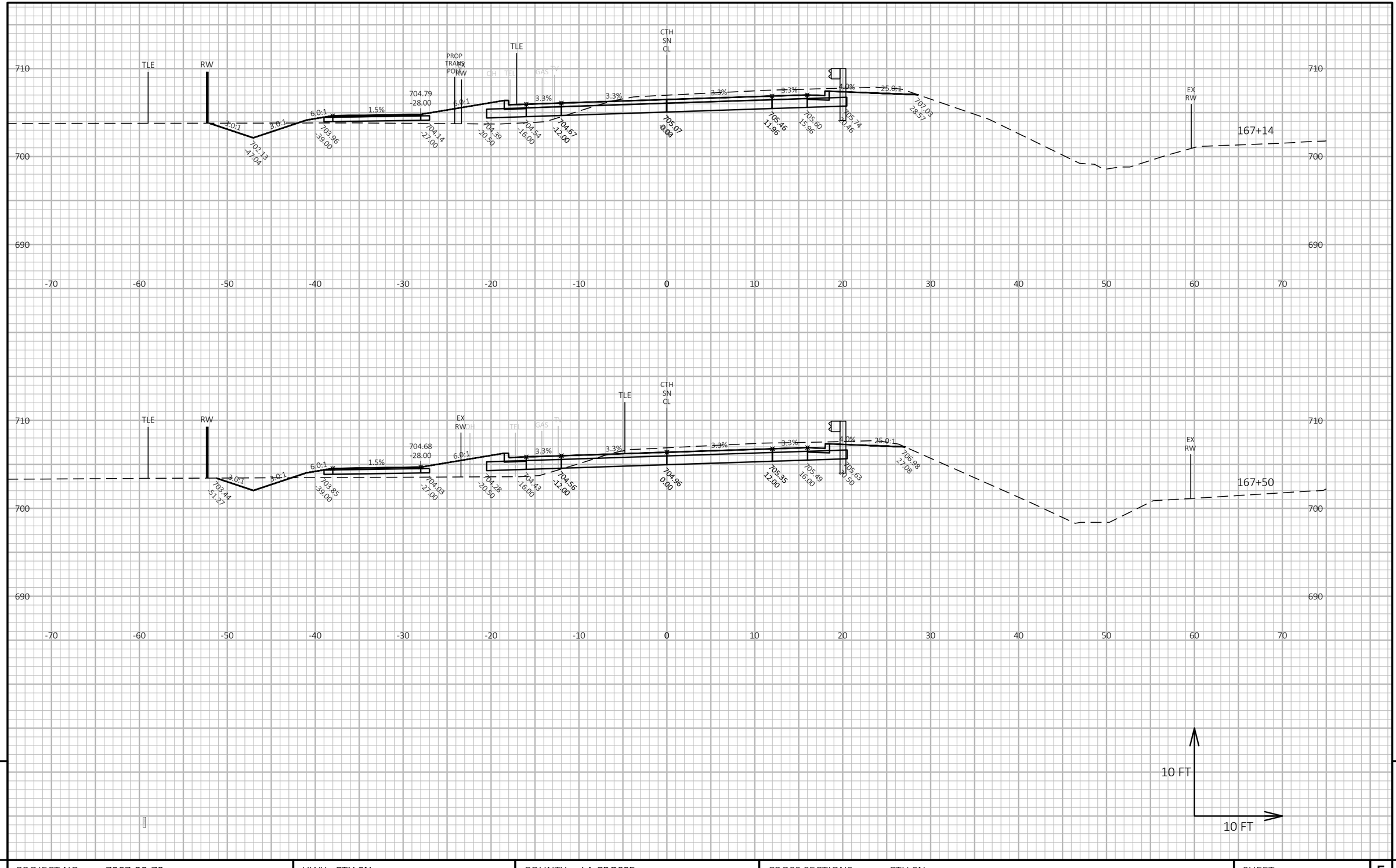
9

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 214	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 10

PLOT DATE : 7/28/2018 7:13 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



9

9

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 215	E

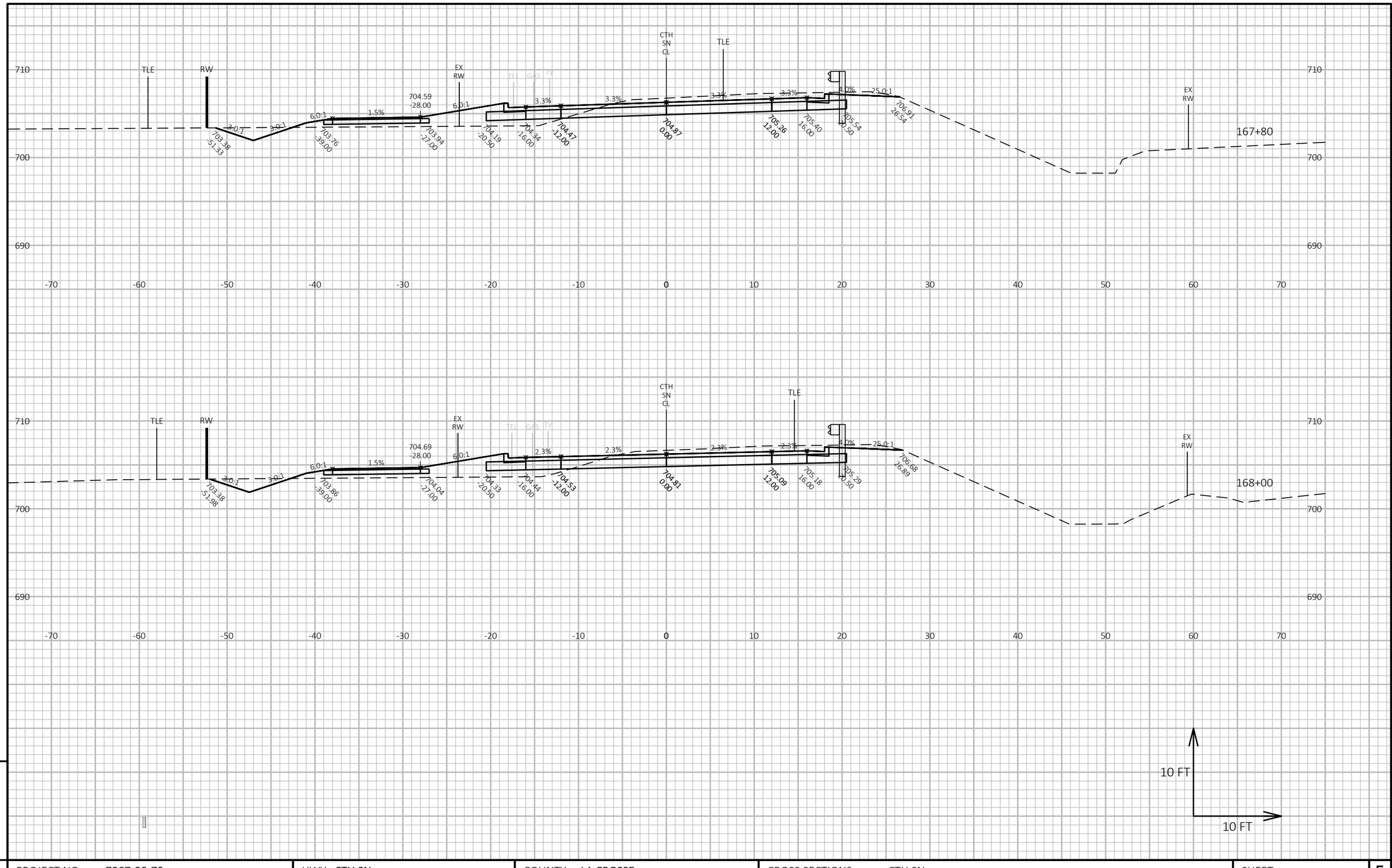
FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 11

PLOT DATE : 7/28/2018 7:13 PM

PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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9

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 216	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 12

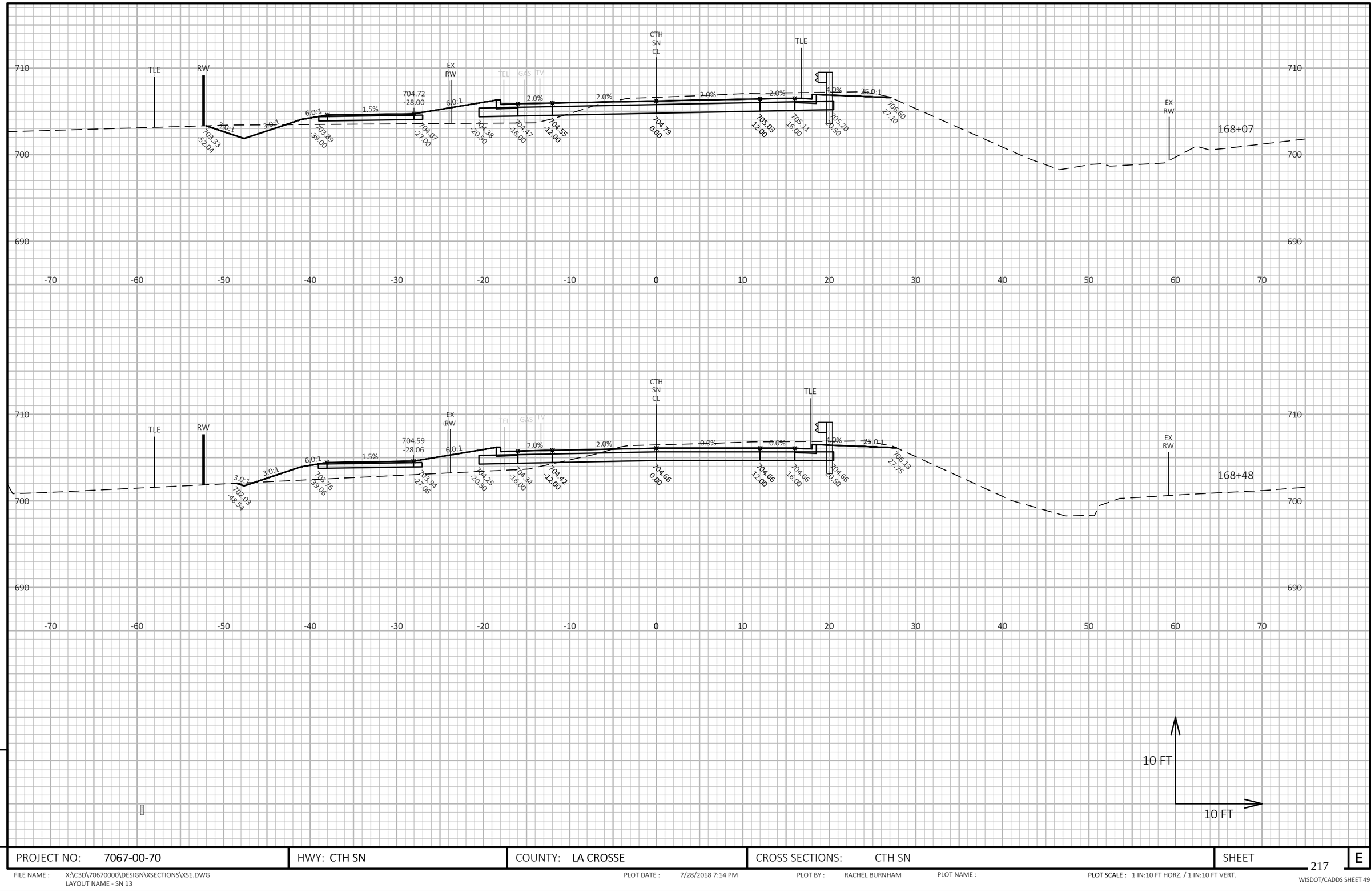
PLOT DATE : 7/28/2018 7:14 PM

PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 217	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 13

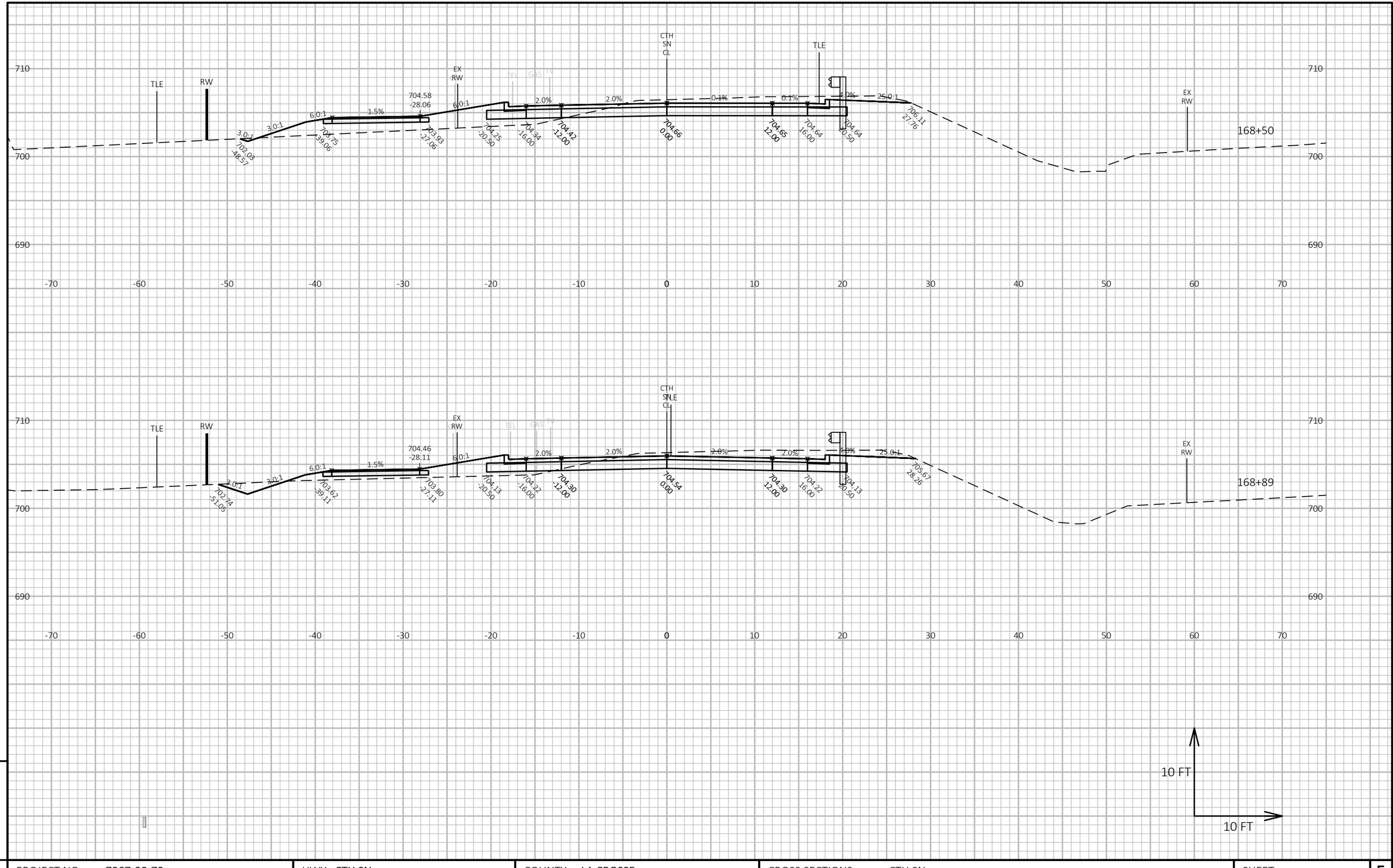
PLOT DATE : 7/28/2018 7:14 PM

PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 218	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 14

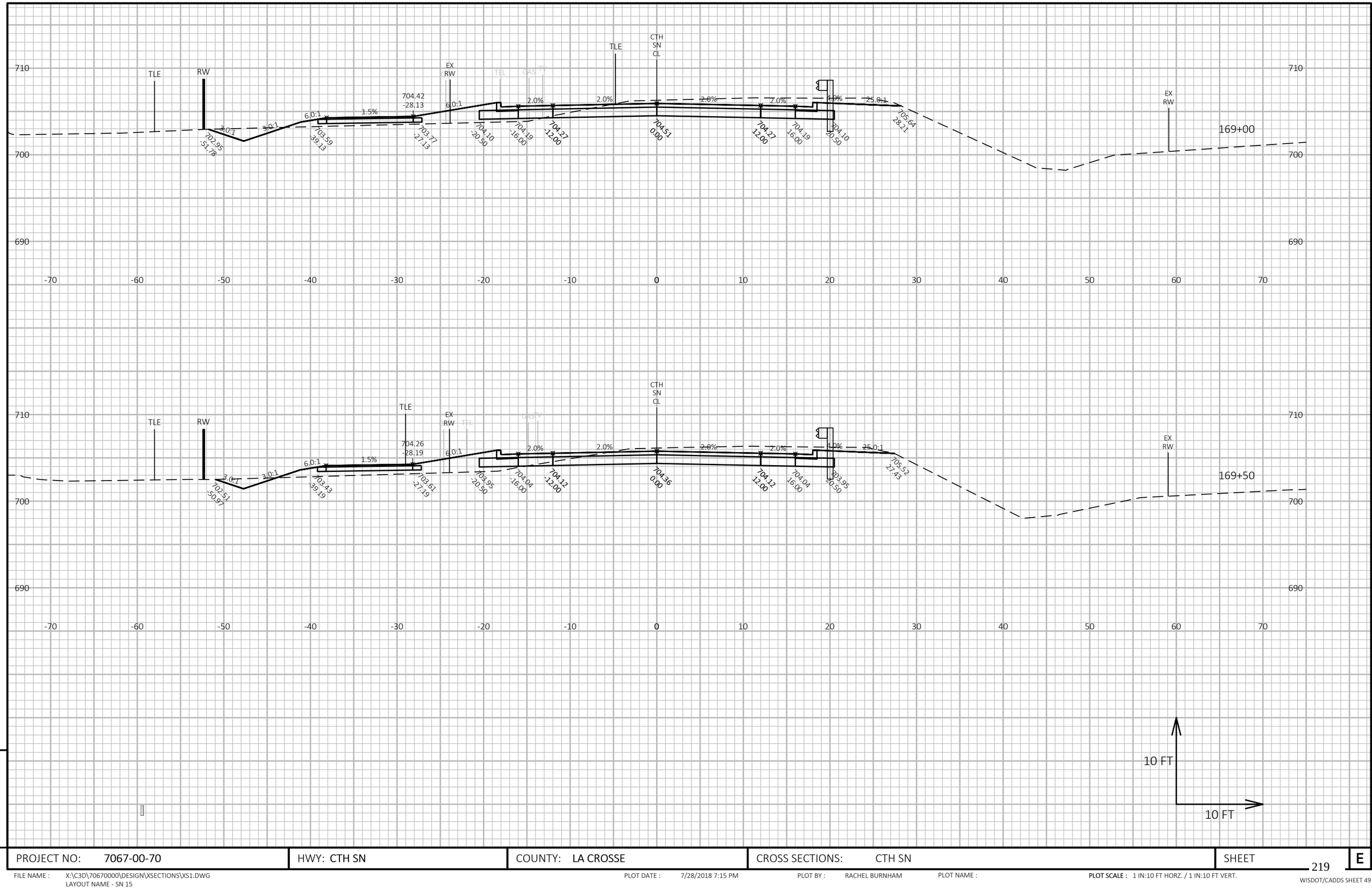
PLOT DATE : 7/28/2018 7:14 PM

PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



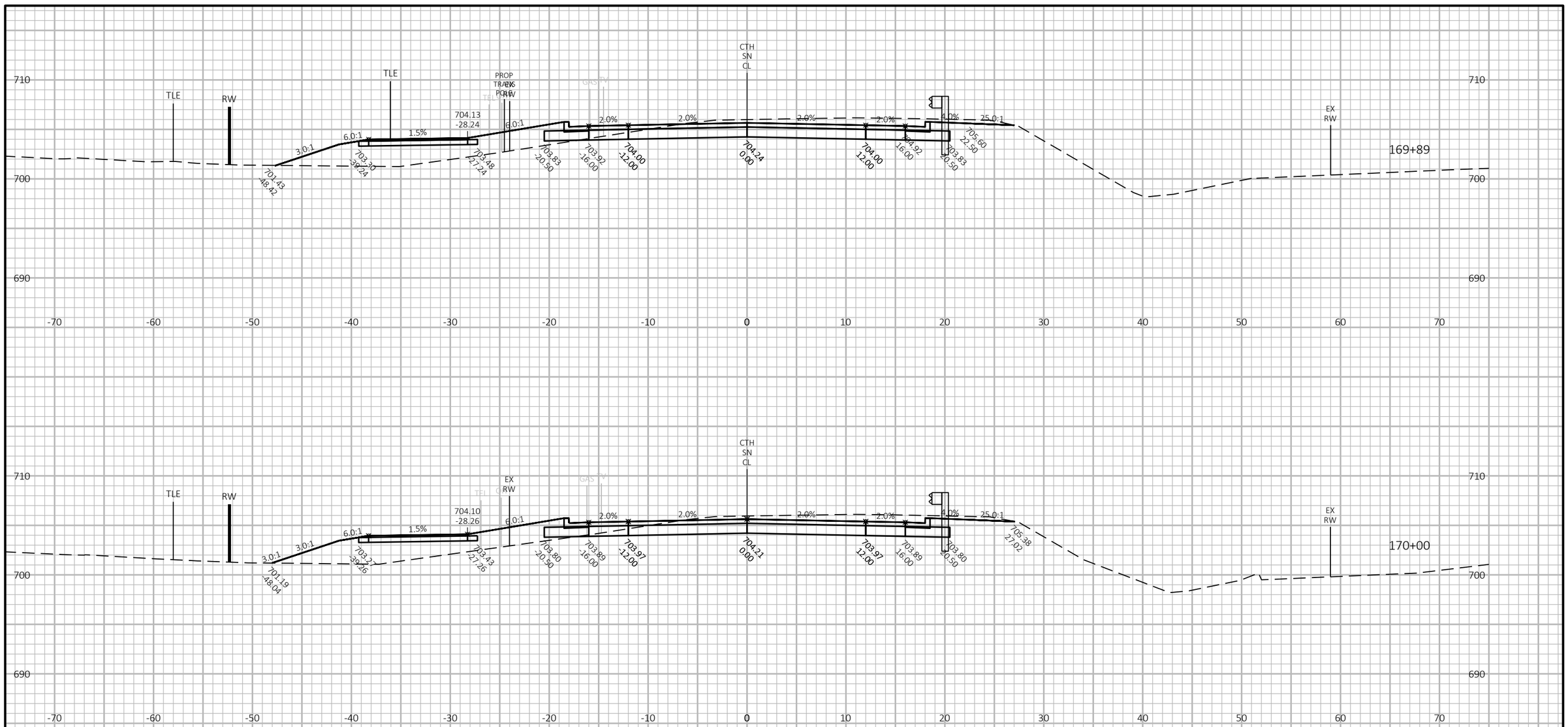
9

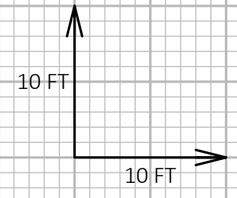
9

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 219	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 15

PLOT DATE : 7/28/2018 7:15 PM PLOT BY : RACHEL BURNHAM PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.





9

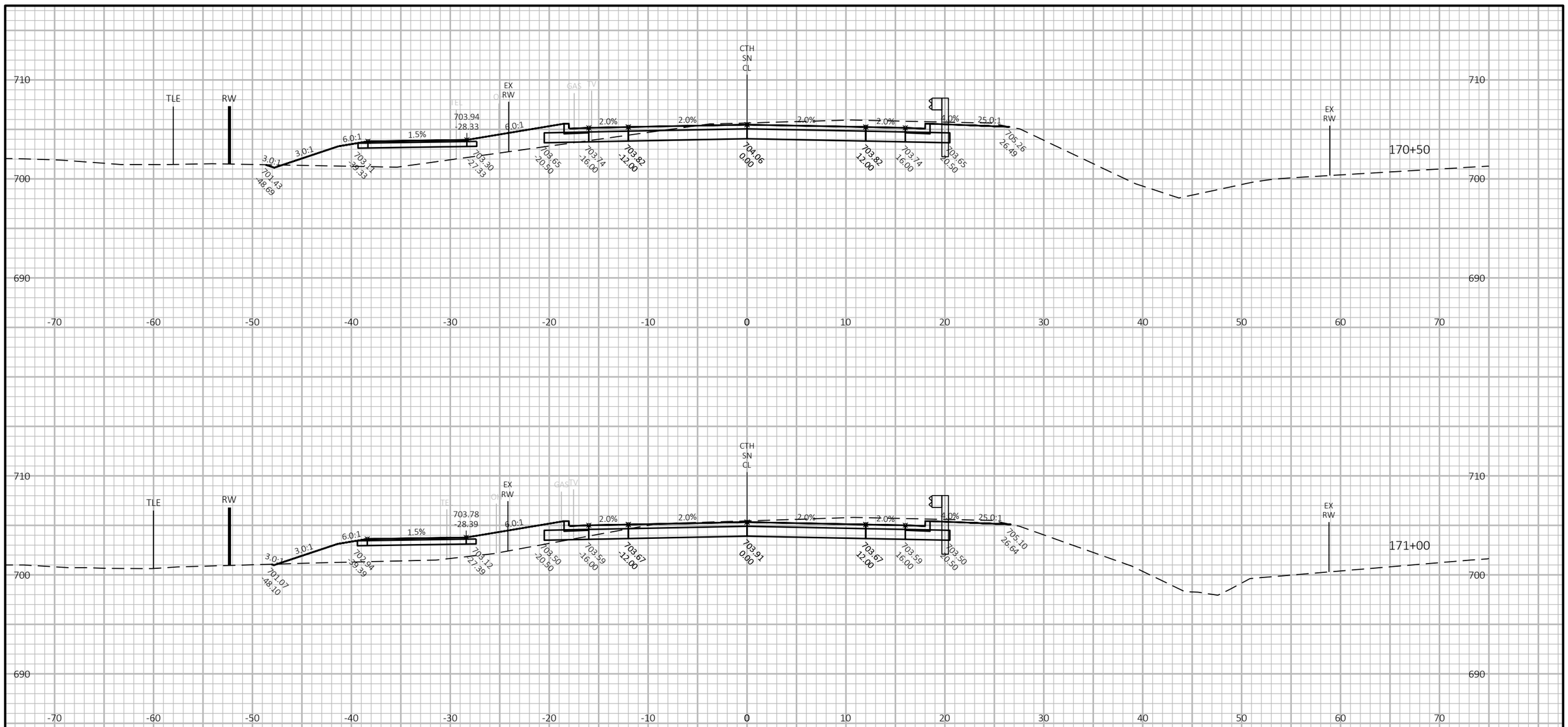
9

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 220	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 16

PLOT DATE : 7/28/2018 7:15 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

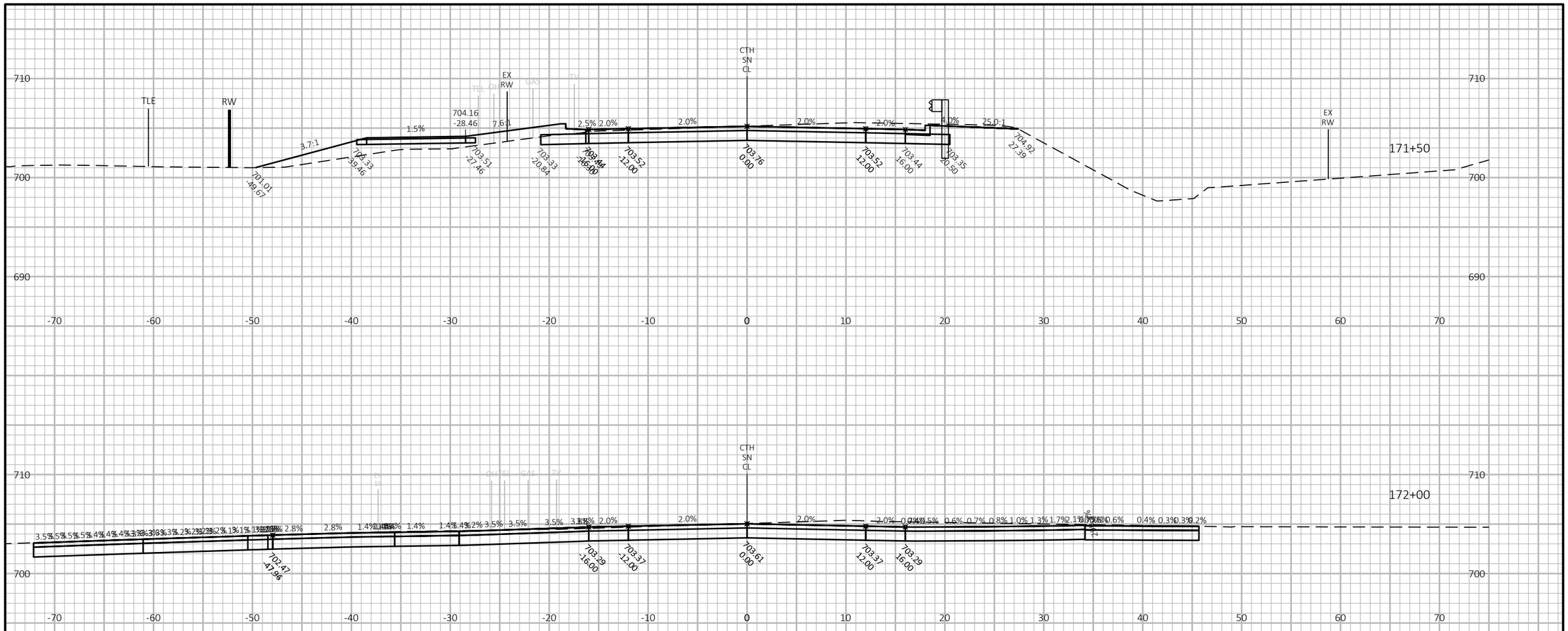


PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 221	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 17

PLOT DATE : 7/28/2018 7:15 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 222	E

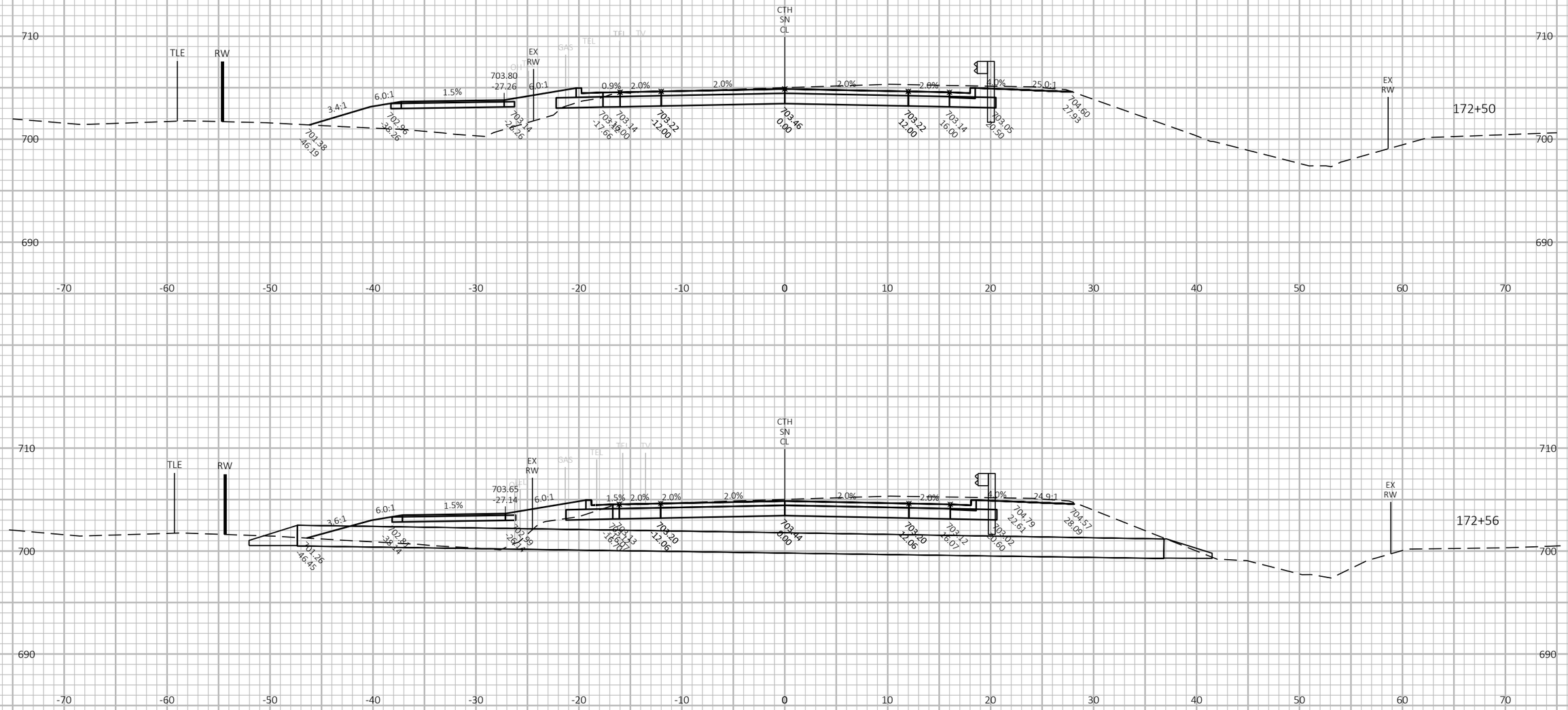
FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 18

PLOT DATE : 7/28/2018 7:16 PM

PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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9

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 223	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 19

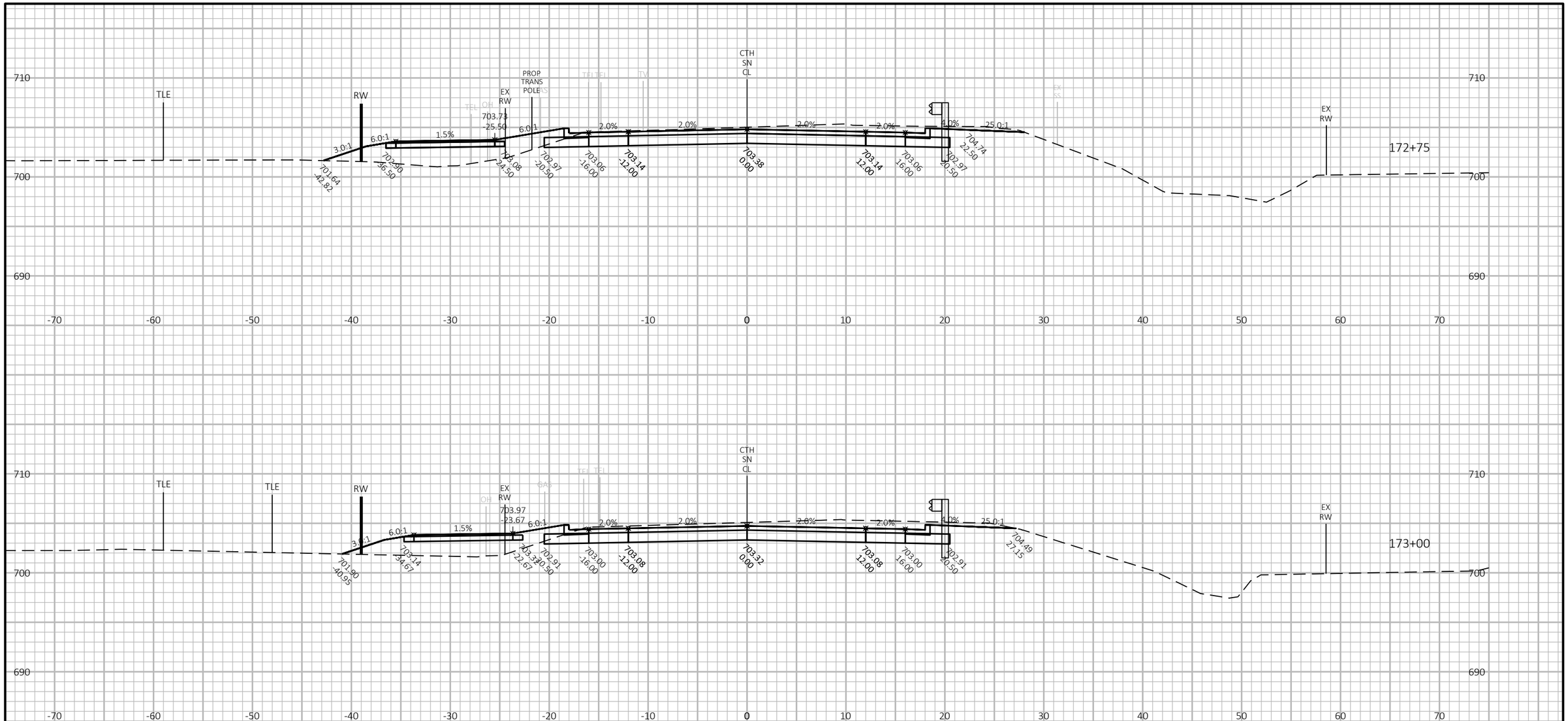
PLOT DATE : 7/28/2018 7:16 PM

PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

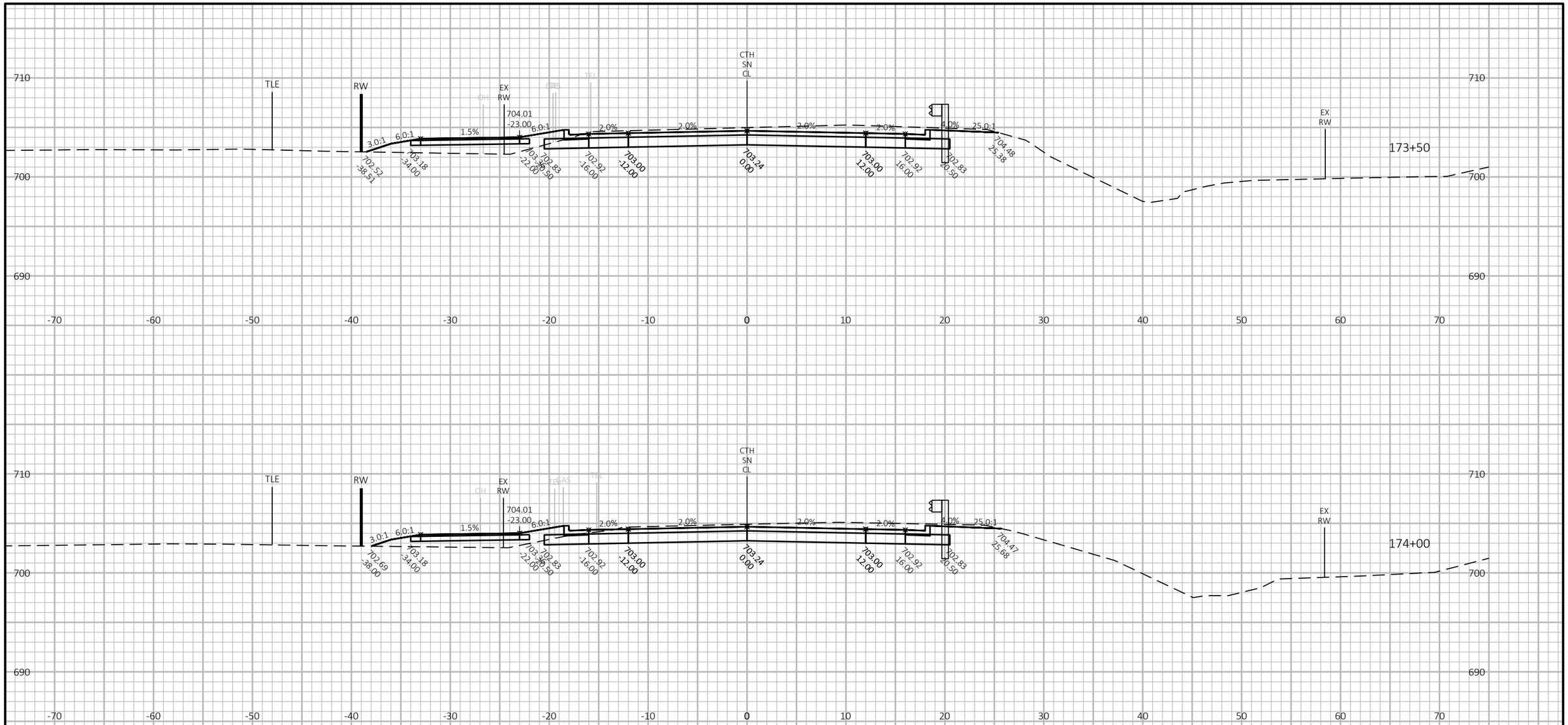


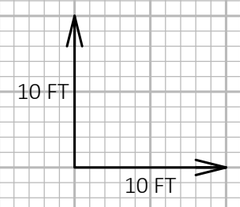
PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 224	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 20

PLOT DATE : 7/28/2018 7:16 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





9

9

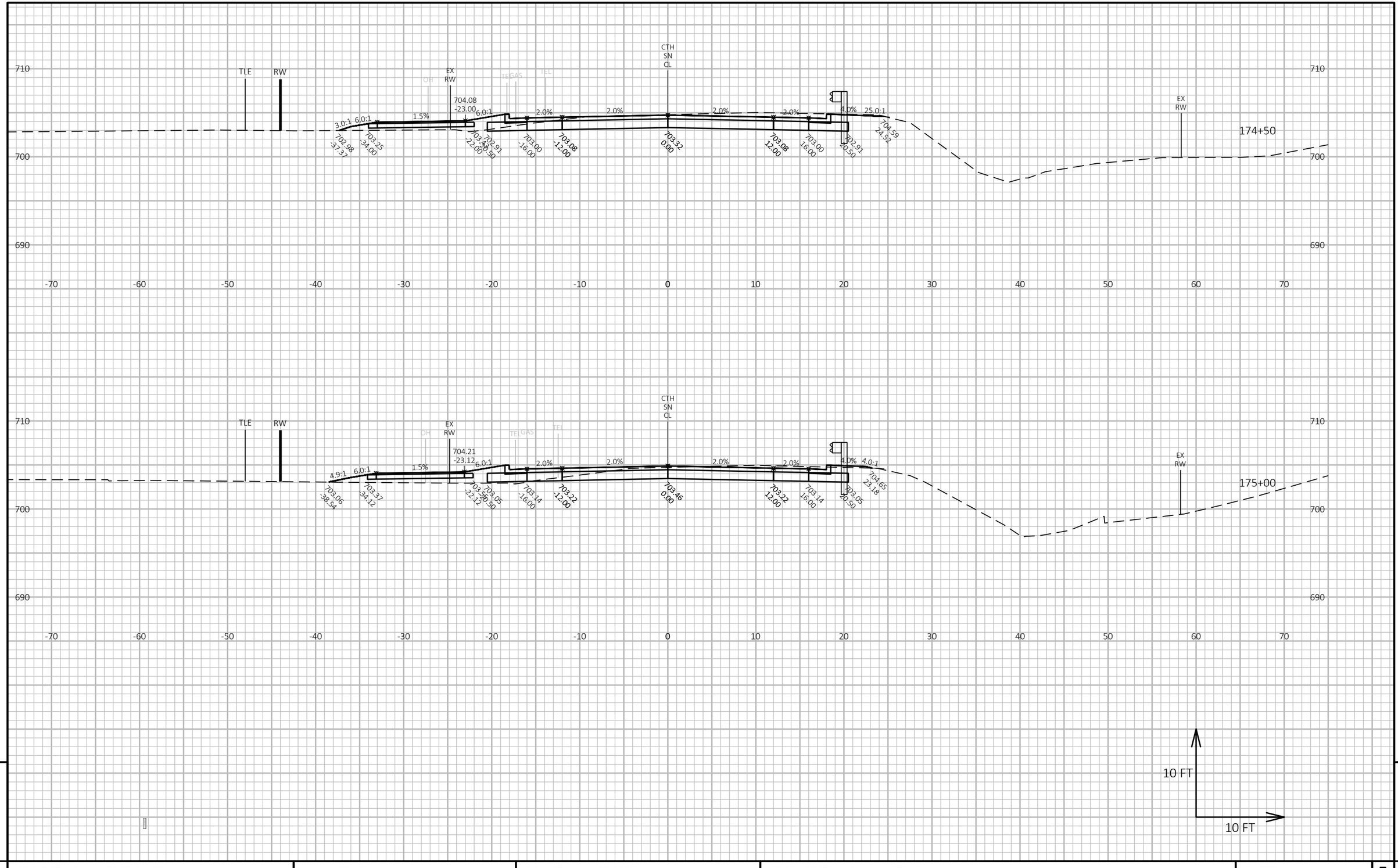
PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 21

PLOT DATE : 7/28/2018 7:16 PM PLOT BY : RACHEL BURNHAM PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 226	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 22

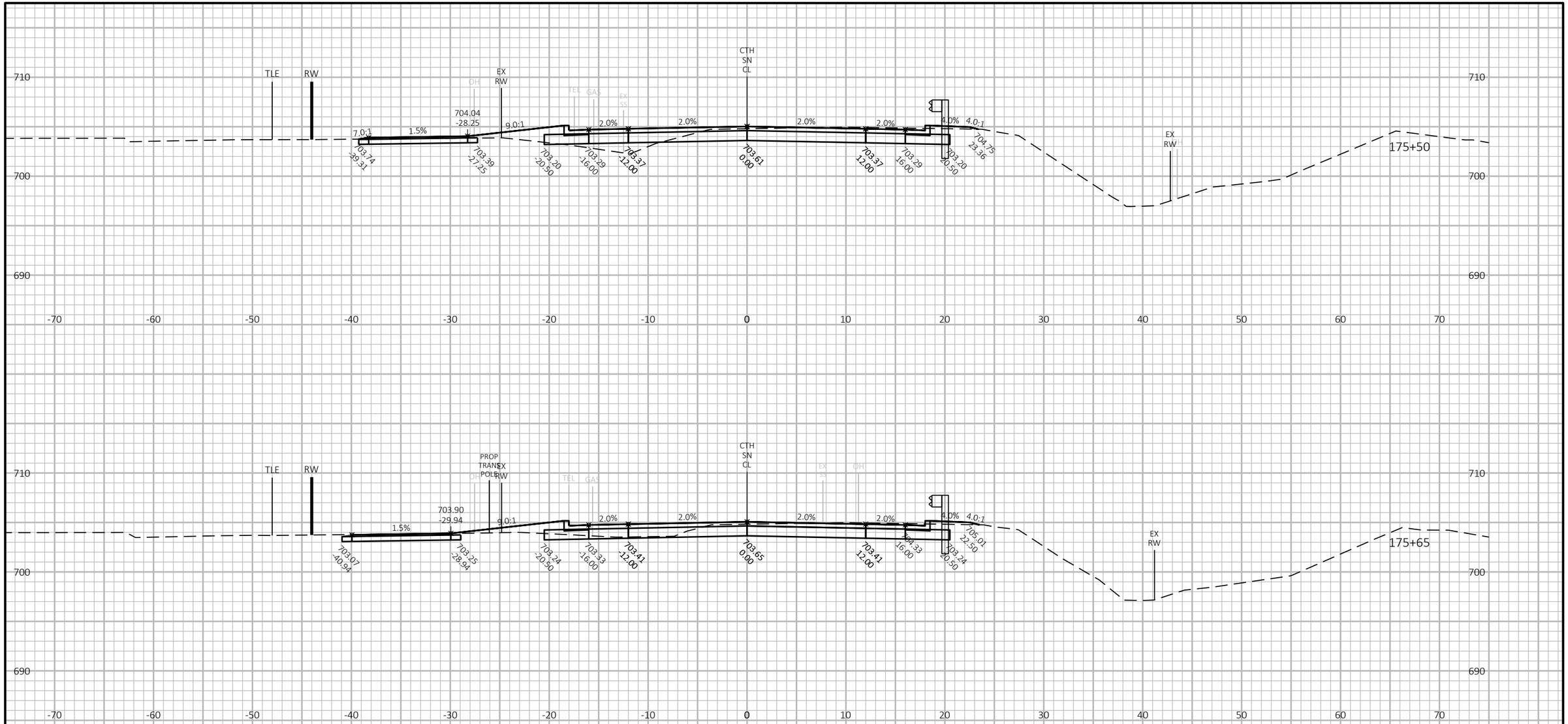
PLOT DATE : 7/28/2018 7:17 PM

PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 227	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 23

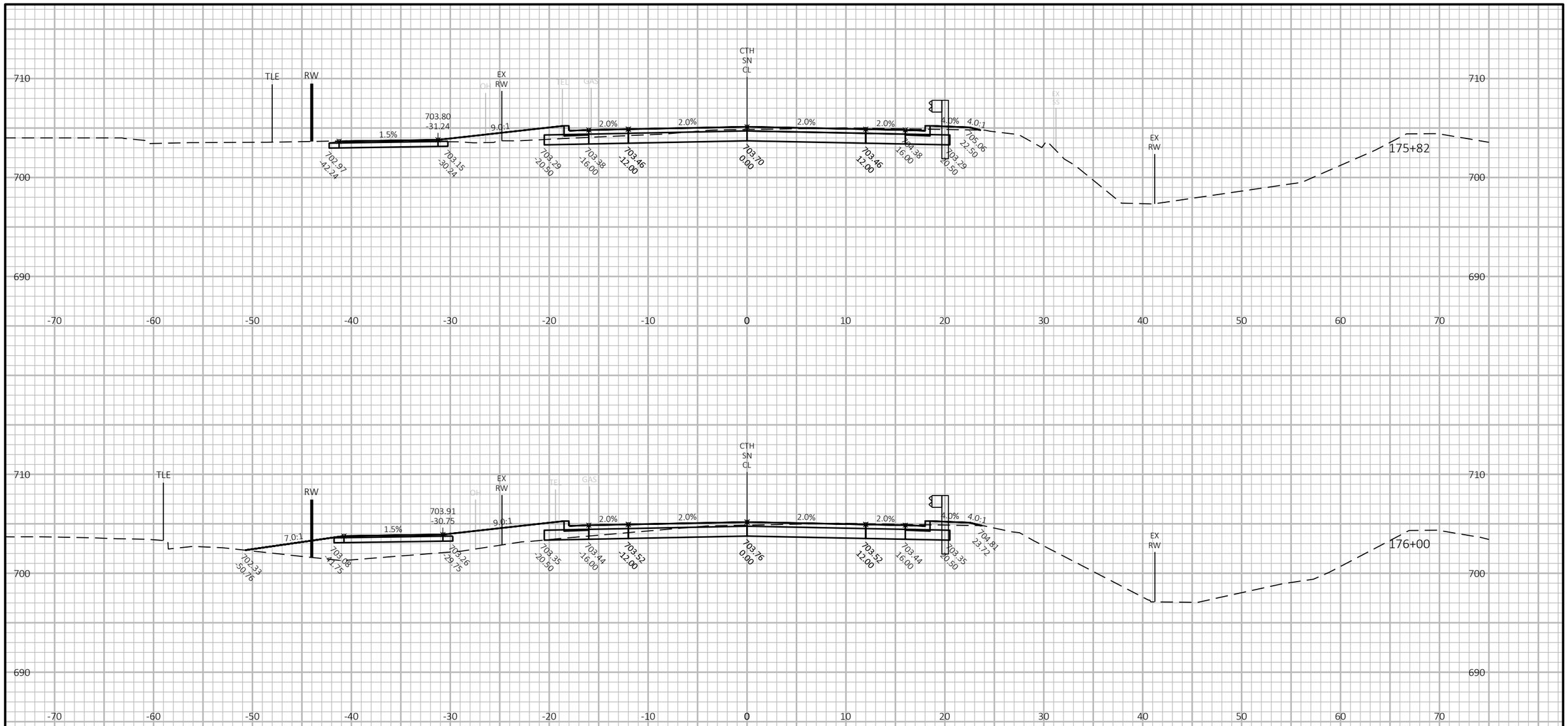
PLOT DATE : 7/28/2018 7:17 PM

PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

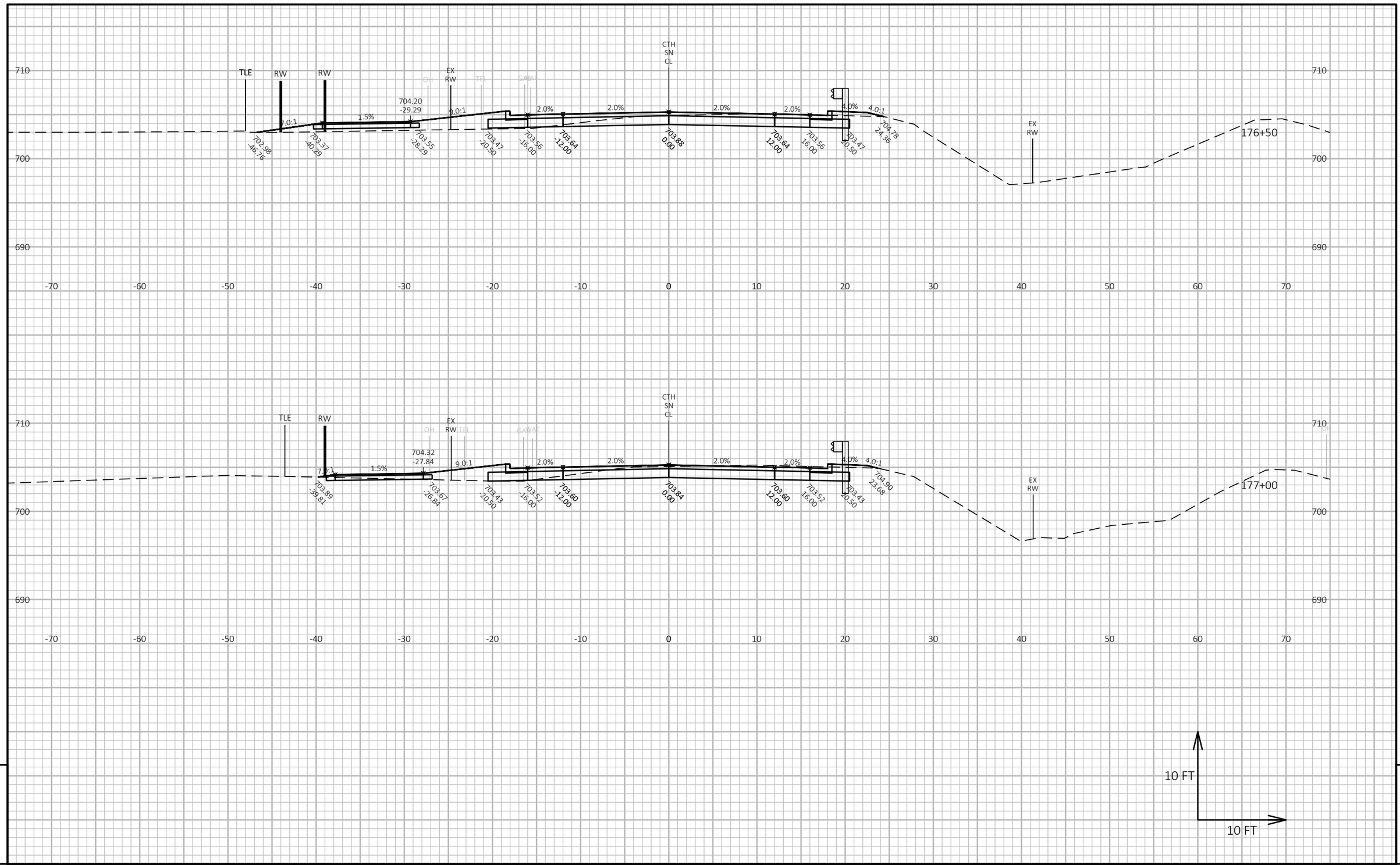
9

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 228	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 24

PLOT DATE : 7/28/2018 7:17 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 229	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 25

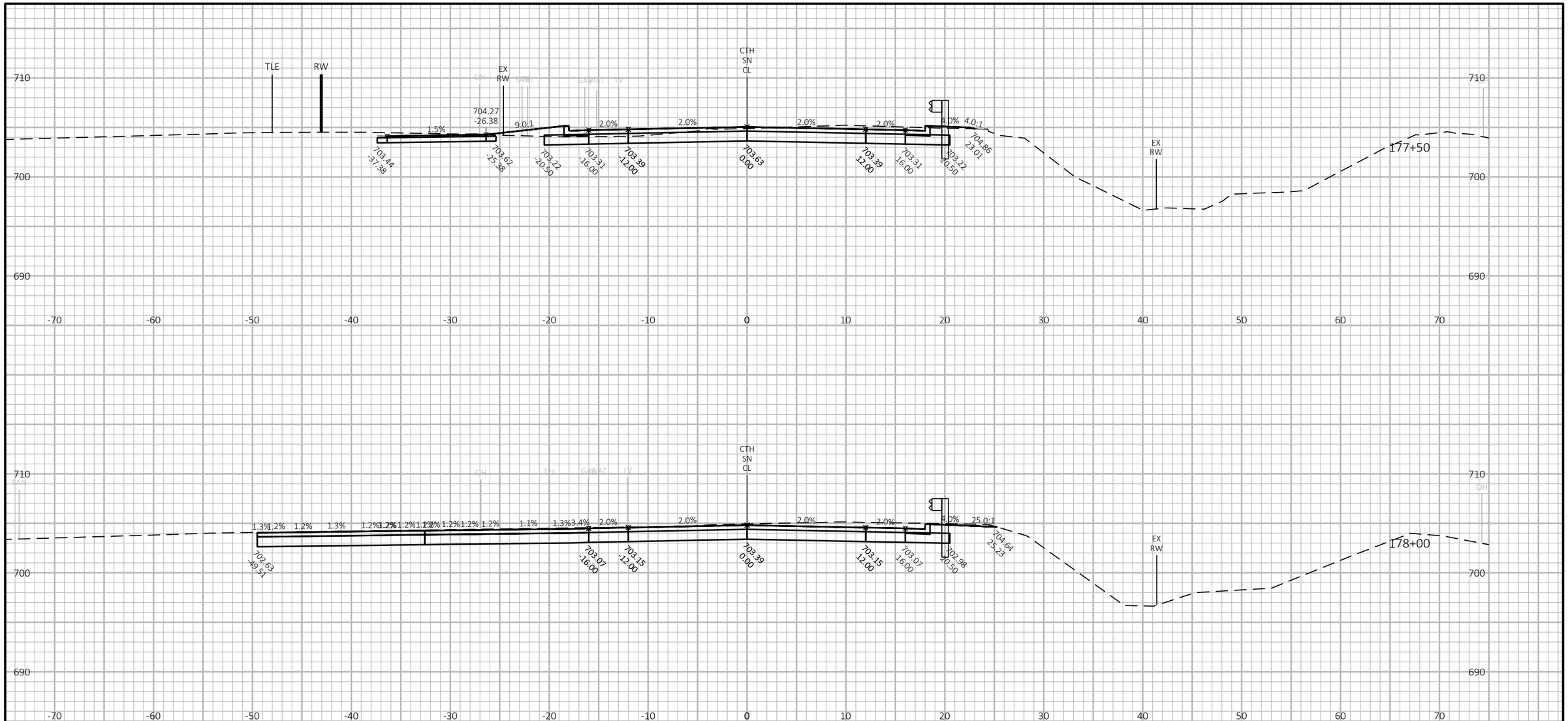
PLOT DATE : 7/28/2018 7:18 PM

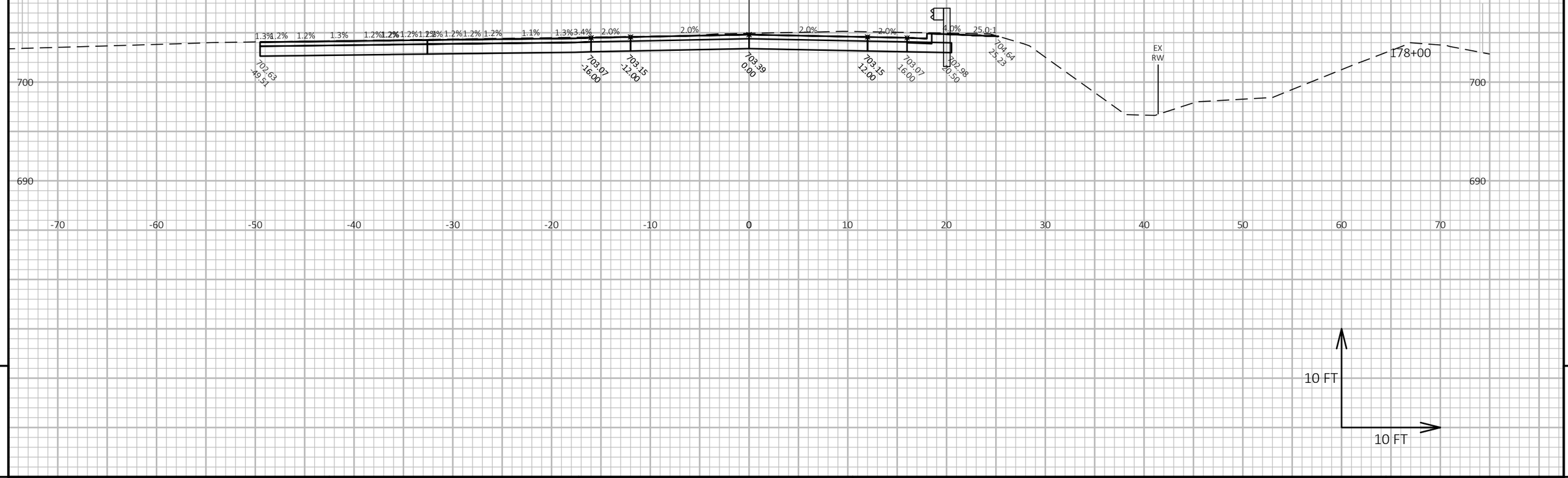
PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





9

9

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 230	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 26

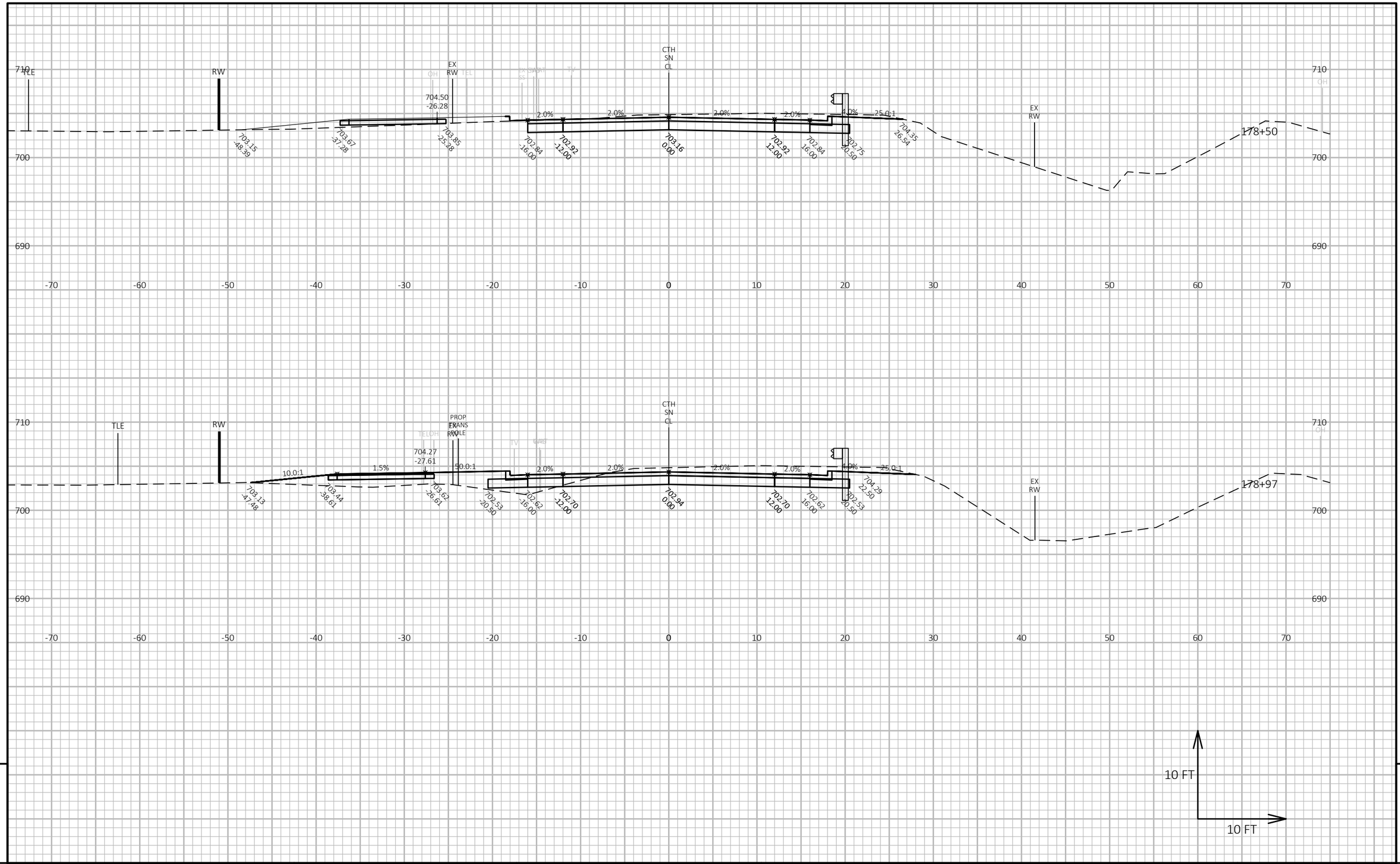
PLOT DATE : 7/28/2018 7:18 PM

PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 231	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 27

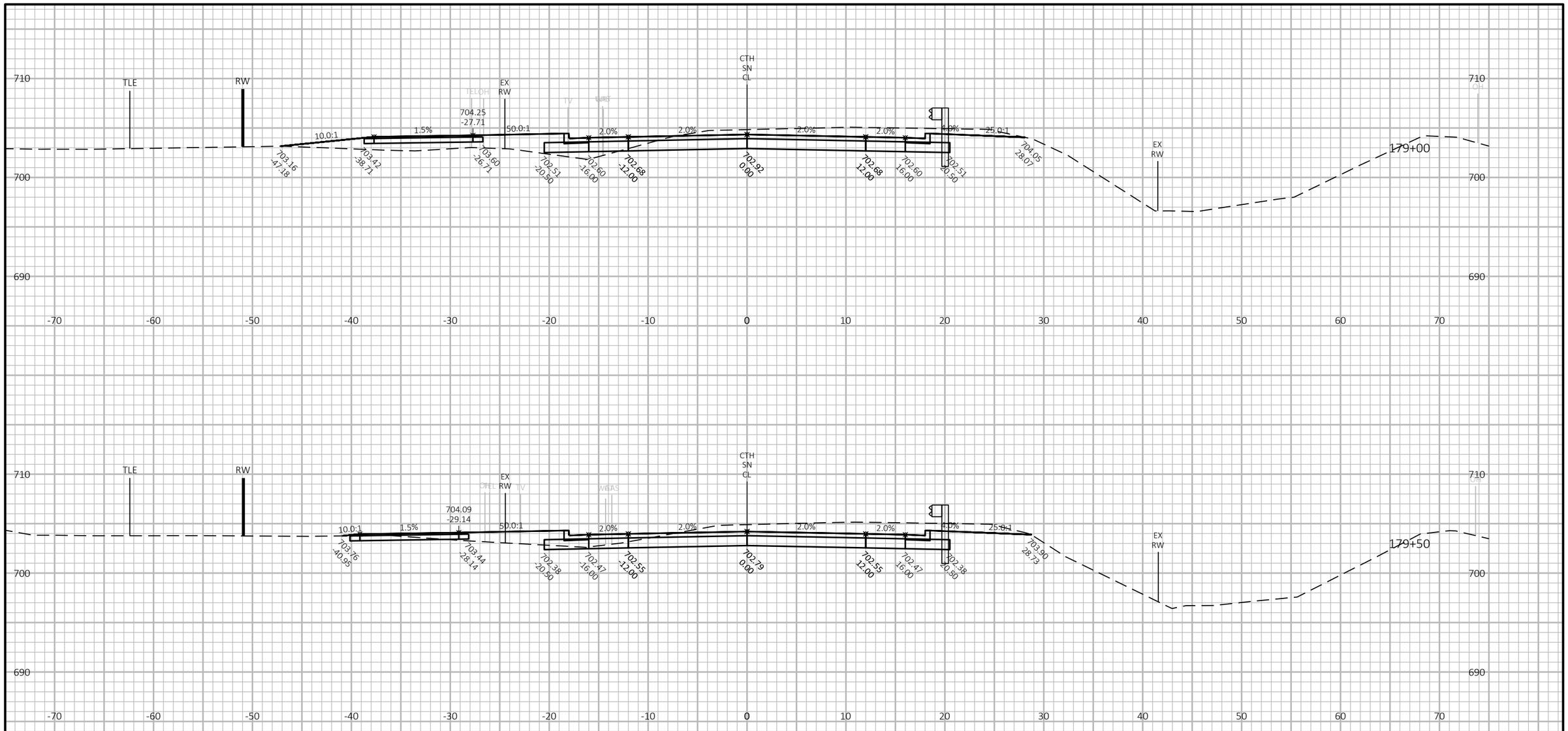
PLOT DATE : 7/28/2018 7:18 PM

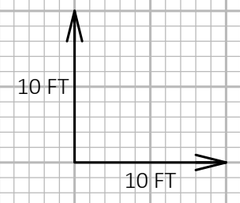
PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





9

9

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET	E

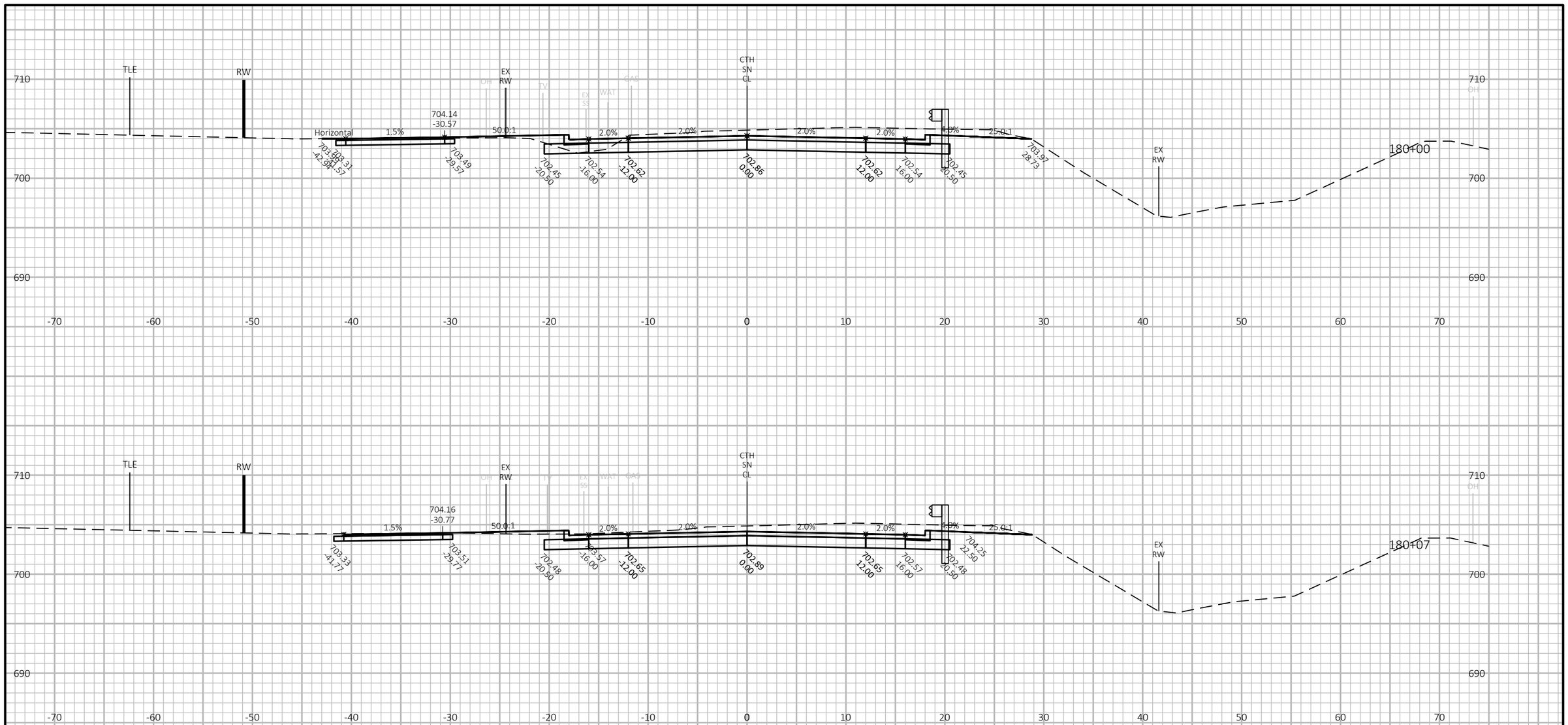
FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 28

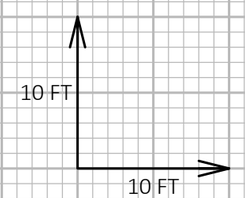
PLOT DATE : 7/28/2018 7:18 PM

PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.





9

9

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 233	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 29

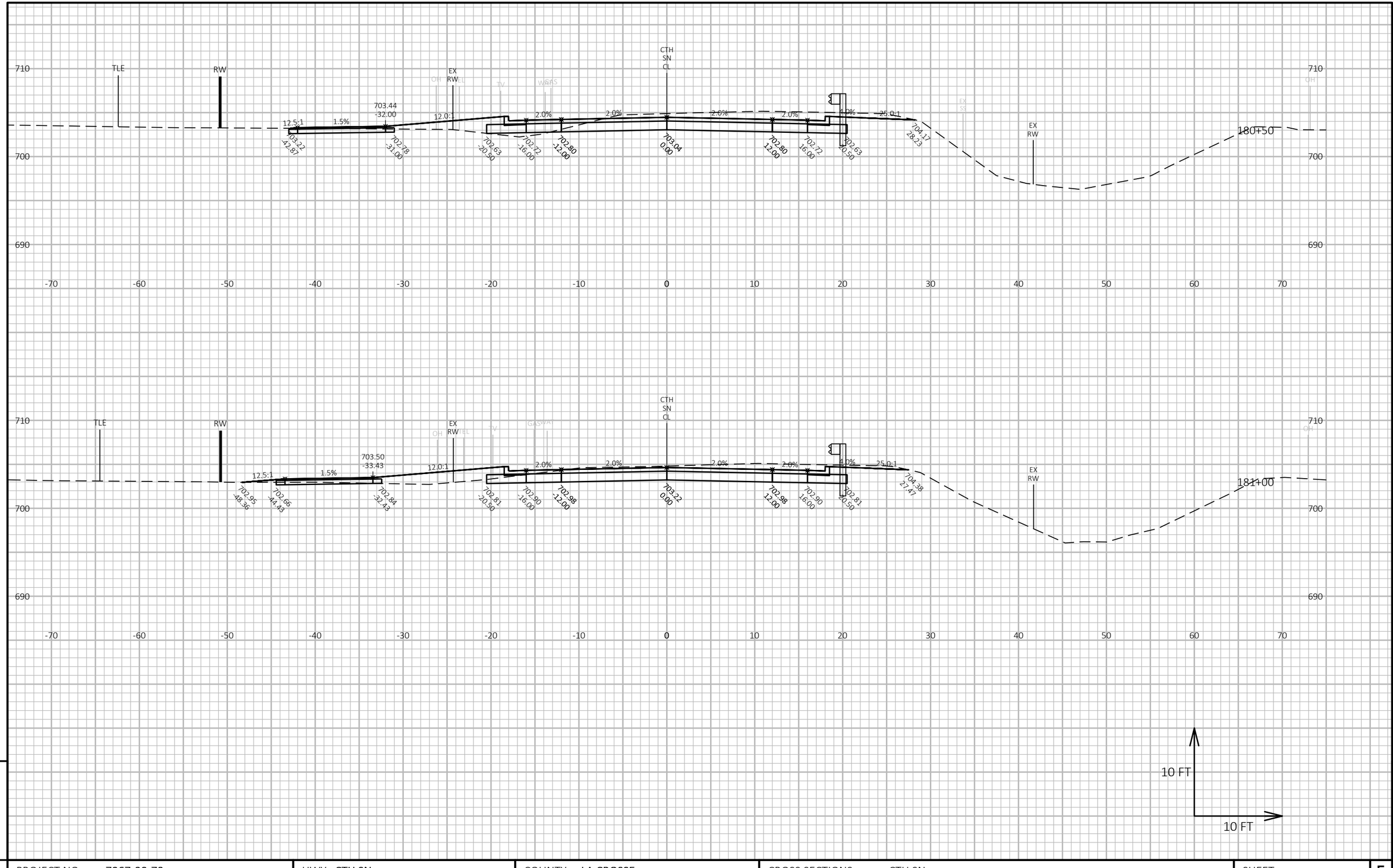
PLOT DATE : 7/28/2018 7:18 PM

PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 234	E

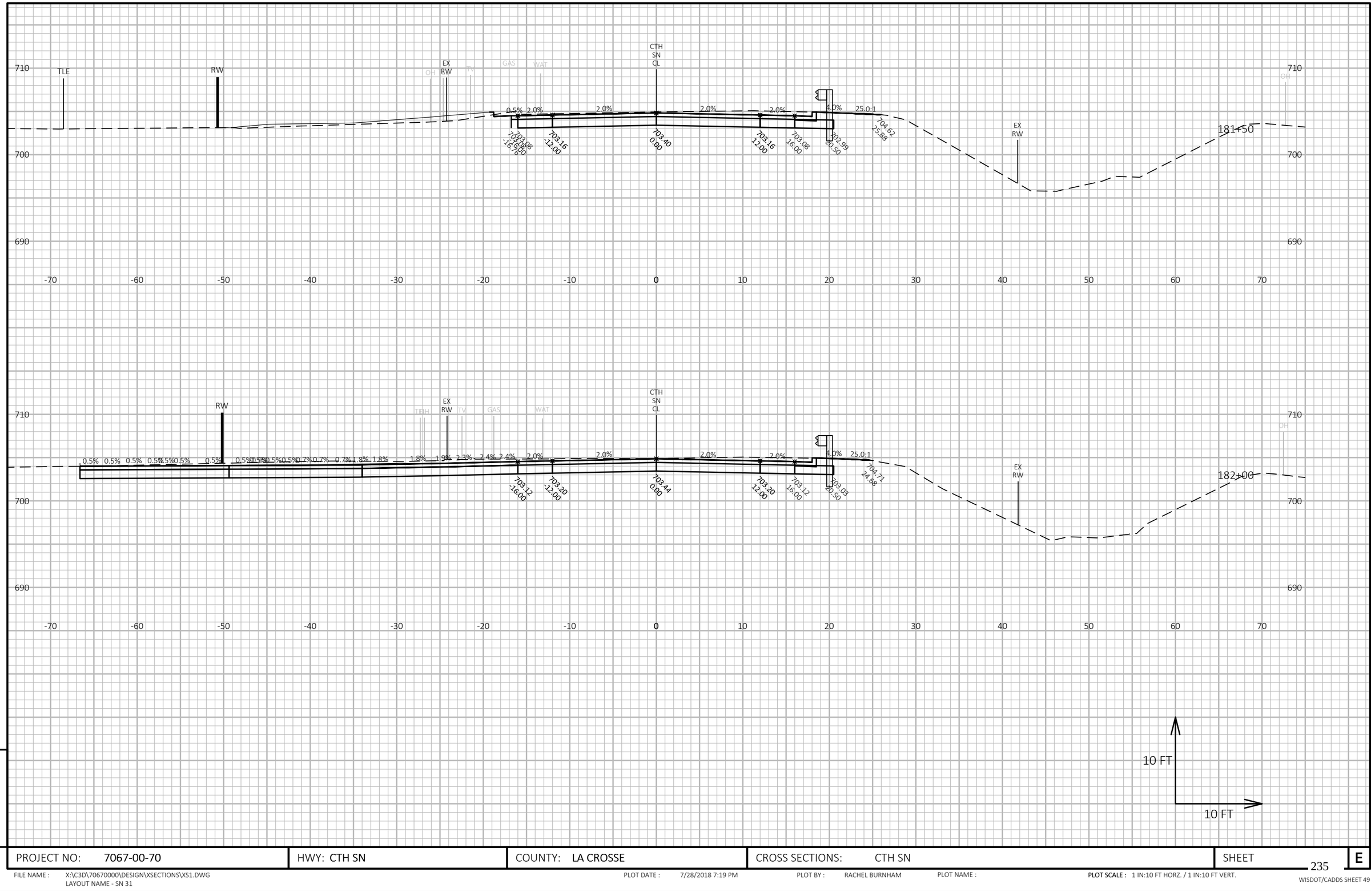
FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 30

PLOT DATE : 7/28/2018 7:19 PM

PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



9

9

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 235	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 31

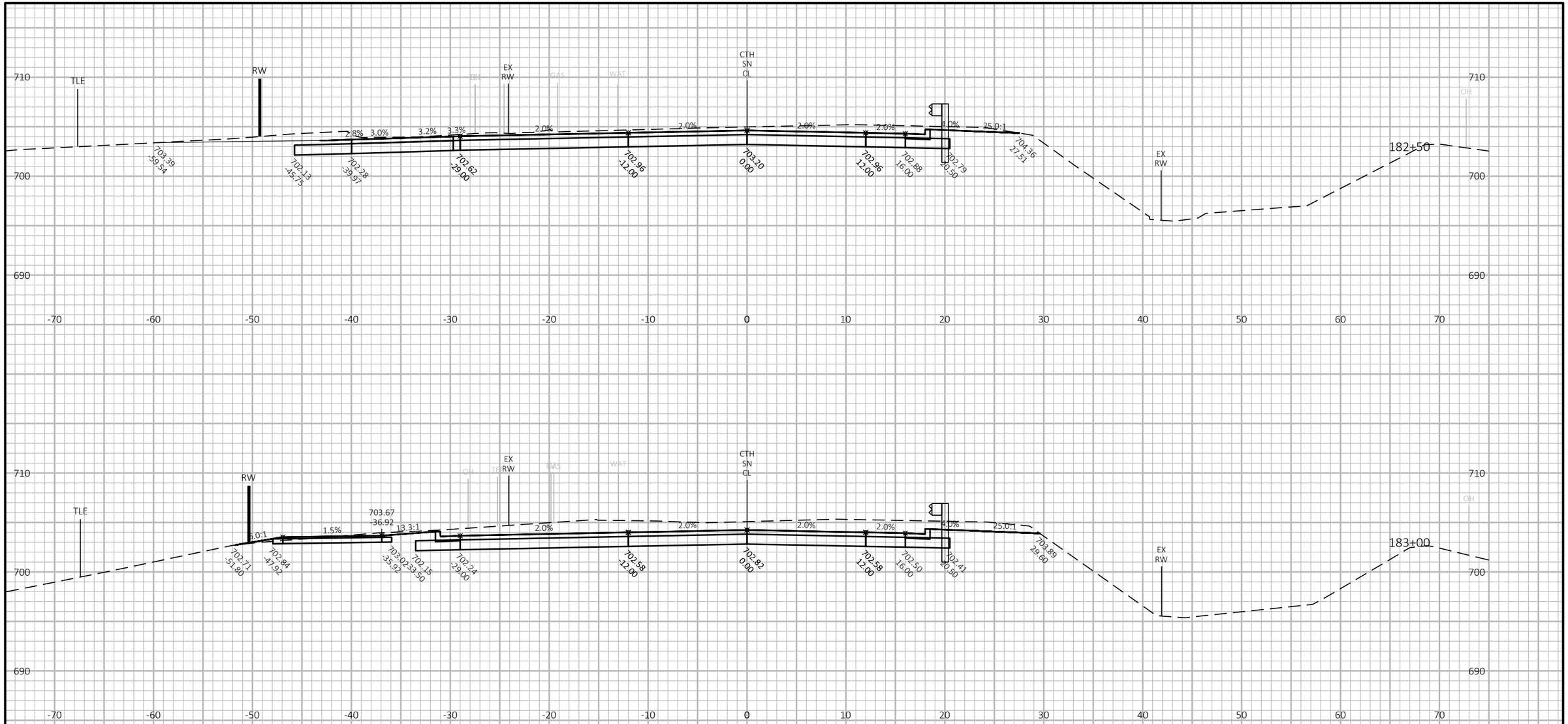
PLOT DATE : 7/28/2018 7:19 PM

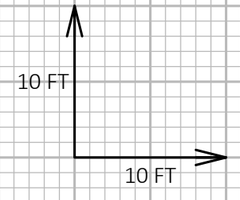
PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





9

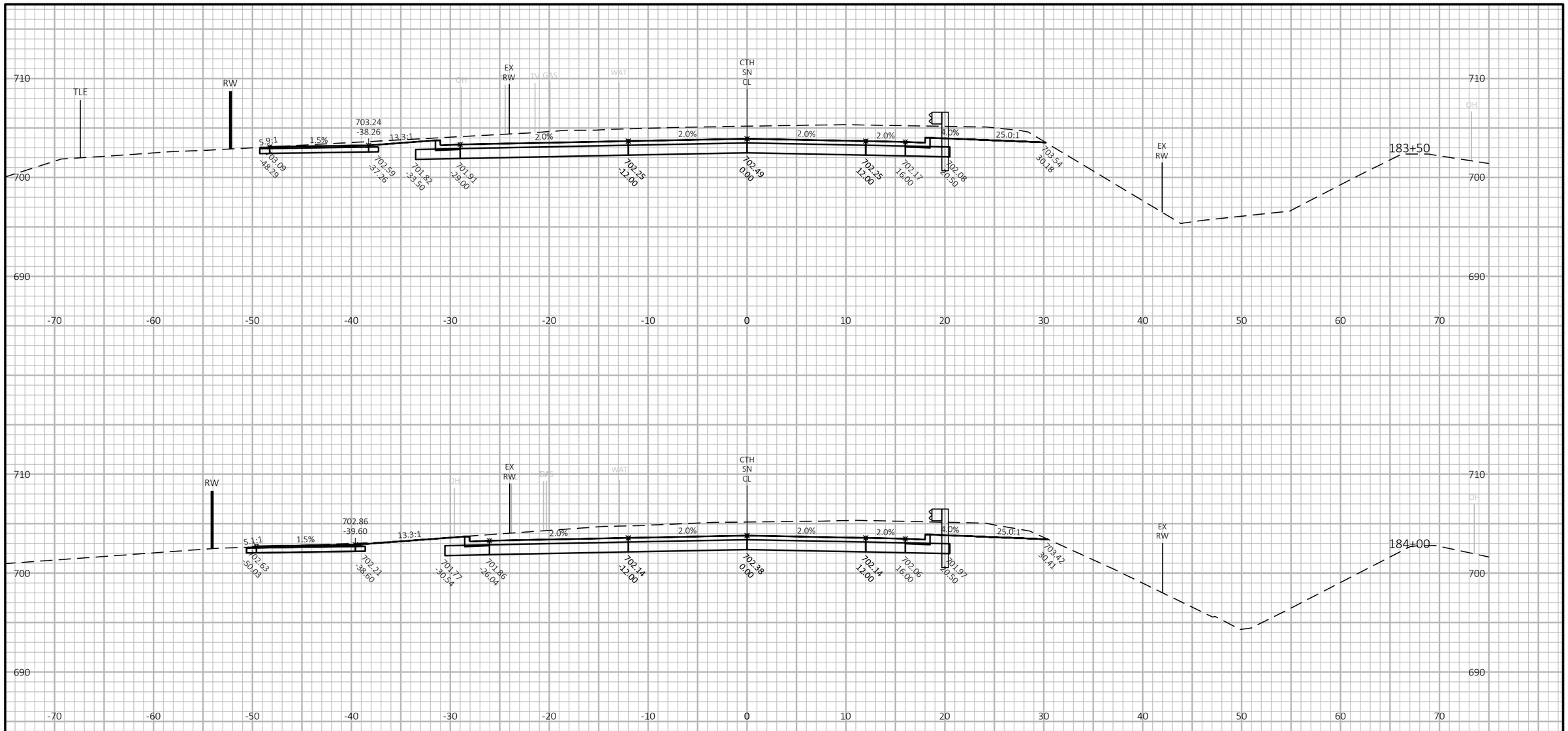
9

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 236	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 32

PLOT DATE : 7/28/2018 7:19 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 237	E

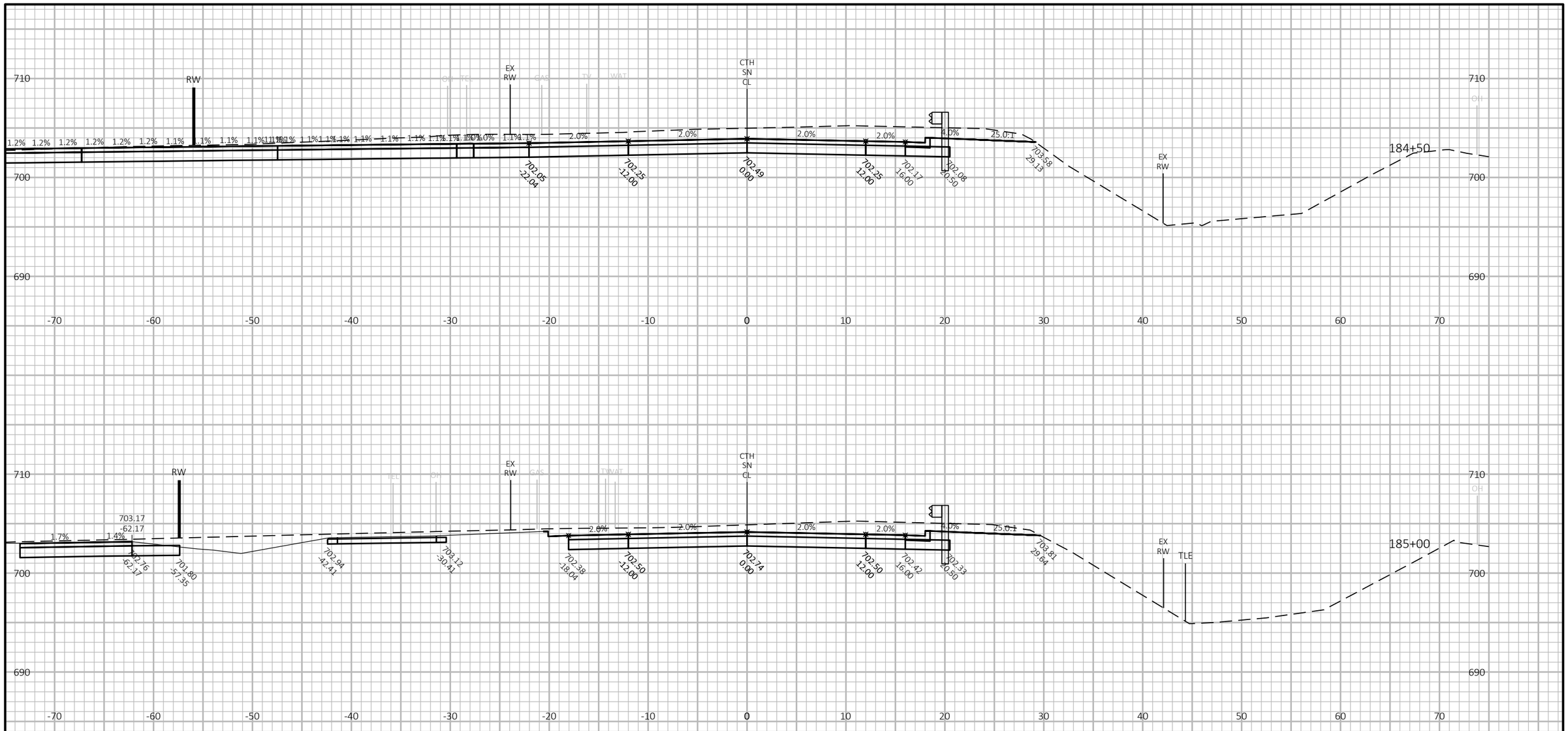
FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 33

PLOT DATE : 7/28/2018 7:19 PM

PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 238	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 34

PLOT DATE : 7/28/2018 7:19 PM PLOT BY : RACHEL BURNHAM PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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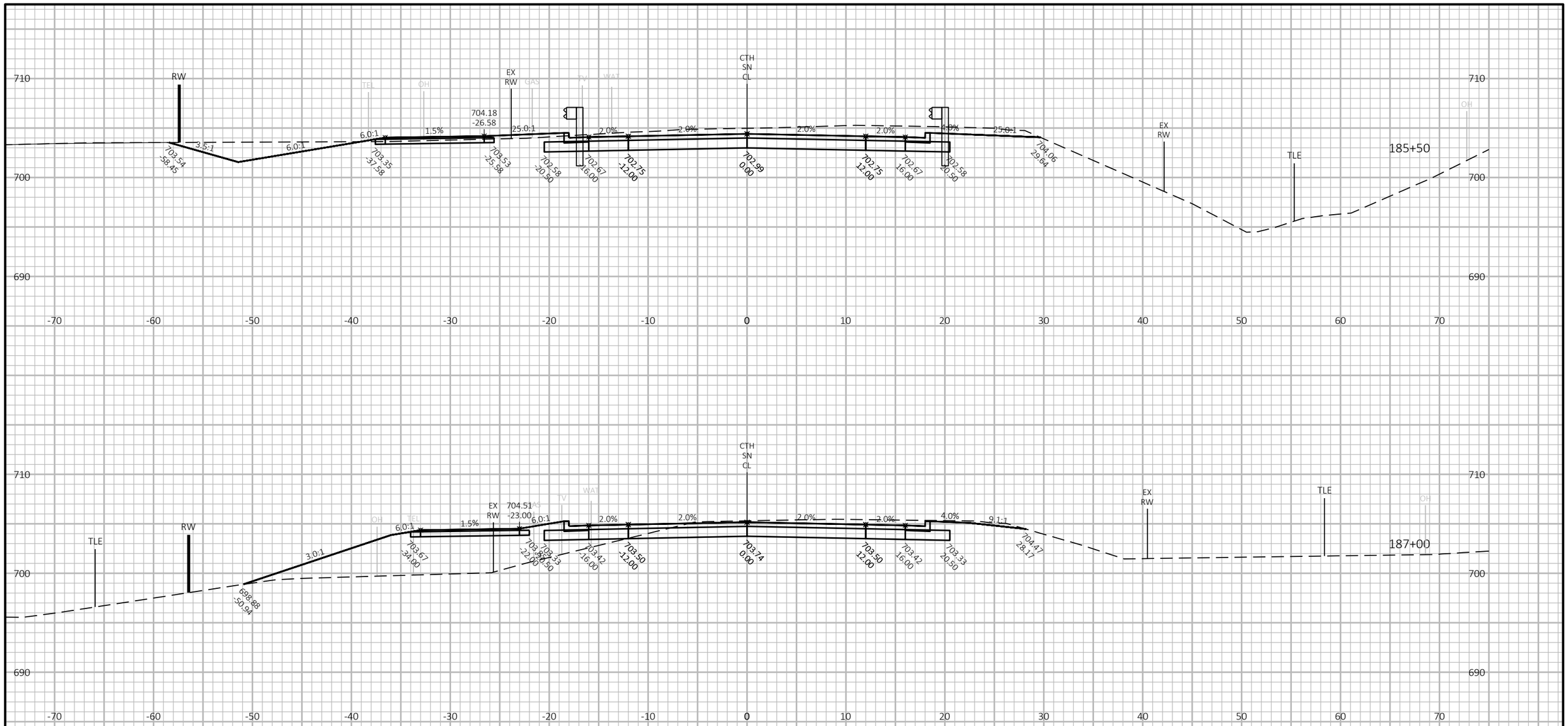
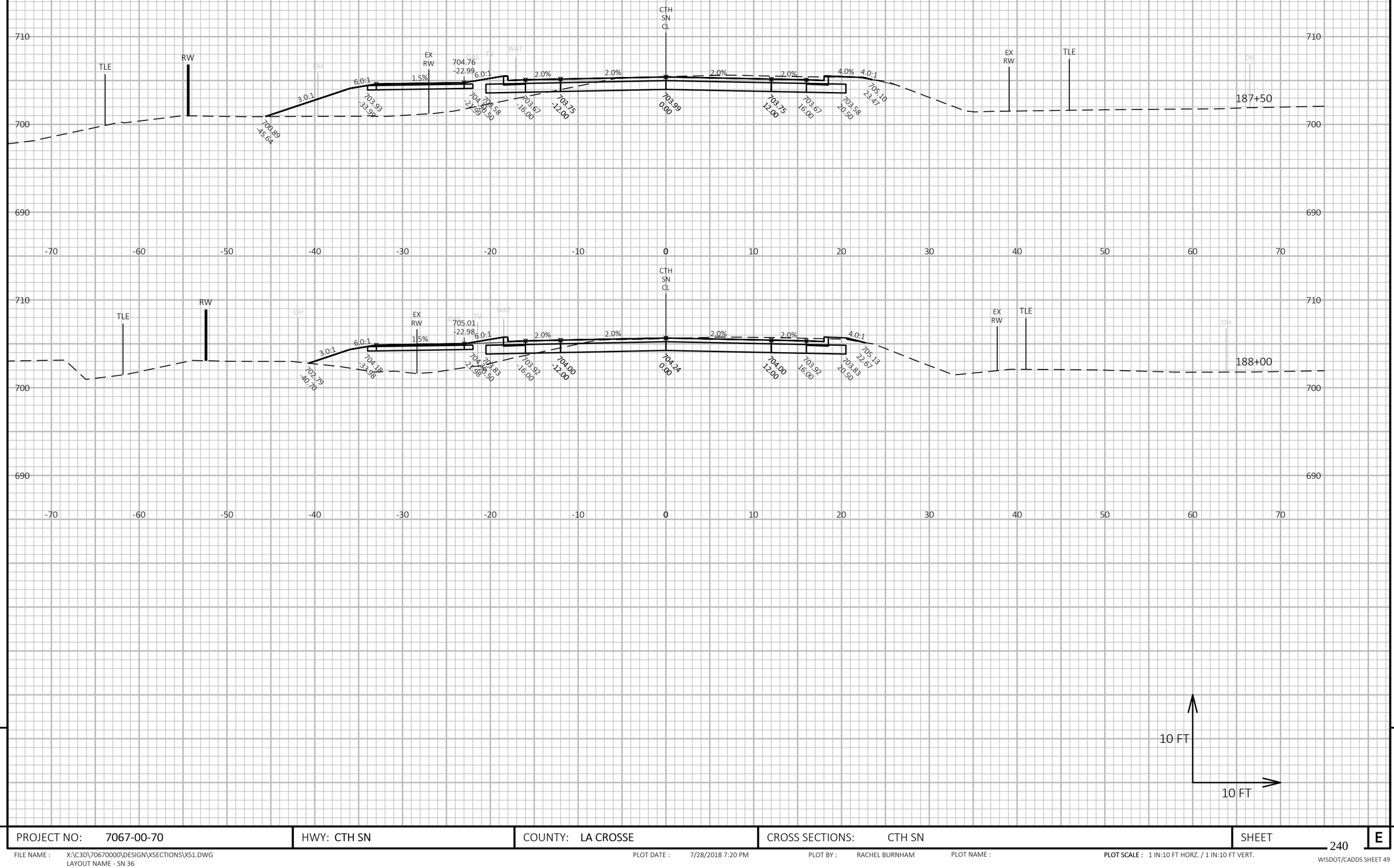


PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 239	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 35

PLOT DATE : 7/28/2018 7:19 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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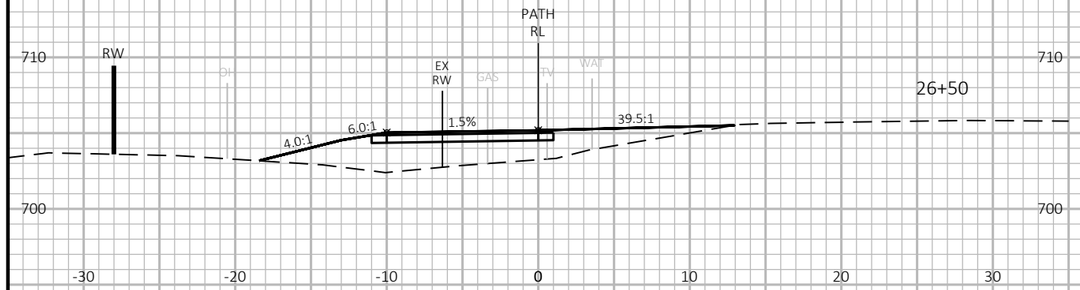
9

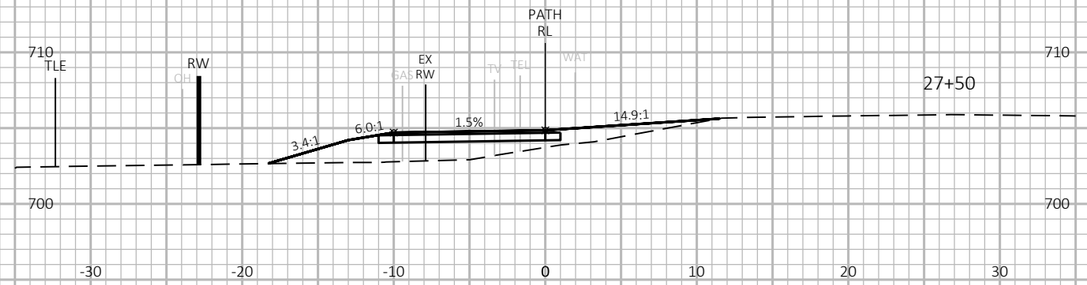
PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SN	SHEET 240	E

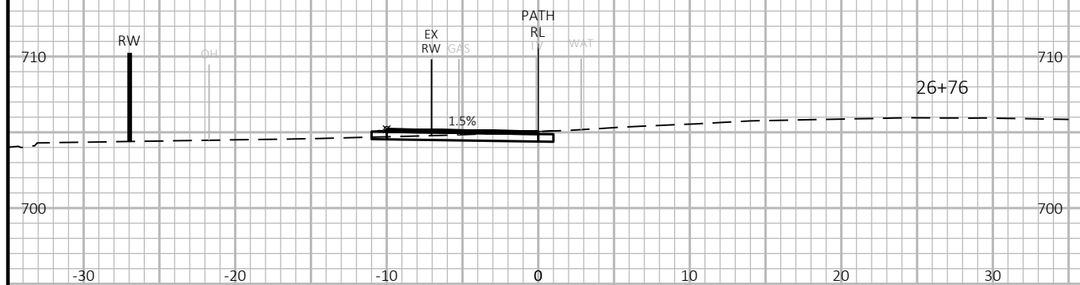
FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - SN 36

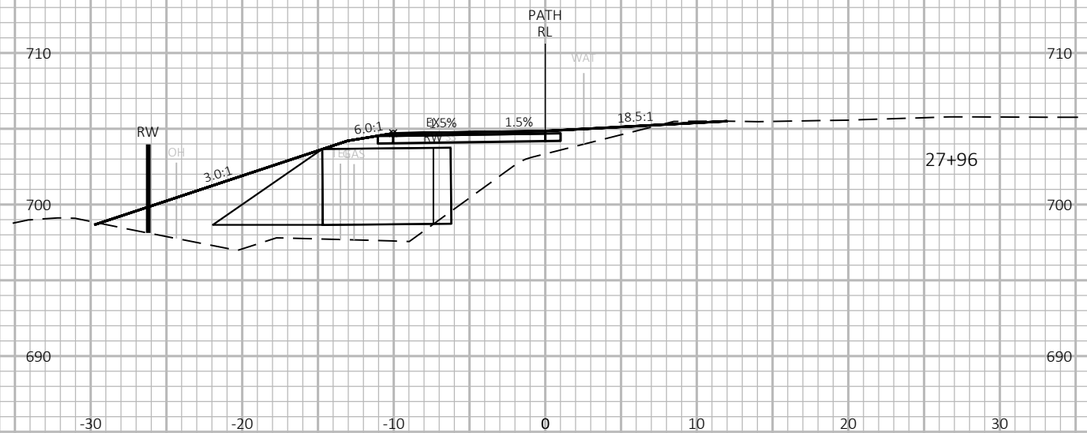
PLOT DATE : 7/28/2018 7:20 PM PLOT BY : RACHEL BURNHAM PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

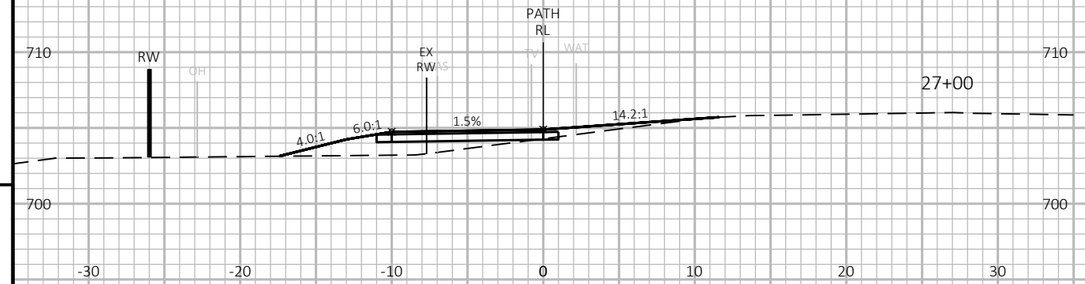
WISDOT/CADDS SHEET 49

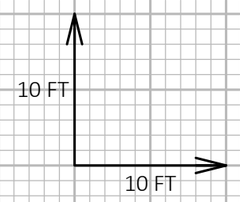












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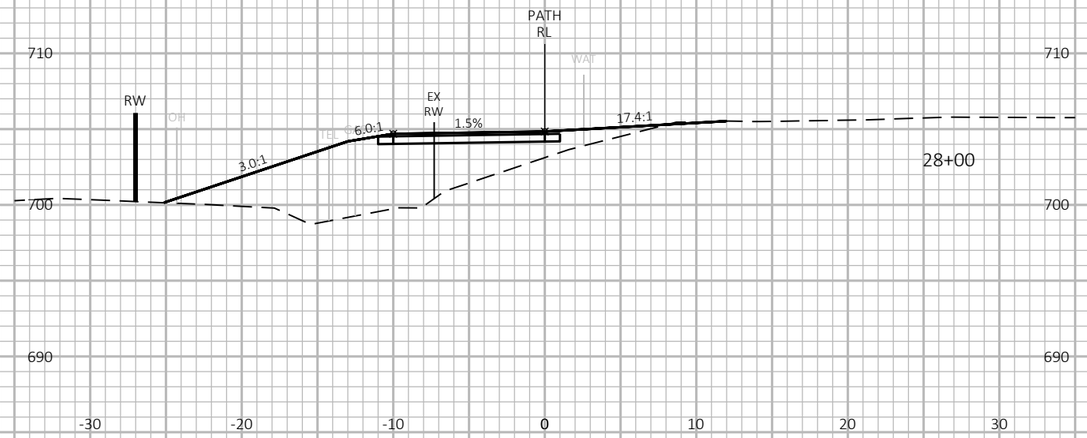
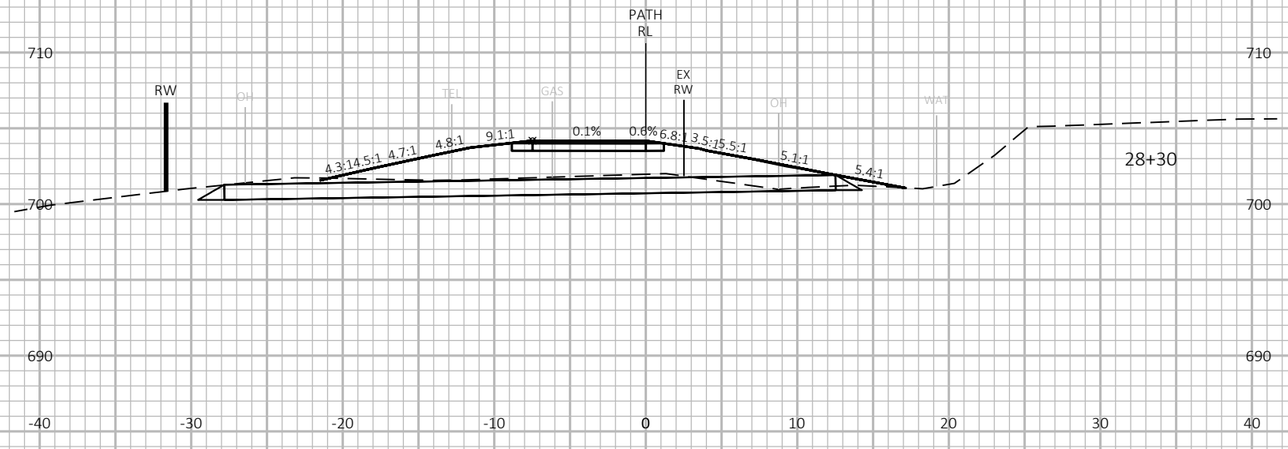
PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: SHARED-USE PATH	SHEET 241	E





10 FT

10 FT

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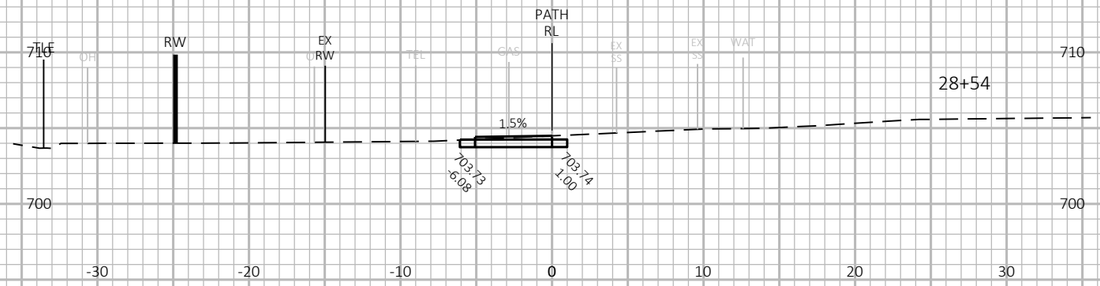
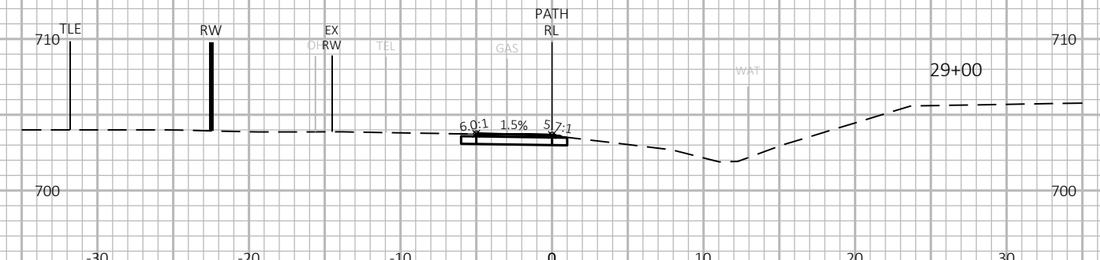
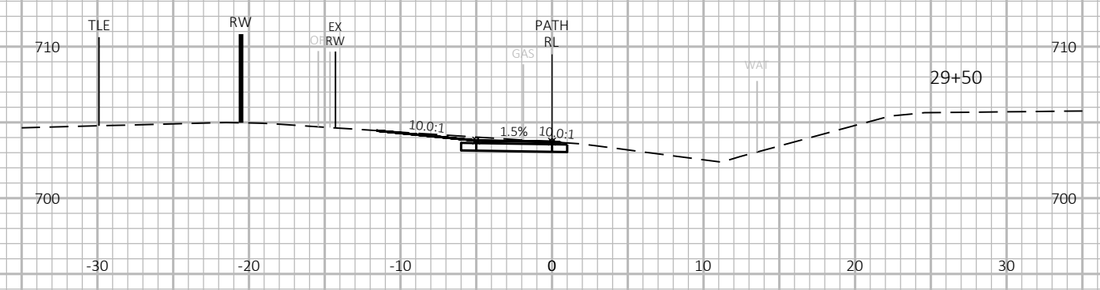
PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: SHARED-USE PATH	SHEET 242	E

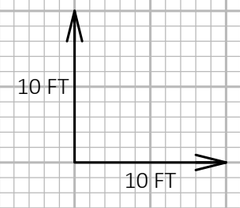
FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - P 02

PLOT DATE : 7/14/2018 12:16 PM PLOT BY : RACHEL BURNHAM PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.









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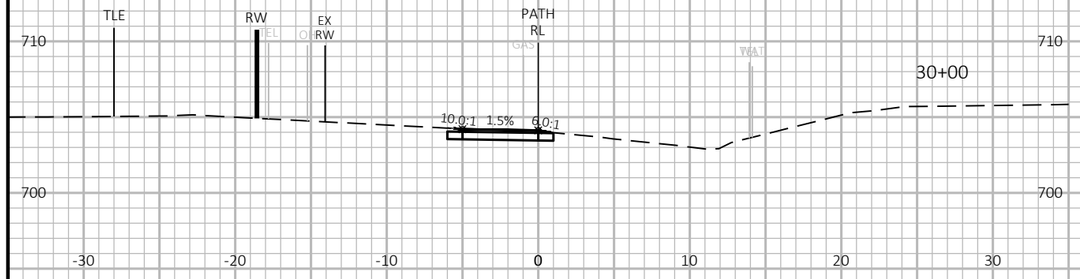
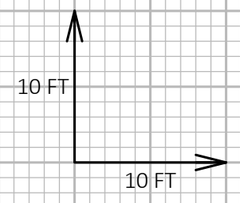
PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: SHARED-USE PATH	SHEET 243	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - P 03

PLOT DATE : 7/14/2018 12:16 PM PLOT BY : RACHEL BURNHAM PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.





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PROJECT NO: 7067-00-70	HWY: CTH SN	COUNTY: LA CROSSE	CROSS SECTIONS: SHARED-USE PATH	SHEET 244	E

FILE NAME : X:\C3D\70670000\DESIGN\XSECTIONS\XS1.DWG
LAYOUT NAME - P 04

PLOT DATE : 7/14/2018 12:16 PM

PLOT BY : RACHEL BURNHAM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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