

STANDARD ABBREVIATIONS

A.D.T.	AVERAGE DAILY TRAFFIC	G.	GARAGE
AH.	AHEAD	GAL.	GALLON
ET. AL.	AND OTHERS	H.P.	HIGH POINT
BK.	BACK	H.	HOUSE
B.	BARN	H.T.	HOUSE TRAILER
B.M.	BENCH MARK	HOR.	HORIZONTAL
BIT.	BITUMINOUS	IN.	INCHES
BLVD.	BOULEVARD	Δ or $\angle$	INTERSECTION ANGLE
BLDGS.	BUILDINGS	I.H.	INTERSTATE HIGHWAY
C.T.	CATCH BASINS	I.P.	IRON PIN
CL.	CENTERLINE	L.F.	LINEAL FEET
Δ	CENTRAL ANGLE OR DELTA	LT.	LEFT
CH. CH.	CHANNEL CHANGE	L.H.F.	LEFT HAND FORWARD
CL.	CLASS	L.	LENGTH OF CURVE
C.S.C.P.	CORRUGATED STEEL CULVERT PIPE	L.S.	LUMP SUM
CONC.	CONCRETE	L.H.E.	LIMITED HIGHWAY EASEMENT
CONST.	CONSTRUCTION	M.H.	MANHOLE
C.P.	CULVERT PIPE	MAX.	MAXIMUM
C.T.H.	COUNTY TRUNK HIGHWAY	MI.	MILE
CWT.	HUNDRED WEIGHT	MIN.	MINIMUM
C.Y.	CUBIC YARD	MON.	MONUMENT
D.	DEGREE OF CURVE	MCL.	MUNICIPAL
D.	DIRECTIONAL DISTRIBUTION	N	NORTH
D.H.V.	DESIGN HOUR VOLUME	PAVT.	PAVEMENT
DIS.	DISCHARGE	P.C.	POINT OF CURVATURE
E.	EAST	P.I.	POINT OF INTERSECTION
ELEV.	ELEVATION	P.T.	POINT OF TANGENCY
EMB.	EMBANKMENT	P.C.C.	PORTLAND CEMENT CONCRETE
EXC.	EXCAVATION	P.E.	PRIVATE ENTRANCE
F-F	FACE TO FACE	P.L.	PROPERTY LINE
F.E.	FIELD ENTRANCE	PP	POWER POLE
F.L.	FLOW LINE	PROJ.	PROJECT

R/L.	REFERENCE LINE
R.R.	RAILROAD
R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
R.C.P.S.S.	REINFORCED CONCRETE PIPE, STORM SEWER
REQ'D.	REQUIRED
RT.	RIGHT
R.H.F.	RIGHT HAND FORWARD
R.W.	RIGHT OF WAY
RD.	ROAD
SALV.	SALVAGED
SAN.	SANITARY
S.	SOUTH
SHR.	SHRINKAGE
S.W.	SIDEWALK
STD.	STANDARD
S.T.H.	STATE TRUNK HIGHWAY
STA.	STATION
S.S.	STORM SEWER
ST.	STREET
S.E.	SUPERELEVATION
SUBD.	SUBDIVISION
S.Y.	SQUARE YARD
SURF.	SURFACE
T.	TRUCK PERCENTAGE
T.	TANGENT LENGTH OF CURVE
TEMP.	TEMPORARY
T.P.	TELEPHONE POLE
T/L	TRANSIT LINE
UNCL.	UNCLASSIFIED
V	DESIGN SPEED
VAR.	VARIABLE
V.C.	VERTICAL CURVE
VERT.	VERTICAL

STANDARD DETAIL DRAWINGS

NUMBER	
8A5-3A & B	CATCH BASIN, MANHOLE, and INLET COVERS
8B6-3	MANHOLES TYPE 1
8B7-3	MANHOLES, TYPES 2 and 3
8B8-3	MANHOLES, TYPES 5 and 6
8C1-4	INLETS, TYPES 1,2, and 3
8C5-1	INLETS TYPES 8,9,10 and 11
8D1-10	CONCRETE CURB, CONCRETE CURB and GUTTER and PAVEMENT TIES
8E5-1	SLOPED BACKSLOPE FLUME and INTERCEPTING EMBANKMENT
8F3-5	PIPE CATTLE PASS
8F1-9	APRON ENDWALLS for CULVERT PIPE and PIPE ARCHES
9B2-2	METAL, FIBER, and PVC CONDUIT
9B3-3	TRAFFIC SIGNAL COUNTER and PULL BOX DETAILS
12A 2-3	SLOPE PAVING - STRUCTURES (CRUSHED AGGREGATE
13B5-4	PAVEMENT MARKING
13C1-6	CONCRETE PAVEMENT, LONGITUDINAL JOINTS AND PAVEMENT TIES
13C3-5	TRANSVERSE JOINT IN NON-REINFORCED CONCRETE PAVEMENT (20' SKEMED TRANSVERSE JOINTS WITH POURED TYPE SEALER
14B2-8A & B	CLASS "A" STEEL PLATE BEAM GUARD (two sheets)
15 B1-6	WOVEN WIRE FENCE
15C1-7	CONSTRUCTION BARRICADES and STANDARD SIGNS
14B1-8C	SPECIAL BEAM GUARD ANCHORAGES
8E6-4	CONCRETE ENDWALLS (USE AT CATTLE PASS)

GENERAL NOTES

- CURVE DATA IS BASED ON THE ARC DEFINITION
- NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.
- ALL COORDINATES SHOWN ON THIS PLAN ARE REFERRED TO THE WISCONSIN COORDINATE SYSTEM SOUTH ZONE.
- BEARINGS SHOWN ON THESE PLANS ARE GRID BEARINGS TO THE NEAREST SECOND.
- LOCATIONS AS SHOWN ON THE PLAN OF PRIVATE ENTRANCES ARE APPROXIMATE. THE ACTUAL LOCATION SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- WHEN THE QUANTITY OF THE ITEMS OF BASE OR SURFACE COURSE 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.
- DISTURBED AREAS WITHIN THE RIGHT OF THE WAY, EXCEPT THE AREA WITHIN THE FINISHED SHOULDER POINTS, ARE TO BE FERTILIZED AND SEEDED AS DIRECTED BY THE ENGINEER.
- INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES ARE APPROXIMATE AND SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- ALL EXPOSED CURB ENDINGS SHALL BE SLOPED FROM 6" TO 0" IN 5'
- EXISTING DRAINAGE DITCHES AND CULVERT PIPES WILL REMAIN FUNCTIONAL DURING EXCAVATION OPERATION.
- ALL EXISTING CULVERT PIPE WITHIN THE CONSTRUCTION LIMITS ARE TO BE REMOVED AS DIRECTED BY THE ENGINEER IN THE FIELD. ALL CULVERT PIPE REMOVED SHALL BE COME THE PROPERTY OF THE CONTRACTOR EXCEPT AS NOTED ON THE PLANS.
- RIGHTS-OF-ENTRY FOR P.E., DRAINAGE, & SPLIT BLOCK WALL CONSTRUCTION HAVE BEEN OBTAINED, WHICH RIGHTS SHALL BE EXTENDED TO THE CONTRACTORS.
- 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.

UTILITIES

CENTURY TELEPHONE CO.
205 5TH. AVENUE SO.
LA CROSSE, WI. 54601
REP: JERRY SCHULTZ
PHONE: 608-782-9980

NORTHERN STATES POWER CO.
122 NORTH 5TH. AVENUE
LA CROSSE, WI. 54601
ELEC. REP: KEN HILBY
PHONE: 608-782-8110 EXT. 239

GAS REP: JOHN DELAVEY
PHONE: 608-782-8110

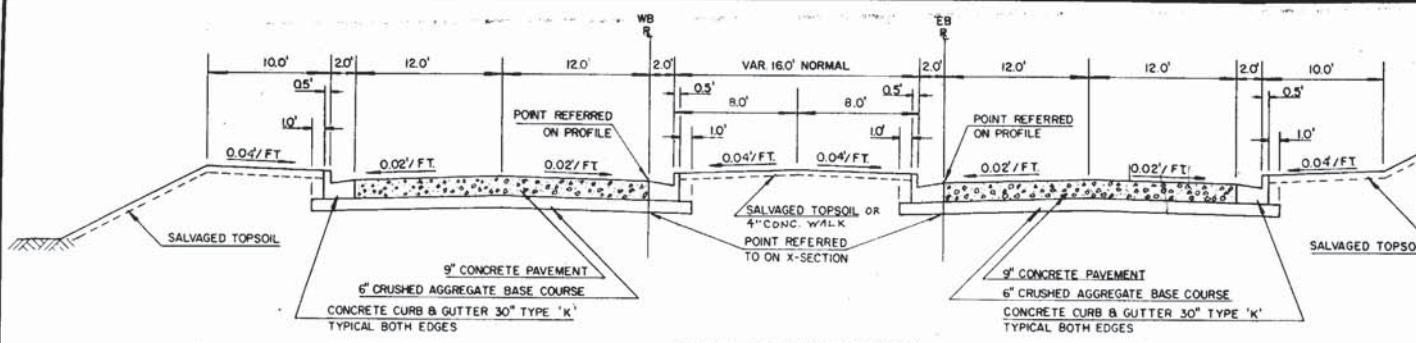
CITY OF ONALASKA
CITY HALL 415 MAIN ST.
P.O. BOX 339
ONALASKA, WI. 54650
CITY ENGINEER
RON LUND
PHONE: 608-738-5751

DAIRYLAND POWER CO-OP
P.O. BOX 817
LA CROSSE, WI. 54601
REP: RICK WILLENBERG
PHONE: 608-788-4000

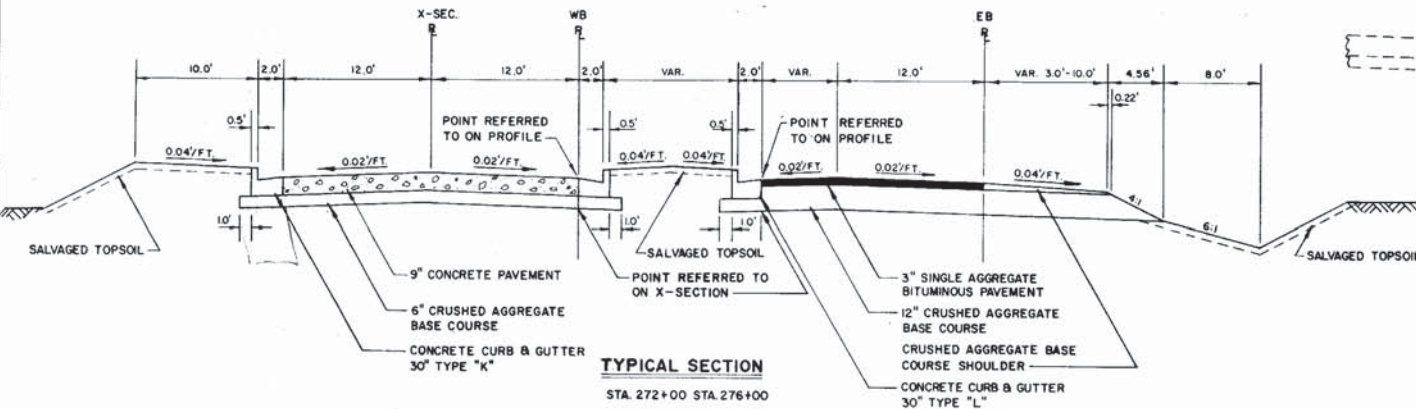
JONES INTERCABLE INC.
314 MAIN ST.
ONALASKA, WI. 54650
REP: JOEL JENSEN
PHONE: 608-783-5255

STATE PROJECT NUMBER	SHEET NO
7575-03-84	2-2
GENERAL NOTES	

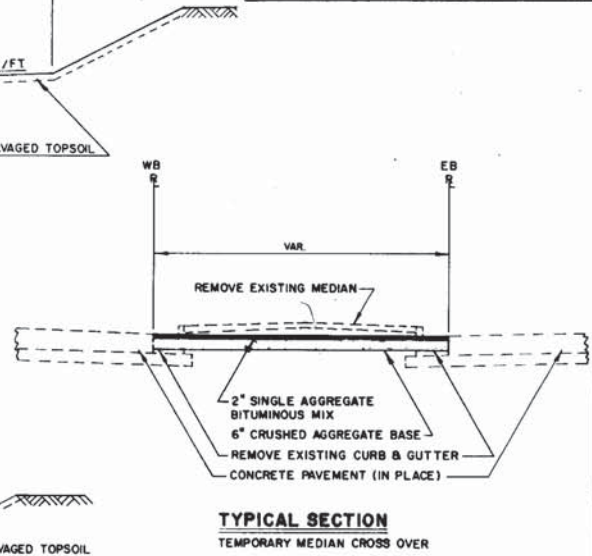
STATE PROJECT NUMBER	SHEET NO.
7575-03-84	2.1
TYPICAL SECTIONS	



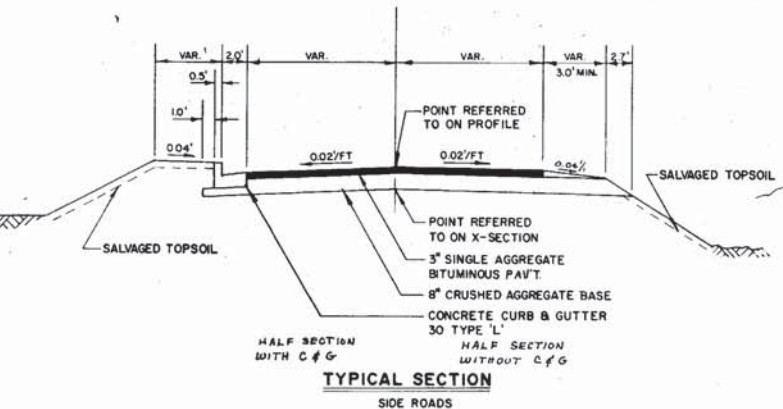
TYPICAL TANGENT SECTION
STA. 228+00-229+00, CONSTRUCT E.B. ROADWAY ONLY.
STA. 229+00-272+00



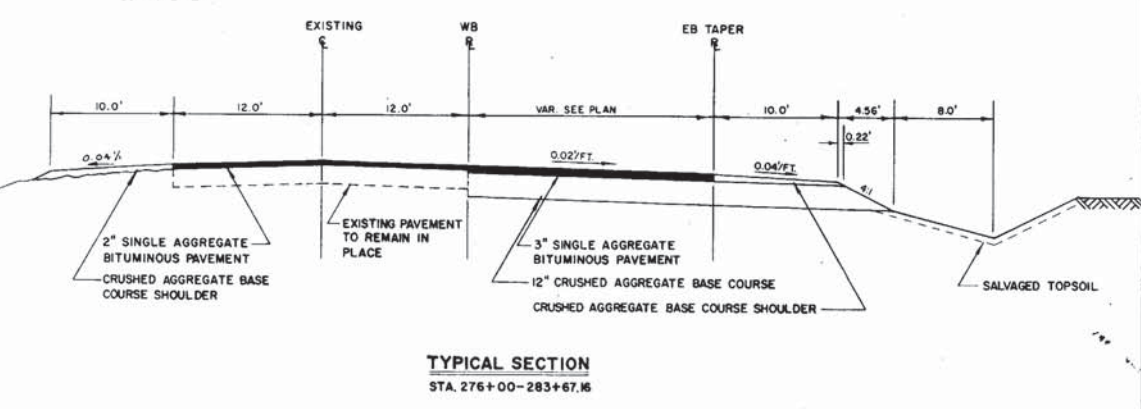
TYPICAL SECTION
STA. 272+00 STA. 276+00



TYPICAL SECTION
TEMPORARY MEDIAN CROSS OVER

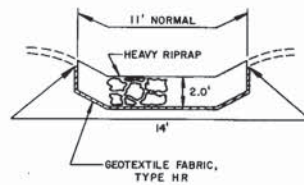


TYPICAL SECTION
SIDE ROADS

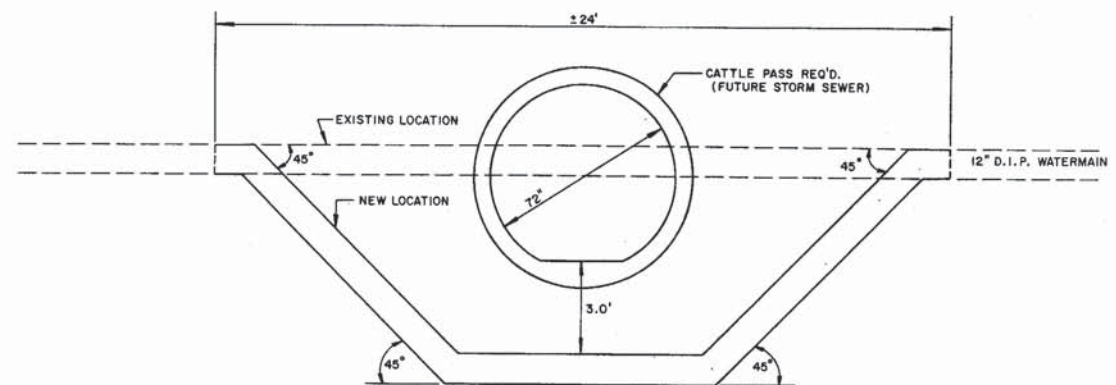


TYPICAL SECTION
STA. 276+00-283+67.6

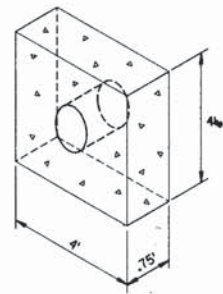
STATE PROJECT NUMBER	SHEET NO
7575-3-84	2.2



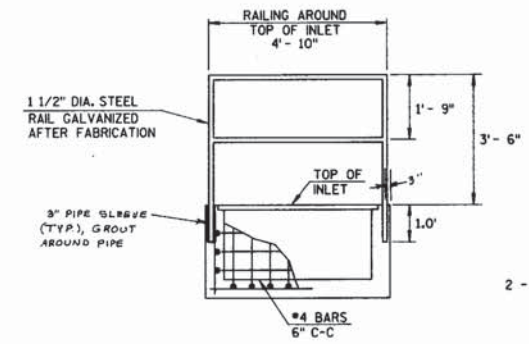
**TYPICAL SECTION
HEAVY RIPRAP FLUME**



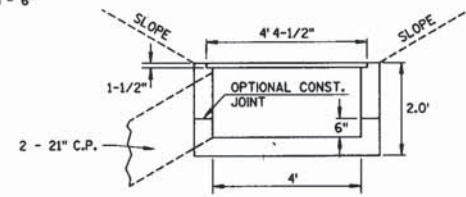
RELOCATE WATERMAIN
STA. 233+71



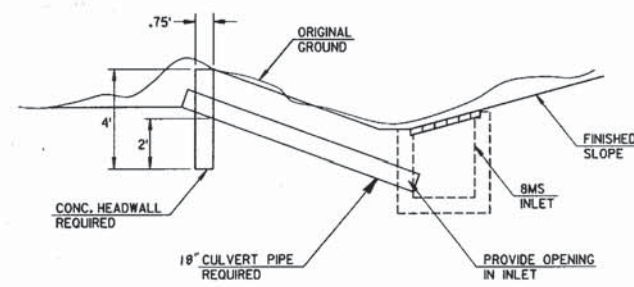
CONCRETE HEADWALL



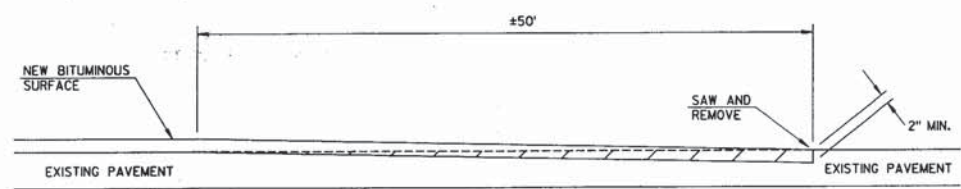
SIDE VIEW



END VIEW

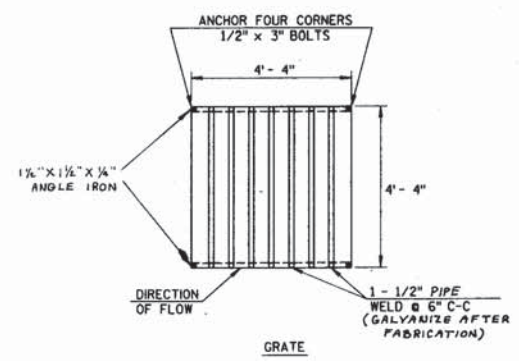


TYPICAL SECTION
DOWN DRAIN

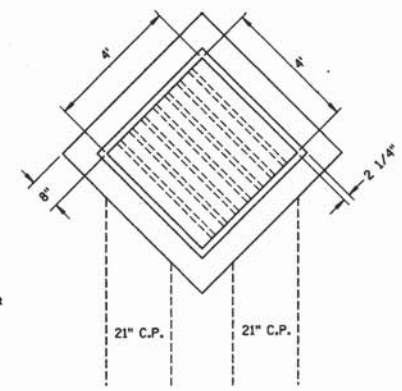


REMOVAL AREA

BUTT JOINT DETAIL



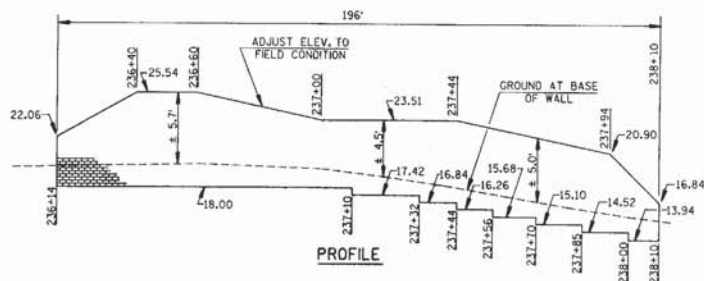
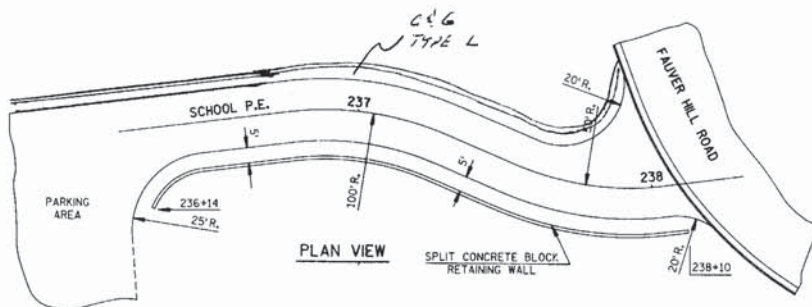
GRATE



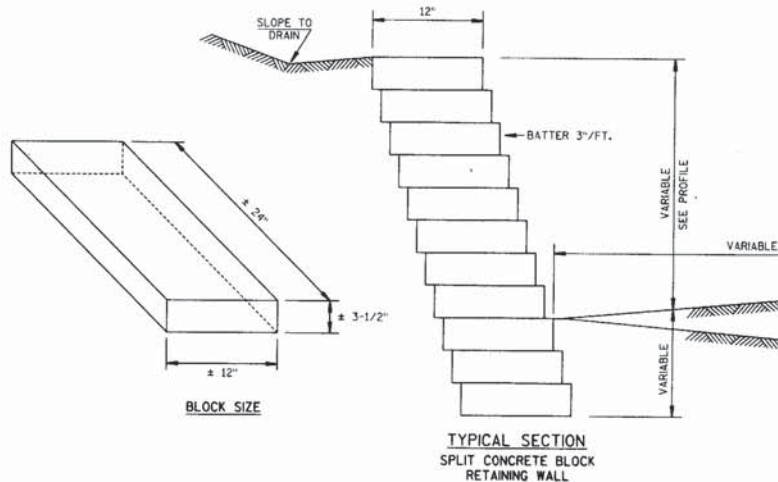
TOP VIEW

SPECIAL INLET
STA 258+50
80' RT. E.B.

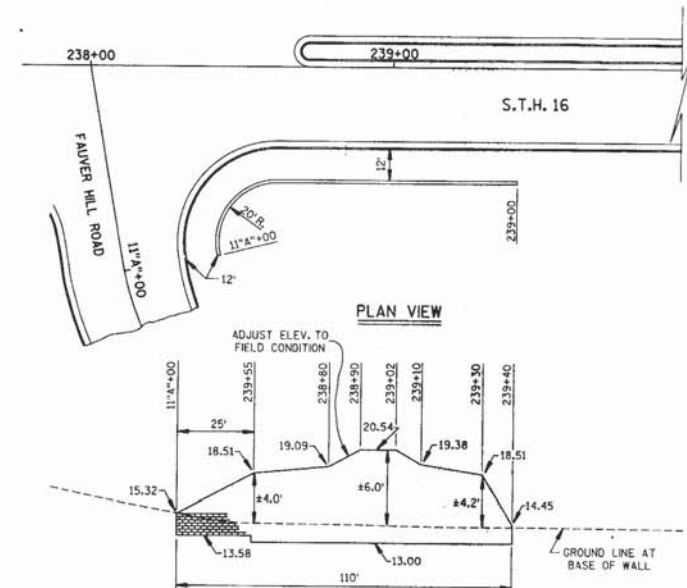
STATE PROJECT NUMBER 7575 - 03 - 84	SHEET NO. 24
SPLIT CONCRETE BLOCK RETAINING WALL	



RETAINING WALL
(SPLIT CONCRETE BLOCK)
AT FAUVER HILL SCHOOL



TYPICAL SECTION
SPLIT CONCRETE BLOCK
RETAINING WALL



RETAINING WALL
(SPLIT CONCRETE BLOCK)
AT FAUVER HILL ROAD INTERSECTION

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

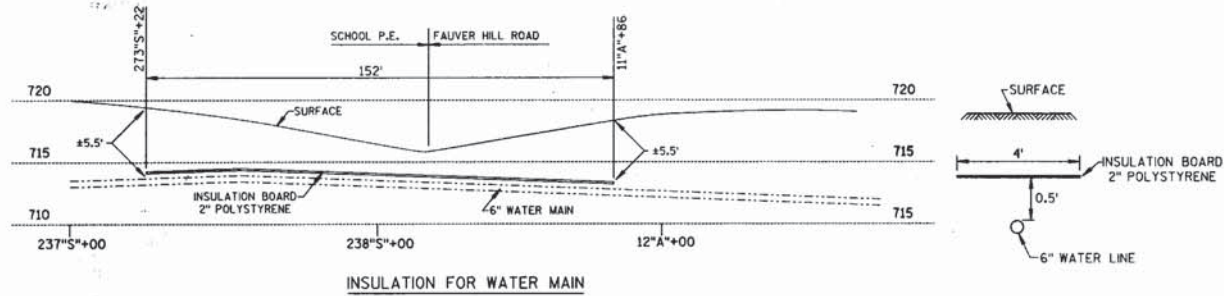
ORIGINATOR: GARY SNYDER, DIST. 5, LACROSSE

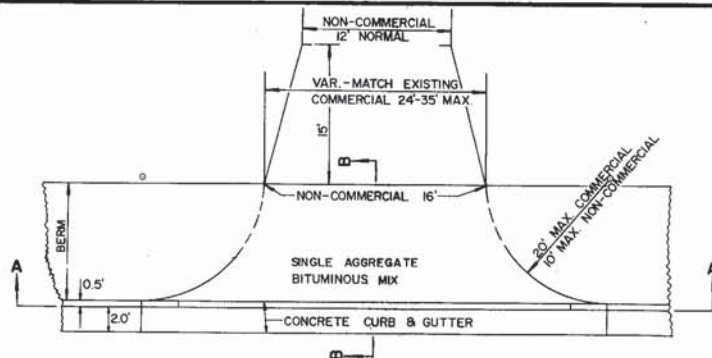
FILE NAME: 75750310

PLOT SCALE:

WISDOT/CADDIS SHEET 42

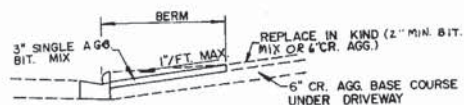
PLOT NAME:





LAYOUT

SECTION A-A



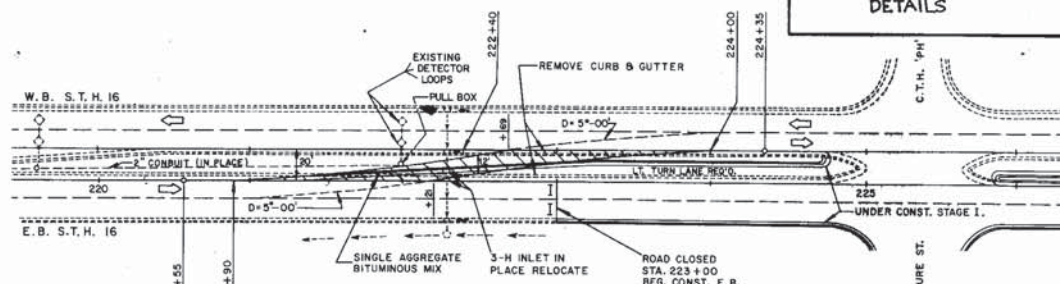
SECTION B-B

DRIVEWAY DETAILS

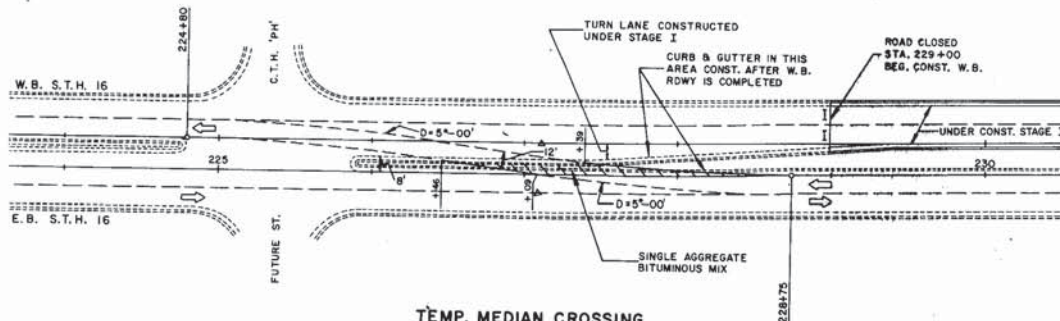
NOTE: SEE MISC. QUANTITIES SHEET FOR BIT. THICKNESS AT NEW CONSTRUCTION

PRIVATE DRIVEWAYS

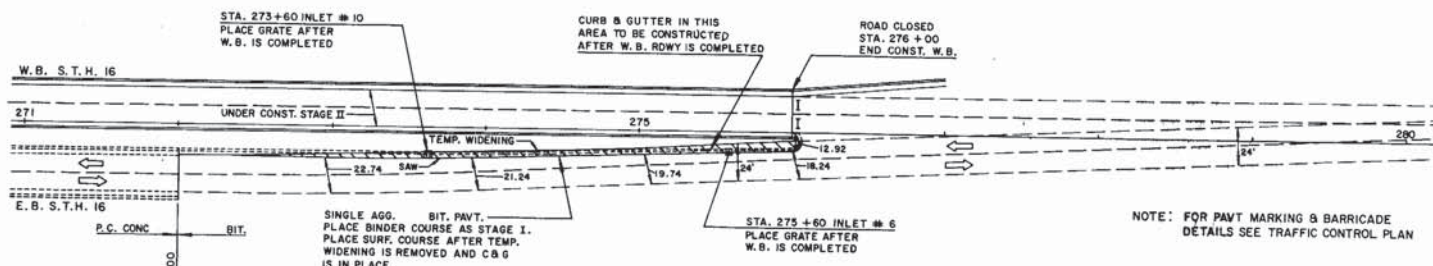
LOCATION	STATION	SIDE	CURB OPENING (FT.)	OWNER
EB	228+70	RT	70	SENY
EB	229+45	RT	36	MC CUNE
EB	231+20	RT	60	PRALLE
WB	231+25	LT	60	PRALLE
WB	238+06	LT	75	FARM & FLEET
EB	242+50	RT	36	PERTZSCH
EB	247+00	LT	75	PERTZSCH & RYAN
SIDE RD	11A136	RT	70	SCHOOL



TEMP. MEDIAN CROSSING
FOR STAGE I CONSTRUCTION
(CONST. E.B. RDWY)



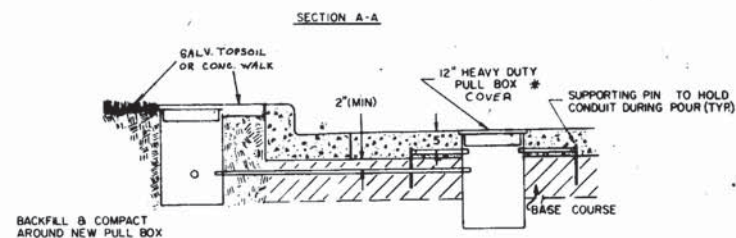
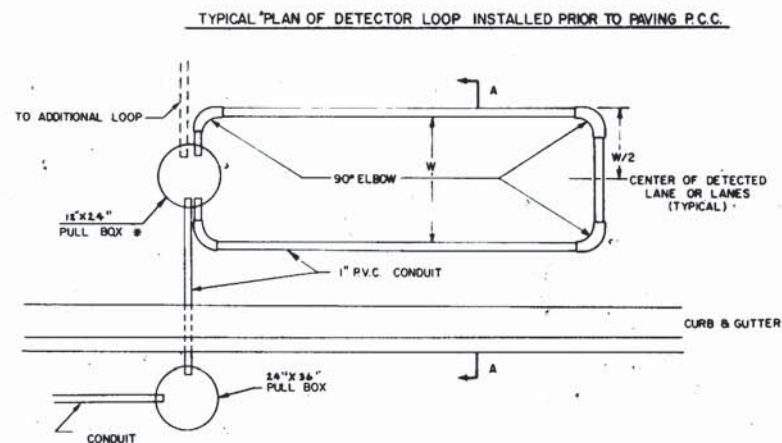
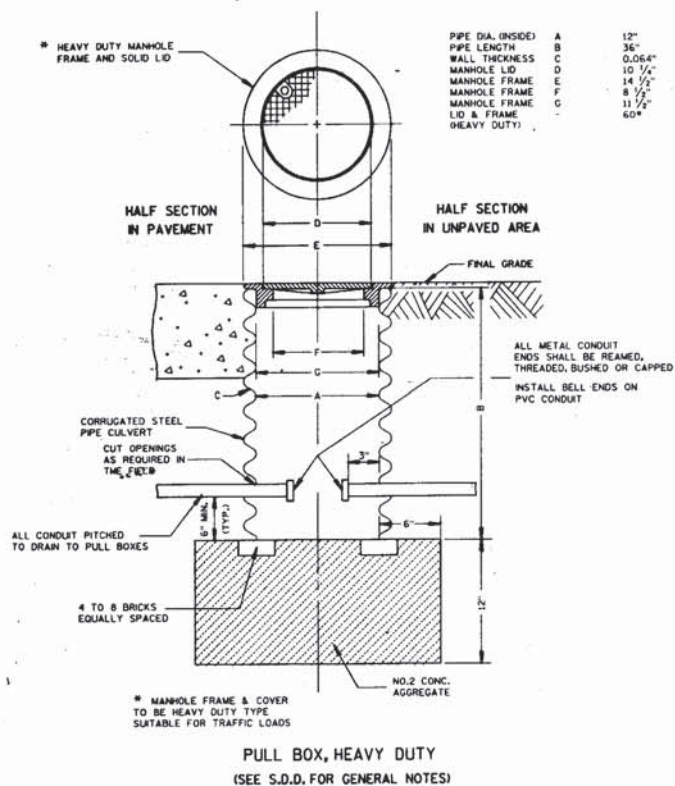
TEMP. MEDIAN CROSSING
FOR STAGE II CONSTRUCTION
(CONST. E.B. RDWY)



TEMP. MEDIAN CROSSING
FOR STAGE II CONSTRUCTION
(CONST. E.B. RDWY)

NOTE: FOR PAVT MARKING & BARRICADE DETAILS SEE TRAFFIC CONTROL PLAN

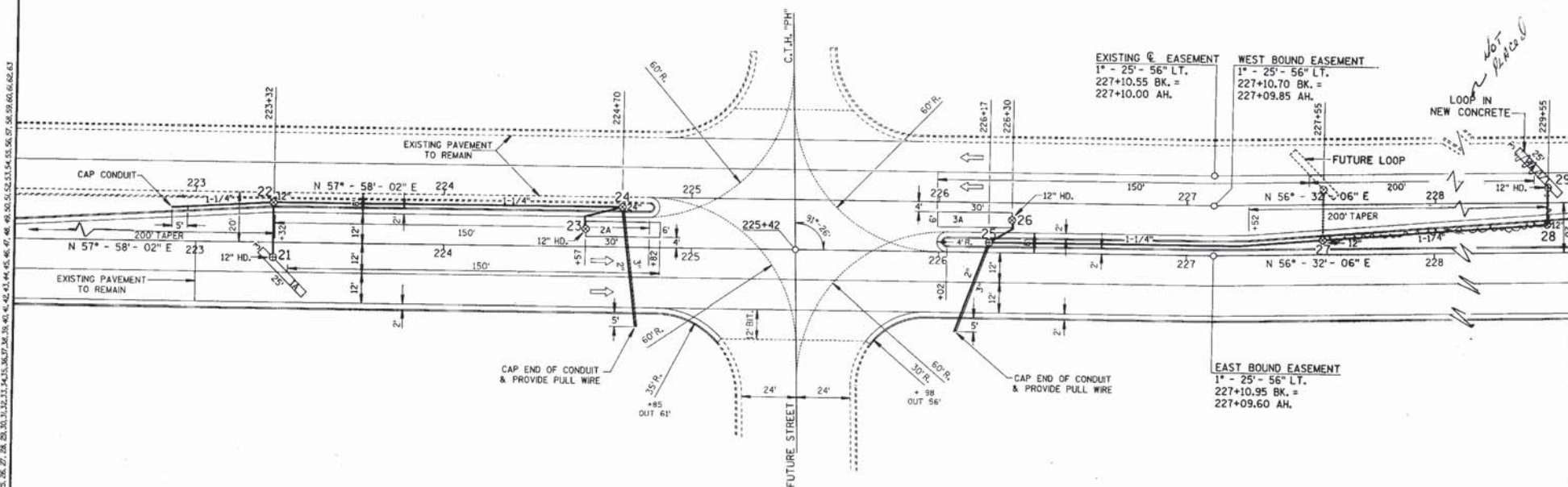
DETECTOR LOOP DETAILS



* 12" Manhole Frame & Cover to be Heavy Duty Type for Vehicular Traffic Loads

TRAFFIC DETECTOR LUMP SUM	SIGNAL LOOPS	HEAVY DUTY PULL BOX 12" X 36"
LOCATION	SIZE	
1A	3' X 25'	1
2A	6' X 30'	1
3A	6' X 30'	1
4A	3' X 25'	1

STATE PROJECT NUMBER 7575 - 03 - 84	SHEET NO. 2.8
C.T.H. 'PH' INTERSECTION CONDUIT & PULL BOX DETAILS	



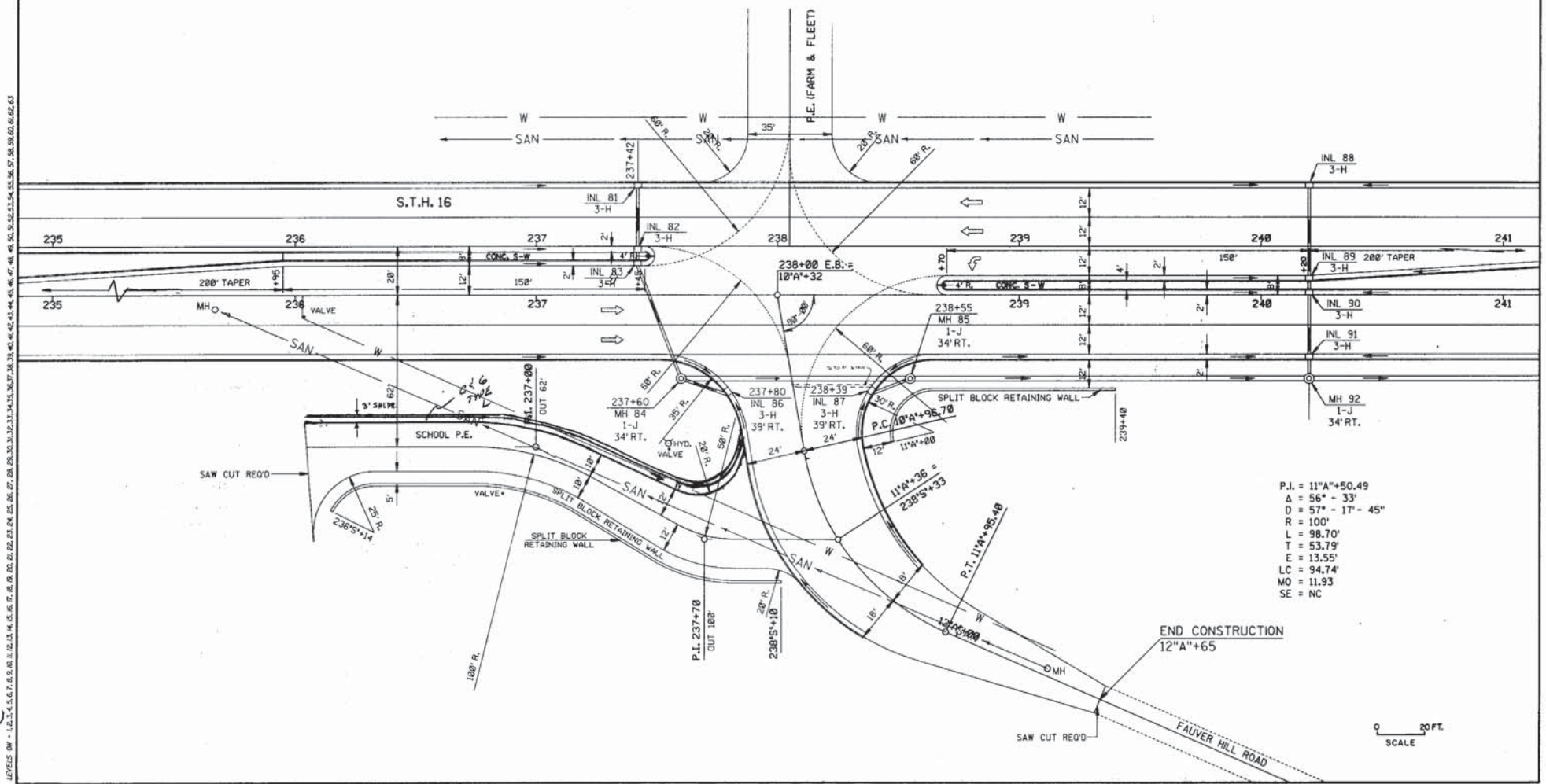
NOTE:
DETECTOR LOOPS, PULL BOXES AND CONDUIT
SHOWN TO BE INSTALLED UNDER THIS CONTRACT.
LOOPWIRES, SIGNALBASES, SIGNALS AND
CONTROLLER TO BE INSTALLED IN THE FUTURE.
ALL CONDUIT TO BE PVC.
ALL PULL BOXES TO BE 24" X 36" EXCEPT
WHERE OTHERWISE NOTED.
LOOPS ARE PVC WITH 12" HEAVYDUTY PULL BOX
AND COVER.
LOOPS TO HAVE ONLY PULL WIRE INSTALLED.

LEGEND
 ⊙ PULL BOX
 1A DETECTOR LOOP
 — CONDUIT ONE 2" PLUS ONE 3" PVC

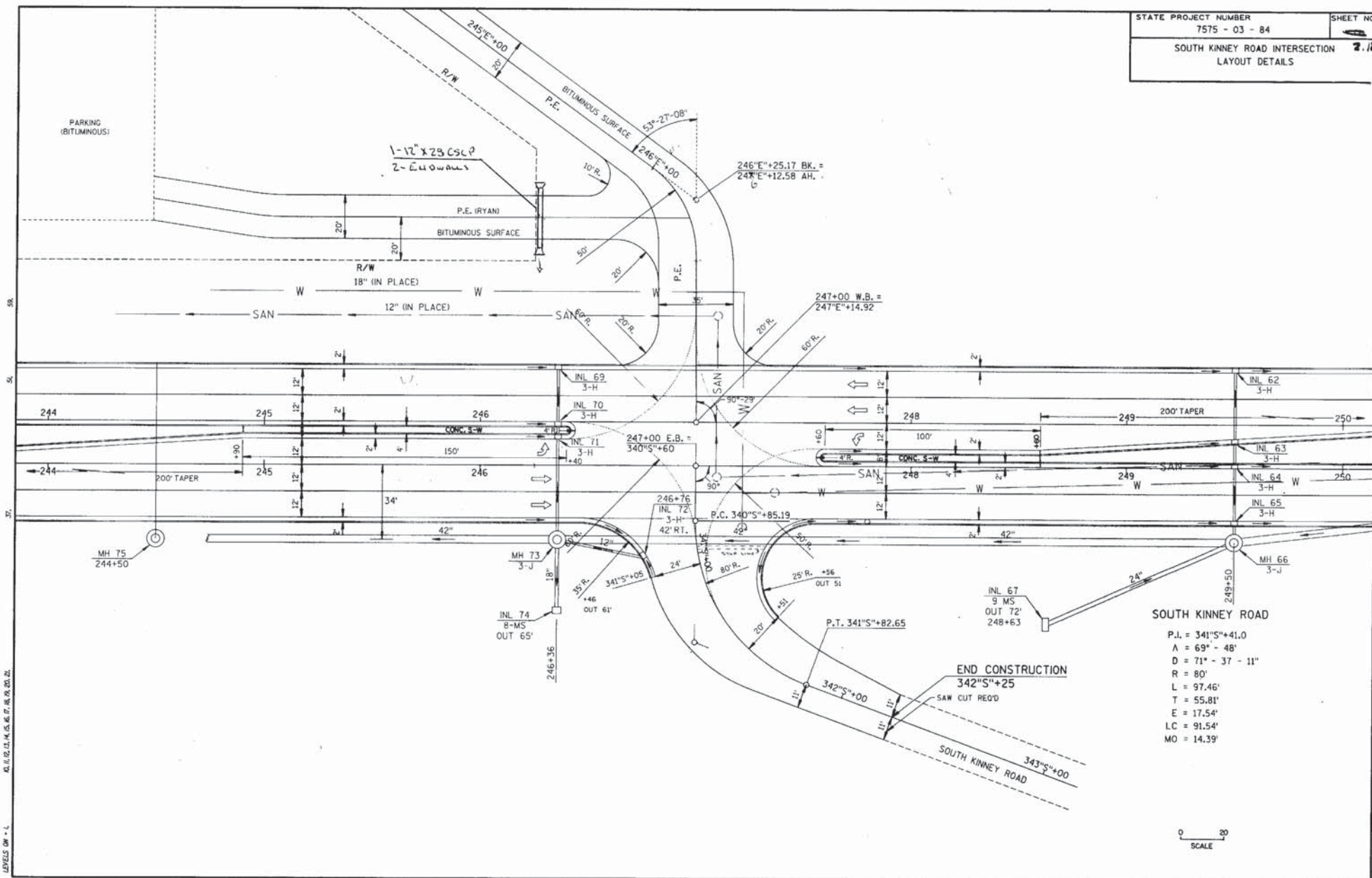
STATE PROJECT NUMBER 7575 - 03 - 84	SHEET NO. 21 219
C.T.H. '05' INTERSECTION CONDUIT & PULL BOX DETAILS	







LEVELS (IN - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63)



SOUTH KINNEY ROAD

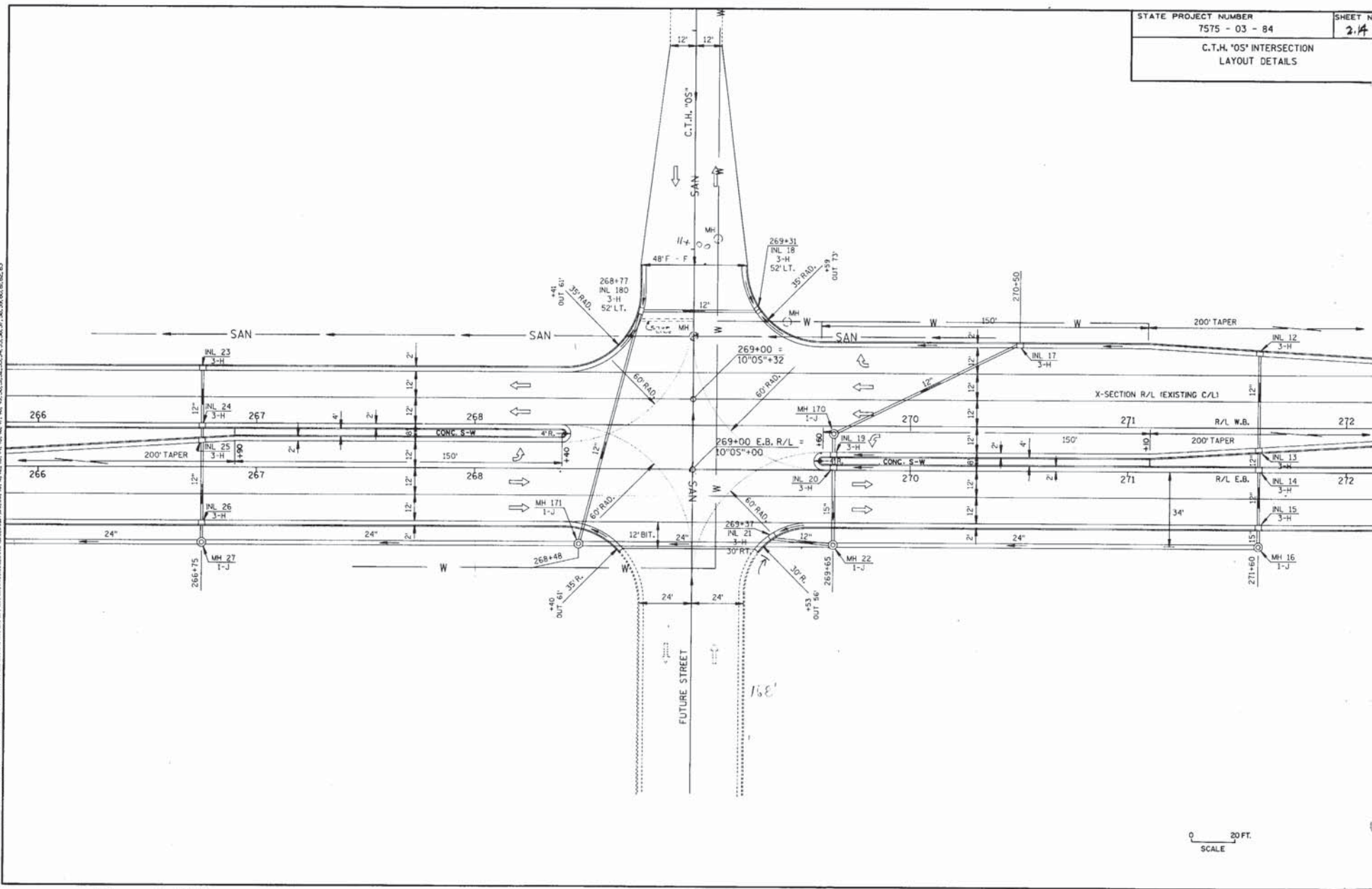
P.I. = 341°S+41.0
 A = 69° - 48'
 D = 71° - 37' - 11"
 R = 80'
 L = 97.46'
 T = 55.81'
 E = 17.54'
 LC = 91.54'
 MO = 14.39'

0 20
SCALE

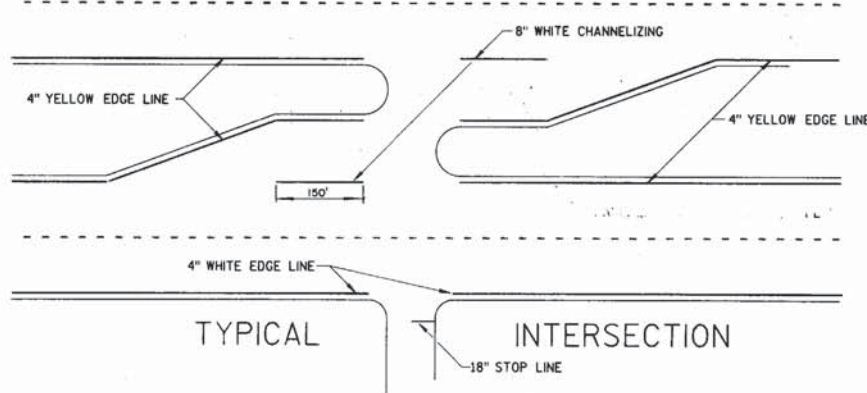
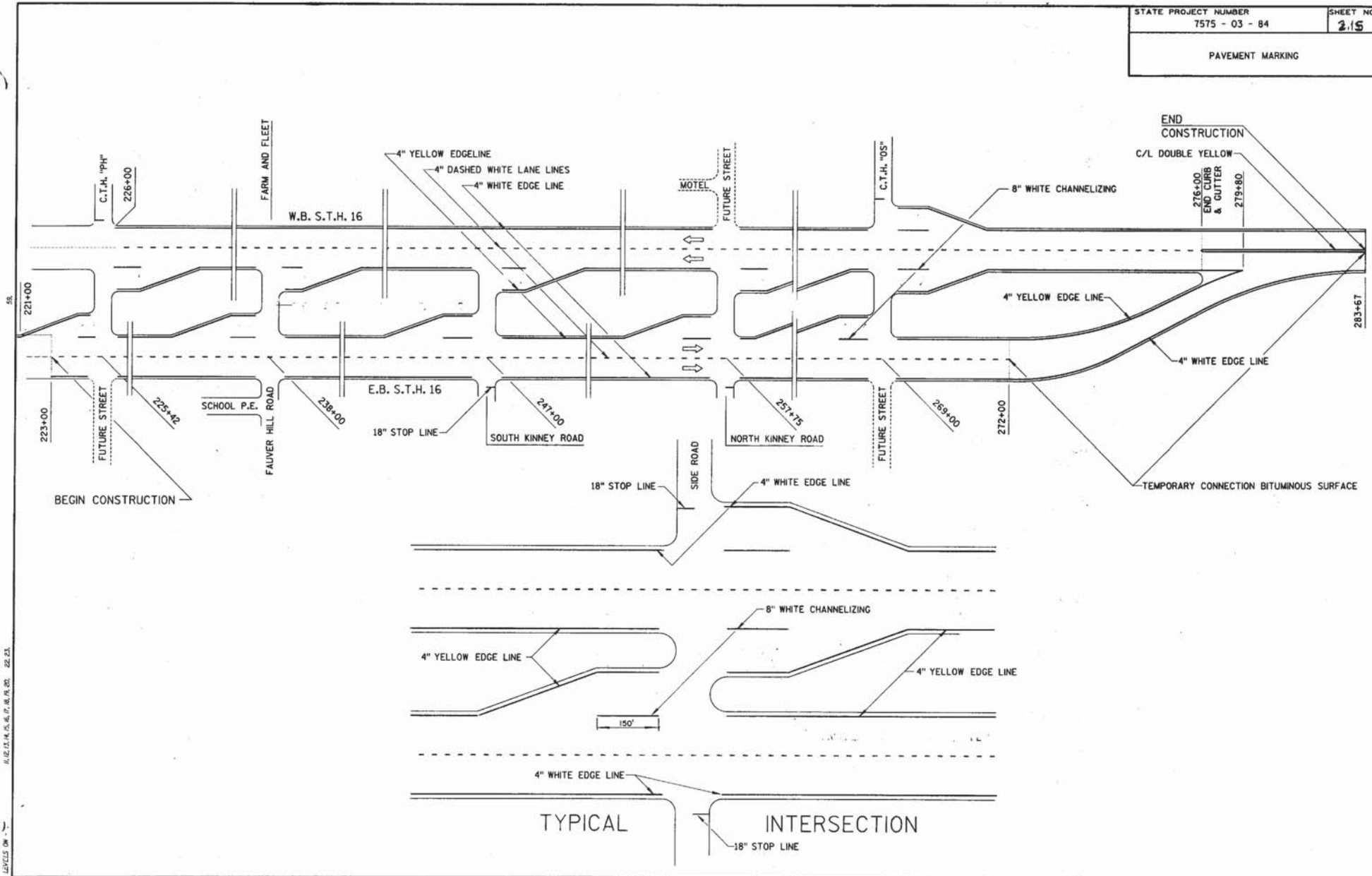


LEVELS: 0+ = 1.2, 1.4, 1.6, 1.8, 2.0, 2.2, 2.4, 2.6, 2.8, 3.0, 3.2, 3.4, 3.6, 3.8, 4.0, 4.2, 4.4, 4.6, 4.8, 5.0, 5.2, 5.4, 5.6, 5.8, 6.0, 6.2, 6.4

STATE PROJECT NUMBER	SHEET NO.
7575 - 03 - 84	2.14
C.T.H. '05' INTERSECTION LAYOUT DETAILS	



266 - 270



11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

GENERAL NOTES

1. THE SIGN LOCATIONS SHOWN ON THIS PLAN SHOW A TYPICAL CONDITION FOR WORK CONDITIONS NOT SHOWN THE SIGNING SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. SIGN FACE LAYOUT SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS, UNLESS OTHERWISE PROVIDED IN THE PLAN.
3. ALL "W" SERIES SIGNS ARE "W" SERIES EXCEPT THE BACKGROUND IS ORANGE.
4. FLAGMAN AHEAD & ETC. SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED AT NIGHT ON WEEKENDS, OR WHEN THE ACTIVITY OR CONDITION DOES NOT EXIST. NO FLASHER SHALL BE USED WITH A COVERED SIGN.

5. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
6. R11-2, ROAD CLOSED IS 48" X 30".
7. G20-2 END CONSTRUCTION IS 60" X 24".
8. WHEN TEMPORARY PAVEMENT MARKING IS USED ON PERMANENT PAVEMENT, ONLY REMOVABLE TAPE MAY BE USED.
9. EXISTING STOP SIGNS AT ALL SIDE ROAD INTERSECTIONS SHALL BE RELOCATED AS CONSTRUCTION CONDITIONS REQUIRE.

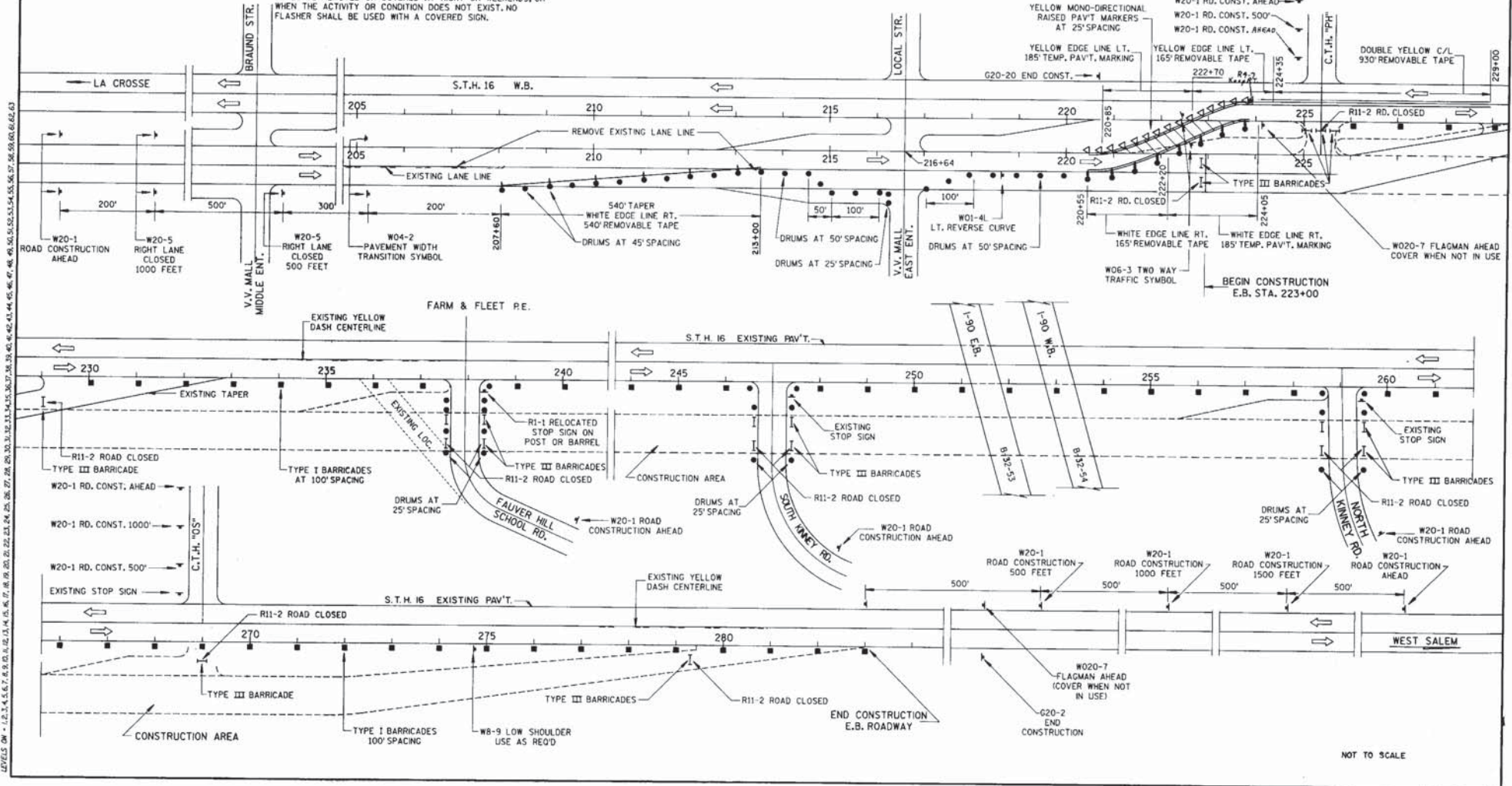
LEGEND

- TYPE I OR II BARRICADE WITH "C" STEADY BURN LIGHT.
- TYPE II BARRICADE WITH TWO TYPE "A" FLASHERS, WARNING SIGNS TO BE MOUNTED WHERE INDICATED ON PLANS.
- REFLECTORIZED DRUM WITH W0 12-1 SIGN (24" X 24") DOWN ARROW & TYPE "C" STEADY BURN LIGHT.
- REFLECTORIZED DRUM WITH TYPE "C" STEADY BURN WARNING LIGHT.
- ▶ POST MOUNTED WARNING SIGN WITH "A" FLASHER.
- ◁ MONO-DIRECTIONAL RAISED PAVEMENT MARKERS -

STATE PROJECT NUMBER
7575 - 03 - 84

SHEET NO.
216

TRAFFIC CONTROL PLAN
STAGE I
CONST. E.B. ROADWAY



NOT TO SCALE



NOTE: E.B. & W.B. IS THE
MEDIAN EDGE OF PAVT.

STATE PROJECT NUMBER
7575 - 03 - 84

SHEET NO.
2 / 8

ALIGNMENT PLAN

BEGIN PROJECT 7575-03-84
STATION 223+00
X = 1,685,451.693
Y = 684,647.671

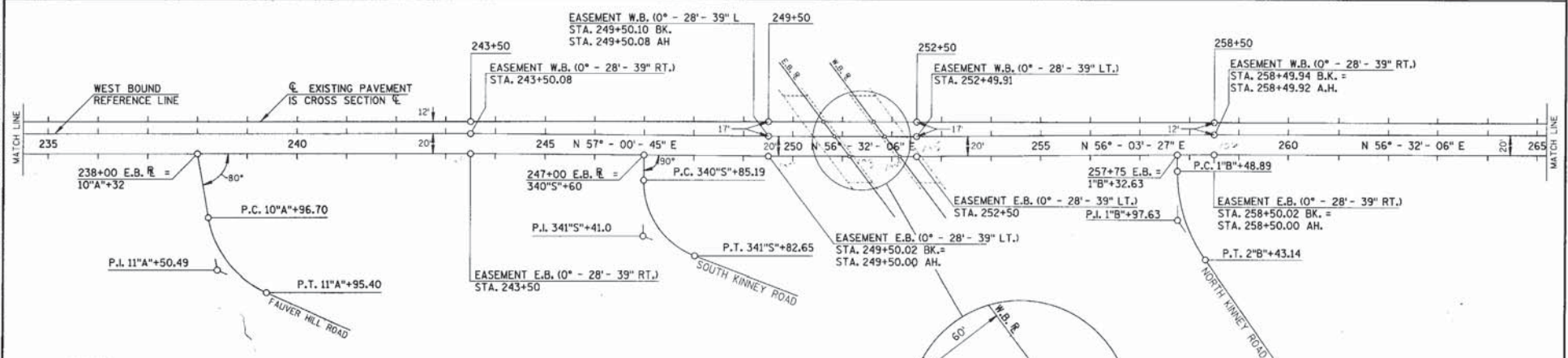
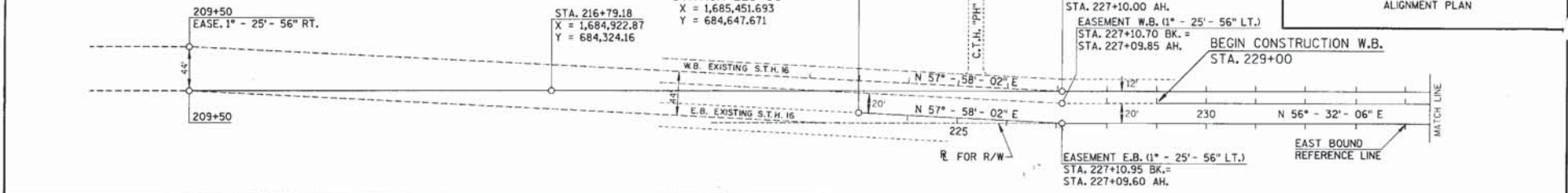
EASEMENT (1° - 25' - 56" LT.)
STA. 227+10.55 BK. =
STA. 227+10.00 AH.

EASEMENT W.B. (1° - 25' - 56" LT.)
STA. 227+10.70 BK. =
STA. 227+09.85 AH.

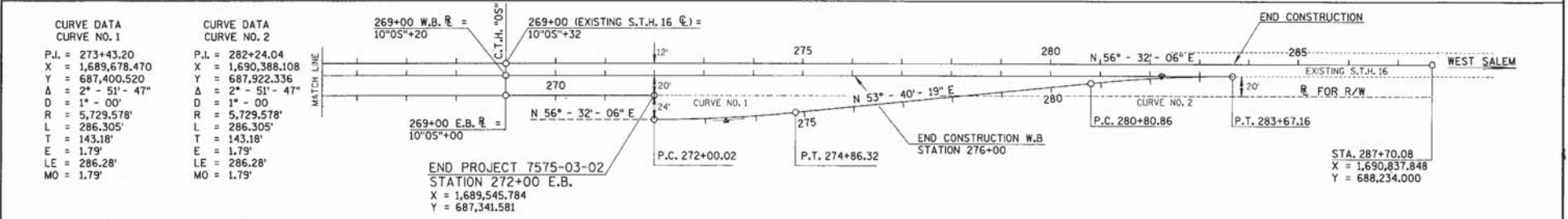
BEGIN CONSTRUCTION W.B.
STA. 229+00

EASEMENT E.B. (1° - 25' - 56" LT.)
STA. 227+10.95 BK. =
STA. 227+09.60 AH.

EAST BOUND
REFERENCE LINE



"A" LINE CURVE DATA		
FAUVER HILL ROAD		
P.I. = 11°A'+50.49	P.I. = 341°S'+41.0	P.I. = 1°B'+97.63
X = 1,686,791.127	X = 1,687,506.067	X = 1,688,393.719
Y = 685,380.867	Y = 685,892.733	Y = 686,501.401
Δ = 56° - 33'	Δ = 69° - 48'	Δ = 36° - 00'
D = 57° - 17' - 45"	D = 71° - 37' - 11.0"	D = 38° - 11' - 5"
R = 100.00	R = 80.0	R = 150
L = 98.70	L = 97.46	L = 94.25
T = 53.79	T = 55.81	T = 48.74
E = 13.55	E = 17.54	E = 7.72

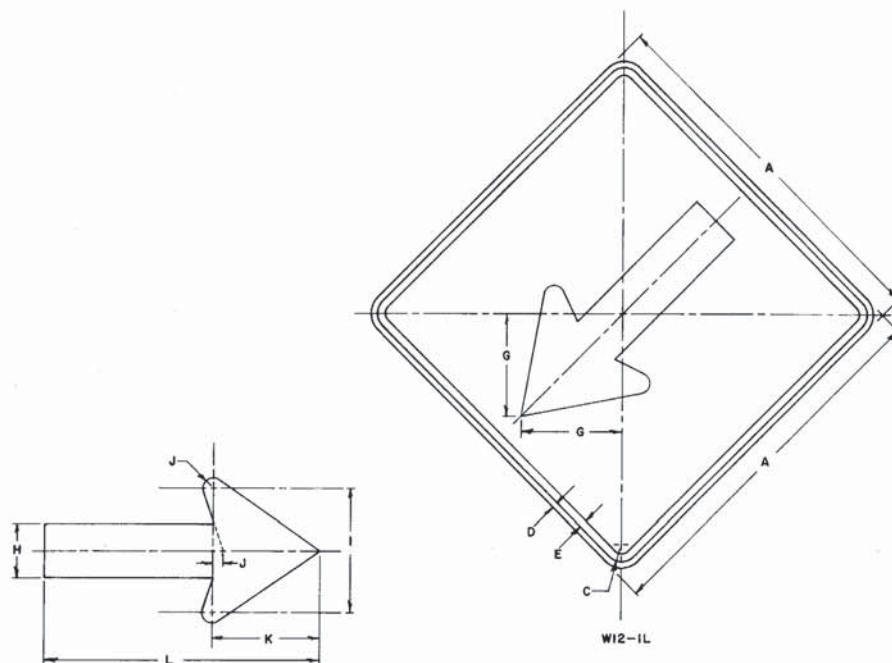


CURVE DATA		
CURVE NO. 1		
P.I. = 273+43.20	P.I. = 282+24.04	P.I. = 287+70.08
X = 1,689,678.470	X = 1,690,388.108	X = 1,690,837.848
Y = 687,400.520	Y = 687,922.336	Y = 688,234.000
Δ = 2° - 51' - 47"	Δ = 2° - 51' - 47"	Δ = 2° - 51' - 47"
D = 1° - 00'	D = 1° - 00'	D = 1° - 00'
R = 5,729.578'	R = 5,729.578'	R = 5,729.578'
L = 286.305'	L = 286.305'	L = 286.305'
T = 143.18'	T = 143.18'	T = 143.18'
E = 1.79'	E = 1.79'	E = 1.79'
MO = 1.79'	MO = 1.79'	MO = 1.79'

END PROJECT 7575-03-02
STATION 272+00 E.B.
X = 1,689,545.784
Y = 687,341.581

STA. 287+70.08
X = 1,690,837.848
Y = 688,234.000

1. Sign is Type II-Reflective-reference
WIS DOT Standard Specification for ROAD
and BRIDGE 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. W12-IR same as W12-IL except arrow points down right.

[illegible]

Date Drawn -	Date Redrawn - 5-6-83
Date Revised -	
STANDARD SIGN W12-1L&R	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	
	Chief Traffic Engineer
DATE 10-10-83	PLATE NO W12-15