LAX

MARCH 2018

PROJECT ID: 7272-00-01

WITH: N/A

COUNTY: LA CROSSE

ORDER OF SHEETS

TOTAL SHEETS = 40

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

VILLAGE OF HOLMEN, SUNSET DRIVE

(CTH HD TO CTH DH)

LOCAL STREET

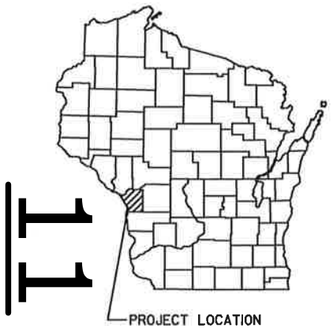
LA CROSSE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
7272-00-01	WISC 2018141	1

AS-BUILT PLAN

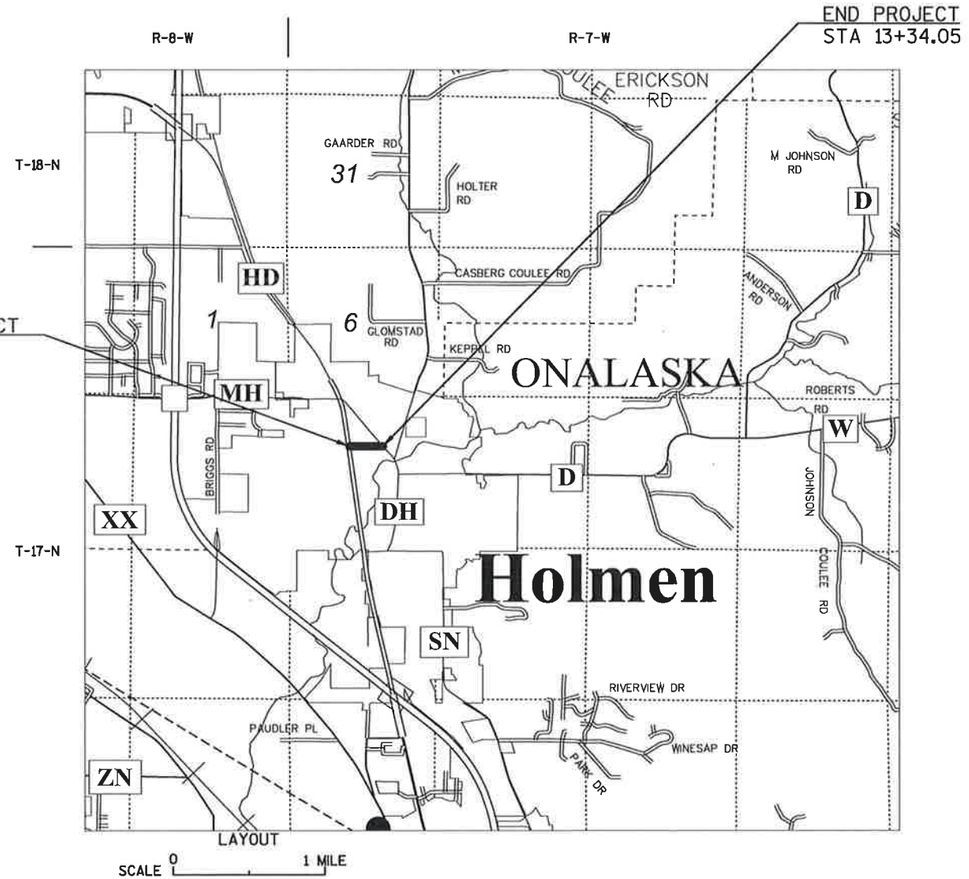
SUPERVISOR: Ian Winger
PROJECT MANAGER: Craig Fisher
PROJECT LEADER: Ryan Franzini
CONTRACTOR: St. Joseph Construction
WORK STARTED: 7/23/18
WORK COMPLETED: 9/17/18

STATE PROJECT NUMBER
7272-00-01



N

Subcontractor List
Central State Signing, Inc.
Fowler & Hammer, Inc.
Guide Lines Pavement Marking, LLC
Hard Rock Sawing & Drilling Specialists Co.
Mathy Construction Co.
SJK Engineering



TOTAL NET LENGTH OF CENTERLINE = 0.203 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, LA CROSSE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

DESIGN DESIGNATION

A.A.D.T.	(2018)	= 3100
A.A.D.T.	(2038)	= 3600
D.H.V.		= 100
D.D.		= 59/41
T.		= 3.3%
DESIGN SPEED		= 20 MPH
ESALS		= 270,000

CONVENTIONAL SYMBOLS

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

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

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

ACCEPTED FOR VILLAGE OF HOLMEN
10/9/17 DATE

ORIGINAL PLANS PREPARED BY

Cedar corporation

MENOMONIE - MADISON - GREEN BAY - CEDARBURG
www.cedarcorp.com
800-472-7372

WISCONSIN JOSHUA A. WEISS 37150 OREGON WI PROFESSIONAL ENGINEER
10.2.2017

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
Surveyor: CEDAR CORPORTATION
Designer: CEDAR CORPORATION
Management Consultant: KL ENGINEERING

APPROVED FOR THE DEPARTMENT
DATE: 10/27/17
(Management Consultant Signature)

E

FILE NAME : I:\CLIENTS-MEN0\H\H5728 HOLMEN VILLAGE OF\001 SUNSET DRIVE PAVEMENT REPLACEMENT\100 CAD\72720000\SHEETSPLAN\010101-TI.DWGLOT DATE : 10/2/2017 9:18 AM
LAYOUT NAME - TI

PLOT BY : BRIAN GENSKOW PLOT NAME :

WISDOT/CADDS SHEET 10

2

GENERAL NOTES

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS 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.

THE 4.5" HMA PAVEMENT SHALL BE CONSTRUCTED WITH A 2.5" LOWER LAYER OF 3 LT 58-28 S AND A 2" UPPER LAYER OF 4 LT 58-28 S.

BEARINGS REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), LA CROSSE COUNTY.

DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE FERTILIZED AND SEEDED AS DIRECTED BY THE ENGINEER. USE SEED MIX NO. 40.

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

DNR LIAISON

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
MORMON COULEE ROAD
LA CROSSE, WI 54601
(608) 785-9115
KAREN KALVELAGE
karen.kalvelage@wisconsin.gov

DESIGN CONSULTANT

CEDAR CORPORATION
2820 WALTER COMMONS WEST
SUITE 142
MADISON, WI 53718
(608) 237-5842
JOSH WEISS, P.E.
josh.weiss@cedarcorp.com

VILLAGE OF HOLMEN

605 EMPIRE STREET
HOLMEN, WI 54636
(608) 526-3513
DEAN OLSON
dolson@holmenwi.com

UTILITIES

CHARTER COMMUNICATIONS
1228 12TH AVENUE SOUTH
ONALASKA, WI 54560
(608) 317-6213
PERRY McCLELLAN
perry.mcclellan@charter.com

CENTURYLINK
333 NORTH FRONT STREET
LA CROSSE, WI 54601
(608) 796-5142
BRIAN STELPLUGH
brian.stelplugh@centurylink.com

XCEL ENERGY - ELECTRIC
3215 COMMERCE STREET
LA CROSSE, WI 54603
(608) 789-3712
LAURA JORSTAD
laura.jorstad@xcelenergy.com

XCEL ENERGY - GAS
3215 COMMERCE STREET
LA CROSSE, WI 54603
(608) 789-3625
SCOTT ROBERTS
scott.w.roberts@xcelenergy.com

VILLAGE OF HOLMEN
605 EMPIRE STREET
HOLMEN, WI 54636
(608) 526-3513
DEAN OLSON
dolson@holmenwi.com

STANDARD ABBREVIATIONS

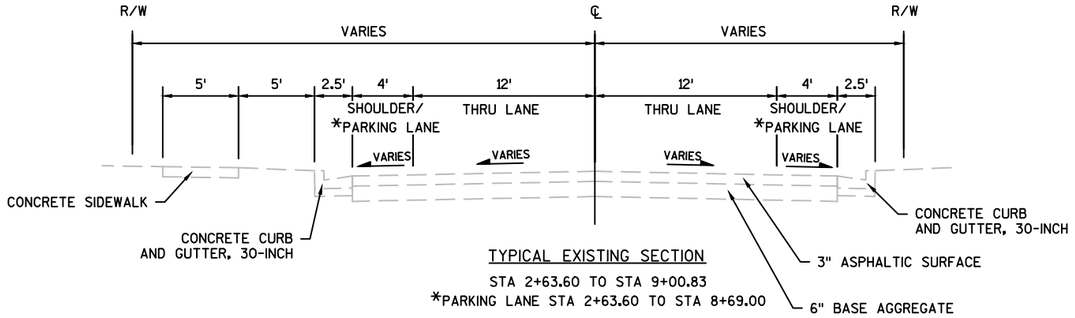
ABUT	ABUTMENT	OFF	OFFSET
AGG	AGGREGATE	PC	POINT OF CURVATURE
ET AL	AND OTHERS	PI	POINT OF INTERSECTION
AADT	ANNUAL AVERAGE DAILY TRAFFIC	PT	POINT OF TANGENCY
BF	BACK FACE	POL	POINT ON LINE
BM	BENCHMARK	PE	PRIVATE ENTRANCE
C/L OR ℄	CENTERLINE	PL	PROPERTY LINE
Δ	CENTRAL ANGLE OR DELTA	PSI	POUNDS/SQUARE INCH
CLR	CLEAR	PROP	PROPOSED
CONC	CONCRETE	R	RADIUS
CONST	CONSTRUCTION	RR	RAILROAD
COR	CORNER	REBAR	REINFORCEMENT BAR
CMP	CORRUGATED METAL PIPE	REQ'D	REQUIRED
CTH	COUNTY TRUNK HIGHWAY	RT	RIGHT
CR	CREEK	RHF	RIGHT-HAND FORWARD
CFS	CUBIC FEET/SECOND	R/W	RIGHT-OF-WAY
CULV	CULVERT	RD	ROAD
D	DEGREE OF CURVE	SEC	SECTION
DHV	DESIGN HOUR VOLUME	S	SOUTH
DIA	DIAMETER	SE	SOUTHEAST
E	EAST	SW	SOUTHWEST
EL	ELEVATION	STH	STATE TRUNK HIGHWAY
EST	ESTIMATED	STA	STATION
FPS	FEET PER SECOND	SE	SUPER ELEVATION
FE	FIELD ENTRANCE	T	TANGENT
FT	FOOT (FEET)	TEL	TELEPHONE
FTG	FOOTING	TEMP	TEMPORARY
FDN	FOUNDATION	TI	TEMPORARY INTEREST
FF	FRONT FACE	TLE	TEMPORARY LIMITED EASEMENT
IP	IRON PIN	TL OR T/L	TRANSIT LINE
LT	LEFT	T	TRUCKS
LHF	LEFT-HAND FORWARD	TYP	TYPICAL
L	LENGTH OF CURVE	U/G	UNDERGROUND
LF	LINEAR FOOT	USH	UNITED STATES HIGHWAY
MAX	MAXUMUM	VAR	VARIABLE
MI	MILE	V	VELOCITY
MIN	MINIMUM	VPC	VERTICAL POINT OF CURVATURE
NC	NORMAL CROWN	VPI	VERTICAL POINT OF INTERSECTION
N	NORTH	VPT	VERTICAL POINT OF TANGENCY
NE	NORTHEAST	W	WEST
NW	NORTHWEST	YB	YARD
NO	NUMBER		

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

**DENOTES UTILITIES THAT ARE NOT DIGGERS HOTLINE MEBERS.

PROJECT NO:7272-00-01	HWY:LOCAL STREET	COUNTY:LA CROSSE	GENERAL NOTES	SHEET 2	E

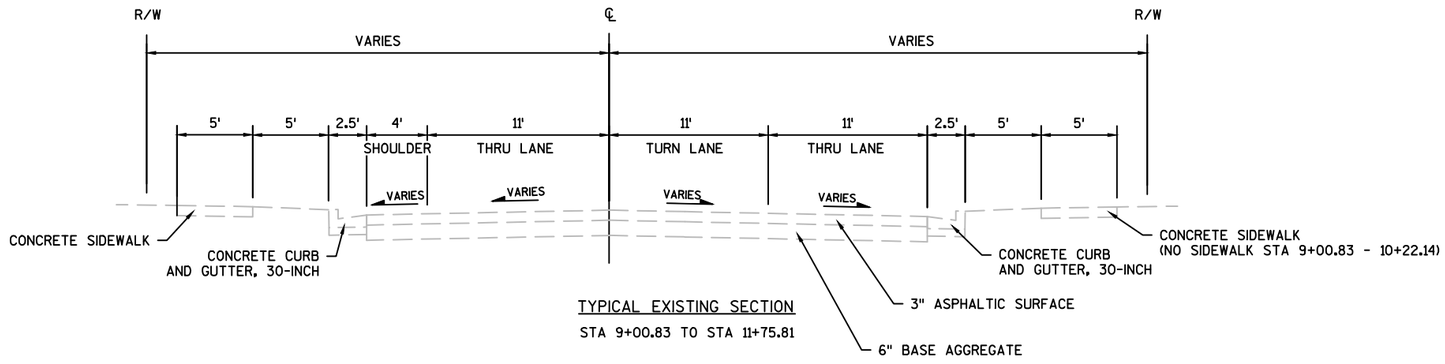
*EXISTING PAVEMENT AND BASE THICKNESSES WERE DETERMINED FROM DISCUSSIONS WITH THE VILLAGE OF WEST SALEM



TYPICAL EXISTING SECTION

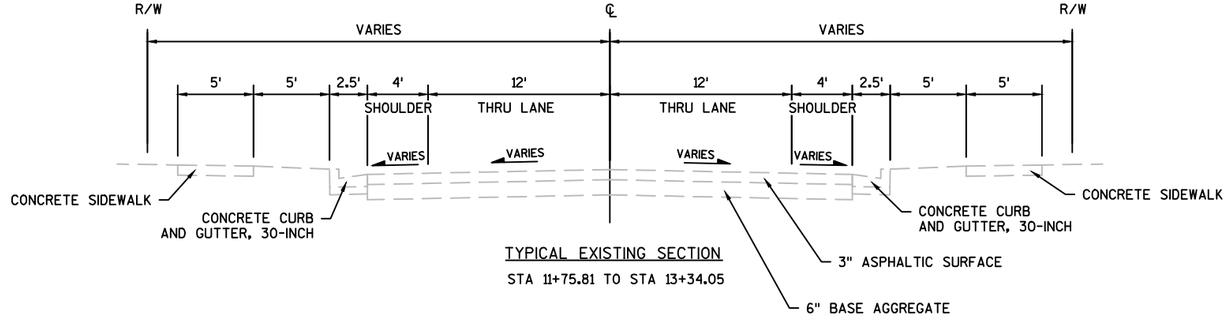
STA 2+63.60 TO STA 9+00.83

*PARKING LANE STA 2+63.60 TO STA 8+69.00



TYPICAL EXISTING SECTION

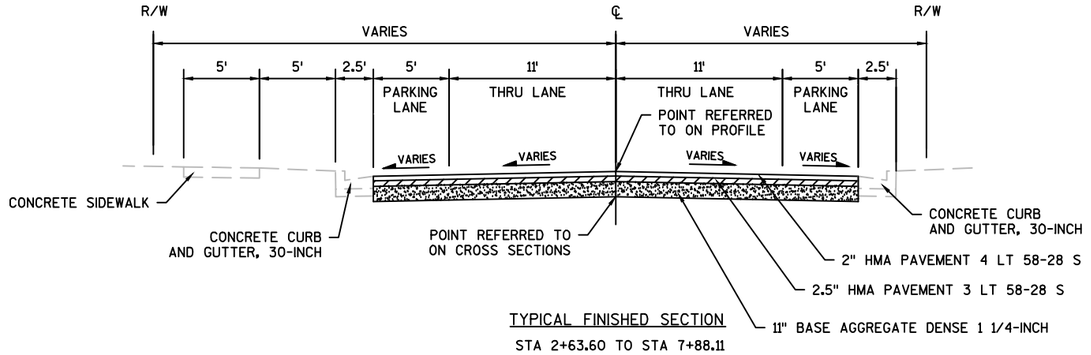
STA 9+00.83 TO STA 11+75.81



TYPICAL EXISTING SECTION

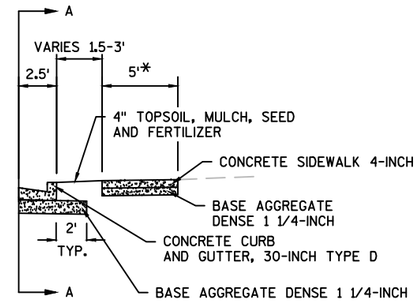
STA 11+75.81 TO STA 13+34.05

PROJECT NO:7272-00-01	HWY:LOCAL STREET	COUNTY:LA CROSSE	TYPICAL SECTIONS	SHEET 3	E



TYPICAL FINISHED SECTION

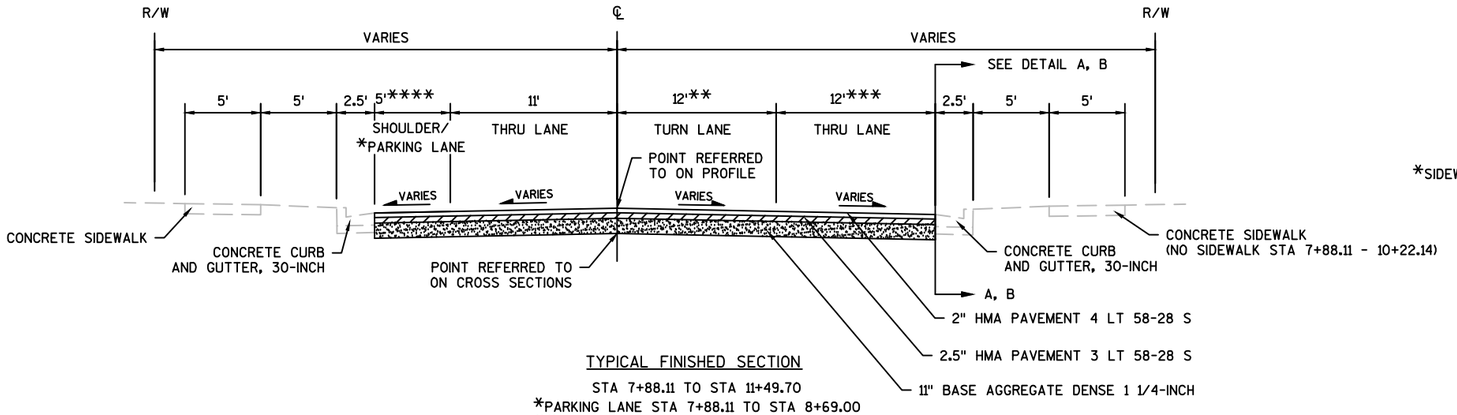
STA 2+63.60 TO STA 7+88.11



CURB & GUTTER DETAIL

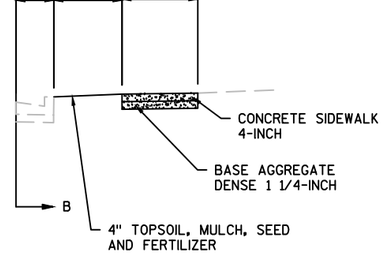
STA 8+43.95 TO STA 9+26.92

*SIDEWALK BEGINS AT STA 8+67.16 TO STA 9+26.92



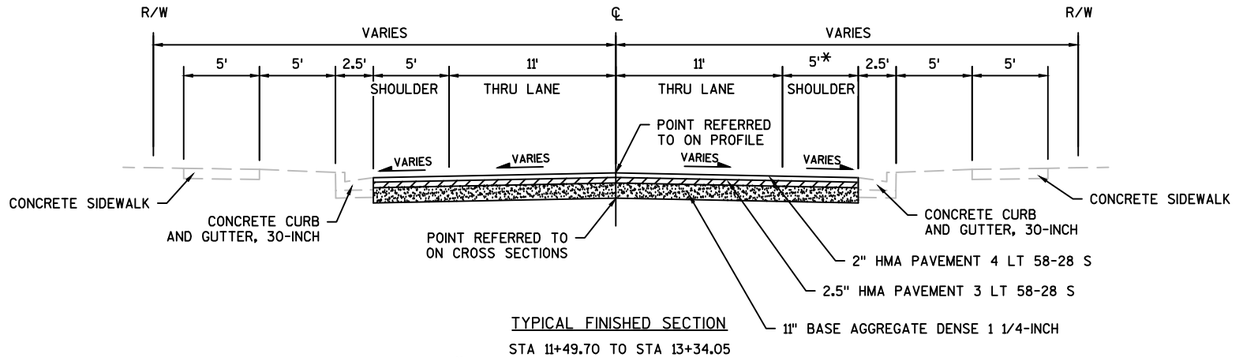
TYPICAL FINISHED SECTION

STA 7+88.11 TO STA 11+49.70
*PARKING LANE STA 7+88.11 TO STA 8+69.00
**VARIES 0-12' STA 7+88.11 TO STA 9+84.21
**VARIES 0-12' STA 10+04.79 TO STA 10+97.68
**0' STA 10+97.68 TO STA 11+49.70
***VARIES 12-16' STA 7+88.11 TO STA 8+44.01
***VARIES 12-19.6' STA 9+84.21 TO STA 11+49.70
****VARIES 0-5' STA 9+32.12 TO STA 9+92.70
****RIGHT TURN LANE, VARIES 5-13' STA 10+46.96 TO STA 11+49.70



SIDEWALK DETAIL

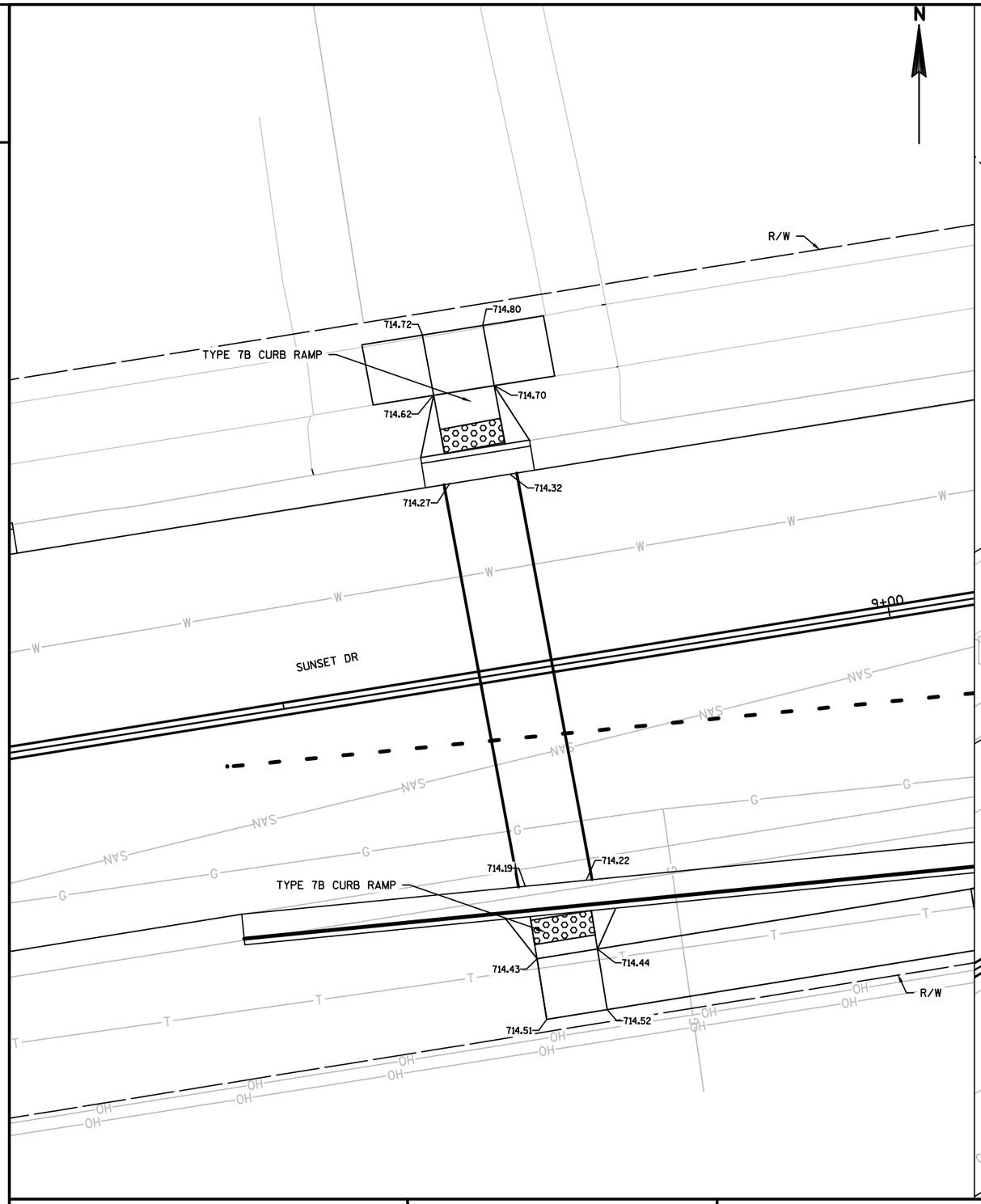
STA 9+61.52 TO STA 10+00.71

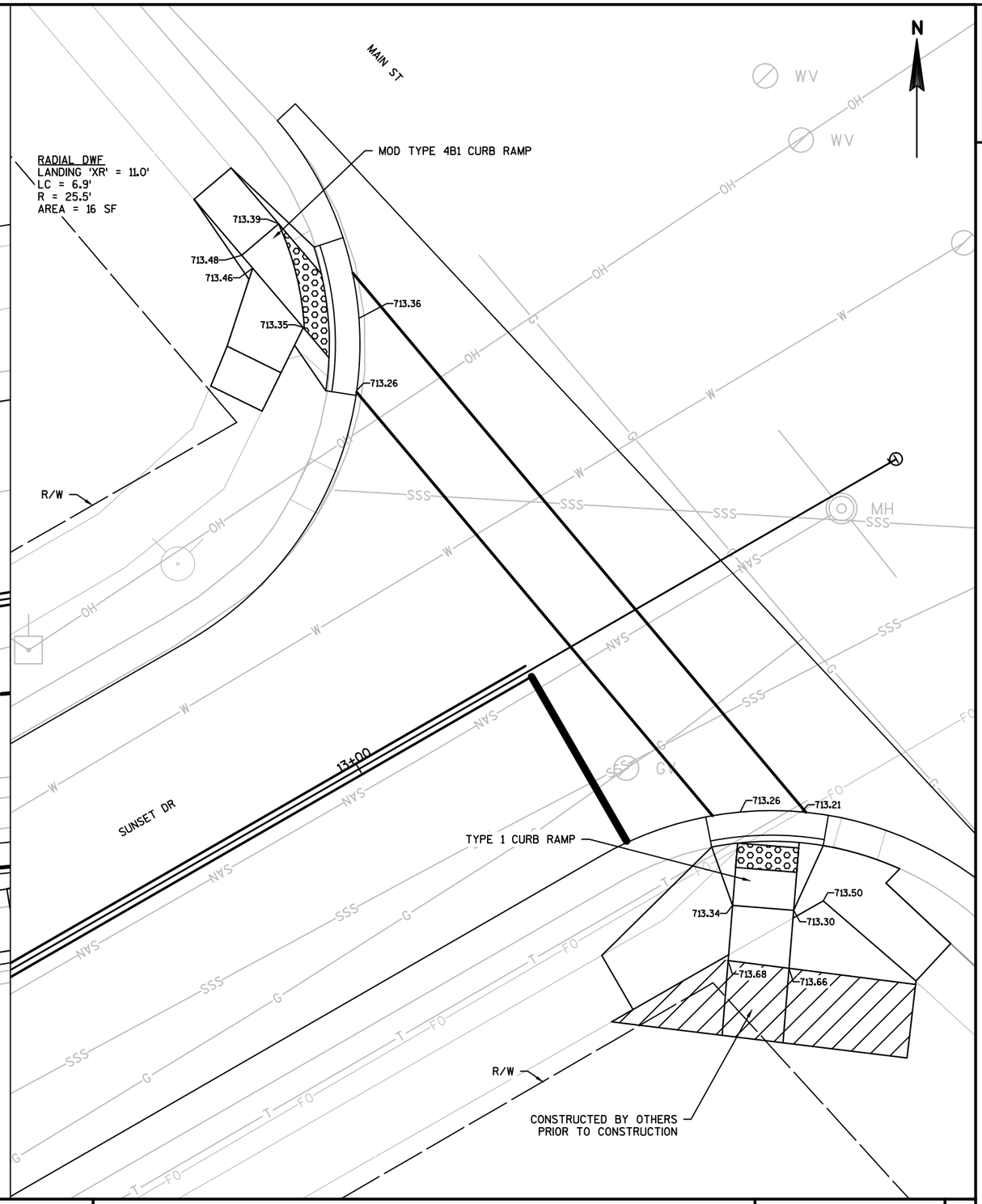


TYPICAL FINISHED SECTION

STA 11+49.70 TO STA 13+34.05
*VARIES 5-8.6' STA 11+49.70 TO STA 11+74.83

PROJECT NO: 7272-00-01	HWY: LOCAL STREET	COUNTY: LA CROSSE	TYPICAL SECTIONS	SHEET 4	E





PROJECT NO:7272-00-01	HWY:LOCAL STREET	COUNTY:LA CROSSE	CURB RAMP DETAILS	SHEET 5	E

2

2

N

SUNSET DRIVE

9+00

10+00

TYPE 4B1 CURB RAMP

714.35

714.46

714.88

714.16

714.96

714.54

R/W

713.98

714.28

714.08

714.36

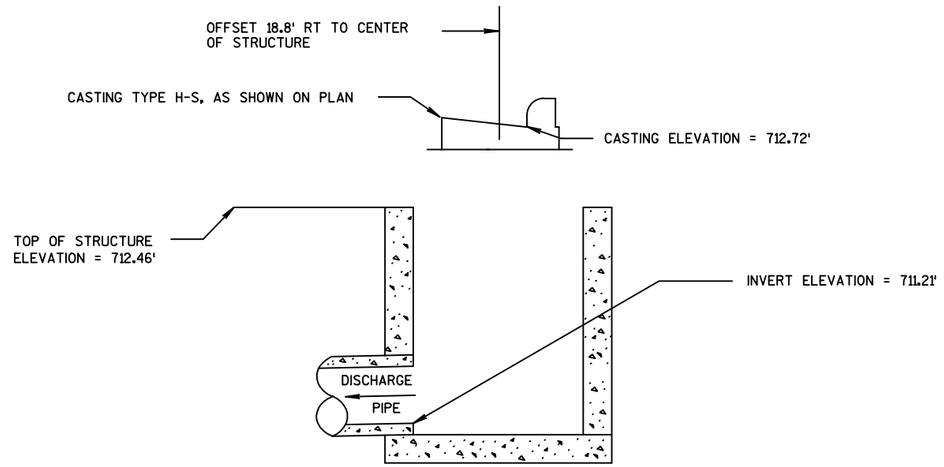
R/W

RADIAL DWF
LANDING 'XR' = 11.1 '
LC = 8.9'
R = 17.5'
AREA = 20 SF

PARK LANE

PROJECT NO: 7272-00-01	HWY: LOCAL STREET	COUNTY: LA CROSSE	CURB RAMP DETAILS	SHEET 6	E

2



DETAIL OF INLET WITH INLET CASTING

GENERAL NOTES:

GRANULAR BACKFILL REQUIRED AROUND INLET AND MANHOLE (INCIDENTAL TO CONSTRUCTION OF INLET AND MANHOLE)

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

Estimate Of Quantities

7272-00-01

Line	Item	Item Description	Unit	Total	Qty
0002	204.0150	Removing Curb & Gutter	LF	135.000	135.000
0004	204.0155	Removing Concrete Sidewalk	SY	42.000	42.000
0006	204.0220	Removing Inlets	EACH	1.000	1.000
0008	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	14.000	14.000
0010	205.0100	Excavation Common	CY	1,830.000	1,830.000
0012	213.0100	Finishing Roadway (project) 01. 7272-00-01	EACH	1.000	1.000
0014	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	2,804.000	2,804.000
0016	416.0160	Concrete Driveway 6-Inch	SY	10.000	10.000
0018	455.0605	Tack Coat	GAL	215.000	215.000
0020	460.2000	Incentive Density HMA Pavement	DOL	680.000	680.000
0022	460.5223	HMA Pavement 3 LT 58-28 S	TON	591.000	591.000
0024	460.5224	HMA Pavement 4 LT 58-28 S	TON	472.000	472.000
0026	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	497.000	497.000
0028	602.0405	Concrete Sidewalk 4-Inch	SF	546.000	546.000
0030	602.0415	Concrete Sidewalk 6-Inch	SF	613.000	613.000
0032	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	40.000	40.000
0034	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	36.000	36.000
0036	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	14.000	14.000
0038	611.0639	Inlet Covers Type H-S	EACH	1.000	1.000
0040	611.3230	Inlets 2x3-FT	EACH	1.000	1.000
0042	611.8110	Adjusting Manhole Covers	EACH	5.000	5.000
0044	618.0100	Maintenance And Repair of Haul Roads (project) 01. 7272-00-01	EACH	1.000	1.000
0046	619.1000	Mobilization	EACH	1.000	1.000
0048	624.0100	Water	MGAL	51.000	51.000
0050	625.0100	Topsoil **P**	SY	112.000	112.000
0052	627.0200	Mulching **P**	SY	112.000	112.000
0054	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0056	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0058	628.7015	Inlet Protection Type C	EACH	7.000	7.000
0060	629.0210	Fertilizer Type B **P**	CWT	2.200	2.200
0062	630.0140	Seeding Mixture No. 40 **P**	LB	2.600	2.600
0064	630.0200	Seeding Temporary **P**	LB	4.900	4.900
0066	642.5001	Field Office Type B	EACH	1.000	1.000
0068	643.0420	Traffic Control Barricades Type III	DAY	555.000	555.000
0070	643.0705	Traffic Control Warning Lights Type A	DAY	703.000	703.000
0072	643.0900	Traffic Control Signs	DAY	148.000	148.000
0074	643.5000	Traffic Control	EACH	1.000	1.000
0076	646.1020	Marking Line Epoxy 4-Inch	LF	1,272.000	1,272.000

7272-00-01

Line	Item	Item Description	Unit	Total	Qty
0078	646.3020	Marking Line Epoxy 8-Inch	LF	177.000	177.000
0080	646.5020	Marking Arrow Epoxy	EACH	1.000	1.000
0082	646.6120	Marking Stop Line Epoxy 18-Inch	LF	16.000	16.000
0084	646.7120	Marking Diagonal Epoxy 12-Inch	LF	42.000	42.000
0086	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	255.000	255.000
0088	646.8120	Marking Curb Epoxy	LF	236.000	236.000
0090	650.4000	Construction Staking Storm Sewer	EACH	1.000	1.000
0092	650.4500	Construction Staking Subgrade	LF	1,070.000	1,070.000
0094	650.5000	Construction Staking Base	LF	1,070.000	1,070.000
0096	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	92.000	92.000
0098	650.9000	Construction Staking Curb Ramps	EACH	6.000	6.000
0100	650.9910	Construction Staking Supplemental Control (project) 01. 7272-00-01	LS	1.000	1.000
0102	690.0150	Sawing Asphalt	LF	186.000	186.000
0104	690.0250	Sawing Concrete	LF	74.000	74.000
0106	SPV.0060	Special 01. Adjust Water Valves	EACH	2.000	2.000

3

REMOVING CURB & GUTTER

STATION - STATION	LOCATION	204.0150 LF	REMARKS
8+44 - 9+27	RT	95	
8+64 - 8+73	LT	9	CURB RAMP
9+58 - 9+67	RT	9	CURB RAMP
13+15 - 13+21	LT	12	CURB RAMP
13+23 - 13+31	RT	10	CURB RAMP
ITEM TOTAL		135	

REMOVING CONCRETE SIDEWALK

STATION - STATION	LOCATION	204.0155 SY	REMARKS
8+61 - 8+76	LT	8	CURB RAMP
13+07 - 13+16	LT	10	CURB RAMP
13+10 - 13+35	RT	24	CURB RAMP
ITEM TOTAL		42	

3

STORM SEWER REMOVALS

STATION	LOCATION	204.0220 REMOVING INLET EACH	204.0245.01 REMOVING STORM SEWER 12-INCH LF
11+54	RT	1	14
ITEM TOTAL		1	14

FINISHING ROADWAY

PROJECT	LOCATION	213.0100 EACH
7272-00-01	SUNSET DR	1
ITEM TOTAL		1

BASE AGGREGATE DENSE

STATION - STATION	LOCATION	305.0120 1 1/4-INCH TON
2+64 - 13+34	SUNSET DRIVE	2804
ITEM TOTAL		2804

DIVISION	STATIONING	LOCATION	205.0100 COMMON EXCAVATION (CY)	SALVAGED / UNUSABLE PAVEMENT MATERIAL (1)	AVAILABLE MATERIAL (CY) (2)	UNEXPANDED FILL	EXPANDED FILL	MASS ORDINATE +/- (3)	208.0100 BORROW (CY)
			CUT				FACTOR 1.30		
1	2+64 - 13+34	SUNSET DRIVE	1830	1078	752	2	2	750	0
GRAND TOTAL			1830	1078	752	2	2	750	0
TOTAL COMMON EXCAVATION =			1830						0

1) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
2) AVAILABLE MATERIAL = CUT MINUS THE SALVAGED/UNUSABLE PAVEMENT MATERIAL
3) THE MASS ORDINATE = A + OR - QUANTITY CALCULATED FOR THE DIVISON. A POSITIVE QUANTITY INDICATES AN EXCESS OF MATERIAL.

NOTE: TABLE QUANTITIES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

3

CONCRETE DRIVEWAY

STATION - STATION	LOCATION	416.0160 6 INCH SY	REMARKS
10+01 - 10+25	RT	10	
ITEM TOTALS		10	

CONCRETE CURB & GUTTER

STATION - STATION	LOCATION	601.0411 30-INCH TYPE D LF	REMARKS
2+64 - 3+24	LT	60	
3+54 - 3+69	LT	15	
4+18 - 4+38	LT	20	
5+04 - 5+24	LT	20	
5+62 - 5+74	RT	15	
5+84 - 6+34	LT	50	
6+08 - 6+35	RT	30	
6+61 - 6+81	LT	20	
7+31 - 7+51	LT	20	
7+50 - 7+65	RT	15	
7+85 - 8+15	RT	30	
8+11 - 8+31	LT	20	
8+44 - 9+27	RT	92	
8+64 - 8+73	LT	9	CURB RAMP
9+58 - 9+67	RT	9	CURB RAMP
10+48 - 10+78	RT	30	
11+45 - 11+62	RT	20	
13+15 - 13+21	LT	12	CURB RAMP
13+23 - 13+31	RT	10	CURB RAMP
ITEM TOTAL		497	

CONCRETE SIDEWALK

STATION - STATION	LOCATION	602.0405 4-INCH SF	602.0415 6-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	REMARKS
8+61 - 8+76	LT	75	34	10	--	
8+67 - 9+20	RT	180	116	10	20	
9+62 -10+25	RT	121	162	10	--	6-INCH IN DRWY
13+07 - 13+21	LT	47	70	--	16	
13+10 - 13+34	RT	123	231	10	--	
ITEM TOTAL		546	613	40	36	

3

STORM SEWER PIPE

STATION - STATION	PIPE INLET ELEV	PIPE OUTLET ELEV	SLOPE %	608.0412 REINFORCED CONCRETE CLASS IV 12-INCH LF	REMARKS
11+49 - 11+54	711.21	711.14	0.50	14	< 8" OF COVER
		ITEM TOTAL		14	

ASPHALTIC PAVEMENT ITEMS

STATION -STATION	LOCATION	455.0605* TACK COAT GAL	460.5223 HMA PAVEMENT 3 LT 58-28 S TON	460.5224 HMA PAVEMENT 4 LT 58-28 S TON
2+64 - 13+34	SUNSET DRIVE	215	591	472
ITEM TOTALS		215	591	472

*APPLICATION RATE = 0.050 GAL/SY

STORM SEWER STRUCTURE ITEMS

STATION	OFFSET	TOP STRUCTURE ELEV	CASTING ELEV	BOTTOM STRUCTURE ELEV	DEPTH	611.3230 INLETS 2X3-FT EACH	611.0639 INLET COVERS TYPE H-S EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	REMARKS
11+54	18.8' RT	712.46	712.72	711.21	1.25	1	1	1	
			ITEM TOTAL			1	1	1	

NOTE: TABLE QUANTITIES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

3

TOPSOIL, MULCHING, FERTILIZER, AND SEEDING

STATION - STATION	LOCATION	625.0100 TOPSOIL **P** SY	627.0200 MULCHING **P** SY	629.0210 FERTILIZER TYPE B **P** CWT	630.0140 SEEDING MIXTURE NO. 40 **P** LB	630.0200 TEMPORARY SEEDING **P** LB
2+64 - 3+24	LT	13	13	0.1	0.2	0.4
3+54 - 3+69	LT	3	3	0.1	0.1	0.1
4+18 - 4+38	LT	4	4	0.1	0.1	0.1
5+04 - 5+24	LT	4	4	0.1	0.1	0.1
5+62 - 5+74	RT	3	3	0.1	0.1	0.1
5+84 - 6+34	LT	11	11	0.1	0.2	0.3
6+08 - 6+35	RT	7	7	0.1	0.1	0.2
6+61 - 6+81	LT	4	4	0.1	0.1	0.1
7+31 - 7+51	LT	4	4	0.1	0.1	0.1
7+50 - 7+65	RT	3	3	0.1	0.1	0.1
7+85 - 8+15	RT	7	7	0.1	0.1	0.2
8+11 - 8+31	LT	4	4	0.1	0.1	0.1
8+28 - 9+24	RT	3	3	0.1	0.1	0.1
8+59 - 8+78	LT	3	3	0.1	0.1	0.1
9+60 - 10+03	RT	18	18	0.1	0.3	0.5
13+05 - 13+19	LT	3	3	0.1	0.1	0.1
13+10 - 13+34	RT	8	8	0.1	0.1	0.2
UNDISTRIBUTED		10	10	0.5	1	2
ITEM TOTALS		112	112	2.2	2.6	4.9

P Pay Plan Quantity

TRAFFIC CONTROL

LOCATION	643.5000 TRAFFIC CONTROL EACH	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.0900 SIGNS DAYS
PROJECT 7272-00-01	1	--	--	--
SUNSET DR - BEGINNING OF PROJECT	--	111	148	37
IRENE PLACE	--	111	148	37
PARK LANE	--	111	148	37
SUNSET DR - END OF PROJECT	--	222	259	37
ITEM TOTALS	1	555	703	148

INLET PROTECTION

STATION	LOCATION	628.7015 TYPE C EACH
5+69	RT	1
6+00	LT	1
6+15	RT	1
11+50	LT	1
11+54	RT	1
13+08	LT	1
13+32	RT	1
ITEM TOTALS		7

FIELD OFFICE

PROJECT	642.5001 TYPE B EACH
7272-00-01	1
ITEM TOTAL	1

ADJUSTING MANHOLE COVERS

STATION	611.8110 EACH	REMARKS
CATEGORY 0020		
4+12	1	SANITARY
7+62	1	SANITARY
9+41	1	SANITARY
11+49	1	SANITARY
11+57	1	STORM
ITEM TOTAL	5	

WATER

STATION -STATION	LOCATION	624.0100 MGAL	REMARKS
2+64 - 13+34	SUNSET DR	51	BASE COMPACTION DUST CONTROL
ITEM TOTALS		51	

MOBILIZATIONS

PROJECT	619.1000 MOBILIZATION EACH	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
7272-00-01	1	2	2
ITEM TOTALS	1	2	2

NOTE: TABLE QUANTITIES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

3

3

PAVEMENT MARKING

STATION - STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH LF	646.3020 MARKING LINE EPOXY 8-INCH LF	646.5020 MARKING ARROW EPOXY EACH	646.8120 MARKING CURB EPOXY LF	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	REMARKS
6+80 - 13+16	CENTER LINE	1,272	--	--	--	--	--	--	DOUBLE YELLOW
8+45 - 9+84	RT	--	33	--	--	--	--	--	WHITE, SKIP DASH
8+44 - 9+27	RT	--	--	--	95	--	--	--	YELLOW
8+67 - 8+73		--	--	--	--	--	--	68	
9+16 - 9+63	RT	--	--	--	--	--	--	83	
9+32 - 10+18	LT	--	--	--	91	--	--	--	YELLOW
9+84 - 10+98	RT	--	120	1	--	--	42	--	WHITE
10+47 - 11+53	LT	--	24	--	--	--	--	--	WHITE, SKIP DASH
10+48 - 10+78	RT	--	--	--	30	--	--	--	
11+45 - 11+62	RT	--	--	--	20	--	--	--	
13+15 - 13+30		--	--	--	--	16	--	104	
ITEM TOTALS		1,272	177	1	236	16	42	255	

CONSTRUCTION STAKING

STATION - STATION	LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.5500 CURB & GUTTER LF	650.9000 CURB RAMPS EA	650.9910 SUPPLEMENTAL CONTROL (7272-00-01) LS
2+64 - 13+34		1070	1070	--	--	1
8+44 - 9+27	RT	--	--	92	2	--
8+71	LT	--	--	--	1	--
9+62	RT	--	--	--	1	--
13+15 - 13+28	RT/LT	--	--	--	2	--
ITEM TOTALS		1070	1070	92	6	1

SAWING

STATION	LOCATION	690.0150 ASPHALT LF	690.0250 CONCRETE LF
2+64		32	--
5+74 - 6+07	RT	32	--
8+44	RT	--	3
8+64 - 8+73	LT	--	5
9+24 - 9+67	RT	30	8
13+05 - 13+16	LT	--	14
13+08 - 13+34	RT	--	44
13+34		92	--
ITEM TOTAL		186	74

ADJUST WATER VALVES

STATION	LOCATION	SPV.0060.01 EACH	REMARKS
CATEGORY 0020			
6+23	LT	1	
9+43	LT	1	
ITEM TOTAL		2	

NOTE: TABLE QUANTITIES ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

RICHARD AMMERMAN
409 SUNSET DR
HOLMEN, WI 54636

TONYA WITT
405 SUNSET DR
HOLMEN, WI 54636

VIRGINIA AVERHOFF
403 SUNSET DR
HOLMEN, WI 54636

RONALD SACIA
401 SUNSET DR
HOLMEN, WI 54636

KAO LOR
315 SUNSET DR
HOLMEN, WI 54636

CHARLES ROBERGE
313 SUNSET DR
HOLMEN, WI 54636

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
1	2+79.2	TOP NUT	717.73
2	6+20.7	TOP NUT	717.35

Additional Concrete Sidewalk 4-Inch

Additional Curb & Gutter 30-Inch Type D

LEGEND
- INLET PROTECTION, TYPE C
- 4" TOPSOIL, MULCH, SEED AND FERTILIZER

CP105
N:187437.3
E:442194.0

BM1

BM2

VILLAGE OF HOLMEN

R/W

PI 5+92.50

3+00 4+00 N80° 47' 17"E 5+00 6+00 7+00 N80° 53' 55"E 8+

SUNSET DRIVE

EPOXY 4-INCH DOUBLE YELLOW

8+00.00 MATCH LINE

CHARTER COMMUNICATIONS

XCEL ENERGY

CENTURYLINK

CHARTER COMMUNICATIONS

XCEL ENERGY

CC2

CC3

CP104
N:187418.6
E:442506.8

IRENE PLACE

HOLMEN DRIVE

BEGIN PROJECT
STA 2+63.60
Y=187403.394
X=442211.280
MATCH EXISTING SAWCUT REQ'D

MATCH EXISTING SAWCUT REQ'D

RADIUS POINT TABLE

POINT	STATION	OFFSET	RADIUS	COORDINATES
CC2	5+59.19	32.0' RT	16.0'	N=187466.428 E=442852.701
CC3	6+24.96	34.0' RT	18.0'	N=187466.428 E=442852.701

PAUL BALMER
315 WEST AVE
HOLMEN, WI 54636

VICKI NECKAR
404 SUNSET DR
HOLMEN, WI 54636

LAO LEE
314 SUNSET DR
HOLMEN, WI 54636

VCL = 90.00
K = 115.58

VCL = 150.00
K = 163.36

STA 2+63.60
EL 714.76

-1.11%

-0.33%

0.59%

EXISTING ℄ PROFILE

PROPOSED ℄ PROFILE

VPC STA 3+05.00
VPC EL 714.30

VPI STA 3+50.00
VPI EL 713.80

VPT STA 3+95.00
VPT EL 713.65

VPC STA 5+25.00
VPC EL 713.22

VPI STA 6+00.00
VPI EL 712.97

VPT STA 6+75.00
VPT EL 713.41

EXISTING ℄ ELEVATION

PROPOSED ℄ ELEVATION

720
710
705

714.67	714.79	714.33	714.36	713.94	713.89	713.80	713.63	713.51	713.47	713.34	713.30	713.24	713.16	713.21	713.14	713.35	713.28	713.67	713.56	714.00	713.85	714.25	714.14
		3+00				4+00				5+00				6+00				7+00				8+00	

PROJECT NO: 7272-00-01	HWY: LOCAL STREET	COUNTY: LA CROSSE	PLAN AND PROFILE: SUNSET DRIVE	SHEET 14	E

RADIUS POINT TABLE

POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	9+06.91	39.9' RT	20.0'	N=187466.428 E=442852.701

MICHAEL KIRSCHBAUM
309 SUNSET DR
HOLMEN, WI 54636

HOLMEN AREA SCHOOL DISTRICT
217 SUNSET DR
HOLMEN, WI 54636

Additional Concrete Sidewalk 4-Inch

PI STA = 10+03.86
Y = 187521.116
X = 442942.125
DELTA = 18°03'02"
D = 28°38'52"
T = 31.77'
L = 63.01'
R = 200.00'
PC STA = 9+72.10
Y = 187516.091
X = 442910.757
PT STA = 10+35.10
Y = 187516.175
X = 442973.506
BK = N80°53'55.1"E
AH = S81°03'02.8"E

PI STA = 11+34.07
Y = 187500.779
X = 443071.270
DELTA = 38°56'05"
D = 45°50'12"
T = 44.18'
L = 84.94'
R = 125.00'
PC STA = 10+89.89
Y = 187507.652
X = 443027.623
PT STA = 11+74.83
Y = 187522.862
X = 443109.541
BK = S81°03'02.8"E
AH = N60°00'52.2"E

RONNIE FAMILY TRUST
206 MAIN ST N
HOLMEN, WI 54636

CP102
N:187626.7
E:443291.3

MARILYN CAULUM
308 SUNSET DR
HOLMEN, WI 54636

CP101
N:187451.3
E:442856.4

GARY GILBERTSON
220 SUNSET DR
HOLMEN, WI 54636

HOLMEN AREA SCHOOL DISTRICT
218 SUNSET DR
HOLMEN, WI 54636

HOLMEN AREA SCHOOL DISTRICT
218 MAIN ST N
HOLMEN, WI 54636

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
3	9+41.6	TOP NUT	717.88
4	12+95.4	TOP NUT	716.25

STA 11+53 RT
CONC CURB & GUTTER 30-INCH
INLET 2X3-FT, INLET COVER TYPE H-S
SSPRC CLASS IV 12-INCH @ 0.5%
CONNECT TO EXISTING MANHOLE

LEGEND
INLET PROTECTION, TYPE C
4" TOPSOIL, MULCH, SEED AND FERTILIZER

END PROJECT
STA 13+34.05
MATCH EXISTING SAWCUT REQ'D

VILLAGE OF HOLMEN
R/W
SLOPE INTERCEPT
CROSSWALK EPOXY 6-INCH WHITE
EPOXY 4-INCH DOUBLE YELLOW
ARROWS EPOXY TYPE 2 WHITE
CURB EPOXY YELLOW
EPOXY 8-INCH WHITE SKIP 3' SEG., 9' GAP
CHARTER COMMUNICATIONS
TYPE 4B1 CURB RAMP
MATCH EXISTING SAWCUT REQ'D
TYPE 7B CURB RAMP
PARK LANE
XCEL ENERGY
DIAGONAL EPOXY 12-INCH WHITE
EPOXY 8-INCH WHITE
CENTURYLINK
STOP LINE EPOXY 18-INCH WHITE
TO BE CONSTRUCTED BY OTHERS
MAIN STREET
SUNSET DRIVE
PC: 9+72.10
PT: 10+35.10
PC: 10+89.89
PT: 11+74.83
BM3
BM4
N80° 53' 55"E
S81° 03' 03"E
N60° 00' 52"E
8+00.00 MATCH LINE

Additional Curb & Gutter 30-Inch Type D

VPC STA 8+70.00 VPC EL 714.55
VPI STA 9+20.00 VPI EL 714.85
VPT STA 9+70.00 VPT EL 714.27
VCL = 50.00
K = 56.01
VPC STA 10+65.00 VPC EL 713.67
VPI STA 10+90.00 VPI EL 713.60
VPT STA 11+15.00 VPT EL 713.45
VCL = 80.00
K = 66.77
VPC STA 12+25.00 VPC EL 713.55
VPI STA 12+50.00 VPI EL 713.70
VPT STA 12+75.00 VPT EL 713.62
VCL = 40.00
K = 42.94
STA 13+34.05 EL 713.68
-1.15%
-0.26%
-0.61%
0.59%
-0.30%
0.63%
EXISTING ℄ PROFILE
PROPOSED ℄ PROFILE
VPC STA 9+85.00 VPC EL 714.10
VPI STA 10+10.00 VPI EL 713.81
VPT STA 10+35.00 VPT EL 713.74
VCL = 100.00
K = 57.50
VPC STA 11+20.00 VPC EL 713.42
VPI STA 11+60.00 VPI EL 713.17
VPT STA 12+00.00 VPT EL 713.41
VCL = 50.00
K = 142.39
VPC STA 12+89.00 VPC EL 713.58
VPI STA 13+09.00 VPI EL 713.52
VPT STA 13+29.00 VPT EL 713.65
VCL = 50.00
K = 56.29
EXISTING ℄ ELEVATION
PROPOSED ℄ ELEVATION
720
710
705
714.25 714.14
714.57 714.44
714.67 714.65
714.57 714.47
714.00 713.94
713.92 713.70
713.77 713.53
713.31 713.30
713.53 713.41
713.71 713.64
713.62 713.56
713.84
9+00
10+00
11+00
12+00
13+00
13+50

PROJECT NO: 7272-00-01	HWY: LOCAL STREET	COUNTY: LA CROSSE	PLAN AND PROFILE: SUNSET DRIVE	SHEET 15	E

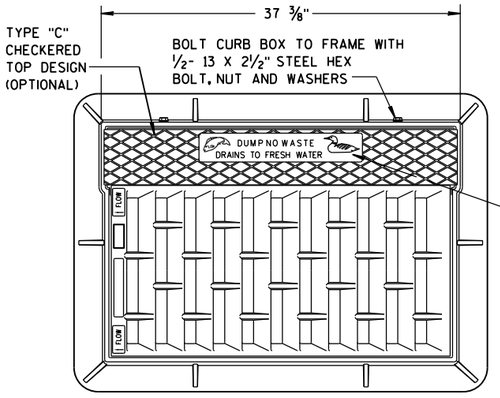
FILE NAME : I:\CLIENTS-MENO\H\H5728 HOLMEN VILLAGE OF\001 SUNSET DRIVE PAVEMENT REPLACEMENT\100 CAD\72720000\SHEETSPLAN\050101-PP.DWG LAYOUT NAME - 02-PP PLOT DATE : 10/24/2017 12:55 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

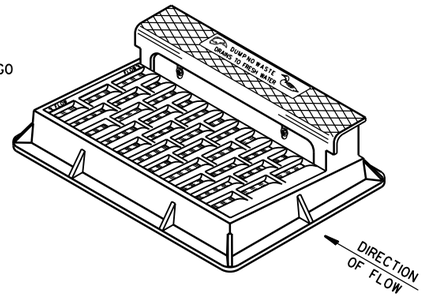
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-20A	CONCRETE CURB & GUTTER
08D01-20B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-19D	CURB RAMPS TYPE 4B AND 4B1
08D05-19E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-19F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-19G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E10-02	INLET PROTECTION TYPE A, B, C AND D
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C03-03	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-14C	PAVEMENT MARKING ARROWS
15C08-18A	LONGITUDINAL MARKING (MAINLINE)
15C08-18B	PAVEMENT MARKING (TURN LANES)
15C33-02	STOP LINE AND CROSSWALK PAVEMENT MARKING

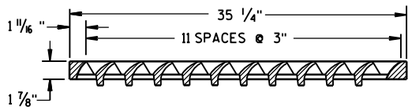
6

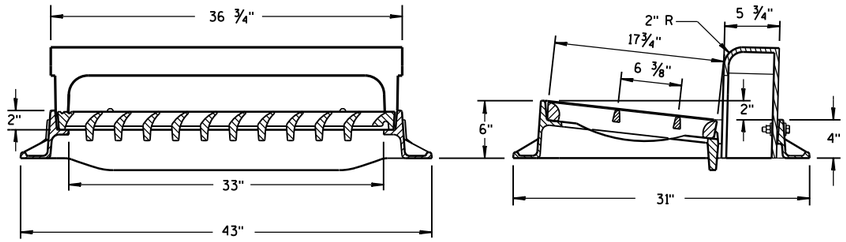


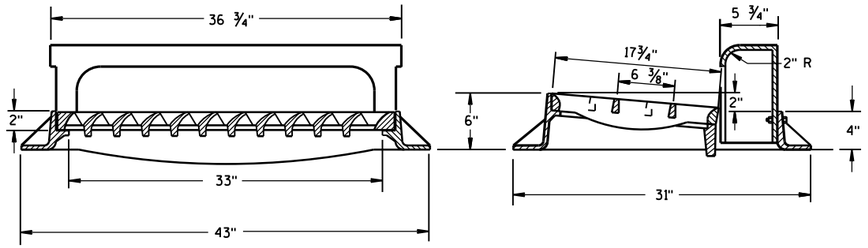
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

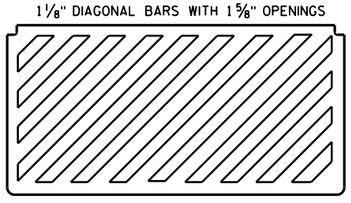






TYPE "H"

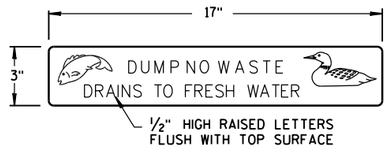
NOTE: EITHER CASTING IS ACCEPTABLE



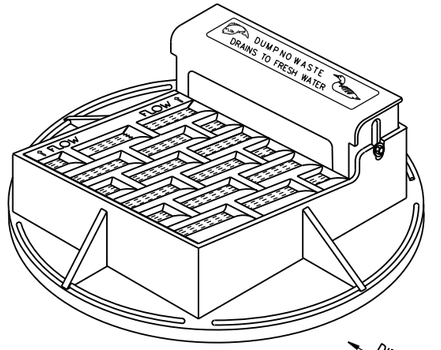
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

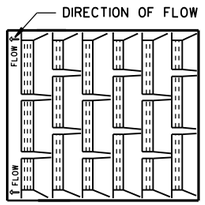
NOTE:
GRATE IS REVERSIBLE.

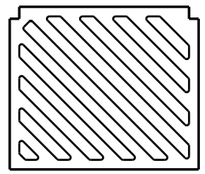
GENERAL NOTES

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

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

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

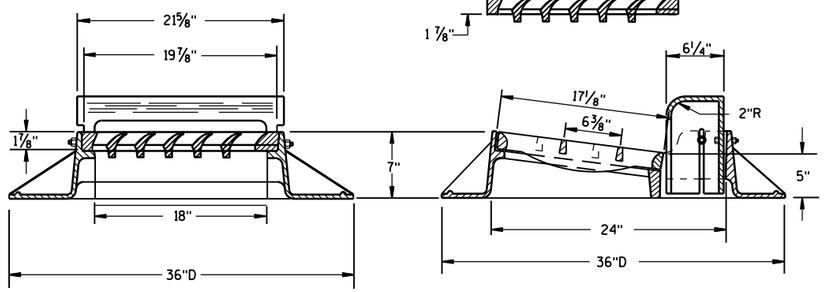




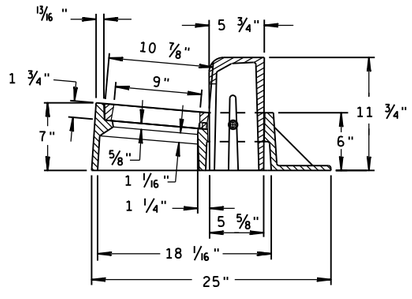
SPECIAL GRATE FOR TYPE "A" COVER

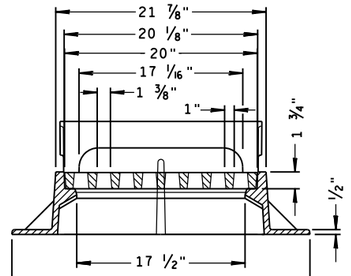
(MEASURES 19 3/4" X 17" X 1 7/8")

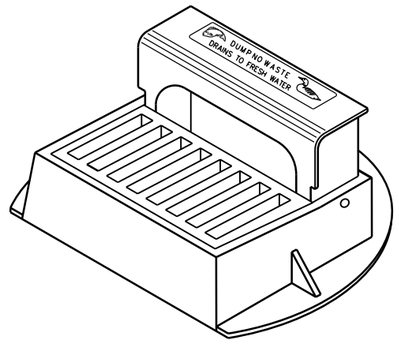
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"







TYPE "Z"

INLET COVERS
TYPE A, H, A-S, H-S & Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

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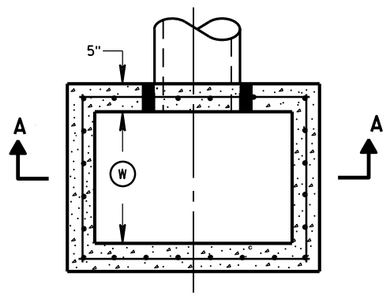
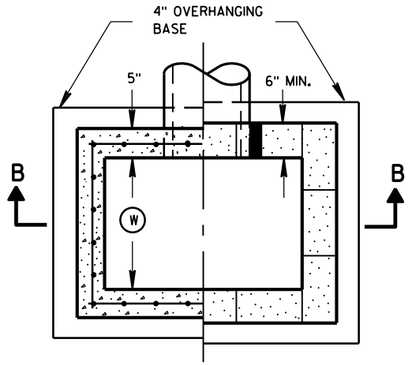
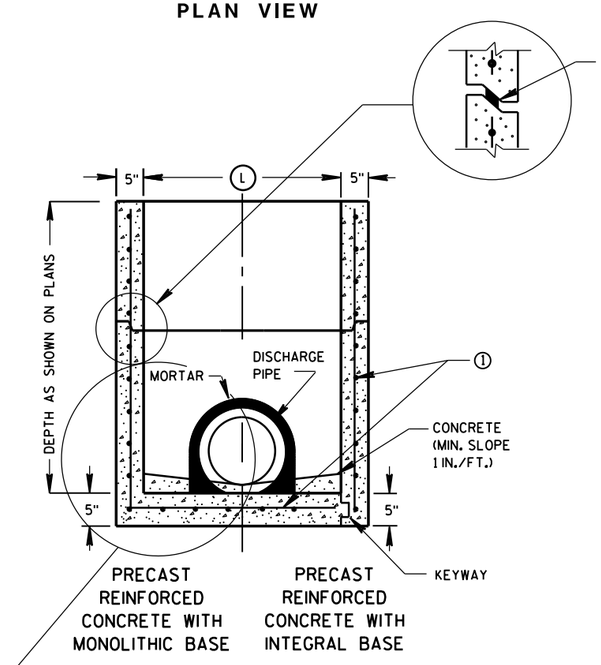
S.D.D. 8 A 5-19a



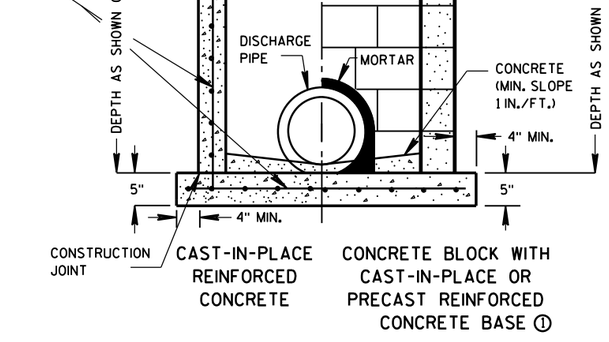
PLAN VIEW



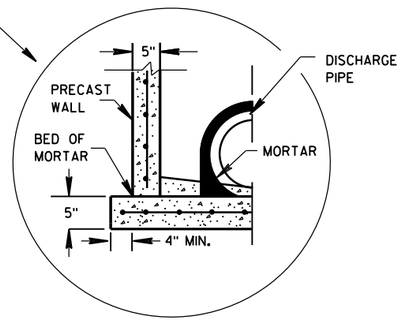
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

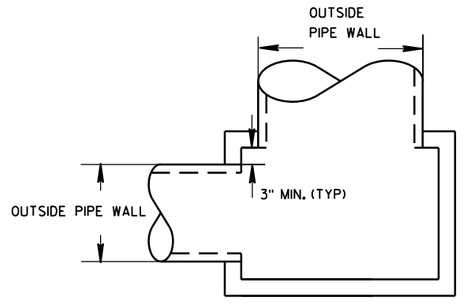
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

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

PIPE MATRIX

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



DETAIL "A"

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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Sept., 2016 — DATE
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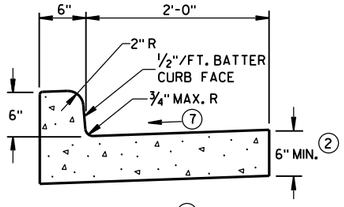
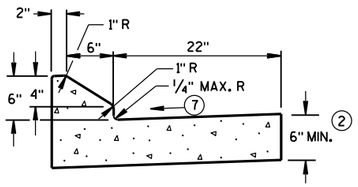
ROADWAY STANDARDS D IT UNIT SUPERVIS
FHWA

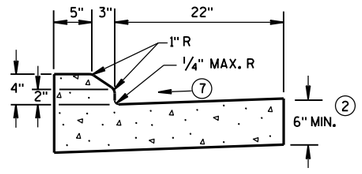
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT



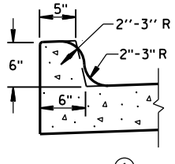
TYPES A (1) & D



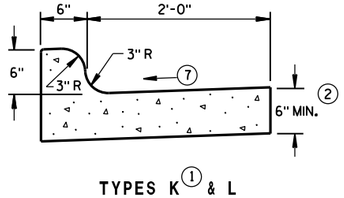
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

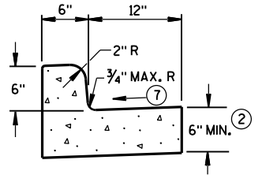


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



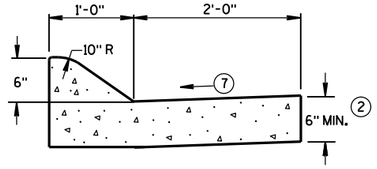
TYPES K (1) & L

CONCRETE CURB & GUTTER 30"

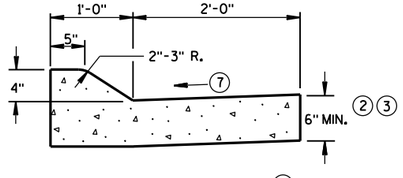


TYPES A (1) & D

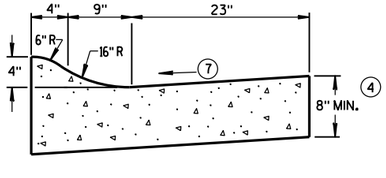
CONCRETE CURB & GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

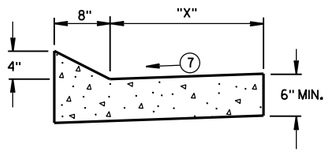


4" SLOPED CURB TYPES A (1) & D



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

CONCRETE CURB & GUTTER 36"



TYPES TBT & TBTT (1)

CONCRETE CURB & GUTTER

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

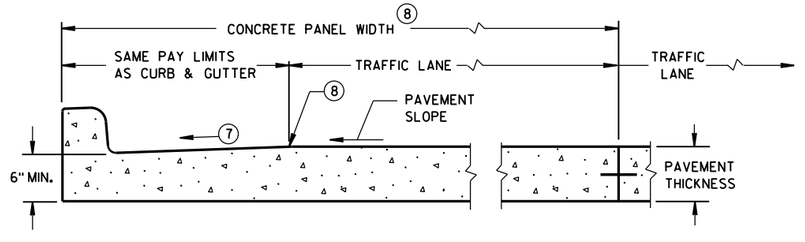
(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

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

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

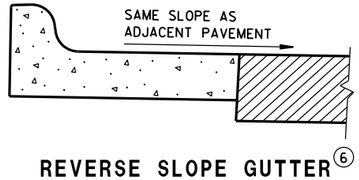
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB & GUTTER

* BIKE LANE IS NOT SHOWN.



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

CONCRETE CURB & GUTTER

STATE OF WISCONSIN
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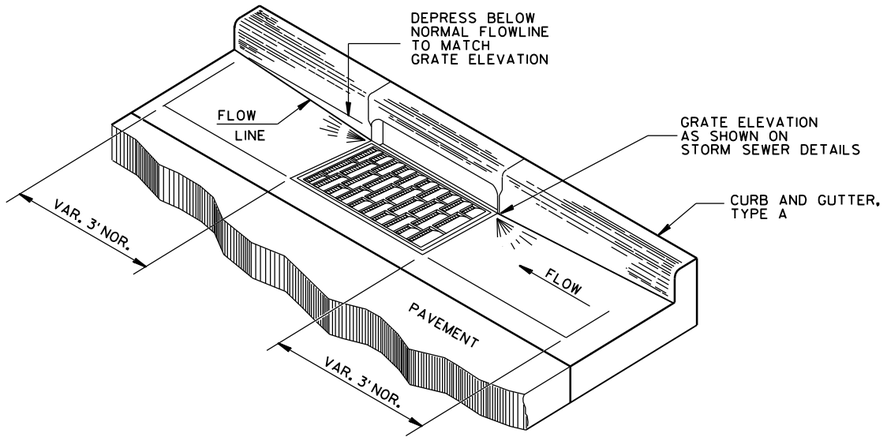


DETAIL OF CURB AND GUTTER AT INLETS

(TYPE H INLET COVER SHOWN)

GENERAL NOTES

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

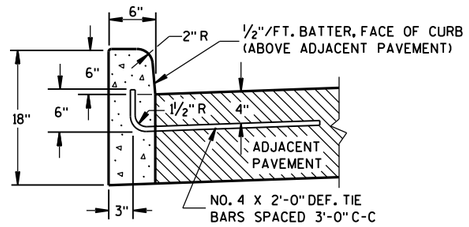
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

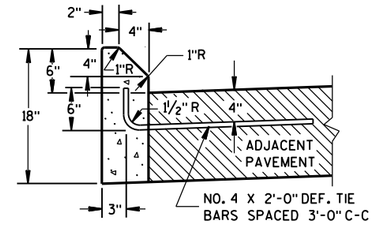
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

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

(9) REFER TO SDD 8D18 AND SDD 8D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

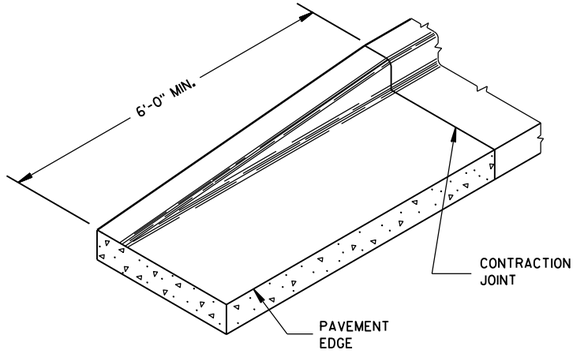


TYPES A(1) & D

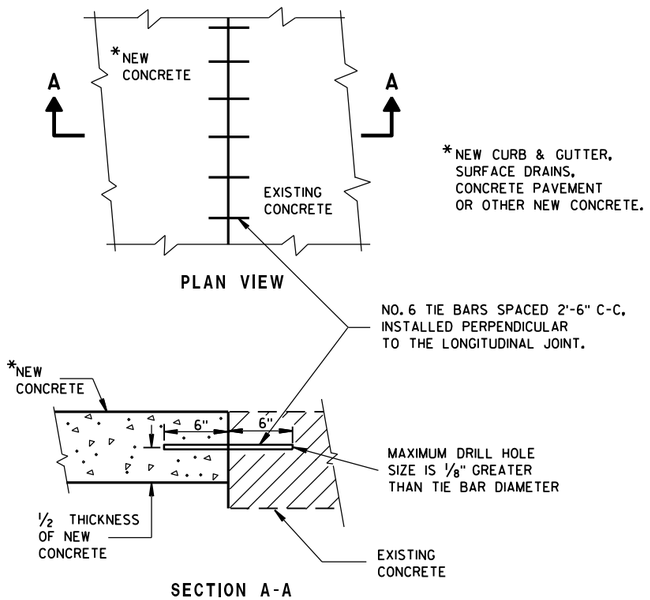


TYPES G(1) & J

CONCRETE CURB



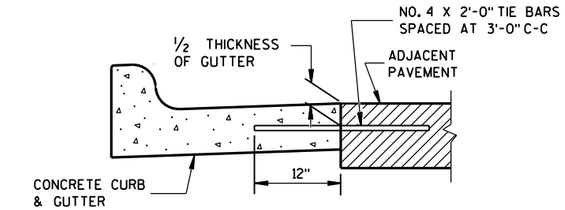
END SECTION CURB & GUTTER



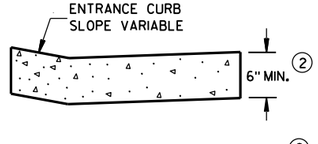
PLAN VIEW

SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2017 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS 20 ENT
UNIT SUPERVISOR
FHWA

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S.D.D. 8 D 1-20b

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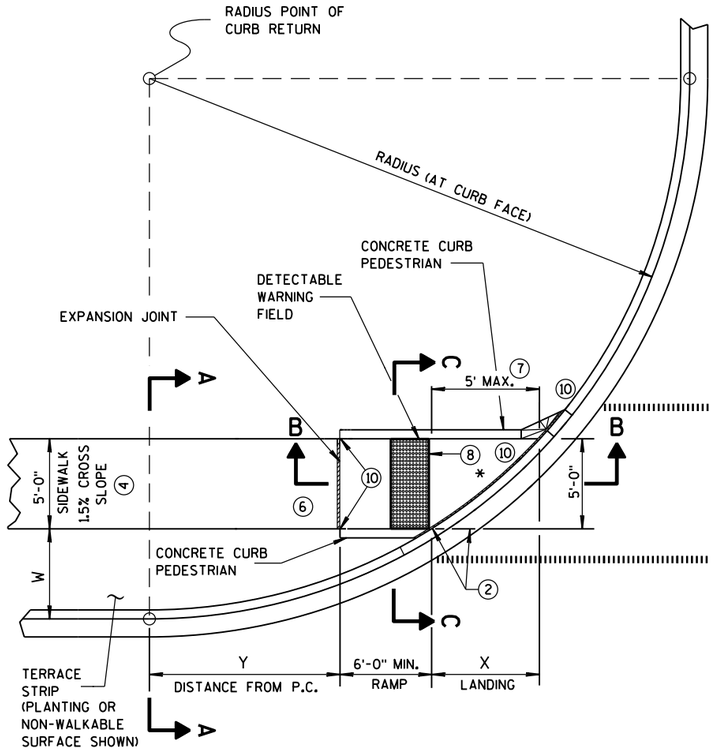
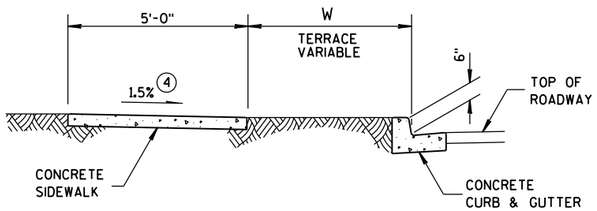
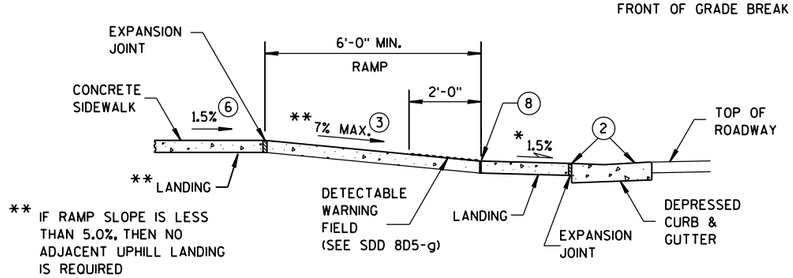
S.D.D. 8 D 1-20b



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



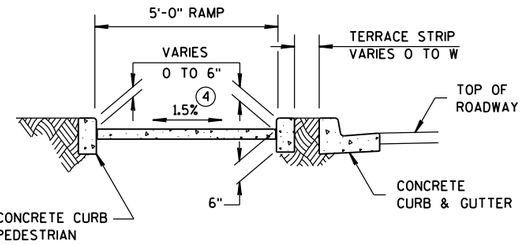
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

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

SECTION B-B FOR TYPE 4B

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"		W = 8'-0"		W = 9'-0"		W = 10'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2'-10¼"	0'-5"	2'-1"	1'-4½"	1'-5"	2'-1"	0'-10"	2'-7½"	0'-3¼"	3'-0¼"						
15 FEET	4'-6¾"	2'-1¾"	3'-9"	3'-5¼"	3'-1¼"	4'-6"	2'-6¾"	5'-4½"	2'-1"	6'-1"	1'-8"	6'-8½"	1'-3¼"	7'-2½"	0'-10¾"	7'-7¼"
20 FEET	5'-9¾"	3'-6½"	4'-11½"	5'-1¾"	4'-3¼"	6'-5½"	3'-8¾"	7'-7"	3'-3"	8'-6½"	2'-10"	9'-4½"	2'-5½"	10'-1¼"	2'-1¼"	10'-9"
30 FEET			6'-9¼"	7'-11¼"	6'-0¼"	9'-8"	5'-5"	11'-1¾"	4'-10¾"	12'-5¾"	4'-5½"	13'-7¾"	4'-0¾"	14'-8½"	3'-8½"	15'-8¼"
40 FEET									6'-1¾"	15'-8½"	5'-8"	17'-2"	5'-3"	18'-5¾"	4'-10¾"	19'-8¼"
50 FEET															5'-10¼"	23'-2"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



SECTION C-C FOR TYPE 4B

GENERAL NOTES

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

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

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

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

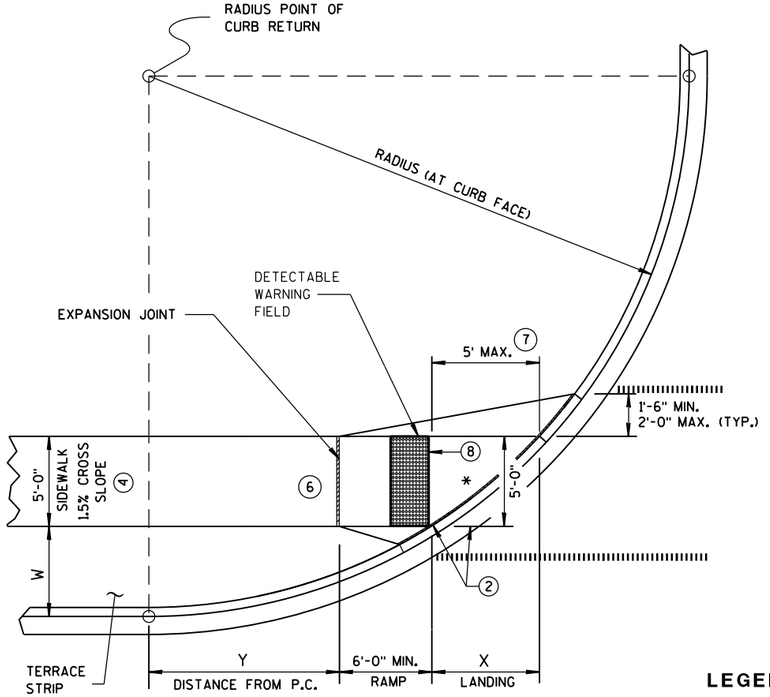
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

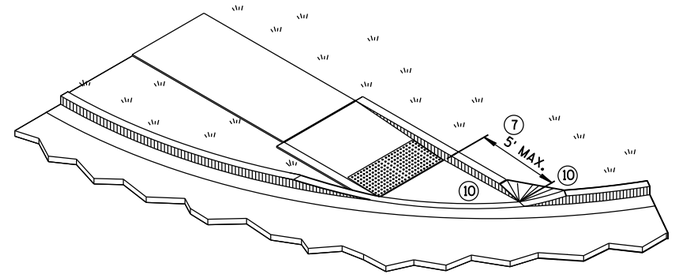
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

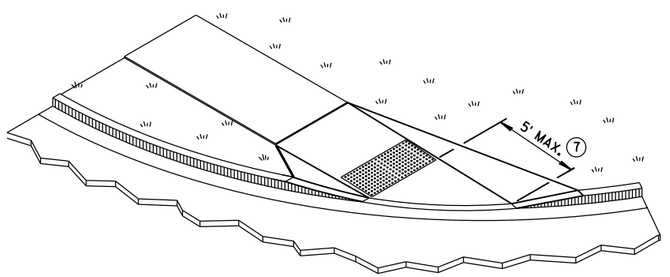
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

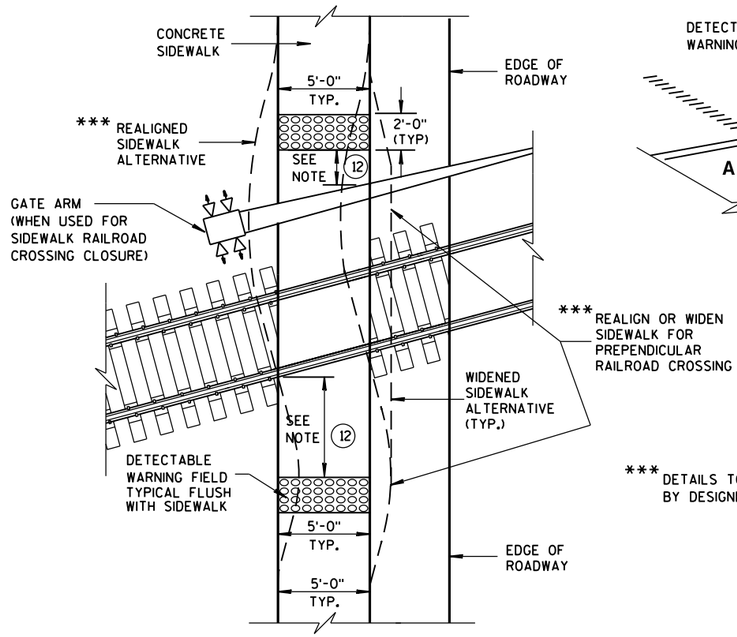
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 4B AND 4B1

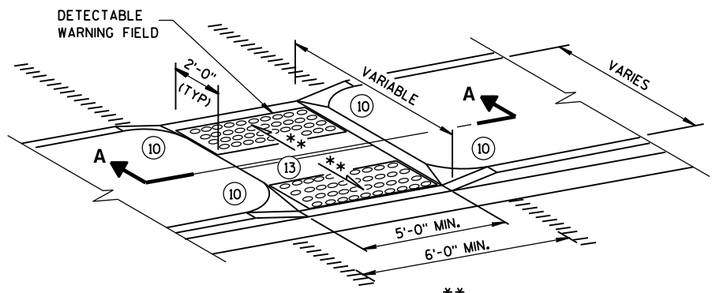
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-19d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



** 1% MIN. (PROVIDE DRAINAGE)

*** DETAILS TO BE DETERMINED BY DESIGNER

MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING
TYPE 5

GENERAL NOTES

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

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

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

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

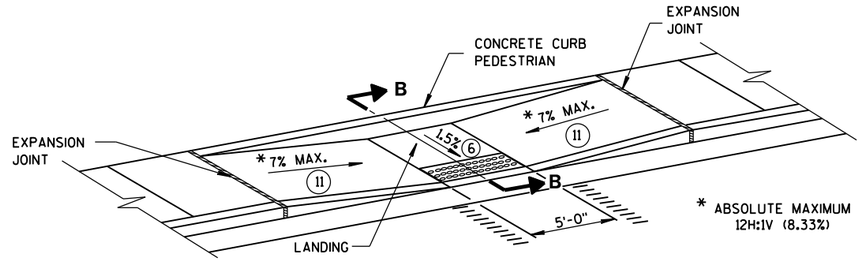
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

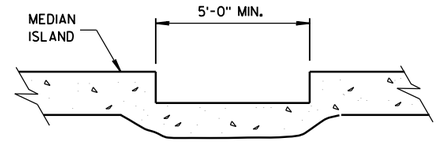
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

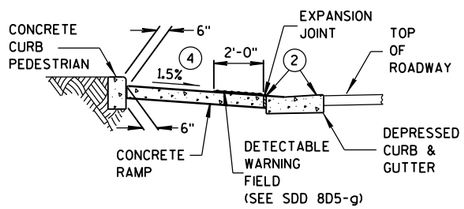
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2-FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.



MID-BLOCK CROSSING
TYPE 7A

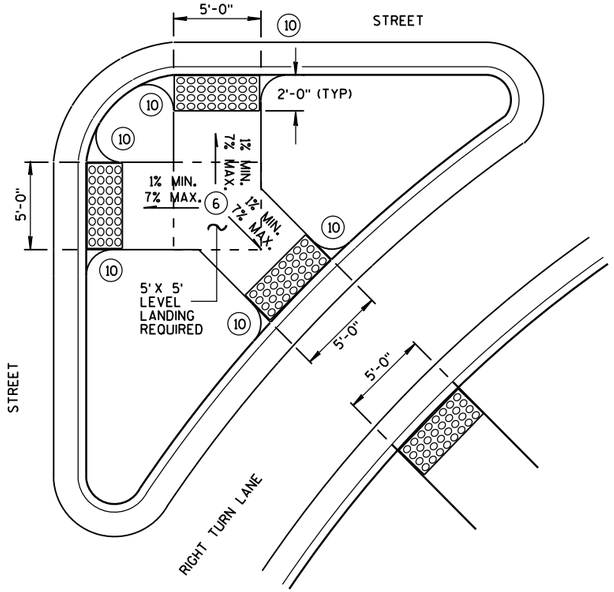


SECTION A-A

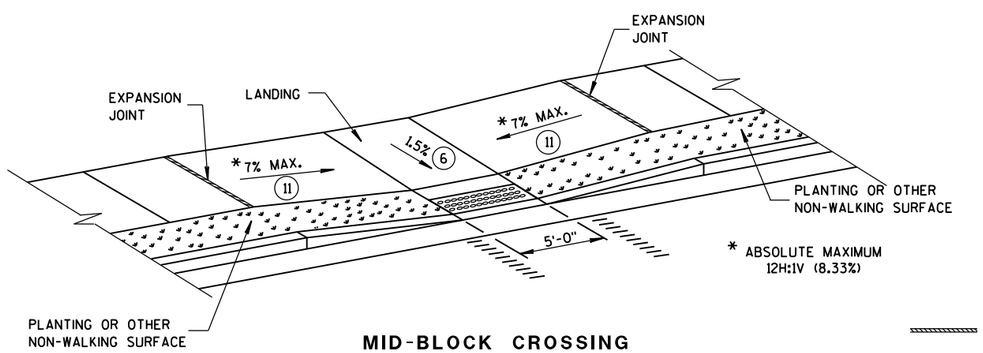


SECTION B-B

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

LEGEND

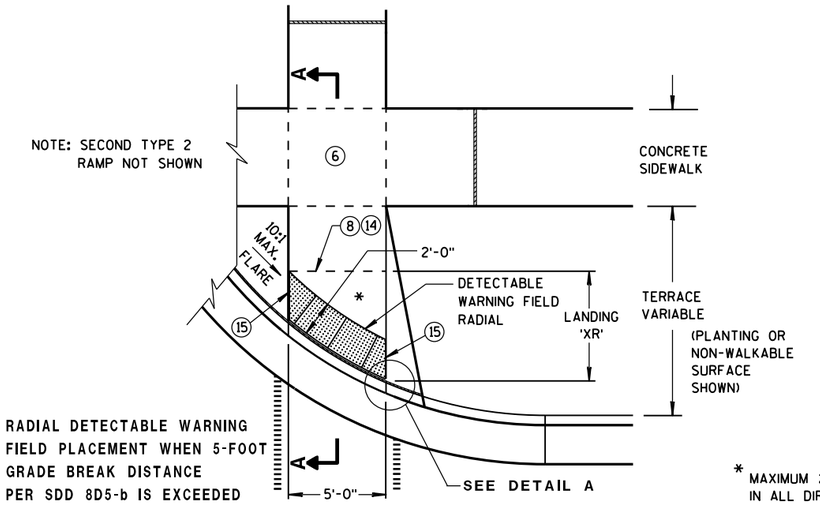
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

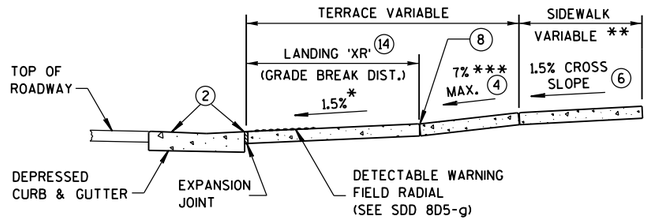
6

S.D.D. 8 D 5-19e



TYPE 2 RAMP
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)

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



** WIDTH SHOWN ELSEWHERE IN THE PLANS

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

SECTION A-A

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

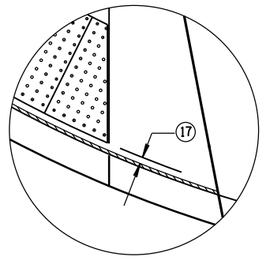
(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

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

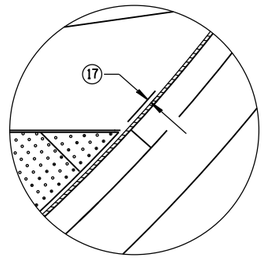
(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

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

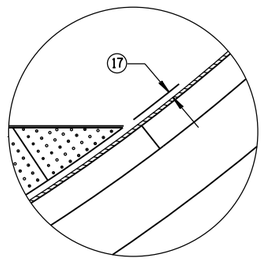
(17) A MAXIMUM 3-INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.



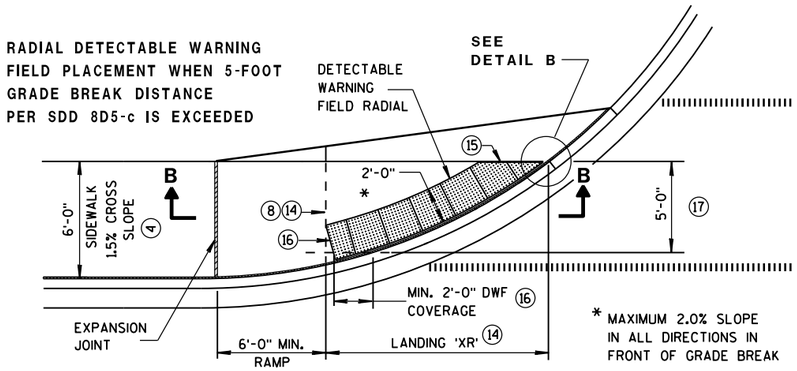
DETAIL A



DETAIL C

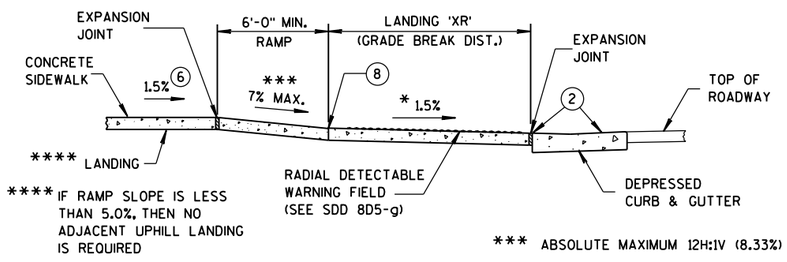


DETAIL B



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

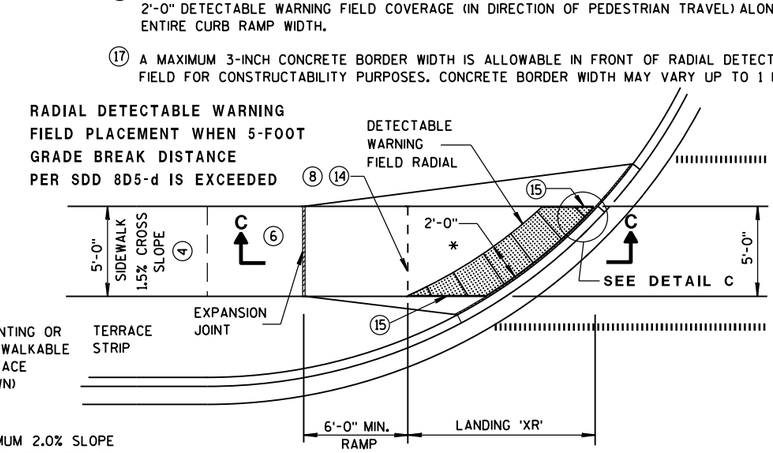
CURB RAMP TYPE 4A1
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

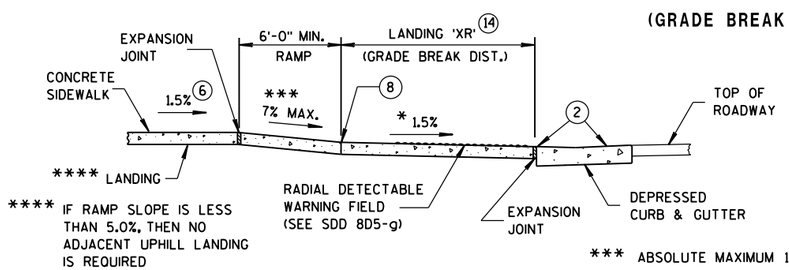
*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION B-B FOR TYPE 4A1



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

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



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

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

SECTION C-C FOR TYPE 4B1

CURB RAMPS
RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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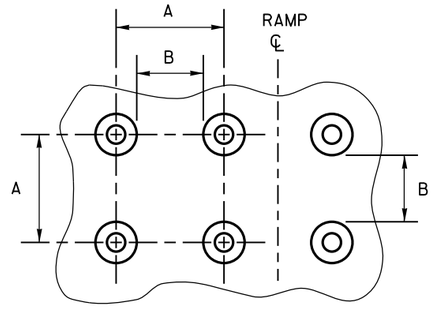
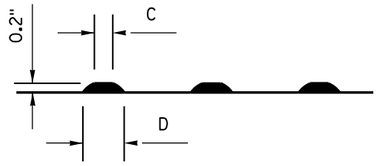
S.D.D. 8 D 5-19f

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

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



PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES

DETECTABLE WARNING PATTERN DETAIL

GENERAL NOTES

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

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

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

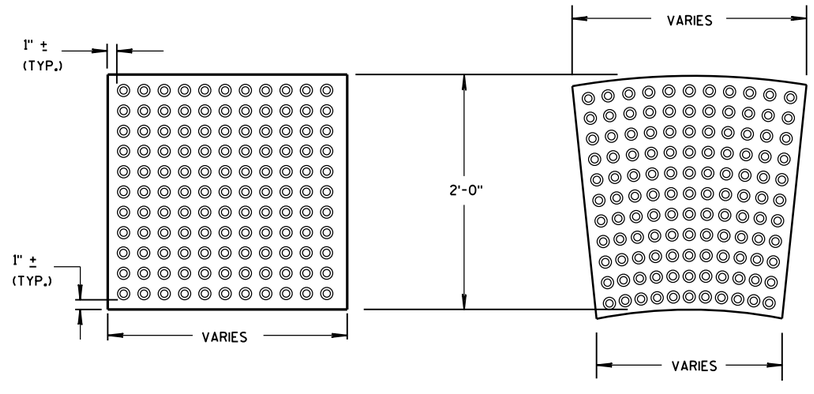
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

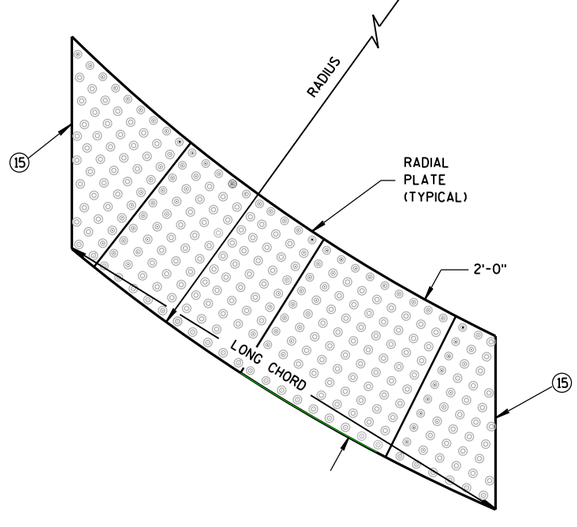


RECTANGULAR PLATES

RADIAL PLATES

DETECTABLE WARNING FIELDS (TYPICAL)

PLAN VIEW



RADIAL DETECTABLE WARNING FIELD ATTRIBUTES

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 8 D 5-19g

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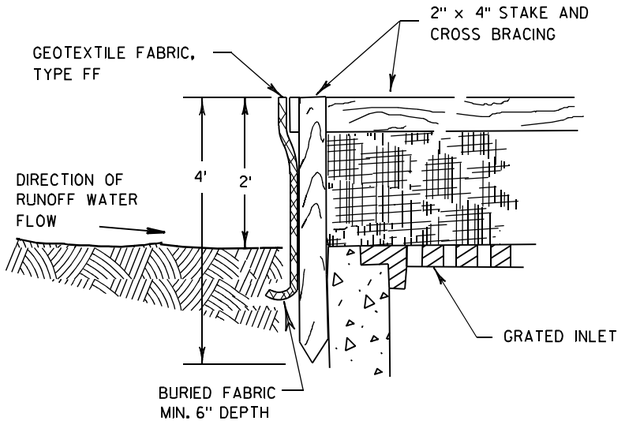
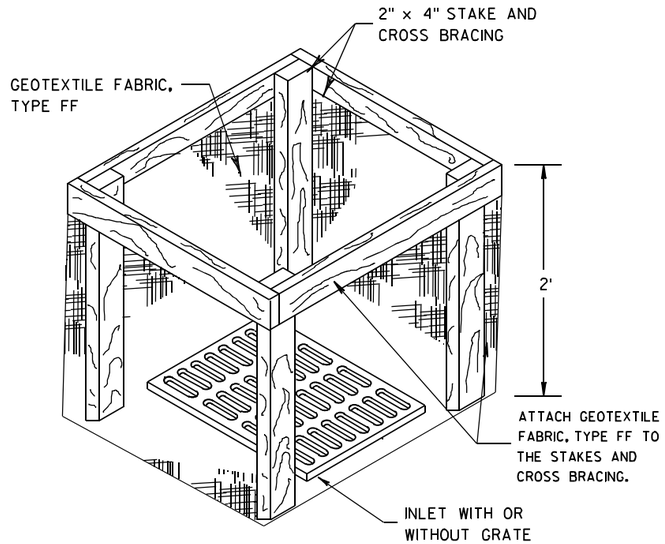
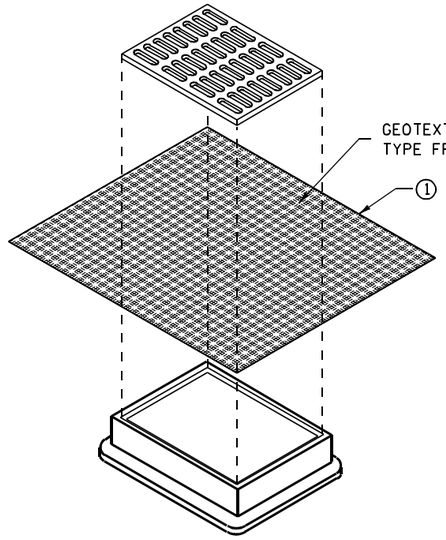
S.D.D. 8 D 5-19g



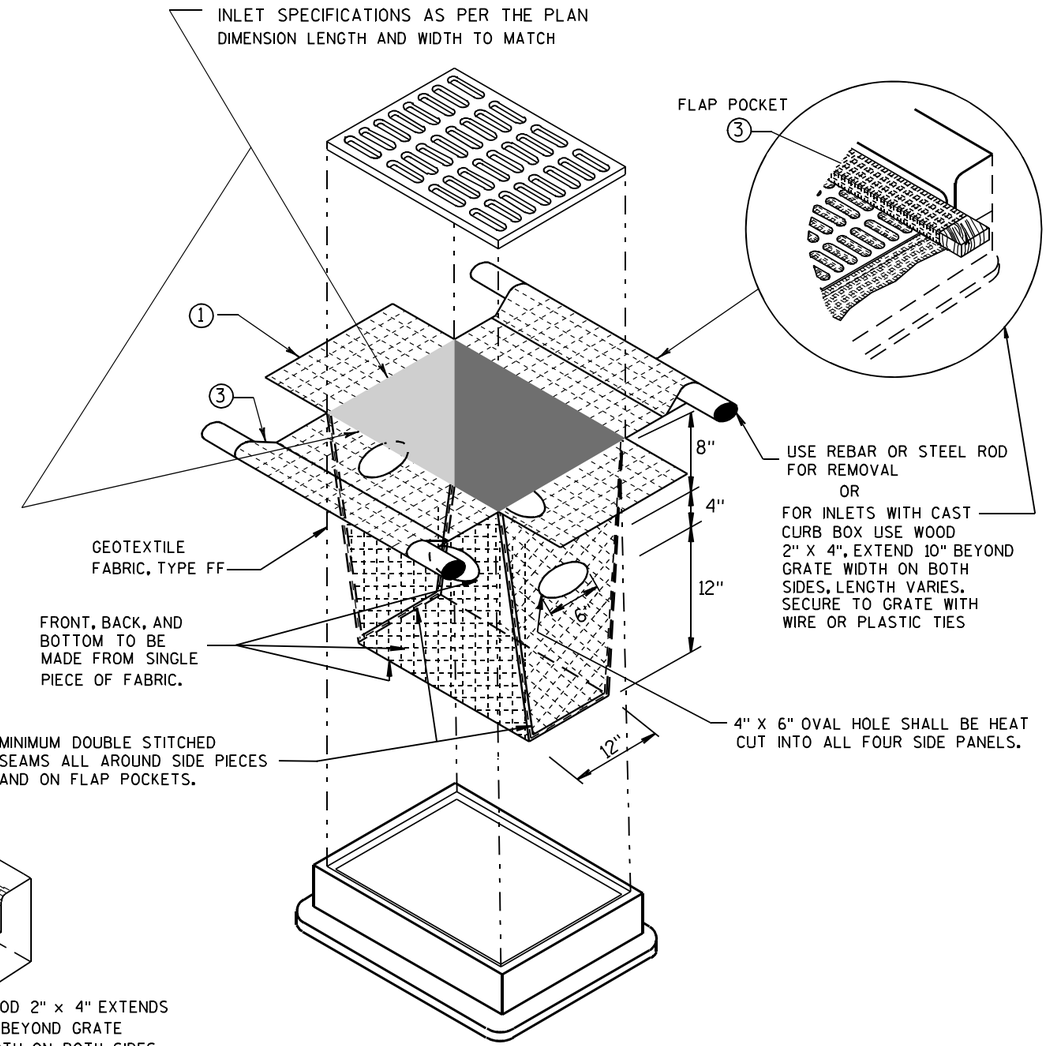


INLET PROTECTION, TYPE A



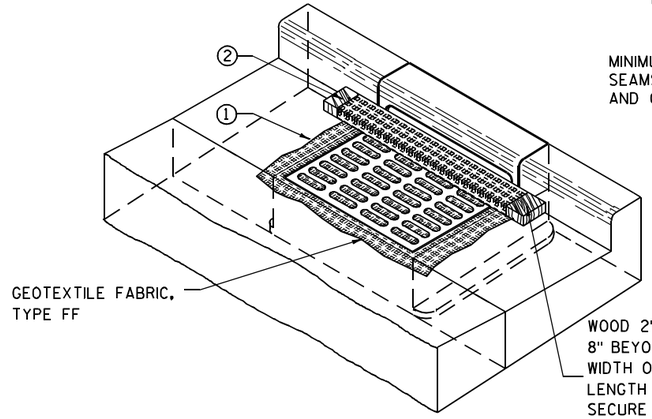
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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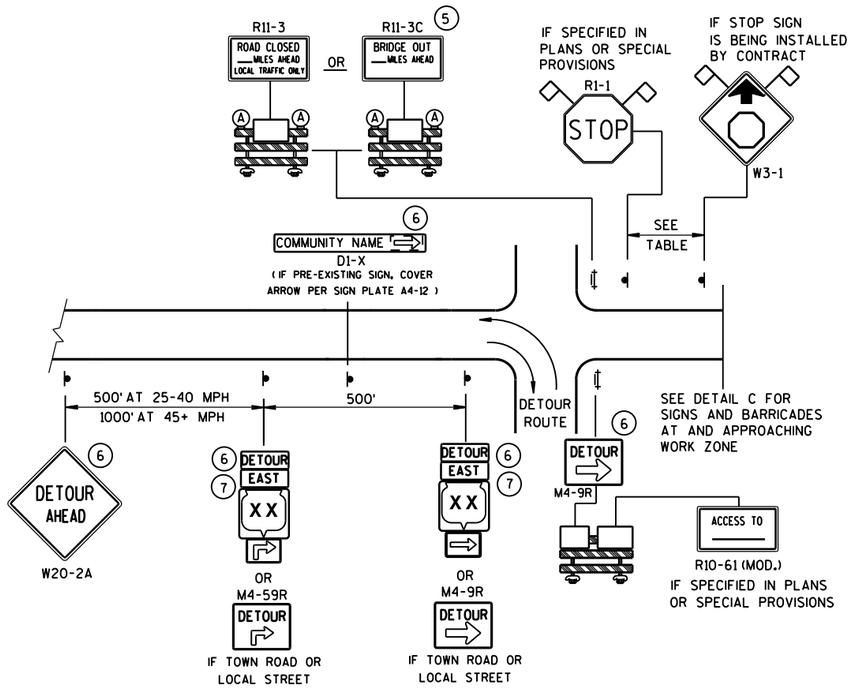
S.D.D. 8 E 10-2

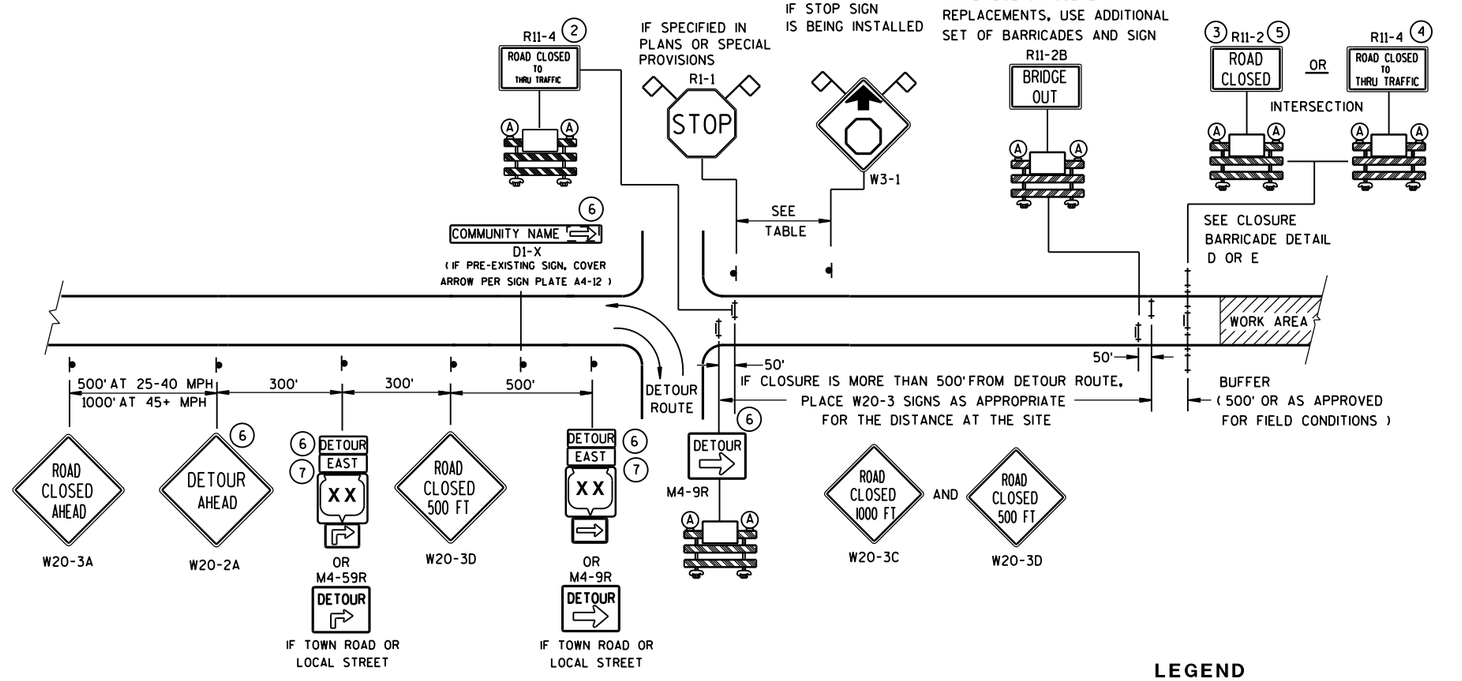
6

S.D.D. 8 E 10-2



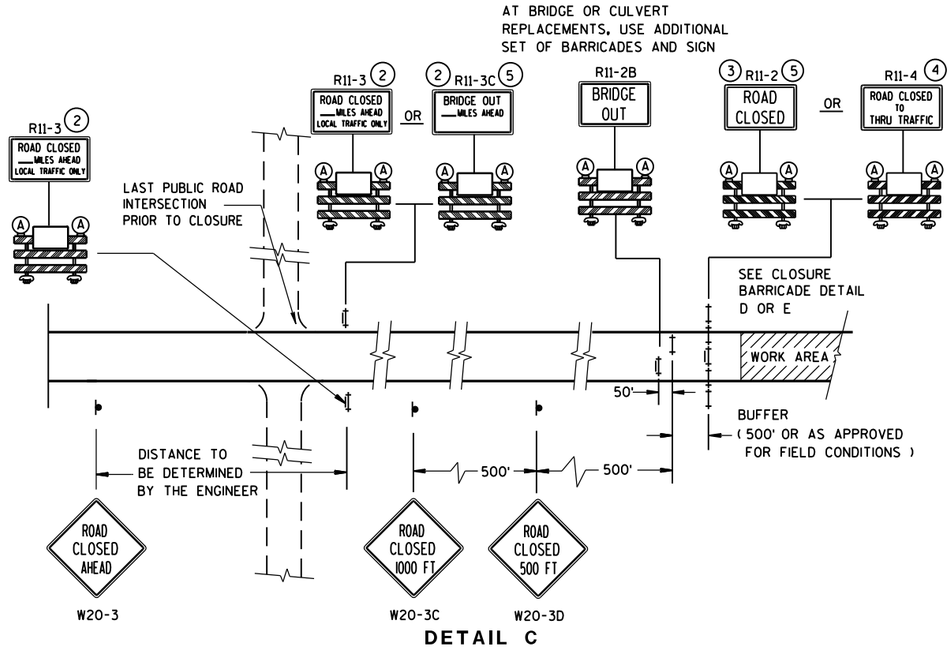
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

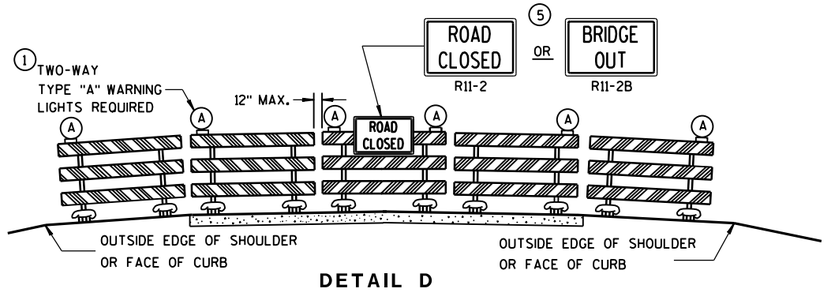
SEE SDD 15C2-SHEET "**b**" FOR GENERAL NOTES AND FOOTNOTES (1) THROUGH (7)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

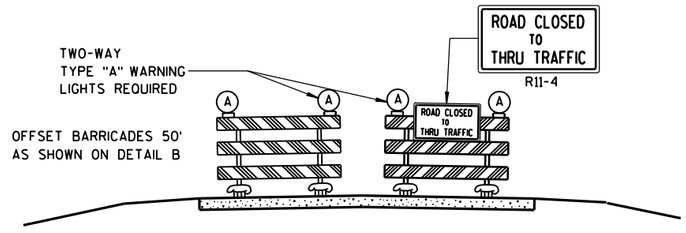
S.D.D. 15 C 2-6a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

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

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

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

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

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

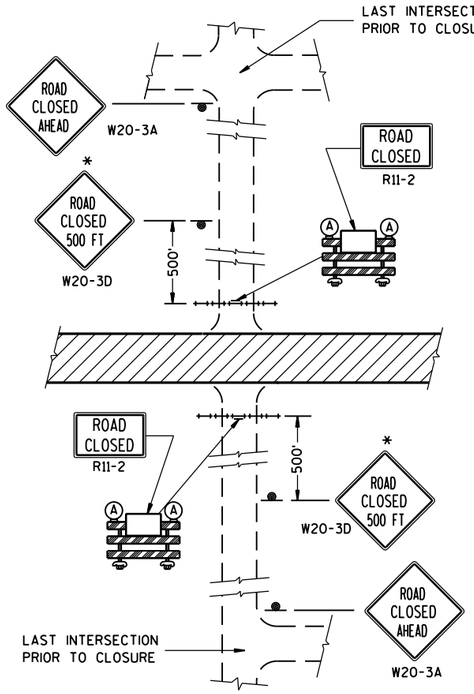
(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

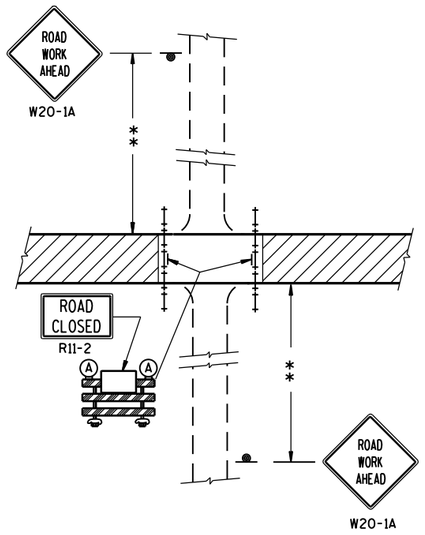
Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO 27 FIC
SAFETY ENGI
FHWA



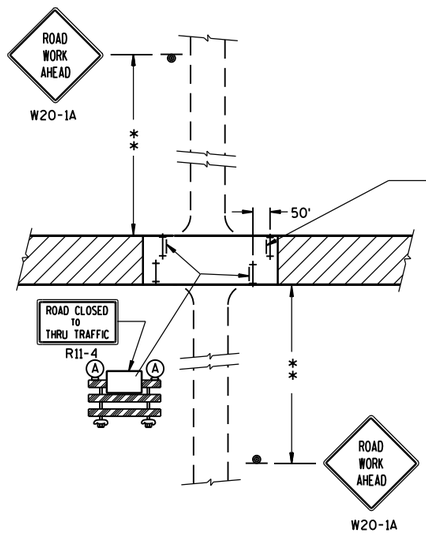
DETAIL 1

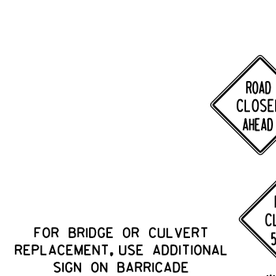
(NO ACCESS TO PROJECT)



DETAIL 2

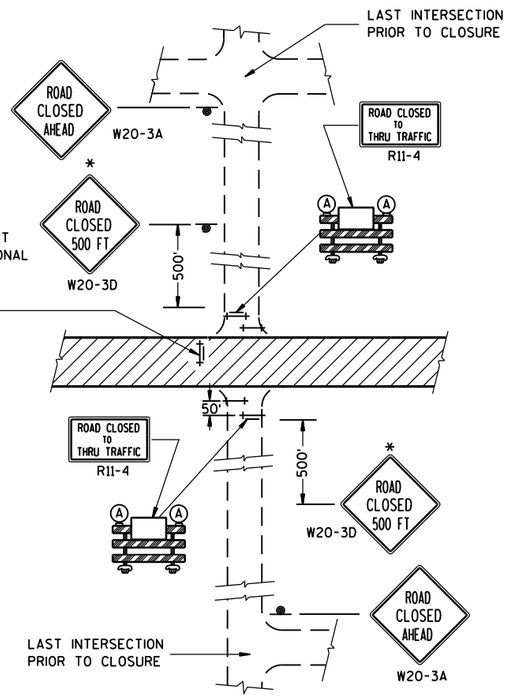
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT).





DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

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

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible]FIC SAFETY ENGI[illegible]
FHWA

6

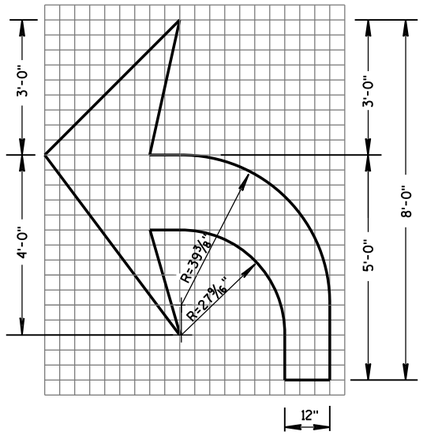
S.D.D. 15 C 3-3

6

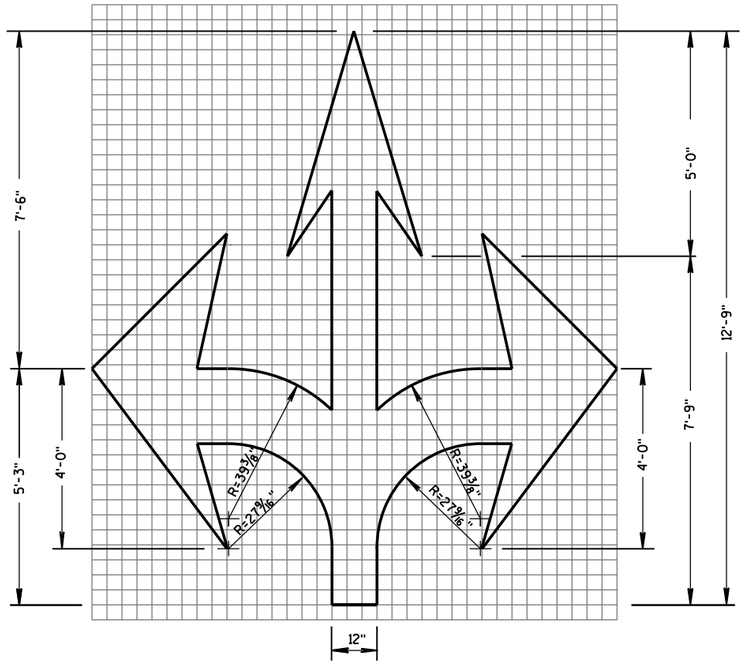
S.D.D. 15 C 3-3

GENERAL NOTES

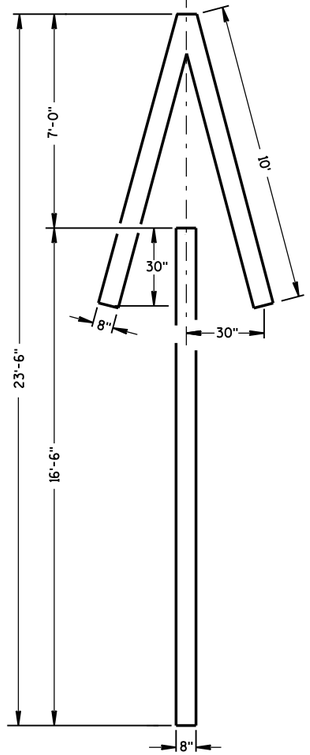
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



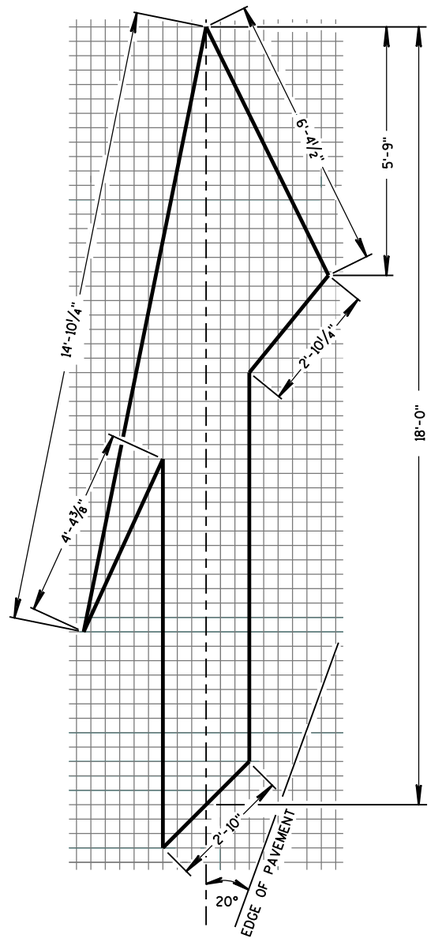
TYPE 2



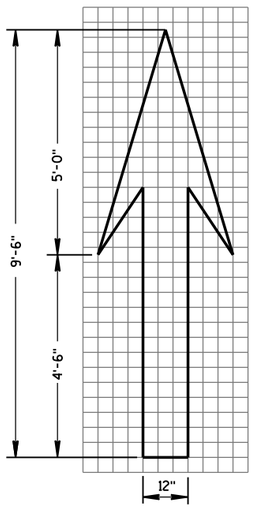
TYPE 6



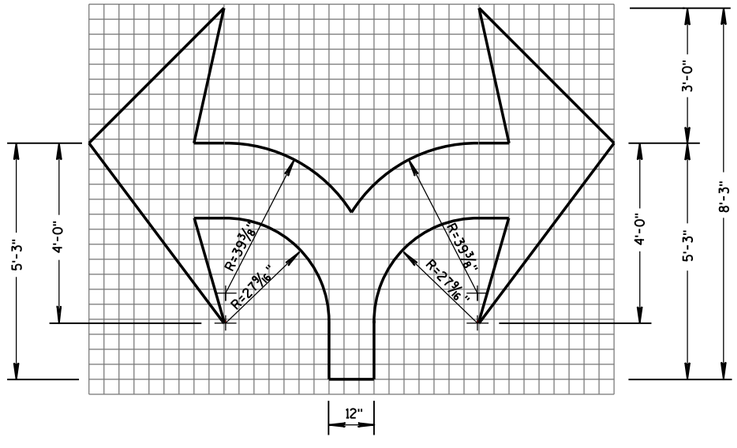
TYPE 4



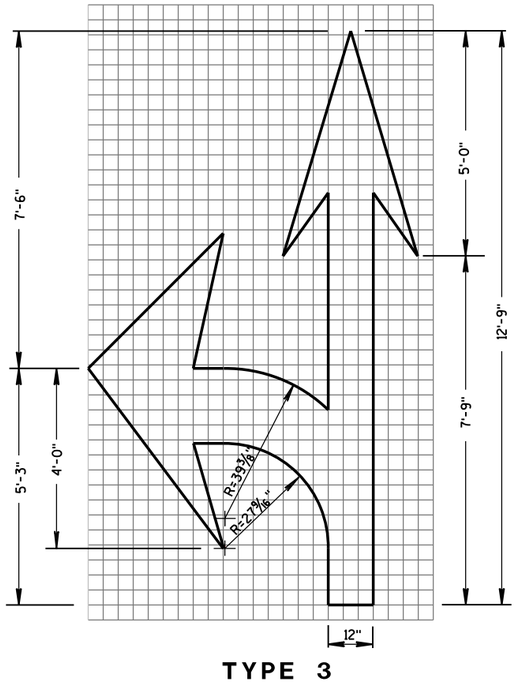
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

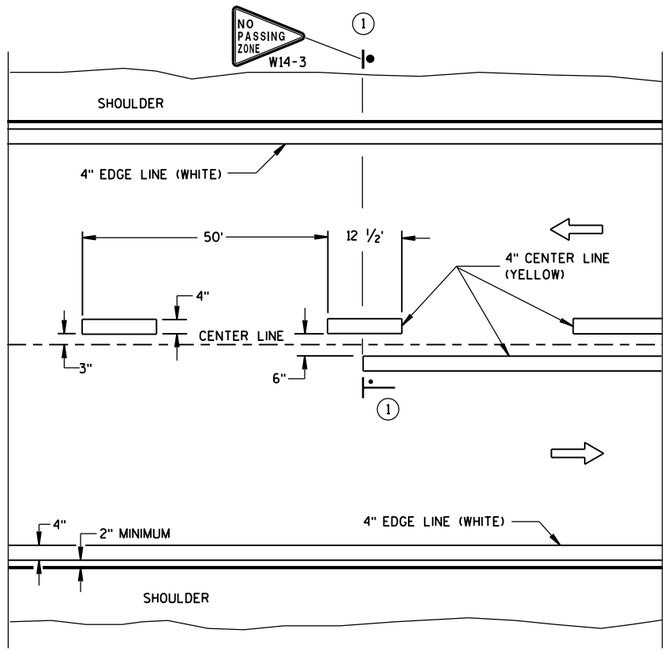
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

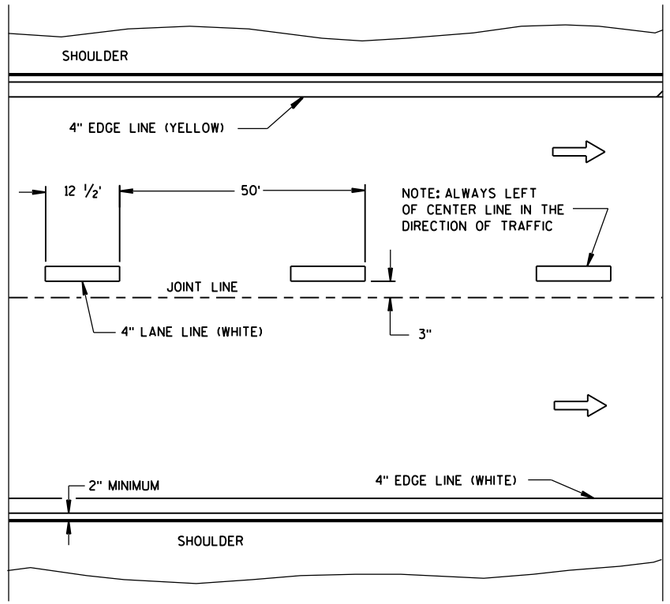
6

S.D.D. 15 C 7-14c

S.D.D. 15 C 7-14c



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING.

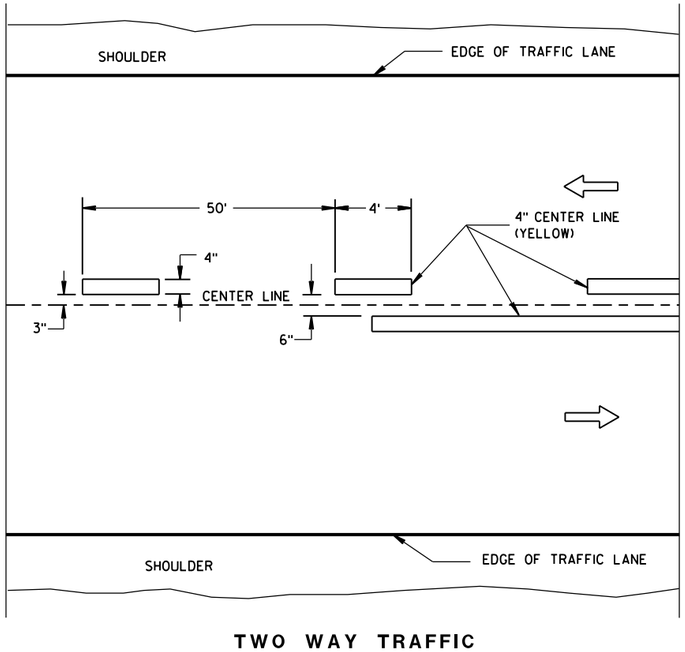
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

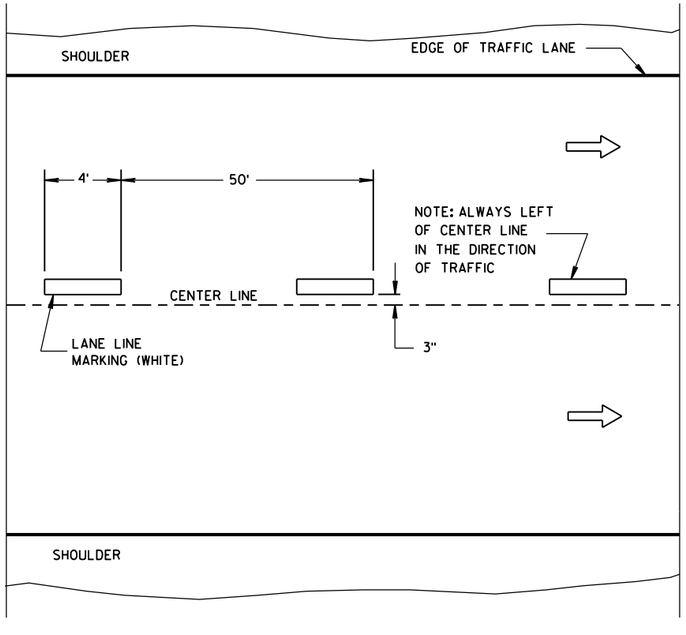
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



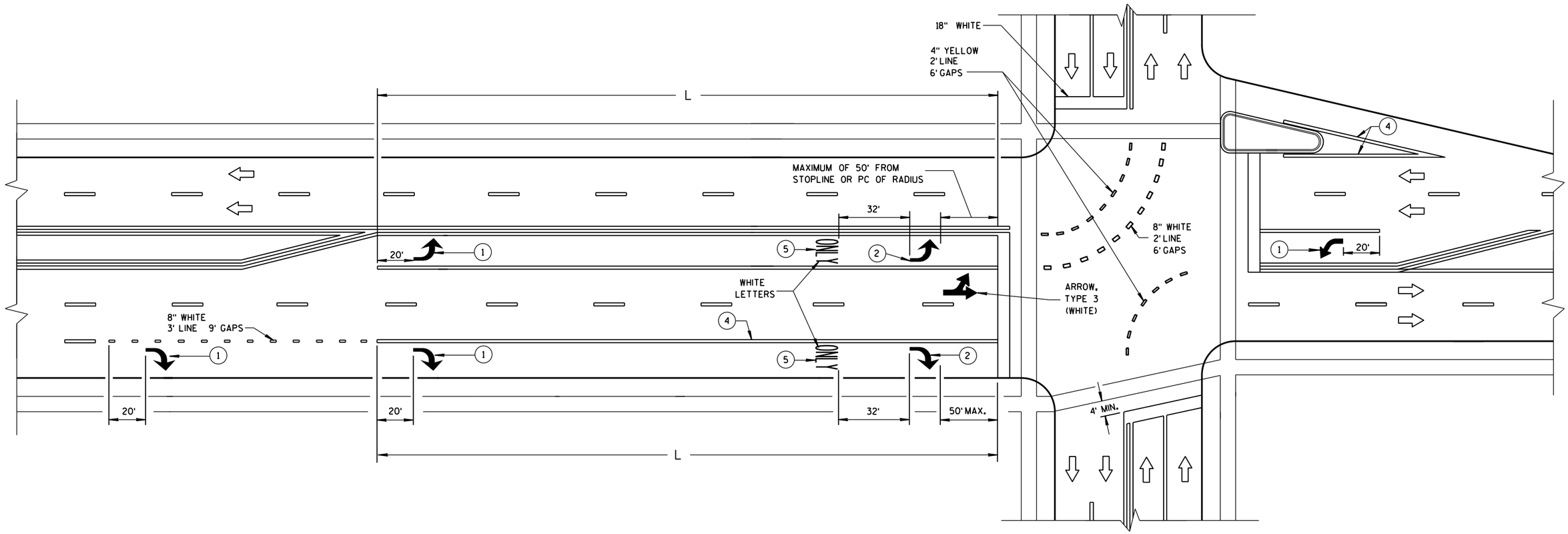
ONE WAY TRAFFIC

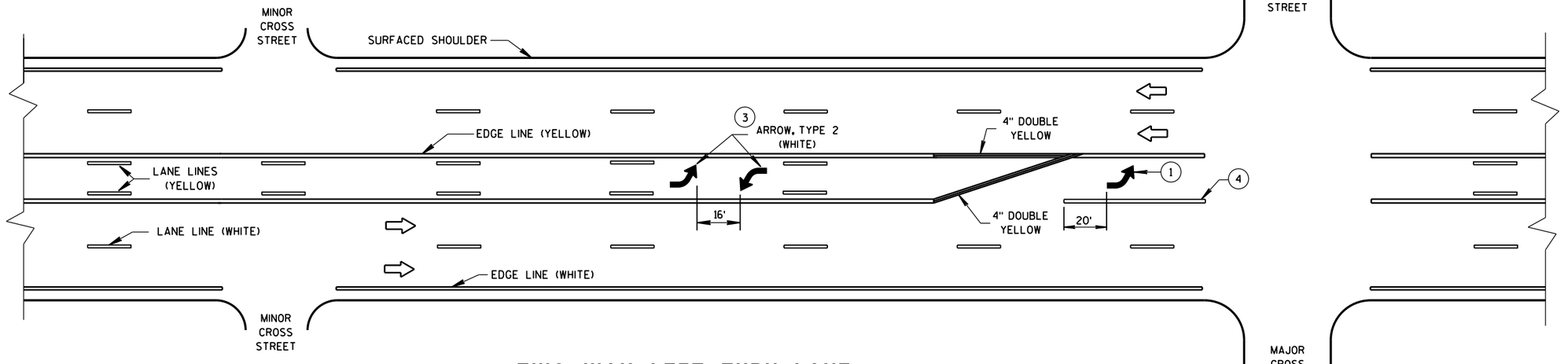
TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
June 2017 (DATE)	/S/ Matthew R. Rauch (STATE SIGNING AND MARKING ENGINEER)
FHWA	

6

S.D.D. 15 C 8-18a





GENERAL NOTES

(1) REQUIRED ARROW, TYPE 2 (WHITE).

(2) REQUIRED ARROW, TYPE 2 (WHITE) WHEN L IS GREATER THAN 78 FEET AND LESS THAN OR EQUAL TO 166 FEET.

(3) A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.

(4) 8" WHITE

(5) REQUIRED WORD ONLY WHEN L IS GREATER THAN 166 FEET.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL

L = LENGTH OF TURN BAY

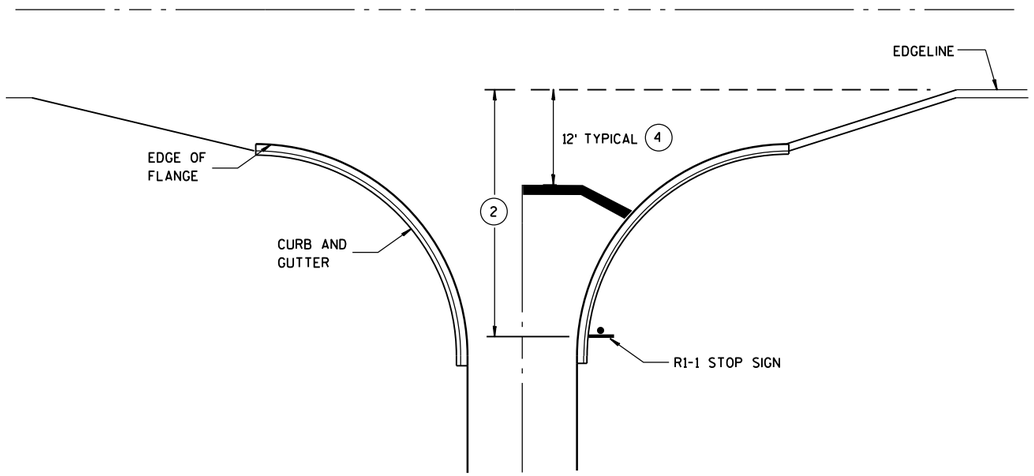
TWO WAY LEFT TURN LANE

PAVEMENT MARKING
(TURN LANES)

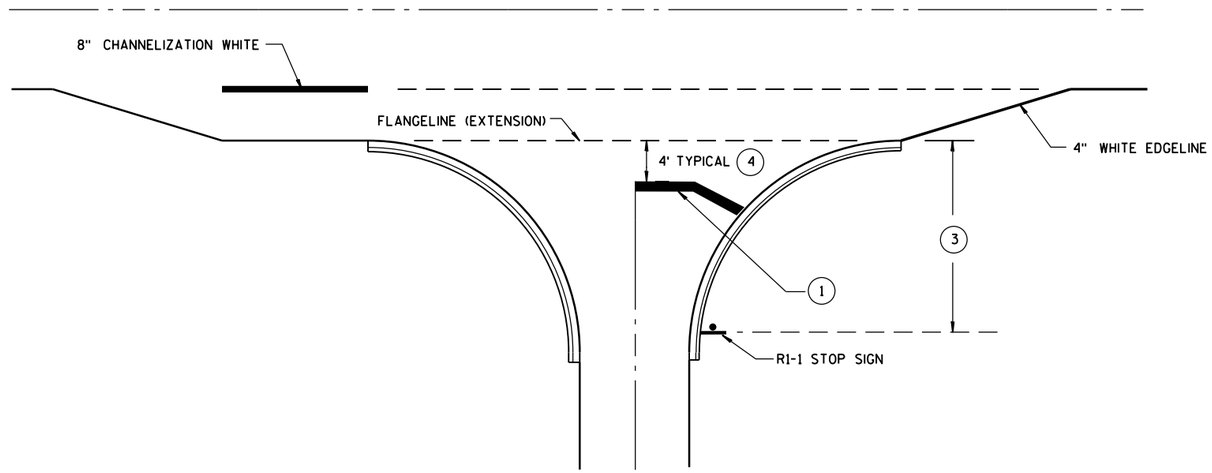
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

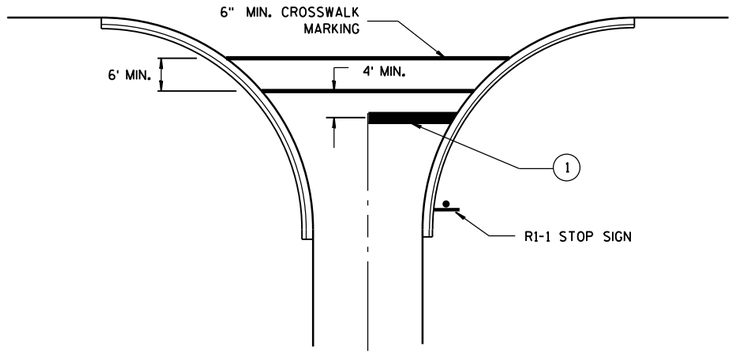
S.D.D. 15 C 8-18b



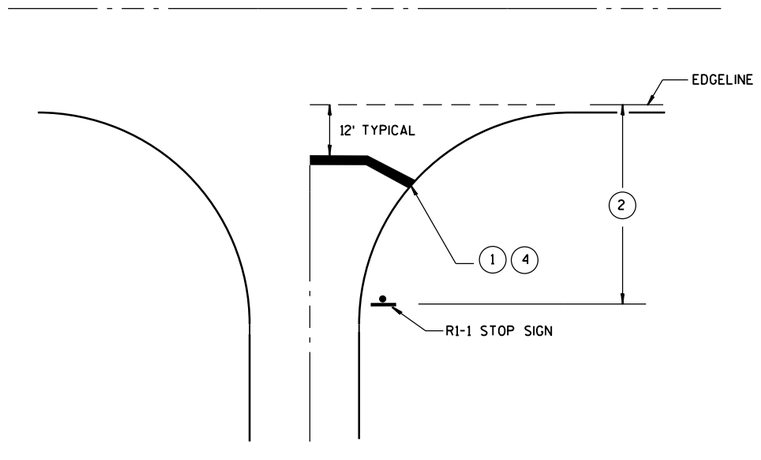
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES. (NO CLOSER THAN 4 FEET).

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-18-2016
DATE

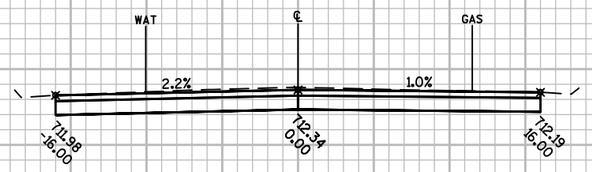
/S/ Matthew R. Rauch
STATE SIGNING AND MAR

NEER

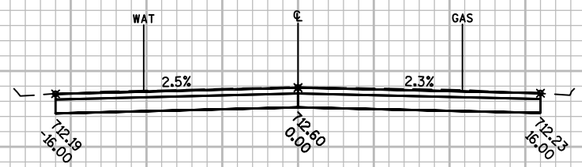
FHWA

6

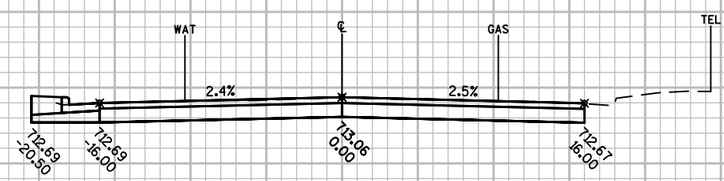
S.D.D. 15 C 33-2



4+00



3+50



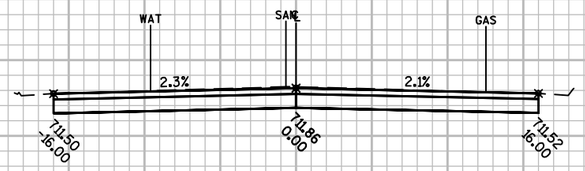
3+00

9

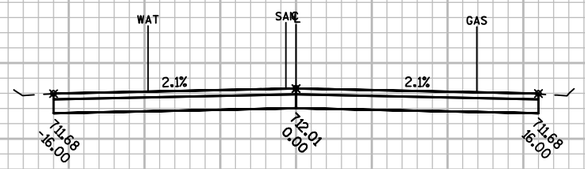
9

PROJECT NO: 7272-00-01	HWY: LOCAL STREET	COUNTY: LA CROSSE	CROSS SECTIONS: SUNSET DRIVE	SHEET 33	E

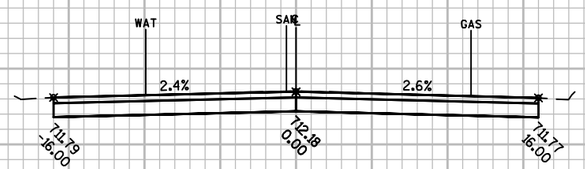
FILE NAME : I:\CLIENTS-MENO\H\H5728 HOLMEN VILLAGE OF\001 SUNSET DRIVE PAVEMENT REPLACEMENT\100 CAD\72720000\SHEETSPLAN\090201-XS.DWG LAYOUT NAME - 01-XS
PLOT DATE : 10/24/2017 12:56 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49



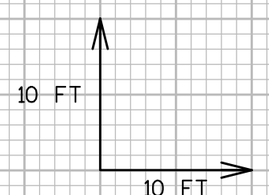
5+50



5+00



4+50



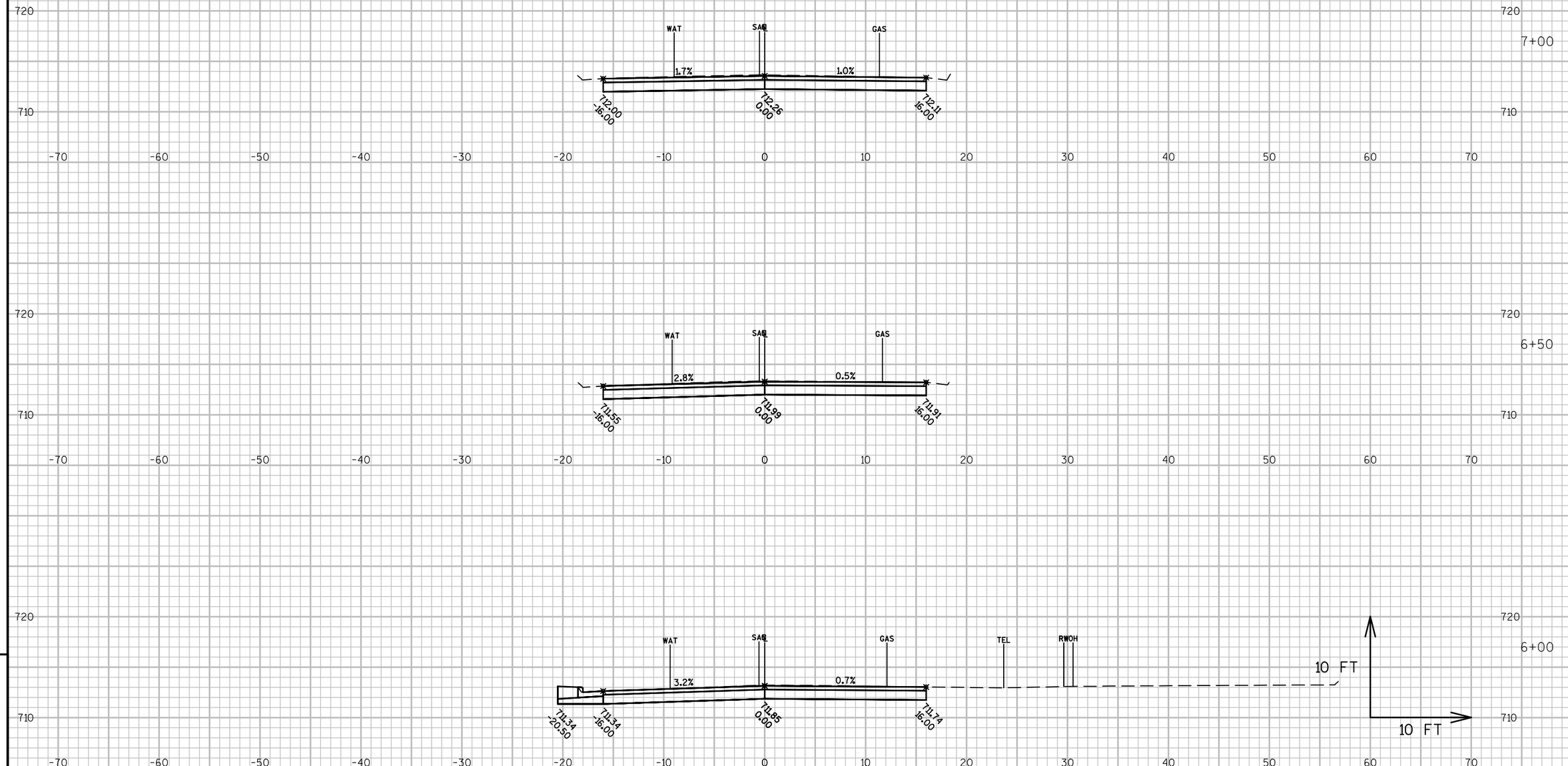
9

9

PROJECT NO: 7272-00-01	HWY: LOCAL STREET	COUNTY: LA CROSSE	CROSS SECTIONS: SUNSET DRIVE	SHEET 34	E

FILE NAME : I:\CLIENTS-MENO\H\H5728 HOLMEN VILLAGE OF\001 SUNSET DRIVE PAVEMENT REPLACEMENT\100 CAD\72720000\SHEETSPLAN\090201-XS.DWG PLOT DATE : 10/24/2017 12:56 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:10 FT
LAYOUT NAME - 02-XS

WISDOT/CADDS SHEET 49



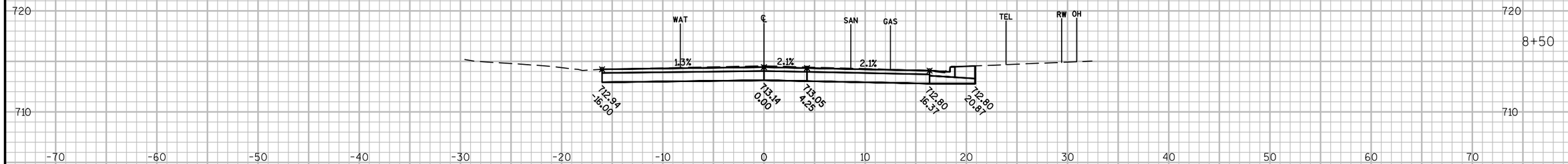
9

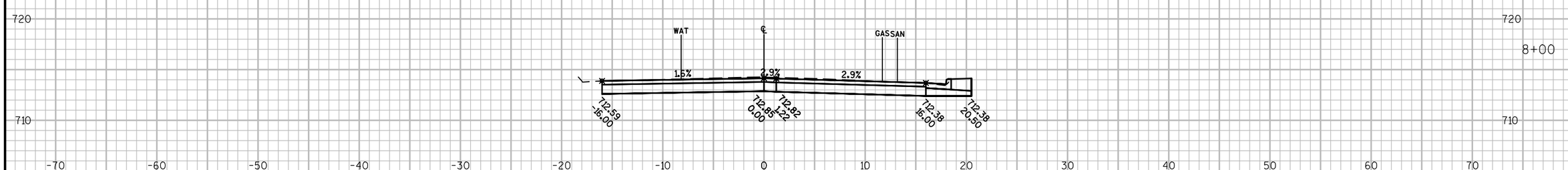
9

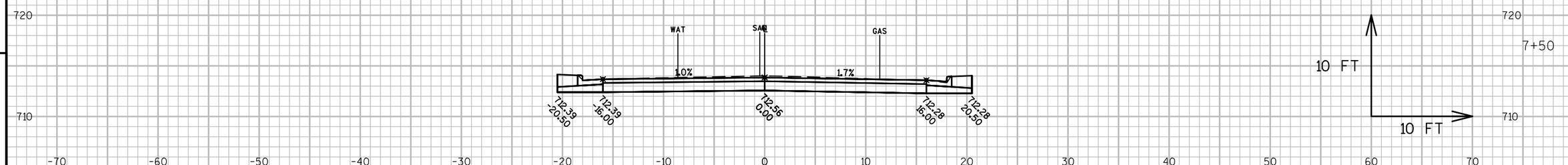
PROJECT NO: 7272-00-01	HWY: LOCAL STREET	COUNTY: LA CROSSE	CROSS SECTIONS: SUNSET DRIVE	SHEET 35	E

FILE NAME : I:\CLIENTS-MENO\H\H5728 HOLMEN VILLAGE OF\001 SUNSET DRIVE PAVEMENT REPLACEMENT\100 CAD\72720000\SHEETSPLAN\090201-XS.DWG PLOT DATE : 10/24/2017 12:56 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:10 FT
LAYOUT NAME - 03-XS

WISDOT/CADDS SHEET 49







9

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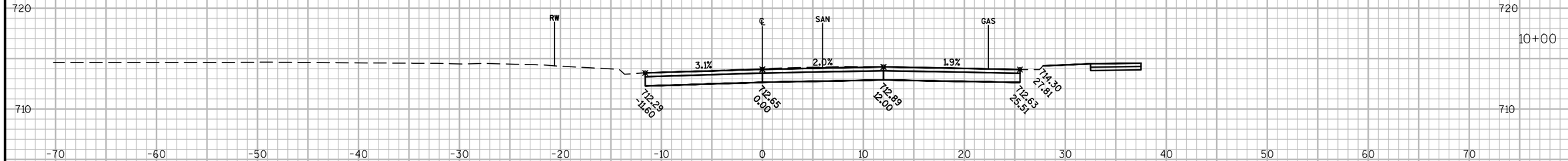
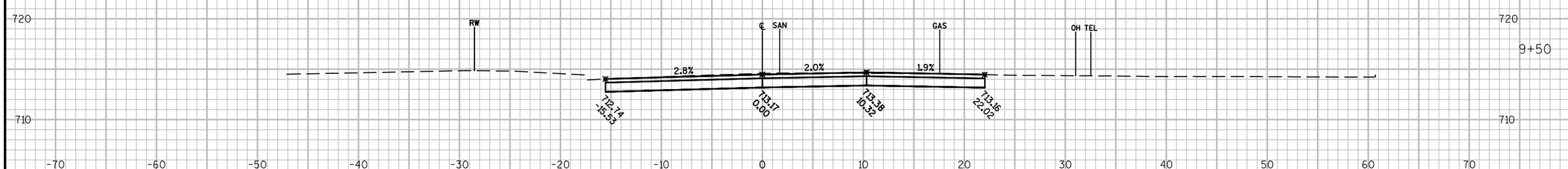
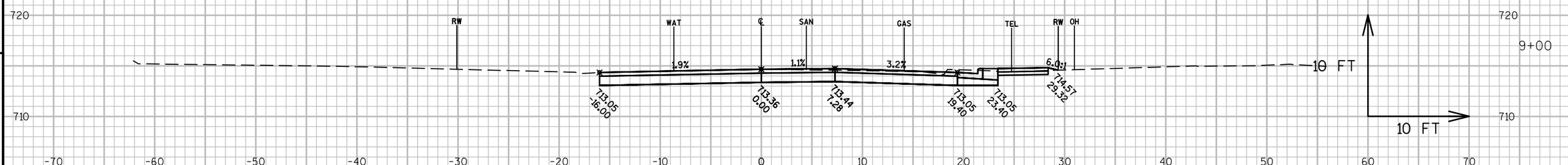
PROJECT NO: 7272-00-01	HWY: LOCAL STREET	COUNTY: LA CROSSE	CROSS SECTIONS: SUNSET DRIVE	SHEET 36	E

FILE NAME : I:\CLIENTS-MENO\H\H5728 HOLMEN VILLAGE OF\001 SUNSET DRIVE PAVEMENT REPLACEMENT\100 CAD\72720000\SHEETSPLAN\090201-XS.DWG PLOT DATE : 10/24/2017 12:56 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:10 FT
LAYOUT NAME - 04-XS

WISDOT/CADDS SHEET 49







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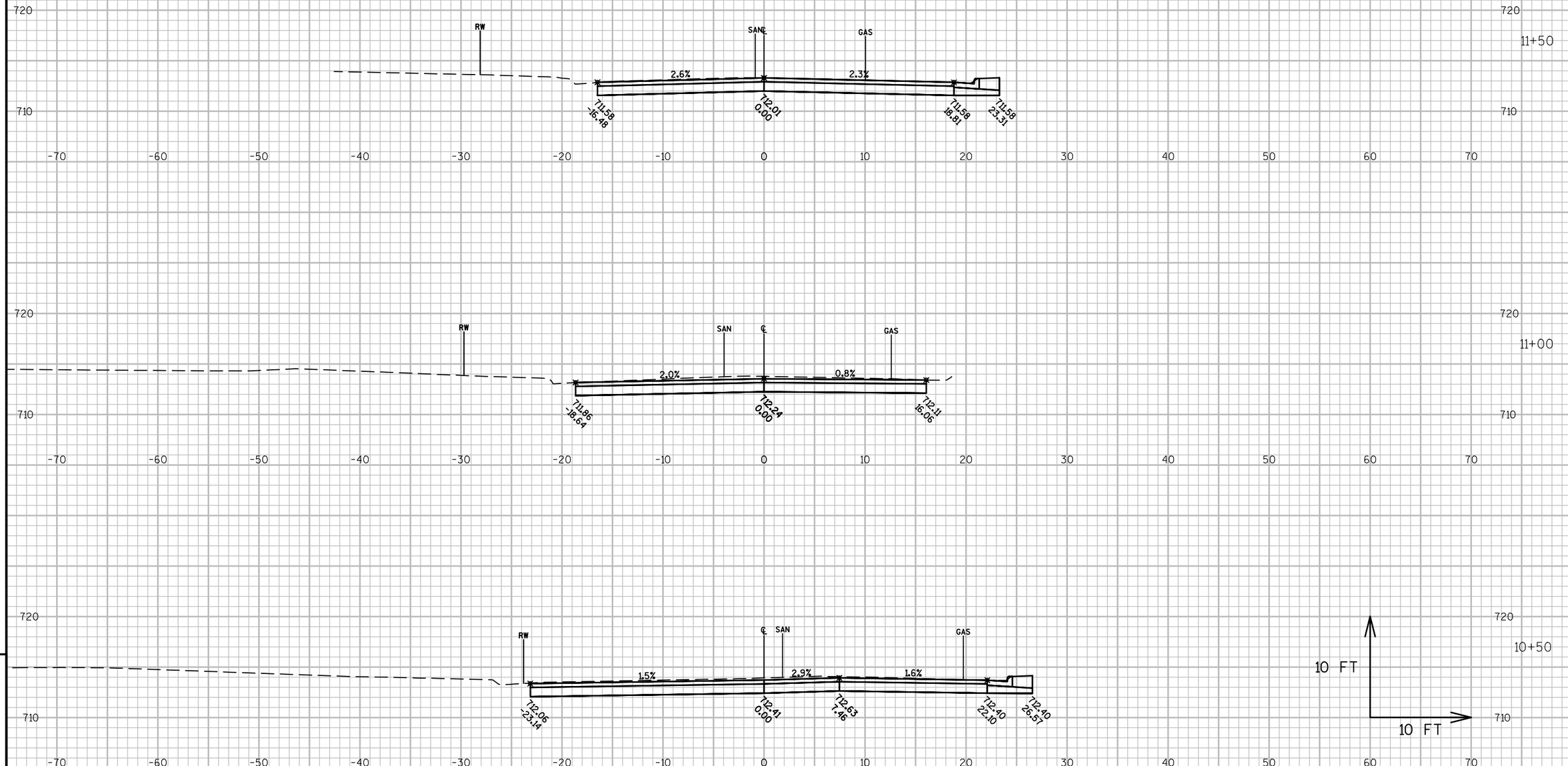
PROJECT NO: 7272-00-01	HWY: LOCAL STREET	COUNTY: LA CROSSE	CROSS SECTIONS: SUNSET DRIVE	SHEET 37	E

FILE NAME : I:\CLIENTS-MENO\H\H5728 HOLMEN VILLAGE OF\001 SUNSET DRIVE PAVEMENT REPLACEMENT\100 CAD\72720000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 05-XS
PLOT DATE : 10/24/2017 12:56 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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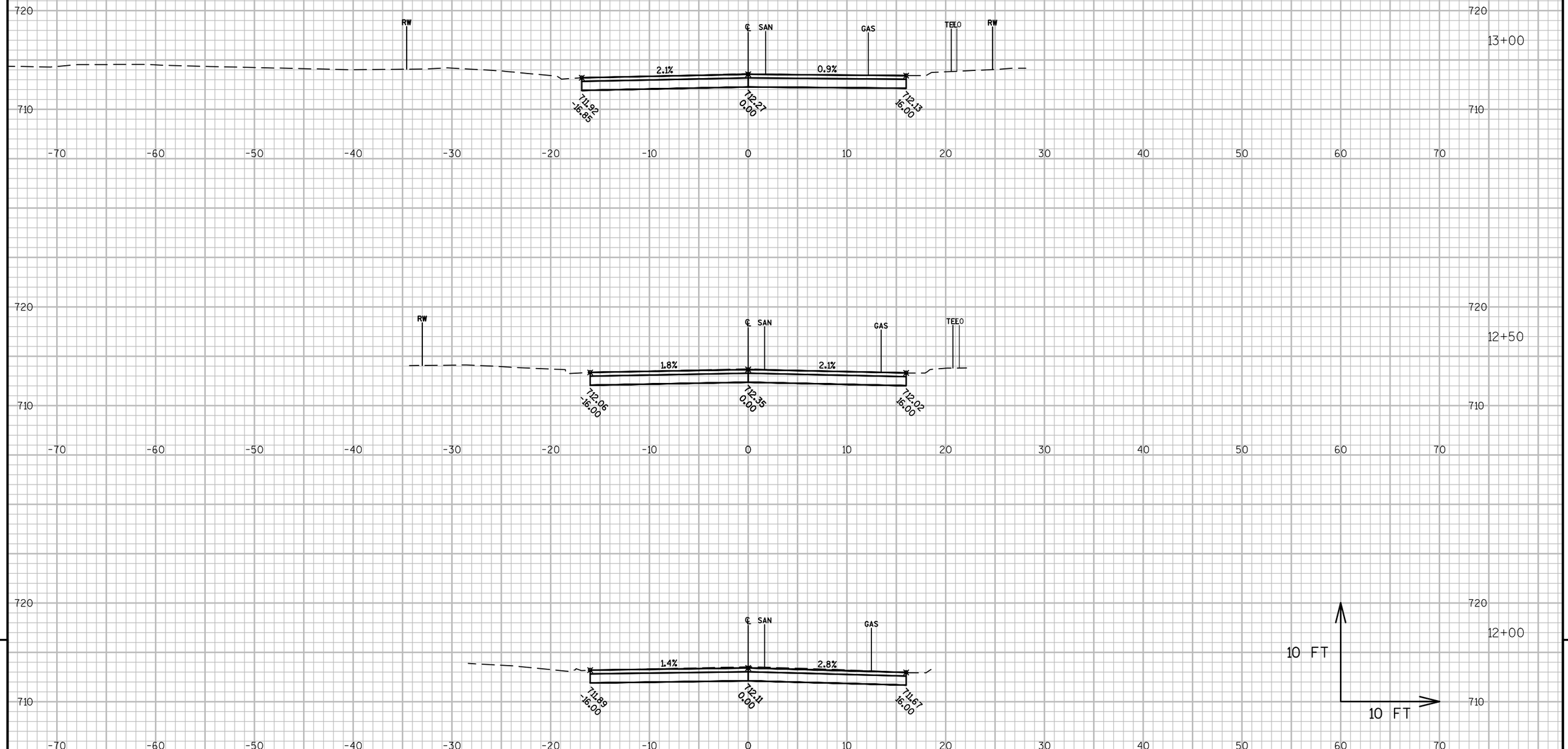
PROJECT NO: 7272-00-01	HWY: LOCAL STREET	COUNTY: LA CROSSE	CROSS SECTIONS: SUNSET DRIVE	SHEET 38	E

FILE NAME : I:\CLIENTS-MENO\H\H5728 HOLMEN VILLAGE OF\001 SUNSET DRIVE PAVEMENT REPLACEMENT\100 CAD\72720000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 06-XS
PLOT DATE : 10/24/2017 12:56 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



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PROJECT NO: 7272-00-01	HWY: LOCAL STREET	COUNTY: LA CROSSE	CROSS SECTIONS: SUNSET DRIVE	SHEET 39	E

FILE NAME : I:\CLIENTS-MENO\H\H5728 HOLMEN VILLAGE OF\001 SUNSET DRIVE PAVEMENT REPLACEMENT\100 CAD\72720000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 07-XS
PLOT DATE : 10/24/2017 12:56 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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