

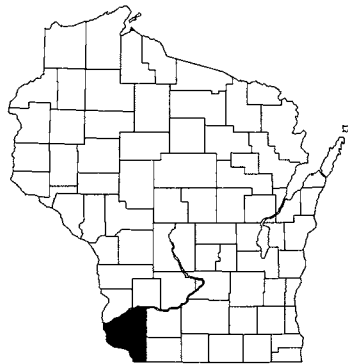
PROJECT ID: 5215-02-73
WITH: N/A

COUNTY: GRANT

ORDER OF SHEETS

Section No. 1	Title
Section No. 2	Typical Sections and Details (Includes Erosion Control Sheets)
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

A.A.D.T. (2009)	= 1,300
A.A.D.T. (2029)	= 1,700
D.H.V. (2029)	= 255
D.D.	= 62/38
T. (%)	= 11.8
DESIGN SPEED (MPH)	= 30
ESALS	= 394,200

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	

	ROCK
	LABEL
	95.36
	E
	FO
	G
	SAN
	SS
	T
	W

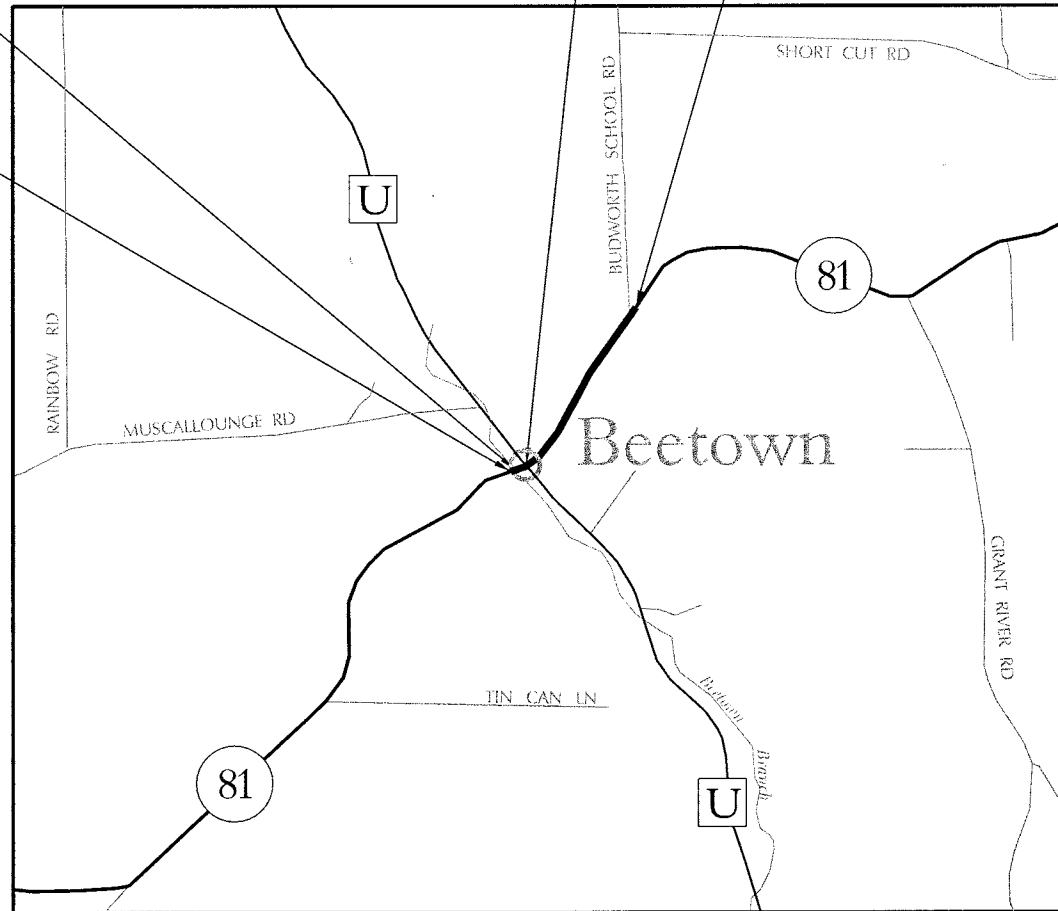
STRUCTURE B-22-0036

BEGIN PROJECT 5215-02-73
STA. 444+00.00
X = 771,760.935
Y = 504,116.327

STATE PROJECT NUMBER
5215-02-73

STRUCTURE C-22-0075

END PROJECT 5215-02-73
STA. 474+25.00



LAYOUT
SCALE 0 1/4 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.573 MI.

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

STATE PROJECT

5215-02-73

FEDERAL PROJECT

PROJECT

CONTRACT

ORIGINAL PLANS PREPARED BY



04-22-10
(Date)

Zach Freeman
(Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT - LYLE ALLISON
Designer	ONEIDA TOTAL INTEGRATED ENTERPRISES
Project Manager	TIM MAEDKE
Regional Examiner	
Regional Supervisor	IAN WINGER
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: 4-26-10

Ian Winger
(Signature)

E

STANDARD ABBREVIATIONS

AADT	AVERAGE ANNUAL DAILY TRAFFIC	NO	NUMBER
AH	AHEAD	NOR.	NORMAL
AVE	AVENUE	OD	OUTSIDE DIAMETER
BK	BACK	PC	POINT OF CURVATURE
CACP	CORRUGATED ALUMINUM CULVERT PIPE	P.E.	PRIVATE ENTRANCE
C.E.	COMMERCIAL ENTRANCE	PI	POINT OF INTERSECTION
CMP	CORRUGATED METAL PIPE	P.L.	PROPERTY LINE
CSCP	CORRUGATED STEEL CULVERT PIPE	PT	POINT OF TANGENCY
CTH	COUNTY TRUNK HIGHWAY	R	RADIUS
D	DEGREE	RCBC	REINFORCED CONCRETE BOX CULVERT
DD	DIRECTIONAL DISTRIBUTION	RD	ROAD
DHV	DESIGN HOURLY VOLUME	REQ'D	REQUIRED
DR	DRIVE	RT	RIGHT
EL/ELEV	ELEVATION	R/L	REFERENCE LINE
F.E.	FIELD ENTRANCE	R/W	RIGHT OF WAY
G	GARAGE	S.E.	SUPERELEVATION
GPS	GLOBAL POSITIONING SERVICE	SHES	SPECIAL HIGH EARLY STRENGTH
H	HOUSE	S.D.D.	STANDARD DETAIL DRAWING
HMA	HOT MIX ASPHALT	SS	STORM SEWER
K	VERTICAL CURVE VARIABLE	ST	STREET
L	LENGTH	STA.	STATION
LN	LANE	STH	STATE TRUNK HIGHWAY
LT	LEFT	T	TRUCKS
MAX.	MAXIMUM	TLE	TEMPORARY LIMITED EASEMENT
MH	MANHOLE	TYP.	TYPICAL
MIN.	MINIMUM	VAR.	VARIABLE
MI.	MILES	VCL	VERTICAL CURVE LENGTH
MISC.	MISCELLANEOUS	VPC	VERTICAL POINT OF CURVATURE
MPH	MILES PER HOUR	X	EAST/WEST GRID COORDINATE
N/A	NOT APPLICABLE	Y	NORTH/SOUTH GRID COORDINATE

ORDER OF DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
EROSION CONTROL PLAN
STORM SEWER AND FLANGE ELEVATION PLAN
PERMANENT SIGNING & PAVEMENT MARKING
TRAFFIC CONTROL & CONSTRUCTION STAGING
DETOUR ROUTE

GENERAL NOTES

MISCELLANEOUS

DETAILS OF CONSTRUCTION NOT SHOWN SHALL BE IN ACCORDANCE WITH THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

THE LOCATIONS OF EXISTING UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

RADIUS DIMENSIONS OF THE CURB AND GUTTER ARE TO THE FLANGE OF THE CURB UNLESS OTHERWISE NOTED. ELEVATIONS SHOWN FOR CURB AND GUTTER ARE FLANGE ELEVATIONS.

EXPANSION JOINTS SHALL BE CONSTRUCTED AT ALL CURB AND GUTTER RADIUS POINTS.

ALL CONCRETE PIPES SHALL HAVE THE CONCRETE APRON ENDWALL AND THE LAST PIPE SECTION TIED AT THE JOINTS (2 JOINTS TOTAL).

THE BASE AGGREGATE DENSE FOR THE SHOULDERS ADJACENT TO THE HMA PAVEMENT SHALL NOT BE PLACED UNTIL AFTER THE HMA PAVEMENT HAS BEEN PLACED.

REMOVALS

DO NOT REMOVE ANY TREES OR SHRUBS THAT HAVE NOT BEEN INDICATED FOR REMOVAL ON THE PLAN WITHOUT APPROVAL OF THE ENGINEER.

WHEN PORTIONS OF THE EXISTING ASPHALT ROADWAY ARE REMOVED TO ACCOMODATE THE NEW CONSTRUCTION, THE LINE OF SUCH REMOVAL SHALL BE NEATLY DELINEATED WITH A SAW CUT THROUGH THE ASPHALT PAVEMENT SUCH THAT THE REMOVAL OF THE PAVEMENT WILL BE ACCOMPLISHED WITHOUT DAMAGE TO THE REMAINING PORTIONS, OR AS DIRECTED BY THE ENGINEER.

GRADING/EROSION CONTROL

QUANTITIES FOR COMMON EXCAVATION INCLUDE THE REMOVAL OF EXISTING ASPHALT AND BASE TO THE PROPOSED SUBGRADE.

FILL AS SHOWN IN THE EARTHWORK YARDAGE SUMMARY PERTAINS TO EMBANKMENTS CONSTRUCTED FROM COMMON EXCAVATION. THE SHRINKAGE FACTOR USED TO COMPUTE THE VOLUME OF MATERIAL NECESSARY FOR THE FILL IS 30% FOR COMMON EXCAVATION BASED ON ITS ORIGINAL POSITION.

EXCAVATION BELOW SUBGRADE (EBS) IS NOT USED TO BALANCE YARDAGE AND IS NOT SHOWN ON THE CROSS SECTIONS, BUT IS MEASURED AND PAID FOR AS COMMON EXCAVATION. THE NEED AND LOCATION FOR EBS WILL BE DETERMINED BY THE ENGINEER.

EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATION WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

DISTURBED AREAS WITHING THE RIGHT-OF-WAY AND TEMPORARY LIMITED EASEMENTS SHALL BE COVERED WITH SALVAGED TOPSOIL, FERTILIZER (TYPE B), SEED AND MULCH.

RESTORE EXISTING DRIVEWAYS IN KIND AND AT THE LOCATION AND WITDTH DETERMINED BY THE ENGINEER IN THE FIELD.

HMA PAVEMENT

THE ITEMS OF HMA PAYMENT AND BASE AGGREGATE DENSE ARE MEASURED BY THE TON. DUE TO VARIATIONS IN THE EXISTING ROADWAY SURFACE, THE THICKNESS SHOWN ON THE PLANS IS APPROXIMATE. THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

12.5 MM NOMINAL SIZE AGGREGATE SHALL BE USED FOR THE 3.5" HMA PAVEMENT USED ON BUDWORTH SCHOOL ROAD. PLACE HMA PAVEMENT IN TWO LAYERS.

HMA QUANTITIES WERE ESTIMATED BASED ON A UNIT WEIGHT OF 110 LB/SY/IN.

PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING OR AUXILLARY LANE.

HIGHWAY COMMISSIONER

GRANT COUNTY
DAVE LAMBERT
1011 NORTH ADAMS STREET
LANCASTER, WI 53813
(608) 723-2595 - OFFICE
DJLAMBERT@TDS.NET

WDNR LIAISON

WISCONSIN DEPT. OF NATURAL RESOURCES
RUSSELL ANDERSON
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
(608) 275-3467 - OFFICE
RUSSELL.ANDERSON@WISCONSIN.GOV

TOWN OF BEETOWN

TRACY CALEY - CHAIRMAN
(608) 794-2572

WISDOT PROJECT MANAGER

TIM MAEDKE
3550 MORMON COULEE ROAD
LA CROSSE, WI 54601
(608) 789-6317 - OFFICE
TIMOTHY.MAEDKE@DOT.WI.GOV

DESIGNER

ONEIDA TOTAL INTEGRATED ENTERPRISES
ATTN: ZACH FREEMAN
2801 CROSSROADS DRIVE, SUITE 1600
MADISON, WI 53718
(608) 243-6470 - OFFICE
ZFREEMAN@OTIE.COM

PAVEMENT BORING SUMMARY TABLE *

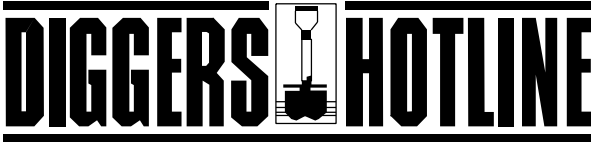
BORING #	STATION	OFFSET	BITUMINOUS PAVEMENT THICKNESS (IN)	BASE THICKNESS (IN)	SUBBASE MATERIAL	DEPTH TO ROCK (FT)
1	446+80	30' LT	5.00	--	SAND/GRAVEL	18.0
2	449+00	6' LT	7.00	--	SAND	7.5
3	451+00	8' LT	8.00	8.00	SILT	10.2
4	453+00	18' RT	--	--	SAND/GRAVEL	--
4A	453+00	17' RT	--	--	SAND/GRAVEL	10.2
5	455+00	8' RT	7.50	8.00	SAND	--
5A	455+00	9' RT	7.50	--	SAND	10.5
6	457+12	35' RT	--	--	COBBLES/GRAVEL	6.0
7	448+00	8' LT	7.00	7.00	SILT	--
8	448+00	10' RT	6.00	6.00	SAND	4.1
9	451+00	8' RT	7.00	5.00	SILT	--
10	451+00	9' LT	6.50	6.00	SILT	--
11	454+00	8' RT	7.00	6.00	SILT	--
12	457+00	10' LT	--	--	SAND/GRAVEL	--
13	457+00	8' RT	8.00	10.00	SILT	--

* FOR INFORMATION ONLY

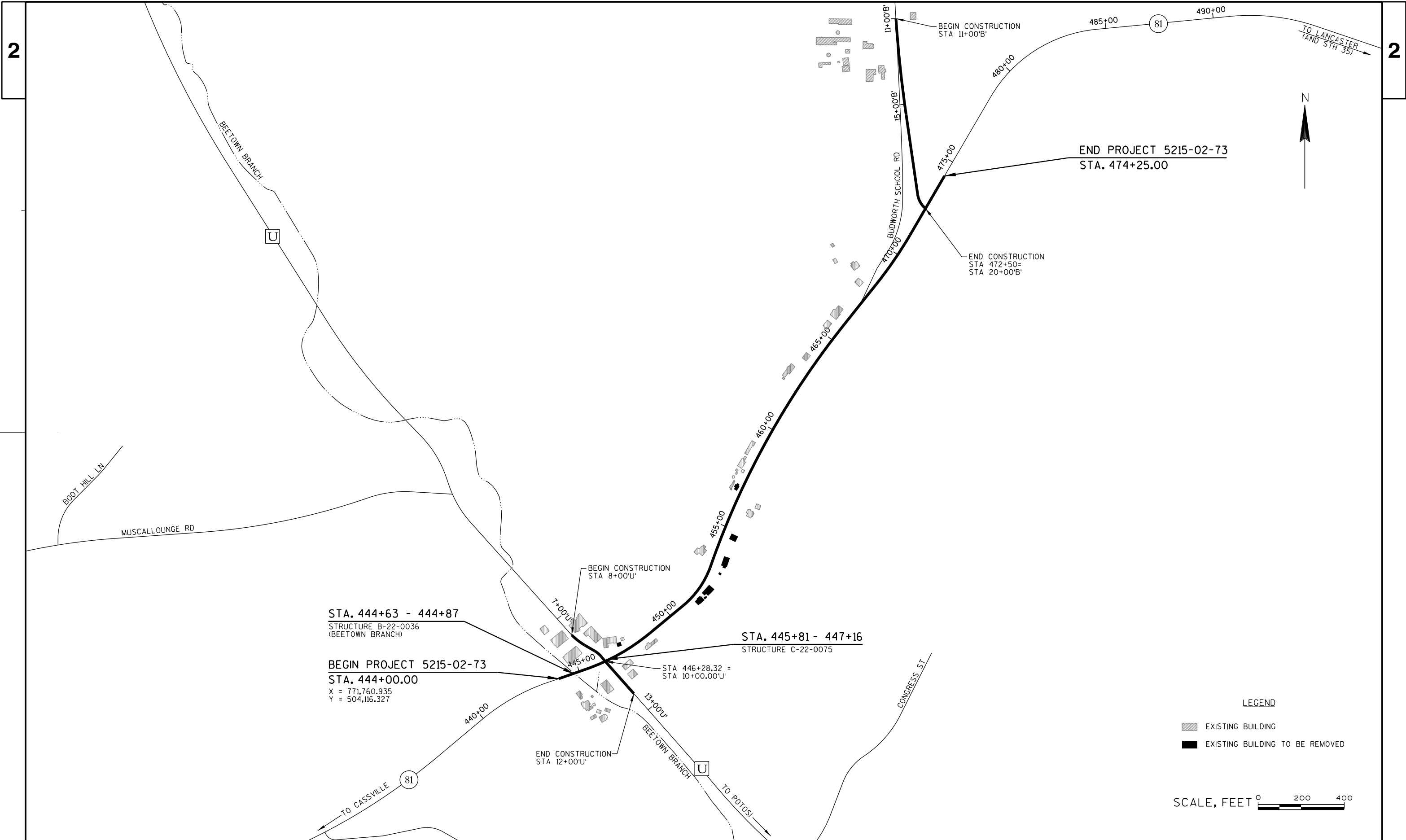
UTILITIES

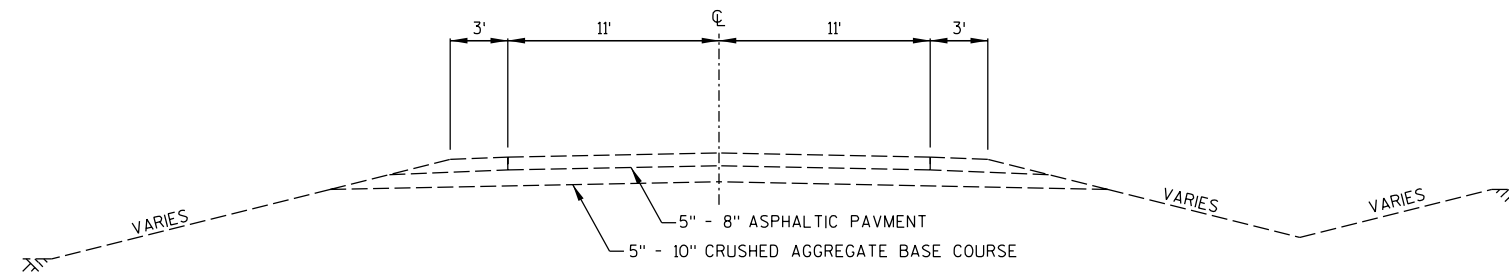
TDS TELECOM
KENNETH KLAAS
140 N. MONROE STREET
P.O. BOX 509
LANCASTER, WI 53813
(608) 723-3633 - OFFICE
(608) 778-5134 - MOBILE
KENNETH.KLAAS@TDSTELECOM.COM

SCENIC RIVERS ENERGY COOPERATIVE
DAN STELPFLUG
231 N. SHERIDAN STREET
LANCASTER, WI 53813
(608) 723-2121 - EXT 110 - OFFICE
(608) 642-0254 - MOBILE
DSTELPFLUG@SREC.NET



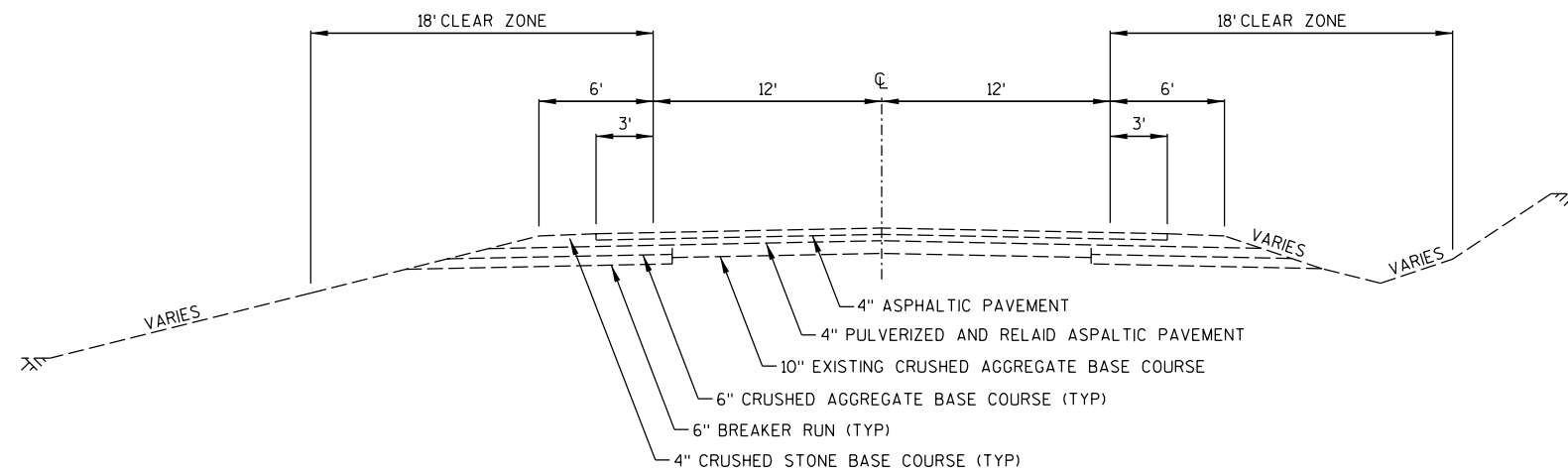
Call 811 3 Work Days Before You Dig
Or Toll Free (800) 242-8511
Hearing Impaired TDD (800) 542-2289
www.DiggersHotline.com





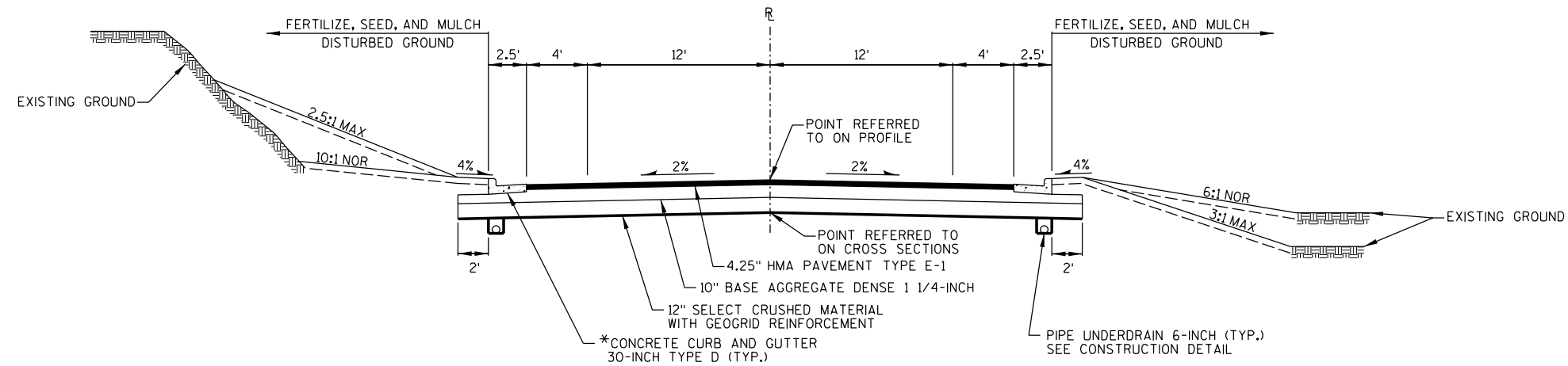
TYPICAL EXISTING CROSS SECTION

STA. 444+00 - 472+00



TYPICAL EXISTING CROSS SECTION

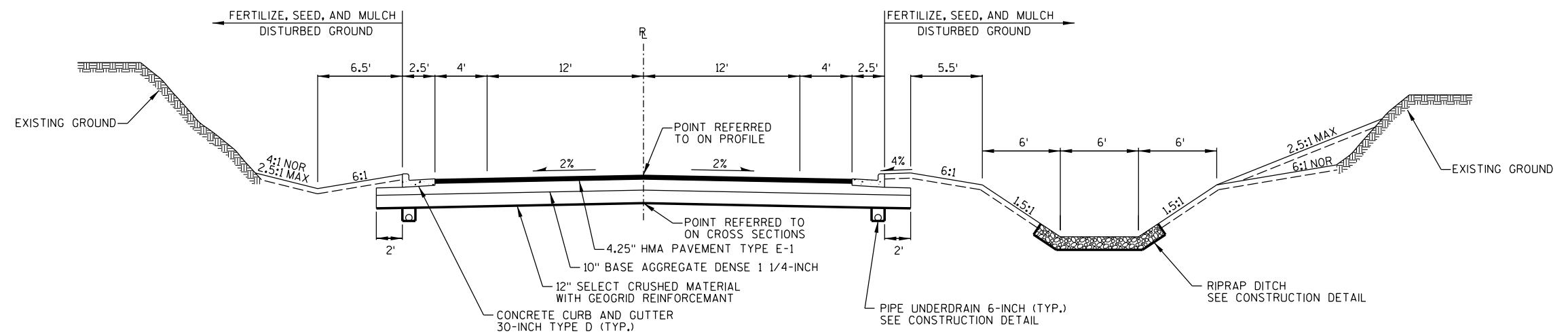
STA. 472+00 - 474+25



TYPICAL FINISHED CROSS SECTION

STA. 444+00 - 453+32

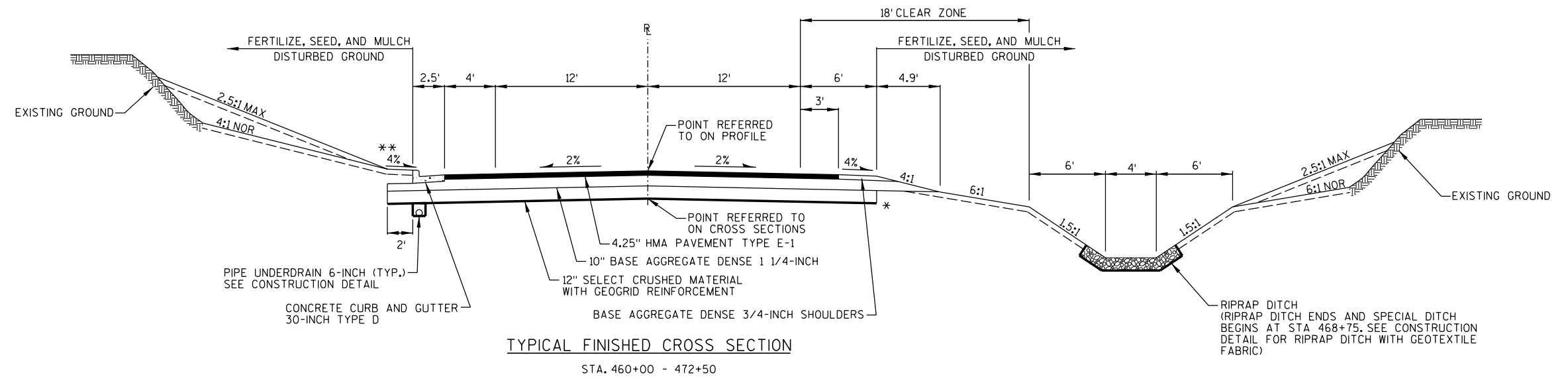
* STA 444+00 - 446+28 RT/LT
PLACE CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D



TYPICAL FINISHED CROSS SECTION

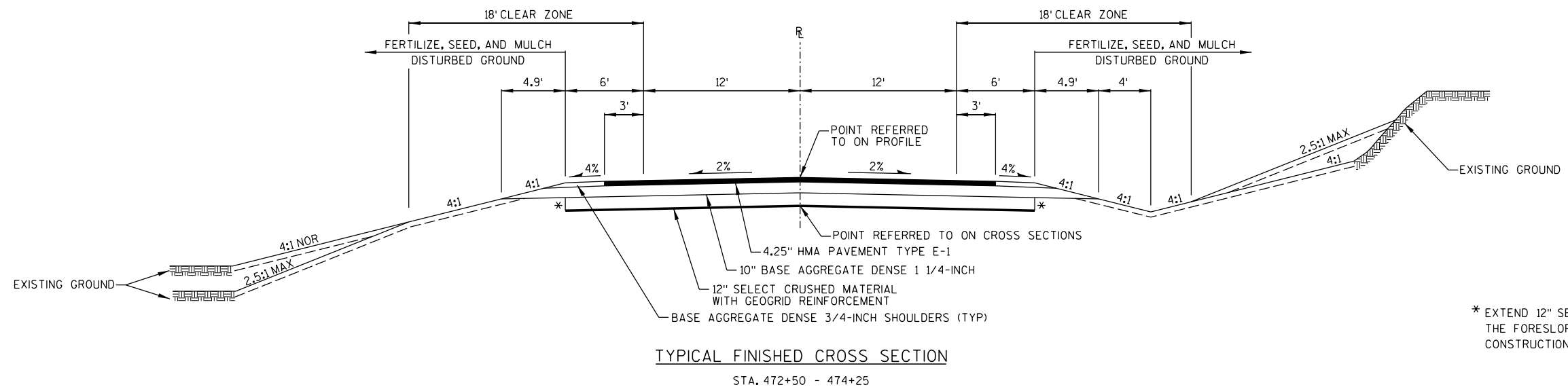
STA. 453+32 - 460+00

NOTE: PARKING AREA TO BE CONSTRUCTED
FROM STA. 458+00 - 459+30 RT
SEE PLAN & PROFILE FOR DETAILS

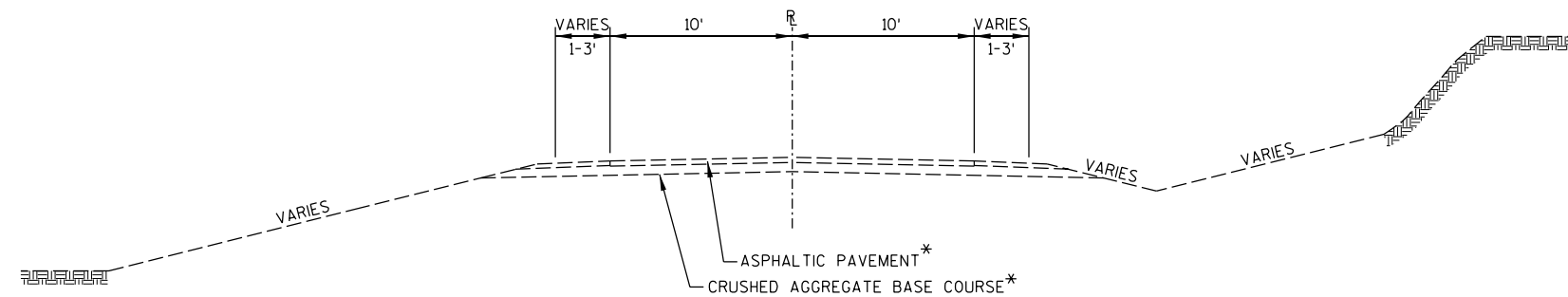


* EXTEND 12" SELECT CRUSHED MATERIAL TO THE FORESLOPE. SEE RELIEF TRENCH CONSTRUCTION DETAIL.

** TERRACE WIDTH IS 10.5' AT A 4% SLOPE FROM STATION 469+00 TO 472+00 LT.



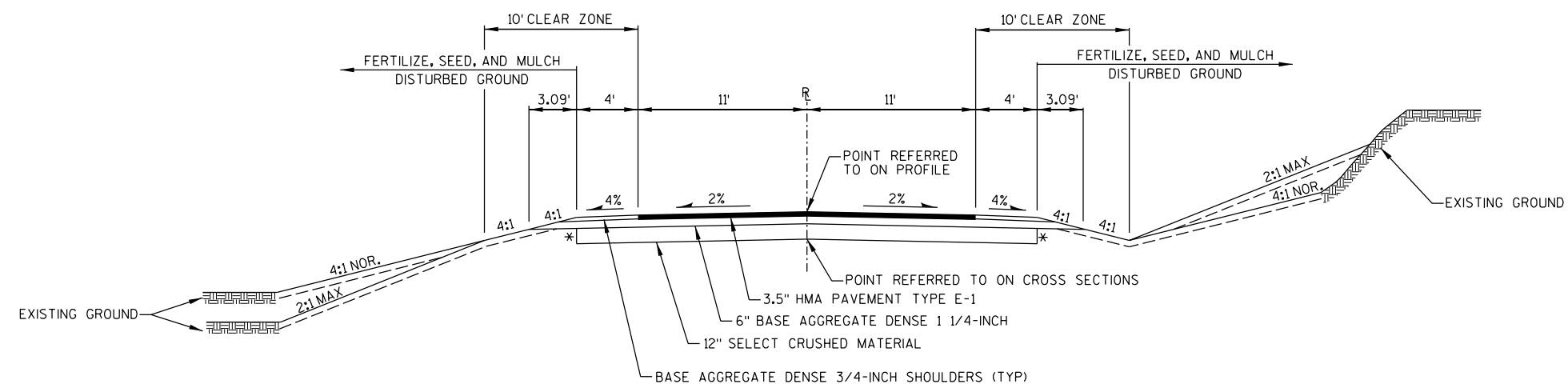
* EXTEND 12" SELECT CRUSHED MATERIAL TO THE FORESLOPE. SEE RELIEF TRENCH CONSTRUCTION DETAIL.



TYPICAL EXISTING CROSS SECTION

BUDWORTH SCHOOL ROAD
STA. 11+00'B' - 20+00'B'

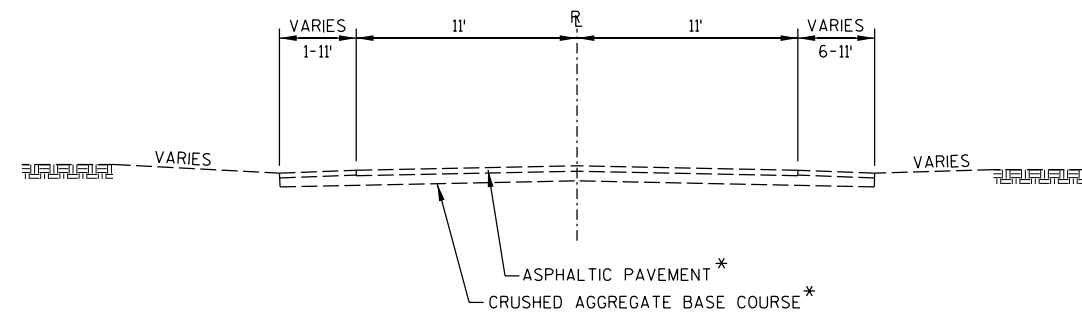
* THICKNESS IS UNKNOWN



TYPICAL FINISHED CROSS SECTION

BUDWORTH SCHOOL ROAD
STA. 11+00'B' - 20+00'B'

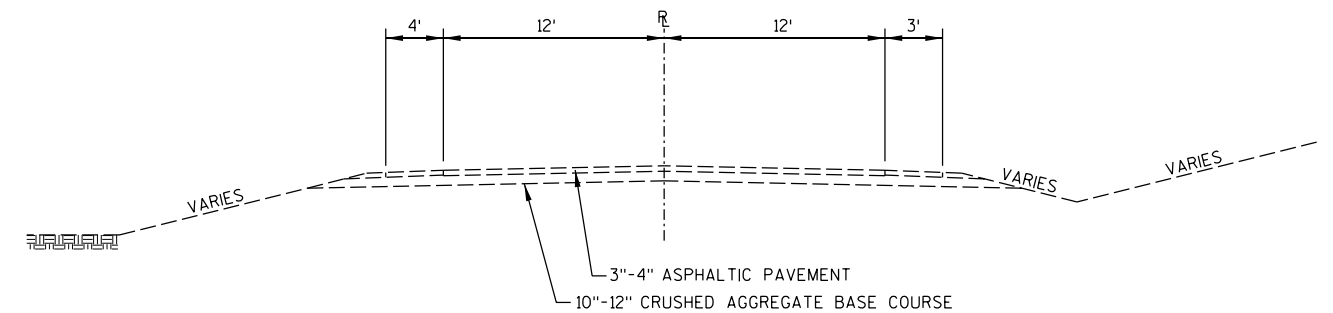
* EXTEND 12" SELECT CRUSHED MATERIAL TO THE FORESLOPE. SEE RELIEF TRENCH CONSTRUCTION DETAIL.



TYPICAL EXISTING CROSS SECTION

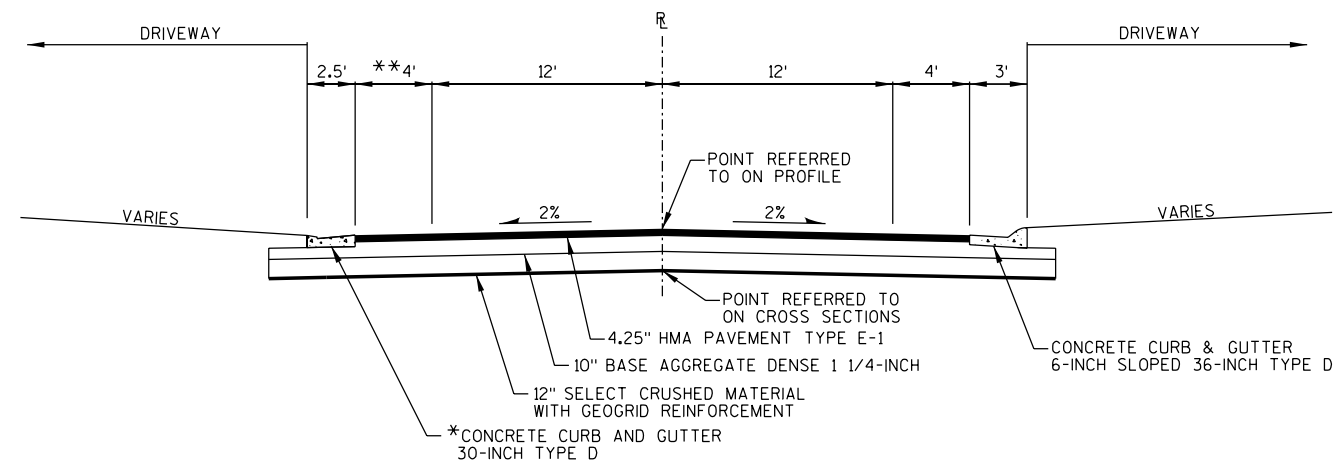
CTH U
STA. 8+00'U' - 10+00'U'

* THICKNESS IS UNKNOWN



TYPICAL EXISTING CROSS SECTION

CTH U
STA. 10+00'U' - 12+00'U'

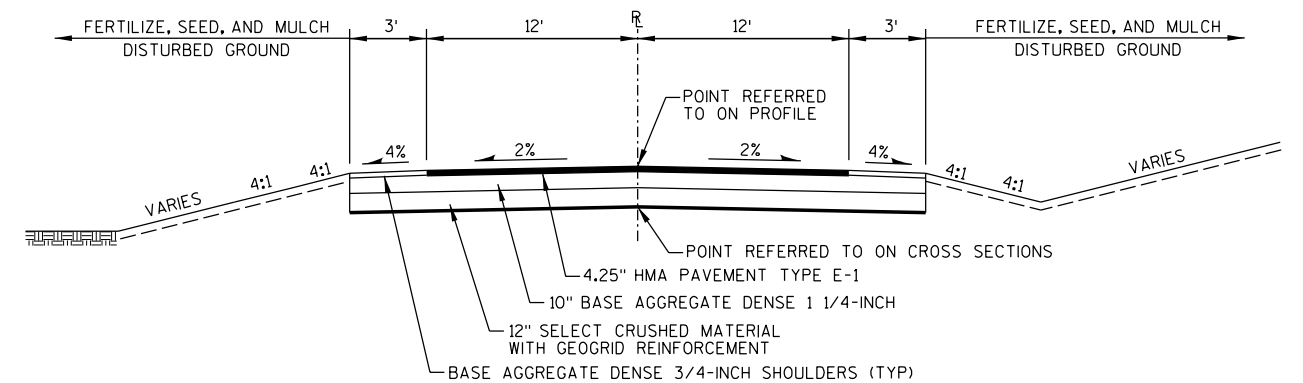


TYPICAL FINISHED CROSS SECTION

CTH U
STA. 8+00'U' - 10+00'U'

* STA 8+11'U' - 9+57'U' DRIVEWAY ENTRANCE CURB REQUIRED

** STA 8+11'U' - 8+84'U' TAPER FROM 1' TO 4'

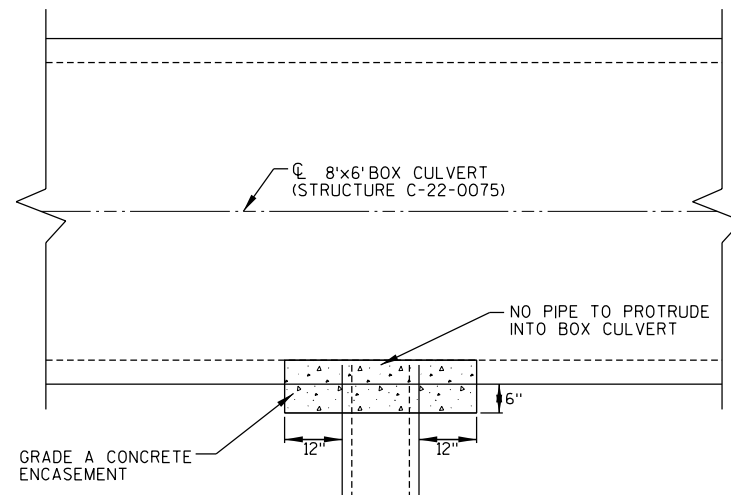


TYPICAL FINISHED CROSS SECTION

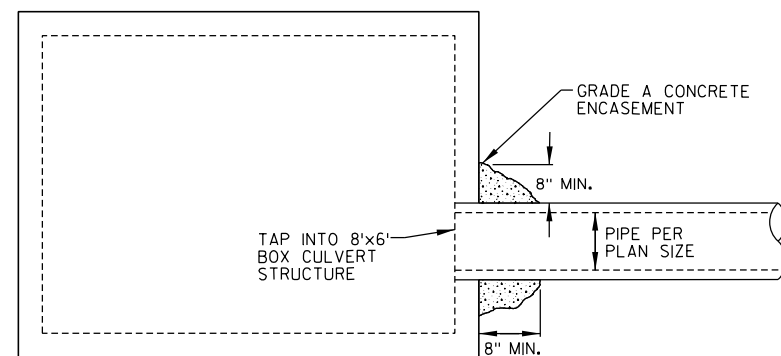
CTH U
STA. 10+00'U' - 12+00'U'

SUPERELEVATION TABLE

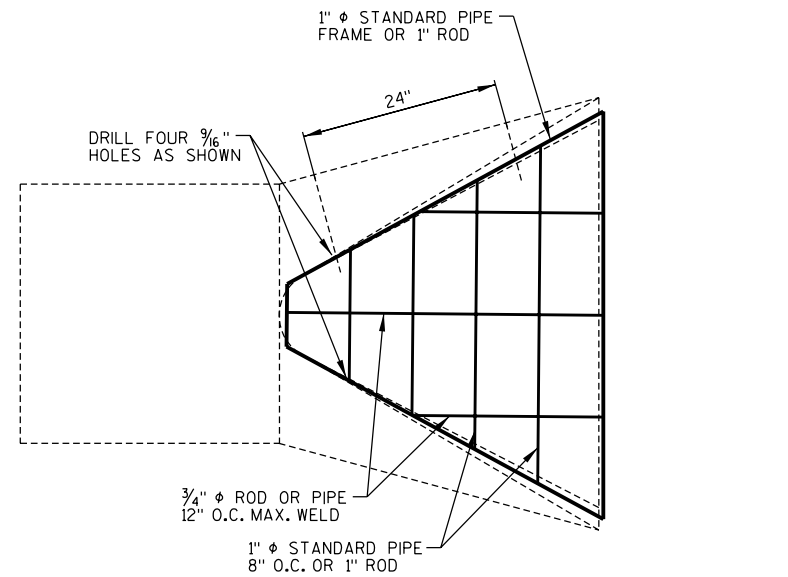
STATION	TRANSITION TYPE	LEFT	RIGHT	SHOULDER RIGHT
450+32.08	END NORMAL CROWN	-0.020	-0.020	N/A
450+71.08	ZERO SUPER	-0.020	0.000	N/A
451+10.08	BEGIN FULL SUPER	-0.020	0.020	N/A
453+02.59	END FULL SUPER	-0.020	0.020	N/A
453+41.59	ZERO SUPER	-0.020	0.000	N/A
453+80.59	BEGIN NORMAL CROWN	-0.020	-0.020	N/A
454+25.00	END NORMAL CROWN	-0.020	-0.020	N/A
454+72.50	ZERO SUPER	0.000	-0.020	N/A
455+20.00	REVERSE CROWN	0.020	-0.020	N/A
455+29.50	BEGIN FULL SUPER	0.024	-0.024	N/A
466+02.32	END FULL SUPER	0.024	-0.024	N/A
466+11.82	REVERSE CROWN	0.020	-0.020	N/A
466+59.32	ZERO SUPER	0.000	-0.020	N/A
467+06.82	BEGIN NORMAL CROWN	-0.020	-0.020	N/A
467+29.16	END NORMAL CROWN	-0.020	-0.020	-0.020
467+77.91	ZERO SUPER	-0.020	0.000	0.000
468+26.66	REVERSE CROWN	-0.020	0.020	0.020
468+55.91	BEGIN FULL SUPER	-0.032	0.032	0.032
470+82.36	END FULL SUPER	-0.032	0.032	0.032
471+11.61	REVERSE CROWN	-0.020	0.020	0.020
471+60.36	ZERO SUPER	-0.020	0.000	0.000
472+09.11	BEGIN NORMAL CROWN	-0.020	-0.020	-0.020



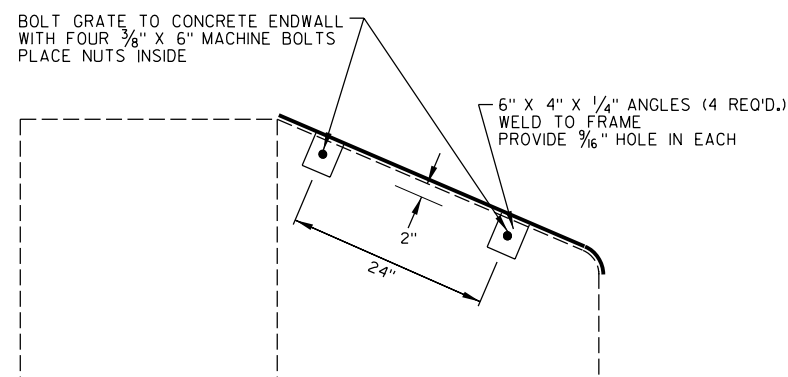
TOP VIEW

**STORM SEWER TAP**

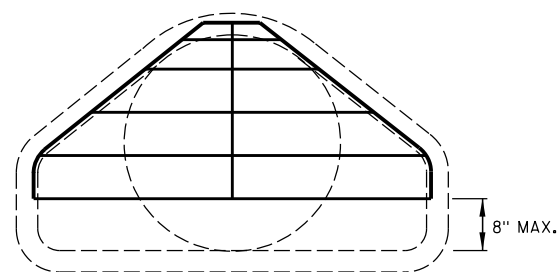
SEE STORM SEWER PLAN FOR LOCATIONS
(WORK IS INCIDENTAL TO CONCRETE MASONRY CULVERTS)



TOP VIEW



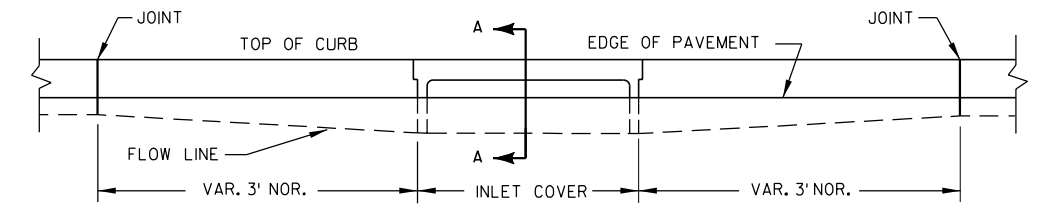
SIDE VIEW



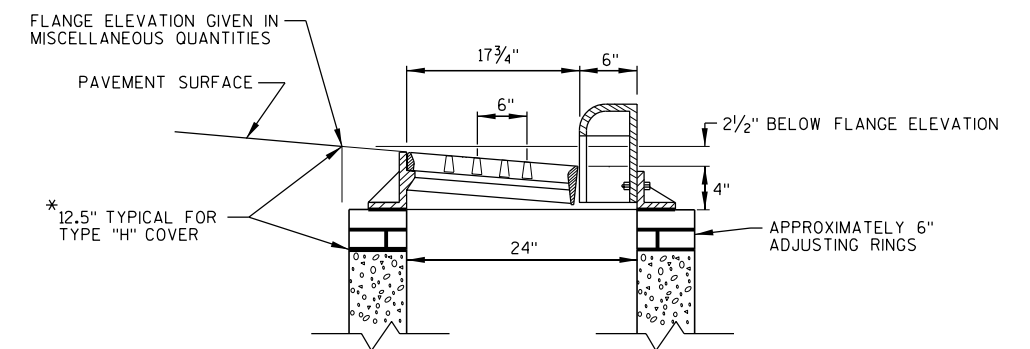
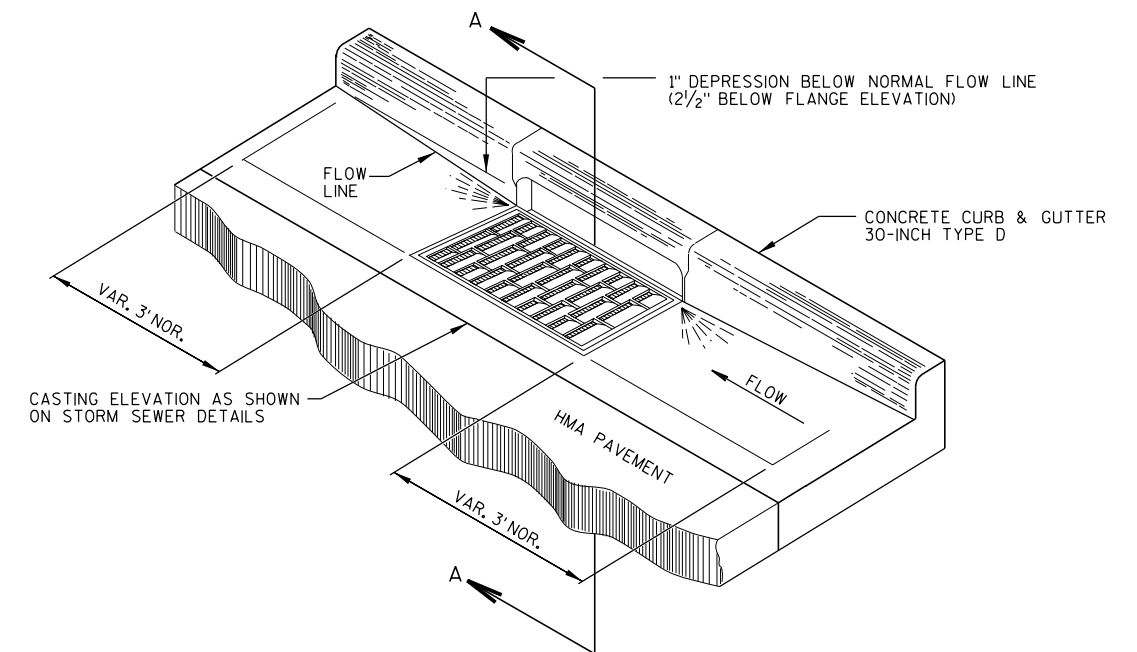
FRONT VIEW

PIPE GRATE DETAIL

STA 466+59, 33' RT
STA 466+80, 24' LT



ELEVATION



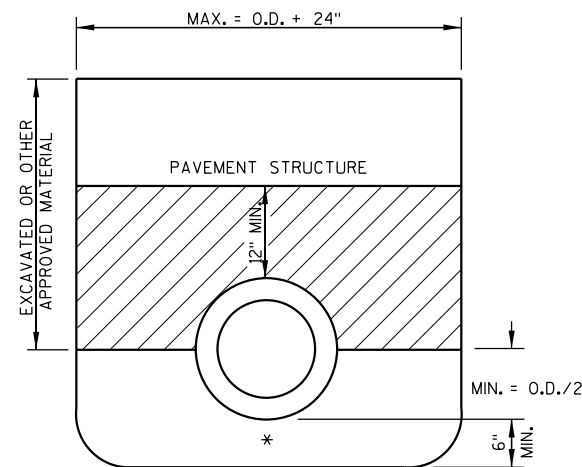
SECTION A-A

* DISTANCE IS 13.5" FOR DROP INLETS INTO C-22-0075
(SEE STRUCTURE PLANS FOR LOCATIONS AND FURTHER INFORMATION)

DETAIL OF CURB AND GUTTER AT INLETS

(TYPE-H INLET COVER SHOWN)

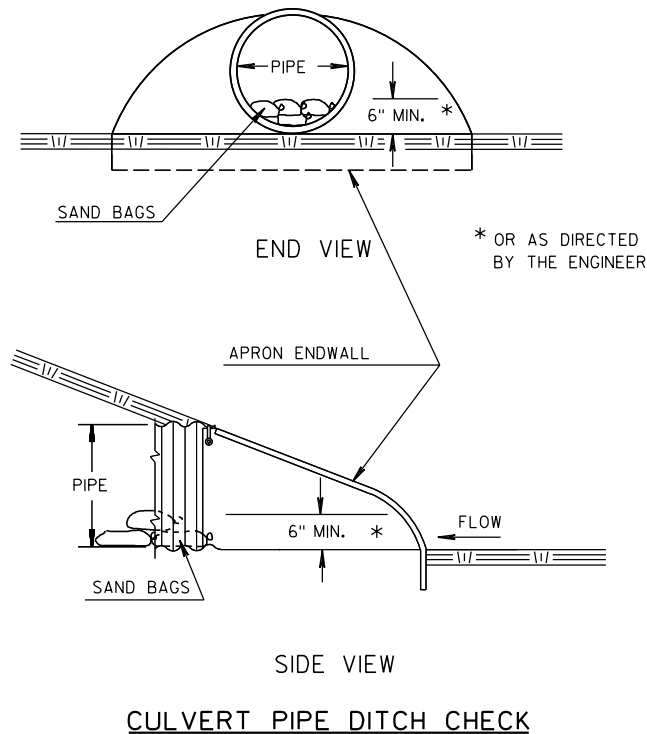
2



BACKFILL MATERIAL CONTAINING NO STONES LARGER THAN 3 INCHES AND NO HARD OR FROZEN LUMPS OF EARTH

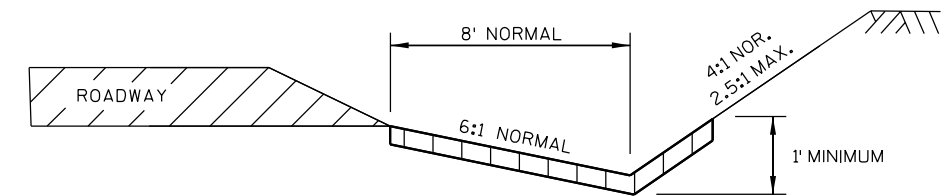
* GRANULAR BACKFILL OR NUMBER ONE CONCRETE AGGREGATE SHALL BE USED. (INCIDENTAL TO STORM SEWER PIPE BID ITEM)

BEDDING FOR REINFORCED CONCRETE PIPE STORM SEWER



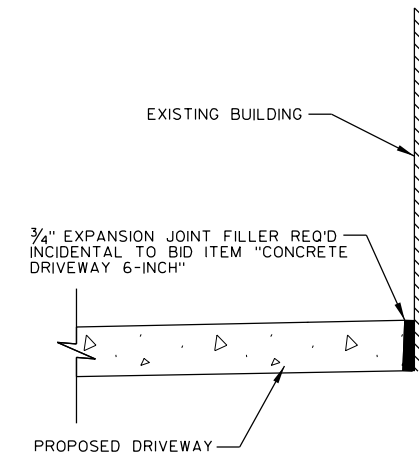
CULVERT PIPE DITCH CHECK

2



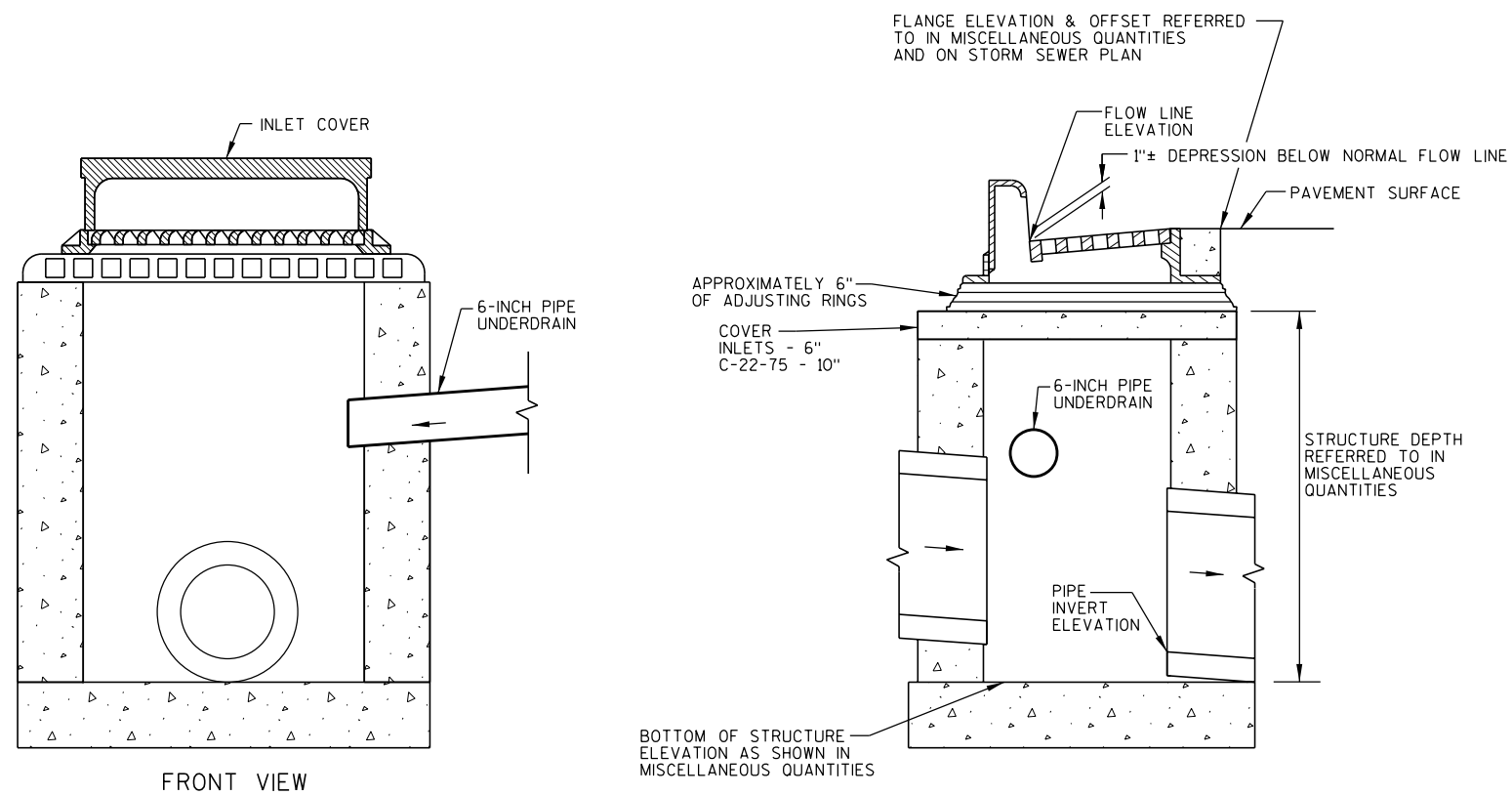
EROSION MAT DETAIL FOR DITCHES

SEE EROSION CONTROL PLANS FOR LOCATIONS



JOINT FILLER DETAIL

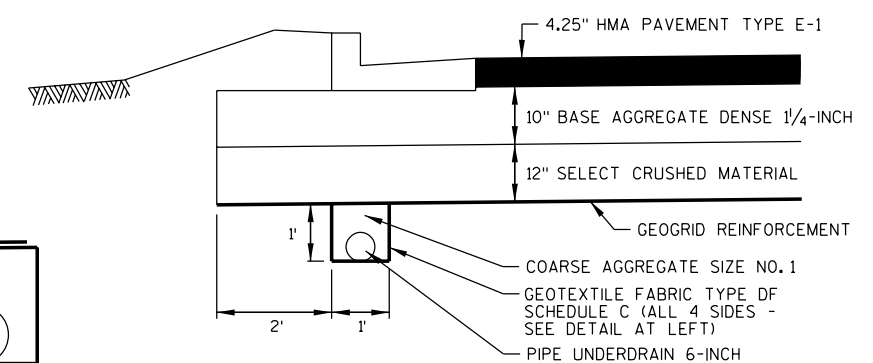
STA. 8+70'U, C.E. RT



INLET DETAIL

FOR USE WITH TYPE 3 INLETS

FABRIC WRAP DETAIL

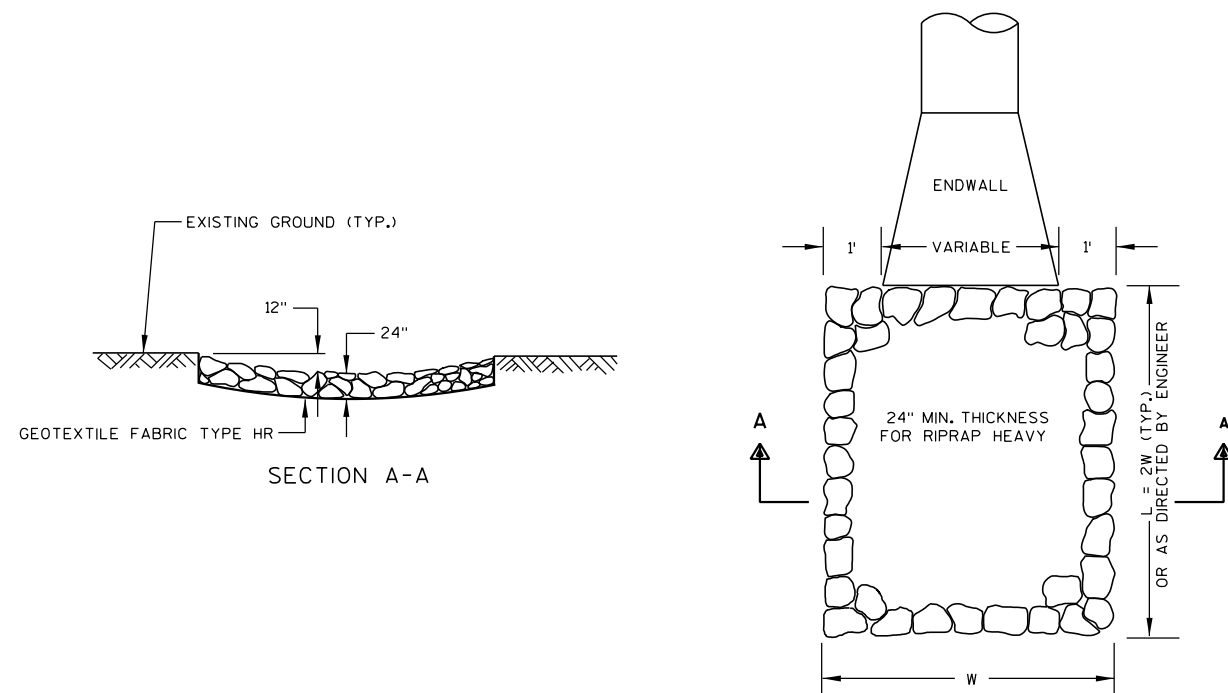


NOTES:

DISCHARGE 6" PIPE UNDERDRAIN INTO INLETS.

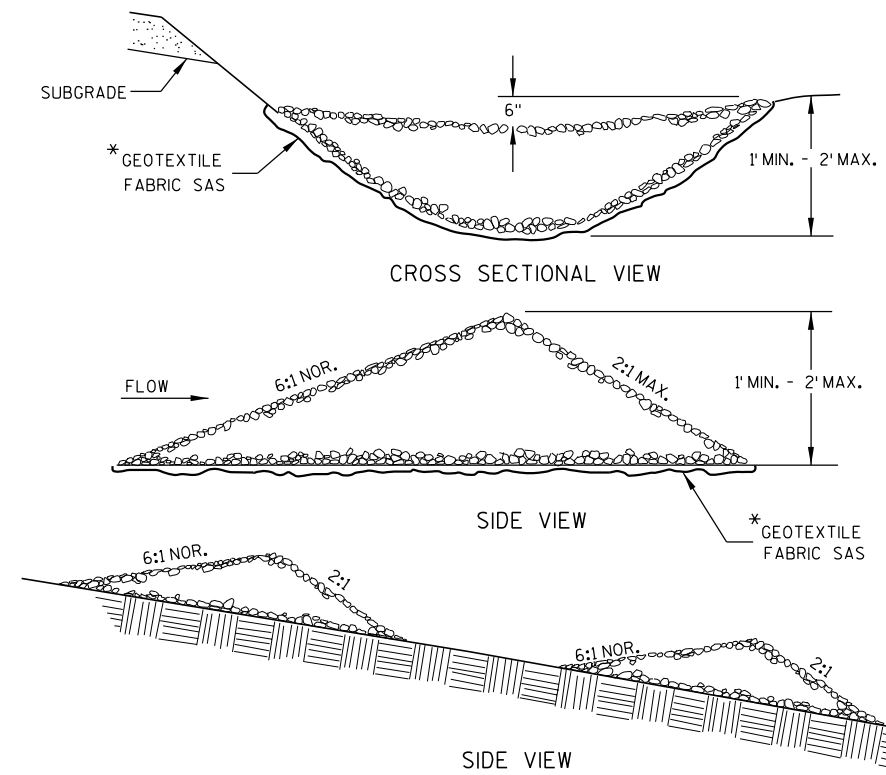
DETAIL FOR PIPE UNDERDRAIN

LOCATION REFERRED TO IN MISCELLANEOUS QUANTITIES



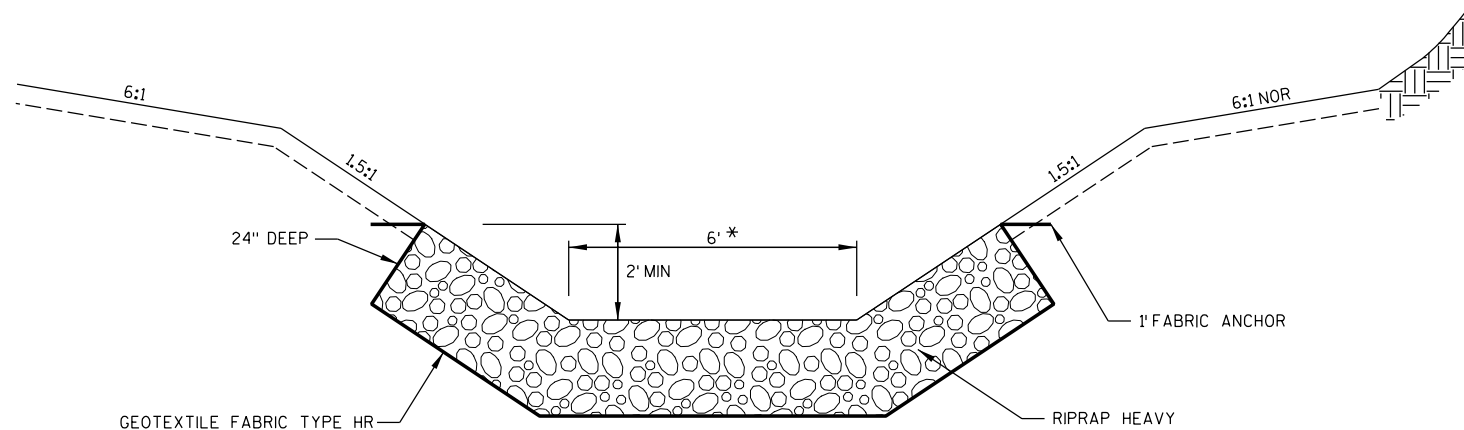
RIPRAP TREATMENT AT CULVERTS

SEE PLAN SHEETS FOR LOCATIONS



* INCIDENTAL TO ITEM OF STONE OR ROCK DITCH CHECK
NOTE: 6:1 SLOPE SHOULD BE USED ON SIDE FACING ONCOMING TRAFFIC

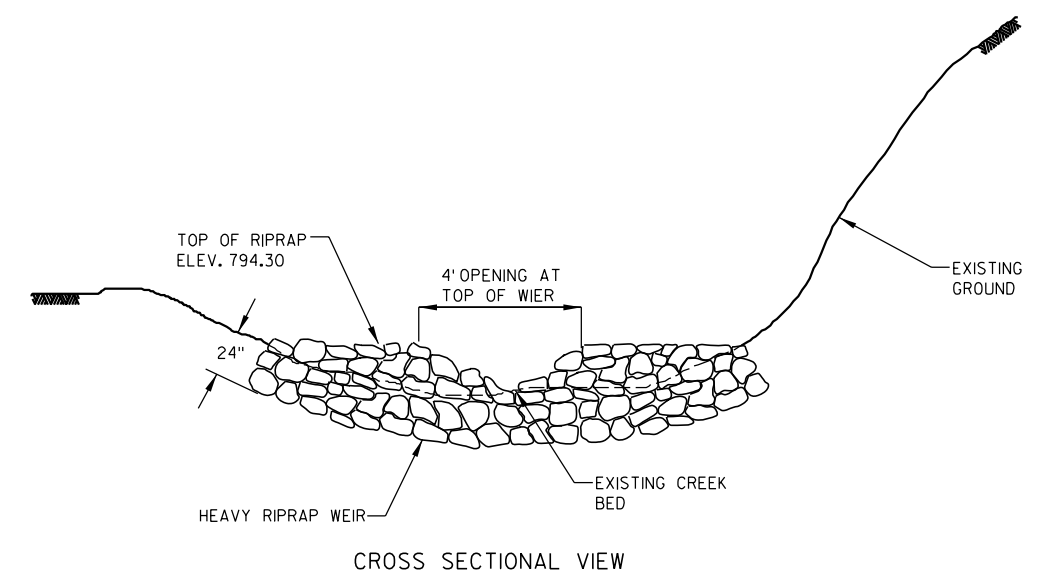
STONE OR ROCK DITCH CHECK



* STA 460+00 - 468+75
DITCH BOTTOM IS 4-FT WIDE

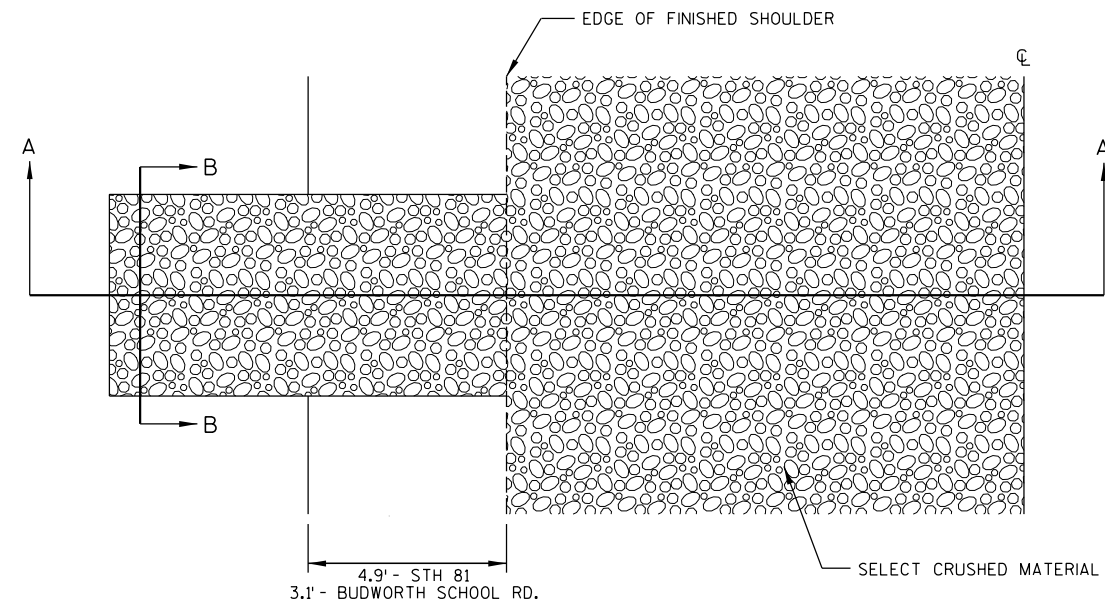
DETAIL FOR RIPRAP DITCH WITH GEOTEXTILE FABRIC

STA. 453+32 - 468+75 RT

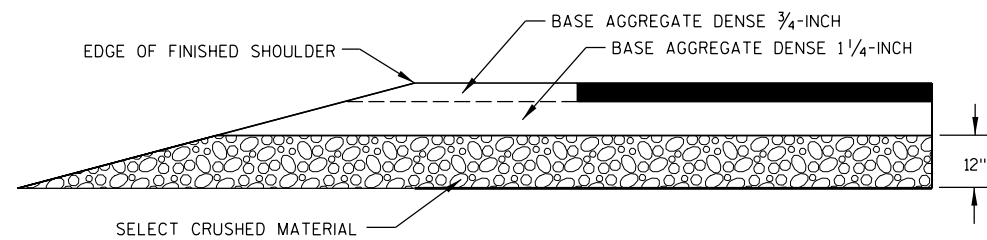


HEAVY RIPRAP WIER

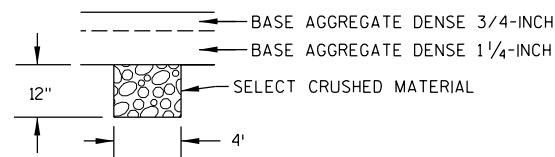
PLACE AT END OF CONCRETE APRON FOR
B-22-36 BOX CULVERT EXTENSION
STA. 445+05, 60' RT
(INCIDENTAL TO "RIPRAP HEAVY" BID ITEM)



PLAN VIEW



SECTION A-A



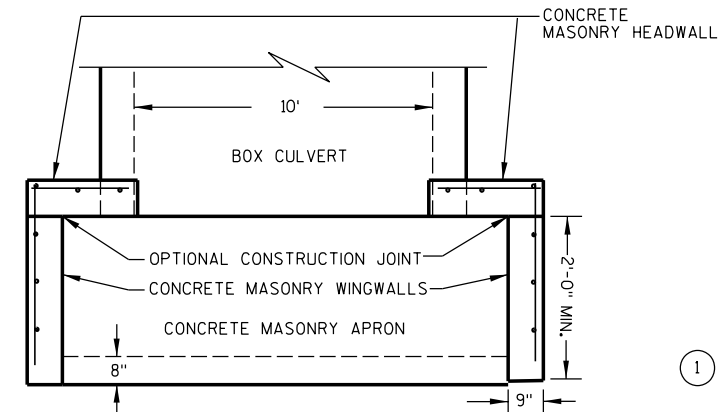
SECTION B-B

NOTE: EXCAVATION REQUIRED TO CONSTRUCT RELIEF TRENCHES SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM EXCAVATION COMMON.

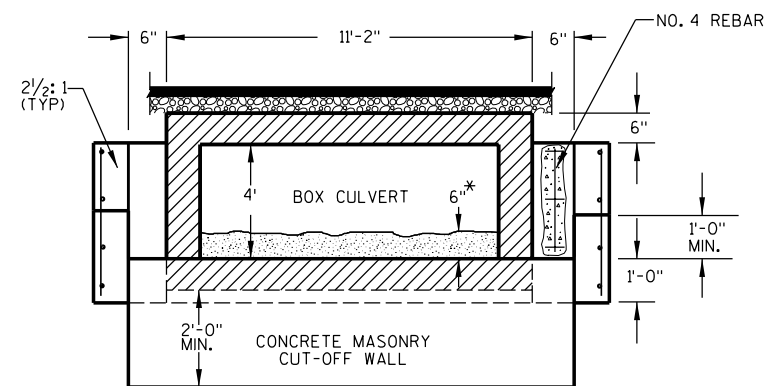
RELIEF TRENCHES ARE NOT NEEDED WITHIN 250' OF THE CREST OF A HILL.
TYPICAL RELIEF TRENCH SPACING IS 250' - 300'.

DETAIL FOR SELECT CRUSHED MATERIAL RELIEF TRENCH

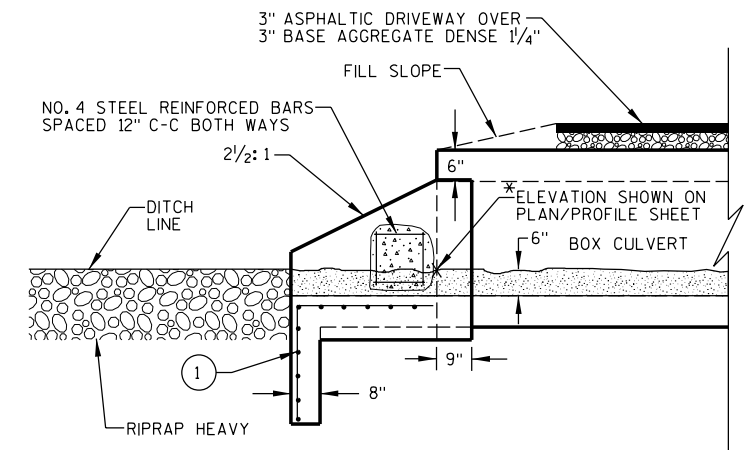
STA. 460+25 RT
STA. 463+00 RT
STA. 465+75 RT
STA. 468+50 RT
STA. 471+25 RT
STA. 13+50'B' LT
STA. 15+00'B' RT
STA. 16+00'B' LT
STA. 18+50'B' RT/LT



PLAN VIEW
PRECAST BOX CULVERT

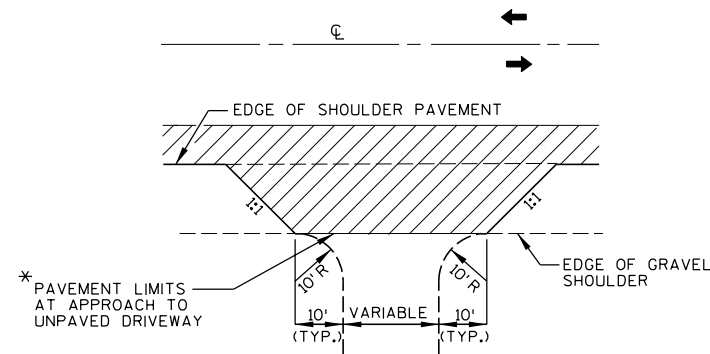


END ELEVATION
PRECAST BOX CULVERT

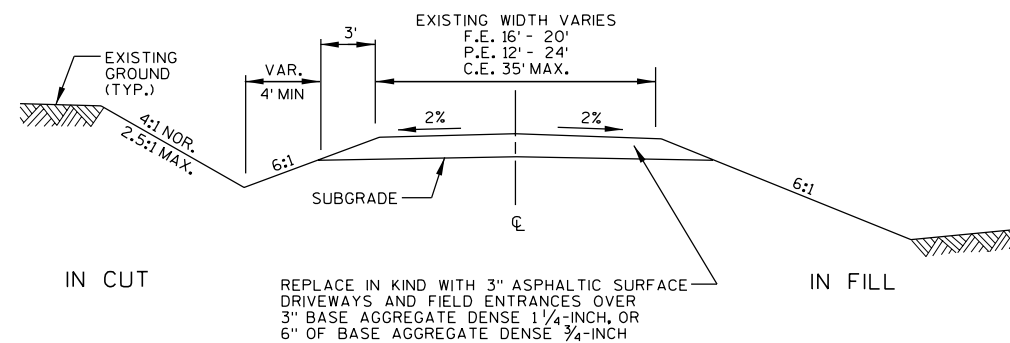


SIDE ELEVATION
PRECAST BOX CULVERT

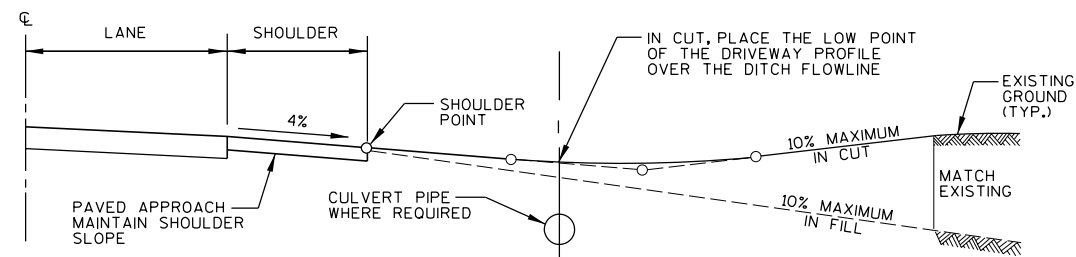
CONCRETE MASONRY ENDWALL FOR PRECAST BOX CULVERT



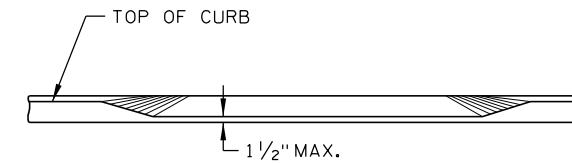
PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)
RURAL DRIVEWAY INTERSECTION DETAIL



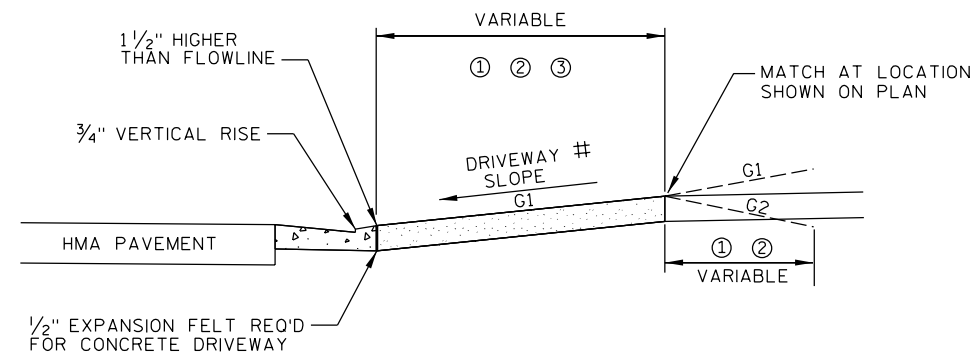
TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE



TYPICAL DRIVEWAY PROFILES



SECTION B-B



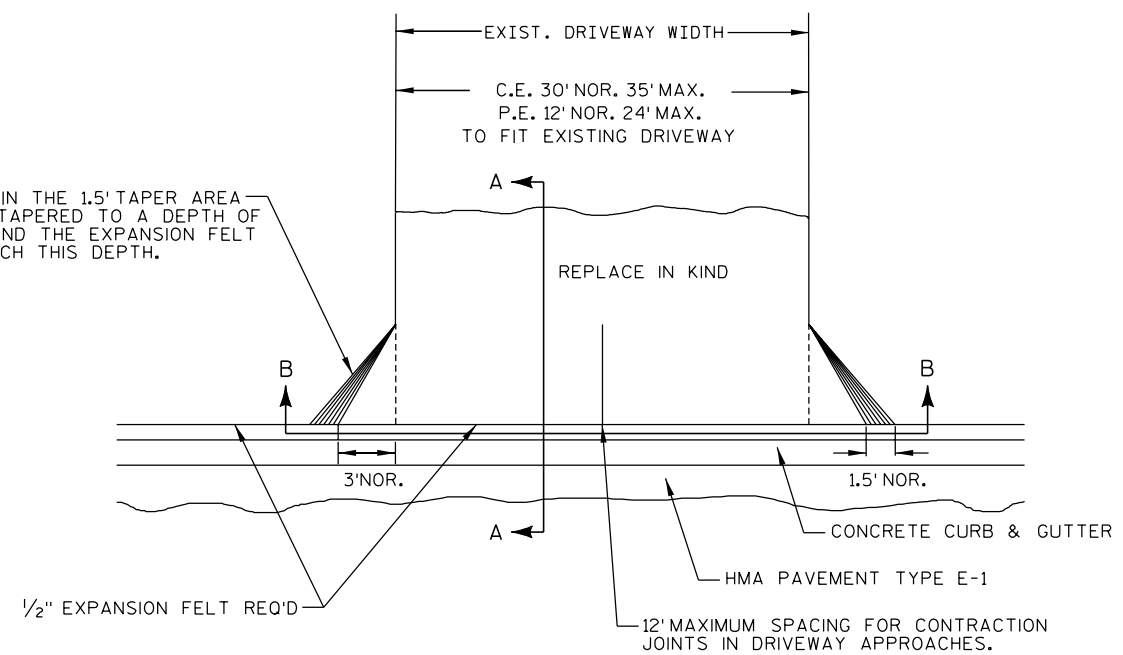
SECTION A-A

- ①— CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH
- ②— 6" BASE AGGREGATE DENSE 3/4-INCH
- ③— 3" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH

#	DRIVEWAY SLOPE (G1)		
	WIDTH	MIN %	DESIRABLE %
VARIABLE		4.0	7.0
			10.0

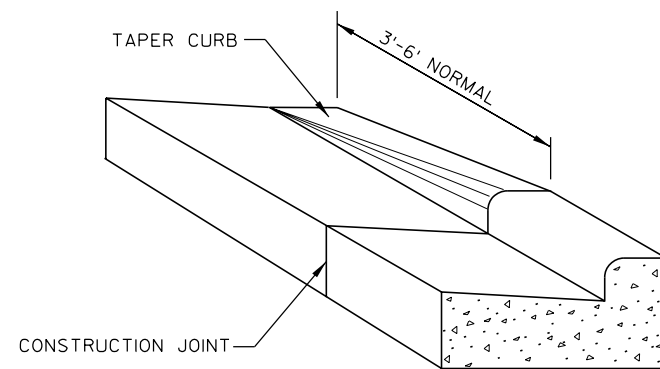
NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G1 & G2 TO NOT EXCEED 15%

PAVEMENT IN THE 1.5' TAPER AREA SHALL BE TAPERED TO A DEPTH OF 11-INCHES AND THE EXPANSION FELT SHALL MATCH THIS DEPTH.



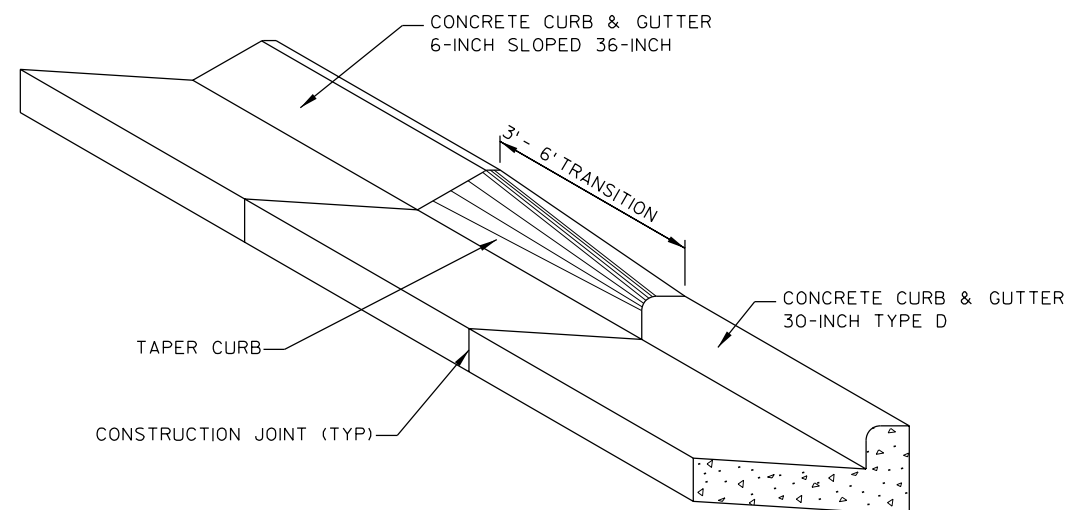
PLAN VIEW

URBAN DRIVEWAY ENTRANCE DETAIL



DETAIL OF CURB & GUTTER TERMINI

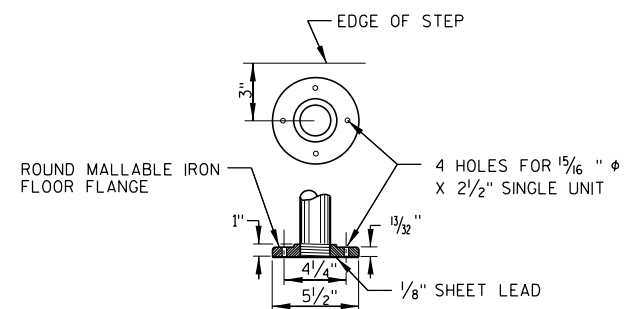
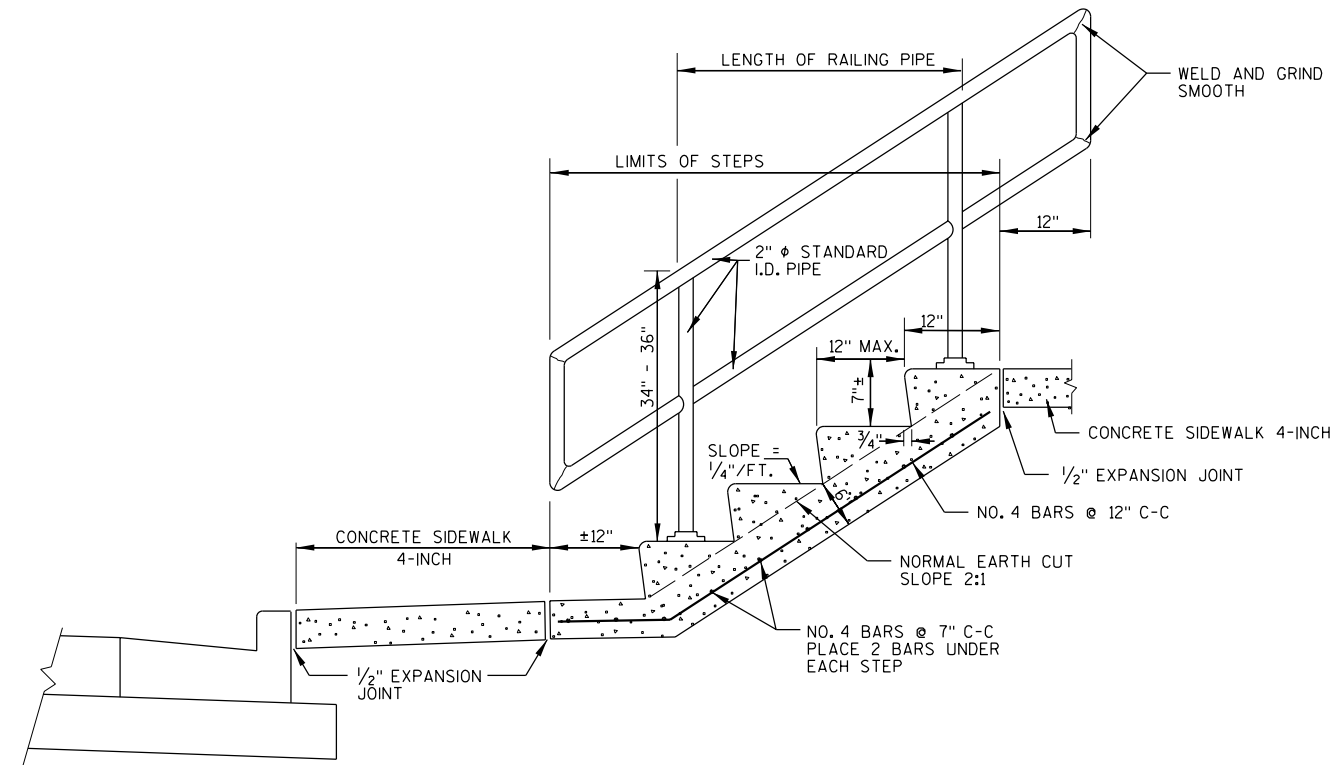
STA. 460+00 RT.



DETAIL OF CURB & GUTTER TRANSITION

STA 472+07 LT

2



FLANGE DETAIL

NOTE:

THE EXACT LOCATION, WIDTHS, & NUMBER
OF STEPS TO BE DETERMINED BY THE
ENGINEER IN THE FIELD.

STEEL REINFORCEMENT AND PIPE RAILING
NOT REQUIRED ON STEPS WITH 2 RISERS
OR LESS.

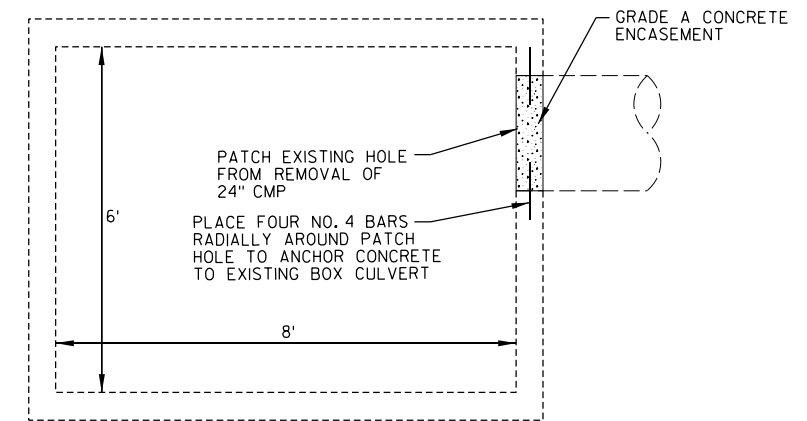
MINIMUM WIDTH OF STEP EQUALS 4 FEET.

RAILING TO BE PLACED ON LEFT ASCENDING
SIDE OF STEPS ONLY. TO BE PAID FOR WITH
BID ITEM "RAILING PIPE".

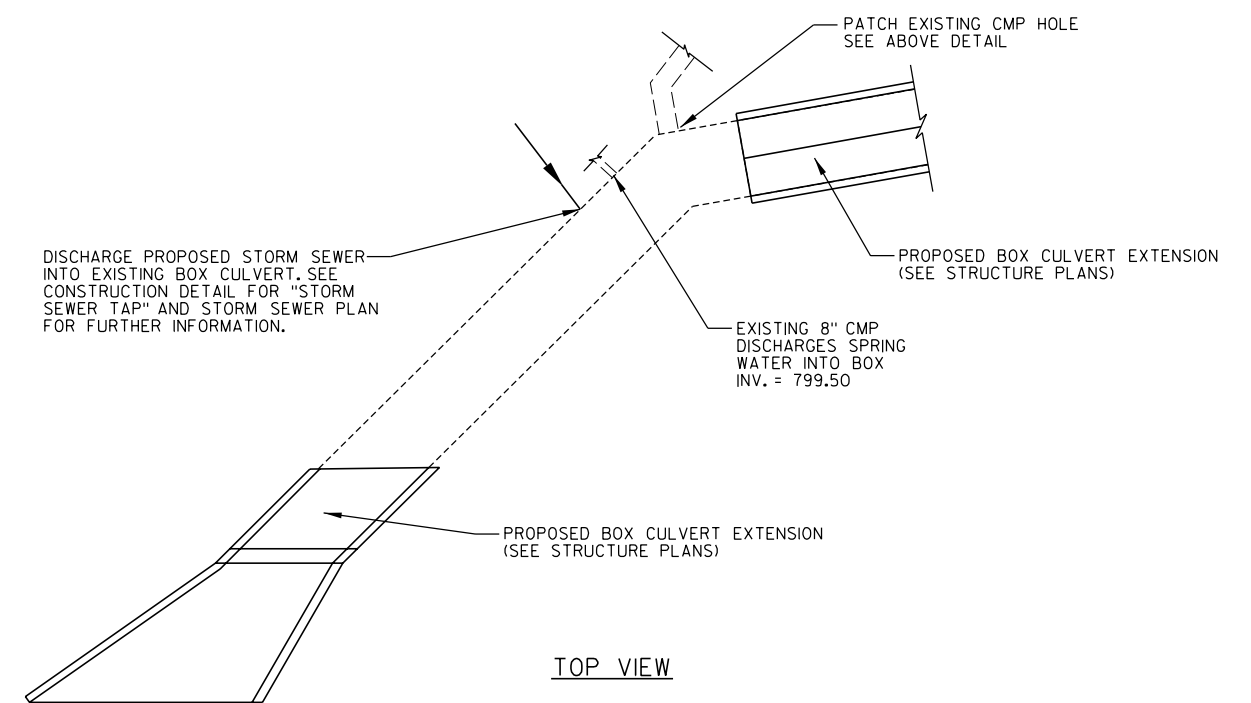
CONCRETE STEPS DETAIL

STA 458+10 LT
STA 458+95 LT

2 |

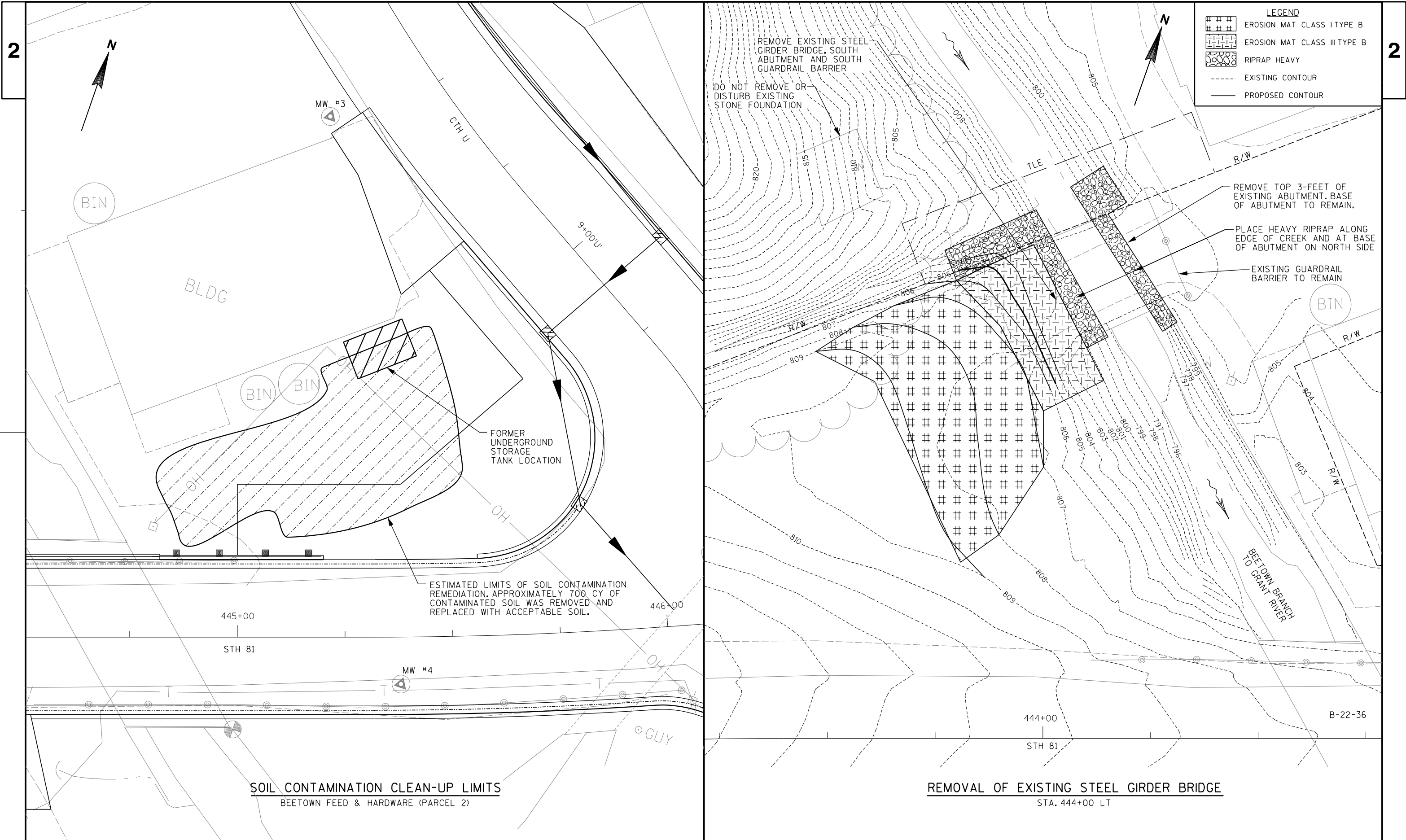


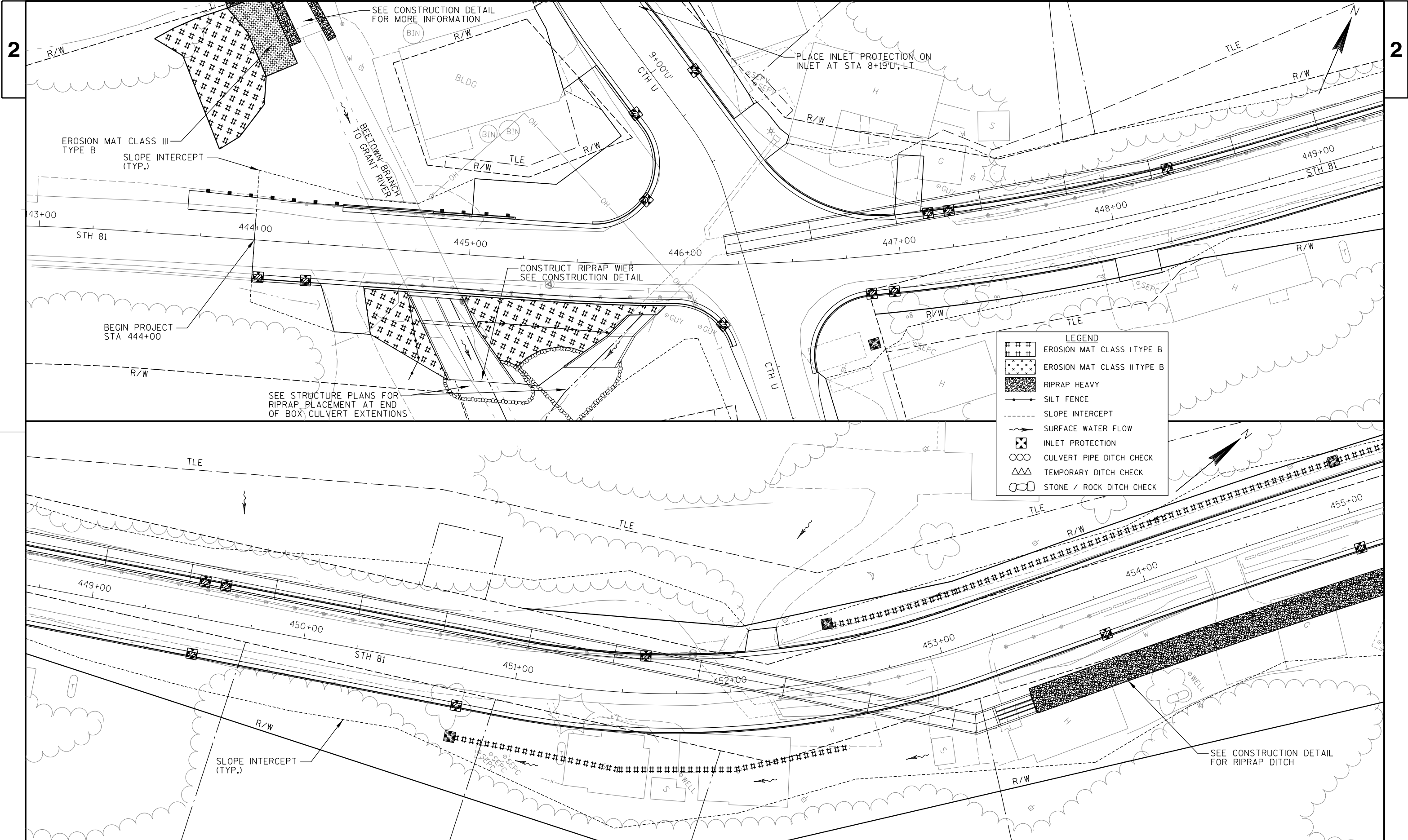
SIDE VIEW



STORM SEWER PATCH

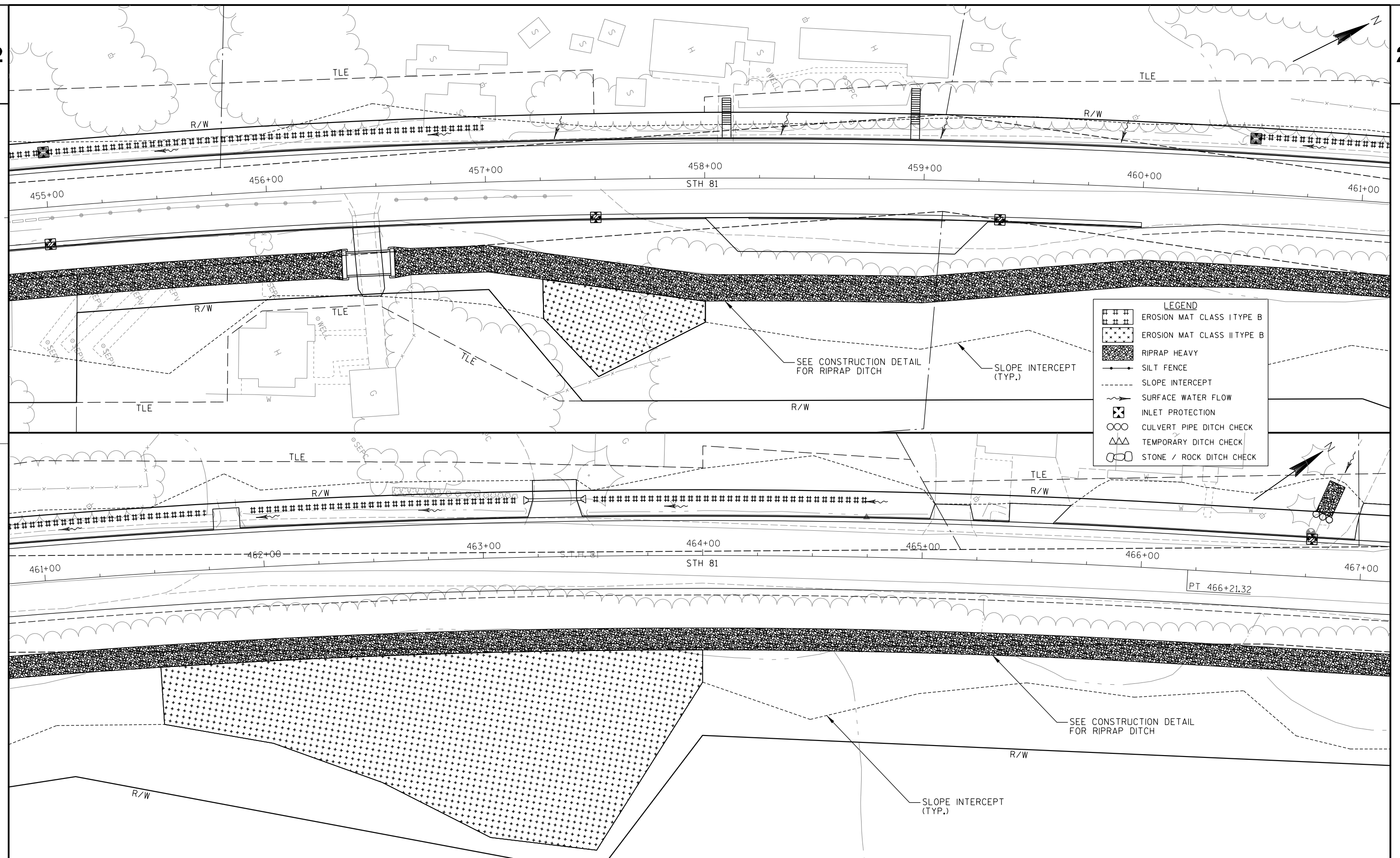
(WORK IS INCIDENTAL TO CONCRETE MASONRY CULVERTS)





2

2



PROJECT NO: 5215-02-73

HWY: STH 81

COUNTY: GRANT

EROSION CONTROL

SHEET

E

FILE NAME : P:\2006109\MicroStation\PlanSet\022002_ec.dgn

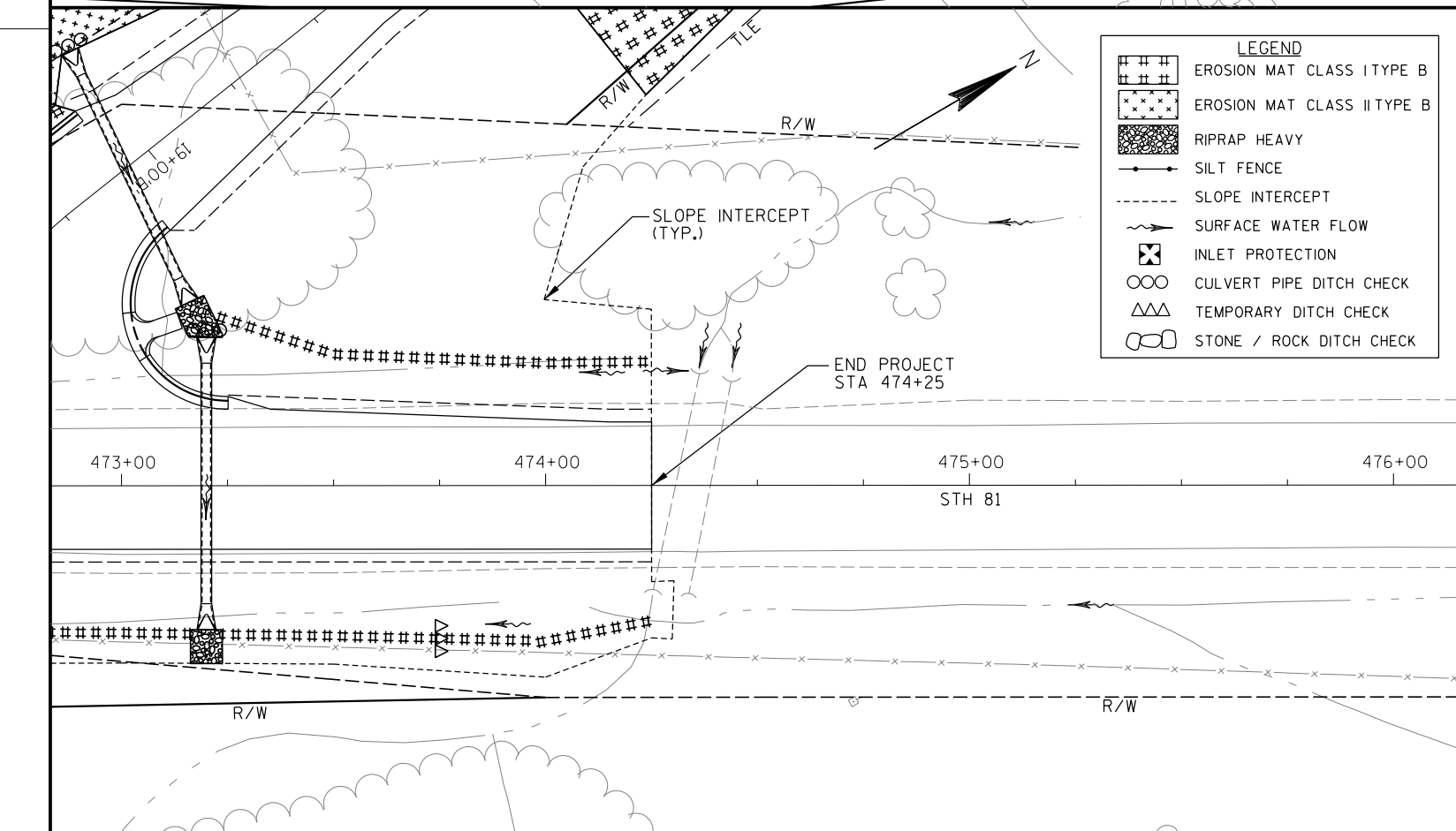
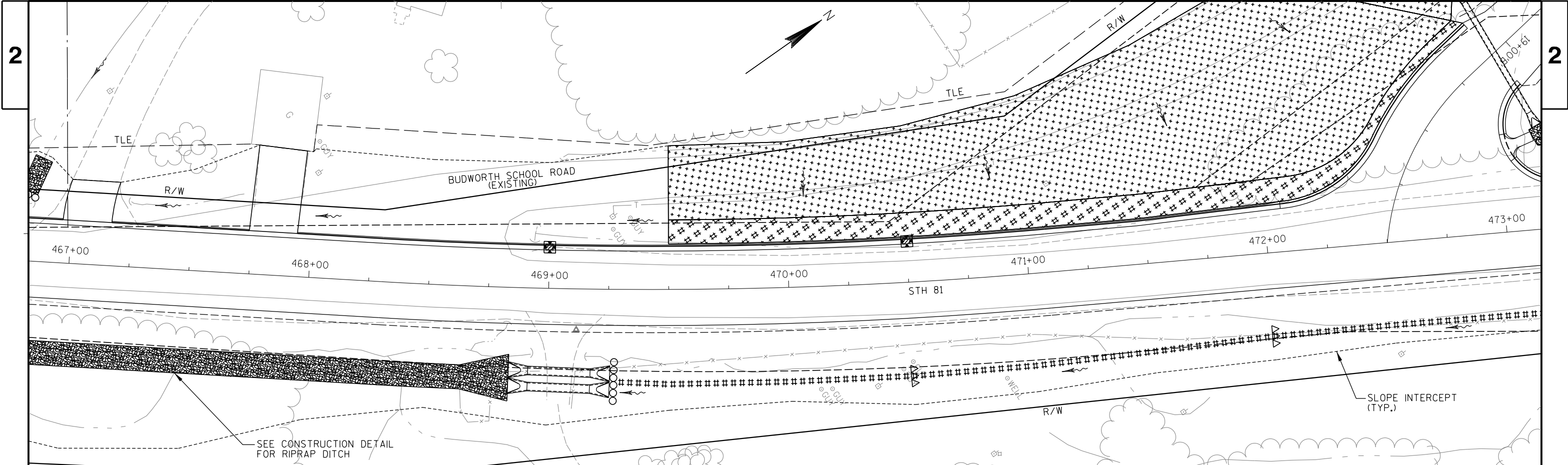
PLOT DATE : 4/30/2010

PLOT BY : OTIE

PLOT NAME :

PLOT SCALE : _PLOTSCALE_

WISDOT/CADDs SHEET 42

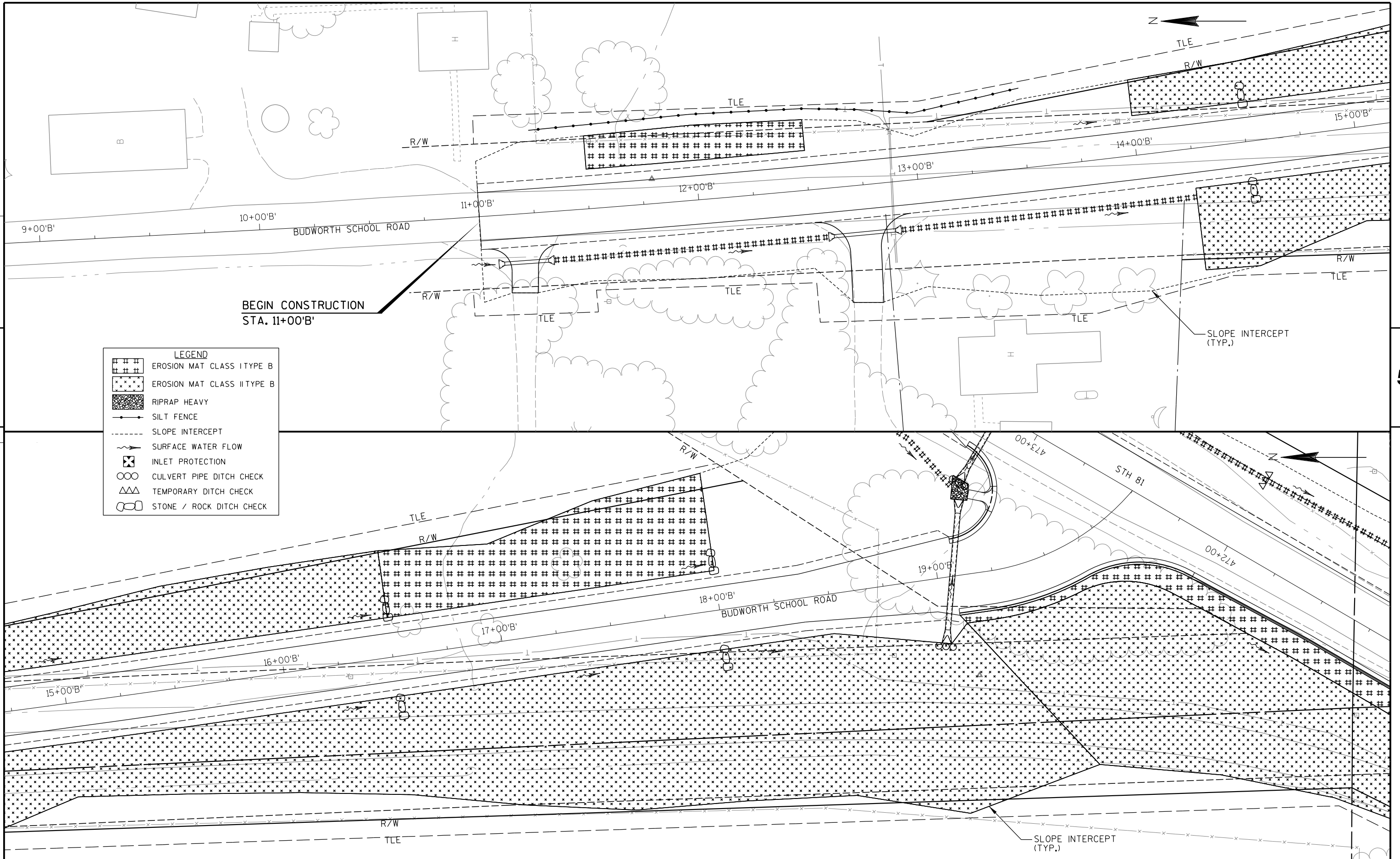


- LEGEND**
- EROSION MAT CLASS I TYPE B
 - EROSION MAT CLASS II TYPE B
 - RIPRAP HEAVY
 - SILT FENCE
 - SLOPE INTERCEPT
 - SURFACE WATER FLOW
 - INLET PROTECTION
 - CULVERT PIPE DITCH CHECK
 - TEMPORARY DITCH CHECK
 - STONE / ROCK DITCH CHECK

RUNOFF COEFFICIENT TABLE

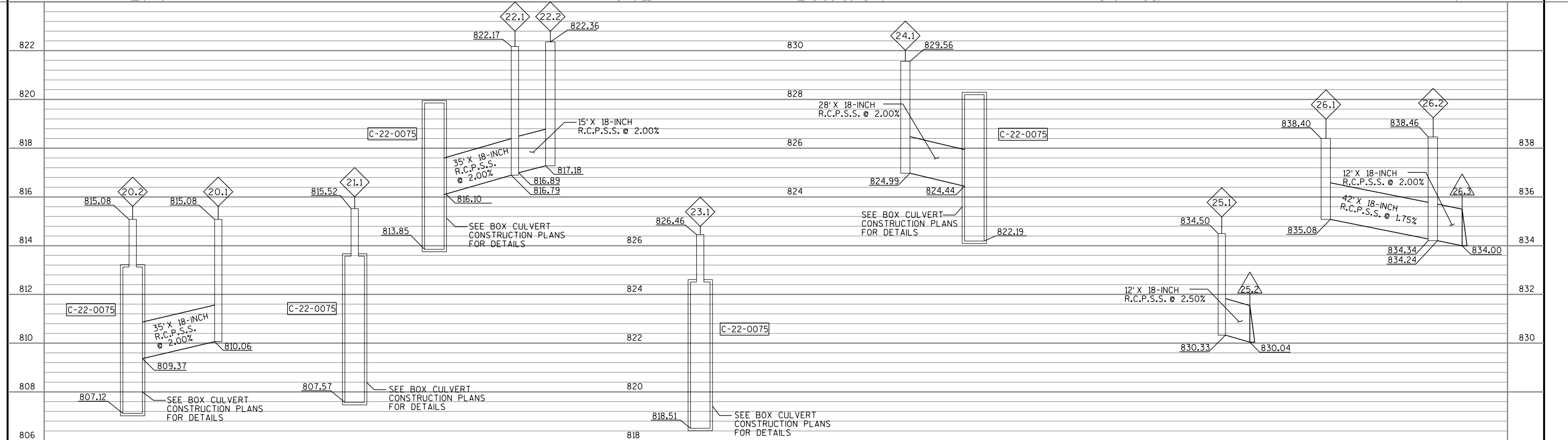
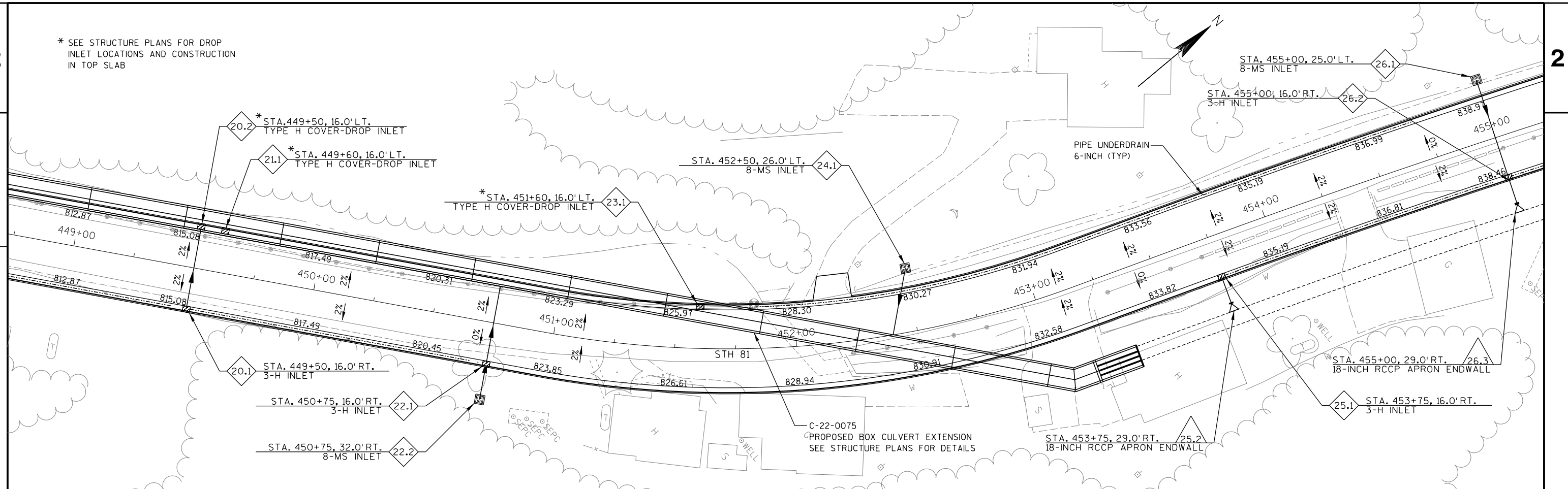
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08	.16	.22	.12	.20	.27	.15	.24	.33	.19	.28	.38
	.22	.30	.38	.26	.34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

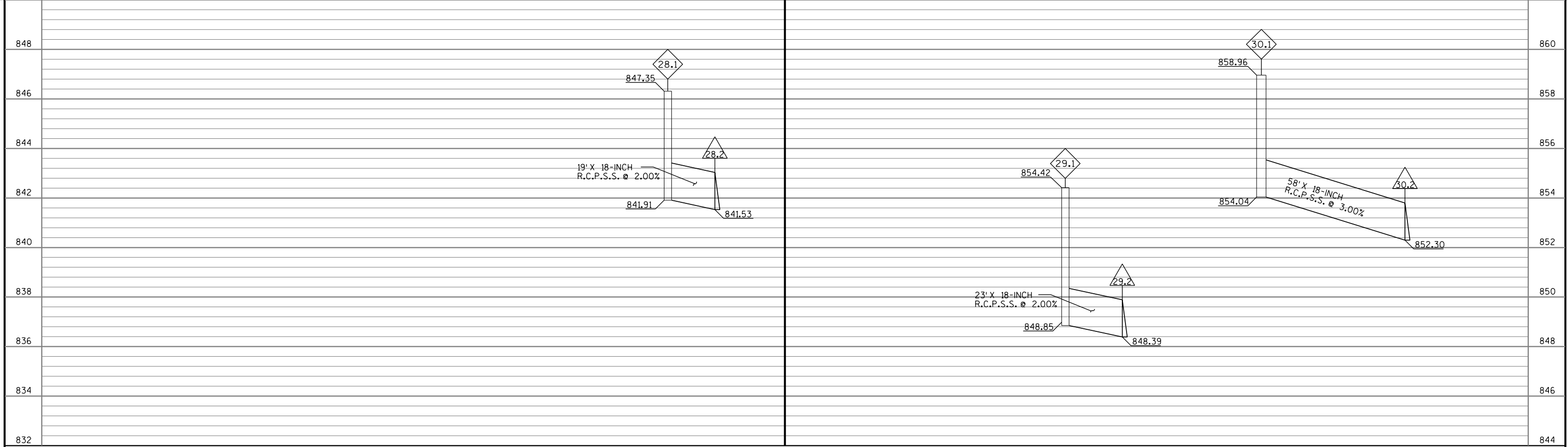
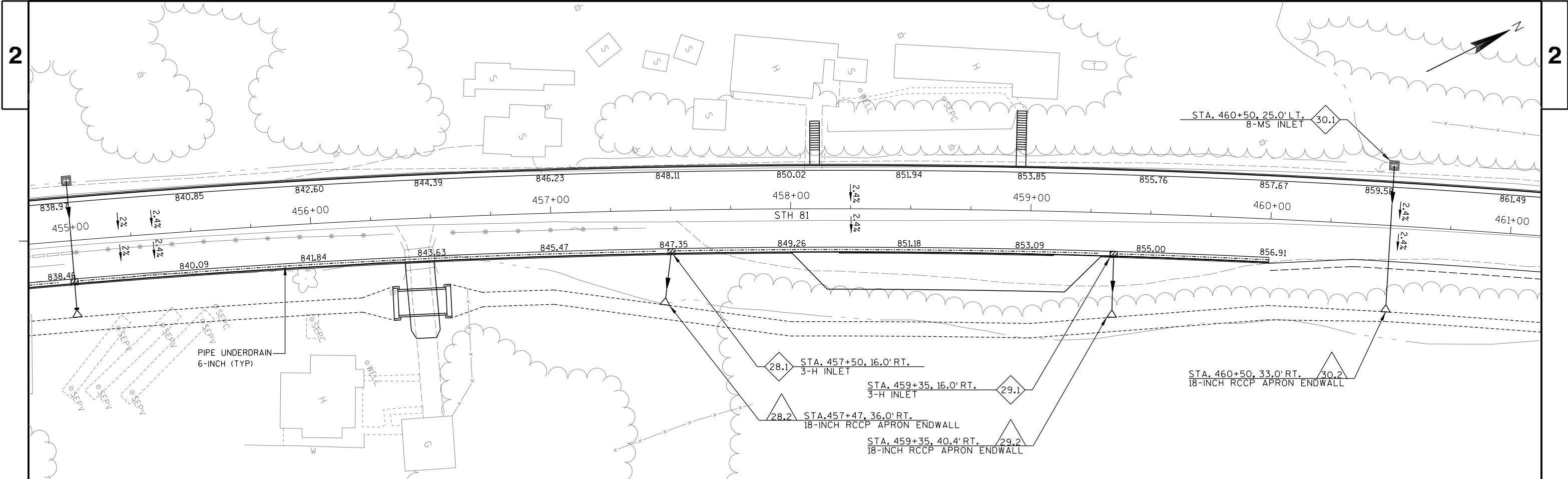
TOTAL PROJECT AREA = 10.516 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 9.339 ACRES





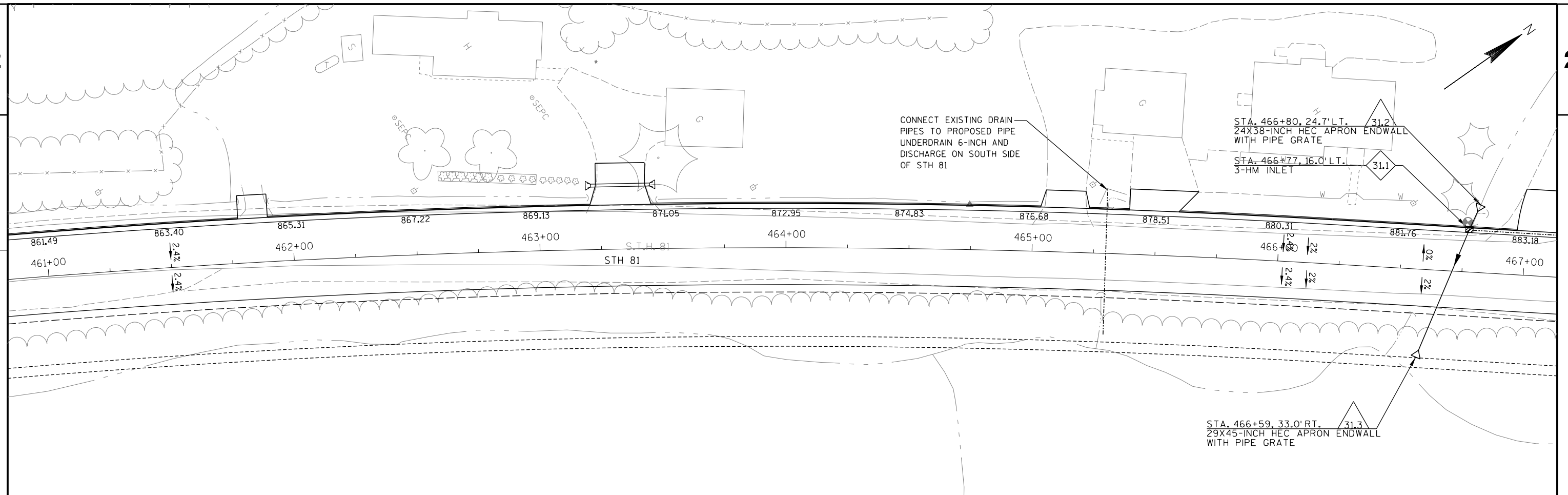
* SEE STRUCTURE PLANS FOR DROP
INLET LOCATIONS AND CONSTRUCTION
IN TOP SLAB



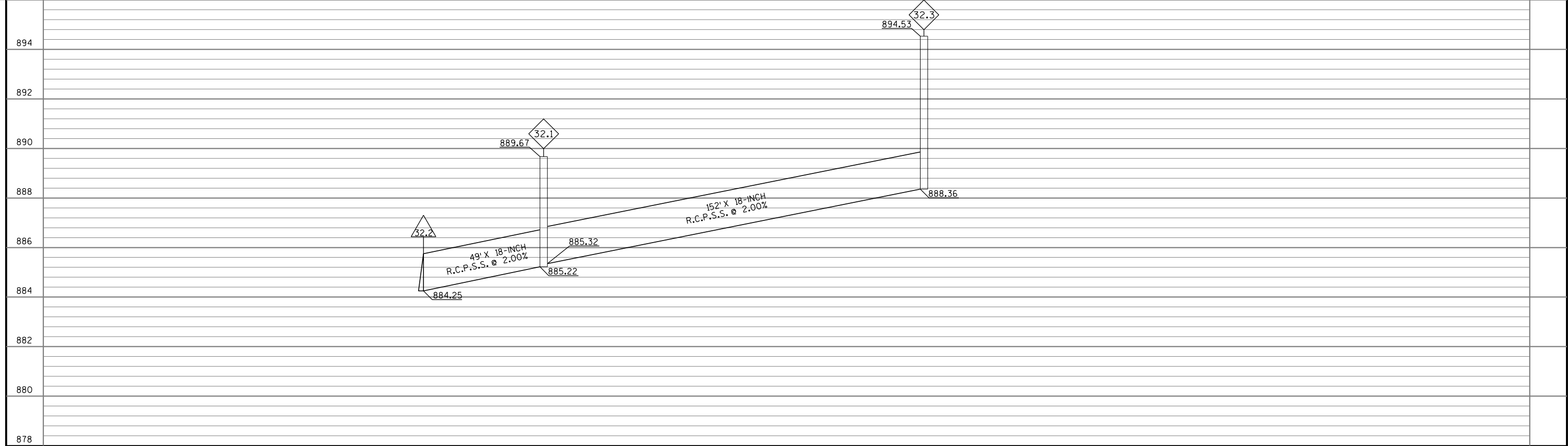
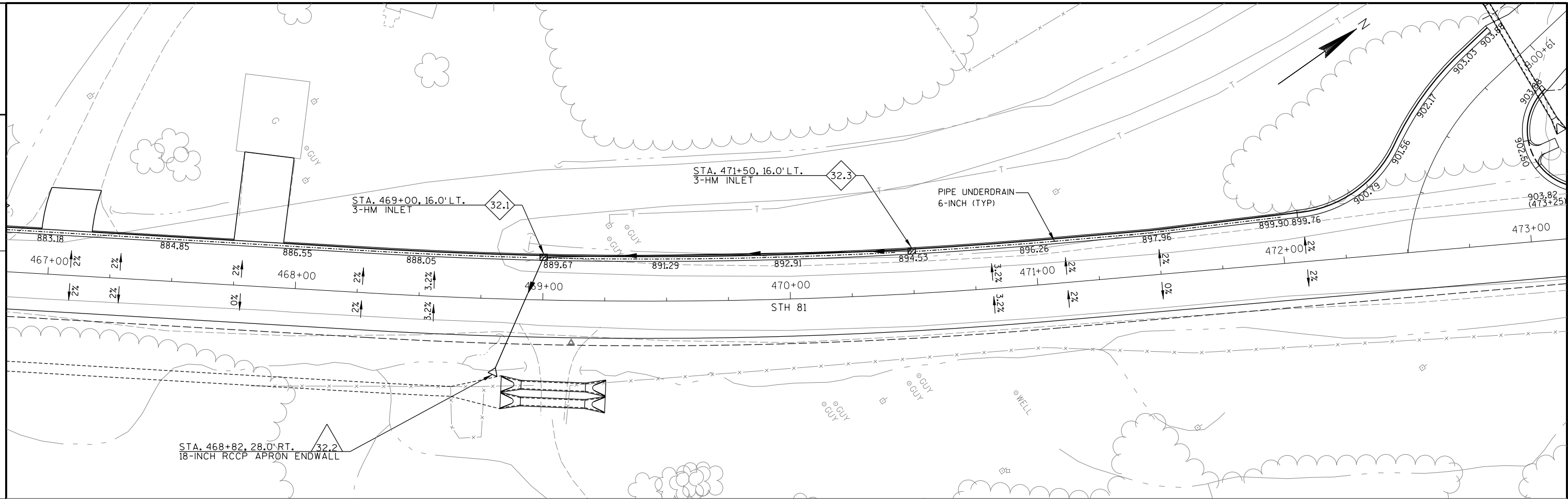


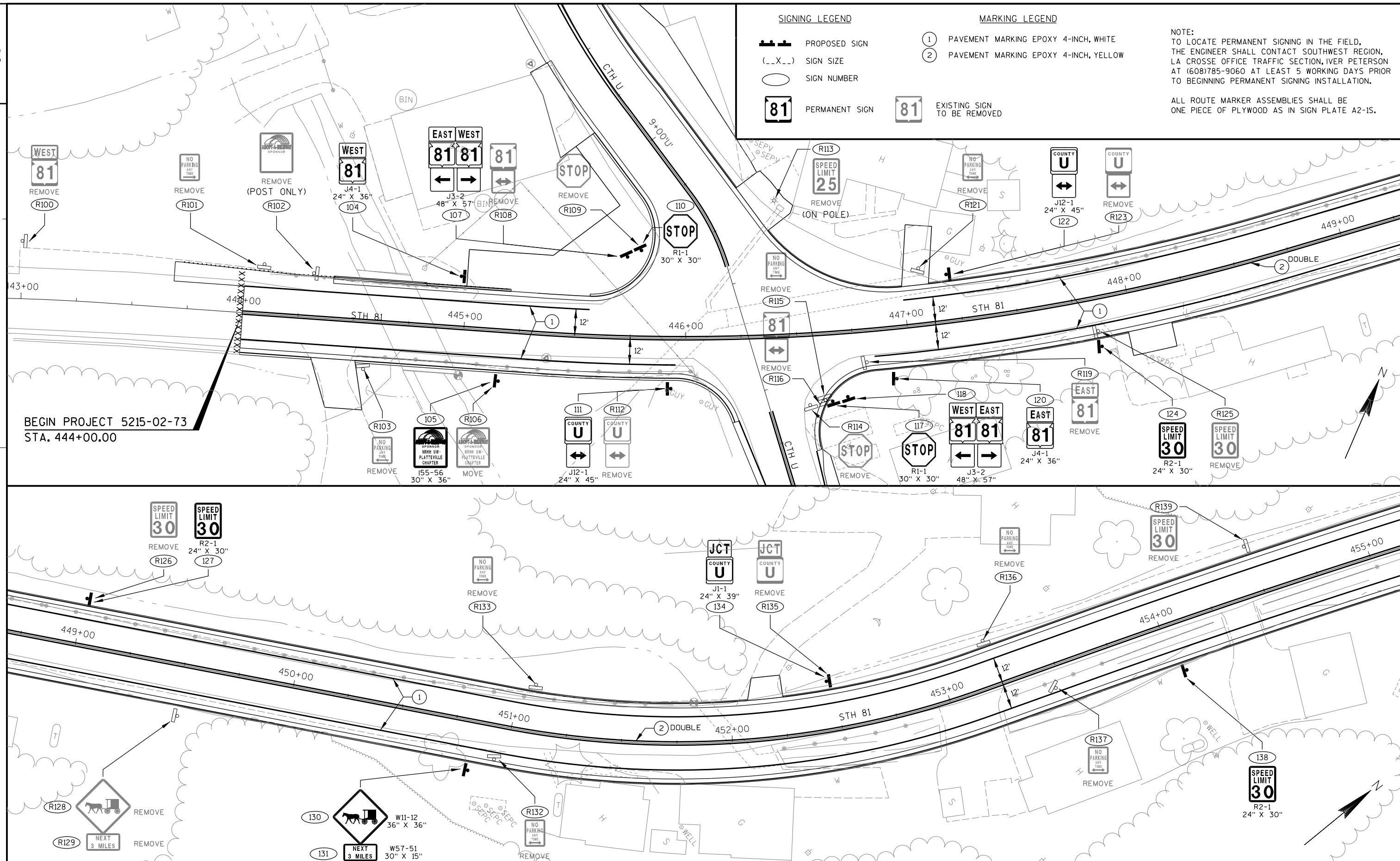
2

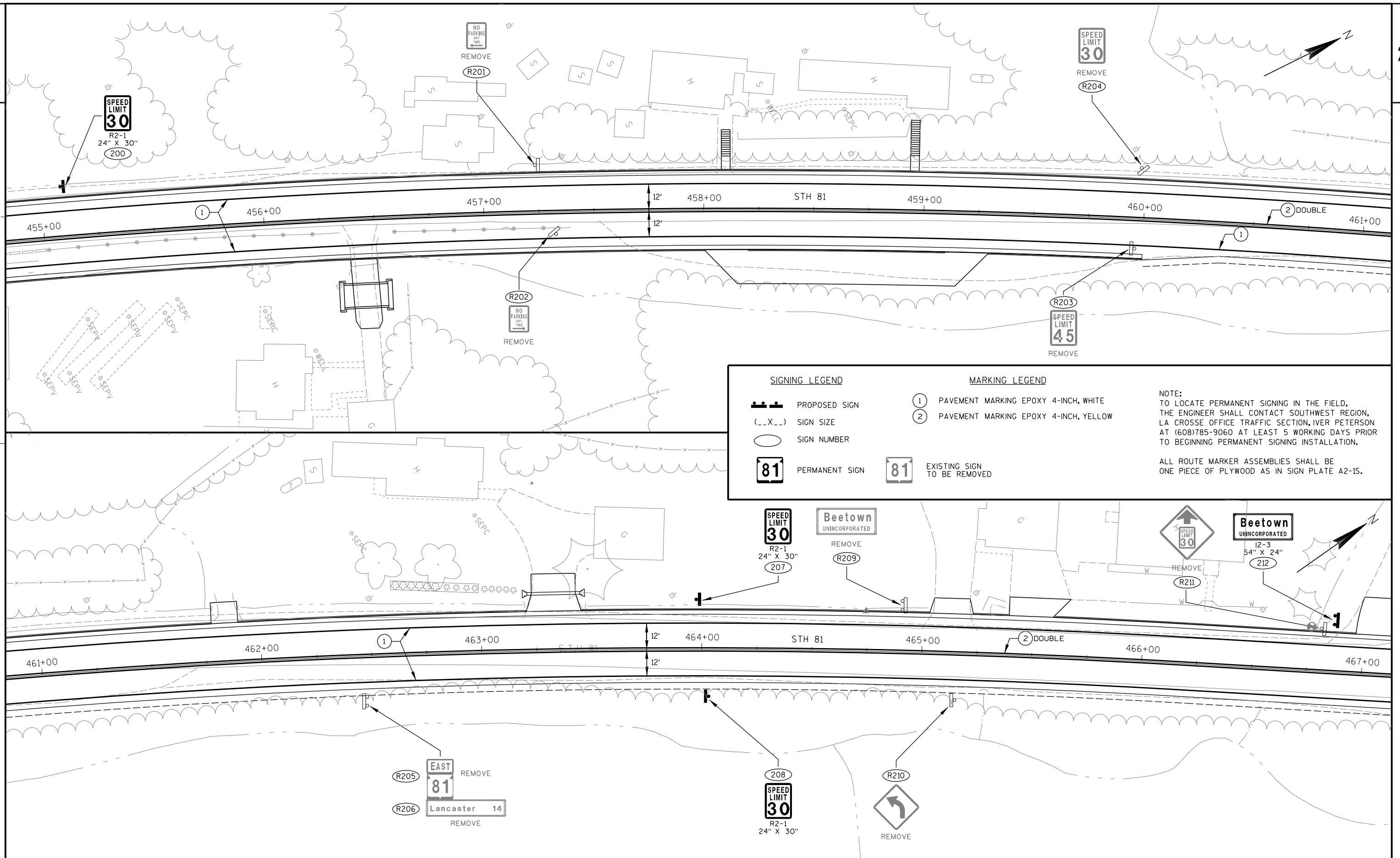
2 |

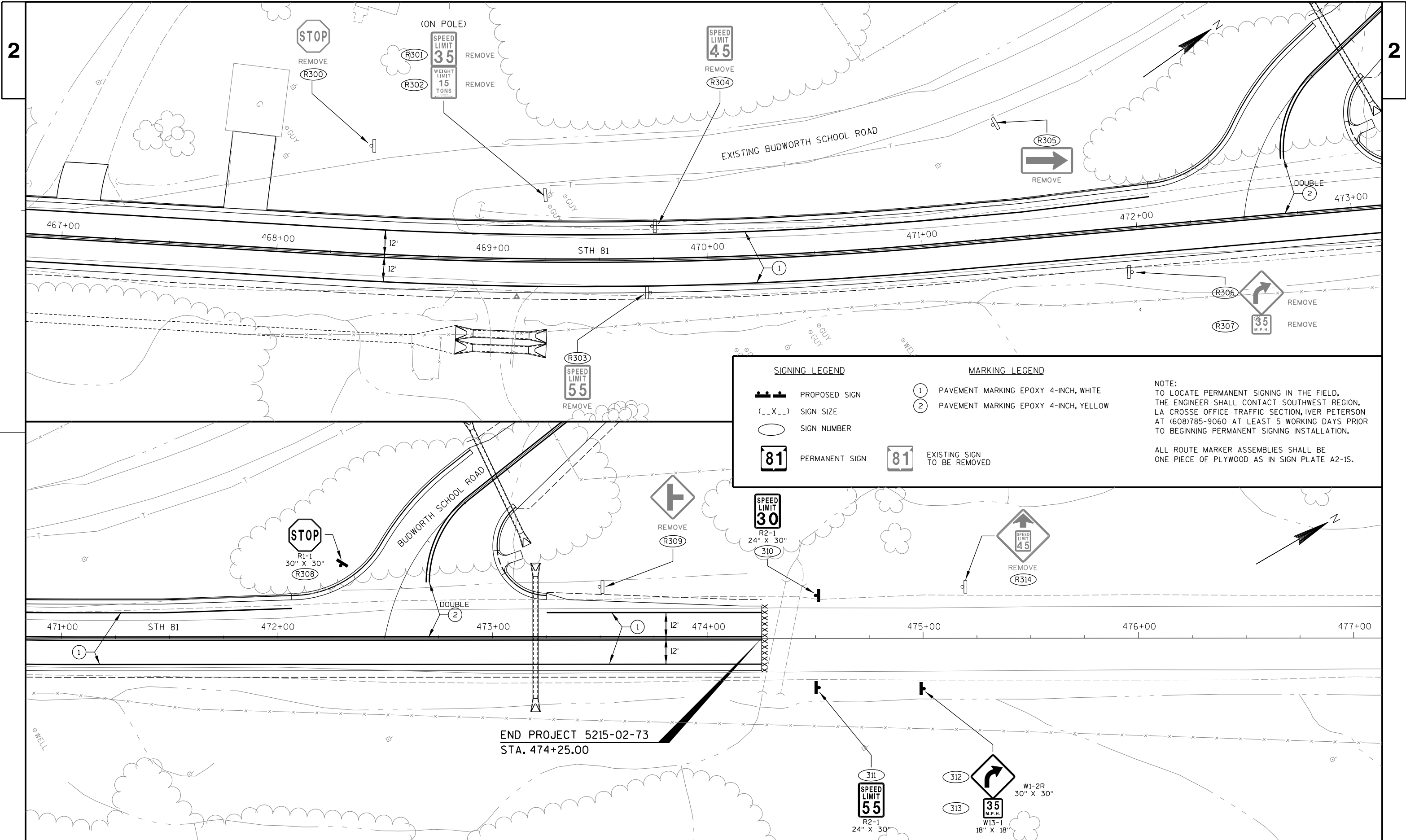


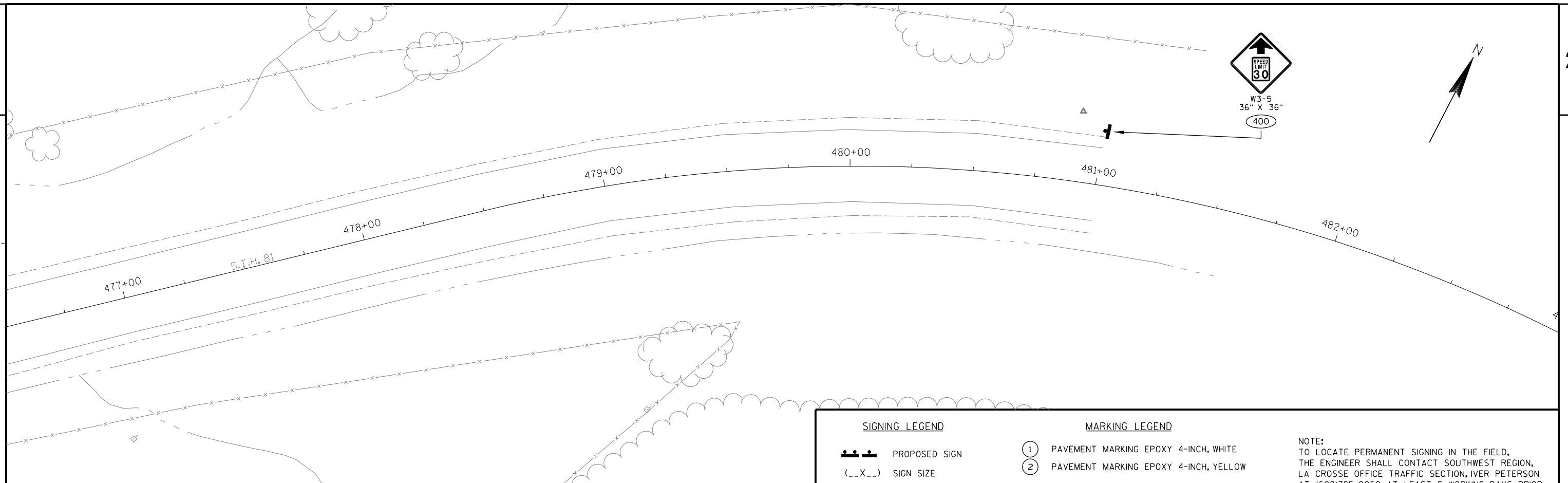
PROJECT NO: 5215-02-73	HWY: STH 81	COUNTY: GRANT	STORM SEWER & FLANGE ELEVATION PLAN	SHEET	E
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SIGNING LEGEND

-  PROPOSED SIGN
(--X--) SIGN SIZE
 SIGN NUMBER

 81 PERMANENT SIGN

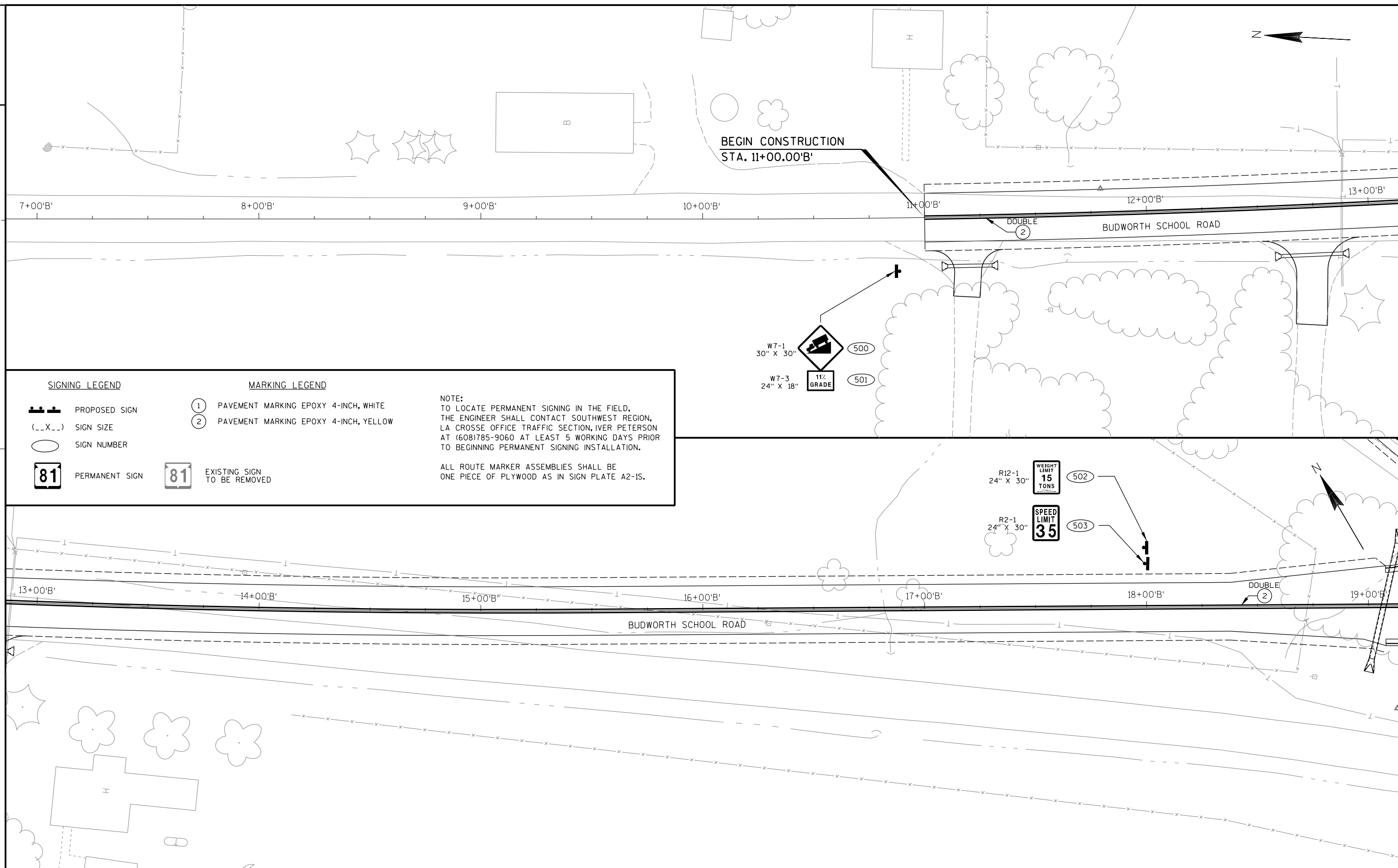
MARKING LEGEND

- ① PAVEMENT MARKING EPOXY 4-INCH, WHITE
② PAVEMENT MARKING EPOXY 4-INCH, YELLOW

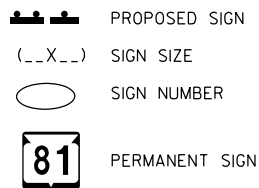
 81 EXISTING SIGN
TO BE REMOVED

NOTE:
TO LOCATE PERMANENT SIGNING IN THE FIELD,
THE ENGINEER SHALL CONTACT SOUTHWEST REGION,
LA CROSSE OFFICE TRAFFIC SECTION, IVER PETERSON
AT (608)785-9060 AT LEAST 5 WORKING DAYS PRIOR
TO BEGINNING PERMANENT SIGNING INSTALLATION.

ALL ROUTE MARKER ASSEMBLIES SHALL BE
ONE PIECE OF PLYWOOD AS IN SIGN PLATE A2-1S.



SIGNING LEGEND

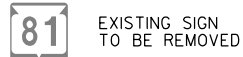


MARKING LEGEND

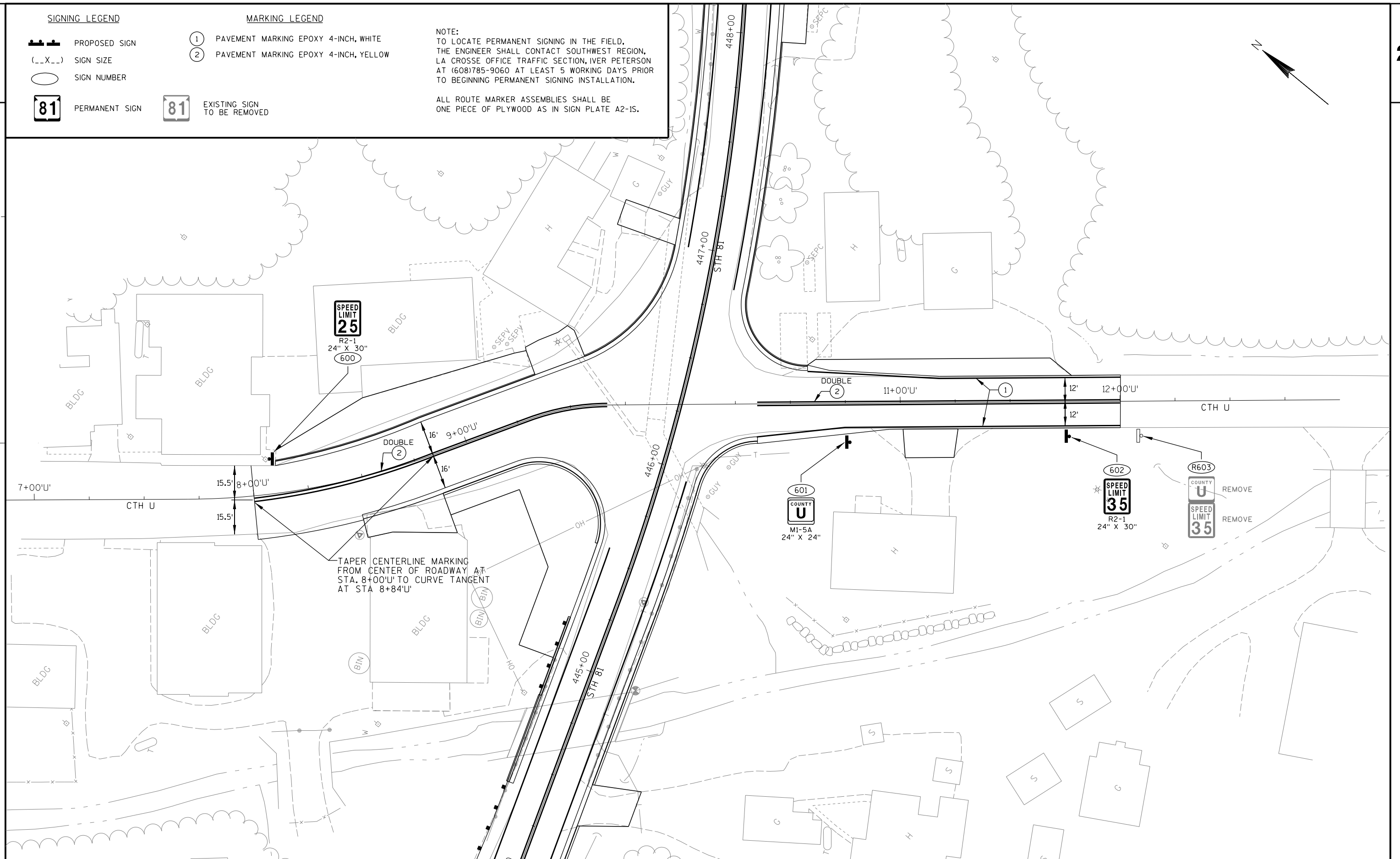
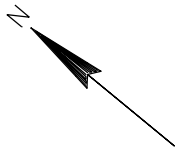
- ① PAVEMENT MARKING EPOXY 4-INCH, WHITE
② PAVEMENT MARKING EPOXY 4-INCH, YELLOW

NOTE:
TO LOCATE PERMANENT SIGNING IN THE FIELD,
THE ENGINEER SHALL CONTACT SOUTHWEST REGION,
LA CROSSE OFFICE TRAFFIC SECTION, IVER PETERSON
AT (608)785-9060 AT LEAST 5 WORKING DAYS PRIOR
TO BEGINNING PERMANENT SIGNING INSTALLATION.

ALL ROUTE MARKER ASSEMBLIES SHALL BE
ONE PIECE OF PLYWOOD AS IN SIGN PLATE A2-1S.



EXISTING SIGN
TO BE REMOVED



PROJECT NO: 5215-02-73

HWY: STH 81

COUNTY: GRANT

PERMANENT SIGNING & PAVEMENT MARKING

SHEET

E

GENERAL NOTES

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.

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

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL "W" AND "WO" SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED AND SHALL HAVE REFLECTIVE FLUORESCENT DIAMOND GRADE SHEETING.

TYPE "H" REFLECTIVE SHEETING SHALL BE USED ON ALL BARRICADES AND ON R11-2, R11-3, AND R11-4 SIGNS.

TYPE III BARRICADE STRIPES SHALL SLOPE DOWNWARD TOWARD THE TRAFFIC LANE.

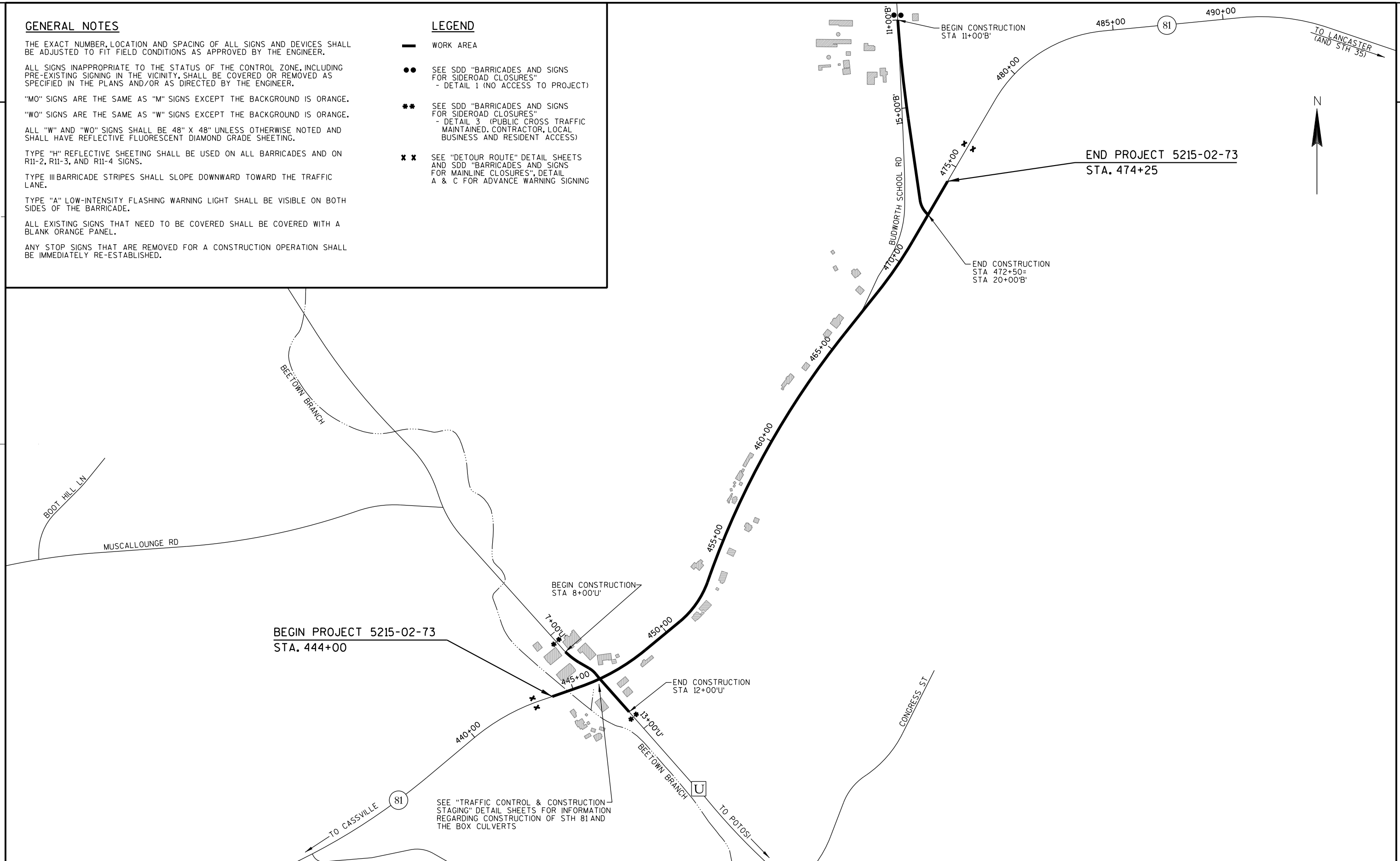
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHT SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

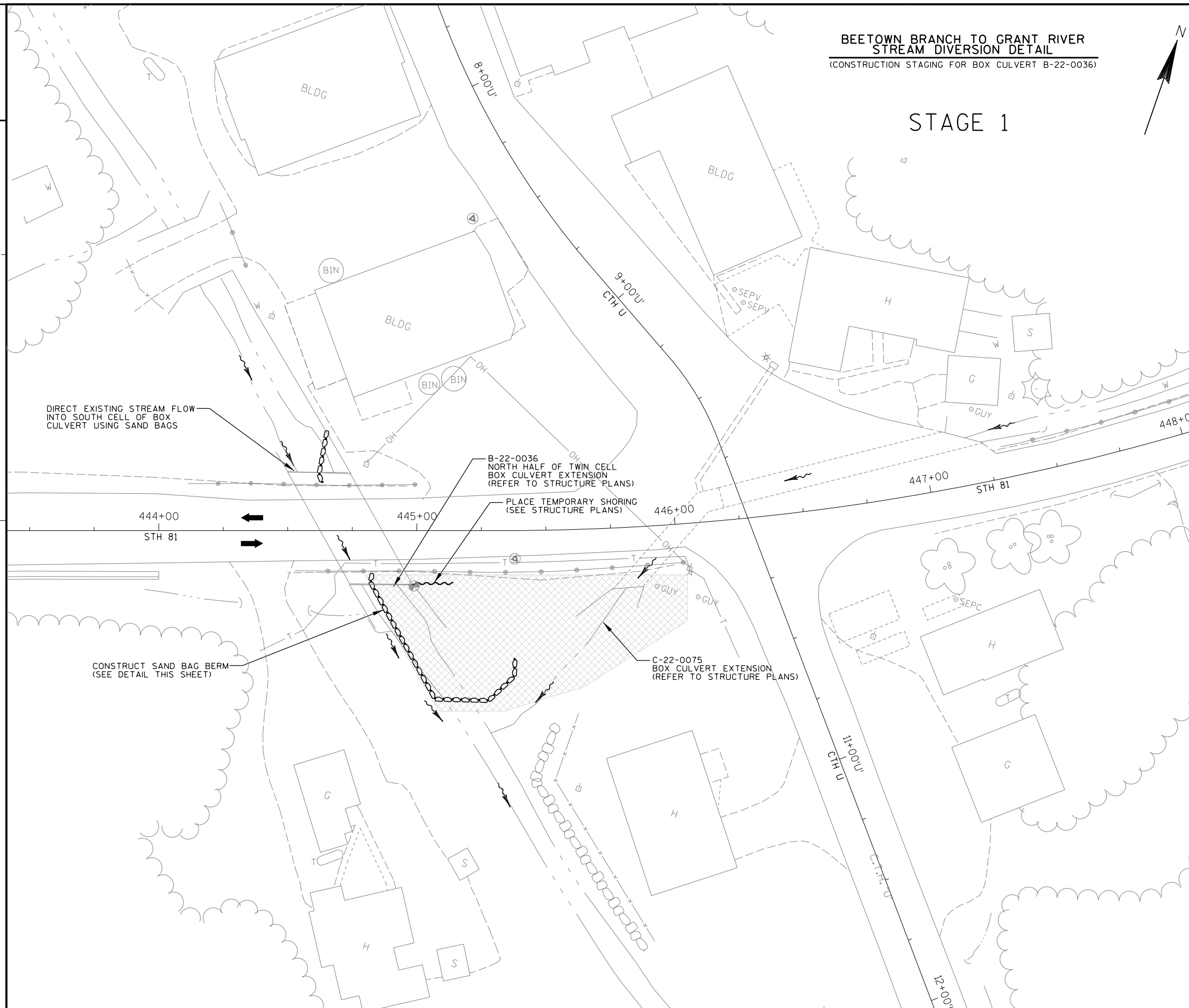
ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK ORANGE PANEL.

ANY STOP SIGNS THAT ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.

LEGEND

- WORK AREA
- SEE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" - DETAIL 1 (NO ACCESS TO PROJECT)
- ** SEE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" - DETAIL 3 (PUBLIC CROSS TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS)
- x x SEE "DETOUR ROUTE" DETAIL SHEETS AND SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES", DETAIL A & C FOR ADVANCE WARNING SIGNING



**STAGE 1 - STRUCTURE C-22-0075**

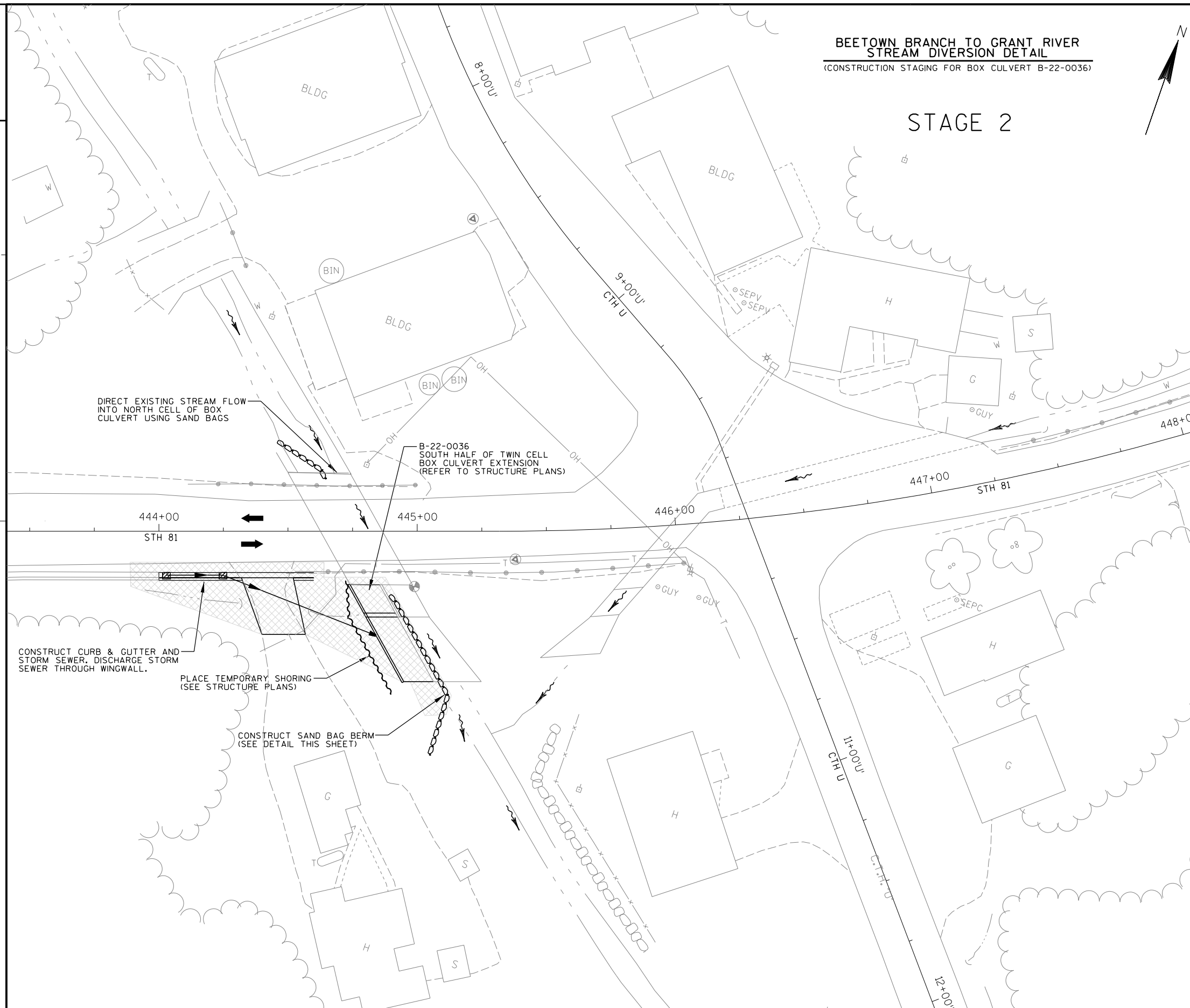
1. REMOVE THE EXISTING APRON ENDWALL AND WING WALLS. EXISTING BEAM GUARD TO REMAIN IN PLACE TO SHIELD CONSTRUCTION OPERATION AGAINST ERRANT VEHICLES.
2. CONSTRUCT BOX CULVERT EXTENSION, APRON AND WING WALLS.
3. CONSTRUCT HEADER AND TOP SLAB OF BOX CULVERT.
4. BACKFILL AROUND BOX CULVERT WITH MATERIAL APPROVED BY THE ENGINEER AND INSTALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES.

STAGE 1 - STRUCTURE B-22-0036

1. DIRECT WATER AROUND THE WORKZONE AS NECESSARY USING METHODS APPROVED BY THE ENGINEER. SANDBAGS AND POLYETHYLENE SHEETING ARE INCIDENTAL TO THE BID ITEM "TEMPORARY STREAM DIVERSION". MAINTAIN CHANNEL FLOW INTO SOUTH CELL WHILE THE NORTH SIDE BOX CULVERT EXTENSION, APRON AND WINGWALLS ARE BEING CONSTRUCTED.
2. INSTALL TEMPORARY SHORING AS NOTED ON STRUCTURE PLANS.
3. REMOVE THE EXISTING APRON AND WINGWALL FOR THE NORTH SIDE OF THE EXISTING TWIN CELL BOX CULVERT.
4. CONSTRUCT BOX CULVERT EXTENSION, APRON AND WINGWALL.
5. BACKFILL AROUND BOX CULVERT WITH MATERIAL APPROVED BY THE ENGINEER.

NOTES

- SEE EROSION CONTROL AND STRUCTURE PLANS FOR EROSION CONTROL DEVICES AT THE BOX CULVERT.

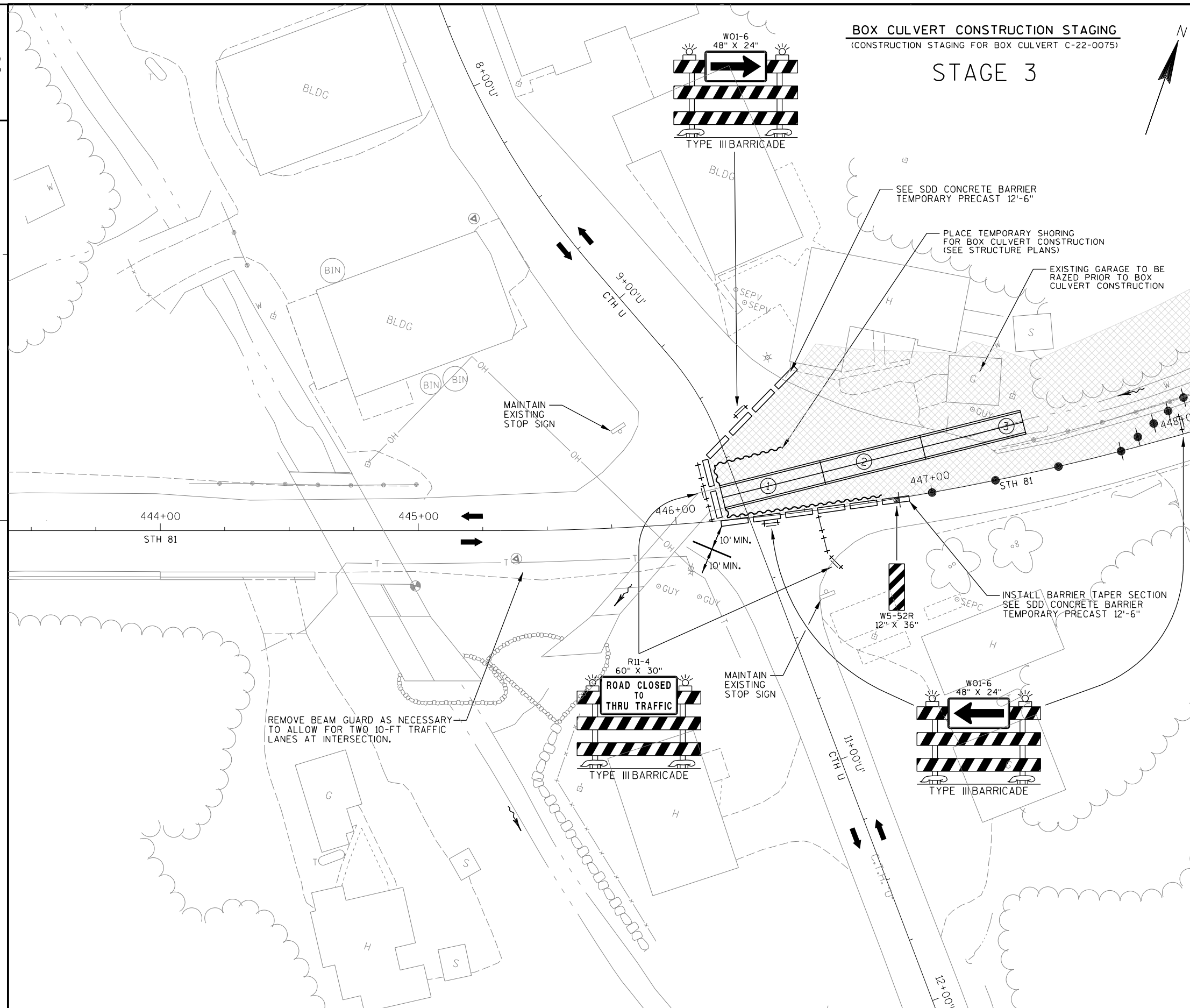


STAGE 2 - STRUCTURE B-22-0036

1. DIRECT WATER AROUND THE WORKZONE AS NECESSARY USING METHODS APPROVED BY THE ENGINEER. SANDBAGS AND POLYETHYLENE SHEETING ARE INCIDENTAL TO THE BID ITEM "TEMPORARY STREAM DIVERSION". MAINTAIN CHANNEL FLOW INTO SOUTH CELL WHILE THE NORTH SIDE BOX CULVERT EXTENSION, APRON AND WINGWALLS ARE BEING CONSTRUCTED.
2. INSTALL TEMPORARY SHORING WHERE NOTED ON STRUCTURE PLANS.
3. REMOVE THE EXISTING APRON AND WINGWALL FOR THE SOUTH SIDE OF THE EXISTING TWIN CELL BOX CULVERT.
4. CONSTRUCT CURB AND GUTTER THROUGH ENTRANCE AT STA. 444+42. CONSTRUCT STORM SEWER THAT DISCHARGES THROUGH SIDE OF WINGWALL AS SHOWN ON STORM SEWER AND STRUCTURE PLANS.
5. CONSTRUCT BOX CULVERT EXTENSION, APRON AND WINGWALL.
6. CONSTRUCT HEADER AND TOP SLAB OF BOX CULVERT.
7. BACKFILL AROUND BOX CULVERT WITH MATERIAL APPROVED BY THE ENGINEER AND INSTALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES.

NOTES:

- SEE EROSION CONTROL AND STRUCTURE PLANS FOR EROSION CONTROL DEVICES AT THE BOX CULVERT.

**STAGE 3 - STRUCTURE C-22-0075**

1. INSTALL TEMPORARY SHORING AS REQUIRED FOR BOX CULVERT CONSTRUCTION. SETUP TRAFFIC CONTROL TO MAINTAIN TRAFFIC THROUGH THE STH 81 / CTH U INTERSECTION. REMOVE BEAMGUARD ALONG STH 81 IN SOUTH QUADRANT OF INTERSECTION AS NEEDED TO MAINTAIN TWO 10-FT LANES OF TRAFFIC THROUGH THE INTERSECTION. PLACE AGGREGATE AS NECESSARY TO MAINTAIN AN ACCESSIBLE ROUTE AROUND CONSTRUCTION ZONE.
2. REMOVE THE EXISTING BOX CULVERT TO THE EXISTING BOX JOINT.
3. CONSTRUCT CELLS 1, 2 AND 3 OF THE PROPOSED BOX CULVERT.
4. REMOVE TEMPORARY SHORING AND BACKFILL AROUND BOX CULVERT WITH MATERIAL APPROVED BY THE ENGINEER. REMOVE TRAFFIC CONTROL AND OPEN UP ALL OF INTERSECTION FOR CONSTRUCTION OF ROADWAY ITEMS.
5. CONTINUE WITH BOX CULVERT CONSTRUCTION TO INLET END.
6. COMPLETE STORM SEWER AND TIE INTO BOX AS SHOW ON THE PLANS.

GENERAL NOTES:

KEEP INTERSECTION OPEN TO TRAFFIC AT ALL TIMES. IF IT BECOMES NECESSARY TO USE FLAGGING OPERATIONS WHEN SETTING UP TRAFFIC CONTROL OR WHILE WORKING THROUGH THE INTERSECTION TO DIRECT STH 81 AND CTH U TRAFFIC DURING IMPROVEMENTS, KEEP FLAGGERS IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. FLAGGING OPERATIONS ARE INCIDENTAL TO TRAFFIC CONTROL.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

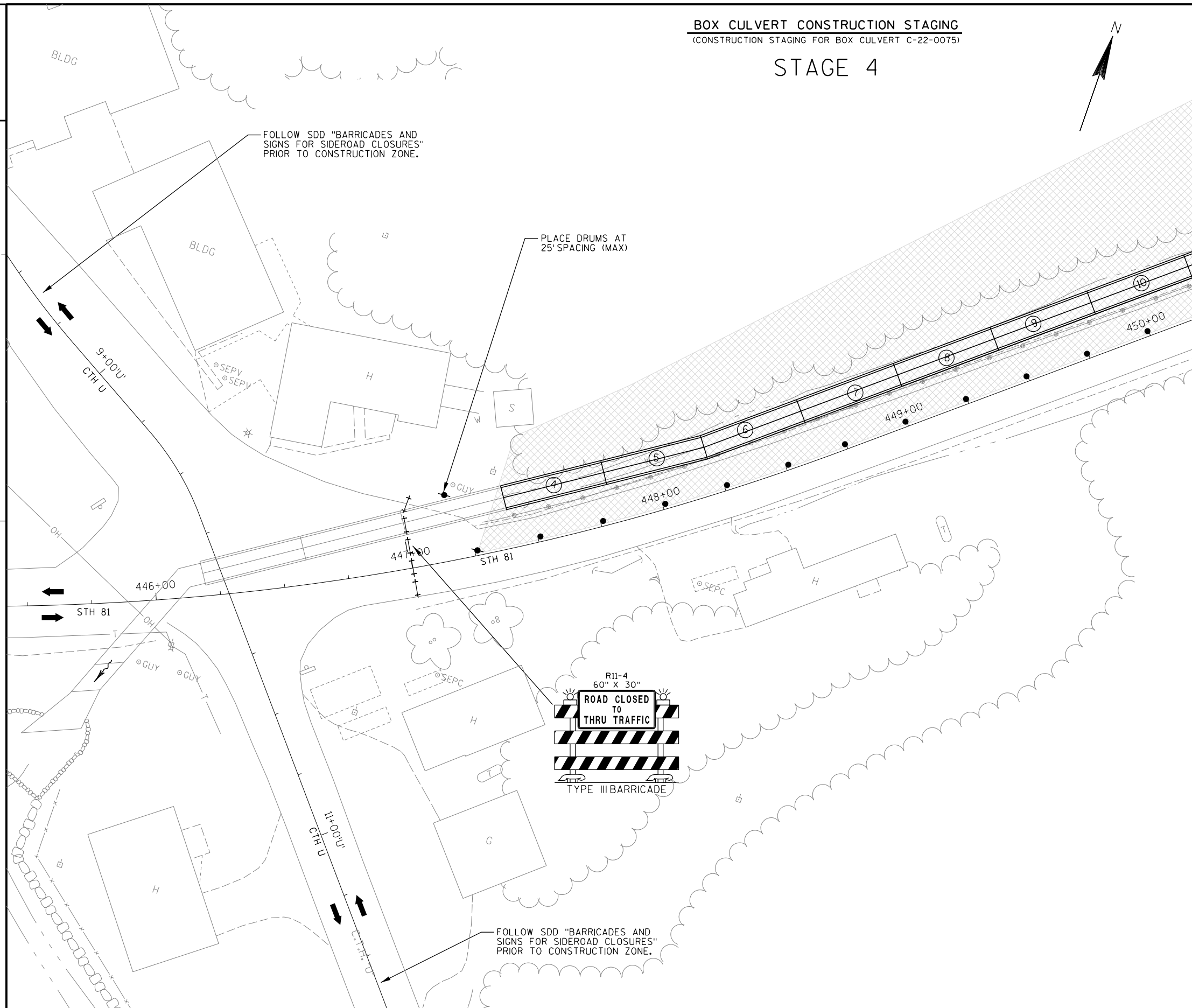
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"W0" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

ALTERNATE STAGING MAY BE USED WITH APPROVAL OF THE ENGINEER.

LEGEND

- ADVANCE WARNING SIGN ON POST
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C FLASHING LIGHT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TEMPORARY PRECAST CONCRETE BARRIER
- TEMPORARY SHORING
- ➔ DIRECTION OF TRAFFIC FLOW
- ▨ WORK ZONE
- ➔ STREAM FLOW DIRECTION

**STAGE 4 - STRUCTURE C-22-0075**

1. INSTALL TEMPORARY SHORING AS REQUIRED FOR BOX CULVERT CONSTRUCTION. SETUP TRAFFIC CONTROL TO MAINTAIN TRAFFIC THROUGH THE STH 81 / CTH U INTERSECTION.
2. CONSTRUCT CELLS 4 TO 15 OF PROPOSED BOX CULVERT AS SHOWN ON THE STRUCTURE PLANS.
3. REMOVED EXISTING STONE ARCH BOX CULVERT UNDER STH 81 AT STA 452+00
4. REMOVE BUILDINGS NOTED IN PLAN THAT CONFLICT WITH PROPOSED BOX CULVERT CONSTRUCTION.
5. PLACE TEMPORARY ROAD AROUND END OF CELL 15 TO MAINTAIN LOCAL AND EMERGENCY TRAFFIC ALONG STH 81. INSTALL TEMPORARY PIPE AS NECESSARY TO MAINTAIN RUNOFF FLOW UNDER STH 81 AND INTO BOX CULVERT.
6. REMOVE TEMPORARY SHORING AND BACKFILL AROUND BOX CULVERT WITH MATERIAL APPROVED BY THE ENGINEER.
7. COMPLETE STORM SEWER AND TIE INTO BOX AS SHOW ON THE PLANS.

GENERAL NOTES:

KEEP A MINIMUM OF ONE TRAVEL LANE OPEN TO LOCAL AND EMERGENCY TRAFFIC AT ALL TIMES. IF IT BECOMES NECESSARY TO USE FLAGGING OPERATIONS WHEN SETTING UP TRAFFIC CONTROL OR DURING CONSTRUCTION, KEEP FLAGGERS IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. FLAGGING OPERATIONS ARE INCIDENTAL TO TRAFFIC CONTROL.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

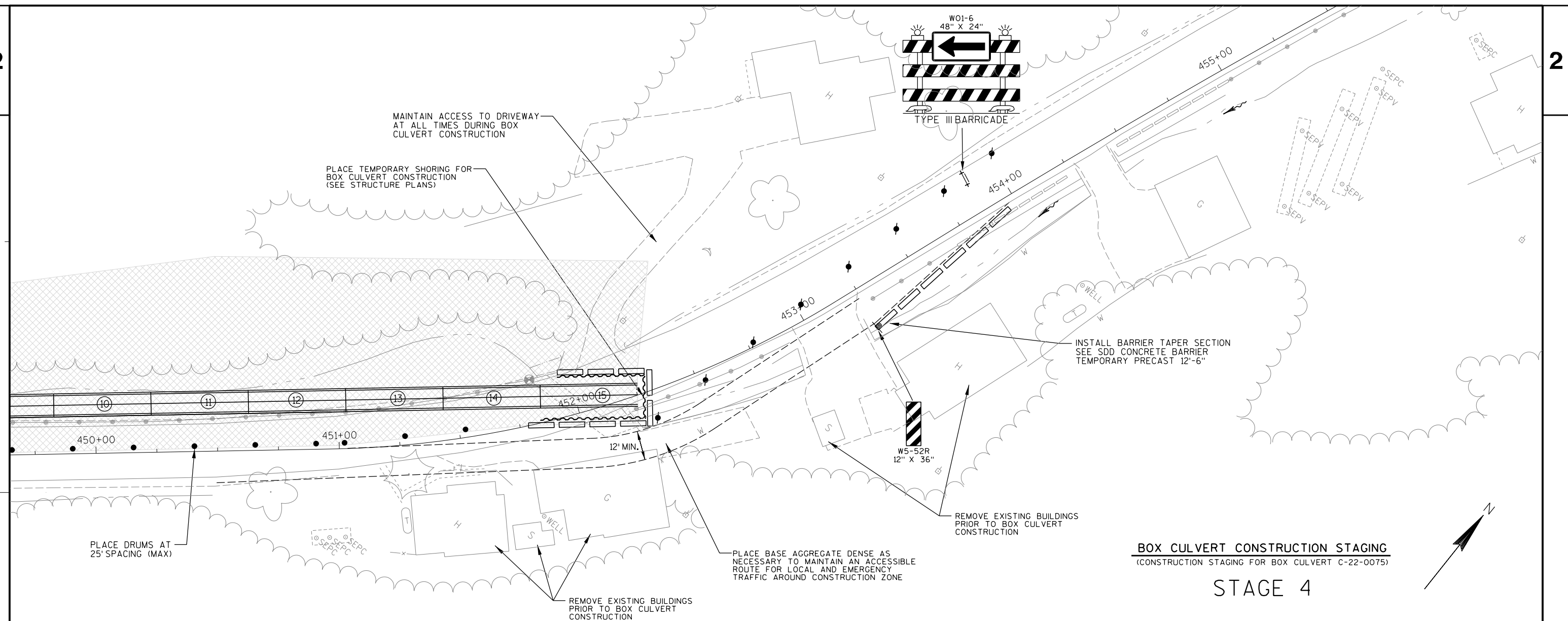
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

ALTERNATE STAGING MAY BE USED WITH APPROVAL OF THE ENGINEER.

LEGEND

- ADVANCE WARNING SIGN ON POST
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C FLASHING LIGHT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TEMPORARY PRECAST CONCRETE BARRIER
- TEMPORARY SHORING
- DIRECTION OF TRAFFIC FLOW
- WORK ZONE
- STREAM FLOW DIRECTION



BOX CULVERT CONSTRUCTION STAGING
(CONSTRUCTION STAGING FOR BOX CULVERT C-22-0075)

STAGE 4

GENERAL NOTES:

KEEP A MINIMUM OF ONE TRAVEL LANE OPEN TO LOCAL AND EMERGENCY TRAFFIC AT ALL TIMES. IF IT BECOMES NECESSARY TO USE FLAGGING OPERATIONS WHEN SETTING UP TRAFFIC CONTROL OR DURING CONSTRUCTION, KEEP FLAGGERS IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. FLAGGING OPERATIONS ARE INCIDENTAL TO TRAFFIC CONTROL.

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

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"W0" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

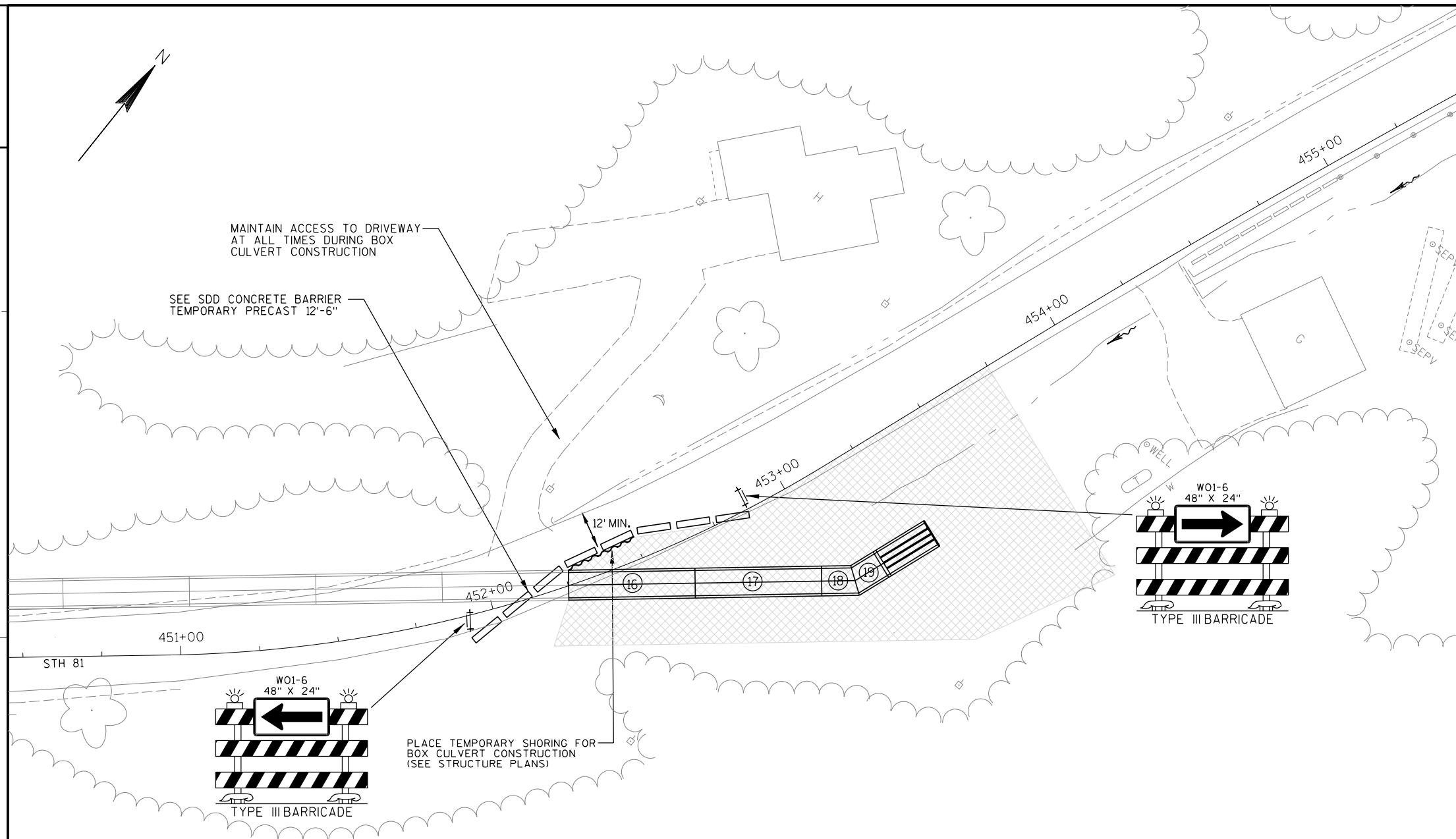
ALTERNATE STAGING MAY BE USED WITH APPROVAL OF THE ENGINEER.

STAGE 4 - STRUCTURE C-22-0075

1. INSTALL TEMPORARY SHORING AS REQUIRED FOR BOX CULVERT CONSTRUCTION. SETUP TRAFFIC CONTROL TO MAINTAIN TRAFFIC THROUGH THE STH 81 / CTH U INTERSECTION.
2. CONSTRUCT CELLS 4 TO 15 OF PROPOSED BOX CULVERT AS SHOWN ON THE STRUCTURE PLANS.
3. REMOVE EXISTING STONE ARCH BOX CULVERT UNDER STH 81 AT STA 452+00
4. REMOVE BUILDINGS NOTED IN PLAN THAT CONFLICT WITH PROPOSED BOX CULVERT CONSTRUCTION.
5. PLACE TEMPORARY ROAD AROUND END OF CELL 15 TO MAINTAIN LOCAL AND EMERGENCY TRAFFIC ALONG STH 81. INSTALL TEMPORARY PIPE AS NECESSARY TO MAINTAIN RUNOFF FLOW UNDER STH 81 AND INTO BOX CULVERT.
6. REMOVE TEMPORARY SHORING AND BACKFILL AROUND BOX CULVERT WITH MATERIAL APPROVED BY THE ENGINEER.
7. COMPLETE STORM SEWER AND TIE INTO BOX AS SHOW ON THE PLANS.

LEGEND

- ADVANCE WARNING SIGN ON POST
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C FLASHING LIGHT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TEMPORARY PRECAST CONCRETE BARRIER
- TEMPORARY SHORING
- ➔ DIRECTION OF TRAFFIC FLOW
- ▨ WORK ZONE
- ➔ STREAM FLOW DIRECTION



BOX CULVERT CONSTRUCTION STAGING
(CONSTRUCTION STAGING FOR BOX CULVERT C-22-0075)

STAGE 5

STAGE 5 - STRUCTURE C-22-0075

1. INSTALL TEMPORARY SHORING AS REQUIRED FOR BOX CULVERT CONSTRUCTION. SETUP TRAFFIC CONTROL TO MAINTAIN TRAFFIC ALONG STH 81 FOR LOCAL AND EMERGENCY TRAFFIC.
2. CONSTRUCT CELLS 16 TO 19, WINGWALL AND APRON OF PROPOSED BOX CULVERT AS SHOWN ON THE STRUCTURE PLANS.
3. REMOVE TEMPORARY SHORING AND BACKFILL AROUND BOX CULVERT WITH MATERIAL APPROVED BY THE ENGINEER.
4. COMPLETE STORM SEWER AND TIE INTO BOX AS SHOWN ON THE PLANS.

GENERAL NOTES:

KEEP A MINIMUM OF ONE TRAVEL LANE OPEN TO LOCAL AND EMERGENCY TRAFFIC AT ALL TIMES. IF IT BECOMES NECESSARY TO USE FLAGGING OPERATIONS WHEN SETTING UP TRAFFIC CONTROL OR DURING CONSTRUCTION, KEEP FLAGGERS IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. FLAGGING OPERATIONS ARE INCIDENTAL TO TRAFFIC CONTROL.

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

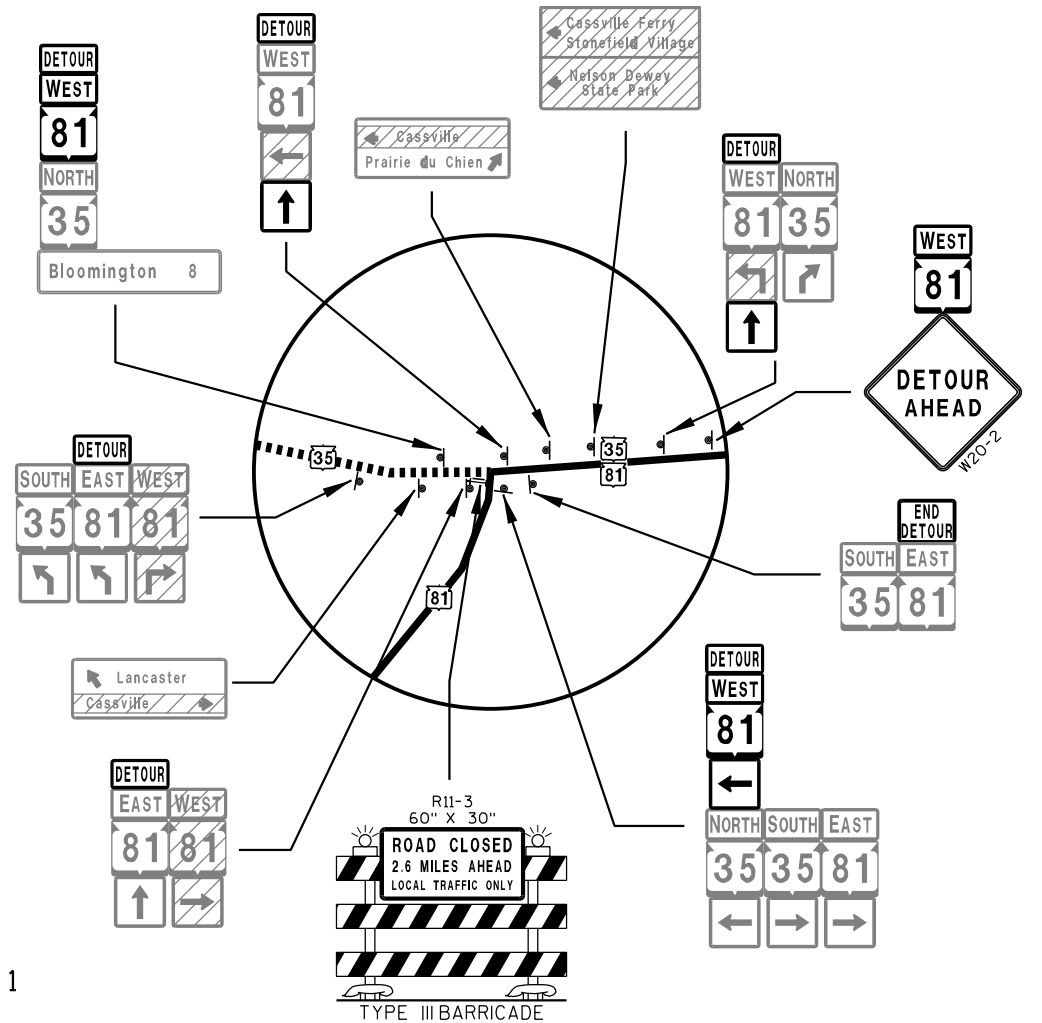
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ALTERNATE STAGING MAY BE USED WITH APPROVAL OF THE ENGINEER.

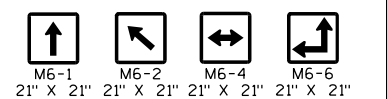
LEGEND

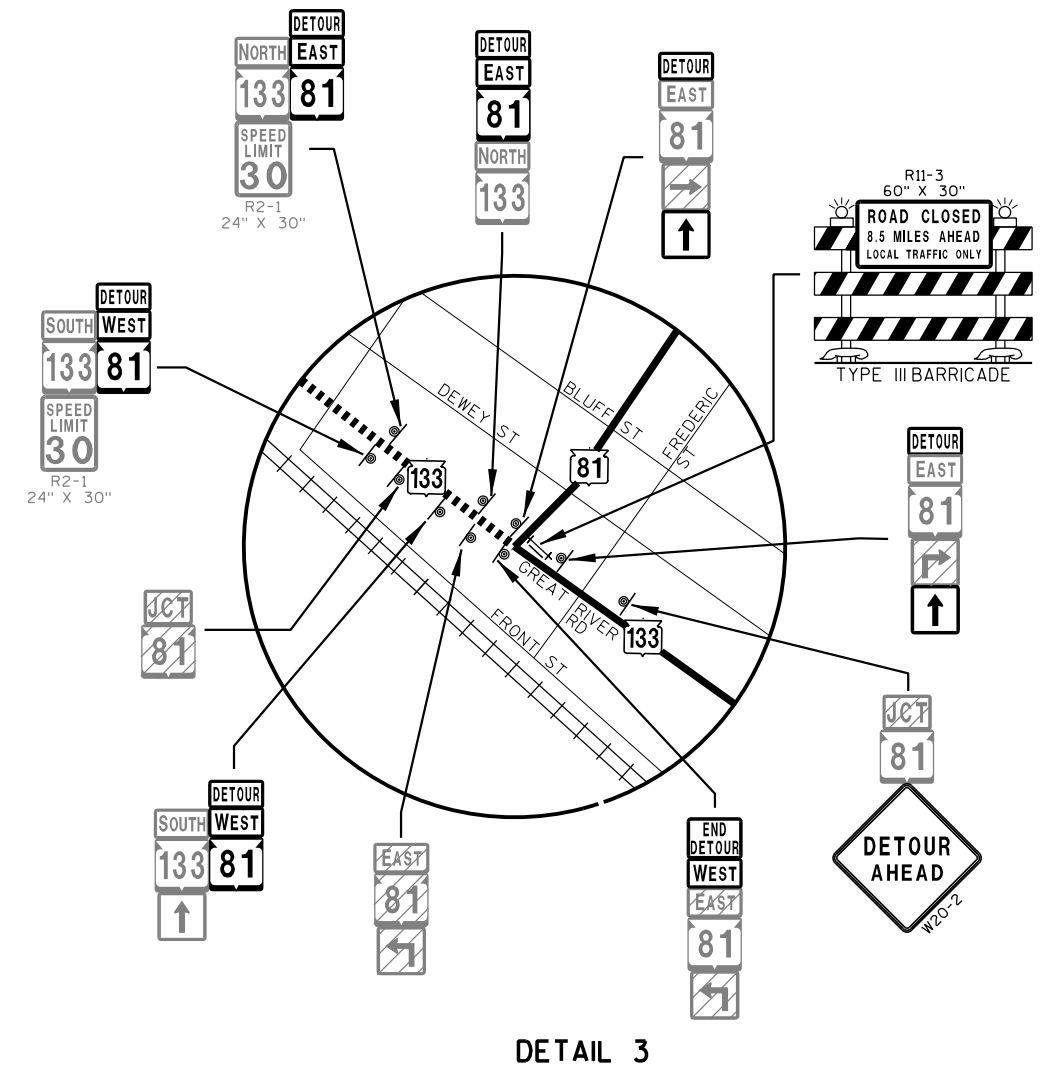
- ADVANCE WARNING SIGN ON POST
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C FLASHING LIGHT
- ⇄ TYPE III BARRICADE
- ⇄ TYPE III BARRICADE WITH SIGN
- ▭ TEMPORARY PRECAST CONCRETE BARRIER
- ~ TEMPORARY SHORING
- ➡ DIRECTION OF TRAFFIC FLOW
- ▨ WORK ZONE
- ➡ STREAM FLOW DIRECTION



LEGEND

- COVER EXISTING SIGN





LEGEND

- | | | | |
|---|----------------------------------|---|---|
|  | STH 81 DETOUR ROUTE |  |  |
|  | WORK AREA | 24" X 24" | 24" X 24" |
|  | SIGN ON WOOD POST |  |  |
|  | TYPE III BARRICADE, WITHOUT SIGN | M4-8
24" X 12" | M4-8A
24" X 18" |
|  | TYPE III BARRICADE, WITH SIGN |  |  |
| | | M3-1
24" X 12" | M3-2
24" X 12" |
| | | M3-3
24" X 12" | M3-4
24" X 12" |
|  | NEW SIGN |  |  |
|  | EXISTING SIGN | M5-1L
21" X 21" | M5-1R
21" X 21" |
|  | COVER EXISTING SIGN |  |  |
| | | M5-2L
21" X 21" | M5-2R
21" X 21" |
| | |  |  |
| | | M6-1
21" X 21" | M6-2
21" X 21" |
| | |  |  |
| | | M6-4
21" X 21" | M6-6
21" X 21" |

CLEARING & GRUBBING							
STATION	TO	STATION	LOCATION	201.0105	201.0120	201.0205	201.0220
				CLEARING STA	CLEARING ID	GRUBBING STA	GRUBBING ID
447+03	-	--	RT	--	18	--	18
447+28	-	--	RT	--	10	--	10
447+41	-	--	RT	--	12	--	12
447+50	-	452+00	LT	5	--	5	--
450+72	-	--	RT	--	20	--	20
451+28	-	--	RT	--	24	--	24
458+00	-	468+00	RT	10	--	10	--
466+75	-	--	LT	--	4	--	4
467+38	-	--	LT	--	12	--	12
467+48	-	--	LT	--	12	--	12
467+53	-	--	LT	--	12	--	12
471+50	-	473+50	LT	2	--	2	--
11+50 'B'	-	12+50 'B'	RT	1	--	1	--
12+96 'B'	-	--	RT	--	15	--	15
13+27 'B'	-	--	RT	--	24	--	24
13+60 'B'	-	--	RT	--	12	--	12
13+92 'B'	-	--	RT	--	15	--	15
16+59 'B'	-	--	LT	--	24	--	24
16+95 'B'	-	--	LT	--	24	--	24
17+35 'B'	-	--	LT	--	24	--	24
UNDISTRIBUTED	-	--	--	2	28	2	28
TOTAL:				20	290	20	290

203.0200 REMOVING OLD STRUCTURE (STATION)						
CATEGORY	STATION	TO	STATION	LOCATION	DESCRIPTION	LS
0010	444+16	-	--	LT	STEEL GIRDER BRIDGE	1
0010	452+00	-	--	STH 81	STONE ARCH CULVERT	1
0010	453+05	-	--	P.E. RT	CONCRETE SLAB ON STEEL GIRDERS	1
0010	454+35	-	--	P.E. RT	CONCRETE SLAB ON STEEL GIRDERS	1
0010	456+45	-	--	P.E. RT	CONCRETE SLAB AND ABUTMENTS	1
0020 *	446+19	-	447+16	STH 81	C-22-75	-
0030 *	444+75	-	--	RT	B-22-36 (S. APRON & WINGWALLS)	-
TOTAL:						5

* SEE STRUCTURE PLANS FOR STRUCTURE REMOVAL INFORMATION

204.0100 REMOVING PAVEMENT		
STATION	LOCATION	SY
8+70 'U'	C.E. RT	36
447+07	P.E. LT	15
452+17	P.E. LT	16
TOTAL:		67

204.0155 REMOVING CONCRETE SIDEWALK		
STATION	LOCATION	SY
458+10	STEPS, LT	10
466+29	LT	5
TOTAL:		15

203.0100 REMOVING SMALL PIPE CULVERTS			
STATION	LOCATION	DESCRIPTION	EACH
444+42	P.E. RT	26' X 18" CMP	2
446+35	STH 81	56' X 24" CMP	1
447+58	STH 81	35' X 18" CMP	1
448+08	P.E. RT	38' X 18" CMP	1
452+18	P.E. LT	26' X 18" CMP	1
457+10	STH 81	25' X 24" CONC. BOX	1
458+10	LT	10' X 12" CMP	1
460+40	STH 81	25' X 24" CONC. BOX	1
461+84	LT	12' X 15" CMP	1
463+33	P.E. LT	27' X 15" CMP	1
465+30	STH 81	25' X 24" CONC. BOX	1
466+67	STH 81	43' X 24" CMP	1
467+07	P.E. LT	39' X 18" CMP	1
468+88	STH 81	35' X 24" CMP	1
469+00	BUDWORTH SCHOOL RD	29' X 24" CMP	1
469+00	F.E. RT	22' X 36" CMP	1
11+20 'B'	F.E. RT	41' X 15" CMP	1
11+65 'B'	BUDWORTH SCHOOL RD	39' X 24" CMP	1
16+80 'B'	BUDWORTH SCHOOL RD	35' X 24" CMP	1
TOTAL:			20

NOTE: ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

204.0157 REMOVING CONCRETE BARRIER				
STATION	TO	STATION	LOCATION	LF
453+70	-	454+20	RT	50
454+48	-	454+98	RT	50
TOTAL:				100

204.0165 REMOVING GUARDRAIL				
STATION	TO	STATION	LOCATION	LF
444+11	-	445+00	LT	89
444+53	-	446+03	RT	152
447+30	-	451+73	LT	438
452+22	-	452+90	RT	70
453+28	-	453+70	RT	42
454+98	-	456+34	RT	136
456+58	-	457+40	RT	81
TOTAL:				1,008

204.0170 REMOVING FENCE <table><tr><th>STATION</th><th>TO</th><th>STATION</th><th>LOCATION</th><th>LF</th></tr><tr><td>457+90</td><td>-</td><td>468+97</td><td>RT</td><td>1,110</td></tr><tr><td>469+11</td><td>-</td><td>474+25</td><td>RT</td><td>520</td></tr><tr><td>11+28'B'</td><td>-</td><td>474+12</td><td>LT</td><td>870</td></tr><tr><td colspan="4">TOTAL:</td><td>2,500</td></tr></table>					STATION	TO	STATION	LOCATION	LF	457+90	-	468+97	RT	1,110	469+11	-	474+25	RT	520	11+28'B'	-	474+12	LT	870	TOTAL:				2,500	204.0220 REMOVING INLETS <table><tr><th>STATION</th><th>LOCATION</th><th>EACH</th></tr><tr><td>446+50</td><td>57' LT</td><td>1</td></tr><tr><td colspan="2">TOTAL:</td><td>1</td></tr></table>					STATION	LOCATION	EACH	446+50	57' LT	1	TOTAL:		1	204.0225 REMOVING SEPTIC TANKS <table><tr><th>STATION</th><th>LOCATION</th><th>DESCRIPTION</th><th>EACH</th></tr><tr><td>451+00</td><td>RT</td><td>PARCEL 12</td><td>1</td></tr><tr><td>454+00</td><td>RT</td><td>PARCEL 14</td><td>1</td></tr><tr><td>455+25</td><td>RT</td><td>PARCEL 15</td><td>1</td></tr><tr><td colspan="4">3</td></tr></table>					STATION	LOCATION	DESCRIPTION	EACH	451+00	RT	PARCEL 12	1	454+00	RT	PARCEL 14	1	455+25	RT	PARCEL 15	1	3																																																																									
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REMOVING BUILDINGS AND SITE CLEARANCE (PARCEL) <table><tr><th>PARCEL</th><th>LOCATION</th><th>DESCRIPTION</th><th>204.0235 REMOVING BUILDINGS LS</th><th>204.0240 SITE CLEARANCE LS</th></tr><tr><td>6</td><td>LT</td><td>GARAGE</td><td>1</td><td>1</td></tr><tr><td>12</td><td>RT</td><td>HOUSE & SHED</td><td>1</td><td>1</td></tr><tr><td>13</td><td>RT</td><td>GARAGE</td><td>1</td><td>1</td></tr><tr><td>14</td><td>RT</td><td>HOUSE, GARAGE & SHED</td><td>1</td><td>1</td></tr><tr><td>16</td><td>LT</td><td>SHED</td><td>1</td><td>1</td></tr><tr><td>18</td><td>RT</td><td>ROOT CELLAR</td><td>--</td><td>1</td></tr><tr><td colspan="3">TOTAL:</td><td>5</td><td>6</td></tr></table>					PARCEL	LOCATION	DESCRIPTION	204.0235 REMOVING BUILDINGS LS	204.0240 SITE CLEARANCE LS	6	LT	GARAGE	1	1	12	RT	HOUSE & SHED	1	1	13	RT	GARAGE	1	1	14	RT	HOUSE, GARAGE & SHED	1	1	16	LT	SHED	1	1	18	RT	ROOT CELLAR	--	1	TOTAL:			5	6	AGGREGATES <table><tr><th colspan="4"></th><th>305.0110 BASE AGGREGATE DENSE 3/4-INCH TON</th><th>305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON</th><th>312.0110 SELECT CRUSHED MATERIAL TON</th></tr><tr><th>STATION</th><th>TO</th><th>STATION</th><th>LOCATION</th><th></th><th></th><th></th></tr><tr><td>444+00</td><td>-</td><td>460+00</td><td>STH 81 - MAINLINE</td><td>--</td><td>4,301</td><td>4,522</td></tr><tr><td>460+00</td><td>-</td><td>474+25</td><td>STH 81 - MAINLINE</td><td>154</td><td>3,885</td><td>3,774</td></tr><tr><td>8+00'U'</td><td>-</td><td>10+00'U'</td><td>CTH U</td><td>--</td><td>341</td><td>358</td></tr><tr><td>10+00'U'</td><td>-</td><td>12+00'U'</td><td>CTH U</td><td>--</td><td>324</td><td>299</td></tr><tr><td>11+00'B'</td><td>-</td><td>19+10'B'</td><td>BUDWORTH SCHOOL ROAD</td><td>164</td><td>855</td><td>1,571</td></tr><tr><td>451+00</td><td>-</td><td>454+00</td><td>TEMPORARY ROAD</td><td>--</td><td>115</td><td>--</td></tr><tr><td>--</td><td>-</td><td>--</td><td>RELIEF TRENCHES</td><td>--</td><td>--</td><td>15</td></tr><tr><td>--</td><td>-</td><td>--</td><td>DRIVEWAYS</td><td>--</td><td>430</td><td>--</td></tr><tr><td>--</td><td>-</td><td>--</td><td>UNDISTRIBUTED</td><td>32</td><td>1,049</td><td>1,061</td></tr><tr><td colspan="4">TOTAL:</td><td>350</td><td>11,300</td><td>11,600</td></tr></table>														305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	312.0110 SELECT CRUSHED MATERIAL TON	STATION	TO	STATION	LOCATION				444+00	-	460+00	STH 81 - MAINLINE	--	4,301	4,522	460+00	-	474+25	STH 81 - MAINLINE	154	3,885	3,774	8+00'U'	-	10+00'U'	CTH U	--	341	358	10+00'U'	-	12+00'U'	CTH U	--	324	299	11+00'B'	-	19+10'B'	BUDWORTH SCHOOL ROAD	164	855	1,571	451+00	-	454+00	TEMPORARY ROAD	--	115	--	--	-	--	RELIEF TRENCHES	--	--	15	--	-	--	DRIVEWAYS	--	430	--	--	-	--	UNDISTRIBUTED	32	1,049	1,061	TOTAL:				350	11,300	11,600
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TOTAL:				350	11,300	11,600																																																																																																																																				
204.0265 ABANDONING WELLS <table><tr><th>STATION</th><th>LOCATION</th><th>DESCRIPTION</th><th>EACH</th></tr><tr><td>451+77</td><td>RT</td><td>PARCEL 12</td><td>1</td></tr><tr><td>454+06</td><td>RT</td><td>PARCEL 14</td><td>1</td></tr><tr><td colspan="4">2</td></tr></table>					STATION	LOCATION	DESCRIPTION	EACH	451+77	RT	PARCEL 12	1	454+06	RT	PARCEL 14	1	2																																																																																																																									
STATION	LOCATION	DESCRIPTION	EACH																																																																																																																																							
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454+06	RT	PARCEL 14	1																																																																																																																																							
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EARTHWORK QUANTITIES <table><tr><th colspan="4"></th><th>205.0100 EXCAVATION COMMON (1) (2) (3) CUT CY</th><th>SALVAGE/UNUSABLE PAVEMENT MATERIAL CUT CY</th><th>AVAILABLE MATERIAL (4) CY</th><th>UNEXPANDED FILL CY</th><th>EXPANDED FILL (6) CY</th><th>MASS ORDINATE +/- (7) CY</th><th>WASTE CY</th></tr><tr><th>STATION</th><th>TO</th><th>STATION</th><th>LOCATION</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></tr><tr><td>444+00</td><td>-</td><td>474+25</td><td>STH 81 - MAINLINE</td><td>16,343</td><td>1,596</td><td>14,747</td><td>6,848</td><td>8,902</td><td>5,845</td><td>5,845</td></tr><tr><td>8+00'U'</td><td>-</td><td>12+00'U'</td><td>CTH U</td><td>1,246</td><td>113</td><td>1,133</td><td>20</td><td>26</td><td>1,107</td><td>1,107</td></tr><tr><td>11+00'B'</td><td>-</td><td>20+00'B'</td><td>BUDWORTH SCHOOL ROAD</td><td>29,961</td><td>313</td><td>29,648</td><td>97</td><td>126</td><td>29,522</td><td>29,522</td></tr><tr><td colspan="4">UNDISTRIBUTED</td><td>2,450</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td colspan="4">TOTAL</td><td>50,000</td><td>2,022</td><td>45,528</td><td>6,965</td><td>9,054</td><td>36,474</td><td>36,474</td></tr></table> (1) Common Excavation is the sum of the Cut. STH 81 mainline excavation does not include structure excavation of C-22-0075. (2) Excavation for C-22-0075 is shown on structure plans and paid for as "Excavation for Structures Culverts C-22-0075". Rock excavation will most likely be encountered. (3) Salvaged/Unsuable Pavement Material is included in Cut. (4) Available Material = Cut - Salvaged/Unusuable Pavement Material (5) Expanded Rock - Factor = 1.1. Rock Excation is shown for informational purposes only. (6) Expanded Fill Factor = 1.30 (7) Expanded Fill = (Unexpanded Fill - Rock* Rock Factor) * Fill Factor (7) Plus quantity indicates an excess of material. Minus indicates a shortage of material.																			205.0100 EXCAVATION COMMON (1) (2) (3) CUT CY	SALVAGE/UNUSABLE PAVEMENT MATERIAL CUT CY	AVAILABLE MATERIAL (4) CY	UNEXPANDED FILL CY	EXPANDED FILL (6) CY	MASS ORDINATE +/- (7) CY	WASTE CY	STATION	TO	STATION	LOCATION								444+00	-	474+25	STH 81 - MAINLINE	16,343	1,596	14,747	6,848	8,902	5,845	5,845	8+00'U'	-	12+00'U'	CTH U	1,246	113	1,133	20	26	1,107	1,107	11+00'B'	-	20+00'B'	BUDWORTH SCHOOL ROAD	29,961	313	29,648	97	126	29,522	29,522	UNDISTRIBUTED				2,450	0	0	0	0	0	0	TOTAL				50,000	2,022	45,528	6,965	9,054	36,474	36,474																																															
				205.0100 EXCAVATION COMMON (1) (2) (3) CUT CY	SALVAGE/UNUSABLE PAVEMENT MATERIAL CUT CY	AVAILABLE MATERIAL (4) CY	UNEXPANDED FILL CY	EXPANDED FILL (6) CY	MASS ORDINATE +/- (7) CY	WASTE CY																																																																																																																																
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8+00'U'	-	12+00'U'	CTH U	1,246	113	1,133	20	26	1,107	1,107																																																																																																																																
11+00'B'	-	20+00'B'	BUDWORTH SCHOOL ROAD	29,961	313	29,648	97	126	29,522	29,522																																																																																																																																
UNDISTRIBUTED				2,450	0	0	0	0	0	0																																																																																																																																
TOTAL				50,000	2,022	45,528	6,965	9,054	36,474	36,474																																																																																																																																
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PROJECT NO: 5215-02-73			HWY: STH 81			COUNTY: GRANT			MISCELLANEOUS QUANTITIES			SHEET		E																																																																																																																												

3

465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES		
STATION	LOCATION	TON
445+50	C.E. LT	42
447+00	P.E. LT	6
456+45	P.E. RT	6
465+50	P.E. LT	4
467+84	P.E. LT	13
9+00'U'	P.E. LT	30
9+43'U'	P.E. LT	6
11+25'U'	P.E. LT	15
TOTAL:		122

HOT MIX ASPHALT				455.0105 ASPHALTIC MATERIAL PG 58-28	455.0605 TACK COAT	460.1101 HMA PAVEMENT TYPE E-1	460.2000 INCENTIVE DENSITY HMA PAVEMENT
STATION	TO	STATION	LOCATION	TON	GAL	TON	DOL
444+00	-	474+25	STH 81 - MAINLINE	150	285	2,680	1,715
8+00'U'	-	12+00'U'	CTH U	10	25	220	140
11+00'B'	-	20+00'B'	BUDWORTH SCHOOL ROAD	20	50	390	250
TOTAL:				180	360	3,290	2,105

3

416.0160 CONCRETE DRIVEWAY 6-INCH		
STATION	LOCATION	SY
8+70'U'	C.E. RT	54
452+17	P.E. LT	16
TOTAL:		70

602.0405 CONCRETE SIDEWALK 4-INCH		
STATION	LOCATION	SF
458+10	LT	25
458+95	LT	30
TOTAL:		55

STEPS & RAILING			
		602.1500 CONCRETE STEPS	513.2050.S RAILING PIPE
STATION	LOCATION	SF	LF
458+10	LT	50	12
458+95	LT	65	16
TOTAL:		115	28

416.1010 CONCRETE SURFACE DRAINS		
STATION	LOCATION	CY
472+02	35' LT	1.5
TOTAL:		1.5

				601.0411 30-INCH TYPE D	601.0557 6-INCH SLOPED 36-INCH TYPE D
STATION	TO	STATION	LOCATION	LF	LF
444+00	-	10+35'U'	RT	--	230
444+82	-	8+46'U'	LT/RT	--	210
8+12'U'	-	9+57'U'	LT	145	--
446+38	-	472+07	LT	2,570	--
10+58'U'	-	460+00	RT	1,375	--
19+08'B'	-	472+07	RT	--	111
19+08'B'	-	473+25	LT	--	59
TOTAL:				4,090	610

PRECAST CONCRETE BOX CULVERT					
				504.2000.S	504.0900
				4 FT X 10 FT	CONCRETE MASONRY
STATION	TO	STATION	LOCATION	LF	ENDWALL CY
456+35	-	456+55	P.E. RT	20	4
TOTAL:				20	4

RIPRAP ITEMS					
				606.0300 RIPRAP HEAVY	645.0120 GEOTEXTILE FABRIC TYPE HR
STATION	TO	STATION	LOCATION	CY	SY
444+00	-	--	LT	40	100
445+05	-	--	RT	5	--
453+32	-	460+00	RT	685	1,540
460+00	-	468+84	RT	810	1,930
466+87	-	--	LT	8	18
473+20	-	--	LT	5	12
473+20	-	--	RT	4	10
UNDISTRIBUTED	-	--	--	93	190
TOTAL:				1,650	3,800

NOTE: ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

PROJECT NO: 5215-02-73

HWY: STH 81

COUNTY: GRANT

MISCELLANEOUS QUANTITIES

SHEET

E

CULVERT PIPE ITEMS

STATION	LOCATION	APRON ENDWALLS FOR CULVERT PIPE				CULVERT PIPE CORRUGATED STEEL					524.0630	628.7550	650.6000
		520.1015	520.1018	520.1024	520.1036	521.0115	521.0118	521.0124	521.0130	521.0136	APRON ENDWALLS	CULVERT PIPE	CONSTRUCTION
		15-INCH	18-INCH	24-INCH	36-INCH	15-INCH	18-INCH	24-INCH	30-INCH	36-INCH	FOR CULVERT PIPE	DITCH CHECKS	STAKING
		EACH	EACH	EACH	EACH	LF	LF	LF	LF	LF	SALVAGED 30-INCH	EACH	PIPE CULVERTS
											EACH		EACH
463+33	26.0' LT	2	--	--	--	24	--	--	--	--	--	1	1
469+00	34.5' RT	--	--	--	2	--	--	--	--	26	--	1	1
469+00	41.5' RT	--	--	--	2	--	--	--	--	26	--	1	1
473+20	LT/RT	--	--	2	--	--	--	58	--	--	--	1	1
474+25	25.0' RT	--	--	--	--	--	--	--	4	--	1	--	--
11+20'B'	22.1' RT	--	2	--	--	--	20	--	--	--	--	1	1
12+74'B'	22.0' RT	--	2	--	--	--	28	--	--	--	--	1	1
19+07'B'	LT/RT	--	--	2	--	--	54	--	--	--	--	1	1
TOTAL:		2	4	4	4	24	102	58	4	52	1	7	7

STORM SEWER PIPE REINFORCED CONCRETE

PIPE LOCATION		* INLET ELEVATION	* DISCHARGE ELEVATION	SLOPE %	608.0318	608.0324	610.0124	610.0129
FROM	TO				CLASS III		HORIZONTAL ELLIPTICAL CLASS HE-III	
STRUCTURE NO.	STRUCTURE NO.				18-INCH LF	24-INCH LF	24X38-INCH LF	29X45-INCH LF
10.1	B-22-0036	804.78	796.89	12.4	--	64	--	--
10.2	10.1	805.69	804.88	3.7	--	22	--	--
11.1	C-22-0075	799.64	799.48	0.5	--	33	--	--
11.2	11.1	799.94	799.74	0.5	--	40	--	--
11.3	11.2	800.21	800.04	0.5	--	35	--	--
11.4	11.3	800.96	800.31	0.74	--	88	--	--
13.1	12.1	798.13	797.00	2.3	49	--	--	--
14.1	13.1	799.65	798.23	2.0	70	--	--	--
15.1	14.1	799.95	799.75	2.0	10	--	--	--
16.1	14.1	801.20	800.73	2.0	24	--	--	--
20.1	20.2	810.06	809.37	2.0	35	--	--	--
22.2	22.1	817.18	816.89	2.0	15	--	--	--
22.1	C-22-0075	816.79	816.10	2.0	35	--	--	--
24.1	C-22-0075	824.99	824.44	2.0	28	--	--	--
25.1	25.2	830.33	830.04	2.5	12	--	--	--
26.1	26.2	835.08	834.34	1.75	42	--	--	--
26.2	26.3	834.24	834.00	2.0	12	--	--	--
28.1	28.2	841.91	841.53	2.0	19	--	--	--
29.1	29.2	848.85	848.39	2.0	23	--	--	--
30.1	30.2	854.04	852.30	3.0	58	--	--	--
31.2	31.1	879.75	879.60	1.9	--	--	8	--
31.1	31.3	876.78	875.19	3.0	--	--	--	53
32.1	32.2	885.22	884.25	2.0	49	--	--	--
32.3	32.1	888.36	885.32	2.0	152	--	--	--
TOTAL:					633	282	8	53

* SEE CONSTRUCTION DETAIL

NOTE: ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

STORM SEWER STRUCTURE SCHEDULE

STRUCTURE		OFFSET	CASTING ELEVATION	TOP STRUCTURE	INVERT ELEVATION	BOTTOM STRUCTURE	STRUCTURE DEPTH	522.1018 R.C.A.E.W. FOR C.P. 18-INCH	523.0524 R.C.A.E.W. FOR H.E.C.P. 24X38-INCH	523.0529 R.C.A.E.W. FOR H.E.C.P. 29X45-INCH	611.0303 INLETS TYPE 3	611.0305 INLETS TYPE 8	INLET COVERS					611.9800.S PIPE GRATES	650.4000 CONSTRUCTION STAKING STORM SEWER SYSTEM
NO.	STATION			ELEVATION (C)		ELEVATION		EACH	EACH	EACH	EACH	EACH	TYPE H EACH	TYPE HM EACH	TYPE HM-S EACH	TYPE H-S EACH	TYPE MS EACH	EACH	EACH
10.1	444+25	16.0' RT	808.97	807.93	804.78	804.53	3.40	--	--	--	1	--	--	1	--	--	--	--	1
10.2	444+02	16.0' RT	809.64	808.60	805.69	805.44	3.16	--	--	--	1	--	--	1	--	--	--	--	1
11.1	9+55'U'	35.0' RT	805.17	804.13	799.64	799.39	4.74	--	--	--	1	--	--	1	--	--	--	--	1
11.2	9+11'U'	16.0' RT	804.54	803.50	799.94	799.69	3.81	--	--	--	1	--	--	--	1	--	--	--	1
11.3	9+11'U'	16.0' LT	804.54	803.50	800.21	799.96	3.54	--	--	--	1	--	--	--	--	1 **	--	--	1
11.4	8+19'U'	13.0' LT	805.25	804.21	800.96	800.71	3.50	--	--	--	1	--	1 **	--	--	--	--	--	1
12.1	10+32'U'	66.5' RT	--	--	797.00	--	--	1	--	--	--	--	--	--	--	--	--	--	1
13.1	10+24'U'	17.3' RT	804.85	803.81	798.13	797.92	5.89	--	--	--	1	--	--	1	--	--	--	--	1
14.1	446+86	16.0' RT	805.86	804.82	799.65	799.44	5.38	--	--	--	1	--	1	--	--	--	--	--	1
15.1	446+96	16.0' RT	806.03	804.99	799.95	799.74	5.25	--	--	--	1	--	1	--	--	--	--	--	1
16.1	446+84	40.7' RT	804.00	804.00	801.20	800.99	3.01	--	--	--	--	1	--	--	--	--	1	--	1
17.1	447+15	16.0' LT	806.35	805.23	--	--	--	--	--	--	--	--	1 *	--	--	--	--	--	--
18.1	447+25	16.0' LT	806.55	805.43	--	--	--	--	--	--	--	--	1 *	--	--	--	--	--	--
19.1	448+30	16.0' LT	809.81	808.69	--	--	--	--	--	--	--	--	1 *	--	--	--	--	--	--
20.1	449+50	16.0' RT	815.08	814.04	810.06	809.85	4.19	--	--	--	1	--	1	--	--	--	--	--	1
20.2	449+50	16.0' LT	815.08	813.96	--	--	--	--	--	--	--	--	1 *	--	--	--	--	--	--
21.1	449+60	16.0' LT	815.52	814.40	--	--	--	--	--	--	--	--	1 *	--	--	--	--	--	--
22.1	450+75	16.0' RT	822.17	821.13	816.79	816.58	4.55	--	--	--	1	--	1	--	--	--	--	--	1
22.2	450+75	32.0' RT	822.36	822.36	817.18	816.97	5.39	--	--	--	--	1	--	--	--	--	1	--	1
23.1	451+60	16.0' LT	826.46	825.34	--	--	--	--	--	--	--	--	1 *	--	--	--	--	--	--
24.1	452+50	26.0' LT	829.56	829.56	824.99	824.78	4.78	--	--	--	--	1	--	--	--	--	1	--	1
25.1	453+75	16.0' RT	834.50	833.46	830.33	830.12	3.34	--	--	--	1	--	1	--	--	--	--	--	1
25.2	453+75	29.0' RT	--	--	830.04	--	--	1	--	--	--	--	--	--	--	--	--	--	1
26.1	455+00	25.0' LT	838.40	838.40	835.08	834.87	3.53	--	--	--	--	1	--	--	--	--	1	--	1
26.2	455+00	16.0' RT	838.46	837.42	834.24	834.03	3.39	--	--	--	1	--	1	--	--	--	--	--	1
26.3	455+00	29.0' RT	--	--	834.00	--	--	1	--	--	--	--	--	--	--	--	--	--	1
28.1	457+50	16.0' RT	847.35	846.31	841.91	841.70	4.61	--	--	--	1	--	1	--	--	--	--	--	1
28.2	457+47	36.0' RT	--	--	841.53	--	--	1	--	--	--	--	--	--	--	--	--	--	1
29.1	459+35	16.0' RT	854.42	853.38	848.85	848.64	4.74	--	--	--	1	--	1	--	--	--	--	--	1
29.2	459+35	40.4' RT	--	--	848.39	--	--	1	--	--	--	--	--	--	--	--	--	--	1
30.1	460+50	25.0' LT	858.96	858.96	854.04	853.83	5.13	--	--	--	--	1	--	--	--	--	1	--	1
30.2	460+50	33.0' RT	--	--	852.30	--	--	1	--	--	--	--	--	--	--	--	--	--	1
31.1	466+77	16.0' LT	882.54	881.50	876.78	876.40	5.10	--	--	--	1	--	--	1	--	--	--	--	1
31.2	466+80	24.7' LT	--	--	879.75	--	--	--	1	--	--	--	--	--	--	--	--	1	1
31.3	466+59	33.0' RT	--	--	875.19	--	--	--	--	1	--	--	--	--	--	--	--	1	1
32.1	469+00	16.0' LT	889.67	888.63	885.22	885.01	3.62	--	--	--	1	--	--	1	--	--	--	--	1
32.2	468+82	28.0' RT	--	--	884.25	--	--	1	--	--	--	--	--	--	--	--	--	--	1
32.3	471+50	16.0' LT	894.53	893.49	888.36	888.15	5.34	--	--	--	1	--	--	1	--	--	--	--	1
TOTAL:								7	1	1	18	5	15	7	1	1	5	2	32

STRUCTURE SCHEDULE NOTES:
(A) OFFSET FOR THE PROPOSED STRUCTURE IS TO THE FLANGE FOR TYPE 3 INLETS, CENTER OF CASTING FOR TYPE 8 INLETS AND TO THE OUTLET OF THE PIPE FOR PROPOSED ENDWALLS
(B) CASTING ELEVATION IS THE FLANGE FOR TYPE H & HM INLET COVERS AND TOP OF CASTING FOR TYPE MS COVERS
(C) TOP OF STRUCTURE ELEVATION IS ASSUMING 6" OF ADJUSTING RINGS WILL BE USED FOR TYPE 3 INLETS
TYPE 3 INLET TOP OF STRUCTURE = FLOW LINE ELEVATION - 4" CASTING - RINGS
TYPE 8 INLET TOP OF STRUCTURE = TOP OF CASTING ELEVATION

* INLETS ARE NOT REQUIRED SINCE RUNOFF DRAINS INTO TOP OF BOX CULVERT. ADJUSTING RINGS ARE INCIDENTAL TO INLET COVER BID ITEM.
** CASTING BACK FOR CURB SHALL BE ORDERED TO ACCOMMODATE A DRIVEWAY CURB.

PIPE UNDERDRAIN SUMMARY								
STATION	TO	STATION	LOCATION	OUTLET ELEVATION	SPV.0195.01	612.0106	645.0113	REMARKS
					COARSE AGGREGATE SIZE NO. 1 TON	PIPE UNDERDRAIN 6-INCH LF	GEOTEXTILE FABRIC TYPE DF SCHEDULE C SY	
444+25	-	446+16	18' RT	801.48	14	190	106	DISCHARGES INTO STRUCTURE 13.1
444+40	-	445+77	18' LT	801.80	11	142	79	DISCHARGES INTO STRUCTURE 11.1
446+96	-	449+50	18' RT	802.66	19	254	141	DISCHARGES INTO STRUCTURE 15.1
449+50	-	450+70	18' RT	811.71	9	120	67	DISCHARGES INTO STRUCTURE 20.1
451+80	-	454+70	18' LT	824.04	21	290	161	DISCHARGES INTO STRUCTURE C-22-0075
453+75	-	455+00	18' RT	831.13	9	125	69	DISCHARGES INTO STRUCTURE 25.1
455+00	-	457+50	18' RT	835.09	19	250	139	DISCHARGES INTO STRUCTURE 26.2
457+50	-	459+35	18' RT	843.98	14	185	103	DISCHARGES INTO STRUCTURE 28.1
459+35	-	460+00	18' RT	851.05	5	65	36	DISCHARGES INTO STRUCTURE 29.1
466+77	-	469+00	18' LT	879.17	17	223	124	DISCHARGES INTO STRUCTURE 31.1
469+00	-	470+50	18' LT	886.30	11	150	83	DISCHARGES INTO STRUCTURE 32.1
470+50	-	472+00	18' LT	891.16	11	150	83	DISCHARGES INTO STRUCTURE 32.3
465+30	-	--	STH 81	872.50	4	60	33	PARCEL 19 - BLACKBOURN PROPERTY
UNDISTRIBUTED	-	--	--	--	16	96	66	
TOTAL:					180	2,300	1,290	

624.0100 WATER				
STATION		STATION		REMARKS
TO		TO		
MGAL		MGAL		
444+00	-	474+25		13
8+00'U'	-	12+00'U'		1
11+00'B'	-	19+10'B'		2
UNDISTRIBUTED				2
SUBTOTAL:			57	18
TOTAL:			75	

BEAM GUARD SUMMARY								
STATION	TO	STATION	LOCATION	614.0115	614.0200	614.0305	614.0370	REMARKS
				ANCHORAGES FOR STEEL PLATE BEAM GUARD TYPE 2 EACH	STEEL THRIE BEAM STRUCTURE APPROACH LF	STEEL PLATE BEAM GUARD CLASS A LF	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL EACH	
443+71	-	444+42	LT	--	20.65	--	1	
444+80	-	445+20	LT	1	20.65	12.5	--	
TOTAL:				1	41.30	12.5	1	

618.0100 MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT 5215-02-73)			
STATION	TO	STATION	EACH
444+00	-	474+25	1
			1

SILT FENCE ITEMS					
STATION	TO	STATION	LOCATION	628.1504	628.1520
				SILT FENCE LF	SILT FENCE MAINTENANCE LF
444+75	-	445+75	RT	100	100
11+25'B'	-	13+50'B'	LT	225	225
TOTAL:				325	325

628.1905 MOBILIZATIONS EROSION CONTROL			
STATION	TO	STATION	EACH
444+00	-	474+25	3
			3

628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL			
STATION	TO	STATION	EACH
444+00	-	474+25	5
			5

NOTE: ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

EROSION MAT

				628.2004	628.2023	628.2033
				CLASS I	CLASS II	CLASS III
				TYPE B	TYPE B	TYPE B
STATION	TO	STATION	LOCATION	SY	SY	SY
444+00	-	--	LT	194	--	65
444+50	-	446+00	RT	261	--	--
450+75	-	452+50	RT	167	--	--
452+50	-	457+00	LT	400	--	--
457+25	-	458+00	RT	--	219	--
460+50	-	461+75	LT	111	--	--
461+95	-	463+15	LT	107	--	--
461+50	-	464+00	RT	--	1,588	--
463+50	-	464+75	LT	111	--	--
469+25	-	474+25	RT	889	--	--
473+00	-	474+25	LT	111	--	--
469+50	-	472+50	LT	350	--	--
469+50	-	472+50	LT	--	1,751	--
11+33'B'	-	12+57'B'	RT	110	--	--
11+50'B'	-	12+50'B'	LT	170	--	--
12+90'B'	-	14+25'B'	RT	120	--	--
14+00'B'	-	16+50'B'	LT	--	695	--
14+25'B'	-	19+00'B'	RT	--	3,009	--
16+50'B'	-	18+00'B'	LT	576	--	--
UNDISTRIBUTED				323	738	10
TOTAL:				4,000	8,000	75

INLET PROTECTION

			628.7005	628.7015
			TYPE A	TYPE C
			EACH	EACH
STRUCTURE	STATION	OFFSET		
10.0	444+02	16.0' RT	1	1
10.1	444+25	16.0' RT	1	1
16.1	446+84	40.7' RT	1	--
14.1	446+86	16.0' RT	1	1
15.1	446+96	16.0' RT	1	1
17.1	447+15	16.0' LT	--	1
18.1	447+25	16.0' LT	--	1
19.1	448+30	16.0' LT	--	1
20.1	449+50	16.0' RT	1	1
20.2	449+50	16.0' LT	--	1
21.1	449+60	16.0' LT	--	1
22.2	450+75	32.0' RT	1	--
22.1	450+75	16.0' RT	1	1
23.1	451+60	16.0' LT	--	1
24.1	452+50	26.0' LT	1	--
25.1	453+75	16.0' RT	1	1
26.1	455+00	25.0' LT	1	--
26.2	455+00	16.0' RT	1	1
28.1	457+50	16.0' RT	1	1
29.1	459+35	16.0' RT	1	1
30.1	460+50	25.0' LT	1	--
31.1	466+77	16.0' LT	1	1
32.1	469+00	16.0' LT	1	1
32.3	470+50	16.0' LT	1	1
11.4	8+19'U'	13.0' LT	1	1
11.3	9+11'U'	16.0' LT	1	1
11.2	9+11'U'	16.0' RT	1	1
11.1	9+55'U'	35.0' RT	1	1
13.1	10+24'U'	17.3' RT	1	1
TOTAL:			23	24

SIGN REMOVALS

				638.2102
				MOVING
				SIGNS
				TYPE II
SIGN #	EACH	EACH	EACH	REMARKS
R100	--	2	1	REASSURANCE ASSEMBLY
R101	--	1	1	NO PARKING ANYTIME
R102	--	--	1	ADOPT-A-HIGHWAY
R103	--	1	1	NO PARKING ANYTIME
R106	1	--	1	ADOPT-A-HIGHWAY
R108	--	2	1	DIRECTIONAL ASSEMBLY
R109	--	1	1	STOP
R112	--	2	1	DIRECTIONAL ASSEMBLY
R113	--	1	--	SPEED LIMIT 25 MPH
R114	--	1	1	STOP
R115	--	1	1	NO PARKING ANYTIME
R116	--	2	--	DIRECTIONAL ASSEMBLY
R119	--	2	1	REASSURANCE ASSEMBLY
R121	--	1	1	NO PARKING ANYTIME
R123	--	2	1	DIRECTIONAL ASSEMBLY
R125	--	1	1	SPEED LIMIT 30 MPH
R126	--	1	1	SPEED LIMIT 30 MPH
R128	--	1	1	HORSE DRAWN VEHICLE
R129	--	1	--	NEXT 3 MILES
R132	--	1	1	NO PARKING ANYTIME
R133	--	1	1	NO PARKING ANYTIME
R135	--	2	1	JUNCTION ASSEMBLY
R136	--	1	1	NO PARKING ANYTIME
R137	--	1	1	NO PARKING ANYTIME
R139	--	1	1	SPEED LIMIT 30 MPH
R201	--	1	1	NO PARKING ANYTIME
R202	--	1	1	NO PARKING ANYTIME
R203	--	1	1	SPEED LIMIT 45 MPH
R204	--	1	1	SPEED LIMIT 30 MPH
R205	--	2	--	REASSURANCE ASSEMBLY
R206	--	1	2	DESTINATION/DISTANCE
R209	--	1	2	BEETOWN UNINCORPORATED
R210	--	1	1	LEFT CURVE
R211	--	1	1	SPEED LIMIT 30 MPH AHEAD
R300	--	1	1	STOP
R301	--	1	--	SPEED LIMIT 35 MPH
R302	--	1	--	WEIGHT LIMIT 15 TONS
R303	--	1	1	SPEED LIMIT 55 MPH
R304	--	1	1	SPEED LIMIT 45 MPH
R305	--	1	1	SINGLE NIGHT ARROW
R306	--	1	1	RIGHT CURVE
R307	--	1	--	35 MPH ADVISORY SPEED
R309	--	1	1	SIDE ROAD 90 DEGREES
R314	--	1	1	SPEED LIMIT 45 MPH AHEAD
R603	--	2	1	REASSURANCE ASSEMBLY/SPEED LIMIT 35
				1 52 40

NOTE: ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

PERMANENT SIGNING SUMMARY

SIGN #	STATION	LOCATION	SIGN CODE	SIGN SIZE INCHES	SIGN MOUNTED ON SAME POST AS	DESCRIPTION	ORDER LINES	634.0614	634.0616	634.0618	637.0202
								POSTS WOOD 4X6-INCH X 14-FT EACH	POSTS WOOD 4X6-INCH X 16-FT EACH	POSTS WOOD 4X6-INCH X 18-FT EACH	SIGNS REFLECTIVE TYPE II SF
104	445+00	LT	J4-1	24 X 36	--	REASSURANCE ASSEMBLY	WEST	--	1	--	6.00
105	445+15	RT	--	--	--	ADOPT A HIGHWAY	81	--	--	--	--
107	445+75	LT	J3-2	48 X 57	--	DIRECTIONAL ASSEMBLY	EAST, WEST	--	--	1	19.00
					--		81, 81	--	--	--	--
					--		LEFT TURN AROW, RIGHT TURN ARROW	--	--	--	--
110	445+75	LT	R1-1	30 X 30	--	STOP		1	--	--	5.18
111	445+93	RT	J12-1	24 X 45	--	ROUTE TURN W/OUT CARDINAL	COUNTY U	--	1	--	7.50
					--		DOUBLE ARROW	--	--	--	--
117	446+65	RT	R1-1	30 X 30	--	STOP		1	--	--	5.18
118	446+65	RT	J3-2	48 X 57	--	DIRECTIONAL ASSEMBLY	WEST, EAST	--	--	1	19.00
					--		81, 81	--	--	--	--
					--		LEFT TURN AROW, RIGHT TURN ARROW	--	--	--	--
120	446+90	RT	J4-1	24 X 36	--	REASSURANCE ASSEMBLY	EAST	--	1	--	6.00
					--		81	--	--	--	--
122	447+20	LT	J12-1	24 X 45	--	ROUTE TURN W/OUT CARDINAL	COUNTY U	--	1	--	7.50
					--		DOUBLE ARROW	--	--	--	--
124	447+80	RT	R2-1	24 X 30	--	SPEED LIMIT 30		1	--	--	5.00
127	449+00	LT	R2-1	24 X 30	--	SPEED LIMIT 30		1	--	--	5.00
130	450+80	RT	W11-12	36 X 36	--	HORSE DRAWN VEHICLE		--	1	--	9.00
131	450+80	RT	W57-51	30 X 15	130	NEXT 3 MILES		--	--	--	3.13
134	452+50	LT	J1-1	24 X 39	--	JUNCTION ASSEMBLY	JCT	--	1	--	6.50
					--		COUNTY U	--	--	--	--
138	454+00	RT	R2-1	24 X 30	--	SPEED LIMIT 30		1	--	--	5.00
200	455+10	LT	R2-1	24 X 30	--	SPEED LIMIT 30		1	--	--	5.00
207	464+00	LT	R2-1	24 X 30	--	SPEED LIMIT 30		1	--	--	5.00
208	464+00	RT	R2-1	24 X 30	--	SPEED LIMIT 30		1	--	--	5.00
212	466+90	LT	I2-3	54 X 24	--	BEETOWN UNINCORPORATED		2	--	--	9.00
308	472+30	LT	R1-1	30 X 30	--	STOP		1	--	--	5.18
310	474+50	LT	R2-1	24 X 30	--	SPEED LIMIT 30		1	--	--	5.00
311	474+50	RT	R2-1	24 X 30	--	SPEED LIMIT 55		1	--	--	5.00
312	475+00	RT	W1-2R	30 X 30	--	RIGHT CURVE		--	1	--	6.25
313	475+00	RT	W13-1	18 X 18	312	ADVISORY SPEED 35 MPH		--	--	--	2.25
400	481+00	LT	W3-5	36 X 36	--	SPEED LIMIT 30 MPH AHEAD		--	1	--	9.00
500	10+85'B'	RT	W7-1	30 X 30	--	TRUCK ON HILL SYMBOL		--	1	--	6.25
501	10+85'B'	RT	W7-3	24 X 18	500	% GRADE		--	--	--	3.00
502	18+00'B'	LT	R12-1	24 X 30	--	WEIGHT LIMIT 15 TONS		--	1	--	5.00
503	18+00'B'	LT	R2-1	24 X 30	--	SPEED LIMIT 35		1	--	--	5.00
600	8+09'U'	LT	R2-1	24 X 30	--	SPEED LIMIT 25		1	--	--	5.00
601	10+75'U'	RT	M1-5A	24 X 24	--	CTH U MARKER		1	--	--	4.00
602	11+75'U'	RT	R2-1	24 X 30	--	SPEED LIMIT 35		1	--	--	5.00
TOTAL:								17	11	2	198.92

NOTE: ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

DITCH CHECK SUMMARY

		628.7504 TEMPORARY DITCH CHECKS	SPV.0060.01 STONE OR ROCK DITCH CHECKS
STATION	LOCATION	LF	EACH
470+50	RT	15	--
472+00	RT	15	--
473+75	RT	15	--
14+50 'B'	RT/LT	--	2
16+50 'B'	RT/LT	--	2
18+00 'B'	RT/LT	--	2
--	UNDISTRIBUTED	10	2
TOTAL:		55	8

LANDSCAPING SUMMARY

				625.0500		629.0210	630.0120	630.0140	
				SALVAGED	627.0200	FERTIZIZER	SEEDING	SEEDING	630.0200
				TOPSOIL	MULCHING	TYPE B	MIXTURE	MIXTURE	SEEDING
STATION	TO	STATION	LOCATION	SY	SY	CWT	NO. 20	NO. 40	TEMPORARY
				LB			LB	LB	LB
444+00	-	446+25	RT/LT	1,073	618	0.7	17	8	6
446+25	-	474+25	RT	11,526	8,663	7.3	277	23	92
446+25	-	474+25	LT	6,698	3,835	4.2	126	37	42
11+00 'B'	-	19+00 'B'	RT	4,231	992	2.7	87	18	29
11+00 'B'	-	19+00 'B'	LT	2,449	1,008	1.5	65	1	22
UNDISTRIBUTED				2,623	3,784	4.1	143	23	59
TOTAL:				28,600	18,900	20.5	715	110	250

633.5100
MARKERS ROW

STATION	LOCATION	EACH
443+59.67	63.14' RT	1
443+72.70	105.54' LT	1
444+99.27	63.33' RT	1
446+50.05	67.05' LT	1
446+85.97	27.00' RT	1
447+51.91	37.33' LT	1
448+36.00	27.00' RT	1
450+97.08	32.90' LT	1
451+75.00	80.00' RT	1
452+07.00	30.00' LT	1
453+15.59	30.00' LT	1
453+66.39	30.00' LT	1
455+05.88	89.77' RT	1
455+09.48	49.00' RT	1
455+75.00	49.00' RT	1
456+50.00	49.00' RT	1
457+00.00	49.00' RT	1
457+42.17	100.68' RT	1
461+07.00	90.00' RT	1
463+50.00	145.00' RT	1
464+00.00	82.00' RT	1
466+21.32	30.00' LT	1
468+30.10	82.00' RT	1
468+30.10	30.00' LT	1
469+70.31	63.30' RT	1
470+95.25	66.38' LT	1
471+63.69	54.44' RT	1
474+00.00	49.99' RT	1
474+05.00	85.24' LT	1
8+06.22 'U'	24.17' RT	1
8+09.15 'U'	19.78' LT	1
13+06.76 'B'	25.59' LT	1
14+14.75 'B'	49.63' RT	1
14+15.06 'B'	47.67' RT	1
TOTAL:		34

CONCRETE BARRIER TEMPORARY PRECAST

					603.0500	
TRAFFIC CONTROL & CONSTRUCTION					CONTRACTOR FURNISHED & DELIVERED	603.0801 CONTRACTOR INSTALLED
STATION	TO	STATION	STAGE	DESCRIPTION	LF	LF
446+00	-	448+00	3	CONSTRUCTION OF CELLS 1 TO 3 OF C-22-0075	150	150
448+00	-	454+00	4	CONSTRUCTION OF CELLS 4 TO 15 OF C-22-0075	--	125
451+50	-	454+00	5	CONSTRUCTION OF CELLS 16 TO 19 OF C-22-0075	--	100
UNDISTRIBUTED			--	--	--	50
TOTALS:					150	425

633.5200
MARKERS CULVERT END

STATION	LOCATION	EACH
446+84	41' RT	1
450+75	32' RT	1
452+50	26' LT	1
453+75	29' RT	1
455+00	25' LT	1
455+00	29' RT	1
457+47	36' RT	1
459+35	40' RT	1
460+50	25' LT	1
460+50	33' RT	1
466+59	33' RT	1
466+80	25' LT	1
468+82	28' RT	1
473+20	26' RT	1
473+20	32' LT	1
474+25	25' RT	1
474+34	25' RT	1
474+37	26' LT	1
474+44	25' LT	1
10+32 'U'	67' RT	1
19+00 'B'	27' RT	1
19+15 'B'	31' LT	1
TOTAL:		22

646.0106
PAVEMENT MARKING EPOXY 4-INCH

				YELLOW	WHITE
STATION	TO	STATION	LOCATION	LF	LF
444+00	-	474+25	STH 81	6,050	5,570
8+00 'U'	-	9+67 'U'	CTH U	335	--
10+35 'U'	-	12+00 'U'	CTH U	330	310
11+00 'B'	-	19+72 'B'	BUDWORTH SCHOOL RD	1,735	--
				8,450	5,880
TOTAL:				14,330	

NOTE: ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

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TRAFFIC CONTROL

			643.0300		643.0420		643.0705		643.0715		643.0900		643.3000		643.0905.S		
			DRUMS		BARRICADES TYPE III		WARNING LIGHTS TYPE A		WARNING LIGHTS TYPE C		SIGNS		DETOUR SIGNS		COVERING		
STATION	TO	STATION	CONSTRUCTION STAGE	SERVICE PERIOD DAYS	NO. IN SERVICE EACH	PAY QUANTITY DAYS	NO. IN SERVICE EACH	PAY QUANTITY DAYS	NO. IN SERVICE EACH	PAY QUANTITY DAYS	NO. IN SERVICE EACH	PAY QUANTITY DAYS	NO. IN SERVICE EACH	PAY QUANTITY DAYS	NO. IN SERVICE EACH	PAY QUANTITY DAYS	SIGNS EACH
446+00	-	448+00	3	21	10	210	8	168	12	252	5	105	4	84	--	--	--
448+00	-	454+00	4	77	35	2,695	6	462	8	616	15	1,155	3	231	--	--	--
451+50	-	454+00	5	28	0	0	2	56	4	112	0	0	2	56	--	--	--
444+00	-	474+25	--	151	0	0	17	2,567	30	4,530	0	0	21	3,171	--	--	--
STH 81 DETOUR ROUTE			--	151	0	0	0	0	0	0	0	0	0	0	104	15,704	20
UNDISTRIBUTED			--	--	--	145	--	147	--	290	--	90	--	158	--	396	--
TOTALS:						3,050		3,400		5,800		1,350		3,700		16,100	20

CONSTRUCTION STAKING

			650.4500	650.5000	650.5500	650.9920
			SUBGRADE	BASE	CURB GUTTER AND CURB & GUTTER	SLOPE STAKES
STATION	TO	STATION	LOCATION	LF	LF	LF
444+00	-	474+25	STH 81	3,025	3,025	4,700
8+00'U'	-	12+00'U'	CTH U	400	400	400
11+00'B'	-	20+00'B'	BUDWORTH SCHOOL ROAD	900	900	900
TOTAL:				4,325	4,325	4,700

690.0150
SAWING ASPHALT

STATION	LOCATION	LF
444+00	STH 81	62
474+25	STH 81	30
8+00'U'	CTH U	31
12+00'U'	CTH U	24
11+00'B'	BUDWORTH SCHOOL ROAD	22
456+45	P.E. RT	8
465+50	P.E. LT	28
11+25'U'	P.E. LT	105
TOTAL:		310

SPV.0060.02
CLEANING BOX CULVERT

STATION	TO	STATION	STRUCTURE	EACH
445+80	-	446+20	C-22-0075	1
TOTAL:				1

690.0250
SAWING CONCRETE

STATION	LOCATION	LF
452+17	P.E. LT	12
TOTAL:		12

SPV.0180.01
GEOGRID REINFORCEMENT

STATION	TO	STATION	LOCATION	SY
444+00	-	474+25	STH 81 - MAINLINE	14,222
8+00'U'	-	12+00'U'	CTH U	1,127
--	-	--	UNDISTRIBUTED	1,551
TOTAL:				16,900

NOTE: ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

TRANSPORTATION PROJECT PLAT NO: 5215-02-23 - 4.01
CASSVILLE - LANCASTER ROAD (TIN CAN LANE - BUDWORTH SCHOOL ROAD)
PART OF LOTS 21 THROUGH 26 INCLUSIVE, 81 THROUGH 84 INCLUSIVE, 175, 176, 213, 214, AND 220 OF
THE ORIGINAL PLAT OF BEETOWN BEING A PART OF THE SE 1/4 OF THE NE 1/4 AND PART OF THE
SW 1/4 OF THE NE 1/4 OF SECTION 30 T.4N., R.4W., TOWN OF BEETOWN, GRANT COUNTY, WISCONSIN.
RELOCATION ORDER: STH 81

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION
HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAY 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 (3) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	TOTAL ACRES	R/W (ACRES) REQUIRED			TOTAL ACRES REM	TLE (ACRES)
				NEW	EXISTING	TOTAL		
1	JANICE M. KANE L.C. TO CANDY J. RUNDE	TLE	---	---	---	---	---	0.025
2	KEVIN A. & LINDA M. CLAUSER	TLE	---	---	---	---	---	0.023
3	RACHEL L. HINES & JASON B. LONDON	TLE	---	---	---	---	---	0.021
4	JOAN L. DROESSLER	TLE	---	---	---	---	---	0.003
5	KEVIN A. & LINDA M. CLAUSER	TLE	---	---	---	---	---	0.010
6	CLAUSER'S CORNER, LLC.	TLE	---	---	---	---	---	0.010
7	DENNIS P. & CANDY J. RUNDE	FEE, TLE	1.354*	0.166	---	0.166	1.188	0.046
8	LEWIS & BARBARA HINES	TLE	---	---	---	---	---	0.003

* INDICATES TOTAL ACRES COMPUTED.

EXISTING RIGHT-OF-WAY BASIS:

STH 81	ORIGINAL PLAT OF BEETOWN AND PREVIOUS PROJECT 10203(5)
CTH U	ORIGINAL PLAT OF BEETOWN AND PREVIOUS COUNTY PROJECT S0573(6)
ELIZABETH ST	ORIGINAL PLAT OF BEETOWN
3RD ST	ORIGINAL PLAT OF BEETOWN

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
RW20-RW23	N 55°06'25" E	44.16'
RW24-RW58	N 77°51'09" E	100.71'
RW72-PRW5	S 32°33'22" E	80.88'

STATION OFFSET - STH 81				
POINT	STATION	OFFSET	Y	X
PRW4	446+36.00	27.00' RT	504281.548	772168.638
PRW5	449+69.27	43.25' RT	504354.152	772282.922
PRW69	446+55.97	27.00' RT	504197.656	772039.228

STATION OFFSET - STH 81				
POINT	STATION	OFFSET	Y	X
RW20	445+02.74	155.59' LT	504297.002	771806.972
RW23	445+48.10	167.46' RT	504322.265	771843.195
RW24	446+00.05	67.05' LT	504265.276	771964.838
RW44	446+21.74	65.33' RT	504133.560	771996.029
RW45	444+99.27	64.33' RT	504088.108	771875.813
RW47	443+59.67	63.14' RT	504043.449	771743.538
RW56	445+74.20	58.68' LT	504228.861	771903.496
RW57	445+24.92	37.93' LT	504183.123	771866.506
RW58	447+51.91	37.33' LT	504266.469	772063.297
RW62	443+72.70	105.54' LT	504207.082	771700.538
RW63	444+39.90	131.40' LT	504253.648	771755.537
RW64	445+45.65	173.05' LT	504326.836	771839.385
RW65	446+23.80	96.23' LT	504281.304	771930.626
RW66	446+80.86	59.34' LT	504271.543	771993.951
RW68	446+12.55	67.23' RT	504127.769	771987.650
RW69	446+32.30	154.09' RT	504057.968	772044.022
RW70	444+85.71	39.81' RT	504182.042	771828.849
RW71	445+31.04	99.05' LT	504252.871	771852.247
RW72	449+79.25	37.00' RT	504422.319	772239.401
RW73	446+34.36	84.81' LT	504274.987	771944.110
RW74	448+00.18	40.44' LT	504314.816	772100.043

STATION OFFSET STH 81				
POINT	STATION	OFFSET	Y	X
TLE1	443+67.32	119.54' LT	504218.540	771690.858
TLE2	444+34.51	145.40' LT	504265.006	771745.857
TLE3	445+51.40	174.75' LT	504330.038	771843.225
TLE4	445+92.00	140.95' LT	504311.048	771887.146
TLE5	446+38.60	87.99' LT	504279.515	771946.231
TLE6	446+54.27	70.17' LT	504269.804	771966.959
TLE7	447+49.99	42.02' LT	504289.457	772059.240
TLE8	448+00.24	49.82' LT	504322.509	772094.677
TLE9	448+85.95	44.81' LT	504186.838	771827.437
TLE10	448+23.92	42.98' LT	504197.571	771863.911
TLE11	445+48.25	53.70' LT	504215.491	771882.458
TLE12	446+23.77	155.40' RT	504052.608	772035.579
TLE55	447+19.71	61.25' LT	504282.367	772029.838
TLE56	447+27.45	54.49' LT	504288.687	772034.473
TLE63	446+89.40	45.00' RT	504183.732	772059.940
TLE64	448+10.00	41.00' RT	504254.253	772155.374
TLE65	448+25.00	30.00' RT	504272.326	772161.406

NOTES:
COORDINATES AND BEARINGS ON THE PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, GRANT COUNTY, (ENGLISH), NAD 1983 (1990) ADJUSTMENT. ALL DISTANCES ARE GROUND LENGTH.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED.

RIGHT-OF-WAY MONUMENTS ARE 3/4 INCH REBAR, UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

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

A TEMPORARY LIMITED EASEMENT (T.L.E.) 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 TEMPORARY LIMITED EASEMENTS ARE TO TERMINATE ON DEC. 31, 2016 OR THE DATE THE CONSTRUCTION OF THIS PROJECT IS COMPLETED, WHICHEVER OCCURS FIRST.

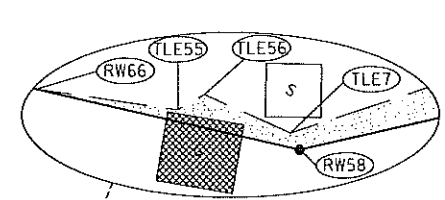
CURVE 1
PI= STA. 447+04.53
Y = 504216.19
X = 772048.63
Δ = 20°30'01"
D = 6°00'00"
T = 172.70'
L = 341.70'
R = 954.93'

CURVE 1U
PI= STA. 8+27.45
Y = 504296.79
X = 771835.79
Δ = 20°04'12"
D = 17°37'46"
T = 57.51'
L = 113.84'
R = 325.00'

CURVE 2U
PI= STA. 9+48.67
Y = 504235.71
X = 771941.67
Δ = 19°55'04"
D = 54°34'03"
T = 18.44'
L = 36.50'
R = 105.00'

CURVE PRW6
L = 154.27'
R = 981.93'
LCH = 154.11'
LCB = N 57°06'31" E

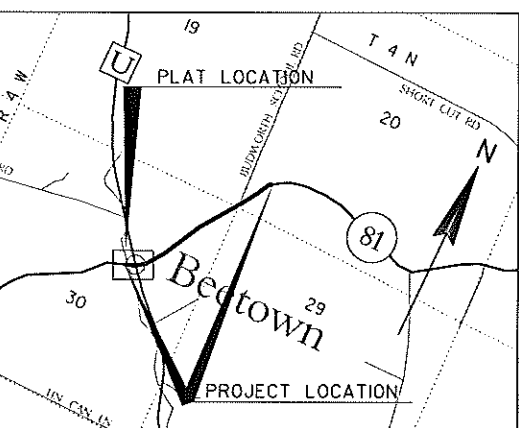
STATION OFFSET TABLE - CTH U				
POINT	STATION	OFFSET	Y	X
PRW69	10+39.72	50.67' LT	504197.656	772039.228
RW20	8+06.22	24.17' RT	504297.002	771806.972
RW23	8+15.42	19.01' LT	504322.265	771843.195
RW24	9+47.38	39.41' LT	504265.276	771964.838
RW44	10+61.25	23.74' RT	504133.560	771996.029
RW45	9+18.92	24.79' RT	504228.861	771903.496
RW46	8+09.15	19.78' LT	504326.836	771839.385
RW47	9+16.08	34.19' LT	504281.304	771930.626
RW48	10+60.42	33.71' RT	504127.769	771987.650
RW49	11+50.01	35.52' RT	504057.968	772044.022
RW50	8+64.35	30.37' RT	504252.871	771852.247
RW51	9+30.74	35.49' LT	504274.987	771944.110
TLE3	8+09.80	24.75' LT	504330.038	771843.225
TLE4	8+60.89	37.39' LT	504311.048	771887.146
TLE5	9+30.41	40.47' LT	504279.515	771946.231
TLE6	9+48.51	44.26' LT	504269.804	771966.959
TLE10	9+00.38	71.72' RT	504197.571	771863.911
TLE11	9+07.43	48.92' RT	504215.491	771882.458
TLE12	11+48.70	45.42' RT	504052.608	772035.579
TLE63	10+58.07	50.58' LT	504183.732	772059.940



DETAIL
ALUM. MONUMENT
Y = 506216.09
X = 770707.68

ALUM. MONUMENT
Y = 506199.18
X = 773363.90

LOCATION SKETCH



CONVENTIONAL SIGNS AND ABBREVIATIONS

STATE LINE	---	TPP=TRANSPORTATION PROJECT PLAT
COUNTY LINE	---	TLE=TEMPORARY LIMITED EASEMENT
TOWNSHIP AND RANGE LINES	---	H.E.=HIGHWAY EASEMENT
SECTION LINES	---	T=TEMPORARY INTEREST
QUARTER LINE	---	USH=UNITED STATES HIGHWAY
SIXTEENTH LINE	---	STH=STATE TRUNK HIGHWAY
NEW REFERENCE LINE	---	C.S.M.=CERTIFIED SURVEY MAP
EXISTING R/W LINE	---	A.P.=ACCESS POINT
PROPERTY LINE	---	A.R.=ACCESS RIGHTS
EASEMENT LINE	---	ETAL.=AND OTHERS
CORPORATE LIMITS	---	L.C.=LAND CONTRACT
OLD CENTERLINE	---	AC.=ACRES
LOT, TIE AND OTHER MINOR LINES	---	S.F.=SQUARE FEET
SLOPE INTERCEPTS	---	R=REFERENCE LINE
UNDERGROUND FACILITY (GAS, TELEPHONE, ELECTRIC, ETC.)	---	REM.=REMAINING
FENCE	---	R/W=RIGHT-OF-WAY
FEE ACQUISITION	---	SEC.=SECTION
PERMANENT EASEMENT	---	STA.=STATION
TEMPORARY INTEREST	---	A=DELTA
TRANSMISSION TOWER AND LINE	---	LCH=LONG CHORD
		R=RADIUS
		D=DEGREE BEARING
		L=LENGTH
		CUR=CURVE
		T=TANGENT
		PARCEL NUMBER=12
		UTILITY PARCEL=30
		POWER/TELEPHONE POLE
		SIGN
		NO ACCESS (BY ACQUISITION)
		NO ACCESS (BY STATUTORY AUTHORITY)
		NO ACCESS (BY PREVIOUS PROJECT)



R/W BOUNDARY POINT = RW
R/W BOUNDARY POINT = PRW
TLE BOUNDARY POINT = TLE
BUILDING TO BE RAZED
IRON PIN
NON-MONUMENTED R/W POINT
SLOPE MONUMENT, SEPTIC VENT, ETC.

COMPENSABLE
NON-COMPENSABLE
SIGN

SCALE, FEET
0 100

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5215-02-23-4.01

ACCEPTED FOR RECORDING AND FILING IN
THE OFFICE OF THE REGISTER OF DEEDS
IN GRANT COUNTY, WISCONSIN AT
12:30 P.M. ON MAY 20, 2009 AS
DOCUMENT #717737 AND FILED IN
CAB. C, PAGE 2.

SIGNED BY MARILYN PIERCE,
REGISTER OF DEEDS

I, JAMES A. HAESSLER, 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 DEPARTMENT OF TRANSPORTATION, I HAVE
SURVEYED AND MAPPED TRANSPORTATION PROJECT
PLAT 5215-02-23-4.01 AND THAT SUCH PLAT
CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES
OF THE SURVEYED LAND.

DATE
JAMES A. HAESSLER
AGENT FOR OTIE - ONEIDA
TOTAL INTEGRATED ENTERPRISES
R.L.S. NUMBER 1965

THIS PLAT IS APPROVED FOR THE WISCONSIN
DEPARTMENT OF TRANSPORTATION
SOUTHWEST REGION.

DATE
JOSEPH L. FARMER
REAL ESTATE SUPERVISOR

TRANSPORTATION PROJECT PLAT NO: 5215-02-23 - 4.02 AMENDMENT NO.1
CASSVILLE - LANCASTER ROAD (TIN CAN LANE - BUDWORTH SCHOOL ROAD)

THIS AMENDS PARCELS 30 AND 31 OF TRANSPORTATION PROJECT PLAT 5215-02-23-4.02, RECORDED AS DOCUMENT NO. 717738 AND FILED IN CABINET C, PAGE 3 IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY, WISCONSIN.

PART OF PARCELS 9, 11, 13, 15 AND 16 OF TRANSPORTATION PROJECT PLAT 5215-02-23-4.02, GRANT COUNTY, WISCONSIN.

RELOCATION ORDER: STH 81

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

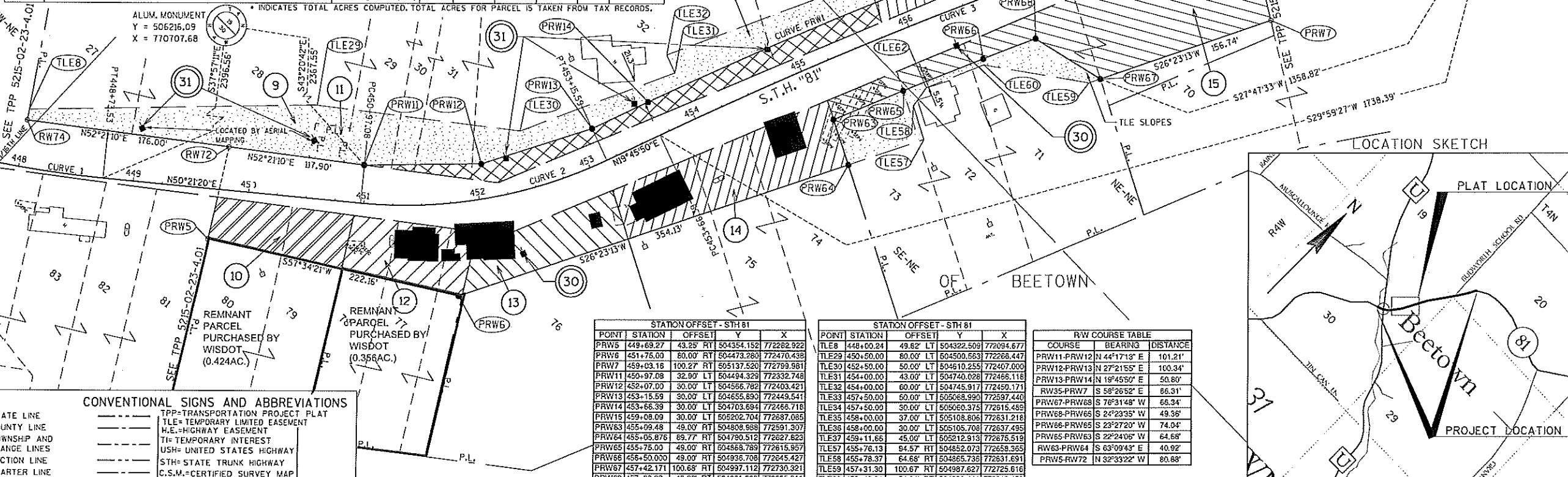
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAY 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 (3) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

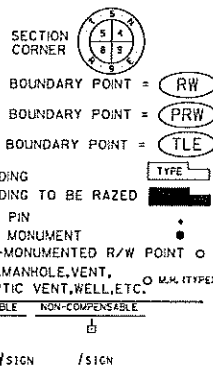
PARCEL NUMBER	OWNER	INTEREST REQUIRED	TOTAL ACRES	R/W (ACRES) REQUIRED			TOTAL ACRES REM	TLE (ACRES)
				NEW	EXISTING	TOTAL		
9	THOMAS J. KRANTZ	FEE, TLE	3.154	0.153	---	0.153	3.001	0.453
10	PAUL M. & SHIRLEY A. CLAUSER	FEE	0.538	0.14	---	0.14	0.424	---
11	ARCHE CHAPMAN (NO TAX PARCEL NUMBER)	TLE	---	---	---	---	---	0.021
12	PAUL & SHIRLEY CLAUSER	FEE	0.484	0.128	---	0.128	0.356	---
13	JAMES R. MOORE, ROBERT A. MOORE, & DONALD G. MOORE	FEE	0.809	0.130	---	0.130	0.679	---
14	JASON M. KLEIN	FEE	0.904	0.234	---	0.234	0.670	---
15	DALLAS MAYNE	FEE, TLE	1.410	0.419	---	0.419	0.991	0.190
16	EULA MAE CALEY	FEE, TLE	1.518	0.085	---	0.085	1.433	0.105
30	SCENIC RIVERS ENERGY COOPERATIVE	RELEASE OF RIGHTS	---	---	---	---	---	---
31	FARMER'S TDS TELECOM	RELEASE OF RIGHTS	---	---	---	---	---	---

* INDICATES TOTAL ACRES COMPUTED. TOTAL ACRES FOR PARCEL IS TAKEN FROM TAX RECORDS.



CONVENTIONAL SIGNS AND ABBREVIATIONS

STATE LINE	---	TP=TRANSPORTATION PROJECT PLAT
COUNTY LINE	---	TLE=TEMPORARY LIMITED EASEMENT
TOWNSHIP AND RANGE LINES	---	H.E.=HIGHWAY EASEMENT
SECTION LINE	---	TI=TEMPORARY INTEREST
QUARTER LINE	---	STH=STATE TRUNK HIGHWAY
SIXTEENTH LINE	---	C.S.M.=CERTIFIED SURVEY MAP
NEW REFERENCE LINE	---	A.P.=ACCESS POINT
NEW R/W LINE	---	A.R.=ACCESS RIGHTS
EXISTING R/W LINE	---	ET,AL.=AND OTHERS
PROPERTY LINE	---	L.C.=LAND CONTRACT
EASEMENT LINE	---	AC.=ACRES
CORPORATE LIMITS	---	S.F.=SQUARE FEET
OLD CENTERLINE	---	C=CENTER LINE
LOT, TIE AND OTHER MINOR LINES	---	R=REFERENCE LINE
SLOPE INTERCEPTS	---	REM.=REMAINING
UNDERGROUND FACILITY (GAS, TELEPHONE, ELECTRIC, ETC.)	---	R/W=RIGHT-OF-WAY
FENCE	---	SEC.=SECTION
PERMANENT EASEMENT	---	STA.=STATION
TEMPORARY INTEREST	---	A=DELTA
TRANSMISSION TOWER AND LINE	---	LCH=LONG CHORD
		R=RADIUS
		D=DEGREE
		L=LENGTH
		CUR=CURVE
		T=TANGENT
		PARCEL NUMBER= (12)
		UTILITY PARCEL= (30)
		POWER/TELEPHONE POLE
		SIGN
		NO ACCESS (BY ACQUISITION)
		NO ACCESS (BY STATUTORY AUTHORITY)
		NO ACCESS (BY PREVIOUS PROJECT)



POINT	STATION	OFFSET	Y	X
PRW5	449+69.27	43.25' RT	504354.152	772622.922
PRW6	451+75.00	80.00' RT	504473.280	772470.438
PRW7	459+03.16	100.27' RT	505137.520	772799.981
PRW11	450+97.08	32.90' LT	504494.329	772332.748
PRW12	452+07.00	30.00' LT	504556.782	772403.421
PRW13	453+15.59	30.00' LT	504655.690	772449.541
PRW14	453+68.39	30.00' LT	504703.694	772466.718
PRW15	459+08.09	30.00' LT	505202.704	772687.085
PRW63	455+09.48	49.00' RT	504808.988	772591.307
PRW64	455+05.876	69.77' RT	504790.512	772627.823
PRW65	455+75.00	49.00' RT	504868.789	772615.957
PRW66	456+50.00	49.00' RT	504936.708	772645.427
PRW67	457+42.171	100.68' RT	504997.112	772730.321
PRW68	457+00.00	49.00' RT	504981.660	772665.811
RW35	459+08.80	14.14' RT	505182.685	772726.428
RW72	449+79.25	37.01' LT	504422.319	772239.401
RW74	448+00.18	40.44' LT	504314.816	772100.043

NOTES:
COORDINATES AND BEARINGS ON THE PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, GRANT COUNTY, (ENGLISH), NAD 1983 (1993) ADJUSTMENT. ALL DISTANCES ARE GROUND LENGTH.
COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED.
RIGHT-OF-WAY MONUMENTS ARE 3/4-INCH REBAR, UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

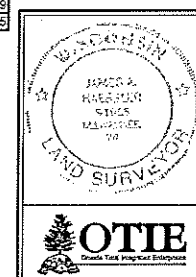
DIMENSION FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (T.L.E.) 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 TEMPORARY LIMITED EASEMENTS ARE TO TERMINATE ON DEC. 31, 2016 OR THE DATE THE CONSTRUCTION OF THIS PROJECT IS COMPLETED, WHICHEVER OCCURS FIRST.

EXISTING RIGHT-OF-WAY BASIS:
STH 81 ORIGINAL PLAT OF BEETOWN

CURVE 1	CURVE 2	CURVE 3
PI = STA. 447+04.53 Y = 504216.19 X = 772048.63 Δ = 20°50'01" D = 6°00'00" T = 172.70' L = 341.70' R = 954.93'	PI = STA. 452+09.01 Y = 504540.41 X = 772439.93 Δ = 30°35'30" D = 14°00'00" T = 111.93' L = 218.52' R = 409.26'	PI = STA. 459+99.56 Y = 505289.42 X = 772709.05 Δ = 18°49'26" D = 13°00'00" T = 83.17' L = 1254.93' R = 3819.72'
CURVE PRW1 L = 545.96' R = 3849.72' LCH = 545.50' LCB = N 23°49'36" E		

COURSE	BEARING	DISTANCE
PRW11-PRW12	N 44°17'13" E	101.21'
PRW12-PRW13	N 27°21'55" E	100.34'
PRW13-PRW14	N 19°45'50" E	50.80'
PRW15-PRW7	S 58°26'52" E	86.31'
PRW67-PRW68	S 78°31'48" W	68.34'
PRW68-PRW69	S 24°23'35" W	49.36'
PRW69-PRW70	S 23°27'20" W	74.04'
PRW70-PRW71	S 22°24'06" W	64.68'
PRW71-PRW72	S 63°09'43" E	40.92'
PRW72-PRW73	N 32°33'22" W	80.88'



I, JAMES A. HAESSLER, 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 DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5215-02-23-4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE 9/29/09
JAMES A. HAESSLER
AGENT FOR OTIE - ONEIDA
TOTAL INTEGRATED ENTERPRISES
R.L.S. NUMBER 1965
THIS PLAT IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION.
DATE 9/29/09
JOSEPH L. FARMER
REAL ESTATE SUPERVISOR

SCALE, FEET
0 100

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5215-02-23-4.02
AMENDMENT NO.1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY, WISCONSIN AT 8:15 AM ON OCT 2 - 2009 AS DOCUMENT #721386 AND FILED IN CAB C, PAGE 13A

MARYILYN PIERCE
SIGNATURE OF REGISTER OF DEEDS

TRANSPORTATION PROJECT PLAT NO: 5215-02-23 - 4.03 AMENDMENT NO.1

CASSVILLE - LANCASTER ROAD (TIN CAN LANE - BUDWORTH SCHOOL ROAD)

THIS AMENDS PARCELS 30 AND 31 OF TRANSPORTATION PLAT 5215-02-23-4.03, RECORDED AS DOCUMENT NO. 717739 AND FILED IN CABINET C, PAGE 4 IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY WISCONSIN.

PART OF PARCELS 17 AND 18 OF TRANSPORTATION PROJECT PLAT 5215-02-23-4.03, GRANT COUNTY, WISCONSIN.

RELOCATION ORDER: STH 81

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

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

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAY 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 84.03 (1) OR (2), WISCONSIN STATUTES.CURVE 3
PI = STA. 459+99.56
Y = 505289.42
X = 772709.05
Δ = 18°49'26"
D = 1°30'00"
L = 633.17'
LCB = 1254.93'
R = 3819.72'CURVE 4
PI = STA. 469+69.38
Y = 506056.41
X = 773321.06
Δ = 8°20'31"
D = 3°00'00"
L = 139.28'
LCB = 278.07'
R = 1909.86'CURVE PRW3
L = 718.83'
R = 3849.72'
LCB = 717.78'
LCB = N 33°14'19" E
ALUM. MONUMENT
Y = 506216.09
X = 770707.68

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
PRW26-SEC40	S 89°38'07" E	36.35'
SEC40-PRW17	S 88°55'31" E	102.33'
PRW7-RW35	N 58°26'52" W	68.31'

EXISTING RIGHT-OF-WAY BASIS:

STH 81	ORIGINAL PLAT OF BEETOWN AND PREVIOUS PROJECT 9280
BUDWORTH SCHOOL ROAD	STATE STATUTE 66' WIDE CENTERED ON EXISTING ROAD

PARCEL 30 VOL. 4, P. 114, DOC. NO. 139820

ORIGINAL PLAT

POINT	STATION	OFFSET	Y	X
PRW7	459+03.16	100.27' RT	505137.520	772799.981
PRW8	461+07.00	90.00' RT	505915.792	772888.425
PRW9	463+50.00	145.00' RT	505484.271	773061.890
PRW10	464+00.00	82.00' RT	505560.101	773037.970
PRW15	459+08.09	30.00' LT	505202.704	772687.085
PRW16	468+30.10	82.00' RT	505896.393	773298.287
PRW17	471+63.69	64.44' RT	506197.265	773466.215
PRW22	466+21.32	30.00' LT	505803.054	773080.521
PRW23	468+30.10	30.00' LT	505966.250	773210.742
PRW26	470+95.25	68.38' LT	506199.415	773327.556
PRW62	469+70.31	63.30' RT	505024.495	773389.785
RW35	459+08.80	14.44' RT	505182.685	772726.428

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER	INTEREST REQUIRED	TOTAL ACRES	R/W (ACRES) REQUIRED			TOTAL ACRES REM	TLE (ACRES)
				NEW	EXISTING	TOTAL		
17	KEVIN L. & KERI M. RETALLICK	FEE, TLE	4.000	0.287	---	0.287	3.713	0.236
18	LORIL BREUER & PAULA K. PULVERMACHER, OWNERS RICHARD & ELLEN KROHN, LIFE ESTATE	FEE	53.400	1.540	0.218	1.758	51.642	---
19	DENNIS V. & CHERYL A. BLACKBURN	FEE, TLE	0.908	0.090	---	0.090	0.818	0.050
20	JOAN ELLEN BARTZ	FEE, TLE	6.121	0.061	0.031	0.092	5.929	0.063
30	SCENIC RIVERS ENERGY COOPERATIVE	RELEASE OF RIGHTS	---	---	---	---	---	---
31	FARMER'S TDS TELECOM	RELEASE OF RIGHTS	---	---	---	---	---	---

NOTES:
COORDINATES AND BEARINGS ON THE PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, GRANT COUNTY, (ENGLISH), NAD 1983 (1993) ADJUSTMENT. ALL DISTANCES ARE GROUND LENGTH.COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED.
RIGHT-OF-WAY MONUMENTS ARE 3/4-INCH REBAR, UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

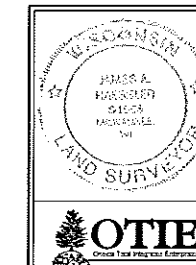
PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA RECEIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. EXCLUDING RIGHT-OF-WAY BOUNDARIES, THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD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

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

A TEMPORARY LIMITED EASEMENT (T.L.E.) 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 TEMPORARY LIMITED EASEMENTS ARE TO TERMINATE ON DEC. 31, 2016 OR THE DATE THE CONSTRUCTION OF THIS PROJECT IS COMPLETED, WHICHEVER OCCURS FIRST.

STATE LINE
COUNTY LINE
TOWNSHIP AND RANGE LINE
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE
EASEMENT LINE
CORPORATE LIMITS
OLD CENTERLINE
LOT, TIE AND OTHER MINOR LINES
SLOPE INTERCEPTS
UNDERGROUND FACILITY (GAS, TELEPHONE, ELECTRIC, ETC.)
FENCE
FEE ACQUISITION
PERMANENT EASEMENT
TEMPORARY INTEREST
TRANSMISSION TOWER AND LINE

CONVENTIONAL SIGNS AND ABBREVIATIONS

TPP=TRANSPORTATION PROJECT PLAT
TLE=TEMPORARY LIMITED EASEMENT
H.E.=HIGHWAY EASEMENT
TI=TEMPORARY INTEREST
USH=UNITED STATES HIGHWAY
STH=STATE TRUNK HIGHWAY
C.S.M.=CERTIFIED SURVEY MAP
A.P.=ACCESS POINT
A.R.=ACCESS RIGHTS
ET.AL.=AND OTHERS
L.C.=LAND CONTRACT
AC.=ACRES
S.F.=SQUARE FEET
R=REFERENCE LINE
R=REFERENCE LINE
REM.=REMAINING
R/W=RIGHT-OF-WAY
SEC.=SECTION
STA.=STATION
Δ=DELTA
LCH=LONG CHORD
R=RADIUS
LCB=LONG CHORD
D=DEGREE
L=LENGTH
CUR=CURVE
T=TANGENT
PARCEL NUMBER=12
UTILITY PARCEL=30
POWER/TELEPHONE POLE
SIGN
NO ACCESS (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
NO ACCESS (BY PREVIOUS PROJECT)R/W BOUNDARY POINT = RW
R/W BOUNDARY POINT = PRW
TLE BOUNDARY POINT = TLE
BUILDING
BUILDING TO BE RAZED
IRON PIN
R/W MONUMENT
NON-MONUMENTED R/W POINT
SILO, MANHOLE, VENT,
SEPTIC VENT, WELL, ETC.
COMPENSABLE
NON-COMPENSABLE
SIGN
/SIGN

I, JAMES A. HAESSLER, 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 DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5215-02-23-4.03 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

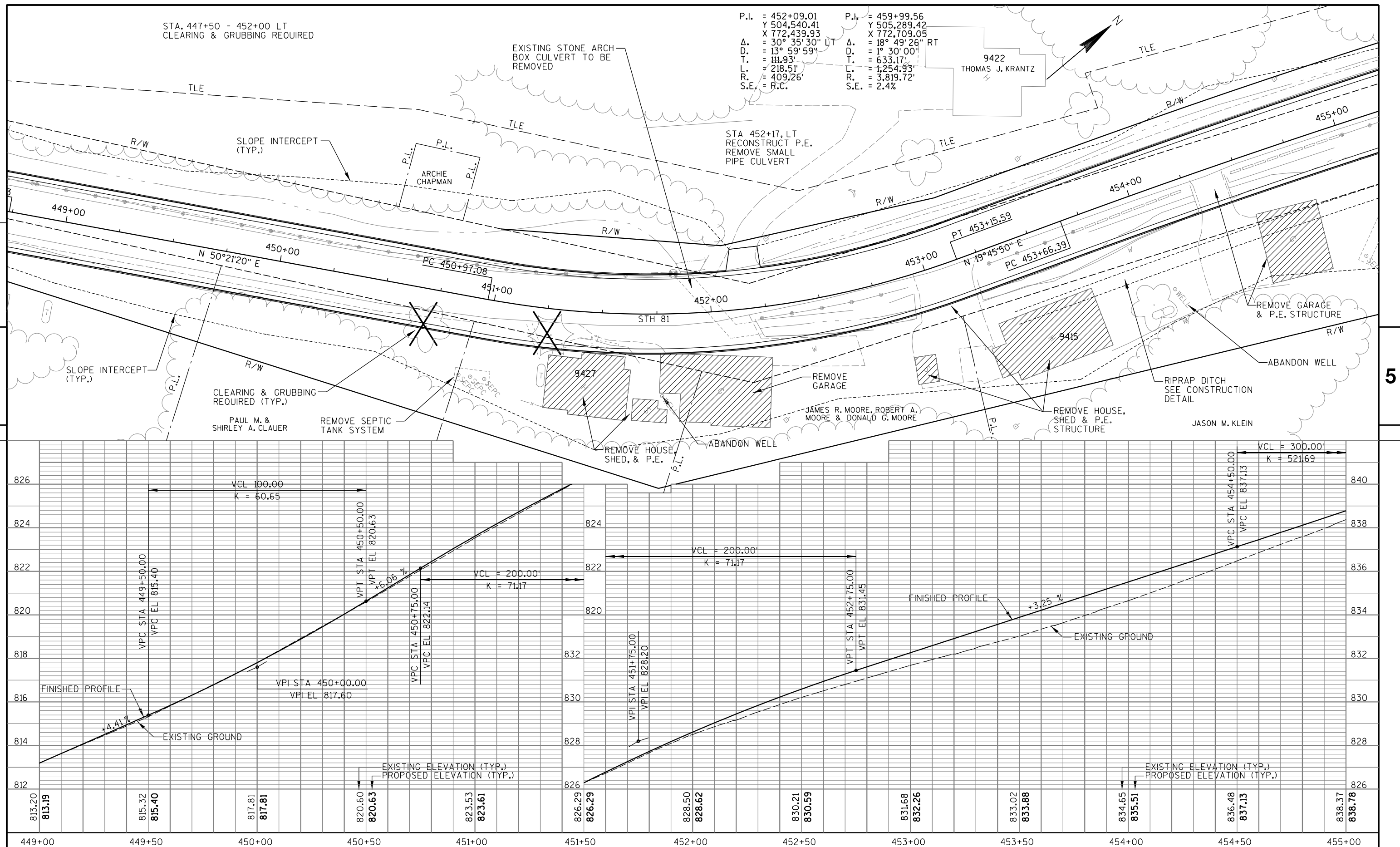
9/28/09
DATE
JAMES A. HAESSLER
AGENT FOR OTIE - ONEIDA
TOTAL INTEGRATED ENTERPRISES
R.L.S. NUMBER 1965

THIS PLAT IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION.

9/29/09
DATE
JOSEPH L. FARMER
REAL ESTATE SUPERVISORSCALE, FEET
0 50RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5215-02-23-4.03
AMENDMENT NO.1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN GRANT COUNTY, WISCONSIN AT 8:15 AM ON OCT 2 - 2009 AS DOCUMENT #721387 AND FILED IN CAB C, PAGE 13B

MARILYN PIERCE
SIGNATURE OF REGISTER OF DEEDS



PROJECT NO: 5215-02-73

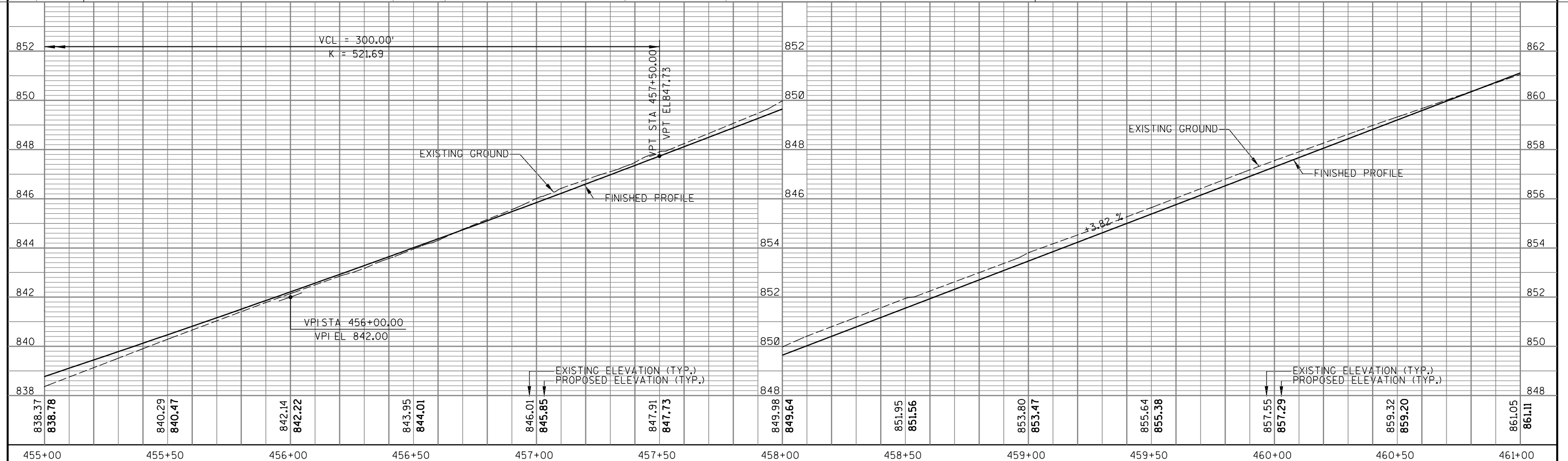
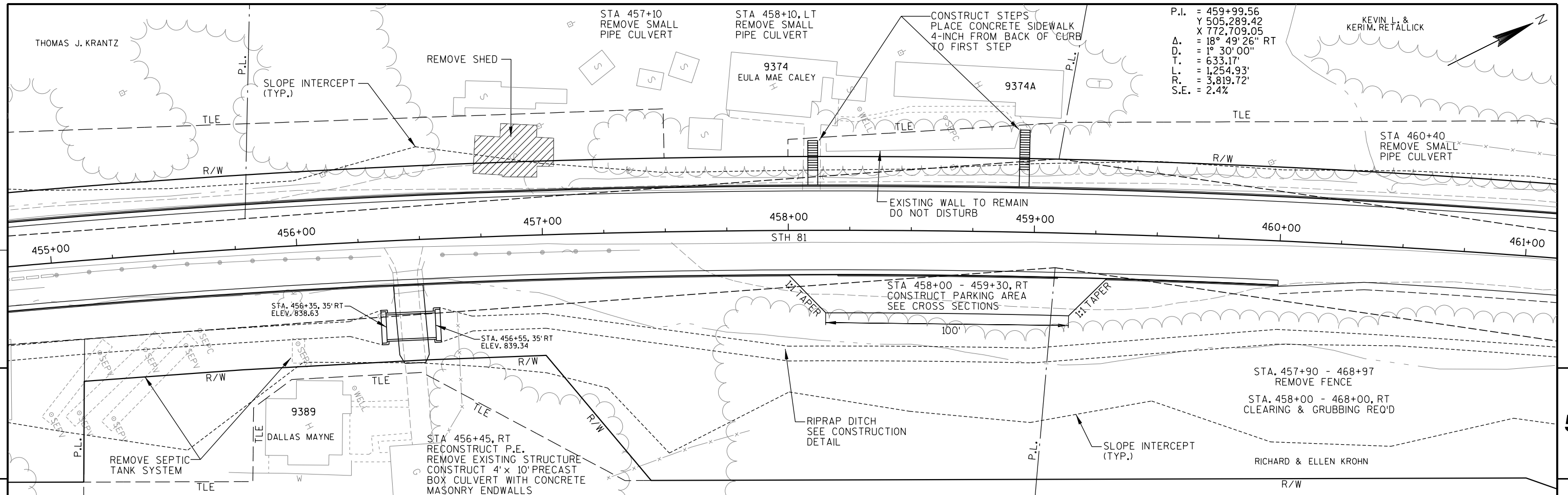
HWY: STH 81

COUNTY: GRANT

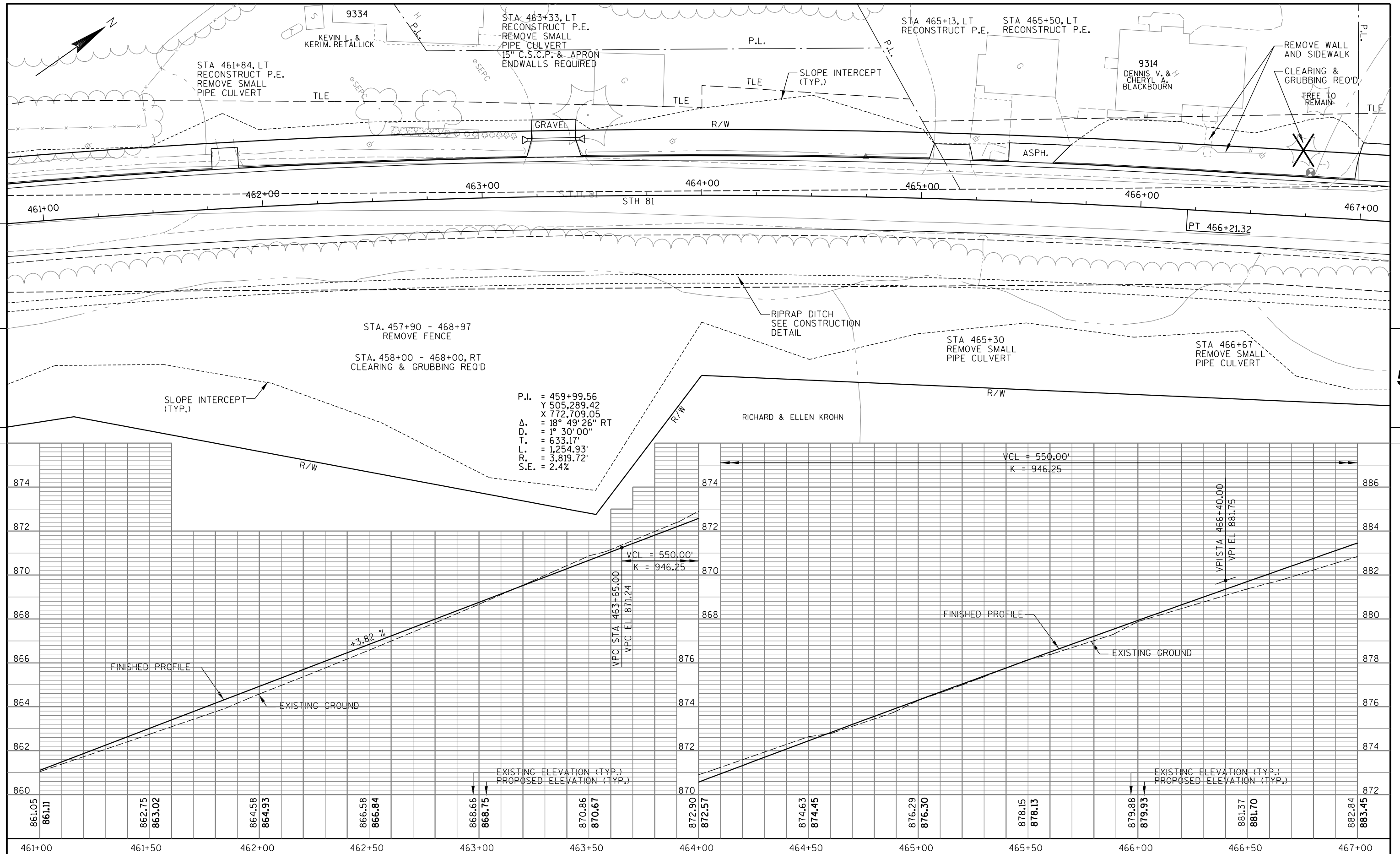
PLAN & PROFILE

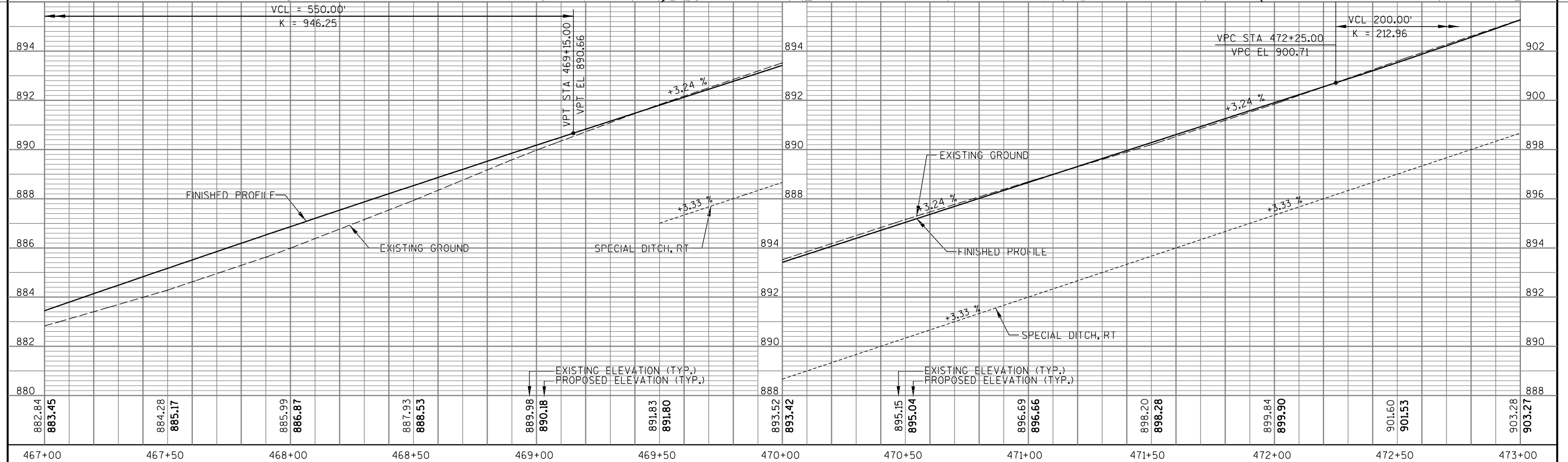
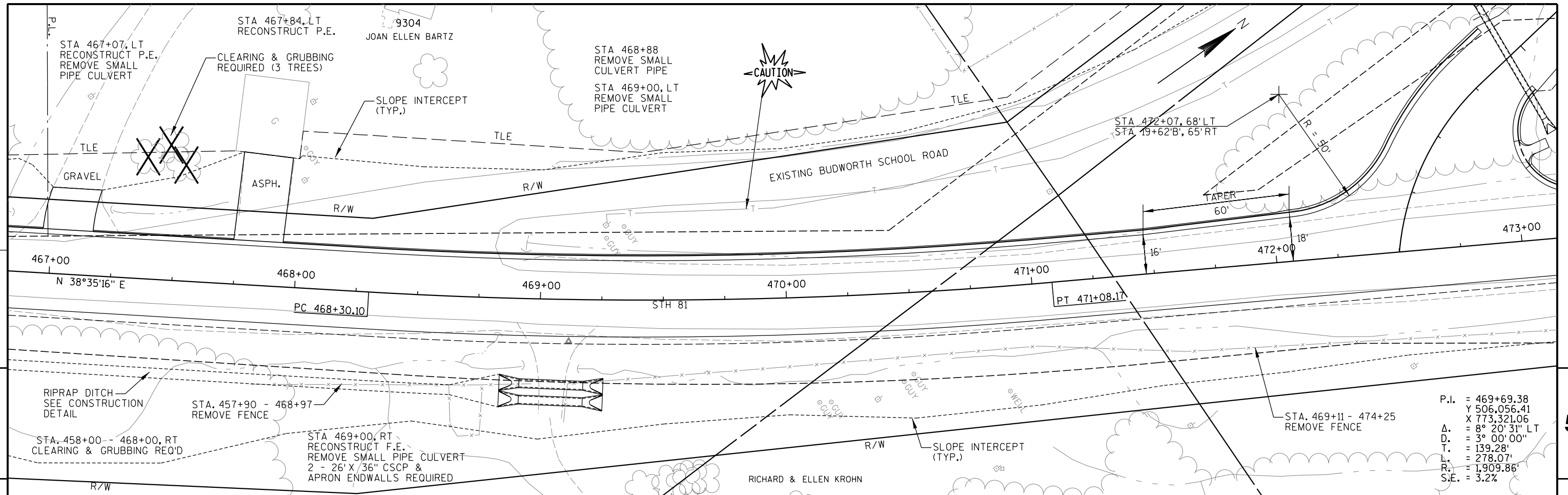
SHEET

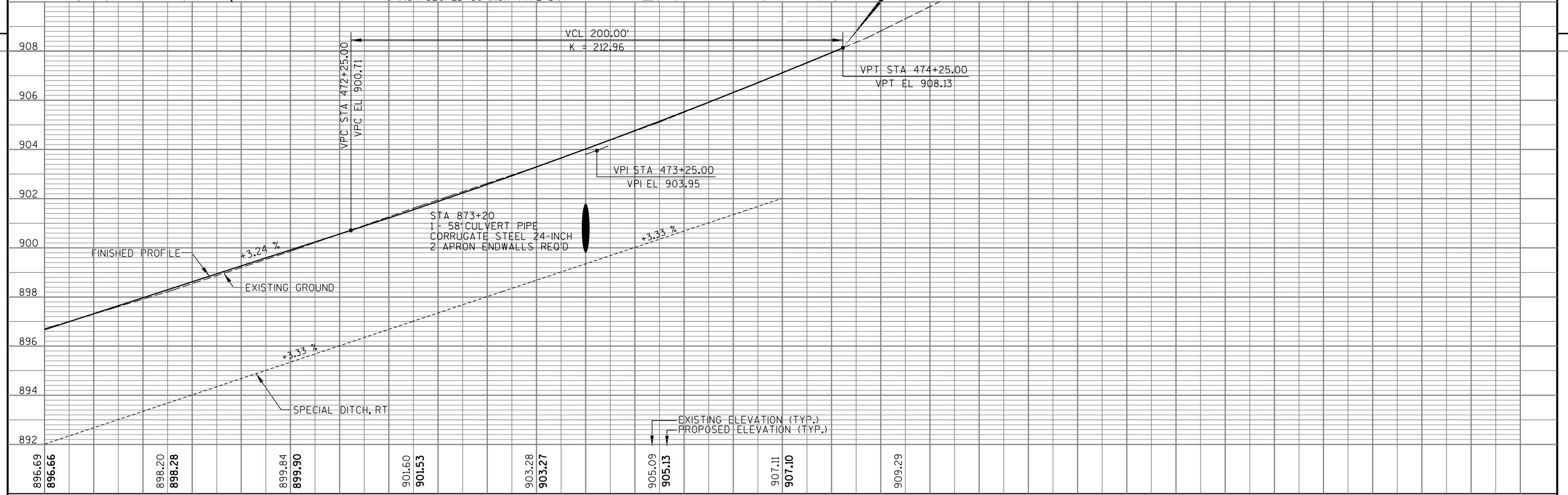
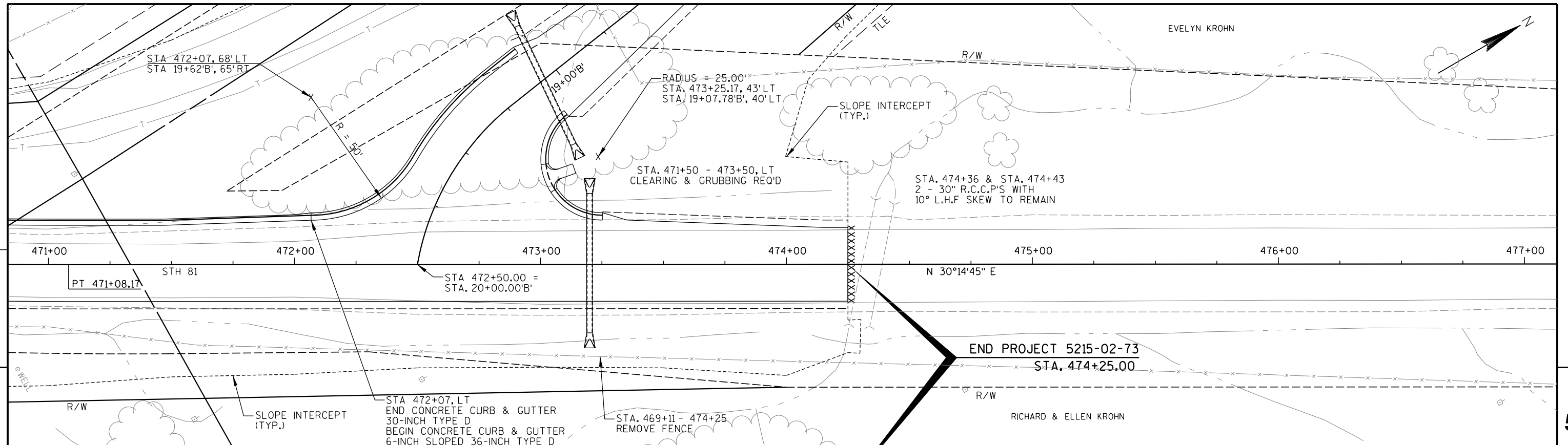
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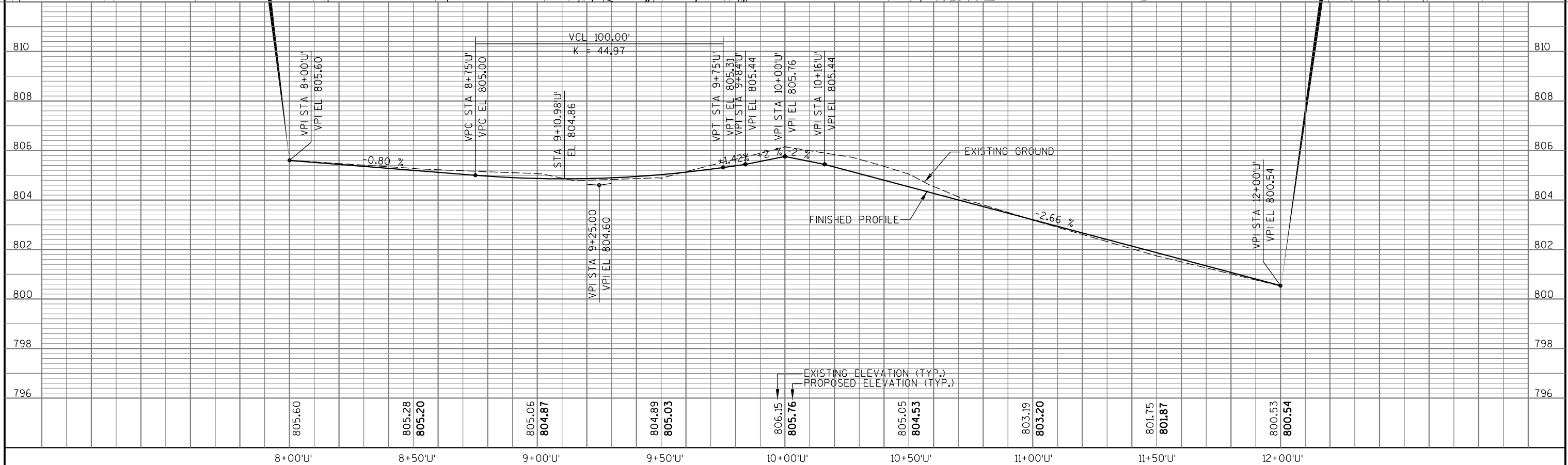
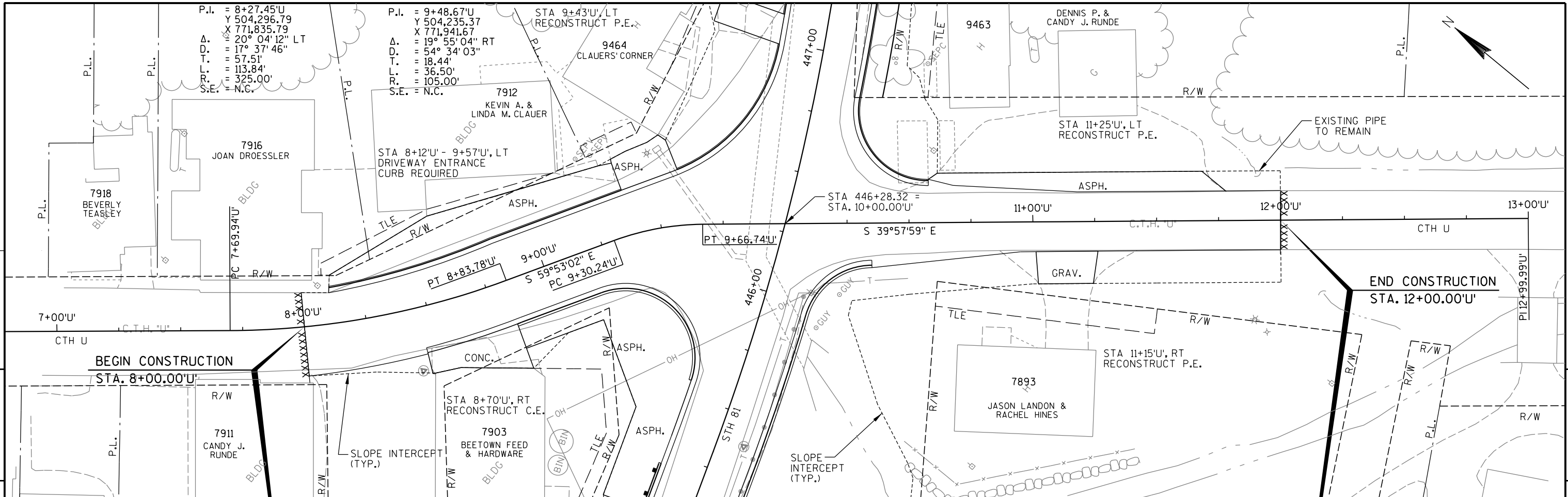
PROJECT NO: 5215-02-73	HWY: STH 81	COUNTY: GRANT	PLAN & PROFILE	SHEET	E
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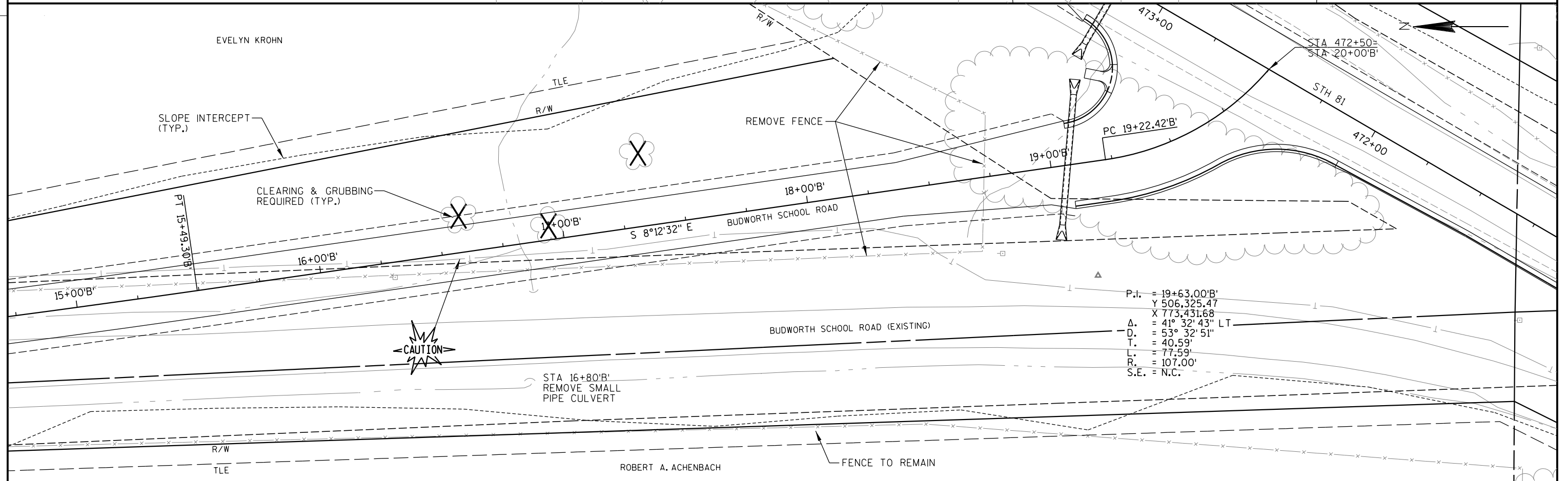
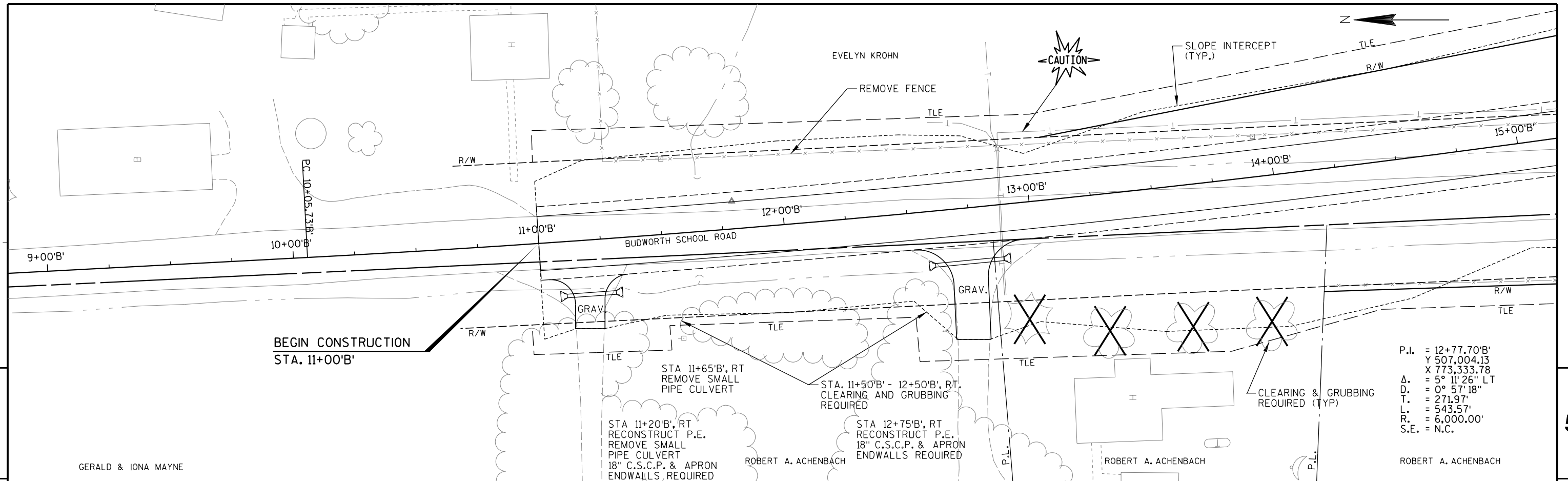


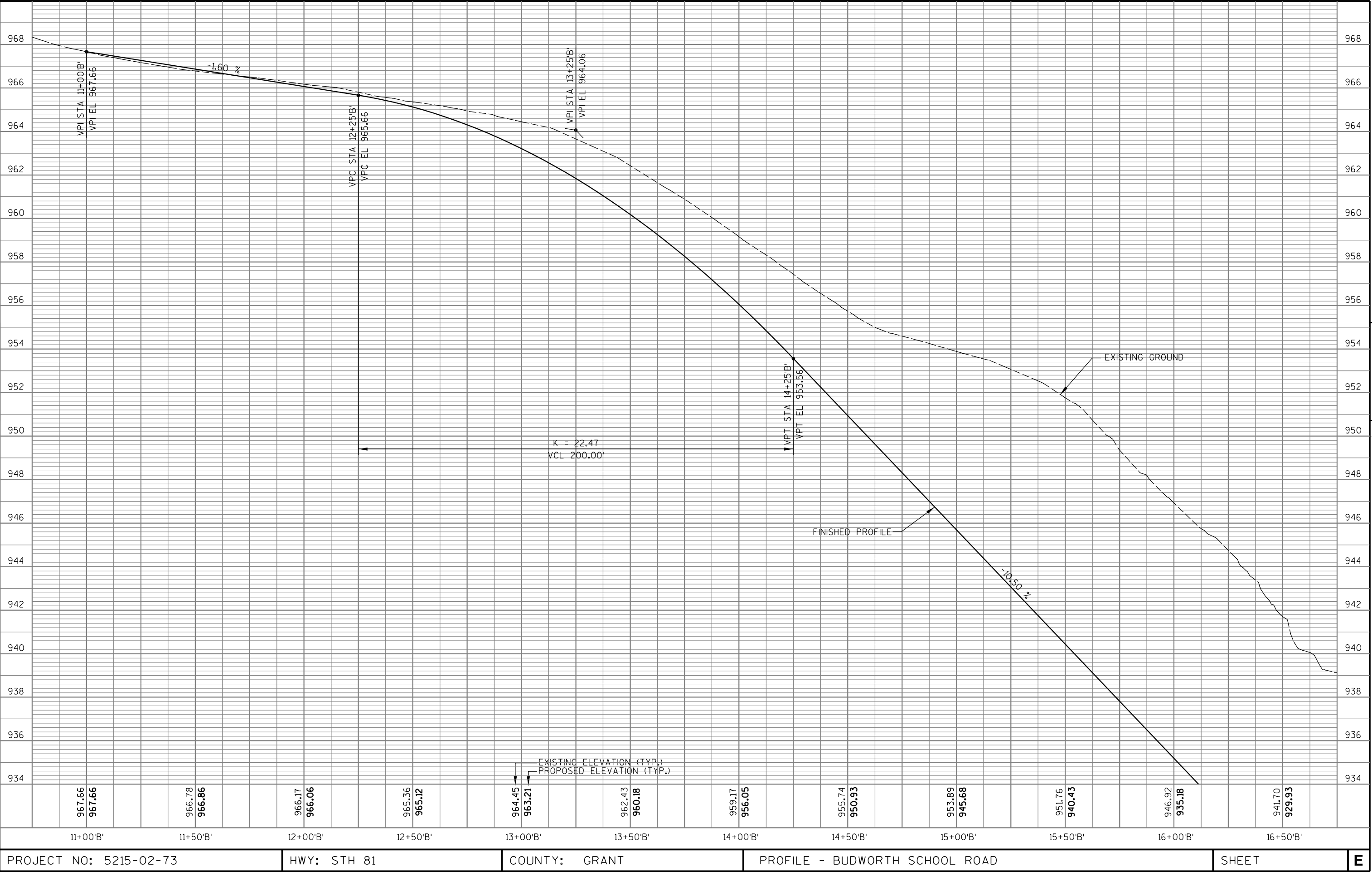


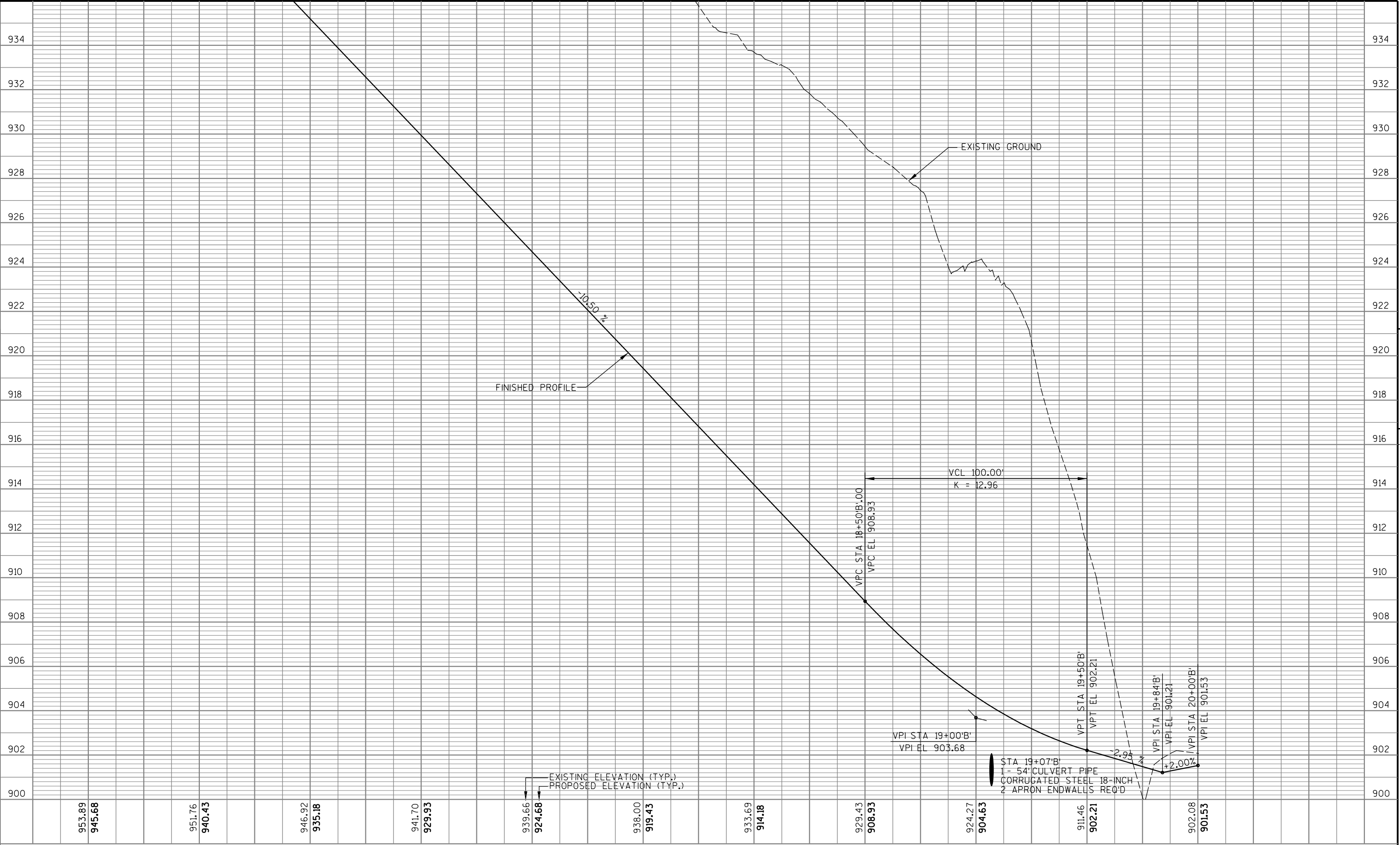
471+00	471+50	472+00	472+50	473+00	473+50	474+00	474+50										
PROJECT NO: 5215-02-73				HWY: STH 81		COUNTY: GRANT			PLAN & PROFILE					SHEET		E	



PROJECT NO: 5215-02-73	HWY: STH 81	COUNTY: GRANT	PLAN & PROFILE	SHEET	E
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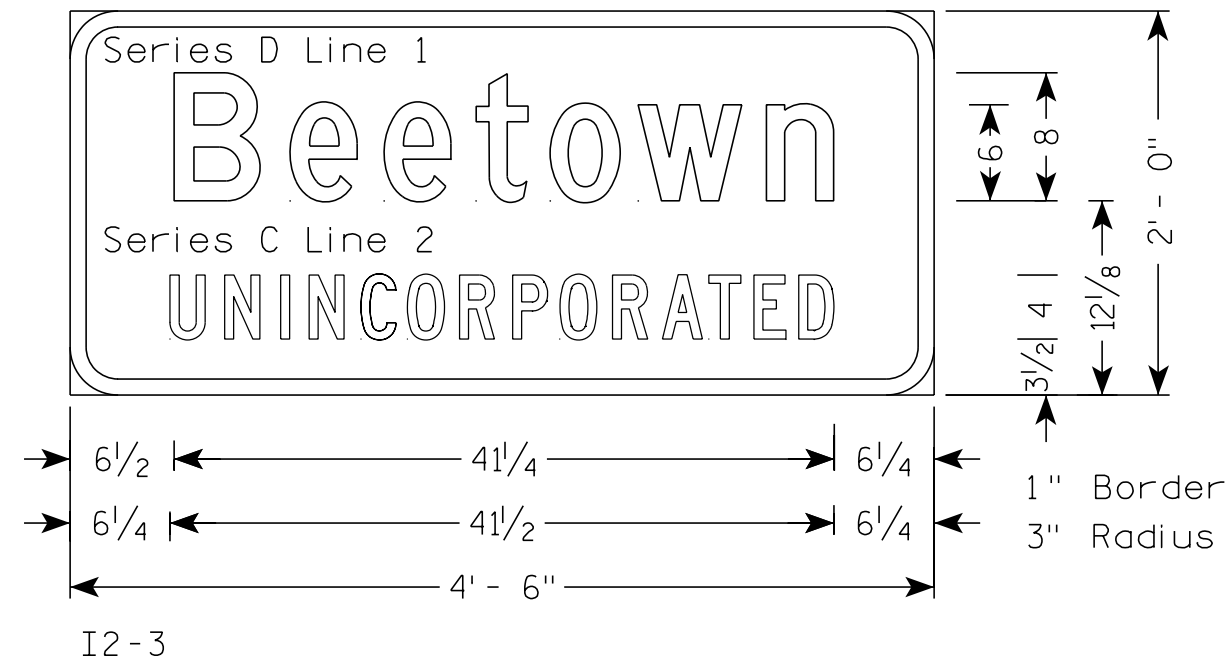






NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - GREEN
Message - WHITE
3. Message Series - E except as noted



AVERAGE END AREA VOLUMES - STH 81

STATION	END-AREA		INCREMENTAL VOLUME			CUMULATIVE VOLUME		MASS HAUL (CY)
	CUT (SF)	FILL (SF)	CUT (CY)	FILL (CY)	EXPANDED FILL (CY)	CUT (CY)	EXPANDED FILL (CY)	
444+00	83.3	11.9						
444+50	67.0	10.0	139.2	20.3	26.4	139.2	26.4	112.8
445+00	71.5	89.1	128.2	91.8	119.3	267.4	145.6	121.8
445+50	81.2	61.8	141.4	139.7	181.6	408.8	327.3	81.5
446+00	85.7	9.7	154.5	66.2	86.1	563.3	413.4	150.0
446+50	139.7	2.8	208.7	11.6	15.0	772.0	428.4	343.6
447+00	115.6	13.8	236.4	15.4	20.0	1,008.4	448.4	560.0
447+50	94.7	53.0	194.7	61.9	80.4	1,203.1	528.8	674.4
448+00	107.9	53.9	187.6	99.0	128.7	1,390.7	657.5	733.3
448+50	92.7	60.4	185.7	105.8	137.6	1,576.5	795.0	781.4
449+00	76.4	54.8	156.6	106.7	138.7	1,733.1	933.7	799.3
449+50	69.3	73.3	134.9	118.6	154.2	1,868.0	1,087.9	780.1
450+00	74.7	94.8	133.3	155.6	202.3	2,001.3	1,290.3	711.0
450+50	73.2	109.5	136.9	189.2	245.9	2,138.2	1,536.2	602.1
451+00	82.7	174.9	144.4	263.3	342.3	2,282.6	1,878.5	404.1
451+50	69.6	316.8	141.0	455.3	591.9	2,423.6	2,470.4	-46.8
452+00	53.5	75.2	114.0	363.0	471.9	2,537.6	2,942.2	-404.6
452+50	40.5	139.0	87.0	198.3	257.8	2,624.6	3,200.0	-575.4
453+00	57.3	89.7	90.6	211.8	275.3	2,715.2	3,475.3	-760.1
453+50	65.2	123.3	113.4	197.2	256.4	2,828.6	3,731.7	-903.1
454+00	84.4	61.9	138.5	171.5	222.9	2,967.1	3,954.6	-987.5
454+50	121.5	27.1	190.6	82.4	107.1	3,157.8	4,061.8	-904.0
455+00	67.4	74.0	174.9	93.6	121.7	3,332.7	4,183.5	-850.8
455+50	72.8	96.5	129.8	157.9	205.2	3,462.5	4,388.7	-926.2
456+00	94.2	54.4	154.6	139.7	181.6	3,617.1	4,570.3	-953.2
456+50	70.6	20.0	152.6	68.9	89.6	3,769.7	4,659.9	-890.2
457+00	134.1	53.9	189.5	68.4	89.0	3,959.3	4,748.9	-789.6
457+50	160.5	53.7	272.8	99.6	129.5	4,232.0	4,878.4	-646.3
458+00	108.4	70.2	249.0	114.7	149.1	4,481.0	5,027.5	-546.5
458+50	99.0	87.3	192.0	145.8	189.6	4,673.1	5,217.1	-544.0
459+00	96.8	66.4	181.3	142.3	185.0	4,854.4	5,402.1	-547.7
459+50	97.3	82.8	179.7	138.1	179.6	5,034.1	5,581.7	-547.6
460+00	94.6	187.6	177.7	250.4	325.5	5,211.8	5,907.2	-695.4
460+50	110.4	118.3	189.8	283.2	368.2	5,401.6	6,275.4	-873.8
461+00	95.7	93.9	190.8	196.5	255.4	5,592.4	6,530.8	-938.4
461+50	72.1	70.9	155.4	152.6	198.4	5,747.8	6,729.2	-981.4
462+00	111.1	44.1	169.6	106.5	138.4	5,917.4	6,867.6	-950.2
462+50	170.7	43.8	260.9	81.4	105.8	6,178.3	6,973.4	-795.1
463+00	416.2	49.0	543.4	85.9	111.7	6,721.8	7,085.1	-363.4
463+50	322.5	29.4	684.0	72.6	94.4	7,405.7	7,179.5	226.3
464+00	111.4	46.1	401.8	69.9	90.9	7,807.5	7,270.4	537.1
464+50	162.0	133.2	253.1	166.0	215.8	8,060.6	7,486.2	574.5
465+00	81.0	59.8	225.0	178.7	232.3	8,285.6	7,718.5	567.1
465+50	157.6	0.1	220.9	55.5	72.1	8,506.6	7,790.6	716.0
466+00	161.2	16.1	295.2	15.0	19.5	8,801.8	7,810.1	991.6
466+50	72.5	68.3	216.4	78.1	101.6	9,018.1	7,911.7	1,106.4
467+00	127.1	79.6	184.8	136.9	178.0	9,203.0	8,089.7	1,113.2
467+50	67.4	67.5	180.1	136.2	177.1	9,383.1	8,266.8	1,116.3
468+00	98.5	60.9	153.6	118.9	154.6	9,536.7	8,421.4	1,115.3
468+50	100.9	34.3	184.6	88.1	114.6	9,721.3	8,535.9	1,185.4
469+00	100.7	64.3	186.7	91.3	118.7	9,908.0	8,654.6	1,253.3
469+50	198.4	23.0	276.9	80.8	105.1	10,184.9	8,759.7	1,425.2
470+00	300.8	9.6	462.2	30.2	39.2	10,647.1	8,799.0	1,848.2
470+50	416.2	6.8	663.9	15.2	19.7	11,311.0	8,818.7	2,492.3
471+00	504.8	9.3	852.8	14.9	19.4	12,163.8	8,838.1	3,325.7

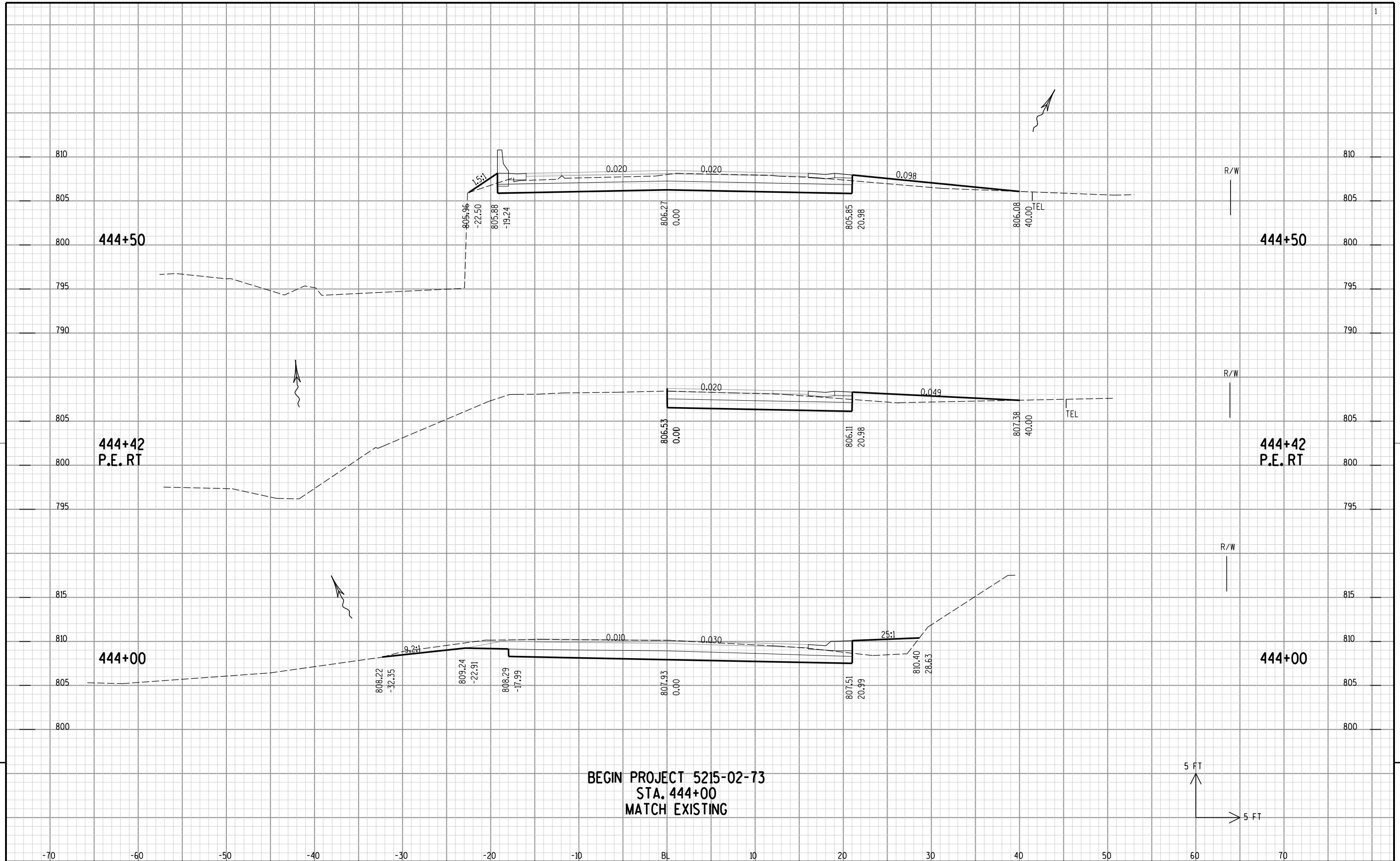
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STH 81 CONTINUED								
STATION	END-AREA		INCREMENTAL VOLUME			CUMULATIVE VOLUME		MASS
	CUT (SF)	FILL (SF)	CUT (CY)	FILL (CY)	EXPANDED FILL (CY)	CUT (CY)	EXPANDED FILL (CY)	HAUL (CY)
471+50	574.8	3.4	999.6	11.8	15.3	13,163.4	8,853.4	4,310.1
472+00	723.5	7.9	1202.1	10.5	13.6	14,365.6	8,867.0	5,498.6
472+50	101.8	0.1	764.2	7.4	9.6	15,129.7	8,876.6	6,253.1
473+00	97.4	0.1	184.4	0.2	0.2	15,314.2	8,876.8	6,437.3
473+50	397.5	3.2	458.2	3.1	4.0	15,772.4	8,880.8	6,891.6
474+00	114.0	4.2	473.6	6.9	8.9	16,246.0	8,889.7	7,356.3
474+25	94.5	17.6	96.5	10.1	13.1	16,342.5	8,902.8	7,439.7
						16,342.5	8,902.8	7,439.7

EXPANSION FACTOR APPLIED FOR FILL = 1.30

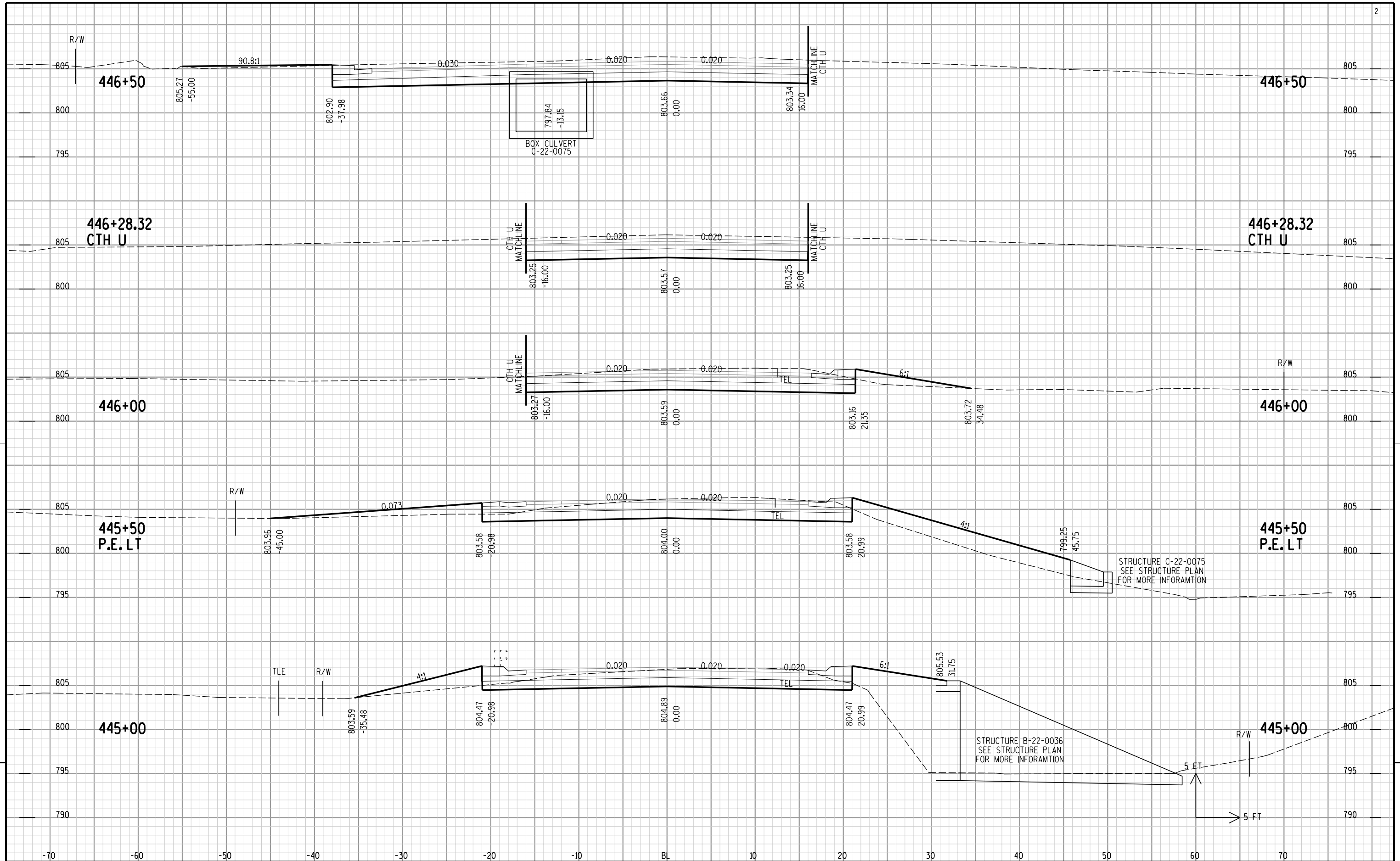
AVERAGE END AREA VOLUMES - CTH U								
STATION	END-AREA		INCREMENTAL VOLUME			CUMULATIVE VOLUME		MASS
	CUT (SF)	FILL (SF)	CUT (CY)	FILL (CY)	EXPANDED FILL (CY)	CUT (CY)	EXPANDED FILL (CY)	HAUL (CY)
8+00'U'	70.8	0.0						
8+50'U'	95.6	0.8	154.1	0.7	1.0	154.1	1.0	153.1
9+00'U'	96.9	1.5	178.2	2.1	2.8	332.3	3.7	328.6
9+50'U'	79.8	6.1	163.6	7.0	9.1	495.9	12.9	483.0
10+00'U'	81.7	0.0	149.5	5.6	7.3	645.5	20.2	625.2
10+50'U'	117.5	0.0	184.4	0.0	0.0	829.9	20.2	809.7
11+00'U'	67.4	0.4	171.2	0.4	0.5	1,001.1	20.7	980.4
11+50'U'	67.0	0.1	124.4	0.5	0.6	1,125.6	21.3	1,104.3
12+00'U'	63.5	3.6	120.8	3.4	4.5	1,246.4	25.8	1,220.6
						1,246.4	25.8	1,220.6

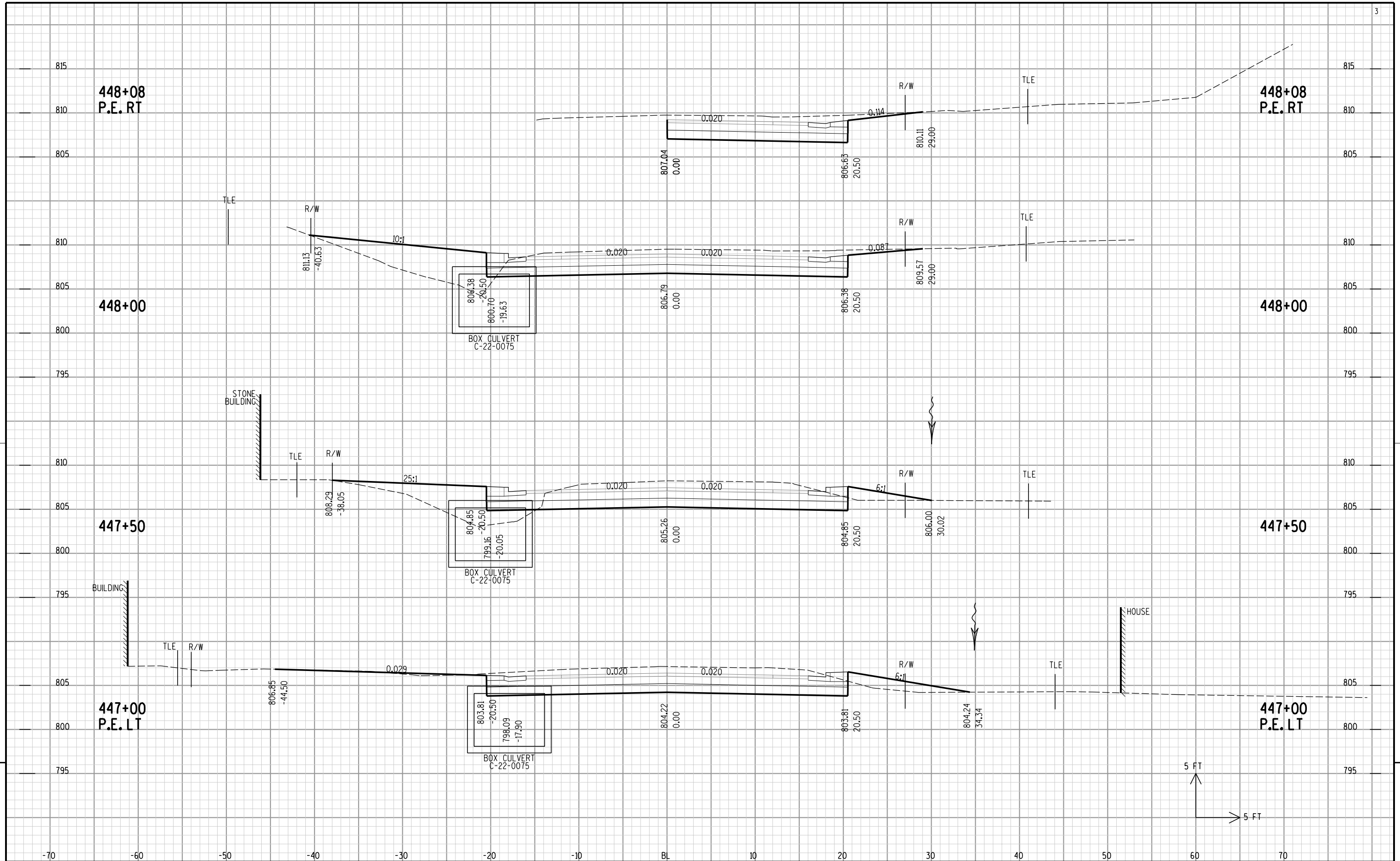
AVERAGE END AREA VOLUMES - BUDWORTH SCHOOL ROAD								
STATION	END-AREA		INCREMENTAL VOLUME			CUMULATIVE VOLUME		MASS
	CUT (SF)	FILL (SF)	CUT (CY)	FILL (CY)	EXPANDED FILL (CY)	CUT (CY)	EXPANDED FILL (CY)	HAUL (CY)
11+00'B'	78.9	0.9						
11+50'B'	66.0	8.0	134.2	8.2	10.7	134.2	10.7	123.5
12+00'B'	74.2	21.9	129.8	27.7	36.0	264.0	46.7	217.3
12+50'B'	93.4	22.0	155.2	40.6	52.8	419.2	99.5	319.6
13+00'B'	163.7	0.1	238.1	20.5	26.6	657.2	126.1	531.1
13+50'B'	244.2	0.0	377.7	0.1	0.1	1,034.9	126.3	908.6
14+00'B'	363.0	0.0	562.2	0.0	0.0	1,597.1	126.3	1,470.9
14+50'B'	486.4	0.0	786.5	0.0	0.0	2,383.6	126.3	2,257.3
15+00'B'	643.8	0.0	1046.5	0.0	0.0	3,430.1	126.3	3,303.8
15+50'B'	859.3	0.0	1391.8	0.0	0.0	4,821.9	126.3	4,695.6
16+00'B'	1008.5	0.0	1729.4	0.0	0.0	6,551.3	126.3	6,425.0
16+50'B'	1099.0	0.0	1951.4	0.0	0.0	8,502.7	126.3	8,376.4
17+00'B'	1384.1	0.0	2299.2	0.0	0.0	10,801.9	126.3	10,675.6
17+50'B'	1865.5	0.0	3008.9	0.0	0.0	13,810.7	126.3	13,684.5
18+00'B'	2098.6	0.0	3670.5	0.0	0.0	17,481.2	126.3	17,354.9
18+50'B'	2568.9	0.0	4321.8	0.0	0.0	21,803.0	126.3	21,676.7
19+00'B'	2606.6	0.1	4792.1	0.1	0.1	26,595.1	126.4	26,468.7
19+50'B'	1028.3	0.0	3365.6	0.1	0.1	29,960.7	126.5	29,834.2
						29,960.7	126.5	29,834.2

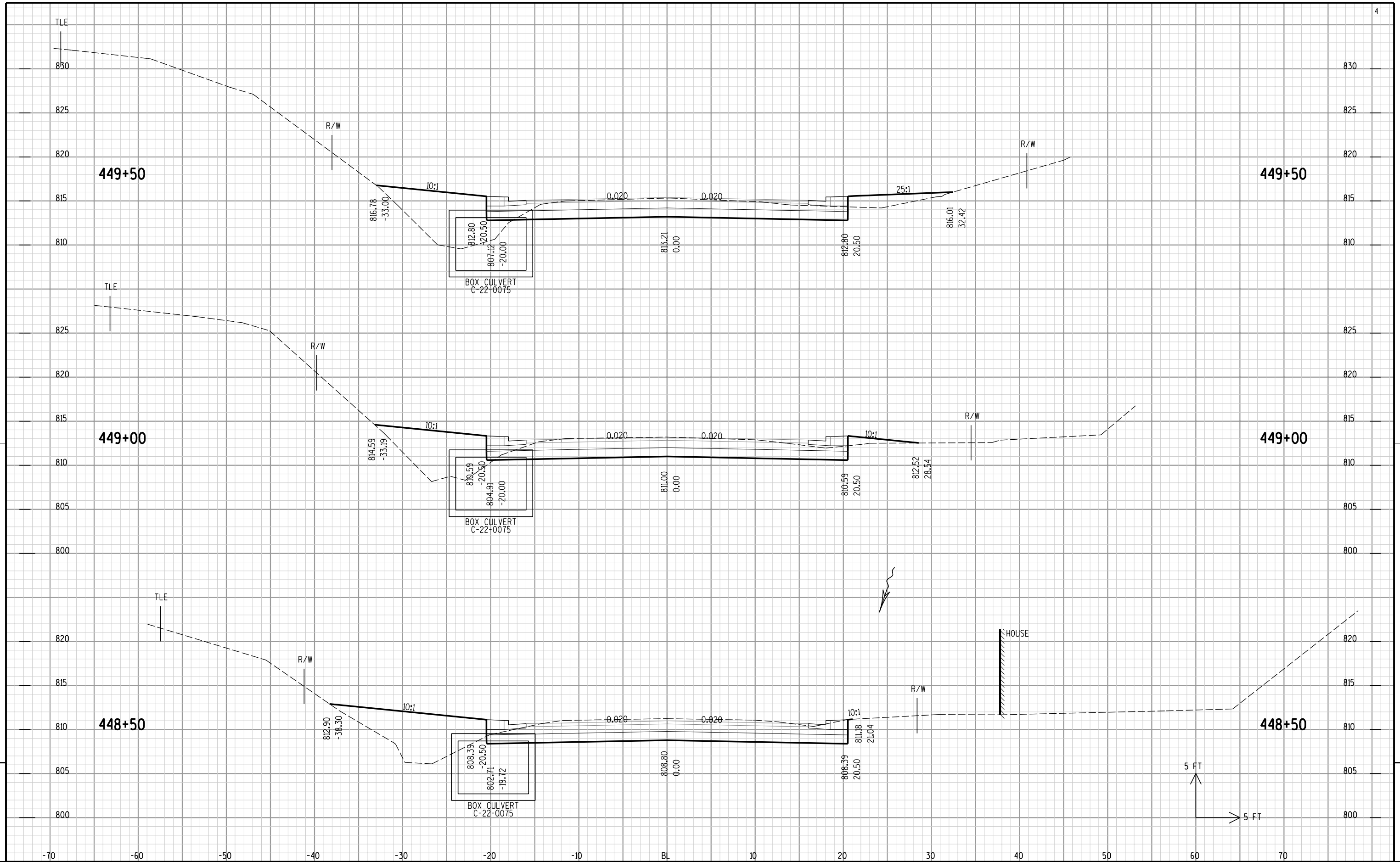


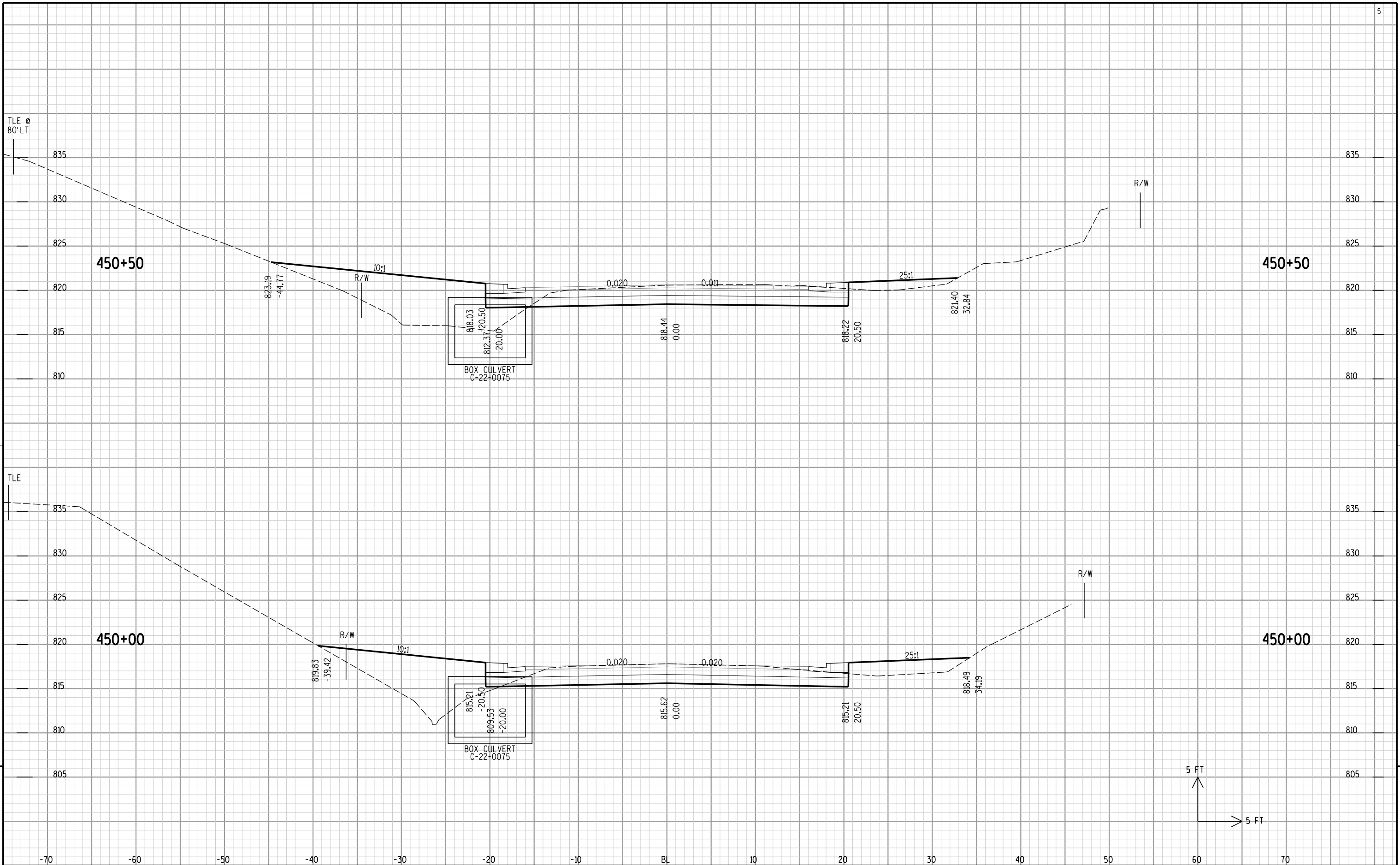
BEGIN PROJECT 5215-02-73
STA. 444+00
MATCH EXISTING

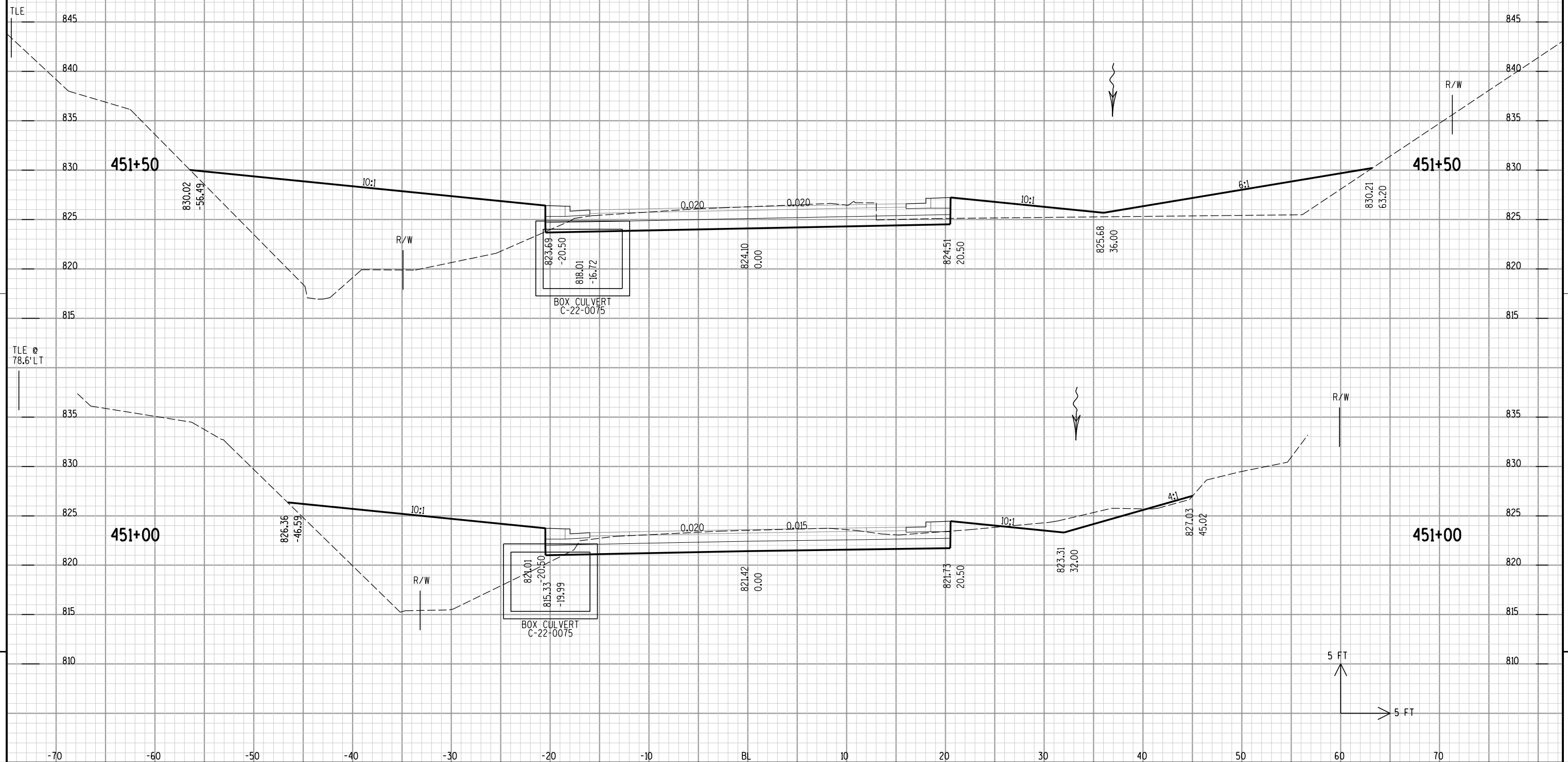
5 FT
5 FT

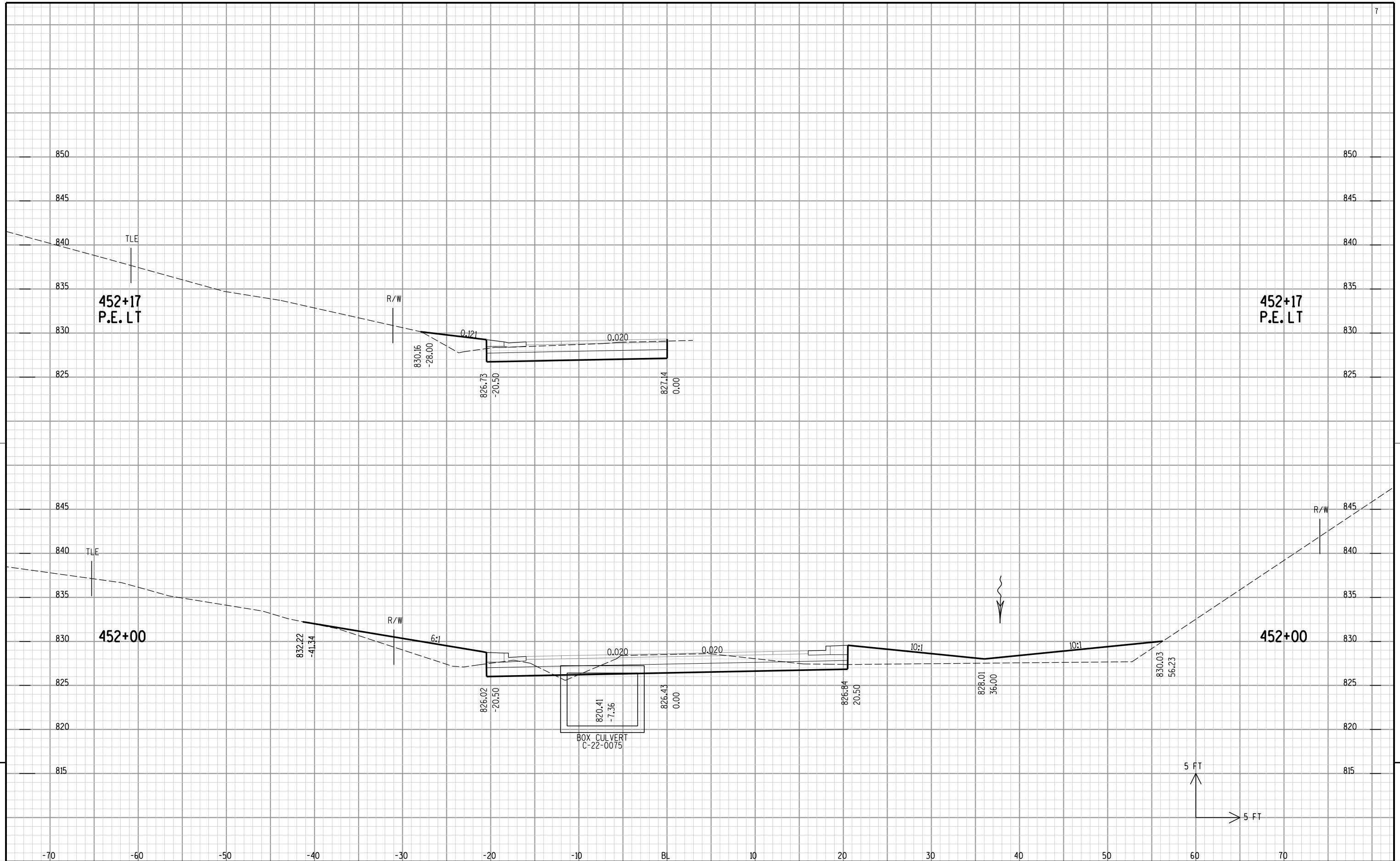






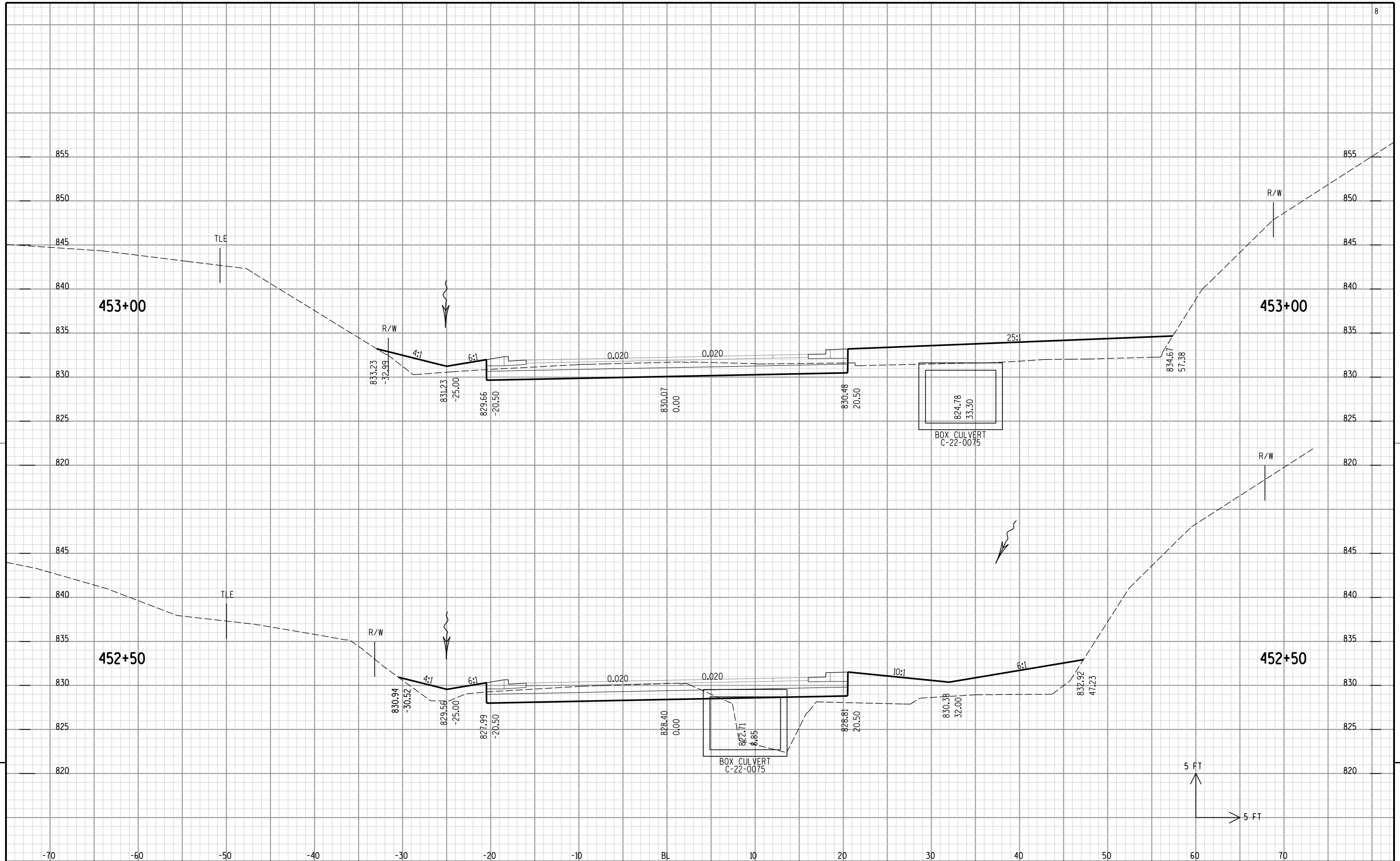


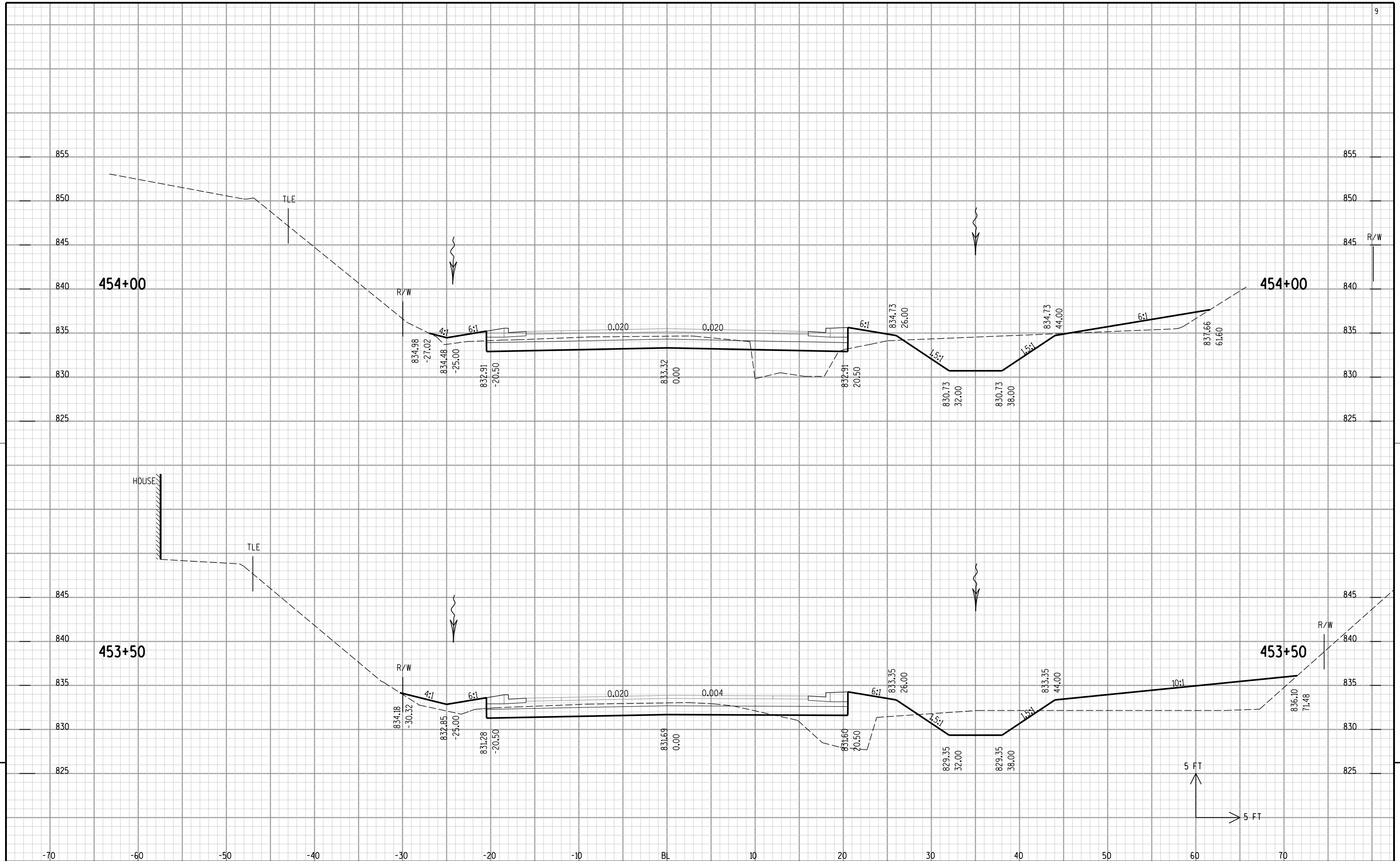


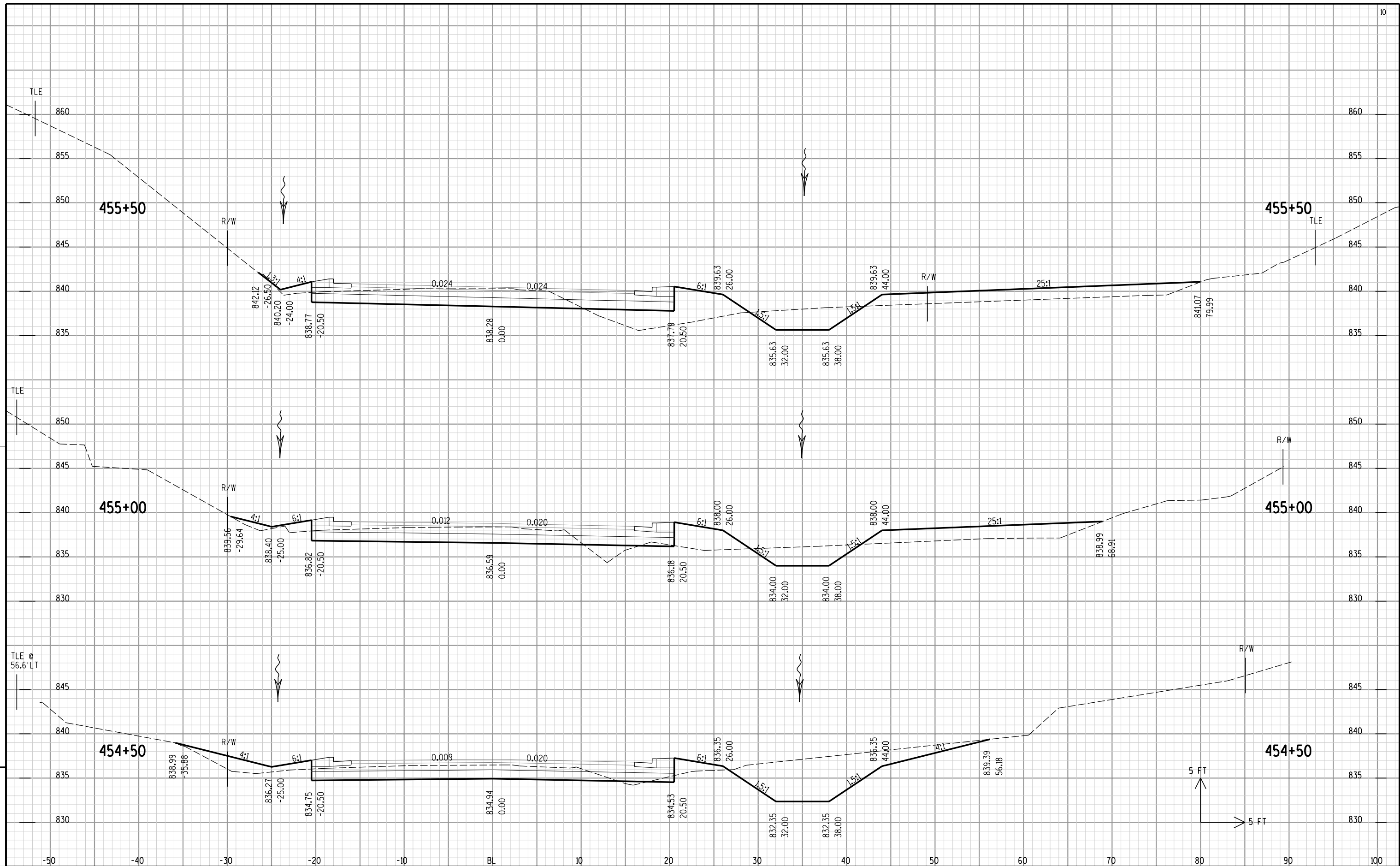


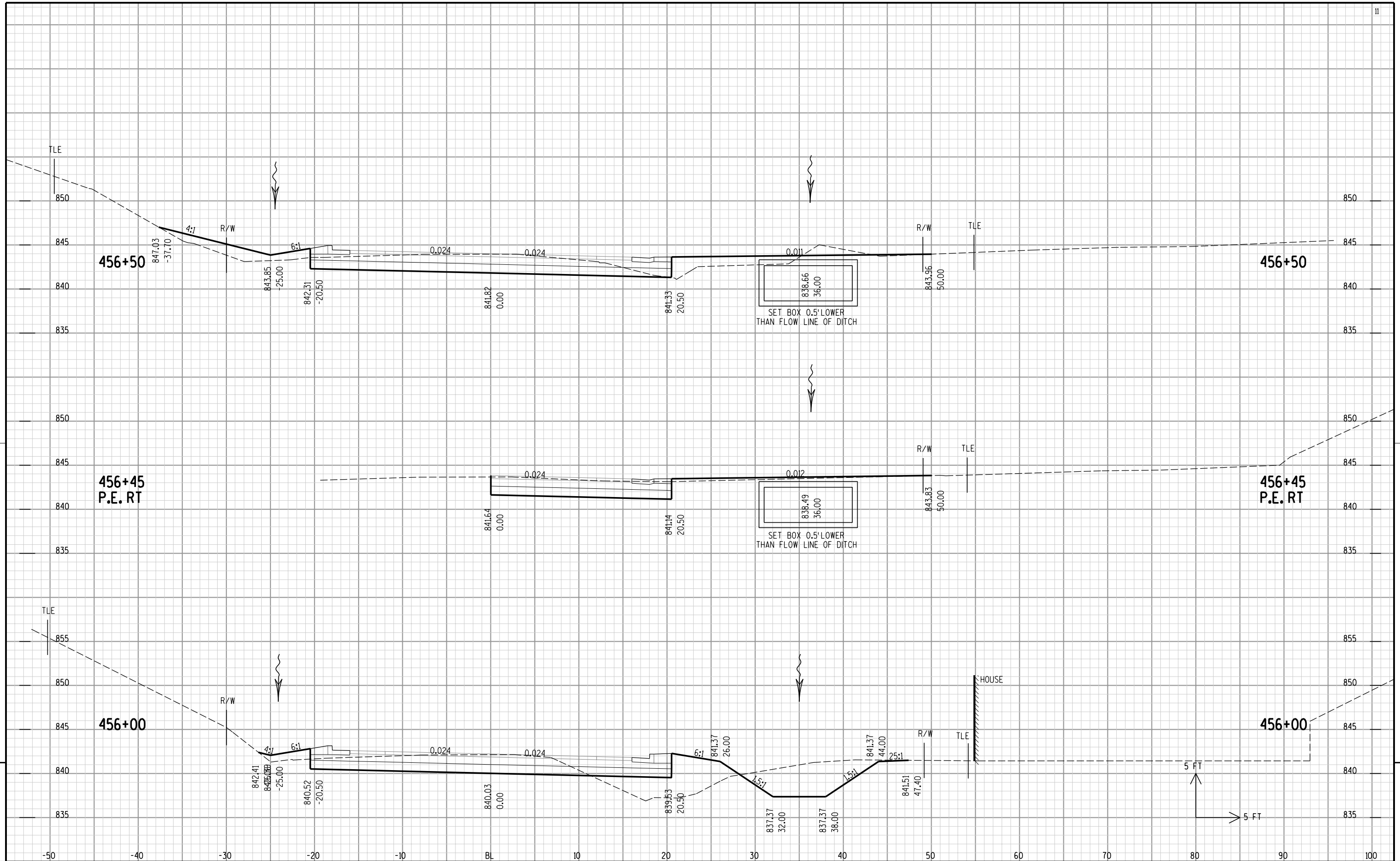
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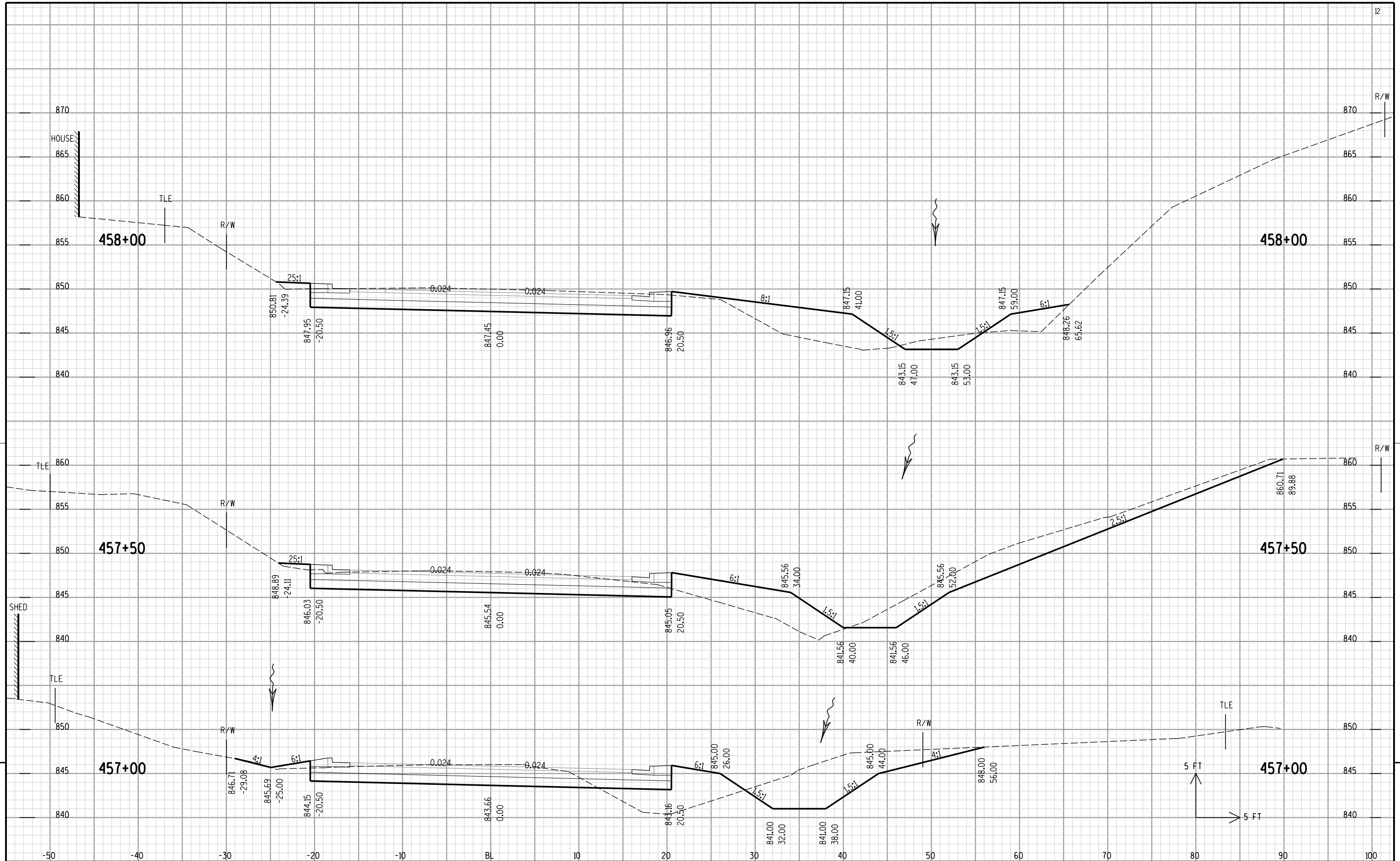
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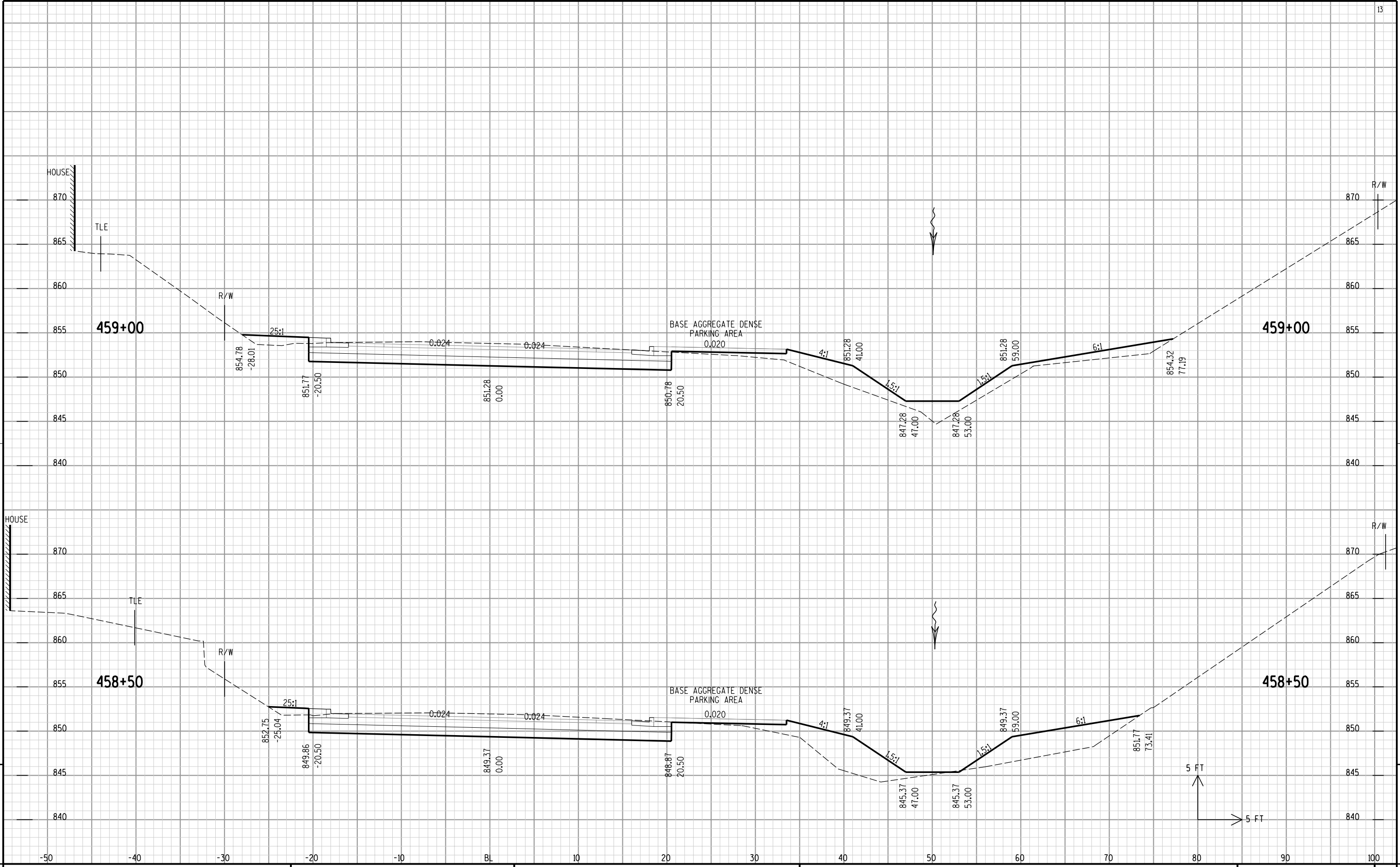


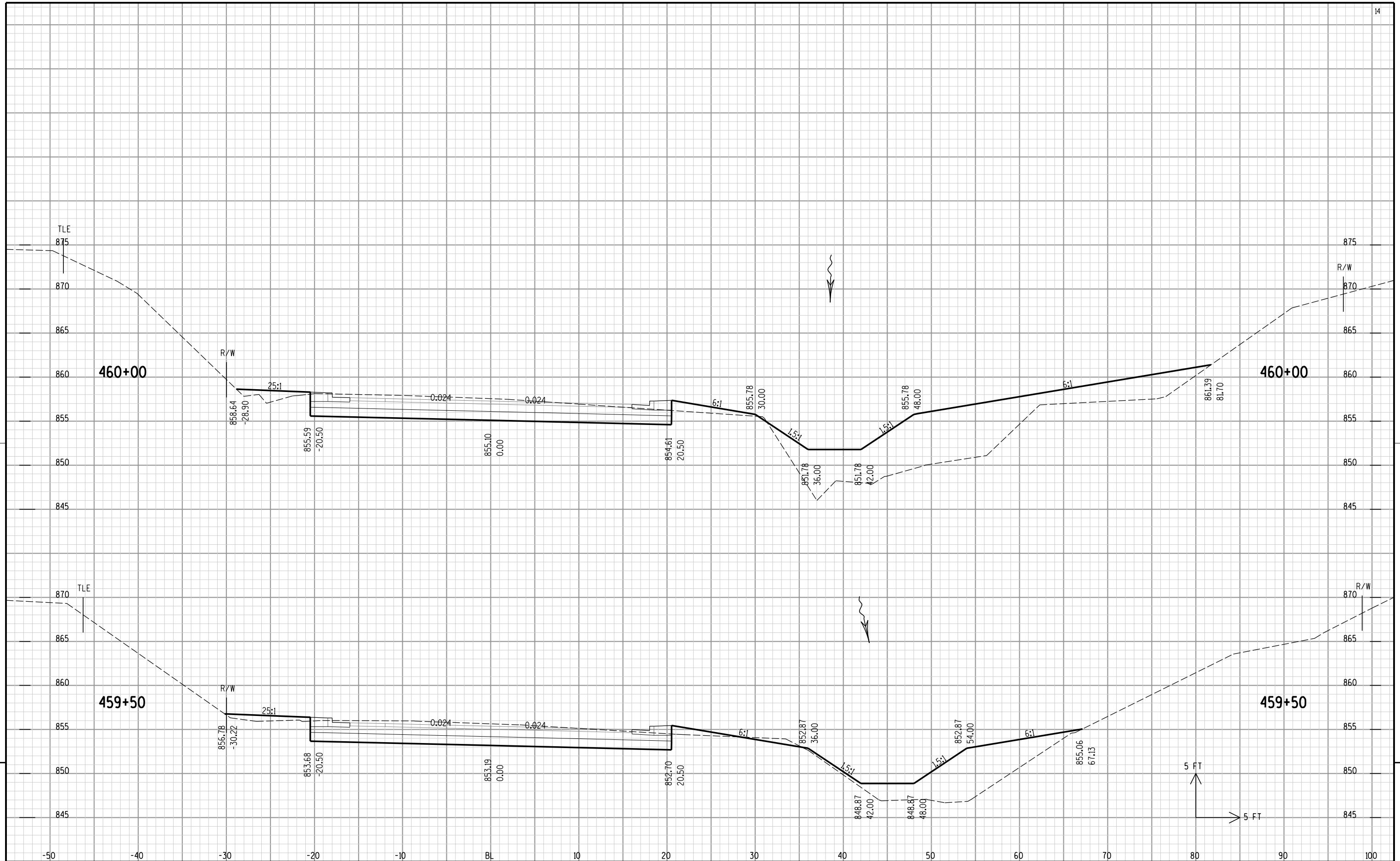


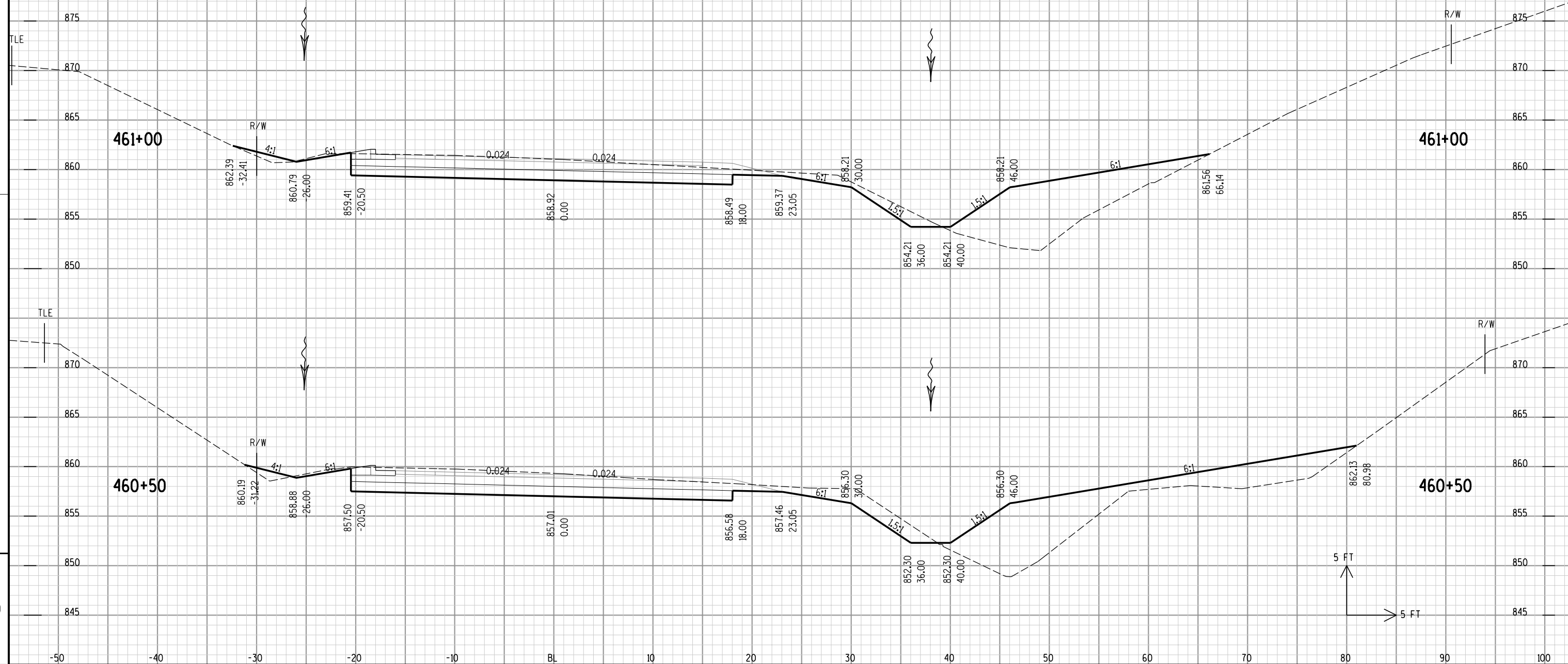


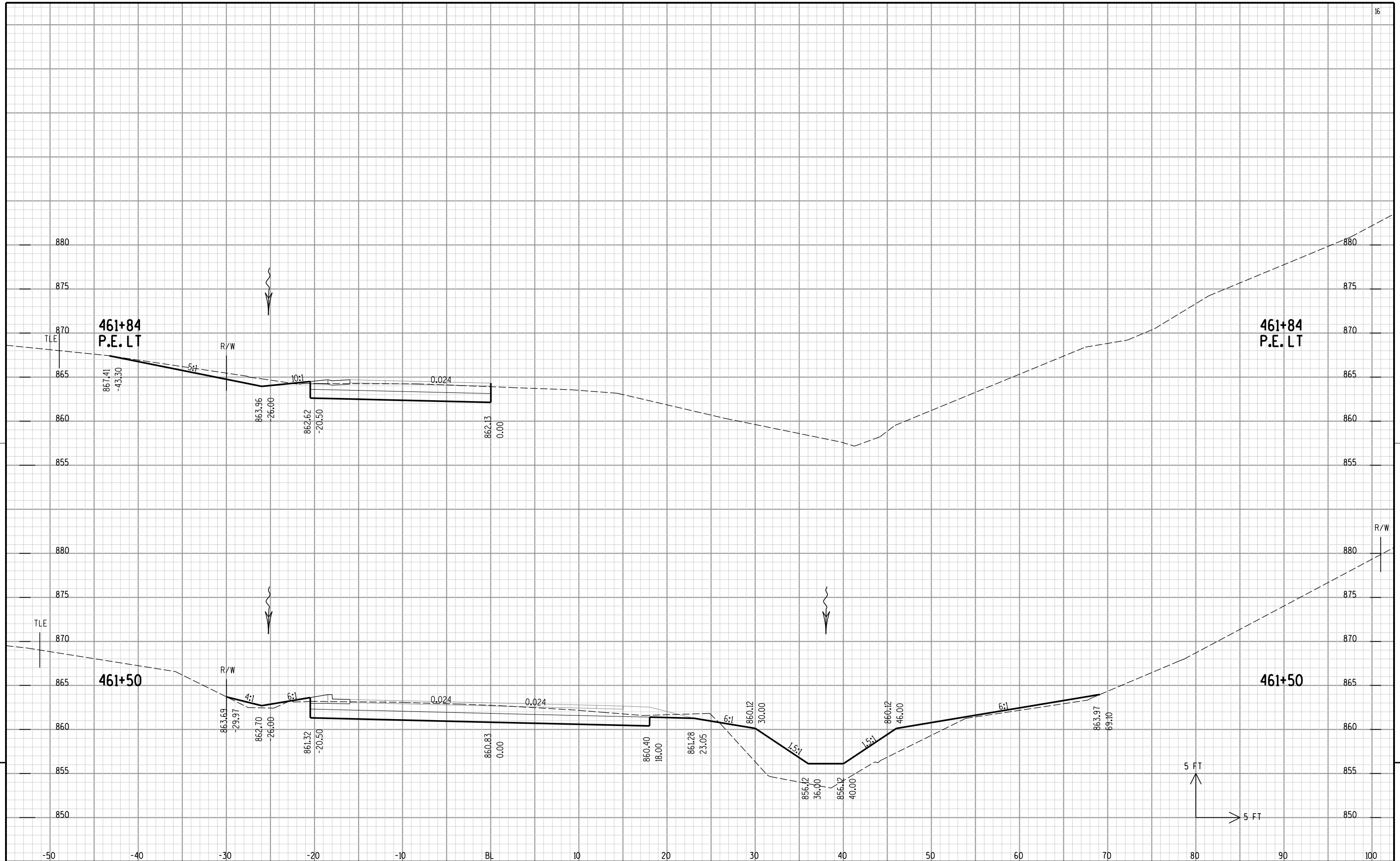


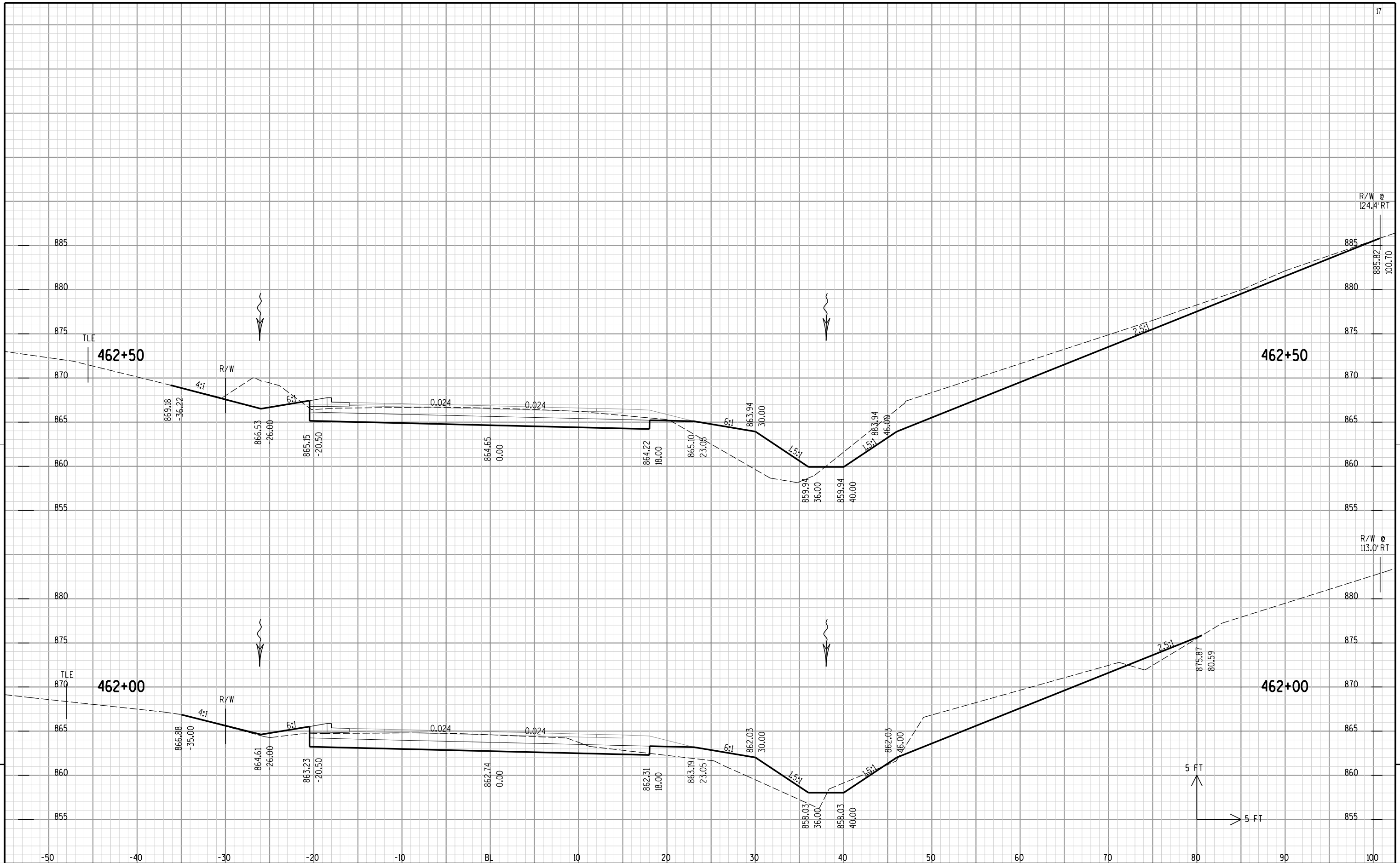


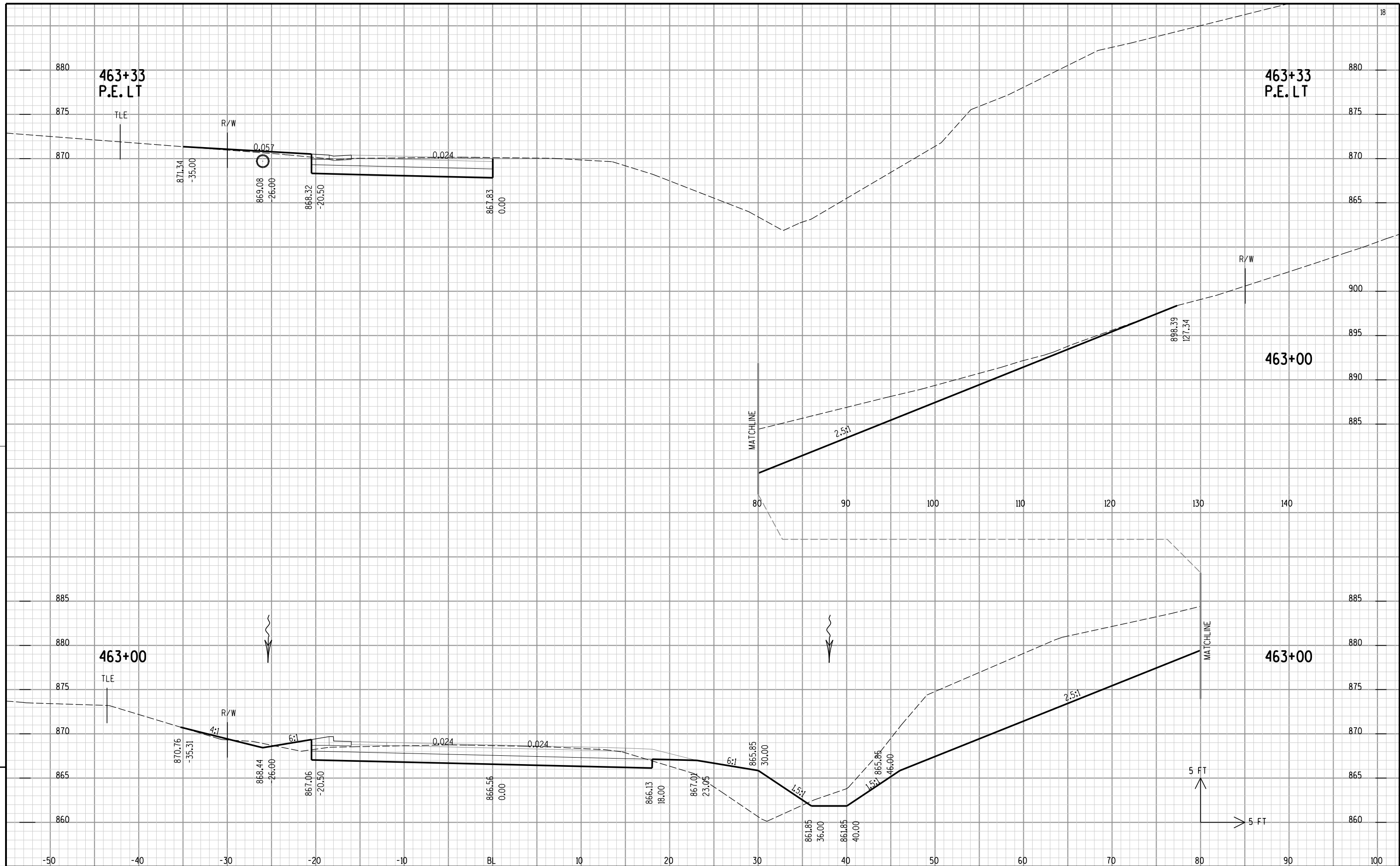


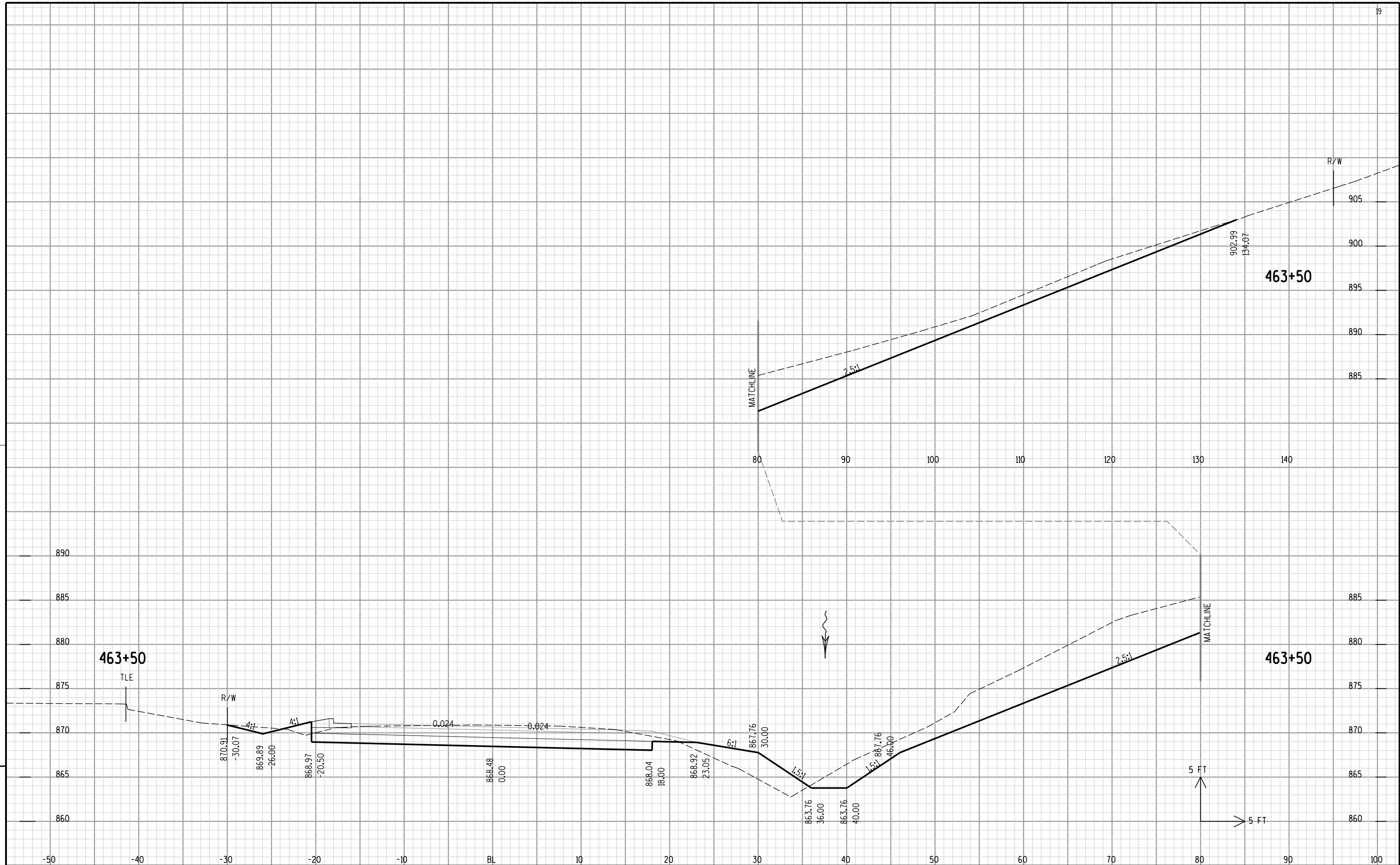


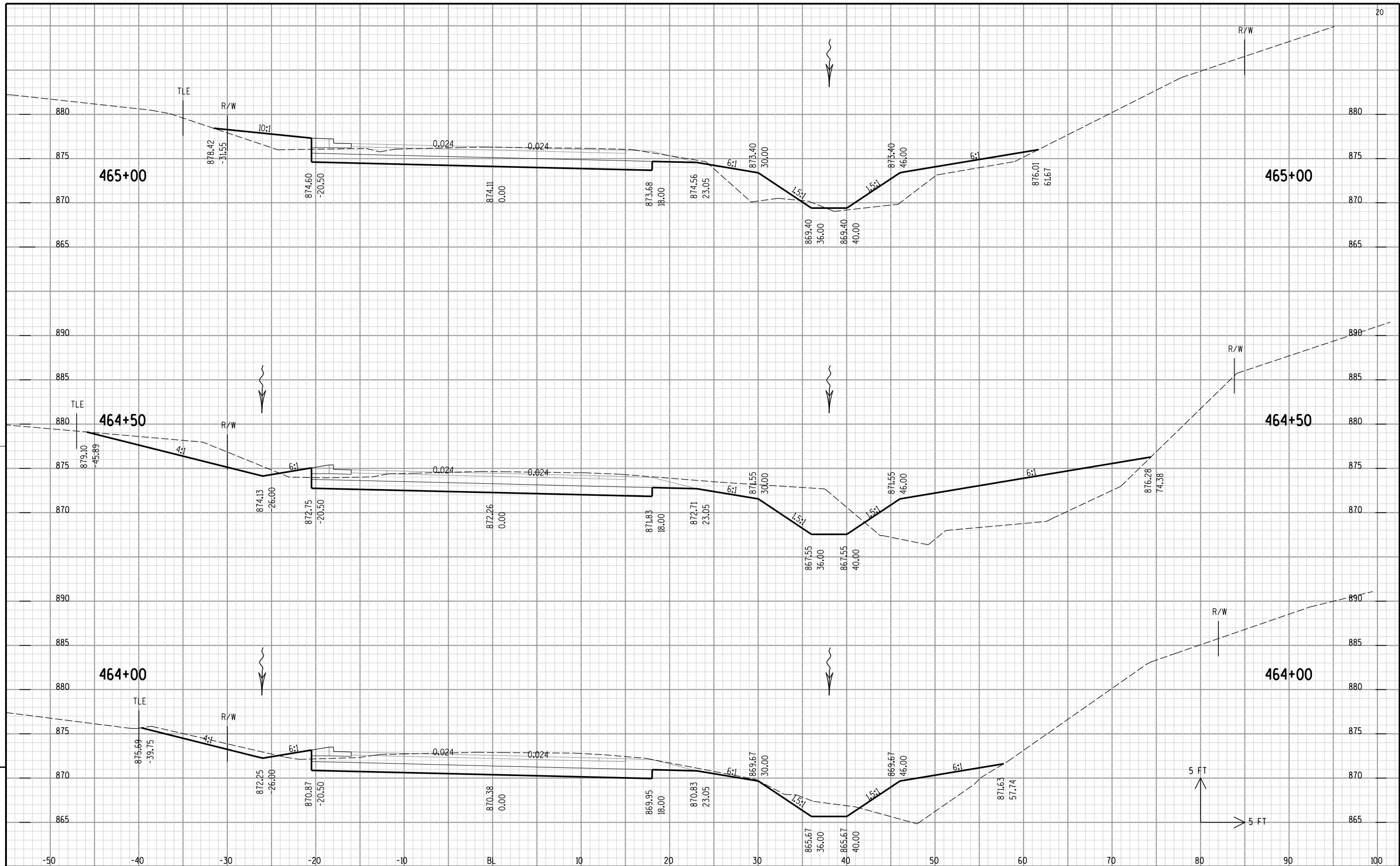


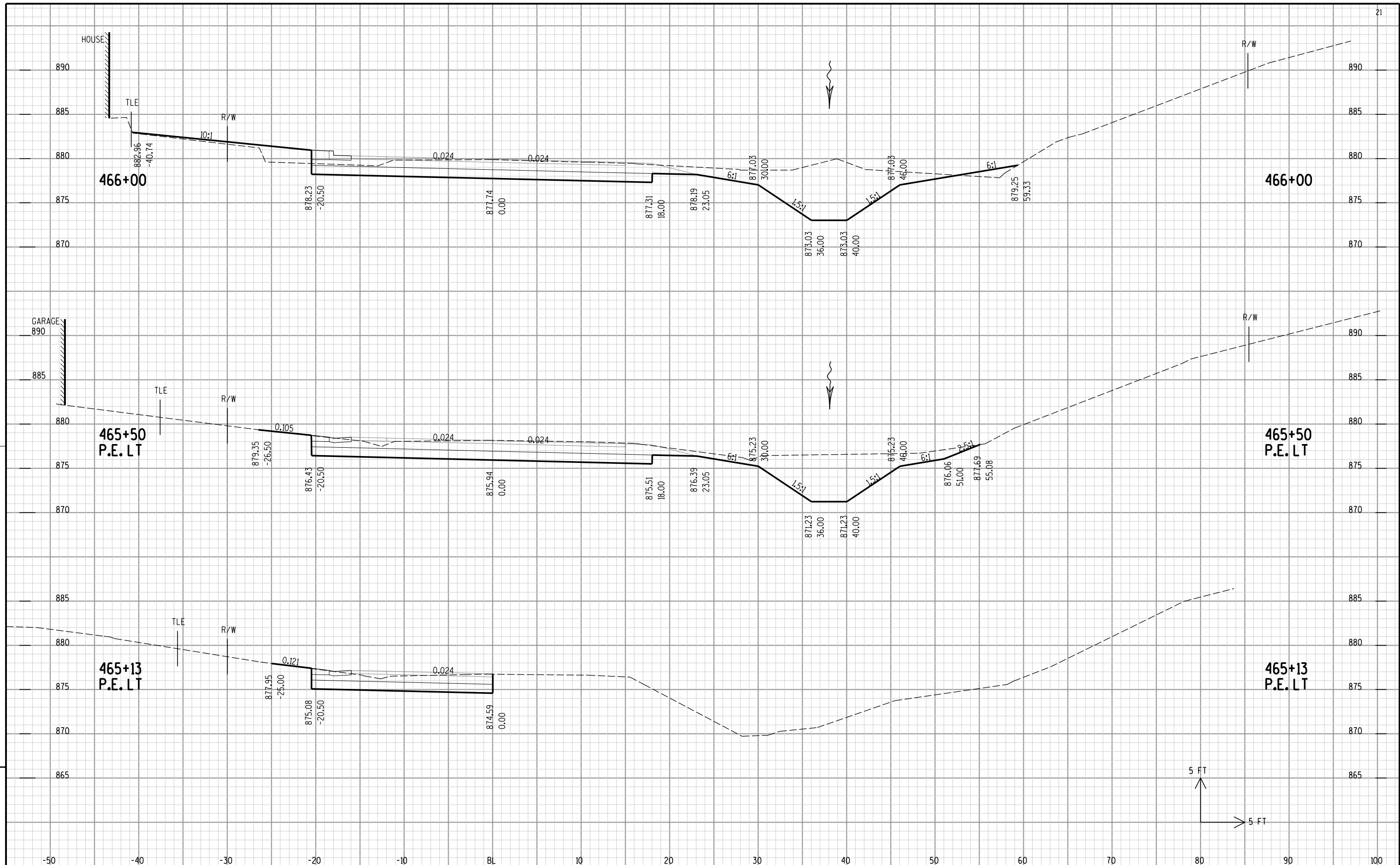


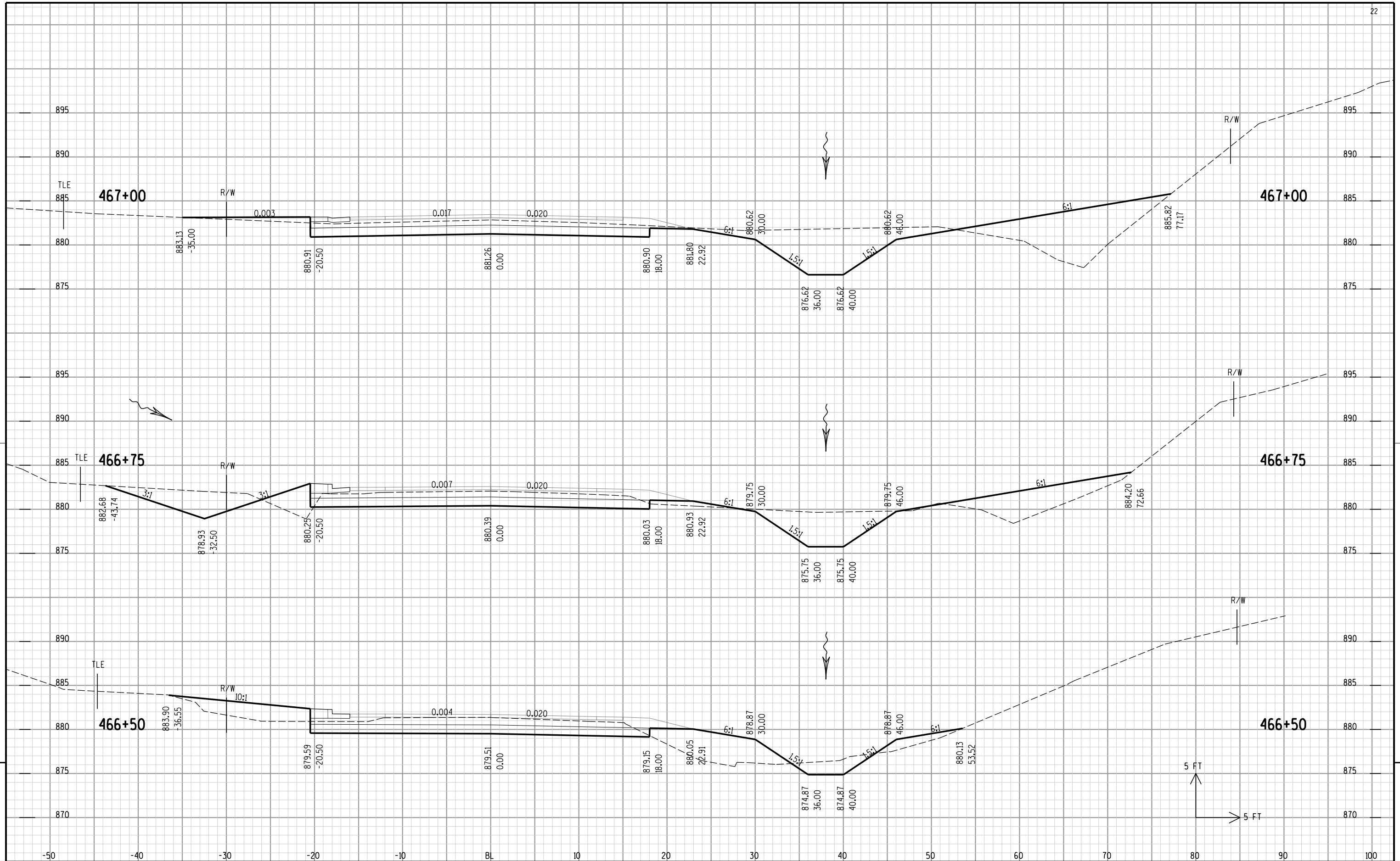


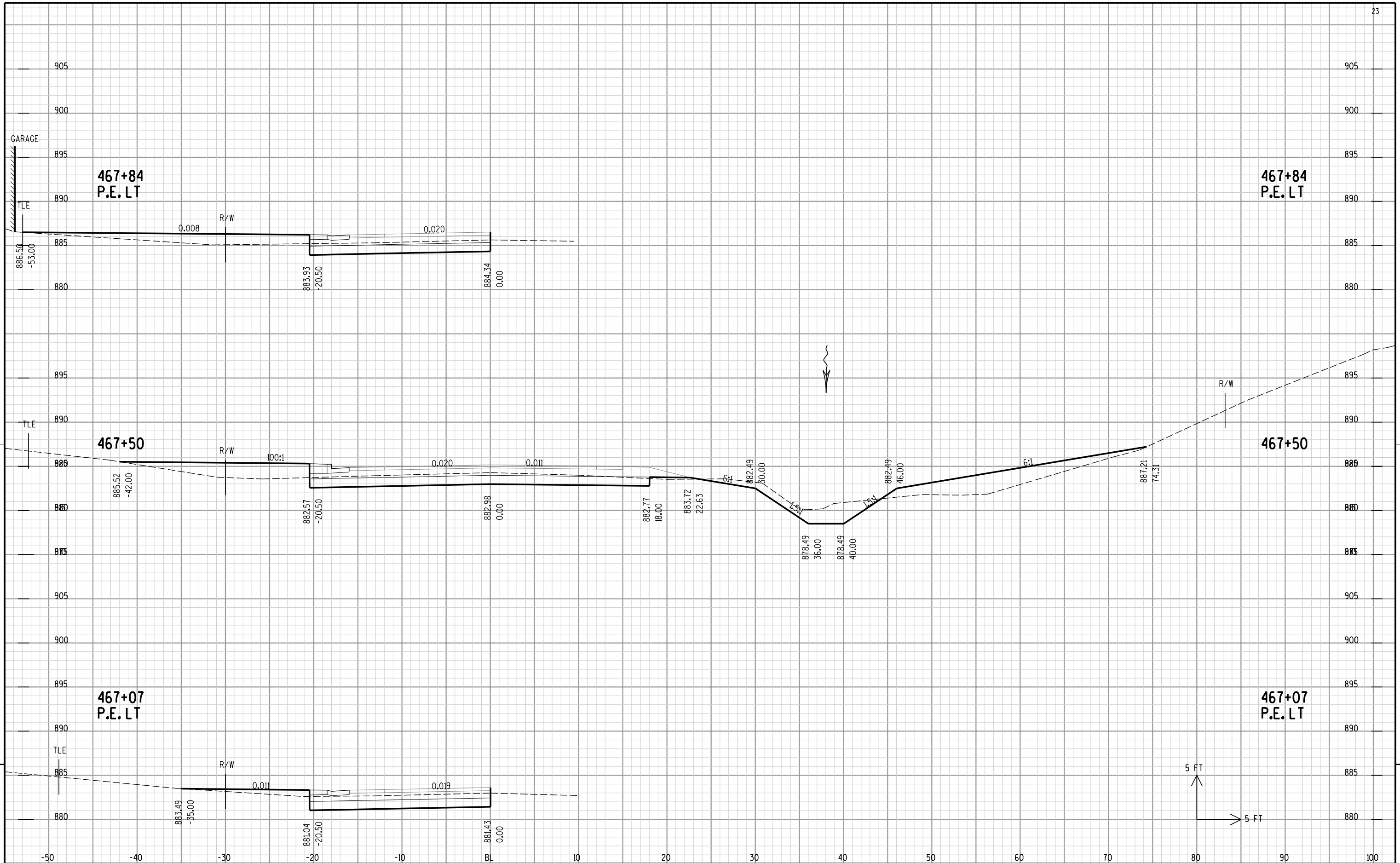


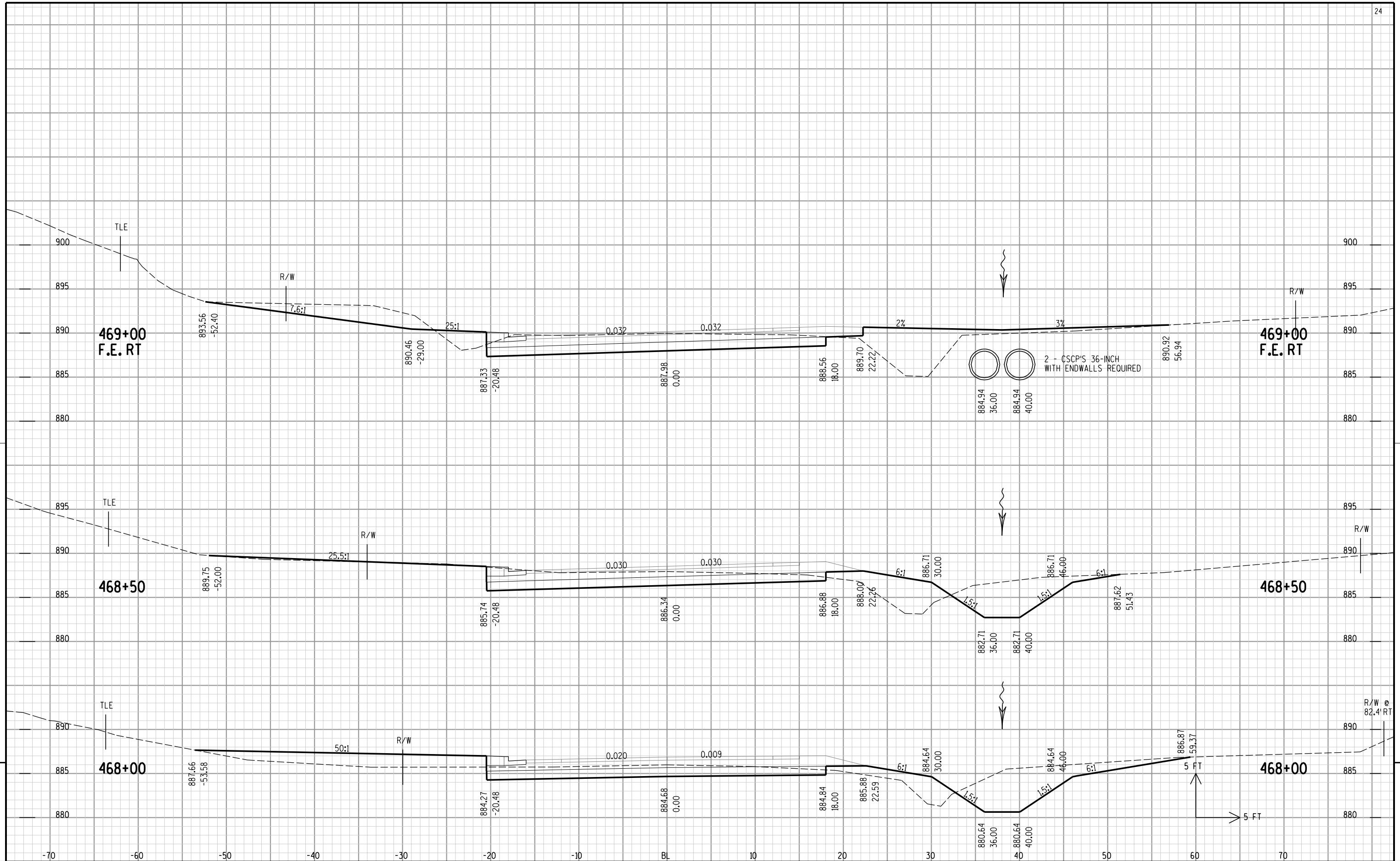


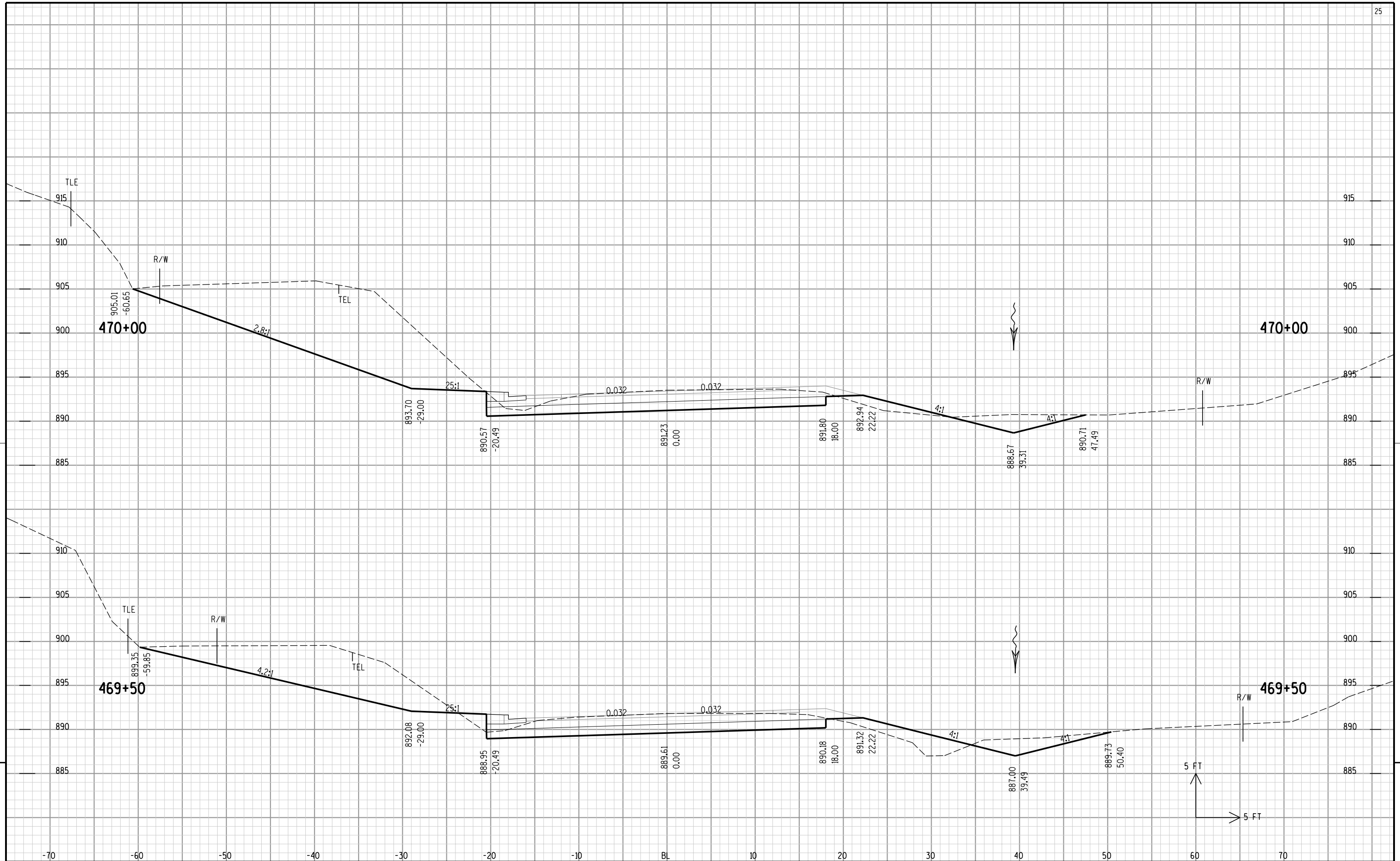


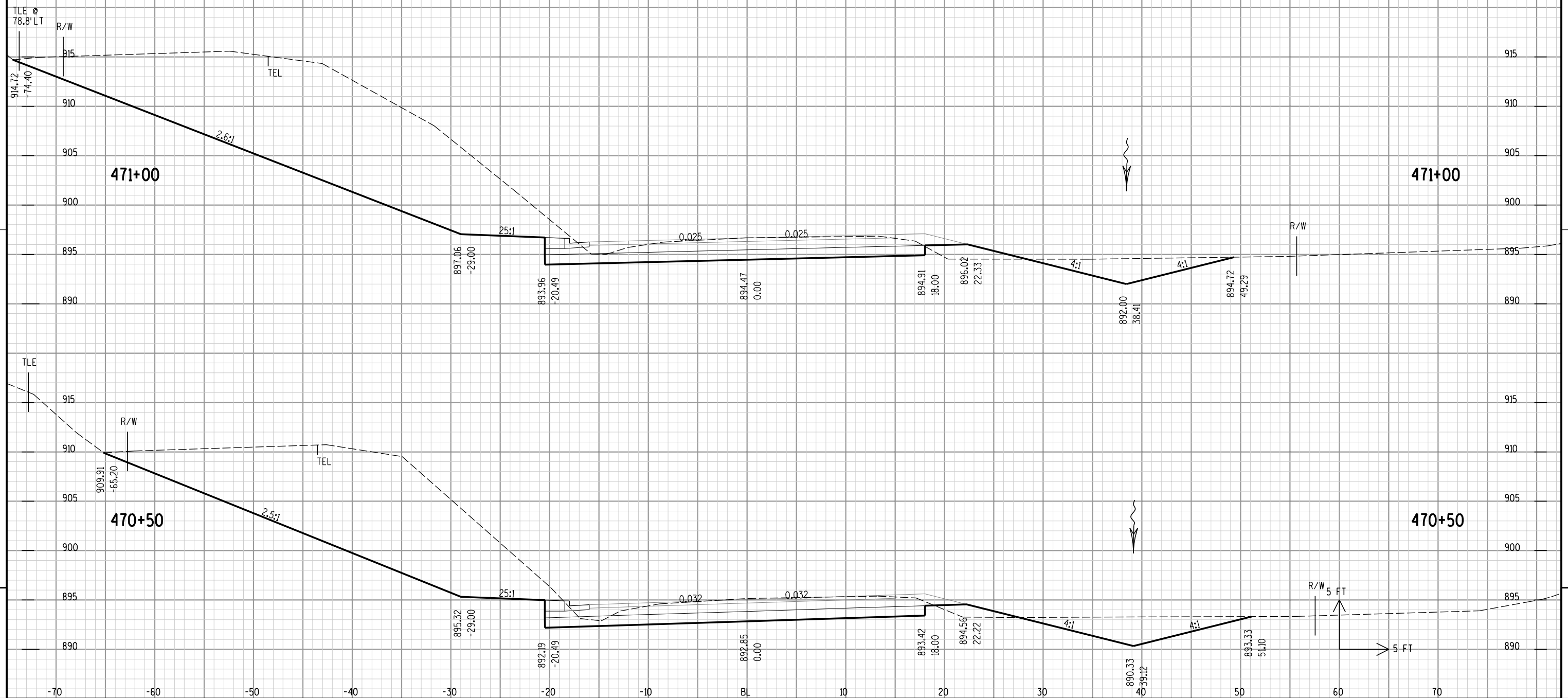


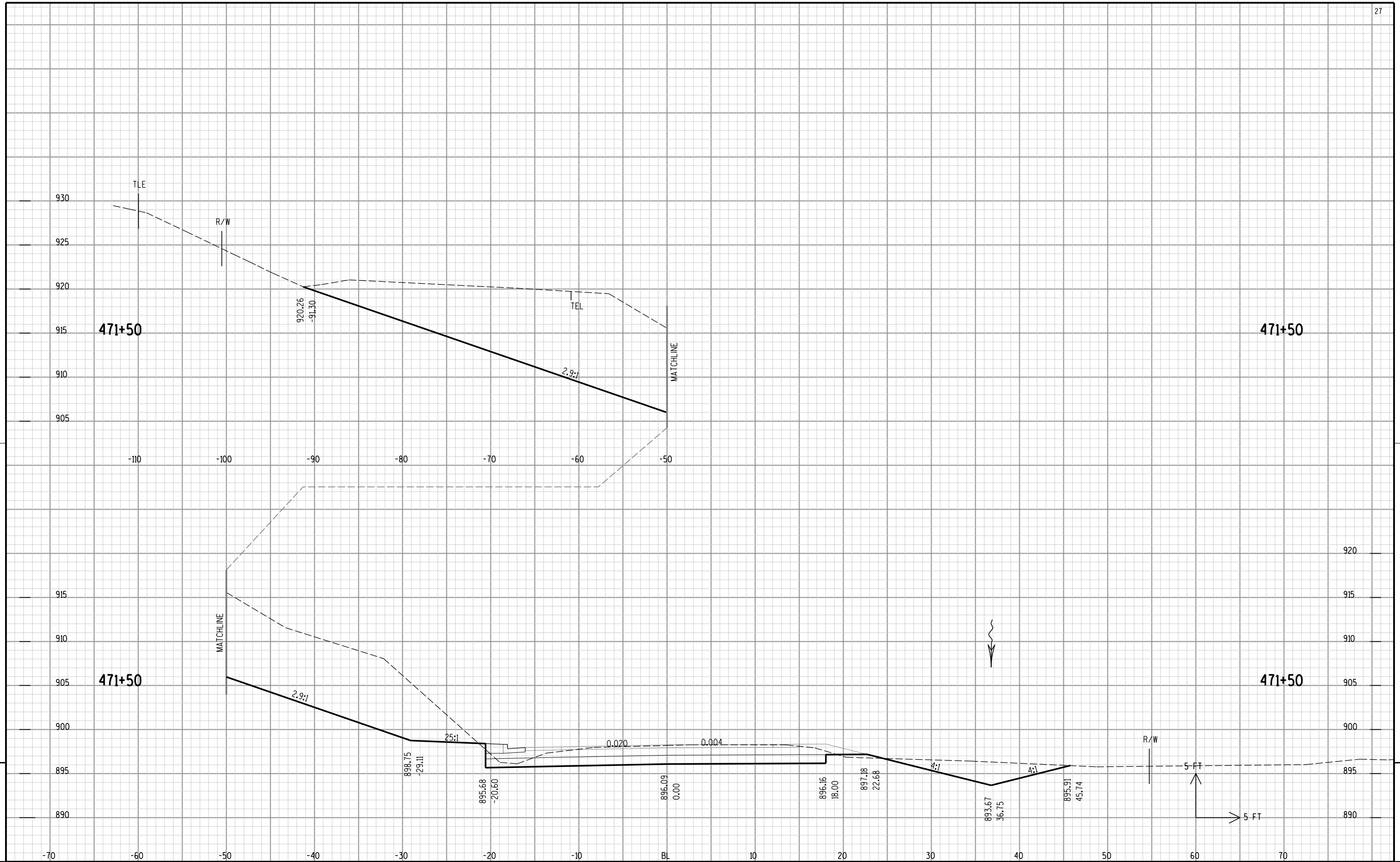


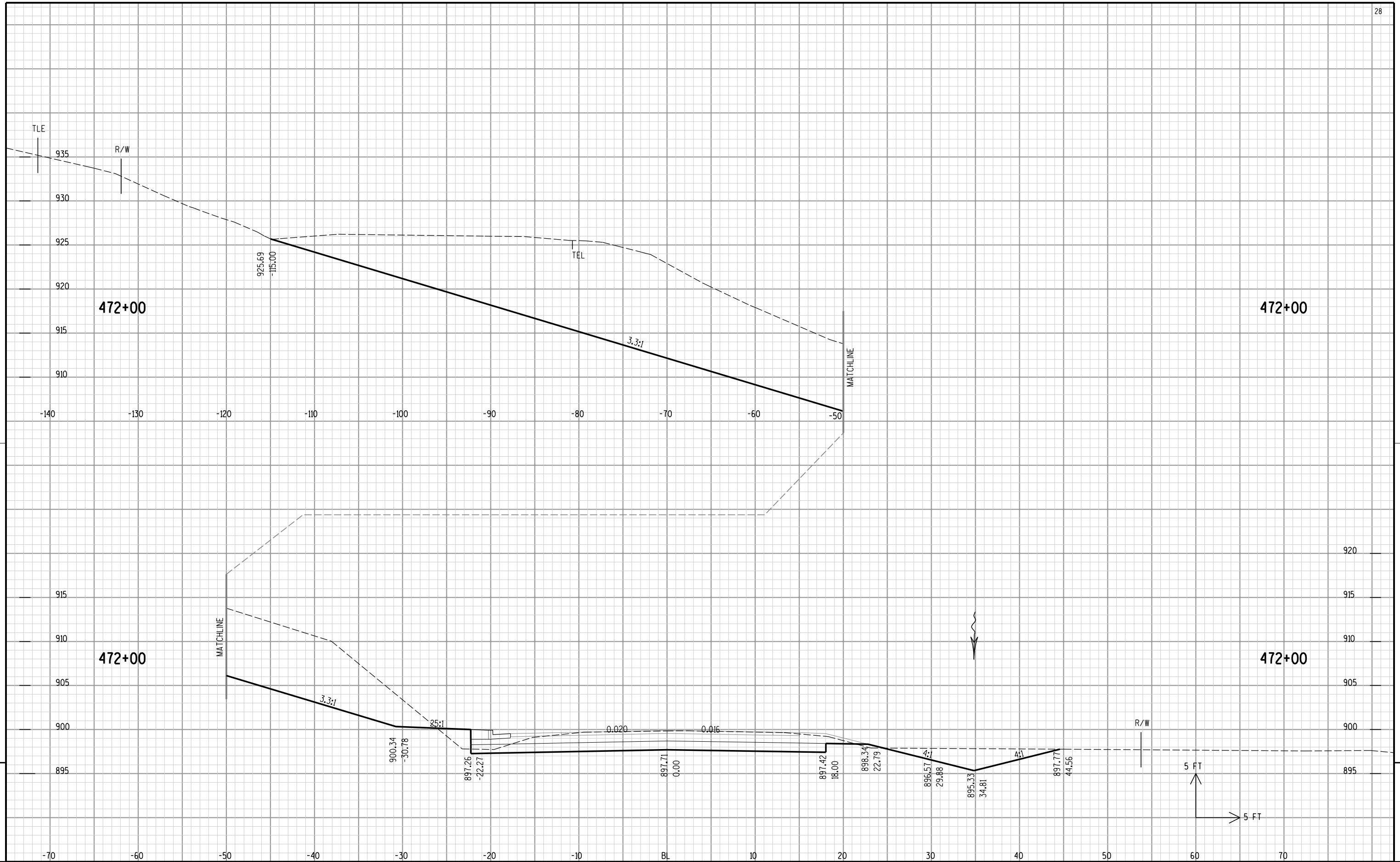


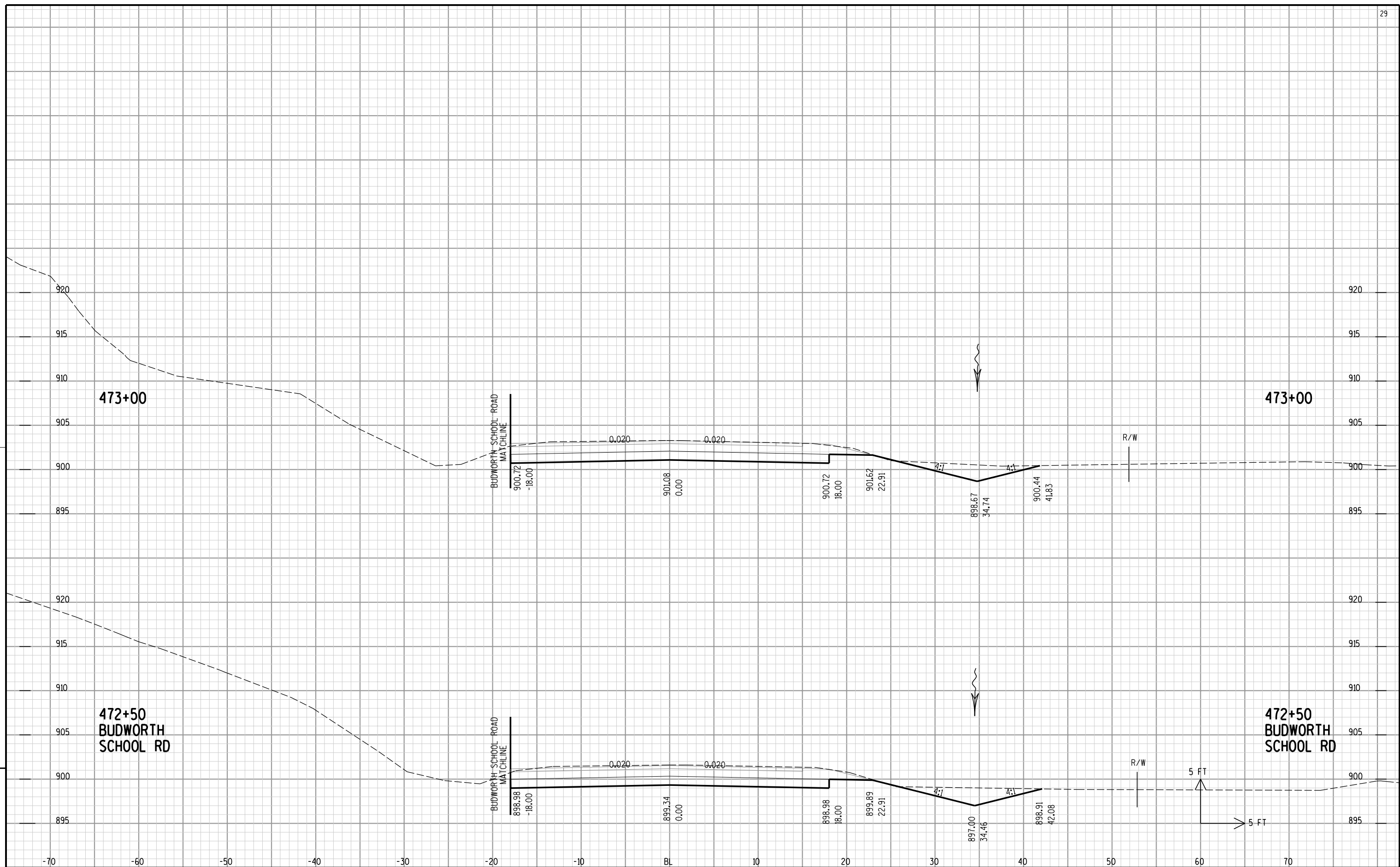


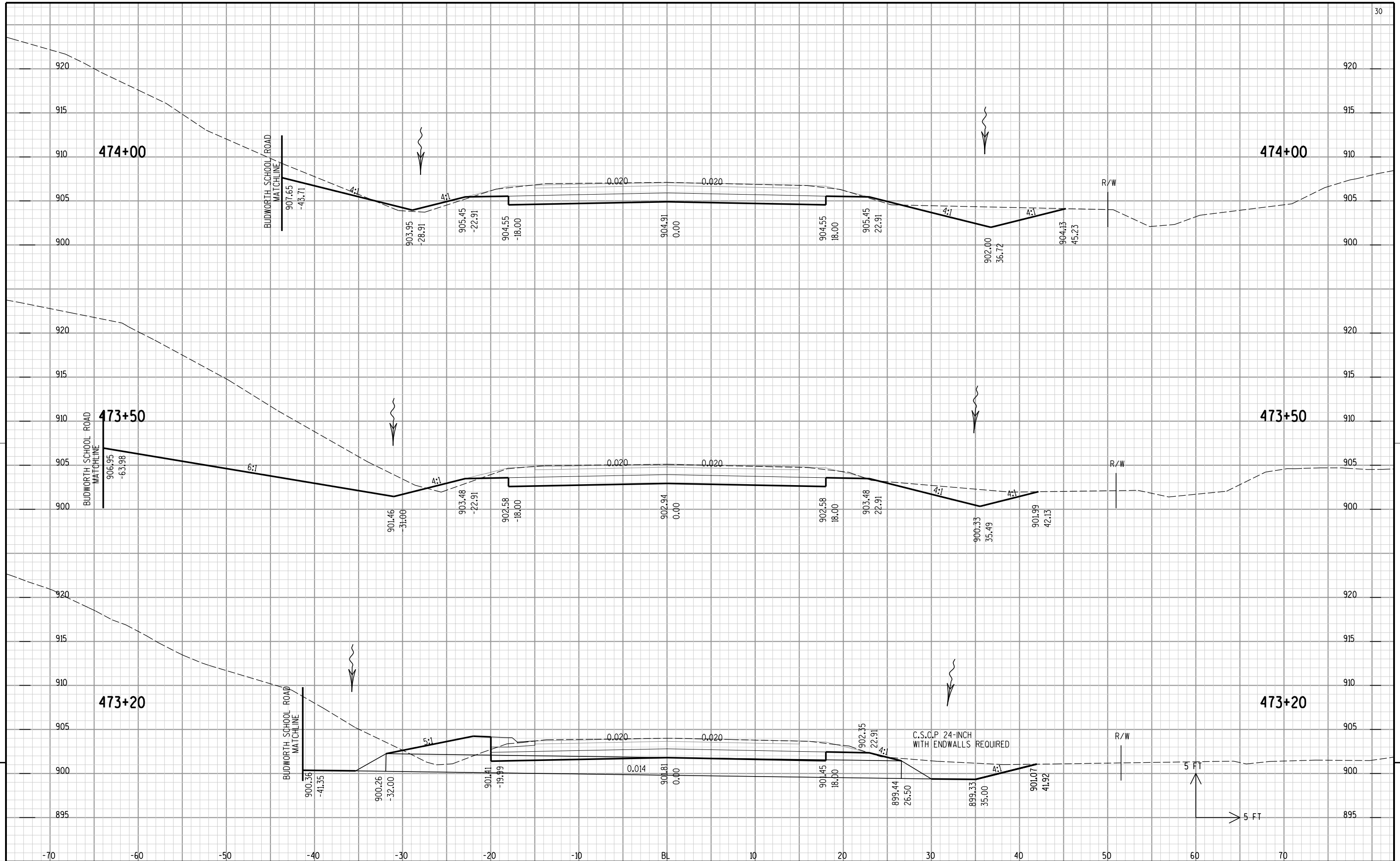


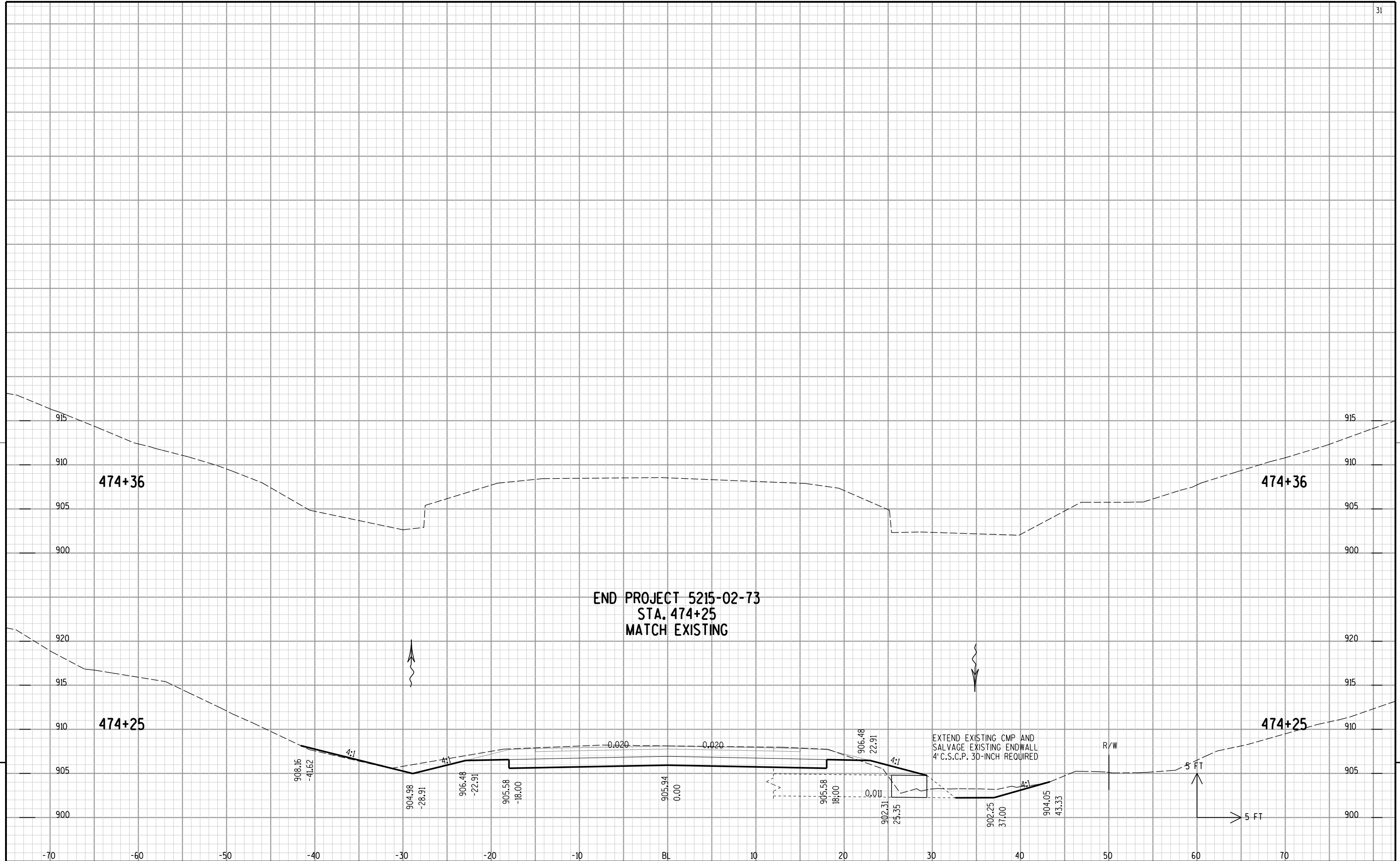












8+70'U'
C.E. RT

8+70'U'
C.E. RT

8+50'U'

8+50'U'

8+00'U'

8+00'U'

9

9

PROJECT NO: 5215-02-73

HWY: STH 81

COUNTY: GRANT

CROSS SECTIONS - CTH U

SHEET:

E

FILE NAME : P:\2006109\MicroStation\PlanSet\090201_XS_ALL_042110.DGN

PLOT DATE : 4/30/2010

PLOT BY : OTIE

PLOT NAME :

PLOT SCALE : _PLOTSCALE_

WISDOT/CADD5 SHEET 21

9+50'U'

9+50'U'

9+43'U'
P.E. LT9+43'U'
P.E. LT

9+00'U'

9+00'U'

PROJECT NO: 5215-02-73

HWY: STH 81

COUNTY: GRANT

CROSS SECTIONS - CTH U

SHEET:

E

FILE NAME : P:\2006109\MicroStation\PlanSet\090201_XS_ALL_042110.DGN

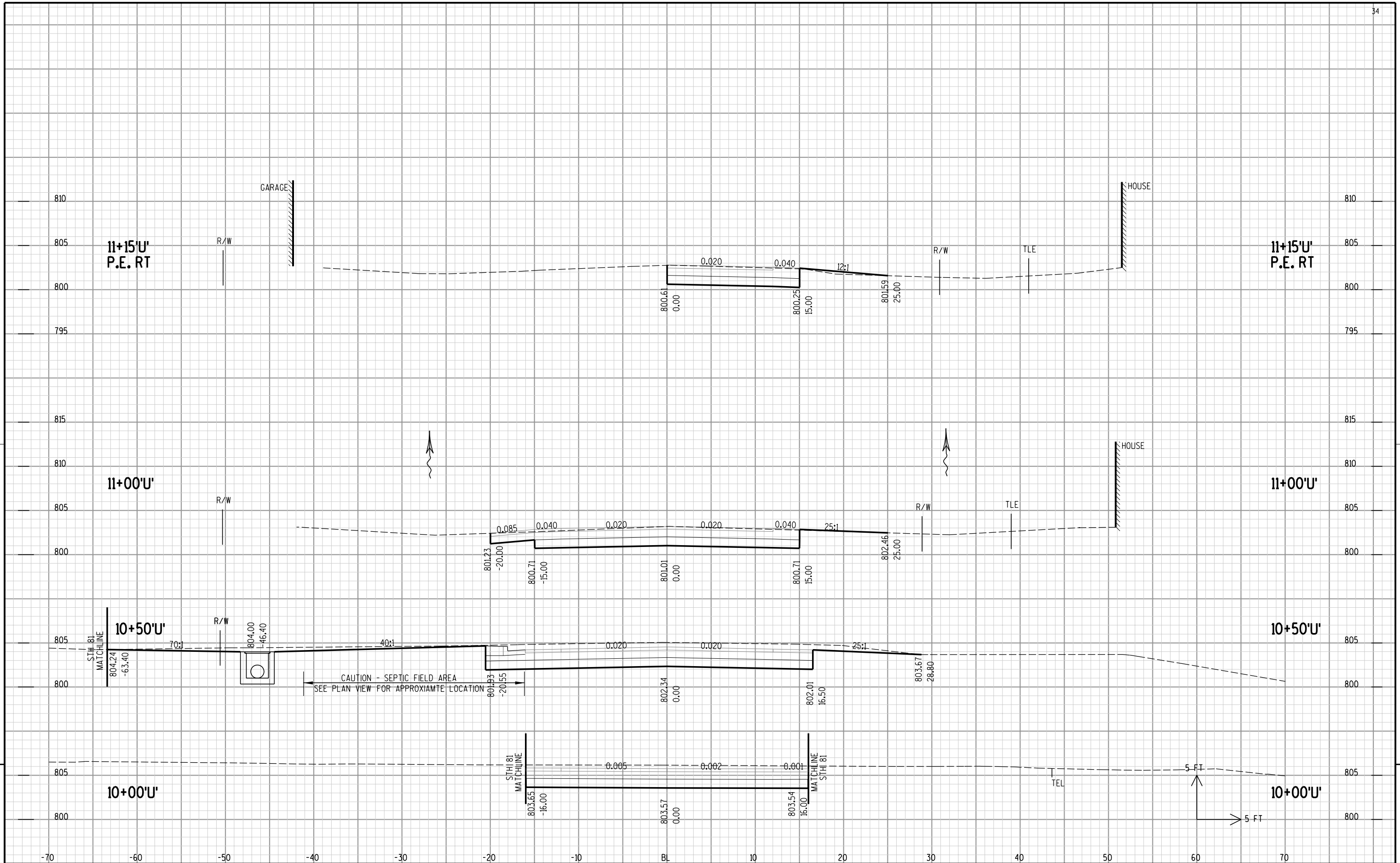
PLOT DATE : 4/30/2010

PLOT BY : OTIE

PLOT NAME :

PLOT SCALE : .PLOTSCALE.

WISDOT/CADDIS SHEET 21



12+00'U'

12+00'U'

11+50'U'

11+50'U'

11+25'U'
P.E. LT11+25'U'
P.E. LT

GARAGE

5 FT

5 FT

PROJECT NO: 5215-02-73

HWY: STH 81

COUNTY: GRANT

CROSS SECTIONS - CTH U

SHEET:

E

FILE NAME : P:\2006109\MicroStation\PlanSet\090201_XS.ALL_042110.DGN

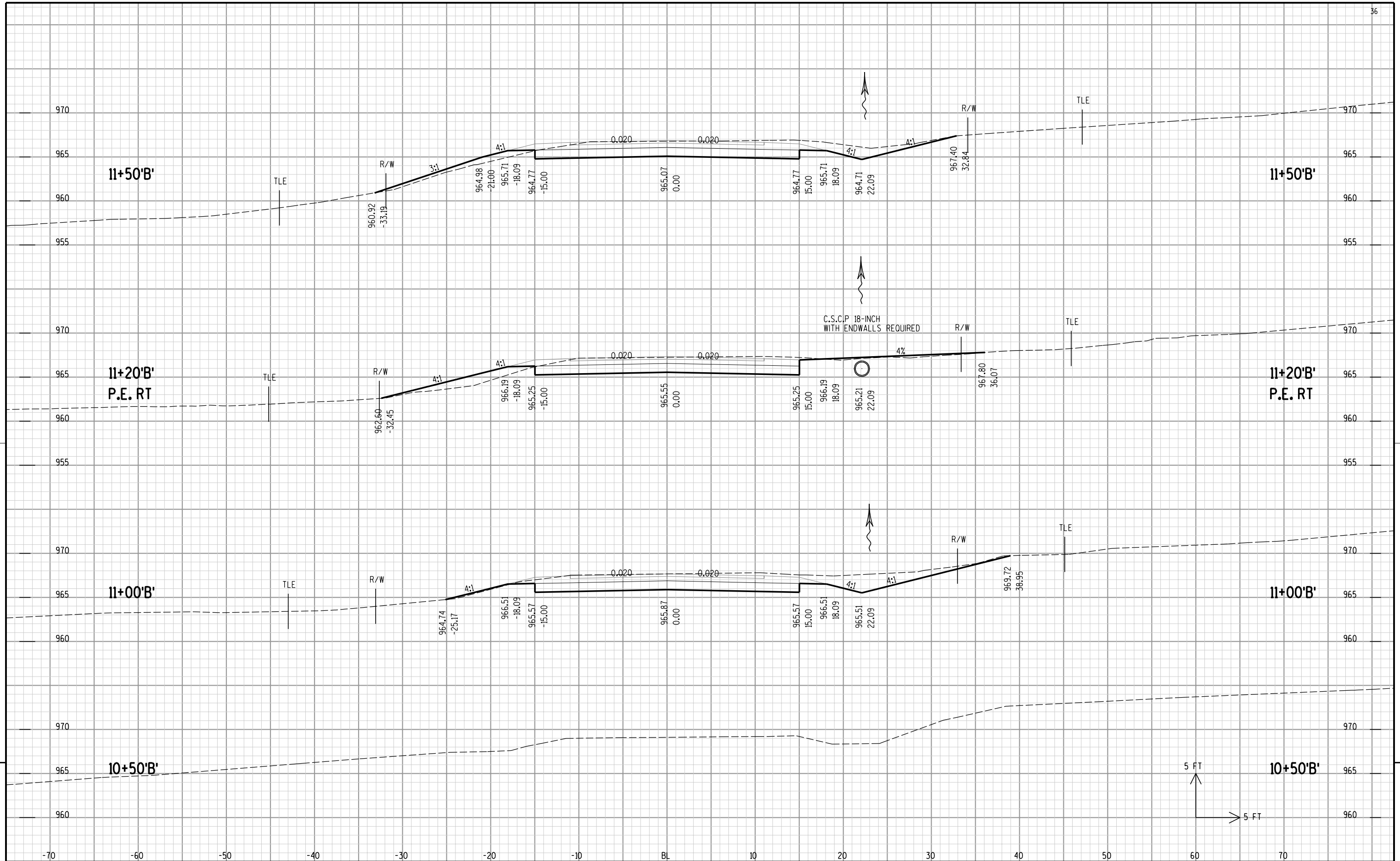
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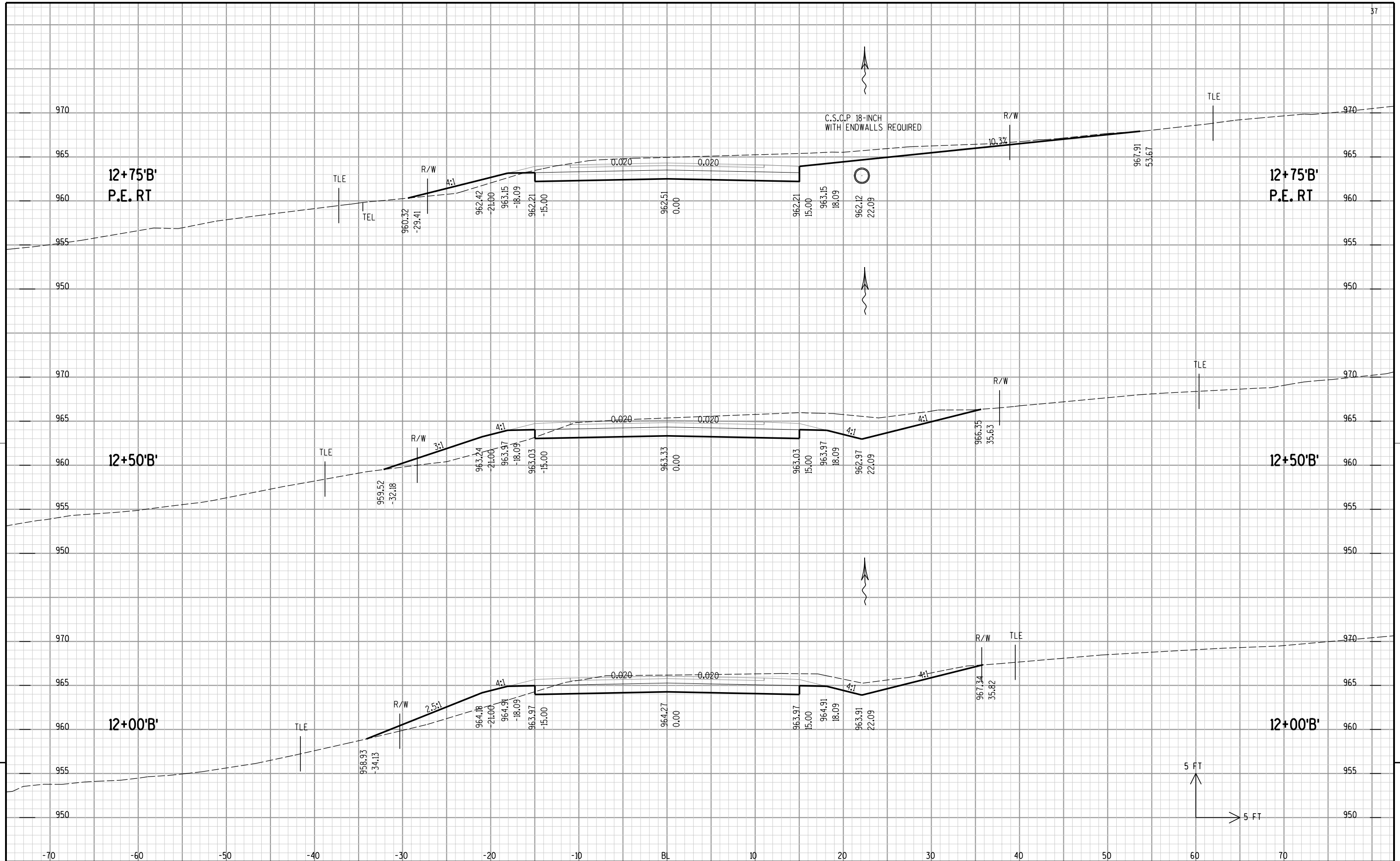
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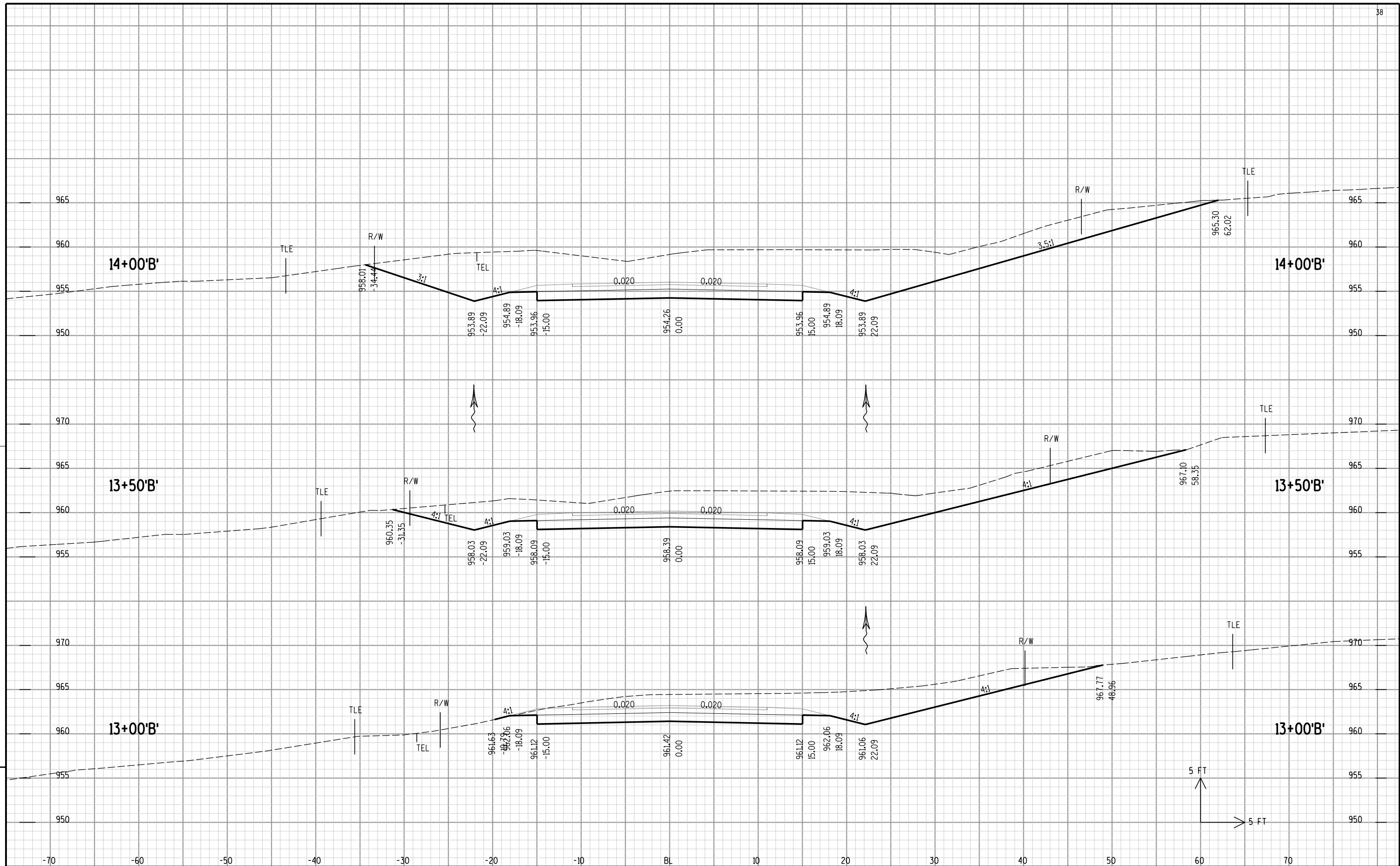
PLOT NAME :

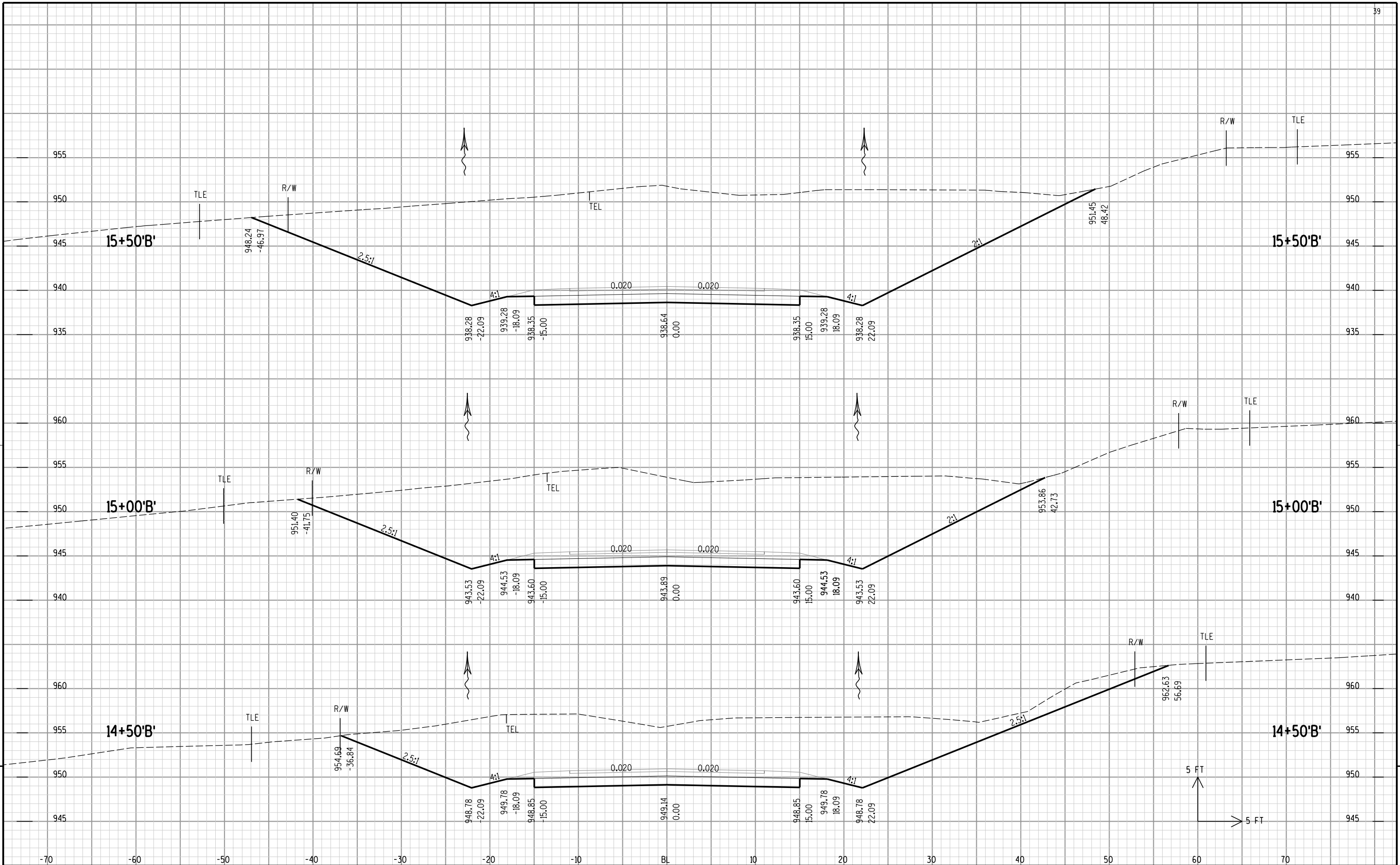
PLOT SCALE : .PLOTSCALE.

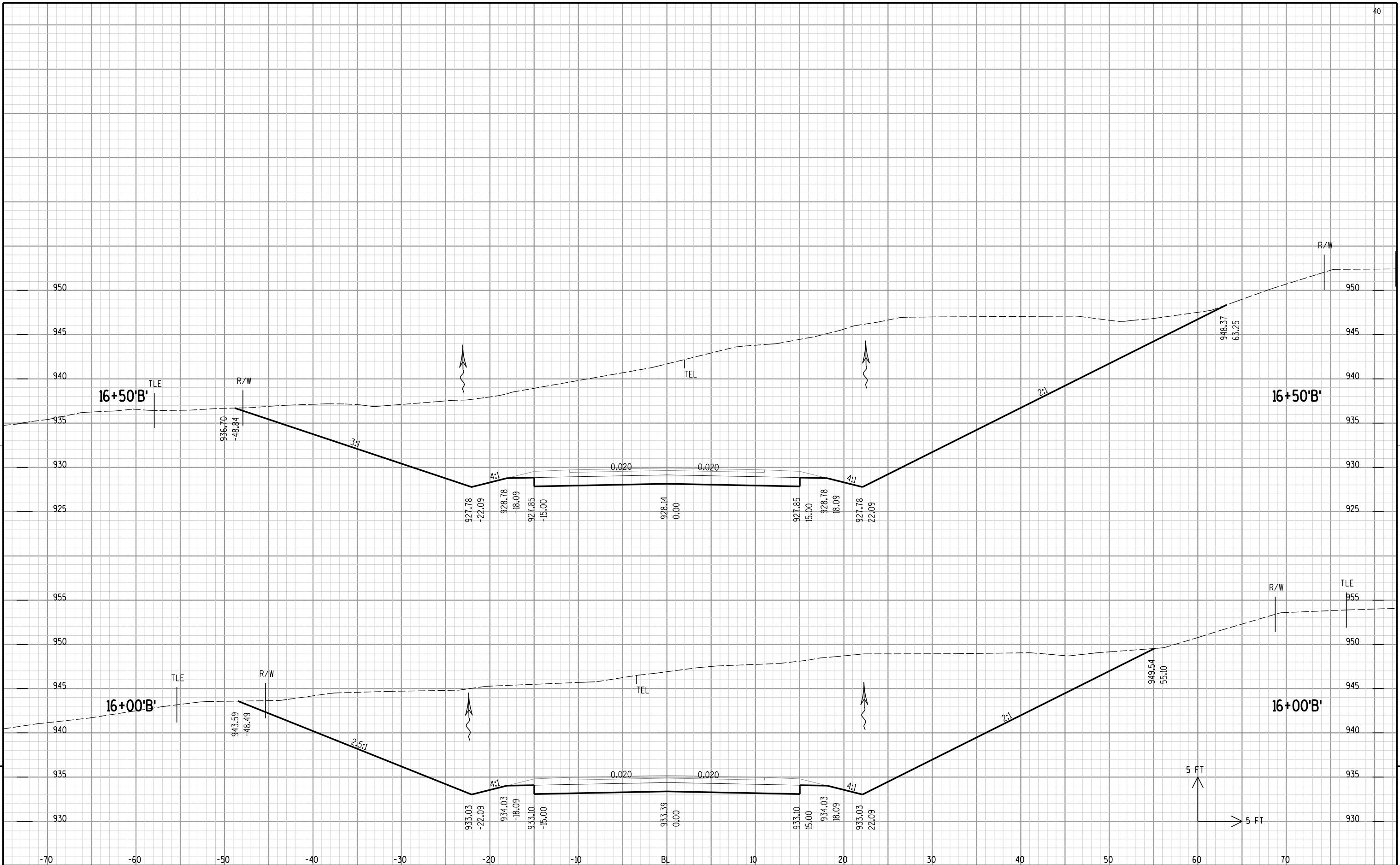
WISDOT/CADDIS SHEET 21

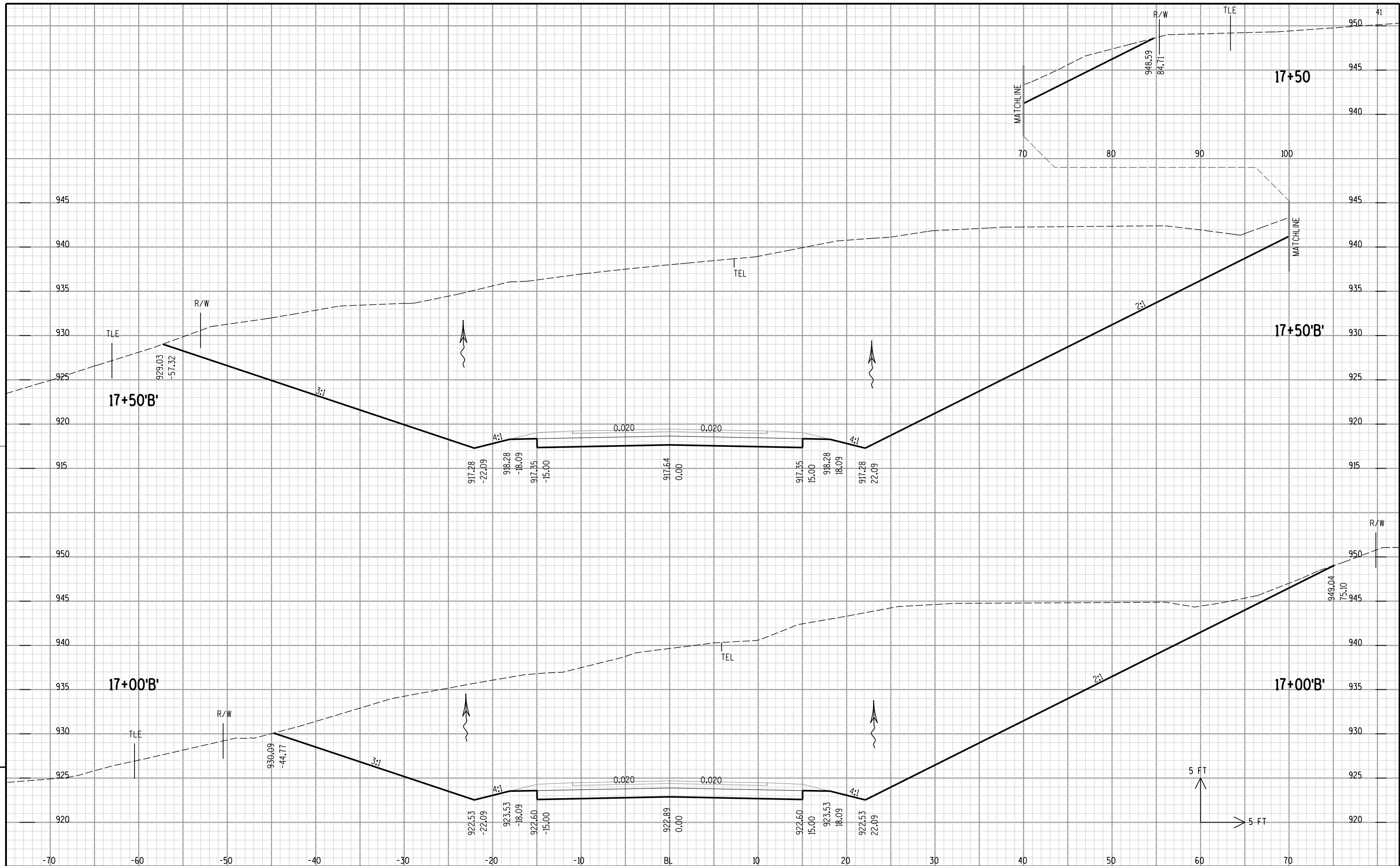


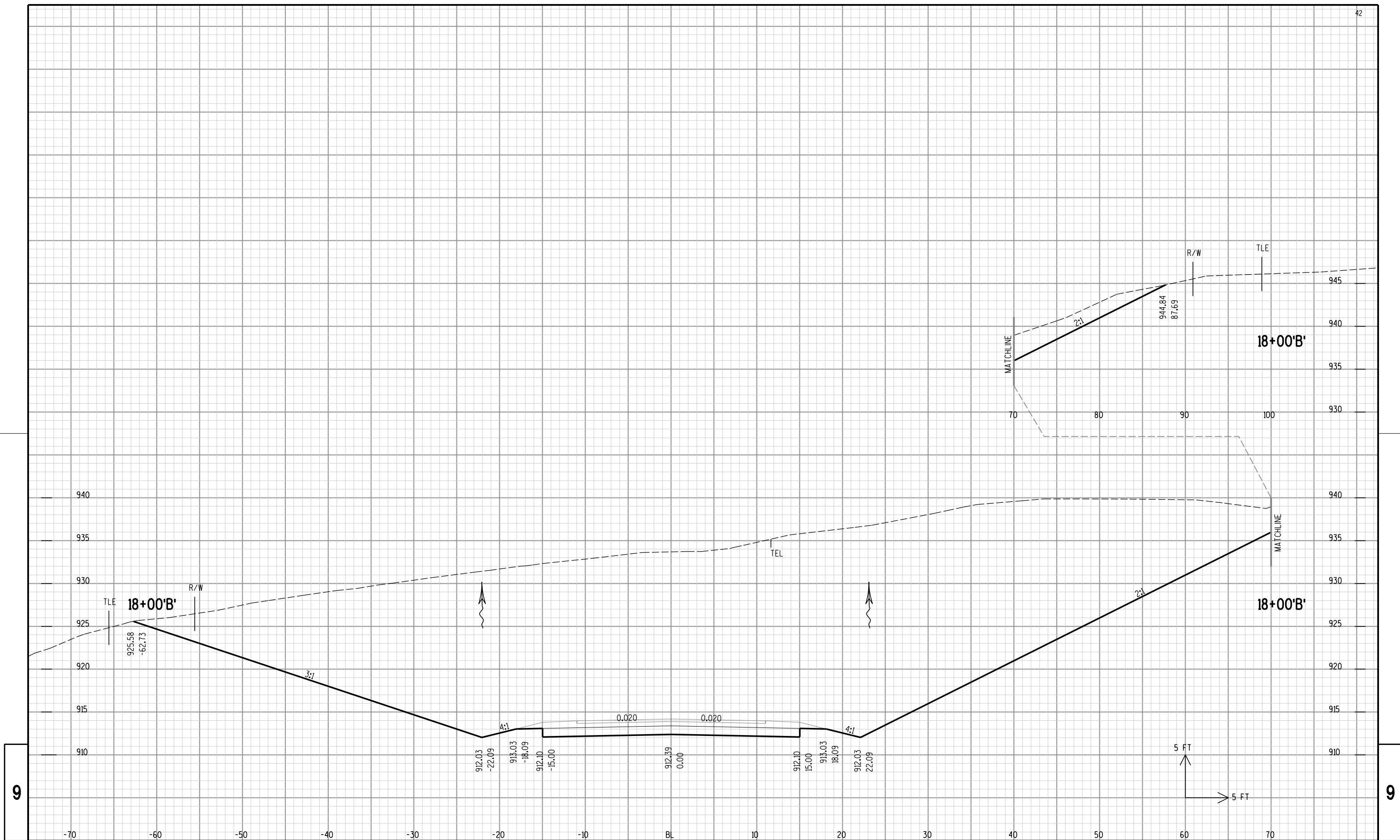












PROJECT NO: 5215-02-73

HWY: STH 81

COUNTY: GRANT

CROSS SECTIONS - BUDWORTH SCHOOL ROAD

SHEET:

E

