

PROJECT ID: 5496-00-74
WITH: N/A

COUNTY: CRAWFORD

ORDER OF SHEETS

Section No. 1	Title
Section No. 2	Typical Sections and Details (Includes Erosion Control Plan)
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 - PROJECT I.D. 5496-00-04

A.A.D.T. 2019	=	225
A.A.D.T. 2039	=	265
D.H.V. 2039	=	52
D.D.	=	60/40
T.	=	13.1%
DESIGN SPEED	=	40 M.P.H.
ESALS	=	44,000

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	
EXISTING RIGHT OF WAY		GRADE ELEVATION	
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE		ELECTRIC	
EXISTING CULVERT		FIBER OPTIC	
PROPOSED CULVERT (Box or Pipe)		GAS	
COMBUSTIBLE FLUIDS		SANITARY SEWER	
		STORM SEWER	
		TELEPHONE	
		WATER	
MARSH AREA		UTILITY PEDESTAL	
		POWER POLE	
WOODED OR SHRUB AREA		TELEPHONE POLE	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STH 35 - STH 27

(STH 35 - TETER LANE)

CTH N

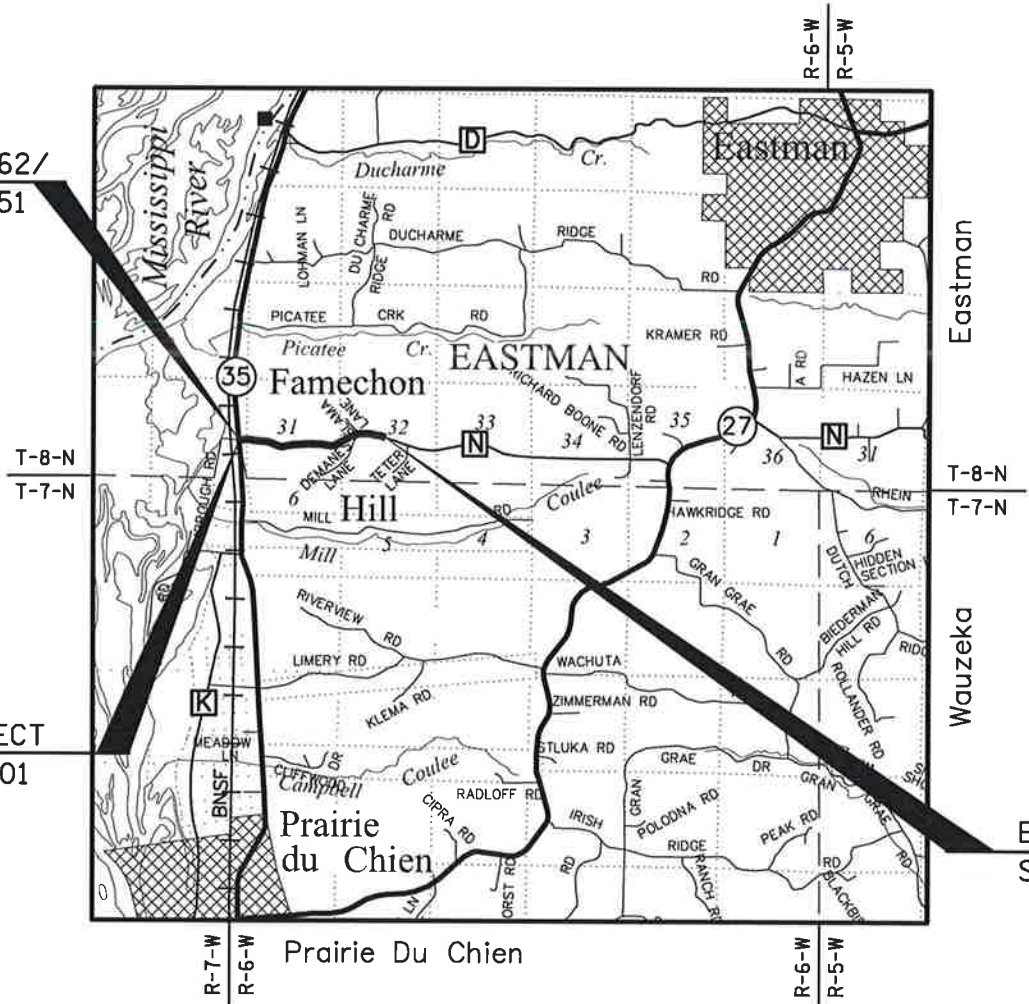
CRAWFORD COUNTY

STATE PROJECT NUMBER
5496-00-74

STRUCTURE C-12-062/
STRUCTURE R-12-051

BEGIN PROJECT
STA. 10+47.01
Y=148,365.92
X=318,767.14

END PROJECT
STA. 89+00



LAYOUT
SCALE 0 2 MI.
TOTAL NET LENGTH OF CENTERLINE = 1.487 MI.

"COORDINATES AND BEARINGS ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), CRAWFORD COUNTY."
"ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88)."

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5496-00-74		

ACCEPTED FOR
COUNTY of CRAWFORD
29 Oct 2018 (Date) [Signature] (Highway Commissioner)

ORIGINAL PLANS PREPARED BY
JEWELL
associates engineers, inc.
Engineers - Architects - Surveyors

WISCONSIN
ELLERY A. SCHAFER
E-41742-6
SPRING GREEN, WI
PROFESSIONAL ENGINEER
10/23/2018 (Date) [Signature] (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PREPARED BY
Surveyor JEWELL ASSOCIATES ENGINEERS, INC.
Designer JEWELL ASSOCIATES ENGINEERS, INC.
Management Consultant KL ENGINEERING, INC.

APPROVED FOR THE DEPARTMENT
DATE: 10/31/18
[Signature]
MANAGEMENT CONSULTANT SIGNATURE

LIST OF STANDARD ABBREVIATIONS

ABUT	Abutment	LHF	Left-Hand Forward	SEC	Section
ADT	Average Daily Traffic	L	Length of Curve	SHLDR	Shoulder
AADT	Average Annual Daily Traffic	LF	Linear Foot	SW	Sidewalk
BAD	Base Aggregate Dense	MH	Manhole	S	South
BK	Back	MB	Mailbox	SF or SQ FT	Square Feet
BF	Back Face	N	Match Line	SY or SQ YD	Square Yard
BM	Bench Mark	ML or M/L	North	STD	Standard
C	Chord Length	Y	North Grid Coordinate	SDD	Standard Detail Drawings
C/L	Center Line	PLE	Permanent Limited Easement	STH	State Trunk Highways
CC	Center to Center	PT	Point	STA	Station
CTH	County Trunk Highway	PC	Point of Curvature	SS	Storm Sewer
CY	Cubic Yard	PI	Point of Intersection	SG	Subgrade
CP	Culvert Pipe	PRC	Point of Reverse Curvature	SE	Superelevation
C & G	Curb and Gutter	PT	Point of Tangency	TEL	Telephone
Δ	Delta	POC	Point On Curve	TEMP	Temporary
DA	Degree of Arc	POT	Point on Tangent	TI	Temporary Interest
DD	Directional Distribution	PVC	Polyvinyl Chloride	TLE	Temporary Limited Easement
DHV	Design Hourly Volume	PCC	Portland Cement Concrete	T	Tangent Length
DIA	Diameter	LB	Pound	T or TN	Town
E	East	PSI	Pounds Per Square Inch	TRANS	Transition
X	East Grid Coordinate	PE	Private Entrance	TL or T/L	Transit Line
EL or ELEV	Elevation	R	Radius	T	Trucks (percent of)
ESALS	Equivalent Single Axle Loads	RR	Railroad	TYP	Typical
EBS	Excavation Below Subgrade	R	Range	UG	Underground Cable
FF	Face to Face	R/L	Reference Line	USH	United States Highway
FE	Field Entrance	RP	Reference Point	VAR	Variable
FG	Finished Grade	RCCP	Reinforced Concrete Culvert Pipe	V	Velocity or Design Speed
FT	Foot	REQD	Required	VERT	Vertical
GN	Grid North	RES	Residence or Residential	VC	Vertical Curve
CWT	Hundredweight	RT	Right	WM	Water Main
HYD	Hydrant	RHF	Right-Hand Forward	WV	Water Valve
INL	Inlet	R/W	Right-of-Way	W	West
ID	Inside Diameter	RD	Road	WB	Westbound
INV	Invert	SAN S	Salvaged Sanitary Sewer		
IP	Iron Pipe or Pin				
IRS	Iron Rod Set				
JCT	Junction				

ORDER OF SECTION 2 SHEETS:

- WRITTEN MATERIAL
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- INTERSECTION DETAILS
- EROSION CONTROL PLAN
- STORM SEWER PLAN
- PERMANENT SIGNING/PAVEMENT MARKING
- TRAFFIC CONTROL
- SUBSURFACE EXPLORATION
- ALIGNMENT DETAILS

GENERAL NOTES

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

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE FIRST BEEN INDICATED FOR REMOVAL BY THE ENGINEER IN THE FIELD.

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. EXACT LOCATIONS OF EBS WILL BE DETERMINED BY THE ENGINEER.

DISTURBED AREAS SHOWN WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS ARE TO BE FERTILIZED (TYPE B), SEEDED (USE SEED MIX NO. 20 OR SEED MIX NO. 70) AND EROSION MATTED/MULCHED AS DIRECTED BY THE ENGINEER.

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

SILT FENCE, TEMPORARY DITCH CHECKS, CULVERT PIPE CHECKS, STONE GABION WIER, STONE GABION CHECKS, AND ARTICULATED CONCRETE FLUME BID ITEMS SHALL BE PLACED AS SHOWN IN THE PLAN OR AS DIRECTED BY THE ENGINEER. SILT FENCE SHALL BE PLACED PRIOR TO CONSTRUCTION.

FILL EXPANSION IS VARIABLE AND IS ESTIMATED AT 25%.

THE EXACT LOCATION OF PRIVATE, FIELD, AND COMMERCIAL ENTRANCES TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

REMOVAL OF ASPHALTIC OR CONCRETE SURFACES WHERE AN ABUTTING ASPHALTIC OR CONCRETE SURFACE IS TO REMAIN IN PLACE SHALL REQUIRE A SAWCUT MEETING THE APPROVAL OF THE ENGINEER IN THE FIELD.

ACCURACY OF INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

CURB AND GUTTER ELEVATIONS ARE GIVEN ON THE FLANGE LINE, UNLESS OTHERWISE NOTED.

ALL RADII DIMENSIONS ON THE PLAN FOR CURB AND GUTTER ARE TO THE FLANGE OF THE CURB AND GUTTER.

EXISTING DRIVEWAYS SHALL BE RESTORED IN KIND (UNLESS OTHERWISE NOTED) AND THEIR LOCATION VERIFIED BY THE ENGINEER IN THE FIELD.

HMA PAVEMENT 4LT 58-28S QUANTITIES WERE CALCULATED USING 115 LB/SY/IN. 3 1/2-INCHES OF HMA PAVEMENT 4LT 58-28S SHALL BE CONSTRUCTED WITH A 1 3/4-INCH UPPER LAYER AND A 1 3/4-INCH LOWER LAYER.

EXPANSION JOINTS SHALL BE CONSTRUCTED AT ALL RADII POINTS IN THE CURB & GUTTER.

THE COST OF CONNECTING CULVERT PIPE OR STORM SEWER TO EXISTING DRAINAGE STRUCTURES SHALL BE INCIDENTAL TO THE COST OF INSTALLING THE CULVERT OR STORM SEWER.

STORM SEWER ELEVATIONS, LENGTHS, AND LOCATIONS AS SHOWN ON THE PLANS AND CROSS SECTIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

MISCELLANEOUS REMOVAL ITEMS REQUIRING RESTORATIONS OF CONCRETE OR ASPHALT DRIVEWAYS, CONCRETE DRIVEWAYS, OR SIDE ROADS/HIGHWAYS SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE ENGINEER IN THE FIELD OR AS SHOWN ON THE PLANS.

CURVE DATA IS BASED ON THE ARC DEFINITION.

THE LOCATION OF ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD PRIOR TO PLACEMENT.

ADJUST DITCH GRADING AS NECESSARY TO FIELD CONDITIONS AND AS DIRECTED BY THE ENGINEER IN THE FIELD.

NO WETLANDS ARE PRESENT WITHIN THE PROJECT LIMITS.

THE SOILS REPORT MAY BE OBTAINED FROM THE ENGINEER.

CONTACTS

DESIGN CONSULTANT:

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SPRING GREEN, WI 53588
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CELL: (608) 341-8159
E-MAIL: ellery.schaffer@jewellassoc.com

DNR LIAISON:

STATE OF WISCONSIN
DNR SERVICE CENTER
3550 MORMON COULEE ROAD
LA CROSSE, WI 54601
ATTN: KAREN KALVELAGE
PH: (608) 785-9115
E-MAIL: karen.kalvelage@wisconsin.gov

CRAWFORD COUNTY HIGHWAY DEPARTMENT

DENNIS PELOCK, COMMISSIONER
21515 STATE HIGHWAY 27
P.O. BOX 39
SENECA, WI 54654
PH: (608) 734-9500
CELL: (608) 306-4036
E-MAIL: dpelock@crawfordcountywi.org

TOWN OF EASTMAN

SAM TESAR, JR, CHAIRMAN
54142 VALENTINE LANE
WAUZEKA, WI 53826
PH: (608) 874-4110
EMAIL: boardmembers@townofeastman.com

UTILITIES

ELECTRIC

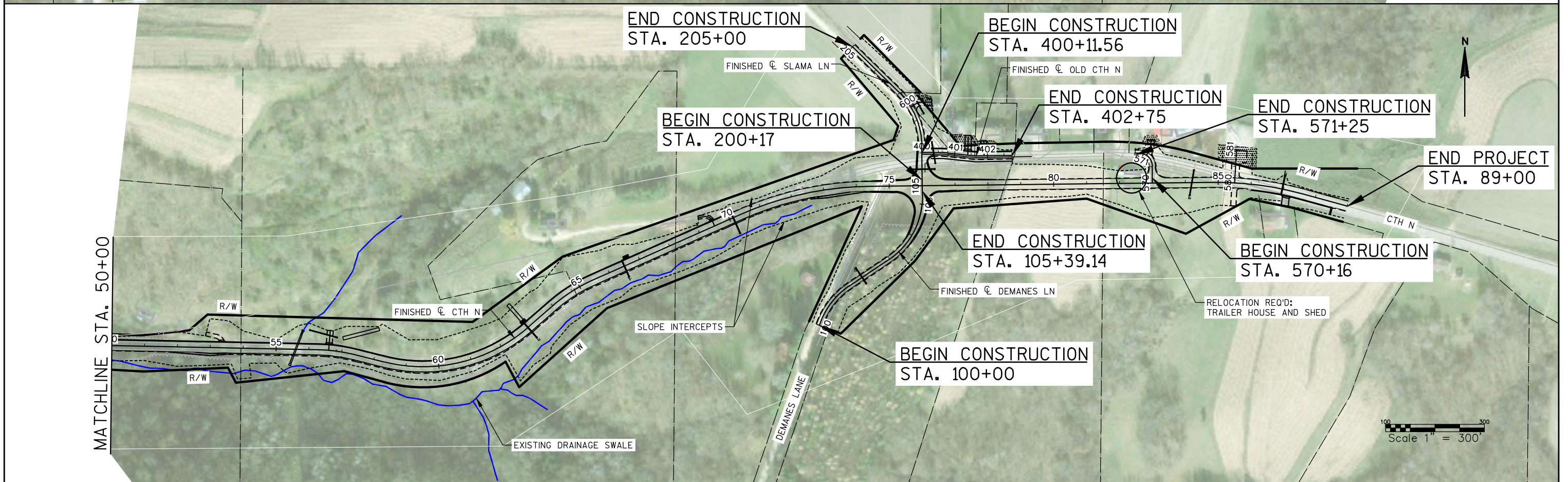
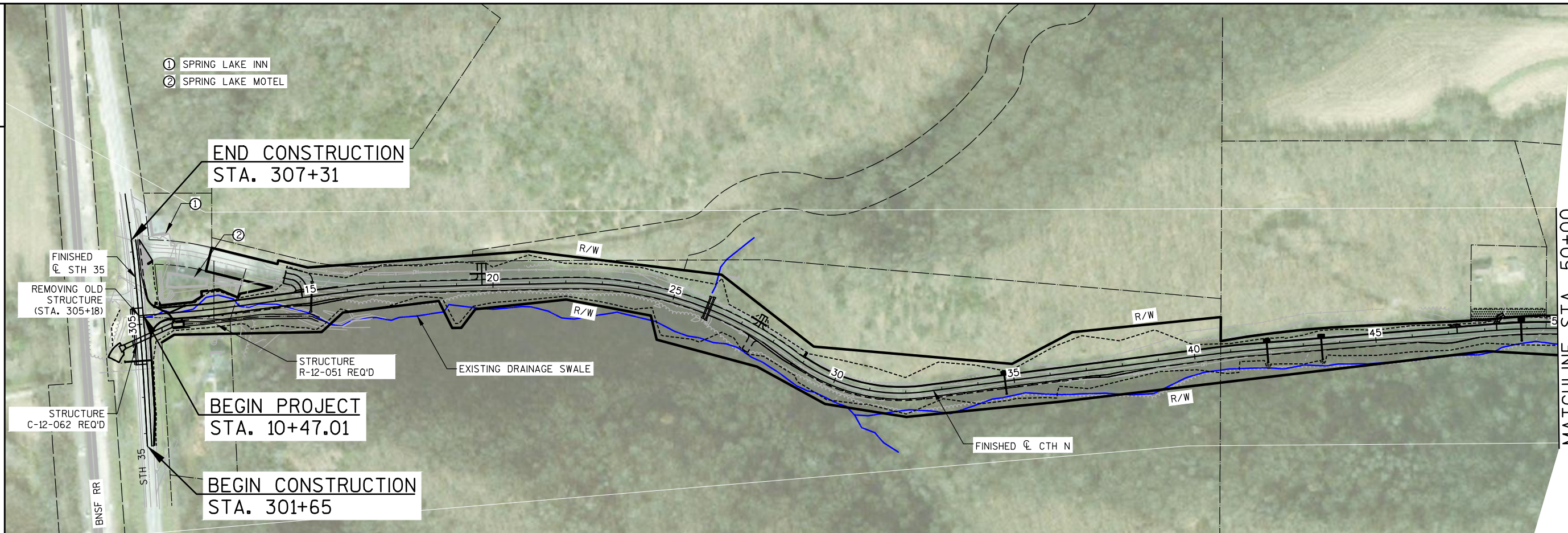
SCENIC RIVERS ENERGY COOPERATIVE
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231 NORTH SHERIDAN STREET
LANCASTER, WI 53813
OFFICE: (608) 723-2121, EXT. 505
EMAIL: pschneider@srrec.net

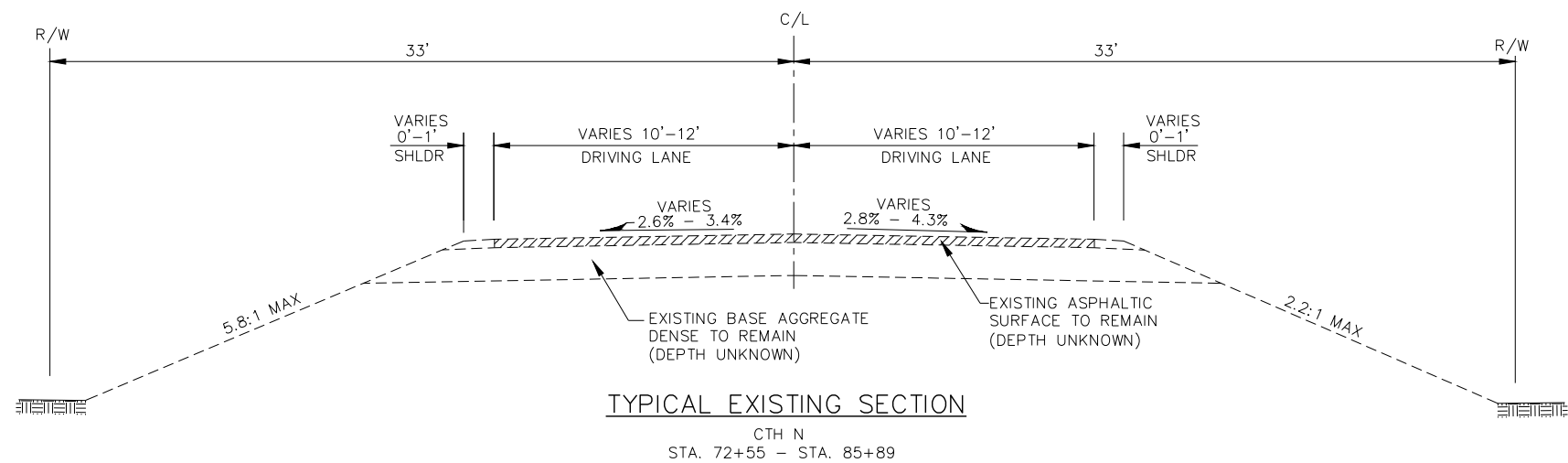
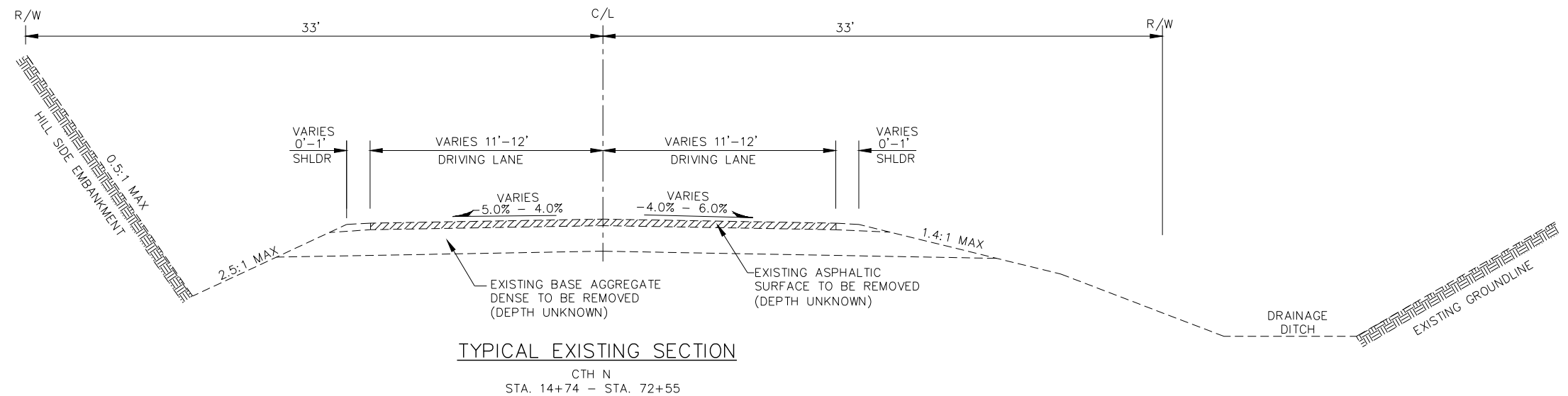
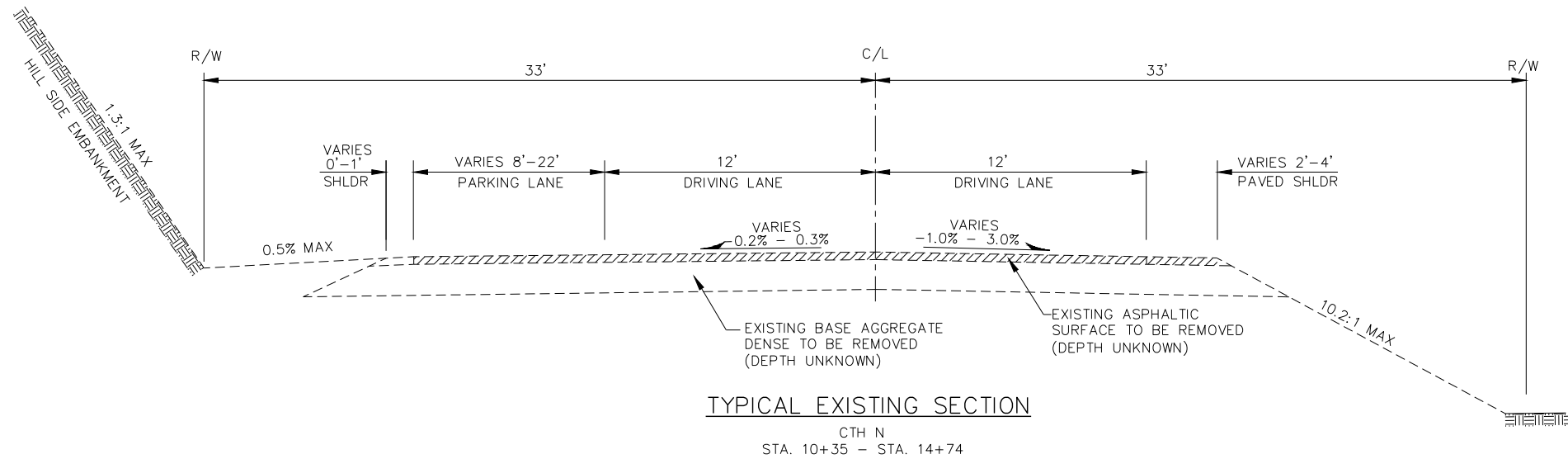
TELEPHONE

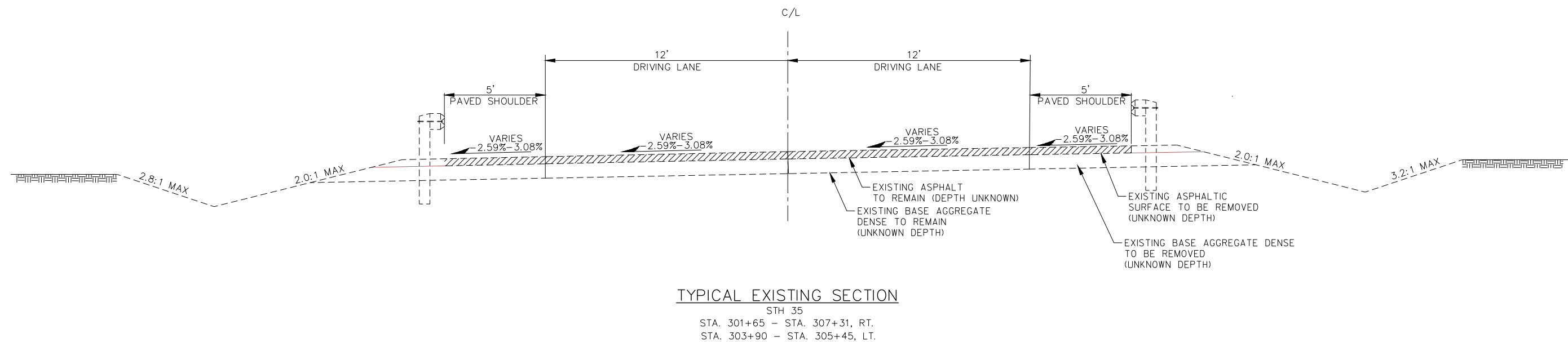
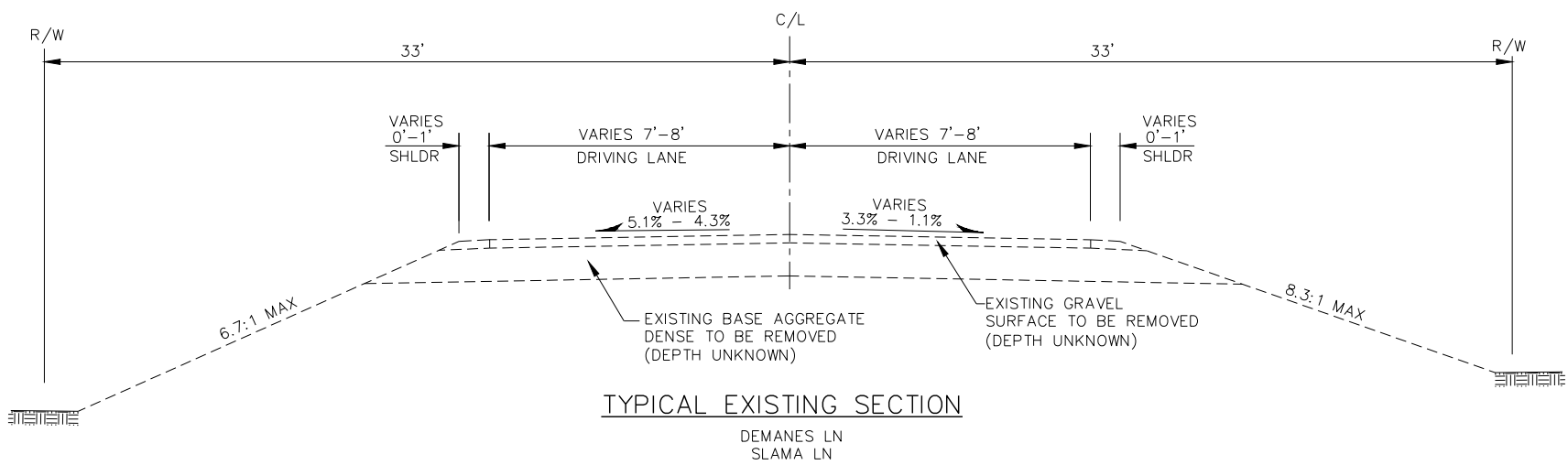
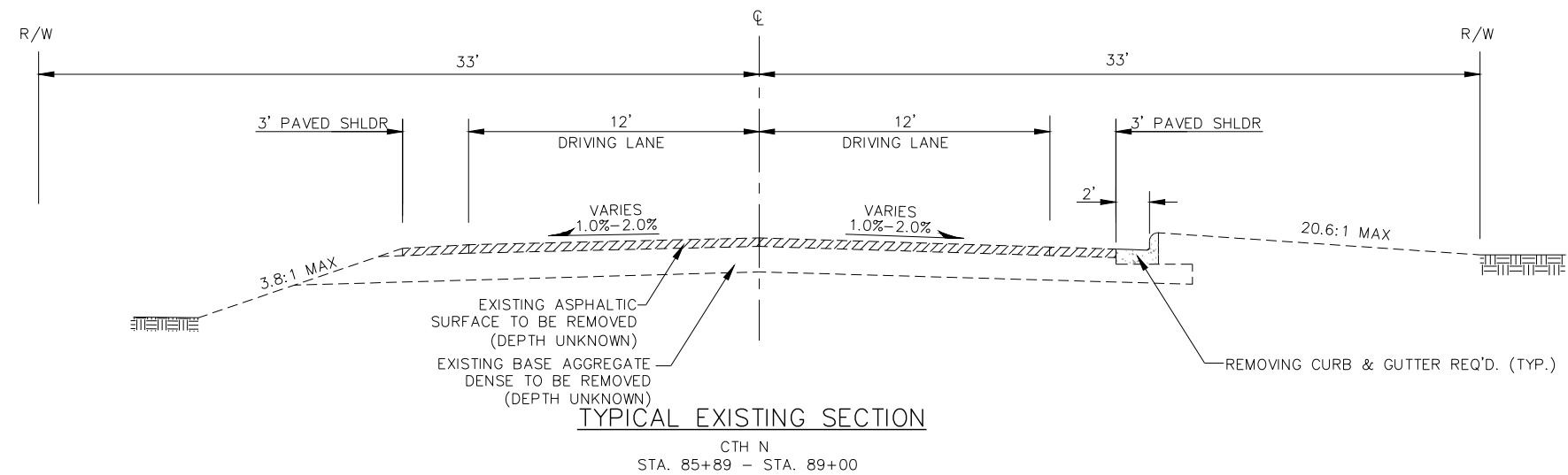
CENTURYLINK
ATTN: BRET CLARK
333 NORTH FRONT STREET
LA CROSSE, WI 54601
OFFICE: (608) 269-0819
EMAIL: bret.clark@centurylink.com

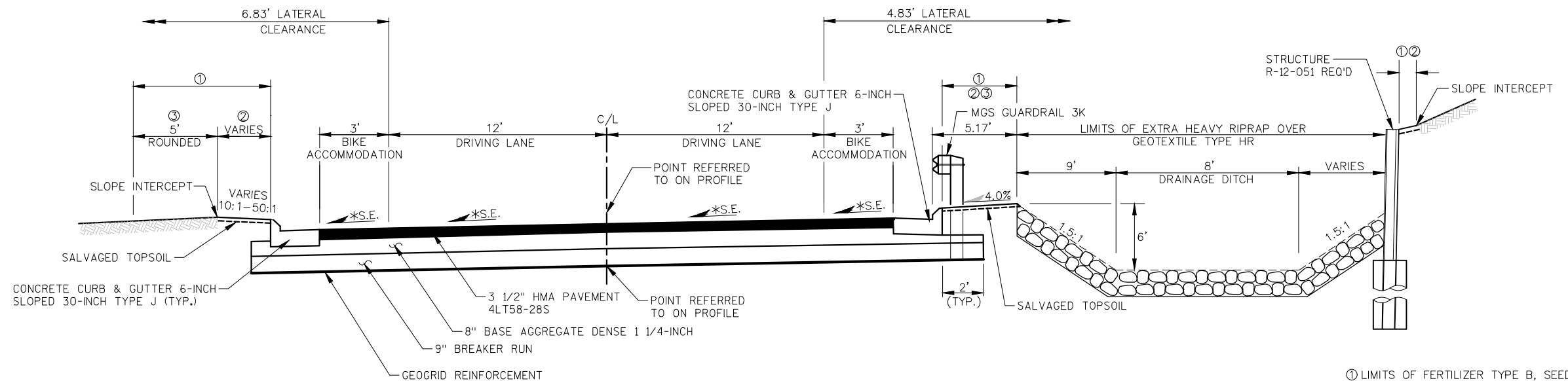
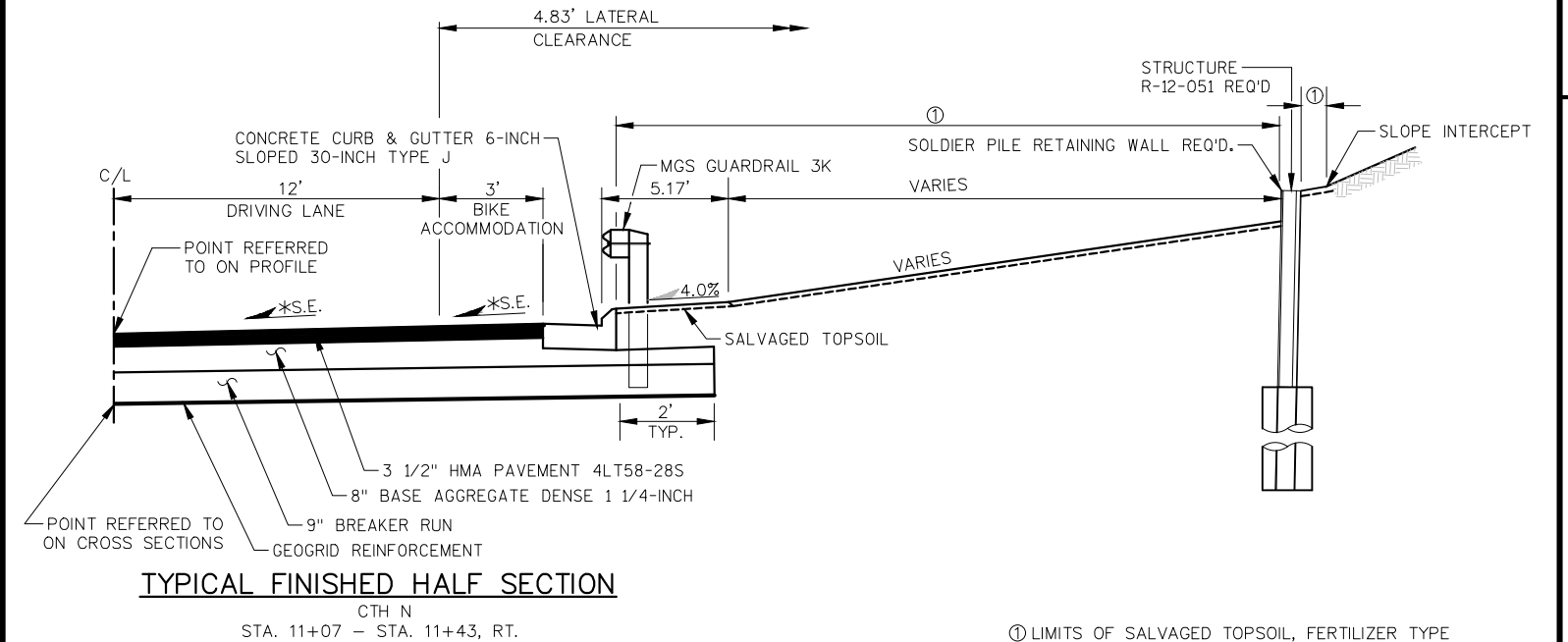
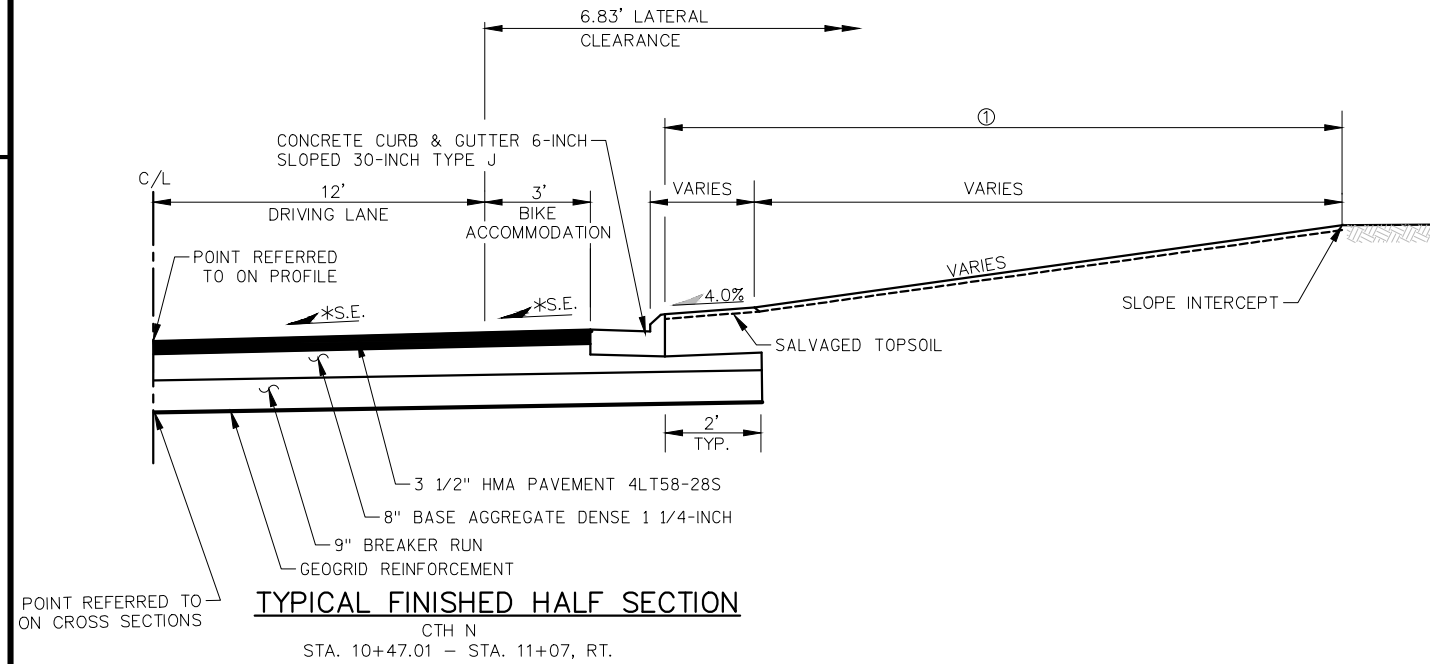


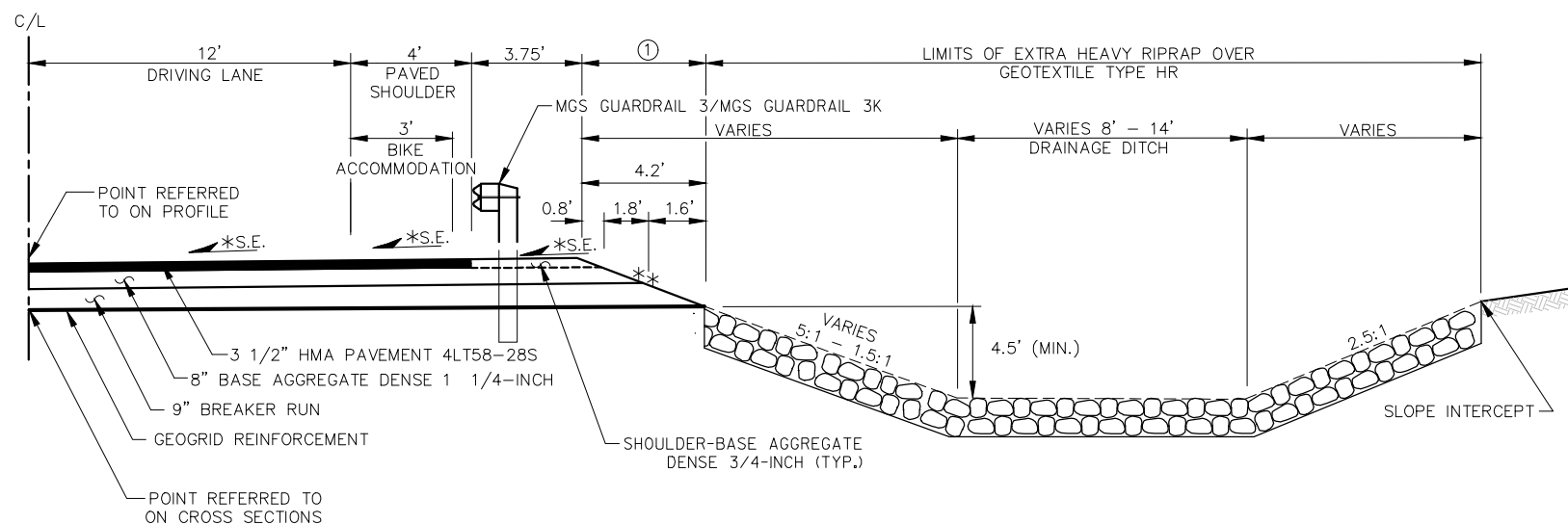
*DENOTES UTILITY IS NOT A MEMBER OF DIGGERS HOTLINE











TYPICAL FINISHED HALF SECTION
GUARDRAIL PLACEMENT & DRAINAGE DITCH

STA. 13+06 – STA. 15+01, RT.

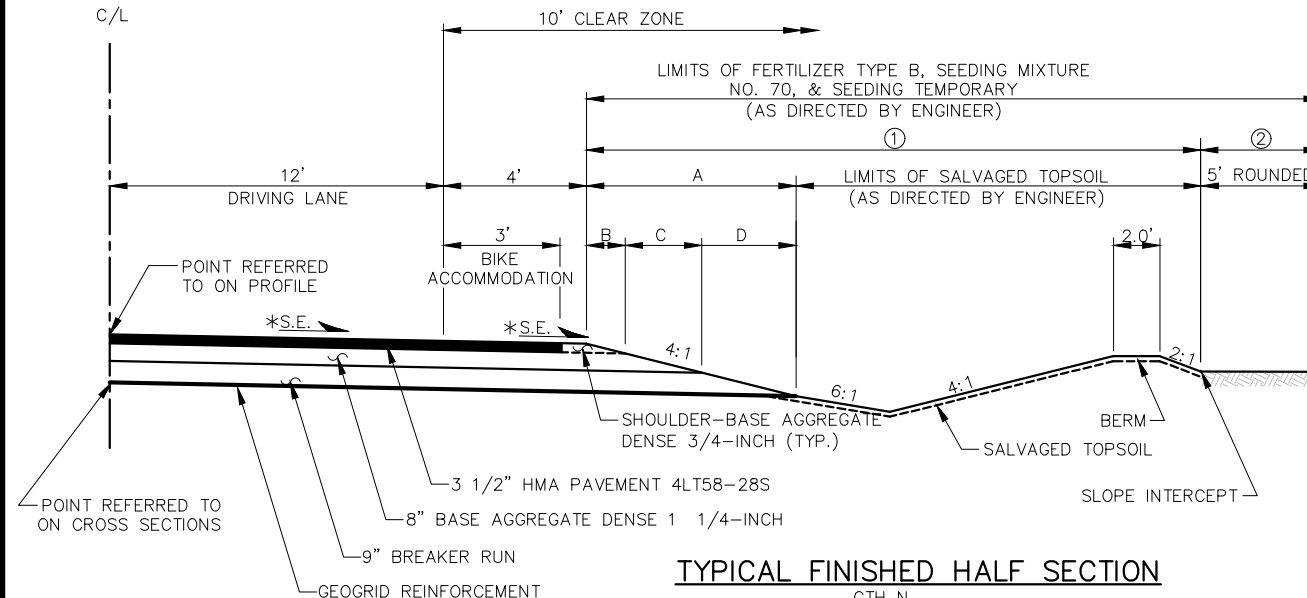
① LIMITS OF SALVAGED TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 70, SEEDING TEMPORARY, & EROSION MAT (AS DIRECTED BY ENGINEER)

*S.E.—SEE SUPERELEVATION TABLE FOR SUPERELEVATION RATES

** VARIES 5:1 – 1.5:1

NOTE: USE SEEDING NURSE CROP IN AREAS OF SEEDING MIXTURE NO. 70.

THE LOW SIDE SHOULDER SLOPE ON SUPERELEVATED SECTIONS EQUALS THE SUPERELEVATION WHEN THE SUPERELEVATION IS GREATER THAN 0.04 FT./FT. IF THE SUPERELEVATION IS LESS THAN OR EQUALS 0.04 FT./FT., THEN THE LOW SIDE SHOULDER SLOPE IS 0.04 FT./FT. THE HIGH SIDE SHOULDER SLOPE ON THE SUPERELEVATED SECTIONS EQUALS THE SUPERELEVATION.



TYPICAL FINISHED HALF SECTION

CTH N

STA. 15+50 – STA. 17+50, RT.

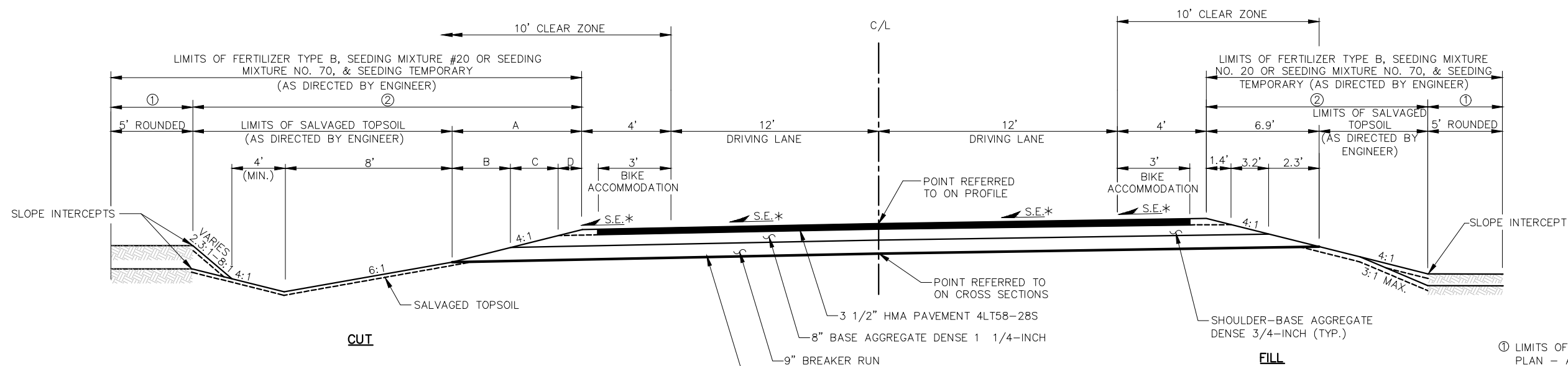
① LIMITS OF EROSION MAT (AS DIRECTED BY ENGINEER)

② LIMITS OF MULCHING (AS DIRECTED BY ENGINEER)

*S.E.—SEE SUPERELEVATION TABLE FOR SUPERELEVATION RATES

A/B/C/D – SEE SUPERELEVATION TABLE FOR DIMENSIONS

NOTE: USE SEEDING NURSE CROP IN AREAS OF SEEDING MIXTURE NO. 70.



CUT

TYPICAL FINISHED SECTION

CTH N

STA. 15+01 – STA. 15+50, RT.
 STA. 15+75 – STA. 29+00, LT.
 STA. 17+50 – STA. 28+50, RT.
 STA. 37+56 – STA. 53+00, RT.
 STA. 70+00 – STA. 89+00, LT.
 STA. 73+06 – STA. 86+00, RT.
 STA. 88+50 – STA. 89+00, RT.

FILL

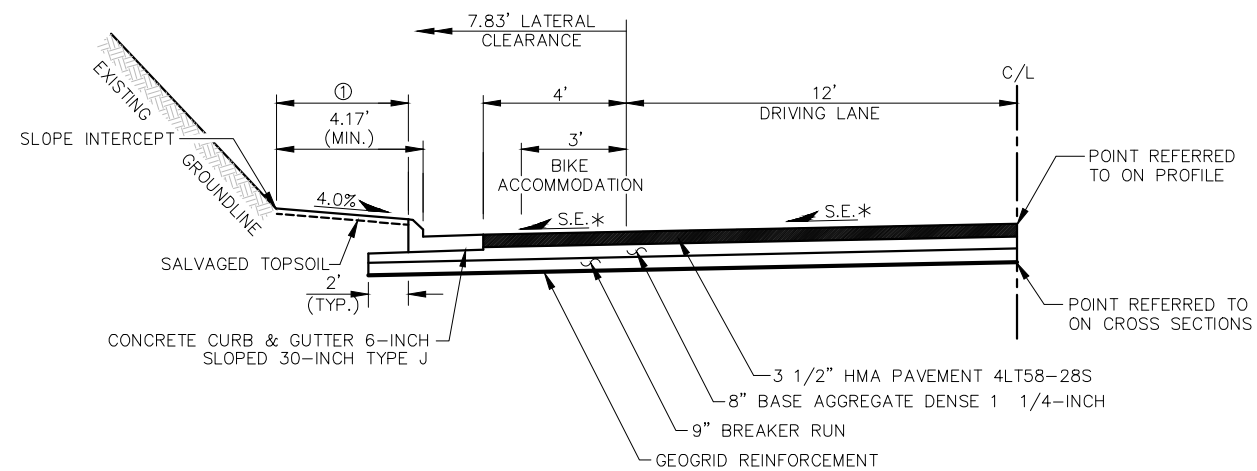
① LIMITS OF MULCHING (SEE EROSION CONTROL PLAN – AS DIRECTED BY ENGINEER)

② LIMITS OF EROSION MAT (AS DIRECTED BY ENGINEER)

*S.E.—SEE SUPERELEVATION TABLE FOR SUPERELEVATION RATES

A/B/C/D – SEE SUPERELEVATION TABLE FOR DIMENSIONS

NOTE: USE SEEDING NURSE CROP IN AREAS OF SEEDING MIXTURE NO. 70.



TYPICAL FINISHED HALF SECTION CURB & GUTTER PLACEMENT

CTH N

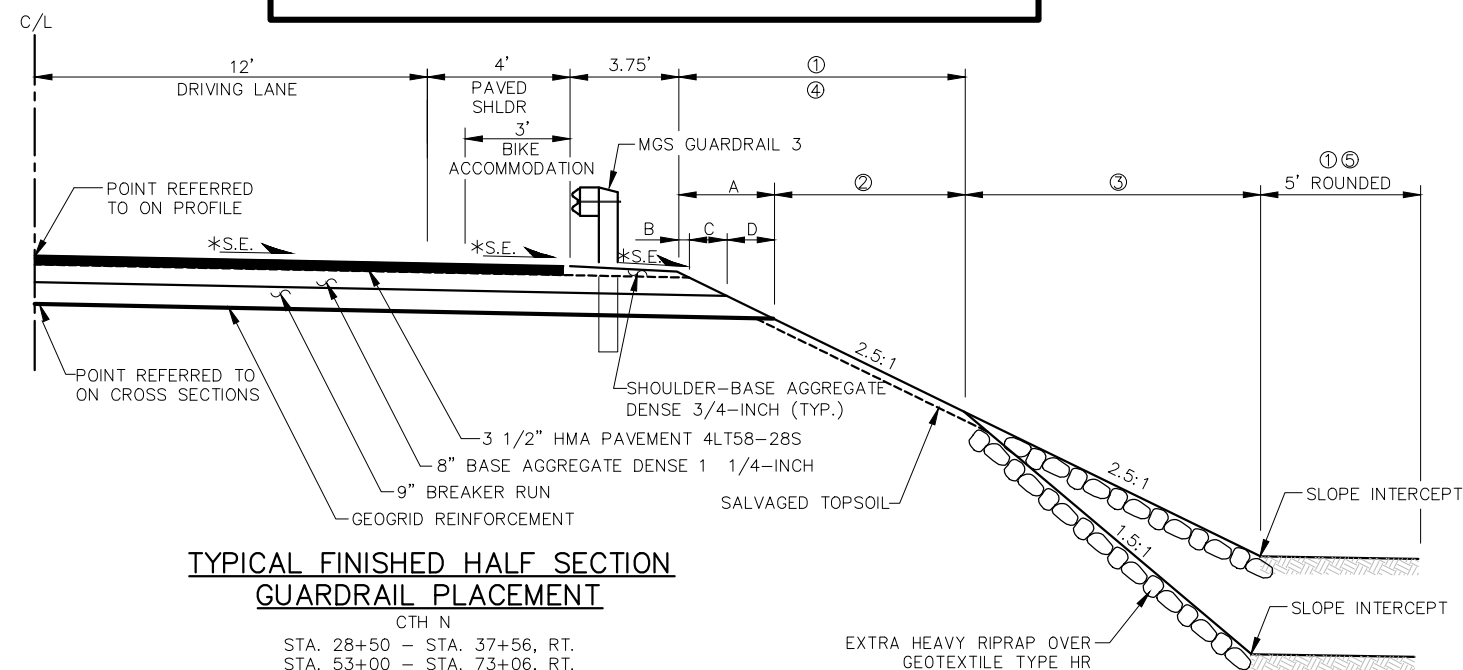
STA. 29+00 - STA. 29+50, LT. STA. 47+50 - STA. 50+50, LT.
STA. 34+50 - STA. 35+50, LT. STA. 68+50 - STA. 70+00, LT.
STA. 39+50 - STA. 43+50, LT.

① LIMITS OF FERTILIZER TYPE B, SEEDING MIXTURE NO. 20 OR SEEDING MIXTURE NO. 70, SEEDING TEMPORARY, EROSION MAT, & SALVAGED TOPSOIL (AS DIRECTED BY ENGINEER)

*S.E.-SEE SUPERELEVATION TABLE FOR SUPERELEVATION RATES

NOTE: USE SEEDING NURSE CROP IN AREAS OF SEEDING MIXTURE NO. 70.

THE LOW SIDE SHOULDER SLOPE ON SUPERELEVATED SECTIONS EQUALS THE SUPERELEVATION WHEN THE SUPERELEVATION IS GREATER THAN 0.04 FT./FT. IF THE SUPERELEVATION IS LESS THAN OR EQUALS 0.04 FT./FT., THEN THE LOW SIDE SHOULDER SLOPE IS 0.04 FT./FT. THE HIGH SIDE SHOULDER SLOPE ON THE SUPERELEVATED SECTIONS EQUALS THE SUPERELEVATION.



TYPICAL FINISHED HALF SECTION GUARDRAIL PLACEMENT

CTH N

STA. 28+50 - STA. 37+56, RT.
STA. 53+00 - STA. 73+06, RT.

① LIMITS OF SEEDING MIXTURE NO. 20 OR SEEDING MIXTURE NO. 70, SEEDING TEMPORARY, & FERTILIZER TYPE B (AS DIRECTED BY ENGINEER)

② LIMITS OF SALVAGED TOPSOIL (AS DIRECTED BY ENGINEER)

③ LIMITS OF EXTRA HEAVY RIPRAP OVER GEOTEXTILE TYPE HR

④ LIMITS OF EROSION MAT (AS DIRECTED BY ENGINEER)

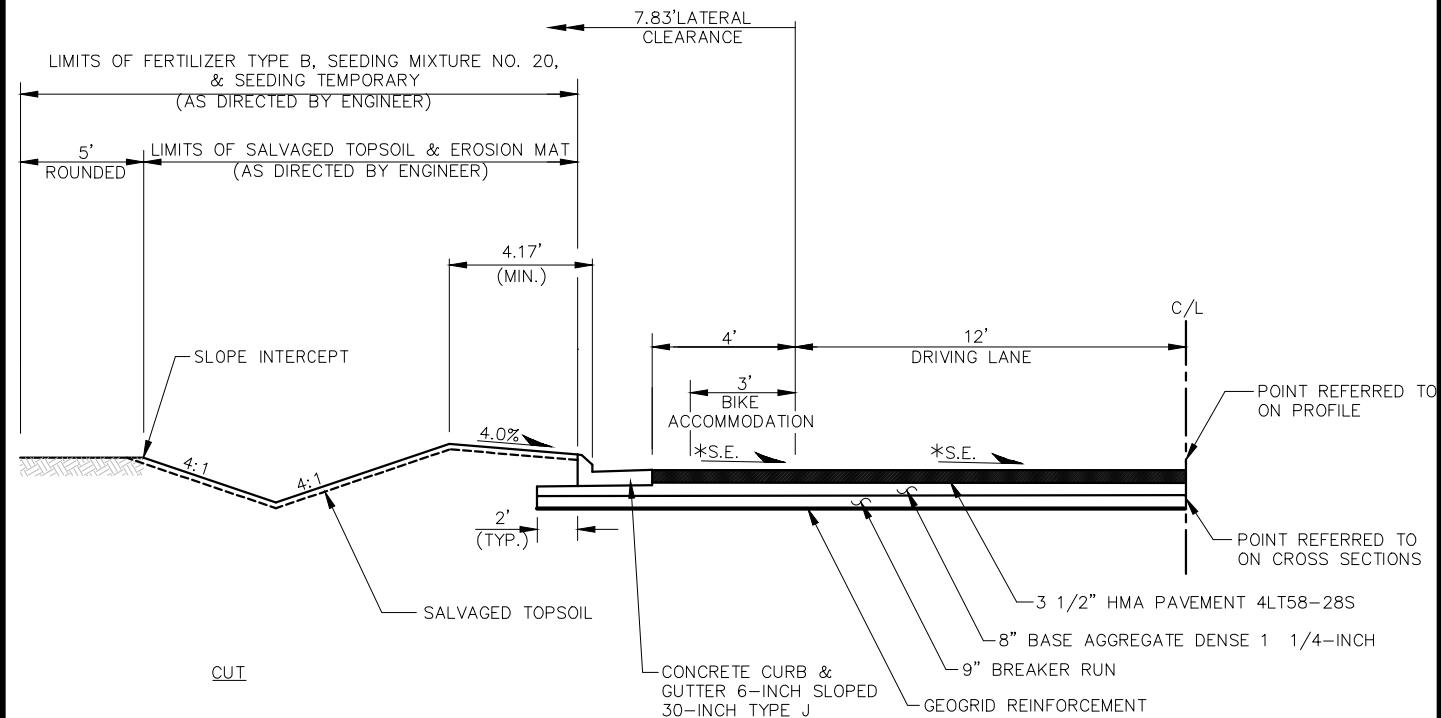
⑤ LIMITS OF MULCHING (AS DIRECTED BY ENGINEER)

*S.E.-SEE SUPERELEVATION TABLE FOR SUPERELEVATION RATES

A/B/C/D - SEE SUPERELEVATION TABLE FOR DIMENSIONS

NOTE: USE SEEDING NURSE CROP IN AREAS OF SEEDING MIXTURE NO. 70.

2

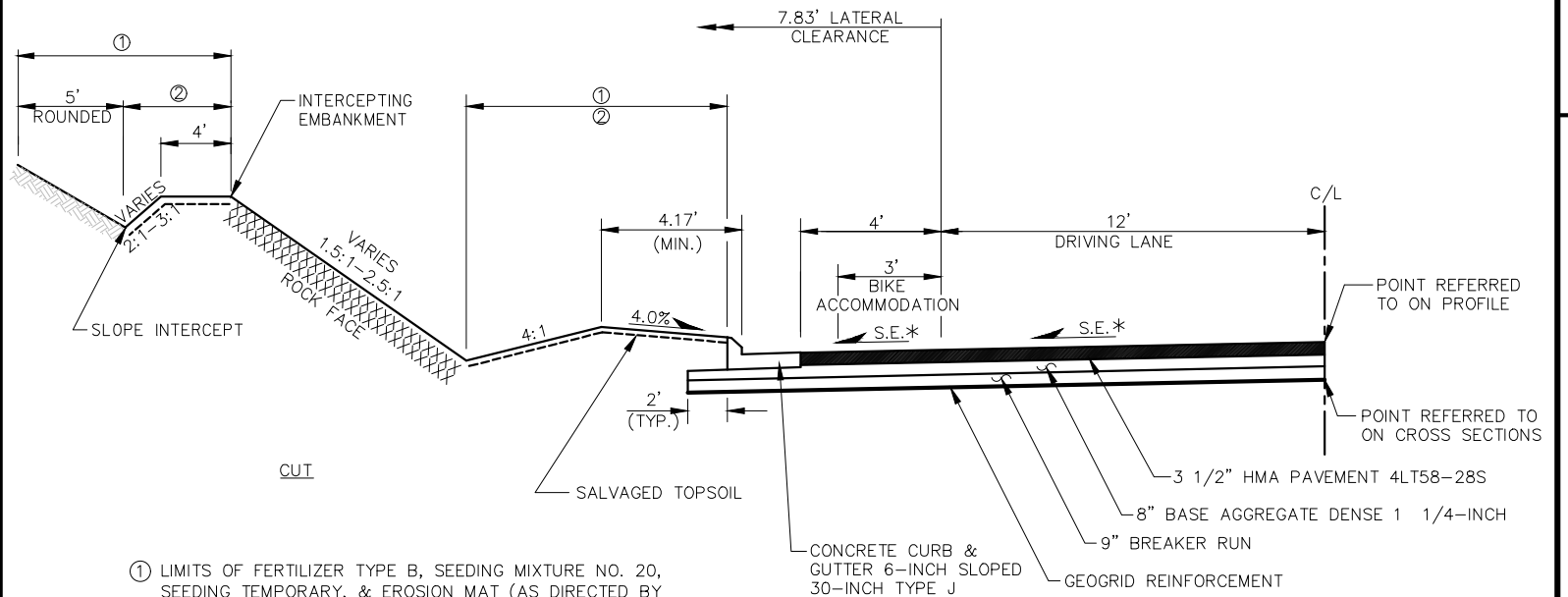


TYPICAL FINISHED HALF SECTION CURB & GUTTER DITCH PLACEMENT

*S.E.—SEE SUPERELEVATION TABLE FOR
SUPERELEVATION RATES

CTH N
STA. 55+25 — STA. 57+50, LT.

2



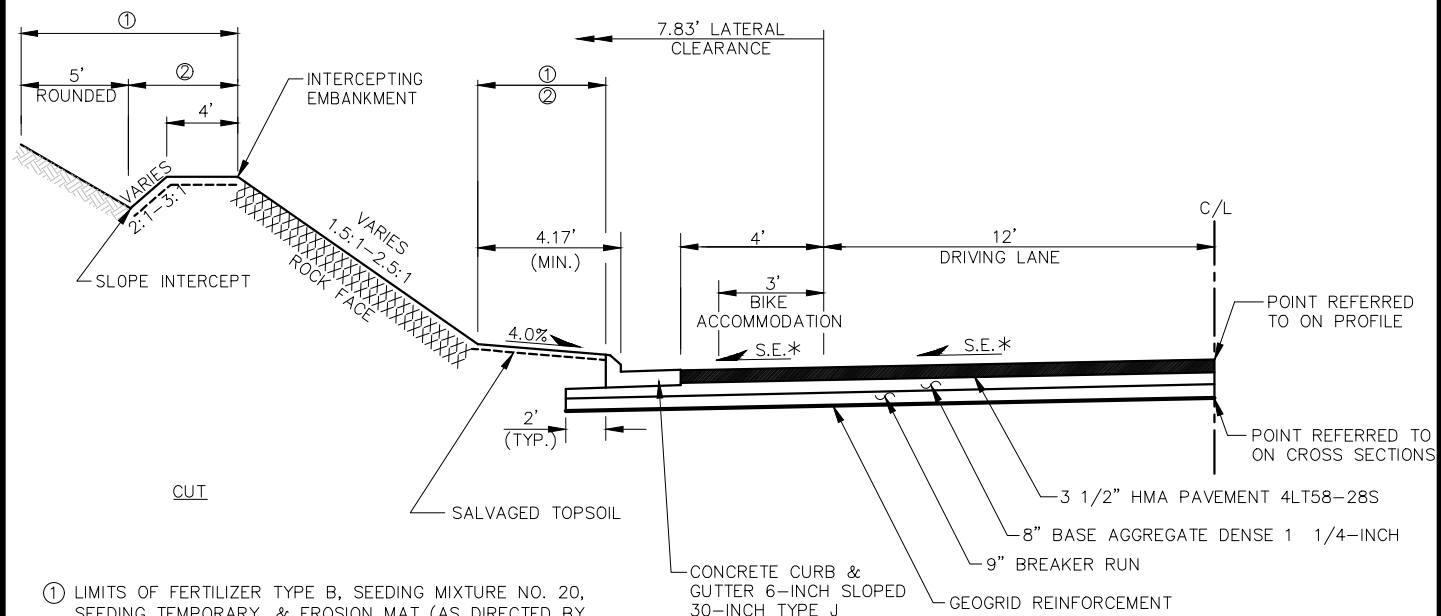
TYPICAL FINISHED HALF SECTION EMBANKMENT CUT/FILL

CTH N
STA. 57+50 — STA. 58+50, LT.

- ① LIMITS OF FERTILIZER TYPE B, SEEDING MIXTURE NO. 20, SEEDING TEMPORARY, & EROSION MAT (AS DIRECTED BY ENGINEER)
- ② LIMITS OF SALVAGED TOPSOIL (AS DIRECTED BY ENGINEER)

NOTE: STA. 57+00 — STA. 58+00, LT. ARTICULATED CONCRETE BLOCK TYPE C FLUME REQ'D (SEE CONSTRUCTION DETAILS FOR FURTHER INFORMATION)

*S.E.—SEE SUPERELEVATION TABLE FOR
SUPERELEVATION RATES

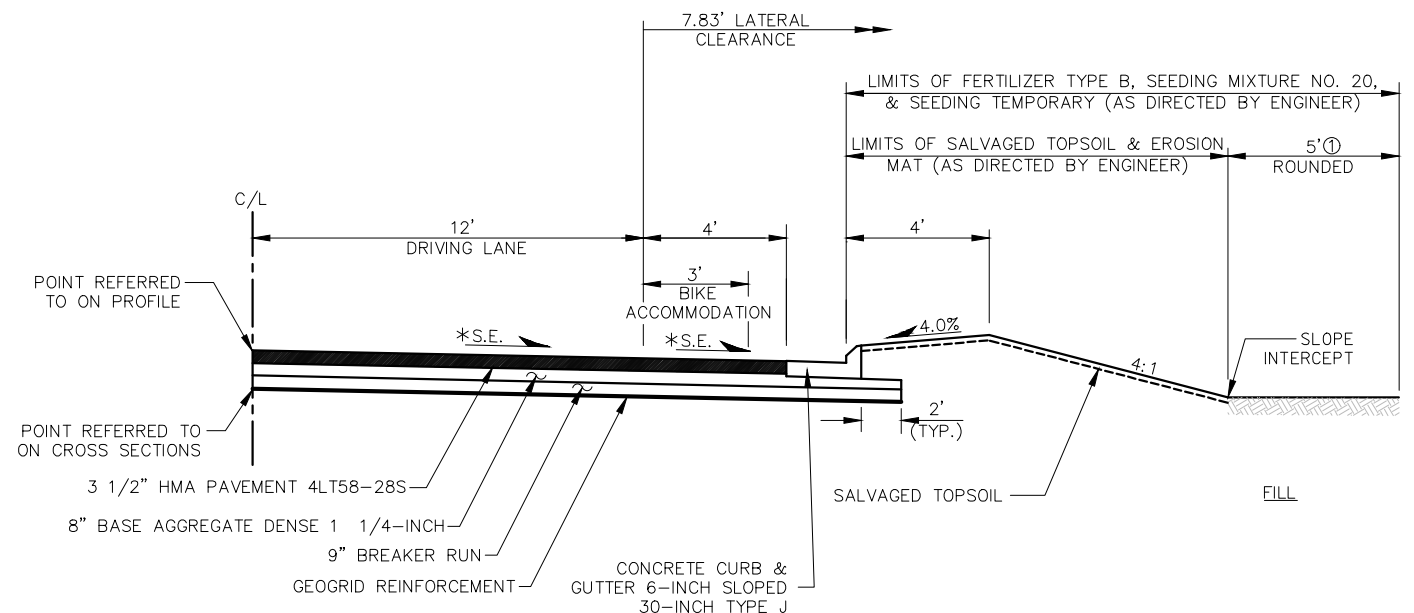


TYPICAL FINISHED HALF SECTION EMBANKMENT CUT/FILL

NOTE: STA. 57+00 — STA. 58+00, LT. ARTICULATED CONCRETE BLOCK TYPE C FLUME REQ'D (SEE CONSTRUCTION DETAILS FOR FURTHER INFORMATION)

*S.E.—SEE SUPERELEVATION TABLE FOR
SUPERELEVATION RATES

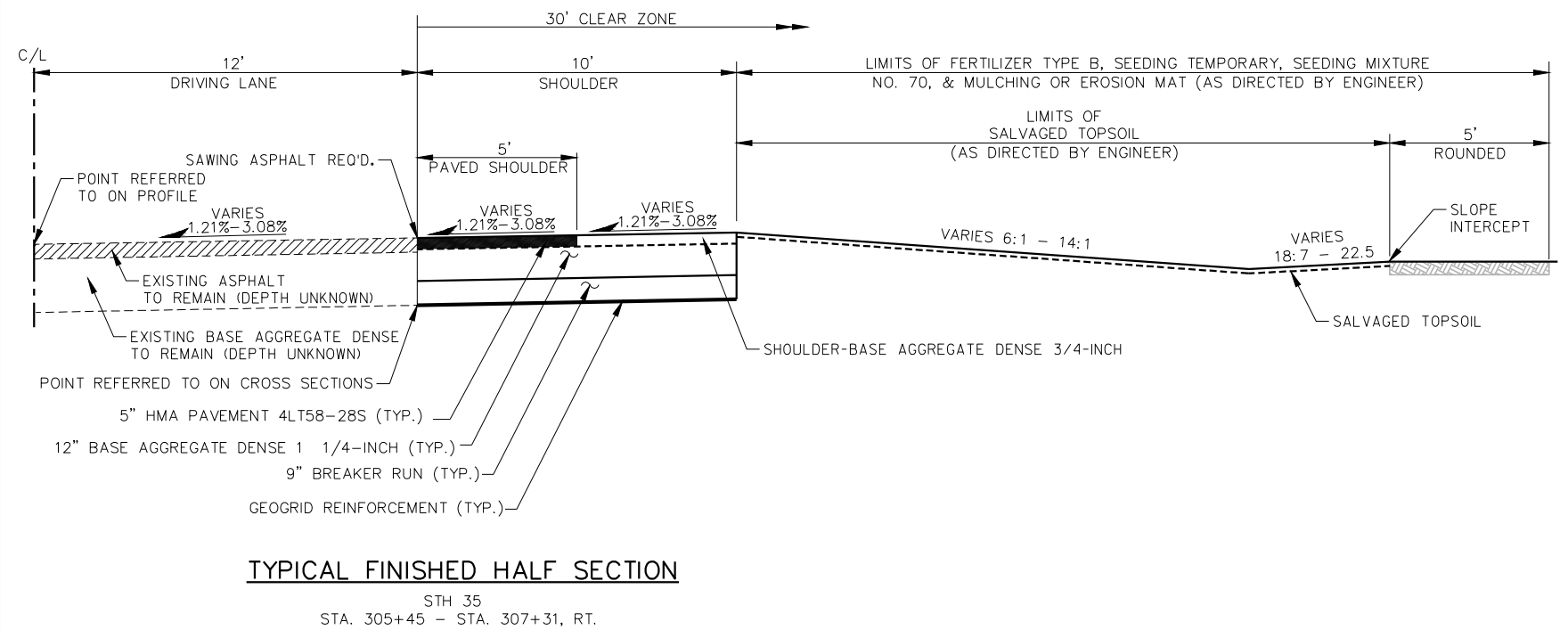
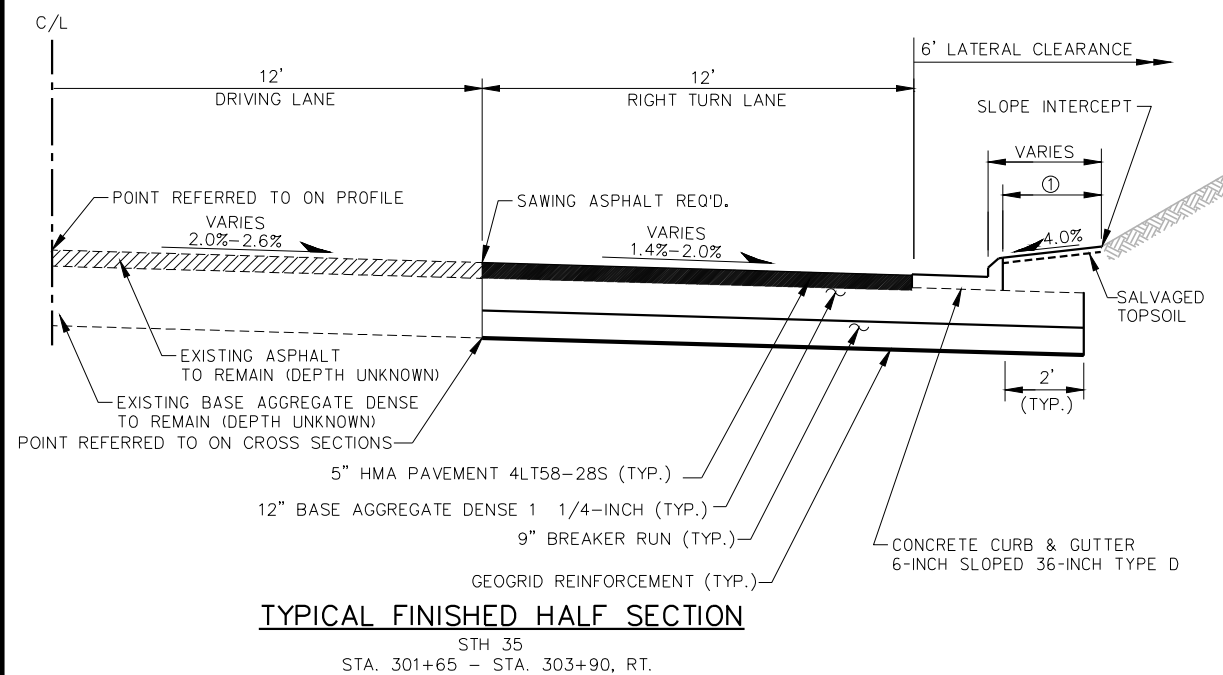
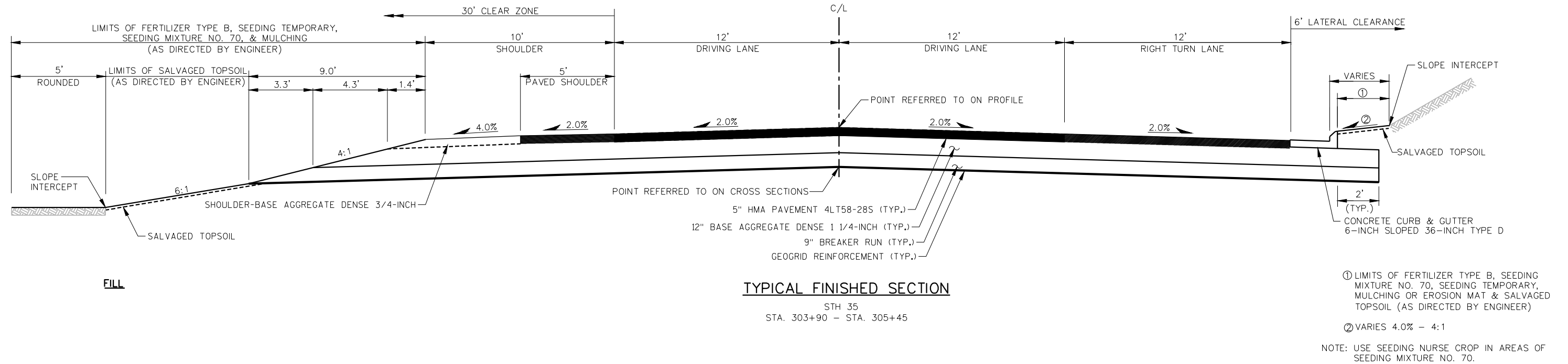
CTH N
STA. 58+50 — STA. 66+75, LT.

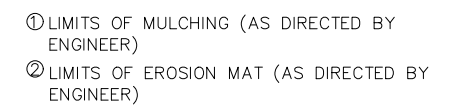
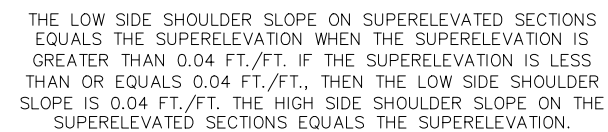


TYPICAL FINISHED HALF SECTION CURB & GUTTER PLACEMENT

CTH N
STA. 86+00 — STA. 88+50, RT.

- ① LIMITS OF MULCHING (AS DIRECTED BY ENGINEER)
- *S.E.—SEE SUPERELEVATION TABLE FOR
SUPERELEVATION RATES





SUPERELEVATION TABLE-CURVE 1
(MAINLINE)

STATION	LEFT	RIGHT
10+91.60	2.0	2.0
11+00	2.0	1.6
12+00	3.2	3.2
12+16.60	4.0	4.0
12+28.52	4.0	4.0
13+00	2.0	0.6
13+53.52	2.0	2.0

SUPERELEVATION TABLE-CURVE 5
(MAINLINE)

			"A"	"B"	"C"	"D"
STATION	LEFT	RIGHT	(FT.)	(FT.)	(FT.)	(FT.)
39+56.76	2.0	2.0	-	-	-	-
40+00	0.1	2.0	-	-	-	-
40+96.76	4.6	4.6	8.4	1.4	3.3	3.7
41+00	4.6	4.6	8.4	1.4	3.3	3.7
42+00	0.2	2.0	-	-	-	-
42+36.76	2.0	2.0	-	-	-	-

SUPERELEVATION TABLE-CURVE 9
(MAINLINE)

			"A"	"B"	"C"	"D"
STATION	LEFT	RIGHT	(FT.)	(FT.)	(FT.)	(FT.)
63+50.19	0.0	0.0	-	-	-	-
64+00	2.4	2.4	7.6	1.3	3.0	3.3
64+74.19	6.0	6.0	5.1	0.9	2.0	2.2
65+00	6.0	6.0	5.1	0.9	2.0	2.2
65+04.38	6.0	6.0	5.1	0.9	2.0	2.2
66+00	1.3	2.0	-	-	-	-
66+69.38	2.0	2.0	-	-	-	-

SUPERELEVATION TABLE-CURVE 14
(DEMANES LANE)

STATION	LEFT	RIGHT
100+00	MATCH EXISTING	MATCH EXISTING
100+82.50	2.0	2.0
101+00	1.2	2.0
101+65	2.0	2.0

SUPERELEVATION TABLE-CURVE 17
(OLD CTH N - WEST)

NORMAL CROWN (N.C.) REQ'D - SEE CROSS SECTIONS
FOR FURTHER INFORMATION

SUPERELEVATION TABLE-CURVE 2
(MAINLINE)

			"A"	"B"	"C"	"D"
STATION	LEFT	RIGHT	(FT.)	(FT.)	(FT.)	(FT.)
15+04.53	2.0	2.0	-	-	-	-
16+00	2.6	2.6	7.5	1.4	3.2	2.9
16+29.53	4.0	4.0	8.2	1.4	3.2	3.6
17+00	4.0	4.0	8.2	1.4	3.2	3.6
17+31.48	4.0	4.0	8.2	1.4	3.2	3.6
18+00	0.7	2.0	-	-	-	-
18+56.48	2.0	2.0	-	-	-	-

SUPERELEVATION TABLE-CURVE 6
(MAINLINE)

			"A"	"B"	"C"	"D"
STATION	LEFT	RIGHT	(FT.)	(FT.)	(FT.)	(FT.)
47+26.58	2.0	2.0	-	-	-	-
48+00	1.6	2.0	-	-	-	-
48+35.58	3.3	3.3	7.9	1.4	3.2	3.3
49+00	3.3	3.3	7.9	1.4	3.2	3.3
49+94.16	3.3	3.3	7.9	1.4	3.2	3.3
50+00	3.0	3.0	7.7	1.3	3.0	3.4
51+00	1.85	2.0	-	-	-	-
51+03.16	2.0	2.0	-	-	-	-

SUPERELEVATION TABLE-CURVE 10
(MAINLINE)

			"A"	"B"	"C"	"D"
STATION	LEFT	RIGHT	(FT.)	(FT.)	(FT.)	(FT.)
69+27.47	2.0	2.0	-	-	-	-
70+00	1.5	2.0	-	-	-	-
71+00	4.8	4.8	4.8	0.8	1.9	2.1
72+00	4.8	4.8	4.8	0.8	1.9	2.1
73+00	4.8	4.8	4.8	0.8	1.9	2.1
74+00	4.8	4.8	8.4	1.4	3.3	3.7
74+08.00	4.8	4.8	8.4	1.4	3.3	3.7
75+00	0.4	2.0	-	-	-	-
75+48.47	2.0	4.8	-	-	-	-

SUPERELEVATION TABLE-CURVE 15
(DEMANES LANE)

			"A"	"B"	"C"	"D"
STATION	LEFT	RIGHT	(FT.)	(FT.)	(FT.)	(FT.)
101+87.41	2.0	2.0	-	-	-	-
102+00	2.0	1.3	-	-	-	-
103+00	4.2	4.2	8.2	1.4	3.2	3.6
103+32.41	6.0	6.0	8.9	1.5	3.5	3.9
104+00	6.0	6.0	8.9	1.5	3.5	3.9
105+00	6.0	6.0	8.9	1.5	3.5	3.9
105+39.14	6.0	6.0	-	-	-	-

SUPERELEVATION TABLE-CURVE 18
(OLD CTH N - WEST)

NORMAL CROWN (N.C.) REQ'D - SEE CROSS SECTIONS
FOR FURTHER INFORMATION

SUPERELEVATION TABLE-CURVE 3
(MAINLINE)

			"A"	"B"	"C"	"D"
STATION	LEFT	RIGHT	(FT.)	(FT.)	(FT.)	(FT.)
20+90.73	2.0	2.0	-	-	-	-
21+00	1.6	2.0	-	-	-	-
22+00	3.3	3.3	7.9	1.4	3.2	3.3
22+30.73	4.8	4.8	8.4	1.4	3.3	3.7
23+00	4.8	4.8	8.4	1.4	3.3	3.7
24+00	4.8	4.8	8.4	1.4	3.3	3.7
25+00	4.8	4.8	8.4	1.4	3.3	3.7
26+00	4.8	4.8	8.4	1.4	3.3	3.7
27+00	4.8	4.8	8.4	1.4	3.3	3.7
27+69.58	4.8	4.8	8.4	1.4	3.3	3.7
28+00	3.3	3.3	7.9	1.4	3.2	3.3
28+68.58	0.0	0.0	-	-	-	-

SUPERELEVATION TABLE-CURVE 7
(MAINLINE)

			"A"	"B"	"C"	"D"
STATION	LEFT	RIGHT	(FT.)	(FT.)	(FT.)	(FT.)
54+96.27	2.0	2.0	-	-	-	-
55+00	1.8	2.0	-	-	-	-
56+00	3.0	3.0	4.6	0.8	1.8	2.0
56+61.27	6.0	6.0	5.1	0.9	2.0	2.2
57+00	4.1	4.1	4.8	0.8	1.9	2.1
57+85.27	0.0	0.0	-	-	-	-

SUPERELEVATION TABLE-CURVE 11
(MAINLINE)

			"A"	"B"	"C"	"D"
STATION	LEFT	RIGHT	(FT.)	(FT.)	(FT.)	(FT.)
83+75.60	2.0	2.0	-	-	-	-
84+00	0.8	2.0	-	-	-	-
85+00	4.0	4.0	8.2	1.4	3.2	3.6
85+15.60	4.8	4.8	8.4	1.4	3.3	3.7
86+00	4.8	4.8	-	-	-	-
87+00	4.8	4.8	-	-	-	-
87+28.08	4.8	4.8	-	-	-	-
88+00	1.3	2.0	-	-	-	-
88+68.08	2.0	2.0	-	-	-	-

SUPERELEVATION TABLE-CURVE 16
(SLAMA LANE)

			"A"	"B"	"C"	"D"
STATION	LEFT	RIGHT	(FT.)	(FT.)	(FT.)	(FT.)
200+17	6.0	6.0	-	-	-	-
201+00	6.0	6.0	8.9	1.5	3.5	3.9
202+00	6.0	6.0	8.9	1.5	3.5	3.9
202+66.76	6.0	6.0	8.9	1.5	3.5	3.9
203+00	4.2	4.2	8.2	1.4	3.2	3.6
204+00	2.0	1.4	-	-	-	-
204+11.76	2.0	2.0	-	-	-	-
205+00	MATCH EXISTING	MATCH EXISTING	-	-	-	-

SUPERELEVATION TABLE-CURVE 19
(OLD CTH N - EAST)

NORMAL CROWN (N.C.) REQ'D - SEE CROSS SECTIONS
FOR FURTHER INFORMATION

SUPERELEVATION TABLE-CURVE 4
(MAINLINE)

STATION	LEFT	RIGHT
28+68.58	0.0	0.0
29+00	1.5	1.5
29+92.58	2.0	0.2
30+00	6.0	6.0
31+00	6.0	6.0
32+00	6.0	6.0
32+08.38	6.0	6.0
33+00	2.0	1.6
33+73.38	2.0	2.0

SUPERELEVATION TABLE-CURVE 8
(MAINLINE)

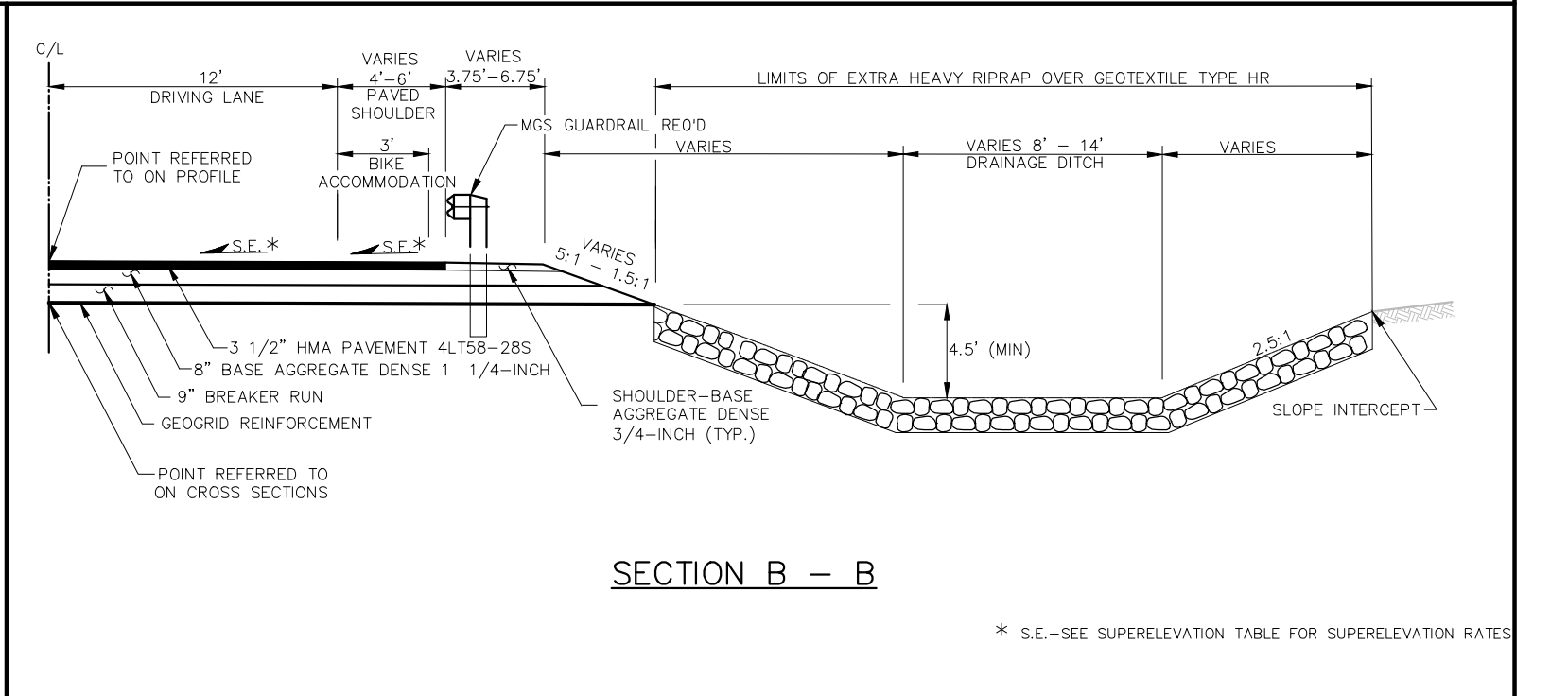
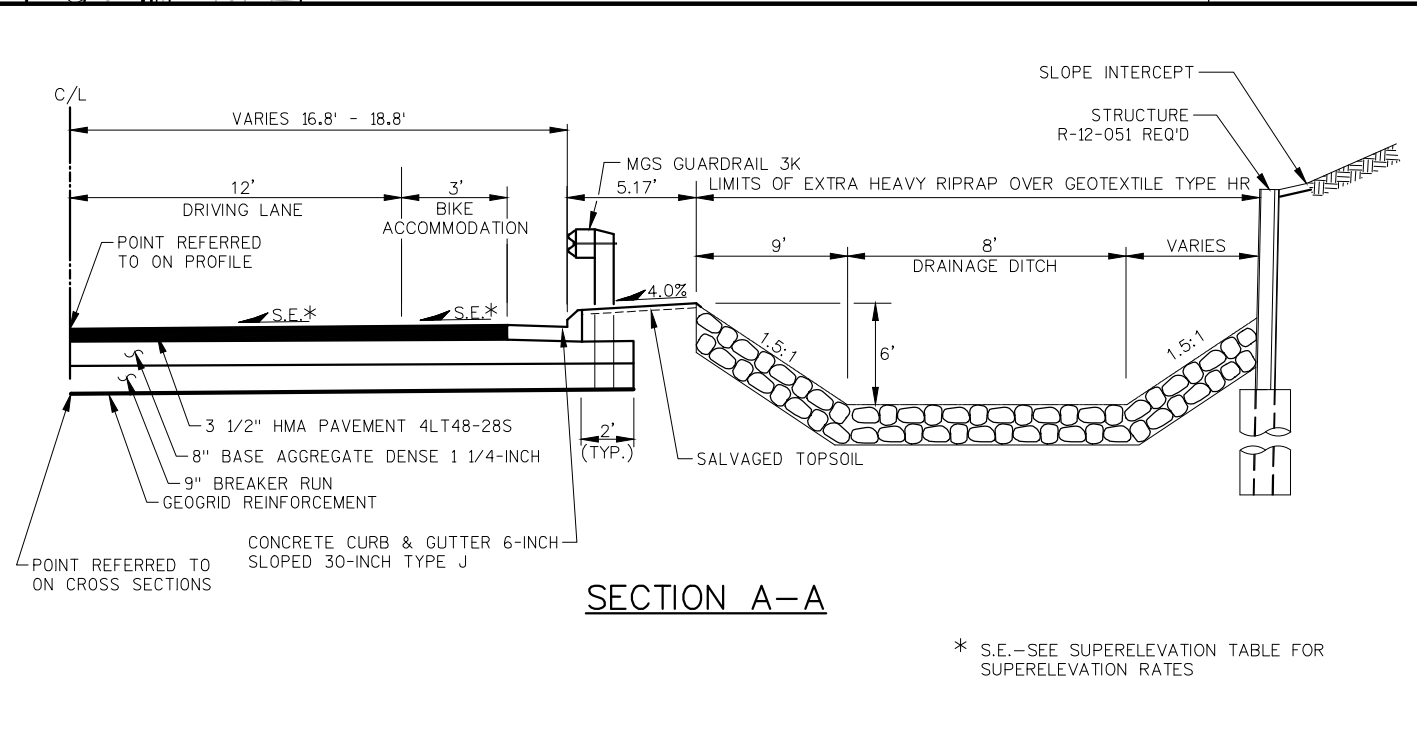
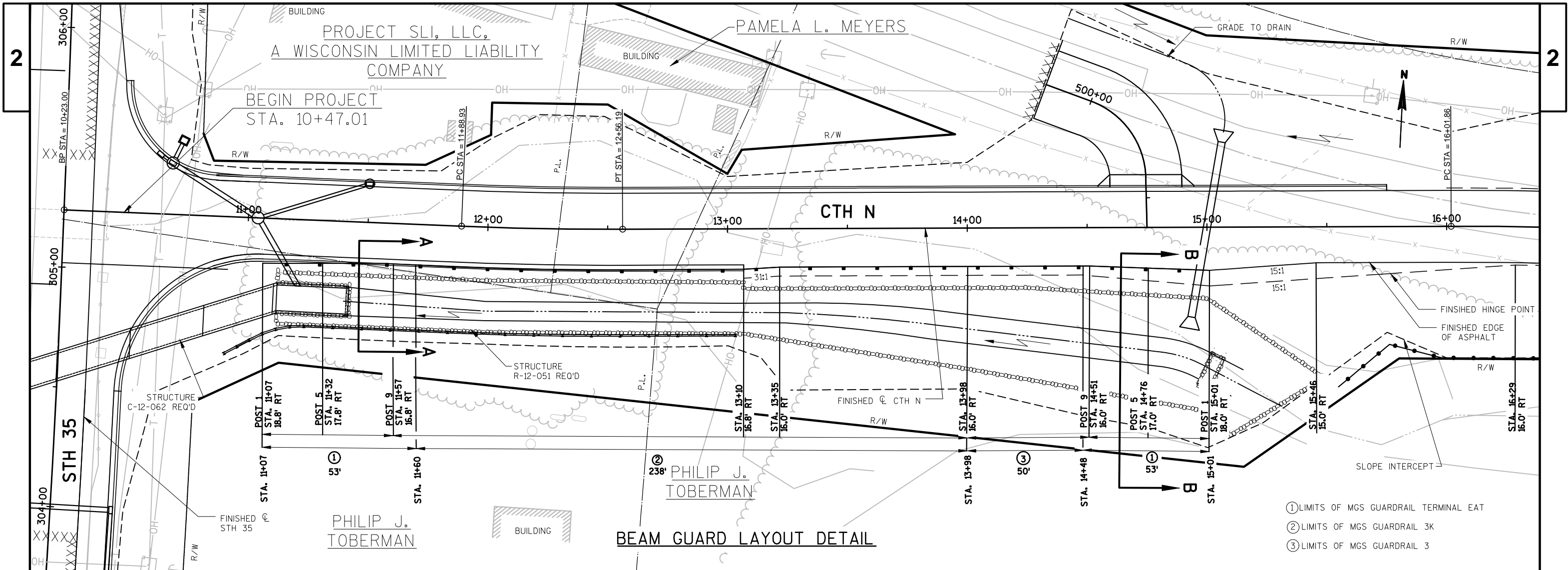
STATION	LEFT	RIGHT
57+85.27	0.0	0.0
58+00	0.7	0.7
59+00	5.6	5.6
59+09.27	6.0	6.0
60+00	6.0	6.0
61+00	6.0	6.0
62+00	6.0	6.0
62+26.19	6.0	6.0
63+00	2.4	2.4
63+50.19	0.0	0.0

SUPERELEVATION TABLE-CURVE 12
(STH 35)

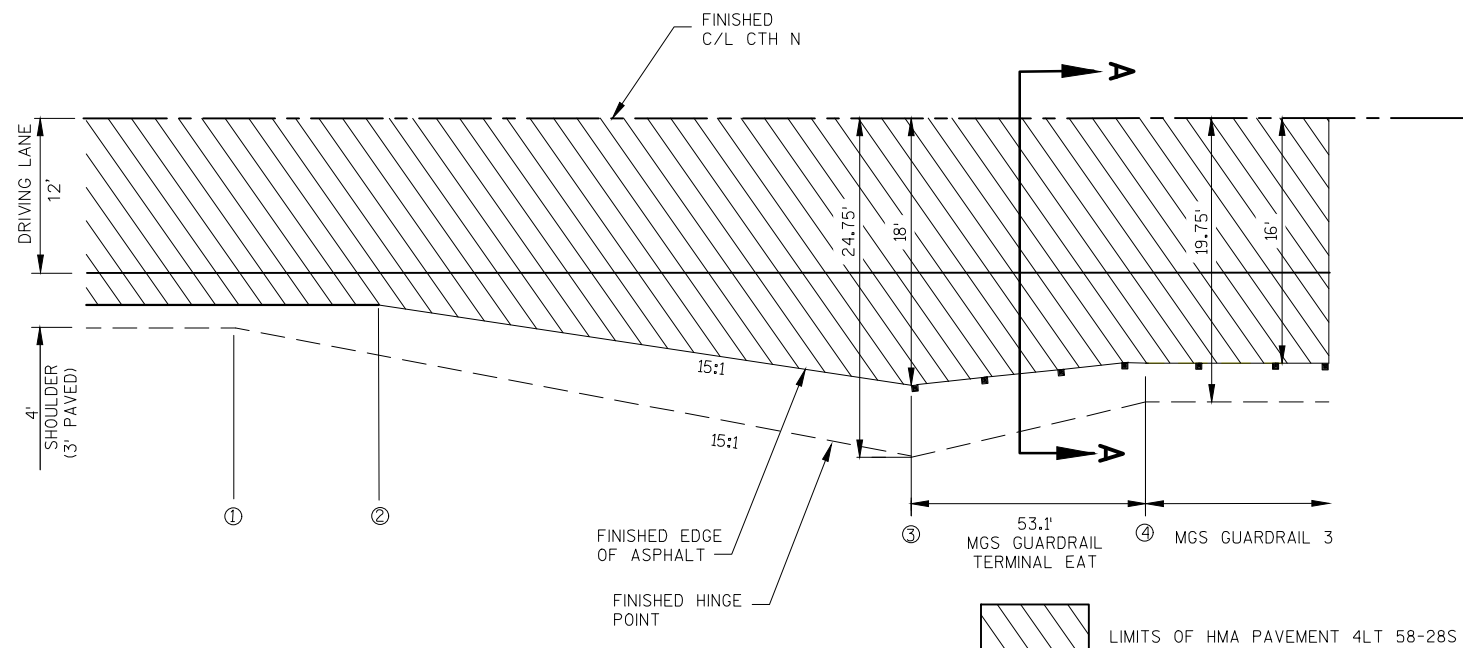
NORMAL CROWN (N.C.) REQ'D - SEE CROSS SECTIONS
FOR FURTHER INFORMATION

SUPERELEVATION TABLE-CURVE 13
(STH 35)

MATCH EXISTING - SEE CROSS SECTIONS FOR FURTHER
INFORMATION

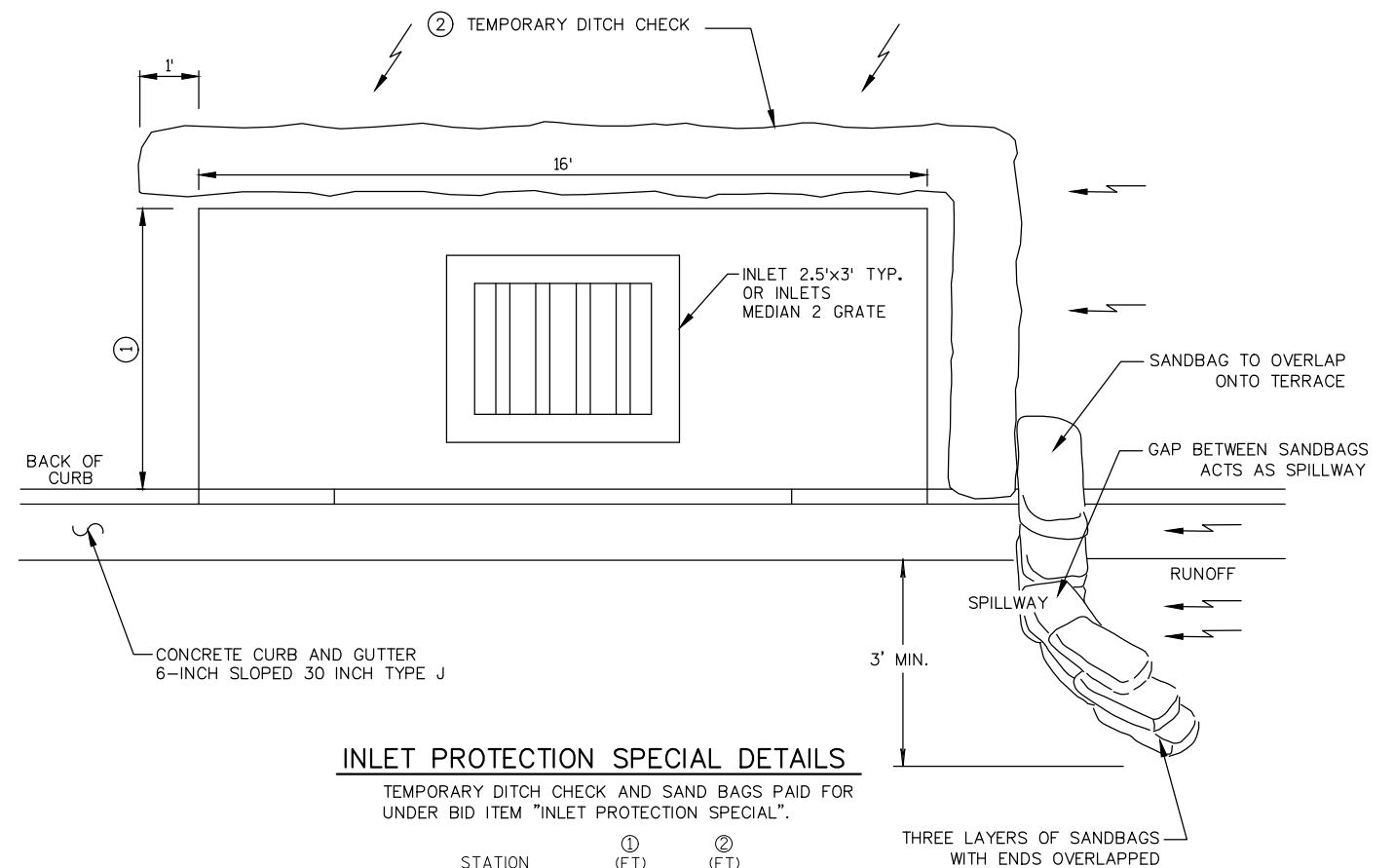
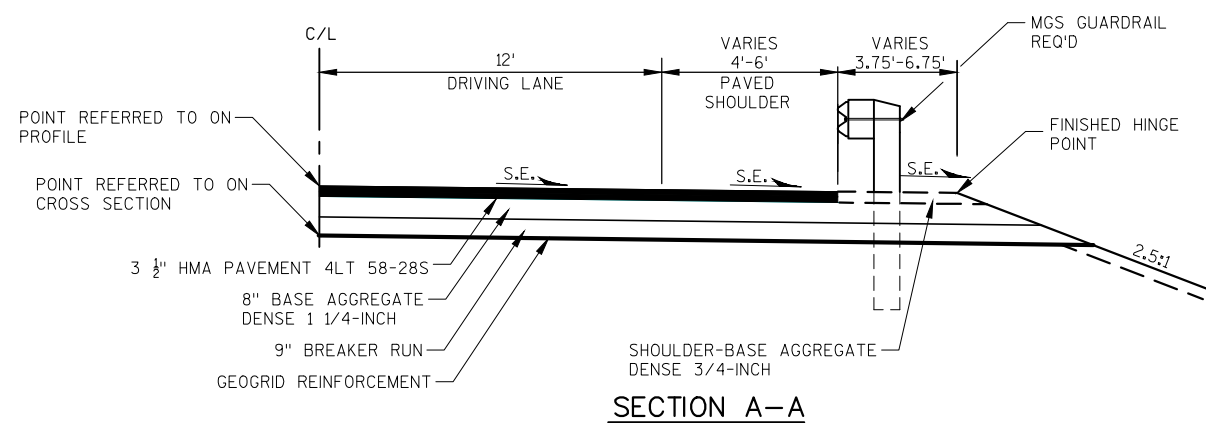


PROJECT NO:5496-00-74	HWY:CTH N	COUNTY:CRAWFORD	CONSTRUCTION DETAILS (BEAM GUARD LAYOUT)	SHEET	E
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**BEAMGUARD LAYOUT DETAIL**

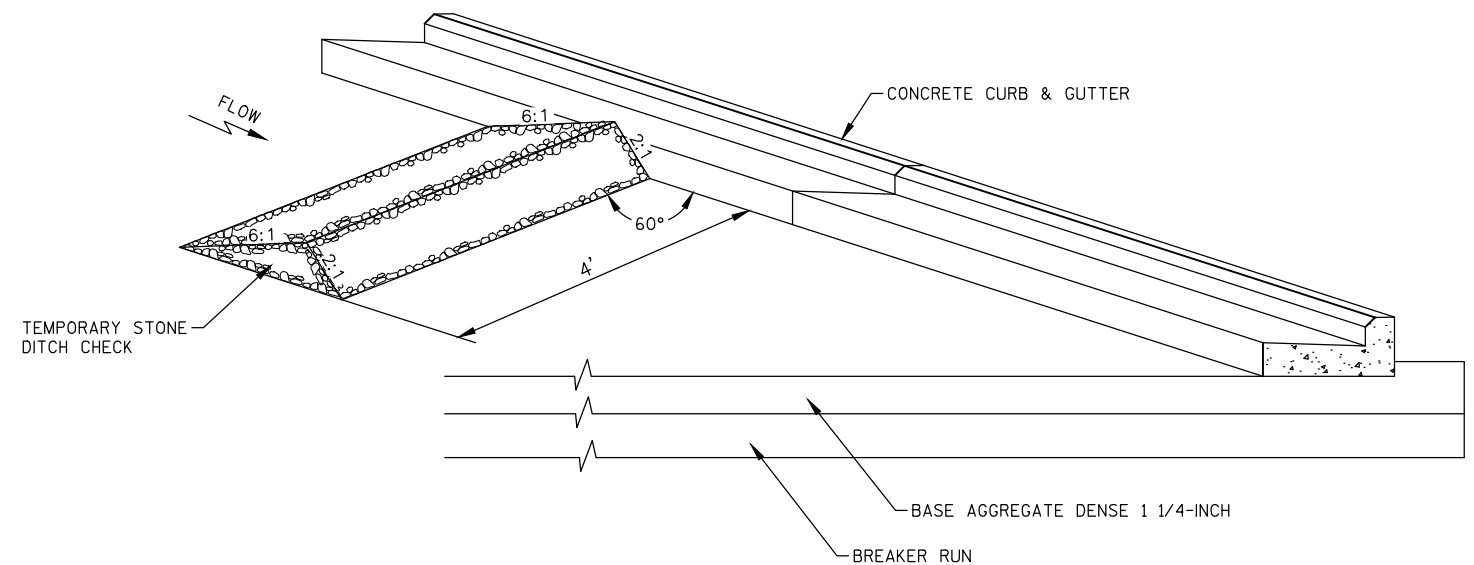
BEAMGUARD LAYOUT TABLE

LOCATION	STATION			
	①	②	③	④
MAINLINE, RT.	27+22	27+76	28+50	29+03
MAINLINE, RT.	38+83	38+00	37+56	37+03
MAINLINE, RT.	51+73	52+55	53+00	53+53
MAINLINE, RT.	74+23	73+80	73+06	72+53

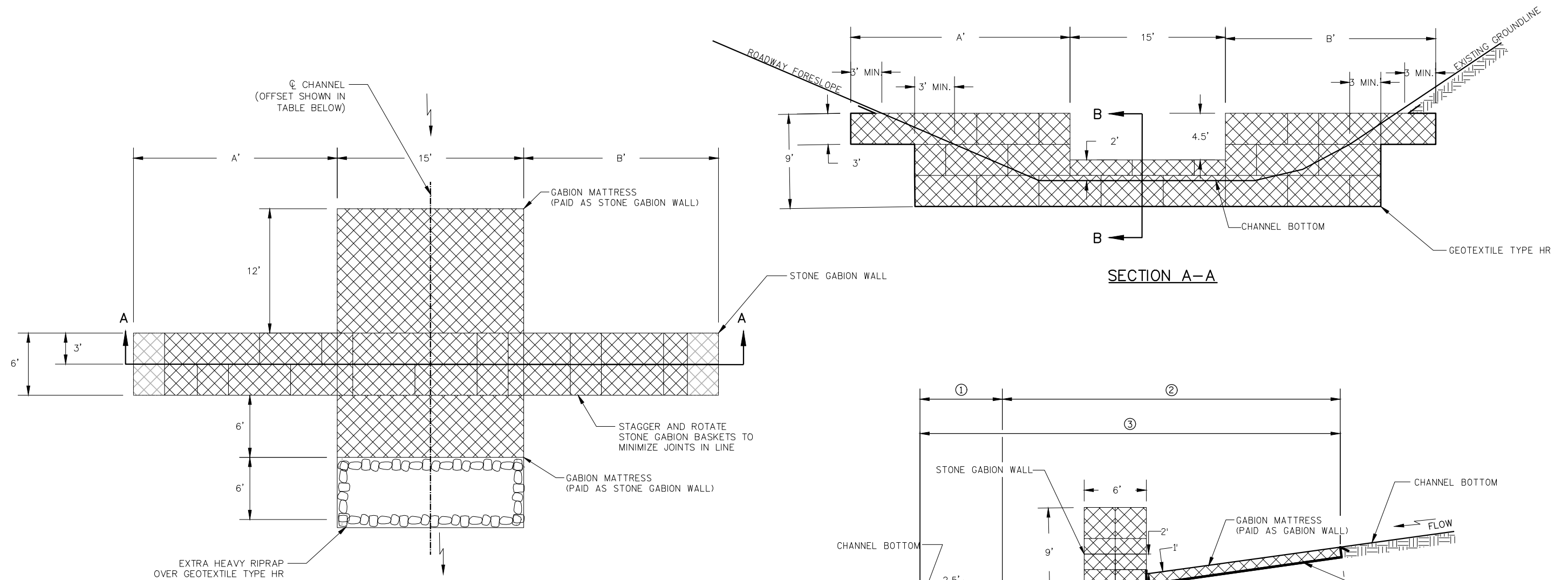
**INLET PROTECTION SPECIAL DETAILS**

TEMPORARY DITCH CHECK AND SAND BAGS PAID FOR UNDER BID ITEM "INLET PROTECTION SPECIAL".

STATION	① (FT)	② (FT)
	① (FT)	② (FT)
34+75	9	27
42+00	9	27
43+50	9	27
49+01	15	33
63+00	9	27
66+65	9	27

**TEMPORARY STONE DITCH CHECKS**

(SEE MISCELLANEOUS QUANTITIES SHEET FOR LOCATION)



PLAN VIEW OF GABION WEIR

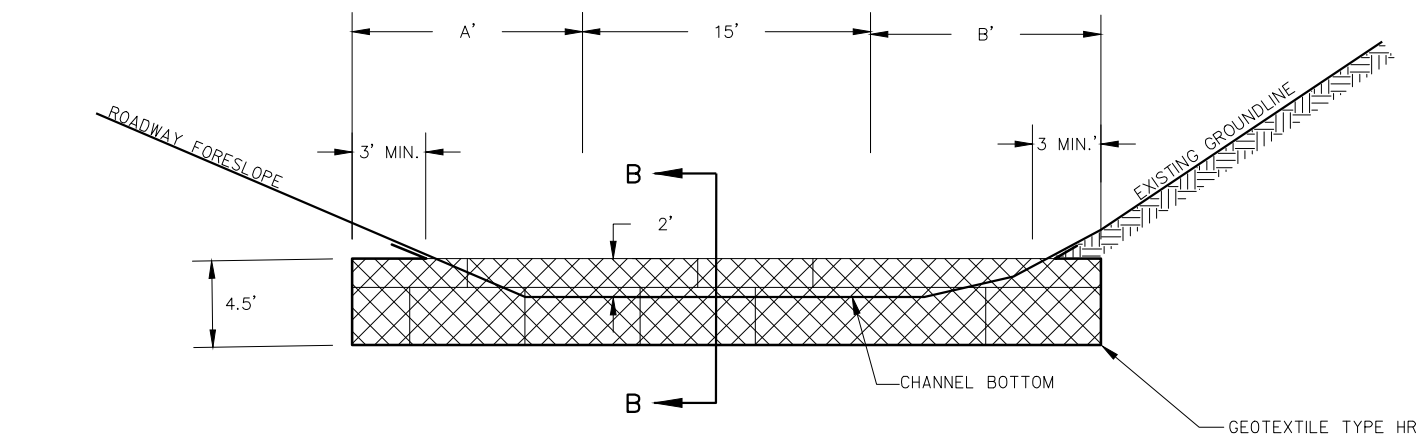
STA. 19+00, RT - 0° SKEW
 STA. 25+13, RT - 8° LHF SKEW
 STA. 53+89, RT - 10° RHF SKEW

STA.	A (ft)	B (ft)
19+00	26'	37'
25+13	36'	17'
53+89	10'	15'

GABION WEIR

SECTION B-B

- ① LIMITS OF EXTRA HEAVY RIPRAP
- ② LIMITS OF STONE GABION WALL
- ③ LIMITS OF GEOTEXTILE TYPE HR



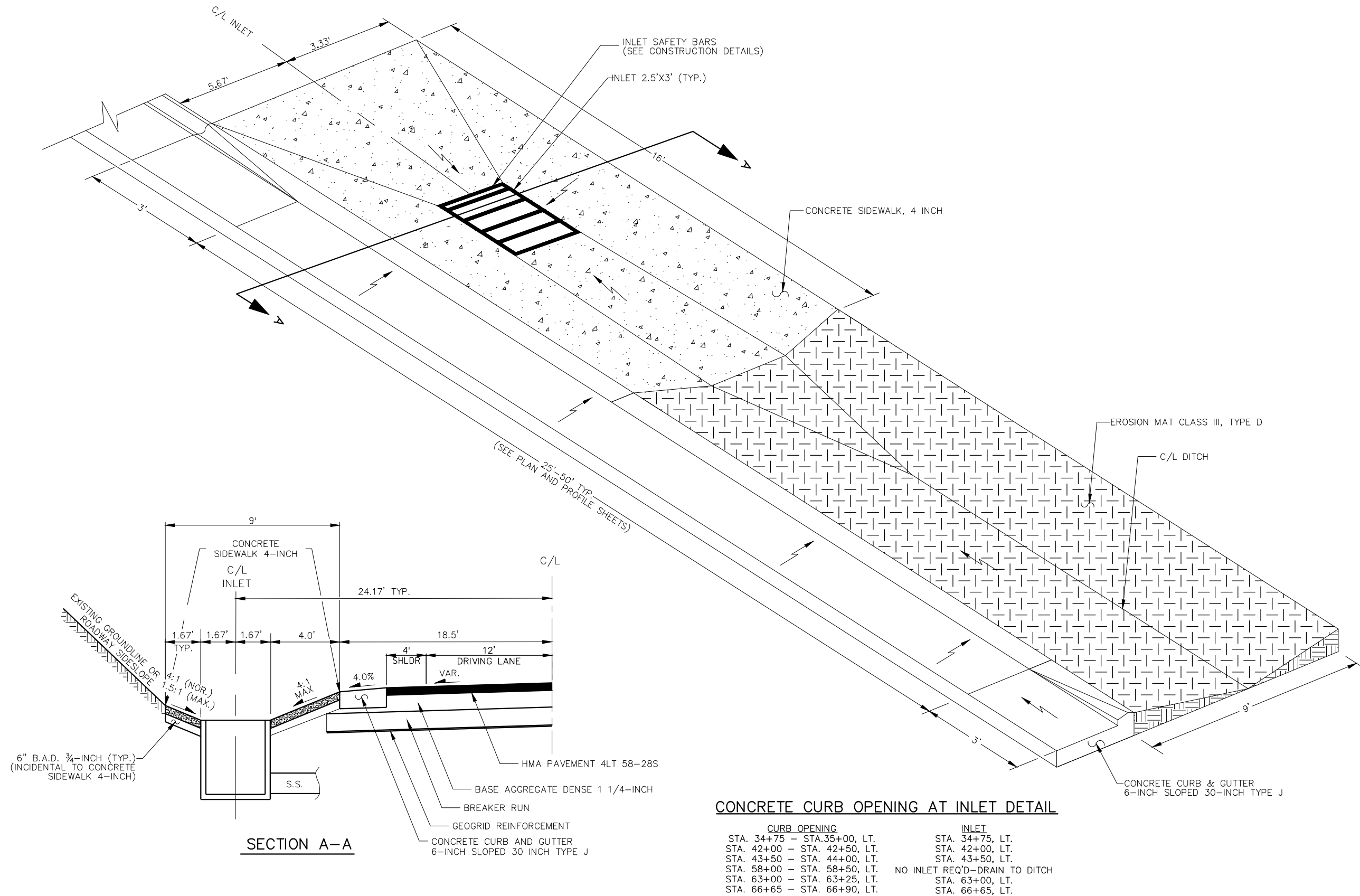
The diagram shows a cross-section of a gabion structure. It includes a stone gabion wall, a gabion mattress (paid as stone gabion wall), and a geotextile type HR. The structure is built on a channel bottom. Dimensions are provided for various sections: 1' (width of the stone gabion wall), 2' (height of the stone gabion wall), 4.5' (height of the gabion mattress), 6' (width of the gabion mattress), 12' (width of the geotextile type HR), and 2.5' (width of the channel bottom). The flow direction is indicated by an arrow pointing right.

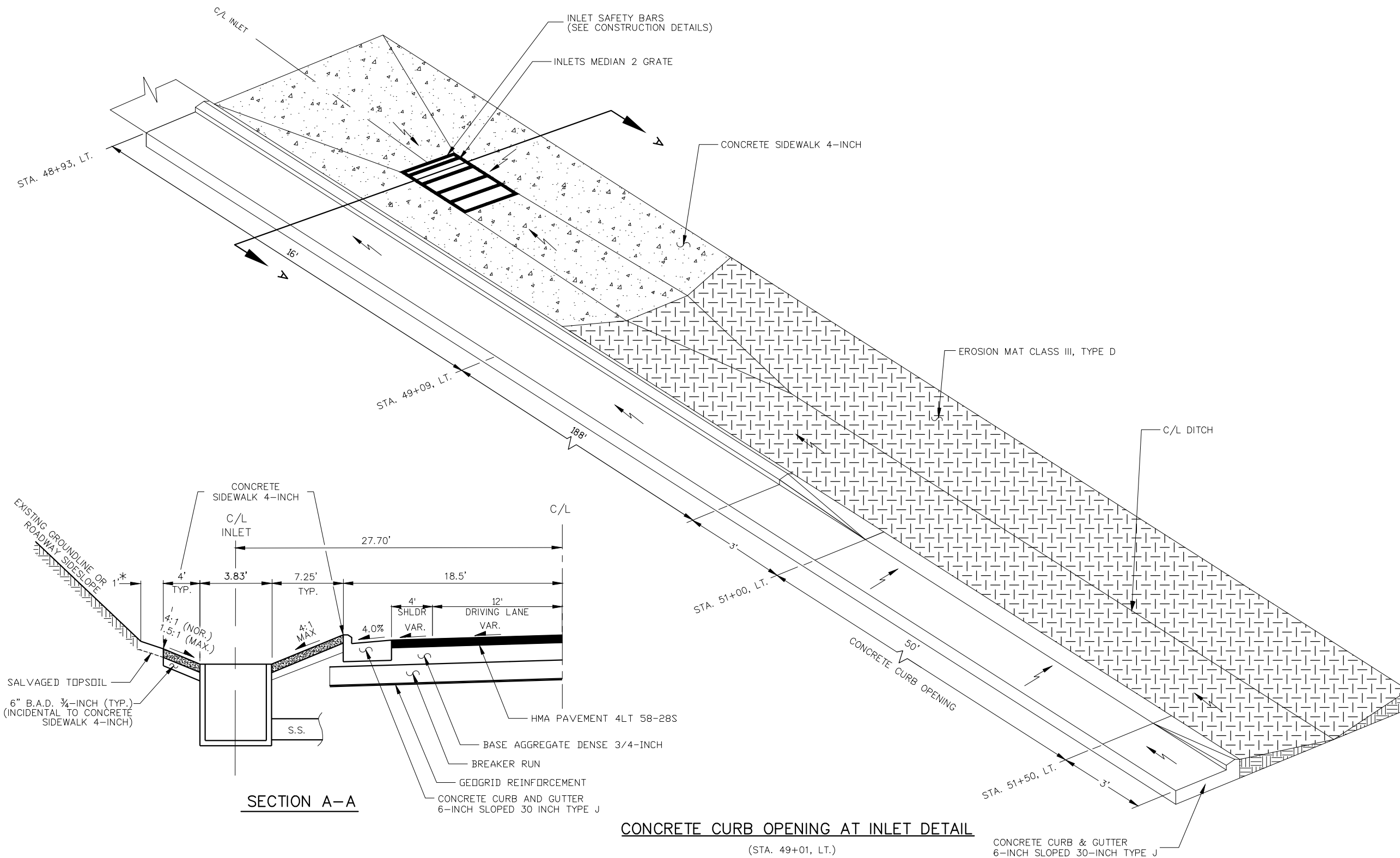
STA. 15+43, RT - 25° LHF SKEW
STA. 36+07, RT - 11° LHF SKEW
STA. 41+00, RT - 0° SKEW
STA. 62+50, RT - 0° SKEW

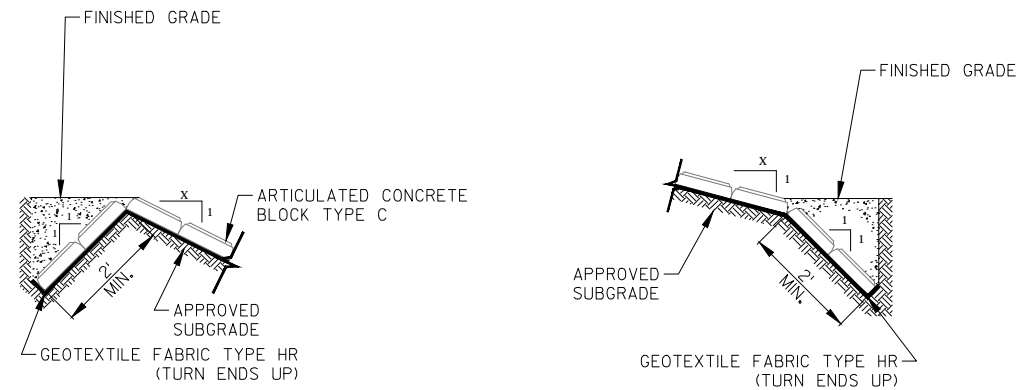
STA.	A (ft)	B (ft)
15+43	17'	6'
36+07	2'	0'
41+00	7'	3'
62+50	1'	0'

GABION CHECK

- ① LIMITS OF EXTRA HEAVY RIPRAP
- ② LIMITS OF STONE GABION WALL
- ③ LIMITS OF GEOTEXTILE TYPE HR





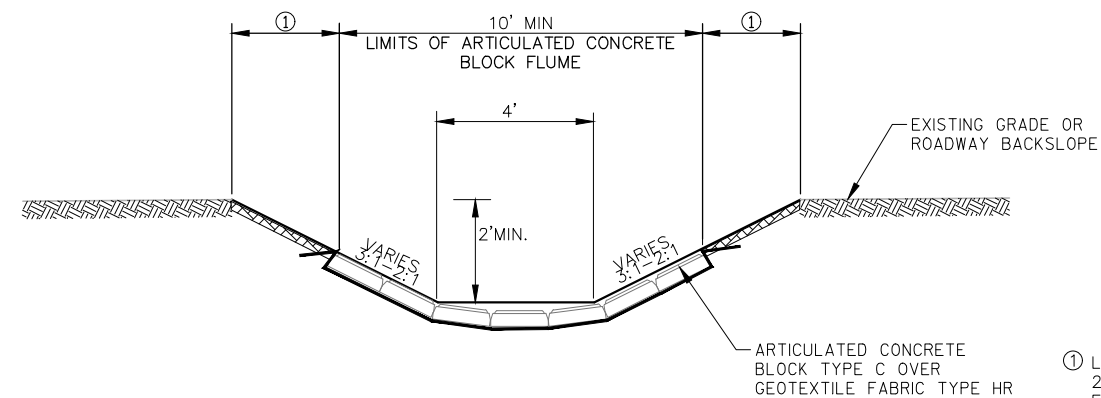


TOP OF SLOPE KEY DETAIL

NOT TO SCALE

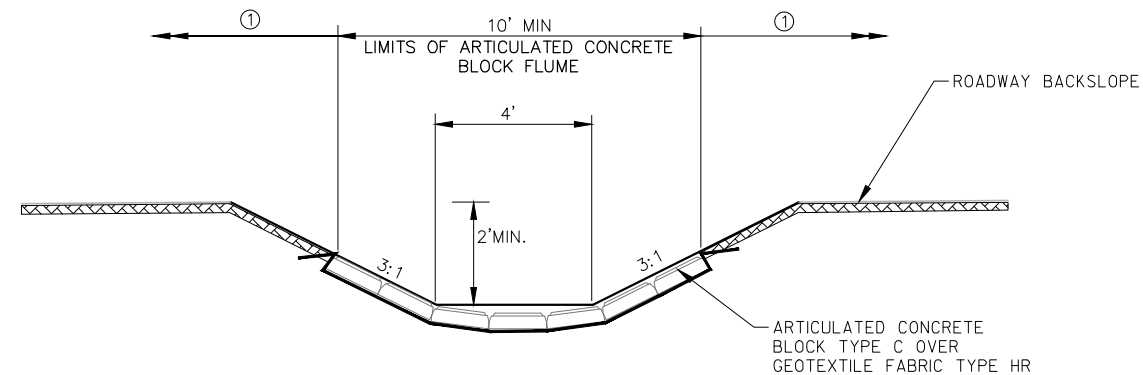
TOE OF SLOPE KEY DETAIL

NOT TO SCALE

SECTION A-A
TYPICAL SECTION OF ARTICULATED CONCRETE BLOCK FLUME

(STA. 56+95 - STA. 57+96, LT.)

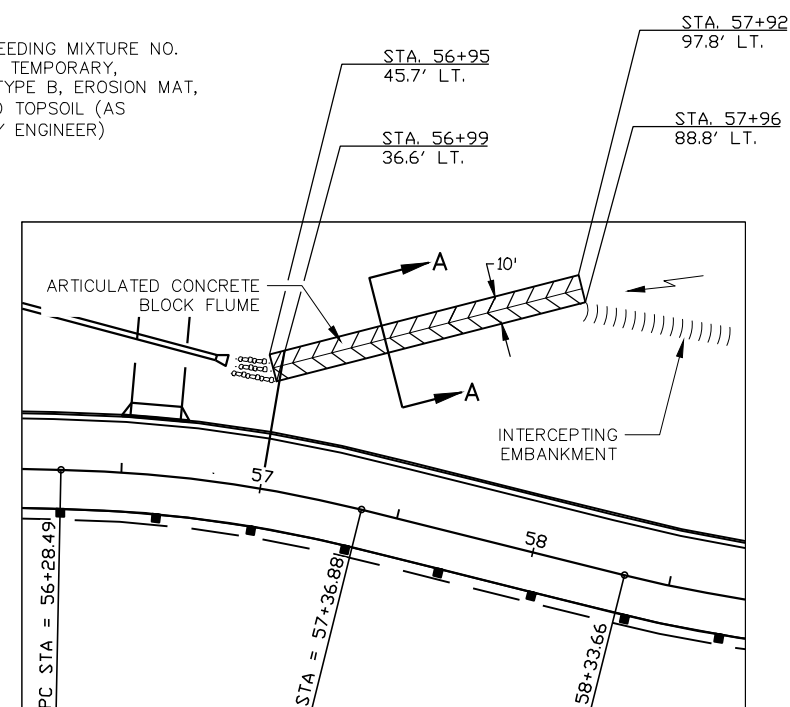
NOT TO SCALE

SECTION B-B
TYPICAL SECTION OF ARTICULATED CONCRETE BLOCK FLUME

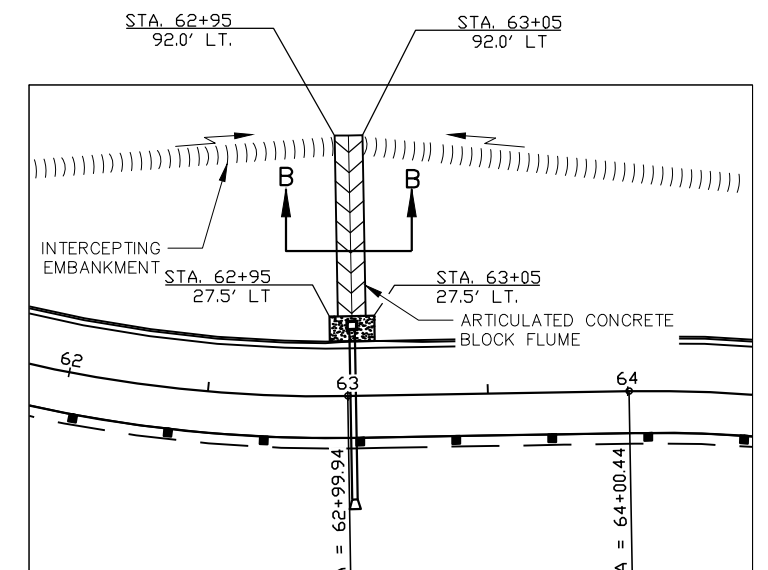
(STA. 62+95 - STA. 63+05, LT.)

NOT TO SCALE

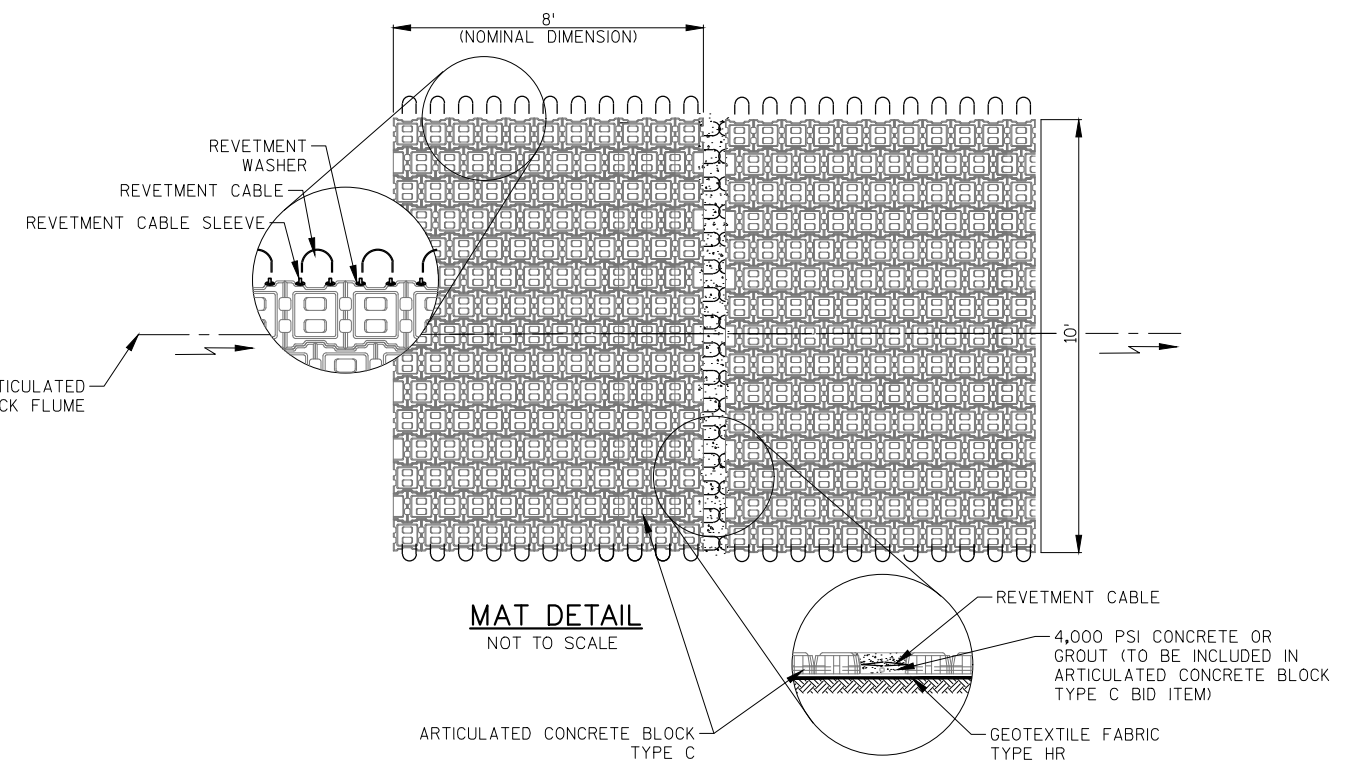
① LIMITS OF SEEDING MIXTURE NO. 20, SEEDING TEMPORARY, FERTILIZER TYPE B, EROSION MAT, & SALVAGED TOPSOIL (AS DIRECTED BY ENGINEER)

PLAN VIEW OF ARTICULATED CONCRETE
BLOCK FLUME

(STA. 56+95 - STA. 57+96, LT.)

PLAN VIEW OF ARTICULATED CONCRETE
BLOCK FLUME

(STA. 62+95 - STA. 63+05, LT.)

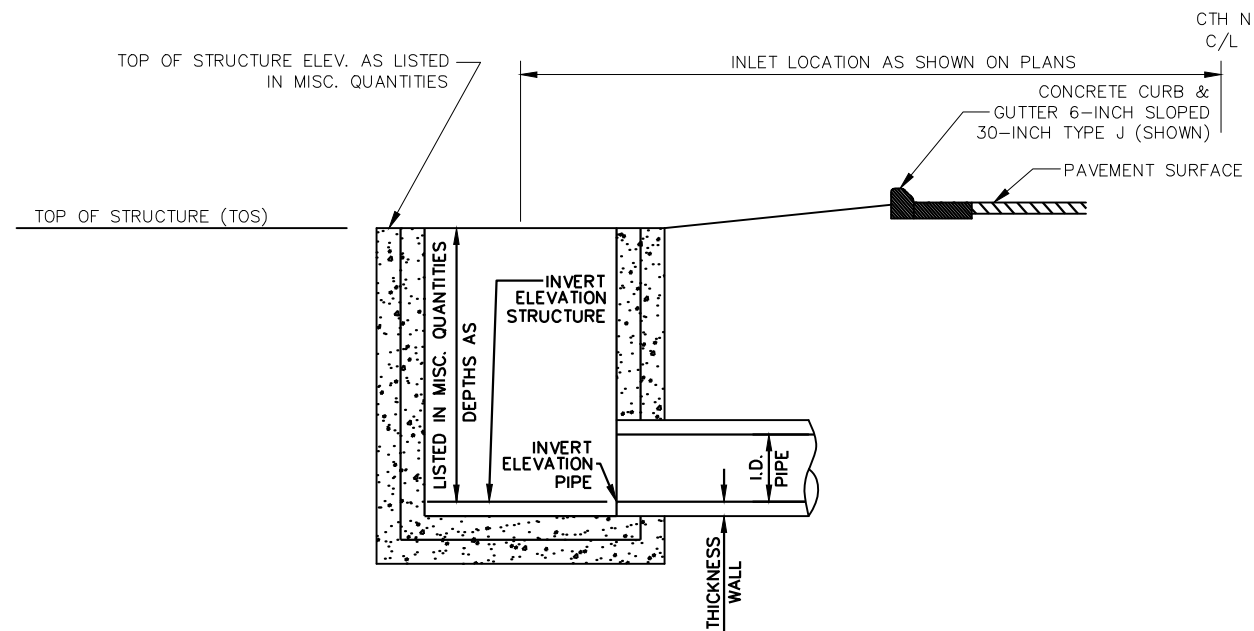


MAT DETAIL

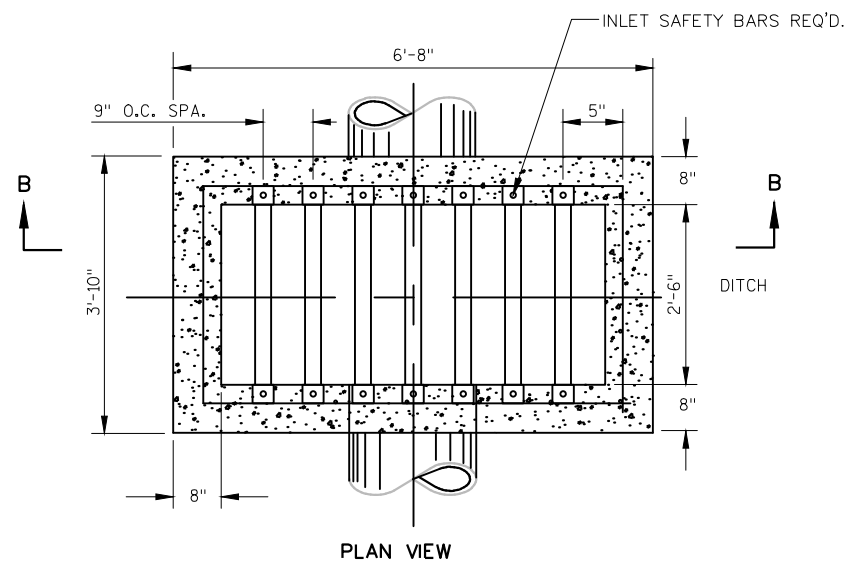
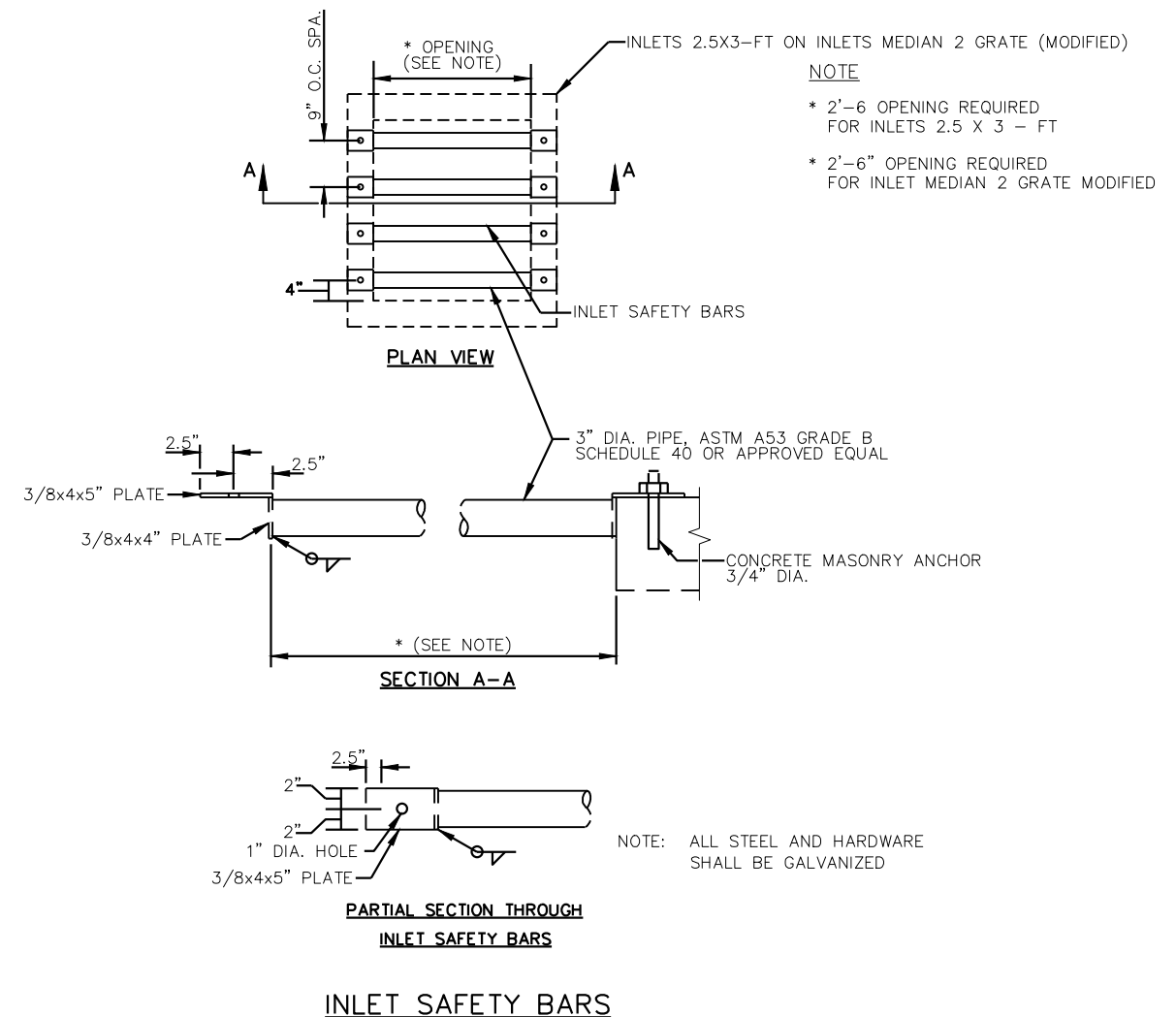
NOT TO SCALE

MAT TO MAT
CONNECTION DETAIL

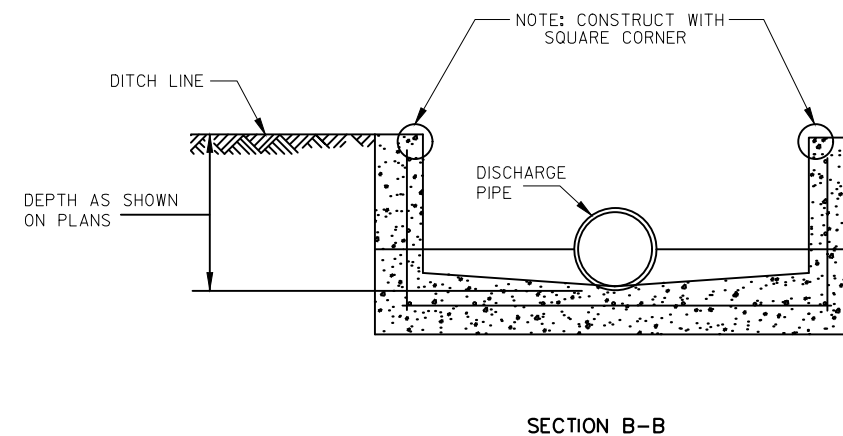
① LIMITS OF SEEDING MIXTURE NO. 20, SEEDING TEMPORARY, FERTILIZER TYPE B, EROSION MAT, & SALVAGED TOPSOIL (AS DIRECTED BY ENGINEER)



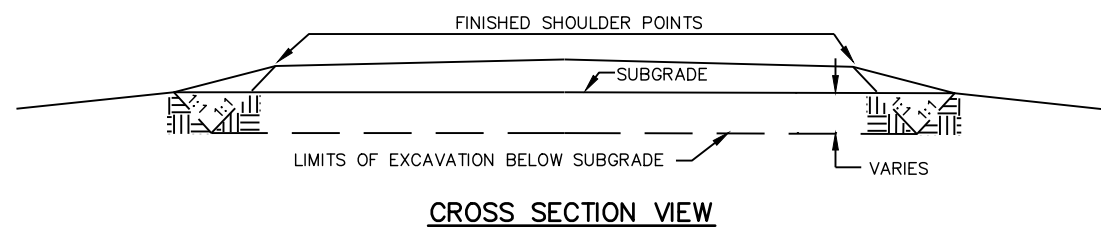
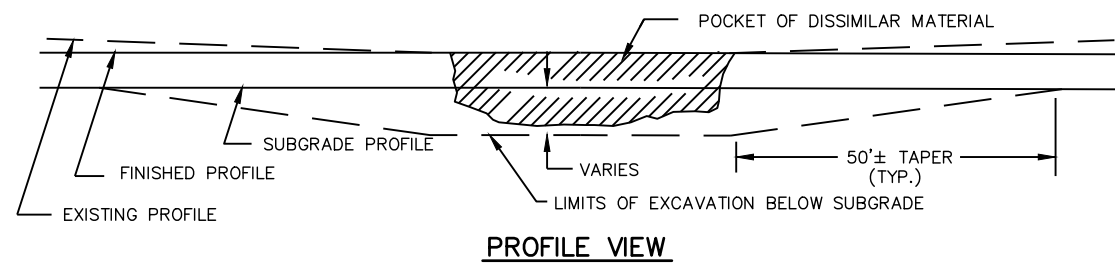
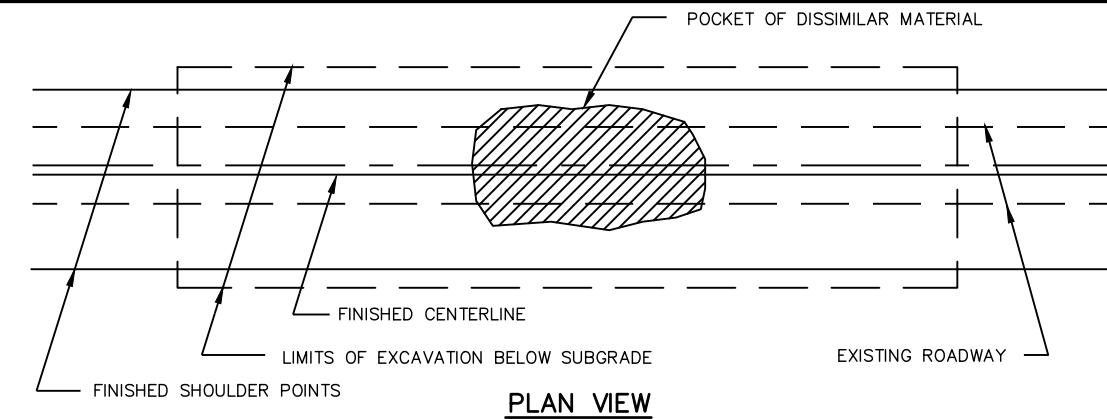
DETAIL OF CURB & GUTTER AND INLETS 2.5 X 3 - FT
(URBAN SECTION SHOWN - RURAL SECTION SIMILAR)



INLET MEDIAN 2 GRATE (MODIFIED)
PAID FOR AS "INLET MEDIAN 2 GRATE"

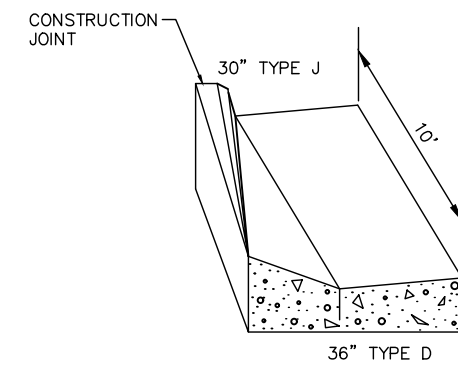
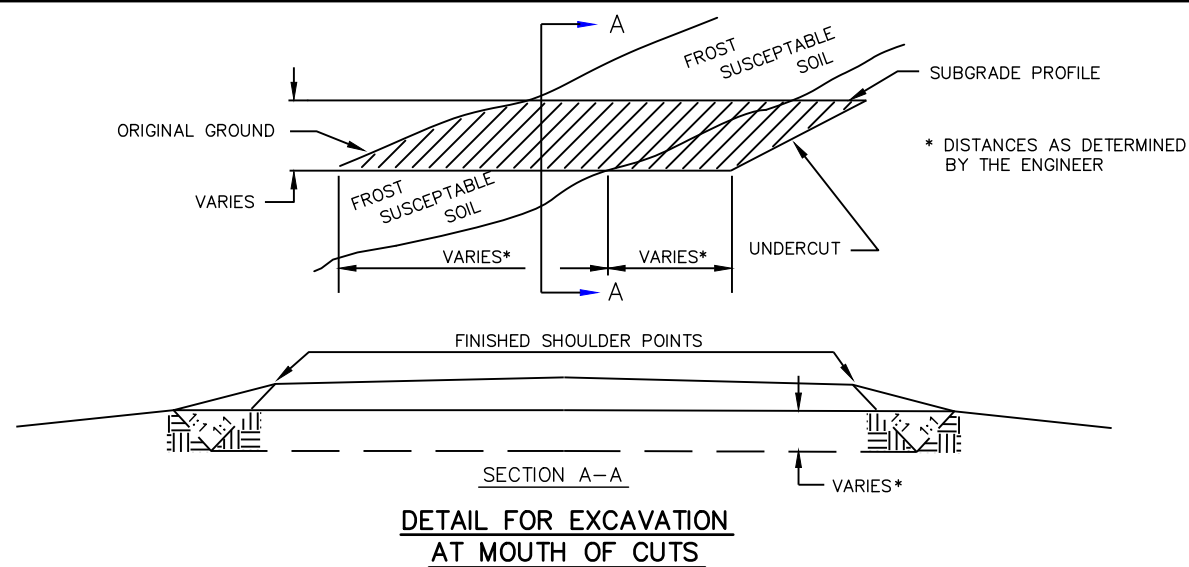


NOTE: DETAILS NOT SHOWN SHALL
CONFORM TO STANDARD DETAIL
DRAWING FOR INLET MEDIAN 2 GRATE.



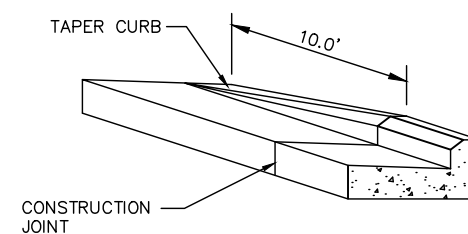
1. EXACT LOCATION OF E.B.S. (EXCAVATION BELOW SUBGRADE) SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. E.B.S. AREA TO BE BACKFILLED WITH MATERIAL ACCEPTABLE TO THE ENGINEER. BACKFILL MUST BE HOMOGENEOUS WITH ADJOINING FILL MATERIAL.
3. THE FILL SECTION WITHIN 100' OF THE MOUTH OF THE CUT MUST BE KEPT 2' BELOW SUBGRADE UNTIL E.B.S. IS COMPLETED. LATERAL LIMITS OF EXCAVATION SHALL BE THE SUBGRADE SHOULDER POINTS.

EXCAVATION BELOW SUBGRADE (E.B.S.)

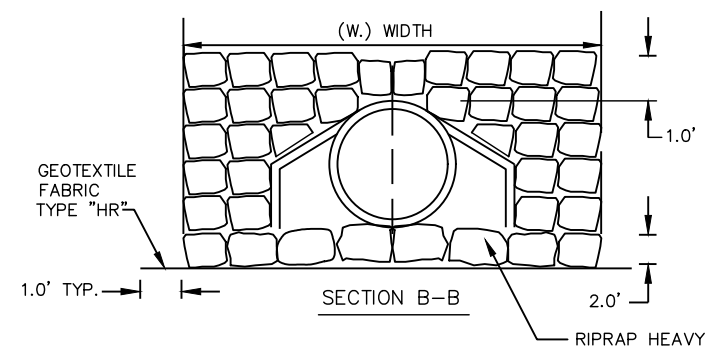
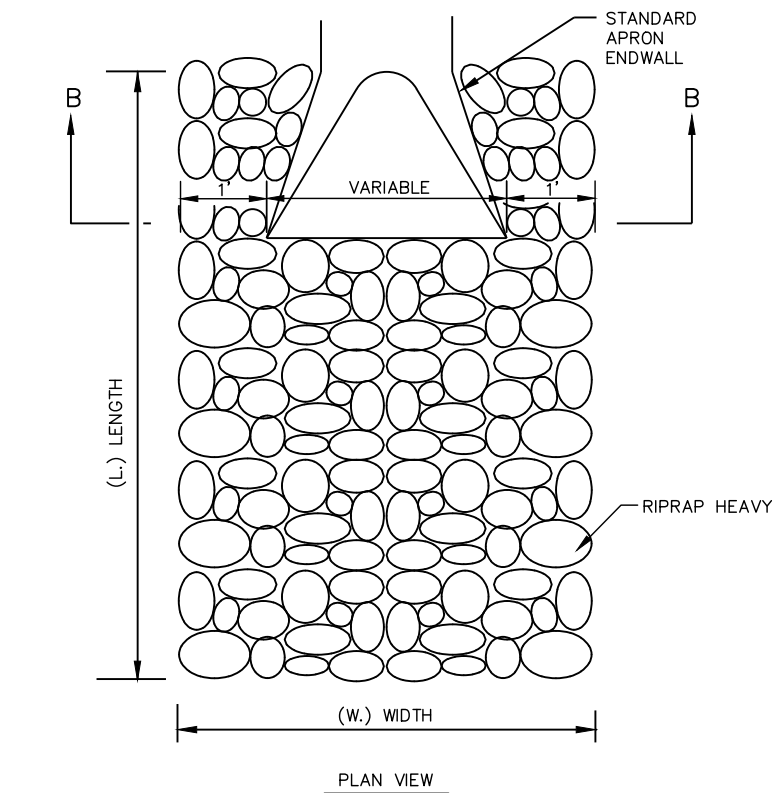


CURB & GUTTER TRANSITION DETAIL

PAID FOR AS CONCRETE CURB & GUTTER 36-INCH TYPE D

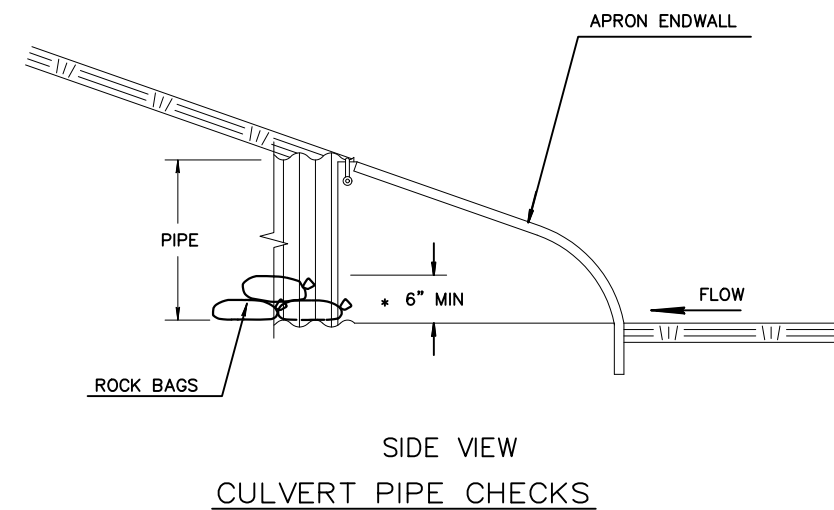
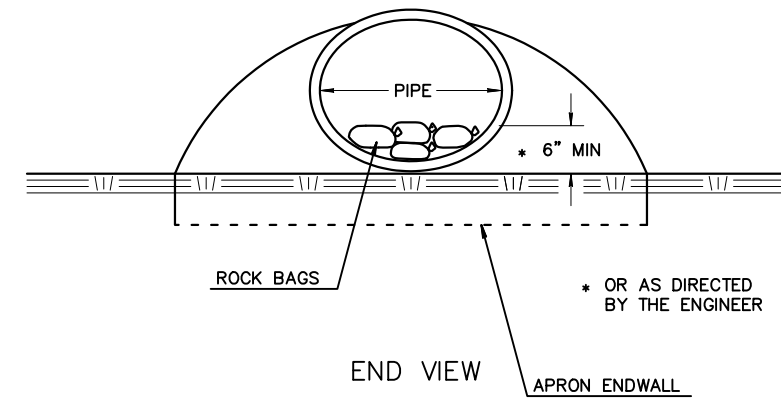


DETAIL OF CURB & GUTTER TERMINI

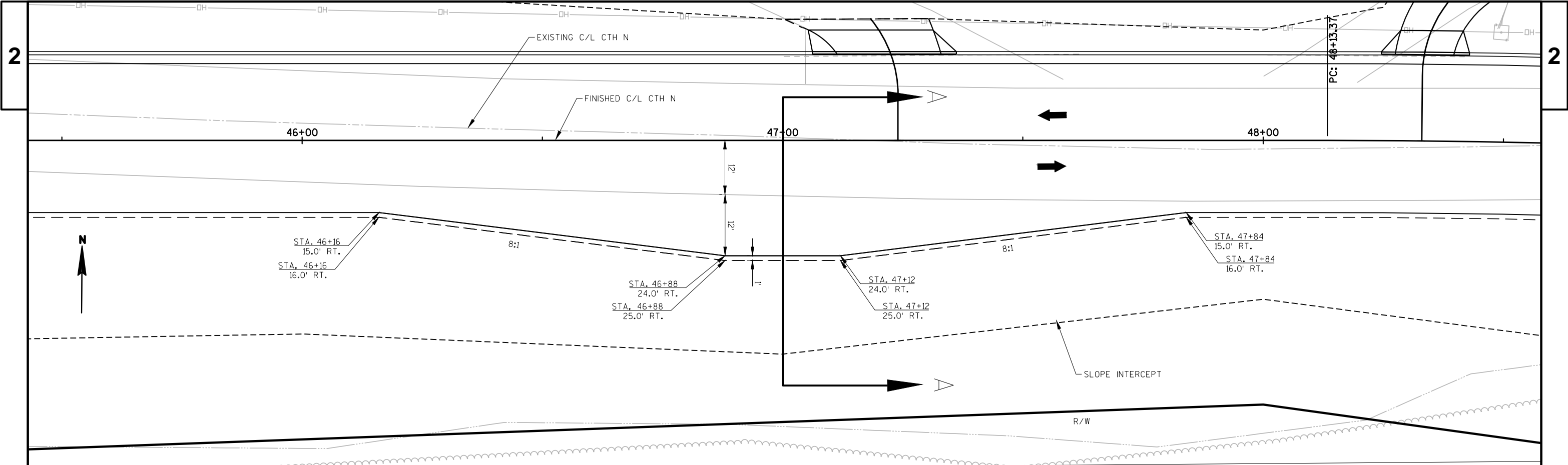


RIPRAP HEAVY DISCHARGE APRON

SEE MISCELLANEOUS QUANTITIES
FOR LOCATIONS AND DIMENSIONS

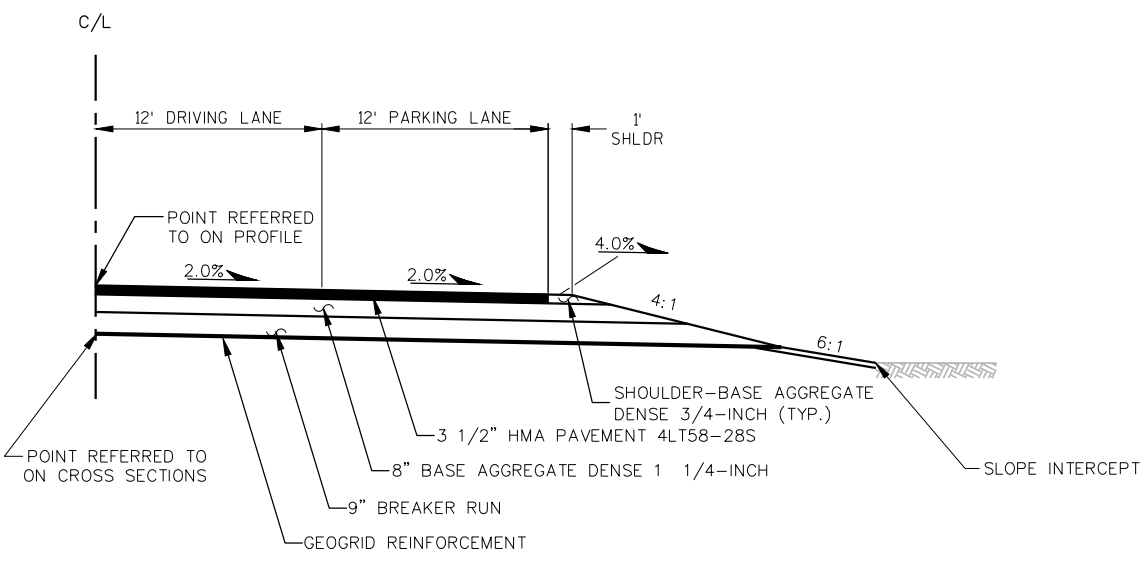


ESTIMATED BAG SIZE = 18" X 12" X 6"	
PIPE SIZE	ESTIMATED NO. OF BAGS
12"	1
15"	2
18"	2
21"	3
14" X 23"	3
24"	3
27"	4
30"	5
19" X 30"	5
36"	7
24" X 38"	8
42"	8
29" X 45"	10
48"	10
34" X 53"	10
38" X 60"	13
60"	13
66"	15
53" X 83"	19

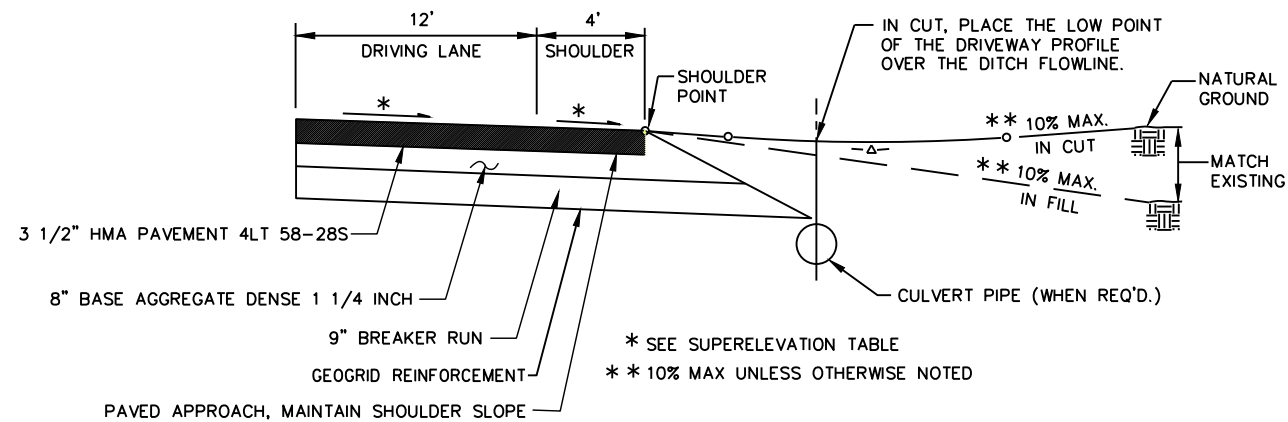


TYPICAL PAVING BUMPOUT DETAIL

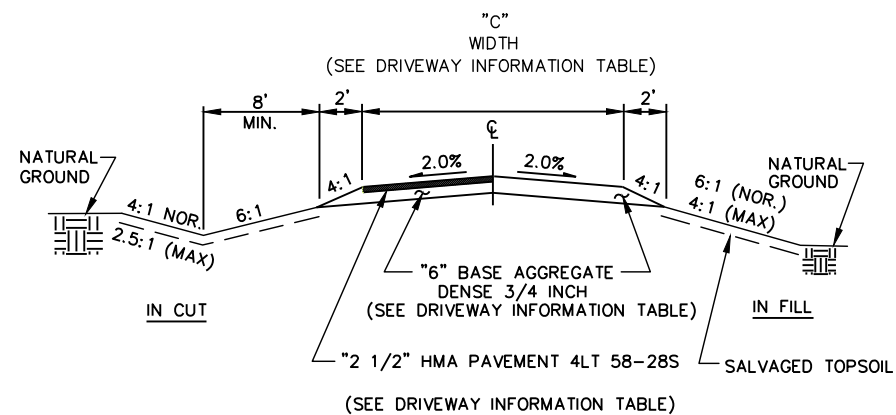
CTH N
(STA. 46+88 - STA. 47+12, RT.)



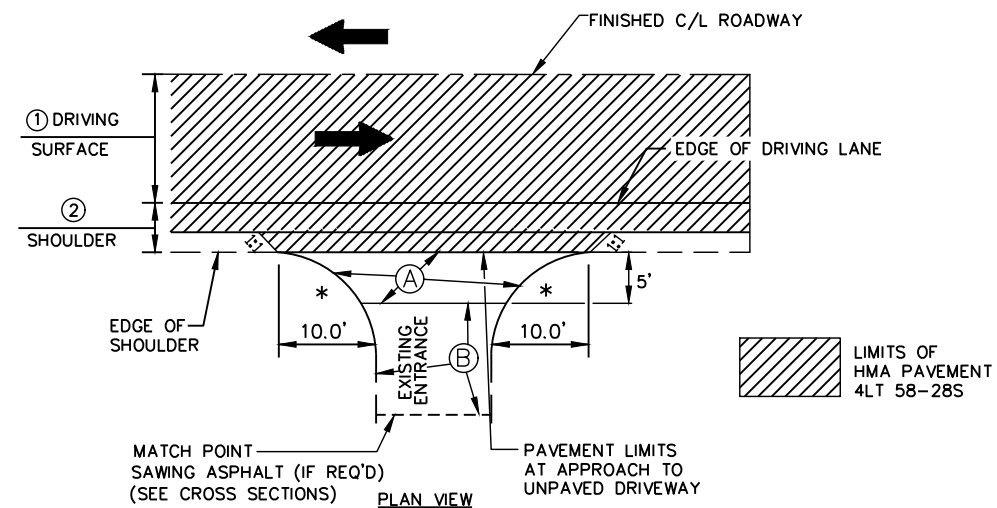
SECTION A-A



TYPICAL RURAL ENTRANCE PROFILES



TYPICAL CROSS-SECTION FOR RURAL ENTRANCE



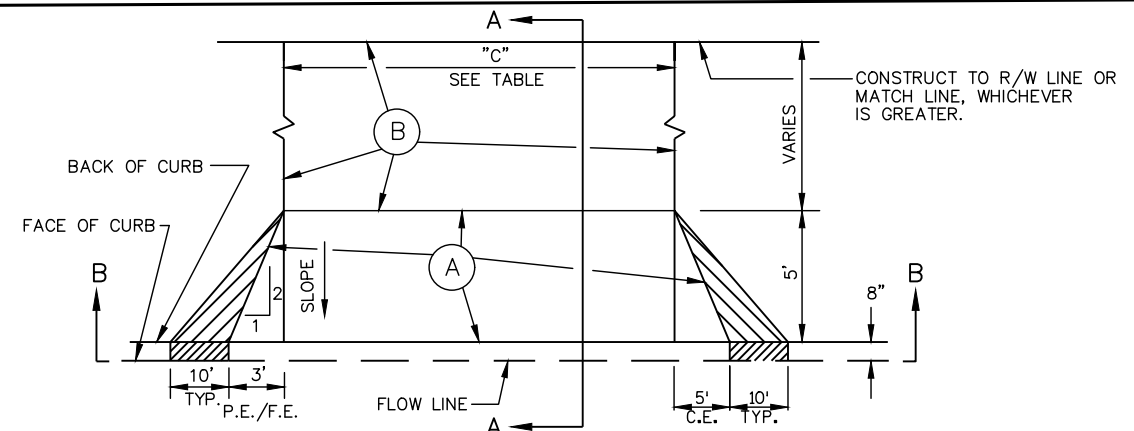
RURAL ENTRANCE DETAIL

* RADIUS = 10'

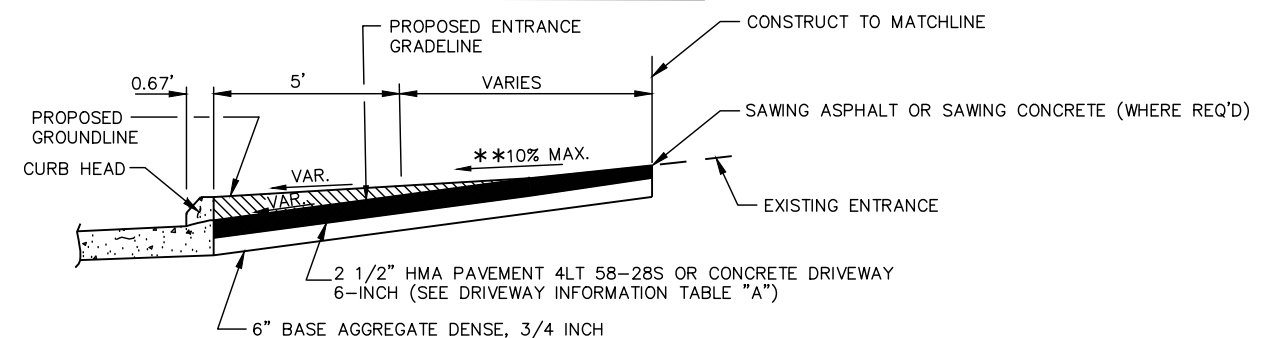
ROADWAY	①	②
CTH N	12'	4' (3' PAVED)
SLAMA LANE	9'	2' (0' PAVED)

DRIVEWAY INFORMATION TABLE

ENTRANCE TYPE	STATION	TYPE	EXISTING PAVEMENT STRUCTURE	PROPOSED PAVEMENT STRUCTURE		"C" WIDTH
				A	B	
URBAN	14+75, LT.	C.E.	ASPHALT	2 1/2" HMA PAVEMENT OVER 6" B.A.D.	2 1/2" HMA PAVEMENT OVER 6" B.A.D.	30'
RURAL	19+70, LT.	F.E.	B.A.D.	2 1/2" HMA PAVEMENT OVER 6" B.A.D.	8 1/2" B.A.D.	24'
RURAL	27+45, LT.	F.E.	B.A.D.	2 1/2" HMA PAVEMENT OVER 6" B.A.D.	8 1/2" B.A.D.	16'
RURAL	27+45, RT.	F.E.	B.A.D.	2 1/2" HMA PAVEMENT OVER 6" B.A.D.	8 1/2" B.A.D.	18'
URBAN	47+24, LT.	F.E.	B.A.D.	2 1/2" HMA PAVEMENT OVER 6" B.A.D.	8 1/2" B.A.D.	25'
URBAN	48+33, LT.	P.E.	ASPHALT	2 1/2" HMA PAVEMENT OVER 6" B.A.D.	2 1/2" HMA PAVEMENT OVER 6" B.A.D.	12'
URBAN	53+39, LT.	P.E.	B.A.D.	2 1/2" HMA PAVEMENT OVER 6" B.A.D.	8 1/2" B.A.D.	12'
URBAN	56+60, LT.	F.E.	B.A.D.	2 1/2" HMA PAVEMENT OVER 6" B.A.D.	8 1/2" B.A.D.	18'
URBAN	69+50, LT.	P.E.	B.A.D.	2 1/2" HMA PAVEMENT OVER 6" B.A.D.	8 1/2" B.A.D.	10'
RURAL	85+50, LT.	F.E.	B.A.D.	2 1/2" HMA PAVEMENT OVER 6" B.A.D.	8 1/2" B.A.D.	24'
RURAL	85+50, RT.	F.E.	B.A.D.	2 1/2" HMA PAVEMENT OVER 6" B.A.D.	8 1/2" B.A.D.	16'
URBAN	87+12, RT.	P.E.	CONCRETE	CONCRETE DRIVEWAY 6" OVER 6" B.A.D.	CONCRETE DRIVEWAY 6" OVER 6" B.A.D.	21'
RURAL	202+45, RT.	P.E.	B.A.D.	2 1/2" HMA PAVEMENT OVER 6" B.A.D.	8 1/2" B.A.D.	20'
URBAN	401+40, LT.	P.E.	ASPHALT	CONCRETE DRIVEWAY 6" OVER 6" B.A.D.	CONCRETE DRIVEWAY 6" OVER 6" B.A.D.	19'
URBAN	401+90, LT.	P.E.	CONCRETE	CONCRETE DRIVEWAY 6" OVER 6" B.A.D.	CONCRETE DRIVEWAY 6" OVER 6" B.A.D.	16'
RURAL	570+90, RT.	P.E.	B.A.D.	2 1/2" HMA PAVEMENT OVER 6" B.A.D.	8 1/2" B.A.D.	20'

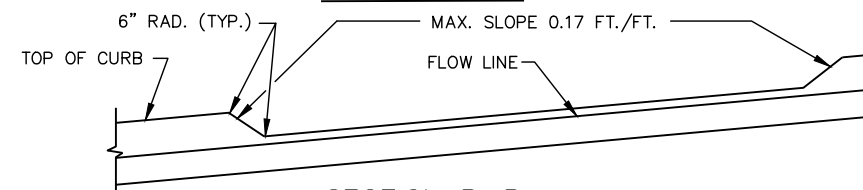


URBAN DRIVEWAY DETAIL



SECTION A-A

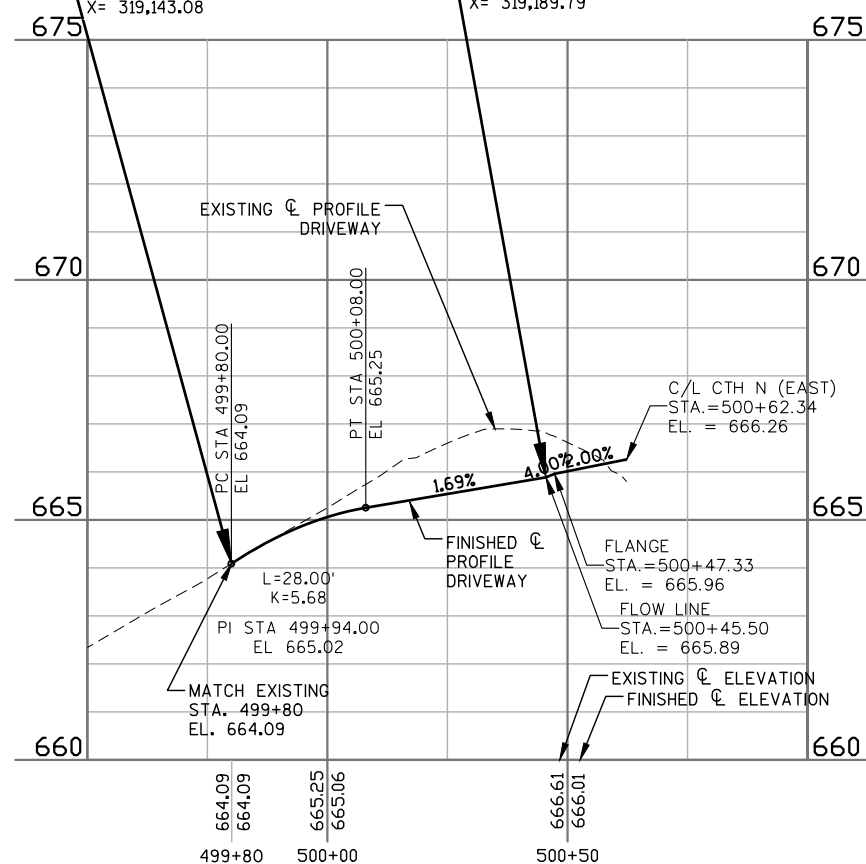
** 10% MAX UNLESS OTHERWISE NOTED



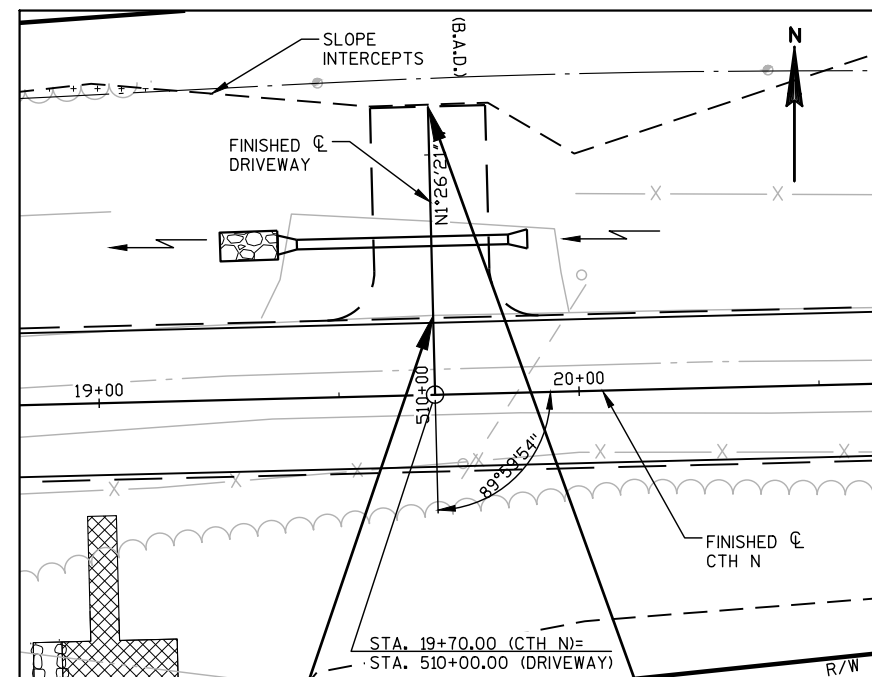
SECTION B-B

EXISTING	PROPOSED
① CRUSHED AGGREGATE BASE COURSE	2 1/2" PROPOSED ASPHALTIC SURFACE OVER 6" BASE AGGREGATE DENSE 3/4-INCH
ASPHALT	2 1/2" PROPOSED ASPHALTIC SURFACE OVER 6" BASE AGGREGATE DENSE 3/4-INCH
CONCRETE	6" PROPOSED CONCRETE DRIVEWAY OVER 6" BASE AGGREGATE DENSE 3/4-INCH

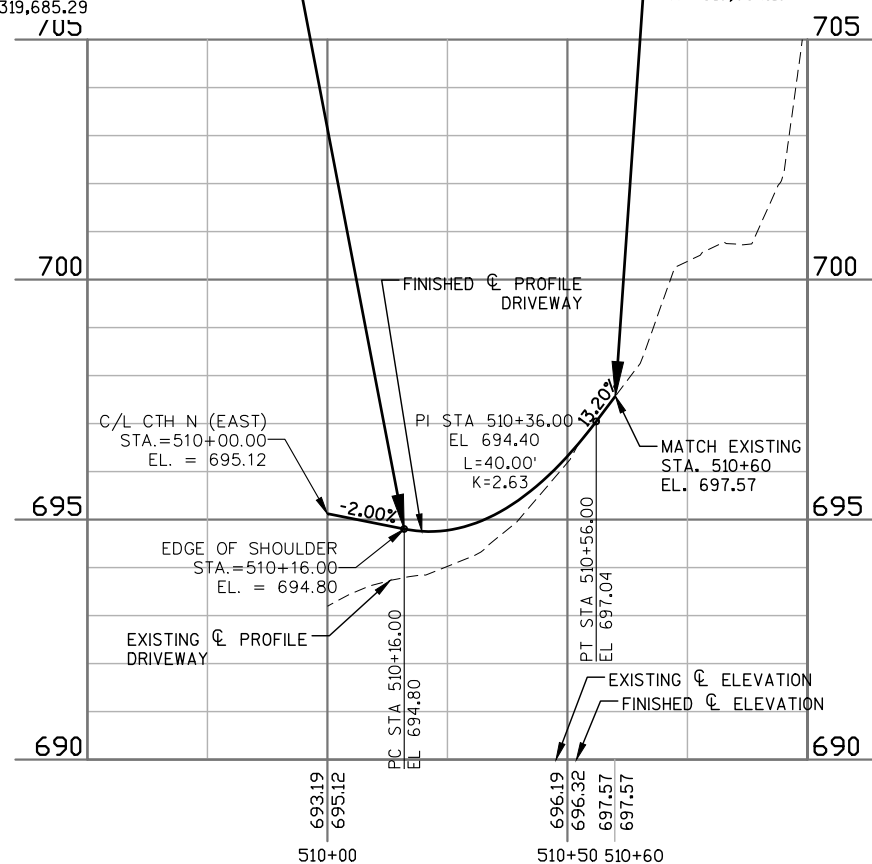
END CONSTRUCTION
STA. 500+45.50



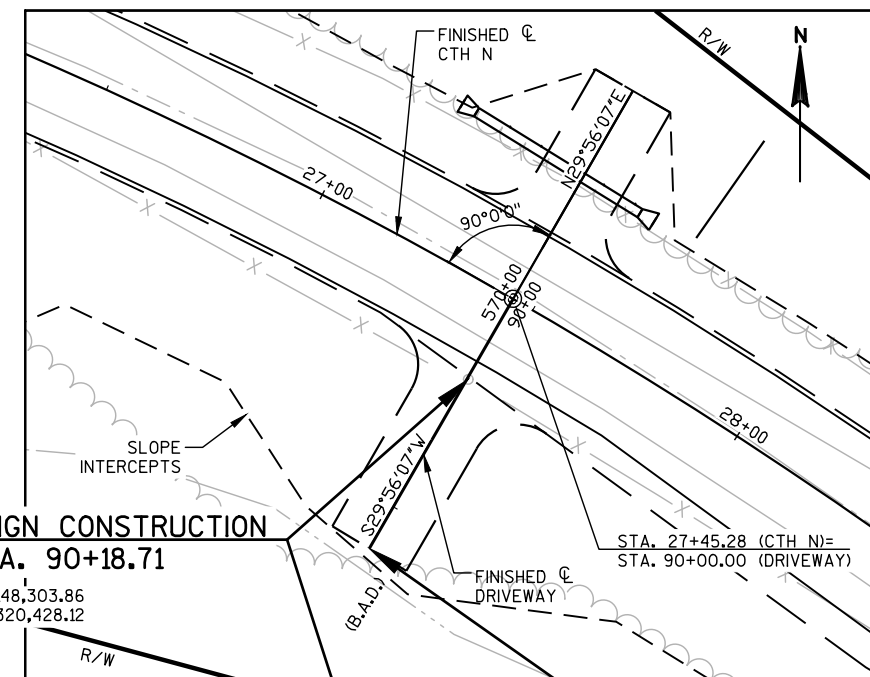
C.E. - STA. 14+75, LT



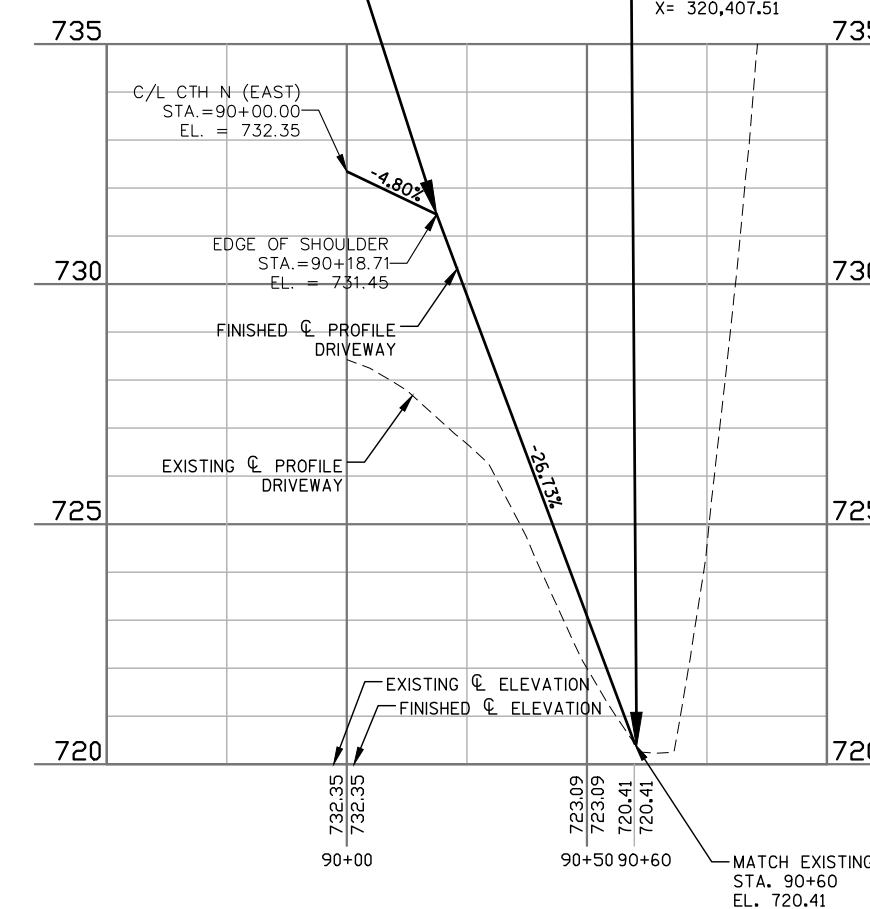
END CONSTRUCTION
STA. 510+60.00



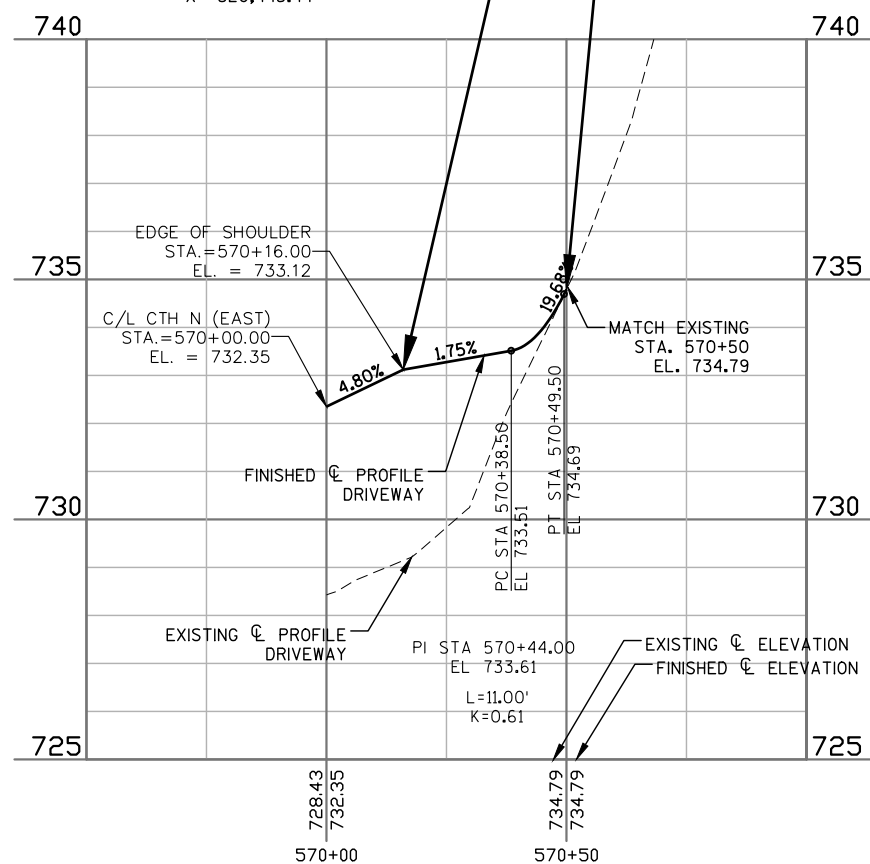
F.E. - STA. 19+70, LT


$$\begin{aligned} Y &= 148,303.86 \\ X &= 320,428.12 \end{aligned}$$

END CONSTRUCTION
STA. 90+60.00

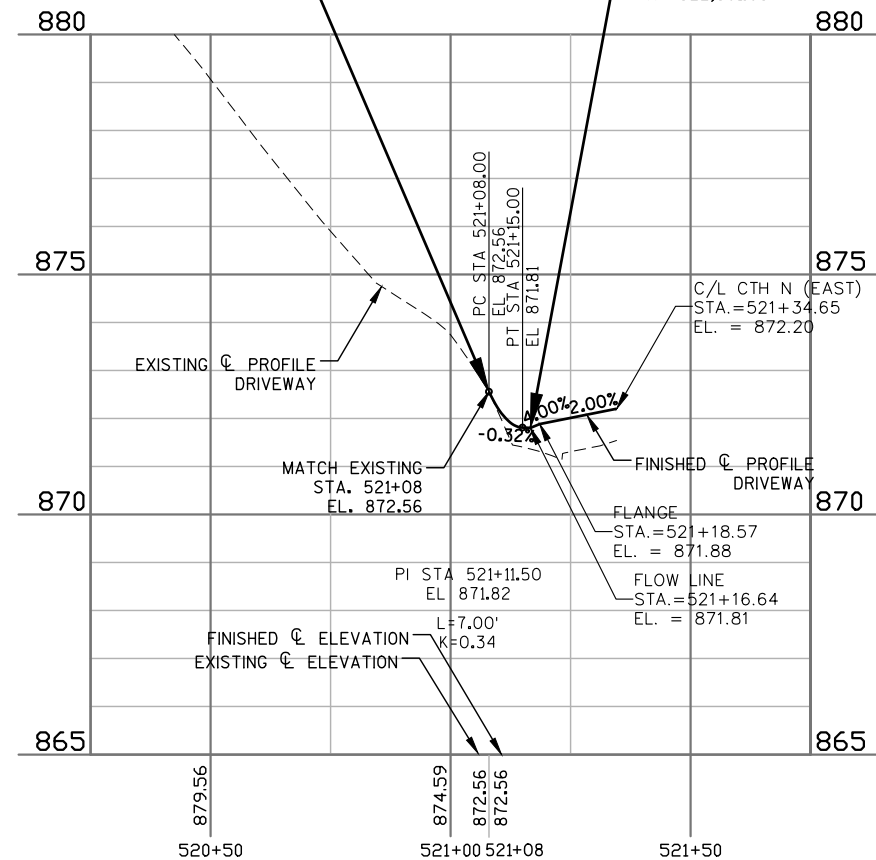


F.E. - STA. 27+45, RT

[illegible]
$$Y = 148,333.94$$
$$X = 320,445.44$$


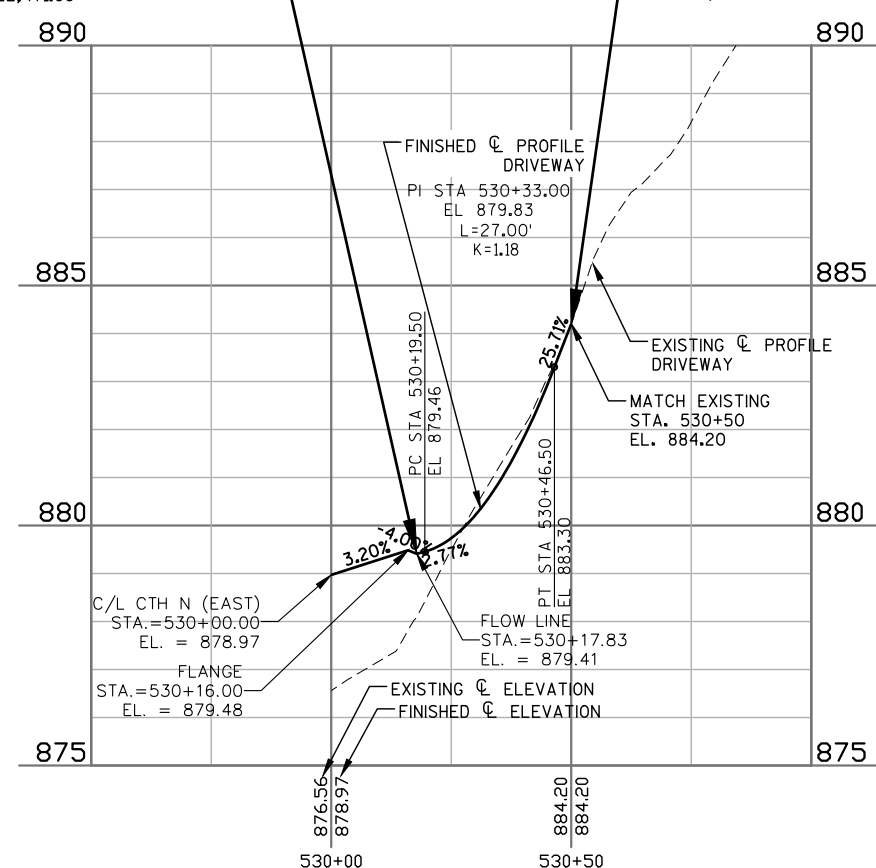
CURVE 21
 PI STA. = 521+12.21
 Y = 148,342.30
 X = 322,361.75
 R = 25.00
 D = 229°10'59"
 DELTA = 69°55'10"
 L = 30.51
 T = 17.48
 C = 28.65
 PC STA. = 520+94.74
 Y = 148,346.94
 X = 322,344.90
 PT STA. = 521+25.24
 Y = 148,324.88
 X = 322,363.18

SLOPE INTERCEPTS
 S74°35'56"E
 (B.A.D.)
 CURVE 21
 PT STA = 521+25.24
 47+00
 90°00"
 S4°40'46"E
 521+33
 STA. 47+24.00 (CTH N)=
 STA. 521+34.65 (DRIVEWAY)
 FINISHED C. DRIVEWAY
 TLE REQ'D
 R/W
 FINISHED C. CTH N
 N

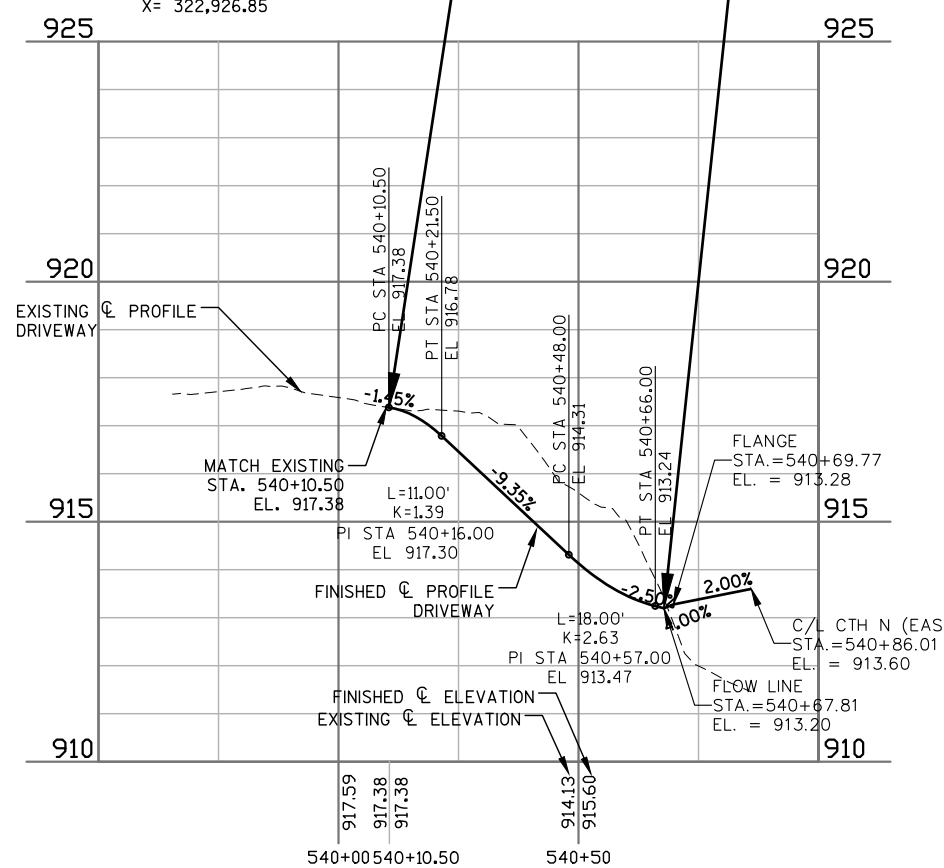
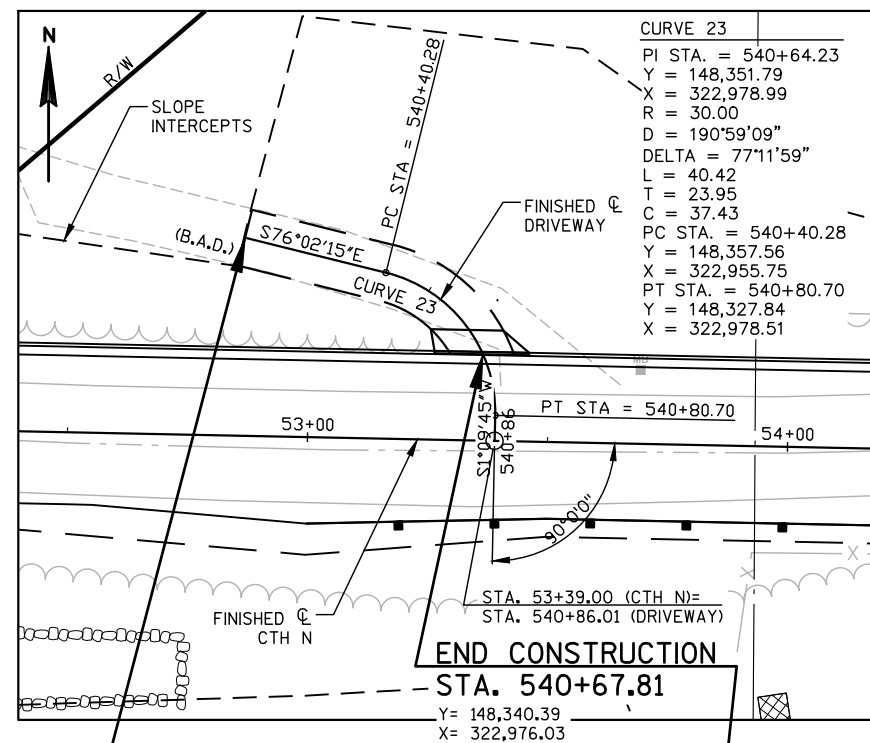
$$\begin{aligned} Y &= 148,340.27 \\ X &= 322,356.19 \end{aligned}$$
$$Y = 148,333.17$$
$$X = 322,361.03$$


CURVE 22
 PI STA. = 530+27.79
 Y = 148,352.03
 X = 322,470.60
 R = 25.00
 D = 229°10'59"
 DELTA = 58°57'59"
 L = 25.73
 T = 14.13
 C = 24.61
 PC STA. = 530+13.66
 Y = 148,337.93
 X = 322,471.61
 PT STA. = 530+39.39
 Y = 148,360.17
 X = 322,482.15

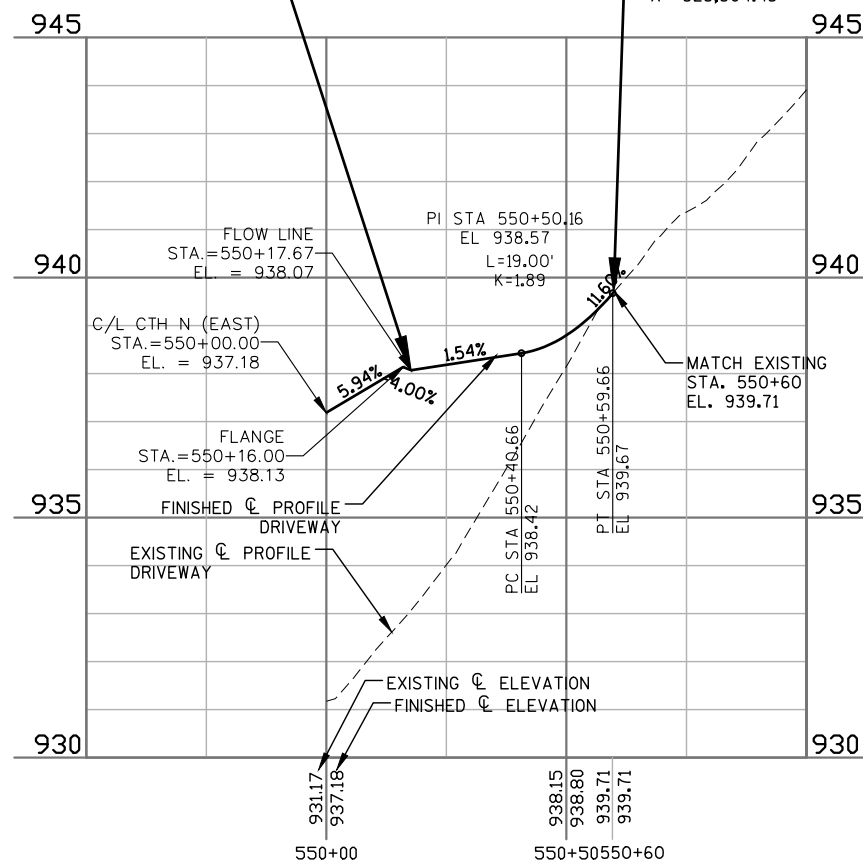
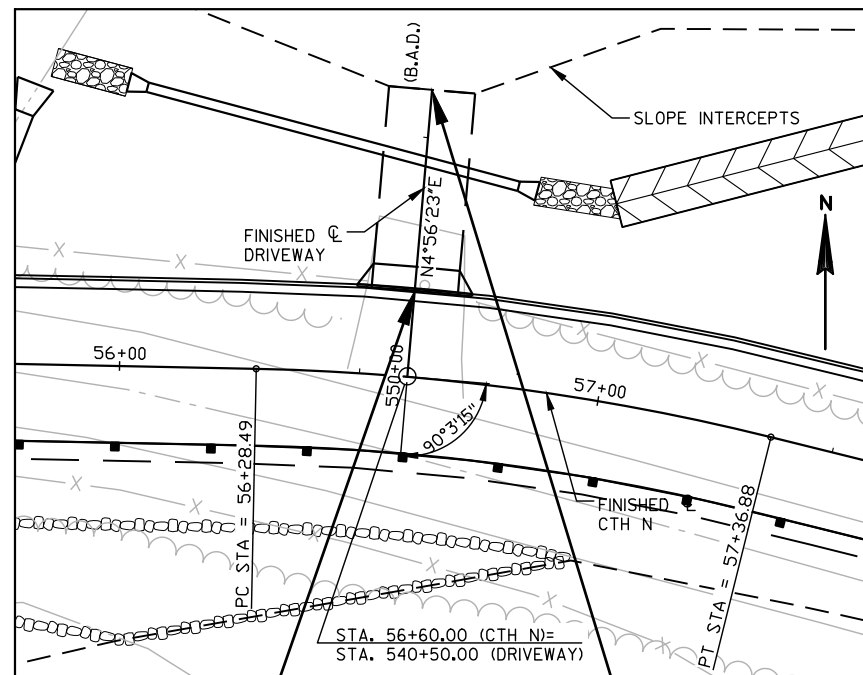
FINISHED ϕ DRIVEWAY
 TLE REQ'D
 PT STA. = 530+39.39
 CURVE 22
 R/W
 PC STA = 48+13.37
 PC STA = 530+13.66
 STA. 48+00
 STA. 49+00
 STA. 48+33.00 (CTH N) = STA. 530+00.00 (DRIVEWAY)
 SLOPE CTH N INTERCEPTS
 90°0'0"

$$Y = 148,342.10$$
$$X = 322,471.66$$
$$Y = 148,366.28$$
$$X = 322,490.83$$


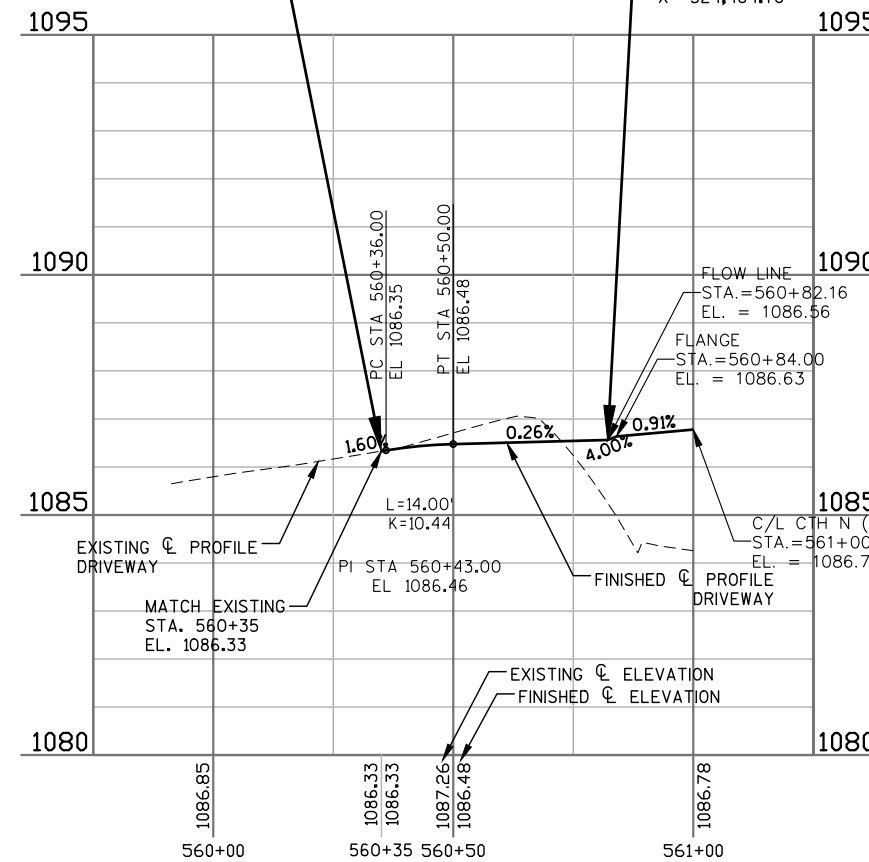
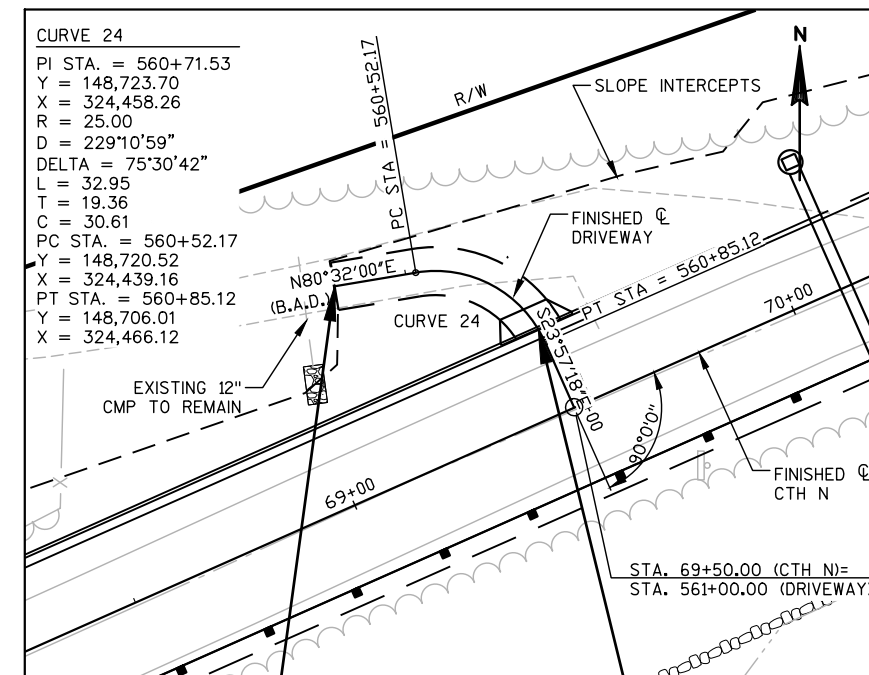
PLOT SCALE : 6" = 1'-0" _XREF



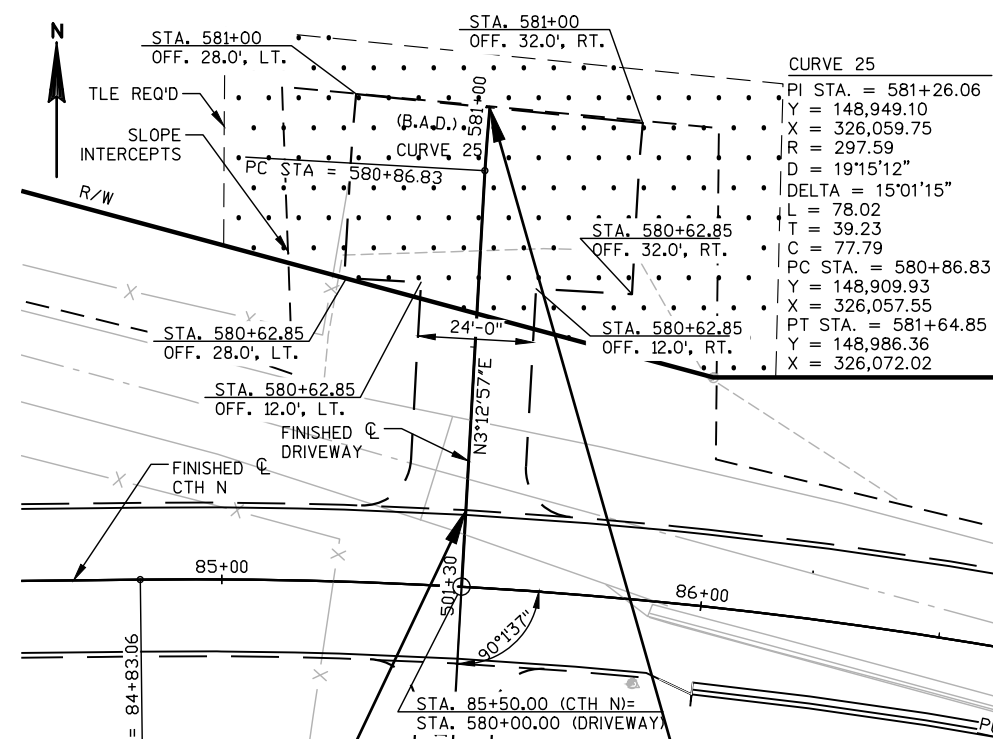
P.E. - STA. 53+39, LT



F.E. - STA. 56+60, LT

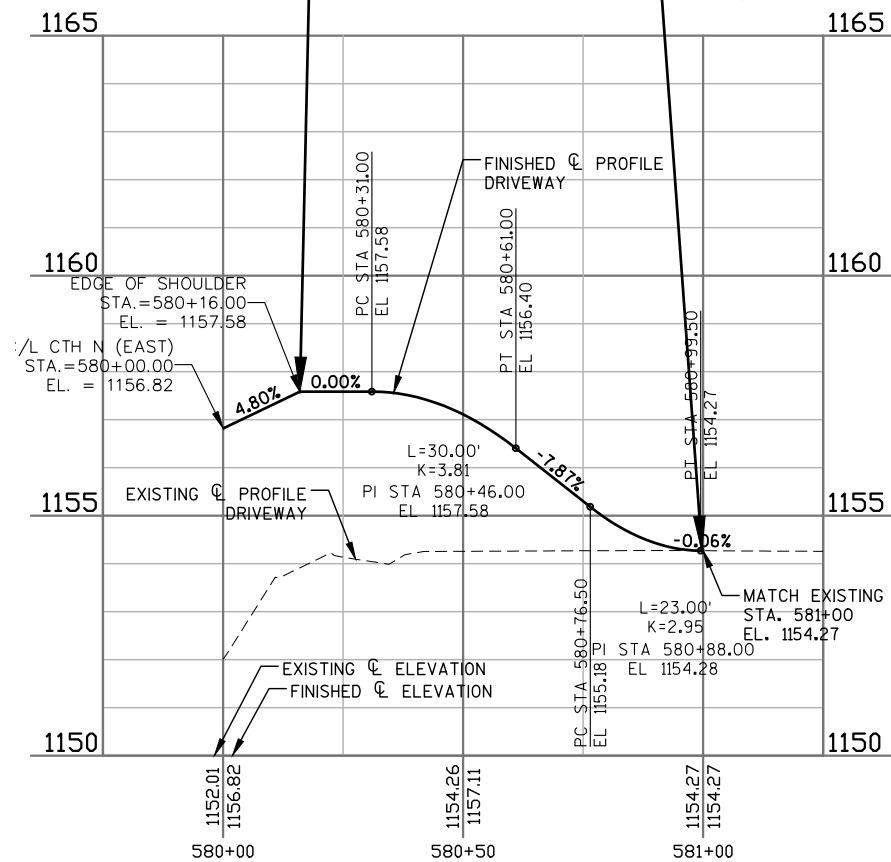


P.E. - STA. 69+50, LT

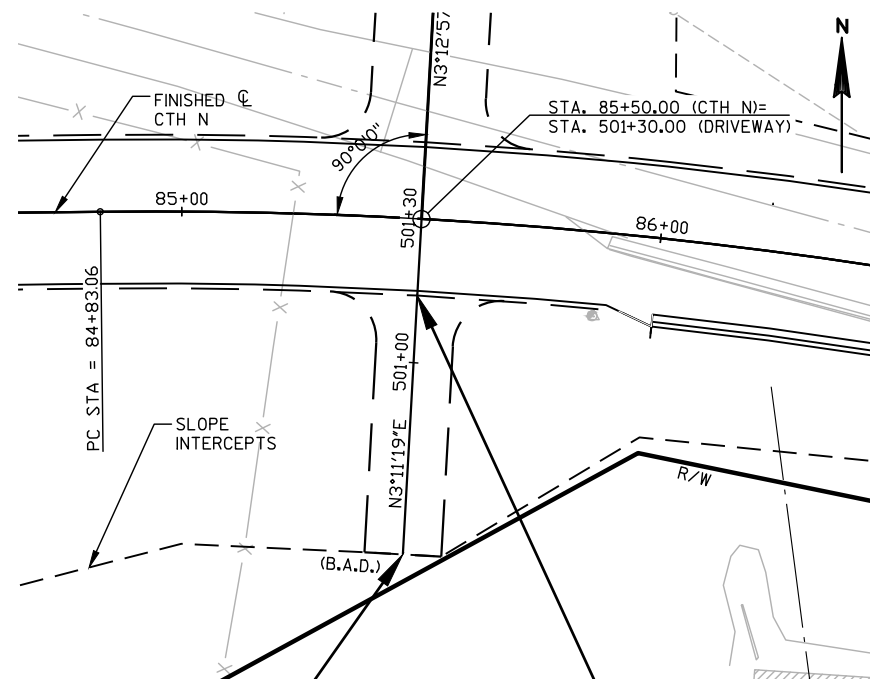


BEIGN CONSTRUCTION
STA. 580+16.00
Y = 148,839.21
X = 326,053.57

END CONSTRUCTION
STA. 581+00.00
Y = 148,923.06
X = 326,058.58

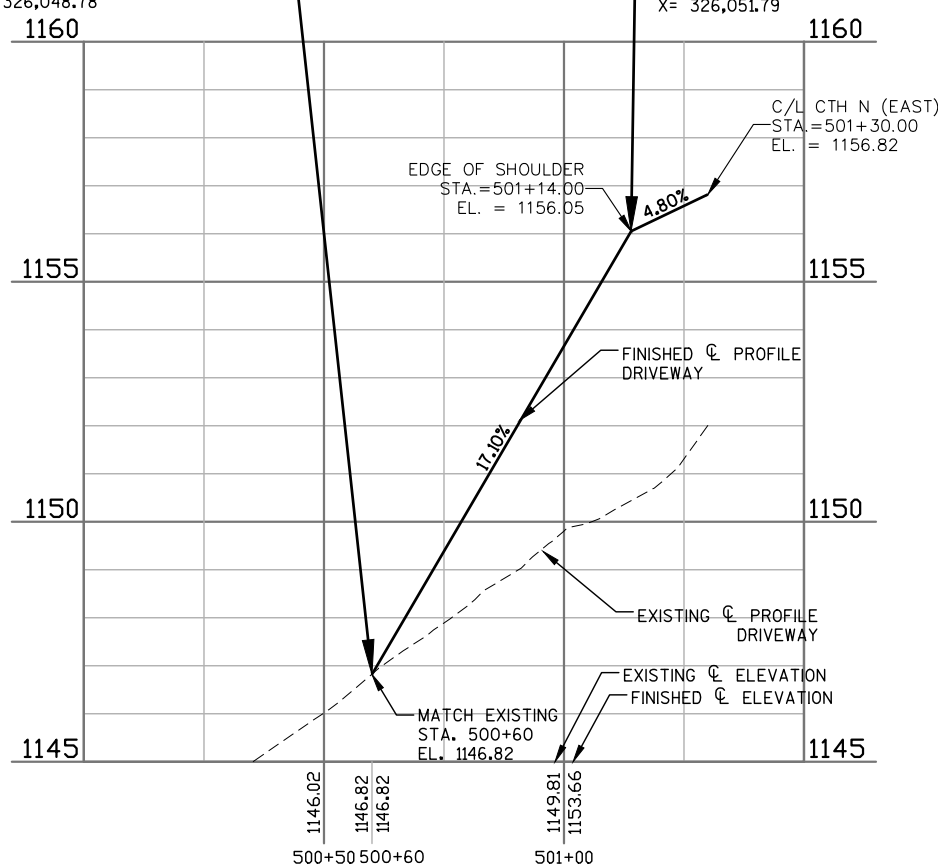


F.E. - STA. 85+50, LT

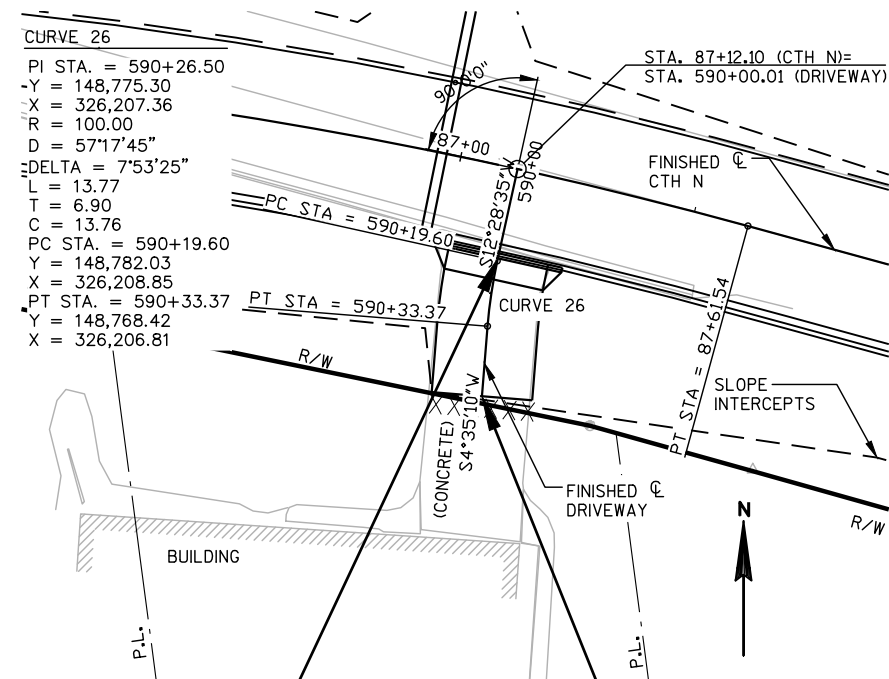


BEIGN CONSTRUCTION
STA. 500+60.00
Y = 148,753.35
X = 326,048.78

END CONSTRUCTION
STA. 501+14.00
Y = 148,807.26
X = 326,051.79

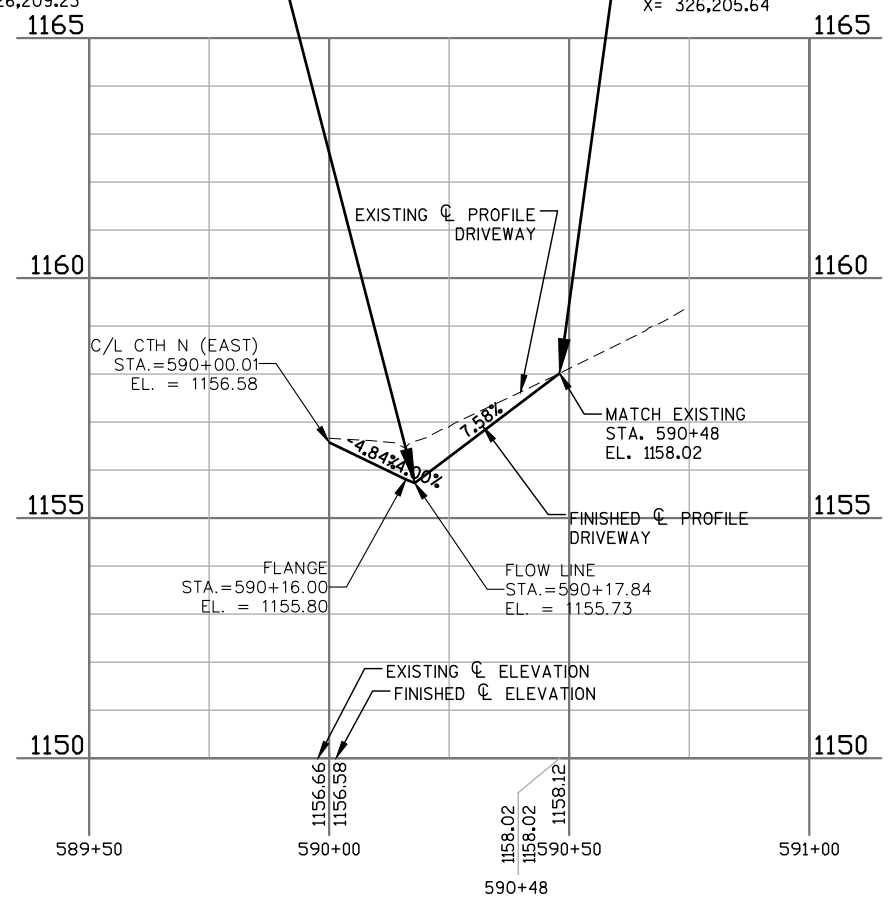


F.E. - STA. 85+50, RT

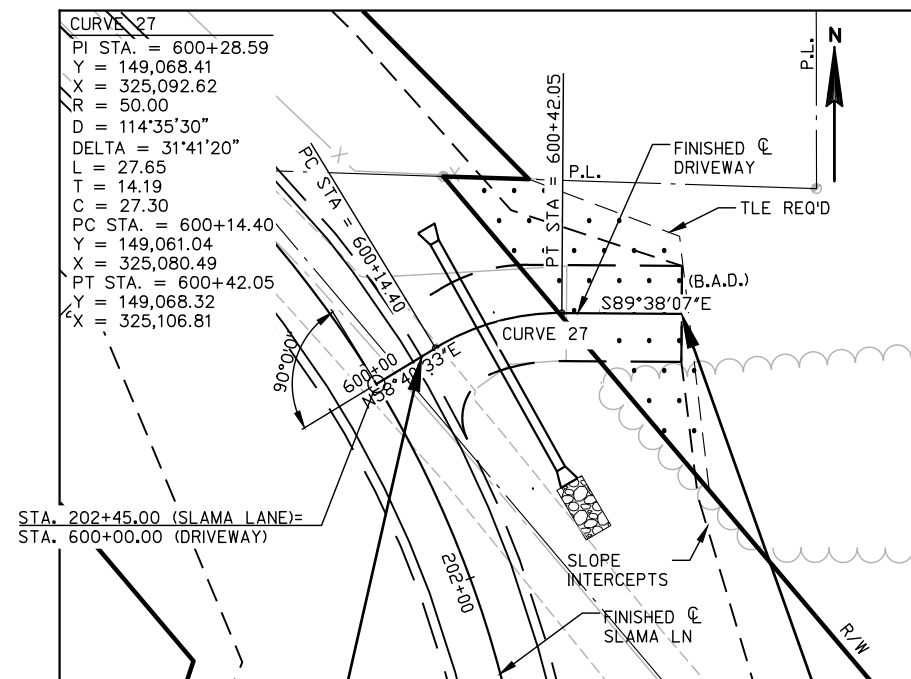


BEIGN CONSTRUCTION
STA. 590+17.84
Y = 148,783.75
X = 326,209.23

END CONSTRUCTION
STA. 590+48.00
Y = 148,753.84
X = 326,205.64



P.E. - STA. 87+12, RT

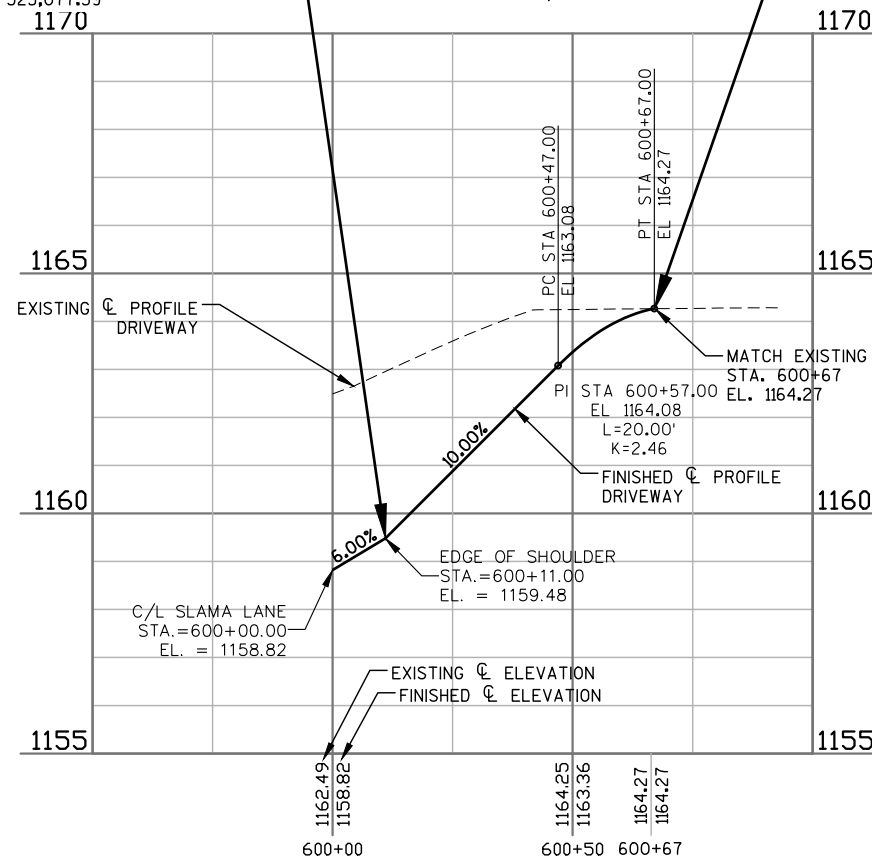


BEIGN CONSTRUCTION
STA. 600+11.00

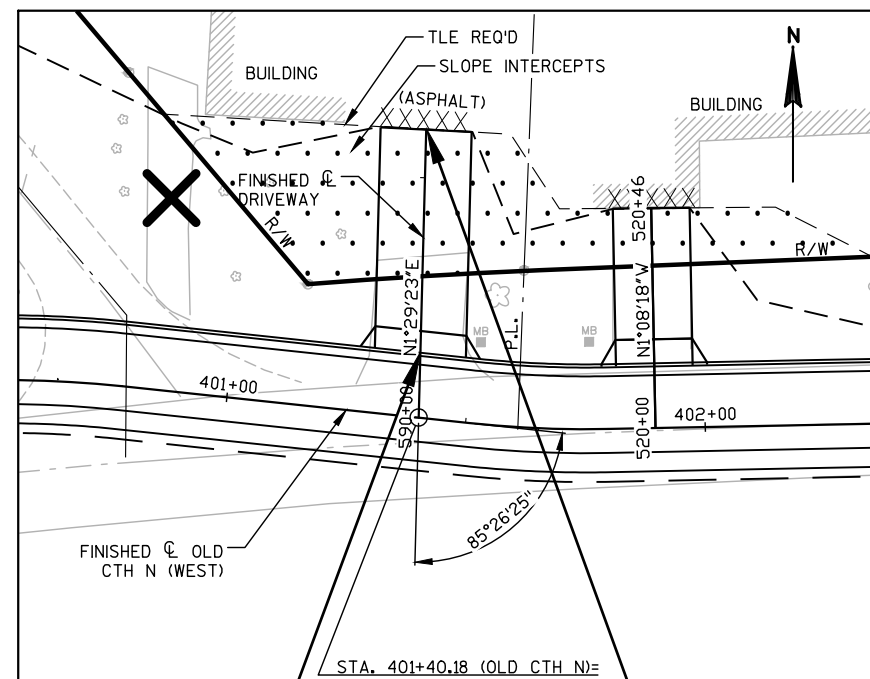
Y= 149,059.27
X= 325,077.59

END CONSTRUCTION
STA. 600+67.00

Y= 149,068.17
X= 325,131.75



P.E. - STA. 202+45, RT

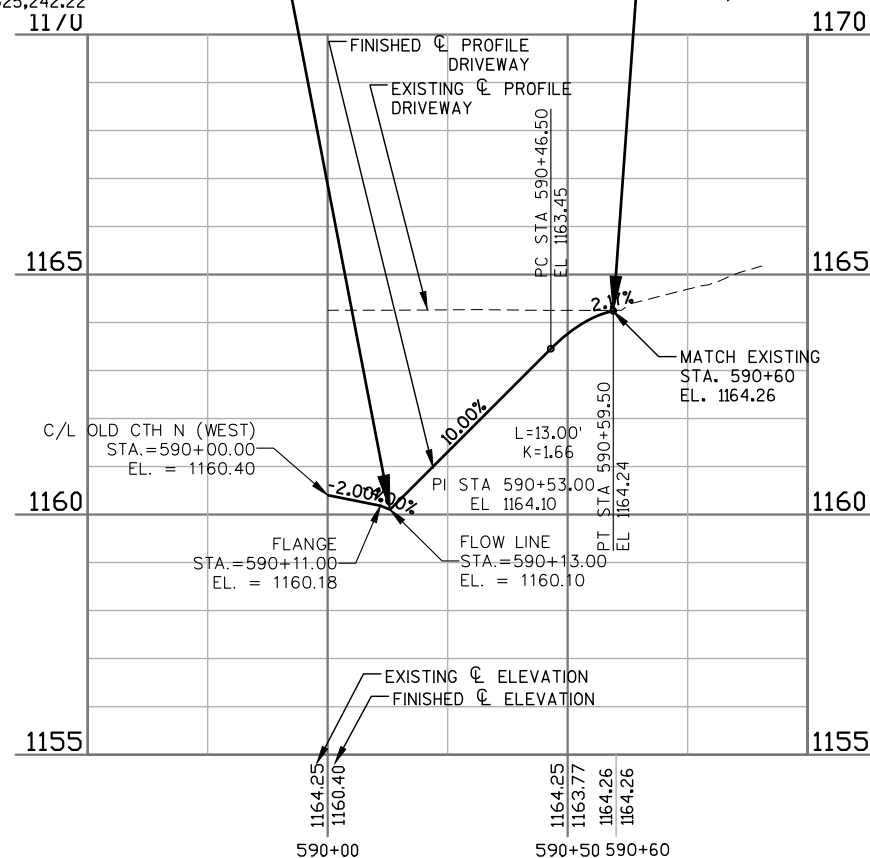


BEIGN CONSTRUCTION
STA. 590+13.00

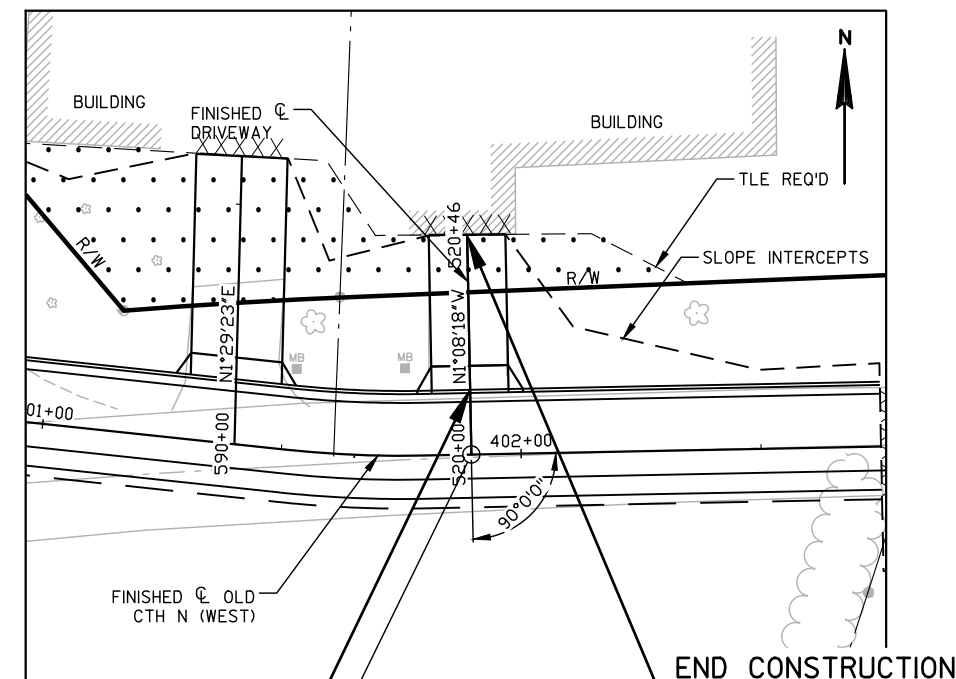
Y= 148,920.51
X= 325,242.22

END CONSTRUCTION
STA. 590+60.00

Y= 148,967.49
X= 325,243.44



P.E. - STA. 401+40, LT

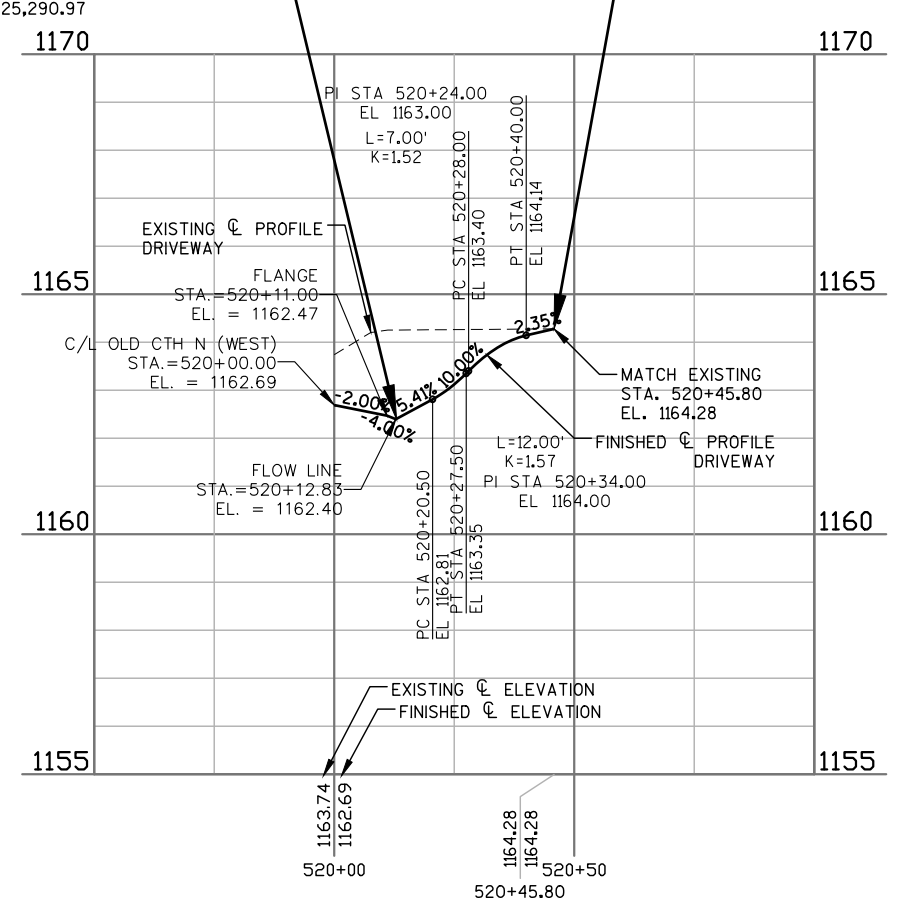


BEIGN CONSTRUCTION
STA. 520+13.00

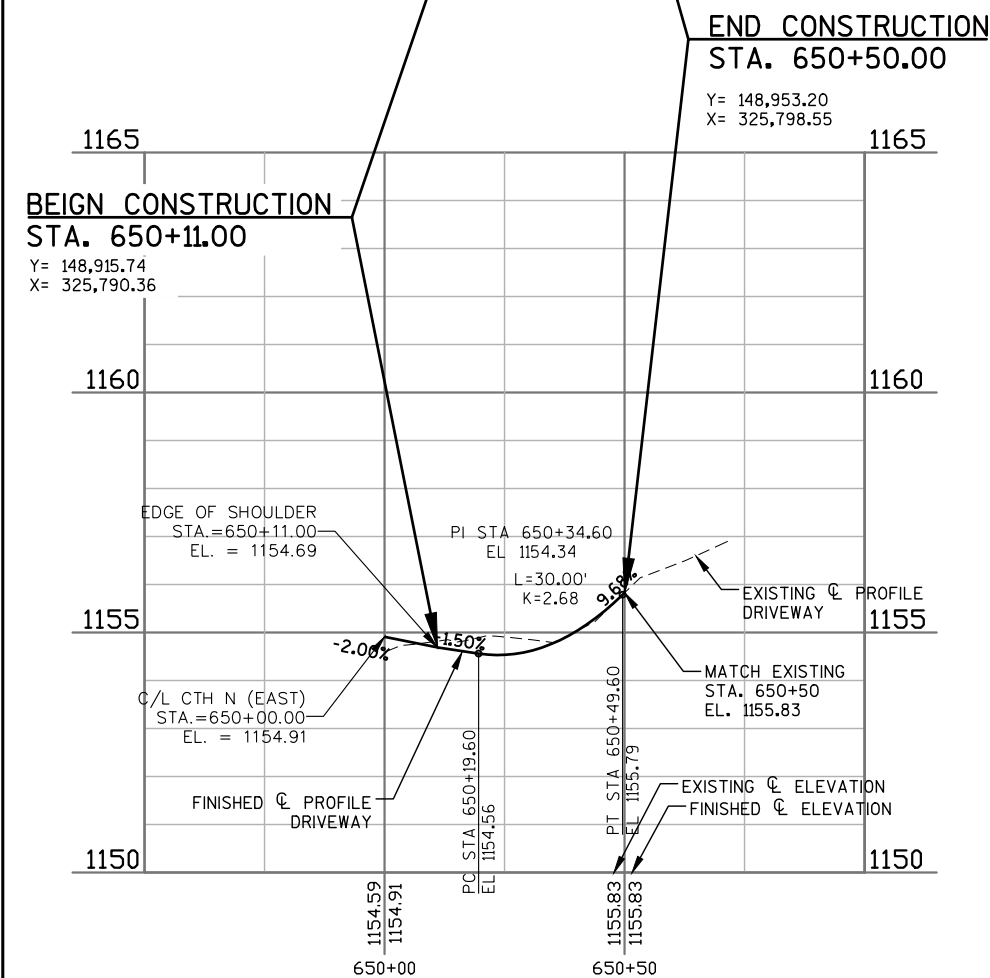
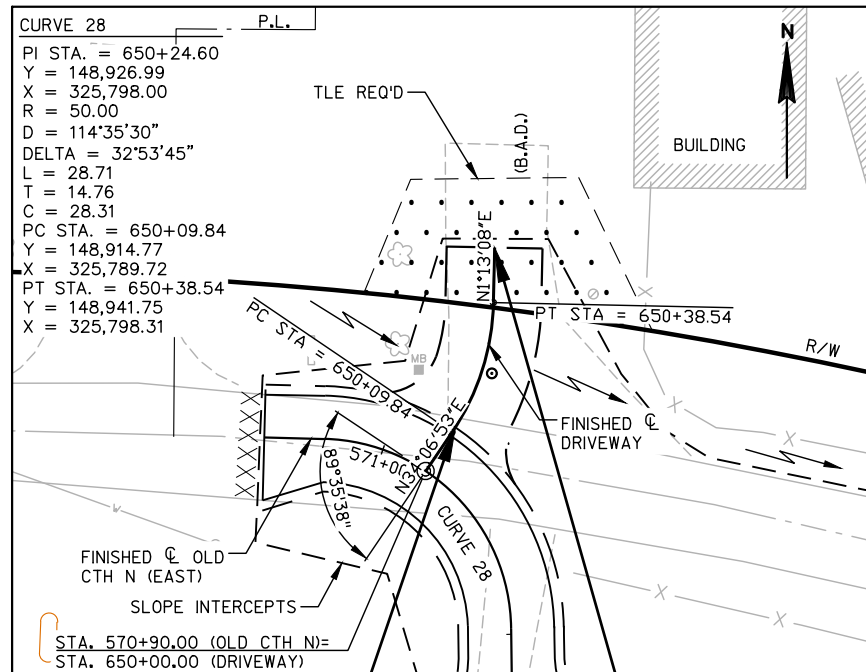
Y= 148,918.35
X= 325,290.97

END CONSTRUCTION
STA. 520+45.80

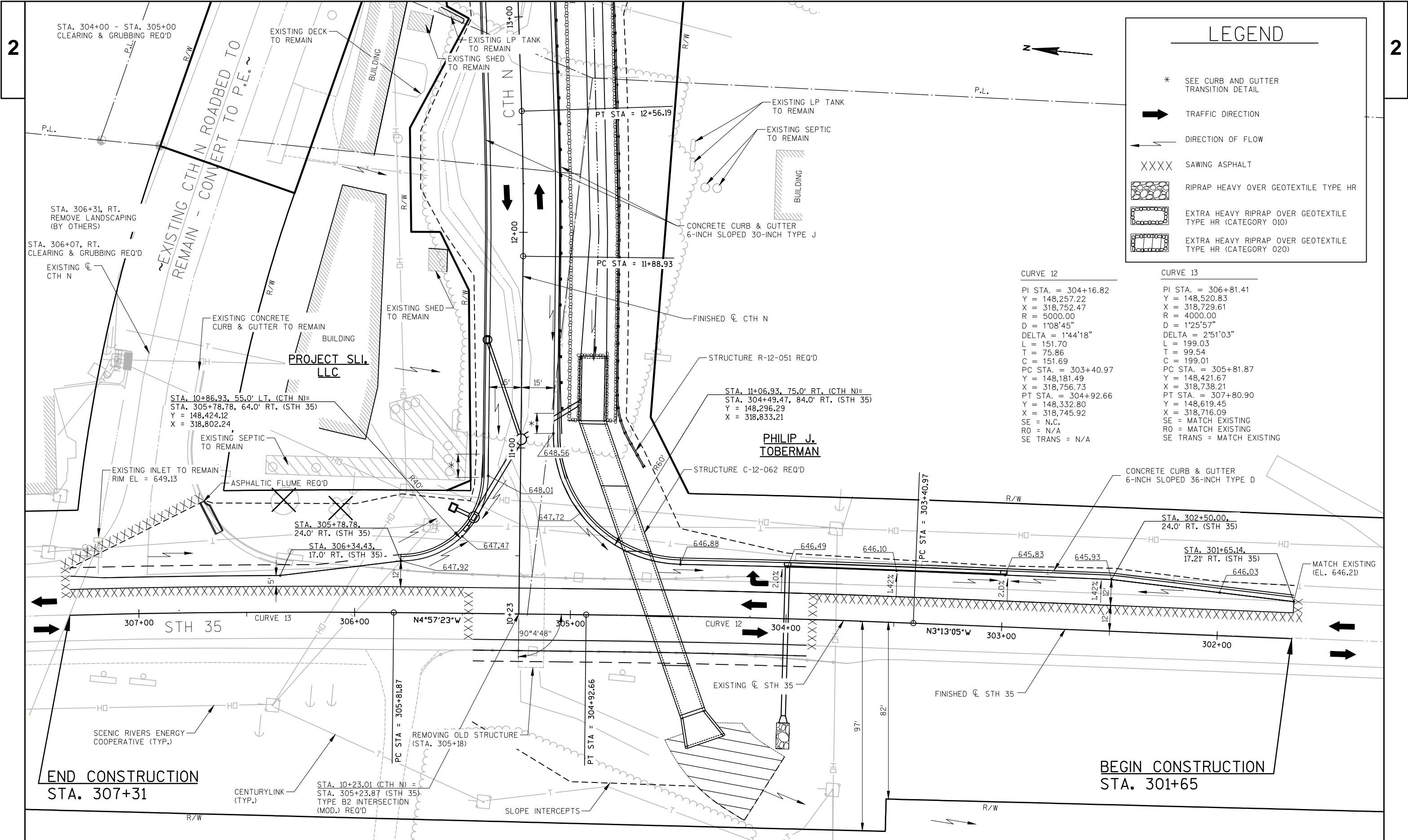
Y= 148,951.14
X= 325,290.32



P.E. - STA. 401+90, LT



P.E. - STA. 570+90, RT



LEGEND

* SEE CURB AND GUTTER TRANSITION DETAIL

→

TRAFFIC DIRECTION

→

DIRECTION OF FLOW

XXXX SAWING ASPHALT

RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

EXTRA HEAVY RIPRAP OVER GEOTEXTILE TYPE HR (CATEGORY 010)

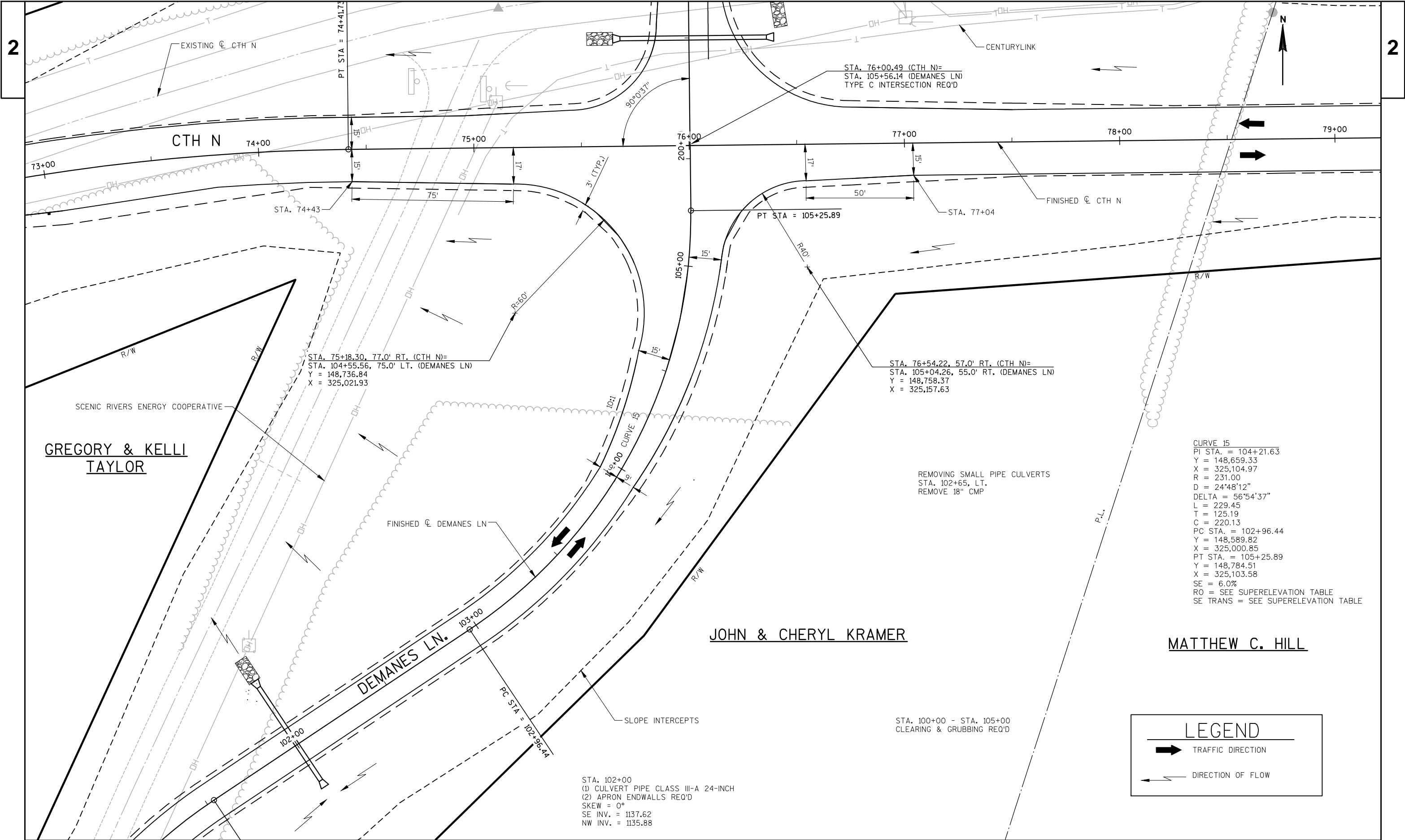
EXTRA HEAVY RIPRAP OVER GEOTEXTILE TYPE HR (CATEGORY 020)

CURVE 12

PI STA. = 304+16.82
Y = 148,257.22
X = 318,752.47
R = 5000.00
D = 1°08'45"
DELTA = 1°44'18"
L = 151.70
T = 75.86
C = 151.69
PC STA. = 303+40.97
Y = 148,181.49
X = 318,756.73
PT STA. = 304+92.66
Y = 148,332.80
X = 318,745.92
SE = N.C.
RO = N/A
SE TRANS = N/A

CURVE 13

PI STA. = 306+81.41
Y = 148,520.83
X = 318,729.61
R = 4000.00
D = 1°25'57"
DELTA = 2°51'03"
L = 199.03
T = 99.54
C = 199.01
PC STA. = 305+81.87
Y = 148,421.67
X = 318,738.21
PT STA. = 307+80.90
Y = 148,619.45
X = 318,716.09
SE = MATCH EXISTING
RO = MATCH EXISTING
SE TRANS = MATCH EXISTING



GREGORY & KELLI
TAYLOR

JOHN & CHERYL KRAMER

MATTHEW C. HILL

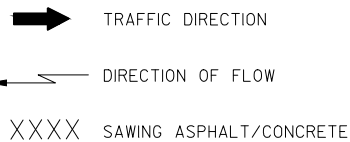
CURVE 15
PI STA. = 104+21.63
Y = 148,659.33
X = 325,104.97
R = 231.00
D = 24°48'12"
DELTA = 56°54'37"
L = 229.45
T = 125.19
C = 220.13
PC STA. = 102+96.44
Y = 148,589.82
X = 325,000.85
PT STA. = 105+25.89
Y = 148,784.51
X = 325,103.58
SE = 6.0%
RO = SEE SUPERELEVATION TABLE
SE TRANS = SEE SUPERELEVATION TABLE

LEGEND

TRAFFIC DIRECTION

DIRECTION OF FLOW

LEGEND



CURVE 16

PI STA. = 202+16.99
Y = 149,031.73
X = 325,100.77
R = 231.00
D = 24°48'12"
DELTA = 44°59'45"
L = 181.41
T = 95.67
C = 176.78
PC STA. = 201+21.32
Y = 148,936.07
X = 325,101.85
PT STA. = 203+02.73
Y = 149,098.62
X = 325,032.36
SE = 6.0%
RO = SEE SUPERELEVATION TABLE
SE TRANS = SEE SUPERELEVATION TABLE

CURVE 17

PI STA. = 400+64.61
Y = 148,915.48
X = 325,166.70
R = 231.00
D = 24°48'12"
DELTA = 6°41'47"
L = 27.00
T = 13.51
C = 26.98
PC STA. = 400+51.10
Y = 148,915.33
X = 325,153.19
PT STA. = 400+78.10
Y = 148,914.06
X = 325,180.14
SE = N.C.
RO = N/A
SE TRANS = N/A

CURVE 18

PI STA. = 401+65.27
Y = 148,904.87
X = 325,266.83
R = 231.00
D = 24°48'12"
DELTA = 7°11'16"
L = 28.98
T = 14.51
C = 28.96
PC STA. = 401+50.77
Y = 148,906.40
X = 325,252.40
PT STA. = 401+79.74
Y = 148,905.16
X = 325,281.34
SE = N.C.
RO = N/A
SE TRANS = N/A

STA. 201+00 - STA.
202+00
CLEARING & GRUBBING
REQ'D

STA. 200+50
(1) CULVERT PIPE CLASS III-A 24-INCH
(2) APRON ENDWALLS REQ'D
SKEW = 0°
E. INV. = 1143.38
W. INV. = 1139.98

STA. 75+45.46, 57.0' LT. (CTH N)=
STA. 200+57.00, 55.0' LT. (SLAMA LN)
Y = 148,871.13
X = 325,047.58

STA. 202+45, RT.
CONSTRUCT P.E. (B.A.D.)
(1) CULVERT PIPE CLASS III-A 24-INCH
(2) APRON ENDWALLS REQ'D
SKEW = 9° RH
N. INV. = 1157.37
S. INV. = 1154.50

STA. 401+11.56 - STA.
402+00
CLEARING & GRUBBING
REQ'D

RONALD &
NIKKI KRAMER

STA. 401+40, LT.
CONSTRUCT P.E.
(ASPHALT)

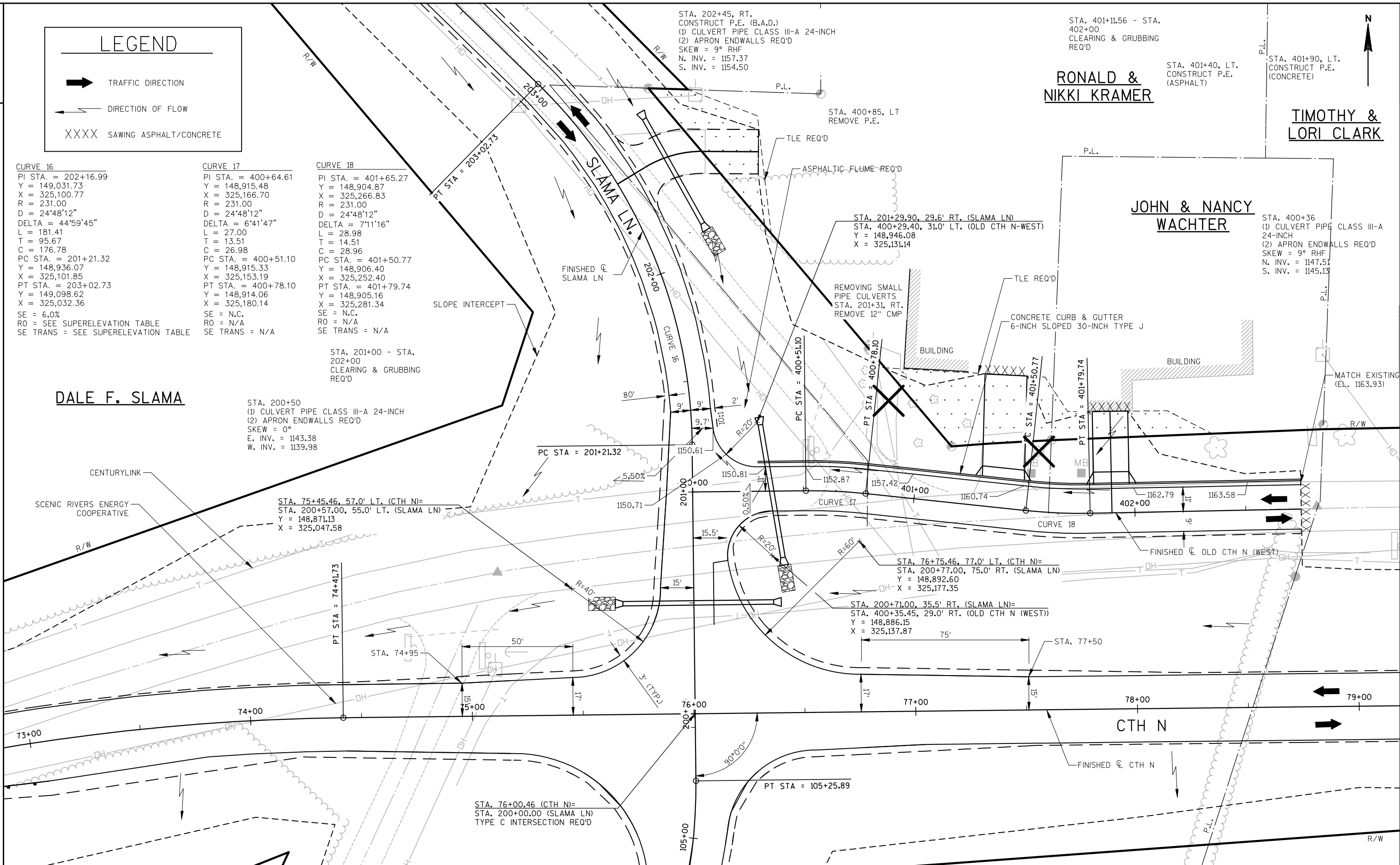
STA. 401+90, LT.
CONSTRUCT P.E.
(CONCRETE)

TIMOTHY &
LORI CLARK

JOHN & NANCY
WACHTER

STA. 400+36
(1) CULVERT PIPE CLASS III-A
24-INCH
(2) APRON ENDWALLS REQ'D
SKEW = 9° RH
N. INV. = 1147.51
S. INV. = 1145.13

DALE F. SLAMA



PROJECT NO: 5496-00-74

HWY: CTH N

COUNTY: CRAWFORD

INTERSECTION DETAIL

SHEET

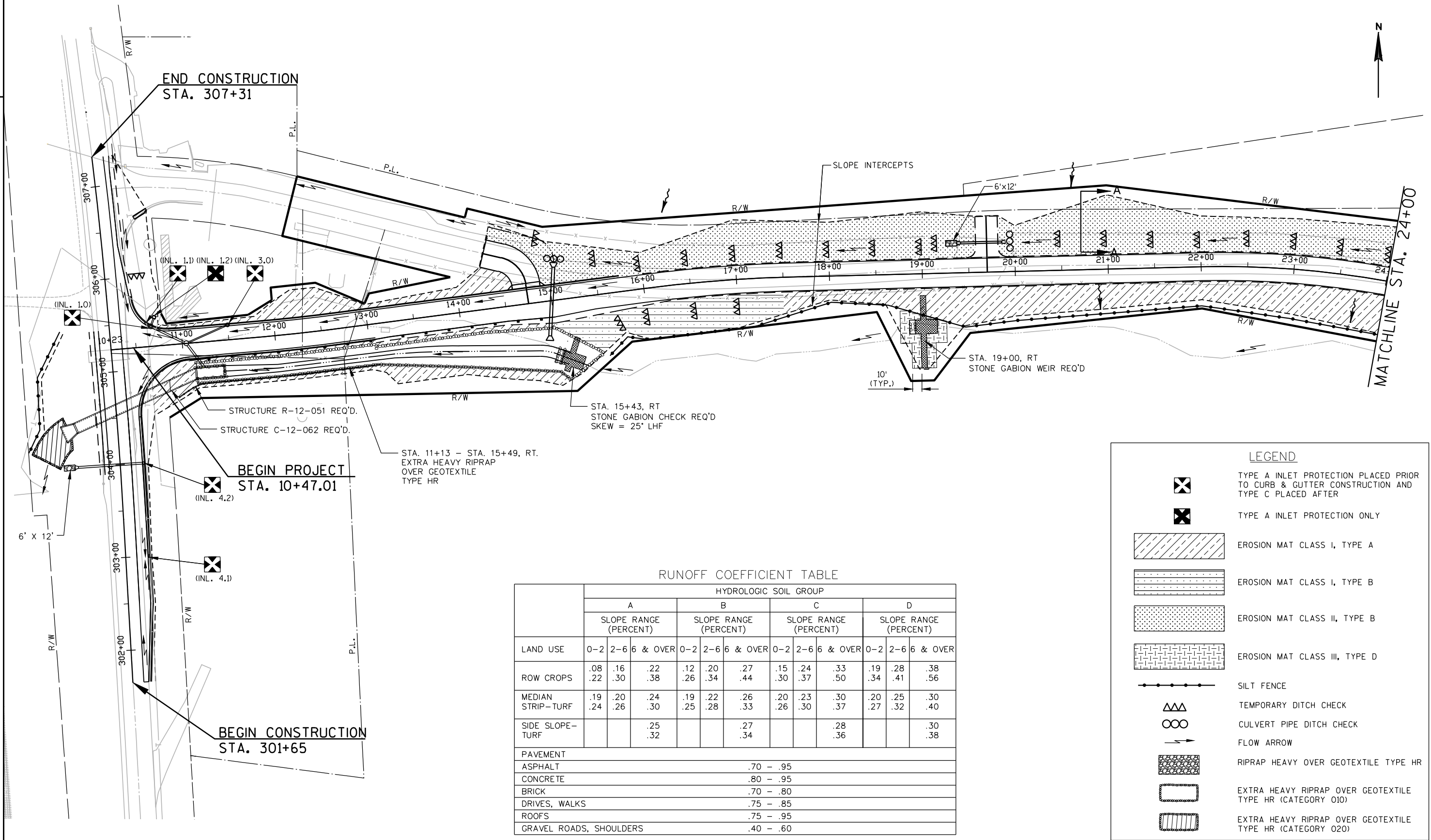
E

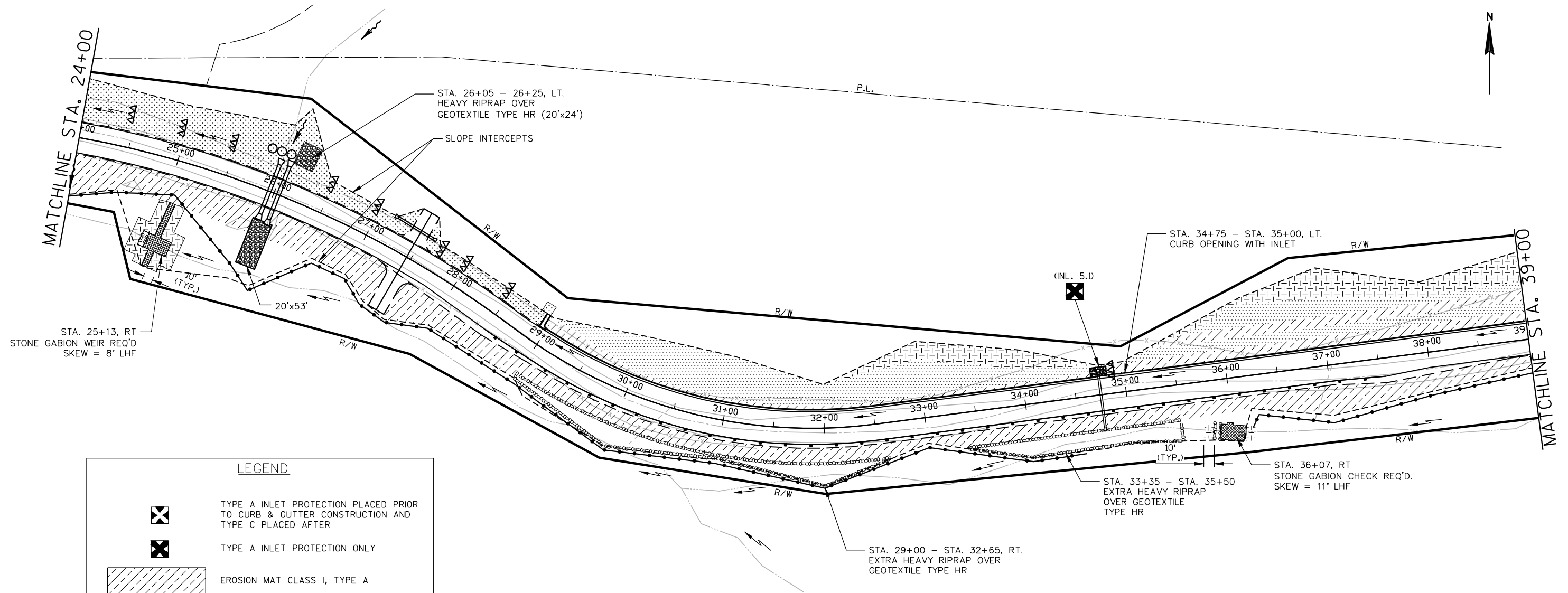
FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N
LAYOUT : RECONSTRUCT\SHEETPLAN\DETAILS\C54320_INTERSECTION DETAIL.DWG

PLOT DATE : 10/26/2018
PLOT TIME : 12:06:04 PM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'





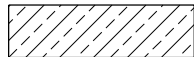
LEGEND



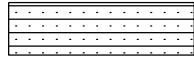
TYPE A INLET PROTECTION PLACED PRIOR
TO CURB & GUTTER CONSTRUCTION AND
TYPE C PLACED AFTER



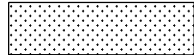
TYPE A INLET PROTECTION ONLY



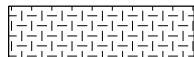
EROSION MAT CLASS I, TYPE A



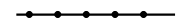
EROSION MAT CLASS I, TYPE B



EROSION MAT CLASS II, TYPE B



EROSION MAT CLASS III, TYPE D



SILT FENCE



TEMPORARY DITCH CHECK



CULVERT PIPE DITCH CHECK



FLOW ARROW



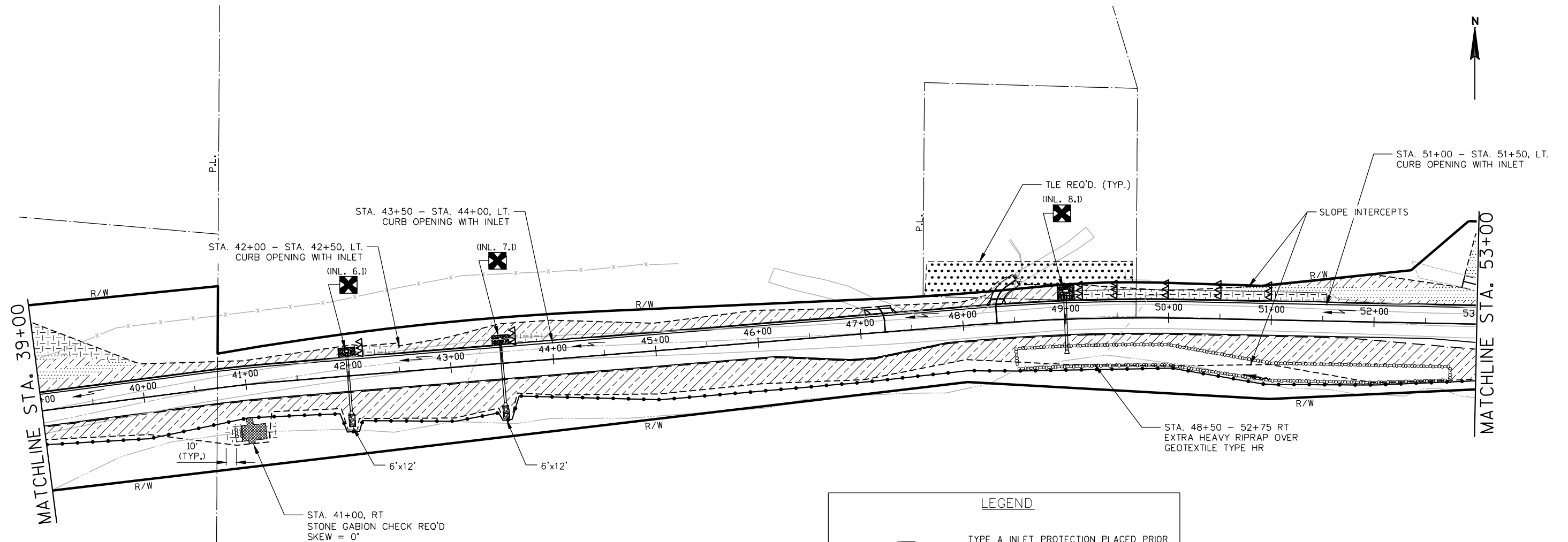
RIPRAP HEAVY OVER GEOTEXTILE TYPE HR



EXTRA HEAVY RIPRAP OVER GEOTEXTILE
TYPE HR (CATEGORY 010)



ROCK FACE



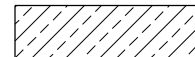
LEGEND



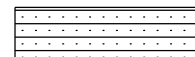
TYPE A INLET PROTECTION PLACED PRIOR TO CURB & GUTTER CONSTRUCTION AND TYPE C PLACED AFTER



TYPE A INLET PROTECTION ONLY



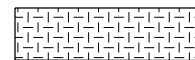
EROSION MAT CLASS I, TYPE A



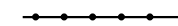
EROSION MAT CLASS I, TYPE B



EROSION MAT CLASS II, TYPE B



EROSION MAT CLASS III, TYPE D



SILT FENCE



TEMPORARY DITCH CHECK



CULVERT PIPE DITCH CHECK



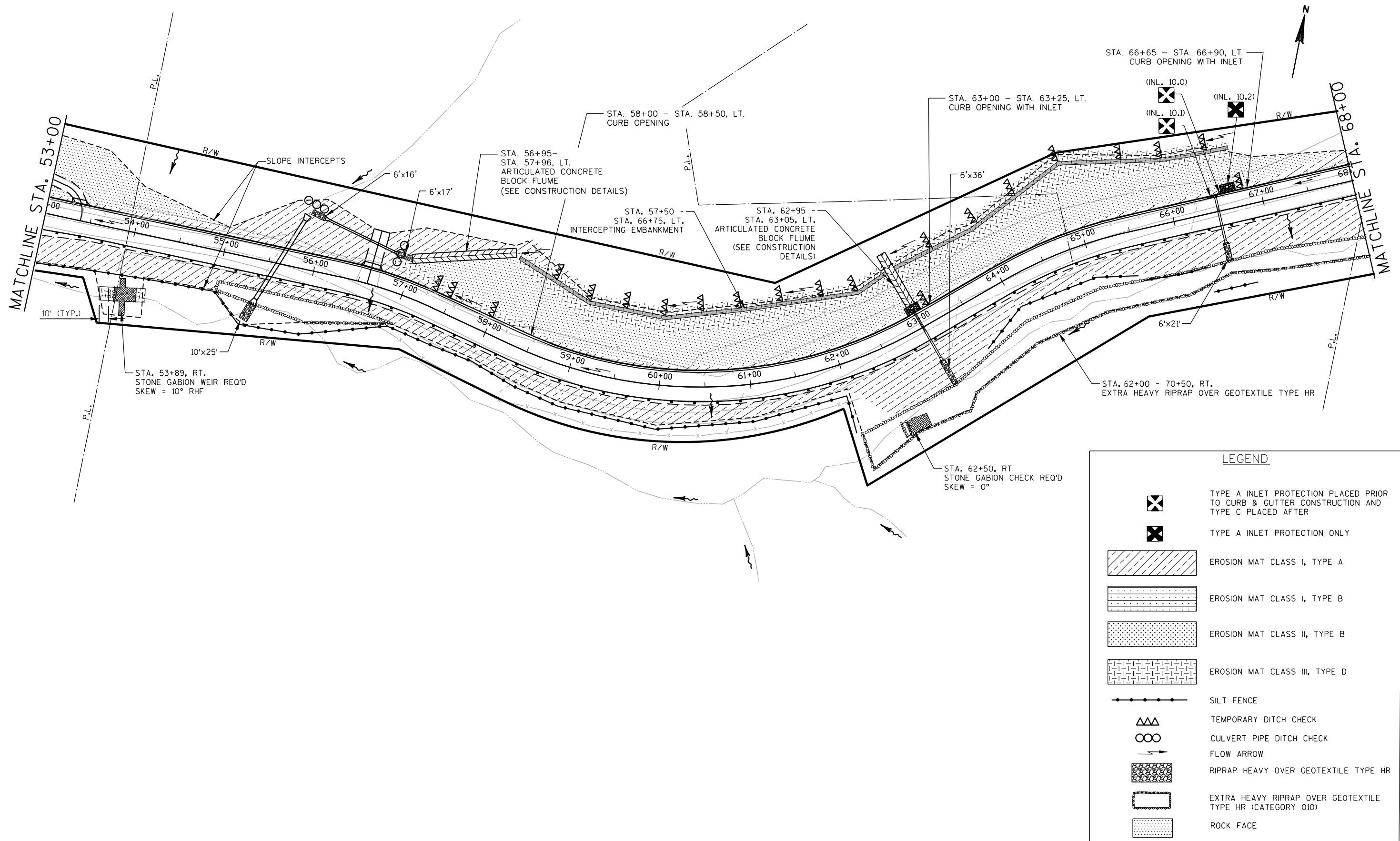
FLOW ARROW



RIPRAP HEAVY OVER GEOTEXTILE TYPE HR



EXTRA HEAVY RIPRAP OVER GEOTEXTILE TYPE HR (CATEGORY 010)



LEGEND



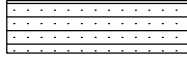
TYPE A INLET PROTECTION PLACED PRIOR TO CURB & GUTTER CONSTRUCTION AND TYPE C PLACED AFTER



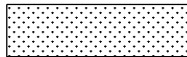
TYPE A INLET PROTECTION ONLY



EROSION MAT CLASS I, TYPE A



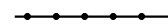
EROSION MAT CLASS I, TYPE B



EROSION MAT CLASS II, TYPE B



EROSION MAT CLASS III, TYPE D



SILT FENCE



TEMPORARY DITCH CHECK



CULVERT PIPE DITCH CHECK



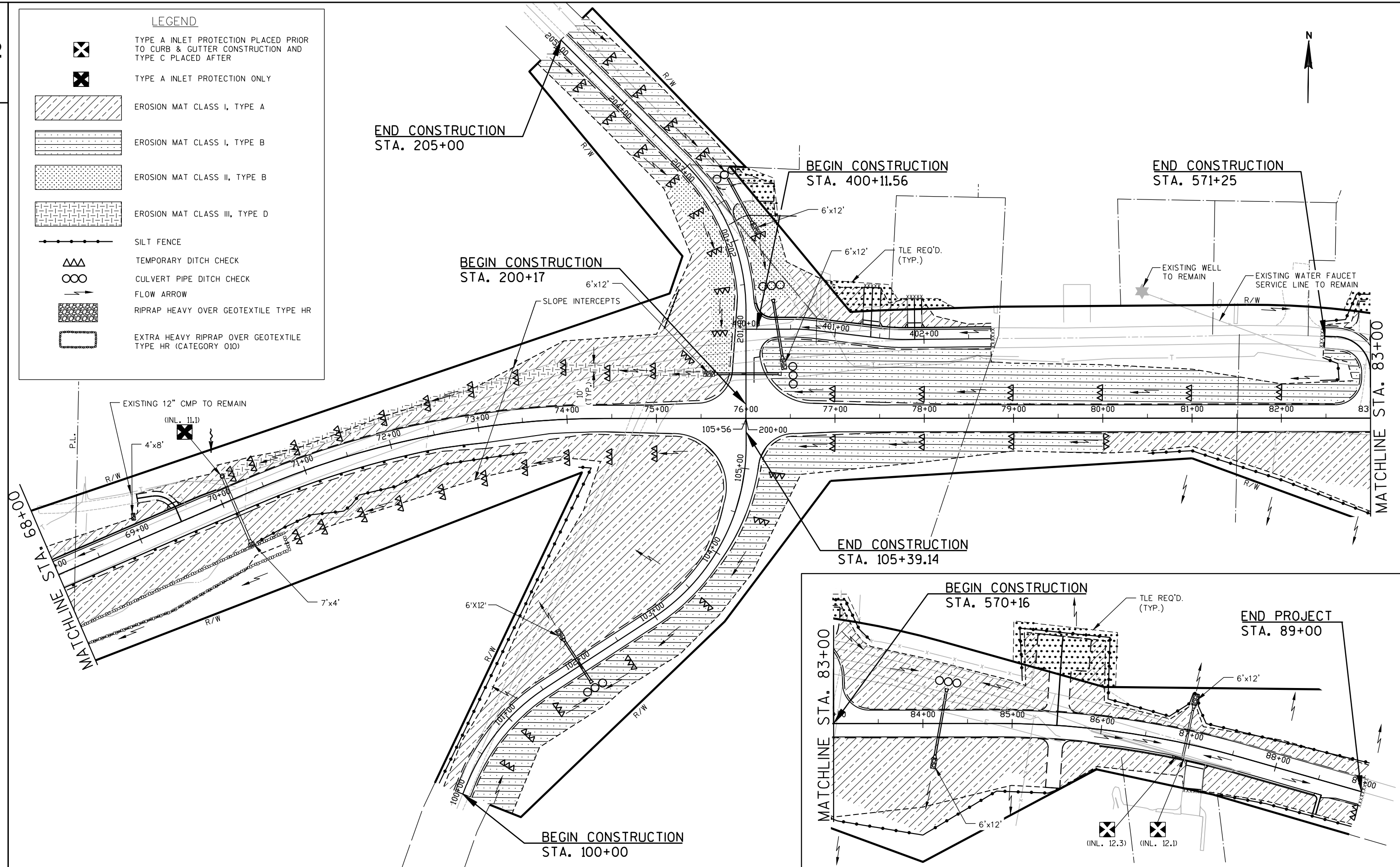
FLOW ARROW



RIPRAP HEAVY OVER GEOTEXTILE TYPE HR



EXTRA HEAVY RIPRAP OVER GEOTEXTILE TYPE HR (CATEGORY O10)



PROJECT NO: 5496-00-74

HWY: CTH N

COUNTY: CRAWFORD

EROSION CONTROL PLAN

SHEET

E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSP\DETAILS\C54320_EROSION
LAYOUT : 60NTROL.DWG

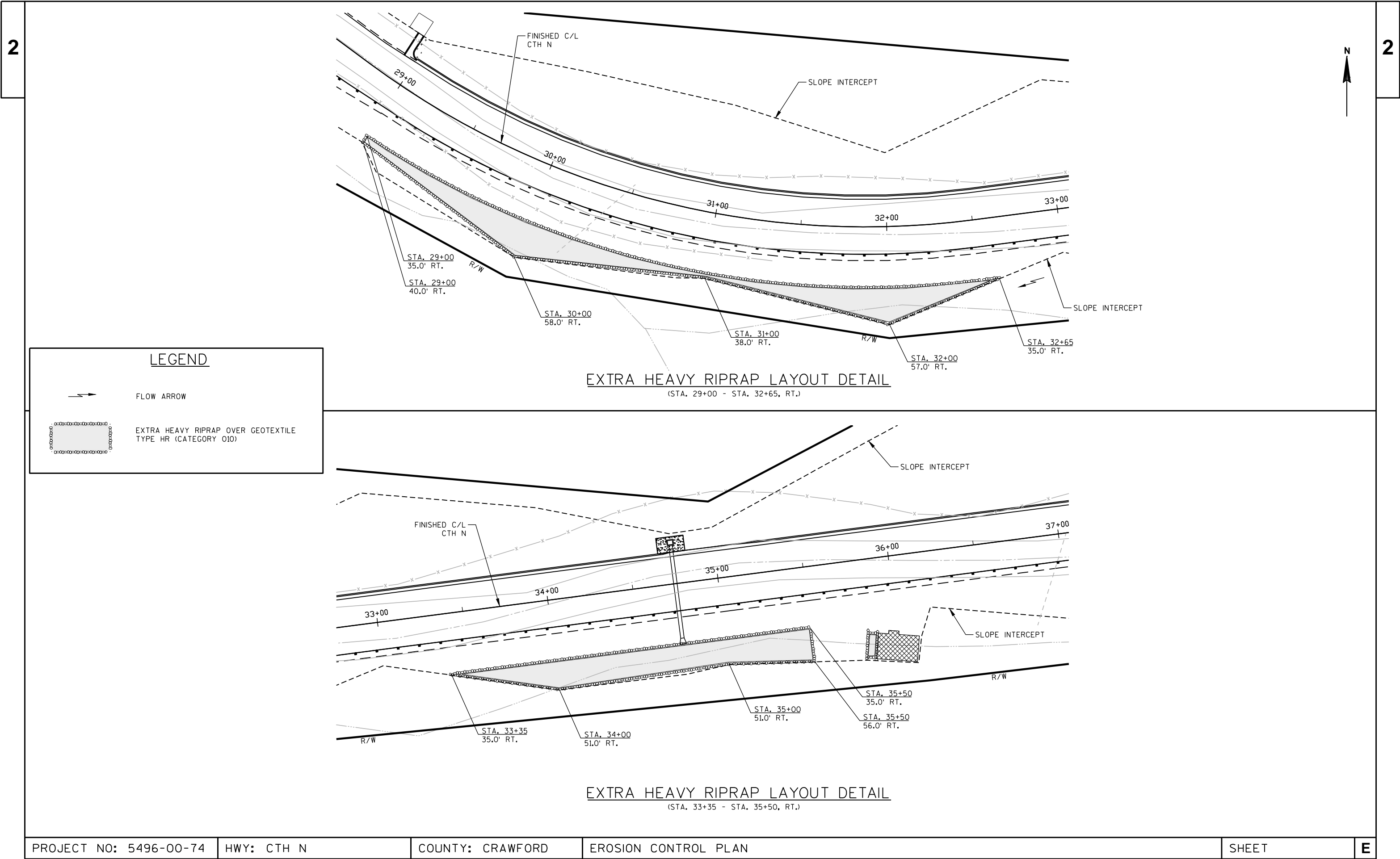
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PLOT TIME : 1:33:21 PM

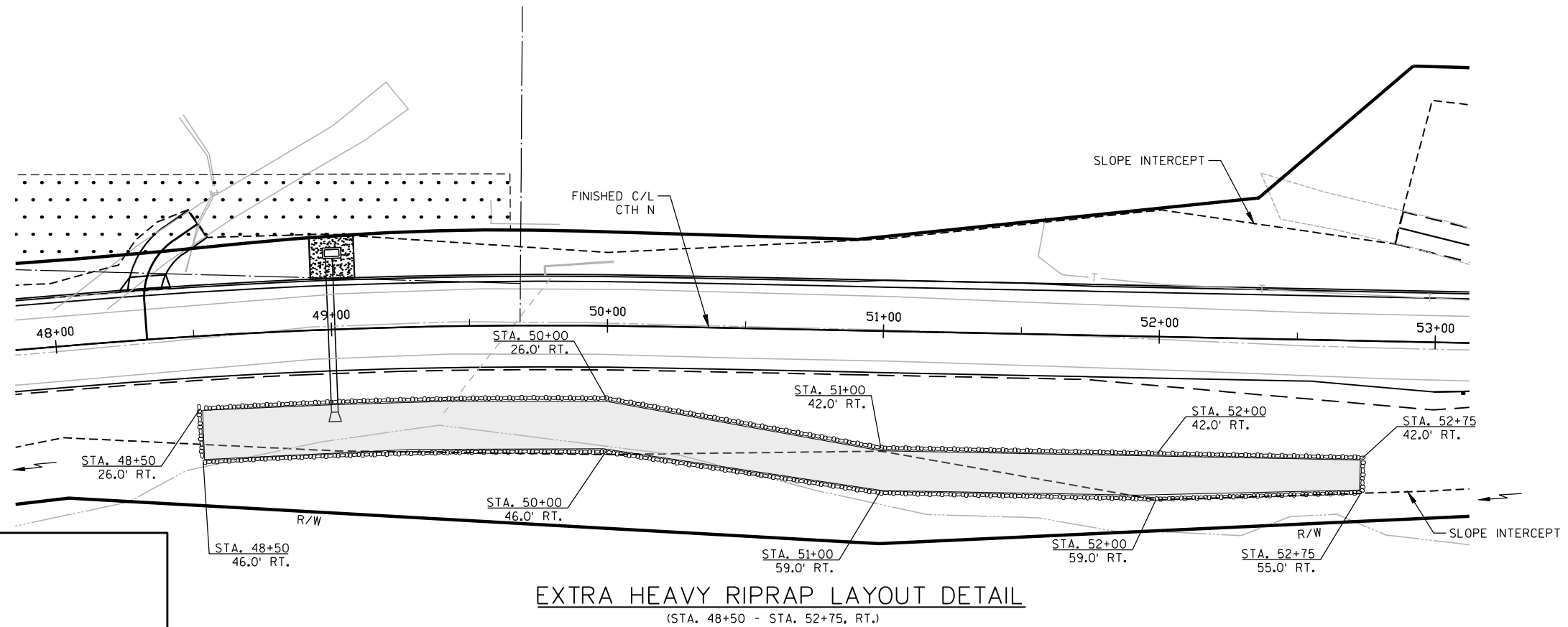
PLOT BY : KARTER ZAJICEK

PLOT SCALE : 1" = 1'



RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

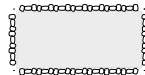




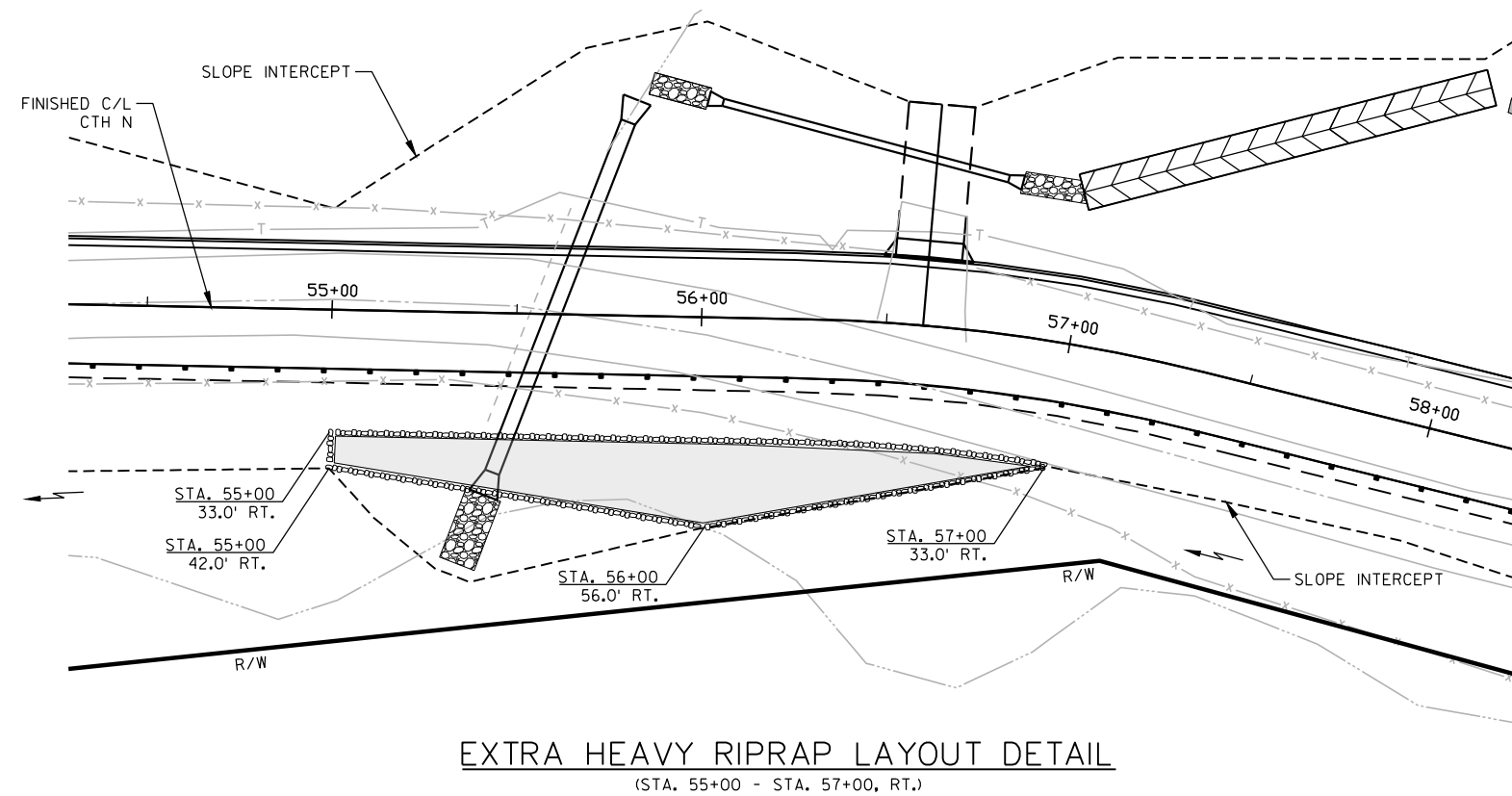
LEGEND

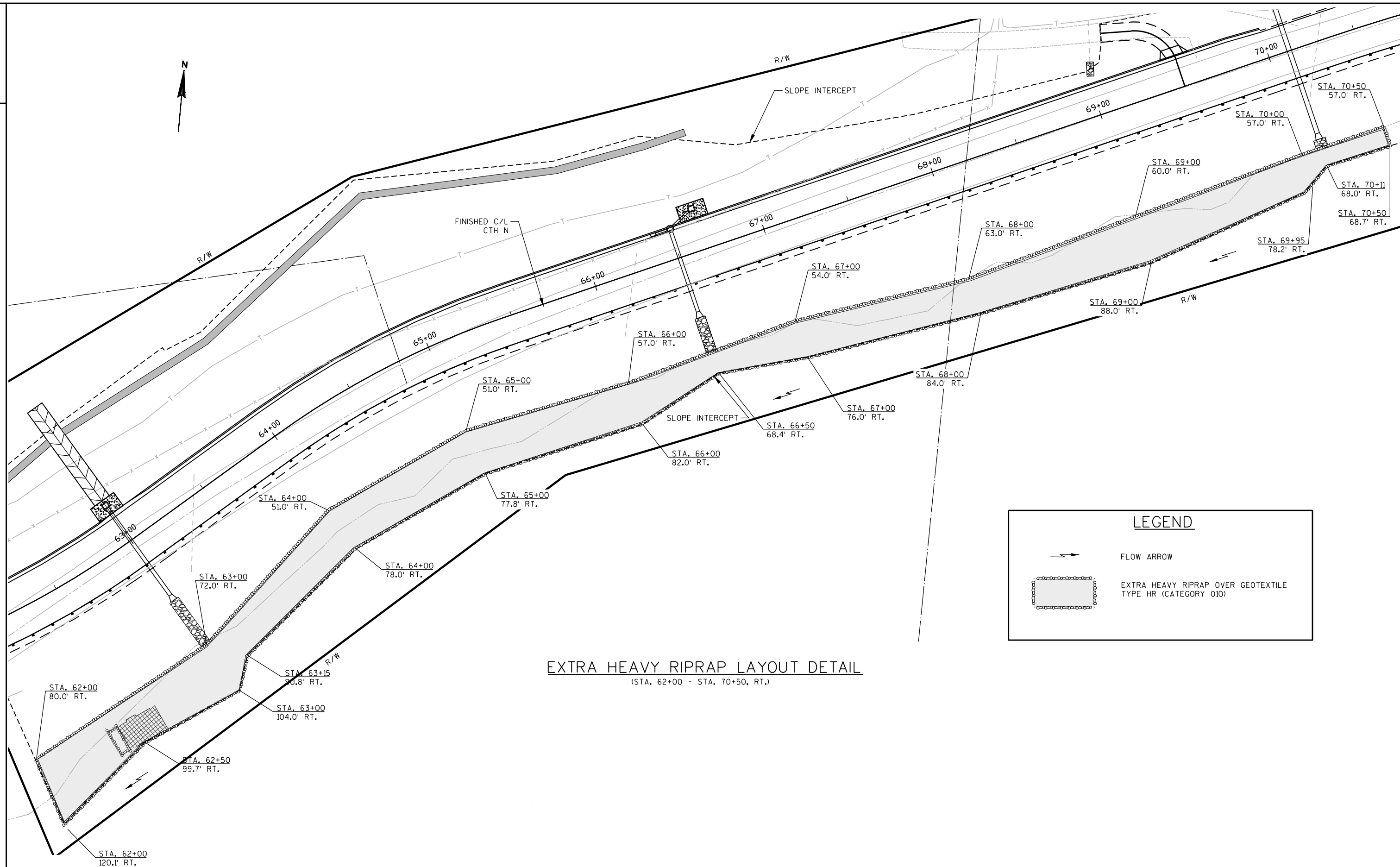


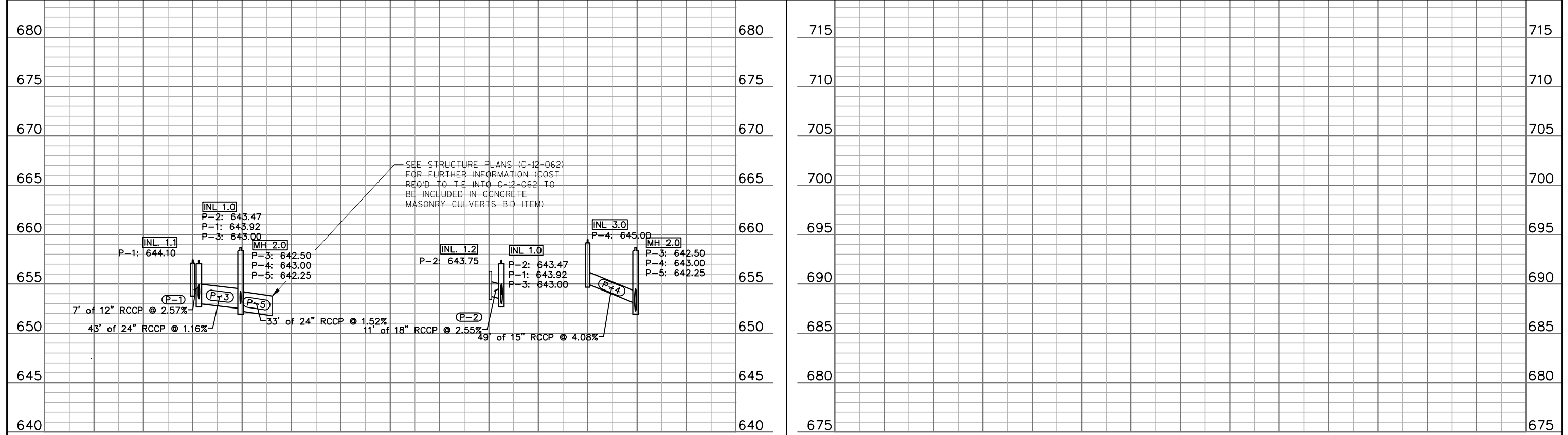
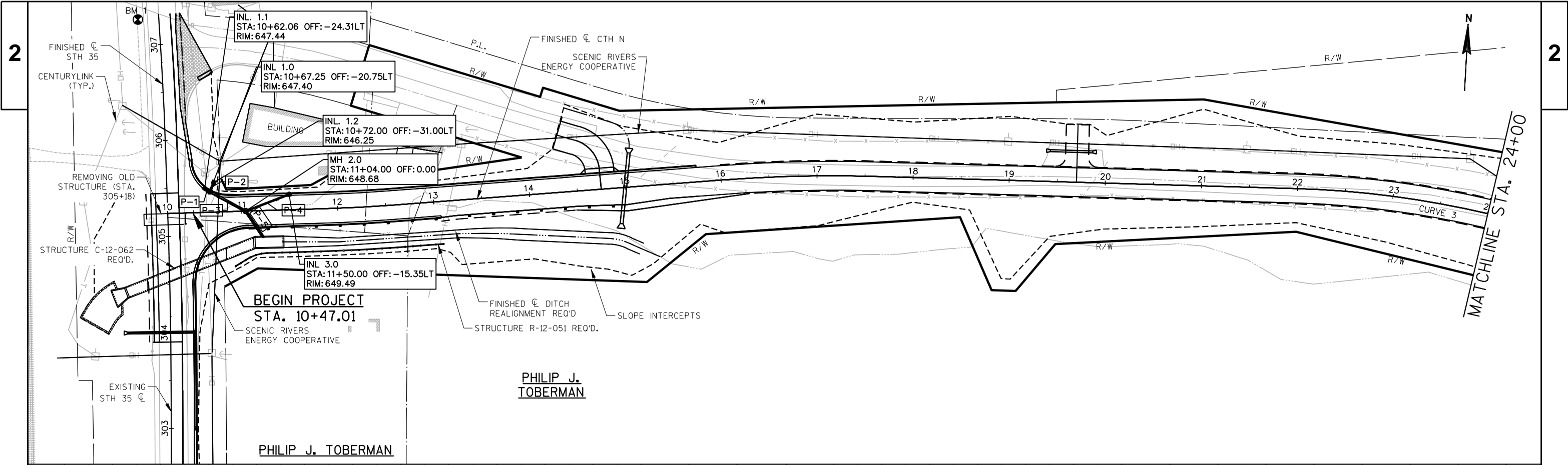
FLOW ARROW

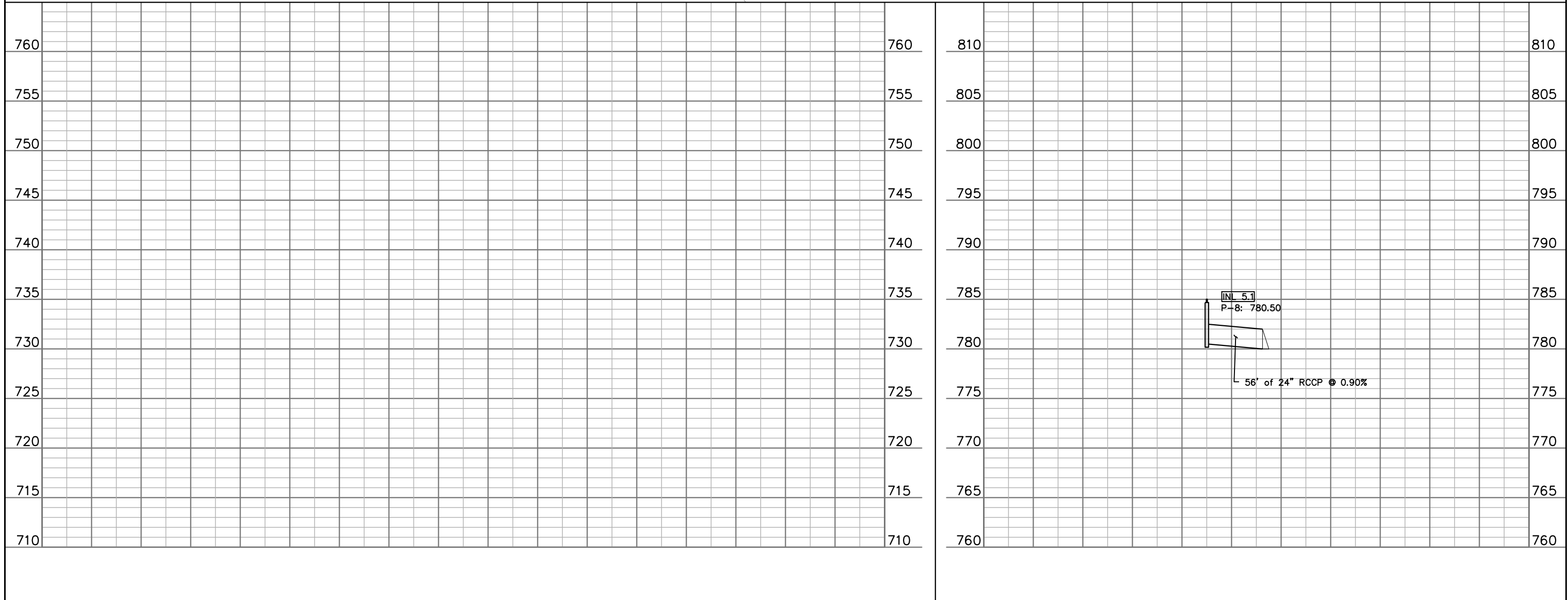
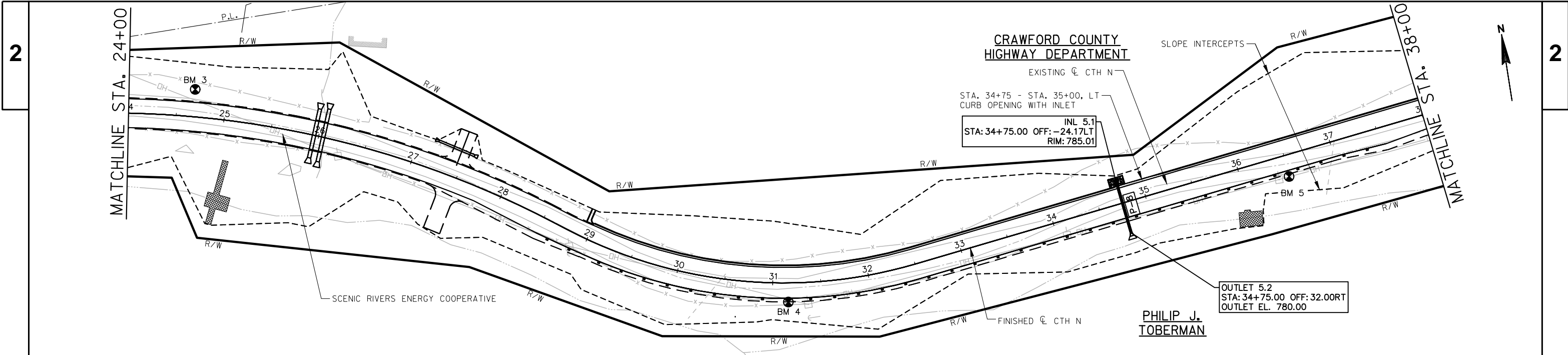


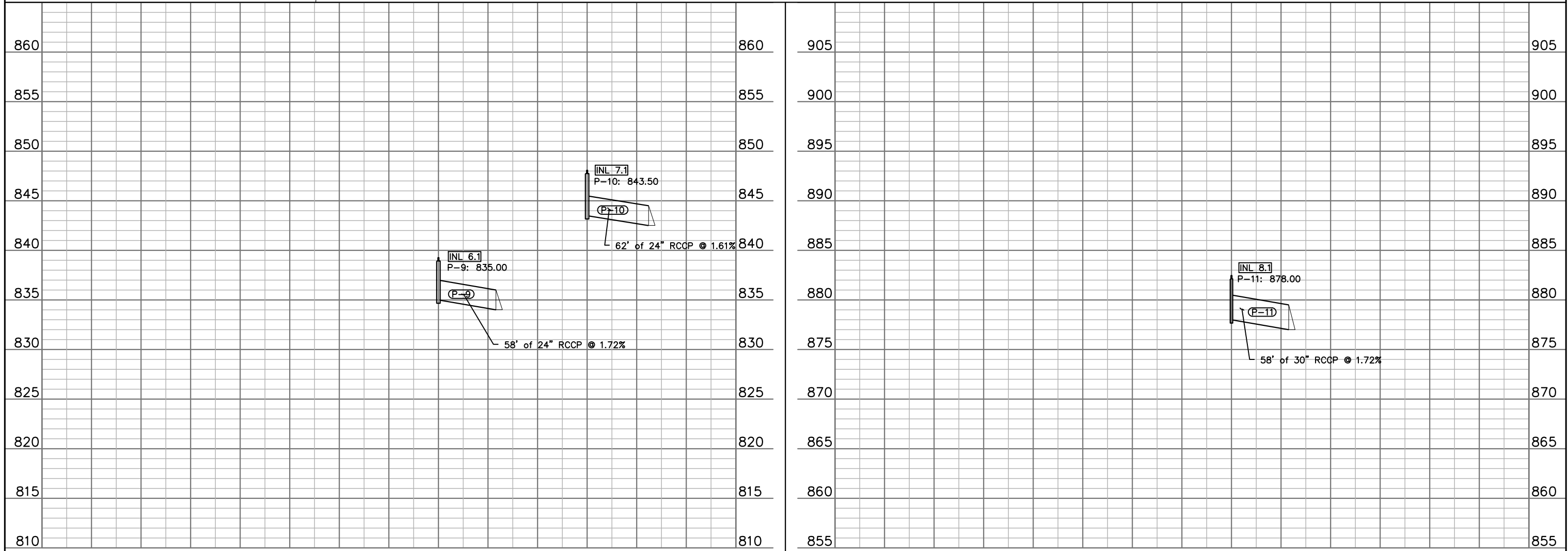
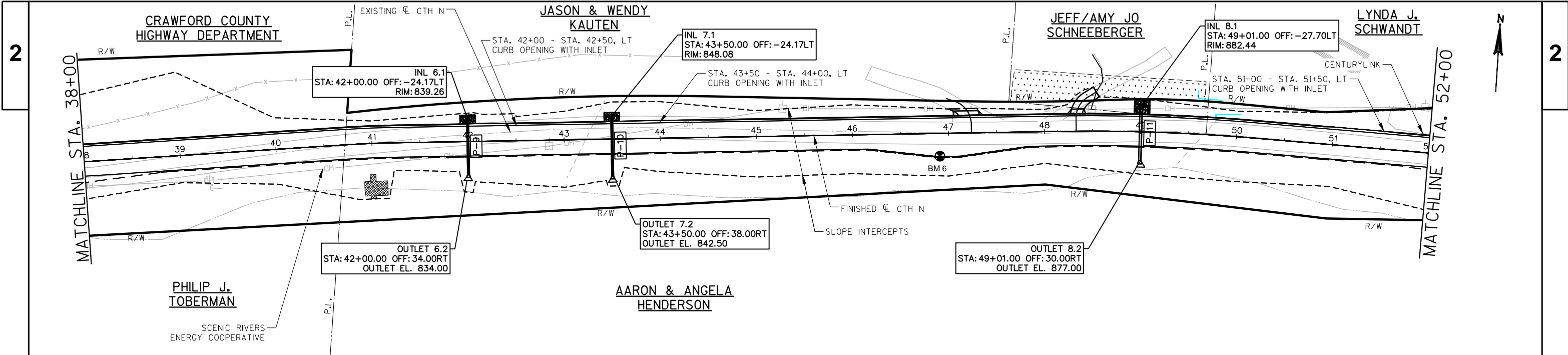
EXTRA HEAVY RIPRAP OVER GEOTEXTILE
TYPE HR (CATEGORY Q10)

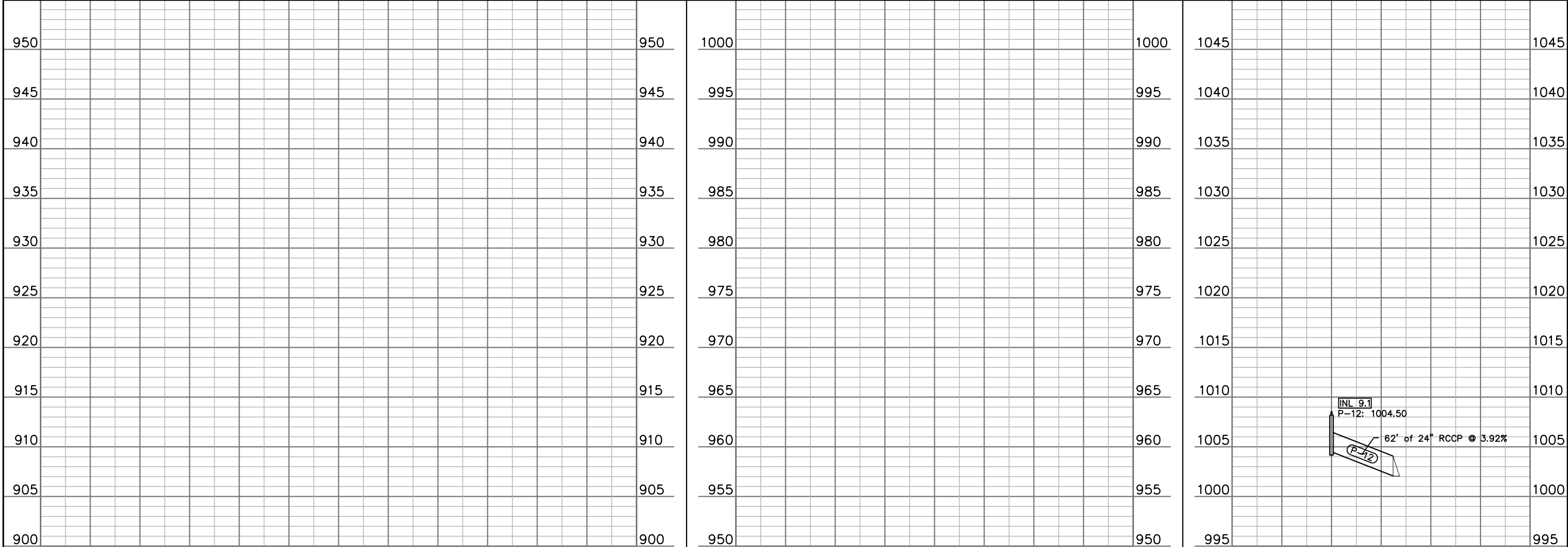
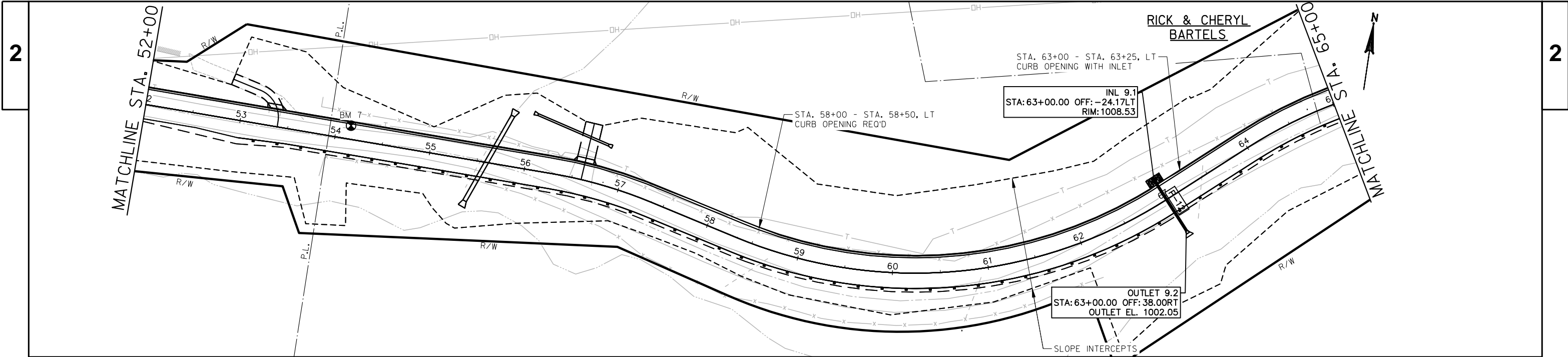


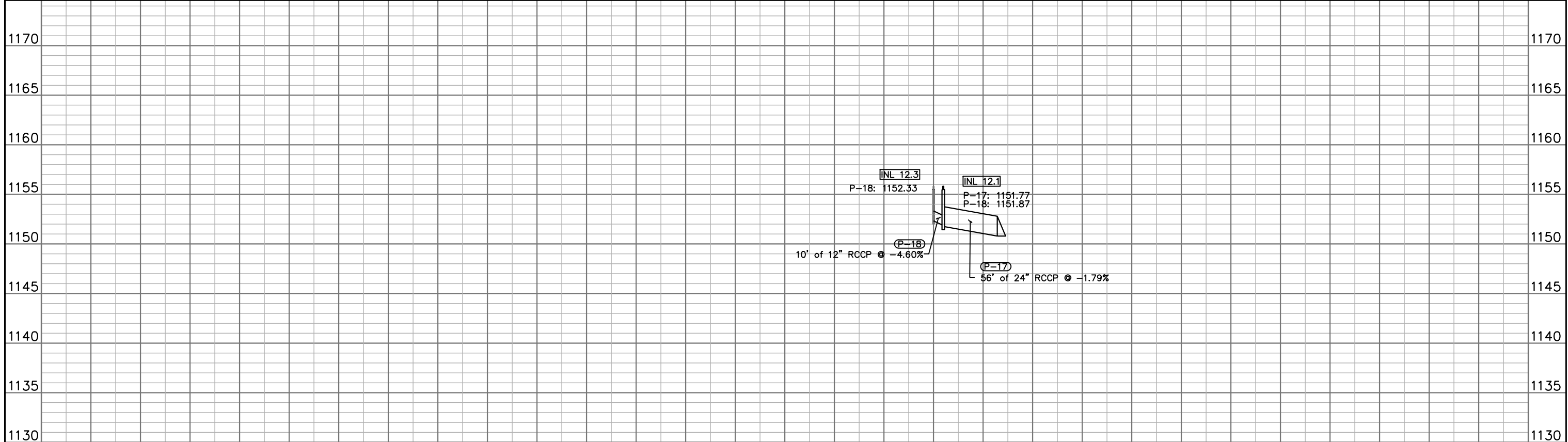
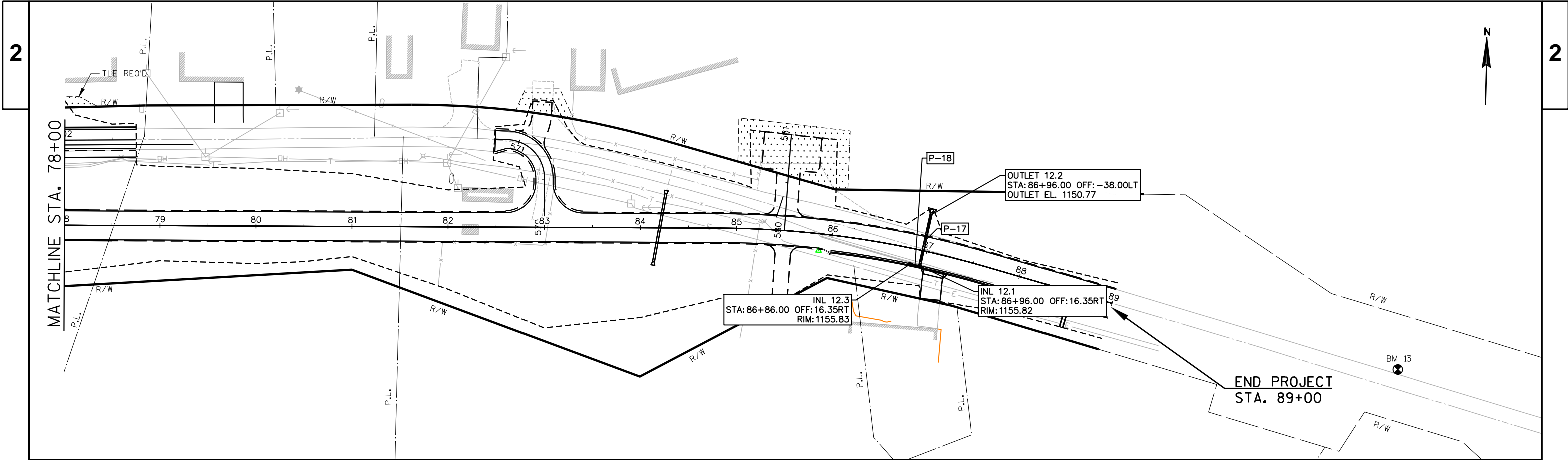


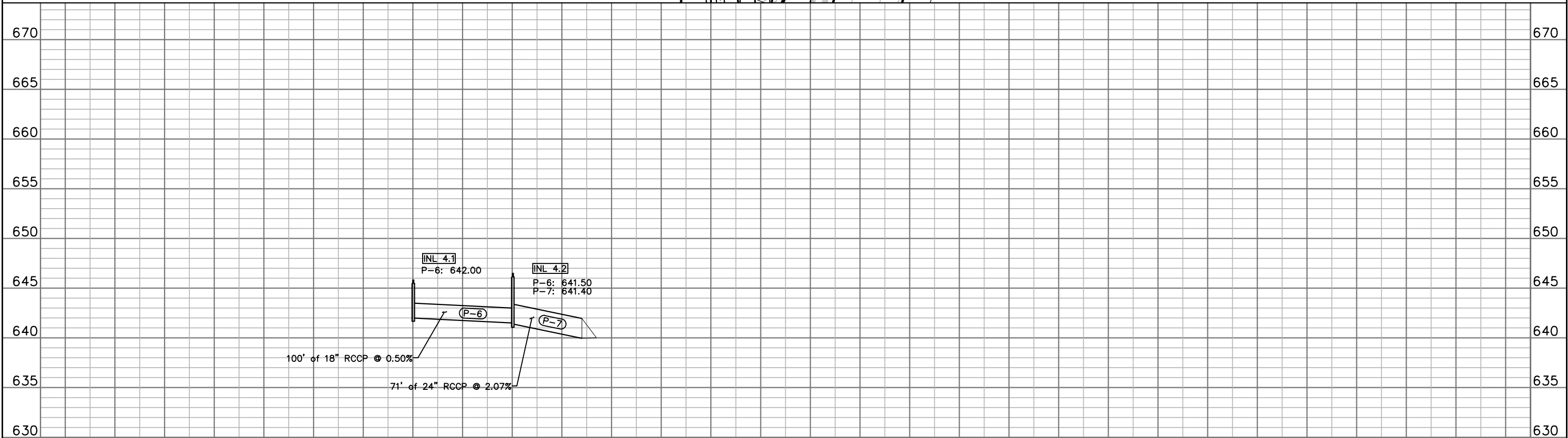
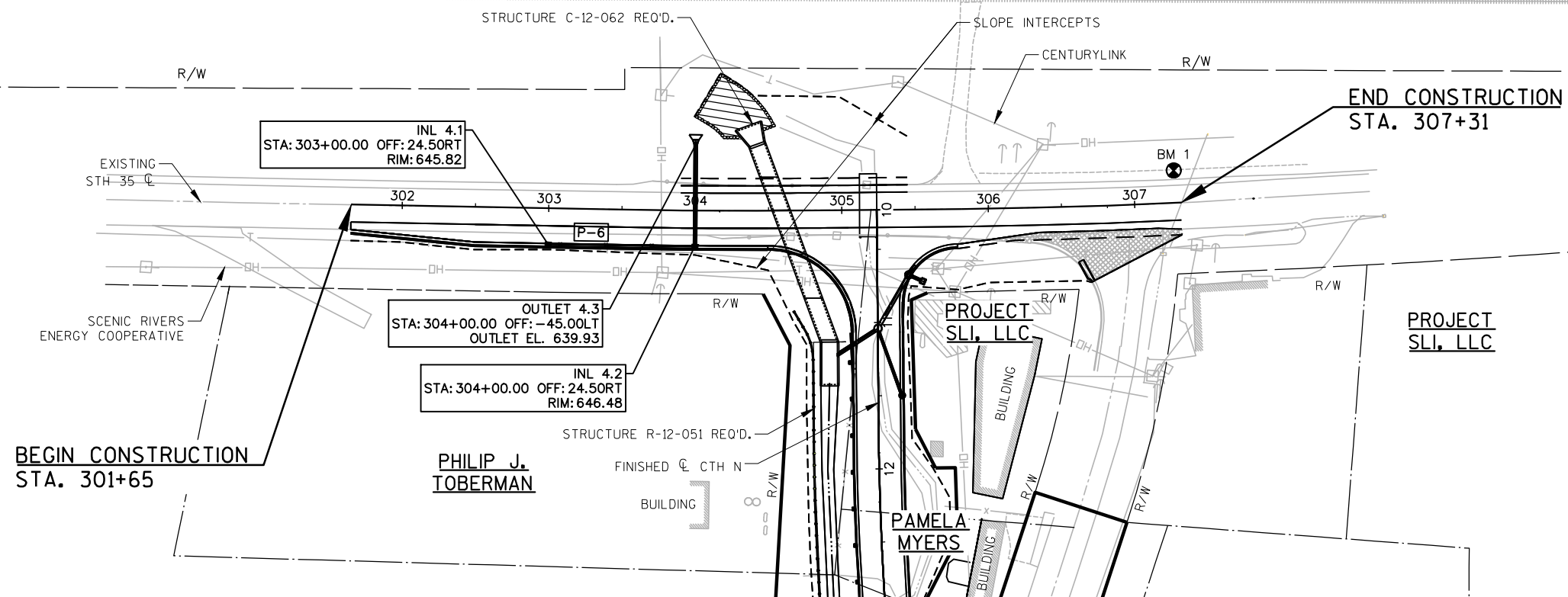


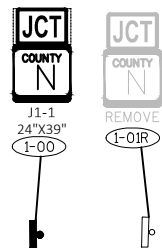










BEGIN CONSTRUCTION
STA. 301+65

EXISTING C/L STH 35

FINISHED C/L STH 35

STH 35

BEGIN PROJECT
STA. 10+47.01

MATCHLINE STA. 12+00

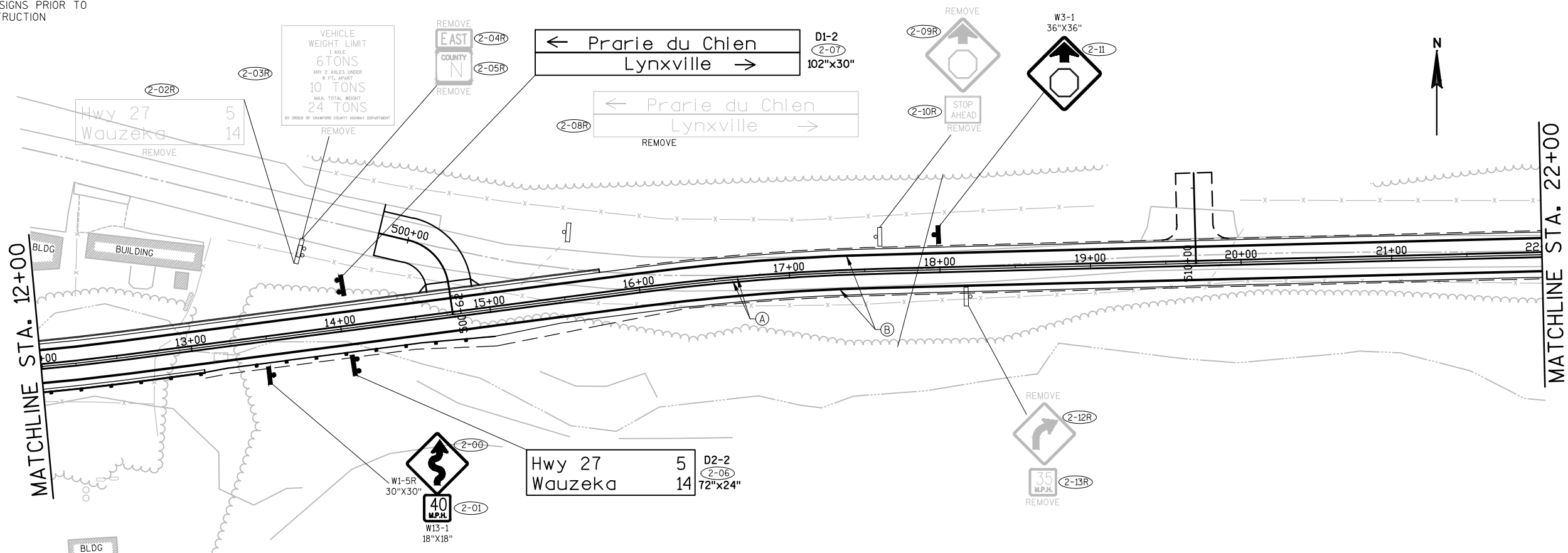
END CONSTRUCTION
STA. 307+31

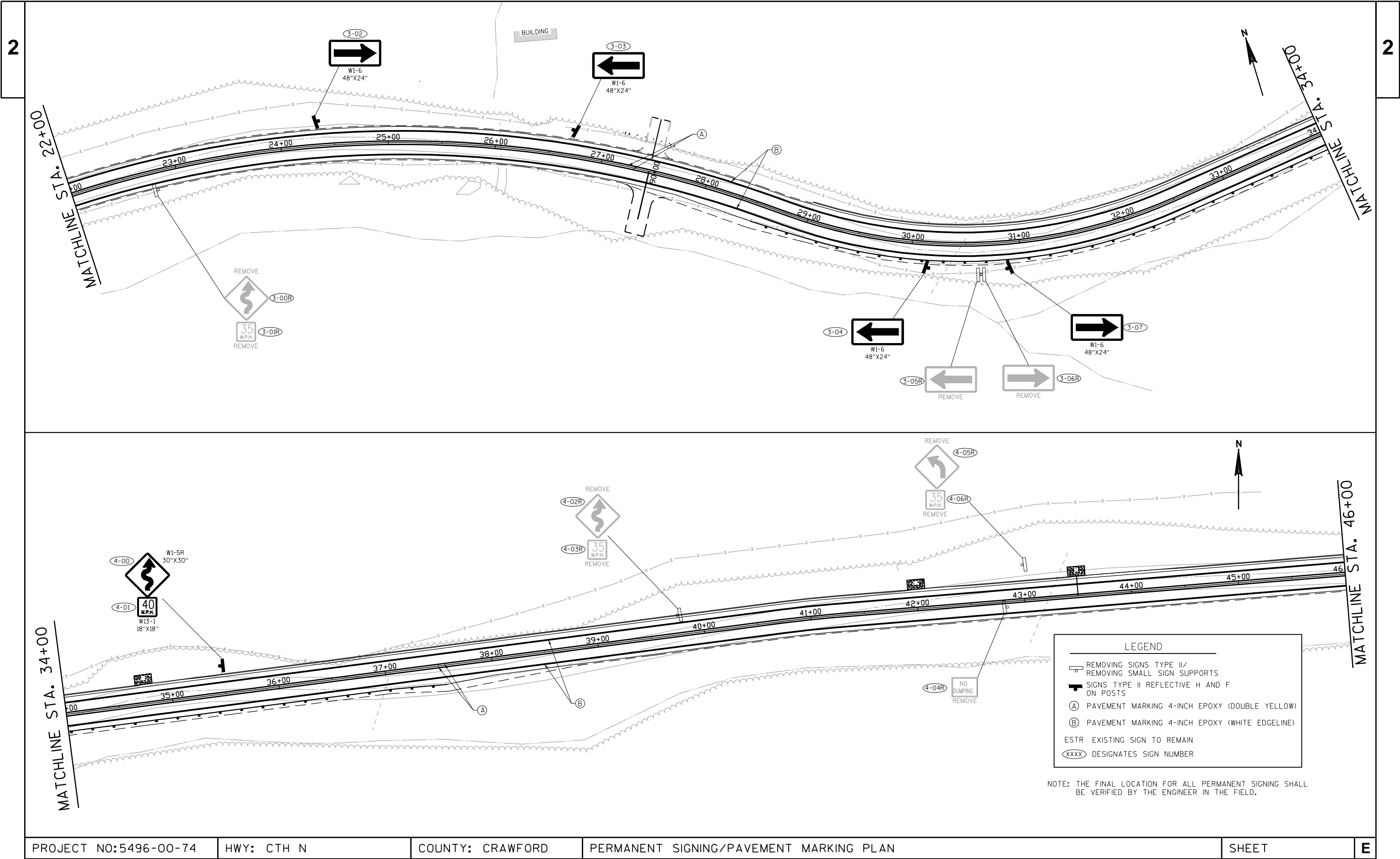
LEGEND

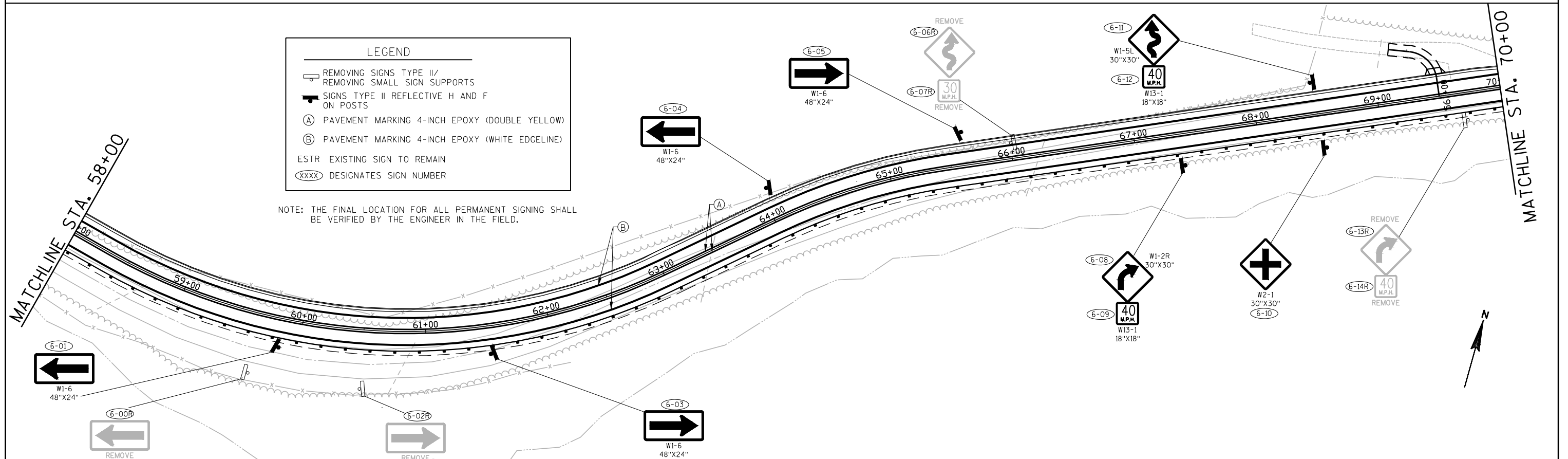
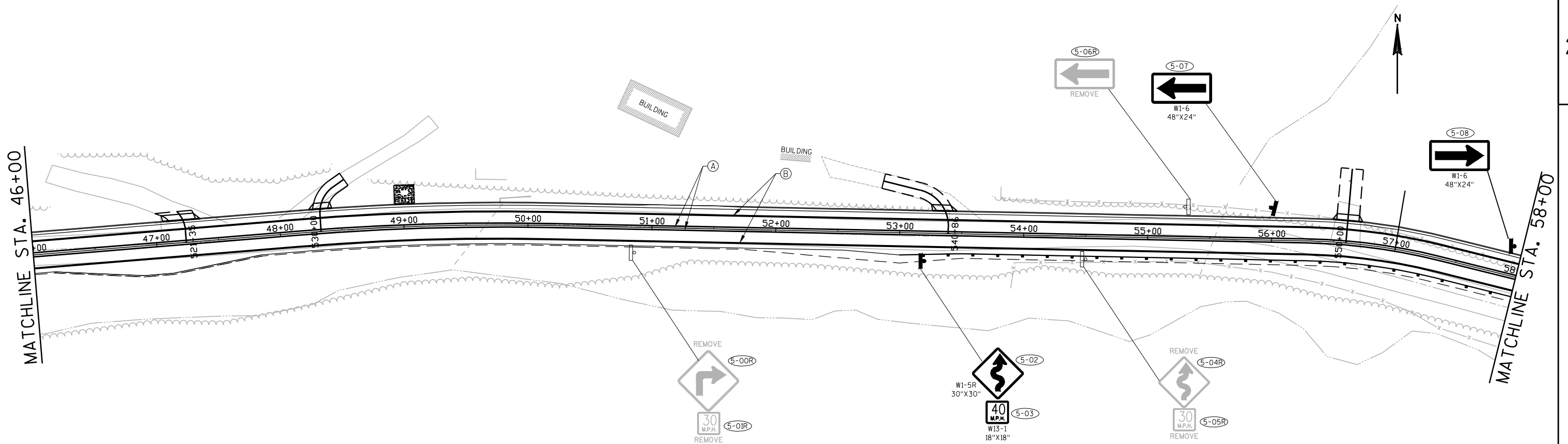
- REMOVING SIGNS TYPE II/REMOVING SMALL SIGN SUPPORTS/MOVING SIGNS TYPE II/MOVING SMALL SIGN SUPPORTS
- SIGNS TYPE II REFLECTIVE H AND F ON POSTS
- (A) PAVEMENT MARKING 4-INCH EPOXY (DOUBLE YELLOW)
- (B) PAVEMENT MARKING 4-INCH EPOXY (WHITE EDGELINE)
- (C) PAVEMENT MARKING STOP LINE EPOXY 18-INCH
- (D) MARKING LINE EPOXY 8-INCH
- ESTR EXISTING SIGN TO REMAIN
- (XXXX) DESIGNATES SIGN NUMBER

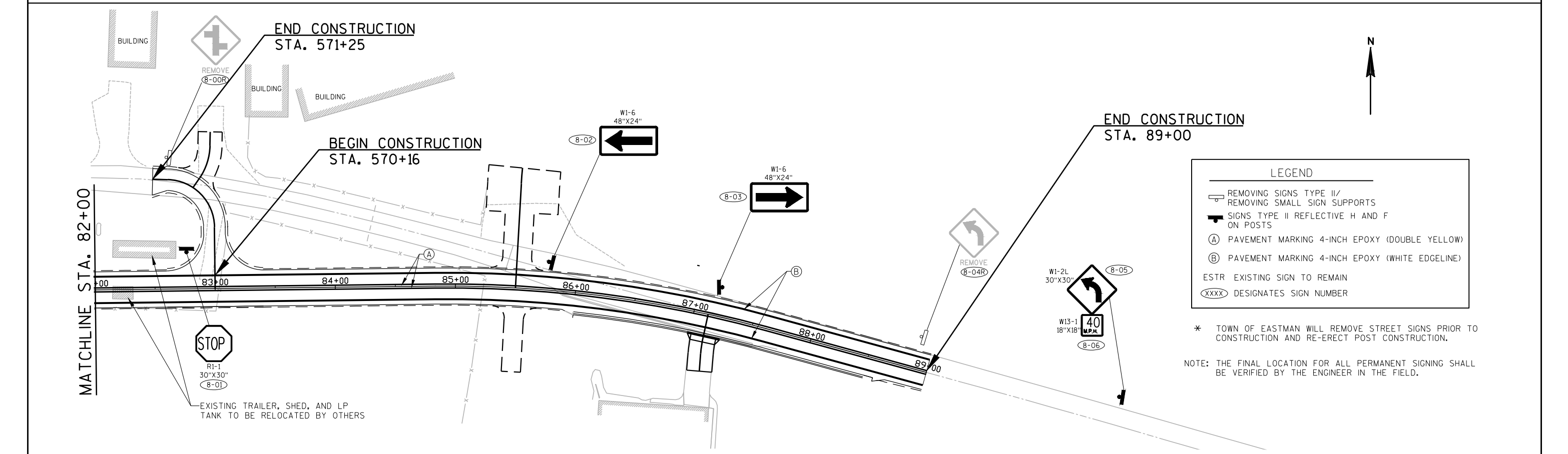
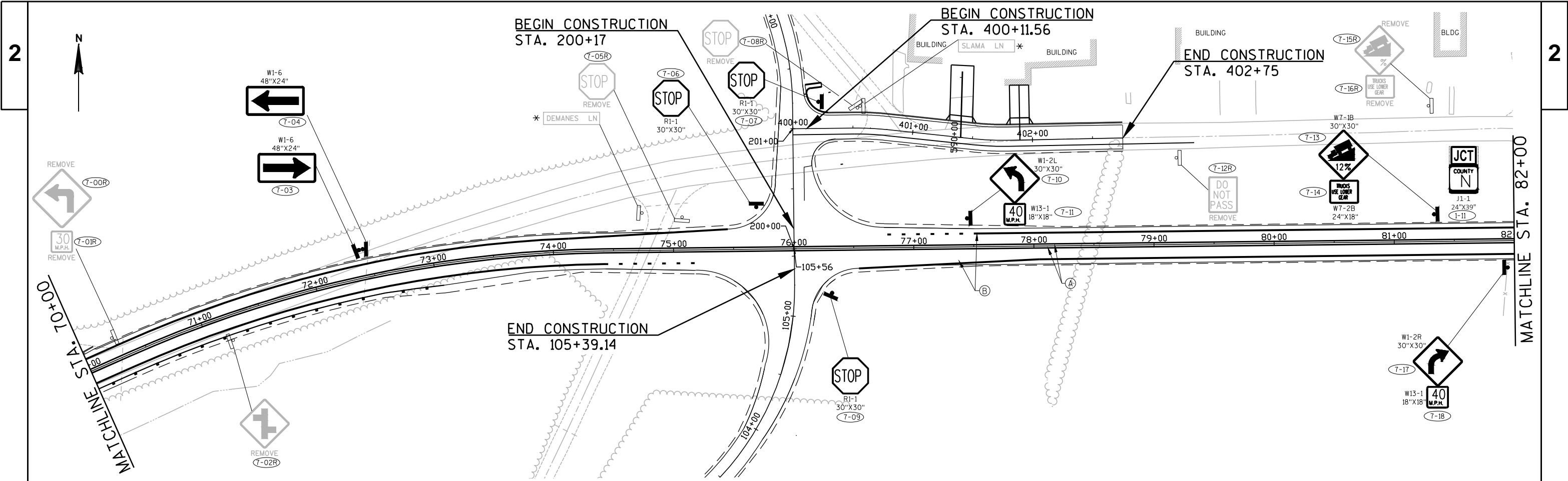
NOTE: THE FINAL LOCATION FOR ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

* TOWN OF EASTMAN WILL REMOVE STREET SIGNS PRIOR TO CONSTRUCTION AND RE-ERECT POST CONSTRUCTION

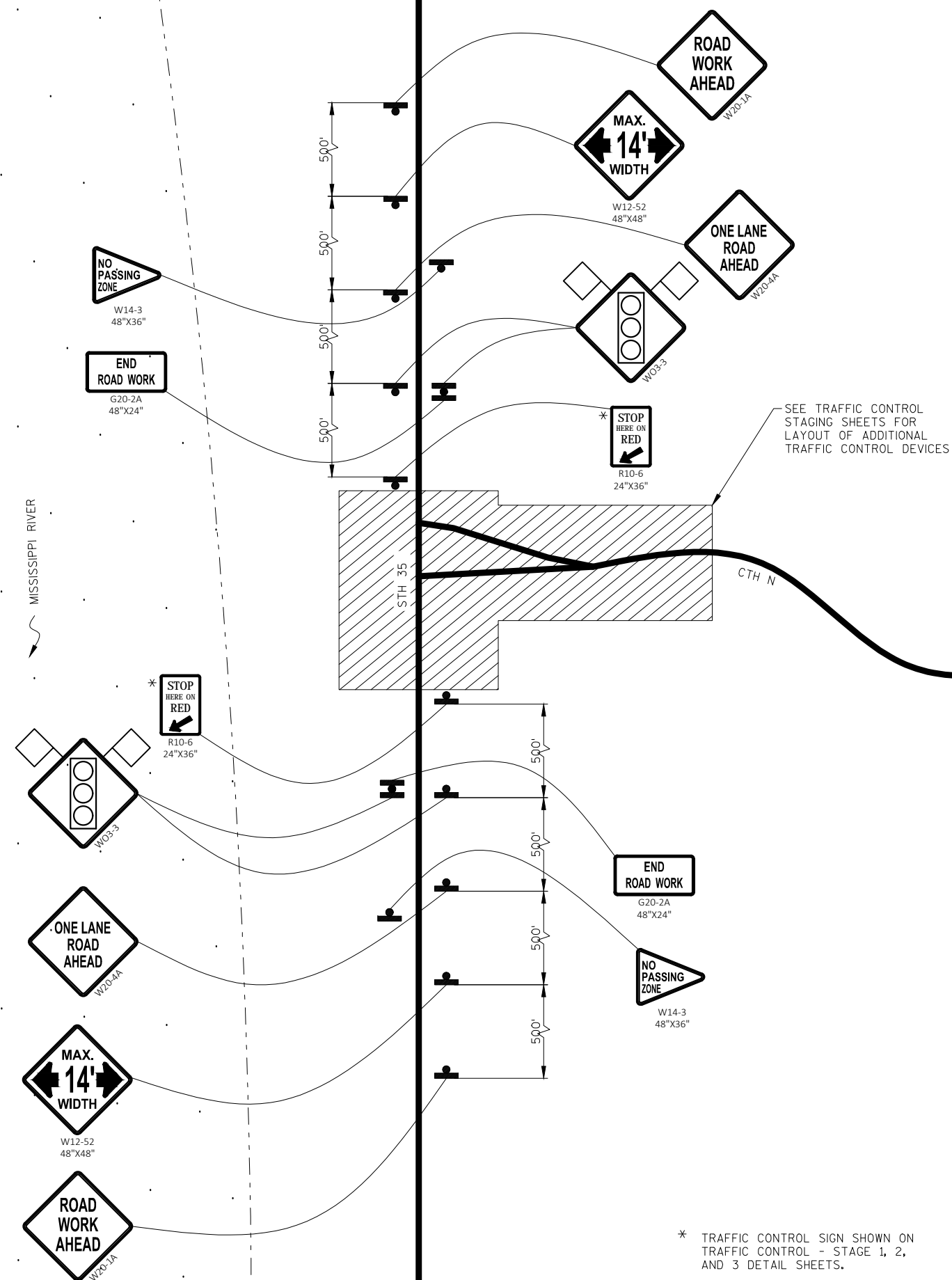








2



PROJECT NO: 5496-00-74

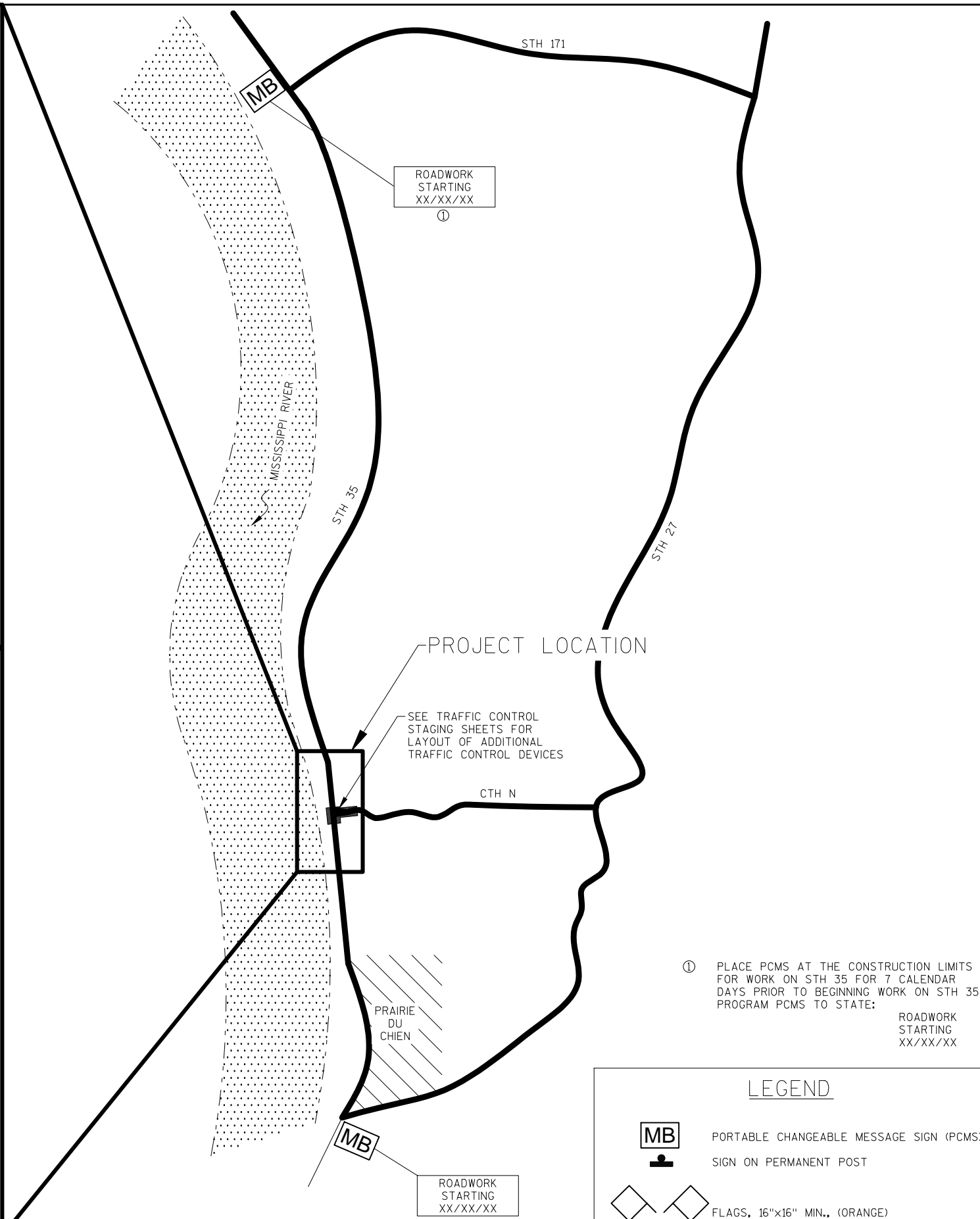
HWY: CTH N

COUNTY: CRAWFORD

TRAFFIC CONTROL - OVERVIEW

SHEET


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① PLACE PCMS AT THE CONSTRUCTION LIMITS
FOR WORK ON STH 35 FOR 7 CALENDAR
DAYS PRIOR TO BEGINNING WORK ON STH 35.
PROGRAM PCMS TO STATE:

ROADWORK
STARTING
XX/XX/XX

LEGEND

 PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
SIGN ON PERMANENT POST

 FLAGS, 16"x16" MIN., (ORANGE)

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.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATION)".

PROVIDE AND MAINTAIN ALL NECESSARY BARRICADES, SIGNS, LIGHTS, TEMPORARY MARKINGS, FLAGGERS, AND SUCH OTHER SAFETY DEVICES AS CALLED FOR ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

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

ALL SIGN LAYOUT SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS.

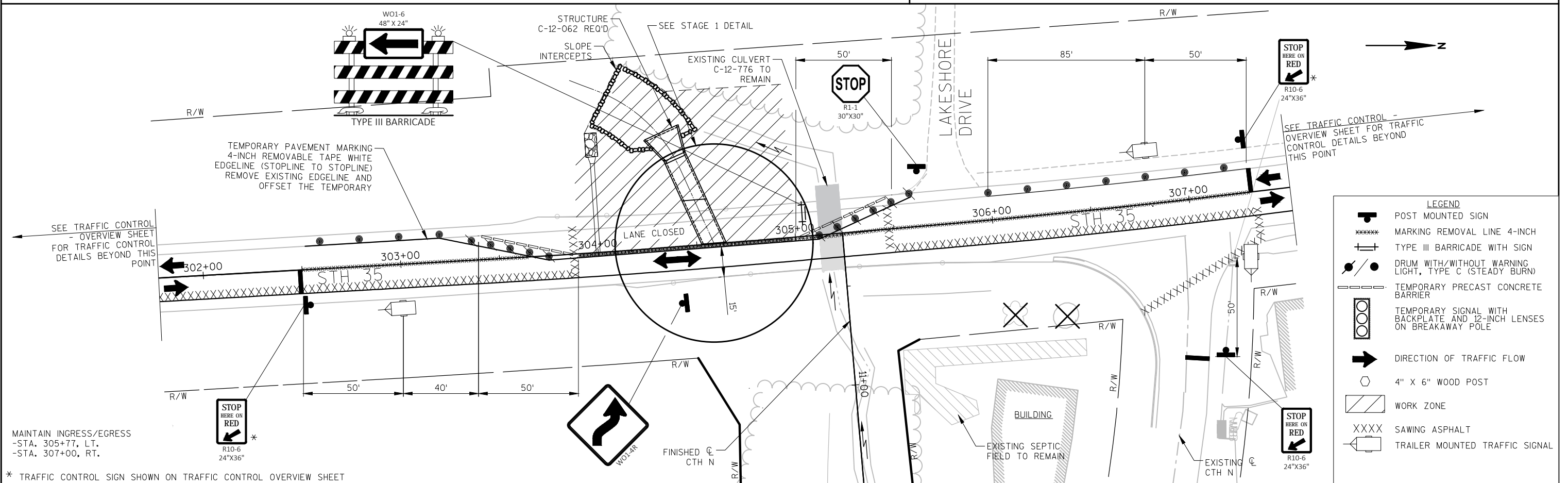
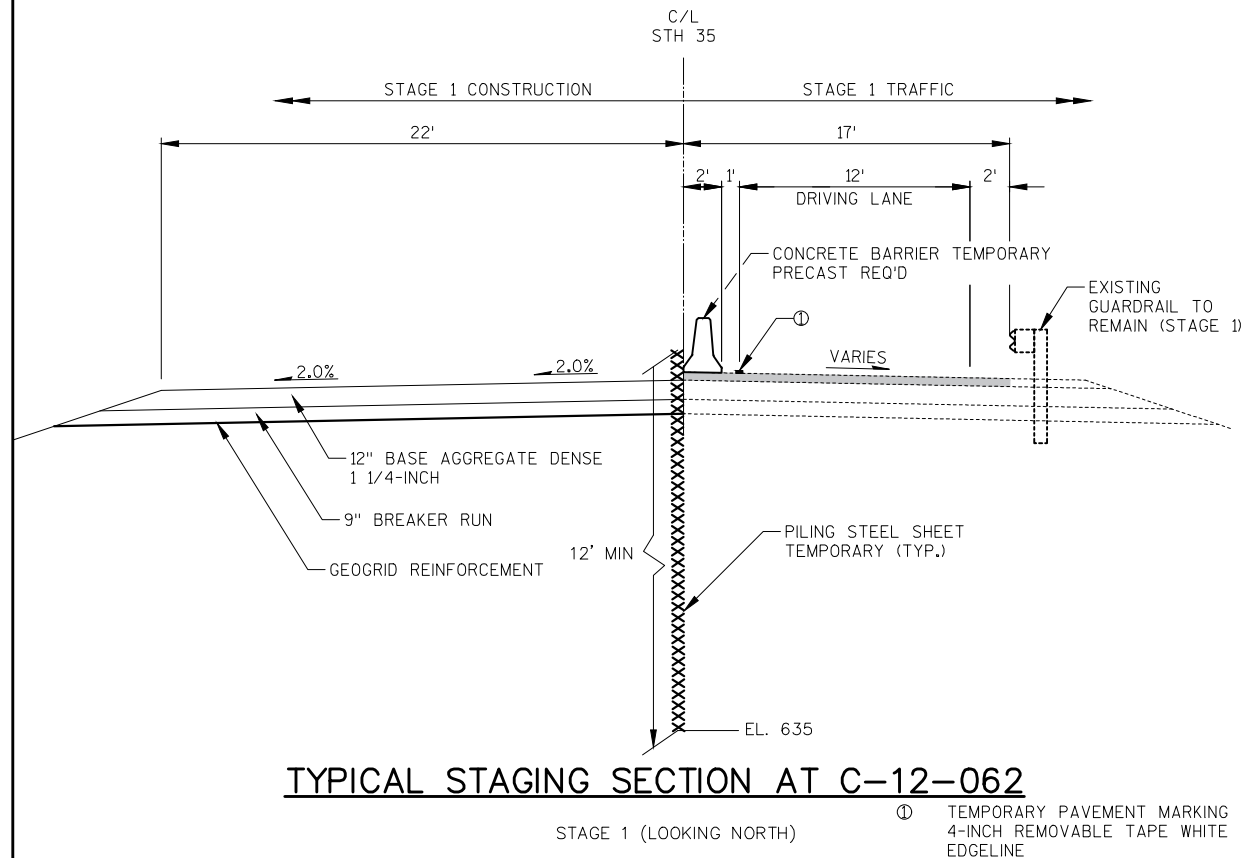
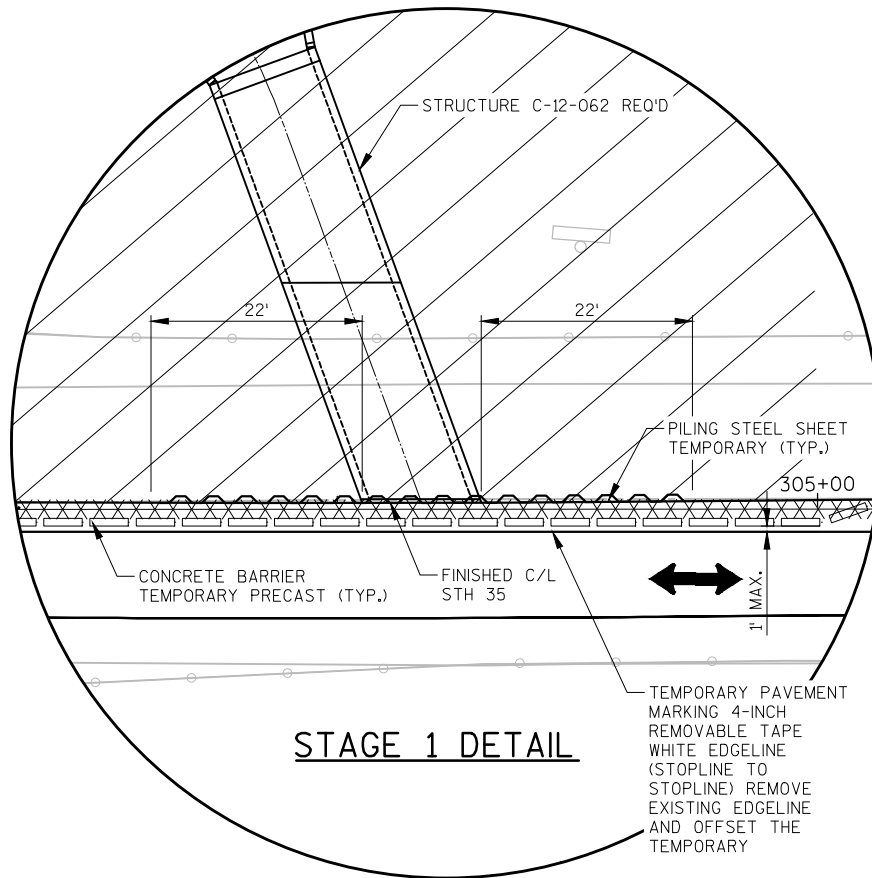
ROAD MACHINERY, FLAGGERS AHEAD, ETC. SIGNS SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED AT NIGHTS, ON WEEKENDS OR WHEN THE ACTIVITY DOES NOT EXIST.

ADDITIONAL DRUMS OR TYPE III BARRICADES MAY BE REQUIRED ADJACENT TO DROP-OFFS, OPEN TRENCHES, OR PROTRUSIONS. COST TO BE INCLUDED WITH OPERATION WHICH CREATES THE HAZARD.

DRUMS PLACED ADJACENT TO WORK AREAS SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.



MAINTAIN INGRESS/EGRESS
-STA. 305+77, LT.
-STA. 307+00, RT.

* TRAFFIC CONTROL SIGN SHOWN ON TRAFFIC CONTROL OVERVIEW SHEET

LEGEND	
	POST MOUNTED SIGN
	MARKING REMOVAL LINE 4-INCH
	TYPE III BARRICADE WITH SIGN
	DRUM WITH/WITHOUT WARNING LIGHT, TYPE C (STEADY BURN)
	TEMPORARY PRECAST CONCRETE BARRIER
	TEMPORARY SIGNAL WITH BACKPLATE AND 12-INCH LENSES ON BREAKAWAY POLE
	DIRECTION OF TRAFFIC FLOW
	4" X 6" WOOD POST
	WORK ZONE
	SAWING ASPHALT
	TRAILER MOUNTED TRAFFIC SIGNAL

PROJECT NO: 5496-00-74

HWY: CTH N

COUNTY: CRAWFORD

TRAFFIC CONTROL - STAGE 1

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.

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ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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ADDITIONAL DRUMS OR TYPE III BARRICADES MAY BE REQUIRED ADJACENT TO DROP-OFFS, OPEN TRENCHES, OR PROTRUSIONS. COST TO BE INCLUDED WITH OPERATION WHICH CREATES THE HAZARD.

DRUMS PLACED ADJACENT TO WORK AREAS SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

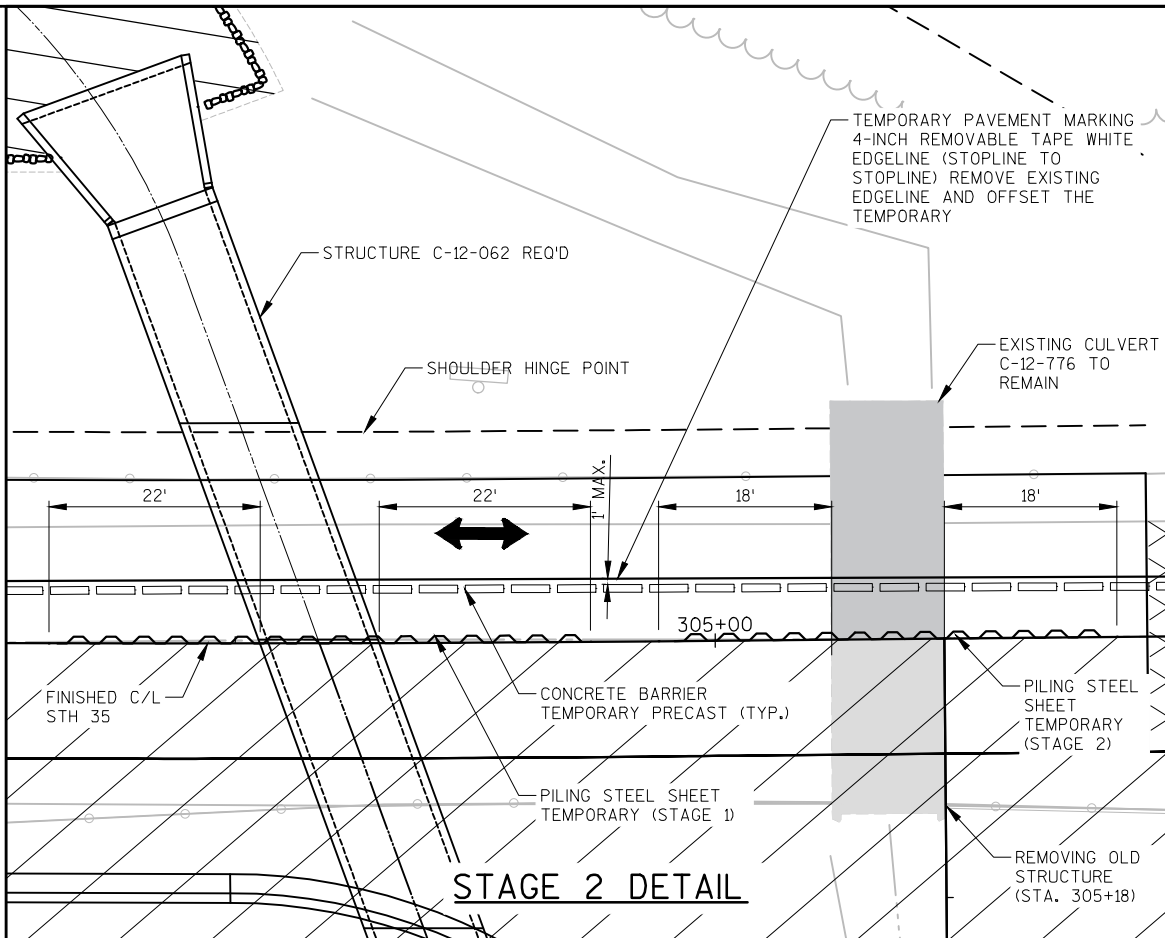
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

SEE TRAFFIC CONTROL -
OVERVIEW SHEET FOR
TRAFFIC CONTROL DETAILS
BEYOND THIS POINT

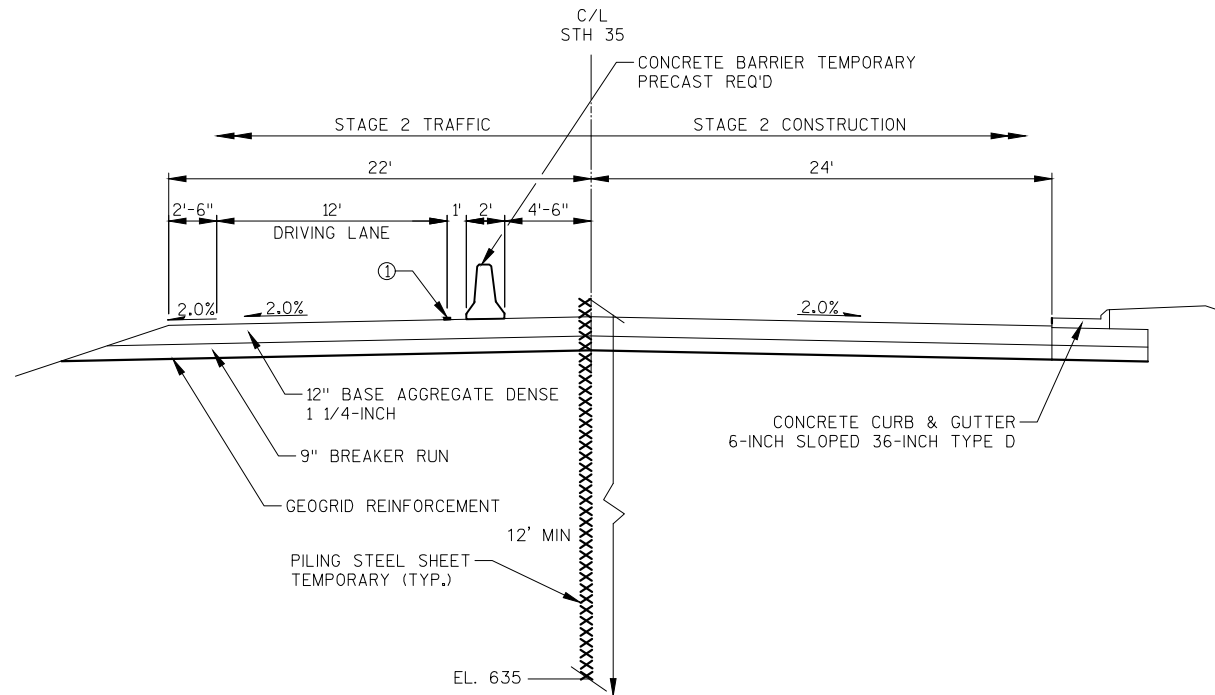
STOP
HERE ON
RED
R10-6
24"X36"

MAINTAIN INGRESS/EGRESS
-STA. 305+77, LT.
-STA. 307+00, RT.

* TRAFFIC CONTROL SIGN SHOWN ON TRAFFIC CONTROL OVERVIEW SHEET



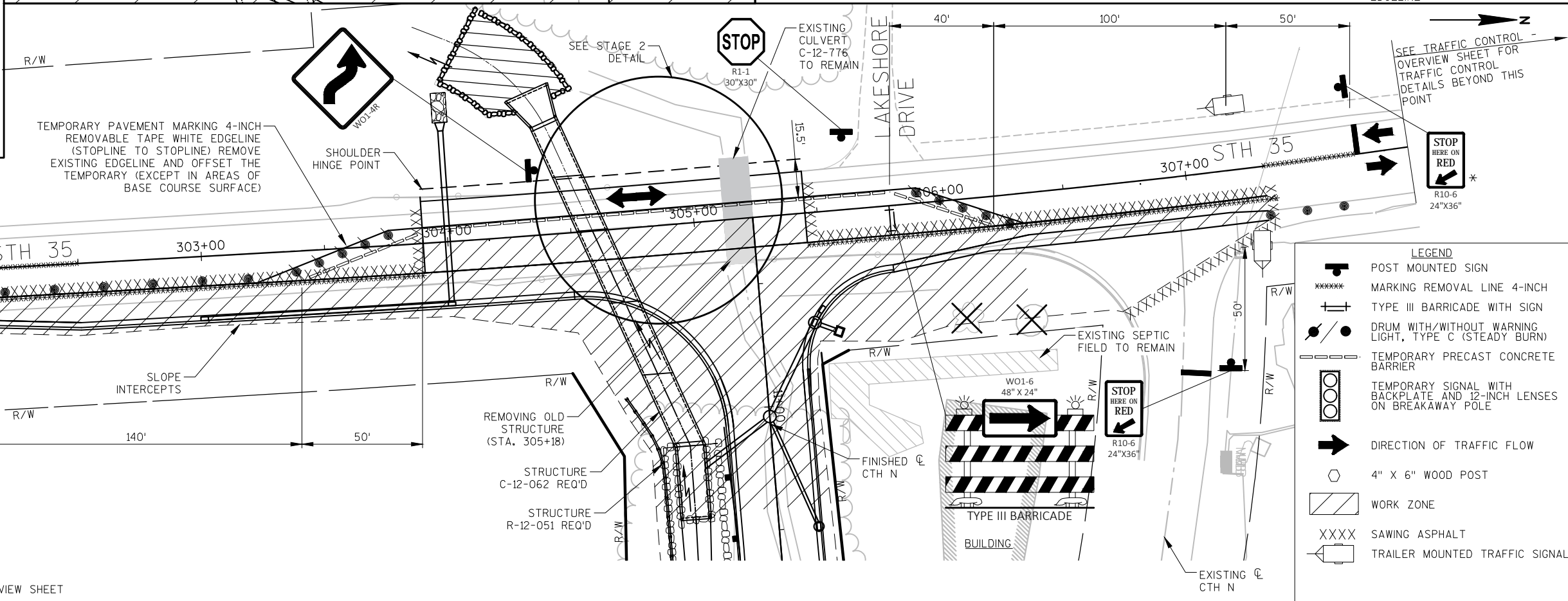
STAGE 2 DETAIL



TYPICAL STAGING SECTION AT C-12-062/C-12-776

STAGE 2 (LOOKING NORTH)

① TEMPORARY PAVEMENT MARKING
4-INCH REMOVABLE TAPE WHITE
EDGELINE



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.

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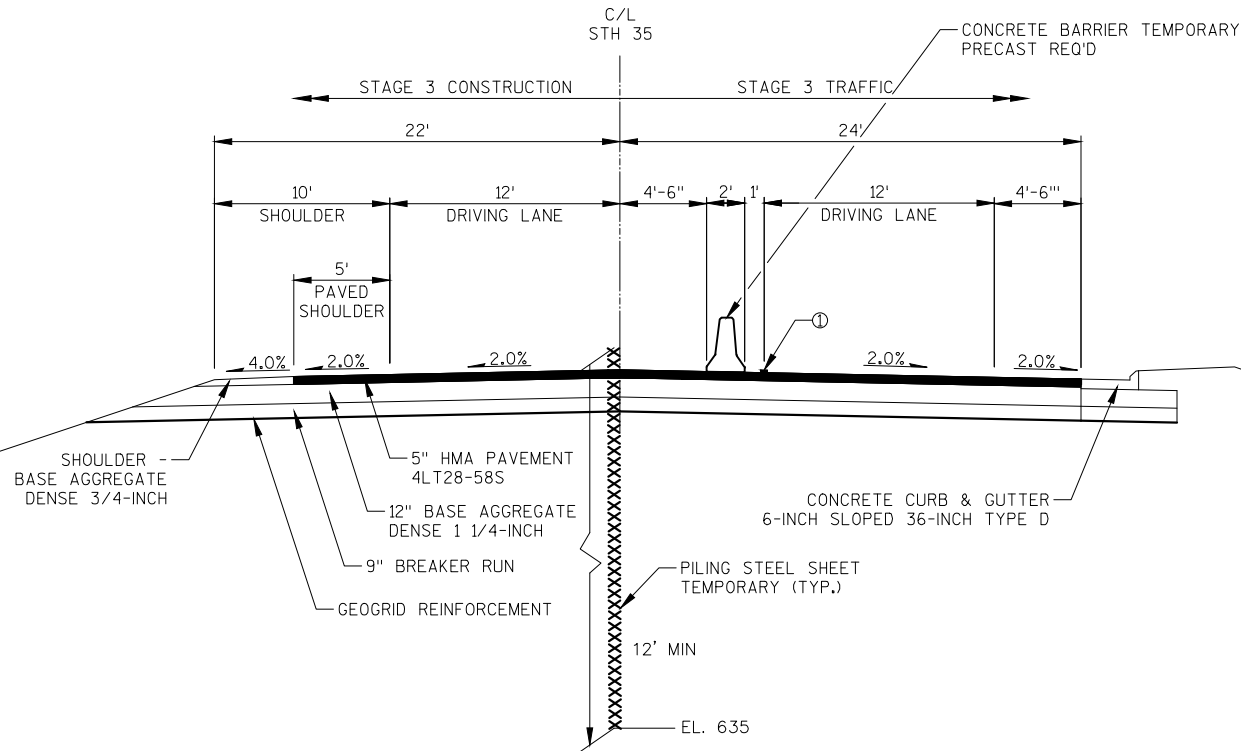
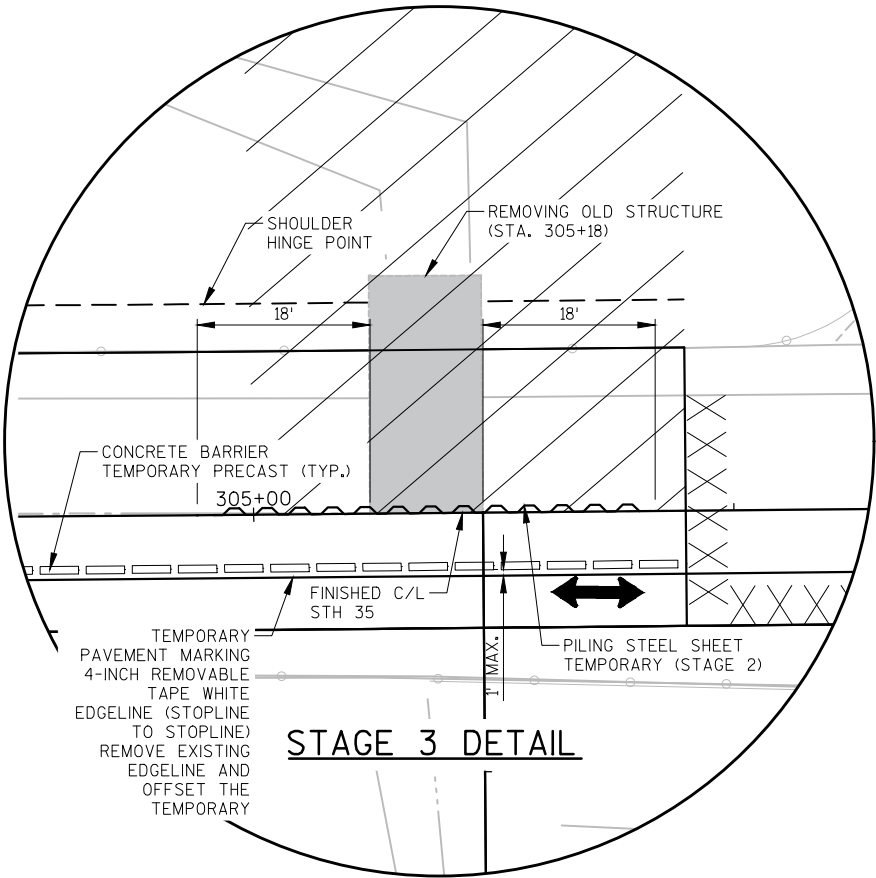
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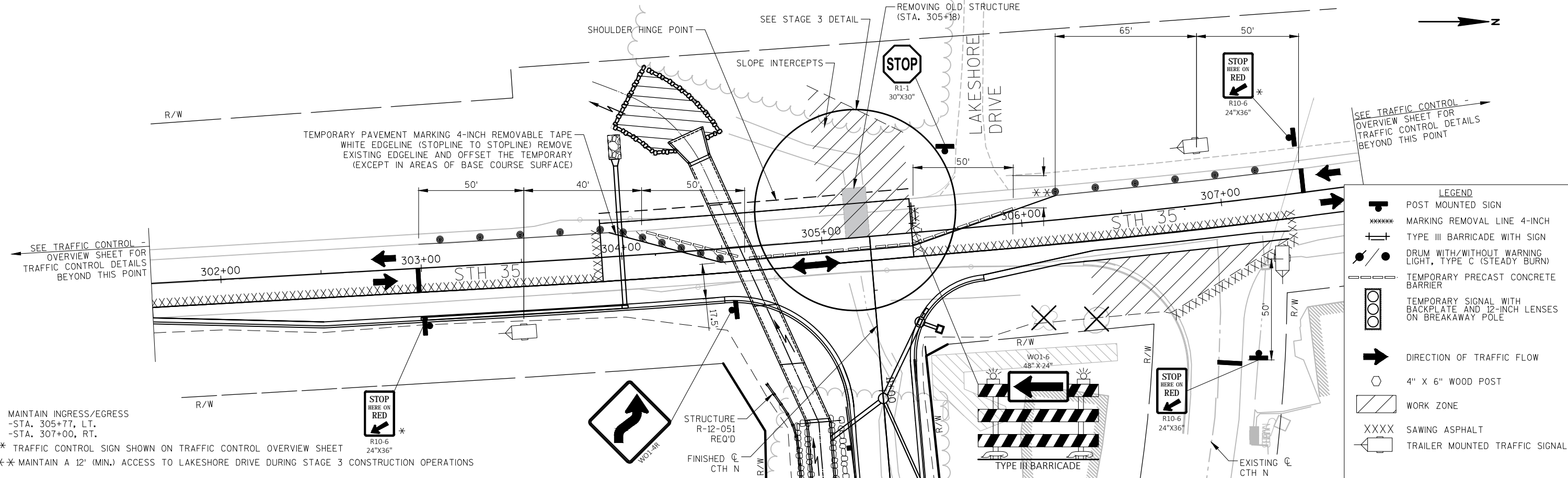
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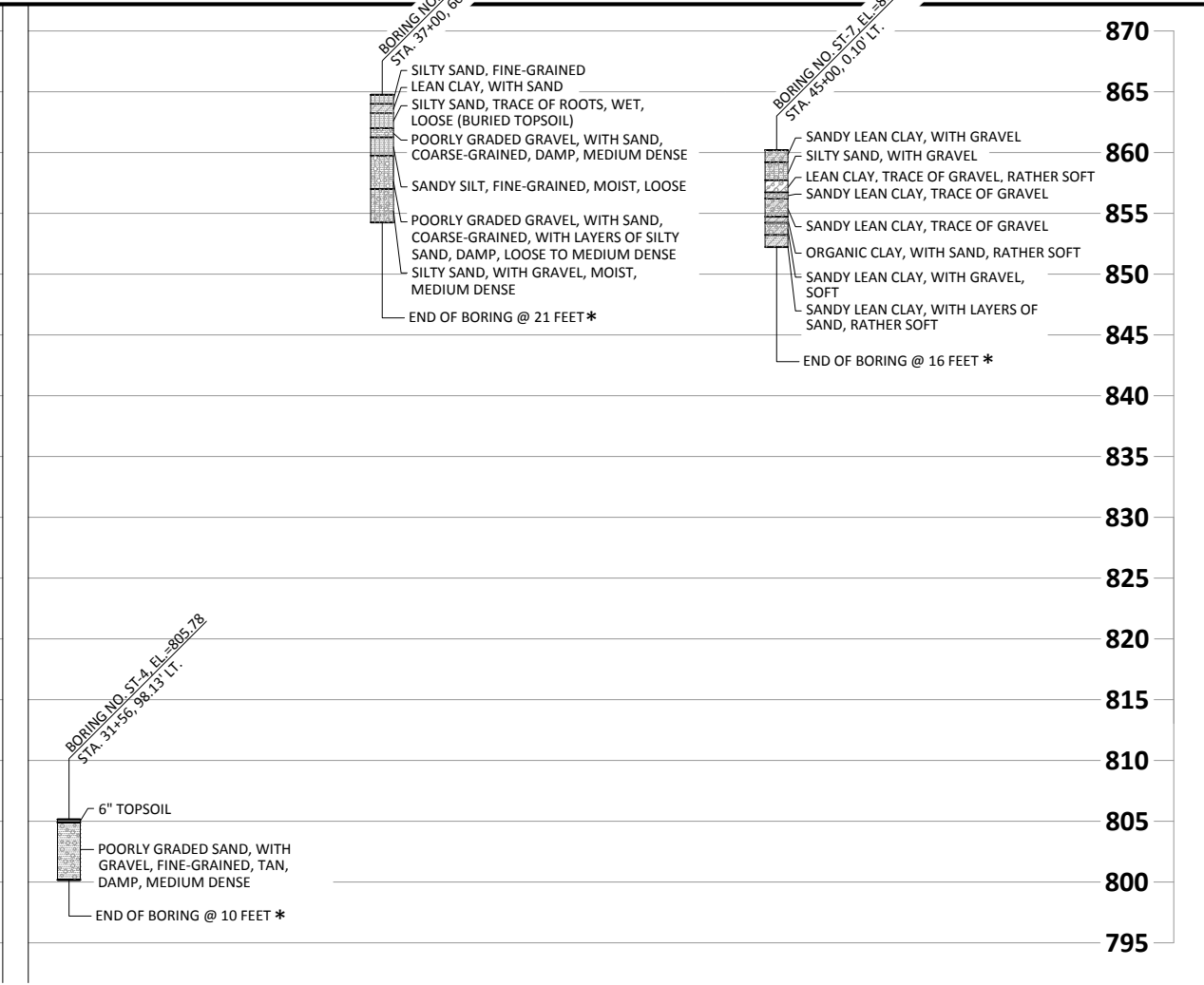
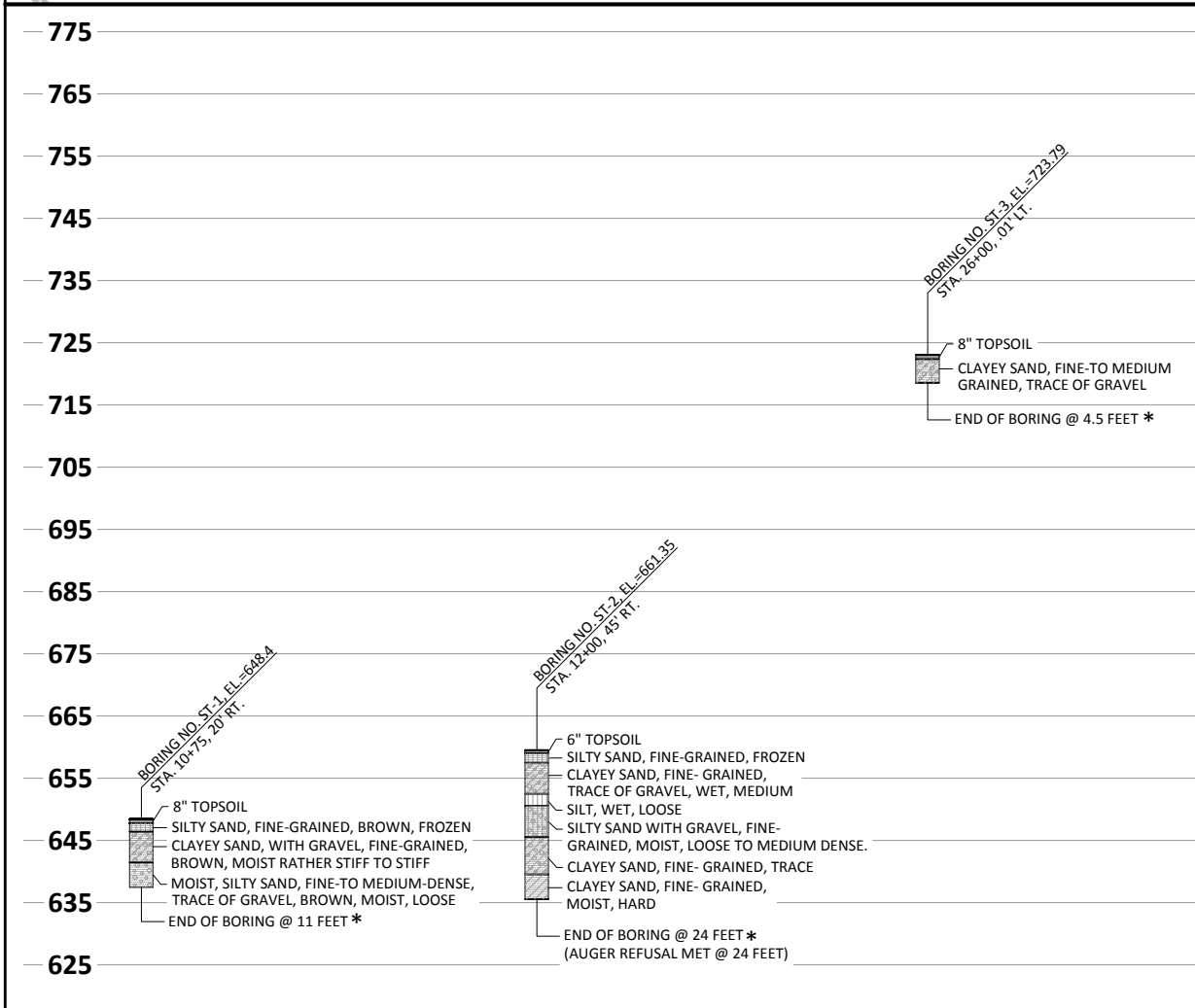
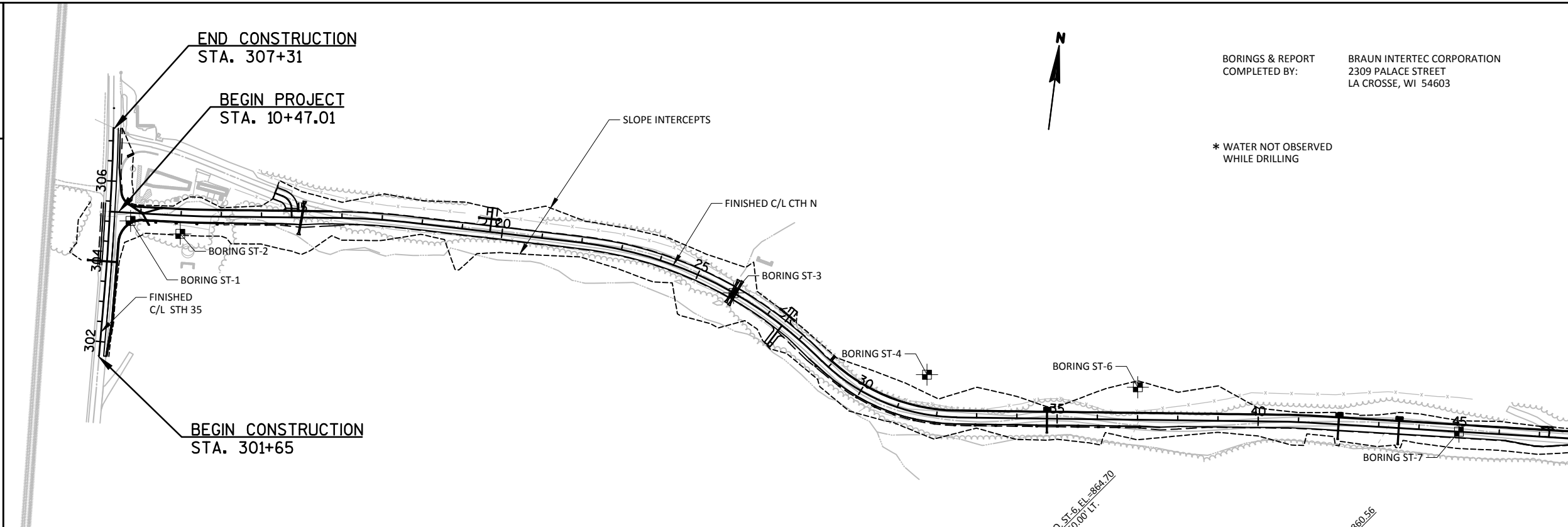
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.



TYPICAL STAGING SECTION AT C-12-776

STAGE 3 (LOOKING NORTH) ① TEMPORARY PAVEMENT MARKING 4-INCH TAPE REMOVABLE WHITE EDGELINE





MATERIAL SYMBOLS

Asphalt	Topsoil	Peat
Concrete	Fill	Gravel
Sand	Clay	Silt
Boulders or Cobbles	Limestone	Bedrock (unknown)
Shale	Sandstone	Igneous/ meta

LEGEND OF BORING

(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE SPECIFIED, THE SPT 'N' VALUE IS BASED ON AASHTO T-206 STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATIONS

▽	AT TIME OF DRILLING
▽	END OF DRILLING
▽	AFTER DRILLING

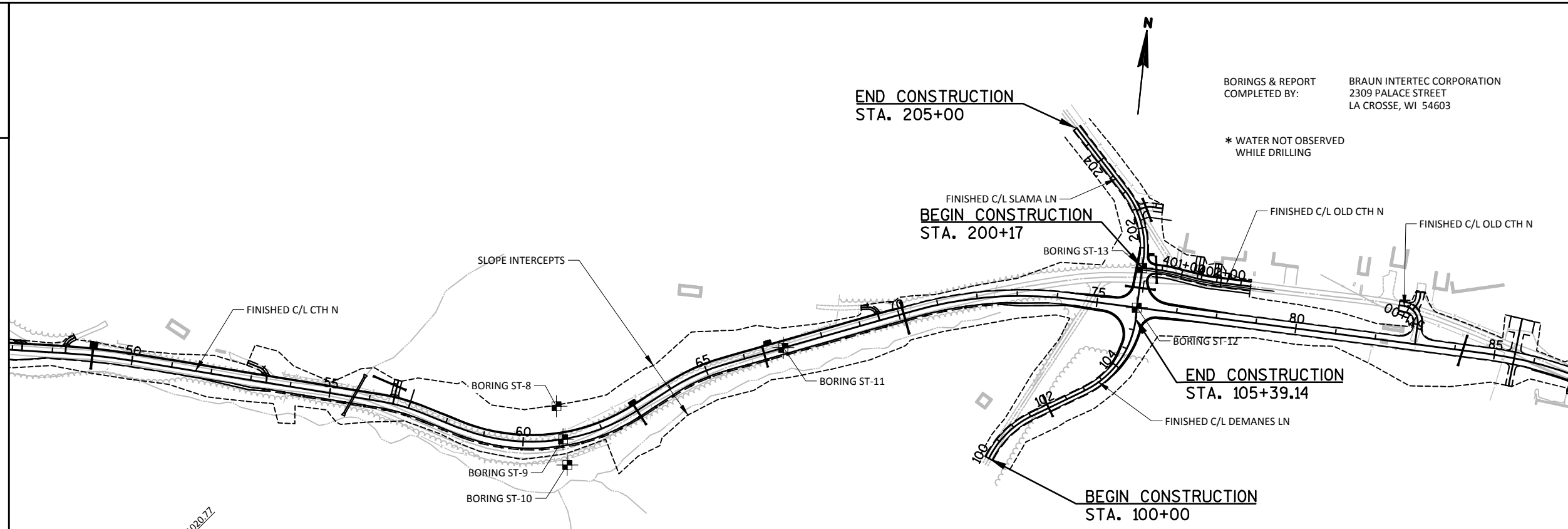
ABBREVIATIONS

F-FINE M-MEDIUM C-COURSE ST-SHELBY TUBE

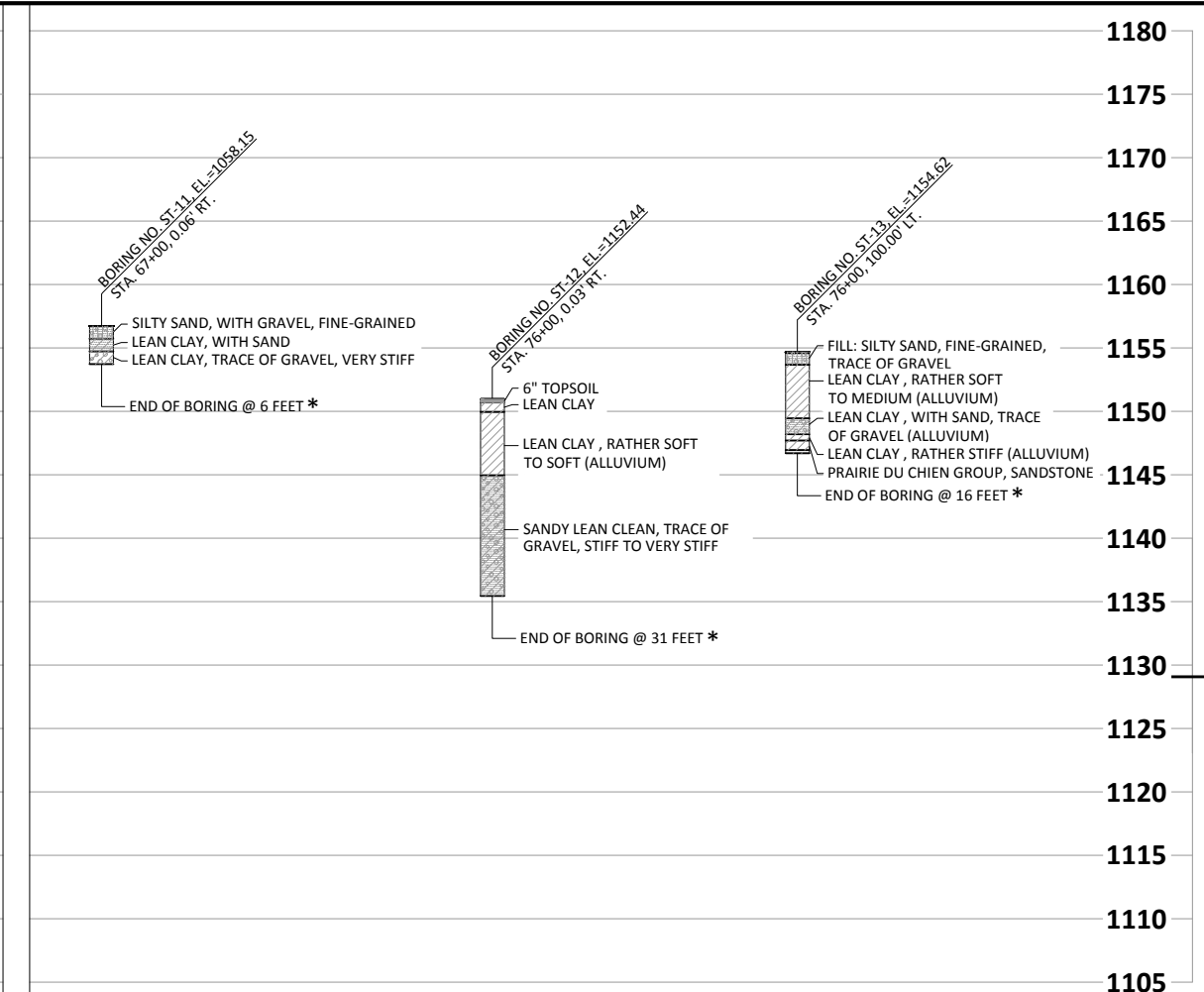
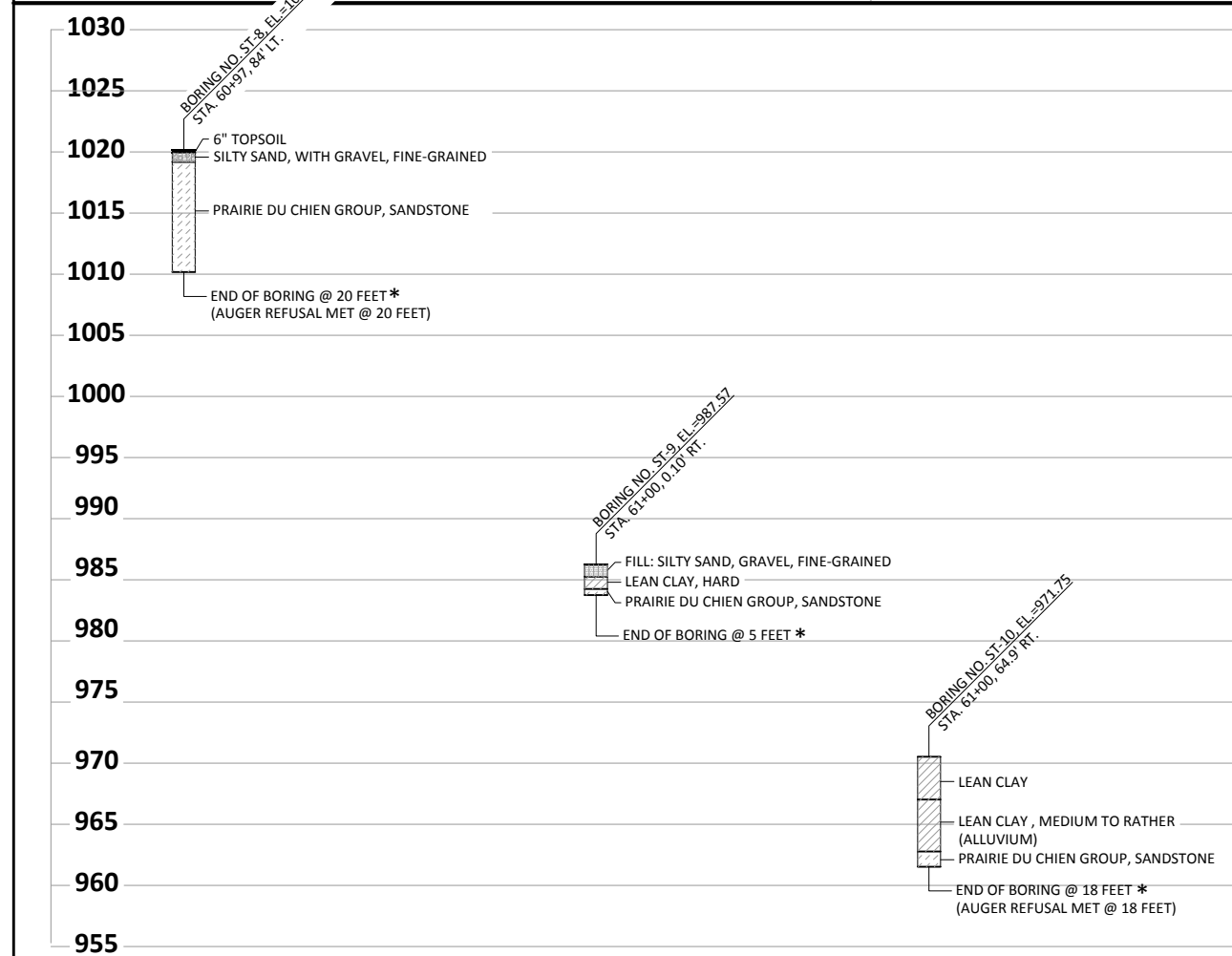
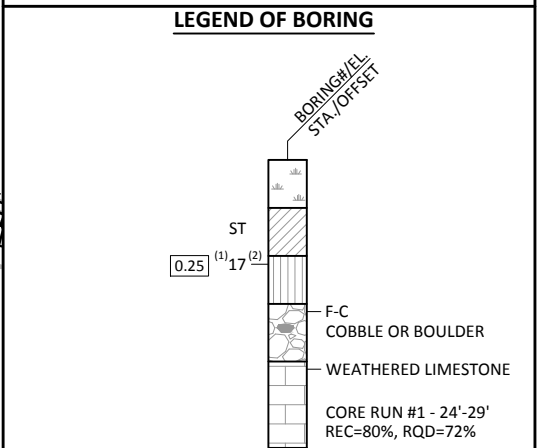
SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

PROJECT NO: 5496-00-74 HWY: CTH N COUNTY: CRAWFORD SUBSURFACE EXPLORATION SHEET E



MATERIAL SYMBOLS					
	Asphalt		Topsoil		Peat
	Concrete		Fill		Gravel
	Sand		Clay		Silt
	Boulders or Cobbles		Limestone		Bedrock (unknown)
	Shale		Sandstone		Igneous/meta



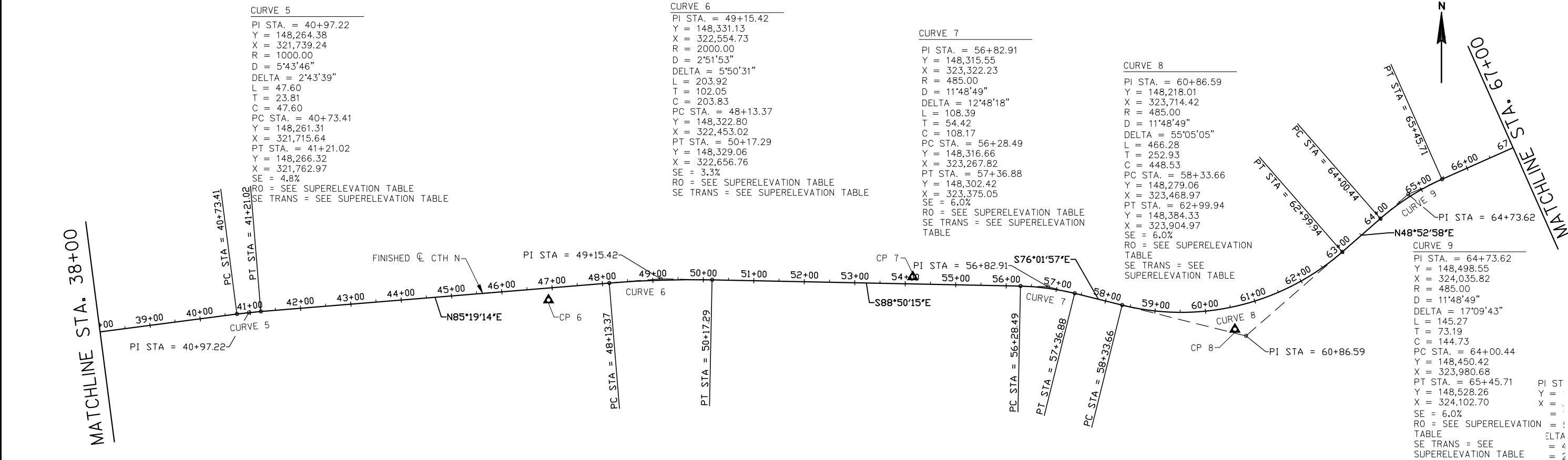
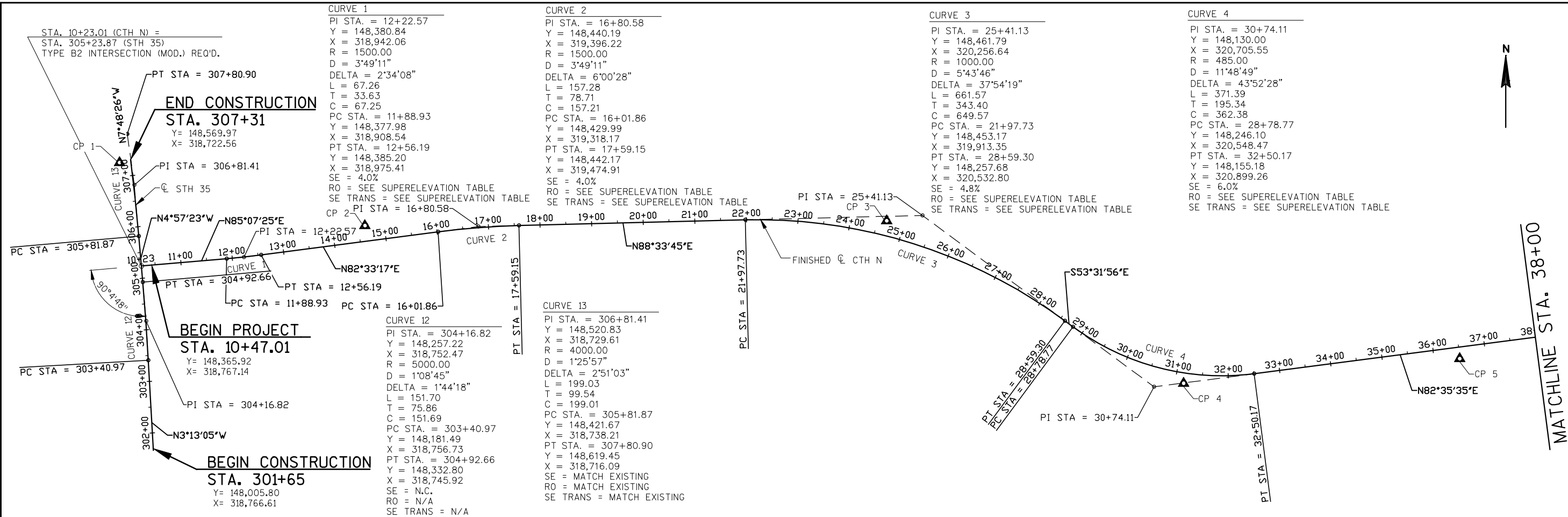
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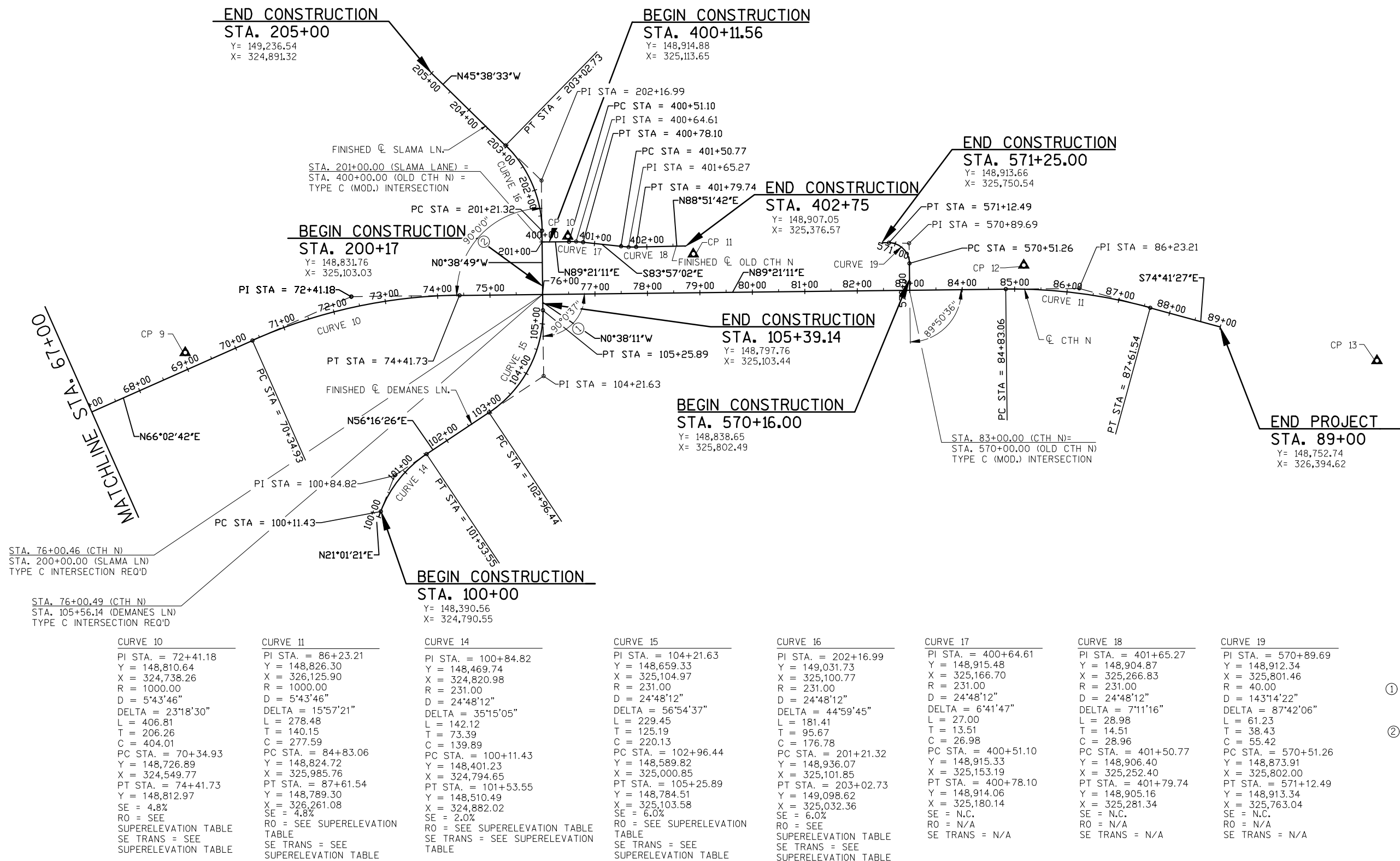
(2) UNLESS OTHERWISE SPECIFIED, THE SPT 'N' VALUE IS BASED ON AASHTO T-206 STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

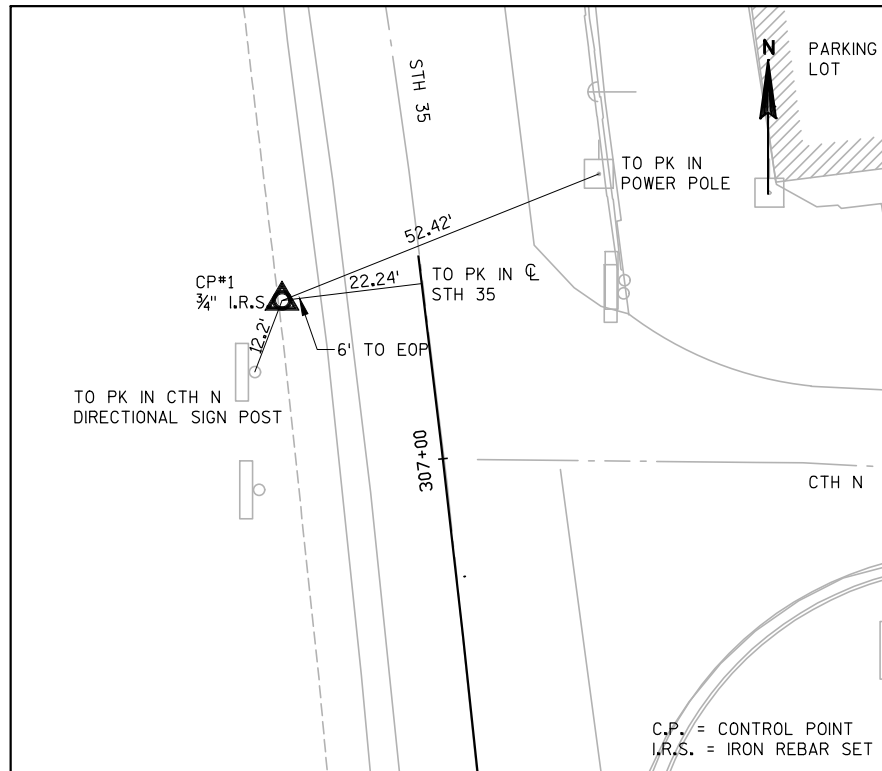
GROUND WATER ELEVATIONS	
	AT TIME OF DRILLING
	END OF DRILLING
	AFTER DRILLING
ABBREVIATIONS	
F-FINE	M-MEDIUM
C-COURSE	ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

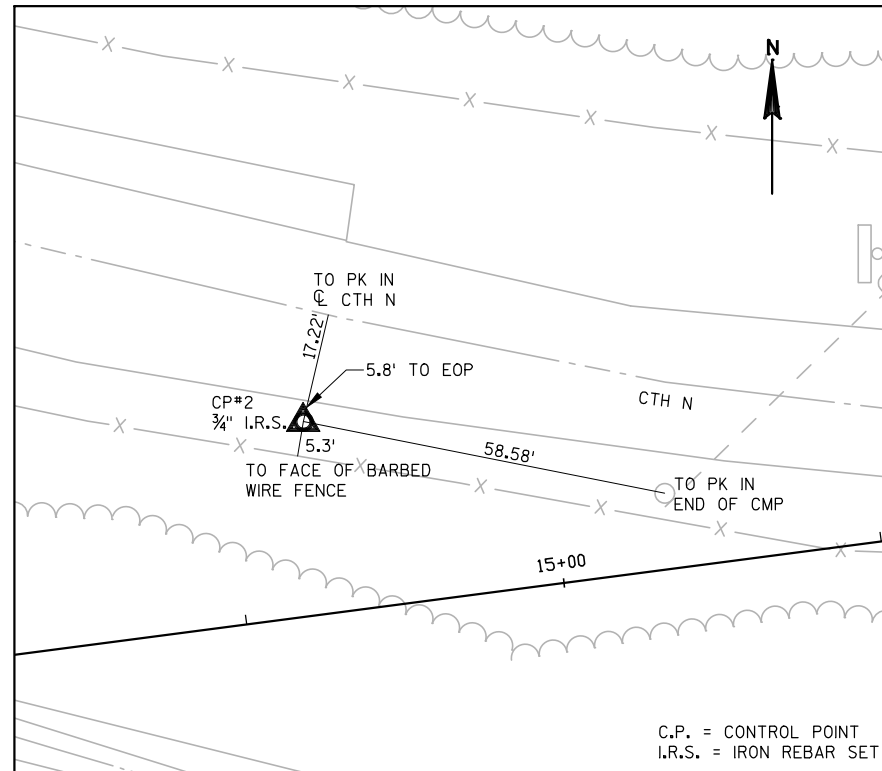
BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.



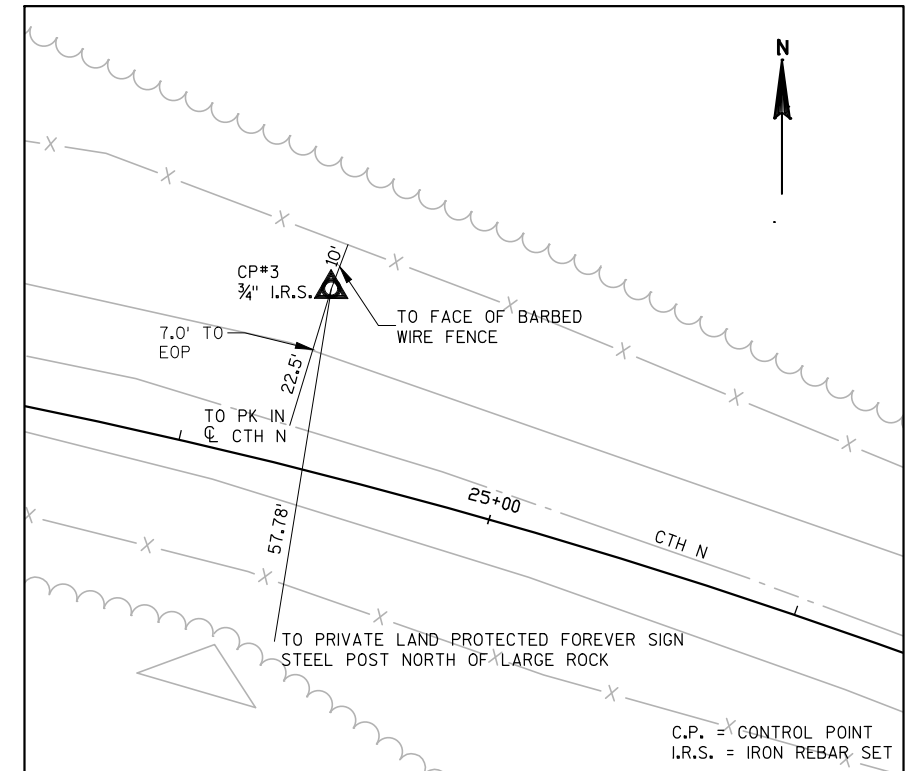




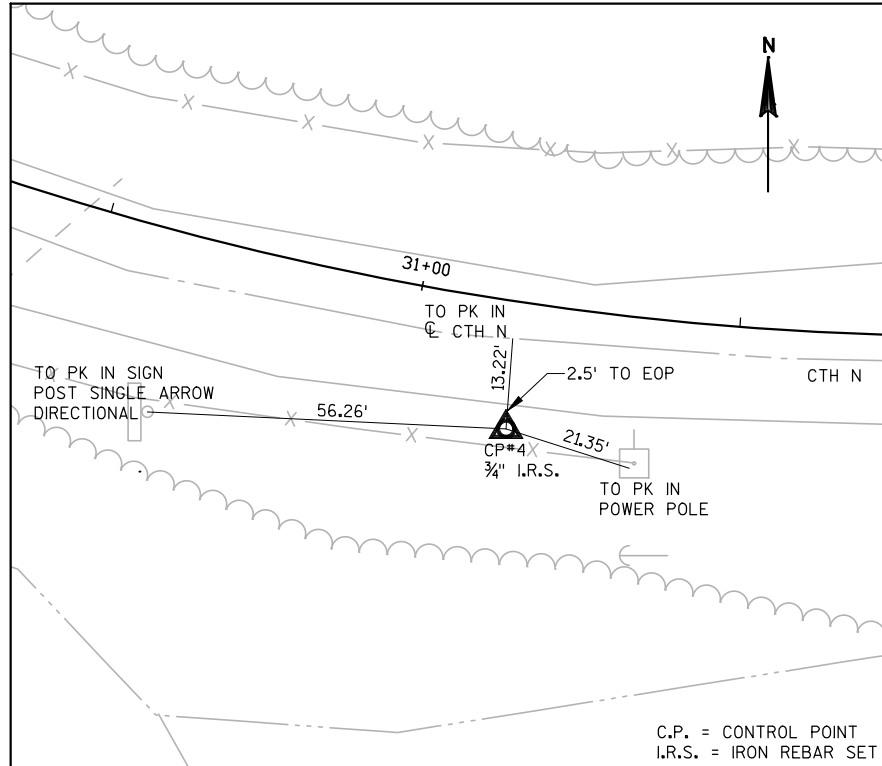
TIES TO CP#1
 STA. 307+27.64, 22.01' LT
 Y=148,563.93
 X=318,701.13



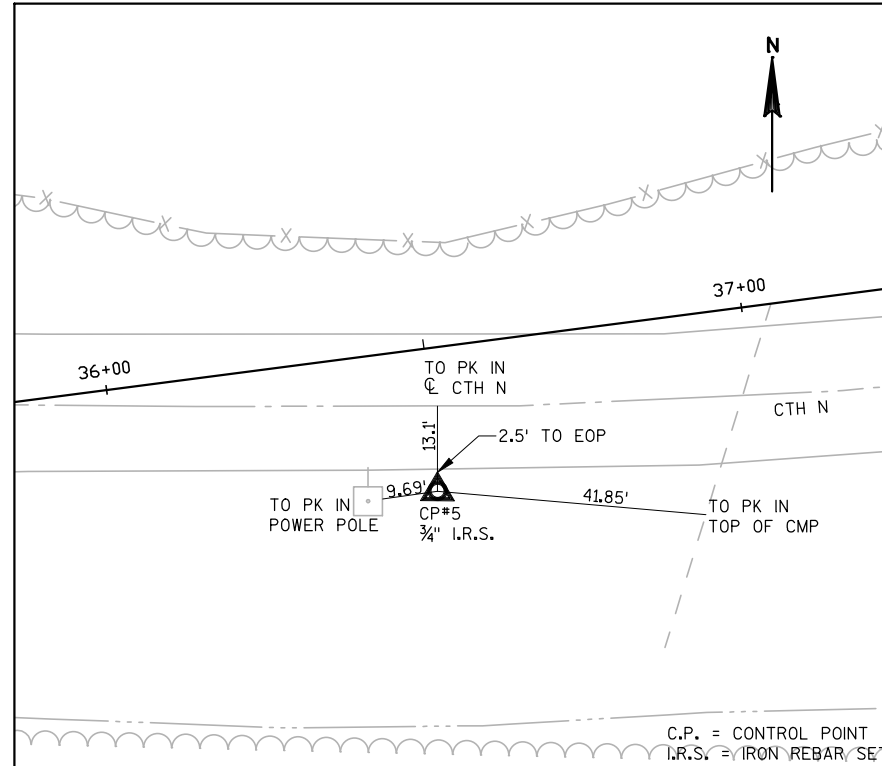
TIES TO CP#2
 STA. 14+62.87, 30.24' LT
 Y=148,441.97
 X=319,176.43



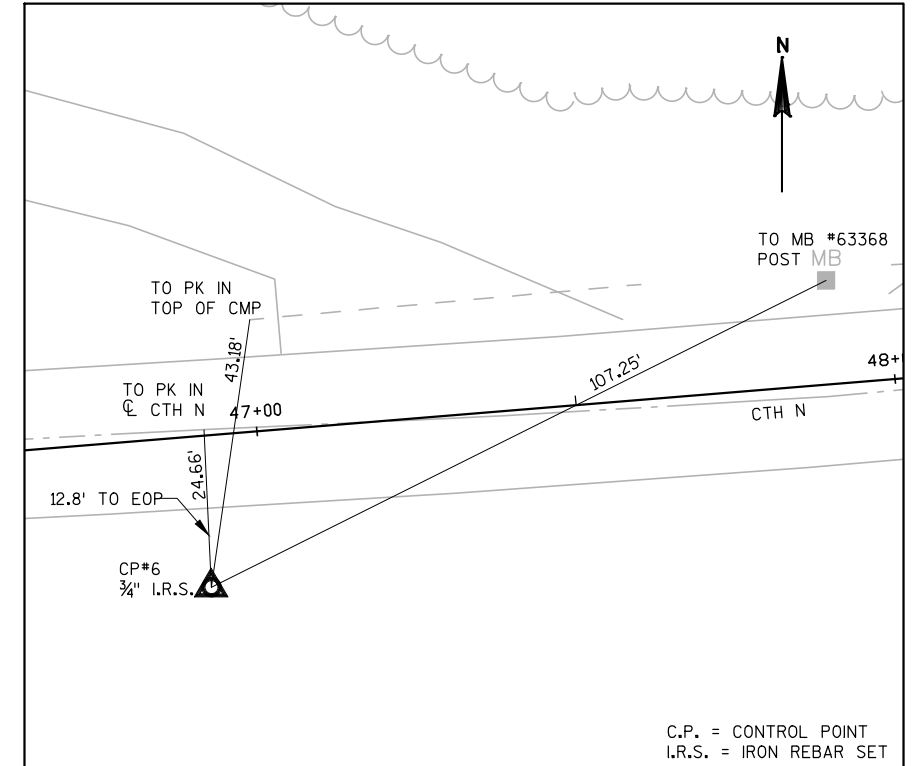
TIES TO CP#3
 STA. 24+67.35, 28.47' LT
 Y=148,451.36
 X=320,187.43



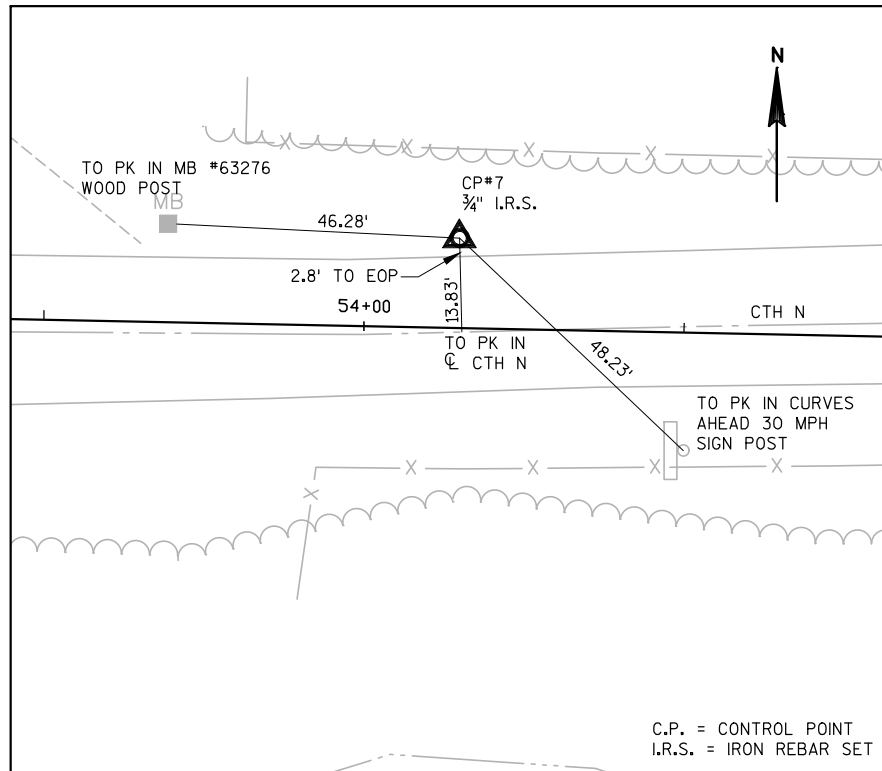
TIES TO CP#4
 STA. 31+16.17, 19.91' RT
 Y=148,136.67
 X=320,762.78



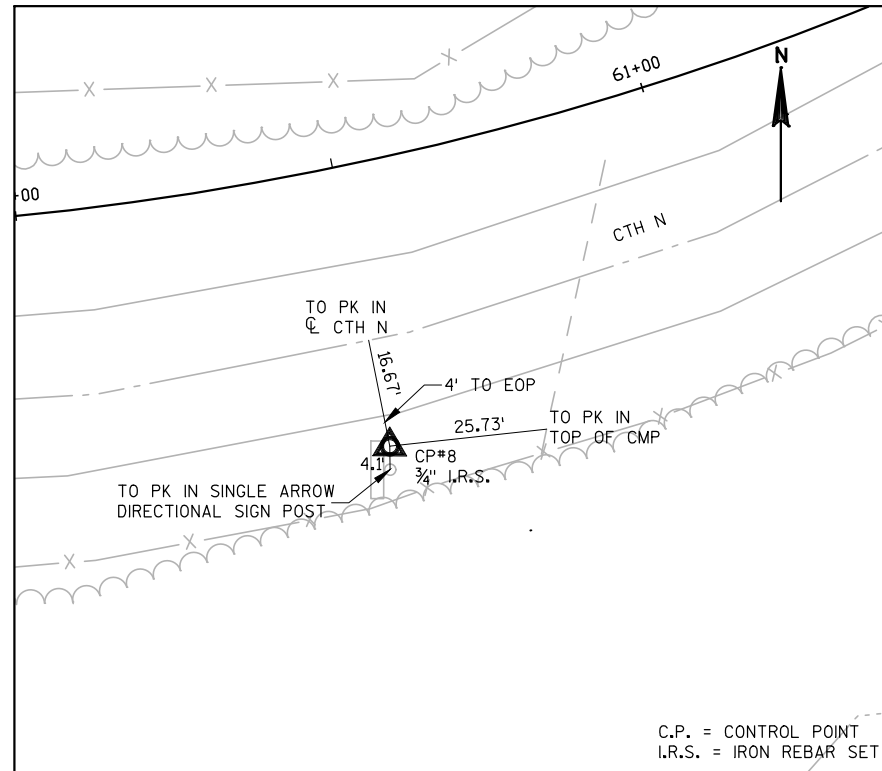
TIES TO CP#5
 STA. 36+49.21, 22.33' RT
 Y=148,184.48
 X=321,297.85



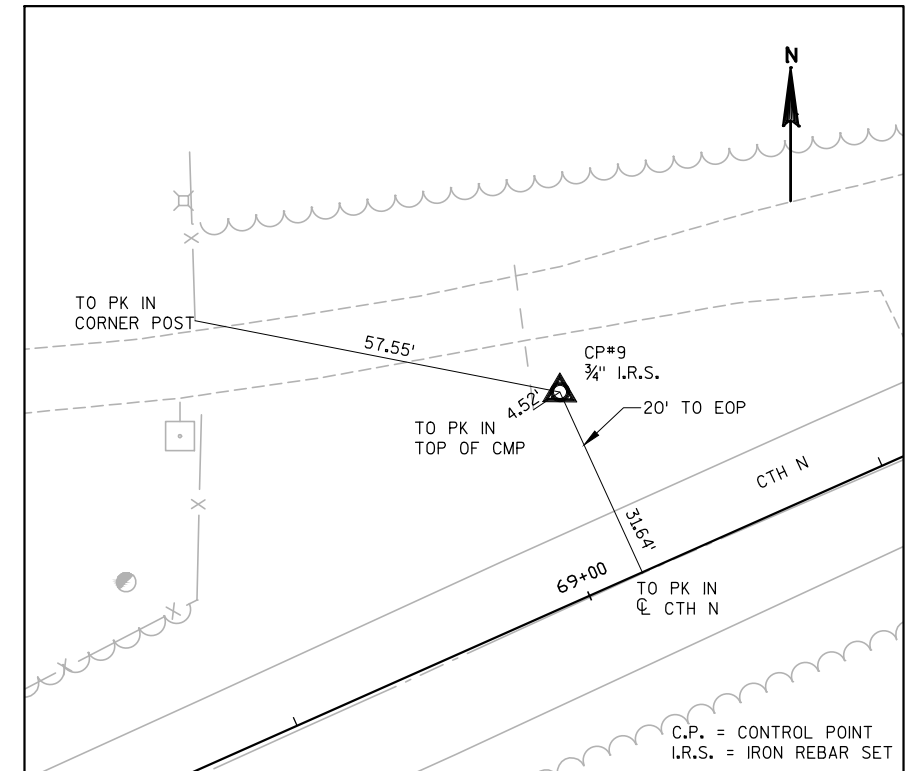
TIES TO CP#6
 STA. 46+90.89, 23.70' RT
 Y=148,289.19
 X=322,332.88



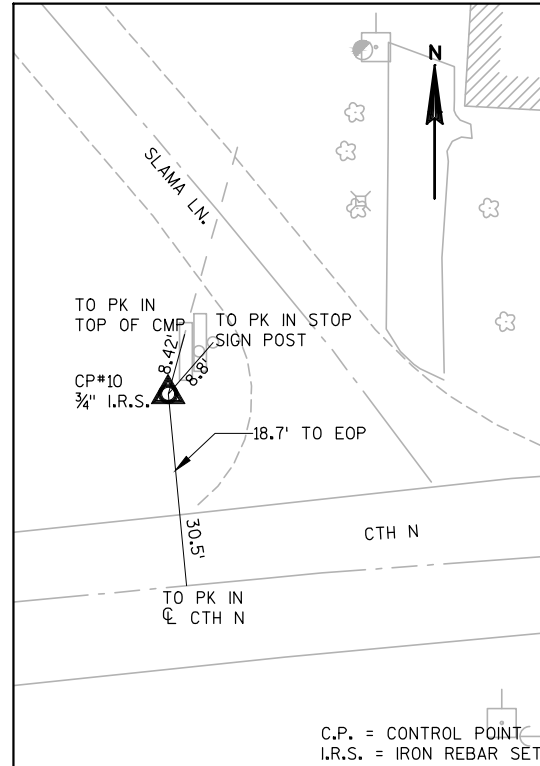
TIES TO CP#7
STA. 54+14.65, 14.05' LT
Y=148,335.05
X=323,054.31



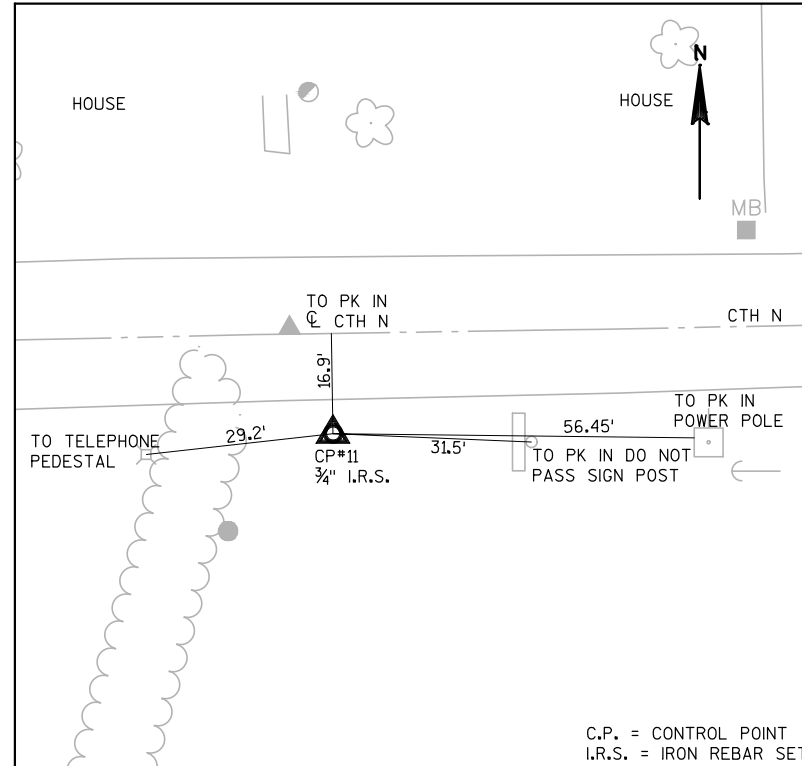
TIES TO CP#8
STA. 60+50.04, 44.38' RT
Y=148,231.14
X=323,692.43



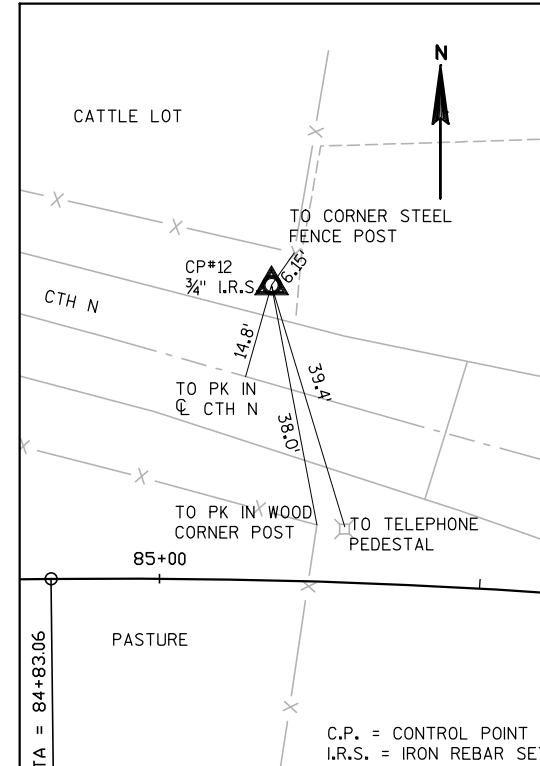
TIES TO CP#9
STA. 69+08.68, 30.98' LT
Y=148,703.94
X=324,421.82



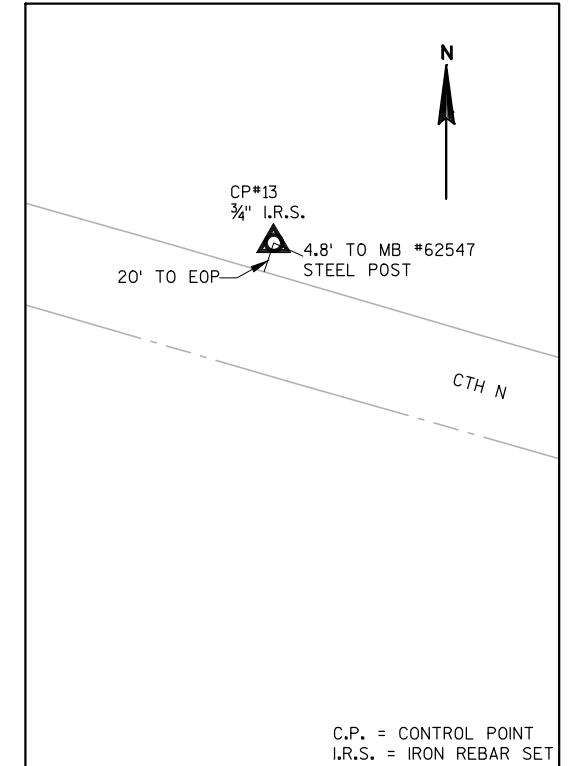
TIES TO CP#10
STA. 76+49.61, 110.38' LT
Y=148,925.68
X=325,151.12



TIES TO CP#11
STA. 78+88.44, 73.85' LT
Y=148,891.85
X=325,390.35



TIES TO CP#12
STA. 85+16.48, 46.10' LT
Y=148,870.63
X=326,020.20



TIES TO CP#13
STA. 92+05, 17.00' L.T.
Y=148,688.50
X=326,693.39

CTH N STATION LAYOUT

Station	Y	X	Remarks
10+47.01	148,365.92	318,767.14	Begin Project
11+00.00	148,370.43	318,819.93	-
12+00.00	148,378.97	318,919.57	-
13+00.00	148,390.88	319,018.85	-
14+00.00	148,403.84	319,118.01	-
15+00.00	148,416.79	319,217.16	-
16+00.00	148,429.75	319,316.32	-
17+00.00	148,439.52	319,415.82	-
18+00.00	148,443.19	319,515.75	-
19+00.00	148,445.70	319,615.71	-
20+00.00	148,448.21	319,715.68	-
21+00.00	148,450.72	319,815.65	-
22+00.00	148,453.23	319,915.62	-
23+00.00	148,450.51	320,015.54	-
24+00.00	148,437.83	320,114.69	-
25+00.00	148,415.31	320,212.08	-
26+00.00	148,383.19	320,306.74	-
27+00.00	148,341.78	320,397.71	-
28+00.00	148,291.49	320,484.10	-
29+00.00	148,233.86	320,565.81	-
30+00.00	148,186.92	320,653.90	-
31+00.00	148,159.00	320,749.74	-
32+00.00	148,151.30	320,849.27	-
33+00.00	148,161.61	320,948.68	-
34+00.00	148,174.50	321,047.84	-
35+00.00	148,187.39	321,147.01	-
36+00.00	148,200.28	321,246.17	-
37+00.00	148,213.17	321,345.34	-
38+00.00	148,226.06	321,444.51	-
39+00.00	148,238.95	321,543.67	-
40+00.00	148,251.84	321,642.84	-
41+00.00	148,264.39	321,742.05	-
42+00.00	148,272.76	321,841.69	-
43+00.00	148,280.92	321,941.36	-
44+00.00	148,289.08	322,041.03	-
45+00.00	148,297.24	322,140.69	-
46+00.00	148,305.40	322,240.36	-
47+00.00	148,313.55	322,340.03	-
48+00.00	148,321.71	322,439.69	-
49+00.00	148,328.00	322,539.49	-
50+00.00	148,329.33	322,639.47	-
51+00.00	148,327.38	322,739.45	-
52+00.00	148,325.35	322,839.43	-
53+00.00	148,323.32	322,939.41	-
54+00.00	148,321.29	323,039.38	-
55+00.00	148,319.26	323,139.36	-
56+00.00	148,317.24	323,239.34	-
57+00.00	148,309.95	323,338.96	-
58+00.00	148,287.18	323,436.30	-
59+00.00	148,267.49	323,534.24	-
60+00.00	148,267.10	323,634.06	-
61+00.00	148,287.16	323,731.85	-
62+00.00	148,326.81	323,823.46	-
63+00.00	148,384.37	323,905.01	-
64+00.00	148,450.13	323,980.35	-
65+00.00	148,507.76	324,061.86	-
66+00.00	148,550.30	324,152.31	-
67+00.00	148,590.91	324,243.69	-
68+00.00	148,631.51	324,335.08	-
69+00.00	148,672.11	324,426.47	-
70+00.00	148,712.71	324,517.85	-
71+00.00	148,751.36	324,610.06	-
72+00.00	148,781.19	324,705.46	-
73+00.00	148,801.34	324,803.37	-
74+00.00	148,811.62	324,902.80	-
75+00.00	148,813.62	325,002.77	-

CTH N STATION LAYOUT

76+00.00	148,814.75	325,102.76	-
77+00.00	148,815.88	325,202.75	-
78+00.00	148,817.01	325,302.75	-
79+00.00	148,818.14	325,402.74	-
80+00.00	148,819.27	325,502.74	-
81+00.00	148,820.40	325,602.73	-
82+00.00	148,821.53	325,702.72	-
83+00.00	148,822.66	325,802.72	-
84+00.00	148,823.78	325,902.71	-
85+00.00	148,824.77	326,002.70	-
86+00.00	148,819.21	326,102.51	-
87+00.00	148,803.71	326,201.26	-
88+00.00	148,779.15	326,298.17	-
89+00.00	148,752.74	326,394.62	End Project

STH 35 STATION LAYOUT

Station	Y	X	Remarks
301+65.00	148,005.80	318,766.61	Begin Construction
302+00.00	148,040.74	318,764.64	-
303+00.00	148,140.59	318,759.03	-
304+00.00	148,240.41	318,753.07	-
304+58.79	148,299.04	318,748.73	C/L C-12-062
305+00.00	148,340.10	318,745.29	-
306+00.00	148,439.73	318,736.60	-
307+00.00	148,539.19	318,726.27	-
307+31.00	148,569.97	318,722.56	End Construction

SLAMA LN STATION LAYOUT

Station	Y	X	Remarks
200+17.00	148,831.76	325,103.03	Begin Construction
201+00.00	148,914.75	325,102.09	-
202+00.00	149,013.08	325,087.71	-
203+00.00	149,096.70	325,034.30	-
204+00.00	149,166.63	324,962.82	-
205+00.00	149,236.54	324,891.32	End Construction

DEMANES LN STATION LAYOUT

Station	Y	X	Remarks
100+00.00	148,390.56	324,790.55	Begin Construction
101+00.00	148,475.88	324,841.31	-
102+00.00	148,536.27	324,920.65	-
103+00.00	148,591.82	325,003.80	-
104+00.00	148,664.40	325,071.46	-
105+00.00	148,758.66	325,102.42	-
105+39.14	148,797.76	325,103.44	End Construction

OLD CTH N STATION LAYOUT (WEST)

Station	Y	X	Remarks
400+11.56	148,914.88	325,113.65	Begin Construction
401+00.00	148,911.75	325,201.92	-
402+00.00	148,905.56	325,301.59	-
402+75.00	148,907.05	325,376.57	End Construction

OLD CTH N STATION LAYOUT (EAST)

Station	Y	X	Remarks
570+16.00	148,838.65	325,802.49	Begin Construction
571+00.00	148,911.08	325,775.28	-
571+25.00	148,913.66	325,750.54	End Construction

STRUCTURE R-12-051 STATION LAYOUT

Station	Y	X	Remarks
1W+00.00	148,313.22	318,816.69	Begin Construction
1W+50.00	148,329.90	318,862.53	-
2W+00.00	148,334.15	318,912.35	-
2W+50.00	148,339.21	318,962.09	-
3W+00.00	148,345.57	319,011.69	-
3W+16.00	148,347.64	319,027.55	End Construction

STRUCTURE C-12-062 STATION LAYOUT

SEE STRUCTURE PLANS FOR LAYOUT INFORMATION

CULVERT PIPE LAYOUT

STATION	LOCATION	UPSTREAM				DOWNSTREAM			
		STATION	OFFSET	Y	X	STATION	OFFSET	Y	X
15+00	MAINLINE	15+06.25	-35.45	148,452.76	319,218.77	14+93.40	37.42	148,378.83	319,215.47
19+70	MAINLINE, LT.	19+86.00	-32.00	148,479.85	319,700.88	19+42.00	-32.00	148,478.74	319,656.90
25+95	MAINLINE	25+95.17	-28.00	148,411.04	320,312.43	25+95.17	24.00	148,362.60	320,293.51
26+05	MAINLINE	26+04.683	-30.00	148,409.24	320,322.41	26+04.83	26.00	148,357.28	320,301.53
27+45	MAINLINE, LT.	27+58.89	-28.75	148,337.92	320,463.89	27+20.04	-30.21	148,358.94	320,429.83
55+60	MAINLINE	55+79.09	-52.33	148,389.98	323,219.50	55+44.43	43.13	148,275.25	323,182.62
56+60	MAINLINE, LT.	56+78.17	-41.88	148,354.67	323,322.49	56+04.67	-58.17	148,375.30	323,145.19
84+20	MAINLINE	84+26.24	-35.45	148,859.53	325,928.54	84+13.74	35.45	148,788.49	325,916.85
102+00	DEMANES LN.	102+00.00	20.00	148,519.64	324,931.75	102+00.00	-32.00	148,562.89	324,902.88
200+50	SLAMA LN.	200+50.00	36.00	148,865.16	325,138.65	200+50.00	-32.00	148,864.39	325,070.66
202+45	SLAMA LN., RT.	202+61.97	28.37	149,083.03	325,080.30	202+13.38	28.05	149,035.88	325,106.63
400+30	OLD CTH N	400+30.90	-30.00	148,945.10	325,132.65	400+40.42	30.00	148,885.21	325,142.85

CLEARING & GRUBBING

STATION - STATION	LOCATION	CLEARING		GRUBBING	
		201.0105 (STA.)	201.0120 (ID)	201.0205 (STA.)	201.0220 (ID)
11+00 - 15+00	MAINLINE, LT. & RT.	4	-	4	-
15+00 - 17+00	MAINLINE, RT.	2	-	2	-
18+00 - 22+00	MAINLINE, LT. & RT.	4	-	4	-
22+00 - 24+00	MAINLINE, RT.	2	-	2	-
24+00 - 27+00	MAINLINE, LT. & RT.	3	-	3	-
27+00 - 29+00	MAINLINE, RT.	2	-	2	-
29+00 - 36+00	MAINLINE, LT. & RT.	7	-	7	-
36+00 - 40+00	MAINLINE, LT.	4	-	4	-
40+00 - 41+00	MAINLINE, RT.	1	-	1	-
50+00 - 57+00	MAINLINE, LT. & RT.	7	-	7	-
57+00 - 62+00	MAINLINE, LT.	5	-	5	-
62+00 - 69+00	MAINLINE, LT. & RT.	7	-	7	-
69+00 - 73+00	MAINLINE, RT.	4	-	4	-
73+00 - 74+00	MAINLINE, LT. & RT.	1	-	1	-
74+00 - 75+00	MAINLINE, LT.	1	-	1	-
78+00 - 79+00	MAINLINE, LT. & RT.	1	-	1	-
81+94	MAINLINE, LT.	-	51	-	51
81+99	MAINLINE, LT.	-	51	-	51
304+00 - 305+00	STH 35, LT.	1	-	1	-
306+07	STH 35, RT.	-	38	-	38
100+00 - 102+00	DEMANES LANE, RT.	2	-	2	-
102+00 - 105+00	DEMANES LANE, LT. & RT.	3	-	3	-
201+00 - 202+00	SLAMA LANE, LT. & RT.	1	-	1	-
400+11.56 - 402+00	OLD CTH N, LT.	2	-	2	-
TOTALS =		64	140	64	140

REMOVING SMALL PIPE CULVERTS

STATION	LOCATION	DESCRIPTION	203.0100 EACH
15+37	MAINLINE, LT	18" CMP; L=49'	1
19+87	MAINLINE	24" CMP; L=48'	1
26+05	MAINLINE	48" CMP; L=41'	1
30+47	MAINLINE	24" CMP; L=61'	1
36+93	MAINLINE, RT.	18" CMP; L=56'	1
43+23	MAINLINE	18" CMP; L=91'	1
47+31	MAINLINE, LT	12" CMP; L=62'	1
48+21	MAINLINE, LT.	12" CMP; L=41'	1
49+66	MAINLINE	24" CMP; L=63'	1
55+53	MAINLINE	48" CMP; L=62'	1
58+58	MAINLINE, RT.	18" CMP; L=53'	1
60+83	MAINLINE, RT.	24" CMP; L=47'	1
63+44	MAINLINE	24" CMP; L=55'	1
66+23	MAINLINE	18" CMP; L=47'	1
70+29	MAINLINE	18" CMP; L=52'	1
72+42	MAINLINE	24" CMP; L=53'	1
74+97	MAINLINE, LT	12" CMP; L=42'	1
84+31	MAINLINE, LT	24" CMP; L=31'	1
102+65	DEMANES LANE	18" CMP; L=22'	1
201+31	SLAMA LANE, RT.	12" CMP; L=33'	1
TOTAL =			20

CONCRETE DRIVEWAY 6-INCH

STATION	LOCATION	416.0160 (SY)
87+10	MAINLINE, RT.	70
401+90	OLD CTH N (WEST), LT.	60
TOTAL =		130

ALL ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

REMOVING STEEL GRATE

STATION - STATION	LOCATION	204.9105.S (LS)
13+18	MAINLINE, 8' RT.	1
TOTAL =		1

REMOVING CURB & GUTTER

STATION - STATION	LOCATION	204.0150 (LF)
85+90 - 87+54	MAINLINE, RT.	165
306+29 - 306+71	STH 35, RT.	55
TOTAL =		220

REMOVING GUARDRAIL

STATION - STATION	LOCATION	204.0165 (LF)
303+70 - 305+69	STH 35, LT	202
304+18 - 305+97	STH 35, RT.	178
TOTAL =		380

REMOVING DELINEATORS AND MARKERS

STATION	LOCATION	204.0180 (EACH)
15+17	MAINLINE, LT.	1
15+56	MAINLINE, LT.	1
19+75	MAINLINE, RT.	1
20+01	MAINLINE, LT.	1
49+40	MAINLINE, RT.	1
TOTAL =		5

REMOVING RETAINING WALL

STATION - STATION	LOCATION	204.9105.S (LS)
49+77 - 50+02	MAINLINE, LT.	1
TOTAL =		1

RUMBLE STRIPS

		ASPHALTIC CENTERLINE	TEMPORARY
		2-LANE RURAL	PORTABLE
		465.0475	643.0310.S
STATION - STATION	LOCATION	(LF)	(LS)
10+47.01 - 89+00	MAINLINE	5400	1
TOTALS=		5400	1

PREPARE FOUNDATION FOR
ASPHALTIC PAVING (01. 5496-00-74)

	211.0100
LOCATION	(LS)
PROJECT	1
TOTAL =	1

EARTHWORK SUMMARY

CATEGORY	STATION - STATION	LOCATION	(1) 205.0100 COMMON EXCAVATION		AVAILABLE MATERIAL (CY) (4)	205.0200 ROCK EXCAVATION (CY) (5)	REDUCED	EXPANDED	EXPANDED	UNEXPANDED	EXPANDED	MASS ORDINATE +/- (CY) (10)	WASTE (CY)
			CUT (2) (CY)	EBS (3) (CY)			EBS IN FILL (CY) 0.8 (6)	EBS BACKFILL (CY) 1.3 (7)	ROCK (CY) 1.1 (8)	FILL (CY) 1.25 (9)			
010	10+47.01 - 89+00	MAINLINE	30330	3033	30330	25750	2426	3943	28325	44130	16724	13606	13606
	303+90 - 305+00	STH 35 - STAGE 1	203	20	203	-	16	26	-	-	-20	223	223
	301+65 - 307+31	STH 35 - STAGE 2	831	83	831	-	66	108	-	98	40	792	792
	305+00 - 307+31	STH 35 - STAGE 3	138	14	138	-	11	18	-	212	251	-113	-113
	100+00 - 105+39.14	DEMANES LANE	10187	1019	10187	-	815	1325	-	90	-907	11094	11094
	200+17 - 205+00	SLAMA LANE	9183	918	9183	-	734	1193	-	-	-918	10101	10101
	400+11.56 - 402+75	OLD CTH N (WEST)	6603	660	6603	-	528	858	-	-	-660	7263	7263
	570+16 - 571+25	OLD CTH N (EAST)	267	27	267	-	22	35	-	1083	1326	-1059	-1059
	-	P.E. / F.E. / C.E.	558	26	558	50	21	44	55	174	123	436	436
SUBTOTALS =			58300	5800	58300	25800	4640	7550	28380	45787	15959	42343	42343
TOTALS =			64100		58300	25800	4640	7550	28380	45787	15959	42343	42343

NOTES:
1.) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
2.) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT
3.) EBS IS ESTIMATED AT 10% OF THE CUT VOLUME (CY). EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL.
4.) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
5.) ROCK EXCAVATION. ITEM NUMBER 205.0200
6.) REDUCED EBS IN FILL - EXCAVATED EBS MATERIAL IS USEABLE IN FILLS OUTSIDE 1:1 SLOPE. EBS IN FILL REDUCTION FACTOR = 0.8
7.) EXPANDED EBS BACKFILL - THIS IS TO BE FILLED WITH SELECT BORROW MATERIAL. EBS BACKFILL FACTOR = 1.3. ITEM NUMBER 208.1100
8.) EXPANDED ROCK FACTOR = 1.1
9.) EXPANDED FILL FACTOR 1.25. EXPANDED FILL = (UNEXPANDED FILL - (ROCK * ROCK FACTOR) - REDUCED EBS)*1.25
10.) THE MASS ORDINATE+ OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE CATEGORY. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE

3

3

CULVERT PIPE															ALL ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED					
STATION	LOCATION	520.1024	520.3324	522.0124	522.0136	522.0142	522.0148	* 522.1024	522.1036	522.1042	522.1048	628.7555	*633.5200	650.6000	ASPHALTIC FLUMES					
		APRON ENDWALLS FOR CULVERT PIPE 24-INCH (EACH)	CULVERT PIPE CLASS III-A 24-INCH (LF)	CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH (LF)	CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH (LF)	CULVERT PIPE REINFORCED CONCRETE CLASS III 42-INCH (LF)	CULVERT PIPE REINFORCED CONCRETE CLASS III 48-INCH (LF)	APRON ENDWALLS FOR CULVERT PIPE 24-INCH (EACH)	APRON ENDWALLS FOR CULVERT PIPE 36-INCH (EACH)	APRON ENDWALLS FOR CULVERT PIPE 42-INCH (EACH)	APRON ENDWALLS FOR CULVERT PIPE 48-INCH (EACH)	CULVERT PIPE CHECKS (EACH)	MARKERS CULVERT END (EACH)	CONSTRUCTION STAKING CULVERT PIPES (EACH)						
15+00	MAINLINE	-	-	-	74	-	-	-	2	-	-	7	2	1	465.0315 (SY) 28+94 MAINLINE, LT. 10 88+56 MAINLINE, RT. 14 306+66 STH 35, RT. 8 201+35 SLAMA LANE, RT. 8					
19+70	MAINLINE, LT.	2	44	-	-	-	-	-	-	-	-	3	-	1						
25+95	MAINLINE	-	-	-	-	52	-	-	-	-	-	8	2	1						
26+05	MAINLINE	-	-	-	-	56	-	-	-	2	-	8	2	1						
27+45	MAINLINE, LT.	2	40	-	-	-	-	-	-	-	-	3	-	1						
55+60	MAINLINE	-	-	-	-	-	102	-	-	-	2	10	2	1	TOTAL = 40					
56+60	MAINLINE, LT.	2	80	-	-	-	-	-	-	-	-	3	-	1						
84+20	MAINLINE	-	-	72	-	-	-	2	-	-	-	3	2	1						
102+00	DEMANES LN.	2	52	-	-	-	-	-	-	-	-	3	2	1						
200+50	SLAMA LN.	2	68	-	-	-	-	-	-	-	-	3	2	1						
202+45	SLAMA LN., RT.	2	54	-	-	-	-	-	-	-	-	3	-	1	CONCRETE SIDEWALK 4-INCH					
400+30	OLD CTH N	2	60	-	-	-	-	-	-	-	-	3	2	1						
-	UNDISTRIBUTED	-	-	-	-	-	-	-	-	-	-	16	-	-						
TOTALS =		14	398	72	74	108	102	2	2	4	2	73	16	12						
MINIMUM THICKNESS (INCHES)															602.0405 (SF) 34+75 MAINLINE, LT. 132 42+00 MAINLINE, LT. 132 43+50 MAINLINE, LT. 132 49+01 MAINLINE, LT. 132 63+00 MAINLINE, LT. 220					
PIPE SIZE	STEEL	ALUMINIUM																		
24-INCH	0.064	0.075																		
36-INCH	0.079	0.105																		
42-INCH	0.109	0.105																		
48-INCH	0.109	0.105																		
* MORE LISTED ELSEWHERE																				

HMA PAVEMENT						BASE AGGREGATE DENSE / BREAKER RUN					SILT FENCE				
STATION - STATION	LOCATION	740.0440	450.4000	455.0605	460.2000	460.5224	STATION - STATION	LOCATION	305.0110	305.0120	*311.0110	STATION - STATION	LOCATION	628.1504	628.1520
		INCENTIVE	HMA COLD		DENSITY	HMA			BASE	BASE				SILT FENCE	SILT FENCE
		IRI RIDE	WEATHER	TACK COAT	HMA PAVEMENT	PAVEMENT			AGGREGATE	AGGREGATE	BREAKER			(LF)	MAINTENANCE
		(DOL)	(TON)	(GAL)	(DOL)	4LT58-28S			DENSE 3/4-INCH	DENSE 1 1/4-INCH	RUN				(LF)
10+47.01 - 89+00	MAINLINE	-	-	1368	-	5505	10+47.01 - 89+00	MAINLINE	689	15728	17509	15+50 - 33+50	MAINLINE, RT.	1965	11790
303+90 - 305+00	STH 35, LT. - STAGE 1	-	-	11	-	60	303+90 - 305+00	STH 35, LT. - STAGE 1	21	209	162	36+00 - 62+00	MAINLINE, RT.	2865	17190
301+65 - 307+31	STH 35, RT. - STAGE 2	-	-	42	-	240	301+65 - 307+31	STH 35, RT. - STAGE 2	29	738	505	63+50 - 65+50	MAINLINE, RT.	200	1200
305+00 - 305+45	STH 35, LT. - STAGE 3	-	-	5	-	25	301+65 - 307+31	STH 35, RT. - STAGE 2	29	738	505	66+25 - 66+75	MAINLINE, RT.	50	300
100+00 - 105+39.14	DAMANES LN.	-	-	69	-	277	305+00 - 305+45	STH 35, LT. - STAGE 3	9	86	67	80+50 - 86+00	MAINLINE, RT.	575	3450
200+17 - 205+00	SLAMA LN.	-	-	61	-	243	100+00 - 105+39.14	DAMANES LN.	69	826	922	85+00 - 89+00	MAINLINE, LT	560	3360
400+11.56 - 402+75	OLD CTH N (WEST)	-	-	31	-	123	200+17 - 205+00	SLAMA LN.	62	725	1025	87+25 - 89+00	MAINLINE, RT.	175	1050
570+16 - 571+25	OLD CTH N (EAST)	-	-	16	-	62	400+11.56 - 402+75	OLD CTH N (WEST)	16	380	415	100+00 - 104+70	DEMANES LANE, LT.	420	2520
-	P.E. / F.E. / C.E.	-	-	-	-	140	570+16 - 571+25	OLD CTH N (EAST)	13	147	174	304+20 - 305+45	STH 35, LT	125	750
-	PROJECT	5950	1640	-	4190	-	-	P.E. / F.E. / C.E.	803	-	-	570+14 - 571+25	OLD CTH N (EAST), LT.	50	300
-	UNDISTRIBUTED	-	-	57	-	235	-	UNDISTRIBUTED	89	1161	1271	570+68 - 571+25	OLD CTH N (EAST), RT.	115	690
TOTALS =		5950	1640	1660	4190	6910	TOTALS =		1800	20000	22050	TOTALS =		8900	53400
WATER						* MORE LISTED ELSEWHERE									

WATER	
LOCATION	624.0100 (MGAL)
PROJECT	347
UNDISTRIBUTED	13
TOTALS =	360

<div><div>624.0100</div><div>LOCATION (MGAL)</div><div>PROJECT 347</div><div>UNDISTRIBUTED 13</div><div>TOTALS = 360</div></div>		<div>MGS GUARDRAIL</div> <table><tr><td></td><td></td><td>614.2300</td><td>614.2330</td><td>614.2610</td><td></td></tr><tr><td></td><td></td><td>MGS</td><td>MGS</td><td>MGS</td><td></td></tr><tr><td></td><td></td><td>GUARDRAIL 3</td><td>GUARDRAIL 3K</td><td>GUARDRAIL</td><td></td></tr><tr><td></td><td></td><td>(LF)</td><td>(LF)</td><td>TERMINAL</td><td></td></tr><tr><td></td><td></td><td></td><td></td><td>EAT</td><td></td></tr><tr><td></td><td></td><td></td><td></td><td>(EACH)</td><td></td></tr><tr><td>STATION - STATION</td><td>LOCATION</td><td></td><td></td><td></td><td></td></tr><tr><td>11+07 - 15+01</td><td>MAINLINE, RT.</td><td>50</td><td>238</td><td>2</td><td></td></tr><tr><td>28+50 - 37+56</td><td>MAINLINE, RT.</td><td>800</td><td>-</td><td>2</td><td></td></tr><tr><td>53+00 - 73+06</td><td>MAINLINE, RT.</td><td>1900</td><td>-</td><td>2</td><td></td></tr><tr><td colspan="2">TOTALS =</td><td>2750</td><td>238</td><td>6</td><td></td></tr></table>							614.2300	614.2330	614.2610				MGS	MGS	MGS				GUARDRAIL 3	GUARDRAIL 3K	GUARDRAIL				(LF)	(LF)	TERMINAL						EAT						(EACH)		STATION - STATION	LOCATION					11+07 - 15+01	MAINLINE, RT.	50	238	2		28+50 - 37+56	MAINLINE, RT.	800	-	2		53+00 - 73+06	MAINLINE, RT.	1900	-	2		TOTALS =		2750	238	6		<div>CONCRETE CURB & GUTTER</div> <table><tr><td></td><td></td><td colspan="2">CONCRETE CURB & GUTTER</td><td></td><td></td></tr><tr><td></td><td></td><td>601.0415</td><td>601.0557</td><td>650.5500</td><td></td></tr><tr><td></td><td></td><td>6-INCH SLOPED</td><td>6-INCH SLOPED</td><td>CONCRETE STAKING</td><td></td></tr><tr><td></td><td></td><td>30-INCH TYPE J</td><td>36-INCH TYPE D</td><td>CURB & GUTTER</td><td></td></tr><tr><td></td><td></td><td>(LF)</td><td>(LF)</td><td>(LF)</td><td></td></tr><tr><td>STATION-STATION</td><td>LOCATION</td><td></td><td></td><td></td><td></td></tr><tr><td>11+97 - 15+75</td><td>MAINLINE, LT.</td><td>475</td><td>-</td><td>475</td><td></td></tr><tr><td>11+16 - 13+06</td><td>MAINLINE, RT.</td><td>190</td><td>-</td><td>190</td><td></td></tr><tr><td>29+00 - 70+00</td><td>MAINLINE, LT.</td><td>4100</td><td>-</td><td>4100</td><td></td></tr><tr><td>86+00 - 88+50</td><td>MAINLINE, RT.</td><td>250</td><td>-</td><td>250</td><td></td></tr><tr><td>301+65 - 305+09</td><td>STH 35, RT</td><td>-</td><td>387</td><td>387</td><td></td></tr><tr><td>305+41 - 305+79</td><td>STH 35, RT</td><td>-</td><td>73</td><td>73</td><td></td></tr><tr><td>400+10 - 402+75</td><td>OLD CTH N, LT.</td><td>265</td><td></td><td>265</td><td></td></tr><tr><td colspan="2">TOTALS =</td><td>5280</td><td>460</td><td>5740</td><td></td></tr></table>							CONCRETE CURB & GUTTER						601.0415	601.0557	650.5500				6-INCH SLOPED	6-INCH SLOPED	CONCRETE STAKING				30-INCH TYPE J	36-INCH TYPE D	CURB & GUTTER				(LF)	(LF)	(LF)		STATION-STATION	LOCATION					11+97 - 15+75	MAINLINE, LT.	475	-	475		11+16 - 13+06	MAINLINE, RT.	190	-	190		29+00 - 70+00	MAINLINE, LT.	4100	-	4100		86+00 - 88+50	MAINLINE, RT.	250	-	250		301+65 - 305+09	STH 35, RT	-	387	387		305+41 - 305+79	STH 35, RT	-	73	73		400+10 - 402+75	OLD CTH N, LT.	265		265		TOTALS =		5280	460	5740	
		614.2300	614.2330	614.2610																																																																																																																																																													
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<div>CONCRETE BARRIER TEMPORARY PRECAST</div> <table><tr><td></td><td colspan="2">CONCRETE BARRIER TEMPORARY PRECAST</td><td></td></tr><tr><td></td><td>603.8000</td><td>603.8125</td><td></td></tr><tr><td></td><td>DELIVERED</td><td>INSTALLED</td><td></td></tr><tr><td>STATION - STATION</td><td>LOCATION</td><td>(LF)</td><td>(LF)</td></tr><tr><td>303+40 - 305+50</td><td>STH 35</td><td>210</td><td>210</td></tr><tr><td>303+40 - 306+20</td><td>STH 35</td><td>70</td><td>280</td></tr><tr><td>304+10 - 305+95</td><td>STH 35</td><td>-</td><td>185</td></tr><tr><td colspan="2">TOTALS =</td><td>280</td><td>675</td></tr></table>			CONCRETE BARRIER TEMPORARY PRECAST				603.8000	603.8125			DELIVERED	INSTALLED		STATION - STATION	LOCATION	(LF)	(LF)	303+40 - 305+50	STH 35	210	210	303+40 - 306+20	STH 35	70	280	304+10 - 305+95	STH 35	-	185	TOTALS =		280	675																																																																																																																																
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PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	MISCELLANEOUS QUANTITIES	SHEET	E
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ALL ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

STORM SEWER PIPE														
PIPE NUMBER	FROM STRUCTURE	TO STRUCTURE	INLET ELEVATION (FT)	DISCHARGE ELEVATION (FT)	% SLOPE	522.1024	522.1030	608.0005	REINFORCED CONCRETE PIPE CLASS III STORM SEWER					INFORMATIONAL
						APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH	STORM SEWER ROCK EXCAVATION	608.0312	608.0315	608.0318	608.0324	608.0330	PURPOSES
						(EACH)	(EACH)	(CY)	12-INCH (LF)	15-INCH (LF)	18-INCH (LF)	24-INCH (LF)	30-INCH (LF)	ONLY JOINT TIES (EACH)
P-1	1.1	1.0	644.10	643.92	2.57	-	-	-	7	-	-	-	-	-
P-2	1.2	1.0	643.75	643.47	2.55	-	-	-	-	-	11	-	-	-
P-3	1.0	2.0	643.00	642.50	1.16	-	-	-	-	-	-	43	-	-
P-4	3.0	2.0	645.00	643.00	4.08	-	-	-	-	49	-	-	-	-
P-5	2.0	C-12-062	642.25	641.75	1.52	-	-	-	-	-	-	33	-	-
P-6	4.1	4.2	642.00	641.50	0.50	-	-	-	-	-	100	-	-	-
P-7	4.2	4.3	641.40	639.93	2.07	1	-	-	-	-	-	71	-	6
P-8	5.1	5.2	780.50	780.00	0.90	1	-	5	-	-	-	56	-	6
P-9	6.1	6.2	835.00	834.00	1.72	1	-	12	-	-	-	58	-	6
P-10	7.1	7.2	843.50	842.50	1.61	1	-	4	-	-	-	62	-	6
P-11	8.1	8.2	878.00	877.00	1.72	-	1	2	-	-	-	-	58	6
P-12	9.1	9.2	1004.50	1002.05	3.95	1	-	12	-	-	-	62	-	6
P-13	10.1	10.0	1047.10	1047.00	1.00	-	-	5	10	-	-	-	-	-
P-14	10.2	10.0	1049.00	1046.75	13.24	-	-	6	-	17	-	-	-	-
P-15	10.0	10.3	1046.00	1045.00	2.00	1	-	12	-	-	-	50	-	6
P-16	11.1	11.2	1087.50	1078.84	11.10	-	1	7	-	-	-	-	78	6
P-17	12.1	12.2	1151.77	1150.77	1.79	1	-	-	-	-	-	56	-	6
P-18	12.3	12.1	1152.33	1151.87	4.60	-	-	-	10	-	-	-	-	-
TOTALS =						7	2	65	27	66	111	491	136	

NOTES:
PIPE LENGTHS ARE MEASURED FROM CENTER OF STRUCTURES.

STORM SEWER STRUCTURES																	
			611.0535	611.0630	611.0633	611.0636	611.2004	611.2005	611.3230	611.3253	611.3902	SPV.0060.01		628.7005	628.7015	*650.4000	
STRUCTURE			RIM	MANHOLE	INLET	INLET	INLET	MANHOLES	MANHOLES	INLETS	INLETS	INLETS	INLET	STRUCTURE	INLET	INLET	CONSTRUCTION
NUMBER	STATION	LOCATION	ELEVATION	COVERS	COVERS	COVERS	COVERS	MANHOLES	MANHOLES	INLETS	INLETS	INLETS	SAFETY BARS	DEPTH	PROTECTION	PROTECTION	STAKING
			(FT)	TYPE J-S	TYPE HM-GJ	TYPE HM-GJ-S	TYPE HM-S	4-FT DIAM.	5-FT DIAM.	2X3-FT	2.5X3-FT	2 GRATE	(EACH)	(FT)	TYPE A	TYPE C	STORM SEWER
				(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)		(EACH)	(EACH)	(EACH)
I-1.0	10+67.25	20.75' LT.	647.40	-	-	-	1	-	1	-	-	-	-	3.15	1	1	1
I-1.1	10+62.06	24.31' LT.	647.44	-	-	-	1	-	-	1	-	-	-	2.34	1	1	1
I-1.2	10+72.00	31.00' LT.	646.25	-	-	-	-	-	-	-	1	-	1	2.50	1	-	1
MH-2.0	11+04	0.00'	648.68	1	-	-	-	-	1	-	-	-	-	5.18	-	-	1
I-3.0	11+50	15.35' LT.	649.49	-	1	-	-	1	-	-	-	-	-	3.24	1	1	1
I-4.1	303+00	24.50' RT.	645.82	-	-	-	1	-	-	1	-	-	-	2.82	1	1	1
I-4.2	304+00	24.50' RT.	646.48	-	-	-	1	-	-	1	-	-	-	4.08	1	1	1
I-5.1	34+75	24.17' LT.	785.01	-	-	-	-	-	-	-	1	-	1	4.51	1	-	1
I-6.1	42+00	24.17' LT.	839.26	-	-	-	-	-	-	-	1	-	1	4.26	1	-	1
I-7.1	43+50	24.17' LT.	848.08	-	-	-	-	-	-	-	1	-	1	4.58	1	-	1
I-8.1	49+01	27.70' LT.	882.44	-	-	-	-	-	-	-	-	1	1	4.44	1	-	1
I-9.1	63+00	24.17' LT.	1008.53	-	-	-	-	-	-	-	1	-	1	4.03	1	-	1
I-10.0	66+50	16.35' LT.	1051.87	-	1	-	-	1	-	-	-	-	-	4.62	1	1	1
I-10.1	66+40	16.35' LT.	1050.72	-	1	-	-	-	-	1	-	-	-	2.62	1	1	1
I-10.2	66+65	24.17' LT.	1052.40	-	-	-	-	-	-	-	1	-	1	3.40	1	-	1
I-11.1	70+12	28.47' LT.	1190.50	-	-	-	-	-	1	-	-	-	1	3.00	1	-	1
I-12.1	86+96	16.35' RT.	1155.82	-	-	1	-	-	-	1	-	-	-	3.05	1	1	1
I-12.3	86+86	16.35' RT.	1155.83	-	-	1	-	-	-	1	-	-	-	2.50	1	1	1
TOTALS =				1	3	2	4	2	3	6	6	1	8		17	9	18

NOTES:
STATION AND OFFSET OF STORM SEWER STRUCTURES WITH MANHOLE COVERS TYPE J-S AND INLET SAFETY BARS ARE MEASURED FROM CENTER OF STRUCTURE.
STATION AND OFFSET OF STORM SEWER STRUCTURES WITH INLET COVERS TYPE HM-GJ/HM-GJ-S/HM-S ARE MEASURED TO THE FLANGE OF INLET.
ALL RIM ELEVATIONS FOR STORM SEWER STRUCTURES WITH MANHOLE COVERS TYPE J-S ARE MEASURED TO THE TOP OF MANHOLE COVER RIM.
ALL RIM ELEVATIONS FOR STORM SEWER STRUCTURES WITH INLET SAFETY BARS ARE MEASURED TO THE TOP OF STORM STRUCTURE OPENING.
ALL RIM ELEVATIONS FOR STORM SEWER STRUCTURES WITH INLET COVERS TYPE HM-GJ/HM-GJ-S/HM-S ARE MEASURED TO THE FLANGE OF INLET
STRUCTURE DEPTH (MANHOLE 4-FT/5-FT DIAM. WITH MANHOLE COVERS TYPE J-S, INLET COVERS TYPE HM-GJ/HM-GJ-S/HM-S) = RIM ELEVATION - INVERT LOWEST PIPE- 6 INCHES (RINGS) - 9 INCHES (CASTING HEIGHT)
STRUCTURE DEPTH (INLETS 2X3-FT/INLETS 2.5X3-FT WITH INLET COVERS TYPE HM-GJ/HM-GJ-S/HM-S) = RIM ELEVATION - INVERT LOWEST PIPE- 6 INCHES (RINGS) - 6 INCHES (CASTING HEIGHT).
STRUCTURE DEPTH (INLETS 2.5X3-FT WITH INLET SAFETY BARS) = RIM ELEVATION (STORM STRUCTURE OPENING) - INVERT LOWEST PIPE.
STRUCTURE DEPTH (INLETS MEDIAN 2 GRATE) = RIM ELEVATION (STORM STRUCTURE OPENING) - INVERT LOWEST PIPE

* MORE LISTED ELSEWHERE

3

3

STORM SEWER STRUCTURES CONTINUED							FINISHING ITEMS									
							ALL ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED									
STRUCTURE NUMBER	STATION	LOCATION	PIPE INVERT ELEVATION	DISCHARGE ELEVATION	*633.5200 MARKERS CULVERT END (EACH)	*650.4000 CONSTRUCTION STAKING STORM SEWER (EACH)										
OUTLET 4.3	304+00	45.00' LT.	641.40	639.93	1	1	STATION - STATION	LOCATION	625.0500 SALVAGED TOPSOIL (SY)	627.0200 MULCHING (SY)	629.0210 FERTILIZER TYPE B (CWT)	630.0120 SEEDING MIXTURE NO. 20 (LB)	630.0170 SEEDING MIXTURE NO. 70 (LB)	630.0200 SEEDING TEMPORARY (LB)	630.0400 SEEDING NURSE CROP (LB)	
OUTLET 5.2	34+75	32.0' RT.	780.50	780.00	1	1	10+47.01 - 48+00	MAINLINE	14760	3919	15.0	-	81	299	162	
OUTLET 6.2	42+00	34.0' RT.	835.00	834.00	1	1	48+00 - 76+00	MAINLINE	12593	2612	12.0	469	-	235	-	
OUTLET 7.2	43+50	38.0' RT.	843.50	842.50	1	1	76+00 - 89+00	MAINLINE	8459	1278	8.0	327	-	164	-	
OUTLET 8.2	49+00	30.0' RT.	878.00	877.00	1	1	301+65 - 307+31	STH 35	1400	1462	1.0	-	6	22	12	
OUTLET 9.2	63+00	38.0' RT.	1004.50	1002.05	1	1	100+00 - 105+39.14	DEMANES LANE	5799	599	4.0	180	-	90	-	
OUTLET 10.3	66+50	32.0' RT.	1045.08	1045.03	1	1	200+17 - 205+00	SLAMA LANE	3027	509	3.0	116	-	58	-	
OUTLET 11.2	70+12	49.0' RT.	1078.84	1078.79	1	1	400+11.56 - 402+75	OLD CTH N (WEST)	662	147	1.0	22	-	11	-	
OUTLET 12.2	86+96	38.0' LT.	1151.77	1150.77	1	1	-	UNDISTRIBUTED	11600	2624	11.0	236	23	221	46	
TOTAL					9	9	TOTALS=		58300	13150	55	1350	110	1100	220	
*MORE LISTED ELSEWHERE							NOTE: OLD CTH N (EAST) QUANTITIES INCLUDED IN MAINLINE QUANTITIES									
RIPRAP HEAVY & RIPRAP EXTRA-HEAVY							MOBILIZATION EROSION CONTROL					EROSION MAT				

3

MARKERS ROW									
633.5100 OFFSET FROM MARKERS FINISHED C/L ROW					633.5100 OFFSET FROM MARKERS FINISHED C/L ROW				
PT #	STATION	LOCATION	FT	EACH	PT #	STATION	LOCATION	FT	EACH
100	10+79.88	MAINLINE, LT.	34.20	1	145	52+90.00	MAINLINE, LT.	100.00	1
101	10+84.65	MAINLINE, LT.	23.10	1	146	53+91.93	MAINLINE, LT.	99.22	1
102	11+73.00	MAINLINE, LT.	25.00	1	147	53+94.62	MAINLINE, RT.	103.16	1
103	12+00.00	MAINLINE, LT.	38.50	1	148	53+80.00	MAINLINE, RT.	105.00	1
104	12+00.00	MAINLINE, LT.	52.00	1	149	53+50.00	MAINLINE, RT.	60.00	1
105	12+50.00	MAINLINE, LT.	52.00	1	150	51+00.00	MAINLINE, RT.	77.00	1
106	13+00.00	MAINLINE, LT.	23.00	1	151	48+00.00	MAINLINE, RT.	55.00	1
107	13+06.00	MAINLINE, LT.	33.00	1	152	61+50.00	MAINLINE, LT.	105.00	1
108	13+95.00	MAINLINE, LT.	39.09	1	153	65+00.00	MAINLINE, LT.	105.00	1
109	14+18.91	MAINLINE, LT.	100.61	1	154	68+53.61	MAINLINE, LT.	73.53	1
110	14+22.54	MAINLINE, LT.	109.93	1	155	67+73.12	MAINLINE, RT.	103.57	1
111	15+00.00	MAINLINE, LT.	80.00	1	156	65+50.00	MAINLINE, RT.	95.00	1
112	15+22.19	MAINLINE, LT.	78.74	1	157	61+90.00	MAINLINE, RT.	135.00	1
113	15+01.48	MAINLINE, RT.	98.49	1	158	61+90.00	MAINLINE, RT.	47.12	1
114	11+15.00	MAINLINE, RT.	60.00	1	159	58+46.04	MAINLINE, RT.	59.36	1
115	10+79.77	MAINLINE, RT.	78.00	1	160	57+20.00	MAINLINE, RT.	56.06	1
116	21+00.00	MAINLINE, LT.	90.00	1	161	75+15.00	MAINLINE, LT.	140.00	1
117	26+00.00	MAINLINE, LT.	100.00	1	162	202+05.00	SLAMA LN., LT.	60.00	1
118	26+51.30	MAINLINE, LT.	85.20	1	163	205+00.00	SLAMA LN., LT.	50.00	1
119	27+44.34	MAINLINE, RT.	94.95	1	164	205+00.00	SLAMA LN., LT.	32.01	1
120	24+85.00	MAINLINE, RT.	125.00	1	165	205+00.00	SLAMA LN., RT.	33.99	1
121	24+50.00	MAINLINE, RT.	65.00	1	166	205+00.00	SLAMA LN., RT.	50.00	1
122	22+00.00	MAINLINE, RT.	45.00	1	167	202+61.41	SLAMA LN., RT.	50.00	1
123	19+50.00	MAINLINE, RT.	65.00	1	168	77+65.66	MAINLINE, LT.	121.60	1
124	19+10.00	MAINLINE, RT.	115.00	1	169	78+84.41	MAINLINE, LT.	125.10	1
125	18+85.00	MAINLINE, RT.	115.00	1	170	81+53.68	MAINLINE, LT.	127.01	1
126	18+50.00	MAINLINE, RT.	40.00	1	171	81+52.29	MAINLINE, LT.	61.00	1
127	15+80.00	MAINLINE, RT.	55.00	1	172	81+49.66	MAINLINE, RT.	63.21	1
128	15+15.00	MAINLINE, RT.	100.00	1	173	81+00.00	MAINLINE, RT.	45.00	1
129	29+00.00	MAINLINE, LT.	55.00	1	174	76+95.00	MAINLINE, RT.	70.00	1
130	35+00.00	MAINLINE, LT.	45.00	1	175	103.50.00	DEMANES LN., RT.	55.00	1
131	36+75.0	MAINLINE, LT.	110.00	1	176	100+00.00	DEMANES LN., RT.	70.00	1
132	40+84.15	MAINLINE, LT.	98.22	1	177	100+00.00	DEMANES LN., RT.	32.45	1
133	40+61.04	MAINLINE, RT.	80.05	1	178	100+00.00	DEMANES LN., LT.	33.69	1
134	36+15.00	MAINLINE, RT.	75.00	1	179	74+14.84	MAINLINE, RT.	60.00	1
135	32+00.00	MAINLINE, RT.	65.00	1	180	81+61.36	MAINLINE, LT.	127.07	1
136	30+00.00	MAINLINE, RT.	70.00	1	181	84+20.11	MAINLINE, LT.	92.25	1
137	28+00.00	MAINLINE, RT.	80.00	1	182	89+00.00	MAINLINE, LT.	118.41	1
139	40+76.29	MAINLINE, LT.	33.11	1	183	89+00.00	MAINLINE, RT.	49.85	1
140	44+50.96	MAINLINE, LT.	42.77	1	184	87+75.76	MAINLINE, RT.	48.99	1
141	47+22.37	MAINLINE, LT.	32.84	1	185	86+00.00	MAINLINE, RT.	45.00	1
142	48+69.46	MAINLINE, LT.	32.58	1	186	84+00.00	MAINLINE, RT.	155.00	1
143	49+90.44	MAINLINE, LT.	34.24	1	187	52+35.00	MAINLINE, LT.	51.00	1
144	50+90.00	MAINLINE, LT.	33.05	1	188	12+19.06	MAINLINE, LT.	106.04	1
SUBTOTAL 1 = 44					SUBTOTAL 2 = 44				
					PROJECT TOTAL = 88				

CONSTRUCTION STAKING						
CONSTRUCTION STAKING						
		650.4500	650.5000	*650.6500	**650.6500	650.9910
		SUBGRADE	BASE	STRUCTURE LAYOUT	STRUCTURE LAYOUT	SUPPLEMENTAL CONTROL
		(LF)	(LF)	(01. C-12-062)	(01. R-12-051)	(01. 5496-00-74)
STATION - STATION	LOCATION	(LF)	(LF)	(LS)	(LS)	(LS)
10+47.01 - 89+00	MAINLINE	7855	7855	-	-	-
301+65 - 307+31	STH 35	567	567	-	-	-
100+00 - 105+39.14	DEMANES LANE	541	541	-	-	-
200+17 - 205+00	SLAMA LANE	484	484	-	-	-
400+11.56 - 402+75	OLD CTH N (WEST)	264	264	-	-	-
570+16 - 571+25	OLD CTH N (EAST)	109	109	-	-	-
-	PROJECT	-	-	1	1	1
TOTALS =		9820	9820	1	1	1
9820						
*INDICATES BID ITEM IS CATEGORY 020						
**INDICATES BID ITEM IS CATEGORY 030						

PROJECT NO: 5496-00-74

HWY: CTH N

ALL ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

TEMPORARY DITCH CHECKS

628.7504			628.7504			628.7504			628.7504		
STATION	LOCATION	(LF)	STATION	LOCATION	(LF)	STATION	LOCATION	(LF)	STATION	LOCATION	(LF)
14+90	MAINLINE, LT.	10	34+85	MAINLINE, LT.	10	70+50	MAINLINE, LT.	10	101+00	DAMANES LANE, RT	10
15+50	MAINLINE, LT.	10	42+10	MAINLINE, LT.	10	70+75	MAINLINE, RT.	10	101+50	DAMANES LANE, RT	10
15+75	MAINLINE, RT	10	43+60	MAINLINE, LT.	10	71+00	MAINLINE, LT.	10	102+50	DAMANES LANE, RT	10
16+00	MAINLINE, LT.	10	49+10	MAINLINE, LT.	10	71+00	MAINLINE, RT.	10	103+50	DAMANES LANE, RT	10
16+00	MAINLINE, RT.	10	49+50	MAINLINE, LT.	10	71+50	MAINLINE, LT.	10	104+50	DAMANES LANE, RT	10
16+50	MAINLINE, LT.	10	50+00	MAINLINE, LT.	10	71+50	MAINLINE, RT.	10	105+00	DAMANES LANE, RT	10
16+50	MAINLINE, RT.	10	50+50	MAINLINE, LT.	10	72+00	MAINLINE, LT.	10	200+70	SLAMA, LANE, LT.	10
17+00	MAINLINE, LT.	10	51+00	MAINLINE, LT.	10	72+00	MAINLINE, RT.	10	201+00	SLAMA LANE, LT.	10
17+00	MAINLINE, RT.	10	57+25	MAINLINE, LT.	10	72+50	MAINLINE, LT.	10	201+50	SLAMA LANE, LT.	10
17+50	MAINLINE, LT.	10	57+50	MAINLINE, LT.	10	72+50	MAINLINE, RT.	10	202+00	SLAMA LANE, LT.	10
18+00	MAINLINE, LT.	10	58+00	MAINLINE, LT.	10	73+00	MAINLINE, LT.	10	202+00	SLAMA LANE, RT.	10
18+50	MAINLINE, LT.	10	58+50	MAINLINE, LT.	10	73+00	MAINLINE, RT.	10	202+50	SLAMA LANE, LT.	10
19+00	MAINLINE, LT.	10	59+00	MAINLINE, LT.	10	73+50	MAINLINE, LT.	10	203+00	SLAMA LANE, LT.	10
19+25	MAINLINE, LT.	10	59+50	MAINLINE, LT.	10	73+50	MAINLINE, RT.	10	203+00	SLAMA LANE, RT.	10
20+50	MAINLINE, LT.	10	60+00	MAINLINE, LT.	10	74+00	MAINLINE, LT.	10	203+50	SLAMA LANE, LT.	10
21+00	MAINLINE, LT.	10	60+50	MAINLINE, LT.	10	74+00	MAINLINE, RT.	10	203+50	SLAMA LANE, RT.	10
21+50	MAINLINE, LT.	10	61+00	MAINLINE, LT.	10	74+50	MAINLINE, LT.	10	204+00	SLAMA LANE, LT.	10
22+00	MAINLINE, LT.	10	61+50	MAINLINE, LT.	10	74+50	MAINLINE, RT.	10	204+00	SLAMA LANE, RT.	10
22+50	MAINLINE, LT.	10	62+00	MAINLINE, LT.	10	75+00	MAINLINE, LT.	10	204+50	SLAMA LANE, LT.	10
23+00	MAINLINE, LT.	10	62+50	MAINLINE, LT.	10	75+00	MAINLINE, RT.	10	204+50	SLAMA LANE, RT.	10
23+50	MAINLINE, LT.	10	63+15	MAINLINE, LT.	10	77+00	MAINLINE, LT.	10	306+00	STH 35, RT.	10
24+00	MAINLINE, LT.	10	63+50	MAINLINE, LT.	10	77+00	MAINLINE, RT.	10		UNDISTRIBUTED	290
24+50	MAINLINE, LT.	10	64+00	MAINLINE, LT.	10	78+00	MAINLINE, LT.	10			
25+00	MAINLINE, LT.	10	64+50	MAINLINE, LT.	10	78+00	MAINLINE, RT.	10			
25+50	MAINLINE, LT.	10	65+00	MAINLINE, LT.	10	79+00	MAINLINE, LT.	10			
26+50	MAINLINE, LT.	10	65+50	MAINLINE, LT.	10	79+00	MAINLINE, RT.	10			
27+00	MAINLINE, LT.	10	66+00	MAINLINE, LT.	10	80+00	MAINLINE, LT.	10			
27+75	MAINLINE, LT.	10	66+50	MAINLINE, LT.	10	81+00	MAINLINE, LT.	10			
28+00	MAINLINE, LT.	10	66+80	MAINLINE, LT.	10	82+00	MAINLINE, LT.	10			
28+50	MAINLINE, LT.	10	70+25	MAINLINE, LT.	10	100+50	DAMANES LANE, RT	10			
SUBTOTAL =		300	SUBTOTAL =		300	SUBTOTAL =		300			

TEMPORARY PAVEMENT MARKING

			TEMPORARY PAVEMENT MARKING REMOVABLE TAPE			
			MARKING REMOVAL LINE		649.0105	
			646.9000	646.9200	649.0105	649.0850
			4-INCH	WIDE	4-INCH	STOP LINE
			(LF)	(LF)	(LF)	18-INCH
			(LF)	(LF)	(LF)	(LF)
10+53	MAINLINE, LT.	STOP BAR	-	15	-	-
10+98	MAINLINE, LT. - STAGE 1	STOP BAR	-	-	-	12
294+50 - 295+50	STH 35 - STAGE 2	YELLOW C/L	-	-	100	-
295+50 - 302+50	STH 35 - STAGE 1	YELLOW C/L	-	-	700	-
302+50 - 307+30	STH 35 - STAGE 1	DOUBLE YELLOW	960	-	-	-
302+50 - 307+30	STH 35, LT. - STAGE 1	WHITE EDGELINE	480	-	500	-
302+50 - 307+30	STH 35, RT. - STAGE 1	WHITE EDGELINE	325	-	-	-
301+53 - 302+50	STH 35 - STAGE 2	DOUBLE YELLOW	200	-	-	-
301+53 - 307+70	STH 35 - STAGE 2	WHITE EDGELINE	-	-	470	-
301+53 - 303+00	STH 35 - STAGE 3	YELLOW C/L	-	-	150	-
301+53	STH 35, RT. - STAGE 2	STOP BAR	-	-	-	12
302+50	STH 35, RT. - STAGE 1	STOP BAR	-	-	-	12
303+00	STH 35, RT. - STAGE 3	STOP BAR	-	-	-	12
303+00 - 307+40	STH 35 - STAGE 3	WHITE EDGELINE	-	-	290	-
307+30	STH 35, LT. - STAGE 1	STOP BAR	-	-	-	12
307+40	STH 35, LT. - STAGE 3	STOP BAR	-	-	-	12
307+70	STH 35, LT. - STAGE 2	STOP BAR	-	-	-	12
307+30 - 307+70	STH 35 - STAGE 2	DOUBLE YELLOW	80	-	-	-
307+30 - 314+30	STH 35 - STAGE 1	YELLOW C/L	-	-	700	-
307+40 - 307+70	STH 35 - STAGE 3	YELLOW C/L	-	-	30	-
314+30 - 314+70	STH 35 - STAGE 2	YELLOW C/L	-	-	40	-
TOTALS =			2045	15	2980	84

COUNTY: CRAWFORD

MISCELLANEOUS QUANTITIES

SHEET

E

PERMANENT SIGNING

SIGN NUMBER	APPROX. STATION	LOCATION	POSITION	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIZE (INCH X INCH)	637.2210	637.2230	POSTS WOOD 4X6-INCH			638.2102	638.2602	638.3000	638.4000	SIGN MOUNTED ON SAME POST AS
								REFLECTIVE H	REFLECTIVE F	634.0614	634.0616	634.0618	MOVING	REMOVING	REMOVING	REMOVING	
								(SF)	(SF)	14 FT (EACH)	16 FT (EACH)	18 FT (EACH)	TYPE II (EACH)	TYPE II (EACH)	SUPPORTS (EACH)	SMALL SIGN SUPPORTS (EACH)	
1-00	295+30	STH 35	LEFT	J1-1	JUNCTION ASSEMBLY	JCT	24X39	6.50	-	-	1	-	-	-	-	-	-
1-01R	297+00	STH 35	LEFT	M1-5A	CTH ROUTE MARKER	N	24X24	-	-	-	-	-	-	1	1	-	-
1-01R	297+00	STH 35	LEFT	M2-1	JUNCTION ASSEMBLY	JCT	21X15	-	-	-	-	-	-	1	-	-	1-01R
1-02R	304+20	STH 35	RIGHT	R7-1L	NO PARKING ANYTIME-LEFT ARROW	-	18X24	-	-	-	-	-	-	1	1	-	-
1-03M	303+60	STH 35	LEFT	-	AMERICAS BYWAYS	-	18X24	-	-	-	-	-	1	-	-	1	-
1-04	303+74	STH 35	LEFT	J4-2	REASSURANCE ASSEMBLY (2 HEADED ROUTE PANEL)	SOUTH/35 SOUTH/GREAT RIVER ROAD	48X36	12.00	-	-	1	-	-	-	-	-	-
1-05R	304+74	STH 35	LEFT	M1-6	STATE ROUTE MARKER	35	24X24	-	-	-	-	-	-	1	1	-	-
1-05R	304+74	STH 35	LEFT	M3-3	SOUTH CARDINAL MARKER	-	24X12	-	-	-	-	-	-	1	-	-	1-05R
1-05R	304+74	STH 35	LEFT	M3-3	SOUTH CARDINAL MARKER	-	24X12	-	-	-	-	-	-	1	-	-	1-05R
1-05R	304+74	STH 35	LEFT	M1-96	GREAT RIVER ROAD MARKER	-	24X24	-	-	-	-	-	-	1	-	-	1-05R
1-06	305+24	STH 35	LEFT	W1-7	NARROW ARROW (DOUBLE)	-	48X24	-	8.00	-	1	-	-	-	-	-	-
1-07	305+54	STH 35	LEFT	J13-1	DIRECTIONAL WITHOUT CARDINAL (1 HEADED ROUTE PANEL)	N/LEFT	24X45	7.50	-	-	1	-	-	-	-	-	-
1-08R	307+00	STH 35	LEFT	W1-7	NARROW ARROW (DOUBLE)	-	48X24	-	-	-	-	-	-	1	1	-	-
1-09R	307+16	STH 35	LEFT	M1-5-A	COUNTY MARKER	N	24X24	-	-	-	-	-	-	1	1	-	-
1-10R	307+16	STH 35	LEFT	M6-1	ARROW LEFT	-	21X21	-	-	-	-	-	-	1	-	-	1-09R
1-11	315+30	STH 35	LEFT	J1-1	JUNCTION ASSEMBLY	JCT	24X39	6.50	-	-	1	-	-	-	-	-	-
1-12R	317+00	STH 35	LEFT	M1-5A	CTH ROUTE MARKER	N	24X24	-	-	-	-	-	-	1	1	-	-
1-12R	317+00	STH 35	LEFT	M2-1	JUNCTION ASSEMBLY	JCT	21X15	-	-	-	-	-	-	1	-	-	-
1-13	304+51	STH 35	RIGHT	J13-1	DIRECTIONAL WITHOUT CARDINAL (1 HEADED ROUTE PANEL)	N/RIGHT	24X45	7.50	-	-	1	-	-	-	-	-	-
1-14	11+80	MAINLINE	RIGHT	J4-1	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	N/EAST	24X36	6.00	-	-	1	-	-	-	-	-	-
1-15	10+65	MAINLINE	LEFT	R1-1	STOP	-	30X30	6.25	-	1	-	-	-	-	-	-	-
1-16	10+65	MAINLINE	LEFT	J13-1	DIRECTIONAL WITHOUT CARDINAL (1 HEADED ROUTE PANEL)	35/DOUBLE ARROW	24X45	7.50	-	-	1	-	-	-	-	-	-
1-17R	306+29	STH 35	RIGHT	M1-5A	COUNTY MARKER	N	24X24	-	-	-	-	-	-	1	1	-	-
1-18R	306+29	STH 35	RIGHT	M6-1	ARROW RIGHT	-	21X21	-	-	-	-	-	-	1	-	-	1-17R
1-19R	306+29	STH 35	RIGHT	R7-1D	NO PARKING ANYTIME-DOUBLE ARROW	-	18X24	-	-	-	-	-	-	1	-	-	1-17R
1-20R	306+63	STH 35	RIGHT	R7-1R	NO PARKING ANYTIME-RIGHT ARROW	-	18X24	-	-	-	-	-	-	1	1	-	-
1-21R	306+63	STH 35	RIGHT	R7-51R	-	-	18X24	-	-	-	-	-	-	1	-	-	1-20R
1-22	306+80	STH 35	RIGHT	J4-1	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	35/NORTH	24X36	6.00	-	-	1	-	-	-	-	-	-
1-23R	307+23	STH 35	RIGHT	R1-1	STOP	-	30X30	-	-	-	-	-	-	1	1	-	-
1-24R	307+31	STH 35	RIGHT	M1-6	STATE ROUTE MARKER	35	24X24	-	-	-	-	-	-	1	1	-	-
1-25R	307+31	STH 35	RIGHT	M6-4	DIRECTIONAL ARROWS LEFT-RIGHT	-	21X21	-	-	-	-	-	-	1	-	-	1-24R
1-26R	308+94	STH 35	RIGHT	M3-1	NORTH CARDINAL ROUTE MARKER	-	24X12	-	-	-	-	-	-	1	1	-	-
1-27R	308+94	STH 35	RIGHT	M1-6	STATE ROUTE MARKER	35	24X24	-	-	-	-	-	-	1	-	-	1-26R
2-00	13+50	MAINLINE	RIGHT	W1-5R	RIGHT WINDING ROAD	-	30X30	-	6.25	-	-	1	-	-	-	-	-
2-01	13+50	MAINLINE	RIGHT	W13-1	ADVISORY SPEED PLATE (YELLOW BLACK)	40 M.P.H.	18X18	-	2.25	-	-	-	-	-	-	-	2-00
2-02R	13+82	MAINLINE	LEFT	D2-2	DESTINATION/DISTANCE (TWO) WITH DIE CUT LETTERS	STH 27 5/WAUZEKA 14	-	-	-	-	-	-	-	1	1	-	-
2-03R	13+82	MAINLINE	LEFT	R12-58	WEIGHT LIMIT 1 AXLE...TONS,2 AXLE...TONS,MAX	6,10,24	54X42	-	-	-	-	-	-	1	1	-	-
2-04R	13+82	MAINLINE	LEFT	M3-2	EAST CARDINAL ROUTE MARKER	-	24X12	-	-	-	-	-	-	1	-	-	2-03R
2-05R	13+82	MAINLINE	LEFT	M1-5A	COUNTY MARKER	N	24X24	-	-	-	-	-	-	1	-	-	2-03R
2-06	14+00	MAINLINE	RIGHT	D2-2	DESTINATION/DISTANCE (TWO) WITH DIE CUT LETTERS	HWY 27 5/WAUZEKA 14	72X24	12.00	-	-	2	-	-	-	-	-	-
2-07	14+00	MAINLINE	LEFT	D1-2	DESTINATION/DISTANCE (TWO) WITH DIE CUT LETTERS	← PRAIRIE DU CHIEN/LYNXVILLE →	102X30	21.25	-	2	-	-	-	-	-	-	-
2-08R	15+55	MAINLINE	LEFT	D1-2	DESTINATION/DISTANCE (TWO) WITH DIE CUT LETTERS	← PRAIRIE DU CHIEN/LYNXVILLE →	102X30	-	-	-	-	-	-	1	2	-	-
2-09R	17+58	MAINLINE	LEFT	W3-1	STOP AHEAD	-	36X36	-	-	-	-	-	-	1	1	-	-
2-10R	17+58	MAINLINE	LEFT	W3-1	STOP AHEAD	STOP AHEAD	-	-	-	-	-	-	-	1	-	-	2-09R
2-11	17+97	MAINLINE	LEFT	W3-1	STOP AHEAD	-	36X36	-	9.00	-	1	-	-	-	-	-	-
2-12R	18+20	MAINLINE	RIGHT	W1-2R	RIGHT CURVE	-	30X30	-	-	-	-	-	-	1	1	-	-
2-13R	18+20	MAINLINE	RIGHT	W13-1	ADVISORY SPEED PLATE (YELLOW BLACK)	35 M.P.H.	18X18	-	-	-	-	-	-	1	-	-	2-12R
3-00R	22+79	MAINLINE	RIGHT	W1-5R	RIGHT WINDING ROAD	-	30X30	-	-	-	-	-	-	1	1	-	-
3-01R	22+79	MAINLINE	RIGHT	W13-1	ADVISORY SPEED PLATE (YELLOW BLACK)	35 M.P.H.	18X18	-	-	-	-	-	-	1	-	-	3-00R
3-02	24+36	MAINLINE	LEFT	W1-6	NARROW ARROW (SINGLE)	RIGHT	48X24	-	8.00	-	1	-	-	-	-	-	-
3-03	26+69	MAINLINE	LEFT	W1-6	NARROW ARROW (SINGLE)	LEFT	48X24	-	8.00	-	1	-	-	-	-	-	-
3-04	30+17	MAINLINE	RIGHT	W1-6	NARROW ARROW (SINGLE)	LEFT	48X24	-	8.00	-	1	-	-	-	-	-	-
3-05R	30+63	MAINLINE	RIGHT	W1-6	NARROW ARROW (SINGLE)	LEFT	48X24	-	-	-	-	-	-	1	1	-	-
3-06R	30+63	MAINLINE	RIGHT	W1-6	NARROW ARROW (SINGLE)	RIGHT	48X24	-	-	-	-	-	-	1	-	-	3-05R
3-07	30+90	MAINLINE	RIGHT	W1-6	NARROW ARROW (SINGLE)	RIGHT	48X24	-	8.00	-	1	-	-	-	-	-	-
4-00	35+48	MAINLINE	LEFT	W1-5R	RIGHT WINDING ROAD	-	30X30	-	6.25	-	1	-	-	-	-	-	-
4-01	35+48	MAINLINE	LEFT	W13-1	ADVISORY SPEED PLATE (YELLOW BLACK)	40 M.P.H.	18X18	-	2.25	-	-	-	-	-	-	-	4-00
4-02R	39+76	MAINLINE	LEFT	W1-5R	RIGHT WINDING ROAD	-	30X30	-	-	-	-	-	-	1	1	-	-
4-03R	39+76	MAINLINE	LEFT	W13-1	ADVISORY SPEED PLATE (YELLOW BLACK)	35 M.P.H.	18X18	-	-	-	-	-	-	1	-	-	4-02R
SHEET TOTALS=								99.00	66	3	17	1	1	37	20	1	

PROJECT NO: 5496-00-74

HWY: CTH N

COUNTY: CRAWFORD

MISCELLANEOUS QUANTITIES

SHEET

E

PERMANENT SIGNING CONTINUED

SIGN NUMBER	APPROX. STATION	LOCATION	POSITION	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIZE (INCH X INCH)	637.2210	637.2230	POSTS WOOD 4X6-INCH			638.2102	638.2602	638.3000	638.4000	SIGN MOUNTED ON SAME POST AS
								SIGNS TYPE II	SIGNS TYPE II	SIGN			SIGNS	SIGNS	SMALL SIGN	SMALL SIGN	
								REFLECTIVE H (SF)	REFLECTIVE F (SF)	14 FT (EACH)	16 FT (EACH)	18 FT (EACH)	TYPE II (EACH)	TYPE II (EACH)	SUPPORTS (EACH)	SUPPORTS (EACH)	
4-04R	42+83	MAINLINE	RIGHT	R9-53	NO DUMPING	-	21X21	-	-	-	-	-	-	1	1	-	-
4-05R	43+00	MAINLINE	LEFT	W1-2L	LEFT CURVE	-	30X30	-	-	-	-	-	-	1	1	-	-
4-06R	43+00	MAINLINE	LEFT	W13-1	ADVISORY SPEED PLATE (YELLOW BLACK)	35 M.P.H.	18X18	-	-	-	-	-	-	1	-	-	4-05R
5-00R	50+86	MAINLINE	RIGHT	W1-1R	RIGHT TURN	-	36X36	-	-	-	-	-	-	1	1	-	-
5-01R	50+86	MAINLINE	RIGHT	W13-1	ADVISORY SPEED PLATE (YELLOW BLACK)	30 M.P.H.	18X18	-	-	-	-	-	-	1	-	-	5-00R
5-02	53+20	MAINLINE	RIGHT	W1-5R	RIGHT WINDING ROAD	-	30X30	-	6.25	-	1	-	-	-	-	-	-
5-03	53+20	MAINLINE	RIGHT	W13-1	ADVISORY SPEED PLATE (YELLOW BLACK)	40 M.P.H.	18X18	-	2.25	-	-	-	-	-	-	-	5-02
5-04R	54+51	MAINLINE	RIGHT	W1-5R	RIGHT WINDING ROAD	-	30X30	-	-	-	-	-	-	1	1	-	-
5-05R	54+51	MAINLINE	RIGHT	W13-1	ADVISORY SPEED PLATE (YELLOW BLACK)	30 M.P.H.	18X18	-	-	-	-	-	-	1	-	-	5-04R
5-06R	55+30	MAINLINE	LEFT	W1-6	NARROW ARROW (SINGLE)	LEFT	48X24	-	-	-	-	-	-	1	1	-	-
5-07	55+99	MAINLINE	LEFT	W1-6	NARROW ARROW (SINGLE)	LEFT	48X24	-	8.00	-	1	-	-	-	-	-	-
5-08	57+95	MAINLINE	LEFT	W1-6	NARROW ARROW (SINGLE)	RIGHT	48X24	-	8.00	-	1	-	-	-	-	-	-
6-00R	59+66	MAINLINE	RIGHT	W1-6	NARROW ARROW (SINGLE)	LEFT	48X24	-	-	-	-	-	-	1	1	-	-
6-01	59+85	MAINLINE	RIGHT	W1-6	NARROW ARROW (SINGLE)	LEFT	48X24	-	8.00	-	1	-	-	-	-	-	-
6-02R	60+50	MAINLINE	RIGHT	W1-6	NARROW ARROW (SINGLE)	RIGHT	48X24	-	-	-	-	-	-	1	1	-	-
6-03	61+50	MAINLINE	RIGHT	W1-6	NARROW ARROW (SINGLE)	RIGHT	48X24	-	8.00	-	1	-	-	-	-	-	-
6-04	64+05	MAINLINE	LEFT	W1-6	NARROW ARROW (SINGLE)	LEFT	48X24	-	8.00	-	1	-	-	-	-	-	-
6-05	65+47	MAINLINE	LEFT	W1-6	NARROW ARROW (SINGLE)	RIGHT	48X24	-	8.00	-	1	-	-	-	-	-	-
6-06R	66+00	MAINLINE	LEFT	W1-5R	RIGHT WINDING ROAD	-	30X30	-	-	-	-	-	-	1	1	-	-
6-07R	66+00	MAINLINE	LEFT	W13-1	ADVISORY SPEED PLATE (YELLOW BLACK)	30 M.P.H.	18X18	-	-	-	-	-	-	1	-	-	6-06R
6-08	67+37	MAINLINE	RIGHT	W1-2R	RIGHT CURVE	-	30X30	-	6.25	-	1	-	-	-	-	-	-
6-09	67+37	MAINLINE	RIGHT	W13-1	ADVISORY SPEED PLATE (YELLOW BLACK)	40 M.P.H.	18X18	-	2.25	-	-	-	-	-	-	-	6-08
6-10	68+55	MAINLINE	RIGHT	W2-1	CROSS ROAD	-	30X30	-	6.25	-	1	-	-	-	-	-	-
6-11	68+47	MAINLINE	LEFT	W1-5L	LEFT WINDING ROAD	-	30X30	-	6.25	-	1	-	-	-	-	-	-
6-12	68+47	MAINLINE	LEFT	W13-1	ADVISORY SPEED PLATE (YELLOW BLACK)	40 M.P.H.	18X18	-	2.25	-	-	-	-	-	-	-	6-11
6-13R	69+71	MAINLINE	RIGHT	W1-2R	RIGHT CURVE	-	30X30	-	-	-	-	-	-	1	1	-	-
6-14R	69+71	MAINLINE	RIGHT	W13-1	ADVISORY SPEED PLATE (YELLOW BLACK)	40 M.P.H.	18X18	-	-	-	-	-	-	1	-	-	6-13R
7-00R	70+27	MAINLINE	LEFT	W1-1-L	LEFT TURN	-	36X36	-	-	-	-	-	-	1	1	-	-
7-01R	70+27	MAINLINE	LEFT	W13-1	ADVISORY SPEED PLATE (YELLOW BLACK)	30 M.P.H.	18X18	-	-	-	-	-	-	1	-	-	7-00R
7-02R	71+20	MAINLINE	RIGHT	W2-7R	OFFSET INTERSECTION (RIGHT TO LEFT)	-	30X30	-	-	-	-	-	-	1	1	-	-
7-03	72+41	MAINLINE	LEFT	W1-6	NARROW ARROW (SINGLE)	RIGHT	48X24	-	8.00	-	1	-	-	-	-	-	-
7-04	72+45	MAINLINE	LEFT	W1-6	NARROW ARROW (SINGLE)	LEFT	48X24	-	8.00	-	1	-	-	-	-	-	-
7-05R	75+08	MAINLINE	LEFT	R1-1	STOP	-	30X30	-	-	-	-	-	-	1	1	-	-
7-06	75+70	MAINLINE	LEFT	R1-1	STOP	-	30X30	6.25	-	-	1	-	-	-	-	-	-
7-07	400+12	OLD CTH N (WEST)	LEFT	R1-1	STOP	-	30X30	6.25	-	1	-	-	-	-	-	-	-
7-08R	400+60	OLD CTH N (WEST)	LEFT	R1-1	STOP	-	30X30	-	-	-	-	-	-	1	1	-	-
7-09	76+32	MAINLINE	RIGHT	R1-1	STOP	-	30X30	6.25	-	-	1	-	-	-	-	-	-
7-10	77+45	MAINLINE	LEFT	W1-2L	LEFT CURVE	-	30X30	-	6.25	-	1	-	-	-	-	-	-
7-11	77+45	MAINLINE	LEFT	W13-1	ADVISORY SPEED PLATE (YELLOW BLACK)	40 M.P.H.	18X18	-	2.25	-	-	-	-	-	-	-	7-10
7-12R	79+20	MAINLINE	LEFT	R4-1	DO NOT PASS	-	24X30	-	-	-	-	-	-	1	1	-	-
7-13	81+35	MAINLINE	LEFT	W7-1B	HILL	12%	30X30	-	6.25	-	1	-	-	-	-	-	-
7-14	81+35	MAINLINE	LEFT	W7-2B	TRUCKS USE LOWER GEAR (SUPPLEMENTAL PLAQUE)	-	24X18	-	3.00	-	-	-	-	-	-	-	7-13
7-15R	81+30	MAINLINE	LEFT	W7-1B	HILL	-	30X30	-	-	-	-	-	-	1	1	-	-
7-16R	81+30	MAINLINE	LEFT	W7-2B	TRUCKS USE LOWER GEAR (SUPPLEMENTAL PLAQUE)	-	24X18	-	-	-	-	-	-	1	-	-	7-15R
7-17	81+95	MAINLINE	RIGHT	W1-2R	RIGHT CURVE	-	30X30	-	6.25	-	1	-	-	-	-	-	-
7-18	81+95	MAINLINE	RIGHT	W13-1	ADVISORY SPEED PLATE (YELLOW BLACK)	40 M.P.H.	18X18	-	2.25	-	-	-	-	-	-	-	-
8-00R	571+25	OLD CTH N (EAST)	RIGHT	W2-7R	OFFSET INTERSECTION (RIGHT TO LEFT)	-	30X30	-	-	-	-	-	-	1	1	-	-
8-01	570+45	OLD CTH N (EAST)	LEFT	R1-1	STOP	-	30X30	6.25	-	-	1	-	-	-	-	-	-
8-02	85+74	MAINLINE	LEFT	W1-6	NARROW ARROW (SINGLE)	LEFT	48X24	-	8.00	-	1	-	-	-	-	-	-
8-03	87+19	MAINLINE	LEFT	W1-6	NARROW ARROW (SINGLE)	RIGHT	48X24	-	8.00	-	1	-	-	-	-	-	-
8-04R	88+89	MAINLINE	LEFT	W1-2L	LEFT CURVE	-	30X30	-	-	-	-	-	-	1	1	-	-
8-05	90+20	MAINLINE	LEFT	W1-2L	LEFT CURVE	-	30X30	-	6.25	-	1	-	-	-	-	-	-
8-06	90+20	MAINLINE	LEFT	W13-1	ADVISORY SPEED PLATE (YELLOW BLACK)	40 M.P.H.	18X18	-	2.25	-	-	-	-	-	-	-	8-05

SHEET TOTALS =	25.00	146.50	1	21	0	0	24	17	0
PROJECT TOTALS=	124.00	212.50	4.00	38.00	1.00	1.00	61.00	37.00	1.00

3

SAWING ASPHALT / SAWING CONCRETE

STATION - STATION	LOCATION	690.0150	690.0250	COMMENTS
		SAWING ASPHALT (LF)	SAWING CONCRETE (LF)	
14+75	MAINLINE, LT.	35	-	
48+33	MAINLINE, LT.	12	-	
87+12	MAINLINE, RT.	-	21	
89+00	MAINLINE	30	-	
303+90 - 305+00	STH 35 - STAGE 1	111	-	SAWCUT ALONG STH 35 C/L
303+90	STH 35 - STAGE 1	19	-	
305+00	STH 35 - STAGE 1	17	-	
301+65 - 303+90	STH 35 - STAGE 2	231	-	
303+90	STH 35 - STAGE 2	12	-	
305+00 - 305+45	STH 35 - STAGE 2	45	-	SAWCUT ALONG STH 35 C/L
305+45	STH 35 - STAGE 2	12	-	
305+45 - 307+31	STH 35 - STAGE 2	193	-	
306+70 - 307+31	STH 35, RT. - STAGE 3	79	-	REMOVAL OF STH 35/CTH N INTERSECTION
306+71	STH 35, RT. - STAGE 3	-	3	
401+40	OLD CTH N, LT.	19	-	
401+90	MAINLINE, LT.	-	16	
402+75	OLD CTH N, LT.	23	-	
571+25	OLD CTH N, LT.	22	-	
TOTAL=		860	40	

INLET PROTECTION SPECIAL

STATION	LOCATION	SPV.0060.02 (EACH)
34+75	MAINLINE, LT.	1
42+00	MAINLINE, LT	1
43+50	MAINLINE, LT.	1
49+01	MAINLINE, LT.	1
63+00	MAINLINE, LT	1
66+65	MAINLINE, LT.	1
TOTAL =		6

GEOGRID REINFORCEMENT

STATION-STATION	LOCATION	SPV.0180.01 (SY)
10+47.01 - 89+00	MAINLINE	40531
303+90 - 305+00	STH 35, LT. - STAGE 1	379
301+65 - 307+31	STH 35, RT. - STAGE 2	1121
305+00 - 305+45	STH 35, LT. - STAGE 3	156
100+00 - 105+39.14	DAMANES LN.	2416
200+17 - 205+00	SLAMA LN.	2141
400+11.56 - 402+75	OLD CTH N (WEST)	975
570+16 - 571+25	OLD CTH N (EAST)	431
-	UNDISTRIBUTED	1750
TOTALS =		49900

TEMPORARY STONE DITCH CHECK

STATION	LOCATION	SPV.0035.02 (CY)
11+00	MAINLINE, RT.	0.6
12+00	MAINLINE, LT.	0.6
30+00	MAINLINE, LT.	0.6
32+50	MAINLINE, LT.	0.6
35+00	MAINLINE, LT.	0.6
38+00	MAINLINE, LT.	0.6
42+50	MAINLINE, LT.	0.6
44+00	MAINLINE, LT.	0.6
59+00	MAINLINE, LT.	0.6
62+00	MAINLINE, LT.	0.6
66+90	MAINLINE, LT.	0.6
-	UNDISTRIBUTED	1.4
TOTAL =		8.0

ALL ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

ARTICULATED CONCRETE BLOCK TYPE C

STATION-STATION	LOCATION	*645.0120 GEOTEXTILE TYPE HR	SPV.0180.02 ARTICULATED CONCRETE BLOCK TYPE C
		(SY)	(SY)
56+95 - 57+96	MAINLINE, LT.	189	128
62+95 - 63+05	MAINLINE, LT.	111	72
-	UNDISTRIBUTED	30	10
TOTALS =		330	210
*MORE LISTED ELSEWHERE			

STONE GABION WALL

STATION	LOCATION	*606.0400 RIPRAP EXTRA-HEAVY	*645.0120 GEOTEXTILE TYPE HR	SPV.0035.01 STONE GABION WALL
		(CY)	(SY)	(CY)
15+43	MAINLINE, RT.	9	143	48
19+00	MAINLINE, RT.	9	278	166
25+13	MAINLINE, RT.	9	254	146
36+07	MAINLINE, RT.	9	108	27
41+00	MAINLINE, RT.	9	121	35
53+89	MAINLINE, RT.	9	179	90
62+50	MAINLINE, RT.	9	106	26
-	UNDISTRIBUTED	7	71	22
TOTALS =		70	1260	560
*MORE LISTED ELSEWHERE				

3

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	PROPERTY LINE	PL
ACCESS RIGHTS	AR	RECORDED AS	(100')
ACRES	AC.	REFERENCE LINE	R/L
AND OTHERS	ET.AL.	RELEASE OF RIGHTS	ROR
BARN	B.	REMAINING	REM.
CENTERLINE	C/L	RIGHT-OF-WAY	R/W
CERTIFIED SURVEY MAP	CSM	SECTION	SEC.
CORNER	COR.	SHED	S.
CONVEYANCE OF RIGHTS	CR	STATION	STA.
DOCUMENT	DOC.	TEMPORARY LIMITED EASEMENT	TLE
EASEMENT	EASE.	VOLUME	V.
GARAGE	G.		
HIGHWAY EASEMENT	H.E.	CURVE DATA	
HOUSE	H.	LONG CHORD	LCH
HOUSE TRAILER	H.T.	LONG CHORD BEARING	LCB
LAND CONTRACT	LC	RADIUS	R
MONUMENT	MON.	DEGREE OF CURVE	D
PAGE	P.	CENTRAL ANGLE OR DELTA	DELTA
PERMANENT LIMITED EASEMENT	PLE	LENGTH OF CURVE	L
		TANGENT	TAN

CONVENTIONAL SYMBOLS

FOUND SURVEY MONUMENT (WITH POINT NUMBER)	1040	PROPOSED R/W LINE	---
R/W MONUMENT	• (SET)	EXISTING H.E. LINE	---
R/W STANDARD	Δ (SET)	PROPERTY LINE	---
SIGN	SIGN	LOT & TIE LINES	---
SECTION CORNER MONUMENT	①	SLOPE INTERCEPTS	---
SECTION CORNER SYMBOL	①	CORPORATE LIMITS	---
FEE (HATCH VARIES)	---	NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL)	---
TEMPORARY LIMITED EASEMENT	---	NO ACCESS (BY ACQUISITION)	---
PERMANENT LIMITED EASEMENT	---	NO ACCESS (BY STATUTORY AUTHORITY)	---
R/W BOUNDARY POINT	①	SECTION LINE	---
PARCEL NUMBER	⑧	QUARTER LINE	---
UTILITY PARCEL NUMBER	⑨2	SIXTEENTH LINE	---
SIGN NUMBER (OFF PREMISE)	②1-1	EXISTING CENTERLINE	---
BUILDING TO BE REMOVED	---	PROPOSED REFERENCE LINE	---
		PARALLEL OFFSET	---
		ENCROACHMENT	---
		HIGHWAY EASEMENT	---

CONVENTIONAL UTILITY SYMBOLS

WATER	---	SANITARY SEWER	---
GAS	---	STORM SEWER	---
TELEPHONE	---		
OVERHEAD TRANSMISSION LINES	---	NON COMPENSABLE	---
ELECTRIC	---	COMPENSABLE	---
CABLE TELEVISION	---	POWER POLE	---
FIBER OPTIC	---	TELEPHONE POLE	---
		TELEPHONE PEDESTAL	---
		ELECTRIC TOWER	---

NOTES

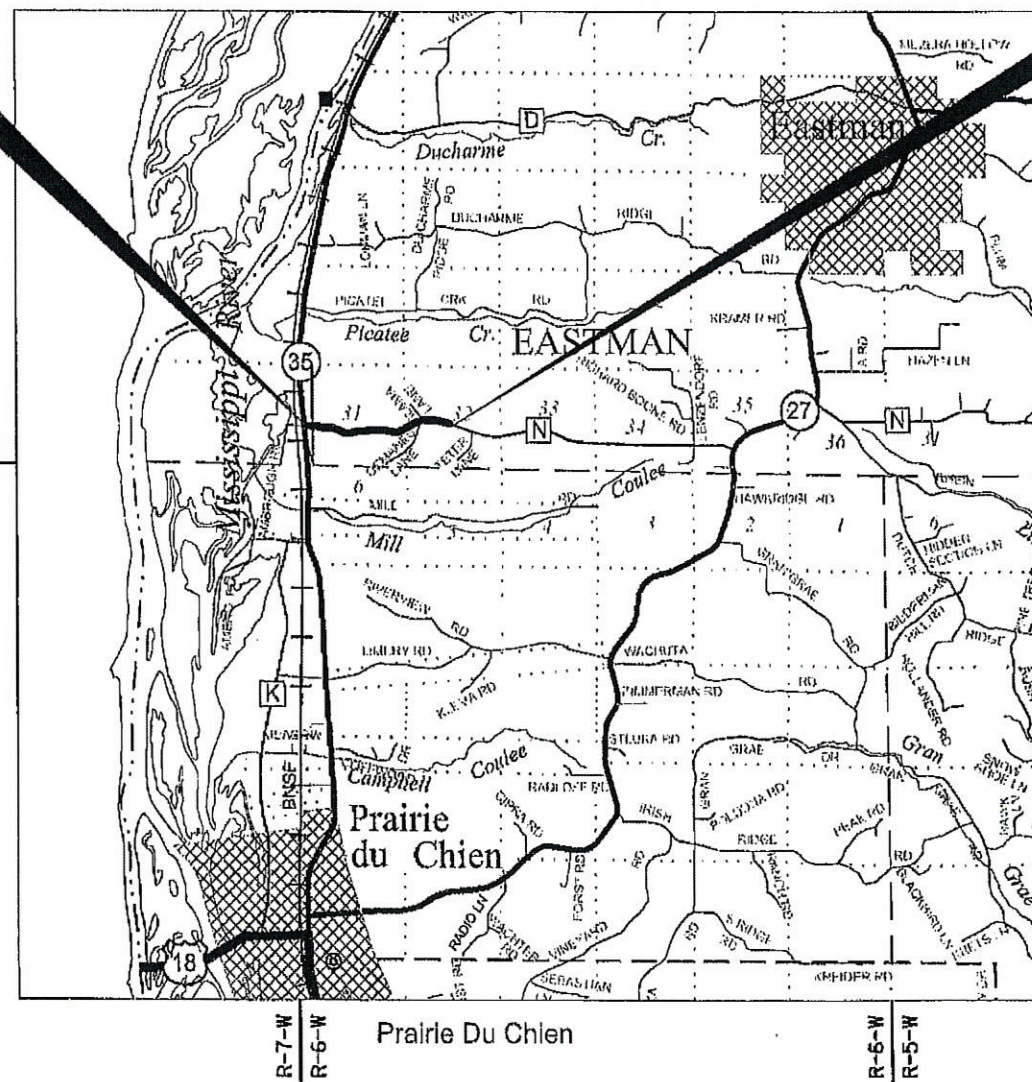
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, CRAWFORD COUNTY, NAD 83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

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

BEGIN RELOCATION ORDER

STA. 10+35
1818.57' NORTH AND 500.38'
WEST OF THE S.E. CORNER
OF SECTION 36, T8N, R7W,
TOWN OF EASTMAN,
CRAWFORD COUNTY, WI.
Y= 148,364.90
X= 318,765.17



LAYOUT
SCALE 0 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 1.490 MI.

FILED

SEP 12 2018

County Clerk
Crawford County, WI

R/W PROJECT NUMBER 5496-00-04	SHEET NUMBER 4.01	TOTAL SHEETS 10
FEDERAL PROJECT NUMBER		
PLAT OF RIGHT-OF-WAY REQUIRED FOR STH 35 - STH 27 (STH 35 - TETER LANE)		
CTH N		CRAWFORD COUNTY
CONSTRUCTION PROJECT NUMBER 5496-00-74		

END RELOCATION ORDER

STA. 89+00
2226.28' NORTH AND 2050.03'
EAST OF THE SW CORNER OF
SECTION 32, T8N, R6W, TOWN
OF EASTMAN, CRAWFORD
COUNTY, WI.
Y= 148,752.74
X= 320,394.62

JEWELL
associates engineers, inc.
Engineers - Architects - Surveyors

580 SUNRISE DRIVE
SPRING GREEN, WI 53588
PHONE : 608.588.7454
FAX : 608.588.9322

I HEREBY CERTIFY THAT THIS PLAT WAS
MADE FOR CRAWFORD COUNTY, WISCONSIN
AND IS CORRECT TO THE BEST OF MY
KNOWLEDGE AND BELIEF.



REVISION DATE
8-20-18(N.C.)

APPROVED FOR CRAWFORD COUNTY
DATE: 7-10-18 to Deputy Clerk
(NAME/TITLE)
Commissioner

SCHEDULE OF LANDS & INTERESTS REQUIRED

SHEET NUMBER	PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W ACRES REQUIRED			T.L.E. ACRES
				NEW	EXISTING	TOTAL	
4.04	1	PROJECT SLI, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE	0.17	0.01	0.18	--
4.04	2	PHILIP J. TOBERMAN & CAROL A. TOBERMAN, AS SURVIVORSHIP MARITAL PROPERTY.	FEE	0.20	--	0.20	--
4.04	3	PAMELA L. MYERS	FEE	0.09	0.07	0.16	--
4.04, 4.05, 4.06	4	PHILIP J. TOBERMAN	FEE	2.83	2.09	4.92	--
4.04, 4.05, 4.06	5	CRAWFORD COUNTY, A MUNICIPAL CORPORATION	FEE	2.69	--	2.69	--
4.05	6	DILLMAN FARMS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE	0.24	2.03	2.27	--
4.07	8	AARON M. HENDERSON & ANGELA L. HENDERSON, HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY	FEE	1.19	1.00	2.19	--
4.07	9	JEFF & AMY JO SCHNEEBERGER	TLE	--	--	--	0.12
4.07	10	LYNDA J. SCHWANDT, AN UNMARRIED PERSON	FEE	0.25	0.32	0.57	--
4.08	11	MATTHEW C. HILL	FEE	2.22	0.83	3.05	--
4.08	12	LOIS J. DEMANES, AS TRUSTEE OF THE LOIS J. DEMANES DECLARATION OF TRUST DATED DECEMBER 13, 1996, AND KNOWN AS THE LOIS J. DEMANES DECLARATION OF TRUST DATED DECEMBER 13, 1996, AND TO ALL AND EVERY SUCCESSOR OR SUCCESSORS IN TRUST UNDER THE TRUST AGREEMENT	FEE	1.26	1.09	2.35	--
4.08	13	CHERYL BARTELS A/K/A CHERYL ANN BARTELS	FEE	0.56	0.26	0.82	--
4.09	14	DALE F. SLAMA, A SINGLE PERSON	FEE	0.88	1.13	2.01	--
4.09	15	GREGORY L. TAYLOR & KELLI J. TAYLOR, HUSBAND & WIFE AS SURVIVORSHIP MARITAL PROPERTY	FEE	1.09	0.90	1.99	--
4.09	16	JOHN H. KRAMER & CHERYL E. KRAMER, HUSBAND & WIFE, AS SURVIVORSHIP MARITAL PROPERTY	FEE	2.11	0.67	2.78	--
4.09	17	RONALD C. KRAMER & NIKKI D. KRAMER, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	TLE	--	--	--	0.07
4.09	18	JOHN F. WACHTER & NANCY M. WACHTER, HIS WIFE, AS TENANTS IN COMMON	FEE, TLE	--	0.09	0.09	0.02
4.09	19	MATTHEW C. HILL, A SINGLE PERSON	FEE	0.78	0.21	0.99	--
4.10	20	ROGER D. STRAM, JEANNE I. STRAM, & RANDOLPH C. STRAM AS JOINT TENANTS	FEE	--	0.08	0.08	--
4.10	21	LARRY E. KAPINUS, SR., LARRY L. KAPINUS, JR. AND CAMILLE KAPINUS, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY, AND LONNIE L. KAPINUS, ALL AS JOINT TENANTS	FEE, TLE	1.40	0.63	2.03	0.18
4.10	22	LARRY L. KAPINUS, JR. AND CAMILLE KAPINUS, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	FEE	0.02	--	0.02	--
4.04, 4.05, 4.07, 4.08, 4.09, 4.10	201	SCENIC RIVERS ENERGY COOPERATIVE	RELEASE OF RIGHTS				
4.07, 4.08, 4.09, 4.10	202	CENTURYLINK, INC.	RELEASE OF RIGHTS				

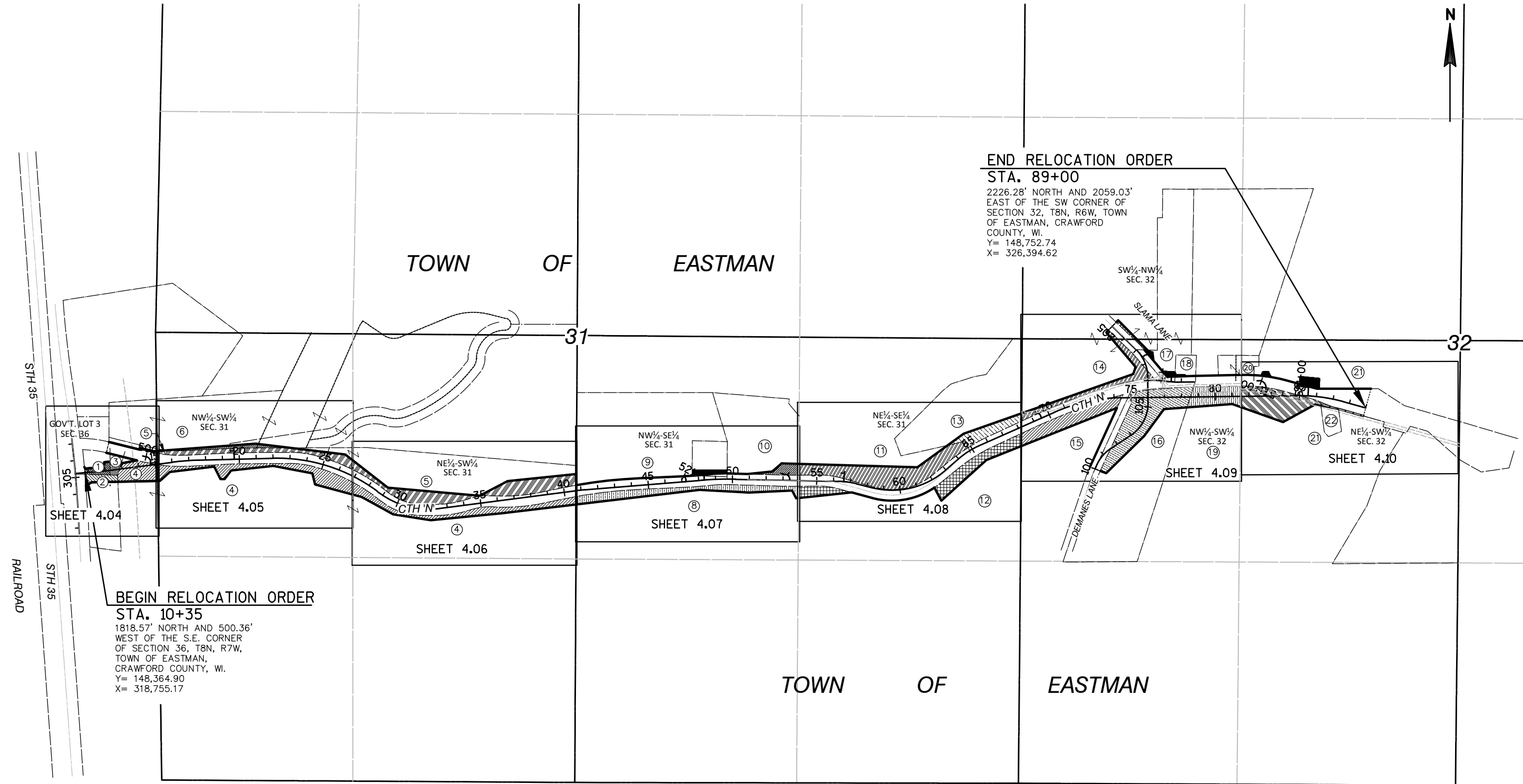
PARCEL 7 IS NOT USED.

NOTE: AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM THE TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED. OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO CRAWFORD COUNTY.

REVISION DATE 8-20-18 10-12-18	DATE: JULY 2, 2018	SCALE, FEET N/A	HWY: CTH N	R/W PROJECT NUMBER: 5496-00-04	PLAT SHEET 4.02	E
	GRID FACTOR N/A		COUNTY: CRAWFORD	CONSTRUCTION PROJECT NUMBER: 5496-00-74	PS&E SHEET	

4

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REVISION DATE 8-20-18 N.C. 10-12-18 N.C.	DATE: JULY 2, 2018 GRID FACTOR N/A	SCALE, FEET 0 300 600	HWY: CTH N COUNTY: CRAWFORD	R/W PROJECT NUMBER: 5496-00-04 CONSTRUCTION PROJECT NUMBER: 5496-00-74	PLAT SHEET 4.03 PS&E SHEET	E
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RIGHT OF WAY LINE TABLE		
POINT TO POINT	BEARING	DISTANCE
100 TO 101	S28°08'30"E	12.08'
101 TO 102	N83°53'33"E	88.37'
102 TO 103	N58°14'51"E	29.95'
103 TO 104	N05°17'57"W	13.50'
104 TO 105	N83°44'46"E	48.26'
105 TO 106	S67°12'50"E	57.62'
106 TO 107	N23°31'06"E	11.66'
107 TO 108	N78°38'15"E	89.21'
108 TO 188	N76°12'09"W	185.95'
188 TO 3	N13°47'51"E	66.00'
3 TO 109	S76°12'09"E	185.95'
109 TO 110	N13°47'51"E	10.00'
110 TO 111	S76°19'12"E	83.04'
111 TO 112	N85°47'52"E	22.23'
112 TO 113	S00°46'48"E	178.44'
113 TO 114	S88°54'57"W	391.48'
114 TO 115	S58°03'25"W	39.56'

COORDINATE TABLE - NEW R/W POINTS				
PT.#	STATION	OFFSET FROM FINISHED C/L	Y	X
100	10+79.88	34.20' LT.	148402.79	318796.98
101	10+84.65	23.10' LT.	148392.14	318802.68
102	11+73.00	25.00' LT.	148401.54	318890.54
103	12+00.00	38.50' LT.	148417.30	318916.01
104	12+00.00	52.00' LT.	148430.74	318914.77
105	12+50.00	52.00' LT.	148446.00	318962.74
106	13+00.00	23.00' LT.	148413.69	319015.87
107	13+06.00	33.00' LT.	148424.38	319020.52
108	13+95.00	39.09' LT.	148441.95	319107.98
109	14+18.91	100.61' LT.	148506.05	319123.72
110	14+22.54	109.93' LT.	148515.76	319126.11
111	15+00.00	80.00' LT.	148496.12	319206.80
112	15+22.19	78.74' LT.	148497.75	319228.97
113	15+01.48	98.49' RT.	148319.32	319231.39
114	11+15.00	60.00' RT.	148311.92	318839.98
115	10+79.77	78.00' RT.	148290.99	318806.41
188	12+19.06	106.04' LT.	148486.30	318927.40

NOTE: EXISTING C/L OF CTH N WAS BASED ON CENTERLINE OF EXISTING PAVEMENT.

BASIS OF EXISTING RIGHT-OF-WAY FOR CTH 'N' WAS BASED ON C.S.M. 1178, C.S.M. 1179, AND OTHER COUNTY RECORDS, THE CENTERLINE OF EXISTING PAVEMENT, AND WIS. STATUTE 82.31(2).

CURVE 1 DATA

PI STA. = 304+16.82
Y = 148,257.22
X = 318,752.47
R = 5000.00
D = 1°08'45"
DELTA = 1°44'18"
L = 151.70
T = 75.86
C = 151.69
PC STA. = 303+40.97
Y = 148,181.49
X = 318,756.73
PT STA. = 304+92.66
Y = 148,332.80
X = 318,745.92

CURVE 2 DATA

PI STA. = 306+81.41
Y = 148,520.83
X = 318,729.61
R = 4000.00
D = 1°25'57"
DELTA = 2°51'03"
L = 199.03
T = 99.54
C = 199.01
PC STA. = 305+81.87
Y = 148,421.67
X = 318,738.21
PT STA. = 307+80.90
Y = 148,619.45
X = 318,716.09

CURVE 3 DATA

PI STA. = 12+22.57
Y = 148,380.84
X = 318,942.06
R = 1500.00
D = 3°49'11"
DELTA = 2°34'08"
L = 67.26
T = 33.63
C = 67.25
PC STA. = 11+88.93
Y = 148,377.98
X = 318,908.54
PT STA. = 12+56.19
Y = 148,385.20
X = 318,975.41
P.L.

E $\frac{1}{4}$ CORNER SEC. 36
FD. HARRISON MONUMENT
Y = 149,200.86
X = 319,219.39

PROPOSED RIGHT OF WAY CURVE TABLE (PRWC)

CURVE	POINT TO POINT	DELTA ANGLE	TANGENT	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
PRWC1	115-101	00°50'04"	56.10'	7702.79'	112.20'	112.20'	N04°49'24"W

COORDINATE TABLE - FOUND SURVEY MONUMENTS

PT.#	STATION	OFFSET	Y	X	DESCRIPTION
1	10+58.42	440.06' LT.	148805.36	318741.10	FOUND $\frac{3}{4}$ " ϕ REBAR
2	10+63.76	334.04' LT.	148700.18	318755.43	FOUND $\frac{3}{4}$ " ϕ REBAR
3	12+44.39	168.00' LT.	148550.40	318943.13	FOUND $\frac{3}{4}$ " ϕ REBAR
4	12+48.02	195.12' LT.	148577.78	318943.07	FOUND $\frac{3}{4}$ " ϕ REBAR
5	14+77.21	107.20' LT.	148520.14	319180.67	FOUND $\frac{3}{4}$ " ϕ REBAR

ENCROACHMENT TABLE

ENCROACHMENT	PROPERTY OWNER	LOCATION (STATION/OFFSET)	ENCROACHMENT TYPE
E-1	PROJECT SLI, LLC	STA. 10+77 - STA. 11+27, 184.0' - 205.0', LT.	ASPHALT PARKING LOT
E-2	PROJECT SLI, LLC	STA. 11+29 - STA. 11+36, 192.8' - 196.6', LT.	WELL HOUSE BUILDING
E-3	PROJECT SLI, LLC	STA. 11+30 - STA. 11+39, 187.7' - 193.8', LT.	LP TANK
E-4	PROJECT SLI, LLC	STA. 11+28 - STA. 11+44, 182.4' - 196.9', LT.	STONE LANDSCAPING EDGING
E-5	PROJECT SLI, LLC	STA. 11+44 - STA. 11+54, 179.4' - 139.9', LT.	WASTE DISPOSAL CONTAINERS
E-6	PROJECT SLI, LLC	STA. 12+02 - STA. 12+30, 102.5' - 114.5', LT.	ASPHALT PARKING LOT
E-7	PAMELA MYERS	STA. 12+36 - STA. 12+44, 97.4' - 106.0', LT.	AGGREGATE PARKING STALL
E-8	PROJECT SLI, LLC	STA. 11+42 - STA. 13+89, 98.4' - 187.7', LT.	ASPHALT PARKING LOT
E-9	PAMELA MYERS	STA. 13+04, 86.4' LT.	METAL POLE WITH SATELLITE DISH
E-10	PHILIP TOBERMAN	STA. 13+20 - STA. 22+82, 71.3' LT. - 18.4' RT.	FENCE
E-11	DILLMAN FARMS, LLC	STA. 13+89 - STA. 14+35, 94.5' LT. - 110.2' LT.	FENCE
E-26	PROJECT SLI, LLC	STA. 306+25 - STA. 306+38, 45.2' LT. - 57.0' RT.	LANDSCAPING EDGING

EASEMENT TABLE

OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL #	REMARKS
WISCONSIN POWER AND LIGHT COMPANY (N.K.A. SCENIC RIVERS ENERGY COOPERATIVE)	DOC. 146872, V.203, P.253	1 & 2	80' WIDE EASEMENT FOR A LINE OF SINGLE POLE STRUCTURES ACROSS LAND DESCRIBED IN V.164, P.3734

S.E. CORNER SEC. 36
FD. HARRISON MONUMENT
Y = 146,546.33
X = 319,255.53

REVISION DATE
8-20-18 N.C.
10-12-18 N.C.

DATE: JULY 2, 2018

GRID FACTOR N/A

SCALE, FEET

0 50 100

HWY: CTH N

COUNTY: CRAWFORD

R/W PROJECT NUMBER: 5496-00-04

CONSTRUCTION PROJECT NUMBER: 5496-00-74

PLAT SHEET 4.04

PS&E SHEET

E

RIGHT OF WAY LINE TABLE		
POINT TO POINT	BEARING	DISTANCE
112 TO 116	N85°47'52"E	586.00'
116 TO 117	S83°03'37"E	534.09'
117 TO 118	S52°08'04"E	57.97'
118 TO 119	S00°00'00"E	202.36'
119 TO 120	N74°55'27"W	232.09'
120 TO 121	N13°48'48"W	67.84'
121 TO 122	N79°19'53"W	236.47'
122 TO 123	S83°59'14"W	250.70'
123 TO 124	S37°13'20"W	64.03'
124 TO 125	S88°33'45"W	25.00'
125 TO 126	N26°27'16"W	82.76'
126 TO 127	S83°06'04"W	265.04'
127 TO 128	S47°51'34"W	79.06'
128 TO 113	S88°54'57"W	13.60'
113 TO 112	N00°46'48"W	178.44'

W¹/₄ CORNER OF
SEC. 31 TO PT. 112

W¹/₄ CORNER SEC. 31
FD. HARRISON MONUMENT
Y = 149,200.86
X = 319,219.39

WEST LINE
NW¹/₄-SW¹/₄

SECTION LINE
W¹/₄ CORNER OF SEC. 31 TO
S.W. CORNER OF SEC. 31
S00°46'48"W, 2654.78'

TOWN OF EASTMAN

NW¹/₄ - SW¹/₄
SEC. 31, T8N, R6W

DILLMAN FARMS, LLC, A WISCONSIN
LIMITED LIABILITY COMPANY
LOT 45, CSM 1179, DOC. 297840
W.D. DOC. 313792

SCENIC RIVERS
ENERGY COOPERATIVE

LOT 47, CSM 1179

CRAWFORD COUNTY,
A MUNICIPAL CORPORATION
W.D. DOC. 300247

LOT 48, CSM 1180

EAST LINE
NW¹/₄-SW¹/₄

PRIVATE ROAD
ENTRANCE
DOC. #291052

COORDINATE TABLE - NEW R/W POINTS

PT.#	STATION	OFFSET FROM FINISHED C/L	Y	X
112	15+22.19	78.74' LT.	148497.75	319228.97
113	15+01.48	98.49' RT.	148319.32	319231.39
116	21+00.00	90.00' LT.	148540.69	319813.39
117	26+00.00	100.00' LT.	148476.16	320343.57
118	26+51.30	85.20' LT.	148440.58	320389.33
119	27+44.34	94.95' RT.	148238.22	320389.33
120	24+85.00	125.00' RT.	148298.58	320165.23
121	24+50.00	65.00' RT.	148364.46	320149.03
122	22+00.00	45.00' RT.	148408.24	319916.65
123	19+50.00	65.00' RT.	148381.98	319667.33
124	19+10.00	115.00' RT.	148330.99	319628.60
125	18+85.00	115.00' RT.	148330.36	319603.60
126	18+50.00	40.00' RT.	148404.46	319566.73
127	15+80.00	55.00' RT.	148372.62	319303.61
128	15+15.00	100.00' RT.	148319.58	319244.99

NOTE: EXISTING C/L OF CTH N WAS BASED
ON CENTERLINE OF EXISTING PAVEMENT.

BASIS OF EXISTING RIGHT-OF-WAY FOR CTH
'N' WAS BASED ON C.S.M. 1179, C.S.M. 1180,
AND OTHER COUNTY RECORDS, THE
CENTERLINE OF EXISTING PAVEMENT, AND
WIS. STATUTE 82.31(2).

S.W. CORNER SEC. 31
FD. HARRISON MONUMENT
Y = 146,546.33
X = 319,255.53

CURVE 4 DATA

PI STA. = 16+80.58
Y = 148,440.19
X = 319,396.22
R = 1500.00
D = 3°49'11"
DELTA = 6°00'28"
L = 157.28
T = 78.71
C = 157.21
PC STA. = 16+01.86
Y = 148,429.99
X = 319,318.17
PT STA. = 17+59.15
Y = 148,442.17
X = 319,474.91

PHILIP J. TOBERMAN
DOC. 267394,
DOC. 241898

ENCROACHMENT TABLE

ENCROACHMENT	PROPERTY OWNER	LOCATION (STATION/OFFSET)	ENCROACHMENT TYPE
E-12	CRAWFORD COUNTY HIGHWAY DEPT.	STA. 22+84 - STA. 31+42, STA. 31+76 - STA. 33+30, STA. 35+86 - STA. 36+88, 19.6' - 37.3', LT.	FENCE
E-13	PHILIP TOBERMAN	STA. 23+94 - STA. 31+36, 14.6' - 28.8', RT.	FENCE

COORDINATE TABLE - FOUND SURVEY MONUMENTS

PT.#	STATION	OFFSET	Y	X	DESCRIPTION
6	16+88.95	60.55' LT.	148499.16	319400.45	FOUND 3/4" Ø REBAR
7	19+47.12	65.51' LT.	148512.38	319661.18	FOUND 3/4" Ø REBAR
8	20+41.02	65.89' LT.	148515.11	319755.04	FOUND 3/4" Ø REBAR
9	23+84.68	76.94' LT.	148516.35	320111.99	FOUND 3/4" Ø REBAR
10	25+07.16	107.80' LT.	148516.80	320249.20	FOUND 3/4" Ø REBAR

CURVE 5 DATA

PI STA. = 25+41.13
Y = 148,461.79
X = 320,256.64
R = 1000.00
D = 5°43'46"
DELTA = 37°54'19"
L = 661.57
T = 343.40
C = 649.57
PC STA. = 21+97.73
Y = 148,453.17
X = 319,913.35
PT STA. = 28+59.30
Y = 148,257.68
X = 320,532.80

REVISION DATE
8-20-18 N.C.
10-12-18 N.C.

DATE: JULY 2, 2018

GRID FACTOR N/A

SCALE, FEET

0 50 100

HWY: CTH N

COUNTY: CRAWFORD

R/W PROJECT NUMBER: 5496-00-04

CONSTRUCTION PROJECT NUMBER: 5496-00-74

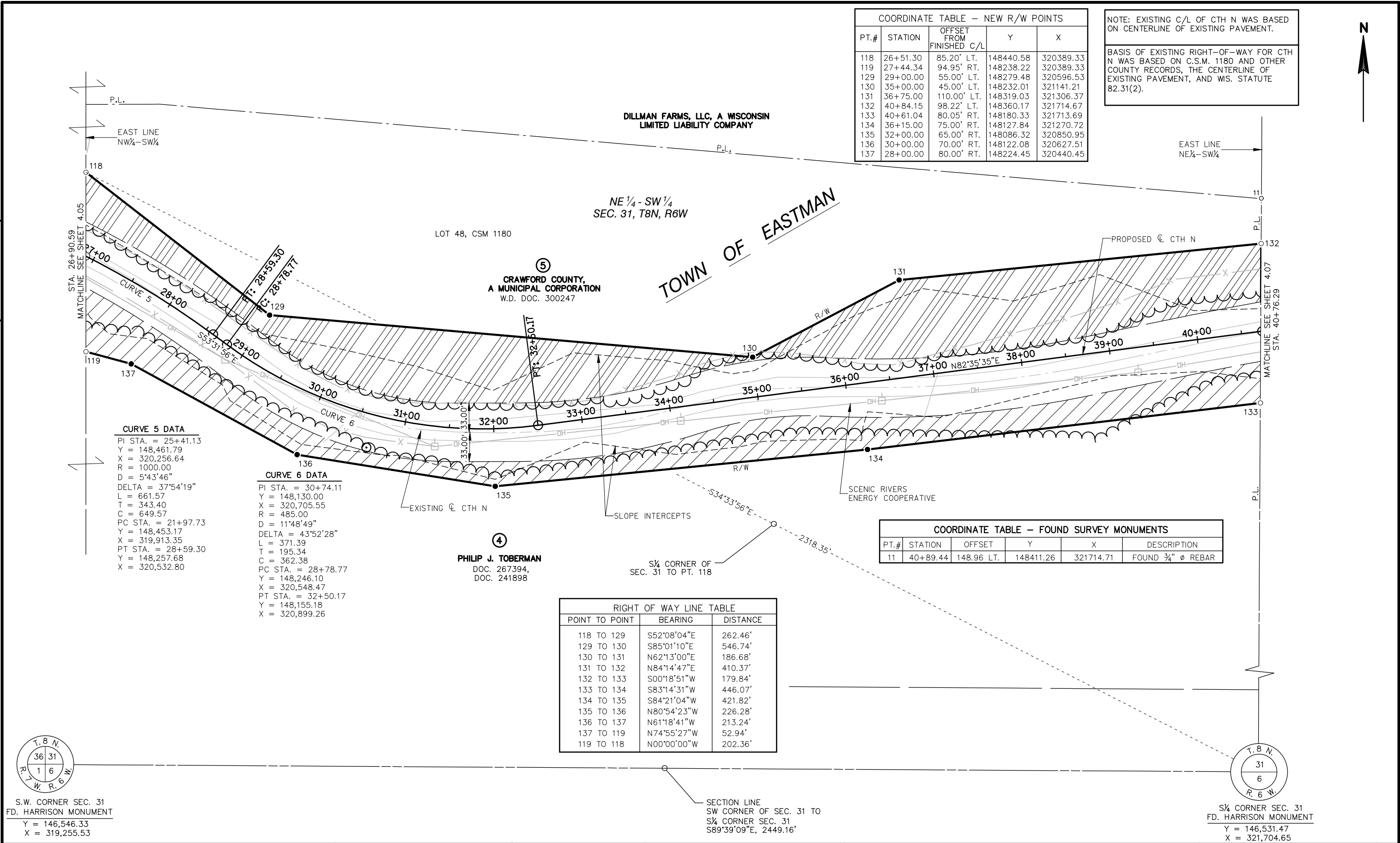
PLAT SHEET 4.05

PS&E SHEET

E

4

4



REVISION DATE 8-20-18 N.C. 10-12-18 N.C.	DATE: JULY 2, 2018 GRID FACTOR N/A	SCALE, FEET 0 50 100	HWY: CTH N COUNTY: CRAWFORD	R/W PROJECT NUMBER: 5496-00-04 CONSTRUCTION PROJECT NUMBER: 5496-00-74	PLAT SHEET 4.06 PS&E SHEET	E
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COORDINATE TABLE – TEMPORARY LIMITED EASEMENT (TLE) POINTS				
PT.#	STATION	OFFSET	Y	X
201	47+65.00	31.64' LT.	148350.39	322402.23
202	47+70.00	65.00' LT.	148384.05	322404.49
203	49+65.00	55.00' LT.	148384.43	322604.14
204	49+65.00	34.64' LT.	148364.08	322604.26

RIGHT OF WAY LINE TABLE		
POINT TO POINT	BEARING	DISTANCE
140 TO 141	N87°24'53"E	271.59'
143 TO 144	S88°15'53"E	100.02'
144 TO 187	N84°06'24"E	146.11'
187 TO 145	N49°27'52"E	73.66'
145 TO 146	S88°23'54"E	101.93'
146 TO 147	S00°24'00"W	202.40'
147 TO 148	S84°00'06"W	14.74'
148 TO 149	N27°53'32"W	51.48'
149 TO 150	S87°20'54"W	255.57'
150 TO 151	N86°47'05"W	294.17'
151 TO 133	S83°14'31"W	735.60'
133 TO 139	N00°18'51"E	114.19'

TLE LINE TABLE		
POINT TO POINT	BEARING	DISTANCE
201 TO 202	N03°50'44"E	33.73'
202 TO 203	N89°53'21"E	199.65'
203 TO 204	S00°20'08"E	20.36'

COORDINATE TABLE – NEW R/W POINTS				
PT.#	STATION	OFFSET FROM FINISHED C/L	Y	X
132	40+84.15	98.22' LT.	148360.17	321714.67
133	40+61.04	80.05' RT.	148180.33	321713.69
139	40+76.29	33.11' LT.	148294.52	321714.31
140	44+50.96	42.77' LT.	148335.86	322088.33
141	47+22.37	32.84' LT.	148348.11	322359.64
142	48+69.46	32.58' LT.	148359.13	322507.23
143	49+90.44	34.24' LT.	148363.66	322630.14
144	50+90.00	33.05' LT.	148360.63	322730.12
145	52+90.00	100.00' LT.	148423.50	322931.44
146	53+91.93	99.22' LT.	148420.66	323033.33
147	53+94.62	103.16' RT.	148218.26	323031.91
148	53+80.00	105.00' RT.	148216.72	323017.26
149	53+55.00	60.00' RT.	148262.22	322993.18
150	51+00.00	77.00' RT.	148250.40	322737.88
151	48+00.00	55.00' RT.	148266.89	322444.18
187	52+35.00	51.00' LT.	148375.63	322875.45

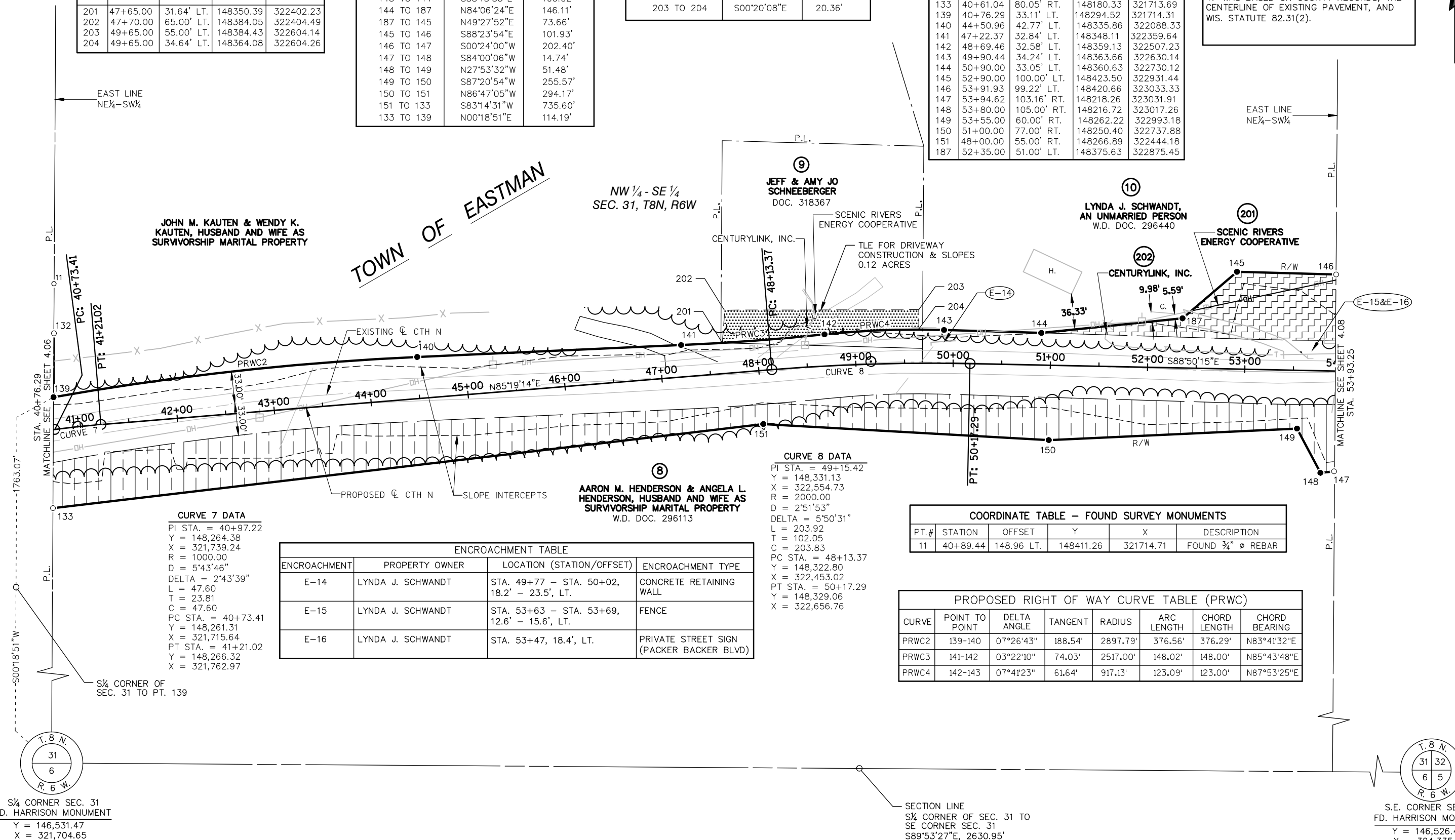
NOTE: EXISTING C/L OF CTH N WAS BASED ON CENTERLINE OF EXISTING PAVEMENT.

BASIS OF EXISTING RIGHT-OF-WAY FOR CTH 'N' WAS BASED ON COUNTY RECORDS, THE CENTERLINE OF EXISTING PAVEMENT, AND WIS. STATUTE 82.31(2).



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REVISION DATE 8-20-18 N.C. 10-12-18 N.C.	DATE: JULY 2, 2018 GRID FACTOR N/A	SCALE, FEET 0 50 100	HWY: CTH N COUNTY: CRAWFORD	R/W PROJECT NUMBER: 5496-00-04 CONSTRUCTION PROJECT NUMBER: 5496-00-74	PLAT SHEET 4.07 PS&E SHEET	E
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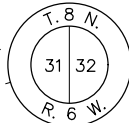


RIGHT OF WAY LINE TABLE		
POINT TO POINT	BEARING	DISTANCE
146 TO 152	S88°23'54"E	703.92'
152 TO 153	N54°02'51"E	337.75'
153 TO 154	N70°35'04"E	364.57'
154 TO 155	S00°29'11"W	194.53'
155 TO 156	S68°14'42"W	223.28'
156 TO 157	S48°00'14"W	359.06'
157 TO 158	N28°07'44"W	87.88'
159 TO 160	N74°43'43"W	125.63'
160 TO 147	S84°00'06"W	316.79'
147 TO 146	N00°24'00"E	202.40'

COORDINATE TABLE - NEW R/W POINTS				
PT.#	STATION	OFFSET FROM FINISHED C/L	Y	X
146	53+91.93	99.22' LT.	148420.66	323033.33
147	53+94.62	103.16' RT.	148218.26	323031.91
152	61+50.00	105.00' LT.	148400.98	323736.97
153	65+00.00	105.00' LT.	148599.28	324010.38
154	68+53.61	73.53' LT.	148720.47	324354.22
155	67+73.12	103.57' RT.	148525.94	324352.57
156	65+50.00	95.00' RT.	148443.19	324145.19
157	61+90.00	135.00' RT.	148202.95	323878.34
158	61+90.00	47.12' RT.	148280.44	323836.91
159	58+46.04	59.36' RT.	148218.28	323468.16
160	57+20.00	56.06' RT.	148251.36	323346.97

ENCROACHMENT TABLE			
ENCROACHMENT	PROPERTY OWNER	LOCATION (STATION/OFFSET)	ENCROACHMENT TYPE
E-17	MATTHEW C. HILL	STA. 53+81 - STA. 56+50, 19.3' - 31.4', LT.	FENCE
E-18	LOIS J. DEMANES TRUST	STA. 53+91 - STA. 58+05, STA. 58+50 - STA. 62+09, 18.3' - 59.4', RT.	FENCE
E-19	RICK & CHERYL BARTELS	STA. 64+00 - STA. 68+48, 12.7' - 31.7', LT.	FENCE

E $\frac{1}{4}$ CORNER SEC. 31
FD. HARRISON MONUMENT
Y = 149,162.42
X = 324,357.97



SCENIC RIVERS
ENERGY COOPERATIVE

CHERYL BARTELS A/K/A CHERYL
ANN BARTELS
W.D. DOC. 307894 &
DOC. 331921

TOWN OF EASTMAN

MATTHEW C. HILL
W.D. DOC. 319915

CENTURYLINK, INC.

CURVE 11 DATA

PI STA. = 64+73.62
Y = 148,498.55
X = 324,035.82
R = 485.00
D = 11°48'49"
DELTA = 17°09'43"
L = 145.27
T = 73.19
C = 144.73
PC STA. = 64+00.44
Y = 148,450.42
X = 323,980.68
PT STA. = 65+45.71
Y = 148,528.26
X = 324,102.70

SECTION LINE
E $\frac{1}{4}$ CORNER OF SEC. 31 TO
SE CORNER SEC. 31
S00°29'11"E, 2636.05'

CURVE 9 DATA

PI STA. = 56+82.91
Y = 148,315.55
X = 323,322.23
R = 485.00
D = 11°48'49"
DELTA = 12°48'18"
L = 108.39
T = 54.42
C = 108.17
PC STA. = 56+28.49
Y = 148,316.66
X = 323,267.82
PT STA. = 57+36.88
Y = 148,302.42
X = 323,375.05

CURVE 10 DATA

PI STA. = 60+86.59
Y = 148,218.01
X = 323,714.42
R = 485.00
D = 11°48'49"
DELTA = 55°05'05"
L = 466.28
T = 252.93
C = 448.53
PC STA. = 58+33.66
Y = 148,279.06
X = 323,468.97
PT STA. = 62+99.94
Y = 148,384.33
X = 323,904.97

COORDINATE TABLE - FOUND SURVEY MONUMENTS

PT.#	STATION	OFFSET	Y	X	DESCRIPTION
12	64+79.95	13.48' RT.	148486.10	324051.68	FOUND PK NAIL
13	64+84.59	20.30' LT.	148517.36	324038.04	FOUND $\frac{3}{4}$ " \emptyset REBAR
14	64+89.34	61.89' LT.	148555.70	324021.11	FOUND $\frac{3}{4}$ " \emptyset REBAR
15	66+45.26	4.28' RT.	148564.76	324195.41	FOUND PK NAIL
16	66+44.85	28.64' LT.	148594.69	324181.66	FOUND $\frac{3}{4}$ " \emptyset REBAR
17	68+19.51	1.79' RT.	148637.79	324353.64	FOUND $\frac{3}{4}$ " \emptyset REBAR
18	68+34.70	31.37' LT.	148674.26	324354.05	FOUND $\frac{3}{4}$ " \emptyset REBAR

LOIS J. DEMANES, AS TRUSTEE OF THE LOIS J. DEMANES
DECLARATION OF TRUST DATED DECEMBER 13, 1996, AND KNOWN
AS THE LOIS J. DEMANES DECLARATION OF TRUST DATED
DECEMBER 13, 1996, AND TO ALL AND EVERY SUCCESSOR OR
SUCCESSORS IN TRUST UNDER THE TRUST AGREEMENT
W.D. DOC. 253550

PROPOSED RIGHT OF WAY CURVE TABLE (PRWC)

CURVE	POINT TO POINT	DELTA ANGLE	TANGENT	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
PRWC5	158-159	49°40'55"	206.04'	445.07'	385.93'	373.95'	S80°25'50"W

NOTE: EXISTING C/L OF CTH N WAS BASED
ON CENTERLINE OF EXISTING PAVEMENT.

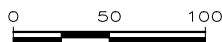
BASIS OF EXISTING RIGHT-OF-WAY FOR CTH
'N' WAS BASED ON COUNTY RECORDS, THE
CENTERLINE OF EXISTING PAVEMENT, AND
WIS. STATUTE 82.31(2).

REVISION DATE
8-20-18 N.C.
10-12-18

DATE: JULY 2, 2018

GRID FACTOR N/A

SCALE, FEET



HWY: CTH N

COUNTY: CRAWFORD

R/W PROJECT NUMBER: 5496-00-04

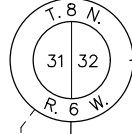
CONSTRUCTION PROJECT NUMBER: 5496-00-74

PLAT SHEET 4.08

PS&E SHEET

E

W¹/₄ CORNER SEC. 32
FD. HARRISON MONUMENT
Y = 149,162.42
X = 324,357.97



COORDINATE TABLE - TEMPORARY LIMITED EASEMENT (TLE) POINTS					
PT.#	STATION	OFFSET	Y	X	
205	202+40.00	70.00' RT.	149084.34	325131.32	
206	202+00.00	53.06' RT.	149031.37	325137.51	
207	76+87.85	155.00' LT.	148970.73	325188.86	
208	77+60.00	150.00' LT.	148966.55	325261.06	
209	77+70.00	134.35' LT.	148951.01	325271.23	
210	78+15.00	134.20' LT.	148951.37	325316.23	
211	78+35.00	123.64' LT.	148941.04	325336.35	

ENCROACHMENT TABLE			
ENCROACHMENT	PROPERTY OWNER	LOCATION (STATION/OFFSET)	ENCROACHMENT TYPE
E-20	RICK & CHERYL BARTELS	STA. 70+27, 12.5' - 15.5', LT.	LANDSCAPING TIMBERS
E-21	ROGER, JEANNE, AND RANDOLPH STRAM	STA. 81+27 - STA. 81+32, 123.6' - 126.8', LT.	LP TANK
E-25	DALE SLAMA	STA. 202+71 - STA. 205+00, 22.5' - 33.0', RT.	LP TANK

SECTION LINE
E¹/₄ CORNER OF SEC. 31 TO
SE CORNER SEC. 31
S00°29'11"E, 2636.05'

W¹/₄ CORNER OF
SEC. 32 TO PT. 154

W¹/₄ CORNER SEC. 32
FD. HARRISON MONUMENT
Y = 146,526.47
X = 324,335.59

CURVE 12 DATA
PI STA. = 72+41.18
Y = 148,810.64
X = 324,738.26
R = 1000.00
D = 5°43'46"
DELTA = 23°18'30"
L = 406.81
T = 206.26
C = 404.01
PC STA. = 70+34.93
Y = 148,726.89
X = 324,549.77
PT STA. = 74+41.73
Y = 148,812.97
X = 324,944.51

CURVE 15 DATA
PI STA. = 202+16.99
Y = 149,031.73
X = 325,100.77
R = 231.00
D = 24°48'12"
DELTA = 44°59'45"
L = 181.41
T = 95.67
C = 176.78
PC STA. = 201+21.32
Y = 148,936.07
X = 325,101.85
PT STA. = 203+02.73
Y = 149,098.62
X = 325,032.36

SW¹/₄ - NW¹/₄
SEC. 32, T8N, R6W

RONALD C. KRAMER & NIKKI D. KRAMER, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY
DOC. 245268, DOC. 317350, DOC. 245269, DOC. 317349

COORDINATE TABLE - FOUND SURVEY MONUMENTS					
PT.#	STATION	OFFSET	Y	X	DESCRIPTION
17	68+19.51	1.79' RT.	148637.79	324353.64	FOUND 3/4" Ø REBAR
18	68+34.70	31.37' LT.	148674.26	324354.06	FOUND 3/4" Ø REBAR
19	75+12.06	64.77' LT.	148878.52	325014.10	FOUND RR SPIKE
20	77+17.43	119.26' LT.	148935.33	325218.84	FOUND 3/4" Ø REBAR
21	76+80.60	163.76' LT.	148979.41	325181.51	FOUND 3/4" Ø REBAR
22	75+82.54	282.26' LT.	149096.80	325082.11	FOUND 3/4" Ø REBAR
23	76+60.23	278.83' LT.	149094.24	325159.84	FOUND 3/4" Ø REBAR
24	78+71.89	58.82' LT.	148876.64	325373.97	FOUND 1" Ø IRON PIPE
25	78+81.84	90.41' LT.	148908.34	325383.57	FOUND RR SPIKE
26	78+84.93	125.22' LT.	148943.18	325386.26	FOUND 3/4" Ø REBAR
27	80+20.20	125.79' LT.	148945.28	325521.51	FOUND 1" Ø IRON PIPE
28	81+23.63	126.95' LT.	148947.61	325624.92	FOUND 1" Ø IRON PIPE

NOTE: A 3/4" Ø IRON ROD WAS FOUND
0.13' N. & 0.52' E.

JOHN F. WACHTER & NANCY M. WACHTER, HIS WIFE, AS TENANTS IN COMMON
V.405, P.181

TIMOTHY W. CLARK & LORI J. CLARK, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY
H.

ROGER D. STRAM, JEANNE I. STRAM, & RANDOLPH C. STRAM AS JOINT TENANTS
DOC. 283771

CENTURYLINK, INC.
GENERAL TELEPHONE COMPANY OF WISCONSIN (CENTURYLINK)
2 RODS WIDE EASEMENT SOUTH OF CTH N OVER THE EAST 460 FEET OF NW¹/₄-SW¹/₄ AND ALL OF NE¹/₄-SW¹/₄
DOC.#191380

CURVE 14 DATA
PI STA. = 104+21.63
Y = 148,659.33
X = 325,104.97
R = 231.00
D = 24°48'12"
DELTA = 56°54'37"
L = 229.45
T = 125.19
C = 220.13
PC STA. = 102+96.44
Y = 148,589.82
X = 325,000.85
PT STA. = 105+25.89
Y = 148,784.51
X = 325,103.58

PROPOSED RIGHT OF WAY CURVE TABLE (PRWC)							
CURVE	POINT TO POINT	DELTA ANGLE	TANGENT	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
PRWC6	20-168	02°10'56"	24.15'	1268.00'	48.29'	48.29'	N86°34'25"E

COORDINATE TABLE - NEW R/W POINTS				
PT.#	STATION	OFFSET FROM FINISHED C/L	Y	X
154	68+53.61	73.53' LT.	148720.47	324354.22
155	67+73.12	103.57' RT.	148525.94	324352.57
161	75+15.00	140.00' LT.	148953.78	325016.19
162	202+05.00	60.00' LT.	148995.86	325030.07
163	205+00.00	50.00' LT.	149200.79	324856.36
164	205+00.00	32.01' LT.	149213.65	324868.94
165	205+00.00	33.99' RT.	149260.85	324915.08
166	205+00.00	50.00' RT.	149272.29	324926.27
167	202+61.41	50.00' RT.	149096.22	325099.93
168	77+65.66	121.60' LT.	148938.21	325267.04
169	78+84.41	125.10' LT.	148943.05	325385.74
170	81+53.68	127.01' LT.	148948.01	325654.98
171	81+52.29	61.00' LT.	148881.98	325654.33
172	81+49.66	63.21' RT.	148757.75	325653.10
173	81+00.00	45.00' RT.	148775.40	325603.24
174	76+95.00	70.00' RT.	148745.83	325198.54
175	103+50.00	55.00' RT.	148586.93	325081.80
176	100+00.00	70.00' RT.	148365.45	324855.89
177	100+00.00	32.45' RT.	148378.92	324820.84
178	100+00.00	33.69' LT.	148402.65	324759.10

RIGHT OF WAY LINE TABLE		
POINT TO POINT	BEARING	DISTANCE
154 TO 161	N70°35'04"E	701.88'
161 TO 162	N18°15'51"E	44.31'
162 TO 163	N40°17'12"W	268.65'
163 TO 164	N44°21'27"E	17.99'
164 TO 165	N44°21'27"E	66.00'
165 TO 166	N44°21'27"E	16.01'
166 TO 167	S44°36'14"E	247.31'
167 TO 22	N88°06'54"W	17.83'
22 TO 20	S40°15'19"E	211.58'
168 TO 169	N87°39'53"E	118.80'
169 TO 170	N88°56'46"E	269.28'
170 TO 172	S00°33'50"W	190.26'
172 TO 173	N70°30'38"W	52.90'
173 TO 174	S85°49'15"W	405.77'
174 TO 175	S36°18'16"W	197.17'
175 TO 176	S45°34'03"W	316.37'
176 TO 177	N68°58'39"W	37.55'
177 TO 178	N68°58'39"W	66.14'
178 TO 179	N24°41'41"E	384.90'
179 TO 155	S68°14'42"W	610.85'
155 TO 154	N00°29'11"E	194.53'

EASEMENT TABLE			
OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL #	REMARKS
GENERAL TELEPHONE COMPANY OF WISCONSIN, A WISCONSIN CORPORATION	DOC. 194026, V.338, P.342	14, 16, & 19	10 FEET WIDE EASEMENT CENTERED ON FIRST BURIED CABLE IN THE NW ¹ / ₄ -SW ¹ / ₄ AND SW ¹ / ₄ -NW ¹ / ₄
GENERAL TELEPHONE COMPANY OF WISCONSIN, A WISCONSIN CORPORATION	DOC. 196321, V.349, P.223	14, 16, & 19	16 FEET WIDE EASEMENT CENTERED ON FIRST BURIED CABLE IN THE NW ¹ / ₄ -SW ¹ / ₄ AND SW ¹ / ₄ -NW ¹ / ₄
GENERAL TELEPHONE COMPANY OF WISCONSIN, A WISCONSIN CORPORATION	DOC. 191380, V.326, P.308	16, 19, 21, & 22	2 RODS WIDE EASEMENT SOUTH OF CTH N OVER THE EAST 460 FEET OF NW ¹ / ₄ -SW ¹ / ₄ AND ALL OF NE ¹ / ₄ -SW ¹ / ₄

CURVE 13 DATA
PI STA. = 100+84.82
Y = 148,469.74
X = 324,820.98
R = 231.00
D = 24°48'12"
DELTA = 35°15'05"
L = 142.12
T = 73.39
C = 139.89
PC STA. = 100+11.43
Y = 148,401.23
X = 324,794.65
PT STA. = 101+53.55
Y = 148,510.49
X = 324,882.02

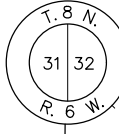
JOHN H. KRAMER & CHERYL E. KRAMER, HUSBAND & WIFE, AS SURVIVORSHIP MARITAL PROPERTY
W.D. DOC. 285894

NOTE: EXISTING C/L OF CTH N WAS BASED ON CENTERLINE OF EXISTING PAVEMENT.

NOTE: BASIS OF EXISTING RIGHT-OF-WAY FOR CTH N WAS BASED ON C.S.M. 153 AND OTHER COUNTY RECORDS, THE CENTERLINE OF EXISTING PAVEMENT, AND WIS. STATUTE 82.31(2).

REVISION DATE 8-20-18 N.C. 10-12-18 N.C.	DATE: JULY 2, 2018	SCALE, FEET 0 50 100	HWY: CTH N	R/W PROJECT NUMBER: 5496-00-04	PLAT SHEET 4.09
	GRID FACTOR N/A		COUNTY: CRAWFORD	CONSTRUCTION PROJECT NUMBER: 5496-00-74	PS&E SHEET E

W 1/4 CORNER SEC. 32
FD. HARRISON MONUMENT
Y = 149,162.42
X = 324,357.97



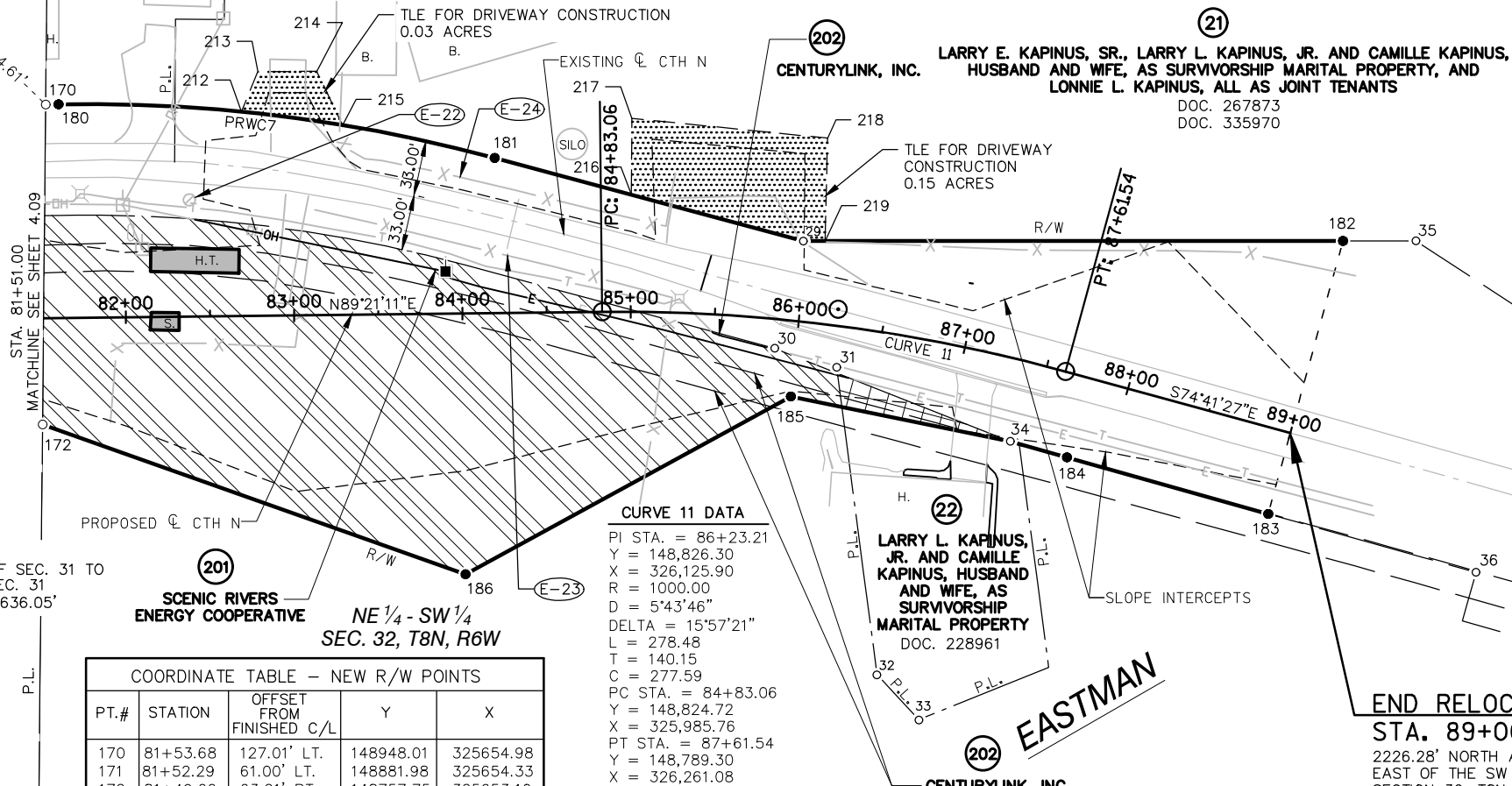
W 1/4 CORNER OF
SEC. 32 TO PT. 170
20
ROGER D. STRAM,
JEANNE I. STRAM,
& RANDOLPH C.
STRAM AS JOINT
TENANTS
DOC. 283771
S.

ENCROACHMENT TABLE			
ENCROACHMENT	PROPERTY OWNER	LOCATION (STATION/OFFSET)	ENCROACHMENT TYPE
E-22	LARRY KAPINUS SR., ET AL	STA. 82+38, 69.4', LT.	SERVICE LINE/WATER FAUCET
E-23	LARRY KAPINUS SR., ET AL	STA. 83+13 - STA. 85+23, 62.6', LT. - 4.4', RT.	FENCE
E-24	LARRY KAPINUS SR., ET AL	STA. 83+28 - STA. 85+22, 51.2' - 113.1', LT.	FENCE

EASEMENT TABLE			
OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL #	REMARKS
GENERAL TELEPHONE COMPANY OF WISCONSIN, A WISCONSIN CORPORATION	DOC. 191380, V.326, P.308	16, 19, 21, & 22	2 RODS WIDE EASEMENT SOUTH OF CTH N OVER THE EAST 460 FEET OF NW 1/4-SW 1/4 AND ALL OF NE 1/4-SW 1/4
GENERAL TELEPHONE COMPANY OF WISCONSIN, A WISCONSIN CORPORATION	DOC. 191378, V.326, P.306	21 & 22	1 ROD WIDE EASEMENT SOUTH OF CTH N, ACROSS NE 1/4-SW 1/4



COORDINATE TABLE - FOUND SURVEY MONUMENTS					
PT.#	STATION	OFFSET	Y	X	DESCRIPTION
29	85+97.73	47.60 LT.	148866.79	326105.17	FOUND 3/4" Ø REBAR
30	85+87.25	17.49 RT.	148803.06	326088.20	FOUND 3/4" Ø REBAR
31	86+25.94	24.54 RT.	148791.81	326125.04	FOUND 3/4" Ø REBAR
32	86+85.55	201.37 RT.	148608.86	326148.82	FOUND 3/4" Ø REBAR
33	87+23.67	222.30 RT.	148582.13	326173.84	FOUND 3/4" Ø REBAR
34	87+39.68	48.58 RT.	148747.71	326228.13	FOUND 3/4" Ø REBAR
35	89+41.79	129.85 LT.	148866.95	326469.22	FOUND 3/4" Ø REBAR
36	N/A	N/A	148669.97	326504.88	FOUND 3/4" Ø REBAR



SECTION LINE
E 1/4 CORNER OF SEC. 31 TO
SE CORNER SEC. 31
S00°29'11"E, 2636.05'

201
SCENIC RIVERS
ENERGY COOPERATIVE
NE 1/4 - SW 1/4
SEC. 32, T8N, R6W

COORDINATE TABLE - NEW R/W POINTS				
PT.#	STATION	OFFSET FROM FINISHED C/L	Y	X
170	81+53.68	127.01' LT.	148948.01	325654.98
171	81+52.29	61.00' LT.	148881.98	325654.33
172	81+49.66	63.21' RT.	148757.75	325653.10
173	81+00.00	45.00' RT.	148775.40	325603.24
174	76+95.00	70.00' RT.	148745.83	325198.54
175	103+50.00	55.00' RT.	148586.93	325081.80
176	100+00.00	70.00' RT.	148365.45	324855.89
177	100+00.00	32.45' RT.	148378.92	324820.84
178	100+00.00	33.69' LT.	148402.65	324759.10
179	74+14.84	60.00' RT.	148752.34	324919.91
180	81+61.36	127.07' LT.	148948.15	325662.65
181	84+20.11	92.25' LT.	148916.26	325921.78
182	89+00.00	118.41' LT.	148866.95	326425.89
183	89+00.00	49.85' RT.	148704.66	326381.46
184	87+75.76	48.99' RT.	148738.29	326261.86
185	86+00.00	45.00' RT.	148774.46	326097.76
186	84+00.00	155.00' RT.	148668.79	325904.46

COORDINATE TABLE - TEMPORARY LIMITED EASEMENT (TLE) POINTS				
PT.#	STATION	OFFSET	Y	X
212	82+70.00	121.47' LT.	148943.78	325771.35
213	82+80.00	145.00' LT.	148967.42	325781.08
214	83+15.00	145.00' LT.	148967.82	325816.08
215	83+30.00	112.86' LT.	148935.85	325831.44
216	85+00.00	69.57' LT.	148894.33	326003.10
217	85+00.00	115.00' LT.	148939.77	326003.35
218	86+05.00	110.00' LT.	148928.00	326119.63
219	86+10.00	49.07' LT.	148866.84	326118.11

CURVE 11 DATA
PI STA. = 86+23.21
Y = 148,826.30
X = 326,125.90
R = 1000.00
D = 5°43'46"
DELTA = 15°57'21"
L = 278.48
T = 140.15
C = 277.59
PC STA. = 84+83.06
Y = 148,824.72
X = 325,985.76
PT STA. = 87+61.54
Y = 148,789.30
X = 326,261.08

202
CENTURYLINK, INC.
GENERAL TELEPHONE COMPANY OF WISCONSIN (CENTURYLINK)
1 ROD WIDE EASEMENT SOUTH OF CTH N, ACROSS NE 1/4-SW 1/4, DOC.#191378
2 RODS WIDE EASEMENT SOUTH OF CTH N OVER THE EAST 460 FEET OF NW 1/4-SW 1/4 AND ALL OF NE 1/4-SW 1/4, DOC.#191380

21
LARRY E. KAPINUS, SR. AND MADONNA KAPINUS, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY, LARRY L. KAPINUS, JR. AND CAMILLE KAPINUS, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY, AND LONNIE L. KAPINUS, ALL AS JOINT TENANTS
DOC. 267873

TLE CURVE TABLE (TLEC)							
CURVE	POINT TO POINT	DELTA ANGLE	TANGENT	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
PRWC7	215-212	03°44'08"	30.32'	929.86'	60.63'	60.61'	N82°28'46"W

PROPOSED RIGHT OF WAY CURVE TABLE (PRWC)							
CURVE	POINT TO POINT	DELTA ANGLE	TANGENT	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
PRWC7	180-181	16°08'26"	131.85'	929.86'	261.95'	261.08'	S82°59'01"E

END RELOCATION ORDER
STA. 89+00

2226.28' NORTH AND 2059.03' EAST OF THE SW CORNER OF SECTION 32, T8N, R6W, TOWN OF EASTMAN, CRAWFORD COUNTY, WI.
Y = 148,752.74
X = 326,394.62

TLE LINE TABLE		
POINT TO POINT	BEARING	DISTANCE
212 TO 213	N22°22'56"E	25.56'
213 TO 214	N89°21'11"E	35.00'
214 TO 215	S25°40'05"E	35.47'
216 TO 217	N00°19'26"E	45.43'
217 TO 218	S84°13'09"E	116.87'
218 TO 219	S01°25'16"W	61.17'
219 TO 29	S89°58'49"W	13.02'
29 TO 219	N74°54'47"W	105.64'

RIGHT OF WAY LINE TABLE		
POINT TO POINT	BEARING	DISTANCE
170 TO 180	N88°56'46"E	7.68'
181 TO 29	S74°54'47"E	189.86'
29 TO 182	N89°58'49"E	320.79'
182 TO 183	S15°18'33"W	168.26'
183 TO 184	N74°17'44"W	124.24'
184 TO 34	N74°23'43"W	35.01'
34 TO 185	N78°24'20"W	133.09'
185 TO 186	S61°20'15"W	220.30'
186 TO 172	N70°30'38"W	266.63'
172 TO 170	N00°33'50"W	190.26'

NOTE: EXISTING C/L OF CTH N WAS BASED ON CENTERLINE OF EXISTING PAVEMENT.

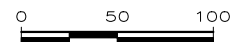
BASIS OF EXISTING RIGHT-OF-WAY FOR CTH N WAS BASED ON R/W PROJECT 13N21-1, COUNTY RECORDS, THE CENTERLINE OF EXISTING PAVEMENT, AND WIS. STATUTE 82.31(2).

REVISION DATE
8-20-18 N.C.
10-12-18

DATE: JULY 2, 2018

GRID FACTOR N/A

SCALE, FEET



HWY: CTH N

COUNTY: CRAWFORD

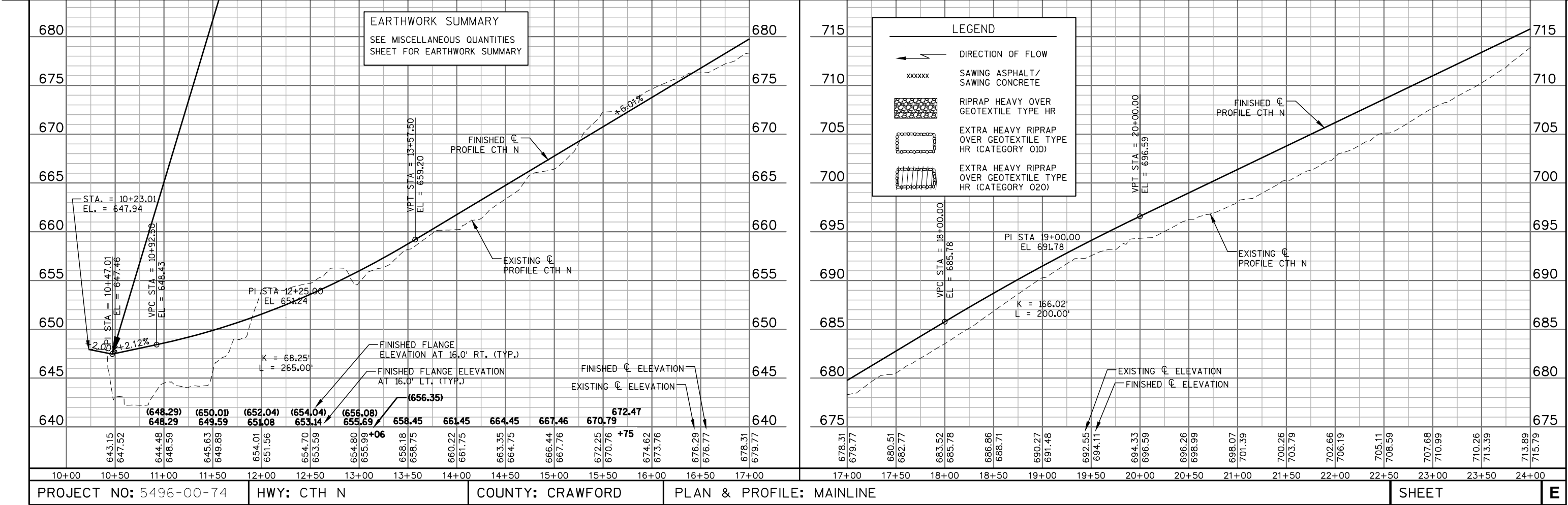
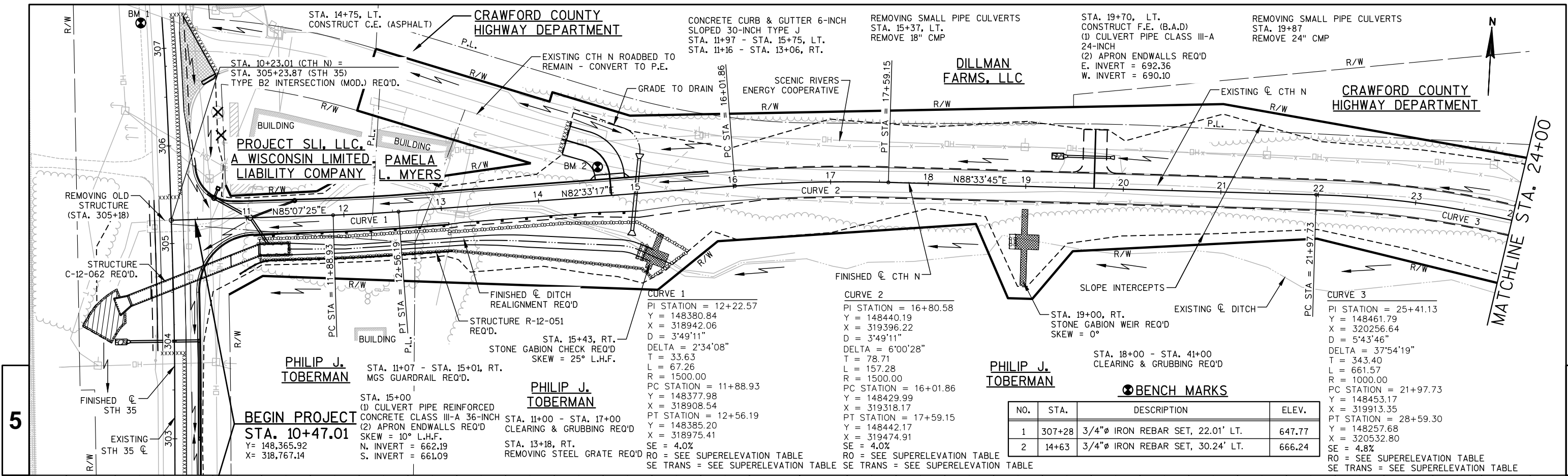
R/W PROJECT NUMBER: 5496-00-04

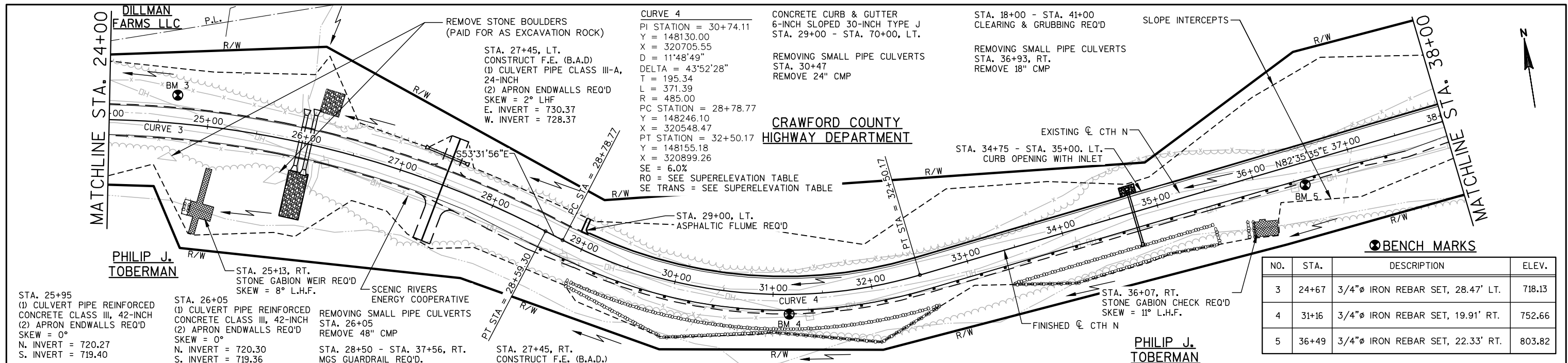
CONSTRUCTION PROJECT NUMBER: 5496-00-74

PLAT SHEET 4.10

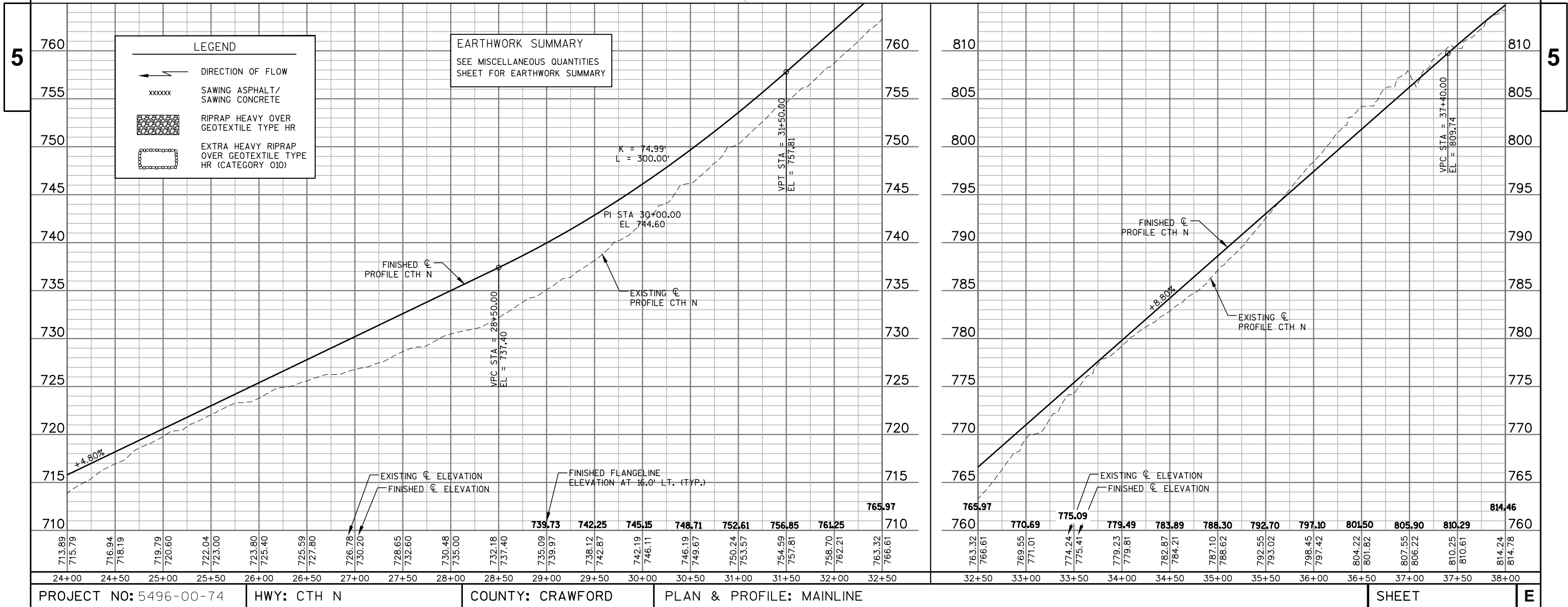
PS&E SHEET

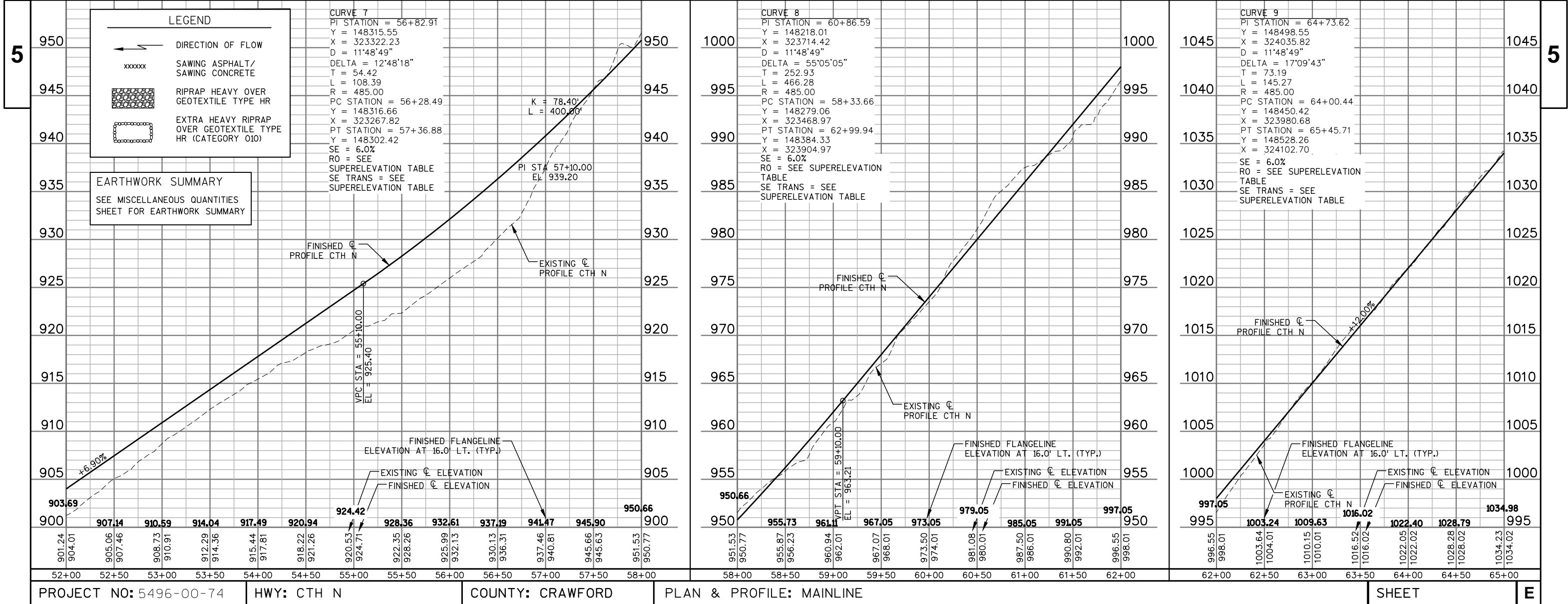
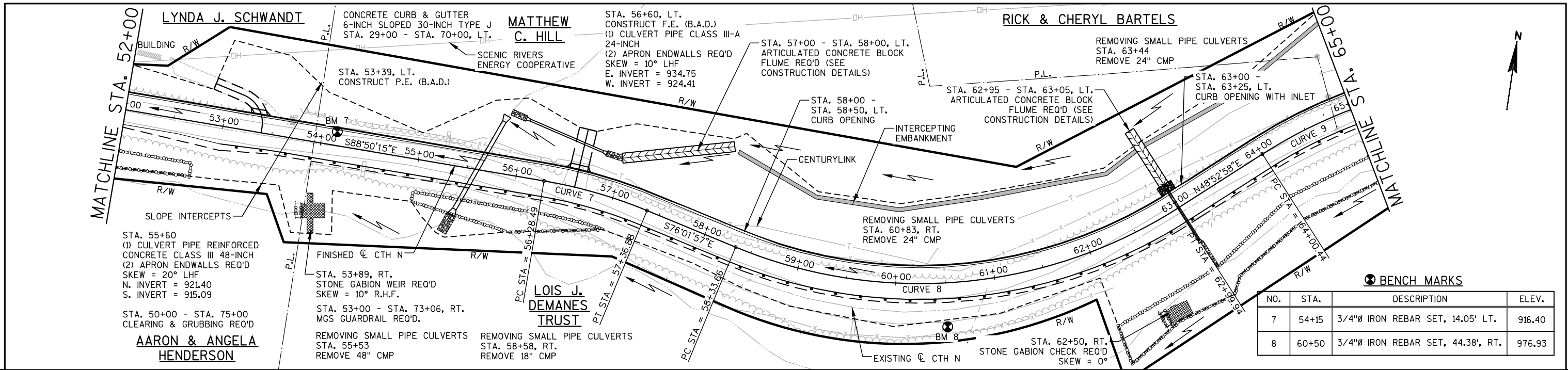
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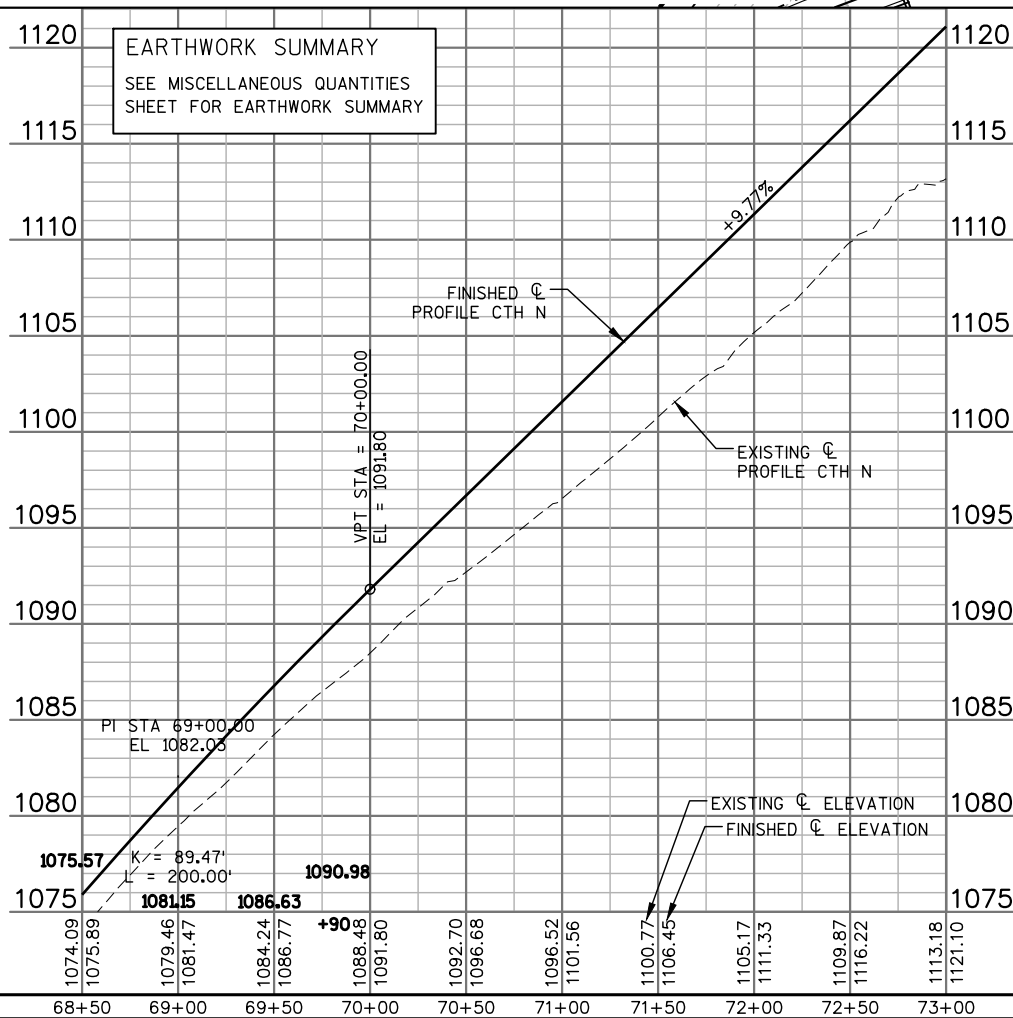
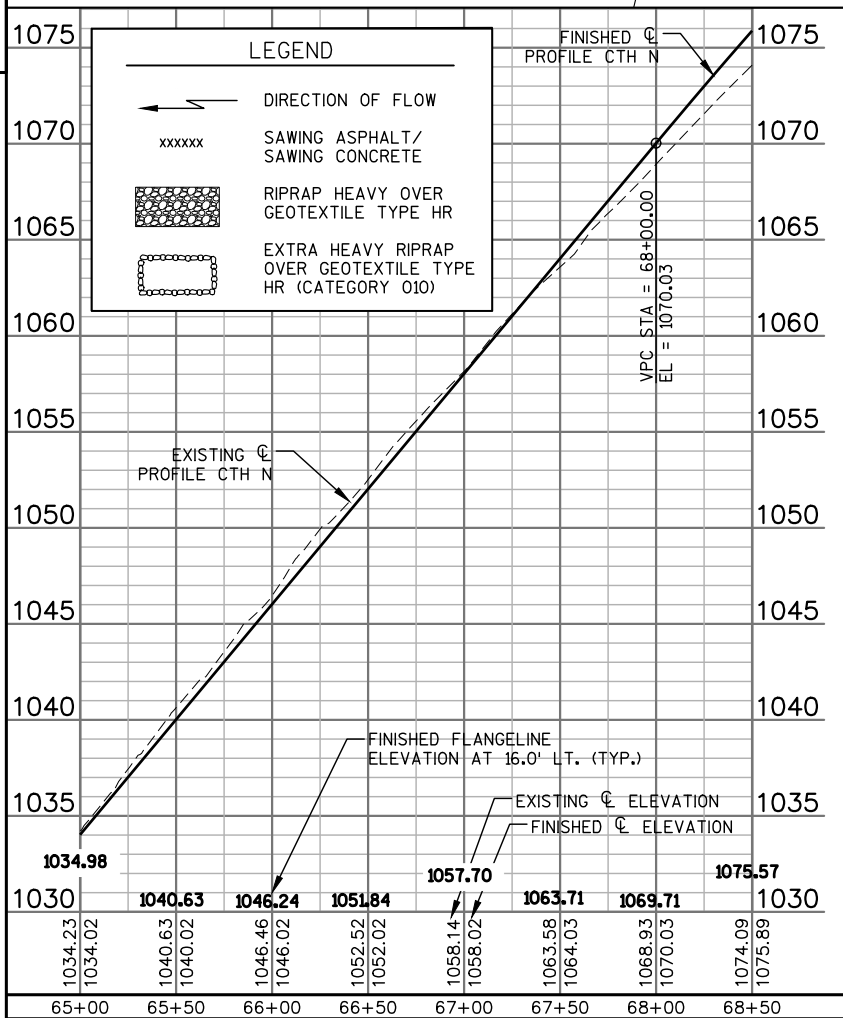
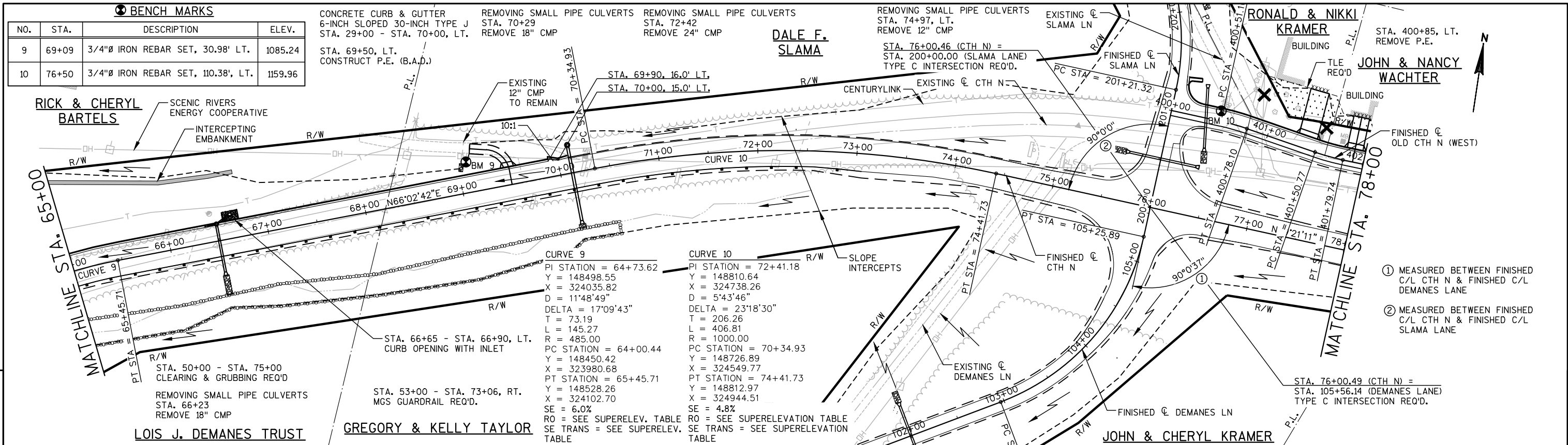




BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
3	24+67	3/4"Ø IRON REBAR SET, 28.47' LT.	718.13
4	31+16	3/4"Ø IRON REBAR SET, 19.91' RT.	752.66
5	36+49	3/4"Ø IRON REBAR SET, 22.33' RT.	803.82







CURVE 14
PI STATION = 100+84.82
Y = 148469.74
X = 324820.98
D = 24'48"12"
DELTA = 35°15'05"
T = 73.39
L = 142.12
R = 231.00
PC STATION = 100+11.43
Y = 148401.23
X = 324794.65
PT STATION = 101+53.55
Y = 148510.49
X = 324882.02
SE = 2.0%
RO = SEE SUPERELEVATION TABLE
SE TRANS = SEE SUPERELEVATION TABLE

CURVE 15
PI STATION = 104+21.63
Y = 148659.33
X = 325104.97
D = 24'48"12"
DELTA = 56°54'37"
T = 125.19
L = 229.45
R = 231.00
PC STATION = 102+96.44
Y = 148589.82
X = 325000.85
PT STATION = 105+25.89
Y = 148784.51
X = 325103.58
SE = 6.0%
RO = SEE SUPERELEVATION TABLE
SE TRANS = SEE SUPERELEVATION TABLE

BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
10	76+50	3/4"Ø IRON REBAR SET, 110.38' LT.	1159.96
11	78+88	3/4"Ø IRON REBAR SET, 73.85' LT.	1162.35

BEGIN CONSTRUCTION

STA. 100+00

Y= 148,390.56
X= 324,790.55

**GREGORY &
KELLY TAYLOR**

REMOVING SMALL PIPE CULVERTS
STA. 102+65, LT.
REMOVE 18" CMP



EXISTING C/D
DEMANES LN

R/W

R/W

R/W

R/W

R/W

R/W

R/W

R/W

R/W

R/W

R/W

R/W

R/W

R/W

R/W

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R/W

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R/W

R/W

R/W

R/W

R/W

**JOHN & CHERYL
KRAMER**

STA. 100+00 - STA. 105+00
CLEARING & GRUBBING REQ'D

STA. 102+00
(1) CULVERT PIPE CLASS III-A, 24-INCH
(2) APRON ENDWALLS REQ'D
SKEW = 0°
SE INVERT = 1137.62
NW INVERT = 1135.88

STA. 76+00.49 (CTH N)=
STA. 105+56.14 (DEMANES LN)
TYPE C INTERSECTION REQ'D

**DALE F.
SLAMA**

EXISTING C/D CTH N

FINISHED C/D
SLAMA LN

PC STA = 201+21.32

PT STA = 203+02.73

PC STA = 201+21.32

PT STA = 203+02.73

PC STA = 201+21.32

PT STA = 203+02.73

PC STA = 201+21.32

PT STA = 203+02.73

PC STA = 201+21.32

PT STA = 203+02.73

PC STA = 201+21.32

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PC STA = 201+21.32

PT STA = 203+02.73

PC STA = 201+21.32

PT STA = 203+02.73

PC STA = 201+21.32

PT STA = 203+02.73

PC STA = 201+21.32

PT STA = 203+02.73

PC STA = 201+21.32

**RONALD & NIKKI
KRAMER**

EXISTING C/D SLAMA LN

TLE REQ'D

PC STA = 401+50.77

PT STA = 401+79.74

PC STA = 401+50.77

PT STA = 401+79.74

PC STA = 401+50.77

PT STA = 401+79.74

PC STA = 401+50.77

PT STA = 401+79.74

PC STA = 401+50.77

PT STA = 401+79.74

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PC STA = 401+50.77

PT STA = 401+79.74

PC STA = 401+50.77

PT STA = 401+79.74

PC STA = 401+50.77

PT STA = 401+79.74

PC STA = 401+50.77

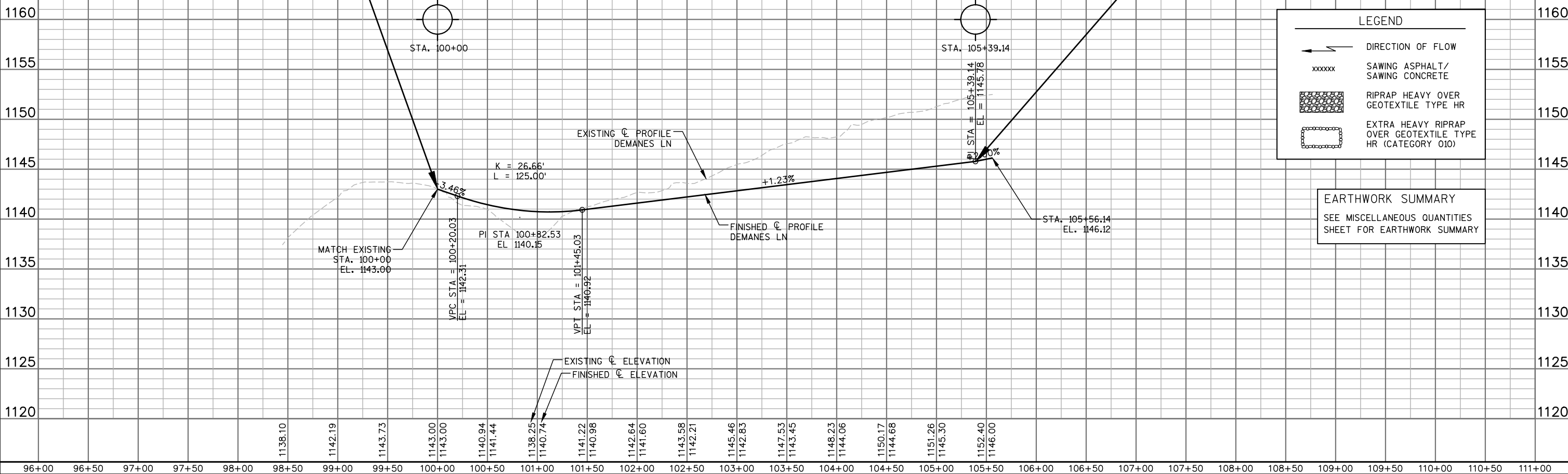
END CONSTRUCTION
STA. 105+39.14

Y= 148,797.76
X= 325,103.44

**TIMOTHY & LORI
CLARK**

BUILDING

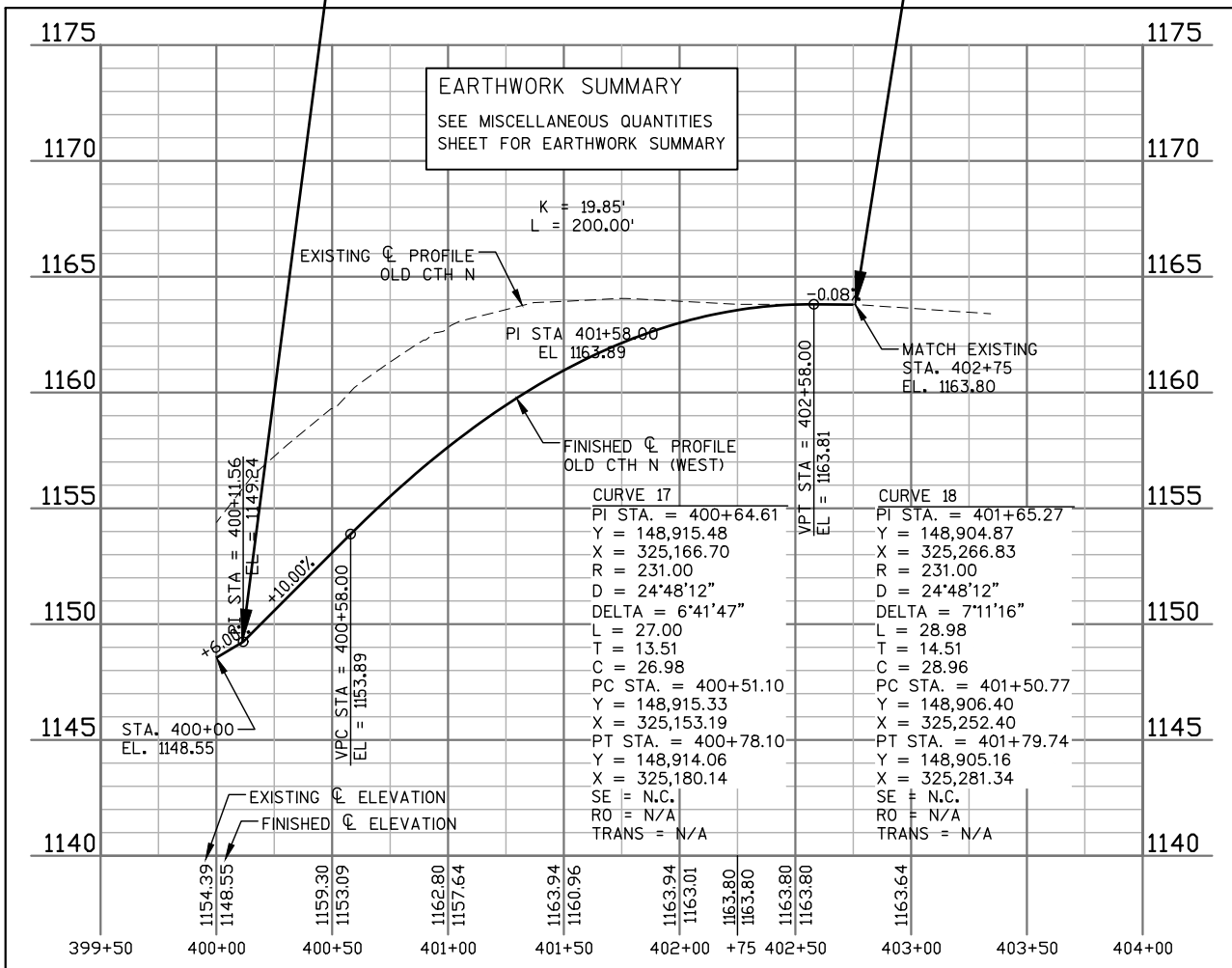
① MEASURED BETWEEN FINISHED
C/L CTH N & FINISHED C/L
DEMANES LANE



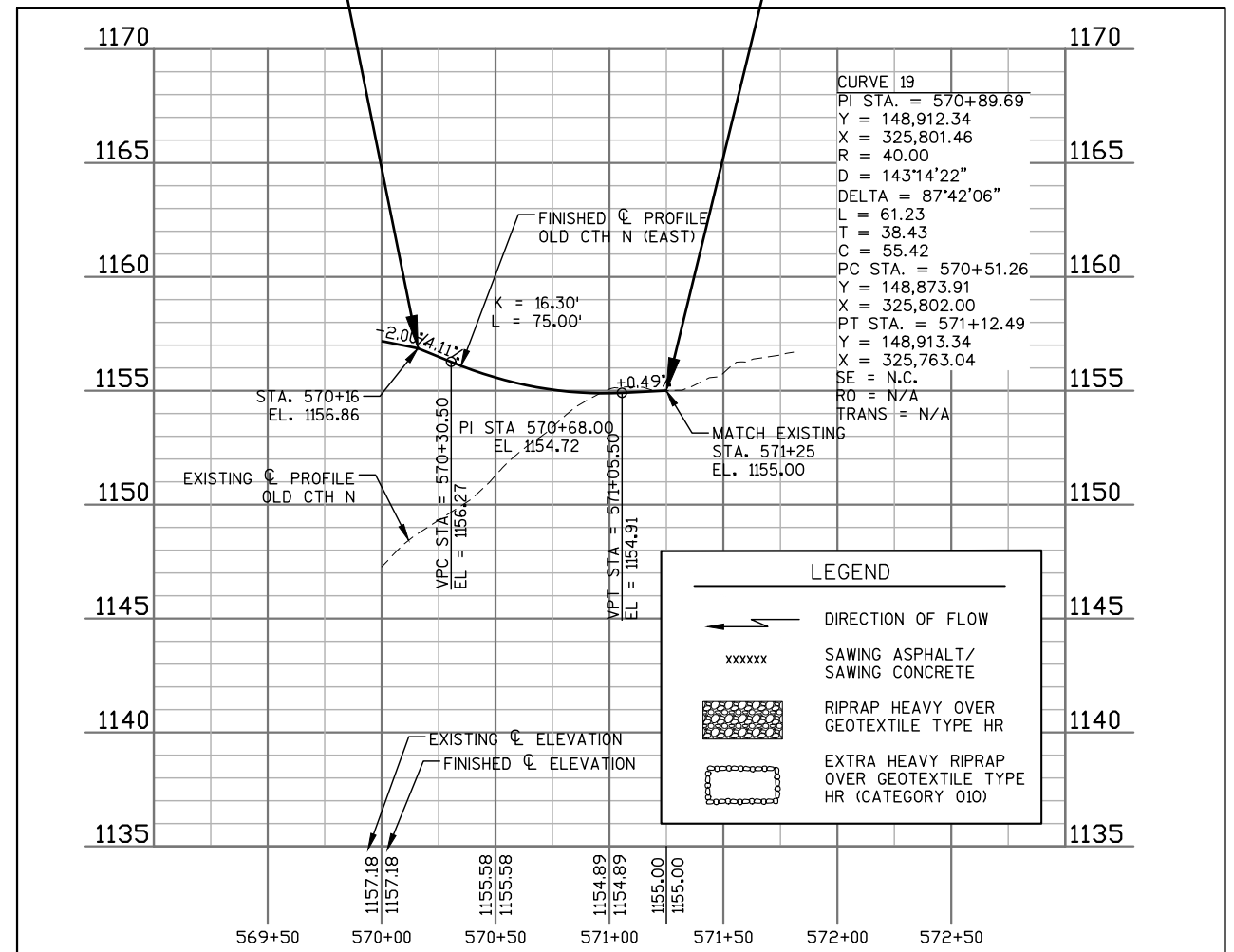
LEGEND

- DIRECTION OF FLOW
- SAWING ASPHALT/
SAWING CONCRETE
- RIPRAP HEAVY OVER
GEOTEXTILE TYPE HR
- EXTRA HEAVY RIPRAP
OVER GEOTEXTILE TYPE
HR (CATEGORY 010)

EARTHWORK SUMMARY
SEE MISCELLANEOUS QUANTITIES
SHEET FOR EARTHWORK SUMMARY



PLOT SCALE : 6" = 1'-0" _XREF



LEGEND

- SIGN ON PERMANENT SUPPORT
- REMOVING PAVEMENT MARKING
- TYPE III BARRICADE WITH ATTACHED SIGN
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGS, 16" x 16" MIN., (ORANGE)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- ASPHALTIC PAVEMENT WIDENING
- DIRECTION OF TRAFFIC
- TEMPORARY SIGNAL. SEE SDD 9G2 FOR EXACT PLACEMENT



INSTALL ON EACH APPROACH AT THE CLOSEST INTERSECTION WITH A STATE OR COUNTY TRUNK HIGHWAY, OR AS DIRECTED BY THE ENGINEER. WIDTH ON SIGN TO BE APPROX. 1-FOOT LESS THAN AVAILABLE WIDTH. (OMIT IF AVAILABLE WIDTH IS MORE THAN 16 FEET.)

GENERAL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

PLACE TEMPORARY PAVEMENT MARKING EDGELINE AND CENTERLINE, AND REMOVE EXISTING PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS OR AS NOTED ON DETAIL.

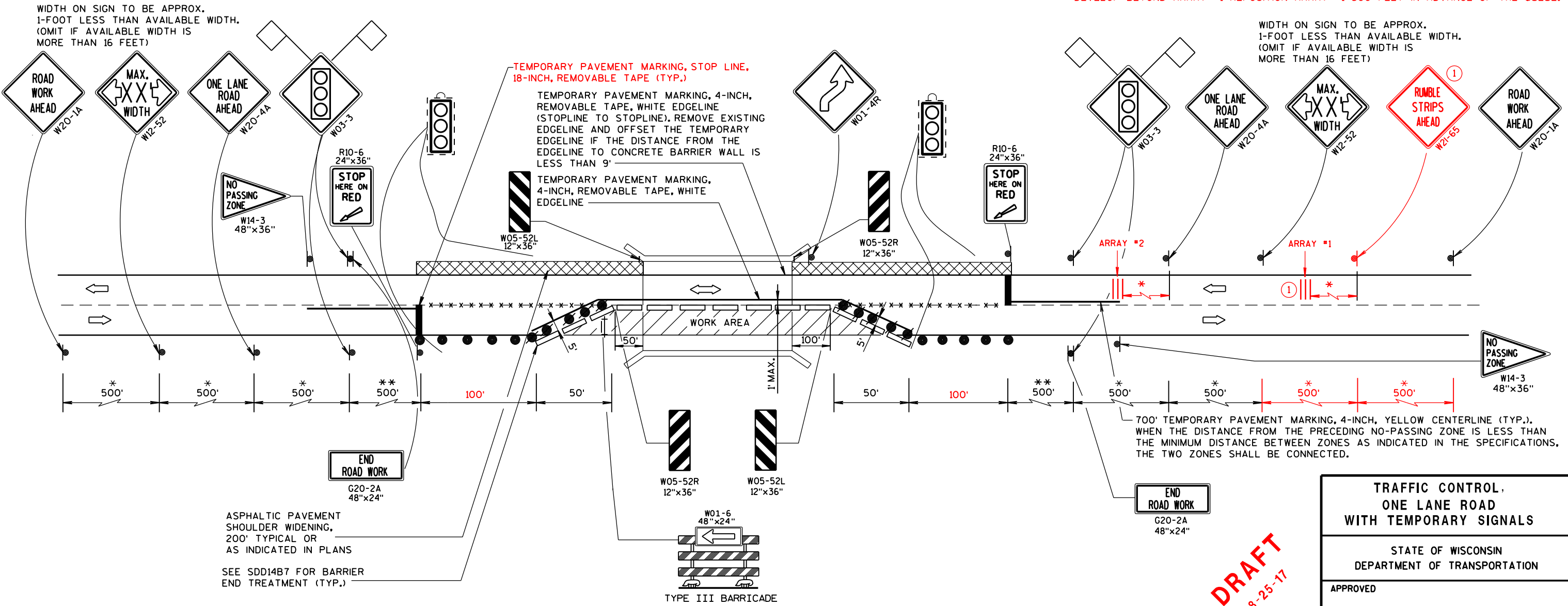
* 500-FOOT SPACING SHOWN IS FOR ROADWAYS WITH A PRE-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350-FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200-FOOT TYPICAL SPACING. USE 1/2 SPACING FOR ARRAY PLACEMENT.

** USE 300' SPACING IF PRE-CONSTRUCTION REGULATORY SPEED LIMIT IS 35 MPH OR LESS.

① THE ADDITION OF TEMPORARY PORTABLE RUMBLE STRIPS IS OPTIONAL. IF USED THE STRIPS MUST BE MONITORED FREQUENTLY AND ADJUSTED AS NEEDED. IF QUEUES DEVELOP BEYOND ARRAY #1 REPOSITION ARRAY #1 500 FEET IN ADVANCE OF THE QUEUE.

6

6

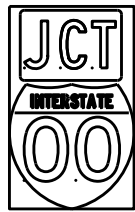


S.D.D. 15 D 33-5

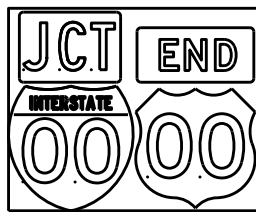
S.D.D. 15 D 33-5

TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	WORK ZONE ENGINEER
DATE	
FHWA	

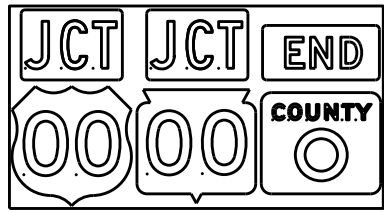
TYPICAL ASSEMBLIES



J1-1



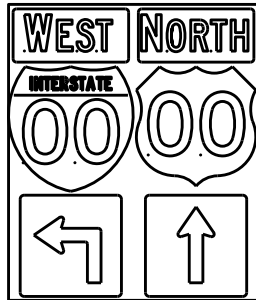
J1-2



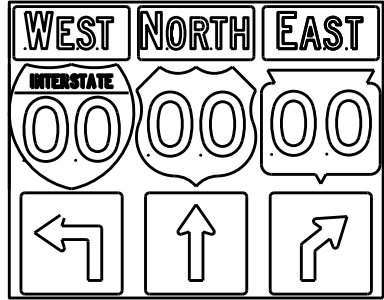
J1-3



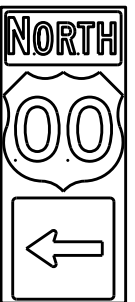
J2-1



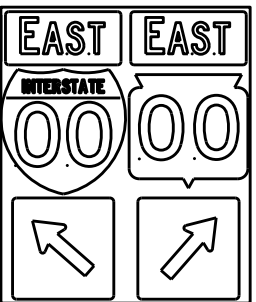
J2-2



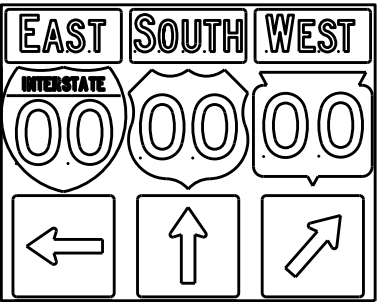
J2-3



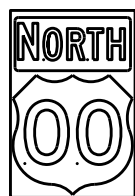
J3-1



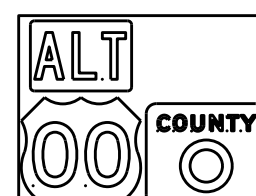
J3-2



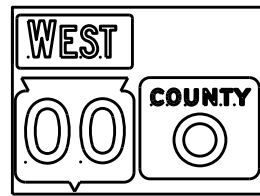
J3-3



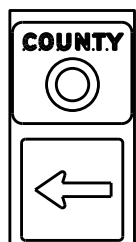
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1



J23-1

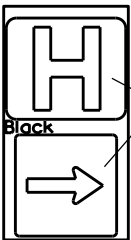


J22-1



JV

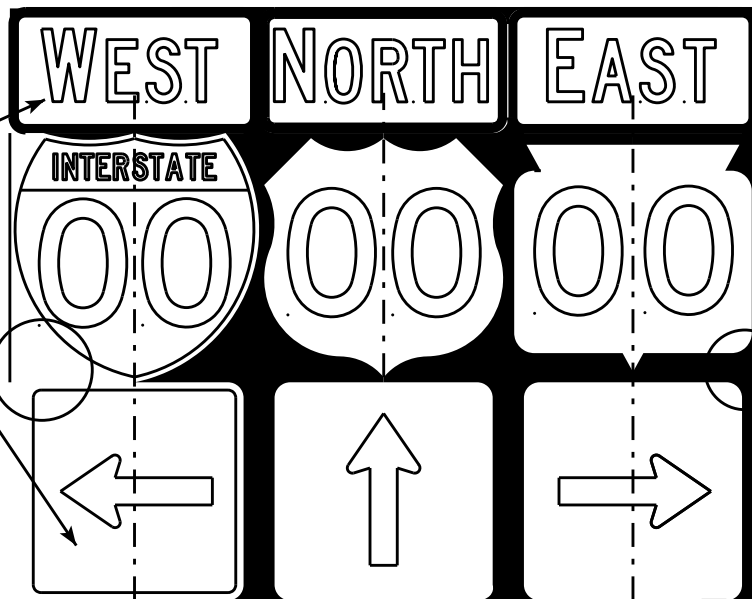
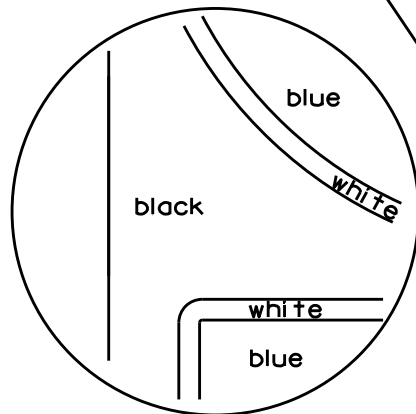
(Typical Vertical J-Assembly
See Note 10 and 11)



JH-1

Blue Background

[blue background
with interstate]



[black background]

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

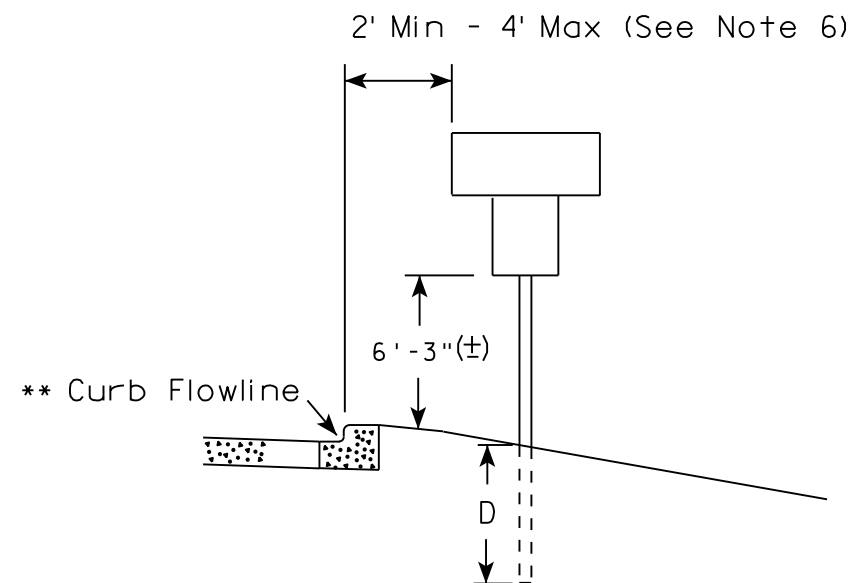
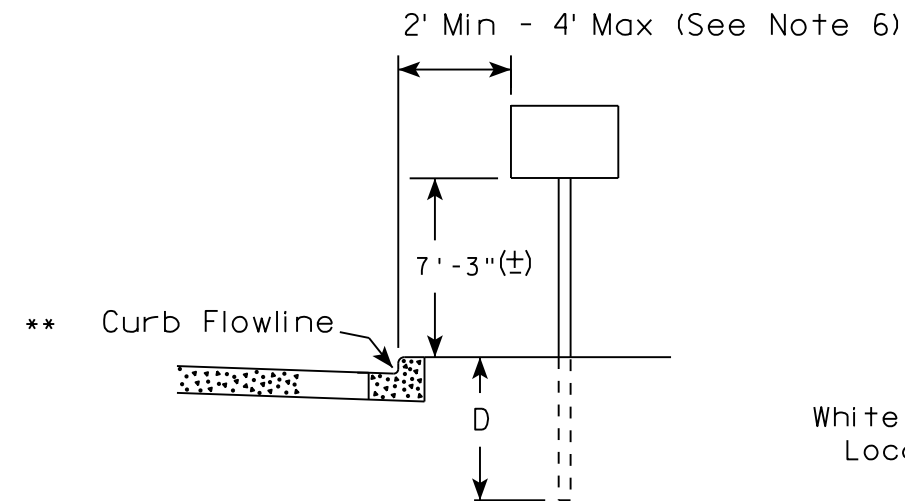
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 2/06/14 PLATE NO. A2-1S.8

NOTES

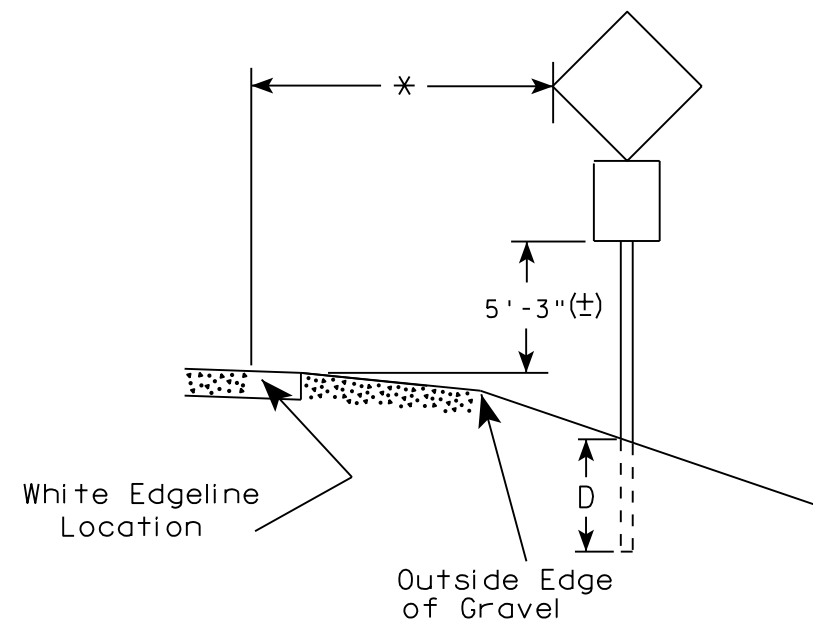
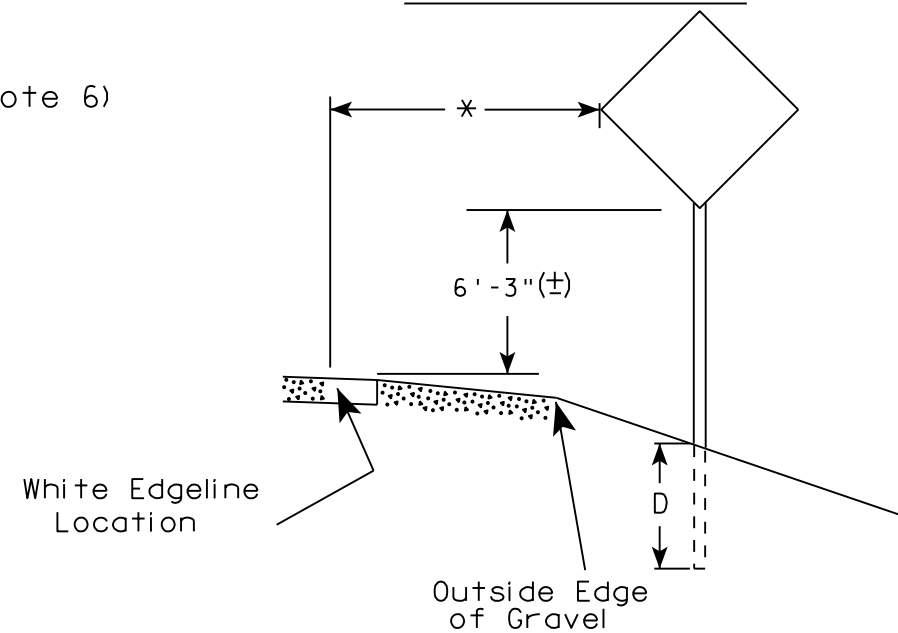
1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Black Non-reflective
Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

URBAN AREA



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

RURAL AREA (See Note 2)



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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

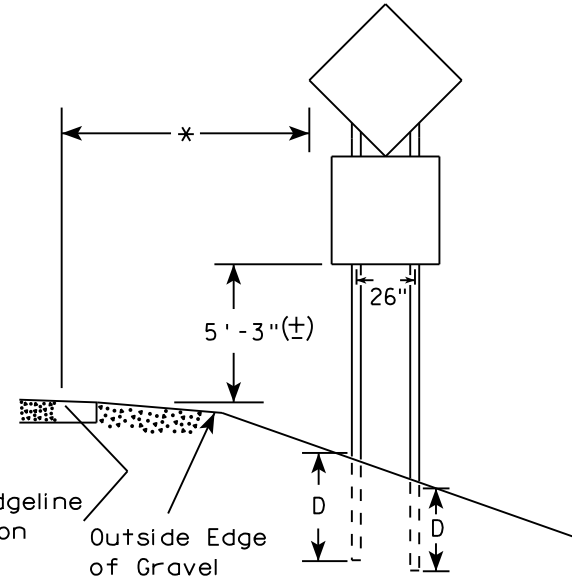
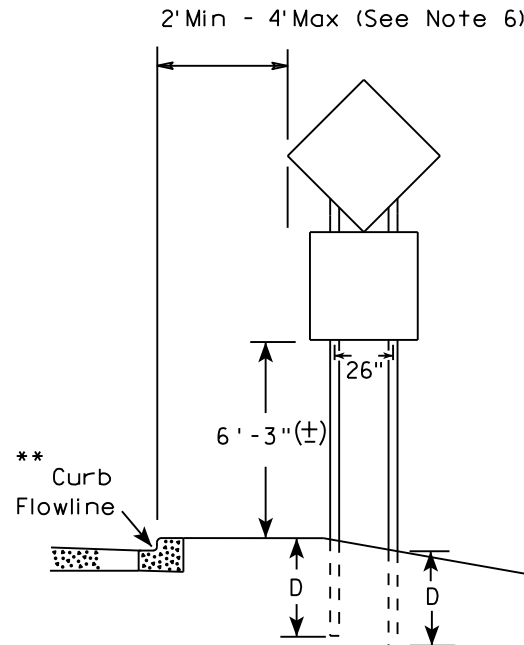
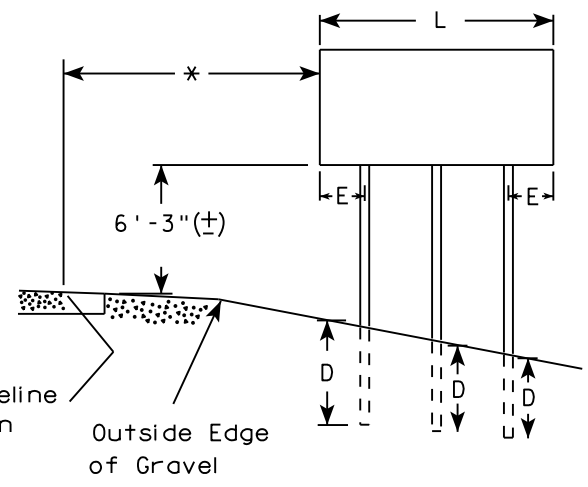
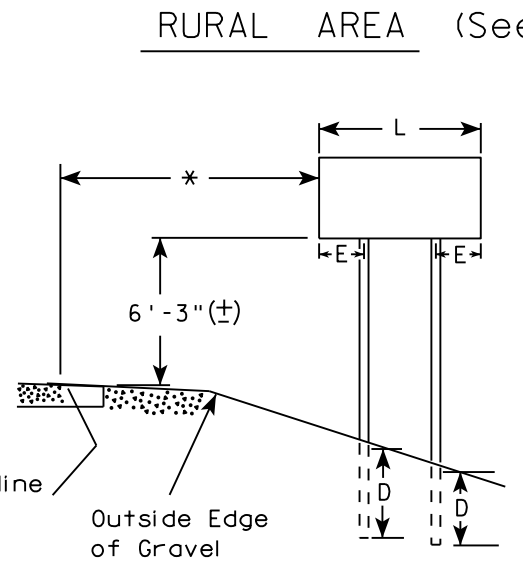
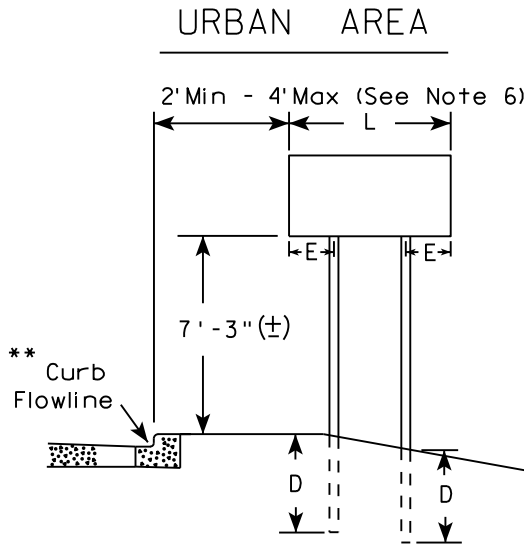
1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. J-Assemblies are considered to be one sign for mounting height.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'-3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-3.21



48" DIAMOND WARNING SIGN

48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

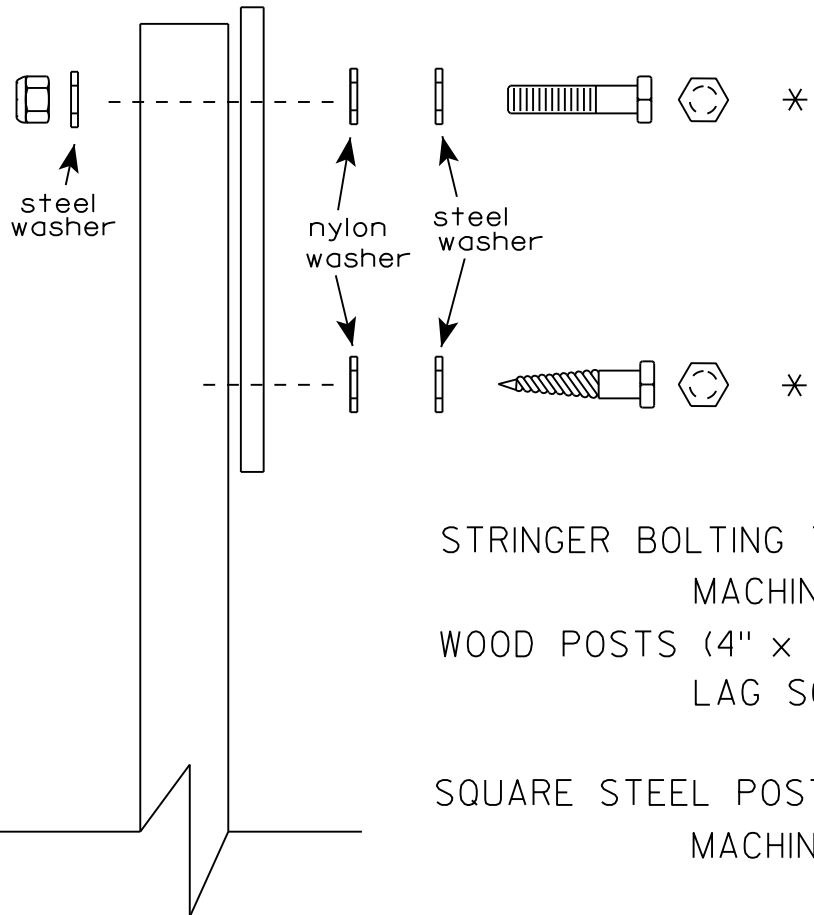
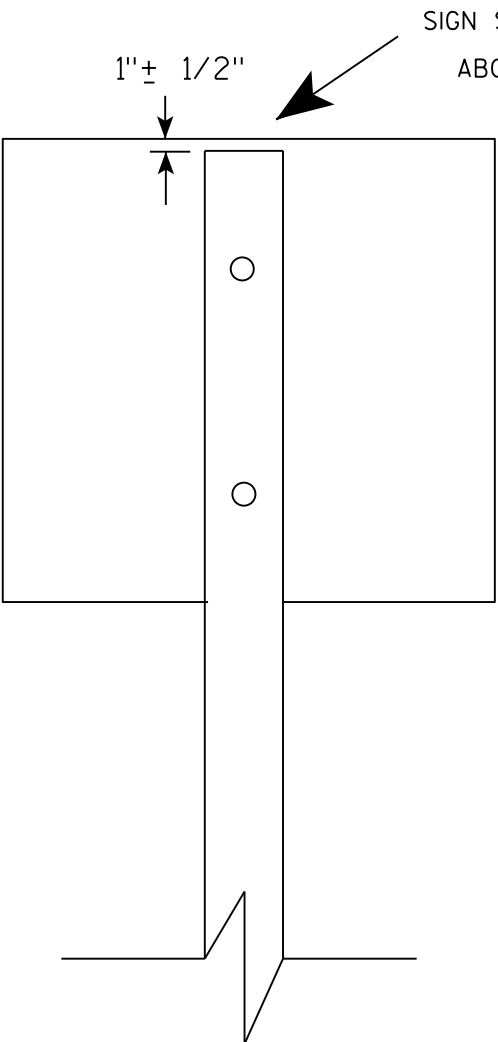
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

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

- * 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.
- ** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.
- *** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.



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

- a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
- b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

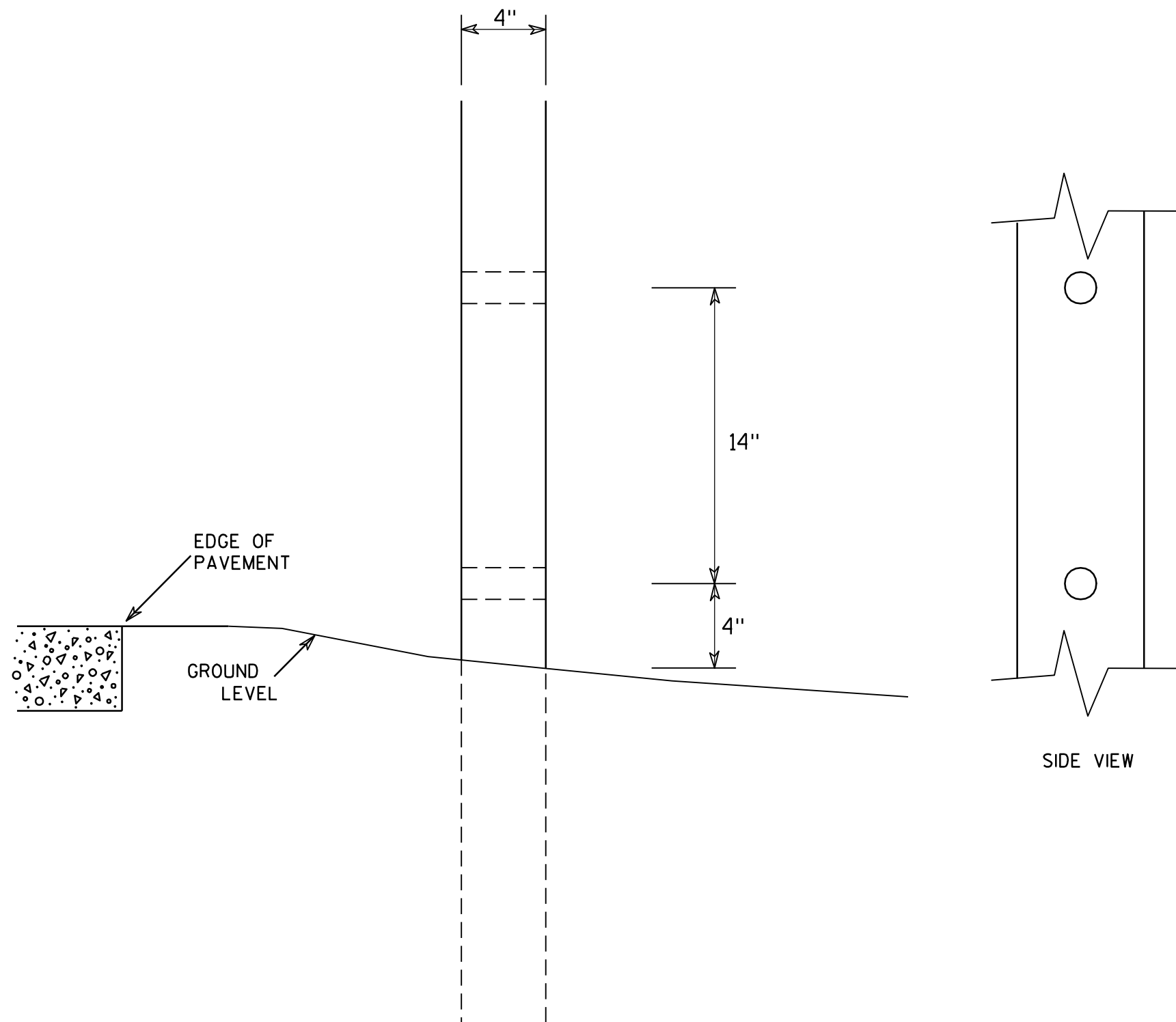
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - $\frac{5}{16}$ " X 1-3/4" Length w/ lock nuts
- WOOD POSTS (4" x 4" or 4" x 6")
- LAG SCREWS - $\frac{3}{8}$ " X 3" (NO STRINGERS ON BACK OF SIGN)
 - $\frac{3}{8}$ " X 4" (STRINGERS ON BACK OF SIGN)
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - $\frac{3}{8}$ " X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
 - $\frac{3}{8}$ " X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
- RIVETS - $\frac{9}{32}$ " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
- O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
- WASHERS (ALL POSTS) -
- 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
 - 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON

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

ATTACHMENT OF SIGNS TO POSTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE <u>8/11/16</u>	PLATE NO. <u>A4-8.8</u>

7

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

**4 X 6 WOOD POST
MODIFICATIONS**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

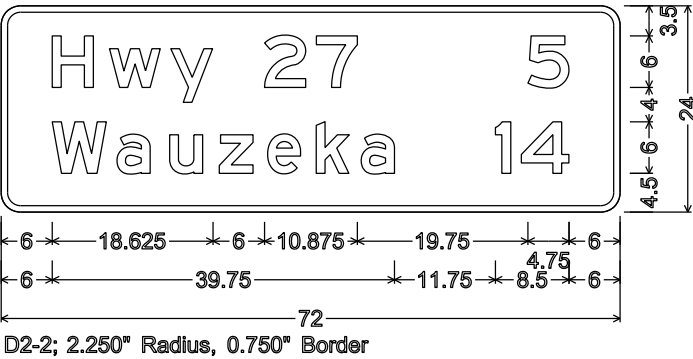
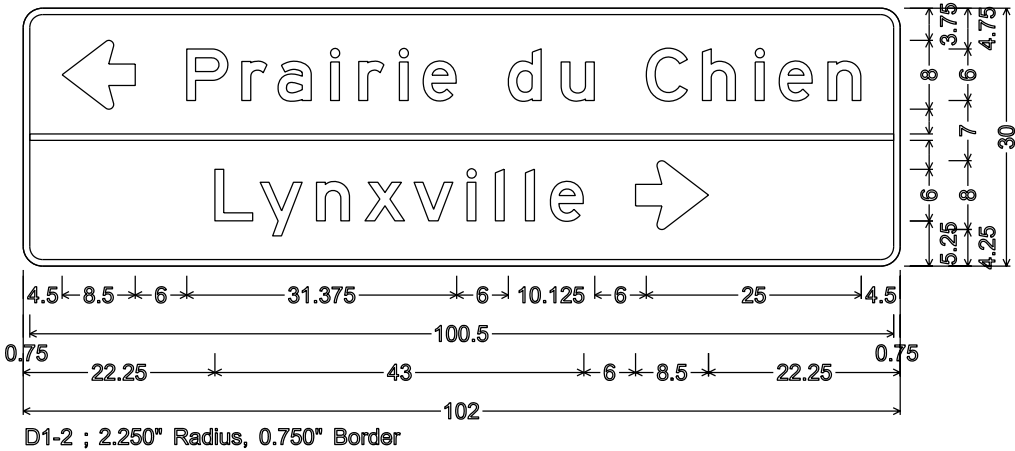
COUNTY:

SHEET NO:

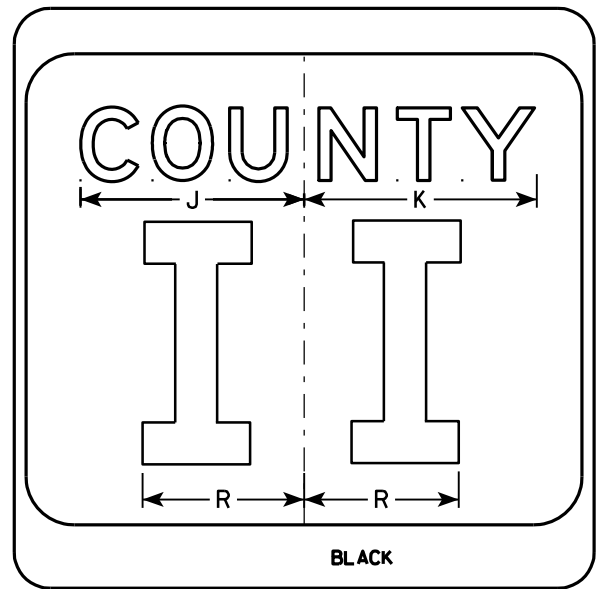
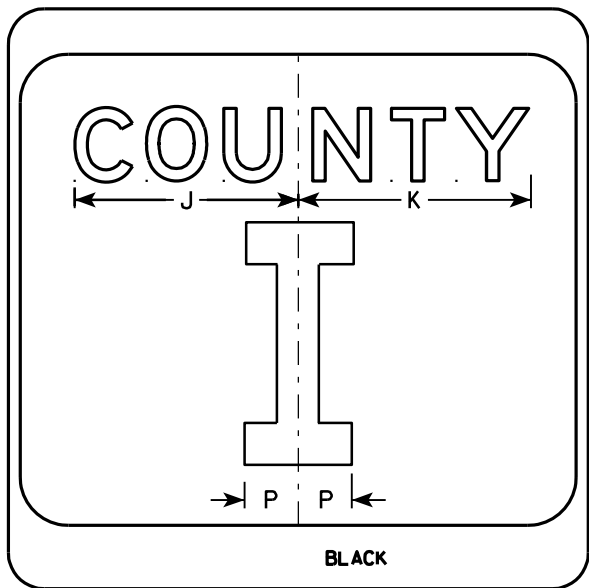
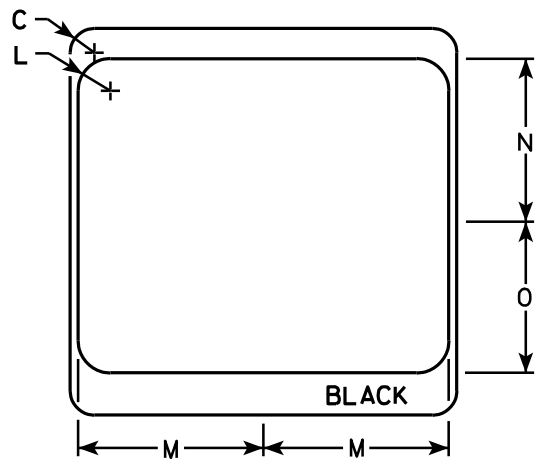
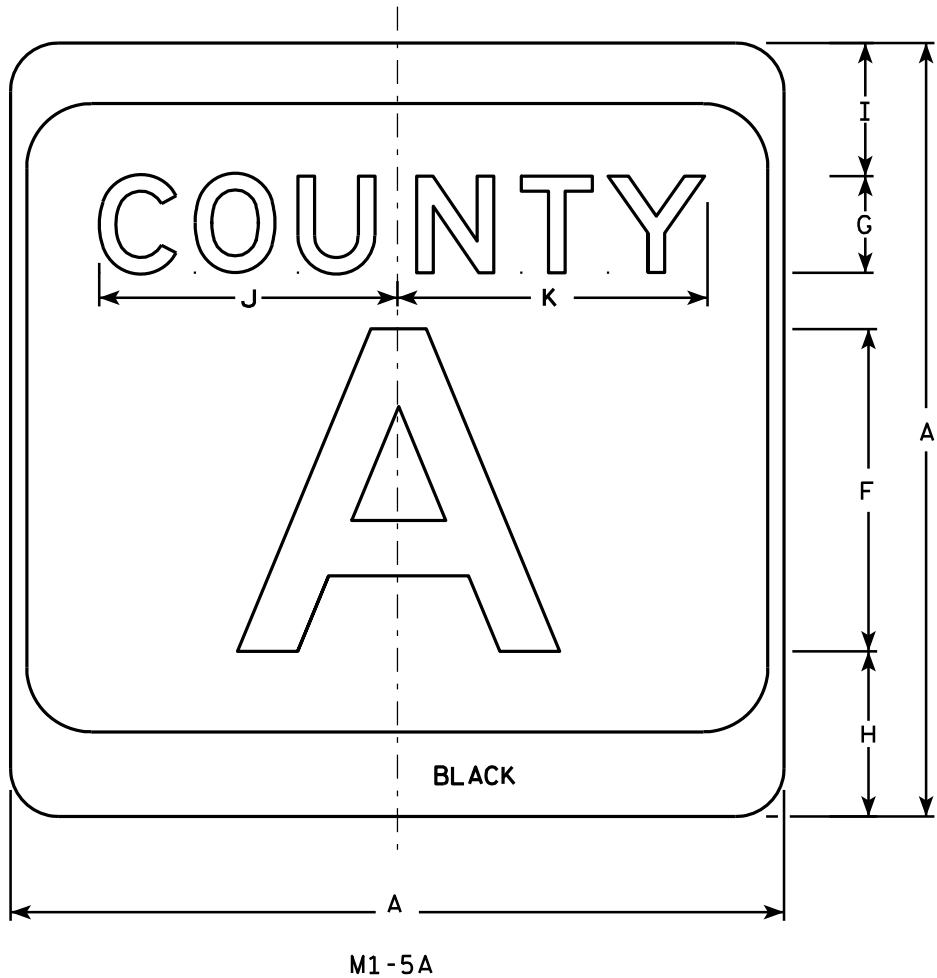
E

NOTES

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



7



NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White & Black - See Note 7
Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
Message Series D for 2 letters unless message is too big then Series C.
Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
Background - Type H Reflective
Detour or temporary Signs
Background - Reflective

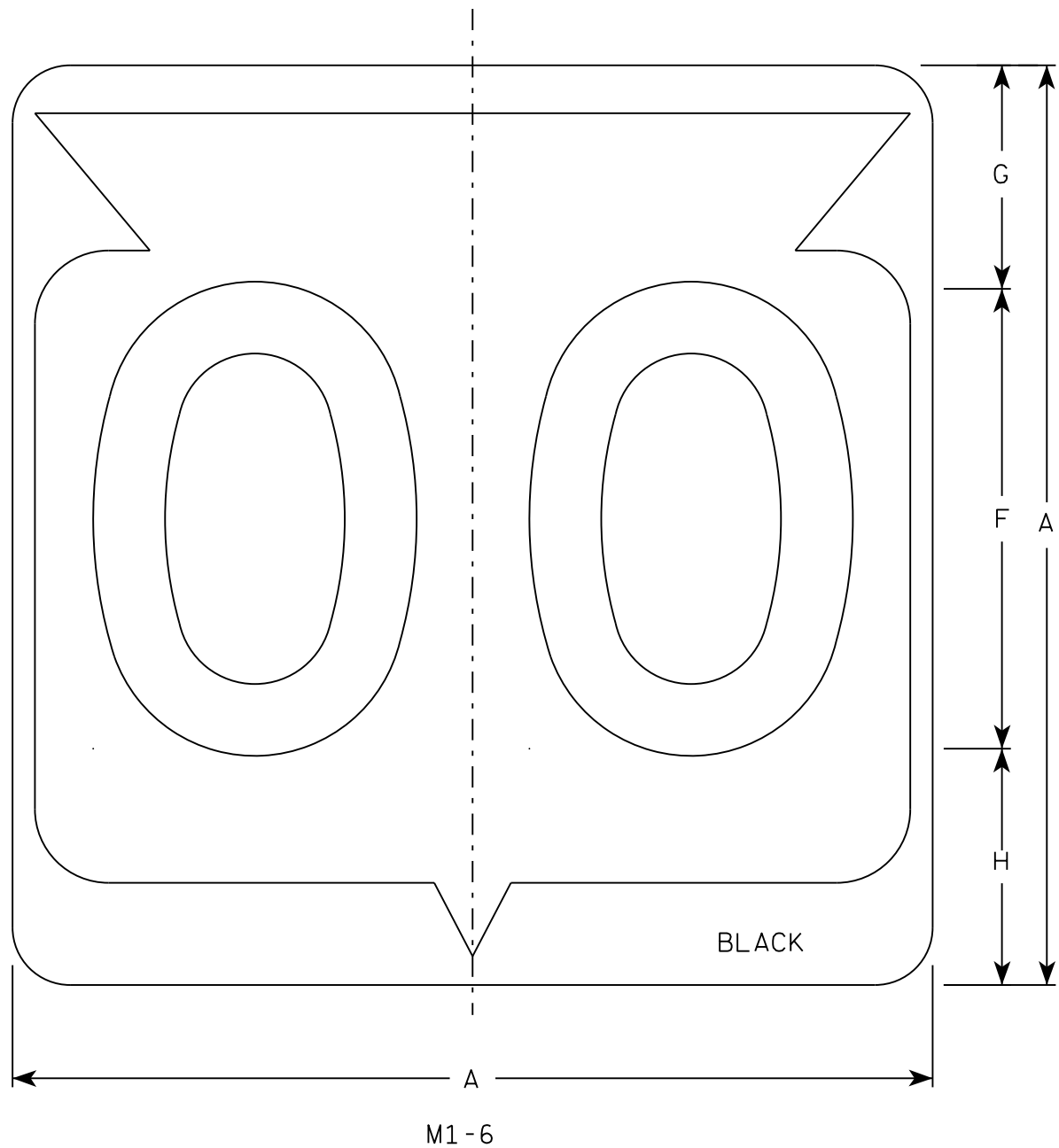
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

CTH MARKER	
M1-5A FOR ASSEMBLIES	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 9/27/11	PLATE NO. M1-5A.8

PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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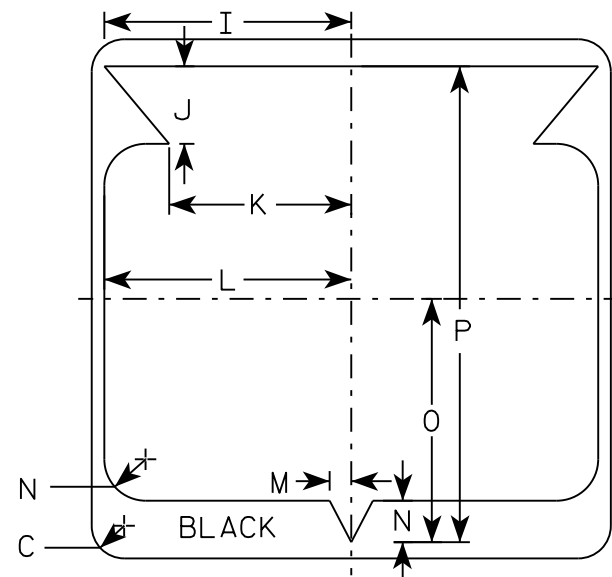
7

7



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - D except 3 number signs Series C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

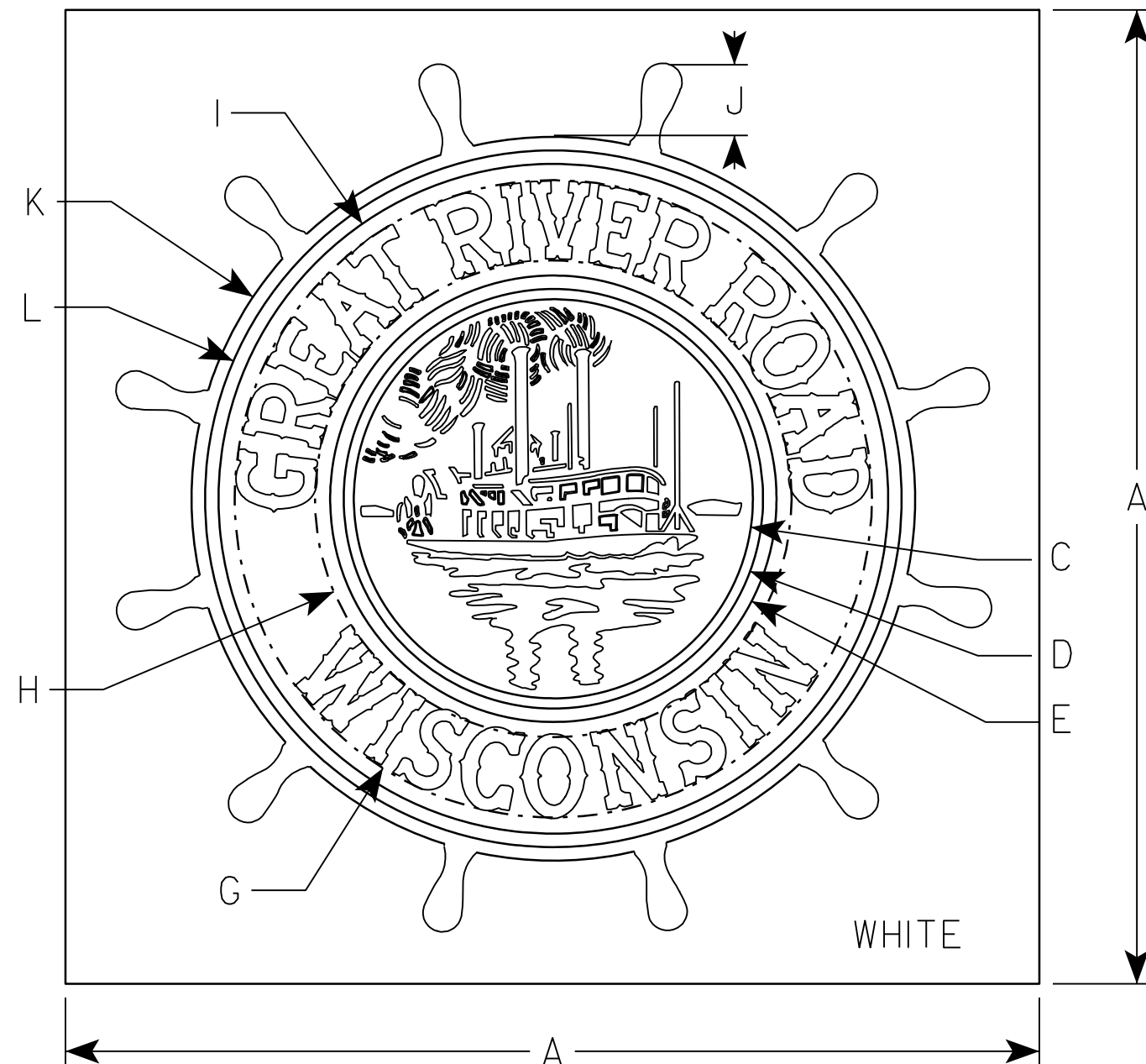
PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

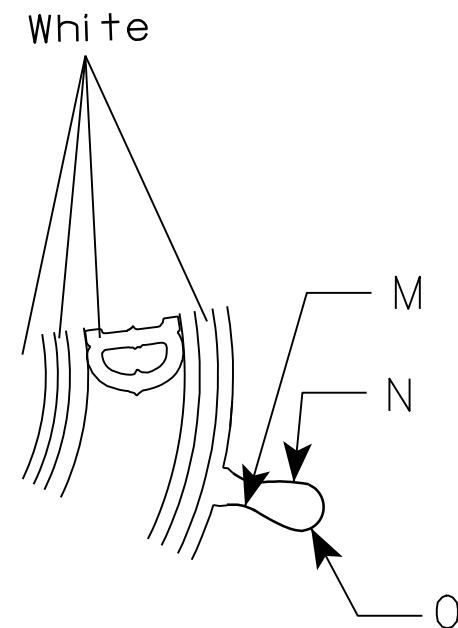
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10



- NOTES**
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
 2. Color:
Background - White
Message - Words - White - Graphics - Green
 3. Message Series - Special
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		R 5	R 5 ¼	R 5 ½		R 7 ⅞	R 5 ⅞	R 8 ½	1 ¾	R 4 ½	R 8 ½	R 7 ⅞	R 3 ½	R ½												4.0
3																											
4	36		R 7 ⅞	R 7 ¾	R 8 ¼		R 11 ¾	R 8 ¾	R 12 ⅜	2 ⅝	R 13 ⅜	R 12 ⅜	R 1 ⅜	R 5 ¼	R ¾												9.0
5																											

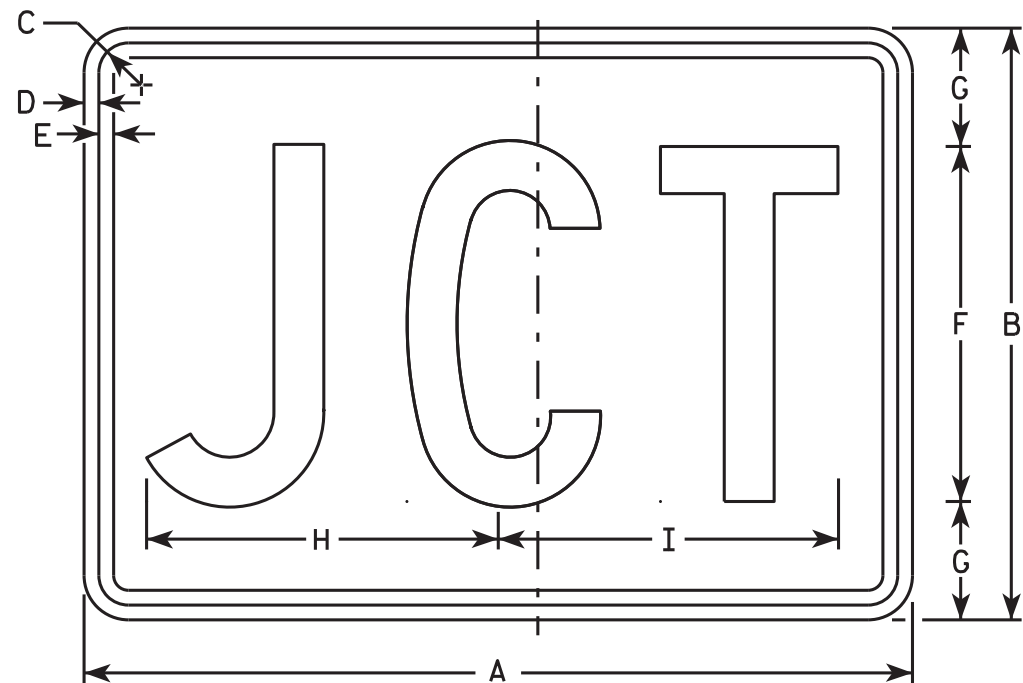
STANDARD SIGN
M1 - 96

WISCONSIN DEPT OF TRANSPORTATION

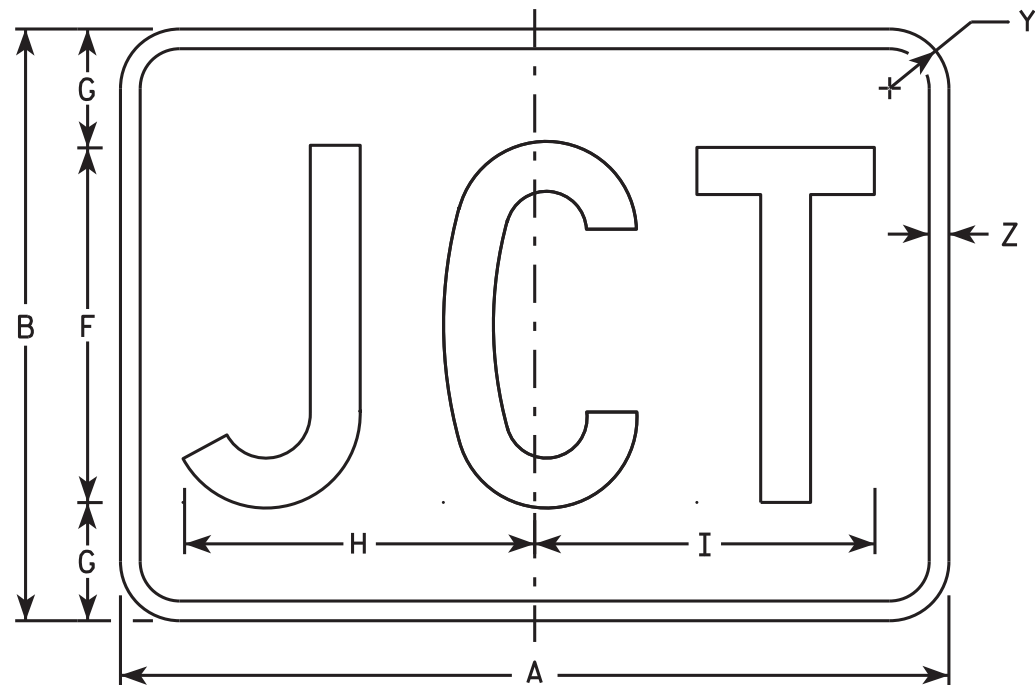
APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 2/23/10 PLATE NO. M1-96.2

PROJECT NO:	HWY:	COUNTY:	SHEET NO:												E
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M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H
2. Color:
Background - See note 5
Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
Message - Black
MB2-1 Background - Blue
Message - White
MK2-1 Background - Green
Message - White
MM2-1 Background - White
Message - Green
MN2-1 Background - Brown
Message - White
MP2-1 Background - White
Message - Blue
MR2-1 Background - Brown
Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

PROJECT NO:

HWY:

COUNTY:

SHEET NO: E

STANDARD SIGN

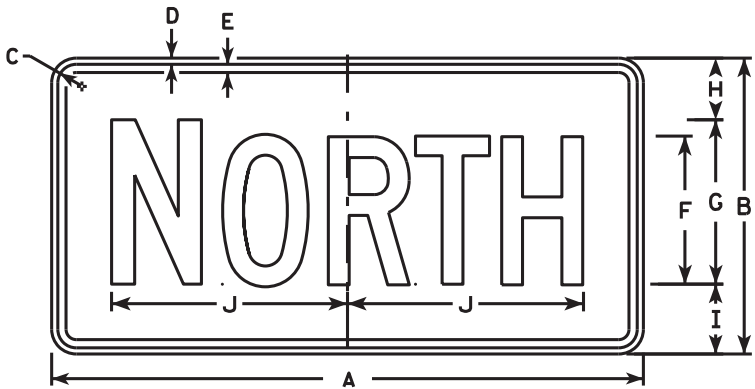
M2 - 1

WISCONSIN DEPT OF TRANSPORTATION

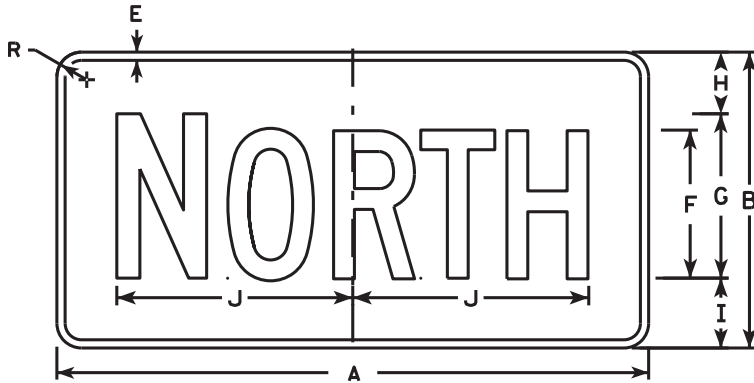
APPROVED *Matthew R. Raush*
for State Traffic Engineer

DATE 10/15/15

PLATE NO. M2-1.12



M3-1
MM3-1
MP3-1



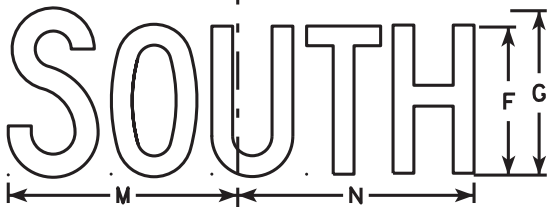
MB3-1
MK3-1
MN3-1



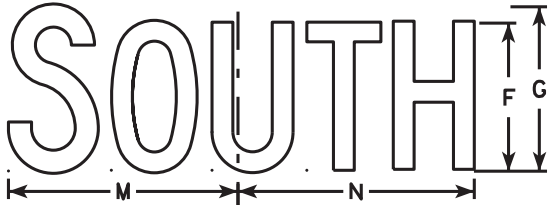
M3-2
MM3-2
MP3-2



MB3-2
MK3-2
MN3-2



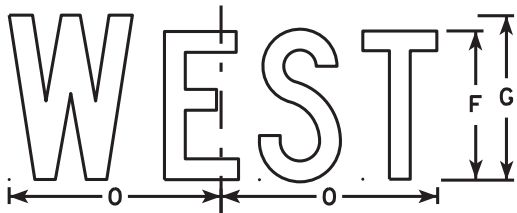
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
Background - See note 5
Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
Message - Black
MB3-1 thru MB3-4 Background - Blue
Message - White
MK3-1 thru MK3-4 Background - Green
Message - White
MM3-1 thru MM3-4 Background - White
Message - Green
MN3-1 thru MN3-4 Background - Brown
Message - White
MP3-1 thru MP3-4 Background - White
Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

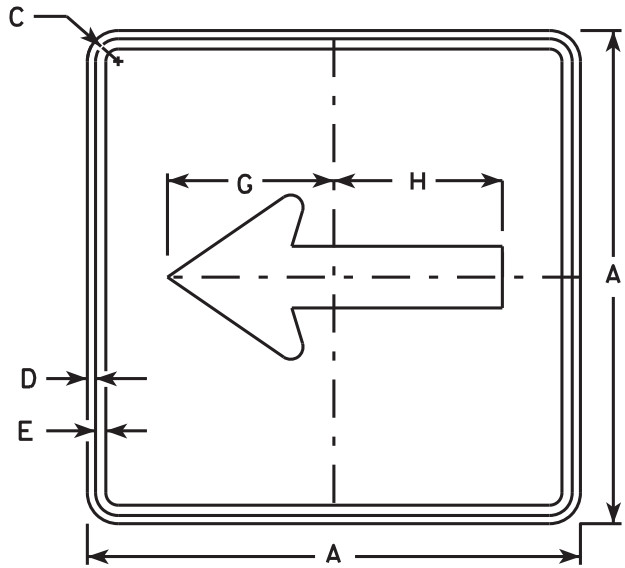
PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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STANDARD SIGNS
M3-1 thru M3-4
SERIES

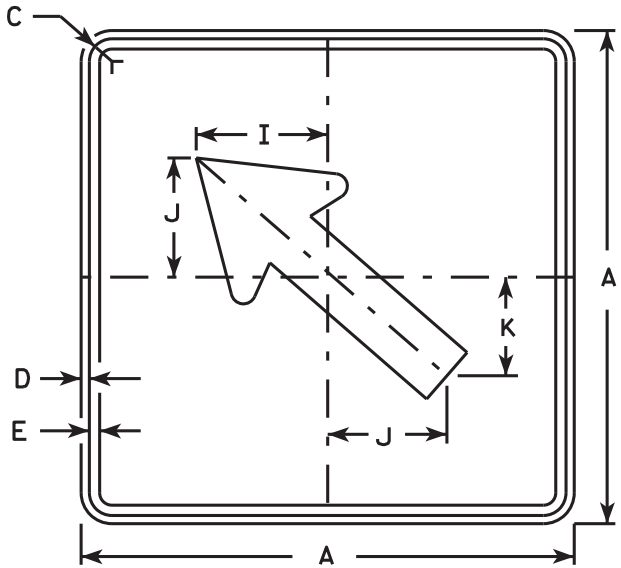
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

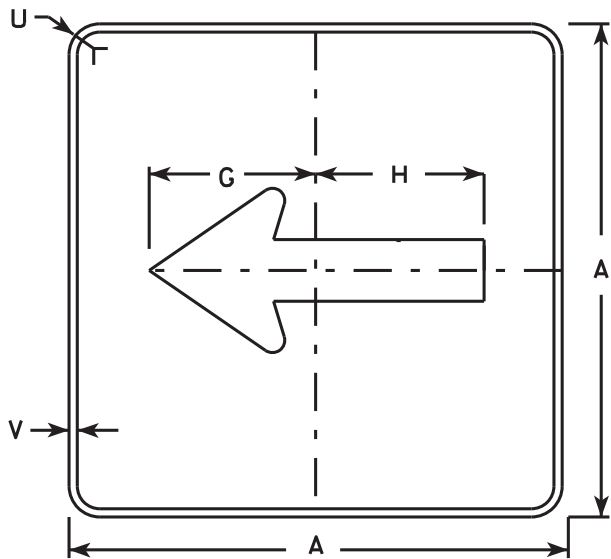
DATE 10/15/15 PLATE NO. M3-1.14



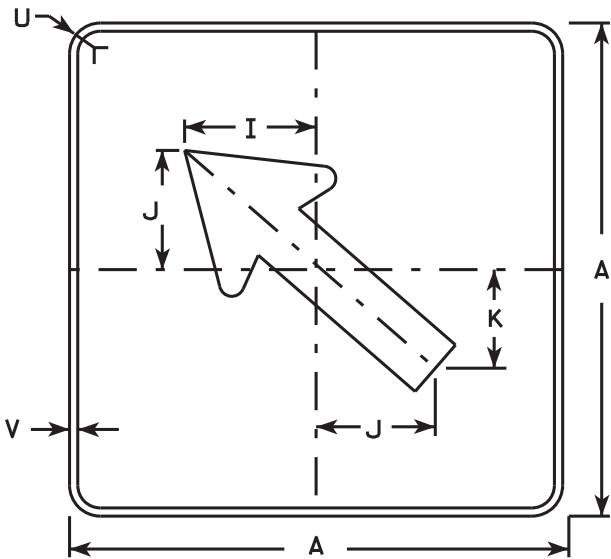
M6 - 1
MM6 - 1
MO6 - 1
MP6 - 1



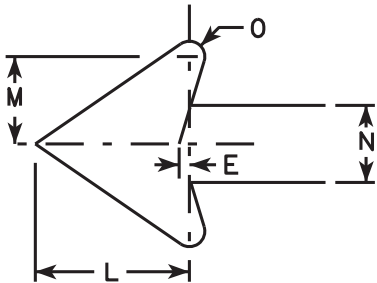
M6 - 2
MM6 - 2
MO6 - 2
MP6 - 2



MB6 - 1
MK6 - 1
MN6 - 1
MR6 - 1



MB6 - 2
MK6 - 2
MN6 - 2
MR6 - 2



NOTES

- 1. Signs are Type II - Type H except as Shown
- 2. Color:
 - Background - See note 4
 - Message - See note 4
- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 4. M6-1 and M6-2 Background - White
Message - Black
MB6-1 and MB6-2 Background - Blue
Message - White
MK6-1 and MK6-2 Background - Green
Message - White
MM6-1 and MM6-2 Background - White
Message - Green
MN6-1 and MN6-2 Background - Brown
Message - White
MO6-1 and MO6-2 Background - Orange - Type F Reflective
Message - Black
MP6-1 and MP6-2 Background - White
Message - Blue
MR6-1 and MR6-2 Background - Brown
Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

PROJECT NO:

HWY:

COUNTY:

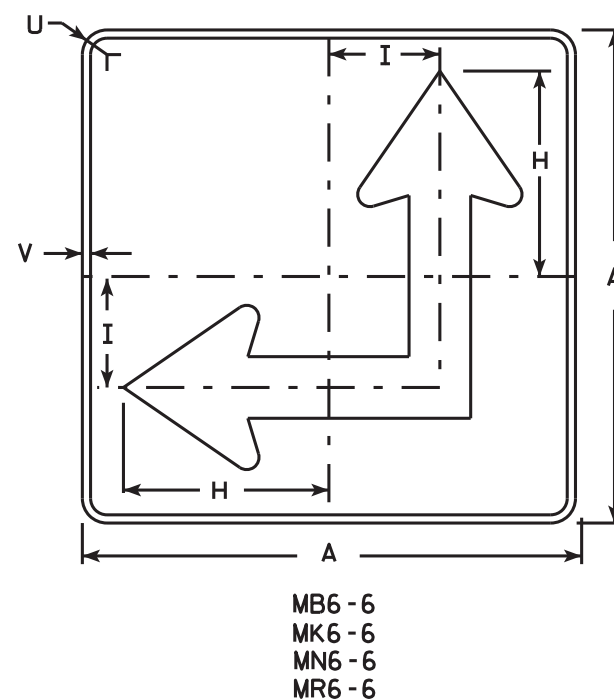
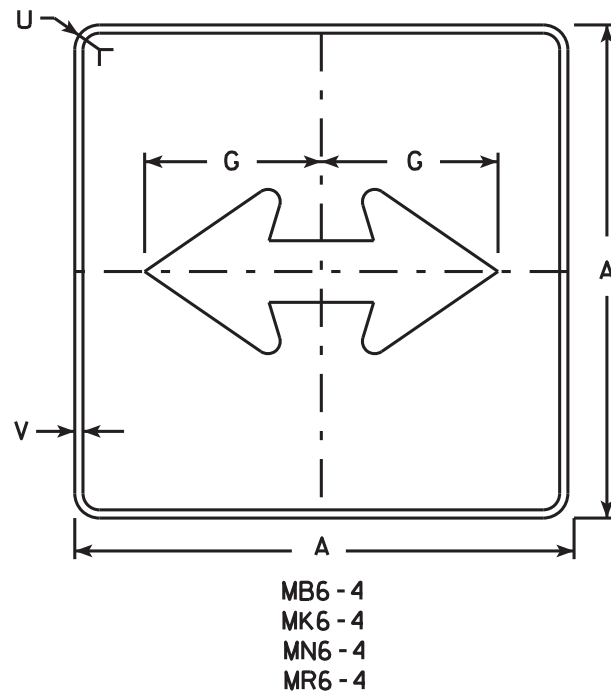
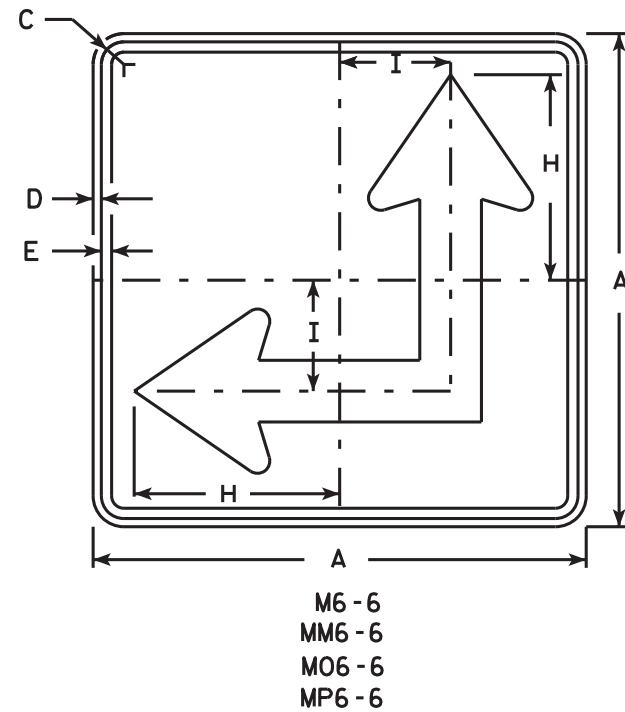
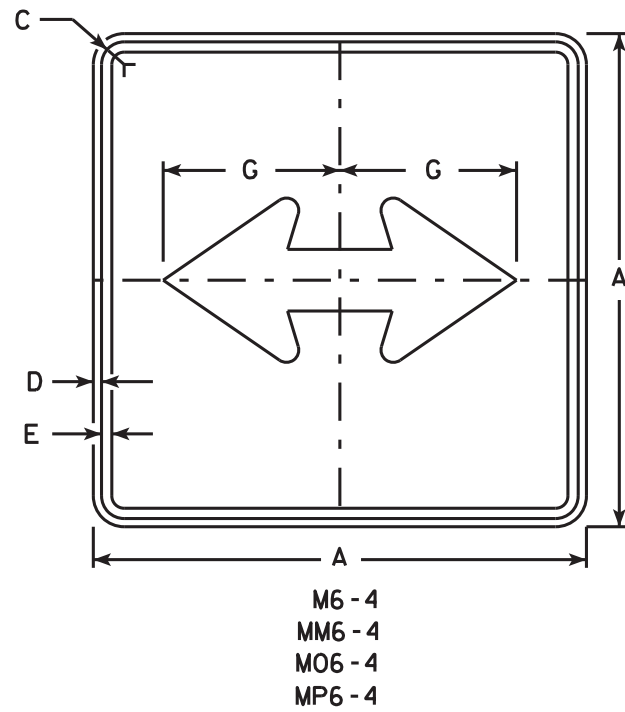
SHEET NO: E

STANDARD SIGN
M6 - 1 & M6 - 2
SERIES

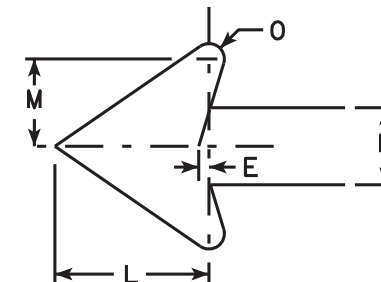
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M6-1.15

**NOTES**

- Signs are Type II - Type H except as Shown
- Color:
Background - See Note 4
Message - See Note 4
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- M6-4 and M6-6 Background - White
Message - Black
MB6-4 and MB6-6 Background - Blue
Message - White
MK6-4 and MK6-6 Background - Green
Message - White
MM6-4 and MM6-6 Background - White
Message - Green
MN6-4 and MN6-6 Background - Brown
Message - White
M06-4 and M06-6 Background - Orange - Type F Reflective
Message - Black
MP6-4 and MP6-6 Background - White
Message - Blue
MR6-4 and MR6-6 Background - Brown
Message - Yellow
- M6-6R same as M6-6L except arrow points ahead and right.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

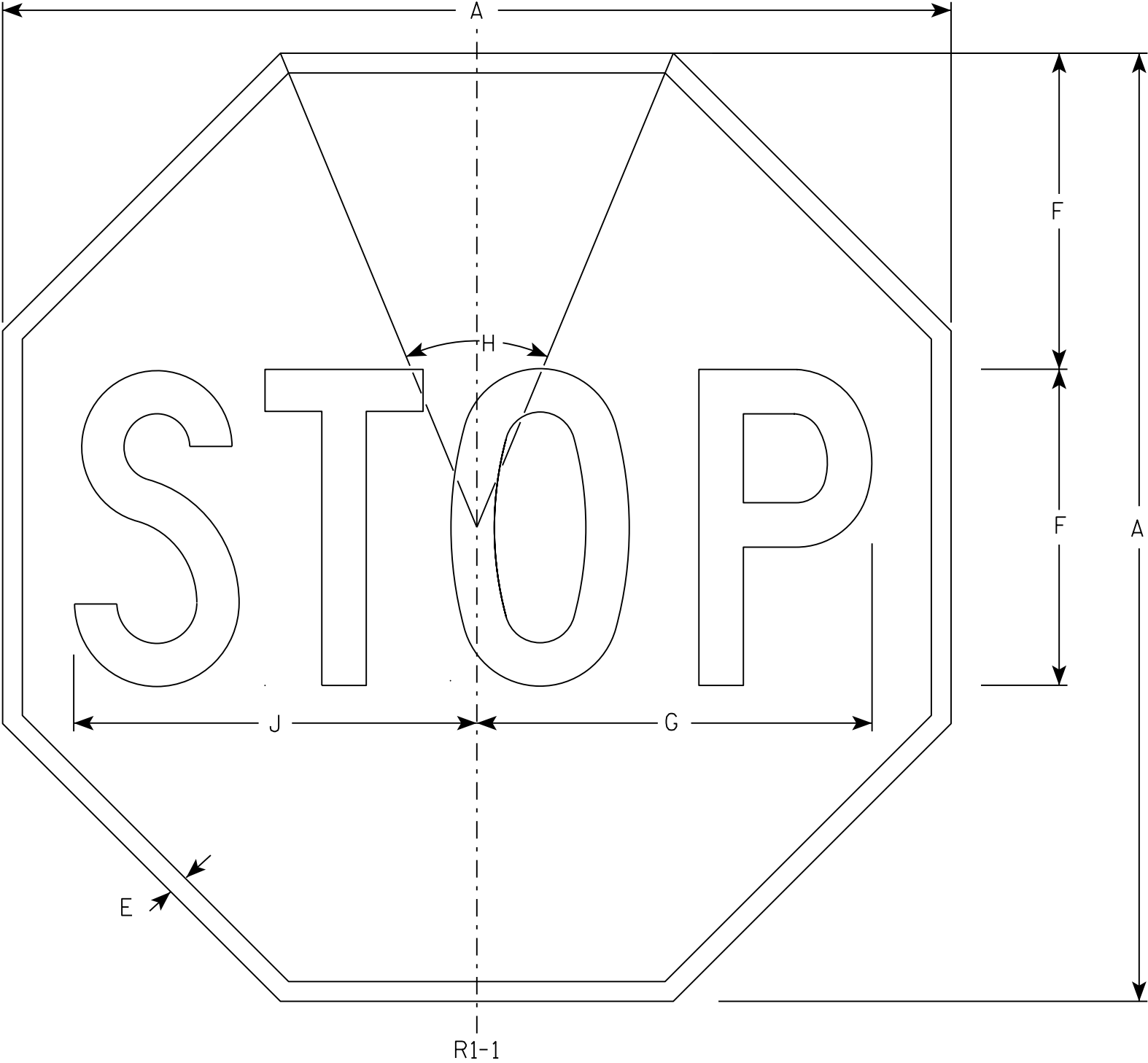
STANDARD SIGN
M6 - 4 & M6 - 6
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M6-4.10

7



NOTES

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

7

R1-1

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

STANDARD SIGN

R1 - 1

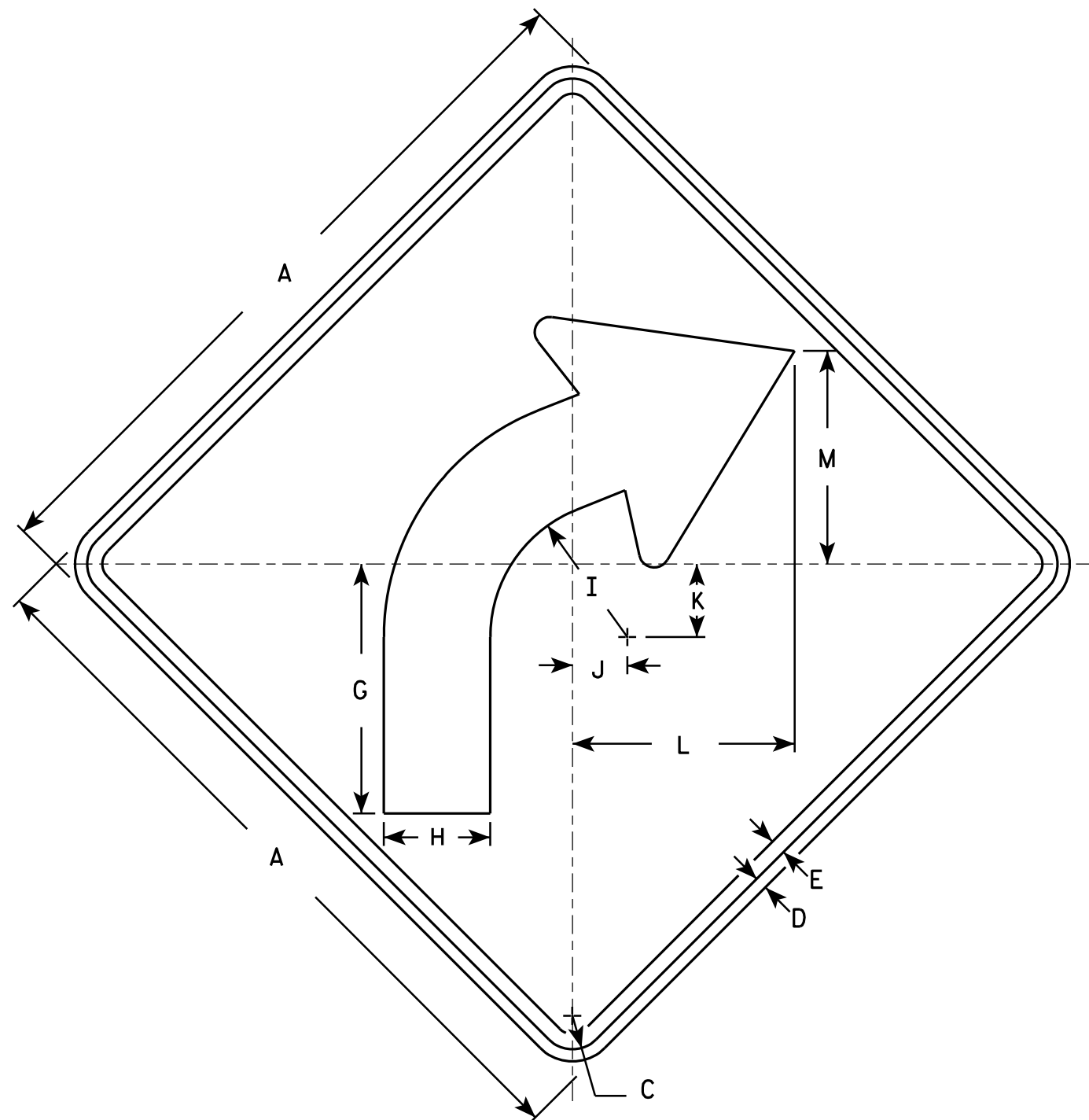
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

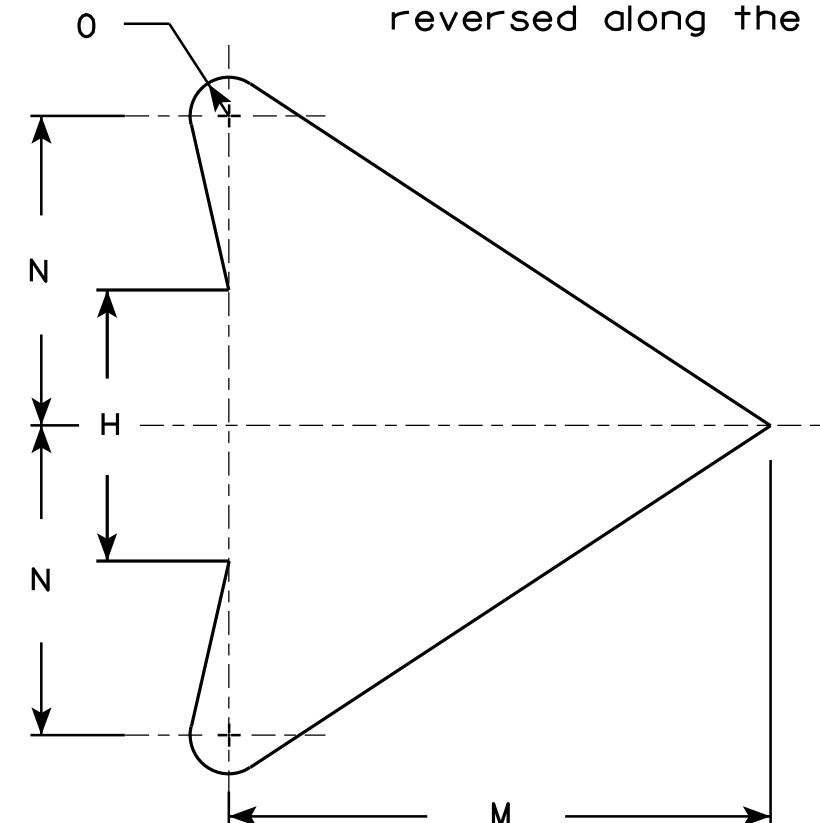
DATE 11/12/15 PLATE NO. R1-1.13

NOTES

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



W1-2R



ARROW DETAIL

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

STANDARD SIGN W1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

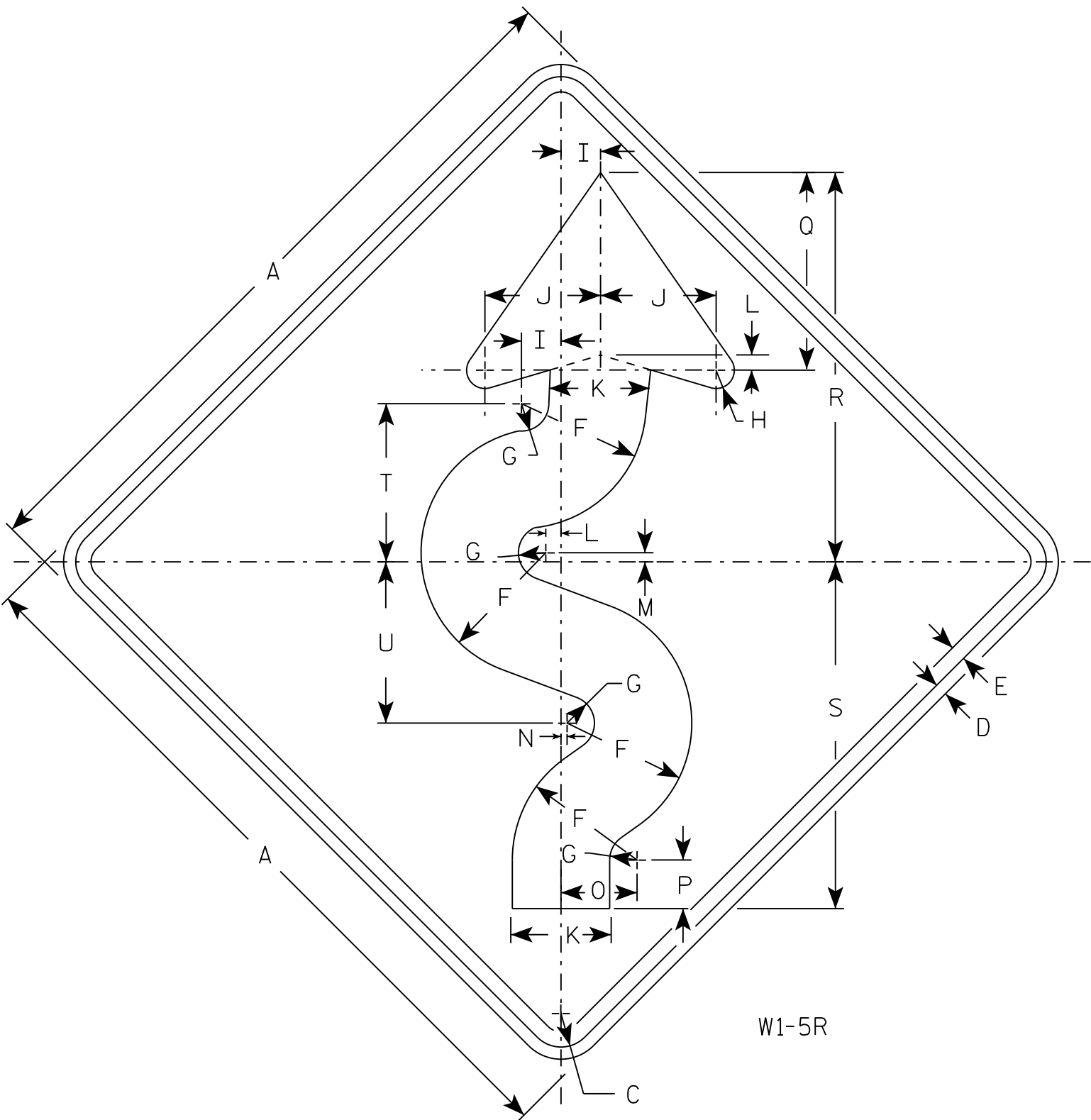
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Yellow
Message - Black
- 3. W1-5L is the same as W1-5R except the arrow is reversed along the vertical centerline.
- 4. If used with W13-1 of 30 MPH or less, use 36" sign for Size 2S.

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

STANDARD SIGN

W1-5

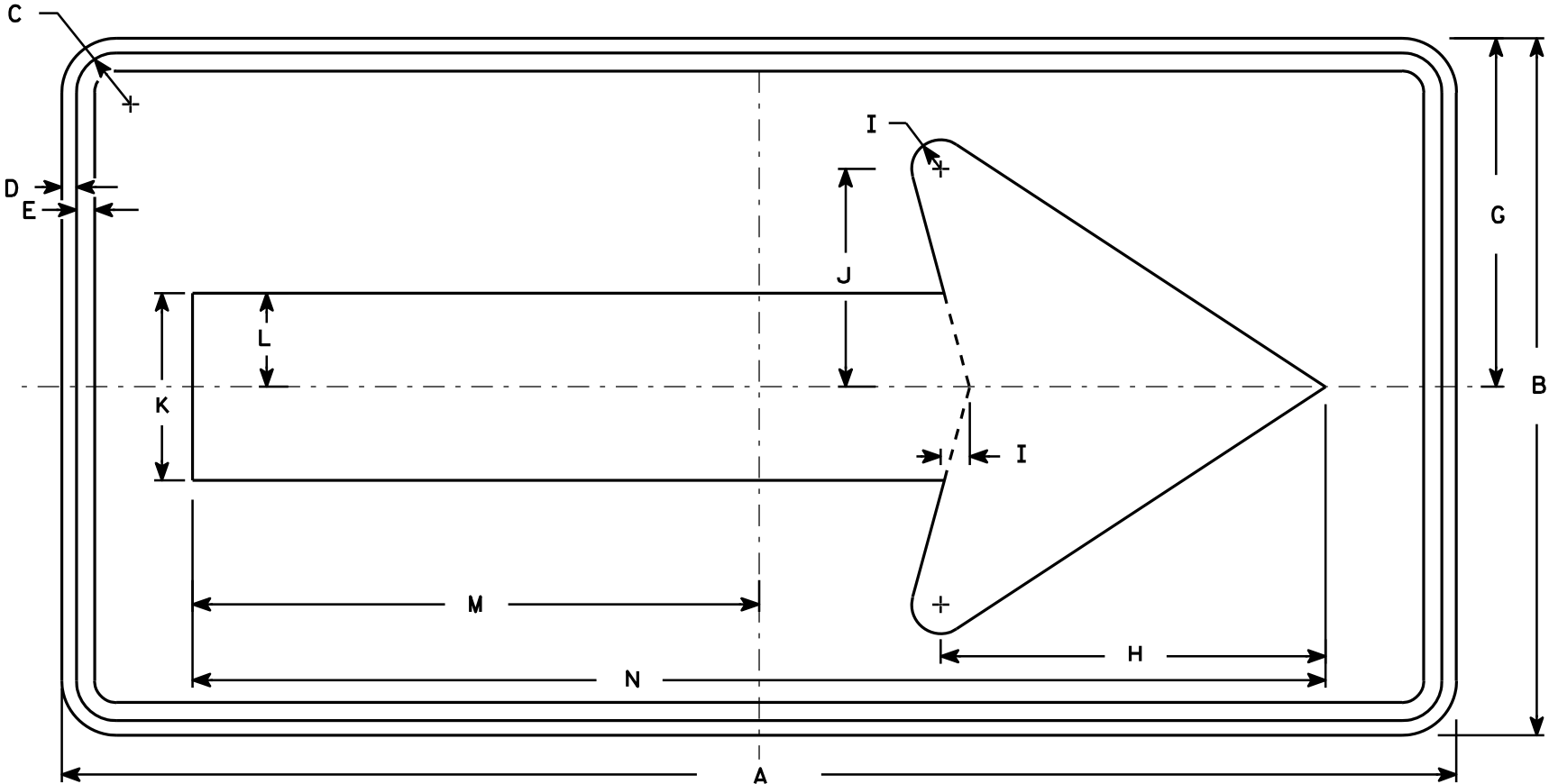
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 8/1/16 PLATE NO. W1-5.9

NOTES

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



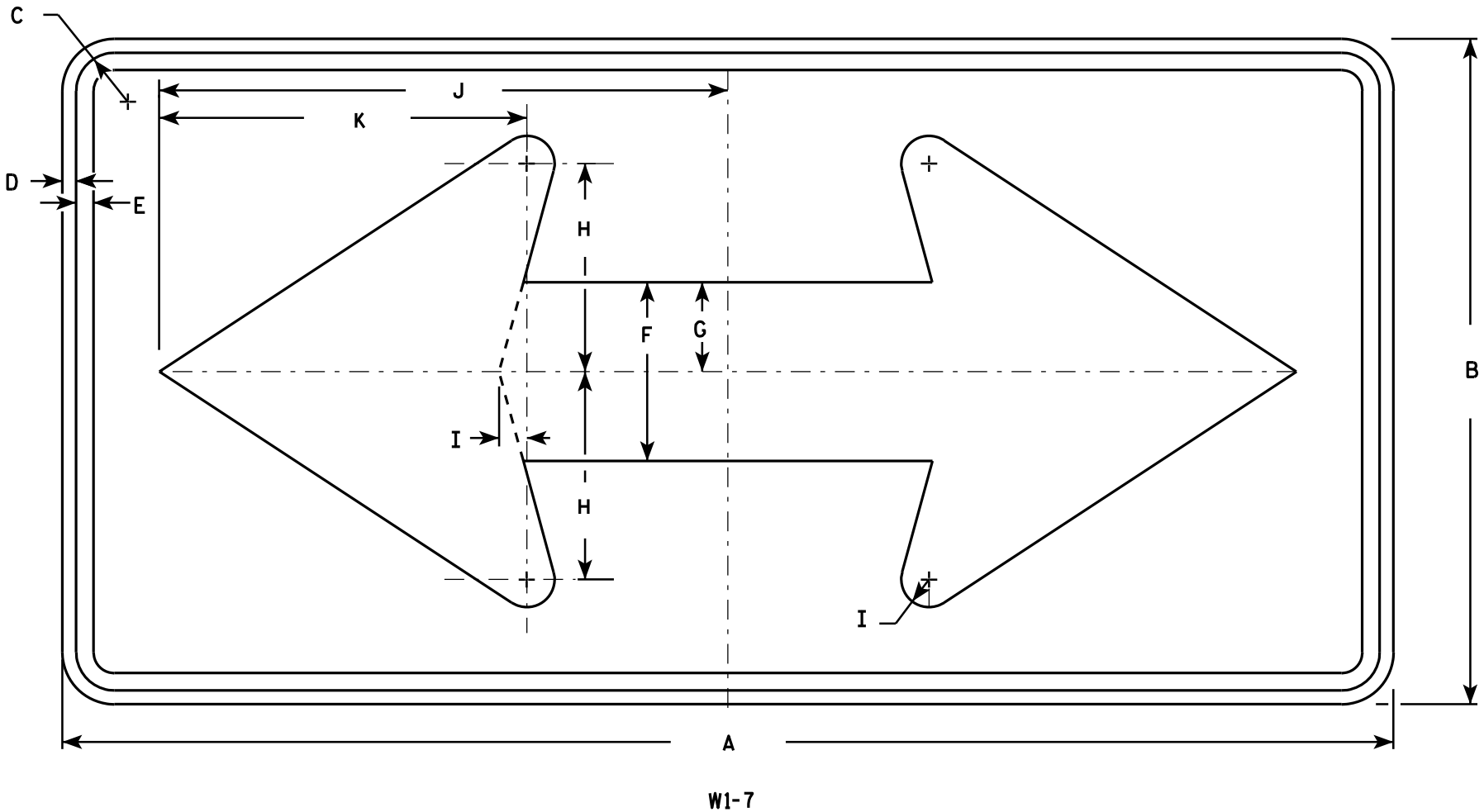
W1-6

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	96	48	2 1/4	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0

STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 6/7/10 PLATE NO. W1-6.8



NOTES

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

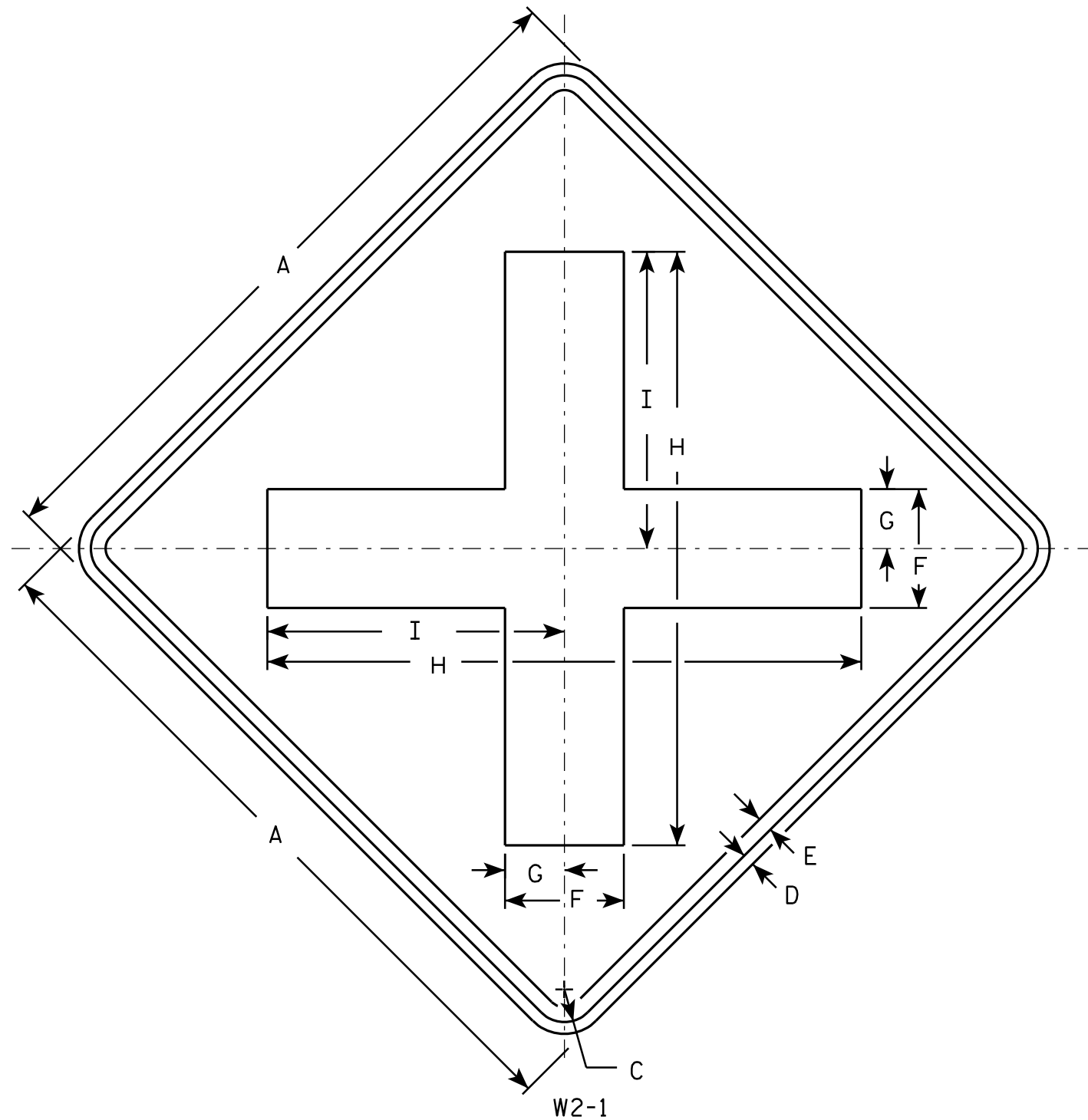
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	96	48	2 1/4	3/4	1	13	6 1/2	15	2	41	26 1/2																32.0

STANDARD SIGN
W1 - 7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-7.7



NOTES

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

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

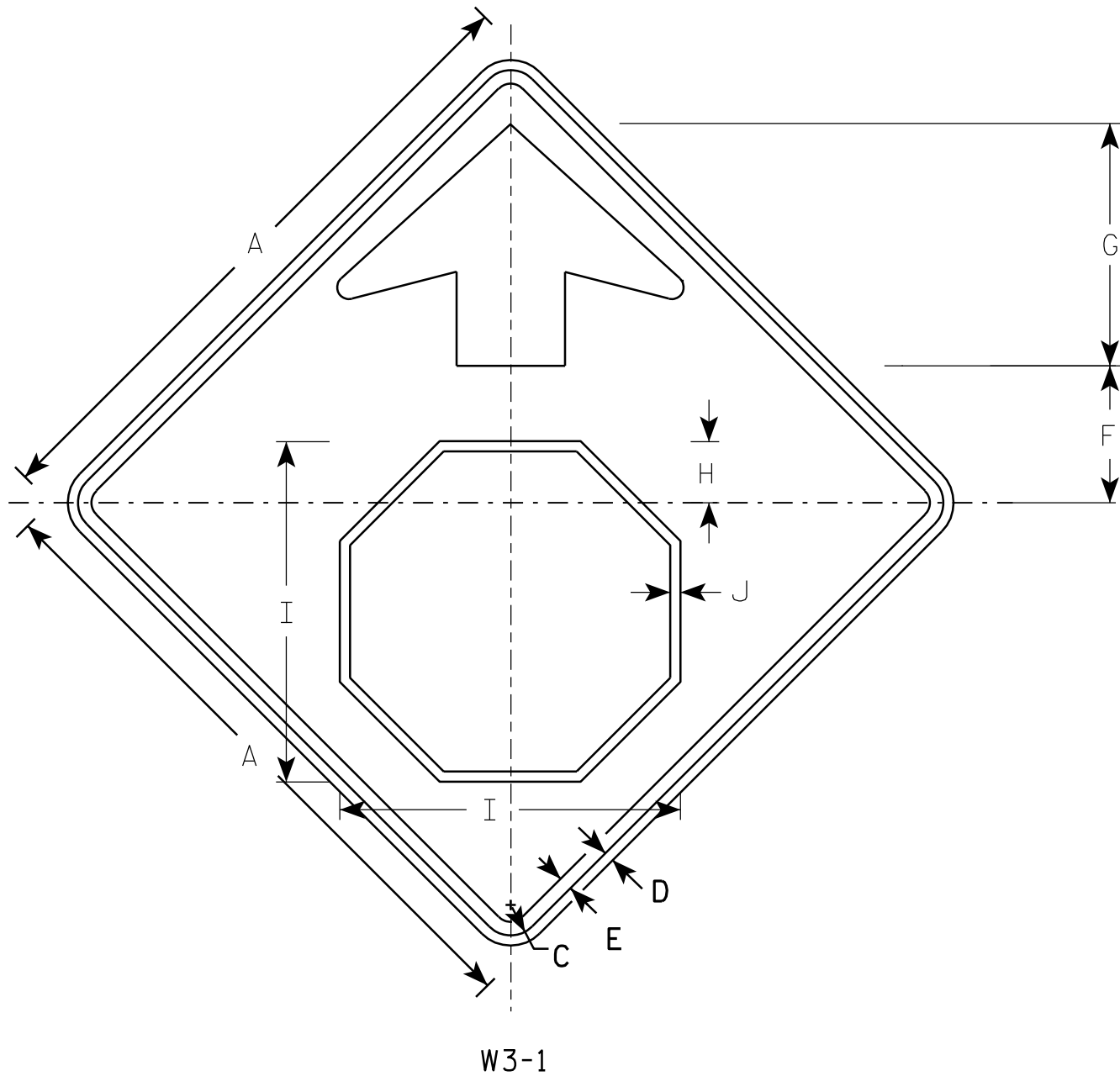
STANDARD SIGN W2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W2-1.9

PROJECT NO: HWY: COUNTY: SHEET NO: E



NOTES

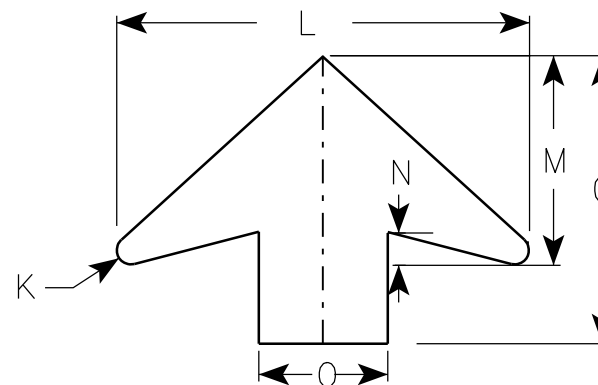
1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.

2. Color:

Background - YELLOW

Arrow & Border - BLACK

Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3⁄8	1⁄2	5⁄8	6 1⁄4	11 1⁄4	2 7⁄8	15 3⁄4	1⁄2	1⁄2	16	8	1 1⁄4	5												6.25
2S	36		1 5⁄8	5⁄8	3⁄4	7 1⁄2	13 1⁄2	3 1⁄2	19	5⁄8	5⁄8	19 1⁄4	9 3⁄4	1 5⁄8	6												9.0
2M	36		1 5⁄8	5⁄8	3⁄4	7 1⁄2	13 1⁄2	3 1⁄2	19	5⁄8	5⁄8	19 1⁄4	9 3⁄4	1 5⁄8	6												9.0
3	36		1 5⁄8	5⁄8	3⁄4	7 1⁄2	13 1⁄2	3 1⁄2	19	5⁄8	5⁄8	19 1⁄4	9 3⁄4	1 5⁄8	6												9.0
4	48		2 1⁄4	3⁄4	1	10	17 7⁄8	4 1⁄2	25 1⁄8	3⁄4	7⁄8	25 5⁄8	13	2	8												16.0
5	48		2 1⁄4	3⁄4	1	10	17 7⁄8	4 1⁄2	25 1⁄8	3⁄4	7⁄8	25 5⁄8	13	2	8												16.0

PROJECT NO:

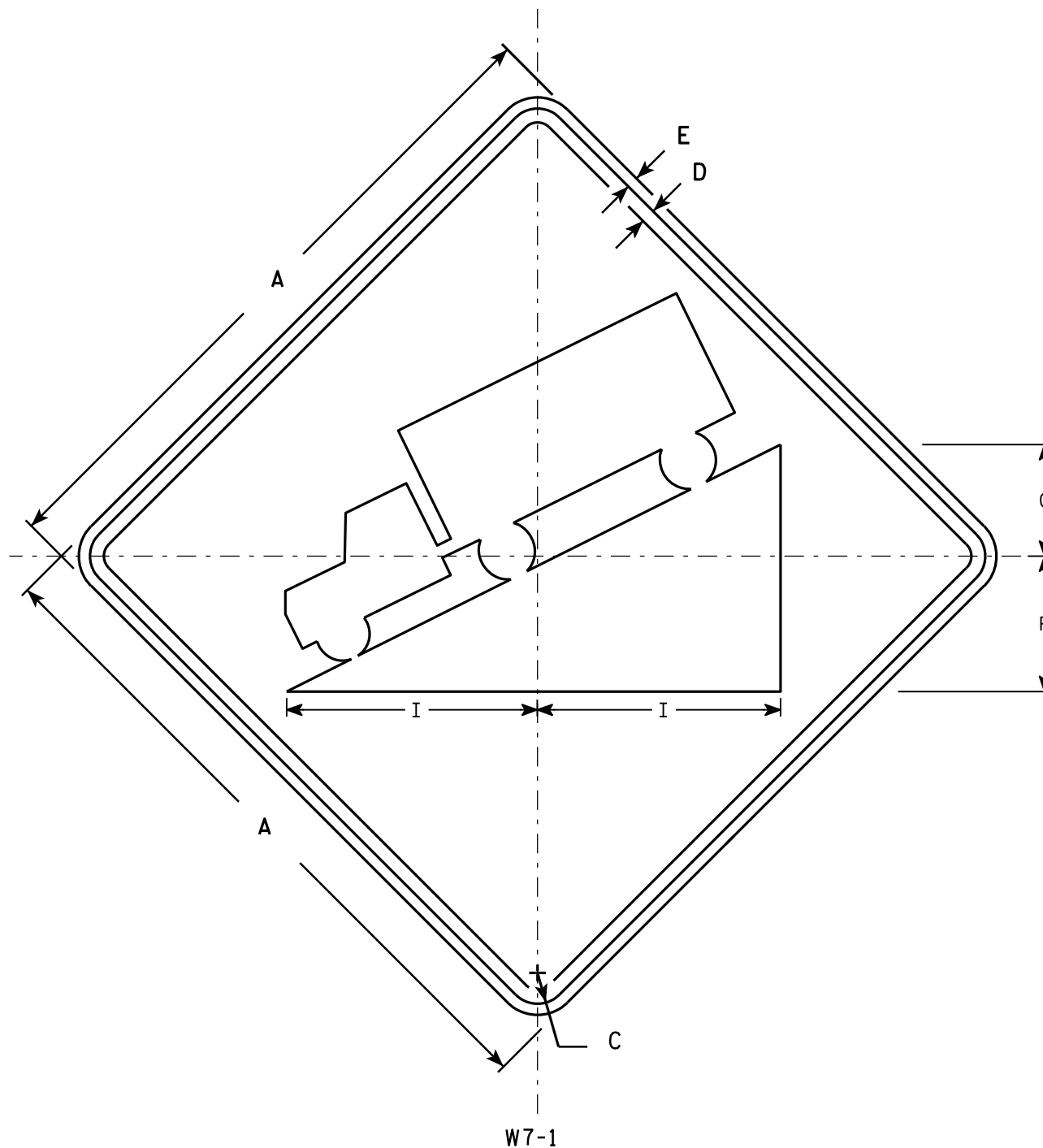
STANDARD SIGN
W3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 6/7/10 PLATE NO. W3-1.12

SHEET NO:

E



NOTES

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

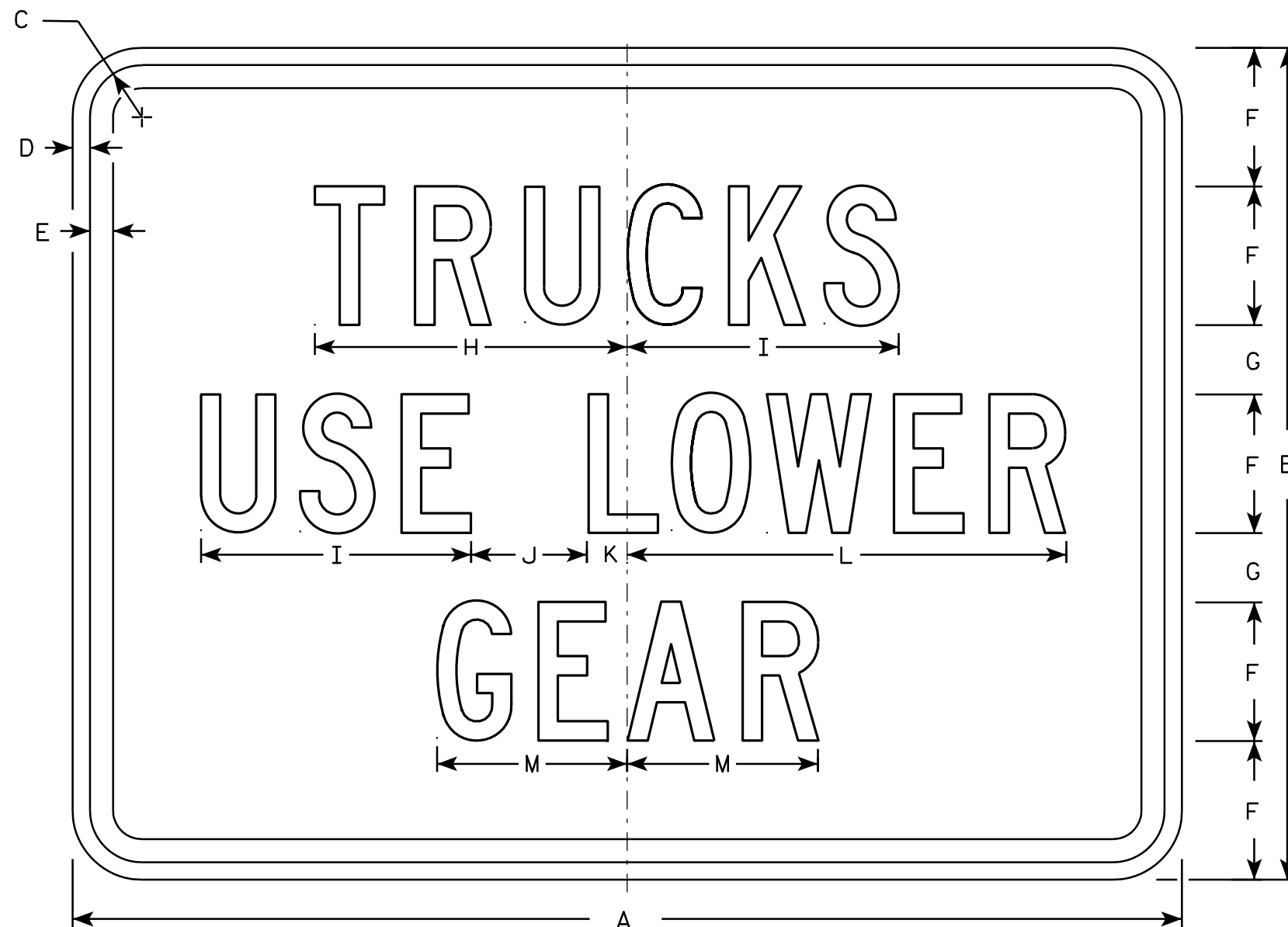
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	3/8	5	4		8 3/4																		4.0
2S	30		1 3/8	1/2	5/8	6	5		11																		6.25
2M	36		1 5/8	5/8	3/4	7 1/4	6		13 1/4																		9.0
3	36		1 5/8	5/8	3/4	7 1/4	6		13 1/4																		9.0
4	36		1 5/8	5/8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

STANDARD SIGN W7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 03/12/13 PLATE NO. W7-1.13

PROJECT NO: HWY: COUNTY: SHEET NO: E



W7-2B

NOTES

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

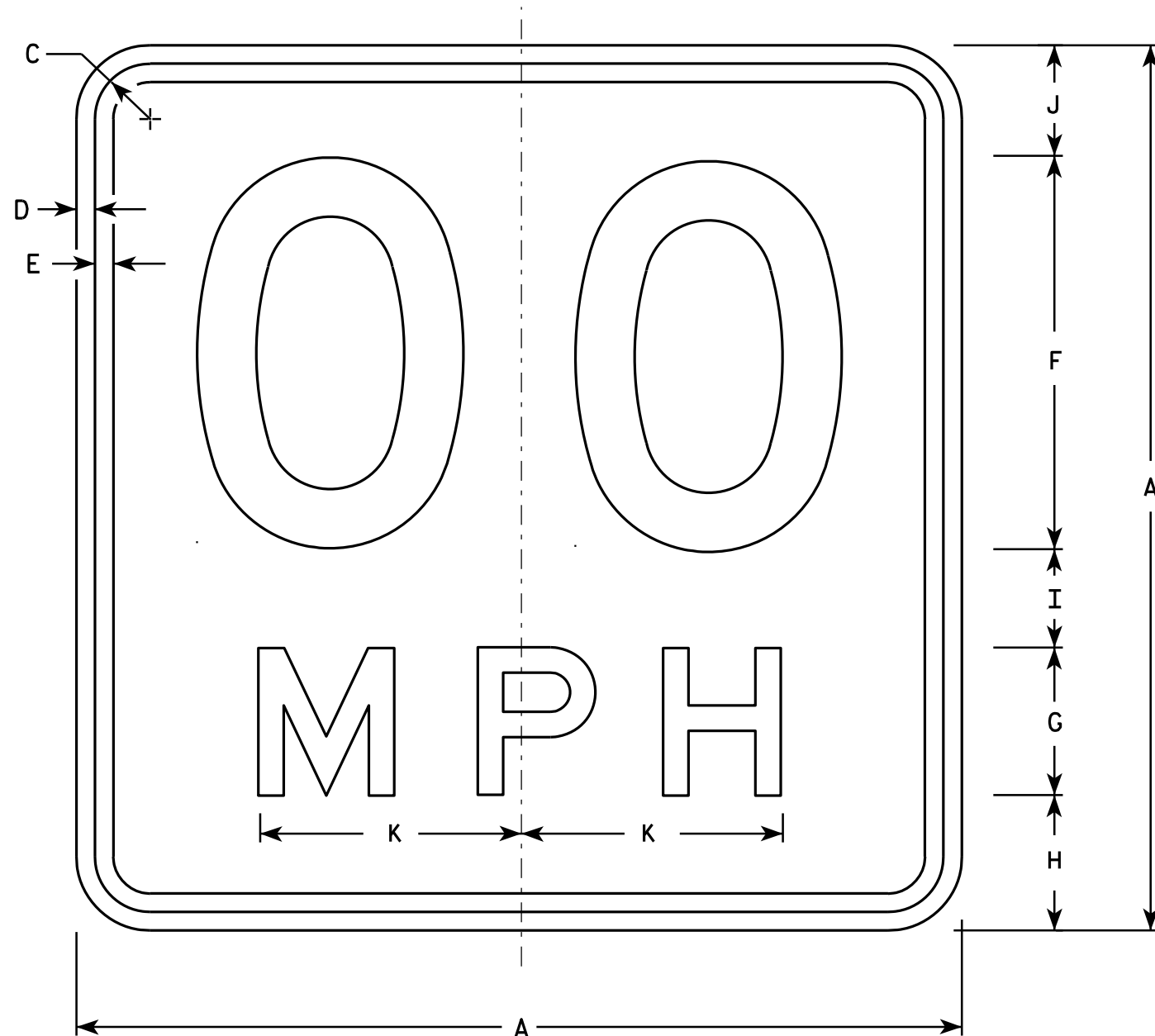
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	18	1 1/8	3/8	1/2	3	1 1/2	6 3/4	5 7/8	2 1/2	7/8	9 1/2	4 1/8														3.0
2M	24	18	1 1/8	3/8	1/2	3	1 1/2	6 3/4	5 7/8	2 1/2	7/8	9 1/2	4 1/8														3.0
3																											
4	30	24	1 3/8	1/2	5/8	4	2	8 3/4	7 3/4	3 3/8	1 1/4	2 3/4	5 1/2														5.0
5	48	36	2 1/4	3/4	1	6	3	13 1/2	11 3/4	5	1 3/4	19	8 1/4														12.0

STANDARD SIGN
W7-2B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W7-2B.9



NOTES

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

W13-1

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

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

STANDARD SIGN

W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

EARTHWORK-MAINLINE

AREA (SF)				INCREMENTAL VOL (CY)								CUMMULATIVE VOLUME (CY)								
STATION	CUT	ROCK CUT	FILL	CUT NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	REDUCED	EXPANDED	EXPANDED	EXPANDED	CUT NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	EXPANDED	EXPANDED	MASS NOTE 9		
								EBS IN FILL (CY) FACTOR 0.8	EBS BACKFILL (CY) FACTOR 1.3	ROCK (CY) FACTOR 1.1	FILL (CY) FACTOR 1.25					FACTOR 1.3 NOTE 6	FACTOR 1.25 NOTE 8			
10+47	181	0	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11+00	174	0	47	348	0	97	35	28	45	0	86	348	0	97	35	45	86	262		
12+00	307	0	50	891	0	180	89	71	116	0	136	1239	0	277	124	161	222	1017		
13+00	177	0	0	896	0	93	90	72	116	0	27	2135	0	370	214	278	249	1886		
14+00	314	0	0	909	0	1	91	73	118	0	-90	3044	0	371	304	396	159	2885		
15+00	296	0	4	1129	0	7	113	90	147	0	-104	4173	0	378	417	542	55	4118		
16+00	195	0	6	909	0	17	91	73	118	0	-70	5082	0	395	508	661	-14	5096		
17+00	97	0	19	540	0	45	54	43	70	0	2	5622	0	440	562	731	-12	5634		
18+00	67	0	38	304	0	104	30	24	40	0	100	5926	0	544	593	770	87	5839		
19+00	177	0	4	452	0	76	45	36	59	0	50	6378	0	620	638	829	137	6241		
20+00	50	0	59	420	0	115	42	34	55	0	102	6798	0	735	680	884	239	6559		
21+00	127	0	109	329	0	311	33	26	43	0	356	7127	0	1046	713	927	595	6532		
22+00	67	0	99	360	0	385	36	29	47	0	445	7487	0	1431	749	973	1040	6447		
23+00	60	0	118	235	0	402	24	19	31	0	479	7722	0	1833	772	1004	1519	6203		
24+00	84	0	58	267	0	327	27	21	35	0	382	7989	0	2160	799	1039	1901	6088		
25+00	101	0	0	343	0	108	34	27	45	0	101	8332	0	2268	833	1083	2002	6330		
26+00	149	0	25	462	0	47	46	37	60	0	13	8794	0	2315	879	1143	2014	6780		
27+00	0	0	130	276	0	288	28	22	36	0	332	9070	0	2603	907	1179	2347	6723		
28+00	0	0	184	0	0	582	0	0	0	0	728	9070	0	3185	907	1179	3074	5996		
29+00	0	0	200	0	0	712	0	0	0	0	890	9070	0	3897	907	1179	3964	5106		
30+00	0	208	183	0	384	709	0	0	0	422	358	9070	384	4606	907	1179	4323	4748		
31+00	0	329	75	0	994	477	0	0	0	1093	-771	9070	1378	5083	907	1179	3552	5518		
32+00	0	75	275	0	748	646	0	0	0	823	-221	9070	2126	5729	907	1179	3331	5739		
33+00	5	356	6	9	797	519	1	1	1	877	-448	9079	2923	6248	908	1180	2883	6196		
34+00	62	202	75	124	1032	150	12	10	16	1135	-1244	9203	3955	6398	920	1196	1639	7564		
35+00	24	0	188	158	374	488	16	13	21	411	80	9361	4329	6886	936	1217	1719	7642		
36+00	100	464	0	228	860	348	23	18	30	946	-770	9589	5189	7234	959	1247	949	8640		
37+00	160	866	0	480	2463	0	48	38	62	2709	-3435	10069	7652	7234	1007	1309	-2486	12555		
38+00	36	653	0	362	2814	0	36	29	47	3095	-3905	10431	10466	7234	1043	1356	-6391	16822		
39+00	36	554	25	133	2235	46	13	11	17	2459	-3029	10564	12701	7280	1056	1373	-9420	19984		
40+00	0	0	106	67	1025	243	7	5	9	1128	-1112	10631	13726	7523	1063	1382	-10533	21164		
41+00	4	0	6	6	0	208	1	0	1	0	259	10637	13726	7731	1064	1383	-10273	20910		
42+00	45	0	22	90	0	53	9	7	12	0	57	10727	13726	7784	1073	1395	-10216	20943		
43+00	75	0	10	223	0	60	22	18	29	0	53	10950	13726	7844	1095	1424	-10163	21113		
44+00	158	19	0	432	35	18	43	35	56	39	-69	11382	13761	7862	1138	1480	-10232	21614		
45+00	180	7	0	626	48	0	63	50	81	53	-129	12008	13809	7862	1201	1561	-10361	22369		
46+00	109	32	0	536	72	0	54	43	70	79	-153	12544	13861	7862	1254	1631	-10513	23057		
47+00	69	25	0	330	105	0	33	26	43	116	-177	12874	13986	7862	1287	1674	-10691	23565		
48+00	4	0	25	135	46	46	14	11	18	51	-19	13009	14032	7908	1301	1691	-10710	23719		
49+00	0	0	183	8	0	384	1	1	1	0	479	13017	14032	8292	1302	1692	-10231	23248		
50+00	0	0	231	0	0	767	0	0	0	0	959	13017	14032	9059	1302	1692	-9272	22289		
51+00	0	14	96	0	25	606	0	0	0	28	723	13017	14057	9665	1302	1692	-8549	21566		
52+00	13	35	183	25	90	516	3	2	3	99	519	13042	14147	10181	1304	1695	-8030	21072		
53+00	16	40	120	54	138	560	5	4	7	152	505	13096	14285	10741	1310	1702	-7525	20621		
54+00	1	48	68	31	163	348	3	2	4	179	208	13127	14448	11089	1313	1707	-7317	20444		
55+00	0	0	181	2	89	460	0	0	0	98	452	13129	14537	11549	1313	1707	-6865	19994		
56+00	142	0	390	263	0	1056	26	21	34	0	1294	13392	14537	12605	1339	1741	-5571	18963		
57+00	325	0	94	866	0	895	87	69	113	0	1032	14258	14537	13500	1426	1854	-4539	18797		
58+00	33	668	87	664	1236	335	66	53	86	1360	-1347	14922	15773	13835	1492	1940	-5886	20808		
59+00	0	285	193	61	1763	519	6	5	8	1939	-1781	14983	17536	14354	1498	1948	-7668	22651		
60+00	0	306	179	0	1094	690	0	0	0	1203	-642	14983	18630	15044	1498	1948	-8310	23293		
61+00	0	427	123	0	1358	559	0	0	0	1494	-1169	14983	19988	15603	1498	1948	-9478	24461		
62+00	2	309	41	4	1365	303	0	0	1	1502	-1499	14987	21353	15906	1499	1948	-10977	25964		
63+00	57	207	420	109	958	854	11	9	14	1054	-261	15096	22311	16760	1510	1962	-11237	26333		
64+00	77	179	31	247	717	835	25	20	32	789	33	15343	23028	17595	1534	1995	-11204	26547		
65+00	83	279	165	297	849	362	30	24	39	934	-745	15640	23877	17957	1564	2033	-11949	27589		
66+00	59	216	290	264	916	843	26	21	34	1008	-232	15904	24793	18800	1590	2068	-12181	28085		
67+00	57	142	366	215	663	1214	22	17	28	729	584	16119	25456	20014	1612	2095	-11596	27715		
68+00	33	8	363	165	279	1350	17	13	21	307	1287	16284	25735	21364	1628	2117	-10309	26593		
69+00	1	0	379	63	15	1376	6	5	8	17	1693	16347	25750	22740	1635	2125	-8616	24963		

EARTHWORK-MAINLINE CONTINUED

70+00	0	0	343	2	0	1338	0	0	0	0	1672	16349	25750	24078	1635	2125	-6944	23293
71+00	0	0	437	0	0	1445	0	0	0	0	1806	16349	25750	25523	1635	2125	-5137	21486
72+00	0	0	626	0	0	1968	0	0	0	0	2460	16349	25750	27491	1635	2125	-2677	19026
73+00	0	0	627	0	0	2320	0	0	0	0	2900	16349	25750	29811	1635	2125	223	16126
74+00	84	0	222	155	0	1572	16	12	20	0	1950	16504	25750	31383	1650	2146	2172	14332
75+00	663	0	0	1383	0	412	138	111	180	0	377	17887	25750	31795	1789	2325	2549	15338
75+50	663	0	0	1228	0	0	123	98	160	0	-123	19115	25750	31795	1912	2485	2426	16689
75+50	281	0	0	0	0	0	0	0	0	0	0	19115	25750	31795	1912	2485	2426	16689
76+00	281	0	0	520	0	0	52	42	68	0	-52	19635	25750	31795	1964	2553	2374	17261
76+50	281	0	0	520	0	0	52	42	68	0	-52	20155	25750	31795	2016	2620	2322	17833
76+50	1155	0	0	0	0	0	0	0	0	0	0	20155	25750	31795	2016	2620	2322	17833
77+00	1155	0	0	2138	0	0	214	171	278	0	-214	22293	25750	31795	2229	2898	2108	20185
78+00	511	0	0	3084	0	0	308	247	401	0	-308	25377	25750	31795	2538	3299	1800	23577
79+00	369	0	0	1629	0	0	163	130	212	0	-163	27006	25750	31795	2701	3511	1637	25369
80+00	409	0	0	1440	0	0	144	115	187	0	-144	28446	25750	31795	2845	3698	1493	26953
81+00	110	0	16	962	0	30	96	77	125	0	-59	29408	25750	31825	2941	3823	1434	27974
82+00	0	0	688	204	0	1302	20	16	27	0	1607	29612	25750	33127	2961	3850	3041	26571
82+60	0	0	688	0	0	1528	0	0	0	0	1910	29612	25750	34655	2961	3850	4951	24661
82+60	0	0	799	0	0	0	0	0	0	0	0	29612	25750	34655	2961	3850	4951	24661
83+00	0	0	799	0	0	1184	0	0	0	0	1480	29612	25750	35839	2961	3850	6431	23181
83+40	0	0	799	0	0	1184	0	0	0	0	1480	29612	25750	37023	2961	3850	7911	21701
83+40	16	0	1148	0	0	0	0	0	0	0	0	29612	25750	37023	2961	3850	7911	21701
84+00	16	0	1148	34	0	2551	3	3	4	0	3185	29646	25750	39574	2965	3854	11097	18549
85+00	3	0	536	34	0	3119	3	3	4	0	3895	29680	25750	42693	2968	3858	14992	14688
86+00	4	0	38	12	0	1064	1	1	2	0	1329	29692	25750	43757	2969	3860	16321	13371
87+00	69	0	0	135	0	71	14	11	18	0	75	29827	25750	43828	2983	3878	16396	13431
88+00	74	0	82	264	0	151	26	21	34	0	162	30091	25750	43979	3009	3912	16558	13533
89+00	55	0	0	239	0	151	24	19	31	0	165	30330	25750	44130	3033	3943	16723	13607
COLUMN SUBTOTALS =				30330	25750	44130	3033	2426	3943	28325	16723	30330	25750	44130	3033	3943	16723	13607

NOTES:	
1 - CUT	CUT INCLUDED S SALVAGED/UNUSABLE MATERIAL
2 -ROCK CUT	ROCK EXCVATION
3 - FILL	UNEXPANDED FILL
4 - EBS (EXCAVATION BELOW SUBGRADE)	EBS IS ESTIMATED AT 10% OF THE CUT VOLUME (CY). EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL.
5 -REDUCED EBS IN FILL	REDUCED EBS IN FILL FACTOR IS 0.8. EXCAVATED EBS MATERIAL IS USEABLE IN FILLS OUTSIDE 1:1 SLOPE.
6 - EXPANDED EBS BACKFILL	EXPANDED EBS BACKFILL FACTOR IS 1.3. THIS IS TO BE FILLED WITH SELECT BORROW MATERIAL.
7 - EXPANDED ROCK	EXPANDED ROCK FACTOR IS 1.1.
8 -EXPANDED FILL	EXPANDED FILL FACTOR IS 1.25: EXPANDED FILL = (UNEXPANDED FILL-(ROCK*ROCK FACTOR)-REDUCED EBS)*1.25
9 - MASS ORDINATE	MASS ORDINATE = CUT-EXPANDED FILL

EARTHWORK - STH 35 STAGE 1

STATION	AREA (SF)			INCREMENTAL VOL (CY)								CUMMULATIVE VOLUME (CY)						
	CUT	ROCK CUT	FILL	CUT NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	REDUCED EBS IN FILL (CY)	EXPANDED EBS BACKFILL (CY)	EXPANDED ROCK (CY)	EXPANDED FILL (CY)	CUT 1.00 NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	EXPANDED EBS BACKFILL (CY)	EXPANDED FILL (CY)	MASS ORDINATE NOTE 9
								FACTOR 0.8 NOTE 5	FACTOR 1.3 NOTE 6	FACTOR 1.1 NOTE 7	FACTOR 1.25 NOTE 8					FACTOR 1.3 NOTE 6	FACTOR 1.25 NOTE 8	
303+90	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
304+00	55	0	0	20	0	0	2	2	2	0	-2	20	0	0	2	2	-2	22
305+00	43	0	0	183	0	0	18	15	24	0	-18	203	0	0	20	26	-20	223
COLUMN SUBTOTALS =				203	0	0	20	16	26	0	-20	203	0	0	20	26	-20	223

EARTHWORK-STH 35 - STAGE 2

STATION	AREA (SF)			INCREMENTAL VOL (CY)								CUMMULATIVE VOLUME (CY)						
	CUT	ROCK CUT	FILL	CUT NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	REDUCED EBS IN FILL (CY)	EXPANDED EBS BACKFILL (CY)	EXPANDED ROCK (CY)	EXPANDED FILL (CY)	CUT 1.00 NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	EXPANDED EBS BACKFILL (CY)	EXPANDED FILL (CY)	MASS ORDINATE NOTE 9
								FACTOR 0.8 NOTE 5	FACTOR 1.3 NOTE 6	FACTOR 1.1 NOTE 7	FACTOR 1.25 NOTE 8					FACTOR 1.3 NOTE 6	FACTOR 1.25 NOTE 8	
301+65	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
302+00	26	0	1	30	0	1	3	2	4	0	-2	30	0	1	3	4	-2	32
302+50	33	0	0	55	0	1	6	4	7	0	-4	85	0	2	9	11	-6	91
303+00	33	0	0	62	0	0	6	5	8	0	-6	147	0	2	15	19	-12	159
303+90	33	0	0	111	0	1	11	9	14	0	-10	258	0	3	26	34	-22	280
303+90	57	0	1	0	0	0	0	0	0	0	0	258	0	3	26	34	-22	280
304+00	57	0	1	21	0	0	2	2	3	0	-2	279	0	3	28	36	-24	303
304+50	57	0	1	106	0	2	11	8	14	0	-8	385	0	5	39	50	-32	417
304+50	53	0	0	0	0	0	0	0	0	0	0	385	0	5	39	50	-32	417
305+00	53	0	0	99	0	0	10	8	13	0	-10	484	0	5	48	63	-42	526
305+00	53	0	0	0	0	0	0	0	0	0	0	484	0	5	48	63	-42	526
305+12	53	0	0	24	0	0	2	2	3	0	-2	508	0	5	51	66	-45	553
305+12	53	0	128	0	0	0	0	0	0	0	0	508	0	5	51	66	-45	553
305+24	53	0	128	24	0	57	2	2	3	0	69	532	0	62	53	69	24	508
305+24	53	0	8	0	0	0	0	0	0	0	0	532	0	62	53	69	24	508
305+45	40	0	8	36	0	7	4	3	5	0	5	568	0	69	57	74	29	539
305+45	40	0	8	0	0	0	0	0	0	0	0	568	0	69	57	74	29	539
305+50	40	0	8	8	0	2	1	1	1	0	2	576	0	71	58	75	31	545
305+79	40	0	8	43	0	9	4	3	6	0	7	619	0	80	62	80	38	581
305+79	40	0	8	0	0	0	0	0	0	0	0	619	0	80	62	80	38	581
306+00	40	0	8	31	0	7	3	2	4	0	6	650	0	87	65	85	44	606
306+35	40	0	8	52	0	11	5	4	7	0	9	702	0	98	70	91	52	650
306+35	36	0	0	0	0	0	0	0	0	0	0	702	0	98	70	91	52	650
307+00	36	0	0	87	0	0	9	7	11	0	-9	789	0	98	79	103	44	745
307+32	36	0	0	42	0	0	4	3	5	0	-4	831	0	98	83	108	39	792
COLUMN SUBTOTALS =				831	0	98	83	66	108	0	40	831	0	98	83	108	40	792

NOTES: 1 - CUT 2 - ROCK CUT 3 - FILL 4 - EBS (EXCAVATION BELOW SUBGRADE) 5 - REDUCED EBS IN FILL 6 - EXPANDED EBS BACKFILL 7 - EXPANDED ROCK 8 - EXPANDED FILL 9 - MASS ORDINATE	CUT INCLUDED S SALVAGED/UNUSABLE MATERIAL ROCK EXCAVATION UNEXPANDED FILL EBS IS ESTIMATED AT 10% OF THE CUT VOLUME (CY) EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL REDUCED EBS IN FILL FACTOR IS 0.8. EXCAVATED EBS MATERIAL IS USEABLE IN FILLS OUTSIDE 1:1 SLOPE. EXPANDED EBS BACKFILL FACTOR IS 1.3. THIS IS TO BE FILLED WITH SELECT BORROW MATERIAL EXPANDED ROCK FACTOR IS 1.1. EXPANDED FILL FACTOR IS 1.25: EXPANDED FILL = (UNEXPANDED FILL-(ROCK*ROCK FACTOR)-REDUCED EBS)*1.25 MASS ORDINATE = CUT-EXPANDED FILL
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EARTHWORK-STH 35 - STAGE 3

STATION	AREA (SF)			INCREMENTAL VOL (CY)								CUMMULATIVE VOLUME (CY)							
	CUT	ROCK		CUT NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	REDUCED	EXPANDED	EXPANDED	EXPANDED	CUT 1.00 NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	EXPANDED	EXPANDED	MASS ORDINATE NOTE 9	
		CUT	FILL					EBS IN FILL (CY) FACTOR 0.8 NOTE 5	EBS BACKFILL (CY) FACTOR 1.3 NOTE 6	ROCK (CY) FACTOR 1.1 NOTE 7	FILL (CY) FACTOR 1.25 NOTE 8					EBS BACKFILL (CY) FACTOR 1.3 NOTE 6	FILL (CY) FACTOR 1.25 NOTE 8		
305+00	43	0	149	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
305+12	43	0	149	19	0	66	2	2	2	0	81	19	0	66	2	2	81	-62	
305+12	43	0	329	0	0	0	0	0	0	0	0	19	0	66	2	2	81	-62	
305+24	43	0	329	19	0	146	2	2	2	0	181	38	0	212	4	5	261	-223	
305+24	43	0	0	0	0	0	0	0	0	0	0	38	0	212	4	5	261	-223	
305+45	43	0	0	34	0	0	3	3	4	0	-3	72	0	212	7	9	258	-186	
305+45	0	0	0	0	0	0	0	0	0	0	0	72	0	212	7	9	258	-186	
305+50	0	0	0	0	0	0	0	0	0	0	0	72	0	212	7	9	258	-186	
305+79	0	0	0	0	0	0	0	0	0	0	0	72	0	212	7	9	258	-186	
305+79	0	0	0	0	0	0	0	0	0	0	0	72	0	212	7	9	258	-186	
306+00	0	0	0	0	0	0	0	0	0	0	0	72	0	212	7	9	258	-186	
306+35	0	0	0	0	0	0	0	0	0	0	0	72	0	212	7	9	258	-186	
306+35	18	0	0	0	0	0	0	0	0	0	0	72	0	212	7	9	258	-186	
307+00	18	0	0	44	0	0	4	4	6	0	-4	116	0	212	12	15	253	-137	
307+32	18	0	0	22	0	0	2	2	3	0	-2	138	0	212	14	18	251	-113	
COLUMN SUBTOTALS =				138	0	212	14	11	18	0	251	138	0	212	14	18	251	-113	

EARTHWORK-DEMANES LANE

STATION	AREA (SF)		INCREMENTAL VOL (CY)								CUMMULATIVE VOLUME (CY)							
	CUT	ROCK CUT	FILL	CUT NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	REDUCED EBS IN FILL (CY)	EXPANDED EBS BACKFILL (CY)	EXPANDED ROCK (CY)	EXPANDED FILL (CY)	CUT 1.00 NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	EXPANDED EBS BACKFILL (CY)	EXPANDED FILL (CY)	MASS ORDINATE NOTE 9
								FACTOR 0.8 NOTE 5	FACTOR 1.3 NOTE 6	FACTOR 1.1 NOTE 7	FACTOR 1.25 NOTE 8					FACTOR 1.3 NOTE 6	FACTOR 1.25 NOTE 8	
100+00	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
101+00	133	0	24	340	0	45	34	27	44	0	22	340	0	45	34	44	22	318
102+00	318	0	0	834	0	45	83	67	108	0	-27	1174	0	90	117	153	-5	1179
103+00	471	0	0	1461	0	0	146	117	190	0	-146	2635	0	90	264	343	-151	2786
104+00	775	0	0	2307	0	0	231	185	300	0	-231	4942	0	90	494	642	-382	5324
105+00	1027	0	0	3337	0	0	334	267	434	0	-334	8279	0	90	828	1076	-715	8994
105+39.14	1605	0	0	1908	0	0	191	153	248	0	-191	10187	0	90	1019	1325	-907	11094
COLUMN SUBTOTALS =				10187	0	90	1019	815	1325	0	-907	10187	0	90	1019	1325	-907	11094

NOTES:	
1 - CUT	CUT INCLUDEDS SALVAGED/UNUSABLE MATERIAL
2 -ROCK CUT	ROCK EXCVATION
3 - FILL	UNEXPANDED FILL
4 - EBS (EXCAVATION BELOW SUBGRADE)	EBS IS ESTIMATED AT 10% OF THE CUT VOLUME (CY). EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL.
5 -REDUCED EBS IN FILL	REDUCED EBS IN FILL FACTOR IS 0.8 EXCAVATED EBS MATERIAL IS USEABLE IN FILLS OUTSIDE 1:1 SLOPE
6 - EXPANDED EBS BACKFILL	EXPANDED EBS BACKFILL FACTOR IS 1.3 THIS IS TO BE FILLED WITH SELECT BORROW MATERIAL.
7 - EXPANDED ROCK	EXPANDED ROCK FACTOR IS 1.1.
8 -EXPANDED FILL	EXPANDED FILL FACTOR IS 1.25: EXPANDED FILL = (UNEXPANDED FILL-(ROCK*ROCK FACTOR)-REDUCED EBS)*1.25
9 - MASS ORDINATE	MASS ORDINATE = CUT-EXPANDED FILL

EARTHWORK-SLAMA LANE

STATION	AREA (SF)			INCREMENTAL VOL (CY)								CUMMULATIVE VOLUME (CY)						
	CUT	ROCK CUT	FILL	CUT NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	REDUCED	EXPANDED	EXPANDED	EXPANDED	CUT 1.00 NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	EXPANDED	EXPANDED	MASS ORDINATE NOTE 9
								EBS IN FILL (CY) FACTOR 0.8 NOTE 5	EBS BACKFILL (CY) FACTOR 1.3 NOTE 6	ROCK (CY) FACTOR 1.1 NOTE 7	FILL (CY) FACTOR 1.25 NOTE 8					EBS BACKFILL (CY) FACTOR 1.3 NOTE 6	FILL (CY) FACTOR 1.25 NOTE 8	
200+00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200+17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200+17	1824	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200+50	2149	0	0	2428	0	0	243	194	316	0	-243	2428	0	0	243	316	-243	2671
201+00	382	0	0	2344	0	0	234	188	305	0	-234	4772	0	0	477	620	-477	5249
202+00	607	0	0	1833	0	0	183	147	238	0	-183	6605	0	0	661	859	-661	7266
203+00	195	0	0	1485	0	0	149	119	193	0	-149	8090	0	0	809	1052	-809	8899
204+00	172	0	0	679	0	0	68	54	88	0	-68	8769	0	0	877	1140	-877	9646
205+00	51	0	0	414	0	0	41	33	54	0	-41	9183	0	0	918	1193	-918	10101
COLUMN SUBTOTALS =				9183	0	0	918	734	1193	0	-918	9183	0	0	918	1193	-918	10101

EARTHWORK-OLD CTH N (WEST)

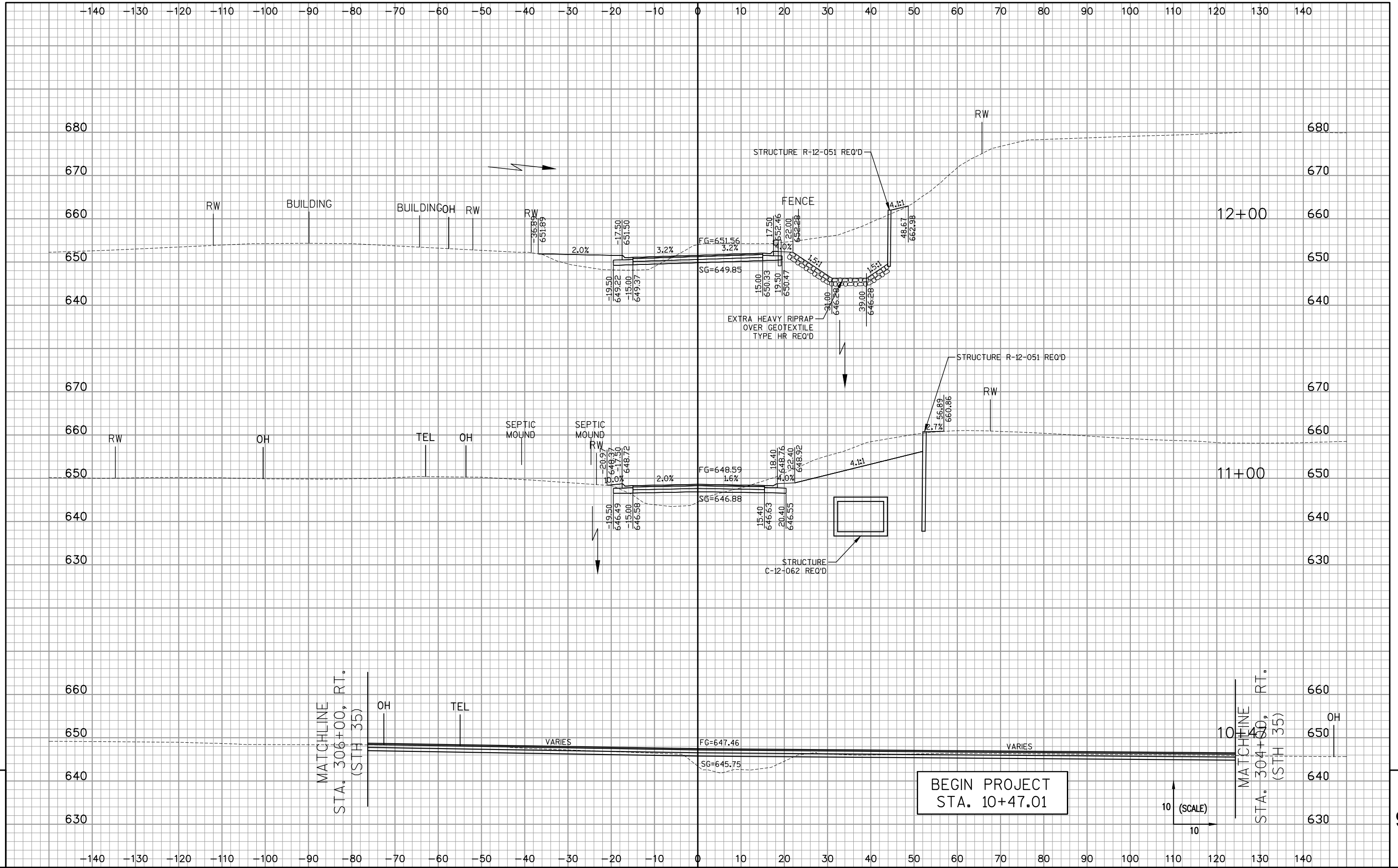
STATION	AREA (SF)			INCREMENTAL VOL (CY)								CUMMULATIVE VOLUME (CY)						
	CUT	ROCK CUT	FILL	CUT NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	REDUCED	EXPANDED	EXPANDED	EXPANDED	CUT 1.00 NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	EXPANDED	EXPANDED	MASS ORDINATE NOTE 9
								EBS IN FILL (CY) FACTOR 0.8 NOTE 5	EBS BACKFILL (CY) FACTOR 1.3 NOTE 6	ROCK (CY) FACTOR 1.1 NOTE 7	FILL (CY) FACTOR 1.25 NOTE 8					EBS BACKFILL (CY) FACTOR 1.3 NOTE 6	FILL (CY) FACTOR 1.25 NOTE 8	
400+00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400+12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400+12	1281	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400+30	1748	0	0	1010	0	0	101	81	131	0	-101	1010	0	0	101	131	-101	1111
401+00	684	0	0	3152	0	0	315	252	410	0	-315	4162	0	0	416	541	-416	4578
402+00	341	0	0	1897	0	0	190	152	247	0	-190	6059	0	0	606	788	-606	6665
402+75	51	0	0	544	0	0	54	44	71	0	-54	6603	0	0	660	858	-660	7263
COLUMN SUBTOTALS =				6603	0	0	660	528	858	0	-660	6603	0	0	660	858	-660	7263

EARTHWORK-OLD CTH N (EAST)

STATION	AREA (SF)			INCREMENTAL VOL (CY)								CUMMULATIVE VOLUME (CY)						
	CUT	ROCK CUT	FILL	CUT NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	REDUCED	EXPANDED	EXPANDED	EXPANDED	CUT 1.00 NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	EXPANDED	EXPANDED	MASS ORDINATE NOTE 9
								EBS IN FILL (CY) FACTOR 0.8 NOTE 5	EBS BACKFILL (CY) FACTOR 1.3 NOTE 6	ROCK (CY) FACTOR 1.1 NOTE 7	FILL (CY) FACTOR 1.25 NOTE 8					EBS BACKFILL (CY) FACTOR 1.3 NOTE 6	FILL (CY) FACTOR 1.25 NOTE 8	
570+16	0	0	1426	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
570+50	0	0	119	0	0	973	0	0	0	0	1216	0	0	973	0	0	1216	-1216
571+00	175	0	0	162	0	110	16	13	21	0	121	162	0	1083	16	21	1338	-1176
571+25	51	0	0	105	0	0	11	8	14	0	-11	267	0	1083	27	35	1326	-1059
COLUMN SUBTOTALS =				267	0	1083	27	22	35	0	1326	267	0	1083	27	35	1326	-1059

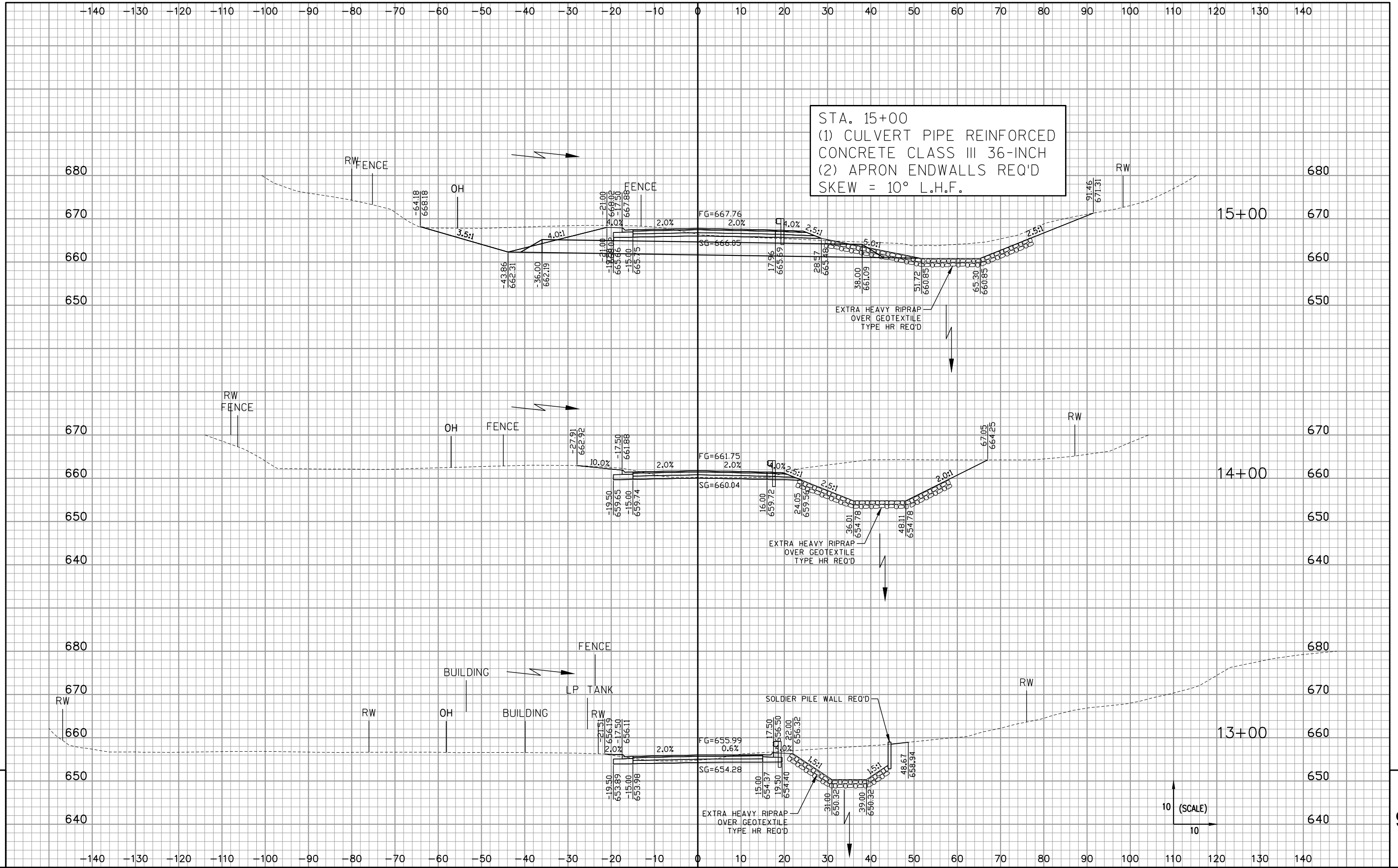
MAINLINE	30330	25750	44130	3033	2426	3943	28325	16723	30330	25750	44130	3033	3943	16723	13607
STH 35 - STAGE 1	203	0	0	20	16	26	0	-20	30533	25750	44130	3053	3969	16703	13830
STH 35 - STAGE 2	831	0	98	83	66	108	0	40	31364	25750	44228	3136	4077	16743	14621
STH 35 - STAGE 3	138	0	212	14	11	18	0	251	31502	25750	44440	3150	4095	16994	14508
DEMANES LANE	10187	0	90	1019	815	1325	0	-907	41689	25750	44530	4169	5420	16087	25602
SLAMA LANE	9183	0	0	918	734	1193	0	-918	50872	25750	44530	5087	6613	15169	35703
OLD CTH N (WEST)	6603	0	0	660	628	858	0	-660	57475	25750	44530	5747	7471	14509	42966
OLD CTH N (EAST)	267	0	1083	27	22	35	0	1326	57742	25750	45613	5774	7506	15835	41907
P.E. / F.E. / C.E.	558	50	174	26	21	44	55	123	58300	25800	45787	5800	7550	15959	42343

NOTES:	
1 - CUT	CUT INCLUDED S SALVAGED/UNUSABLE MATERIAL
2 - ROCK CUT	ROCK EXCAVATION
3 - FILL	UNEXPANDED FILL
4 - EBS (EXCAVATION BELOW SUBGRADE)	EBS IS ESTIMATED AT 10% OF THE CUT VOLUME (CY). EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL
5 - REDUCED EBS IN FILL	REDUCED EBS IN FILL FACTOR IS 0.8. EXCAVATED EBS MATERIAL IS USEABLE IN FILLS OUTSIDE 1:1 SLOPE.
6 - EXPANDED EBS BACKFILL	EXPANDED EBS BACKFILL FACTOR IS 1.3. THIS IS TO BE FILLED WITH SELECT BORROW MATERIAL
7 - EXPANDED ROCK	EXPANDED ROCK FACTOR IS 1.1.
8 - EXPANDED FILL	EXPANDED FILL FACTOR IS 1.25: EXPANDED FILL = (UNEXPANDED FILL-(ROCK*ROCK FACTOR)-REDUCED EBS)*1.25
9 - MASS ORDINATE	MASS ORDINATE = CUT-EXPANDED FILL



9

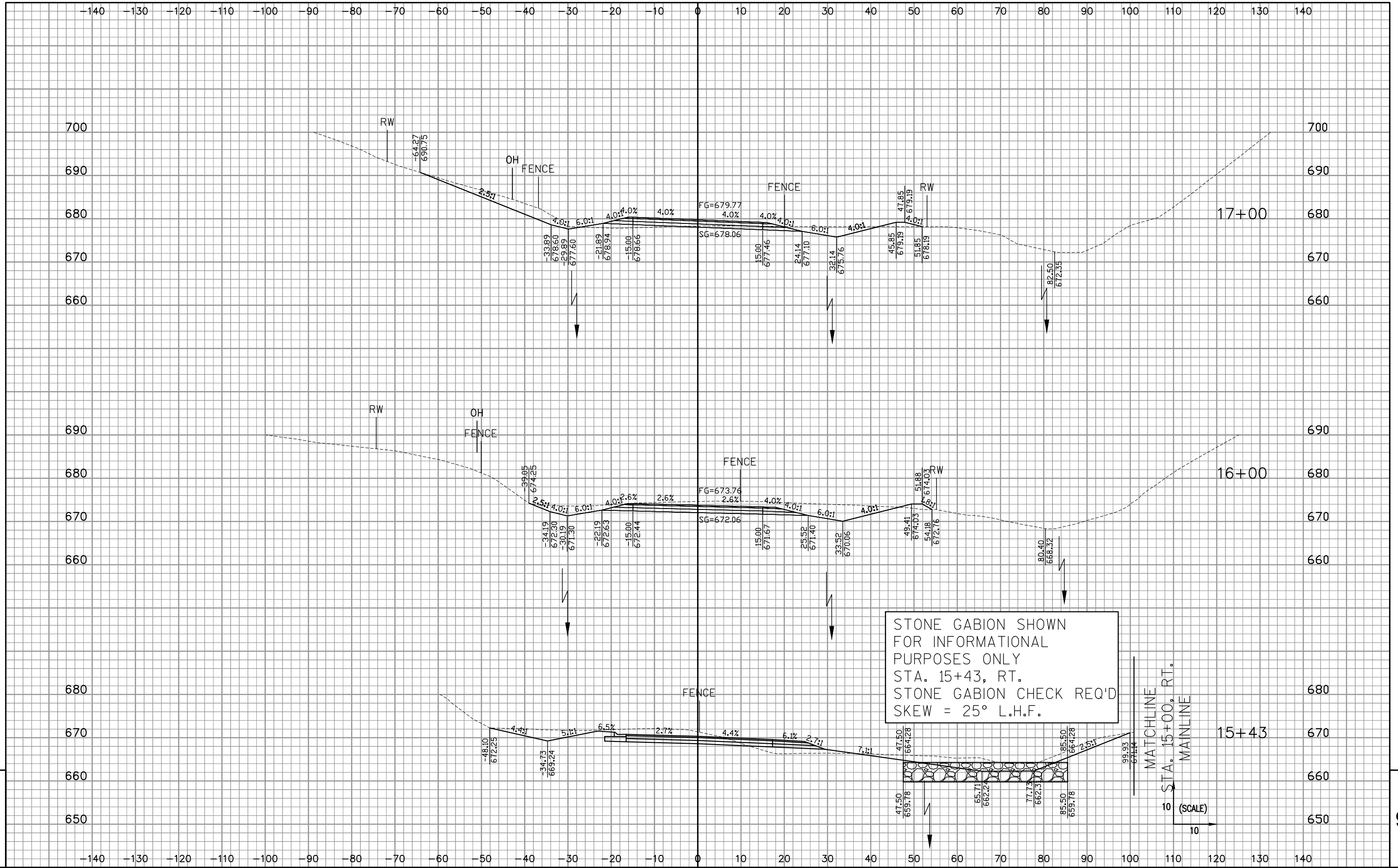
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STA. 15+00
(1) CULVERT PIPE REINFORCED
CONCRETE CLASS III 36-INCH
(2) APRON ENDWALLS REQ'D
SKEW = 10° L.H.F.

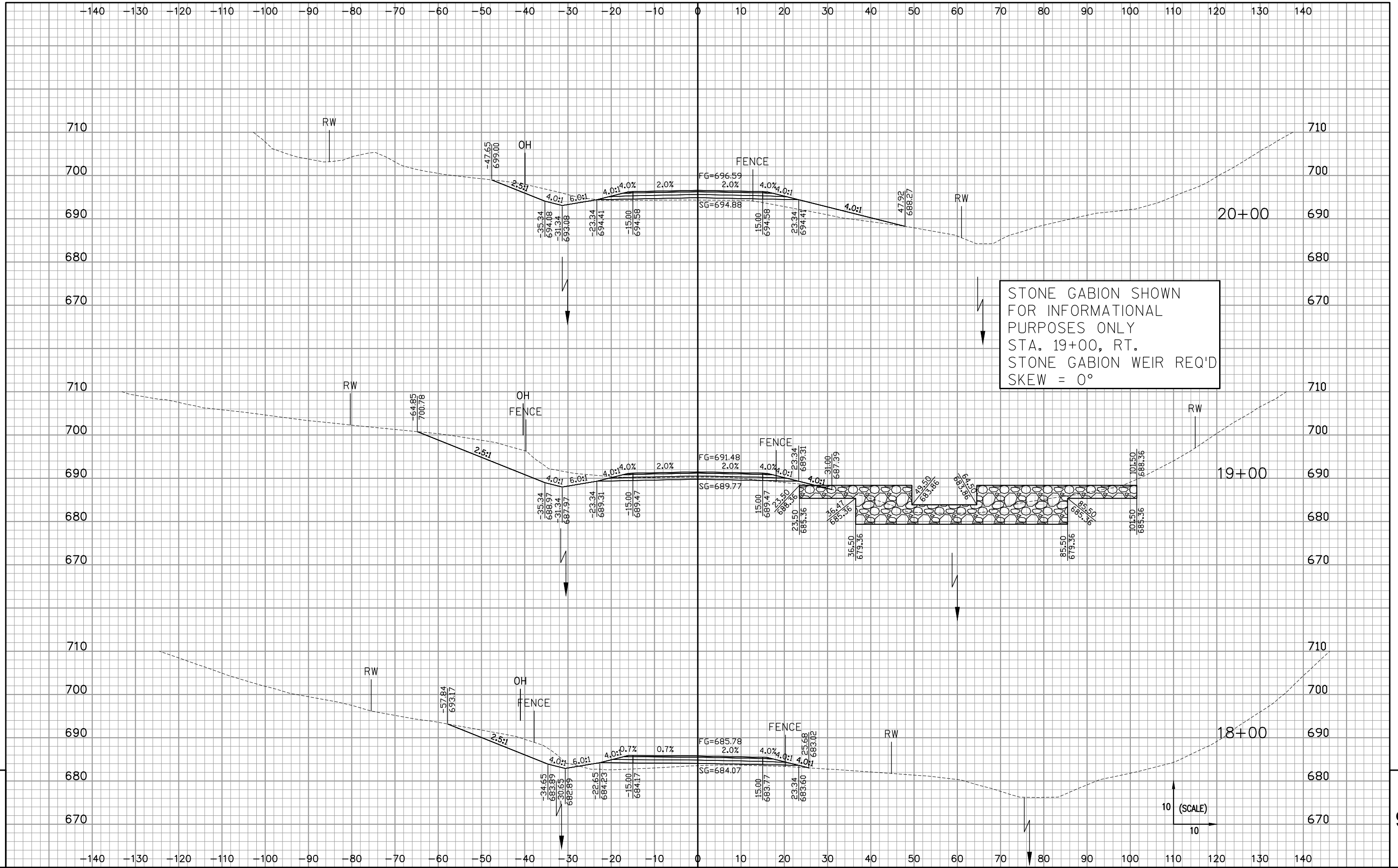
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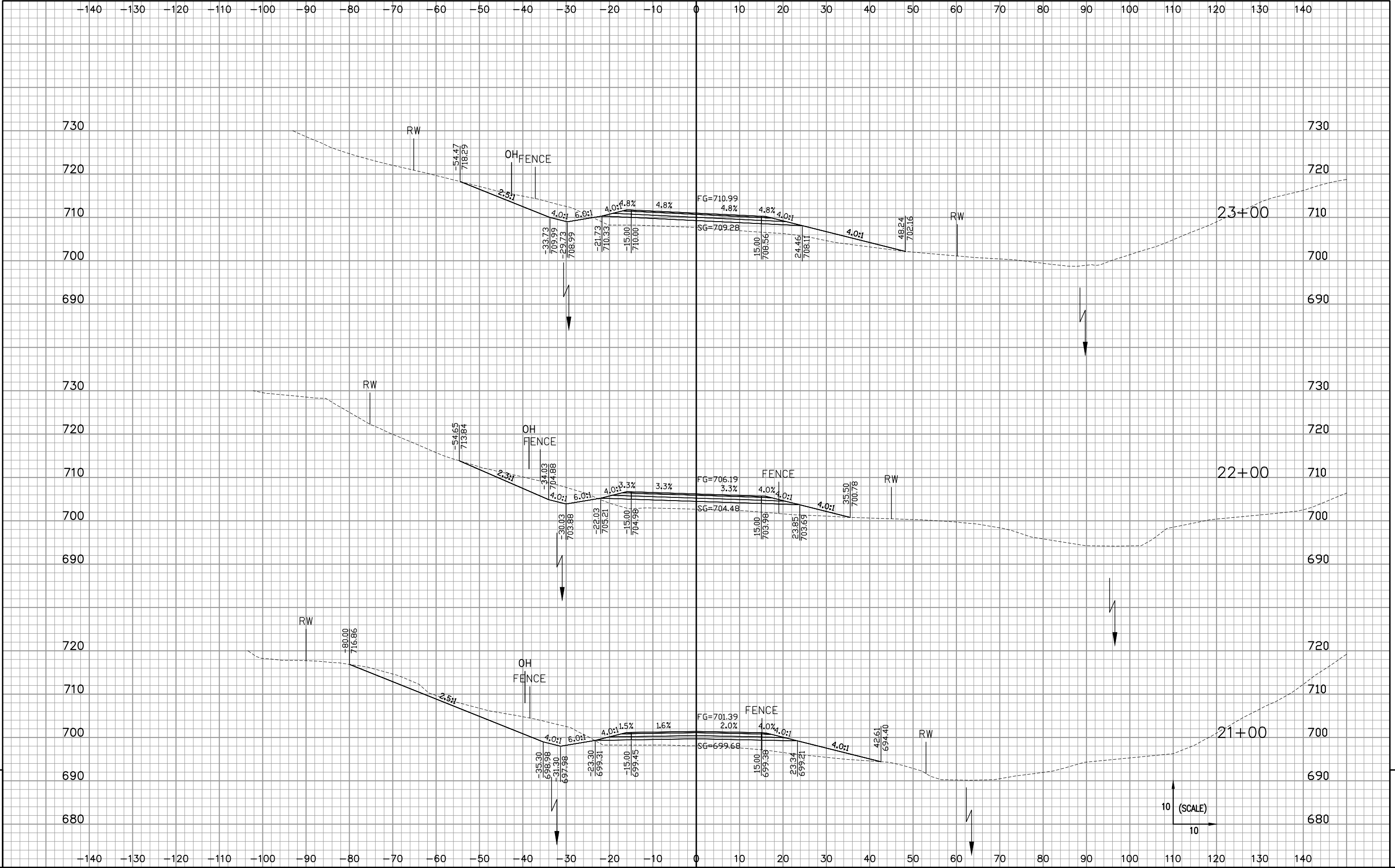
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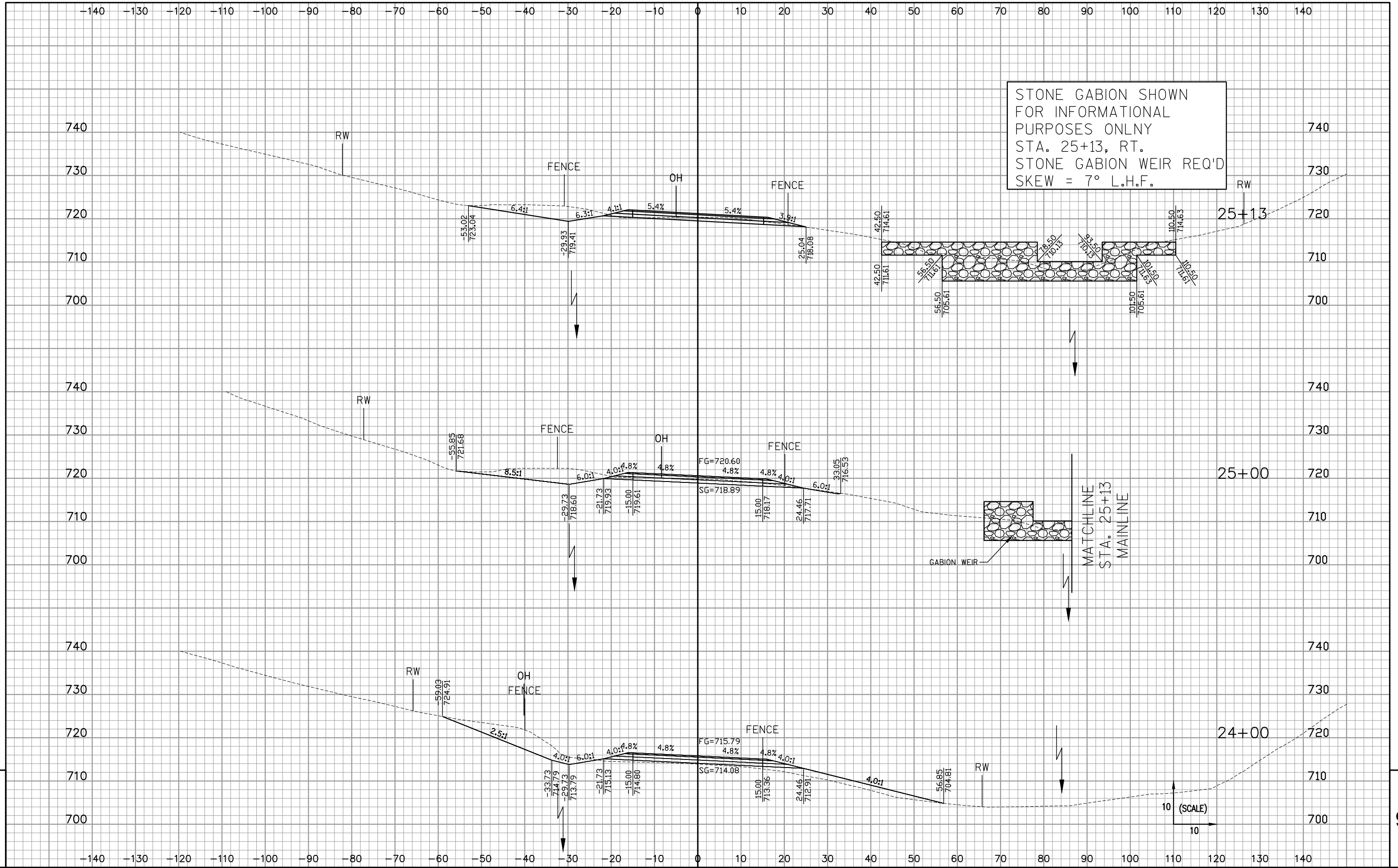
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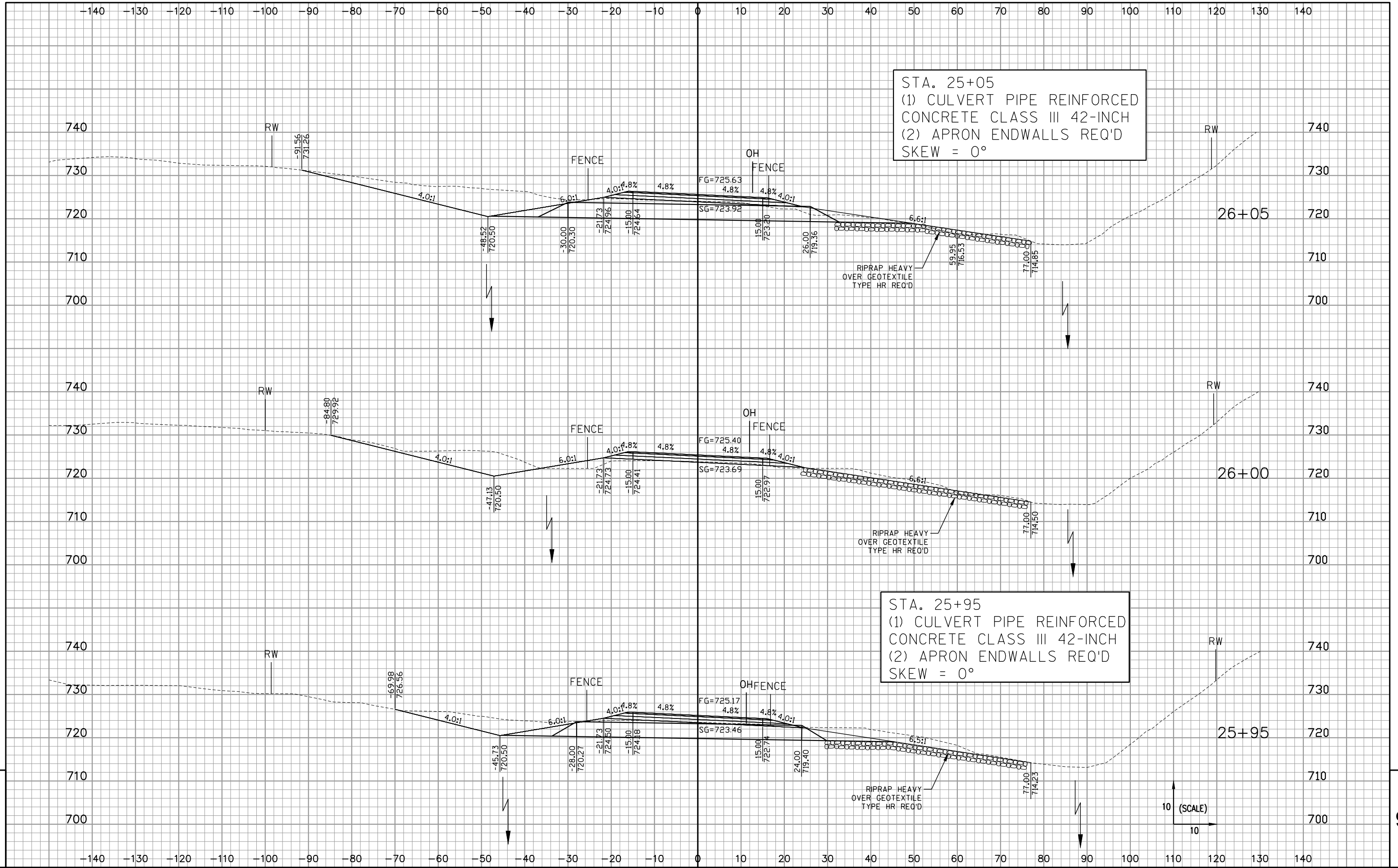
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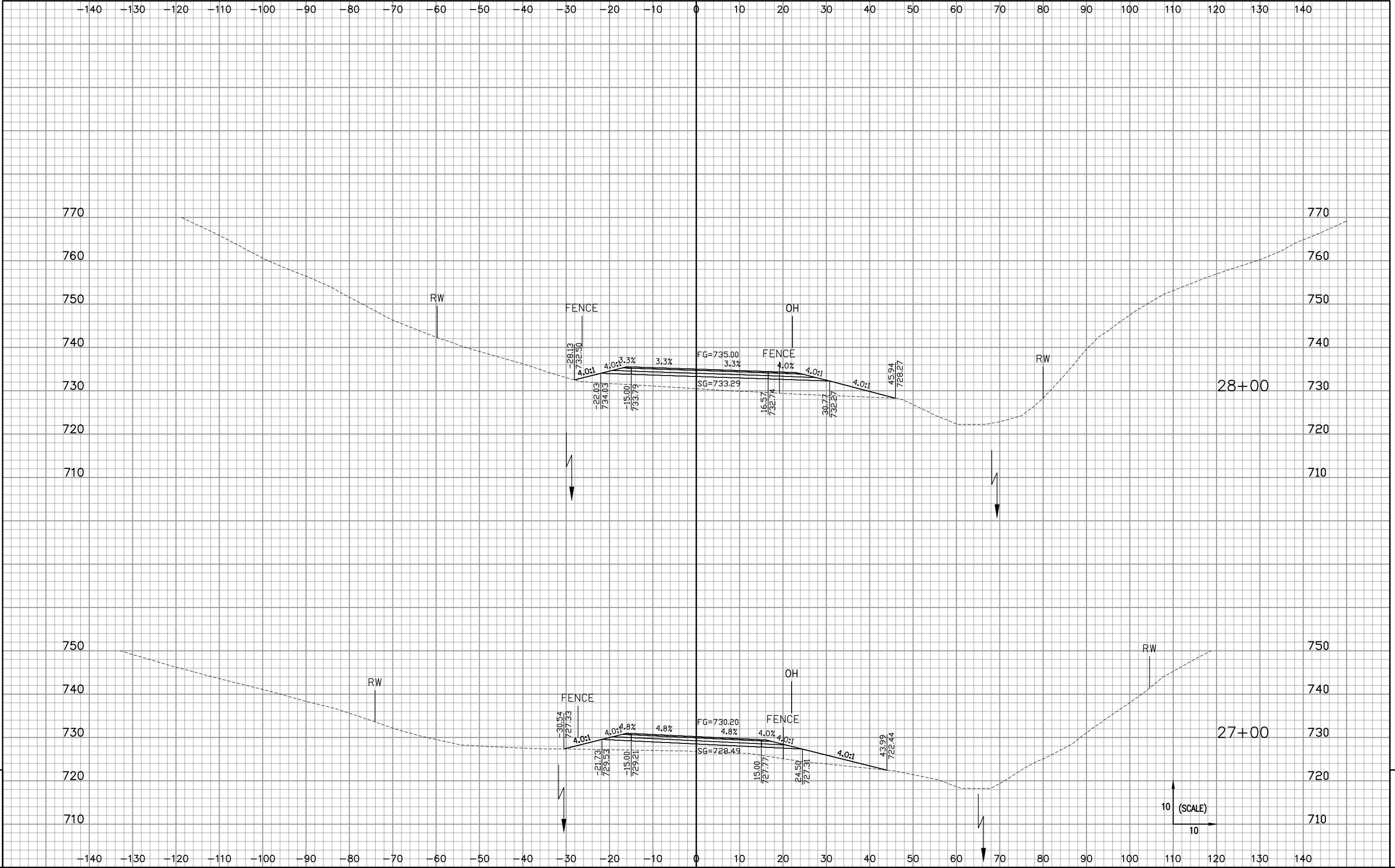
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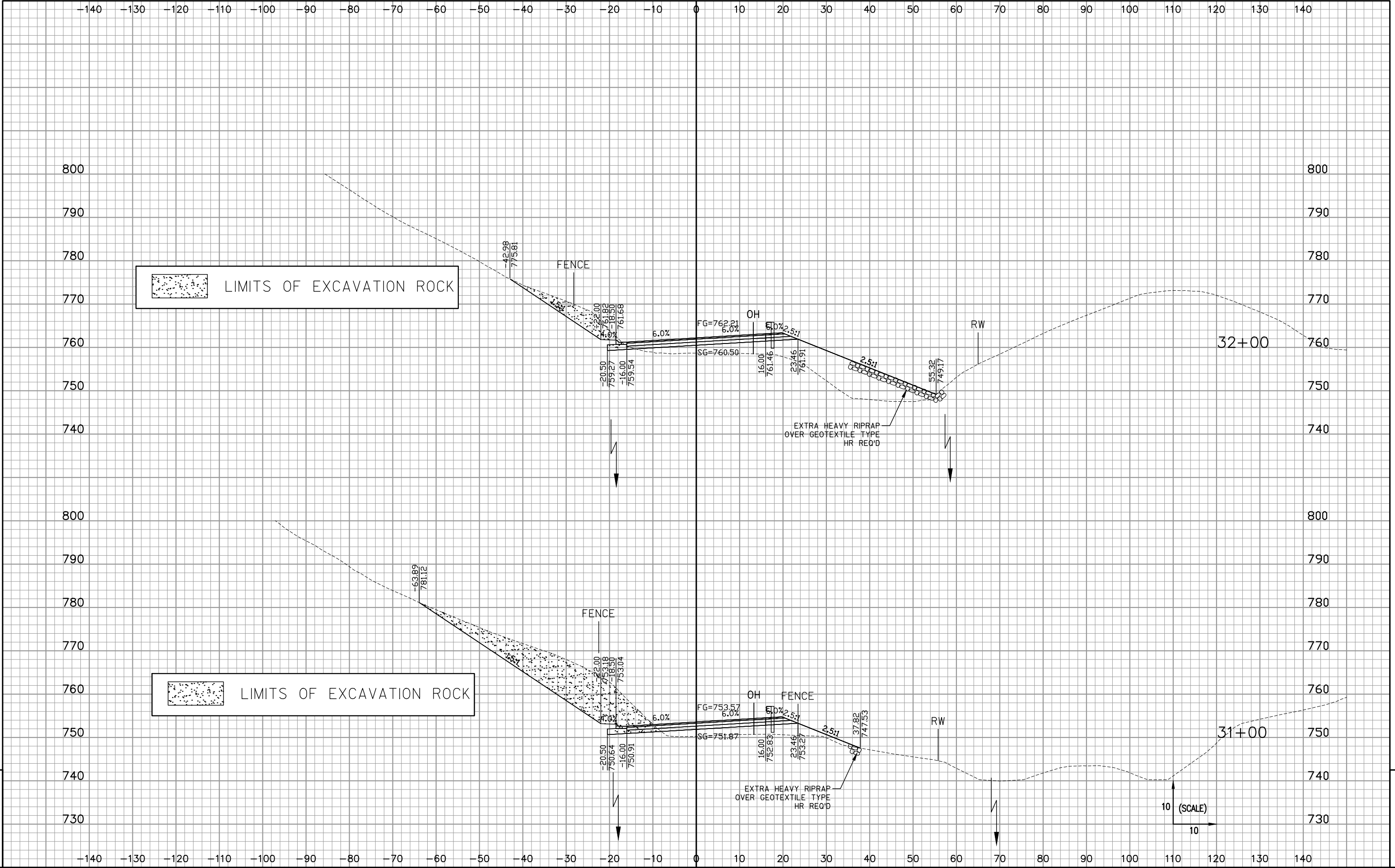
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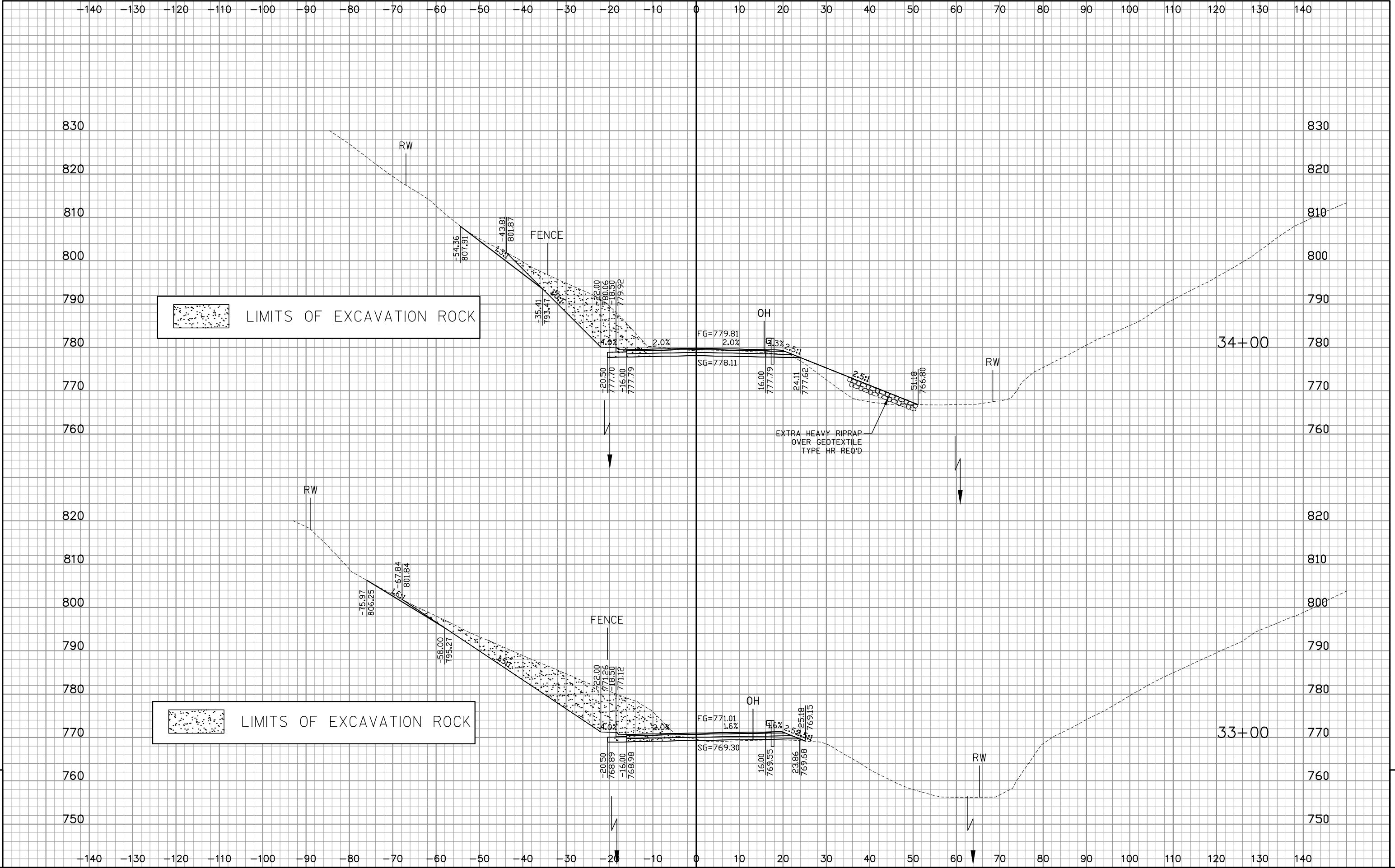
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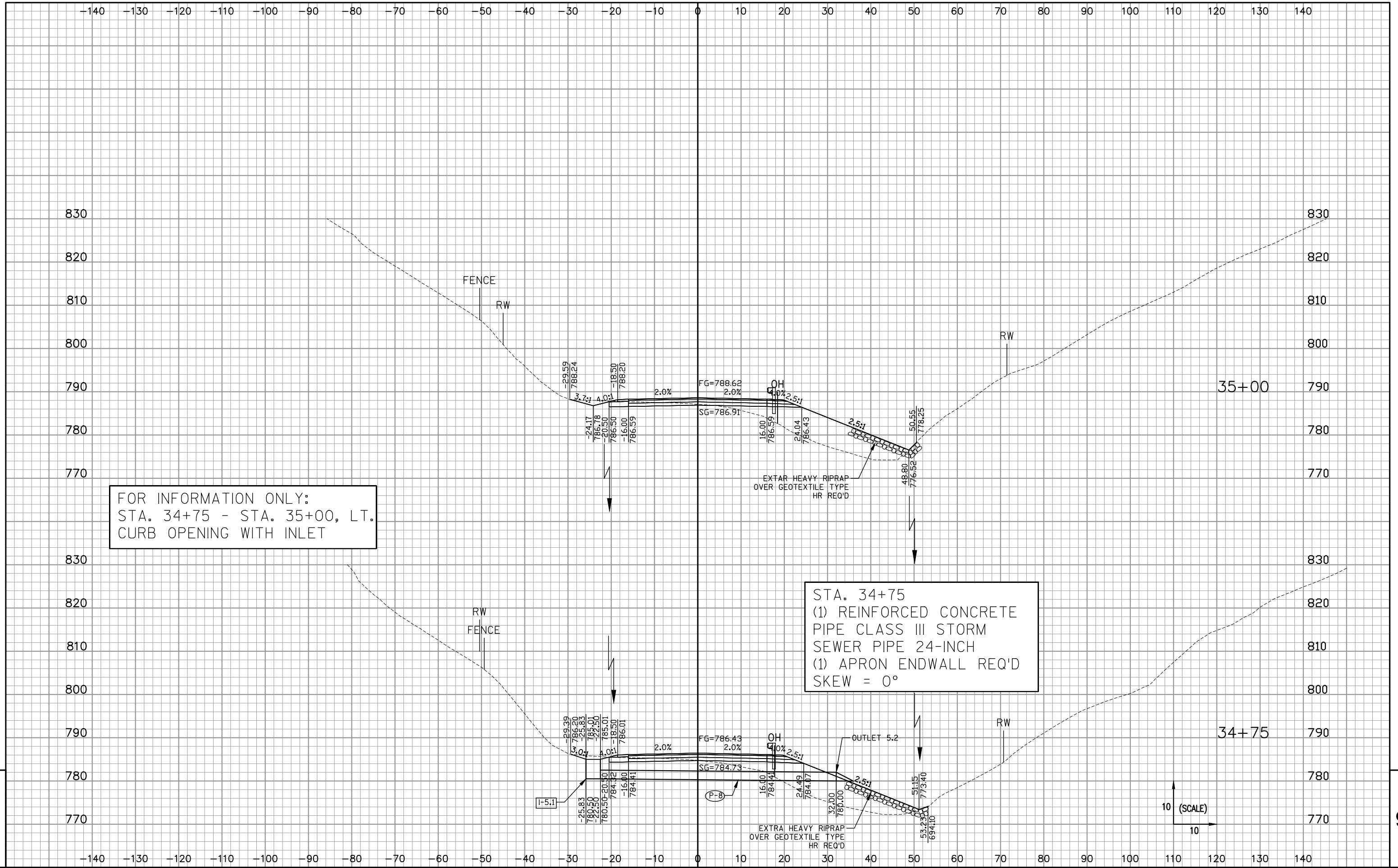
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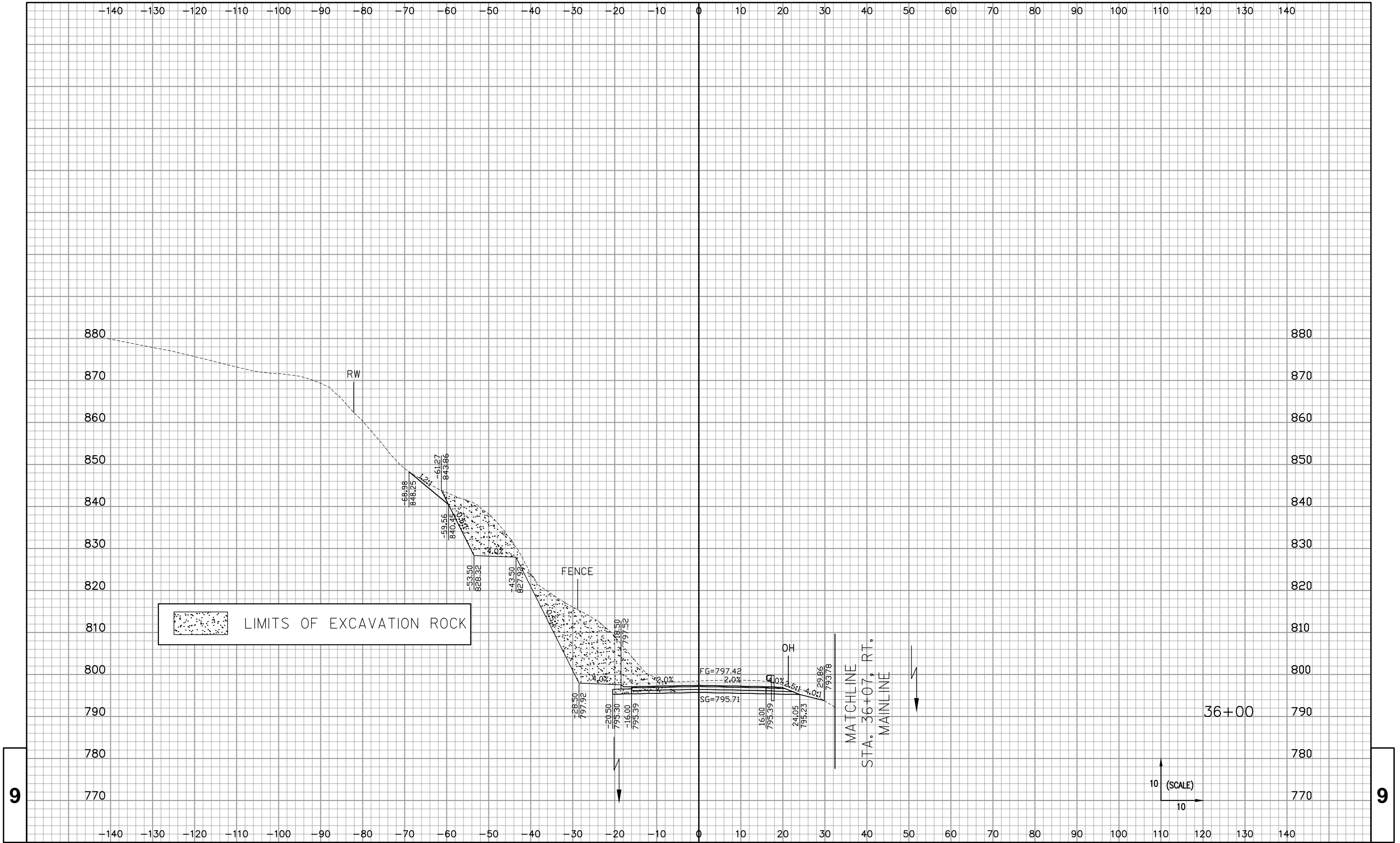
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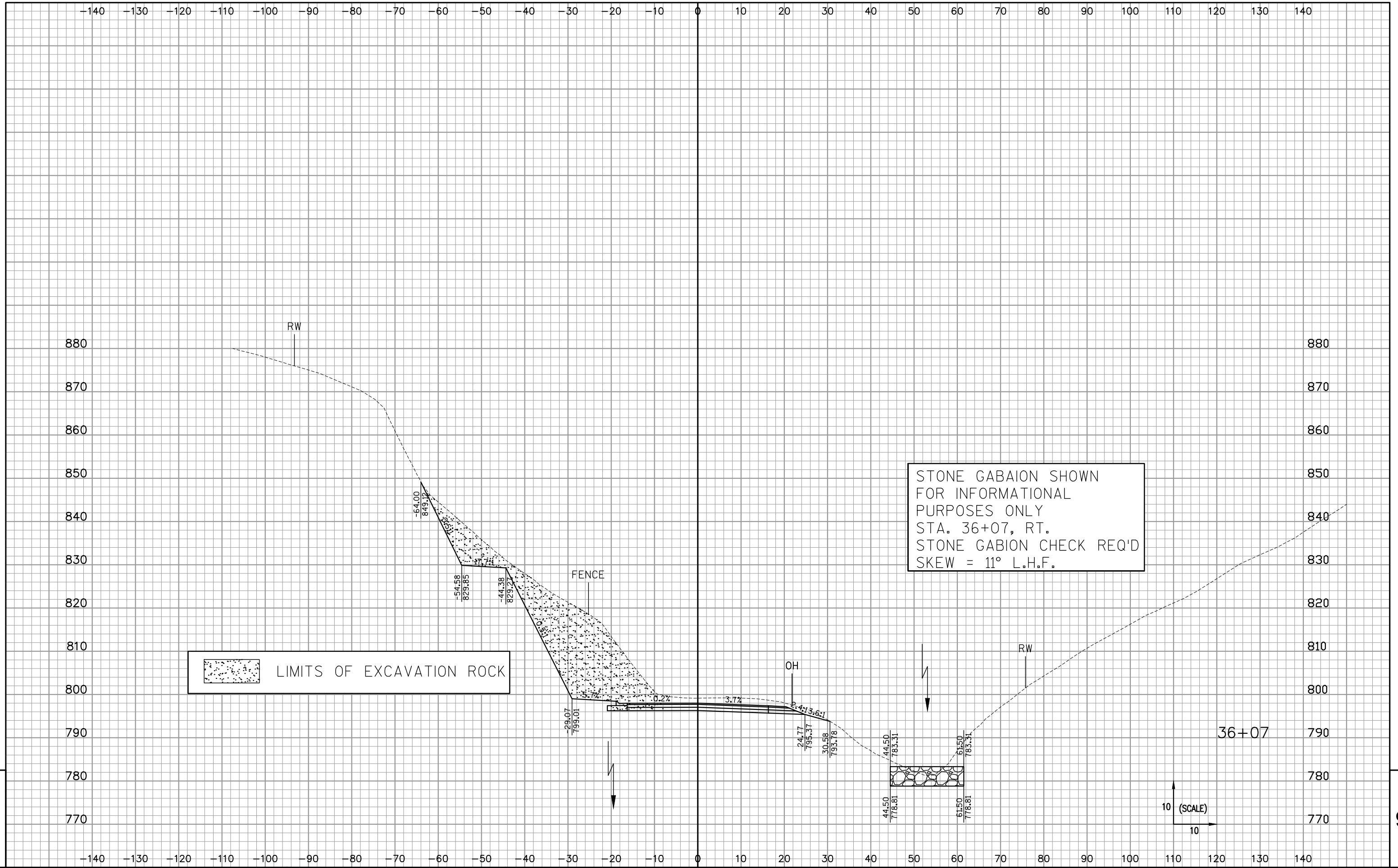
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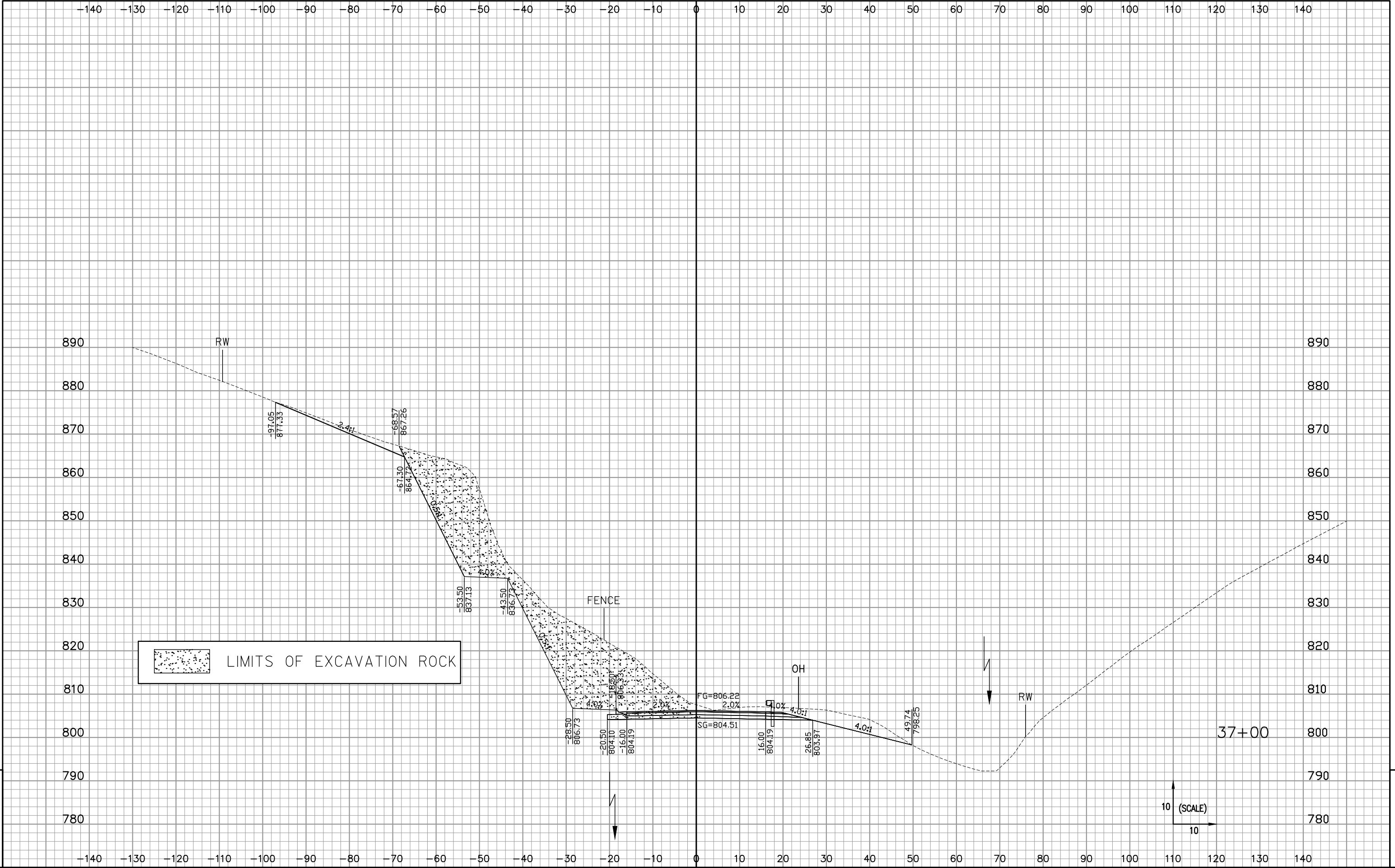
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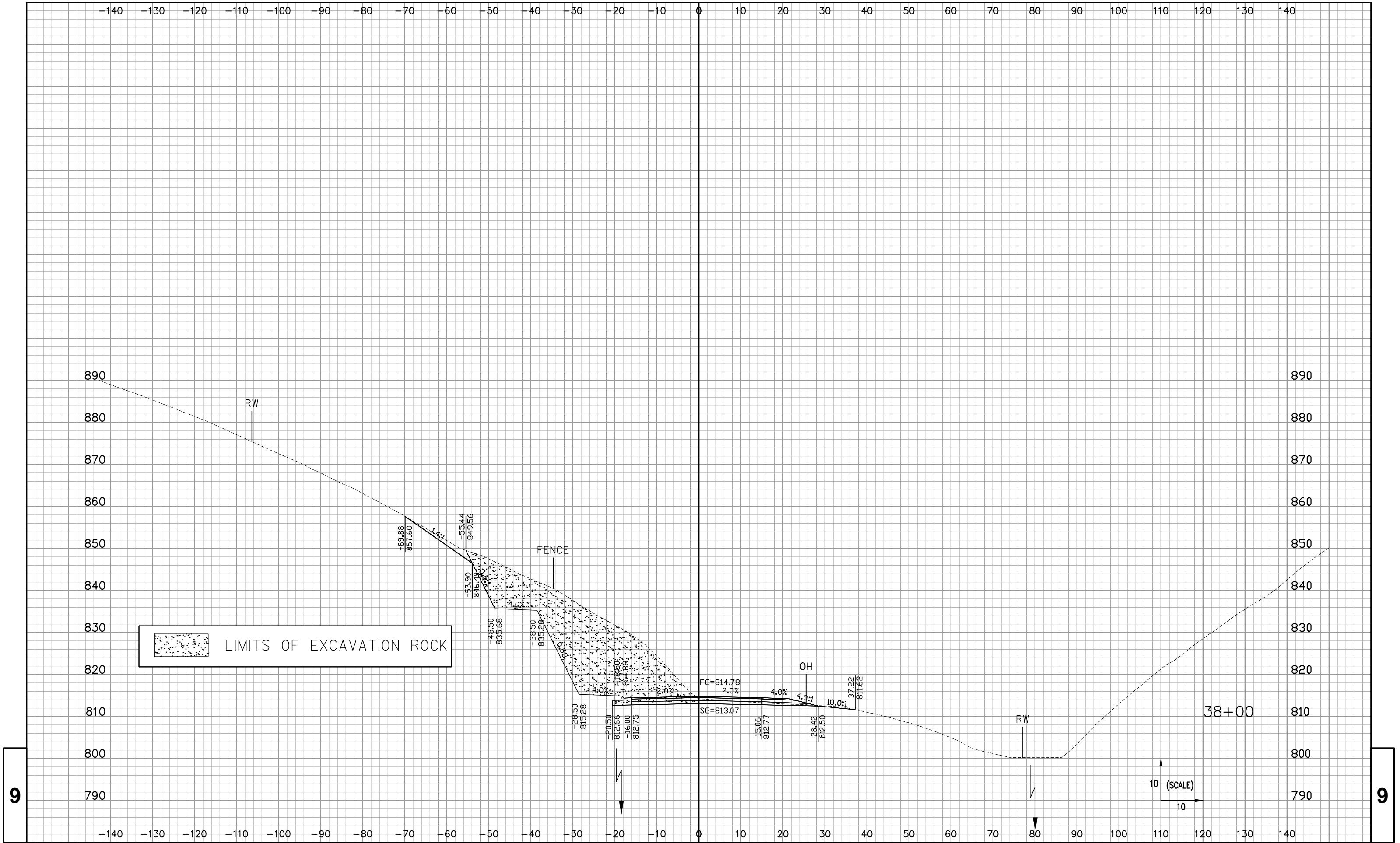
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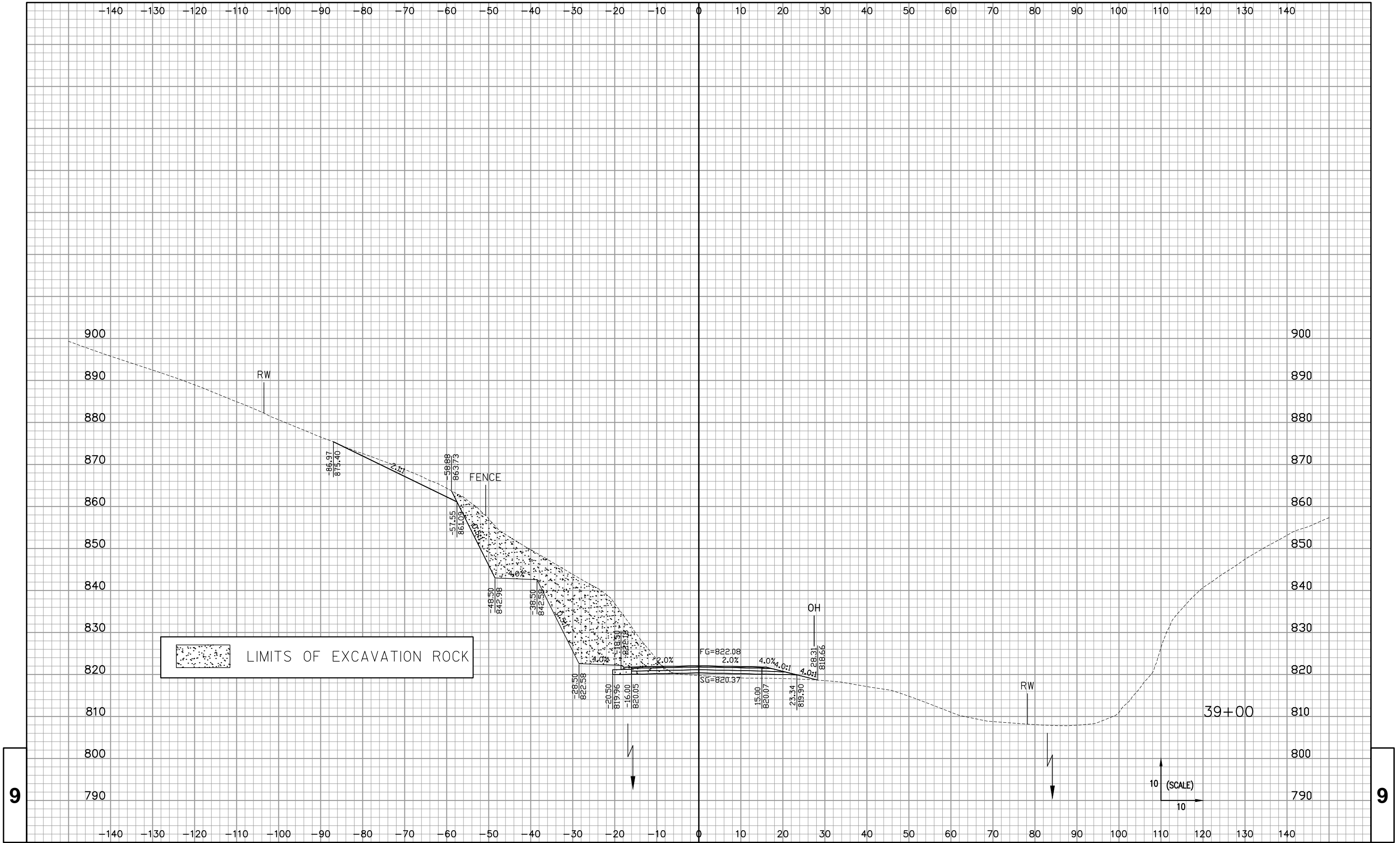


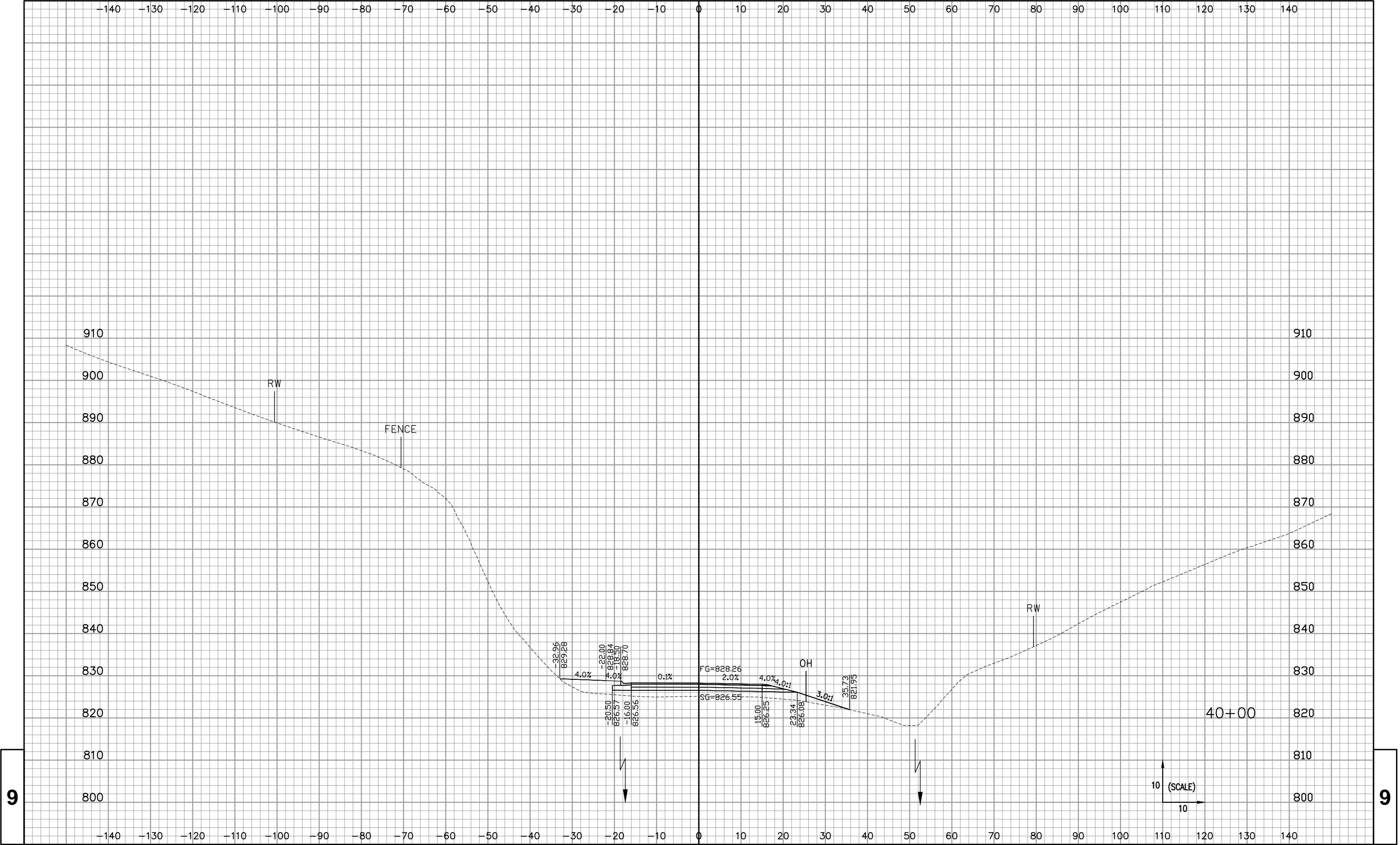


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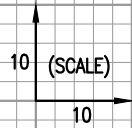
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FOR INFORMATION ONLY:
STA. 42+00 - STA. 42+50, LT.
CURB OPENING WITH INLET

STA. 42+00
(1) REINFORCED CONCRETE
PIPE CLASS III STORM
SEWER PIPE 24-INCH
(1) APRON ENDWALL REQ'D
SKEW = 0°

STONE GABION SHOWN
FOR INFORMATIONAL
PURPOSES ONLY
STA. 41+00, RT.
STONE GABION CHECK REQ'D
SKEW = 0°



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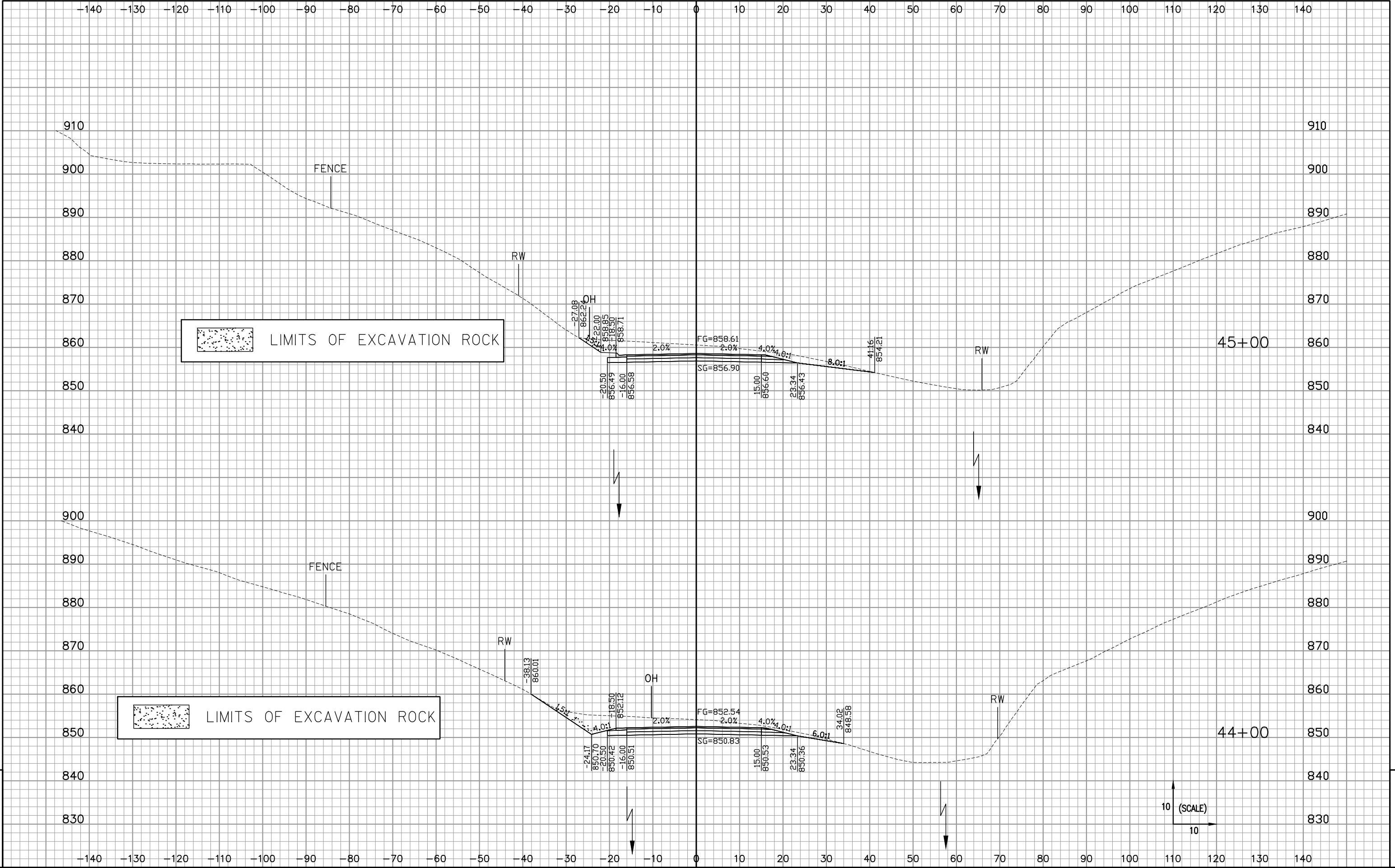
FOR INFORMATION ONLY:
STA. 43+50 - STA. 44+00, LT.
CURB OPENING WITH INLET

STA. 43+50
(1) REINFORCED CONCRETE
PIPE CLASS III STORM
SEWER PIPE 24-INCH
(1) APRON ENDWALL REQ'D
SKEW = 0°

43+50

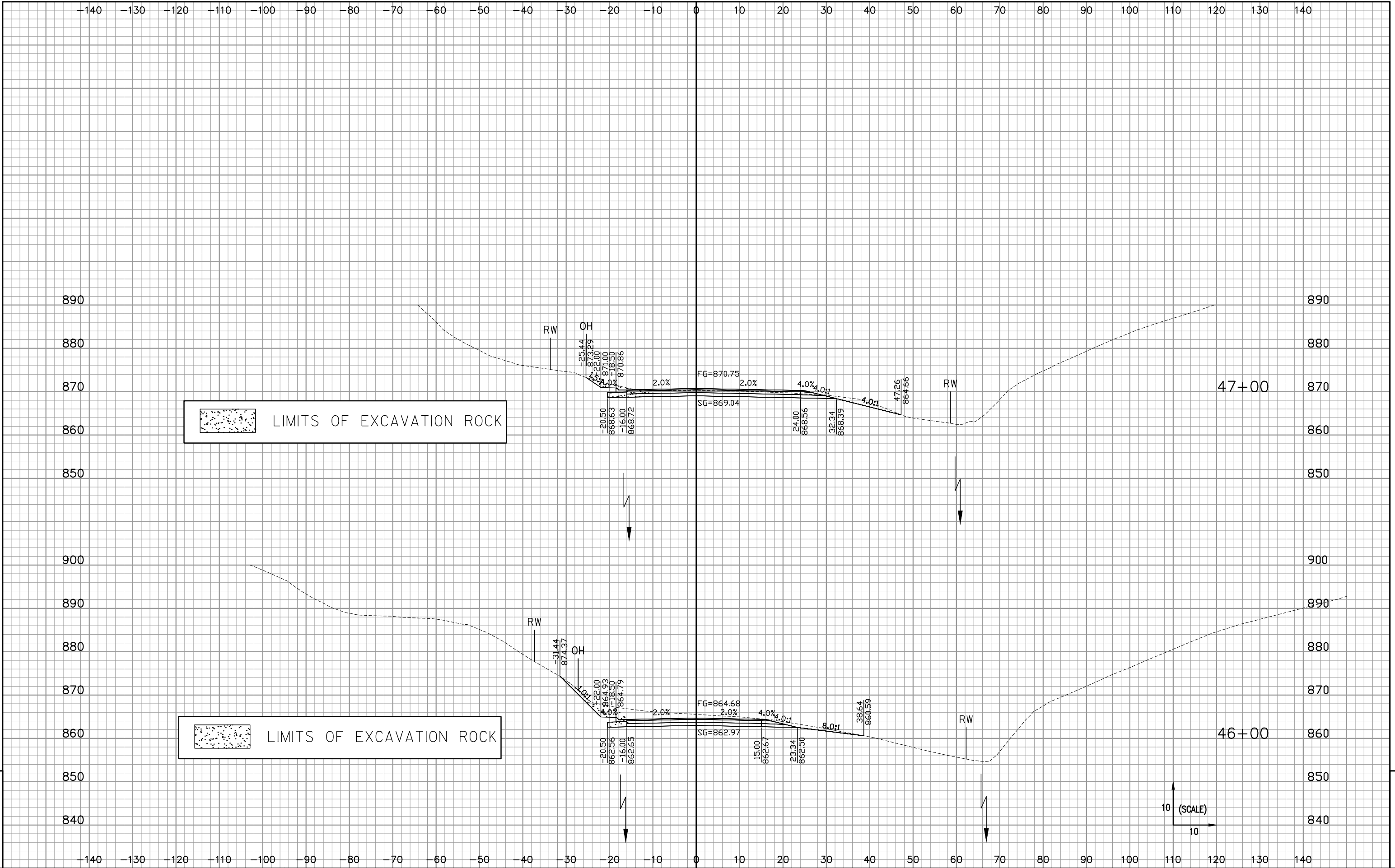
43+00

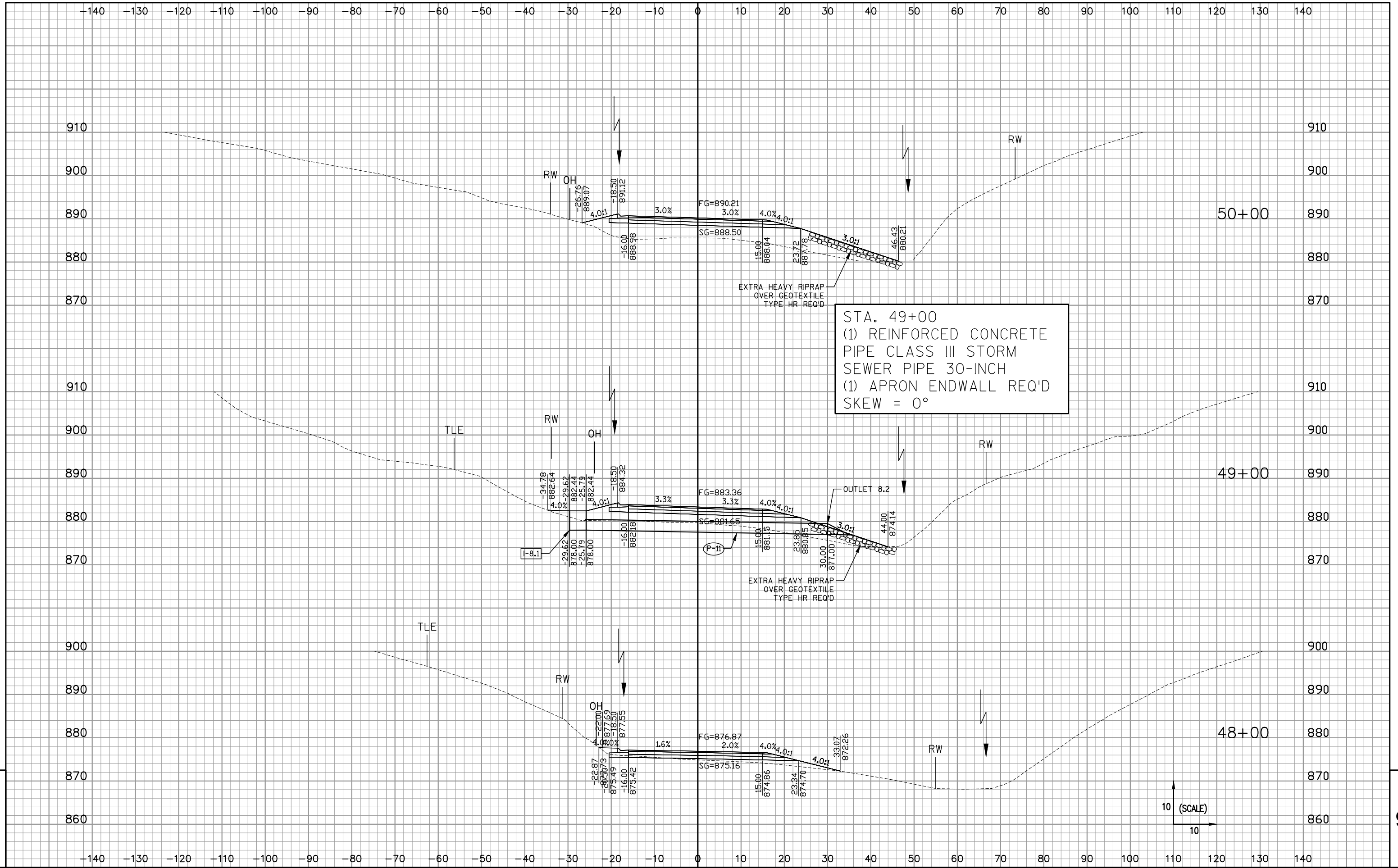
10 (SCALE)
10



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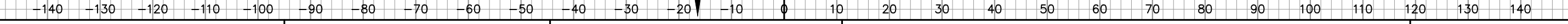
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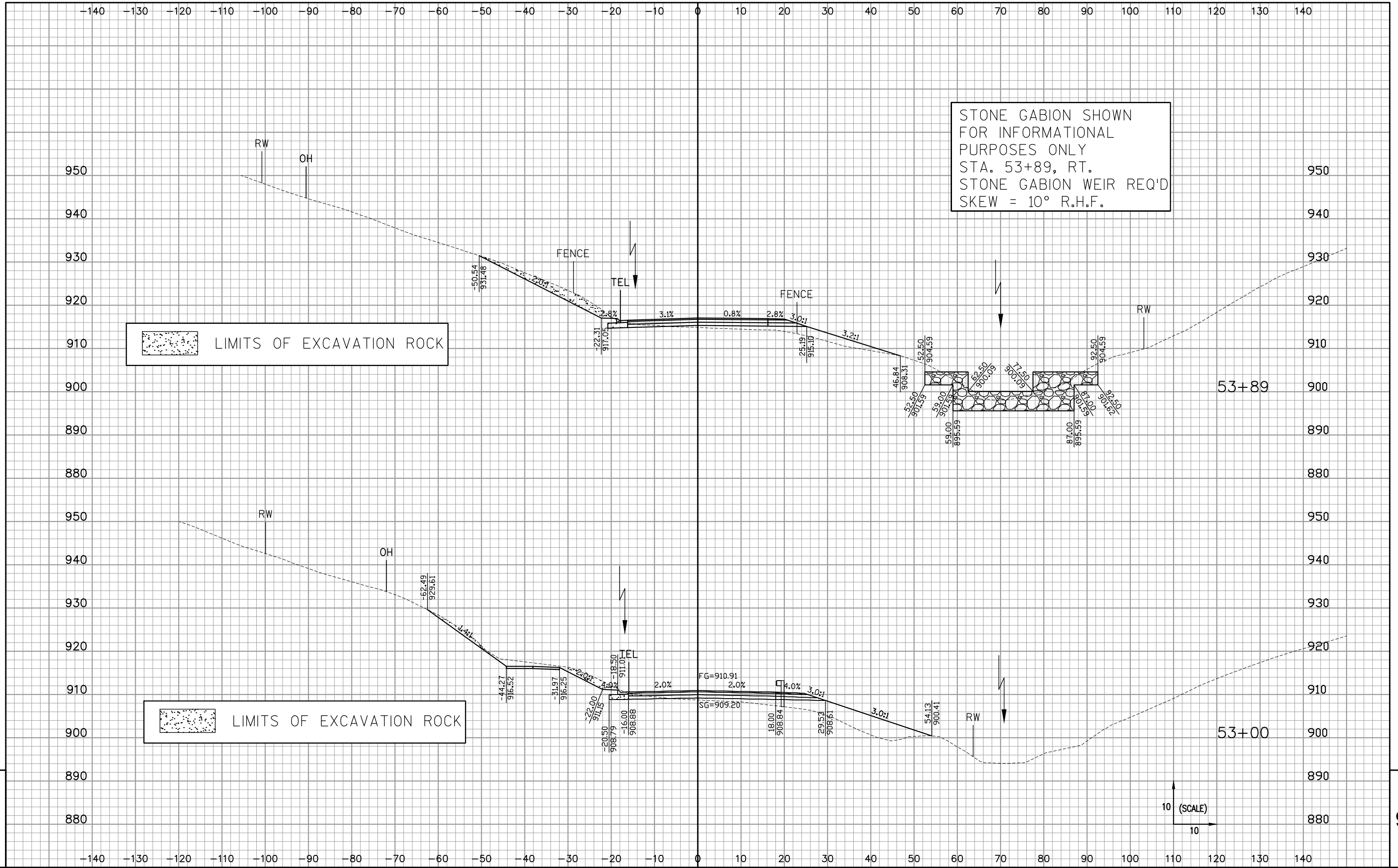
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EXTRA HEAVY RIPRAP
OVER GEOTEXTILE
TYPE HR REQ'D

9



STONE GABION SHOWN
FOR INFORMATIONAL
PURPOSES ONLY
STA. 53+89, RT.
STONE GABION WEIR REQ'D
SKEW = 10° R.H.F.

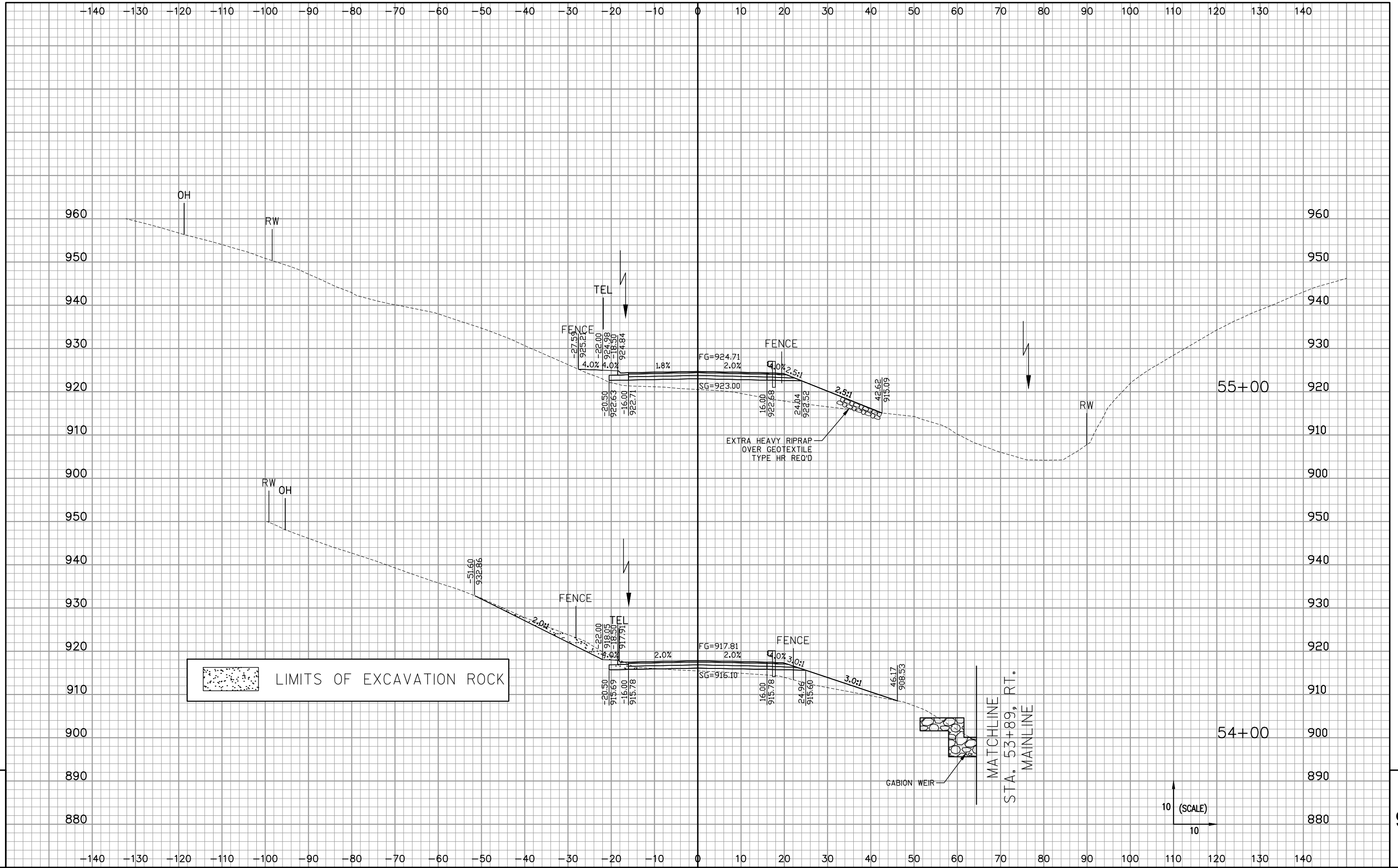
LIMITS OF EXCAVATION ROCK

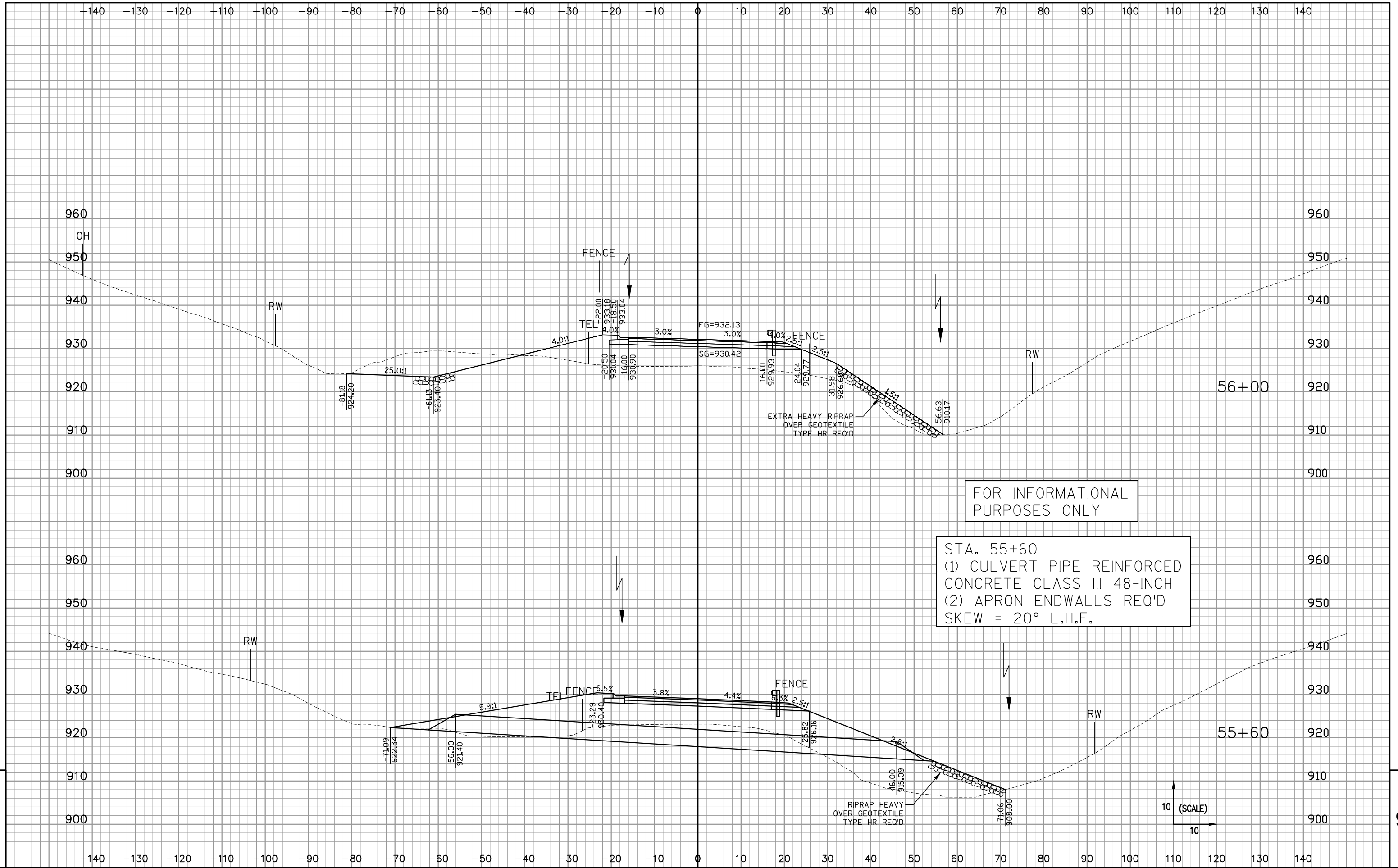
LIMITS OF EXCAVATION ROCK

10 (SCALE)
10

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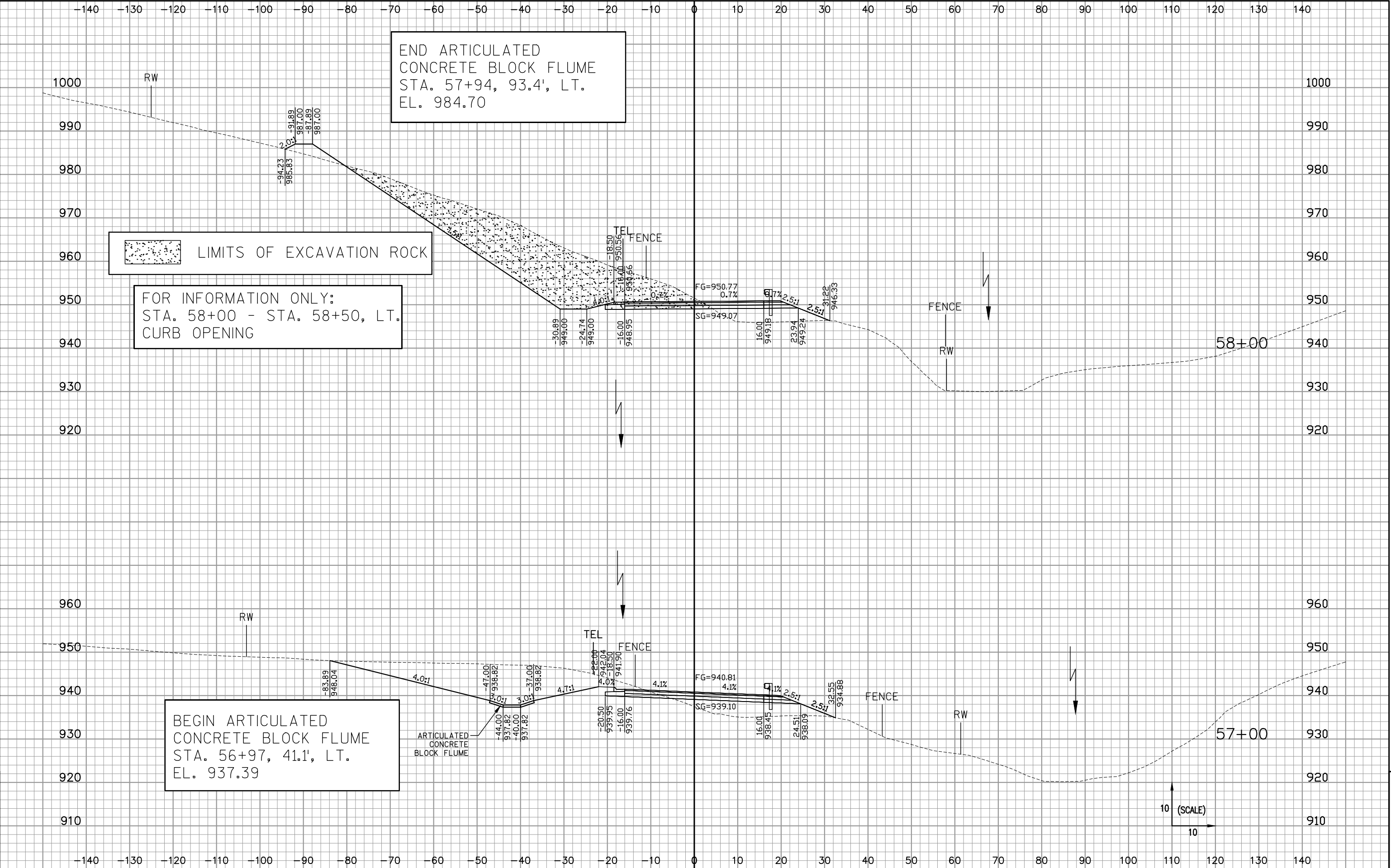
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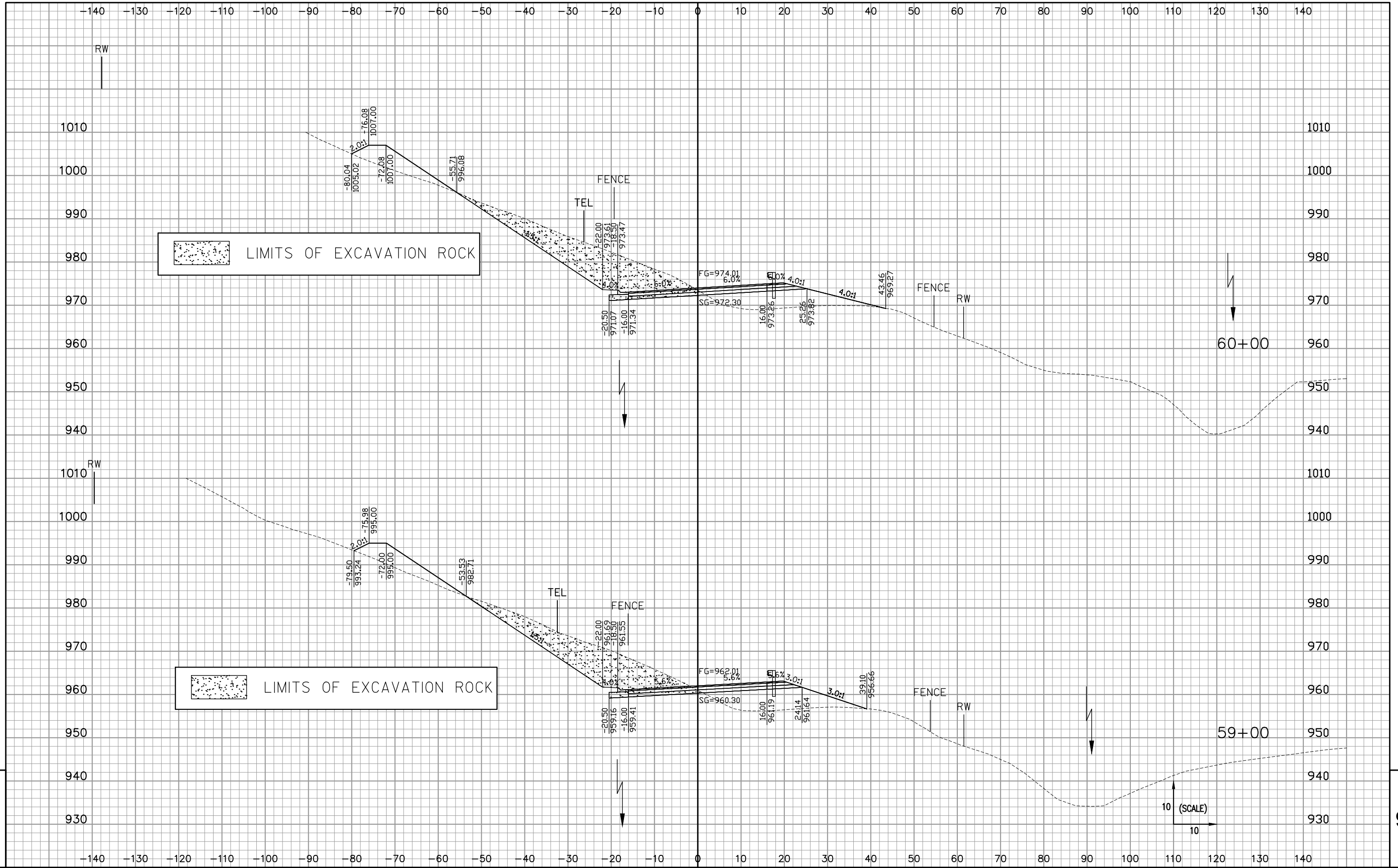


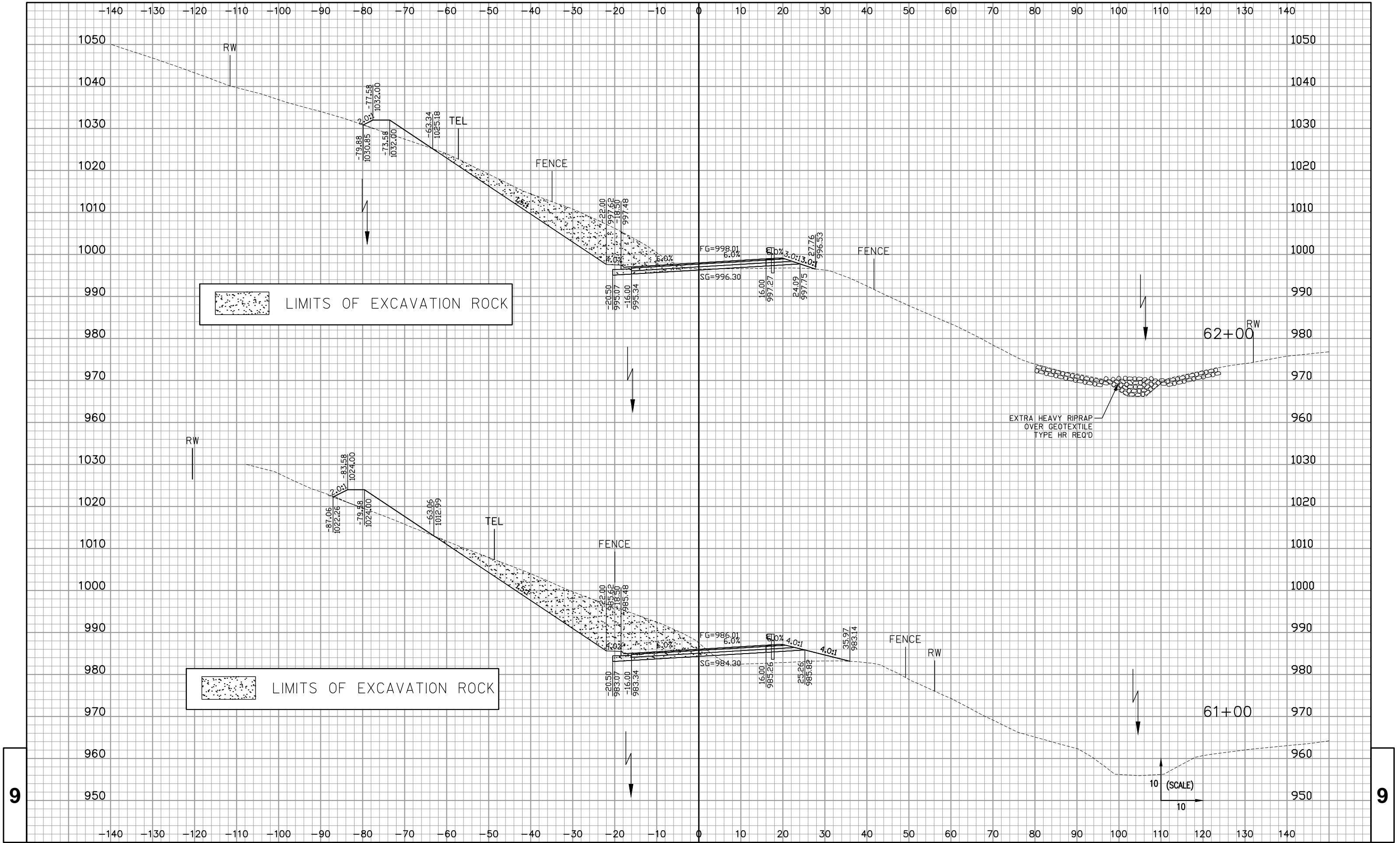


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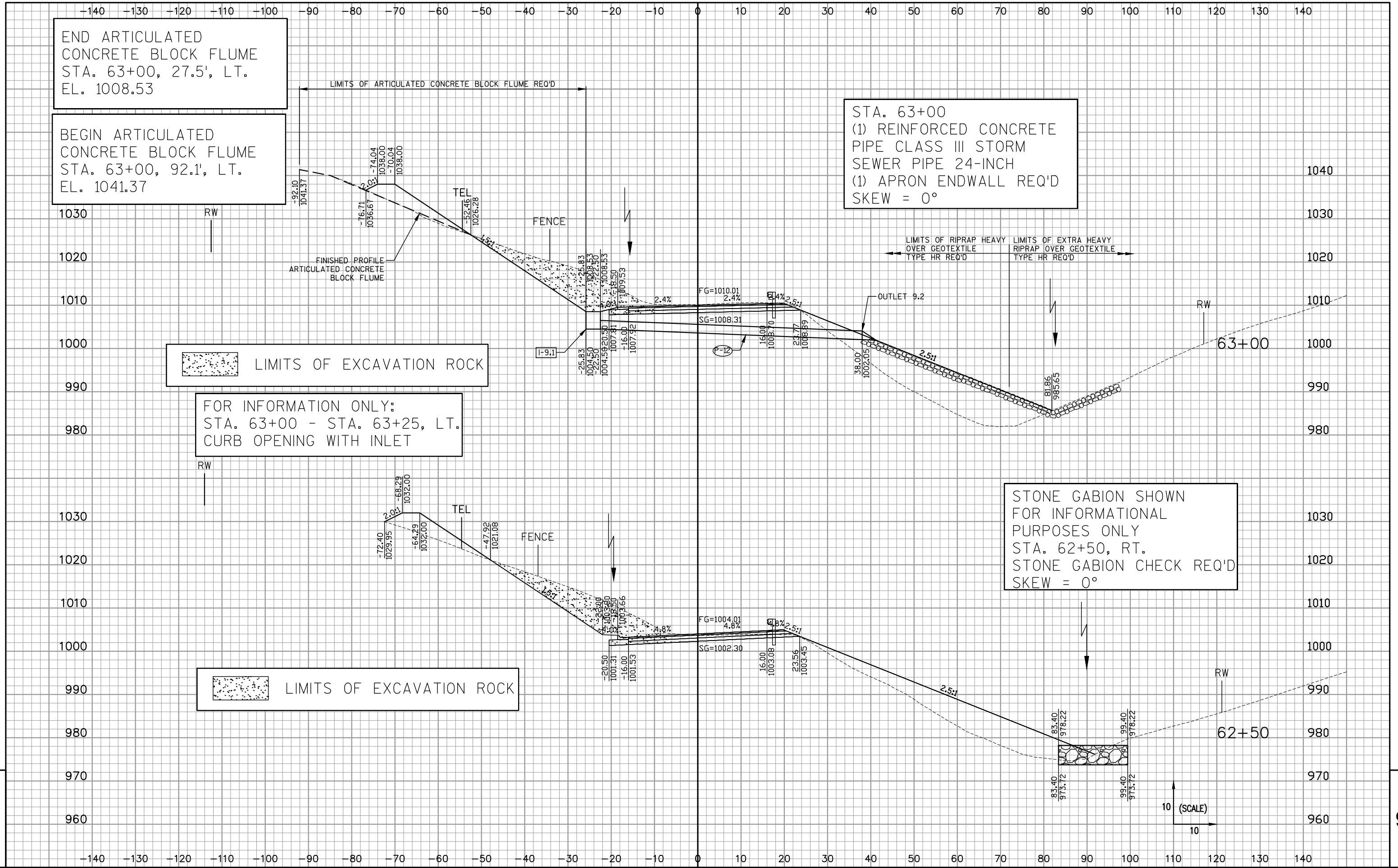






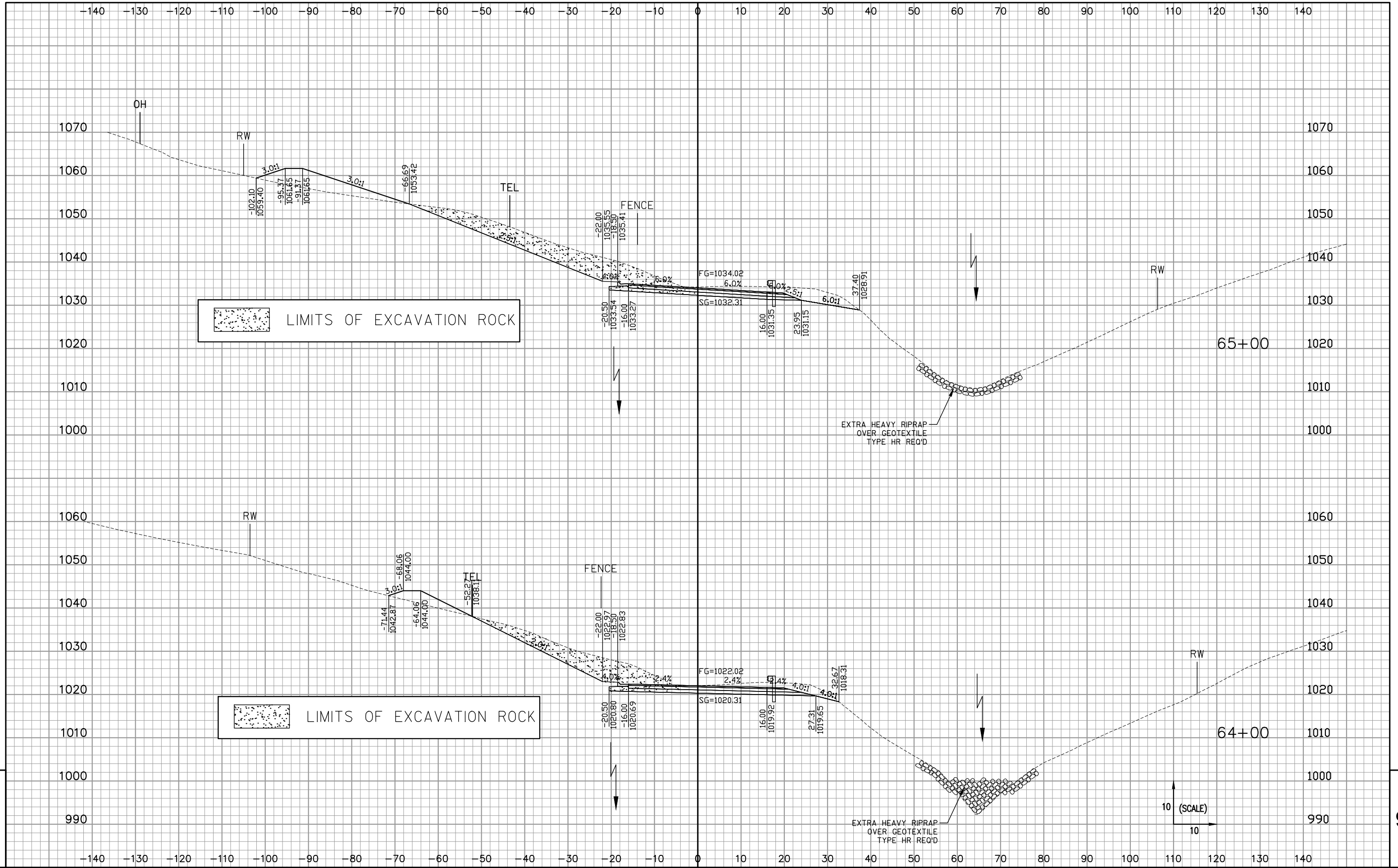
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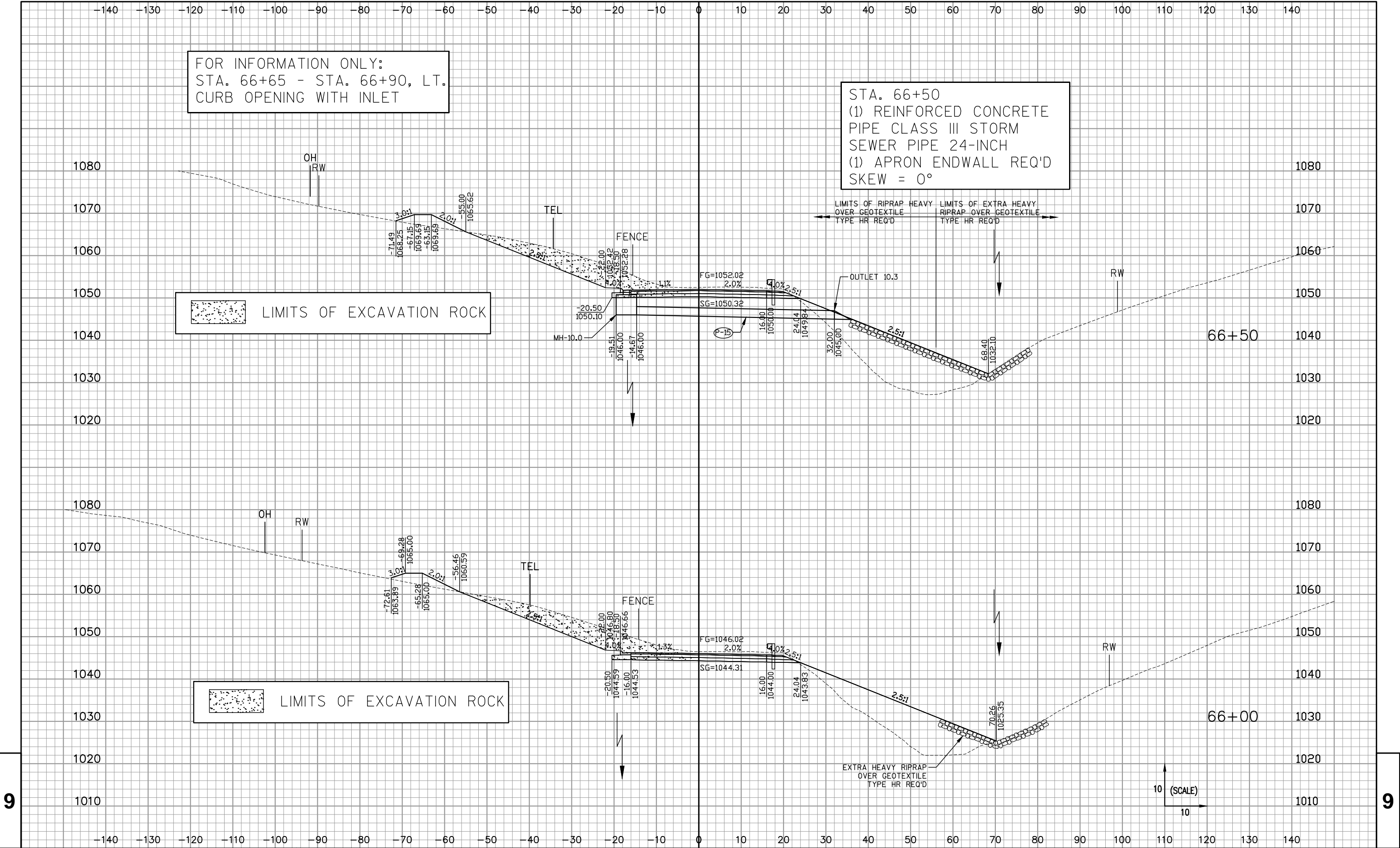
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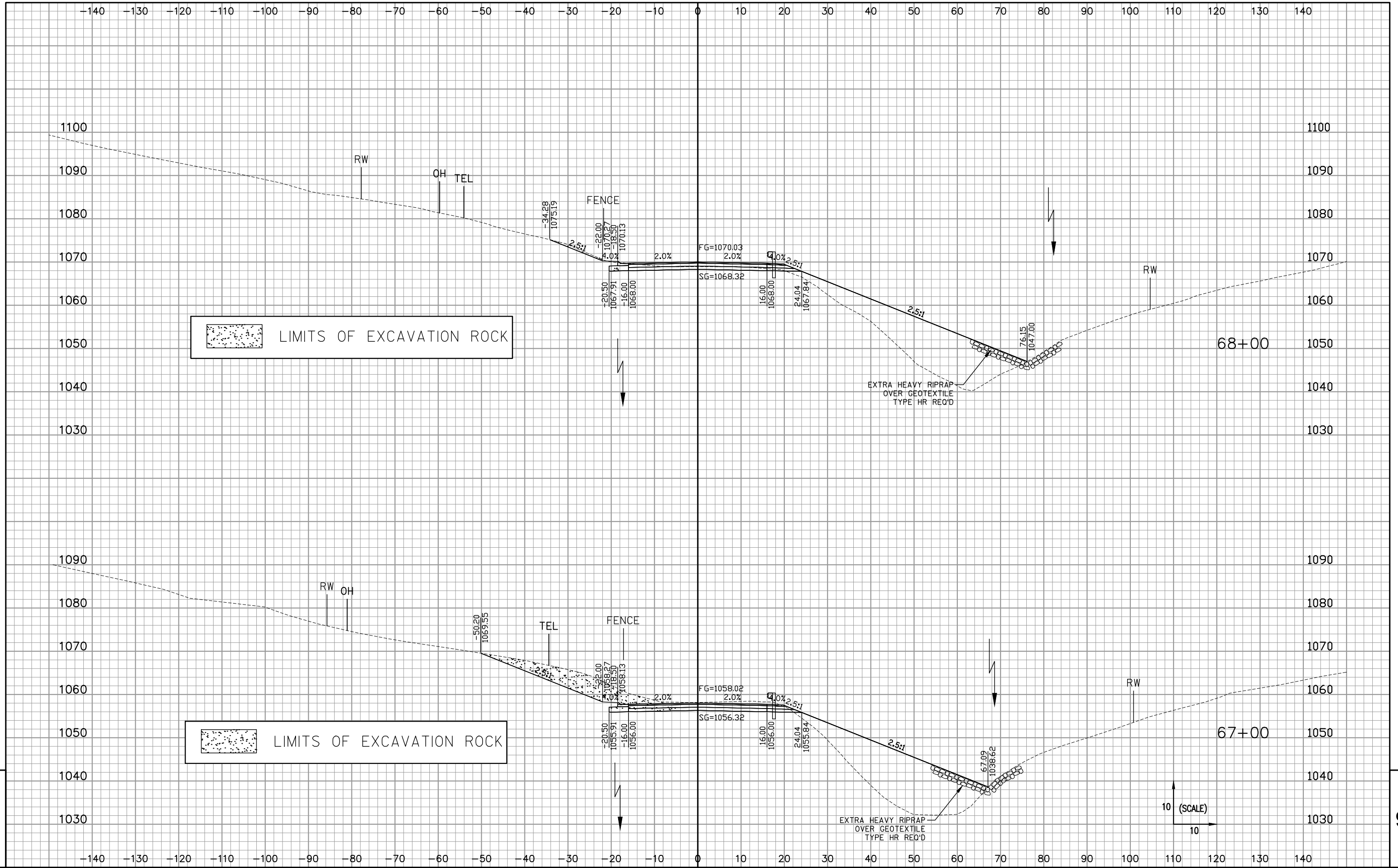
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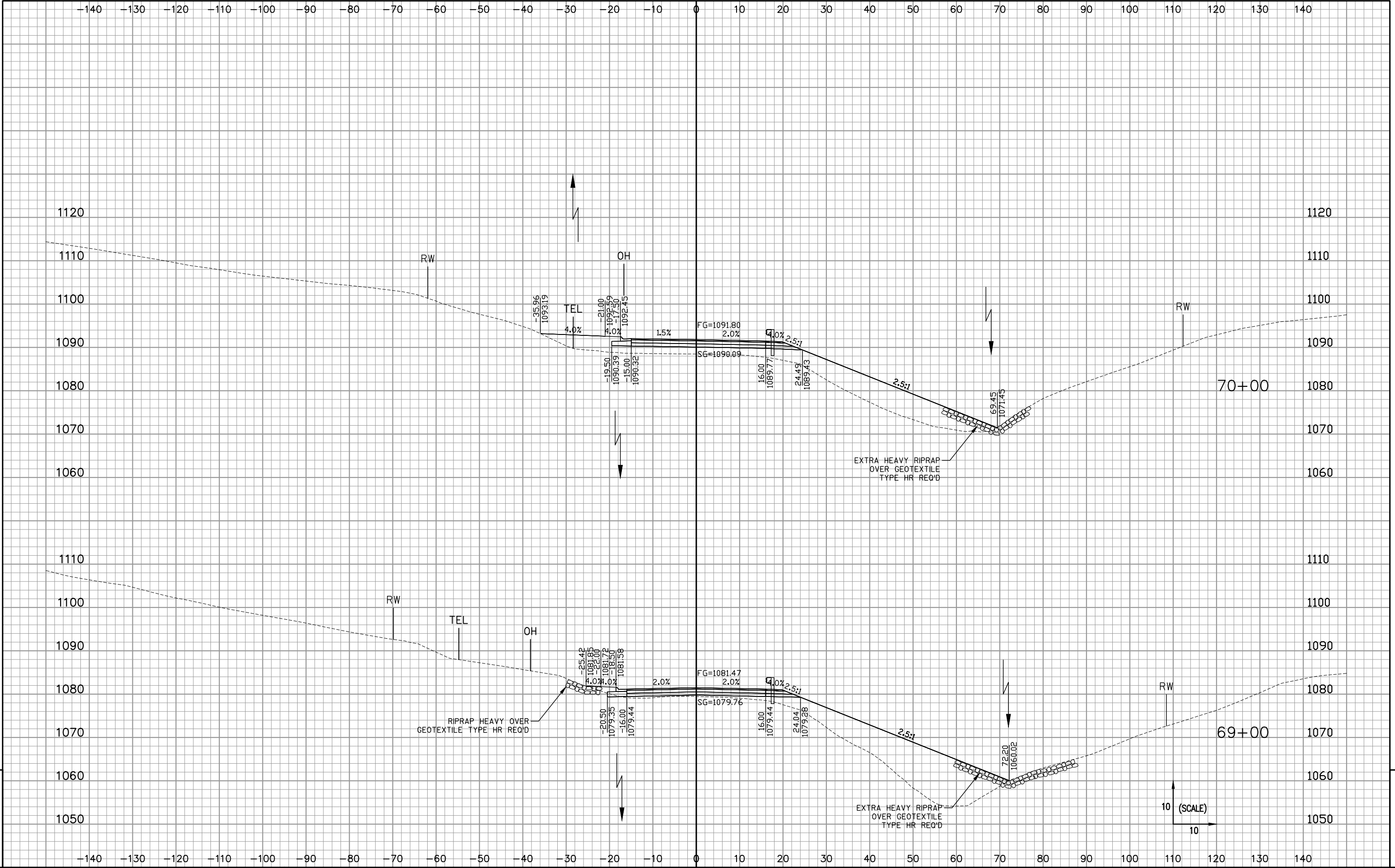


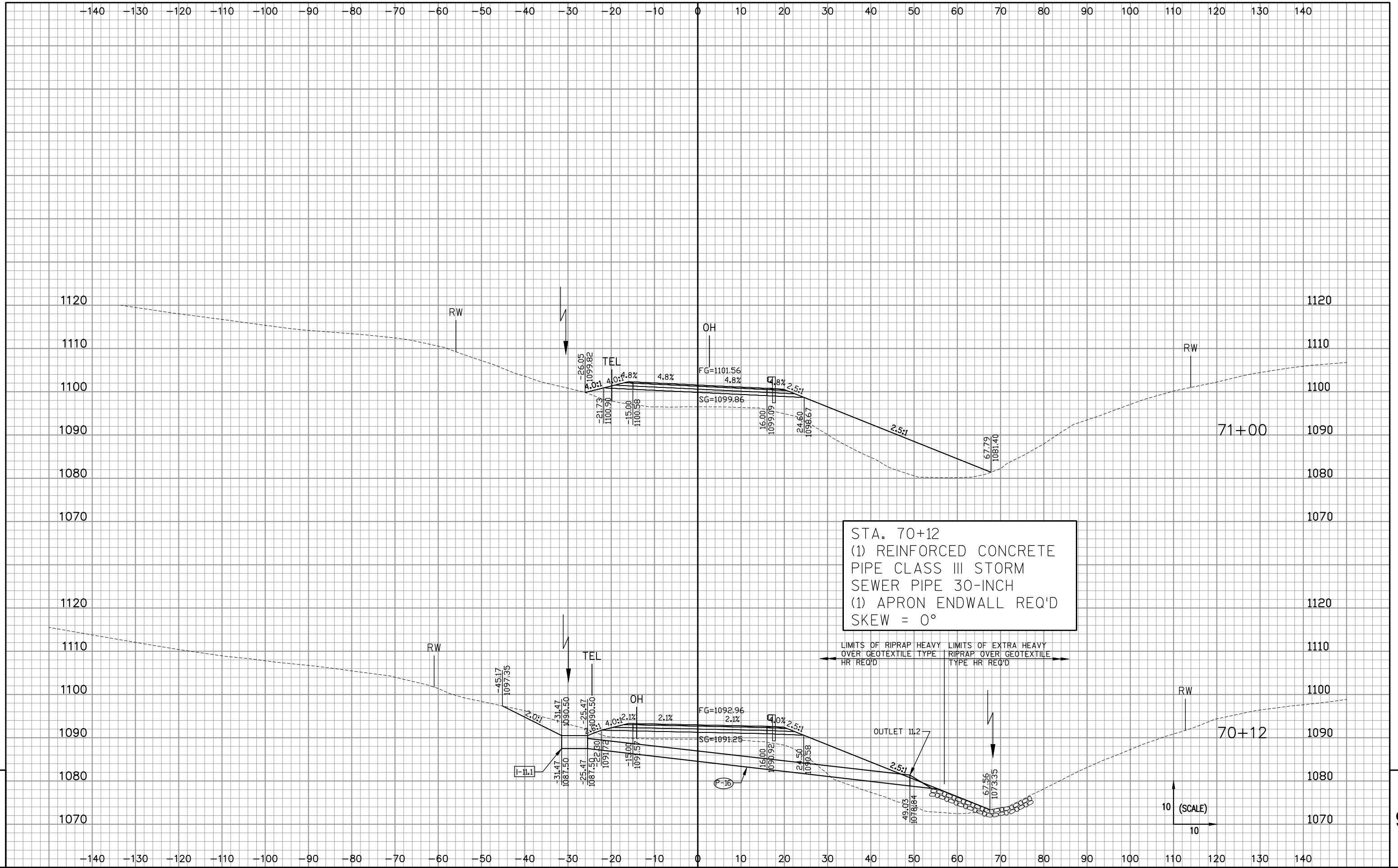
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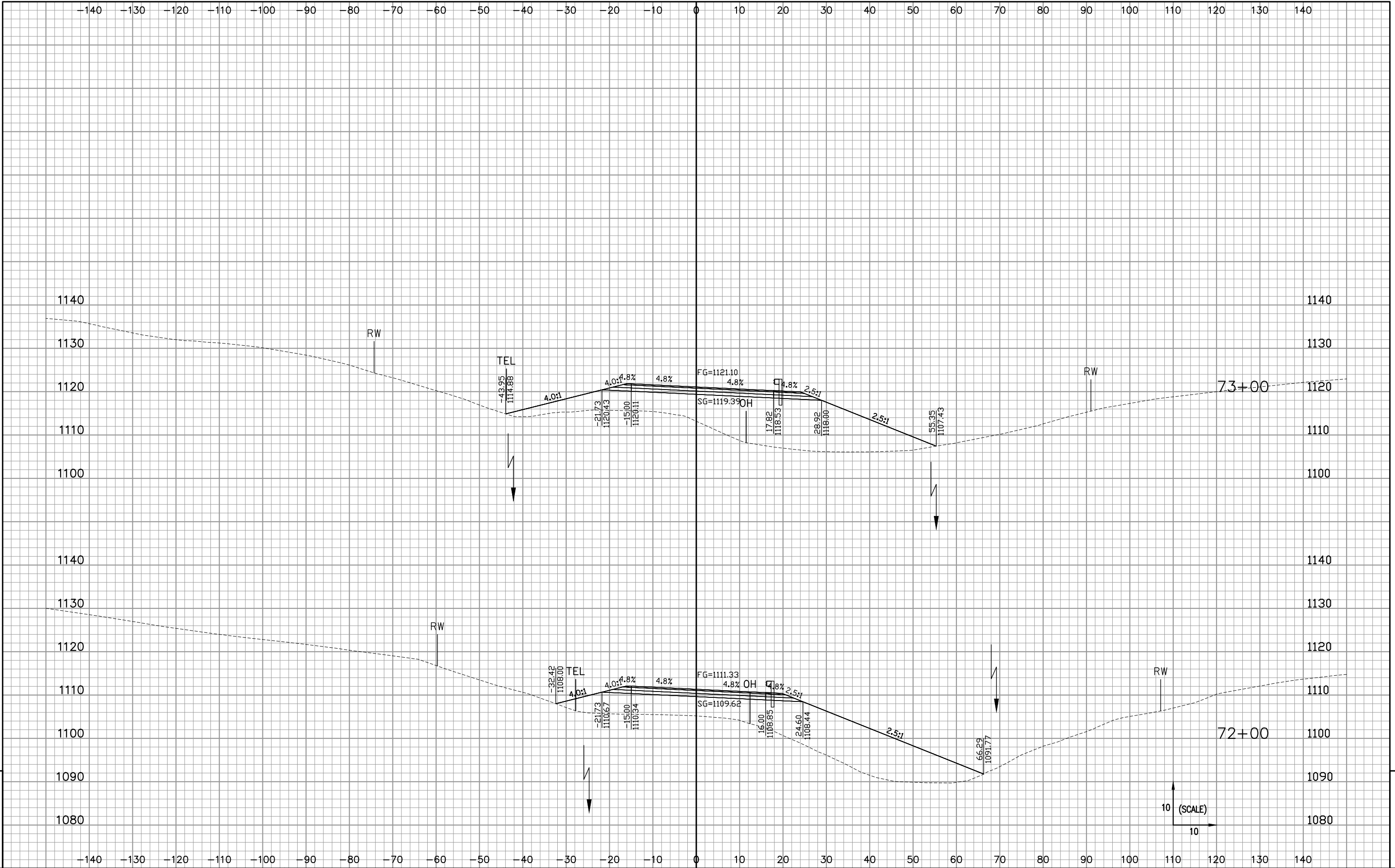


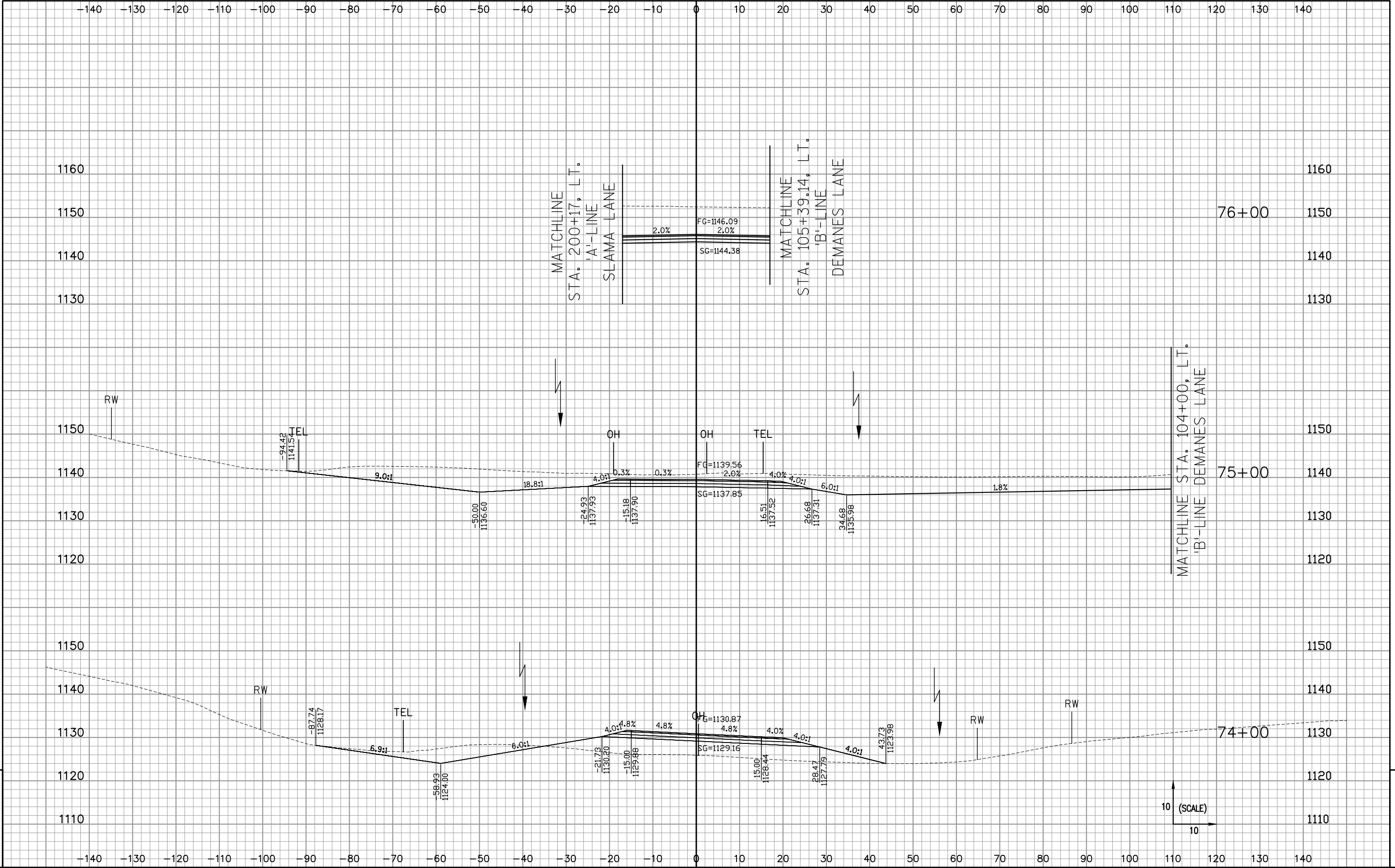


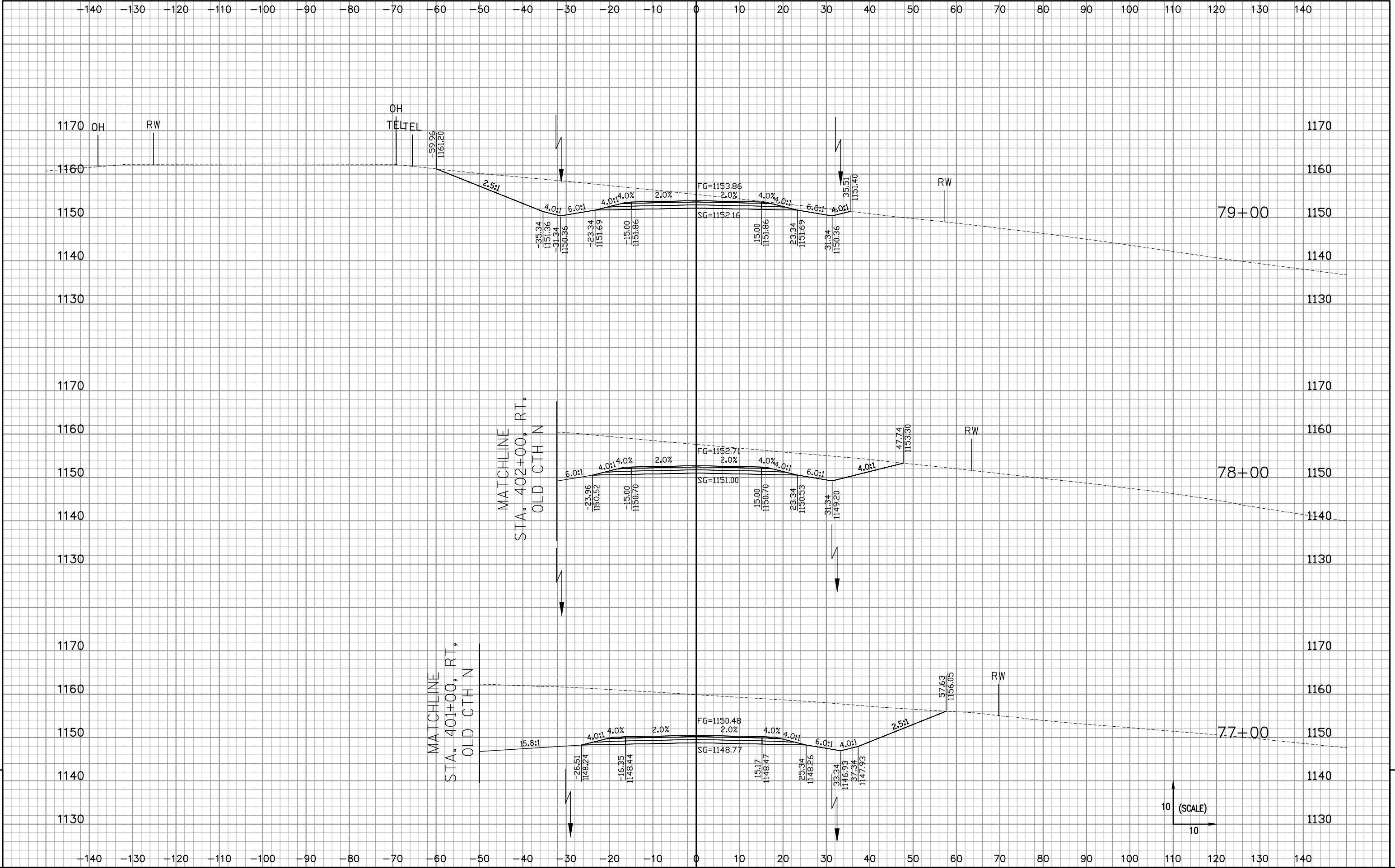


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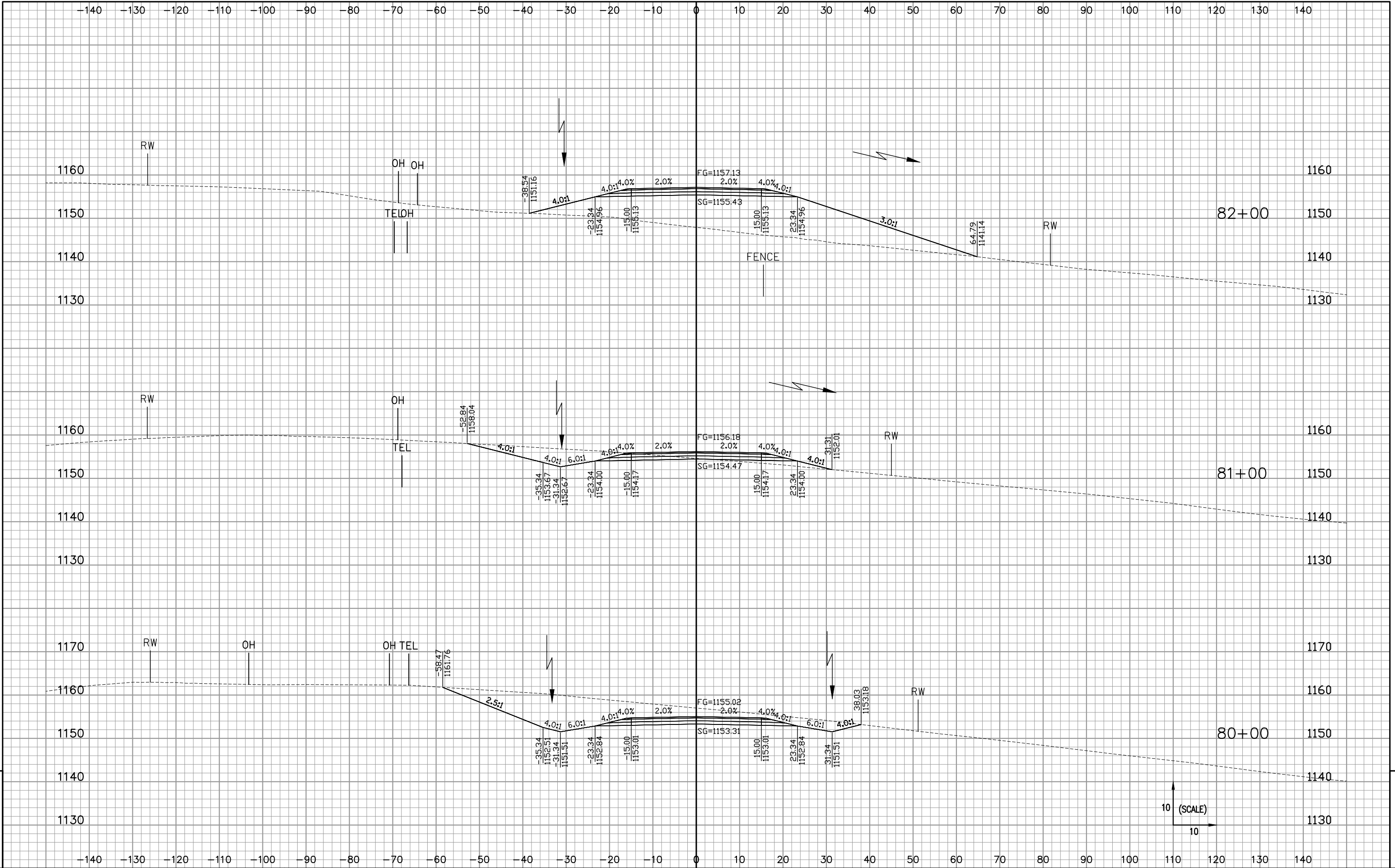


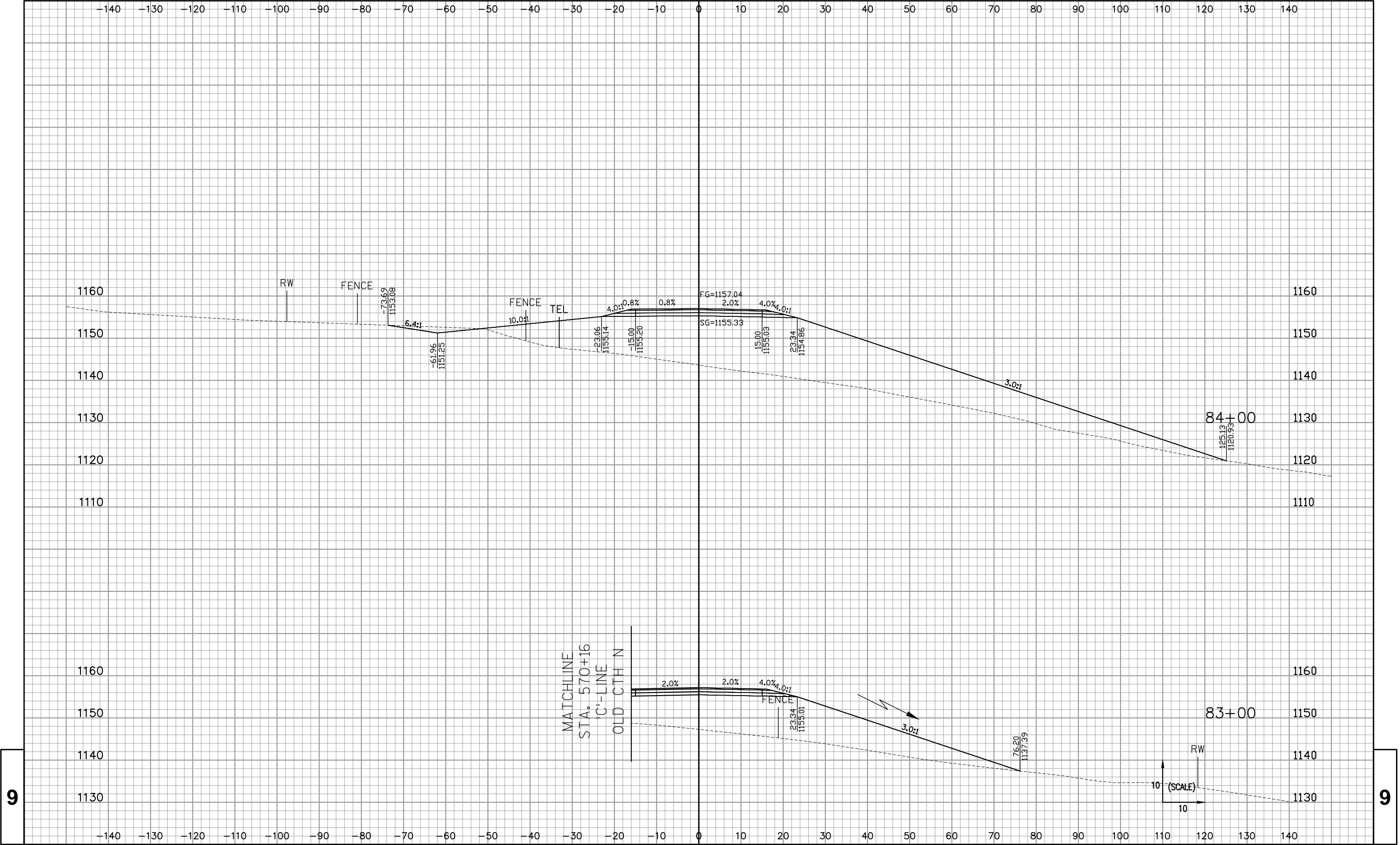




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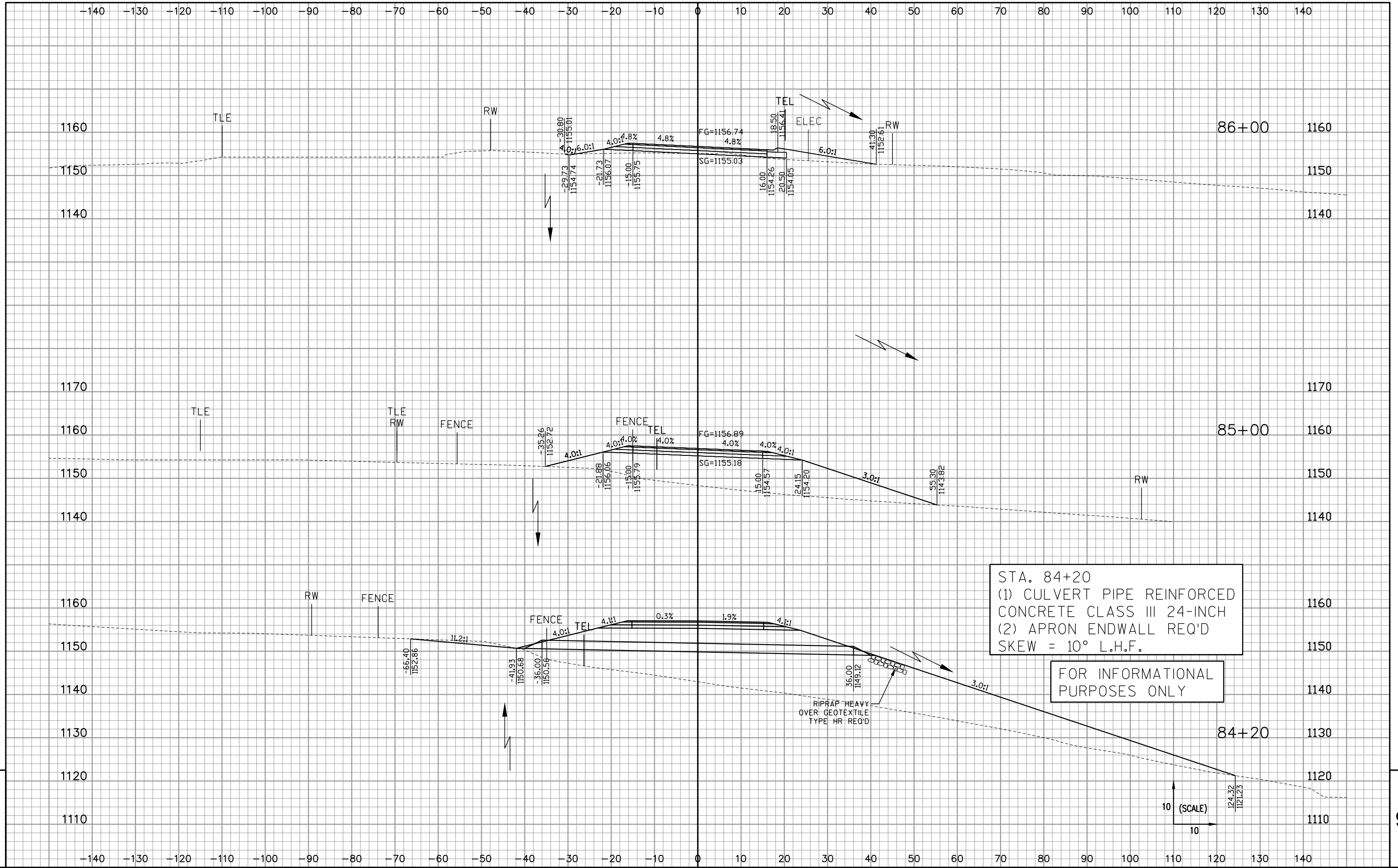
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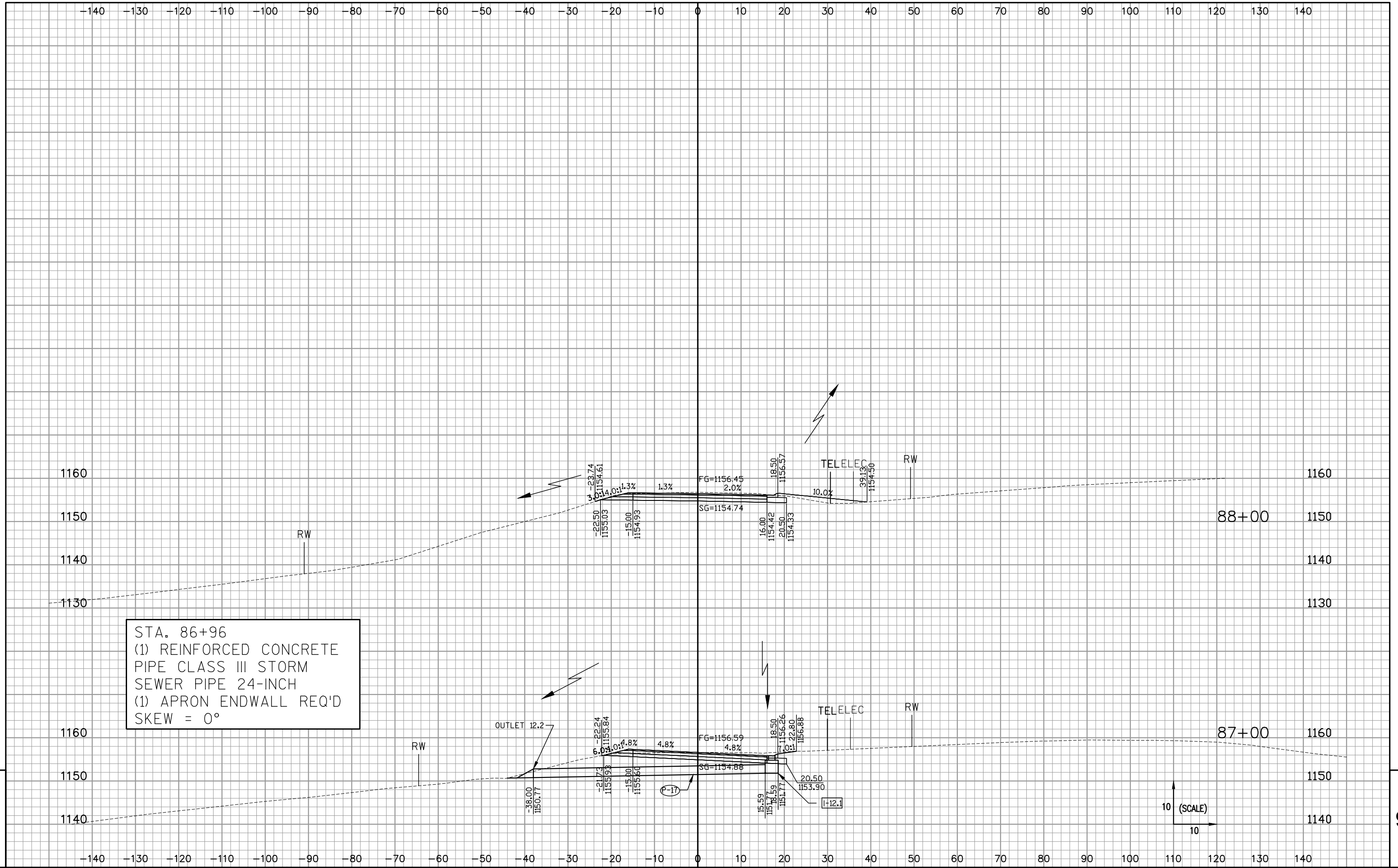
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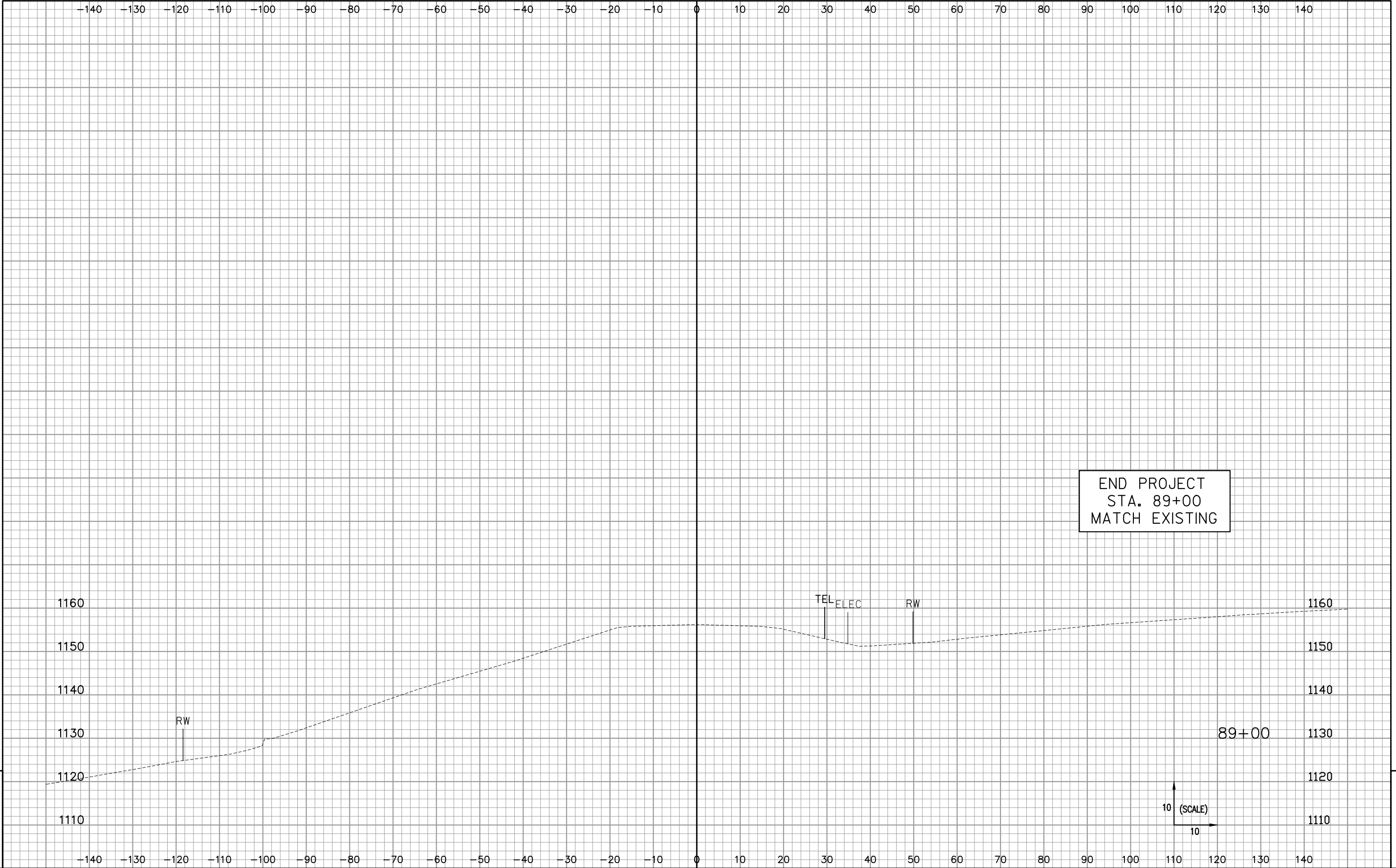
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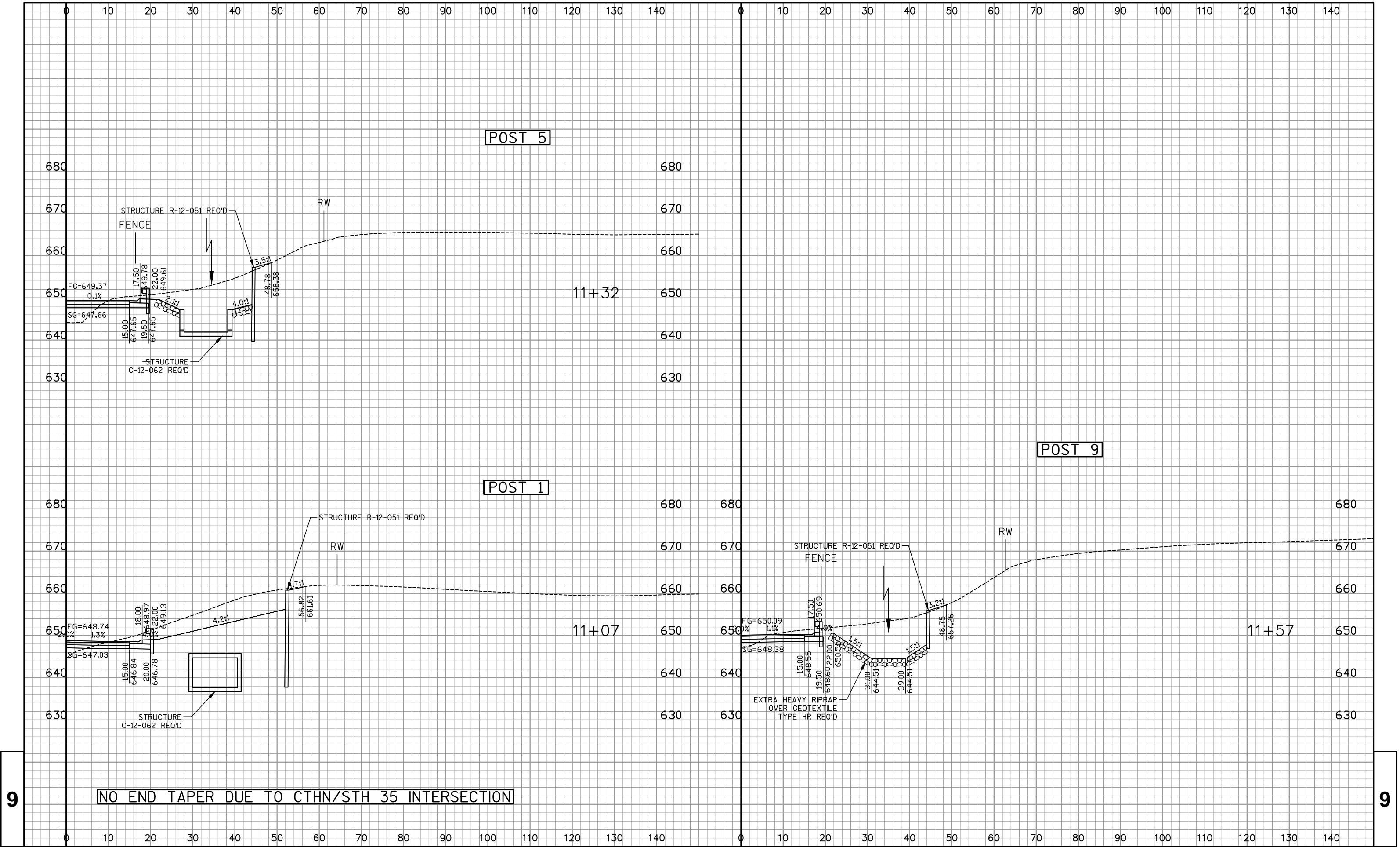




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PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE	SHEET	E
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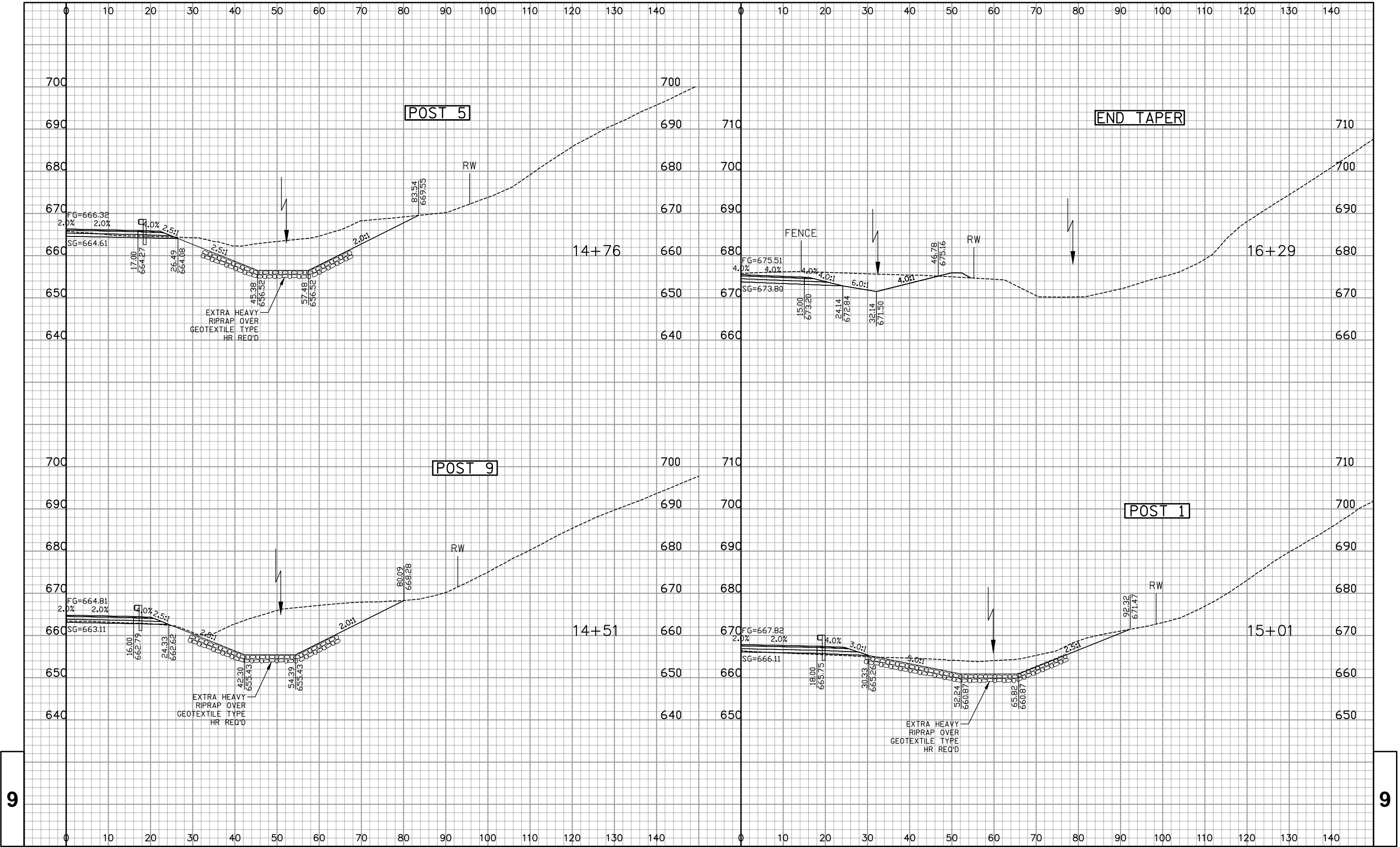


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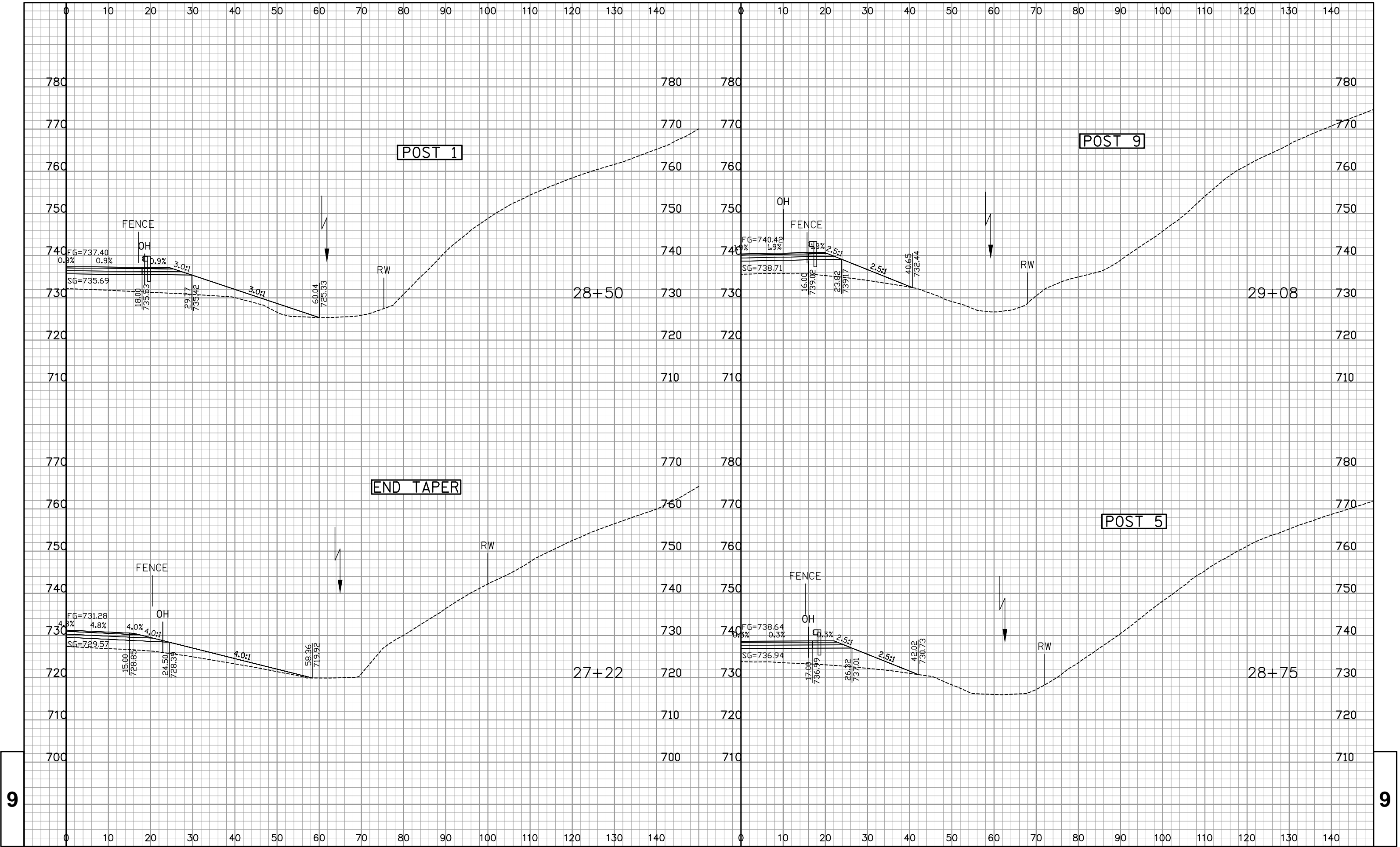
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE (ENERGY ABSORBING TERMINAL)	SHEET	E
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FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : EAT 1- (1)
PLOT DATE : 8/1/2018
PLOT TIME : 11:10:51 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1" = 1'



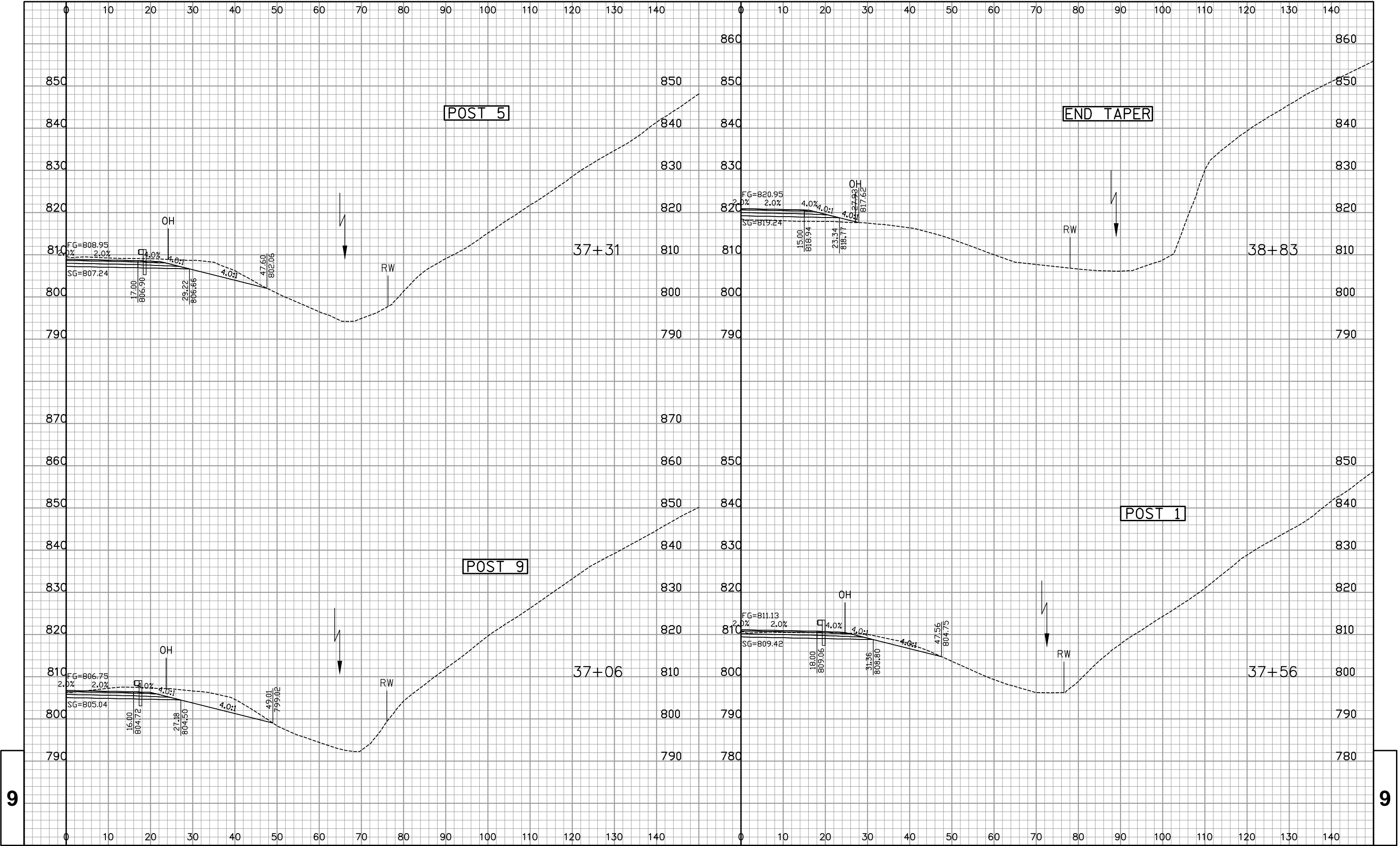
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PROJECT NO: 5496-00-74

HWY: CTH N

COUNTY: CRAWFORD

CROSS SECTIONS: MAINLINE (ENERGY ABSORBING TERMINAL)

SHEET

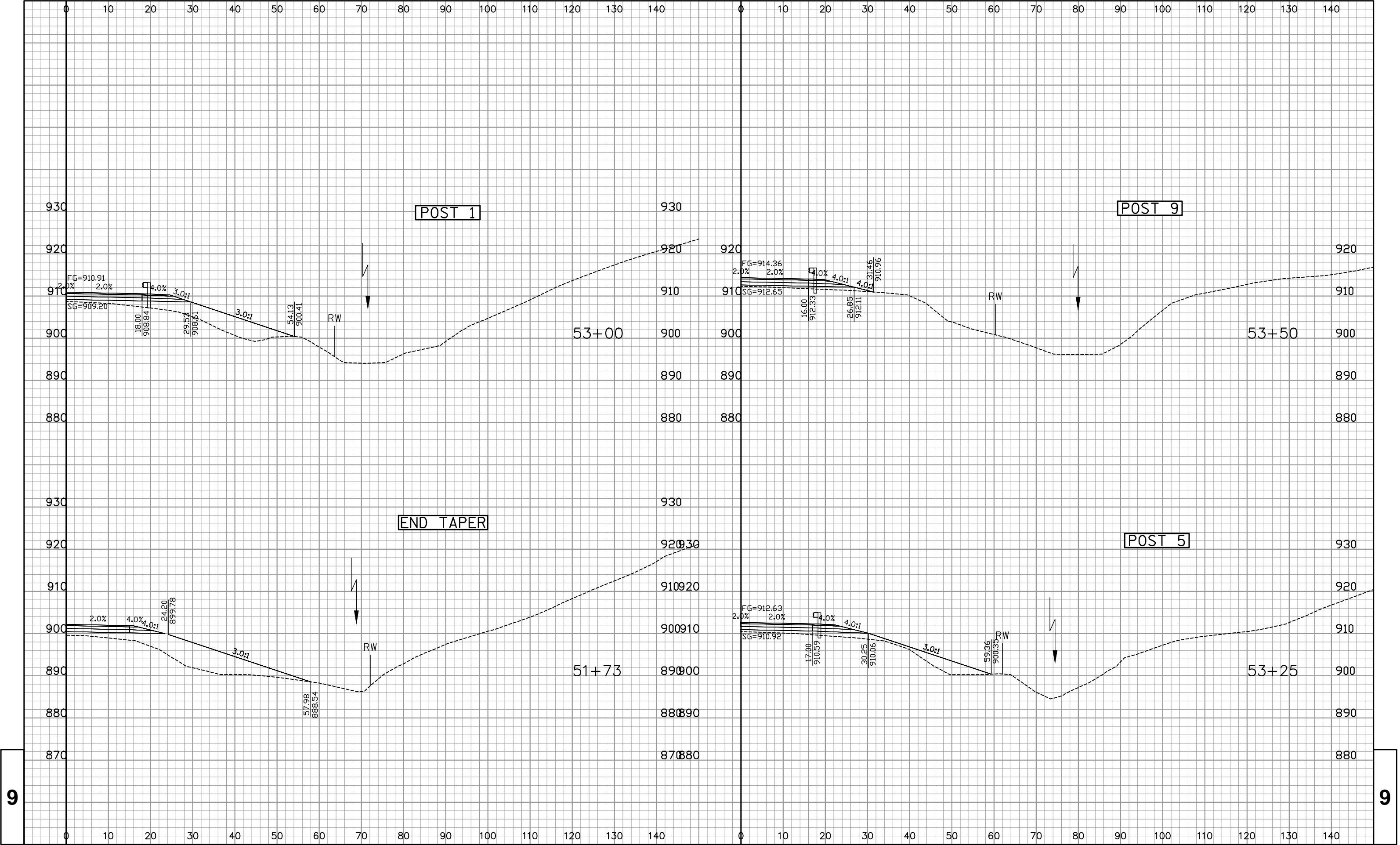
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FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : EAT 4 - (1)

PLOT DATE : 8/1/2018
PLOT TIME : 11:11:18 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'



9

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PROJECT NO: 5496-00-74

HWY: CTH N

COUNTY: CRAWFORD

CROSS SECTIONS: MAINLINE (ENERGY ABSORBING TERMINAL)

SHEET

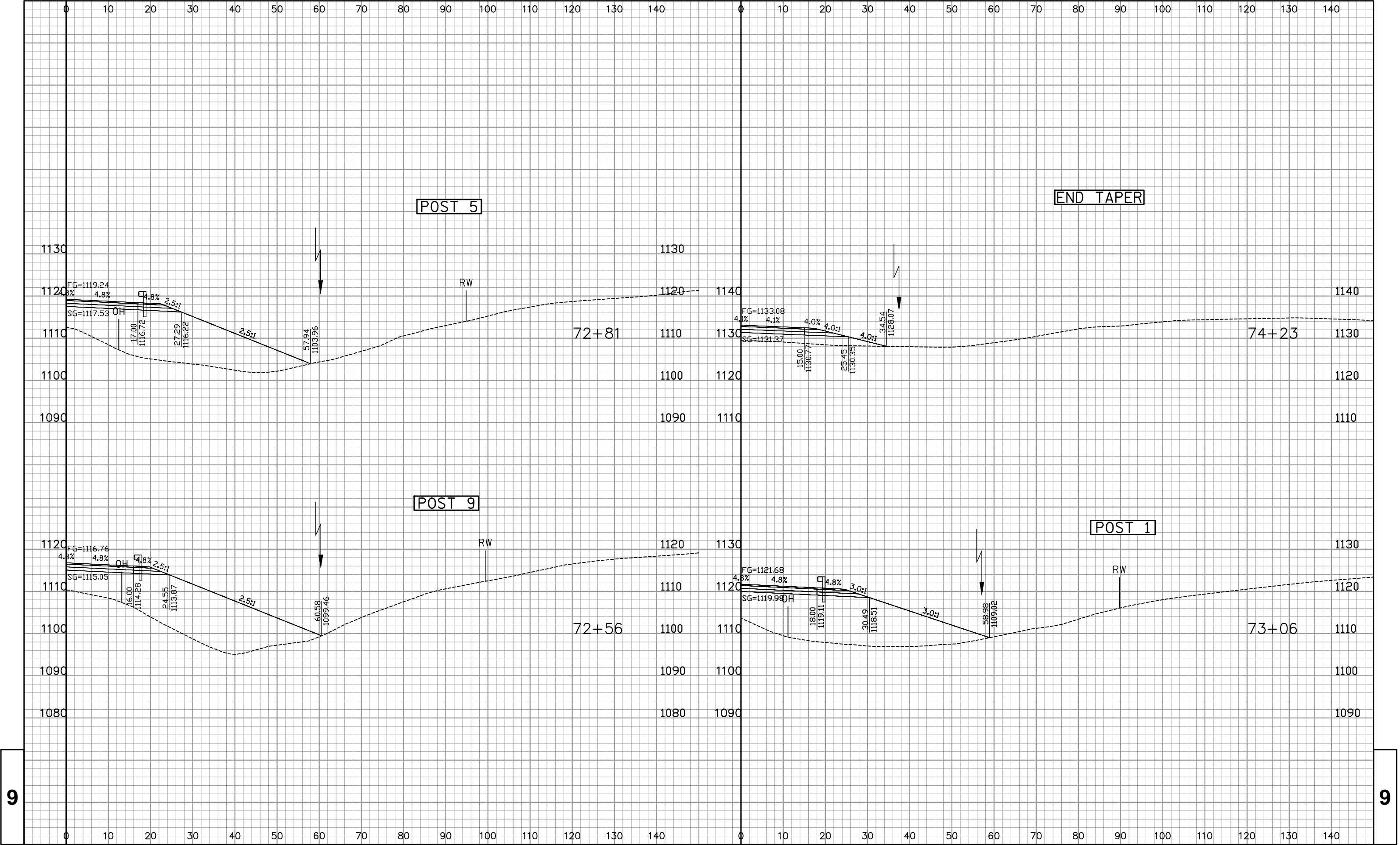
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FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : EAT 5- (1)

PLOT DATE : 8/1/2018
PLOT TIME : 11:11:25 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'



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PROJECT NO: 5496-00-74

HWY: CTH N

COUNTY: CRAWFORD

CROSS SECTIONS: MAINLINE (ENERGY ABSORBING TERMINAL)

SHEET

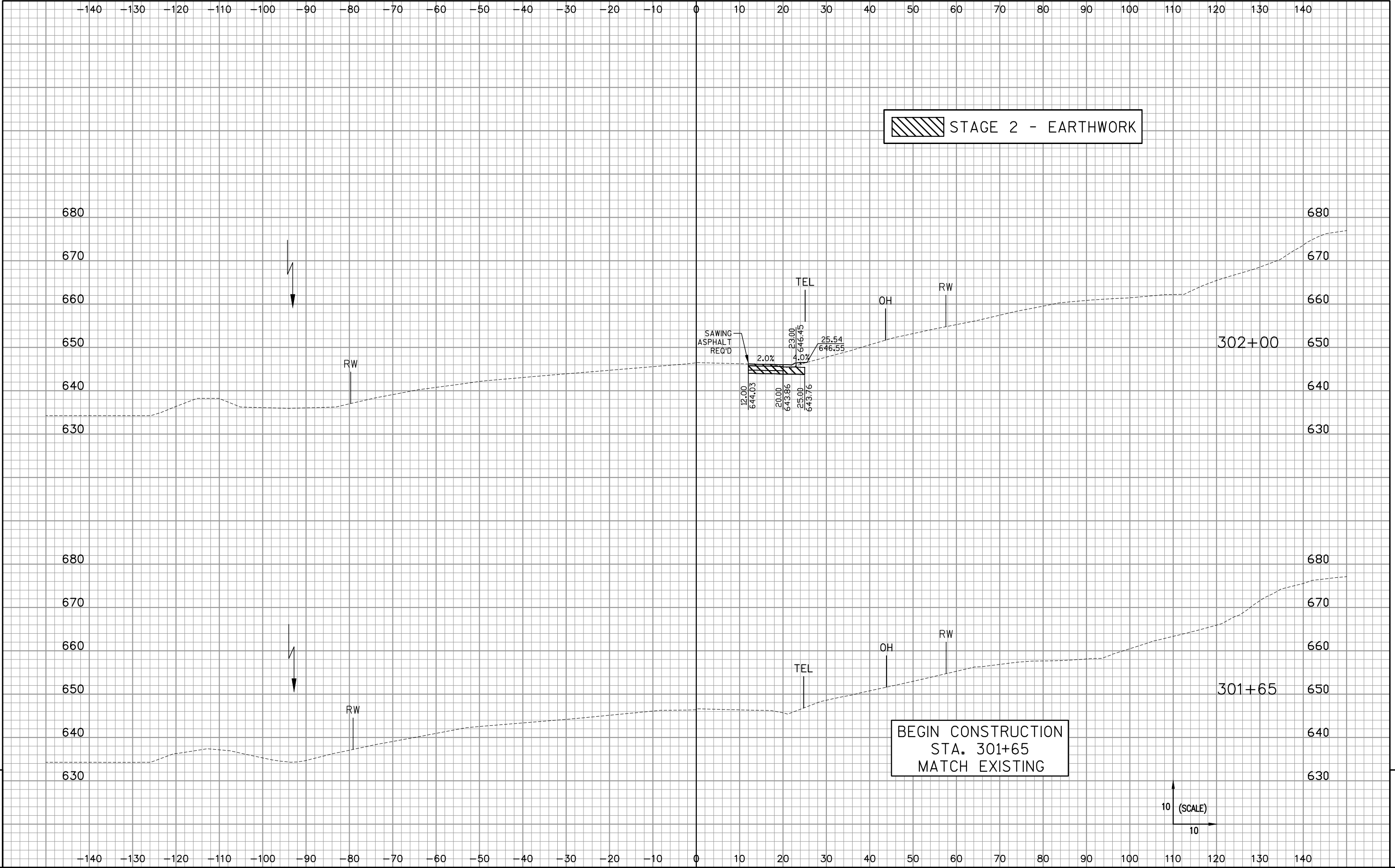
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LAYOUT : EAT 6 - (1)

PLOT DATE : 8/1/2018
PLOT TIME : 11:11:33 AM

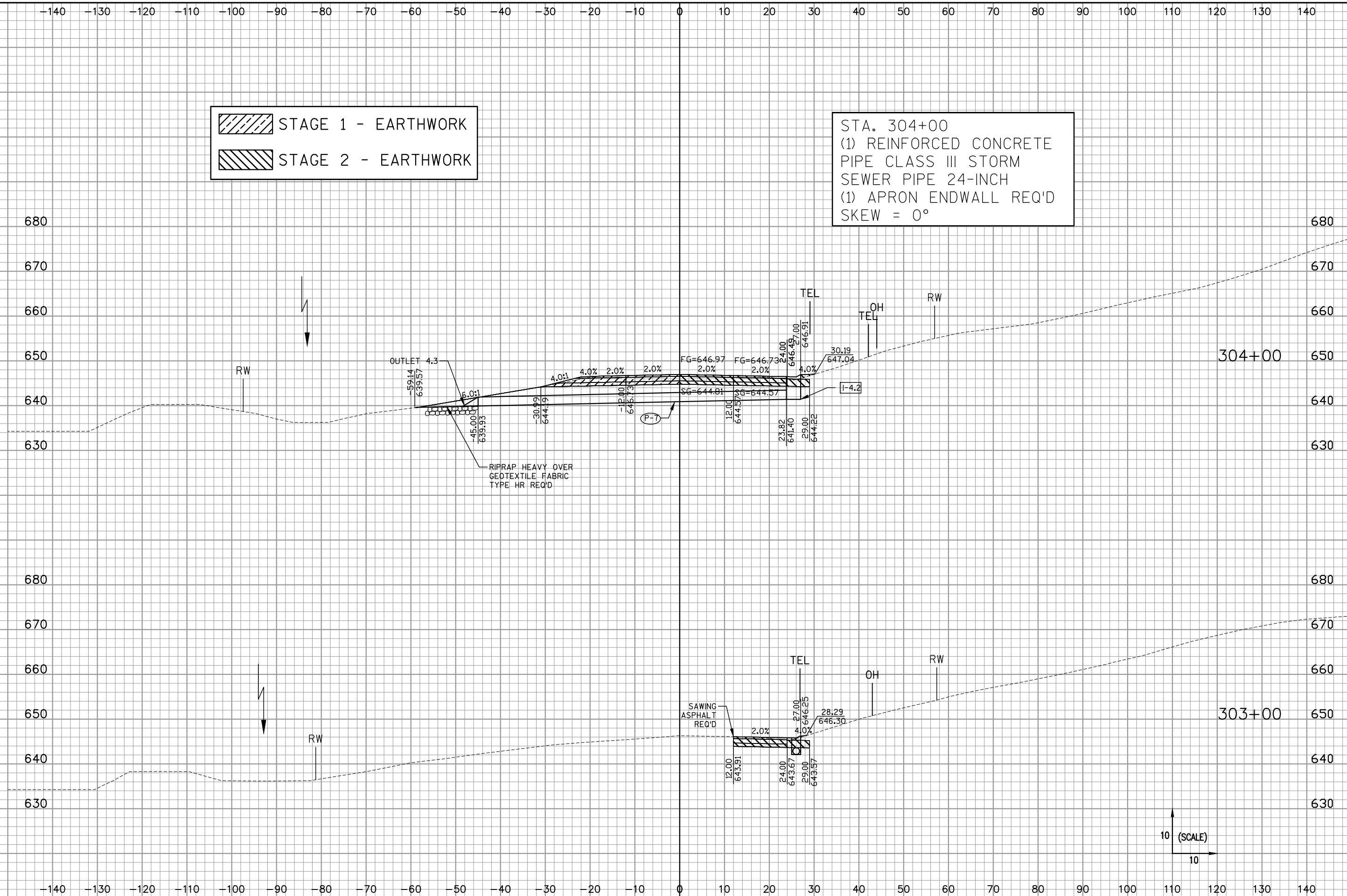
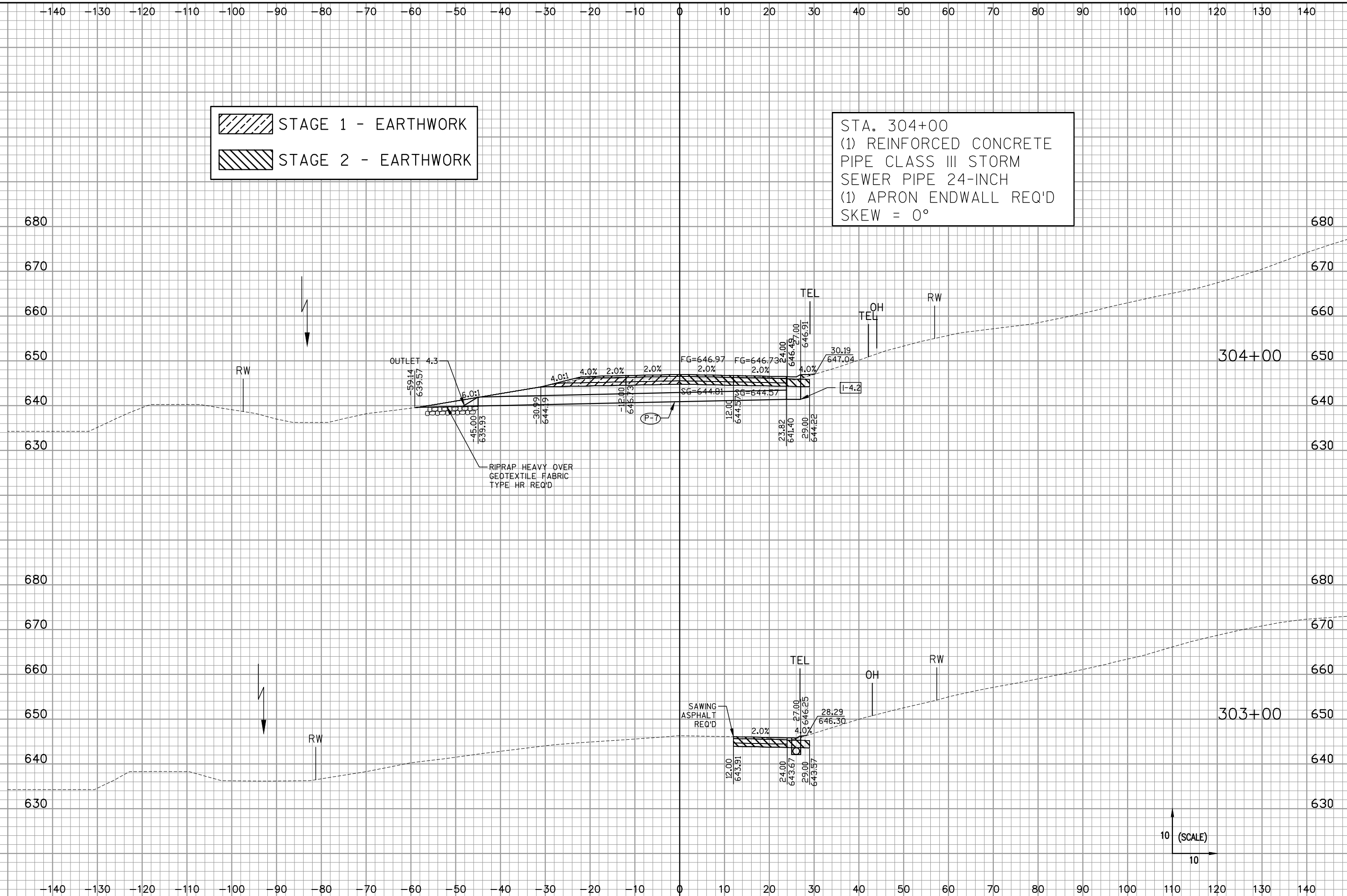
PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'



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PROJECT NO: 5496-00-74

HWY: CTH N

COUNTY: CRAWFORD

CROSS SECTIONS: STH 35

SHEET

—

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : STH 35 - (7)

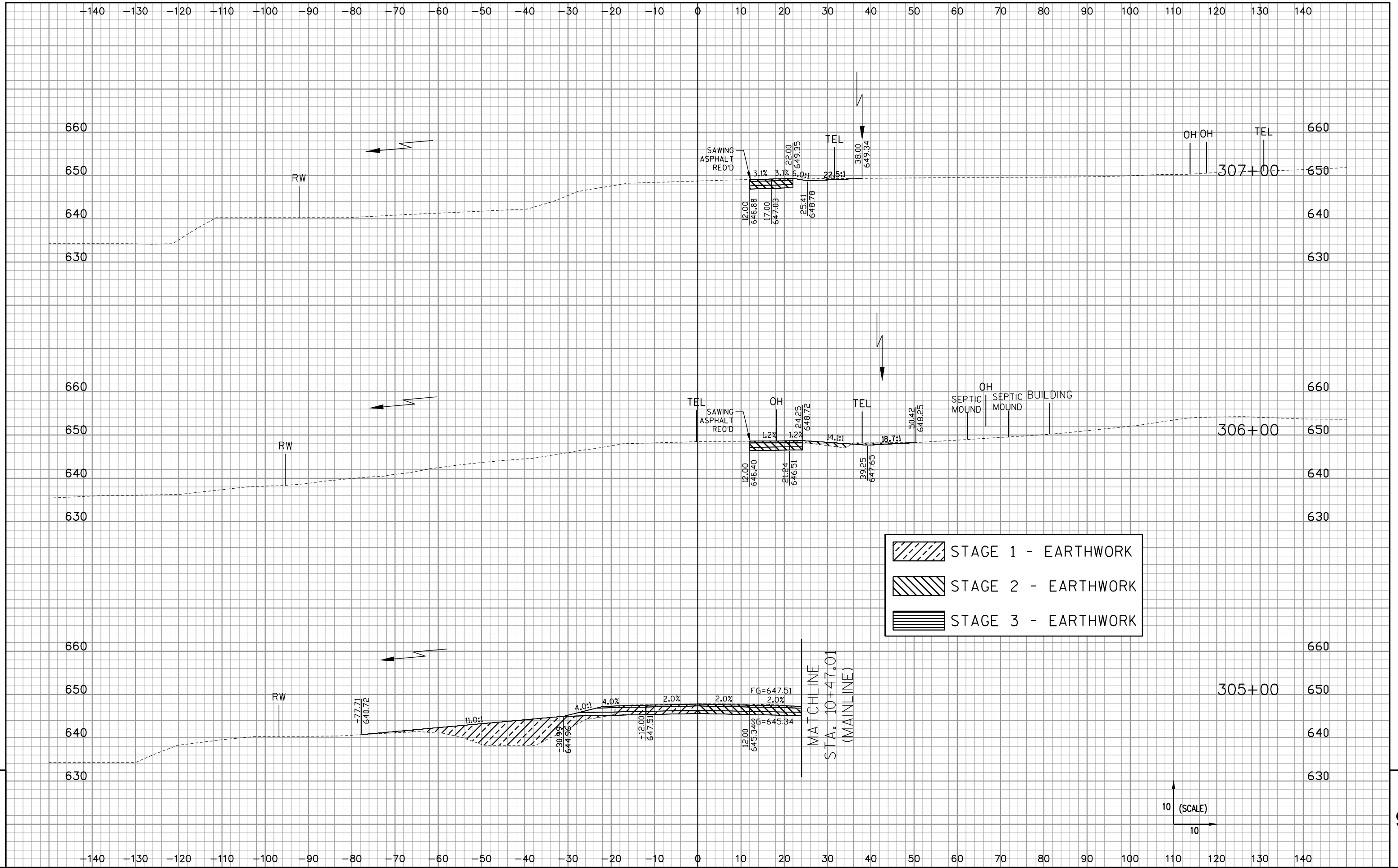
FILE NAME : S. PROJECTS\
LAYOUT : STH 35 - (7)

PLOT DATE : 8/2/2018
PLOT TIME : 10:42:58 AM

PLOT DATE : 8/2/2018
PLOT TIME : 10:42:58 AM

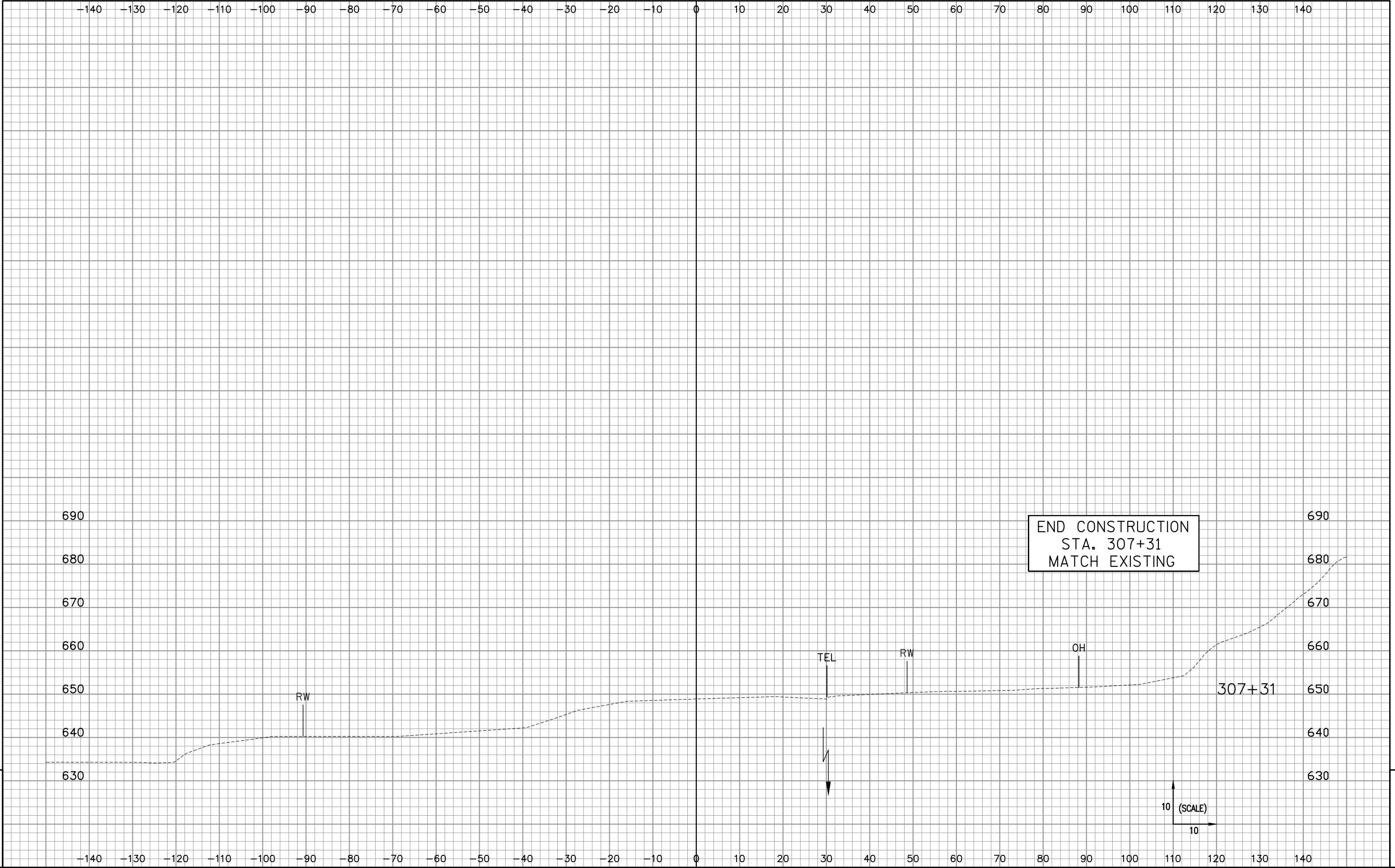
PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'



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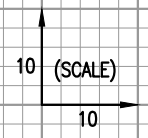
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STA. 102+00
(1) CULVERT PIPE CLASS
III-A 24-INCH
(2) APRON ENDWALL REQ'D
SKEW = 0°

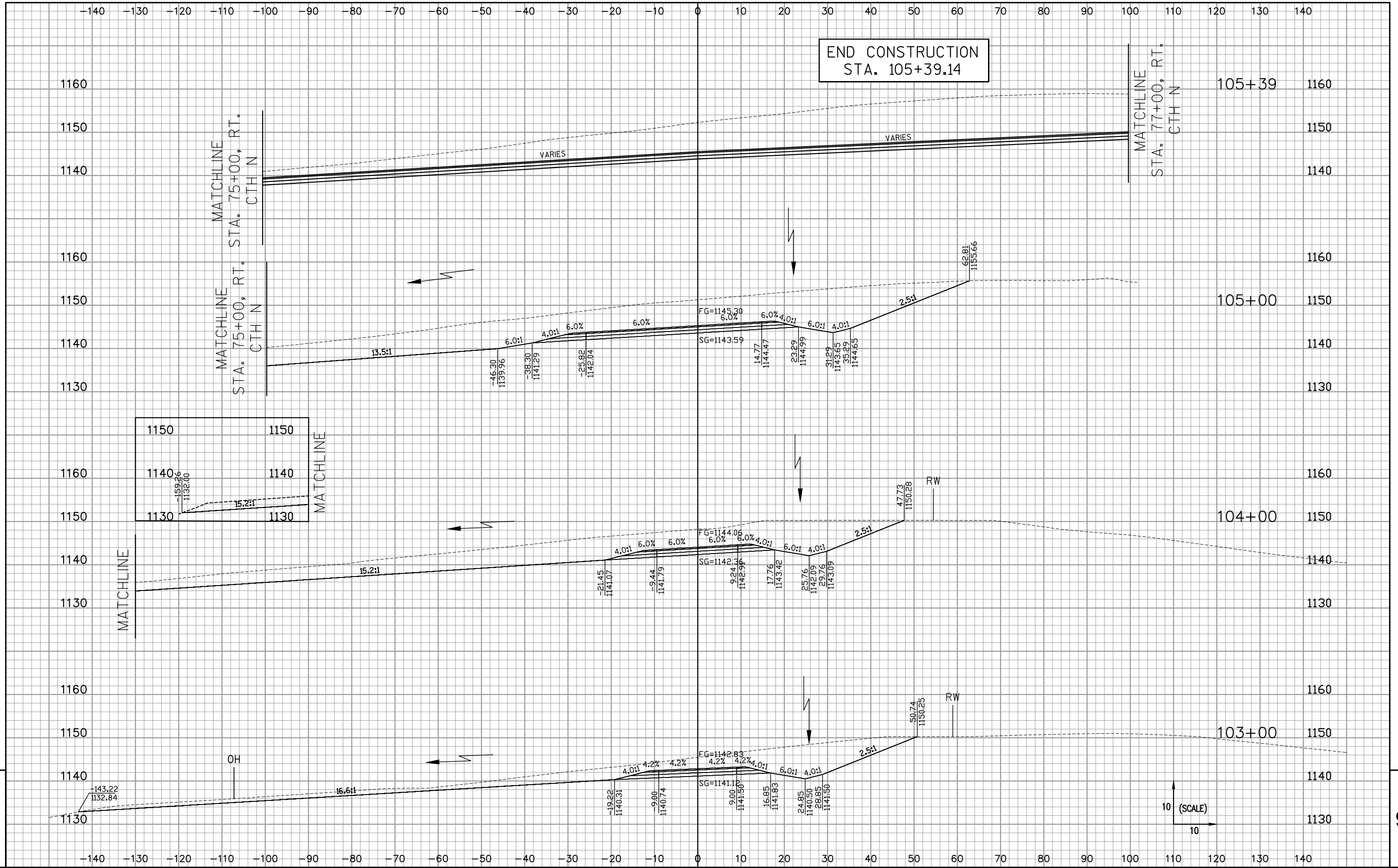
RIPRAP HEAVY
OVER GEOTEXTILE
TYPE HR REQ'D

BEGIN CONSTRUCTION
STA. 100+00
MATCH EXISTING



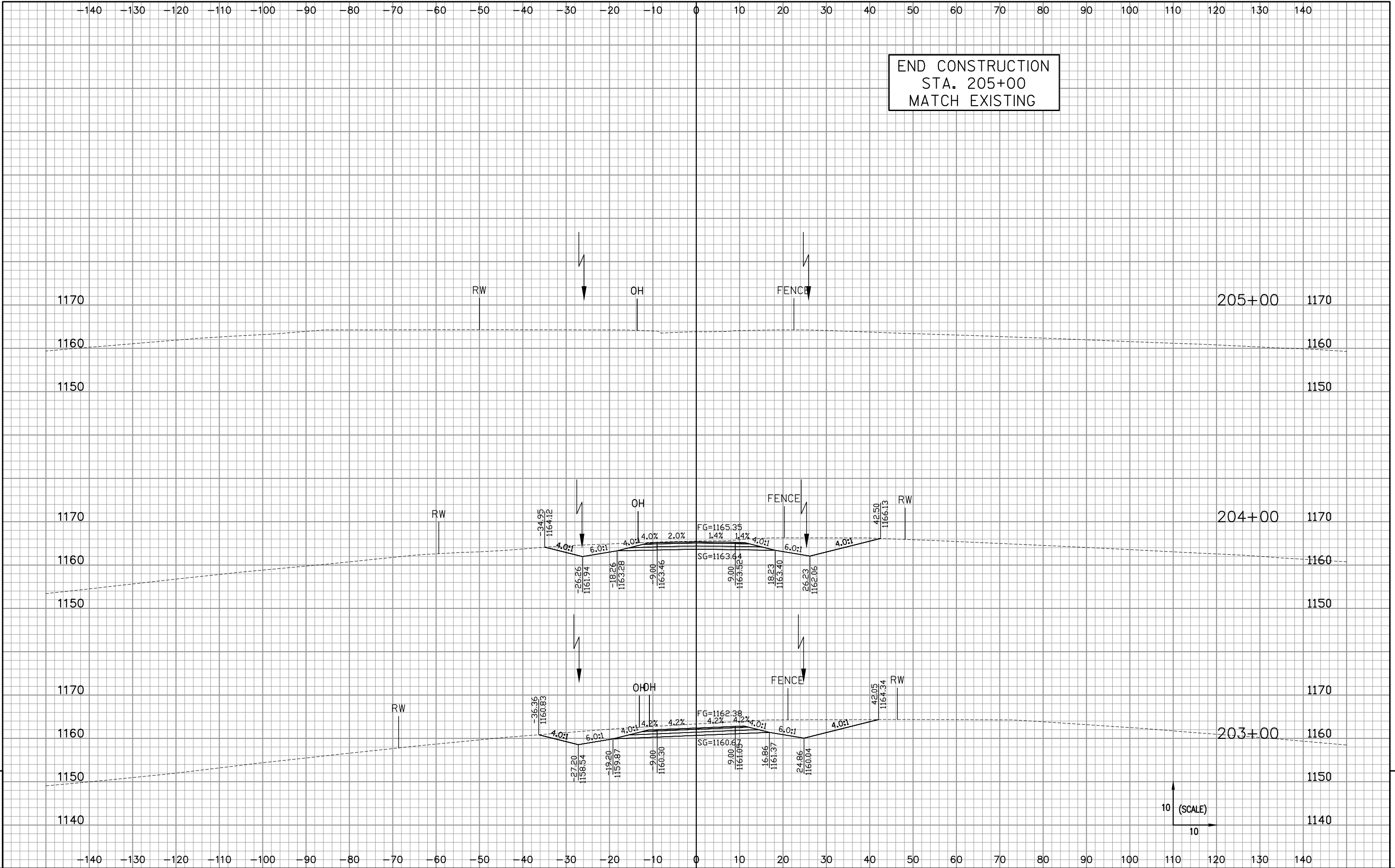
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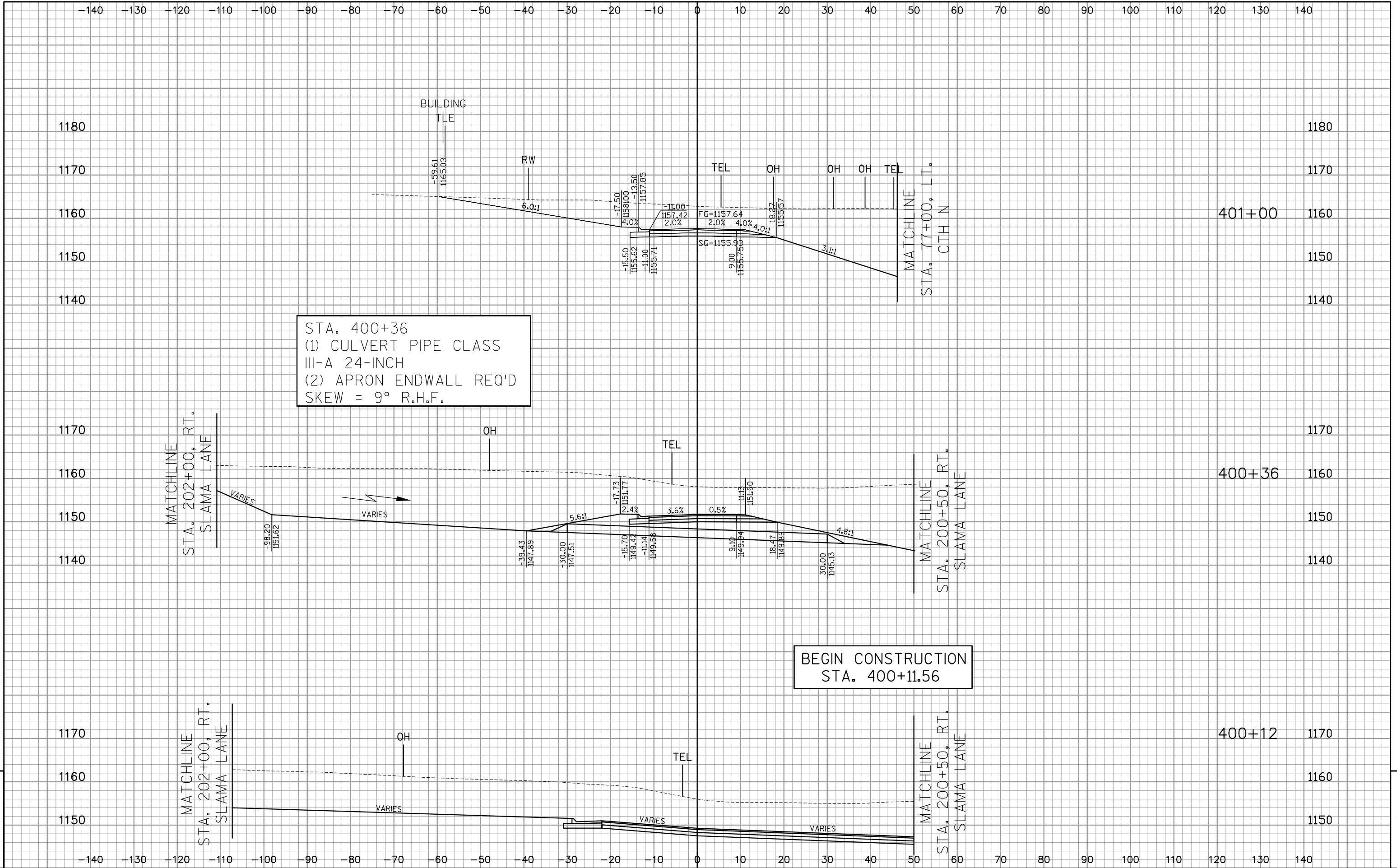
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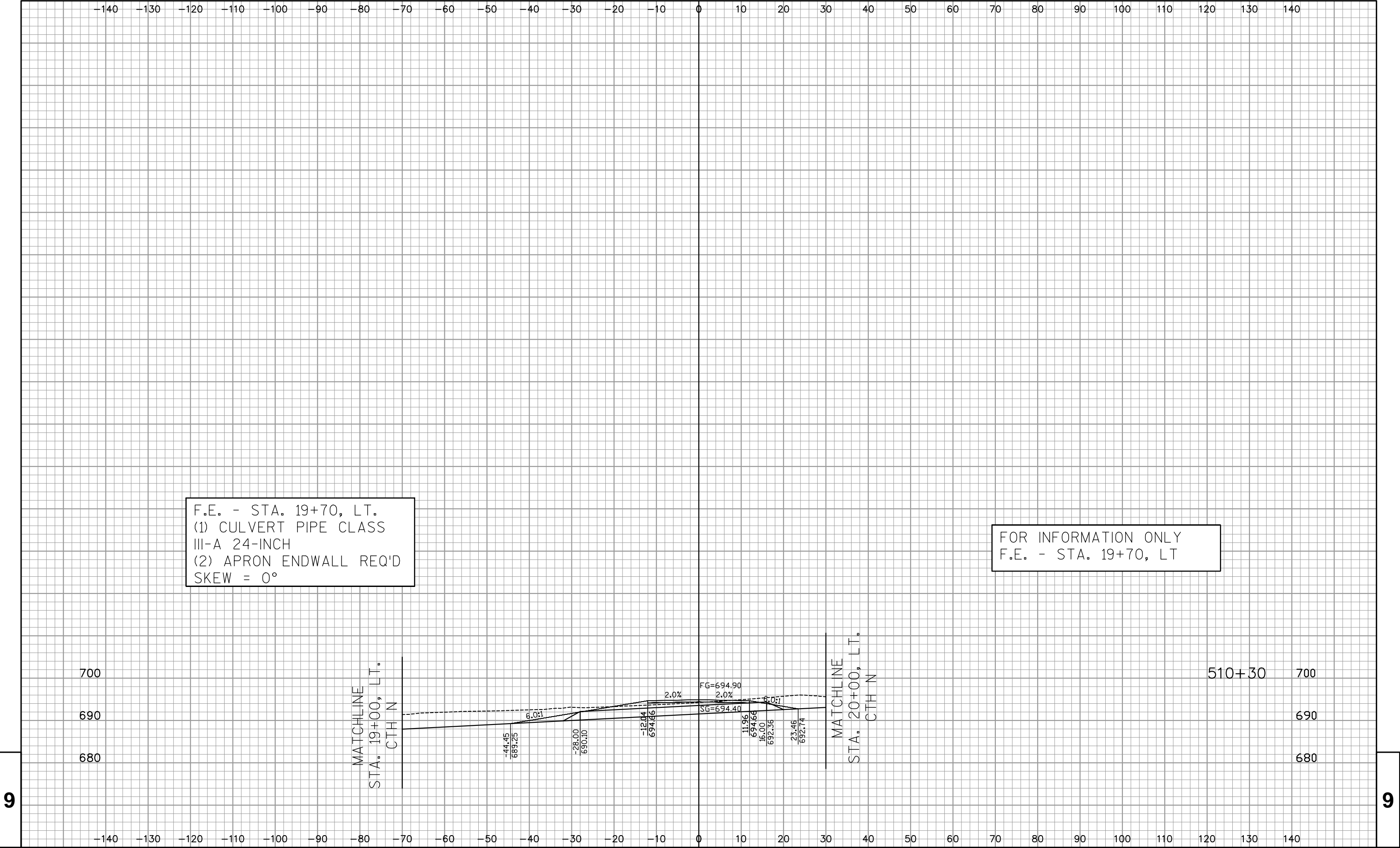


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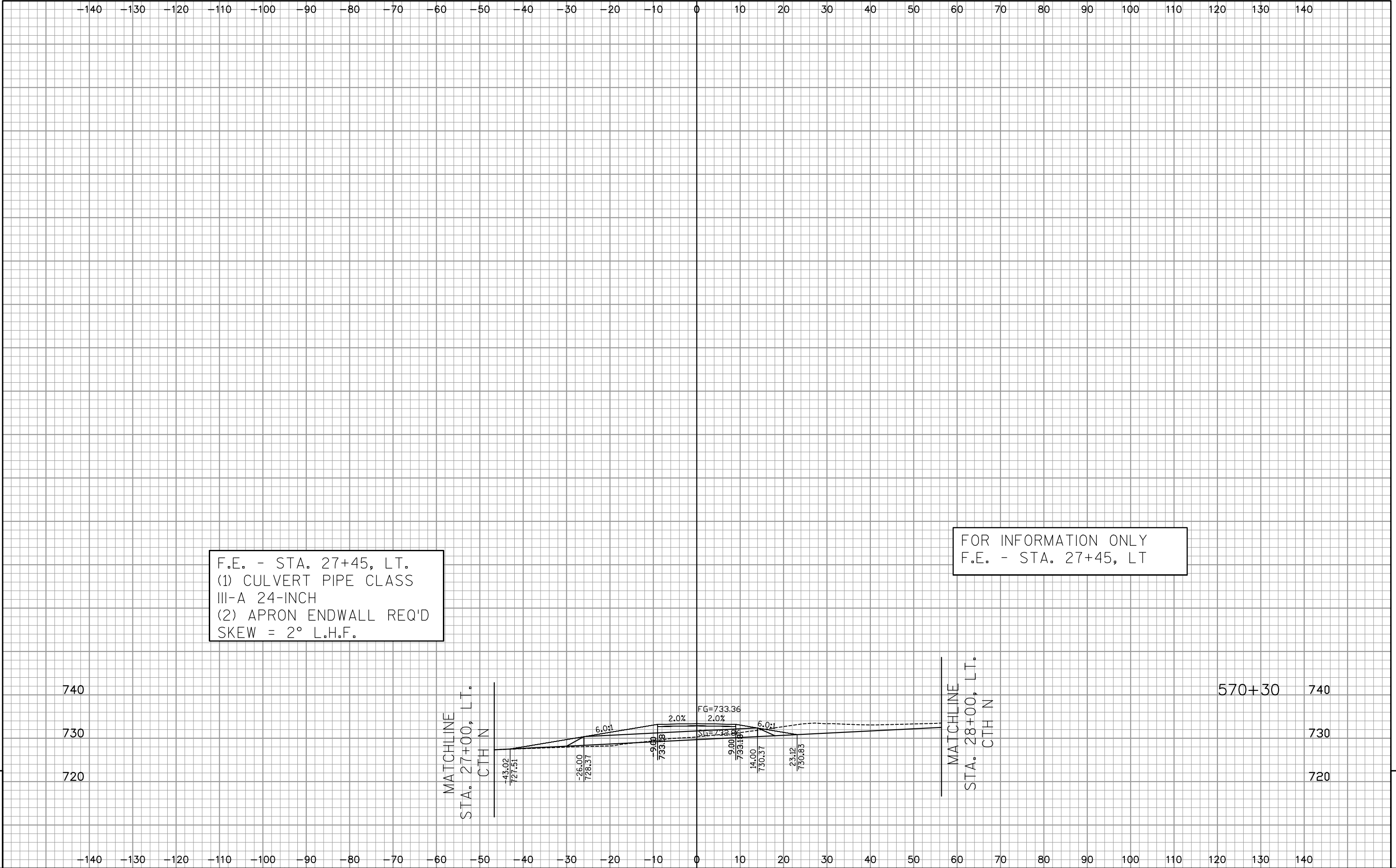


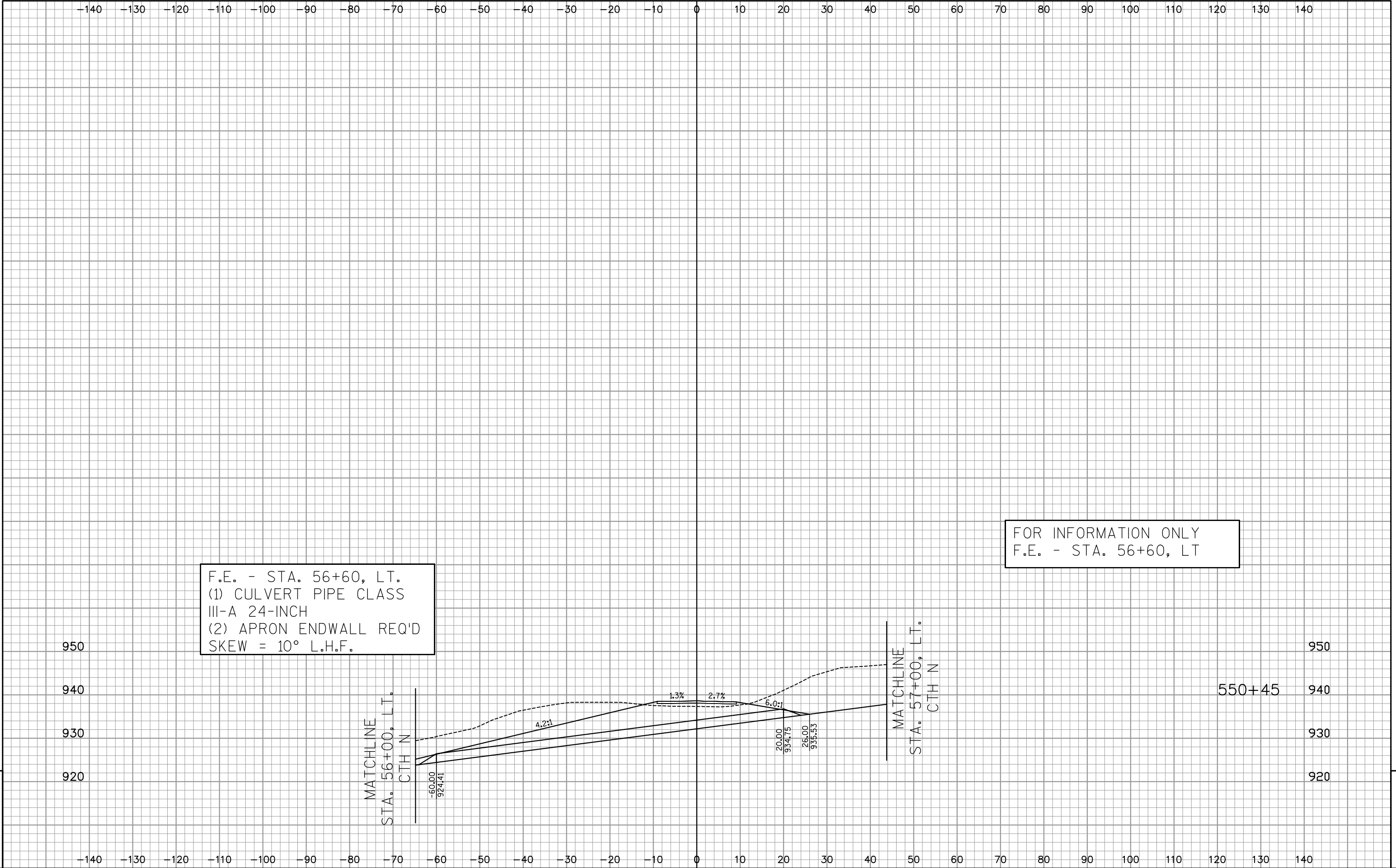




9

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F.E. - STA. 56+60, LT.
(1) CULVERT PIPE CLASS
III-A 24-INCH
(2) APRON ENDWALL REQ'D
SKEW = 10° L.H.F.

FOR INFORMATION ONLY
F.E. - STA. 56+60, LT

MATCHLINE
STA. 56+00, LT.
CTH N

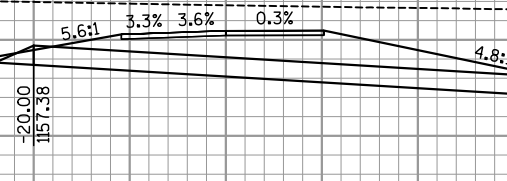
MATCHLINE
STA. 57+00, LT.
CTH N

P.E. - STA. 202+45, RT.
(1) CULVERT PIPE CLASS
III-A 24-INCH
(2) APRON ENDWALL REQ'D
SKEW = 10° R.H.F.

FOR INFORMATION ONLY
P.E. - STA. 202+45, LT

1170
1160
1150

MATCHLINE
STA. 203+00, RT.
SLAMA LANE



600+25 1170
1160
1150

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