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 =

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STH 35 - STH 27

(STH 35 - TETER LANE)

CTH N

CRAWFORD COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5496-00-74		

STATE PROJECT NUMBER
5496-00-74

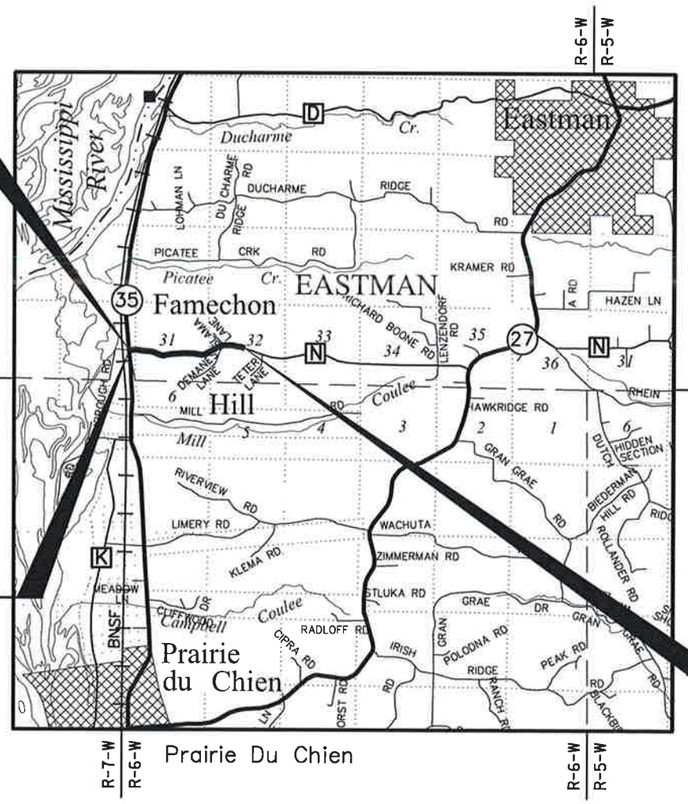




DESIGN DESIGNATION - PROJECT I.D. 5496-00-04

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

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 REFFRENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88)."

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		**UTILITIES**	
REFERENCE LINE		ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
MARSH AREA		STORM SEWER	SS
WOODED OR SHRUB AREA		TELEPHONE	T
		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
		TELEPHONE POLE	

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

ORIGINAL PLANS PREPARED BY

JEWELL associates engineers, inc.
Engineers - Architects - Surveyors

WISCONSIN ELLERY A. SCHAFFER E-41742-6 SPRING GREEN, WI PROFESSIONAL ENGINEER

10/23/2018 (Date) (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
MANAGEMENT CONSULTANT SIGNATURE

E

LIST OF STANDARD ABBREVIATIONS

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

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:
JEWELL ASSOCIATES ENGINEERS, INC.
560 SUNRISE DR.
SPRING GREEN, WI 53588
ATTN: ELLERY SCHAFFER, P.E.
PH: (608) 588-7484
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
ATTN: PHIL SCHNEIDER
231 NORTH SHERIDAN STREET
LANCASTER, WI 53813
OFFICE: (608) 723-2121, EXT. 505
EMAIL: pschneider@srec.net

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

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

✕ DENOTES UTILITY IS NOT A MEMBER OF DIGGERS HOTLINE

2

2

① SPRING LAKE INN
② SPRING LAKE MOTEL

END CONSTRUCTION
STA. 307+31

FINISHED ℄ STH 35

REMOVING OLD STRUCTURE (STA. 305+18)

STRUCTURE C-12-062 REQ'D

STRUCTURE R-12-051 REQ'D

EXISTING DRAINAGE SWALE

BEGIN PROJECT
STA. 10+47.01

BEGIN CONSTRUCTION
STA. 301+65

BNSF RR

STH 35

305

R/W

15

20

25

30

35

40

45

50

FINISHED ℄ CTH N

MATCHLINE STA. 50+00

N

END CONSTRUCTION
STA. 205+00

FINISHED ℄ SLAMA LN

205

600

BEGIN CONSTRUCTION
STA. 200+17

BEGIN CONSTRUCTION
STA. 400+11.56

FINISHED ℄ OLD CTH N

END CONSTRUCTION
STA. 402+75

END CONSTRUCTION
STA. 571+25

END PROJECT
STA. 89+00

400

401

402

571

550

75

80

85

105

110

70

65

55

60

END CONSTRUCTION
STA. 105+39.14

BEGIN CONSTRUCTION
STA. 570+16

FINISHED ℄ DEMANES LN

RELOCATION REQ'D:
TRAILER HOUSE AND SHED

CTH N

SLOPE INTERCEPTS

BEGIN CONSTRUCTION
STA. 100+00

DEMANES LANE

EXISTING DRAINAGE SWALE

MATCHLINE STA. 50+00

100 300
Scale 1" = 300'

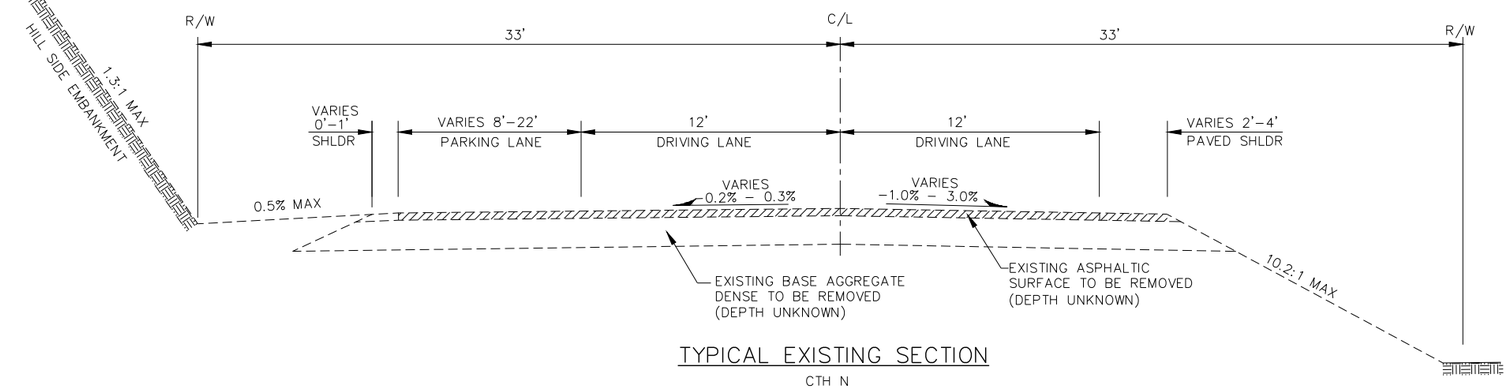
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	PROJECT OVERVIEW	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\C54320_AERIAL PHOTO AND NEPA LIMITS OVERVIEW.DWG
LAYOUT : OVERVIEW

PLOT DATE : 10/25/2018
PLOT TIME : 4:24:02 PM

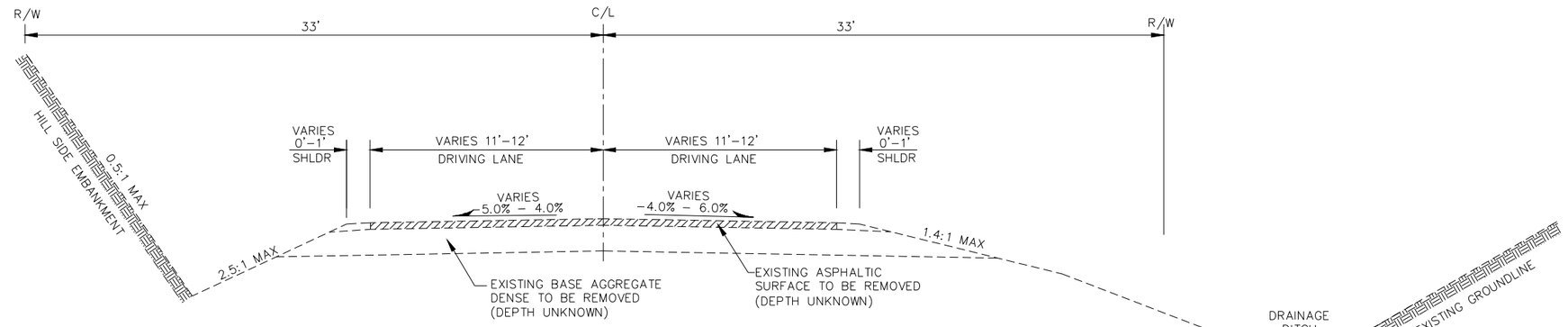
PLOT BY : JULIA ZEHNER

PLOT SCALE : 1 IN:2 FT_XREF



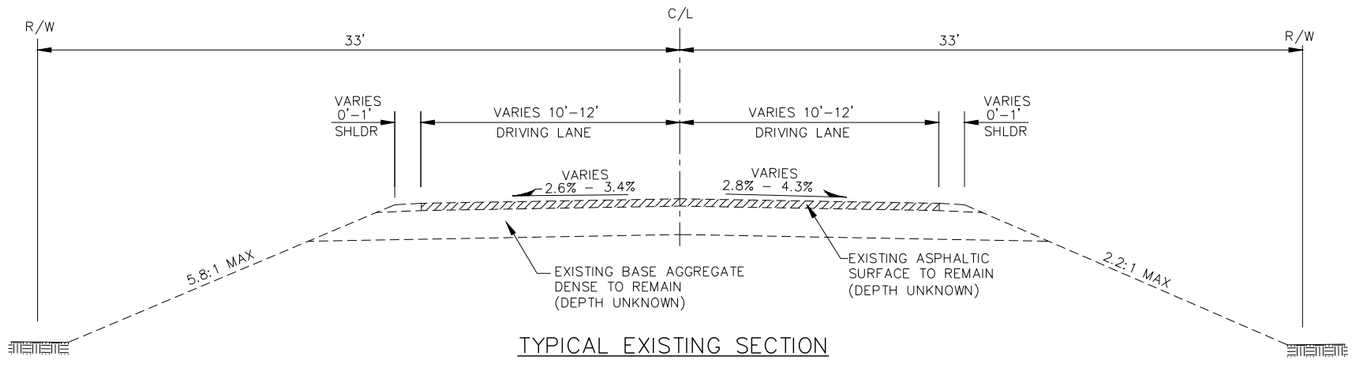
TYPICAL EXISTING SECTION

CTH N
STA. 10+35 - STA. 14+74



TYPICAL EXISTING SECTION

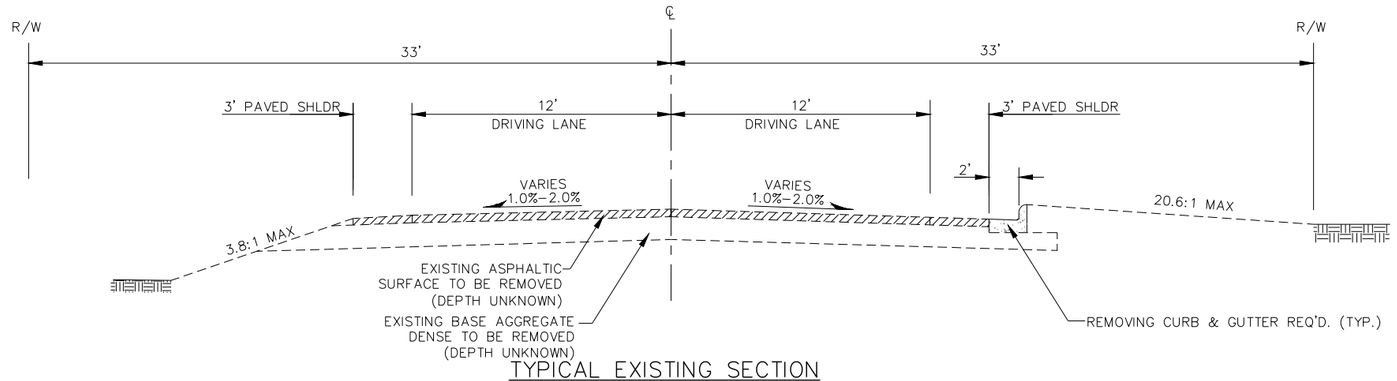
CTH N
STA. 14+74 - STA. 72+55



TYPICAL EXISTING SECTION

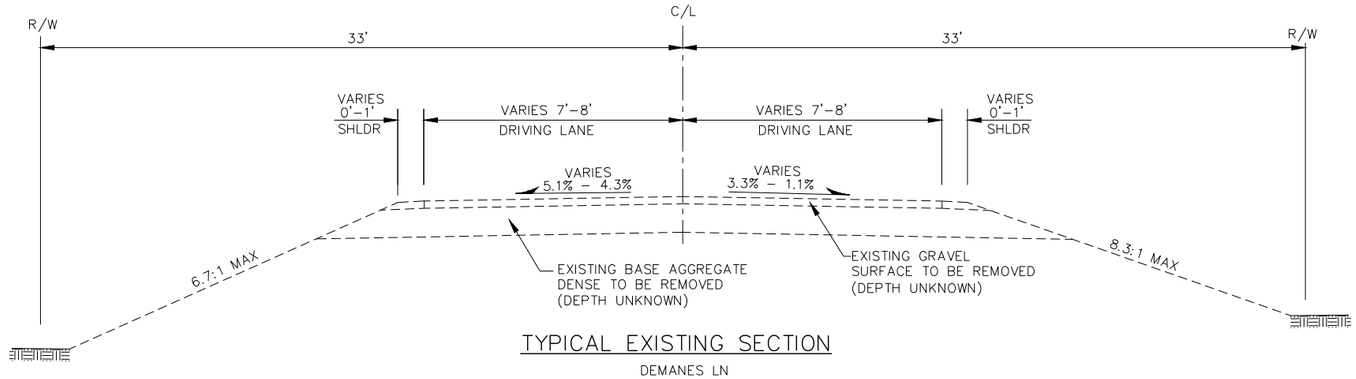
CTH N
STA. 72+55 - STA. 85+89

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	TYPICAL EXISTING SECTIONS	SHEET	E



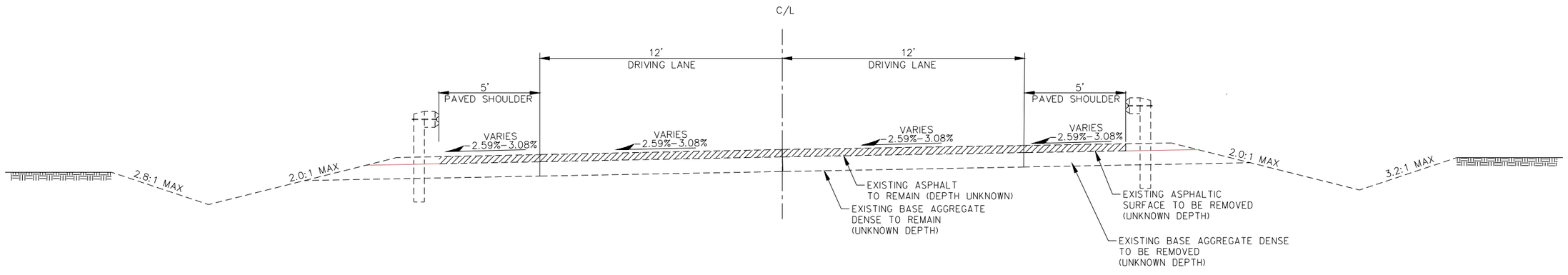
TYPICAL EXISTING SECTION

CTH N
STA. 85+89 – STA. 89+00



TYPICAL EXISTING SECTION

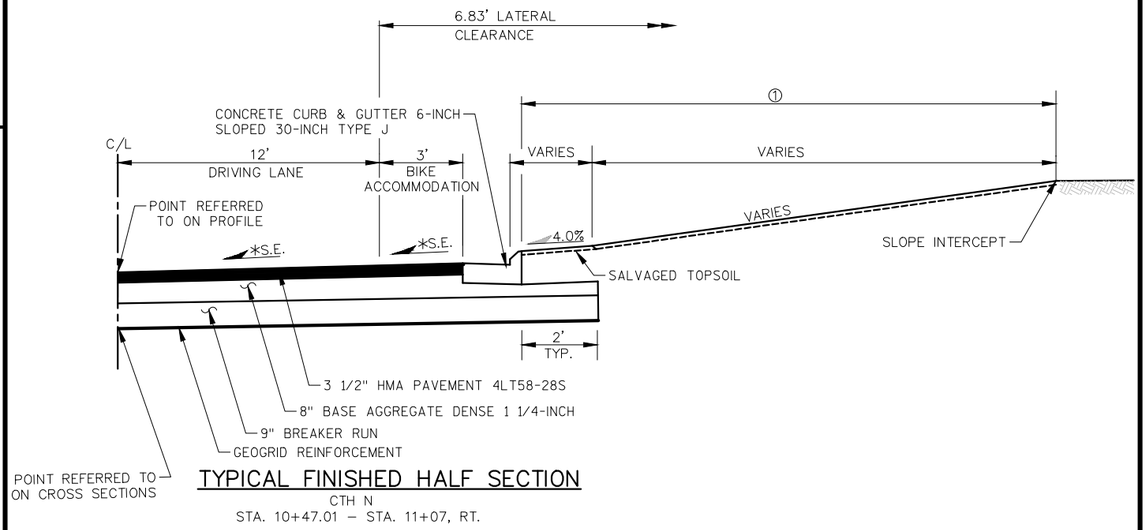
DEMANES LN
SLAMA LN



TYPICAL EXISTING SECTION

STH 35
STA. 301+65 – STA. 307+31, RT.
STA. 303+90 – STA. 305+45, LT.

PROJECT NO: 5496–00–74	HWY: CTH N	COUNTY: CRAWFORD	TYPICAL EXISTING SECTIONS	SHEET	E



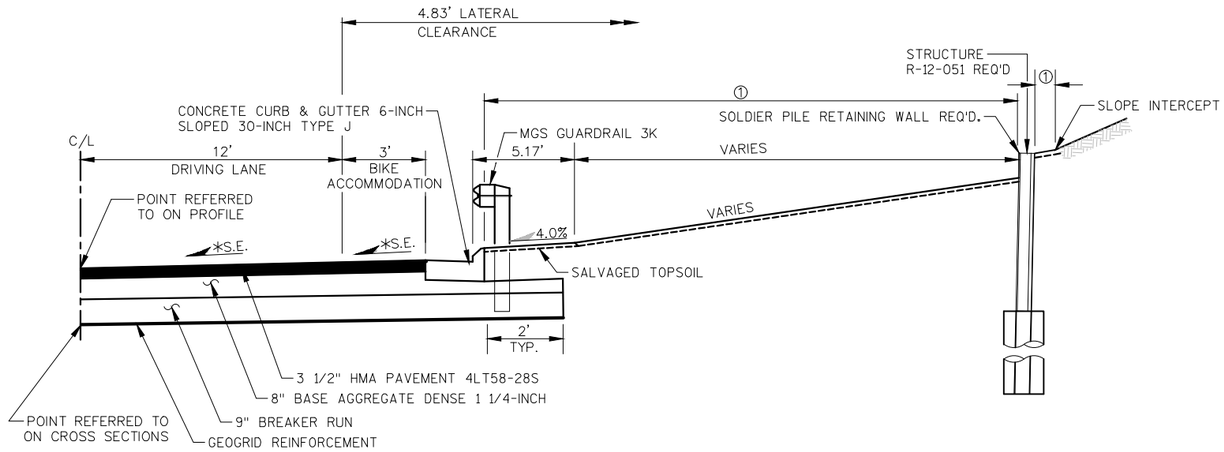
TYPICAL FINISHED HALF SECTION

CTH N
STA. 10+47.01 – STA. 11+07, 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

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



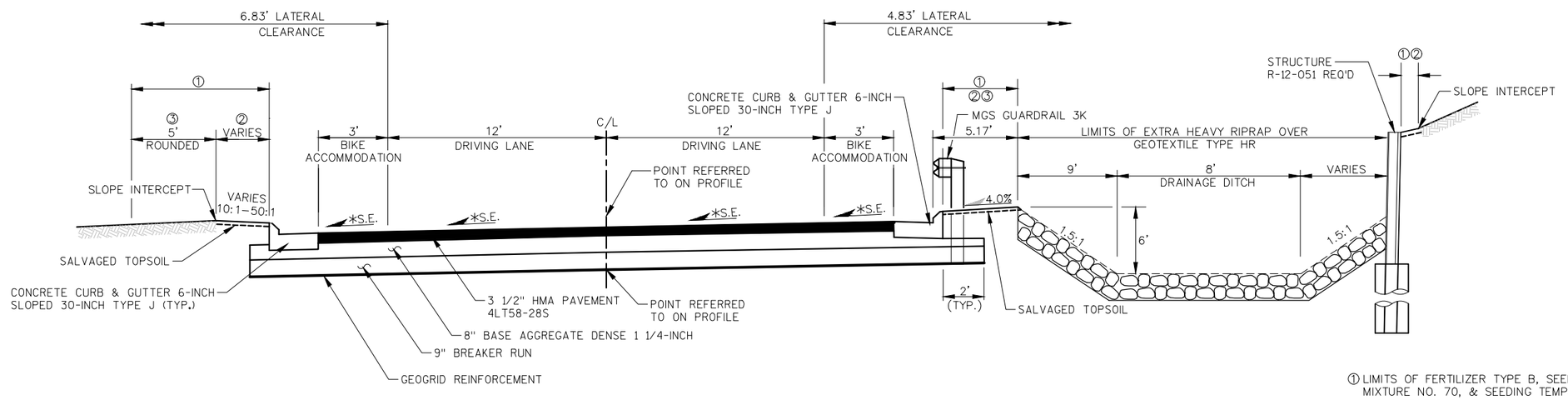
TYPICAL FINISHED HALF SECTION

CTH N
STA. 11+07 – STA. 11+43, 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

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



TYPICAL FINISHED SECTION

CTH N
STA. 10+47.01 – STA. 15+75, LT.
STA. 11+43 – STA. 13+06, RT.

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

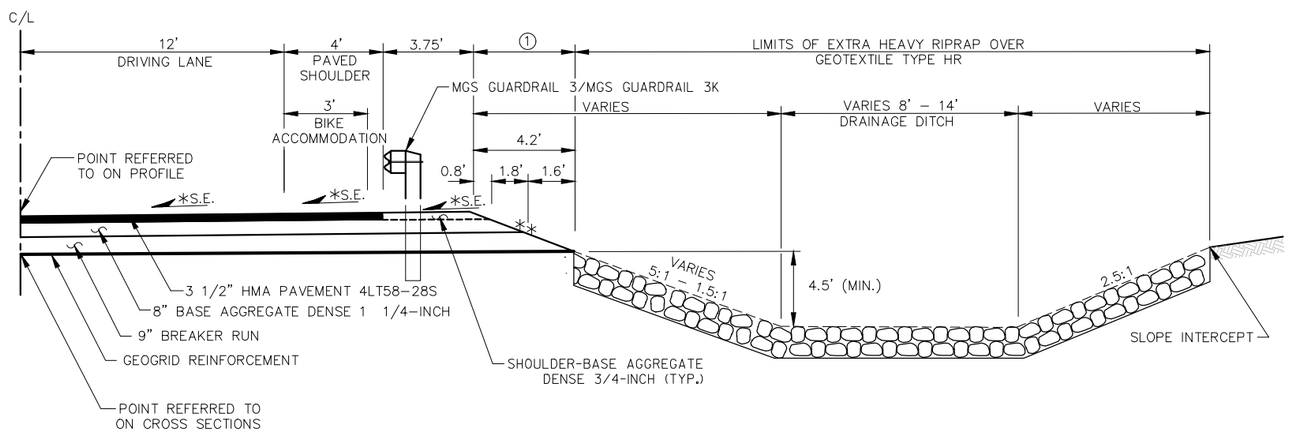
② LIMITS OF SALVAGED TOPSOIL & EROSION MAT (AS DIRECTED BY ENGINEER)

③ LIMITS OF MULCHING (AS DIRECTED BY ENGINEER)

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

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

PROJECT NO: 5496–00–74	HWY: CTH N	COUNTY: CRAWFORD	TYPICAL FINISHED SECTIONS	SHEET	E



TYPICAL FINISHED HALF SECTION
GUARDRAIL PLACEMENT & DRAINAGE DITCH

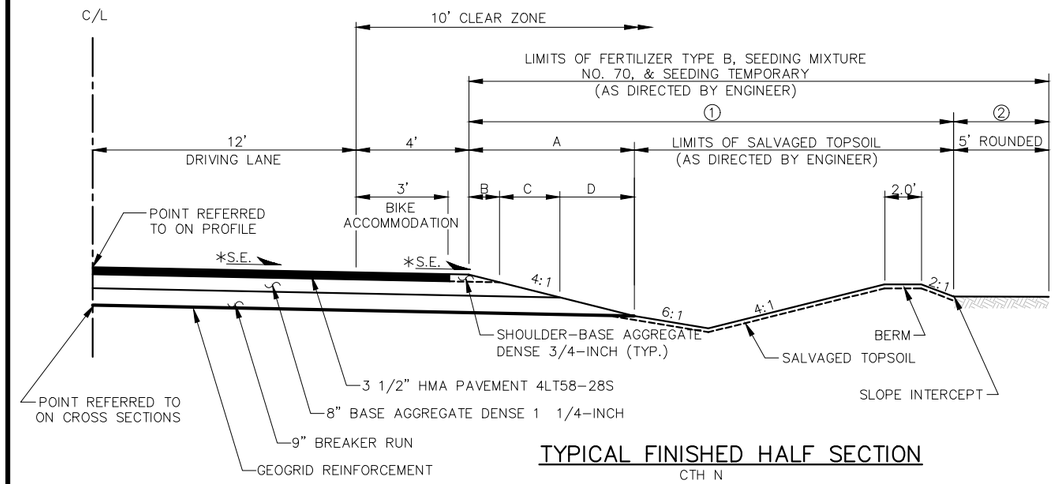
STA. 13+06 – STA. 15+01, RT.

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.



TYPICAL FINISHED HALF SECTION

CTH N

STA. 15+50 – STA. 17+50, RT.

① LIMITS OF EROSION MAT (AS DIRECTED BY ENGINEER)

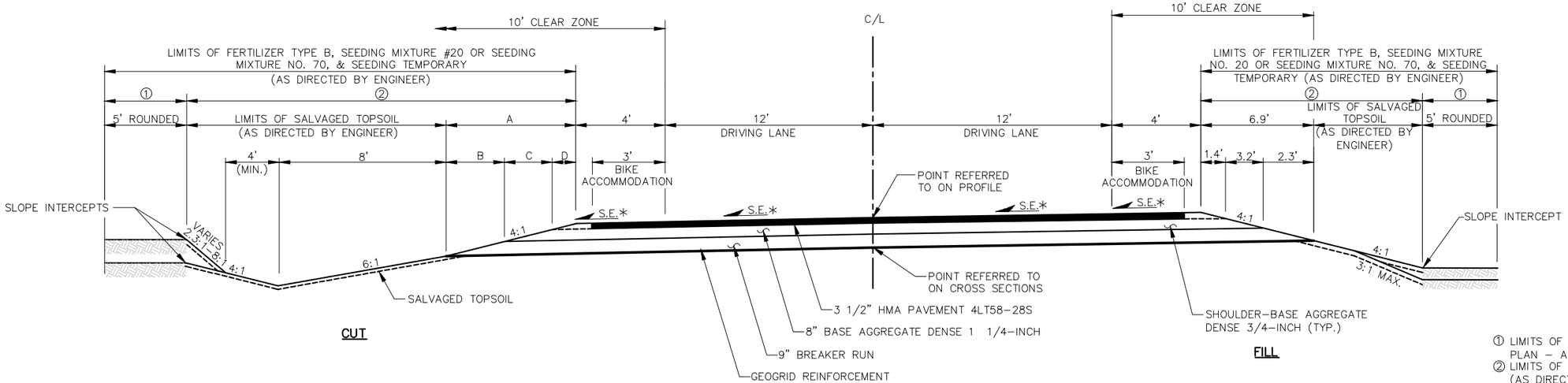
② LIMITS OF MULCHING (AS DIRECTED BY ENGINEER)

* 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.

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.



CUT

FILL

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.

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

② LIMITS OF EROSION MAT (AS DIRECTED BY ENGINEER)

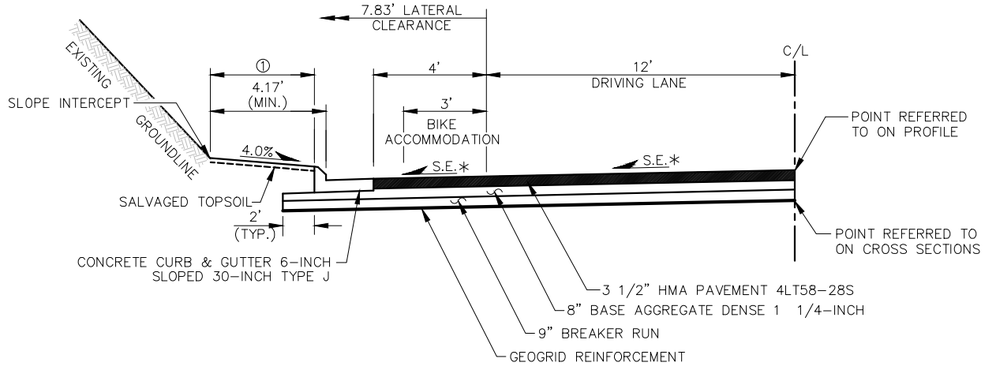
* S.E.–SEE SUPERELEVATION TABLE FOR SUPERELEVATION RATES

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

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

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	TYPICAL FINISHED SECTIONS	SHEET	E

2



TYPICAL FINISHED HALF SECTION
CURB & GUTTER PLACEMENT

CTH N

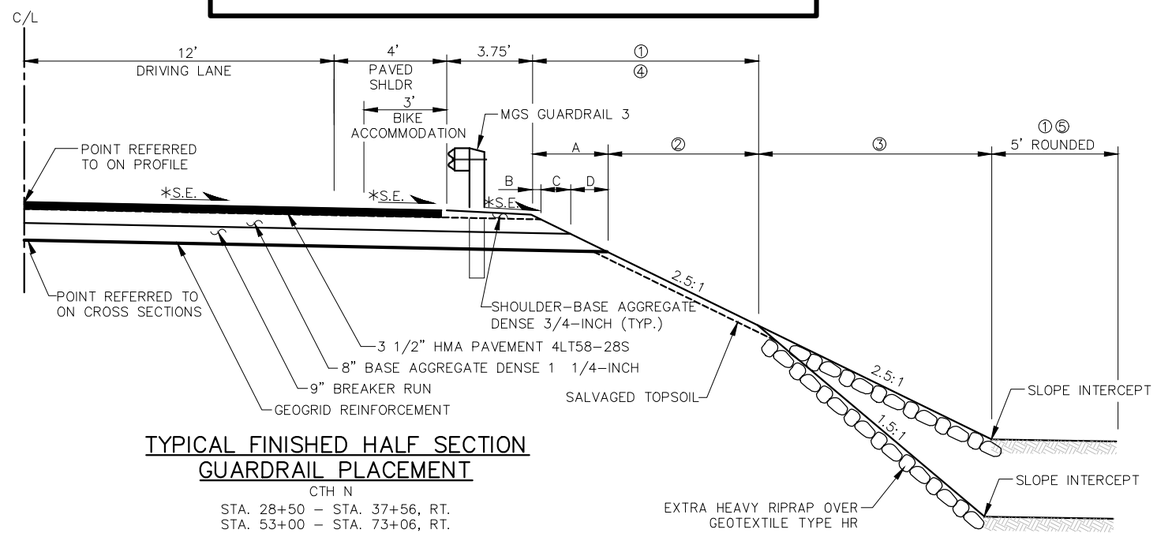
STA. 29+00 – STA. 29+50, LT.
STA. 34+50 – STA. 35+50, LT.
STA. 39+50 – STA. 43+50, LT.
STA. 47+50 – STA. 50+50, LT.
STA. 68+50 – STA. 70+00, LT.

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)

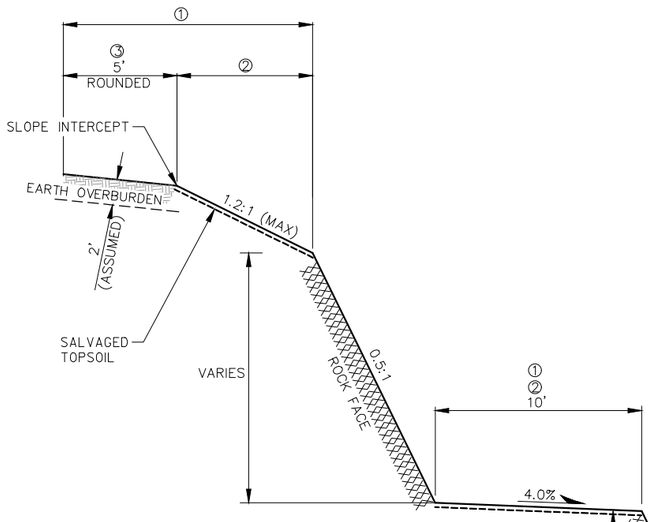
⑤ LIMITS OF MULCHING (AS DIRECTED BY ENGINEER)

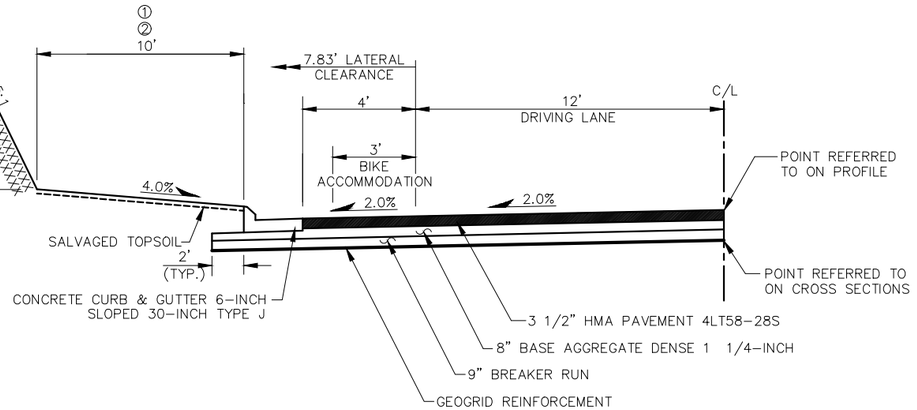
* S.E.–SEE SUPERELEVATION TABLE FOR SUPERELEVATION RATES

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

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

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	TYPICAL FINISHED SECTIONS	SHEET	E





CUT

TYPICAL FINISHED HALF SECTION EMBANKMENT BENCH CUT

CTH N
STA. 35+50 – STA. 39+50, LT.

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

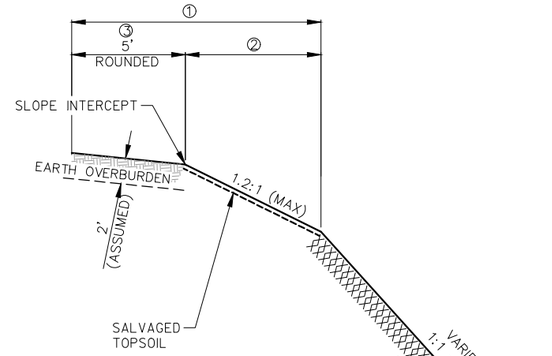
② LIMITS OF SALVAGED TOPSOIL & EROSION MAT (AS DIRECTED BY ENGINEER)

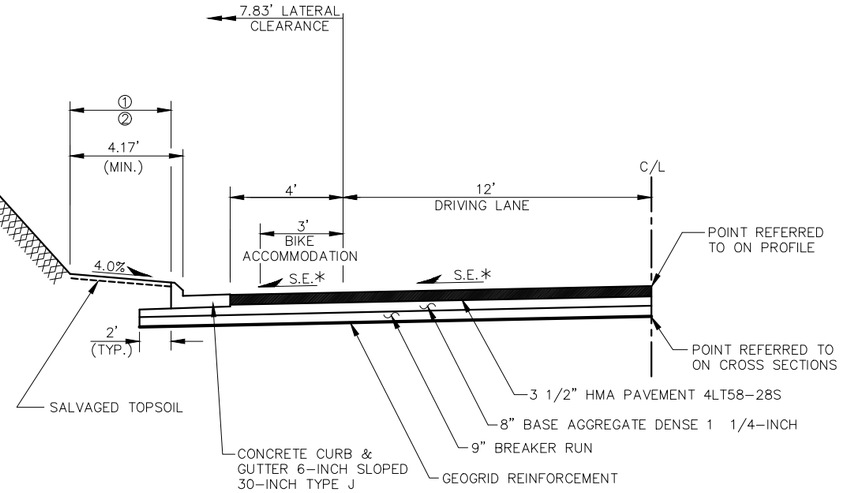
③ LIMITS OF MULCHING (AS DIRECTED BY ENGINEER)

∗ S.E.–SEE SUPERELEVATION TABLE FOR SUPERELEVATION RATES

NOTE: ELIMINATE OVERBURDEN GRADING AREAS WHERE PROPOSED ROCK CUT SLOPE CLOSELY MATCHES THE EXISTING SLOPE AT SLOPE INTERCEPT AS SHOWN ON THE CROSS SECTIONS.

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





TYPICAL FINISHED HALF SECTION EMBANKMENT CUT/FILL

CTH N
STA. 29+50 – STA. 34+50, LT.
STA. 43+50 – STA. 47+50, LT.
STA. 50+50 – STA. 55+25, LT.
STA. 66+75 – STA. 68+50, LT.

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 & EROSION MAT (AS DIRECTED BY ENGINEER)

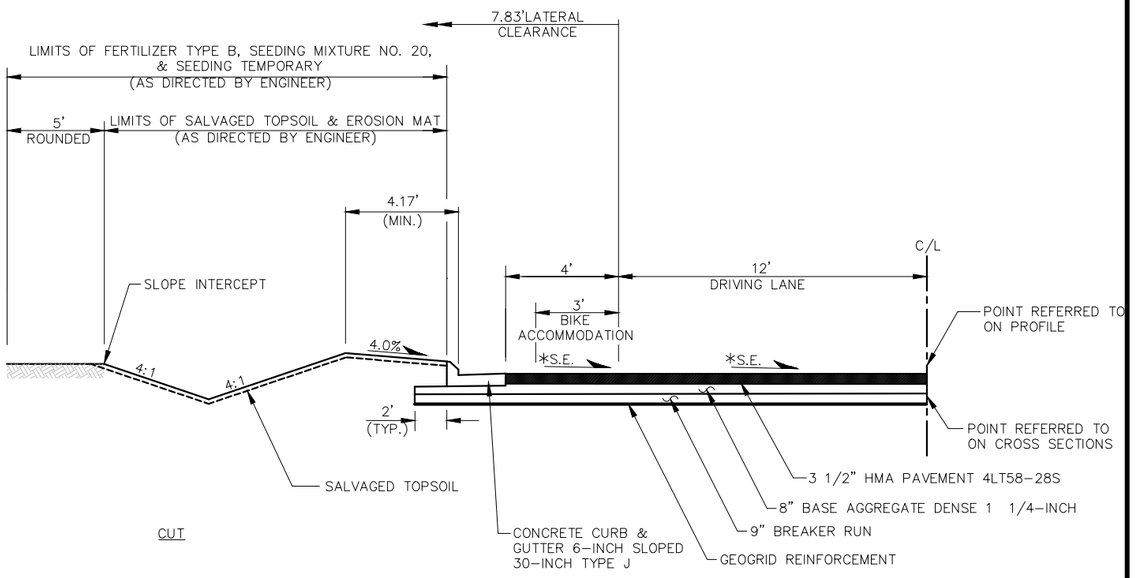
③ LIMITS OF MULCHING (AS DIRECTED BY ENGINEER)

∗ S.E.–SEE SUPERELEVATION TABLE FOR SUPERELEVATION RATES

NOTE: ELIMINATE OVERBURDEN GRADING AREAS WHERE PROPOSED ROCK CUT SLOPE CLOSELY MATCHES THE EXISTING SLOPE AT SLOPE INTERCEPT AS SHOWN ON THE CROSS SECTIONS.

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

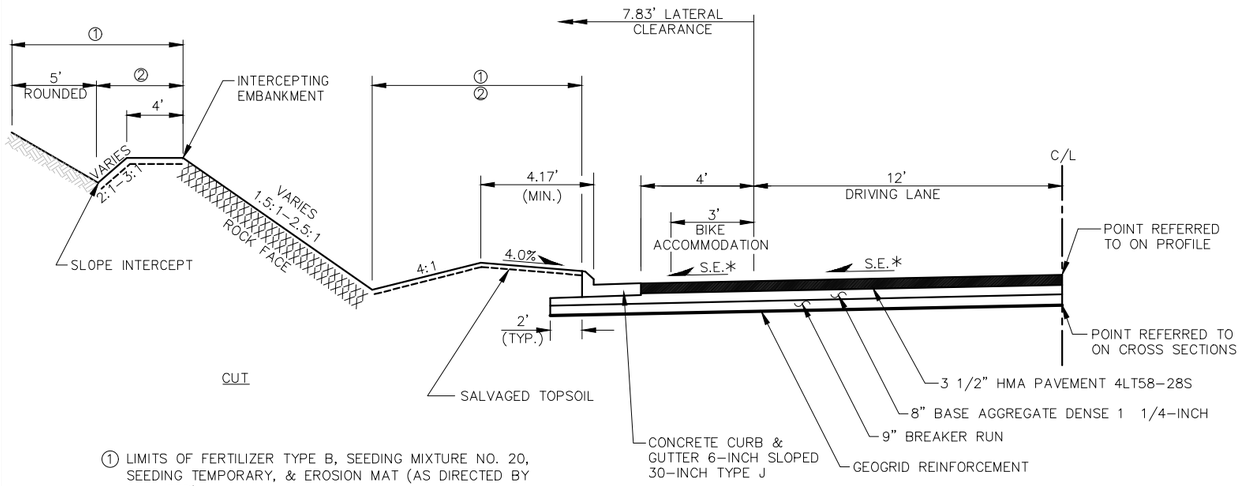
PROJECT NO: 5496–00–74	HWY: CTH N	COUNTY: CRAWFORD	TYPICAL FINISHED SECTIONS	SHEET	E



TYPICAL FINISHED HALF SECTION CURB & GUTTER DITCH PLACEMENT

CTH N
STA. 55+25 – STA. 57+50, LT.

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



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

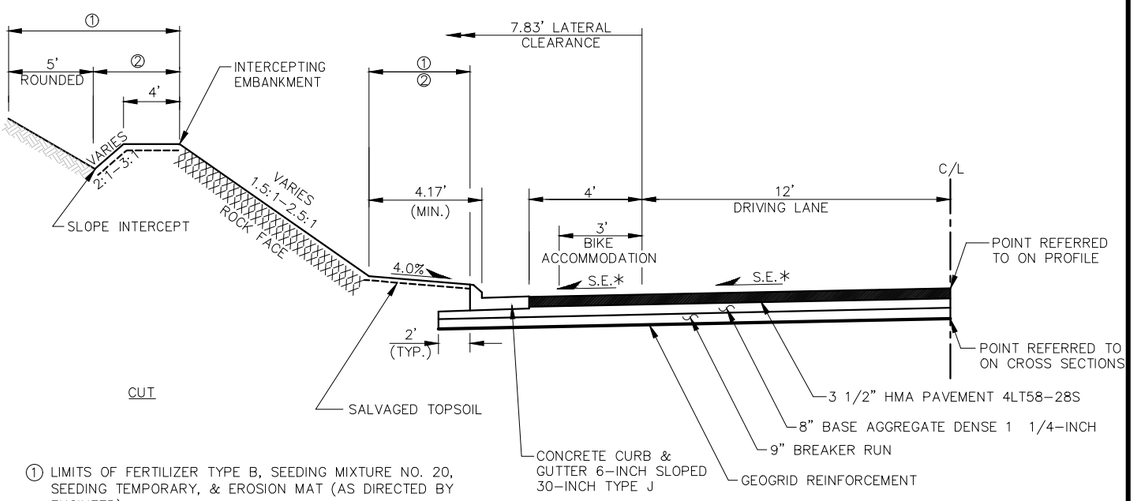
② LIMITS OF SALVAGED TOPSOIL (AS DIRECTED BY ENGINEER)

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

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)

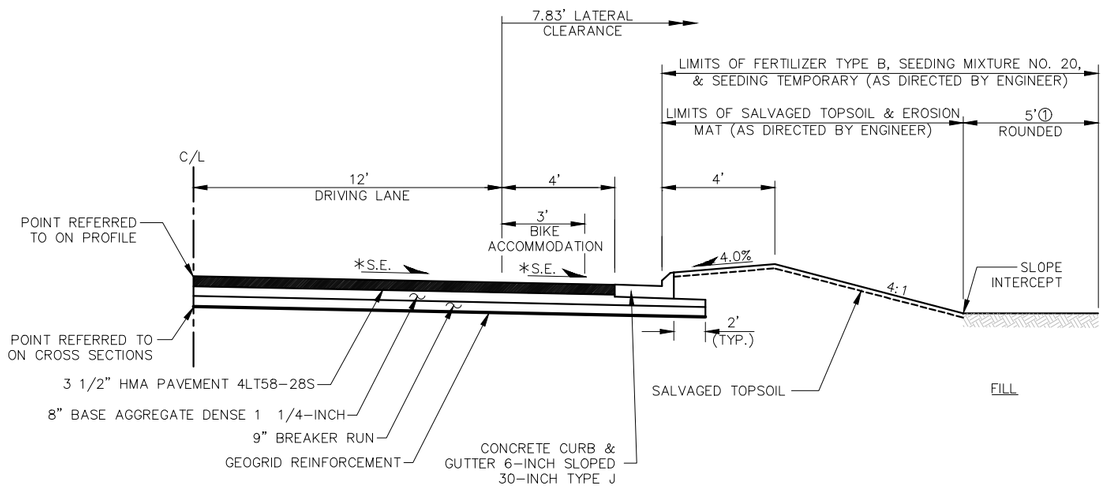
② LIMITS OF SALVAGED TOPSOIL (AS DIRECTED BY ENGINEER)

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

CTH N
STA. 58+50 – STA. 66+75, LT.



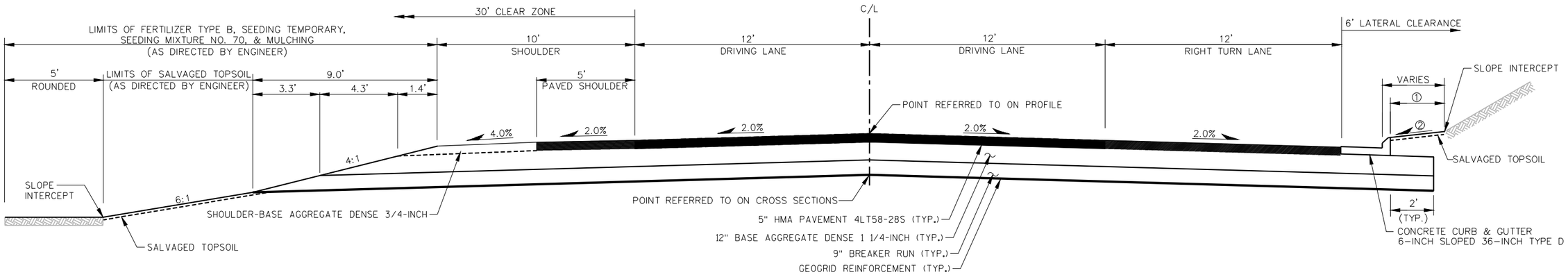
TYPICAL FINISHED HALF SECTION CURB & GUTTER PLACEMENT

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

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	TYPICAL FINISHED SECTIONS	SHEET	E



FILL

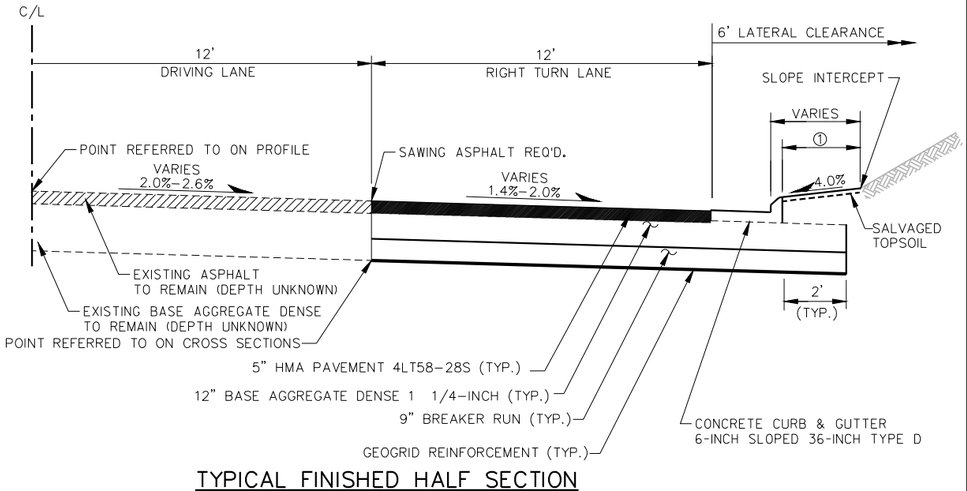
TYPICAL FINISHED SECTION

STH 35
STA. 303+90 – STA. 305+45

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

② VARIES 4.0% – 4:1

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

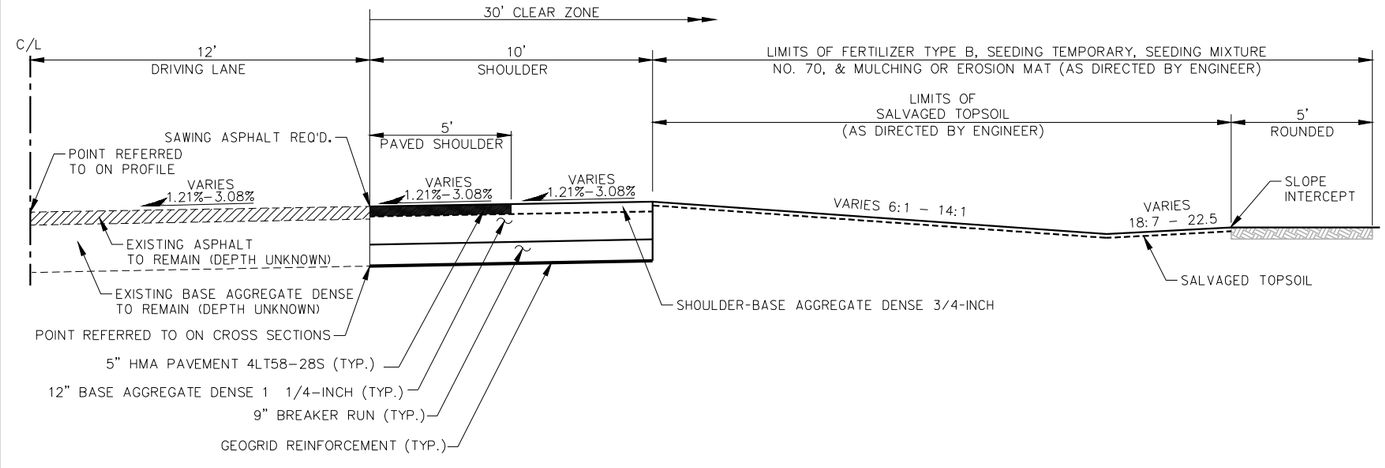


TYPICAL FINISHED HALF SECTION

STH 35
STA. 301+65 – STA. 303+90, RT.

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

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

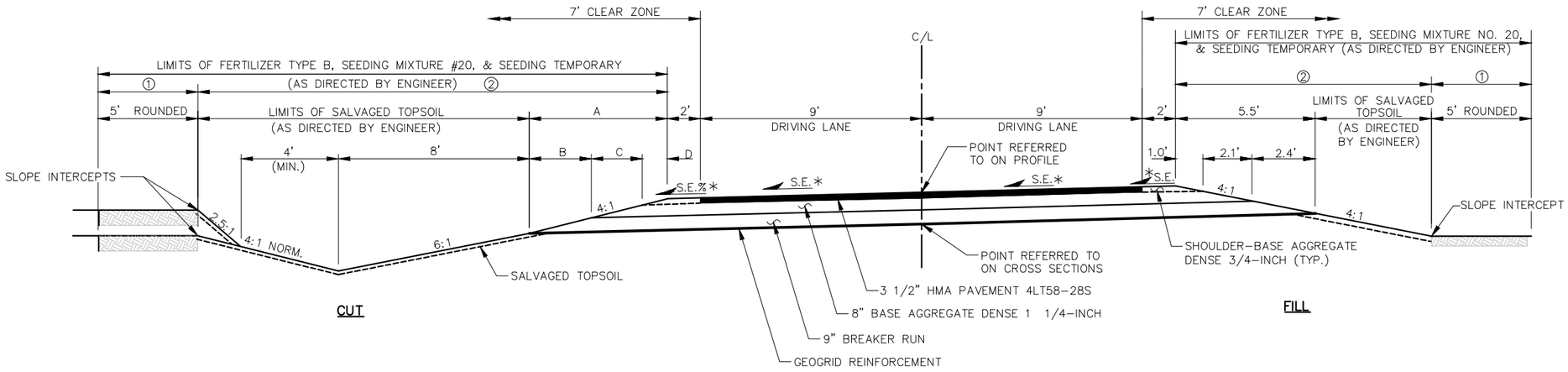


TYPICAL FINISHED HALF SECTION

STH 35
STA. 305+45 – STA. 307+31, RT.

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

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	TYPICAL FINISHED SECTIONS	SHEET	E



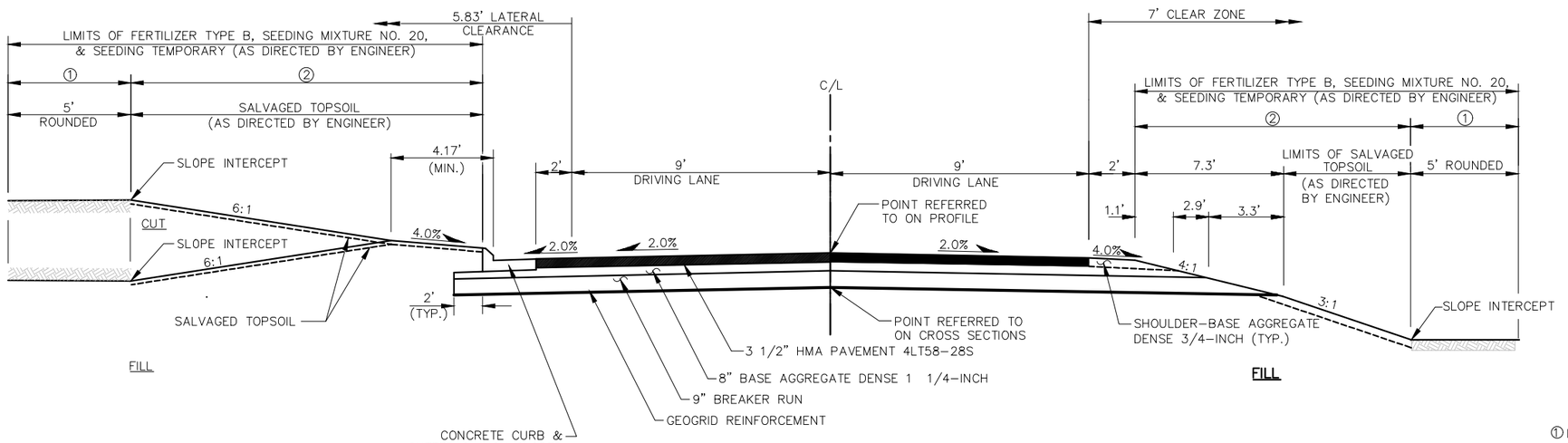
TYPICAL FINISHED SECTION

DEMANES LN
STA. 100+00 – STA. 105+39.14
SLAMA LN
STA. 200+17 – STA. 205+00

OLD CTH N (EAST)
STA. 570+16 – STA. 571+25

① LIMITS OF MULCHING (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

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 SECTION

OLD CTH N (WEST)
STA. 400+11.56 – STA. 402+75

① LIMITS OF MULCHING (AS DIRECTED BY ENGINEER)
② LIMITS OF EROSION MAT (AS DIRECTED BY ENGINEER)

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	TYPICAL FINISHED SECTIONS	SHEET	E

FILE NAME: S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\TYPICALS\C54320_PROPOSED TYPICALS.DWG
PLOT DATE : 7/24/2018 2:01 PM
PLOT BY : KARTER ZAJICEK

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 2

(MAINLINE)

STATION	LEFT	RIGHT	"A" (FT.)	"B" (FT.)	"C" (FT.)	"D" (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 3

(MAINLINE)

STATION	LEFT	RIGHT	"A" (FT.)	"B" (FT.)	"C" (FT.)	"D" (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 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 5

(MAINLINE)

STATION	LEFT	RIGHT	"A" (FT.)	"B" (FT.)	"C" (FT.)	"D" (FT.)
39+56.76	2.0	2.0	-	-	-	-
40+00	0.1	2.0	-	-	-	-
40+96.76	4.8	4.8	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 6

(MAINLINE)

STATION	LEFT	RIGHT	"A" (FT.)	"B" (FT.)	"C" (FT.)	"D" (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 7

(MAINLINE)

STATION	LEFT	RIGHT	"A" (FT.)	"B" (FT.)	"C" (FT.)	"D" (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 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 9

(MAINLINE)

STATION	LEFT	RIGHT	"A" (FT.)	"B" (FT.)	"C" (FT.)	"D" (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 10

(MAINLINE)

STATION	LEFT	RIGHT	"A" (FT.)	"B" (FT.)	"C" (FT.)	"D" (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 11

(MAINLINE)

STATION	LEFT	RIGHT	"A" (FT.)	"B" (FT.)	"C" (FT.)	"D" (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 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

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 15

(DEMANES LANE)

STATION	LEFT	RIGHT	"A" (FT.)	"B" (FT.)	"C" (FT.)	"D" (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 16

(SLAMA LANE)

STATION	LEFT	RIGHT	"A" (FT.)	"B" (FT.)	"C" (FT.)	"D" (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 17

(OLD CTH N - WEST)

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

SUPERELEVATION TABLE-CURVE 18

(OLD CTH N - WEST)

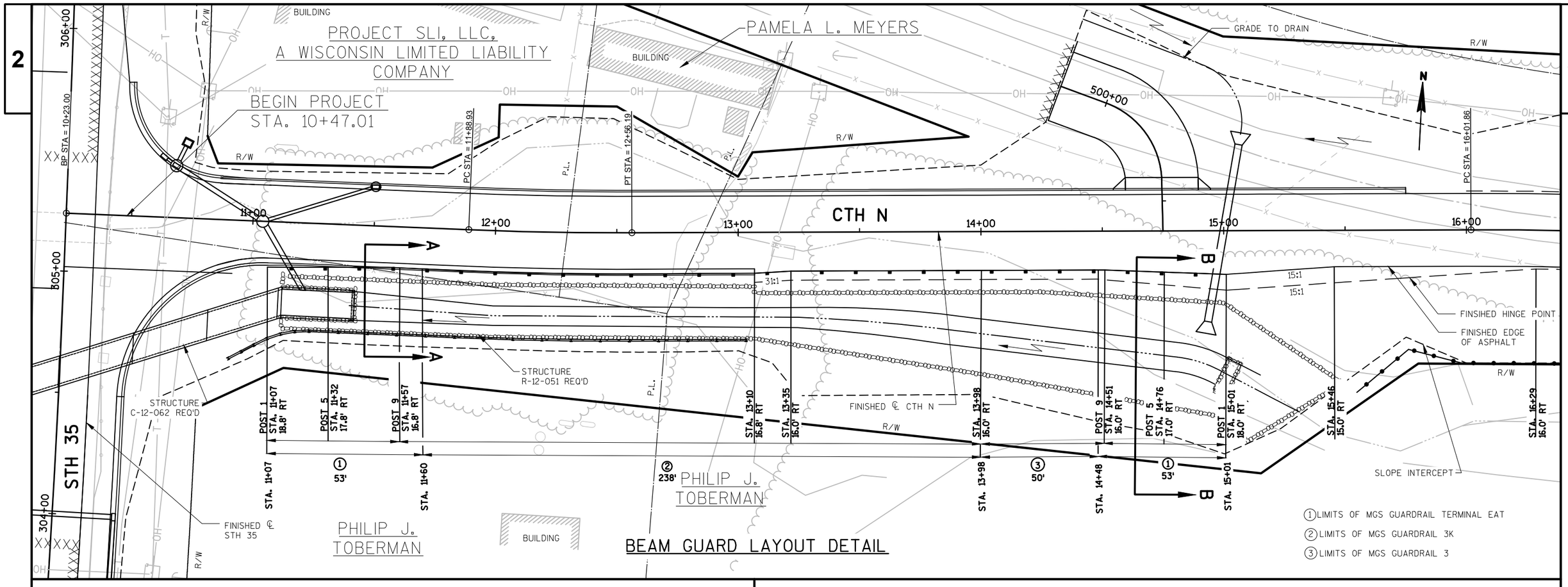
NORMAL CROWN (N.C.) REQ'D - SEE CROSS SECTIONS FOR FURTHER INFORMATION

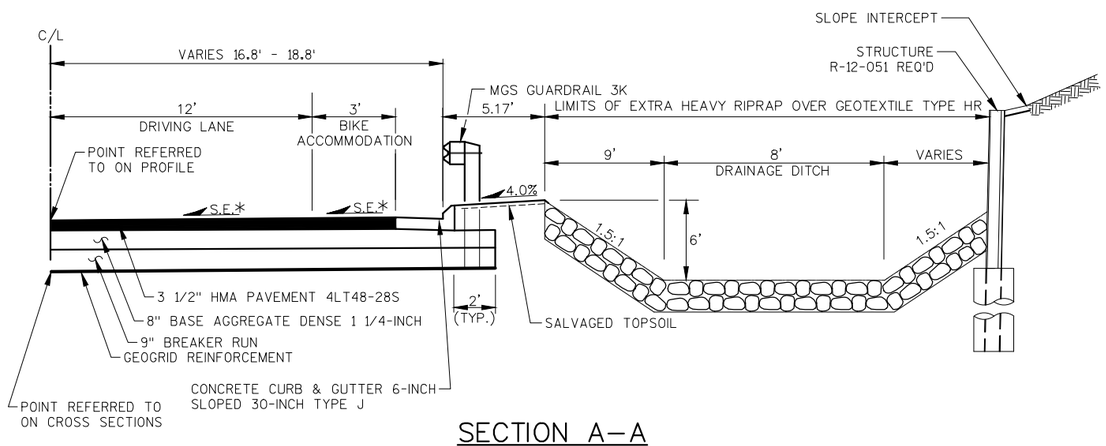
SUPERELEVATION TABLE-CURVE 19

(OLD CTH N - EAST)

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

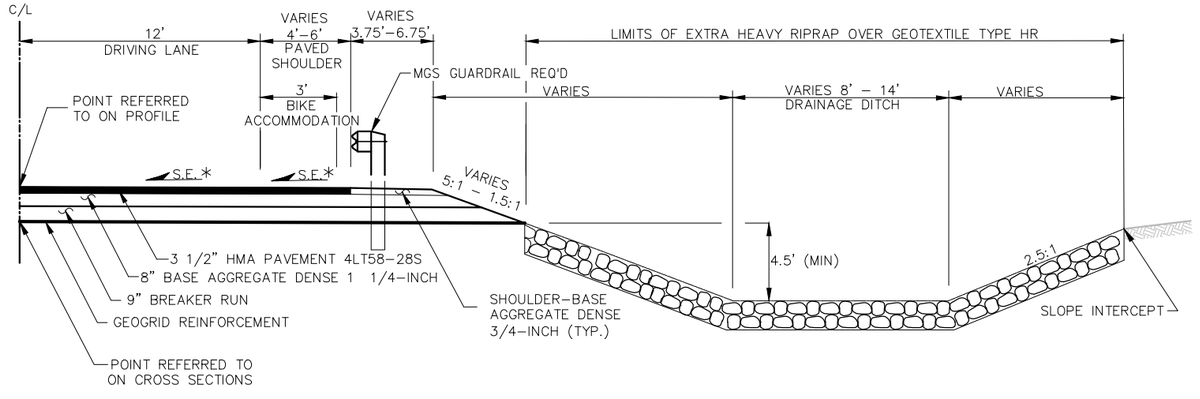
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	SUPERELEVATION TABLES	SHEET	E





SECTION A–A

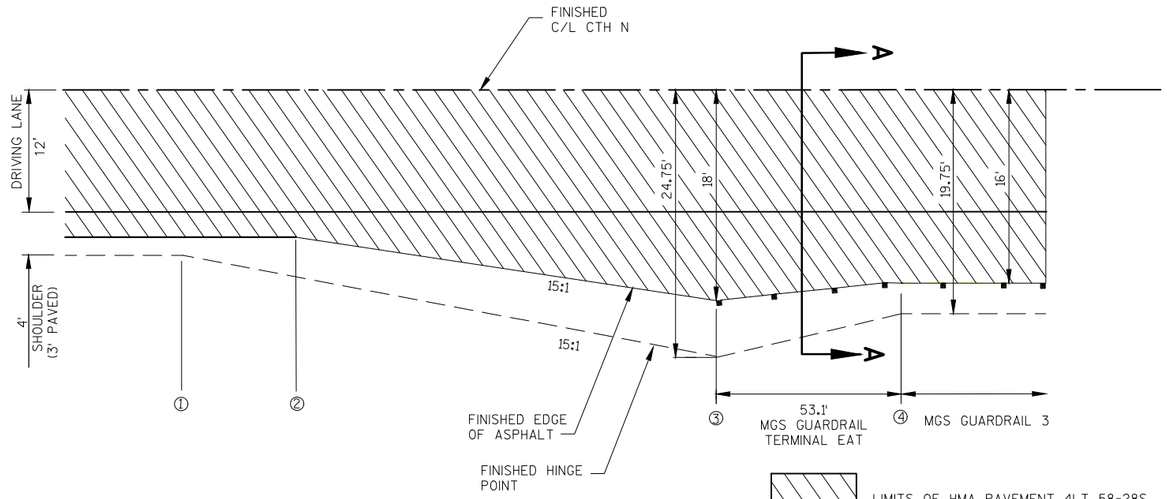
* S.E.–SEE SUPERELEVATION TABLE FOR SUPERELEVATION RATES



SECTION B – B

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

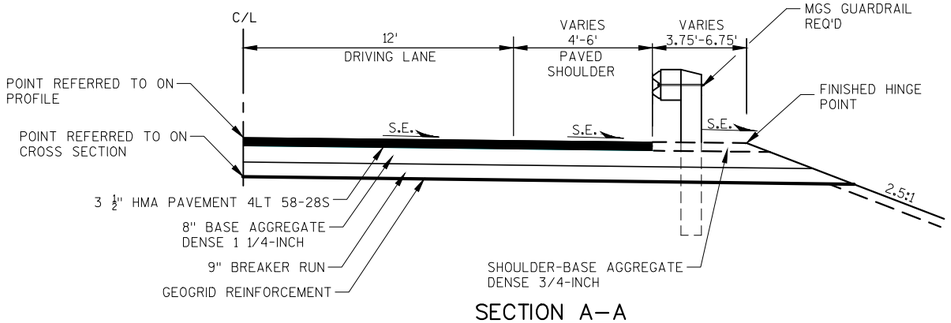
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CONSTRUCTION DETAILS (BEAM GUARD LAYOUT)	SHEET	E



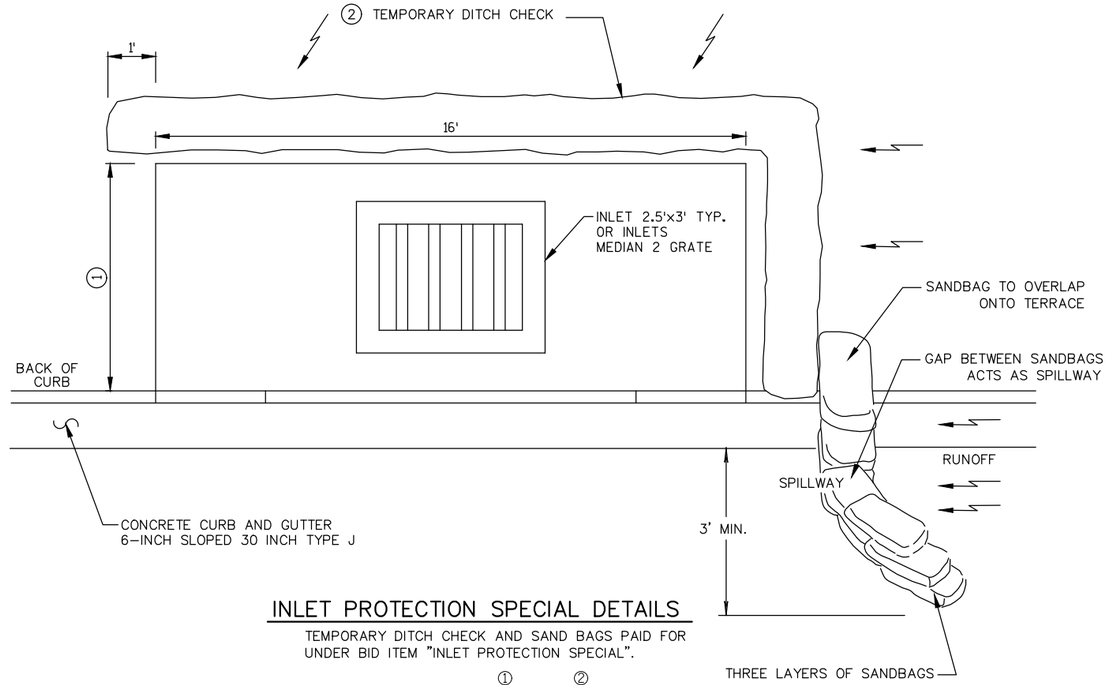
BEAMGUARD LAYOUT DETAIL

BEAMGUARD LAYOUT TABLE

LOCATION	STATION ①	STATION ②	STATION ③	STATION 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



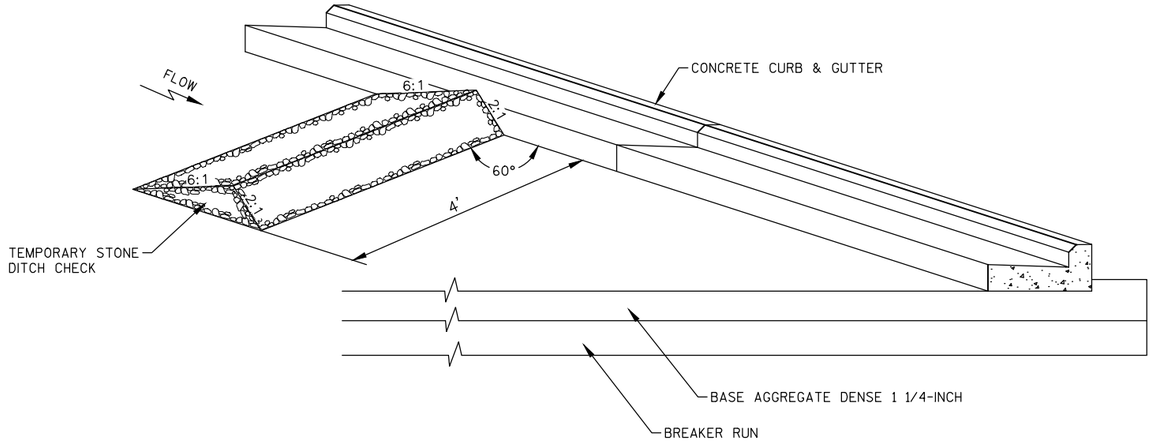
SECTION A–A



INLET PROTECTION SPECIAL DETAILS

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

STATION	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



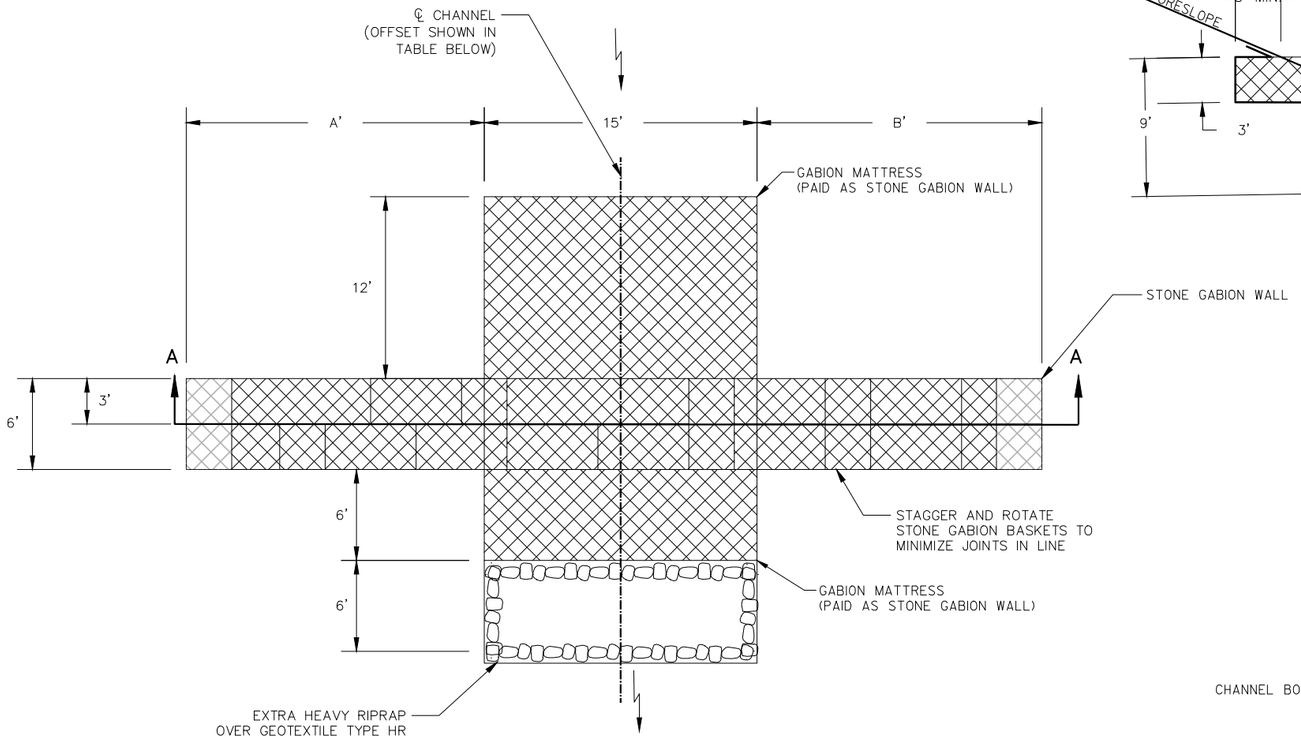
TEMPORARY STONE DITCH CHECKS

(SEE MISCELLANEOUS QUANTITIES SHEET FOR LOCATION)

PROJECT NO:5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CONSTRUCTION DETAILS	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\BEAM GUARD.DWG
LAYOUT : MODEL
PLOT DATE : 7/27/2018
PLOT TIME : 11:09:29 AM
PLOT BY : KARTER ZAJICEK
PLOT SCALE : 0.830110

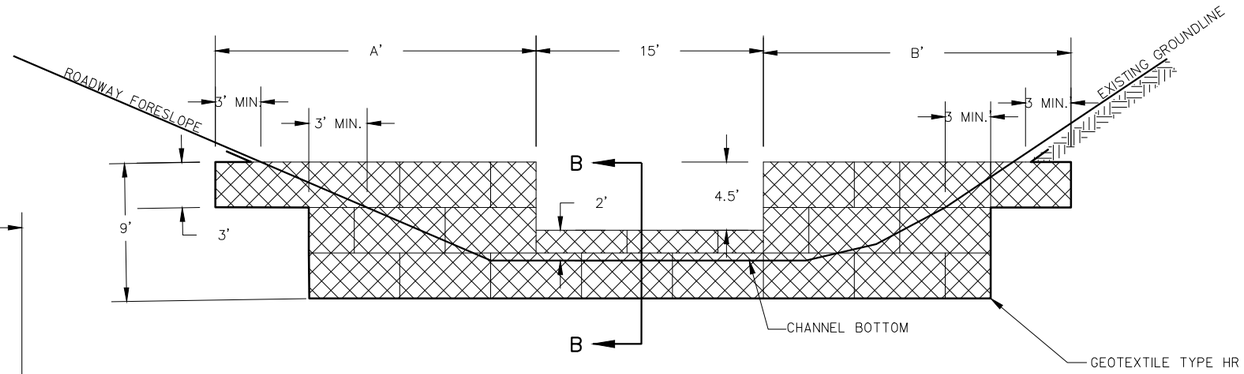
2



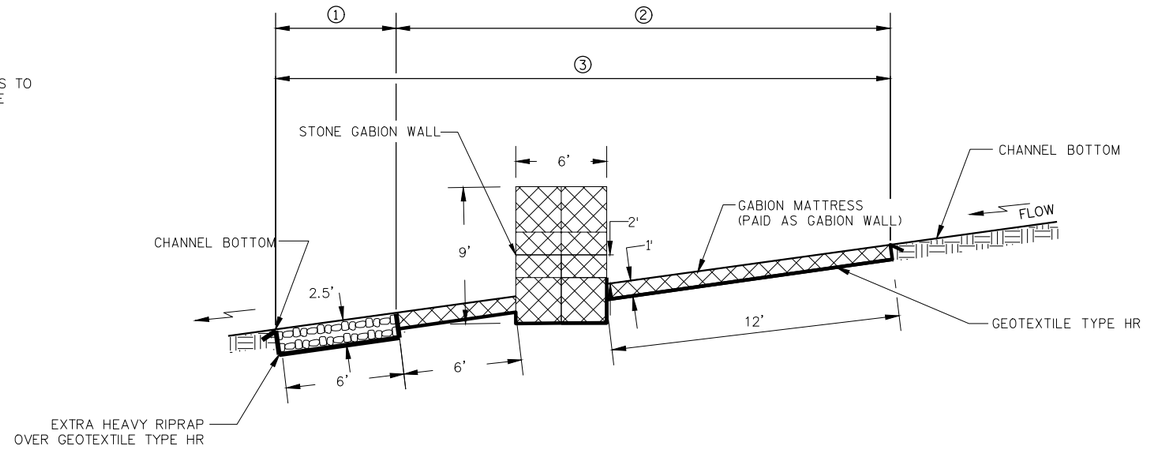
PLAN VIEW OF GABION WEIR

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'



SECTION A–A



SECTION B–B

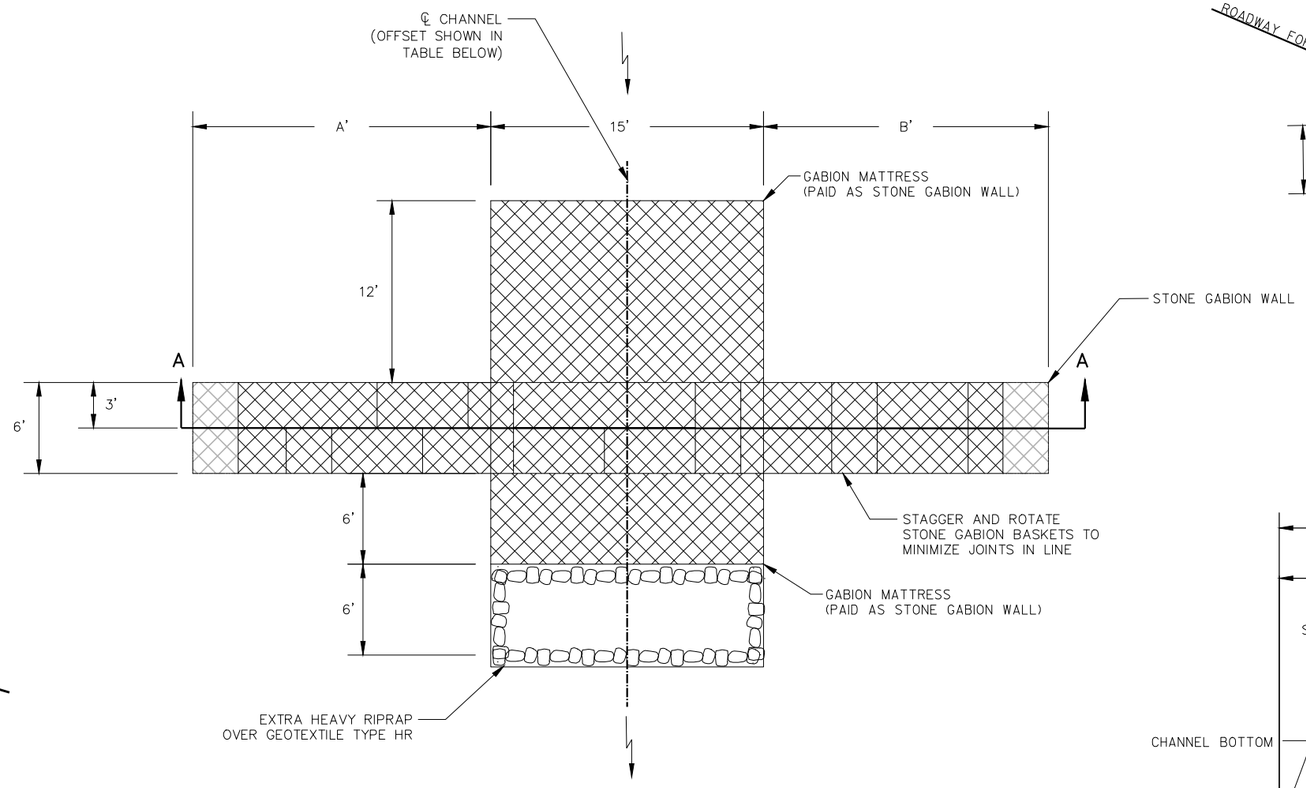
① LIMITS OF EXTRA HEAVY RIPRAP
② LIMITS OF STONE GABION WALL
③ LIMITS OF GEOTEXTILE TYPE HR

GABION WEIR

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CONSTRUCTION DETAILS	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320_DRAINAGE DETAILS.DWG
LAYOUT :
PLOT DATE : 10/26/2018
PLOT TIME : 8:57:46 AM
PLOT BY : STRINE, THERESA
PLOT SCALE : 1:2

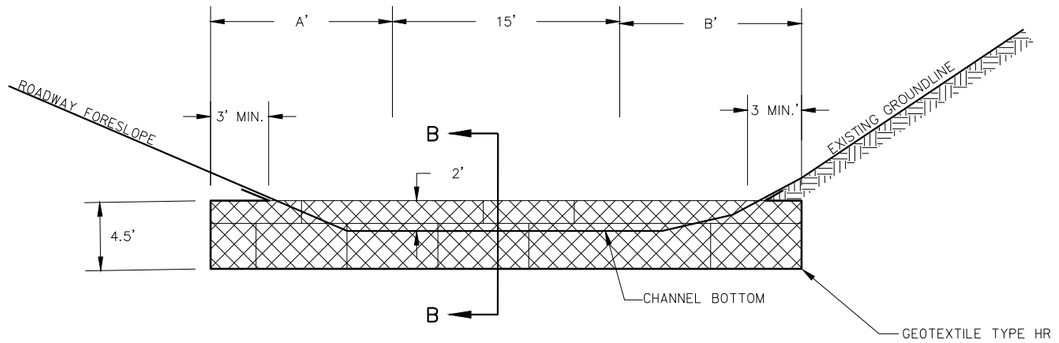
2



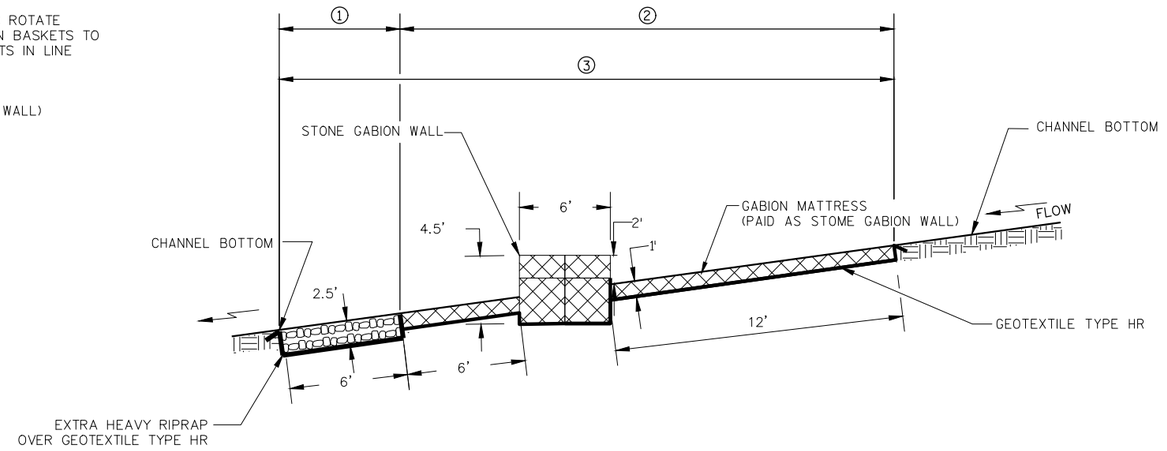
PLAN VIEW OF GABION CHECK

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'



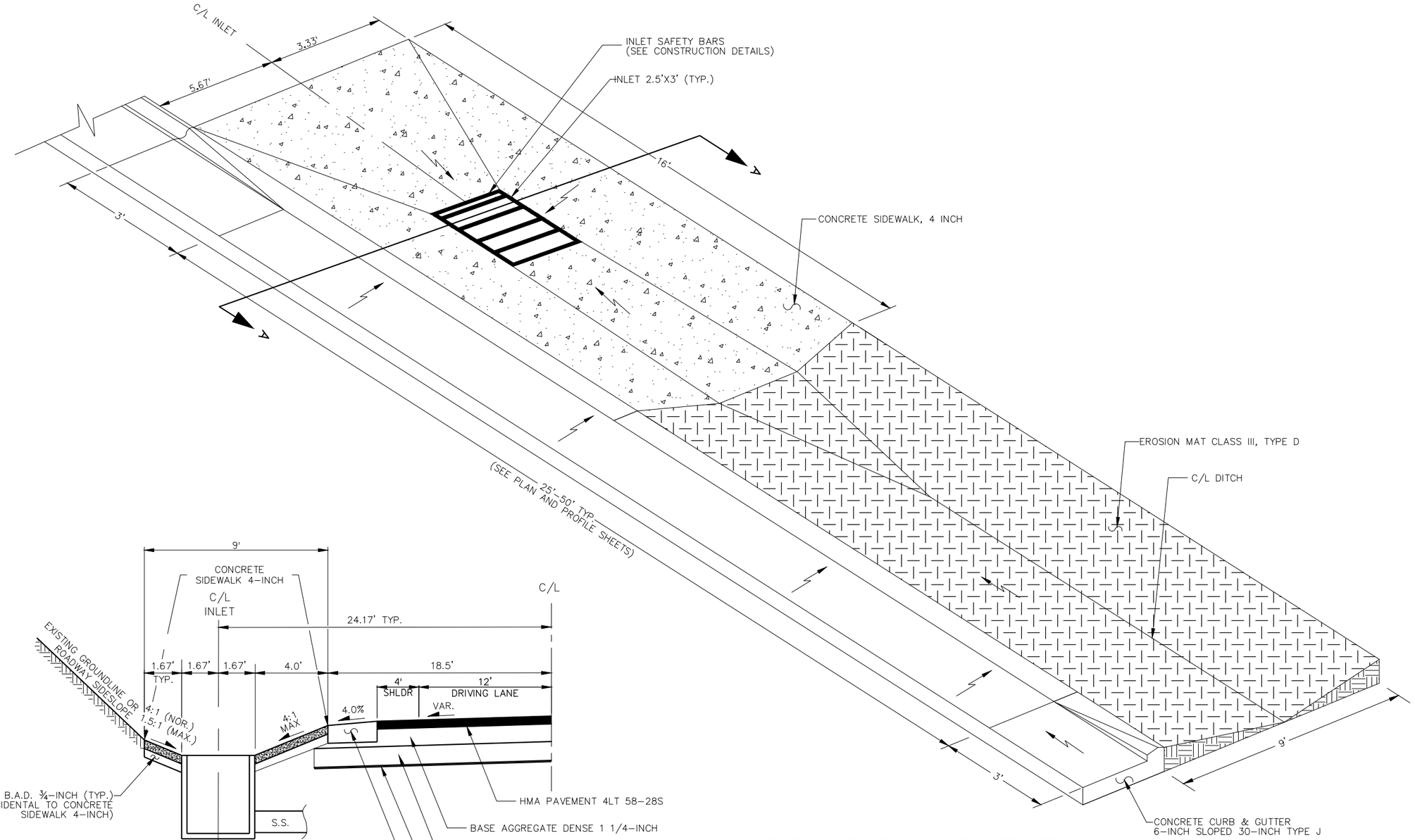
SECTION A–A

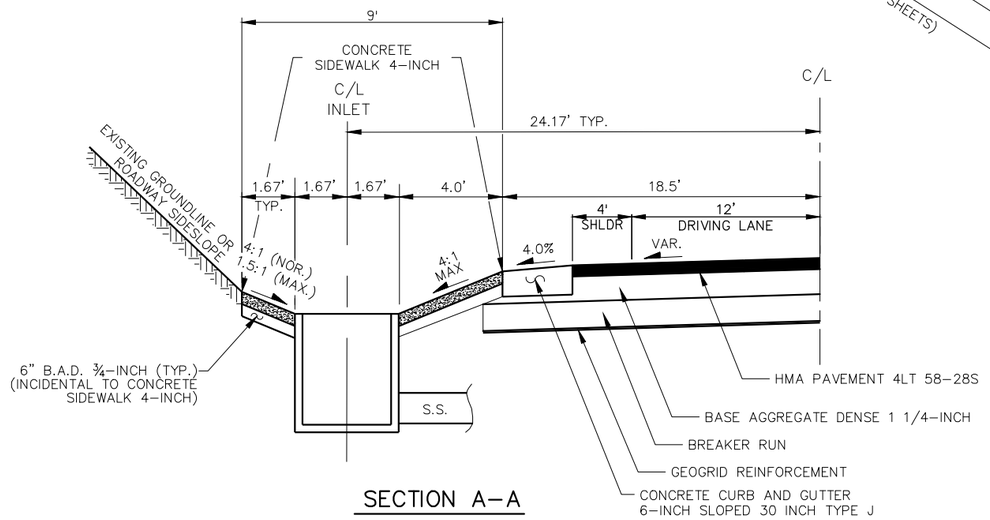


SECTION B–B

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

GABION CHECK





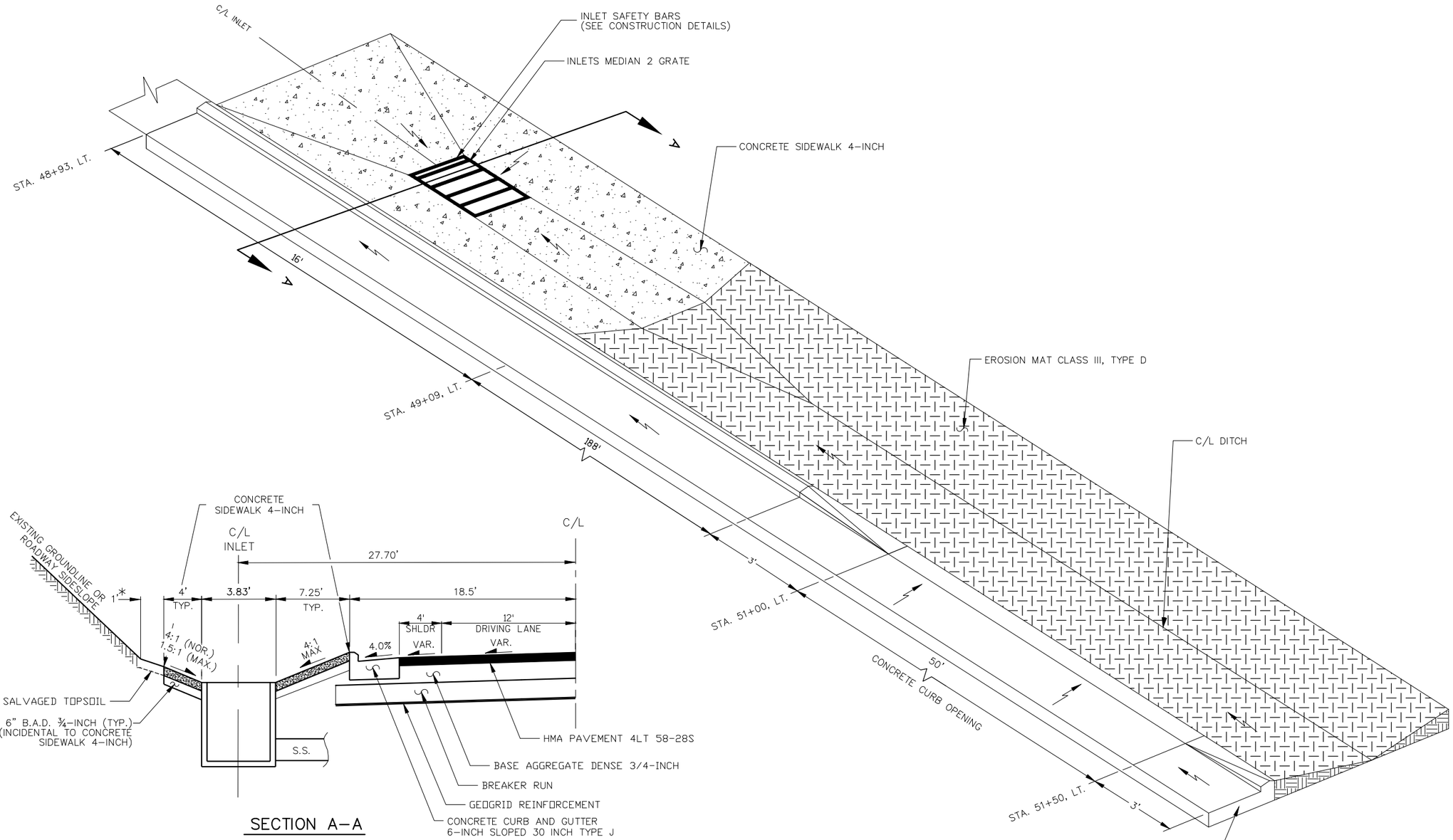
SECTION A-A

CONCRETE CURB OPENING AT INLET DETAIL

CURB OPENING	INLET
STA. 34+75 – STA.35+00, LT.	STA. 34+75, LT.
STA. 42+00 – STA. 42+50, LT.	STA. 42+00, LT.
STA. 43+50 – STA. 44+00, LT.	STA. 43+50, LT.
STA. 58+00 – STA. 58+50, LT.	NO INLET REQ'D-DRAIN TO DITCH
STA. 63+00 – STA. 63+25, LT.	STA. 63+00, LT.
STA. 66+65 – STA. 66+90, LT.	STA. 66+65, LT.

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CONSTRUCTION DETAILS	SHEET	E

2



SECTION A–A

CONCRETE CURB OPENING AT INLET DETAIL

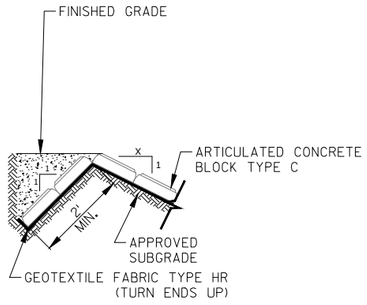
(STA. 49+01, LT.)

CURB OPENING
STA. 51+00 – STA. 51+50, LT.

INLET
STA. 49+01, LT.

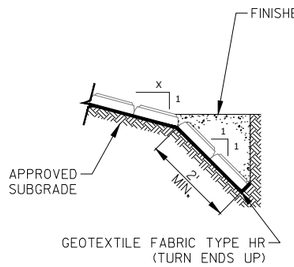
* LIMITS OF SEEDING MIXTURE NO. 20, SEEDING TEMPORARY, FERTILIZER TYPE B, SALVAGED TOPSOIL, & EROSION MAT (AS DIRECTED BY ENGINEER)

PROJECT NO: 5496–00–74	HWY: CTH N	COUNTY: CRAWFORD	CONSTRUCTION DETAILS	SHEET	E



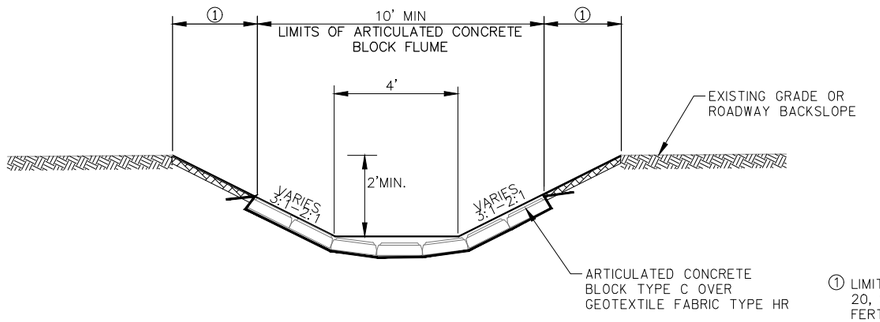
TOP OF SLOPE KEY DETAIL

NOT TO SCALE



TOE OF SLOPE KEY DETAIL

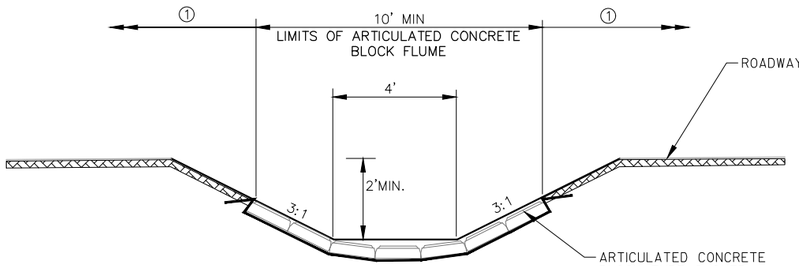
NOT TO SCALE



SECTION A–A
TYPICAL SECTION OF ARTICULATED CONCRETE BLOCK FLUME

(STA. 56+95 – STA. 57+96, LT.)

NOT TO SCALE

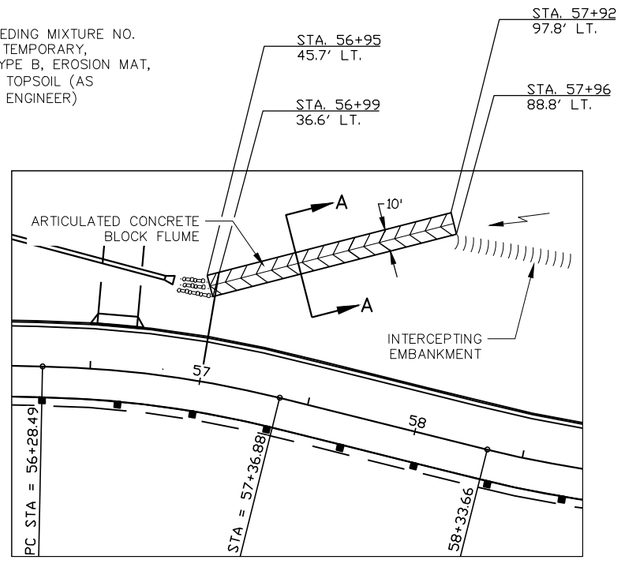


SECTION B–B
TYPICAL SECTION OF ARTICULATED CONCRETE BLOCK FLUME

(STA. 62+95 – STA. 63+05, LT.)

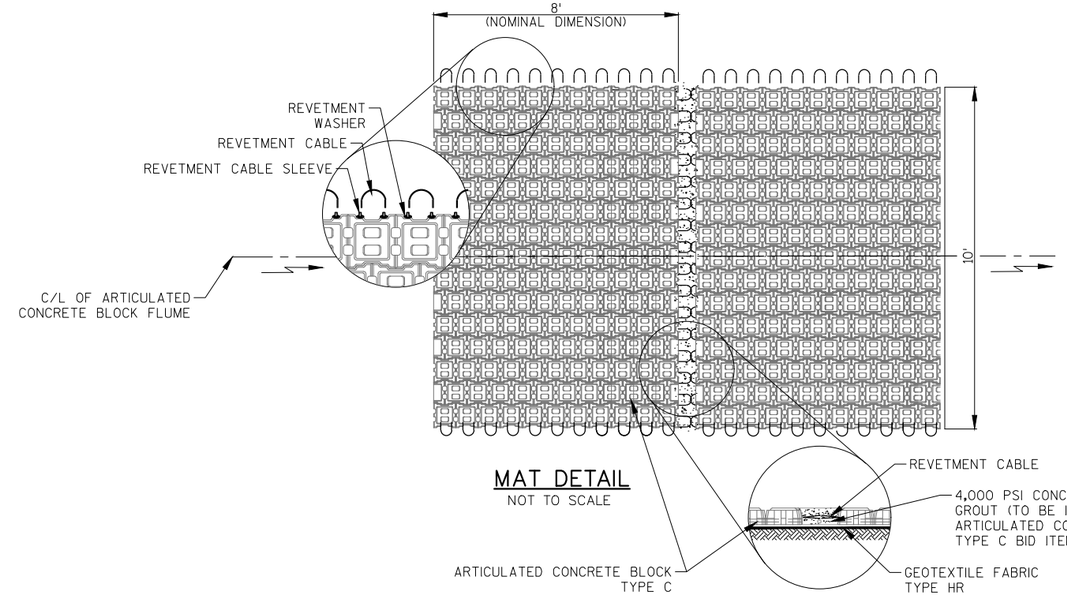
NOT TO SCALE

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

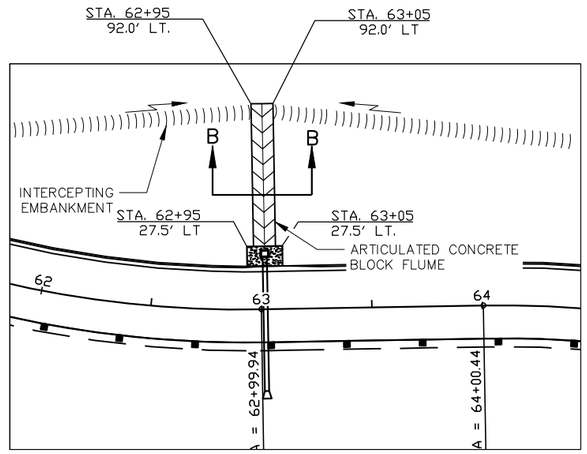
(STA. 56+95 – STA. 57+96, LT.)



MAT DETAIL

NOT TO SCALE

MAT TO MAT CONNECTION DETAIL

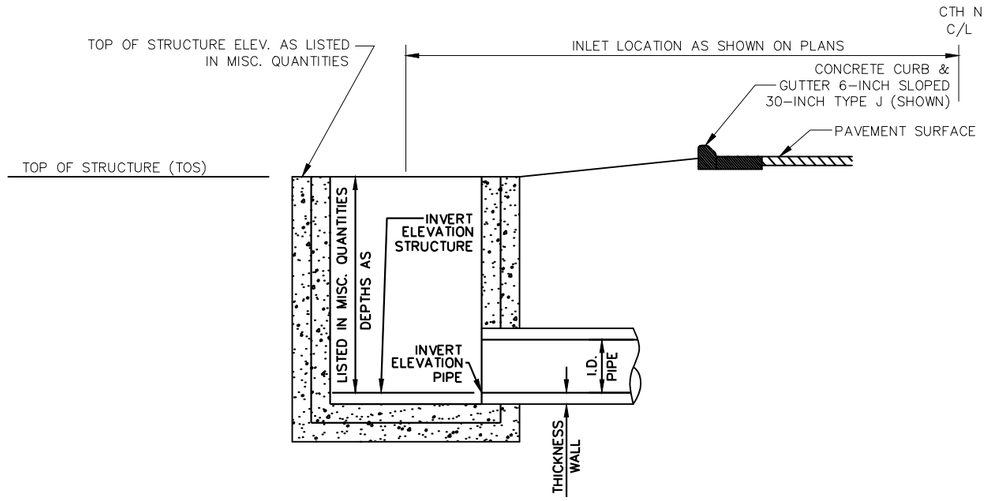


PLAN VIEW OF ARTICULATED CONCRETE BLOCK FLUME

(STA. 62+95 – STA. 63+05, LT.)

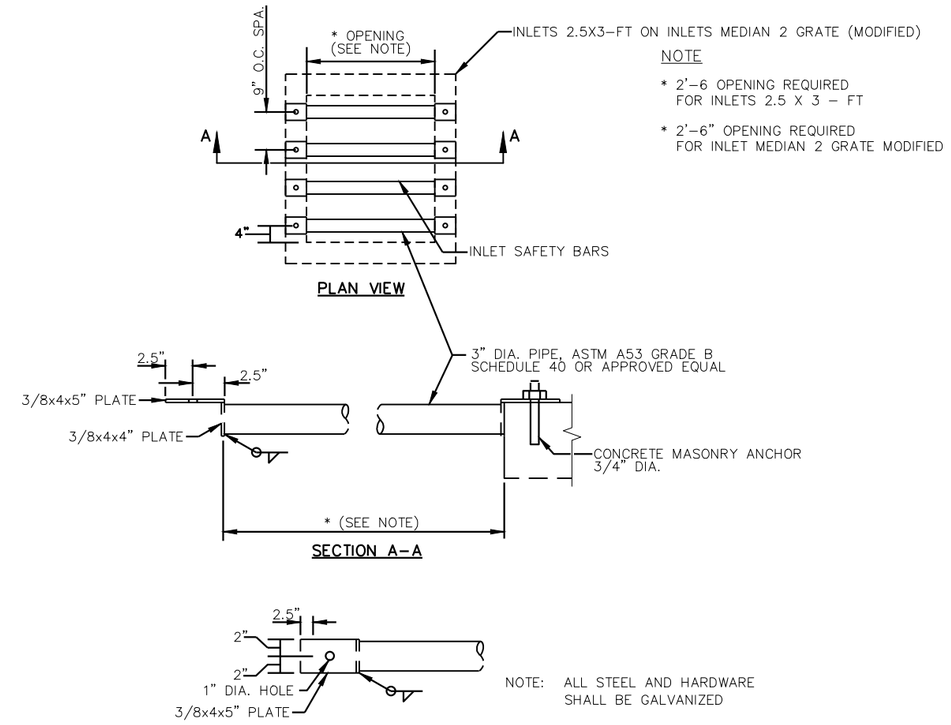
① LIMITS OF SEEDING MIXTURE NO. 20, SEEDING TEMPORARY, FERTILIZER TYPE B, EROSION MAT, & SALVAGED TOPSOIL (AS DIRECTED BY ENGINEER)

PROJECT NO: 5496–00–74	HWY: CTH N	COUNTY: CRAWFORD	CONSTRUCTION DETAILS	SHEET	E

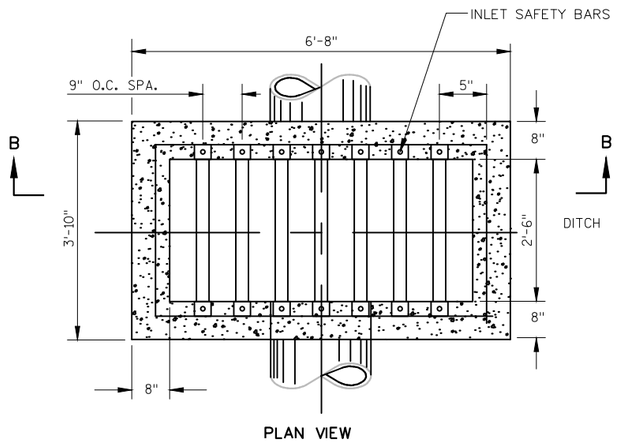


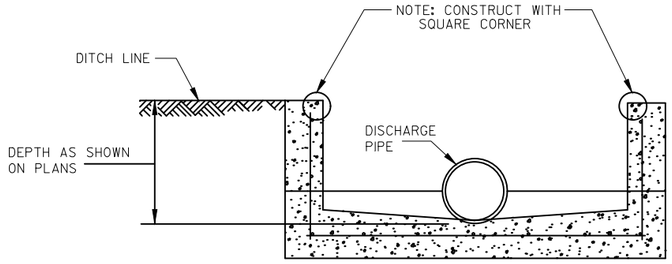
DETAIL OF CURB & GUTTER AND INLETS 2.5 X 3 – FT

(URBAN SECTION SHOWN – RURAL SECTION SIMILAR)



INLET SAFETY BARS



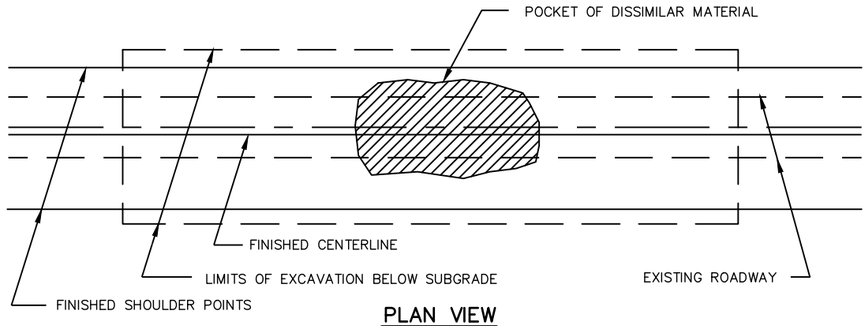


NOTE: DETAILS NOT SHOWN SHALL CONFORM TO STANDARD DETAIL DRAWING FOR INLET MEDIAN 2 GRATE.

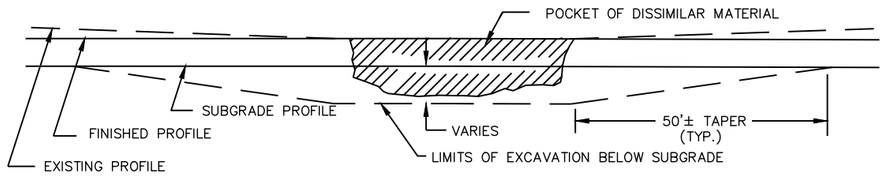
INLET MEDIAN 2 GRATE (MODIFIED)

PAID FOR AS "INLET MEDIAN 2 GRATE"

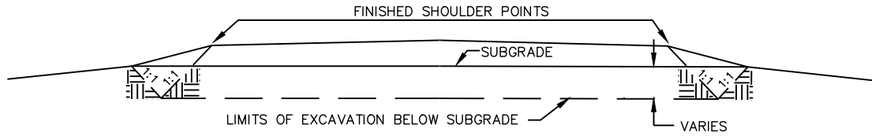
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CONSTRUCTION DETAILS	SHEET	E



PLAN VIEW



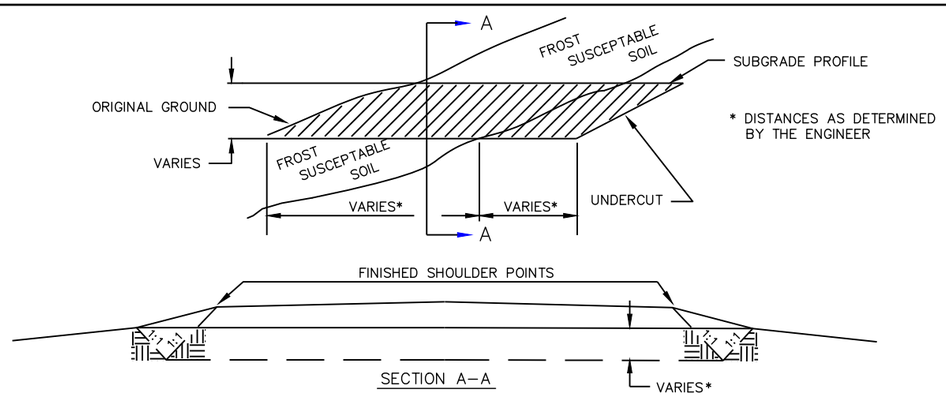
PROFILE VIEW



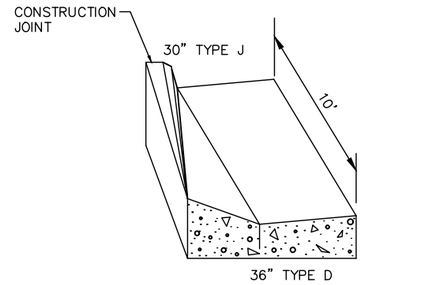
CROSS SECTION VIEW

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.)

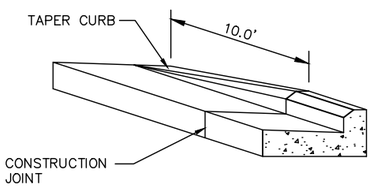


DETAIL FOR EXCAVATION AT MOUTH OF CUTS



CURB & GUTTER TRANSITION DETAIL

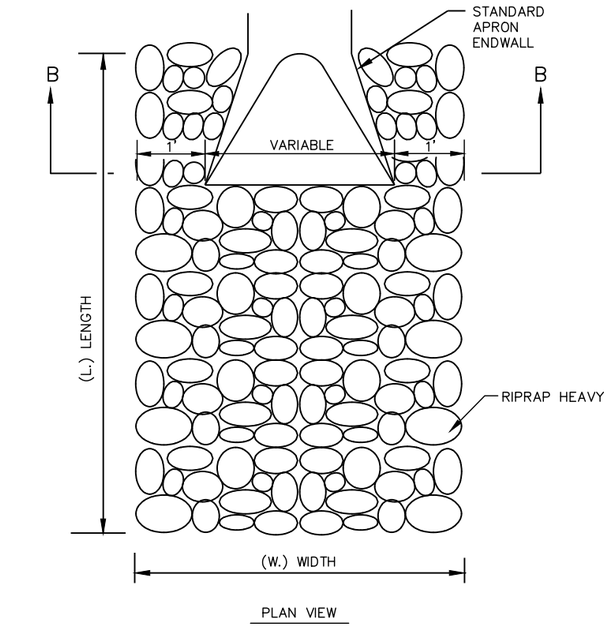
PAID FOR AS CONCRETE CURB & GUTTER 36–INCH TYPE D



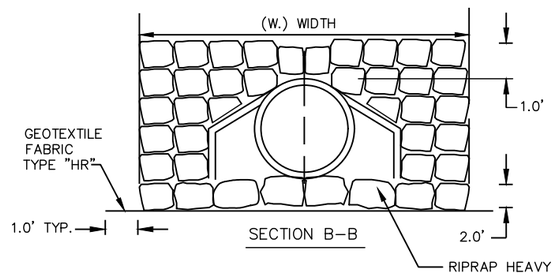
DETAIL OF CURB & GUTTER TERMINI

PROJECT NO: 5496–00–74	HWY: CTH N	COUNTY: CRAWFORD	CONSTRUCTION DETAILS	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\EBS C-G TERMINI DETAILS.DWG
LAYOUT :
PLOT DATE : 8/31/2018
PLOT TIME : 2:32:12 PM
PLOT BY : JULIA ZEHNER
PLOT SCALE : 1 IN:2 FT



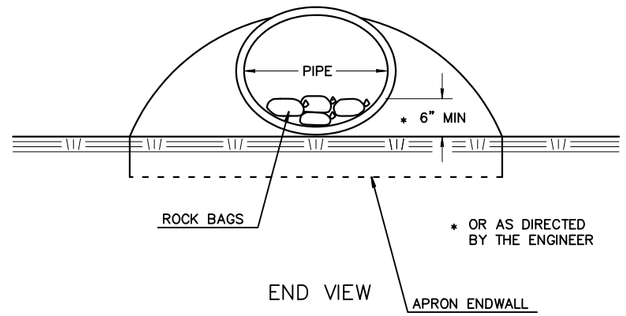
PLAN VIEW



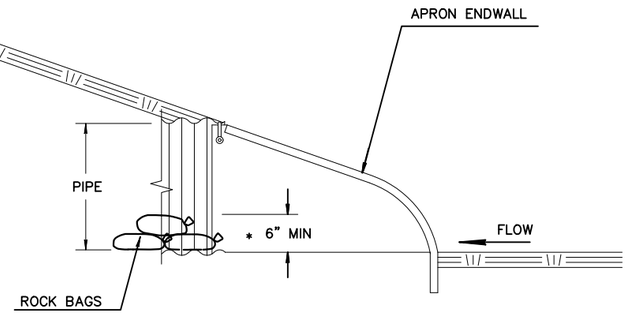
SECTION B–B

RIPRAP HEAVY DISCHARGE APRON

SEE MISCELLANEOUS QUANTITIES
FOR LOCATIONS AND DIMENSIONS



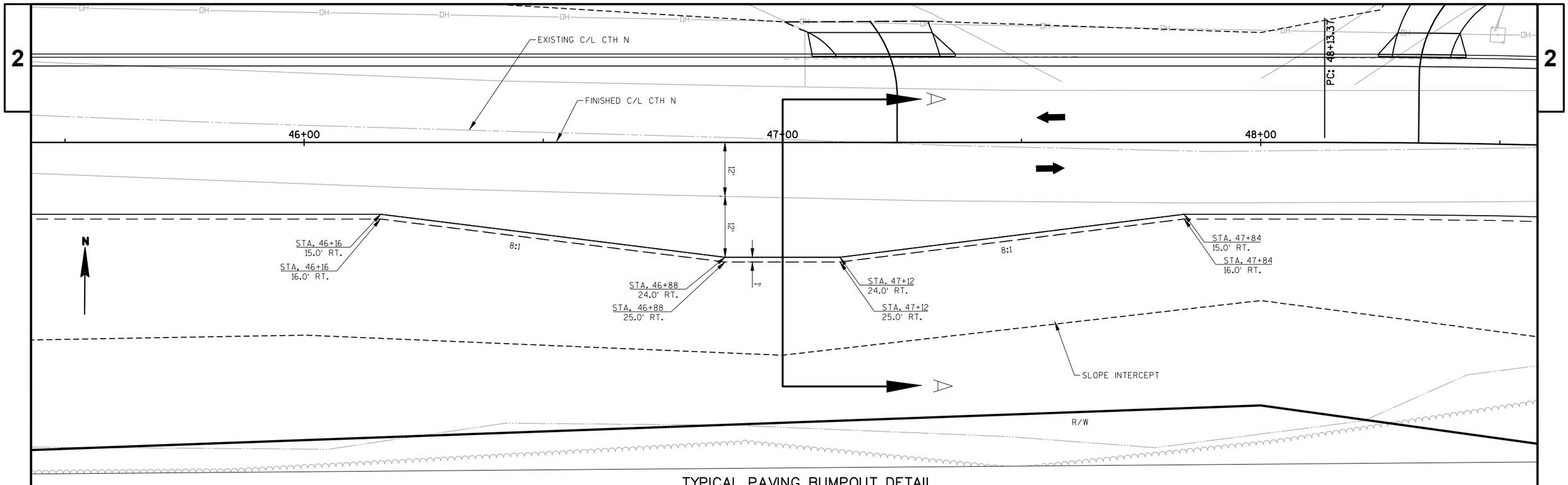
END VIEW



SIDE VIEW

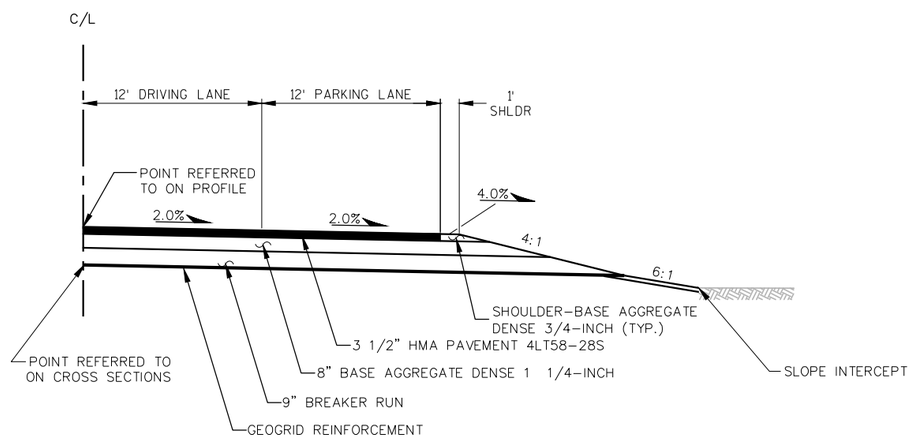
CULVERT PIPE CHECKS

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



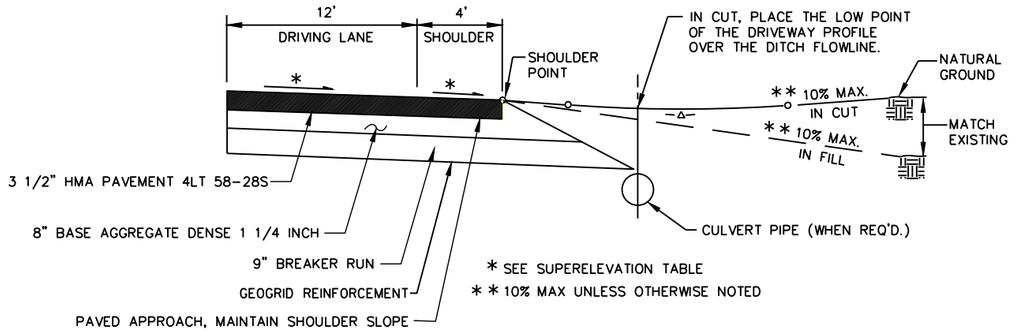
TYPICAL PAVING BUMPOUT DETAIL

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

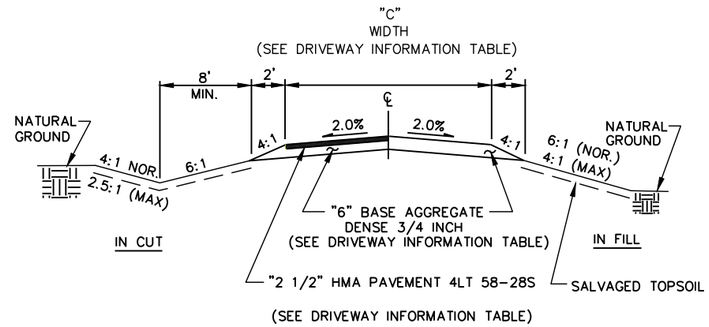


SECTION A-A

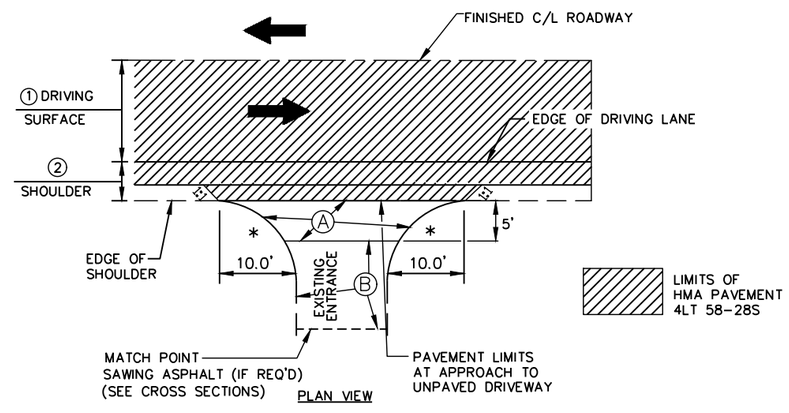
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CONSTRUCTION DETAILS	SHEET	E



TYPICAL RURAL ENTRANCE PROFILES



TYPICAL CROSS-SECTION FOR RURAL ENTRANCE



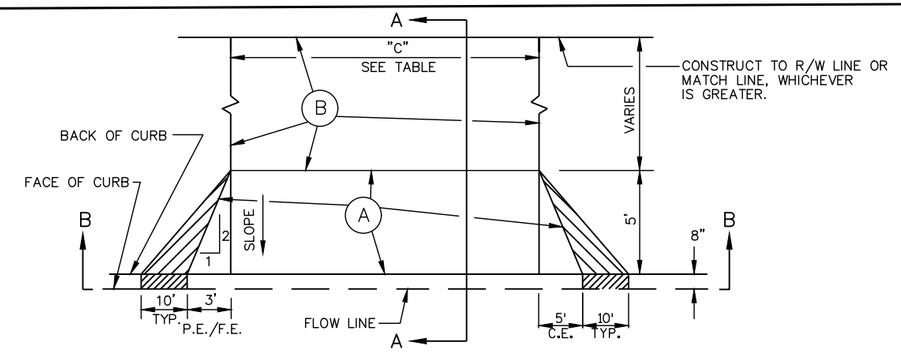
* RADIUS = 10'

RURAL ENTRANCE DETAIL

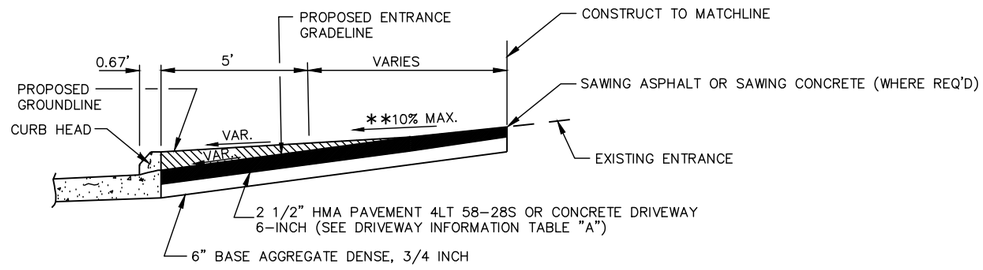
ROADWAY	①	②
CTH N	12'	4' (3' PAVED)
SLAMA LANE	9'	2' (0' PAVED)

DRIVEWAY INFORMATION TABLE

ENTRANCE TYPE	STATION	TYPE	EXISTING PAVEMENT STRUCTURE	PROPOSED PAVEMENT STRUCTURE A	PROPOSED PAVEMENT STRUCTURE B	"C" WIDTH
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'

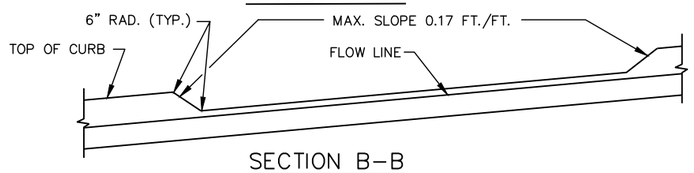


URBAN DRIVEWAY DETAIL



SECTION A-A

** 10% MAX UNLESS OTHERWISE NOTED



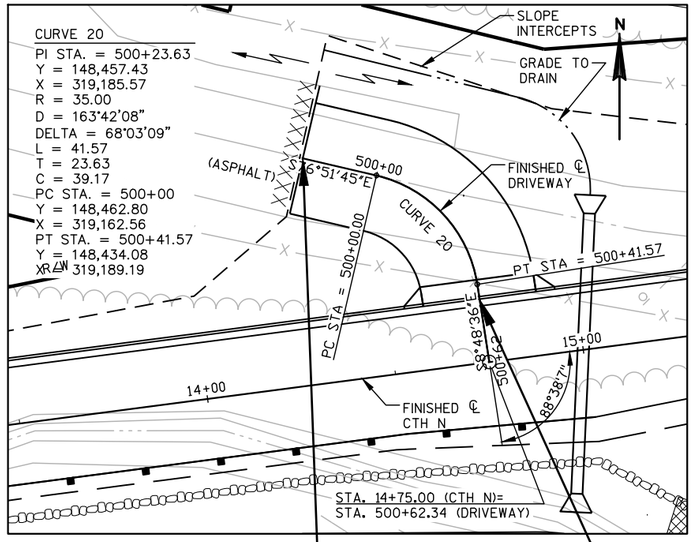
SECTION B-B

	EXISTING	PROPOSED
Ⓐ	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

2

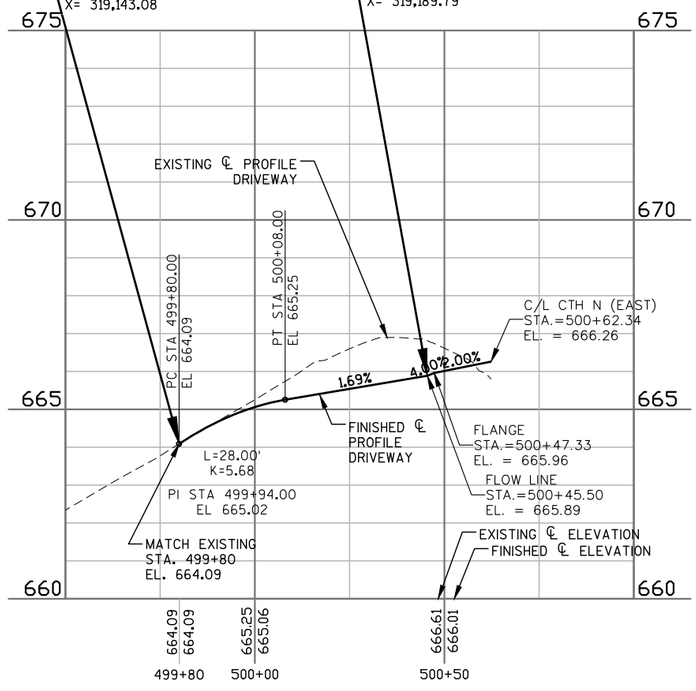
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CONSTRUCTION DETAILS - DRIVEWAYS	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320_CONSTRUCTION DETAILS DRIVEWAY TABLE.DWG
LAYOUT :
PLOT DATE : 7/27/2018
PLOT TIME : 4:11:08 PM
PLOT BY : JULIA ZEHNER
PLOT SCALE : 1 IN:2 FT_XREF

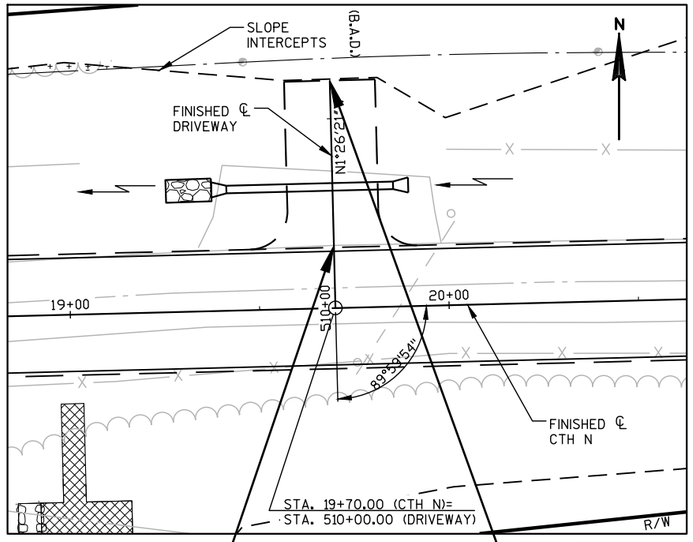


BEIGN CONSTRUCTION
STA. 499+80.00
Y= 148,467.35
X= 319,143.08

END CONSTRUCTION
STA. 500+45.50
Y= 148,430.20
X= 319,189.79

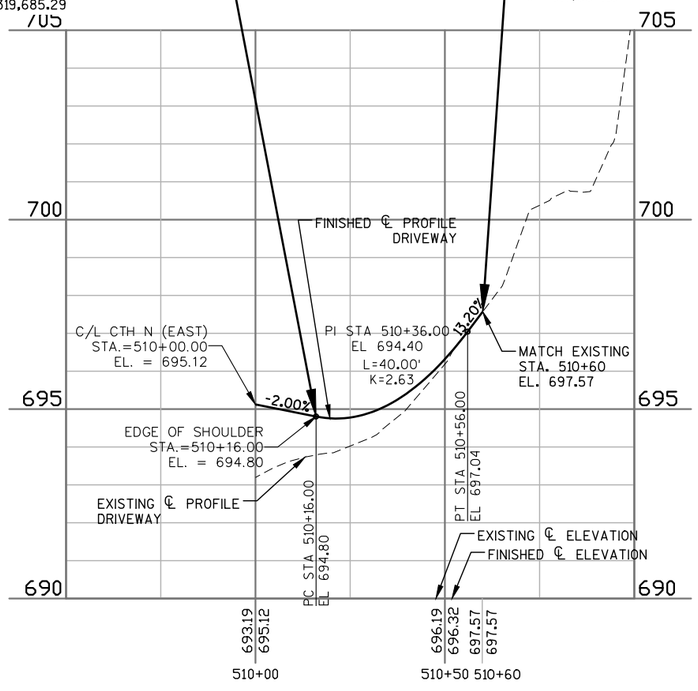


C.E. - STA. 14+75, LT

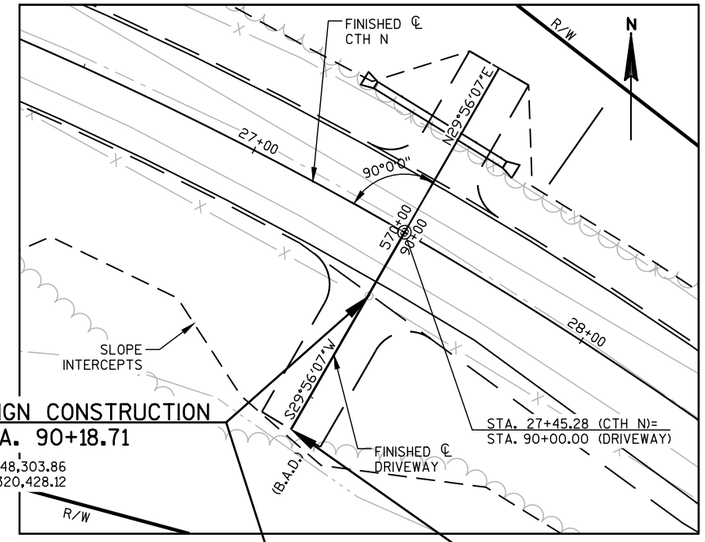


BEIGN CONSTRUCTION
STA. 510+16.00
Y= 148,463.45
X= 319,685.29

END CONSTRUCTION
STA. 510+60.00
Y= 148,507.44
X= 319,684.19

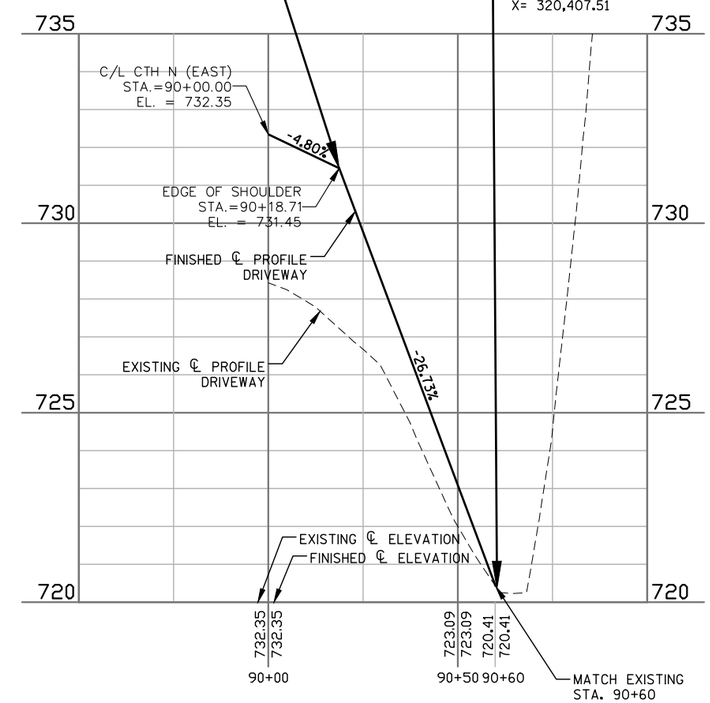


F.E. - STA. 19+70, LT



BEIGN CONSTRUCTION
STA. 90+18.71
Y= 148,303.86
X= 320,428.12

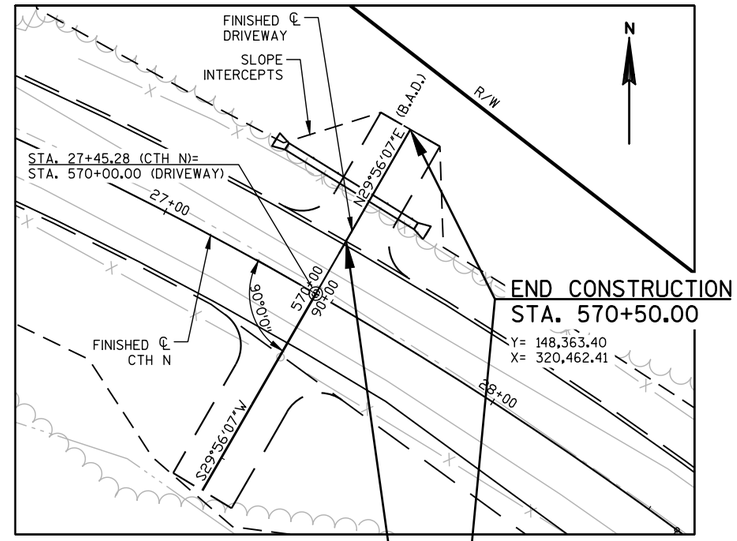
END CONSTRUCTION
STA. 90+60.00
Y= 148,268.08
X= 320,407.51



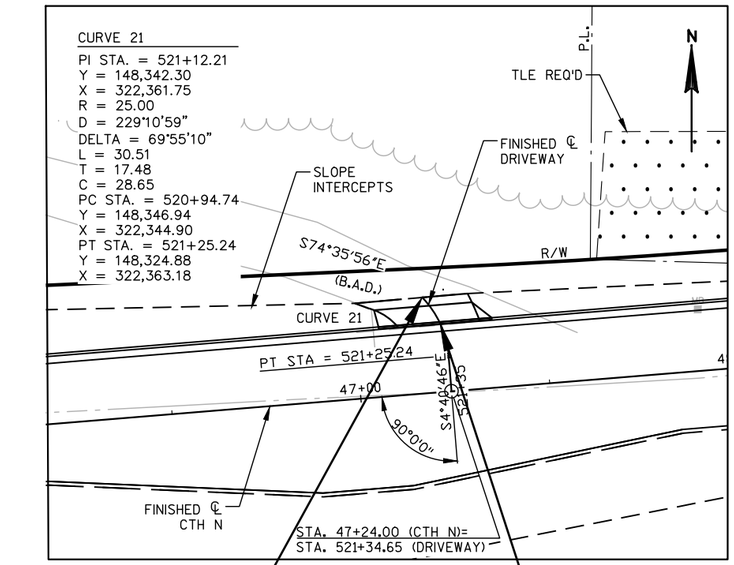
F.E. - STA. 27+45, RT

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CONSTRUCTION DETAILS - DRIVEWAYS	SHEET	E

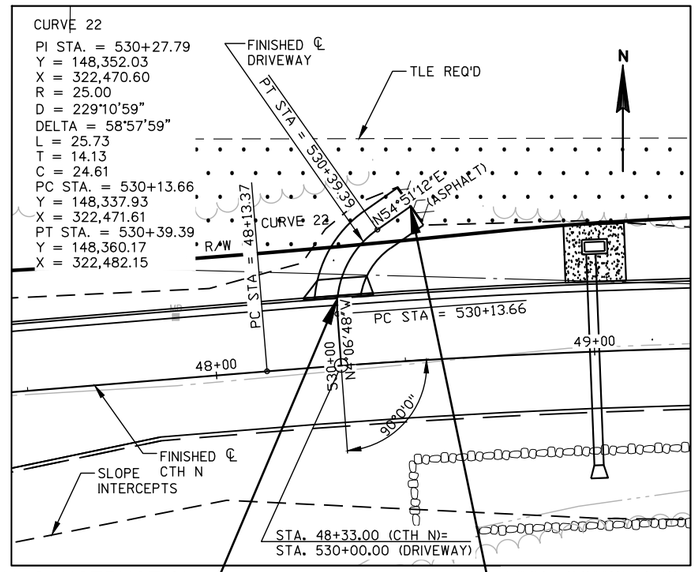
FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320_CONSTRUCTION DETAILS DRIVEWAYS.DWG
LAYOUT :
PLOT DATE : 7/27/2018
PLOT TIME : 4:07:59 PM
PLOT BY : JULIA ZEHNER
PLOT SCALE : 6" = 1'-0"_XREF



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



F.E. - STA. 47+24, LT

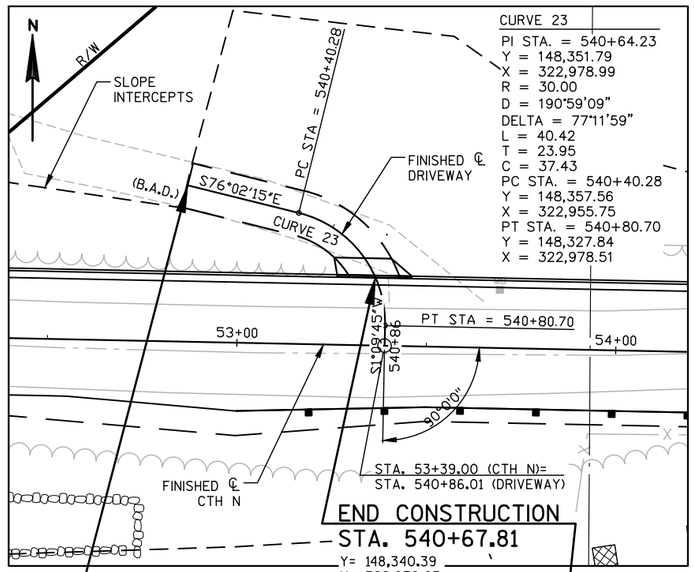


P.E. - STA. 48+33, LT

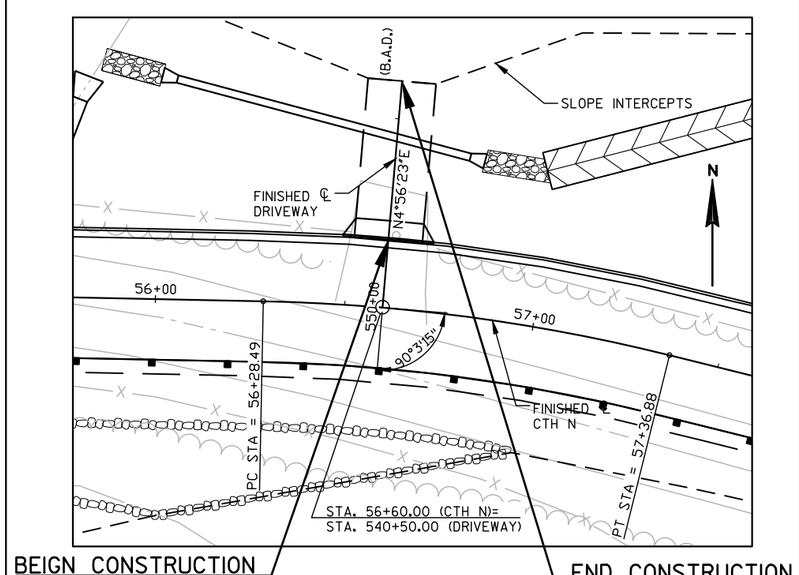
2

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CONSTRUCTION DETAILS - DRIVEWAYS	SHEET	E

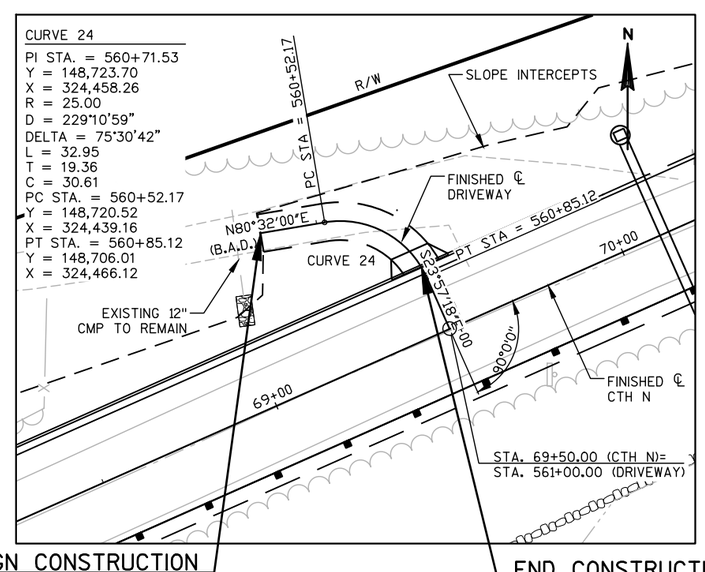
FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320_CONSTRUCTION DETAILS DRIVEWAYS.DWG
LAYOUT :
PLOT DATE : 7/27/2018
PLOT TIME : 4:08:31 PM
PLOT BY : JULIA ZEHNER
PLOT SCALE : 6" = 1'-0"_XREF



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



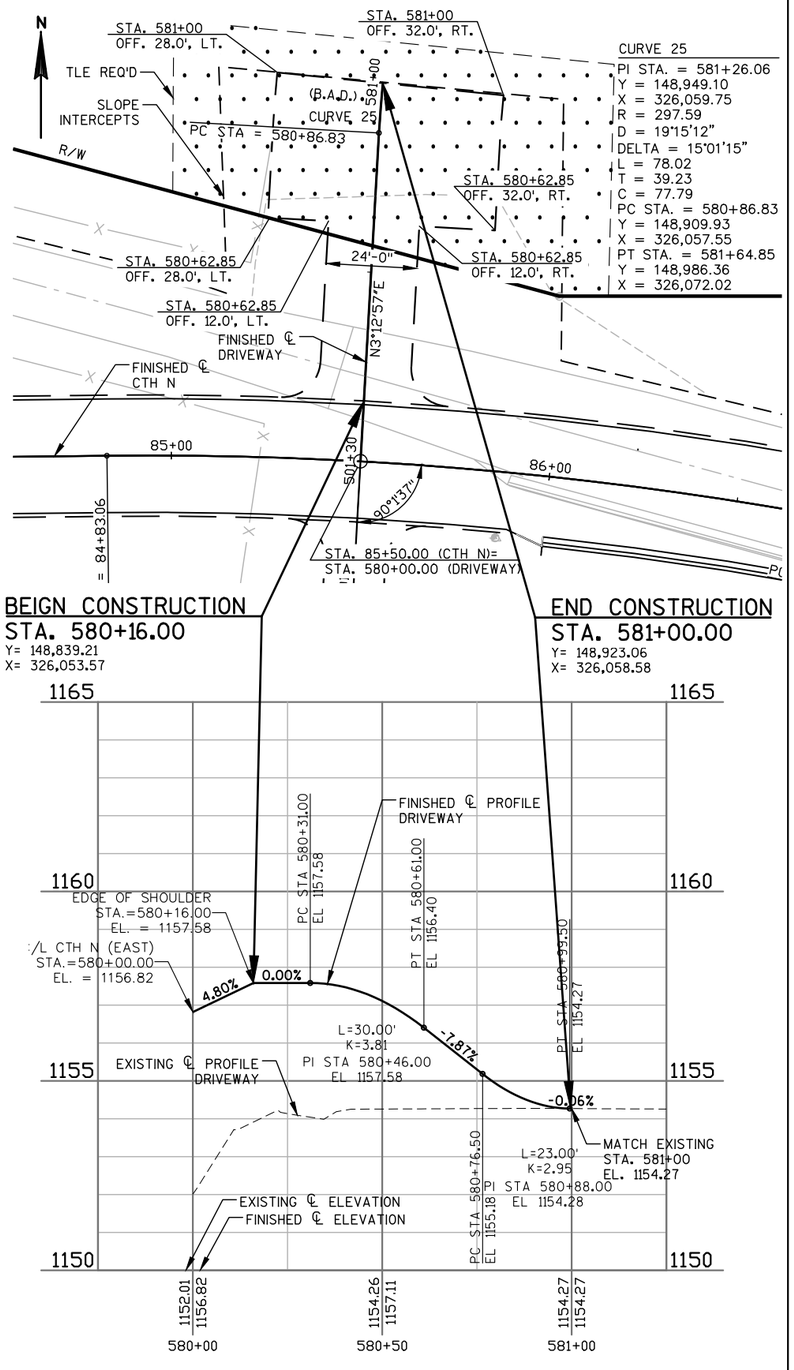
F.E. - STA. 56+60, LT



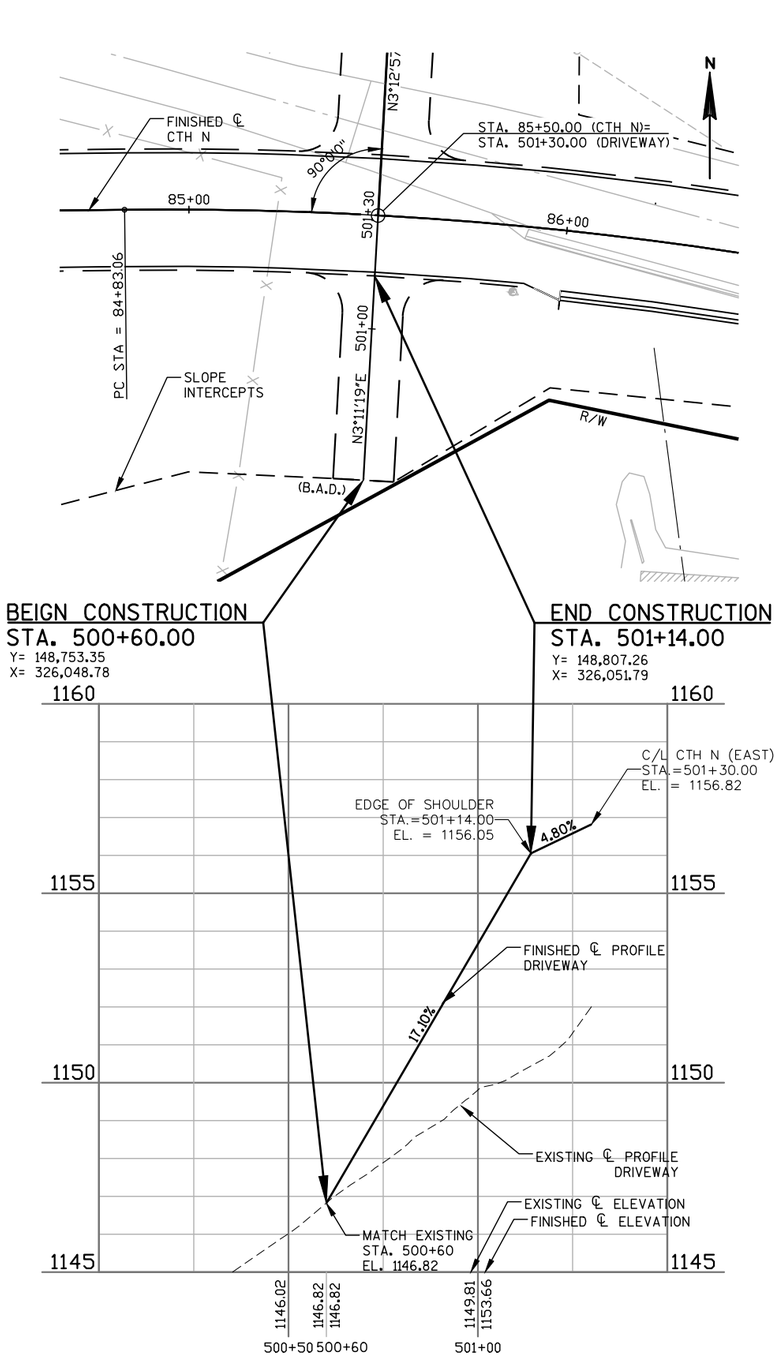
P.E. - STA. 69+50, LT

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CONSTRUCTION DETAILS - DRIVEWAYS	SHEET	E

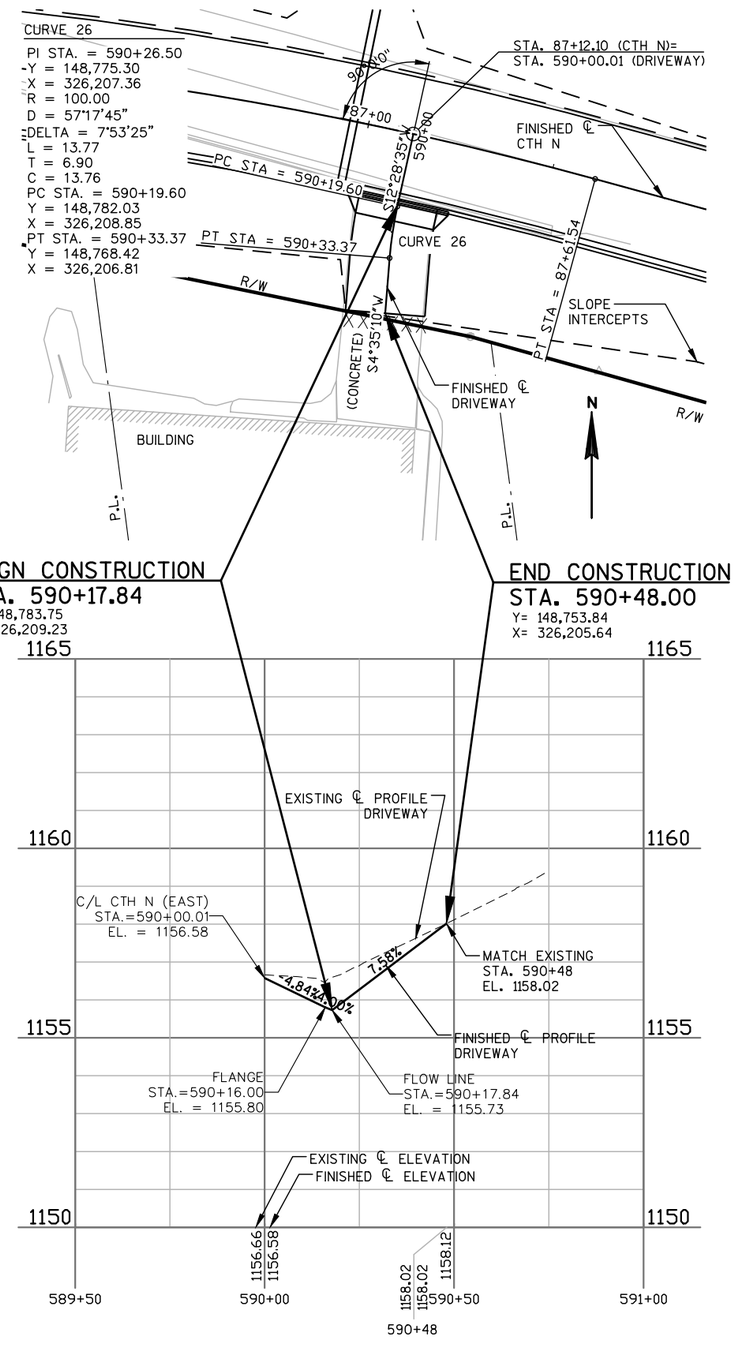
FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320_CONSTRUCTION DETAILS DRIVEWAYS.DWG
LAYOUT :
PLOT DATE : 7/27/2018
PLOT TIME : 4:09:07 PM
PLOT BY : JULIA ZEHNER
PLOT SCALE : 6" = 1'-0"_XREF



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



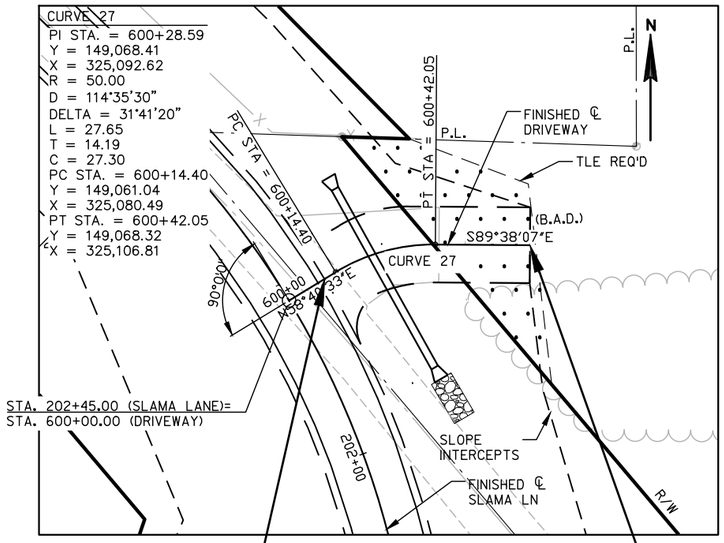
F.E. - STA. 85+50, RT



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

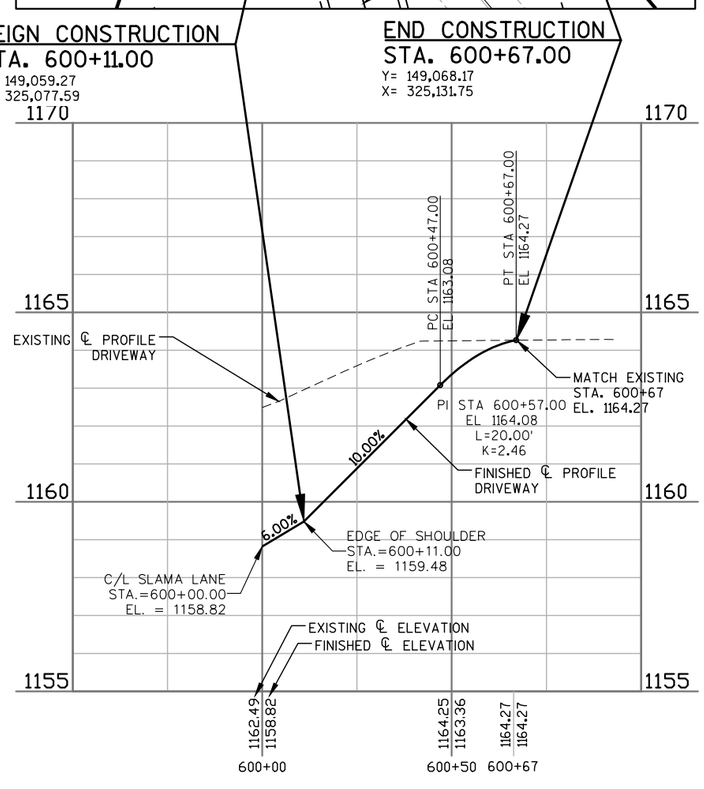
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CONSTRUCTION DETAILS - DRIVEWAYS	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320_CONSTRUCTION DETAILS DRIVEWAYS.DWG
LAYOUT :
PLOT DATE : 7/27/2018
PLOT TIME : 4:09:45 PM
PLOT BY : JULIA ZEHNER
PLOT SCALE : 6" = 1'-0"_XREF

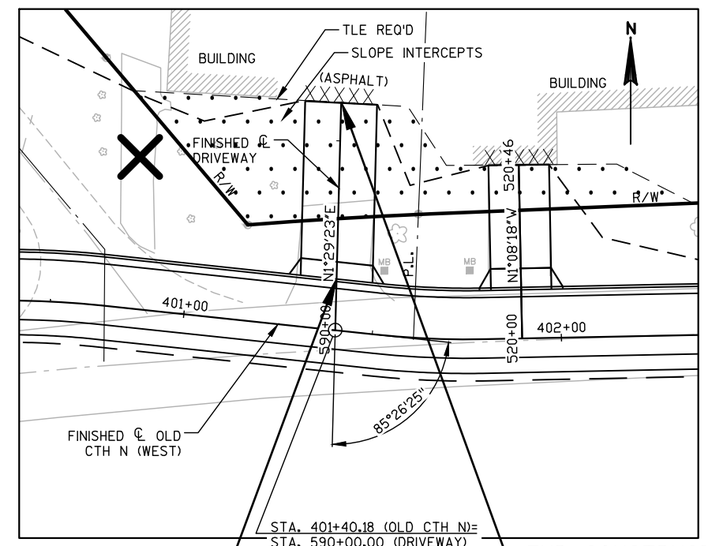


BEIGN CONSTRUCTION
STA. 600+11.00
Y= 149,059.27
X= 325,077.59

END CONSTRUCTION
STA. 600+67.00
Y= 149,068.17
X= 325,131.75

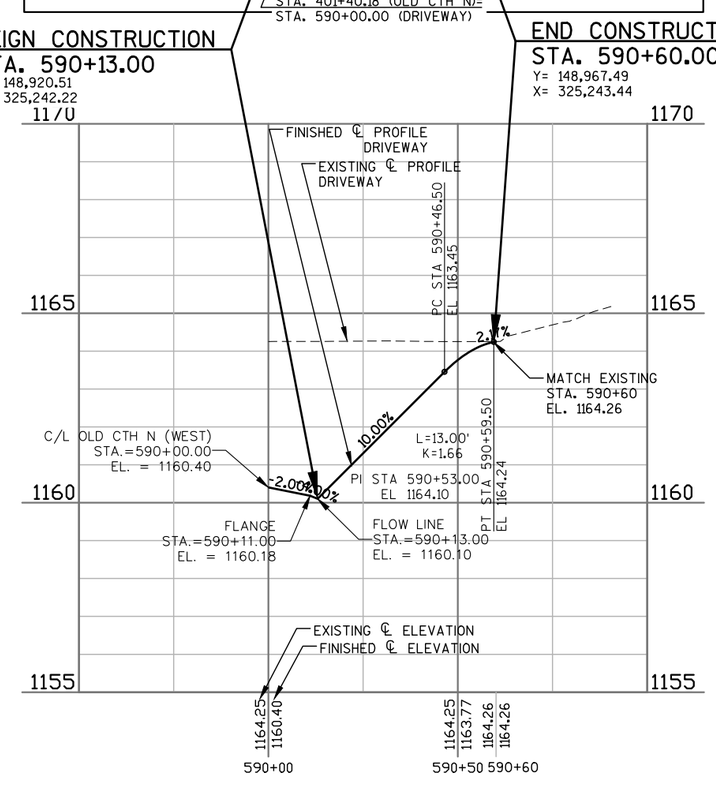


P.E. - STA. 202+45, RT

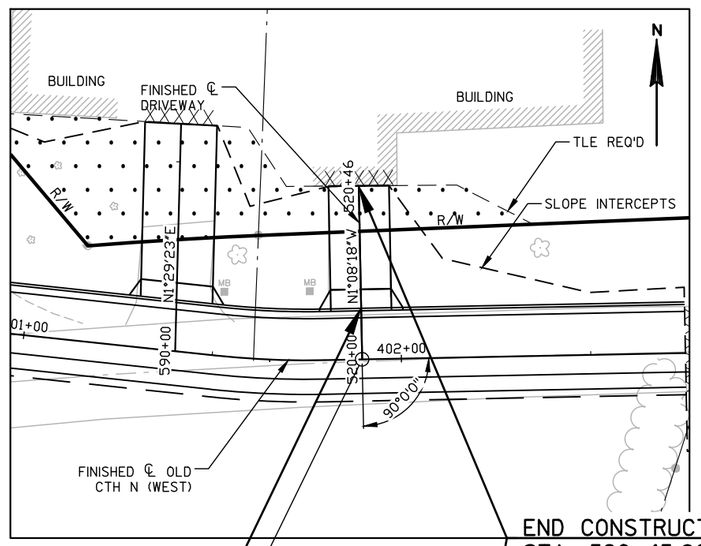


BEIGN CONSTRUCTION
STA. 590+13.00
Y= 148,920.51
X= 325,242.22

END CONSTRUCTION
STA. 590+60.00
Y= 148,967.49
X= 325,243.44

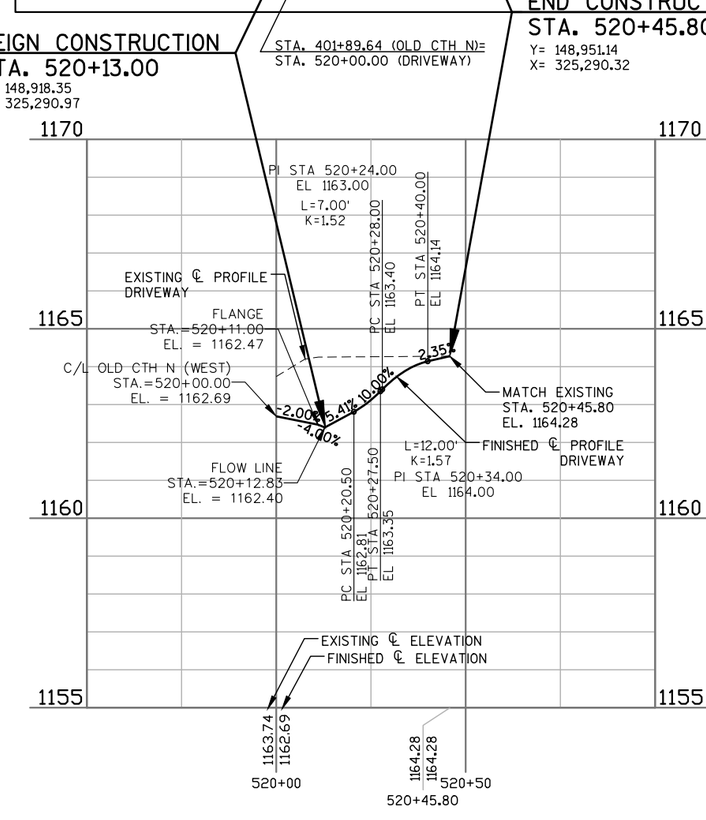


P.E. - STA. 401+40, LT



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



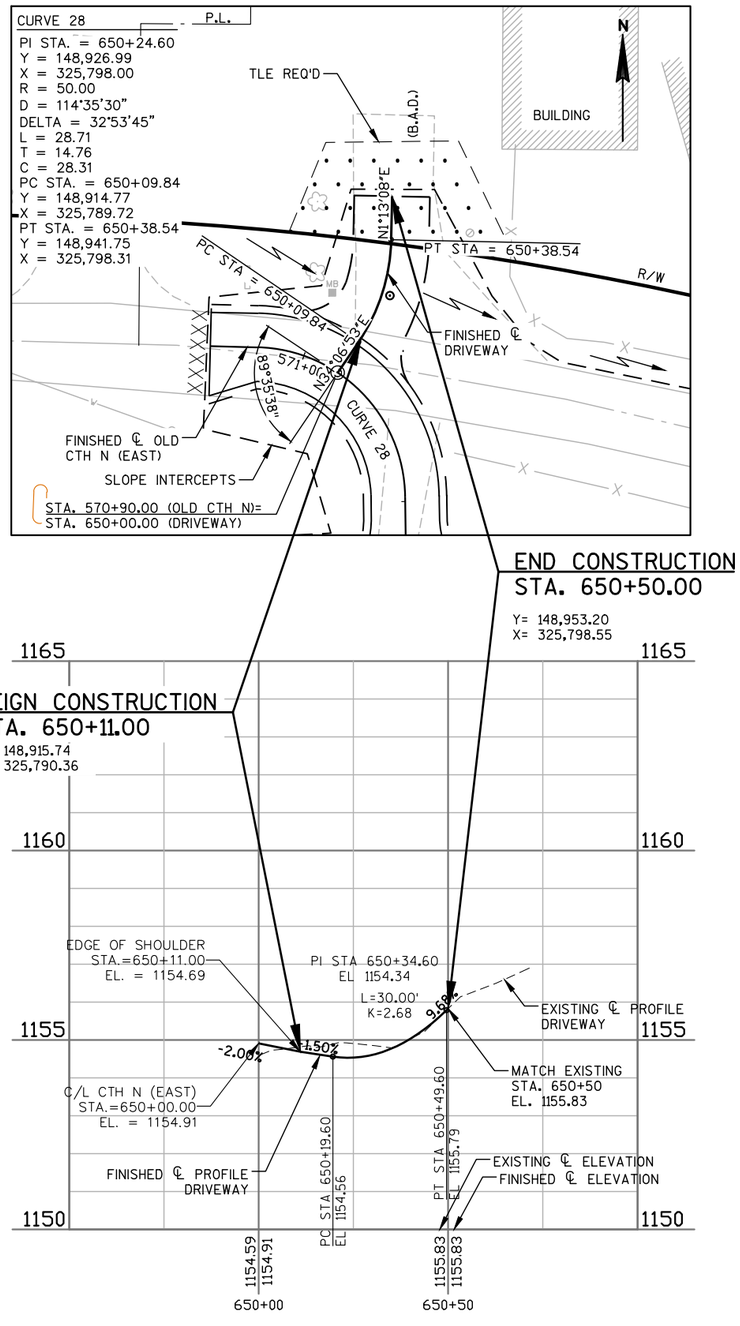
P.E. - STA. 401+90, LT

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CONSTRUCTION DETAILS - DRIVEWAYS	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320_CONSTRUCTION DETAILS DRIVEWAYS.DWG
LAYOUT : 2
PLOT DATE : 7/27/2018
PLOT TIME : 4:25:35 PM
PLOT BY : JULIA ZEHNER
PLOT SCALE : 6" = 1'-0"_XREF

2

NOTE: DRAIN DITCH ALONG NORTH SIDE OF OLD CTH N ACROSS P.E. LOCATED AT STA. 570+90, RT. TO MATCH EXISTING CONDITIONS.



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

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CONSTRUCTION DETAILS - DRIVEWAYS	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320_CONSTRUCTION DETAILS DRIVEWAYS.DWG
LAYOUT : P.E.
PLOT DATE : 7/27/2018
PLOT TIME : 4:10:25 PM
PLOT BY : JULIA ZEHNER
PLOT SCALE : 6" = 1'-0" _XREF

2

STA. 304+00 - STA. 305+00
CLEARING & GRUBBING REQ'D

EXISTING CTH N ROADBED TO REMAIN - CONVERT TO P.E.

EXISTING DECK TO REMAIN

EXISTING LP TANK TO REMAIN

EXISTING SHED TO REMAIN

BUILDING

P.L.

R/W

CTH N

13+00

12+00

11+00

10+23

PT STA = 12+56.19

PC STA = 11+88.93

EXISTING LP TANK TO REMAIN

EXISTING SEPTIC TO REMAIN

BUILDING

CONCRETE CURB & GUTTER
6-INCH SLOPED 30-INCH TYPE J

FINISHED ℄ CTH N

STRUCTURE R-12-051 REQ'D

STA. 306+31, RT.
REMOVE LANDSCAPING
(BY OTHERS)

STA. 306+07, RT.
CLEARING & GRUBBING REQ'D

EXISTING ℄
CTH N

EXISTING SHED TO REMAIN

EXISTING CONCRETE
CURB & GUTTER TO REMAIN

BUILDING

PROJECT SLI, LLC

STA. 10+86.93, 55.0' LT. (CTH N)=
STA. 305+78.78, 64.0' RT. (STH 35)
Y = 148,424.12
X = 318,802.24

STA. 11+06.93, 75.0' RT. (CTH N)=
STA. 304+49.47, 84.0' RT. (STH 35)
Y = 148,296.29
X = 318,833.21

PHILIP J. TOBERMAN

EXISTING SEPTIC TO REMAIN

EXISTING INLET TO REMAIN
RIM EL = 649.13

ASPHALTIC FLUME REQ'D

STRUCTURE C-12-062 REQ'D

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA. 305+78.78,
24.0' RT. (STH 35)

STA. 306+34.43,
17.0' RT. (STH 35)

STA. 302+50.00,
24.0' RT. (STH 35)

STA. 301+65.14,
17.21' RT. (STH 35)

MATCH EXISTING
(EL. 646.21)

648.56
648.01
647.72
647.47
647.92
646.88
646.49
646.10
645.83
645.93
646.03

R40'
R60'

PC STA = 303+40.97

2.0%
1.42%
2.0%
1.42%

5'
15'
5'
12'
12'
12'
12'

307+00
306+00
305+00
304+00
303+00
302+00

STH 35

CURVE 13

CURVE 12

N4°57'23"W

90°4'48"

N3°13'05"W

PC STA = 305+81.87

PT STA = 304+92.66

EXISTING ℄ STH 35

FINISHED ℄ STH 35

97'

82'

SCENIC RIVERS ENERGY COOPERATIVE (TYP.)

CENTURYLINK (TYP.)

STA. 10+23.01 (CTH N) =
STA. 305+23.87 (STH 35)
TYPE B2 INTERSECTION
(MOD.) REQ'D

REMOVING OLD STRUCTURE
(STA. 305+18)

SLOPE INTERCEPTS

END CONSTRUCTION
STA. 307+31

BEGIN CONSTRUCTION
STA. 301+65

R/W

HD

T

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

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\SHEETSPLAN\DETAILS\C54320_INTERSECTION DETAIL.DWG

PLOT DATE : 10/26/2018
PLOT TIME : 12:05:36 PM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'

2

EXISTING ℄ CTH N

PT STA = 74+41.73

CTH N

73+00 74+00 75+00 76+00 77+00 78+00 79+00

90°0'37"

15' 15' 17' 3' (TYP.) 75' 50' 17' 15'

STA. 74+43

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

CENTURYLINK

STA. 77+04

FINISHED ℄ CTH N

PT STA = 105+25.89

200+

105+00

15'

R40'

R=60'

15'

STA. 75+18.30, 77.0' RT. (CTH N)=
STA. 104+55.56, 75.0' LT. (DEMANES LN)
Y = 148,736.84
X = 325,021.93

STA. 76+54.22, 57.0' RT. (CTH N)=
STA. 105+04.26, 55.0' RT. (DEMANES LN)
Y = 148,758.37
X = 325,157.63

R/W

R/W

R/W

SCENIC RIVERS ENERGY COOPERATIVE

GREGORY & KELLI TAYLOR

10:1

CURVE 15

L=0.00

9'

FINISHED ℄ DEMANES LN

DEMANES LN.

103+00

102+00

PC STA = 102+96.44

SLOPE INTERCEPTS

JOHN & CHERYL KRAMER

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

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

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

P.L.

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

MATTHEW C. HILL

LEGEND
TRAFFIC DIRECTION
DIRECTION OF FLOW

N

2

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\SHEETSPLAN\DETAILS\C54320_INTERSECTION DETAIL.DWG

PLOT DATE : 10/26/2018
PLOT TIME : 12:04:44 PM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'

LEGEND

- TRAFFIC DIRECTION
- DIRECTION OF FLOW
- XXXX SAWING ASPHALT/CONCRETE

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

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

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

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

STA. 400+85, LT
REMOVE P.E.

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

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. 201+29.90, 29.6' RT. (SLAMA LN)
STA. 400+29.40, 31.0' LT. (OLD CTH N-WEST)
Y = 148,946.08
X = 325,131.14

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. 76+75.46, 77.0' LT. (CTH N)=
STA. 200+77.00, 75.0' RT. (SLAMA LN)
Y = 148,892.60
X = 325,177.35

STA. 200+71.00, 35.5' RT. (SLAMA LN)=
STA. 400+35.45, 29.0' RT. (OLD CTH N (WEST))
Y = 148,886.15
X = 325,137.87

STA. 76+00.46 (CTH N)=
STA. 200+00.00 (SLAMA LN)
TYPE C INTERSECTION REQ'D

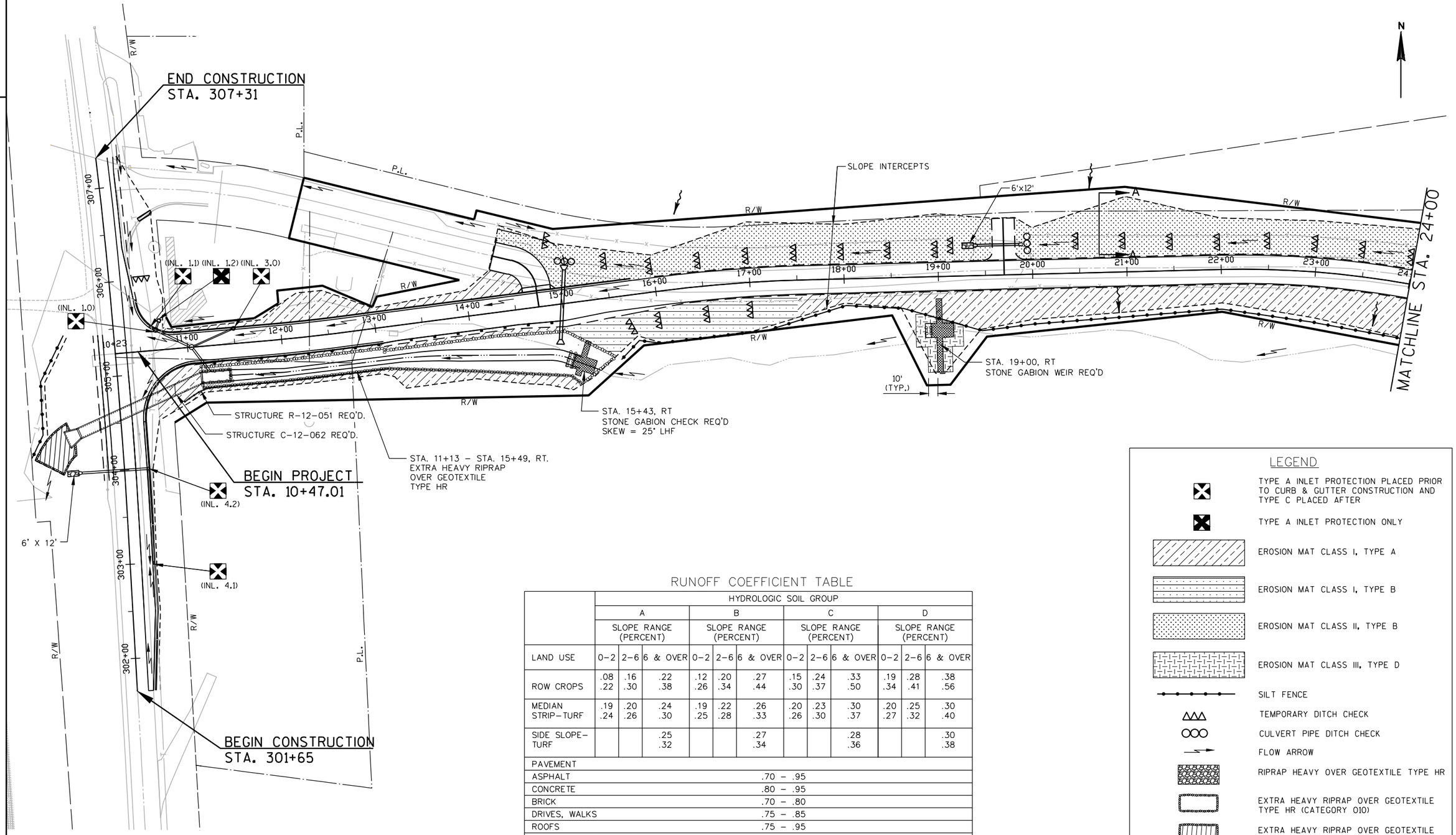
PC STA = 201+21.32
PT STA = 203+02.73
PT STA = 74+41.73
PC STA = 400+51.10
PT STA = 400+78.10
PT STA = 401+50.77
PT STA = 401+79.74
PT STA = 105+25.89

DALE F. SLAMA
RONALD & NIKKI KRAMER
TIMOTHY & LORI CLARK
JOHN & NANCY WACHTER

SLAMA LN.
CTH N
CURVE 16
CURVE 17
CURVE 18
SLOPE INTERCEPT
FINISHED ℄ SLAMA LN
FINISHED ℄ OLD CTH N (WEST)
FINISHED ℄ CTH N
TLE REQ'D
ASPHALTIC FLUME REQ'D
REMOVING SMALL PIPE CULVERTS
STA. 201+31, RT.
REMOVE 12" CMP
CONCRETE CURB & GUTTER
6-INCH SLOPED 30-INCH TYPE J
MATCH EXISTING (EL. 1163.93)
BUILDING
CENTURYLINK
SCENIC RIVERS ENERGY COOPERATIVE
STA. 74+95
STA. 77+50
R/W
P.L.
OH
T
HD
MB

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\SHEETSPLAN\DETAILS\C54320_INTERSECTION DETAIL.DWG
PLOT DATE : 10/26/2018
PLOT TIME : 12:06:04 PM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1" = 1'



RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA= 31.89 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 23.31 ACRES

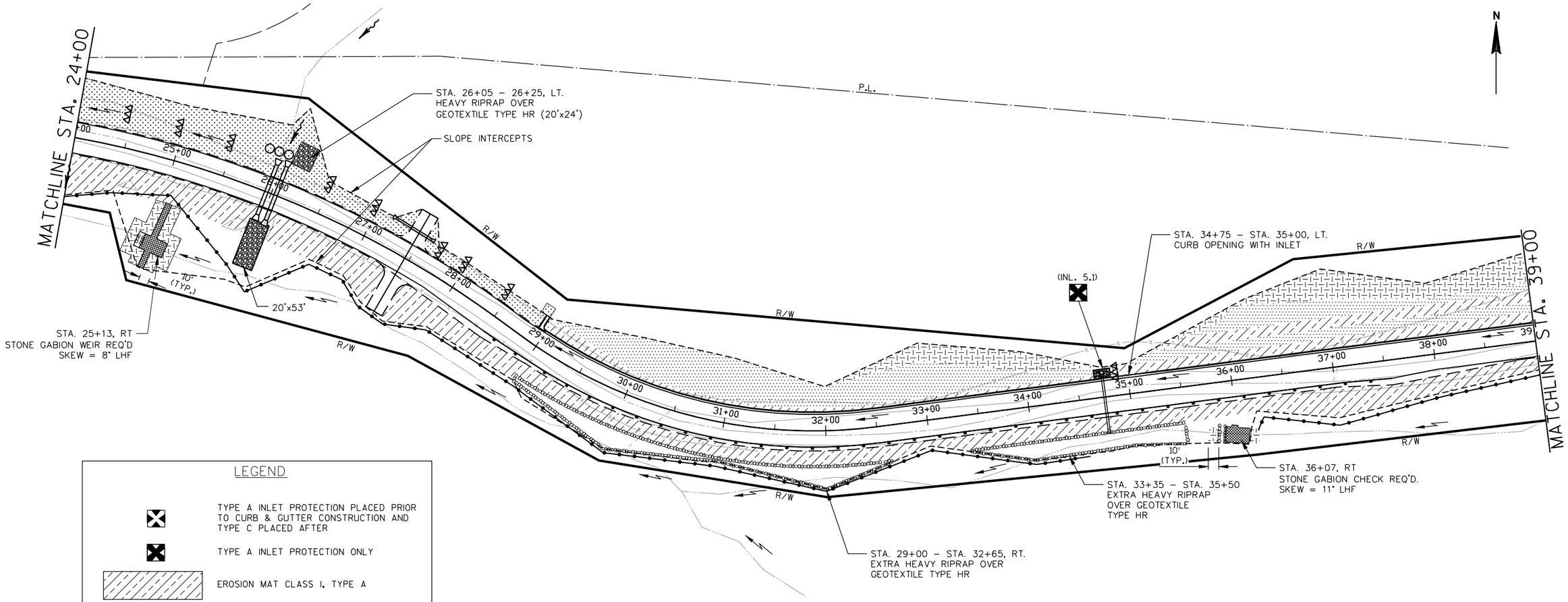
LEGEND

- 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)
- EXTRA HEAVY RIPRAP OVER GEOTEXTILE TYPE HR (CATEGORY 020)

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\SHEETSPLAN\DETAILS\C54320_EROSION CONTROL.DWG
LAYOUT :
PLOT DATE : 10/26/2018
PLOT TIME : 9:46:10 AM
PLOT BY : STRINE, THERESA
PLOT SCALE : 1" = 1'

2



LEGEND

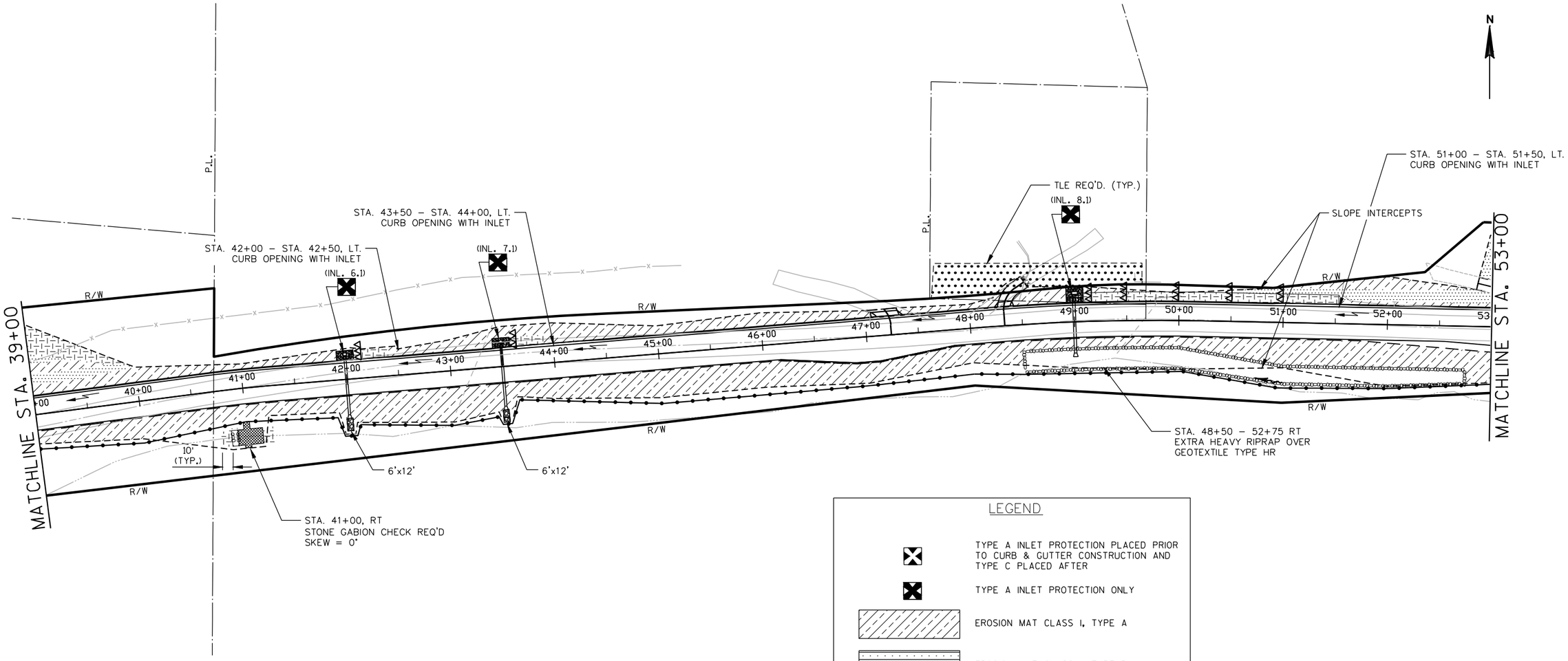
- TYPE A INLET PROTECTION PLACED PRIOR TO CURB & GUTTER CONSTRUCTION AND TYPE C PLACED AFTER
- TYPE A INLET PROTECTION ONLY
- EROSION MAT CLASS I, TYPE A
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE B
- EROSION MAT CLASS III, TYPE D
- SILT FENCE
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- FLOW ARROW
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR
- EXTRA HEAVY RIPRAP OVER GEOTEXTILE TYPE HR (CATEGORY 010)
- ROCK FACE

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\SHEETSPLAN\DETAILS\C54320_EROSION CONTROL.DWG
LAYOUT :

PLOT DATE : 10/26/2018
PLOT TIME : 9:54:48 AM
PLOT BY : STRINE, THERESA
PLOT SCALE : 1" = 1'

2



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)

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	EROSION CONTROL PLAN	SHEET	E

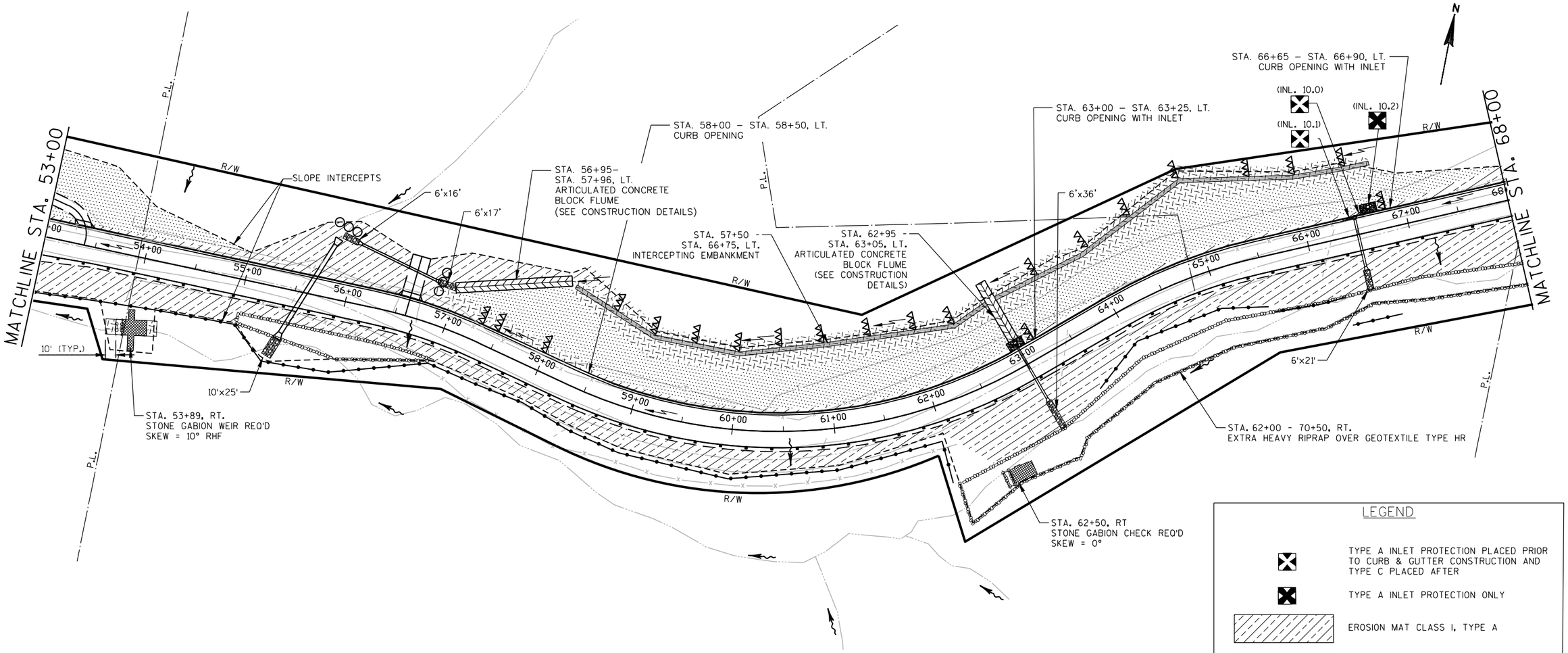
FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320_EROSION CONTROL.DWG
LAYOUT :

PLOT DATE : 7/25/2018
PLOT TIME : 1:27:06 PM

PLOT BY : KARTER ZAJICEK

PLOT SCALE : 1" = 1'

2



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

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\SHEETSPLAN\DETAILS\C54320_EROSION CONTROL.DWG
LAYOUT :

PLOT DATE : 10/26/2018
PLOT TIME : 11:41:41 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1" = 1'

2

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)

END CONSTRUCTION
STA. 205+00

BEGIN CONSTRUCTION
STA. 200+17

BEGIN CONSTRUCTION
STA. 400+11.56

END CONSTRUCTION
STA. 571+25

6'x12'

TLE REQ'D.
(TYP.)

EXISTING WELL
TO REMAIN

EXISTING WATER FAUCET
SERVICE LINE TO REMAIN

SLOPE INTERCEPTS

EXISTING 12" CMP TO REMAIN
(INL. 11.1)

4'x8'

7'x4'

MATCHLINE STA. 68+00

MATCHLINE STA. 83+00

END CONSTRUCTION
STA. 105+39.14

BEGIN CONSTRUCTION
STA. 100+00

BEGIN CONSTRUCTION
STA. 570+16

END PROJECT
STA. 89+00

(INL. 12.3)

(INL. 12.1)

N

R/W

P.L.

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	EROSION CONTROL PLAN	SHEET	E

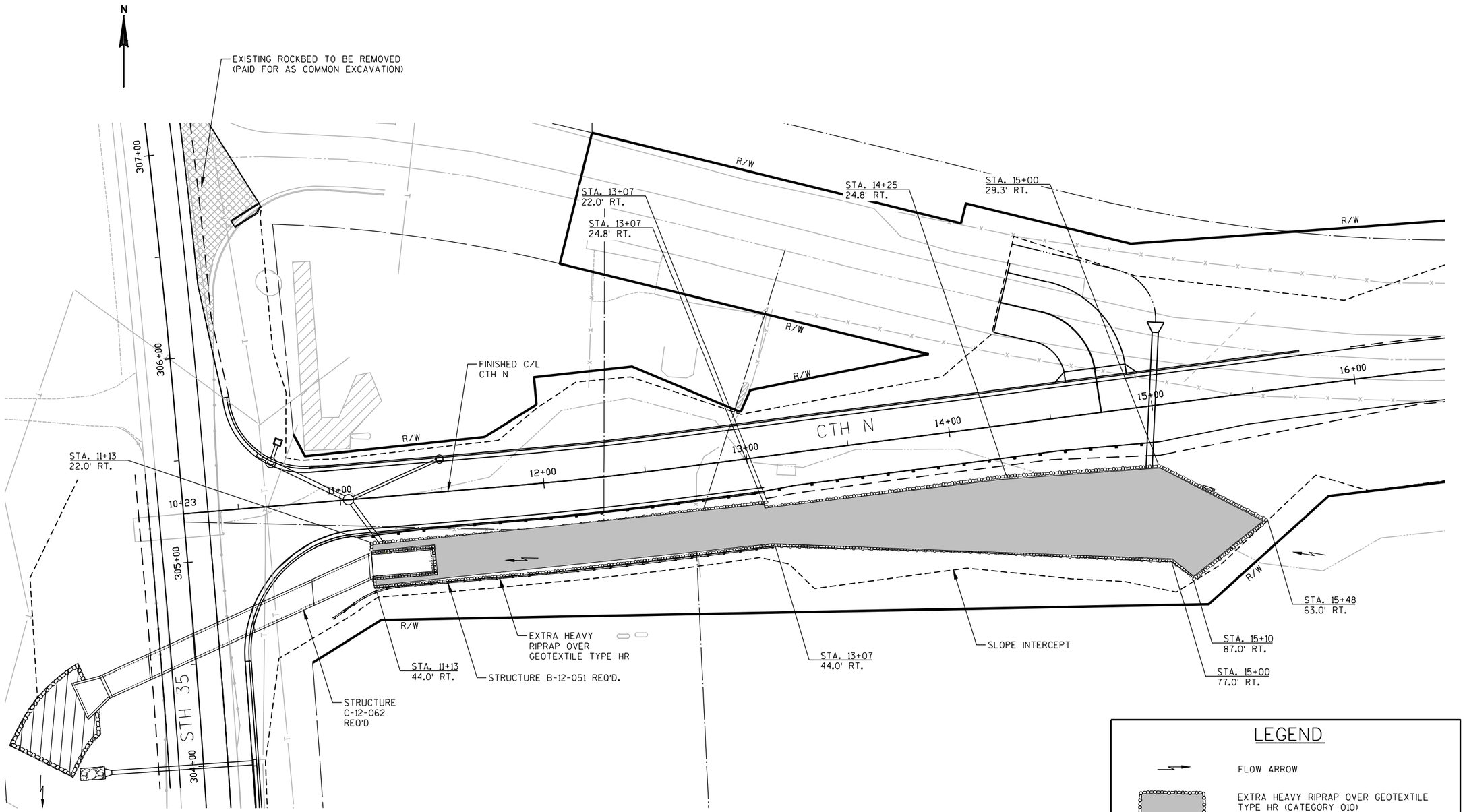
FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320_EROSION CONTROL.DWG
LAYOUT :

PLOT DATE : 7/25/2018
PLOT TIME : 1:33:21 PM

PLOT BY : KARTER ZAJICEK

PLOT SCALE : 1" = 1'

2



EXTRA HEAVY RIPRAP LAYOUT DETAIL

(STA. 11+13 - STA. 15+49, RT.)

LEGEND

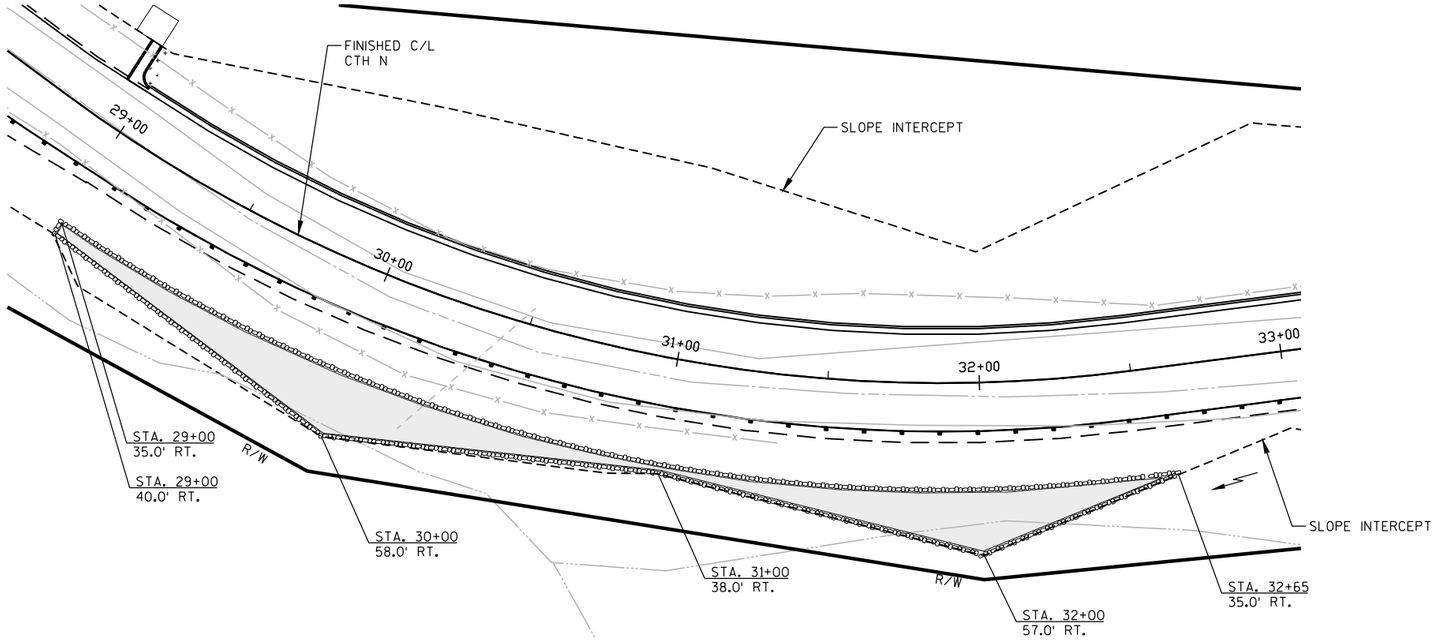
- FLOW ARROW
- EXTRA HEAVY RIPRAP OVER GEOTEXTILE TYPE HR (CATEGORY 010)
- EXTRA HEAVY RIPRAP OVER GEOTEXTILE TYPE HR (CATEGORY 020)
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR

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\SHEETSPLAN\DETAILS\C54320_EROSION CONTROL.DWG
LAYOUT : LAYOUT DET SHEET 1
PLOT DATE : 10/26/2018
PLOT TIME : 9:59:22 AM
PLOT BY : STRINE, THERESA
PLOT SCALE : 1" = 1'

2

N



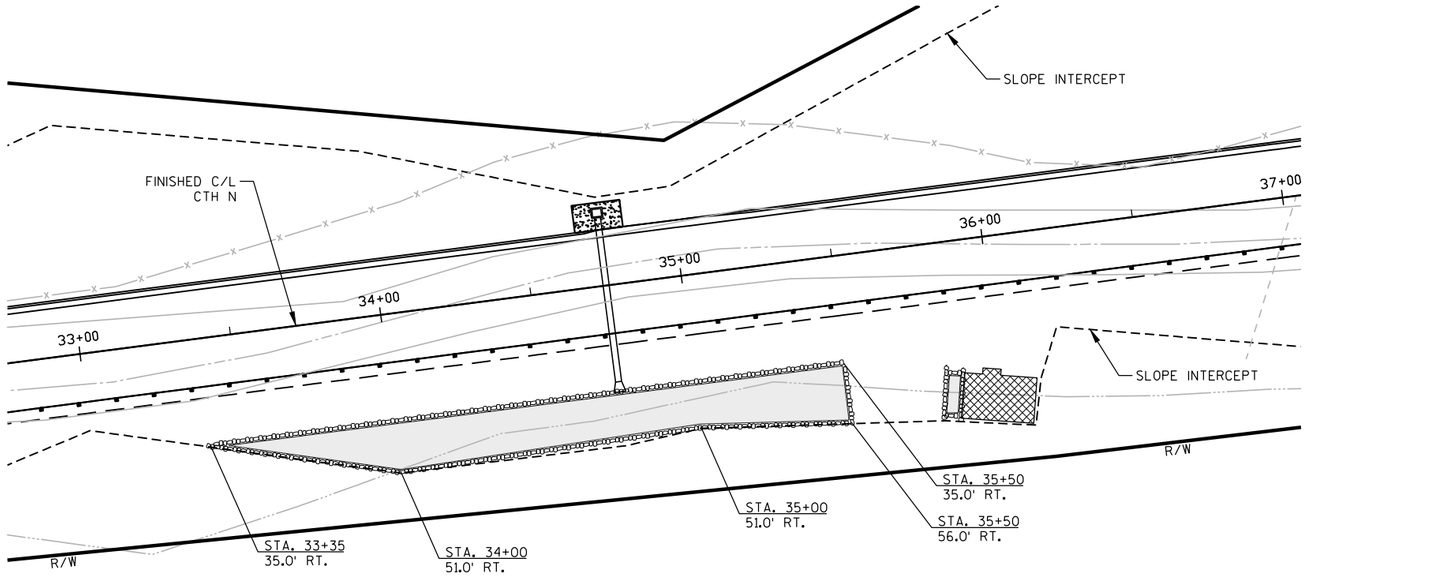
EXTRA HEAVY RIPRAP LAYOUT DETAIL

(STA. 29+00 - STA. 32+65, RT.)

LEGEND

FLOW ARROW

EXTRA HEAVY RIPRAP OVER GEOTEXTILE TYPE HR (CATEGORY 010)



EXTRA HEAVY RIPRAP LAYOUT DETAIL

(STA. 33+35 - STA. 35+50, RT.)

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	EROSION CONTROL PLAN	SHEET	E

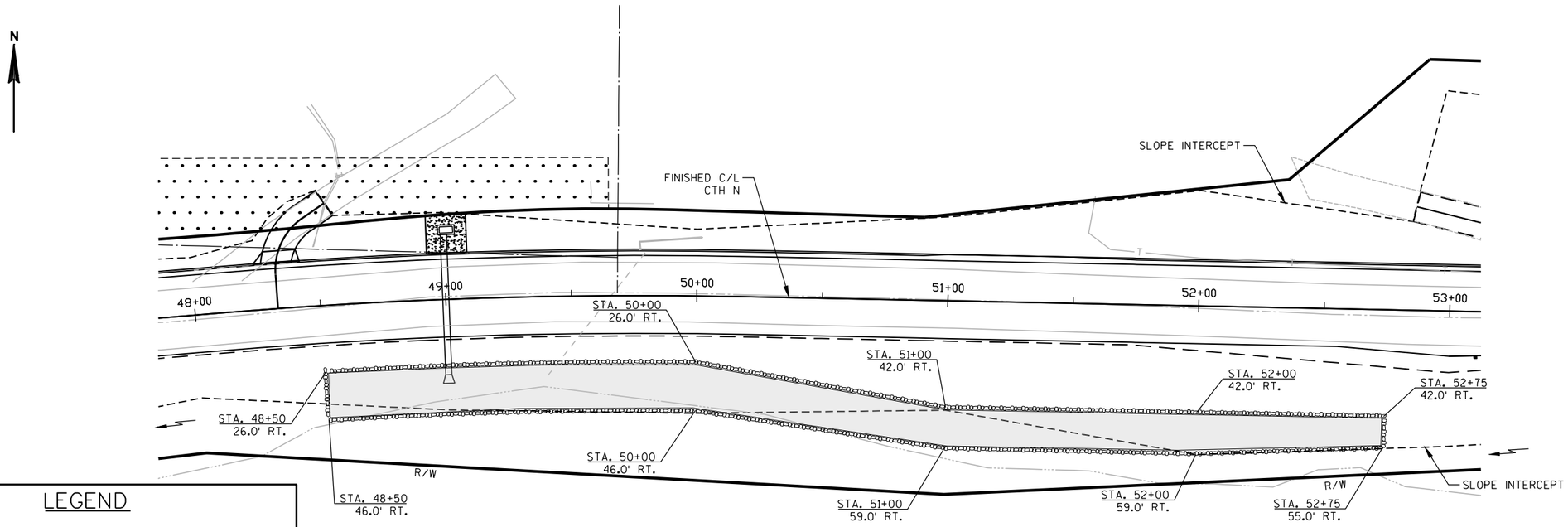
FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320_EROSION CONTROL.DWG
LAYOUT : EXTRA HEAVY RIPRAP LAYOUT DET SHEET 2

PLOT DATE : 7/26/2018
PLOT TIME : 8:46:00 AM

PLOT BY : KARTER ZAJICEK

PLOT SCALE : 1" = 1'

2



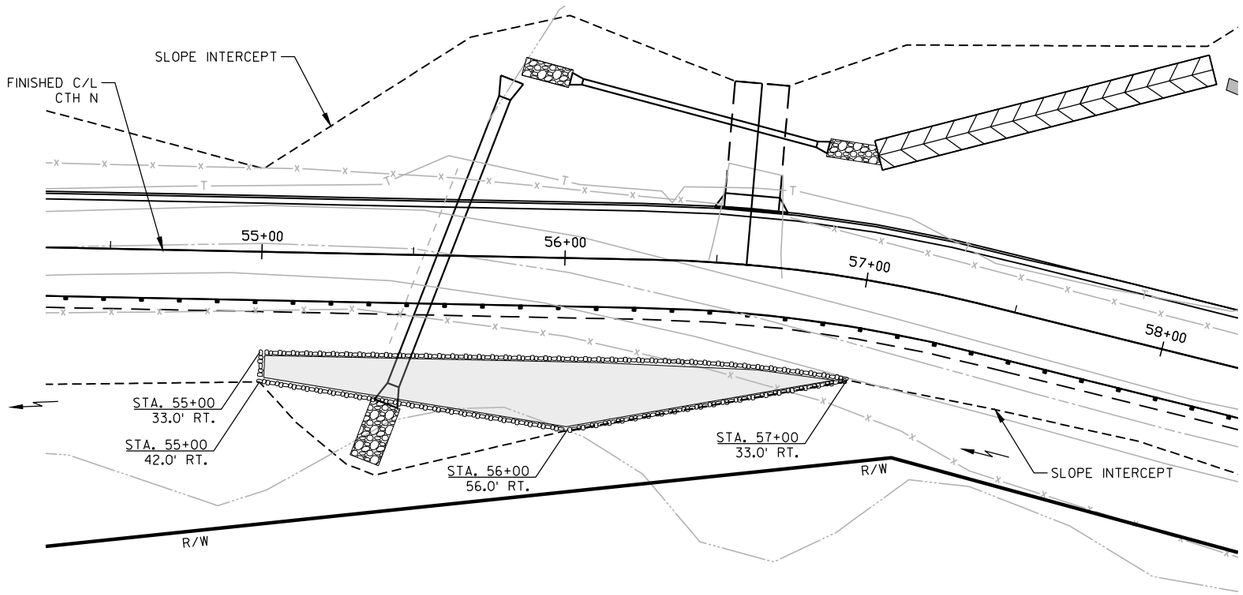
EXTRA HEAVY RIPRAP LAYOUT DETAIL

(STA. 48+50 - STA. 52+75, RT.)

LEGEND

FLOW ARROW

EXTRA HEAVY RIPRAP OVER GEOTEXTILE TYPE HR (CATEGORY 010)



EXTRA HEAVY RIPRAP LAYOUT DETAIL

(STA. 55+00 - STA. 57+00, RT.)

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	EROSION CONTROL PLAN	SHEET	E

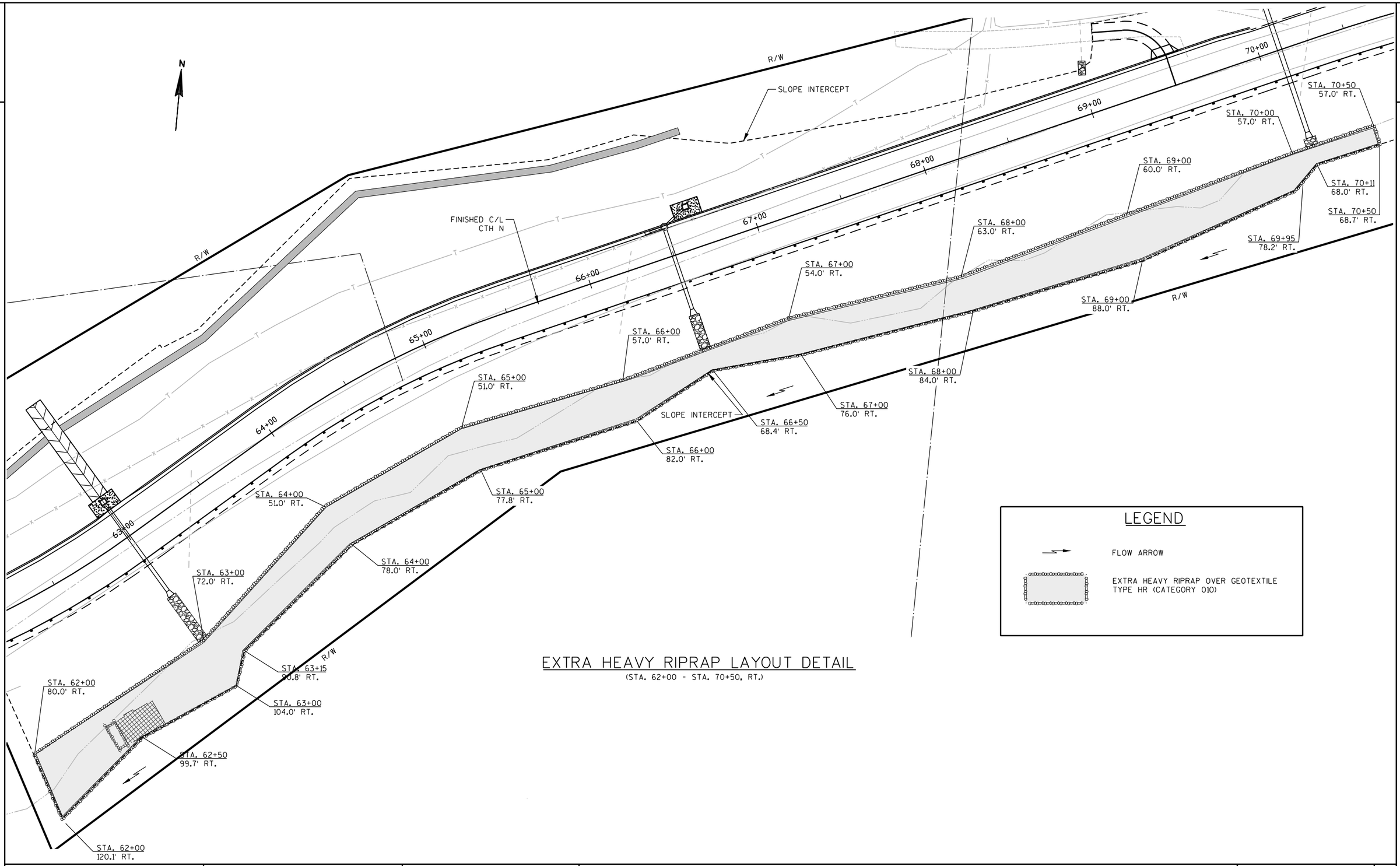
FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320_EROSION CONTROL LAYOUT DET SHEET 3.DWG
LAYOUT :

PLOT DATE : 7/26/2018
PLOT TIME : 2:29:17 PM

PLOT BY : KARTER ZAJICEK

PLOT SCALE : 1" = 1'

2



EXTRA HEAVY RIPRAP LAYOUT DETAIL

(STA. 62+00 - STA. 70+50, RT.)

LEGEND

- FLOW ARROW
- EXTRA HEAVY RIPRAP OVER GEOTEXTILE TYPE HR (CATEGORY 010)

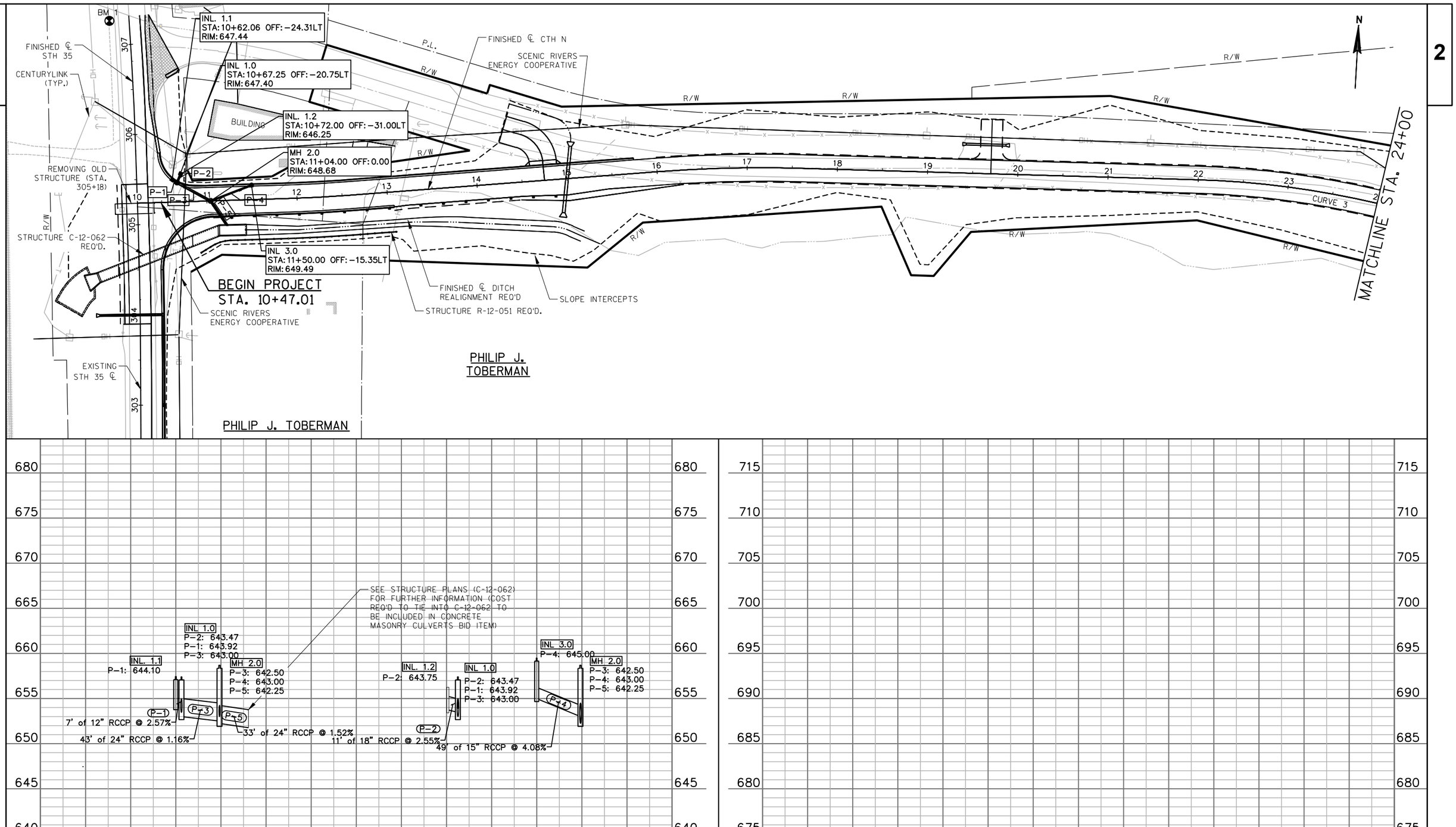
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	EROSION CONTROL PLAN	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320_EROSION CONTROL LAYOUT DET SHEET 5.DWG
LAYOUT :

PLOT DATE : 7/26/2018
PLOT TIME : 9:32:35 AM

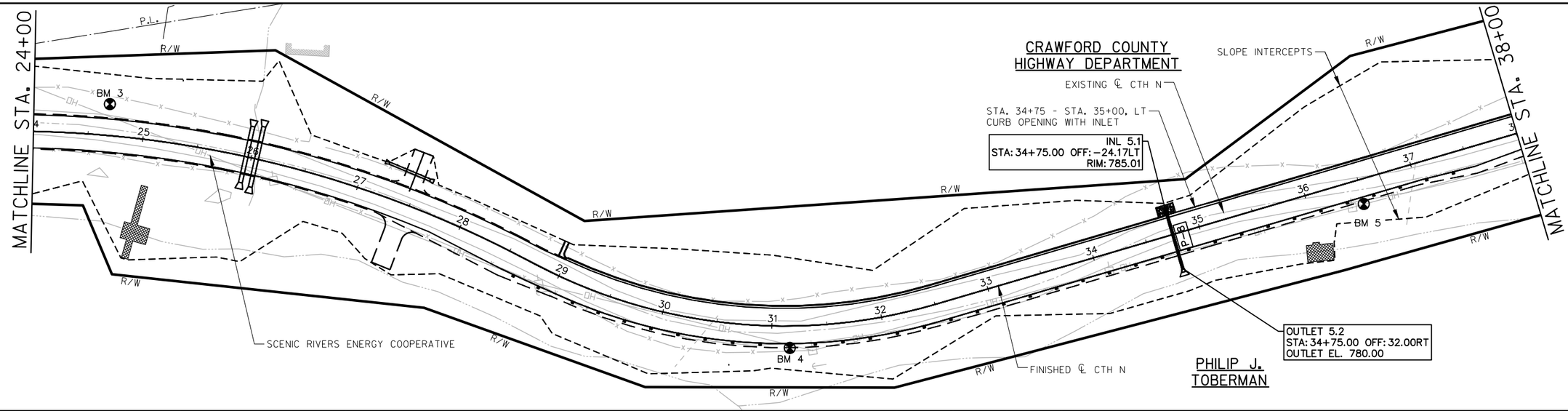
PLOT BY : KARTER ZAJICEK

PLOT SCALE : 1" = 1'



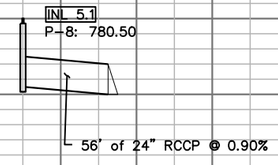
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	STORM SEWER PLAN	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320 PIPE NETWORK.DWG
LAYOUT : SS1
PLOT DATE : 10/26/2018
PLOT TIME : 10:07:51 AM
PLOT BY : STRINE, THERESA
PLOT SCALE : 6" = 1'-0"_XREF



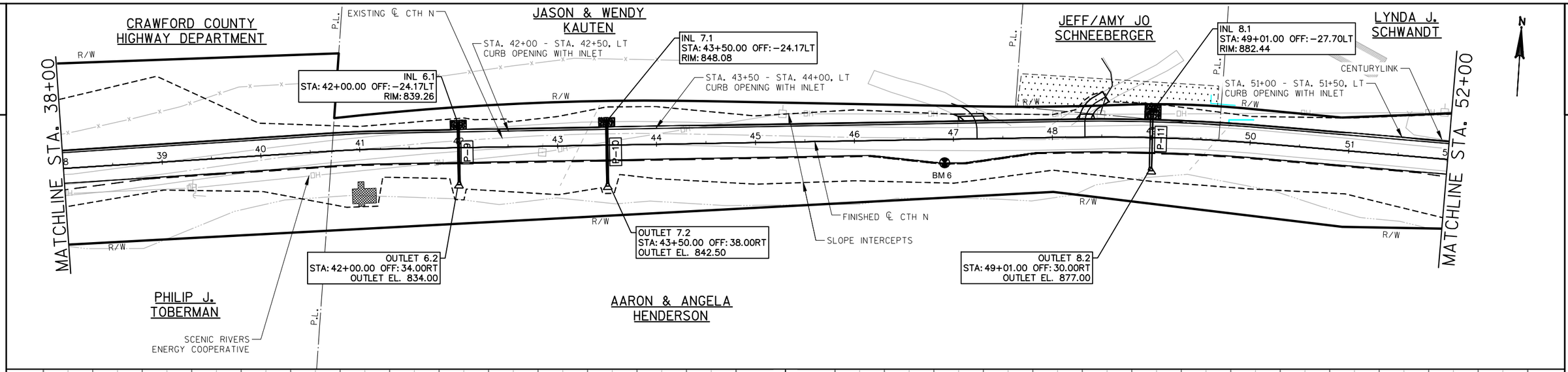
760 755 750 745 740 735 730 725 720 715 710

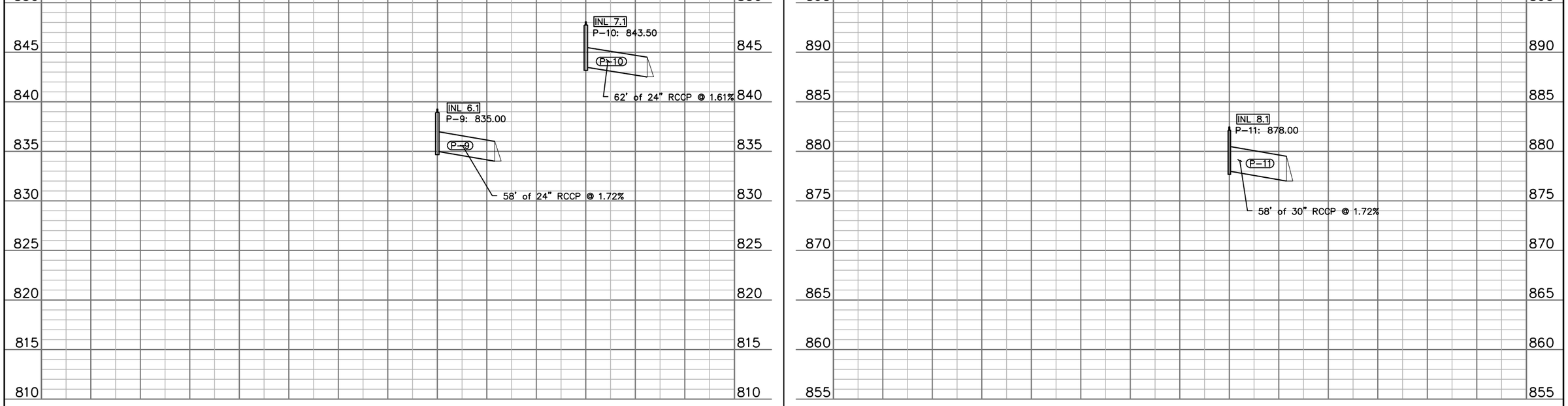
810 805 800 795 790 785 780 775 770 765 760



PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	STORM SEWER PLAN	SHEET	E

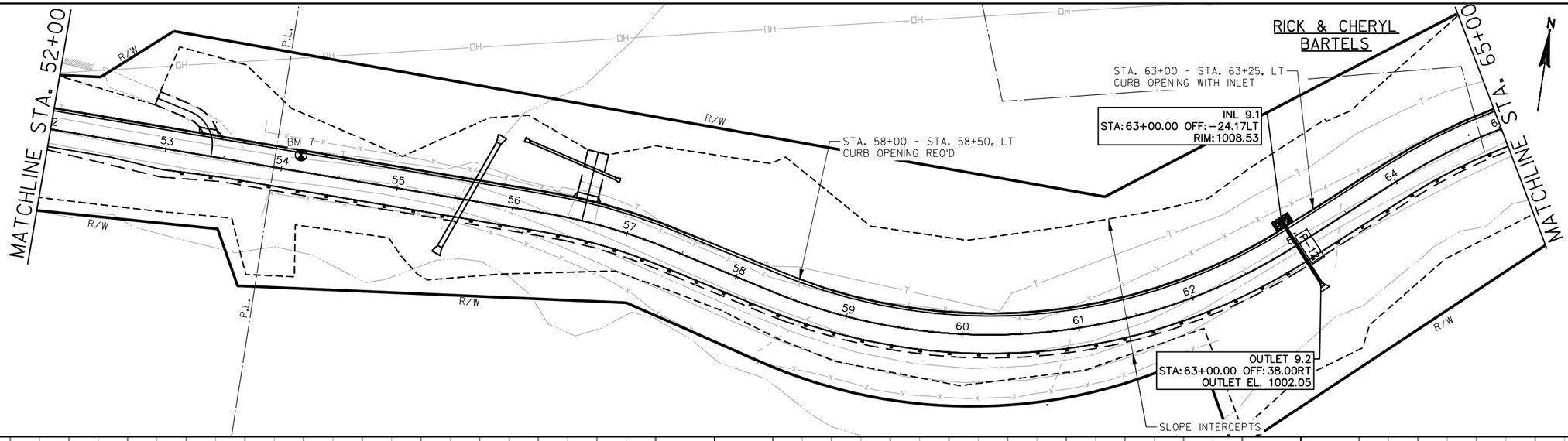
FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320 PIPE NETWORK.DWG
LAYOUT : SS2
PLOT DATE : 8/2/2018
PLOT TIME : 10:24:50 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 6" = 1'-0"_XREF

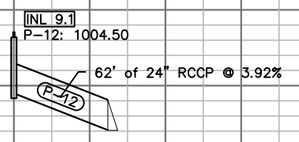




PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	STORM SEWER PLAN	SHEET	E

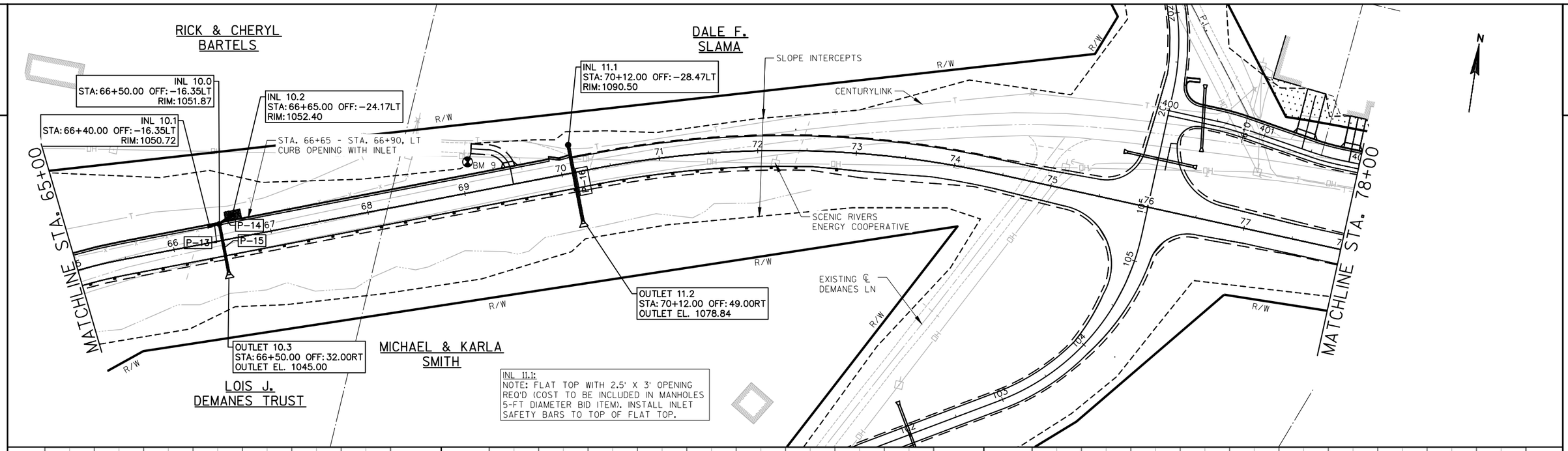
FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320 PIPE NETWORK.DWG
LAYOUT : SS3
PLOT DATE : 8/2/2018
PLOT TIME : 10:25:56 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 6" = 1'-0"_XREF

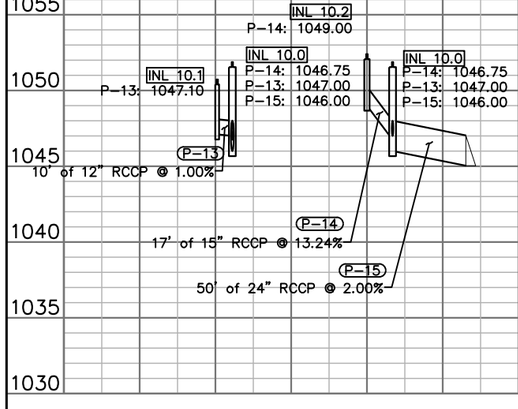


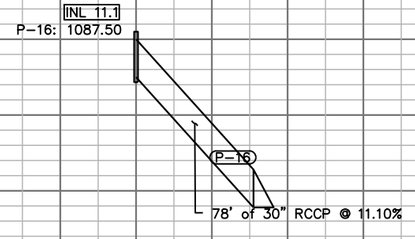


PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	STORM SEWER PLAN	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320 PIPE NETWORK.DWG
LAYOUT : SS4
PLOT DATE : 8/2/2018
PLOT TIME : 10:27:03 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 6" = 1'-0"_XREF

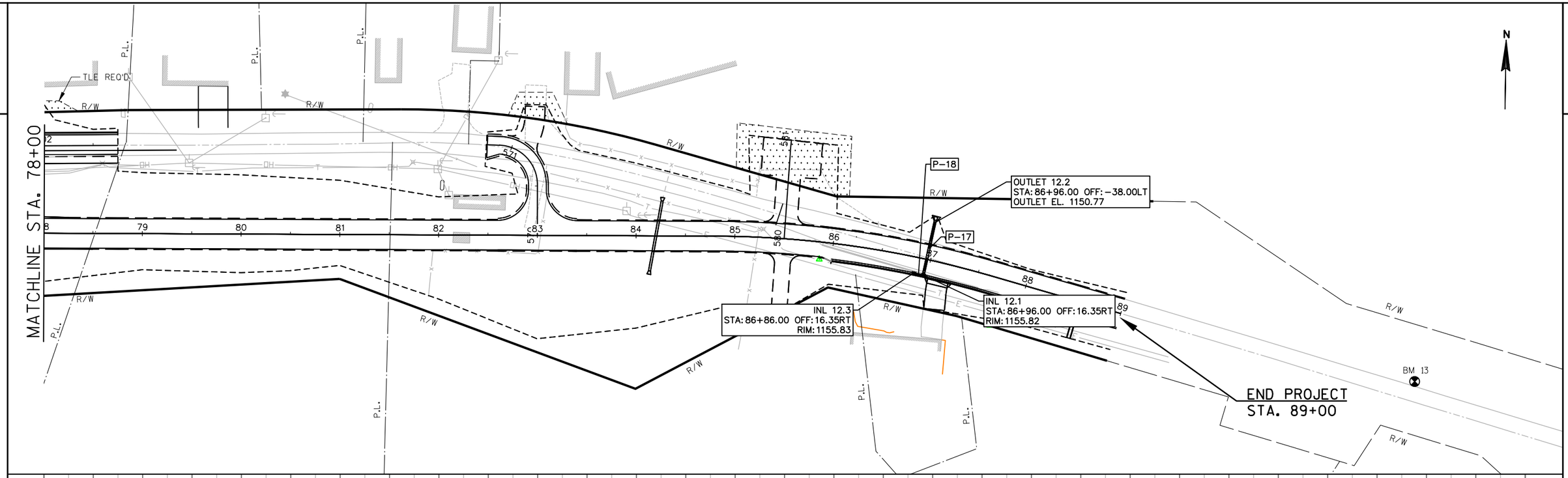


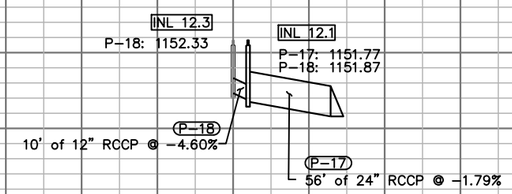




PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	STORM SEWER PLAN	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320 PIPE NETWORK.DWG
LAYOUT : SS5
PLOT DATE : 8/2/2018
PLOT TIME : 10:28:10 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 6" = 1'-0"_XREF

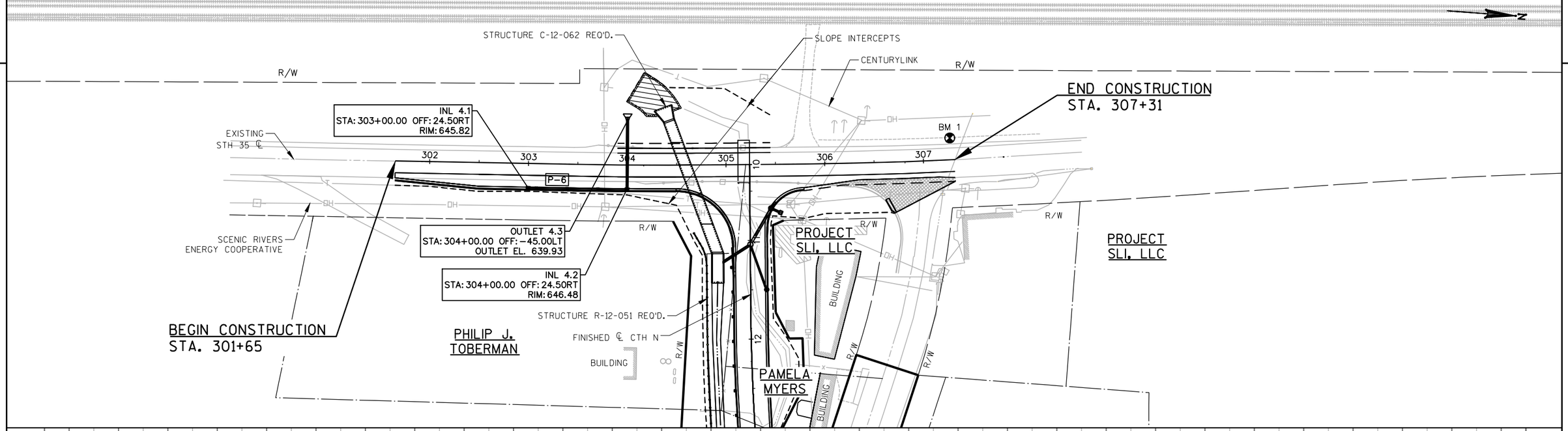


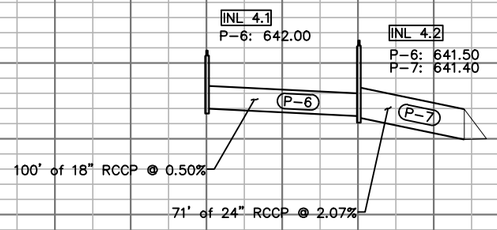


1170 1165 1160 1155 1150 1145 1140 1135 1130

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	STORM SEWER PLAN	SHEET	E

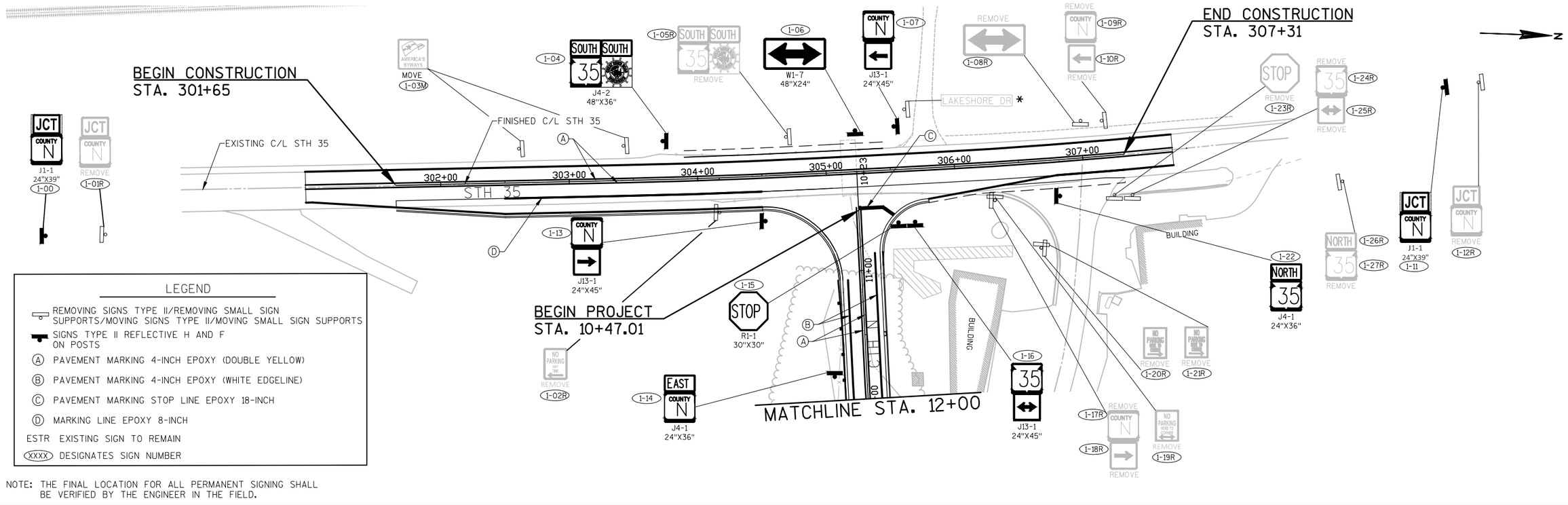
FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320 PIPE NETWORK.DWG
LAYOUT : SS6
PLOT DATE : 8/2/2018
PLOT TIME : 10:29:19 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 6" = 1'-0"_XREF





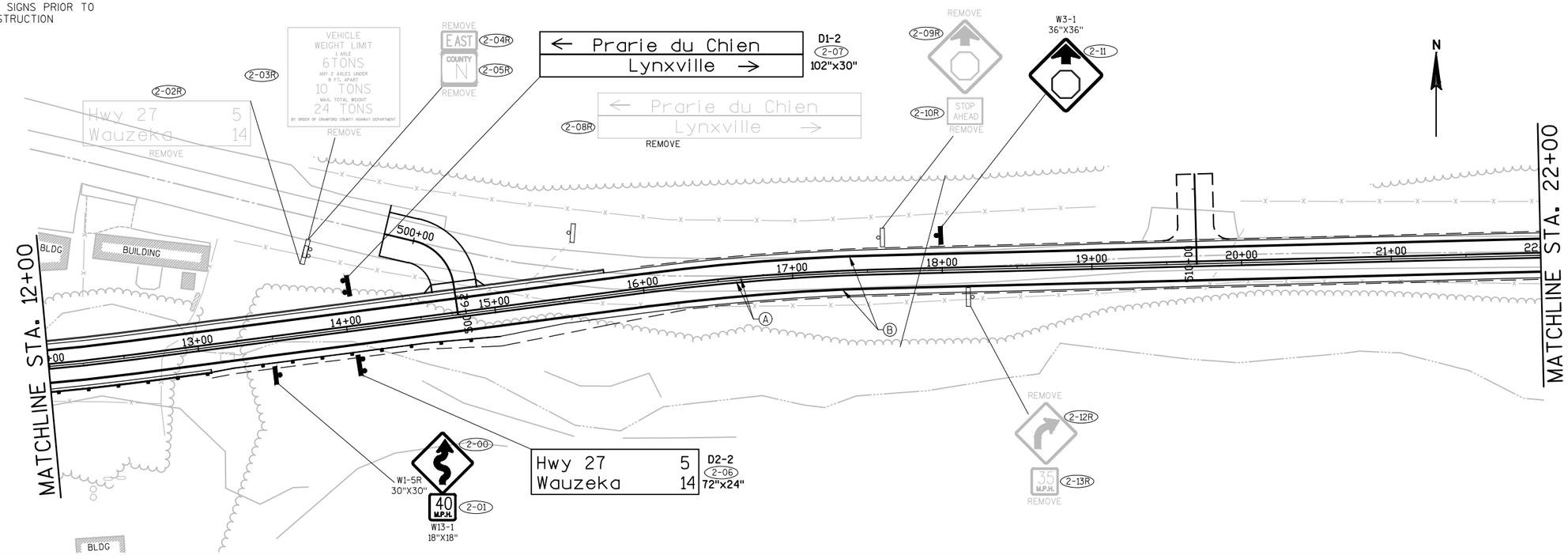
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	STORM SEWER PLAN	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320 PIPE NETWORK.DWG
LAYOUT : SS7
PLOT DATE : 10/26/2018
PLOT TIME : 10:09:48 AM
PLOT BY : STRINE, THERESA
PLOT SCALE : 6" = 1'-0"_XREF



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

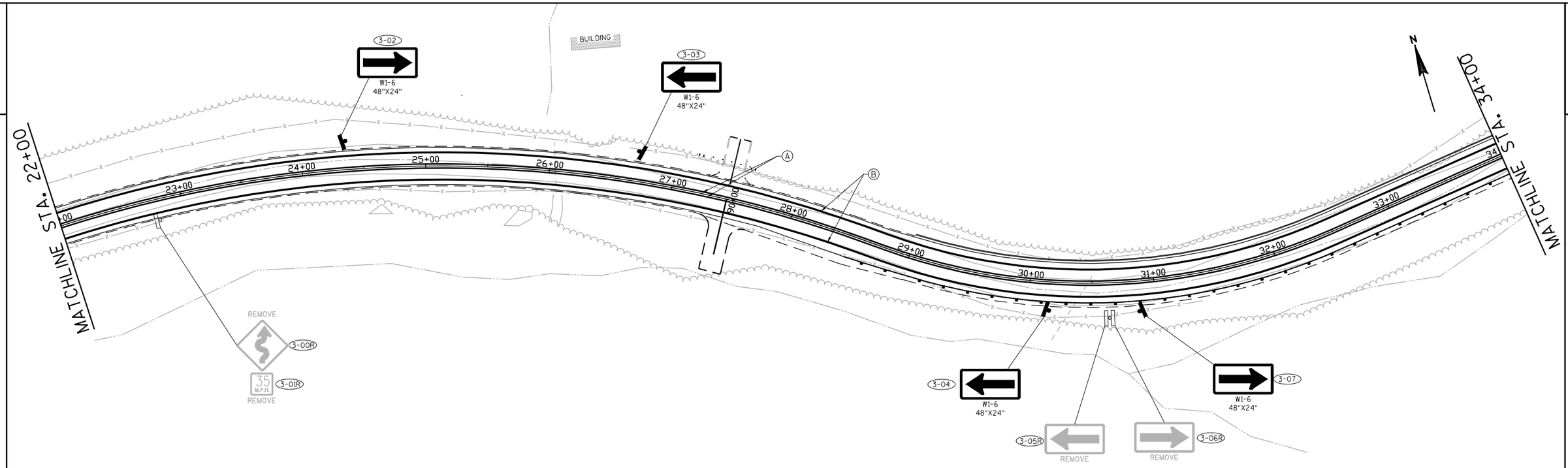
* TOWN OF EASTMAN WILL REMOVE STREET SIGNS PRIOR TO CONSTRUCTION AND RE-ERECT POST CONSTRUCTION

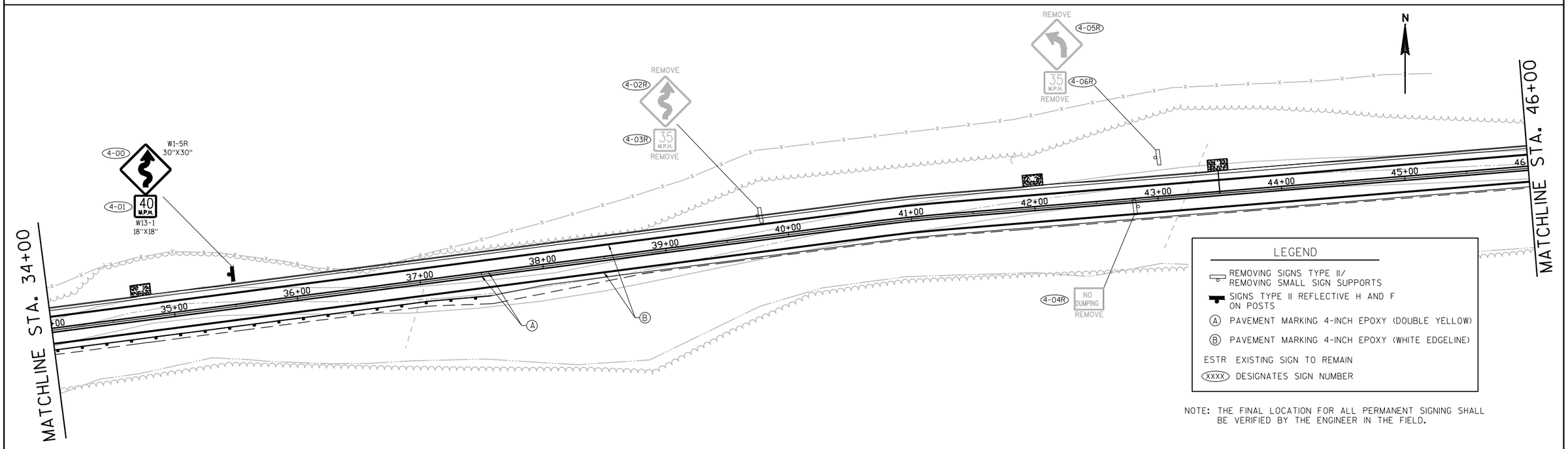


PROJECT NO:5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	PERMANENT SIGNING/PAVEMENT MARKING PLAN	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320_PAVEMENT MARKING & SIGNS.DWG
PLOT DATE : 7/26/2018
PLOT TIME : 11:41:24 AM
PLOT BY : KARTER ZAJICEK
PLOT SCALE : 1 IN:2 FT_XREF

2





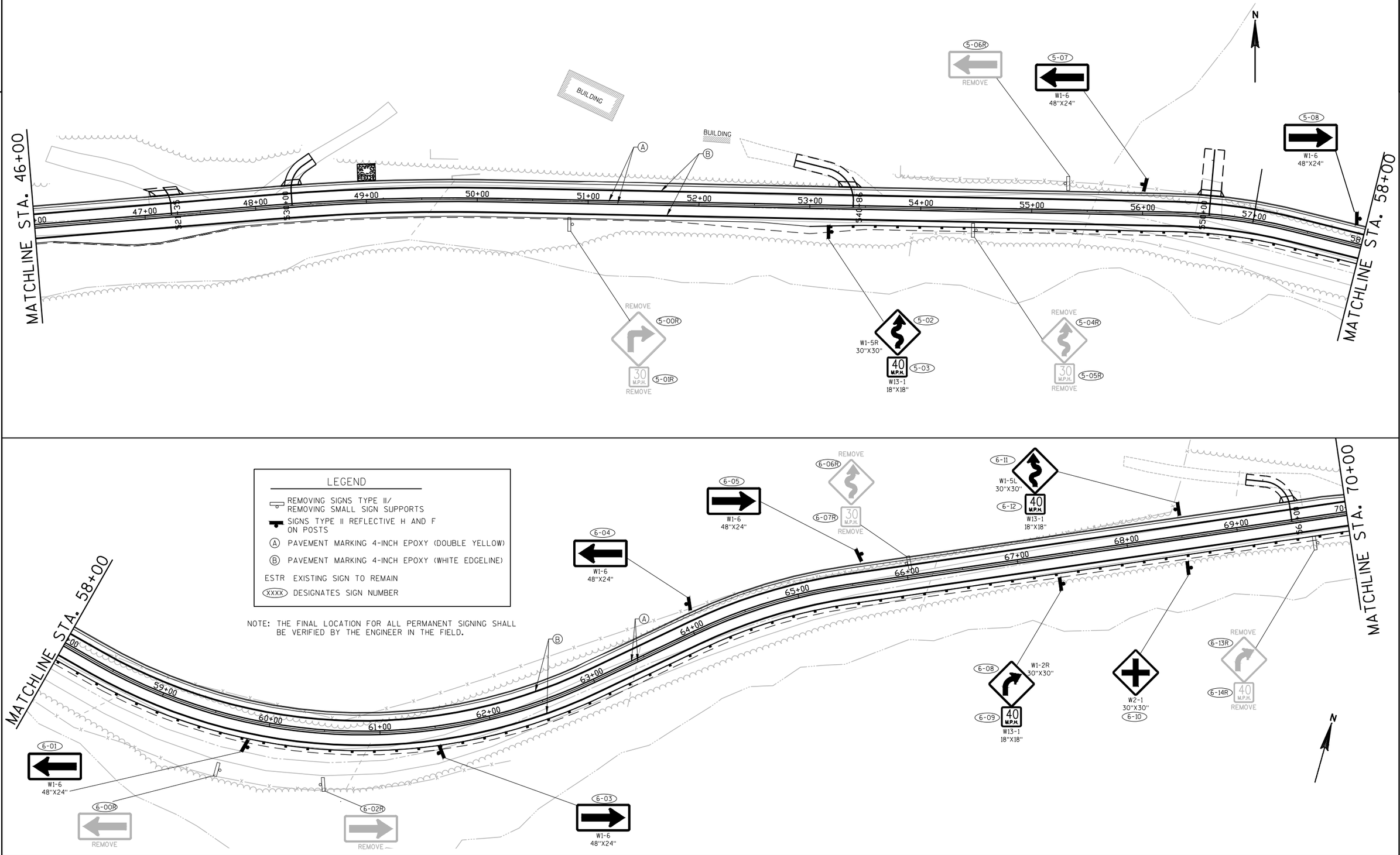
NOTE: THE FINAL LOCATION FOR ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

PROJECT NO:5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	PERMANENT SIGNING/PAVEMENT MARKING PLAN	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320_PAVEMENT MARKING & SIGNS.DWG
LAYOUT :

PLOT DATE : 7/25/2018
PLOT TIME : 11:18:54 AM
PLOT BY : KARTER ZAJICEK
PLOT SCALE : 1 IN:2 FT_XREF

2



LEGEND

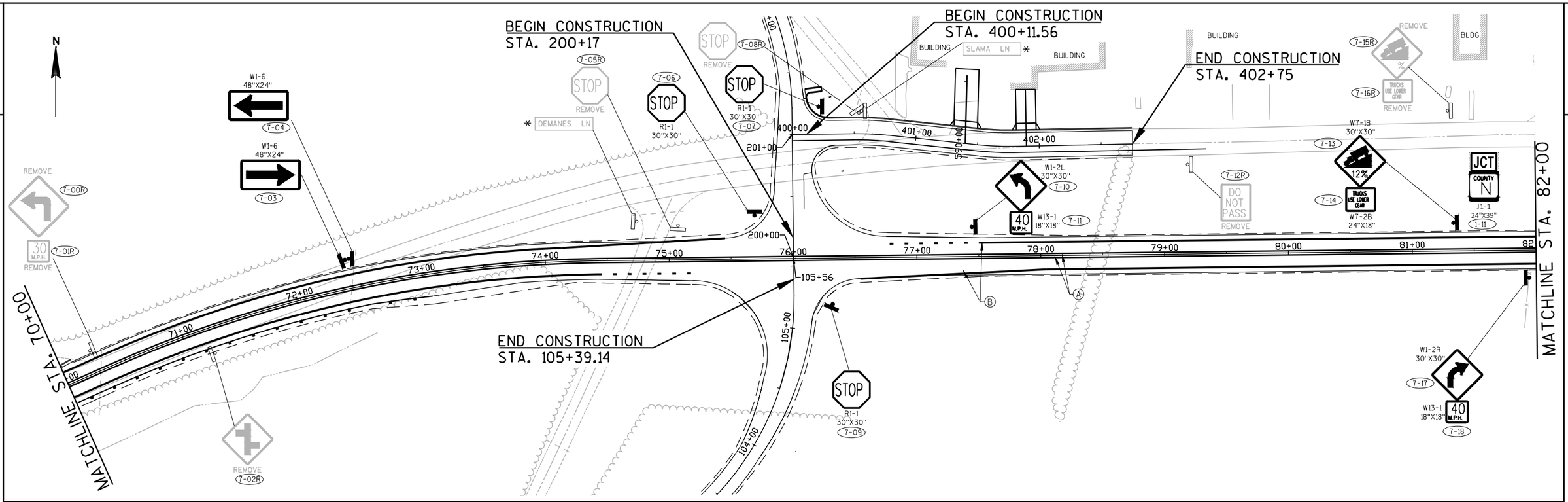
- REMOVING SIGNS TYPE II/ REMOVING SMALL SIGN SUPPORTS
- SIGNS TYPE II REFLECTIVE H AND F ON POSTS
- (A) PAVEMENT MARKING 4-INCH EPOXY (DOUBLE YELLOW)
- (B) PAVEMENT MARKING 4-INCH EPOXY (WHITE EDGELINE)
- ESTR EXISTING SIGN TO REMAIN
- (XXXX) DESIGNATES SIGN NUMBER

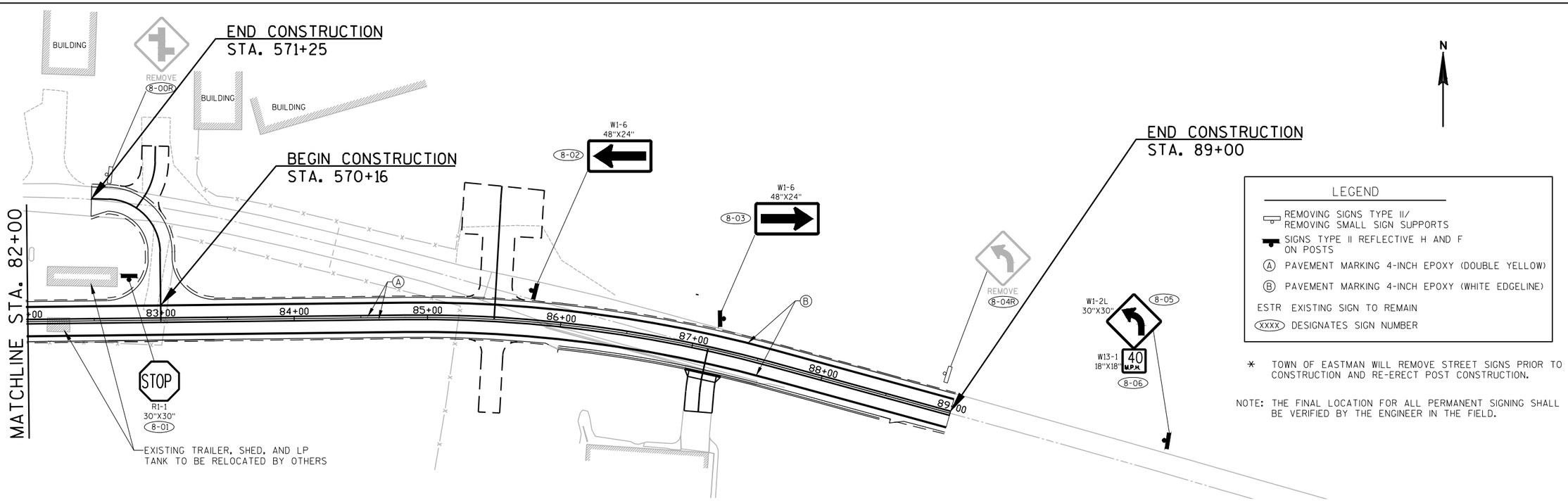
NOTE: THE FINAL LOCATION FOR ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

PROJECT NO:5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	PERMANENT SIGNING/PAVEMENT MARKING PLAN	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320_PAVEMENT MARKING & SIGNS.DWG
LAYOUT :

PLOT DATE : 7/25/2018
PLOT TIME : 11:23:50 AM
PLOT BY : KARTER ZAJICEK
PLOT SCALE : 1 IN:2 FT_XREF





LEGEND

- REMOVING SIGNS TYPE II/ REMOVING 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)
- ESTR EXISTING SIGN TO REMAIN
- (XXXX) DESIGNATES SIGN NUMBER

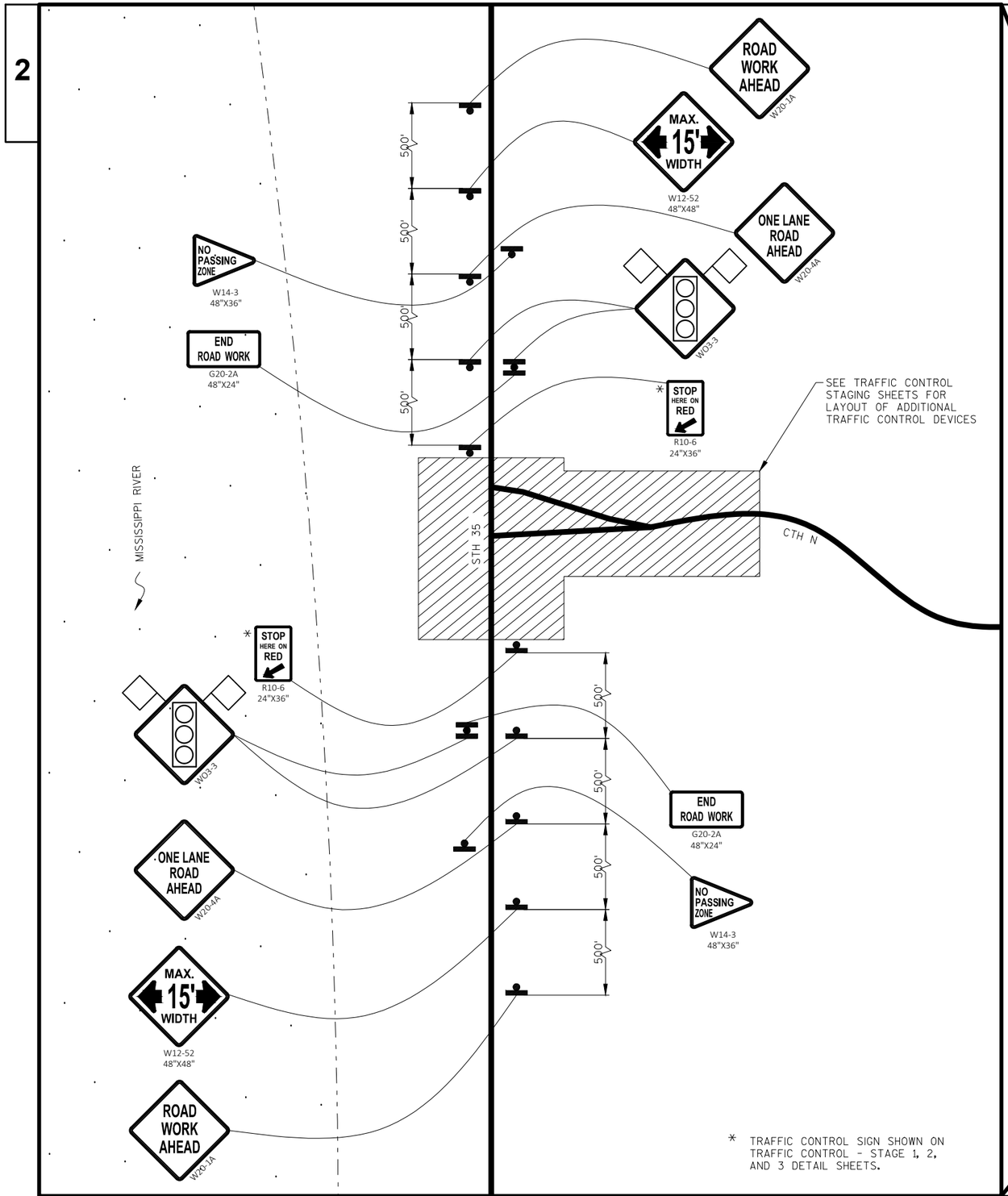
* TOWN OF EASTMAN WILL REMOVE STREET SIGNS PRIOR TO CONSTRUCTION AND RE-ERECT POST CONSTRUCTION.

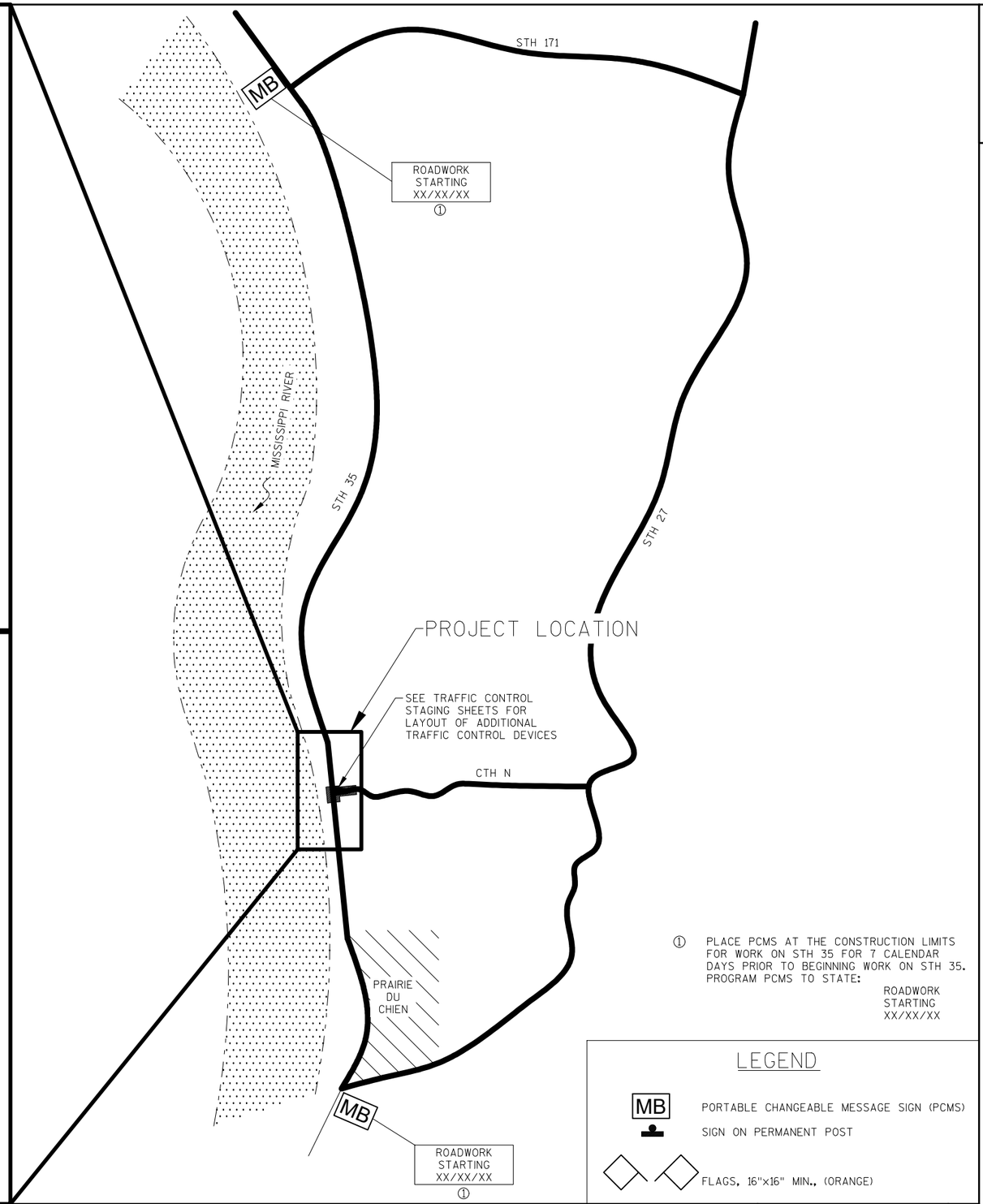
NOTE: THE FINAL LOCATION FOR ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

PROJECT NO:5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	PERMANENT SIGNING/PAVEMENT MARKING PLAN	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320_PAVEMENT MARKING & SIGNS.DWG
LAYOUT :

PLOT DATE : 10/30/2018
PLOT TIME : 2:11:35 PM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 6" = 1'-0"_XREF





PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	TRAFFIC CONTROL - OVERVIEW	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320_TRAFFIC CONTROL OVERVIEW.DWG
LAYOUT :

PLOT DATE : 7/24/2018
PLOT TIME : 11:38:54 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1" = 1'

2

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.

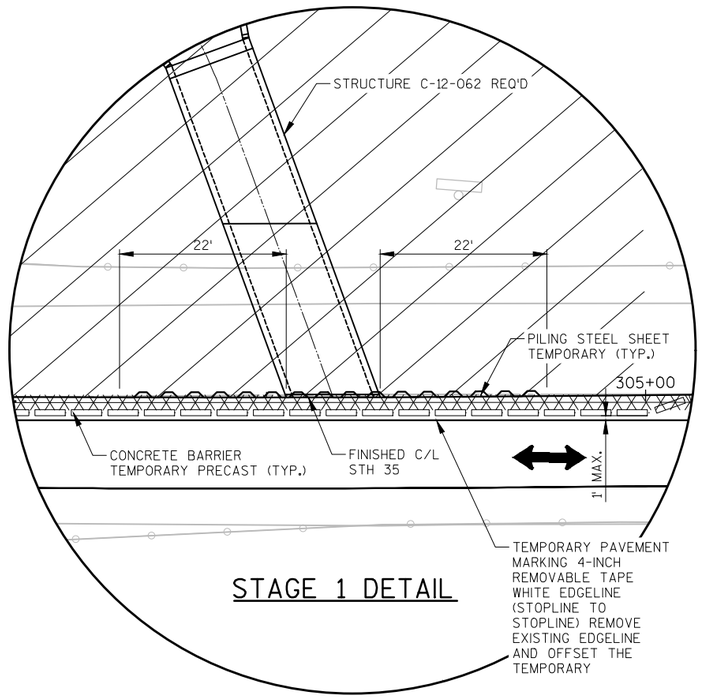
ROAD MACHINERY, FLAGGERS AHEAD, ETC. SIGNS SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED AT NIGHTS, ON WEEKENDS OR WHEN THE ACTIVITY DOES NOT EXIST.

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.

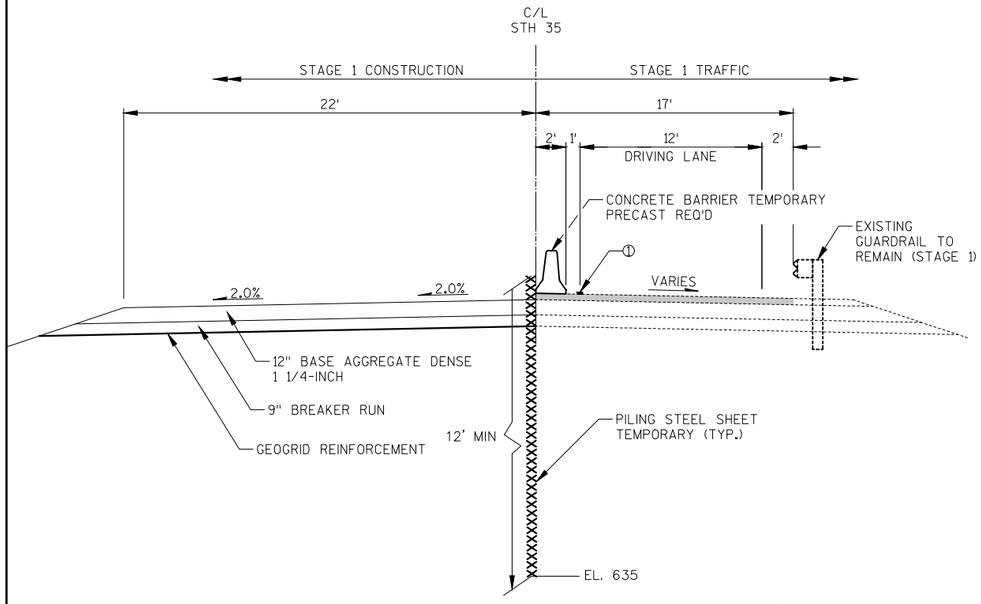
DRUMS PLACED ADJACENT TO WORK AREAS SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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.



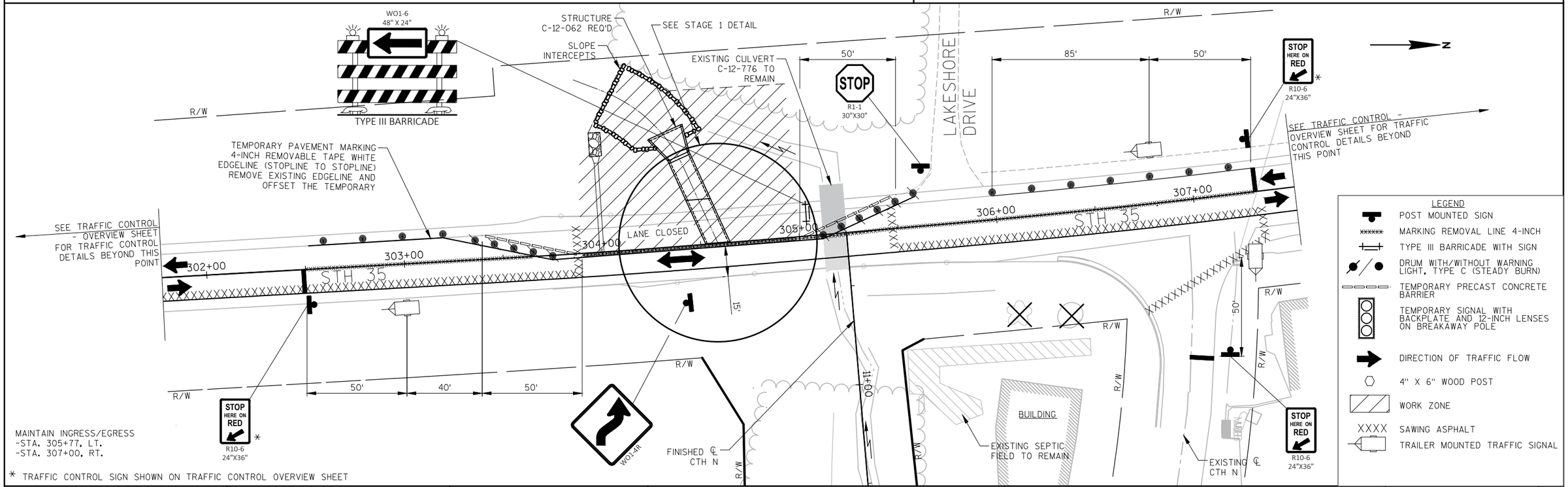
STAGE 1 DETAIL



TYPICAL STAGING SECTION AT C-12-062

STAGE 1 (LOOKING NORTH)

① TEMPORARY PAVEMENT MARKING 4-INCH REMOVABLE TAPE WHITE EDGELINE



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
- XXXX SAWING ASPHALT
- TRAILER MOUNTED TRAFFIC SIGNAL

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	TRAFFIC CONTROL - STAGE 1	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320_TRAFFIC CONTROL.DWG
LAYOUT : STAGE 1

PLOT DATE : 10/26/2018
PLOT TIME : 10:50:13 AM
PLOT BY : STRINE, THERESA
PLOT SCALE : 1" = 1'

2

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.

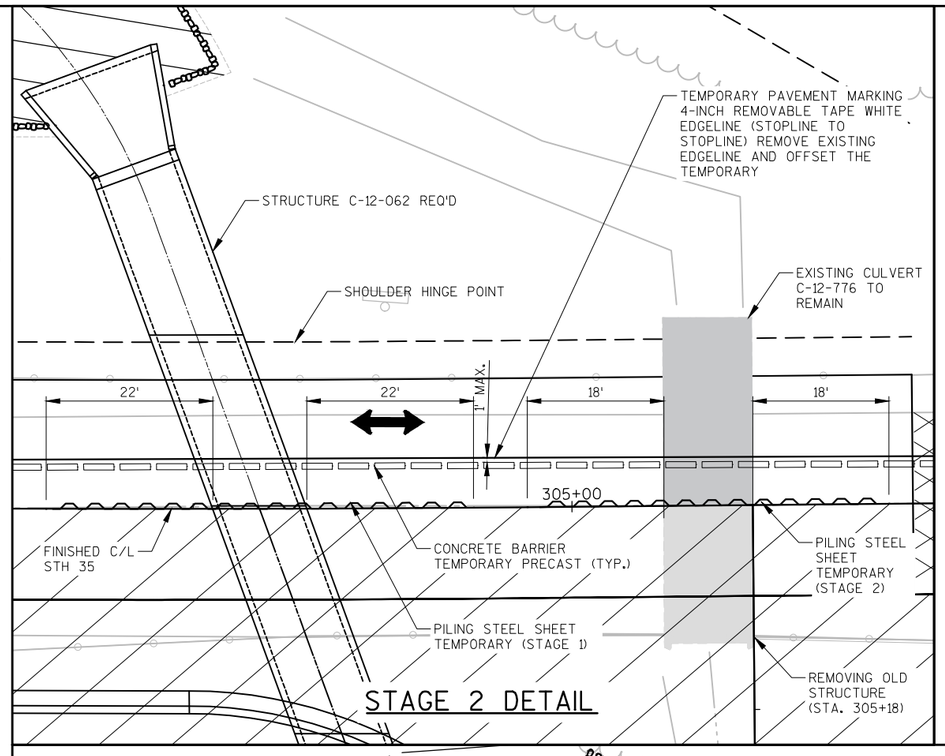
ROAD MACHINERY, FLAGGERS AHEAD, ETC. SIGNS SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED AT NIGHTS, ON WEEKENDS OR WHEN THE ACTIVITY DOES NOT EXIST.

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.

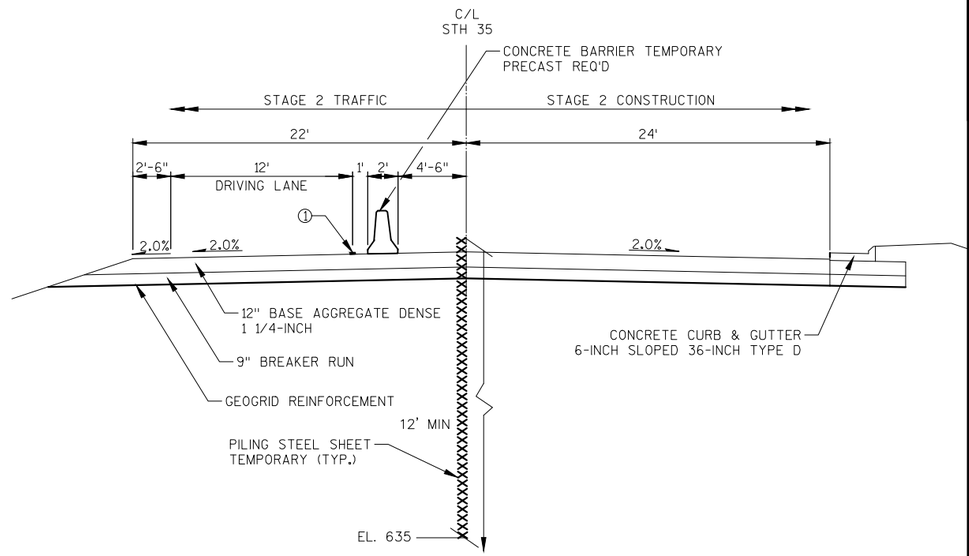
DRUMS PLACED ADJACENT TO WORK AREAS SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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.



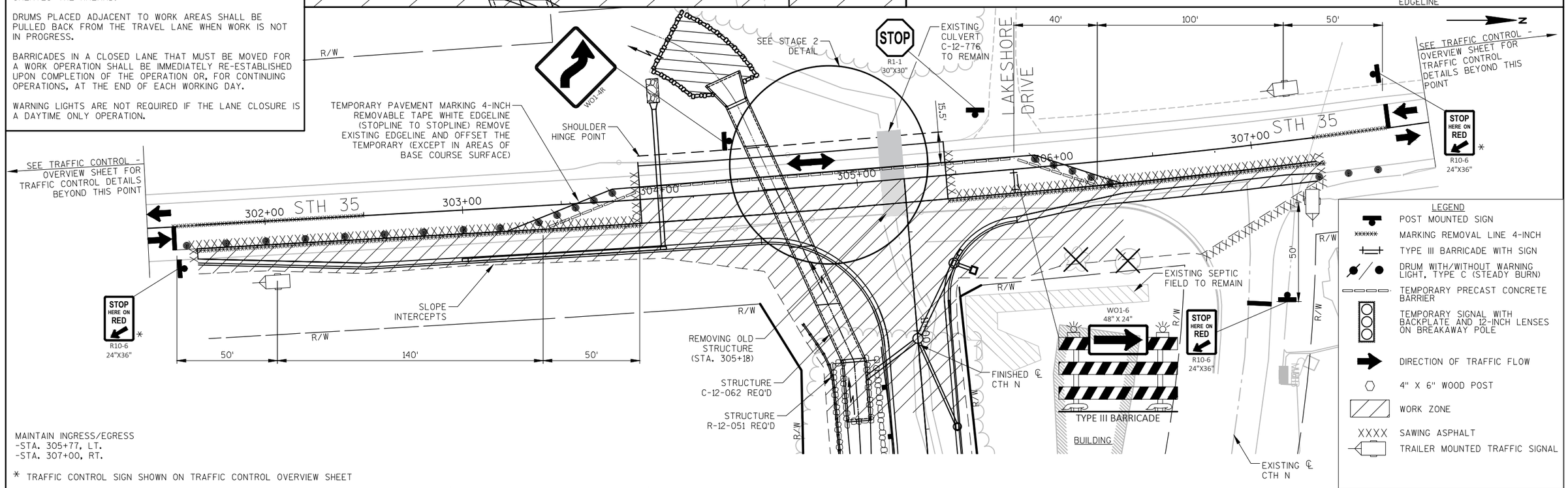
STAGE 2 DETAIL



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

STAGE 2 (LOOKING NORTH)

① TEMPORARY PAVEMENT MARKING 4-INCH REMOVABLE TAPE WHITE EDGELINE



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
- XXXX SAWING ASPHALT
- TRAILER MOUNTED TRAFFIC SIGNAL

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	TRAFFIC CONTROL - STAGE 2	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320_TRAFFIC CONTROL 2.DWG
LAYOUT : C54320_TRAFFIC CONTROL 2

PLOT DATE : 10/26/2018
PLOT TIME : 11:48:30 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'

2

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.

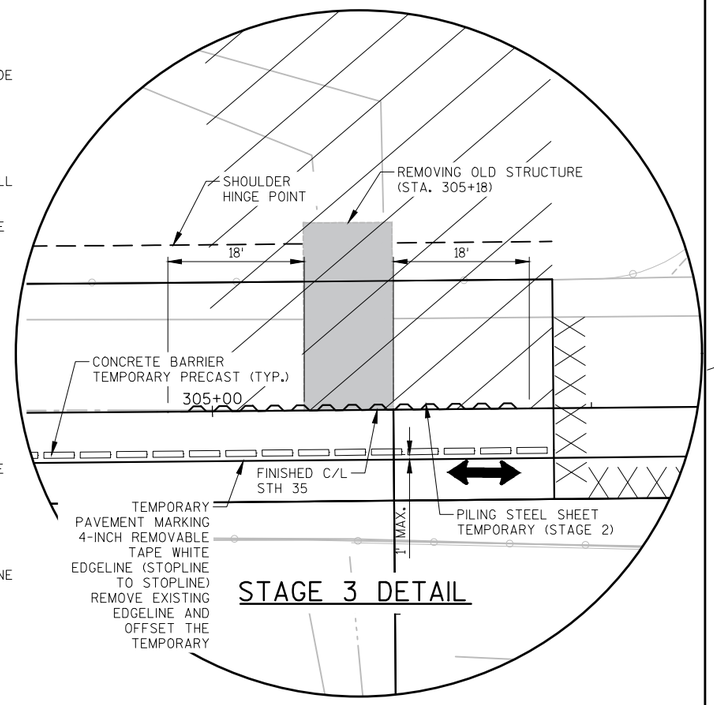
ROAD MACHINERY, FLAGGERS AHEAD, ETC. SIGNS SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED AT NIGHTS, ON WEEKENDS OR WHEN THE ACTIVITY DOES NOT EXIST.

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.

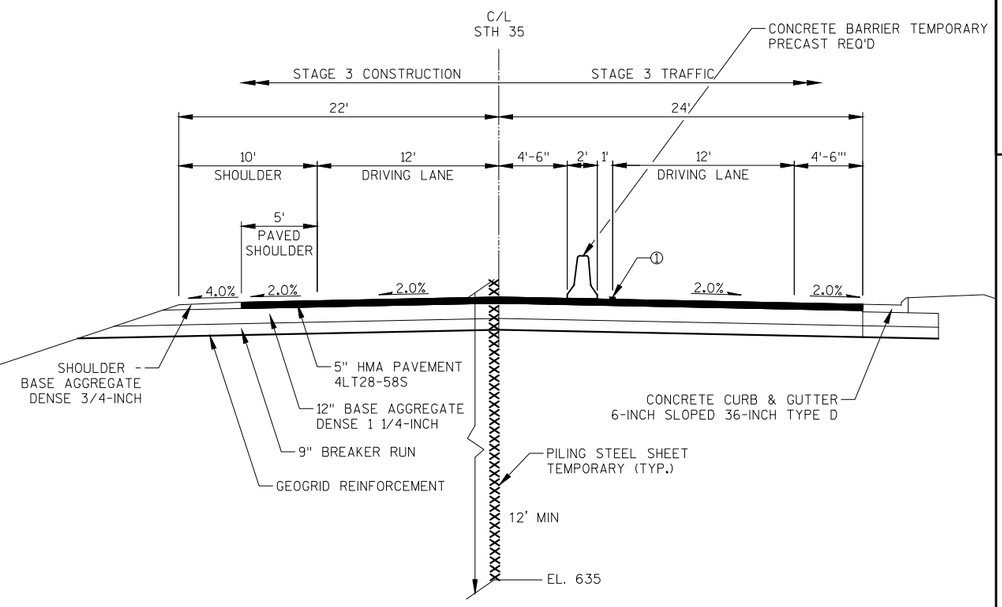
DRUMS PLACED ADJACENT TO WORK AREAS SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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.



STAGE 3 DETAIL

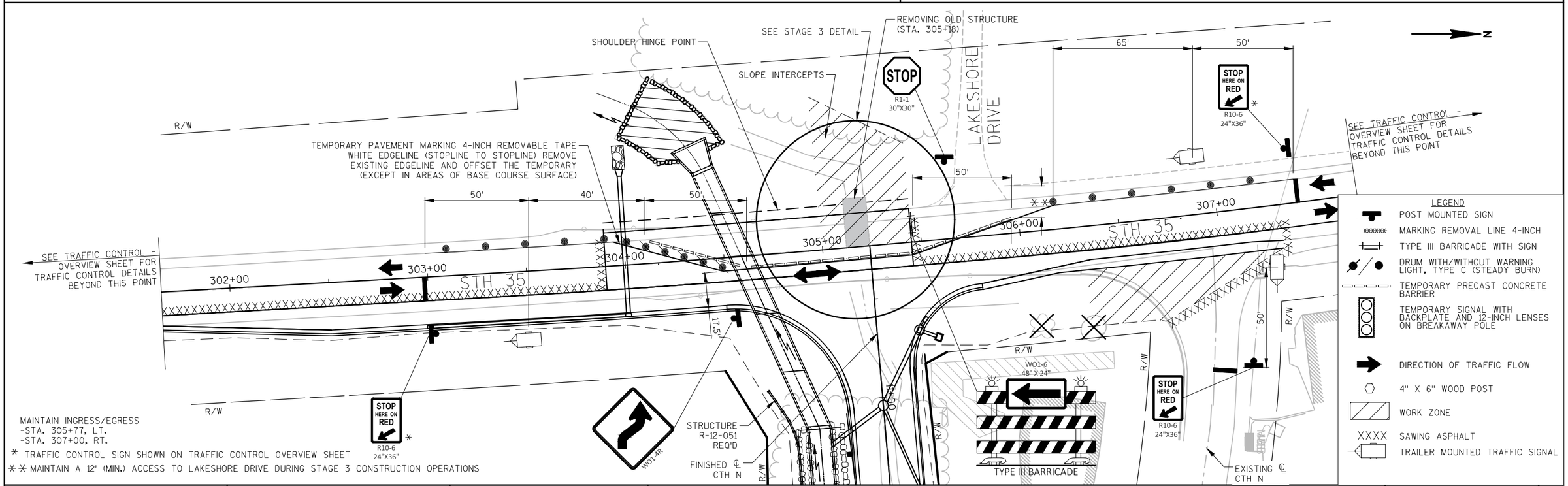


TYPICAL STAGING SECTION AT C-12-776

STAGE 3 (LOOKING NORTH)

① TEMPORARY PAVEMENT MARKING 4-INCH TAPE REMOVABLE WHITE EDGELINE

2



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

* TRAFFIC CONTROL SIGN SHOWN ON TRAFFIC CONTROL OVERVIEW SHEET

** MAINTAIN A 12' (MIN.) ACCESS TO LAKESHORE DRIVE DURING STAGE 3 CONSTRUCTION OPERATIONS

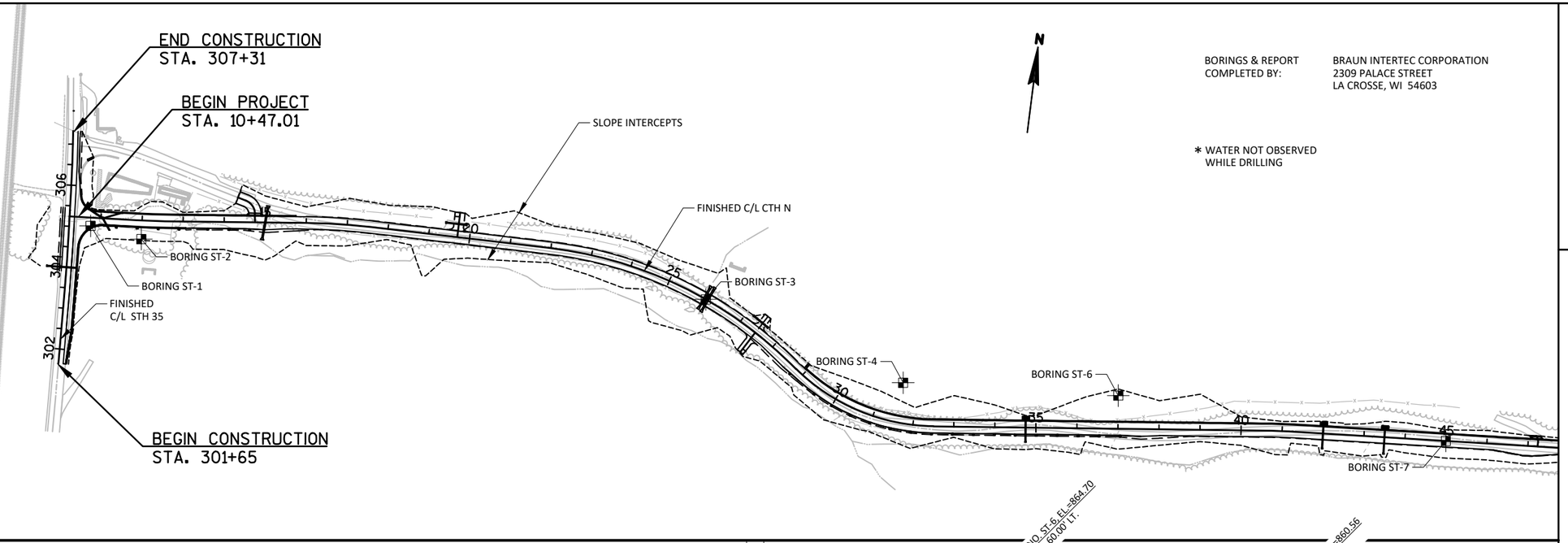
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	TRAFFIC CONTROL - STAGE 3	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320_TRAFFIC CONTROL.DWG
LAYOUT : CONTROL

PLOT DATE : 10/26/2018
PLOT TIME : 11:55:45 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'



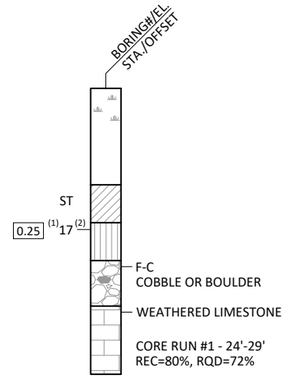
BORINGS & REPORT COMPLETED BY: BRAUN INTERTEC CORPORATION
2309 PALACE STREET
LA CROSSE, WI 54603

* WATER NOT OBSERVED WHILE DRILLING

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

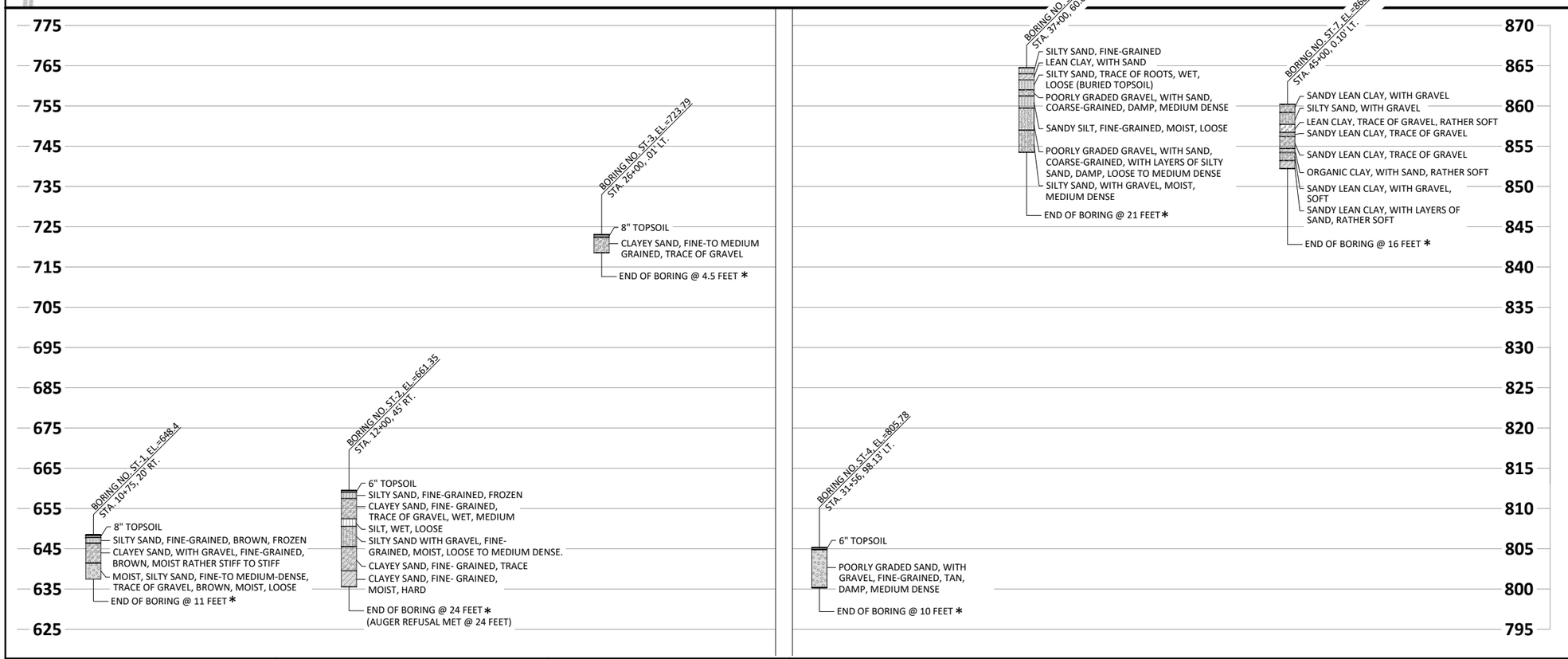
- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

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.



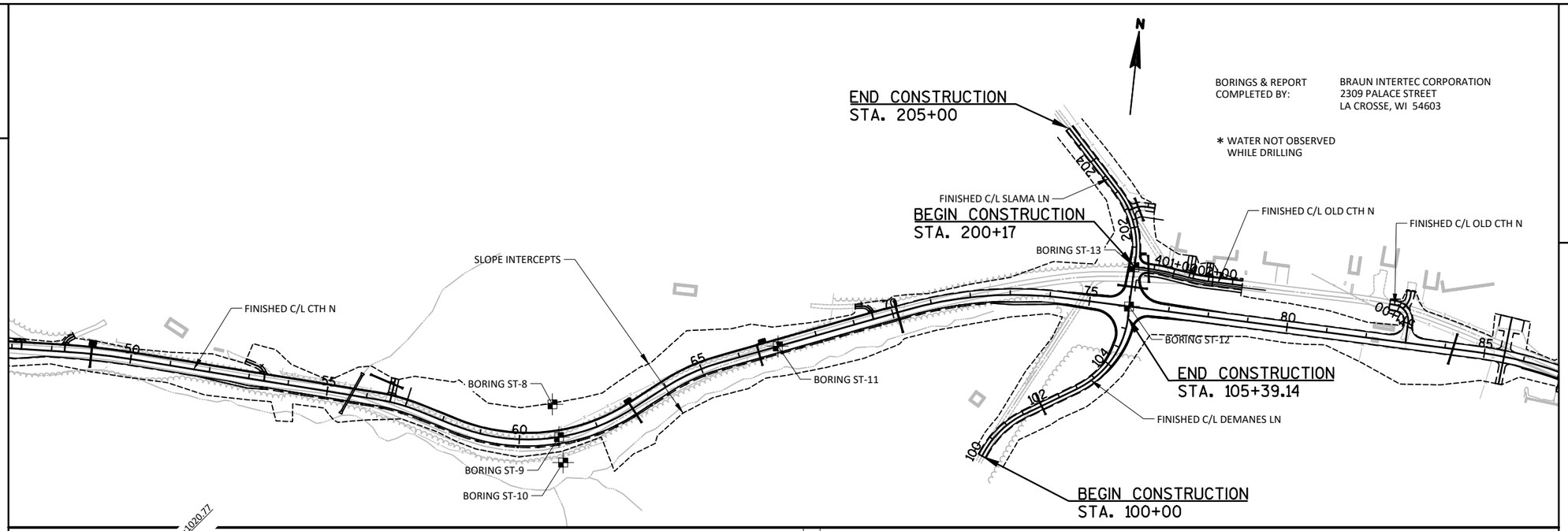
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	SUBSURFACE EXPLORATION		SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\SOIL BORINGS DETAIL.DWG
LAYOUT : SOIL BORINGS DETAIL1

PLOT DATE : 10/26/2018
PLOT TIME : 9:49:59 AM

PLOT BY : JULIA ZEHNER

PLOT SCALE : 1" = 1'



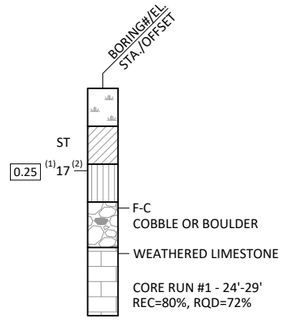
BORINGS & REPORT COMPLETED BY: BRAUN INTERTEC CORPORATION
2309 PALACE STREET
LA CROSSE, WI 54603

* WATER NOT OBSERVED WHILE DRILLING

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

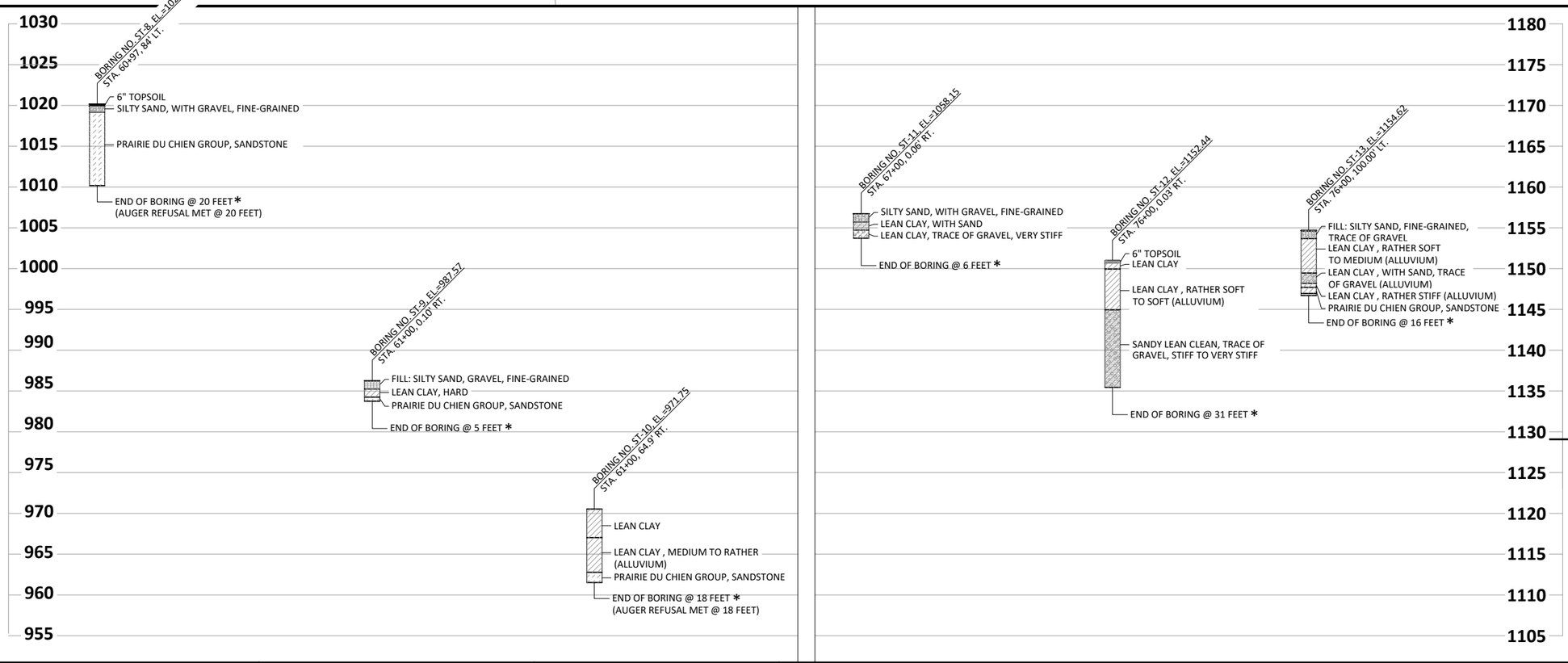
- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

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

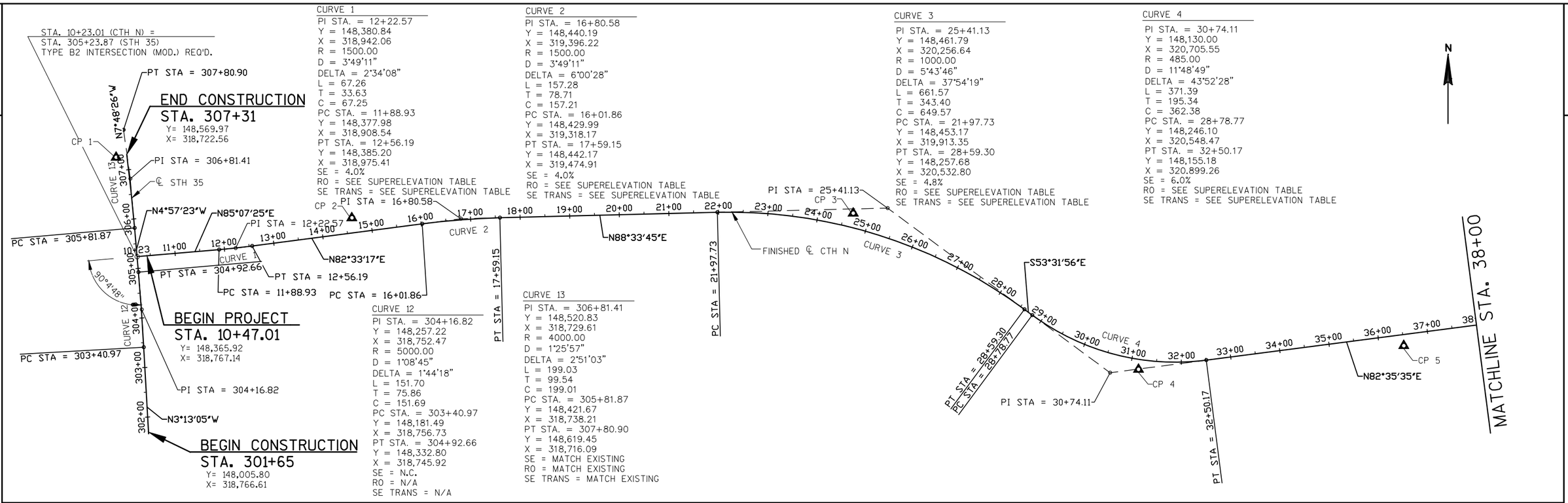
SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

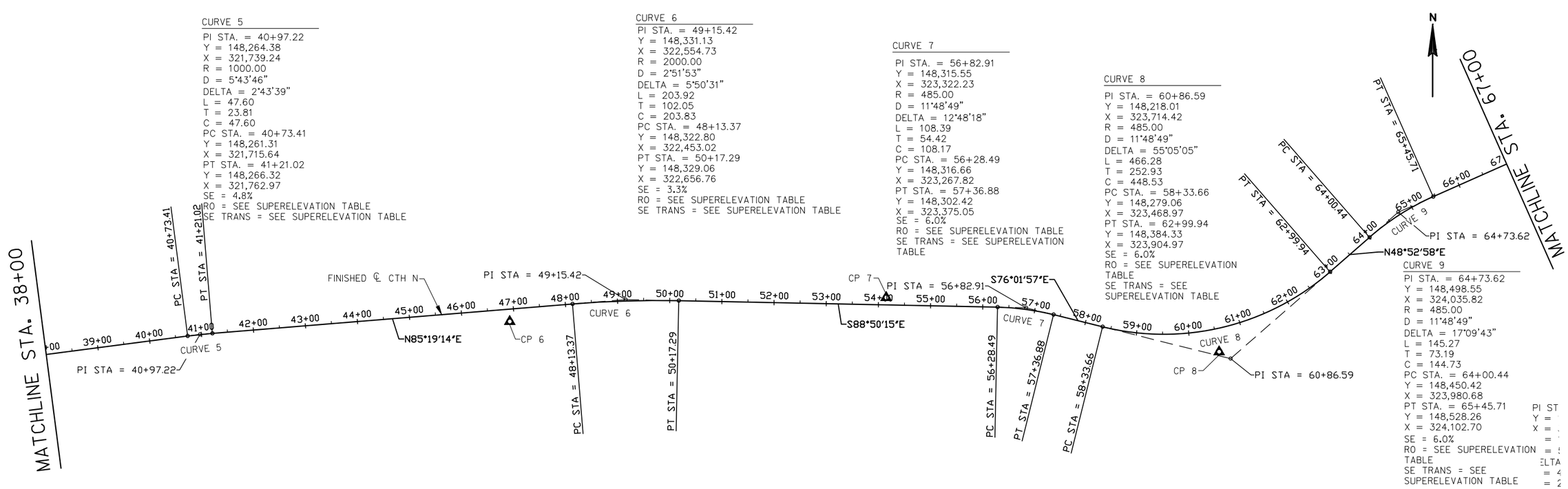
BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT 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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\SOIL BORINGS DETAIL.DWG
LAYOUT : SOIL BORINGS DETAIL 2
PLOT DATE : 7/26/2018
PLOT TIME : 2:15:05 PM
PLOT BY : KARTER ZAJICEK
PLOT SCALE : 1" = 1'

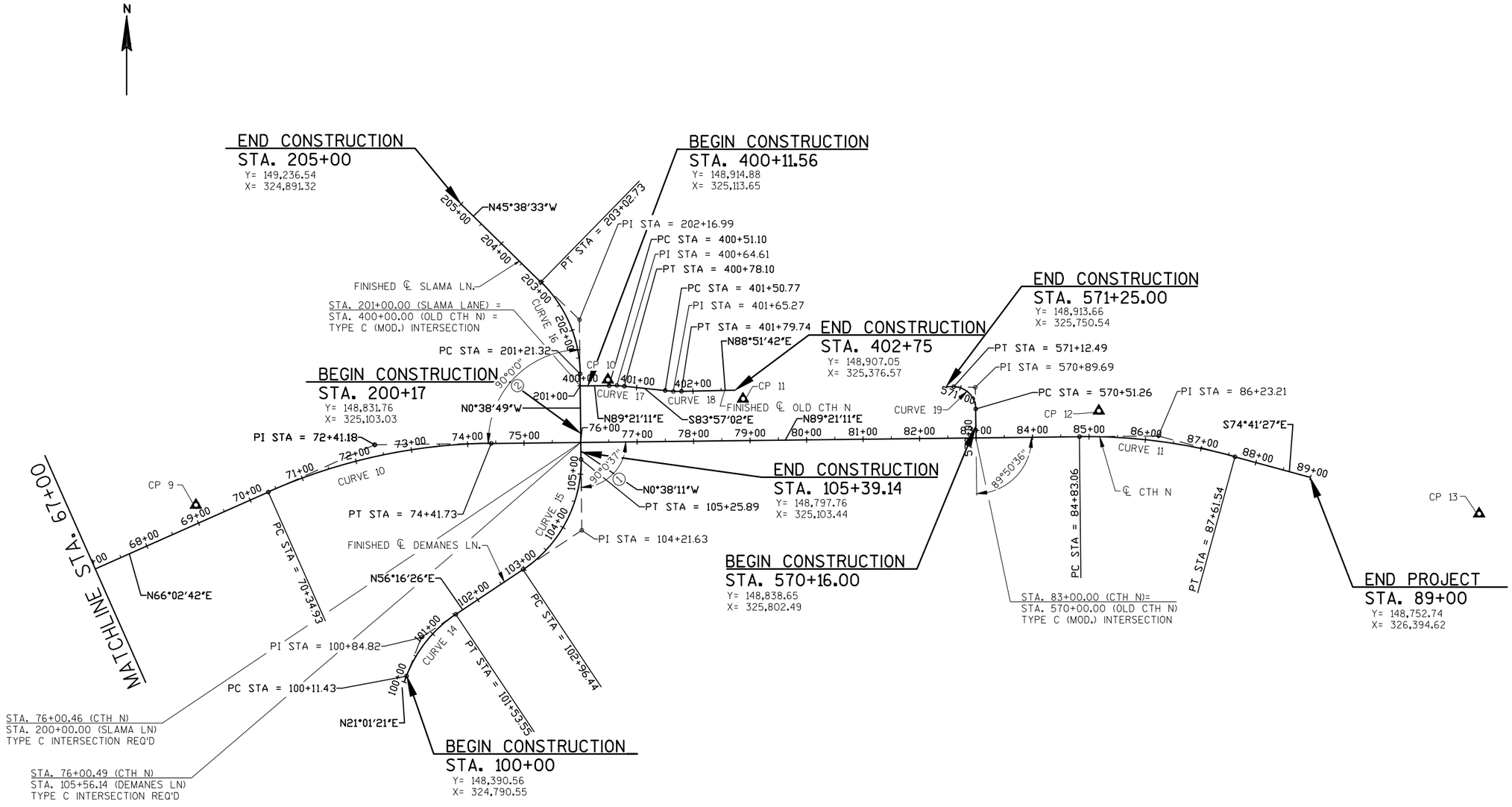




PROJECT NO:5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	ALIGNMENT DETAILS	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320_ALIGNMENT DETAILS.DWG
LAYOUT :
PLOT DATE : 7/26/2018
PLOT TIME : 1:52:26 PM
PLOT BY : KARTER ZAJICEK
PLOT SCALE : 0.500000

2



CURVE 10
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
SE = 4.8%
RO = SEE SUPERELEVATION TABLE
SE TRANS = SEE SUPERELEVATION TABLE

CURVE 11
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
SE = 4.8%
RO = SEE SUPERELEVATION TABLE
SE TRANS = SEE SUPERELEVATION TABLE

CURVE 14
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
SE = 2.0%
RO = SEE SUPERELEVATION TABLE
SE TRANS = SEE SUPERELEVATION TABLE

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

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

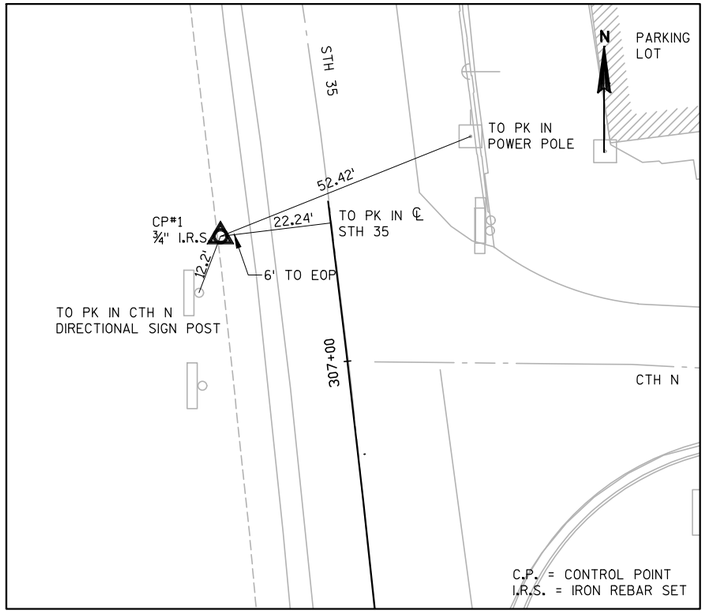
CURVE 19
PI STA. = 570+89.69
Y = 148,912.34
X = 325,801.46
R = 40.00
D = 143°14'22"
DELTA = 87°42'06"
L = 61.23
T = 38.43
C = 55.42
PC STA. = 570+51.26
Y = 148,873.91
X = 325,802.00
PT STA. = 571+12.49
Y = 148,913.34
X = 325,763.04
SE = N.C.
RO = N/A
SE TRANS = N/A

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

② MEASURED BETWEEN FINISHED C/L CTH N & FINISHED C/L SLAMA LANE

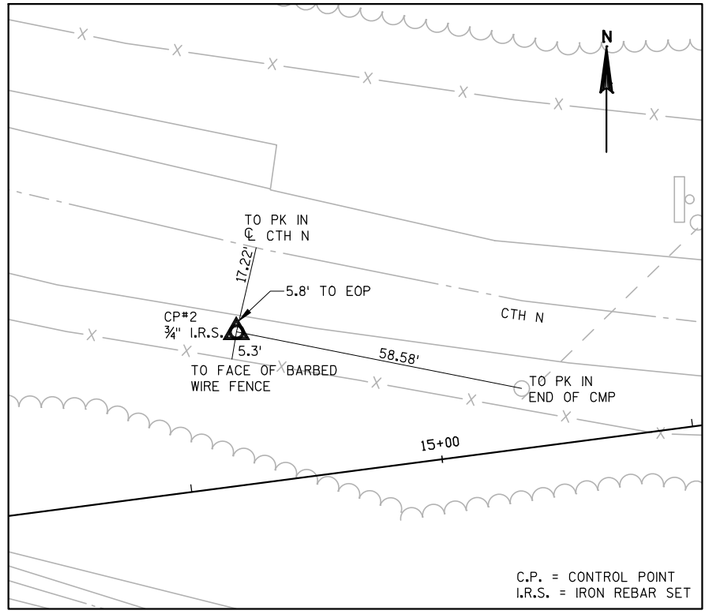
PROJECT NO:5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	ALIGNMENT DETAILS	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320_ALIGNMENT DETAILS.DWG
LAYOUT :
PLOT DATE : 7/26/2018
PLOT TIME : 1:52:08 PM
PLOT BY : KARTER ZAJICEK
PLOT SCALE : 0.500000



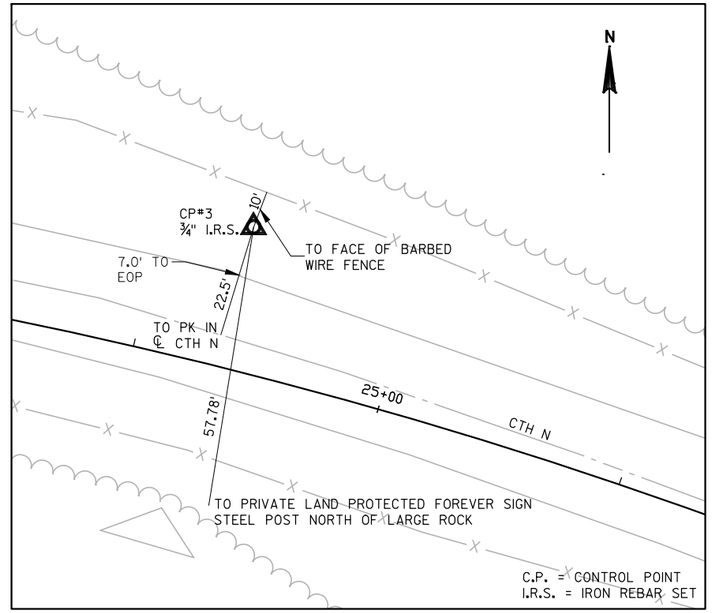
TIES TO CP#1

STA. 307+27.64, 22.01' LT
Y=148,563.93
X=318,701.13



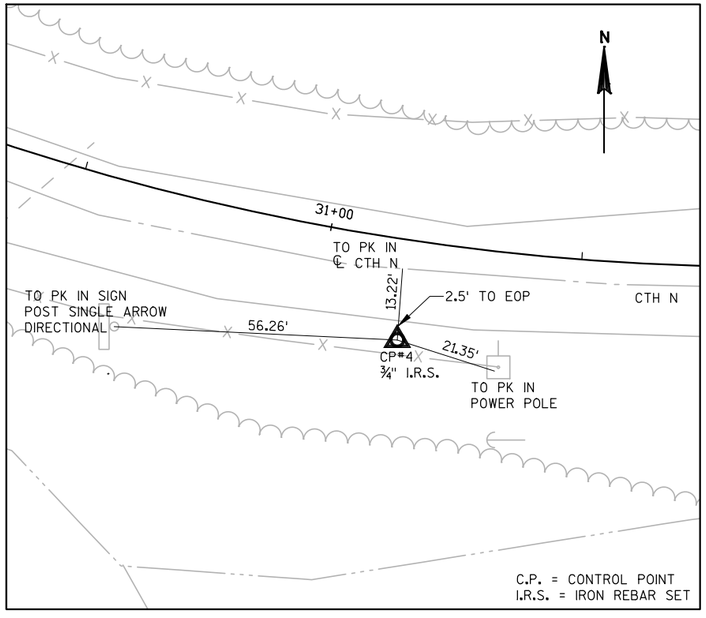
TIES TO CP#2

STA. 14+62.87, 30.24' LT
Y=148,441.97
X=319,176.43



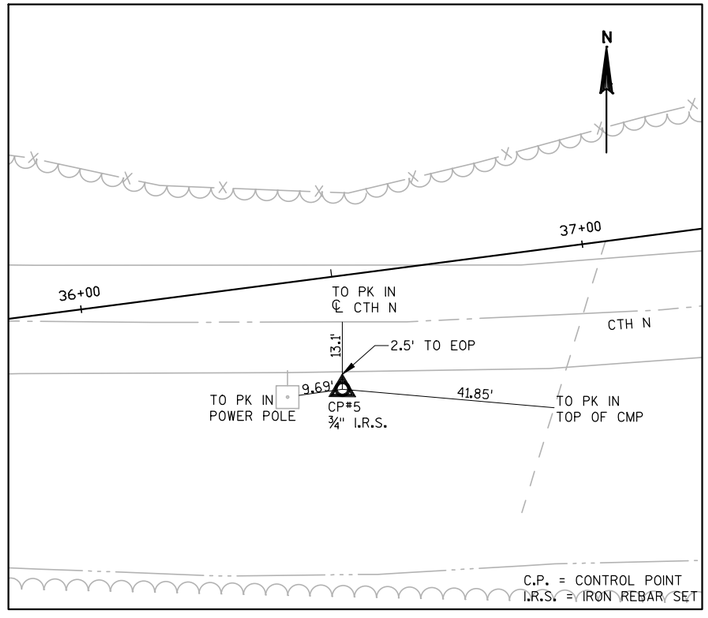
TIES TO CP#3

STA. 24+67.35, 28.47' LT
Y=148,451.36
X=320,187.43



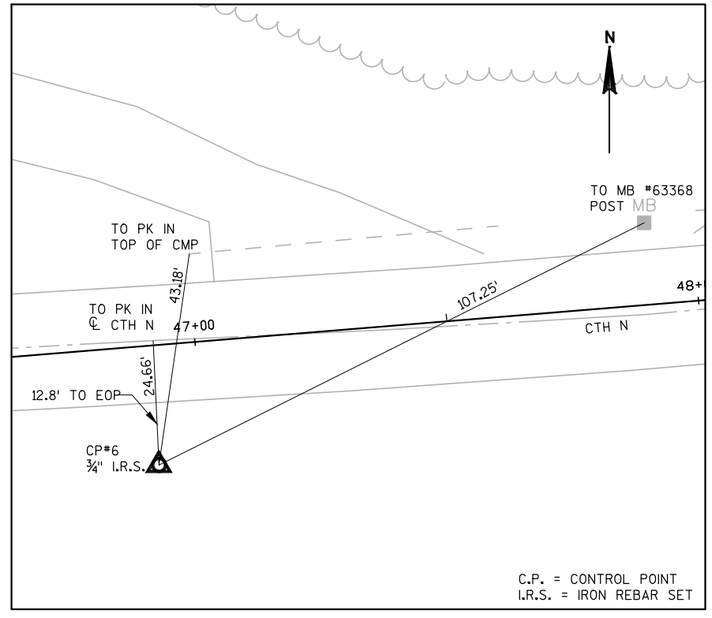
TIES TO CP#4

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

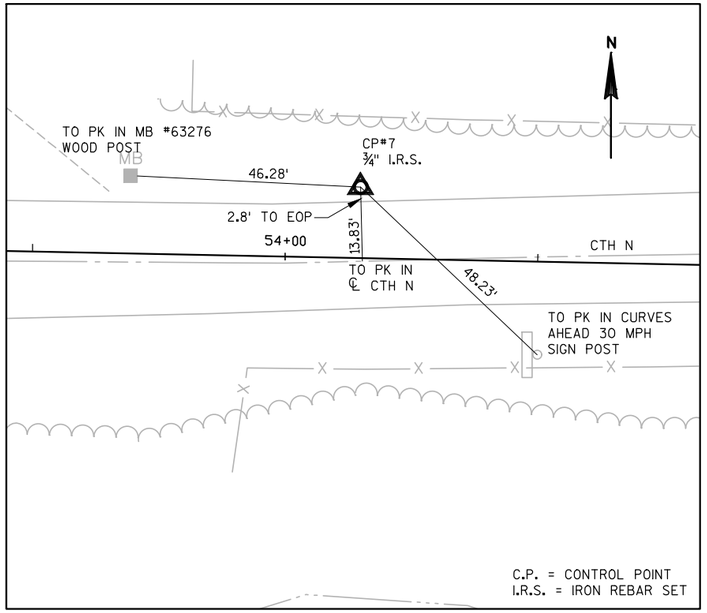
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CONTROL POINT TIES	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320_CONTROL DETAILS.DWG
LAYOUT : KEY DETAILS

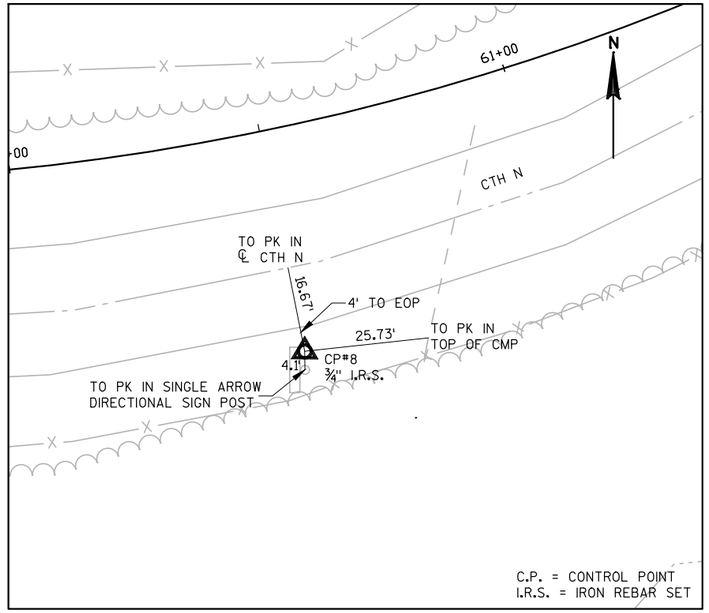
PLOT DATE : 7/26/2018
PLOT TIME : 1:33:45 PM

PLOT BY : KARTER ZAJICEK

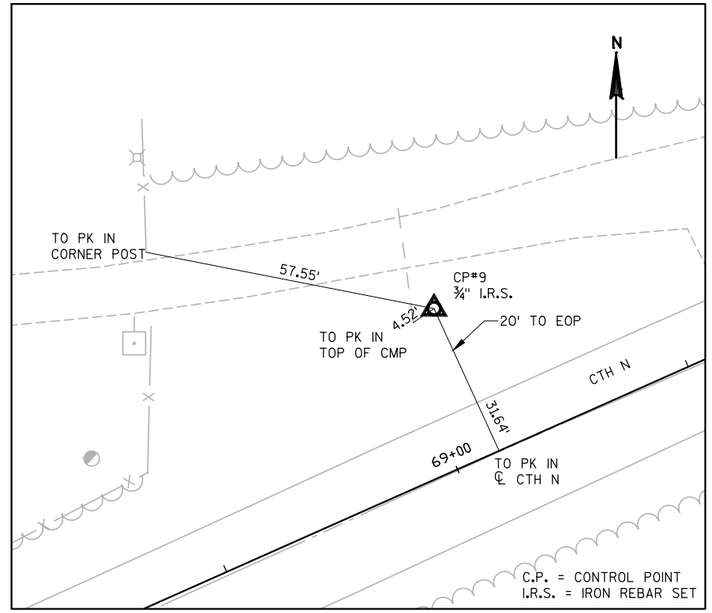
PLOT SCALE : 1" = 1'



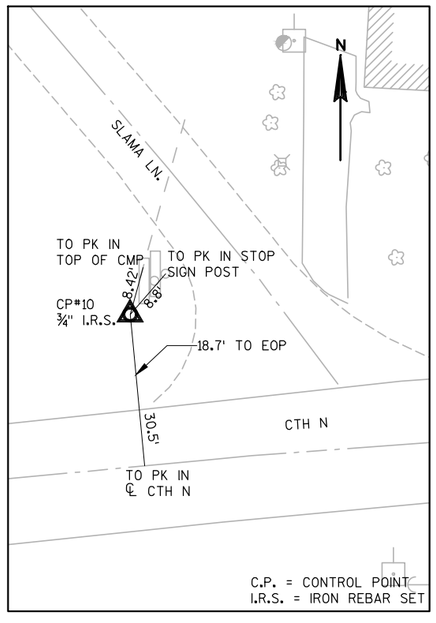
TIES TO CP#7
STA. 54+14.65, 14.05' LT
Y=148,335.05
X=323,054.31



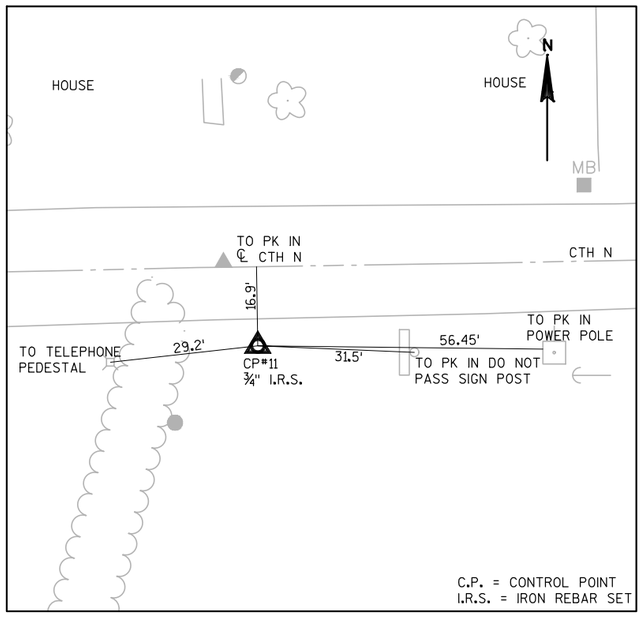
TIES TO CP#8
STA. 60+50.04, 44.38' RT
Y=148,231.14
X=323,692.43



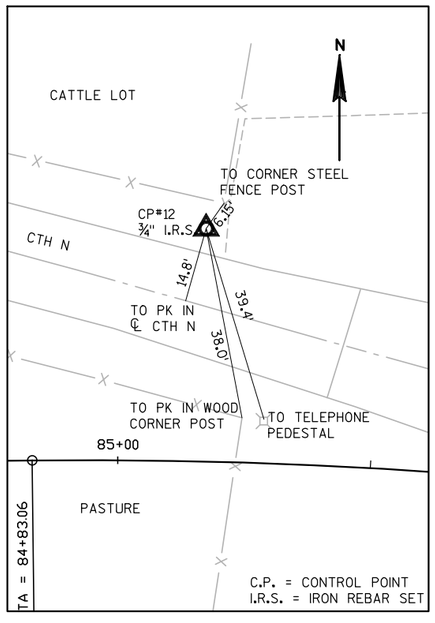
TIES TO CP#9
STA. 69+08.68, 30.98' LT
Y=148,703.94
X=324,421.82



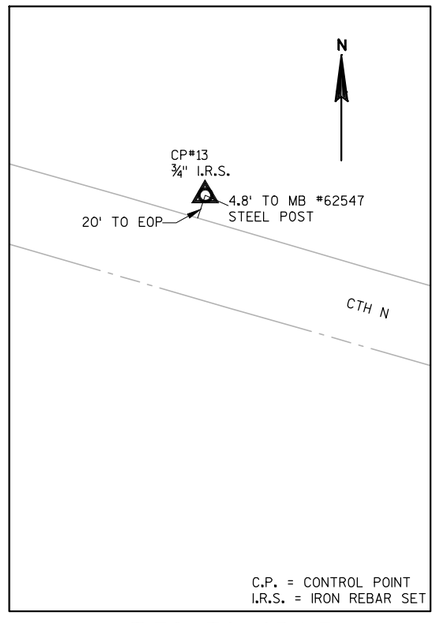
TIES TO CP#10
STA. 76+49.61, 110.38' LT
Y=148,925.68
X=325,151.12



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

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CONTROL POINT TIES	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\C54320_CONTROL DETAILS.DWG
LAYOUT : KEY DETAILS
PLOT DATE : 7/27/2018
PLOT TIME : 4:24:43 PM
PLOT BY : KARTER ZAJICEK
PLOT SCALE : 1" = 1'

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	148,369.98	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	26.37	149,083.03	325,080.30	202+13.38	26.05	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

3

CLEARING & GRUBBING

STATION - STATION	LOCATION	CLEARING 201.0105 (STA.)	CLEARING 201.0120 (ID)	GRUBBING 201.0205 (STA.)	GRUBBING 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

EARTHWORK SUMMARY

CATEGORY	STATION - STATION	LOCATION	(1) 205.0100 COMMON EXCAVATION CUT (2) (CY)	(1) 205.0100 COMMON EXCAVATION EBS (3) (CY)	AVAILABLE MATERIAL (CY) (4)	205.0200 ROCK EXCAVATION (CY) (5)	REDUCED EBS IN FILL (CY) FACTOR 0.8 (6)	EXPANDED EBS BACKFILL (CY) FACTOR 1.3 (7)	EXPANDED ROCK (CY) FACTOR 1.1 (8)	UNEXPANDED FILL (CY)	EXPANDED FILL (CY) FACTOR 1.25 (9)	MASS ORDINATE +/- (CY) (10)	WASTE (CY)
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 OUTISDE 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

REMOVING RETAINING WALL

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

RUMBLE STRIPS

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

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

LOCATION	211.0100 (LS)
PROJECT	1
TOTAL =	1

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	MISCELLANEOUS QUANTITIES	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\MISC QUANT.DWG
LAYOUT : 1
PLOT DATE : 10/26/2018
PLOT TIME : 10:00:08 AM
PLOT BY : JULIA ZEHNER
PLOT SCALE : 1" = 1'

3

CULVERT PIPE

STATION	LOCATION	520.1024 APRON ENDWALLS FOR CULVERT PIPE 24-INCH (EACH)	520.3324 CULVERT PIPE CLASS III-A 24-INCH (LF)	522.0124 CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH (LF)	522.0136 CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH (LF)	522.0142 CULVERT PIPE REINFORCED CONCRETE CLASS III 42-INCH (LF)	522.0148 CULVERT PIPE REINFORCED CONCRETE CLASS III 48-INCH (LF)	* 522.1024 APRON ENDWALLS FOR CULVERT PIPE 24-INCH (EACH)	522.1036 APRON ENDWALLS FOR CULVERT PIPE 36-INCH (EACH)	522.1042 APRON ENDWALLS FOR CULVERT PIPE 42-INCH (EACH)	522.1048 APRON ENDWALLS FOR CULVERT PIPE 48-INCH (EACH)	628.7555 CULVERT PIPE CHECKS (EACH)	*633.5200 MARKERS CULVERT END (EACH)	650.6000 CONSTRUCTION STAKING CULVERT PIPES (EACH)
15+00	MAINLINE	-	-	-	74	-	-	-	2	-	-	7	2	1
19+70	MAINLINE, LT.	2	44	-	-	-	-	-	-	-	-	3	-	1
25+95	MAINLINE	-	-	-	-	52	-	-	-	2	-	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
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
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

PIPE SIZE	MINIMUM THICKNESS (INCHES) STEEL	ALUMIINUM
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

ALL ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

ASPHALTIC FLUMES

STATION	LOCATION	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
	TOTAL =	40

3

CONCRETE SIDEWALK 4-INCH

STATION	LOCATION	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
66+25	MAINLINE, LT.	132
	TOTALS =	880

HMA PAVEMENT

STATION - STATION	LOCATION	740.0440 INCENTIVE IRI RIDE (DOL)	450.4000 HMA COLD WEATHER PAVING (TON)	455.0605 TACK COAT (GAL)	460.2000 INCENTIVE DENSITY HMA PAVEMENT (DOL)	460.5224 HMA PAVEMENT 4LT58-28S (TON)
10+47.01 - 89+00	MAINLINE	-	-	1368	-	5505
303+90 - 305+00	STH 35, LT. - STAGE 1	-	-	11	-	60
301+65 - 307+31	STH 35, RT. - STAGE 2	-	-	42	-	240
305+00 - 305+45	STH 35, LT. - STAGE 3	-	-	5	-	25
100+00 - 105+39.14	DAMANES LN.	-	-	69	-	277
200+17 - 205+00	SLAMA LN.	-	-	61	-	243
400+11.56 - 402+75	OLD CTH N (WEST)	-	-	31	-	123
570+16 - 571+25	OLD CTH N (EAST)	-	-	16	-	62
-	P.E. / F.E. / C.E.	-	-	-	-	140
-	PROJECT	5950	1640	-	4190	-
-	UNDISTRIBUTED	-	-	57		235
	TOTALS =	5950	1640	1660	4190	6910

BASE AGGREGATE DENSE / BREAKER RUN

STATION - STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH (TON)	*311.0110 BREAKER RUN (TON)
10+47.01 - 89+00	MAINLINE	689	15728	17509
303+90 - 305+00	STH 35, LT. - STAGE 1	21	209	162
301+65 - 307+31	STH 35, RT. - STAGE 2	29	738	505
305+00 - 305+45	STH 35, LT. - STAGE 3	9	86	67
100+00 - 105+39.14	DAMANES LN.	69	826	922
200+17 - 205+00	SLAMA LN.	62	725	1025
400+11.56 - 402+75	OLD CTH N (WEST)	16	380	415
570+16 - 571+25	OLD CTH N (EAST)	13	147	174
-	P.E. / F.E. / C.E.	803	-	-
-	UNDISTRIBUTED	89	1161	1271
	TOTALS =	1800	20000	22050

* MORE LISTED ELSEWHERE

SILT FENCE

STATION - STATION	LOCATION	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)
15+50 - 33+50	MAINLINE, RT.	1965	11790
36+00 - 62+00	MAINLINE, RT.	2865	17190
63+50 - 65+50	MAINLINE, RT.	200	1200
66+25 - 66+75	MAINLINE, RT.	50	300
80+50 - 86+00	MAINLINE, RT.	575	3450
85+00 - 89+00	MAINLINE, LT	560	3360
87+25 - 89+00	MAINLINE, RT.	175	1050
100+00 - 104+70	DEMANES LANE, LT.	420	2520
304+20 - 305+45	STH 35, LT	125	750
570+14 - 571+25	OLD CTH N (EAST), LT.	50	300
570+68 - 571+25	OLD CTH N (EAST), RT.	115	690
-	UNDISTRIBUTED	1800	10800
	TOTALS =	8900	53400

WATER

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

CONCRETE BARRIER TEMPORARY PRECAST

STATION - STATION	LOCATION	CONCRETE BARRIER TEMPORARY PRECAST 603.8000 DELIVERED (LF)	603.8125 INSTALLED (LF)	COMMENTS
303+40 - 305+50	STH 35	210	210	STAGE 1
303+40 - 306+20	STH 35	70	280	STAGE 2
304+10 - 305+95	STH 35	-	185	STAGE 3
	TOTALS =	280	675	

MGS GUARDRAIL

STATION - STATION	LOCATION	614.2300 MGS GUARDRAIL 3 (LF)	614.2330 MGS GUARDRAIL 3K (LF)	614.2610 MGS GUARDRAIL TERMINAL EAT (EACH)
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

CONCRETE CURB & GUTTER

STATION-STATION	LOCATION	CONCRETE CURB & GUTTER 601.0415 6-INCH SLOPED 30-INCH TYPE J (LF)	601.0557 6-INCH SLOPED 36-INCH TYPE D (LF)	650.5500 CONCRETE STAKING CURB & GUTTER (LF)
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

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	MISCELLANEOUS QUANTITIES	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\MISC QUANT.DWG
LAYOUT : 2
PLOT DATE : 10/26/2018
PLOT TIME : 12:01:22 PM
PLOT BY : JULIA ZEHNER
PLOT SCALE : 1" = 1'

STORM SEWER PIPE

PIPE NUMBER	FROM STRUCTURE	TO STRUCTURE	INLET ELEVATION (FT)	DISCHARGE ELEVATION (FT)	% SLOPE	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH (EACH)	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH (EACH)	608.0005 STORM SEWER ROCK EXCAVATION (CY)	REINFORCED CONCRETE PIPE CLASS III STORM SEWER 608.0312 12-INCH (LF)	608.0315 15-INCH (LF)	608.0318 18-INCH (LF)	608.0324 24-INCH (LF)	608.0330 30-INCH (LF)	INFORMATIONAL PURPOSES 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

STRUCTURE NUMBER	STATION	LOCATION	RIM ELEVATION (FT)	611.0535 MANHOLE COVERS TYPE J-S (EACH)	611.0630 INLET COVERS TYPE HM-GJ (EACH)	611.0633 INLET COVERS TYPE HM-GJ-S (EACH)	611.0636 INLET COVERS TYPE HM-S (EACH)	611.2004 MANHOLES 4-FT DIAM. (EACH)	611.2005 MANHOLES 5-FT DIAM. (EACH)	611.3230 INLETS 2X3-FT (EACH)	611.3253 INLETS 2.5X3-FT (EACH)	611.3902 INLETS MEDIAN 2 GRATE (EACH)	SPV.0060.01 INLET SAFETY BARS (EACH)	STRUCTURE DEPTH (FT)	628.7005 INLET PROTECTION TYPE A (EACH)	628.7015 INLET PROTECTION TYPE C (EACH)	*650.4000 CONSTRUCTION STAKING STORM SEWER (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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\MISC QUANT.DWG
LAYOUT : 3
PLOT DATE : 8/31/2018
PLOT TIME : 1:29:52 PM
PLOT BY : KARTER ZAJICEK
PLOT SCALE : 1" = 1'

3

STORM SEWER STRUCTURES CONTINUED

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
OUTLET 5.2	34+75	32.0' RT.	780.50	780.00	1	1
OUTLET 6.2	42+00	34.0' RT.	835.00	834.00	1	1
OUTLET 7.2	43+50	38.0' RT.	843.50	842.50	1	1
OUTLET 8.2	49+00	30.0' RT.	878.00	877.00	1	1
OUTLET 9.2	63+00	38.0' RT.	1004.50	1002.05	1	1
OUTLET 10.3	66+50	32.0' RT.	1045.08	1045.03	1	1
OUTLET 11.2	70+12	49.0' RT.	1078.84	1078.79	1	1
OUTLET 12.2	86+96	38.0' LT.	1151.77	1150.77	1	1
				TOTAL	9	9

*MORE LISTED ELSEWHERE

ALL ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

FINISHING ITEMS

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)
10+47.01 - 48+00	MAINLINE	14760	3919	15.0	-	81	299	162
48+00 - 76+00	MAINLINE	12593	2612	12.0	469	-	235	-
76+00 - 89+00	MAINLINE	8459	1278	8.0	327	-	164	-
301+65 - 307+31	STH 35	1400	1462	1.0	-	6	22	12
100+00 - 105+39.14	DEMANES LANE	5799	599	4.0	180	-	90	-
200+17 - 205+00	SLAMA LANE	3027	509	3.0	116	-	58	-
400+11.56 - 402+75	OLD CTH N (WEST	662	147	1.0	22	-	11	-
-	UNDISTRIBUTED	11600	2624	11.0	236	23	221	46
	TOTALS=	58300	13150	55	1350	110	1100	220

NOTE: OLD CTH N (EAST) QUANTITIES INCLUDED IN MAINLINE QUANTITIES

RIPRAP HEAVY & RIPRAP EXTRA-HEAVY

STATION - STATION	LOCATION	606.0300 RIPRAP HEAVY (CY)	*606.0400 RIPRAP EXTRA HEAVY (CY)	*645.0120 GEOTEXTILE TYPE HR (SY)
11+13 - 15+49	MAINLINE, RT.	-	1134	1636
19+70	MAINLINE, LT.	6	-	18
26+00	MAINLINE, RT.	79	-	136
26+05 - 26+25	MAINLINE, LT.	36	-	75
29+00 - 32+65	MAINLINE, RT.	-	404	714
33+35 - 35+50	MAINLINE, RT.	-	293	484
48+50 - 52+75	MAINLINE, RT.	-	707	1095
55+00 - 57+00	MAINLINE, RT.	-	277	447
62+00 - 70+50	MAINLINE, RT.	-	1939	2821
42+00	MAINLINE, RT.	6	-	18
43+50	MAINLINE, RT.	6	-	18
55+60	MAINLINE, RT.	15	-	38
55+92	MAINLINE, LT.	8	-	23
56+89	MAINLINE, LT.	8	-	24
63+00	MAINLINE, RT.	14	-	38
66+50	MAINLINE, RT.	10	-	29
69+00	MAINLINE, LT.	3	-	11
70+12	MAINLINE, RT.	3	-	10
84+20	MAINLINE, RT.	6	-	18
86+96	MAINLINE, LT.	6	-	18
304+00	STH 35, LT.	6	-	18
102+00	DEMANES LANE, LT.	6	-	18
200+50	SLAMA LANE, LT.	6	-	18
202+45	SLAMA LANE, LT.	6	-	18
400+30	OLD CTH N (WEST), RT.	6	-	18
-	UNDISTRIBUTED	24	496	739
	TOTALS =	260	5250	8500

*MORE LISTED ELSEWHERE

MOBILIZATION EROSION CONTROL

PROJECT	628.1905 MOBILIZATION EROSION CONTROL (EACH)	628.1910 MOBILIZATION EMERGENCY EROSION CONTROL (EACH)
5496-00-74	12	8
TOTALS =	12	8

PAVEMENT MARKING

STATION - STATION	LOCATION	DESCRIPTION	MARKING LINE 646.1020 EPOXY 4-INCH (LF)	646.3020 EPOXY 8-INCH (LF)	646.6120 EPOXY 18-INCH (LF)
10+47.01	MAINLINE, LT.	STOP BAR	-	-	32
10+47.01 - 89+00	MAINLINE	DOUBLE YELLOW	15706	-	-
10+47.01 - 89+00	MAINLINE, LT.	WHITE EDGELINE	7674	-	-
10+47.01 - 89+00	MAINLINE, RT.	WHITE EDGELINE	7670	-	-
301+50 - 307+70	STH 35	DOUBLE YELLOW	1240	-	-
301+50 - 307+70	STH 35, LT.	WHITE EDGELINE	620	-	-
301+50 - 307+70	STH 35, RT.	WHITE EDGELINE	490	-	-
302+50 - 304+50	STH 35, RT.	TURN LANE	-	200	-
		TOTALS =	33400	200	32

TRAFFIC CONTROL

LOCATION	643.0300 DRUMS (DAY)	643.0420 BARRICADES TYPE III (DAY)	WARNING LIGHTS 643.0705 TYPE A (DAY)	643.0715 TYPE C (DAY)	643.0900 SIGNS (DAY)	643.1050 SIGNS PCMS (DAY)	643.5000 TRAFFIC CONTROL (EACH)	661.0100 TEMPORARY TRAFFIC SIGNALS FOR BRIDGES (C-12-062) (LS)	643.0310.S TEMPORARY PORTABLE RUMBLE STRIPS (LS)
CTH N	-	5950	9600	-	4420	-	-	-	-
STH 35	-	-	-	-	-	-	-	-	1
STH 35 - STAGE 1	682	30	60	340	600	-	-	-	-
STH 35 - STAGE 2	770	35	70	350	700	-	-	-	-
STH 35 - STAGE 3	88	5	10	30	100	-	-	-	-
PROJECT	-	-	-	-	-	14	1	1	-
TOTALS =	1540	6020	9740	720	5820	14	1	1	1

EROSION MAT

STATION - STATION	LOCATION	628.2002 EROSION MAT CLASS I TYPE A SY	628.2004 EROSION MAT CLASS I TYPE B SY	628.2023 EROSION MAT CLASS II TYPE B SY	628.2039 EROSION MAT CLASS III TYPE D SY
10+47.01 - 14+75	MAINLINE, LT.	524	-	-	-
10+47.01 - 15+00	MAINLINE, RT.	780	-	-	-
14+75 - 29+00	MAINLINE, LT.	-	-	5925	-
15+00 - 17+50	MAINLINE, RT.	-	875	-	-
17+50 - 74+00	MAINLINE, RT.	14746	-	-	-
19+00	MAINLINE, RT.	-	-	-	168
25+13	MAINLINE, RT.	-	-	-	205
29+00 - 34+75	MAINLINE, LT.	282	-	-	-
32+00 - 34+75	MAINLINE, LT.	-	-	-	384
34+75 - 49+83	MAINLINE, LT.	1999	-	-	-
34+91 - 35+00	MAINLINE, LT.	-	-	-	9
35+00 - 40+00	MAINLINE, LT.	-	-	-	883
36+07	MAINLINE, RT.	-	-	-	34
41+00	MAINLINE, RT.	-	-	-	34
42+16 - 42+50	MAINLINE, LT.	-	-	-	34
43+66 - 44+00	MAINLINE, LT.	-	-	-	34
49+09 - 51+53	MAINLINE, LT.	-	-	-	246
51+00 - 52+85	MAINLINE, LT.	134	-	-	-
51+53 - 69+50	MAINLINE, LT.	1923	-	-	-
54+00	MAINLINE, RT.	-	-	-	34
56+80 - 58+50	MAINLINE, LT.	-	-	-	173
57+92 - 67+00	MAINLINE, LT.	-	-	-	2480
63+16 - 63+25	MAINLINE, LT.	-	-	-	9
66+81 - 66+90	MAINLINE, LT.	-	-	-	9
69+50 - 76+00	MAINLINE, LT.	1457	-	-	-
70+12 - 75+52	MAINLINE, LT.	-	-	-	620
76+00 - 83+00	MAINLINE, LT.	-	3405	-	-
76+00 - 80+00	MAINLINE, RT.	-	1200	-	-
80+00 - 89+00	MAINLINE, RT.	3984	-	-	-
83+00 - 89+00	MAINLINE, LT.	2165	-	-	-
100+00 - 105+39.14	DEMANES LANE, LT.	4391	-	-	-
100+00 - 105+39.14	DEMANES LANE, RT.	-	2250	-	-
200+50 - 203+00	SLAMA LANE, LT.	1186	-	659	-
201+31 - 202+45	SLAMA LANE, RT.	-	-	496	-
203+00 - 205+00	SLAMA LANE, LT.	-	563	-	-
202+45 - 205+00	SLAMA LANE, RT.	-	876	-	-
305+54 - 307+00	STH 35, RT.	-	164	-	-
400+11.56 - 402+75	OLD CTH N (WEST), LT.	662	-	-	-
-	UNDISTRIBUTED	8567	2067	1720	1244
	TOTALS =	42800	11400	8800	6600

NOTE: OLD CTH N (EAST) QUANTITIES INCLUDED IN MAINLINE QUANTITIES

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	MISCELLANEOUS QUANTITIES	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\MISC QUANT.DWG
LAYOUT : 4
PLOT DATE : 10/26/2018
PLOT TIME : 10:47:25 AM
PLOT BY : JULIA ZEHNER
PLOT SCALE : 1" = 1'

ALL ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

3

MARKERS ROW

PT #	STATION	LOCATION	OFFSET FROM FINISHED C/L FT	633.5100 MARKERS ROW EACH
100	10+79.88	MAINLINE, LT.	34.20	1
101	10+84.65	MAINLINE, LT.	23.10	1
102	11+73.00	MAINLINE, LT.	25.00	1
103	12+00.00	MAINLINE, LT.	38.50	1
104	12+00.00	MAINLINE, LT.	52.00	1
105	12+50.00	MAINLINE, LT.	52.00	1
106	13+00.00	MAINLINE, LT.	23.00	1
107	13+06.00	MAINLINE, LT.	33.00	1
108	13+95.00	MAINLINE, LT.	39.09	1
109	14+18.91	MAINLINE, LT.	100.61	1
110	14+22.54	MAINLINE, LT.	109.93	1
111	15+00.00	MAINLINE, LT.	80.00	1
112	15+22.19	MAINLINE, LT.	78.74	1
113	15+01.48	MAINLINE, RT.	98.49	1
114	11+15.00	MAINLINE, RT.	60.00	1
115	10+79.77	MAINLINE, RT.	78.00	1
116	21+00.00	MAINLINE, LT.	90.00	1
117	26+00.00	MAINLINE, LT.	100.00	1
118	26+51.30	MAINLINE, LT.	85.20	1
119	27+44.34	MAINLINE, RT.	94.95	1
120	24+85.00	MAINLINE, RT.	125.00	1
121	24+50.00	MAINLINE, RT.	65.00	1
122	22+00.00	MAINLINE, RT.	45.00	1
123	19+50.00	MAINLINE, RT.	65.00	1
124	19+10.00	MAINLINE, RT.	115.00	1
125	18+85.00	MAINLINE, RT.	115.00	1
126	18+50.00	MAINLINE, RT.	40.00	1
127	15+80.00	MAINLINE, RT.	55.00	1
128	15+15.00	MAINLINE, RT.	100.00	1
129	29+00.00	MAINLINE, LT.	55.00	1
130	35+00.00	MAINLINE, LT.	45.00	1
131	36+75.0	MAINLINE, LT.	110.00	1
132	40+84.15	MAINLINE, LT.	98.22	1
133	40+61.04	MAINLINE, RT.	80.05	1
134	36+15.00	MAINLINE, RT.	75.00	1
135	32+00.00	MAINLINE, RT.	65.00	1
136	30+00.00	MAINLINE, RT.	70.00	1
137	28+00.00	MAINLINE, RT.	80.00	1
139	40+76.29	MAINLINE, LT.	33.11	1
140	44+50.96	MAINLINE, LT.	42.77	1
141	47+22.37	MAINLINE, LT.	32.84	1
142	48+69.46	MAINLINE, LT.	32.58	1
143	49+90.44	MAINLINE, LT.	34.24	1
144	50+90.00	MAINLINE, LT.	33.05	1
		SUBTOTAL 1 =		44

PT #	STATION	LOCATION	OFFSET FROM FINISHED C/L FT	633.5100 MARKERS ROW EACH
145	52+90.00	MAINLINE, LT.	100.00	1
146	53+91.93	MAINLINE, LT.	99.22	1
147	53+94.62	MAINLINE, RT.	103.16	1
148	53+80.00	MAINLINE, RT.	105.00	1
149	53+50.00	MAINLINE, RT.	60.00	1
150	51+00.00	MAINLINE, RT.	77.00	1
151	48+00.00	MAINLINE, RT.	55.00	1
152	61+50.00	MAINLINE, LT.	105.00	1
153	65+00.00	MAINLINE, LT.	105.00	1
154	68+53.61	MAINLINE, LT.	73.53	1
155	67+73.12	MAINLINE, RT.	103.57	1
156	65+50.00	MAINLINE, RT.	95.00	1
157	61+90.00	MAINLINE, RT.	135.00	1
158	61+90.00	MAINLINE, RT.	47.12	1
159	58+46.04	MAINLINE, RT.	59.36	1
160	57+20.00	MAINLINE, RT.	56.06	1
161	75+15.00	MAINLINE, LT.	140.00	1
162	202+05.00	SLAMA LN., LT.	60.00	1
163	205+00.00	SLAMA LN., LT.	50.00	1
164	205+00.00	SLAMA LN., LT.	32.01	1
165	205+00.00	SLAMA LN., RT.	33.99	1
166	205+00.00	SLAMA LN., RT.	50.00	1
167	202+61.41	SLAMA LN., RT.	50.00	1
168	77+65.66	MAINLINE, LT.	121.60	1
169	78+84.41	MAINLINE, LT.	125.10	1
170	81+53.68	MAINLINE, LT.	127.01	1
171	81+52.29	MAINLINE, LT.	61.00	1
172	81+49.66	MAINLINE, RT.	63.21	1
173	81+00.00	MAINLINE, RT.	45.00	1
174	76+95.00	MAINLINE, RT.	70.00	1
175	103.50.00	DEMANES LN., RT.	55.00	1
176	100+00.00	DEMANES LN., RT.	70.00	1
177	100+00.00	DEMANES LN., RT.	32.45	1
178	100+00.00	DEMANES LN., LT.	33.69	1
179	74+14.84	MAINLINE, RT.	60.00	1
180	81+61.36	MAINLINE, LT.	127.07	1
181	84+20.11	MAINLINE, LT.	92.25	1
182	89+00.00	MAINLINE, LT.	118.41	1
183	89+00.00	MAINLINE, RT.	49.85	1
184	87+75.76	MAINLINE, RT.	48.99	1
185	86+00.00	MAINLINE, RT.	45.00	1
186	84+00.00	MAINLINE, RT.	155.00	1
187	52+35.00	MAINLINE, LT.	51.00	1
188	12+19.06	MAINLINE, LT.	106.04	1
		SUBTOTAL 2 =		44
		PROJECT TOTAL =		88

TEMPORARY DITCH CHECKS

STATION	LOCATION	628.7504 (LF)
14+90	MAINLINE, LT	10
15+50	MAINLINE, LT.	10
15+75	MAINLINE, RT	10
16+00	MAINLINE, LT.	10
16+00	MAINLINE, RT.	10
16+50	MAINLINE, LT.	10
16+50	MAINLINE, RT.	10
17+00	MAINLINE, LT.	10
17+00	MAINLINE, RT.	10
17+50	MAINLINE, LT.	10
18+00	MAINLINE, LT.	10
18+50	MAINLINE, LT.	10
19+00	MAINLINE, LT.	10
19+25	MAINLINE, LT.	10
20+50	MAINLINE, LT.	10
21+00	MAINLINE, LT.	10
21+50	MAINLINE, LT.	10
22+00	MAINLINE, LT.	10
22+50	MAINLINE, LT.	10
23+00	MAINLINE, LT.	10
23+50	MAINLINE, LT.	10
24+00	MAINLINE, LT.	10
24+50	MAINLINE, LT.	10
25+00	MAINLINE, LT.	10
25+50	MAINLINE, LT.	10
26+50	MAINLINE, LT.	10
27+00	MAINLINE, LT.	10
27+75	MAINLINE, LT.	10
28+00	MAINLINE, LT.	10
28+50	MAINLINE, LT.	10
	SUBTOTAL =	300

STATION	LOCATION	628.7504 (LF)
34+85	MAINLINE, LT.	10
42+10	MAINLINE, LT.	10
43+60	MAINLINE, LT.	10
49+10	MAINLINE, LT.	10
49+50	MAINLINE, LT.	10
50+00	MAINLINE, LT.	10
50+50	MAINLINE, LT.	10
51+00	MAINLINE, LT.	10
57+25	MAINLINE, LT.	10
57+50	MAINLINE, LT.	10
58+00	MAINLINE, LT.	10
58+50	MAINLINE, LT.	10
59+00	MAINLINE, LT.	10
59+50	MAINLINE, LT.	10
60+00	MAINLINE, LT.	10
60+50	MAINLINE, LT.	10
61+00	MAINLINE, LT.	10
61+50	MAINLINE, LT.	10
62+00	MAINLINE, LT.	10
62+50	MAINLINE, LT.	10
63+15	MAINLINE, LT.	10
63+50	MAINLINE, LT.	10
64+00	MAINLINE, LT.	10
64+50	MAINLINE, LT.	10
65+00	MAINLINE, LT.	10
65+50	MAINLINE, LT.	10
66+00	MAINLINE, LT.	10
66+50	MAINLINE, LT.	10
66+80	MAINLINE, LT.	10
70+25	MAINLINE, LT.	10
	SUBTOTAL =	300

STATION	LOCATION	628.7504 (LF)
70+50	MAINLINE, LT.	10
70+75	MAINLINE, RT.	10
71+00	MAINLINE, LT.	10
71+00	MAINLINE, RT.	10
71+50	MAINLINE, LT.	10
71+50	MAINLINE, RT.	10
72+00	MAINLINE, LT.	10
72+00	MAINLINE, RT.	10
72+50	MAINLINE, LT.	10
72+50	MAINLINE, RT.	10
73+00	MAINLINE, LT.	10
73+00	MAINLINE, RT.	10
73+50	MAINLINE, LT.	10
73+50	MAINLINE, RT.	10
74+00	MAINLINE, LT.	10
74+00	MAINLINE, RT.	10
74+50	MAINLINE, LT.	10
74+50	MAINLINE, RT.	10
75+00	MAINLINE, LT.	10
75+00	MAINLINE, RT.	10
77+00	MAINLINE, LT.	10
77+00	MAINLINE, RT.	10
78+00	MAINLINE, LT.	10
78+00	MAINLINE, RT.	10
79+00	MAINLINE, LT.	10
79+00	MAINLINE, RT.	10
80+00	MAINLINE, LT.	10
81+00	MAINLINE, LT.	10
82+00	MAINLINE, LT.	10
100+50	DAMANES LANE, RT	10
	SUBTOTAL =	300

STATION	LOCATION	628.7504 (LF)
101+00	DAMANES LANE, RT	10
101+50	DAMANES LANE, RT	10
102+50	DAMANES LANE, RT	10
103+50	DAMANES LANE, RT	10
104+50	DAMANES LANE, RT	10
105+00	DAMANES LANE, RT	10
200+70	SLAMA, LANE, LT.	10
201+00	SLAMA LANE, LT.	10
201+50	SLAMA LANE, LT.	10
202+00	SLAMA LANE, LT.	10
202+00	SLAMA LANE, RT.	10
202+50	SLAMA LANE, LT.	10
203+00	SLAMA LANE, LT.	10
203+00	SLAMA LANE, RT.	10
203+50	SLAMA LANE, LT.	10
203+50	SLAMA LANE, RT.	10
204+00	SLAMA LANE, LT.	10
204+00	SLAMA LANE, RT.	10
204+50	SLAMA LANE, LT.	10
204+50	SLAMA LANE, RT.	10
306+00	STH 35, RT.	10
	UNDISTRIBUTED	290
	SUBTOTAL =	500
	TOTAL =	1400

CONSTRUCTION STAKING

STATION - STATION	LOCATION	CONSTRUCTION STAKING 650.4500 SUBGRADE (LF)	650.5000 BASE (LF)	*650.6500 STRUCTURE LAYOUT (01. C-12-062) (LS)	**650.6500 STRUCTURE LAYOUT (01. R-12-051) (LS)	650.9910 SUPPLEMENTAL CONTROL (01. 5496-00-74) (LS)	650.9920 SLOPE STAKES (LF)
10+47.01 - 89+00	MAINLINE	7855	7855	-	-	-	7855
301+65 - 307+31	STH 35	567	567	-	-	-	567
100+00 - 105+39.14	DEMANES LANE	541	541	-	-	-	541
200+17 - 205+00	SLAMA LANE	484	484	-	-	-	484
400+11.56 - 402+75	OLD CTH N (WEST)	264	264	-	-	-	264
570+16 - 571+25	OLD CTH N (EAST)	109	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

TEMPORARY PAVEMENT MARKING

STATION - STATION	LOCATION	DESCRIPTION	MARKING REMOVAL LINE 646.9000 4-INCH (LF)	MARKING REMOVAL LINE 646.9200 WIDE (LF)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 649.0105 4-INCH (LF)	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 649.0850 STOP LINE 18-INCH (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

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	MISCELLANEOUS QUANTITIES	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\MISC QUANT.DWG
LAYOUT : 5
PLOT DATE : 8/31/2018
PLOT TIME : 1:30:32 PM
PLOT BY : KARTER ZAJICEK
PLOT SCALE : 1" = 1'

ALL ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

PERMANENT SIGNING

SIGN NUMBER	APPROX. STATION	LOCATION	POSITIION	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIZE (INCH X INCH)	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	POSTS WOOD 4X6-INCH 634.0614 14 FT (EACH)	634.0616 16 FT (EACH)	634.0618 18 FT (EACH)	638.2102 MOVING SIGNS TYPE II (EACH)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	638.4000 MOVING SMALL SIGN SUPPORTS (EACH)	SIGN MOUNTED ON SAME POST AS
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/DISTAMCE (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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\MISC QUANT.DWG
LAYOUT : 6

PLOT DATE : 8/31/2018
PLOT TIME : 1:30:55 PM

PLOT BY : KARTER ZAJICEK

PLOT SCALE : 1" = 1'

ALL ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

3

PERMANENT SIGNING CONTINUED

SIGN NUMBER	APPROX. STATION	LOCATION	POSITIION	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIZE (INCH X INCH)	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	POSTS WOOD 4X6-INCH 634.0614 14 FT (EACH)	634.0616 16 FT (EACH)	634.0618 18 FT (EACH)	638.2102 MOVING SIGNS TYPE II (EACH)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	638.4000 MOVING SMALL SIGN SUPPORTS (EACH)	SIGN MOUNTED ON SAME POST AS
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

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	MISCELLANEOUS QUANTITIES	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\MISC QUANT.DWG
LAYOUT : 7

PLOT DATE : 10/30/2018
PLOT TIME : 2:06:16 PM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'

ALL ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

3

SAWING ASPHALT / SAWING CONCRETE

STATION - STATION	LOCATION	690.0150 SAWING ASPHALT (LF)	690.0250 SAWING CONCRETE (LF)	COMMENTS
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

ARTICULATED CONCRETE BLOCK TYPE C

STATION-STATION	LOCATION	*645.0120 GEOTEXTILE TYPE HR (SY)	SPV.0180.02 ARTICULATED CONCRETE BLOCK TYPE C (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 (CY)	*645.0120 GEOTEXTILE TYPE HR (SY)	SPV.0035.01 STONE GABION WALL (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

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	MISCELLANEOUS QUANTITIES	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\MISC QUANT.DWG
LAYOUT : 8

PLOT DATE : 8/31/2018
PLOT TIME : 1:31:38 PM

PLOT BY : KARTER ZAJICEK

PLOT SCALE : 1" = 1'

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
5496-00-04		
FEDERAL PROJECT NUMBER	4.01	10

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

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.	**CURVE DATA**	
HIGHWAY EASEMENT	H.E.	LONG CHORD	LCH
HOUSE	H.	LONG CHORD BEARING	LCB
HOUSE TRAILER	H.T.	RADIUS	R
LAND CONTRACT	LC	DEGREE OF CURVE	D
MONUMENT	MON.	CENTRAL ANGLE OR DELTA	DELTA
PAGE	P.	LENGTH OF CURVE	L
PERMANENT LIMITED EASEMENT	PLE	TANGENT	TAN

CONVENTIONAL SYMBOLS

FOUND SURVEY MONUMENT (WITH POINT NUMBER)	o1040	PROPOSED R/W LINE	
R/W MONUMENT	○ ● (SET)	EXISTING H.E. LINE	
R/W STANDARD	△ ▲ (SET)	PROPERTY LINE	
SIGN	|SIGN	LOT & TIE LINES	
SECTION CORNER MONUMENT		SLOPE INTERCEPTS	
SECTION CORNER SYMBOL		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	RWBP20	SECTION LINE	
PARCEL NUMBER	8	QUARTER LINE	
UTILITY PARCEL NUMBER	92	SIXTEENTH LINE	
SIGN NUMBER (OFF PREMISE)	21	EXISTING CENTERLINE	
BUILDING TO BE REMOVED		PROPOSED REFERENCE LINE	
		PARALLEL OFFSET	
		ENCROACHMENT	E/TYPE
		HIGHWAY EASEMENT	

CONVENTIONAL UTILITY SYMBOLS

WATER	W	SANITARY SEWER	SAN	
GAS	G	STORM SEWER	SS	
TELEPHONE	T		NON COMPENSABLE	COMPENSABLE
OVERHEAD TRANSMISSION LINES	OH	POWER POLE		
ELECTRIC	E	TELEPHONE POLE		
CABLE TELEVISION	TV	TELEPHONE PEDESTAL		
FIBER OPTIC	FO	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."

N

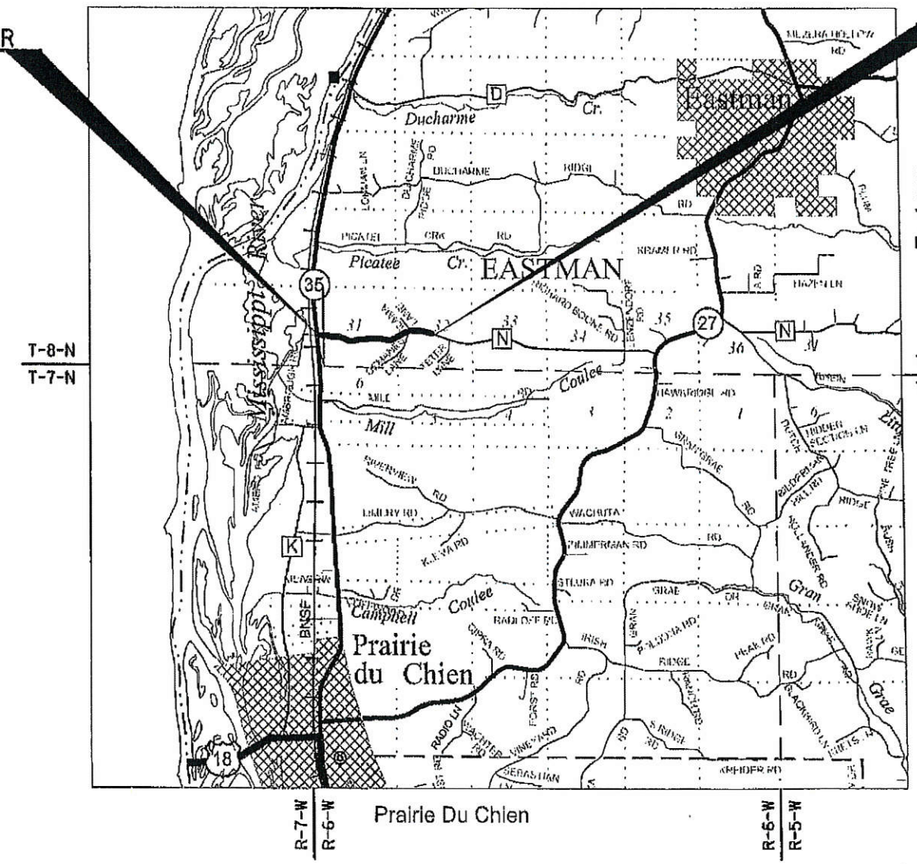
FILED

SEP 12 2018

County Clerk
Crawford County, WI

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= 318,755.17

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= 320,394.62



LAYOUT

SCALE 0 — 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 1.490 MI.

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

JEWELL
associates engineers, inc.
Engineers - Architects - Surveyors

560 SUNRISE DRIVE
SPRING GREEN, WI 53588
PHONE : 608.588.7484
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.

WISCONSIN
WESLEY L KRAEMER
S-3028
SPRING GREEN WIS.
July 2, 2018
LAND SURVEYOR

APPROVED FOR CRAWFORD COUNTY
DATE 7-10-18 (NAME/TITLE) Commissioner

E

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.

4

N

TOWN OF EASTMAN

31

32

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

BEGIN RELOCATION ORDER
STA. 10+35
1818.57' NORTH AND 500.36'
WEST OF THE S.E. CORNER
OF SECTION 36, T8N, R7W,
TOWN OF EASTMAN,
CRAWFORD COUNTY, WI.
Y= 148,364.90
X= 318,755.17

STH 35

RAILROAD

CTH 'N'

SLAMA LANE

DEMANES LANE

GOV'T. LOT 3 SEC. 36

NW¼-SW¼ SEC. 31

NE¼-SW¼ SEC. 31

NW¼-SE¼ SEC. 31

NE¼-SE¼ SEC. 31

SW¼-NW¼ SEC. 32

NW¼-SW¼ SEC. 32

NE¼-SW¼ SEC. 32

SHEET 4.04

SHEET 4.05

SHEET 4.06

SHEET 4.07

SHEET 4.08

SHEET 4.09

SHEET 4.10

TOWN OF EASTMAN

REVISION DATE 8–20–18 N.C. 10–12–18 N.C.	DATE: JULY 2, 2018	SCALE, FEET 0 300 600	HWY: CTH N	R/W PROJECT NUMBER: 5496–00–04	PLAT SHEET 4.03	
	GRID FACTOR N/A		COUNTY: CRAWFORD	CONSTRUCTION PROJECT NUMBER: 5496–00–74	PS&E SHEET	E

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

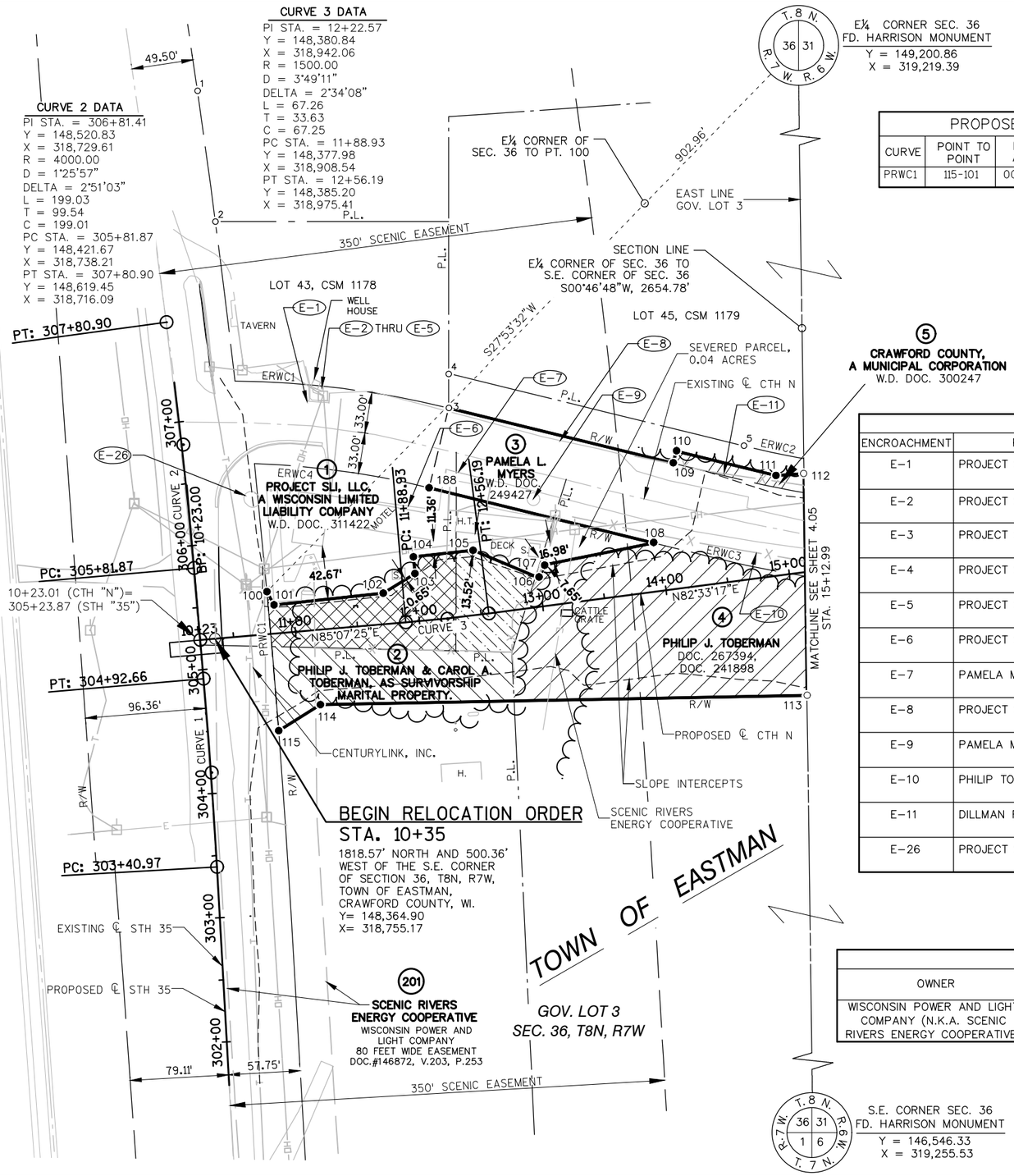
NOTE: EXISTING C/L OF CTH N WAS BASED ON CENTERLINE OF EXISTING PAVEMENT.

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



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 ¾" ø REBAR
2	10+63.76	334.04' LT.	148700.18	318755.43	FOUND ¾" ø REBAR
3	12+44.39	168.00' LT.	148550.40	318943.13	FOUND ¾" ø REBAR
4	12+48.02	195.12' LT.	148577.78	318943.07	FOUND ¾" ø REBAR
5	14+77.21	107.20' LT.	148520.14	319180.67	FOUND ¾" ø 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

REVISION DATE	DATE: JULY 2, 2018	SCALE, FEET	HWY: CTH N	R/W PROJECT NUMBER: 5496-00-04	PLAT SHEET 4.04	
8-20-18 N.C. 10-12-18 N.C.	GRID FACTOR N/A	0 50 100	COUNTY: CRAWFORD	CONSTRUCTION PROJECT NUMBER: 5496-00-74	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'

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

T. 8 N. R. 7 W. R. 6 W. 36 31

W¼ CORNER SEC. 31
FD. HARRISON MONUMENT
Y = 149,200.86
X = 319,219.39

703.17'

WEST LINE
NW¼–SW¼

SECTION LINE
W¼ CORNER OF SEC. 31 TO
S.W. CORNER OF SEC. 31
S00°46'48"W, 2654.78'

W¼ CORNER OF
SEC. 31 TO PT. 112

N00°46'48"W

TOWN OF EASTMAN

NW¼ - SW¼
SEC. 31, T8N, R6W

EAST LINE OF LOT 45 CSM 1179
WEST LINE OF LOT 46 CSM 1179

EAST LINE OF LOT 46 CSM 1179
WEST LINE OF LOT 47 CSM 1180

EAST LINE
NW¼–SW¼

LOT 48, CSM 1180

LOT 47, CSM 1179

PRIVATE ROAD ENTRANCE
DOC. #297052

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

(201) **SCENIC RIVERS ENERGY COOPERATIVE**

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

(5) **CRAWFORD COUNTY, A MUNICIPAL CORPORATION**
W.D. DOC. 300247

EXISTING ℄ CTH N

PROPOSED ℄ CTH N

R/W

P.I.

P.C. 16+01.86

P.T. 17+59.15

P.C. 21+97.73

112 113 116 117 118 119 120 121 122 123 124 125 126 127 128

N82°33'17"E

16+00 17+00 18+00 19+00 20+00 N88°33'45"E 21+00 22+00 23+00 24+00 25+00 26+00

CURVE 4 CURVE 5

33.00' 33.00'

144'

E–12 E–13

SLOPE INTERCEPTS

STA. 15+12.99
MATCHLINE SEE SHEET 4.04

MATCHLINE SEE SHEET 4.06
STA. 26+90.59

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

(4) **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

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

T. 8 N. R. 7 W. R. 6 W. 36 31 1 6

COORDINATE TABLE – FOUND SURVEY MONUMENTS					
PT.#	STATION	OFFSET	Y	X	DESCRIPTION
6	16+88.95	60.55' LT.	148499.16	319400.45	FOUND ¾" ø REBAR
7	19+47.12	65.51' LT.	148512.38	319661.18	FOUND ¾" ø REBAR
8	20+41.02	65.89' LT.	148515.11	319755.04	FOUND ¾" ø REBAR
9	23+84.68	76.94' LT.	148516.35	320111.99	FOUND ¾" ø REBAR
10	25+07.16	107.80' LT.	148516.80	320249.20	FOUND ¾" ø REBAR

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

COORDINATE TABLE – NEW R/W POINTS				
PT.#	STATION	OFFSET FROM FINISHED C/L	Y	X
118	26+51.30	85.20' LT.	148440.58	320389.33
119	27+44.34	94.95' RT.	148238.22	320389.33
129	29+00.00	55.00' LT.	148279.48	320596.53
130	35+00.00	45.00' LT.	148232.01	321141.21
131	36+75.00	110.00' LT.	148319.03	321306.37
132	40+84.15	98.22' LT.	148360.17	321714.67
133	40+61.04	80.05' RT.	148180.33	321713.69
134	36+15.00	75.00' RT.	148127.84	321270.72
135	32+00.00	65.00' RT.	148086.32	320850.95
136	30+00.00	70.00' RT.	148122.08	320627.51
137	28+00.00	80.00' RT.	148224.45	320440.45

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 C.S.M. 1180 AND OTHER COUNTY RECORDS, THE CENTERLINE OF EXISTING PAVEMENT, AND WIS. STATUTE 82.31(2).

N

4

4

P.L.

EAST LINE NW¼–SW¼

DILLMAN FARMS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY

EAST LINE NE¼–SW¼

NE ¼ - SW ¼
SEC. 31, T8N, R6W

TOWN OF EASTMAN

LOT 48, CSM 1180

⑤ CRAWFORD COUNTY, A MUNICIPAL CORPORATION
W.D. DOC. 300247

STA. 26+90.59 MATCHLINE SEE SHEET 4.05

MATCHLINE SEE SHEET 4.07 STA. 40+76.29

PROPOSED ℄ CTH N

EXISTING ℄ CTH N

SLOPE INTERCEPTS

R/W

PT: 28+59.30

PC: 28+78.77

PT: 32+50.17

33.00'

118 119 129 130 131 132 133 134 135 136 137 11

27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00 39+00 40+00

CURVE 5

CURVE 6

S53°31'56"E

N82°35'35"E

S34°33'56"E 2318.35'

SCENIC RIVERS ENERGY COOPERATIVE

④ PHILIP J. TOBERMAN
DOC. 267394,
DOC. 241898

S¼ CORNER OF SEC. 31 TO PT. 118

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

CURVE 6 DATA
PI STA. = 30+74.11
Y = 148,130.00
X = 320,705.55
R = 485.00
D = 11°48'49"
DELTA = 43°52'28"
L = 371.39
T = 195.34
C = 362.38
PC STA. = 28+78.77
Y = 148,246.10
X = 320,548.47
PT STA. = 32+50.17
Y = 148,155.18
X = 320,899.26

COORDINATE TABLE – FOUND SURVEY MONUMENTS					
PT.#	STATION	OFFSET	Y	X	DESCRIPTION
11	40+89.44	148.96 LT.	148411.26	321714.71	FOUND ¾" ø REBAR

RIGHT OF WAY LINE TABLE		
POINT TO POINT	BEARING	DISTANCE
118 TO 129	S52°08'04"E	262.46'
129 TO 130	S85°01'10"E	546.74'
130 TO 131	N62°13'00"E	186.68'
131 TO 132	N84°14'47"E	410.37'
132 TO 133	S00°18'51"W	179.84'
133 TO 134	S83°14'31"W	446.07'
134 TO 135	S84°21'04"W	421.82'
135 TO 136	N80°54'23"W	226.28'
136 TO 137	N61°18'41"W	213.24'
137 TO 119	N74°55'27"W	52.94'
119 TO 118	N00°00'00"W	202.36'

T. 8 N. R. 7 W. R. 6 W. (36 31 1 6)

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

SECTION LINE
SW CORNER OF SEC. 31 TO
S¼ CORNER SEC. 31
S89°39'09"E, 2449.16'

T. 8 N. R. 6 W. (31 6)

S¼ CORNER SEC. 31
FD. HARRISON MONUMENT
Y = 146,531.47
X = 321,704.65

REVISION DATE	DATE: JULY 2, 2018	SCALE, FEET 0 50 100	HWY: CTH N	R/W PROJECT NUMBER: 5496–00–04	PLAT SHEET 4.06	
8–20–18 N.C. 10–12–18 N.C.	GRID FACTOR N/A		COUNTY: CRAWFORD	CONSTRUCTION PROJECT NUMBER: 5496–00–74	PS&E SHEET	E

S:\Projects\C54320 Crawford Co. CTH N Reconstruct\RW\RW Plat Sheets.dwg PLOT DATE : 10/26/2018 8:23 AM PLOT BY : Stephanie PotterPLOT NAME : PLOT SCALE : 1:1

WISDOT/CADDS SHEET 75

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).

N

4

4

TOWN OF EASTMAN

NW¼ - SE¼
SEC. 31, T8N, R6W

EAST LINE NE¼–SW¼

JOHN M. KAUTEN & WENDY K. KAUTEN, HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY

⑨ JEFF & AMY JO SCHNEEBERGER
DOC. 318367

⑩ LYNDA J. SCHWANDT, AN UNMARRIED PERSON
W.D. DOC. 296440

201 SCENIC RIVERS ENERGY COOPERATIVE

202 CENTURYLINK, INC.

SCENIC RIVERS ENERGY COOPERATIVE

CENTURYLINK, INC.

TLE FOR DRIVEWAY CONSTRUCTION & SLOPES 0.12 ACRES

P.L.

PC: 40+73.41

PT: 41+21.02

PC: 48+13.37

PT: 50+17.29

EXISTING ℄ CTH N

PROPOSED ℄ CTH N

SLOPE INTERCEPTS

PRWC2 PRWC3 PRWC4

CURVE 7

CURVE 8

N85°19'14"E

S88°50'15"E

33.00'

36.33'

9.98' 5.59'

R/W

E–14

E–15&E–16

MATCHLINE SEE SHEET 4.06 STA. 40+76.29

MATCHLINE SEE SHEET 4.08 STA. 53+93.25

1763.07'

S00°18'51"W

S¼ CORNER OF SEC. 31 TO PT. 139

⑧ AARON M. HENDERSON & ANGELA L. HENDERSON, HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY
W.D. DOC. 296113

CURVE 7 DATA
PI STA. = 40+97.22
Y = 148,264.38
X = 321,739.24
R = 1000.00
D = 5°43'46"
DELTA = 2°43'39"
L = 47.60
T = 23.81
C = 47.60
PC STA. = 40+73.41
Y = 148,261.31
X = 321,715.64
PT STA. = 41+21.02
Y = 148,266.32
X = 321,762.97

CURVE 8 DATA
PI STA. = 49+15.42
Y = 148,331.13
X = 322,554.73
R = 2000.00
D = 2°51'53"
DELTA = 5°50'31"
L = 203.92
T = 102.05
C = 203.83
PC STA. = 48+13.37
Y = 148,322.80
X = 322,453.02
PT STA. = 50+17.29
Y = 148,329.06
X = 322,656.76

ENCROACHMENT TABLE			
ENCROACHMENT	PROPERTY OWNER	LOCATION (STATION/OFFSET)	ENCROACHMENT TYPE
E–14	LYNDA J. SCHWANDT	STA. 49+77 – STA. 50+02, 18.2' – 23.5', LT.	CONCRETE RETAINING WALL
E–15	LYNDA J. SCHWANDT	STA. 53+63 – STA. 53+69, 12.6' – 15.6', LT.	FENCE
E–16	LYNDA J. SCHWANDT	STA. 53+47, 18.4', LT.	PRIVATE STREET SIGN (PACKER BACKER BLVD)

COORDINATE TABLE – FOUND SURVEY MONUMENTS					
PT.#	STATION	OFFSET	Y	X	DESCRIPTION
11	40+89.44	148.96 LT.	148411.26	321714.71	FOUND ¾" ø REBAR

PROPOSED RIGHT OF WAY CURVE TABLE (PRWC)							
CURVE	POINT TO POINT	DELTA ANGLE	TANGENT	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
PRWC2	139-140	07°26'43"	188.54'	2897.79'	376.56'	376.29'	N83°41'32"E
PRWC3	141-142	03°22'10"	74.03'	2517.00'	148.02'	148.00'	N85°43'48"E
PRWC4	142-143	07°41'23"	61.64'	917.13'	123.09'	123.00'	N87°53'25"E

T. 8 N. R. 6 W. (31, 6)

S¼ CORNER SEC. 31
FD. HARRISON MONUMENT
Y = 146,531.47
X = 321,704.65

SECTION LINE
S¼ CORNER OF SEC. 31 TO SE CORNER SEC. 31
S89°53'27"E, 2630.95'

T. 8 N. R. 6 W. (31, 32, 6, 5)

S.E. CORNER SEC. 31
FD. HARRISON MONUMENT
Y = 146,526.47
X = 324,335.59

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

S:\Projects\C54320 Crawford Co. CTH N Reconstruct\RW\RW Plat Sheets.dwg PLOT DATE : 10/26/2018 8:23 AM PLOT BY : Stephanie PotterPLOT NAME : PLOT SCALE : 1:1

WISDOT/CADDS SHEET 75

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

WEST LINE NE¼–SE¼

E¼ CORNER SEC. 31 FD. HARRISON MONUMENT
Y = 149,162.42
X = 324,357.97

T. 8 N. R. 6 W. (31, 32)

N

E¼ CORNER OF SEC. 31 TO PT. 146

1518.19'

N60°45'08"E

P.L.

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

(201) SCENIC RIVERS ENERGY COOPERATIVE

TOWN OF EASTMAN

NE ¼ - SE ¼ SEC. 31, T8N, R6W

(11) MATTHEW C. HILL
W.D. DOC. 319915

(202) CENTURYLINK, INC.

(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
W.D. DOC. 253550

146 147 152 153 154 155 156 157 158 159 160

E-17 E-18 E-19

PC: 56+28.49 PT: 57+36.88 PC: 58+33.66 PC: 64+00.44 PT: 62+99.94 PT: 65+45.71

CURVE 9 CURVE 10 CURVE 11

S88°50'15"E S76°01'57"E N48°52'58"E N66°02'42"E

53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+00 61+00 62+00 63+00 64+00 65+00 66+00 67+00 68+00

78.15' 33.00' 31.00'

R/W

PROPOSED ℄ CTH N EXISTING ℄ CTH N

PRWC5

SLOPE INTERCEPTS

MATCHLINE SEE SHEET 4.07 STA. 53+93.25

MATCHLINE SEE SHEET 4.09 STA. 68+20.19

H.

OH T

SECTION LINE E¼ CORNER OF SEC. 31 TO SE CORNER SEC. 31 S00°29'11"E, 2636.05'

S.E. CORNER SEC. 31 FD. HARRISON MONUMENT
Y = 146,526.47
X = 324,335.59

T. 8 N. R. 6 W. (31, 32, 6, 5)

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

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

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 ¾" ø REBAR
14	64+89.34	61.89' LT.	148555.70	324021.11	FOUND ¾" ø 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 ¾" ø REBAR
17	68+19.51	1.79' RT.	148637.79	324353.64	FOUND ¾" ø REBAR
18	68+34.70	31.37' LT.	148674.26	324354.05	FOUND ¾" ø REBAR

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	SCALE, FEET 0 50 100	HWY: CTH N	R/W PROJECT NUMBER: 5496–00–04	PLAT SHEET 4.08	
	GRID FACTOR N/A		COUNTY: CRAWFORD	CONSTRUCTION PROJECT NUMBER: 5496–00–74	PS&E SHEET	E

S:\Projects\C54320 Crawford Co. CTH N Reconstruct\RW\RW Plat Sheets.dwg PLOT DATE : 10/26/2018 8:24 AM PLOT BY : Stephanie PotterPLOT NAME : PLOT SCALE : 1:1

WISDOT/CADDS SHEET 75

W¼ CORNER SEC. 32
FD. HARRISON MONUMENT
Y = 149,162.42
X = 324,357.97

T. 8 N. / 31 / 32 / R. 6 W.

SECTION LINE
E¼ CORNER OF SEC. 31 TO
SE CORNER SEC. 31
S00°29'11"E, 2636.05'

W¼ CORNER OF
SEC. 32 TO PT. 154

441.97'

N00°29'11"E

P.L.

S.W. CORNER SEC. 32
FD. HARRISON MONUMENT
Y = 146,526.47
X = 324,335.59

T. 8 N. / 31 / 32 / 6 / 1 / R. 6 W.

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

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

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 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

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

COORDINATE TABLE – FOUND SURVEY MONUMENTS

PT.#	STATION	OFFSET	Y	X	DESCRIPTION
17	68+19.51	1.79' RT.	148637.79	324353.64	FOUND ¾" ø REBAR
18	68+34.70	31.37' LT.	148674.26	324354.06	FOUND ¾" 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 ¾" ø REBAR
21	76+80.60	163.76' LT.	148979.41	325181.51	FOUND ¾" ø REBAR
22	75+82.54	282.26' LT.	149096.80	325082.11	FOUND ¾" ø REBAR
23	76+60.23	278.83' LT.	149094.24	325159.84	FOUND ¾" 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 ¾" 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

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 NW¼–SW¼ AND SW¼–NW¼
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 NW¼–SW¼ AND SW¼–NW¼
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 NW¼–SW¼ AND ALL OF NE¼–SW¼

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. 153 AND OTHER COUNTY RECORDS, THE CENTERLINE OF EXISTING PAVEMENT, AND WIS. STATUTE 82.31(2).

SW¼ - NW¼ SEC. 32, T8N, R6W

NW¼ - SW¼ SEC. 32, T8N, R6W

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

(18) 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

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

NOTE: A ¾"ø IRON ROD WAS FOUND 0.13' N. & 0.52' E.

(14) DALE F. SLAMA, A SINGLE PERSON
W.D. DOC. 294280
Q.C.D. DOC. 269900

(201) SCENIC RIVERS ENERGY COOPERATIVE

(202) CENTURYLINK, INC.
GENERAL TELEPHONE COMPANY OF WISCONSIN (CENTURYLINK)
10 FEET WIDE EASEMENT DOC.#194026,
16 FEET WIDE EASEMENT DOC.#196321

(202) CENTURYLINK, INC.
GENERAL TELEPHONE COMPANY OF WISCONSIN (CENTURYLINK)
2 RODS WIDE EASEMENT SOUTH OF CTH N OVER THE EAST 460 FEET OF NW¼–SW¼ AND ALL OF NE¼–SW¼
DOC.#191380

(15) GREGORY L. TAYLOR & KELLI J. TAYLOR, HUSBAND & WIFE AS SURVIVORSHIP MARITAL PROPERTY
W.D. DOC. 326511

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

(19) MATTHEW C. HILL, A SINGLE PERSON
DOC. 317204

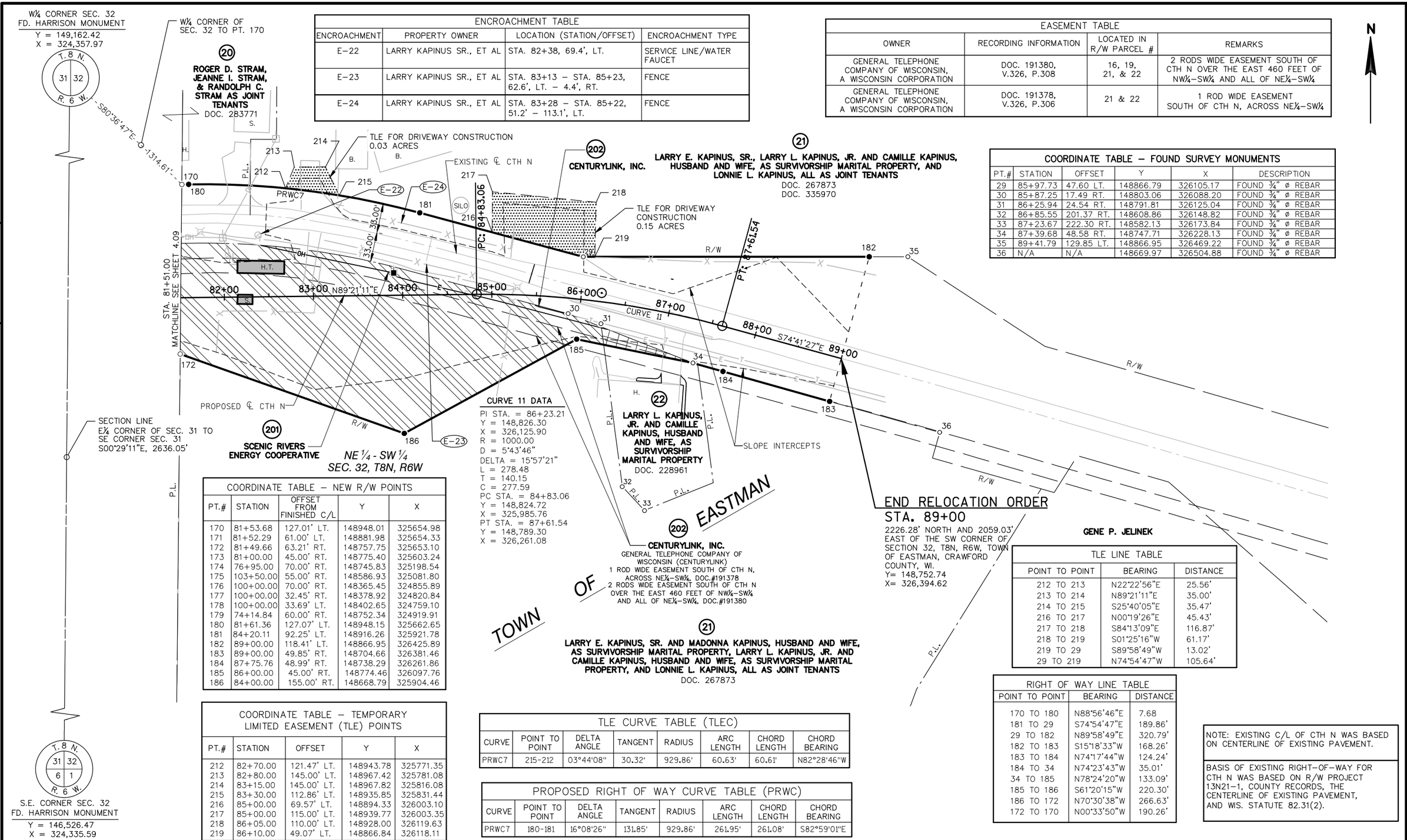
SLAMA LANE
DEMANES LANE
EXISTING ℄ CTH N
PROPOSED ℄ CTH N
PROPOSED ℄ SLAMA LANE
PROPOSED ℄ DEMANES LANE
EAST LINE NW¼–SW¼
TOWN OF EASTMAN
SLOPE INTERCEPTS
TLE FOR SLOPES 0.03 ACRES
TLE FOR DRIVEWAY CONSTRUCTION & SLOPES, 0.02 ACRES
TLE FOR DRIVEWAY CONSTRUCTION & SLOPES, 0.04 ACRES
STA. 76+00.46 (CTH "N")= STA. 200+00.00 (SLAMA LANE)
STA. 76+00.49 (CTH "N")= STA. 105+56.14 (DEMANES LANE)
N00°38'11"W
N89°21'11"E
N45°38'33"W
N21°01'42"E
N66°02'42"E
N56°16'26"E
PC: 201+21.32
PT: 203+02.73
PC: 70+34.93
PT: 74+41.73
EP: 105+56.14
BP: 200+00.00
PT: 105+25.89
PC: 102+96.44
PT: 101+53.55
PC: 100+11.43
PRWC6
STA. 68+20.19 SEE SHEET 4.08 MATCHLINE
STA. 81+51.00 SEE SHEET 4.10 MATCHLINE
N

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
	GRID FACTOR N/A		COUNTY: CRAWFORD	CONSTRUCTION PROJECT NUMBER: 5496–00–74

PLAT SHEET 4.09
PS&E SHEET E

S:\Projects\C54320 Crawford Co. CTH N Reconstruct\RW\RW Plat Sheets.dwg PLOT DATE : 10/26/2018 8:24 AM PLOT BY : Stephanie PotterPLOT NAME : PLOT SCALE : 1:1

WISDOT/CADDS SHEET 75



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 NW¼–SW¼ AND ALL OF NE¼–SW¼
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 NE¼–SW¼

COORDINATE TABLE – FOUND SURVEY MONUMENTS					
PT.#	STATION	OFFSET	Y	X	DESCRIPTION
29	85+97.73	47.60 LT.	148866.79	326105.17	FOUND ¾" ø REBAR
30	85+87.25	17.49 RT.	148803.06	326088.20	FOUND ¾" ø REBAR
31	86+25.94	24.54 RT.	148791.81	326125.04	FOUND ¾" ø REBAR
32	86+85.55	201.37 RT.	148608.86	326148.82	FOUND ¾" ø REBAR
33	87+23.67	222.30 RT.	148582.13	326173.84	FOUND ¾" ø REBAR
34	87+39.68	48.58 RT.	148747.71	326228.13	FOUND ¾" ø REBAR
35	89+41.79	129.85 LT.	148866.95	326469.22	FOUND ¾" ø REBAR
36	N/A	N/A	148669.97	326504.88	FOUND ¾" ø REBAR

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

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

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'

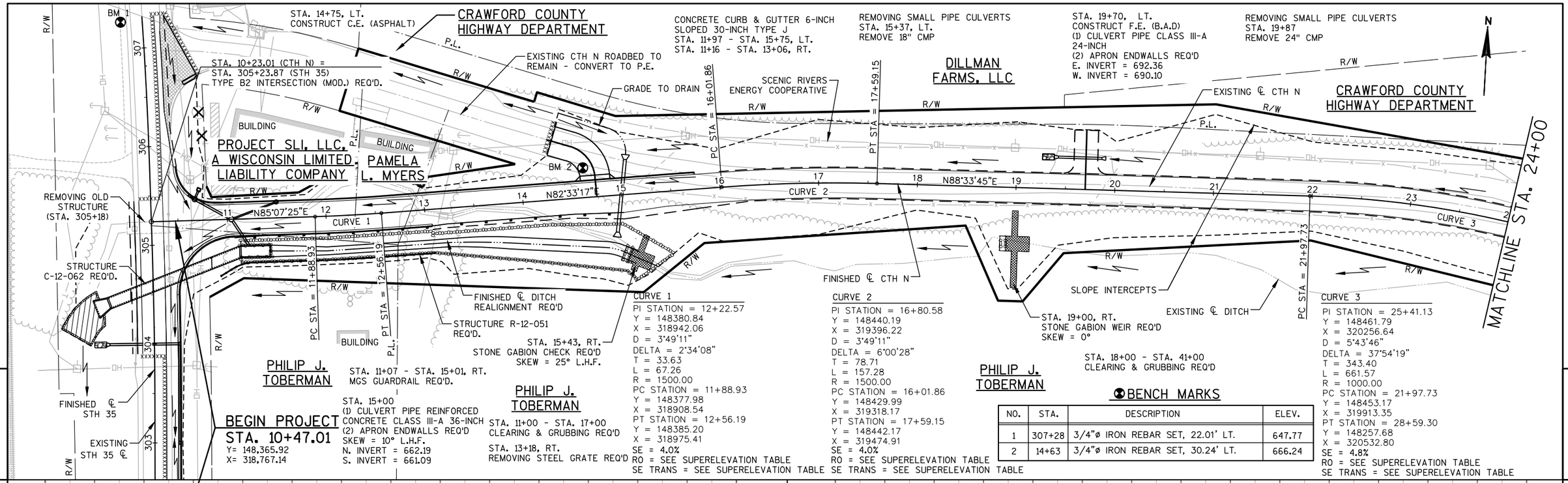
TLE CURVE TABLE (TLEC)							
CURVE	POINT TO POINT	DELTA ANGLE	TANGENT	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
PRWC7	215-212	03°44'08"	30.32'	929.86'	60.63'	60.61'	N82°28'46"W

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

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	SCALE, FEET 0 50 100	HWY: CTH N	R/W PROJECT NUMBER: 5496–00–04	PLAT SHEET 4.10	
	GRID FACTOR N/A		COUNTY: CRAWFORD	CONSTRUCTION PROJECT NUMBER: 5496–00–74	PS&E SHEET	E



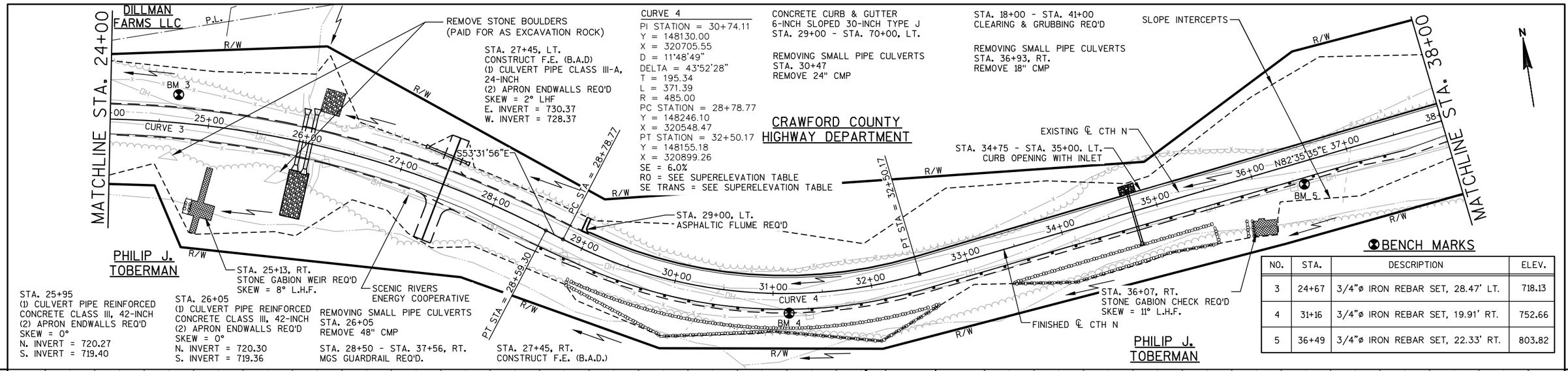
PROJECT NO: 5496-00-74 | HWY: CTH N | COUNTY: CRAWFORD | PLAN & PROFILE: MAINLINE | SHEET | E

FILE NAME : S:±PROJECTS±C54320 CRAWFORD CO. CTH N RECONSTRUCT±SHEETSPLAN±PLAN & PROFILE SHEETS±P&P1.DWG
LAYOUT : P&P1

PLOT DATE : 10/26/2018
PLOT TIME : 10:16:06 AM

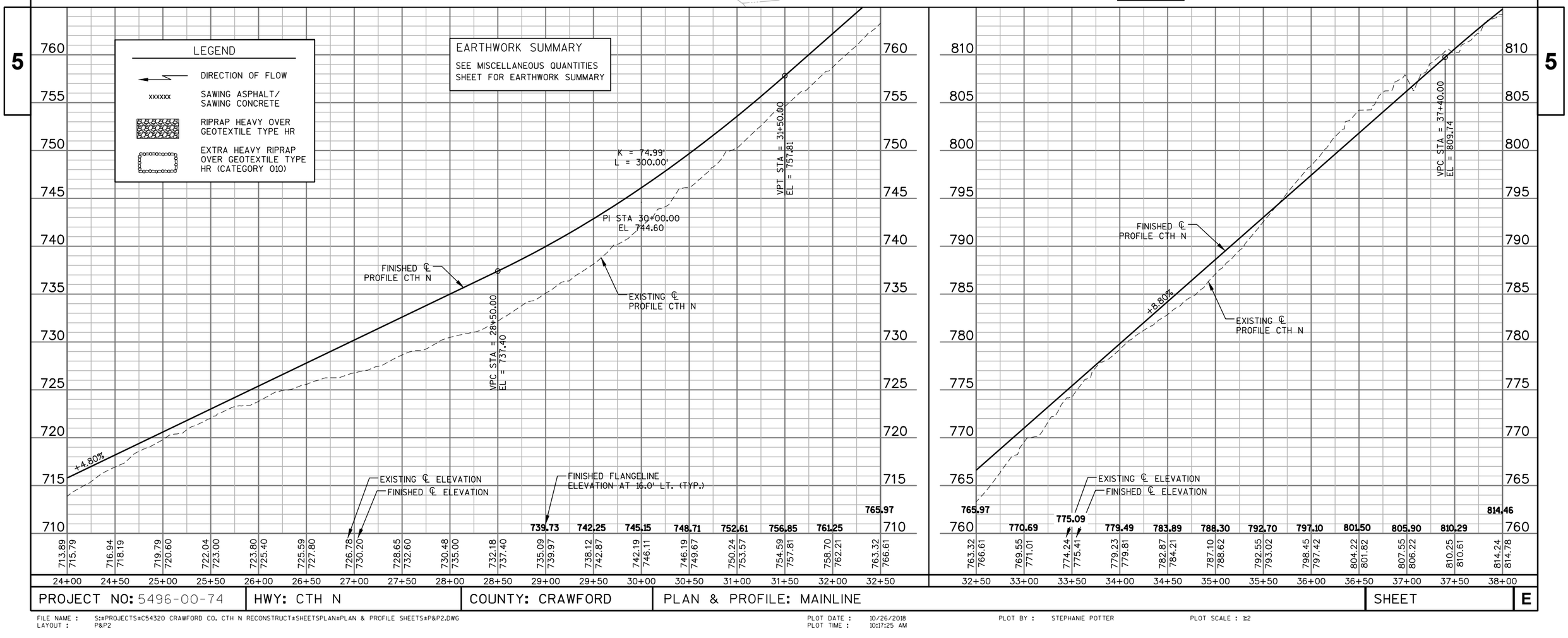
PLOT BY : STEPHANIE POTTER

PLOT SCALE : 6" = 1'-0"



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



PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	PLAN & PROFILE: MAINLINE	SHEET E

FILE NAME : S:±PROJECTS±C54320 CRAWFORD CO. CTH N RECONSTRUCT±SHEETSPLAN±PLAN & PROFILE SHEETS±P&P2.DWG
LAYOUT : P&P2
PLOT DATE : 10/26/2018
PLOT TIME : 10:17:25 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1:2

CRAWFORD COUNTY HIGHWAY DEPARTMENT

JOHN & WENDY KAUTEN

JEFF & AMY JO SCHNEEBERGER

LYNDA J. SCHWANDT

AARON & ANGELA HENDERSON

PHILIP J. TOBERMAN

MATCHLINE STA. 38+00

MATCHLINE STA. 52+00

CONCRETE CURB & GUTTER
6-INCH SLOPED 30-INCH TYPE J
STA. 29+00 - STA. 70+00, LT.

STA. 42+00 -
STA. 42+50, LT.
CURB OPENING WITH INLET

STA. 43+50 -
STA. 44+00, LT.
CURB OPENING WITH INLET

REMOVING SMALL PIPE CULVERTS
STA. 47+31, LT.
REMOVE 12" CMP

STA. 47+24, LT.
CONSTRUCT F.E., LT. (B.A.D.)

REMOVING SMALL PIPE CULVERTS
STA. 48+21, LT.
REMOVE 12" CMP

STA. 48+33, LT.
CONSTRUCT P.E., LT. (ASPHALT)

TLE REQ'D

EXISTING TIMBER RETAINING WALL TO REMAIN

CENTURYLINK

REMOVING RETAINING WALL REQ'D

PC STA = 40+73.41

PT STA = 41+21.02

PC STA = 48+13.37

PT STA = 50+17.29

CURVE 5

CURVE 6

FINISHED ℄ CTH N

EXISTING ℄ CTH N

SLOPE INTERCEPTS

BM 6

SCENIC RIVERS ENERGY COOPERATIVE

STA. 41+00, RT.
STONE GABION CHECK REQ'D
SKEW = 0°

REMOVING SMALL PIPE CULVERTS
STA. 43+23
REMOVE 18" CMP

STA. 18+00 - STA. 44+00
CLEARING & GRUBBING REQ'D

REMOVING SMALL PIPE CULVERTS
STA. 49+66
REMOVE 24" CMP

STA. 51+00 -
STA. 51+50, LT.
CURB OPENING WITH INLET

STA. 50+00 - STA. 75+00
CLEARING & GRUBBING REQ'D

BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
6	46+91	3/4"ø IRON REBAR SET, 23.70' RT.	869.32

LEGEND

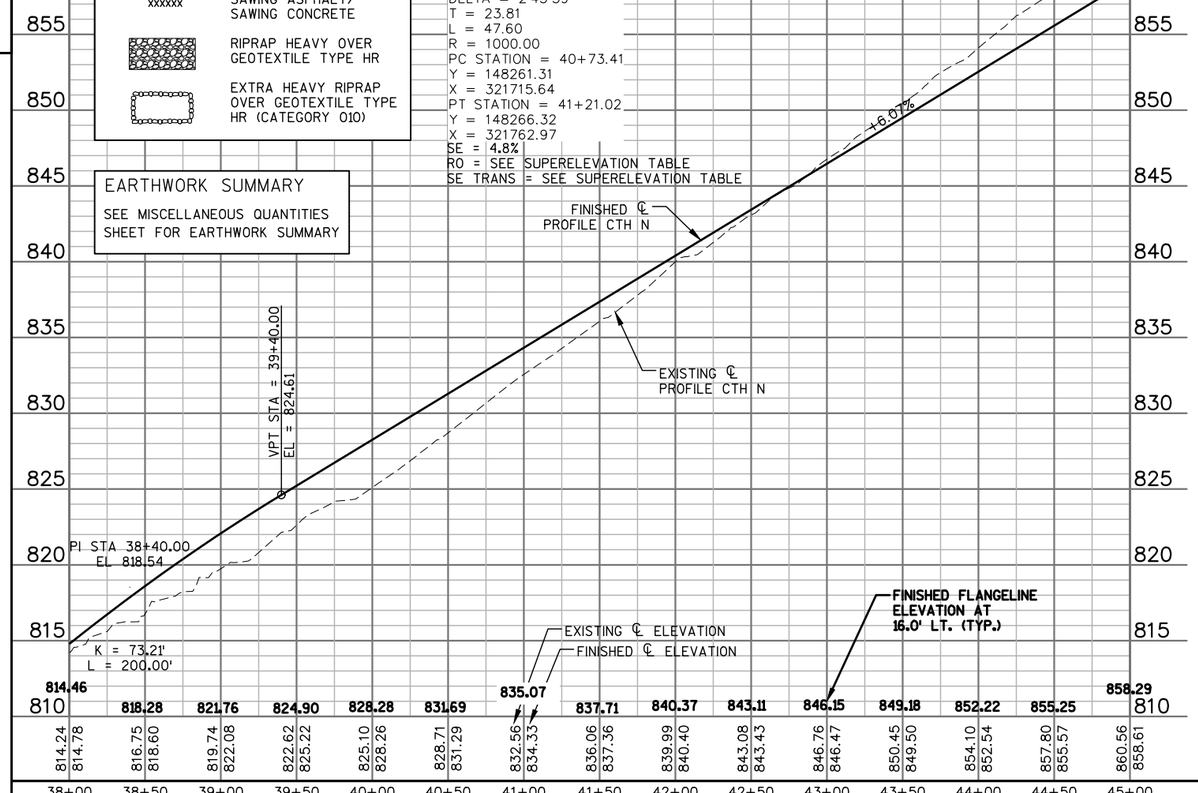
- DIRECTION OF FLOW
- xxxxxx SAWING ASPHALT/ SAWING CONCRETE
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR
- EXTRA HEAVY RIPRAP OVER GEOTEXTILE TYPE HR (CATEGORY 010)

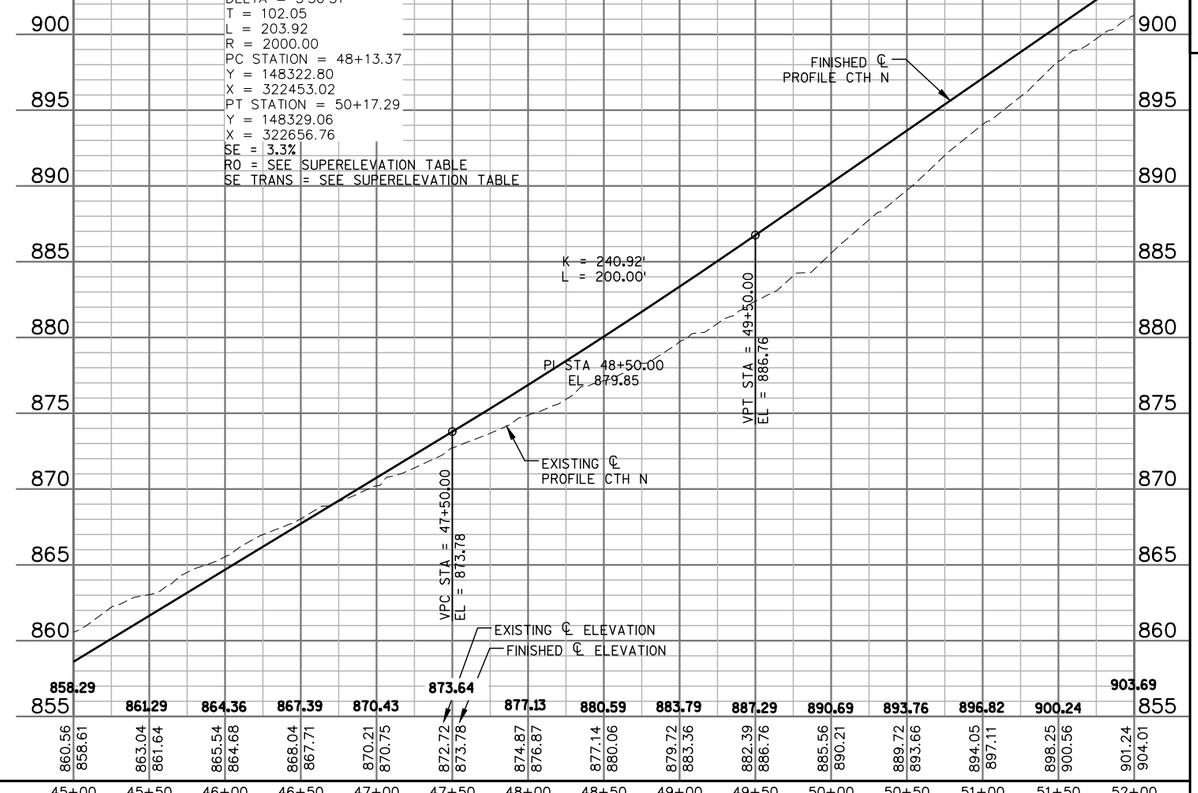
EARTHWORK SUMMARY

SEE MISCELLANEOUS QUANTITIES SHEET FOR EARTHWORK SUMMARY

CURVE 5
PI STATION = 40+97.22
Y = 148264.38
X = 321739.24
D = 5°43'46"
DELTA = 2°43'39"
T = 23.81
L = 47.60
R = 1000.00
PC STATION = 40+73.41
Y = 148261.31
X = 321715.64
PT STATION = 41+21.02
Y = 148266.32
X = 321762.97
SE = 4.8%
RO = SEE SUPERELEVATION TABLE
SE TRANS = SEE SUPERELEVATION TABLE

CURVE 6
PI STATION = 49+15.42
Y = 148331.13
X = 322554.73
D = 2°51'53"
DELTA = 5°50'31"
T = 102.05
L = 203.92
R = 2000.00
PC STATION = 48+13.37
Y = 148322.80
X = 322453.02
PT STATION = 50+17.29
Y = 148329.06
X = 322656.76
SE = 3.3%
RO = SEE SUPERELEVATION TABLE
SE TRANS = SEE SUPERELEVATION TABLE





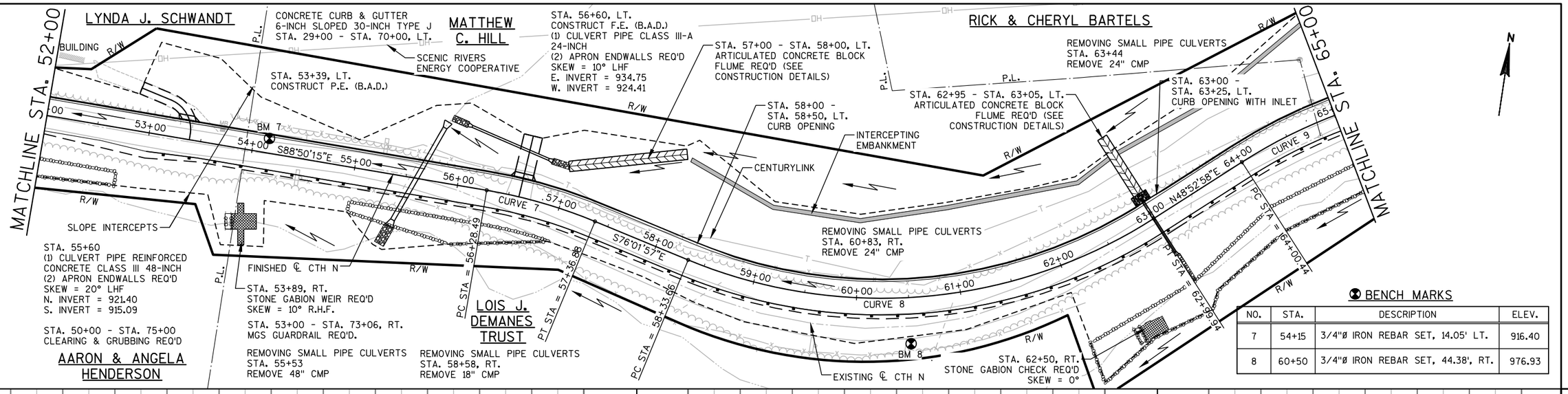
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	PLAN & PROFILE: MAINLINE	SHEET	E

FILE NAME : S:±PROJECTS±C54320 CRAWFORD CO. CTH N RECONSTRUCT±SHEETSPLAN±PLAN & PROFILE SHEETS±P&P3.DWG
LAYOUT : P&P3

PLOT DATE : 10/26/2018
PLOT TIME : 10:18:44 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1:2



BENCH MARKS

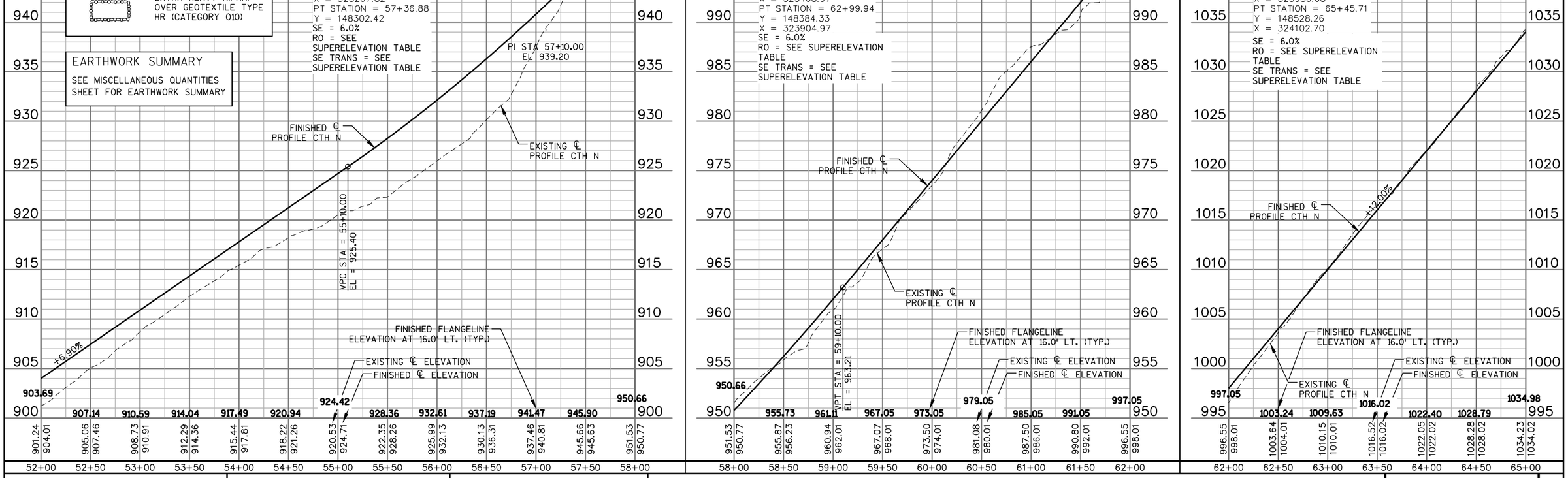
NO.	STA.	DESCRIPTION	ELEV.
7	54+15	3/4"Ø IRON REBAR SET, 14.05' LT.	916.40
8	60+50	3/4"Ø IRON REBAR SET, 44.38', RT.	976.93

LEGEND

- DIRECTION OF FLOW
- XXXXXX — 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



PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	PLAN & PROFILE: MAINLINE	SHEET	E

FILE NAME : S:±PROJECTS±C54320 CRAWFORD CO. CTH N RECONSTRUCT±SHEETSPLAN±PLAN & PROFILE SHEETS±P&P4.DWG
LAYOUT : P&P4
PLOT DATE : 10/26/2018
PLOT TIME : 10:20:03 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1:2

BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
9	69+09	3/4"Ø IRON REBAR SET, 30.98' LT.	1085.24
10	76+50	3/4"Ø IRON REBAR SET, 110.38', LT.	1159.96

CONCRETE CURB & GUTTER
6-INCH SLOPED 30-INCH TYPE J
STA. 29+00 - STA. 70+00, LT.

STA. 69+50, LT.
CONSTRUCT P.E. (B.A.D.)

REMOVING SMALL PIPE CULVERTS
STA. 70+29
REMOVE 18" CMP

REMOVING SMALL PIPE CULVERTS
STA. 72+42
REMOVE 24" CMP

REMOVING SMALL PIPE CULVERTS
STA. 74+97, LT.
REMOVE 12" CMP

STA. 76+00.46 (CTH N) =
STA. 200+00.00 (SLAMA LANE)
TYPE C INTERSECTION REQ'D.

STA. 400+85, LT.
REMOVE P.E.

RICK & CHERYL BARTELS

DALE F. SLAMA

RONALD & NIKKI KRAMER

JOHN & NANCY WACHTER

LOIS J. DEMANES TRUST

GREGORY & KELLY TAYLOR

JOHN & CHERYL KRAMER

SCENIC RIVERS ENERGY COOPERATIVE

INTERCEPTING EMBANKMENT

EXISTING 12" CMP TO REMAIN

CENTURYLINK

EXISTING ℄ CTH N

EXISTING ℄ SLAMA LN

FINISHED ℄ SLAMA LN

BUILDING

TLE REQ'D

FINISHED ℄ OLD CTH N (WEST)

SLOPE INTERCEPTS

FINISHED ℄ CTH N

EXISTING ℄ DEMANES LN

FINISHED ℄ DEMANES LN

MATCHLINE STA. 65+00

MATCHLINE STA. 78+00

STA. 66+65 - STA. 66+90, LT.
CURB OPENING WITH INLET

STA. 50+00 - STA. 75+00
CLEARING & GRUBBING REQ'D

REMOVING SMALL PIPE CULVERTS
STA. 66+23
REMOVE 18" CMP

STA. 53+00 - STA. 73+06, RT.
MGS GUARDRAIL REQ'D.

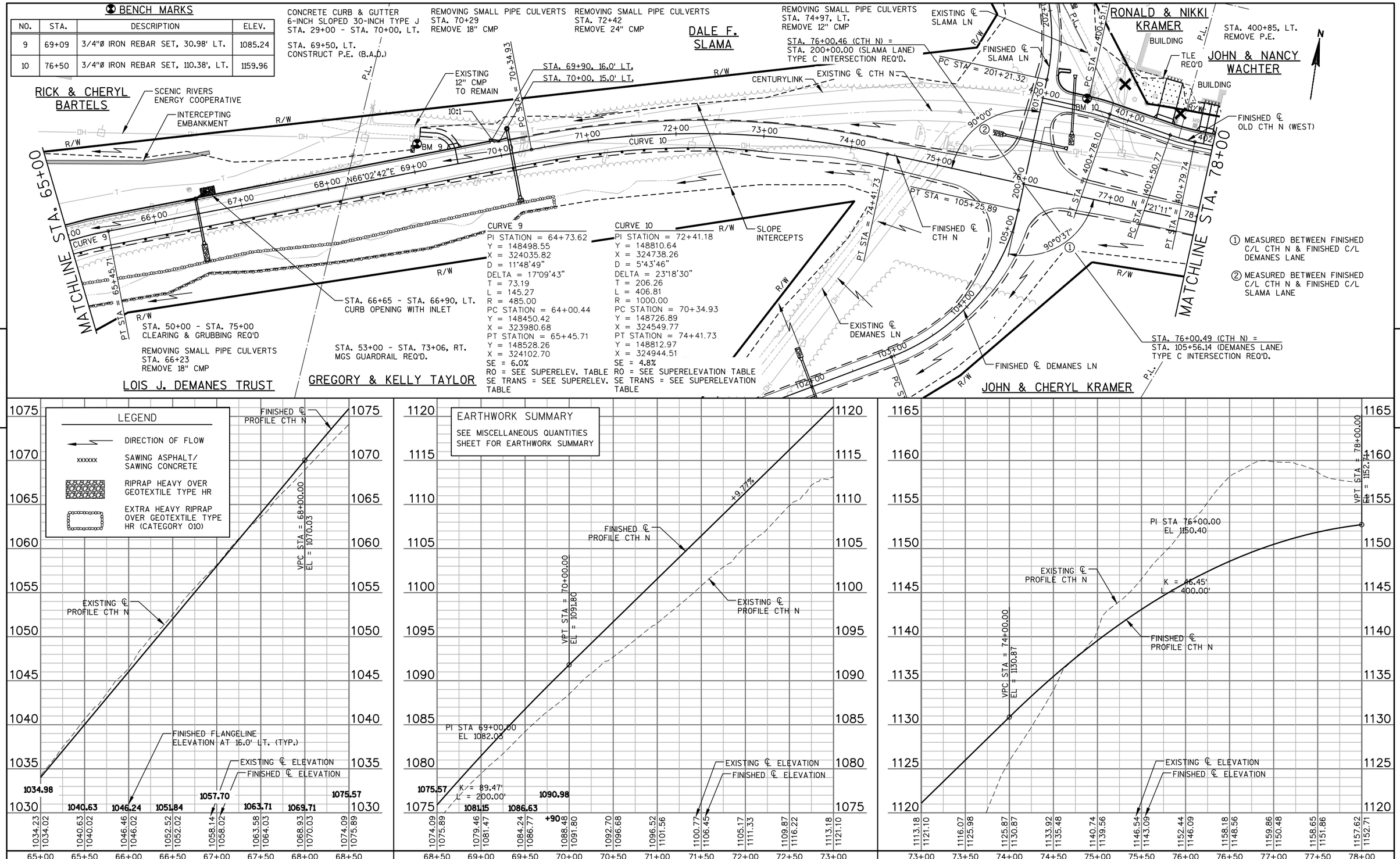
STA. 76+00.49 (CTH N) =
STA. 105+56.14 (DEMANES LANE)
TYPE C INTERSECTION REQ'D.

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

② MEASURED BETWEEN FINISHED C/L CTH N & FINISHED C/L SLAMA LANE

CURVE 9
PI STATION = 64+73.62
Y = 148498.55
X = 324035.82
D = 11°48'49"
DELTA = 17°09'43"
T = 73.19
L = 145.27
R = 485.00
PC STATION = 64+00.44
Y = 148450.42
X = 323980.68
PT STATION = 65+45.71
Y = 148528.26
X = 324102.70
SE = 6.0%
RO = SEE SUPERELEV. TABLE
SE TRANS = SEE SUPERELEV. TABLE

CURVE 10
PI STATION = 72+41.18
Y = 148810.64
X = 324738.26
D = 5°43'46"
DELTA = 23°18'30"
T = 206.26
L = 406.81
R = 1000.00
PC STATION = 70+34.93
Y = 148726.89
X = 324549.77
PT STATION = 74+41.73
Y = 148812.97
X = 324944.51
SE = 4.8%
RO = SEE SUPERELEVATION TABLE
SE TRANS = SEE SUPERELEVATION TABLE



PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	PLAN & PROFILE: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETS\PLAN & PROFILE SHEETS\P&P5.DWG
LAYOUT : P&P5
PLOT DATE : 10/26/2018
PLOT TIME : 10:21:23 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1 IN:2 FT_XREF

JOHN & NANCY WACHTER

TIMOTHY & LORI CLARK

ROGER, JEANNE, & RANDOLPH STRAM

ROGER, JEANNE, & RANDOLPH STRAM

LARRY KAPINUS SR. & MADONNA KAPINUS

MATCHLINE STA. 78+00

BUILDING

TLE REQ'D

R/W

P.L.

EXISTING WELL TO REMAIN

EXISTING WATER FAUCET SERVICE LINE TO REMAIN

EXISTING ℄ CTH N

FINISHED ℄ OLD CTH N (EAST)

REMOVING SMALL PIPE CULVERTS
STA. 83+31, LT.
REMOVE 24" CMP

STA. 85+50, LT.
CONSTRUCT F.E. (B.A.D.)

CURVE 11
PI STATION = 86+23.21
Y = 148826.30
X = 326125.90
D = 5°43'46"
DELTA = 15°57'21"
T = 140.15
L = 278.48
R = 1000.00
PC STATION = 84+83.06
Y = 148824.72
X = 325985.76
PT STATION = 87+61.54
Y = 148789.30
X = 326261.08
SE = 4.8%
RO = SEE SUPERELEVATION TABLE
SE TRANS = SEE SUPERELEVATION TABLE

BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
11	78+88	3/4"Ø IRON REBAR SET, 73.85' LT.	1162.35
12	85+17	3/4"Ø IRON REBAR SET, 46.10', LT.	1153.17
13	92+05	3/4"Ø IRON REBAR SET, 17.00', LT.	1154.28

N

BM 11

BM 12

BM 13

FINISHED ℄ OLD CTH N

CENTURYLINK

SCENIC RIVER ENERGY COOPERATIVE

FINISHED ℄ CTH N

SLOPE INTERCEPTS

78+00 79+00 80+00 N89°21'11"E 81+00 82+00 83+00 84+00 85+00 86+00 87+00 88+00 89+00

89°50'36"

STA = 84+83.06

CURVE 11

10:1

S74°41'27"E

PT STA = 87+61.54

STA. 85+90
15.0', RT.

STA. 86+00
16.0', RT.

STA. 88+68
15.0', RT.

STA. 88+58
16.0', RT.

STA. 78+00 - STA. 79+00
CLEARING & GRUBBING REQ'D

STA. 81+94, LT.
CLEARING & GRUBBING REQ'D

STA. 81+99, LT.
CLEARING & GRUBBING REQ'D

STA. 82+93, LT.
REMOVE P.E. (B.A.D.)

EXISTING TRAILER, SHED, HOLDING TANK, AND LP TANK TO BE REMOVED PRIOR TO CONSTRUCTION

STA. 84+20
(1) CULVERT PIPE REINFORCED CONCRETE CLASS III-A 24-INCH
(2) APRON ENDWALLS REQ'D
SKEW = 10° L.H.F.
N. INVERT = 1150.56
S. INVERT = 1149.12

STA. 83+00.00 (CTH N) =
STA. 570+00.00 (OLD CTH N) EAST
TYPE C (MOD.) INTERSECTION

STA. 86+00 - STA. 88+50, RT.
CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J

STA. 85+50, RT.
CONSTRUCT F.E. (B.A.D.)

REMOVING CURB & GUTTER
STA. 85+90 - STA. 87+54, RT.

STA. 87+12, RT.
CONSTRUCT P.E. (CONCRETE)

ASPHALTIC FLUME REQ'D

MATTHEW C. HILL

LARRY KAPINUS SR. & MADONNA KAPINUS

LARRY KAPINUS JR. & CAMILLE KAPINUS

END PROJECT
STA. 89+00
Y= 148,752.74
X= 326,394.62

5

5

1170 1165 1160 1155 1150 1145 1140 1135 1130

PVT STA = 78+00.00
EL = 1152.71

EXISTING ℄ PROFILE CTH N

+1.15%

VPC STA = 81+40.00
EL = 1156.64

PI STA 82+00.00
EL 1157.33

VPT STA = 82+60.00
EL = 1157.24

-0.15%

K = 92.13'
L = 120.00'

FINISHED ℄ PROFILE CTH N

STA. 89+00

MATCH EXISTING
STA. 89+00
EL. 1156.30

EXISTING ℄ ELEVATION

FINISHED ℄ ELEVATION

FINISHED FLANGELINE ELEVATION AT 16.0' RT. (TYP.)

| | | |

CURVE 12
PI STATION = 304+16.82
Y = 148257.22
X = 318752.47
D = 1°08'45"
DELTA = 1°44'18"
T = 75.86
L = 151.70
R = 5000.00
PC STATION = 303+40.97
Y = 148181.49
X = 318756.73
PT STATION = 304+92.66
Y = 148332.80
X = 318745.92
SE = N.C.
RO = N/A
SE TRANS = N/A

CURVE 13
PI STATION = 306+81.41
Y = 148520.83
X = 318729.61
D = 1°25'57"
DELTA = 2°51'03"
T = 99.54
L = 199.03
R = 4000.00
PC STATION = 305+81.87
Y = 148421.67
X = 318738.21
PT STATION = 307+80.90
Y = 148619.45
X = 318716.09
SE = MATCH EXISTING
RO = MATCH EXISTING
SE TRANS = MATCH EXISTING

STA. 304+00 -STA. 305+00
CLEARING & GRUBBING REQ'D

REMOVING GUARDRAIL
STA. 303+70 - STA. 305+69, LT.
STA. 304+18 - STA. 305+97, RT.

STA. 301+65 - STA. 305+09, RT.
CONCRETE CURB & GUTTER 6-INCH
SLOPED 36-INCH TYPE D

REMOVING OLD STRUCTURE
(STA. 305+18)

STRUCTURE C-12-062 REQ'D.

STA. 10+23.01 (CTH N) =
STA. 305+23.87 (STH 35)
TYPE B2 INTERSECTION (MOD.) REQ'D.

CENTURYLINK
(TYP.)

EXISTING 12"
CMP TO REMAIN

STA. 305+41 - STA. 305+79, RT.
CONCRETE CURB & GUTTER 6-INCH
SLOPED 36-INCH TYPE D

STA. 306+07, RT.
CLEARING & GRUBBING REQ'D

REMOVING CURB & GUTTER
STA. 306+29 - STA. 306+71, RT.

EXISTING
STH 35 ℄

SCENIC RIVERS
ENERGY COOPERATIVE

SLOPE INTERCEPT
(TYP.)

STRUCTURE R-12-051
REQ'D

FINISHED ℄ CTH N

PC STA = 11+88.93

PT STA = 12+56.19

PC STA = 303+40.97
PT STA = 304+92.66
PC STA = 305+81.87
PT STA = 307+80.90

N3°13'05"W
N4°57'23"W
N7°48'26"W
90°4'48"
N85°07'25"E

BM 1

CURVE 12
CURVE 13

PROJECT
SLI, LLC

PROJECT
SLI, LLC

PHILIP J.
TOBERMAN

PAMELA
MYERS

BUILDING

P.L.

R/W

BEGIN CONSTRUCTION
STA. 301+65
Y= 148,005.80
X= 318,766.61

END CONSTRUCTION
STA. 307+31
Y= 148,569.97
X= 318,722.56

BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
1	307+28	3/4"ø IRON REBAR SET, 22.01' LT.	647.77

LEGEND

- DIRECTION OF FLOW
- xxxxxx SAWING ASPHALT/ SAWING CONCRETE
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR
- EXTRA HEAVY RIPRAP OVER GEOTEXTILE TYPE HR (CATEGORY 010)
- EXTRA HEAVY RIPRAP OVER GEOTEXTILE TYPE HR (CATEGORY 020)

EARTHWORK SUMMARY

SEE MISCELLANEOUS QUANTITIES SHEET FOR EARTHWORK SUMMARY

FINISHED ℄
PROFILE STH 35

+0.78%

MATCH EXISTING
STA. 303+90
EL. 646.90

MATCH EXISTING
STA. 305+45
EL = 648.10

EXISTING ℄
PROFILE STH 35

EXISTING ℄ ELEVATION
FINISHED ℄ ELEVATION

NOTE: SEE INTERSECTION DETAIL FOR CONCRETE CURB & GUTTER FLANGE LINE ELEVATIONS.

298+50	299+00	299+50	300+00	300+50	301+00	301+50	302+00	302+50	303+00	303+50	304+00	304+50	305+00	305+50	306+00	306+50	307+00	307+50	308+00	308+50	309+00	309+50	310+00	310+50	311+00	311+50	312+00	312+50	313+00
			646.46	646.51	646.81	646.50	646.46	646.29	646.28	646.61	646.98	646.97	647.41	647.36	647.88	647.75	648.14	648.47	648.57	648.74	648.95	649.15	649.50							

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	PLAN & PROFILE: STH 35	SHEET	E

FILE NAME : S:±PROJECTS±C54320 CRAWFORD CO. CTH N RECONSTRUCT±SHEETSPLAN±PLAN & PROFILE SHEETS±P&P STH 35.DWG
LAYOUT : STH 35

PLOT DATE : 10/26/2018
PLOT TIME : 10:26:53 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 6" = 1'-0"

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

GREGORY & KELLY TAYLOR

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

BUILDING

EXISTING ℄ DEMANES LN

R/W

N21°01'21"E

(B.A.D.)

CURVE 14

SCENIC RIVER ENERGY COOPERATIVE

PT STA = 74+41.73

PT STA = 105+25.89

N56°16'26"E

SLOPE INTERCEPTS

PC STA = 100+11.43

PT STA = 101+53.55

PC STA = 102+96.44

FINISHED ℄ DEMANES LN

CURVE 15

N0°38'11"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

BEGIN CONSTRUCTION
STA. 100+00
Y= 148,390.56
X= 324,790.55

CENTURYLINK

EXISTING ℄ CTH N

FINISHED ℄ SLAMA LN

DALE F. SLAMA

PC STA = 201+21.32

PT STA = 203+02.73

N0°38'49"W

90°0'37"

RONALD & NIKKI KRAMER

TLE REQ'D

EXISTING ℄ SLAMA LN

BM 10

BUILDING

TLE REQ'D

PC STA = 400+51.10

PT STA = 400+78.10

PC STA = 401+50.77

PT STA = 401+79.74

END CONSTRUCTION
STA. 105+39.14
Y= 148,797.76
X= 325,103.44

BUILDING

JOHN & NANCY WACHTER

N89°21'11"E

TIMOTHY & LORI CLARK

BUILDING

BM 11

FINISHED ℄ CTH N

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

P.I.

STA. 100+00

STA. 105+39.14

PI STA = 105+39.14
EL = 1145.78

EXISTING ℄ PROFILE DEMANES LN

K = 26.66'
L = 125.00'

3.46%

+1.23%

+2.00%

MATCH EXISTING
STA. 100+00
EL. 1143.00

VPC STA = 100+20.03
EL = 1142.31

PI STA 100+82.53
EL 1140.15

VPT STA = 101+45.03
EL = 1140.92

FINISHED ℄ PROFILE DEMANES LN

STA. 105+56.14
EL. 1146.12

EXISTING ℄ ELEVATION

FINISHED ℄ ELEVATION

| | | |

JOHN & CHERYL KRAMER

DALE F. SLAMA

MATTHEW C. HILL

RONALD & NIKKI KRAMER

PC STA = 102+96.44

N56°16'W

103+00

104+00

105+00

200+50

N0°38'11"W

N0°38'49"W

P.I.

R/W

EXISTING ℄ DEMANES LN

FINISHED ℄ DEMANES LN

CENTURYLINK

EXISTING ℄ CTH N

PT STA = 74+41.73

74+00

75+00

STA. 76+00.46 (CTH N)=
STA. 200+00.00 (SLAMA LN)
TYPE C INTERSECTION REQ'D

SCENIC RIVER ENERGY COOPERATIVE

N45°38'33"W

205+00 (B.A.D.)

204+00

203+00

202+00

201+00

400+00

CURVE 16

BM 10

PC STA = 400+51.10

PT STA = 400+78.10

77+00

PC STA = 401+50.77

PT STA = 401+79.74

78+00

401+00

402+00

PC STA = 201+12.2

PT STA = 203+02.73

FINISHED ℄ SLAMA LN

SLOPE INTERCEPTS

EXISTING ℄ SLAMA LN

FINISHED ℄ CTH N

N89°21'11"E

BUILDING

FINISHED ℄ OLD CTH N (WEST)

① 90°00'00" PT STA = 105+25.89

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

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

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

REMOVING SMALL PIPE CULVERTS
STA. 201+31, RT.
REMOVE 12" CMP

CURVE 16
PI STATION = 202+16.99
Y = 149031.73
X = 325100.77
D = 24°48'12"
DELTA = 44°59'45"
T = 95.67
L = 181.41
R = 231.00
PC STATION = 201+21.32
Y = 148936.07
X = 325101.85
PT STATION = 203+02.73
Y = 149098.62
X = 325032.36
SE = 6.0%
RO = SEE SUPERELEVATION TABLE
SE TRANS = SEE SUPERELEVATION TABLE

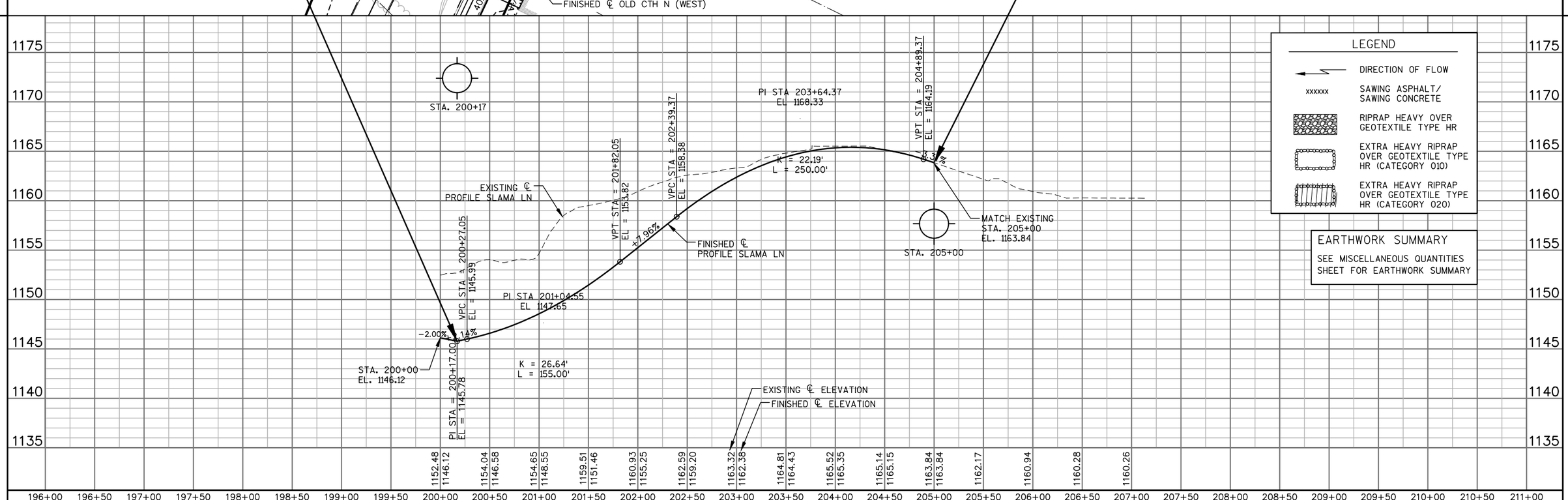
BENCH MARKS

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

BEGIN CONSTRUCTION
STA. 200+17
Y= 148,831.76
X= 325,103.03

END CONSTRUCTION
STA. 205+00
Y= 149,236.54
X= 324,891.32

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° RHF
N. INVERT = 1157.38
S. INVERT = 1154.11



LEGEND

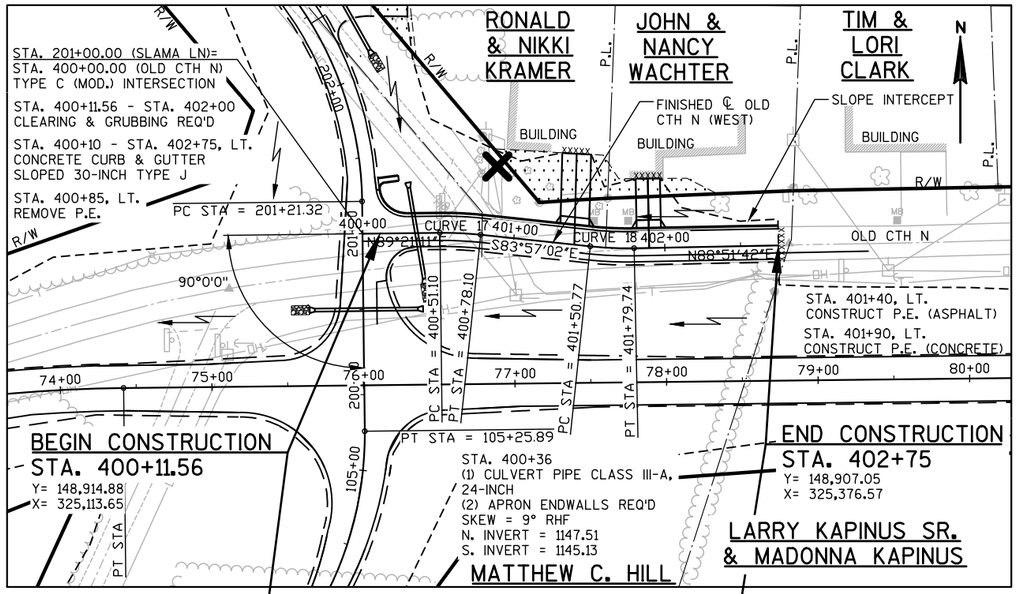
- DIRECTION OF FLOW
- xxxxxx SAWING ASPHALT/ SAWING CONCRETE
- RIPRAP HEAVY OVER GEOTEXTILE TYPE HR
- EXTRA HEAVY RIPRAP OVER GEOTEXTILE TYPE HR (CATEGORY 010)
- EXTRA HEAVY RIPRAP OVER GEOTEXTILE TYPE HR (CATEGORY 020)

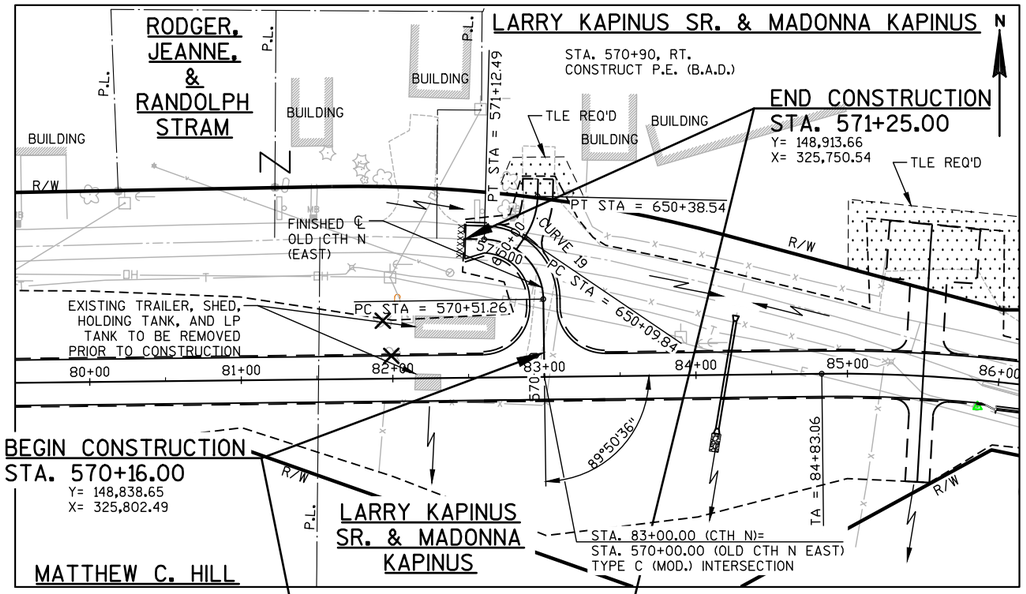
EARTHWORK SUMMARY

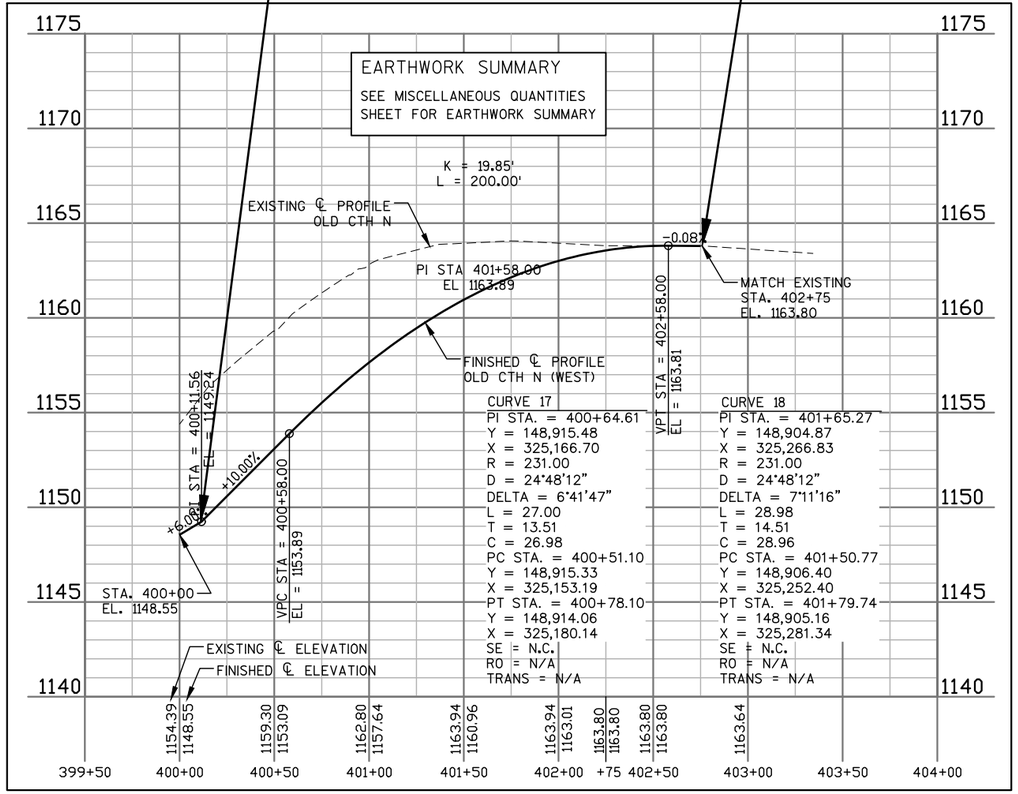
SEE MISCELLANEOUS QUANTITIES SHEET FOR EARTHWORK SUMMARY

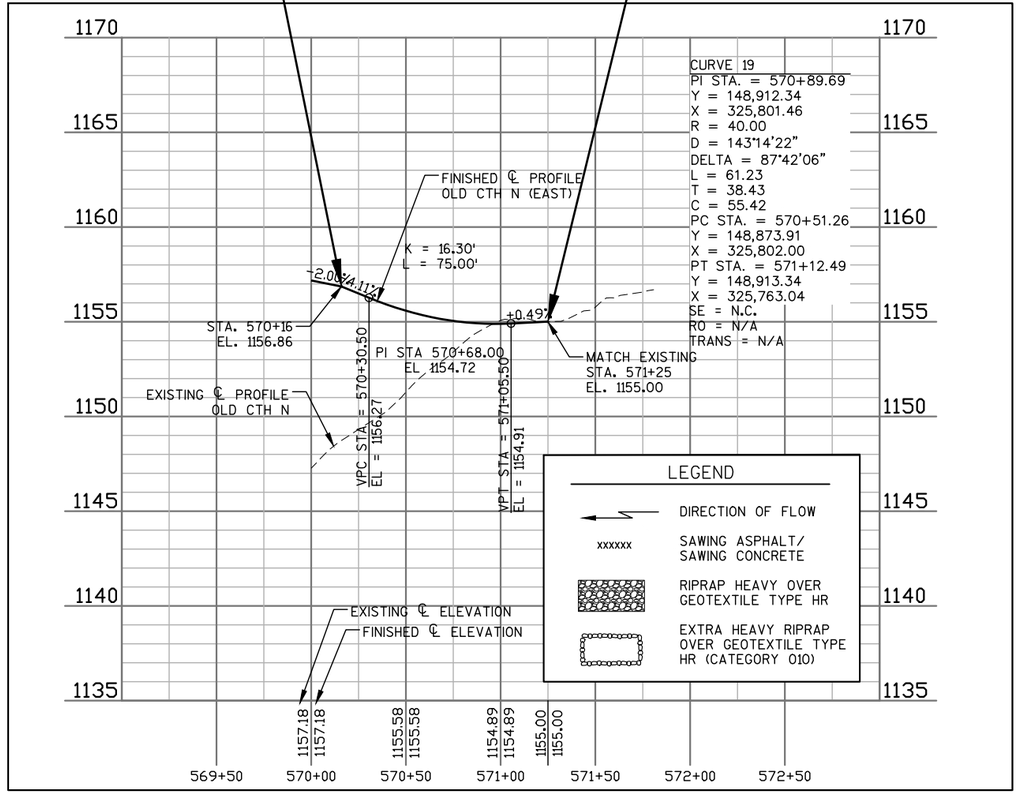
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	PLAN & PROFILE: SLAMA LANE	SHEET	E

FILE NAME : S:±PROJECTS±C54320 CRAWFORD CO. CTH N RECONSTRUCT±SHEETSPLAN±PLAN & PROFILE SHEETS±P&P SLAMA.DWG
LAYOUT : SLAMA
PLOT DATE : 10/26/2018
PLOT TIME : 10:25:31 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1 IN:2 FT_XREF









PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	PLAN & PROFILE: OLD CTH N (WEST) & OLD CTH N (EAST)	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\PLAN & PROFILE SHEETS\OLD CTH N PPS.DWG
LAYOUT : LAYOUT

PLOT DATE : 10/26/2018
PLOT TIME : 10:28:42 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 6" = 1'-0"_XREF

5

5

LEGEND

- SIGN ON PERMANENT SUPPORT
- REMOVING PAVEMENT MARKING
- TYPE III BARRICADE WITH ATTACHED SIGN
- CONCRETE BARRIER TEMPORARY PRECAST
- FLAGS, 16" × 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



W057-52
36"x24"

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"×48" 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.

WIDTH ON SIGN TO BE APPROX. 1-FOOT LESS THAN AVAILABLE WIDTH. (OMIT IF AVAILABLE WIDTH IS MORE THAN 16 FEET)

ROAD WORK AHEAD W20-1A
MAX. XX WIDTH W12-52
ONE LANE ROAD AHEAD W20-4A
W03-3
R10-6 24"x36" STOP HERE ON RED
NO PASSING ZONE W14-3 48"x36"
W01-4R
W05-52L 12"x36"
W05-52R 12"x36"
TEMPORARY PAVEMENT MARKING, STOP LINE, 18-INCH, REMOVABLE TAPE (TYP.)
TEMPORARY PAVEMENT MARKING, 4-INCH, REMOVABLE TAPE, WHITE EDGELINE (STOPLINE TO STOPLINE). REMOVE EXISTING EDGELINE AND OFFSET THE TEMPORARY EDGELINE IF THE DISTANCE FROM THE EDGELINE TO CONCRETE BARRIER WALL IS LESS THAN 9'
TEMPORARY PAVEMENT MARKING, 4-INCH, REMOVABLE TAPE, WHITE EDGELINE
ARRAY #2
ARRAY #1
RUMBLE STRIPS AHEAD W21-65 (1)
WORK AREA
5:1
50'
100'
1' MAX.
* 500'
** 500'
END ROAD WORK G20-2A 48"x24"
700' TEMPORARY PAVEMENT MARKING, 4-INCH, YELLOW CENTERLINE (TYP.). WHEN THE DISTANCE FROM THE PRECEDING NO-PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.
ASPHALTIC PAVEMENT SHOULDER WIDENING, 200' TYPICAL OR AS INDICATED IN PLANS
SEE SDD14B7 FOR BARRIER END TREATMENT (TYP.)
W01-6 48"x24"
TYPE III BARRICADE

DRAFT 8-25-17

TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

DATE _____ WORK ZONE ENGINEER

FHWA

6

S.D.D. 15 D 33-5

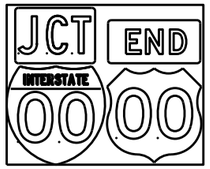
6

S.D.D. 15 D 33-5

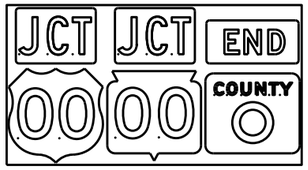
TYPICAL ASSEMBLIES



J1-1



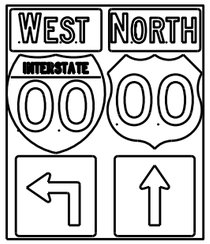
J1-2



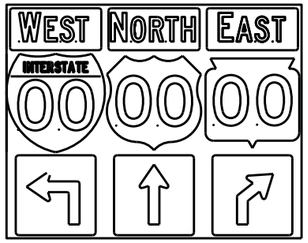
J1-3



J2-1



J2-2

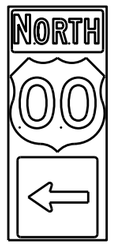


J2-3

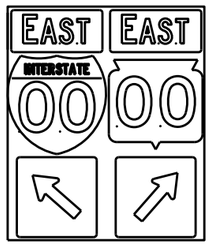


JV

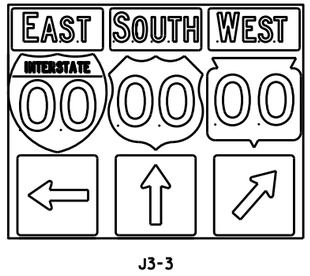
(Typical Vertical J-Assembly
See Note 10 and 11)



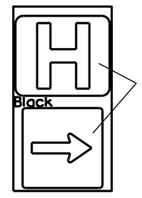
J3-1



J3-2



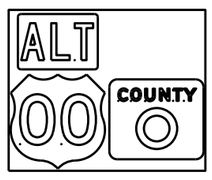
J3-3



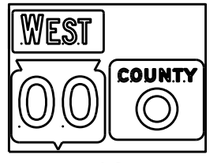
JH-1



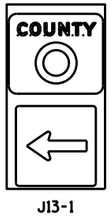
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

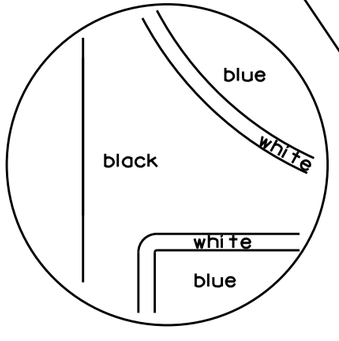


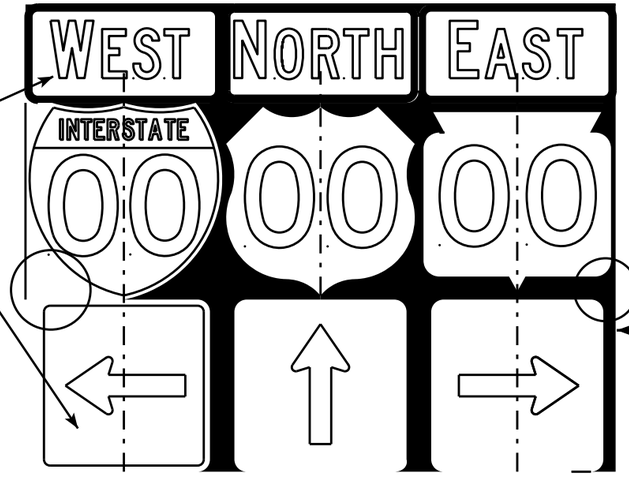
J23-1

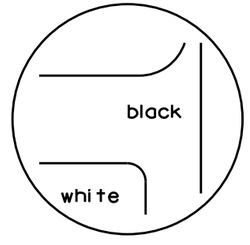


J22-1

[blue background with interstate]







[black background]

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 inchs (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.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

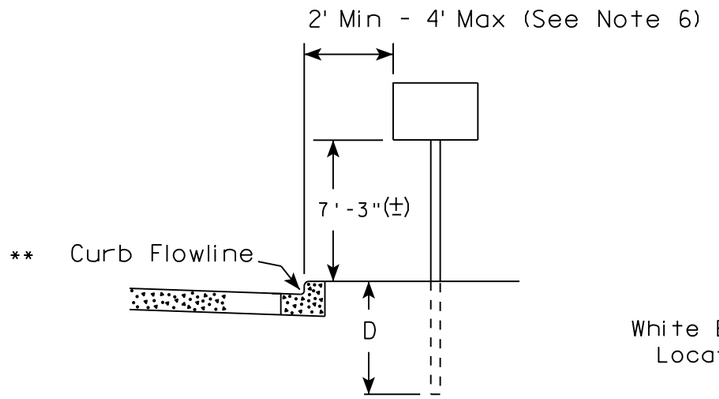
APPROVED Matthew R Rauch
for State Traffic Engineer

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

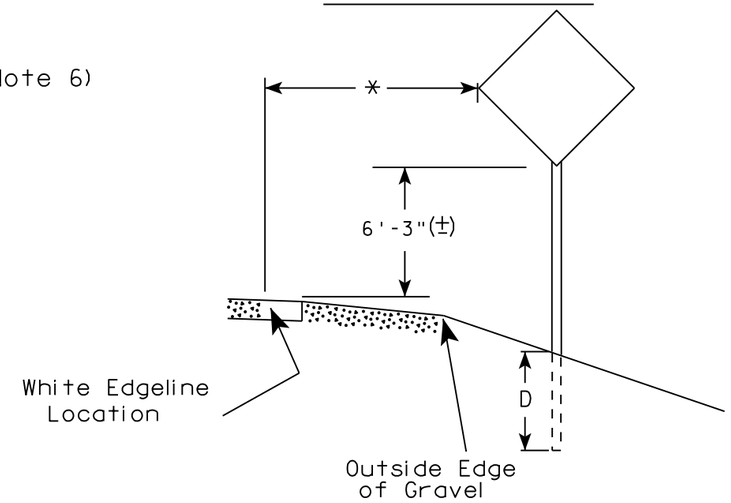
PROJECT NO: | SHEET NO: E

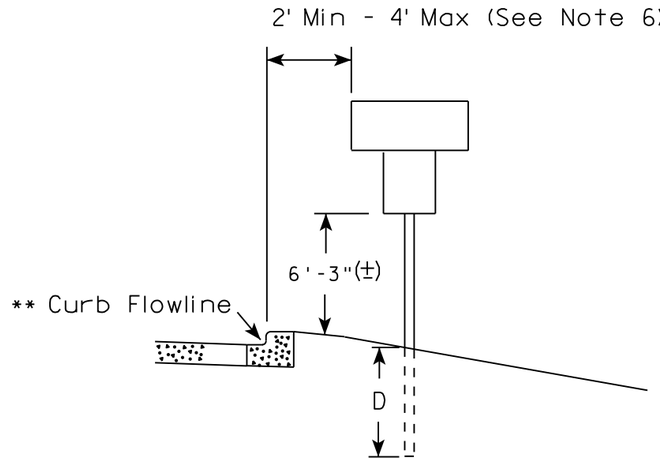
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :
WISDOT/CADDS SHEET 42

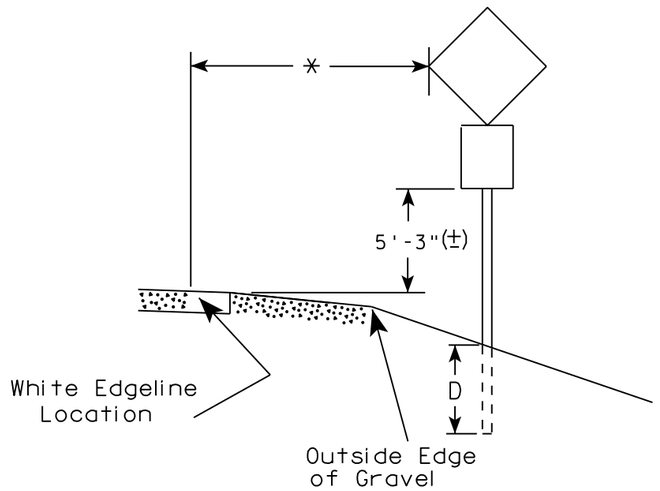
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

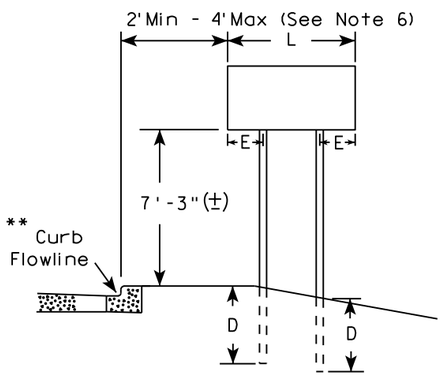
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

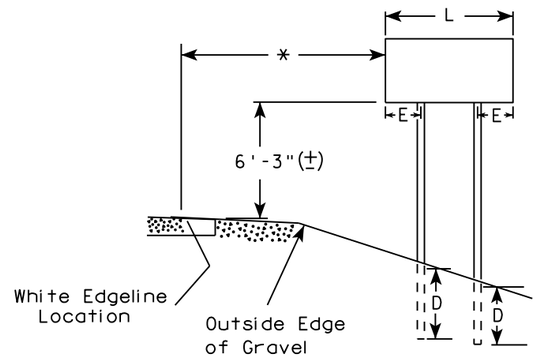
DATE 8/21/17 PLATE NO. A4-3.21

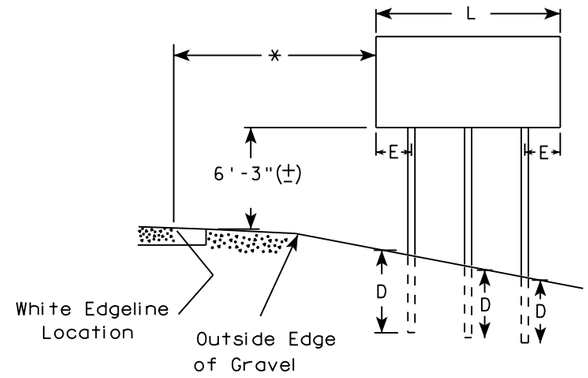
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

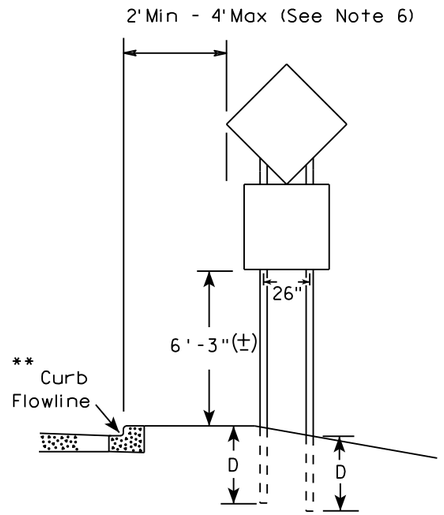
URBAN AREA



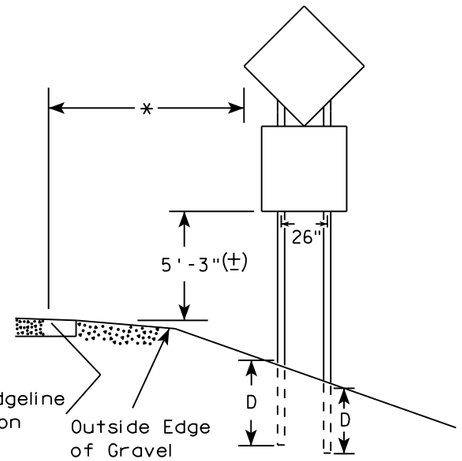
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

GENERAL NOTES

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

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

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

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

POST EMBEDMENT DEPTH

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

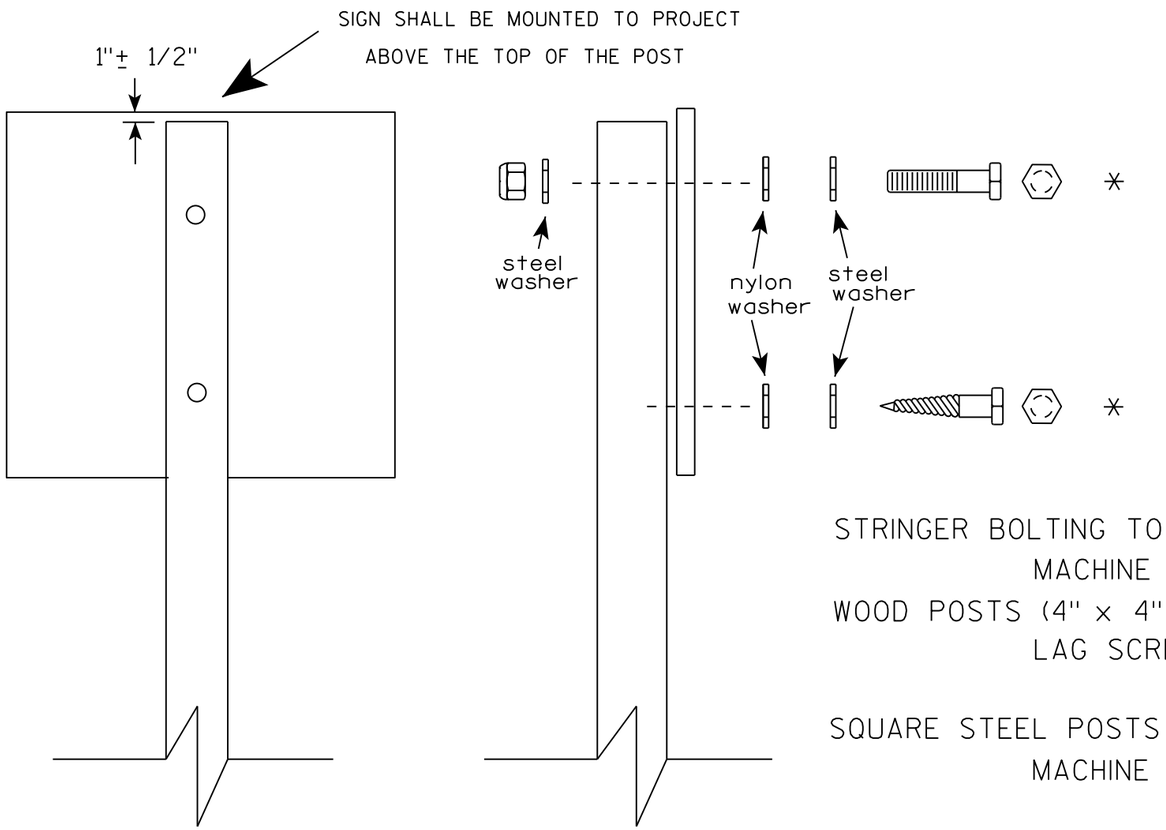
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



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

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

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

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

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

ATTACHMENT OF SIGNS TO POSTS

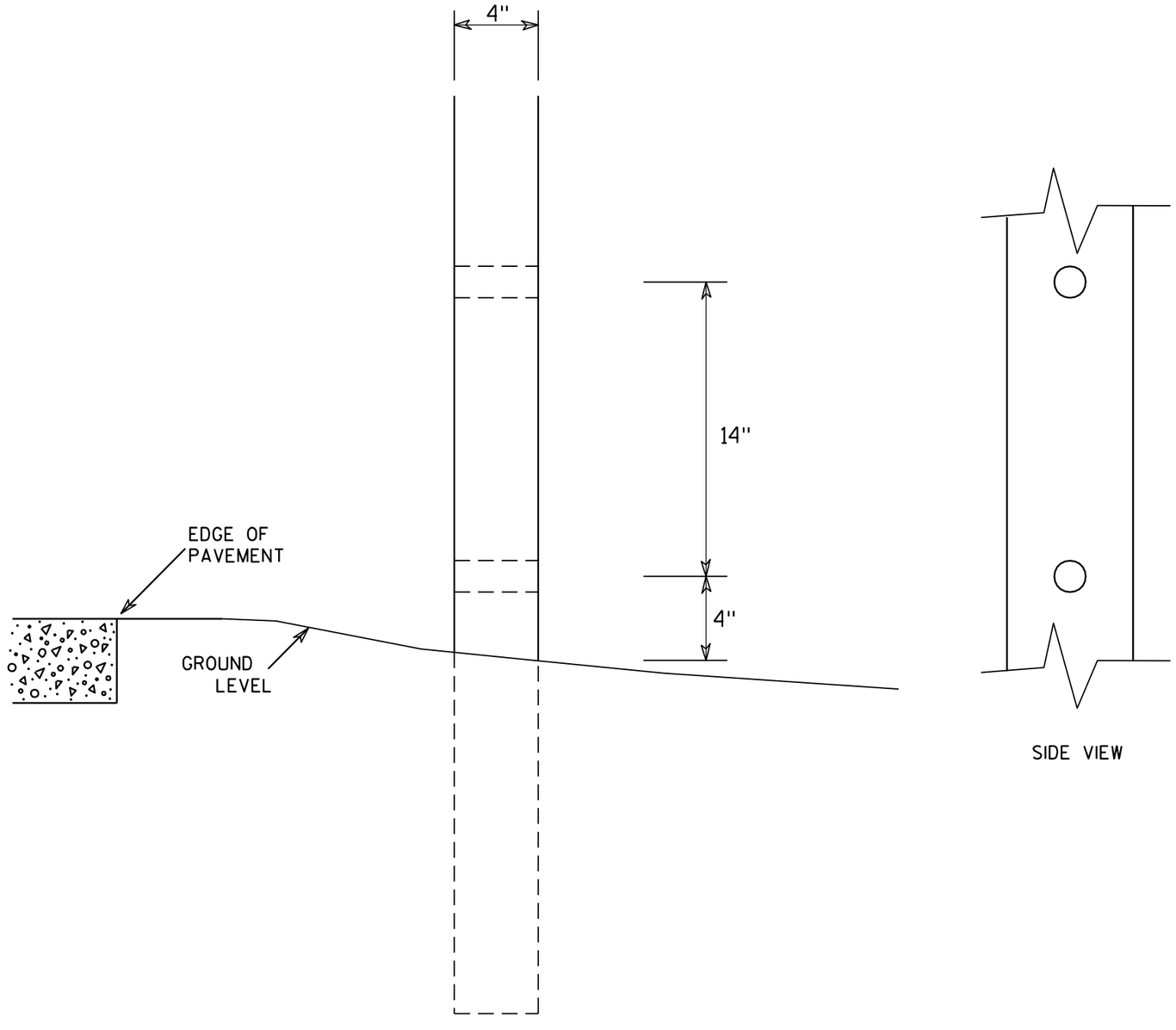
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$



SIDE VIEW

GENERAL NOTES

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

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

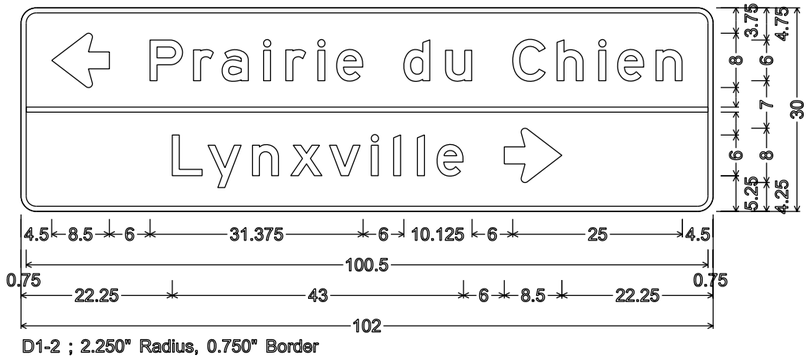
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

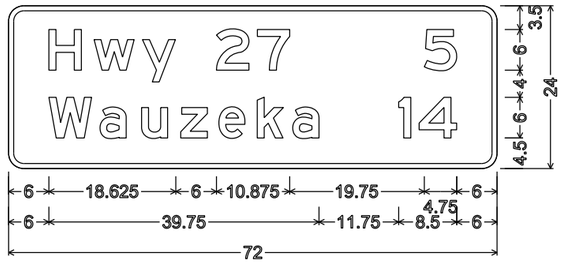
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

NOTES

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

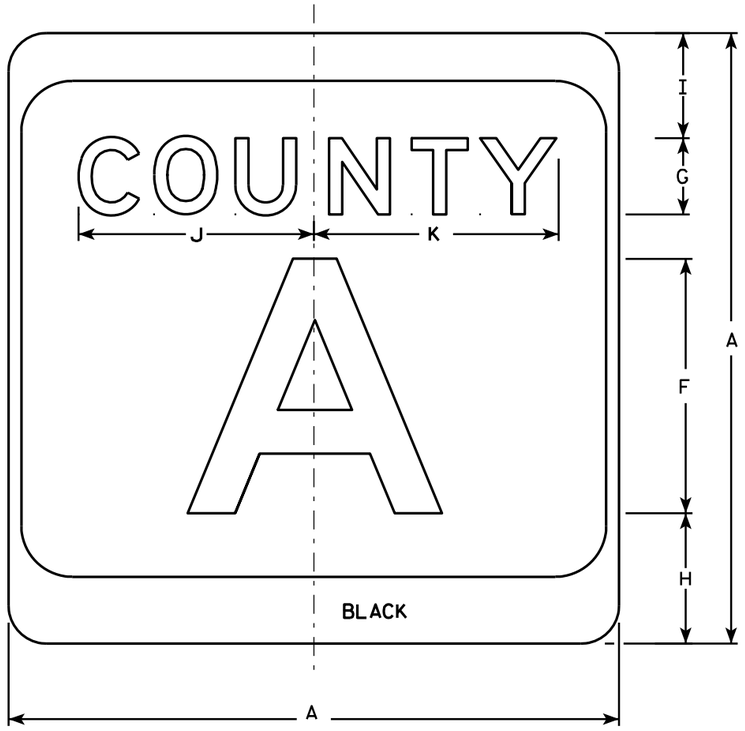


D1-2 ; 2.250" Radius, 0.750" Border

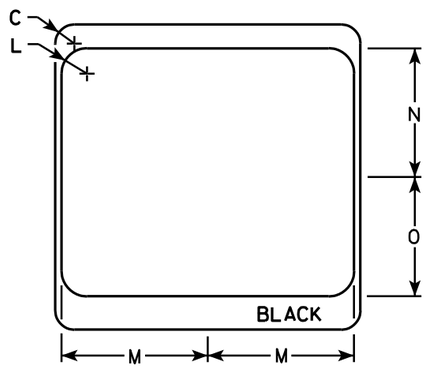


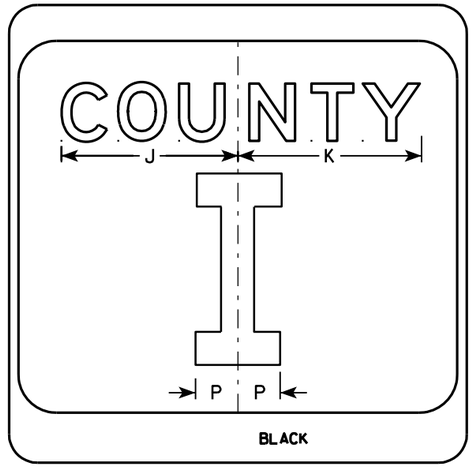
D2-2; 2.250" Radius, 0.750" Border

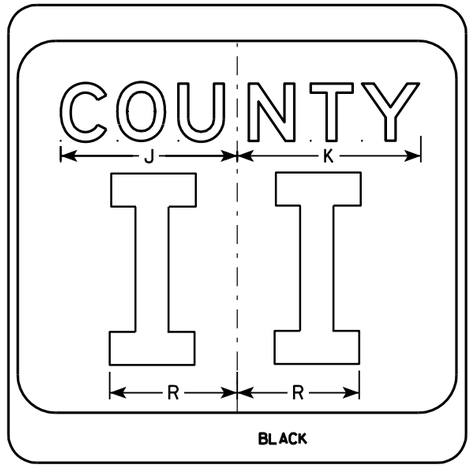
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	PERMANENT SIGNING	SHEET NO:	E



M1-5A







NOTES

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

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

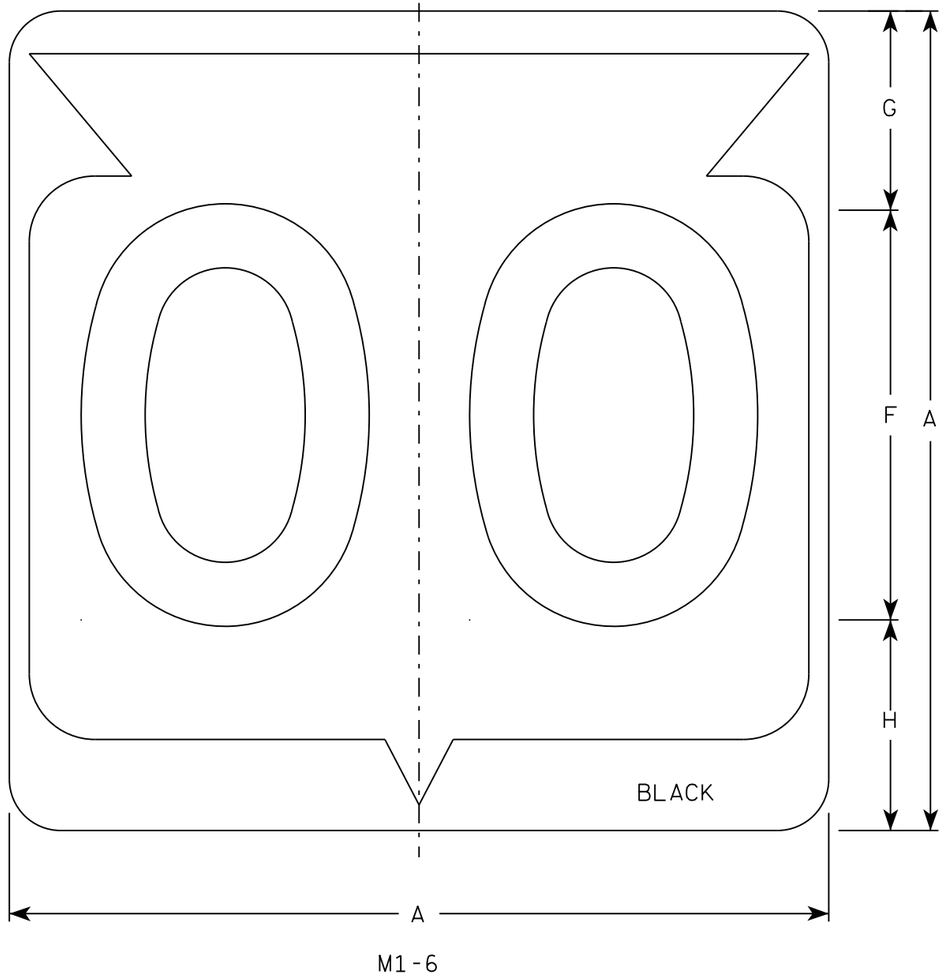
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

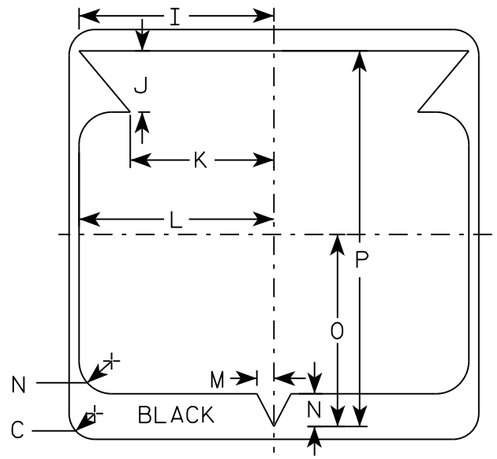
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



M1-6

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.



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

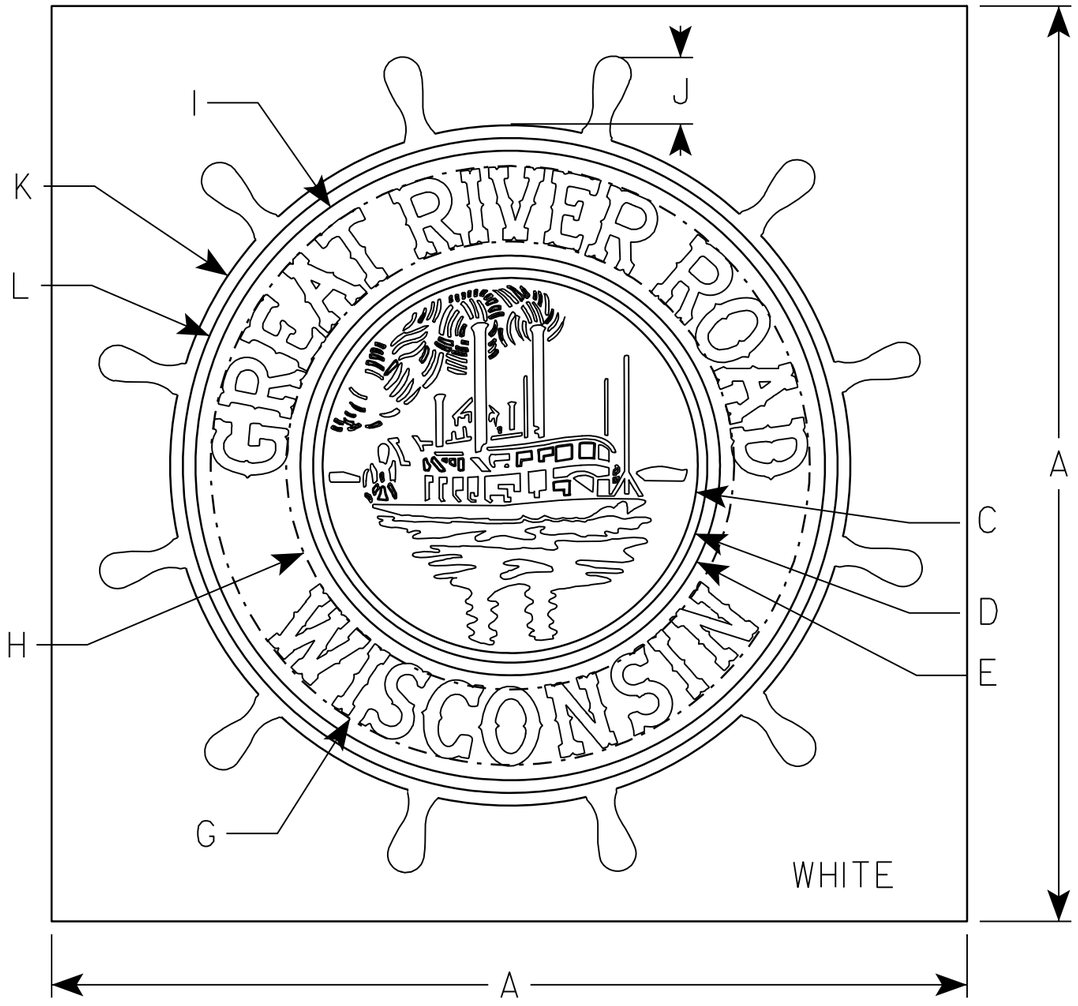
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

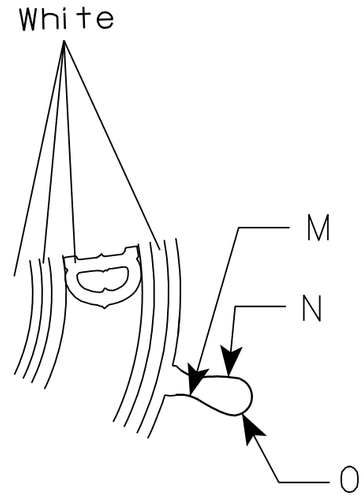
DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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 1/4	R 5 1/2		R 7 7/8	R 5 7/8	R 8 1/2	1 3/4	R 4 1/2	R 8 1/2	R 7/8	R 3 1/2	R 1/2												4.0
3																											
4	36		R 7 3/8	R 7 3/4	R 8 1/4		R 11 3/4	R 8 3/4	R 12 3/8	2 5/8	R 13 3/8	R 12 7/8	R 1 3/8	R 5 1/4	R 3/4												9.0
5																											

STANDARD SIGN
M1-96

WISCONSIN DEPT OF TRANSPORTATION

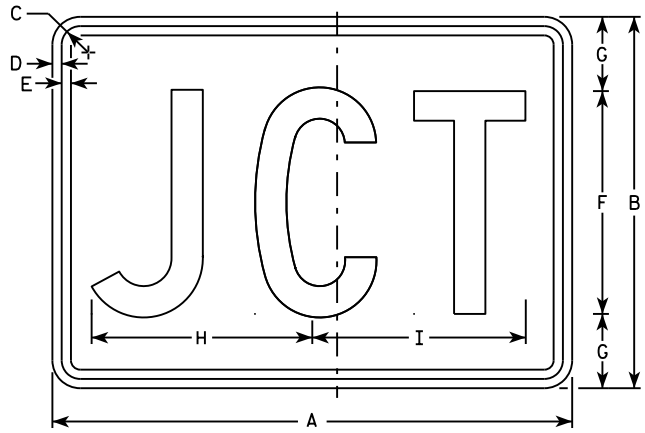
APPROVED Matthew R Rauch
for State Traffic Engineer

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

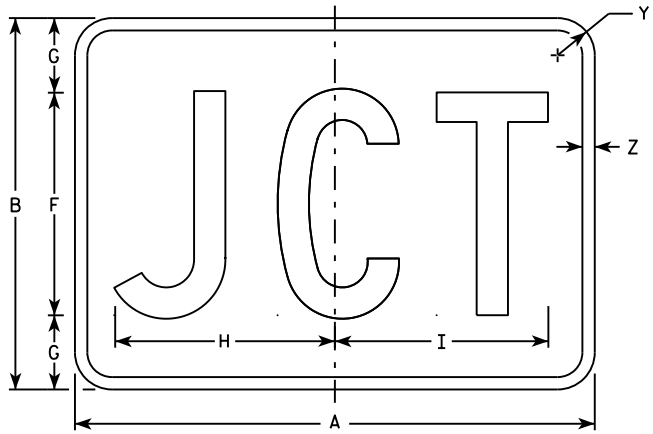
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\M196.DGN PLOT DATE : 28-MAY-2010 08:23 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 5.959043:1.000000

7



M2-1
MM2-1
MP2-1



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

NOTES

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

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

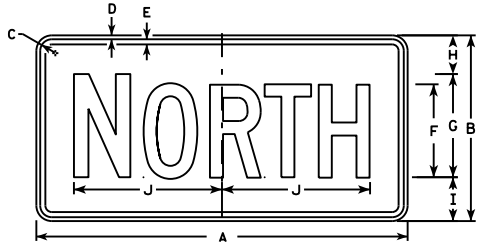
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

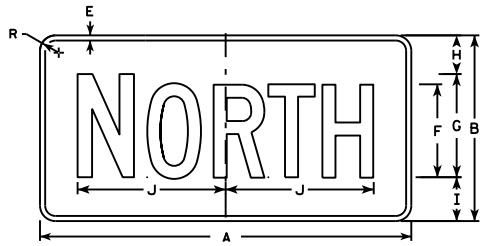
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M2-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



M3-1
MM3-1
MP3-1



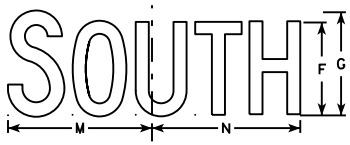
MB3-1
MK3-1
MN3-1



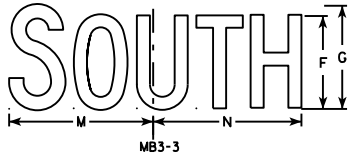
M3-2
MM3-2
MP3-2



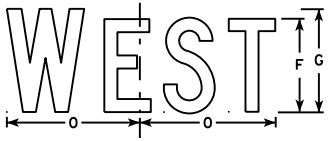
MB3-2
MK3-2
MN3-2



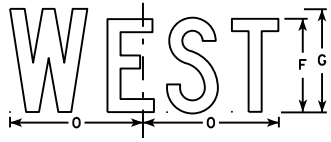
M3-3
MM3-3
MP3-3



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	Q	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

STANDARD SIGNS
M3-1 thur M3-4
SERIES

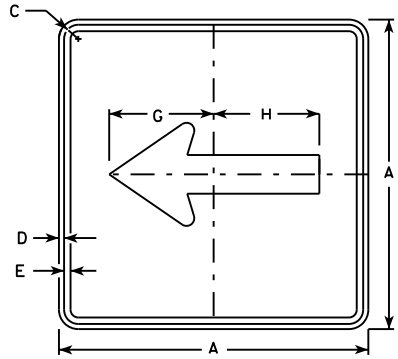
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

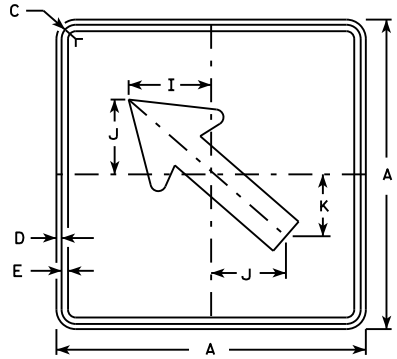
DATE 10/15/15 PLATE NO. M3-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

7



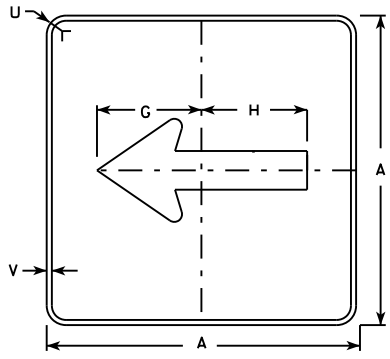
M6-1
MM6-1
MO6-1
MP6-1



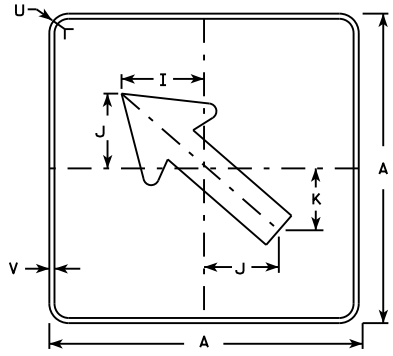
M6-2
MM6-2
MO6-2
MP6-2

NOTES

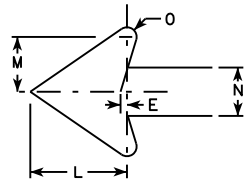
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background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



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



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



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

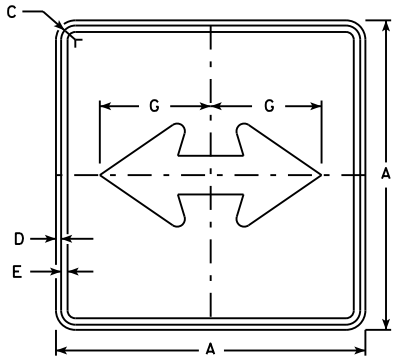
STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

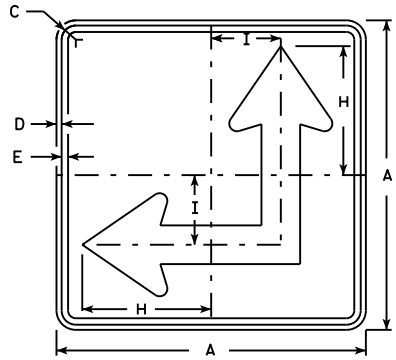
APPROVED Matthew R Rauch
for State Traffic Engineer

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

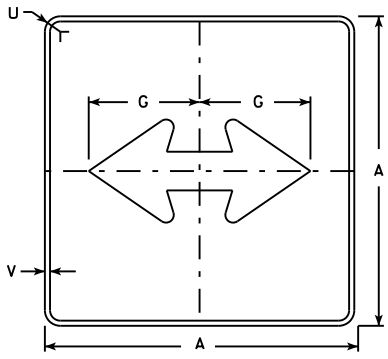
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



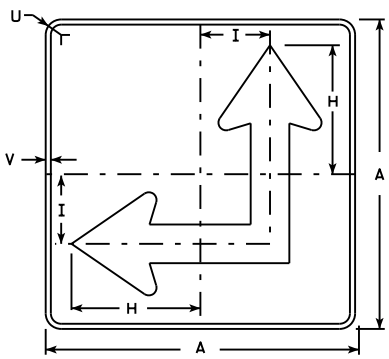
M6-4
MM6-4
MO6-4
MP6-4



M6-6
MM6-6
MO6-6
MP6-6



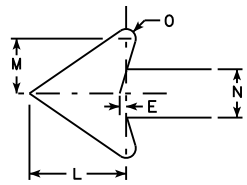
MB6-4
MK6-4
MN6-4
MR6-4



MB6-6
MK6-6
MN6-6
MR6-6

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. M6-4 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
   MO6-4 and MO6-6 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
5. 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	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	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

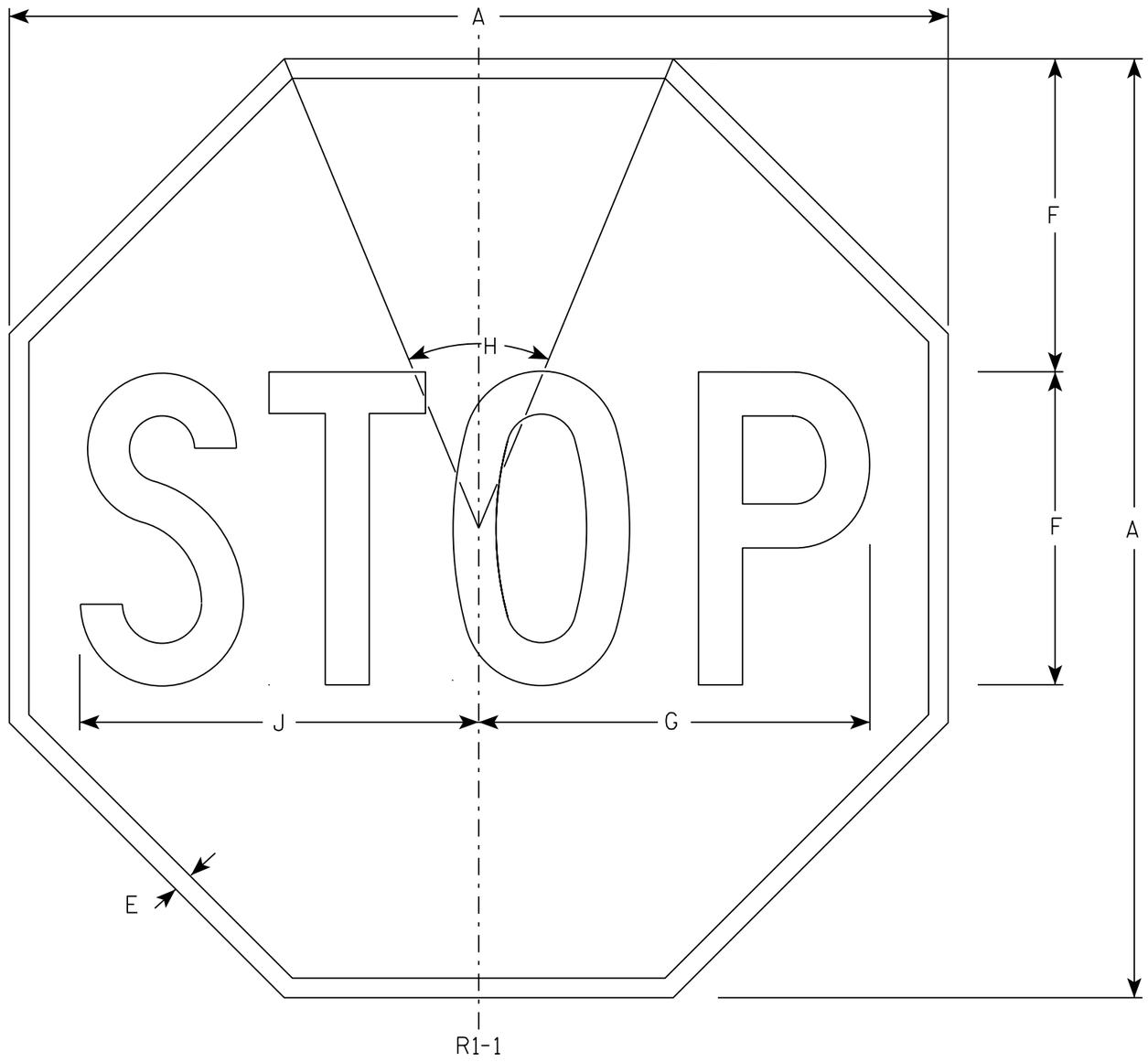
STANDARD SIGN
M6-4 & M6-6
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	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

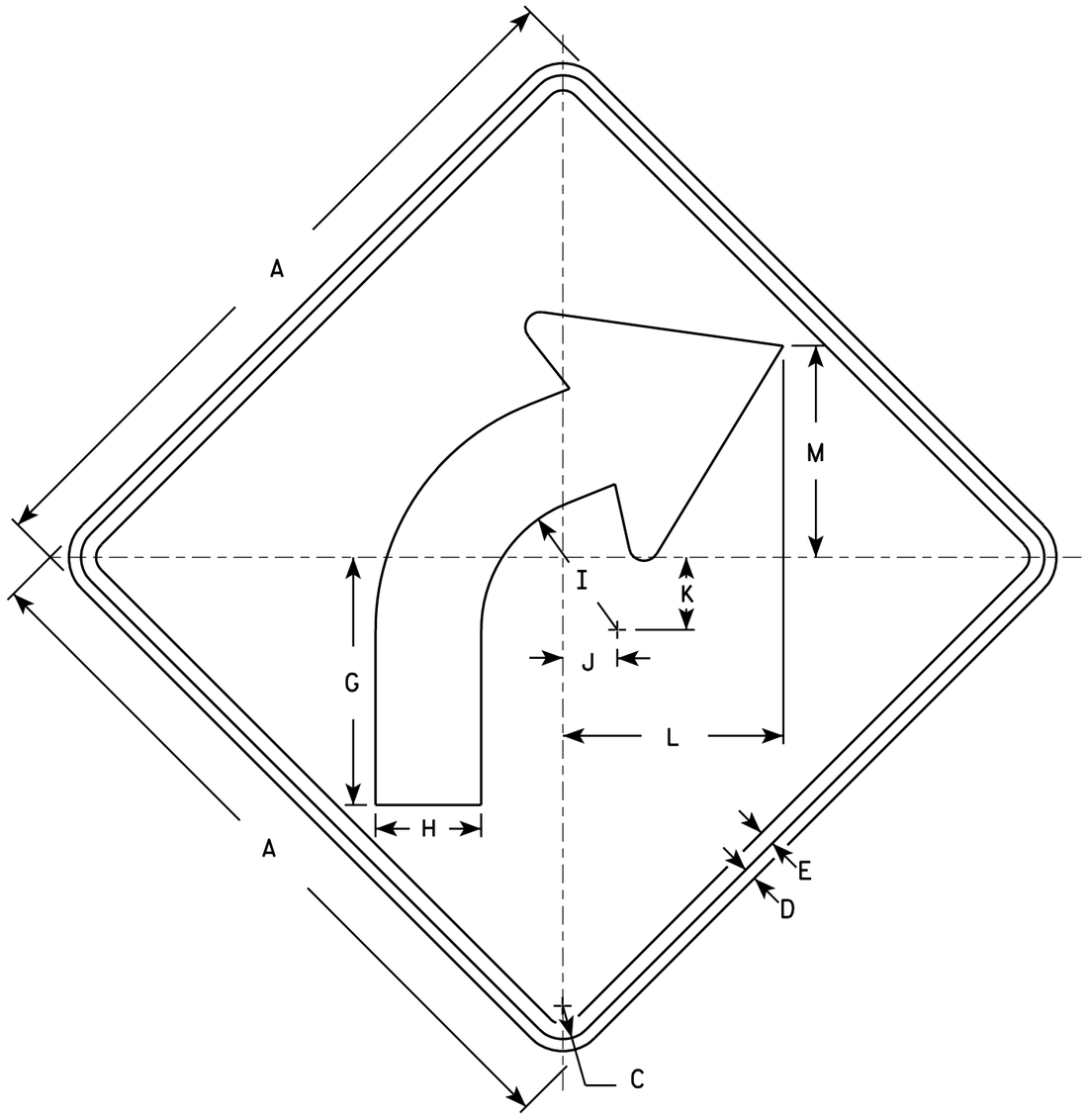
APPROVED Matthew R Rauch
for State Traffic Engineer

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

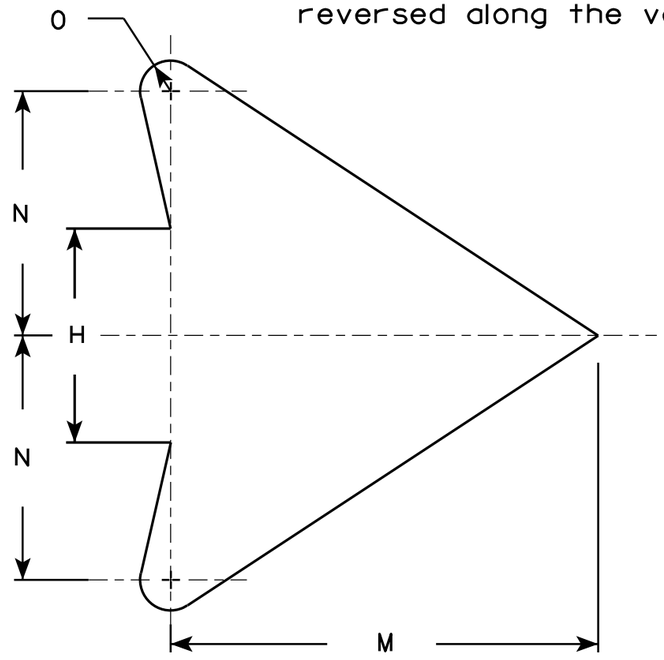
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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. 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

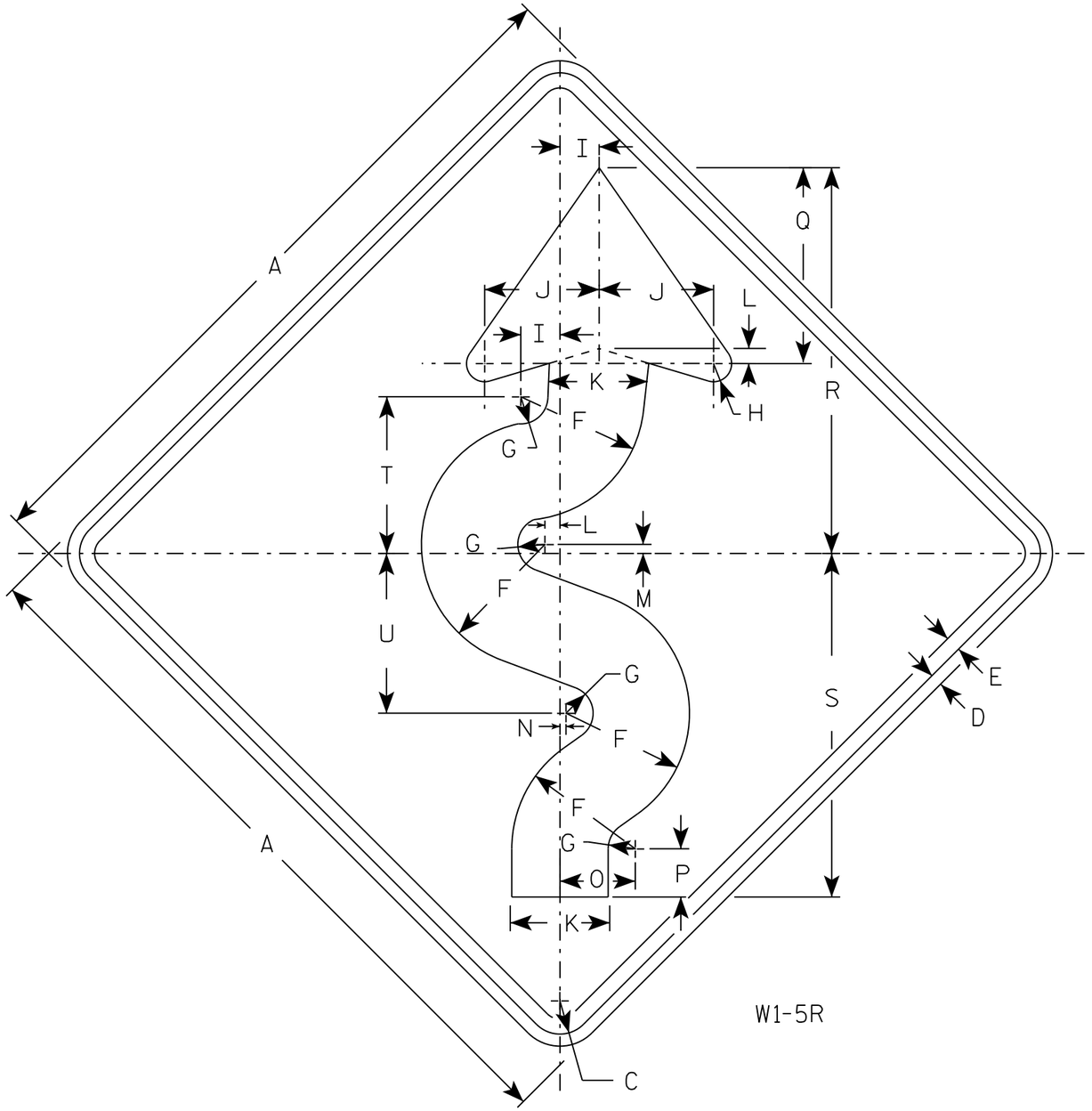
STANDARD SIGN
W1-2

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



W1-5R

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

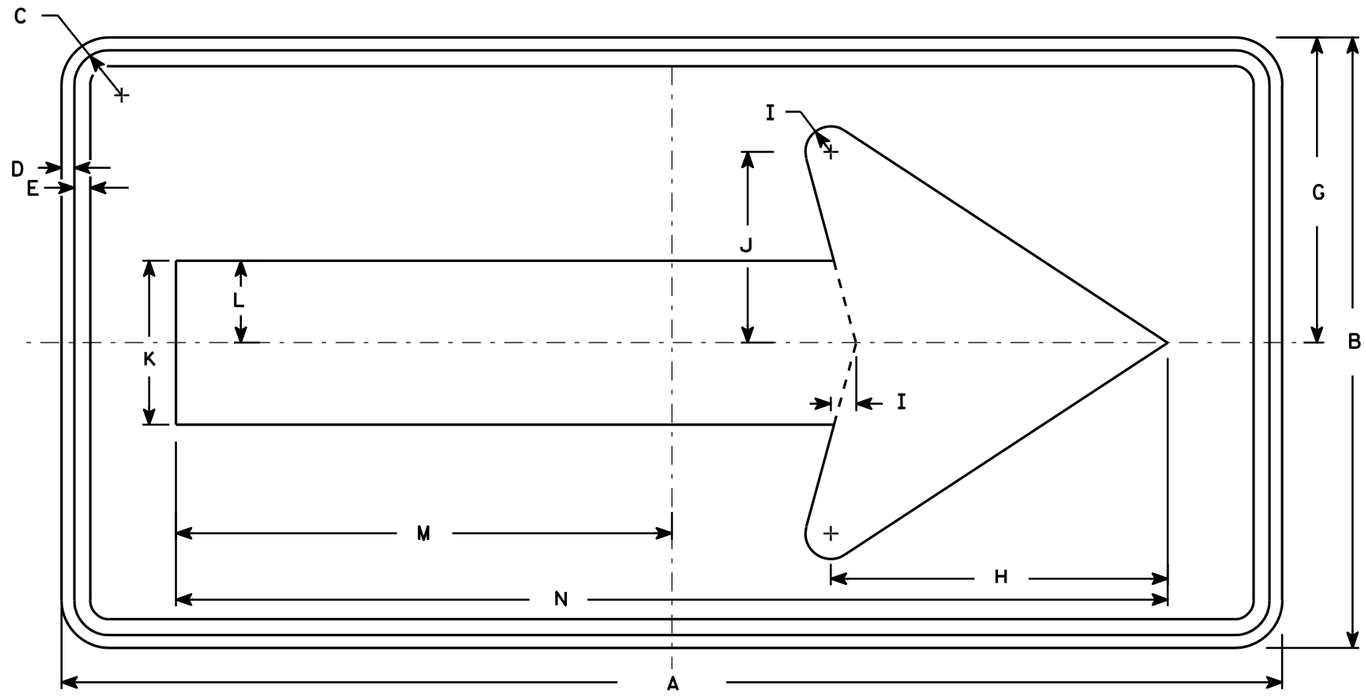
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W15.DGN PLOT DATE : 01-AUG-2016 09:34 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.594294:1.000000



W1-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. 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	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

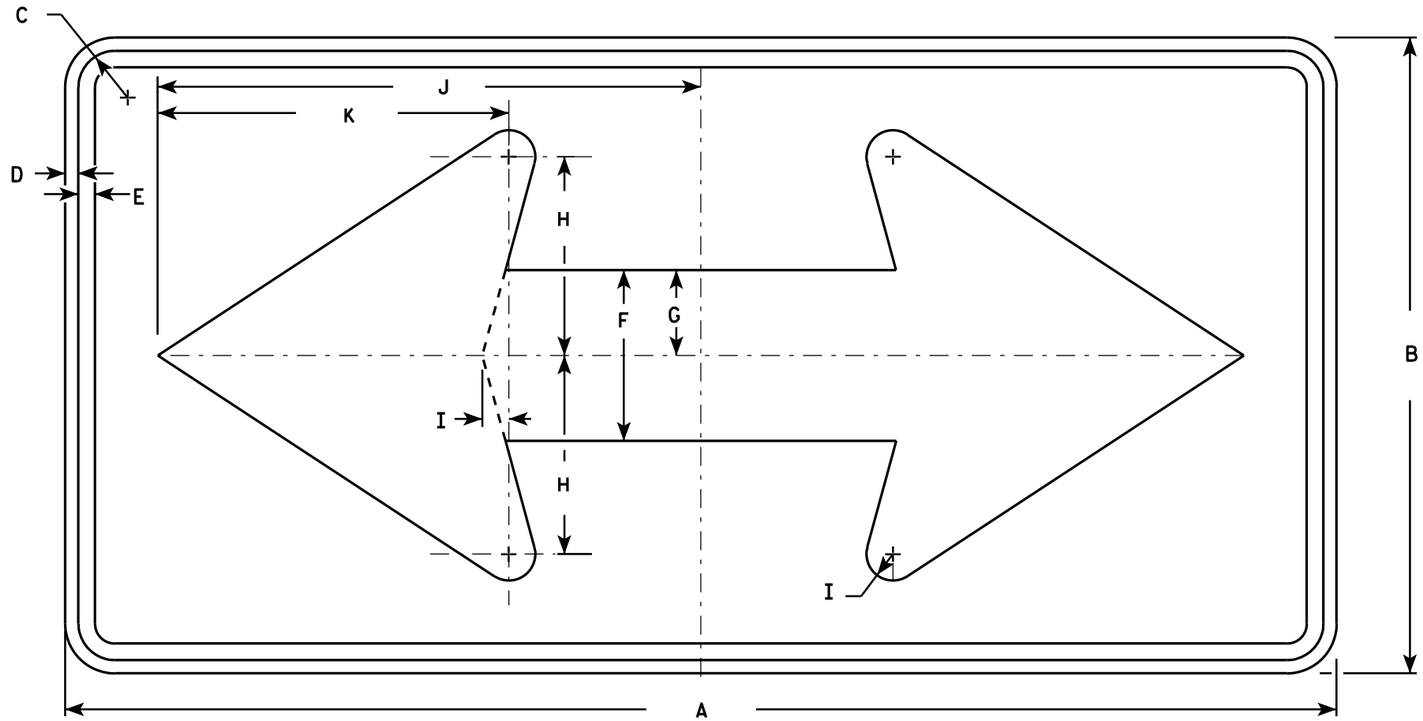
STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-6.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W1-7

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	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

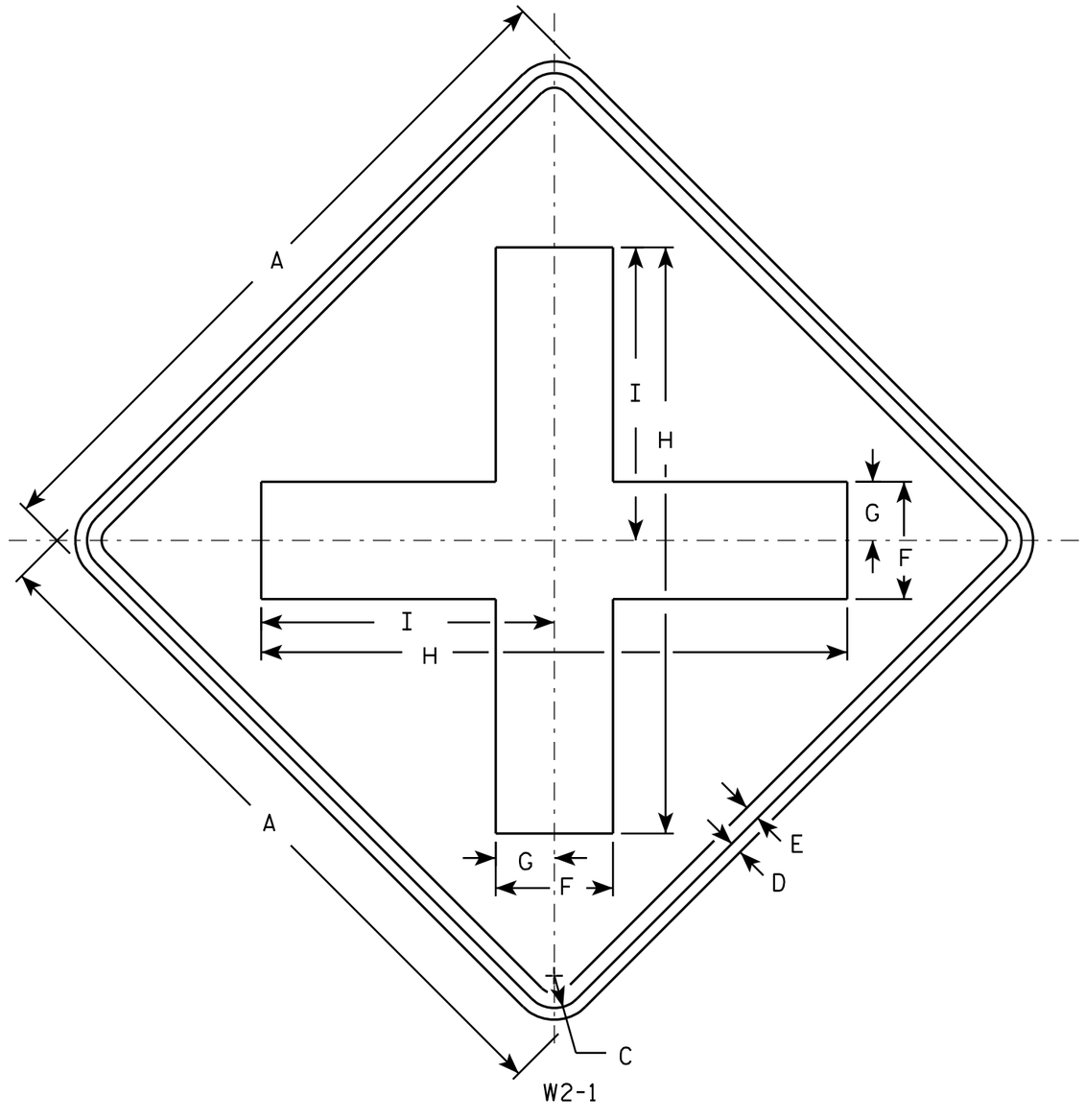
STANDARD SIGN
W1-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		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. 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																											

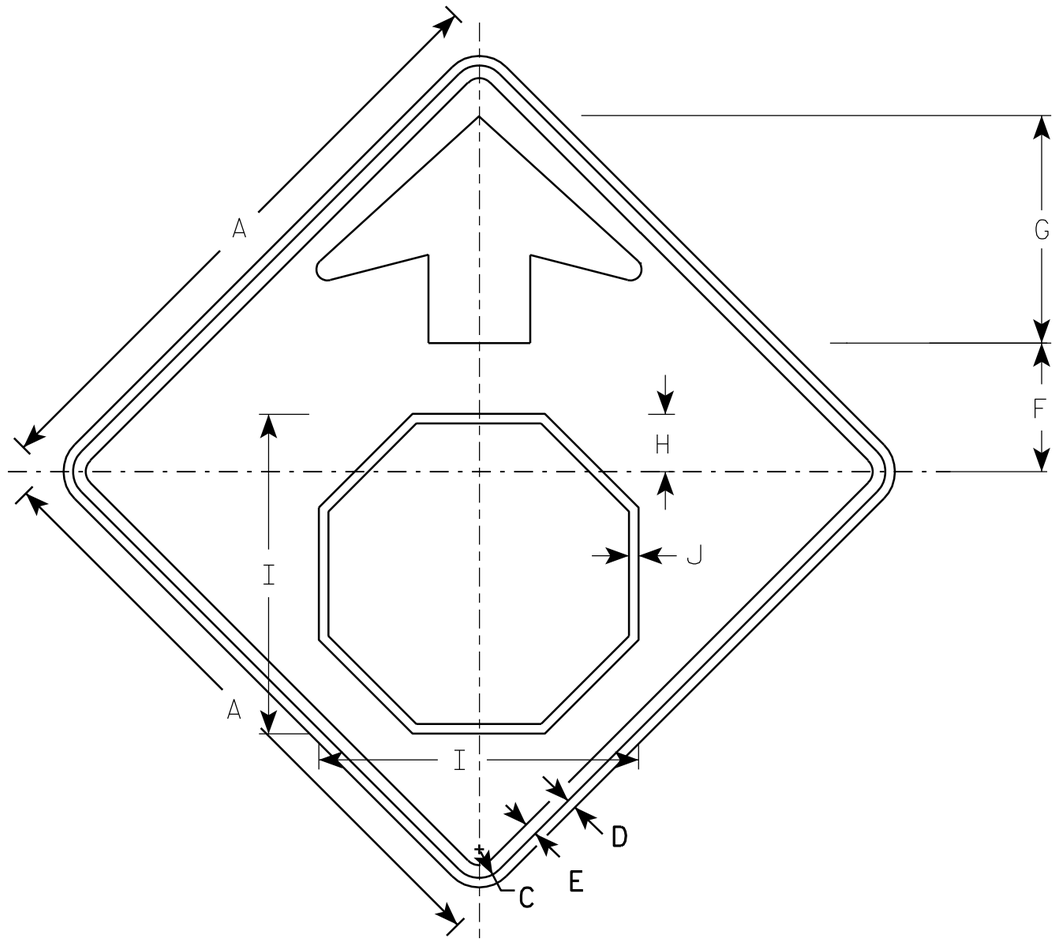
STANDARD SIGN
W2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

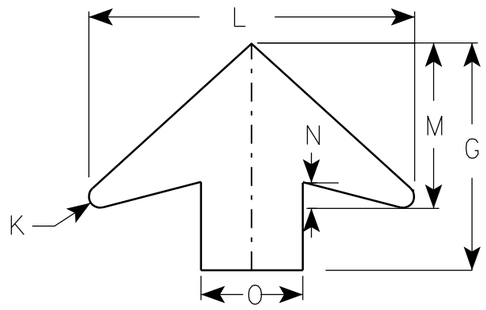
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W3-1

NOTES

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

STANDARD SIGN
W3-1

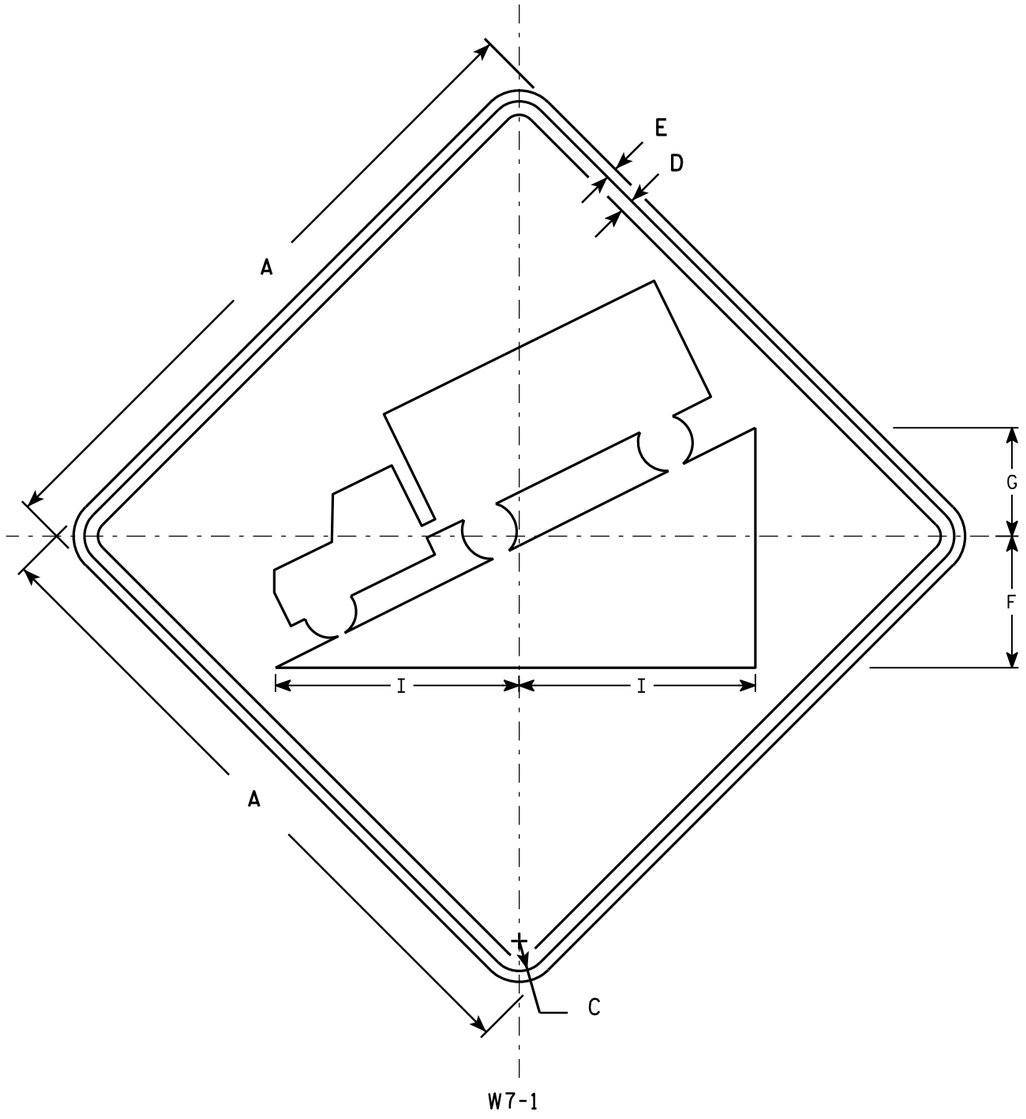
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-1.12

PROJECT NO:

SHEET NO: E



W7-1

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	O	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

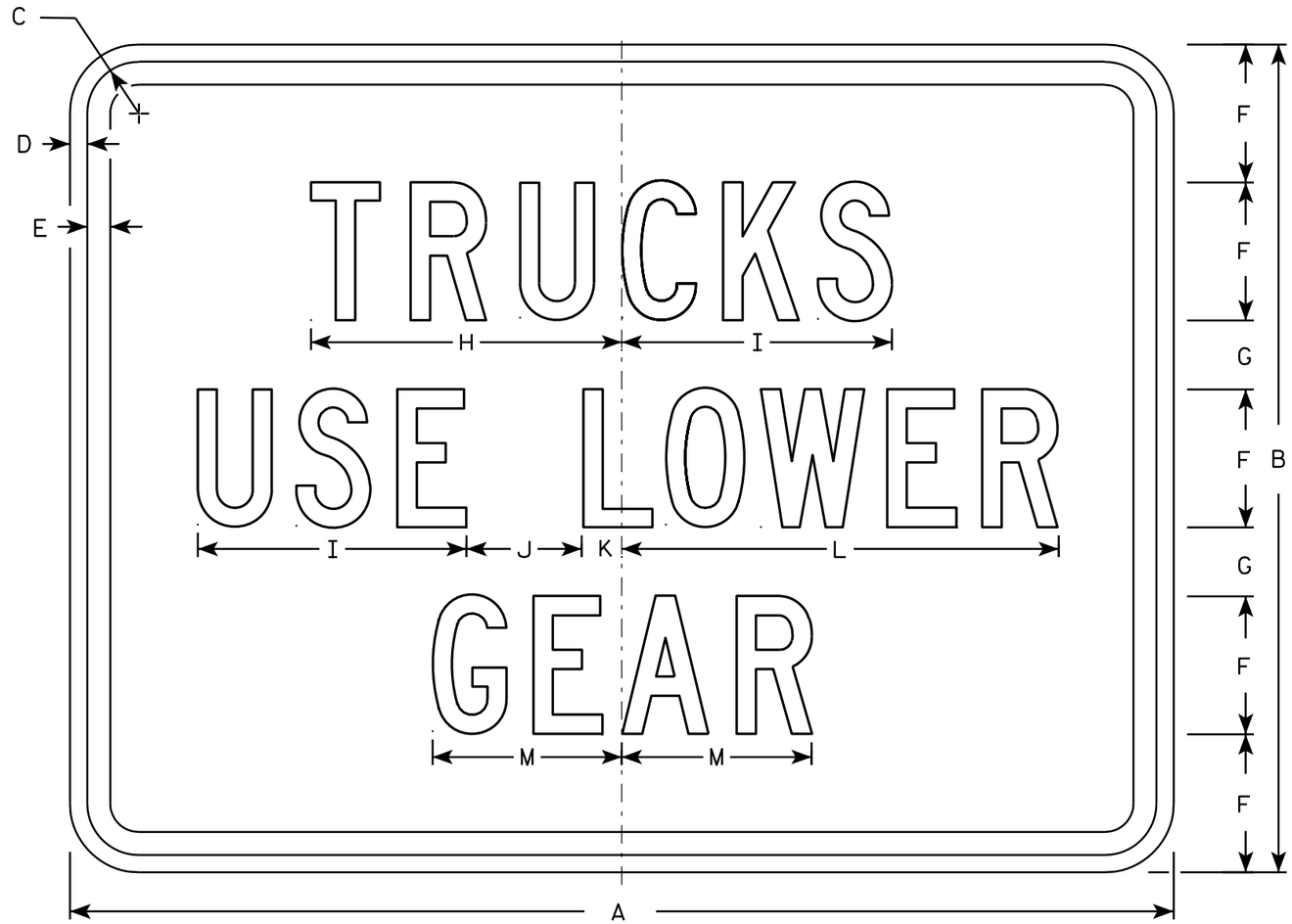
STANDARD SIGN
W7-1

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

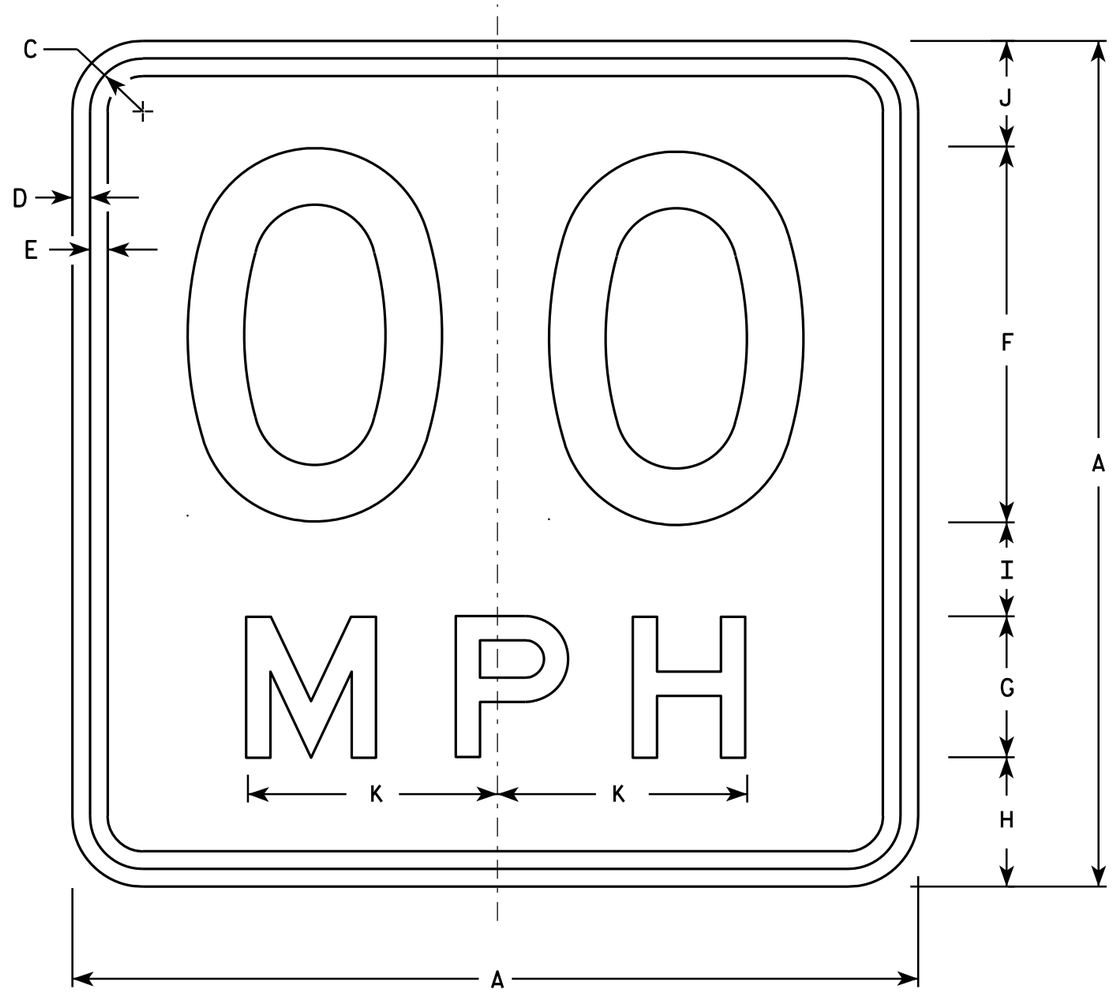
STANDARD SIGN
W7-2B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W13-1

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

NOTES

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

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

STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	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 EBS IN FILL (CY) FACTOR 0.8 NOTE 5	EXPANDED EBS BACKFILL (CY) FACTOR 1.3 NOTE 6	EXPANDED ROCK (CY) FACTOR 1.1 NOTE 7	EXPANDED FILL (CY) FACTOR 1.25 NOTE 8	CUT 1.00 NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	EXPANDED EBS BACKFILL (CY) FACTOR 1.3 NOTE 6	EXPANDED FILL (CY) FACTOR 1.25 NOTE 8	MASS ORDINATE NOTE 9
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	13881	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

9

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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\EARTHWORK.DWG
LAYOUT : MAINLINE
PLOT DATE : 7/27/2018
PLOT TIME : 8:08:17 AM
PLOT BY : KARTER ZAJICEK
PLOT SCALE : 1" = 1'

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 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 - STH 35 STAGE 1

	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 EBS IN FILL (CY) FACTOR 0.8 NOTE 5	EXPANDED EBS BACKFILL (CY) FACTOR 1.3 NOTE 6	EXPANDED ROCK (CY) FACTOR 1.1 NOTE 7	EXPANDED FILL (CY) FACTOR 1.25 NOTE 8	CUT 1.00 NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	EXPANDED EBS BACKFILL (CY) FACTOR 1.3 NOTE 6	EXPANDED FILL (CY) FACTOR 1.25 NOTE 8	MASS ORDINATE NOTE 9
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

	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 EBS IN FILL (CY) FACTOR 0.8 NOTE 5	EXPANDED EBS BACKFILL (CY) FACTOR 1.3 NOTE 6	EXPANDED ROCK (CY) FACTOR 1.1 NOTE 7	EXPANDED FILL (CY) FACTOR 1.25 NOTE 8	CUT 1.00 NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	EXPANDED EBS BACKFILL (CY) FACTOR 1.3 NOTE 6	EXPANDED FILL (CY) FACTOR 1.25 NOTE 8	MASS ORDINATE NOTE 9
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	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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\EARTHWORK.DWG
LAYOUT : STH 35 1&2
PLOT DATE : 7/27/2018
PLOT TIME : 8:35:28 AM
PLOT BY : KARTER ZAJICEK
PLOT SCALE : 1" = 1'

EARTHWORK-STH 35 - STAGE 3

STATION	AREA (SF) CUT	ROCK CUT	FILL	INCREMENTAL VOL (CY) CUT NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	REDUCED EBS IN FILL (CY) FACTOR 0.8 NOTE 5	EXPANDED EBS BACKFILL (CY) FACTOR 1.3 NOTE 6	EXPANDED ROCK (CY) FACTOR 1.1 NOTE 7	EXPANDED FILL (CY) FACTOR 1.25 NOTE 8	CUMMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	EXPANDED EBS BACKFILL (CY) FACTOR 1.3 NOTE 6	EXPANDED FILL (CY) FACTOR 1.25 NOTE 8	MASS ORDINATE NOTE 9
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) CUT	ROCK CUT	FILL	INCREMENTAL VOL (CY) CUT NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	REDUCED EBS IN FILL (CY) FACTOR 0.8 NOTE 5	EXPANDED EBS BACKFILL (CY) FACTOR 1.3 NOTE 6	EXPANDED ROCK (CY) FACTOR 1.1 NOTE 7	EXPANDED FILL (CY) FACTOR 1.25 NOTE 8	CUMMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	EXPANDED EBS BACKFILL (CY) FACTOR 1.3 NOTE 6	EXPANDED FILL (CY) FACTOR 1.25 NOTE 8	MASS ORDINATE NOTE 9
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

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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\EARTHWORK.DWG
LAYOUT : STH 35 3&DEMANES
PLOT DATE : 7/27/2018
PLOT TIME : 8:36:45 AM
PLOT BY : KARTER ZAJICEK
PLOT SCALE : 1" = 1'

EARTHWORK-SLAMA LANE

	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 EBS IN FILL (CY) FACTOR 0.8 NOTE 5	EXPANDED EBS BACKFILL (CY) FACTOR 1.3 NOTE 6	EXPANDED ROCK (CY) FACTOR 1.1 NOTE 7	EXPANDED FILL (CY) FACTOR 1.25 NOTE 8	CUT 1.00 NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	EXPANDED EBS BACKFILL (CY) FACTOR 1.3 NOTE 6	EXPANDED FILL (CY) FACTOR 1.25 NOTE 8	MASS ORDINATE NOTE 9
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)

	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 EBS IN FILL (CY) FACTOR 0.8 NOTE 5	EXPANDED EBS BACKFILL (CY) FACTOR 1.3 NOTE 6	EXPANDED ROCK (CY) FACTOR 1.1 NOTE 7	EXPANDED FILL (CY) FACTOR 1.25 NOTE 8	CUT 1.00 NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	EXPANDED EBS BACKFILL (CY) FACTOR 1.3 NOTE 6	EXPANDED FILL (CY) FACTOR 1.25 NOTE 8	MASS ORDINATE NOTE 9
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)

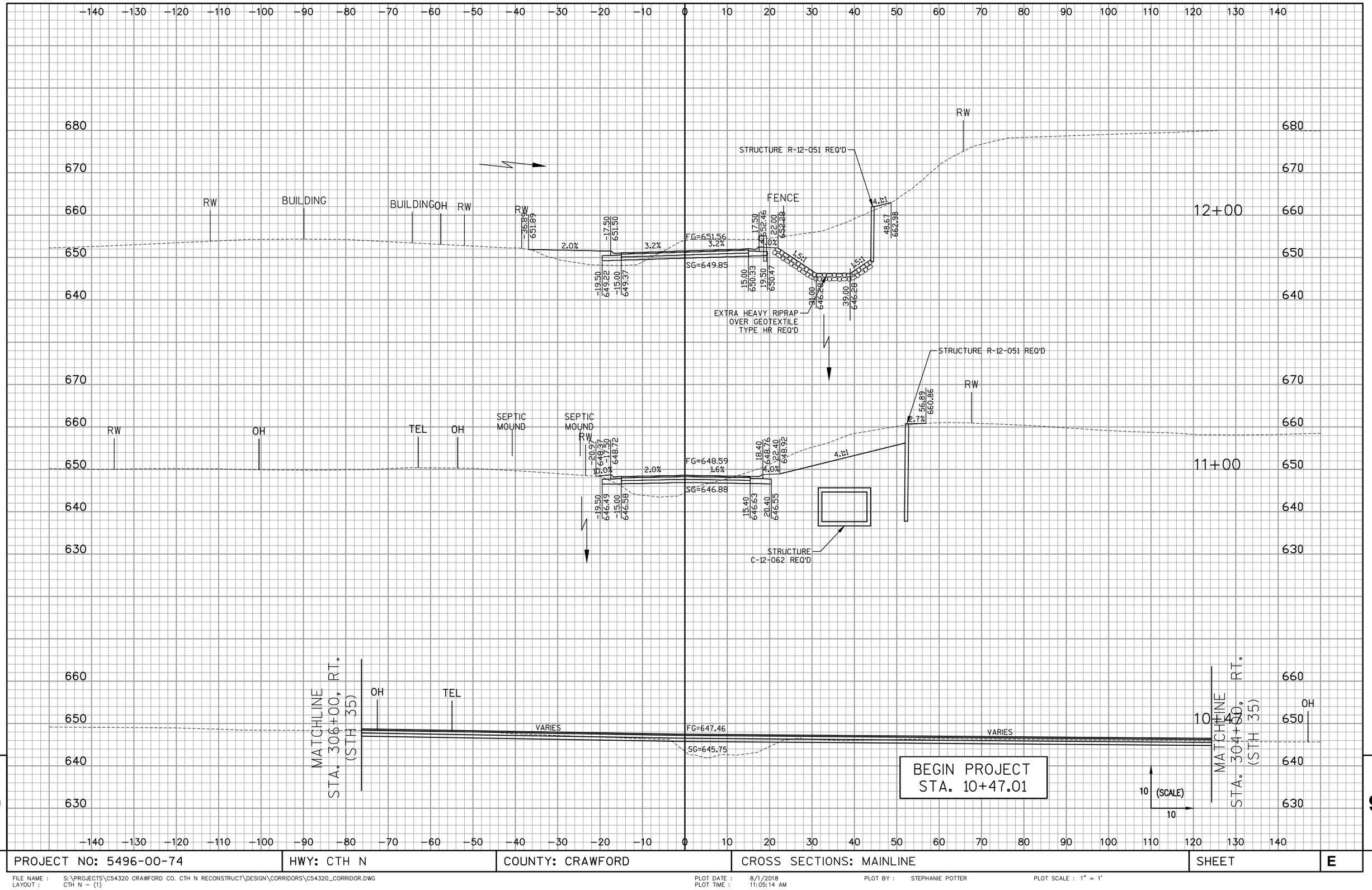
	AREA (SF)			INCREMENTAL VOL (CY)								CUMMULATIVE VOLUME (CY)						
STATION	CUT	ROCK CUT	FILL	CUT NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	REDUCED EBS IN FILL (CY) FACTOR 0.8 NOTE 5	EXPANDED EBS BACKFILL (CY) FACTOR 1.3 NOTE 6	EXPANDED ROCK (CY) FACTOR 1.1 NOTE 7	EXPANDED FILL (CY) FACTOR 1.25 NOTE 8	CUT 1.00 NOTE 1	ROCK CUT NOTE 2	FILL NOTE 3	EBS NOTE 4	EXPANDED EBS BACKFILL (CY) FACTOR 1.3 NOTE 6	EXPANDED FILL (CY) FACTOR 1.25 NOTE 8	MASS ORDINATE NOTE 9
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 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

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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\SHEETSPLAN\DETAILS\EARTHWORK.DWG
LAYOUT : SLAMA & OLD CTH N
PLOT DATE : 7/27/2018
PLOT TIME : 8:37:05 AM
PLOT BY : KARTER ZAJICEK
PLOT SCALE : 1" = 1'



9

9

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

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

PLOT DATE : 8/1/2018
PLOT TIME : 11:05:14 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'

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

15+00

RW
FENCE
OH
FENCE
RW
-64.18 668.18
-21.00 668.00
-19.50 667.50
-15.00 667.88
-43.86 662.31
-36.00 662.19
-21.00 666.00
-19.50 665.86
-15.00 665.75
FG=667.76
SG=666.05
2.0%
4.0%
3.5:1
4.0:1
2.5:1
17.96 665.59
28.57 665.18
38.00 661.09
51.72 660.85
65.30 660.85
91.46 671.31
EXTRA HEAVY RIPRAP OVER GEOTEXTILE TYPE HR REQ'D

14+00

RW
FENCE
OH
FENCE
-27.91 662.92
-17.50 661.88
-19.50 659.65
-15.00 659.74
FG=661.75
SG=660.04
10.0%
2.0%
2.5:1
16.00 659.72
24.05 659.56
36.01 654.78
48.11 654.78
67.05 664.25
EXTRA HEAVY RIPRAP OVER GEOTEXTILE TYPE HR REQ'D

13+00

FENCE
BUILDING
LP TANK
RW
RW
OH
BUILDING
RW
RW
-21.50 656.19
-17.50 656.11
-19.50 653.89
-15.00 653.98
FG=655.99
SG=654.28
2.0%
0.6%
1.5:1
17.50 656.50
22.00 656.32
15.00 654.37
19.50 654.40
31.00 650.32
39.00 650.32
48.67 658.94
SOLDIER PILE WALL REQ'D
EXTRA HEAVY RIPRAP OVER GEOTEXTILE TYPE HR REQ'D

10 (SCALE) 10

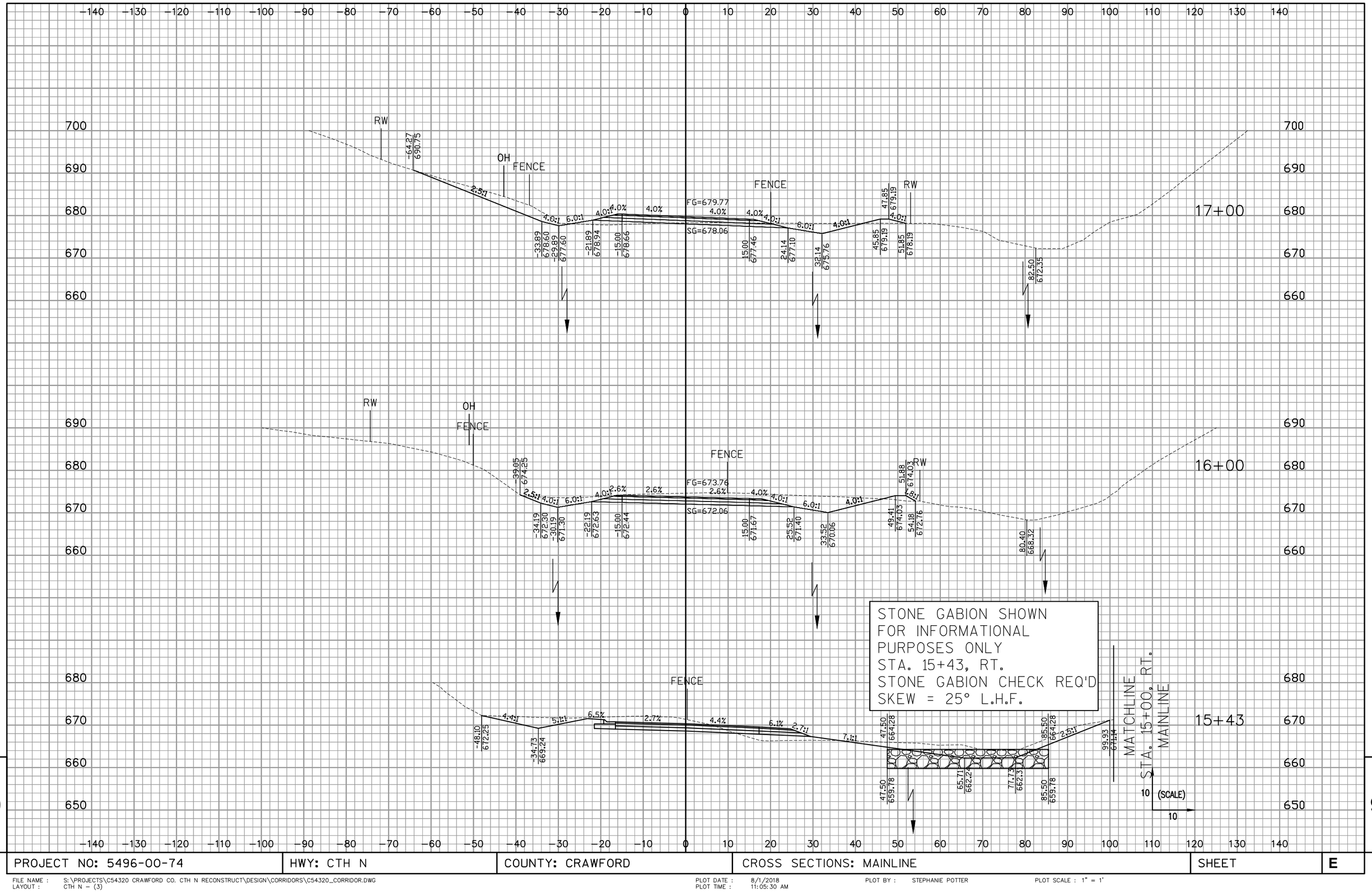
-140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

680 670 660 650 640

9 9

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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (2)
PLOT DATE : 10/25/2018
PLOT TIME : 3:41:48 PM
PLOT BY : JULIA ZEHNER
PLOT SCALE : 1" = 1'



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

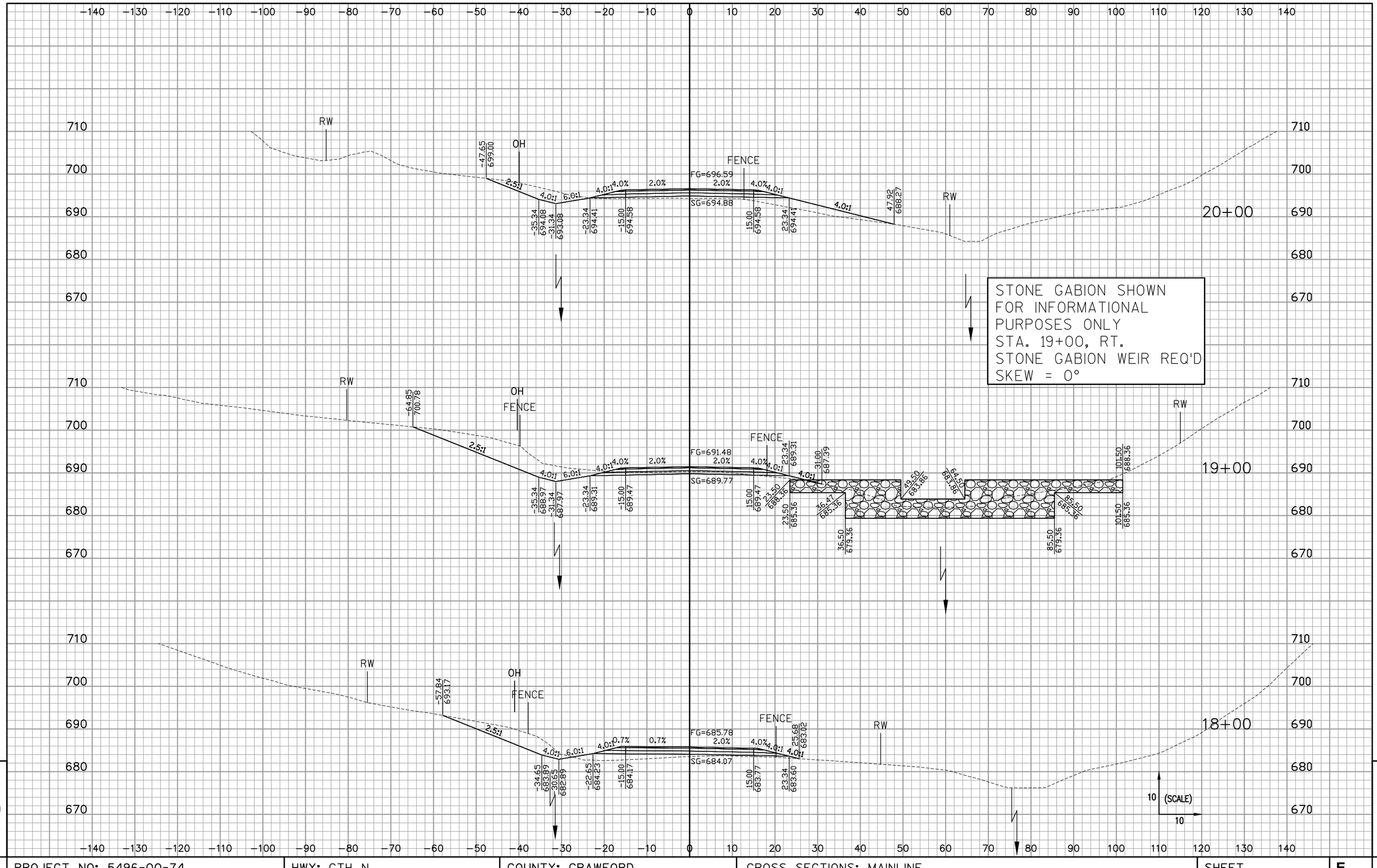
FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (3)

PLOT DATE : 8/1/2018
PLOT TIME : 11:05:30 AM

PLOT BY : STEPHANIE POTTER

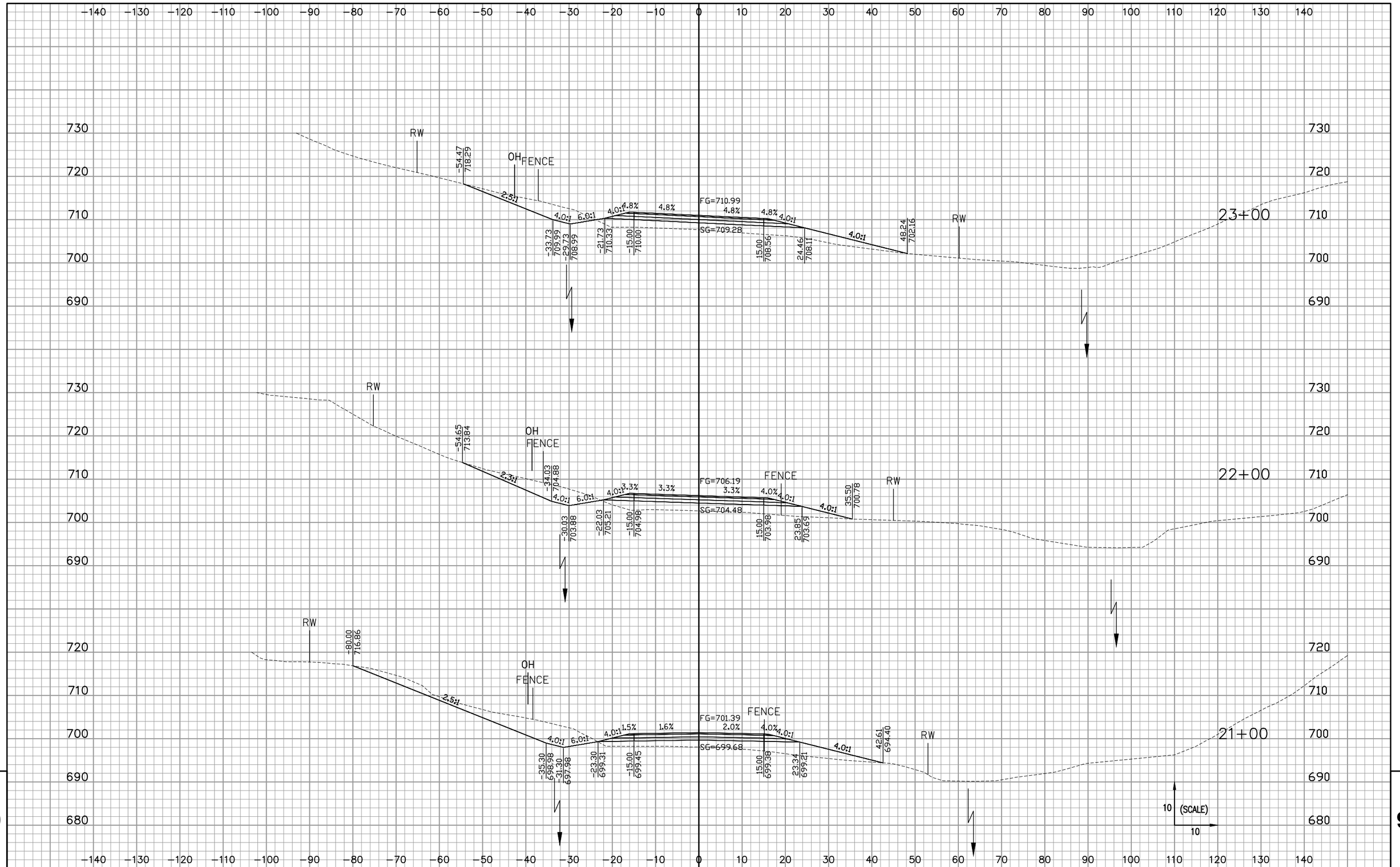
PLOT SCALE : 1" = 1'

9



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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N - (4)
PLOT DATE : 8/1/2018
PLOT TIME : 11:05:38 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1" = 1'



9

9

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

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

PLOT DATE : 8/1/2018
PLOT TIME : 11:05:46 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'

STONE GABION SHOWN
FOR INFORMATIONAL
PURPOSES ONLNY
STA. 25+13, RT.
STONE GABION WEIR REQ'D
SKEW = 7° L.H.F.

25+13

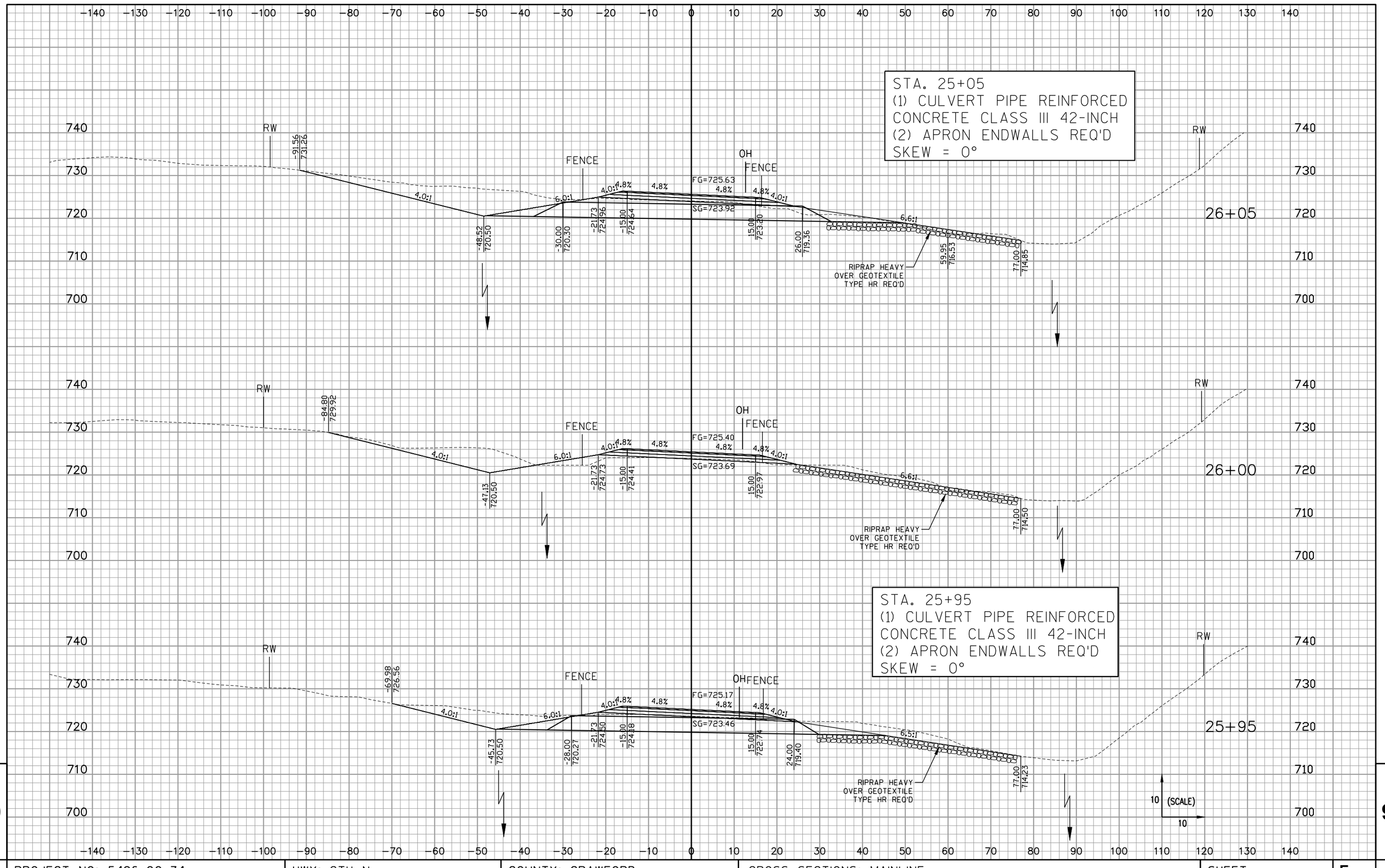
25+00

24+00

RW
FENCE
OH
FG=720.60
SG=718.89
FG=715.79
SG=714.08
GABION WEIR
MATCHLINE
STA. 25+13
MAINLINE
10 (SCALE) 10

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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (6)
PLOT DATE : 8/1/2018
PLOT TIME : 11:05:54 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1" = 1'



9

9

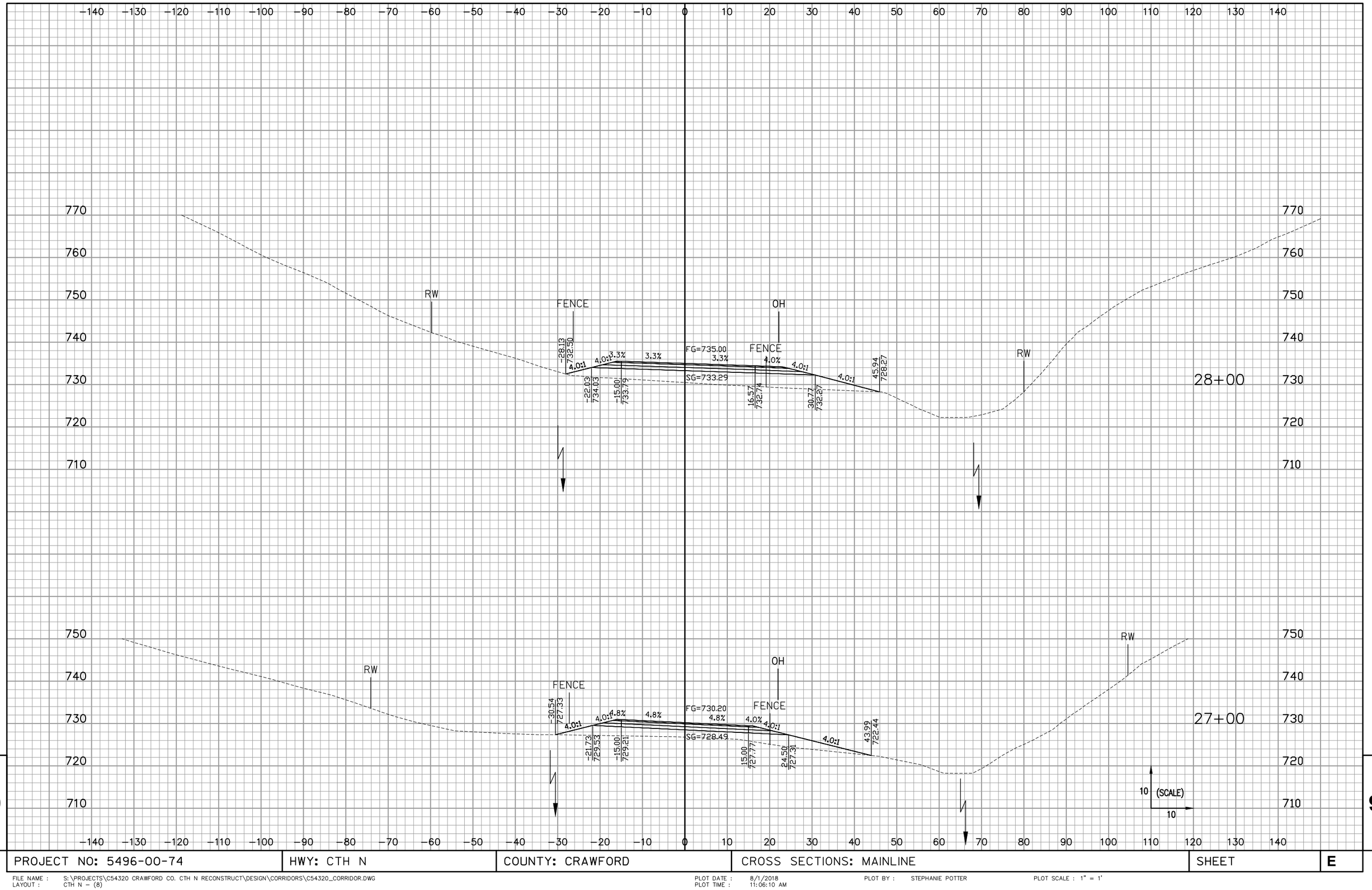
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE	SHEET	E

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

PLOT DATE : 10/25/2018
PLOT TIME : 3:42:43 PM

PLOT BY : JULIA ZEHNER

PLOT SCALE : 1" = 1'



9

9

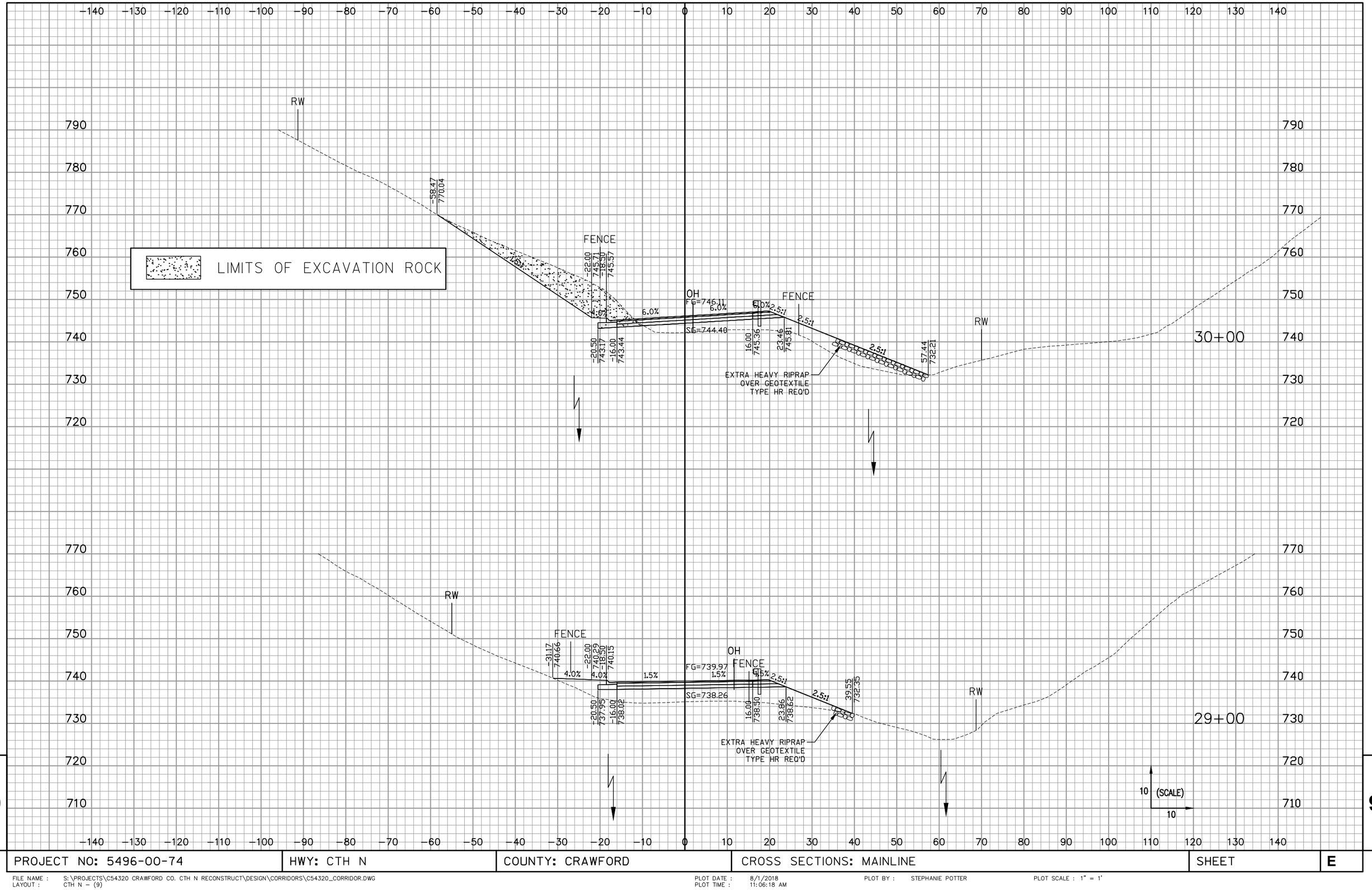
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N - (8)

PLOT DATE : 8/1/2018
PLOT TIME : 11:06:10 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'



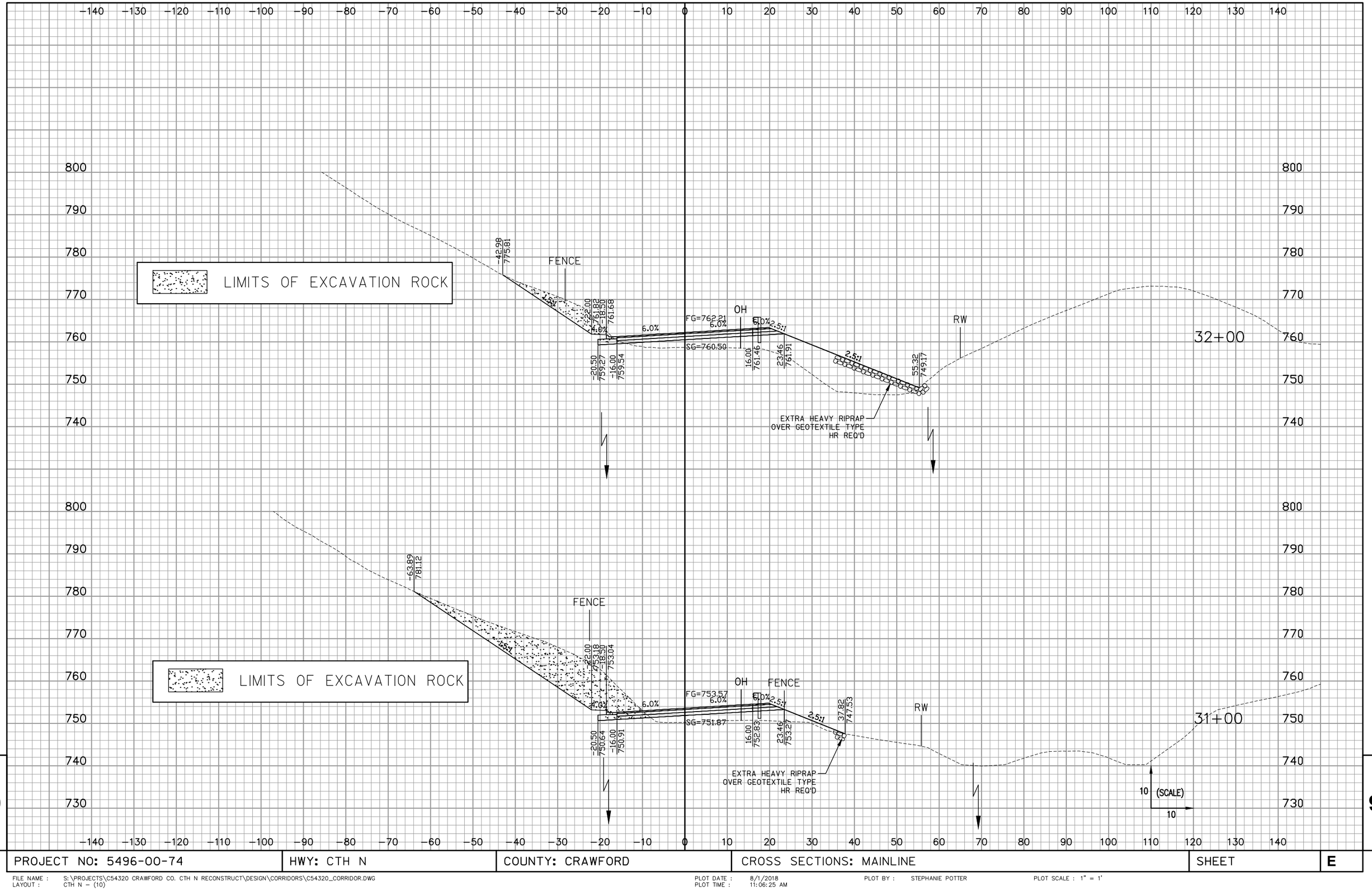
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (9)

PLOT DATE : 8/1/2018
PLOT TIME : 11:06:18 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'



9

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

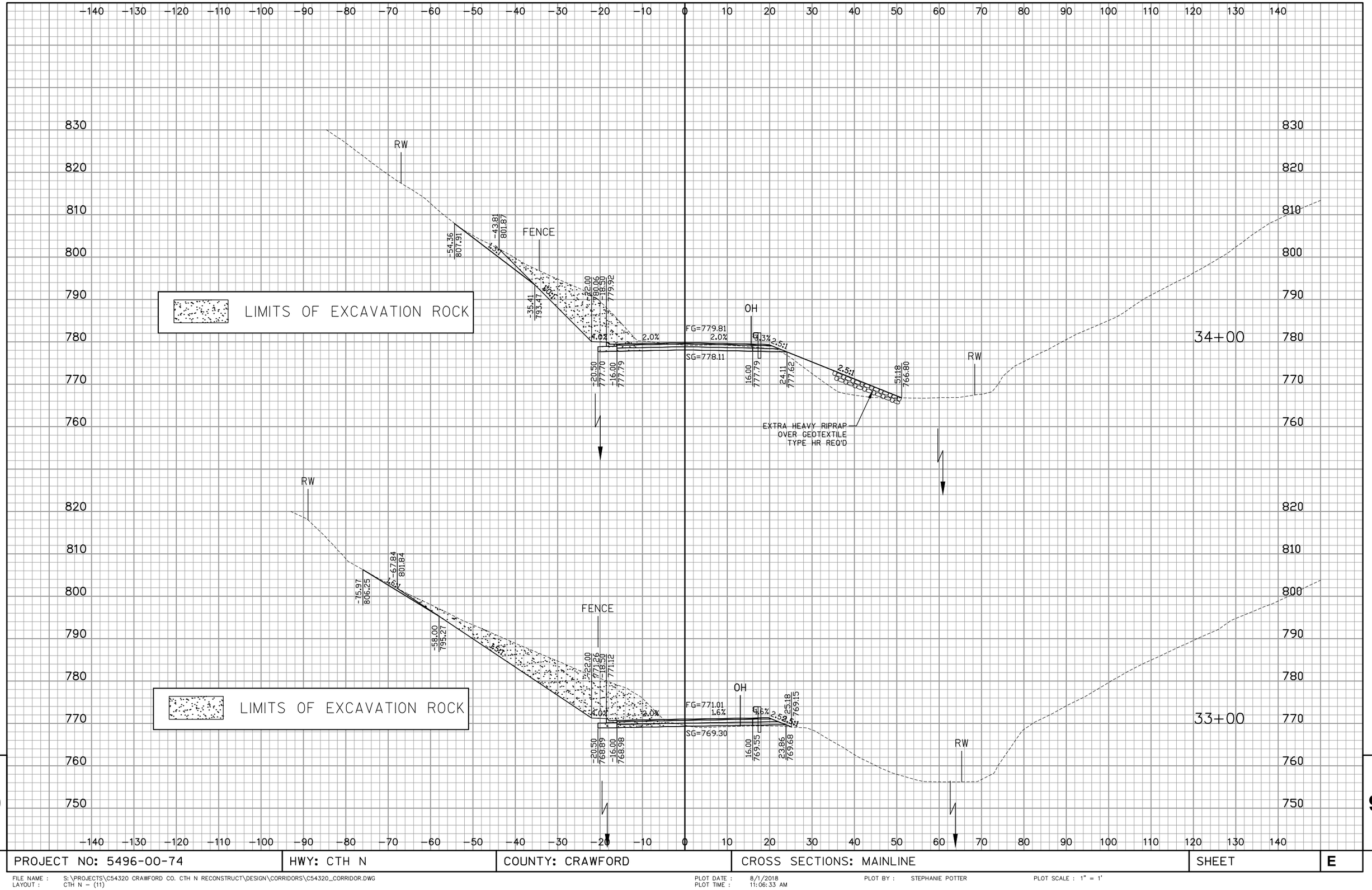
9

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (10)

PLOT DATE : 8/1/2018
PLOT TIME : 11:06:25 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'



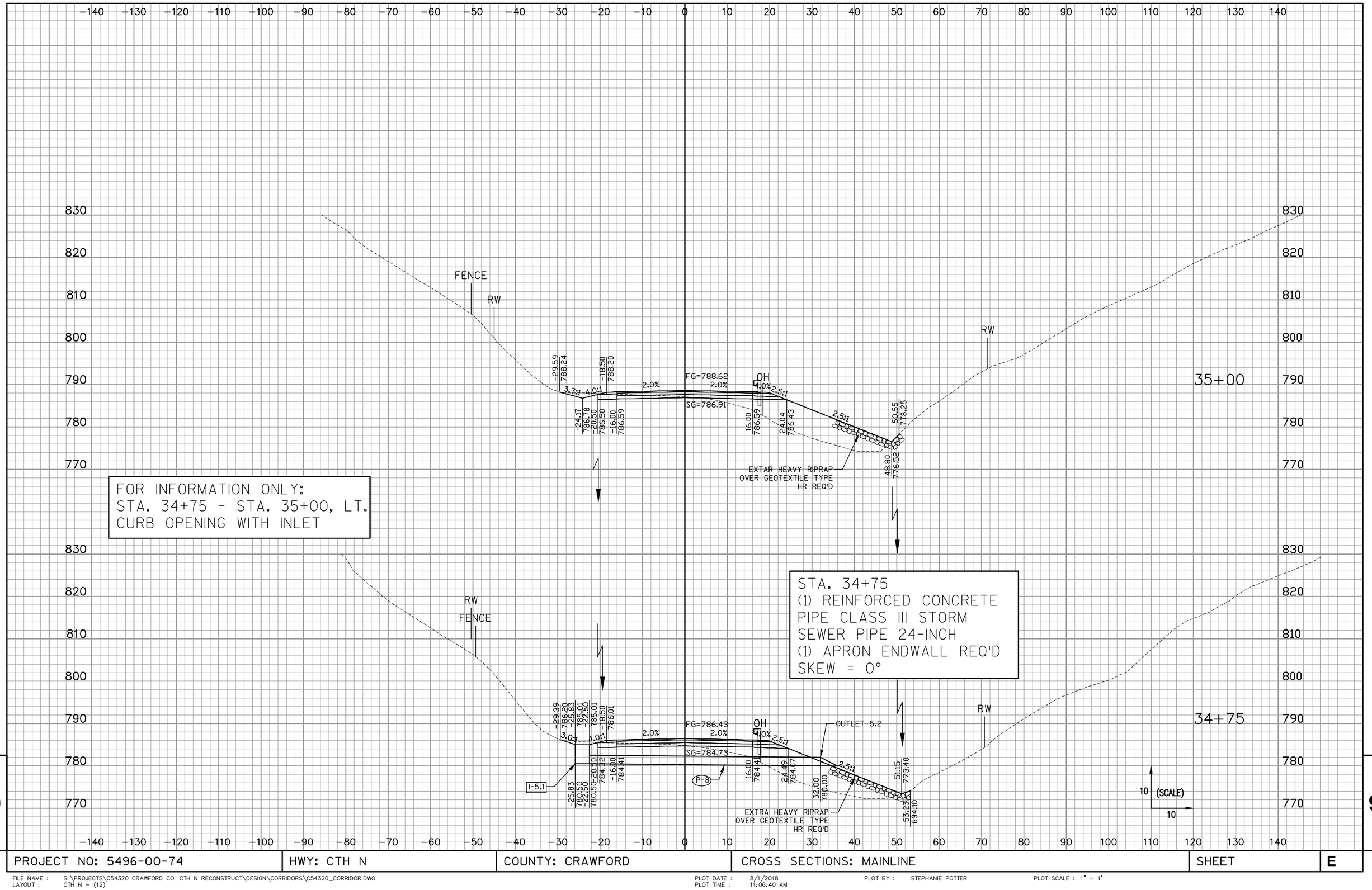
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (11)

PLOT DATE : 8/1/2018
PLOT TIME : 11:06:33 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'



9

9

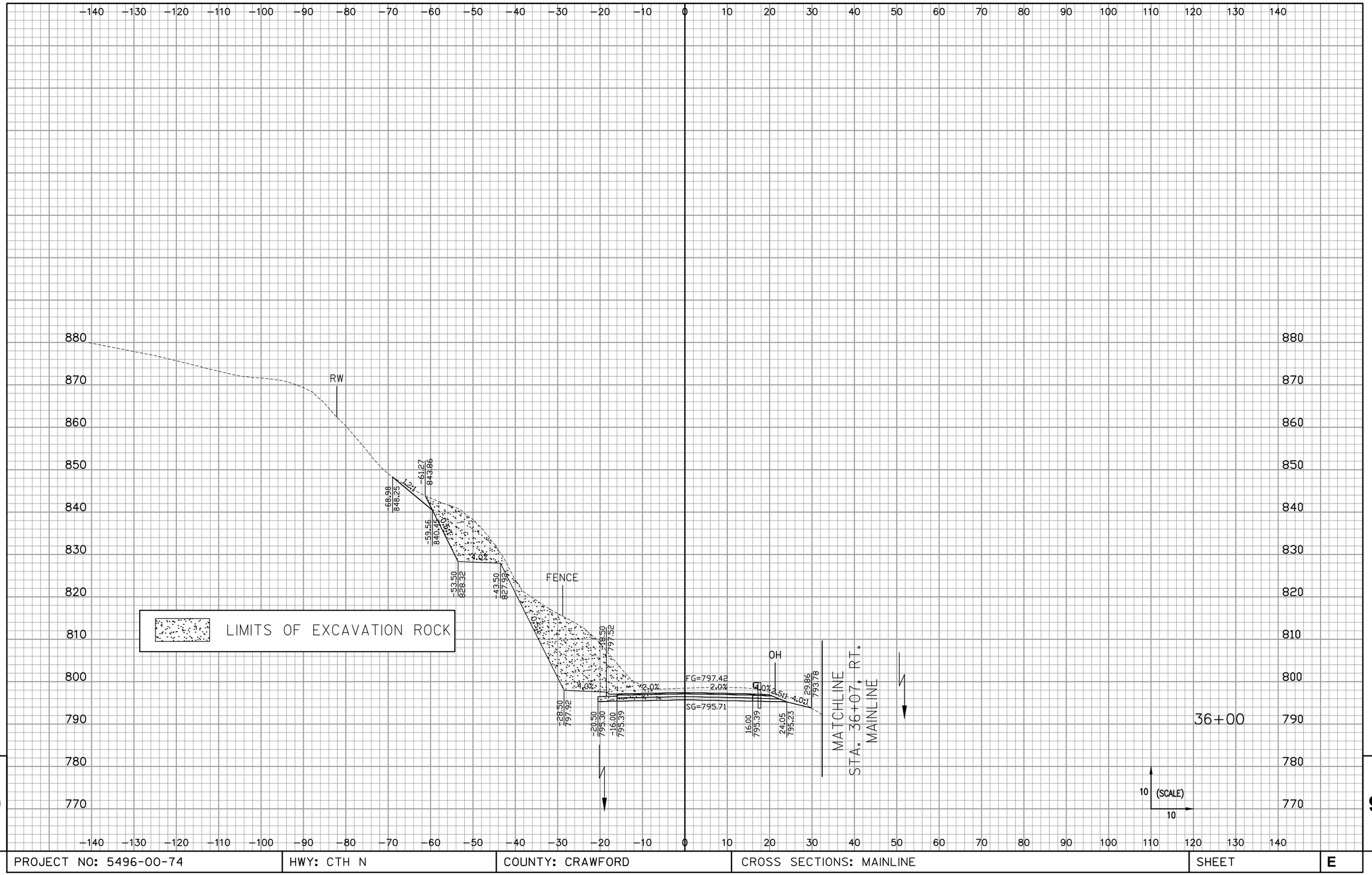
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N - (12)

PLOT DATE : 8/1/2018
PLOT TIME : 11:06:40 AM

PLOT BY : STEPHANIE POTTER

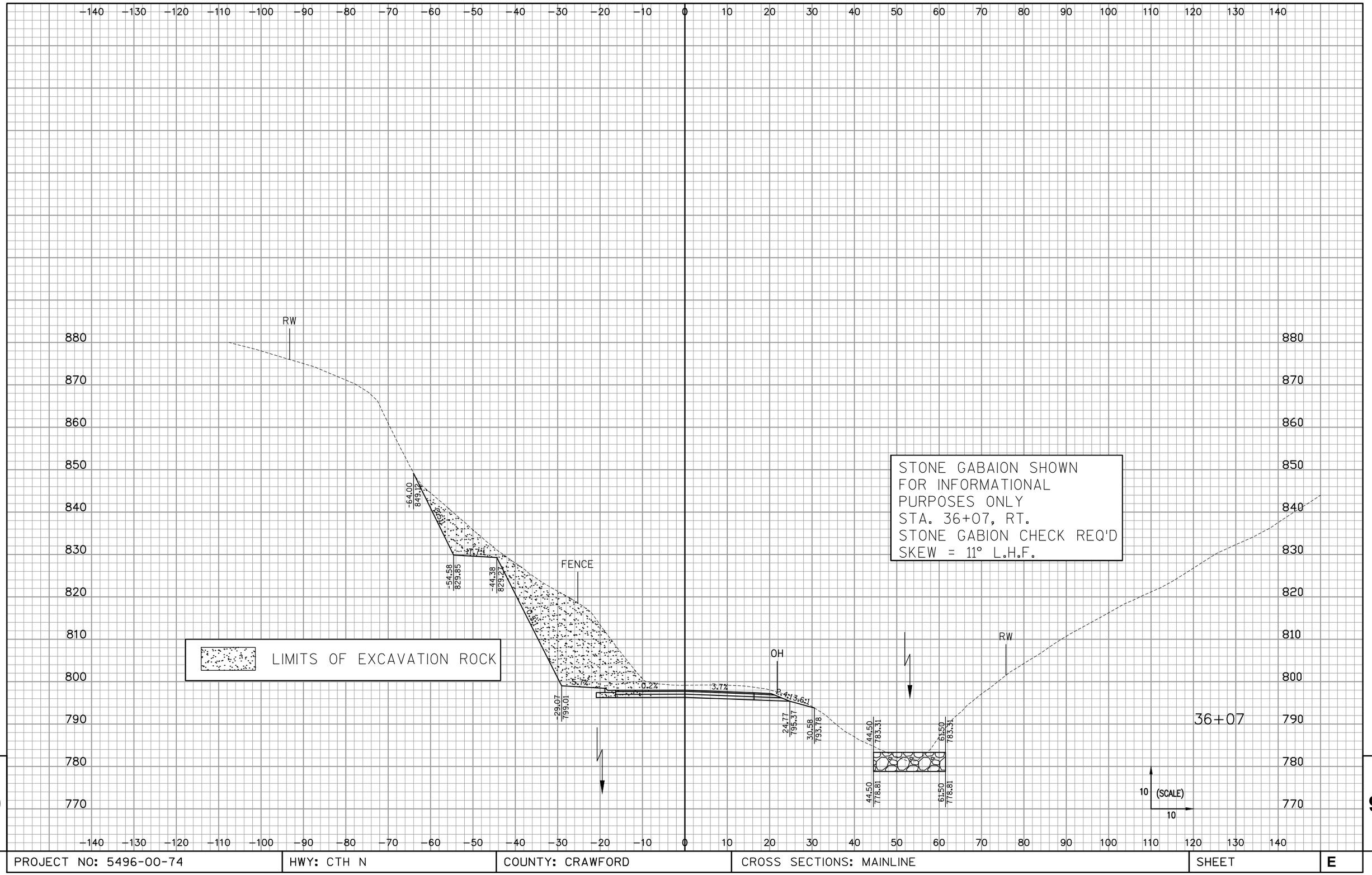
PLOT SCALE : 1" = 1'



9 9

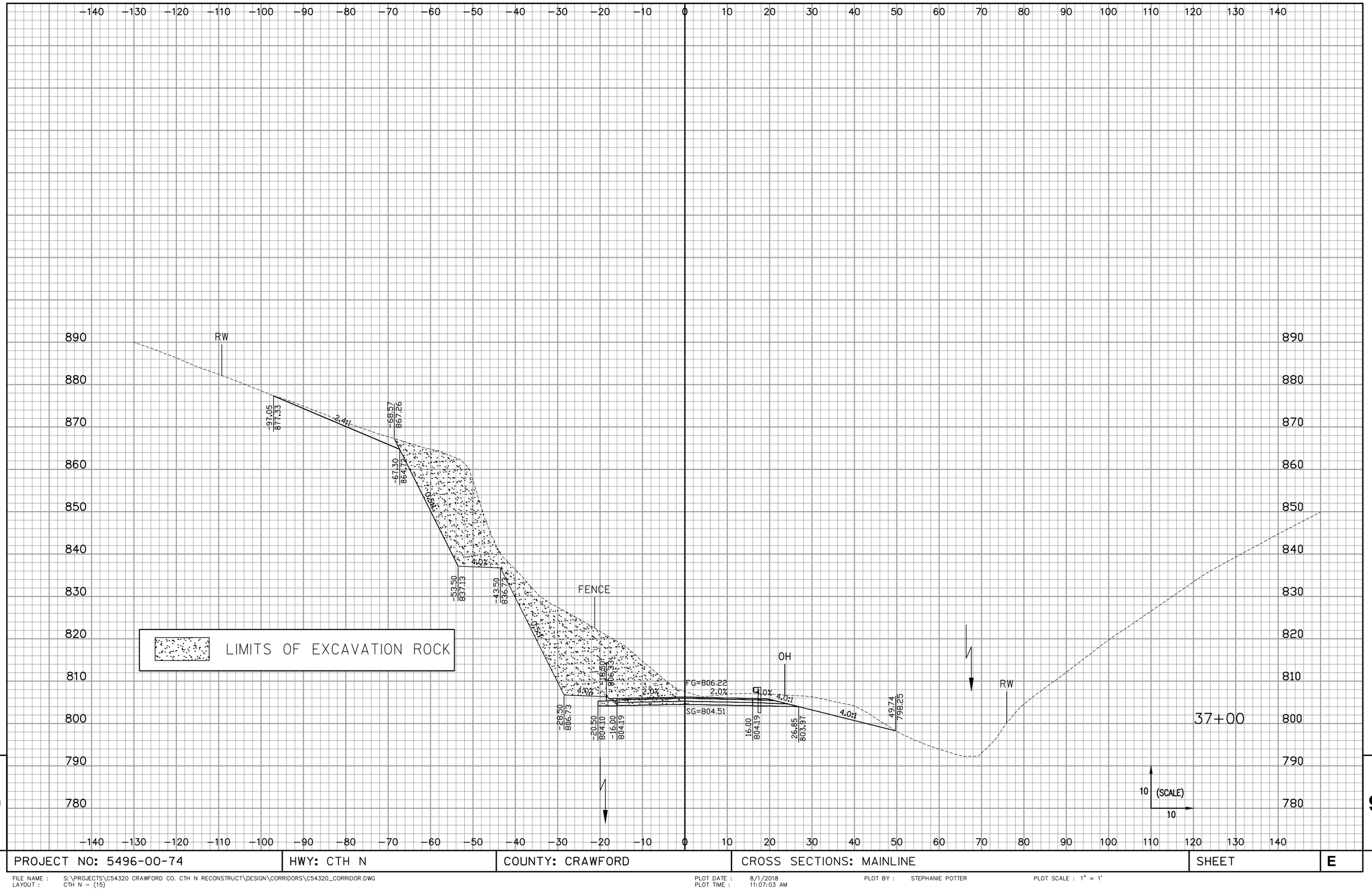
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (13)
PLOT DATE : 8/1/2018
PLOT TIME : 11:06:48 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1" = 1'



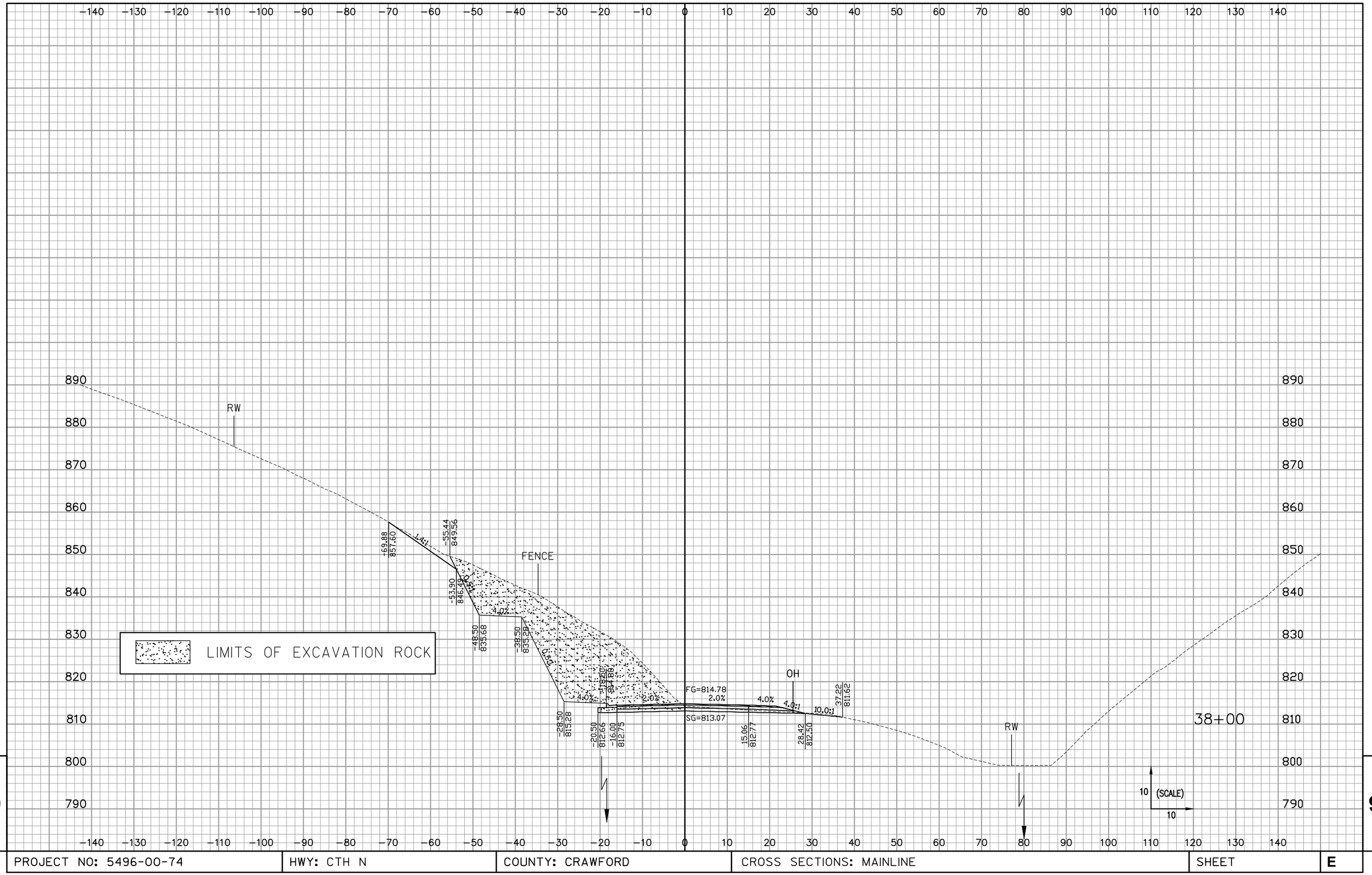
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N - (14)
PLOT DATE : 8/1/2018
PLOT TIME : 11:06:55 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1" = 1'



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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N - (15)
PLOT DATE : 8/1/2018
PLOT TIME : 11:07:03 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1" = 1'



9

9

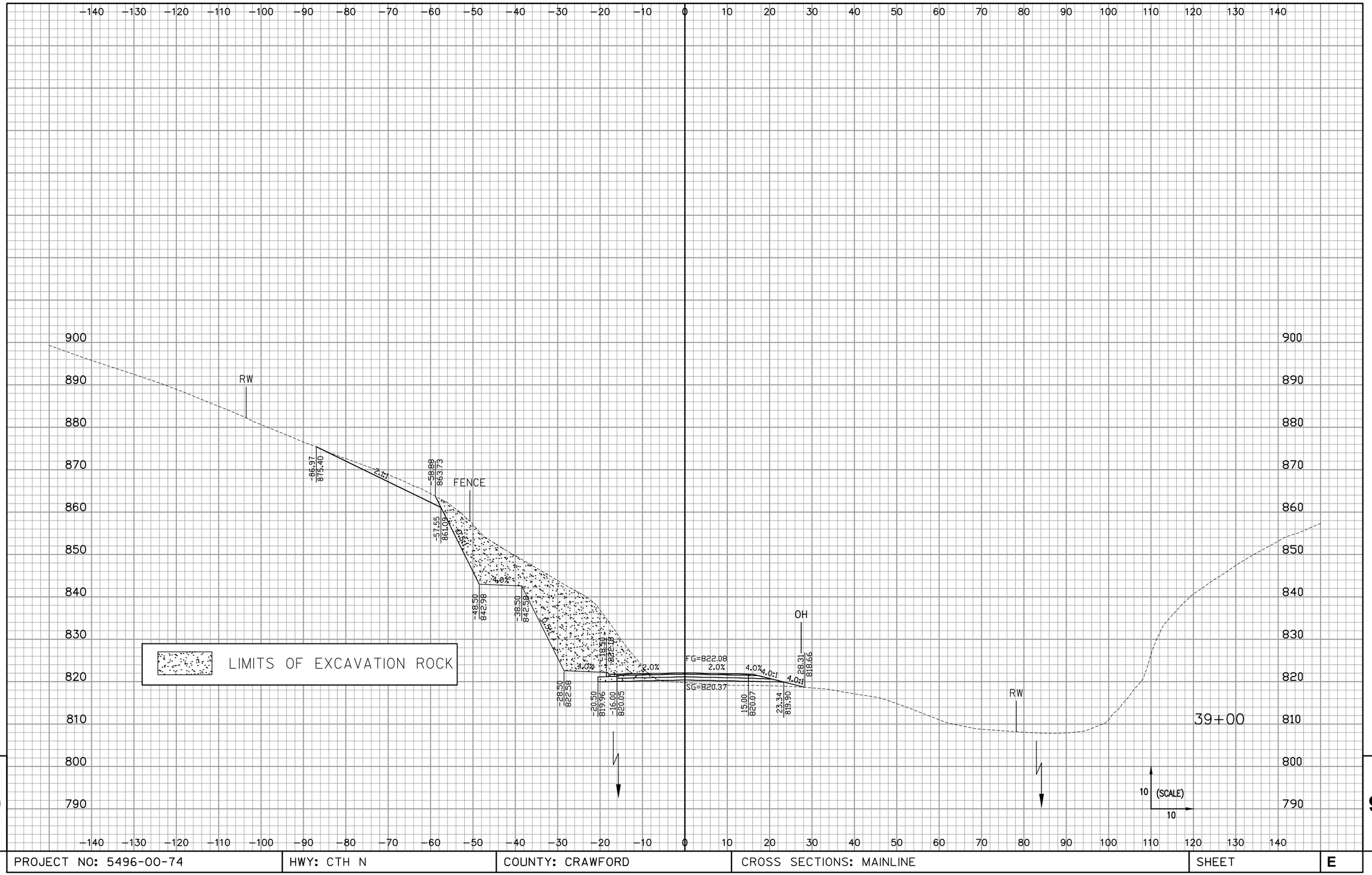
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (16)

PLOT DATE : 8/1/2018
PLOT TIME : 11:07:10 AM

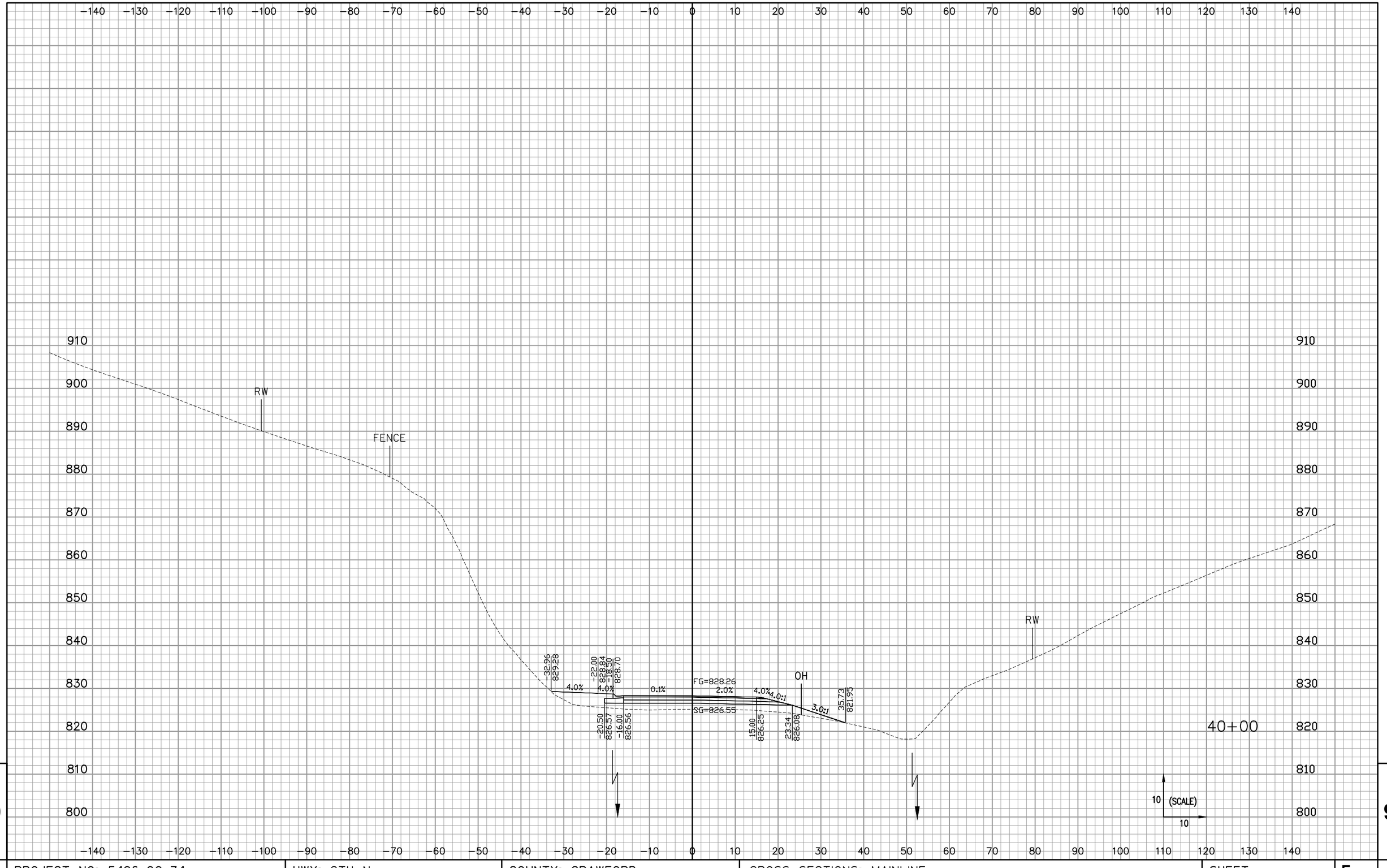
PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'



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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N - (17)
PLOT DATE : 8/1/2018
PLOT TIME : 11:07:17 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1" = 1'



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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (18)

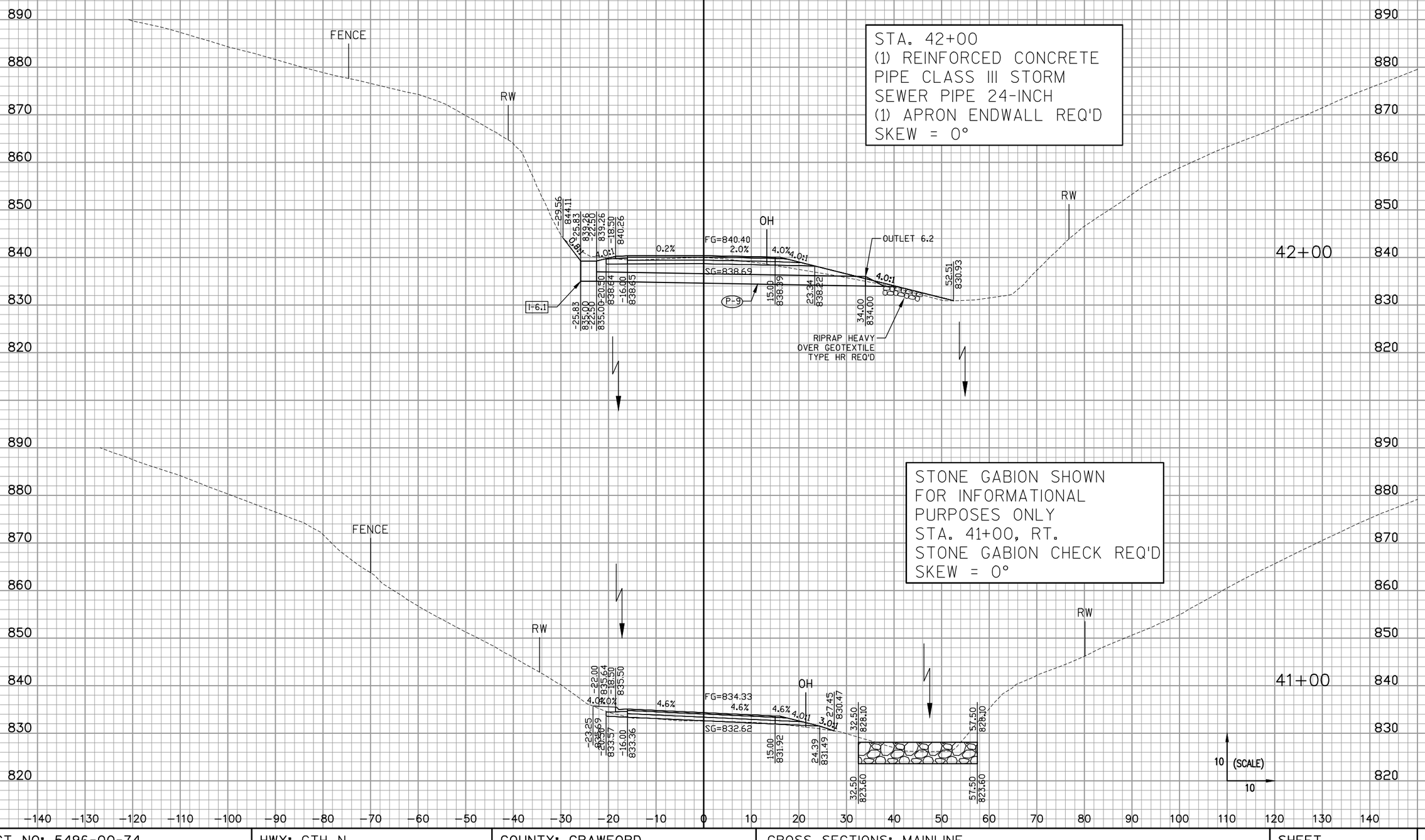
PLOT DATE : 8/1/2018
PLOT TIME : 11:07:25 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'

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°

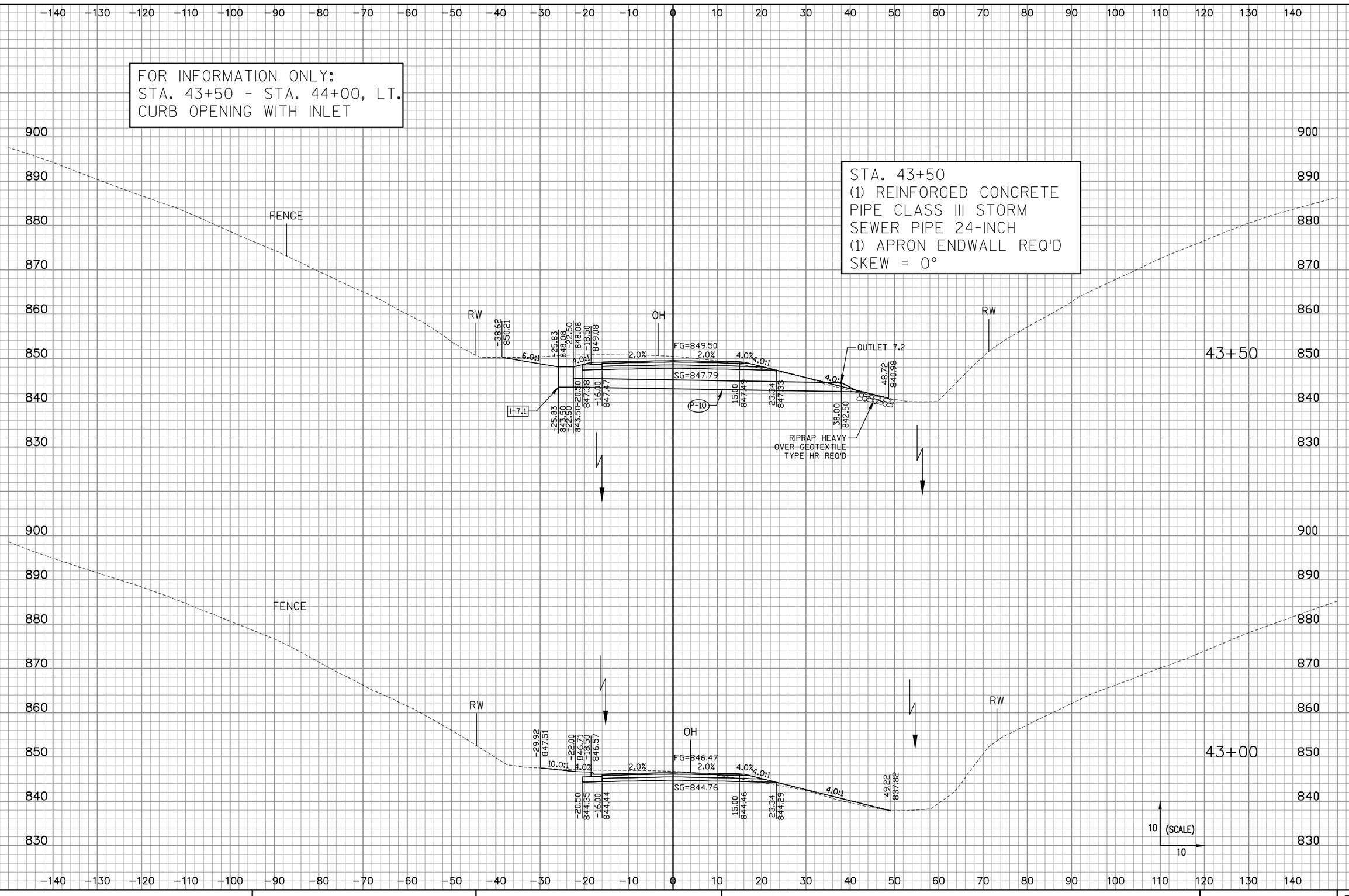
9

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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N - (19)
PLOT DATE : 8/1/2018
PLOT TIME : 11:07:32 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1" = 1'

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

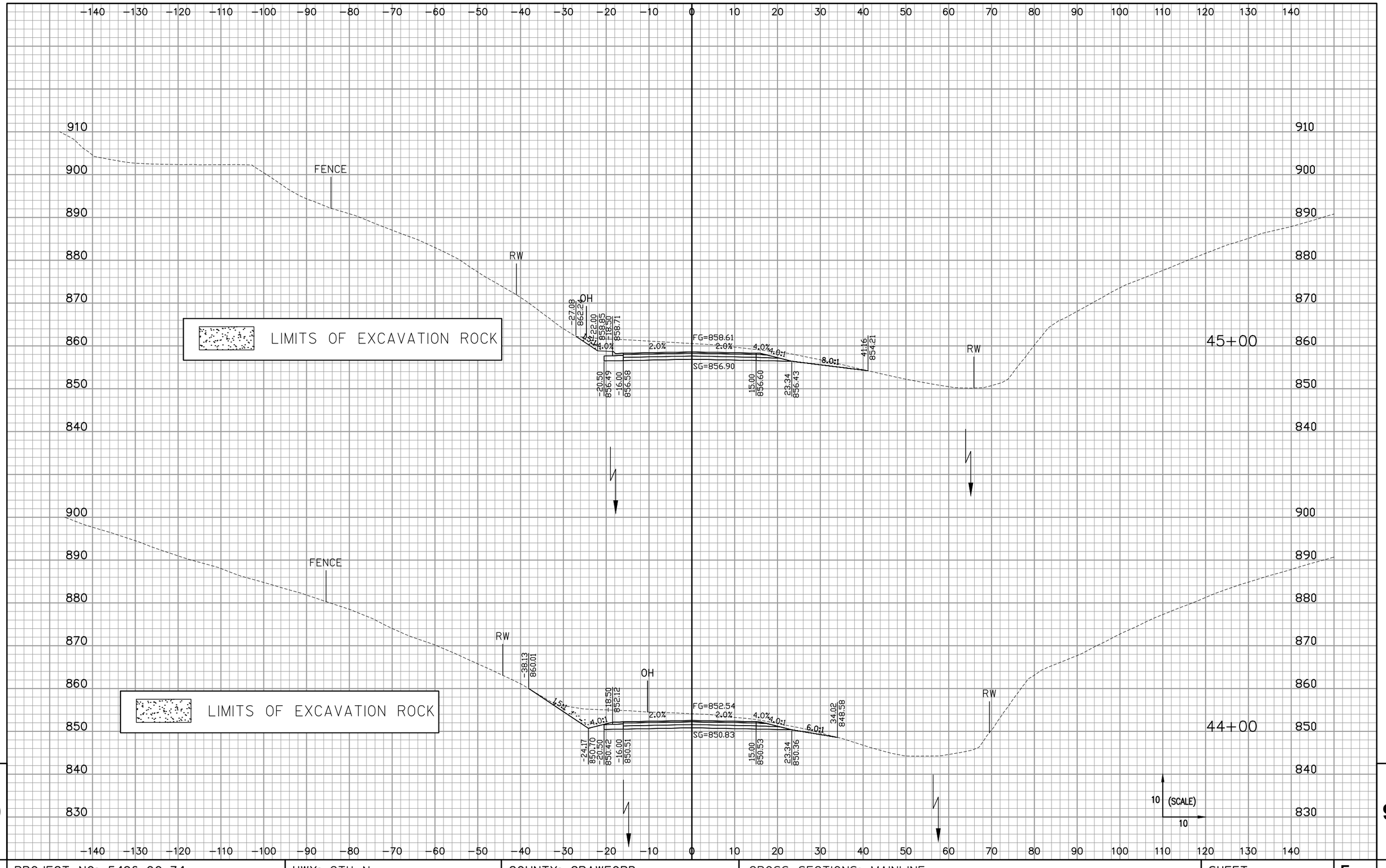
STA. 43+50
(1) REINFORCED CONCRETE PIPE CLASS III STORM SEWER PIPE 24-INCH
(1) APRON ENDWALL REQ'D
SKEW = 0°



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

9

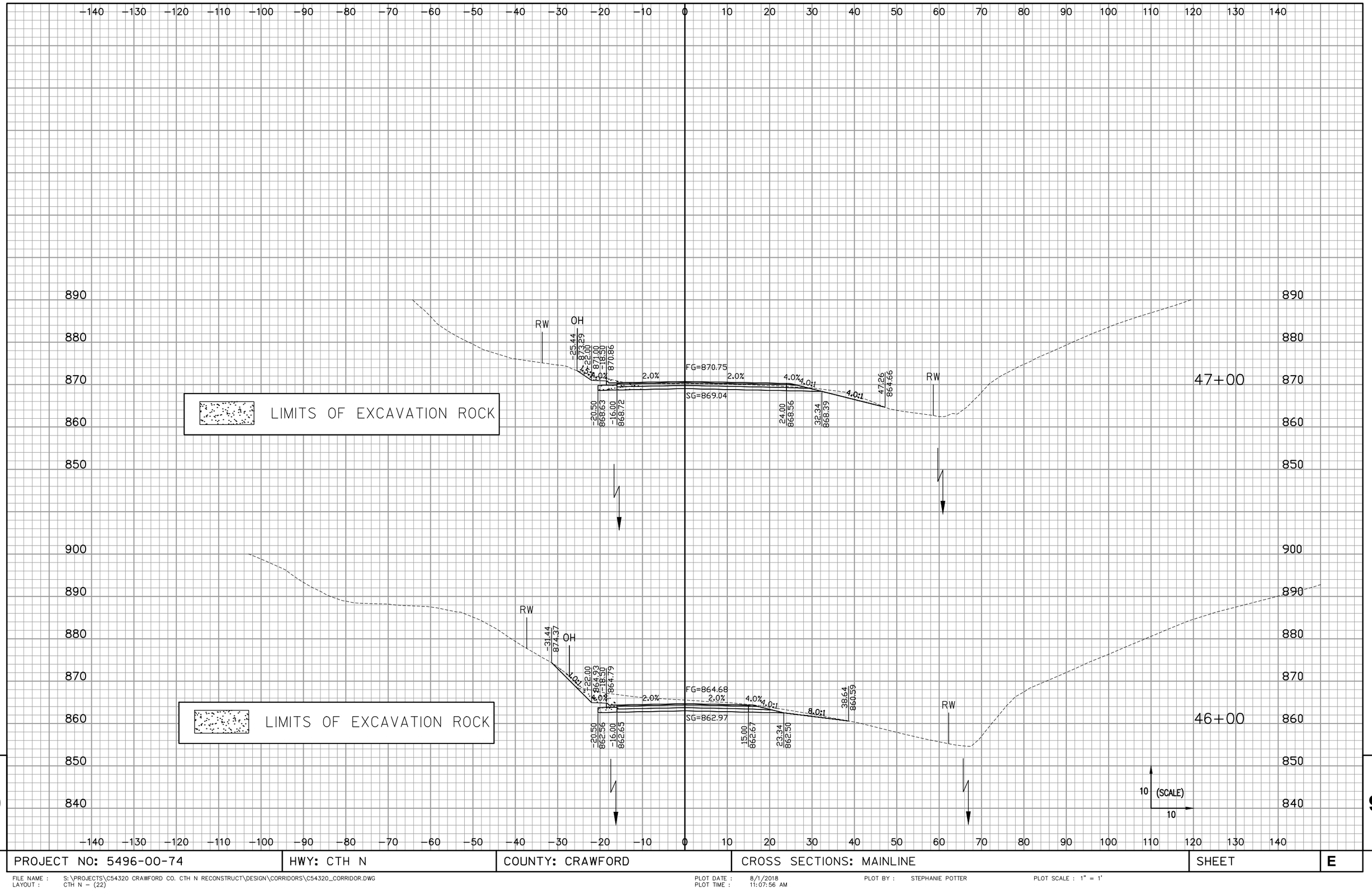
FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (20)
PLOT DATE : 8/1/2018
PLOT TIME : 11:07:40 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1" = 1'



9

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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N - (21)
PLOT DATE : 8/1/2018
PLOT TIME : 11:07:48 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1" = 1'



9

9

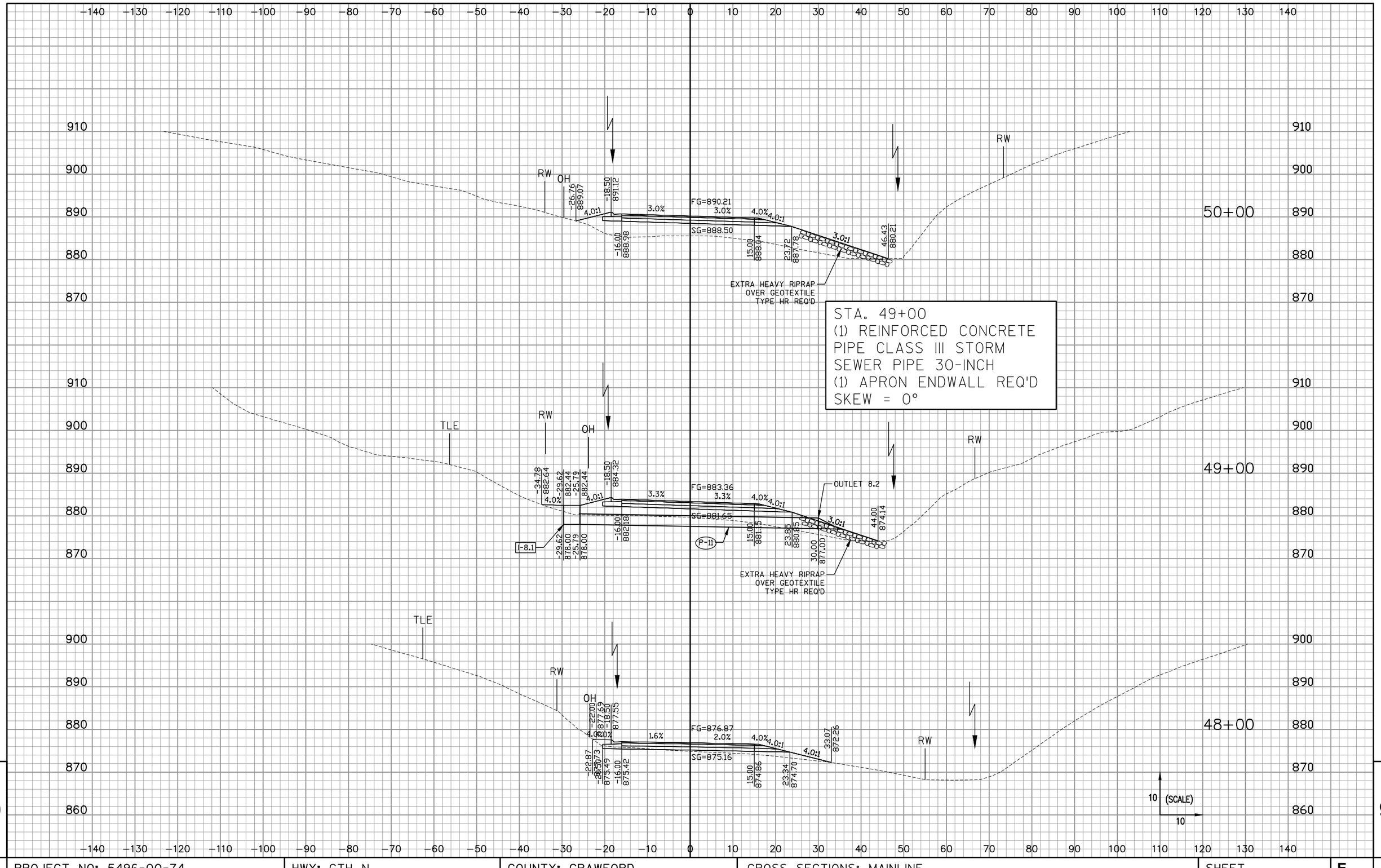
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (22)

PLOT DATE : 8/1/2018
PLOT TIME : 11:07:56 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'



9

9

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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (23)

PLOT DATE : 8/1/2018
PLOT TIME : 11:08:04 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'

LIMITS OF EXCAVATION ROCK

LIMITS OF EXCAVATION ROCK

FOR INFORMATION ONLY:
STA. 51+00 - STA. 51+50, LT.
CURB OPENING WITH INLET

52+00

51+00

RW
OH
TEL
FG=904.01
SG=902.30
FG=897.11
SG=895.40
2.0%
4.0%
4.0:1
3.0:1
1.8%
EXTRA HEAVY RIPRAP OVER GEOTEXTILE TYPE HR REQ'D

-140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

920 910 900 890 880

10 (SCALE) 10

9 9

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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (24)

PLOT DATE : 8/1/2018
PLOT TIME : 11:08:11 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'

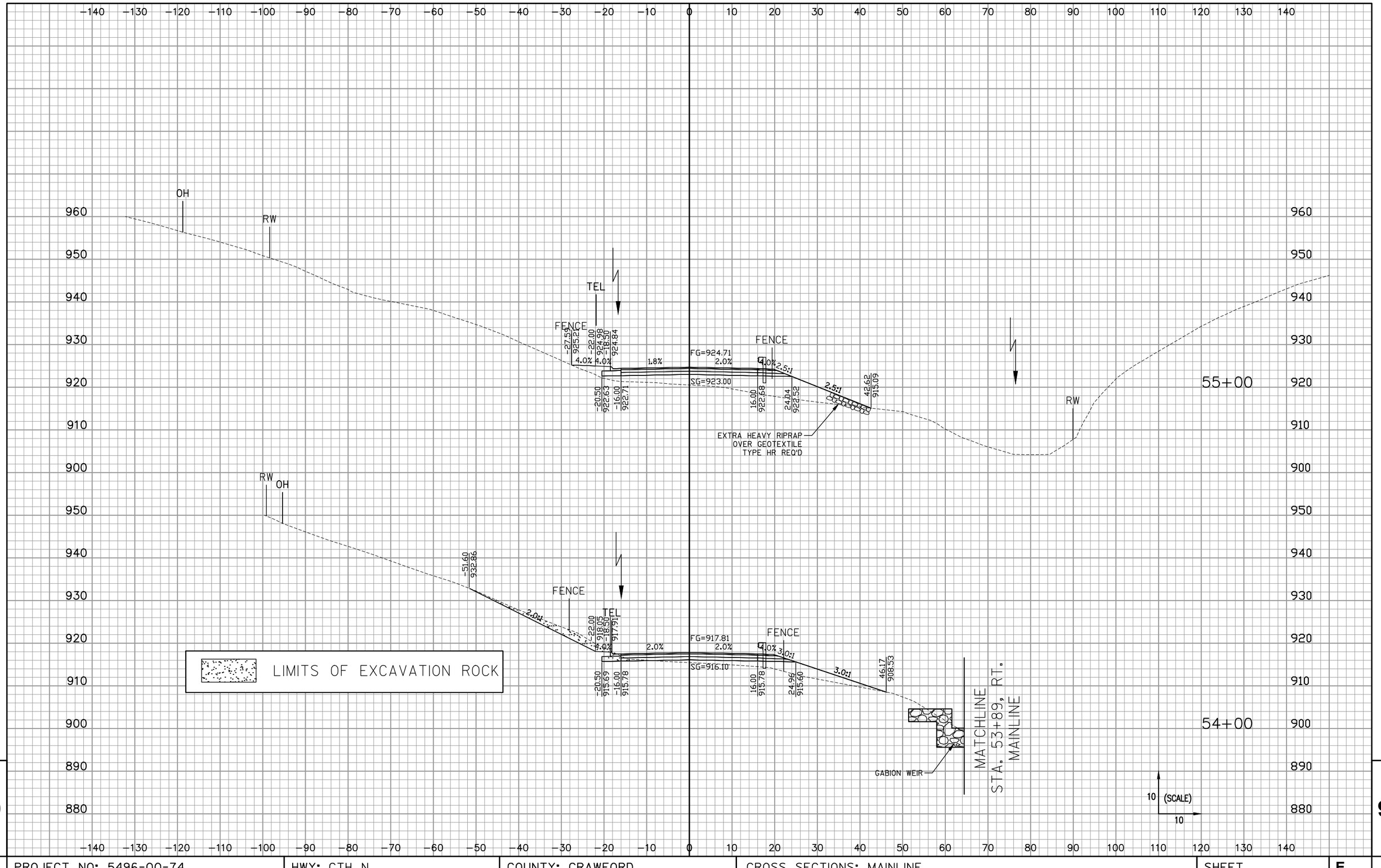
STONE GABION SHOWN
FOR INFORMATIONAL
PURPOSES ONLY
STA. 53+89, RT.
STONE GABION WEIR REQ'D
SKEW = 10° R.H.F.

RW
OH
FENCE
TEL
FENCE
RW
-50.54
931.48
2.0%
2.8%
3.1%
0.8%
2.8%
3.0:1
3.2:1
-22.31
917.05
25.19
916.10
46.84
908.31
52.50
904.59
62.50
900.09
77.50
900.09
92.50
904.59
52.50
901.59
59.00
901.59
59.00
895.59
87.00
895.59
92.50
901.62
LIMITS OF EXCAVATION ROCK
53+89

RW
OH
-62.49
929.61
1.4:1
-44.27
916.52
-31.97
916.25
2.0%
-22.00
911.15
-20.50
908.79
-18.50
911.00
-16.00
908.88
TEL
2.0%
FG=910.91
2.0%
4.0%
3.0:1
SG=909.20
18.00
908.84
29.53
908.61
3.0:1
54.13
900.41
RW
LIMITS OF EXCAVATION ROCK
53+00
10 (SCALE) 10

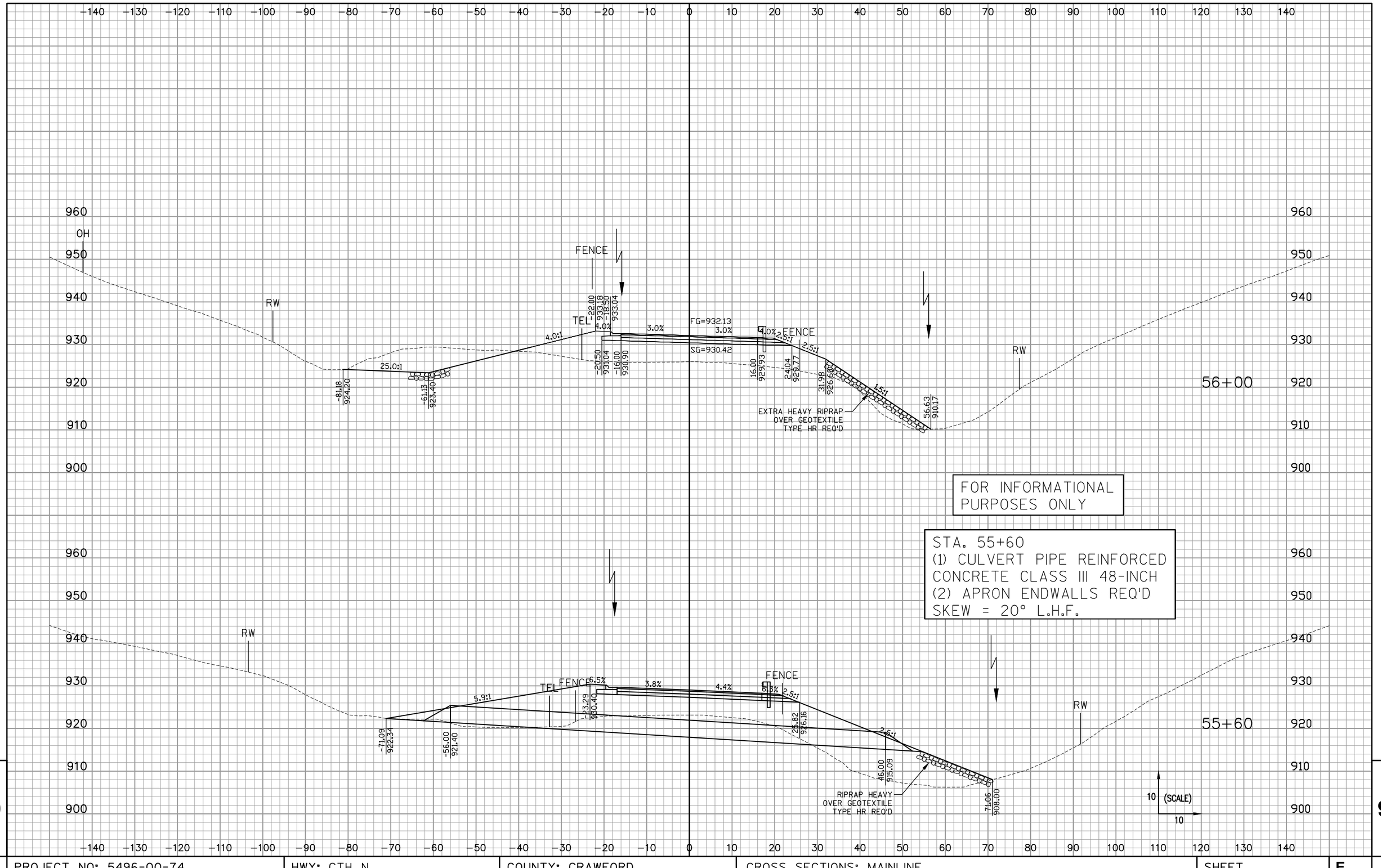
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (25)
PLOT DATE : 10/26/2018
PLOT TIME : 11:20:19 AM
PLOT BY : JULIA ZEHNER
PLOT SCALE : 1" = 1'



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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (26)
PLOT DATE : 10/26/2018
PLOT TIME : 11:20:27 AM
PLOT BY : JULIA ZEHNER
PLOT SCALE : 1" = 1'



FOR INFORMATIONAL PURPOSES ONLY

STA. 55+60
(1) CULVERT PIPE REINFORCED CONCRETE CLASS III 48-INCH
(2) APRON ENDWALLS REQ'D
SKEW = 20° L.H.F.

9 9

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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (27)
PLOT DATE : 10/26/2018
PLOT TIME : 11:20:32 AM
PLOT BY : JULIA ZEHNER
PLOT SCALE : 1" = 1'

END ARTICULATED
CONCRETE BLOCK FLUME
STA. 57+94, 93.4', LT.
EL. 984.70

LIMITS OF EXCAVATION ROCK

FOR INFORMATION ONLY:
STA. 58+00 - STA. 58+50, LT.
CURB OPENING

BEGIN ARTICULATED
CONCRETE BLOCK FLUME
STA. 56+97, 41.1', LT.
EL. 937.39

ARTICULATED CONCRETE BLOCK FLUME

TEL

FENCE

RW

FG=950.77

SG=949.07

FG=940.81

SG=939.10

58+00

57+00

10 (SCALE) 10

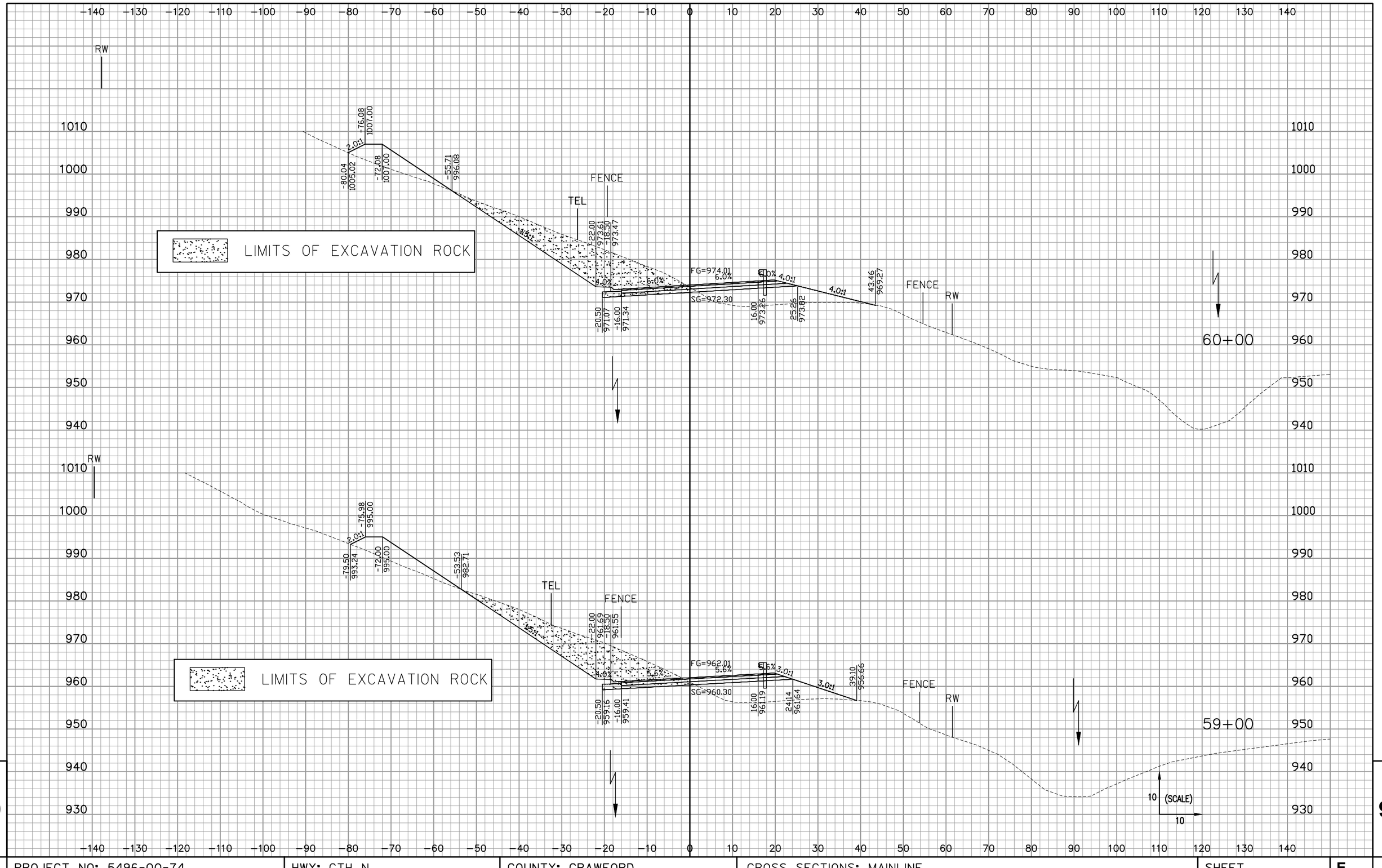
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (28)

PLOT DATE : 10/26/2018
PLOT TIME : 11:20:37 AM

PLOT BY : JULIA ZEHNER

PLOT SCALE : 1" = 1'



9 9

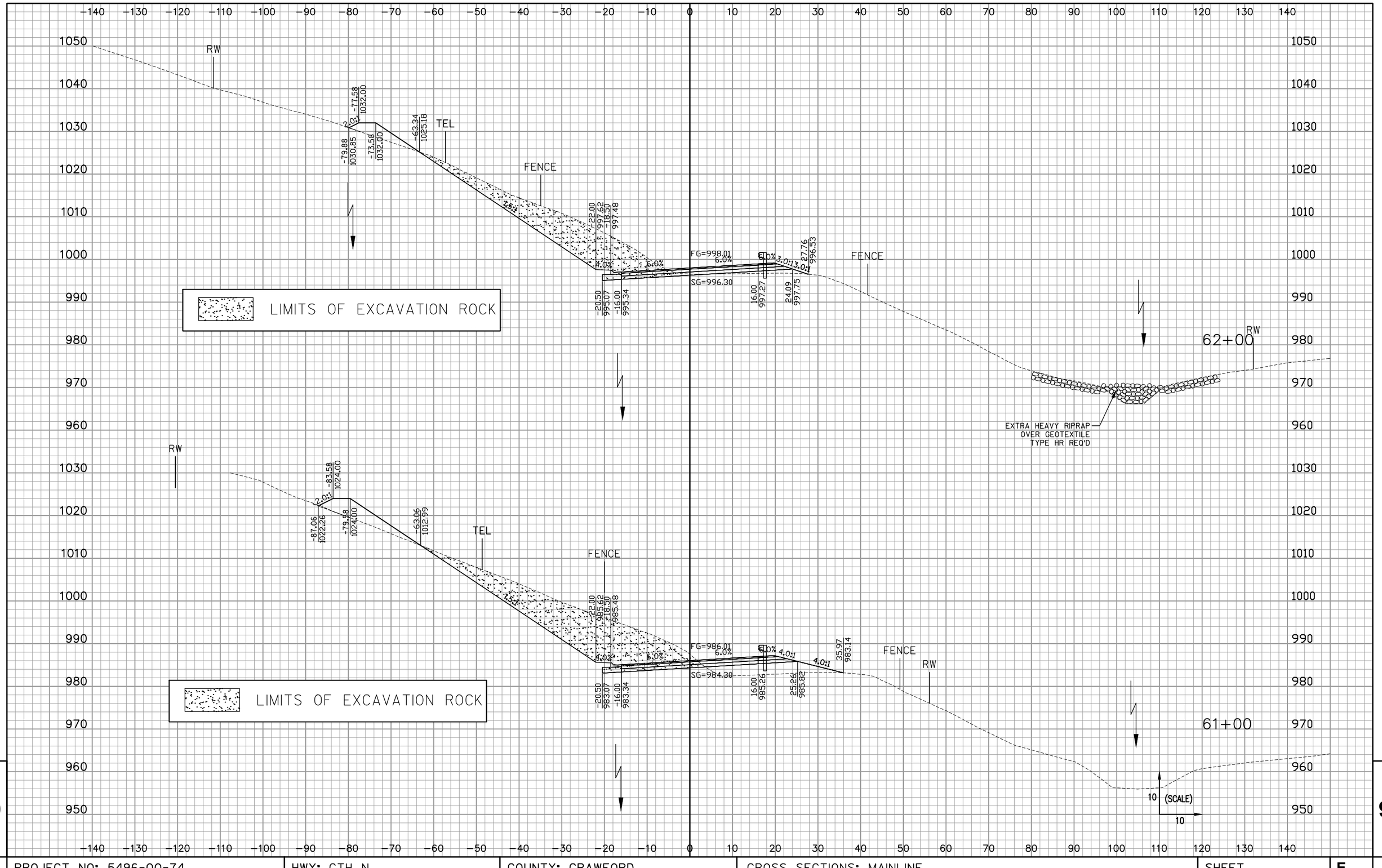
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (29)

PLOT DATE : 10/26/2018
PLOT TIME : 11:20:42 AM

PLOT BY : JULIA ZEHNER

PLOT SCALE : 1" = 1'



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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (30)
PLOT DATE : 10/26/2018
PLOT TIME : 11:20:47 AM
PLOT BY : JULIA ZEHNER
PLOT SCALE : 1" = 1'

END ARTICULATED
CONCRETE BLOCK FLUME
STA. 63+00, 27.5', LT.
EL. 1008.53

BEGIN ARTICULATED
CONCRETE BLOCK FLUME
STA. 63+00, 92.1', LT.
EL. 1041.37

STA. 63+00
(1) REINFORCED CONCRETE
PIPE CLASS III STORM
SEWER PIPE 24-INCH
(1) APRON ENDWALL REQ'D
SKEW = 0°

LIMITS OF EXCAVATION ROCK

FOR INFORMATION ONLY:
STA. 63+00 - STA. 63+25, LT.
CURB OPENING WITH INLET

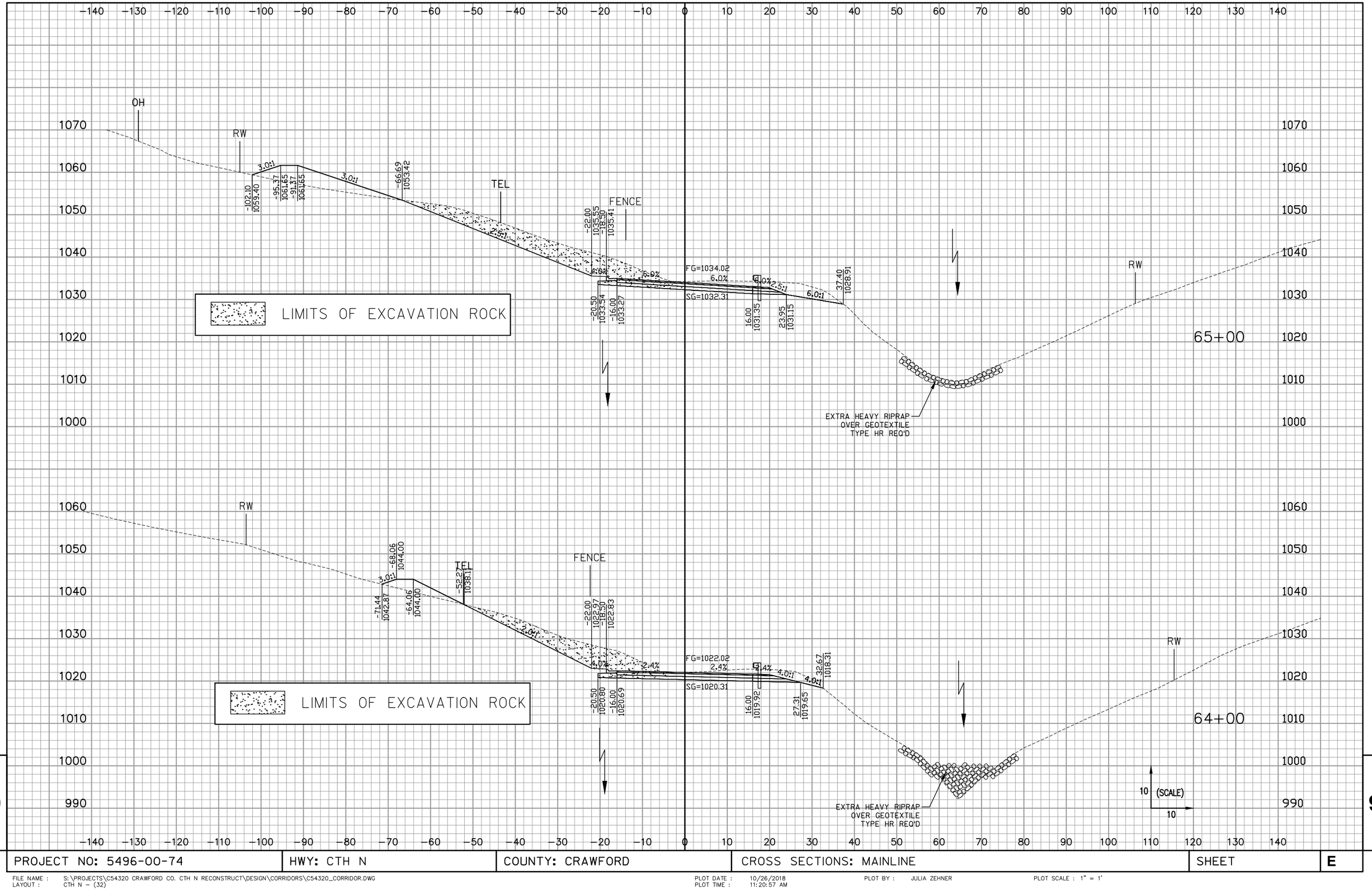
STONE GABION SHOWN
FOR INFORMATIONAL
PURPOSES ONLY
STA. 62+50, RT.
STONE GABION CHECK REQ'D
SKEW = 0°

LIMITS OF EXCAVATION ROCK

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

9

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (31)
PLOT DATE : 10/26/2018
PLOT TIME : 11:20:52 AM
PLOT BY : JULIA ZEHNER
PLOT SCALE : 1" = 1'



9

9

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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (32)

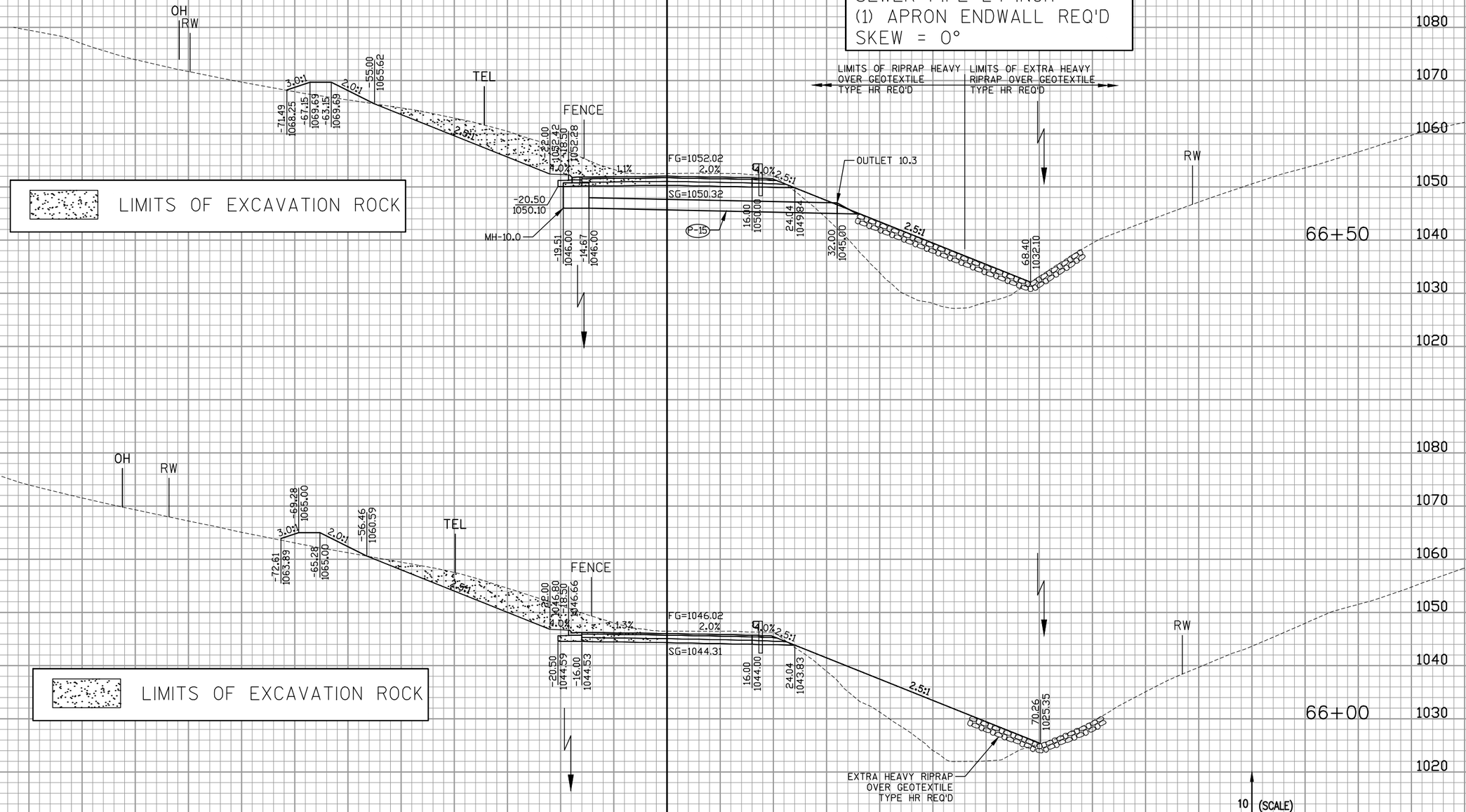
PLOT DATE : 10/26/2018
PLOT TIME : 11:20:57 AM

PLOT BY : JULIA ZEHNER

PLOT SCALE : 1" = 1'

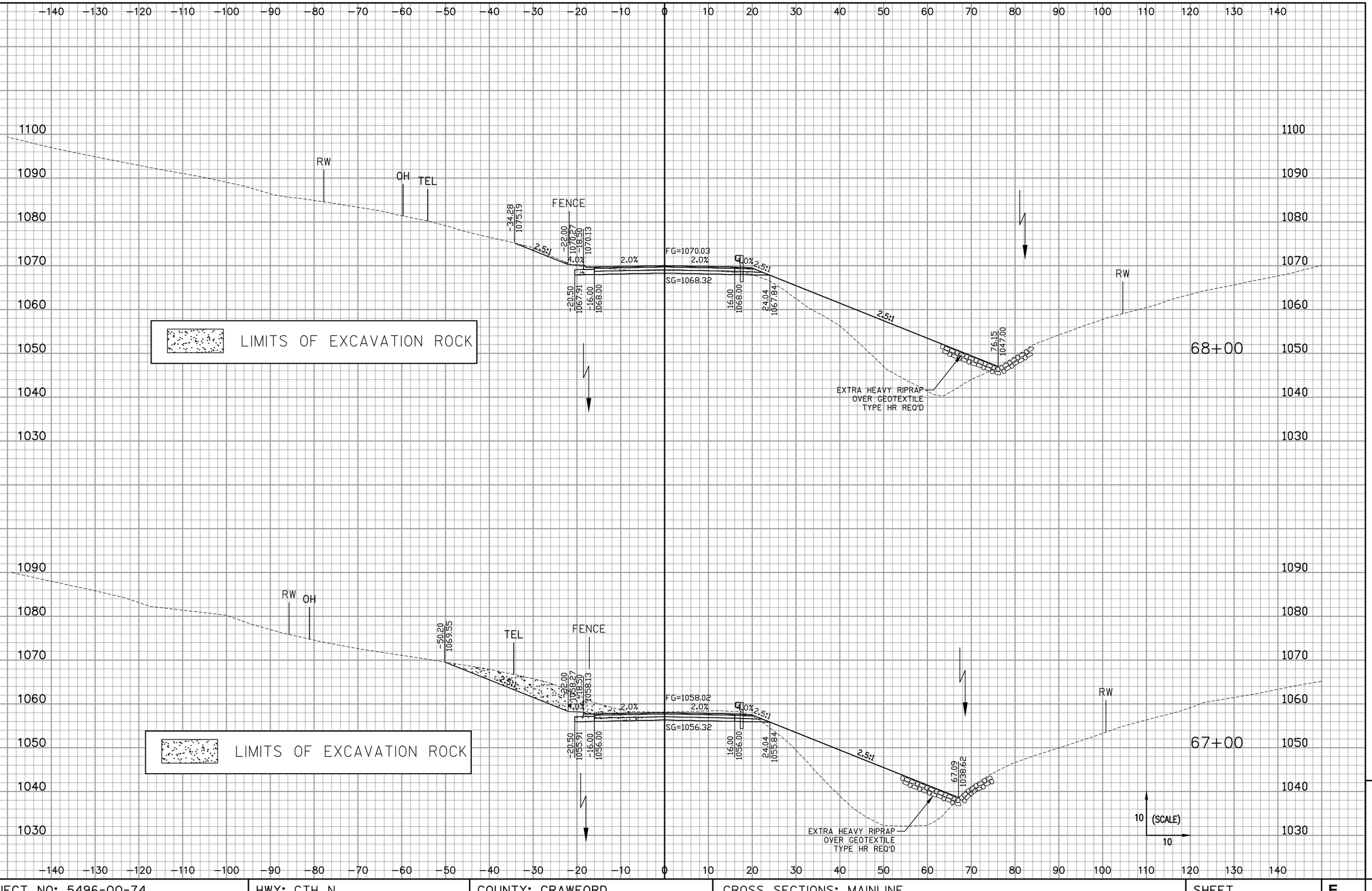
FOR INFORMATION ONLY:
STA. 66+65 - STA. 66+90, LT.
CURB OPENING WITH INLET

STA. 66+50
(1) REINFORCED CONCRETE PIPE CLASS III STORM SEWER PIPE 24-INCH
(1) APRON ENDWALL REQ'D
SKEW = 0°



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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N - (33)
PLOT DATE : 8/1/2018
PLOT TIME : 11:09:20 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1" = 1'



9

9

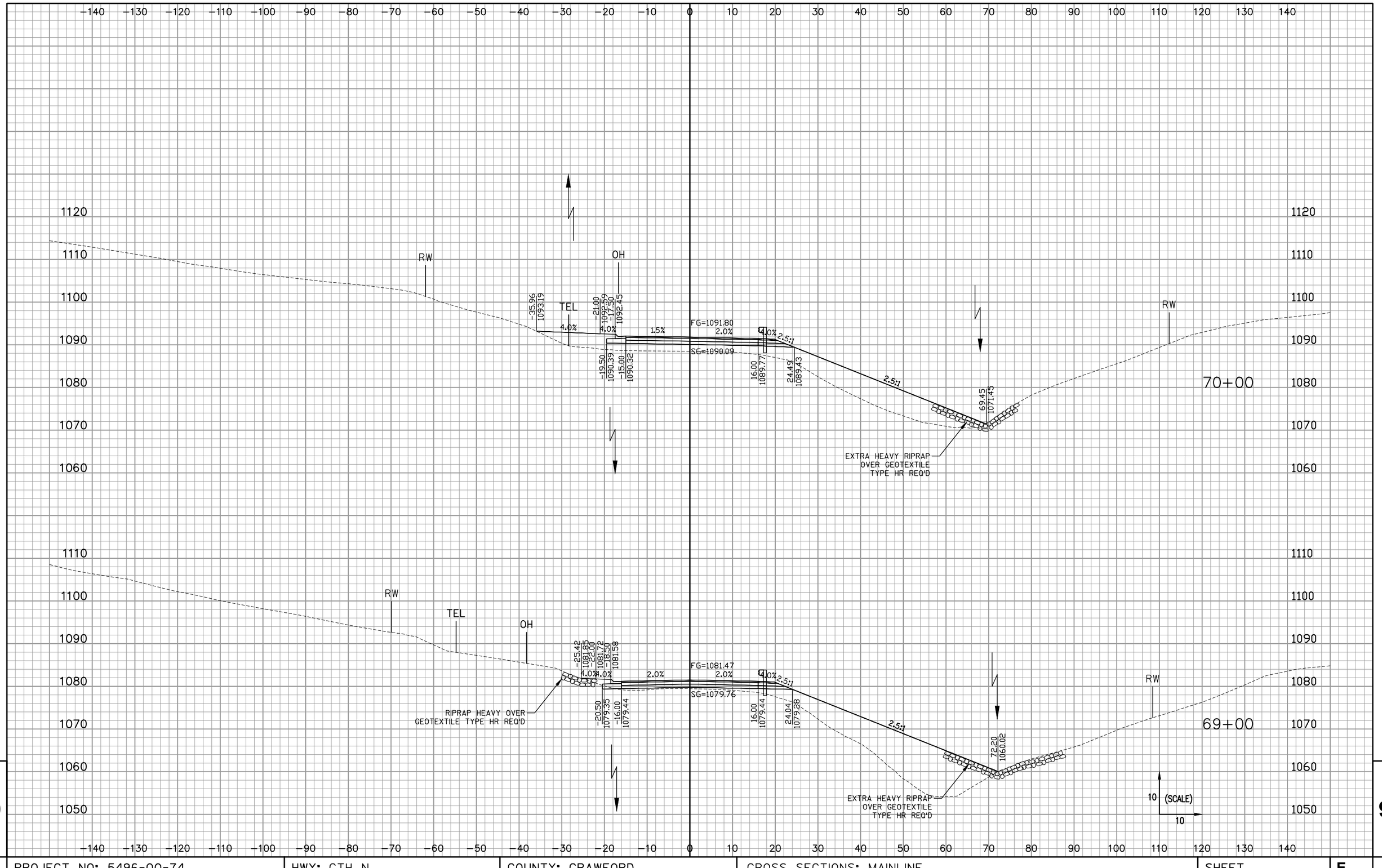
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (34)

PLOT DATE : 8/1/2018
PLOT TIME : 11:09:28 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'



9

9

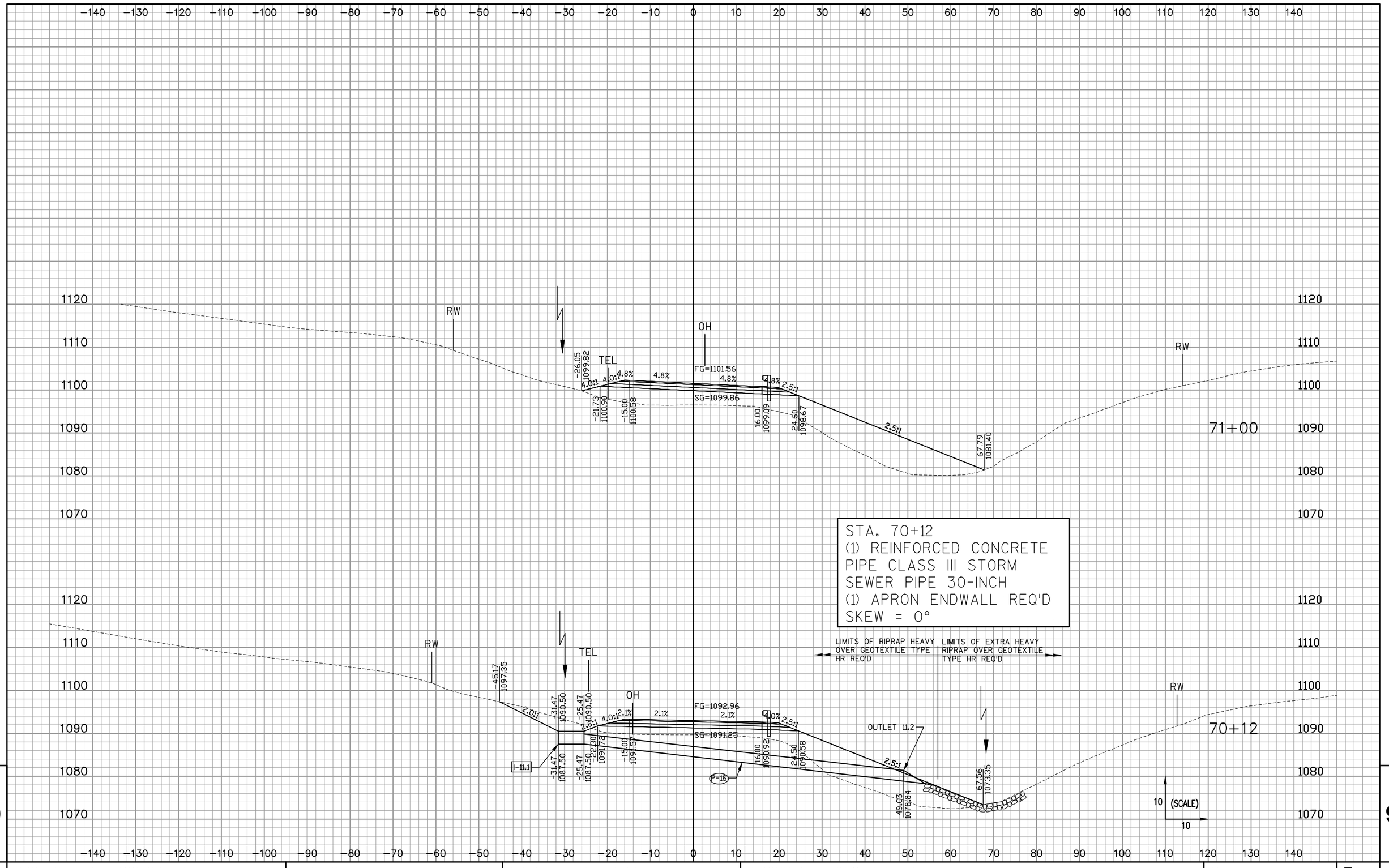
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE	SHEET	E

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

PLOT DATE : 8/1/2018
PLOT TIME : 11:09:35 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'



9

9

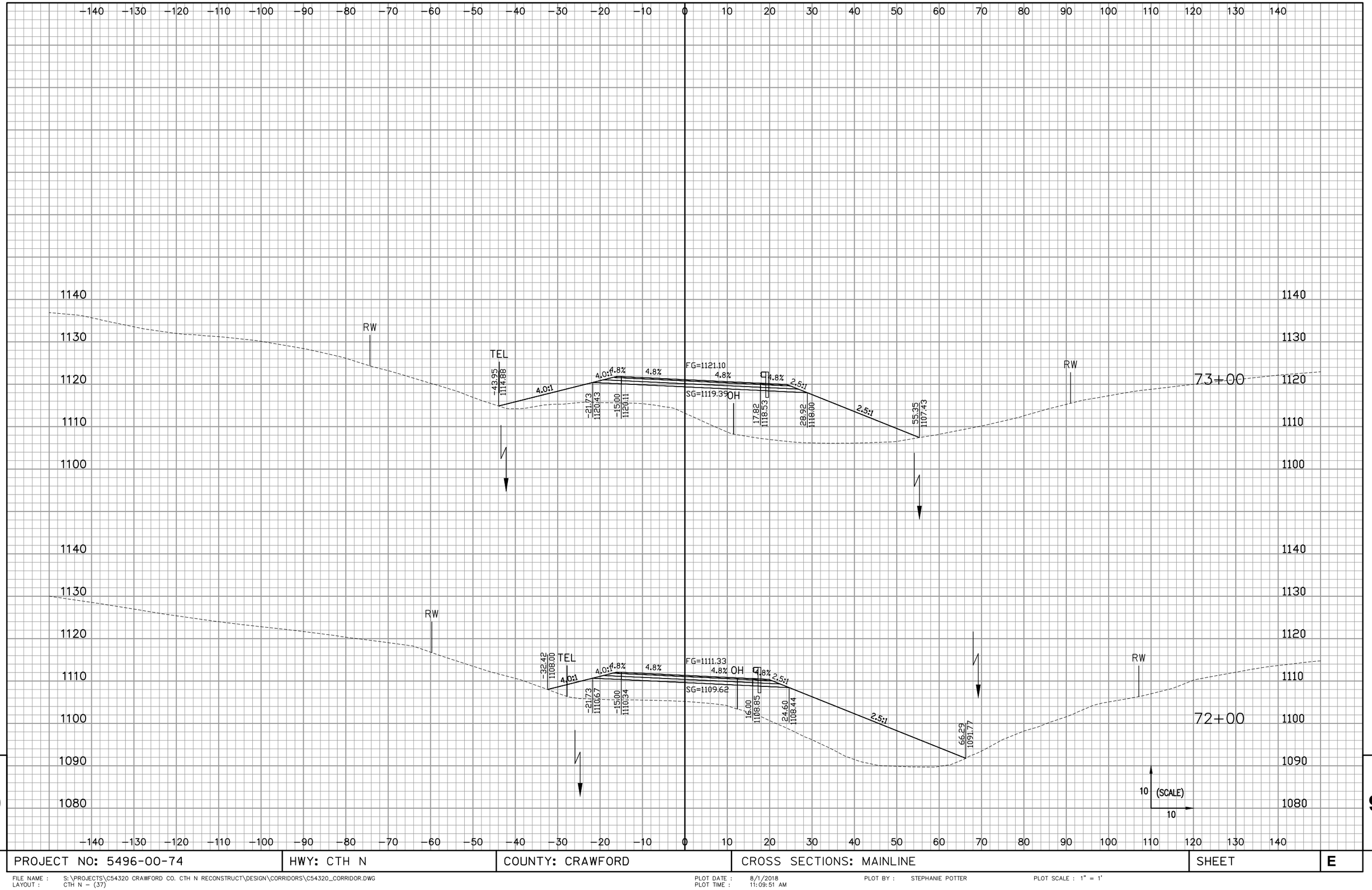
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (36)

PLOT DATE : 8/1/2018
PLOT TIME : 11:09:43 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'



9

9

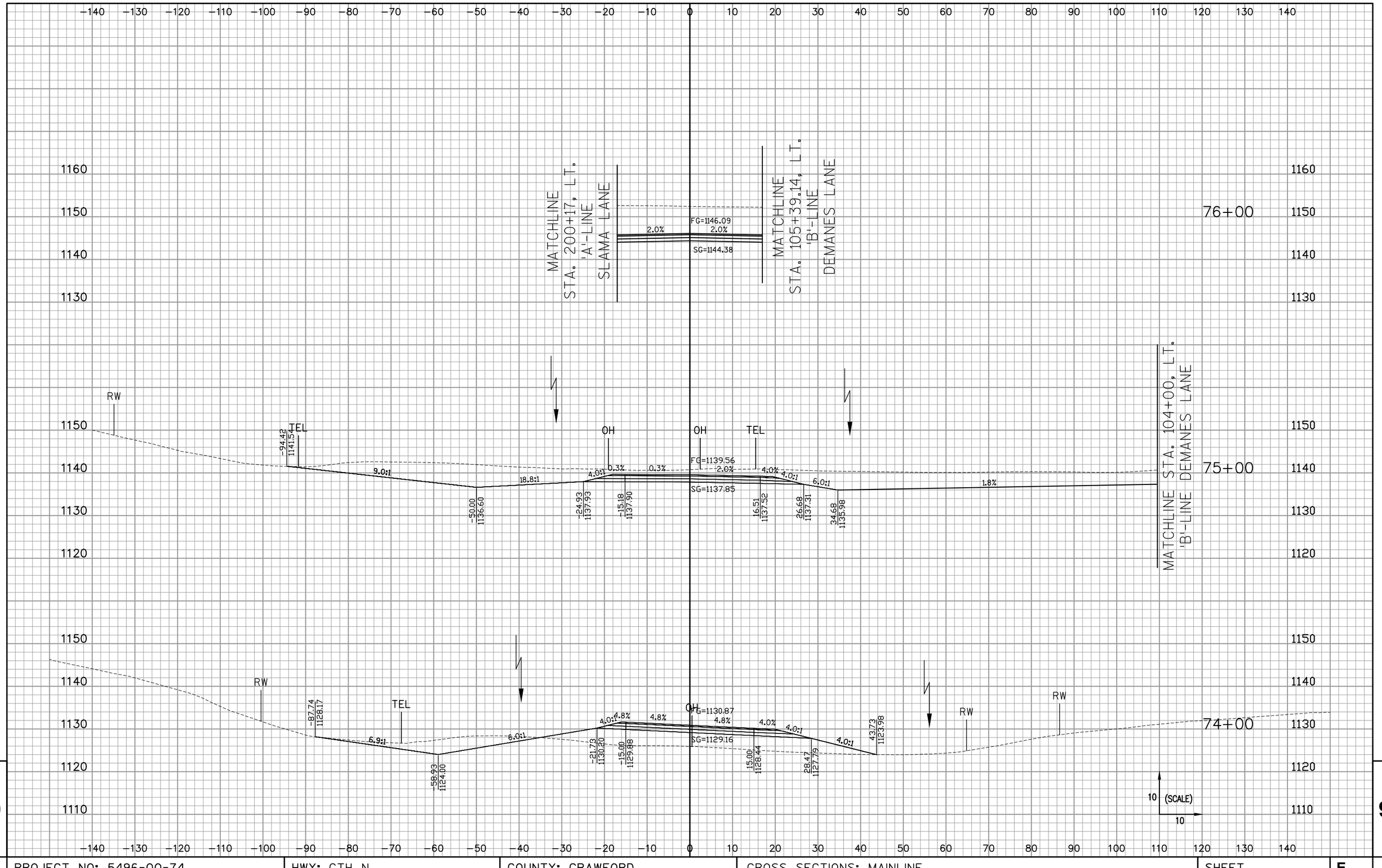
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (37)

PLOT DATE : 8/1/2018
PLOT TIME : 11:09:51 AM

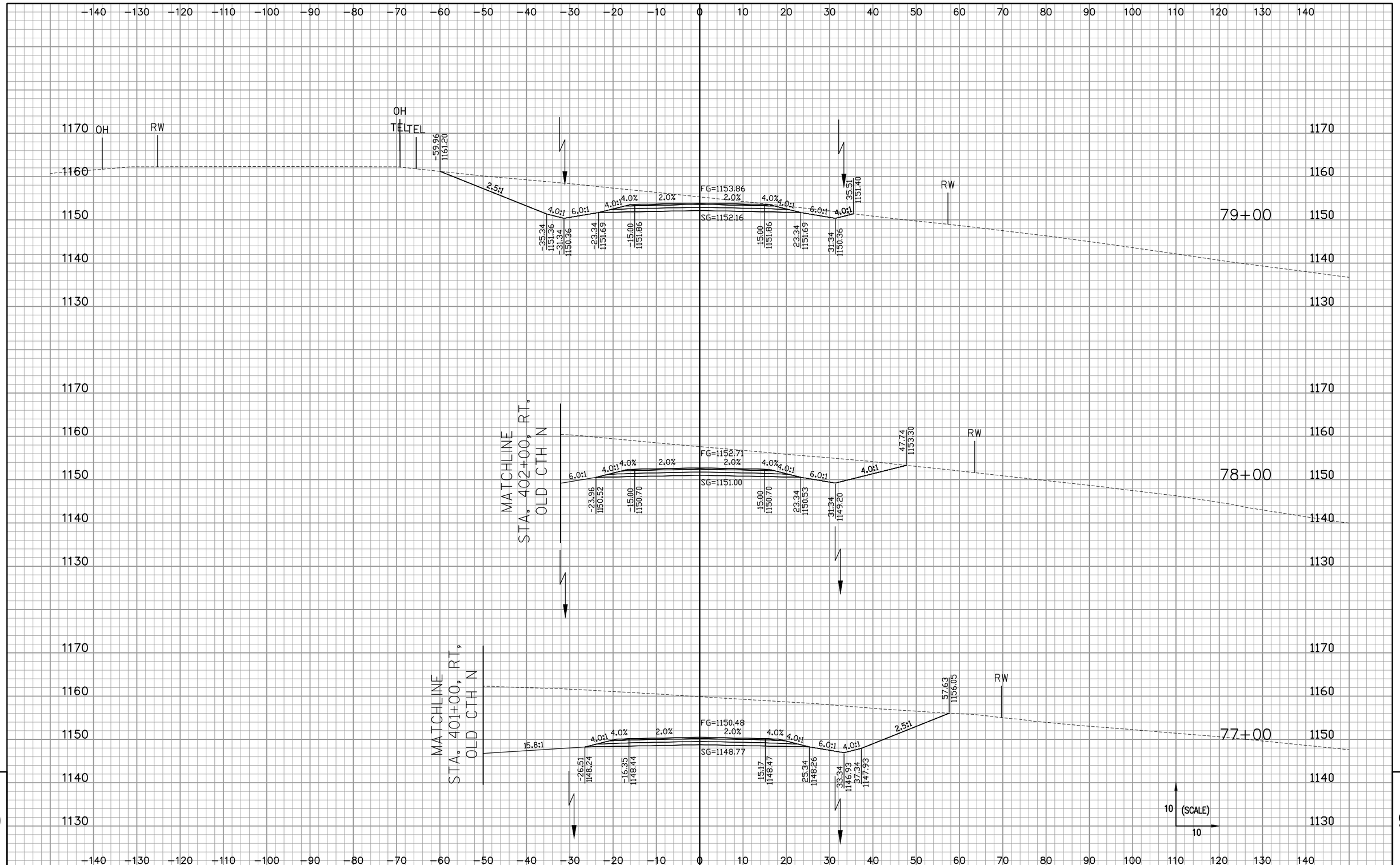
PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'



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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (38)
PLOT DATE : 8/1/2018
PLOT TIME : 11:09:58 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1" = 1'



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

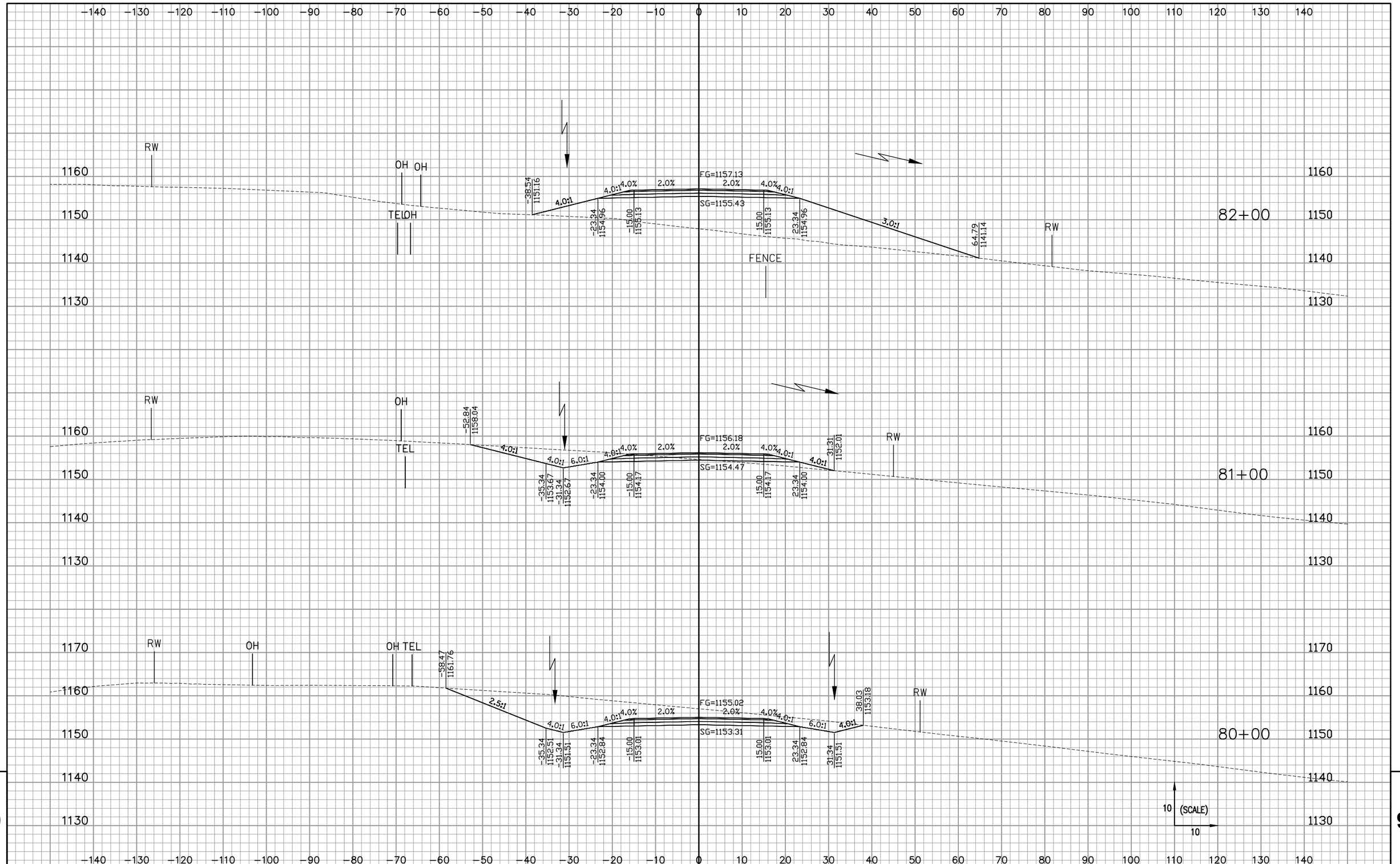
FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (39)

PLOT DATE : 8/1/2018
PLOT TIME : 11:10:06 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'

9



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

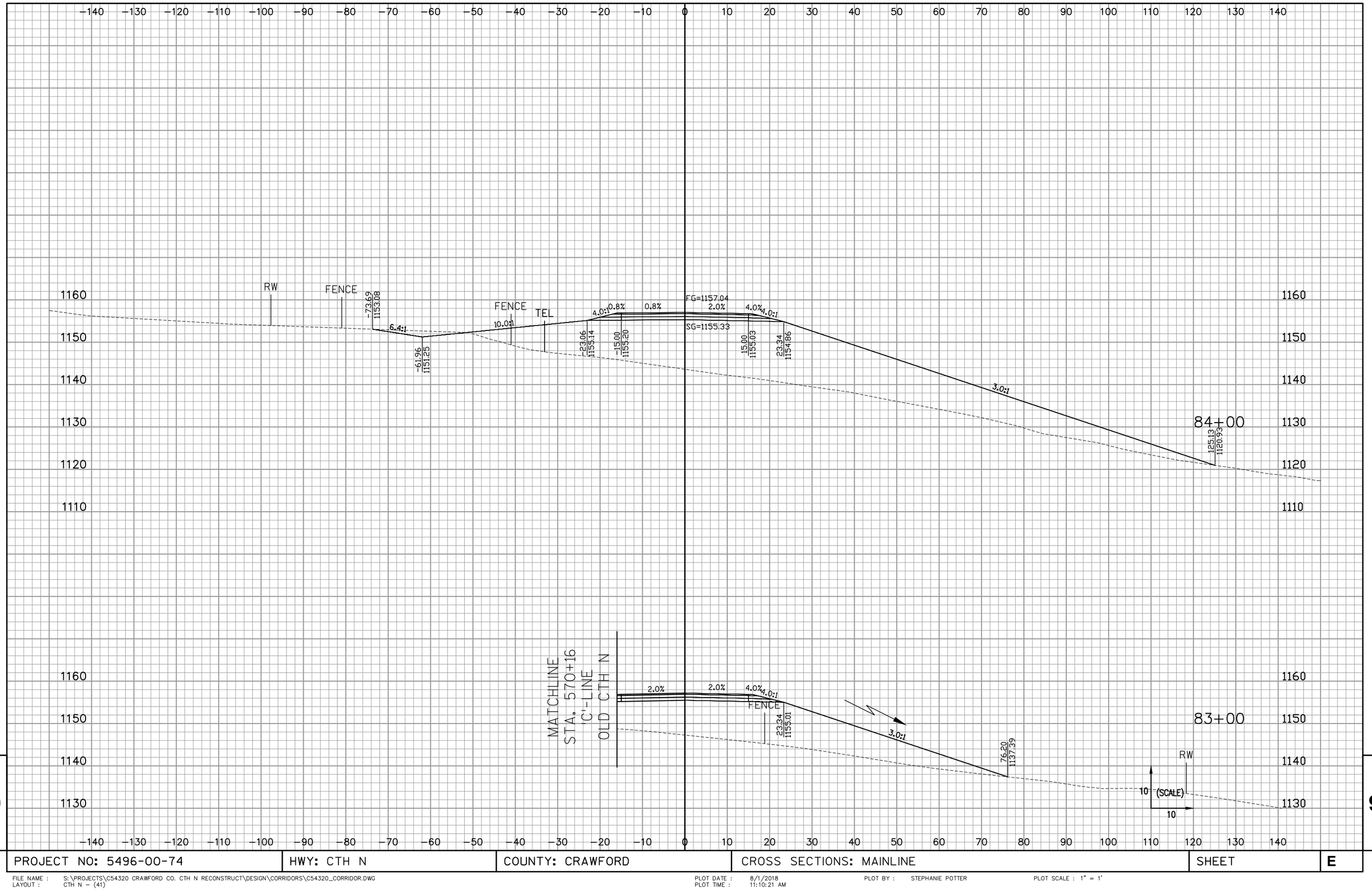
FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (40)

PLOT DATE : 8/1/2018
PLOT TIME : 11:10:13 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'

9



9

9

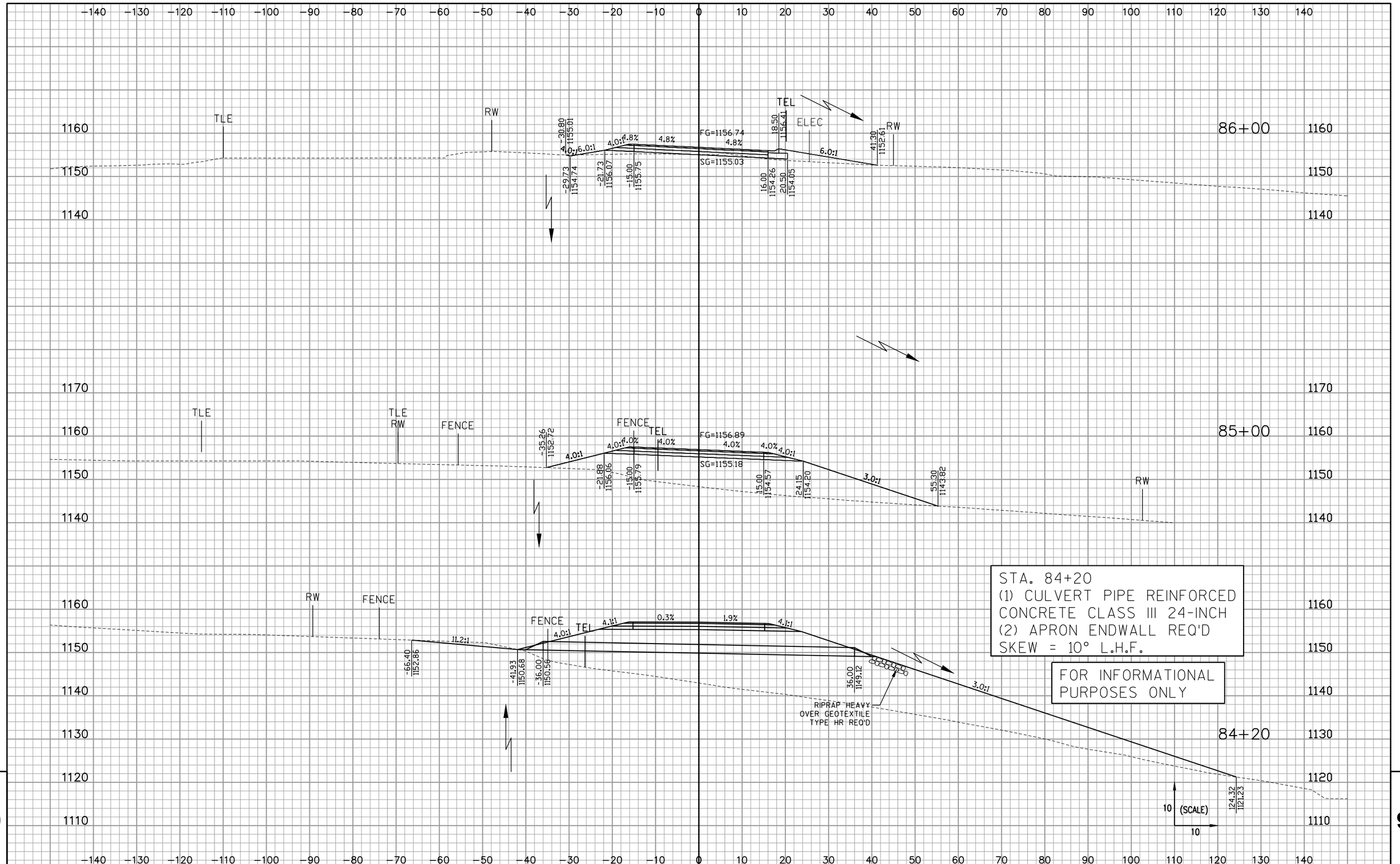
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (41)

PLOT DATE : 8/1/2018
PLOT TIME : 11:10:21 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'



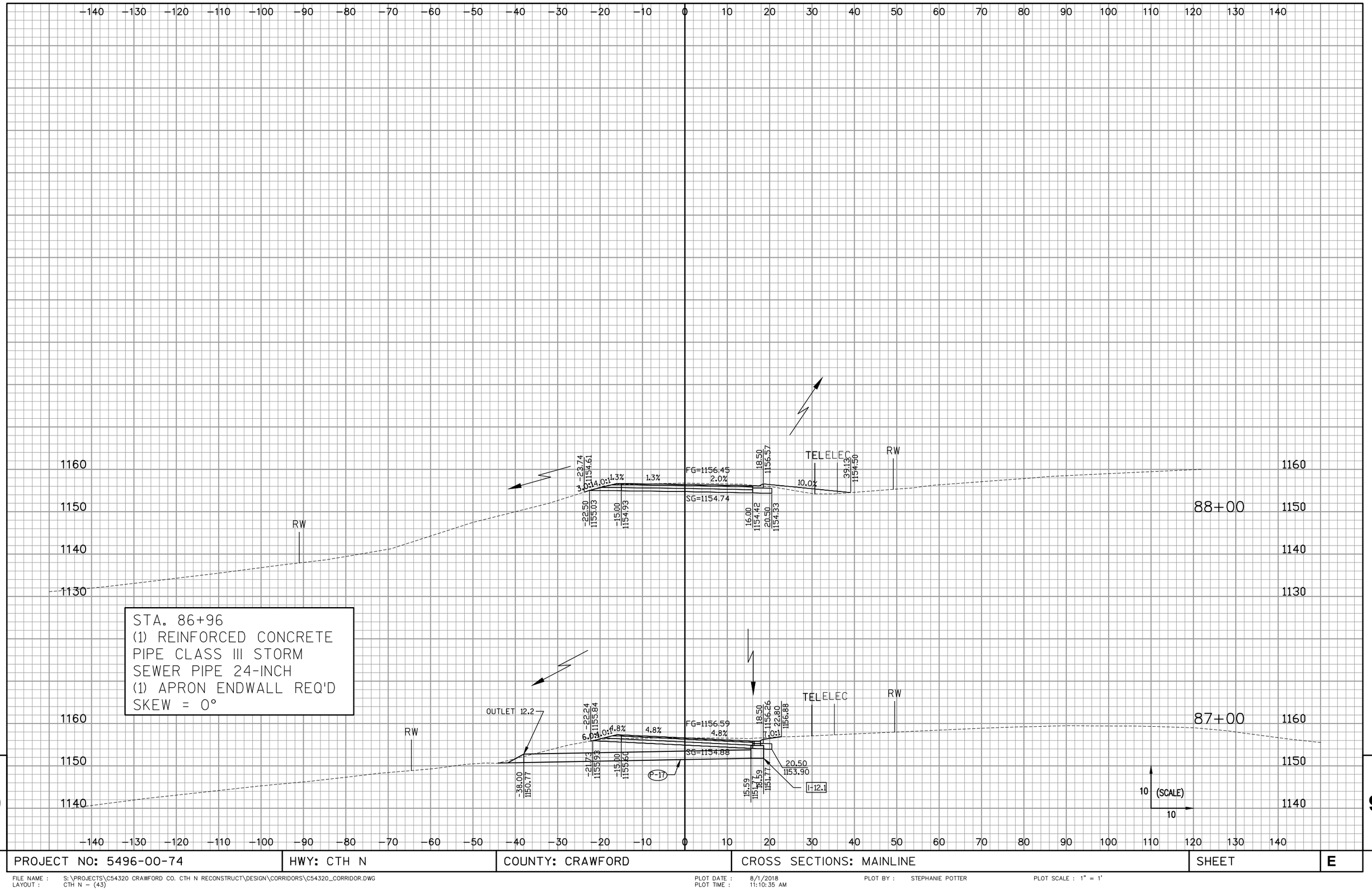
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (42)

PLOT DATE : 10/25/2018
PLOT TIME : 3:45:00 PM

PLOT BY : JULIA ZEHNER

PLOT SCALE : 1" = 1'



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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (43)
PLOT DATE : 8/1/2018
PLOT TIME : 11:10:35 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1" = 1'

END PROJECT
STA. 89+00
MATCH EXISTING

TEL
ELEC
RW
RW

89+00

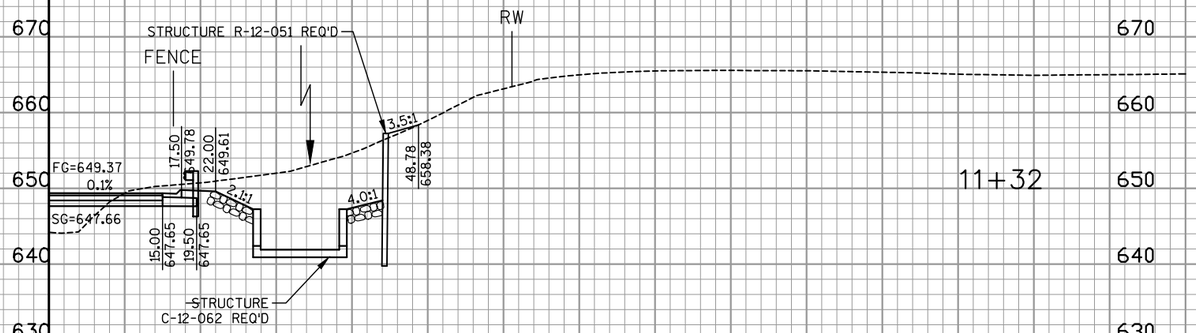
10 (SCALE) 10

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

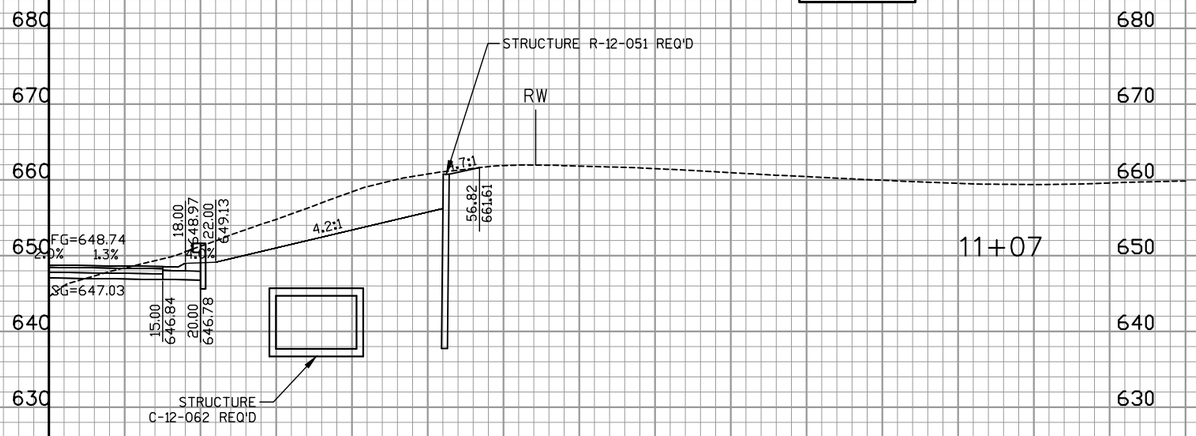
FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CTH N – (44)
PLOT DATE : 8/1/2018
PLOT TIME : 11:10:43 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1" = 1'

9

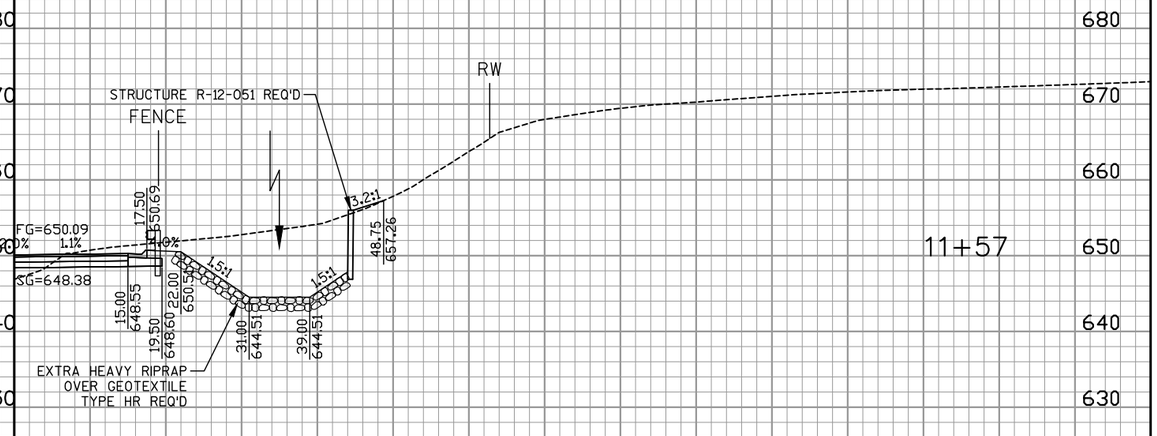
POST 5



POST 1



POST 9



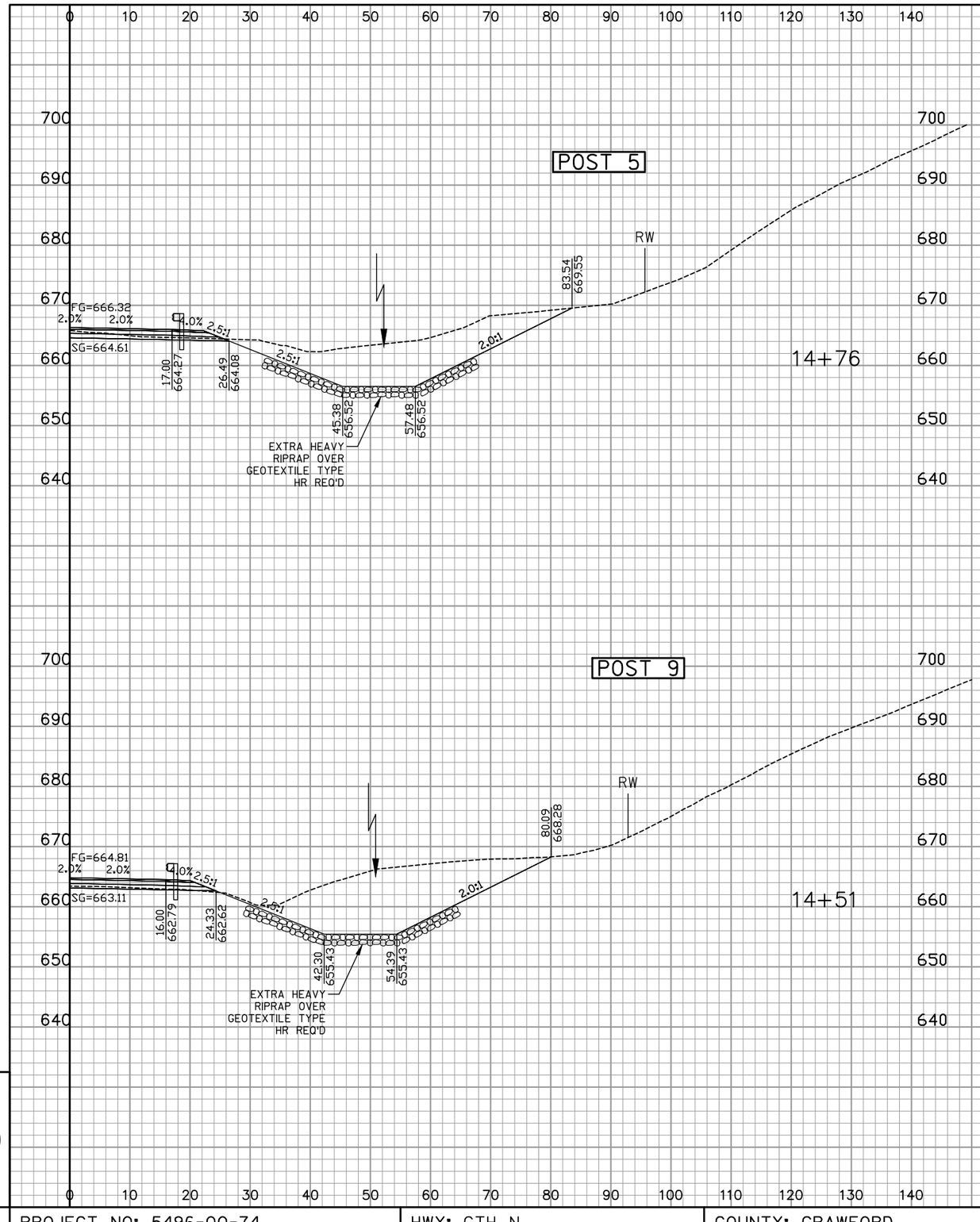
NO END TAPER DUE TO CTHN/STH 35 INTERSECTION

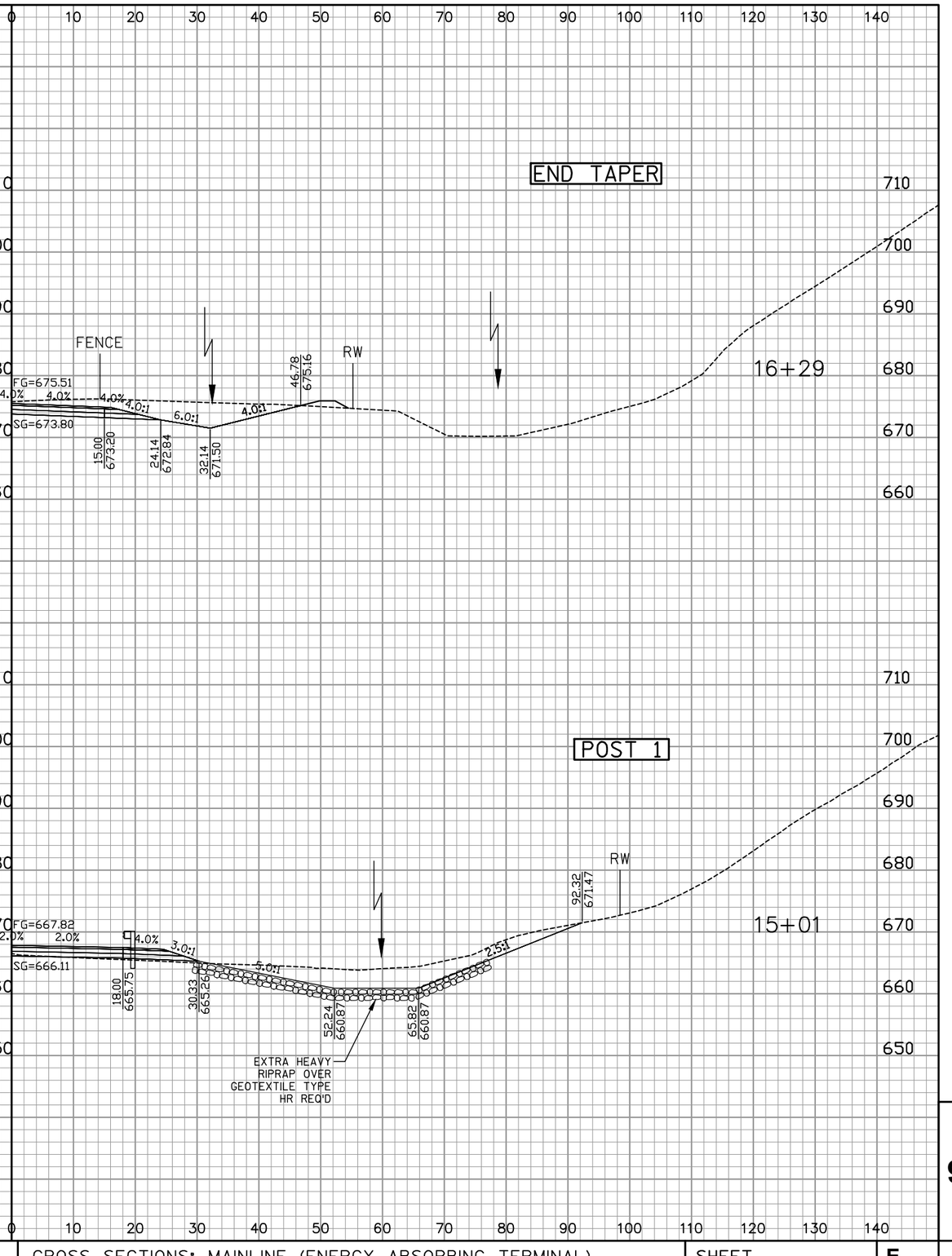
9

9

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE (ENERGY ABSORBING TERMINAL)	SHEET	E

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'





9

9

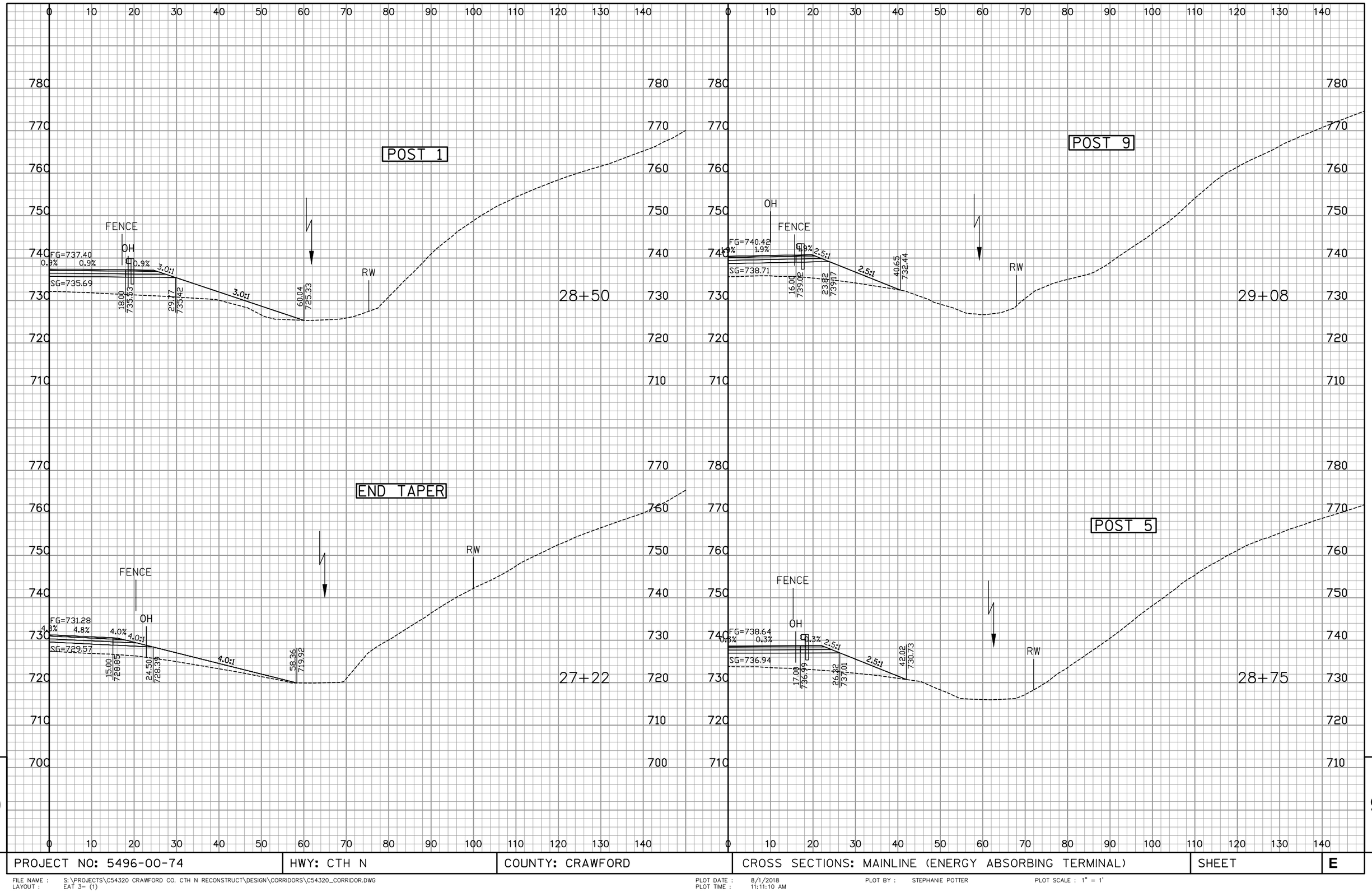
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE (ENERGY ABSORBING TERMINAL)	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : EAT 2 - (1)

PLOT DATE : 8/1/2018
PLOT TIME : 11:10:59 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'



9

9

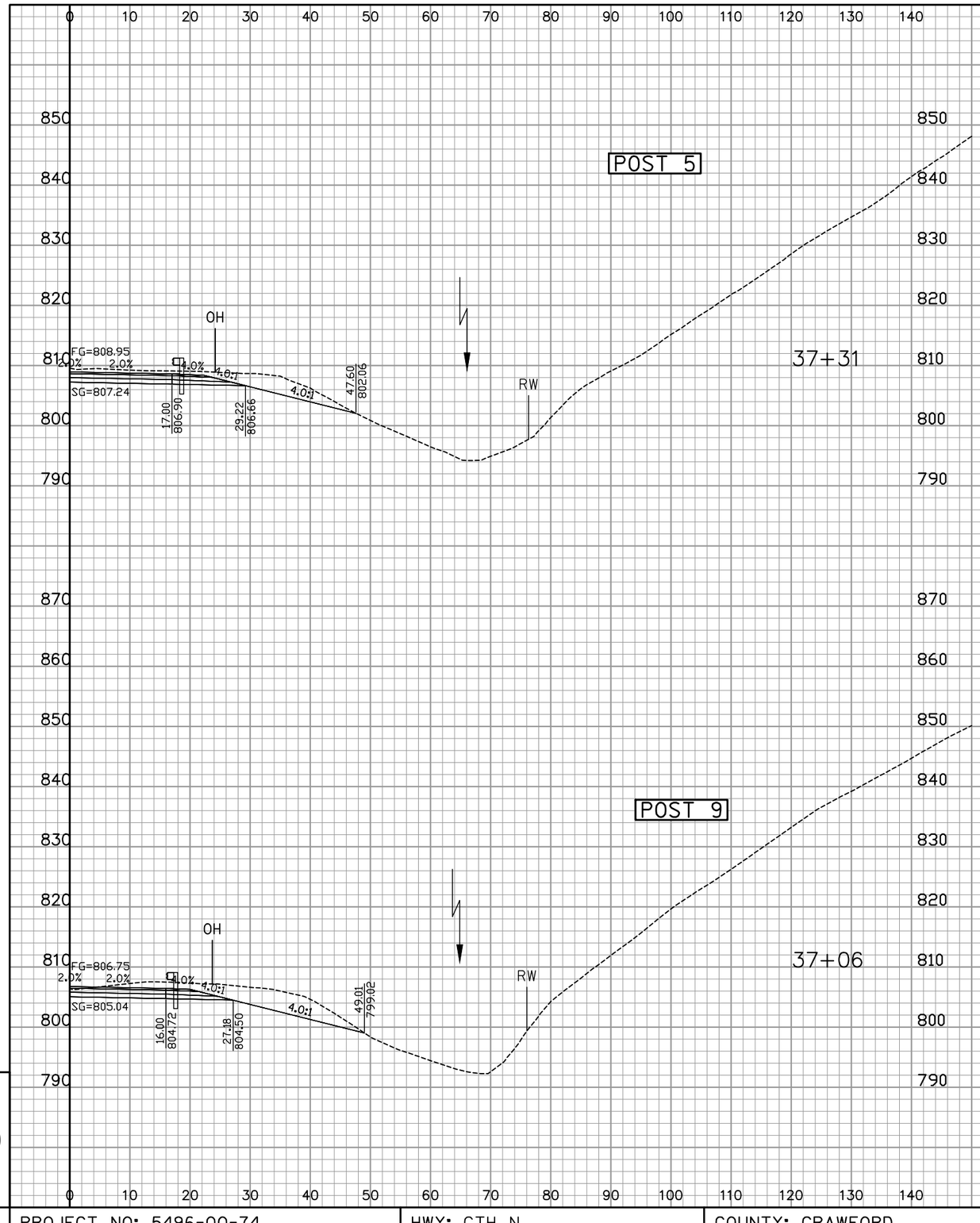
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE (ENERGY ABSORBING TERMINAL)	SHEET	E

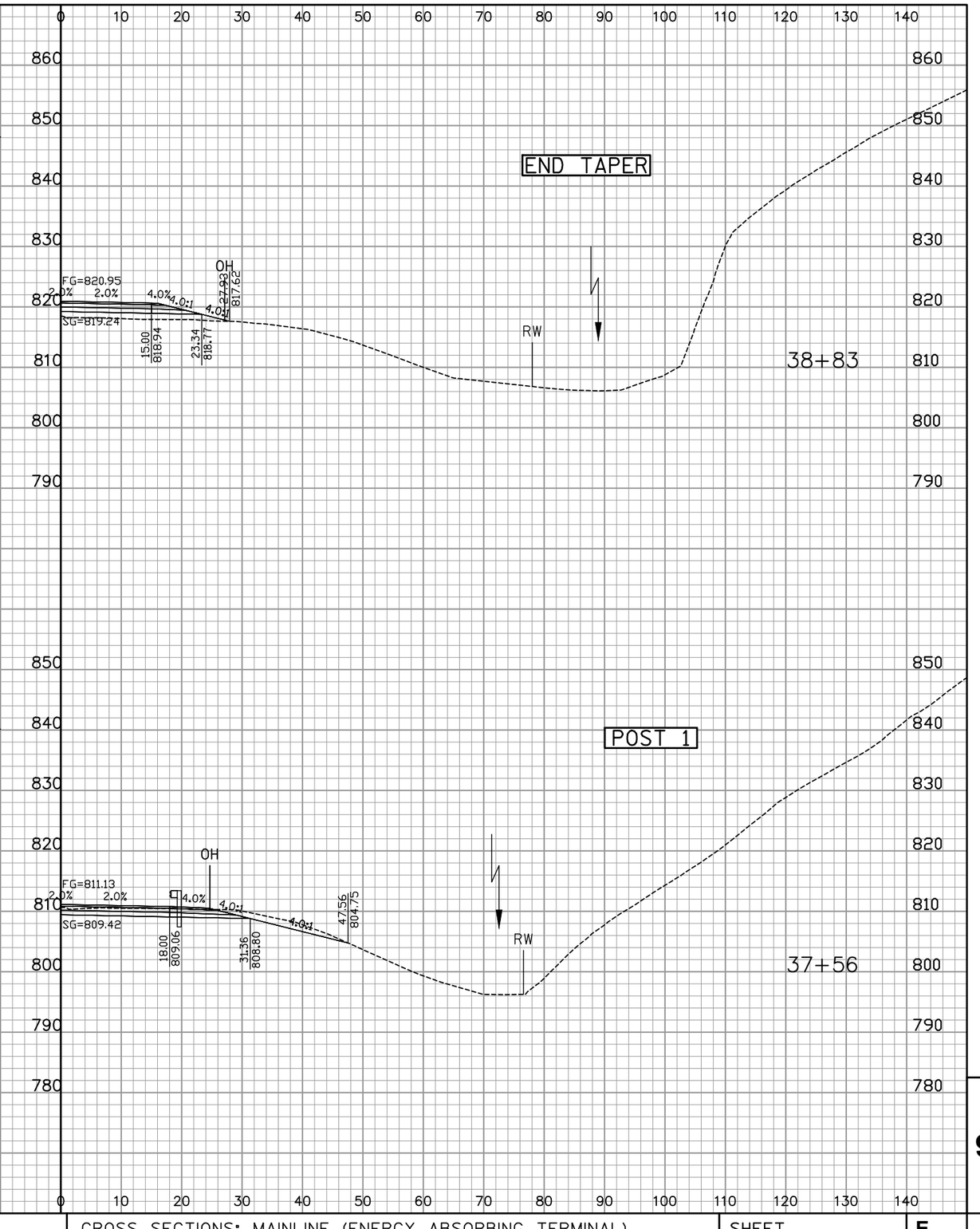
FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : EAT 3- (1)

PLOT DATE : 8/1/2018
PLOT TIME : 11:11:10 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'





9

9

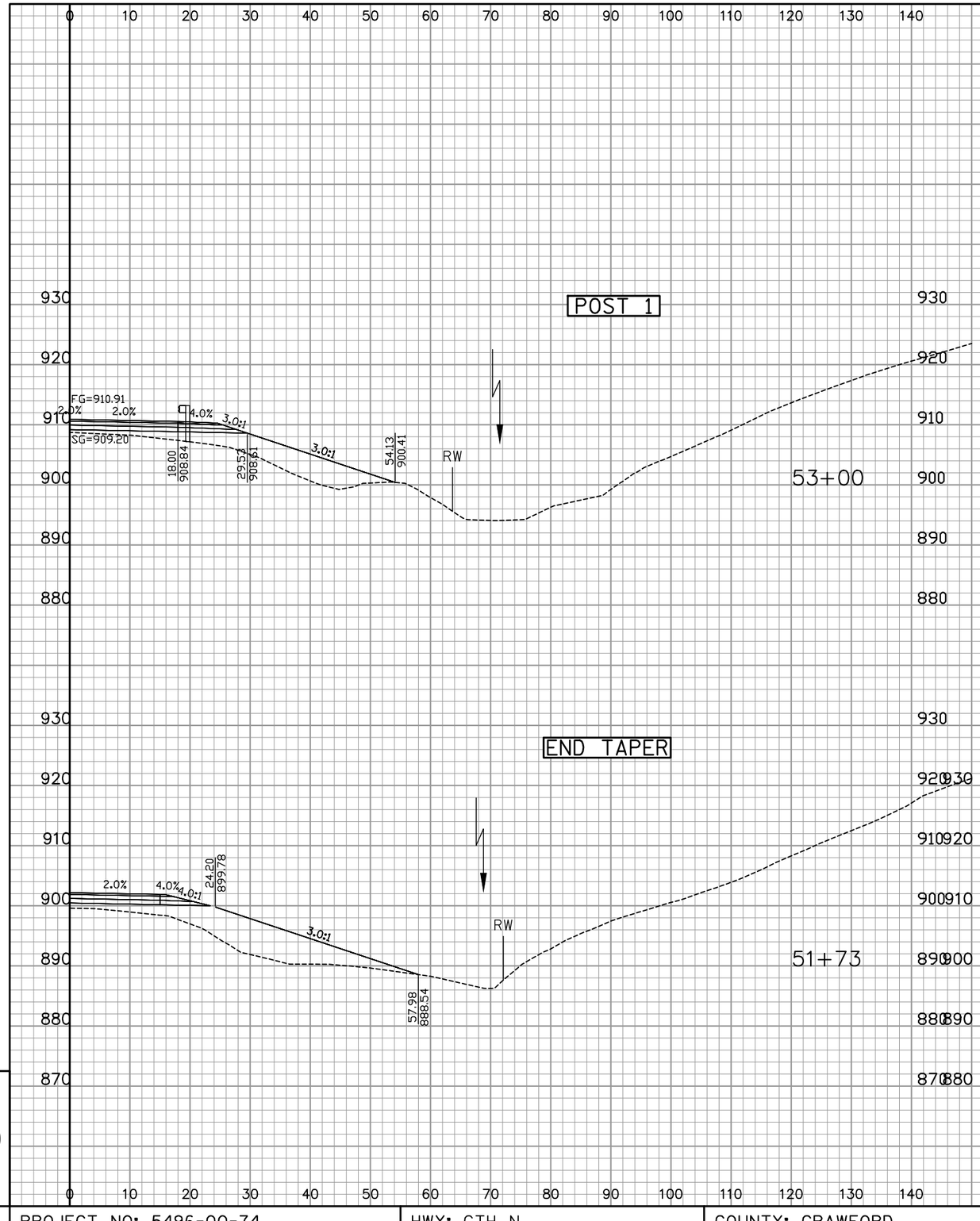
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE (ENERGY ABSORBING TERMINAL)	SHEET	E

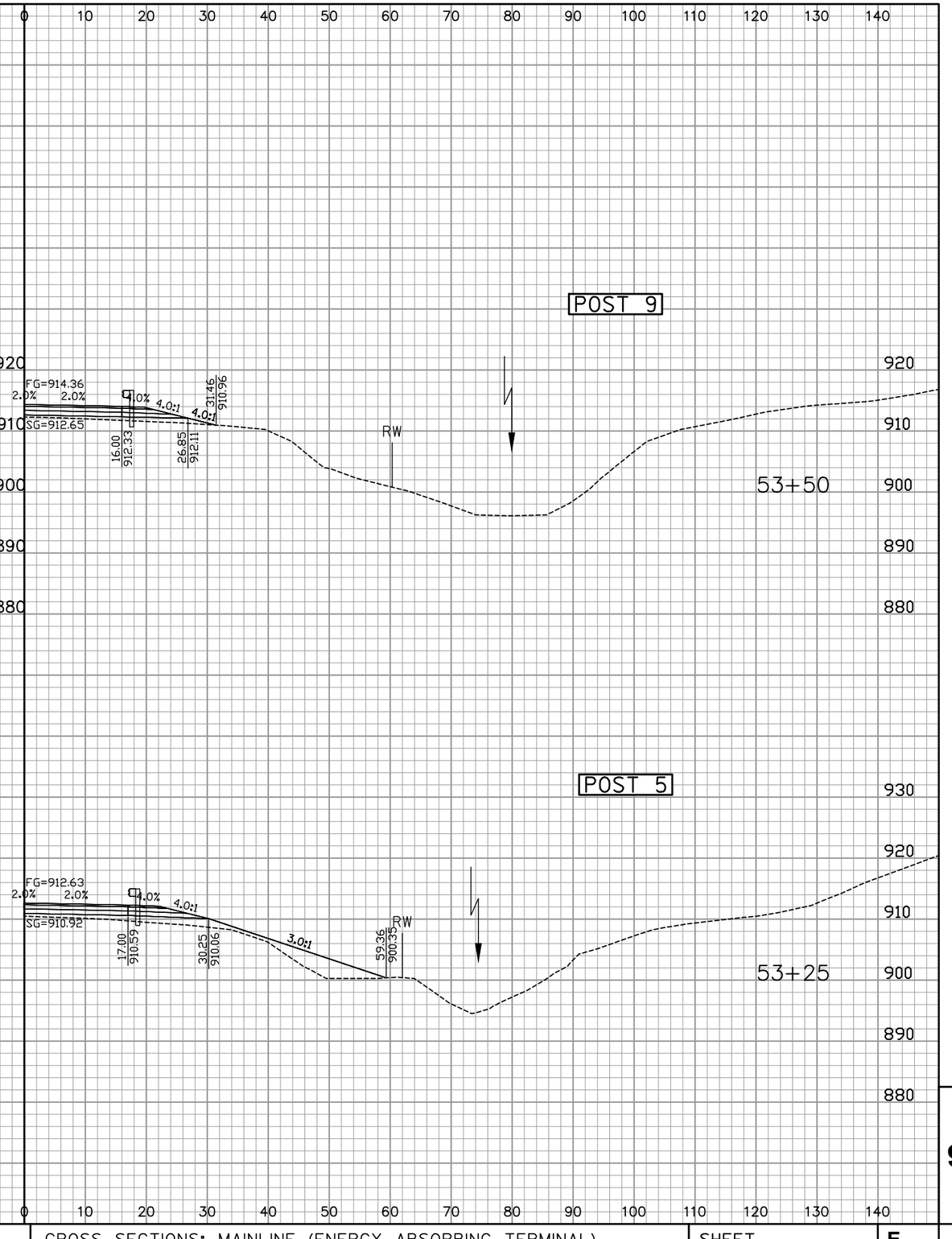
FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : EAT 4 - (1)

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

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'



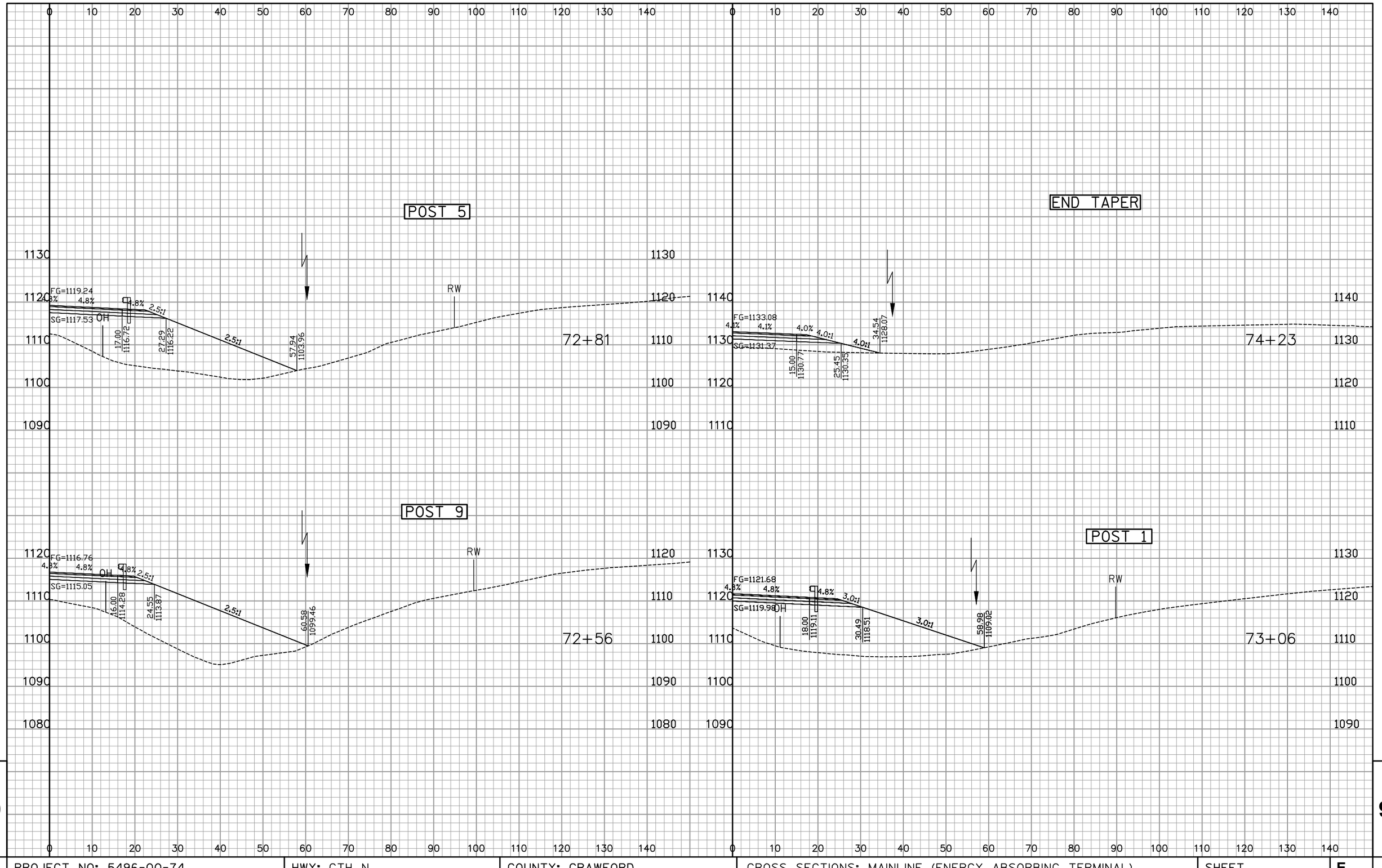


9

9

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE (ENERGY ABSORBING TERMINAL)	SHEET	E

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'



9

9

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: MAINLINE (ENERGY ABSORBING TERMINAL)	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : EAT 6 - (1)

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

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'

STAGE 2 - EARTHWORK

680 670 660 650 640 630

RW

SAWING ASPHALT REQ'D

2.0%

TEL

23.00 646.45

4.0%

25.54 646.55

OH

RW

12.00 644.03

20.00 643.86

25.00 643.76

302+00

680 670 660 650 640 630

RW

TEL

OH

RW

301+65

BEGIN CONSTRUCTION
STA. 301+65
MATCH EXISTING

10 (SCALE) 10

−140 −130 −120 −110 −100 −90 −80 −70 −60 −50 −40 −30 −20 −10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

9

9

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : STH 35 - (6)

PLOT DATE : 8/1/2018
PLOT TIME : 11:11:43 AM

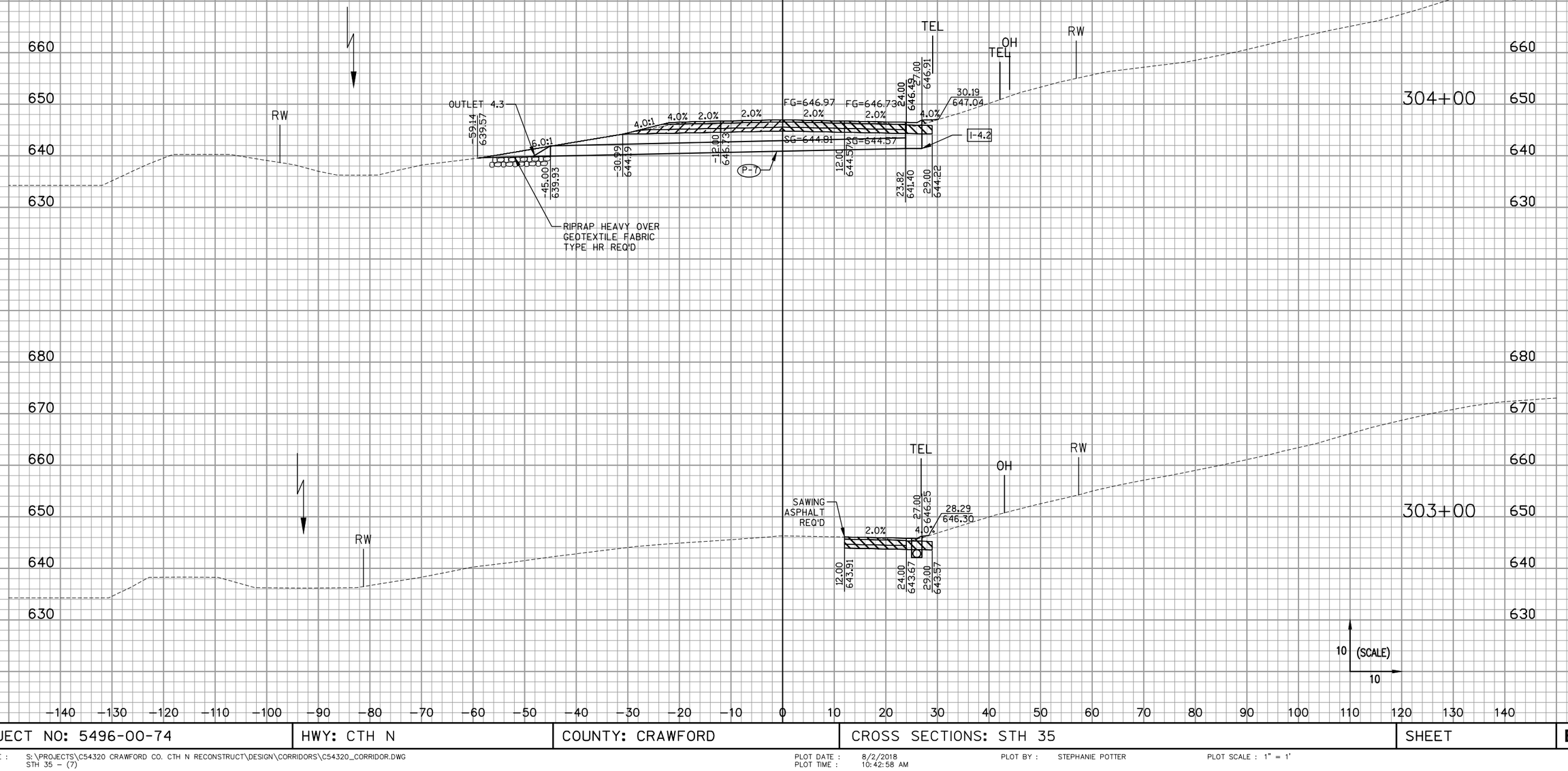
PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'

STAGE 1 - EARTHWORK

STAGE 2 - EARTHWORK

STA. 304+00
(1) REINFORCED CONCRETE PIPE CLASS III STORM SEWER PIPE 24-INCH
(1) APRON ENDWALL REQ'D
SKEW = 0°



PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET	E

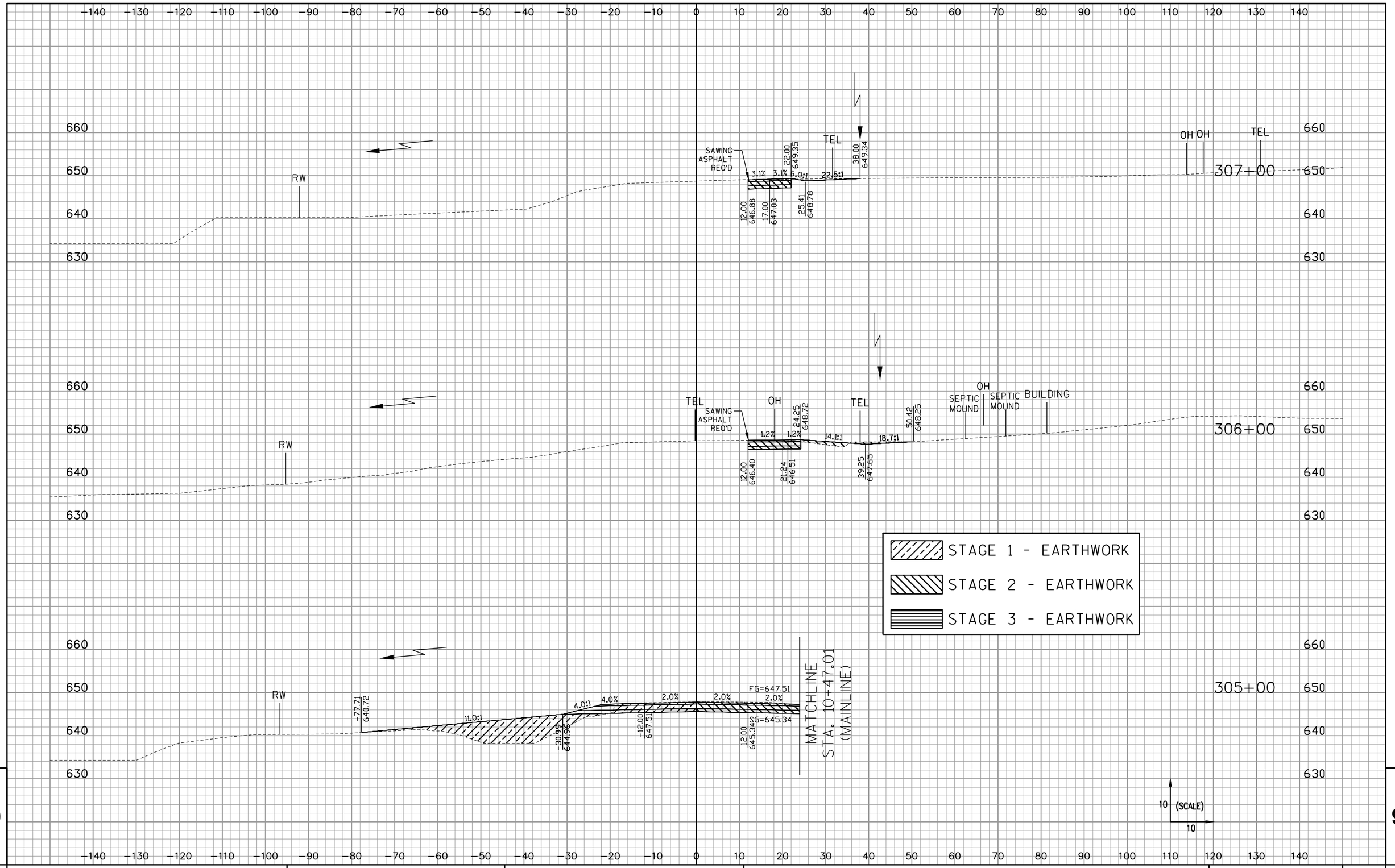
FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : STH 35 - (7)

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

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'

9



PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : STH 35 - (8)

PLOT DATE : 10/25/2018
PLOT TIME : 3:45:48 PM

PLOT BY : JULIA ZEHNER

PLOT SCALE : 1" = 1'

END CONSTRUCTION
STA. 307+31
MATCH EXISTING

TEL
RW
RW
OH

307+31

10 (SCALE) 10

9

9

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : STH 35 - (9)

PLOT DATE : 8/1/2018
PLOT TIME : 11:12:08 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'

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

RW
-93.98
1131.47
9.4:1
OH
RIPRAP HEAVY OVER GEOTEXTILE TYPE HR REQ'D
-32.00
1135.88
4.0:1 4.0% 2.0%
FG=1141.60
-1.3% 1.3%
4.0:1
-18.26
1139.52
-9.00
1139.71
SG=1139.89
9.00
1139.77
18.21
1139.65
6.0:1
4.0:1
20.00
1137.66
30.42
1138.45
28.42
1137.95
2.5:1
55.91
1148.64
RW
102+00

RW
-30.97
1136.44
5.7:1
OH
4.0:1 4.0% 2.0%
FG=1140.74
2.0% 4.0%
4.0:1
SG=1139.04
-18.26
1138.67
-9.00
1138.86
9.00
1138.86
18.26
1138.67
6.0:1
62.70
1146.08
RW
101+00

RW
OH
RW
100+00

BEGIN CONSTRUCTION
STA. 100+00
MATCH EXISTING

10 (SCALE) 10

9

9

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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : DEMANES - (1)
PLOT DATE : 8/1/2018
PLOT TIME : 11:12:16 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1" = 1'

END CONSTRUCTION
STA. 105+39.14

MATCHLINE
STA. 75+00, RT.
CTH N

MATCHLINE
STA. 77+00, RT.
CTH N

105+39

105+00

104+00

103+00

VARIES

VARIES

13.5:1

6.0:1

4.0:1

6.0%

6.0%

FG=1145.30

SG=1143.59

-46.30
1139.96

-38.30
1141.29

-25.82
1142.04

14.77
1144.47

23.29
1144.99

31.29
1143.65

35.29
1144.65

62.81
1155.66

2.5:1

-159.26
1132.00

15.2:1

MATCHLINE

15.2:1

4.0:1

6.0%

6.0%

FG=1144.06

SG=1142.36

-21.45
1141.07

-9.44
1141.79

9.24
1142.96

17.76
1143.42

25.76
1142.09

29.76
1143.09

47.73
1150.28

RW

2.5:1

OH

-143.22
1132.84

16.6:1

4.0:1

4.2%

4.2%

FG=1142.83

SG=1141.12

-19.22
1140.31

-9.00
1140.74

9.00
1141.50

16.85
1141.83

24.85
1140.50

28.85
1141.50

50.74
1150.25

RW

10 (SCALE) 10

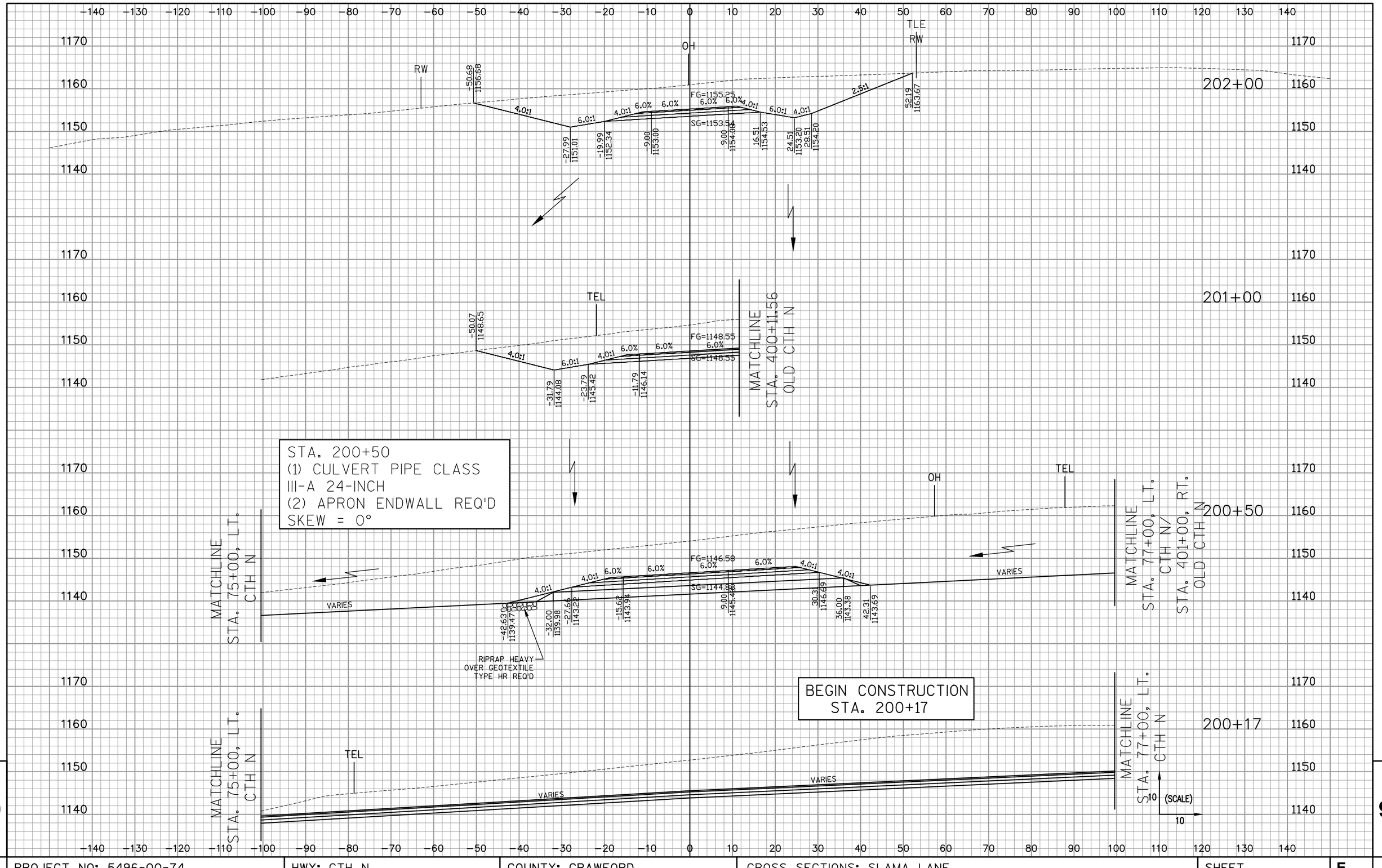
PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: DEMANES LANE	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : DEMANES - (2)

PLOT DATE : 8/1/2018
PLOT TIME : 11:12:23 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'



9

9

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

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

PLOT DATE : 8/1/2018
PLOT TIME : 11:12:26 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'

END CONSTRUCTION
STA. 205+00
MATCH EXISTING

205+00

RW
OH
FENCE

204+00

RW
OH
FENCE
RW
34.95
1164.12
-26.26
1161.94
-18.26
1163.28
-9.00
1163.46
FG=1165.35
SG=1163.64
9.00
1163.52
18.23
1163.40
26.23
1162.06
42.50
1166.13
4.0:1
6.0:1
4.0%
2.0%
1.4%

203+00

RW
OH
OH
FENCE
RW
-36.36
1160.83
-27.20
1158.54
-19.20
1159.87
-9.00
1160.30
FG=1162.38
SG=1160.67
9.00
1161.05
16.86
1161.37
24.86
1160.04
42.05
1164.34
4.0:1
6.0:1
4.2%

1170
1160
1150
1140

-140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

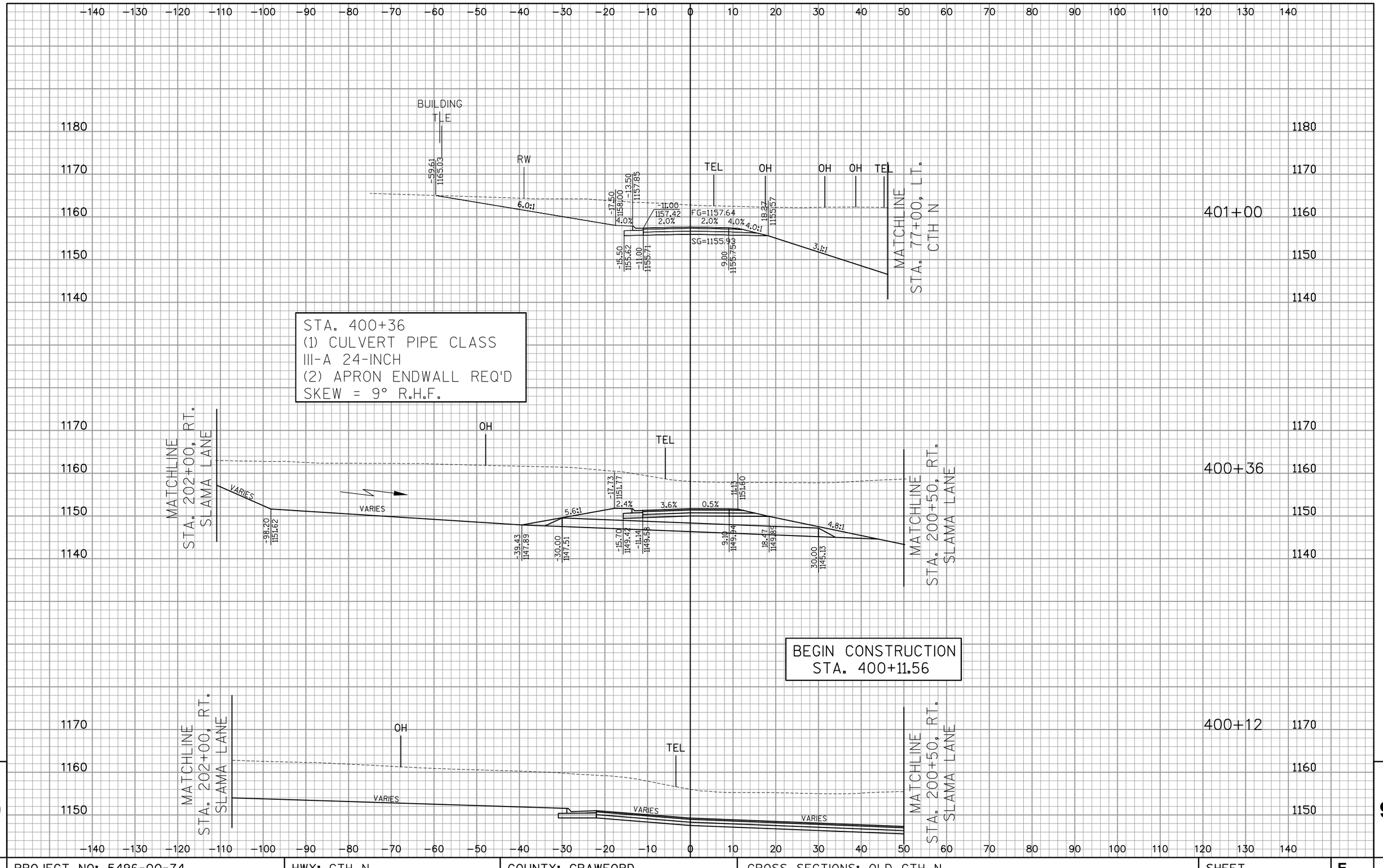
10 (SCALE) 10

9

9

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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : SLAMA LN- (2)
PLOT DATE : 8/1/2018
PLOT TIME : 11:12:34 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1" = 1'



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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : OLD CTH N- (1)
PLOT DATE : 8/2/2018
PLOT TIME : 10:52:38 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1" = 1'

9

END CONSTRUCTION
STA. 402+75
MATCH EXISTING

1170
1160
1150
1140
1180

RW
MATCHLINE
STA. 78+75, LT.
CTH N

402+75

TLE
RW
-22.83
1164.26
-13.50
1163.21
-11.00
1162.79
6.0:1
4.0%
2.0%
FG=1163.01
2.0%
4.0%
4.0:1
18.27
1160.93
TEL
OH
TEL
-15.50
1160.99
-11.00
1161.08
SG=1161.30
9.00
1161.12
3.2:1
52.59
1150.19
7.0:1

402+00

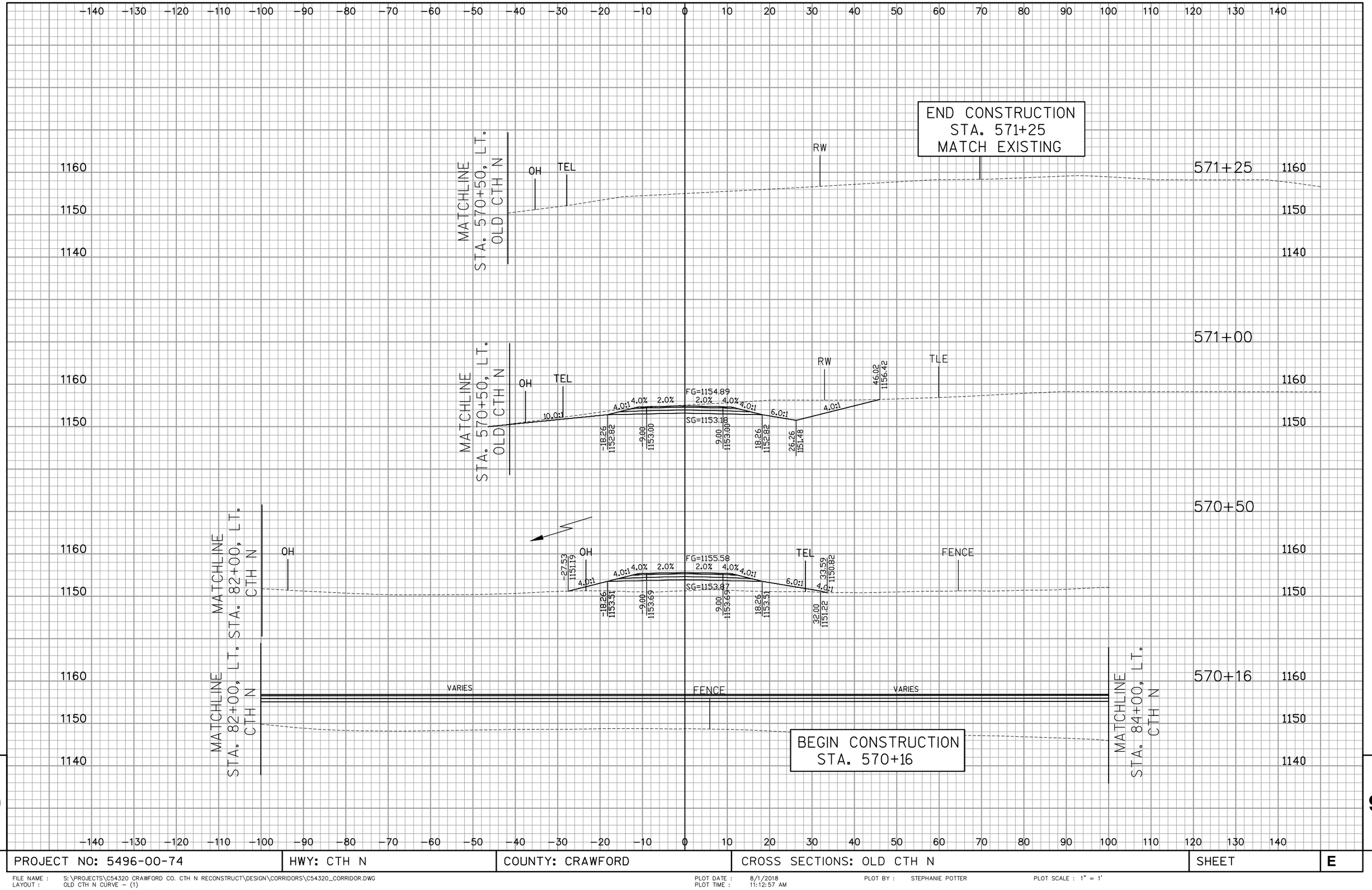
MATCHLINE
STA. 78+00, LT.
CTH N

-140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

9

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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : OLD CTH N- (2)
PLOT DATE : 8/1/2018
PLOT TIME : 11:12:49 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1" = 1'



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

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : OLD CTH N CURVE – (1)

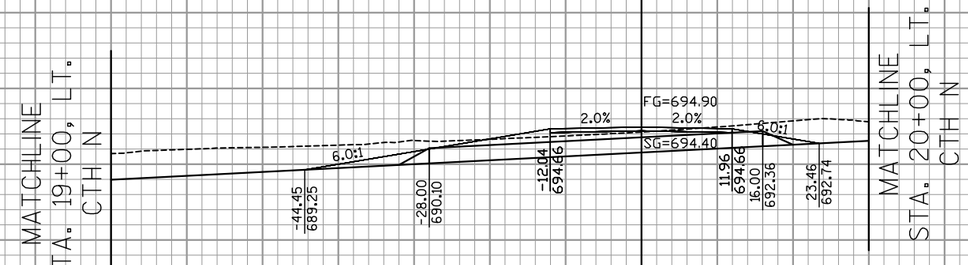
PLOT DATE : 8/1/2018
PLOT TIME : 11:12:57 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'

F.E. - STA. 19+70, LT.
(1) CULVERT PIPE CLASS III-A 24-INCH
(2) APRON ENDWALL REQ'D
SKEW = 0°

FOR INFORMATION ONLY
F.E. - STA. 19+70, LT



510+30

700
690
680

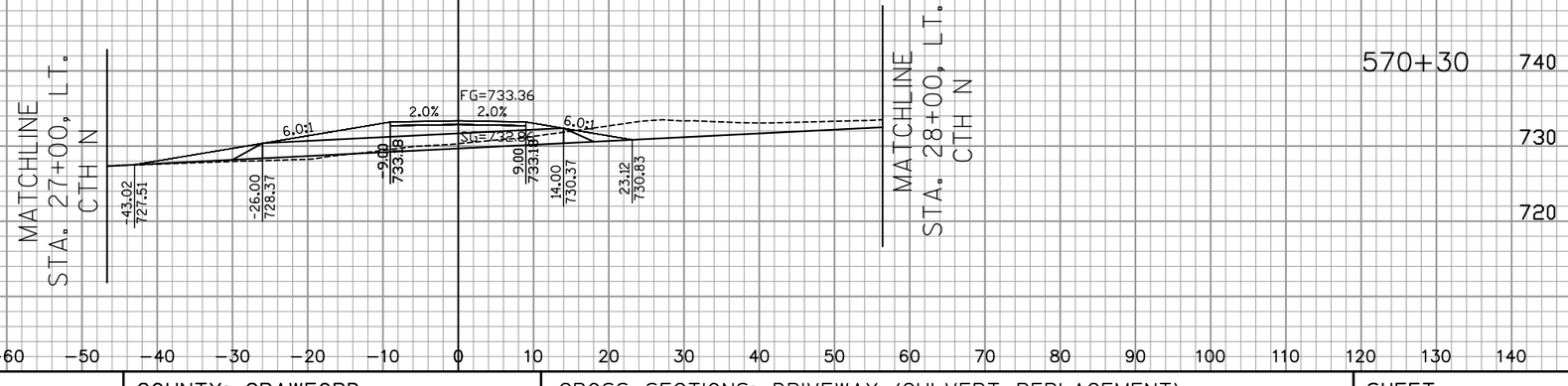
9

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: DRIVEWAY (CULVERT REPLACEMENT)	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CULVERT FE 19+70 LT - (1)
PLOT DATE : 8/1/2018
PLOT TIME : 11:13:04 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1" = 1'

F.E. - STA. 27+45, LT.
(1) CULVERT PIPE CLASS III-A 24-INCH
(2) APRON ENDWALL REQ'D
SKEW = 2° L.H.F.

FOR INFORMATION ONLY
F.E. - STA. 27+45, LT



9

9

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: DRIVEWAY (CULVERT REPLACEMENT)	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CULVERT FE 27+45 LT - (1)

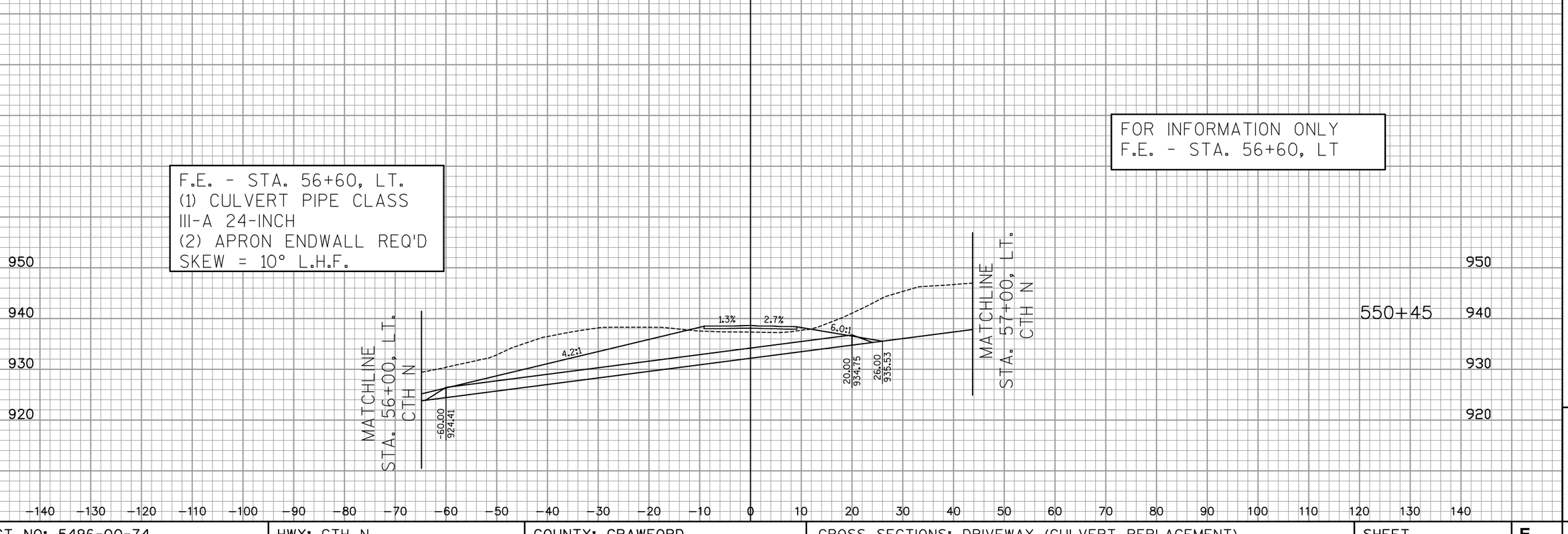
PLOT DATE : 8/1/2018
PLOT TIME : 11:13:11 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'

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



9

9

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: DRIVEWAY (CULVERT REPLACEMENT)	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CULVERT FE 56+60 LT- (1)

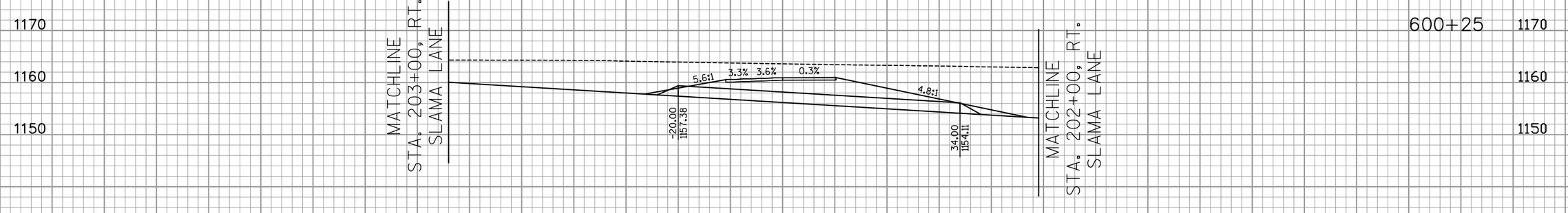
PLOT DATE : 8/1/2018
PLOT TIME : 11:13:19 AM

PLOT BY : STEPHANIE POTTER

PLOT SCALE : 1" = 1'

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



9

9

PROJECT NO: 5496-00-74	HWY: CTH N	COUNTY: CRAWFORD	CROSS SECTIONS: DRIVEWAY (CULVERT REPLACEMENT)	SHEET	E

FILE NAME : S:\PROJECTS\C54320 CRAWFORD CO. CTH N RECONSTRUCT\DESIGN\CORRIDORS\C54320_CORRIDOR.DWG
LAYOUT : CULVERT FE 202+45 RT - (1)
PLOT DATE : 8/1/2018
PLOT TIME : 11:13:26 AM
PLOT BY : STEPHANIE POTTER
PLOT SCALE : 1" = 1'