

PROJECT ID: 1630-02-71
WITH:

COUNTY: TREMPEALEAU

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
Section No.	4	Right of Way Plat
Section No.	5	Plan and Profile
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 = ---



DESIGN	DESIGNATION	RICHTER RD - STH 121 WB	STH 121 WB - CTH D NB	CTH D NB - PIGEON CR BR
A.A.D.T.	2015	= 6900	8650	3900
A.A.D.T.	2035	= 7850	9850	5225
D.H.V.	2035	= 900 (K30)	1125 (K30)	640 (K30)
D.D.		= 60/40	60/40	60/40
T. %AADT		= 6.7%	6.7%	13.7%
DESIGN SPEED		= POSTED (MIN)	POSTED (MIN)	POSTED (MIN)
ESALS		=		

CONVENTIONAL SYMBOLS

PLAN

CORPORATE LIMITS

PROPERTY LINE

LOT LINE

LIMITED HIGHWAY EASEMENT

EXISTING RIGHT OF WAY

PROPOSED OR NEW R/W LINE

SLOPE INTERCEPT

REFERENCE LINE

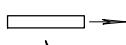
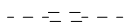
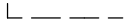
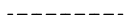
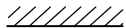
EXISTING CULVERT

PROPOSED CULVERT
(Box or Pipe)

COMBUSTIBLE FLUIDS

MARSH AREA

WOODED OR SHRUB AREA



PROFILE

GRADE LINE

ORIGINAL GROUND

MARSH OR ROCK PROFILE
(To be noted as such)

SPECIAL DITCH

GRADE ELEVATION

CULVERT (Profile View)

UTILITIES

ELECTRIC

FIBER OPTIC

GAS

SANITARY SEWER

STORM SEWER

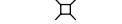
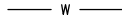
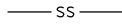
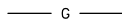
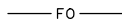
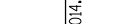
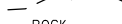
TELEPHONE

WATER

UTILITY PEDESTAL

POWER POLE

TELEPHONE POLE



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT
WHITEHALL - OSSEO
RICHTER ROAD TO 121 EAST BOUND
USH 53
TREMPEALEAU COUNTY

STATE PROJECT NUMBER
1630-02-71

EQU. STA. 330+00 BK =
STA. 329+80 AH

EQU. STA. 39+98.10 BK =
STA. 33+32.00 AH

EXCEPTION TO NET $\angle$ LENGTH
STA. 15+87.66 - STA. 26+75.00
PROJECT 1630-01-73 (TIED)
TREMPEALEAU RIVER BRIDGE B-61-00050
(STA. 16+92.39 - STA. 18+80.24)

EXCEPTION TO NET $\angle$ LENGTH
STA. 116+42.22 - STA. 116+52.64
PROJECT 1630-02-51 (TIED)
WISC CENTRAL LTD RR XING 281794J
STA. 116+47.43'M'

MAIN STREET C WHITEHALL
STA. 101+00.55 - STA. 123+92.20 BK
STA. 9+35.02 AH - STA. 16+00

EQU. STA. 101+00.55 MAIN ST =
STA. 2+00.00 ERVIN ST

ERVIN STREET C WHITEHALL
*STA. 2+00.00 - STA. 28+78.00

*ERVIN STREET STATIONING DECREASES FROM BEGIN PROJECT

EXCEPTION TO NET $\angle$ LENGTH
STA. 7+42.50 - STA. 7+63.90
IRVIN CREEK BRIDGE B-61-0974

LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 7.773 MI.
C WHITEHALL = 1.0 $\pm$ MI.
V PIGEON FALLS = 0.7 $\pm$ MI.

HORIZONTAL POSITIONS SHOWN ARE WISCONSIN COUNTY COORDINATES,
NAD83 (1990), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES,
GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED
AS GROUND DISTANCES.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY
COORDINATE SYSTEM (WCCS), TREMPEALEAU COUNTY.

STATE PROJECT

FEDERAL PROJECT

PROJECT

CONTRACT

T-23-N

STA. 373+50.00 - STA. 374+53.72 BK
STA. 1+54.00 AH - STA. 2+85.16 BK
STA. 200+00.00 AH - STA. 201+XX
PROJECT 1630-02-70
PIGEON CREEK BRIDGE B-61-0058
(STA. 1+54.84 - STA. 2+85.16)

END PROJECT
STA. 373+50.00

EKERN STREET V PIGEON FALLS
STA. 337+00 - STA. 373+50.00

T-22-N

EXCEPTION TO NET $\angle$ LENGTH
STA. 239+30.62 - STA. 239+67.37
FITCH COULEE CREEK BRIDGE B-61-0950

R-7-W

EXCEPTION TO NET $\angle$ LENGTH
STA. 70+66.75 - STA. 72+48.25
PIGEON CREEK BRIDGE B-61-0124

BEGIN PROJECT

*STA. 28+78.00

Y = 437,965.367
X = 858,624.510

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor CONSULTANT
Designer HEATH T. BIELEFELDT
Project Manager DAVID KOEPP
Regional Examiner DANIEL J. OJIBWAY
Regional Supervisor TIM MASON

APPROVED FOR THE DEPARTMENT

DATE: _____ (Signature)

E

GENERAL NOTES

CROSS SLOPES AS SHOWN ON THE TYPICAL SECTION WILL VARY AT URBAN INTERSECTIONS.

ALL RADII ARE MEASURED TO THE EDGE OF PAVEMENT (FLAG OF CURB) UNLESS OTHERWISE NOTED.

REMOVE ASPHALTIC SURFACE TO THE NEAREST JOINT OR A SAWED EDGE AS DIRECTED BY THE ENGINEER.

WHEN THE QUANTITY OF THE ITEMS OF BASE AGGREGATE OR SUBBASE ARE MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE LAYERS SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

RESHAPE AND SEED ANY PREVIOUSLY GRASSED AREAS THAT ARE DISTURBED BY OPERATIONS OUTSIDE THE NORMAL CONSTRUCTION LIMITS.

THE QUANTITY OF THE ITEMS FOR EROSION PROTECTION INCLUDES AN UNDISTRIBUTED AMOUNT FOR PROTECTION, CONTROL AND ABATEMENT OF WATER POLLUTION RESULTING FROM SOIL EROSION. THE DISTRIBUTION AND LOCATION OF THESE MATERIALS ARE TO BE DETERMINED BY THE ENGINEER.

MULCH ALL SEED AND FERTILIZED AREAS, IN THE PERFORMANCE OF THE WORK UNDER THE ITEM MULCHING AS DIRECTED BY THE ENGINEER.

EXISTING FILL HEIGHTS LISTED AT CULVERT REPLACEMENT LOCATIONS ARE ESTIMATES.

REMOVAL OF ANY SURVEY MARKER REQUIRES APPROVAL OF THE ENGINEER.

*** UTILITIES ARE NOT SHOWN ON SPLIT PLAN SHEETS *** THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON OTHER PLAN SHEETS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT THAT ARE NOT SHOWN.

LOCATIONS OF PAVEMENT MARKINGS AND PERMANENT SIGNING IN THE FIELD ARE DETERMINED BY THE MUTCD & WISCONSIN SUPPLEMENT AND STANDARD DETAIL DRAWINGS. STATION AND OFFSETS PROVIDED IN THE MISCELLANEOUS QUANTITIES OR PLAN SHEETS ARE ONLY PROVIDED FOR APPROXIMATE LOCATING AND CONTRACT ADMINISTRATION. INSTALL W14-3 SIGNS AFTER LOCATING NO-PASSING ZONES IS COMPLETE.

DESIGN CONTACT

1630-02-01/71 ROADWAY DESIGN

WISCONSIN DEPT. OF TRANSPORTATION
NW REGION - EAU CLAIRE OFFICE
718 W CLAIREMONT AVE
EAU CLAIRE WI 54701
715-836-2729

MUNICIPAL CONTACTS

CITY OF WHITEHALL

TINA KAY SASS
CITY ADMINISTRATOR
OFFICE 715-538-4353
MOBILE 715-559-6644

VILLAGE OF PIGEON FALLS

GEORGE EVERSON
VILLAGE PRESIDENT
OFFICE 715-983-2214

ENVIRONMENTAL CONTACTS

DEPT. OF NATURAL RESOURCES

WISCONSIN DNR WEST CENTRAL REGION
KAREN KALVELAGE
ENVIRONMENTAL IMPACT AND REVIEW SPECIALIST
3550 MORMON COULEE RD
LA CROSSE WI 54601
608-785-9115
24 HOUR SPILLS HOTLINE
800-943-0003

RAILROAD CONTACT

WISCONSIN CENTRAL LTD (CN)

1625 DEPOT STREET
STEVENS POINT, WI 54481
ATTN: JACKIE MACEWICZ
715-345-2503 (PHONE)
715-345-2507 (FAX)
Jackie.macewicz@cn.ca

UTILITY CONTACTS

CENTURYLINK - COMMUNICATION LINE

STEVE BLADO
333 N FRONT ST
P.O. BOX 4800
LA CROSSE, WI 54602
608-796-5543

CITY OF WHITEHALL -
WHITEHALL MUNICIPAL WATER & SEWER UTILITY

LYNN JOHNSON
18620 HOBSON ST
P.O. BOX 155
WHITEHALL, WI 54773
715-538-4353

WHITEHALL MUNICIPAL ELECTRIC UTILITY

GARY FROMM
18620 HOBSON ST
P.O. BOX 155
WHITEHALL, WI 54773
715-538-4353

MIDWEST NATURAL GAS INCORPORATED -
GAS/PETROLEUM

DOUG DICKINSON
3600 STH 157
P.O. BOX 429
LA CROSSE, WI 54602
608-781-1011
MOBILE 715-577-7729

RIVERLAND ENERGY COOPERATIVE - ELECTRICITY

DAVE WOYICKI
625 W MAIN ST
P.O. BOX 277
ARCADIA, WI 54612-0277
608-323-3381

CHARTER COMMUNICATIONS - COMMUNICATION LINE

JAMEY OLDEEN
2304 S MAIN ST
RICE LAKE, WI 54868
715-236-5005

NORTHERN NATURAL GAS COMPANY -
GAS/PETROLEUM

DAN HUEBL
4685 212TH ST WEST
P.O. BOX 188
FARMINGTON, MN 55024-0188
402-530-3414

VILLAGE OF PIGEON FALLS
PIGEON FALLS MUNICIPAL WATER UTILITY

P.O. BOX 335
PIGEON FALLS, WI 54760-0035
715-983-2214 (OFFICE)

LINCOLN SANITARY DISTRICT NO.1 - SEWER

LINCOLN TOWN SHOP
ALLEN SCHORBAHN
W20774 STATE RD 121
WHITEHALL, WI 54773
715-985-3038

WE ENERGIES GAS -
GAS/PETROLEUM

--EMERGENCY CONTACT--
800-261-5325

SEND ALL CORRESPONDENCE TO:

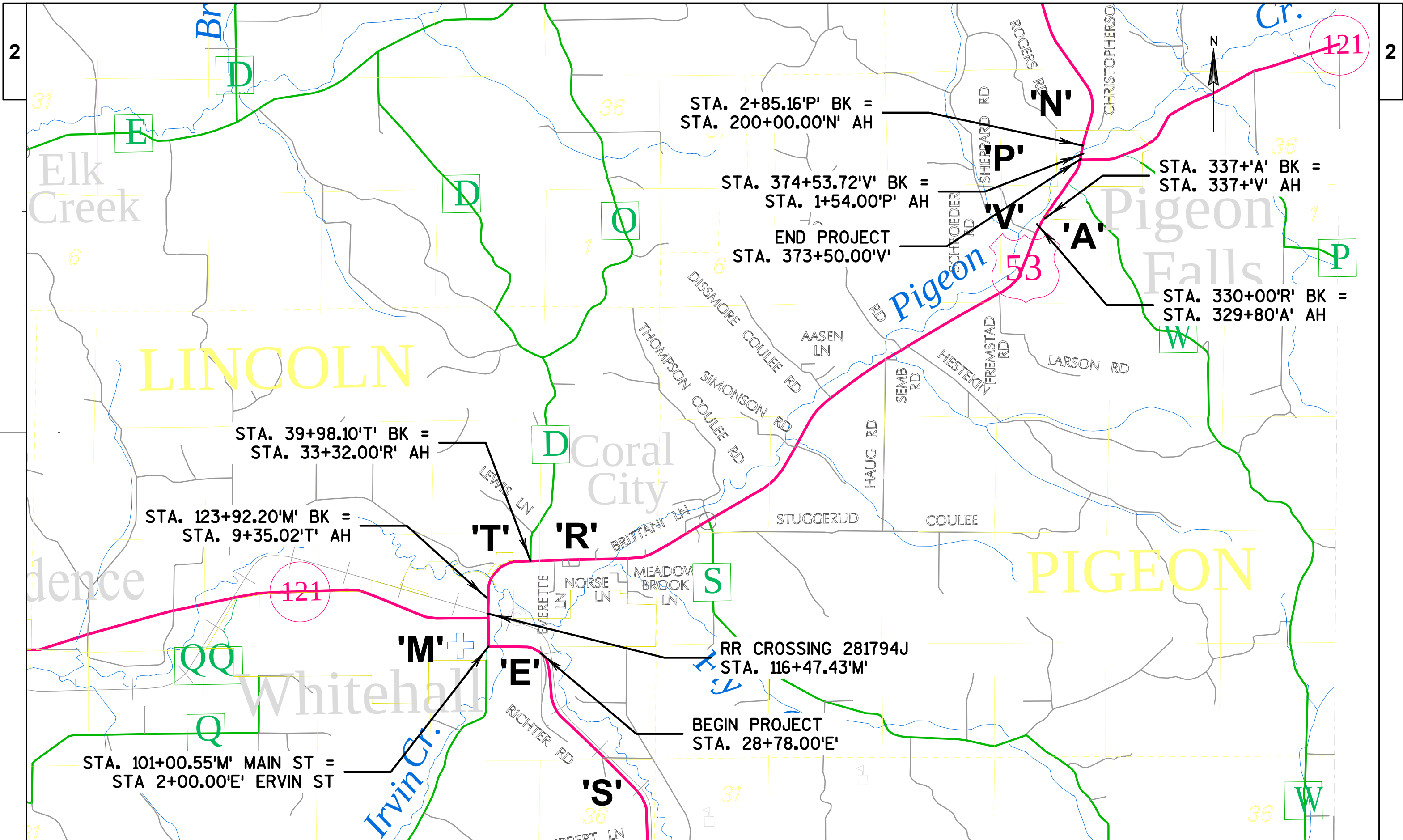
DAN SANDE
333 W EVERETT ST RM A299
MILWAUKEE, WI 53203
414-221-4578

CONSTRUCTION FIELD CONTACT:

BILL GARSKI
1921 8TH ST SOUTH
WISCONSIN RAPIDS WI 54494
715-421-7259

LIST OF STANDARD ABBREVIATIONS

ABUT	ABUTMENT
AC	ACRE
AGG	AGGREGATE
AH	AHEAD
ASPH	ASPHALTIC
AADT	ANNUAL AVERAGE DAILY TRAFFIC
BK.	BACK
BM	BENCH MARK
BR	BRANCH
CONC	CONCRETE
CACP	CORRUGATED ALUMINUM CULVERT PIPE
CSCP	CORRUGATED STEEL CULVERT PIPE
CTH	COUNTY TRUNK HIGHWAY
CR	CREEK
CR	CRUSHED
CY or CUYD	CUBIC YARD
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DD	DIRECTIONAL DISTRIBUTION
DL	DITCH LINE / TOE OF SLOPE
EB	EASTBOUND
EL or ELEV	ELEVATION
EMB	EMBANKMENT
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC	EXCAVATION
EBS	EXCAVATION BELOW SUBGRADE
EXIST	EXISTING
EXP	EXPANSION
FE	FIELD ENTRANCE
HES	HIGH EARLY STRENGTH
CWT	HUNDRED WEIGHT
LT	LEFT
LHF	LEFT HAND FORWARD
LF	LINEAR FOOT
LS	LUMP SUM
MH	MANHOLE
NC	NORMAL CROWN
PAVT	PAVEMENT
PLE	PERMANENT LIMITED EASEMENT
PT	POINT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
POC	POINT ON CURVE
POT	POINT ON TANGENT
PE	PRIVATE ENTRANCE
PL	PROPERTY LINE
R	RADIUS
RP	RADIUS POINT
R	RANGE
REBAR	REINFORCEMENT BAR
REQD	REQUIRED
RT	RIGHT
RHF	RIGHT-HAND-FORWARD
R/W	RIGHT-OF-WAY
R	RIVER
RD	ROAD
SALV	SALVAGED
SEC	SECTION
SF	SQUARE FEET
SI	SLOPE INTERCEPT
SY	SQUARE YARD
SS	SLOPED SECTION
STH	STATE TRUNK HIGHWAY
STA	STATION
SE	SUPERELEVATION
T	TANGENT
TEL	TELEPHONE
TEMP	TEMPORARY
TC	TOP OF CURB
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
VAR	VARIABLE
WB	WESTBOUND



† CONC SIDEWALK
STA. 2+80.00'E' - STA. 5+10.00'E' LT
**STA. 5+25.00'E' - STA. 7+42.50'E' RT
STA. 7+63.90'E' - STA. 11+45.20'E' RT

† 5" CONC SIDEWALK

RECORD DRAWINGS SUGGEST THAT THE BIT. CONC. (1983) FROM STA. 4+00'E' - STA. 15+00'E', 10'-22' LT WAS NOT 4".

THE PAVEMENT LOCATED THERE MAY BE ALL 2001 E-3.

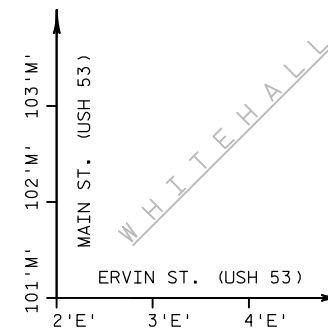
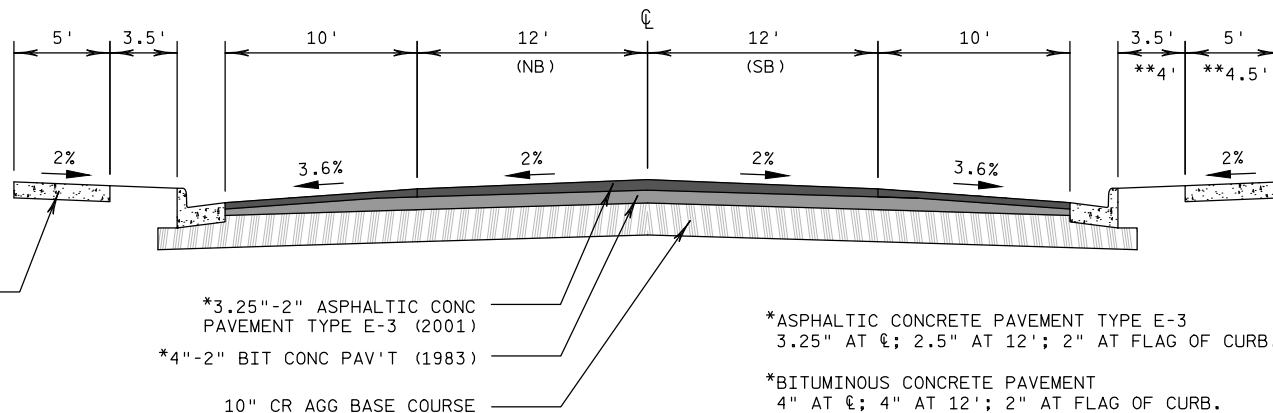
THIS INCONSISTENCY MAY BE DUE TO NOT ALL THE EXISTING CONC PAV'T WAS REMOVED IN 1983??? THE CROSS SECTIONS AND TYPICALS CALLED FOR COMPLETE REMOVAL, BUT THE 2001 PLANS APPEAR TO CONTRADICT.

STA. 4+75'E' (STOP AHEAD - NB)
STA. 2+55'E' (STOP - NB)

TYPICAL EXISTING SECTION USH 53 URBAN (ERVIN ST.)

STA. 1+10.00'E' - STA. 12+08.45'E' (POSTED 30 MPH)
(ERVIN ST STA. 2+00.00'E' = MAIN ST STA. 101+00.55'M')

AADT (2035): 7850; T (%AADT): 6.7%

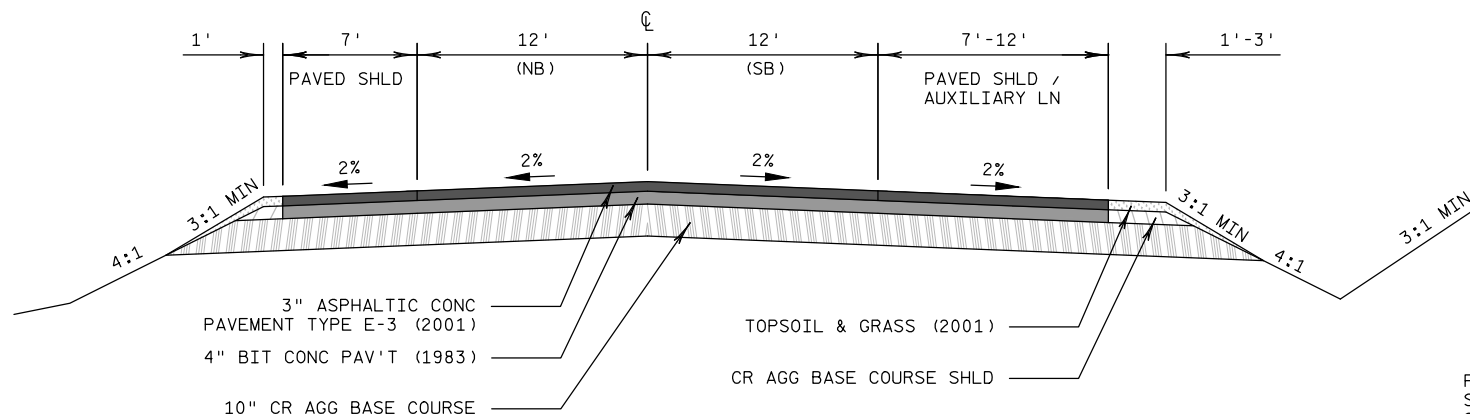


ERVIN ST. (AND BEYOND) RECORD DRAWINGS ALL HAVE WEST TO EAST STATIONING, WHICH FOR USH 53 IS NORTH TO SOUTH, CREATING A DISCONNECT IN STATIONING DIRECTIONALITY AT MAIN ST.

GENERAL NOTES

IN SE TABLES, NEGATIVE SE VALUES SLOPE DOWNWARD FROM CL AND POSTIVE SE VALUES SLOPE UPWARD FROM CL, REGARDLESS OF SIDE (LT OR RT).

150' SUPERELEVATION TRANSITION
(STA. 15+87.60'E' - STA. 17+37.60'E')
100' SUPERELEVATION RUNOFF
(STA. 16+37.60'E' - STA. 17+37.60'E')



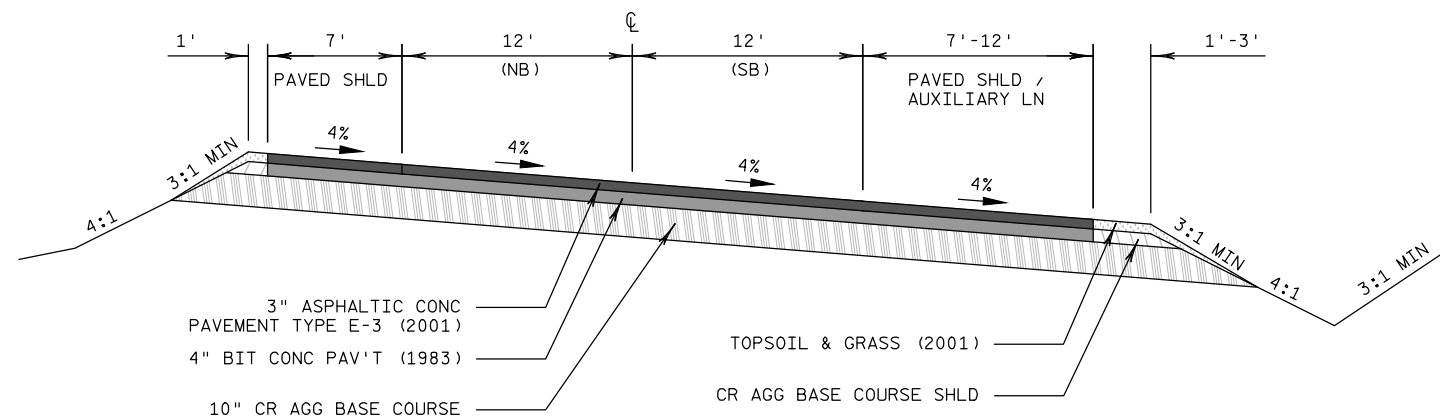
TYPICAL EXISTING SECTION USH 53 (ERVIN ST.)

STA. 12+08.45'E' - STA. 15+00'E' (POSTED 30 MPH)
STA. 15+00'E' - STA. 17+37.60'E' (POSTED 40 MPH)

AADT (2035): 7850; T (%AADT): 6.7%

PAVED SHOULDER / AUXILIARY (PASSING) LANE / GRASS SHOULDER
STA. 12+58.45'E' - STA. 15+16.67'E': 7'PS; 1'GS
STA. 16+00.00'E' - STA. 18+50.00'E': 12'AUX; 3'GS
STA. 19+75.00'E': 7'PS; 3'GS
STA. 20+25.00'E' - STA. 27+25.00'E': 7'PS; 1'GS

STA. 27+25.00'E'+: TAPER TO RICHTER RD

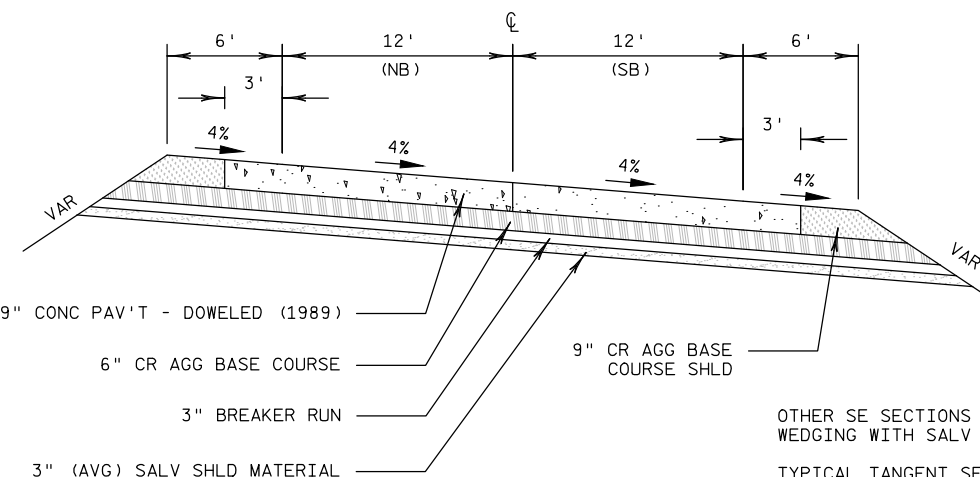


TYPICAL EXISTING SECTION USH 53 (ERVIN ST.)

STA. 17+37.60'E' - STA. 28+78.00'E' (POSTED 40 MPH)

STA. 21+00'E' (CURVE AHEAD - SB)

AADT (2035): 7850; T (%AADT): 6.7%



TYPICAL EXISTING SECTION USH 53

CONFLICTING INFO ON EQUATION.
STA. 13+35.00'S' AND STA. 13+85.00'S'
ARE POSSIBLE AHEAD STATION VALUES.

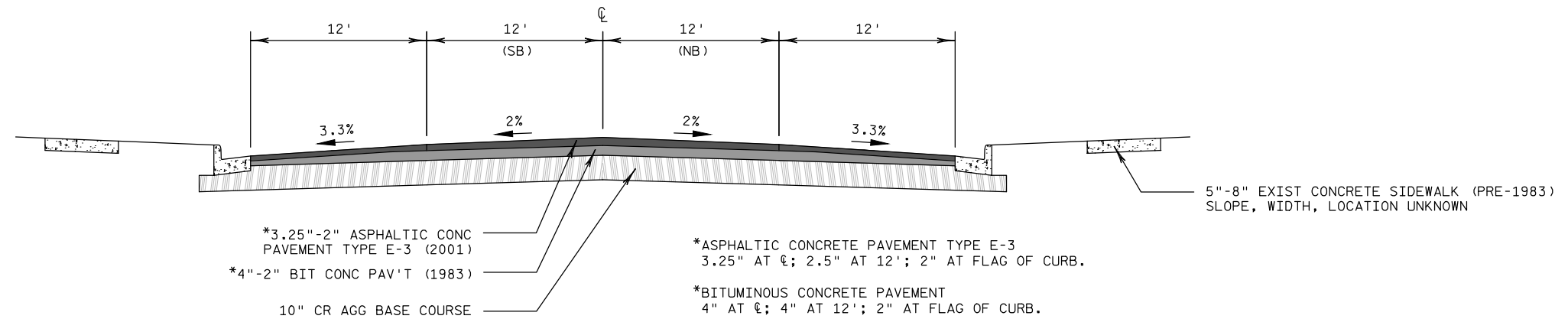
STA. 13+57.45'S' BASED ON R DATA.

STA. 28+78.00'E' BK = STA. 13+57.45'S' AH
STA. 13+57.45'S' - STA. 14+00'S' (POSTED 40 MPH)
STA. 14+00'S' - STA. 287+00.00'S' (POSTED 55 MPH)

OTHER SE SECTIONS ON SEGMENT REQ'D
WEDGING WITH SALV SHOULDER MATERIAL.

TYPICAL TANGENT SECTION 2% PAV'T SLOPE
AND 4% GRAVEL SHOULDER.

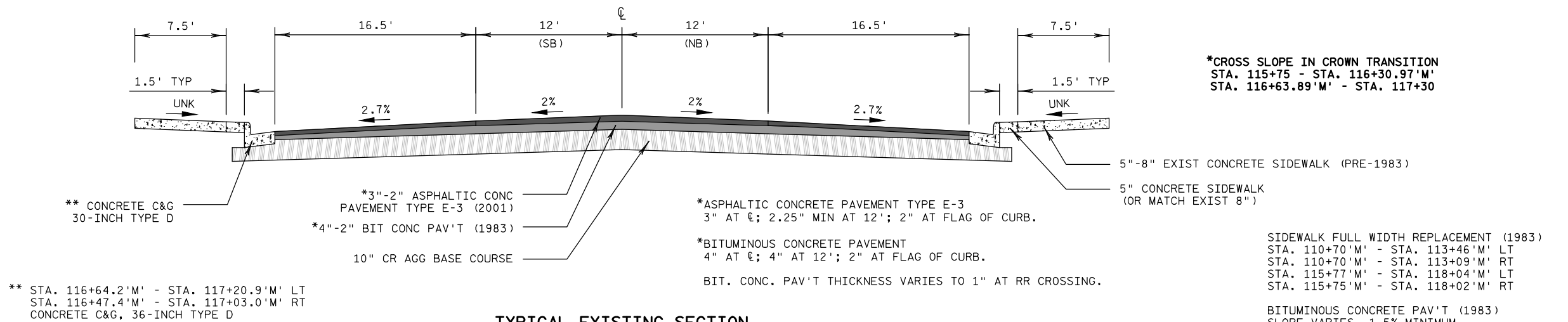
CLEAR ZONE NOT DEFINED IN RECORD DRAWINGS.



TYPICAL EXISTING SECTION
USH 53 URBAN (MAIN ST.)
STA. 101+00.55'M' - STA. 110+30.25'M' (POSTED 30 MPH)
(MAIN ST STA. 101+00.55'M' = ERVIN ST STA. 2+00.00'E')

AADT (2035): 7850; T (%AADT): 6.7%

PAVEMENT CROSS SLOPE VARIES
TO MATCH RAILROAD CROSSING.



TYPICAL EXISTING SECTION
USH 53 URBAN (MAIN ST.)
STA. 110+30.25'M' - STA. 116+30.97'M' (POSTED 30 MPH)
STA. 116+63.89'M' - STA. 123+92.20'M' BK (POSTED 30 MPH)

-STA. 114+23 AADT (2035): 7850; T (%AADT): 6.7%
STA. 114+23+ AADT (2035): 9850; T (%AADT): 6.7%

PAVEMENT THICKNESS FROM RECORD DRAWINGS.
ACTUAL THICKNESS POSSIBLY MUCH MORE.

NO C&G OR SIDEWALK
STA. 116+45.5 - STA. 116+69.1 LT

** CONCRETE C&G
30-INCH TYPE D

3" ASPHALTIC CONC
PAVEMENT TYPE E-3 (2001)
1" BIT CONC PAV'T (1983)
10" CR AGG BASE COURSE

NO C&G OR SIDEWALK
STA. 116+25.5 - STA. 116+49.2 RT
5"-8" EXIST CONCRETE SIDEWALK (PRE-1983)

5" CONCRETE SIDEWALK
(OR MATCH EXIST 8")

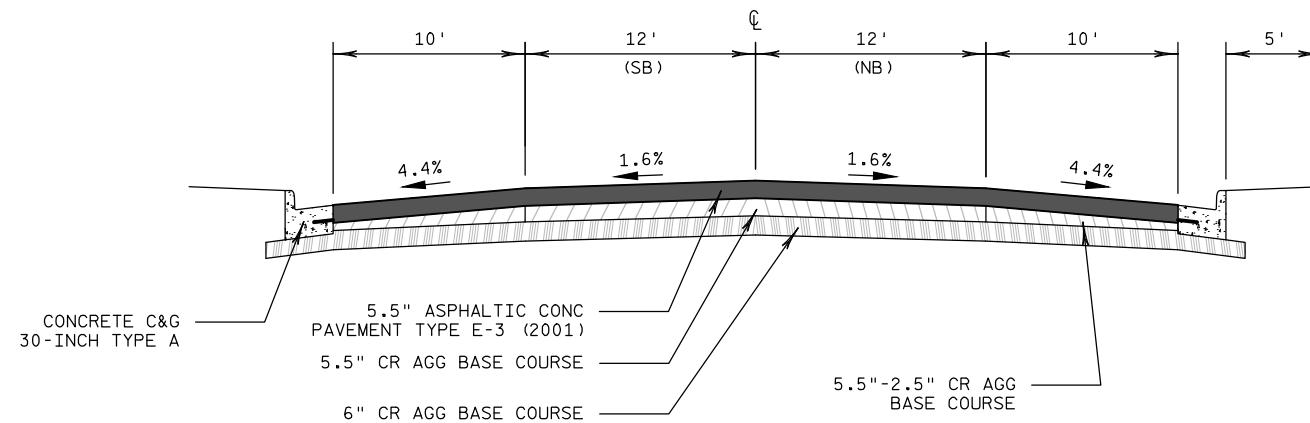
** STA. 116+64.2'M' - STA. 117+20.9'M' LT
STA. 116+47.4'M' - STA. 117+03.0'M' RT
CONCRETE C&G, 36-INCH TYPE D

☉ TRACK AT USH 53 = STA. 116+47.43

**TYPICAL EXISTING SECTION
USH 53 URBAN (MAIN ST.)**

STA. 116+30.97'M' - STA. 116+42.22'M' BK (POSTED 30 MPH)
STA. 116+52.64'M' - STA. 116+63.89'M' BK (POSTED 30 MPH)

CONCRETE RAILROAD CROSSING, PROJECT 1630-02-51
STA. 116+42.22 - STA. 116+52.64



TIE BARS, #4 SPACED 3' C-C,
LIKELY REMAIN ONLY IN C&G.

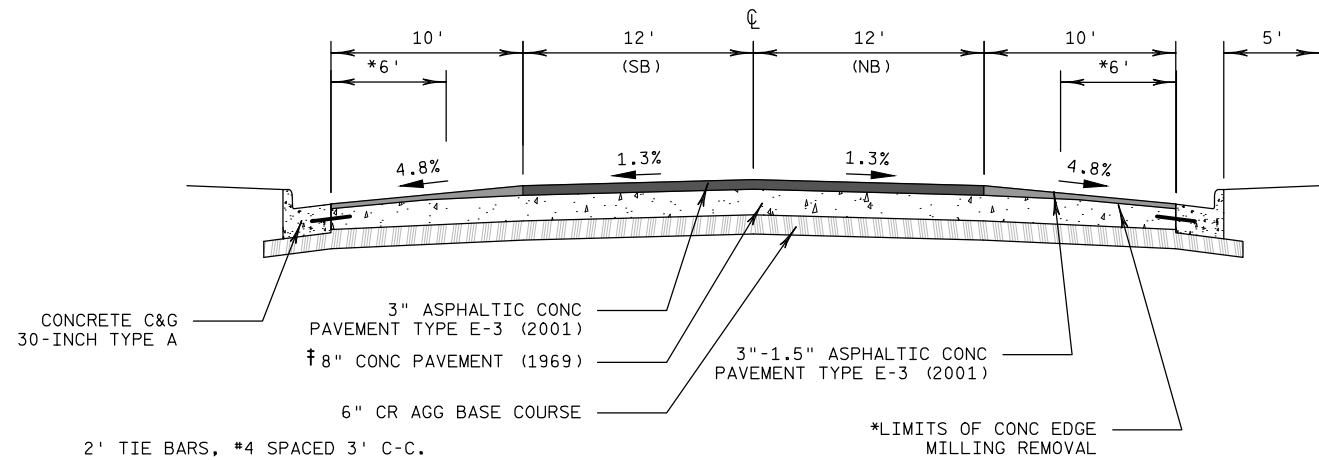
**TYPICAL EXISTING SECTION
USH 53 URBAN (MAIN ST.)**

STA. 123+92.20'M' BK = STA. 9+35.02'T' AH
STA. 9+35.02'T' - STA. 11+82.82'T' (POSTED 30 MPH)

OLD CONCRETE PAV'T POSSIBLY EXISTS
STA. 9+65 - STA. 10+00 LT.

CROSS SLOPES SHOWN ARE COMPUTED TYPICAL;
HOWEVER, THE RECORD DRAWING LIST THEM AS
"VARIABLE"- FIELD VERIFICATION NEEDED.

AADT (2035): 9850; T (%AADT): 6.7%



2' TIE BARS, #4 SPACED 3' C-C.

† CONC. PAV'T HYPERBOLIC CROWN

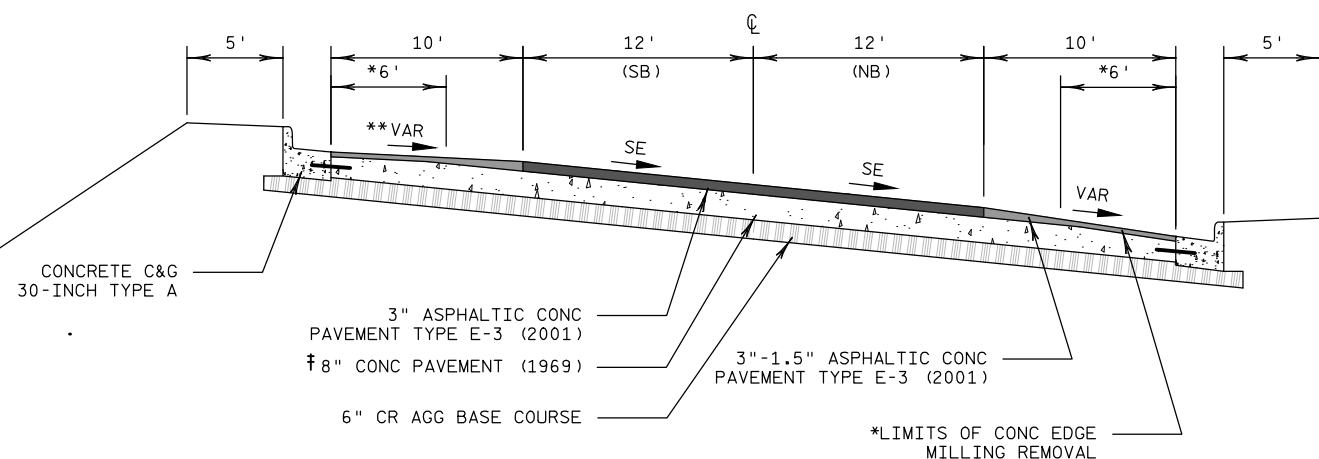
$$Y = \sqrt{\frac{X^2}{10} + 9} - 3$$

Y = CROWN (INCHES)
X = DISTANCE (FEET)

**TYPICAL EXISTING SECTION
USH 53 URBAN (MAIN ST.)**

STA. 11+82.82'T' - STA. 14+60.00'T' (POSTED 30 MPH)

AADT (2035): 9850; T (%AADT): 6.7%



2' TIE BARS, #4 SPACED 3' C-C.

**RECORD DRAWINGS DEPICT SLOPED BACK TOWARDS THE C&G; HOWEVER THIS IS UNLIKELY SINCE IT IS REJECT CURB AND THERE ARE NO INLETS.

**TYPICAL EXISTING SECTION
USH 53 URBAN (MAIN ST.)**

14+60.00'T' - STA. 16+65'T' (POSTED 30 MPH)
16+65'T' - STA. 16+92.39'T' BGN DECK (POSTED 45 MPH)

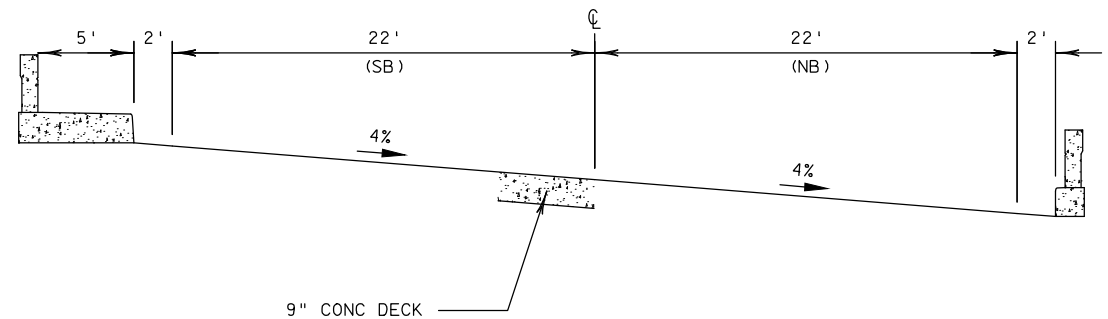
† CONCRETE PAVEMENT CROSS SLOPES				
	10'	12'	12'	10'
STATION	LT	LT	RT	RT
*14+60	-2.3	-1.3	-1.3	-2.3
15+00	-0.9	-0.9	-1.3	-2.3
16+00	+1.8	+1.8	-1.8	-2.3
16+50	+3.2	+3.2	-3.2	-3.2
16+92	+4.0	+4.0	-4.0	-4.0
*APPROXIMATION OF HYPERBOLIC CROWN				

AADT (2035): 9850; T (%AADT): 6.7%

GENERAL NOTES

THE EXISTING STRUCTURE IS ON A 4° CURVE. THE SUPERELEVATION TRANSITIONS FROM A HYPERBOLIC CROSS SECTION IN THE CITY OF WHITEHALL (30 MPH POSTED) WITH "NORMAL" CROWN, TO A 6% MAX TABLE AT 50 MPH FOR THE TRANSITIONAL SEGMENT (WITH 4% SE ACROSS THE STRUCTURE) AND THEN TRANSITIONS AGAIN TO 6.3% (50 MPH DESIGN SPEED ON 8% MAX TABLE) ON THE RURAL SEGMENT (POSTED 55 MPH). THE PROPOSED STRUCTURE DECK SHOULD BE EVALUATED FOR CONSTRUCTION TO 3.7% SE TO MATCH THE 50 MPH DESIGN SPEED FOR THE 4% MAX TABLE.

RECORD DRAWINGS DO NOT DEPICT CONC FLUMES OR CONC CURB & GUTTER ADJACENT TO THE 8" CRACKED AND SEATED CONC PAV'T; HOWEVER, THOSE LIKELY EXIST AT UNKNOWN LOCATIONS.



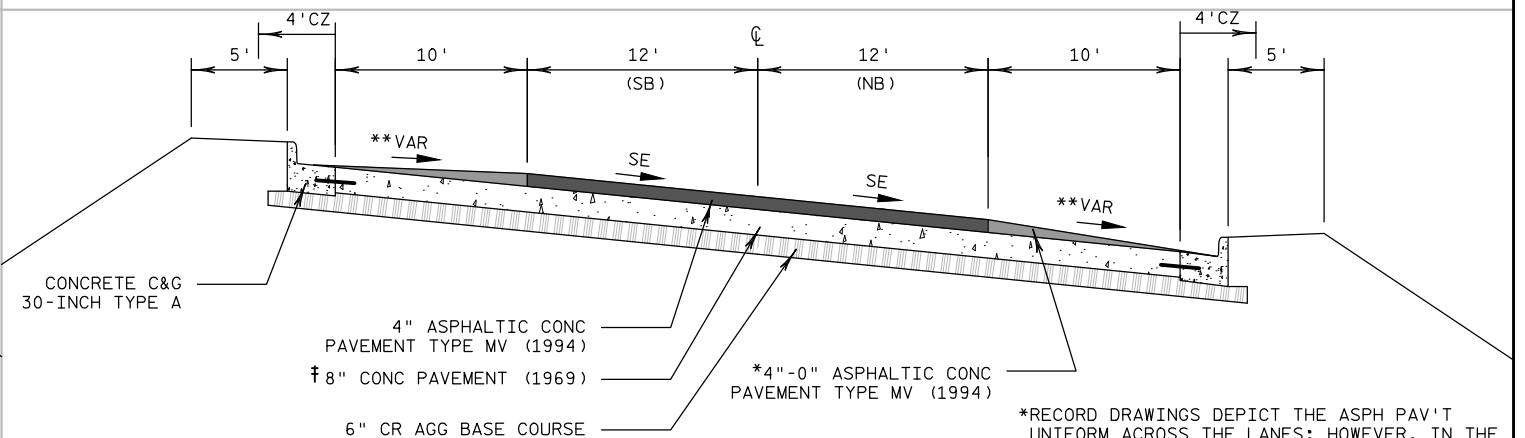
SE DOES NOT VARY ON STRUCTURE.

**TYPICAL EXISTING SECTION
B-61-0050**

EXCEPTION TO NET & LENGTH
STA. 16+92.39'T' - STA. 18+80.24'T' (POSTED 45 MPH)

C WHITEHALL CORP BOUNDARY
INTERSECTS USH 53 & AT
STA. 18+05'T'±

AADT (2035): 9850; T (%AADT): 6.7%



2' TIE BARS, #4 SPACED 3' C-C.

**LIKELY 2% MIN AND 8% MAX - NEEDS TO BE FIELD VERIFIED.

**TYPICAL EXISTING SECTION
USH 53 URBAN**

STA. 18+80.24'T' END DECK - STA. 26+50.00'T' (POSTED 45 MPH)

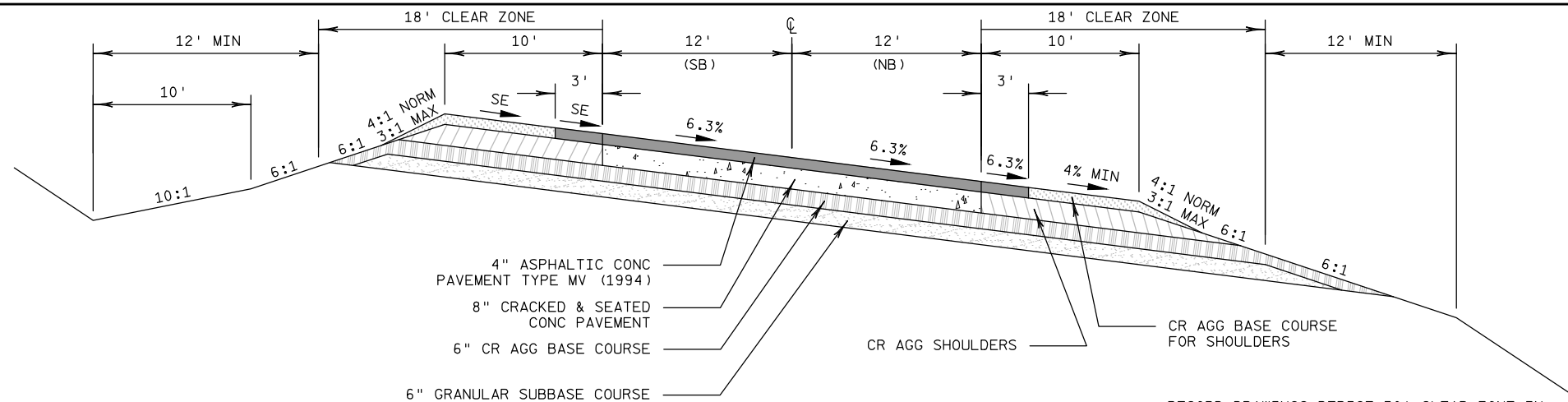
STA. 22+00'T' (REDUCE SPEED AHEAD 30 - SB)

† CONCRETE PAVEMENT CROSS SLOPES				
	10'	12'	12'	10'
STATION	LT	LT	RT	RT
18+80	+4.0	+4.0	-4.0	-4.0
20+00	+4.5	+4.5	-4.5	-4.5
22+00	+5.5	+5.5	-5.5	-5.5
24+00	+2.5	+6.3	-6.3	-6.3
26+00	+1.3	+6.3	-6.3	-6.3

*RECORD DRAWINGS DEPICT THE ASPH PAV'T UNIFORM ACROSS THE LANES; HOWEVER, IN THE FIELD THE ENTIRE CURB HEAD IS VISIBLE, THEREFORE A TAPER DOWN FROM THE 12' LANE TO THE FLAG WAS LIKELY CONSTRUCTED, WITH POSSIBLE PARTIAL DEPTH CONC PAV'T REMOVAL ALONG THE EDGE TO MAINTAIN A MIN ASPHALT PAV'T THICKNESS.

EXISTING 4" ASPHALTIC CONCRETE PAVEMENT TYPE MV (1994) CONSTRUCTED WITH A TWO LOWER LAYERS AND A SURFACE COURSE. LOWER LAYERS WERE 1.25" EACH.

-STA. 25+00 AADT (2035): 9850; T (%AADT): 6.7%
STA. 25+00+ AADT (2035): 5225; T (%AADT): 13.7%



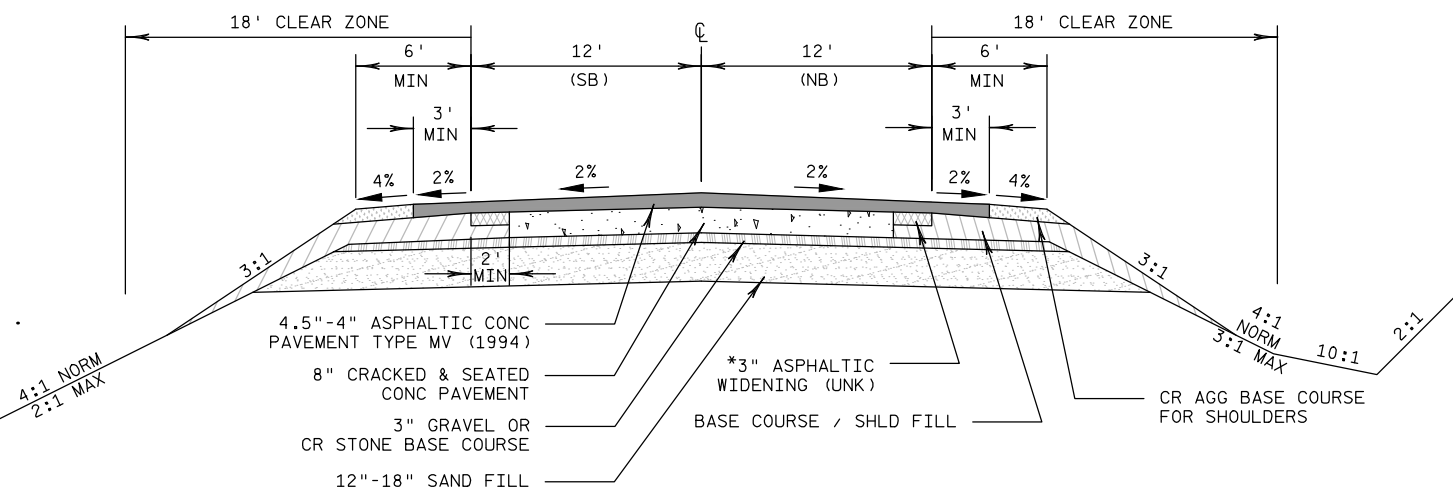
STA. 33+00'T' (REDUCE SPEED AHEAD 45 - SB)

TYPICAL EXISTING SECTION**USH 53**STA. 26+50.00'T' - STA. 27+50'T' (POSTED 45 MPH)
STA. 27+50'T' - STA. 35+00.00'T' (POSTED 55 MPH)

RECORD DRAWINGS DEPICT 30' CLEAR ZONE IN 1969 REDUCED TO 18' CLEAR ZONE IN 1994.

C WHITEHALL CORP BOUNDARY
INTERSECTS USH 53 & FROM
STA. 27+70'T'± - STA. 28+35'T'±

AADT (2035): 5225; T (%AADT): 13.7%

**TYPICAL EXISTING SECTION**
USH 53STA. 35+00.00'T' - STA. 39+98.10'T' BK (POSTED 55 MPH)
STA. 33+32.00'R' AH - STA. 330+00.00'R' BK (POSTED 55 MPH)
STA. 329+80.00'A' AH - STA. 337+00±'A' (POSTED 55 MPH)EXCEPTION: B-61-0124 (CLEAR WIDTH 44')
STA. 70+66.75'R' - STA. 72+48.25'R'
(NO WORK)

EXACT DETAILS OF 'R'/'A' PI & STA EQU TBD.

FULL WIDTH PAVED SHOULDER (6')
STA. 102+00'R' - STA. 130+00'R' LT & RTFULL WIDTH PAVED SHOULDER (10')
STA. 69+66'R' - STA. 70+66'R' LT & RT
STA. 72+49'R' - STA. 73+49'R' LT & RT

AADT (2035): 5225; T (%AADT): 13.7%

GENERAL NOTES

EXISTING 4" ASPHALTIC CONCRETE PAVEMENT TYPE MV CONSTRUCTED WITH A TWO LOWER LAYERS AND A SURFACE COURSE. LOWER LAYERS WERE 1.25" EACH.

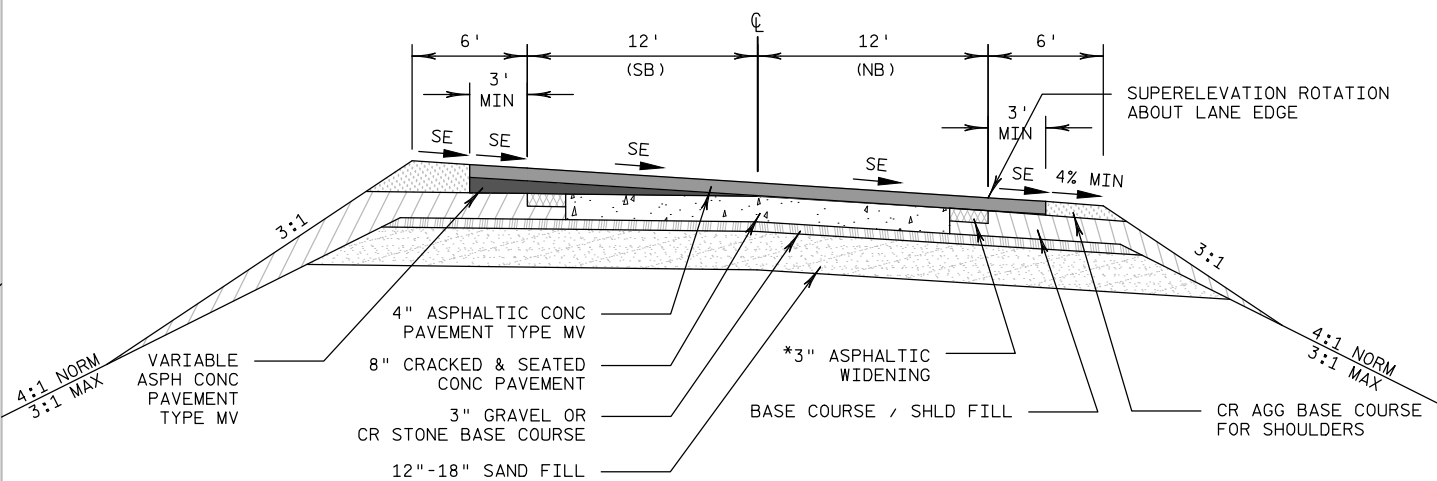
AT LOCATIONS WHERE EXCAVATION AT STRUCTURE ABUTMENTS WAS REQUIRED, THE PAVEMENT STRUCTURE IS 4" OF ASPH CONC PAV'T TYPE MV AND 12" CABG.

MOST INSLOPES ARE LIKELY 3:1 DUE TO THE REHABILITATION METHODS, EVEN THOUGH RECORD DRAWING TYPICALS STATE 4:1 NORM.

CONFLICTING INFORMATION ON EXISTING CONC PAV'T NORMAL CROWN SLOPE. NC IS LIKELY 1.25% - 1.5%.

*EXISTING ASPHALTIC WIDENING WIDTH: MINIMUM WIDTH 2'; MAX WIDTH 8' LT AND 12' RT (LOCATIONS UNKNOWN). CROSS SLOPE IS UNKNOWN BUT LIKELY MATCHES THE CONCRETE. DEPTH OF ASPHALT VARIES - 3" IS THE AVERAGE PER BORINGS.

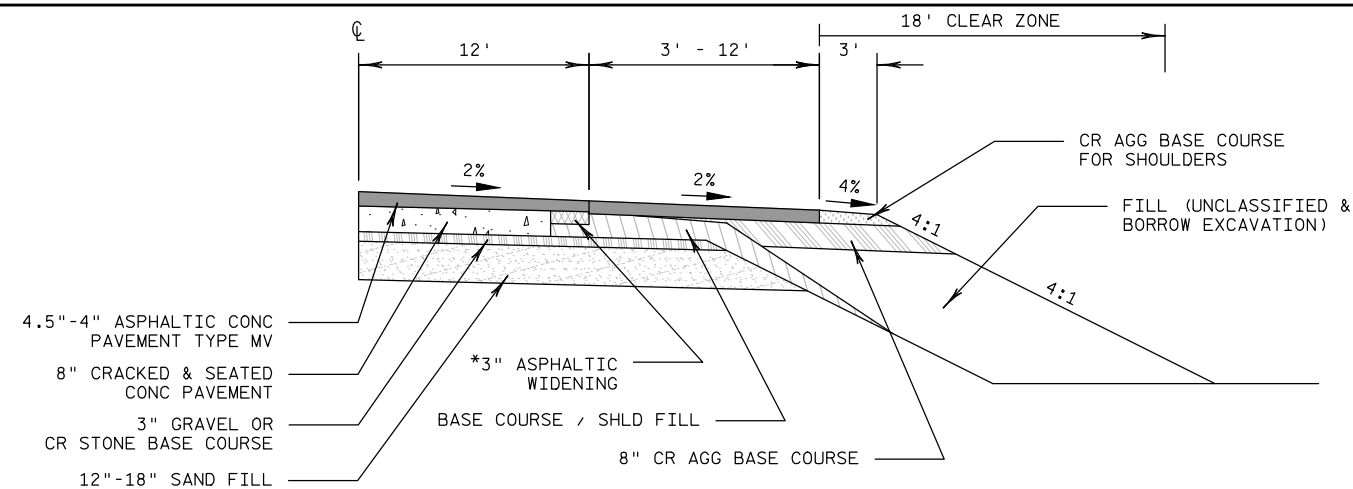
RECORD DRAWINGS DO NOT DEPICT CONC FLUMES OR CONC CURB & GUTTER ADJACENT TO THE 8" CRACKED AND SEATED CONC PAV'T; HOWEVER, THOSE LIKELY EXIST AT UNKNOWN LOCATIONS.

**TYPICAL EXISTING SE SECTION**
USH 53

SEE TABLE

STATION		STATION	CONC SE		ASPH SE		DEGREE	
			LT	RT	LT	RT	OF CURVE	
79+46.82	-	93+10.99	-2.7	-0.5	-4.0	+4.0	2°00'00"	
149+76.15	-	163+76.16	-2.5	-0.5	-4.0	+4.0	2°00'00"	
188+85.73	-	203+60.18	-0.6	-3.1	+3.2	-3.2	1°30'00"	
222+41.91	-	226+58.58	-0.6	-3.1	+2.3	-2.3	1°00'00"	
259+93.82	-	263+73.83	-0.6	-3.0	NC	NC	0°30'00"	
297+19.84	-	312+56.51	-3.5	+3.6	-4.5	+4.5	2°30'00"	
327+85.25	-	334+10.04	-0.7	-3.2	+3.6	-3.6	1°45'00"	
343+84.99	-	345+94.99	UNK	UNK	+2.4	-2.4	1°00'00"	

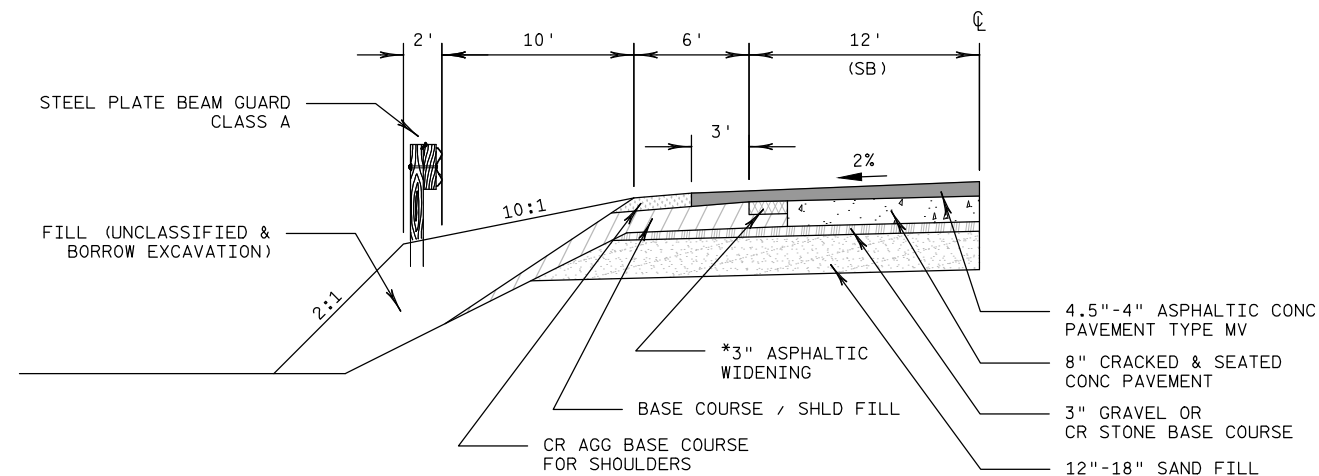
THE DIRECTION OF SE FOR THE CONCRETE PAV'T ON THE 0.5% - 0.7% SECTIONS IS A BEST GUESS FROM AVAILABLE INFORMATION AND MAY NOT BE CORRECT.



**TYPICAL EXISTING 1/2 SECTION
USH 53 TEE INT. BYPASS LANE**

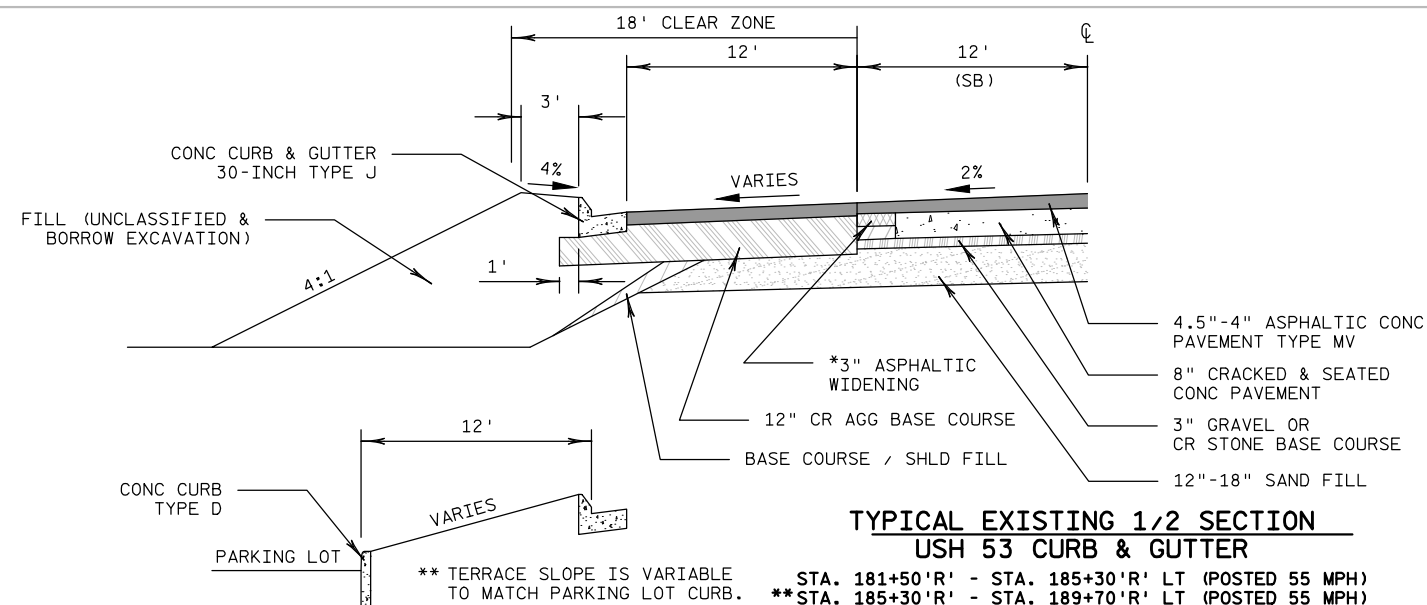
STA. 36+48.10'T' - STA. 39+98.10'T' BK RT (POSTED 55 MPH)
STA. 33+32.00'R' AH - STA. 37+32.00'R' RT (POSTED 55 MPH)
STA 74+66.00'R' - STA. 82+16.00'R' LT (POSTED 55 MPH)

RECORD DRAWINGS DEPICT THE SHOULDER MATERIAL NOT CUT-OUT FOR THE CONSTRUCTION OF NEW BASE UNDER THE PROPOSED BYPASS LANE; HOWEVER, THAT POSSIBLY DID OCCUR.



**TYPICAL EXISTING 1/2 SECTION
USH 53 BEAMGUARD SPECIAL GRADING**

STA. 34+80.50'R' - STA. 38+89.50'R' LT (POSTED 55 MPH)
OTHER BEAMGUARD LOCATIONS CONSTRUCTED WITHOUT THE SHOULDER WIDENING



**TYPICAL EXISTING 1/2 SECTION
USH 53 CURB & GUTTER**

STA. 181+50'R' - STA. 185+30'R' LT (POSTED 55 MPH)
**STA. 185+30'R' - STA. 189+70'R' LT (POSTED 55 MPH)

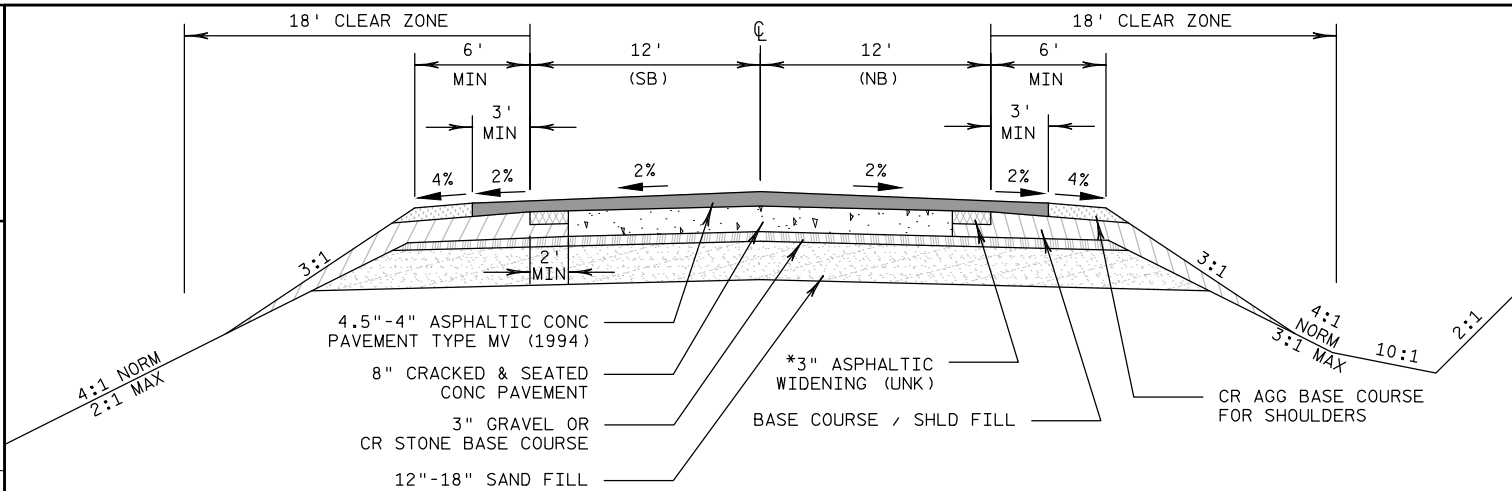
GENERAL NOTES

CONFLICTING INFORMATION ON EXISTING CONC PAV'T NORMAL CROWN SLOPE. NC IS LIKELY 1.25% - 1.5%.

*EXISTING ASPHALTIC WIDENING WIDTH: MINIMUM WIDTH 2'; MAX WIDTH 8' LT AND 12' RT (LOCATIONS UNKNOWN). CROSS SLOPE IS UNKNOWN BUT LIKELY MATCHES THE CONCRETE. DEPTH OF ASPHALT VARIES - 3" IS THE AVERAGE PER BORINGS.

RECORD DRAWINGS DO NOT DEPICT CONC FLUMES OR CONC CURB & GUTTER ADJACENT TO THE 8" CRACKED AND SEATED CONC PAV'T; HOWEVER, THOSE LIKELY EXIST AT UNKNOWN LOCATIONS.

2



V PIGEON FALLS STA. 337+00±
NO CHANGE IN ACTUAL TYPICAL SECTION

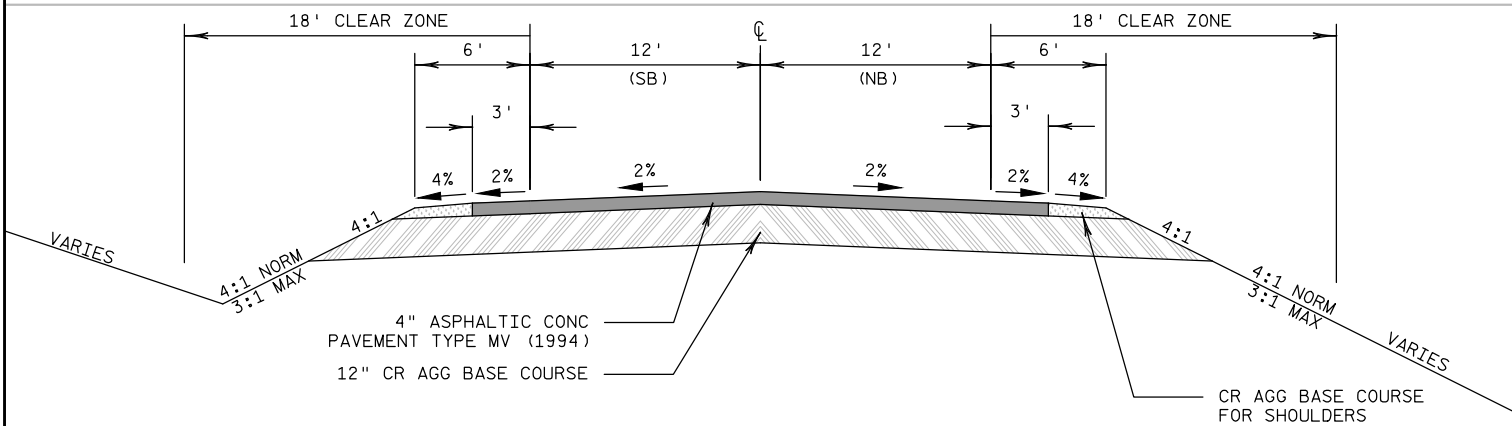
**TYPICAL EXISTING SECTION
USH 53 (EKERN ST.)**
STA. 337+00±'A' BK = STA. 337+00±'V' AH
STA. 337+00±'V' - STA. 348+50.00'V' (POSTED 55 MPH)

STA. 341+20'V' (REDUCE SPEED AHEAD 35 - NB)

		CONC SE		ASPH SE		DEGREE OF CURVE
STATION	- STATION	LT	RT	LT	RT	
343+84.99	- 345+94.99	UNK	UNK	+2.4	-2.4	1°00'00"

SEE PREVIOUS TYPICAL EXISTING SE SECTION,
USH 53 FOR ROADWAY & PAVEMENT DETAILS.

V PIGEON FALLS CORP BOUNDARY
INTERSECTS USH 53 @ AT
STA. 337+00'A'/'V'±
AADT (2035): 5225; T (%AADT): 13.7%

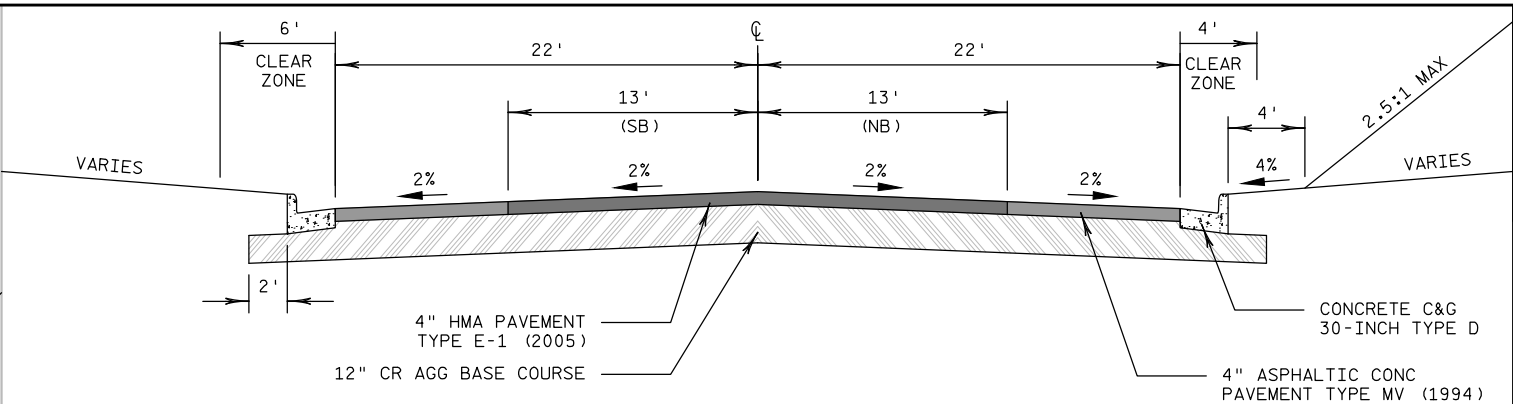


100'± TAPER INTO CURB & GUTTER SECTION

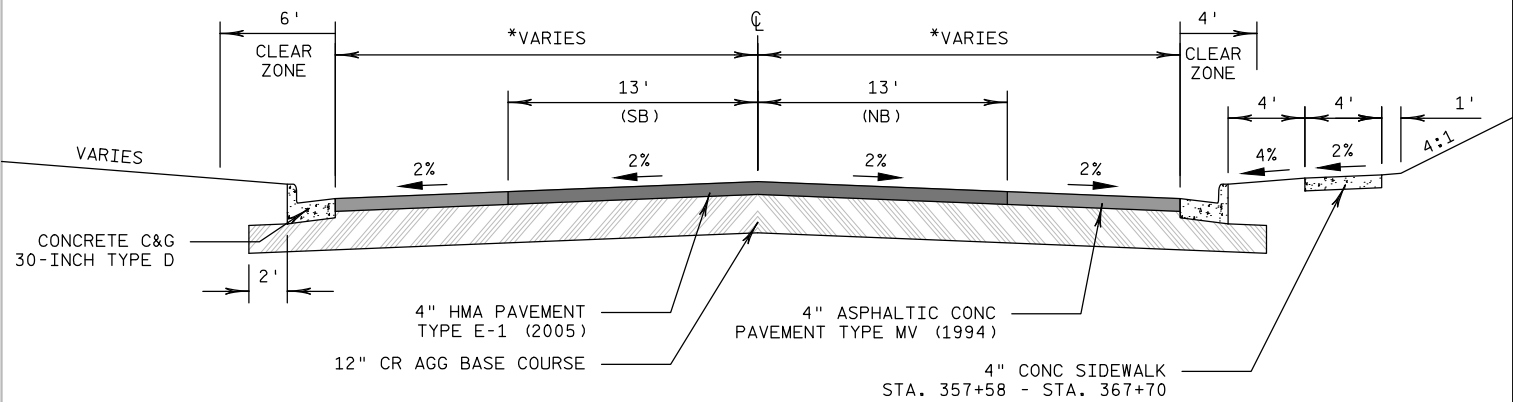
**TYPICAL EXISTING SECTION
USH 53 (EKERN ST.)**
STA. 348+50.00'V' - STA. 351+16.00'V' (POSTED 55 MPH)

AADT (2035): 5225; T (%AADT): 13.7%

2



**TYPICAL EXISTING SECTION
USH 53 URBAN (EKERN ST.)**
STA. 351+16.00'V' - STA. 351+25'V' (POSTED 55 MPH)
STA. 351+25'V' - STA. 357+25.45'V' (POSTED 35 MPH)
AADT (2035): 5225; T (%AADT): 13.7%



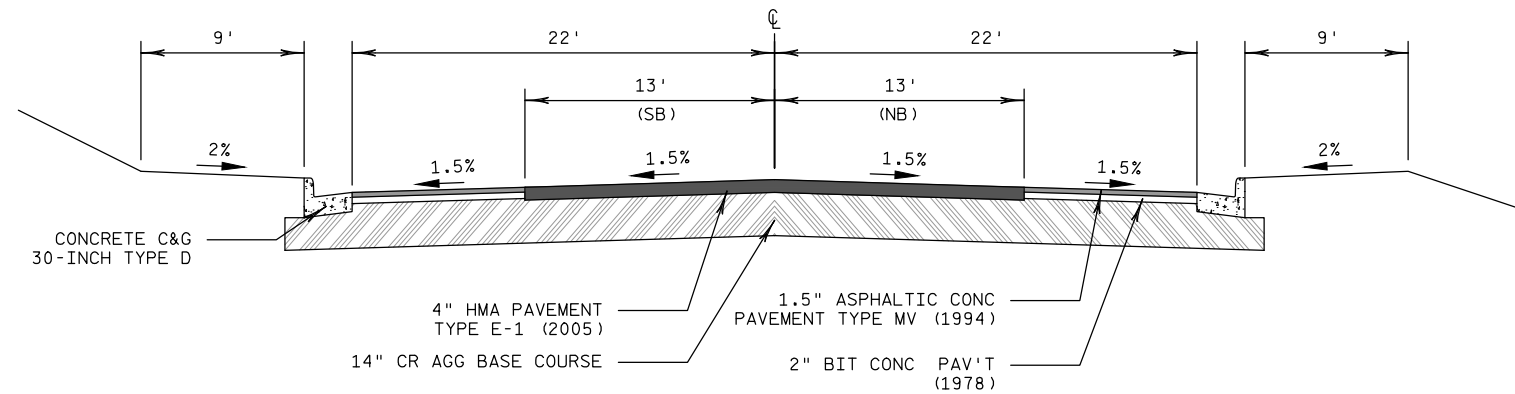
SIDEWALK CROSS SLOPE WAS NOT LABELED
ON RECORD DRAWINGS - SHOULD BE 2%.

**TYPICAL EXISTING SECTION
USH 53 URBAN (EKERN ST.)**
STA. 357+25.45'V' - STA. 373+47.42'V' (POSTED 35 MPH)

- * 22': STA. 357+25.45'V' - STA. 368+97.42'V' LT
STA. 357+25.45'V' - STA. 367+70.00'V' RT
- * 22'-26': STA. 368+97.42'V' - STA. 373+47.42'V' LT
- * 24'-26': STA. 367+70.00'V' - STA. 373+47.42'V' RT

		ASPH SE		DEGREE OF CURVE
STATION	- STATION	LT	RT	
365+46.32	- 368+68.81	NC	NC	8°00'00"

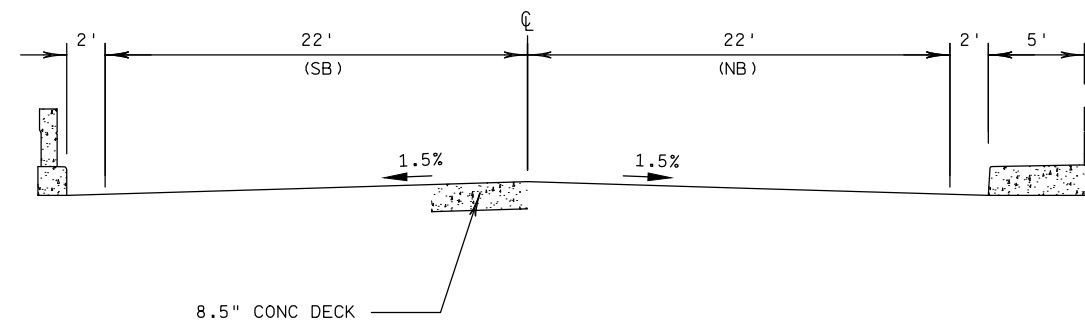
AADT (2035): 5225; T (%AADT): 13.7%



TYPICAL EXISTING SECTION
USH 53 URBAN (EKERN ST.)

STA. 373+47.42'V' - STA. 374+53.72'V' BK (POSTED 35 MPH)
STA. 1+54.00'P' AH - STA. 1+54.84'P' BGN DECK (POSTED 35 MPH)

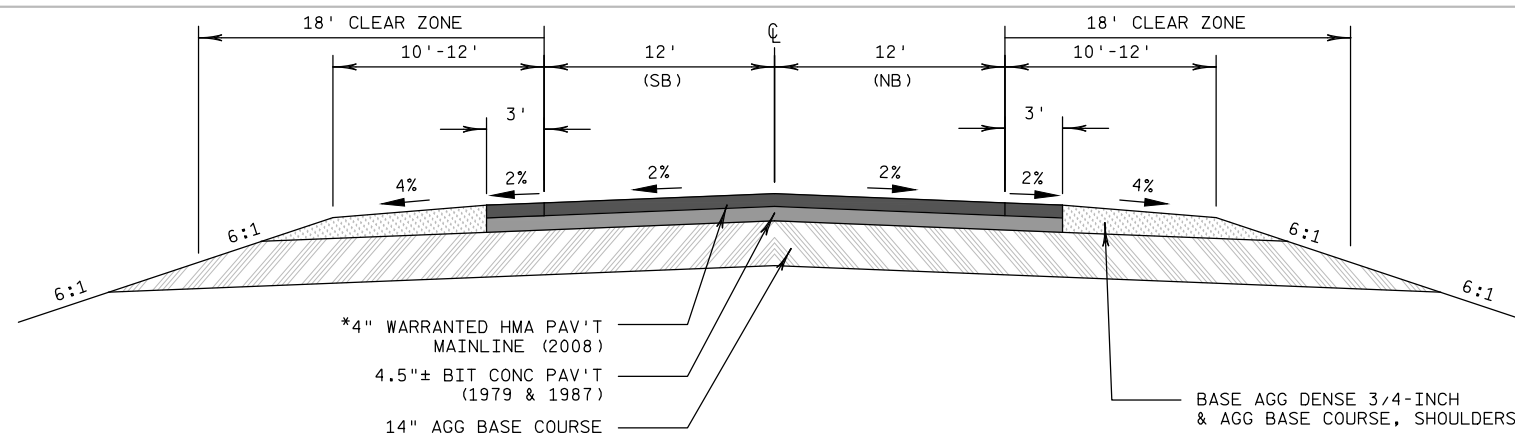
AADT (2035): 5225; T (%AADT): 13.7%



TYPICAL EXISTING SECTION
B-61-0058

STA. 1+54.84'P' - STA. 2+85.16'P' (POSTED 35 MPH)

AADT (2035): 5225; T (%AADT): 13.7%



*2" AT STRUCTURE

TYPICAL EXISTING SECTION
USH 53 (EKERN ST.)

STA. 203+61.00'N' - STA. 204+75'N' (35 MPH)
STA. 204+75'N' + (55 MPH)
STA. 210+60'N' (REDUCE SPEED AHEAD 35 - SB)

STA. 2+85.16'P' BK = STA. 200+00.00'N' AH
STA. 200+00.00'N' END DECK - STA. 203+61.00'N' (POSTED 35 MPH)

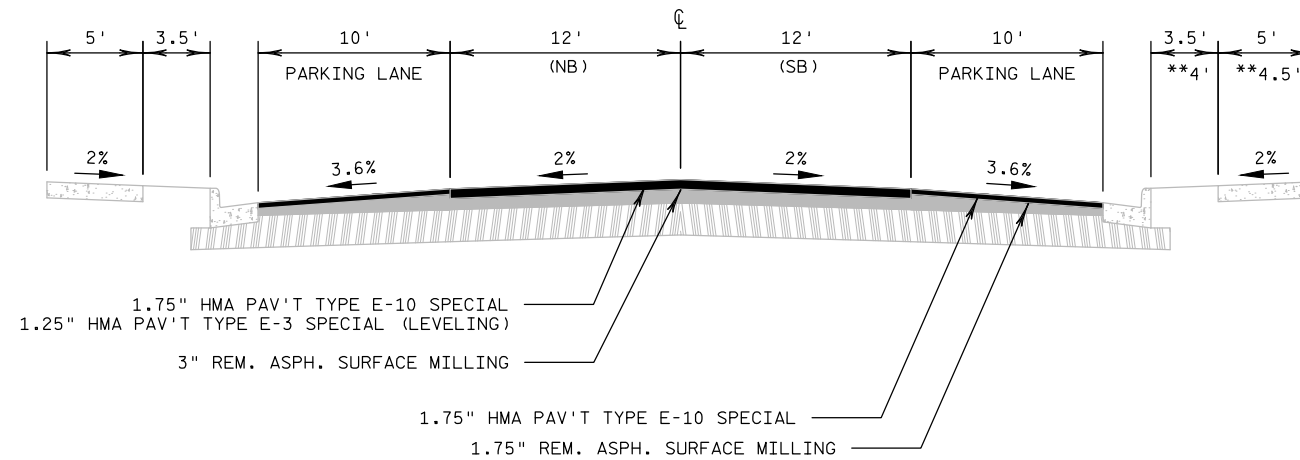
SHOULDERS PAVED FULL WIDTH AND
PAV'T CROSS SLOPE IS 1.5% AT
STRUCTURE B-61-0058.

2008 PROJECT REVISED CLEAR ZONE
FROM 30' IN 1978 TO CURRENT 18'.

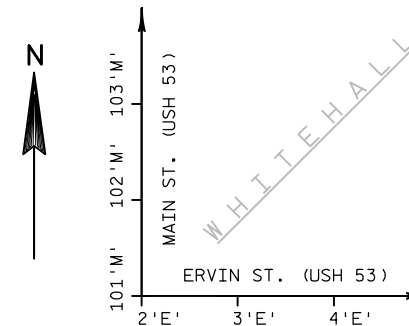
AADT (2035): 5225; T (%AADT): 13.7%

PAVEMENT CORES / BORINGS

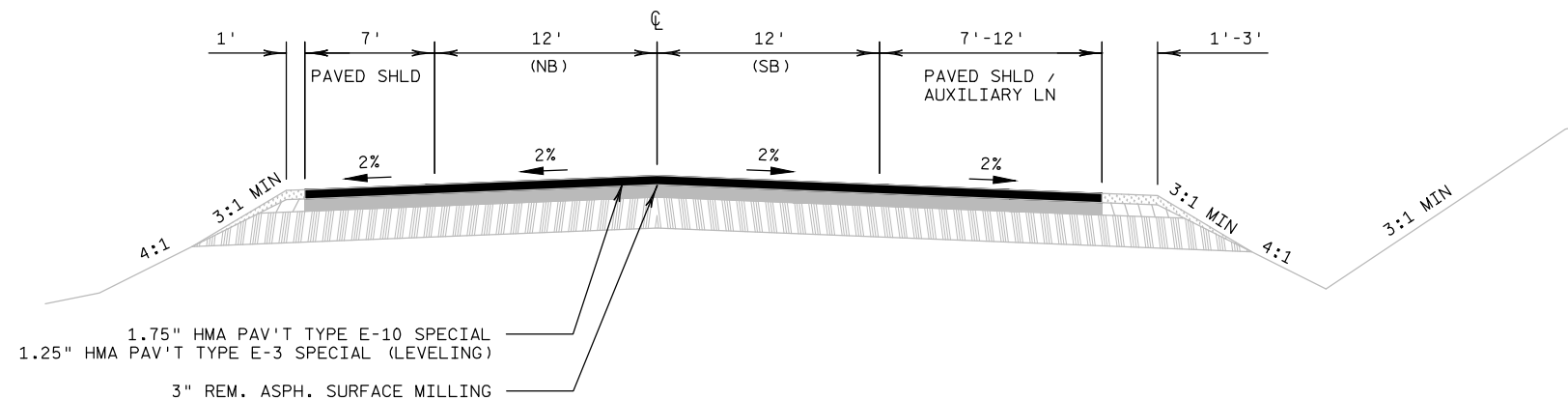
CORE #	ODO	CALC STA.		OFFSET		PAV'T THICKNESS	BASE THICKNESS	COMMENTS	ASBUILT				
-	0.00	114+23	'M'	-	-	-	-	WEST JCT. STH 121	114+22.73	'M'			
29	0.03	115+81	'M'	6.0	LT 7		BASE						
-	0.20	10+04	'T'	-	-	-	-	BLAIR ST / LT & RT	10+04.36	'T'			
28	0.25	12+68	'T'	6.0	RT 2 3/4		PCC						
-	0.34	17+43	'T'	-	-	-	-	TREMPEALEAU RIVER BRIDGE					
-	0.48	24+82	'T'	-	-	-	-	NORTH RIVER RD / LT	25+00.00	'T'			
27	0.50	25+88	'T'	6.0	LT 5 1/4		PCC						
-	0.52	26+94	'T'	-	-	-	-	END C&G					
-	0.77	33+32	'R'	-	-	-	-	CTH D / LT	39+98.10	'T'	= 33+32.00	'R'	
-	0.99	44+68	'R'	-	-	-	-	EVERETTE LANE / RT	44+63.00	'R'			
26	1.00	45+20	'R'	5.0	RT 5		PCC						
25	1.00	45+20	'R'	11.0	RT 6		10" BASE						
-	1.03	46+75	'R'	-	-	-	-	FAIRVIEW RD / LT					
24	1.55	73+60	'R'	8.0	LT 5		PCC						
23	1.55	73+60	'R'	11.0	LT 4 3/4		10" BASE						
-	1.65	78+76	'R'	-	-	-	-	SHANSBERG RD / RT	78+66.00	'R'			
22	2.00	96+84	'R'	6.0	RT 4 3/4		PCC						
21	2.00	96+84	'R'	11.0	RT 7 1/4		8 1/2" BASE						
-	2.46	120+59	'R'	-	-	-	-	THOMPSON COULEE RD /CTH S	120+91.00	'R'			
20	2.50	122+65	'R'	6.0	LT 4 1/4		PCC						
19	2.50	122+65	'R'	11.5	LT 6 1/4		6" BASE						
18	3.00	148+47	'R'	6.0	RT 8		PCC						
17	3.00	148+47	'R'	11.0	RT 12 1/4		9" BASE						
16	3.50	174+29	'R'	6.0	LT 4 1/2		PCC						
15	3.50	174+29	'R'	11.0	LT 6 1/2		10" BASE						
-	3.51	174+81	'R'	-	-	-	-	SIMONSON RD / LT	175+10.60	'R'			
14	4.00	200+11	'R'	6.0	RT 5 3/4		PCC						
13	4.00	200+11	'R'	11.0	RT 7 1/2		7" BASE						
-	4.06	203+21	'R'	-	-	-	-	DISSMORE COULEE RD / LT	203+66.00	'R'			
12	4.50	225+93	'R'	6.0	LT 7		PCC						
11	4.50	225+93	'R'	11.0	LT 10 3/4		3" BASE						
-	4.67	234+71	'R'	-	-	-	-	HAUG RD / RT	234+67.00	'R'			
-	4.91	247+10	'R'	-	-	-	-	FITCH COULEE RD / LT	246+64.30	'R'			
10	5.00	251+75	'R'	6.0	RT 5		PCC						
9	5.00	251+75	'R'	11.0	RT 7		11 1/2" BASE						
8	5.50	277+57	'R'	6.0	LT 4 1/2		PCC						
7	5.50	277+57	'R'	11.0	LT 7 1/4		4 3/4" BASE						
-	5.86	296+16	'R'	-	-	-	-	FREMSTAD RD / RT	296+26.00	'R'			
6	6.00	303+39	'R'	6.0	RT 10		PCC						
5	6.00	303+39	'R'	11.0	RT 13		6" BASE						
4	6.50	329+21	'R'	6.0	LT 7 1/2		PCC						
3	6.50	329+21	'R'	11.5	LT 12 1/4		10" BASE						
-	6.54	331+27	'A'	-	-	-	-	FULLER COULEE RD / LT	331+24.00	'A'			
-	6.68	338+50	'V'	-	-	-	-	PIGEON FALLS CORP LIMITS SIGN					
-	6.93	351+41	'V'	-	-	-	-	BEGIN C&G					
2	7.00	355+03	'V'	6.0	RT 4		BASE						
-	7.05	357+61	'V'	-	-	-	-	CTH W / RT	357+25.49	'V'			
1	7.22	366+39	'V'	6.0	LT 4 1/2		BASE						
-	7.26	368+45	'V'	-	-	-	-	S. EKERN AVE. / RT	367+70.12	'V'			
-	7.31	371+04	'V'	-	-	-	-	EAST JCT. STH 121 / RT	370+97.56	'V'			
X	-	200+15	'N'	8.0	RT 5 1/2		-	15' NORTH OF B-61-0058					



TYPICAL FINISHED SECTION
USH 53 URBAN (ERVIN ST.)
STA. 1+10.00'E' - STA. 12+08.45'E' (POSTED 30 MPH)
(ERVIN ST STA. 2+00.00'E' = MAIN ST STA. 101+00.55'M')

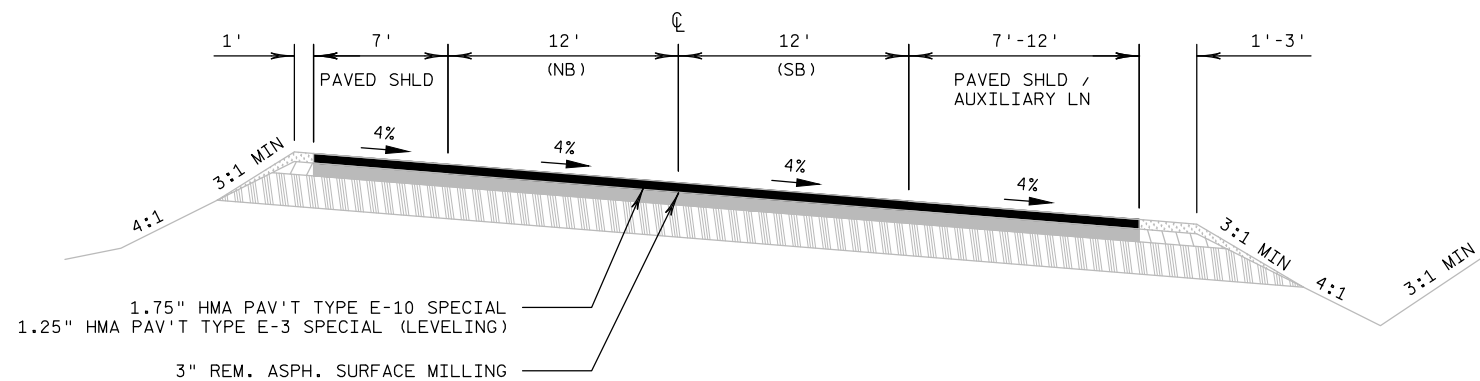


ERVIN ST. (AND BEYOND) RECORD DRAWINGS ALL HAVE WEST TO EAST STATIONING, WHICH FOR USH 53 IS NORTH TO SOUTH, CREATING A DISCONNECT IN STATIONING DIRECTIONALITY AT MAIN ST.



150' SUPERELEVATION TRANSITION
(STA. 15+87.60'E' - STA. 17+37.60'E')
100' SUPERELEVATION RUNOFF
(STA. 16+37.60'E' - STA. 17+37.60'E')

TYPICAL FINISHED SECTION
USH 53 (ERVIN ST.)
STA. 12+08.45'E' - STA. 15+00'E' (POSTED 30 MPH)
STA. 15+00'E' - STA. 17+37.60'E' (POSTED 40 MPH)



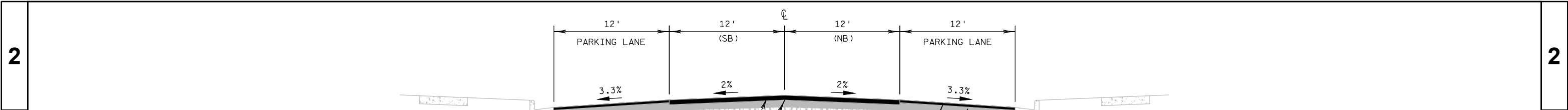
TYPICAL FINISHED SECTION
USH 53 (ERVIN ST.)
STA. 17+37.60'E' - STA. 28+78.00'E' (POSTED 40 MPH)

DO NOT CONSTRUCT CENTERLINE OR EDGETLINE (SHOULDER) RUMBLE STRIPS.

CITY OF WHITEHALL PARKING LANE COST PARTICIPATION LIMITED TO 8' WIDTH MEASURED FROM FACE OF CURB (OTHER THAN PARKING PAV'T MARKING WHICH IS ACTUAL QUANTITY PLACED). THE PARKING LANE PAV'T AREA WIDTH IN WHITEHALL IS 6'.

LOCAL RESPONSIBILITY: BASE REPAIRS, MILLING, AND ASPHALT PAV'T ITEMS (INCLUDING TACK COAT, ASPHALTIC MATERIAL, ETC.), ALL LIMITED TO THE PARKING LANE PAV'T AREA. IN ADDITION, THE ENTIRE QUANTITY OF PAVEMENT MARKINGS ASSOCIATED WITH PARKING. THERE IS NO COST ASSOCIATED WITH MOBILIZATION, STAKING, ETC.

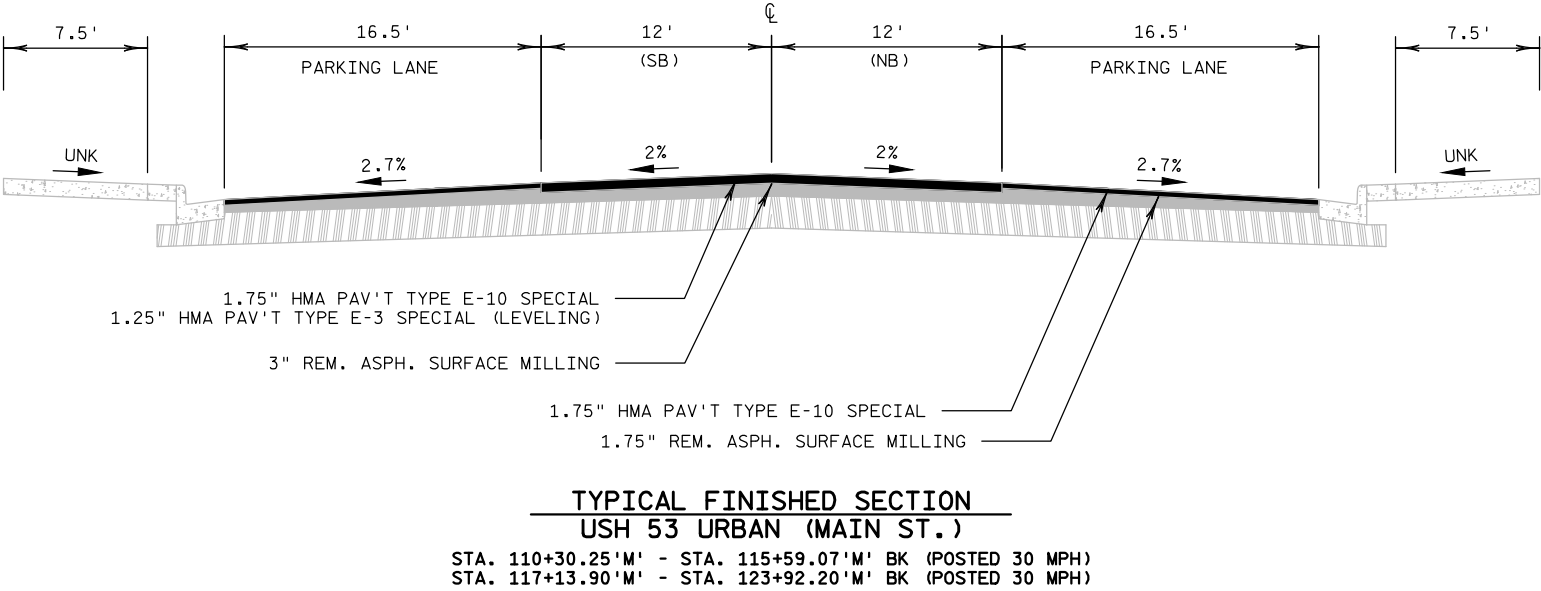
THE CURB & GUTTER IN THE CITY OF WHITEHALL HAS INDEPENDENT PROFILES. PARKING LANE CROSS SLOPE SHOWN ON THE CROSS SECTION IS NOMINAL.



1.75" HMA PAV'T TYPE E-10 SPECIAL
1.25" HMA PAV'T TYPE E-3 SPECIAL (LEVELING)
* 3" REM. ASPH. SURFACE MILLING

1.75" HMA PAV'T TYPE E-10 SPECIAL
1.75" REM. ASPH. SURFACE MILLING

TYPICAL FINISHED SECTION
USH 53 URBAN (MAIN ST.)
STA. 101+00.55'M' - STA. 110+30.25'M' (POSTED 30 MPH)
(MAIN ST STA. 101+00.55'M' = ERVIN ST STA. 2+00.00'E')



DO NOT CONSTRUCT CENTERLINE OR EDGETLINE (SHOULDER) RUMBLE STRIPS.

CONSTRUCT 5' CONCRETE MEDIAN SLOPED NOSE TYPE 1 AT BOTH ENDS OF BARRIER MEDIANS.

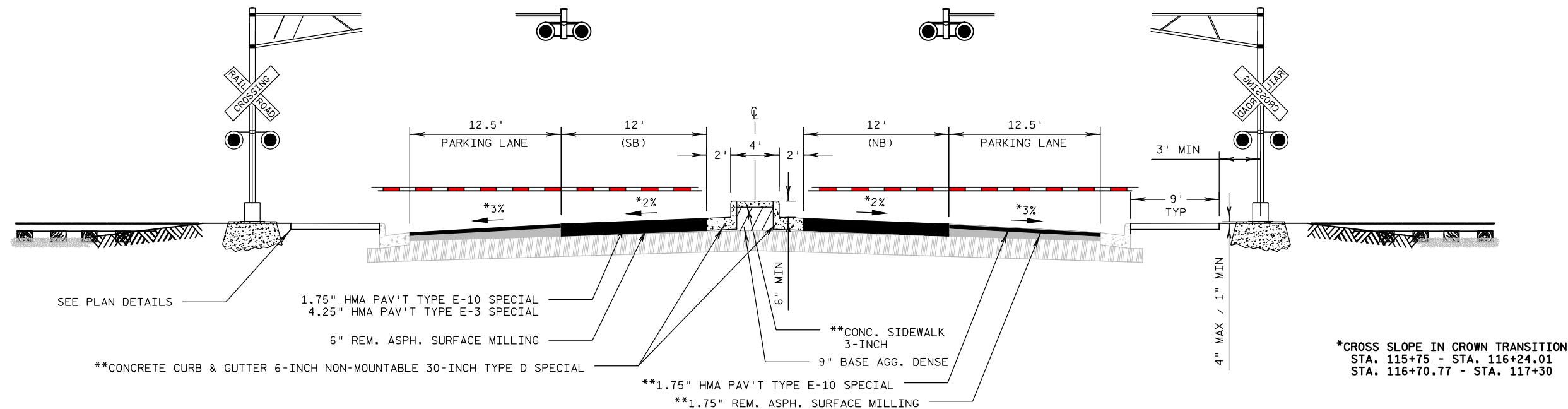
CROSS SLOPE VARIES TO MATCH RAILROAD CROSSING.

MEDIAN WIDTH OF 4' IS MINIMUM. FINAL DESIGN MAY REVISE TO 5', WITH PARKING LANE REDUCED TO 12' EACH SIDE.

DETAILS OF CROSSING HARDWARE (SIGNALS, GATES, ETC.) AND LENGTHS OF CANTILEVER ELEMENTS TO BE DETERMINED BY OTHERS.

SIGNAL/GATES ON APPROACH SIDE ONLY.

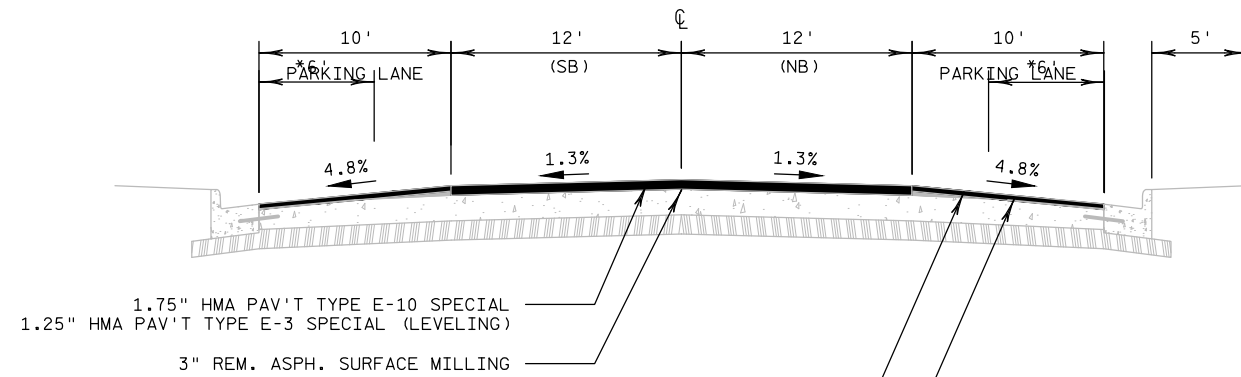
DO NOT CONSTRUCT CENTERLINE OR EDGELINE (SHOULDER) RUMBLE STRIPS.



TYPICAL FINISHED SECTION
USH 53 URBAN (MAIN ST.)

STA. 115+59.07'M' - STA. 116+24.01'M' (POSTED 30 MPH) / 64.94' C&G (60' EFFECTIVE BARRIER)
STA. 116+70.77'M' - STA. 117+13.90'M' (POSTED 30 MPH) / 43.13' C&G (40' EFFECTIVE BARRIER)

2

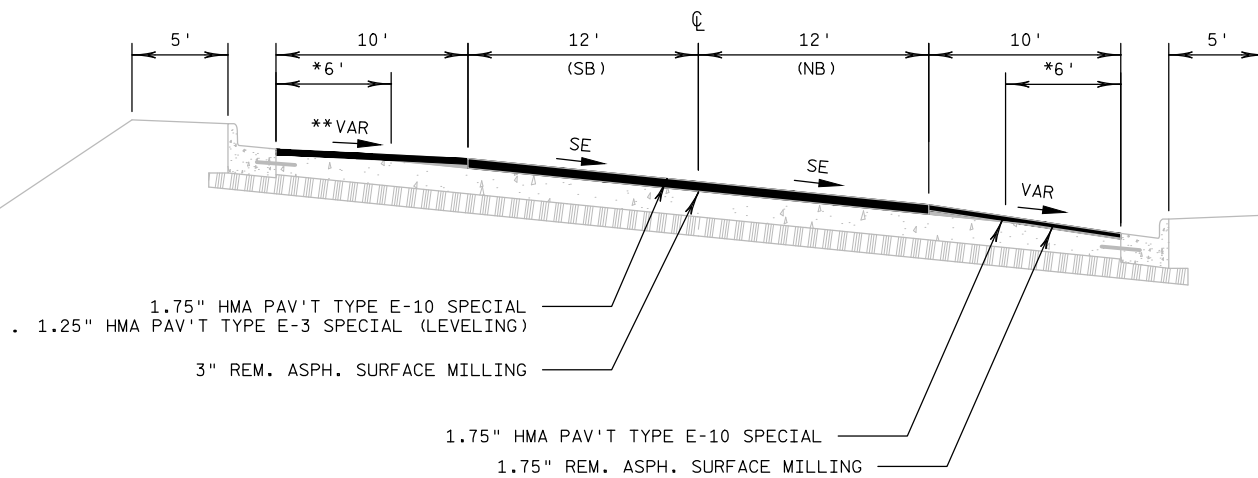


1.75" HMA PAV'T TYPE E-10 SPECIAL
1.25" HMA PAV'T TYPE E-3 SPECIAL (LEVELING)
3" REM. ASPH. SURFACE MILLING

2' TIE BARS, #4 SPACED 3' C-C.
† CONC. PAV'T HYPERBOLIC CROWN

$Y = \sqrt{\frac{X^2}{10} + 9} - 3$
Y = CROWN (INCHES)
X = DISTANCE (FEET)

TYPICAL FINISHED SECTION
USH 53 URBAN (MAIN ST.)
STA. 11+82.82'T' - STA. 14+60.00'T' (POSTED 30 MPH)



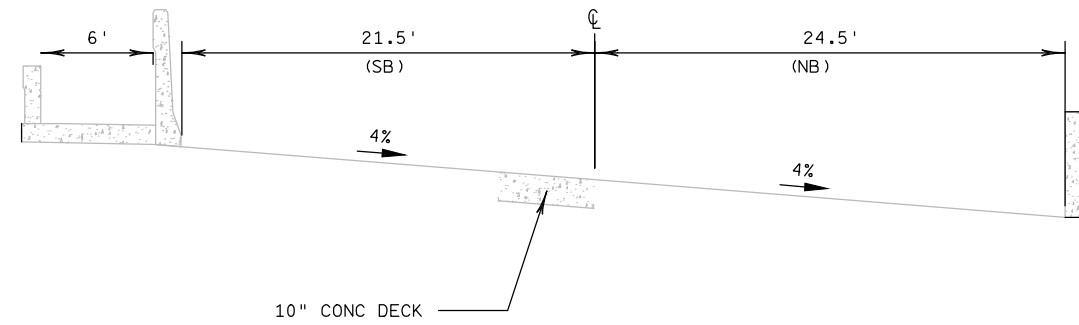
TYPICAL FINISHED SECTION
USH 53 URBAN (MAIN ST.)
STA. 14+60.00'T' - STA. 15+87.66'T' (POSTED 30 MPH)

STA. 15+87.66'T' - STA. 16+65'T' (POSTED 30 MPH)
STA. 16+65'T' - STA. 16+92.39'T' BGN DECK (POSTED 45 MPH)

PROJECT 1630-01-73 (TIED)
TREMPEALEAU RIVER BRIDGE B-61-0050

GENERAL NOTES

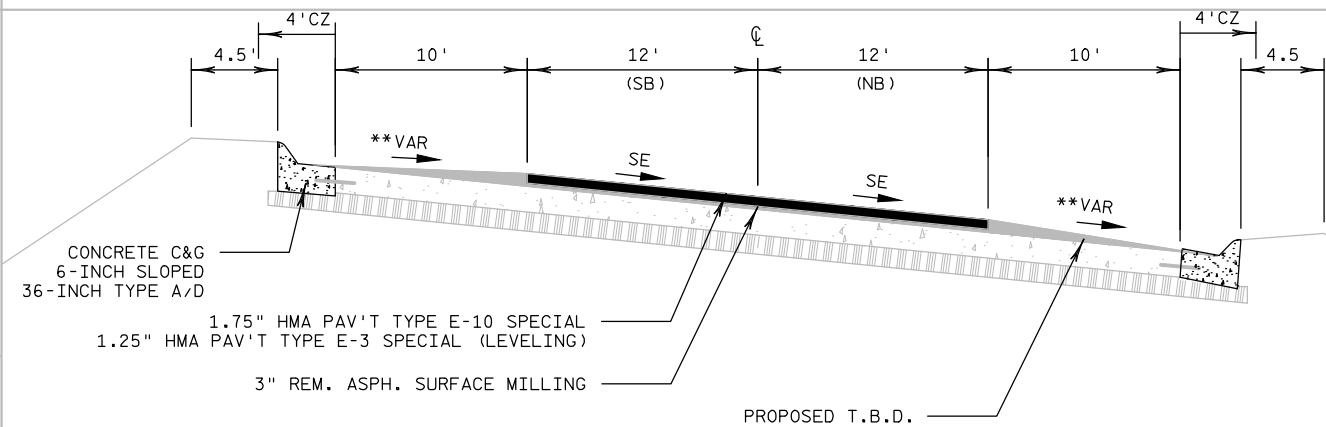
DO NOT CONSTRUCT CENTERLINE OR EDGETLINE (SHOULDER) RUMBLE STRIPS.



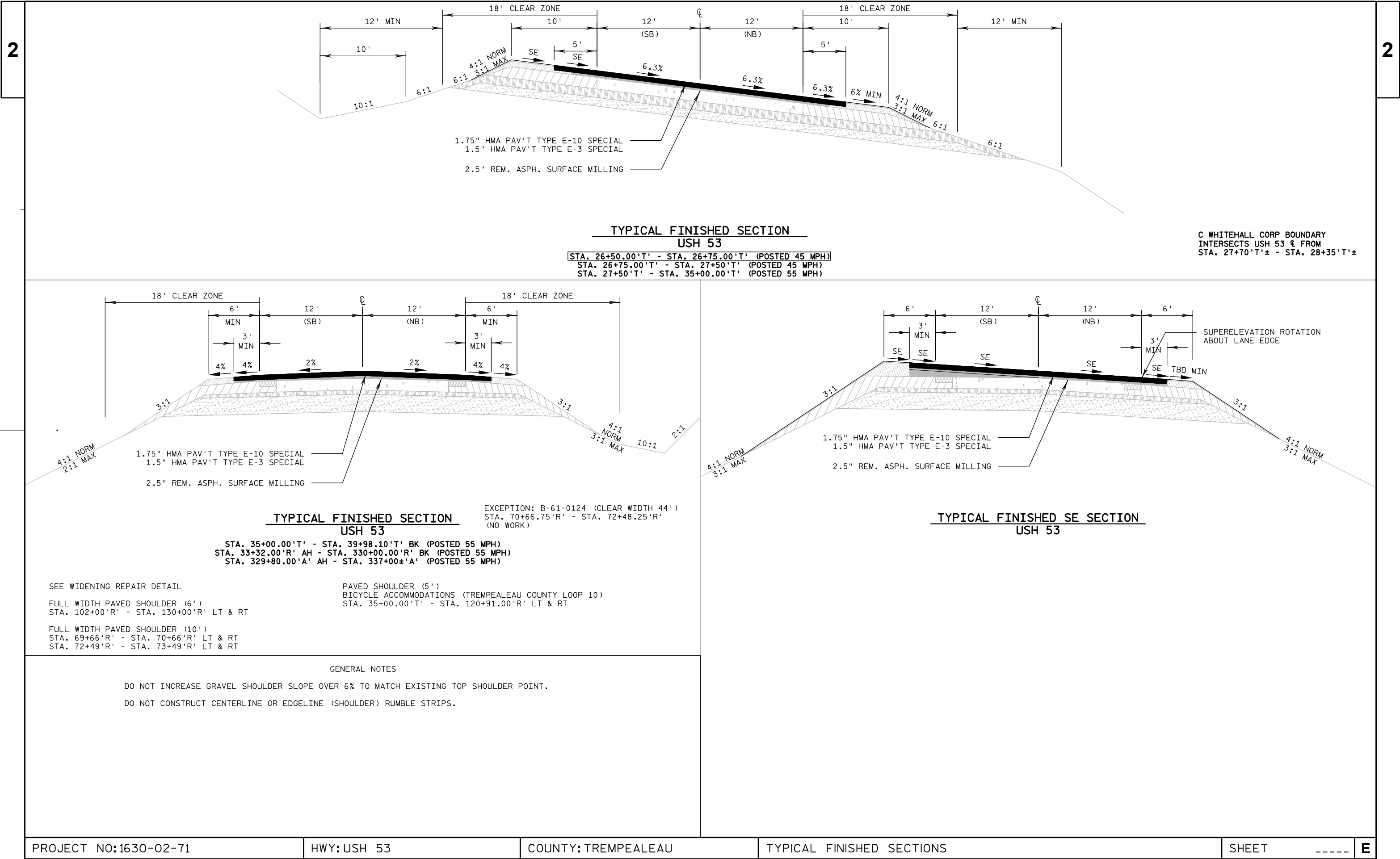
SE DOES NOT VARY ON STRUCTURE.

TYPICAL FINISHED SECTION
B-61-0050
STA. 16+92.39'T' - STA. 18+80.24'T' (POSTED 45 MPH)

C WHITEHALL CORP BOUNDARY
INTERSECTS USH 53 & AT
STA. 18+05'T'±



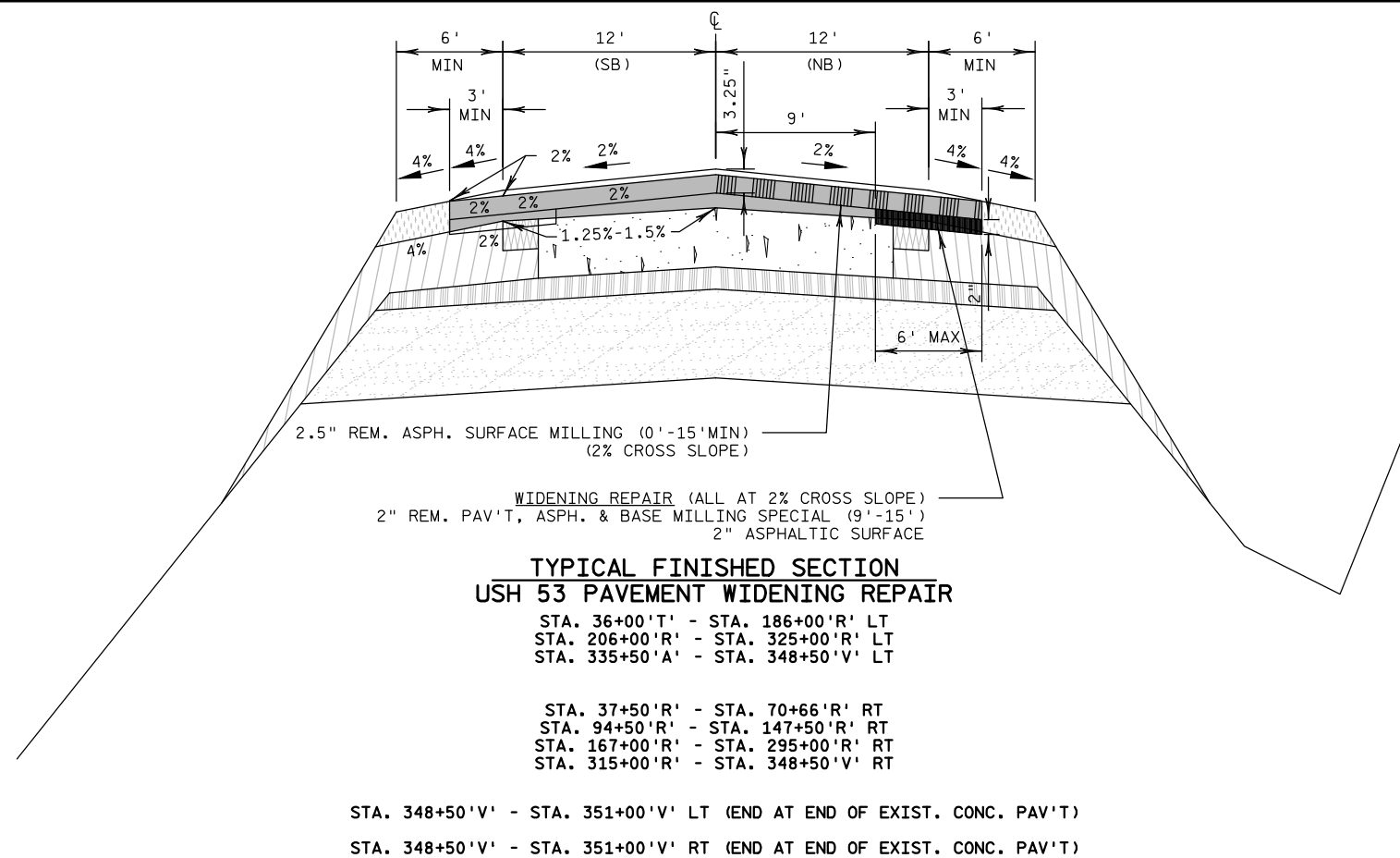
TYPICAL FINISHED SECTION
USH 53 URBAN
STA. 18+80.24'T' END DECK - STA. 26+50'T' (POSTED 45 MPH)

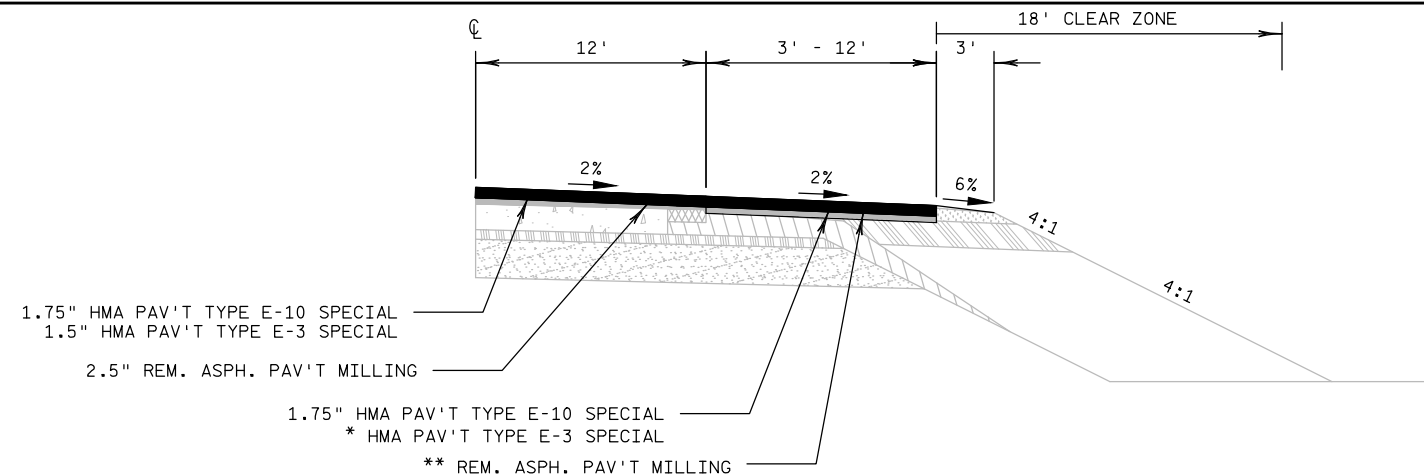


RECORD DRAWINGS AND PAVEMENT CORES DIFFER BY APPROXIMATELY 1" IN PAVEMENT DEPTH, THEREFORE IT IS UNKNOWN WHETHER OR NOT THE ADDITIONAL MILLING DEPTH FOR WIDENING REPAIR WILL REQUIRE REMOVAL OF EXISTING CONCRETE PAVEMENT. THE 2" DEPTH UNDER THE NORMAL 2.5" DEPTH IS HELD EITHER WAY.

RECORD DRAWINGS DEPICT BEGIN RECONSTRUCT AT STA. 348+50 HOWEVER EXISTING ROADWAY CONDITIONS APPEAR TO SHOW BEGIN RECONSTRUCT AT STA. 350+75.

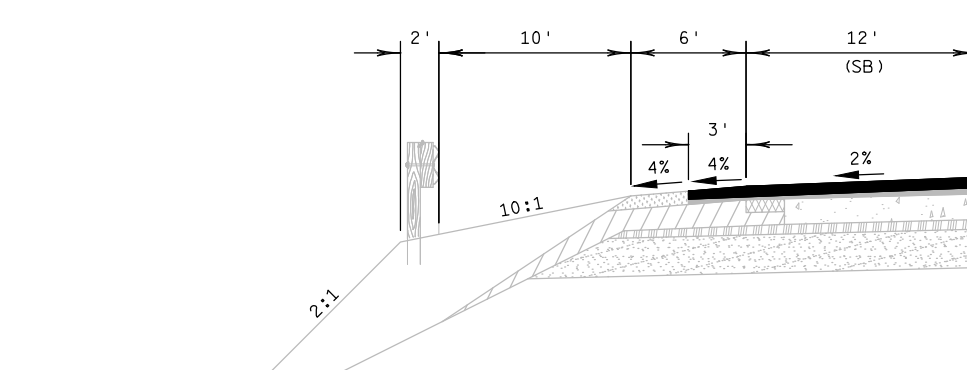
DO NOT CONSTRUCT CENTERLINE OR EDGELINE (SHOULDER RUMBLE STRIPS.





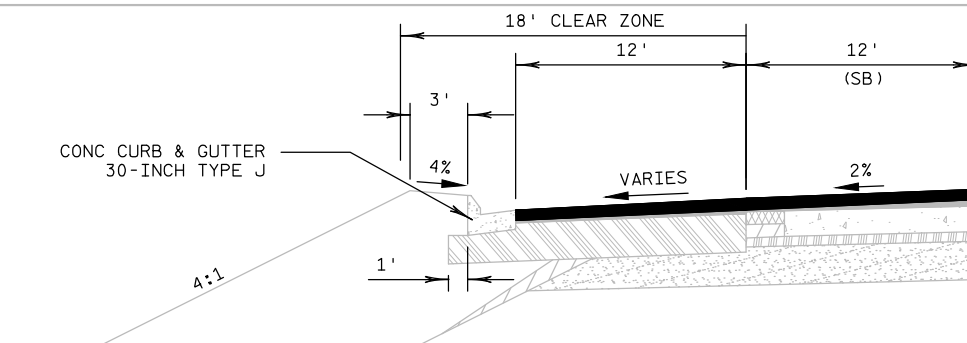
**TYPICAL FINISHED 1/2 SECTION
USH 53 TEE INT. BYPASS LANE**

STA. 36+48.10'T' - STA. 39+98.10'T' BK RT (POSTED 55 MPH) *3.5" **4.5"
STA. 33+32.00'R' AH - STA. 37+32.00'R' RT (POSTED 55 MPH) *3.5" **4.5"
STA 74+66.00'R' - STA. 82+16.00'R' LT (POSTED 55 MPH) *1.5" **2.5"



**TYPICAL FINISHED 1/2 SECTION
USH 53 BEAMGUARD SPECIAL GRADING**

STA. 34+80.50'R' - STA. 38+89.50'R' LT (POSTED 55 MPH)
OTHER BEAMGUARD LOCATIONS CONSTRUCTED WITHOUT THE SHOULDER WIDENING



**TYPICAL FINISHED 1/2 SECTION
USH 53 CURB & GUTTER**

STA. 181+50'R' - STA. 185+30'R' LT (POSTED 55 MPH)
**STA. 185+30'R' - STA. 189+70'R' LT (POSTED 55 MPH)

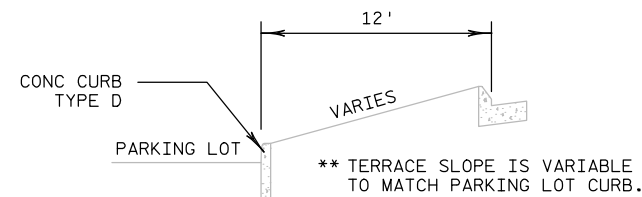
GENERAL NOTES

CONFLICTING INFORMATION ON EXISTING CONC PAV'T NORMAL CROWN SLOPE. NC IS LIKELY 1.25% - 1.5%.

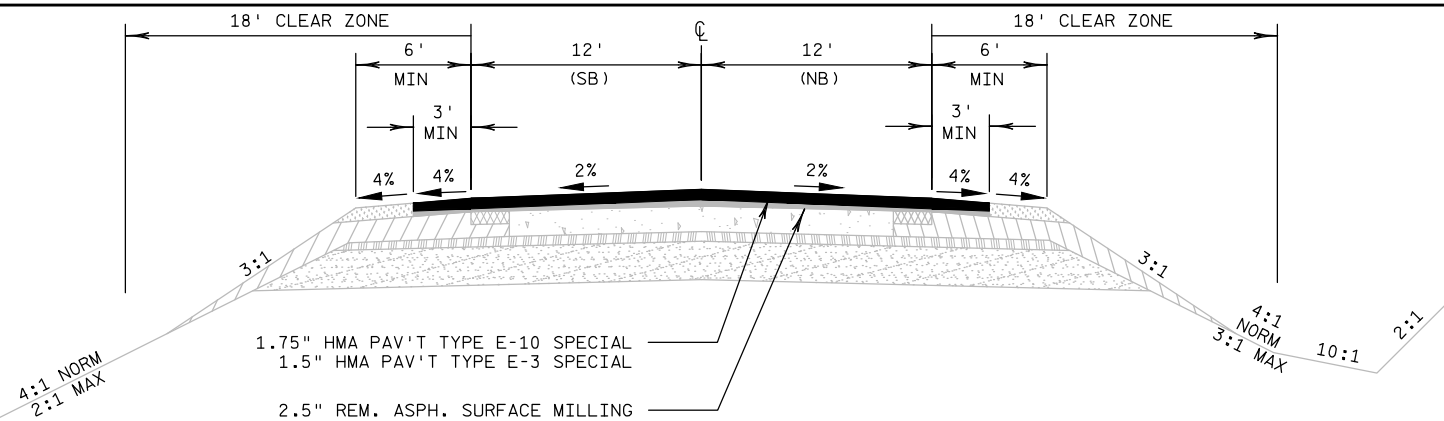
*EXISTING ASPHALTIC WIDENING WIDTH: MINIMUM WIDTH 2'; MAX WIDTH 8' LT AND 12' RT (LOCATIONS UNKNOWN). CROSS SLOPE IS UNKNOWN BUT LIKELY MATCHES THE CONCRETE. DEPTH OF ASPHALT VARIES - 3" IS THE AVERAGE PER BORINGS.

RECORD DRAWINGS DO NOT DEPICT CONC FLUMES OR CONC CURB & GUTTER ADJACENT TO THE 8" CRACKED AND SEATED CONC PAV'T; HOWEVER, THOSE LIKELY EXIST AT UNKNOWN LOCATIONS.

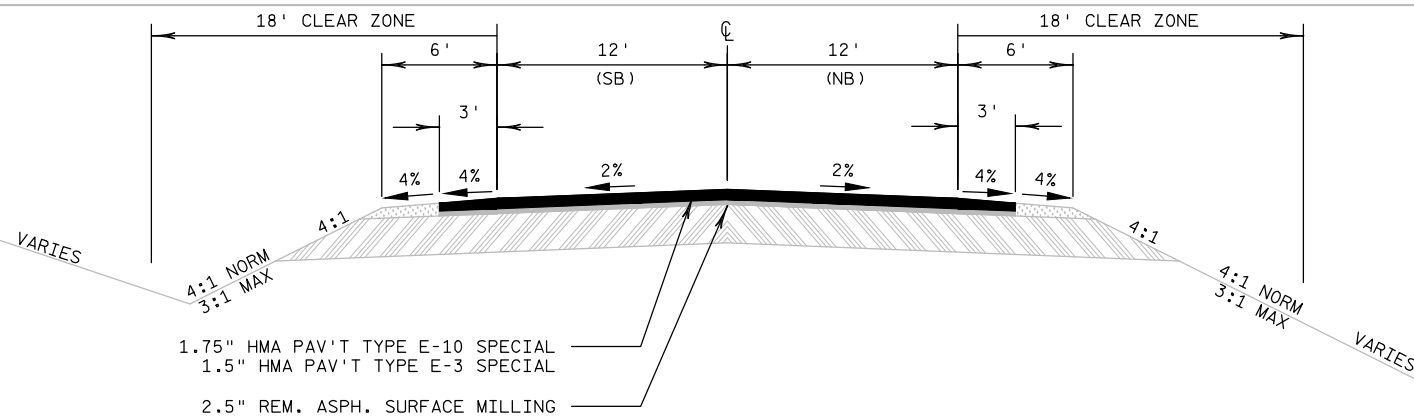
DO NOT CONSTRUCT CENTERLINE OR EDGELINE (SHOULDER) RUMBLE STRIPS.



2



SEE WIDENING REPAIR DETAIL

V PIGEON FALLS STA. 337+00±
NO CHANGE IN ACTUAL TYPICAL SECTIONEND 348+50'V' BASED ON RECORD DRAWINGS
FIELD CONDITIONS SUPPORT 350+75'V'**TYPICAL FINISHED SECTION
USH 53 (EKERN ST.)**STA. 337+00±'A' BK = STA. 337+00±'V' AH
STA. 337+00±'V' - STA. 348+50.00'V' (POSTED 55 MPH)SEE PREVIOUS TYPICAL EXISTING SE SECTION,
USH 53 FOR ROADWAY & PAVEMENT DETAILS.V PIGEON FALLS CORP BOUNDARY
INTERSECTS USH 53 @ AT
STA. 337+00'A'/'V'±

SEE WIDENING REPAIR DETAIL

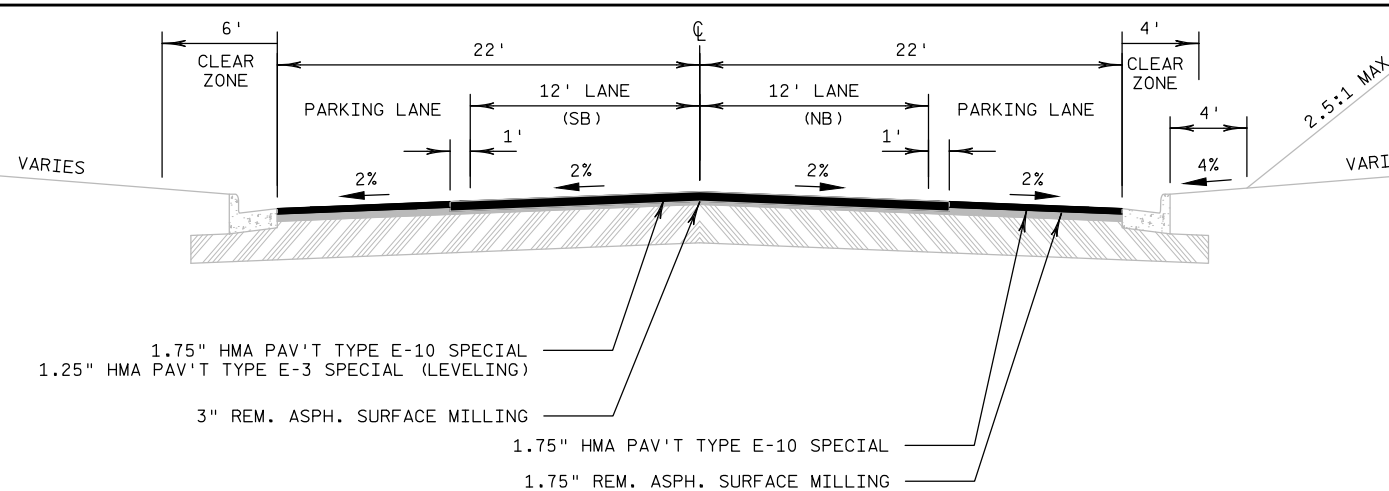
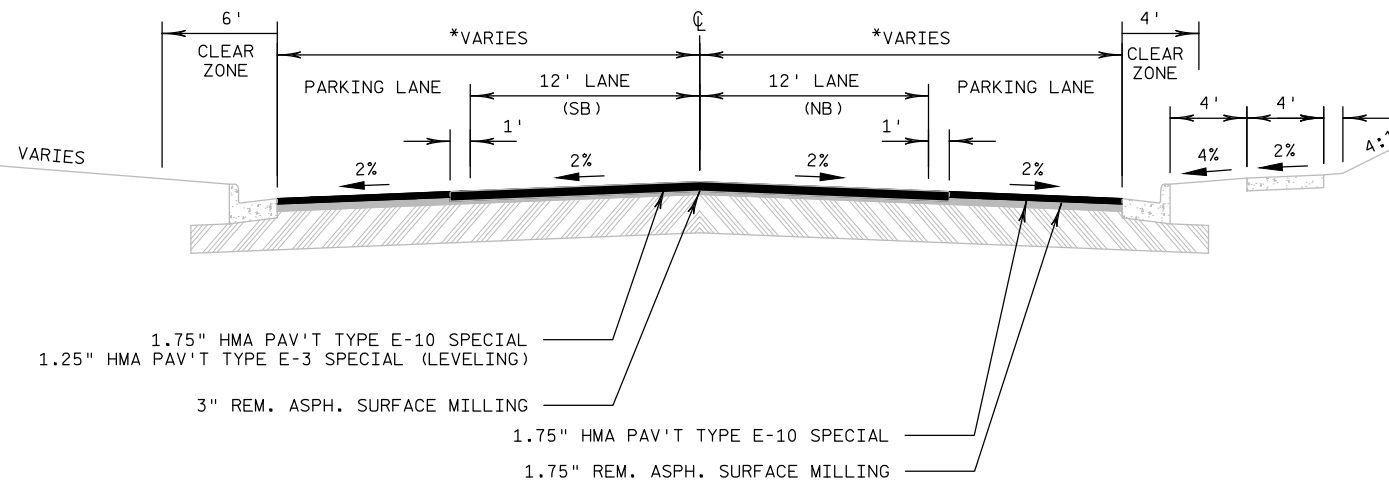
100'± TAPER INTO CURB & GUTTER SECTION

**TYPICAL FINISHED SECTION
USH 53 (EKERN ST.)**

STA. 348+50.00'V' - STA. 351+16.00'V' (POSTED 55 MPH)

BEGIN 348+50'V' BASED ON RECORD DRAWINGS
FIELD CONDITIONS SUPPORT 350+75'V'

2

**TYPICAL FINISHED SECTION
USH 53 URBAN (EKERN ST.)**STA. 351+16.00'V' - STA. 351+25'V' (POSTED 55 MPH)
STA. 351+25'V' - STA. 357+25.45'V' (POSTED 35 MPH)**TYPICAL FINISHED SECTION
USH 53 URBAN (EKERN ST.)**

STA. 357+25.45'V' - STA. 373+50.00'V' (POSTED 35 MPH)

* 22': STA. 357+25.45'V' - STA. 368+97.42'V' LT
STA. 357+25.45'V' - STA. 367+70.00'V' RT

* 22'-26': STA. 368+97.42'V' - STA. 373+47.42'V' LT

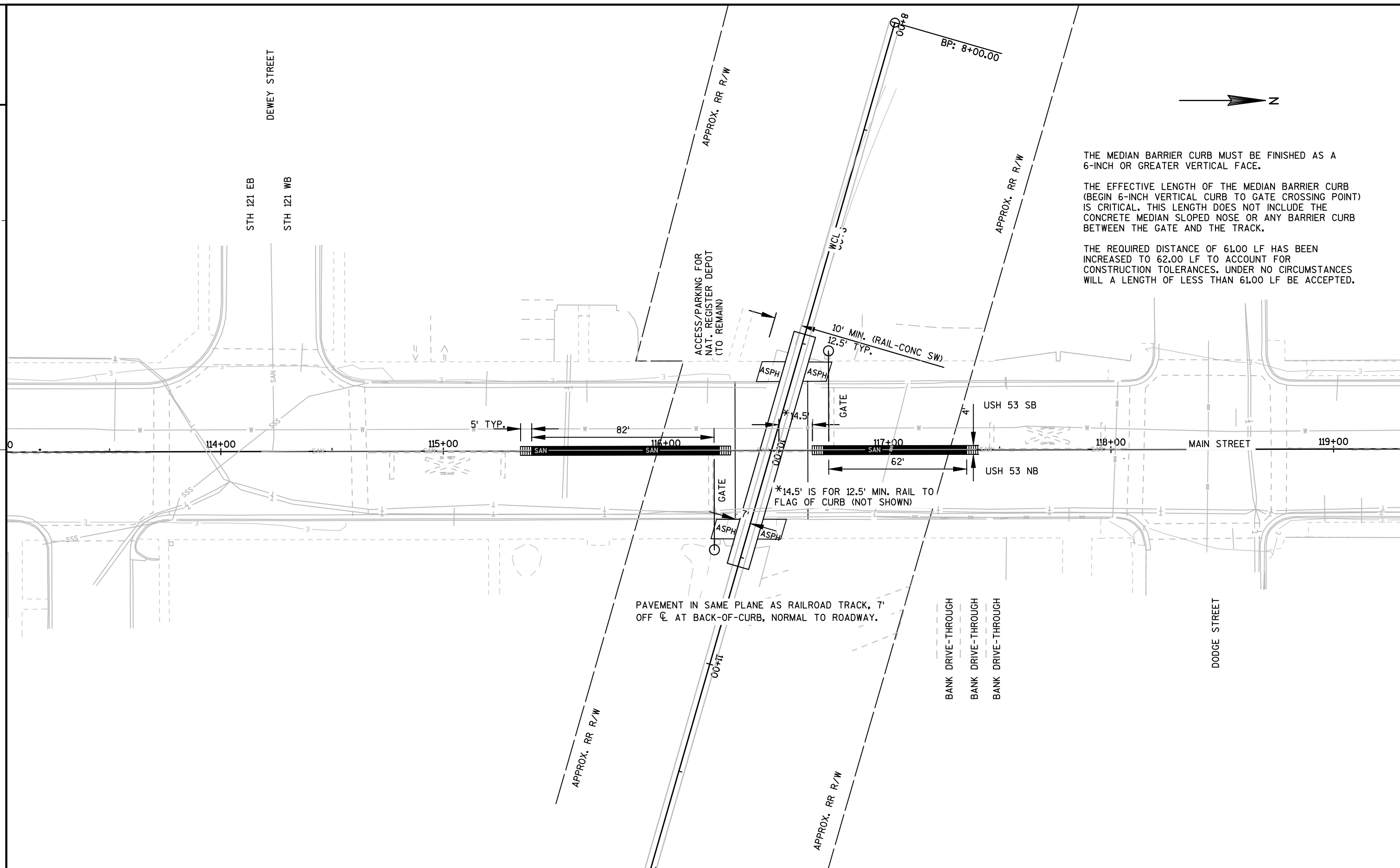
* 24'-26': STA. 367+70.00'V' - STA. 373+47.42'V' RT

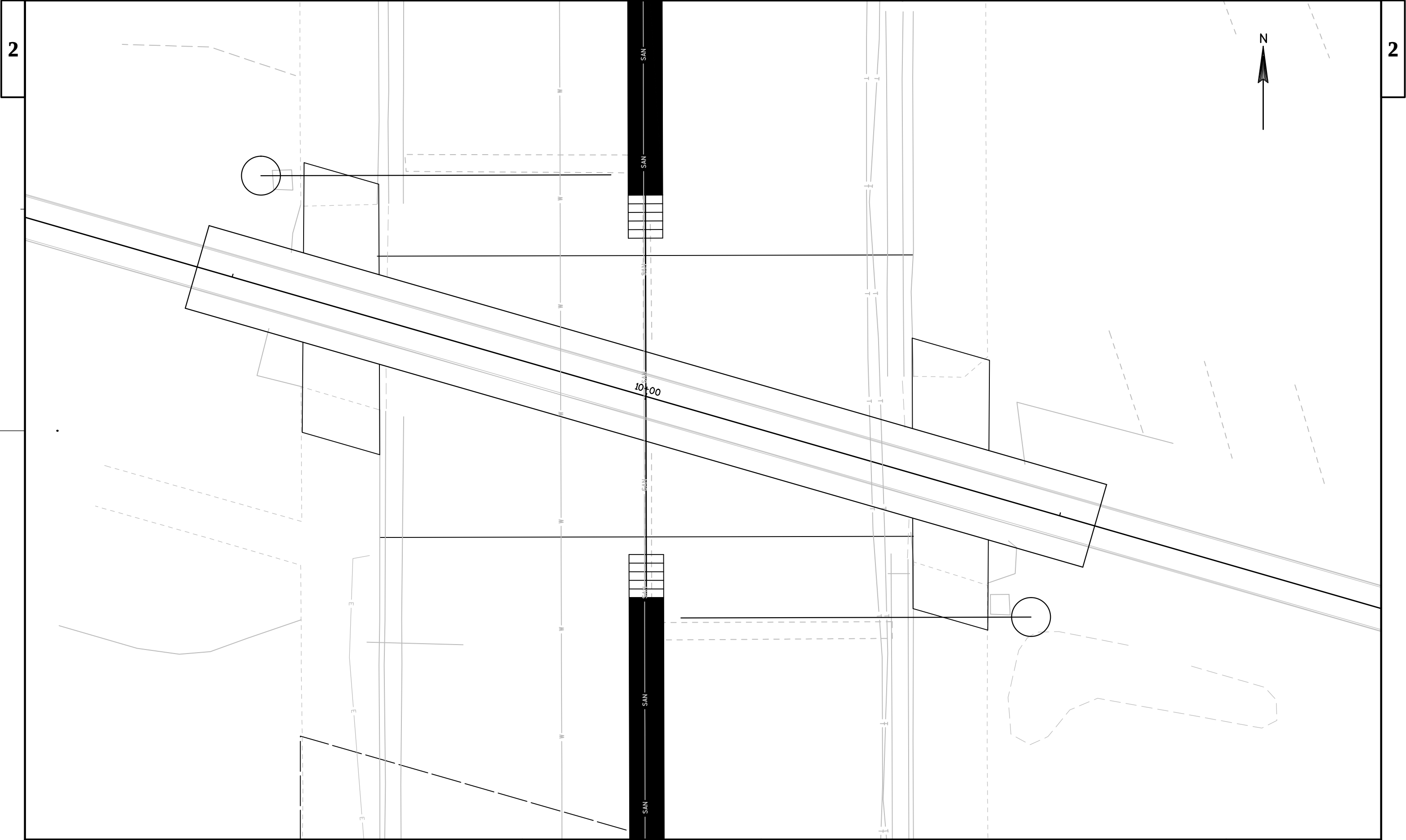
GENERAL NOTES

DO NOT CONSTRUCT CENTERLINE OR EDGELINE (SHOULDER) RUMBLE STRIPS.

VILLAGE OF PIGEON FALLS PARKING LANE COST PARTICIPATION LIMITED TO 8' WIDTH MEASURED FROM
FACE OF CURB (OTHER THAN PARKING PAV'T MARKING WHICH IS ACTUAL QUANTITY PLACED). THE
PARKING LANE PAV'T AREA WIDTH IN PIGEON FALLS IS 6'.LOCAL RESPONSIBILITY: BASE REPAIRS, MILLING, AND ASPHALT PAV'T ITEMS (INCLUDING TACK COAT,
ASPHALTIC MATERIAL, ETC.), ALL LIMITED TO THE PARKING LANE PAV'T AREA. IN ADDITION, THE
ENTIRE QUANTITY OF PAVEMENT MARKINGS ASSOCIATED WITH PARKING. THERE IS NO COST ASSOCIATED
WITH MOBILIZATION, STAKING, ETC.

*** AT THIS TIME, V PIGEON FALLS HAS NOT COMMITTED TO PARKING LANE PARTICIPATION. ***

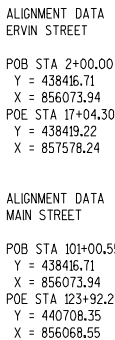




PROJECT NO:1630-02-71	HWY: USH 53	COUNTY: TREMPLEAU	RAILROAD CROSSING	SHEET	E
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ACCEPTED FOR RECORDING AND FILING IN
THE OFFICE OF THE REGISTER OF DEEDS
IN TREMPEALEAU COUNTY, WISCONSIN AT
10:52 AM ON MAY 9, 2014
AS DOCUMENT # 429563 AND
FILED IN PLAT CABINET A PG 111

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1630-02-21-4.01
AMENDMENT NO:



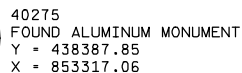
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

<u>CURVE DATA</u>		
LONG CHORD		LCH
LONG CHORD BEARING		LCB
RADIUS		R
DEGREE OF CURVE		D
CENTRAL ANGLE OR DELTA		DELTA
LENGTH OF CURVE		L
TANGENT		TAN
	NON COMPENSABLE	COMPENSABLE
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		
GUY POLE		N/A
SECTION CORNER MONUMENT		
SECTION CORNER		

CITY



NE-NW
SEC 26

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, TREMPLEAU COUNTY, NAD83 (2007) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (TYPICALLY 3/4" X 24" REBAR WITH A WDOT CAP) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

THE POINT OF INTERSECTIONS DESIGNATED WITH A 90000 SERIES NUMBER HAVE BEEN CREATED FOR THE PURPOSE OF SHOWING A CLOSED TRAVERSE. THE POINTS ARE INTENDED TO BE ON THE RIGHT-OF-WAY LINES BUT NOT NECESSARILY ON OR ANY PART OF A BOUNDARY, SIXTEENTH, QUARTER OR SECTION (P.L.S.S.) LINE. THESE POINTS WILL NOT BE MONUMENTED IN THE FIELD.

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 LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 53 ESTABLISHED FROM PREVIOUS PROJECT 1635-04-21.
EXISTING HIGHWAY RIGHT-OF-WAY ESTABLISHED FROM STATUTE 82.31 USING EXISTING ALIGNMENTS.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION
NORTHWEST REGIONAL OFFICE.

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

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

COURSE TABLE		
COURSE	BEARING	DISTANCE
40272-90000	N 89°54'09" E	309.81
90000-40000	N 00°05'46" W	33.00
40000-40001	N 86°17'00" W	72.12
40001-40002	S 89°51'44" W	87.60
40002-40003	N 67°04'35" W	15.98
40003-40004	N 49°22'35" W	20.99
40004-40005	N 31°40'29" W	11.04
40005-90009	S 89°51'54" W	40.09
90009-40272	S 47°35'46" W	99.73

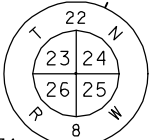
R/W POINT TABLE				
POINT	STATION	OFFSET	NORTHING	EASTING
40000	4+36.01	-33.08	438450.18	856309.89
40001	3+64.05	-37.88	438454.86	856237.92
40002	2+76.45	-37.88	438454.71	856150.32
40003	2+61.74	-44.13	438460.93	856135.60
40004	101+58.34	45.86	438474.60	856109.67
40005	101+67.75	40.09	438484.00	856113.87
65000	4+48.29	-33.08	—	—
65001	4+48.29	-37.28	—	—
65002	3+64.22	-42.88	—	—
65003	2+77.46	-42.88	—	—
65004	2+64.41	-48.42	—	—
65005	101+69.92	40.09	—	—

SCHEDULE OF LANDS AND INTERESTS REQUIRED			OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT			
PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W S.F. REQUIRED			TLE S.F. REQUIRED
			NEW	EXISTING H.E.	TOTAL	
1	JOAN R. SMEDBERG	FEE & TLE	567.74	0.00	567.74	629.82
2	TRAVIS D. MATEJKA	FEE & TLE	174.23	0.00	174.23	265.59
3	KENNETH A. GIESE, ETAL	FEE & TLE	17.58	0.00	17.58	176.65

= 73.80', N89°54'09"E

NW-NE
SEC 26

W H I T E H A L L



40274
FOUND ALUMINUM MONUMENT
Y = 438421.05
X = 858585.99

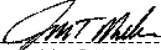


FAA
CONSULTING ENGINEERS

Fleming, Andre & Associates, Inc.
3615 N. Hastings Way • Suite 100
Eau Claire, WI 54703

JOHN T. MUELLER, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1630-02-21-4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXISTING FEATURES OF THE SURVEYED LAND.

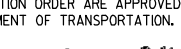
DATE 5/1/2014



John T. Mueller

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

DATE 5/1/2014



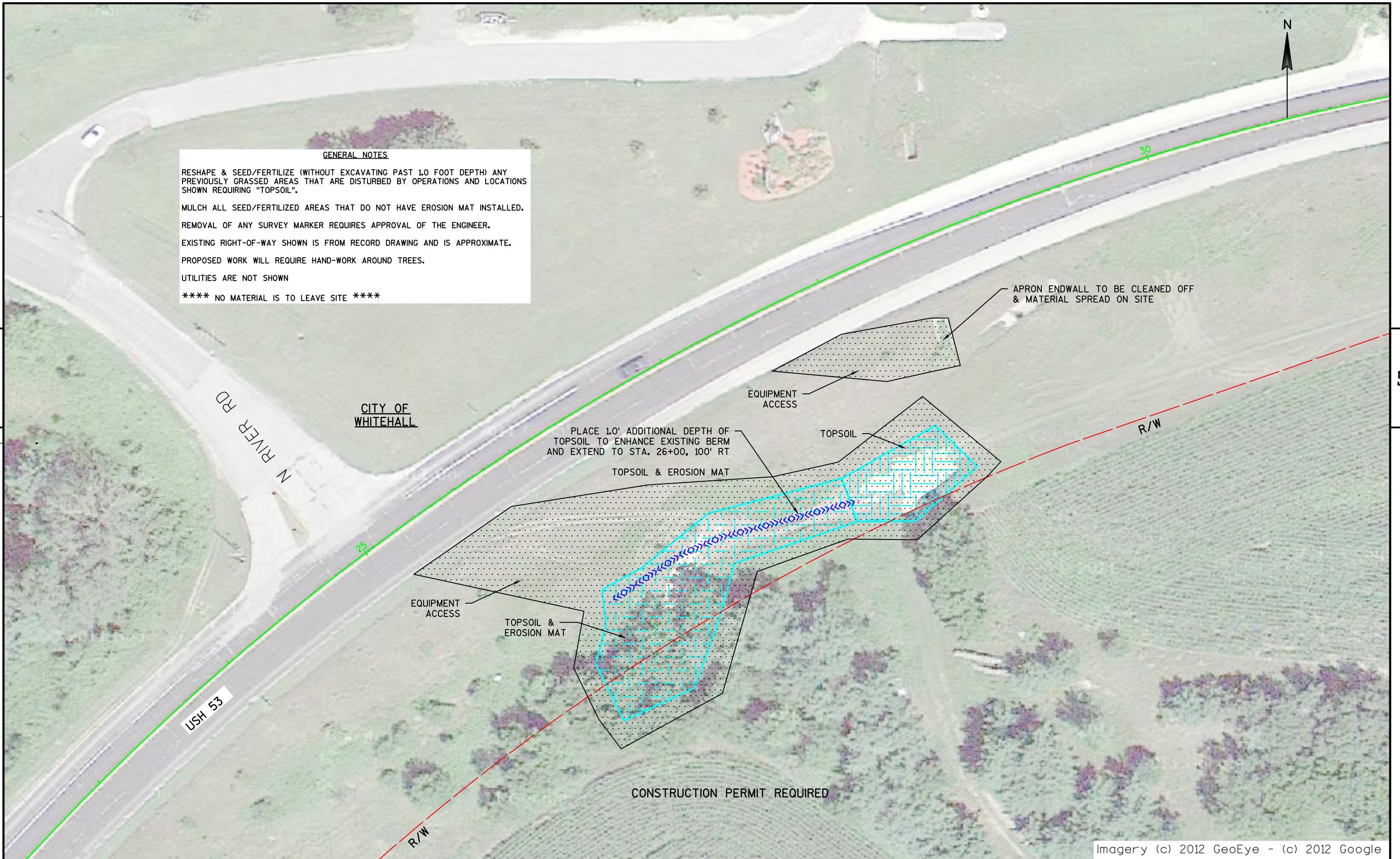
Michael Pillier



WISCONSIN
JOHN T.
MUELLER
2451
CHIFFERS FALLS
WI
LAND SURVEYOR
EXPIRATION DATE 12/31/2015

SCALE, FEET

0 40 80



GENERAL NOTES

RESHAPE & SEED/FERTILIZE (WITHOUT EXCAVATING PAST 1.0 FOOT DEPTH) ANY PREVIOUSLY GRASSED AREAS THAT ARE DISTURBED BY OPERATIONS AND LOCATIONS SHOWN REQUIRING "TOPSOIL".

MULCH ALL SEED/FERTILIZED AREAS THAT DO NOT HAVE EROSION MAT INSTALLED.

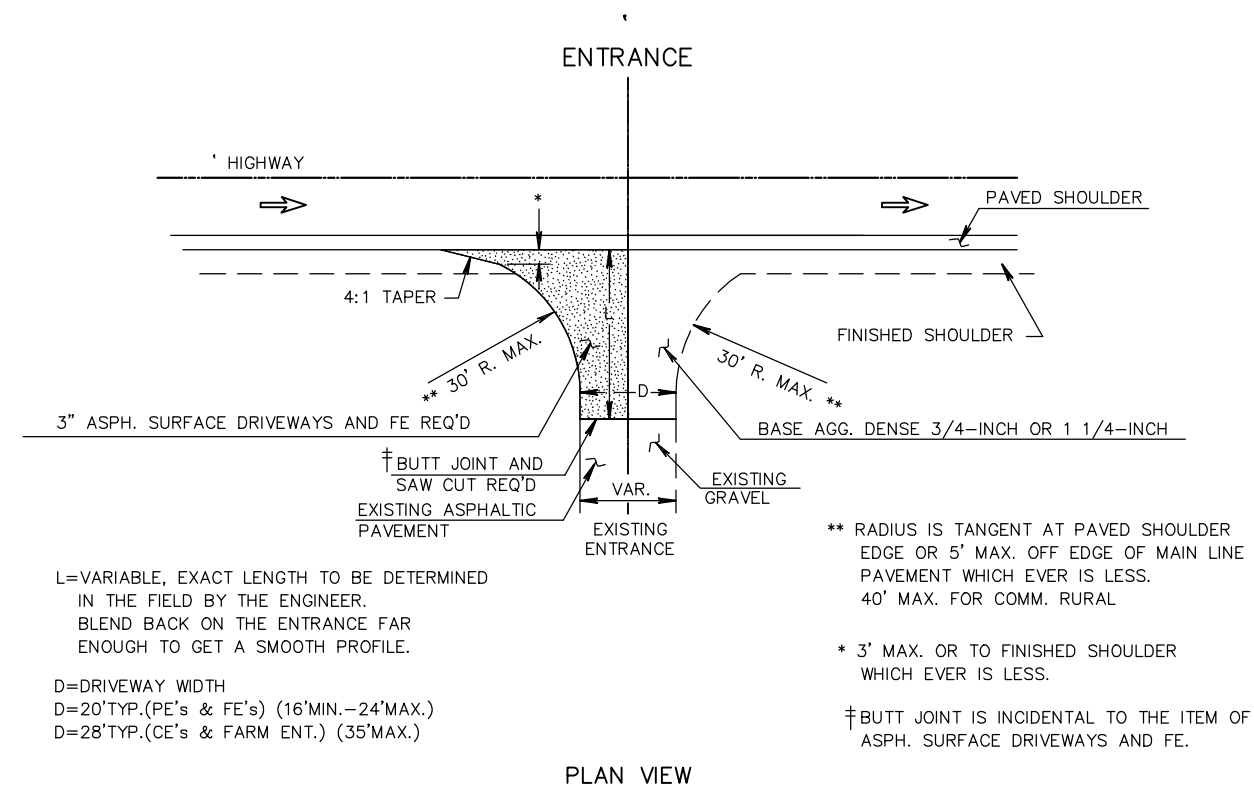
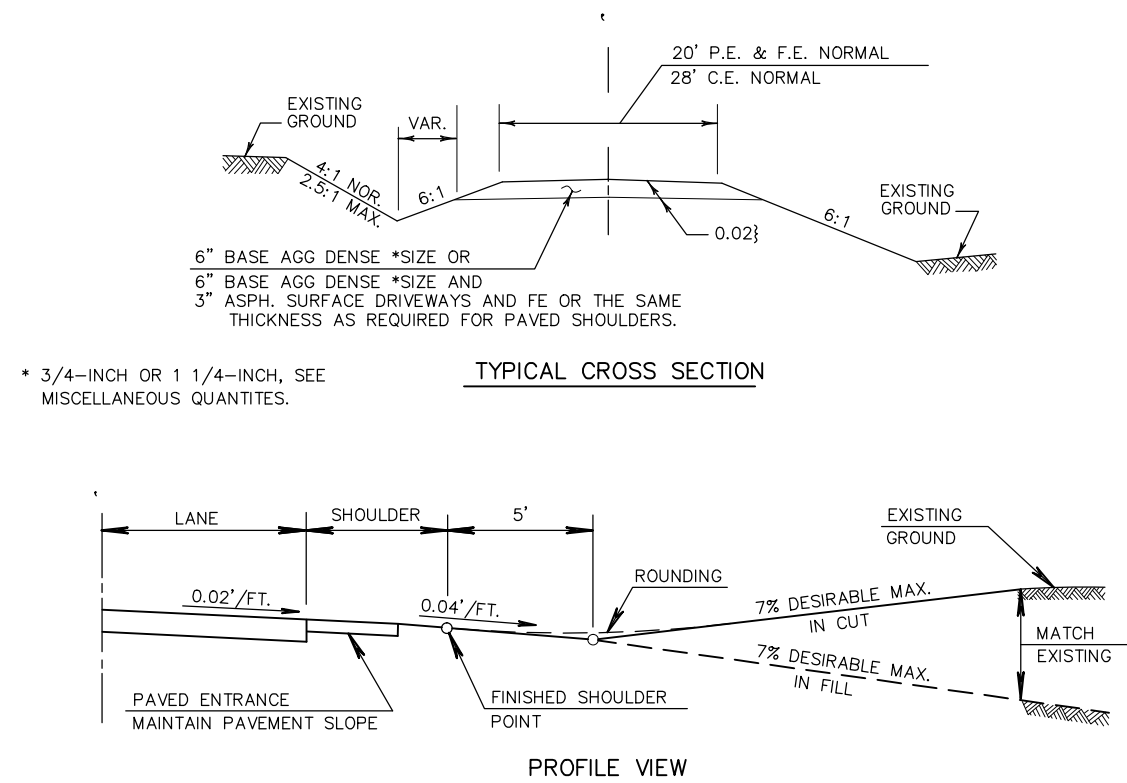
REMOVAL OF ANY SURVEY MARKER REQUIRES APPROVAL OF THE ENGINEER.

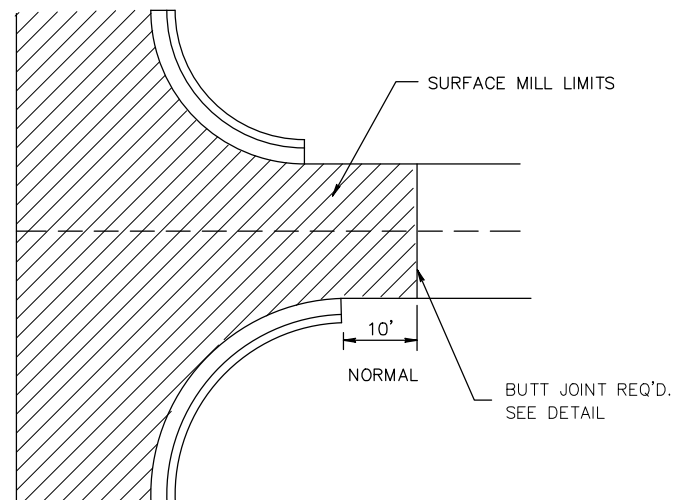
EXISTING RIGHT-OF-WAY SHOWN IS FROM RECORD DRAWING AND IS APPROXIMATE.

PROPOSED WORK WILL REQUIRE HAND-WORK AROUND TREES.

UTILITIES ARE NOT SHOWN

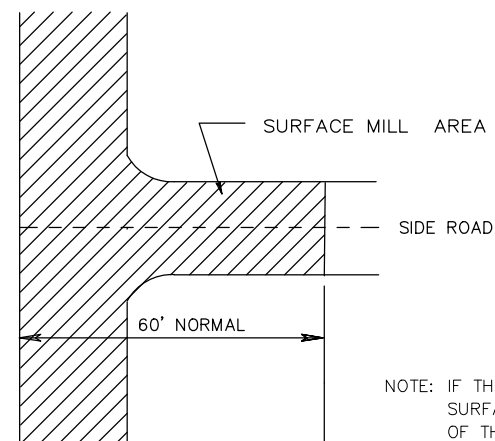
***** NO MATERIAL IS TO LEAVE SITE *****



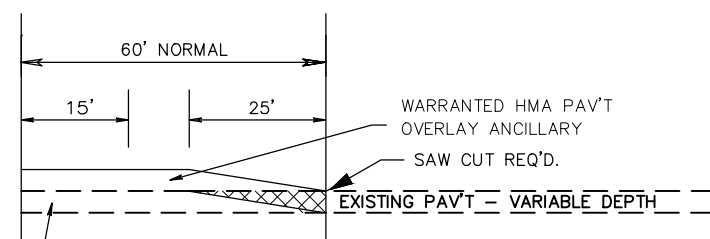


SIDEROAD DETAIL – CURB & GUTTER TO REMAIN

STH 64



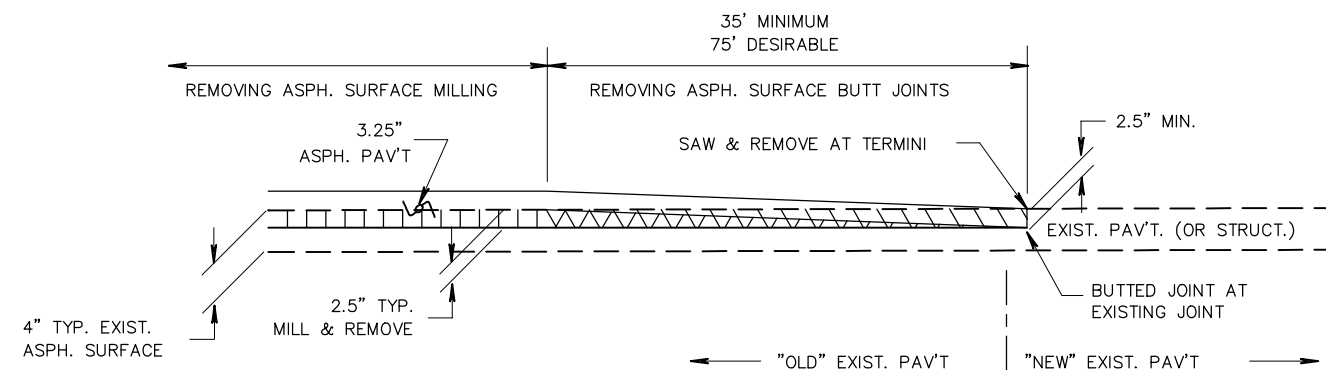
NOTE: IF THE EXISTING SIDEROAD CONSISTS OF A BASE COURSE SURFACE, THE NEW ASPHALT SHALL BE PLACED TO THE ENDS OF THE EXISTING SIDEROAD RADIUS'.



MATERIAL SHALL NOT BE REMOVED UNDER THIS ITEM UNTIL 24 HOURS BEFORE SIDEROAD PAVING.

REMOVE MATERIAL UNDER ITEM 'REMOVING ASPHALT SURFACE BUTT JOINTS' SIDEROAD PAVEMENT DEPTH SHALL MATCH AT MAINLINE PAVEMENT EDGE AND BE TAPERED TO 2" MIN./3" DESIRED AT JOINT. IF SIDEROAD PAVEMENT DEPTH IS GREATER THAN 3", MATCH SIDEROAD DEPTH.

SIDE ROAD DETAIL – NO CURB & GUTTER



REMOVING ASPH. SURFACE BUTT JOINTS

WEDGING W/ HMA

OVERLAP JOINT, BUTTED DETAIL
MAINLINE

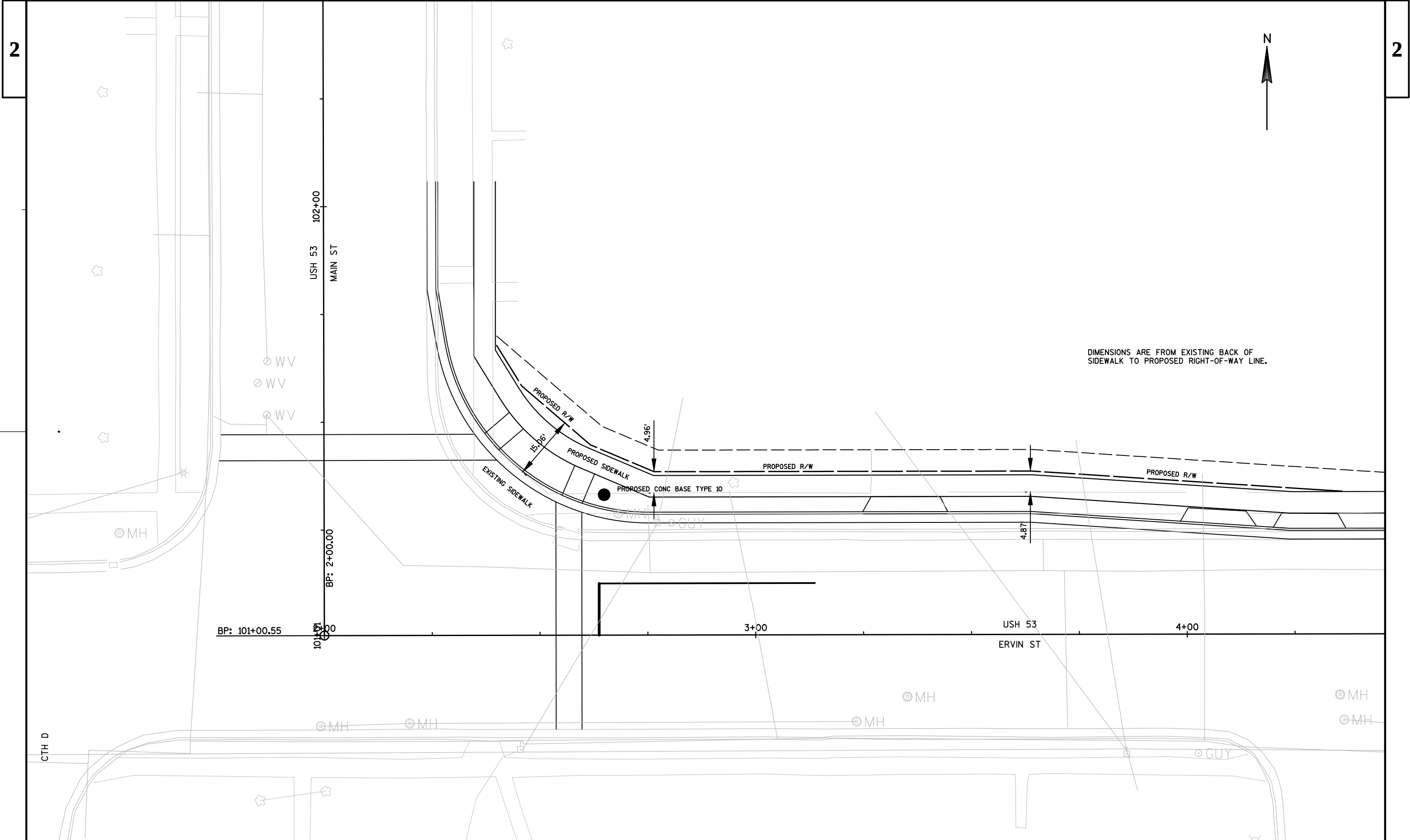
SAW CUTS (AS A SEPARATE PAY ITEM) WILL BE REQUIRED AT ALL BUTT JOINTS.

CONSTRUCTION AND REMOVAL OF ALL TEMPORARY RAMPING (PAPER JOINTS, ETC.) FOR MAINTAINING TRAFFIC IS INCIDENTAL TO THE COST OF THE BUTT JOINT.

PAVEMENT REMOVED UNDER THE BUTT JOINT ITEM IS NOT ALSO PAID UNDER THE REMOVING ASPHALTIC SURFACE ITEM. IF BUTT JOINT PAVEMENT REMOVAL IS CONCURRENT TO REMOVING ASPHALTIC SURFACE MILLING WORK, IT IS ACCEPTABLE TO SUBTRACT THE BUTT JOINT TONNAGE FROM THE MILLING BY A NOMINAL CALCULATION RATHER THAN MEASURING THE MATERIAL SEPARATELY.

SEE TYPICAL SECTIONS FOR PAVEMENT TYPE.

35' MIN. LENGTH DETERMINED BY FDM 11-10-5.4 TABLE 5.8.



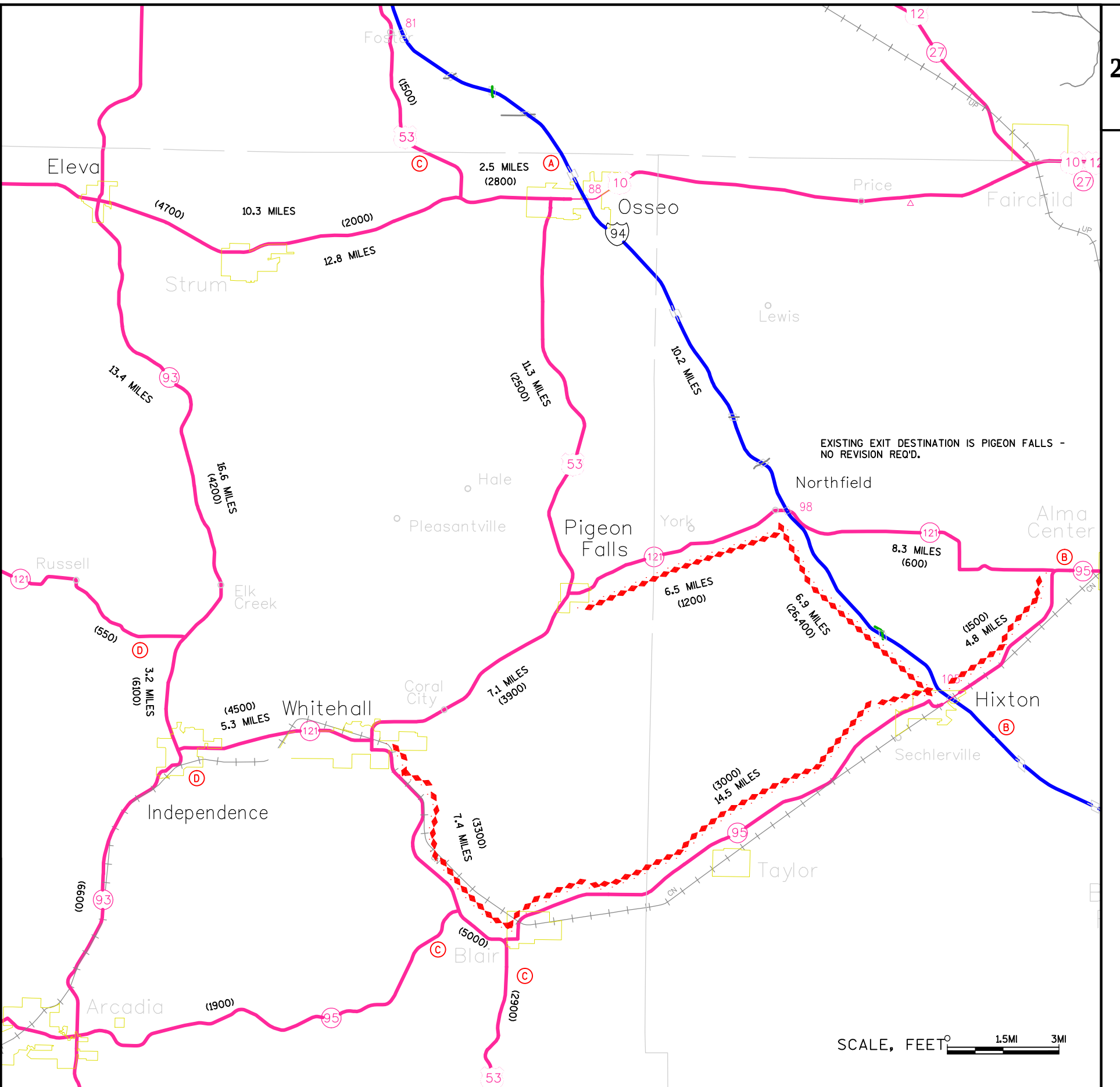
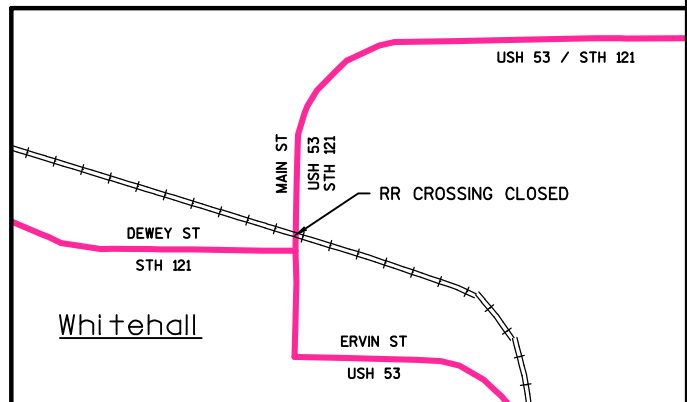
PROJECT NO:1630-02-71	HWY: USH 53	COUNTY: TREMPEALEAU	ERVIN & MAIN STREET INTERSECTION	SHEET	E
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DETOUR LIMITED TO 7AM MONDAY THROUGH 5PM FRIDAY, JULY 20-24, 2015.
(AADT) ARE MOSTLY 2009 AND 2010 COUNTS, ROUGHLY AVERAGED FOR RURAL SEGMENTS (URBAN COUNTS IGNORED). THEY ARE NOT EXACT OR ADJUSTED TO CONSTRUCTION YEAR.

PROPOSED SIGNAGE:

- (A) TO STH 121
WHITEHALL,
INDEPENDENCE
(WEST USH 10)
- (B) TO STH 121
WHITEHALL,
INDEPENDENCE
(WEST STH 95)
- (C) USH 53 CLOSED
AT RR CROSSING
NORTH OF STH 121 WB
WHITEHALL
- (D) EAST STH 121 CLOSED
AT RR CROSSING
WHITEHALL

CLOSURE LOCATION



SCALE, FEET 1.5MI 3MI

USH 53 ALIGNMENT SEGMENTS
(MAINLINE ABBREVIATIONS ARE ONE CHARACTER)

'S' SOUTH OF PROJECT
'E' ERVIN STREET, C WHITEHALL
'M' MAIN STREET, C WHITEHALL
'T' TREMPEALEAU RIVER BRIDGE
'R' USH 53 RURAL
'A' USH 53 RURAL 2012 ADJUSTMENT (PENDING)
'V' EKERN ST, V PIGEON FALLS
'P' PIGEON CREEK BRIDGE, V PIGEON FALLS
'N' NORTH OF PROJECT, V PIGEON FALLS

COUNTY ROAD ALIGNMENTS
('C (COUNTY) X (NAME) ')

'CD' COUNTY ROAD D
'CS' COUNTY ROAD S
'CW' COUNTY ROAD W

STH 121 ALIGNMENTS
(BETWEEN THESE, STH 121 IS CONCURRENT TO USH 53)

'WB' DEWEY ST, C WHITEHALL
'EB' E MAIN ST, V PIGEON FALLS

SIDERROADS

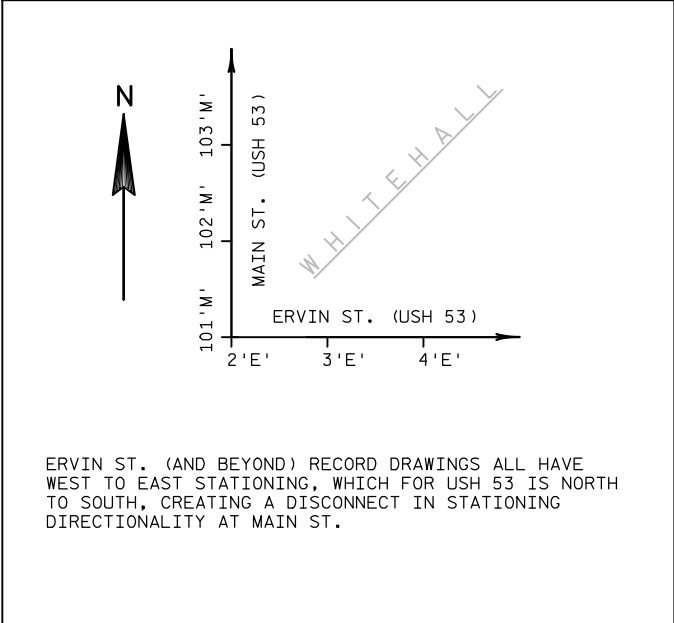
SIDEROAD NAMES HAVE BEEN TAKEN FROM WISDOT CVT PLAT
MAPS AND DO NOT ALWAYS MATCH OTHER SOURCES (RECORD
DRAWINGS, INTERNET MAPPING WEBSITES, ETC.)

SIDERROADS BEGINNING AT 50+00
STATIONING BASED ON RECORD DRAWINGS

SIDERROADS BEGINNING AT 10+00
NEW STATIONING FOR THIS PROJECT

THE PI & EQUATION AT STA. 330+00 WAS NECESSARY TO
MATCH MAPPING AND AERIAL PHOTOGRAPHS. IT HAS BEEN
ESTABLISHED FOR THE ROADWAY CONSTRUCTION PLANS ONLY
AND HAS NOT BEEN ADDED AS A REVISION TO ANY
EXISTING HIGHWAY PLAT.

THE CHANGE IN USH 53 SEGMENT NAMING AT STA. 337+00
IS TO DELINEATE THE V PIGEON FALLS CORP LIMITS.
THERE IS NO SUCH CHANGE FOR C WHITEHALL SINCE ITS
CORP BOUNDARY IS COMPLEX AND INTERSECTS USH 53
MULTIPLE TIMES AT THE NORTH END OF THE CITY.

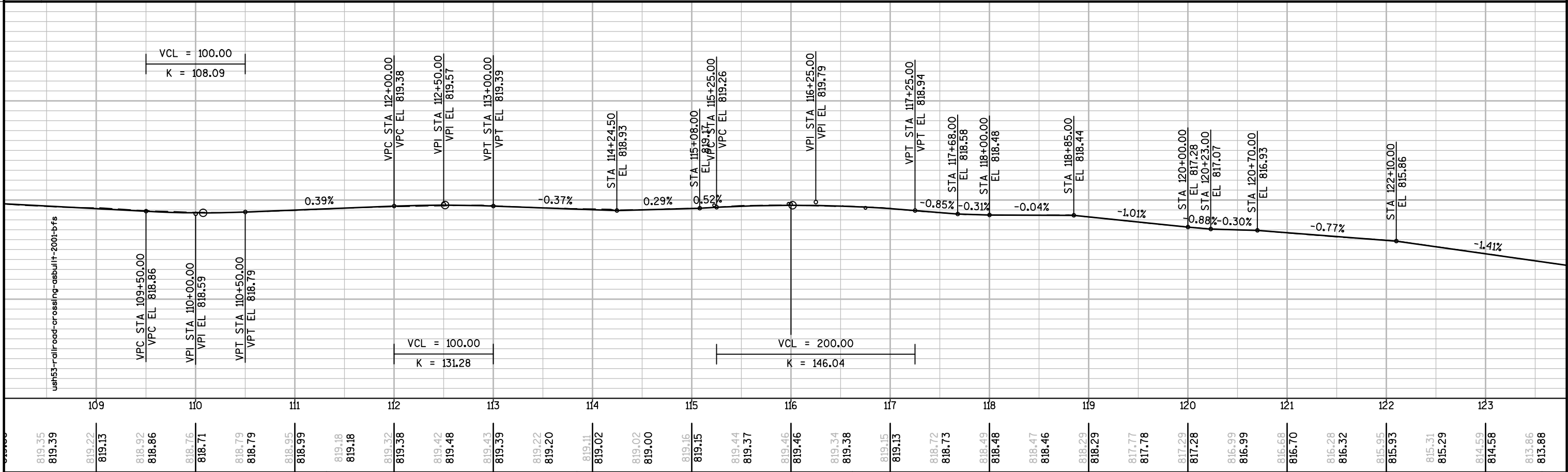
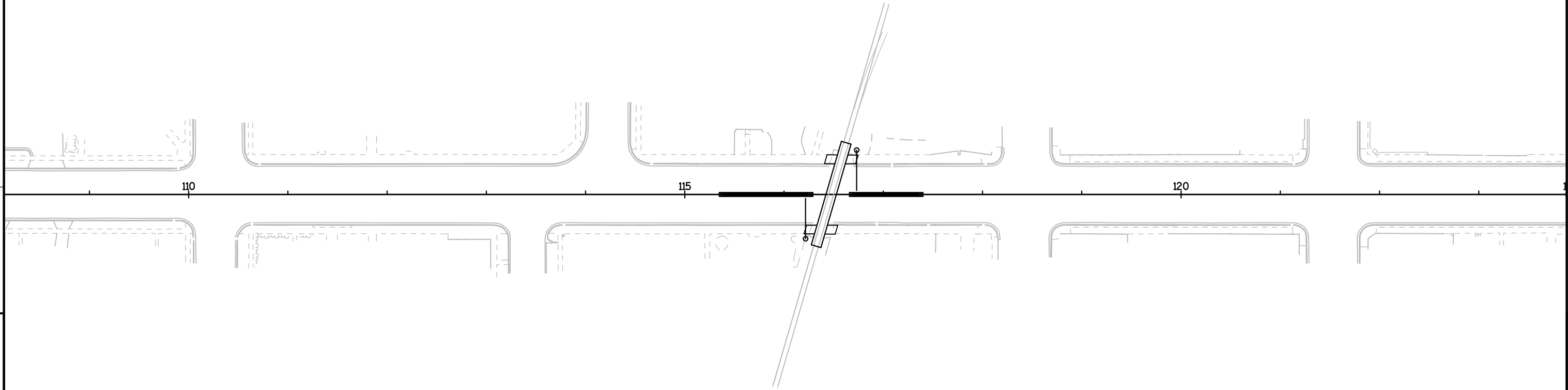


RP	USH 53 STA.	SIDERAOD STA.	ROADWAY	AKA / MISC
067	73+55.00 'S'	10+00 'WD'	WADE RD	
068 AH	13+57.45 'S' + -	---		
068 BK	28+78.00 'E'	10+00 'RC'	RICHTER RD	
---	22+33.50 'E'	10+00 'LN'	LEE ST (N)	
---	22+29.00 'E'	10+00 'LS'	LEE ST (S)	
---	17+47.50 'E'	10+00 '00'	OWEN ST	
---	14+69.50 'E'	10+00 'LU'	LOU BLVD	
---	11+73.90 'E'	10+00 'RV'	ROOSEVELT ST (N)	CLAIRE ST (S)
---	8+11.90 'E'	10+00 'SH'	SHERWOOD ST	
---	4+30.50 'E'	10+00 'AB'	S ABRAMS ST	FORMERLY PRIVATE DR
069 AH	2+00.00 'E'	101+00.00 'M'	MAIN ST	
069 AH	101+00.00 'M'	2+00.00 'E'	ERVIN ST	
---	105+34.76 'M'	10+00 'LC'	LINCOLN ST	
---	110+26.83 'M'	10+00 'HE'	HOBSON ST (E)	
---	110+30.25 'M'	10+00 'HW'	HOBSON ST (W)	
---	113+41.65 'M'	10+00 'KL'	KELLEY ST	KELLY
070A	114+22.73 'M'	281+88.42 'WB'	STH 121 WB	DEWEY ST
---	116+47.43 'M'	---	CL RAILS	GB&W RR MAIN TRACK
---	117+19.93 'M'	---	CL RAILS	GB&W RR SIDE TRACK
---	118+42.49 'M'	10+00 'DE'	DODGE ST (E)	
---	118+44.81 'M'	10+00 'DW'	DODGE ST (W)	
---	121+53.11 'M'	10+00 'SE'	SCRANTON ST (E)	
---	121+58.02 'M'	10+00 'SW'	SCRANTON ST (W)	
EQU BK	123+92.20 'M'	---	---	END 1635-04-71
EQU AH	9+35.02 'T'	---	---	
---	10+02.12 'T'	10+00 'BE'	BLAIR ST (E)	
---	10+06.60 'T'	10+00 'BW'	BLAIR ST (W)	
---	25+00.00 'T'	50+00 'NR'	N RIVER RD	NORTH RIVER RD
072 BK	39+98.10 'T'	50+00 'CD'	CTH D (N)	COUNTY ROAD D
072 AH	33+32.00 'R'	"	"	"
---	44+63.00 'R'	50+00 'EV'	EVERETTE LN	GUSE LN
---	46+50+ - 'R'	10+00 'FA'	FAIRVIEW RD	FREMASTAD DR
---	51+90+ - 'R'	10+00 'FB'	FAIRVIEW RD	FREMASTAD DR
---	55+90+ - 'R'	10+00 'FC'	FAIRVIEW RD	FREMASTAD DR
---	69+50+ - 'R'	10+00 'TR'	TN RD	TN RD 23; OK LN
073	78+66.00 'R'	50+00 'SC'	SCHANGSBERG RD	SCHANSBERG
---	79+40+ - 'R'	10+00 'OK'	OK LN	
---	108+28.50 'R'	50+00 'BR'	BRITTANI RD (N&S)	BRITTANI LN
---	114+20+ - 'R'	10+00 'WA'	WALDERA RD	
075 N	120+91.00 'R'	50+00 'TC'	THOMPSON COULEE RD (N)	
075 S	120+91.00 'R'	50+00 'CS'	CTH S (S)	COUNTY ROAD S
076	175+10.60 'R'	50+00 'SM'	SIMONSON RD	
---	175+94.00 'R'	50+00 'MC'	MC RAE LN	THORSON; M THORSEN; M THORSON
077	203+66.00 'R'	50+00 'DC'	DISSMORE COULEE RD	
---	234+67.00 'R'	50+00 'HA'	HAUG RD	
---	243+11.00 'R'	50+00 'WD'	DAGGETT COULEE RD	DAGGOTT COULEE; W DAGGETT COULEE
079	246+64.30 'R'	50+00 'FH'	FITCH COULEE RD	
080	296+26.00 'R'	50+00 'FR'	FREMSTAD RD	
EQU BK	330+00.00 'R'	---	---	NEW EQUATION
EQU AH	329+80.00 'A'	---	---	EXACT LOCATION TBD
081	331+24.00 'A'	50+00 'FU'	FULLER COULEE RD	E DAGGETT COULEE RD
SEG BK	337+00.00 'A'	---	---	NO EQUATION - ONLY USH 53 SEGMENT
SEG AH	337+00.00 'V'	---	---	CHANGE DUE TO MUNICIPAL BOUNDARY
081T	348+52+ - 'V'	---	OLD B-61-0116	HEGGE COULEE CR; CL S ABUT
---	347+40+ - 'V'	???	DUDLEY LN	COUNTRYSIDE CO-OP; WWTP ACCESS?
---	351+56.57 'V'	50+00 'AD'	ANDERSON ST	
082M	357+25.49 'V'	50+00 'CW'	CTH W (S)	COUNTY ROAD W
---	367+70.12 'V'	50+00 'EK'	EKERN AVE	
083	370+97.56 'V'	50+00 'EB'	STH 121 EB	E MAIN ST
EQU BK	374+53.72 'V'	---	---	
EQU AH	1+54.00 'P'	---	---	
083M	1+56.00 'P'	---	B-61-0951	PIGEON CREEK; CL S ABUT
EQU BK	2+85.16 'P'	---	B-61-0951	PIGEON CREEK; END N DECK
EQU AH	200+00.00 'N'	---	"	"
084K	227+13.66 'N'	---	B-61-0169	TOMTER COULEE CREEK; CL S ABUT

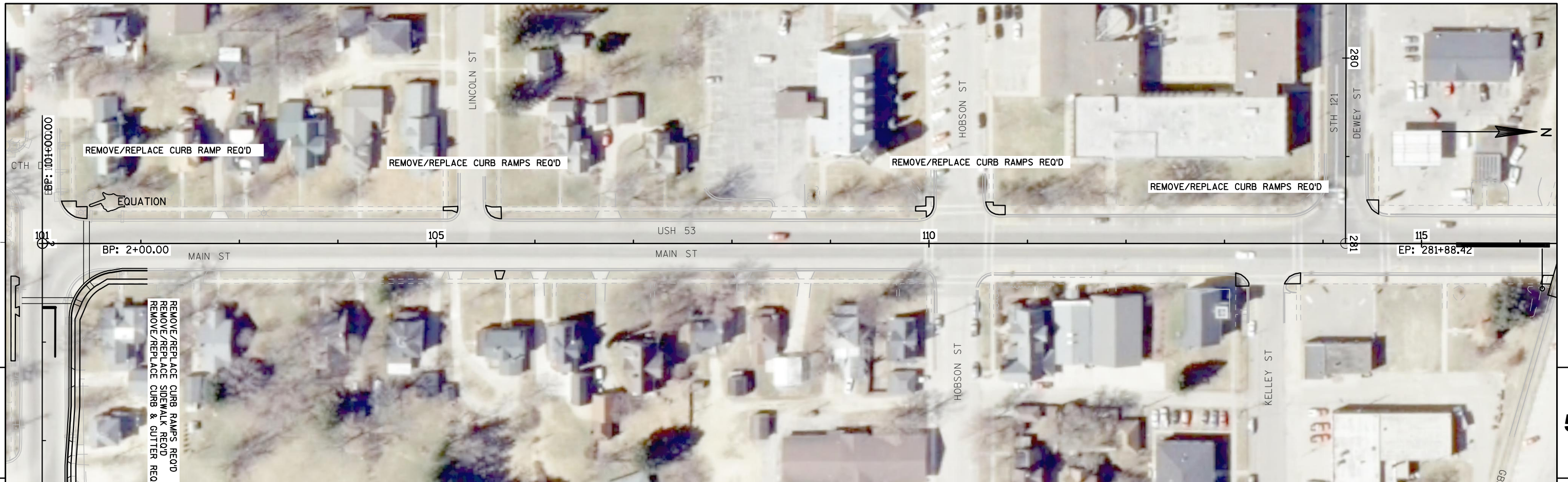


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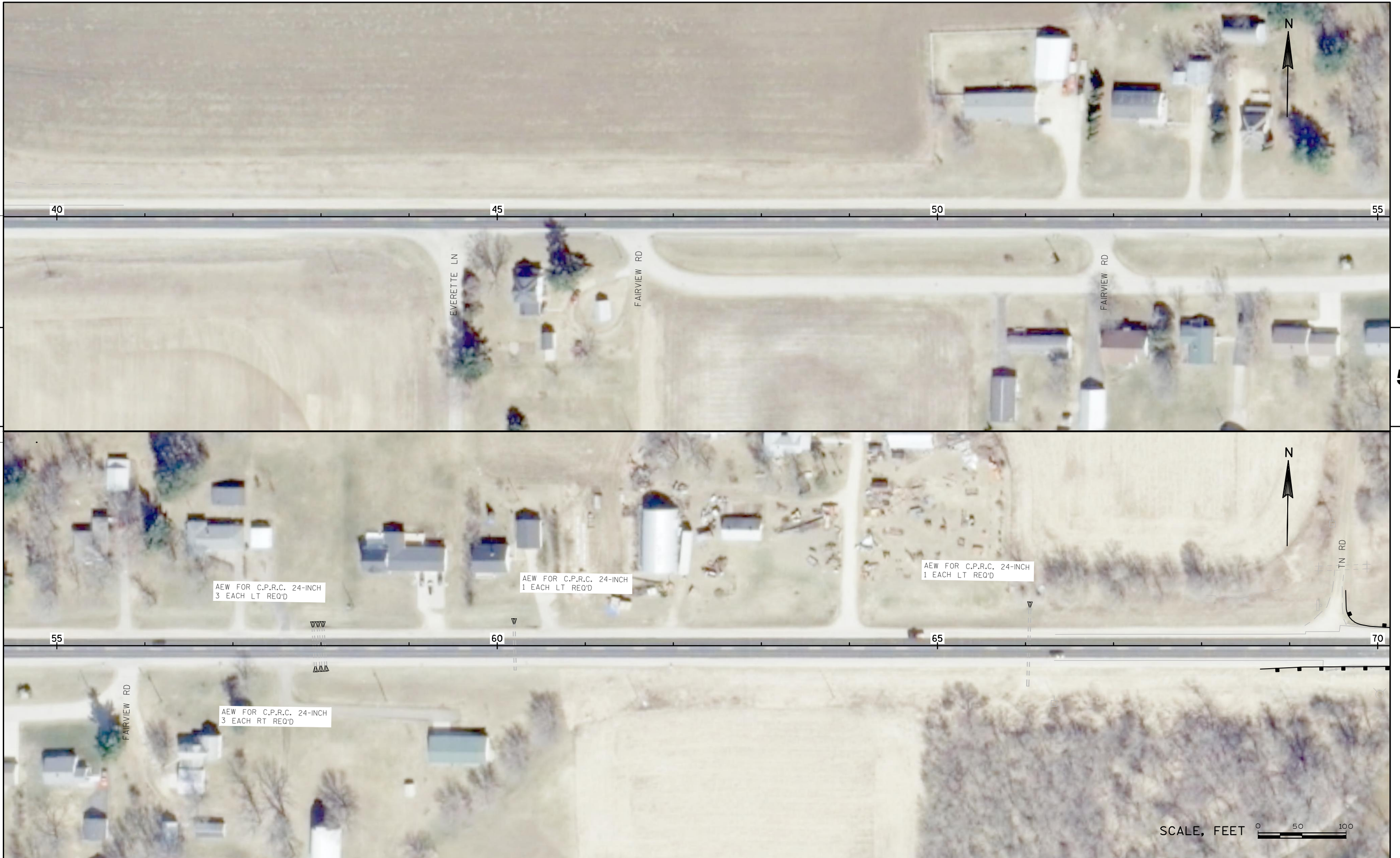






PROJECT NO:1630-02-71	HWY:USH 53	COUNTY:TREMPEALEAU	WHITEHALL - OSSEO	SHEET	-----	E
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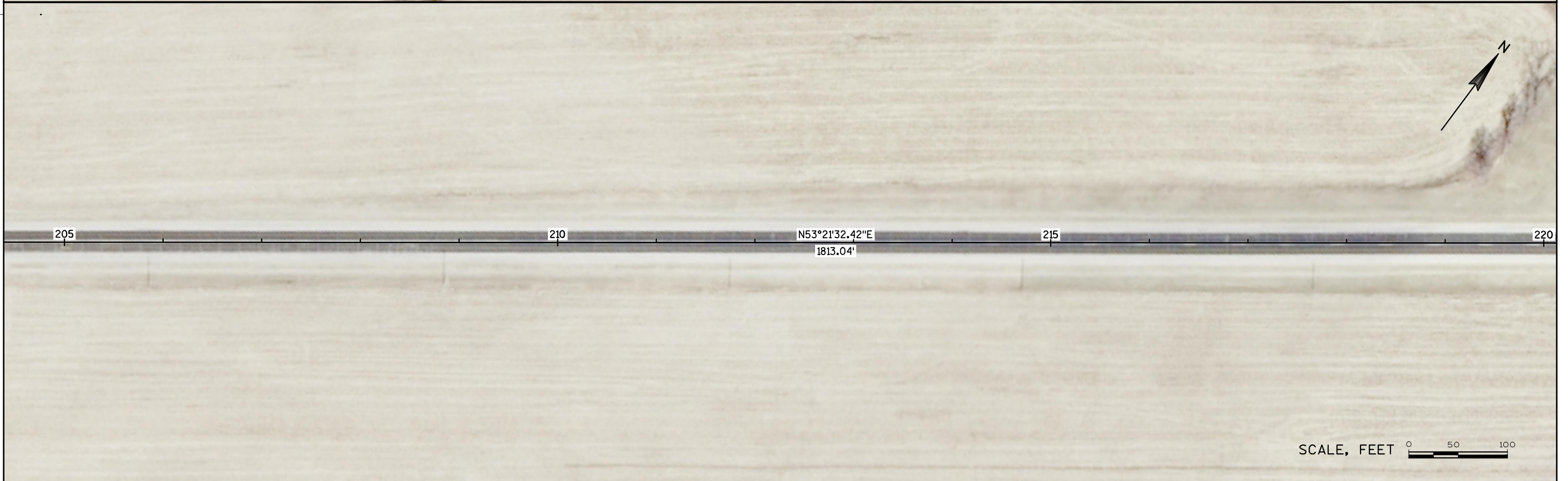
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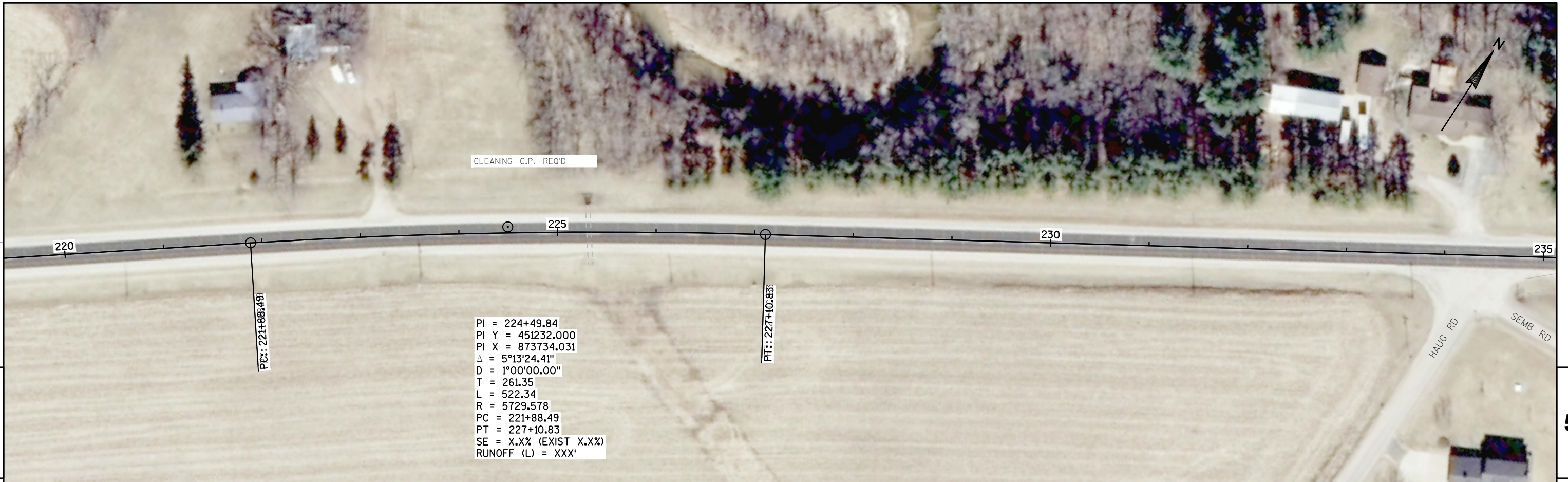




PROJECT NO:1630-02-71	HWY:USH 53	COUNTY:TREMPEALEAU	WHITEHALL - OSSEO	SHEET	-----	E
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FILE NAME : N:\PROJECTS\16300201\SWEETSB\AKA\50200_DMI.DWG PLOT DATE : 5/21/2014 4:46 PM PLOT BY : BTCE/ED/DT WEATH T PLOT NAME : PLOT SCALE : 1=100 YBEE







PI = 261+82.85
 PI Y = 453178.096
 PI X = 876920.055
 Δ = 2°28'52.89"
 D = 0°20'54.57"
 T = 356.07'
 L = 712.03'
 R = 16441.039'
 PC = 258+26.78
 PT = 265+38.80
 SE = X.X% (EXIST X.X%)
 RUNOFF (L) = XXX'

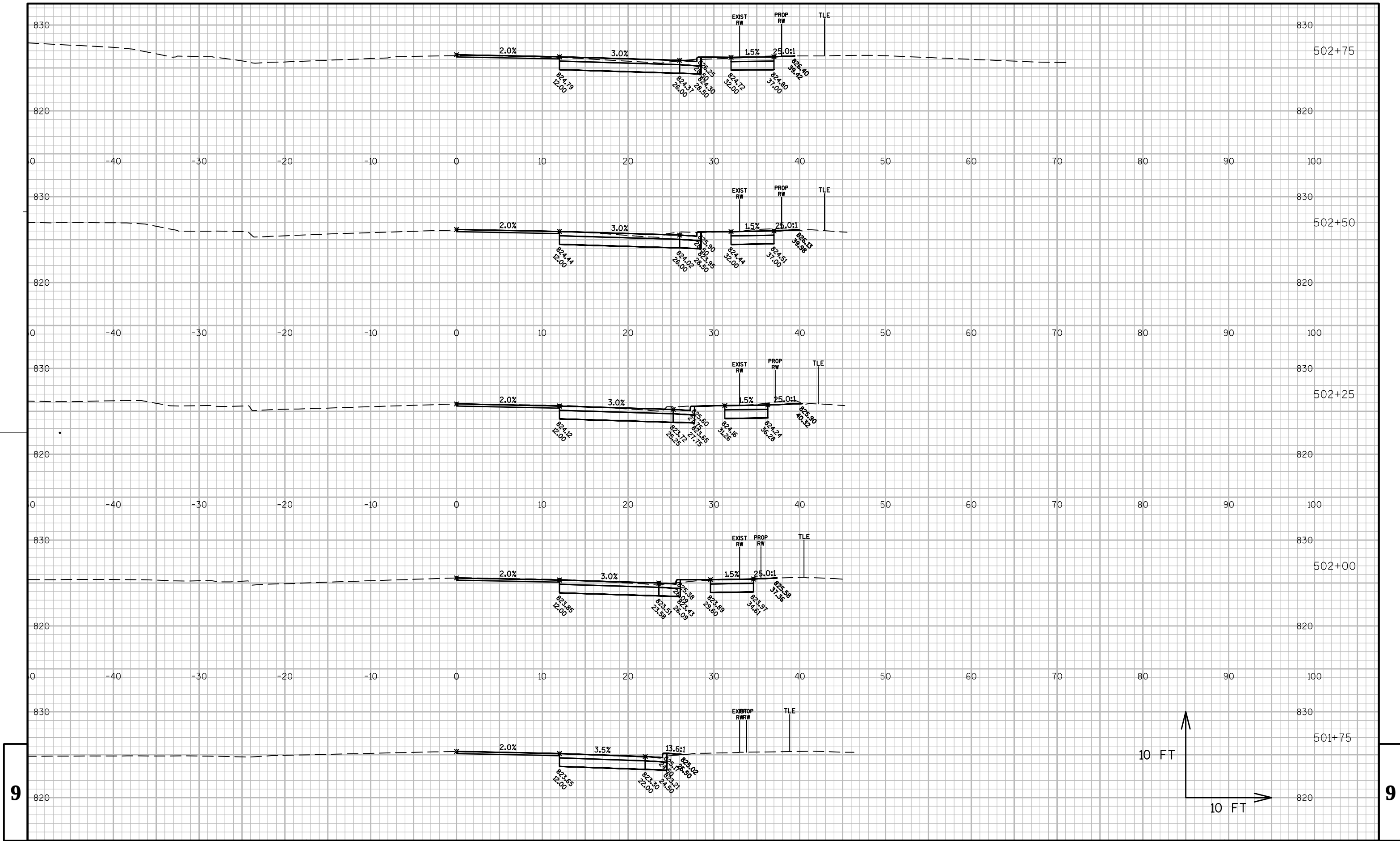


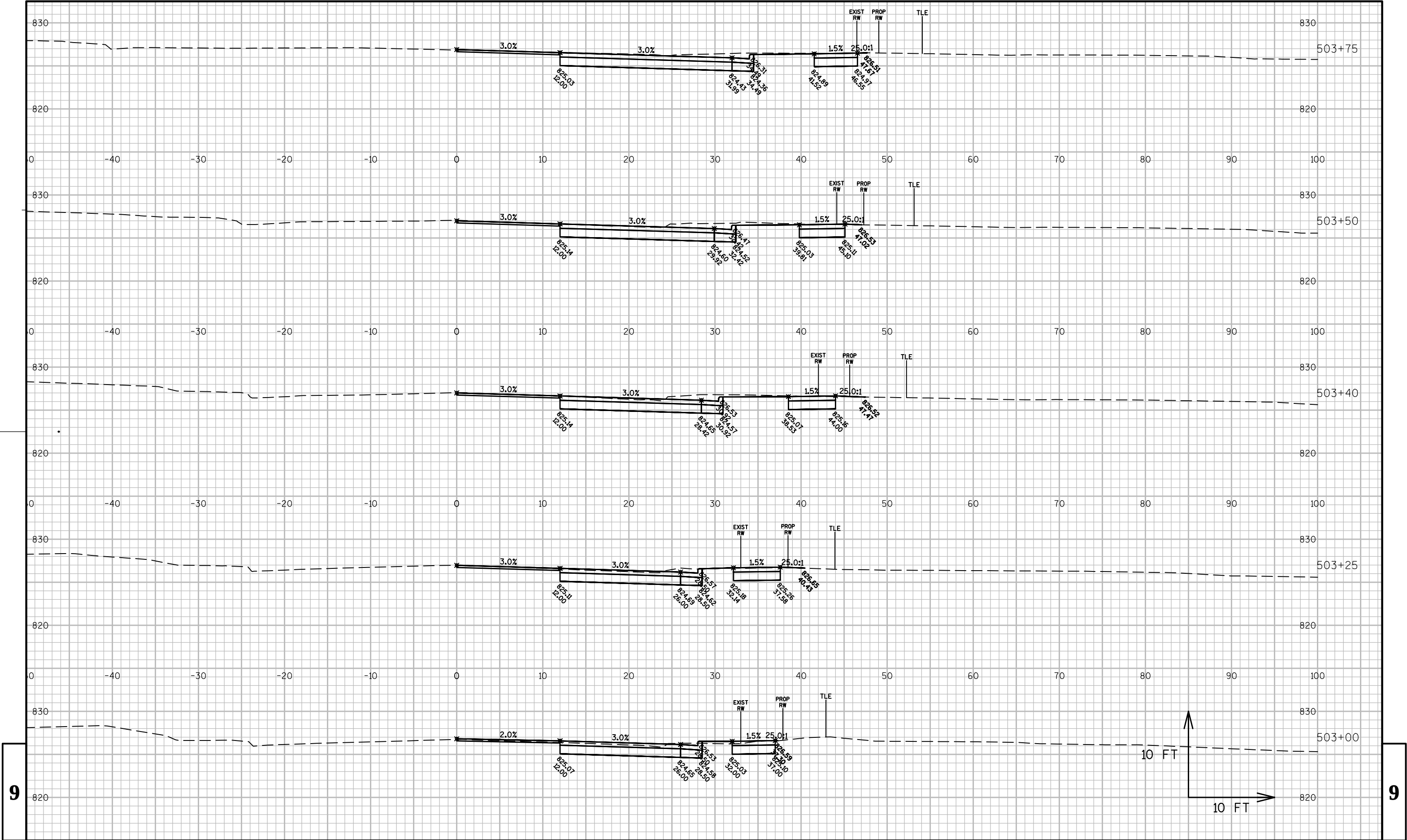






SCALE, FEET 0 50 100





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PROJECT NO:1630-02-71

HWY: USH 53

COUNTY: TREMPEALEAU

CROSS SECTIONS: ERVIN & MAIN

SHEET

E

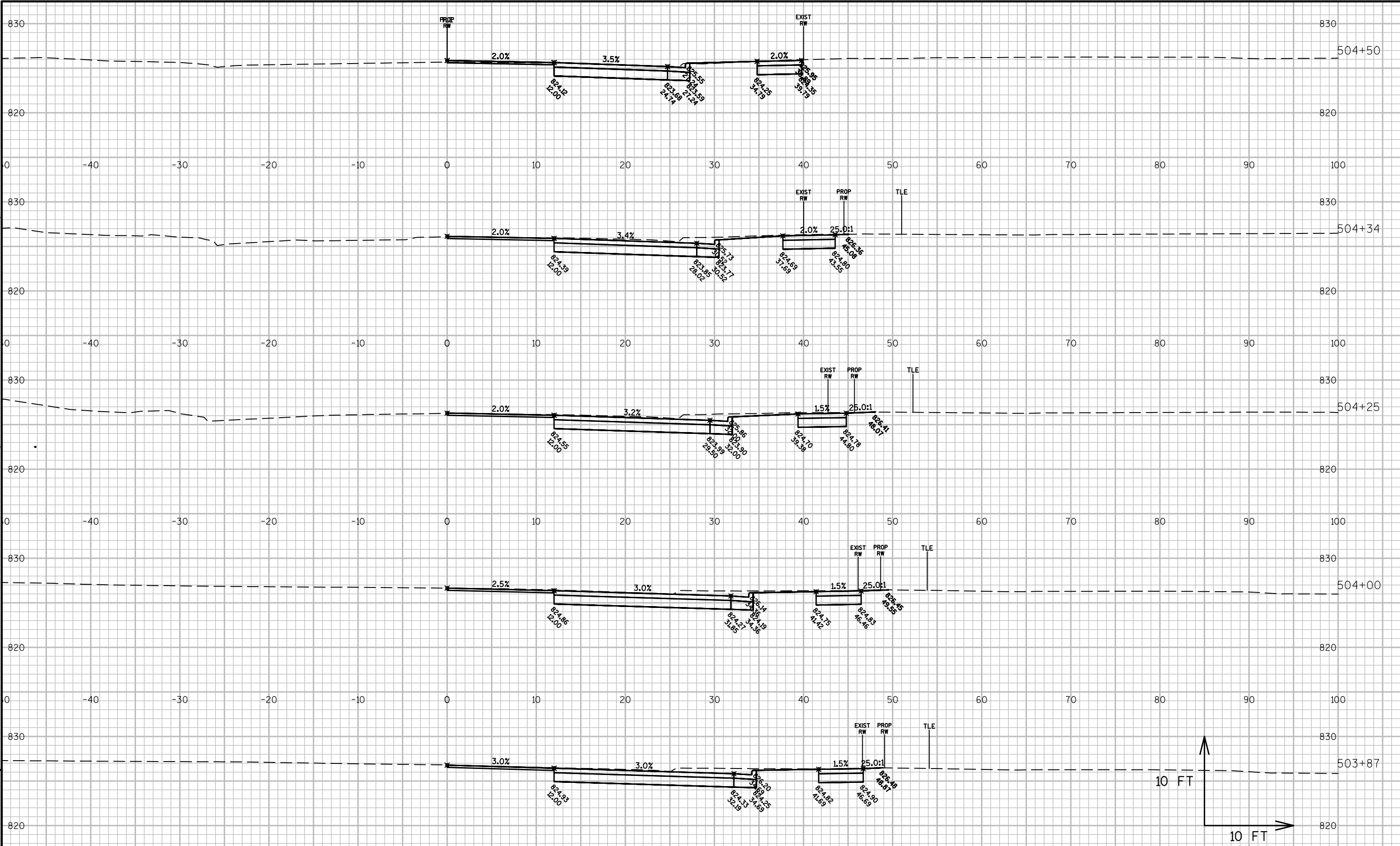
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PLOT DATE : 5/31/2014 4:48 PM

PLOT BY : BIELEFELDT, HEATH T PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDs SHEET 49



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