LAX

PROJECT ID: WITH: N/A

5160-07-70

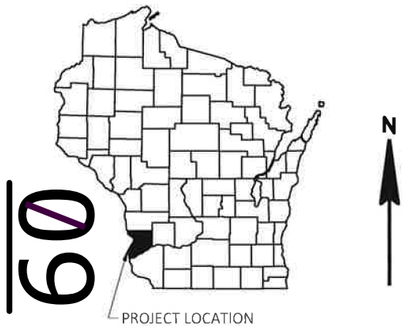
COUNTY: CRAWFORD

JANUARY 2025

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
Section No.	4	Right of Way Plat
~~Section No.~~	~~5~~	~~Plan and Profile~~
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS = 326



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

PRAIRIE DU CHIEN - FERRYVILLE

CTH N TO CTH E/B-12-41,-42,-43,-45

STH 35

CRAWFORD COUNTY

STATE PROJECT NUMBER
5160-07-70

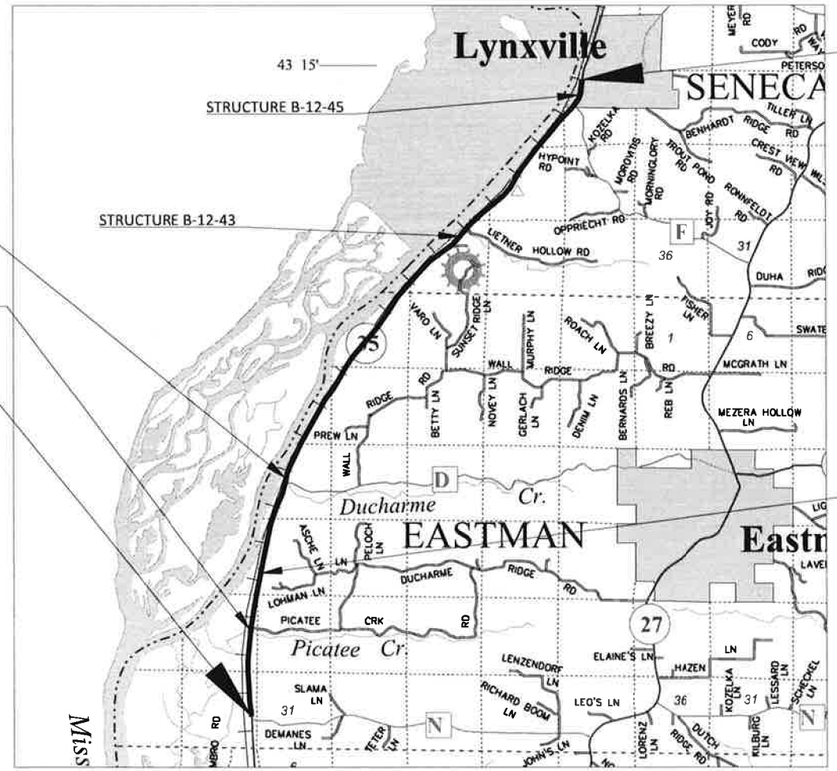
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5160-07-70	WISC 2023310	1

DESIGN DESIGNATION 5160-07-00

A.A.D.T.	2024	=	3,000
A.A.D.T.	2044	=	3,500
D.H.V.		=	14.4%
D.D.		=	60/40
T.		=	24.7%
DESIGN SPEED		=	55 MPH
ESALS		=	1,700,000

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE	300 FB'	ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
		TELEPHONE	T
MARSH AREA		WATER	W
		UTILITY PEDESTAL	
WOODED OR SHRUB AREA		POWER POLE	
		TELEPHONE POLE	



TOTAL NET LENGTH OF CENTERLINE = 9.963 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), CRAWFORD COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18.

ORIGINAL PLANS PREPARED BY

MSA

1230 SOUTH BOULEVARD, BARABOO, WI 53913
(608) 356-2771 www.msa-ps.com

WISCONSIN
BOBBI L. MAXWELL
39012-006
BARABOO
WI
PROFESSIONAL ENGINEER

Bobbi L. Maxwell
9-19-24

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	MSA PROFESSIONAL SERVICES, INC.
Designer	MSA PROFESSIONAL SERVICES, INC.
Project Manager	JOHN BAINTER, P.E.
Regional Examiner	SW REGION
Regional Supervisor	JOHN BAINTER, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 9/20/2024

E

2

GENERAL NOTES

MISCELLANEOUS

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.

THE MAJORITY OF THE EXISTING TOPOGRAPHY SHOWN ON THIS PLAN IS BASED ON COUNTY LIDAR DATA. VERIFY FIELD CONDITIONS PRIOR TO CONSTRUCTION.

ADJUST CULVERT PIPE ELEVATIONS, LENGTHS AND LOCATIONS TO FIT EXISTING FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL EXISTING SIGNS SHALL REMAIN IN PLACE UNTIL CONSTRUCTION OPERATIONS REQUIRE THEM TO BE REMOVED/MOVED OR UNLESS THE ENGINEER APPROVES THEM TO BE REMOVED/MOVED.

REMOVALS

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

GRADING AND EROSION CONTROL

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

DO NOT STORE EQUIPMENT OR MATERIALS IN, NOR IMPACT ANY WETLANDS OR WATERWAYS OUTSIDE THE SLOPE INTERCEPTS SHOWN.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY ARE TO BE FERTILIZED, PERMANENT SEEDED, AND MULCH OR EMAT PLACED AS DIRECTED BY THE ENGINEER.

EXCAVATION BELOW SUBGRADE (EBS) WHICH IS NOT INDICATED ON THE CROSS SECTIONS AND WHICH IS REQUIRED BY THE ENGINEER SHALL BE MEASURED AND PAID FOR AS COMMON EXCAVATION. EBS IS NOT USED TO BALANCE YARDAGE.

THE EROSION CONTROL ITEMS SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE ENGINEER WILL DETERMINE THE EXACT LOCATION OF EROSION CONTROL ITEMS. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY. REMOVE ITEMS AT ENGINEER'S DIRECTION.

FILL EXPANSION IS ESTIMATED AT 1.25.

PAVING

CURVE DATA BASED ON ARC DEFINITION.

RADII DIMENSIONS FOR THE CURB AND GUTTER ARE TO THE FLAG LINE.

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

HMA WEIGHT CALCULATIONS BASED ON 112 LBS/SY/IN.

APPLY TACK COAT A RATE OF 0.07 GAL/SY TO MILLED SURFACES AND 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.

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

UNLESS OTHERWISE SHOWN ON THE PLAN, SAWCUT ALL MATCHING DRIVEWAYS AND STREETS. COST OF CUTTING IS TO BE PAID FOR UNDER "SAWING ASPHALT" FOR ASPHALT PAVEMENT.

STORM SEWER

INLET OFFSETS GIVEN TO THE CENTER OF THE STRUCTURE.

WHERE TYING INTO EXISTING STRUCTURES OR PIPES, VERIFY EXISTING ELEVATIONS AND DIMENSIONS PRIOR TO ORDERING MATERIALS.

AS-BUILTS

ID 5161-1-72, PRAIRIE DU CHIEN - LYNXVILLE ROAD
(CTH N - LOCK & DAM #9 SECTION) 1986
ID 5161-1-73, PRAIRIE DU CHIEN - LYNXVILLE ROAD
(LOCK & DAM #9 - LYNXVILLE SECTION) 1986
ID 5161-1-76, PRAIRIE DU CHIEN - LYNXVILLE ROAD
(CTH N - LYNXVILLE SECTION) 1986
ID 5161-03-71, LYNXVILLE - DESOTO ROAD
(CTH E - CTH C) 1993

SECTION 2 ORDER OF SHEETS

1. GENERAL NOTES
2. PROJECT OVERVIEW
3. EXISTING TYPICAL SECTIONS
4. FINISHED TYPICAL SECTIONS
5. CONSTRUCTION DETAILS
6. CURB RAMPS
7. PLAN ON PLAN
8. EROSION CONTROL
9. STORM SEWER
10. TRAFFIC CONTROL/DETOUR PLAN
11. PEDESTRIAN ACCESS
12. ALIGNMENT DIAGRAMS

ROAD CORING LOG

CORE #	STATION	OFFSET	ASPHALT THICKNESS
C-1	274+79.2	6' RT	4.5"
C-2	290+63.2	12' RT	5"
C-3	302+77.6	3' RT	4.5"
C-4	323+36.8	9' LT	3"
C-5	345+24	6' RT	3"
C-6	360+02.4	6' LT	2.5"
C-7	378+50.4	9' RT	4.25"
C-8	393+81.6	3' RT	3.25"
C-9	411+76.8	14' RT	4.5"
C-10	427+08	6' RT	4"
C-11	449+77.8	1' RT	4.25"
C-12	470+37	9' RT	4.5"
C-13	487+26.6	6' RT	4.75"
C-14	503+10.6	3' RT	4.25"
C-15	522+64.2	12' RT	4.5"
C-16	540+06.6	6' RT	4.25"
C-17	556+85.4	14' RT	4.5"
C-18	577+44.6	3' RT	4.5"
C-19	593+81.4	6' RT	4.5"
C-20	616+51.8	12' RT	5"
C-21	636+08.4	9' LT	4.5"
C-22	656+00.6	6' RT	4"
C-23	673+25.2	6' LT	4.75"
C-24	698+06.8	3' RT	3.75"
C-25	714+43.6	12' RT	5.5"
C-26	730+27.6	9' LT	5.25"
C-27	749+28.4	6' RT	5.25"
C-28	771+50.6	12' RT	4"
C-29	788+40.2	6' RT	6.5"

UTILITIES

ELECTRIC:
ALLIANT ENERGY
ATTN: AL MUMM
2200 E CAMPION BLVD
PRAIRIE DU CHIEN, WI 53821
CELL: 608-732-7925
EMAIL: ALLANMUMM@ALLIANTENERGY.COM

*SANITARY:
VALLEY RIDGE CLEAN WATER COMMISSION
ATTN: CORY CALE
224839 STH 35
LYNXVILLE, WI 54626
OFFICE: 608-874-4698
EMAIL: VRCWCWWTP@GMAIL.COM

COMMUNICATION:
LUMEN A.K.A. CENTURYLINK
ATTN: KYLE SCHLAMPP
20 S WILSON AVE
RICE LAKE, WI 54868
CELL: 715-292-0082
EMAIL: KYLE.SCHLAMPP@LUMEN.COM

*WATER:
VALLEY RIDGE CLEAN WATER COMMISSION
ATTN:CORY CALE
224839 STH 35
LYNXVILLE, WI 54626
OFFICE: 608-874-4698
EMAIL: VRCWCWWTP@GMAIL.COM

ELECTRIC:
SCENIC RIVERS ENERGY COOPERATIVE
ATTN: CHAD OLMSTEAD
231 N SHERIDAN ST
LANCASTER, WI 53813
OFFICE: 608-723-2121
EMAIL: COLMSTEAD@SREC.NET

COMMUNICATION:
WICONNECT
ATTN:DAVE BANGERT
2670F EAST MAIN ST
REEDSBURG, WI 53959
OFFICE: 608-524-2610
EMAIL: DAVE@CCWIS.COM

ABBREVIATIONS

AC	ACRES
AC	ASPHALT CEMENT
AEW	APRON ENDWALL
ASPH	ASPHALT
AVG	AVERAGE
ADT	AVERAGE DAILY TRAFFIC
BAD	BASE AGGREGATE DENSE
BM	BENCHMARK
CL	CENTERLINE
CC	CENTER TO CENTER
CONC	CONCRETE
CMCP	CORRUGATED METAL CULVERT PIPE
CPRC	CULVERT PIPE REINFORCED CONCRETE
CSCP	CORRUGATED STEEL CULVERT PIPE
CSM	CERTIFIED SURVEY MAP
CTH	COUNTY TRUNK HIGHWAY
CULV	CULVERT
CP	CULVERT PIPE
C&G	CURB & GUTTER
D	DEGREE OF CURVE
DHV	DESIGN HOURLY VOLUME
DIA	DIAMETER
DWY	DRIVEWAY
E	EAST
X	EAST GRID COORDINATE
ELEV	ELEVATION
EW	ENDWALL
ENT	ENTRANCE
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC	EXCAVATION
EBS	EXCAVATION BELOW SUBGRADE
EXIST	EXISTING
FF	FACE TO FACE
FERT	FERTILIZER
FE	FIELD ENTRANCE
FG	FINISHED GRADE
FT	FOOT
G.V.	GAS VALVE
INV	INVERT
IP	IRON PIPE
JCT	JUNCTION
LHF	LEFT HAND FORWARD
L	LENGTH
LS	LUMP SUM
NC	NORMAL CROWN
N	NORTH
Y	NORTH GRID COORDINATE
PACS	PIPE ARCH CORRUGATED STEEL
PT	POINT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PL	PROPERTY LINE
PE	PRIVATE ENTRANCE
R	RADIUS
REQ'D	REQUIRED
R/W	RIGHT-OF-WAY
RHF	RIGHT HAND FORWARD
SALV	SALVAGED
SHLDR	SHOULDER
SDD	STANDARD DETAIL DRAWING
STA	STATION
SE	SUPERELEVATION
TAN	TANGENT
TLE	TEMPORARY LIMITED EASEMENT
T	TRUCKS
TYP	TYPICAL
VERT	VERTICAL
VC	VERTICAL CURVE
VOL	VOLUME
WV	WATER VALVE
W	WELL

DOT DESIGN CONTACT

WISDOT SW REGION
ATTN: JOHN BAINTER, P.E.
3550 MORMON COULEE ROAD
LA CROSSE, WI 54601
OFFICE: 608-785-9729
EMAIL: JOHN.BAINTER@DOT.WI.GOV

MSA DESIGN CONTACT

MSA PROFESSIONAL SERVICES, INC.
ATTN: BOBBI MAXWELL, P.E.
1230 SOUTH BOULEVARD
BARABOO, WI 53913
OFFICE: 608-355-8861
EMAIL: BMAXWELL@MSA-PS.COM

RAILROAD CONTACT

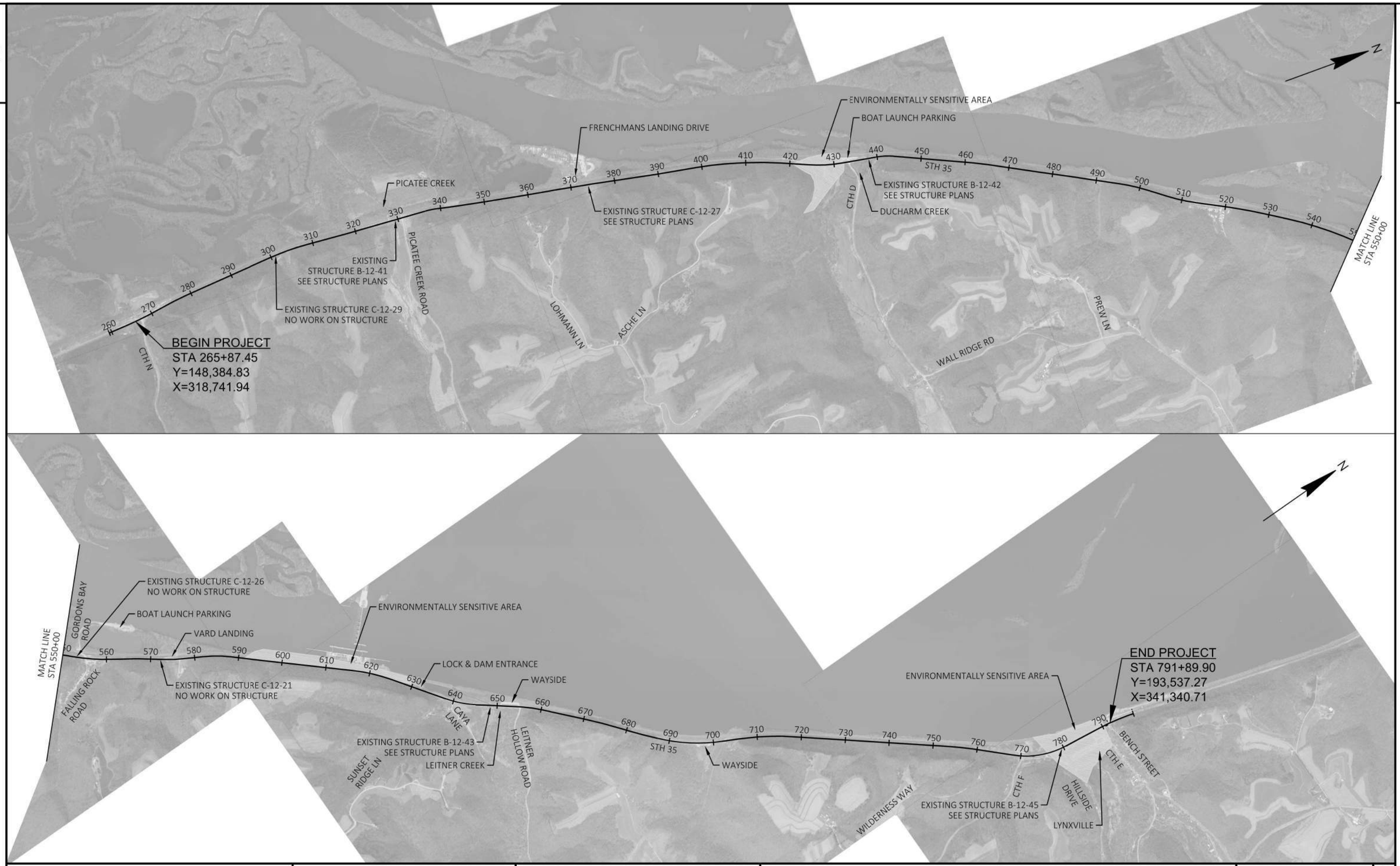
*BNSF RAILWAY COMPANY
ATTN: DANIEL PELTIER
80 44TH AVENUE NE
MINNEAPOLIS, MN 55421
OFFICE: 763-782-3005
*BNSF IS NOT PART OF DIGGERS HOTLINE
CONTACT BNSF CALL BEFORE YOU DIG LINE
1-800-533-2891 FOR BNSF UNDERGROUND CABLE LOCATE

DNR LIAISON

WISCONSIN DEPARMENT OF NATURAL RESOURCES
ATTN: KAREN KALVELAGE
ENVIRONMENTAL ANALYSIS & REVIEW SPECIALIST
DNR SERVICE CENTER
3550 MORMON COULEE ROAD
LA CROSSE, WI 54601
OFFICE: 608-785-9115
EMAIL: KAREN.KALVELAGE@WISCONSIN.GOV

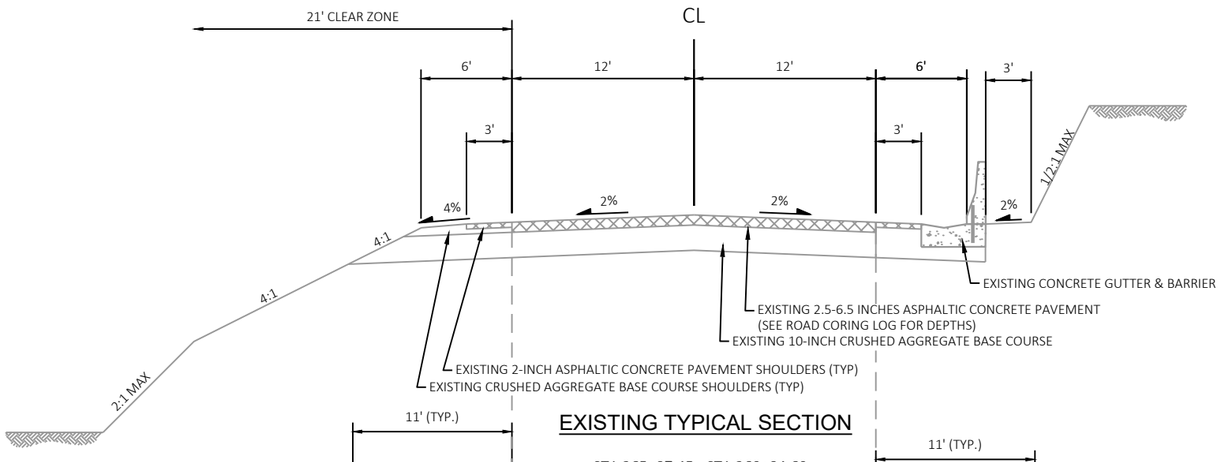
*NOT A DIGGERS HOTLINE MEMBER

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



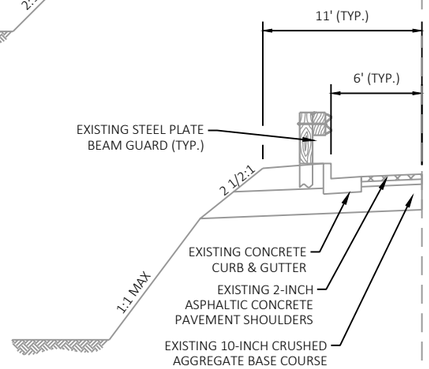
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PLOT BY : BOBBI MAXWELL
PLOT NAME :
PLOT SCALE : 1 IN:2000 FT



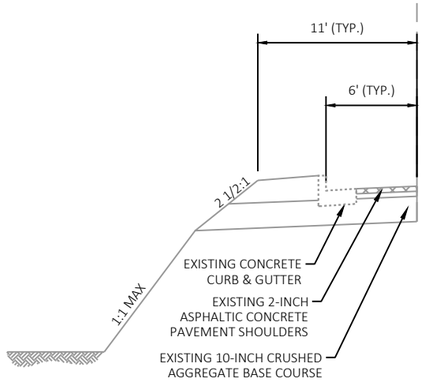
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STA 340+89.31 - STA 345+91.79
STA 368+46.14 - STA 371+88.23
STA 631+37.84 - STA 632+90.19



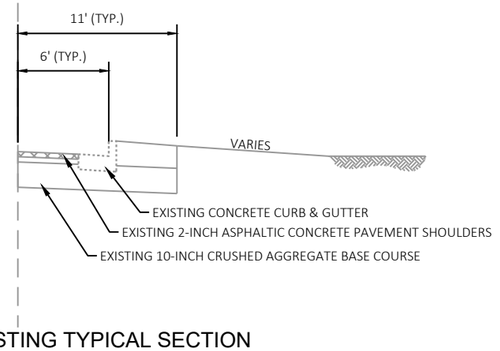
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STA 631+85.95 - STA 632+90.19



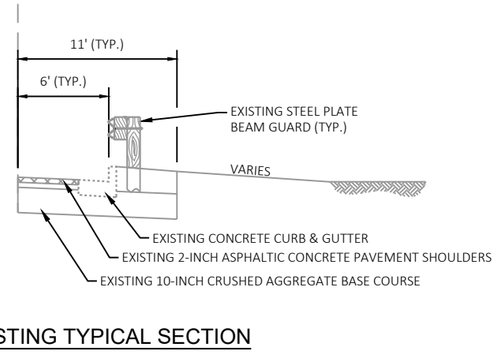
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EXISTING TYPICAL SECTION

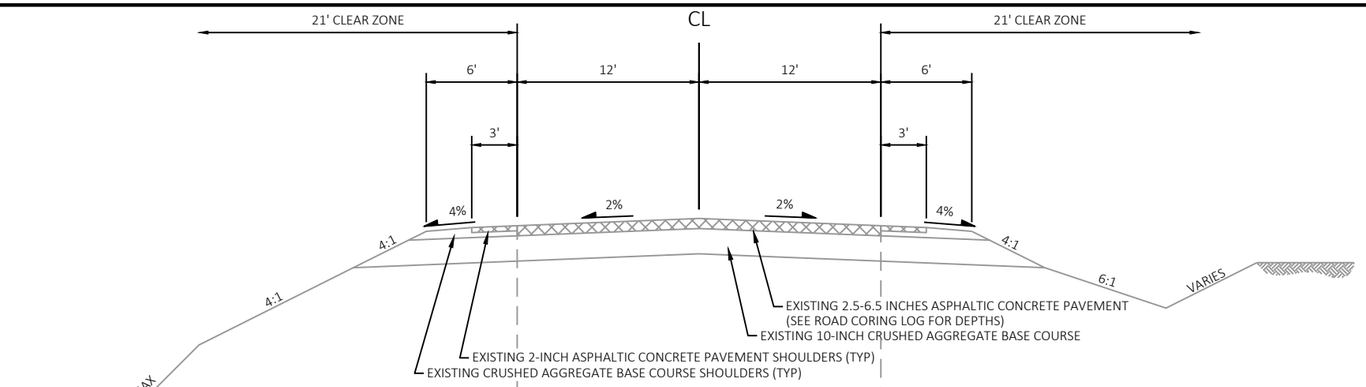
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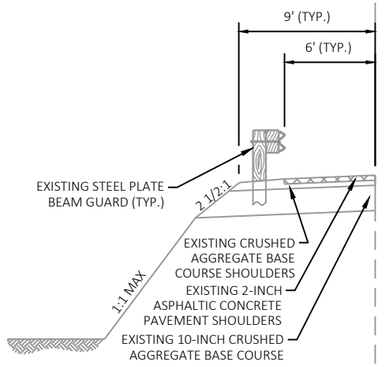
STA 267+66.37 - STA 269+84.60

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	EXISTING TYPICAL SECTIONS	SHEET 4	E



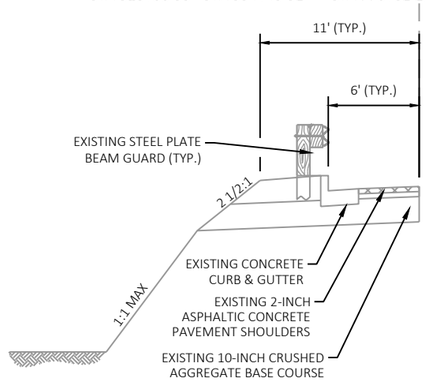
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STA 269+84.60 - STA 340+89.31
STA 345+91.79 - STA 368+46.14
STA 371+88.23 - STA 631+37.84
STA 632+90.19 - STA 789+47.33



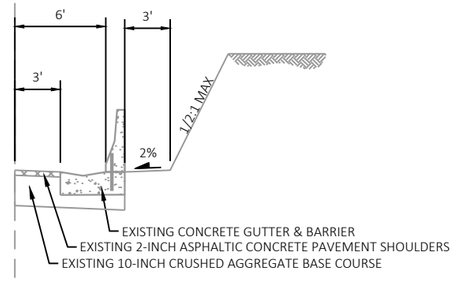
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STA 328+17.00 - STA 330+62.67
STA 332+33.60 - STA 340+89.31
STA 345+91.79 - STA 368+46.14
STA 371+88.23 - STA 416+99.19
STA 435+16.20 - STA 487+68.99
STA 488+98.66 - STA 511+97.88
STA 518+00.53 - STA 554+43.32
STA 559+21.24 - STA 573+54.28
STA 576+30.84 - STA 630+30.52
STA 632+90.19 - STA 633+68.52
STA 657+72.22 - STA 687+54.81
STA 700+05.27 - STA 702+62.92
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STA 770+82.28 - STA 789+47.33



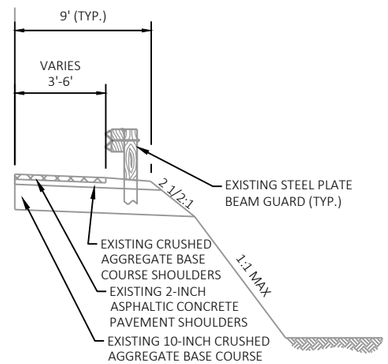
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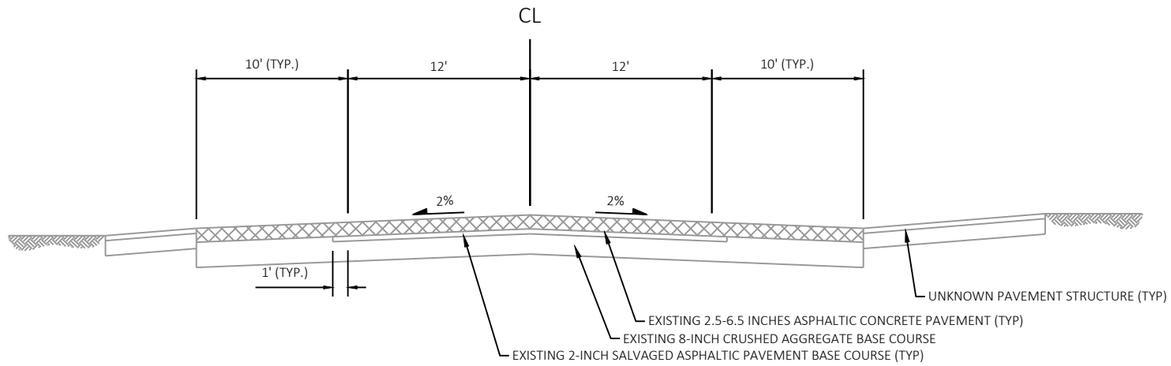
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STA 303+82.38 - STA 321+03.45
STA 333+88.01 - STA 340+89.31
STA 345+91.79 - STA 368+46.14
STA 375+41.34 - STA 387+01.58
STA 391+25.03 - STA 421+43.90
STA 439+65.91 - STA 489+24.79
STA 492+49.27 - STA 510+81.51
STA 521+63.21 - STA 551+94.08
STA 562+53.43 - STA 570+74.07
STA 579+78.34 - STA 631+37.84
STA 632+90.19 - STA 634+97.03
STA 658+83.88 - STA 689+80.72
STA 703+32.14 - STA 732+87.83
STA 737+77.63 - STA 761+93.43



EXISTING TYPICAL SECTION

STA 300+20.03 - STA 301+82.78
STA 328+17.00 - STA 330+71.70
STA 436+16.51 - STA 439+65.91
STA 519+42.75 - STA 520+41.05
STA 552+70.55 - STA 554+21.86
STA 570+74.07 - STA 573+46.18
STA 647+10.18 - STA 649+64.31
STA 699+92.58 - STA 702+10.95
STA 767+49.62 - STA 768+88.19
STA 776+05.15 - STA 786+60.29

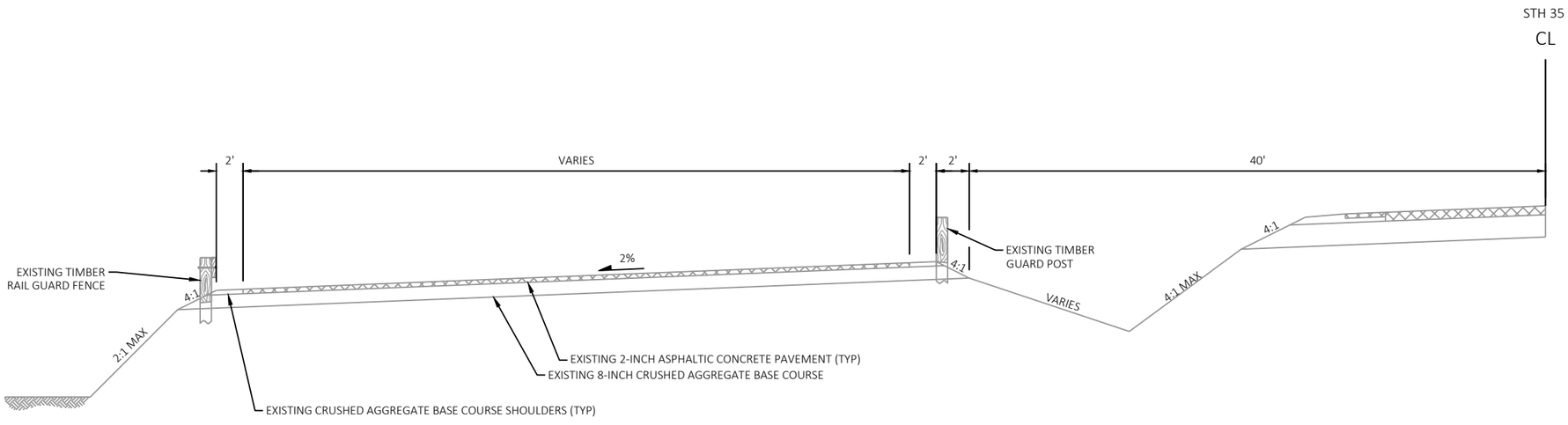


EXISTING TYPICAL SECTION LT

STA 789+47.33 - STA 791+89.90

EXISTING TYPICAL SECTION RT

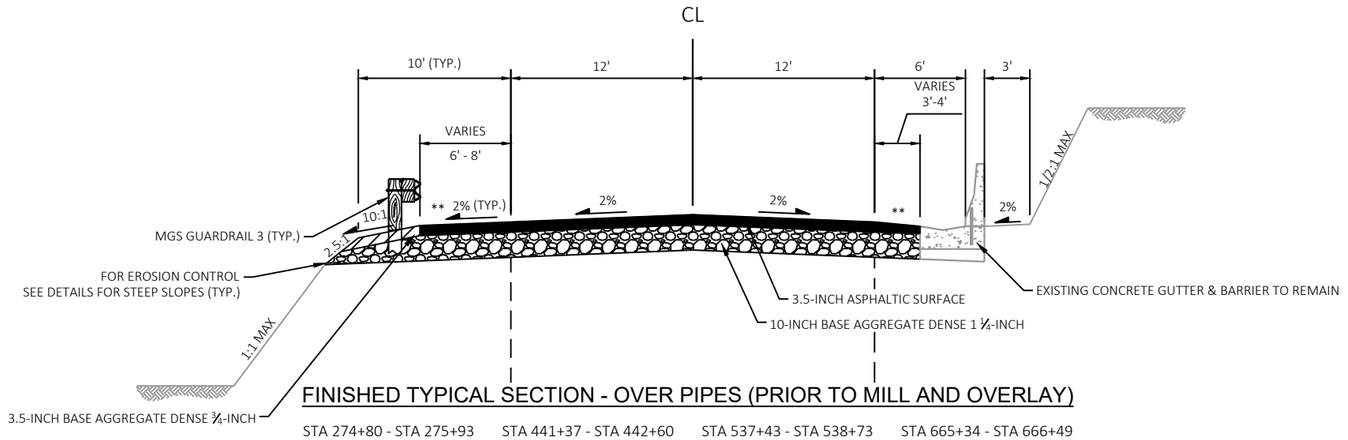
STA 786+60.29 - STA 791+89.90



EXISTING TYPICAL SECTION AT WAYSIDE/PARKING AREAS

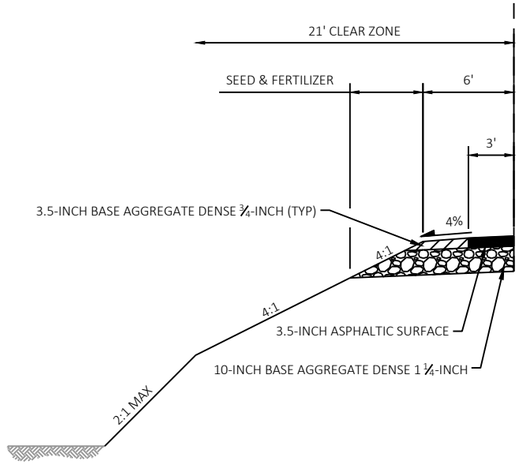
STA 431+47.03 - STA 436+11.12
STA 650+62.16 - STA 655+38.23
STA 696+53.27- STA 699+56.18 (REVERSED)

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	EXISTING TYPICAL SECTIONS	SHEET 6	E



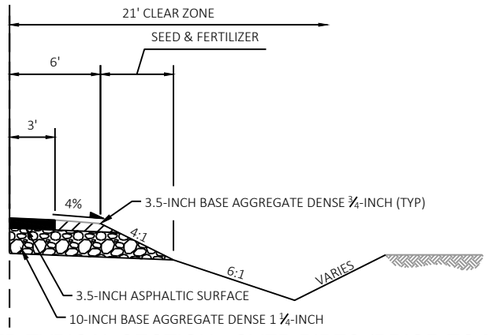
FINISHED TYPICAL SECTION - OVER PIPES (PRIOR TO MILL AND OVERLAY)

STA 274+80 - STA 275+93
STA 282+84 - STA 283+98
STA 302+34 - STA 303+48
STA 315+11 - STA 316+25
STA 334+45 - STA 335+61
STA 346+22 - STA 347+38
STA 365+78 - STA 367+00
STA 378+34 - STA 379+64
STA 411+42 - STA 412+58
STA 414+58 - STA 415+77
STA 441+37 - STA 442+60
STA 456+40 - STA 462+30
STA 465+76 - STA 467+02
STA 474+42 - STA 475+56
STA 478+02 - STA 479+20
STA 482+57 - STA 483+76
STA 509+22 - STA 510+37
STA 510+67 - STA 511+84
STA 520+16 - STA 521+31
STA 524+41 - STA 525+55
STA 537+43 - STA 538+73
STA 546+41 - STA 547+56
STA 577+12 - STA 578+26
STA 588+92 - STA 590+06
STA 591+84 - STA 592+98
STA 598+42 - STA 599+58
STA 614+68 - STA 615+82
STA 619+34 - STA 620+72
STA 632+93 - STA 634+07
STA 659+41 - STA 660+55
STA 665+34 - STA 666+49
STA 668+34 - STA 669+49
STA 672+55 - STA 673+69
STA 681+68 - STA 682+83
STA 686+58 - STA 687+75
STA 705+42 - STA 706+60
STA 711+29 - STA 712+44
STA 735+68 - STA 737+89
STA 745+28 - STA 746+48



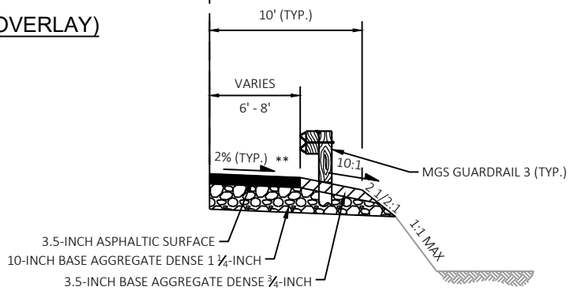
FINISHED TYPICAL SECTION - OVER PIPES (PRIOR TO MILL AND OVERLAY)

STA 688+23 - STA 689+59
STA 761+31 - STA 762+45



FINISHED TYPICAL SECTION - OVER PIPES (PRIOR TO MILL AND OVERLAY)

STA 302+34 - STA 303+48
STA 491+07 - STA 492+25
STA 577+12 - STA 578+26



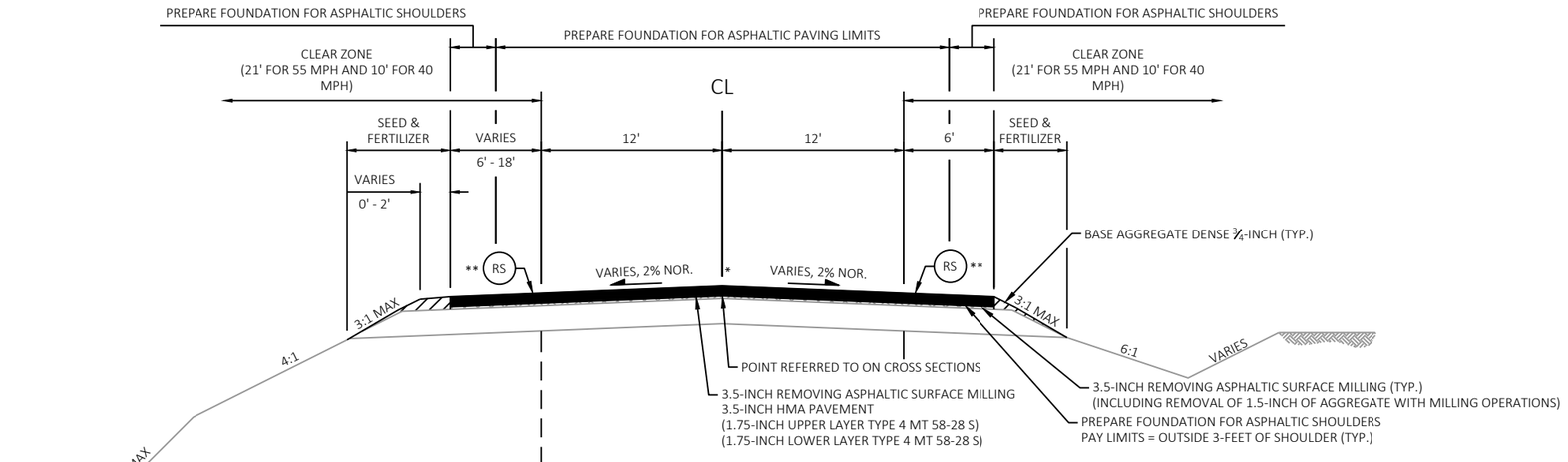
FINISHED TYPICAL SECTION - OVER PIPES (PRIOR TO MILL AND OVERLAY)

STA 520+16 - STA 521+31

LEGEND

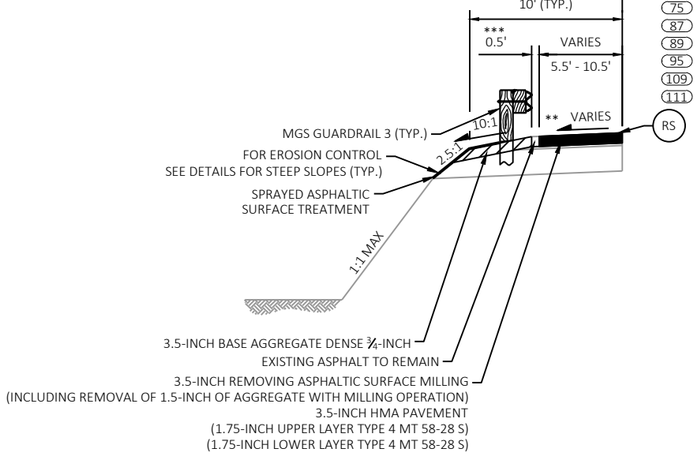
*	ASPHALTIC RUMBLE STRIPS, CENTERLINE
**	ADJUST PAVED SHOULDER CROSS SLOPE TO MATCH EXISTING SHOULDER POINT
***	EXISTING 0.5' OF PAVED SHOULDER TO REMAIN. IF MATERIAL IS LOOSE, REMOVE AND REPLACE WITH BAD 3/4-INCH TO SAME ELEVATION AS EXISTING SHLD.
(RS)	ASPHALTIC RUMBLE STRIPS, SHOULDER

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	FINISHED TYPICAL SECTIONS	SHEET 7	E



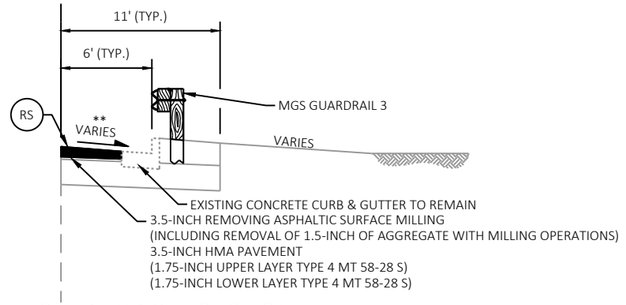
FINISHED TYPICAL SECTION

- (13) STA 323+39.93 - STA 328+09.76
- (15) STA 330+70.83 - STA 331+21.08
- (37) STA 421+96.56 - STA 435+10.23
- (59) STA 512+54.65 - STA 517+85.23
- (71) STA 554+49.61 - STA 559+16.85
- (75) STA 573+37.21 - STA 576+31.62
- (87) STA 635+84.78 - STA 646+93.27
- (89) STA 649+71.77 - STA 656+44.78
- (95) STA 689+93.18 - STA 699+96.80
- (109) STA 762+59.55 - STA 767+41.67
- (111) STA 768+89.24 - STA 770+76.46



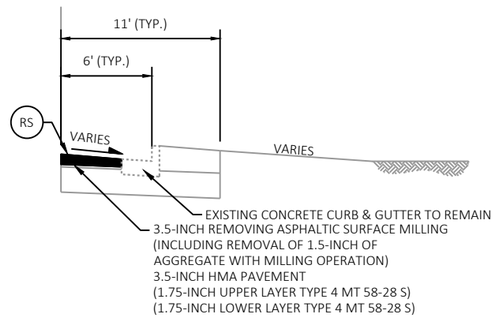
FINISHED TYPICAL SECTION

- (38) STA 435+10.23 - STA 435+33.52
- (60) STA 517+85.23 - STA 519+37.72
- (62) STA 520+39.84 - STA 521+50.48
- (68) STA 552+44.06 - STA 552+70.53
- (70) STA 554+26.42 - STA 554+49.61
- (76) STA 576+31.62 - STA 579+15.87
- (112) STA 770+76.46 - STA 776+37.23



FINISHED TYPICAL SECTION

- (2) STA 267+66.37 - STA 269+84.60



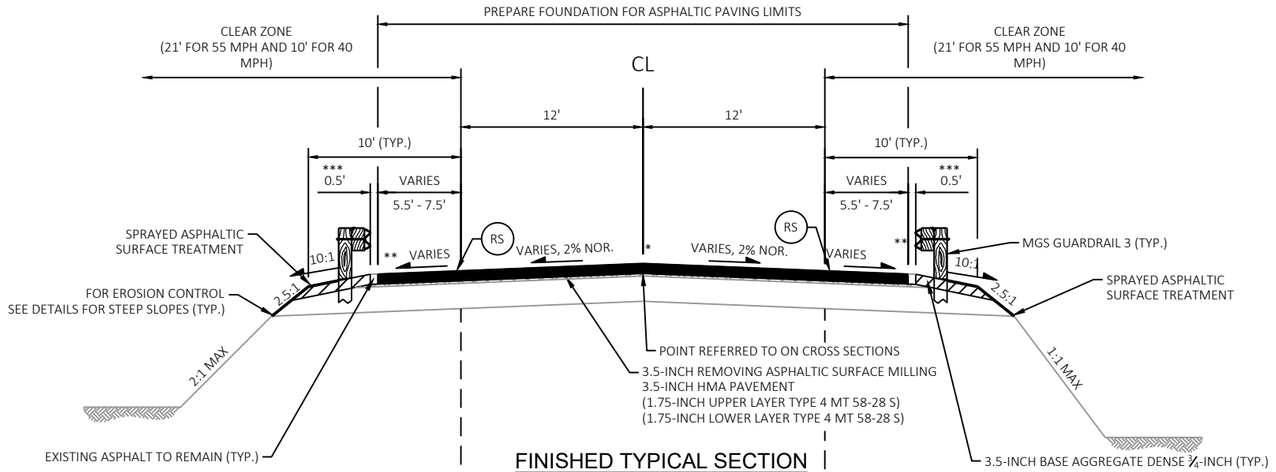
FINISHED TYPICAL SECTION

- (1) STA 265+87.45 - STA 267+66.37

LEGEND

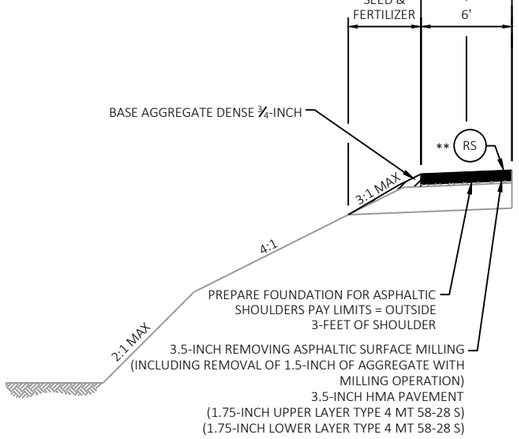
*	ASPHALTIC RUMBLE STRIPS, CENTERLINE
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(RS)	ASPHALTIC RUMBLE STRIPS, SHOULDER

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	FINISHED TYPICAL SECTIONS	SHEET 8	E



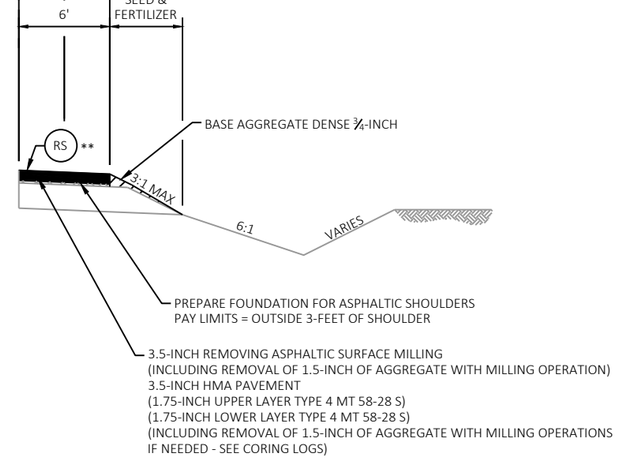
FINISHED TYPICAL SECTION

(7) STA 298+41.59 - STA 301+94.65
(9) STA 303+69.71 - STA 304+60.05
(11) STA 320+26.15 - STA 321+66.17
(14) STA 328+09.76 - STA 330+70.83
(17) STA 333+75.60 - STA 334+65.63
(25) STA 370+92.50 - STA 371+82.52
(27) STA 375+03.76 - STA 376+18.79
(33) STA 391+61.00 - STA 392+01.97
(39) STA 435+33.52 - STA 439+82.33
(51) STA 488+48.55 - STA 489+62.30
(53) STA 491+74.28 - STA 493+26.68
(57) STA 510+04.39 - STA 510+94.02
(61) STA 519+37.72 - STA 520+39.84
(63) STA 521+50.48 - STA 522+40.79
(67) STA 551+16.53 - STA 552+44.06
(69) STA 552+70.53 - STA 554+26.42
(72) STA 559+16.85 - STA 563+31.09
(74) STA 569+72.50 - STA 573+37.21
(77) STA 579+15.87 - STA 580+55.89
(88) STA 646+93.27 - STA 649+71.77
(91) STA 656+72.84 - STA 659+61.93
(96) STA 699+96.80 - STA 702+62.46
(101) STA 732+20.19 - STA 733+10.21
(105) STA 737+80.00 - STA 738+55.13
(110) STA 767+41.67 - STA 768+89.24
(113) STA 776+37.23 - STA 786+64.17



FINISHED TYPICAL SECTION

(36) STA 421+06.53 - STA 421+96.56
(50) STA 488+47.28 - STA 488+48.55
(86) STA 634+19.75 - STA 635+84.78
(90) STA 656+44.78 - STA 656+72.84
(94) STA 689+03.59 - STA 689+93.18
(97) STA 702+62.46 - STA 704+09.58
(108) STA 761+69.52 - STA 762+59.55



FINISHED TYPICAL SECTION

(8) STA 301+94.65 - STA 303+69.71
(12) STA 321+66.17 - STA 323+39.93
(16) STA 331+21.08 - STA 333+75.60
(26) STA 371+82.52 - STA 375+03.76
(52) STA 489+62.30 - STA 491+74.28
(58) STA 510+94.02 - STA 512+54.65
(102) STA 733+10.21 - STA 736+80.00
(114) STA 786+64.17 - STA 786+87.42

LEGEND

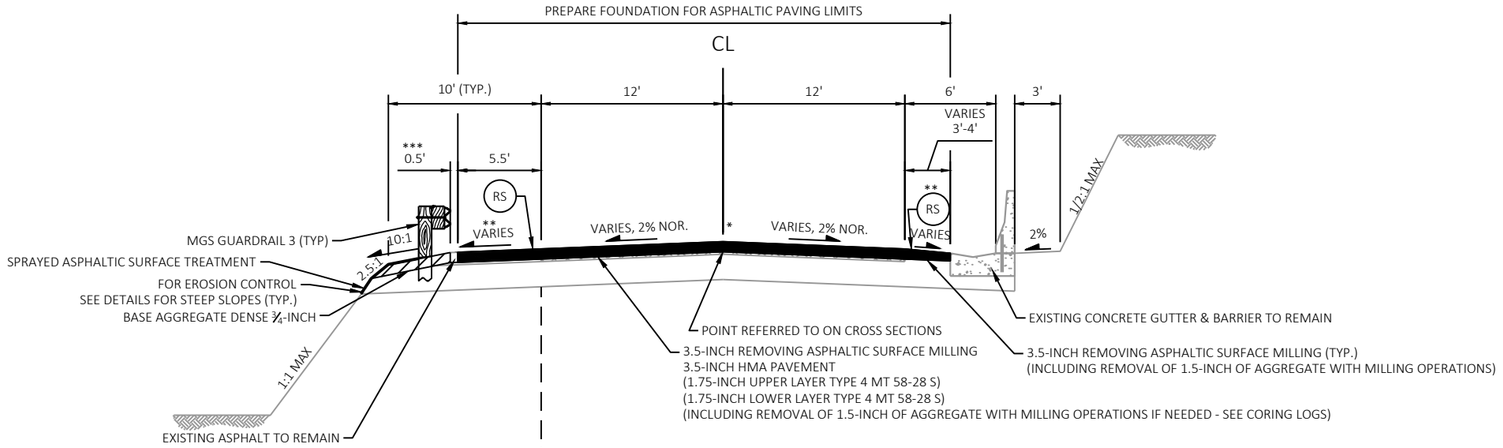
* ASPHALTIC RUMBLE STRIPS, CENTERLINE

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*** EXISTING 0.5' OF PAVED SHOULDER TO REMAIN. IF MATERIAL IS LOOSE, REMOVE AND REPLACE WITH BAD 3/4-INCH TO SAME ELEVATION AS EXISTING SHLD.

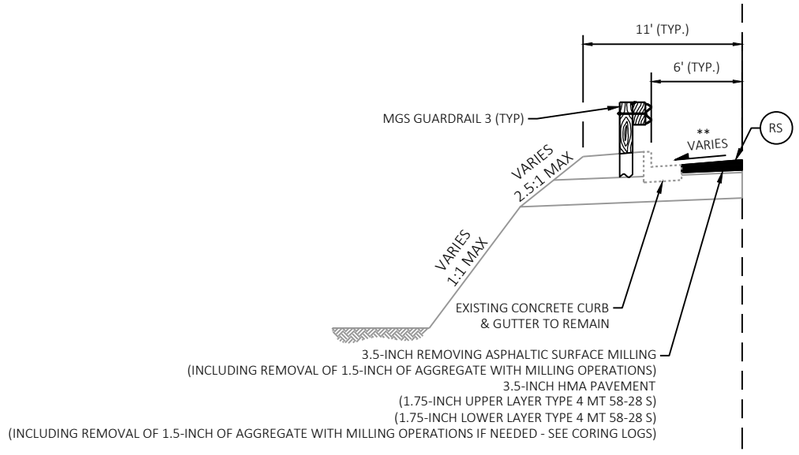
(RS) ASPHALTIC RUMBLE STRIPS, SHOULDER

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	FINISHED TYPICAL SECTIONS	SHEET 9	E



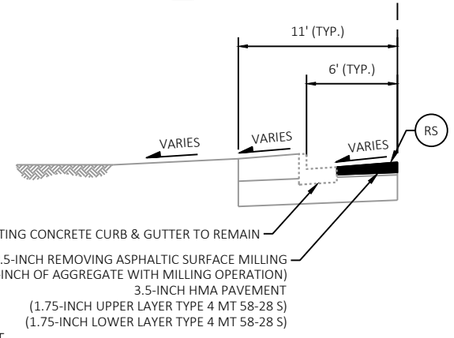
FINISHED TYPICAL SECTION

(4) STA 274+12.48 - STA 284+35.00
(6) STA 286+84.00 - STA 298+41.59
(10) STA 304+60.05 - STA 320+26.15
(18) STA 334+65.63 - STA 340+89.31
(22) STA 348+80.10 - STA 354+99.00
(24) STA 366+98.00 - STA 370+92.50
(28) STA 376+18.79 - STA 383+98.00
(34) STA 392+01.97 - STA 420+89.91
(40) STA 439+82.33 - STA 455+20.00
(42) STA 462+25.00 - STA 474+50.00
(44) STA 475+50.00 - STA 478+10.00
(46) STA 479+10.00 - STA 482+70.00
(48) STA 483+70.00 - STA 487+67.91
(54) STA 493+26.68 - STA 505+33.00
(56) STA 509+90.00 - STA 510+04.39
(64) STA 522+40.79 - STA 537+60.00
(66) STA 538+60.00 - STA 551+16.53
(73) STA 563+31.09 - STA 569+72.50
(78) STA 580+55.89 - STA 610+31.00
(80) STA 617+01.00 - STA 630+30.52
(84) STA 632+90.19 - STA 633+68.52
(92) STA 659+61.93 - STA 687+51.60
(99) STA 706+07.58 - STA 732+20.19
(106) STA 738+55.13 - STA 760+09.25



FINISHED TYPICAL SECTION

(19) STA 340+89.31 - STA 346+00.00
(21) STA 347+50.00 - STA 348+80.10
(83) STA 631+85.95 - STA 632+90.19



FINISHED TYPICAL SECTION

(82) STA 631+37.84 - STA 631+85.95

LEGEND

* ASPHALTIC RUMBLE STRIPS, CENTERLINE

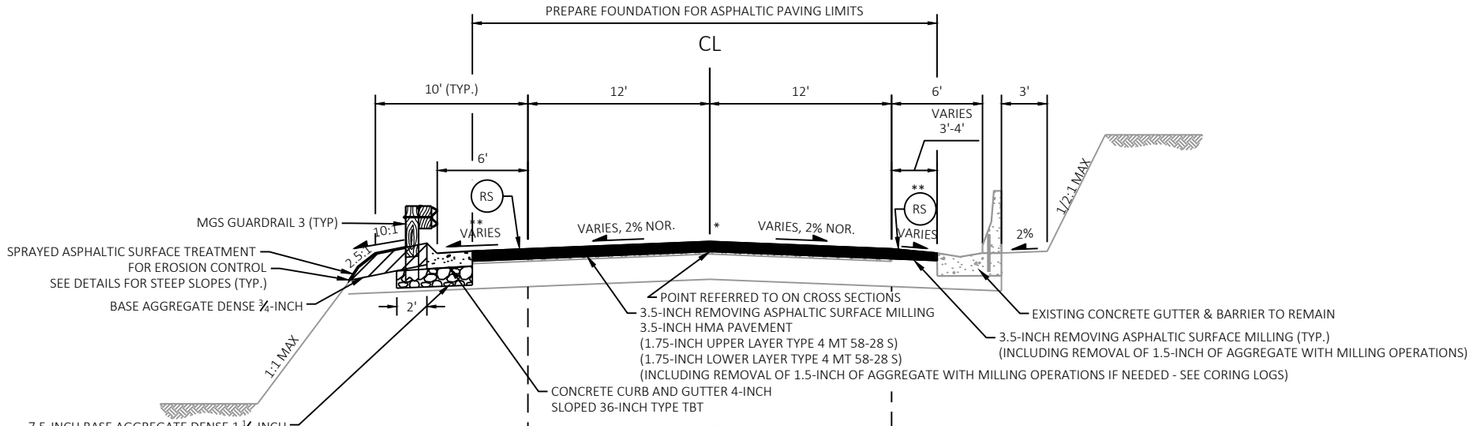
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(RS) ASPHALTIC RUMBLE STRIPS, SHOULDER

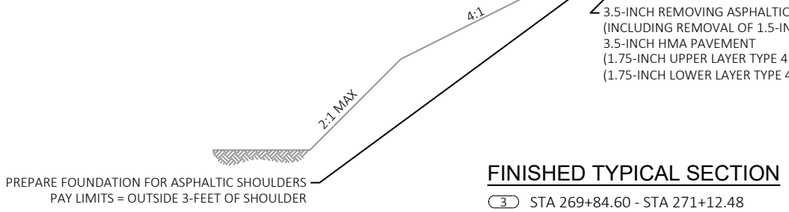
PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	FINISHED TYPICAL SECTIONS	SHEET 10	E

2



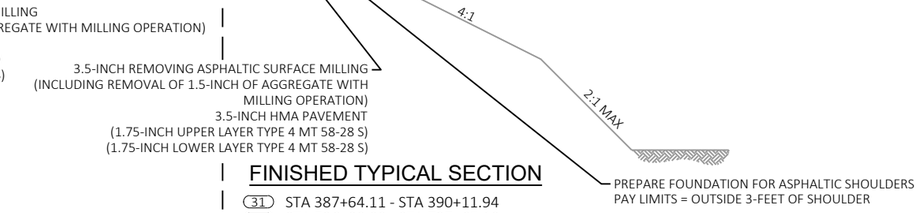
FINISHED TYPICAL SECTION

(5) STA 284+35.00 - STA 286+84.00
(20) STA 346+00.00 - STA 347+50.00
(23) STA 354+99.00 - STA 366+98.00
(29) STA 383+98.00 - STA 386+24.08
(41) STA 455+20.00 - STA 462+25.00
(43) STA 474+50.00 - STA 475+50.00
(45) STA 478+10.00 - STA 479+10.00
(47) STA 482+70.00 - STA 483+70.00
(55) STA 505+33.00 - STA 509+90.00
(65) STA 537+60.00 - STA 538+60.00
(79) STA 610+31.00 - STA 617+01.00



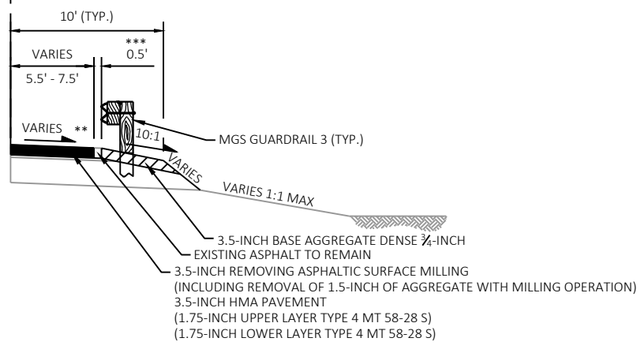
FINISHED TYPICAL SECTION

(3) STA 269+84.60 - STA 271+12.48
(35) STA 420+89.91 - STA 421+06.53
(49) STA 487+67.91 - STA 488+47.28
(81) STA 630+30.52 - STA 631+37.84
(85) STA 633+68.52 - STA 634+19.75
(93) STA 687+51.60 - STA 689+03.59
(98) STA 704+09.58 - STA 706+07.58
(107) STA 760+09.25 - STA 761+69.52



FINISHED TYPICAL SECTION

(31) STA 387+64.11 - STA 390+11.94
(103) STA 736+80.00 - STA 737+65.10



FINISHED TYPICAL SECTION

(30) STA 386+24.08 - STA 387+64.11
(32) STA 390+11.94 - STA 391+61.00
(104) STA 737+65.10 - STA 737+80.00

LEGEND

* ASPHALTIC RUMBLE STRIPS, CENTERLINE

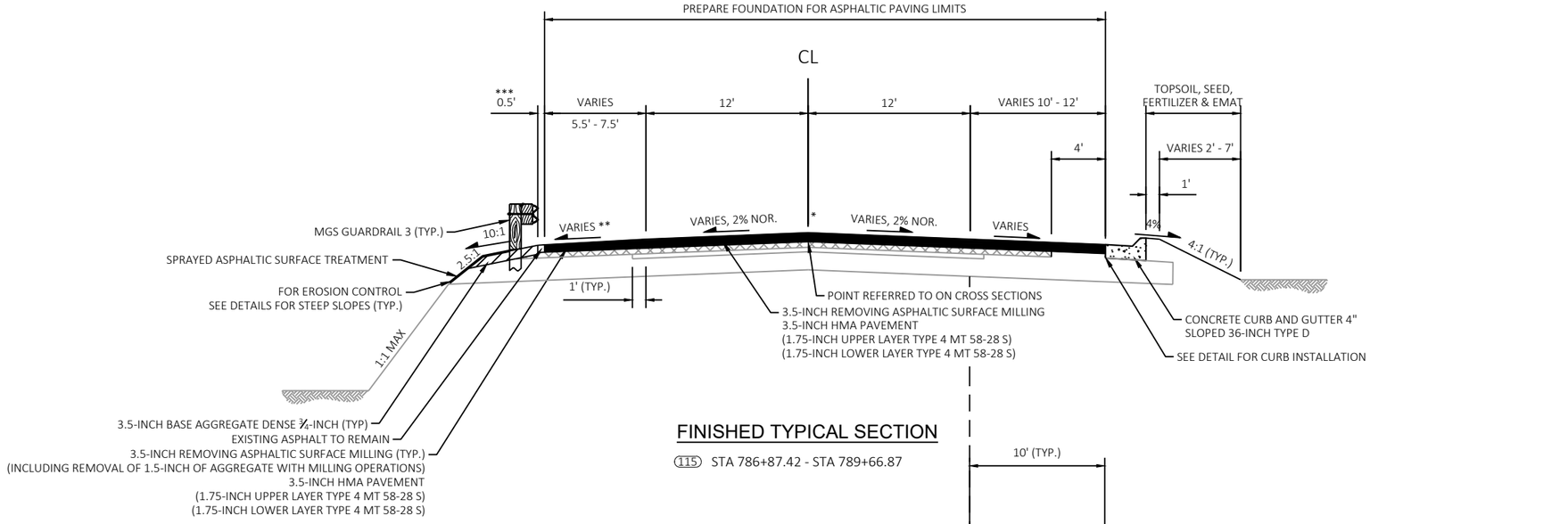
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(RS) ASPHALTIC RUMBLE STRIPS, SHOULDER

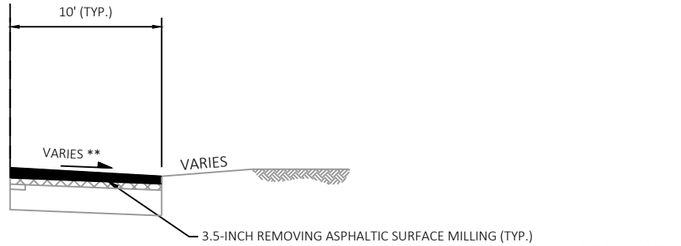
PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	FINISHED TYPICAL SECTIONS	SHEET 11	E

2



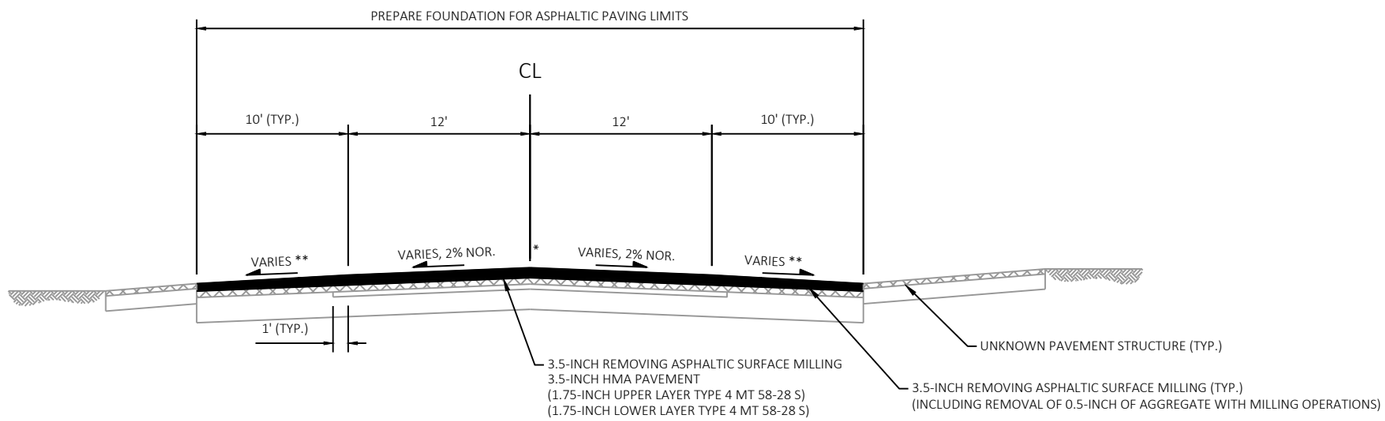
FINISHED TYPICAL SECTION

(115) STA 786+87.42 - STA 789+66.87



FINISHED TYPICAL SECTION

(116) STA 789+66.87 - STA 789+77.49



FINISHED TYPICAL SECTION

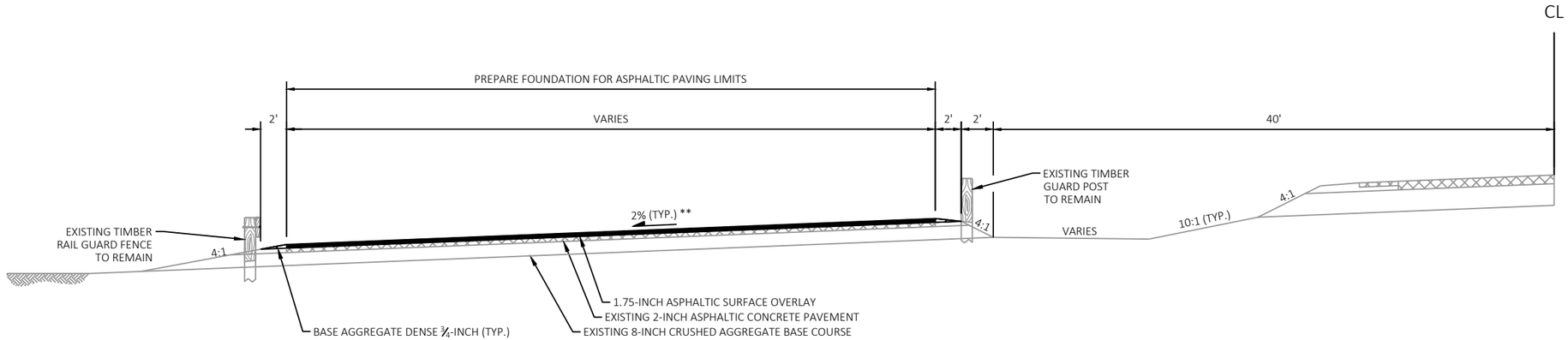
(117) STA 789+77.49 - STA 791+89.88

LEGEND

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(RS)	ASPHALTIC RUMBLE STRIPS, SHOULDER

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	FINISHED TYPICAL SECTIONS	SHEET 12	E

2

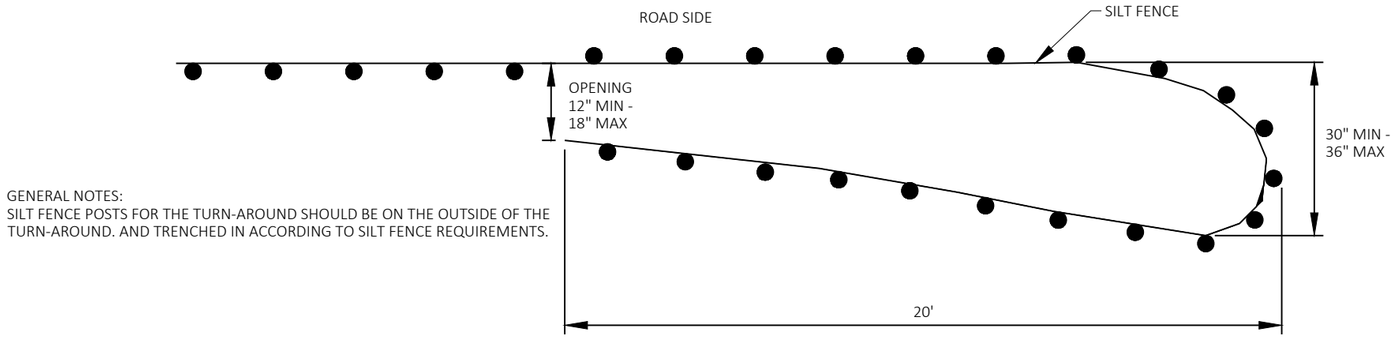


FINISHED TYPICAL SECTION AT WAYSIDE/PARKING AREAS

STA 431+47.03 - STA 436+11.12
STA 650+62.16 - STA 655+38.23
STA 696+53.27- STA 699+56.18 (REVERSED)

LEGEND

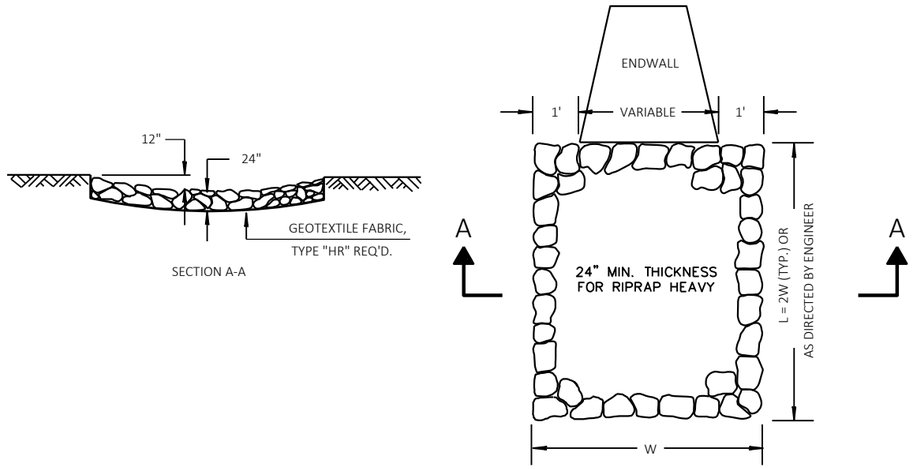
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(RS)	ASPHALTIC RUMBLE STRIPS, SHOULDER



GENERAL NOTES:
SILT FENCE POSTS FOR THE TURN-AROUND SHOULD BE ON THE OUTSIDE OF THE TURN-AROUND. AND TRENCHED IN ACCORDING TO SILT FENCE REQUIREMENTS.

PLAN VIEW

TEMPORARY SMALL ANIMAL TURN-AROUND

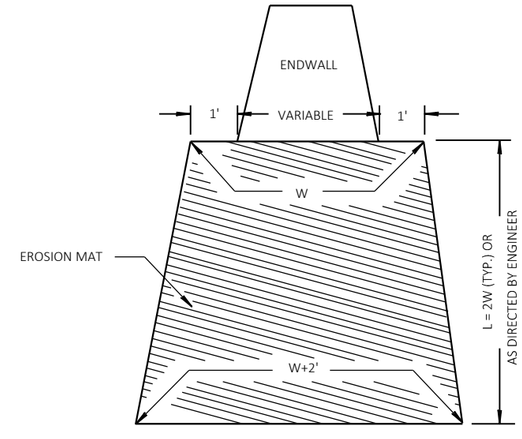


RIPRAP HEAVY TREATMENT AT CULVERT ENDWALLS

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 152.50 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 7.29 ACRES

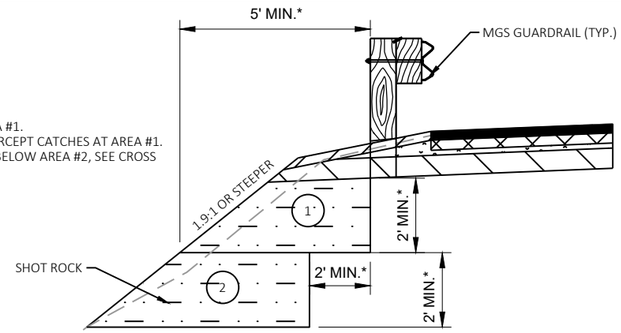


EROSION MAT TREATMENT AT CULVERTS

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CONSTRUCTION DETAILS	SHEET 14	E

2

BACKFILL AREA #2 BEFORE BACKFILLING AREA #1.
AREA #2 MAY NOT BE NEEDED IF SLOPE INTERCEPT CATCHES AT AREA #1.
A THIRD OR FOURTH AREA MAY BE NEEDED BELOW AREA #2, SEE CROSS SECTIONS FOR SLOPE INTERCEPTS.

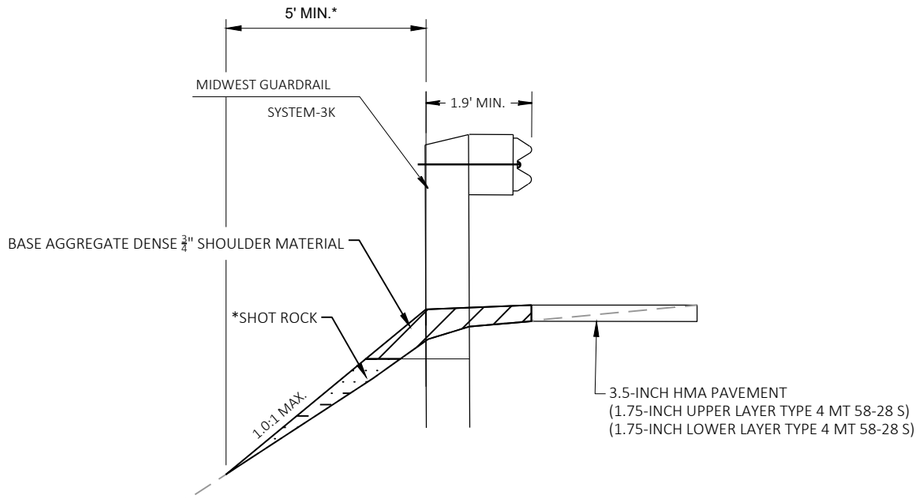


SHOT ROCK BENCHING DETAIL (SLOPE INTERCEPT >5')

AREAS BEHIND GUARDRAIL WITH SLOPES STEEPER THAN 2:1 AND A MIN. OF 5 FT SLOPE INTERCEPT

STA 315+00 - STA 317+00 LT
STA 337+00 - STA 341+00 LT
STA 354+00 - STA 361+00 LT
STA 384+00 - STA 392+00 LT
STA 449+00 - STA 451+00 LT
STA 455+00 - STA 457+00 LT
STA 475+00 - STA 482+00 LT
STA 488+50 - STA 489+00 LT
STA 525+00 - STA 535+00 LT
STA 599+00 - STA 600+00 LT
STA 607+00 - STA 616+00 LT
STA 726+00 - STA 734+00 LT
STA 751+00 - STA 753+00 LT
STA 776+50 - STA 777+00 RT
STA 780+00 - STA 781+00 RT

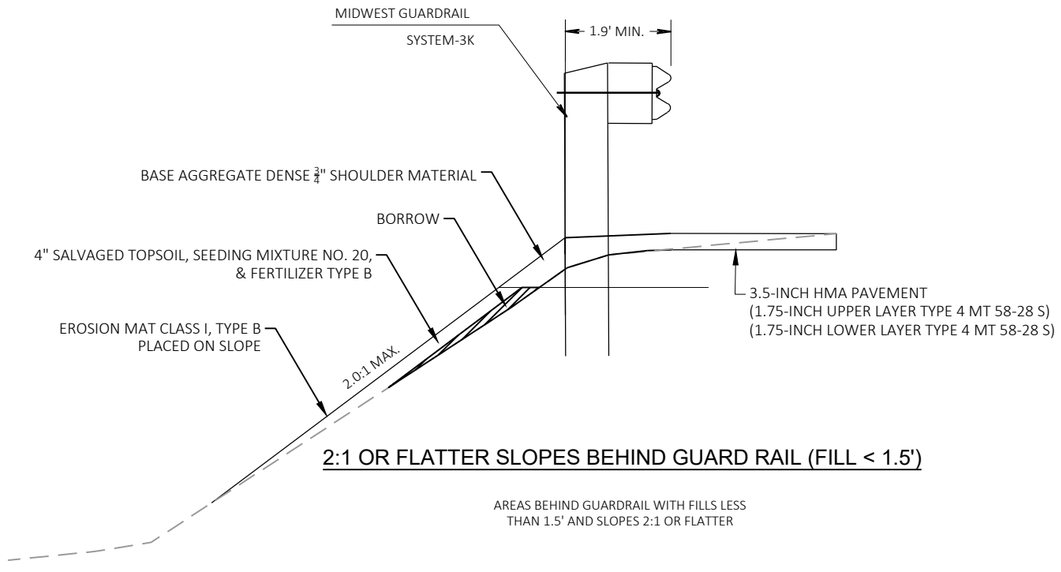
* ADJUST TO FIT FIELD CONDITIONS



*UTILIZE MAXIMUM ROCK SIZE NOT TO EXCEED ½ DEPTH OF FILL.

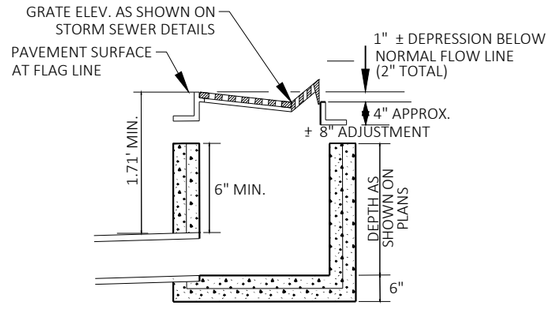
STEEPER THAN 2:1 SLOPES BEHIND GUARD RAIL <5' SLOPE INTERCEPT

AREAS BEHIND GUARDRAIL WITH SLOPES STEEPER THAN 2:1



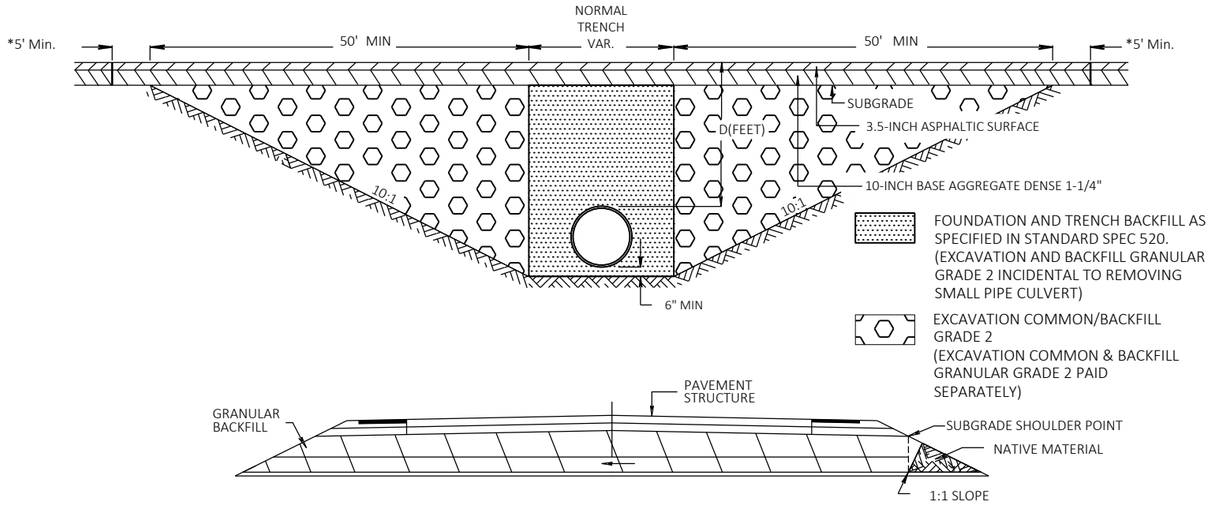
2:1 OR FLATTER SLOPES BEHIND GUARD RAIL (FILL < 1.5')

AREAS BEHIND GUARDRAIL WITH FILLS LESS THAN 1.5' AND SLOPES 2:1 OR FLATTER



DETAIL FOR COMPUTING INLET ELEVATIONS

INLET COVERS - HM

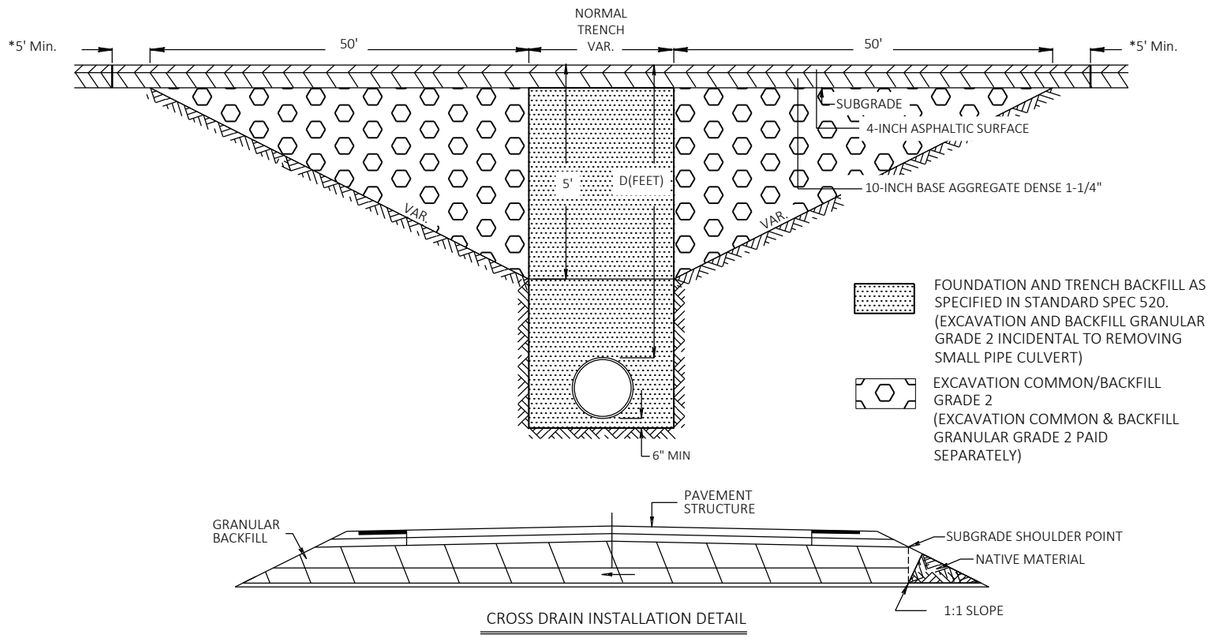


CROSS DRAIN INSTALLATION DETAIL

FOR D < 5'

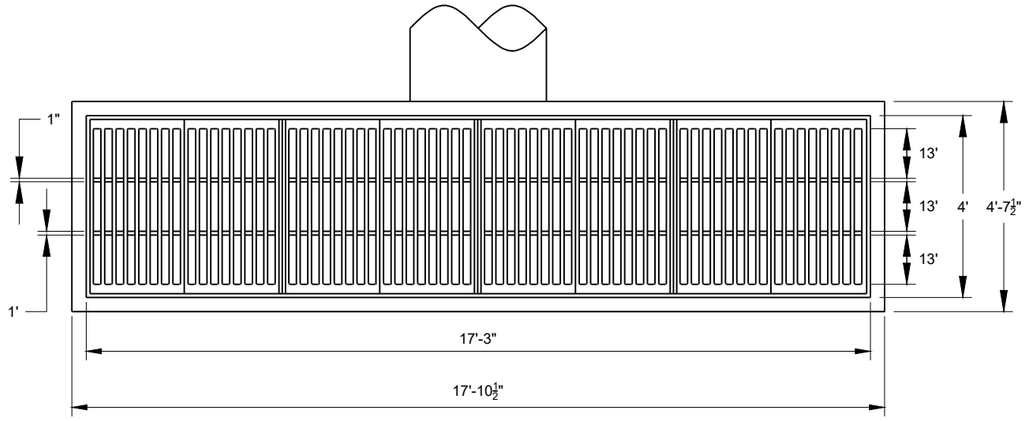
NOTES:
IN AREAS OF CONCRETE BARRIER, EXCAVATE TO THE BARRIER FOOTING.

* PAVEMENT REMOVAL LIMITS (TYPICAL)

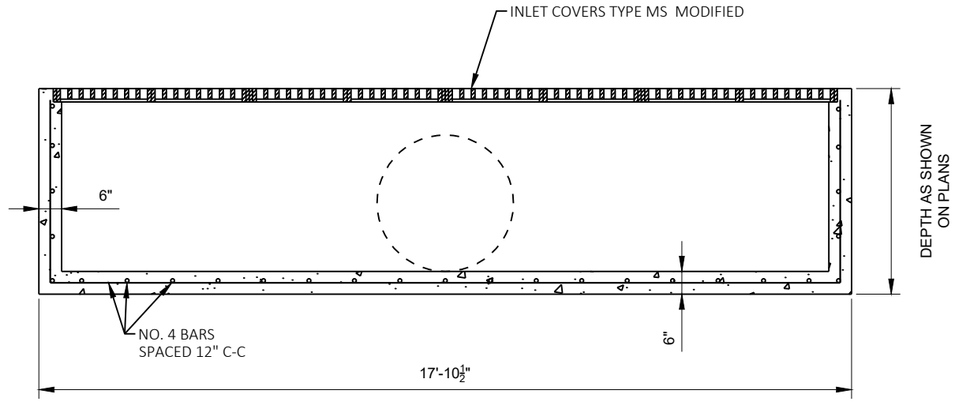


CROSS DRAIN INSTALLATION DETAIL

FOR D > 5'



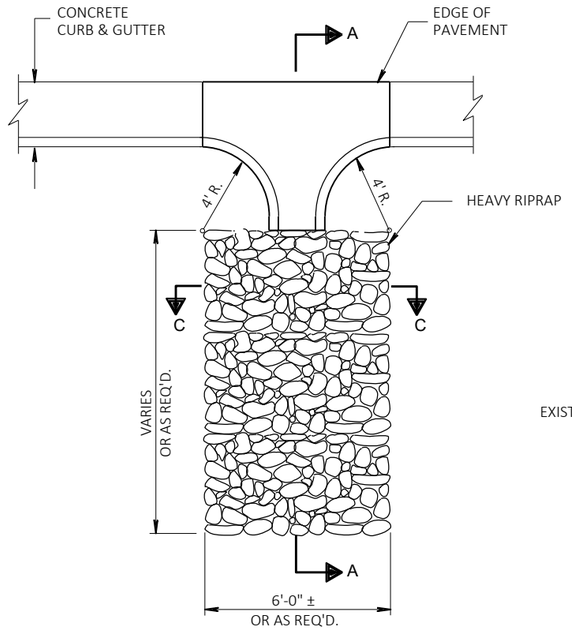
PLAN VIEW



PROFILE VIEW

INLETS COVERS, TYPE MS MODIFIED

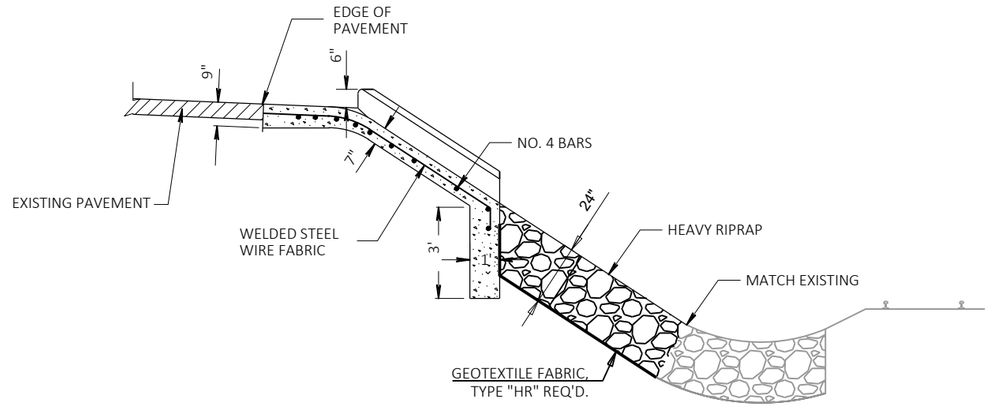
NOTE: INLET COVERS, TYPE MS MODIFIED SHALL BE PLACED ON INLETS BEHIND CONCRETE BARRIER WHERE DESIGNATED ON THE PLAN



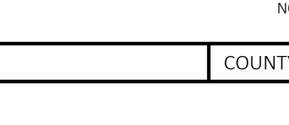
NOTE:

WELDED STEEL WIRE FABRIC TO BE PLACED FROM PAVEMENT EDGE TO END OF CURB RADIUS, REMAINING PORTION OF OPEN CONCRETE FLUME TO BE REINFORCED WITH NO. 4 BARS AS SHOWN IN SECTIONS A-A AND B-B.

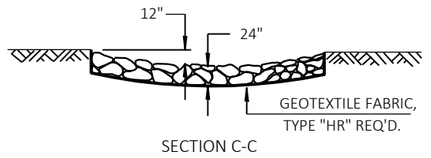
ALL BARS SHALL BE EPOXY COATED IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS.



SECTION A-A



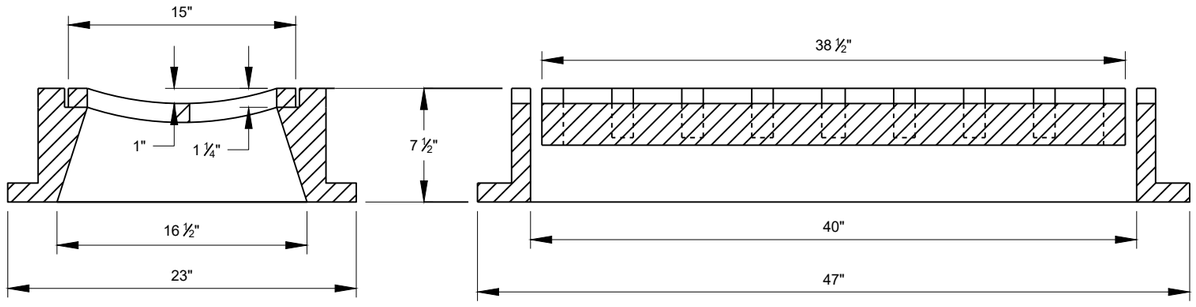
SECTION B-B



SECTION C-C

CONCRETE SURFACE DRAIN WITH FLUME

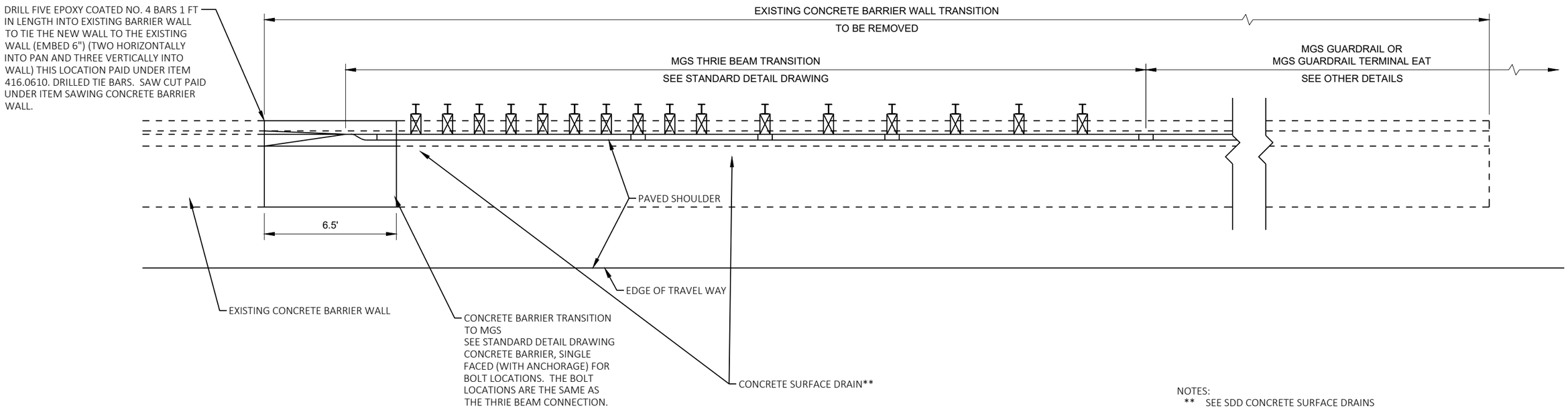
STA 359+41 LT
STA 360+21 LT



INLET COVERS, TYPE B MODIFIED

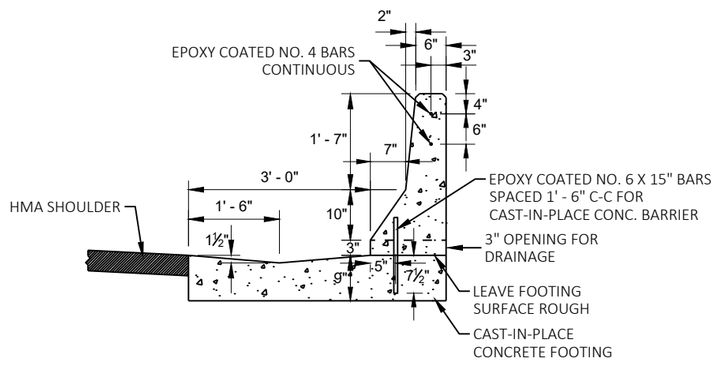
NOTE: INLET COVERS, TYPE B MODIFIED SHALL BE PLACED ON CATCH BASINS 5-FT

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CONSTRUCTION DETAILS	SHEET 17	E



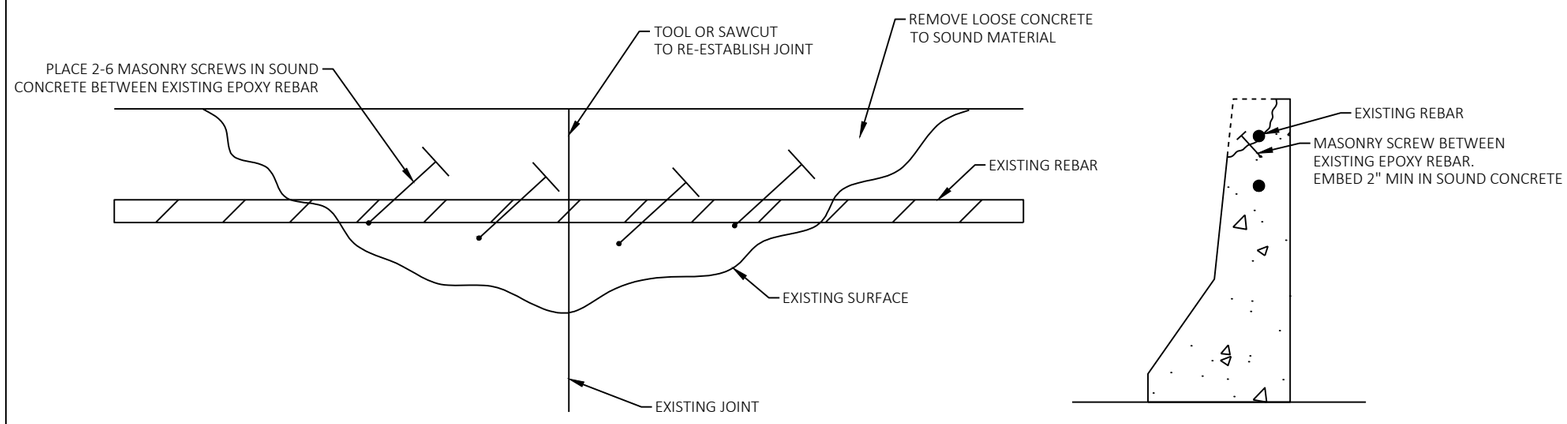
CONCRETE BARRIER TRANSITION REPLACEMENT DETAIL

NOTES:
** SEE SDD CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES FOR LOCATION OF FLUMES



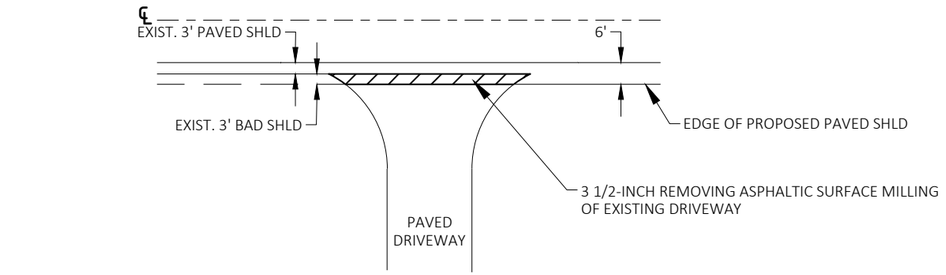
CONCRETE BARRIER DETAIL

PAID AS "CONCRETE BARRIER SPECIAL"

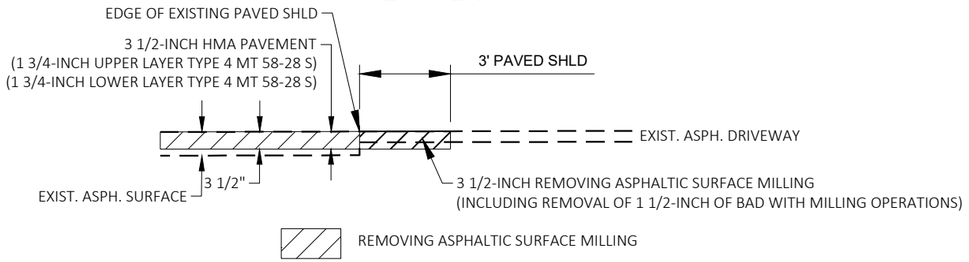


CONCRETE BARRIER WALL SURFACE REPAIR DETAIL

ANY SAWING REQ'D WILL BE INCIDENTAL TO THE CONCRETE BARRIER WALL SURFACE REPAIR ITEM

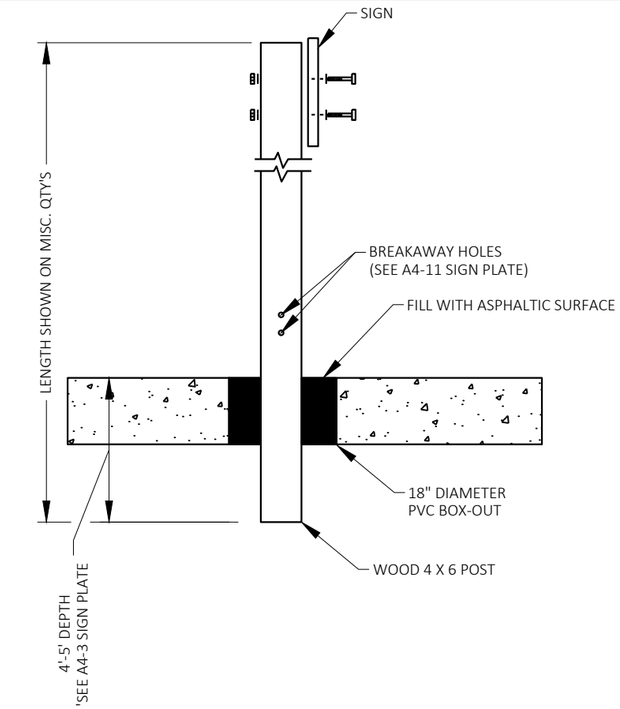


PLAN VIEW



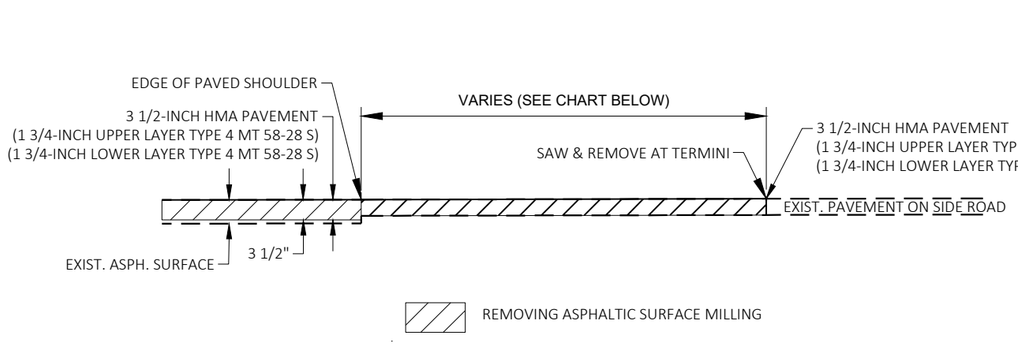
ELEVATION VIEW

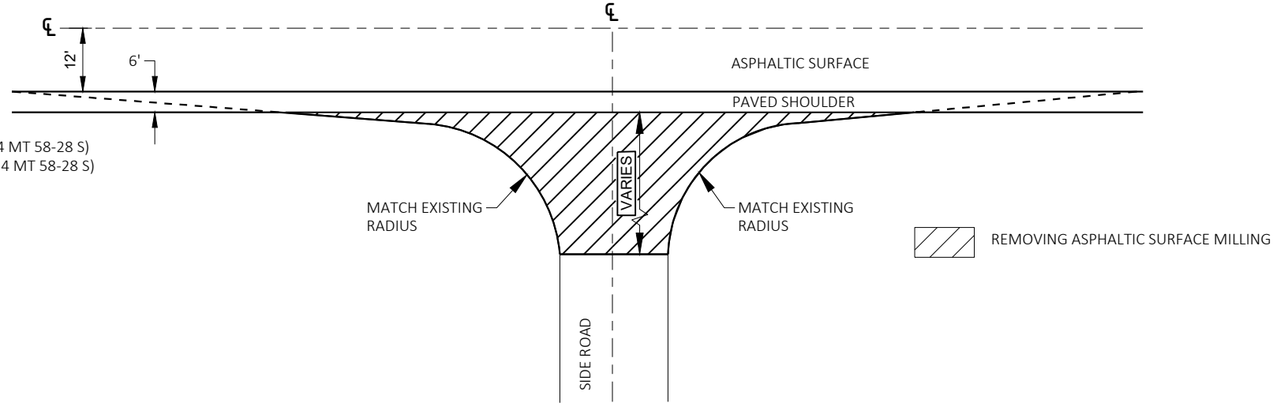
ASPHALTIC DRIVEWAY DETAIL



DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

INCIDENTAL TO WOOD POST ITEM
STA 789+45 RT

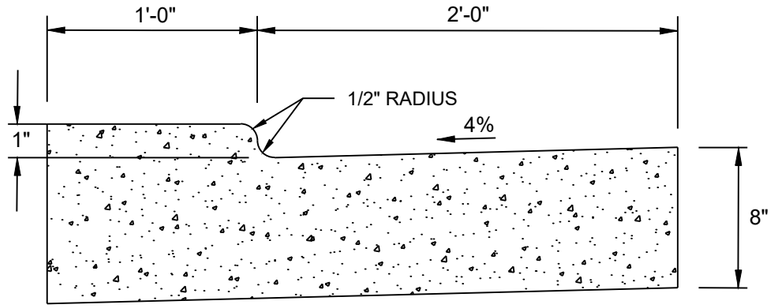




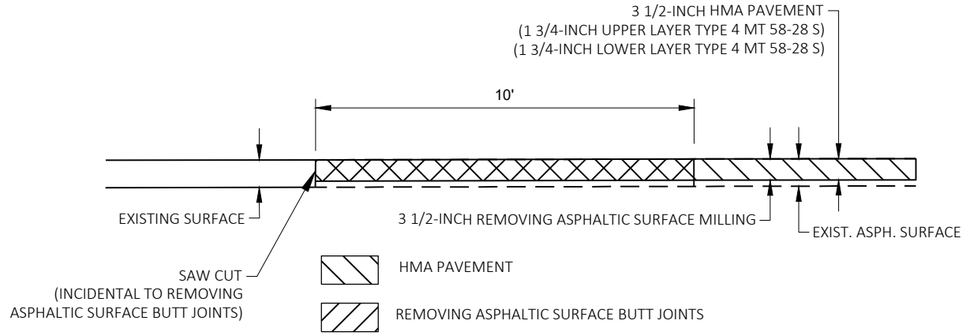
ROADWAY	WIDTH AT MATCH IN PT (FT)	LENGTH (FT)
PICATEE CREEK RD	22.3	63.0
FRENCHMAN'S LANDING DR	44.2	20.0
CTH D	45.1	26.6
GORDON'S BAY RD	27.1	26.4
FALLING ROCK RD	30.6 / 30.0	19.8 / 20.0
VARD'S LANDNG	49.6	16.3
LOCK AND DAM ENTRANCE	56.4	21.7
CAYA LANE	16.3	34.2
LEITNER HOLLOW RD	22.4	24.9
CTH F	38.8	30.7
HILLSIDE DR	17.8	31.4
CTH E	48.6	48.9
BENCH ST	33.2	12.8

SIDE ROAD DETAIL

(PAID FOR AS "REMOVING ASPHALTIC SURFACE MILLING")

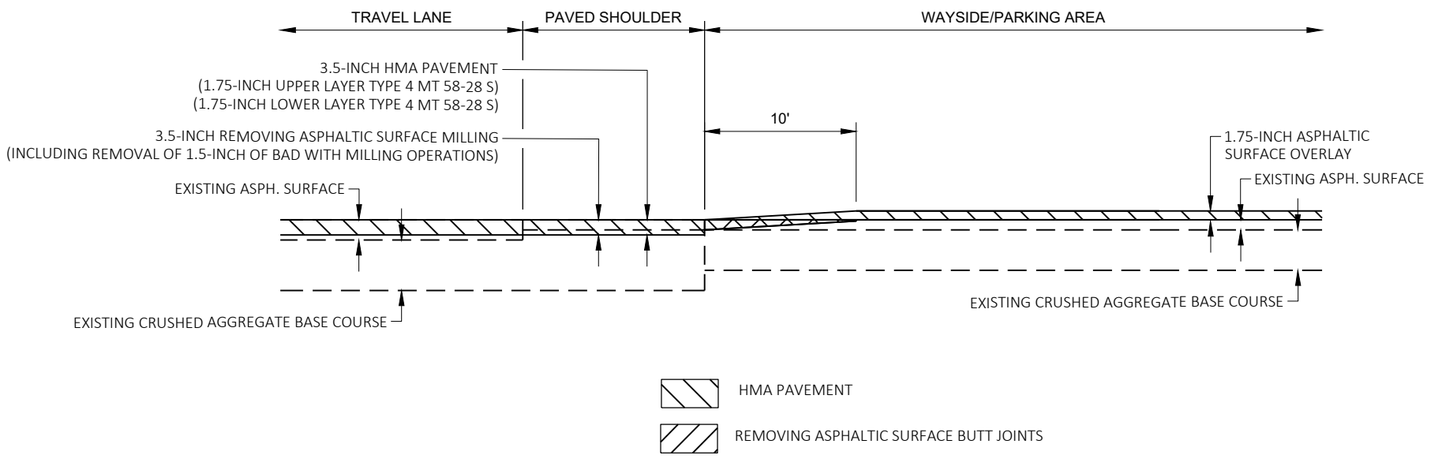


CONCRETE CURB & GUTTER 36-INCH TYPE L SPECIAL (1-INCH CURB HEAD HEIGHT) DETAIL



REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL

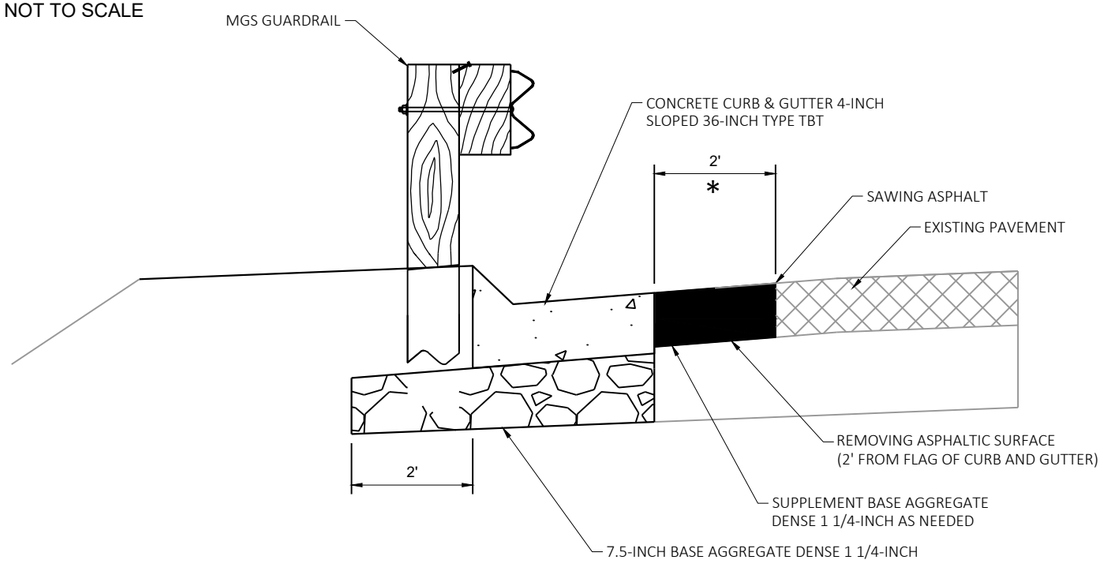
STA 265+88 - STA 265+98
STA 328+74 - STA 328+84
STA 329+94 - STA 330+04
STA 436+99 - STA 437+09
STA 438+59 - STA 438+69
STA 647+56 - STA 647+66
STA 649+00 - STA 649+10
STA 778+76 - STA 778+86
STA 780+14 - STA 780+24
STA 791+80 - STA 791+90



WAYSIDE/PARKING AREA JOINT DETAIL

STA 432+96 - STA 433+77 LT
STA 650+62 - STA 651+22 LT
STA 654+67 - STA 655+38 LT
STA 696+53 - STA 696+58 RT
STA 698+93 - STA 699+56 RT

NOT TO SCALE



MGS GUARDRAIL WITH CURB & GUTTER DETAIL

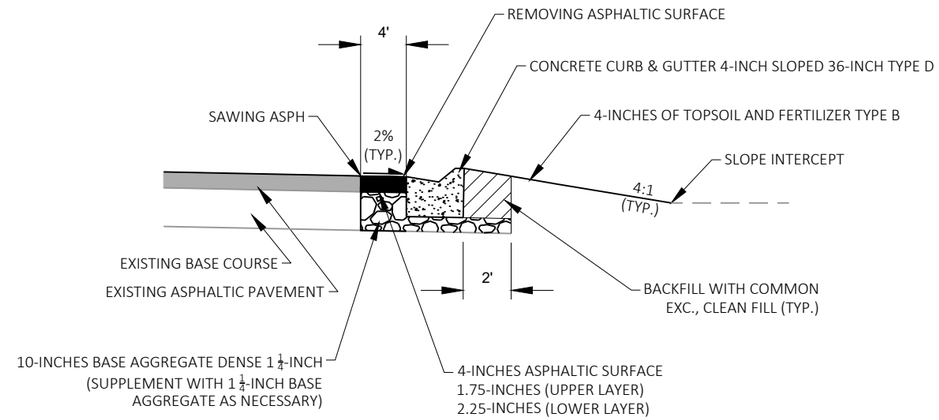
NOTE:

ADD EXPANSION JOINT BETWEEN EXISTING CURB AND GUTTER AND NEW CURB AND GUTTER IN ALL REPLACEMENT AREAS.

IN AREAS OF REMOVING ASPHALTIC SURFACE, PERFORM CURB & GUTTER REPLACEMENT FIRST.

MATCH EXISTING ASPHALTIC PAVEMENT DEPTH IN AREA OF CURB AND GUTTER REPLACEMENT WITH ASPHALTIC SURFACE.

* WIDTH VARIES WHERE REMOVING EXISTING CONCRETE BARRIER AND INSTALLING CURB & GUTTER.

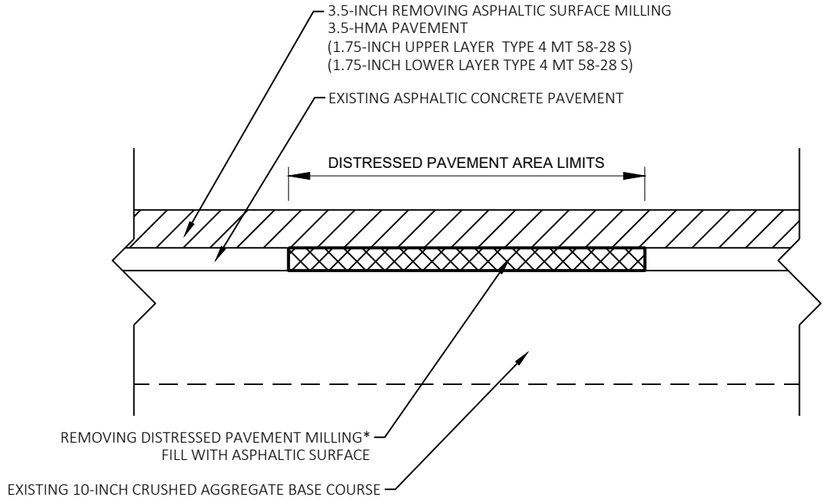


CURB & GUTTER REPLACEMENT DETAIL

STA 786+87 - STA 788+78, RT

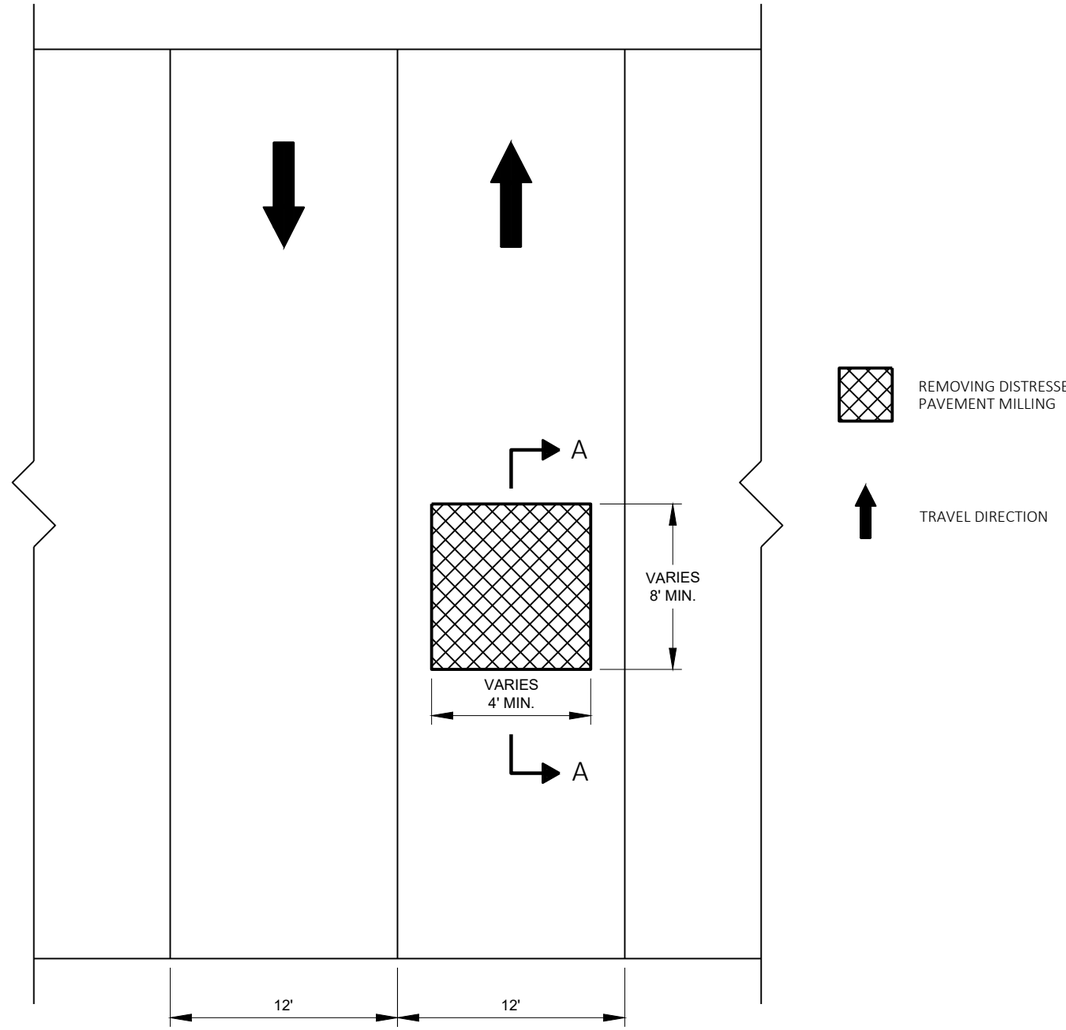
NOTES:

IN AREAS OF REMOVING ASPHALTIC SURFACE, PERFORM CURB & GUTTER REPLACEMENT FIRST.



* DEPTH OF MILL AND REPLACE MAY VARY 1" +/-

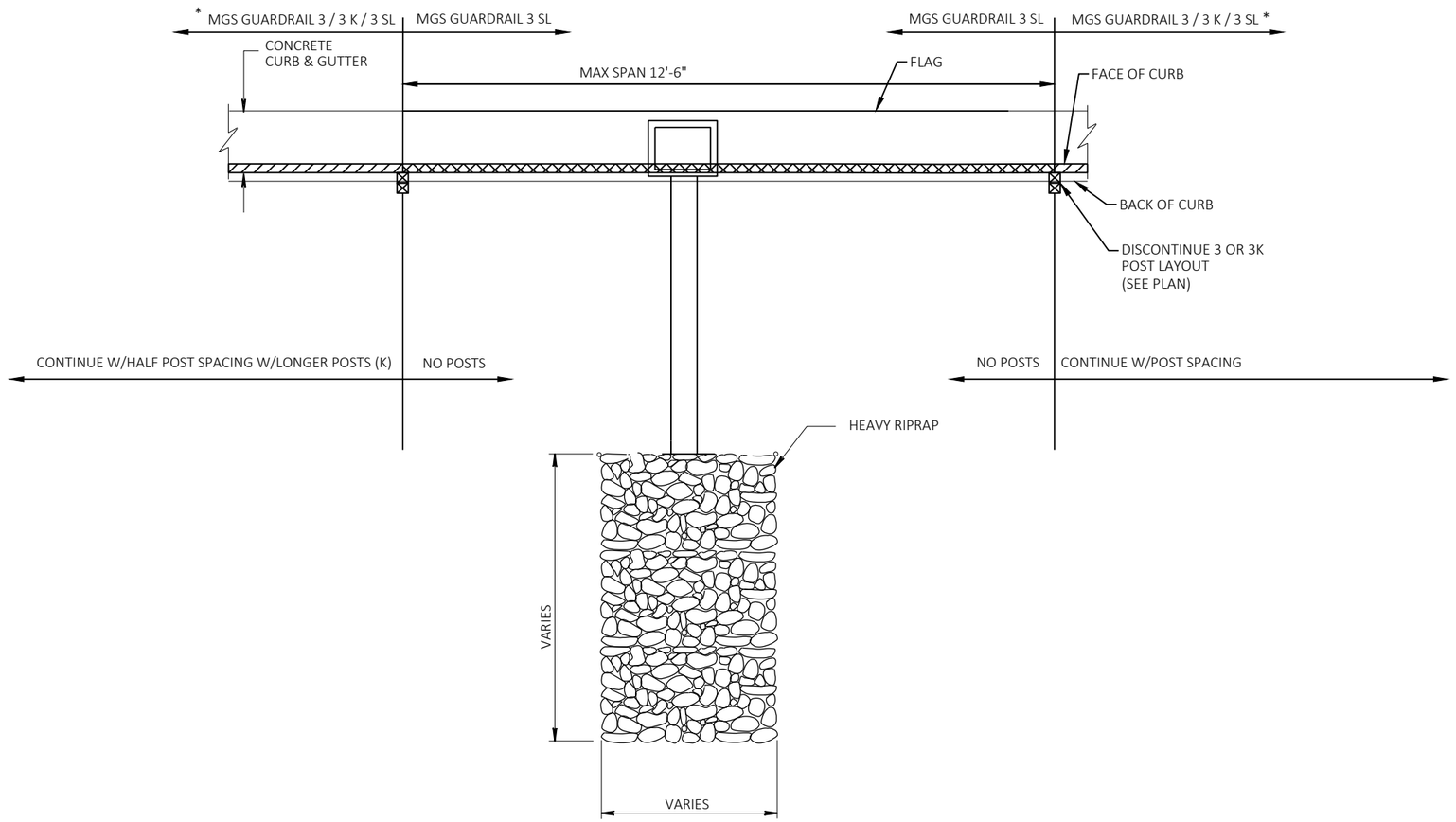
SECTION A-A
SECTION AT DISTRESSED PAVEMENT AREAS



PLAN VIEW

REMOVING DISTRESSED PAVEMENT MILLING DETAIL

PAID AS "REMOVING DISTRESSED PAVEMENT MILLING"



NOTE:
*SEE SDD MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL, MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) FOR LENGTH OF GUARDRAIL 3 K AND 3 SL.
SEE SDD CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES

CONCRETE SURFACE DRAIN AT GUARDRAIL WITH 3 SL

STA 460+81 - STA 461+12 LT
STA 509+60 - STA 509+98 LT

2

2

CTH E TURN LANE

N

ENVIRONMENTALLY SENSITIVE AREA

SI

MARKING LINE GROOVED WET REF EPOXY 6-INCH

MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)

+00

787+00

788+00

789+00

STH 35

MARKING LINE GROOVED WET REF EPOXY 10-INCH

STA 786+12.43, 11.67' RT

STA 787+62.43, 12.00' RT

STA 788+62.42, 12.06' RT

100'

(DRIVEWAY ENTRANCE CURB HEAD)

CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D

MARKING LINE GROOVED WET REF EPOXY 6-INCH

STA 788+62.42, 23.67' RT

STA 787+62.43, 23.67' RT

STA 786+14.17
18.00' RT
POST 9

STA 786+39.17
19.00' RT
POST 5

STA 786+64.17
20.00' RT
POST 1

SI

HARBOR RD (PE)

MARKING CROSSWALK EPOXY
TRANSVERSE LINE 6-INCH

CTH E

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	GUARDRAIL DETAILS & TURN LANE PVT MARKING	SHEET 24	E

2

789+00

STH 35

N

CONCRETE CURB & GUTTER
4-INCH SLOPED 36-INCH,
TYPE D

788+25.00, 24.00' RT
ELEV= 631.95

MOVING SIGNS TYPE II AND
REMOVING SMALL SIGN SUPPORTS

788+62.42, 24.00' RT
ELEV= HP 631.83

788+78.72, 31.50' RT
ELEV=631.56

MARKING CROSSWALK EPOXY
TRANSVERSE LINE 6-INCH

REPLACE CURB & GUTTER IN
EXISTING LOCATION

789+66.87, 22.00' RT
ELEV= MATCH EX 632.48

TOPSOIL, SEED, FERTILIZER,
AND EROSION MAT

788+68.81, 31.50' RT
ELEV=631.71

1.5%

0.7%

1.5%

788+84.13, 36.50' RT
ELEV=631.51

LEVEL LANDING

789+47.42, 31.50' RT
ELEV=631.89

789+55.22, 31.49' RT
ELEV=632.01

1.5%

0.8%

789+55.23, 36.49' RT
ELEV=631.97

1.5%

789+43.08, 36.50' RT
ELEV=631.79

EXISTING GRAVEL

788+68.81, 36.50' RT
ELEV=631.74

R = 30'

1.1%

R = 17'

TYPE 2 MODIFIED

CONCRETE CURB & GUTTER
36-INCH TYPE L SPECIAL (SEE
CONSTRUCTION DETAIL FOR
1-INCH CURB HEAD HEIGHT)

MOVING SIGNS TYPE II AND
REMOVING SMALL SIGN SUPPORTS

EXISTING R/W

2.8%

EXISTING R/W

TYPE 2
MODIFIED

789+55.25, 44.50' RT

EXISTING R/W

788+83.98, 46.91' RT
ELEV=631.49

R = 30.5'

EXISTING CONCRETE PAD
AND MANHOLE TO REMAIN
POUR CONCRETE AROUND PAD

1.5%

5'

DETECTABLE WARNING FIELD RADIAL INFORMATION:
BACK OF CURB RADIUS = 27.00'
CURB RAMP LANDING LENGTH 'XR' = 9.67'
RADIAL WARNING FIELD AREA = 16.06 S.F.
RADIAL LONG CHORD DIMENSION = 7.53'

788+92.56, 49.39' RT
ELEV= MATCH EX 631.36

788+90.08, 49.77' RT

789+36.32, 49.22' RT
ELEV= MATCH EX 631.27

CONCRETE SIDEWALK 4-INCH

789+50.20, 43.42' RT

5'

R/W

1.5%

CONCRETE SIDEWALK 4-INCH

CTH E

789+41.07, 63.42' RT

MATCH EXISTING SIDEWALK
SAWING CONCRETE REQ'D

ENVIRONMENTALLY SENSITIVE AREA

788+88.26, 69.72' RT

1.5%

788+92.72, 70.15' RT
ELEV= MATCH EX 630.92

CONCRETE SIDEWALK 4-INCH

789+46.35, 63.88' RT

EXPANSION JOINT REQ'D

MATCH EXISTING SIDEWALK
SAWING CONCRETE REQ'D

MATCH EXISTING
SIDEWALK

SAW CUT REQ'D

789+42.05, 75.92' RT
ELEV= MATCH EX 631.28

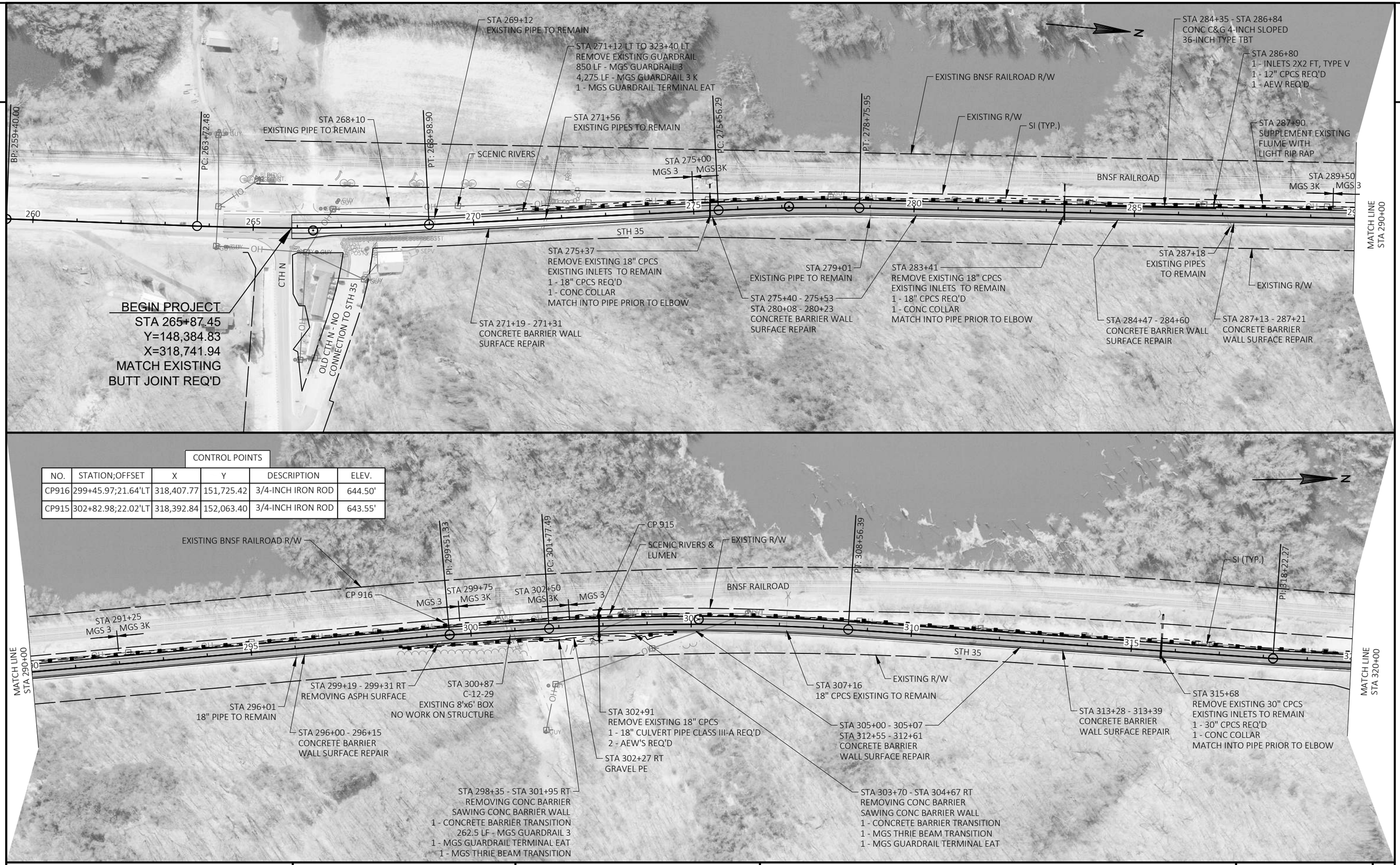
789+47.64, 74.74' RT

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CURB RAMP DETAILS	SHEET 25	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021301-cr

PLOT DATE : 11/20/2024 8:45 AM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:10 FT

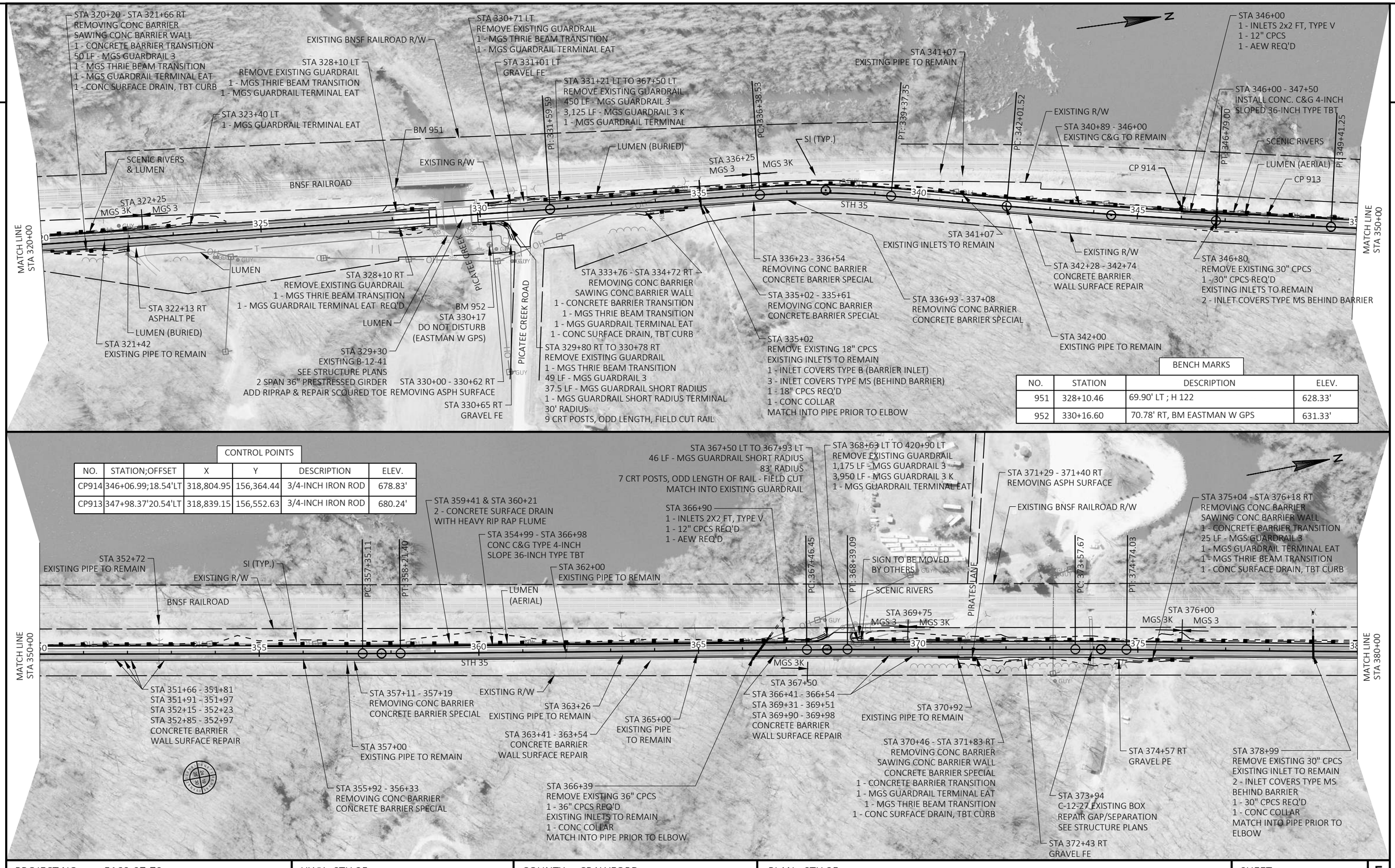
WISDOT/CADDS SHEET 42



CONTROL POINTS

NO.	STATION;OFFSET	X	Y	DESCRIPTION	ELEV.
CP916	299+45.97;21.64'LT	318,407.77	151,725.42	3/4-INCH IRON ROD	644.50'
CP915	302+82.98;22.02'LT	318,392.84	152,063.40	3/4-INCH IRON ROD	643.55'

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	PLAN - STH 35	SHEET 26	E



BENCH MARKS

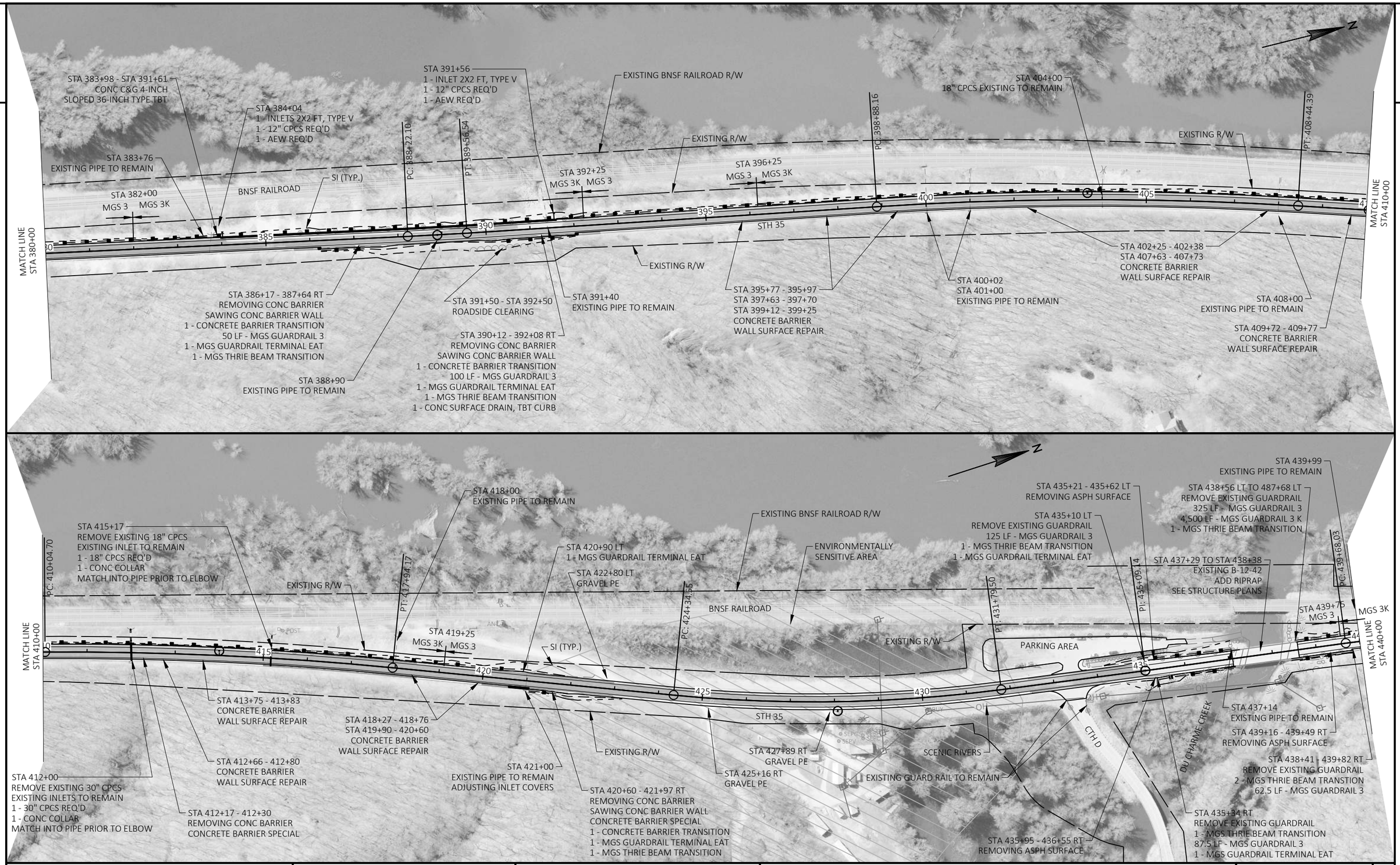
NO.	STATION	DESCRIPTION	ELEV.
951	328+10.46	69.90' LT ; H 122	628.33'
952	330+16.60	70.78' RT, BM EASTMAN W GPS	631.33'

CONTROL POINTS

NO.	STATION;OFFSET	X	Y	DESCRIPTION	ELEV.
CP914	346+06.99;18.54'LT	318,804.95	156,364.44	3/4-INCH IRON ROD	678.83'
CP913	347+98.37'20.54'LT	318,839.15	156,552.63	3/4-INCH IRON ROD	680.24'

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	PLAN - STH 35	SHEET 27	E

2

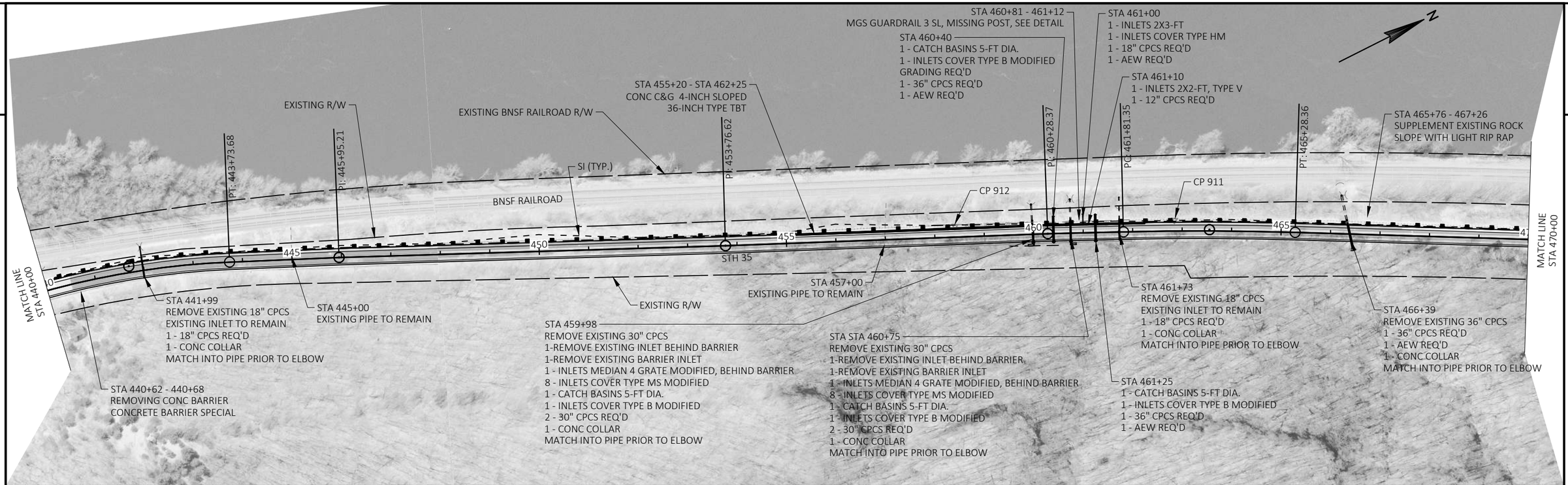


PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	PLAN - STH 35	SHEET 28	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050203-pn

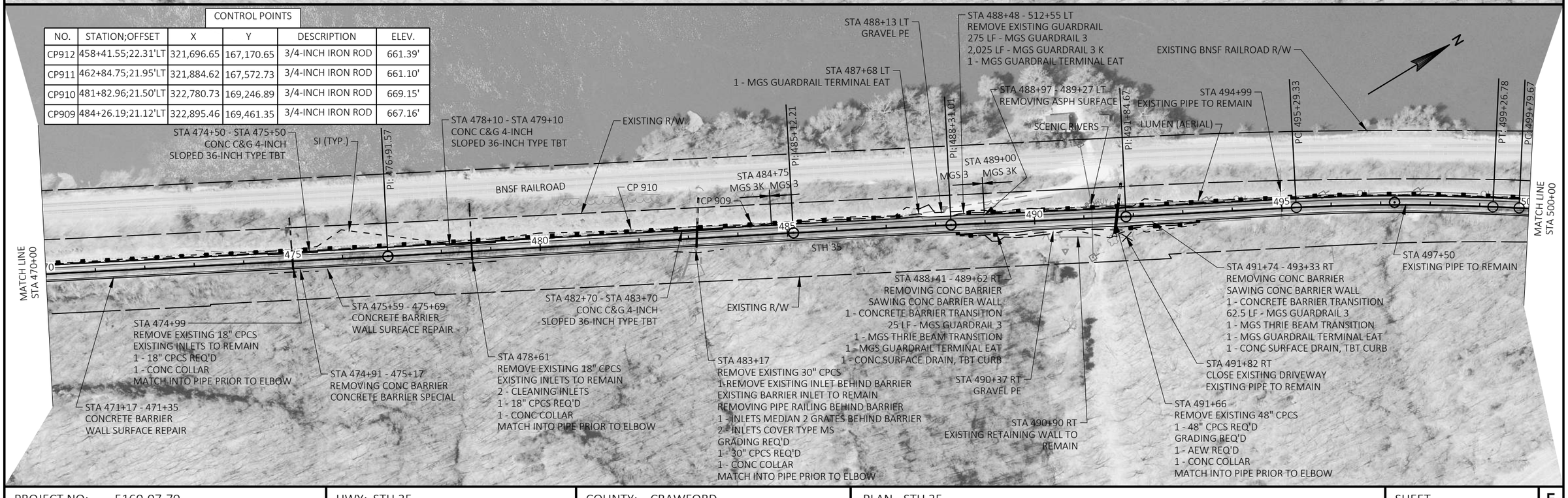
PLOT DATE : 12/3/2024 1:18 PM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:200 FT

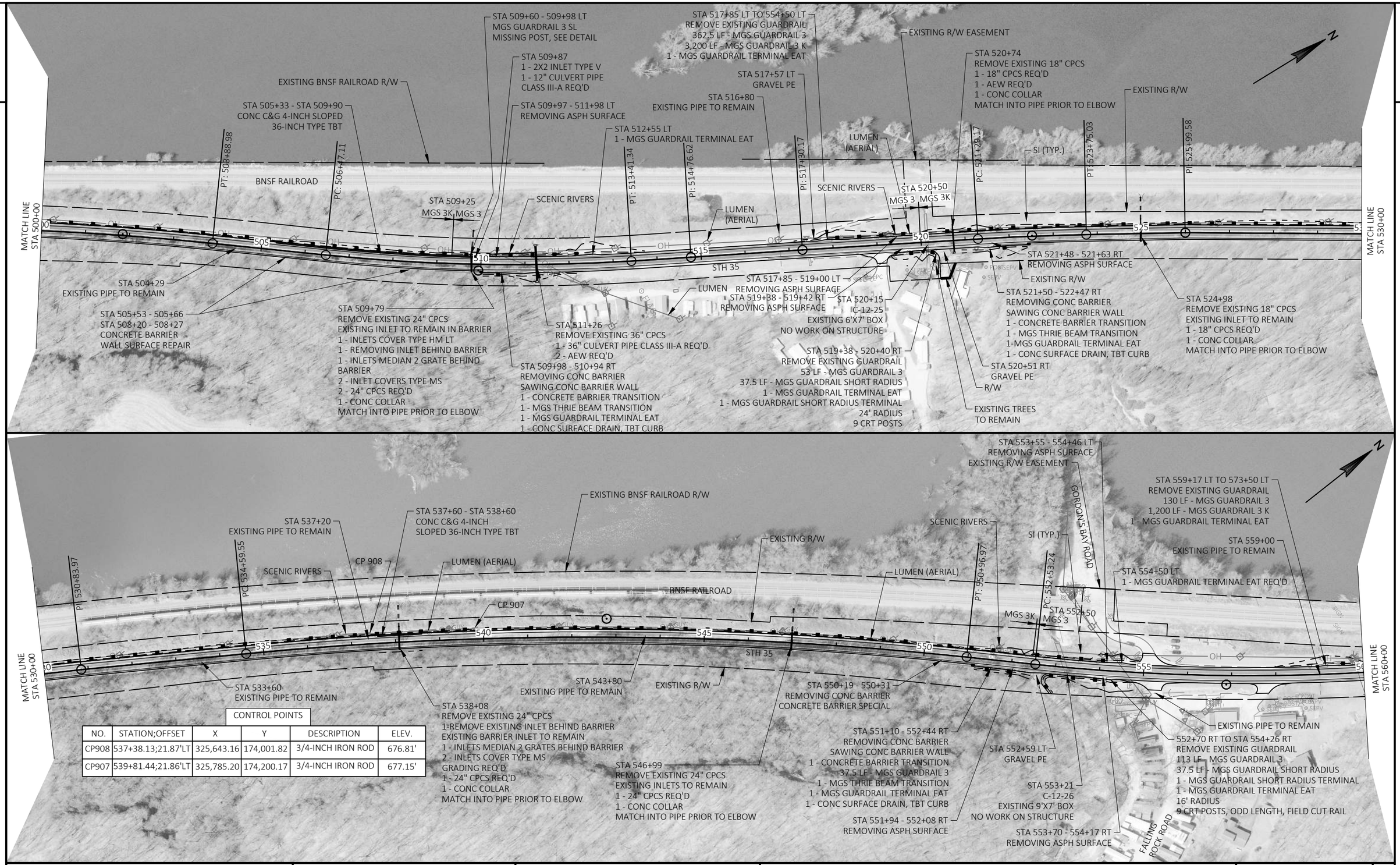
2



CONTROL POINTS

NO.	STATION;OFFSET	X	Y	DESCRIPTION	ELEV.
CP912	458+41.55;22.31'LT	321,696.65	167,170.65	3/4-INCH IRON ROD	661.39'
CP911	462+84.75;21.95'LT	321,884.62	167,572.73	3/4-INCH IRON ROD	661.10'
CP910	481+82.96;21.50'LT	322,780.73	169,246.89	3/4-INCH IRON ROD	669.15'
CP909	484+26.19;21.12'LT	322,895.46	169,461.35	3/4-INCH IRON ROD	667.16'





CONTROL POINTS

NO.	STATION;OFFSET	X	Y	DESCRIPTION	ELEV.
CP908	537+38.13;21.87'LT	325,643.16	174,001.82	3/4-INCH IRON ROD	676.81'
CP907	539+81.44;21.86'LT	325,785.20	174,200.17	3/4-INCH IRON ROD	677.15'

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	PLAN - STH 35	SHEET 30	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050205-pn

PLOT DATE : 12/3/2024 1:19 PM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

2

STA 573+50
16.3 LF - MGS GUARDRAIL 3
46.3 LF - MGS GUARDRAIL SHORT RADIUS
100' RADIUS
7 CRT POSTS, ODD LENGTH, FIELD CUT RAIL
MATCH INTO EXISTING GUARDRAIL

STA 572+83
11.7 LF - MGS GUARDRAIL SHORT RADIUS
20' RADIUS
2 CRT POSTS, ODD LENGTH, FIELD CUT RAIL

STA 576+32 - 630+31 LT
REMOVE EXISTING GUARDRAIL
1,250 LF - MGS GUARDRAIL 3
4,050 LF - MGS GUARDRAIL 3 K
1 - MGS GUARDRAIL TERMINAL EAT

STA 576+28 - 577+13 LT
REMOVING ASPH SURFACE

EXISTING BNSF RAILROAD R/W

STA 572+03
C-12-21
EXISTING 10'X7' BOX
NO WORK ON STRUCTURE

PT: 561+22.46
PI: 563+20.64
PC: 565+89.39
PT: 567+86.27
PC: 572+73.48
PT: 577+84.61
PC: 581+97.17
PT: 588+24.58

EXISTING R/W
LUMEN (AERIAL)
BNSF RAILROAD
VARD LANDING
STH 35
EXISTING R/W

STA 560+50
MGS 3 MGS 3K
STA 572+50
MGS 3K
MGS 3
STA 577+50
MGS 3
MGS 3K
STA 581+25
MGS 3K
MGS 3
EXISTING R/W
MGS 3
MGS 3K
STA 585+50

MATCH LINE
STA 560+00

MATCH LINE
STA 590+00

565
570
575
580
585

STA 561+66 - 563+38 RT
REMOVING CONC BARRIER
SAWING CONC BARRIER WALL
1 - CONCRETE BARRIER TRANSITION
75 LF - MGS GUARDRAIL 3
1 - MGS GUARDRAIL TERMINAL EAT
1 - MGS THRIE BEAM TRANSITION
1 - CONC SURFACE DRAIN, TBT CURB

STA 562+37 - 562+53 RT
REMOVING ASPH SURFACE

SI (TYP.)

STA 569+66 - 573+37 RT
REMOVING CONC BARRIER
SAWING CONC BARRIER WALL
REMOVE EXISTING GUARDRAIL
1 - CONCRETE BARRIER TRANSITION
275 LF - MGS GUARDRAIL 3
1 - MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT
1 - CONC SURFACE DRAIN, TBT CURB

STA 573+60 RT
GRAVEL PE
STA 576+53 RT
GRAVEL PE
LUMEN (AERIAL)

EXISTING PIPE TO REMAIN

STA 577+69
REMOVE EXISTING 18" CPCS
1 - 18" CPCS REQ'D
1 - AEW REQ'D
1 - CONC COLLAR
MATCH INTO PIPE PRIOR TO ELBOW

STA 579+16 - 580+62 RT
REMOVING CONC BARRIER
SAWING CONC BARRIER WALL
1 - CONCRETE BARRIER TRANSITION
50 LF - MGS GUARDRAIL 3
1 - MGS GUARDRAIL TERMINAL EAT
1 - MGS THRIE BEAM TRANSITION
1 - CONC SURFACE DRAIN, TBT CURB

STA 579+67 - 579+78 RT
REMOVING ASPH SURFACE

STA 585+00
EXISTING PIPE TO REMAIN

STA 589+49
REMOVE EXISTING 18" CPCS
EXISTING INLETS TO REMAIN
2 - INLET COVERS TYPE MS
BEHIND BARRIER
1 - 18" CPCS REQ'D
1 - CONC COLLAR
MATCH INTO PIPE PRIOR TO ELBOW

STA 615+25
REMOVE EXISTING 18" CPCS
REMOVING CONCRETE BARRIER
CONCRETE BARRIER SPECIAL
1 - INLET COVER TYPE B
1 - 18" CPCS REQ'D
1 - CONC COLLAR
MATCH INTO PIPE PRIOR TO ELBOW

US LOCK & DAM NO. 9

ENVIRONMENTALLY SENSITIVE AREA

STA 599+00
REMOVE EXISTING 24" CPCS
1-REMOVE EXISTING INLET BEHIND BARRIER
EXISTING BARRIER INLET TO REMAIN
1 - INLETS MEDIAN 2 GRATE BEHIND BARRIER
2 - INLET COVERS TYPE MS
1 - 24" CPCS REQ'D
1 - CONC COLLAR
MATCH INTO PIPE PRIOR TO ELBOW

STA 610+31 - 614+45
SUPPLEMENT EXISTING
SLOPE WITH LIGHT RIP RAP

STA 610+31 - STA 617+01
CONC C&G 4-INCH SLOPED
36-INCH TYPE TBT

STA 592+41
REMOVE EXISTING 18" CPCS
EXISTING INLETS TO REMAIN
1 - 18" CPCS REQ'D
1 - CONC COLLAR
MATCH INTO PIPE PRIOR TO ELBOW

EXISTING BNSF RAILROAD R/W

LUMEN (AERIAL)

EXISTING R/W

PC: 616+16.02

SI (TYP.)

PT: 594+55.47

STA 620+00
MGS 3K
MGS 3

BNSF RAILROAD

STA 595+00
MGS 3K
STA 594+00 MGS 3
MGS 3K MGS 3

STH 35

595
600
605
610
615

MATCH LINE
STA 590+00

MATCH LINE
STA 620+00

STA 604+71 - 606+70
REMOVING CONC BARRIER
CONCRETE BARRIER SPECIAL

EXISTING R/W

STA 611+99 - 612+18
CONCRETE BARRIER
WALL SURFACE REPAIR

STA 617+01
1 - INLETS 2X2 FT, TYPE V
1 - 12" CPCS REQ'D
1 - AEW REQ'D

STA 619+72 - 619+80
CONCRETE BARRIER
WALL SURFACE REPAIR

STA 597+67
EXISTING PIPE TO REMAIN

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	PLAN - STH 35	SHEET 31	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050206-pn

PLOT DATE : 12/3/2024 1:19 PM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

MATCH LINE STA 620+00

EXISTING R/W

LUMEN (AERIAL)

PT: 625+00.19

ENVIRONMENTALLY SENSITIVE AREA

EXISTING EASEMENT

STA 630+31 LT
1 - MGS GUARDRAIL TERMINAL EAT

STA 631+42
REMOVE EXISTING GUARDRAIL
109.2 LF - MGS GUARDRAIL SHORT RADIUS
1 - MGS GUARDRAIL TERMINAL EAT
105' RADIUS
16 CRT POSTS, ODD LENGTH, FIELD CUT RAIL

STA 632+67
67.4 LF - MGS GUARDRAIL SHORT RADIUS
64' RADIUS
11 CRT POSTS, ODD LENGTH, FIELD CUT RAIL

EXISTING BNSF RAILROAD R/W

STA 649+11 - 649+69 RT
REMOVING ASPH SURFACE

STA 649+62 LT
REMOVE EXISTING GUARDRAIL
1 - MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA 646+93 LT
REMOVE EXISTING GUARDRAIL
1 - MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA 648+32
B-12-43
ADD RIPRAP
SEE STRUCTURE PLANS

ALLIANT

BNSF RAILROAD

MGS 3

STA 625+25
MGS 3K

STA 628+50
MGS 3K | MGS 3

LOCK & DAM ENTRANCE

STA 633+69 LT
23 LF - MGS GUARDRAIL 3
1 - MGS GUARDRAIL TERMINAL EAT

PC: 638+25.86

EXISTING R/W

PT: 643+13.62

PT: 647+34.47

SI (TYP.)

STA 636+00
EXISTING PIPE
TO REMAIN

STA 620+03
REMOVE EXISTING 30" CPCS
1 - 30" CPCS REQ'D
1 - INLET COVER TYPE MS BEHIND BARRIER
1 - CONC COLLAR
MATCH INTO PIPE PRIOR TO ELBOW

LUMEN

STH 35

EXISTING R/W

STA 623+11 - 632+42
CONCRETE BARRIER
WALL SURFACE REPAIR

STA 633+50
REMOVE EXISTING 18" CPCS
EXISTING INLET TO REMAIN
1 - 18" CPCS REQ'D
1 - CONC COLLAR
MATCH INTO PIPE PRIOR TO ELBOW

STA 634+13- 635+85 RT
REMOVING CONC BARRIER
SAWING CONC BARRIER WALL
1 - CONCRETE BARRIER TRANSITION
75 LF - MGS GUARDRAIL 3
1 - MGS GUARDRAIL TERMINAL EAT
1 - MGS THRIE BEAM TRANSITION
1 - CONC SURFACE DRAIN, TBT CURB

ALLIANT

LUMEN

STA 637+48 RT
GRAVEL PE

CAYA LANE

STA 634+97 - 635+13 RT
REMOVING ASPH SURFACE

STA 647+03 RT
REMOVE EXISTING GUARDRAIL
1 - MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA 647+00 - 647+66 LT
REMOVING ASPH SURFACE

STA 649+72 RT
REMOVE EXISTING GUARDRAIL
1 - MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

LEITNER CREEK

MATCH LINE STA 650+00

STA 656+73 LT TO 687+52
REMOVE EXISTING GUARDRAIL
1,975 LF - MGS GUARD RAIL 3
1,000 LF - MGS GUARDRAIL 3 K
1 - MGS GUARDRAIL TERMINAL EAT

MEANDER CORNER
2" IP W/BRASS CAP
Y = 183,444.513
X = 333,992.408

RMK
3/4" IR W/PLASTIC CAP
Y = 183,396.316
X = 333,939.337

RMK
3/4" IR W/PLASTIC CAP
Y = 183,514.270
X = 334,061.795

EXISTING BNSF RAILROAD R/W

RMK
3/4" IR W/PLASTIC CAP
Y = 184,158.962
X = 334,714.007

DO NOT DISTURB
MEANDER CORNER
2" IP W/BRASS CAP
Y = 184,147.192
X = 334,752.100

EXISTING R/W

RMK
3/4" IR W/PLASTIC CAP
Y = 184,205.114
X = 334,777.583

PC: 655+40.83

PT: 660+12.84

PC: 669+87.53

PT: 678+78.82

EXISTING R/W

SI (TYP.)

BNSF RAILROAD

STA 661+00
MGS 3 | MGS 3K

STA 667+00
MGS 3K | MGS 3

STA 671+75
MGS 3 | MGS 3K

STA 672+25
MGS 3K | MGS 3

STA 678+00
MGS 3 | MGS 3K

PARKING AREA

MATCH LINE STA 650+00

EXISTING PIPE
TO REMAIN

LEITNER HOLLOW ROAD

STA 658+74 - 658+84 RT
REMOVING ASPH SURFACE

STA 656+45 - 659+68 RT
REMOVING CONC BARRIER
SAWING CONC BARRIER WALL
1 - CONCRETE BARRIER TRANSITION
225 LF - MGS GUARDRAIL 3
1 - MGS GUARDRAIL TERMINAL EAT
1 - MGS THRIE BEAM TRANSITION
1 - CONC SURFACE DRAIN, TBT CURB

STA 659+98
REMOVE EXISTING 18" CPCS
EXISTING INLET TO REMAIN
1 - 18" CPCS REQ'D
1 - CONC COLLAR
MATCH INTO PIPE PRIOR TO ELBOW

RMK
3/4" IR W/PLASTIC CAP
Y = 183,382.515
X = 334,053.941

RMK
3/4" IR W/PLASTIC CAP
Y = 183,429.313
X = 334,089.617

STA 665+92
REMOVE EXISTING 24" CPCS
EXISTING INLETS TO REMAIN
1 - 24" CPCS REQ'D
1 - CONC COLLAR
MATCH INTO PIPE PRIOR TO ELBOW

STA 668+92
REMOVE EXISTING 24" CPCS
EXISTING INLETS TO REMAIN
2 - INLET GRATES TYPE MS
BEHIND BARRIER
1 - 24" CPCS REQ'D
1 - CONC COLLAR
MATCH INTO PIPE PRIOR TO
ELBOW

STA 672+90 - 672+98
CONCRETE BARRIER
WALL SURFACE REPAIR

STH 35

RMK
3/4" IR W/PLASTIC CAP
Y = 184,045.944
X = 334,751.545

RMK
3/4" IR W/PLASTIC CAP
Y = 184,110.112
X = 334,835.400

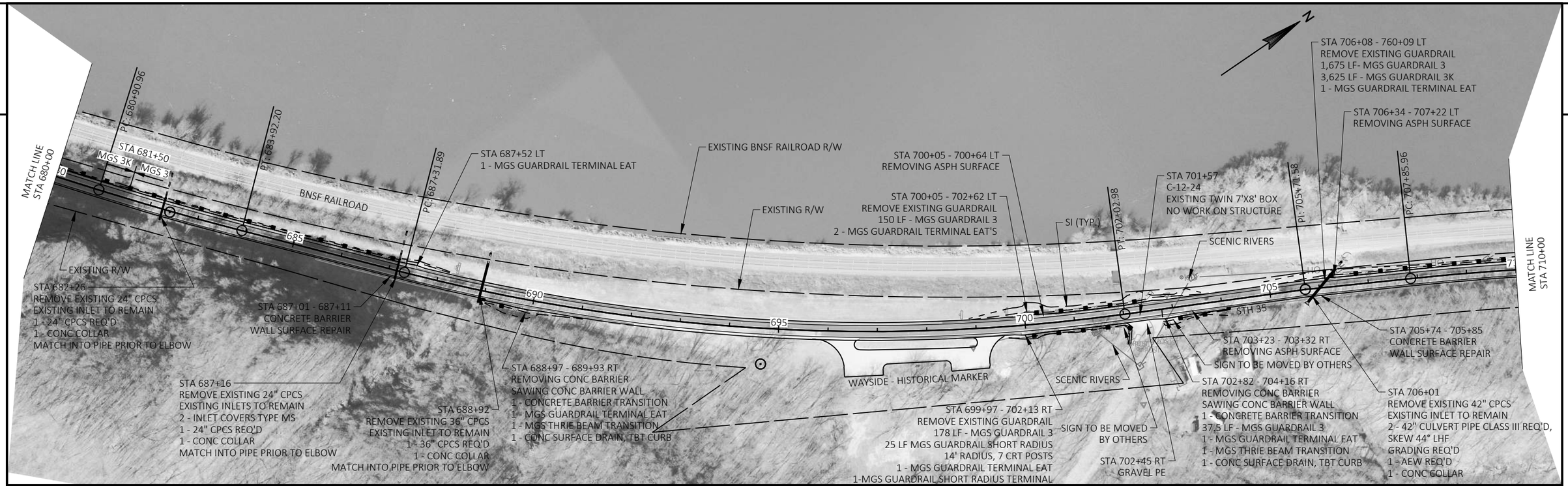
STA 673+12
REMOVE EXISTING 18" CPCS
EXISTING INLETS TO REMAIN
2 - INLETS GRATES TYPE MS BEHIND BARRIER
1 - 18" CPCS REQ'D
1 - CONC COLLAR
MATCH INTO PIPE PRIOR TO ELBOW

EXISTING R/W

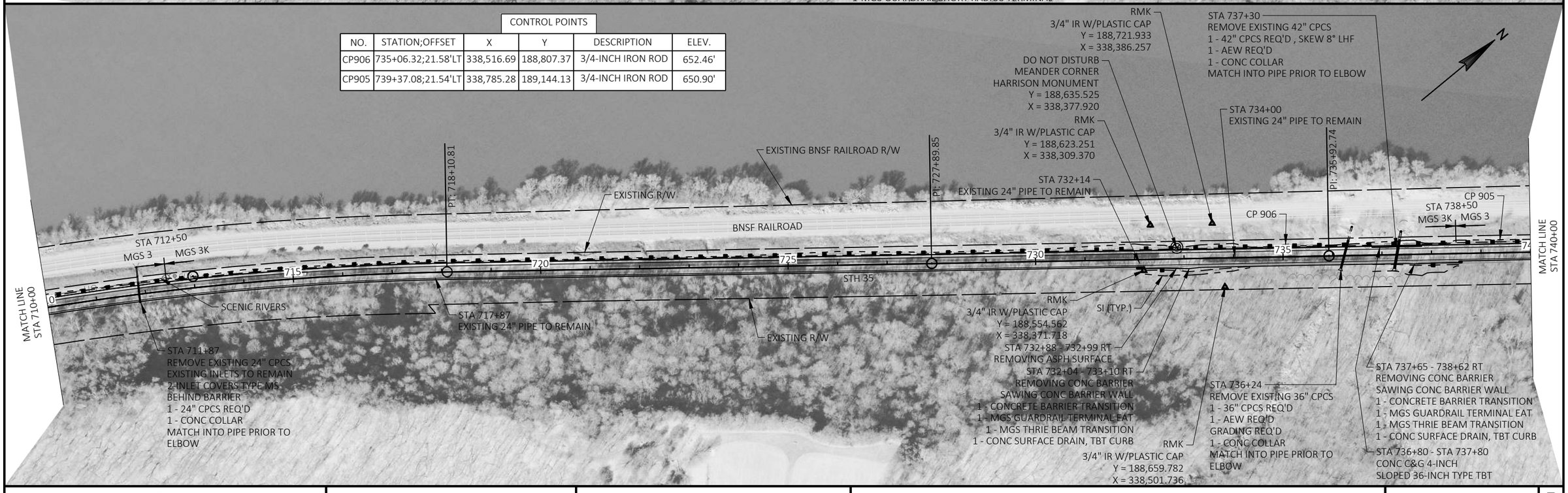
MATCH LINE STA 680+00

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	PLAN - STH 35	SHEET 32	E

2



CONTROL POINTS					
NO.	STATION;OFFSET	X	Y	DESCRIPTION	ELEV.
CP906	735+06.32;21.58'LT	338,516.69	188,807.37	3/4-INCH IRON ROD	652.46'
CP905	739+37.08;21.54'LT	338,785.28	189,144.13	3/4-INCH IRON ROD	650.90'



PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	PLAN - STH 35	SHEET 33	E

2

2

MATCH LINE STA 740+00

EXISTING R/W

BNSF RAILROAD

STA 749+00
MGS 3 MGS 3K

SI (TYP.)

STA 752+87
EXISTING PIPE TO REMAIN

PC: 754+03.64

STH 35

STA 745+88
REMOVE EXISTING 24" CPCS
EXISTING INLETS TO REMAIN
2 - INLET COVERS TYPE MS BEHIND BARRIER
1 - 24" CPCS REQ'D
1 - CONC COLLAR
MATCH INTO PIPE PRIOR TO ELBOW

EXISTING BNSF RAILROAD R/W

EXISTING R/W

STA 759+18 - 759+78 LT
REMOVING ASPH SURFACE

RMK
3/4" IR W/PLASTIC CAP
Y = 190,726.776
X = 340,078.525

DO NOT DISTURB
MEANDER CORNER
HARRISON MONUMENT
Y = 190,783.767
X = 340,093.597

STA 760+09 LT
1 - MGS GUARDRAIL TERMINAL EAT

RMK
3/4" IR W/PLASTIC CAP
Y = 190,758.713
X = 340,058.552

PT: 759+12.22

STA 759+25
MGS 3K MGS3

RMK
3/4" IR W/PLASTIC CAP
Y = 190,802.319
X = 340,148.645

STA 761+10 - 762+60 RT
REMOVING CONC BARRIER
SAWING CONC BARRIER WALL
1 - CONCRETE BARRIER TRANSITION
CONCRETE BARRIER SPECIAL
1 - MGS THRIE BEAM TRANSITION
1-MGS GUARDRAIL TERMINAL EAT
1 - CONC SURFACE DRAIN, TBT CURB

RMK
3/4" IR W/PLASTIC CAP
Y = 190,832.552
X = 340,126.814

STA 762+33 LT
ASPHALT CE

STA 764+92 LT
ASPHALT CE

STA 765+60
EXISTING PIPE TO REMAIN

STA 769+75 RT
ASPHALT CE

VALLEY RIDGE CLEAN WATER COMM

STA 767+42 - 768+86 LT
REMOVE EXISTING GUARDRAIL
37.5 LF - MGS GUARDRAIL 3
2 - MGS GUARDRAIL TERMINAL EAT'S

PT: 767+44.91

PC: 768+82.33

VALLEY RIDGE CLEAN WATER COMM

STA 767+41 RT
ASPHALT CE

STA 767+45 - 768+89 RT
REMOVE EXISTING GUARDRAIL
37.5 LF - MGS GUARDRAIL 3
2 - MGS GUARDRAIL TERMINAL EAT'S

STA 768+14
C-12-28
EXISTING 9'X6' BOX
NO WORK ON STRUCTURE

STA 761+88
REMOVE EXISTING 18" CPCS
EXISTING INLET TO REMAIN
1 - TYPE HM INLET COVER
1 - 18" CULVERT PIPE CLASS III-B REQ'D
1 - AEW REQ'D

MATCH LINE STA 770+00

STA 770+76 - 779+00 LT
REMOVE EXISTING GUARDRAIL
725 LF - MGS GUARDRAIL 3
1 - MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

ENVIRONMENTALLY SENSITIVE AREA

STA 779+99 - 789+77 LT
REMOVE EXISTING GUARDRAIL
887.5 LF - MGS GUARDRAIL 3
1 - MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

EXISTING BNSF RAILROAD R/W

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
955	779+01.55	19.00' RT ; S 122	635.74'

BNSF RAILROAD

ALLIANT

PT: 772+56.56

PC: 773+21.64

MORGAN HOLLOW CREEK

PT: 780+62.66

SI (TYP.)

PI: 788+71.56

STA 775+50
EXISTING PIPE TO REMAIN

STA 781+00
MGS 3 MGS 3K

STA 788+00
MGS 3K MGS 3

LUMEN

STA 789+09 - 789+77 LT
REMOVING ASPH SURFACE

VALLEY RIDGE CLEAN
WATER COMM (SAN)

PC: 789+46.48

LUMEN (AERIAL)

ALLIANT

PT: 796+58.23

EP: 797+56.19

CTH F

LUMEN (AERIAL)

EXISTING R/W

EXISTING PIPE TO REMAIN

WICONNECT

HILLSIDE DR.

BM 955

STA 776+37 - 779+00 RT
REMOVE EXISTING GUARDRAIL
173 LF - MGS GUARDRAIL 3
1 - MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA 779+99 - 786+64 RT
REMOVE EXISTING GUARDRAIL
575 LF - MGS GUARDRAIL 3
1 - MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA 779+44
B-12-45
EXISTING 2 SPAN 45" PRESTRESSED GIRDER
CONCRETE REPAIR
SEE STRUCTURE PLANS

STA 786+10 - 786+52 RT
REMOVING ASPH SURFACE

HARBOR ROAD (PE)

CTH E

SEE DETAIL FOR
CURB RAMPS

LUMEN (AERIAL)

BENCH STREET

STA 788+50
1 - INLETS 2X3-FT
1 - INLET COVERS HM
1 - 18" CULVERT PIPE CLASS III-A REQ'D
1 - AEW REQ'D

LYNXVILLE

STA 789+43 RT
MANHOLE TO REMAIN

END PROJECT
STA 791+89.90
Y=193,537.27
X=341,340.71
MATCH EXISTING
BUTT JOINT REQ'D

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	PLAN - STH 35	SHEET 34	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050209-pn

PLOT DATE : 12/3/2024 1:19 PM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

EXISTING BNSF RAILROAD R/W

BNSF RAILROAD

PC: 263+72.48

EXISTING R/W

STA 268+10
EXISTING PIPE TO REMAIN

PT: 268+98.90

STA 269+12
EXISTING PIPE TO REMAIN

STA 271+56
EXISTING PIPES TO REMAIN

PC: 275+56.29

SI

PT: 278+75.95

265

270

275

STH 35

CTH N

OLD CTH N - NO CONNECTION TO STH 35

EXISTING R/W

STA 275+37
REMOVE EXISTING 18" CPCS
EXISTING INLETS TO REMAIN
1 - 18" CPCS
1-CONC COLLAR

MATCH LINE 279+00.00

N

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SHOT ROCK
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- CONC — CONCRETE FLUME (PAID AS CONCRETE SURFACE DRAINS)
- TURBIDITY BARRIER
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

STA 286+80
CONCRETE SURFACE DRAIN
1 - INLETS 2X2 FT, TYPE V
1 - 12" CPCS
1-AEW REQ'D

N

MATCH LINE 279+00.00

RIPRAP HEAVY

BNSF RAILROAD

EXISTING R/W

SI

280

285

290

STH 35

STA 279+01
EXISTING PIPE TO REMAIN

EXISTING R/W

STA 283+41
REMOVE EXISTING 18" CPCS
EXISTING INLETS TO REMAIN
1 - 18" CPCS
1 - CONC COLLAR

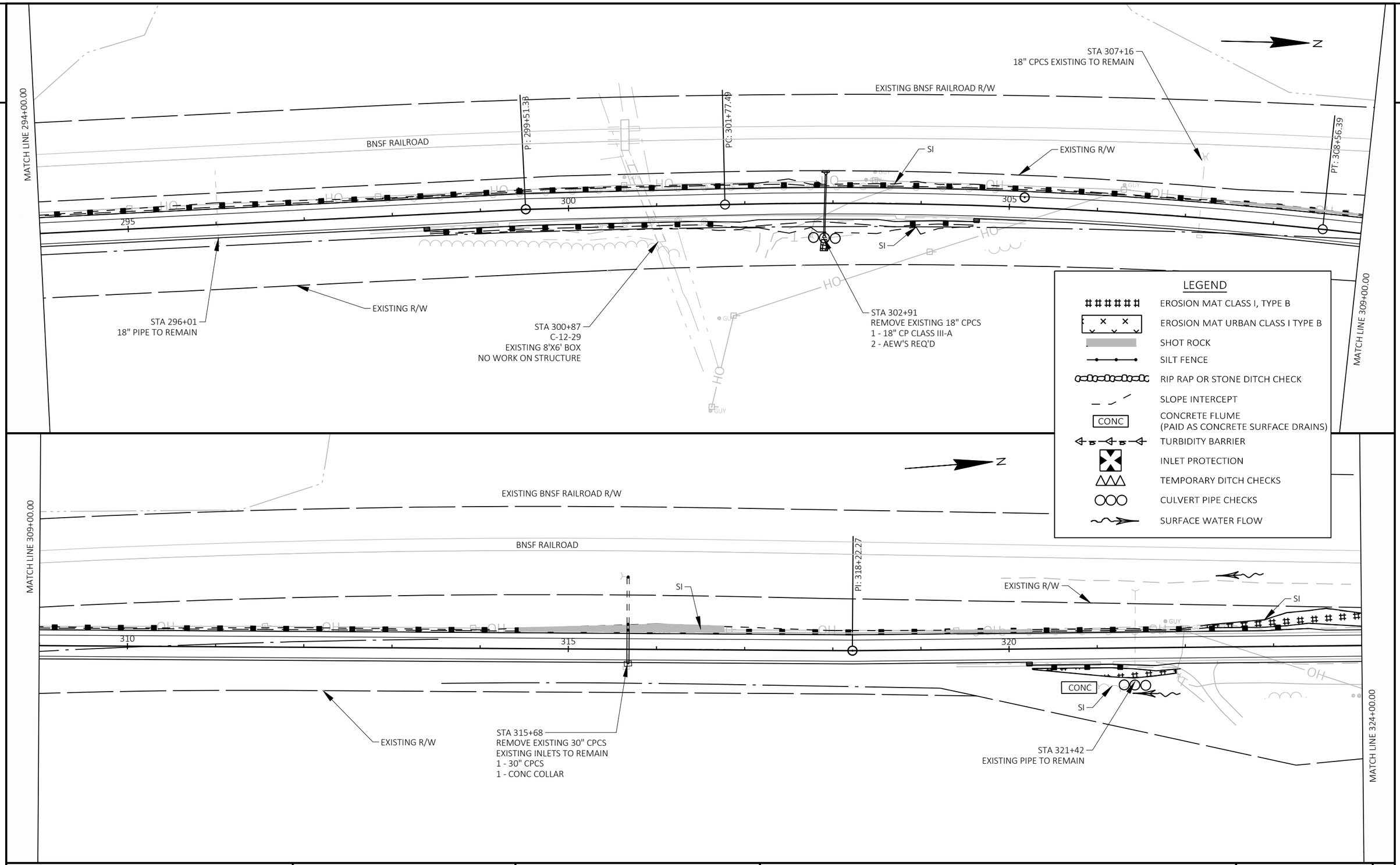
STA 287+18
EXISTING PIPES TO REMAIN

MATCH LINE 294+00.00

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 35	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - (1)

PLOT DATE : 11/20/2024 3:14 PM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:100 FT



2

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 36	E

2

MATCH LINE 324+00.00

EXISTING BNSF RAILROAD R/W

COVER RIPRAP NOT DIRECTLY UNDER THE BRIDGE WITH TOPSOIL, SEED #75, AND FERTILZER (TYP)

PICATEE CREEK

WETLANDS TYPE M

TEMPORARY SMALL ANIMAL TURN-AROUND

TEMPORARY SMALL ANIMAL TURN-AROUND

BNSF RAILROAD

PI: 331+59.59

PC: 336+38.53

SI (TYP)

EXISTING R/W

SI

SI

SI

SI

325

330

335

CONC

TEMPORARY SMALL ANIMAL TURN-AROUND

STA 329+30
EXISTING B-12-41
SEE STRUCTURE PLANS
2 SPAN 36" PRESTRESSED GIRDER
ADD RIPRAP & REPAIR SCOURED TOE

EXISTING R/W

PICATEE CREEK ROAD

TEMPORARY SMALL ANIMAL TURN-AROUND

EXISTING R/W

STA 335+02
REMOVE EXISTING 18" CPCS
EXISTING INLETS TO REMAIN
REPLACE GRATE TYPE B (BARRIER INLET)
3-MS INLET COVERS BEHIND BARRIER
1 - 18" CPCS
1 - CONC COLLAR

MATCH LINE 339+00.00

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SHOT ROCK
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- CONC — CONCRETE FLUME (PAID AS CONCRETE SURFACE DRAINS)
- TURBIDITY BARRIER
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

2

MATCH LINE 339+00.00

STA 341+07
EXISTING PIPE TO REMAIN

EXISTING BNSF RAILROAD R/W

PI: 339+37.35

PC: 342+01.52

BNSF RAILROAD

PT: 346+79.00

PI: 349+41.25

EXISTING R/W

SI

340

345

350

STA 342+00
EXISTING PIPE TO REMAIN

STA 341+07
EXISTING INLETS TO REMIAN

SI

EXISTING R/W

STA 352+72
EXISTING PIPE TO REMAIN

STA 346+00
CONCRETE SURFACE DRAIN
1 - INLETS 2X2 FT, TYPE V
1 - 12" CPCS
1 - AEW REQ'D

STA 346+80
REMOVE EXISTING 30" CPCS
1 - 30" CPCS
EXISTING INLETS TO REMAIN
REPLACE 2-INLET COVERS TYPE MS
1 - CONC COLLAR

MATCH LINE 354+00.00

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 37	E

2

MATCH LINE 354+00.00

EXISTING BNSF RAILROAD R/W

STA 359+41 & STA 360+21
CONCRETE SURFACE DRAIN
WITH HEAVY RIP RAP FLUME

BNSF RAILROAD

STA 366+39
REMOVE EXISTING 36" CPCS
EXISTING INLETS TO REMAIN
1 - 36" CPCS
1 - CONC COLLAR

PC: 357+35.11

PT: 358+21.40

PC: 367+46.45

PT: 368+39.09

SI

EXISTING R/W

CONC

CONC

355

360

365

STA 363+26
EXISTING PIPE TO REMAIN

STA 365+00
EXISTING PIPE TO REMAIN

EXISTING R/W

STA 357+00
EXISTING PIPE TO REMAIN

STA 366+90
CONCRETE SURFACE DRAIN
1 - INLETS 2X2 FT, TYPE V
1 - 12" CPCS
1 - AEW REQ'D

MATCH LINE 369+00.00

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SHOT ROCK
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- CONC — CONCRETE FLUME (PAID AS CONCRETE SURFACE DRAINS)
- TURBIDITY BARRIER
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

MATCH LINE 369+00.00

EXISTING BNSF RAILROAD R/W

PC: 373+57.67

PT: 374+74.03

BNSF RAILROAD

EXISTING R/W

SI

370

375

380

CONC

CONC

SI

STA 370+92
EXISTING PIPE TO REMAIN

STA 373+94
C-12-27
EXISTING BOX
REPAIR GAP/SEPARATION
SEE STRUCTURE PLANS

STA 378+99
REMOVE EXISTING 30" CPCS
EXISTING INLET TO REMAIN
REPLACE 2-INLET COVERS
TYPE MS BEHIND BARRIER
1 - 30" CPCS
1 - CONC COLLAR

EXISTING R/W

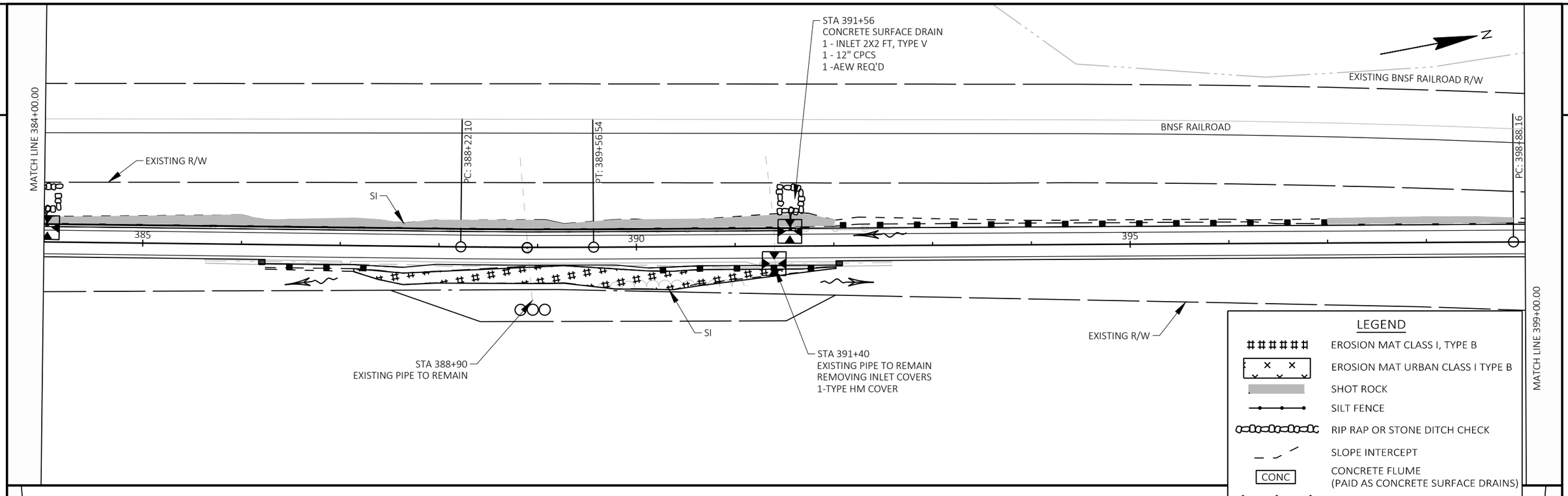
STA 383+76
EXISTING PIPE TO REMAIN

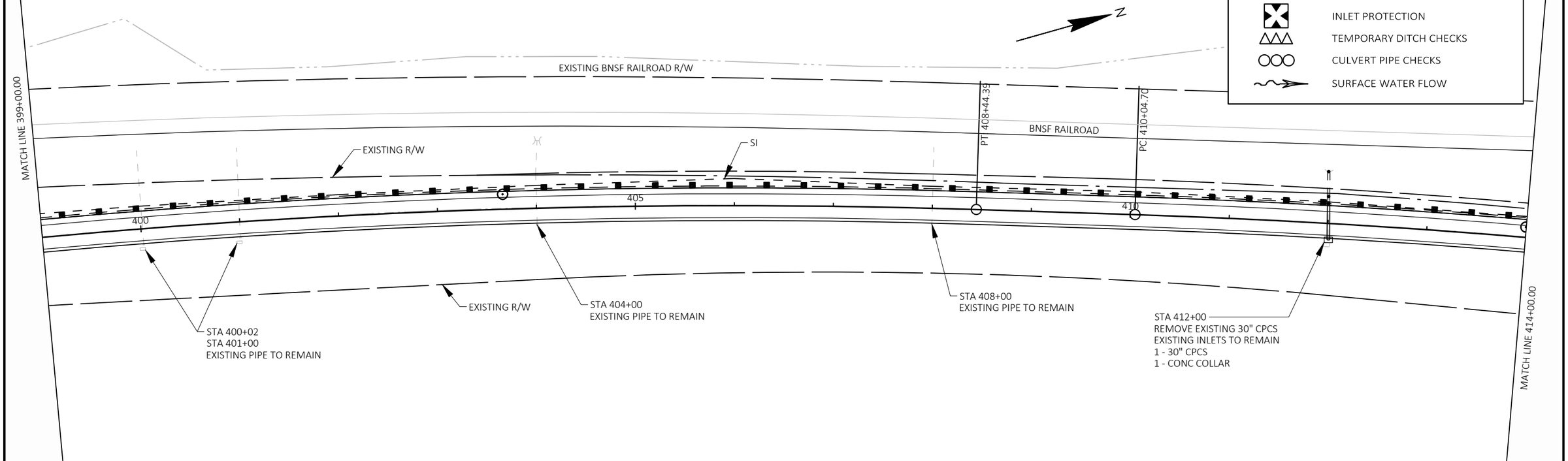
STA 384+04
CONCRETE SURFACE DRAIN
1 - INLET 2X2 FT, TYPE V
1 - 12" CPCS
1 - AEW REQ'D

MATCH LINE 384+00.00

2

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 38	E





PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 39	E

2

MATCH LINE 414+00.00

STA 415+17
REMOVE EXISTING 18" CPCS
EXISTING INLET TO REMAIN
1 - 18" CPCS
1 - CONC COLLAR

EXISTING BNSF RAILROAD R/W

BNSF RAILROAD

ENVIRONMENTALLY SENSITIVE AREA

N

PT: 417+94.17

SI

EXISTING R/W

PC: 424+34.55

415

420

425

STA 418+00
EXISTING PIPE TO REMAIN

SI

STA 421+00
EXISTING PIPE TO REMAIN
ADJUSTING INLET COVERS RT

EXISTING R/W

MATCH LINE 429+00.00

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SHOT ROCK
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- CONC — CONCRETE FLUME (PAID AS CONCRETE SURFACE DRAINS)
- TURBIDITY BARRIER
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

MATCH LINE 429+00.00

EXISTING BNSF RAILROAD R/W

TEMPORARY SMALL
ANIMAL TURN-AROUND

N

BNSF RAILROAD

EXISTING R/W

PARKING AREA

PT: 431+79.8

PI: 435+09.14

SI

PC: 439+68.03

SI

TEMPORARY SMALL
ANIMAL TURN-AROUND

PT: 443+73.68

430

435

440

STA 439+99
EXISTING PIPE TO REMAIN

EXISTING R/W

EXISTING FLUME
TO REMAIN

TEMPORARY SMALL
ANIMAL TURN-AROUND

STA 441+99
REMOVE EXISTING 18" CPCS
EXISTING INLET TO REMAIN
1 - 18" CPCS
1 - CONC COLLAR

SI

TEMPORARY SMALL ANIMAL
TURN-AROUND

CTH D

DU CHARME CREEK

WETLANDS TYPE AB

STA 437+29 TO STA 438+38
EXISTING B-12-42
ADD RIPRAP
SEE STRUCTURE PLANS

COVER RIPRAP NOT DIRECTLY UNDER THE BRIDGE
WITH TOPSOIL, SEED #75, AND FERTILZER

ENVIRONMENTALLY SENSITIVE AREA

MATCH LINE 444+00.00

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 40	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - (6)

PLOT DATE : 11/20/2024 3:15 PM

PLOT BY : BOBBI MAXWELL

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

2

MATCH LINE 444+00.00

EXISTING BNSF RAILROAD R/W

STA 458+79 - 461+73
SUPPLEMENT EXISTING ROCK
SLOPE WITH LIGHT RIP RAP

BNSF RAILROAD

PI: 445+95.21

PI: 453+76.62

SI

SI

EXISTING R/W

445

450

455

STA 445+00
EXISTING PIPE TO REMAIN

STA 457+00
EXISTING PIPE TO REMAIN

EXISTING R/W

MATCH LINE 459+00.00

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SHOT ROCK
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- CONC — CONCRETE FLUME (PAID AS CONCRETE SURFACE DRAINS)
- TURBIDITY BARRIER
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

MATCH LINE 459+00.00

STA 460+40
1 - CATCH BASINS 5-FT DIA.
1 - INLETS COVER TYPE B MODIFIED
1 - 36" CPCS
1 - AEW REQ'D

STA 461+10
1 - INLETS 2X2-FT
1 - INLETS COVER TYPE V
1 - 12" CPCS

STA 461+00, MISSING POST, SEE DETAIL

STA 461+25
1 - CATCH BASINS 5-FT DIA.
1 - INLETS COVER TYPE B MODIFIED
1 - 36" CPCS
1 - AEW REQ'D

STA 465+76 - 467+26
SUPPLEMENT EXISTING ROCK SLOPE WITH LIGHT RIP RAP

EXISTING BNSF RAILROAD R/W

STA 461+73
REMOVE EXISTING 18" CPCS
EXISTING INLET TO REMAIN
1 - 18" CPCS
1 - CONC COLLAR

BNSF RAILROAD

PI: 460+28.37

PC: 461+81.35

PT: 465+28.36

EXISTING R/W

SI

460

465

470

STA 459+98
REMOVE EXISTING 30" CPCS
REMOVE EXISTING INLET BEHIND BARRIER
REMOVE EXISTING BARRIER INLET
1 - INLETS MEDIAN 4 GRATES BEHIND BARRIER
4 - INLETS COVER TYPE MS MODIFIED
1 - CATCH BASINS 5-FT DIA. IN BARRIER
1 - INLETS COVER TYPE B MODIFIED
2 - 30" CPCS
1 - CONC COLLAR

STA 460+75
REMOVE EXISTING 30" CPCS
REMOVE EXISTING INLET BEHIND BARRIER
REMOVE EXISTING BARRIER INLET
1 - INLETS MEDIAN 4 GRATES BEHIND BARRIER
4 - INLETS COVER TYPE MS MODIFIED
1 - CATCH BASINS 5-FT DIA. IN BARRIER
1 - INLETS COVER TYPE B MODIFIED
2 - 30" CPCS
1 - CONC COLLAR

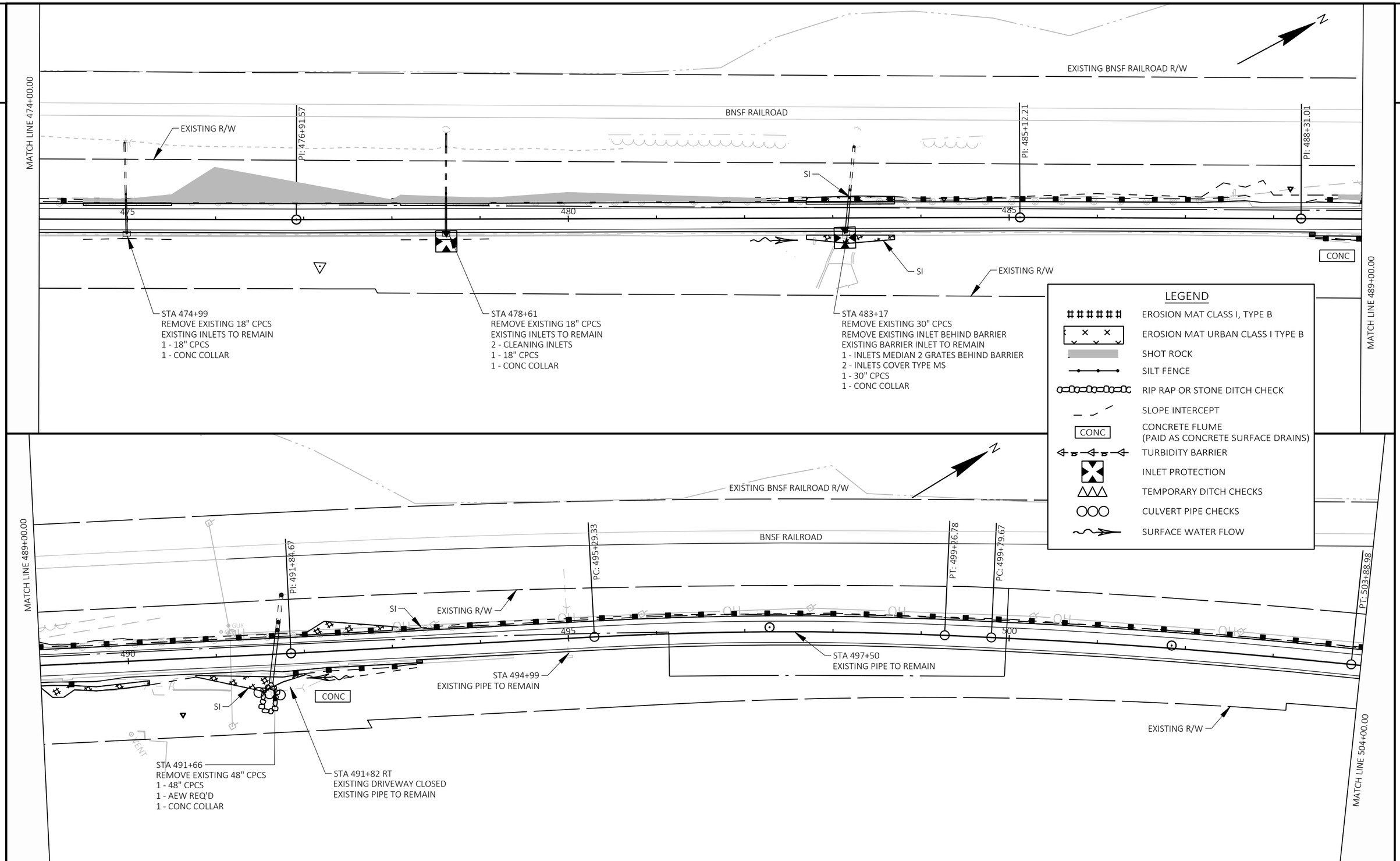
STA 461+00
1 - INLETS 2X3-FT
1-INLETS COVER TYPE HM
1 - 18" CPCS REQ'D
1 - AEW REQ'D

EXISTING R/W

STA 466+39
REMOVE EXISTING 36" CPCS
1 - 36" CPCS
1 - CONC COLLAR
1-AEW REQ'D

MATCH LINE 474+00.00

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 41	E



2

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 42	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - (8)
PLOT DATE : 11/20/2024 3:15 PM
PLOT BY : BOBBI MAXWELL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

EXISTING BNSF RAILROAD R/W

BNSF RAILROAD

MATCH LINE 504+00.00

STA 509+79, MISSING POST, SEE DETAIL

STA 509+87
CONCRETE SURFACE DRAIN
1 - 2X2 INLET TYPE V
1 - 12" CP CLASS III-A

PC: 506+47.11

EXISTING R/W

SI

PT: 513+41.34

PI: 514+76.62

STA 516+80
EXISTING PIPE TO REMAIN

PI: 517+30.17

505

510

515

STA 504+29
EXISTING PIPE TO REMAIN

STA 509+79
REMOVE EXISTING 2-24" CPCS
REMOVE EXISTING INLET BEHIND BARRIER
EXISTING BARRIER INLET TO REMAIN
1 - INLETS MEDIAN 2 GRATES BEHIND BARRIER
2 - INLETS COVER TYPE MS
EXISTING INLET LT TO REMAIN
REPLACE GRATE TYPE HM, LT
2 - 24" CPCS
1 - CONC COLLAR

SI

STA 511+26
REMOVE EXISTING 36" CPCS
1 - 36" CP CLASS III-A
2 - AEW'S REQ'D

EXISTING R/W

MATCH LINE 519+00.00

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SHOT ROCK
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- CONC — CONCRETE FLUME (PAID AS CONCRETE SURFACE DRAINS)
- TURBIDITY BARRIER
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

EXISTING R/W EASEMENT

MATCH LINE 519+00.00

PC: 521+29.17

PT: 523+75.03

PI: 525+99.58

BNSF RAILROAD

EXISTING BNSF RAILROAD R/W

PI: 530+83.97

EXISTING R/W

SI

520

525

530

SI

CONC

SI

STA 521+40 - 521+50
1-CONC FLUME
1-ASP FLUME
MATCH INTO EXISTING ASP FLUME

EXISTING R/W

STA 524+98
REMOVE EXISTING 18" CPCS
EXISTING INLET TO REMAIN
1 - 18" CPCS
1 - CONC COLLAR

STA 533+60
EXISTING PIPE TO REMAIN

MATCH LINE 534+00.00

R/W

STA 520+74
REMOVE EXISTING 18" CPCS
1 - 18" CPCS
1 - AEW REQ'D
1 - CONC COLLAR

EXISTING TREES TO REMAIN

STA 520+15
C-12-25
EXISTING 6'X7' BOX
NO WORK ON STRUCTURE

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 43	E

2

MATCH LINE 534+00.00

PC: 534+59.55

EXISTING R/W

535

540

545

BNSF RAILROAD

EXISTING BNSF RAILROAD R/W

STA 546+99
REMOVE EXISTING 24" CPCS
EXISTING INLETS TO REMAIN
1 - 24" CPCS
1 - CONC COLLAR

SI

STA 537+20
EXISTING PIPE TO REMAIN

STA 538+08
REMOVE EXISTING 24" CPCS
REMOVE EXISTING INLET BEHIND BARRIER
EXISTING BARRIER INLET TO REMAIN
1 - INLETS MEDIAN 2 GRATES BEHIND BARRIER
2 - INLETS COVER TYPE MS
1 - 24" CPCS
1 - CONC COLLAR

STA 543+80
EXISTING PIPE TO REMAIN

EXISTING R/W

MATCH LINE 549+00.00

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SHOT ROCK
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- CONC — CONCRETE FLUME (PAID AS CONCRETE SURFACE DRAINS)
- TURBIDITY BARRIER
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

MATCH LINE 549+00.00

EXISTING R/W

PT: 550+96.97

PC: 552+53.24

550

555

560

EXISTING R/W EASEMENT

GORDON'S BAY ROAD

FALLING ROCK ROAD

BNSF RAILROAD

EXISTING BNSF RAILROAD R/W

PT: 561+22.46

PI: 563+20.64

SI

CONC

EXISTING PIPE TO REMAIN

STA 551+97
CONC C&G 4-INCH SLOPED
36-INCH TYPE TBT CURB
1-CONC SKEWED FLUME

STA 553+21
C-12-26
EXISTING 9'X7' BOX
NO WORK ON STRUCTURE

STA 559+00
EXISTING PIPE TO REMAIN

EXISTING R/W

MATCH LINE 564+00.00

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 44	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - (10)

PLOT DATE : 11/20/2024 3:15 PM

PLOT BY : BOBBI MAXWELL

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

2

MATCH LINE 564+00.00

EXISTING BNSF RAILROAD R/W

BNSF RAILROAD

PC: 565+89.39

PT: 567+86.27

PC: 572+73.48

PT: 577+84.61

EXISTING R/W

SI

VARD LANDING

565

570

575

CONC

STA 572+03
C-12-21
EXISTING 10'X7' BOX
NO WORK ON STRUCTURE

EXISTING PIPE TO REMAIN

EXISTING R/W

STA 577+69
REMOVE EXISTING 18" CPCS
1 - 18" CPCS
1 - AEW REQ'D
1 - CONC COLLAR

MATCH LINE 579+00.00

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SHOT ROCK
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- CONC — CONCRETE FLUME (PAID AS CONCRETE SURFACE DRAINS)
- TURBIDITY BARRIER
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

MATCH LINE 579+00.00

ENVIRONMENTALLY SENSITIVE AREA

EXISTING BNSF RAILROAD R/W

BNSF RAILROAD

PC: 581+97.17

PT: 588+24.58

EXISTING R/W

SI

580

585

590

CONC

STA 585+00
EXISTING PIPE TO REMAIN

EXISTING R/W

STA 589+49
REMOVE EXISTING 18" CPCS
EXISTING INLETS TO REMAIN
REPLACE 2-INLET COVERS TYPE MS
1 - 18" CPCS
1 - CONC COLLAR

STA 592+41
REMOVE EXISTING 18" CPCS
EXISTING INLETS TO REMAIN
1 - 18" CPCS
1 - CONC COLLAR

MATCH LINE 594+00.00

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 45	E

2

MATCH LINE 594+00.00

EXISTING BNSF RAILROAD R/W

STA 608+00 - 610+31
FILL SLOPE WITH LIGHT RIP RAP

BNSF RAILROAD

PI: 594+55.47

SI

EXISTING R/W

595

600

605

STA 597+67
EXISTING PIPE TO REMAIN

ENVIRONMENTALLY SENSITIVE AREA

STA 599+00
REMOVE EXISTING 24" CPCS
REMOVE EXISTING INLET BEHIND BARRIER
EXISTING BARRIER INLET TO REMAIN
1 - INLETS MEDIAN 2 GRATE BEHIND BARRIER
2 - INLET COVERS TYPE MS
1 - 24" CPCS
1 - CONC COLLAR

EXISTING R/W

MATCH LINE 609+00.00

2

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SHOT ROCK
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- CONC — CONCRETE FLUME (PAID AS CONCRETE SURFACE DRAINS)
- TURBIDITY BARRIER
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

MATCH LINE 609+00.00

ENVIRONMENTALLY SENSITIVE AREA

EXISTING BNSF RAILROAD R/W

BNSF RAILROAD

PC: 616+16.02

EXISTING R/W

SI

610

615

620

STA 615+25
REMOVE EXISTING 18" CPCS
REMOVE EXISTING INLET COVER
REMOVING CONCRETE BARRIER
CONCRETE BARRIER SPECIAL
1 - INLET COVER TYPE B
1 - 18" CPCS
1 - CONC COLLAR

STA 617+01
CONCRETE SUFACE DRAIN
1 - INLETS 2X2 FT, TYPE V
1 - 12" CPCS
1 - AEW REQ'D

EXISTING R/W

STA 620+03
REMOVE EXISTING 30" CPCS
REMOVE EXISTING BARRIER INLET COVER
1 - 30" CPCS
1 - INLET COVER TYPE MS
1 - CONC COLLAR

MATCH LINE 624+00.00

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 46	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - (12)

PLOT DATE : 11/20/2024 3:15 PM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

EXISTING BNSF RAILROAD R/W

BNSF RAILROAD

MATCH LINE 624+00.00

PT: 625+00.19

TEMPORARY SMALL ANIMAL TURN-AROUND

EXISTING EASEMENT

WETLANDS TYPE AB

EXISTING R/W

TEMPORARY SMALL ANIMAL TURN-AROUND

STA 636+00
EXISTING PIPE TO REMAIN

PC: 638+25.86

LOCK AND DAM ENTRANCE

SI

OH

625

630

635

ENVIRONMENTALLY SENSITIVE AREA

STA 633+50
REMOVE EXISTING 18" CPCS
EXISTING INLET TO REMAIN
1 - 18" CPCS
1 - AEW REQ'D

CONC

EXISTING R/W

MATCH LINE 639+00.00

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SHOT ROCK
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- CONCRETE FLUME (PAID AS CONCRETE SURFACE DRAINS) — CONC
- TURBIDITY BARRIER
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

EXISTING BNSF RAILROAD R/W

BNSF RAILROAD

MATCH LINE 639+00.00

EXISTING R/W

WETLANDS TYPE AB

TEMPORARY SMALL ANIMAL TURN-AROUND

PT: 645+13.62

PT: 647+34.47

TEMPORARY SMALL ANIMAL TURN-AROUND

EXISTING R/W

PARKING AREA

SI

640

645

650

CAYA LANE

LEITNER CREEK

EXISTING R/W

STA 648+32
B-12-43
ADD RIPRAP
SEE STRUCTURE PLANS

COVER RIPRAP NOT DIRECTLY UNDER THE BRIDGE
WITH TOPSOIL, SEED #75, AND FERTILZER
(ALL FOUR QUADRANTS ONLY - NOT AROUND THE PIER)

MATCH LINE 654+00.00

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 47	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - (13)

PLOT DATE : 12/3/2024 9:19 AM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

EXISTING BNSF RAILROAD R/W

MATCH LINE 654+00.00

PC: 655+40.83

SI

PT: 660+12.84

BNSF RAILROAD

EXISTING R/W

655

660

665

CONC

SI

STA 659+98
REMOVE EXISTING 18" CPCS
EXISTING INLET TO REMAIN
1 - 18" CPCS
1 - CONC COLLAR

EXISTING R/W

LEITNER HOLLOW ROAD

STA 665+92
REMOVE EXISTING 24" CPCS
EXISTING INLETS TO REMAIN
1 - 24" CPCS
1 - CONC COLLAR

STA 668+92
REMOVE EXISTING 24" CPCS
EXISTING INLETS TO REMAIN
REPLACE 2 - INLET GRATES
TYPE MS BEHIND BARRIER
1 - 24" CPCS
1 - CONC COLLAR

MATCH LINE 669+00.00

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SHOT ROCK
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- CONC — CONCRETE FLUME (PAID AS CONCRETE SURFACE DRAINS)
- TURBIDITY BARRIER
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

MATCH LINE 669+00.00

EXISTING BNSF RAILROAD R/W

PC: 669+87.53

BNSF RAILROAD

EXISTING R/W

SI

PT: 678+78.8

PC: 680+90.96

PT: 683+02.20

670

675

680

STA 673+12
REMOVE EXISTING 18" CPCS
EXISTING INLETS TO REMAIN
2 - INLETS GRATES TYPE MS BEHIND BARRIER
1 - 18" CPCS
1 - CONC COLLAR

EXISTING R/W

STA 682+26
REMOVE EXISTING 24" CPCS
EXISTING INLET TO REMAIN
1 - 24" CPCS
1 - CONC COLLAR

MATCH LINE 684+00.00

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 48	E

2

MATCH LINE 684+00.00

EXISTING BNSF RAILROAD R/W

BNSF RAILROAD

PC: 687+31.89

SI

685

690

695

EXISTING R/W

WAYSIDE - HISTORICAL MARKER

MATCH LINE 699+00.00

EXISTING R/W

CONC

SI

STA 687+16
REMOVE EXISTING 24" CPCS
EXISITNG INLETS TO REMAIN
REPLACE 2-INLET GRATES
TYPE MS BEHIND BARRIER
1 - 24" CPCS
1 - CONC COLLAR

STA 688+92
REMOVE EXISTING 36" CPCS
EXISTING INLET TO REMAIN
1 - 36" CPCS
1 - CONC COLLAR

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SHOT ROCK
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- CONCRETE FLUME (PAID AS CONCRETE SURFACE DRAINS)
- TURBIDITY BARRIER
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

MATCH LINE 699+00.00

EXISTING BNSF RAILROAD R/W

BNSF RAILROAD

PT: 702+02.98

PI: 705+71.58

PC: 707+85.96

EXISTING R/W

SI

700

705

710

OH

GUY

POST

CONC

SI

SI

STA 701+57
C-12-24
EXISTING TWIN 7'X8' BOX
NO WORK ON STRUCTURE

STA 706+01
REMOVE EXISTING 2-42" CPCS
EXISTING INLET TO REMAIN
2 - 42" CP CLASS III, SKEW 44° LHF
1 - AEW REQ'D
1 - CONC COLLAR

EXISTING R/W

STA 711+87
REMOVE EXISTING 24" CPCS
EXISTING INLET TO REMAIN
REPLACE 2-INLET GRATES
TYPE MS BEHIND BARRIER
1 - 24" CPCS
1 - CONC COLLAR

MATCH LINE 714+00.00

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 49	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - (15)
PLOT DATE : 11/20/2024 3:15 PM
PLOT BY : BOBBI MAXWELL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

MATCH LINE 714+00.00

EXISTING BNSF RAILROAD R/W

PT: 718+10.81

BNSF RAILROAD

EXISTING R/W

SI

PI: 727+89.83

715

720

725

STA 717+87
EXISTING PIPE AND INLET TO REMAIN

EXISTING R/W

MATCH LINE 729+00.00

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SHOT ROCK
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- CONCRETE FLUME (PAID AS CONCRETE SURFACE DRAINS)
- TURBIDITY BARRIER
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

2

MATCH LINE 729+00.00

EXISTING BNSF RAILROAD R/W

PI: 735+92.74

BNSF RAILROAD

EXISTING R/W

SI

730

735

740

STA 732+14
EXISTING 24" PIPE TO REMAIN

CONC

STA 734+00
EXISTING 24" PIPE TO REMAIN

CONC

SI

STA 736+24
REMOVE EXISTING 36" CPCS
1 - 36" CPCS
1 - CONC COLLAR
1-AEW REQ'D

STA 737+30
REMOVE EXISTING 42" CPCS
1 - 42" CPCS, SKEW 8° LHF
1 - AEW REQ'D
1 - CONC COLLAR

EXISTING R/W

MATCH LINE 744+00.00

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 50	E

2

MATCH LINE 744+00.00

EXISTING BNSF RAILROAD R/W

BNSF RAILROAD

EXISTING R/W

SI

PC: 754+03.64

745

750

755

STA 745+88
REMOVE EXISTING 24" CPCS
EXISTING INLET TO REMAIN
REPLACE 2-INLET COVERS TYPE MS BEHIND BARRIER
1 - 24" CPCS
1 - CONC COLLAR

STA 752+87
EXISTING PIPE TO REMAIN

EXISTING R/W

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SHOT ROCK
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- CONCRETE FLUME (PAID AS CONCRETE SURFACE DRAINS) — CONC
- TURBIDITY BARRIER
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

MATCH LINE 759+00.00

2

MATCH LINE 759+00.00

EXISTING BNSF RAILROAD R/W

BNSF RAILROAD

PT: 759+12.22

SI

EXISTING R/W

760

765

STA 761+88
REMOVE EXISTING 18" CPCS
EXISTING INLET TO REMAIN
1 - 18" CP CLASS III-B
1 - INLET COVERS TYPE HM
1 - AEW REQ'D

CONC

STA 765+60
EXISTING PIPE TO REMAIN

PI: 767+44.91

PC: 769+82.35

STA 768+14
C-12-28
EXISTING 9'X6' BOX
NO WORK ON STRUCTURE

PT: 772+56.56

PC: 773+21.64

MATCH LINE 774+00.00

EXISTING R/W

EXISTING PIPE
TO REMAIN

CTH F

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 51	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - (17)

PLOT DATE : 12/2/2024 1:41 PM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

MATCH LINE 774+00.00

STA 775+50
EXISTING PIPE TO REMAIN

EXISTING R/W

SI

MORGAN HOLLOW CREEK

PT: 780+62.66

PI: 783+71.56

SI

775

780

785

EXISTING R/W

HARBOR ROAD (PE)

MATCH LINE 789+00.00

HILLSIDE DR

SI

ENVIRONMENTALLY SENSITIVE AREA

COVER SHOT ROCK WITH TOPSOIL,
SEED #75, AND FERTILZER

COVER RIPRAP WITH TOPSOIL,
SEED #75, AND FERTILZER

STA 779+44
B-12-45
EXISTING 2 SPAN 45" PRESTRESSED GIRDER
CONCRETE REPAIR
SEE STRUCTURE PLANS

SI

COVER SHOT ROCK WITH TOPSOIL,
SEED #75, AND FERTILZER

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- SHOT ROCK
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- CONC — CONCRETE FLUME (PAID AS CONCRETE SURFACE DRAINS)
- TURBIDITY BARRIER
- INLET PROTECTION
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW

MATCH LINE 789+00.00

PC: 789+46.48

ENVIRONMENTALLY SENSITIVE AREA

EXISTING R/W

SI

790

795

PT: 796+58.23

EP: 797+56.19

RW

EXISTING R/W

BENCH STREET

CTH E

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	EROSION CONTROL	SHEET 52	E

2

N

APRON ENDWALLS FOR
CULVERT PIPE 18-INCH
55.1
STA. 788+50.00 , 31.90' LT

ENVIRONMENTALLY SENSITIVE AREA

PC: 789+46.48

785+00 786+00 787+00 788+00 789+00 790+00 791+00

STH 35

CTH E

Inlets 2x3-FT - HM
STA. 788+50.00 , 25.50' RT
55.0

635
630
625
620
618

Inlets 2x3-FT - HM
STA. 788+50.00 , 25.50' RT
55.0
GRATE = 631.70
I.E. = 627.16 (18" W)

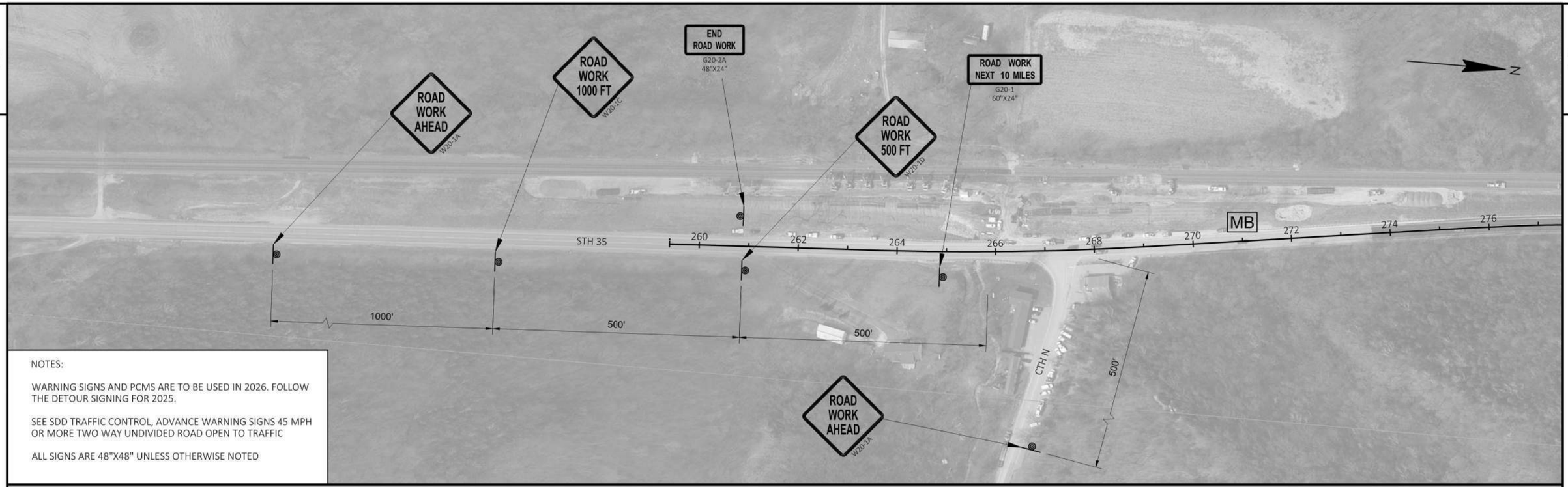
APRON ENDWALL FOR
CULVERT PIPE STEEL 18-INCH
55.3
STA. 788+50.00 , 38.89' LT

INV = 626.15

58 L.F. - CPCS 18-INCH @ -1.75%

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	STORM SEWER	SHEET 53	E

2

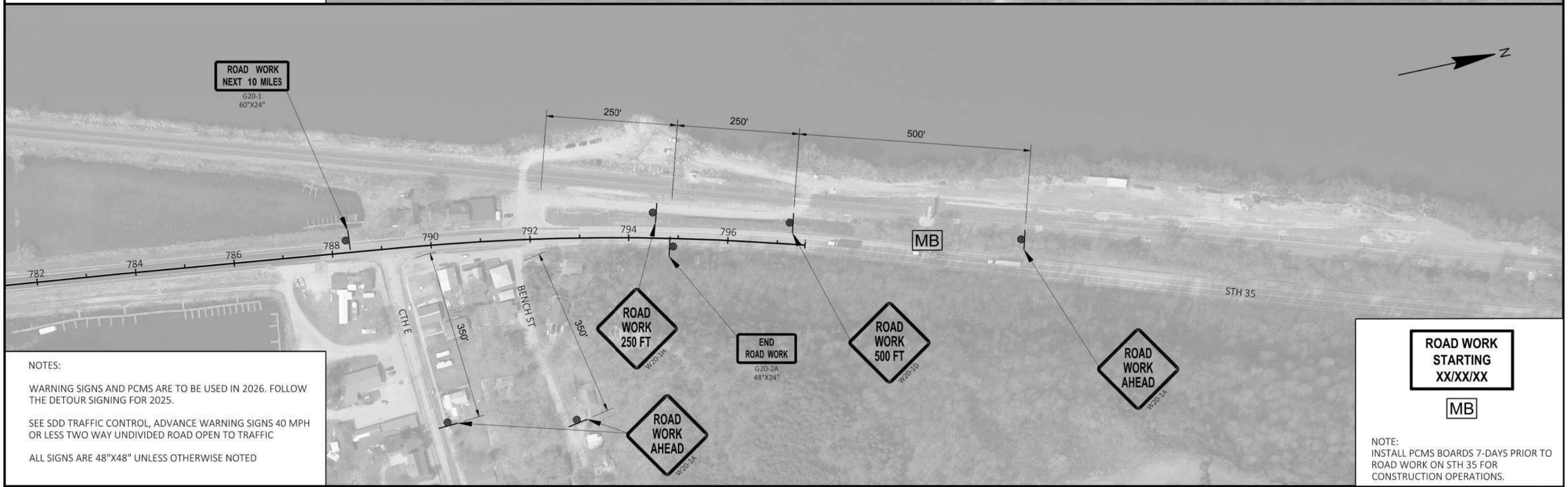


NOTES:

WARNING SIGNS AND PCMS ARE TO BE USED IN 2026. FOLLOW THE DETOUR SIGNING FOR 2025.

SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR MORE TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED



NOTES:

WARNING SIGNS AND PCMS ARE TO BE USED IN 2026. FOLLOW THE DETOUR SIGNING FOR 2025.

SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED

ROAD WORK STARTING XX/XX/XX

MB

NOTE:
INSTALL PCMS BOARDS 7-DAYS PRIOR TO ROAD WORK ON STH 35 FOR CONSTRUCTION OPERATIONS.

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	ADVANCED WARNING SIGNING	SHEET 54 E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\025000-AW.DWG
LAYOUT NAME - 025000-aw

PLOT DATE : 9/3/2024 8:54 AM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:200 FT

DETOUR ROUTE

NOTE:

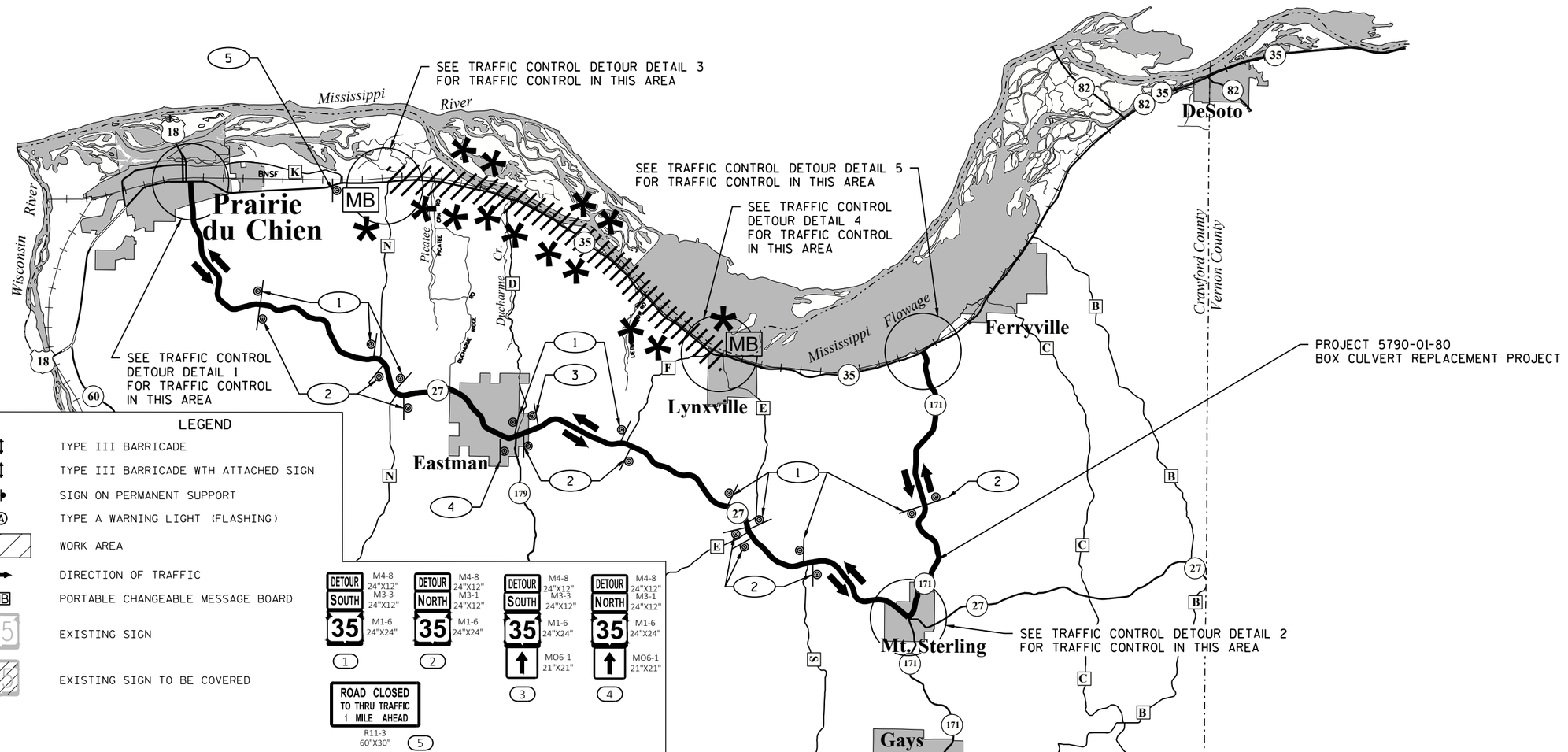
* UTILIZE S.D.D. "BARRICADES & SIGNS FOR MAINLINE CLOSURES" AT PROJECT ENDS.

** UTILIZE S.D.D. "BARRICADES & SIGNS FOR SIDEROAD CLOSURES" AT SIDEROADS WITHIH THE PROJECT LIMITS.

DETOUR ROUTE I.D. 5160-07-70

STH 27 - STH 171
32.0 MILES
(PRAIRIE DU CHIEN - FERRYVILLE)

N



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- (A) TYPE A WARNING LIGHT (FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- 35 EXISTING SIGN
- EXISTING SIGN TO BE COVERED

TRAFFIC CONTROL SIGNING GENERAL NOTES

1. DRAWINGS SHOW TRAFFIC CONTROL DETOUR FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON SITE CONDITIONS AS DIRECTED BY THE ENGINEER. ALL CHANGES TO THE TRAFFIC CONTROL DETOUR PLAN SHALL BE REVIEWED WITH THE PROJECT ENGINEER.

2. TRAFFIC CONTROL PLANS ARE NOT TO SCALE.

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

4. COVER, REMOVE, OR ALTER ANY EXISTING OR PROPOSED SIGNS THAT DISPLAY A CONFLICTING MESSAGE WITH THE PROPOSED DETOUR ROUTE FOR THE PHASE THAT IS ACTIVE.

5. MAINTAIN ACCESS TO DRIVEWAYS AND DEAD END SIDE ROADS AT ALL TIMES.

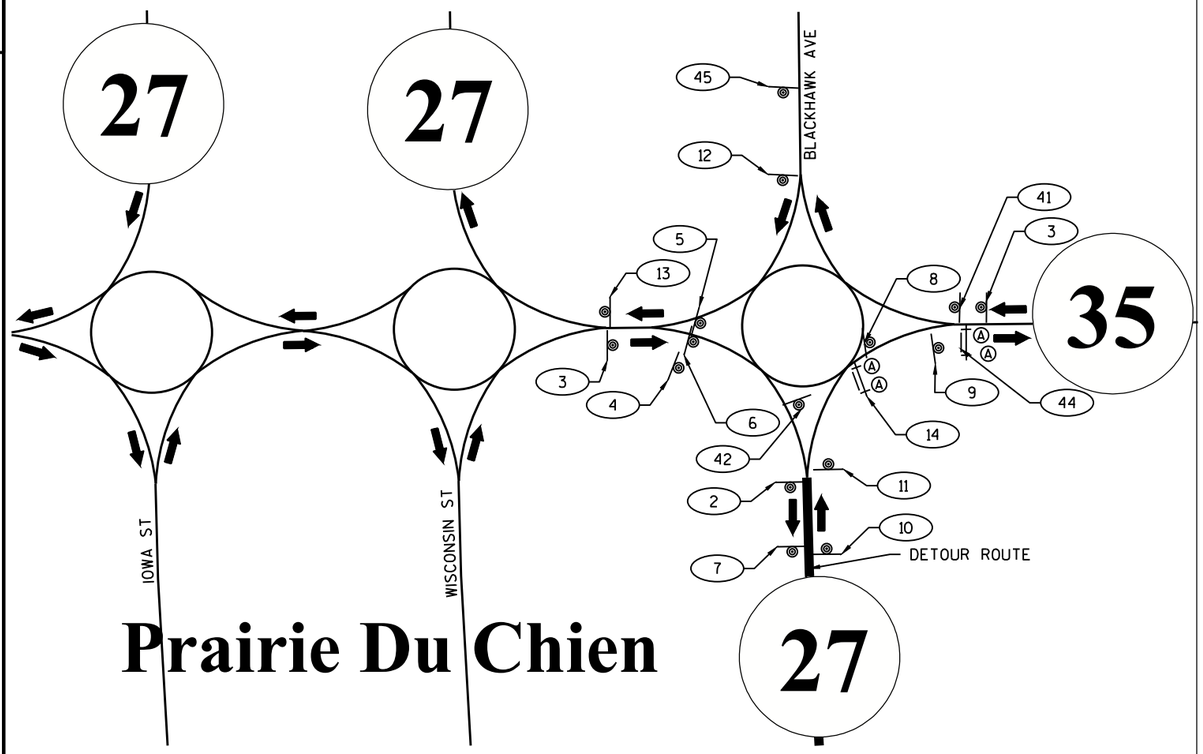
HWY 35 CLOSED	STARTING XX/XX/XX

MB

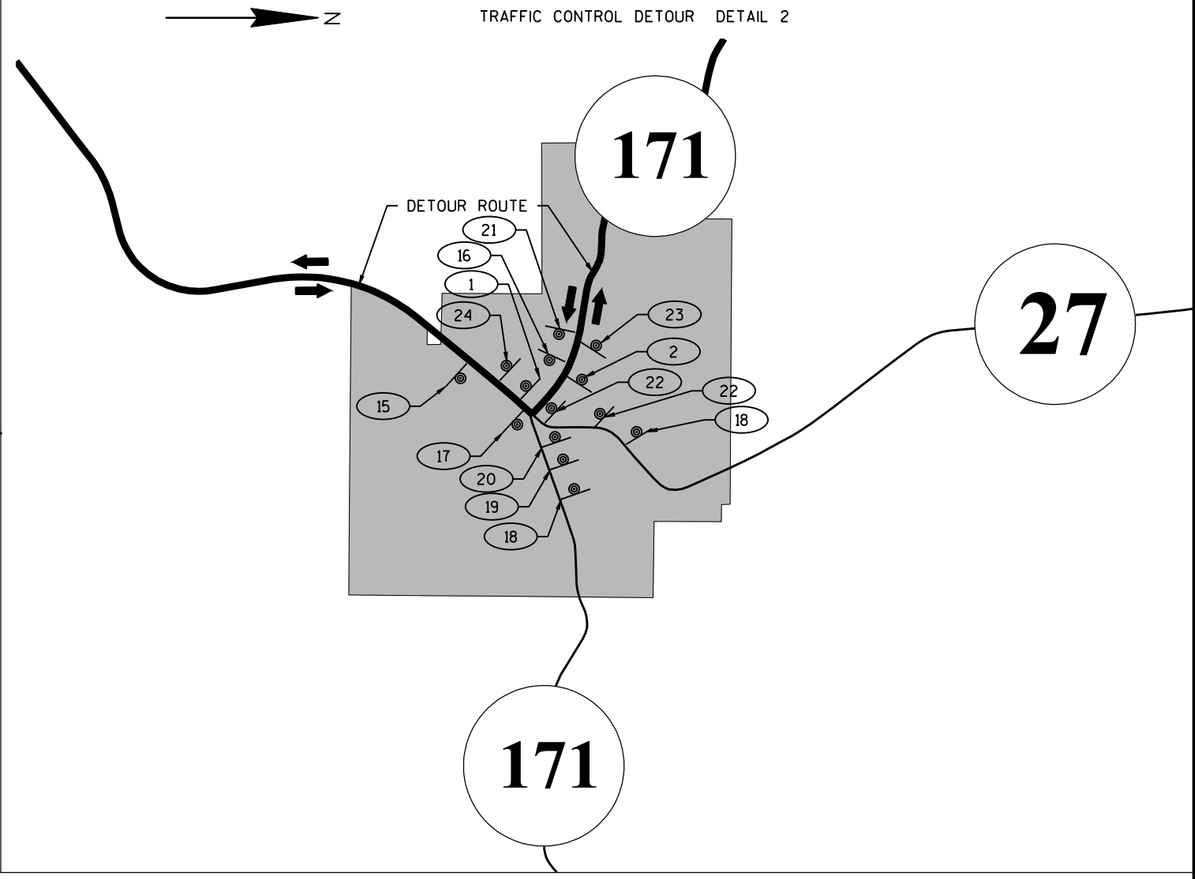
NOTE:
INSTALL PCMS BOARDS 7-DAYS PRIOR TO CLOSING STH 35 FOR CONSTRUCTION OPERATIONS.

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	TRAFFIC CONTROL DETOUR	SHEET 55	E

TRAFFIC CONTROL DETOUR DETAIL 1



TRAFFIC CONTROL DETOUR DETAIL 2

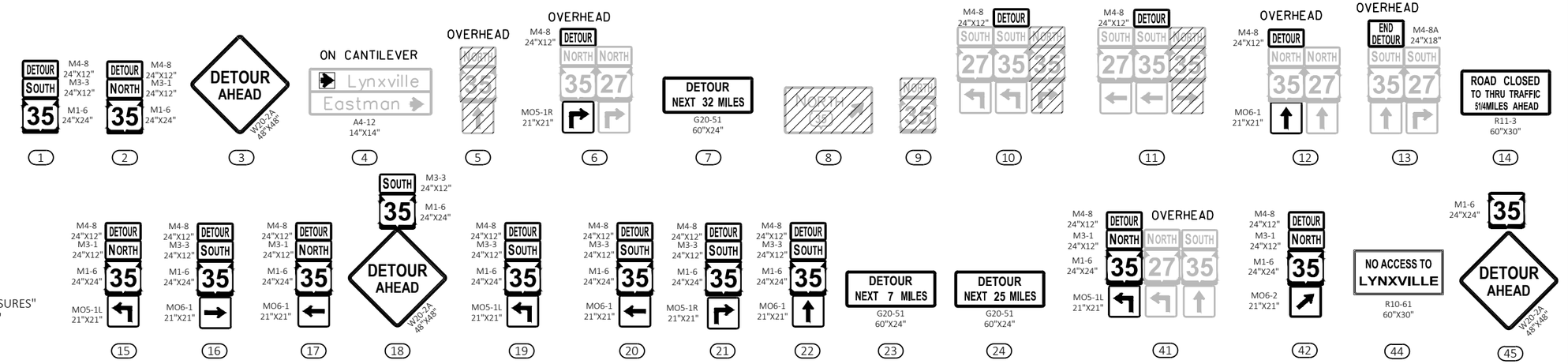


LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TYPE A WARNING LIGHT (FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- EXISTING SIGN
- EXISTING SIGN TO BE COVERED

NOTES:

SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"
SEE SDD "DETOUR SIGNING FOR MAINLINE CLOSURES"



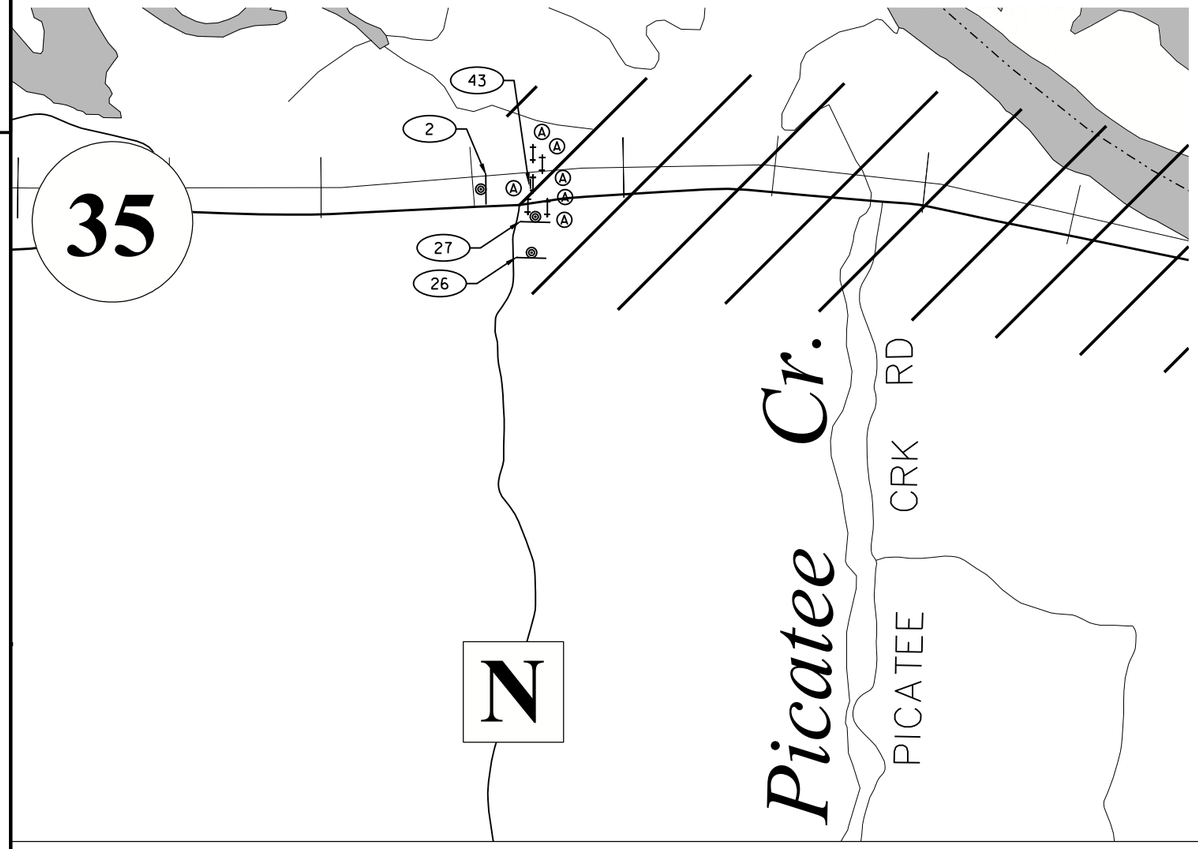
PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	TRAFFIC CONTROL DETOUR	SHEET 56	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 027002-dt

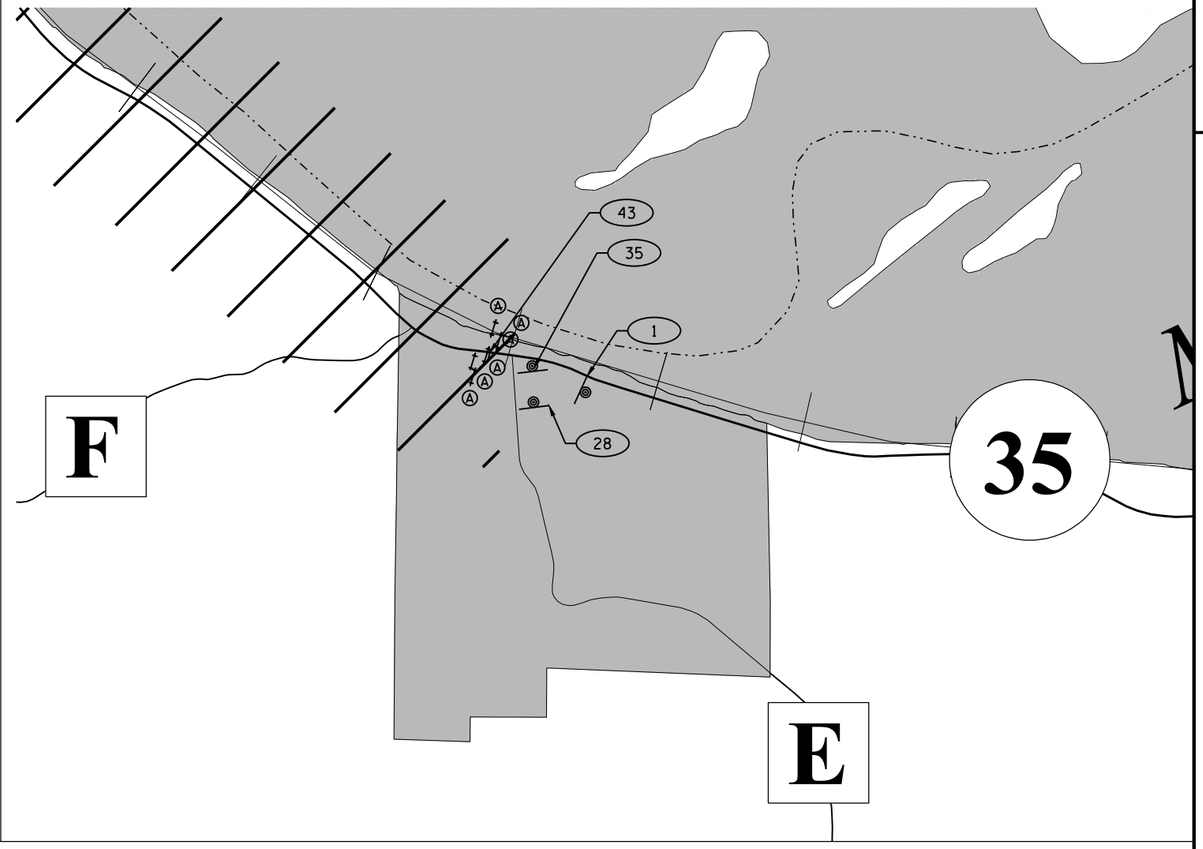
PLOT DATE : 11/19/2024 4:09 PM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:0.5 MI

WISDOT/CADDS SHEET 42

TRAFFIC CONTROL DETOUR DETAIL 3



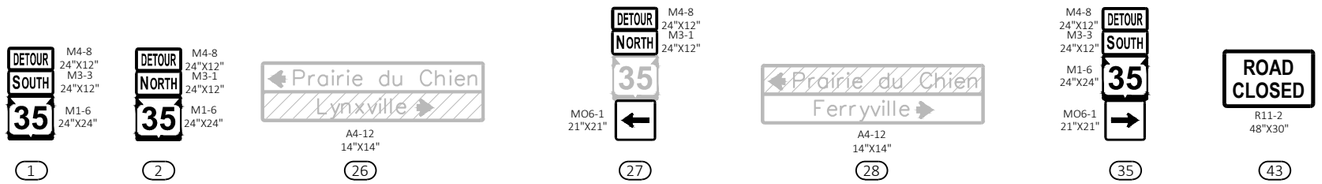
TRAFFIC CONTROL DETOUR DETAIL 4



2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TYPE A WARNING LIGHT (FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- EXISTING SIGN
- EXISTING SIGN TO BE COVERED



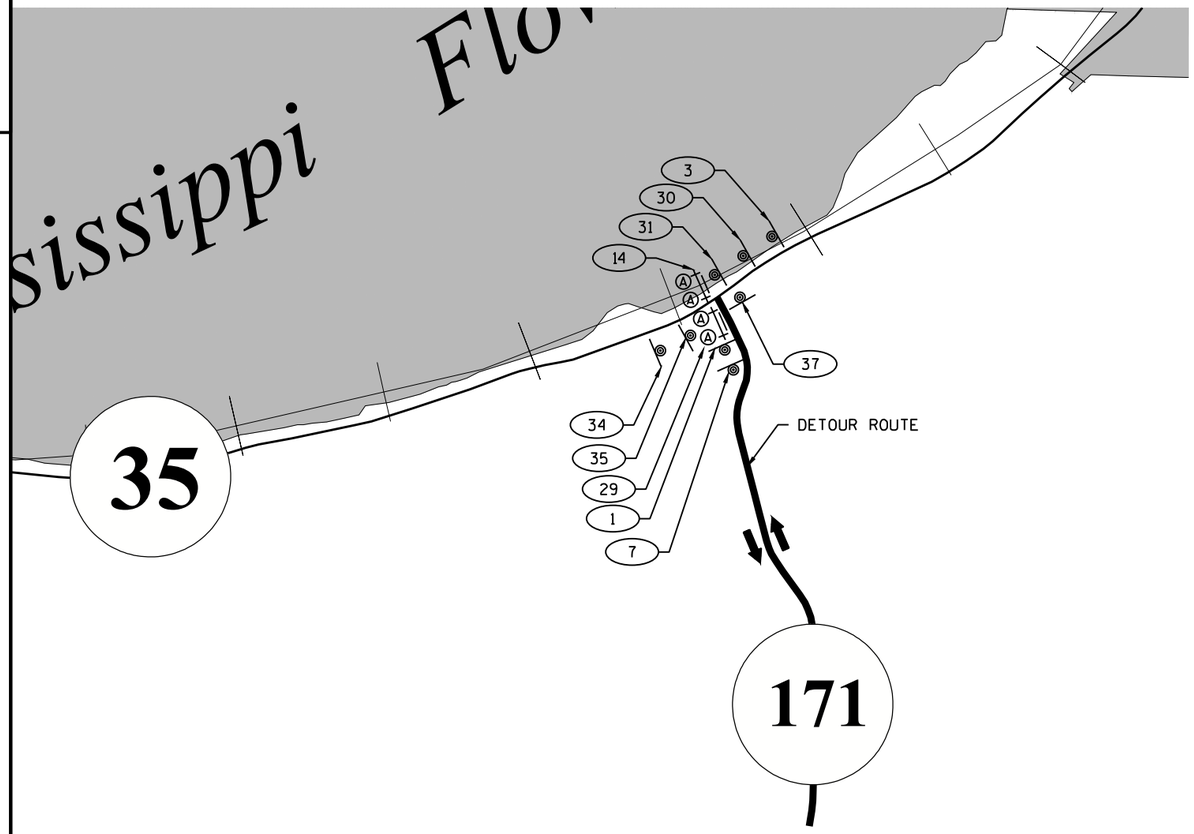
NOTES:

SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"
SEE SDD "DETOUR SIGNING FOR MAINLINE CLOSURES"

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	TRAFFIC CONTROL DETOUR	SHEET 57	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 027003-dt
PLOT DATE : 11/19/2024 4:09 PM
PLOT BY : BOBBI MAXWELL
PLOT NAME :
PLOT SCALE : 1 IN:0.5 MI
WISDOT/CADDS SHEET 42

TRAFFIC CONTROL DETOUR DETAIL 5

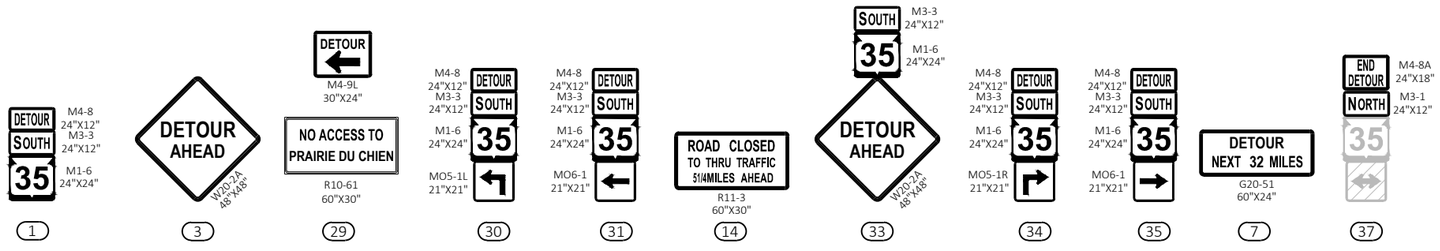


LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- (A) TYPE A WARNING LIGHT (FLASHING)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- 35 EXISTING SIGN
- 35 EXISTING SIGN TO BE COVERED

NOTES:

SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"
SEE SDD "DETOUR SIGNING FOR MAINLINE CLOSURES"



PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	TRAFFIC CONTROL DETOUR	SHEET 58	E

LEGEND

- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN CURB RAMP WITH TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TRAFFIC CONTROL DRUM
- TEMPORARY PEDESTRIAN BARRICADE

PEDESTRIAN ACCESS NOTES

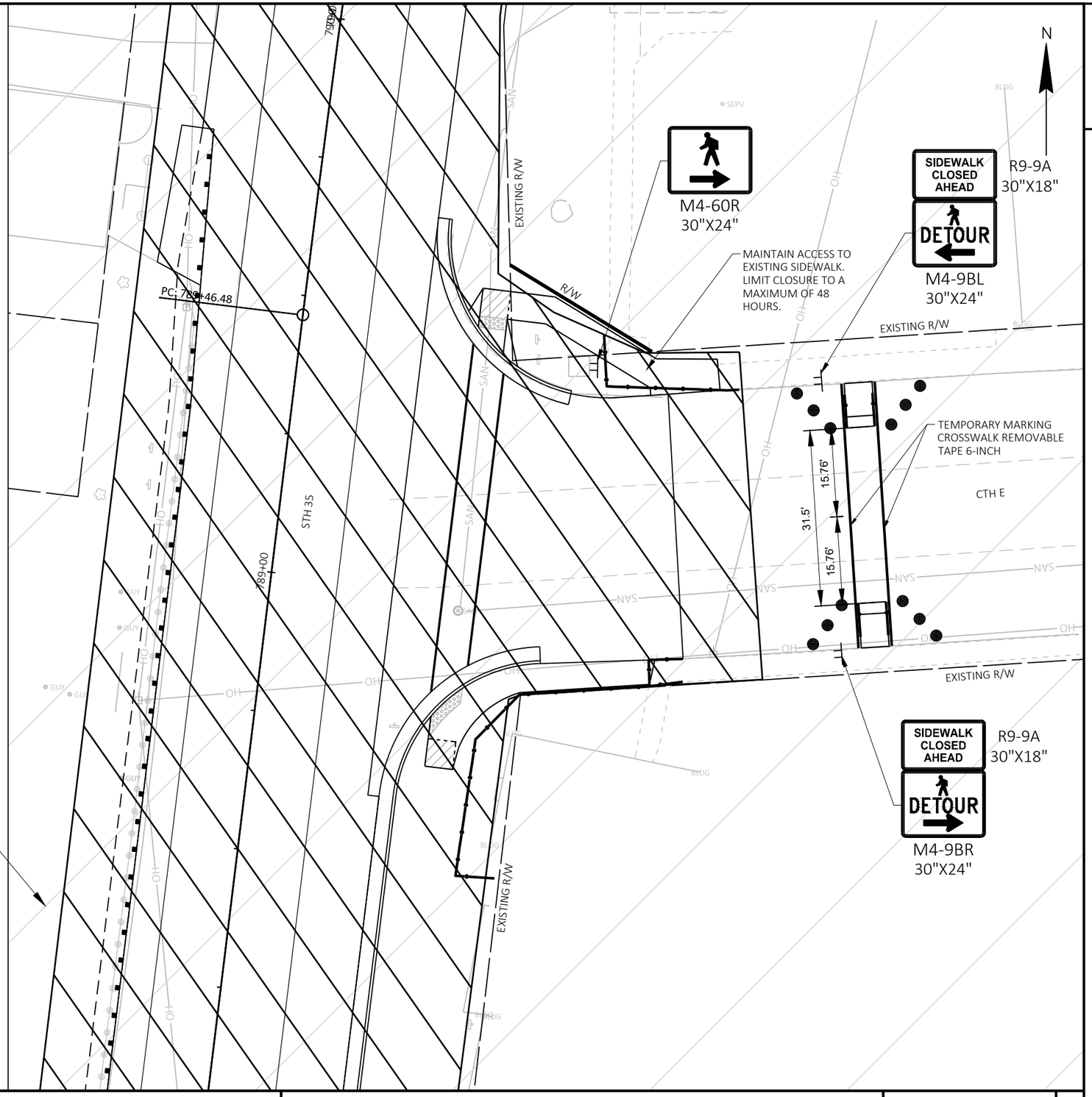
1. PROVIDE PROTECTION FROM ANY DROP-OFF EXCEEDING 6-INCHES AND INSTALL A TEMPORARY PEDESTRIAN BARRICADE BETWEEN THE PEDESTRIAN ACCESS AND THE WORK ZONE.

2. THE CONTRACTOR SHALL COORDINATE WITH LOCAL BUSINESSES WHEN ACCESS TO THE BUSINESS WILL BE CLOSED OFF FOR SIDEWALK INSTALLATION AND ANY OTHER WORK THAT MAY IMPACT PEDESTRIAN ACCESS.

3. TEMPORARY CROSSWALKS SHALL BE MOVED AS NEEDED TO PROVIDE CONTINUOUS PEDESTRIAN ACCESS THROUGHOUT THE WORK ZONE.

4. SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION.

ENVIRONMENTALLY SENSITIVE AREA



PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	PEDESTRIAN ACCESS	SHEET 59	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\027010-DT(PED).DWG
LAYOUT NAME - 027010-dt

PLOT DATE : 9/26/2024 1:23 PM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

N

PI STA = 259+40.00
Y = 147,738.62
X = 318,781.44

BEGIN PROJECT
STA 265+87.45
Y=148,384.83
X=318,741.94

BP: 259+40.00
PT: 268+98.90
PT: 278+75.95
PC: 301+77.49
PI: 331+59.59
PT: 339+37.35
PT: 346+79.00
PC: 357+35.11
PT: 368+39.09
PC: 373+57.67
PT: 389+56.54
PC: 398+88.16
PT: 408+44.39
PC: 410+04.70
PC: 424+34.55
PI: 435+09.14
PT: 443+73.68
PI: 453+76.62

260 270 280 290 300 310 320 330 340 350 360 370 380 390 400 410 420 430 440 450

PC: 263+72.48
PC: 275+56.29
PI: 299+51.33
PT: 308+56.39
PC: 336+38.53
PC: 342+01.52
PI: 349+41.25
PT: 358+21.40
PC: 367+46.45
PT: 374+74.03
PC: 388+22.10
PT: 417+94.17
PT: 431+79.50
PC: 439+68.03
PI: 445+95.21
MATCH LINE
STA 460+00

PI STA = 277+16.19
Y = 149503.079
X = 318589.292
DELTA = 4°04'12"
D = 1°16'24"
T = 159.89'
L = 319.66'
R = 4500.00'
PC STA = 275+56.29
Y = 149344.812
X = 318612.052
PT STA = 278+75.95
Y = 149662.562
X = 318577.821
BK = N08°11'01.1"W
AH = N04°06'49.1"W
SE = 0.028
DS = 55 MPH

PI STA = 337+88.24
Y = 155560.663
X = 318647.057
DELTA = 8°57'52"
D = 3°00'00"
T = 149.72'
L = 298.82'
R = 1909.86'
PC STA = 336+38.53
Y = 155411.288
X = 318636.964
PT STA = 339+37.35
Y = 155706.640
X = 318680.302
BK = N03°51'55.5"E
AH = N12°49'48.0"E
SE = 0.048
DS = 55 MPH

PI STA = 331+59.59
Y = 154,933.44
X = 318,604.68

PI STA = 357+78.25
Y = 157511.256
X = 319043.134
DELTA = 0°25'53"
D = 0°30'00"
T = 43.15'
L = 86.29'
R = 11459.16'
PC STA = 357+35.11
Y = 157468.873
X = 319035.045
PT STA = 358+21.40
Y = 157553.698
X = 319050.904
BK = N10°48'20.8"E
AH = N10°22'27.5"E
SE = NC
DS = 55 MPH

PI STA = 374+15.85
Y = 159121.156
X = 319342.981
DELTA = 0°34'55"
D = 0°30'00"
T = 58.18'
L = 116.36'
R = 11459.16'
PC STA = 373+57.67
Y = 159064.012
X = 319332.042
PT STA = 374+74.03
Y = 159178.187
X = 319354.501
BK = N10°50'15.1"E
AH = N11°25'09.7"E
SE = NC
DS = 55 MPH

PI STA = 403+66.90
Y = 162018.718
X = 319901.723
DELTA = 7°10'18"
D = 0°45'00"
T = 478.74'
L = 956.24'
R = 7639.44'
PC STA = 398+88.16
Y = 161547.856
X = 319815.211
PT STA = 408+44.39
Y = 162475.094
X = 320046.344
BK = N10°24'39.7"E
AH = N17°34'58.0"E
SE = RC
DS = 55 MPH

PI STA = 428+08.64
Y = 164297.151
X = 320776.263
DELTA = 13°02'12"
D = 1°45'00"
T = 374.09'
L = 744.95'
R = 3274.05'
PC STA = 424+34.55
Y = 163954.097
X = 320627.072
PT STA = 431+79.50
Y = 164665.017
X = 320844.224
BK = N23°30'13.5"E
AH = N10°28'01.7"E
SE = 0.036
DS = 55 MPH

PI STA = 435+09.14
Y = 164,989.18
X = 320,904.11

PI STA = 453+76.62
Y = 166,738.37
X = 321,524.11

PI STA = 266+35.86
Y = 148433.420
X = 318743.120
DELTA = 5°01'37"
D = 0°57'18"
T = 263.38'
L = 526.43'
R = 6000.00'
PC STA = 263+72.48
Y = 148170.438
X = 318757.623
PT STA = 268+98.90
Y = 148694.120
X = 318705.628
BK = N03°09'23.9"W
AH = N08°11'01.1"W
SE = MATCH EXISTING
DS = 55 MPH

PI STA = 299+51.33
Y = 151,732.60
X = 318,428.94

PI STA = 305+17.43
Y = 152298.102
X = 318403.052
DELTA = 7°28'04"
D = 1°06'00"
T = 339.93'
L = 678.90'
R = 5208.71'
PC STA = 301+77.49
Y = 151958.528
X = 318418.600
PT STA = 308+56.39
Y = 152636.817
X = 318431.772
BK = N02°37'17.2"W
AH = N04°50'47.2"E
SE = 0.027
DS = 55 MPH

PI STA = 349+41.25
Y = 156,689.10
X = 318,886.21

PI STA = 344+40.29
Y = 156197.023
X = 318791.984
DELTA = 1°59'22"
D = 0°25'00"
T = 238.76'
L = 477.48'
R = 13750.99'
PC STA = 342+01.52
Y = 155964.222
X = 318738.965
PT STA = 346+79.00
Y = 156431.524
X = 318836.890
BK = N12°49'48.0"E
AH = N10°50'25.8"E
SE = NC
DS = 55 MPH

PI STA = 367+92.77
Y = 158509.187
X = 319225.827
DELTA = 0°27'48"
D = 0°30'00"
T = 46.32'
L = 92.64'
R = 11459.16'
PC STA = 367+46.45
Y = 158463.622
X = 319217.485
PT STA = 368+39.09
Y = 158554.683
X = 319234.536
BK = N10°22'27.5"E
AH = N10°50'15.1"E
SE = NC
DS = 55 MPH

PI STA = 388+89.32
Y = 160565.460
X = 319634.712
DELTA = 1°00'30"
D = 0°45'00"
T = 67.22'
L = 134.44'
R = 7639.44'
PC STA = 388+22.10
Y = 160499.567
X = 319621.402
PT STA = 389+56.54
Y = 160631.577
X = 319646.860
BK = N11°25'09.7"E
AH = N10°24'39.7"E
SE = RC
DS = 55 MPH

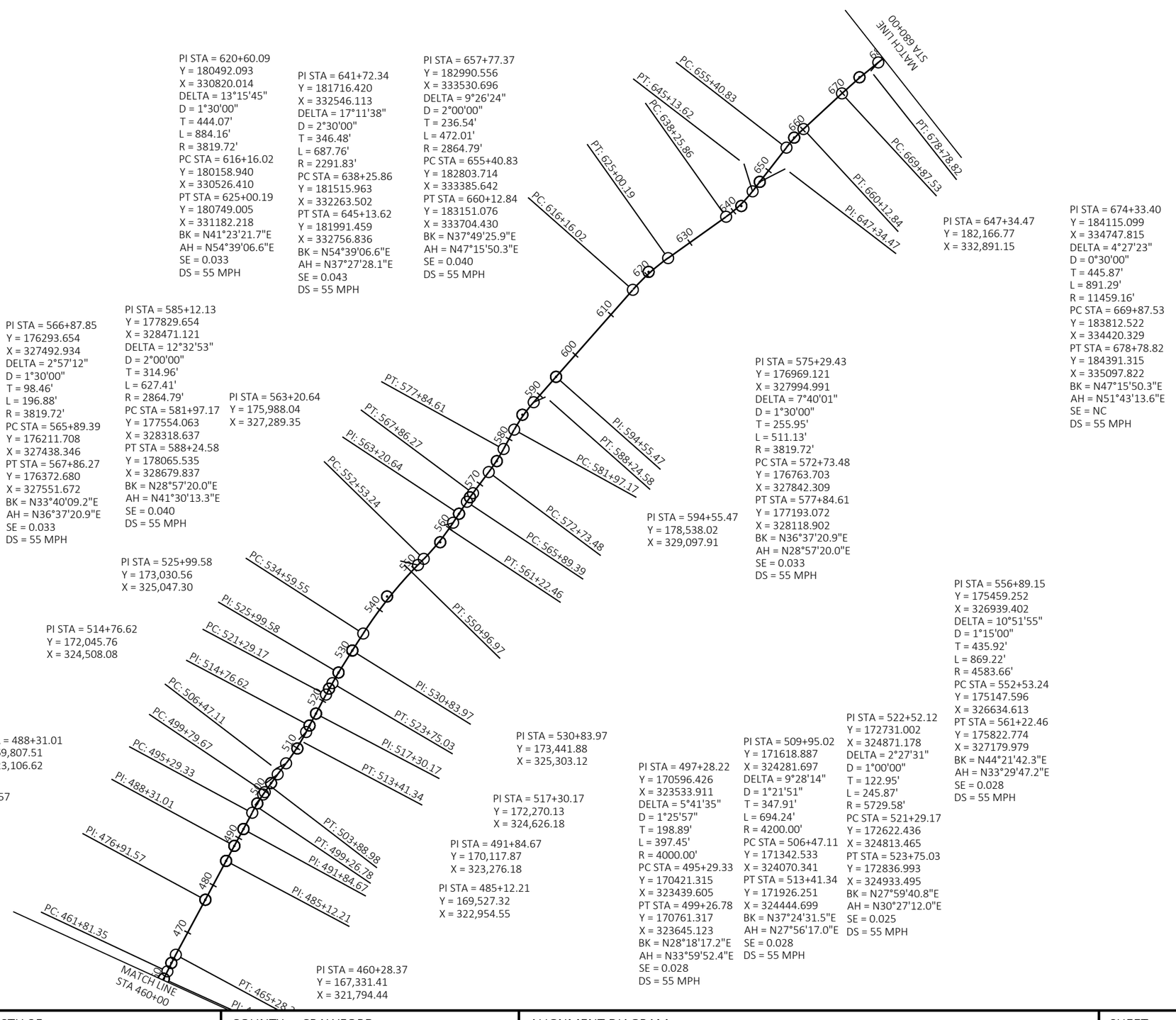
PI STA = 441+71.88
Y = 165641.561
X = 321020.796
DELTA = 14°05'11"
D = 3°28'21"
T = 203.86'
L = 405.66'
R = 1650.00'
PC STA = 439+68.03
Y = 165440.889
X = 320984.904
PT STA = 443+73.68
Y = 165827.463
X = 321104.449
BK = N10°08'26.1"E
AH = N24°13'37.0"E
SE = 0.055
DS = 55 MPH

PI STA = 445+95.21
Y = 166,029.48
X = 321,195.35

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	ALIGNMENT DIAGRAM	SHEET 60	E

2

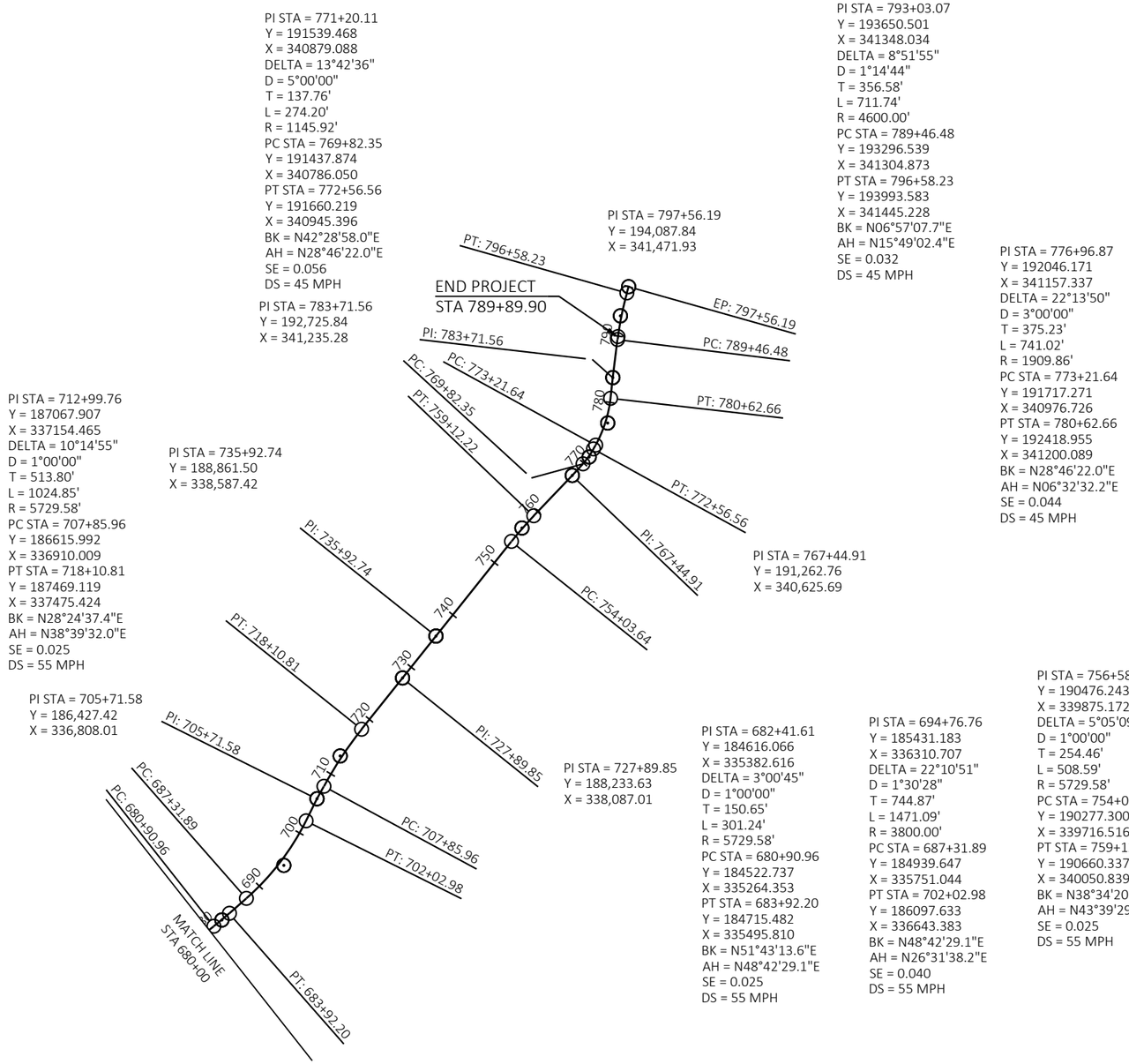
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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	ALIGNMENT DIAGRAM	SHEET 61	E

2

N



PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	ALIGNMENT DIAGRAM	SHEET 62	E

Estimate Of Quantities

5160-07-70

Line	Item	Item Description	Unit	Total	Qty
0002	202.0105	Roadside Clearing	STA	1.000	1.000
0004	203.0100	Removing Small Pipe Culverts	EACH	6.000	6.000
0006	203.0211.S	Abatement of Asbestos Containing Material (structure) 01. B-12-45	EACH	1.000	1.000
0008	203.0335	Debris Containment Over Waterway (structure) 01. B-12-45	EACH	1.000	1.000
0010	204.0110	Removing Asphaltic Surface	SY	20,503.000	20,503.000
0012	204.0115	Removing Asphaltic Surface Butt Joints	SY	708.000	708.000
0014	204.0120	Removing Asphaltic Surface Milling	SY	188,182.000	188,182.000
0016	204.0150	Removing Curb & Gutter	LF	42.000	42.000
0018	204.0157	Removing Concrete Barrier	LF	2,431.000	2,431.000
0020	204.0165	Removing Guardrail	LF	45,126.000	45,126.000
0022	204.0220	Removing Inlets	EACH	8.000	8.000
0024	204.0245	Removing Storm Sewer (size) 01. 18-Inch	LF	692.000	692.000
0026	204.0245	Removing Storm Sewer (size) 02. 24-Inch	LF	405.000	405.000
0028	204.0245	Removing Storm Sewer (size) 03. 30-Inch	LF	315.000	315.000
0030	204.0245	Removing Storm Sewer (size) 04. 36-Inch	LF	248.000	248.000
0032	204.0245	Removing Storm Sewer (size) 05. 42-Inch	LF	82.000	82.000
0034	204.9090.S	Removing (item description) 01. Pipe Railing	LF	11.000	11.000
0036	205.0100	Excavation Common	CY	17,630.000	17,630.000
0038	209.2500	Backfill Granular Grade 2	TON	28,934.000	28,934.000
0040	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 5160-07-70	EACH	1.000	1.000
0042	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	185.000	185.000
0044	213.0100	Finishing Roadway (project) 01. 5160-07-70	EACH	1.000	1.000
0046	305.0110	Base Aggregate Dense 3/4-Inch	TON	15,779.000	15,779.000
0048	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	12,114.000	12,114.000
0050	416.0610	Drilled Tie Bars	EACH	120.000	120.000
0052	455.0605	Tack Coat	GAL	24,290.000	24,290.000
0054	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0056	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000
0058	460.2005	Incentive Density PWL HMA Pavement	DOL	12,257.000	12,257.000
0060	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	10,420.000	10,420.000
0062	460.2010	Incentive Air Voids HMA Pavement	DOL	38,296.000	38,296.000
0064	460.6224	HMA Pavement 4 MT 58-28 S	TON	38,767.000	38,767.000
0066	465.0105	Asphaltic Surface	TON	5,022.000	5,022.000
0068	465.0315	Asphaltic Flumes	SY	9.000	9.000
0070	465.0520	Asphaltic Rumble Strips, Shoulder	LF	97,126.000	97,126.000
0072	465.0560	Asphaltic Rumble Strips, Centerline	LF	46,749.000	46,749.000
0074	502.3200	Protective Surface Treatment	SY	40.000	40.000
0076	509.1500	Concrete Surface Repair	SF	180.000	180.000
0078	520.1012	Apron Endwalls for Culvert Pipe 12-Inch	EACH	6.000	6.000
0080	520.1018	Apron Endwalls for Culvert Pipe 18-Inch	EACH	8.000	8.000
0082	520.1036	Apron Endwalls for Culvert Pipe 36-Inch	EACH	6.000	6.000
0084	520.1042	Apron Endwalls for Culvert Pipe 42-Inch	EACH	2.000	2.000
0086	520.1048	Apron Endwalls for Culvert Pipe 48-Inch	EACH	1.000	1.000
0088	520.3142	Culvert Pipe Class III 42-Inch	LF	82.000	82.000
0090	520.3312	Culvert Pipe Class III-A 12-Inch	LF	8.000	8.000
0092	520.3318	Culvert Pipe Class III-A 18-Inch	LF	128.000	128.000
0094	520.3336	Culvert Pipe Class III-A 36-Inch	LF	76.000	76.000
0096	520.3518	Culvert Pipe Class III-B 18-Inch	LF	52.000	52.000
0098	520.8000	Concrete Collars for Pipe	EACH	41.000	41.000

5160-07-70

Line	Item	Item Description	Unit	Total	Qty
0100	521.3112	Culvert Pipe Corrugated Steel 12-Inch	LF	84.000	84.000
0102	521.3118	Culvert Pipe Corrugated Steel 18-Inch	LF	798.000	798.000
0104	521.3124	Culvert Pipe Corrugated Steel 24-Inch	LF	417.000	417.000
0106	521.3130	Culvert Pipe Corrugated Steel 30-Inch	LF	327.000	327.000
0108	521.3136	Culvert Pipe Corrugated Steel 36-Inch	LF	352.000	352.000
0110	521.3142	Culvert Pipe Corrugated Steel 42-Inch	LF	58.000	58.000
0112	521.3148	Culvert Pipe Corrugated Steel 48-Inch	LF	60.000	60.000
0114	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	LF	242.000	242.000
0116	601.0588	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	LF	5,929.000	5,929.000
0118	602.0405	Concrete Sidewalk 4-Inch	SF	697.000	697.000
0120	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	10.000	10.000
0122	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	17.000	17.000
0124	602.3010	Concrete Surface Drains	CY	22.000	22.000
0126	606.0100	Riprap Light	CY	24.000	24.000
0128	606.0300	Riprap Heavy	CY	856.000	856.000
0130	611.0606	Inlet Covers Type B	EACH	2.000	2.000
0132	611.0627	Inlet Covers Type HM	EACH	5.000	5.000
0134	611.0642	Inlet Covers Type MS	EACH	28.000	28.000
0136	611.0654	Inlet Covers Type V	EACH	8.000	8.000
0138	611.1005	Catch Basins 5-FT Diameter	EACH	4.000	4.000
0140	611.3220	Inlets 2x2-FT	EACH	8.000	8.000
0142	611.3230	Inlets 2x3-FT	EACH	2.000	2.000
0144	611.3902	Inlets Median 2 Grate	EACH	4.000	4.000
0146	611.8110	Adjusting Manhole Covers	EACH	2.000	2.000
0148	611.8115	Adjusting Inlet Covers	EACH	1.000	1.000
0150	614.2300	MGS Guardrail 3	LF	13,097.000	13,097.000
0152	614.2330	MGS Guardrail 3 K	LF	30,875.000	30,875.000
0154	614.2345	MGS Guardrail 3 SL	LF	75.000	75.000
0156	614.2350	MGS Guardrail Short Radius	LF	481.000	481.000
0158	614.2500	MGS Thrie Beam Transition	LF	1,615.000	1,615.000
0160	614.2610	MGS Guardrail Terminal EAT	EACH	64.000	64.000
0162	614.2630	MGS Guardrail Short Radius Terminal	EACH	5.000	5.000
0164	618.0100	Maintenance and Repair of Haul Roads (project) 01. 5160-07-70	EACH	1.000	1.000
0166	619.1000	Mobilization	EACH	1.000	1.000
0168	624.0100	Water	MGAL	510.000	510.000
0170	625.0100	Topsoil	SY	5,439.000	5,439.000
0172	625.0500	Salvaged Topsoil	SY	24,008.000	24,008.000
0174	627.0200	Mulching	SY	5,020.000	5,020.000
0176	628.1504	Silt Fence	LF	6,448.000	6,448.000
0178	628.1520	Silt Fence Maintenance	LF	6,448.000	6,448.000
0180	628.1905	Mobilizations Erosion Control	EACH	13.000	13.000
0182	628.1910	Mobilizations Emergency Erosion Control	EACH	9.000	9.000
0184	628.2004	Erosion Mat Class I Type B	SY	12,369.000	12,369.000
0186	628.2008	Erosion Mat Urban Class I Type B	SY	11,003.000	11,003.000
0188	628.6005	Turbidity Barriers	SY	1,373.000	1,373.000
0190	628.7005	Inlet Protection Type A	EACH	4.000	4.000
0192	628.7015	Inlet Protection Type C	EACH	28.000	28.000
0194	628.7504	Temporary Ditch Checks	LF	200.000	200.000
0196	628.7555	Culvert Pipe Checks	EACH	62.000	62.000

5160-07-70

Line	Item	Item Description	Unit	Total	Qty
0198	629.0210	Fertilizer Type B	CWT	26.500	26.500
0200	630.0120	Seeding Mixture No. 20	LB	1,335.000	1,335.000
0202	630.0170	Seeding Mixture No. 70	LB	2.300	2.300
0204	630.0175	Seeding Mixture No. 75	LB	44.900	44.900
0206	630.0400	Seeding Nurse Crop	LB	279.000	279.000
0208	630.0500	Seed Water	MGAL	856.000	856.000
0210	633.5200	Markers Culvert End	EACH	23.000	23.000
0212	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	25.000	25.000
0214	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	13.000	13.000
0216	638.2102	Moving Signs Type II	EACH	33.000	33.000
0218	638.3000	Removing Small Sign Supports	EACH	38.000	38.000
0220	642.5201	Field Office Type C	EACH	1.000	1.000
0222	643.0300	Traffic Control Drums	DAY	21,620.000	21,620.000
0224	643.0420	Traffic Control Barricades Type III	DAY	8,560.000	8,560.000
0226	643.0705	Traffic Control Warning Lights Type A	DAY	10,074.000	10,074.000
0228	643.0900	Traffic Control Signs	DAY	51,406.000	51,406.000
0230	643.0920	Traffic Control Covering Signs Type II	EACH	15.000	15.000
0232	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0234	643.3165	Temporary Marking Line Paint 6-Inch	LF	270,630.000	270,630.000
0236	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	96.000	96.000
0238	643.5000	Traffic Control	EACH	1.000	1.000
0240	644.1410	Temporary Pedestrian Surface Asphalt	SF	160.000	160.000
0242	644.1601	Temporary Pedestrian Curb Ramp	DAY	20.000	20.000
0244	644.1605	Temporary Pedestrian Detectable Warning Field	SF	20.000	20.000
0246	644.1810	Temporary Pedestrian Barricade	LF	128.000	128.000
0248	645.0120	Geotextile Type HR	SY	1,720.000	1,720.000
0250	645.0130	Geotextile Type R	SY	97.000	97.000
0252	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	197,609.000	197,609.000
0254	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	100.000	100.000
0256	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	116.000	116.000
0258	650.4000	Construction Staking Storm Sewer	EACH	20.000	20.000
0260	650.5000	Construction Staking Base	LF	5,526.000	5,526.000
0262	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	6,186.000	6,186.000
0264	650.6000	Construction Staking Pipe Culverts	EACH	3.000	3.000
0266	650.7500	Construction Staking Concrete Barrier	LF	555.000	555.000
0268	650.8000	Construction Staking Resurfacing Reference	LF	52,082.000	52,082.000
0270	650.9500	Construction Staking Sidewalk (project) 01. 5160-07-70	EACH	1.000	1.000
0272	650.9911	Construction Staking Supplemental Control (project) 01. 5160-07-70	EACH	1.000	1.000
0274	650.9920	Construction Staking Slope Stakes	LF	46,430.000	46,430.000
0276	690.0150	Sawing Asphalt	LF	11,011.000	11,011.000
0278	715.0603	Incentive Strength Concrete Barrier	DOL	356.000	356.000
0280	740.0440	Incentive IRI Ride	DOL	39,457.000	39,457.000
0282	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,500.000	2,500.000
0284	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	3,520.000	3,520.000
0286	SPV.0055	Special 01. Incentive Density PWL HMA Pavement	DOL	12,257.000	12,257.000
0288	SPV.0055	Special 02. Incentive Density PWL HMA Pavement Longitudinal Joints	DOL	10,420.000	10,420.000
0290	SPV.0060	Special 01. Concrete Barrier Wall Surface Repair	EACH	48.000	48.000
0292	SPV.0060	Special 02. Sawing Concrete Barrier Wall	EACH	96.000	96.000
0294	SPV.0060	Special 03. Inlets Median 4 Grate Modified	EACH	2.000	2.000

5160-07-70

Line	Item	Item Description	Unit	Total	Qty
0296	SPV.0060	Special 04. Inlet Covers, Type MS Modified	EACH	16.000	16.000
0298	SPV.0060	Special 05. Inlet Covers, Type B Modified	EACH	4.000	4.000
0300	SPV.0060	Special 06. Cleaning Inlets	EACH	2.000	2.000
0302	SPV.0060	Special 07. Landmark Reference Monuments Special	EACH	6.000	6.000
0304	SPV.0060	Special 08. Verify Landmark Reference Monuments	EACH	6.000	6.000
0306	SPV.0060	Special 09. Box Culvert Joint Repair C-12-0027	EACH	1.000	1.000
0308	SPV.0060	Special 10. Grading and Shaping Ditches	EACH	6.000	6.000
0310	SPV.0060	Special 11. Site Mowing Project 5160-07-70	EACH	1.000	1.000
0312	SPV.0070	Special 01. Sprayed Asphaltic Surface Treatment	GAL	9,759.000	9,759.000
0314	SPV.0090	Special 01. Concrete Barrier Special	LF	555.000	555.000
0316	SPV.0090	Special 02. Flashing Stainless Steel B-12-45	LF	98.000	98.000
0318	SPV.0090	Special 03. Concrete Curb and Gutter 36-Inch Type L Special	LF	15.000	15.000
0320	SPV.0090	Special 04. Concrete Barrier Transition Section 32-Inch to MGS	LF	156.000	156.000
0322	SPV.0180	Special 01. Removing Distressed Pavement Milling	SY	2,075.000	2,075.000
0324	SPV.0195	Special 01. Shot Rock	TON	37,575.000	37,575.000

3

REMOVING CULVERTS

CATEGORY	STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	REMARKS
0010	302+91	CROSS DRAIN	1	18" CPCS X 68'
0010	491+66	CROSS DRAIN	1	48" CPCS X 60'
0010	511+26	CROSS DRAIN	1	36" CPCS X 76'
0010	520+74	CROSS DRAIN	1	18" CPCS X 48'
0010	577+69	CROSS DRAIN	1	18" CPCS X 90'
0010	737+30	CROSS DRAIN	1	42" CPCS X 58'
		TOTAL 0010	6	

ROADSIDE CLEARING

CATEGORY	STATION	TO	STATION	LOCATION	202.0105 ROADSIDE CLEARING STA	REMARKS
0010	391+50	-	392+50	RT	1	LOGS ON GROUND
				TOTAL 0010	1	

REMOVING ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	REMARKS
0010	274+80	-	275+93	MAINLINE	411	PIPE REPLACEMENT
0010	282+84	-	283+98	MAINLINE	415	PIPE REPLACEMENT
0010	302+34	-	303+48	MAINLINE	401	PIPE REPLACEMENT
0010	315+11	-	316+25	MAINLINE	415	PIPE REPLACEMENT
0010	334+45	-	335+61	MAINLINE	417	PIPE REPLACEMENT
0010	346+22	-	347+38	MAINLINE	396	PIPE REPLACEMENT
0010	365+78	-	367+00	MAINLINE	418	PIPE REPLACEMENT
0010	378+34	-	379+64	MAINLINE	478	PIPE REPLACEMENT
0010	411+42	-	412+58	MAINLINE	422	PIPE REPLACEMENT
0010	414+58	-	415+77	MAINLINE	433	PIPE REPLACEMENT
0010	441+37	-	442+60	MAINLINE	452	PIPE REPLACEMENT
0010	456+40	-	462+30	MAINLINE	1,061	PIPE REPLACEMENT
0010	465+76	-	467+02	MAINLINE	460	PIPE REPLACEMENT
0010	474+42	-	475+56	MAINLINE	415	PIPE REPLACEMENT
0010	478+02	-	479+20	MAINLINE	430	PIPE REPLACEMENT
0010	482+57	-	483+76	MAINLINE	436	PIPE REPLACEMENT
0010	491+07	-	492+25	MAINLINE	431	PIPE REPLACEMENT
0010	509+22	-	510+37	MAINLINE	398	PIPE REPLACEMENT
0010	510+67	-	511+84	MAINLINE	421	PIPE REPLACEMENT
0010	520+16	-	521+31	MAINLINE	422	PIPE REPLACEMENT
0010	524+41	-	525+55	MAINLINE	415	PIPE REPLACEMENT
0010	537+43	-	538+73	MAINLINE	477	PIPE REPLACEMENT
0010	546+41	-	547+56	MAINLINE	419	PIPE REPLACEMENT
0010	577+12	-	578+26	MAINLINE	415	PIPE REPLACEMENT
0010	588+92	-	590+06	MAINLINE	415	PIPE REPLACEMENT
0010	591+84	-	592+98	MAINLINE	415	PIPE REPLACEMENT
0010	598+42	-	599+58	MAINLINE	424	PIPE REPLACEMENT
0010	614+68	-	615+82	MAINLINE	415	PIPE REPLACEMENT
0010	619+34	-	620+72	MAINLINE	502	PIPE REPLACEMENT
0010	632+93	-	634+07	MAINLINE	461	PIPE REPLACEMENT
0010	659+41	-	660+55	MAINLINE	415	PIPE REPLACEMENT
0010	665+34	-	666+49	MAINLINE	418	PIPE REPLACEMENT
0010	668+34	-	669+49	MAINLINE	418	PIPE REPLACEMENT
0010	672+55	-	673+69	MAINLINE	413	PIPE REPLACEMENT
0010	681+68	-	682+83	MAINLINE	419	PIPE REPLACEMENT
0010	686+58	-	687+75	MAINLINE	427	PIPE REPLACEMENT
0010	688+23	-	689+59	MAINLINE	465	PIPE REPLACEMENT
0010	705+42	-	706+60	MAINLINE	403	PIPE REPLACEMENT
0010	711+29	-	712+44	MAINLINE	419	PIPE REPLACEMENT
0010	735+68	-	737+89	MAINLINE	782	PIPE REPLACEMENT
0010	745+28	-	746+48	MAINLINE	438	PIPE REPLACEMENT
0010	761+31	-	762+45	MAINLINE	366	PIPE REPLACEMENT
0010	786+87	-	788+97	RT	88	CURB
0010	789+09	-	789+77	LT	19	GUARDRAIL
0010	299+19	-	299+31	RT	3	END OF BARRIER
0010	330+00	-	330+62	RT	5	GUARDRAIL POST AREAS
0010	371+29	-	371+40	RT	3	GUARDRAIL POST AREAS
0010	435+21	-	435+62	LT	3	GUARDRAIL POST AREAS
0010	435+95	-	436+55	RT	6	GUARDRAIL POST AREAS
0010	439+16	-	439+49	RT	5	GUARDRAIL POST AREAS
0010	488+97	-	489+27	LT	5	GUARDRAIL POST AREAS
0010	509+97	-	511+98	LT	34	GUARDRAIL POST AREAS
0010	517+85	-	519+00	LT	23	GUARDRAIL POST AREAS
0010	519+38	-	519+42	RT	3	GUARDRAIL POST AREAS
0010	521+48	-	521+63	RT	8	FLUME

CONTINUED IN NEXT COLUMN

CONTINUED FROM PREVIOUS COLUMN

REMOVING ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	REMARKS
0010	551+94	-	552+08	RT	10	FLUME
0010	553+70	-	554+17	RT	13	GUARDRAIL POST AREAS
0010	553+55	-	554+46	LT	22	GUARDRAIL POST AREAS
0010	562+37	-	562+53	RT	8	FLUME
0010	576+28	-	577+13	LT	19	GUARDRAIL POST AREAS
0010	579+67	-	579+78	RT	5	FLUME
0010	634+97	-	635+13	RT	11	FLUME
0010	647+00	-	647+66	LT	4	GUARDRAIL POST AREAS
0010	649+11	-	649+69	RT	6	GUARDRAIL POST AREAS
0010	658+74	-	658+84	RT	4	FLUME
0010	700+05	-	700+64	LT	14	GUARDRAIL POST AREAS
0010	703+23	-	703+32	RT	5	FLUME
0010	706+34	-	707+22	LT	22	GUARDRAIL POST AREAS
0010	732+88	-	732+99	RT	7	FLUME
0010	759+18	-	759+78	LT	6	GUARDRAIL POST AREAS
0010	786+10	-	786+52	RT	4	GUARDRAIL POST AREAS
0010	284+35	-	286+84	LT	56	CURB & GUTTER AREA
0010	346+00	-	347+50	LT	34	CURB & GUTTER AREA
0010	354+99	-	366+98	LT	267	CURB & GUTTER AREA
0010	383+98	-	391+61	LT	170	CURB & GUTTER AREA
0010	455+20	-	462+25	LT	157	CURB & GUTTER AREA
0010	474+50	-	475+50	LT	23	CURB & GUTTER AREA
0010	478+10	-	479+10	LT	23	CURB & GUTTER AREA
0010	482+70	-	483+70	LT	23	CURB & GUTTER AREA
0010	505+33	-	509+90	LT	102	CURB & GUTTER AREA
0010	537+60	-	538+60	LT	23	CURB & GUTTER AREA
0010	610+31	-	617+01	LT	149	CURB & GUTTER AREA
0010	736+80	-	737+80	LT	23	CURB & GUTTER AREA
0010	786+87	-	788+84	RT	45	CURB & GUTTER AREA
0010	788+84	-	788+90	RT	4	CURB & GUTTER AREA
0010	789+38	-	789+67	RT	10	CURB & GUTTER AREA
0010	320+26	-	320+86	RT	8	CONCRETE SURFACE DRAIN
0010	334+60	-	334+66	RT	8	CONCRETE SURFACE DRAIN
0010	370+93	-	371+53	RT	8	CONCRETE SURFACE DRAIN
0010	375+59	-	376+19	RT	8	CONCRETE SURFACE DRAIN
0010	488+47	-	489+07	RT	8	CONCRETE SURFACE DRAIN
0010	492+66	-	493+26	RT	8	CONCRETE SURFACE DRAIN
0010	510+04	-	510+64	RT	8	CONCRETE SURFACE DRAIN
0010	521+81	-	522+41	RT	8	CONCRETE SURFACE DRAIN
0010	551+17	-	552+13	RT	12	CONCRETE SURFACE DRAIN
0010	562+71	-	563+31	RT	8	CONCRETE SURFACE DRAIN
0010	569+73	-	570+33	RT	8	CONCRETE SURFACE DRAIN
0010	579+96	-	580+56	RT	8	CONCRETE SURFACE DRAIN
0010	634+20	-	634+80	RT	8	CONCRETE SURFACE DRAIN
0010	659+02	-	659+62	RT	8	CONCRETE SURFACE DRAIN
0010	689+04	-	689+64	RT	8	CONCRETE SURFACE DRAIN
0010	703+50	-	704+10	RT	8	CONCRETE SURFACE DRAIN
0010	732+10	-	732+70	RT	8	CONCRETE SURFACE DRAIN
0010	737+95	-	738+55	RT	8	CONCRETE SURFACE DRAIN
0010	761+70	-	762+30	RT	8	CONCRETE SURFACE DRAIN
				TOTAL 0010	20,503	

MILLING

CATEGORY	STATION	TO	STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
0010	265+88	-	265+98	MAINLINE	61	---
0010	265+98	-	328+74	MAINLINE	---	22,472
0010	328+74	-	328+84	MAINLINE	39	---
0010	329+94	-	330+04	MAINLINE	39	---
0010	330+36	-	331+51	PICATEE RD	---	325
0010	330+04	-	436+99	MAINLINE	---	37,770
0010	367+55	-	368+58	FRENCHMANS LANDING	---	147
0010	432+85	-	434+03	CTH D	---	198
0010	432+96	-	433+77	PARKING AREA	61	---
0010	436+99	-	437+09	MAINLINE	39	---
0010	438+59	-	438+69	MAINLINE	39	---
0010	438+69	-	516+00	MAINLINE	---	27,497
0010	516+00	-	647+56	MAINLINE	---	47,306
0010	554+73	-	555+76	GORDON'S BAY RD	---	160
0010	572+73	-	573+86	VARD LANDING	---	157
0010	631+70	-	632+90	LOCK & DAM ENTRANCE	---	191
0010	639+75	-	640+61	CAYA ROAD	---	140
0010	647+56	-	647+66	MAINLINE	39	---
0010	649+00	-	649+10	MAINLINE	39	---
0010	649+10	-	778+76	MAINLINE	---	46,096
0010	650+62	-	651+21	PARKING AREA	48	---
0010	654+67	-	655+38	PARKING AREA	59	---
0010	654+85	-	655+77	LEITNER HOLLOW RD	---	134
0010	695+84	-	696+58	WAYSIDE	65	---
0010	698+93	-	699+56	WAYSIDE	57	---
0010	769+78	-	771+26	CTH F	---	344
0010	775+46	-	776+35	HILLSIDE DR.	---	144
0010	778+76	-	778+86	MAINLINE	39	---
0010	780+14	-	780+24	MAINLINE	39	---
0010	780+24	-	791+80	MAINLINE	---	4,757
0010	788+62	-	789+65	CTH E	---	268
0010	791+80	-	791+90	MAINLINE	45	---
0010	791+44	-	791+90	BENCH ST	---	76
				TOTAL 0010	708	188,182

REMOVING BARRIER

CATEGORY	STATION	TO	STATION	LOCATION	204.0157 REMOVING CONCRETE BARRIER LF
0010	298+35	-	299+20	RT	84
0010	303+82	-	304+67	RT	84
0010	320+20	-	321+04	RT	84
0010	333+88	-	334+72	RT	84
0010	335+02	-	335+61	RT	59
0010	336+23	-	336+54	RT	31
0010	336+93	-	337+08	RT	15
0010	355+92	-	356+33	RT	41
0010	357+11	-	357+19	RT	8
0010	370+46	-	371+30	RT	84
0010	375+41	-	376+25	RT	84
0010	386+17	-	387+01	RT	84
0010	391+24	-	392+08	RT	84
0010	412+17	-	412+30	RT	13
0010	420+60	-	421+44	RT	84
0010	440+62	-	440+68	RT	6
0010	474+91	-	475+17	RT	26
0010	488+41	-	489+25	RT	84
0010	492+49	-	493+33	RT	84
0010	509+98	-	510+82	RT	84
0010	521+63	-	522+47	RT	84
0010	550+19	-	550+31	RT	12
0010	551+10	-	551+94	RT	84
0010	562+54	-	563+37	RT	84
0010	569+66	-	570+50	RT	84
0010	579+78	-	580+62	RT	84
0010	604+71	-	606+70	RT	199
0010	615+25		615+30	RT	5
0010	634+13	-	634+97	RT	84
0010	658+83	-	659+68	RT	84
0010	688+97	-	689+87	RT	84
0010	703+32	-	704+16	RT	84
0010	732+04	-	732+88	RT	84
0010	737+78	-	738+62	RT	84
0010	761+10	-	761+94	RT	84
				TOTAL 0010	2,431

REMOVING GUARDRAIL

CATEGORY	STATION	TO	STATION	LOCATION	204.0165 REMOVING GUARDRAIL LF
0010	271+12	-	322+40	LT	5,132
0010	301+20	-	301+83	RT	164
0010	328+16	-	329+00	LT	84
0010	328+17	-	329+01	RT	84
0010	329+78	-	330+63	LT	84
0010	329+79	-	330+72	RT	107
0010	332+33	-	367+96	LT	3,568
0010	368+78	-	417+00	LT	4,825
0010	435+16	-	437+28	LT	212
0010	436+16	-	437+13	RT	97
0010	438+41	-	439+66	RT	125
0010	438+58	-	487+70	LT	4,916
0010	488+98	-	511+98	LT	2,301
0010	518+00	-	554+44	LT	3,648
0010	519+42	-	520+41	RT	115
0010	552+71	-	554+22	RT	162
0010	559+21	-	573+29	LT	1,434
0010	570+74	-	573+47	RT	277
0010	576+30	-	630+31	LT	5,408
0010	631+41	-	633+43	LT	229
0010	647+02	-	647+84	LT	82
0010	647+10	-	647+94	RT	82
0010	648+81	-	469+65	RT	82
0010	648+71	-	649+54	LT	82
0010	657+72	-	687+55	LT	2,985
0010	699+92	-	702+11	RT	238
0010	700+05	-	702+63	LT	262
0010	706+32	-	760+09	LT	5,382
0010	767+43	-	768+74	LT	136
0010	767+49	-	768+89	RT	153
0010	770+76	-	778+86	LT	800
0010	776+05	-	778+87	RT	291
0010	780+15	-	786+61	RT	646
0010	780+16	-	789+47	LT	933
				TOTAL 0010	45,126

REMOVING CURB AND GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF
0010	789+38	-	789+67	RT	42
				TOTAL 0010	42

REMOVING INLETS

CATEGORY	STATION	LOCATION	204.0220 REMOVING INLETS EACH	204.9090.S.01 REMOVING (ITEM DESCRIPTION) (01. PIPE RAILING) LF
0010	459+98	RT	2	---
0010	460+75	RT	2	---
0010	483+17	RT	1	11
0010	509+79	RT	1	---
0010	538+08	RT	1	---
0010	599+00	RT	1	---
		TOTAL 0010	8	11

REMOVING STORM SEWER

CATEGORY	STATION	LOCATION	204.0245.01 REMOVING STORM SEWER (SIZE) (01. 18-INCH) LF	204.0245.02 REMOVING STORM SEWER (SIZE) (02. 24-INCH) LF	204.0245.03 REMOVING STORM SEWER (SIZE) (03. 30-INCH) LF	204.0245.04 REMOVING STORM SEWER (SIZE) (04. 36-INCH) LF	204.0245.05 REMOVING STORM SEWER (SIZE) (05. 42-INCH) LF
0010	275+37	LT & RT	40	---	---	---	---
0010	283+41	LT & RT	35	---	---	---	---
0010	315+68	LT & RT	---	---	38	---	---
0010	335+02	LT & RT	37	---	---	---	---
0010	346+80	LT & RT	---	---	36	---	---
0010	366+39	LT & RT	---	---	---	60	---
0010	378+99	LT & RT	---	---	50	---	---
0010	412+00	LT & RT	---	---	37	---	---
0010	415+17	LT & RT	38	---	---	---	---
0010	441+99	LT & RT	40	---	---	---	---
0010	459+98	LT & RT	---	---	37	---	---
0010	460+75	LT & RT	---	---	37	---	---
0010	461+73	LT & RT	36	---	---	---	---
0010	466+39	LT & RT	---	---	---	50	---
0010	474+99	LT & RT	38	---	---	---	---
0010	478+61	LT & RT	40	---	---	---	---
0010	483+17	LT & RT	---	---	40	---	---
0010	509+79	LT & RT	---	35	---	---	---
0010	524+98	LT & RT	40	---	---	---	---
0010	538+08	LT & RT	---	40	---	---	---
0010	546+99	LT & RT	---	38	---	---	---
0010	589+49	LT & RT	40	---	---	---	---
0010	592+28	LT & RT	50	---	---	---	---
0010	599+00	LT & RT	---	37	---	---	---
0010	615+25	LT & RT	38	---	---	---	---
0010	620+03	LT & RT	---	---	40	---	---
0010	633+50	LT & RT	82	---	---	---	---
0010	659+98	LT & RT	46	---	---	---	---
0010	665+92	LT & RT	---	40	---	---	---
0010	668+92	LT & RT	---	40	---	---	---
0010	673+12	LT & RT	40	---	---	---	---
0010	682+26	LT & RT	---	45	---	---	---
0010	687+16	LT & RT	---	40	---	---	---
0010	688+93	LT & RT	---	---	---	80	---
0010	706+01	LT & RT	---	---	---	---	82
0010	711+87	LT & RT	---	40	---	---	---
0010	736+14	LT & RT	---	---	---	58	---
0010	745+88	LT & RT	---	50	---	---	---
0010	761+88	LT & RT	52	---	---	---	---
		TOTAL 0010	692	405	315	248	82

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1) CUT (2)	EBS EXCAVATION (3)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.25	MASS ORDINATE +/- (14)	WASTE	COMMENT
DIVISION 1											
EWRK-STH 35 SOUTH HALF	270+58.07/513+73.51	STH 35	250	0	0	250	968	1,210	-960	0	UTILIZE WASTE MATERIAL FROM CULVERT PIPE REPLACEMENTS
EWRK-STH 35 NORTH HALF	517+11.81/789+77.49	STH 35	360	0	0	360	3,196	3,995	-3,635	0	UTILIZE WASTE MATERIAL FROM CULVERT PIPE REPLACEMENTS
CULVERTS	CROSS DRAIN DETAIL	STH 35	17,020	0	0	17,020	0	0	17,020	0	
DIVISION 1 SUBTOTAL			17,630	0	0	17,630	4,164	5,205	12,425	12,425	
GRAND TOTAL			17,630	0	0	17,630	4,164	5,205	12,425	12,425	
TOTAL COMMON EXC			17,630								

NOTES:
(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) EBS EXCAVATION TO BE BACKFILLED WITH BORROW MATERIAL.
(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
(13) EXPANDED FILL FACTOR = 1.25
EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR
(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

BACKFILL

CATEGORY	STATION	LOCATION	209.2500 BACKFILL GRANULAR GRADE 2 TON
0010	275+37	CROSS DRAINS	630
0010	283+41	CROSS DRAINS	476
0010	302+91	CROSS DRAINS	630
0010	315+68	CROSS DRAINS	483
0010	335+02	CROSS DRAINS	390
0010	346+80	CROSS DRAINS	667
0010	366+39	CROSS DRAINS	879
0010	378+99	CROSS DRAINS	567
0010	412+00	CROSS DRAINS	679
0010	415+17	CROSS DRAINS	601
0010	441+99	CROSS DRAINS	520
0010	459+98	CROSS DRAINS	541
0010	460+40	CROSS DRAINS	598
0010	460+75	CROSS DRAINS	541
0010	461+25	CROSS DRAINS	535
0010	461+73	CROSS DRAINS	431
0010	466+39	CROSS DRAINS	681
0010	474+99	CROSS DRAINS	566
0010	478+61	CROSS DRAINS	549
0010	483+17	CROSS DRAINS	589
0010	491+66	CROSS DRAINS	630
0010	509+79	CROSS DRAINS	398
0010	511+26	CROSS DRAINS	724
0010	520+74	CROSS DRAINS	756
0010	524+98	CROSS DRAINS	630
0010	538+08	CROSS DRAINS	598
0010	546+99	CROSS DRAINS	1,021
0010	577+69	CROSS DRAINS	567
0010	589+49	CROSS DRAINS	630
0010	592+28	CROSS DRAINS	630

CONTINUED IN NEXT COLUMN

CONTINUED FROM PREVIOUS COLUMN

BACKFILL

CATEGORY	STATION	LOCATION	209.2500 BACKFILL GRANULAR GRADE 2 TON
0010	599+00	CROSS DRAINS	935
0010	615+25	CROSS DRAINS	531
0010	620+03	CROSS DRAINS	852
0010	633+50	CROSS DRAINS	630
0010	659+98	CROSS DRAINS	567
0010	665+92	CROSS DRAINS	461
0010	668+92	CROSS DRAINS	556
0010	673+12	CROSS DRAINS	421
0010	682+26	CROSS DRAINS	525
0010	687+16	CROSS DRAINS	509
0010	688+93	CROSS DRAINS	567
0010	706+01	CROSS DRAINS	567
0010	711+87	CROSS DRAINS	503
0010	736+14	CROSS DRAINS	630
0010	737+30	CROSS DRAINS	630
0010	745+88	CROSS DRAINS	583
0010	761+88	CROSS DRAINS	391
0010	788+50	CROSS DRAINS	945
		TOTAL 0010	28,934

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

CATEGORY	STATION	TO	STATION	LOCATION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA
0010	269+84	-	271+12	LT	2
0010	323+40	-	328+10	LT	5
0010	330+71	-	331+84	LT	2
0010	420+90	-	435+10	LT	15
0010	487+68	-	488+48	LT	1
0010	512+55	-	517+85	LT	6
0010	554+50	-	559+17	LT	5
0010	573+37	-	576+32	LT	3
0010	630+30	-	631+38	LT	2
0010	633+68	-	646+93	LT	14
0010	649+72	-	657+72	LT	8
0010	687+52	-	699+97	LT	13
0010	702+62	-	706+08	LT	4
0010	760+09	-	767+42	LT	8
0010	768+89	-	770+77	LT	2
0010	301+95	-	303+70	RT	2
0010	321+66	-	328+10	RT	7
0010	330+71	-	333+76	RT	4
0010	371+82	-	375+04	RT	4
0010	387+64	-	390+12	RT	3
0010	421+97	-	435+10	RT	14
0010	489+62	-	491+74	RT	3
0010	510+94	-	517+85	RT	7
0010	554+50	-	559+17	RT	5
0010	573+37	-	576+32	RT	3
0010	635+85	-	646+93	RT	12
0010	649+72	-	656+45	RT	7
0010	689+93	-	699+97	RT	11
0010	733+10	-	737+65	RT	5
0010	762+59	-	767+42	RT	5
0010	768+89	-	770+77	RT	2
0010	786+64	-	786+87	RT	1
				TOTAL 0010	185

CATEGORY	STATION	TO	STATION	LOCATION	BASE AGGREGATE DENSE 305.0110 3/4-INCH TON	BASE AGGREGATE DENSE * 305.0120 1 1/4-INCH TON	WATER 624.0100 MGAL	CONSTRUCTION STAKING BASE 650.5000 LF	REMARKS
0010	265+87	-	270+58	LT	25	---	1.0	---	SHOULDER
0010	270+58	-	324+23	LT	645	---	10.0	---	BEAMGUARD SHOULDER
0010	274+80	-	275+93	MAINLINE	9	229	4.0	113	PIPE REPLACEMENT
0010	282+84	-	283+98	MAINLINE	9	231	4.0	114	PIPE REPLACEMENT
0010	284+35	-	286+84	LT	---	56	1.0	---	CURB
0010	298+39	-	302+12	RT	45	---	1.0	---	BEAMGUARD SHOULDER
0010	302+12	-	303+69	RT	6	---	1.0	---	SHOULDER
0010	302+34	-	303+48	MAINLINE	18	223	4.0	114	PIPE REPLACEMENT
0010	303+69	-	304+60	RT	11	---	1.0	---	BEAMGUARD SHOULDER
0010	315+11	-	316+25	MAINLINE	9	231	4.0	114	PIPE REPLACEMENT
0010	320+26	-	321+95	RT	21	---	1.0	---	BEAMGUARD SHOULDER
0010	322+35	-	327+89	RT	25	---	1.0	---	SHOULDER
0010	324+23	-	327+08	LT	13	---	1.0	---	SHOULDER
0010	327+08	-	329+00	LT	24	---	1.0	---	BEAMGUARD SHOULDER
0010	327+89	-	329+00	RT	14	---	1.0	---	BEAMGUARD SHOULDER
0010	329+80	-	330+85	LT	13	---	1.0	---	BEAMGUARD SHOULDER
0010	329+80	-	330+73	RT	15	---	1.0	---	BEAMGUARD SHOULDER
0010	330+85	-	331+40	LT	2	---	1.0	---	SHOULDER
0010	331+32	-	333+75	RT	11	---	1.0	---	SHOULDER
0010	331+40	-	367+91	LT	439	---	7.0	---	BEAMGUARD SHOULDER
0010	333+75	-	334+66	RT	11	---	1.0	---	BEAMGUARD SHOULDER
0010	334+45	-	335+61	MAINLINE	9	232	4.0	116	PIPE REPLACEMENT
0010	346+00	-	347+50	LT	---	34	1.0	---	CURB
0010	346+22	-	347+38	MAINLINE	9	220	4.0	116	PIPE REPLACEMENT
0010	354+99	-	366+98	LT	---	266	4.0	---	CURB
0010	365+78	-	367+00	MAINLINE	9	232	4.0	122	PIPE REPLACEMENT
0010	368+58	-	374+89	LT	---	127	2.0	---	CURB
0010	368+62	-	421+86	LT	601	---	10.0	---	BEAMGUARD SHOULDER
0010	370+92	-	372+34	RT	18	---	1.0	---	BEAMGUARD SHOULDER
0010	372+51	-	375+47	RT	13	---	1.0	---	SHOULDER
0010	374+66	-	376+19	RT	19	---	1.0	---	BEAMGUARD SHOULDER
0010	378+34	-	379+64	MAINLINE	10	266	5.0	130	PIPE REPLACEMENT
0010	383+98	-	391+61	LT	---	169	3.0	---	CURB
0010	386+24	-	392+02	RT	70	---	2.0	---	BEAMGUARD SHOULDER
0010	411+42	-	412+58	MAINLINE	9	235	4.0	116	PIPE REPLACEMENT
0010	414+58	-	415+77	MAINLINE	9	241	4.0	119	PIPE REPLACEMENT
0010	421+06	-	423+20	RT	26	---	1.0	---	BEAMGUARD SHOULDER
0010	421+86	-	434+17	LT	49	---	1.0	---	SHOULDER
0010	423+20	-	434+98	RT	45	---	1.0	---	SHOULDER
0010	434+17	-	437+09	LT	36	---	1.0	---	BEAMGUARD SHOULDER
0010	434+98	-	437+13	RT	26	---	1.0	---	BEAMGUARD SHOULDER
0010	438+40	-	439+83	RT	18	---	1.0	---	BEAMGUARD SHOULDER
0010	438+56	-	487+68	LT	591	---	9.0	---	BEAMGUARD SHOULDER
0010	441+37	-	442+60	MAINLINE	9	251	4.0	123	PIPE REPLACEMENT
0010	455+20	-	462+25	LT	---	156	3.0	---	CURB
0010	456+40	-	462+30	MAINLINE	43	589	10.0	590	PIPE REPLACEMENT
0010	465+76	-	467+02	MAINLINE	20	256	5.0	126	PIPE REPLACEMENT
0010	474+50	-	475+50	LT	---	23	1.0	---	CURB
0010	474+42	-	475+56	MAINLINE	9	231	4.0	114	PIPE REPLACEMENT
0010	478+02	-	479+20	MAINLINE	9	239	4.0	118	PIPE REPLACEMENT
				SUBTOTAL	3,022	4,737	144	2,245	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONTINUED IN NEXT COLUMN

CONTINUED FROM PREVIOUS COLUMN

CATEGORY	STATION	TO	STATION	LOCATION	BASE AGGREGATE DENSE 305.0110 3/4-INCH TON	BASE AGGREGATE DENSE * 305.0120 1 1/4-INCH TON	WATER 624.0100 MGAL	CONSTRUCTION STAKING BASE 650.5000 LF	REMARKS
0010	478+10	-	479+10	LT	---	23	1.0	---	CURB
0010	482+57	-	483+76	MAINLINE	9	243	4.0	119	PIPE REPLACEMENT
0010	482+70	-	483+70	LT	---	23	1.0	---	CURB
0010	488+47	-	490+23	RT	22	---	1.0	---	BEAMGUARD SHOULDER
0010	488+36	-	513+74	LT	306	---	5.0	---	BEAMGUARD SHOULDER
0010	320+26	-	320+86	RT	---	14	1.0	---	CONCRETE SURFACE DRAIN
0010	334+60	-	334+66	RT	---	14	1.0	---	CONCRETE SURFACE DRAIN
0010	370+93	-	371+53	RT	---	14	1.0	---	CONCRETE SURFACE DRAIN
0010	375+59	-	376+19	RT	---	14	1.0	---	CONCRETE SURFACE DRAIN
0010	488+47	-	489+07	RT	---	14	1.0	---	CONCRETE SURFACE DRAIN
0010	492+66	-	493+26	RT	---	14	1.0	---	CONCRETE SURFACE DRAIN
0010	510+04	-	510+64	RT	---	14	1.0	---	CONCRETE SURFACE DRAIN
0010	521+81	-	522+41	RT	---	14	1.0	---	CONCRETE SURFACE DRAIN
0010	551+17	-	552+13	RT	---	22	1.0	---	CONCRETE SURFACE DRAIN
0010	562+71	-	563+31	RT	---	14	1.0	---	CONCRETE SURFACE DRAIN
0010	569+73	-	570+33	RT	---	14	1.0	---	CONCRETE SURFACE DRAIN
0010	579+96	-	580+56	RT	---	14	1.0	---	CONCRETE SURFACE DRAIN
0010	634+20	-	634+80	RT	---	14	1.0	---	CONCRETE SURFACE DRAIN
0010	659+02	-	659+62	RT	---	14	1.0	---	CONCRETE SURFACE DRAIN
0010	689+04	-	689+64	RT	---	14	1.0	---	CONCRETE SURFACE DRAIN
0010	703+50	-	704+10	RT	---	14	1.0	---	CONCRETE SURFACE DRAIN
0010	732+10	-	732+70	RT	---	14	1.0	---	CONCRETE SURFACE DRAIN
0010	737+95	-	738+55	RT	---	14	1.0	---	CONCRETE SURFACE DRAIN
0010	761+70	-	762+30	RT	---	14	1.0	---	CONCRETE SURFACE DRAIN
0010	490+75	-	493+27	RT	31	---	1.0	---	BEAMGUARD SHOULDER
0010	491+07	-	492+25	MAINLINE	18	240	4.0	118	PIPE REPLACEMENT
0010	505+33	-	509+90	LT	---	102	2.0	---	CURB
0010	509+22	-	510+37	MAINLINE	9	221	4.0	115	PIPE REPLACEMENT
0010	510+04	-	512+17	RT	26	---	1.0	---	BEAMGUARD SHOULDER
0010	510+67	-	511+84	MAINLINE	18	234	4.0	117	PIPE REPLACEMENT
0010	512+17	-	518+79	RT	29	---	1.0	---	SHOULDER
0010	513+74	-	517+69	LT	3	---	1.0	---	SHOULDER
0010	517+69	-	554+89	LT	448	---	7.0	---	BEAMGUARD SHOULDER
0010	519+30	-	520+36	RT	18	---	1.0	---	BEAMGUARD SHOULDER
0010	520+16	-	521+31	MAINLINE	14	234	4.0	115	PIPE REPLACEMENT
0010	520+90	-	522+41	RT	19	---	1.0	---	BEAMGUARD SHOULDER
0010	524+41	-	525+55	MAINLINE	9	231	4.0	114	PIPE REPLACEMENT
0010	537+43	-	538+73	MAINLINE	10	265	5.0	130	PIPE REPLACEMENT
0010	537+60	-	538+60	LT	---	23	1.0	---	CURB
0010	546+41	-	547+56	MAINLINE	9	233	4.0	115	PIPE REPLACEMENT
0010	551+16	-	552+44	RT	16	---	1.0	---	BEAMGUARD SHOULDER
0010	552+97	-	554+79	RT	31	---	1.0	---	BEAMGUARD SHOULDER
0010	554+89	-	558+11	LT	12	---	1.0	---	SHOULDER
0010	555+53	-	560+43	RT	19	---	1.0	---	SHOULDER
0010	558+11	-	573+51	LT	186	---	3.0	---	BEAMGUARD SHOULDER
0010	560+43	-	563+31	RT	35	---	1.0	---	BEAMGUARD SHOULDER
0010	569+72	-	574+54	RT	58	---	1.0	---	BEAMGUARD SHOULDER
0010	573+51	-	576+14	LT	11	---	1.0	---	SHOULDER
0010	574+54	-	578+12	RT	14	---	1.0	---	SHOULDER
0010	576+14	-	630+31	LT	652	---	10.0	---	BEAMGUARD SHOULDER
0010	577+12	-	578+26	MAINLINE	18	231	4.0	114	PIPE REPLACEMENT
0010	578+12	-	580+56	RT	30	---	1.0	---	BEAMGUARD SHOULDER
0010	588+92	-	590+06	MAINLINE	9	231	4.0	114	PIPE REPLACEMENT
0010	591+84	-	592+98	MAINLINE	9	231	4.0	114	PIPE REPLACEMENT
				SUBTOTAL	2,098	3,039	110	1,285	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

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BASE AGGREGATE DENSE

						*			
					305.0110	305.0120	624.0100	650.5000	
CATEGORY	STATION	TO	STATION	LOCATION	BASE AGGREGATE DENSE 3/4-INCH TON	BASE AGGREGATE DENSE 1 1/4-INCH TON	WATER MGAL	CONSTRUCTION STAKING BASE LF	REMARKS
0010	598+42	-	599+58	MAINLINE	9	236	4.0	116	PIPE REPLACEMENT
0010	610+31	-	617+01	LT	---	149	3.0	---	CURB
0010	614+68	-	615+82	MAINLINE	9	231	4.0	114	PIPE REPLACEMENT
0010	619+34	-	620+72	MAINLINE	10	279	5.0	138	PIPE REPLACEMENT
0010	630+31	-	631+42	LT	6	---	1.0	---	SHOULDER
0010	631+42	-	635+78	LT	56	---	1.0	---	BEAMGUARD SHOULDER
0010	632+93	-	634+07	MAINLINE	9	256	4.0	114	PIPE REPLACEMENT
0010	634+19	-	636+85	RT	32	---	1.0	---	BEAMGUARD SHOULDER
0010	635+78	-	645+83	LT	44	---	1.0	---	SHOULDER
0010	636+85	-	646+08	RT	37	---	1.0	---	SHOULDER
0010	645+83	-	647+81	LT	24	---	1.0	---	BEAMGUARD SHOULDER
0010	646+08	-	647+83	RT	22	---	1.0	---	BEAMGUARD SHOULDER
0010	648+72	-	650+54	LT	22	---	1.0	---	BEAMGUARD SHOULDER
0010	648+84	-	650+38	RT	19	---	1.0	---	BEAMGUARD SHOULDER
0010	650+38	-	655+02	RT	21	---	1.0	---	SHOULDER
0010	650+54	-	656+54	LT	27	---	1.0	---	SHOULDER
0010	655+55	-	659+62	RT	49	---	1.0	---	BEAMGUARD SHOULDER
0010	656+54	-	688+22	LT	381	---	6.0	---	BEAMGUARD SHOULDER
0010	659+41	-	660+55	MAINLINE	9	231	4.0	114	PIPE REPLACEMENT
0010	665+34	-	666+49	MAINLINE	9	233	4.0	115	PIPE REPLACEMENT
0010	668+34	-	669+49	MAINLINE	9	233	4.0	115	PIPE REPLACEMENT
0010	672+55	-	673+69	MAINLINE	9	230	4.0	114	PIPE REPLACEMENT
0010	681+68	-	682+83	MAINLINE	9	233	4.0	115	PIPE REPLACEMENT
0010	686+58	-	687+75	MAINLINE	9	238	4.0	117	PIPE REPLACEMENT
0010	688+22	-	698+86	LT	47	---	1.0	---	SHOULDER
0010	688+23	-	689+59	MAINLINE	10	259	5.0	136	PIPE REPLACEMENT
0010	689+03	-	691+04	RT	25	---	1.0	---	BEAMGUARD SHOULDER
0010	691+04	-	699+64	RT	33	---	1.0	---	SHOULDER
0010	698+86	-	703+62	LT	21	---	1.0	---	SHOULDER
0010	699+64	-	702+06	RT	35	---	1.0	---	BEAMGUARD SHOULDER
0010	702+78	-	704+10	RT	16	---	1.0	---	BEAMGUARD SHOULDER
0010	703+62	-	704+89	LT	6	---	1.0	---	SHOULDER
0010	704+89	-	760+09	LT	664	---	10.0	---	BEAMGUARD SHOULDER
0010	705+42	-	706+60	MAINLINE	9	224	4.0	118	PIPE REPLACEMENT
0010	711+29	-	712+44	MAINLINE	9	233	4.0	115	PIPE REPLACEMENT
0010	732+20	-	734+32	RT	26	---	1.0	---	BEAMGUARD SHOULDER
0010	734+32	-	736+80	RT	11	---	1.0	---	SHOULDER
0010	735+68	-	737+89	MAINLINE	16	435	7.0	221	PIPE REPLACEMENT
0010	736+80	-	738+55	RT	22	---	1.0	---	BEAMGUARD SHOULDER
0010	745+28	-	746+48	MAINLINE	9	243	4.0	120	PIPE REPLACEMENT
0010	760+09	-	766+38	LT	23	---	1.0	---	SHOULDER
0010	761+31	-	762+45	MAINLINE	14	204	4.0	114	PIPE REPLACEMENT
0010	761+69	-	763+83	RT	26	---	1.0	---	BEAMGUARD SHOULDER
0010	763+83	-	767+26	RT	15	---	1.0	---	SHOULDER
0010	766+38	-	768+86	LT	30	---	1.0	---	BEAMGUARD SHOULDER
0010	767+54	-	769+75	RT	27	---	1.0	---	BEAMGUARD SHOULDER
0010	768+86	-	770+76	LT	7	---	1.0	---	SHOULDER
0010	770+76	-	779+00	LT	100	---	2.0	---	BEAMGUARD SHOULDER
0010	770+99	-	775+55	RT	20	---	1.0	---	SHOULDER
0010	776+09	-	779+00	RT	35	---	1.0	---	BEAMGUARD SHOULDER
				SUBTOTAL	2,087	4,147	120	1,996	

CONTINUED IN NEXT COLUMN

CONTINUED FROM PREVIOUS COLUMN

BASE AGGREGATE DENSE

						*			
					305.0110	305.0120	624.0100	650.5000	
CATEGORY	STATION	TO	STATION	LOCATION	BASE AGGREGATE DENSE 3/4-INCH TON	BASE AGGREGATE DENSE 1 1/4-INCH TON	WATER MGAL	CONSTRUCTION STAKING BASE LF	REMARKS
0010	779+99	-	789+78	LT	118	---	2.0	---	BEAMGUARD SHOULDER
0010	779+99	-	786+85	RT	83	---	2.0	---	BEAMGUARD SHOULDER
0010	786+87	-	788+90	RT	---	104	2.0	---	UNDER CURB
0010	786+87	-	788+78	RT	---	49	1.0	---	BEHIND CURB
0010	789+38	-	789+67	RT	---	21	1.0	---	CURB
0010	789+66	-	791+45	RT	8	---	1.0	---	SHOULDER
0010	789+78	-	791+90	LT	9	---	1.0	---	SHOULDER
0010	788+73	-	788+92	RT	---	6	---	---	SIDEWALK
0010	789+42	-	789+54	RT	---	7	---	---	SIDEWALK
0010	265+87	-	791+90	RT/LT	6,955	---	105.0	---	SHOULDER FORESLOPES
0010	UNDISTRIBUTED				1,000	---	15.0	---	DRIVEWAYS
0010	UNDISTRIBUTED				400	---	6.0	---	2' AREA FOR C&G
				SUBTOTAL	8,573	187	136	0	
				TOTAL 0010	15,779	12,110	510	5,526	

3

CATEGORY	STATION	TO	STATION	LOCATION	THICKNESS	HMA 455.0605 TACK COAT GAL	HMA 460.6224 HMA PAVEMENT 4 MT 58-28 S TON	HMA 465.0105 ASPHALTIC SURFACE TON	REMARKS
0010	265+87	-	328+84	LOWER LAYER	1.75	1,674	2,343	---	MAINLINE
0010	265+87	-	328+84	UPPER LAYER	1.75	1,196	2,343	---	MAINLINE
0010	274+80	-	275+93	MAINLINE	3.50	---	---	81	PIPE REPLACEMENT
0010	282+84	-	283+98	MAINLINE	3.50	---	---	82	PIPE REPLACEMENT
0010	302+34	-	303+48	MAINLINE	3.50	---	---	79	PIPE REPLACEMENT
0010	315+11	-	316+25	MAINLINE	3.50	---	---	82	PIPE REPLACEMENT
0010	329+94	-	437+09	LOWER LAYER	1.75	2,793	3,910	---	MAINLINE
0010	329+94	-	437+09	UPPER LAYER	1.75	1,995	3,910	---	MAINLINE
0010	331+00	-	---	LOWER LAYER	1.75	23	32	---	PICATEE ROAD
0010	331+00	-	---	UPPER LAYER	1.75	17	32	---	PICATEE ROAD
0010	334+45	-	335+61	MAINLINE	3.50	---	---	82	PIPE REPLACEMENT
0010	346+22	-	347+38	MAINLINE	3.50	---	---	78	PIPE REPLACEMENT
0010	365+78	-	367+00	MAINLINE	3.50	---	---	82	PIPE REPLACEMENT
0010	368+00	-	---	LOWER LAYER	1.75	10	14	---	FRENCHMANS LANDING DRIVE
0010	368+00	-	---	UPPER LAYER	1.75	7	14	---	FRENCHMANS LANDING DRIVE
0010	378+34	-	379+64	MAINLINE	3.50	---	---	94	PIPE REPLACEMENT
0010	411+42	-	412+58	MAINLINE	3.50	---	---	83	PIPE REPLACEMENT
0010	414+58	-	415+77	MAINLINE	3.50	---	---	85	PIPE REPLACEMENT
0010	431+47	-	436+11	LT	1.75	181	---	253	CTH D PARKING AREA
0010	433+50	-	---	LOWER LAYER	1.75	10	13	---	CTH D
0010	433+50	-	---	UPPER LAYER	1.75	7	13	---	CTH D
0010	438+59	-	647+66	LOWER LAYER	1.75	5,435	7,609	---	MAINLINE
0010	438+59	-	647+66	UPPER LAYER	1.75	3,883	7,609	---	MAINLINE
0010	441+37	-	442+60	MAINLINE	3.50	---	---	89	PIPE REPLACEMENT
0010	456+40	-	462+30	MAINLINE	3.50	---	---	208	PIPE REPLACEMENT
0010	465+76	-	467+02	MAINLINE	3.50	---	---	91	PIPE REPLACEMENT
0010	474+42	-	475+56	MAINLINE	3.50	---	---	82	PIPE REPLACEMENT
0010	478+02	-	479+20	MAINLINE	3.50	---	---	85	PIPE REPLACEMENT
0010	482+57	-	483+76	MAINLINE	3.50	---	---	86	PIPE REPLACEMENT
0010	491+07	-	492+25	MAINLINE	3.50	---	---	85	PIPE REPLACEMENT
0010	509+22	-	510+37	MAINLINE	3.50	---	---	78	PIPE REPLACEMENT
0010	510+67	-	511+84	MAINLINE	3.50	---	---	83	PIPE REPLACEMENT
0010	520+16	-	521+31	MAINLINE	3.50	---	---	83	PIPE REPLACEMENT
0010	524+41	-	525+55	MAINLINE	3.50	---	---	82	PIPE REPLACEMENT
0010	537+43	-	538+73	MAINLINE	3.50	---	---	94	PIPE REPLACEMENT
0010	546+41	-	547+56	MAINLINE	3.50	---	---	82	PIPE REPLACEMENT
0010	555+25	-	---	LOWER LAYER	1.75	10	13	---	FALLING ROCK ROAD
0010	555+25	-	---	UPPER LAYER	1.75	7	13	---	FALLING ROCK ROAD
0010	555+20	-	---	LOWER LAYER	1.75	10	14	---	GORDON'S BAY ROAD
0010	555+20	-	---	UPPER LAYER	1.75	7	14	---	GORDON'S BAY ROAD
0010	557+75	-	---	LOWER LAYER	1.75	8	11	---	FALLING ROCK ROAD
0010	557+75	-	---	UPPER LAYER	1.75	6	11	---	FALLING ROCK ROAD
0010	573+25	-	---	LOWER LAYER	1.75	9	12	---	VARD LANDING
0010	573+25	-	---	UPPER LAYER	1.75	7	12	---	VARD LANDING
0010	577+12	-	578+26	MAINLINE	3.50	---	---	82	PIPE REPLACEMENT
0010	588+92	-	590+06	MAINLINE	3.50	---	---	82	PIPE REPLACEMENT
0010	591+84	-	592+98	MAINLINE	3.50	---	---	82	PIPE REPLACEMENT
0010	598+42	-	599+58	MAINLINE	3.50	---	---	83	PIPE REPLACEMENT
0010	614+68	-	615+82	MAINLINE	3.50	---	---	82	PIPE REPLACEMENT
0010	619+34	-	620+72	MAINLINE	3.50	---	---	99	PIPE REPLACEMENT
0010	632+10	-	---	LOWER LAYER	1.75	14	19	---	LOCK AND DAM ENTRANCE
0010	632+10	-	---	UPPER LAYER	1.75	10	19	---	LOCK AND DAM ENTRANCE
0010	632+93	-	634+07	MAINLINE	3.50	---	---	91	PIPE REPLACEMENT
0010	640+20	-	---	LOWER LAYER	1.75	9	12	---	CAYA ROAD
0010	640+20	-	---	UPPER LAYER	1.75	6	12	---	CAYA ROAD
0010	648+99	-	778+86	LOWER LAYER	1.75	3,428	4,799	---	MAINLINE
0010	648+99	-	778+86	UPPER LAYER	1.75	2,449	4,799	---	MAINLINE
0010	650+62	-	---	LT	1.75	176	---	246	LEITNER HOLLOW ROAD PARKING ARE.
0010	655+30	-	---	LOWER LAYER	1.75	8	11	---	LEITNER HOLLOW ROAD
0010	655+30	-	---	UPPER LAYER	1.75	6	11	---	LEITNER HOLLOW ROAD

CONTINUED IN NEXT COLUMN

CONTINUED FROM PREVIOUS COLUMN

CATEGORY	STATION	TO	STATION	LOCATION	THICKNESS	HMA 455.0605 TACK COAT GAL	HMA 460.6224 HMA PAVEMENT 4 MT 58-28 S TON	HMA 465.0105 ASPHALTIC SURFACE TON	REMARKS
0010	659+41	-	660+55	MAINLINE	3.50	---	---	82	PIPE REPLACEMENT
0010	665+34	-	666+49	MAINLINE	3.50	---	---	82	PIPE REPLACEMENT
0010	668+34	-	669+49	MAINLINE	3.50	---	---	82	PIPE REPLACEMENT
0010	672+55	-	673+69	MAINLINE	3.50	---	---	81	PIPE REPLACEMENT
0010	681+68	-	682+83	MAINLINE	3.50	---	---	82	PIPE REPLACEMENT
0010	686+58	-	687+75	MAINLINE	3.50	---	---	84	PIPE REPLACEMENT
0010	688+23	-	689+59	MAINLINE	3.50	---	---	92	PIPE REPLACEMENT
0010	695+86	-	699+56	RT	1.75	107	---	149	HISTORICAL MARKER
0010	705+42	-	706+60	MAINLINE	3.50	---	---	79	PIPE REPLACEMENT
0010	711+29	-	712+44	MAINLINE	3.50	---	---	82	PIPE REPLACEMENT
0010	735+68	-	737+89	MAINLINE	3.50	---	---	154	PIPE REPLACEMENT
0010	745+28	-	746+48	MAINLINE	3.50	---	---	86	PIPE REPLACEMENT
0010	761+31	-	762+45	MAINLINE	3.50	---	---	72	PIPE REPLACEMENT
0010	770+50	-	---	LOWER LAYER	1.75	20	28	---	CTH F
0010	770+50	-	---	UPPER LAYER	1.75	15	28	---	CTH F
0010	775+75	-	---	LOWER LAYER	1.75	8	12	---	HILLSIDE DRIVE
0010	775+75	-	---	UPPER LAYER	1.75	6	12	---	HILLSIDE DRIVE
0010	780+14	-	791+90	LOWER LAYER	1.75	348	487	---	MAINLINE
0010	780+14	-	791+90	UPPER LAYER	1.75	249	487	---	MAINLINE
0010	786+87	-	788+97	LOWER LAYER	2.25	---	---	25	RT, CTH E CURB
0010	786+87	-	788+97	UPPER LAYER	1.75	---	---	20	RT, CTH E CURB
0010	786+87	-	788+78	LOWER LAYER	2.25	7	13	---	MAINLINE RT
0010	786+87	-	788+78	UPPER LAYER	1.75	5	10	---	MAINLINE RT
0010	789+15	-	---	LOWER LAYER	1.75	19	27	---	CTH E
0010	789+15	-	---	UPPER LAYER	1.75	14	27	---	CTH E
0010	791+45	-	791+90	LOWER LAYER	1.75	4	6	---	BENCH STREET
0010	791+45	-	791+90	UPPER LAYER	1.75	3	6	---	BENCH STREET
0010	PROJECT				2.50	---	---	291	DISTRESSED MILLING
0010	284+35	-	286+84	LT	4.50	3	---	14	CURB & GUTTER
0010	346+00	-	347+50	LT	4.50	2	---	9	CURB & GUTTER
0010	354+99	-	366+98	LT	4.50	14	---	68	CURB & GUTTER
0010	383+98	-	391+61	LT	4.50	9	---	43	CURB & GUTTER
0010	455+20	-	462+25	LT	4.50	8	---	40	CURB & GUTTER
0010	474+50	-	475+50	LT	4.50	2	---	6	CURB & GUTTER
0010	478+10	-	479+10	LT	4.50	2	---	6	CURB & GUTTER
0010	482+70	-	483+70	LT	4.50	2	---	6	CURB & GUTTER
0010	505+33	-	509+90	LT	4.50	6	---	26	CURB & GUTTER
0010	537+60	-	538+60	LT	4.50	2	---	6	CURB & GUTTER
0010	610+31	-	617+01	LT	4.50	8	---	38	CURB & GUTTER
0010	736+80	-	737+80	LT	4.50	2	---	6	CURB & GUTTER
0010	786+87	-	788+84	RT	4.50	3	---	12	CURB & GUTTER
0010	788+84	-	788+90	RT	4.50	1	---	1	CURB & GUTTER
0010	789+38	-	789+67	RT	4.50	1	---	3	CURB & GUTTER
0010	320+26	-	320+86	RT	4.50	1	---	2	CONCRETE SURFACE DRAIN
0010	334+60	-	334+66	RT	4.50	1	---	2	CONCRETE SURFACE DRAIN
0010	370+93	-	371+53	RT	4.50	1	---	2	CONCRETE SURFACE DRAIN
0010	375+59	-	376+19	RT	4.50	1	---	2	CONCRETE SURFACE DRAIN
0010	488+47	-	489+07	RT	4.50	1	---	2	CONCRETE SURFACE DRAIN
0010	492+66	-	493+26	RT	4.50	1	---	2	CONCRETE SURFACE DRAIN
0010	510+04	-	510+64	RT	4.50	1	---	2	CONCRETE SURFACE DRAIN
0010	521+81	-	522+41	RT	4.50	1	---	2	CONCRETE SURFACE DRAIN
0010	551+17	-	552+13	RT	4.50	1	---	3	CONCRETE SURFACE DRAIN
0010	562+71	-	563+31	RT	4.50	1	---	2	CONCRETE SURFACE DRAIN
0010	569+73	-	570+33	RT	4.50	1	---	2	CONCRETE SURFACE DRAIN
0010	579+96	-	580+56	RT	4.50	1	---	2	CONCRETE SURFACE DRAIN
0010	634+20	-	634+80	RT	4.50	1	---	2	CONCRETE SURFACE DRAIN
0010	659+02	-	659+62	RT	4.50	1	---	2	CONCRETE SURFACE DRAIN
0010	689+04	-	689+64	RT	4.50	1	---	2	CONCRETE SURFACE DRAIN
0010	703+50	-	704+10	RT	4.50	1	---	2	CONCRETE SURFACE DRAIN
0010	732+10	-	732+70	RT	4.50	1	---	2	CONCRETE SURFACE DRAIN
0010	737+95	-	738+55	RT	4.50	1	---	2	CONCRETE SURFACE DRAIN
0010	761+70	-	762+30	RT	4.50	1	---	2	CONCRETE SURFACE DRAIN
					TOTAL 0010	24,290	38,767	5,022	

HMA PERCENT WITHIN LIMITS

CATEGORY	STATION	TO	STATION	LOCATION	460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS EACH	460.0110.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY EACH
0010	265+87	-	791+90	UPPER LAYER	1	1
				TOTAL 0010	1	1

RUMBLE STRIPS

CATEGORY	STATION	TO	STATION	LOCATION	465.0560 ASPHALTIC RUMBLE STRIPS, CENTERLINE LF	465.0520 ASPHALTIC RUMBLE STRIPS, SHOULDER LF
0010	265+87	-	328+84	CENTERLINE	6,272	---
0010	267+27	-	328+60	RT	---	5,975
0010	269+08	-	328+60	LT	---	5,954
0010	330+19	-	437+05	LT	---	10,137
0010	332+00	-	437+05	RT	---	9,938
0010	332+98	-	366+30	CENTERLINE	3,333	---
0010	370+30	-	431+40	CENTERLINE	6,110	---
0010	435+40	-	437+05	CENTERLINE	164	---
0010	438+63	-	516+00	CENTERLINE	7,736	---
0010	516+00	-	553+09	CENTERLINE	3,710	---
0010	438+63	-	516+00	LT	---	7,733
0010	516+00	-	647+62	LT	---	12,064
0010	438+63	-	516+00	RT	---	7,929
0010	516+00	-	647+62	RT	---	11,767
0010	559+69	-	572+36	CENTERLINE	1,267	---
0010	574+36	-	563+13	CENTERLINE	5,678	---
0010	633+16	-	638+17	CENTERLINE	505	---
0010	642+18	-	647+61	CENTERLINE	544	---
0010	649+03	-	649+92	CENTERLINE	89	---
0010	649+03	-	778+61	LT	---	12,316
0010	649+03	-	778+61	RT	---	11,786
0010	651+91	-	653+29	CENTERLINE	138	---
0010	657+29	-	695+22	CENTERLINE	3,792	---
0010	697+21	-	698+25	CENTERLINE	104	---
0010	700+25	-	761+32	CENTERLINE	6,108	---
0010	763+32	-	763+92	CENTERLINE	60	---
0010	765+92	-	768+43	CENTERLINE	251	---
0010	772+74	-	773+86	CENTERLINE	142	---
0010	777+86	-	778+60	CENTERLINE	74	---
0010	780+38	-	789+43	LT	---	905
0010	780+38	-	786+61	RT	---	622
0010	780+39	-	787+11	CENTERLINE	672	---
				TOTAL 0010	46,749	97,126

PERCENT WITHIN LIMITS (PWL) MIXTURE USE TABLE

DESCRIPTION	STATION	MIXTURE USE:	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS (INCHES)	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: MIXTURE ACCEPTANCE	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: DENSITY ACCEPTANCE
12 FOOT DRIVING LANE	265+87 TO 328+84 ; 329+94 TO 437+09 ; 438+59 TO 647+66 ; 648+99 TO 778+86 ; 780+14 TO 791+90	UPPER LAYER	4 MT 58-28 S	4 MT 58-28 S	13,611	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
12 FOOT DRIVING LANE	265+87 TO 328+84 ; 329+94 TO 437+09 ; 438+59 TO 647+66 ; 648+99 TO 778+86 ; 780+14 TO 791+90	LOWER LAYER	EXISTING HMA SURFACE (EXPOSED BASE IN SPOT LOCATIONS)	4 MT 58-28 S	13,611	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT SPV.0055.01
VARYING SHOULDER WIDTH	265+87 TO 328+84 ; 329+94 TO 437+09 ; 438+59 TO 647+66 ; 648+99 TO 778+86 ; 780+14 TO 791+90	UPPER LAYER	4 MT 58-28 S	4 MT 58-28 S	5,537	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
VARYING SHOULDER WIDTH	265+87 TO 328+84 ; 329+94 TO 437+09 ; 438+59 TO 647+66 ; 648+99 TO 778+86 ; 780+14 TO 791+90	LOWER LAYER	EXISTING GRAVEL SURFACE	4 MT 58-28 S	5,537	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE

APRON ENDWALLS

CATEGORY	STATION	LOCATION	INVERT	520.1012 APRON ENDWALLS FOR CULVERT PIPE 12-INCH EACH	520.1018 APRON ENDWALLS FOR CULVERT PIPE 18-INCH EACH	520.1036 APRON ENDWALLS FOR CULVERT PIPE 36-INCH EACH	520.1042 APRON ENDWALLS FOR CULVERT PIPE 42-INCH EACH	520.1048 APRON ENDWALLS FOR CULVERT PIPE 48-INCH EACH	633.5200 MARKERS CULVERT END EACH
0010	286+80	LT	648.63	1	---	---	---	---	1
0010	302+91	LT	636.64	---	1	---	---	---	1
0010	302+91	RT	637.32	---	1	---	---	---	1
0010	346+00	LT	672.17	1	---	---	---	---	1
0010	366+90	LT	653.59	1	---	---	---	---	1
0010	384+04	LT	666.58	1	---	---	---	---	1
0010	391+56	LT	668.03	1	---	---	---	---	1
0010	460+40	LT	650.14	---	---	1	---	---	1
0010	461+00	LT	651.86	---	1	---	---	---	1
0010	461+25	LT	650.39	---	---	1	---	---	1
0010	466+39	RT	673.69	---	---	1	---	---	1
0010	491+66	RT	657.42	---	---	---	---	1	1
0010	511+26	RT	648.88	---	---	1	---	---	1
0010	511+26	LT	640.11	---	---	1	---	---	1
0010	520+74	RT	653.57	---	1	---	---	---	1
0010	577+69	RT	644.88	---	1	---	---	---	1
0010	617+01	LT	668.59	1	---	---	---	---	1
0010	633+50	LT	623.48	---	1	---	---	---	1
0010	706+01	RT	641.06	---	---	---	1	---	1
0010	736+24	RT	647.22	---	---	1	---	---	1
0010	737+30	RT	646.86	---	---	---	1	---	1
0010	761+88	LT	628.61	---	1	---	---	---	1
0010	788+50	LT	626.15	---	1	---	---	---	1
		TOTAL 0010		6	8	6	2	1	23

CULVERTS

CATEGORY	STATION	LOCATION	MINIMUM THCKNESS (INCHES) STEEL	ALUM.	520.3142 CULVERT PIPE CLASS III 42-INCH LF	520.3312 CULVERT PIPE CLASS III-A 12-INCH LF	520.3318 CULVERT PIPE CLASS III-A 18-INCH LF	520.3336 CULVERT PIPE CLASS III-A 36-INCH LF	520.3518 CULVERT PIPE CLASS III-B 18-INCH LF	520.8000 CONCRETE COLLARS FOR PIPE EACH	521.3112 CULVERT PIPE CORRUGATED STEEL 12-INCH LF	521.3118 CULVERT PIPE CORRUGATED STEEL 18-INCH LF	521.3124 CULVERT PIPE CORRUGATED STEEL 24-INCH LF	521.3130 CULVERT PIPE CORRUGATED STEEL 30-INCH LF	521.3136 CULVERT PIPE CORRUGATED STEEL 36-INCH LF	521.3142 CULVERT PIPE CORRUGATED STEEL 42-INCH LF	521.3148 CULVERT PIPE CORRUGATED STEEL 48-INCH LF	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH
0010	275+37	RT/LT	0.064	-	---	---	---	---	---	1	---	40	---	---	---	---	---	---
0010	283+41	RT/LT	0.064	-	---	---	---	---	---	1	---	35	---	---	---	---	---	---
0010	286+80	LT	0.064	-	---	---	---	---	---	---	12	---	---	---	---	---	---	---
0010	302+91	RT/LT	0.064	0.060	---	---	70	---	---	---	---	---	---	---	---	---	---	1
0010	315+68	RT/LT	0.079	-	---	---	---	---	---	1	---	---	---	38	---	---	---	---
0010	335+02	RT/LT	0.079	0.105	---	---	---	---	---	1	---	37	---	---	---	---	---	---
0010	346+00	LT	0.064	-	---	---	---	---	---	---	12	---	---	---	---	---	---	---
0010	346+80	RT/LT	0.079	-	---	---	---	---	---	1	---	---	---	36	---	---	---	---
0010	366+39	RT/LT	0.079	-	---	---	---	---	---	1	---	---	---	---	60	---	---	---
0010	366+98	LT	0.064	-	---	---	---	---	---	---	13	---	---	---	---	---	---	---
0010	378+99	RT/LT	0.079	-	---	---	---	---	---	1	---	---	---	50	---	---	---	---
0010	384+04	LT	0.064	-	---	---	---	---	---	---	12	---	---	---	---	---	---	---
0010	391+56	LT	0.064	-	---	---	---	---	---	---	14	---	---	---	---	---	---	---
0010	412+00	RT/LT	0.079	-	---	---	---	---	---	1	---	---	---	37	---	---	---	---
0010	415+17	RT/LT	0.064	-	---	---	---	---	---	1	---	38	---	---	---	---	---	---
0010	441+99	RT/LT	0.064	-	---	---	---	---	---	1	---	40	---	---	---	---	---	---
0010	459+98	RT/LT	0.079	-	---	---	---	---	---	1	---	---	---	37	---	---	---	---
0010	459+98	RT/LT	0.079	-	---	---	---	---	---	---	---	---	---	6	---	---	---	---
0010	460+40	RT/LT	0.079	-	---	---	---	---	---	---	---	---	---	---	52	---	---	---
0010	460+75	RT/LT	0.079	-	---	---	---	---	---	1	---	---	---	37	---	---	---	---
0010	460+75	RT/LT	0.079	-	---	---	---	---	---	---	---	---	---	6	---	---	---	---
0010	461+00	LT	0.064	-	---	---	---	---	---	---	---	20	---	---	---	---	---	---
0010	461+10	LT	0.064	-	---	---	---	---	---	---	10	---	---	---	---	---	---	---
0010	461+25	RT/LT	0.079	-	---	---	---	---	---	---	---	---	---	---	52	---	---	---
0010	461+73	RT/LT	0.064	-	---	---	---	---	---	1	---	36	---	---	---	---	---	---
0010	466+39	RT/LT	0.079	-	---	---	---	---	---	1	---	---	---	---	50	---	---	---
0010	474+99	RT/LT	0.064	-	---	---	---	---	---	1	---	38	---	---	---	---	---	---
0010	478+61	RT/LT	0.064	-	---	---	---	---	---	1	---	40	---	---	---	---	---	---
0010	483+17	RT/LT	0.079	-	---	---	---	---	---	1	---	---	---	40	---	---	---	---
0010	491+66	RT/LT	0.109	-	---	---	---	---	---	1	---	---	---	---	---	---	60	1
0010	509+79	RT/LT	0.064	-	---	---	---	---	---	1	---	---	10	---	---	---	---	---
0010	509+79	RT/LT	0.064	-	---	---	---	---	---	---	---	---	35	---	---	---	---	---
0010	509+87	LT	0.064	0.060	---	8	---	---	---	---	---	---	---	---	---	---	---	---
0010	511+26	RT/LT	0.079	0.105	---	---	---	76	---	---	---	---	---	---	---	---	---	1
0010	520+74	RT/LT	0.064	-	---	---	---	---	---	1	---	48	---	---	---	---	---	---
0010	524+98	RT/LT	0.064	-	---	---	---	---	---	1	---	40	---	---	---	---	---	---
0010	538+08	RT/LT	0.064	-	---	---	---	---	---	1	---	---	40	---	---	---	---	---
0010	546+99	RT/LT	0.064	-	---	---	---	---	---	1	---	---	38	---	---	---	---	---
0010	577+69	RT/LT	0.064	-	---	---	---	---	---	1	---	90	---	---	---	---	---	---
0010	589+49	RT/LT	0.064	-	---	---	---	---	---	1	---	40	---	---	---	---	---	---
0010	592+41	RT/LT	0.064	-	---	---	---	---	---	1	---	50	---	---	---	---	---	---
0010	599+00	RT/LT	0.064	-	---	---	---	---	---	1	---	---	38	---	---	---	---	---
0010	615+25	RT/LT	0.064	-	---	---	---	---	---	1	---	38	---	---	---	---	---	---
0010	617+01	LT	0.064	-	---	---	---	---	---	---	11	---	---	---	---	---	---	---
0010	620+03	RT/LT	0.079	-	---	---	---	---	---	1	---	---	---	40	---	---	---	---
0010	633+50	RT/LT	0.064	-	---	---	---	---	---	---	---	82	---	---	---	---	---	---
0010	659+98	RT/LT	0.064	-	---	---	---	---	---	1	---	46	---	---	---	---	---	---
0010	665+92	RT/LT	0.064	-	---	---	---	---	---	1	---	---	40	---	---	---	---	---
0010	668+92	RT/LT	0.064	-	---	---	---	---	---	1	---	---	40	---	---	---	---	---
0010	673+12	RT/LT	0.064	-	---	---	---	---	---	1	---	40	---	---	---	---	---	---
0010	682+26	RT/LT	0.064	-	---	---	---	---	---	1	---	---	46	---	---	---	---	---
0010	687+16	RT/LT	0.064	-	---	---	---	---	---	1	---	---	40	---	---	---	---	---
0010	688+92	RT/LT	0.079	-	---	---	---	---	---	1	---	---	---	---	80	---	---	---
0010	706+01	RT	0.109	0.105	70	---	---	---	---	1	---	---	---	---	---	---	---	---
0010	706+01	RT/LT	0.109	0.105	12	---	---	---	---	---	---	---	---	---	---	---	---	---
0010	711+87	RT/LT	0.064	-	---	---	---	---	---	1	---	---	40	---	---	---	---	---
0010	736+24	RT/LT	0.079	-	---	---	---	---	---	1	---	---	---	---	58	---	---	---
0010	737+30	RT/LT	0.109	-	---	---	---	---	---	1	---	---	---	---	---	58	---	---
0010	745+88	RT/LT	0.064	-	---	---	---	---	---	1	---	---	50	---	---	---	---	---
0010	761+88	RT/LT	0.064	0.060	---	---	---	---	52	---	---	---	---	---	---	---	---	---
0010	788+50	RT/LT	0.064	0.060	---	---	58	---	---	---	---	---	---	---	---	---	---	---
	TOTAL 0010				82	8	128	76	52	41	84	798	417	327	352	58	60	3

CURB AND GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	601.0553 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D LF	601.0588 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	SPV.0090.03 SPECIAL (03. CONCRETE CURB AND GUTTER 36-INCH TYPE L SPECIAL) LF	REMARKS
0010	284+35	-	286+84	LT	---	249	249	---	
0010	346+00	-	347+50	LT	---	150	150	---	
0010	354+99	-	366+98	LT	---	1,199	1,199	---	
0010	383+98	-	391+61	LT	---	763	763	---	
0010	455+20	-	462+25	LT	---	706	706	---	
0010	474+50	-	475+50	LT	---	100	100	---	
0010	478+10	-	479+10	LT	---	100	100	---	
0010	482+70	-	483+70	LT	---	100	100	---	
0010	505+33	-	509+90	LT	---	456	456	---	
0010	537+60	-	538+60	LT	---	100	100	---	
0010	610+31	-	617+01	LT	---	670	670	---	
0010	736+80	-	737+80	LT	---	100	100	---	
0010	786+87	-	788+84	RT	200	---	200	---	
0010	788+84	-	788+90	RT	---	---	15	15	
0010	789+38	-	789+67	RT	42	---	42	---	
0010	320+26	-	320+86	RT	---	60	60	---	CONCRETE SURFACE DRAIN
0010	334+60	-	334+66	RT	---	60	60	---	CONCRETE SURFACE DRAIN
0010	370+93	-	371+53	RT	---	60	60	---	CONCRETE SURFACE DRAIN
0010	375+59	-	376+19	RT	---	60	60	---	CONCRETE SURFACE DRAIN
0011	391+42	-	392+02	RT	---	60	60	---	CONCRETE SURFACE DRAIN
0010	488+47	-	489+07	RT	---	60	60	---	CONCRETE SURFACE DRAIN
0010	492+66	-	493+26	RT	---	60	60	---	CONCRETE SURFACE DRAIN
0010	510+04	-	510+64	RT	---	60	60	---	CONCRETE SURFACE DRAIN
0010	521+81	-	522+41	RT	---	60	60	---	CONCRETE SURFACE DRAIN
0010	551+17	-	552+13	RT	---	96	96	---	CONCRETE SURFACE DRAIN
0010	562+71	-	563+31	RT	---	60	60	---	CONCRETE SURFACE DRAIN
0010	569+73	-	570+33	RT	---	60	60	---	CONCRETE SURFACE DRAIN
0010	579+96	-	580+56	RT	---	60	60	---	CONCRETE SURFACE DRAIN
0010	634+20	-	634+80	RT	---	60	60	---	CONCRETE SURFACE DRAIN
0010	659+02	-	659+62	RT	---	60	60	---	CONCRETE SURFACE DRAIN
0010	689+04	-	689+64	RT	---	60	60	---	CONCRETE SURFACE DRAIN
0010	703+50	-	704+10	RT	---	60	60	---	CONCRETE SURFACE DRAIN
0010	732+10	-	732+70	RT	---	60	60	---	CONCRETE SURFACE DRAIN
0010	737+95	-	738+55	RT	---	60	60	---	CONCRETE SURFACE DRAIN
0010	761+70	-	762+30	RT	---	60	60	---	CONCRETE SURFACE DRAIN
				TOTAL 0010	242	5,929	6,186	15	

SIDEWALK ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	650.9500.01 CONSTRUCTION STAKING SIDEWALK (PROJECT) (01. 5160-07-70) EACH
0010	788+68	-	788+92	RT	245	---	17	1
0010	789+38	-	789+55	RT	452	10	---	---
				TOTAL 0010	697	10	17	1

CONCRETE SURFACE DRAINS

CATEGORY	STATION	LOCATION	465.0315 ASPHALTIC FLUMES SY	602.3010 CONCRETE SURFACE DRAINS CY	REMARKS
0010	359+41	LT	---	1	SURFACE DRAIN FLUME (5' INTO IMMEDIATE SLOPE RIP RAP)
0010	360+21	LT	---	1	SURFACE DRAIN FLUME (5' INTO IMMEDIATE SLOPE RIP RAP)
0010	320+70	RT	---	1	CONCRETE SURFACE DRAIN (SKEWED)
0010	334+22	RT	---	1	CONCRETE SURFACE DRAIN (SKEWED)
0010	371+37	RT	---	1	CONCRETE SURFACE DRAIN (PERPENDICULAR)
0010	375+75	RT	---	1	CONCRETE SURFACE DRAIN (SKEWED)
0010	488+91	RT	---	1	CONCRETE SURFACE DRAIN (PERPENDICULAR)
0010	492+82	RT	---	1	CONCRETE SURFACE DRAIN (PERPENDICULAR)
0010	510+48	RT	---	1	CONCRETE SURFACE DRAIN (SKEWED)
0010	521+97	RT	9	2	CONCRETE SURFACE DRAIN (SKEWED)
0010	551+97	RT	---	1	CONCRETE SURFACE DRAIN (SKEWED)
0010	562+87	RT	---	1	CONCRETE SURFACE DRAIN (SKEWED)
0010	570+17	RT	---	1	CONCRETE SURFACE DRAIN (SKEWED)
0010	580+12	RT	---	1	CONCRETE SURFACE DRAIN (SKEWED)
0010	634+64	RT	---	1	CONCRETE SURFACE DRAIN (SKEWED)
0010	659+18	RT	---	1	CONCRETE SURFACE DRAIN (SKEWED)
0010	689+48	RT	---	1	CONCRETE SURFACE DRAIN (SKEWED)
0010	703+66	RT	---	1	CONCRETE SURFACE DRAIN (SKEWED)
0010	732+54	RT	---	1	CONCRETE SURFACE DRAIN (PERPENDICULAR)
0010	738+11	RT	---	1	CONCRETE SURFACE DRAIN (PERPENDICULAR)
0010	762+14	RT	---	1	CONCRETE SURFACE DRAIN (SKEWED)
		TOTAL 0010	9	22	

RIPRAP

CATEGORY	STATION	TO	STATION	LOCATION	606.0100 RIPRAP LIGHT CY	606.0300 RIPRAP HEAVY CY	645.0120 GEOTEXTILE TYPE HR SY	645.0130 GEOTEXTILE TYPE R SY	REMARKS
0010	286+84	-	---	LT	---	4	13	---	CULVERT PIPE OUTFALL
0010	346+00	-	---	LT	---	13	34	---	CULVERT PIPE OUTFALL
0010	359+41	-	---	LT	---	12	61	---	FLUME
0010	360+21	-	---	LT	---	12	61	---	FLUME
0010	366+90	-	---	LT	---	9	25	---	CULVERT PIPE OUTFALL
0010	384+04	-	---	LT	---	14	37	---	CULVERT PIPE OUTFALL
0010	391+56	-	---	LT	---	16	40	---	CULVERT PIPE OUTFALL
0010	460+40	-	---	LT	---	12	30	---	CULVERT PIPE OUTFALL
0010	461+00	-	---	LT	---	8	22	---	CULVERT PIPE OUTFALL
0010	461+25	-	---	LT	---	11	27	---	CULVERT PIPE OUTFALL
0010	491+59	-	---	RT	---	23	51	---	CULVERT PIPE INLET
0010	511+26	-	---	LT	---	16	37	---	CULVERT PIPE OUTFALL
0010	617+01	-	---	LT	---	5	15	---	CULVERT PIPE OUTFALL
0010	633+50	-	---	LT	---	7	21	---	CULVERT PIPE OUTFALL
0010	705+67	-	---	RT	---	20	46	---	CULVERT PIPE INLET
0010	736+24	-	---	RT	---	16	40	---	CULVERT PIPE INLET
0010	737+24	-	---	RT	---	20	46	---	CULVERT PIPE INLET
0010	778+00	-	778+87	RT	24	---	---	97	SLOPE FILL
0010	788+50	-	---	LT	---	17	41	---	CULVERT PIPE OUTFALL
				TOTAL 0010	24	234	644	97	

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ADJUSTING MANHOLE COVERS

CATEGORY	STATION	LOCATION	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH
0010	421+00	16.5' RT	---	1
0010	788+97	34.1' RT	1	---
0010	791+66	26.0' RT	1	---
TOTAL 0010			2	1

INLETS

CATEGORY	STATION	STRUCTURE	GRATE/RIM ELEV.	TOP OF STRUCTURE ELEV.	INVERT ELEV.	STRUCTURE DEPTH	LOCATION	611.0606 INLET COVERS TYPE B EACH	611.0627 INLET COVERS TYPE HM EACH	611.0642 INLET COVERS TYPE MS EACH	611.0654 INLET COVERS TYPE V EACH	611.1005 CATCH BASINS 5-FT DIAMETER EACH	611.3220 INLETS 2X2-FT EACH	611.3230 INLETS 2X3-FT EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	SPV.0060.03 SPECIAL (03. INLETS MEDIAN 4 GRATE MODIFIED) EACH	SPV.0060.04 SPECIAL (04. INLET COVERS, TYPE MS MODIFIED) EACH	SPV.0060.05 SPECIAL (05. INLET COVERS, TYPE B MODIFIED) EACH	REMARKS
0010	286+80	3.0	655.64	654.22	648.99	5.23	17' LT	---	---	---	1	---	1	---	---	1	---	---	---	SURFACE DRAIN DROP INLET
0010	335+02	6.0	-	-	-	-	16.79' RT	1	---	---	---	---	---	---	---	---	---	---	---	
0010	335+02	---	EXISTING	-	-	-	RT	---	---	3	---	---	---	---	---	---	---	---	---	BEHIND BARRIER
0010	346+00	7.0	679.09	677.67	672.44	5.23	17' LT	---	---	---	1	---	1	---	---	1	---	---	---	SURFACE DRAIN DROP INLET
0010	346+80	---	EXISTING	-	-	-	RT	---	---	2	---	---	---	---	---	---	---	---	---	BEHIND BARRIER
0010	366+90	10.0	660.51	659.09	653.93	5.16	17' LT	---	---	---	1	---	1	---	---	1	---	---	---	SURFACE DRAIN DROP INLET
0010	378+99	---	EXISTING	-	-	-	RT	---	---	2	---	---	---	---	---	---	---	---	---	BEHIND BARRIER
0010	384+04	12.0	673.45	672.03	666.82	5.21	17' LT	---	---	---	1	---	1	---	---	1	---	---	---	SURFACE DRAIN DROP INLET
0010	391+40	---	---	---	---	---	RT	---	1	---	---	---	---	---	---	---	---	---	---	EXISTING INLET
0010	391+56	13.0	674.89	673.47	668.35	5.12	17' LT	---	---	---	1	---	1	---	---	1	---	---	---	SURFACE DRAIN DROP INLET
0010	459+98	17.1	EXISTING	-	655.32	-	15.91' RT	---	---	---	---	1	---	---	---	1	---	---	1	IN BARRIER
0010	459+98	17.0	EXISTING	-	655.35	-	21.46' RT	---	---	---	---	---	---	---	---	1	1	8	---	BEHIND BARRIER
0010	460+40	18.0	EXISTING	-	652.73	-	16.03' RT	---	---	---	---	1	---	---	---	1	---	---	1	IN BARRIER
0010	460+75	19.1	EXISTING	-	655.33	-	16.16' RT	---	---	---	---	1	---	---	---	1	---	---	1	IN BARRIER
0010	460+75	19.0	EXISTING	-	655.38	-	21.70' RT	---	---	---	---	---	---	---	---	1	1	8	---	
0010	461+00	20.1	EXISTING	-	652.55	-	17' LT	---	1	---	---	---	---	1	---	1	---	---	---	
0010	461+10	20.0	EXISTING	-	653.15	-	LT	---	---	---	1	---	1	---	---	1	---	---	---	
0010	461+25	21.0	EXISTING	-	652.89	-	15.93' RT	---	---	---	---	1	---	---	---	1	---	---	1	IN BARRIER
0010	483+17	---	EXISTING	-	-	-	RT	---	---	2	---	---	---	---	1	1	---	---	---	BEHIND BARRIER
0010	509+79	---	EXISTING	-	-	-	RT	---	---	2	---	---	---	---	1	1	---	---	---	BEHIND BARRIER
0010	509+79	28.1	EXISTING	-	657.31	-	18.41' LT	---	1	---	---	---	---	---	---	---	---	---	---	
0010	509+87	28.5	660.15	658.73	657.57	1.16	17' LT	---	---	---	1	---	1	---	---	1	---	---	---	SURFACE DRAIN DROP INLET
0010	538+08	---	EXISTING	-	-	-	RT	---	---	2	---	---	---	---	1	1	---	---	---	BEHIND BARRIER
0010	589+49	---	EXISTING	-	-	-	RT	---	---	2	---	---	---	---	---	---	---	---	---	BEHIND BARRIER
0010	599+00	---	EXISTING	-	-	-	RT	---	---	2	---	---	---	---	1	1	---	---	---	BEHIND BARRIER
0010	615+25	38.0	EXISTING	-	675.60	-	18.1' RT	1	---	---	---	---	---	---	---	---	---	---	---	IN BARRIER
0010	617+01	39.0	675.48	674.06	668.85	5.21	17' LT	---	---	---	1	---	1	---	---	1	---	---	---	SURFACE DRAIN DROP INLET
0010	620+03	---	EXISTING	-	-	-	RT	---	---	1	---	---	---	---	---	---	---	---	---	BEHIND BARRIER
0010	668+92	---	EXISTING	-	-	-	RT	---	---	2	---	---	---	---	---	---	---	---	---	BEHIND BARRIER
0010	673+12	---	EXISTING	-	-	-	RT	---	---	2	---	---	---	---	---	---	---	---	---	BEHIND BARRIER
0010	687+16	---	EXISTING	-	-	-	RT	---	---	2	---	---	---	---	---	---	---	---	---	BEHIND BARRIER
0010	711+87	---	EXISTING	-	-	-	RT	---	---	2	---	---	---	---	---	---	---	---	---	BEHIND BARRIER
0010	745+88	---	EXISTING	-	-	-	RT	---	---	2	---	---	---	---	---	---	---	---	---	BEHIND BARRIER
0010	761+88	---	EXISTING	-	-	-	RT	---	1	---	---	---	---	---	---	---	---	---	---	
0010	788+50	55.0	631.70	630.28	627.16	3.12	25.50' RT	---	1	---	---	---	---	1	---	1	---	---	---	
							TOTAL 0010	2	5	28	8	4	8	2	4	20	2	16	4	

GUARDRAIL

CATEGORY	STATION	TO	STATION	LOCATION	614.2300 MGS GUARDRAIL 3 LF	614.2330 MGS GUARDRAIL 3 K LF	614.2345 MGS GUARDRAIL 3 SL LF	614.2350 MGS GUARDRAIL SHORT RADIUS LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2630 MGS GUARDRAIL SHORT RADIUS TERMINAL EACH
0010	271+12	-	323+40	LT	850	4,275	---	---	---	2	---
0010	298+39	-	301+95	RT	263	---	---	---	39	1	---
0010	303+70	-	304+63	RT	---	---	---	---	39	1	---
0010	320+24	-	321+66	RT	50	---	---	---	39	1	---
0010	328+10	-	329+00	LT	---	---	---	---	39	1	---
0010	328+10	-	329+00	RT	---	---	---	---	39	1	---
0010	329+80	-	330+71	LT	---	---	---	---	39	1	---
0010	329+80	-	330+77	RT	49	---	---	38	39	---	1
0010	331+21	-	367+93	LT	450	3,125	---	46	---	1	---
0010	333+76	-	334+68	RT	---	---	---	---	39	1	---
0010	368+63	-	420+90	LT	1,175	3,950	---	---	---	2	---
0010	370+90	-	371+83	RT	---	---	---	---	39	1	---
0010	375+04	-	376+21	RT	25	---	---	---	39	1	---
0010	386+22	-	387+64	RT	50	---	---	---	39	1	---
0010	390+12	-	392+04	RT	100	---	---	---	39	1	---
0010	421+04	-	421+97	RT	---	---	---	---	39	1	---
0010	435+10	-	437+28	LT	125	---	---	---	39	1	---
0010	435+34	-	437+14	RT	88	---	---	---	39	1	---
0010	438+41	-	439+82	RT	63	---	---	---	79	---	---
0010	438+56	-	487+68	LT	325	4,462.5	37.5	---	39	1	---
0010	488+48	-	512+55	LT	275	1,987.5	37.5	---	---	2	---
0010	488+45	-	489+62	RT	25	---	---	---	39	1	---
0010	491+74	-	493+29	RT	63	---	---	---	39	1	---
0010	510+02	-	510+94	RT	---	---	---	---	39	1	---
0010	517+85	-	554+50	LT	363	3,200	---	---	---	2	---
0010	519+38	-	520+40	RT	53	---	---	38	---	1	1
0010	521+50	-	522+43	RT	---	---	---	---	39	1	---
0010	551+14	-	552+44	RT	38	---	---	---	39	1	---
0010	552+70	-	554+26	RT	113	---	---	38	---	1	1
0010	559+17	-	573+50	LT	130	1,200	---	58	---	1	---
0010	561+66	-	563+34	RT	75	---	---	---	39	1	---
0010	569+70	-	573+37	RT	275	---	---	---	39	1	---
0010	576+32	-	630+31	LT	1,250	4,050	---	---	---	2	---
0010	579+16	-	580+58	RT	50	---	---	---	39	1	---
0010	631+42	-	633+69	LT	23	---	---	177	---	1	1
0010	634+17	-	635+85	RT	75	---	---	---	39	1	---
0010	646+93	-	647+84	LT	---	---	---	---	39	1	---
0010	647+03	-	647+94	RT	---	---	---	---	39	1	---
0010	648+71	-	649+62	LT	---	---	---	---	39	1	---
0010	648+81	-	649+72	RT	---	---	---	---	39	1	---
0010	656+45	-	659+64	RT	225	---	---	---	39	1	---
0010	656+73	-	687+52	LT	1,975	1,000	---	---	---	2	---
0010	689+01	-	689+93	RT	---	---	---	---	39	1	---
0010	699+97	-	702+13	RT	178	---	---	25	---	1	1
0010	700+05	-	702+62	LT	150	---	---	---	---	2	---
0010	702+82	-	704+12	RT	38	---	---	---	39	1	---
0010	706+08	-	760+09	LT	1,675	3,625	---	---	---	2	---
0010	732+18	-	733+10	RT	---	---	---	---	39	1	---
0010	737+65	-	738+58	RT	---	---	---	---	39	1	---
0010	761+67	-	762+60	RT	---	---	---	---	39	1	---
0010	767+42	-	768+86	LT	38	---	---	---		2	---
0010	767+45	-	768+89	RT	38	---	---	---	---	2	---
0010	770+76	-	779+00	LT	725	---	---	---	39	1	---
0010	776+37	-	779+00	RT	175	---	---	---	39	1	---
0010	779+99	-	789+77	LT	888	---	---	---	39	1	---
0010	779+99	-	786+64	RT	575	---	---	---	39	1	---
				TOTAL 0010	13,097	30,875	75	418	1,615	64	5

EROSION CONTROL ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	628.2004 EROSION MAT CLASS I TYPE B SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH
0010	270+58	-	272+00	LT	112	---	---	---	---	---
0010	286+85	-	---	LT	---	---	---	1	---	---
0010	302+91	-	---	RT/LT	16	---	---	---	---	2
0010	320+26	-	321+90	RT	123	---	---	---	---	2
0010	322+25	-	324+22	LT	250	---	---	---	---	---
0010	327+09	-	328+85	LT	---	176	---	---	---	---
0010	327+89	-	328+84	RT	---	83	---	---	---	---
0010	330+24	-	330+72	RT	---	47	---	---	---	---
0010	331+40	-	336+00	LT	---	342	---	---	---	---
0010	346+00	-	---	LT	---	---	---	1	---	---
0010	366+98	-	---	LT	---	---	---	1	---	---
0010	368+62	-	376+39	LT	884	---	---	---	---	---
0010	370+92	-	375+04	RT	395	---	---	---	---	---
0010	383+98	-	---	LT	---	---	---	1	---	---
0010	391+61	-	---	LT	---	---	---	1	---	---
0010	387+14	-	392+02	RT	715	---	---	---	---	2
0010	391+40	-	---	RT	---	---	---	1	---	---
0010	418+00	-	421+85	LT	468	---	---	---	---	---
0009	421+00	-	---	RT	---	---	---	1	---	---
0010	435+83	-	440+00	LT	---	338	---	---	---	---
0010	434+62	-	436+67	RT	---	239	---	---	---	---
0010	451+50	-	455+50	LT	154	---	---	---	---	---
0010	456+50	-	462+25	LT	397	---	---	---	---	---
0010	459+50	-	460+95	RT	82	---	2	5	---	---
0010	459+98	-	---	RT	---	---	---	2	---	---
0010	460+40	-	---	RT	---	---	---	1	---	---
0010	460+75	-	---	RT	---	---	---	2	---	---
0010	461+00	-	---	LT	---	---	---	1	---	---
0010	461+10	-	---	LT	---	---	---	1	---	---
0010	461+25	-	---	RT	---	---	---	1	---	---
0010	461+73	-	---	RT	---	---	---	1	---	---
0010	466+39	-	---	RT	21	---	---	---	---	7
0010	478+61	-	---	RT	---	---	1	---	---	---
0010	482+70	-	483+70	RT & LT	140	---	1	---	---	---
0010	488+99	-	491+99	RT	207	---	---	---	---	10
0010	491+99	-	493+00	LT	101	---	---	---	---	---
0010	505+33	-	509+90	LT	323	---	---	---	---	---
0010	509+79	-	---	LT	---	---	---	1	---	---
0010	509+90	-	---	LT	---	---	---	1	---	---
0010	510+69	-	511+75	RT	143	---	---	---	---	7
0010	511+79	-	513+74	LT	293	---	---	---	---	---
0010	517+70	-	522+41	LT	363	---	---	---	---	---
0010	519+30	-	522+41	RT	262	---	---	---	---	2
0010	537+60	-	538+60	LT	34	---	---	---	---	---
0010	538+08	-	---	RT	---	---	---	1	---	---
0010	551+16	-	554+89	LT	---	556	---	---	---	---
0010	551+63	-	554+79	RT	35	302	---	---	---	---
0010	557+97	-	563+31	LT	433	---	---	---	---	---
0010	560+43	-	562+37	RT	129	---	---	---	---	---
0010	569+73	-	574+60	RT	---	1,079	---	---	---	---
0010	576+14	-	578+00	LT	247	---	---	---	---	---
0010	577+68	-	---	RT	14	---	---	---	---	2
0010	599+00	-	---	RT	21	---	---	1	---	---
0010	616+00		617+00	LT	82	---	---	---	---	---
0010	617+01	-	---	LT	---	---	---	1	---	---

CONTINUED IN NEXT COLUMN

CONTINUED FROM PREVIOUS COLUMN

EROSION CONTROL ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	628.2004 EROSION MAT CLASS I TYPE B SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH
0010	631+42	-	635+78	LT	---	547	---	---	---	---
0010	634+20	-	636+84	RT	181	---	---	---	---	---
0010	645+83	-	650+54	LT	---	680	---	---	---	---
0010	646+08	-	650+38	RT	---	347	---	---	---	---
0010	655+55	-	659+62	RT	200	---	---	---	---	---
0010	655+51	-	663+00	LT	793	---	---	---	---	---
0010	689+04	-	690+16	RT	116	---	---	---	---	---
0010	698+86	-	703+61	LT	509	---	---	---	---	---
0010	702+78	-	704+10	RT	86	---	---	---	---	---
0010	705+66	-	---	RT	---	---	---	---	---	8
0010	704+70	-	710+00	LT	418	---	---	---	---	---
0010	732+20	-	734+34	RT	189	---	---	---	---	---
0010	736+15	-	---	RT	---	---	---	---	---	7
0010	736+48	-	738+55	RT	313	---	---	---	---	8
0010	736+80	-	739+00	LT	140	---	---	---	---	---
0010	759+12	-	760+87	LT	144	---	---	---	---	---
0010	761+69	-	763+83	RT	292	---	---	1	---	---
0010	761+88	-	---	LT	14	---	---	---	---	---
0010	766+24	-	768+86	LT	197	---	---	---	---	---
0010	766+34	-	769+75	RT	235	---	---	---	---	---
0010	770+76	-	778+90	LT	---	1,819	---	---	---	---
0010	776+09	-	778+00	RT	---	155	---	---	---	---
0010	780+14	-	785+41	LT	---	1,129	---	---	---	---
0010	781+94	-	788+78	RT	---	1,205	---	---	---	---
0010	788+50	-	---	RT	---	---	---	1	---	---
0010	788+00	-	788+99	LT	---	125	---	---	---	---
0010	789+50	-	789+91	RT	36	---	---	---	---	---
0010	UNDISTRIBUTED				2,062	1,834	---	---	200	5
				TOTAL 0010	12,369	11,003	4	28	200	62

EROSION CONTROL MOBILIZATIONS

CATEGORY	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	5160-07-70	13	9
	TOTAL 0010	13	9

RESTORATION ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0170 SEEDING MIXTURE NO. 70 LB	630.0175 SEEDING MIXTURE NO. 75 LB	630.0400 SEEDING NURSE CROP LB	630.0500 SEED WATER MGAL	REMARKS
0010	270+58	-	279+48	LT	160	160	319	0.4	---	1.9	---	4	12	SENSITIVE AREA
0010	282+18	-	283+45	LT	53	53	106	0.1	6	---	---	1	3	
0010	286+92	-	307+49	LT	140	140	279	0.5	33	---	---	6	17	
0010	308+95	-	314+44	LT	37	---	37	0.1	7	---	---	2	4	
0010	316+77	-	322+25	LT	43	---	43	0.1	8	---	---	2	4	
0010	320+26	-	336+00	LT/RT	---	966	---	0.7	44	---	---	7	22	EMAT AREAS
0010	328+41	-	328+84	LT/RT	---	54	---	0.1	---	---	0.4	1	2	SENSITIVE EMAT AREAS
0010	298+42	-	304+60	RT	93	93	186	0.2	15	---	---	3	8	
0010	329+94	-	351+00	LT	228	---	228	0.3	22	---	---	4	11	
0010	328+99	-	329+79	LT/RT	136	---	---	0.1	---	---	0.9	---	4	RIPRAP NEAR BRIDGE
0010	330+20	-	330+31	RT	---	1	---	0.1	---	---	0.1	1	1	SENSITIVE AREA
0010	333+11	-	334+66	RT	19	---	19	0.1	3	---	---	1	2	
0010	361+70	-	367+91	LT	7	---	7	0.1	7	---	---	1	4	
0010	368+62	-	376+39	LT/RT	---	1,278	---	0.9	58	---	---	10	29	EMAT AREAS
0010	375+04	-	387+14	RT	20	---	20	0.1	3	---	---	1	2	
0010	376+38	-	418+00	LT	264	264	528	0.8	53	---	---	9	27	
0010	387+14	-	421+85	LT/RT	---	1,182	---	0.8	54	---	---	9	27	EMAT AREAS
0010	421+06	-	439+82	RT	65	---	65	0.1	7	---	---	1	4	
0010	438+59	-	438+84	RT	---	---	---	0.1	1	---	---	1	1	SENSITIVE AREAS
0010	434+63	-	440+00	LT/RT	---	464	---	0.3	21	---	---	4	11	EMAT AREAS
0010	435+71	-	438+96	LT/RT	---	113	---	0.1	---	---	0.8	1	3	SENSITIVE EMAT AREAS
0010	434+18	-	449+00	LT	223	---	223	0.3	20	---	---	4	10	
0010	436+66	-	437+48	RT	264	---	---	0.2	---	---	1.7	---	6	RIPRAP NEAR BRIDGE
0010	451+50	-	462+25	LT/RT	---	631	---	0.4	29	---	---	5	15	EMAT AREAS
0010	462+25	-	505+33	LT	170	---	170	0.6	37	---	---	6	19	
0010	482+70	-	522+41	LT/RT	---	1,828	---	1.2	83	---	---	14	42	EMAT AREAS
0010	488+48	-	538+60	RT	72	---	72	0.1	8	---	---	2	4	
0010	509+90	-	573+50	LT	483	---	483	0.7	50	---	---	8	25	
0010	537+60	-	578+00	LT/RT	---	2,813	---	1.8	127	---	---	21	64	EMAT AREAS
0010	551+16	-	580+55	RT	109	---	109	0.2	10	---	---	2	5	
0010	578+00	-	630+30	LT	433	---	433	0.8	57	---	---	9	29	
0010	598+89	-	663+00	LT/RT	---	2,166	---	1.4	98	---	---	16	49	EMAT AREAS
0010	645+83	-	650+38	LT/RT	---	683	---	0.5	---	---	4.4	5	16	SENSITIVE EMAT AREAS
0010	647+67	-	648+85	LT/RT	128	---	---	0.1	---	---	0.9	---	3	RIPRAP NEAR BRIDGE
0010	664+68	-	759+12	LT	795	---	795	1.4	95	---	---	16	47	
0010	690+16	-	702+09	RT	12	---	12	0.1	4	---	---	1	2	
0010	689+03	-	739+00	LT/RT	---	1,768	---	1.2	80	---	---	13	40	EMAT AREAS
0010	759+12	-	789+90	LT/RT	---	1,472	---	1.0	67	---	---	11	34	EMAT AREAS
0010	770+94	-	778+98	LT/RT	---	1,942	---	1.3	---	---	12.3	14	44	SENSITIVE EMAT AREAS
0010	776+22	-	778+00	RT	184	---	---	0.2	---	---	1.2	---	5	SHOT ROCK
0010	778+00	-	779+01	RT	73	---	---	0.1	---	---	0.5	---	2	RIPRAP NEAR BRIDGE
0010	780+00	-	782+00	RT	210	---	---	0.2	---	---	1.4	---	5	SHOT ROCK
0010	780+14	-	786+70	LT/RT	---	1,853	---	1.2	---	---	11.7	14	42	SENSITIVE EMAT AREAS
0010	785+40	-	788+10	LT	49	---	49	0.1	5	---	---	1	3	
0010	788+00	-	789+00	LT	---	82	---	0.1	---	---	0.6	1	2	SENSITIVE EMAT AREAS
0010	788+36	-	788+65	LT	27	---	---	0.1	---	---	0.2	---	1	RIPRAP
0010	788+99	-	789+50	LT	35	---	---	0.1	---	---	0.3	---	1	SHOT ROCK
UNDISTRIBUTED					907	4,002	837	5.0	223	0.4	7.5	47	143	
				TOTAL 0010	5,439	24,008	5,020	26.5	1,335	2.3	44.9	279	856	

SILT FENCE

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.6005 TURBIDITY BARRIERS SY	REMARKS
0010	326+84	-	330+99	LT	348	348	391	B-12-41
0010	327+85	-	330+61	RT	246	246	---	B-12-41
0010	418+00	-	421+92	LT	395	395	---	---
0010	436+24	-	438+63	LT/RT	---	---	357	B-12-42
0010	434+22	-	436+69	RT	275	275	---	---
0010	436+20	-	437+45	LT	145	145	---	---
0010	438+13	-	439+99	RT	185	185	---	---
0010	438+47	-	440+26	LT	205	205	---	---
0010	570+80	-	573+50	RT	305	305		
0010	631+87	-	635+93	LT	440	440	---	---
0010	647+49	-	649+06	LT/RT	---	---	625	B-12-43
0010	645+58	-	647+67	LT	240	240	---	---
0010	648+56	-	650+72	LT	245	245	---	---
0010	648+97	-	650+67	RT	195	195	---	---
0010	UNDISTRIBUTED			---	3,224	3,224	---	---
				TOTAL 0010	6,448	6,448	1,373	

SIGNING ITEMS

CATEGORY	STATION	LOCATION	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
0010	269+00	RT	2	---	1	2	STH 35 / GREAT RIVER ROAD / AMERICA'S BYWAYS
0010	270+80	LT	1	---	1	1	NO PARKING
0010	275+42	LT	---	1	1	1	JCT CTH N
0010	329+87	RT	1	---	1	1	NO PASSING ZONE
0010	329+89	LT	1	---	1	1	ADOPT-A-HIGHWAY / SPONSER
0010	335+75	LT	1	1	1	2	PICATEE CREEK RD
0010	372+43	LT	1	---	1	1	NO PASSING ZONE
0010	393+30	LT	---	1	1	1	FALLEN ROCKS
0010	435+37	LT	1	---	1	1	ADOPT-A-HIGHWAY / SPONSER
0010	435+37	RT	2	---	1	2	STH 35 / GREAT RIVER ROAD / AMERICA'S BYWAYS
0010	446+95	LT	---	1	1	1	JCT CTH D
0010	485+31	LT	1	---	1	1	NO PASSING ZONE
0010	554+71	RT	1	---	1	1	BOAT LANDING
0010	560+00	LT	---	1	1	1	FALLEN ROCKS / NEXT 2 MILES
0010	572+48	LT	1	---	1	1	BOAT LANDING 1/2 MILE
0010	573+20	LT	1	---	1	1	STOP
0010	663+20	LT	2	---	1	2	LOCK AND DAM
0010	656+54	RT	1	---	1	1	WAYSIDE 1/2 MILE
0010	727+50	LT	---	1	1	1	WAYSIDE 1/2 MILE
0010	744+00	LT	1	---	1	1	NO PASSING ZONE
0010	759+66	LT	---	1	1	1	FALLEN ROCKS
0010	770+94	LT	1	---	1	1	DOUBLE ARROW
0010	771+31	LT	---	1	1	1	CTH F / ARROW
0010	777+72	LT	1	---	1	1	SPEED LIMIT 40 MPH
0010	778+00	RT	---	1	1	1	JCT CTH E
0010	780+80	LT	---	1	1	1	JCT CTH F
0010	785+91	RT	1	---	1	1	SPEED LIMIT 40 MPH
0010	786+43	RT	1	---	1	1	NO PARKING
0010	787+00	LT	1	1	1	2	STH 35 / GREAT RIVER ROAD / AMERICA'S BYWAYS
0010	788+75	RT	---	1	1	1	CTH E / ARROW
0010	789+16	LT	1	---	1	1	DOUBLE ARROW
0010	789+45	RT	1	---	1	1	STOP
0010	789+45	RT	---	1	1	1	STH 35 / DOUBLE ARROW
		TOTAL 0010	25	13	33	38	

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TRAFFIC CONTROL ITEMS

CATEGORY	LOCATION	YEAR	DAYS	TRAFFIC CONTROL DRUMS EACH	643.0300 TRAFFIC CONTROL DRUMS DAY	TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	REMARKS
0010	STRUCTURES, BARRIER	2025	25	100	2,500	---	---	---	---	
0010	SOUTH END NEAR CTH N	2025	222	---	---	5	1,110	6	1,332	RD CLOSURE
0010	NORTH END NEAR LYNXVILLE	2025	222	---	---	5	1,110	6	1,332	RD CLOSURE
0010	DETOUR AT STH 27/STH 35	2025	222	---	---	2	444	4	888	DETAIL 1
0010	DETOUR AT STH 171/STH 35	2025	222	---	---	3	666	6	1,332	DETAIL 5
0010	DETOUR AT SIDEROADS (10)	2025	222	---	---	20	4,440	20	4,440	PICATEE,CTH D,FALLING ROCK,LOCK&DAM,CAYA,LEITNER HOLLOW,CTH F,HILLSIDE,CTH E,BENCH
0010	CTH E PEDESTRIAN CROSSING	2025	10	12	120	4	40	---	---	
0010	GUARDRAIL AREAS	2025	150	100	15,000	5	750	5	750	
0010	UNDISTRIBUTED	2026	80	50	4,000	---	---	---	---	
			TOTAL 0010		21,620		8,560		10,074	

NOTE: SEE SDD BARRICADES AND SIGNS FOR MAINLINE CLOSURES
SEE SDD BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
SEE SDD TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER UNDIVIDED ROAD OPEN TO TRAFFIC
SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
SEE SDD TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

TRAFFIC CONTROL SIGNS

CATEGORY	LOCATION	YEAR	DAYS	TRAFFIC CONTROL SIGNS EACH	643.0900 TRAFFIC CONTROL SIGNS DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	NUMBER OF CYCLES EACH	NUMBER OF SIGNS EACH	PCMS EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	REMARKS
0010	CTH N & LYNXVILLE	2025	7	---	---	---	---	---	2	14	PROJECT ENDS
0010	DETOUR OVERVIEW	2025	222	66	14652	---	---	---	---	---	
0010	SOUTH END AT CTH N	2025	222	1	222	---	---	---	---	---	ROAD CLOSURE, R11-2
0010	NORTH END NEAR LYNXVILLE	2025	222	1	222	---	---	---	---	---	ROAD CLOSURE, R11-2
0010	DETOUR AT STH 27/STH 35	2025	222	21	4662	12	1	12	---	---	DETAIL 1
0010	DETOUR AT STH171/STH 27	2025	222	47	10434	---	---	---	---	---	DETAIL 2
0010	DETOUR AT CTH N/STH 35	2025	222	7	1554	1	1	1	---	---	DETAIL 3
0010	DETOUR AT CTH E/STH 35	2025	222	8	1776	1	1	1	---	---	DETAIL 4
0010	DETOUR AT STH 171/STH 35	2025	222	27	5994	1	1	1	---	---	DETAIL 5
0010	DETOUR AT SIDEROADS (10)	2025	222	30	6660	---	---	---	---	---	W20-3A,W20-3D,R11-4
0010	CTH E PEDESTRIAN CROSSING	2025	10	5	50	---	---	---	---	---	
0010	UNDISTRIBUTED	2025	222	10	2220	---	---	---	---	---	
0010	SOUTH END AT CTH N	2026	7	---	---	---	---	---	1	7	
0010	NORTH END NEAR LYNXVILLE	2026	7	---	---	---	---	---	1	7	
0010	SOUTH END AT CTH N	2026	80	6	480	---	---	---	---	---	ADVANCE WARNING
0010	NORTH END NEAR LYNXVILLE	2026	80	5	400	---	---	---	---	---	ADVANCE WARNING
0010	SIDEROADS (14)	2026	80	14	1120	---	---	---	---	---	ADVANCE WARNING
0010	MILLING LIMITS	2026	80	10	800	---	---	---	---	---	MILLED SURFACES
0010	UNDISTRIBUTED	2026	80	2	160	---	---	---	---	---	
			TOTAL 0010		51,406	15				28	

PAVEMENT MARKINGS

CATEGORY	STATION	TO	STATION	LOCATION	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH LF	646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	REMARKS	
0010	265+87	-	318+00	CENTERLINE	10,426	---	---	---	YELLOW NO PASSING	*****
0010	265+87	-	318+00	CENTERLINE	10,426	---	---	---	YELLOW NO PASSING	****
0010	265+87	-	318+00	CENTERLINE	10,426	---	---	---	YELLOW NO PASSING	***
0010	265+87	-	318+00	CENTERLINE	---	10,426	---	---	YELLOW NO PASSING	**
0010	318+00	-	325+50	CENTERLINE	810	---	---	---	YELLOW NB PASSING	*****
0010	318+00	-	325+50	CENTERLINE	810	---	---	---	YELLOW NB PASSING	****
0010	318+00	-	325+50	CENTERLINE	810	---	---	---	YELLOW NB PASSING	***
0010	318+00	-	325+50	CENTERLINE	---	938	---	---	YELLOW NB PASSING	**
0010	325+50	-	328+84	CENTERLINE	668	---	---	---	YELLOW NO PASSING	*****
0010	325+50	-	328+84	CENTERLINE	668	---	---	---	YELLOW NO PASSING	****
0010	325+50	-	328+84	CENTERLINE	668	---	---	---	YELLOW NO PASSING	***
0010	325+50	-	329+94	CENTERLINE	---	888	---	---	YELLOW NO PASSING	**
0010	329+94	-	338+50	CENTERLINE	925	---	---	---	YELLOW SB PASSING	*****
0010	329+94	-	338+50	CENTERLINE	925	---	---	---	YELLOW SB PASSING	****
0010	329+94	-	338+50	CENTERLINE	925	---	---	---	YELLOW SB PASSING	***
0010	329+94	-	338+50	CENTERLINE	---	1,070	---	---	YELLOW SB PASSING	**
0010	338+50	-	348+75	CENTERLINE	2,050	---	---	---	YELLOW NO PASSING	*****
0010	338+50	-	348+75	CENTERLINE	2,050	---	---	---	YELLOW NO PASSING	****
0010	338+50	-	348+75	CENTERLINE	2,050	---	---	---	YELLOW NO PASSING	***
0010	338+50	-	348+75	CENTERLINE	---	2,050	---	---	YELLOW NO PASSING	**
0010	348+75	-	362+50	CENTERLINE	1,485	---	---	---	YELLOW NB PASSING	*****
0010	348+75	-	362+50	CENTERLINE	1,485	---	---	---	YELLOW NB PASSING	****
0010	348+75	-	362+50	CENTERLINE	1,485	---	---	---	YELLOW NB PASSING	***
0010	348+75	-	362+50	CENTERLINE	---	1,719	---	---	YELLOW NB PASSING	**
0010	362+50	-	372+50	CENTERLINE	80	---	---	---	YELLOW BOTH PASSING	*****
0010	362+50	-	372+50	CENTERLINE	80	---	---	---	YELLOW BOTH PASSING	****
0010	362+50	-	372+50	CENTERLINE	80	---	---	---	YELLOW BOTH PASSING	***
0010	362+50	-	372+50	CENTERLINE	---	250	---	---	YELLOW BOTH PASSING	**
0010	372+50	-	386+50	CENTERLINE	1,512	---	---	---	YELLOW SB PASSING	*****
0010	372+50	-	386+50	CENTERLINE	1,512	---	---	---	YELLOW SB PASSING	****
0010	372+50	-	386+50	CENTERLINE	1,512	---	---	---	YELLOW SB PASSING	***
0010	372+50	-	386+50	CENTERLINE	---	1,750	---	---	YELLOW SB PASSING	**
0010	386+50	-	437+09	CENTERLINE	10,118	---	---	---	YELLOW NO PASSING	*****
0010	386+50	-	437+09	CENTERLINE	10,118	---	---	---	YELLOW NO PASSING	****
0010	386+50	-	437+09	CENTERLINE	10,118	---	---	---	YELLOW NO PASSING	***
0010	386+50	-	438+59	CENTERLINE	---	10,418	---	---	YELLOW NO PASSING	**
0010	438+59	-	473+00	CENTERLINE	6,882	---	---	---	YELLOW NO PASSING	*****
0010	438+59	-	473+00	CENTERLINE	6,882	---	---	---	YELLOW NO PASSING	****
0010	438+59	-	473+00	CENTERLINE	6,882	---	---	---	YELLOW NO PASSING	***
0010	438+59	-	473+00	CENTERLINE	---	6,882	---	---	YELLOW NO PASSING	**
0010	473+00	-	485+25	CENTERLINE	1,323	---	---	---	YELLOW NB PASSING	*****
0010	473+00	-	485+25	CENTERLINE	1,323	---	---	---	YELLOW NB PASSING	****
0010	473+00	-	485+25	CENTERLINE	1,323	---	---	---	YELLOW NB PASSING	***
0010	473+00	-	485+25	CENTERLINE	---	1,532	---	---	YELLOW NB PASSING	**
0010	485+25	-	499+00	CENTERLINE	1,485	---	---	---	YELLOW SB PASSING	*****
0010	485+25	-	499+00	CENTERLINE	1,485	---	---	---	YELLOW SB PASSING	****
0010	485+25	-	499+00	CENTERLINE	1,485	---	---	---	YELLOW SB PASSING	***
0010	485+25	-	499+00	CENTERLINE	---	1,719	---	---	YELLOW SB PASSING	**
0010	499+00	-	647+66	CENTERLINE	29,732	---	---	---	YELLOW NO PASSING	*****
0010	499+00	-	647+66	CENTERLINE	29,732	---	---	---	YELLOW NO PASSING	****
0010	499+00	-	647+66	CENTERLINE	29,732	---	---	---	YELLOW NO PASSING	***
0010	499+00	-	649+00	CENTERLINE	---	30,000	---	---	YELLOW NO PASSING	**
0010	649+00	-	714+50	CENTERLINE	13,100	---	---	---	YELLOW NO PASSING	*****
0010	649+00	-	714+50	CENTERLINE	13,100	---	---	---	YELLOW NO PASSING	****
0010	649+00	-	714+50	CENTERLINE	13,100	---	---	---	YELLOW NO PASSING	***

NOTES:

** TO BE PLACED FOLLOWING CENTERLINE RUMBLE STRIP MILLING (12.5' SKIPS)

*** TO BE PLACED ON CL FOLLOWING UPPER LAYER OF PAVEMENT, PRIOR TO CENTERLINE RUMBLE STRIPS (4' SKIPS)

**** TO BE PLACED ON CL FOLLOWING LOWER LAYER OF PAVEMENT (4' SKIPS)

***** TO BE PLACED ON CL FOLLOWING MILLED LAYER (4' SKIPS)

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PAVEMENT MARKINGS

CATEGORY	STATION	TO	STATION	LOCATION	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH LF	646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	REMARKS	
0010	649+00	-	714+50	CENTERLINE	---	13,100	---	---	YELLOW NO PASSING	**
0010	714+50	-	727+00	CENTERLINE	1,350	---	---	---	YELLOW NB PASSING	*****
0010	714+50	-	727+00	CENTERLINE	1,350	---	---	---	YELLOW NB PASSING	****
0010	714+50	-	727+00	CENTERLINE	1,350	---	---	---	YELLOW NB PASSING	***
0010	714+50	-	727+00	CENTERLINE	---	1,563	---	---	YELLOW NB PASSING	**
0010	727+00	-	744+00	CENTERLINE	136	---	---	---	YELLOW BOTH PASSING	*****
0010	727+00	-	744+00	CENTERLINE	136	---	---	---	YELLOW BOTH PASSING	****
0010	727+00	-	744+00	CENTERLINE	136	---	---	---	YELLOW BOTH PASSING	***
0010	727+00	-	744+00	CENTERLINE	---	425	---	---	YELLOW BOTH PASSING	**
0010	744+00	-	757+00	CENTERLINE	1,404	---	---	---	YELLOW SB PASSING	*****
0010	744+00	-	757+00	CENTERLINE	1,404	---	---	---	YELLOW SB PASSING	****
0010	744+00	-	757+00	CENTERLINE	1,404	---	---	---	YELLOW SB PASSING	***
0010	744+00	-	757+00	CENTERLINE	---	1,625	---	---	YELLOW SB PASSING	**
0010	757+00	-	778+86	CENTERLINE	4,372	---	---	---	YELLOW NO PASSING	*****
0010	757+00	-	778+86	CENTERLINE	4,372	---	---	---	YELLOW NO PASSING	****
0010	757+00	-	778+86	CENTERLINE	4,372	---	---	---	YELLOW NO PASSING	***
0010	757+00	-	780+14	CENTERLINE	---	4,628	---	---	YELLOW NO PASSING	**
0010	780+14	-	791+90	CENTERLINE	2,352	---	---	---	YELLOW NO PASSING	*****
0010	780+14	-	791+90	CENTERLINE	2,352	---	---	---	YELLOW NO PASSING	****
0010	780+14	-	791+90	CENTERLINE	2,352	---	---	---	YELLOW NO PASSING	***
0010	780+14	-	791+90	CENTERLINE	---	2,352	---	---	YELLOW NO PASSING	**
0010	265+87	-	367+66	LT	---	10,179	---	---	WHITE EDGELINE	
0010	368+58	-	554+82	LT	---	18,624	---	---	WHITE EDGELINE	
0010	555+56	-	791+90	LT	---	23,634	---	---	WHITE EDGELINE	
0010	266+18	-	330+40	RT	---	6,422	---	---	WHITE EDGELINE	
0010	331+32	-	432+88	RT	---	10,156	---	---	WHITE EDGELINE	
0010	433+88	-	554+68	RT	---	12,080	---	---	WHITE EDGELINE	
0010	555+54	-	639+94	RT	---	8,438	---	---	WHITE EDGELINE	
0010	640+50	-	654+92	RT	---	1,442	---	---	WHITE EDGELINE	
0010	655+68	-	769+82	RT	---	11,414	---	---	WHITE EDGELINE	
0010	770+99	-	775+55	RT	---	460	---	---	WHITE EDGELINE	
0010	776+17	-	788+62	RT	---	1,245	---	---	WHITE EDGELINE	
0010	787+62	-	788+62	RT	---	---	100	---	WHITE CHANNELIZING LANE LINE	
0010	789+67	-	791+46	RT	---	180	---	---	WHITE EDGELINE	
0010	788+82	-	789+45	RT	---	---	---	116	CTH E	
				TOTAL 0010	270,630	197,609	100	116		

TEMPORARY PEDESTRIAN ACCESS

CATEGORY	STATION	TO	STATION	LOCATION	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF
0010	788+73	-	788+79	CTH E	2	80	10	10	83	48
0010	789+43	-	789+67	CTH E	2	80	10	10	45	48
				TOTAL 0010	4	160	20	20	128	96

*ADDITIONAL QUANITITES LISTED ELSEWHERE

STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010	265+87	-	328+84	STH 35	6,297	---
0010	329+94	-	437+09	STH 35	10,715	---
0010	438+59	-	647+66	STH 35	20,907	---
0010	648+99	-	778+86	STH 35	12,987	---
0010	780+14	-	791+90	STH 35	1,176	---
0010	270+58	-	324+22	LT & RT	---	5,364
0010	327+80	-	423+20	LT & RT	---	9,430
0010	434+17	-	437+09	LT & RT	---	292
0010	438+59	-	513+73	LT & RT	---	7,514
0010	516+99	-	554+89	LT & RT	---	3,790
0010	557+98	-	574+60	LT & RT	---	1,662
0010	576+14	-	630+30	LT & RT	---	5,416
0010	631+42	-	636+84	LT & RT	---	542
0010	645+83	-	647+66	LT & RT	---	183
0010	648+78	-	650+55	LT & RT	---	177
0010	655+55	-	691+04	LT & RT	---	3,549
0010	698+86	-	704+10	LT & RT	---	524
0010	704+89	-	760+09	LT & RT	---	5,520
0010	761+69	-	763+83	RT	---	214
0010	766+24	-	779+00	LT & RT	---	1,276
0010	780+00	-	789+77	LT & RT	---	977
				TOTAL 0010	52,082	46,430

SAWING ASPHALT

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	REMARKS
0010	265+87	-	266+18	MAINLINE	85	STH 35
0010	284+35	-	286+84	LT	253	CURB & GUTTER
0010	299+19	-	299+31	RT	12	GUARDRAIL POST AREAS
0010	330+00	-	330+62	RT	70	GUARDRAIL POST AREAS
0010	330+86	-	331+09	RT	23	PICATEE ROAD
0010	346+00	-	347+50	LT	154	CURB & GUTTER
0010	346+00	-	346+80	MAINLINE	66	PIPES
0010	354+99	-	366+98	LT	1,203	CURB & GUTTER
0010	368+08	-	368+52	LT	45	FRENCHMANS LANDING DRIVE
0010	371+29	-	371+40	RT	31	GUARDRAIL POST AREAS
0010	383+98	-	391+61	LT	767	CURB & GUTTER
0010	384+04	-	---	LT	12	PIPE
0010	391+56	-	---	LT	12	PIPE
0010	412+00	-	---	MAINLINE	66	PIPE
0010	415+17	-	---	MAINLINE	66	PIPE
0010	433+23	-	433+68	RT	46	CTH D
0010	435+21	-	435+62	LT	41	GUARDRAIL POST AREAS
0010	435+95	-	436+55	RT	60	GUARDRAIL POST AREAS
0010	439+16	-	439+49	RT	35	GUARDRAIL POST AREAS
0010	455+20	-	462+25	LT	710	CURB & GUTTER
0010	459+98	-	461+73	MAINLINE	66	PIPES
0010	466+39	-	---	MAINLINE	66	PIPE
0010	474+50	-	475+50	LT	104	CURB & GUTTER
0010	478+10	-	479+10	LT	104	CURB & GUTTER
0010	478+61	-	---	MAINLINE	66	PIPE
0010	482+70	-	483+70	LT	104	CURB & GUTTER
0010	483+17	-	---	MAINLINE	66	PIPE
0010	488+97	-	489+27	LT	30	GUARDRAIL POST AREAS
0010	491+66	-	---	MAINLINE	66	PIPE
0010	505+33	-	509+90	LT	460	CURB & GUTTER
0010	509+79	-	---	MAINLINE	66	PIPE
0010	509+97	-	511+98	LT	200	GUARDRAIL POST AREAS
0010	511+26	-	---	MAINLINE	66	PIPE
0010	517+85	-	519+00	LT	102	GUARDRAIL POST AREAS
0010	524+98	-	---	MAINLINE	66	PIPE
0010	537+60	-	538+60	LT	104	CURB & GUTTER
0010	538+08	-	---	MAINLINE	66	PIPE
0010	546+99	-	---	MAINLINE	66	PIPE
0010	553+55	-	554+46	LT	94	GUARDRAIL POST AREAS
0010	553+70	-	554+17	RT	47	GUARDRAIL POST AREAS
0010	554+95	-	555+23	LT	27	GORDON'S BAY ROAD
0010	555+11	-	555+42	RT	31	FALLING ROCK ROAD
0010	557+54	-	557+84	RT	30	FALLING ROCK ROAD
0010	573+10	-	573+61	LT	50	VARD LANDING
0010	576+28	-	577+13	LT	85	GUARDRAIL POST AREAS
0010	577+69	-	---	MAINLINE	66	PIPE
0010	592+41	-	---	MAINLINE	66	PIPE
0010	610+31	-	617+01	LT	674	CURB & GUTTER
0010	615+25	-	---	MAINLINE	66	PIPE
0010	620+03	-	---	MAINLINE	66	PIPE
0010	631+70	-	632+90	LT	57	LOCK & DAM ENTRANCE
0010	633+50	-	---	MAINLINE	66	PIPE
0010	640+09	-	640+26	RT	17	CAYA ROAD
0010	647+00	-	647+66	LT	65	GUARDRAIL POST AREAS
0010	649+11	-	649+69	RT	60	GUARDRAIL POST AREAS

CONTINUED IN NEXT COLUMN

CONTINUED FROM PREVIOUS COLUMN

SAWING ASPHALT

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	REMARKS
0010	655+18	-	655+40	RT	23	LEITNER HOLLOW ROAD
0010	665+92	-	---	MAINLINE	66	PIPE
0010	668+92	-	---	MAINLINE	66	PIPE
0010	673+12	-	---	MAINLINE	66	PIPE
0010	688+92	-	---	MAINLINE	66	PIPE
0010	700+05	-	700+64	LT	60	GUARDRAIL POST AREAS
0010	706+34	-	707+22	LT	90	GUARDRAIL POST AREAS
0010	736+24	-	737+30	MAINLINE	66	PIPES
0010	745+88	-	---	MAINLINE	66	PIPE
0010	759+18	-	759+78	LT	60	GUARDRAIL POST AREAS
0010	770+15	-	770+71	RT	39	CTH F
0010	775+77	-	775+94	RT	18	HILLSIDE DRIVE
0010	786+10	-	786+52	RT	43	GUARDRAIL POST AREAS
0010	786+87	-	788+84	RT	204	CURB & GUTTER
0010	788+84	-	788+90	RT	19	CURB & GUTTER
0010	788+93	-	789+40	RT	49	CTH E
0010	789+38	-	789+67	RT	46	CURB & GUTTER
0010	791+52	-	791+85	RT	33	BENCH STREET
0010	791+54	-	791+90	MAINLINE	88	STH 35
0010	275+37	-	---	MAINLINE	66	PIPE
0010	283+41	-	---	MAINLINE	66	PIPE
0010	286+80	-	---	LT	12	PIPE
0010	302+91	-	---	MAINLINE	66	PIPE
0010	315+68	-	---	MAINLINE	66	PIPE
0010	335+02	-	---	MAINLINE	66	PIPE
0010	366+39	-	366+98	MAINLINE	66	PIPES
0010	378+99	-	---	MAINLINE	66	PIPE
0010	441+99	-	---	MAINLINE	66	PIPE
0010	474+99	-	---	MAINLINE	66	PIPE
0010	520+74	-	---	MAINLINE	66	PIPE
0010	589+49	-	---	MAINLINE	66	PIPE
0010	599+00	-	---	MAINLINE	66	PIPE
0010	617+01	-	---	LT	12	PIPE
0010	659+98	-	---	MAINLINE	66	PIPE
0010	682+26	-	---	MAINLINE	66	PIPE
0010	687+16	-	---	MAINLINE	66	PIPE
0010	706+01	-	---	MAINLINE	66	PIPE
0010	711+87	-	---	MAINLINE	66	PIPE
0010	736+80	-	737+80	LT	104	CURB & GUTTER
0010	761+88	-	---	MAINLINE	63	PIPE
0010	788+50	-	---	MAINLINE	86	PIPE
0010	320+26	-	320+86	RT	64	CONCRETE SURFACE DRAIN
0010	334+60	-	334+66	RT	64	CONCRETE SURFACE DRAIN
0010	370+93	-	371+53	RT	64	CONCRETE SURFACE DRAIN
0010	375+59	-	376+19	RT	64	CONCRETE SURFACE DRAIN
0010	488+47	-	489+07	RT	64	CONCRETE SURFACE DRAIN
0010	492+66	-	493+26	RT	64	CONCRETE SURFACE DRAIN
0010	510+04	-	510+64	RT	64	CONCRETE SURFACE DRAIN
0010	521+81	-	522+41	RT	64	CONCRETE SURFACE DRAIN
0010	551+17	-	552+13	RT	100	CONCRETE SURFACE DRAIN
0010	562+71	-	563+31	RT	64	CONCRETE SURFACE DRAIN
0010	569+73	-	570+33	RT	64	CONCRETE SURFACE DRAIN
0010	579+96	-	580+56	RT	64	CONCRETE SURFACE DRAIN
0010	634+20	-	634+80	RT	64	CONCRETE SURFACE DRAIN
0010	659+02	-	659+62	RT	64	CONCRETE SURFACE DRAIN
0010	689+04	-	689+64	RT	64	CONCRETE SURFACE DRAIN
0010	703+50	-	704+10	RT	64	CONCRETE SURFACE DRAIN
0010	732+10	-	732+70	RT	64	CONCRETE SURFACE DRAIN
0010	737+95	-	738+55	RT	64	CONCRETE SURFACE DRAIN
0010	761+70	-	762+30	RT	64	CONCRETE SURFACE DRAIN
				TOTAL 0010	11,011	

CONCRETE BARRIER WALL

CATEGORY	STATION	TO	STATION	LOCATION	416.0610 DRILLED TIE BARS EACH	650.7500 CONSTRUCTION STAKING CONCRETE BARRIER LF	SPV.0060.01 SPECIAL (01. CONCRETE BARRIER WALL SURFACE REPAIR) EACH	SPV.0060.02 SPECIAL (02. SAWING CONCRETE BARRIER WALL) EACH	SPV.0090.01 SPECIAL (01. CONCRETE BARRIER SPECIAL) LF	SPV.0090.04 SPECIAL (04. CONCRETE BARRIER TRANSITION SECTION 32-INCH TO MGS) LF
0010	271+19	-	271+31	RT	---	---	1	2	---	---
0010	275+40	-	275+53	RT	---	---	1	2	---	---
0010	280+08	-	280+23	RT	---	---	1	2	---	---
0010	284+47	-	284+60	RT	---	---	1	2	---	---
0010	287+13	-	287+21	RT	---	---	1	2	---	---
0010	296+00	-	296+15	RT	---	---	1	2	---	---
0010	298+35	-	298+42	RT	5	---	---	---	---	6.5
0010	304+60	-	304+67	RT	5	---	---	---	---	6.5
0010	305+00	-	305+07	RT	---	---	1	2	---	---
0010	312+55	-	312+61	RT	---	---	1	2	---	---
0010	313+28	-	313+39	RT	---	---	1	2	---	---
0010	320+20	-	320+26	RT	5	---	---	---	---	6.5
0010	334+66	-	334+72	RT	5	---	---	---	---	6.5
0010	335+02	-	335+61	RT	---	59	---	---	59	---
0010	336+23	-	336+54	RT	---	31	---	---	31	---
0010	336+93	-	337+08	RT	---	15	---	---	15	---
0010	342+28	-	342+74	RT	---	---	1	2	---	---
0010	351+66	-	351+81	RT	---	---	1	2	---	---
0010	351+91	-	351+97	RT	---	---	1	2	---	---
0010	352+15	-	352+23	RT	---	---	1	2	---	---
0010	352+85	-	352+97	RT	---	---	1	2	---	---
0010	355+92	-	356+33	RT	---	41	---	---	41	---
0010	357+11	-	357+19	RT	---	8	---	---	8	---
0010	363+41	-	363+54	RT	---	---	1	2	---	---
0010	366+41	-	366+54	RT	---	---	1	2	---	---
0010	369+31	-	369+51	RT	---	---	1	2	---	---
0010	369+90	-	369+98	RT	---	---	1	2	---	---
0010	370+46	-	370+93	RT	5	46	---	---	46	6.5
0010	376+19	-	376+25	RT	5	---	---	---	---	6.5
0010	386+18	-	386+24	RT	5	---	---	---	---	6.5
0010	392+02	-	392+08	RT	5	---	---	---	---	6.5
0010	395+77	-	395+97	RT	---	---	1	2	---	---
0010	397+63	-	397+70	RT	---	---	1	2	---	---
0010	399+12	-	399+25	RT	---	---	1	2	---	---
0010	402+25	-	402+38	RT	---	---	1	2	---	---
0010	407+63	-	407+73	RT	---	---	1	2	---	---
0010	409+72	-	409+77	RT	---	---	1	2	---	---
0010	412+17	-	412+30	RT	---	13	---	---	13	---
0010	412+66	-	412+80	RT	---	---	1	2	---	---
0010	413+75	-	413+83	RT	---	---	1	2	---	---
0010	418+27	-	418+76	RT	---	---	1	2	---	---
0010	419+90	-	420+60	RT	---	---	1	2	---	---
0010	420+60	-	421+06	RT	5	40	---	---	40	6.5
0010	440+62	-	440+68	RT	---	6	---	---	6	---
0010	471+17	-	471+35	RT	---	---	1	2	---	---
0010	474+91	-	475+17	RT	---	26	---	---	26	---
0010	475+59	-	475+69	RT	---	---	1	2	---	---
0010	488+41	-	488+47	RT	5	---	---	---	---	6.5
0010	493+26	-	493+33	RT	5	---	---	---	---	6.5
0010	505+53	-	505+66	RT	---	---	1	2	---	---
0010	508+20	-	508+27	RT	---	---	1	2	---	---
0010	509+98	-	510+04	RT	5	---	---	---	---	6.5
0010	522+41	-	522+47	RT	5	---	---	---	---	6.5
0010	550+19	-	550+31	RT	---	12	---	---	12	---
0010	551+10	-	551+17	RT	5	---	---	---	---	6.5

CONTINUED IN NEXT COLUMN

CONTINUED FROM PREVIOUS COLUMN

CONCRETE BARRIER WALL

CATEGORY	STATION	TO	STATION	LOCATION	416.0610 DRILLED TIE BARS EACH	650.7500 CONSTRUCTION STAKING CONCRETE BARRIER LF	SPV.0060.01 SPECIAL (01. CONCRETE BARRIER WALL SURFACE REPAIR) EACH	SPV.0060.02 SPECIAL (02. SAWING CONCRETE BARRIER WALL) EACH	SPV.0090.01 SPECIAL (01. CONCRETE BARRIER SPECIAL) LF	SPV.0090.04 SPECIAL (04. CONCRETE BARRIER TRANSITION SECTION 32-INCH TO MGS) LF
0010	563+31	-	563+38	RT	5	---	---	---	---	6.5
0010	569+66	-	569+73	RT	5	---	---	---	---	6.5
0010	580+56	-	580+62	RT	5	---	---	---	---	6.5
0010	604+71	-	606+70	RT	---	199	---	---	199	---
0010	611+99	-	612+18	RT	---	---	1	2	---	---
0010	615+25	-	615+30	RT	---	5	---	---	5	---
0010	619+72	-	619+80	RT	---	---	1	2	---	---
0010	623+11	-	632+42	RT	---	---	1	2	---	---
0010	634+13	-	634+20	RT	5	---	---	---	---	6.5
0010	659+62	-	659+68	RT	5	---	---	---	---	6.5
0010	672+90	-	672+98	RT	---	---	1	2	---	---
0010	687+01	-	687+11	RT	---	---	1	2	---	---
0010	688+97	-	689+04	RT	5	---	---	---	---	6.5
0010	704+10	-	704+16	RT	5	---	---	---	---	6.5
0010	705+74	-	705+85	RT	---	---	1	2	---	---
0010	732+04	-	732+10	RT	5	---	---	---	---	6.5
0010	738+55	-	738+62	RT	5	---	---	---	---	6.5
0010	761+10	-	761+70	RT	5	54	---	---	54	6.5
UNDISTRIBUTED					---	---	10	20	---	---
				TOTAL 0010	120	555	48	96	555	156.0

3

CLEANING INLETS

CATEGORY	STATION	STRUCTURE	LOCATION	SPV.0060.06 SPECIAL (06. CLEANING INLETS) EACH
0010	478+61	19.0	RT	2
			TOTAL 0010	2

LANDMARK REFERENCE MONUMENTS SPECIAL

CATEGORY	STATION	LOCATION	SPV.0060.07 SPECIAL (07. LANDMARK REFERENCE MONUMENTS SPECIAL) EACH	SPV.0060.08 SPECIAL (08. VERIFY LANDMARK REFERENCE MONUMENTS) EACH	REMARKS
0010	663+52	20.7' LT	1	1	3/4" IRON ROD W/PLASTIC CAP
0010	664+23	20.1' LT	1	1	2" IRON PIPE W/BRASS CAP
0010	665+22	24.2' LT	1	1	3/4" IRON ROD W/PLASTIC CAP
0010	732+18	22.6' RT	1	1	3/4" IRON ROD W/PLASTIC CAP
0010	732+85	23.0' LT	1	1	HARRISON MONUMENT
0010	759+79	25.8' LT	1	1	3/4" IRON ROD W/PLASTIC CAP
		TOTAL 0010	6	6	

GRADING AND SHAPING DITCHES

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0060.10 SPECIAL (10. GRADING AND SHAPING DITCHES) EACH
0010	459+00	-	461+00	RT	2
0010	491+00	-	492+00	RT	1
0010	538+00	-	539+00	RT	1
0010	705+50	-	706+50	RT	1
0010	736+50	-	737+50	RT	1
				TOTAL 0010	6

MOWING

CATEGORY	STATION	LOCATION	SPV.0060.11 SPECIAL (11. SITE MOWING PROJECT 5160-07-70) EACH	REMARKS
0010	328+41 - 330+37, 435+71 - 438+96, 645+83 - 650+38, 770+94 - 789+51	LT & RT	1	WITHIN SLOPE INTERCEPT LIMITS
		TOTAL 0010	1	

SPRAYED ASPHALTIC SURFACE TREATMENT

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0070.01 SPECIAL (01. SPRAYED ASPHALTIC SURFACE TREATMENT) GAL
0010	271+12	-	323+40	LT	1,017
0010	289+39	-	301+95	RT	245
0010	303+70	-	304+63	RT	18
0010	320+24	-	321+66	RT	28
0010	328+10	-	329+00	LT	18
0010	328+10	-	329+00	RT	18
0010	329+80	-	330+71	LT	18
0010	329+80	-	330+77	RT	19
0010	331+84	-	367+93	LT	702
0010	333+76	-	334+68	RT	18
0010	368+63	-	420+90	LT	1,016
0010	370+90	-	371+83	RT	18
0010	375+04	-	376+21	RT	23
0010	386+22	-	387+64	RT	28
0010	390+12	-	392+04	RT	37
0010	421+04	-	421+97	RT	18
0010	435+10	-	437+28	LT	43
0010	435+34	-	437+14	RT	35
0010	438+41	-	439+82	RT	28
0010	438+56	-	487+68	LT	955
0010	488+48	-	512+55	LT	468
0010	488+45	-	489+62	RT	23
0010	491+74	-	493+29	RT	31
0010	510+02	-	510+94	RT	18
0010	517+85	-	554+50	LT	713
0010	519+38	-	520+40	RT	20
0010	521+50	-	522+43	RT	19
0010	551+14	-	552+44	RT	26
0010	552+70	-	554+26	RT	31
0010	559+17	-	573+50	LT	280
0010	561+66	-	563+34	RT	34
0010	569+70	-	573+37	RT	71
0010	576+32	-	630+31	LT	1,050
0010	579+16	-	580+58	RT	28
0010	631+42	-	633+69	LT	44
0010	634+17	-	635+85	RT	34
0010	646+93	-	647+84	LT	18
0010	647+03	-	647+94	RT	18
0010	648+71	-	649+62	LT	18
0010	648+81	-	649+72	RT	18
0010	656+45	-	659+64	RT	63
0010	656+73	-	687+52	LT	599
0010	689+01	-	689+93	RT	18
0010	699+97	-	702+13	RT	42
0010	700+05	-	702+62	LT	50
0010	702+83	-	704+12	RT	26
0010	706+08	-	760+09	LT	1,050
0010	732+18	-	733+10	RT	18
0010	737+65	-	738+58	RT	19
0010	761+67	-	762+60	RT	19
0010	767+42	-	768+84	LT	28
0010	767+45	-	768+88	RT	29
0010	770+76	-	779+00	LT	161
0010	776+37	-	779+00	RT	52
0010	779+99	-	789+77	LT	191
0010	779+99	-	786+64	RT	130
				TOTAL 0010	9,759

REMOVING DISTRESSED PAVEMENT MILLING

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0180.01 SPECIAL (01. REMOVING DISTRESSED PAVEMENT MILLING) SY	REMARKS
0010	419+42	-	438+43	TRAVEL LANE	507	4-INCHES AT CORE
0010	646+05	-	664+63	TRAVEL LANE	496	4-INCHES AT CORE
0010	685+66	-	706+25	TRAVEL LANE	550	3.75 INCHES AT CORE
0010	760+40	-	779+95	TRAVEL LANE	522	4-INCHES AT CORE
				TOTAL 0010	2,075	

NOTE: EXISTING PAVEMENT LESS THAN 3.5 INCHES NOT INCLUDED

SHOT ROCK

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0195.01 SPECIAL (01. SHOT ROCK) TON
0010	280+00	-	286+95	LT	365
0010	303+95	-	310+00	LT	15
0010	314+00	-	321+00	LT	145
0010	337+00	-	366+90	LT	3,080
0010	373+00	-	375+04	LT	160
0010	383+50	-	392+00	LT	600
0010	396+00	-	400+00	LT	200
0010	440+00	-	458+00	LT	1,000
0010	466+00	-	468+00	LT	1,020
0010	474+50	-	482+70	LT	12,510
0010	488+50	-	489+12	LT	25
0010	510+70	-	511+25	LT	5
0010	522+00	-	563+30	LT	635
0010	564+00	-	572+00	LT	285
0010	579+40	-	580+56	LT	10
0010	598+00	-	617+00	LT	13,580
0010	662+00	-	665+91	LT	2,255
0010	724+00	-	734+33	LT	550
0010	750+00	-	754+00	LT	715
0010	776+37	-	782+00	LT	390
0010	788+72	-	789+53	LT	30
				TOTAL 0010	37,575

TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.01 AMENDMENT NO: 1

REMOVES PARCEL 1 OF TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.01 RECORDED AS DOCUMENT NUMBER 343807

THAT PART OF GOVERNMENT LOT 3, IN SECTION 36, TOWNSHIP 8 NORTH, RANGE 7 WEST, IN THE TOWN OF EASTMAN , CRAWFORD COUNTY, WISCONSIN.

STH 35 PRAIRIE DU CHIEN - FERRYVILLE, (CTH N - CTH E) CRAWFORD COUNTY

THE STATE OF WISCONSIN HAS DEEMED IT NECESSARY TO MONUMENT RIGHT-OF-WAY INTERESTS PREVIOUSLY ACQUIRED UNDER SECTIONS 82.01, 82.31(1), 82.31(2), AND 84.09 OF THE WISCONSIN STATE STATUTES AND DOES HEREBY CERTIFY THE DEPARTMENT OF TRANSPORTATION HAS SURVEYED THE HIGHWAY RIGHT-OF-WAY, THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND SHOWS ACCURATE MEASUREMENTS THEREOF.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #343807 AND FILED IN 3PL86.

349773

RECORDED 09/29/2022 08:02 AM
MELISSA C NAGEL
REGISTER OF DEEDS OFFICE
CRAWFORD COUNTY, WI
RECORDING FEE 25.00
PAGES: 1
VOLUME: 3PL PAGE: 121
The above recording information verifies that this document has been electronically recorded and returned to the submitter.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5160-07-20 - 4.01
AMENDMENT NO: 1

4

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

EXISTING ACCESS CONTROL ALONG STH 35 ESTABLISHED FROM CSM 1178.

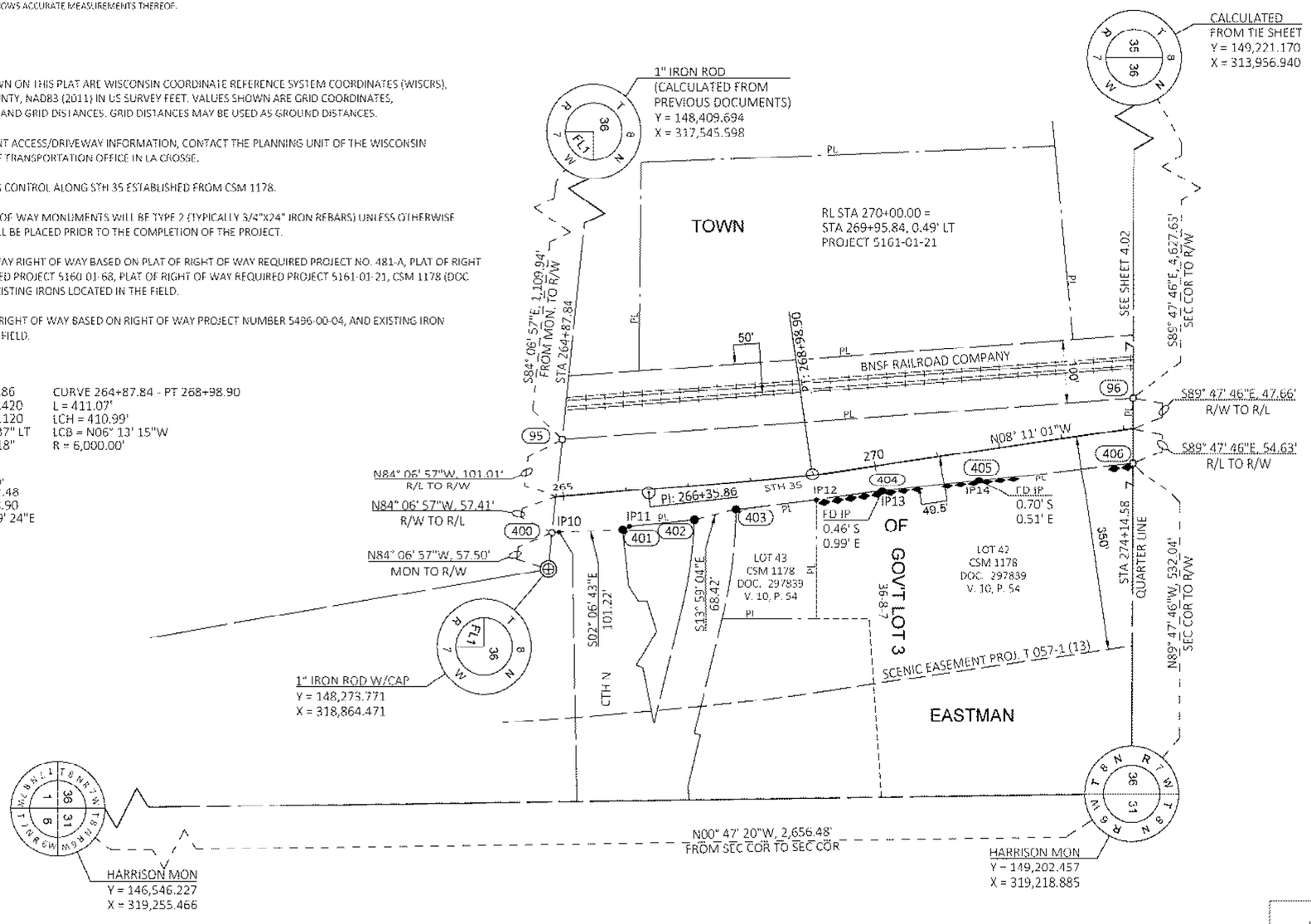
ALL NEW RIGHT OF WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED PROJECT NO. 481-A, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5160 01-68, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-01-21, CSM 1178 (DOC. 297839), AND EXISTING IRONS LOCATED IN THE FIELD.

EXISTING CTH N RIGHT OF WAY BASED ON RIGHT OF WAY PROJECT NUMBER 5496-00-04, AND EXISTING IRON LOCATED IN THE FIELD.

PI = 266+35.86
Y = 148,433.420
X = 318,743.120
Δ = 05° 01' 37" LT
D = 00° 57' 18"
T = 263.38'
L = 526.43'
R = 6,000.00'
PC = 263+72.48
PT = 268+98.90
DB = S03° 09' 24"E

CURVE 264+87.84 - PT 268+98.90
L = 411.07'
LCH = 410.99'
LCB = N06° 13' 15"W
R = 6,000.00'

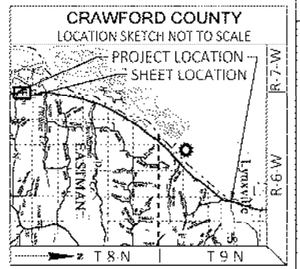


R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
95 96	N04° 05' 56"W	911.14'
405 404	S08° 20' 42"E	155.34'
IP11 - 401	S28° 09' 22"E	12.08'

R/W POINT TABLE		
PT. NO.	STATION	OFFSET
95	265+05.92	99.40' LT
96	274+21.53	47.15' LT
400	264+77.82	56.52' RT
401	265+89.20	61.15' RT
402	267+03.01	56.81' RT
403	267+70.28	48.06' RT
404	270+04.27	49.97' RT
405	271+59.61	49.54' RT
406	274+06.61	54.04' RT

EXISTING MONUMENTS			
PT. NO	STATION	OFFSET	DESCRIPTION
IP10	264+89.07	56.50' RT	3/4" REBAR
IP11	266+00.22	56.45' RT	3/4" REBAR
IP12	268+97.94	50.27' RT	3/4" REBAR
IP13	270+03.67	50.89' RT	3/4" REBAR
IP14	271+58.85	49.94' RT	3/4" REBAR

R/W COURSE CURVE TABLE					
COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	RADIUS
406 405	247.06'	247.04'	S07° 08' 17"E	02° 24' 49" LT	5864.69'
404 403	235.04'	235.03'	S07° 22' 41"E	01° 45' 03" RT	7694.54'
402 - IP11	103.76'	103.76'	S05° 37' 28"E	00° 46' 19" RT	7702.79'
IP10 400	11.36'	11.36'	S04° 21' 42"E	00° 05' 04" RT	7702.79'



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(608) 356-2771 www.msa-ps.com

I, ERIC SCHOOT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Eric J Schoot DATE: 9/26/22
PRINT NAME: ERIC SCHOOT
REGISTRATION NUMBER: S-3149-S

WISCONSIN ERIC J. SCHOOT S-3149 STEVENS POINT WI LAND SURVEYOR

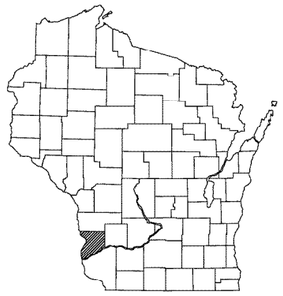
THIS PLAT IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlagel DATE: 9/26/22
PRINT NAME: CORY SCHLAGEL

FILE NAME : G:\00\00093\000935\35\CADD\RW\040101-RP.DWG
APPRAISAL PLAT DATE : SEPTEMBER 26, 2022
PLOT DATE : 9/26/2022 5:28 PM
PLOT BY : ERIC SCHOOT
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

5160-07-20 : 4.01
AMENDMENT NO. 1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
5160-07-20
PRAIRIE DU CHIEN - FERRYVILLE
CTH N TO CTH E
STH 35
CRAWFORD COUNTY



CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE (P.L.)
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC) (W (TYPE))
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING — TO BE REMOVED
BRIDGE

SECTION CORNER SYMBOL (T, 23, 24, 26, 25, R)
SECTION CORNER MONUMENT
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1 INCH UNLESS NOTED) IP
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN — SIGN
OFF-PREMISE SIGN (#1-25) SIGN

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)

PARCEL NUMBER 25 — UTILITY NUMBER 40
PARALLEL OFFSETS

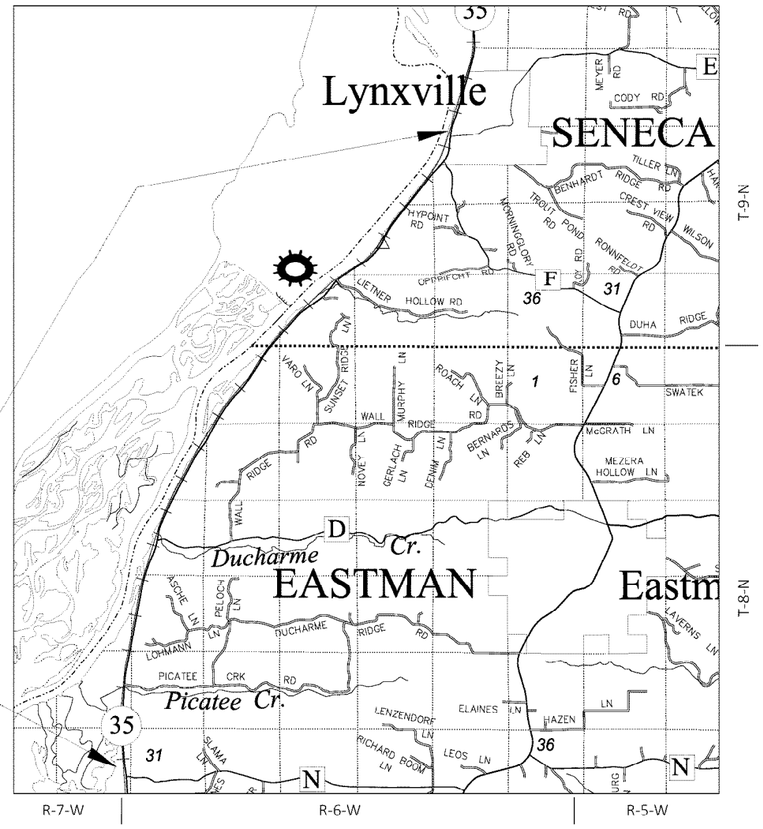
CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
COUNTY	CO	SEPTIC VENT	SEPV
COUNTY TRUNK HIGHWAY	CTH	SQUARE FEET	SF
DISTANCE	DIST	STATE TRUNK HIGHWAY	STH
CORNER	COR	STATION	STA
DOCUMENT NUMBER	DOC	TELEPHONE PEDESTAL	TP
EASEMENT	EASE	TEMPORARY LIMITED EASEMENT	TLE
EXISTING	EX	TRANSPORTATION PROJECT PLAT	TPP
GAS VALVE	GV	UNITED STATES HIGHWAY	USH
GRID NORTH	GN	VOLUME	V
HIGHWAY EASEMENT	HE		
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		
POINT OF COMPOUND CURVE	PCC		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

PROJECT LOCATION



CONVENTIONAL UTILITY SYMBOLS

W — WATER
G — GAS
T — TELEPHONE
OH — OVERHEAD TRANSMISSION LINES
E — ELECTRIC
TV — CABLE TELEVISION
FO — FIBER OPTIC
SAN — SANITARY SEWER
SS — STORM SEWER

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5160-07-20

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

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

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

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

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

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

PROJECT NUMBER 5160-07-20 -4. 01
SHEET 2 OF 2
AMENDMENT NO: 90

FILE NAME : G:\00\00093\00093539\CADD\RW\040101-RP.DWG
LAYOUT NAME: 040101T-rp
PLOT DATE : 9/16/2015 3:04 PM
PLOT BY : BRAD LEE
PLOT NAME : _____

TITLE

TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.02 AMENDMENT NO: 1

AMENDS PARCEL 1 OF TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.02 RECORDED AS DOCUMENT NUMBER 344205

THAT PART OF GOVERNMENT LOTS 1 & 2, IN SECTION 36, TOWNSHIP 8 NORTH, RANGE 7 WEST, IN THE TOWN OF EASTMAN, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 PRAIRIE DU CHIEN - FERRYVILLE, (CTH N - CTH E) CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1); OR (2), WISCONSIN STATUTES

PARCEL 1 HAS NOT BEEN ACQUIRED AT THIS TIME AND WILL NOT BE AVAILABLE FOR USE DURING THE CONSTRUCTION OF THIS PROJECT.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #343807 AND FILED IN 3PL86.

349774
RECORDED 09/29/2022 08:03 AM
MELISSA C NAGEL
REGISTER OF DEEDS OFFICE
CRAWFORD COUNTY, WI
RECORDING FEE 25.00
PAGES: 1
VOLUME: 3PL PAGE: 122
The above recording information verifies that this document has been electronically recorded and returned to the submitter.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

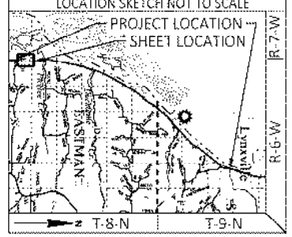
FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

EXISTING ACCESS CONTROL ALONG STH 35 ESTABLISHED FROM CSM 1178, CSM 1175, CSM 1173, AND CSM 1172.

ALL NEW RIGHT OF WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED PROJECT NO. 481-A, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5160-01-68, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-01-21, CSM 1172 (DOC 297833), CSM 1173 (DOC 297834), CSM 1175 (DOC 297836), CSM 1178 (DOC 297839), AND EXISTING IRONS LOCATED IN THE FIELD.

CRAWFORD COUNTY
LOCATION SKETCH NOT TO SCALE



R/W POINT TABLE		
PT. NO.	STATION	OFFSET
96	274+21.53	47.15' LT
97	275+78.43	35.99' LT
98	278+66.64	35.64' LT
99	281+58.77	36.05' LT
100	299+90.25	36.85' LT
101	300+48.40	37.00' LT
406	274+06.61	54.04' RT
407	275+94.43	64.25' RT
408	299+82.85	72.75' RT
409	300+42.58	71.44' RT

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5160-07-20 - 4.02
AMENDMENT NO: 1

4

CALCULATED
FROM TIE SHEET
Y = 149,221.170
X = 313,956.940

PI = 277+16.19
Y = 149,503.079
X = 318,589.292
Δ = 04° 04' 12" RT
D = 01° 16' 24"
T = 159.89'
L = 319.66'
R = 4,500.00'
PC = 275+56.29
PT = 278+75.95

PI = 299+51.33
Y = 151,732.597
X = 318,428.944
Δ = 01° 29' 32" RT

R/W COURSE CURVE TABLE					
COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	RADIUS
97 - 98	290.50'	290.45'	N05° 59' 52"W	03° 36' 14" RT	4618.66'
409 - 408	59.74'	59.74'	S05° 52' 26"E	00° 27' 00" LT	7605.18'
407 - 406	187.57'	187.56'	S05° 00' 54"E	01° 49' 57" LT	5864.69'

SCHEDULE OF LANDS & INTERESTS REQUIRED			
PARCEL NUMBER	OWNERS	INTEREST REQUIRED	PLE ACRES
1	BNSF RAILROAD COMPANY	PLE	0.122 AC

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

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

1" IRON ROD
W/ALUM CAP
Y = 151,833.333
X = 317,695.227

PLE 0.014 AC DRAINAGE (1)
PLE 0.026 AC DRAINAGE (1)
PLE 0.019 AC DRAINAGE (1)
PLE 0.019 AC DRAINAGE (1)
PLE 0.025 AC DRAINAGE (1)
PLE 0.019 AC DRAINAGE (1)

RL STA 280+00.00 =
STA 279+95.91, 0.82' RT
PROJECT 5161-01-21

TOWN
EASTMAN
GOV'T LOT 1
GOV'T LOT 2
SCENIC EASEMENT PROJ. T 057-1 (13)
BNSF RAILROAD COMPANY
STH 35
OF
LOT 20 CSM 1172 DOC. 297833 V. 10, P. 48
LOT 21 CSM 1173 DOC. 297834 V. 10, P. 49
LOT 24 CSM 1173 DOC. 297834 V. 10, P. 49
LOT 29 CSM 1175 DOC. 297836 V. 10, P. 51
LOT 30 CSM 1175 DOC. 297836 V. 10, P. 51
LOT 31 CSM 1175 DOC. 297836 V. 10, P. 51
LOT 32 CSM 1175 DOC. 297836 V. 10, P. 51
LOT 42 CSM 1178 DOC. 297839 V. 10, P. 54
LOT 19 CSM 1172 DOC. 297833 V. 10, P. 48

SEE SHEET 4.01
SEE SHEET 4.03
PC: 275+56.29
PT: 278+75.95
PT: 299+51.33
N89° 47' 46"E, 4,627.65' SEC COR TO R/W
N89° 47' 46"W, 47.66' R/L TO R/W
N89° 47' 46"W, 54.63' R/W TO R/L
N89° 47' 46"W, 532.04' SEC COR TO R/W
STA 274+14.58 QUARTER LINE
STA 300+46.42 SECTION LINE
S89° 32' 55"E, 692.33' MON TO R/W
S89° 32' 55"E, 37.06' R/W TO R/L
S89° 32' 55"E, 71.55' R/L TO R/W
N89° 32' 55"W, 779.11' SEC COR TO R/W
N02° 37' 17"W
N01° 06' 49"W
N08° 11' 01"W
FD IP 0.62' S 0.40' E
FD IP 0.07' N 0.58' E

HARRISON MON
Y = 149,202.457
X = 319,218.885

HARRISON MON
Y = 151,820.885
X = 319,275.228

SCALE, FEET 0 100 200

R/W COURSE TABLE			
COURSE	BEARING	DISTANCE
96 - 672	N04° 03' 56"W	100.00'
672 - 675	N04° 03' 56"W	30.08'
675 - 97	N04° 03' 56"W	27.40'
98 - 676	N04° 11' 46"W	20.44'
676 - 679	N04° 11' 46"W	30.00'
679 - 99	N04° 11' 46"W	241.77'
99 - 680	N04° 06' 24"W	166.73'
680 - 683	N04° 06' 24"W	30.50'
683 - 684	N04° 06' 24"W	304.00'
684 - 687	N04° 06' 24"W	40.00'
687 - 688	N04° 06' 24"W	887.00'
688 - 691	N04° 06' 24"W	30.00'
691 - 100	N04° 06' 24"W	374.19'
100 - 692	N02° 46' 22"W	34.75'
692 - 101	N02° 46' 22"W	23.40'
408 - 407	S04° 05' 56"E	2382.32'

PLE POINT TABLE		
PT. NO.	STATION	OFFSET
672	275+21.27	40.03' LT
673	275+23.92	77.31' LT
674	275+53.92	75.18' LT
675	275+51.27	37.89' LT
676	278+87.00	35.66' LT
677	278+87.00	63.51' LT
678	279+17.00	63.51' LT
679	279+17.00	35.70' LT
680	283+25.50	36.03' LT
681	283+26.00	63.56' LT
682	283+56.00	63.57' LT
683	283+56.00	36.03' LT

PLE POINT TABLE		
PT. NO.	STATION	OFFSET
684	286+60.00	35.99' LT
685	286+60.00	63.60' LT
686	287+00.00	63.61' LT
687	287+00.00	35.98' LT
688	295+87.00	35.87' LT
689	295+87.00	63.71' LT
690	296+17.00	63.72' LT
691	296+17.00	35.87' LT
692	300+25.00	36.94' LT
693	300+25.00	62.63' LT
694	300+49.78	62.61' LT

PLE COURSE TABLE		
COURSE	BEARING	DISTANCE
672 - 673	S85° 52' 46"W	37.37'
673 - 674	N04° 07' 14"W	30.08'
674 - 675	N85° 52' 46"E	37.38'
676 - 677	S85° 53' 02"W	27.85'
677 - 678	N04° 07' 14"W	30.00'
678 - 679	N85° 52' 46"E	27.81'
680 - 681	S86° 55' 26"W	27.54'
681 - 682	N04° 07' 14"W	30.00'
682 - 683	N85° 53' 00"E	27.54'
684 - 685	S85° 52' 46"W	27.61'
685 - 686	N04° 07' 14"W	40.00'
686 - 687	N85° 53' 11"E	27.62'
688 - 689	S85° 52' 46"W	27.84'
689 - 690	N04° 07' 14"W	30.00'
690 - 691	N85° 52' 46"E	27.85'
692 - 693	S87° 22' 43"W	25.69'
693 - 694	N02° 34' 44"W	24.78'
694 - 101	S89° 32' 55"E	25.64'

EXISTING MONUMENTS			
PT. NO.	STATION	OFFSET	DESCRIPTION
IP15	275+93.75	64.57' RT	3/4" REBAR
IP16	278+81.50	73.50' RT	3/4" REBAR
IP17	282+14.33	73.48' RT	3/4" REBAR
IP18	284+93.69	73.65' RT	3/4" REBAR
IP19	287+32.85	73.75' RT	3/4" REBAR
IP20	289+08.35	73.80' RT	3/4" REBAR
IP21	300+42.63	72.03' RT	3/4" REBAR

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1230 SOUTH BOULEVARD, BARABOO, WI 53913
(608) 356-2771 www.msa-ps.com

I, ERIC SCHOOT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN ERIC J. SCHOOT S-3149 STEVENS POINT WI LAND SURVEYOR

SIGNATURE: Eric J Schoot DATE: 9/26/22
PRINT NAME: ERIC SCHOOT
REGISTRATION NUMBER: S-3149-6

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlegel DATE: 9/26/22
PRINT NAME: CORY SCHLEGEL

FILE NAME : G:\00\00093\000935\36\CADD\RW\D40101-RP.DWG
APPRAISAL PLAT DATE : SEPTEMBER 26, 2022
PLOT DATE : 9/26/2022 5:29 PM
PLOT BY : ERIC SCHOOT
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

S160-07-20 - 4.02
AMENDMENT NO. 1

PARCEL 1 HAS NOT BEEN ACQUIRED AT THIS TIME AND WILL NOT BE AVAILABLE FOR USE DURING THE CONSTRUCTION OF THIS PROJECT.

TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.03 AMENDMENT NO: 1

AMENDS PARCEL 1 OF TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.03 RECORDED AS DOCUMENT 344206

THAT PART OF GOVERNMENT LOTS 4 & 5, IN SECTION 25, TOWNSHIP 8 NORTH, RANGE 7 WEST, IN THE TOWN OF EASTMAN, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 PRAIRIE DU CHIEN - FERRYVILLE, (CTH N - CTH E) CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	PLE ACRES
1	BNSF RAILROAD COMPANY	PLE	0.130 AC

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #343807 AND FILED IN 3PL86.

PLE POINT TABLE		
PT. NO.	STATION	OFFSET
694	300+49.78	62.61' LT
695	301+10.00	62.57' LT
696	301+10.00	37.17' LT
697	307+77.00	37.00' LT
698	302+77.00	61.54' LT
699	303+07.00	61.59' LT
700	303+07.00	36.91' LT

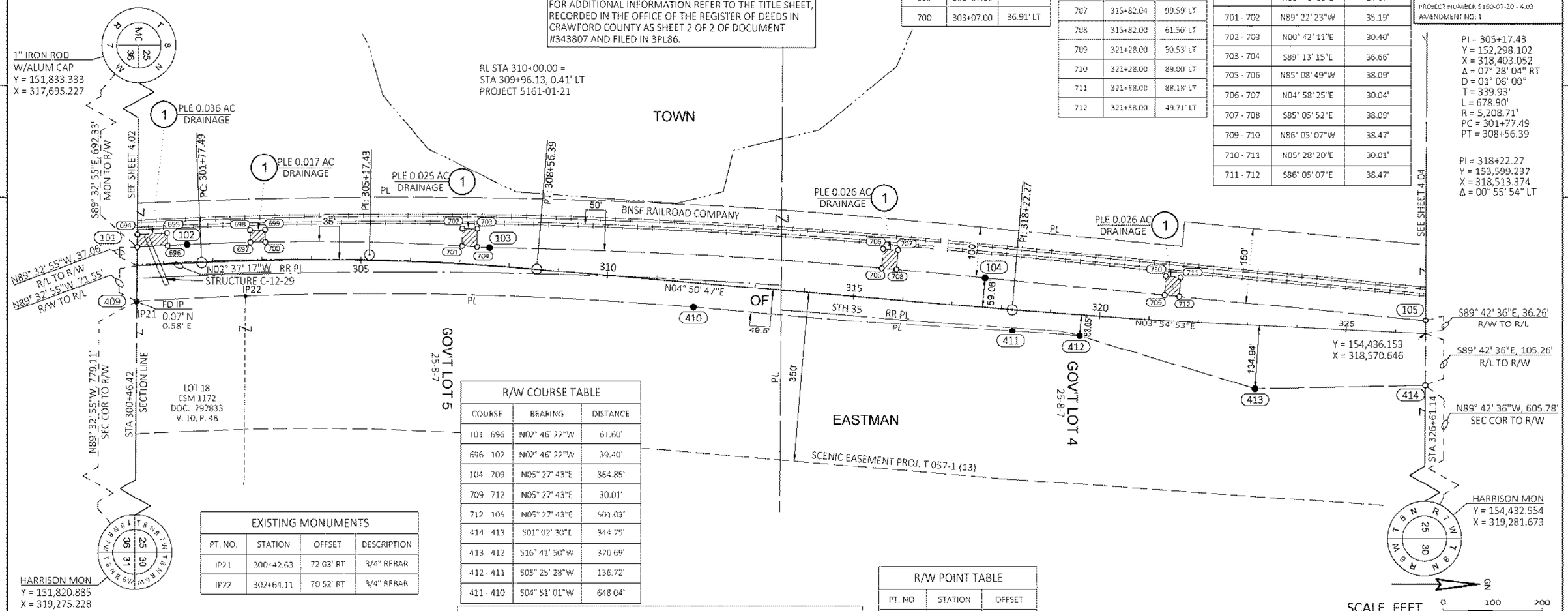
PLE POINT TABLE		
PT. NO.	STATION	OFFSET
701	307+02.97	35.82' LT
702	307+01.44	70.97' LT
703	307+31.40	72.35' LT
704	307+33.11	35.74' LT
705	315+52.00	61.57' LT
706	315+52.00	99.66' LT
707	315+82.04	99.59' LT
708	315+82.00	61.50' LT
709	321+28.00	50.53' LT
710	321+28.00	89.00' LT
711	321+58.00	88.18' LT
712	321+58.00	49.71' LT

PLE COURSE TABLE		
COURSE	BEARING	DISTANCE
101 - 694	N89° 32' 55"W	25.64'
694 - 695	N02° 34' 45"W	60.22'
695 - 696	N87° 22' 43"E	25.40'
697 - 698	S88° 28' 23"W	24.55'
698 - 699	N01° 26' 55"W	30.35'
699 - 700	N88° 48' 11"E	24.67'
701 - 702	N89° 22' 23"W	35.19'
702 - 703	N00° 42' 11"E	30.40'
703 - 704	S89° 13' 15"E	36.66'
705 - 706	N85° 08' 49"W	38.09'
706 - 707	N04° 58' 25"E	30.04'
707 - 708	S85° 05' 52"E	38.09'
709 - 710	N86° 05' 07"W	38.47'
710 - 711	N05° 28' 20"E	30.01'
711 - 712	S86° 05' 07"E	38.47'

349775

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PAGES: 1
VOLUME: 2PL PAGE: 122
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5160-07-20 - 4.03
AMENDMENT NO: 1



R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
101 - 696	N02° 46' 22"W	61.60'
696 - 102	N02° 46' 22"W	39.40'
104 - 709	N05° 27' 43"E	364.85'
709 - 712	N05° 27' 43"E	30.01'
712 - 105	N05° 27' 43"E	501.03'
414 - 413	S01° 02' 30"E	344.75'
413 - 412	S16° 41' 50"W	370.69'
412 - 411	S05° 25' 28"W	136.72'
411 - 410	S04° 51' 01"W	648.04'

EXISTING MONUMENTS			
PT. NO.	STATION	OFFSET	DESCRIPTION
IP21	300+42.63	72.03' RT	3/4" REBAR
IP22	302+64.11	70.52' RT	3/4" REBAR

R/W COURSE CURVE TABLE					
COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	RADIUS
102 - 697	128.31'	128.31'	N02° 04' 18"W	01° 24' 07" RT	5243.71'
697 - 700	30.21'	30.21'	N01° 12' 20"W	00° 19' 48" RT	5243.71'
700 - 701	398.74'	398.64'	N01° 08' 16"E	04° 21' 25" RT	5243.71'
701 - 704	30.34'	30.34'	N03° 28' 55"E	00° 19' 54" RT	5243.71'
704 - 103	25.25'	25.25'	N03° 47' 09"E	00° 16' 33" RT	5243.71'
103 - 705	795.09'	794.93'	N02° 54' 43"E	03° 59' 34" RT	11409.74'
705 - 708	30.00'	30.00'	N04° 59' 01"E	00° 09' 02" RT	11409.74'
708 - 104	180.32'	180.32'	N05° 30' 42"E	00° 54' 20" RT	11409.74'
410 - 409	1128.13'	1127.09'	S00° 36' 02"W	08° 29' 57" LT	7605.18'

R/W POINT TABLE		
PT. NO	STATION	OFFSET
101	300+48.40	37.00' LT
102	301+49.40	37.27' LT
103	307+58.19	35.67' LT
104	317+62.31	59.41' LT
105	326+58.85	36.19' LT
409	300+42.58	71.44' RT
410	311+78.93	49.11' RT
411	318+26.17	49.22' RT
412	319+62.84	52.82' RT
413	323+24.34	134.84' RT
414	326+67.79	105.05' RT

NOTES:

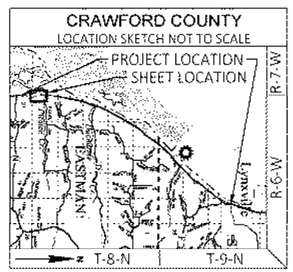
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED PROJECT NO. 481-A, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5160-01-68, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-01-21, CSM 1172 (DOC 297833), AND EXISTING IRONS LOCATED IN THE FIELD

CRAWFORD COUNTY
LOCATION SKETCH NOT TO SCALE



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I, ERIC SCHOOT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Eric J Schoot DATE: 9/26/22
PRINT NAME: ERIC SCHOOT
REGISTRATION NUMBER: S-3149-6

WISCONSIN ERIC J. SCHOOT S-3149 STEVENS POINT WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlegel DATE: 9/26/22
PRINT NAME: CORY SCHLEGEL

FILE NAME : G:\00\00093\000935369\CADD\RW\D40101-RP.DWG
APPRAISAL PLAT DATE : SEPTEMBER 26, 2022
PLOT DATE : 9/26/2022 5:30 PM
PLOT BY : ERIC SCHOOT
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

5160 07 20 4.03
AMENDMENT NO. 1

PARCEL 1 HAS NOT BEEN ACQUIRED AT THIS TIME AND WILL NOT BE AVAILABLE FOR USE DURING THE CONSTRUCTION OF THIS PROJECT.

TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.04 AMENDMENT NO: 1

AMENDS PARCEL 1 OF TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.04 RECORDED AS DOCUMENT NUMBER 344207

THAT PART OF THE SOUTHEAST ¼ OF THE NORTHEAST ¼, AND THE NORTHEAST ¼ OF THE NORTHEAST ¼, IN SECTION 25, TOWNSHIP 8 NORTH, RANGE 7 WEST, IN THE TOWN OF EASTMAN, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 PRAIRIE DU CHIEN - FERRYVILLE, (CTH N - CTH E) CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	PLE ACRES
1	BNSF RAILROAD COMPANY	PLE	0.583 AC

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

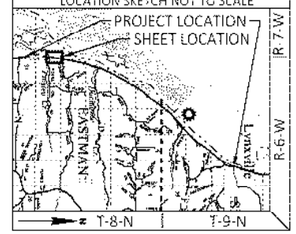
ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED PROJECT NO. 481-A, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5160-01-68, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-01-21, AND EXISTING IRONS LOCATED IN THE FIELD.

EXISTING TOWN ROAD RIGHT OF WAY BASED ON THE CENTERLINE OF EXISTING PAVEMENT, AND PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-01-21.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #343807 AND FILED IN 3PL86.

CRAWFORD COUNTY
LOCATION SKETCH NOT TO SCALE



EXISTING MONUMENTS

PT NO.	STATION	OFFSET	DESCRIPTION
IP23	346+59.14	47.05' RT	3/4" REBAR

PLE COURSE TABLE

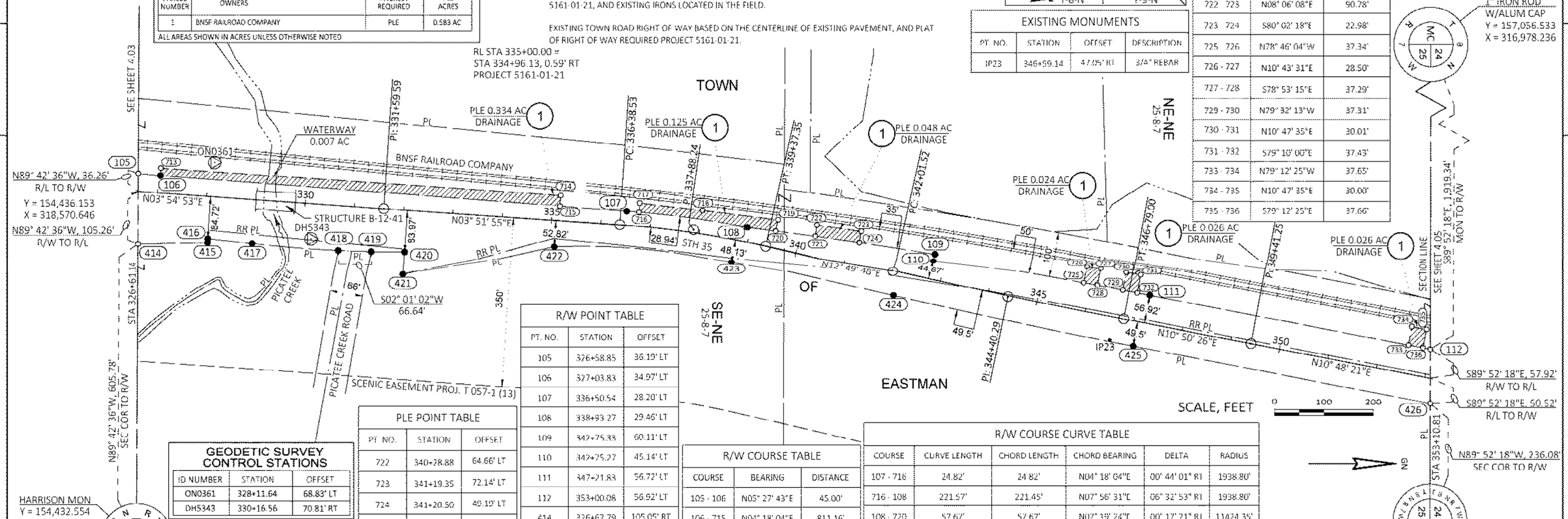
COURSE	BEARING	DISTANCE
106 713	N86° 05' 07"W	15.03'
713 714	N03° 53' 35"E	811.13'
714 715	S86° 08' 05"E	20.80'
716 717	N85° 02' 25"W	17.88'
717 718	N06° 23' 14"E	128.04'
718 719	N07° 05' 35"E	154.05'
719 720	S77° 15' 12"E	23.07'
721 722	N82° 07' 42"W	22.97'
722 723	N08° 06' 08"E	90.78'
723 724	S80° 02' 18"E	22.98'
725 726	N78° 46' 04"W	37.34'
726 727	N10° 43' 31"E	28.50'
727 728	S78° 53' 15"E	37.29'
729 730	N79° 32' 13"W	37.31'
730 731	N10° 47' 35"E	30.01'
731 732	S79° 16' 00"E	37.43'
733 734	N79° 12' 25"W	37.65'
734 735	N10° 47' 35"E	30.00'
735 736	S79° 12' 25"E	37.66'

349776

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VOLUME: 3PL PAGE: 324
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5160-07-20 - 4.04
AMENDMENT NO: 1

4



GEODETIC SURVEY CONTROL STATIONS

ID NUMBER	STATION	OFFSET
ON0361	328+11.64	68.83' LT
DH5343	330+16.56	70.81' RT

PLE POINT TABLE

PT. NO.	STATION	OFFSET
713	327+03.83	50.00' LT
714	335+15.00	50.00' LT
715	335+15.00	29.20' LT
716	336+75.00	28.33' LT
717	336+75.00	46.21' LT
718	338+00.00	47.21' LT
719	339+50.00	57.55' LT
720	339+50.00	34.48' LT
721	340+30.86	41.78' LT

PLE POINT TABLE

PT. NO.	STATION	OFFSET
722	340+28.88	64.66' LT
723	341+19.35	72.14' LT
724	341+20.50	49.19' LT
725	345+85.00	56.51' LT
726	345+85.00	93.85' LT
727	346+13.69	94.08' LT
728	346+13.69	56.79' LT
729	346+66.18	56.96' LT
730	346+65.90	94.27' LT
731	346+96.00	94.30' LT
732	346+96.00	56.87' LT
733	352+55.01	56.92' LT
734	352+55.00	94.57' LT
735	352+85.00	94.58' LT
736	352+85.01	56.92' LT

R/W POINT TABLE

PT. NO.	STATION	OFFSET
105	326+58.85	36.19' LT
106	327+03.83	34.97' LT
107	336+50.54	28.20' LT
108	338+93.27	29.46' LT
109	342+75.33	60.11' LT
110	342+75.27	45.14' LT
111	347+21.83	56.72' LT
112	353+00.08	56.92' LT
414	326+67.79	105.05' RT
415	328+08.09	92.88' RT
416	328+08.09	84.78' RT
417	328+98.34	88.50' RT
418	330+73.20	90.26' RT
419	331+39.81	88.05' RT
420	332+07.53	84.21' RT
421	332+07.47	138.71' RT
422	335+09.22	53.43' RT
423	338+75.50	47.70' RT
424	342+13.91	48.93' RT
425	347+07.94	49.71' RT
426	353+20.17	49.65' RT

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
105 - 106	N05° 27' 43"E	45.00'
106 - 715	N04° 18' 04"E	811.16'
715 - 107	N04° 18' 04"E	135.72'
109 - 110	S77° 15' 20"E	14.97'
111 - 733	N10° 47' 57"E	533.14'
733 - 736	N10° 47' 57"E	30.00'
736 - 112	N10° 47' 57"E	15.07'
426 - 425	S10° 48' 49"W	612.26'
424 - 423	S12° 52' 19"W	336.90'
422 - 421	S11° 55' 00"E	313.57'
421 - 420	N86° 03' 56"W	54.50'
417 - 416	S06° 16' 33"W	90.33'
416 - 415	S86° 03' 56"E	8.10'
415 - 414	S01° 02' 30"E	140.82'

R/W COURSE CURVE TABLE

COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	RADIUS
107 - 716	24.82'	24.82'	N04° 18' 04"E	00° 44' 01" RT	1938.80'
716 - 108	221.57'	221.45'	N07° 56' 31"E	06° 32' 53" RT	1938.80'
108 - 720	57.67'	57.67'	N07° 19' 24"E	00° 17' 21" RT	11424.35'
720 - 721	81.19'	81.19'	N07° 40' 18"E	00° 24' 26" RT	11424.35'
721 - 724	89.94'	89.94'	N08° 06' 02"E	00° 27' 04" RT	11424.35'
724 - 109	154.91'	154.91'	N08° 42' 53"E	00° 46' 37" RT	11424.35'
110 - 725	308.79'	308.78'	N09° 46' 04"E	01° 33' 02" RT	11409.47'
725 - 728	28.58'	28.57'	N10° 36' 54"E	00° 08' 37" RT	11409.47'
728 - 729	52.28'	52.28'	N10° 45' 04"E	00° 15' 45" RT	11409.47'
729 - 732	29.77'	29.77'	N11° 01' 26"E	00° 08' 58" RT	11409.47'
732 - 111	25.83'	25.83'	N11° 09' 49"E	00° 07' 47" RT	11409.47'
425 - 424	495.70'	495.68'	S11° 50' 34"W	02° 03' 29" RT	13800.49'
423 - 422	360.94'	359.87'	S05° 13' 59"W	15° 16' 38" LT	1353.66'
420 - 419	67.91'	67.91'	S00° 38' 26"W	01° 23' 23" RT	2799.70'
418 - 417	174.89'	174.86'	S04° 29' 20"W	03° 34' 45" RT	2799.70'

PI = 331+59.59
Y = 154,933.437
X = 318,604.677
Δ = 00° 02' 58" LT

PI = 337+88.24
Y = 155,560.663
X = 318,647.057
Δ = 08° 57' 52" RT
D = 03° 00' 00"
T = 349.72'
L = 298.82'
R = 1,909.86'
PC = 336+38.53
PT = 339+37.35

PI = 344+40.29
Y = 156,197.023
X = 318,791.984
Δ = 01° 59' 22" LT
D = 00° 25' 00"
T = 238.76'
L = 477.48'
R = 13,750.99'
PC = 342+01.52
PT = 346+79.00

PI = 349+41.25
Y = 156,689.097
X = 318,886.213
Δ = 00° 02' 05" LT

I, ERIC SCHOOT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Eric J Schoot DATE: 9/26/22
PRINT NAME: ERIC SCHOOT
REGISTRATION NUMBER: S-3149-6

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlagel DATE: 9/26/22
PRINT NAME: CORY SCHLAGEL

ERIC J. SCHOOT S-3149 STEVENS POINT WI WISCONSIN LAND SURVEYOR

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1230 SOUTH BOULEVARD, BARABOO, WI 53913
(608) 356-2771 www.msa-ps.com

FILE NAME : G:\00\00093\000935.38\CADD\RW\040101-RP.DWG
APPRAISAL PLAT DATE : SEPTEMBER 26, 2022
PLOT DATE : 9/26/2022 5:31 PM
PLOT BY : ERIC SCHOOT
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

5160-07-20 - 4.04
AMENDMENT NO. 1

PARCEL 1 HAS NOT BEEN ACQUIRED AT THIS TIME AND WILL NOT BE AVAILABLE FOR USE DURING THE CONSTRUCTION OF THIS PROJECT.

TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.05 AMENDMENT NO: 1

AMENDS PARCEL 1 OF TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.05 RECORDED AS DOCUMENT NUMBER 344208

THAT PART OF GOVERNMENT LOTS 1 & 2, IN SECTION 24, TOWNSHIP 8 NORTH, RANGE 7 WEST, AND ALSO, PART OF THE NORTHWEST ¼ OF THE SOUTHWEST ¼, IN SECTION 19, TOWNSHIP 8 NORTH, RANGE 6 WEST, ALL IN THE TOWN OF EASTMAN, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 PRAIRIE DU CHIEN - FERRYVILLE, (CTH N - CTH E) CRAWFORD COUNTY

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

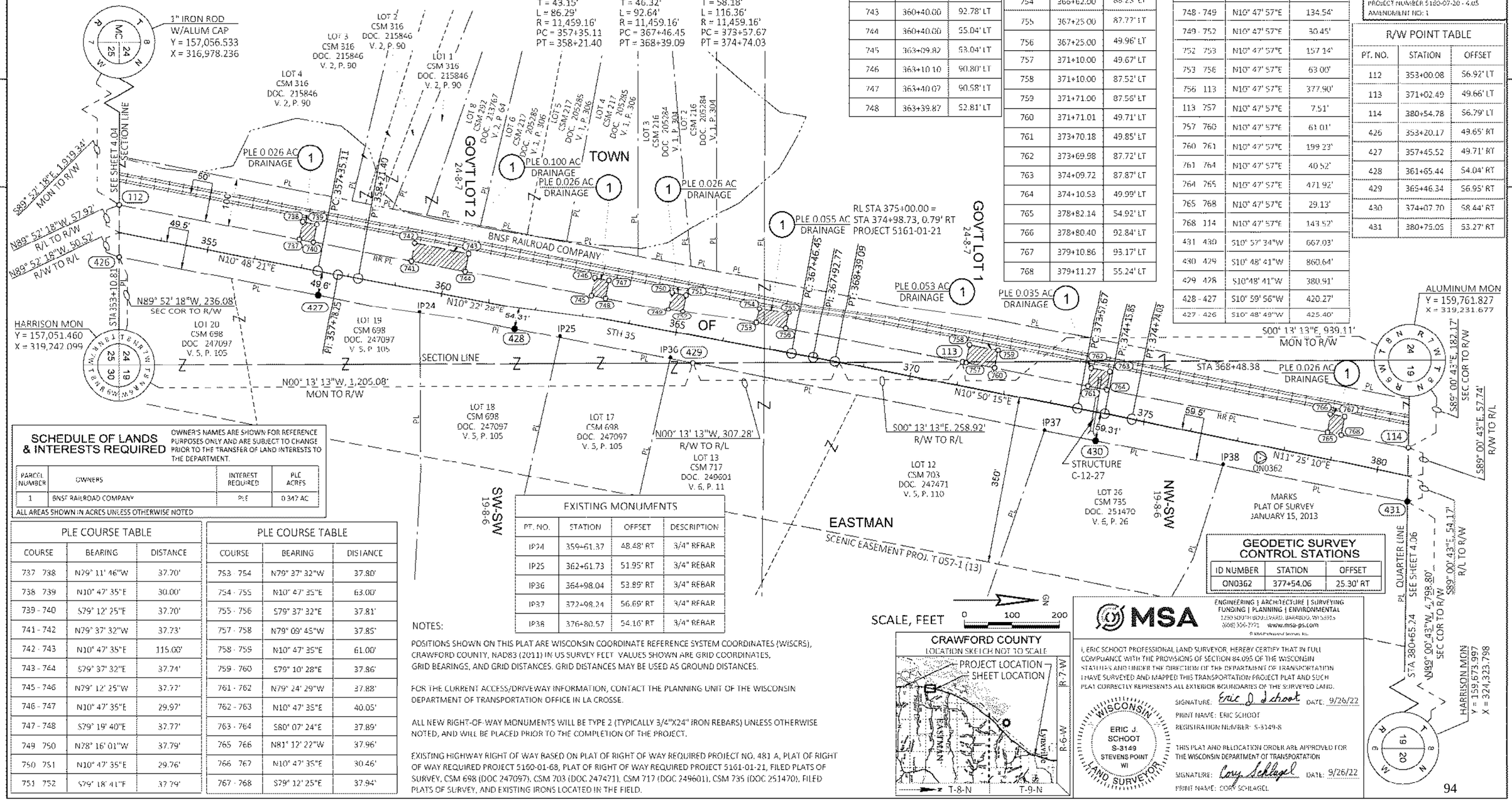
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #343807 AND FILED IN 3PL86.

349777
RECORDED 09/29/2022 08:05 AM
MELISSA C NAGEL
REGISTER OF DEEDS OFFICE
CRAWFORD COUNTY, WI
RECORDING FEE 25.00
PAGES: 1
VOLUME: 3PL PAGE: 32S
The above recording information verifies that this document has been electronically recorded and returned to the submitter.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5160-07-20 - 4.05
AMENDMENT NO: 1



PLE POINT TABLE		
PT. NO.	STATION	OFFSET
737	356+85.00	56.97' LT
738	356+85.00	94.67' LT
739	357+15.00	94.67' LT
740	357+15.01	56.97' LT
741	359+25.00	55.89' LT
742	359+25.00	93.67' LT
743	360+40.00	92.78' LT
744	360+40.00	55.04' LT
745	363+09.82	93.04' LT
746	363+10.10	90.80' LT
747	363+40.07	90.58' LT
748	363+39.87	52.81' LT

PLE POINT TABLE		
PT. NO.	STATION	OFFSET
749	364+74.41	51.82' LT
750	364+75.31	89.59' LT
751	365+05.07	89.38' LT
752	365+04.86	51.59' LT
753	366+62.00	50.42' LT
754	366+62.00	88.23' LT
755	367+25.00	87.77' LT
756	367+25.00	49.96' LT
757	371+10.00	49.67' LT
758	371+10.00	87.52' LT
759	371+71.00	87.56' LT
760	371+71.01	49.71' LT
761	373+70.18	49.85' LT
762	373+69.98	87.72' LT
763	374+09.72	87.87' LT
764	374+10.53	49.99' LT
765	378+82.14	54.92' LT
766	378+80.40	92.84' LT
767	379+10.86	93.17' LT
768	379+11.27	55.24' LT

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
112 - 737	N10° 47' 57"E	384.92'
737 - 740	N10° 47' 57"E	30.01'
740 - 741	N10° 47' 57"E	209.57'
741 - 744	N10° 47' 57"E	115.00'
744 - 745	N10° 47' 57"E	269.83'
745 - 748	N10° 47' 57"E	30.05'
748 - 749	N10° 47' 57"E	134.54'
749 - 752	N10° 47' 57"E	30.45'
752 - 753	N10° 47' 57"E	157.14'
753 - 756	N10° 47' 57"E	63.00'
756 - 113	N10° 47' 57"E	377.90'
113 - 757	N10° 47' 57"E	7.51'
757 - 760	N10° 47' 57"E	61.01'
760 - 761	N10° 47' 57"E	199.23'
761 - 764	N10° 47' 57"E	40.52'
764 - 765	N10° 47' 57"E	471.92'
765 - 768	N10° 47' 57"E	29.13'
768 - 114	N10° 47' 57"E	143.52'
431 - 430	S10° 57' 34"W	667.03'
430 - 429	S10° 48' 41"W	860.64'
429 - 428	S10°48' 41"W	380.91'
428 - 427	S10° 59' 56"W	420.27'
427 - 426	S10° 48' 49"W	425.40'

R/W POINT TABLE		
PT. NO.	STATION	OFFSET
112	353+00.08	56.92' LT
113	371+02.49	49.66' LT
114	380+54.78	56.79' LT
426	353+20.17	49.65' RT
427	357+45.52	49.71' RT
428	361+65.44	54.04' RT
429	365+46.34	56.95' RT
430	374+07.70	58.44' RT
431	380+75.05	53.27' RT

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	PLE ACRES
1	BNSF RAILROAD COMPANY	PLE	0.347 AC

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

PLE COURSE TABLE		
COURSE	BEARING	DISTANCE
737 - 738	N79° 11' 46"W	37.70'
738 - 739	N10° 47' 35"E	30.00'
739 - 740	S79° 12' 25"E	37.70'
741 - 742	N79° 37' 32"W	37.73'
742 - 743	N10° 47' 35"E	115.00'
743 - 744	S79° 37' 32"E	37.74'
745 - 746	N79° 12' 25"W	37.77'
746 - 747	N10° 47' 35"E	29.97'
747 - 748	S79° 19' 40"E	37.77'
749 - 750	N78° 16' 01"W	37.79'
750 - 751	N10° 47' 35"E	29.76'
751 - 752	S79° 18' 41"E	37.79'

PLE COURSE TABLE		
COURSE	BEARING	DISTANCE
753 - 754	N79° 37' 32"W	37.80'
754 - 755	N10° 47' 35"E	63.00'
755 - 756	S79° 37' 32"E	37.81'
757 - 758	N79° 09' 45"W	37.85'
758 - 759	N10° 47' 35"E	61.00'
759 - 760	S79° 10' 28"E	37.86'
761 - 762	N79° 24' 29"W	37.88'
762 - 763	N10° 47' 35"E	40.05'
763 - 764	S80° 07' 24"E	37.89'
765 - 766	N81° 12' 22"W	37.96'
766 - 767	N10° 47' 35"E	30.46'
767 - 768	S79° 12' 25"E	37.94'

EXISTING MONUMENTS			
PT. NO.	STATION	OFFSET	DESCRIPTION
IP24	359+61.37	48.48' RT	3/4" REBAR
IP25	362+51.73	51.95' RT	3/4" REBAR
IP36	364+98.04	53.89' RT	3/4" REBAR
IP37	372+98.24	56.69' RT	3/4" REBAR
IP38	376+80.57	54.16' RT	3/4" REBAR

GEODETIC SURVEY CONTROL STATIONS		
ID NUMBER	STATION	OFFSET
ON0362	377+54.06	25.30' RT

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED PROJECT NO. 481 A, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5160-01-68, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-01-21, FILED PLATS OF SURVEY, CSM 698 (DOC 247097), CSM 703 (DOC 247471), CSM 717 (DOC 249601), CSM 735 (DOC 251470), FILED PLATS OF SURVEY, AND EXISTING IRONS LOCATED IN THE FIELD.

CRAWFORD COUNTY
LOCATION SKETCH NOT TO SCALE

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FUNDING | PLANNING | ENVIRONMENTAL
1230 SOUTH BOULEVARD, BARABOO, WI 53913
(608) 356-2771 www.msa-ps.com

I, ERIC SCHOOT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN ERIC J. SCHOOT S-3149 STEVENS POINT WI LAND SURVEYOR

SIGNATURE: Eric J Schoot DATE: 9/26/22
PRINT NAME: ERIC SCHOOT
REGISTRATION NUMBER: S-3149-S

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlagel DATE: 9/26/22
PRINT NAME: CORY SCHLAGEL

FILE NAME : G:\00\00093\000935\35\CADD\RW\040101-RP.DWG
APPRAISAL PLAT DATE : SEPTEMBER 26, 2022
PLOT DATE : 9/26/2022 5:32 PM
PLOT BY : ERIC SCHOOT
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

PARCEL 1 HAS NOT BEEN ACQUIRED AT THIS TIME AND WILL NOT BE AVAILABLE FOR USE DURING THE CONSTRUCTION OF THIS PROJECT.

TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.06 AMENDMENT NO: 1

AMENDS PARCEL 1 OF TRANSPORTATION PROJECT PLAT NO. 5160-07-20 - 4.06 RECORDED AS DOCUMENT NUMBER 344209

THAT PART OF GOVERNMENT LOTS 1 & 2, IN SECTION 19, TOWNSHIP 8 NORTH, RANGE 6 WEST, IN THE TOWN OF EASTMAN, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 PRAIRIE DU CHIEN - FERRYVILLE, (CTH N - CTH E) CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #343807 AND FILED IN 3PL86.

349854
RECORDED 10/05/2022 01:54 PM
MELISSA C NAGEL
REGISTER OF DEEDS OFFICE
CRAWFORD COUNTY, WI
RECORDING FEE 25.00
PAGES: 1
VOLUME: 3PL PAGE: 126
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5160-07-20 - 4.06
AMENDMENT NO: 1

R/W COURSE CURVE TABLE					
COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	RADIUS
115 781	632.85'	632.77'	N11° 53' 10"E	03° 10' 41" RT	11409.74'
781 784	30.24'	30.24'	N13° 33' 04"E	00° 09' 07" RT	11409.74'
784 785	68.52'	68.52'	N13° 47' 56"E	00° 20' 39" RT	11409.74'
785 788	30.22'	30.22'	N14° 02' 49"E	00° 09' 06" RT	11409.74'
788 116	227.74'	227.73'	N14° 41' 40"E	01° 08' 37" RT	11409.74'
116 789	46.03'	46.03'	N14° 08' 07"E	00° 20' 37" RT	7674.44'
789 792	30.18'	30.18'	N14° 20' 12"E	00° 13' 31" RT	7674.44'
792 117	241.59'	241.58'	N15° 21' 06"E	01° 48' 13" RT	7674.44'
440 439	286.39'	286.35'	S14° 11' 49"W	02° 59' 13" LT	5493.42'

R/W POINT TABLE		
PT. NO	STATION	OFFSET
114	380+54.78	56.79' LT
115	393+54.05	62.67' LT
116	403+40.63	35.21' LT
117	406+56.98	34.79' LT
431	380+75.05	53.27' RT
433	383+49.15	51.07' RT
434	387+51.21	44.71' RT
435	388+42.65	75.47' RT
436	391+51.41	75.61' RT
437	392+01.35	49.77' RT
438	397+90.29	64.84' RT
439	403+97.41	72.12' RT
440	406+86.35	66.54' RT

PLE POINT TABLE		
PT. NO	STATION	OFFSET
769	383+65.27	60.15' LT
770	383+64.86	98.13' LT
771	384+10.00	98.63' LT
772	384+10.00	60.63' LT
773	388+67.13	65.45' LT
774	388+65.93	103.48' LT
775	388+95.99	103.57' LT
776	388+97.03	65.53' LT
777	391+14.83	64.29' LT
778	391+15.09	102.35' LT
779	391+75.00	101.96' LT
780	391+75.00	63.88' LT

PLE POINT TABLE		
PT. NO.	STATION	OFFSET
781	399+86.01	47.01' LT
782	399+87.53	84.38' LT
783	400+17.51	83.15' LT
784	400+16.04	45.80' LT
785	400+84.11	43.20' LT
786	400+85.47	80.52' LT
787	401+15.46	79.43' LT
788	401+14.14	42.12' LT
789	403+86.45	35.15' LT
790	403+87.31	71.26' LT
791	404+17.29	70.56' LT
792	404+16.49	35.11' LT

ALUMINUM MON
Y = 159,761.827
X = 319,231.677

N00° 13' 39"W, 474.06'
SEC COR TO MON

3/4" IRON ROD
Y = 160,235.887
X = 319,229.795

S89° 00' 43"E, 182.17'
SEC COR TO R/W

1 PLE 0.039 AC DRAINAGE

1 PLE 0.026 AC DRAINAGE

1 PLE 0.052 AC DRAINAGE

TOWN

MISSISSIPPI RIVER

BNSF RAILROAD COMPANY

PI = 388+89.32
Y = 160,565.460
X = 319,634.712
Δ = 01° 00' 30" LT
D = 00° 45' 00"
T = 67.22'
L = 134.44'
R = 7,639.44'
PC = 388+22.10
PT = 389+56.54

PI = 403+66.90
Y = 162,018.718
X = 319,901.723
Δ = 07° 10' 18" RT
D = 00° 45' 00"
T = 478.74'
L = 956.24'
R = 7,639.44'
PC = 398+88.16
PT = 408+44.39
DA = N17° 34'58"E

PC 398+88.16 - CURVE 406+66.97
L = 778.82'
LCH = 778.48'
LCB = S13° 19' 54"W
R = 7,639.44'

1 PLE 0.025 AC DRAINAGE

1" IRON ROD
W/ALUM CAP
Y = 162,305.654
X = 319,885.375

N89° 00' 43"W, 57.74'
R/L TO R/W

N89° 00' 43"W, 54.17'
R/W TO R/L

114 431 433 434 435 436 437 438 439 440 115 116 117

385 390 395 400 405

51.07' 44.34' 65.49' 72.25'

N11° 25' 10"E N10° 24' 40"E

PC: 388+22.10 PI: 388+89.32 PT: 389+56.54 PC: 398+88.16 PI: 403+66.90

50' 75' 75' 62.88' 35'

RR PL

RL STA 390+00.00 =
STA389+98.74, 0.91' LT
PROJECT 5161-01-21

QUARTER LINE

SEE SHEET 4.05

N89° 00' 43"W, 4,798.80'
SEC COR TO R/W

STA 380+65.24

HARRISON MON
Y = 159,673.997
X = 324,323.798

GOV'T LOT 2
19-8-6

GOV'T LOT 1
19-8-6

EASTMAN

SCENIC EASEMENT PROJ. T 057-1 (13)

350'

589° 50' 39"E, 73.14'
MON TO R/W

589° 50' 39"E, 36.20'
R/W TO R/L

589° 50' 39"E, 69.28'
R/L TO R/W

SECTION LINE

SEE SHEET 4.07

STA 406+66.97

N89° 50' 39"W, 1,644.54'
SEC COR TO R/W

HARRISON MON
Y = 162,300.692
X = 321,708.529

PLE COURSE TABLE		
COURSE	BEARING	DISTANCE
769 - 770	N79° 12' 25"W	37.98'
770 - 771	N10° 47' 35"E	45.14'
771 - 772	S78° 34' 50"E	37.99'
773 - 774	N79° 12' 25"W	38.04'
774 - 775	N10° 47' 35"E	29.64'
775 - 776	S79° 12' 25"E	38.04'
777 - 778	N79° 12' 25"W	38.06'
778 - 779	N10° 47' 35"E	59.91'
779 - 780	S79° 35' 20"E	38.07'
781 - 782	N76° 29' 47"W	37.39'
782 - 783	N13° 34' 46"E	30.34'
783 - 784	S76° 20' 40"E	37.38'
785 - 786	N76° 00' 02"W	37.35'
786 - 787	N14° 04' 31"E	30.32'
787 - 788	S75° 50' 55"E	37.33'
789 - 790	N74° 28' 27"W	36.13'
790 - 791	N15° 36' 06"E	30.27'
791 - 792	S74° 19' 21"E	35.46'

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
114 - 769	N10° 47' 57"E	310.51'
769 - 772	N10° 47' 57"E	44.73'
772 - 773	N10° 47' 57"E	456.77'
773 - 776	N10° 47' 57"E	29.64'
776 - 777	N10° 47' 57"E	217.30'
777 - 780	N10° 47' 57"E	60.17'
780 - 115	N10° 47' 57"E	179.05'
439 - 438	S12° 42' 11"W	602.42'
438 - 437	S11° 52' 37"W	589.13'
437 - 436	S16° 57' 09"E	56.24'
436 - 435	S10° 35' 47"W	309.88'
435 - 434	S29° 57' 28"W	96.65'
434 - 433	S10° 30' 47"W	402.12'
433 - 431	S10° 57' 33"W	274.11'

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	PLE ACRES
1	BNSF RAILROAD COMPANY	PLE	0.194 AC

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED PROJECT NO. 481-A, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5160 01 68, AND PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161 01 21

SCALE, FEET 0 100 200

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1230 SOUTH BOULEVARD, BARABOO, WI 53913
(608) 356-2771 www.msa-ps.com

I, ERIC SCHOOT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

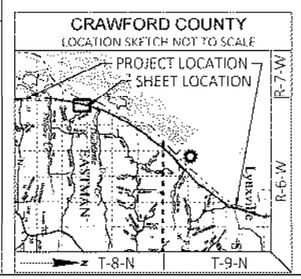
WISCONSIN ERIC J. SCHOOT S-3149 STEVENS POINT WI LAND SURVEYOR

SIGNATURE: Eric J. Schoot DATE: 9/26/22
PRINT NAME: ERIC SCHOOT
REGISTRATION NUMBER: S-3149-8

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlagel DATE: 10/03/2022
PRINT NAME: CORY SCHLAGEL

CRAWFORD COUNTY
LOCATION SKETCH NOT TO SCALE



95

FILE NAME : G:\00\00093\000935393\CADD\RW\D40101-RP.DWG
APPRAISAL PLAT DATE : SEPTEMBER 26, 2022
PLOT DATE : 9/26/2022 5:33 PM
PLOT BY : ERIC SCHOOT
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

5160-07-20 - 4.06
AMENDMENT NO. 1

PARCEL 1 HAS NOT BEEN ACQUIRED AT THIS TIME AND WILL NOT BE AVAILABLE FOR USE DURING THE CONSTRUCTION OF THIS PROJECT.

TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.07 AMENDMENT NO: 1

AMENDS PARCEL 1 OF TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.07 RECORDED AS DOCUMENT NUMBER 344392

THAT PART OF GOVERNMENT LOTS 3 & 4 IN SECTION 18, TOWNSHIP 8 NORTH, RANGE 6 WEST, IN THE TOWN OF EASTMAN, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 PRAIRIE DU CHIEN - FERRYVILLE, (CTH N - CTH E) CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES

349855
RECORDED 10/05/2022 01:57 PM
MELISSA C NAGEL
REGISTER OF DEEDS OFFICE
CRAWFORD COUNTY, WI
RECORDING FEE 25.00
PAGES: 1
VOLUME: 3PL PAGE: 127
The above recording information verifies that this document has been electronically recorded and returned to the submitter.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5160-07-20 - 4.07
AMENDMENT NO: 1

EXISTING MONUMENTS			
PT. NO.	STATION	OFFSET	DESCRIPTION
IP39	420+98.34	72.21' RT	1" IRON PIPE
IP40	422+53.87	49.36' RT	1" IRON PIPE
IP41	422+54.54	66.47' RT	1" IRON PIPE

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #343807 AND FILED IN 3PL86.

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	PLE ACRES
1	BNSF RAILROAD COMPANY	PLE	0.194 AC

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED PROJECT NO. 481-A, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5160 01 68, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-01-21, FILED PLATS OF SURVEY, AND EXISTING IRONS LOCATED IN THE FIELD.

EXISTING CTH D RIGHT OF WAY BASE ON PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-01-21.

PI = 403+66.90
Y = 162,018.718
X = 319,901.723
Δ = 07° 10' 18" RT
D = 00° 45' 00"
T = 478.74'
L = 956.24'
R = 7,639.44'
PC = 398+88.16
PT = 408+44.39
DB = S10° 24' 40"W

PI = 413+99.79
Y = 163,004.540
X = 320,214.119
Δ = 05° 55' 15" RT
D = 00° 45' 00"
T = 395.08'
L = 789.46'
R = 7,639.44'
PC = 410+04.70
PT = 417+94.17

PI = 428+08.64
Y = 164,297.151
X = 320,776.263
Δ = 13° 02' 12" LT
D = 01° 45' 00"
T = 374.09'
L = 744.95'
R = 3,274.05'
PC = 424+34.55
PT = 431+79.50

CURVE 406+66.97 - PT 408+44.39
L = 177.42'
LCH = 177.42'
LCB = N16° 55' 03"E
R = 7,639.44'

1" IRON ROD W/ALUM CAP
Y = 162,305.654
X = 319,885.375

PLE 0.021 AC DRAINAGE
PLE 0.023 AC DRAINAGE
PLE 0.033 AC DRAINAGE
PLE 0.051 AC DRAINAGE
PLE 0.066 AC DRAINAGE

S89° 50' 39"E, 73.14'
MON TO R/W

N89° 50' 39"W, 36.20'
R/L TO R/W

N89° 50' 39"W, 69.28'
R/W TO R/L

N89° 50' 39"W, 1,644.54'
SEC COR TO R/W

SECTION LINE

STA 406+66.97
SEE SHEET 4.06

PT: 408+44.39
PC: 410+04.70
PT: 413+99.79
PT: 417+94.17
PT: 428+08.64
PT: 431+79.50
PC: 424+34.55

N17° 34' 58"E
410
73.56'
441
415
420
425
48.25'
430
73.41'
N23° 30' 14"E
STH 35
N10° 28' 02"E
S10° 33' 46"W
323.44'

GOVT LOT 4
18-8-6

GOV'T LOT 3
18-8-6

EASTMAN

BNSF RAILROAD COMPANY

RR PL
PL
SCENIC EASEMENT PROJ. T 057-1 (13)
DU CHARME CREEK
CTH D

TOWN OF EASTMAN

OF

LAMPMAN
PLAT OF SURVEY
MAY 5, 1979

N89° 54' 11"E, 118.84'
R/W TO R/L
Y = 164,937.525
X = 320,894.569
N89° 54' 11"E, 69.43'
R/L TO R/W

STA 434+56.62
S89° 54' 11"W, 677.58'
SEC COR TO R/W

SEE SHEET 4.08

HARRISON MON
Y = 162,300.692
X = 321,708.529

ALUMINUM MON
Y = 164,938.789
X = 321,641.586

R/W COURSE CURVE TABLE					
COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	RADIUS
117 - 118	130.29'	130.29'	N16° 44' 21"E	00° 58' 22" RT	7674.44'
118 - 796	244.03'	244.02'	N18° 08' 12"E	01° 45' 19" RT	7674.44'
796 - 799	30.14'	30.14'	N19° 09' 36"E	00° 13' 30" RT	7674.44'
799 - 800	281.28'	281.26'	N20° 19' 21"E	02° 06'00" RT	7674.44'
800 - 803	30.14'	30.14'	N21° 29' 06"E	00° 13' 30" RT	7674.44'
803 - 120	219.90'	219.89'	N22° 25' 06"E	01° 38' 30" RT	7674.44'
122 - 123	430.54'	428.88'	N15° 47' 32"E	11° 00' 50"LT	2239.73'
446 - 445	160.24'	160.23'	S13° 08' 34"W	02° 44' 44" RT	3344.05'
441 - 440	537.78'	537.57'	S18° 29' 41"W	05° 36' 32" LT	5493.42'

PLE POINT TABLE		
PT. NO.	STATION	OFFSET
793	407+86.69	65.06' LT
794	408+16.00	64.92' LT
795	408+16.00	34.63' LT
796	411+85.00	35.14' LT
797	411+85.00	67.41' LT
798	412+15.00	68.21' LT
799	412+15.00	35.08' LT
800	414+95.00	34.53' LT
801	414+95.00	81.49' LT
802	415+25.00	83.53' LT
803	415+25.00	34.47' LT
804	417+85.00	34.07' LT
805	417+85.00	106.28' LT
806	418+15.00	109.43' LT
807	418+15.00	34.20' LT
808	420+85.00	43.55' LT
809	420+85.00	137.72' LT
810	421+15.00	140.86' LT
811	421+15.00	44.81' LT

PLE COURSE TABLE		
COURSE	BEARING	DISTANCE
118 - 793	N72° 51' 00"W	30.44'
793 - 794	N17° 31' 19"E	29.56'
794 - 795	S72° 37' 49"E	30.29'
796 - 797	N71° 03' 54"W	32.27'
797 - 798	N17° 31' 19"E	30.28'
798 - 799	S70° 50' 24"E	33.13'
800 - 801	N68° 44' 24"W	46.96'
801 - 802	N17° 31' 19"E	30.39'
802 - 803	S68° 30' 54"E	49.06'
804 - 805	N66° 33' 54"W	72.26'
805 - 806	N17° 31' 19"E	30.29'
806 - 807	S66° 29' 46"E	75.22'
808 - 809	N66° 29' 46"W	94.17'
809 - 810	N17° 31' 19"E	30.16'
810 - 811	S66° 29' 46"E	96.05'

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
118 - 795	N17° 13' 32"E	29.45'
795 - 119	N17° 13' 32"E	125.93'
120 - 804	N23° 14' 21"E	41.27'
804 - 807	N23° 14' 21"E	30.04'
807 - 121	N23° 14' 21"E	52.84'
121 - 808	N21° 06' 13"E	217.36'
808 - 811	N21° 06' 13"E	30.03'
811 - 122	N21° 06' 13"E	550.45'
123 - 124	N78° 12' 40"W	99.81'
124 - 125	N17° 47' 09"E	326.41'
451 - 450	S10° 23' 28"W	38.97'
445 - 444	S31° 21' 17"W	53.12'
444 - 443	S18° 00' 56"W	304.93'
443 - 442	S25° 17' 48"W	102.51'
442 - 441	S21° 18' 01"W	1269.02'

R/W POINT TABLE		
PT. NO.	STATION	OFFSET
117	406+56.98	34.79' LT
118	407+86.69	34.62' LT
119	409+41.80	35.36' LT
120	417+43.91	34.04' LT
121	418+67.83	34.45' LT
122	426+69.45	59.59' LT
123	431+07.50	57.84' LT
124	431+07.61	157.65' LT
125	434+34.83	116.82' LT
440	406+86.35	66.54' RT
441	412+27.41	73.56' RT
442	425+00.53	46.20' RT
443	426+01.29	53.04' RT
444	429+01.45	53.34' RT
445	429+51.46	68.39' RT
446	431+08.42	68.56' RT
450	434+30.38	68.31' RT
451	434+69.35	68.26' RT

SCALE, FEET 0 100 200

CRAWFORD COUNTY
LOCATION SKETCH NOT TO SCALE
PROJECT LOCATION
SHEET LOCATION
T-8-N
T-9-N
R-7-W
R-6-W

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(608) 356-2771 www.msa-ps.com

I, ERIC SCHOOT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN ERIC J. SCHOOT S-3149 STEVENS POINT WI LAND SURVEYOR

SIGNATURE: Eric J Schoot DATE: 9/26/22
PRINT NAME: ERIC SCHOOT
REGISTRATION NUMBER: S-3149-6

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlagel DATE: 10/03/2022
PRINT NAME: CORY SCHLAGEL

FILE NAME : G:\00\00093\000935.36\CADD\RW\D40101-RP.DWG
APPRAISAL PLAT DATE : SEPTEMBER 26, 2022
PLOT DATE : 9/26/2022 5:34 PM
PLOT BY : ERIC SCHOOT
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

5160-07-20 - 4.07
AMENDMENT NO. 1

PARCEL 1 HAS NOT BEEN ACQUIRED AT THIS TIME AND WILL NOT BE AVAILABLE FOR USE DURING THE CONSTRUCTION OF THIS PROJECT.

TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.08 AMENDMENT NO: 1

AMENDS PARCEL 1 OF TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.08 RECORDED AS DOCUMENT NUMBER 344393

THAT PART OF GOVERNMENT LOTS 1 & 2, IN SECTION 18, TOWNSHIP 8 NORTH, RANGE 6 WEST, IN THE TOWN OF EASTMAN, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 PRAIRIE DU CHIEN - FERRYVILLE, (CTH N - CTH E) CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (5), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (3) OR (2), WISCONSIN STATUTES.

349856
RECORDED 10/05/2022 01:58 PM
MELISSA C NAGEL
REGISTER OF DEEDS OFFICE
CRAWFORD COUNTY, WI
RECORDING FEE 25.00
PAGES: 1
VOLUME: 2PL PAGE: 128
The above recording information verifies that this document has been electronically recorded and returned to the submitter.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5160-07-20 - 4.08
AMENDMENT NO: 1

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #343807 AND FILED IN 3PL86.

GEODETIC SURVEY CONTROL STATIONS

ID NUMBER	STATION	OFFSET
DH8499	437+23.73	18.84' RT

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED PROJECT NO. 481-A, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5160-01-68, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-01-21, AND FILED PLATS OF SURVEY.

PI = 435+09.14
Y = 164,989.175
X = 320,904.111
Δ = 00° 19' 36" LT

PI = 441+71.88
Y = 165,641.561
X = 321,020.796
Δ = 14° 05' 11" RT
D = 03° 28' 21"
T = 203.86'
L = 405.66'
R = 1,650.00'
PC = 439+68.03
PT = 443+73.68

PI = 445+95.21
Y = 166,029.483
X = 321,195.354
Δ = 00° 39' 12" RT

PI = 453+76.62
Y = 166,738.366
X = 321,524.110
Δ = 00° 22' 32" LT

PI = 460+28.37
Y = 167,331.414
X = 321,794.438
Δ = 00° 41' 07" RT

PI = 463+54.90
Y = 167,626.885
X = 321,933.414
Δ = 03° 10' 51" RT
D = 00° 55' 00"
T = 173.55'
L = 347.02'
R = 6,250.45'
PC = 461+81.35
PT = 465+28.36
DA = N28° 22' 16"E

RL STA 460+00.00 =
STA 460+00.03, 1.05' RT
PROJECT 5161-01-21

PC 461+81.35 - CURVE 462+69.93
L = 88.59'
LCH = 88.58'
LCB = N25° 35' 46"E
R = 6,250.45'

PLE POINT TABLE

PI NO.	STATION	OFFSET
812	439+84.00	43.64' LT
813	439+86.48	65.17' LT
814	440+16.26	61.80' LT
815	440+14.14	40.08' LT
816	441+83.97	30.69' LT
817	441+84.04	53.20' LT
818	442+13.61	53.44' LT
819	442+14.29	30.90' LT
820	444+86.42	33.49' LT
821	444+84.19	69.06' LT
822	445+14.25	70.87' LT
823	445+16.38	33.93' LT
824	456+92.00	49.99' LT
825	456+92.00	87.77' LT
826	457+22.00	87.79' LT
827	457+22.00	50.03' LT
828	459+80.00	50.41' LT
829	459+80.00	87.94' LT
830	461+90.00	90.00' LT
831	461+90.00	53.09' LT

R/W POINT TABLE

PT. NO.	STATION	OFFSET
125	434+34.83	116.82' LT
126	442+78.49	33.21' LT
127	446+19.71	35.74' LT
128	451+30.72	47.56' LT
129	460+73.98	51.10' LT
130	462+44.39	53.93' LT
451	434+69.35	68.26' RT
460	438+19.99	69.56' RT
461	438+38.08	49.14' RT
462	438+92.06	48.09' RT
463	445+00.92	48.97' RT
464	463+03.79	68.94' RT

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	PLE ACRES
1	BNSF RAILROAD COMPANY	PLE	0.263 AC

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

R/W COURSE TABLE

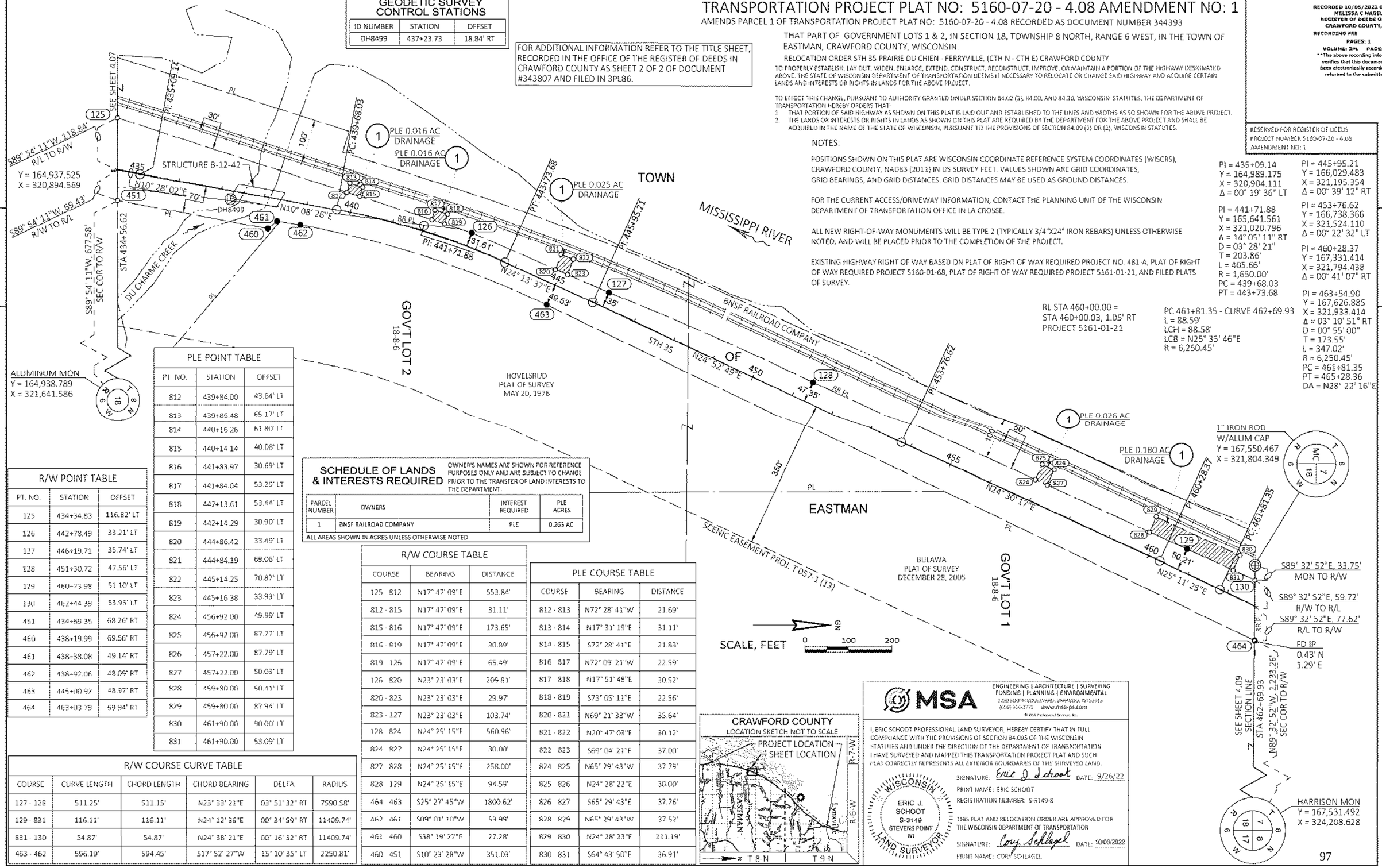
COURSE	BEARING	DISTANCE
125 - 812	N17° 47' 09"E	553.84'
812 - 815	N17° 47' 09"E	31.11'
815 - 816	N17° 47' 09"E	173.65'
816 - 819	N17° 47' 09"E	30.89'
819 - 126	N17° 47' 09"E	65.49'
126 - 820	N23° 23' 03"E	209.81'
820 - 823	N23° 23' 03"E	29.97'
823 - 127	N23° 23' 03"E	103.74'
128 - 824	N24° 25' 15"E	560.96'
824 - 827	N24° 25' 15"E	30.00'
827 - 828	N24° 25' 15"E	258.00'
828 - 129	N24° 25' 15"E	94.59'
464 - 463	S25° 27' 45"W	1800.62'
462 - 461	S09° 01' 10"W	53.99'
461 - 460	S38° 19' 27"E	27.28'
460 - 451	S10° 23' 28"W	351.09'

PLE COURSE TABLE

COURSE	BEARING	DISTANCE
812 - 813	N72° 28' 41"W	21.69'
813 - 814	N17° 31' 19"E	31.11'
814 - 815	S72° 28' 41"E	21.83'
816 - 817	N72° 09' 21"W	22.59'
817 - 818	N17° 51' 48"E	30.52'
818 - 819	S73° 05' 11"E	22.56'
820 - 821	N69° 21' 33"W	35.64'
821 - 822	N20° 47' 03"E	30.12'
822 - 823	S69° 04' 21"E	37.00'
824 - 825	N65° 29' 43"W	37.79'
825 - 826	N24° 28' 22"E	30.00'
826 - 827	S65° 29' 43"E	37.76'
828 - 829	N65° 29' 43"W	37.52'
829 - 830	N24° 28' 23"E	211.19'
830 - 831	S64° 43' 50"E	36.91'

R/W COURSE CURVE TABLE

COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	RADIUS
127 - 128	511.25'	511.15'	N23° 33' 21"E	03° 51' 32" RT	7590.58'
129 - 831	116.11'	116.11'	N24° 12' 36"E	00° 34' 59" RT	11409.74'
831 - 130	54.87'	54.87'	N24° 38' 21"E	00° 16' 32" RT	11409.74'
463 - 462	596.19'	594.45'	S17° 52' 27"W	15° 10' 35" LT	2250.81'



CRAWFORD COUNTY
LOCATION SKETCH NOT TO SCALE

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FUNDING | PLANNING | ENVIRONMENTAL
1230 SOUTH BOULEVARD, BARABOO, WI 53913
(608) 356-2771 www.msa-ps.com

I, ERIC SCHOOT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Eric J. Schoot DATE: 9/26/22
PRINT NAME: ERIC SCHOOT
REGISTRATION NUMBER: S-3149-6

WISCONSIN ERIC J. SCHOOT S-3149 STEVENS POINT WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlagel DATE: 10/03/2022
PRINT NAME: CORY SCHLAGEL

FILE NAME : G:\00\00093\000935\35\CADD\RW\040101-RP.DWG
APPRAISAL PLAT DATE : SEPTEMBER 26, 2022
PLOT DATE : 9/26/2022 5:35 PM PLOT BY : ERIC SCHOOT PLOT NAME : PLOT SCALE : 1 IN:200 FT
5160-07-20 - 4.08
AMENDMENT NO. 1

PARCEL 1 HAS NOT BEEN ACQUIRED AT THIS TIME AND WILL NOT BE AVAILABLE FOR USE DURING THE CONSTRUCTION OF THIS PROJECT.

TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.09 AMENDDMENT NO: 1

AMENDS PARCEL 1 OF TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.09 RECORDED AS DOCUMENT NUMBER 344394

THAT PART OF GOVERNMENT LOTS 2 & 3, IN SECTION 7, TOWNSHIP 8 NORTH, RANGE 6 WEST, IN THE TOWN OF EASTMAN, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 PRAIRIE DU CHIEN - FERRYVILLE, (CTH N - CTH E) CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #343807 AND FILED IN 3PL86.

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	PLE ACRES
1	BNSF RAILROAD COMPANY	PLE	0.134 AC.

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED PROJECT NO. 481-A, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5160-01-68, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-01-21, FILED PLATS OF SURVEY, AND EXISTING IRONS LOCATED IN THE FIELD

349857
RECORDED 10/05/2022 01:59 PM
MELISSA C NAGEL
REGISTER OF DEEDS OFFICE
CRAWFORD COUNTY, WI
RECORDING FEE 25.00
PAGES: 1
VOLUME: 3PL PAGE: 329
The above recording information verifies that this document has been electronically recorded and returned to the submitter.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5160-07-20 - 4.09
AMENDMENT NO: 1

PI = 463+54.90
Y = 167,626.885
X = 321,933.414
Δ = 03° 10' 51" RT
D = 00° 55' 00"
T = 173.55'
L = 347.02'
R = 6,250.45'
PC = 461+81.35
PT = 465+28.36
DB = S25° 11' 25"W

PI = 476+91.57
Y = 168,803.083
X = 322,568.617
Δ = 00° 19' 07" LT

PI = 485+12.21
Y = 169,527.316
X = 322,954.549
Δ = 00° 26' 20" RT

PI = 488+31.01
Y = 169,807.506
X = 323,106.625
Δ = 00° 09' 27" RT

PI = 491+84.67
Y = 170,117.872
X = 323,276.185
Δ = 00° 20' 38" LT

CURVE 462+69.93 - PT 465+28.36
L = 258.43'
LCH = 258.41'
LCB = N27° 11' 12"E
R = 6,250.45'

1" IRON ROD W/ALUM CAP
Y = 167,550.467
X = 321,804.349

S89° 32' 52"E, 33.75' MON TO R/W

N89° 32' 52"W, 59.72' R/L TO R/W

N89° 32' 52"W, 77.62' R/W TO R/L

HARRISON MON
Y = 167,531.492
X = 324,208.628

N89° 32' 52"W, 2,233.26' SEC COR TO R/W

SECTION LINE

SEE SHEET 4.08

STA 462+69.93

PI: 463+54.90

PT: 465+28.36

RR PL

PLE 0.034 AC DRAINAGE

RL STA 470+00.00 = STA 470+00.09, 0.82' RT PROJECT 5161-01-21

MISSISSIPPI RIVER

TOWN

GOV'T LOT 3

PLE 0.026 AC DRAINAGE

BNSF RAILROAD COMPANY

STH 35

EASTMAN

BULAWA PLAT OF SURVEY FEBRUARY 28, 2003

GOVT LOT 2

SCENIC EASEMENT PROJ. 1.057-1 (13)

PI: 476+91.57

PI: 485+12.21

PI: 488+31.01

PI: 491+84.67

PLE 0.022 AC DRAINAGE

SEE SHEET 4.10

STA 492+29.39

QUARTER LINE

3/4" IRON ROD
Y = 170,159.566
X = 323,012.149

S89° 32' 02"E, 215.75' MON TO R/W

S89° 32' 02"E, 69.50' R/W TO R/L

S89° 32' 02"E, 90.80' R/L TO R/W

N89° 32' 02"W, 786.29' SEC COR TO R/W

HARRISON MON
Y = 170,159.108
X = 323,146.98

FD IP 0.15' S 1.02' E

IP42 NOT TO SCALE

SCALE, FEET 0 100 200

GN

CRAWFORD COUNTY
LOCATION SKETCH NOT TO SCALE
PROJECT LOCATION
SHEET LOCATION
T-8-N
T-9-N
R-7-W
R-6-W
EASTMAN
LYNXVILLE

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
131 - 836	N28° 31' 52"E	391.91'
836 - 839	N28° 31' 52"E	30.00'
839 - 840	N28° 31' 52"E	335.63'
840 - 843	N28° 31' 52"E	30.00'
843 - 844	N28° 31' 52"E	433.02'
844 - 847	N28° 31' 52"E	30.00'
847 - 132	N28° 31' 52"E	769.60'
474 - 473	S28° 21' 35"W	4.68'
473 - 472	S89° 49' 46"E	10.24'
472 - 471	S28° 31' 58"W	1488.29'
471 - 470	S89° 36' 39"W	5.21'
470 - 469	S28° 21' 35"W	452.60'
469 - 468	S61° 28' 08"E	3.21'
468 - 467	S28° 31' 57"W	239.58'
466 - 465	N89° 32' 28"W	28.13'
465 - 464	S25° 27' 45"W	0.65'

R/W POINT TABLE

PT. NO.	STATION	OFFSET
130	462+44.39	53.93' LT
131	470+89.09	69.11' LT
132	491+08.96	60.92' LT
133	491+96.94	61.46' LT
464	463+03.79	69.04' RT
465	463+04.45	69.93' RT
466	463+16.91	95.23' RT
467	470+89.05	80.89' RT
468	473+28.63	81.57' RT
469	473+28.64	78.36' RT
470	477+80.81	78.76' RT
471	477+83.29	83.35' RT
472	492+71.95	89.32' RT
473	492+67.12	80.29' RT
474	492+71.80	80.29' RT

PLE POINT TABLE

PT. NO.	STATION	OFFSET
832	466+00.00	64.27' LT
833	466+00.00	101.30' LT
834	466+40.00	102.48' LT
835	466+40.00	65.46' LT
836	474+81.00	68.01' LT
837	474+81.00	105.49' LT
838	475+11.00	105.40' LT
839	475+11.00	67.93' LT
840	478+47.00	66.13' LT
841	478+47.00	103.56' LT
842	478+77.00	103.30' LT
843	478+77.00	65.88' LT
844	483+10.00	62.26' LT
845	483+10.00	99.63' LT
846	483+40.00	99.37' LT
847	483+40.00	62.01' LT
848	491+60.00	61.36' LT
849	491+60.00	98.28' LT
850	491+76.86	98.32' LT
852	491+90.00	74.60' LT
853	491+90.00	61.48' LT

PLE COURSE TABLE

COURSE	BEARING	DISTANCE
832 - 833	N61° 37' 44"W	37.02'
833 - 834	N26° 40' 08"E	40.02'
834 - 835	S61° 37' 44"E	37.03'
836 - 837	N61° 37' 44"W	37.47'
837 - 838	N28° 32' 18"E	30.00'
838 - 839	S61° 37' 44"E	37.47'
840 - 841	N61° 56' 51"W	37.43'
841 - 842	N28° 32' 18"E	30.00'
842 - 843	S61° 56' 51"E	37.42'
844 - 845	N61° 56' 51"W	37.37'
845 - 846	N28° 32' 18"E	30.00'
846 - 847	S61° 56' 51"E	37.36'
848 - 849	N61° 21' 04"W	36.93'
849 - 850	N28° 32' 18"E	16.86'
850 - 852	S89° 32' 02"E	26.87'
852 - 853	S61° 41' 43"E	13.12'

R/W COURSE CURVE TABLE

COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	RADIUS
130 - 832	358.37'	358.35'	N25° 40' 36"E	01° 47' 59" RT	11409.74'
832 - 835	40.02'	40.02'	N26° 40' 37"E	00° 12' 03" RT	11409.74'
835 - 131	449.14'	449.11'	N27° 54' 19"E	02° 15' 20" RT	11409.74'
132 - 848	51.04'	51.04'	N28° 09' 27"E	00° 15' 23" RT	11409.74'
848 - 853	29.63'	29.63'	N28° 21' 36"E	00° 08' 56" RT	11409.74'
853 - 133	6.94'	6.94'	N28° 27' 06"E	00° 02' 05" RT	11409.74'
467 - 466	769.24'	769.09'	S27° 02' 25"W	03° 54' 52" LT	11259.45'

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1230 SOUTH BOULEVARD, BARABOO, WI 53913
(608) 356-2771 www.msa-ps.com

I, ERIC SCHOOT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN ERIC J. SCHOOT S-3149 STEVENS POINT WI AND SURVEYOR

SIGNATURE: Eric J. Schoot DATE: 9/26/22
PRINT NAME: ERIC SCHOOT
REGISTRATION NUMBER: S-3149-8

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlagel DATE: 10/03/2022
PRINT NAME: CORY SCHLAGEL

EXISTING MONUMENTS

PT. NO.	STATION	OFFSET	DESCRIPTION
IP42	463+04.76	70.91' RT	3/4" REBAR

FILE NAME : G:\00\00093\000935\39\CADD\RW\040101-RP.DWG
APPRAISAL PLAT DATE : SEPTEMBER 26, 2022

PLOT DATE : 9/26/2022 5:36 PM PLOT BY : ERIC SCHOOT PLOT NAME : PLOT SCALE : 1 IN:200 FT

5160-07-20 - 4.09
AMENDMENT NO: 1

PARCEL 1 HAS NOT BEEN ACQUIRED AT THIS TIME AND WILL NOT BE AVAILABLE FOR USE DURING THE CONSTRUCTION OF THIS PROJECT.

TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.10 AMENDMENT NO: 1

AMENDS PARCEL 1 OF TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.10 RECORDED AS DOCUMENT NUMBER 344210

THAT PART OF GOVERNMENT LOT 1, IN SECTION 7, AND GOVERNMENT LOT 1, IN SECTION 8, ALL IN TOWNSHIP 8 NORTH, RANGE 6 WEST, IN THE TOWN OF EASTMAN, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 PRAIRIE DU CHIEN - FERRYVILLE, (CTH N - CTH EI CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #343807 AND FILED IN 3PL86.

349877
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REGISTER OF DEEDS OFFICE
CRAWFORD COUNTY, WI
RECORDING FEE 25.00
PAGES: 1
VOLUME: 3PL PAGE: 140
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5160-07-20 - 4.10
AMENDMENT NO: 1

CRAWFORD COUNTY
LOCATION SKETCH NOT TO SCALE
PROJECT LOCATION
SHEET LOCATION
WISCONSIN
LAFAYETTE
R-7-W
R-6-W
T-8-N
T-9-N

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
135 136	N37° 42' 59"E	70.41'
138 139	N27° 45' 41"E	412.07'
140 141	N61° 44' 51"W	131.61'
141 142	N31° 46' 16"E	60.11'
142 143	S61° 44' 51"E	128.52'
495 - 494	S37° 46' 56"E	36.56'
494 - 493	S28° 15' 09"W	135.51'
493 - 492	N61° 44' 51"W	34.92'
491 490	S27° 45' 41"W	412.07'
484 483	S37° 42' 59"W	70.41'
482 - 481	S54° 27' 42"E	8.00'
480 - 474	S28° 21' 35"W	331.71'

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED PROJECT NO. 481-A, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5160-01-68, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-01-21, FILED PLATS OF SURVEY, AND EXISTING IRONS LOCATED IN THE FIELD

PC 506+47.11 - CURVE 507+94.70
L = 147.59'
LCH = 147.59'
LCB = N36° 24' 07" E
R = 4,200.00'

CURVE 507+94.70 - PT 513+41.34
L = 546.65'
LCH = 546.26'
LCB = N31° 40' 00" E
R = 4,200.00'

PC 521+29.17 - CURVE 523+24.29
L = 195.12'
LCH = 195.11'
LCB = N28° 58' 13" E
R = 5,729.58'

1" IRON ROD W/ALUM CAP
Y = 171,827.154
X = 324,153.316

R/W POINT TABLE

PT NO	STATION	OFFSET
133	491+96.94	61.46' LT
134	499+49.09	56.36' LT
135	505+35.73	58.58' LT
136	506+06.14	58.20' LT
137	508+77.55	58.80' LT
138	513+71.61	58.22' LT
139	517+83.62	58.77' LT
140	519+70.04	58.04' LT
141	519+70.64	189.64' LT
142	520+30.62	185.69' LT
143	520+30.04	57.17' LT
144	522+94.91	52.01' LT
474	492+71.80	80.29' RT

R/W POINT TABLE

PT NO.	STATION	OFFSET
480	496+05.02	79.91' RT
481	503+20.24	58.99' RT
482	503+20.06	50.99' RT
483	505+35.16	48.42' RT
484	506+05.57	48.80' RT
485	507+29.63	48.53' RT
490	513+71.94	48.78' RT
491	517+84.06	48.23' RT
492	519+24.65	48.52' RT
493	519+24.49	83.44' RT
494	520+60.00	84.05' RT
495	520+75.00	50.71' RT
496	523+56.33	55.51' RT

EXISTING MONUMENTS

PT. NO.	STATION	OFFSET	DESCRIPTION
IP43	519+65.27	50.37' RT	3/4" REBAR

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED			PLE ACRES
			NEW	EXISTING	TOTAL	
1	BNSF RAILROAD COMPANY	PLE	---	---	---	0.104 AC
2	GARY W & CORALYN F GROSSEN	FEE	0.02 AC	0.06 AC	0.08 AC	---

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

R/W COURSE CURVE TABLE

COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	RADIUS
133 854	287.79'	287.78'	N29° 11' 30"E	01° 26' 43" RT	11409.74'
854 - 857	29.99'	29.99'	N29° 59' 23"E	00° 09' 02" RT	11409.74'
857 - 134	439.83'	439.80'	N31° 10' 10"E	02° 12' 31" RT	11409.74'
134 - 135	590.05'	589.93'	N35° 49' 25"E	03° 59' 44" RT	8461.23'
136 - 137	268.20'	268.15'	N35° 57' 00"E	03° 31' 57" LT	4349.87'
137 858	86.23'	86.22'	N33° 36' 57"E	01° 08' 09" LT	4349.87'
858 861	29.58'	29.58'	N32° 51' 13"E	00° 23' 23" LT	4349.87'
861 - 862	113.39'	113.39'	N31° 54' 42"E	01° 29' 37" LT	4349.87'
862 865	29.58'	29.58'	N30° 58' 12"E	00° 23' 23" LT	4349.87'
865 - 138	228.81'	228.78'	N29° 16' 06"E	03° 00' 50" LT	4349.87'
139 - 140	186.42'	186.42'	N28° 13' 09"E	00° 54' 54" RT	11674.03'
140 143	60.00'	60.00'	N28° 49' 26"E	00° 17' 40" RT	11674.03'
143 866	29.97'	29.97'	N29° 02' 41"E	00° 08' 49" RT	11674.03'
866 - 869	30.01'	30.01'	N29° 11' 30"E	00° 08' 50" RT	11674.03'
869 - 144	206.49'	206.49'	N29° 46' 20"E	01° 00' 48" RT	11674.03'
496 495	279.23'	279.23'	S29° 53' 40"W	01° 22' 59" LT	11567.03'
492 - 491	140.59'	140.59'	S28° 06' 35"W	00° 41' 47" LT	11567.03'
490 - 485	649.35'	648.77'	S31° 56' 07"W	08° 20' 52" RT	4456.87'
485 484	125.02'	125.02'	S36° 54' 46"W	01° 36' 26" RT	4456.87'
483 482	214.62'	214.61'	S36° 37' 45"W	02° 10' 41" LT	5646.02'
481 480	706.30'	705.84'	S31° 56' 58"W	07° 10' 39" LT	5638.10'

PLE POINT TABLE

PT. NO.	STATION	OFFSET
850	491+76.86	98.32' LT
851	491+90.00	98.31' LT
852	491+90.00	74.69' LT
854	494+84.69	57.09' LT
855	494+85.17	93.45' LT
856	495+15.19	92.53' LT
857	495+14.68	56.12' LT
858	509+65.00	58.88' LT
859	509+65.00	100.00' LT
860	509+95.00	100.00' LT
861	509+95.00	58.88' LT
862	511+10.00	58.82' LT
863	511+10.00	75.00' LT
864	511+40.00	75.00' LT
865	511+40.00	58.78' LT
866	520+60.00	56.62' LT
867	520+60.00	110.72' LT
868	520+90.00	108.75' LT
869	520+90.00	55.99' LT

PLE COURSE TABLE

COURSE	BEARING	DISTANCE
133 852	N89° 32' 02"W	14.86'
852 850	N89° 32' 02"W	26.87'
850 - 851	N28° 32' 18"E	12.55'
851 - 852	S61° 41' 43"E	23.71'
854 855	N60° 55' 39"W	36.45'
855 856	N30° 03' 41"E	30.03'
856 - 857	S60° 52' 01"E	36.41'
858 - 859	N56° 55' 41"W	41.12'
859 - 860	N32° 52' 03"E	29.29'
860 861	S57° 20' 14"E	41.12'
862 863	N58° 54' 22"W	16.18'
863 - 864	N30° 53' 22"E	29.46'
864 - 865	S59° 18' 55"E	16.22'
866 - 867	N62° 00' 19"W	54.10'
867 868	N32° 45' 10"E	30.06'
868 869	S62° 00' 19"E	52.75'

PLE 0.003 AC DRAINAGE
PLE 0.025 AC DRAINAGE
PLE 0.028 AC DRAINAGE
PLE 0.011 AC DRAINAGE
PLE 0.037 AC DRAINAGE

3/4" IRON ROD
Y = 170,159.566
X = 323,012.149

S89° 32' 02"E, 215.75'
MON TO R/W

N89° 32' 02"W, 69.50'
R/L TO R/W

N89° 32' 02"W, 90.80'
R/W TO R/L

N89° 32' 02"W, 786.29'
SEC COR TO R/W

QUARTER LINE
SEE SHEET 4.09
STA 492+29.39

RR PL
N28° 18' 17"E

PI = 509+95.02
Y = 171,618.887
X = 324,281.697
Δ = 09° 28' 14" LT
D = 01° 21' 51"
T = 347.91'
L = 694.24'
R = 4,200.00'
PC = 506+47.11
PT = 513+41.34

PC: 495+29.33
PT: 499+26.78
PI: 497+28.22
PI = 497+28.22
Y = 170,596.426
X = 323,533.911
Δ = 05° 41' 35" RT
D = 01° 25' 57"
T = 198.89'
L = 397.45'
R = 4,000.00'
PC = 495+29.33
PT = 499+26.78

PI = 501+84.39
Y = 170,974.890
X = 323,789.168
Δ = 03° 24' 39" RT
D = 00° 50' 00"
T = 204.71'
L = 409.30'
R = 6,875.49'
PC = 499+79.67
PT = 503+88.98

PI = 514+76.62
Y = 172,045.765
X = 324,508.080
Δ = 00° 10' 35" LT

PI = 517+30.17
Y = 172,270.126
X = 324,626.181
Δ = 00° 13' 58" RT

PI = 522+52.12
Y = 172,731.002
X = 324,871.178
Δ = 02° 27' 31" RT
D = 01° 00' 00"
T = 122.95'
L = 245.87'
R = 5,729.58'
PC = 521+29.17
PT = 523+75.03
DA = N30° 27' 12"E

PC: 499+26.78
PT: 499+79.67
PC: 501+84.39
PT: 503+88.98
PC: 506+47.11
PT: 513+41.34
PI: 514+76.62
PI: 517+30.17
PI: 522+52.12
PC: 521+29.17

BULAWA
PLAT OF SURVEY
FEBRUARY 28, 2003

HARRISON MON
Y = 170,150.108
X = 324,174.446

GOV'T LOT 1
T-8-N R-6-W

MISSISSIPPI RIVER
BNSF RAILROAD COMPANY

RL STA 505+00.00 =
STA 505+00.32, 1.27' RT
PROJECT 5161-01-21

N00° 43' 19"W, 1,229.85'
SEC COR TO R/W
SECTION LINE
PL
STA 507+94.70

S00° 43' 19"E, 81.47'
R/L TO R/W

S00° 43' 19"E, 101.32'
R/W TO R/L

S00° 43' 19"E, 264.74'
MON TO R/W

1" IRON ROD W/ALUM CAP
Y = 172,793.757
X = 324,751.162
S89° 46' 20"E, 97.01'
MON TO R/W
S89° 46' 20"E, 59.79'
R/W TO R/L
S89° 46' 20"E, 64.01'
R/L TO R/W

N89° 46' 20"W, 1,797.12'
SEC COR TO R/W

HARRISON MON
Y = 172,785.737
X = 326,769.087

SECTION LINE
SEE SHEET 4.11
STA 523+24.29

STRUCTURE C-12-25

MURPHY
PLAT OF SURVEY
SEPTEMBER 16, 1978

SCENIC EASEMENT PROJ. T 057-1 (13)

EASEMENT TRACT V
DOC. 217069
V. 436, P. 39

EASTMAN

SW-NW
8-8-6

SCALE, FEET
0 100 200

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(608) 356-2771 www.msa-ps.com

I, ERIC SCHOOT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND

WISCONSIN ERIC J. SCHOOT S-3149 STEVENS POINT WI LAND SURVEYOR

SIGNATURE: Eric J. Schoot DATE: 10/07/2022
PRINT NAME: ERIC SCHOOT
REGISTRATION NUMBER: S-3149-8

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
SIGNATURE: Cory Schlagel DATE: 10/07/2022
PRINT NAME: CORY SCHLAGEL

4

4

99

FILE NAME : G:\00\00093\000933\$3\CADD\RW\040101-RP.DWG
APPRAISAL PLAT DATE : 10-07-2022
PLOT DATE : 10/6/2022 1:34 PM
PLOT BY : ERIC SCHOOT
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

5160-07-20 - 4.10
AMENDMENT NO. 1

TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.11 AMENDMENT NO: 1

AMENDS PARCEL 1 OF TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.11 RECORDED AS DOCUMENT NUMBER 344395

THAT PART OF GOVERNMENT LOT 4, IN SECTION 5, TOWNSHIP 8 NORTH, RANGE 6 WEST, IN THE TOWN OF EASTMAN, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 PRAIRIE DU CHIEN - FERRYVILLE, (CTH N - CTH E) CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #343807 AND FILED IN 3PL86.

349878

RECORDED 10/13/2022 08:04 AM
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VOLUME: 3PL PAGE: 141
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5160-07-20 - 4.11
AMENDMENT NO: 1

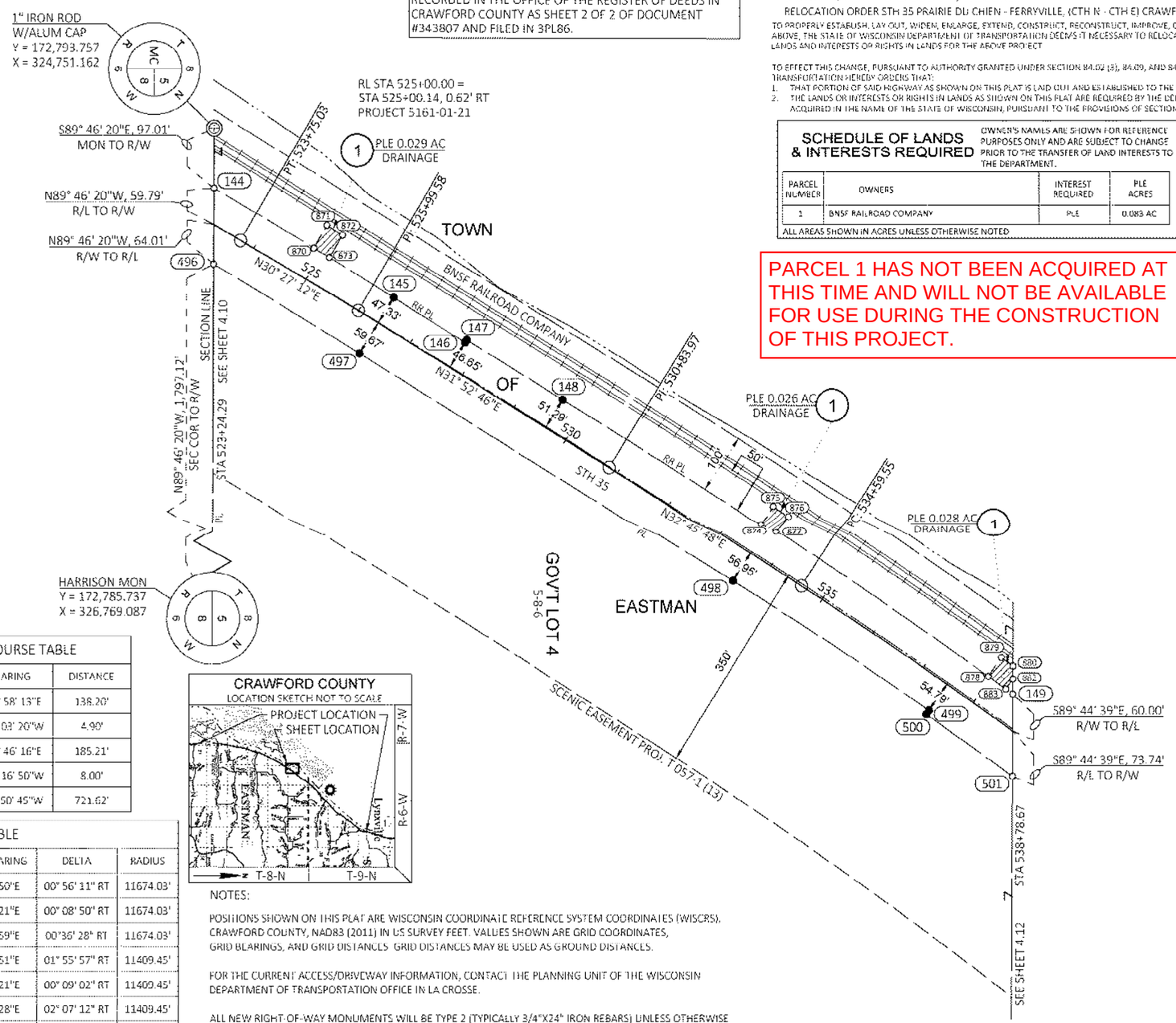
SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	PLE ACRES
1	BNSF RAILROAD COMPANY	PLE	0.083 AC

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

PARCEL 1 HAS NOT BEEN ACQUIRED AT THIS TIME AND WILL NOT BE AVAILABLE FOR USE DURING THE CONSTRUCTION OF THIS PROJECT.



PI = 522+52.12
Y = 172,731.002
X = 324,871.178
Δ = 02° 27' 31" RT
D = 01° 00' 00"
T = 122.95'
L = 245.87'
R = 5,729.58'
PC = 521+29.17
PT = 523+75.03
DB = S27° 59' 41"W

PI = 525+99.58
Y = 173,030.562
X = 325,047.304
Δ = 01° 25' 34" RT

PI = 530+83.97
Y = 173,441.885
X = 325,303.125
Δ = 00° 53' 02" RT

PI = 542+81.07
Y = 174,448.540
X = 325,950.961
Δ = 11° 35 54" RT
D = 00° 42' 30"
T = 821.51'
L = 1,637.41'
R = 8,088.82'
PC = 534+59.55
PT = 550+96.97
DA = N44° 21' 42"E

CURVE 523+24.29 - PT 523+75.03
L = 50.75'
LCH = 50.75'
LCB = N30° 11' 59"E
R = 5,729.58'

PC 534+59.55 - CURVE 538+78.67
L = 419.12'
LCH = 419.07'
LCB = N34° 14' 52"E
R = 8,088.82'

PLE POINT TABLE

PT. NO.	STATION	OFFSET
870	524+85.00	50.46' LT
871	524+85.00	92.63' LT
872	525+15.00	91.95' LT
873	525+15.00	50.02' LT
874	533+45.00	54.85' LT
875	533+45.00	91.91' LT
876	533+75.00	91.63' LT
877	533+75.00	54.56' LT
878	537+95.00	49.20' LT
879	537+95.00	86.29' LT
880	538+18.09	86.15' LT
882	538+30.00	69.03' LT
883	538+30.00	49.00' LT

PLE COURSE TABLE

COURSE	BEARING	DISTANCE
870 - 871	N50° 32' 48"W	42.17'
871 - 872	N31° 45' 10"E	30.01'
872 - 873	S59° 32' 48"E	41.92'
874 - 875	N57° 14' 12"W	37.07'
875 - 876	N33° 18' 03"E	30.00'
876 - 877	S57° 14' 12"E	37.07'
878 - 879	N54° 51' 38"W	37.09'
879 - 880	N35° 35' 06"E	23.33'
880 - 882	S89° 44' 39"E	20.92'
882 - 883	S54° 36' 45"E	20.03'

R/W POINT TABLE

PT. NO.	STATION	OFFSET
144	522+94.91	52.01' LT
145	526+37.60	48.36' LT
146	527+75.80	48.14' LT
147	527+75.81	53.05' LT
148	529+61.02	53.40' LT
149	538+44.06	48.93' LT
496	523+56.33	55.51' RT
497	526+37.96	58.64' RT
498	533+60.45	53.95' RT
499	537+46.90	51.92' RT
500	537+46.91	59.92' RT
501	539+21.79	59.94' RT

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
145 - 146	N31° 58' 13"E	138.20'
146 - 147	N58° 03' 20"W	4.90'
147 - 148	N31° 46' 16"E	185.21'
500 - 499	N55° 16' 50"W	8.00'
498 - 497	S31° 50' 45"W	721.62'

R/W COURSE CURVE TABLE

COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	RADIUS
144 - 870	190.82'	190.82'	N30° 44' 50"E	00° 56' 11" RT	11674.03'
870 - 873	30.00'	30.00'	N31° 17' 21"E	00° 08' 50" RT	11674.03'
873 - 145	123.82'	123.82'	N31° 39' 59"E	00°36' 28" RT	11674.03'
148 - 874	384.82'	384.81'	N32° 15' 51"E	01° 55' 57" RT	11409.45'
874 - 877	30.00'	30.00'	N33° 18' 21"E	00° 09' 02" RT	11409.45'
877 - 878	422.15'	422.12'	N34° 26' 28"E	02° 07' 12" RT	11409.45'
878 - 883	35.21'	35.21'	N35° 35' 22"E	00° 10' 37" RT	11409.45'
883 - 149	14.15'	14.15'	N35° 42' 49"E	00° 04' 16" RT	11409.45'
501 - 500	173.58'	173.58'	S35° 25' 22"W	01° 21' 30" LT	7321.92'
499 - 498	384.60'	384.56'	S33° 12' 59"W	03° 00' 22" LT	7330.18'
497 - 496	280.01'	280.00'	S31° 16' 46"W	01° 23' 13" LT	11567.03'

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT

EXISTING HIGHWAY RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED PROJECT NO 481-A, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5160-01-68, AND PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-01-21.

SCALE, FEET 0 100 200

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(608) 356-2771 www.msa-ps.com

I, ERIC SCHOOT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Eric D Schoot DATE: 9/26/22
PRINT NAME: ERIC SCHOOT
REGISTRATION NUMBER: S-3149-6

WISCONSIN ERIC J. SCHOOT S-3149 STEVENS POINT WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
SIGNATURE: Cory Schlegel DATE: 10/03/2022
PRINT NAME: CORY SCHLEGEL

100

FILE NAME : G:\00\00093\000935\35\CADD\RW\040101-RP.DWG
APPRAISAL PLAT DATE : SEPTEMBER 26, 2022
PLOT DATE : 9/26/2022 5:38 PM PLOT BY : ERIC SCHOOT PLOT NAME : PLOT SCALE : 1 IN:200 FT

5160-07-20 - 4.11
AMENDMENT NO. 1

4

4

PARCEL 1 HAS NOT BEEN ACQUIRED AT THIS TIME AND WILL NOT BE AVAILABLE FOR USE DURING THE CONSTRUCTION OF THIS PROJECT.

TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.12 AMENDMENT NO: 1

AMENDS PARCEL 1 OF TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.12 RECORDED AS DOCUMENT NUMBER 344396

THAT PART OF GOVERNMENT LOT 3, IN SECTION 5, TOWNSHIP 8 NORTH, RANGE 6 WEST, IN THE TOWN OF EASTMAN, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 PRAIRIE DU CHIEN - FERRYVILLE, (CTH N CTH E) CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #343807 AND FILED IN 3PL86.

350115
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PAGES: 1
VOLUME: 3PL PAGE: 146
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5160-07-20 - 4.12
AMENDMENT NO: 1

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	PLE ACRES
1	BNSF RAILROAD COMPANY	PLE	0.028 AC.

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

EXISTING MONUMENTS

PT. NO	STATION	OFFSET	DESCRIPTION
IP73	554+35.25	92.50' RT	3/4" REBAR
IP74	554+73.22	57.19' RT	3/4" REBAR

R/W POINT TABLE

PT. NO.	STATION	OFFSET
149	538+44.06	48.93' LT
150	541+21.61	49.03' LT
151	546+47.65	44.02' LT
152	546+47.68	57.03' LT
153	550+76.51	71.43' LT
158	555+37.96	85.92' LT
501	539+21.79	59.94' RT
505	549+91.23	67.89' RT
509	556+55.38	54.52' RT

PLE POINT TABLE

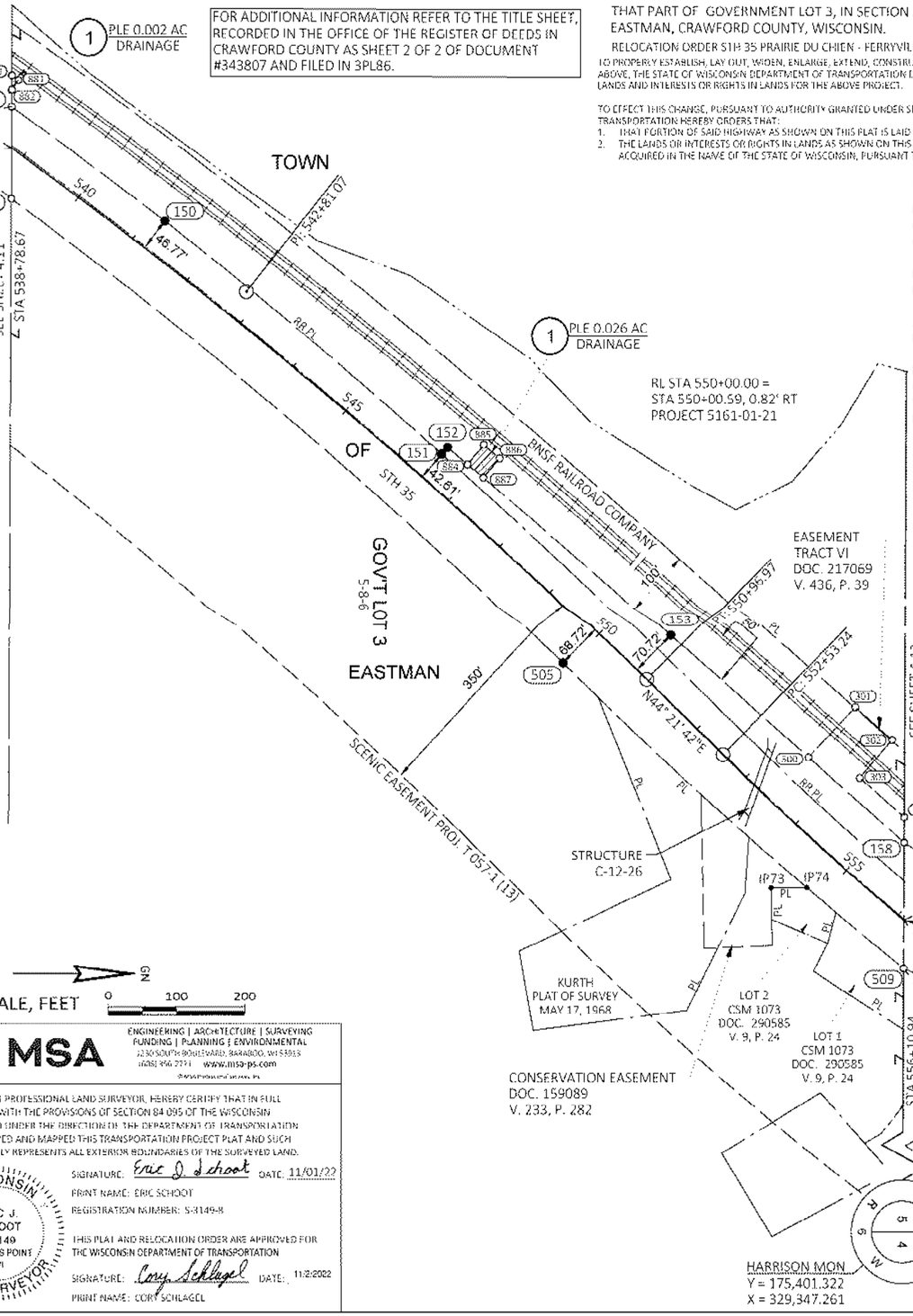
PT. NO.	STATION	OFFSET
300	553+47.40	84.15' LT
301	553+47.36	184.18' LT
302	554+22.38	185.77' LT
303	554+24.44	113.44' LT
304	555+13.49	113.77' LT
880	538+18.09	86.15' LT
881	538+30.00	86.10' LT
882	538+30.00	69.03' LT
884	546+85.60	58.04' LT
885	546+84.68	94.83' LT
886	547+14.66	95.61' LT
887	547+15.62	58.87' LT

R/W COURSE CURVE TABLE

COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	RADIUS
149 - 150	279.22'	279.21'	N36° 27' 06"E	01° 24' 08" RT	11409.45'
150 - 151	529.11'	529.00'	N39° 51' 30"E	04° 04' 48" RT	7430.61'
152 - 884	38.20'	38.20'	N39° 48' 06"E	00° 11' 31" RT	11409.46'
884 - 887	30.25'	30.25'	N39° 58' 19"E	00° 09' 07" RT	11409.46'
887 - 153	364.00'	363.99'	N40° 57' 43"E	01° 49' 41" RT	11409.46'
509 - IP74	184.39'	184.39'	S39° 38' 37"W	01° 38' 52" RT	6411.65'
IP74 - 505	484.18'	484.05'	S42° 22' 56"W	04° 35' 02" RT	6052.04'
505 - 501	1061.18'	1060.25'	S40° 15' 14"W	08° 18' 14" LT	7321.92'

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
151 - 152	N48° 43' 38"W	13.01'
153 - 300	N41° 27' 03"E	269.69'
300 - 158	N41° 27' 03"E	187.01'



NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD COUNTY, NAD83 (2011) IN US SURVEY FEET VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED PROJECT NO. 481-A, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5160-01-68, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-01-21, PLAT OF RIGHT OF WAY REQUIRED PROJECT P O-9(3), CSM 1073 (DOC 290585), FILED PLATS OF SURVEY, AND EXISTING IRONS LOCATED IN THE FIELD

CURVE 538+78.67 - PT 550+96.97
L = 1218.29'
LCH = 1217.14'
LCB = N40° 02' 49"E
R = 8,088.82'

PI = 542+81.07
Y = 174,448.540
X = 325,950.961
Δ = 11° 35 54" RT
D = 00° 42' 30"
T = 821.51'
L = 1,637.41'
R = 8,088.82'
PC = 534+59.55
PT = 550+96.97
DB = S32° 45' 48"W

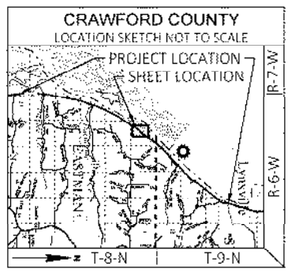
PI = 556+89.15
Y = 175,459.252
X = 326,939.402
Δ = 10° 51 55" LT
D = 01° 15' 00"
T = 435.92'
L = 869.22'
R = 4,583.66'
PC = 552+53.24
DA = N33° 29' 47"E

PC 552+53.24 - CURVE 556+10.94
L = 357.71'
LCH = 357.62'
LCB = N42° 07' 34"E
R = 4,583.66'

PLE COURSE TABLE

COURSE	BEARING	DISTANCE
149 - 882	N89° 44' 39"W	24.59'
882 - 880	N89° 44' 39"W	20.92'
880 - 881	N35° 35' 06"E	12.04'
881 - 882	S54° 36' 45"E	17.07'
884 - 885	N50° 00' 06"W	36.80'
885 - 886	N40° 04' 28"E	30.35'
886 - 887	S49° 50' 59"E	36.75'
300 - 301	N46° 50' 16"W	100.03'
301 - 302	N41° 27' 03"E	72.01'
302 - 303	S49° 20' 16"E	72.36'
303 - 304	N41° 27' 03"E	86.84'
304 - 158	S89° 44' 00"E	36.72'

CRAWFORD COUNTY
LOCATION SKETCH NOT TO SCALE



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I, ERIC SCHOOT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Eric J. Schoot DATE: 11/01/22
PRINT NAME: ERIC SCHOOT
REGISTRATION NUMBER: S-3149-8

WISCONSIN ERIC J. SCHOOT S-3149 STEVENS POINT WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlagel DATE: 11/2/2022
PRINT NAME: CORY SCHLAGEL

101

FILE NAME : G:\00\00093\000093539\CADD\RW\CM0101-RP.DWG
APPRAISAL PLAT DATE : NOVEMEBER 1, 2022
PLOT DATE : 11/1/2022 2:26 PM PLOT BY : BRAD LEE PLOT NAME : PLOT SCALE : 1 IN:200 FT
5160-07-20 - 4.12 AMENDMENT NO: 1

PARCEL 1 HAS NOT BEEN ACQUIRED AT THIS TIME AND WILL NOT BE AVAILABLE FOR USE DURING THE CONSTRUCTION OF THIS PROJECT.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #343807 AND FILED IN 3PL86.

TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.13 AMENDMENT NO: 1

AMENDS PARCEL 1 OF TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.13 RECORDED AS DOCUMENT NUMBER 344424

THAT PART OF GOVERNMENT LOT 2, IN SECTION 5, TOWNSHIP 8 NORTH, RANGE 6 WEST, IN THE TOWN OF EASTMAN, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 PRAIRIE DU CHIEN - FERRYVILLE. (CTH N - CTH E) CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	PLE ACRES
1	BNSF RAILROAD COMPANY	PLE	0.017 AC

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

GEODETIC SURVEY CONTROL STATIONS

ID NUMBER	STATION	OFFSET
DH8498	572+27.86	49.53' RT

CRAWFORD COUNTY
LOCATION SKETCH NOT TO SCALE

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

ALL NEW RIGHT-OF WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED PROJECT NO. 481-A, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5160-01-68, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-01-21, PLAT OF RIGHT OF WAY REQUIRED PROJECT T 057-1(12), CSM 754 (DOC 254293), CSM 1073 (DOC 290585), AND EXISTING IRONS LOCATED IN THE FIELD.

EXISTING MONUMENTS

PT. NO.	STATION	OFFSET	DESCRIPTION
IP75	557+51.99	54.00' RT	3/4" IRON PIPE
IP76	559+06.56	54.41' RT	3/4" IRON PIPE
IP77	561+01.23	56.98' RT	3/4" IRON PIPE

PLE COURSE TABLE

COURSE	BEARING	DISTANCE
158 - 304	N89° 44' 00"W	36.72'
304 - 305	N41° 27' 03"E	35.10'
305 - 306	S49° 20' 16"E	27.63'
888 - 889	N56° 41' 30"W	37.16'
889 - 890	N33° 18' 30"E	8.34'
890 - 167	S89° 43' 28"E	44.30'

PLE POINT TABLE

PT. NO	STATION	OFFSET
304	555+13.49	113.77' LT
305	555+49.48	113.42' LT
306	555+49.47	85.78' LT
888	571+46.40	48.34' LT
889	571+44.25	85.44' LT
890	571+52.57	85.92' LT

R/W COURSE CURVE TABLE

COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	RADIUS
161 - 162	457.87'	457.73'	N40° 26' 41"E	04° 54' 42" LT	5341.22'
164 - 165	186.58'	186.56'	N35° 08' 39"E	02° 46' 24" RT	3854.72'
515 - 514	31.57'	31.57'	S34° 24' 34"W	00° 06' 26" RT	16852.68'
513 - 512	40.84'	40.84'	S34° 52' 25"W	00° 08' 22" RT	16790.43'
510 - 509	451.94'	451.85'	S36° 48' 02"W	04° 02' 19" RT	6411.69'

R/W POINT TABLE

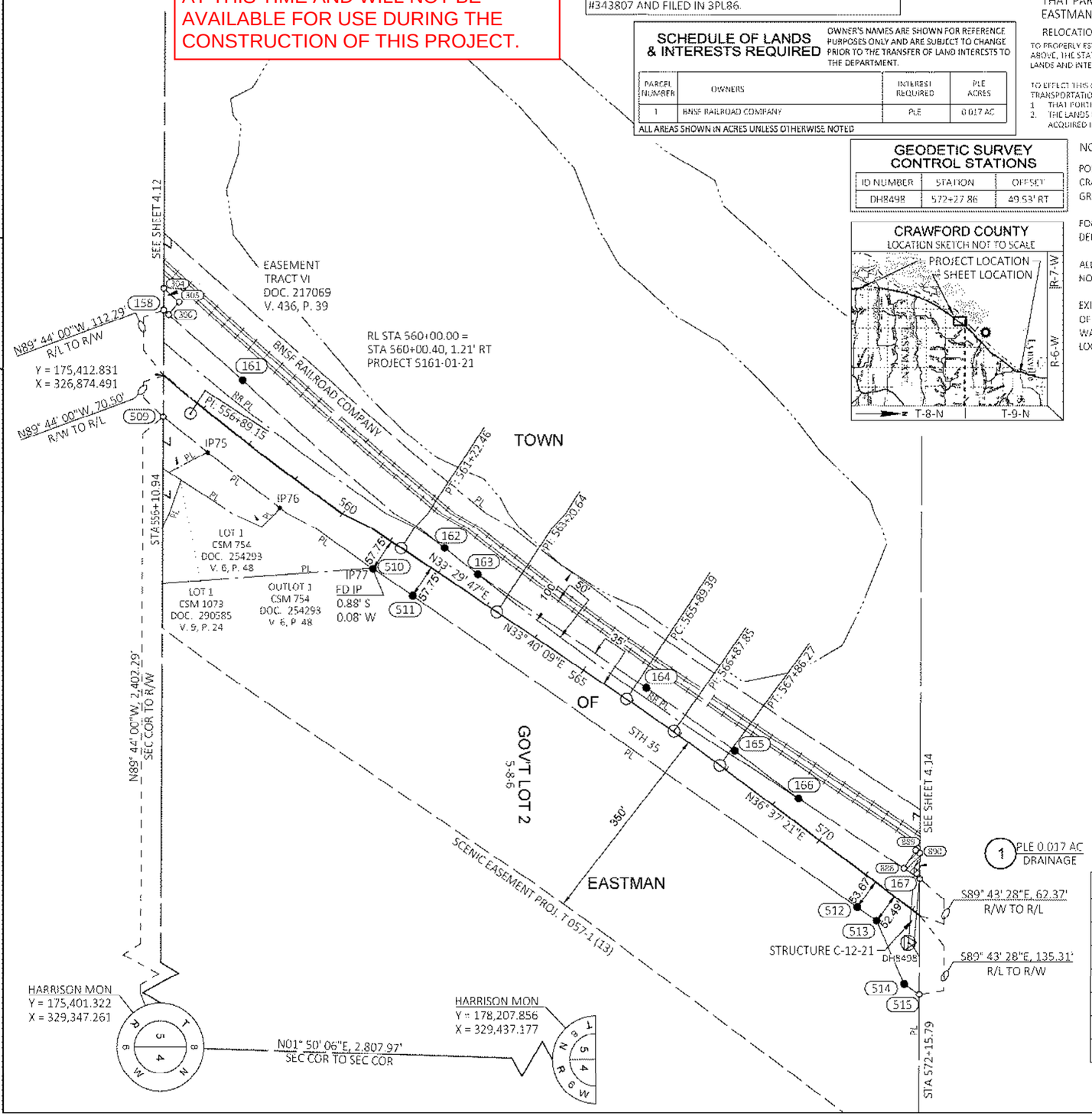
PT. NO.	STATION	OFFSET
158	555+37.96	85.97' LT
161	557+23.00	80.20' LT
162	561+84.86	41.92' LT
163	562+57.85	35.53' LT
164	566+07.13	34.85' LT
165	567+92.06	35.47' LT

R/W POINT TABLE

PT. NO.	STATION	OFFSET
166	569+29.12	35.64' LT
167	571+78.83	50.24' LT
509	556+55.48	54.52' RT
510	561+01.99	56.55' RT
511	561+84.41	56.88' RT
512	571+20.99	52.72' RT
513	571+61.81	51.48' RT
514	572+64.44	110.20' RT
515	572+95.36	109.05' RT

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
158 - 306	N41° 27' 03"E	11.30'
306 - 161	N41° 27' 03"E	170.47'
162 - 163	N38° 29' 39"E	73.27'
163 - 164	N33° 45' 27"E	349.55'
165 - 166	N36° 31' 50"E	137.06'
166 - 888	N33° 16' 38"E	217.65'
888 - 167	N33° 16' 38"E	32.49'
514 - 513	S66° 24' 00"W	118.25'
512 - 511	S34° 45' 16"W	933.33'
511 - 510	S33° 45' 27"W	82.67'



CURVE 556+10.94 - PT 561+22.46
L = 511.52'
LCH = 511.25'
LCB = N36° 41' 36"E
R = 4,583.66'

PI = 556+89.15
Y = 175,459.252
X = 326,939.402
Δ = 10° 51 55" LT
D = 01° 15' 00"
T = 435.92'
L = 869.22'
R = 4,583.66'
PC = 552+53.24
PT = 561+22.46
DB = S44° 21' 42"W

PI = 563+20.64
Y = 175,988.041
X = 327,289.353
Δ = 00° 10' 22" RT
PI = 566+87.85
Y = 176,293.654
X = 327,492.934
Δ = 02° 57' 12" RT
D = 01° 30' 00"
T = 98.46'
L = 196.88'
R = 3,819.72'
PC = 565+89.39
PT = 567+86.27

SCALE, FEET 0 100 200

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(608) 356-2771 www.msa-ps.com

I, ERIC SCHOOT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN ERIC J. SCHOOT S-3149 STEVENS POINT WI LAND SURVEYOR

SIGNATURE: Eric J Schoot DATE: 9/26/22
PRINT NAME: ERIC SCHOOT
REGISTRATION NUMBER: S-3149-8

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlagel DATE: 11/2/2022
PRINT NAME: CORY SCHLAGEL

102

350116
RECORDED 11/03/2022 12:02 PM
MELISSA C NAGEL
REGISTER OF DEEDS OFFICE
CRAWFORD COUNTY, WI
RECORDING FEE 25.00
PAGES: 1
VOLUME: 3PL PAGE: 146
The above recording information verifies that this document has been electronically recorded and returned to the submitter.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5160-07-20 - 4.13
AMENDMENT NO: 1

FILE NAME : G:\00\00093\00093S39\CADD\RW\CM0101-RP.DWG
APPRAISAL PLAT DATE : SEPTEMBER 26, 2022
PLOT DATE : 11/1/2022 2:26 PM
PLOT BY : BRAD LEE
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

S160 07 20 4.13
AMENDMENT NO. 1

TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.14 AMENDMENT NO: 1

AMENDS PARCEL 1 OF TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.14 RECORDED AS DOCUMENT NUMBER 344425

THAT PART OF GOVERNMENT LOT 1, IN SECTION 5, TOWNSHIP 8 NORTH, RANGE 6 WEST, IN THE TOWN OF EASTMAN, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 PRAIRIE DU CHIEN - FERRYVILLE, (CTH N - CTH E) CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #343807 AND FILED IN 3PL86.

PARCEL 1 HAS NOT BEEN ACQUIRED AT THIS TIME AND WILL NOT BE AVAILABLE FOR USE DURING THE CONSTRUCTION OF THIS PROJECT.

350127
RECORDED 11/04/2022 10:02 AM
MELISSA C NAGEL
REGISTER OF DEEDS OFFICE
CRAWFORD COUNTY, WI
RECORDING FEE 25.00
PAGES: 1
VOLUME: 3PL PAGE: 152
The above recording information verifies that this document has been electronically recorded and returned to the submitter.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5160-07-20 - 4.14
AMENDMENT NO: 1

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED PROJECT NO. 481-A, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5160-01-68, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-01-21, PLAT OF RIGHT OF WAY REQUIRED PROJECT 1057-1(12), AND FILED PLATS OF SURVEY.

PI = 575+29.43
Y = 176,969.121
X = 327,994.991
Δ = 07° 40' 01" LT
D = 01° 30' 00"
T = 255.95'
L = 511.13'
R = 3,819.72'
PC = 572+73.48
PT = 577+84.61

PI = 585+12.13
Y = 177,829.654
X = 328,471.121
Δ = 12° 32' 53" RT
D = 02° 00' 00"
T = 314.96'
L = 627.41'
R = 2,864.79'
PC = 581+97.17
PT = 588+24.58

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	PLE ACRES
1	BNSF RAILROAD COMPANY	PLE	0.068 AC

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

R/W POINT TABLE

PT. NO.	STATION	OFFSET
167	571+78.83	50.24' LT
168	572+32.89	56.15' LT
169	577+12.91	71.13' LT
170	582+17.09	33.84' LT
171	582+69.87	31.36' LT
172	586+86.48	30.33' LT
173	588+12.27	40.01' LT
174	589+83.48	40.30' LT
515	572+95.36	109.05' RT
516	574+60.56	106.12' RT
517	575+44.66	44.28' RT
518	578+40.10	57.62' RT
519	580+44.81	71.29' RT
520	591+02.58	95.66' RT

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
167 - 892	N33° 16' 38"E	17.58'
892 - 168	N33° 16' 38"E	509.97'
168 - 169	N59° 53' 37"W	14.98'
169 - 893	N33° 16' 36"E	40.79'
893 - 896	N33° 16' 36"E	29.48'
896 - 170	N33° 16' 36"E	434.23'
172 - 173	N35° 39' 12"E	127.69'
173 - 901	N41° 23' 58"E	118.30'
901 - 904	N41° 23' 58"E	29.98'
904 - 174	N41° 23' 58"E	23.09'
519 - 518	S32° 46' 34"W	205.16'
517 - 516	S02° 36' 29"E	105.72'

PLE POINT TABLE

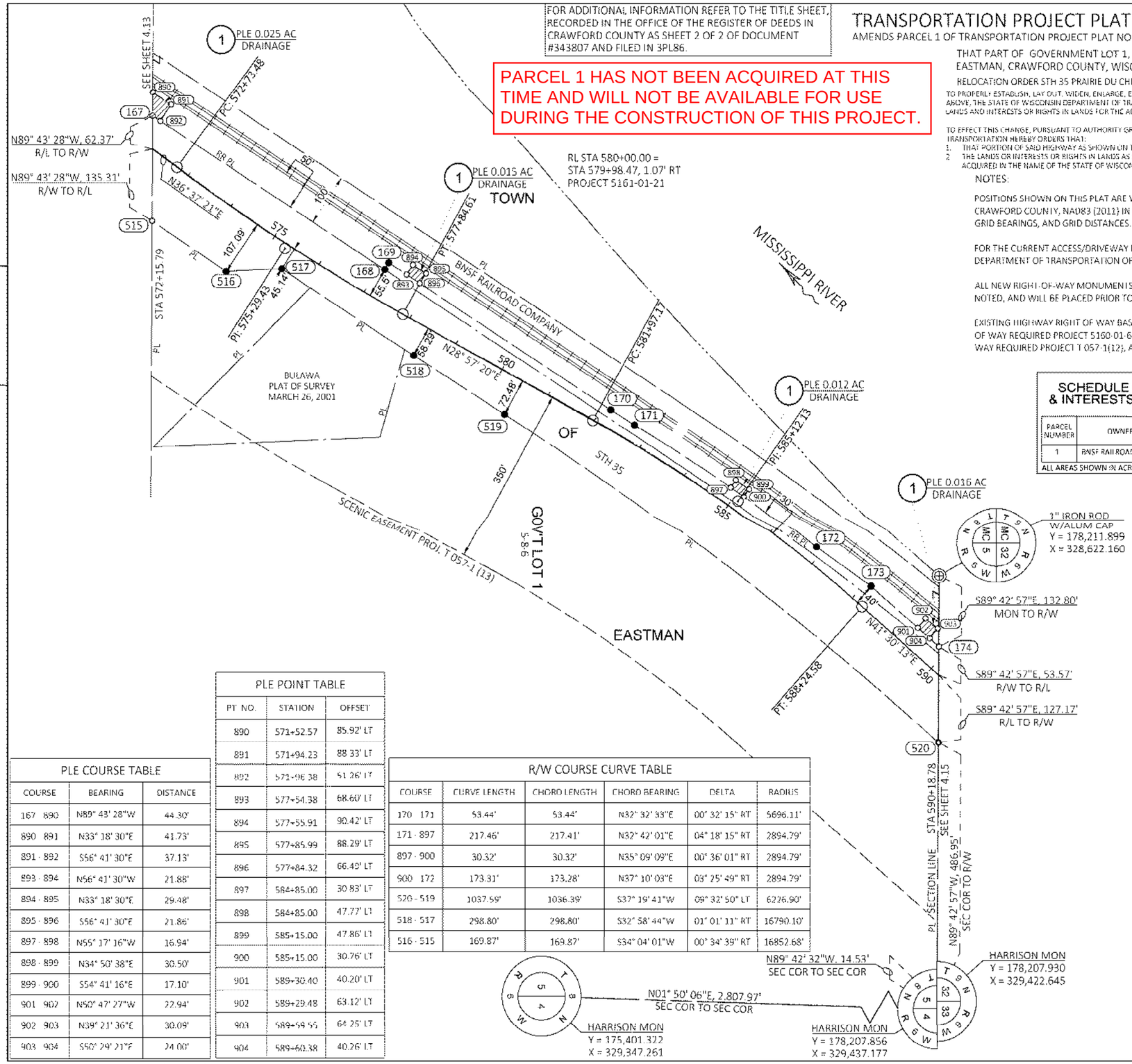
PT NO.	STATION	OFFSET
890	571+52.57	85.92' LT
891	571+94.23	88.33' LT
892	572+96.38	51.26' LT
893	577+54.38	68.60' LT
894	577+55.91	90.42' LT
895	577+85.99	88.29' LT
896	577+84.32	66.49' LT
897	584+85.00	30.83' LT
898	584+85.00	47.77' LT
899	585+15.00	47.86' LT
900	585+15.00	30.76' LT
901	589+30.40	40.20' LT
902	589+29.48	63.12' LT
903	589+59.55	64.25' LT
904	589+60.38	40.26' LT

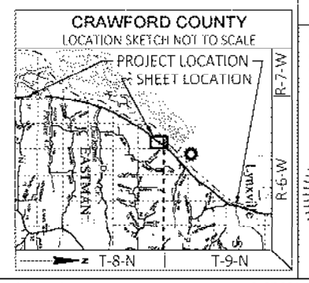
PLE COURSE TABLE

COURSE	BEARING	DISTANCE
167 - 890	N89° 43' 28"W	44.30'
890 - 891	N33° 18' 30"E	41.73'
891 - 892	S56° 41' 30"E	37.13'
893 - 894	N56° 41' 30"W	21.88'
894 - 895	N33° 18' 30"E	29.48'
895 - 896	S56° 41' 30"E	21.86'
897 - 898	N55° 17' 16"W	16.94'
898 - 899	N34° 50' 38"E	30.50'
899 - 900	S54° 41' 16"E	17.10'
901 - 902	N50° 47' 27"W	22.94'
902 - 903	N39° 21' 36"E	30.09'
903 - 904	S50° 29' 21"E	24.00'

R/W COURSE CURVE TABLE

COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	RADIUS
170 - 171	53.44'	53.44'	N32° 32' 33"E	00° 32' 15" RT	5696.11'
171 - 897	217.46'	217.41'	N32° 42' 01"E	04° 18' 15" RT	2894.79'
897 - 900	30.32'	30.32'	N35° 09' 09"E	00° 36' 01" RT	2894.79'
900 - 172	173.31'	173.28'	N37° 10' 03"E	03° 25' 49" RT	2894.79'
520 - 519	1037.59'	1036.39'	S37° 19' 41"W	09° 32' 50" LT	6226.90'
518 - 517	298.80'	298.80'	S32° 58' 44"W	01° 01' 11" RT	16790.10'
516 - 515	169.87'	169.87'	S34° 04' 01"W	00° 34' 39" RT	16852.68'





SCALE, FEET 0 100 200

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(608) 356-2771 www.msa-ps.com

I, ERIC SCHOOT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Eric J Schoot DATE: 11/4/22
PRINT NAME: ERIC SCHOOT
REGISTRATION NUMBER: S-3149-6

WISCONSIN ERIC J. SCHOOT S-3149 STEVENS POINT WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlagel DATE: 11/4/22
PRINT NAME: CORY SCHLAGEL

FILE NAME : G:\00\00093\000933\39\CADD\RW\040101-RP.DWG
APPRAISAL PLAT DATE : SEPTEMBER 26, 2022
PLOT DATE : 11/4/22 7:04 AM
PLOT BY : ERIC SCHOOT
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

S160-07-20 - 4.14
AMENDMENT NO. 1

TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.15 AMENDMENT NO: 1

AMENDS PARCEL 1 OF TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.15 RECORDED AS DOCUMENT NUMBER 344426

THAT PART OF GOVERNMENT LOT 1, IN SECTION 32, IN TOWNSHIP 9 NORTH, RANGE 6 WEST, IN THE TOWN OF SENECA, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 PRAIRIE DU CHIEN - FERRYVILLE, (CTH N CTH E) CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED PROJECT NO. 481-A, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5160-01-68, AND PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-01-21.

PARCEL 1 HAS NOT BEEN ACQUIRED AT THIS TIME AND WILL NOT BE AVAILABLE FOR USE DURING THE CONSTRUCTION OF THIS PROJECT.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #343807 AND FILED IN 3PL86.

350128

RECORDED 11/04/2022 10:03 AM
MELISSA C NAGEL
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PAGES: 1
VOLUME: 3PL PAGE: 152
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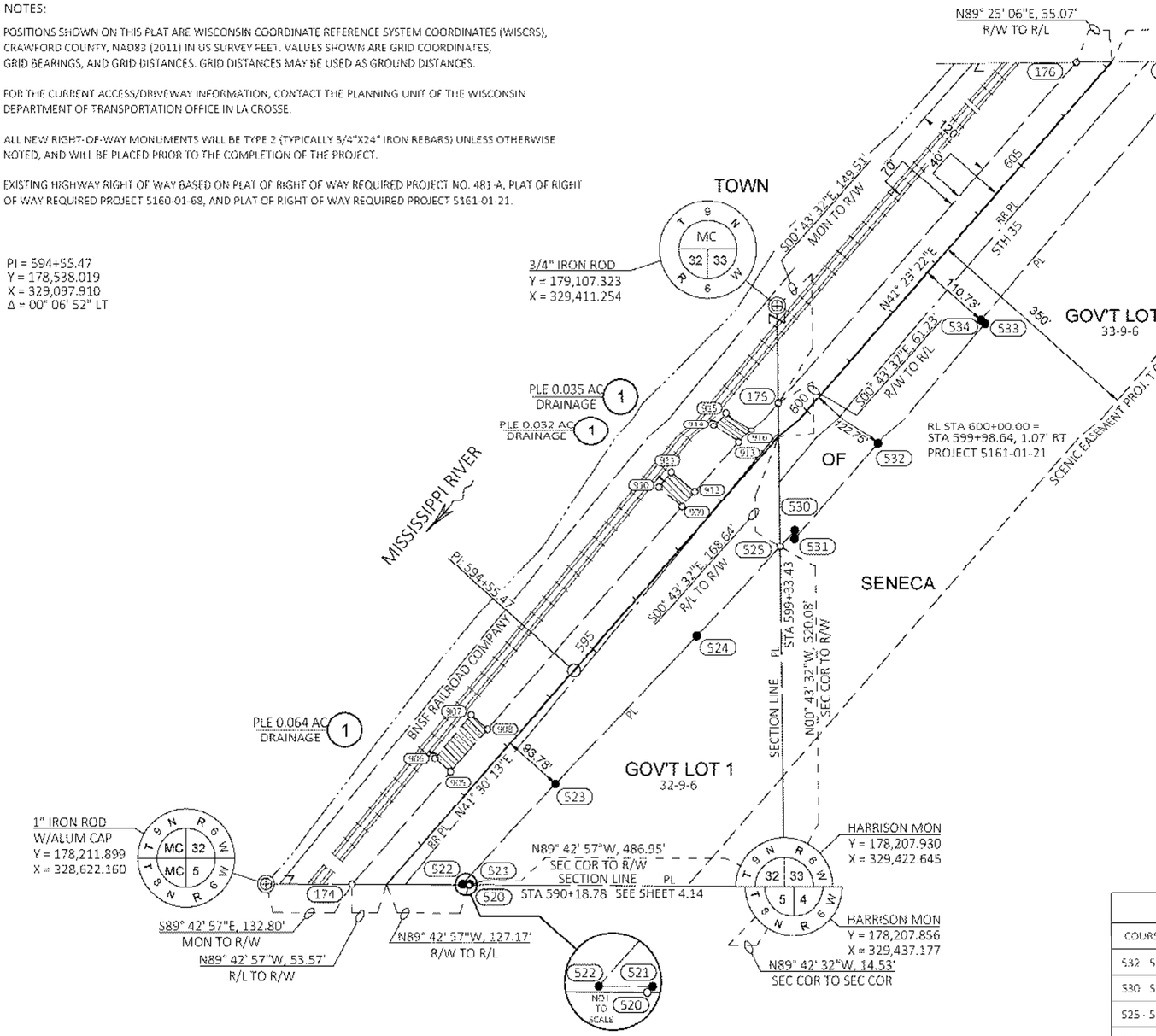
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5160-07-20 - 4.15
AMENDMENT NO: 1

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	PLE ACRES
1	BNSF RAILROAD COMPANY	PLE	0.131 AC

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

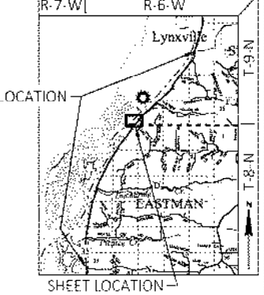


PI = 594+55.47
Y = 178,538.019
X = 329,097.910
Δ = 00° 06' 52" LT

GN

SCALE, FEET 0 100 200

CRAWFORD COUNTY
LOCATION SKETCH NOT TO SCALE



PLE POINT TABLE

PT. NO.	STATION	OFFSET
905	592+13.54	40.72' LT
906	592+12.61	71.85' LT
907	593+00.00	74.44' LT
908	593+00.00	40.87' LT
909	597+53.92	41.10' LT
910	597+52.64	87.31' LT
911	597+82.64	88.14' LT
912	597+83.94	41.10' LT
913	598+86.02	41.08' LT
914	598+84.64	90.97' LT
915	599+14.64	91.80' LT
916	599+16.04	41.08' LT

R/W POINT TABLE

PT. NO.	STATION	OFFSET
174	589+83.48	40.30' LT
175	599+78.85	41.06' LT
176	606+75.03	40.94' LT
520	591+02.58	95.66' RT
521	591+04.15	95.68' RT
522	590+96.86	87.35' RT
523	593+07.04	92.88' RT
524	596+20.59	107.15' RT
525	598+08.33	113.10' RT
530	598+41.76	113.61' RT
531	598+32.00	121.73' RT
532	600+26.89	121.69' RT
533	602+81.34	117.96' RT
534	602+81.34	109.71' RT
535	608+03.66	102.06' RT

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
174 - 905	N41° 23' 58"E	230.06'
905 - 908	N41° 23' 58"E	86.46'
908 - 909	N41° 23' 58"E	453.84'
909 - 912	N41° 23' 58"E	30.02'
912 - 913	N41° 23' 58"E	102.08'
913 - 916	N41° 23' 58"E	30.02'
916 - 175	N41° 23' 58"E	62.81'
175 - 176	N41° 23' 58"E	696.18'
535 - 534	S40° 33' 01"W	522.37'
534 - 533	S48° 36' 02"E	8.25'
533 - 532	S40° 33' 02"W	254.48'
531 - 530	N01° 37' 54"E	12.70'
524 - 523	S44° 02' 51"W	314.08'
522 - 521	S89° 43' 30"E	11.07'

PLE COURSE TABLE

COURSE	BEARING	DISTANCE
905 - 906	N50° 12' 00"W	31.14'
906 - 907	N39° 48' 00"E	87.43'
907 908	S48° 29' 47"E	33.57'
909 910	N50° 12' 00"W	46.22'
910 911	N39° 48' 00"E	30.01'
911 912	S50° 12' 00"E	47.06'
913 - 914	N50° 12' 00"W	49.91'
914 - 915	N39° 48' 03"E	30.01'
915 916	S50° 11' 21"E	50.75'

R/W COURSE CURVE TABLE

COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	RADIUS
532 531	194.90'	194.89'	S41° 22' 38"W	01° 39' 15" RT	6751.24'
530 525	33.44'	33.43'	S42° 15' 51"W	00° 17' 03" RT	6742.99'
525 - 524	187.83'	187.83'	S43° 12' 16"W	01° 35' 46" RT	6742.99'
523 522	210.27'	210.26'	S43° 00' 38"W	01° 55' 55" LT	6236.18'
521 520	1.58'	1.58'	S42° 06' 32"W	00° 00' 52" LT	6226.90'

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I, ERIC SCHOOT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN ERIC J. SCHOOT S-3149 STEVENS POINT WI LAND SURVEYOR

SIGNATURE: Eric J Schoot DATE: 11/4/22
PRINT NAME: ERIC SCHOOT
REGISTRATION NUMBER: S-3149-6

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlagel DATE: 11/4/22
PRINT NAME: CORY SCHLAGEL

FILE NAME : G:\00\00093\000933\39\CADD\RW\D40101-RP.DWG
APPRAISAL PLAT DATE : SEPTEMBER 26, 2022
PLOT DATE : 11/4/22 7:04 AM
PLOT BY : ERIC SCHOOT
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

5160-07-20 - 4.15
AMENDMENT NO. 1

TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.16 AMENDMENT NO: 1

AMENDS PARCEL 1 OF TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.16 RECORDED AS DOCUMENT NUMBER 344427

THAT PART OF GOVERNMENT LOT 3, IN SECTION 33, TOWNSHIP 9 NORTH, RANGE 6 WEST, IN THE TOWN OF SENECA, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 PRAIRIE DU CHIEN - FERRYVILLE, (CTH N - CTH E) CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

PARCEL 1 HAS NOT BEEN ACQUIRED AT THIS TIME AND WILL NOT BE AVAILABLE FOR USE DURING THE CONSTRUCTION OF THIS PROJECT.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #343807 AND FILED IN 3PL86.

349966
RECORDED 10/18/2022 08:01 AM
MELISSA C NAGEL
REGISTER OF DEEDS OFFICE
CRAWFORD COUNTY, WI
RECORDING FEE 25.00
PAGES: 1
VOLUME: 3PL PAGE: 142
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5160-07-20 - 4.16
AMENDMENT NO: 1

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	PLE ACRES
1	BNSF RAILROAD COMPANY	PLE	0.088 AC

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

NOTES:

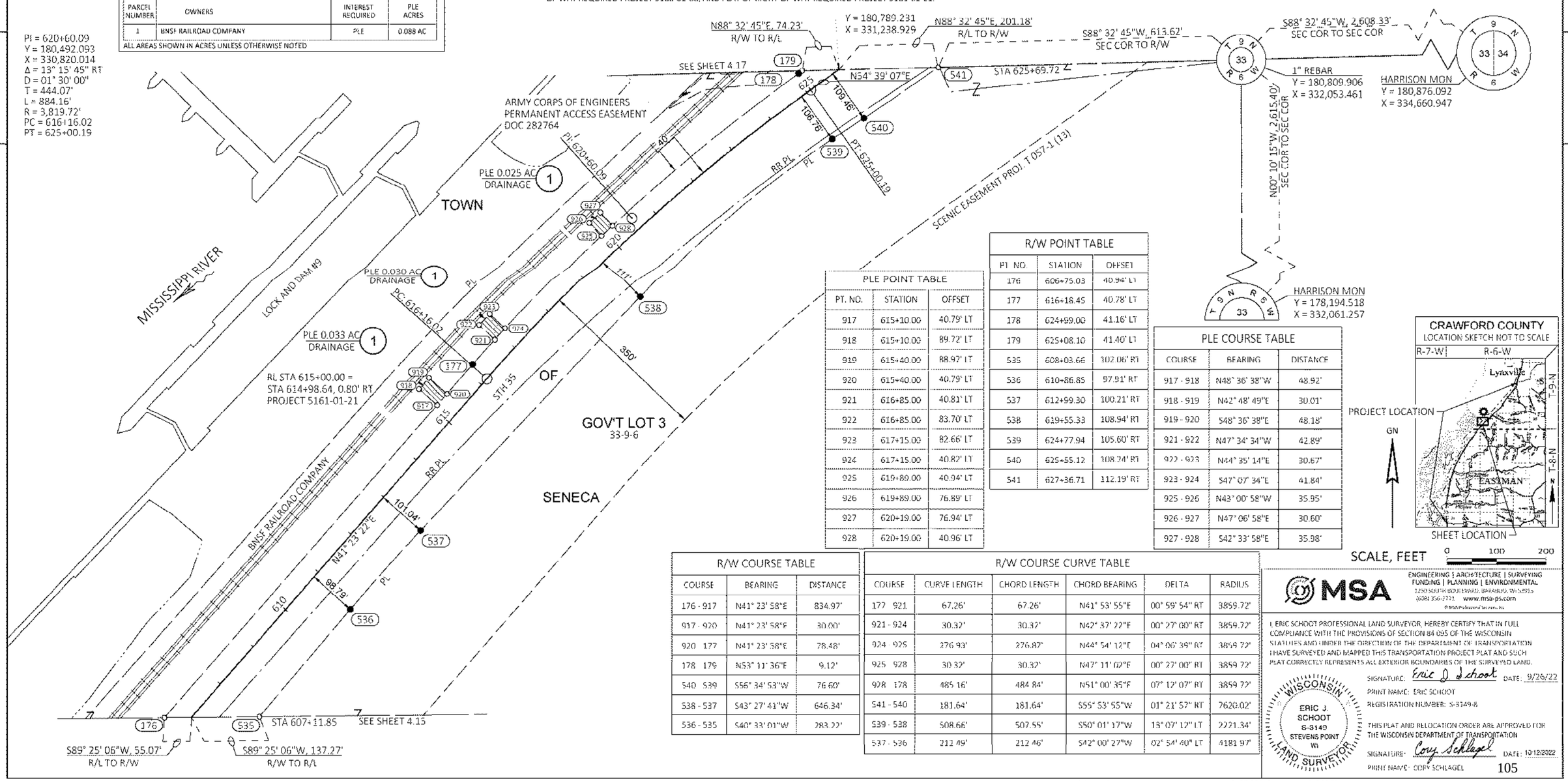
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

ALL NEW RIGHT OF WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT

EXISTING HIGHWAY RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED PROJECT NO 481-A, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5160-01-68, AND PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-01-21.

PI = 620+60.09
Y = 180,492.093
X = 330,820.014
Δ = 13° 15' 45" RT
D = 01° 30' 00"
T = 444.07'
L = 884.16'
R = 3,819.72'
PC = 616+16.02
PT = 625+00.19



PLE POINT TABLE

PT. NO.	STATION	OFFSET
917	615+10.00	40.79' LT
918	615+10.00	89.72' LT
919	615+40.00	88.97' LT
920	615+40.00	40.79' LT
921	616+85.00	40.81' LT
922	616+85.00	83.70' LT
923	617+15.00	82.66' LT
924	617+15.00	40.82' LT
925	619+89.00	40.94' LT
926	619+89.00	76.89' LT
927	620+19.00	76.94' LT
928	620+19.00	40.96' LT

R/W POINT TABLE

PT. NO.	STATION	OFFSET
176	606+75.03	40.94' LT
177	616+18.45	40.78' LT
178	624+99.00	41.16' LT
179	625+08.10	41.40' LT
535	608+03.66	102.06' RT
536	610+86.85	97.91' RT
537	612+99.30	100.21' RT
538	619+55.33	108.94' RT
539	624+77.94	105.60' RT
540	625+55.12	108.24' RT
541	627+36.71	112.19' RT

PLE COURSE TABLE

COURSE	BEARING	DISTANCE
917 - 918	N48° 36' 38"W	48.92'
918 - 919	N42° 48' 49"E	30.01'
919 - 920	S48° 36' 38"E	48.18'
921 - 922	N47° 34' 34"W	42.89'
922 - 923	N44° 35' 14"E	30.67'
923 - 924	S47° 07' 34"E	41.84'
925 - 926	N43° 00' 58"W	35.95'
926 - 927	N47° 06' 58"E	30.60'
927 - 928	S42° 33' 58"E	35.98'

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
176 - 917	N41° 23' 58"E	834.97'
917 - 920	N41° 23' 58"E	30.00'
920 - 177	N41° 23' 58"E	78.48'
178 - 179	N53° 11' 36"E	9.12'
540 - 539	S56° 34' 53"W	76.60'
538 - 537	S43° 27' 41"W	646.34'
536 - 535	S40° 33' 01"W	283.22'

R/W COURSE CURVE TABLE

COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	RADIUS
177 - 921	67.26'	67.26'	N41° 53' 55"E	00° 59' 54" RT	3859.72'
921 - 924	30.32'	30.32'	N42° 37' 22"E	00° 27' 00" RT	3859.72'
924 - 925	276.93'	276.87'	N44° 54' 12"E	04° 06' 39" RT	3859.72'
925 - 928	30.32'	30.32'	N47° 11' 02"E	00° 27' 00" RT	3859.72'
928 - 178	485.16'	484.84'	N51° 00' 35"E	07° 12' 07" RT	3859.72'
541 - 540	181.64'	181.64'	S55° 53' 55"W	01° 21' 57" RT	7620.02'
539 - 538	508.66'	507.55'	S50° 01' 17"W	13° 07' 12" LT	2221.34'
537 - 536	212.49'	212.46'	S42° 00' 27"W	02° 54' 40" LT	4181.97'

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I, ERIC SCHOOT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN ERIC J. SCHOOT S-3149 STEVENS POINT WI LAND SURVEYOR

SIGNATURE: Eric J Schoot DATE: 9/26/22
PRINT NAME: ERIC SCHOOT
REGISTRATION NUMBER: S-3149-6

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
SIGNATURE: Cory Schlagel DATE: 10/12/2022
PRINT NAME: CORY SCHLAGEL

FILE NAME : G:\00\00093\000933\CADD\RW\040101-RP.DWG
APPRAISAL PLAT DATE : SEPTEMBER 26, 2022
PLOT DATE : 9/26/2022 5:44 PM
PLOT BY : ERIC SCHOOT
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

5160-07-20 - 4.16
AMENDMENT NO. 1

TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.17

THAT PART OF GOVERNMENT LOT 2, IN SECTION 33, TOWNSHIP 9 NORTH, RANGE 6 WEST, IN THE TOWN OF SENECA, CRAWFORD COUNTY, WISCONSIN.

STH 35 PRAIRIE DU CHIEN - FERRYVILLE, (CTH N - CTH E) CRAWFORD COUNTY

THE STATE OF WISCONSIN HAS DEEMED IT NECESSARY TO MONUMENT RIGHT-OF-WAY INTERESTS PREVIOUSLY ACQUIRED UNDER SECTIONS 82.01, 82.31(2), AND 84.09 OF THE WISCONSIN STATE STATUTES AND DOES HEREBY CERTIFY THE DEPARTMENT OF TRANSPORTATION HAS SURVEYED THE HIGHWAY RIGHT-OF-WAY; THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND SHOWS ACCURATE MEASUREMENTS THEREOF.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED PROJECT NO. 481-A, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5160-01-68, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-01-21, AND FILED PLATS OF SURVEY.

EXISTING TOWN ROAD RIGHT OF WAY BASED ON THE CENTERLINE OF EXISTING PAVEMENT, AND PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-01-21.

UTILITY INFORMATION IS NOT SHOWN ON THIS PLAT.

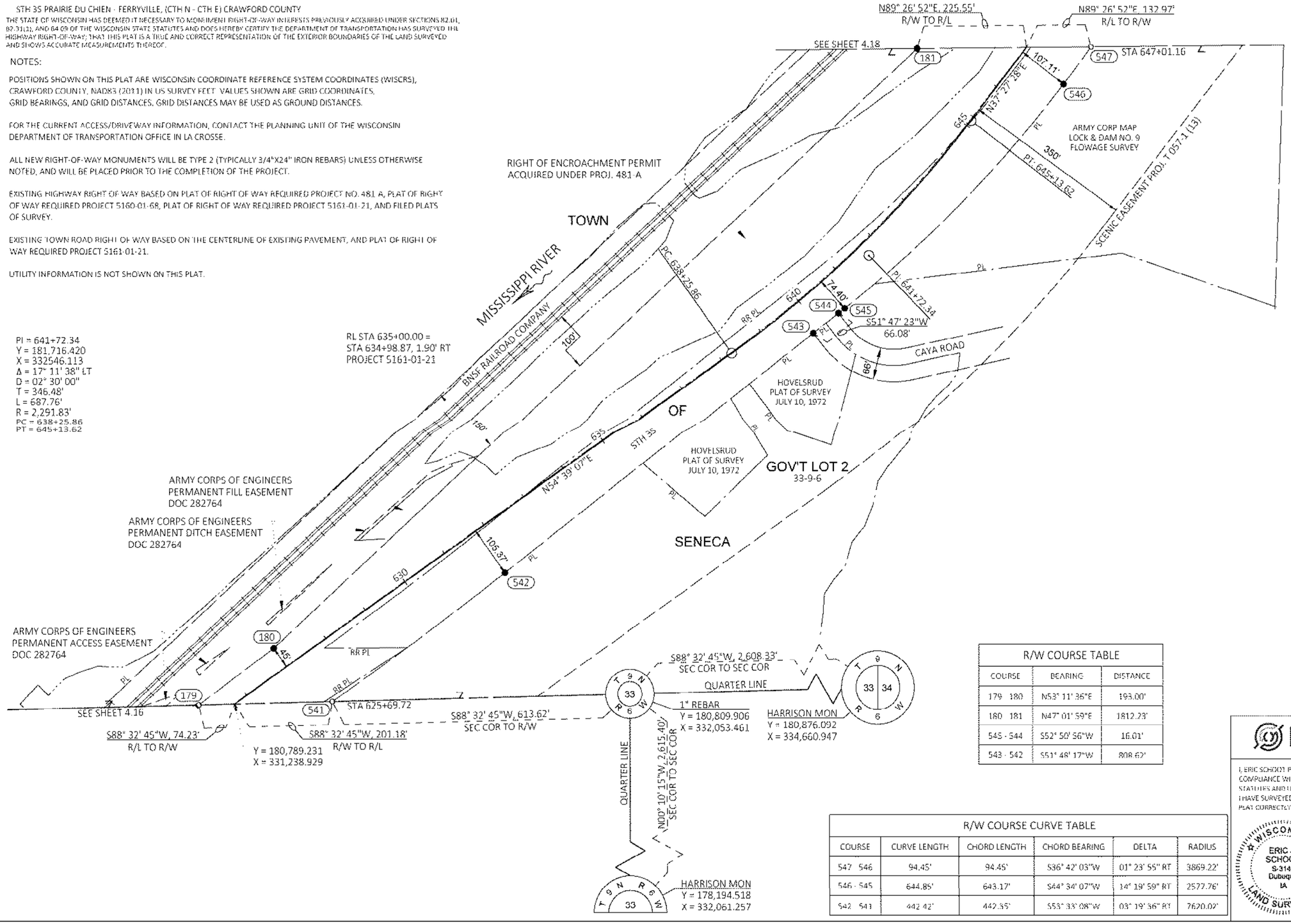
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #343807 AND FILED IN 3PL86.

344428

RECORDED 03/11/2021 11:42 AM
MELISSA C NAGEL
REGISTER OF DEEDS OFFICE
CRAWFORD COUNTY, WI
RECORDING FEE 25.00
PAGES: 1
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PROJECT NUMBER 5160-07-20 - 4.17

4



RL STA 635+00.00 =
STA 634+98.87, 1.90' RT
PROJECT 5161-01-21

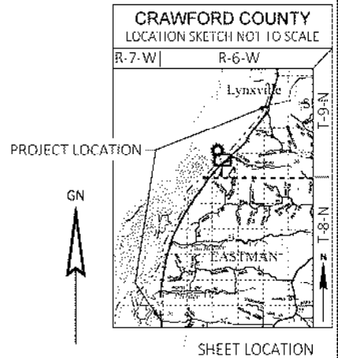
PI = 641+72.34
Y = 181,716.420
X = 332546.113
Δ = 17° 11' 38" LT
D = 02° 30' 00"
T = 346.48'
L = 687.76'
R = 2,291.83'
PC = 638+25.86
PT = 645+13.62

R/W POINT TABLE		
PT. NO.	STATION	OFFSET
179	625+08.10	41.40' LT
180	627+01.04	46.31' LT
181	645+62.26	177.71' LT
541	627+36.71	112.19' RT
542	631+78.98	103.70' RT
543	639+82.03	69.02' RT
544	640+46.12	71.14' RT
545	640+61.61	72.23' RT
546	646+88.60	106.02' RT
547	647+83.71	104.46' RT

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
179 - 180	N53° 11' 36"E	193.00'
180 - 181	N47° 01' 59"E	1812.23'
545 - 544	S52° 50' 56"W	16.01'
543 - 542	S51° 48' 17"W	808.62'

R/W COURSE CURVE TABLE					
COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	RADIUS
547 - 546	94.45'	94.45'	S36° 42' 03"W	01° 23' 55" RT	3869.22'
546 - 545	644.85'	643.17'	S44° 34' 07"W	14° 19' 59" RT	2577.76'
542 - 541	442.42'	442.35'	S53° 33' 08"W	03° 19' 36" RT	7620.02'

CRAWFORD COUNTY
LOCATION SKETCH NOT TO SCALE



SCALE, FEET 0 100 200

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(608) 356-2771 www.msa-ps.com

I, ERIC SCHOOT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN
ERIC J. SCHOOT
S-3149
Dubuque
IA
LAND SURVEYOR

SIGNATURE: Eric J Schoot DATE: 12/15/20
PRINT NAME: ERIC SCHOOT
REGISTRATION NUMBER: S-3149-8

THIS PLAT IS APPROVED FOR
THE WISCONSIN DEPARTMENT OF TRANSPORTATION
SIGNATURE: Cory Schlagel DATE: 3/11/2021
PRINT NAME: CORY SCHLAGEL

FILE NAME : G:\00\00093\00093539\CADD\RW\CM0101-RP.DWG PLOT DATE : 3/9/2021 8:55 AM PLOT BY : BRAD LEE PLOT NAME : PLOT SCALE : 1 IN:200 FT

5160-07-20 - 4.17

TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.18 AMENDMENT NO: 1

AMENDS PARCEL 1 OF TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.18 RECORDED AS DOCUMENT NUMBER 344619

THAT PART OF GOVERNMENT LOT 1, IN SECTION 33, TOWNSHIP 9 NORTH, RANGE 6 WEST, IN THE TOWN OF SENECA, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 PRAIRIE DU CHIEN - FERRYVILLE, (CTH N - CTH E) CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (3) OR (2), WISCONSIN STATUTES.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED PROJECT NO. 481-A, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5160-01-68, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-01-21, FILED PLATS OF SURVEY, AND EXISTING IRONS LOCATED IN THE FIELD.

EXISTING TOWN ROAD RIGHT OF WAY BASED ON THE CENTERLINE OF EXISTING PAVEMENT, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-01-21, AND EXISTING IRONS LOCATED IN THE FIELD.

PI = 647+34.47
Y = 182,166.772
X = 332,891.153
Δ = 00° 21' 58" RT

PI = 657+77.37
Y = 182,990.556
X = 333,530.696
Δ = 09° 26' 24" RT
D = 02° 00' 00"
T = 236.54'
L = 472.01'
R = 2,864.79'
PC = 655+40.83
PT = 660+12.84

RL STA 655+00.00 =
STA 654+98.24, 1.15' RT
PROJECT 5161-01-21

SCHEDULE OF LANDS & INTERESTS REQUIRED	OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.		
PARCEL NUMBER	OWNERS	INTEREST REQUIRED	PLE ACRES
1	BNSF RAILROAD COMPANY	PLE	0.206 AC

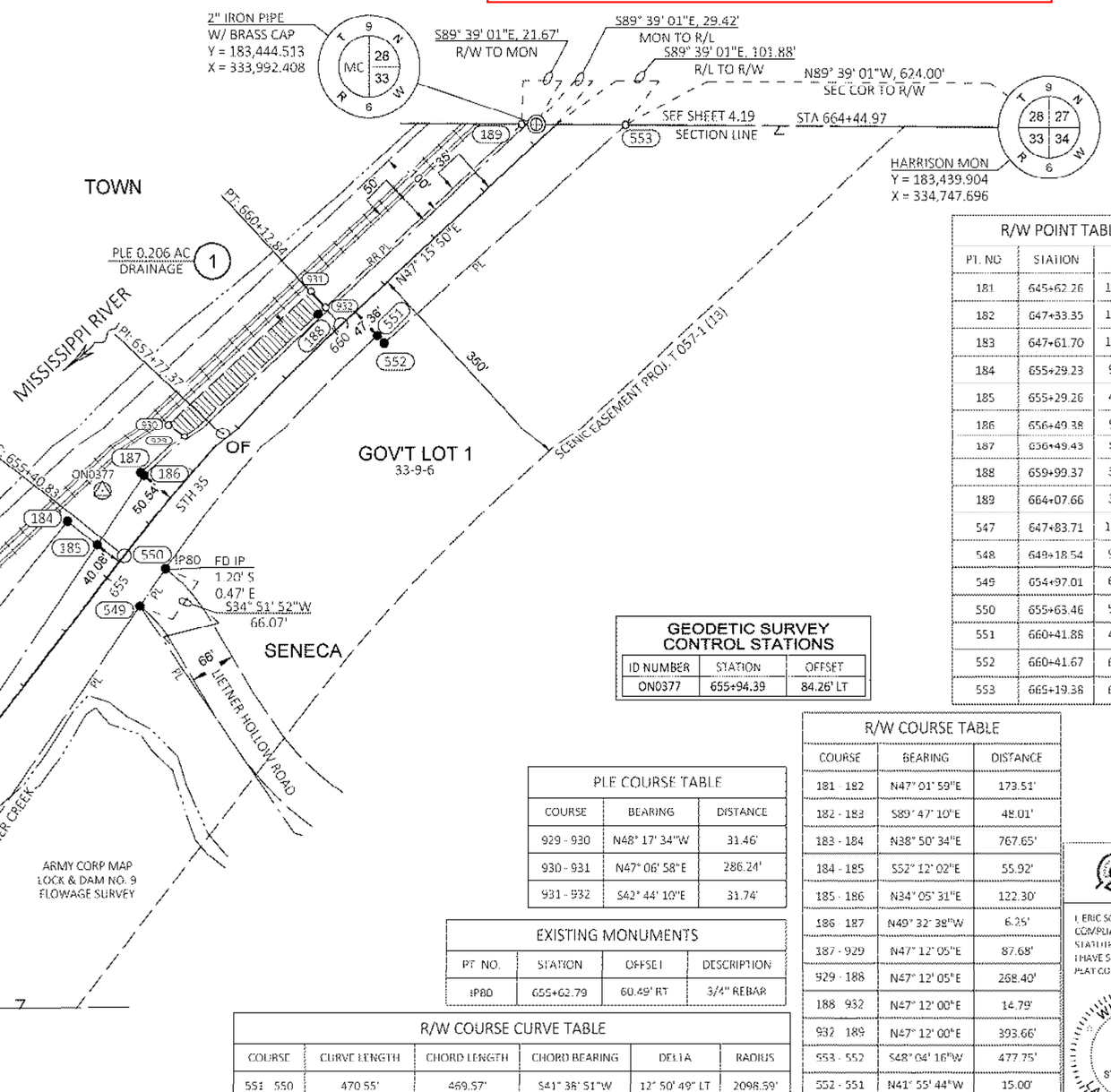
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #343807 AND FILED IN 3PL86.

PARCEL 1 HAS NOT BEEN ACQUIRED AT THIS TIME AND WILL NOT BE AVAILABLE FOR USE DURING THE CONSTRUCTION OF THIS PROJECT.

349967
RECORDED 10/18/2022 08:02 AM
MELISSA C NAGEL
REGISTER OF DEEDS OFFICE
CRAWFORD COUNTY, WI
RECORDING FEE 25.00
PAGES: 1
VOLUME: 3PL PAGE: 144
The above recording information verifies that this document has been electronically recorded and returned to the submitter.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5160-07-20 - 4.18
AMENDMENT NO: 1



R/W POINT TABLE		
PT. NO	STATION	OFFSET
181	645+62.26	177.71' LT
182	647+33.35	148.85' LT
183	647+61.70	110.81' LT
184	655+29.23	97.16' LT
185	655+29.26	41.24' LT
186	656+49.38	51.29' LT
187	656+49.43	57.54' LT
188	659+99.37	34.48' LT
189	664+07.66	34.90' LT
547	647+83.71	104.46' RT
548	649+18.54	97.81' RT
549	654+97.01	62.87' RT
550	655+63.46	59.37' RT
551	660+41.88	47.86' RT
552	660+41.67	62.86' RT
553	665+19.38	69.59' RT

PLE POINT TABLE		
PT. NO.	STATION	OFFSET
929	657+35.00	47.84' LT
930	657+35.00	79.29' LT
931	660+14.00	86.20' LT
932	660+14.00	34.46' LT

GEODETIC SURVEY CONTROL STATIONS		
ID NUMBER	STATION	OFFSET
ON0377	655+94.39	84.26' LT

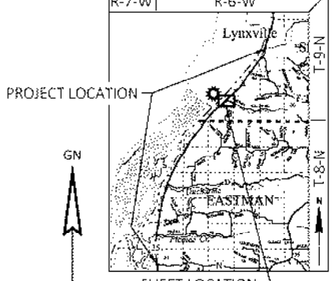
PLE COURSE TABLE		
COURSE	BEARING	DISTANCE
929 - 930	N48° 17' 34"W	31.46'
930 - 931	N47° 06' 58"E	286.24'
931 - 932	S42° 44' 10"E	31.74'

EXISTING MONUMENTS			
PT. NO.	STATION	OFFSET	DESCRIPTION
IP80	655+62.79	60.49' RT	3/4" REBAR

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
181 - 182	N47° 01' 59"E	173.51'
182 - 183	S89° 47' 10"E	48.01'
183 - 184	N38° 50' 34"E	767.65'
184 - 185	S52° 12' 02"E	55.92'
185 - 186	N34° 05' 31"E	122.30'
186 - 187	N49° 32' 38"W	6.25'
187 - 929	N47° 12' 05"E	87.68'
929 - 188	N47° 12' 05"E	268.40'
188 - 932	N47° 12' 00"E	14.79'
932 - 189	N47° 12' 00"E	393.66'
553 - 552	S48° 04' 16"W	477.75'
552 - 551	N41° 55' 44"W	15.00'
549 - 548	S34° 22' 03"W	579.51'

R/W COURSE CURVE TABLE					
COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	RADIUS
551 - 550	470.55'	469.57'	S41° 36' 51"W	12° 50' 49" LT	2098.59'
548 - 547	135.01'	135.00'	S35° 00' 07"W	01° 59' 57" RT	3869.22'

CRAWFORD COUNTY
LOCATION SKETCH NOT TO SCALE



SCALE, FEET 0 100 200

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1230 SOUTH BOULEVARD, BARABOO, WI 53913
(608) 356-2771 www.msa-ps.com

I, ERIC SCHOOT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN ERIC J. SCHOOT S-3149 STEVENS POINT WI LAND SURVEYOR

SIGNATURE: Eric J Schoot DATE: 9/26/22
PRINT NAME: ERIC SCHOOT
REGISTRATION NUMBER: S-3149-6

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
SIGNATURE: Cory Schlagel DATE: 10/12/2022
PRINT NAME: CORY SCHLAGEL

107

FILE NAME : G:\00\00093\009535\35\CADD\RW\040101-RP.DWG
APPRAISAL PLAT DATE : SEPTEMBER 26, 2022
PLOT DATE : 9/26/2022 5:46 PM PLOT BY : ERIC SCHOOT PLOT NAME : PLOT SCALE : 1 IN:200 FT

5160-07-20 - 4.18
AMENDMENT NO. 1

TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.19 AMENDMENT NO: 1

AMENDS PARCEL 1 OF TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.19 RECORDED AS DOCUMENT NUMBER 344620

THAT PART OF GOVERNMENT LOT 1, IN SECTION 28, TOWNSHIP 9 NORTH, RANGE 6 WEST, IN THE TOWN OF SENECA, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 PRAIRIE DU CHIEN - FERRYVILLE, (CTH N - CTH E) CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

ALL NEW RIGHT OF WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED PROJECT NO. 481-A, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5160 01 68, AND PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-01-21.

4

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	PLE ACRES
1	BNSF RAILROAD COMPANY	PLE	0.054 AC

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

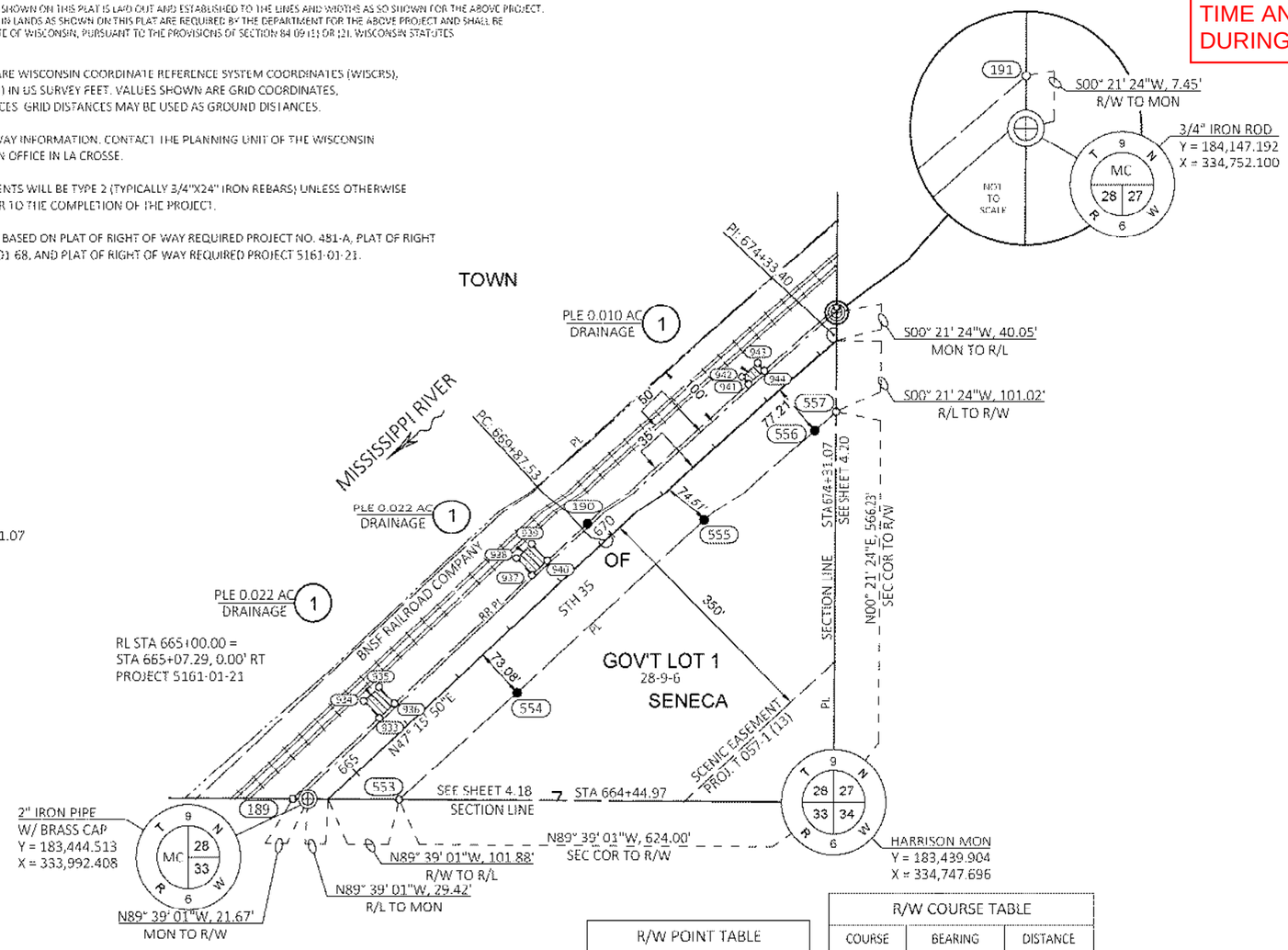
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #343807 AND FILED IN 3PL86.

PARCEL 1 HAS NOT BEEN ACQUIRED AT THIS TIME AND WILL NOT BE AVAILABLE FOR USE DURING THE CONSTRUCTION OF THIS PROJECT.

350117

RECORDED 11/03/2022 12:02 PM
MELISSA C NAGEL
REGISTER OF DEEDS OFFICE
CRAWFORD COUNTY, WI
RECORDING FEE 25.00
PAGES: 1
VOLUME: 3PL PAGE: 147
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5160-07-20 - 4.19
AMENDMENT NO: 1



PI = 674+33.40
Y = 184,115.099
X = 334,747.815
Δ = 04° 27' 23" RT
D = 00° 30' 00"
T = 445.87'
L = 891.29'
R = 11,459.16'
PC = 669+87.53
PT = 678+78.82
DA = N51° 43' 14"E

PC 669+87.53 - CURVE 674+31.07
L = 443.55'
LCH = 443.52'
LCB = N48° 22' 22"E
R = 11,459.16'

PLE COURSE TABLE

COURSE	BEARING	DISTANCE
933 - 934	N42° 44' 10"W	32.56'
934 - 935	N47° 06' 58"E	30.00'
935 - 936	S42° 44' 10"E	32.60'
936 - 937	N42° 41' 21"W	32.75'
937 - 938	N47° 27' 18"E	29.97'
938 - 939	S42° 44' 10"E	32.61'
939 - 940	N41° 11' 55"W	14.18'
942 - 943	N48° 52' 35"E	30.13'
943 - 944	S41° 02' 55"E	14.16'

PLE POINT TABLE

PT. NO.	STATION	OFFSET
933	665+77.00	35.09' LT
934	665+77.00	67.65' LT
935	666+07.00	67.73' LT
936	666+07.00	35.12' LT
937	668+76.00	35.42' LT
938	668+76.00	68.17' LT
939	669+06.00	68.07' LT
940	669+06.00	35.46' LT
941	672+95.00	35.82' LT
942	672+95.00	50.00' LT
943	673+25.00	50.00' LT
944	673+25.00	35.84' LT

R/W COURSE CURVE TABLE

COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	RADIUS
190 - 941	311.28'	311.27'	N47° 58' 33"E	01° 33' 06" RT	11494.16'
941 - 944	30.09'	30.09'	N48° 49' 36"E	00° 09' 00" RT	11494.16'
944 - 191	137.49'	137.49'	N49° 14' 40"E	00° 41' 07" RT	11494.16'

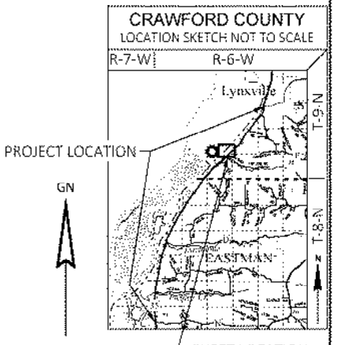
R/W POINT TABLE

PT. NO.	STATION	OFFSET
189	664+07.66	34.90' LT
190	669+84.68	35.55' LT
191	674+62.06	35.96' LT
553	665+19.38	69.59' RT
554	667+47.13	72.80' RT
555	671+11.89	73.85' RT
556	673+23.67	76.37' RT
557	673+64.52	76.19' RT

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
189 - 933	N47° 12' 00"E	169.34'
933 - 936	N47° 12' 00"E	30.00'
936 - 937	N47° 12' 00"E	269.00'
937 - 940	N47° 12' 00"E	30.00'
940 - 190	N47° 12' 00"E	78.68'
557 - 556	S48° 48' 17"W	40.58'
556 - 555	S49° 06' 02"W	210.40'
555 - 554	S47° 33' 05"W	363.96'
554 - 553	S48° 04' 16"W	227.78'

CRAWFORD COUNTY
LOCATION SKETCH NOT TO SCALE



SCALE, FEET 0 100 200

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1230 SOUTH BOULEVARD, BARABOO, WI 53913
(608) 356-2771 www.msa-ps.com

I, ERIC SCHOOT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN ERIC J. SCHOOT S-3149 STEVENS POINT WI LAND SURVEYOR

SIGNATURE: Eric J Schoot DATE: 10/31/22
PRINT NAME: ERIC SCHOOT
REGISTRATION NUMBER: S-3149-8

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlagel DATE: 11/2/2022
PRINT NAME: CORY SCHLAGEL

FILE NAME: G:\00\00093\00093539\CADD\RW\040101-RP.DWG
APPRAISAL PLAT DATE: OCTOBER 31, 2022
PLOT DATE: 11/1/2022 5:37 AM PLOT BY: BRAD LEE PLOT NAME: PLOT SCALE: 1 IN:200 FT
5160-07-20 - 4.19
AMENDMENT NO. 1

TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.20 AMENDMENT NO: 1

AMENDS PARCEL 1 OF TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.20 RECORDED AS DOCUMENT NUMBER 344621

THAT PART OF GOVERNMENT LOT 3 IN SECTION 27, TOWNSHIP 9 NORTH, RANGE 6 WEST, IN THE TOWN OF SENECA, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 PRAIRIE DU CHIEN - FERRYVILLE, (CTH N - CTH E) CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

350118

RECORDED 11/03/2022 12:03 PM
MELISSA C NAGEL
REGISTER OF DEEDS OFFICE
CRAWFORD COUNTY, WI
RECORDING FEE 25.00
PAGES: 1
VOLUME: 2PL PAGE: 148
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5160-07-20 - 4.20
AMENDMENT NO: 1

SCHEDULE OF LANDS & INTERESTS REQUIRED

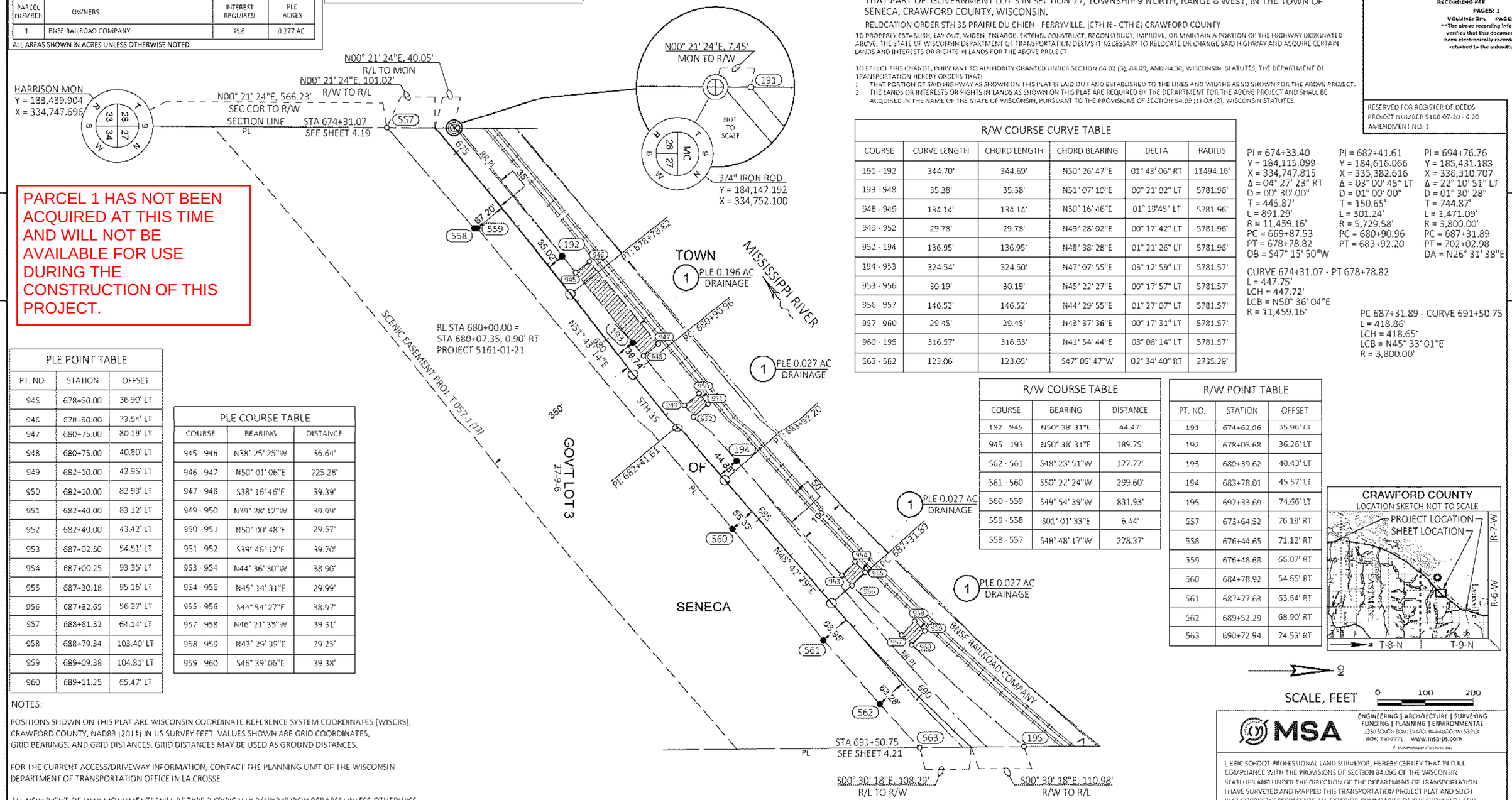
OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	PLE ACRES
1	BNSF RAILROAD COMPANY	PLE	0.277 AC

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #343807 AND FILED IN 3PL86.

PARCEL 1 HAS NOT BEEN ACQUIRED AT THIS TIME AND WILL NOT BE AVAILABLE FOR USE DURING THE CONSTRUCTION OF THIS PROJECT.



PLE POINT TABLE

PT. NO	STATION	OFFSET
945	678+50.00	36.90' LT
946	678+50.00	73.54' LT
947	680+75.00	80.19' LT
948	680+75.00	40.80' LT
949	682+10.00	42.95' LT
950	682+10.00	82.93' LT
951	682+40.00	83.12' LT
952	682+40.00	43.42' LT
953	687+02.50	54.51' LT
954	687+00.25	93.35' LT
955	687+30.18	95.16' LT
956	687+32.65	56.27' LT
957	688+81.32	64.14' LT
958	688+79.34	103.40' LT
959	689+09.38	104.81' LT
960	689+11.25	65.47' LT

PLE COURSE TABLE

COURSE	BEARING	DISTANCE
945 - 946	N38° 25' 25"W	36.64'
946 - 947	N50° 01' 06"E	225.28'
947 - 948	S38° 16' 46"E	39.39'
949 - 950	N39° 28' 12"W	39.99'
950 - 951	N50° 00' 48"E	29.57'
951 - 952	S39° 46' 12"E	39.70'
953 - 954	N44° 36' 30"W	38.90'
954 - 955	N45° 14' 31"E	29.99'
955 - 956	S44° 54' 27"E	38.97'
957 - 958	N46° 21' 35"W	39.31'
958 - 959	N43° 29' 38"E	29.25'
959 - 960	S46° 39' 06"E	39.38'

R/W COURSE CURVE TABLE

COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	RADIUS
191 - 192	344.70'	344.69'	N50° 26' 47"E	01° 43' 06" RT	11494.16'
193 - 948	35.38'	35.38'	N51° 07' 10"E	00° 21' 02" LT	5781.96'
948 - 949	134.14'	134.14'	N50° 16' 46"E	01° 19' 45" LT	5781.96'
949 - 952	29.78'	29.78'	N49° 28' 02"E	00° 17' 42" LT	5781.96'
952 - 194	136.95'	136.95'	N48° 38' 28"E	01° 21' 26" LT	5781.96'
194 - 953	324.54'	324.50'	N47° 07' 55"E	03° 12' 59" LT	5781.57'
953 - 956	30.19'	30.19'	N45° 22' 27"E	00° 17' 57" LT	5781.57'
956 - 957	146.52'	146.52'	N44° 29' 55"E	01° 27' 07" LT	5781.57'
957 - 960	29.45'	29.45'	N43° 37' 36"E	00° 17' 31" LT	5781.57'
960 - 195	316.57'	316.53'	N41° 54' 44"E	03° 08' 14" LT	5781.57'
563 - 562	123.06'	123.05'	S47° 05' 47"W	02° 34' 40" RT	2735.29'

PI = 674+33.40
Y = 184,115.099
X = 334,747.815
Δ = 04° 27' 23" RT
D = 00° 30' 00"
T = 445.87'
L = 891.29'
R = 11,459.16'
PC = 669+87.53
PT = 678+78.82
DB = S47° 15' 50"W

PI = 682+41.61
Y = 184,616.066
X = 335,382.616
Δ = 03° 00' 45" LT
D = 01° 00' 00"
T = 150.65'
L = 301.24'
R = 5,729.58'
PC = 680+90.96
PT = 683+92.20

PI = 694+76.76
Y = 185,431.183
X = 336,310.707
Δ = 22° 10' 51" LT
D = 01° 30' 28"
T = 744.87'
L = 1,471.09'
R = 3,800.00'
PC = 687+31.89
PT = 702+02.98
DA = N26° 31' 38"E

CURVE 674+31.07 - PT 678+78.82
L = 447.75'
LCH = 447.72'
LCB = N50° 36' 04"E
R = 11,459.16'

PC 687+31.89 - CURVE 691+50.75
L = 418.86'
LCH = 418.65'
LCB = N45° 33' 01"E
R = 3,800.00'

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
192 - 945	N50° 38' 31"E	44.47'
945 - 193	N50° 38' 31"E	189.75'
562 - 561	S48° 23' 51"W	177.77'
561 - 560	S50° 22' 24"W	299.60'
560 - 559	S49° 54' 39"W	831.93'
559 - 558	S01° 01' 33"E	6.44'
558 - 557	S48° 48' 17"W	278.37'

R/W POINT TABLE

PT. NO.	STATION	OFFSET
191	674+62.06	35.96' LT
192	678+05.68	36.26' LT
193	680+39.62	40.43' LT
194	683+78.01	45.57' LT
195	692+33.69	74.66' LT
557	673+64.52	76.19' RT
558	676+44.65	71.12' RT
559	676+48.68	66.07' RT
560	684+78.92	54.65' RT
561	687+77.63	63.64' RT
562	689+52.29	68.90' RT
563	690+72.94	74.53' RT

CRAWFORD COUNTY
LOCATION SKETCH NOT TO SCALE

GN

SCALE, FEET 0 100 200

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED PROJECT NO. 481-A, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5160 01 68, AND PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161 01-21.

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I, ERIC SCHOOT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN ERIC J. SCHOOT S-3149 STEVENS POINT WI LAND SURVEYOR

SIGNATURE: Eric J Schoot DATE: 10/31/22
PRINT NAME: ERIC SCHOOT
REGISTRATION NUMBER: S-3149-8

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlagel DATE: 11/2/2022
PRINT NAME: CORY SCHLAGEL

FILE NAME : C:\00\00093\00093539\CADD\RW\C40101-RP.DWG
APPRAISAL PLAT DATE : OCTOBER 31, 2022
PLOT DATE : 11/1/2022 5:37 AM
PLOT BY : BRAD LEE
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

5160-07-20 - 4.20
AMENDMENT NO: 1

TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.21 AMENDMENT NO: 1

AMENDS PARCEL 1 OF TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.21 RECORDED AS DOCUMENT NUMBER 344622

THAT PART OF GOVERNMENT LOT 2, IN SECTION 27, TOWNSHIP 9 NORTH, RANGE 6 WEST, IN THE TOWN OF SENECA, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 PRAIRIE DU CHIEN - FERRYVILLE, (CTH N - CTH E) CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (2) OR (2), WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #343807 AND FILED IN 3PL86.

PARCEL 1 HAS NOT BEEN ACQUIRED AT THIS TIME AND WILL NOT BE AVAILABLE FOR USE DURING THE CONSTRUCTION OF THIS PROJECT.

350119

RECORDED 11/03/2022 12:06 PM
MELISSA C NAGEL
REGISTER OF DEEDS OFFICE
CRAWFORD COUNTY, WI
RECORDING FEE 25.00
PAGES: 1
VOLUME: 3PL PAGE: 149
The above recording information verifies that this document has been electronically recorded and returned to the submitter.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5160-07-20 - 4.21
AMENDMENT NO: 1

EASEMENT TABLE

UTILITY NUMBERS	OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL
100	SCENIC RIVERS ENERGY	NO RECORDED EASEMENT	1

UTILITY SCHEDULE AND INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED
100	SCENIC RIVERS ENERGY	RELEASE OF RIGHTS

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED PROJECT NO 481-A, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5160 01 68, AND PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161 01 21.

PI = 694+76.76
Y = 185,431.183
X = 336,310.707
Δ = 22° 10' 51" LT
D = 01° 30' 28"
T = 744.87'
L = 1,471.09'
R = 3,800.00'
PC = 687+31.89
PT = 702+02.98
DB = S48° 42' 29"W

PI = 705+71.58
Y = 186,427.425
X = 336,808.007
Δ = 01° 52' 59" RT

PI = 712+99.76
Y = 187,067.907
X = 337,154.465
Δ = 10° 14' 55" RT
D = 01° 00' 00"
T = 513.80'
L = 1,024.85'
R = 5,729.58'
PC = 707+85.96
PT = 718+10.81
DA = N38° 39' 32"E

CURVE 691+50.75 - PT 702+02.98
L = 1,052.23'
LCH = 1048.87'
LCB = N34° 27' 36"E
R = 3,800.00'

PC 707+85.96 - CURVE 716+26.23
L = 840.26'
LCH = 839.51'
LCB = N32° 36' 42"E
R = 5,729.58'

R/W POINT TABLE

PT. NO.	STATION	OFFSET
195	692+33.69	74.66' LT
196	700+81.19	53.25' LT
197	703+60.90	34.83' LT
198	705+95.86	35.18' LT
199	707+89.93	34.95' LT
200	716+00.78	34.53' LT
563	690+72.94	74.53' RT
569	694+38.45	81.62' RT
570	692+68.69	228.19' RT
571	701+84.13	149.39' RT
572	703+01.55	154.54' RT
573	702+52.11	55.11' RT
574	705+06.82	70.53' RT
575	707+23.43	76.92' RT
576	716+88.11	81.80' RT

PLE POINT TABLE

PT. NO.	STATION	OFFSET
961	701+67.89	47.33' LT
962	701+70.95	89.44' LT
963	702+20.93	85.84' LT
964	702+17.91	43.61' LT
965	705+55.00	34.45' LT
966	705+55.00	67.13' LT
967	706+75.00	64.08' LT
968	706+75.00	35.09' LT
969	711+73.00	34.75' LT
970	711+73.00	58.97' LT
971	712+03.00	58.78' LT
972	712+03.00	34.74' LT

GEODETIC SURVEY CONTROL STATIONS

ID NUMBER	STATION	OFFSET
ON0378	698+64.64	82.87' RT

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
197 - 965	N26° 38' 27"E	194.10'
965 - 198	N26° 38' 27"E	42.00'
198 - 968	N28° 28' 47"E	79.14'
968 - 199	N28° 28' 47"E	114.98'
575 - 574	S29° 33' 37"W	214.30'
574 - 573	S29° 59' 31"W	255.18'
573 - 572	S89° 54' 35"E	111.04'
572 - 571	S29° 02' 50"W	118.28'
571 - 570	S29° 02' 50"W	961.78'
570 - 569	N00° 20' 22"W	229.53'

PLE COURSE TABLE

COURSE	BEARING	DISTANCE
961 - 962	N58° 53' 13"W	42.22'
962 - 963	N30° 52' 00"E	49.37'
963 - 964	S59° 22' 47"E	42.34'
965 - 966	N63° 28' 22"W	32.68'
966 - 967	N29° 34' 00"E	122.22'
967 - 968	S61° 35' 23"E	28.99'
969 - 970	N57° 43' 09"W	24.22'
970 - 971	N32° 46' 59"E	30.31'
971 - 972	S57° 25' 09"E	24.05'

R/W COURSE CURVE TABLE

COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	RADIUS
195 - 196	832.50'	831.78'	N36° 13' 06"E	08° 15' 00" LT	5781.57'
196 - 961	85.76'	85.76'	N31° 40' 06"E	00° 51' 00" LT	5781.57'
961 - 964	49.73'	49.73'	N30° 39' 30"E	00° 29' 34" LT	5781.57'
964 - 197	143.26'	143.26'	N30° 02' 27"E	01° 25' 12" LT	5781.57'
199 - 969	385.38'	385.30'	N30° 23' 41"E	03° 49' 49" RT	5764.58'
969 - 972	30.18'	30.18'	N32° 27' 36"E	00° 18' 00" RT	5764.58'
972 - 200	400.18'	400.10'	N34° 35' 55"E	03° 58' 39" RT	5764.58'
576 - 575	952.43'	951.07'	S32° 55' 03"W	10° 36' 44" LT	5142.22'
569 - 563	373.23'	372.94'	S41° 53' 55"W	07° 49' 05" RT	2735.29'

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	PLE ACRES
1	BNSF RAILROAD COMPANY	PLE	0.150 AC

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

HARRISON MON
Y = 183,408.487
X = 337,383.991

N00° 39' 12"E, 2,600.99'
SEC COR TO SEC COR

CALCULATED BY MEAN BEARINGS
WITH CORRESPONDING SECTION LINES
Y = 186,009.307
X = 337,413.649

N89° 38' 11"W, 2,649.33'
SEC COR TO SEC COR

HARRISON MON
Y = 185,992.494
X = 340,062.928

SCALE, FEET 0 100 200

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1230 SOUTH BOULEVARD, BARABOO, WI 53913
(608) 356-2771 www.msa-ps.com

I, ERIC SCHOOT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Eric J. Schoot DATE: 10/31/22
PRINT NAME: ERIC SCHOOT
REGISTRATION NUMBER: S-3149-8

WISCONSIN ERIC J. SCHOOT S-3149 STEVENS POINT WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlagel DATE: 11/2/2022
PRINT NAME: CORY SCHLAGEL

CRAWFORD COUNTY
LOCATION SKETCH NOT TO SCALE
PROJECT LOCATION
SHEET LOCATION
T-8-N
R-7-W
R-6-W

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #343807 AND FILED IN 3PL86.

TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.22 AMENDMENT NO: 1

AMENDS PARCEL 1 OF TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.22 RECORDED AS DOCUMENT NUMBER 344623

THAT PART OF GOVERNMENT LOT 1, IN SECTION 27, TOWNSHIP 9 NORTH, RANGE 6 WEST, IN THE TOWN OF SENECA, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 PRAIRIE DU CHIEN - FERRYVILLE, (CTH N - CTH E) CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.09 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED PROJECT NO. 481-A, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5160-01-68, AND PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-01-21.

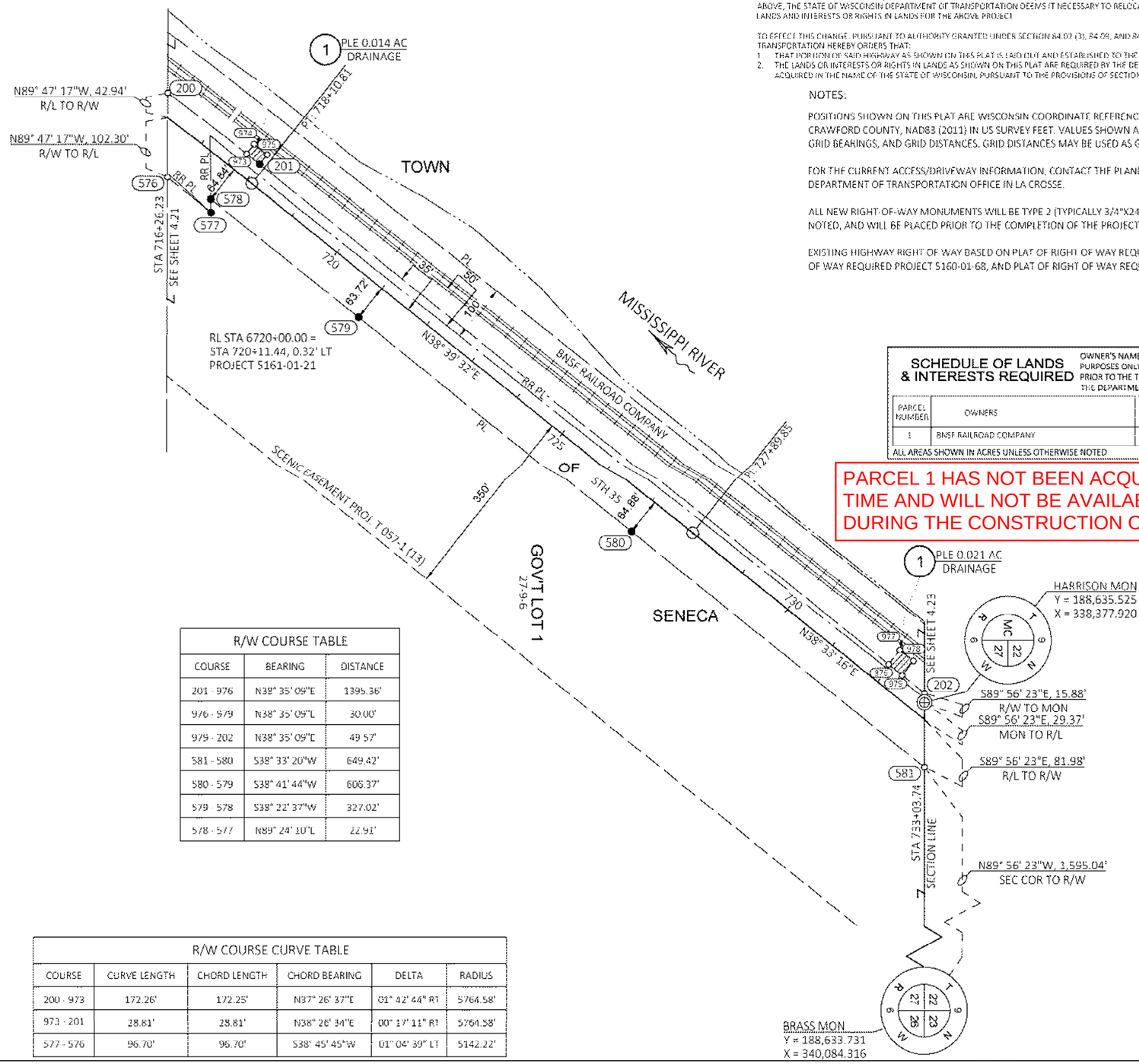
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MELISSA C NAGEL
REGISTER OF DEEDS OFFICE
CRAWFORD COUNTY, WI
RECORDING FEE 25.00
PAGES: 1
VOLUME: 3PL PAGE: 150
The above recording information verifies that this document has been electronically recorded and returned to the submitter.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5160-07-20 - 4.22
AMENDMENT NO: 1

PI = 712+99.76
Y = 187,067.907
X = 337,154.465
Δ = 10° 14' 55" RT
D = 01° 00' 00"
T = 513.80'
L = 1,024.85'
R = 5,729.58'
PC = 707+85.96
PT = 718+10.81
DB = S28° 24' 37"W

PI = 727+89.85
Y = 188,233.632
X = 338,087.014
Δ = 00° 06' 16" LT

CURVE 716+26.23 - PT 718+10.81
L = 184.59'
LCH = 184.58'
LCB = N37° 44' 09"E
R = 5,729.58'



4

4

PLE COURSE TABLE		
COURSE	BEARING	DISTANCE
973 974	N51° 44' 48"W	20.68'
974 975	N38° 10' 00"E	28.92'
975 - 201	S51° 26' 34"E	20.82'
976 - 977	N51° 26' 44"W	31.03'
977 - 978	N38° 10' 00"E	30.00'
978 - 979	S51° 26' 44"E	31.25'

PLE POINT TABLE		
PT. NO.	STATION	OFFSET
973	717+72.00	34.45' LT
974	717+72.00	55.13' LT
975	718+00.64	55.25' LT
976	731+96.00	35.46' LT
977	731+96.00	66.49' LT
978	732+26.00	66.69' LT
979	732+26.00	35.44' LT

R/W POINT TABLE		
PT. NO.	STATION	OFFSET
200	716+00.78	34.53' LT
201	718+00.64	34.43' LT
202	732+75.57	35.42' LT
576	716+88.11	81.80' RT
577	717+86.21	83.22' RT
578	717+71.62	65.39' RT
579	720+99.08	63.92' RT
580	727+05.46	64.31' RT
581	733+54.76	64.16' RT

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
201 - 976	N38° 35' 09"E	1395.36'
976 - 579	N38° 35' 09"E	30.00'
979 - 202	N38° 35' 09"E	49.57'
581 - 580	S38° 33' 20"W	649.42'
580 - 579	S38° 41' 44"W	606.37'
579 - 578	S38° 22' 37"W	327.02'
578 - 577	N89° 24' 10"E	22.91'

R/W COURSE CURVE TABLE					
COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	RADIUS
200 - 973	172.26'	172.25'	N37° 26' 37"E	01° 42' 44" RT	5764.58'
973 - 201	28.81'	28.81'	N38° 26' 34"E	00° 17' 11" RT	5764.58'
577 - 576	96.70'	96.70'	S38° 45' 45"W	01° 04' 39" LT	5142.22'

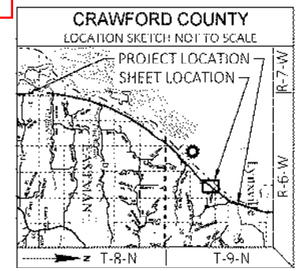
SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	PLE ACRES
1	BNSF RAILROAD COMPANY	PLE	0.035 AC

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

PARCEL 1 HAS NOT BEEN ACQUIRED AT THIS TIME AND WILL NOT BE AVAILABLE FOR USE DURING THE CONSTRUCTION OF THIS PROJECT.



GN

SCALE, FEET 0 100 200

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1230 SOUTH BOULEVARD, BARABOO, WI 53913
(608) 356-2771 www.msa-ps.com

I, ERIC SCHOOT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Eric J Schoot DATE: 10/31/22
PRINT NAME: ERIC SCHOOT
REGISTRATION NUMBER: S-3149-8

WISCONSIN ERIC J. SCHOOT S-3149 STEVENS POINT WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlagel DATE: 11/2/2022
PRINT NAME: CORY SCHLAGEL

111

FILE NAME : C:\00\00093\000093539\CADD\RW\CM0101-RP.DWG
APPRAISAL PLAT DATE : OCTOBER 31, 2022
PLOT DATE : 11/1/2022 5:38 AM
PLOT BY : BRAD LEE
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.23 AMENDMENT NO: 1

AMENDS PARCEL 1 OF TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.23 RECORDED AS DOCUMENT NUMBER 344624

THAT PART OF GOVERNMENT LOT 1, IN SECTION 22, TOWNSHIP 9 NORTH, RANGE 6 WEST, IN THE TOWN OF SENECA, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 PRAIRIE DU CHIEN - FERRYVILLE, (CTH N - CTH E) CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1); OR (2), WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #343807 AND FILED IN 3PL86.

350121

RECORDED 11/09/2022 12:05 PM
MELISSA C NAGEL
REGISTER OF DEEDS OFFICE
CRAWFORD COUNTY, WI
RECORDING FEE 25.00
PAGES: 1
VOLUME: 3PL PAGE: 151
The above recording information verifies that this document has been electronically recorded and returned to the submitter.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5160-07-20 - 4.23
AMENDMENT NO: 1

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	PLE ACRES
1	BNSF RAILROAD COMPANY	PLE	0.117 AC

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

R/W COURSE CURVE TABLE

COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	RADIUS
211 - 212	512.93'	512.76'	N41° 10' 11"E	05° 05' 06" RT	5779.58'
585 584	433.43'	433.32'	S40° 48' 49"W	04° 22' 21" LT	5679.58'

PARCEL 1 HAS NOT BEEN ACQUIRED AT THIS TIME AND WILL NOT BE AVAILABLE FOR USE DURING THE CONSTRUCTION OF THIS PROJECT.

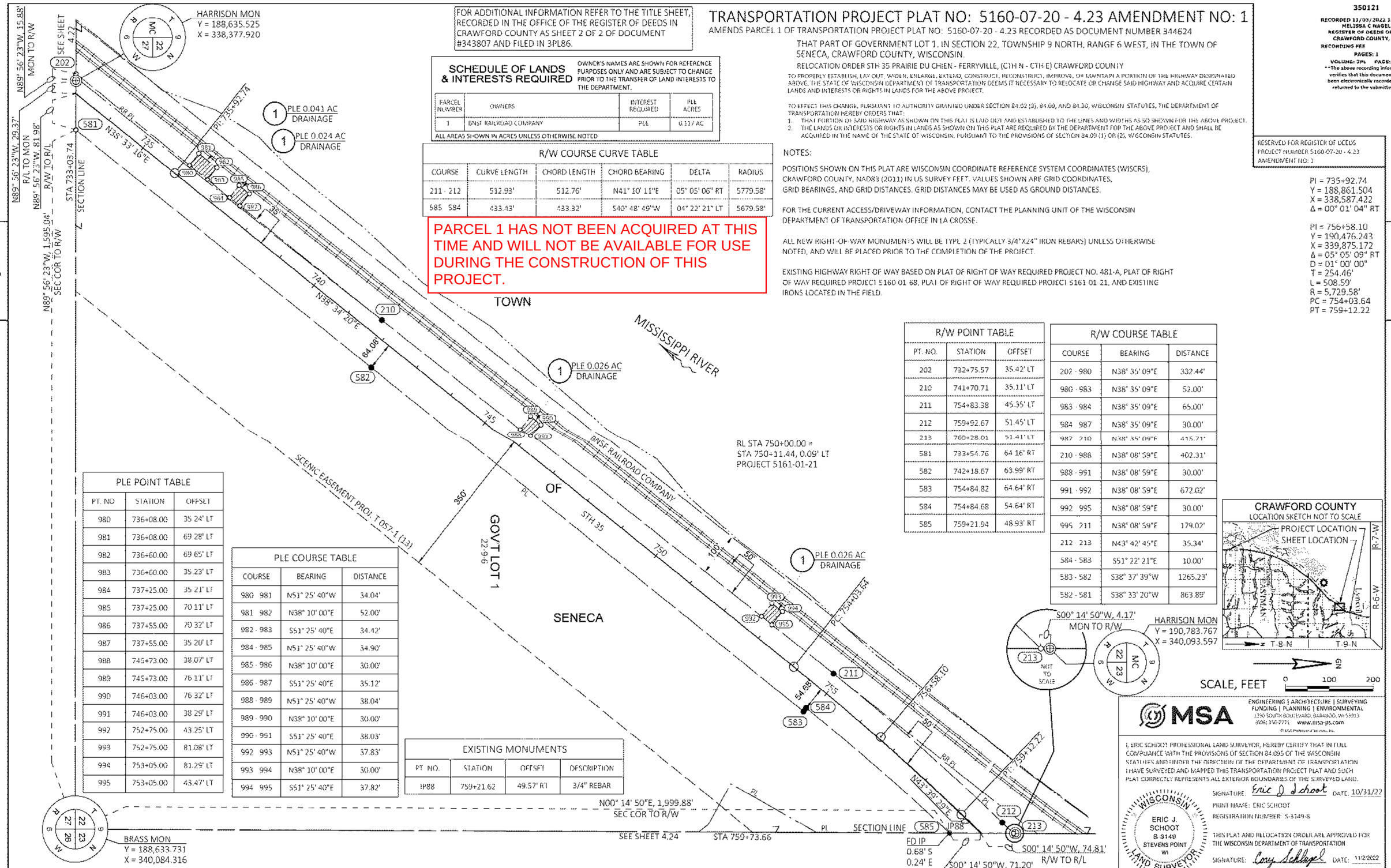
NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED PROJECT NO. 481-A, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5160 01 68, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161 01 21, AND EXISTING IRONS LOCATED IN THE FIELD.



R/W POINT TABLE

PT. NO.	STATION	OFFSET
202	732+75.57	35.42' LT
210	741+70.71	35.11' LT
211	754+83.38	45.35' LT
212	759+92.67	51.45' LT
213	760+28.01	51.41' LT
581	733+54.76	64.16' RT
582	742+18.67	63.99' RT
583	754+84.82	64.64' RT
584	754+84.68	54.64' RT
585	759+21.94	48.93' RT

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
202 - 980	N38° 35' 09"E	332.44'
980 - 983	N38° 35' 09"E	52.00'
983 - 984	N38° 35' 09"E	65.00'
984 - 987	N38° 35' 09"E	30.00'
987 - 210	N38° 35' 09"E	415.71'
210 - 988	N38° 08' 59"E	402.31'
988 - 991	N38° 08' 59"E	30.00'
991 - 992	N38° 08' 59"E	672.02'
992 - 995	N38° 08' 59"E	30.00'
995 - 211	N38° 08' 59"E	179.02'
212 - 213	N43° 42' 45"E	35.34'
584 - 583	S51° 22' 21"E	10.00'
583 - 582	S38° 37' 39"W	1265.23'
582 - 581	S38° 33' 20"W	863.89'

PLE POINT TABLE

PT. NO	STATION	OFFSET
980	736+08.00	35.24' LT
981	736+08.00	69.28' LT
982	736+60.00	69.65' LT
983	736+60.00	35.23' LT
984	737+25.00	35.21' LT
985	737+25.00	70.11' LT
986	737+55.00	70.32' LT
987	737+55.00	35.20' LT
988	745+73.00	38.07' LT
989	745+73.00	76.11' LT
990	746+03.00	76.32' LT
991	746+03.00	38.29' LT
992	752+75.00	43.25' LT
993	752+75.00	81.08' LT
994	753+05.00	81.29' LT
995	753+05.00	43.47' LT

PLE COURSE TABLE

COURSE	BEARING	DISTANCE
980 981	N51° 25' 40"W	34.04'
981 982	N38° 10' 00"E	52.00'
982 - 983	S51° 25' 40"E	34.42'
984 - 985	N51° 25' 40"W	34.90'
985 - 986	N38° 10' 00"E	30.00'
986 - 987	S51° 25' 40"E	35.12'
988 - 989	N51° 25' 40"W	38.04'
989 - 990	N38° 10' 00"E	30.00'
990 - 991	S51° 25' 40"E	38.03'
992 993	N51° 25' 40"W	37.83'
993 994	N38° 10' 00"E	30.00'
994 995	S51° 25' 40"E	37.82'

EXISTING MONUMENTS

PT. NO.	STATION	OFFSET	DESCRIPTION
IP88	759+21.62	49.57' RT	3/4" REBAR

PI = 735+92.74
Y = 188,861.504
X = 338,587.422
Δ = 00° 01' 04" RT

PI = 756+58.10
Y = 190,476.243
X = 339,875.172
Δ = 05° 05' 09" RT
D = 01° 00' 00"
T = 254.46'
L = 508.59'
R = 5,729.58'
PC = 754+03.64
PT = 759+12.22

CRAWFORD COUNTY
LOCATION SKETCH NOT TO SCALE

SCALE, FEET 0 100 200

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(608) 356-2771 www.msa-ps.com

I, ERIC SCHOOT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN ERIC J. SCHOOT S-3149 STEVENS POINT WI LAND SURVEYOR

SIGNATURE: Eric J Schoot DATE: 10/31/22
PRINT NAME: ERIC SCHOOT
REGISTRATION NUMBER: S-3149-8

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
SIGNATURE: Cory Schlagel DATE: 11/2/2022
PRINT NAME: CORY SCHLAGEL

FILE NAME : G:\00\00093\00093539\CADD\RW\040101-RP.DWG
APPRAISAL PLAT DATE : OCTOBER 31, 2022
PLOT DATE : 11/1/2022 5:38 AM
PLOT BY : BRAD LEE
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

5160-07-20 - 4.23
AMENDMENT NO. 1

TRANSPORTATION PROJECT PLAT NO: 5160-07-20 - 4.24

THAT PART OF LOT 6 OF BLOCK 14 OF ORIGINAL PLAT OF LYNXVILLE, IN GOVERNMENT LOT 1, SECTION 23, TOWNSHIP 9 NORTH, RANGE 6 WEST, IN THE VILLAGE OF LYNXVILLE, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 35 PRAIRIE DU CHIEN - FERRYVILLE, (CTH N - CTH E) CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES

344211
RECORDED 02/19/2021 09:04 AM
MELISSA C NAGEL
REGISTER OF DEEDS OFFICE
CRAWFORD COUNTY, WI
RECORDING FEE 25.00
PAGES: 1
The above recording information verifies that this document has been electronically recorded and returned to the submitter.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5160-07-20 - 4.24

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT #343807 AND FILED IN 3PL86.

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED		
			NEW	EXISTING	TOTAL
3	MONEYPENNY RENTAL LLC	FEE	215 SF	---	215 SF

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED

N00° 14' 50"E, 74.81'
R/L TO R/W
N00° 14' 50"E, 71.20'
R/W TO R/L
FD IP
0.68' S
0.24' E
IP88

S00° 14' 50"W, 4.17'
MON TO R/W

HARRISON MON
Y = 190,783.767
X = 340,093.597

NOT TO SCALE

STA 759+73.66
SECTION LINE
SEE SHEET 4.23

TOWN

RL STA 760+00.00 =
STA 760+11.51, 1.44' RT
PROJECT 5161-01-21

BRASS MON
Y = 188,633.731
X = 340,084.316

N00° 14' 50"E, 1,929.88'
SEC COR TO R/W

N43° 39' 29"E

GOVT LOT 3
23-9-6

OF

SCENIC EASEMENT PROJ. T 057-1 (13)

BNSF RAILROAD COMPANY

MISSISSIPPI RIVER

STA 767+70.97

PI: 767+44.91

S89° 39' 49"E, 69.32'
R/W TO R/L

STRUCTURE
C-12-28

Y = 191,281.982
X = 340,643.288

S89° 39' 49"E, 64.96'
R/L TO R/W

N89° 39' 49"W, 4,769.27'
SEC COR TO R/W

SENECA

VILLAGE

PC: 769+82.35

PT: 772+56.56

PC: 773+21.64

CTH F

S39° 24' 46"W
71.89'

PI: 771+20.11

N28° 46' 22"E

STH 35

ARMSTRONGS ADDITION

GOVT LOT 2
23-9-6

STRUCTURE
B-12-45

PT: 780+62.66

ORIGINAL PLAT

GOVT LOT 1
23-9-6

VACATED PINE STREET

VACATED CEDAR STREET

VACATED SPRING STREET

PI: 783+71.56

PI: 789+46.68

PT: 791+46.84

S06° 47' 15"W
66.31'

N06° 32' 32"E

N06° 57' 08"E

S06° 40' 49"E, 41.57'
R/L TO R/W

S06° 40' 49"E, 54.58'
R/L TO R/W

LYNXVILLE

RANDALL'S CREEK

HARBOR ROAD

CTH E

S20° 57' 25"W
66.00'

BLK 56
BLK 43
BLK 13
BLK 14
BLK 42
BLK 41

NOT TO SCALE

R/W COURSE CURVE TABLE

COURSE	CURVE LENGTH	CHORD LENGTH	CHORD BEARING	DELTA	RADIUS
225 - 226	256.85'	256.26'	N35° 29' 26"E	13° 25' 41" LT	1095.92'
227 - 228	716.45'	712.06'	N17° 44' 25"E	22° 04' 20" LT	1859.86'
594 - 593	755.01'	750.35'	S17° 44' 25"W	22° 04' 20" RT	1959.86'
592 - 591	186.06'	185.88'	S33° 14' 00"W	08° 54' 51" RT	1195.92'
590 - 589	22.32'	22.32'	S41° 40' 11"W	01° 04' 10" RT	1195.92'
586 - 585	70.63'	70.63'	S63° 21' 22"W	00° 42' 45" LT	5679.58'

PI = 776+96.87
Y = 192,046.171
X = 341,157.337
Δ = 22° 13' 50" LT
D = 03° 00' 00"
T = 375.23'
L = 741.02'
R = 1,909.86'
PC = 773+21.64
PT = 780+62.66

PI = 783+71.56
Y = 192,725.840
X = 341,235.284
Δ = 00° 24' 35" RT

PI = 790+46.68
Y = 193,395.998
X = 341,317.000
Δ = 02° 29' 44" RT
D = 01° 14' 44"
T = 100.20'
L = 200.36'
R = 4,600.00'
PC = 789+46.48
PT = 791+46.84
DA = N09° 26' 52"E

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
605 - 604	S06° 42' 15"W	50.83'
604 - 603	S86° 20' 09"W	3.05'
603 - 602	S06° 42' 15"W	50.83'
602 - 601	S86° 20' 09"W	27.45'
601 - 600	S06° 42' 15"W	40.66'
600 - 599	S01° 31' 23"E	42.87'
599 - 598	S58° 35' 04"E	29.86'
597 - 596	S06° 42' 15"W	146.33'
595 - 594	S06° 42' 15"W	618.75'
593 - 592	S28° 46' 35"W	45.97'
589 - 588	S42° 12' 16"W	186.79'
588 - 587	S42° 12' 16"W	99.11'
587 - 586	S63° 42' 45"W	723.88'

R/W POINT TABLE

PT. NO.	STATION	OFFSET
213	760+28.01	51.41' LT
217	767+15.23	50.76' LT
218	767+23.40	50.97' LT
225	770+01.76	52.58' LT
226	772+69.95	49.52' LT
227	773+15.92	49.52' LT
228	780+51.74	51.65' LT

EXISTING MONUMENTS

PT. NO.	STATION	OFFSET	DESCRIPTION
IP88	759+21.62	49.57' RT	3/4" REBAR
IP89	778+26.60	50.33' RT	3/4" REBAR

HARRISON MON
Y = 191,253.593
X = 345,477.442

R/W POINT TABLE

PT. NO.	STATION	OFFSET
229	789+09.21	53.11' LT
230	789+09.26	36.10' LT
231	791+42.44	41.34' LT
585	759+21.94	48.93' RT
586	759+92.58	48.55' RT
587	767+16.45	49.24' RT
588	768+14.56	48.17' RT
589	770+00.60	47.43' RT
590	770+22.03	47.66' RT
591	770+91.03	48.46' RT
592	772+69.94	50.48' RT
593	773+15.91	50.48' RT
594	780+52.02	48.35' RT
595	786+70.85	47.93' RT

R/W POINT TABLE

PT. NO.	STATION	OFFSET
596	787+37.16	47.64' RT
597	788+83.49	47.01' RT
598	789+47.54	62.98' RT
599	789+60.00	35.78' RT
600	790+02.66	29.14' RT
601	790+43.56	28.29' RT
602	790+49.26	55.15' RT
603	791+00.67	53.51' RT
604	791+01.36	56.49' RT
605	791+52.74	54.28' RT

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
213 - 217	N43° 42' 45"E	687.22'
217 - 218	N42° 12' 16"E	8.17'
218 - 225	N42° 12' 16"E	276.42'
226 - 227	N28° 46' 35"E	45.97'
228 - 229	N06° 42' 15"E	857.54'
229 - 230	S83° 22' 41"E	17.00'
230 - 231	N06° 42' 15"E	234.89'

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

ALL NEW RIGHT OF WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON REBARS) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

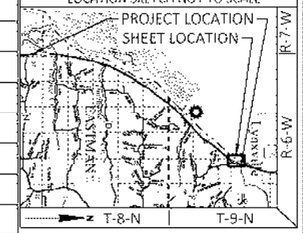
EXISTING HIGHWAY RIGHT OF WAY BASED ON PLAT OF RIGHT OF WAY REQUIRED PROJECT NO. 481 A, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5160-01-68, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-01-21, PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-03-21, THE ORIGINAL PLAT OF LYNXVILLE, AND EXISTING IRONS LOCATED IN THE FIELD.

EXISTING CTH F RIGHT OF WAY BASED ON THE CENTERLINE OF EXISTING PAVEMENT, AND PLAT OF RIGHT OF WAY REQUIRED PROJECT 5161-01-21.

EXISTING CTH E RIGHT OF WAY BASED THE ORIGINAL PLAT OF LYNXVILLE.

EXISTING HARBOR ROAD RIGHT OF WAY BASED ON THE CENTERLINE OF EXISTING PAVEMENT

CRAWFORD COUNTY
LOCATION SKETCH NOT TO SCALE



SCALE, FEET 0 100 200

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(608) 356-2771 www.msa-ps.com

I, ERIC SCHOOT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN ERIC J. SCHOOT S-3149 Dubuque IA LAND SURVEYOR

SIGNATURE: Eric J. Schoot DATE: 12/15/20
PRINT NAME: ERIC SCHOOT
REGISTRATION NUMBER: S-3149-II

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Cory Schlagel DATE: 2/18/2021
PRINT NAME: CORY SCHLAGEL

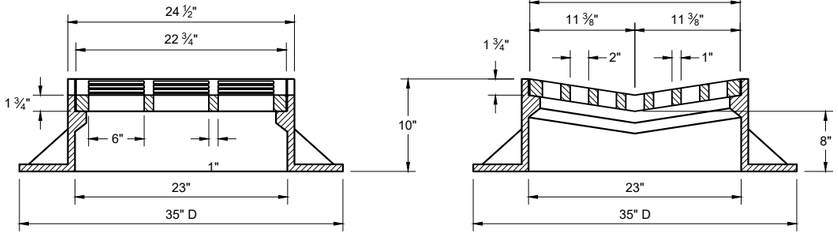
Standard Detail Drawing List

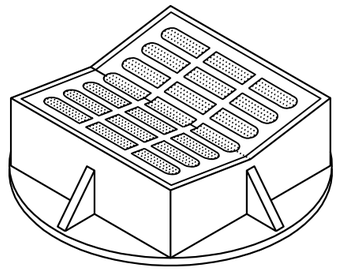
08A05-21B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-21C	INLET COVERS TYPE F, HM, HM-S, S, T, HM-GJ & HM-GJ-S
08A05-21D	INLET COVERS TYPE V, V-B, & VV-B
08A08-03	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08C08-03	INLETS MEDIAN 1 AND 2 GRATE
08C09-02	INLETS MEDIAN 3 AND 4 GRATE
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D02-08A	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-08B	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-08C	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D03-09A	CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES
08D03-09B	CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E11-02	TURBIDITY BARRIER
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
13A10-03A	SHOULDER RUMBLE STRIPS - ASPHALT
13A10-03G	SHOULDER AND EDGE LINE RUMBLE STRIPS - CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS
13A10-03H	SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13C19-03	HMA LONGITUDINAL JOINTS
14B22-07A	CONCRETE BARRIER, SINGLE-FACED (WITH ANCHORAGE)
14B22-07B	CONCRETE BARRIER, SINGLE-FACED (WITH ANCHORAGE)
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B53-02A	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02B	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02C	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02D	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02E	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02F	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02G	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02H	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02I	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES

6

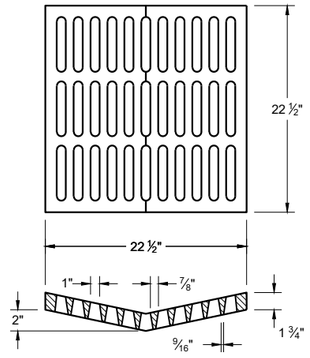
Standard Detail Drawing List

15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C06-12	SIGNING & MARKING FOR TWO LANE BRIDGES
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C19-09A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY





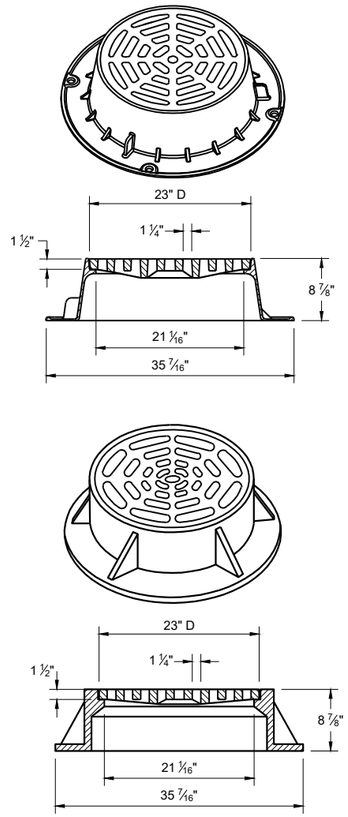
TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS POSSIBLE

NOTED AS TYPE B - A ON THE DRAINAGE TABLE



TYPE "C"

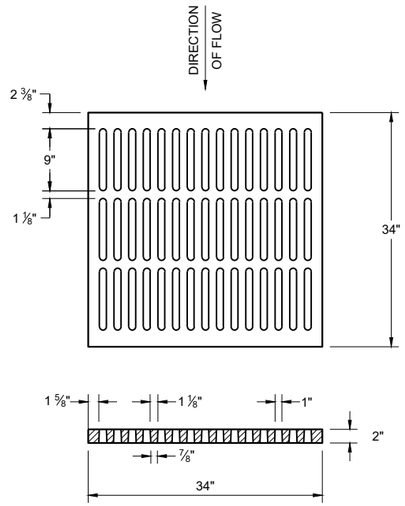
NOTE: EITHER CASTING IS ACCEPTABLE

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.

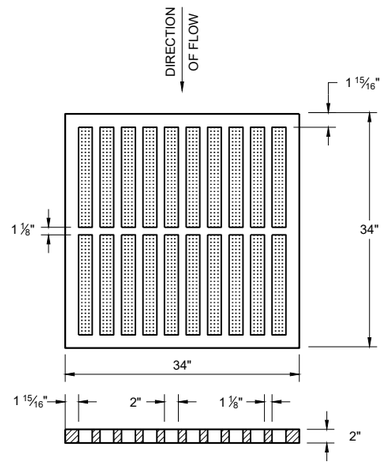
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

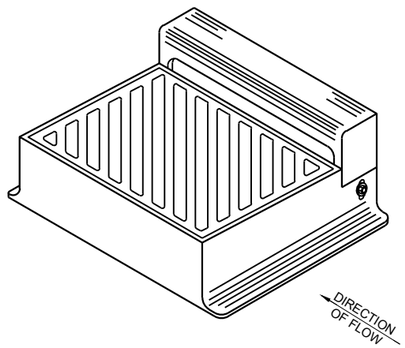
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



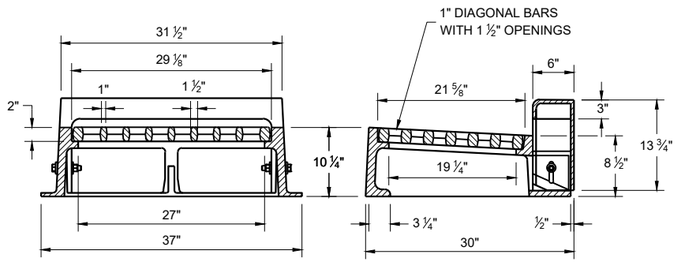
TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON THE DRAINAGE TABLE



DIAGONAL SLOTS SHALL BE ORIENTEDTO THE DIRECTION OF FLOW AS ILLUSTRATED.
GRATES ARE MANUFACTURED TO BE REVERSIBLE.



TYPE "WM"

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

INLET COVERS TYPES B, B-A, C, MS, MS-A AND WM

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6

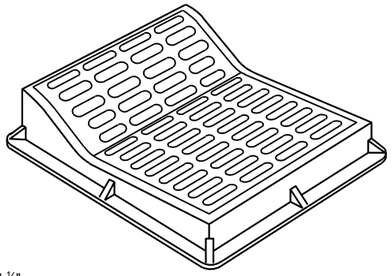
SDD 08A05-21b

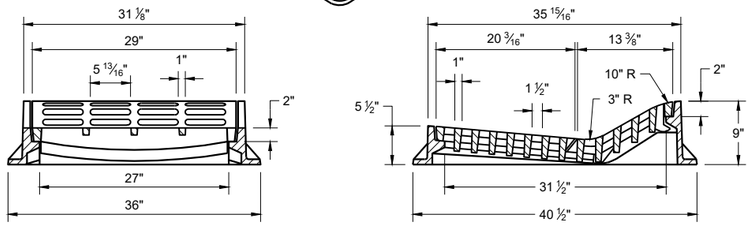
SDD 08A05-21b

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.

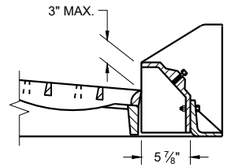
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





TYPE "F"

USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"

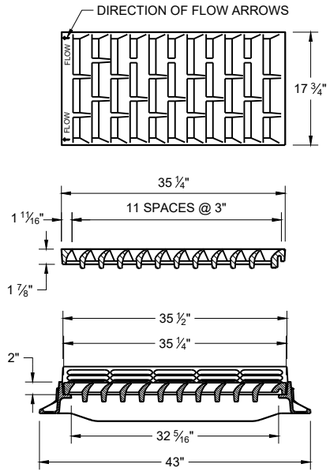


ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

USE WITH TYPES "G" AND "J" CONCRETE CURB AND GUTTER, 30 INCH
NOTED AS TYP "HM-GJ" ON DRAINAGE TABLE

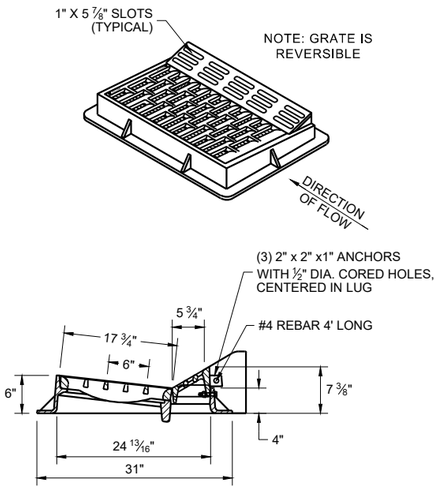
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.



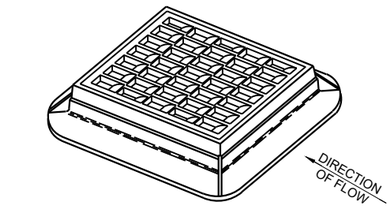
TYPE "HM"

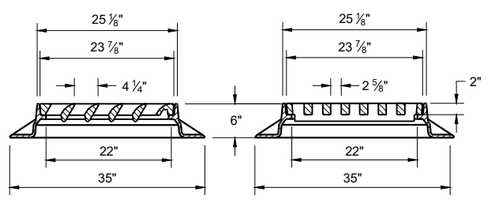
USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"



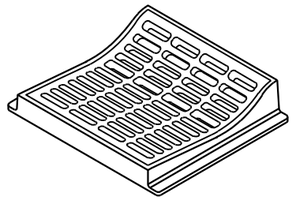
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

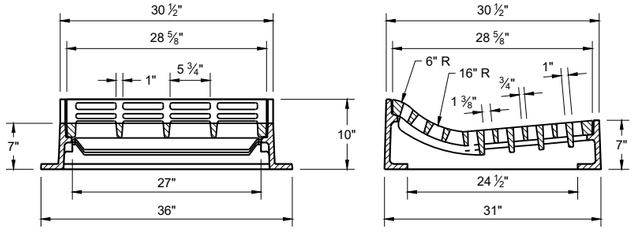
NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.





TYPE "S"





TYPE "T"

USE WITH TYPES "R" AND "T" CONCRETE CURB AND GUTTER, 36"

INLET COVERS
TYPES F, HM, HM-S, S, T, HM-GJ AND HM-GJ-S

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DEPARTMENT OF TRANSPORTATION

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December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

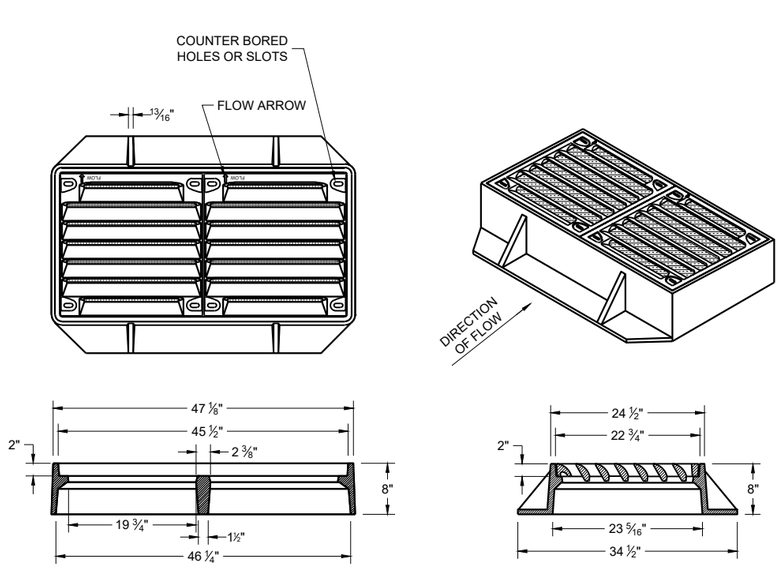
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6
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GENERAL NOTES

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.

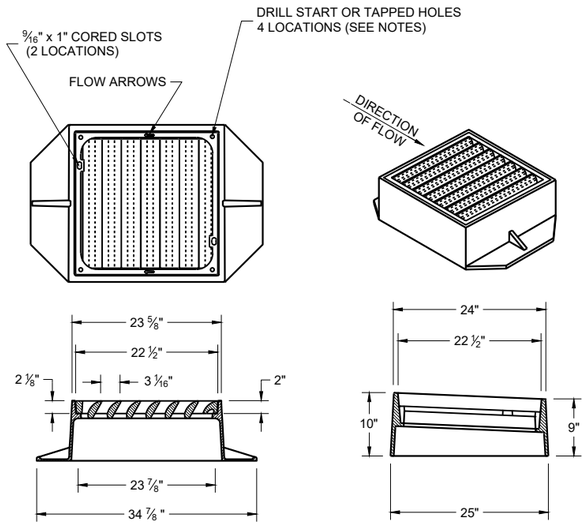
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.



TYPE "VV-B"

NOTES: ALL HARDWARE TO BE SUPPLIED BY CASTING MANUFACTURER
ALL DRILLING AND TAPPING GRATES AND FRAMES BY CASTING MANUFACTURER

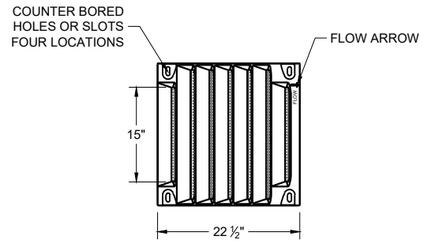
TYPE V
FRAME - CAST GRAY IRON ASTM A48 CLASS 35B
3/8" DIA. X 1/16" DRILL START IN 8 LOCATIONS
GRATE - CAST GRAY IRON ASTM A-48, CLASS 35B



TYPE "V"

NOTES: ALL HARDWARE TO BE SUPPLIED BY CASTING MANUFACTURER ALL DRILLING AND TAPPING GRATES AND FRAMES BY CASTING MANUFACTURER

TYPE V
FRAME - CAST GRAY IRON ASTM A48 CLASS 40A
3/8" DIA. X 1/16" DRILL START IN 4 LOCATIONS
GRATE - CAST GRAY IRON ASTM A-48, CLASS 35B



BOLT DOWN GRATE FOR TYPE "V" AND "VV-B" COVER

NOTES: ALL HARDWARE TO BE SUPPLIED BY CASTING MANUFACTURER NOTED AS TYPE "V-B" OR "VV-B" (FOR DOUBLE GRATE) ON DRAINAGE TABLE

TAP 1/2" -13 HOLES IN FOUR LOCATIONS PER GRATE IN FRAME TO BOLT GRATE(S).
FRAME - CAST GRAY IRON ASTM A48 CLASS 40A

GRATE - CAST DUCTILE IRON ASTM A536, 55+KSI YIELD
BOLTS - 1/2" -13 STAINLESS STEEL BOLTS WITH WASHERS
TORQUE BOLTS TO MANUFACTURER SPECIFICATION DO NOT OVERTIGHTEN.

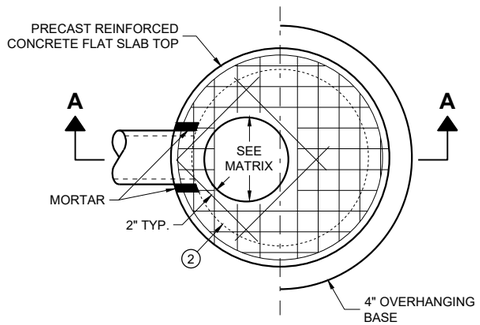
INLET COVERS
TYPES V, V-B, AND VV-B

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

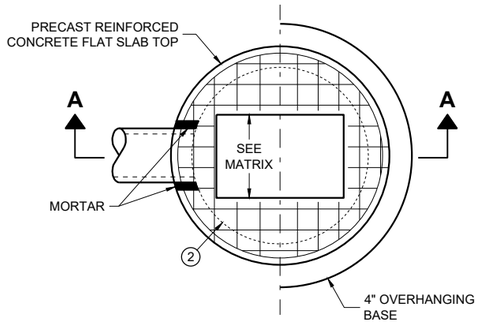
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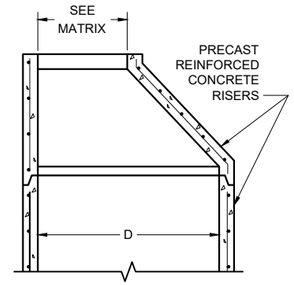
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SDD 08A05-21d



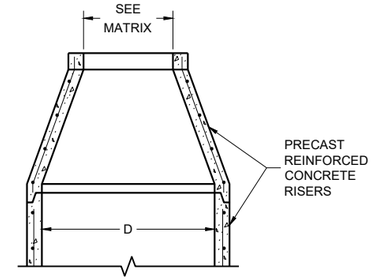
PLAN VIEW CIRCULAR OPENING



PLAN VIEW RECTANGULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

COVER MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	VV-B	WM	Z
	OPENING SIZE (FT.)												
3-FT	2 X 2	X	X					X		X			
	2 DIA.				X								X
4-FT TO 6-FT	2 X 2	X	X					X		X			
	2 X 2.5			X				X	X	X		X	
	2 DIA.				X								X
	2 X 3						X						
	2.5 X 3					X							
	2 X 3.5*										X*		

* REQUIRES 5-FT DIAMETER OR LARGER STRUCTURE

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	30

CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

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 CATCH BASIN 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 DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE 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.

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. CONCENTRIC CONE TOPS SHALL BE USE ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

4" OVERHANGING BASES ARE REQUIRED FOR ALL 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.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

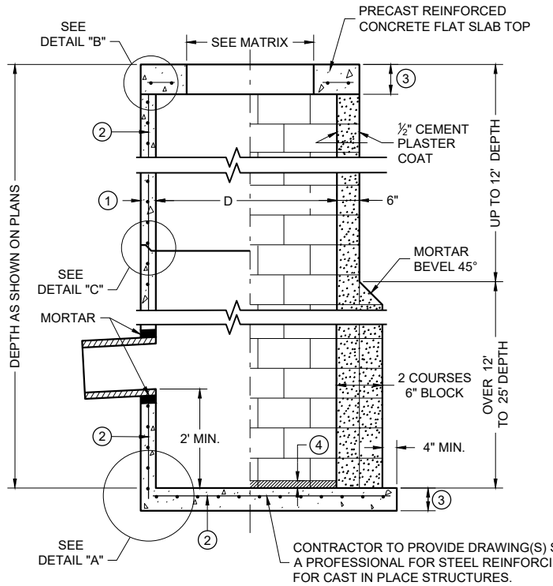
(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.

(2) FOR PRECAST CATCH BASINS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(3) PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

(4) 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

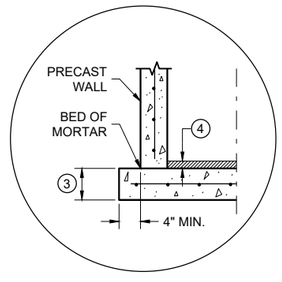
(5) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFROMING TO ASTM C443.



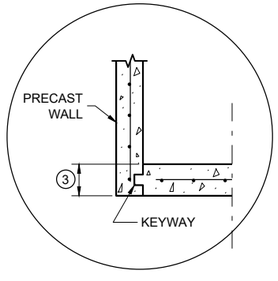
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (2)

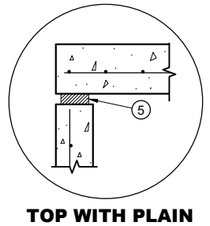


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

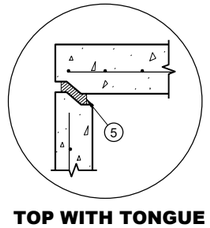


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

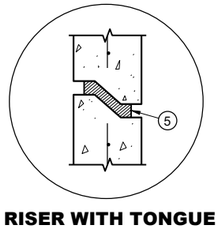
DETAIL "A"



TOP WITH PLAIN END JOINT

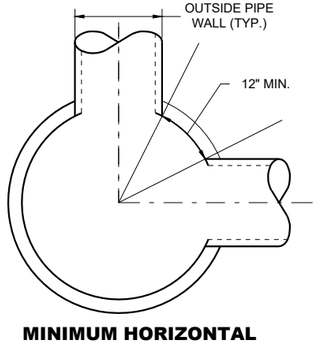


TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

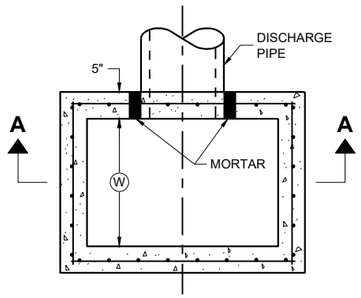
CATCH BASINS, 3-FT. 4-FT., 5 FT., AND 6-FT. DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

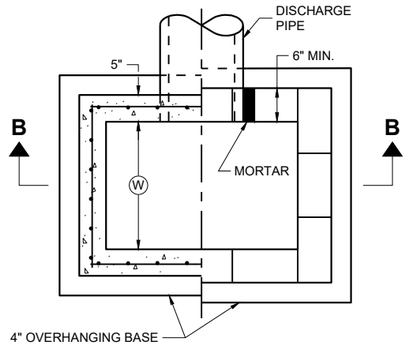
APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

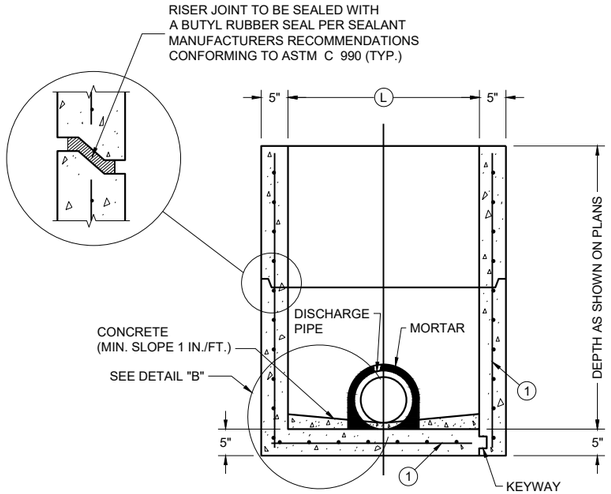
6
SDD 08A08-03



PLAN VIEW



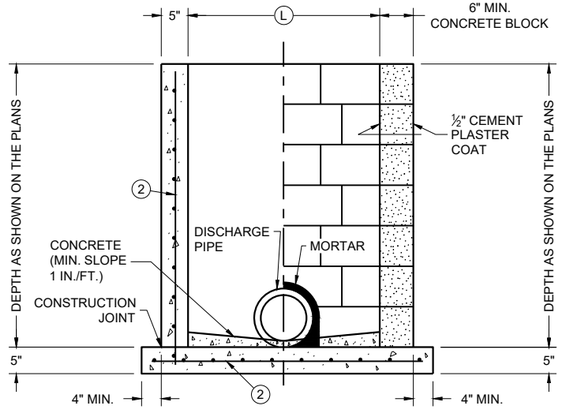
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

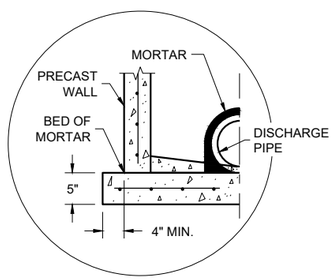
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

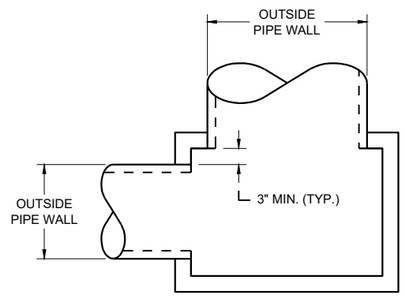
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T 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" 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 AND REINFORCED CONCRETE BASES 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.

CATCH BASIN COVER MATRIX

INLET SIZE	WIDTH (W) (FT.)	LENGTH (L) (FT.)	INLET COVER TYPE									
			ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM	V V-B
2 X 2-FT	2	2	X	X				X				
2 X 2.5-FT	2	2.5			X			X	X	X	X	
2 X 3-FT	2	3					X					
2.5 X 3-FT	2.5	3				X						
2 X 3.5-FT	2	3.5										X

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2 X 2-FT	12	12
2 X 2.5-FT	12	18
2 X 3-FT	12	24
2.5 X 3-FT	18	24
2 X 3.5-FT	12	30

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2X3.5-FT

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2 X 3.5-FT

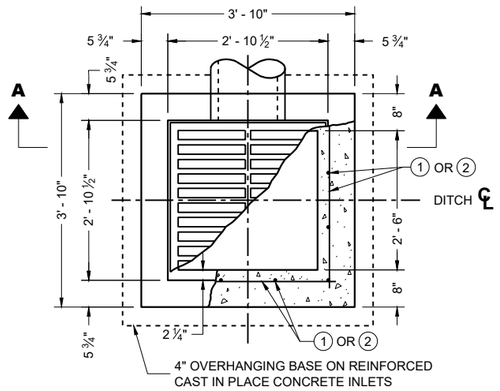
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

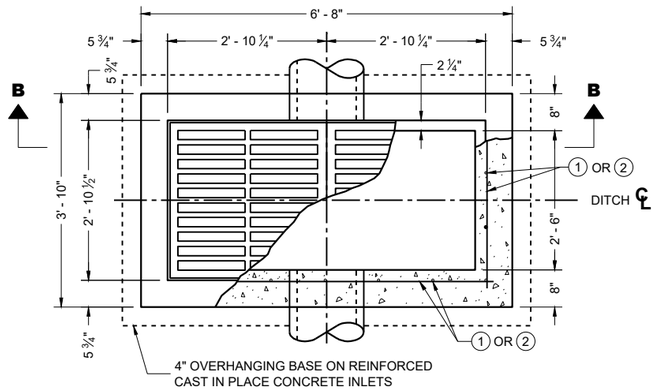
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

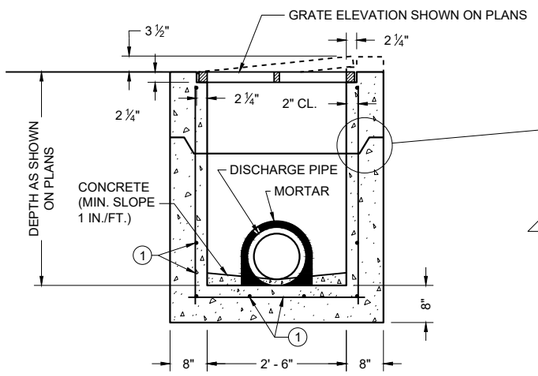
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SDD 08C07-03



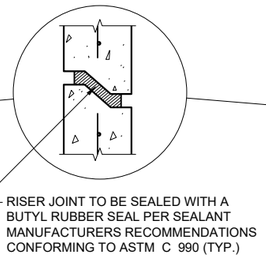
PLAN VIEW

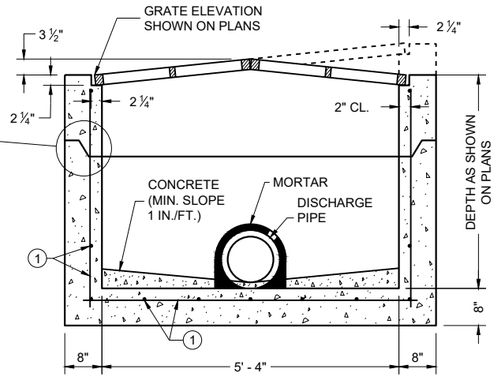


PLAN VIEW

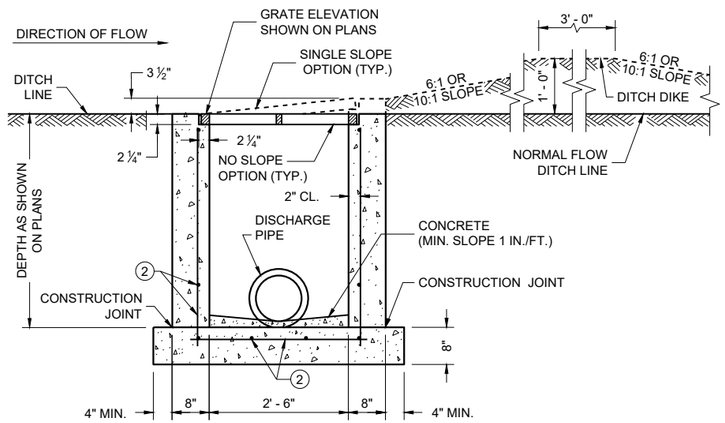


PRECAST REINFORCED CONCRETE SECTION A - A



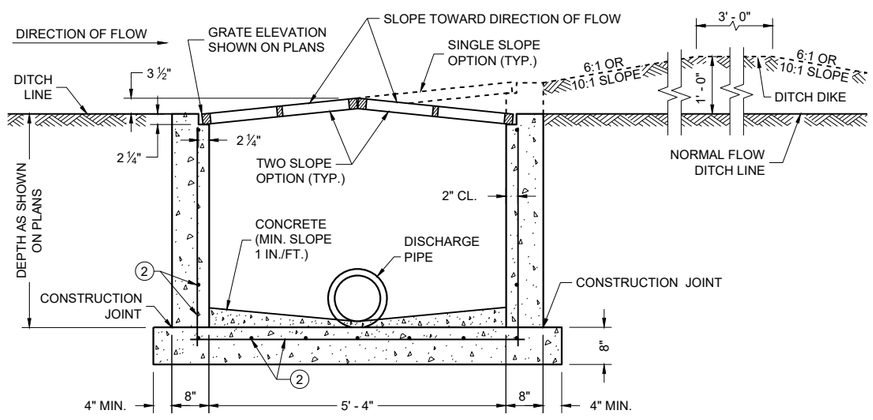


PRECAST REINFORCED CONCRETE SECTION B - B



REINFORCED CAST IN PLACE CONCRETE SECTION A - A

INLETS MEDIAN 1 GRATE



REINFORCED CAST IN PLACE CONCRETE SECTION B - B

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE 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 PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

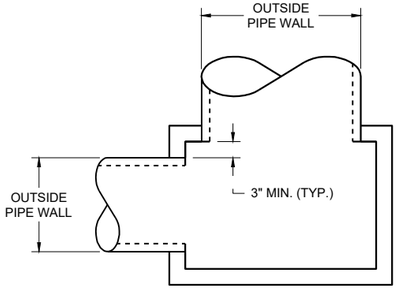
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

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

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

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



DETAIL "A"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42

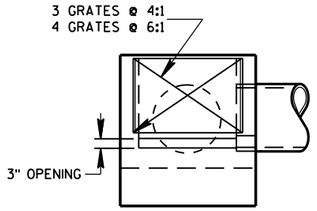
INLETS
MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

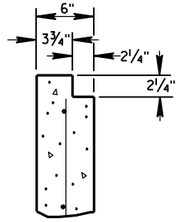
APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

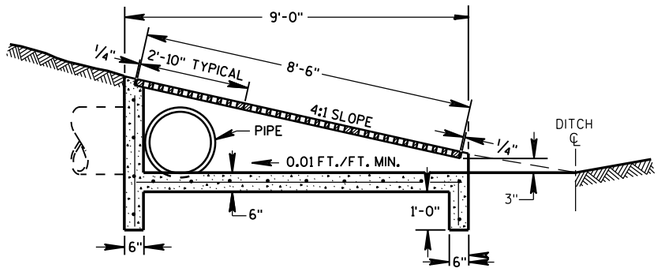
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SDD 08C08-03



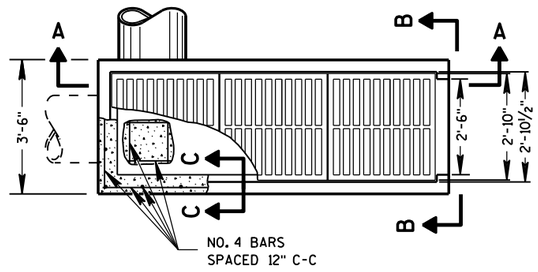
SECTION B-B



SECTION C-C

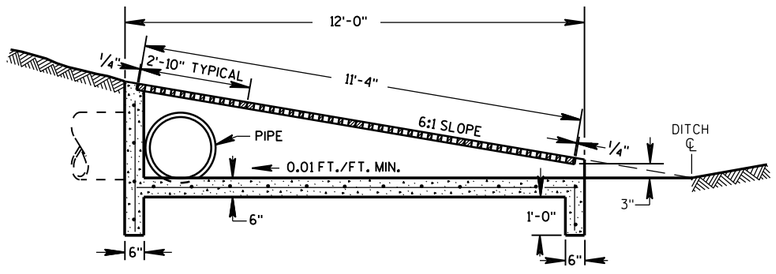


SECTION A-A

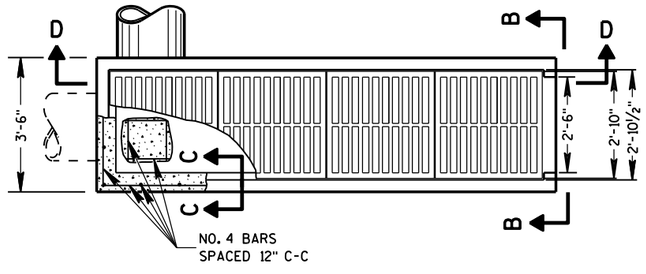


PLAN VIEW

INLETS MEDIAN 3 GRATE



SECTION D-D



PLAN VIEW

INLETS MEDIAN 4 GRATE

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.

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

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.

6

S.D.D. 8 C 9-2

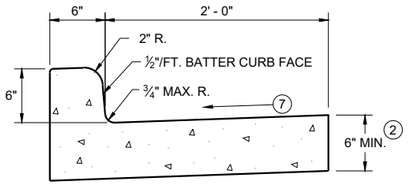
INLETS MEDIAN 3 AND 4 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

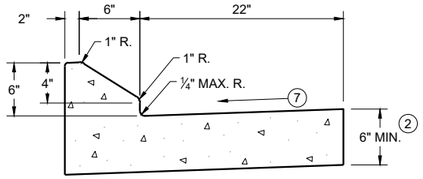
APPROVED
Sept., 2016
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

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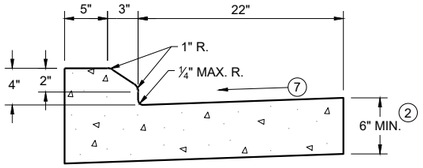
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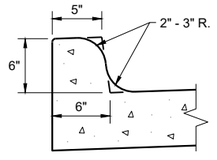
TYPES A (1) & D



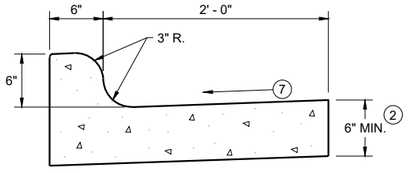
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

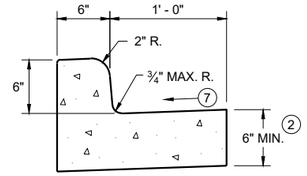


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



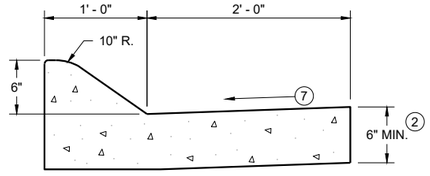
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

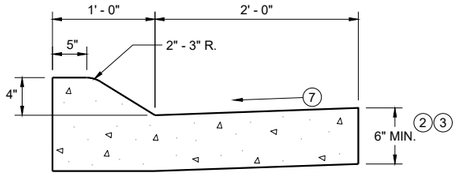


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

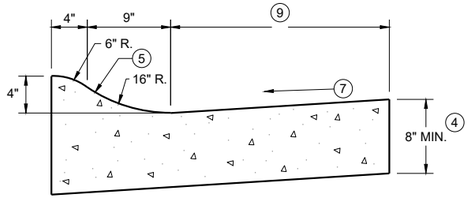


6" SLOPED CURB TYPES A (1) & D



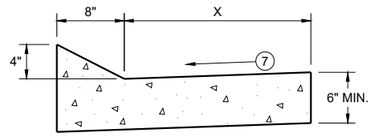
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

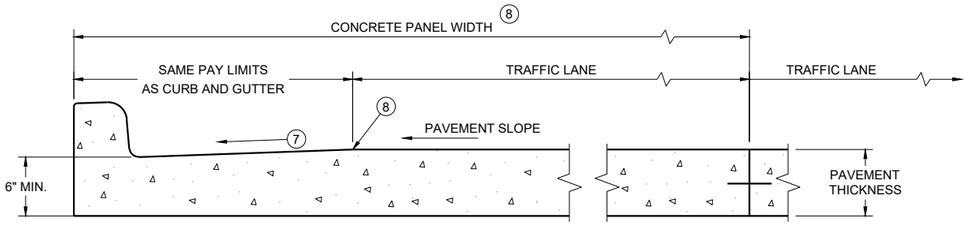


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

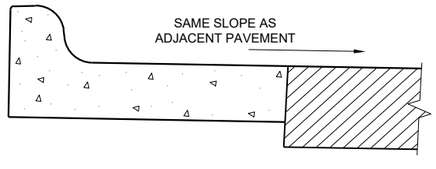
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

DETAILS OF CONSTRUCTION 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 AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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 GUTTERS 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) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES 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.

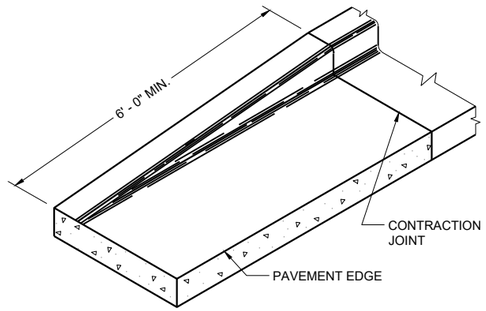
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

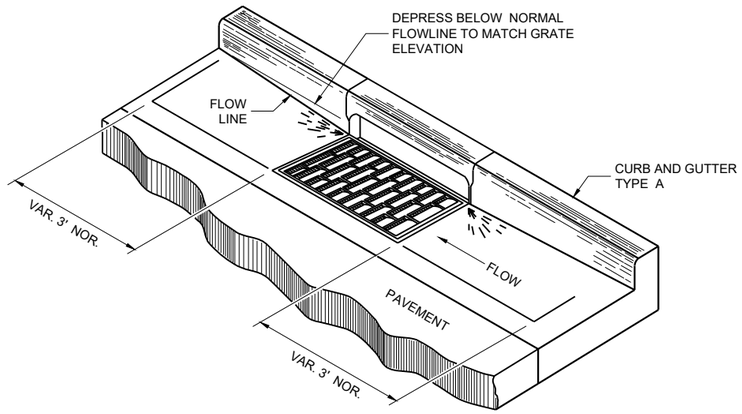
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

DETAILS OF CONSTRUCTION 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.

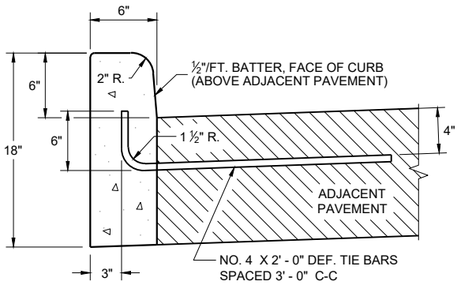
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

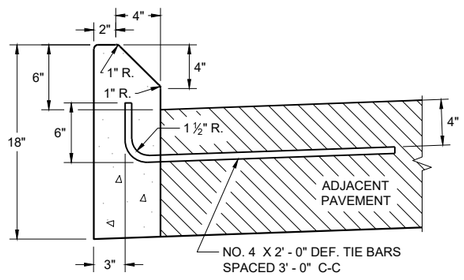
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(10) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

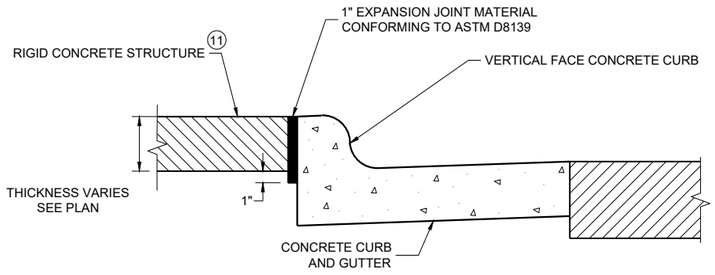


TYPES A (1) & D

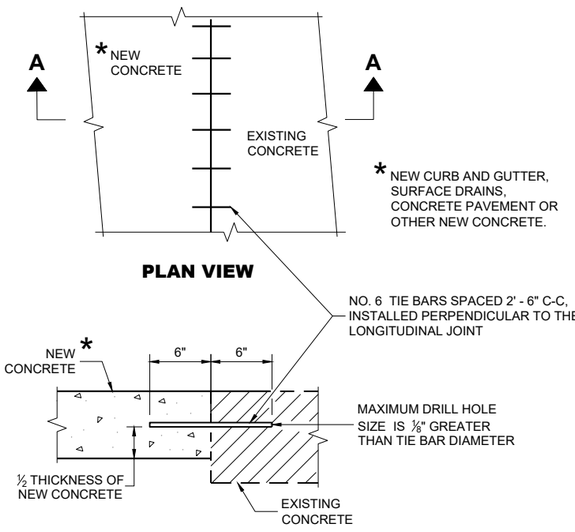


TYPES G (1) & J

CONCRETE CURB

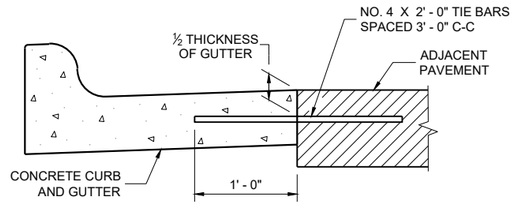


EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)

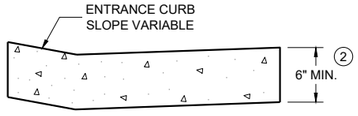


SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6
SDD 08D01-23b

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.

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

(1) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

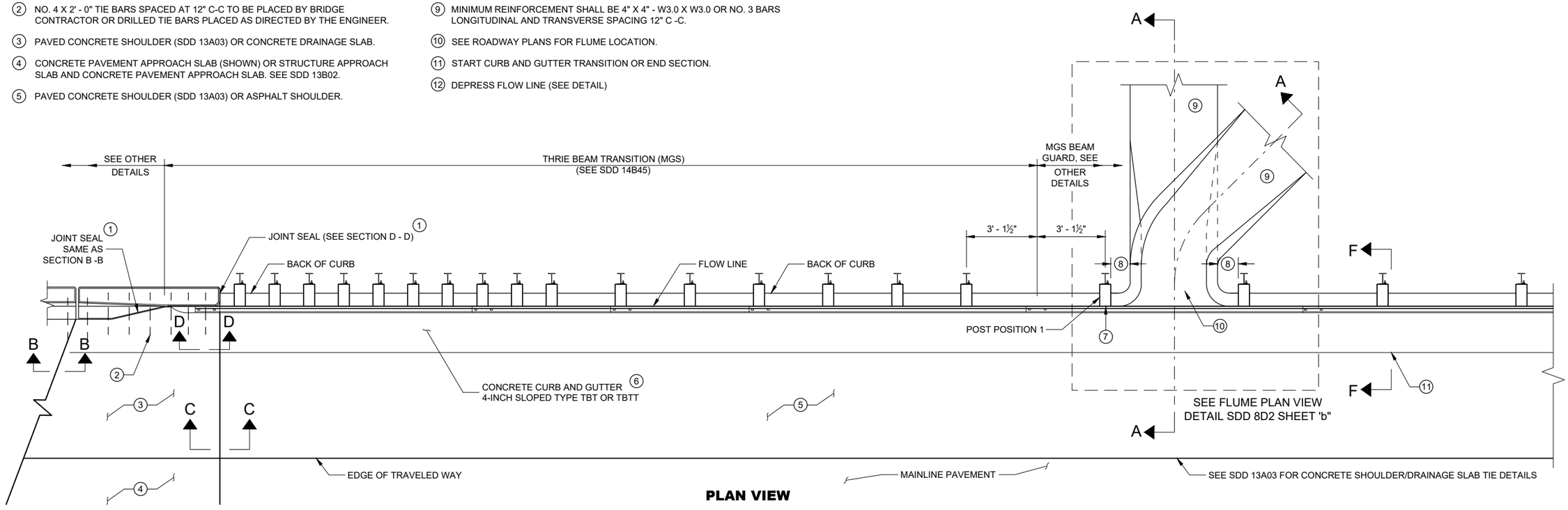
(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

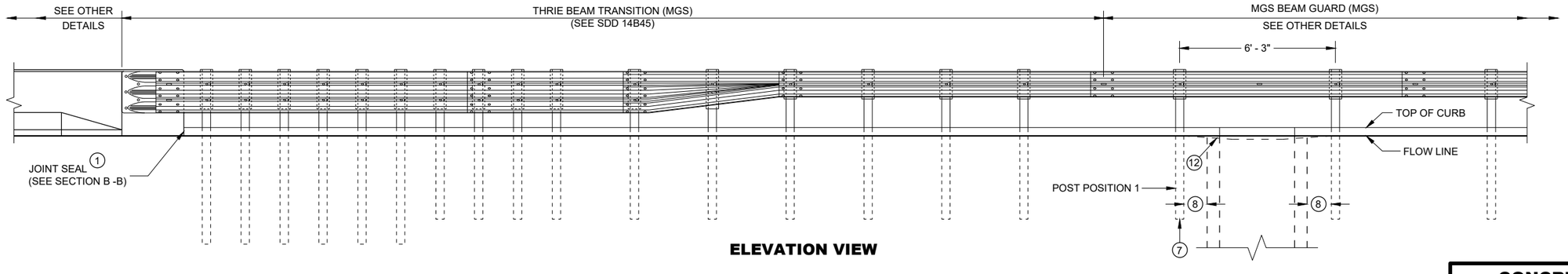
(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)



PLAN VIEW



ELEVATION VIEW

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

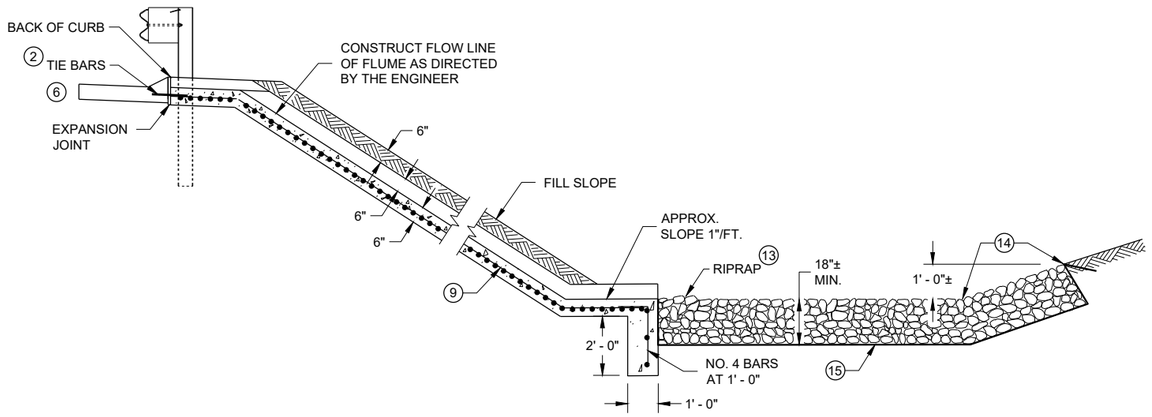
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

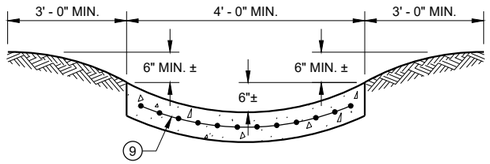
SDD 08D02 - 08a

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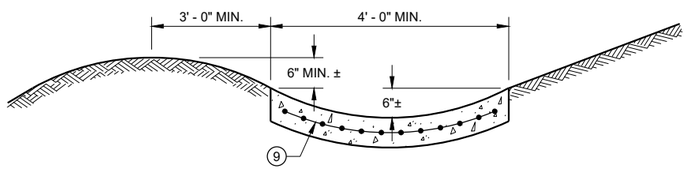
SDD 08D02 - 08a



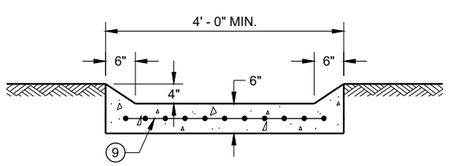
SECTION A - A



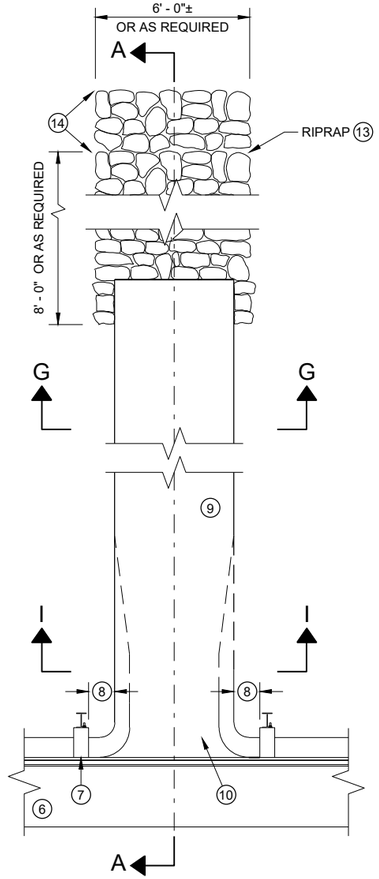
SECTION G - G



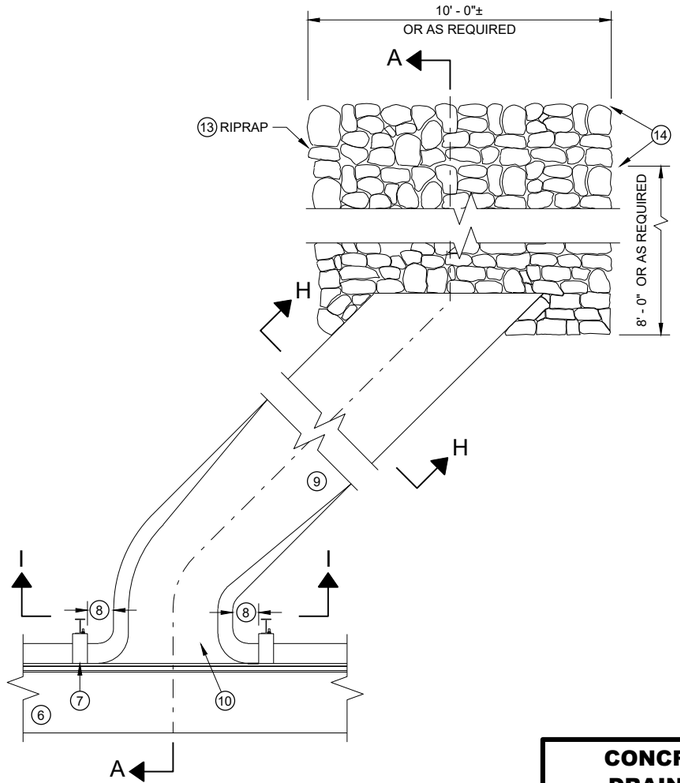
SECTION H - H



SECTION I - I



PLAN VIEW PERPENDICULAR FLUME



PLAN VIEW SKEWED FLUME

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.

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

1. USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
2. NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.
3. PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.
4. CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.
5. PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.
6. CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.
7. PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)
8. CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.
9. MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.
10. SEE ROADWAY PLANS FOR FLUME LOCATION.
11. START CURB AND GUTTER TRANSITION OR END SECTION.
12. DEPRESS FLOW LINE (SEE DETAIL)
13. MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.
14. LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH AS REQUIRED.
15. GEOTEXTILE TYPE HR.

6

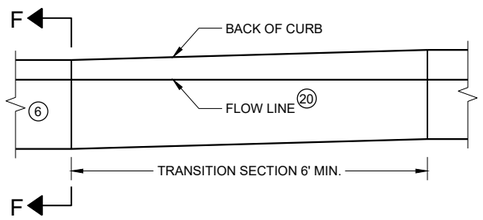
SDD 08D02 - 08b

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

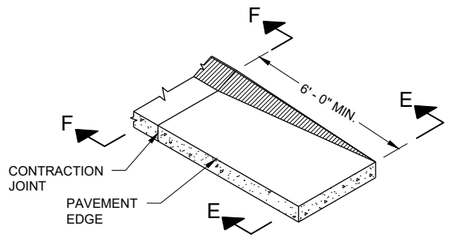
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

6

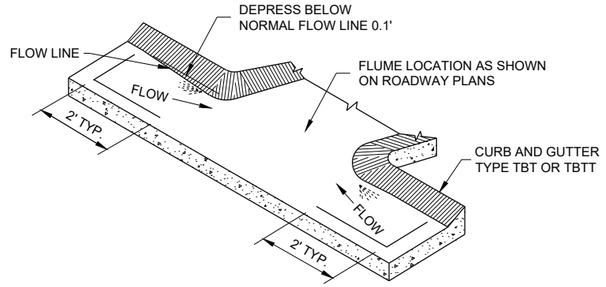
SDD 08D02 - 08b



**CURB AND GUTTER TRANSITION SECTION
CONCRETE CURB AND GUTTER 4-INCH SLOPED
36 INCH TYPE TBT OR TBTT**



**CURB AND GUTTER END SECTION
CONCRETE CURB AND GUTTER 4-INCH SLOPED
36 INCH TYPE TBT OR TBTT**



**CURB AND GUTTER FLOW LINE DEPRESSION
AT FLUMES CONCRETE CURB AND GUTTER
4-INCH SLOPED 36 INCH TYPE TBT OR TBTT**

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.

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

(1) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)

(13) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

(14) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

(15) GEOTEXTILE TYPE HR.

(16) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C - C.

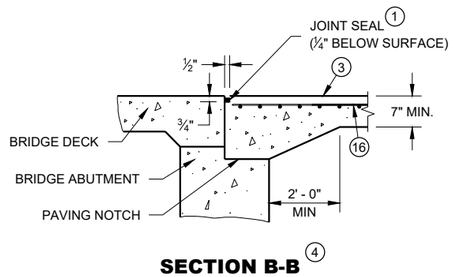
(17) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

(18) MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.

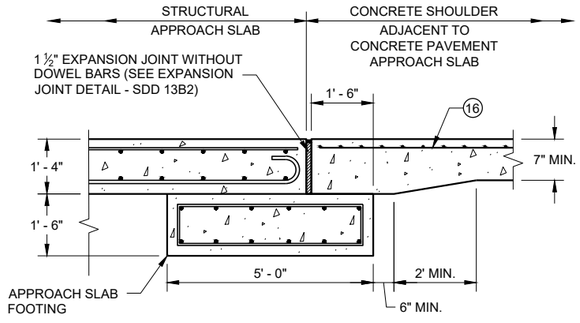
(19) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

(20) MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.

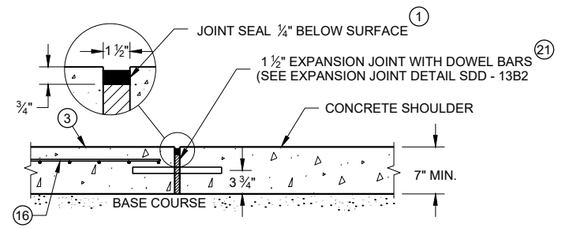
(21) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



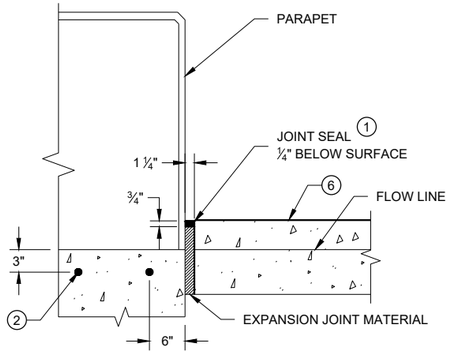
SECTION B-B (4)



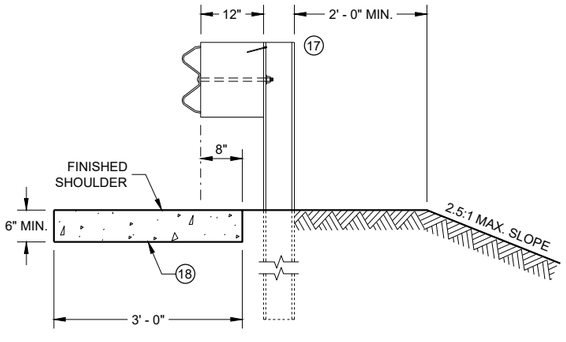
SECTION C - C
JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



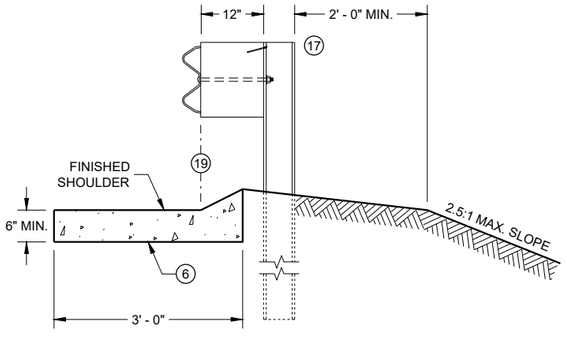
SECTION C - C
JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS



SECTION D - D



SECTION E - E



SECTION F - F

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

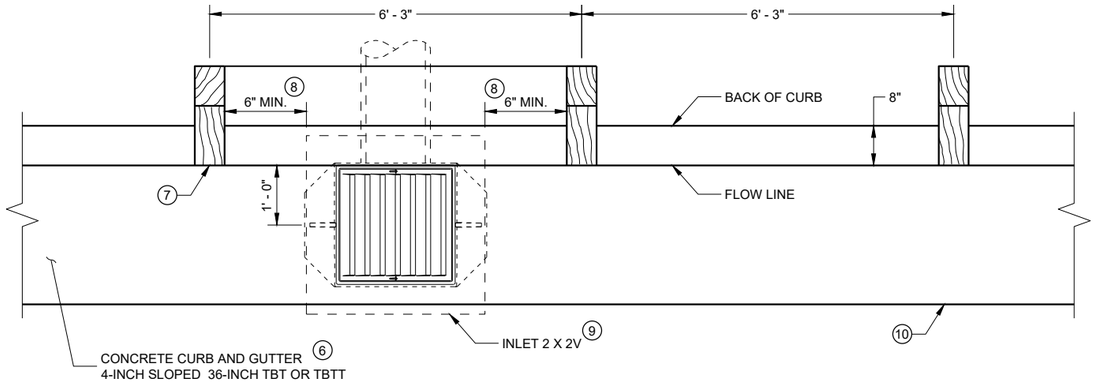
FHWA

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SDD 08D02 - 08c

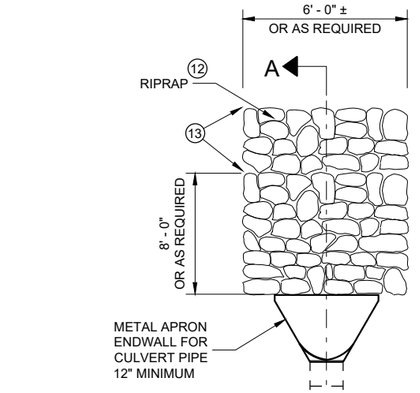
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SDD 08D02 - 08c



INLET PLAN VIEW

(NOTE: RAIL NOT SHOWN FOR CLARITY)

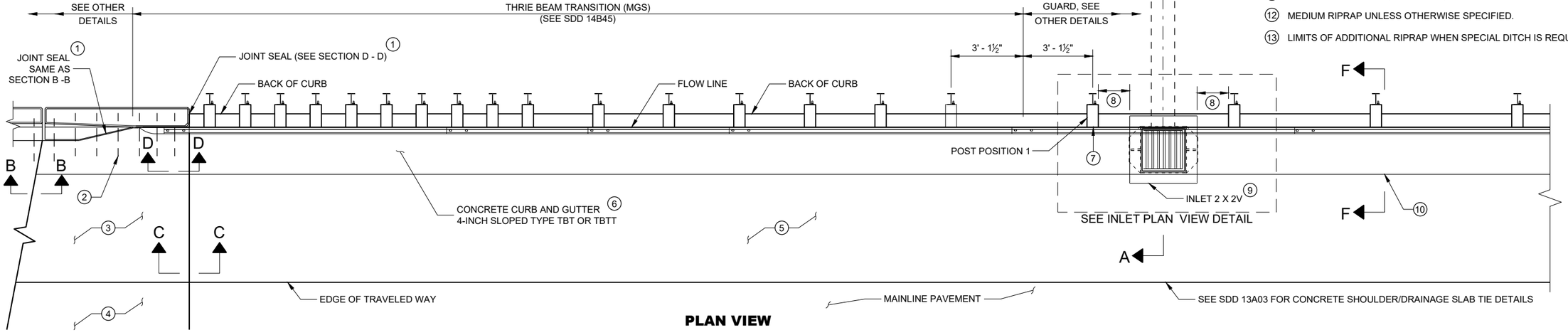


GENERAL NOTES

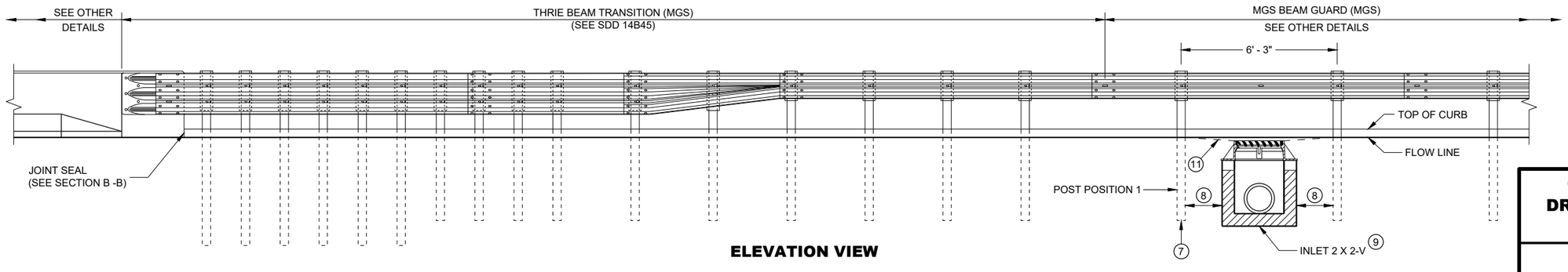
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

1. USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
2. NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.
3. PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.
4. CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02.
5. PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.
6. CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.
7. PLACE DRAINAGE STRUCTURE BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)
8. CENTER DRAINAGE STRUCTURE BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE WALL OF DRAINAGE STRUCTURE TO POSTS.
9. SEE SDD 08A05 AND 08C07 FOR DETAILS. SEE ROADWAY PLANS FOR LOCATION.
10. START CURB AND GUTTER TRANSITION OR END SECTION.
11. DEPRESS FLOW LINE (SEE DETAIL)
12. MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.
13. LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.



PLAN VIEW



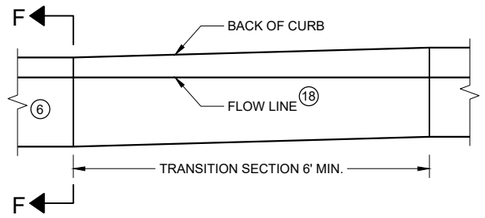
ELEVATION VIEW

CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES

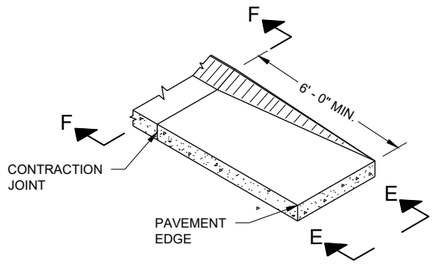
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

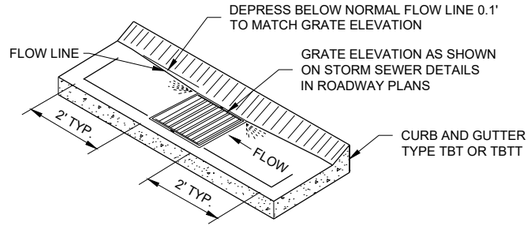
SDD 08D03 - 09a



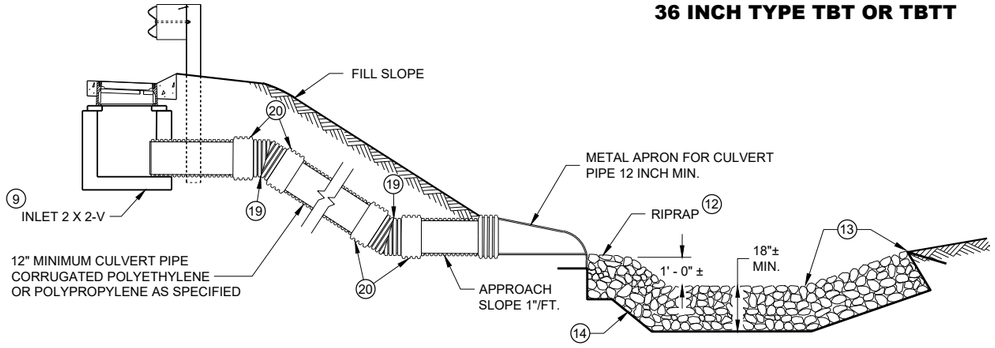
CURB AND GUTTER TRANSITION SECTION CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT



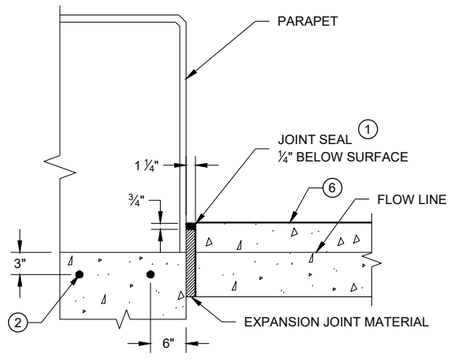
CURB AND GUTTER END SECTION CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT



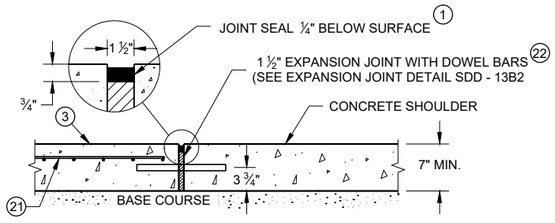
CURB AND GUTTER FLOW LINE DEPRESSION AT INLETS CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT



SECTION A - A

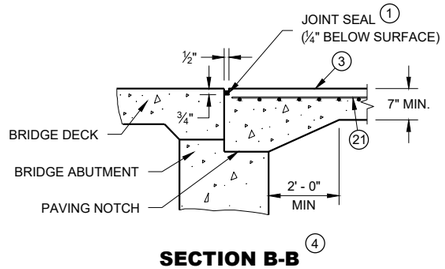


SECTION D - D

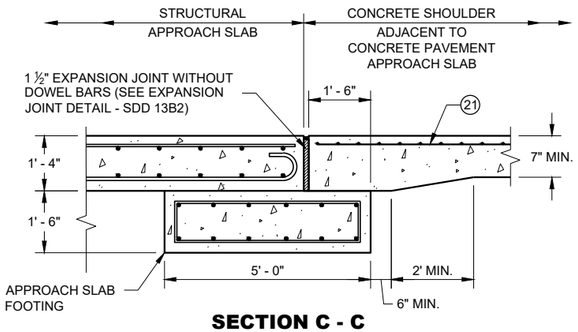


SECTION C - C

JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS

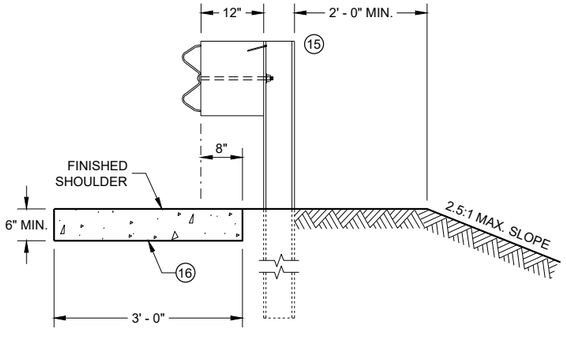


SECTION B-B 4

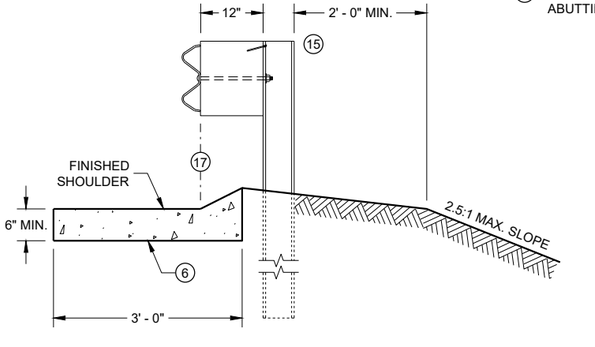


SECTION C - C

JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



SECTION E - E



SECTION F - F

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.

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

(1) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE DRAINAGE STRUCTURE BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

(8) CENTER DRAINAGE STRUCTURE BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE WALL OF DRAINAGE STRUCTURE TO POSTS.

(9) SEE SDD 08A05 AND 08C07 FOR DETAILS. SEE ROADWAY PLANS FOR LOCATION.

(10) START CURB AND GUTTER TRANSITION OR END SECTION.

(11) DEPRESS FLOW LINE (SEE DETAIL)

(12) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

(13) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

(14) GEOTEXTILE TYPE HR.

(15) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

(16) MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.

(17) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

(18) MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.

(19) MANUFACTURER SUPPLIED BEND.

(20) MANUFACTURER SUPPLIED EXTERNAL MECHANICAL COUPLING OR A MANUFACTURER RECOMMENDED COUPLING WITH A MASTIC IMPREGNATED GEOTEXTILE WRAP AND MECHANICAL FASTENING BANDS.

(21) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C - C.

(22) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.

CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

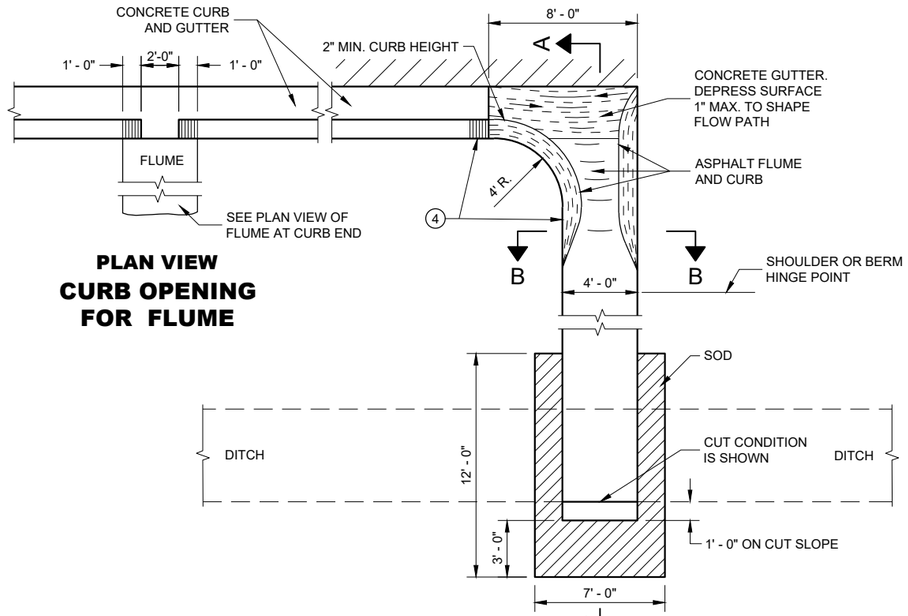
FHWA

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SDD 08D03 - 09b

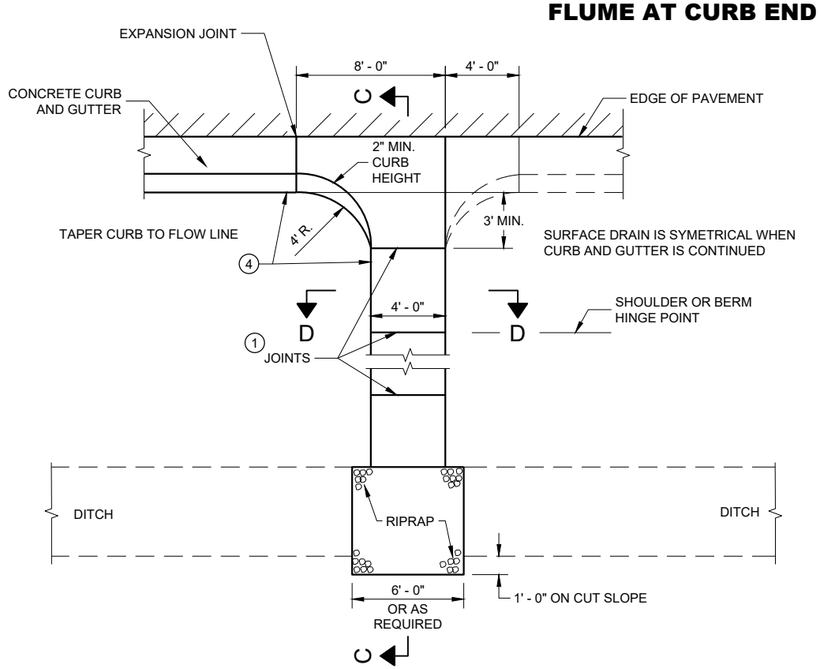
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



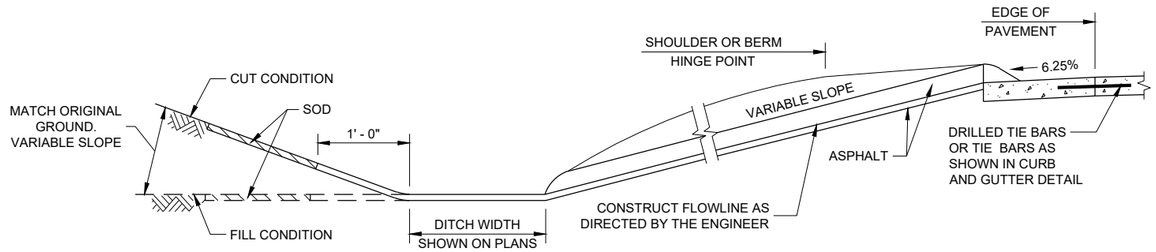
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

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

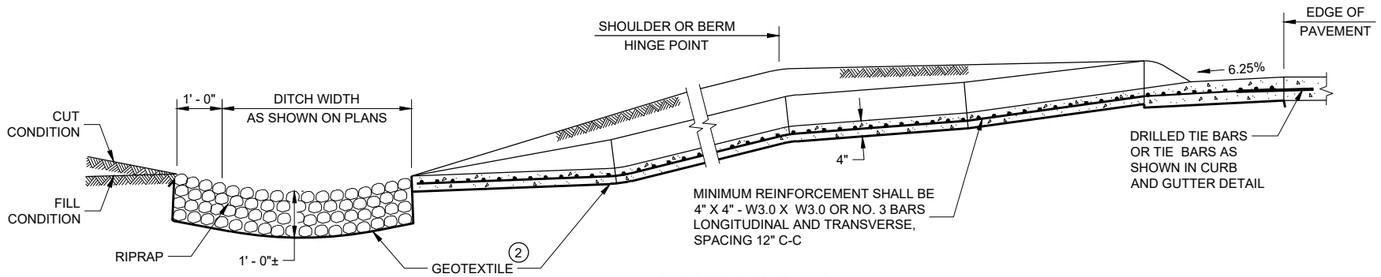
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.

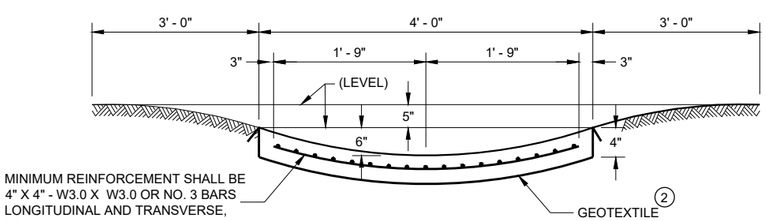


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

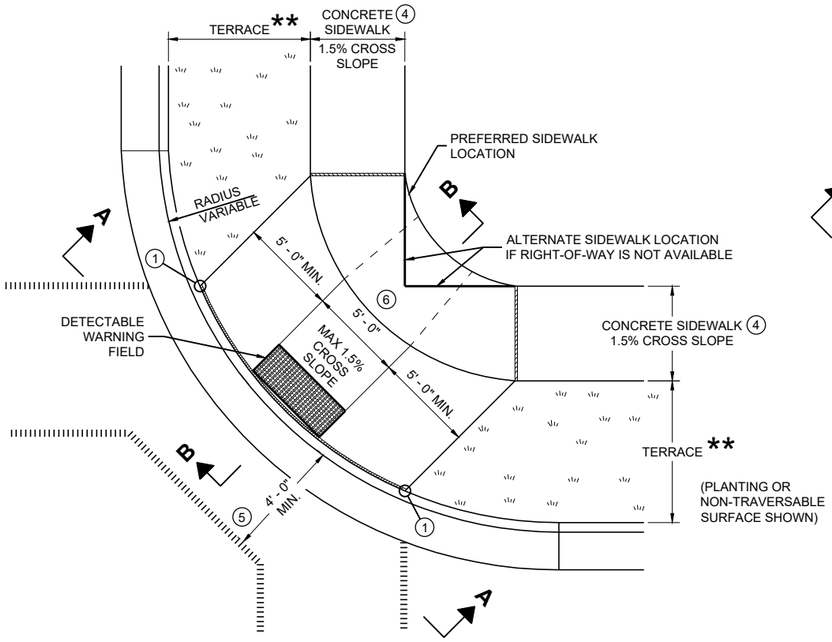
FHWA

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SDD 08D04 - 07

6

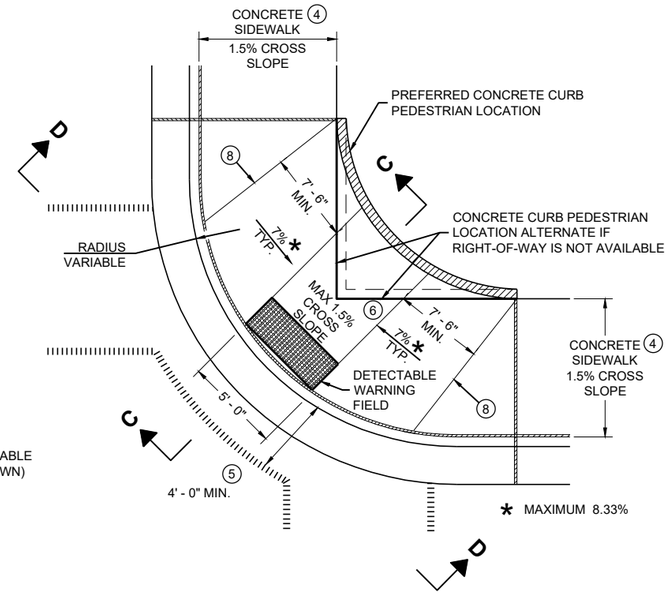
SDD 08D04 - 07



PLAN VIEW

CURB RAMP TYPE 1

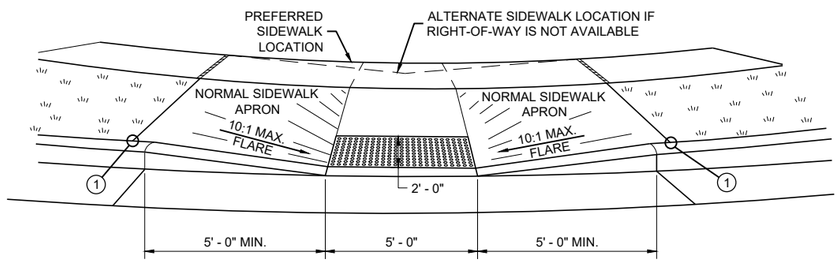
(CENTER OF CORNER RADIUS)



PLAN VIEW

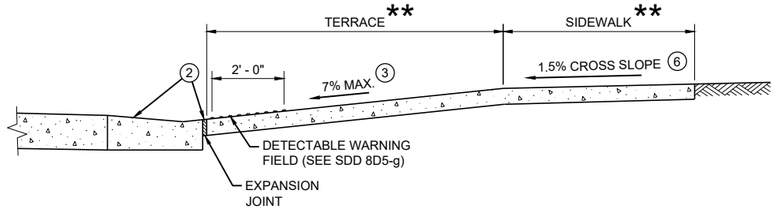
CURB RAMP TYPE 1 - A

(NO TERRACE)

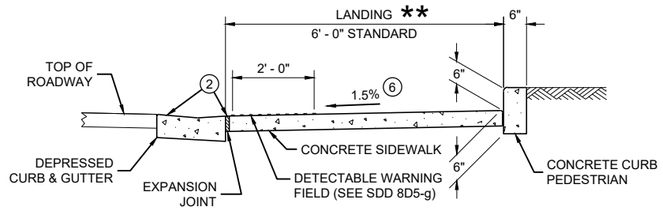


VIEW A - A FOR TYPE 1

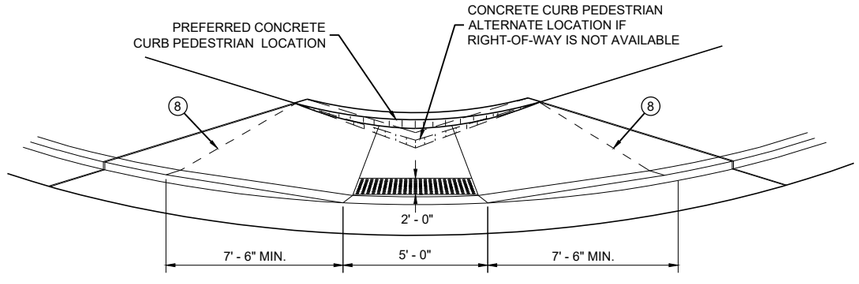
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

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

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(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) MAXIMUM 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.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE

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

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

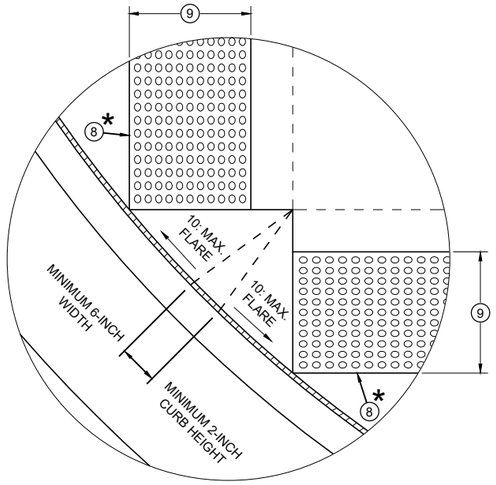
LEGEND

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

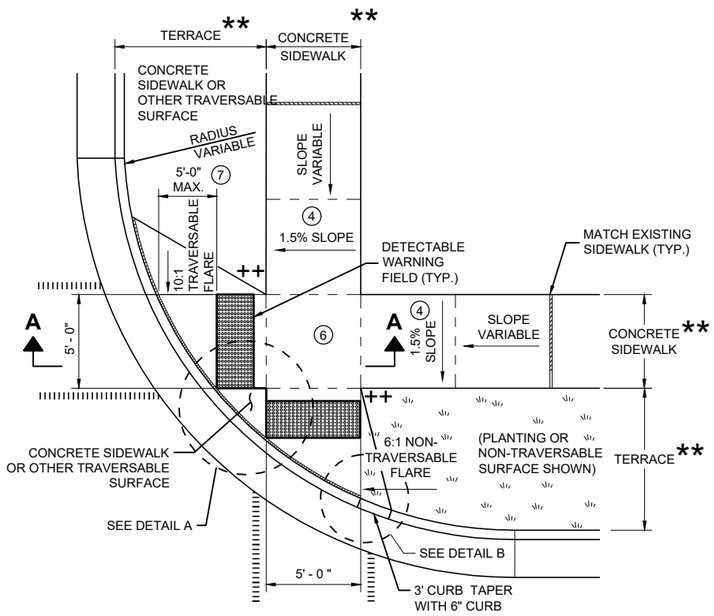
CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

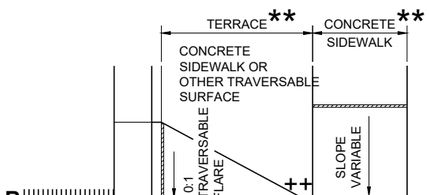
6
SDD 08D05-21a

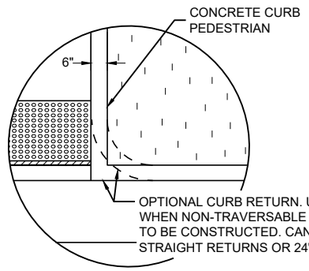


DETAIL A

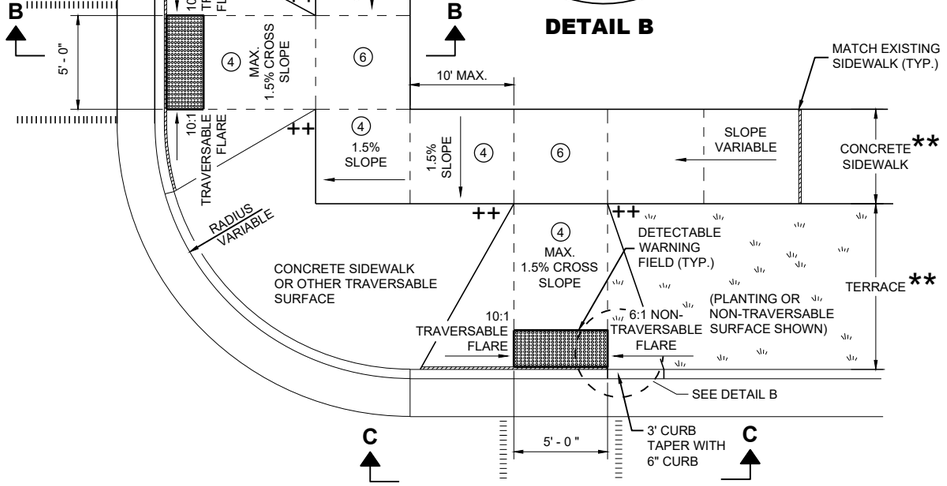


PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)





DETAIL B



PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

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

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.

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) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

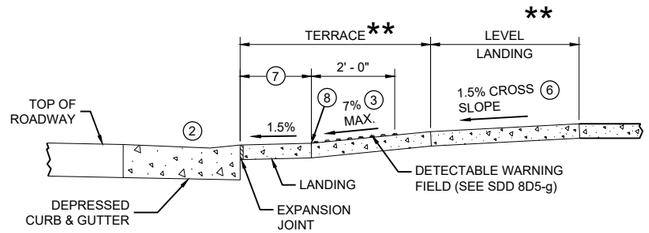
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

(7) WHEN 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.

(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

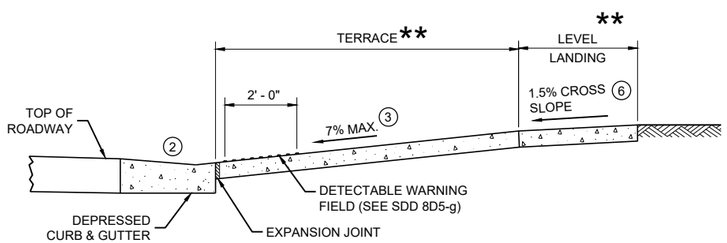


SECTION A - A FOR TYPE 2

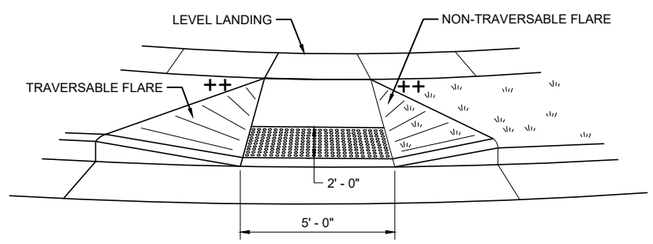
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

LEGEND

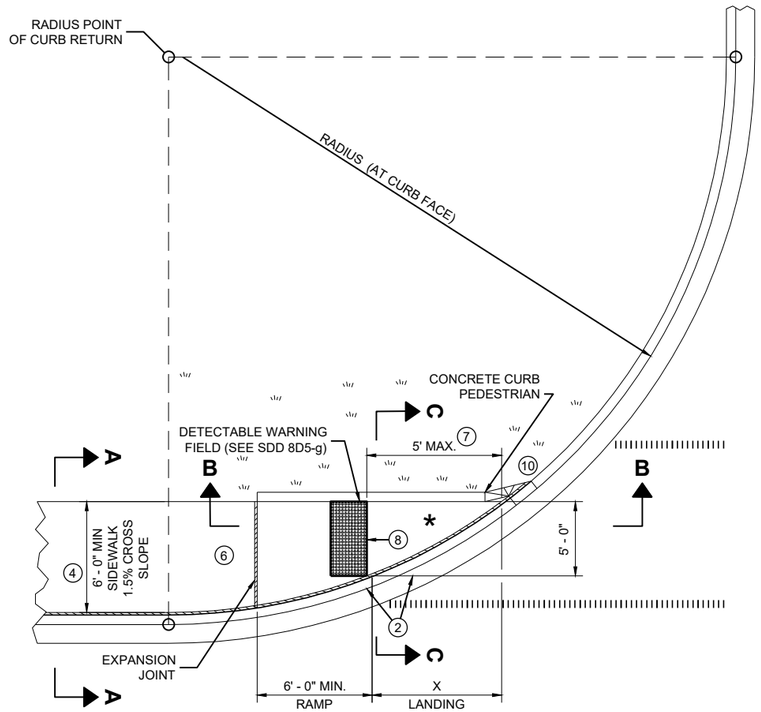
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

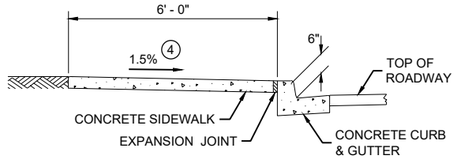


PLAN VIEW

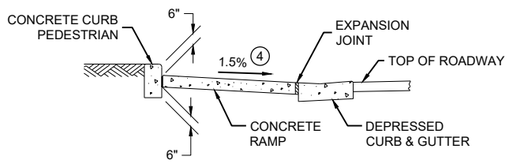
CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"

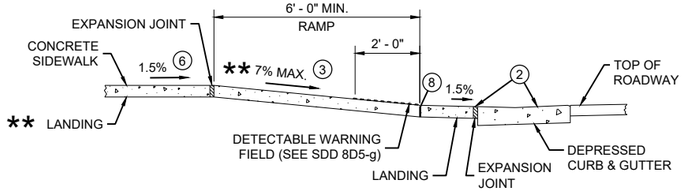
INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



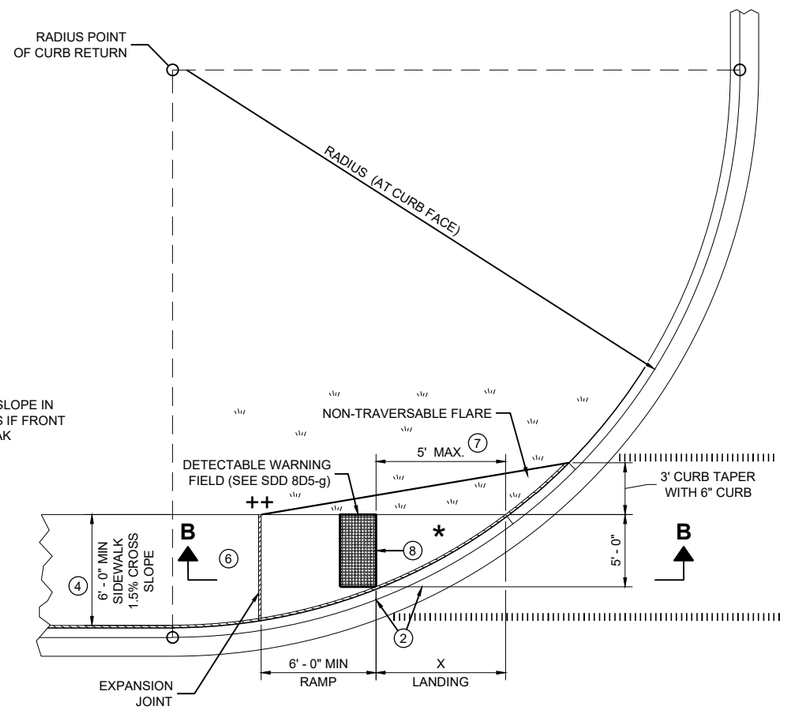
SECTION C - C FOR TYPE 4A



SECTION B - B FOR TYPE 4A AND TYPE 4A1

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

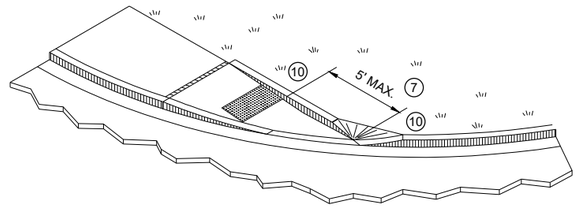
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK



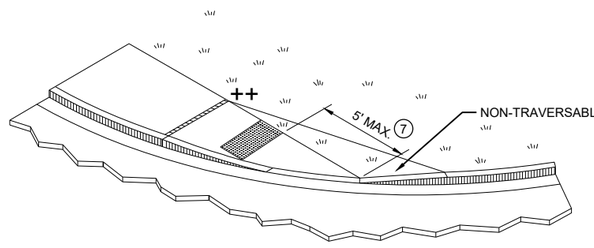
PLAN VIEW

CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

GENERAL NOTES

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

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.

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) AN 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 LEVEL LANDING SIZE IS 5 FEET BY 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.

LEGEND

½" EXPANSION JOINT SIDEWALK

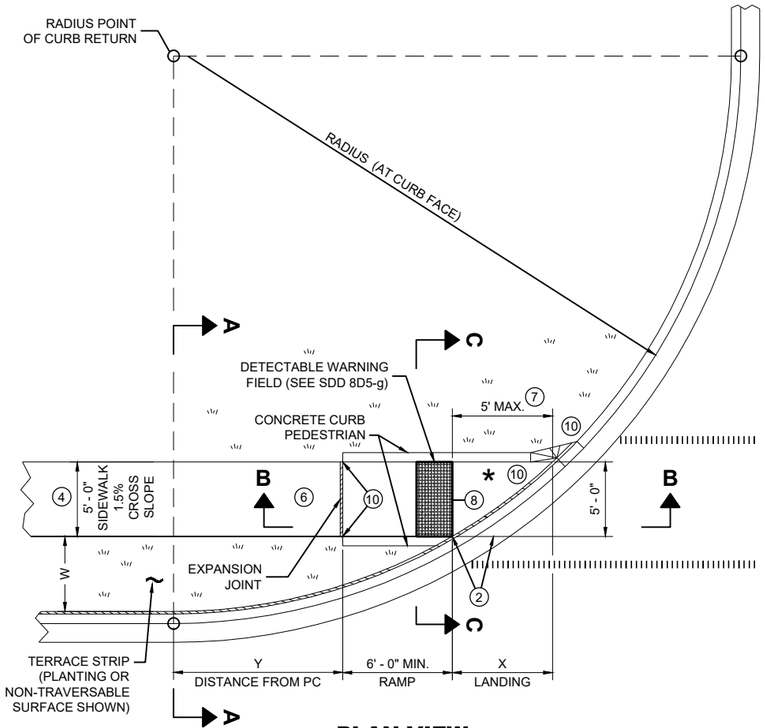
CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05-21c



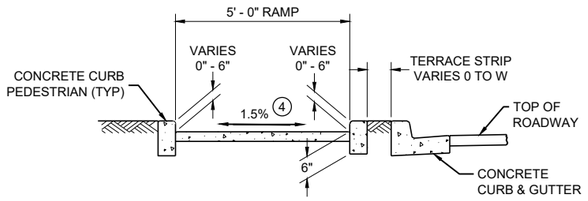
PLAN VIEW
CURB RAMP TYPE 4B

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' - 10 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET			4' - 11 1/2"	5' - 1 3/4"	4' - 3 1/4"	6' - 5 1/2"	3' - 8 3/4"	7' - 7"	3' - 3"	8' - 6 1/2"	2' - 10"	9' - 4 1/2"	2' - 5 1/2"	10' - 1 1/4"	2' - 1 1/4"	10' - 9"
30 FEET									4' - 10 3/4"	12' - 5 3/4"	4' - 5 1/2"	13' - 7 3/4"	4' - 0 3/4"	14' - 8 1/2"	3' - 8 1/2"	15' - 8 1/4"
40 FEET															4' - 10 3/4"	19' - 8 1/4"

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

LEGEND

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



SECTION C - C FOR TYPE 4B

GENERAL NOTES

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

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.

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) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

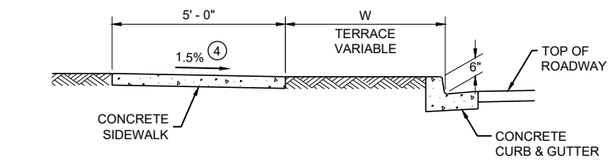
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

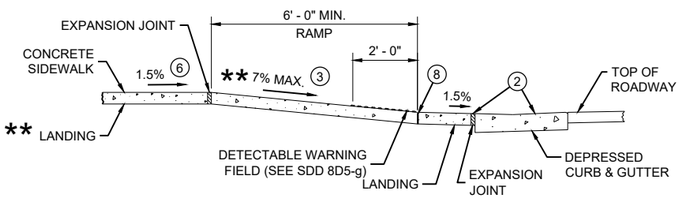
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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



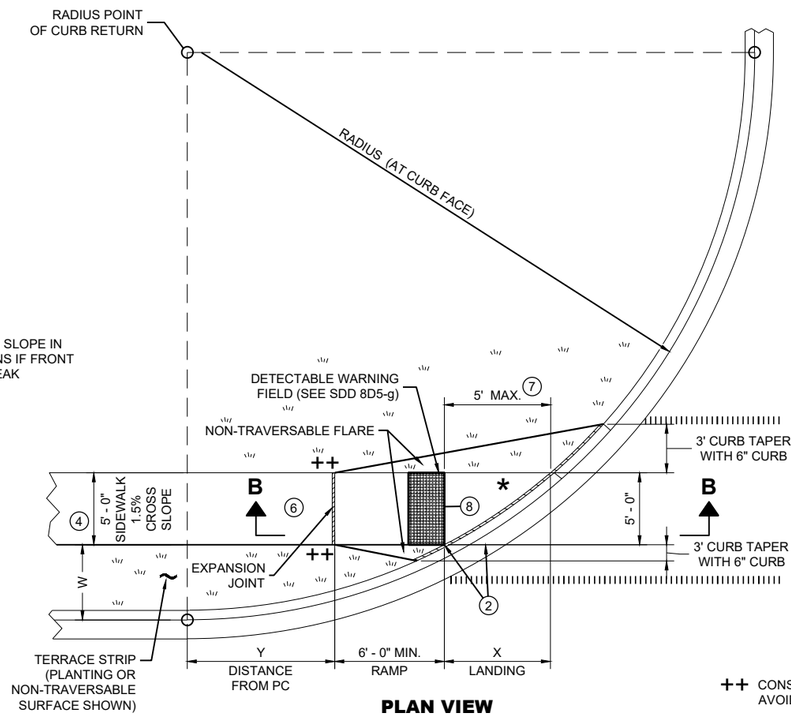
SECTION A - A FOR TYPE 4B



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

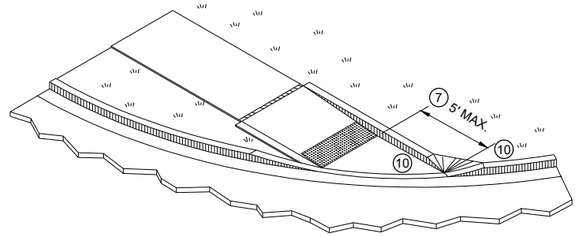
SECTION B - B FOR TYPE 4B AND TYPE 4B1

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

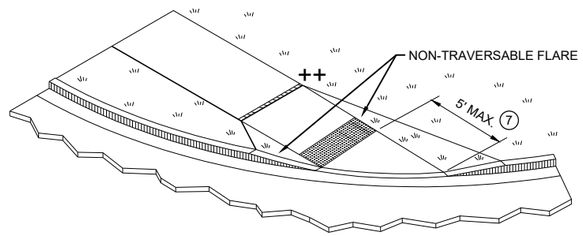


PLAN VIEW
CURB RAMP TYPE 4B1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



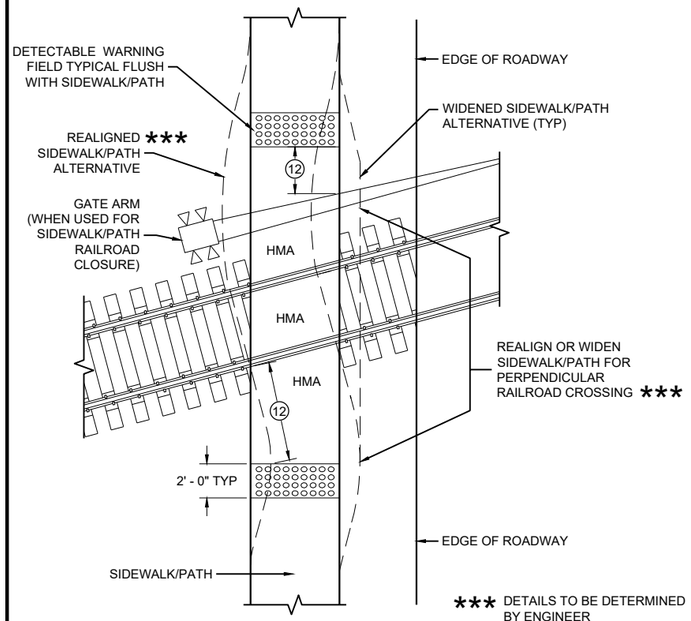
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

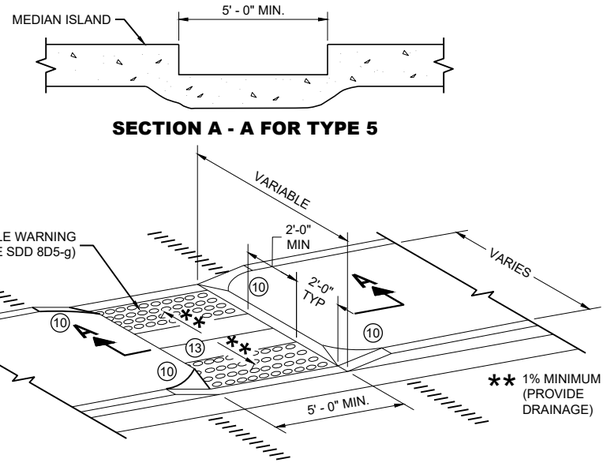
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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.

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 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) AN 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 LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

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

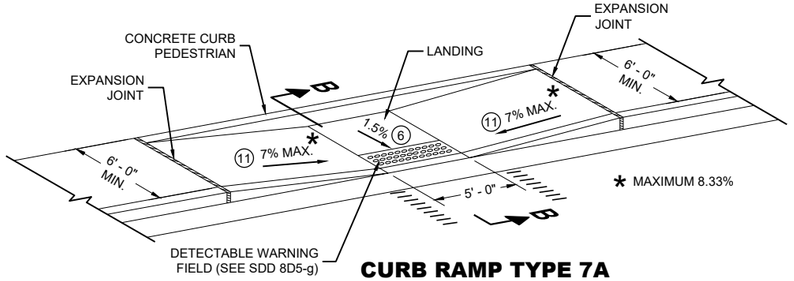
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.

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

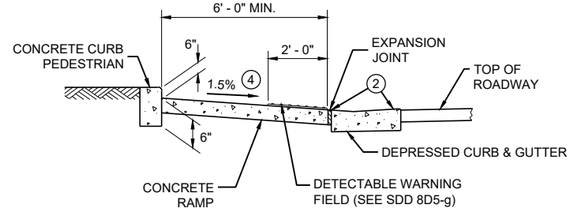
LEGEND

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

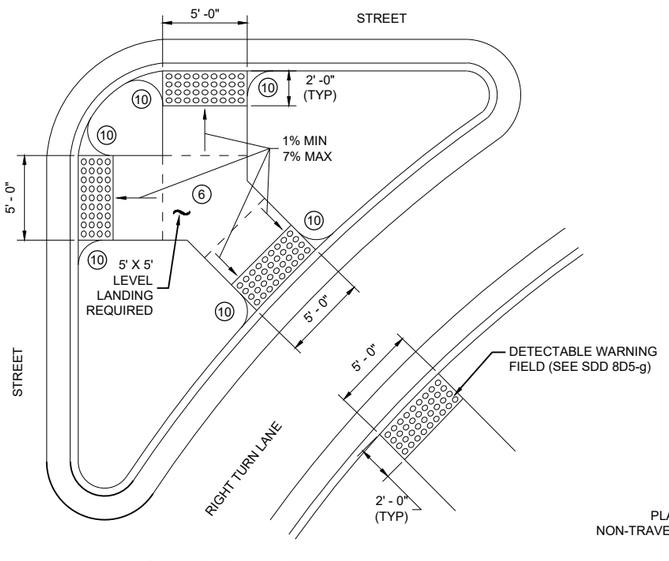


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



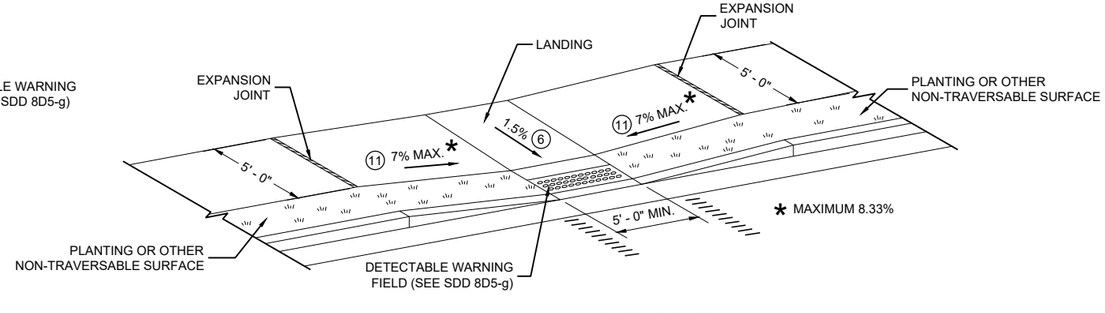
SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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



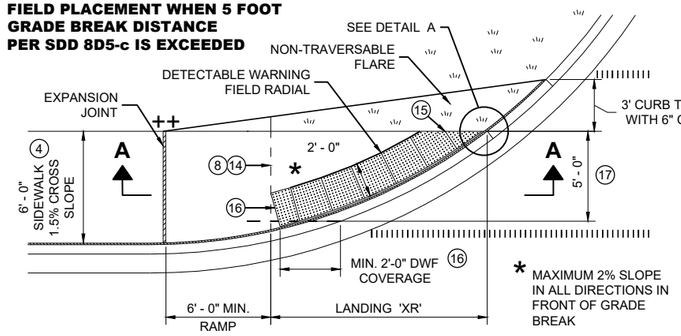
CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

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

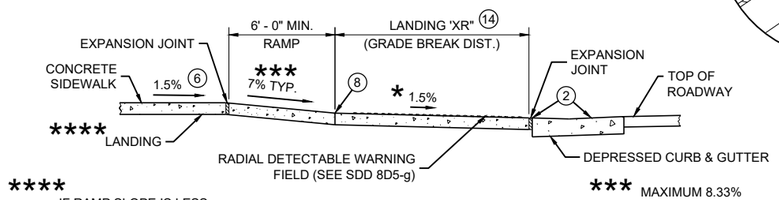
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

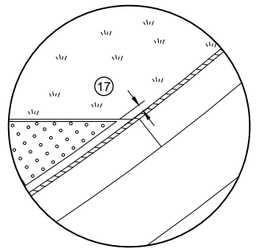
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

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

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.

DETECTABLE WARNING FIELDS 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 FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD 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) AN 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 BY 5 FEET.

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

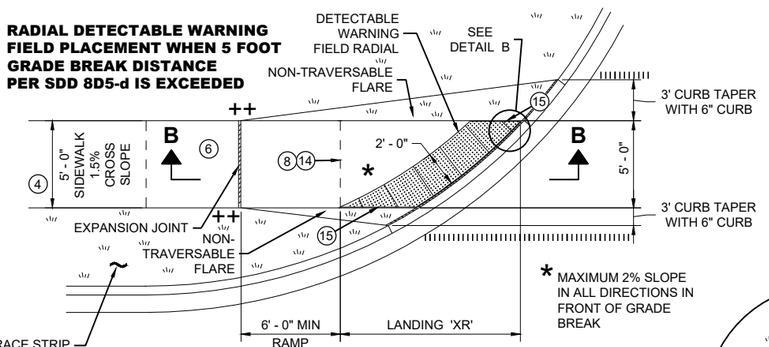
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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 ⅛" 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.

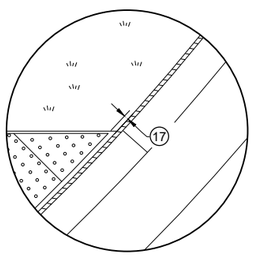
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED

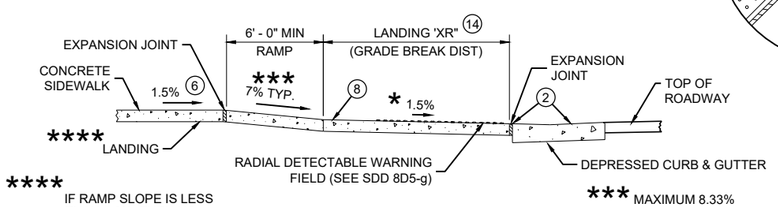


PLAN VIEW

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



DETAIL B

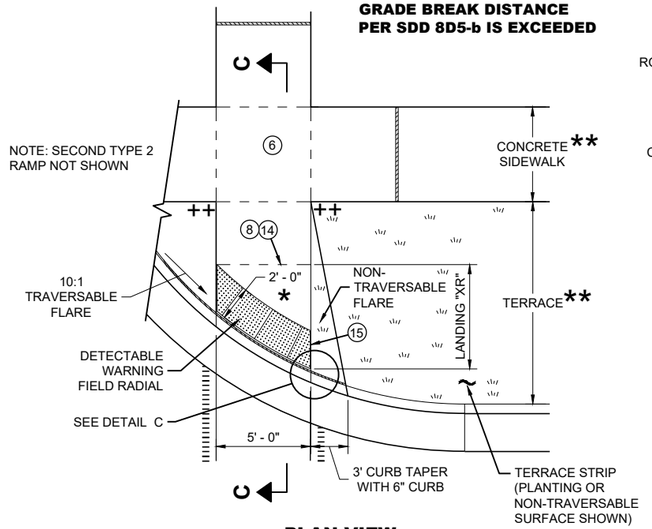


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

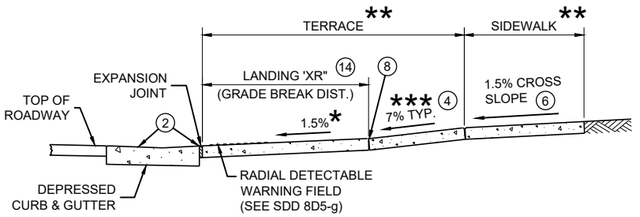
SECTION B - B FOR TYPE 4B1

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED

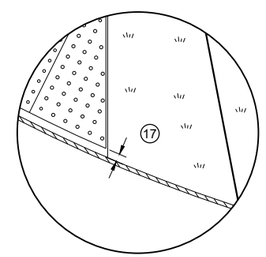


PLAN VIEW

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



SECTION C - C FOR TYPE 2



DETAIL C

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS
RADIAL DETECTABLE WARNING

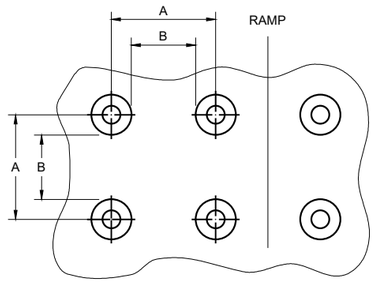
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

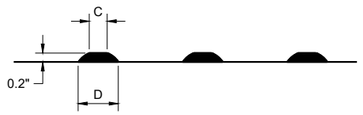
SDD 08D05-21f

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

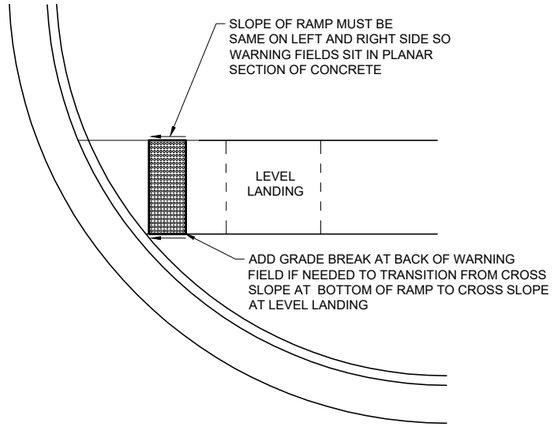
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP 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 FILED 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.

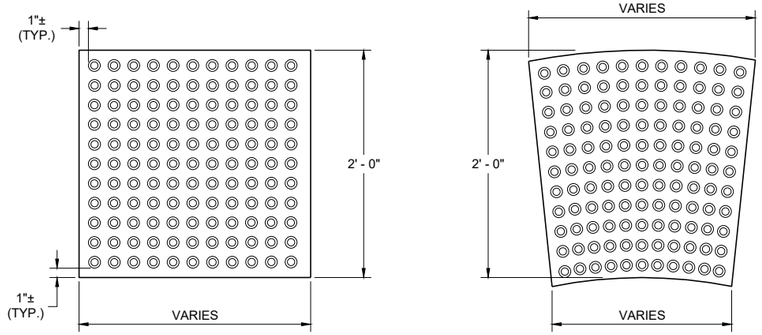
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. 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 ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

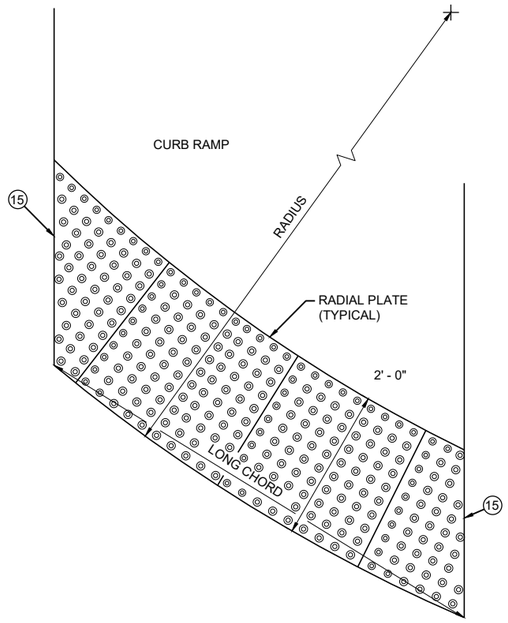
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



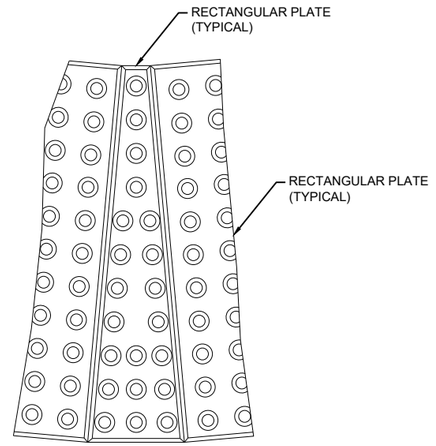
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

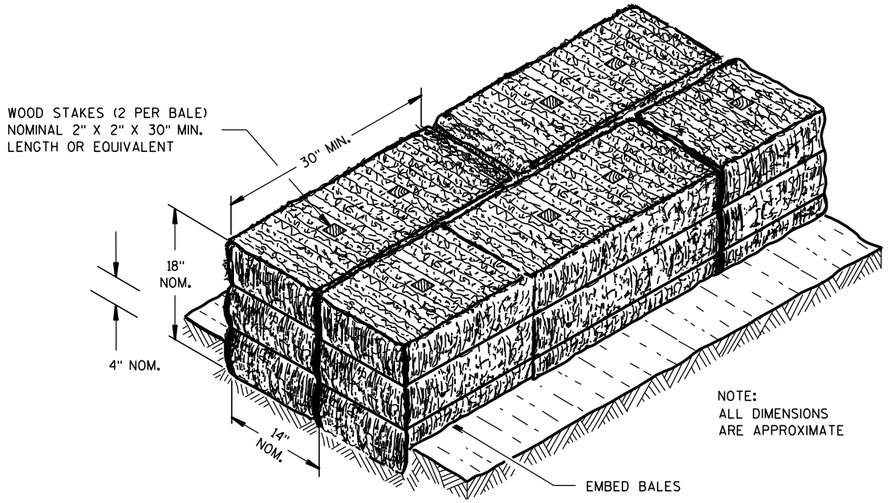
APPROVED

July 2023 — DATE

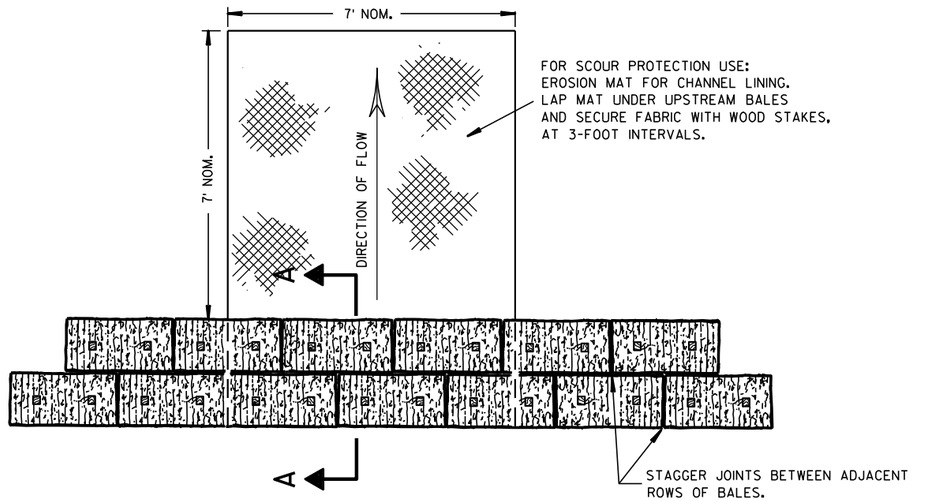
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

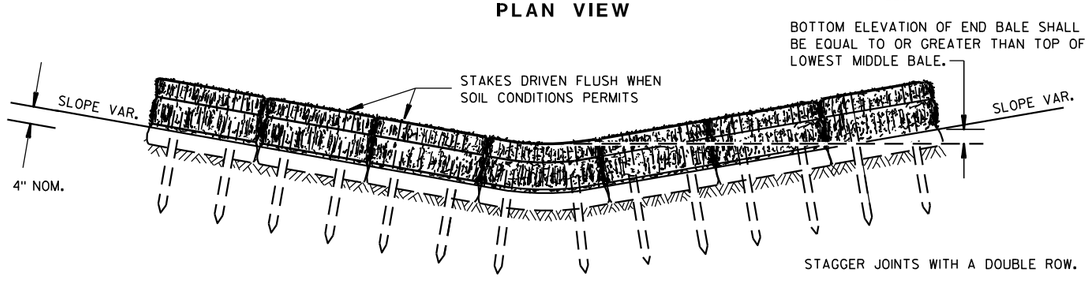
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SDD 08D05-21g



SECTION A-A



PLAN VIEW



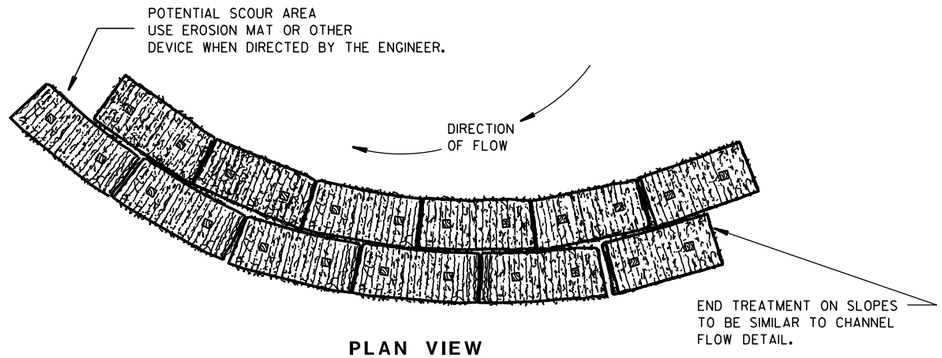
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

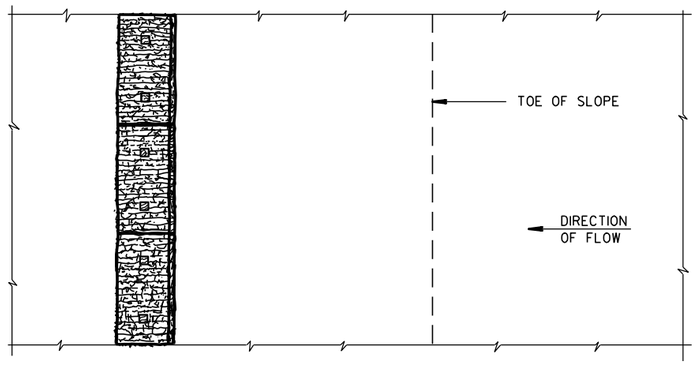
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

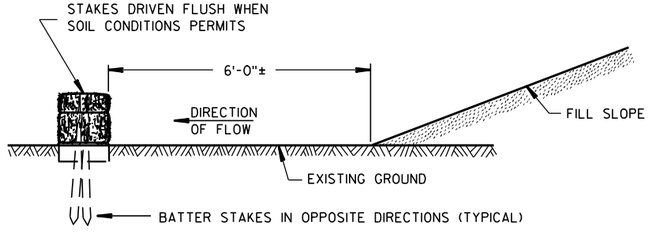


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

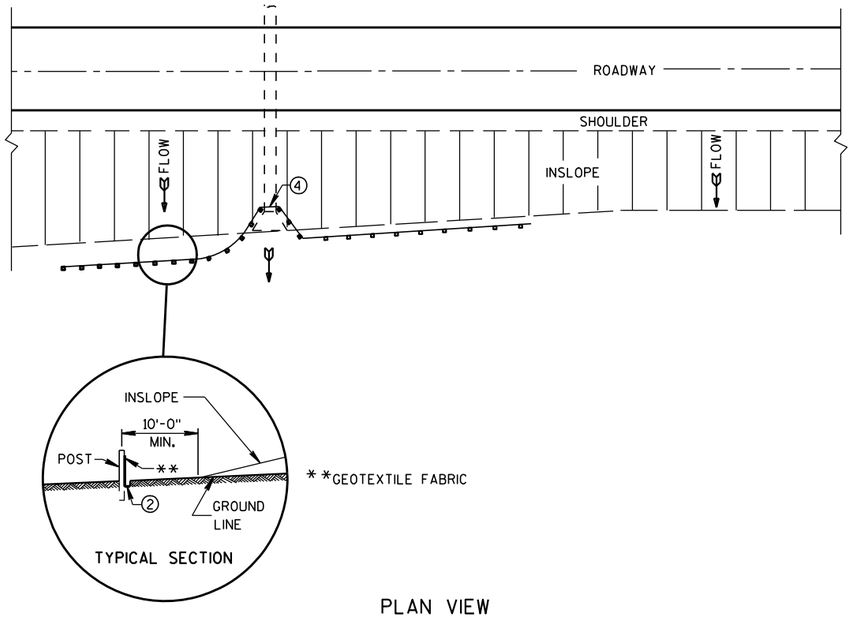
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

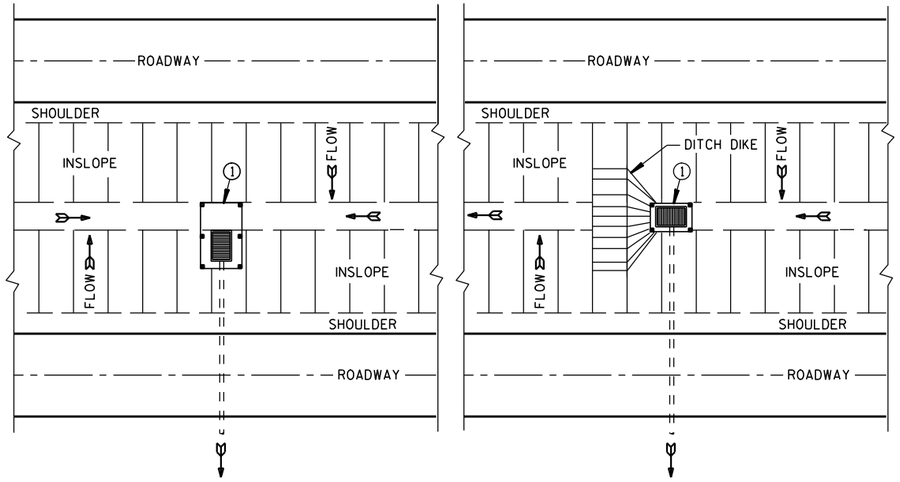
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

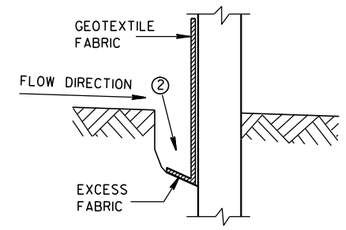
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

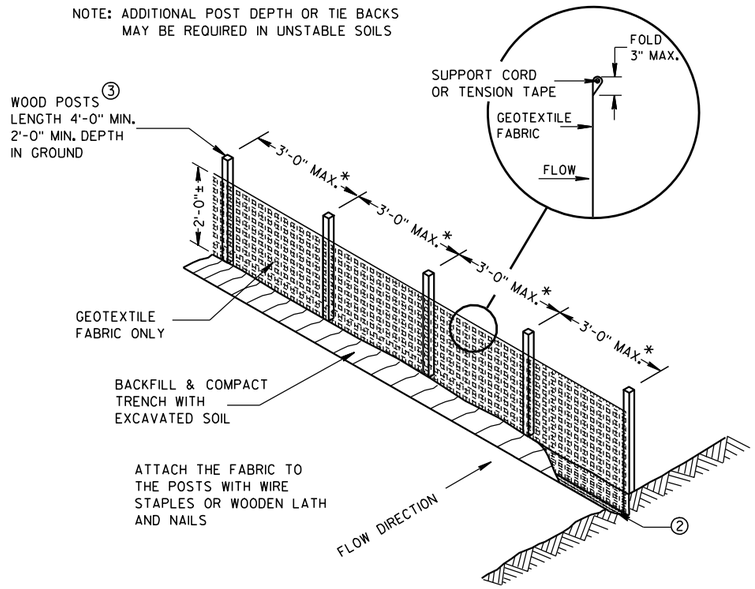
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

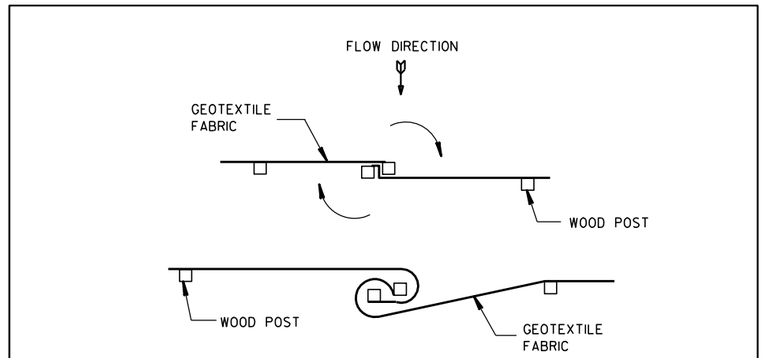
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



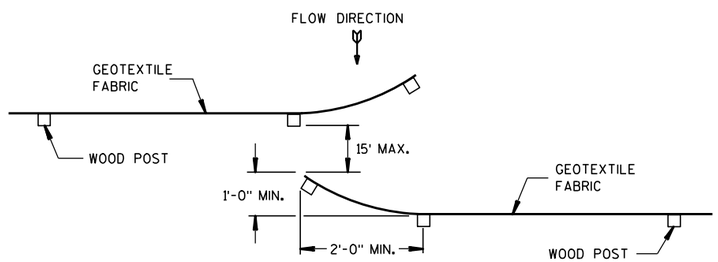
TRENCH DETAIL



SILT FENCE

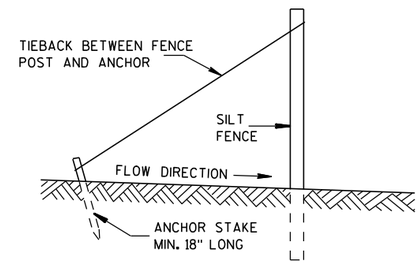


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

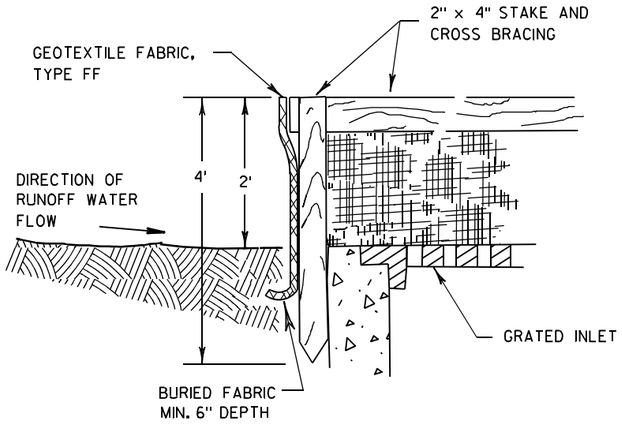
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

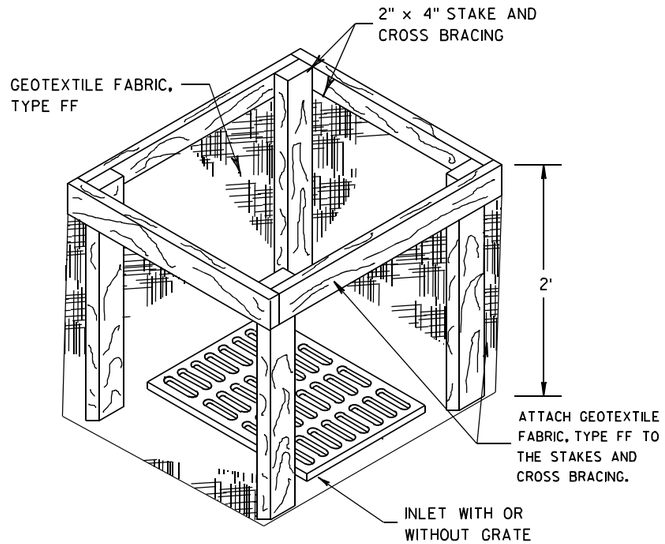
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S.D.D. 8 E 9-6

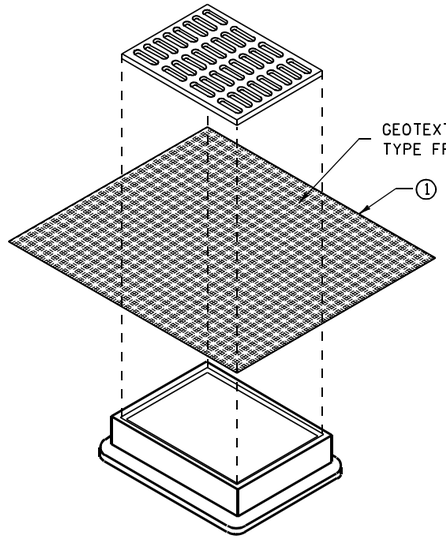
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S.D.D. 8 E 9-6



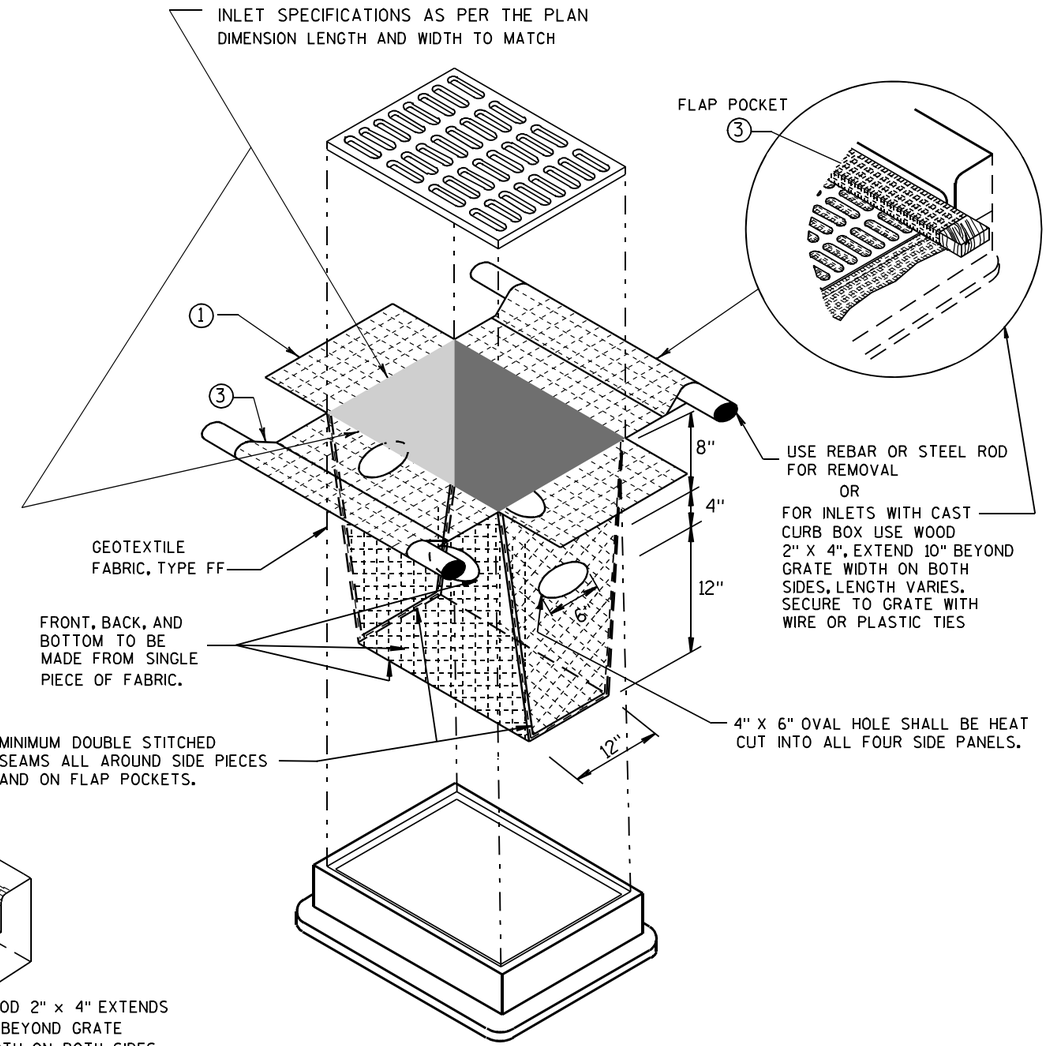


INLET PROTECTION, TYPE A



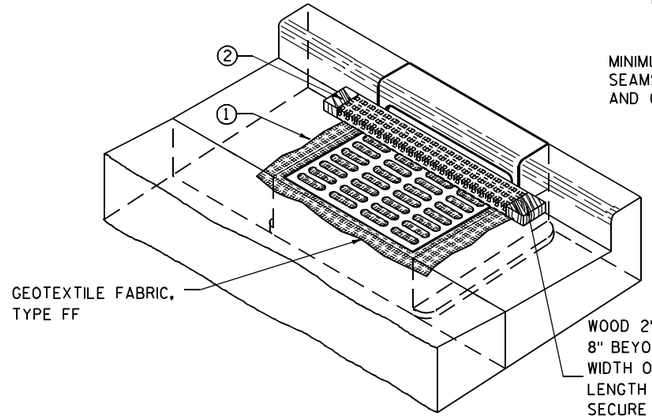
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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.

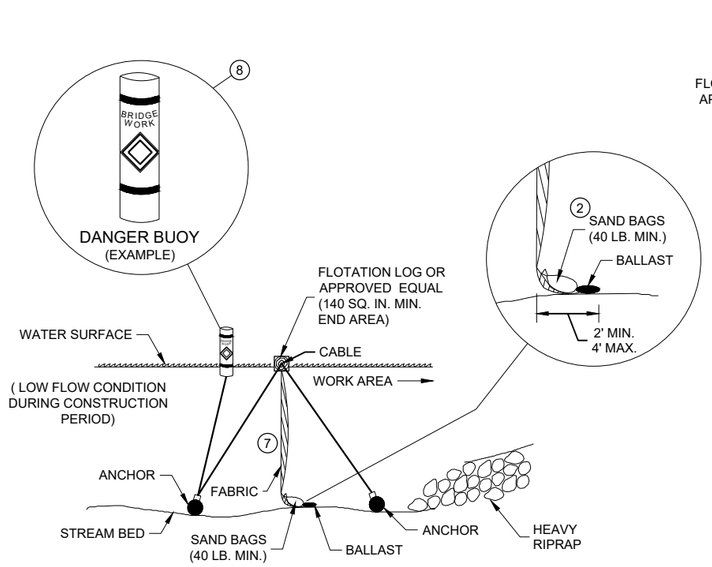
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

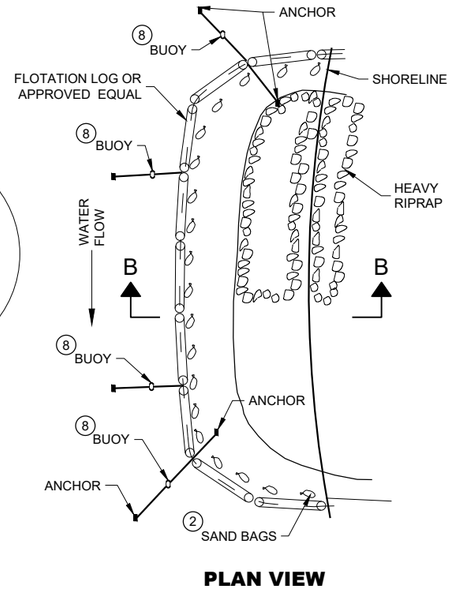
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 10-2

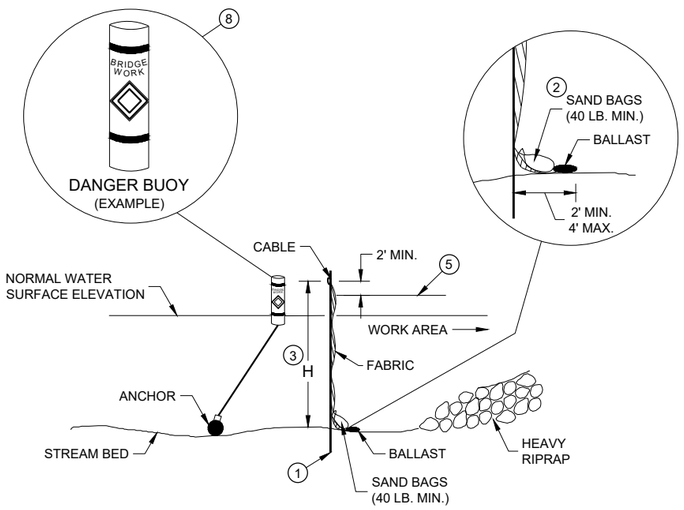


SECTION B - B

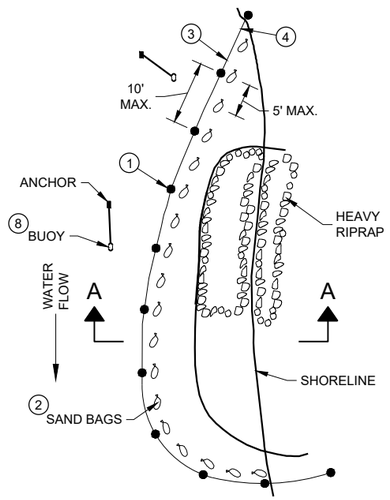


PLAN VIEW

TURBIDITY BARRIER - FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



SECTION A - A



PLAN VIEW

TURBIDITY BARRIER - STANDARD POST INSTALLATION

TURBIDITY BARRIER PLACEMENT DETAILS

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.

TURBIDITY BARRIER MAY BE REMOVED AT THE ENGINEERS DISCRETION, WHEN PERMANENT EROSION CONTROL MEASURES HAVE BEEN ESTABLISHED.

(1) DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.

(2) SAND BAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS. SPACE AS APPROPRIATE FOR SITE CONDITIONS.

(3) WHEN BARRIER HEIGHT "H" EXCEEDS 8 FEET, POST SPACING MAY NEED TO BE DECREASED.

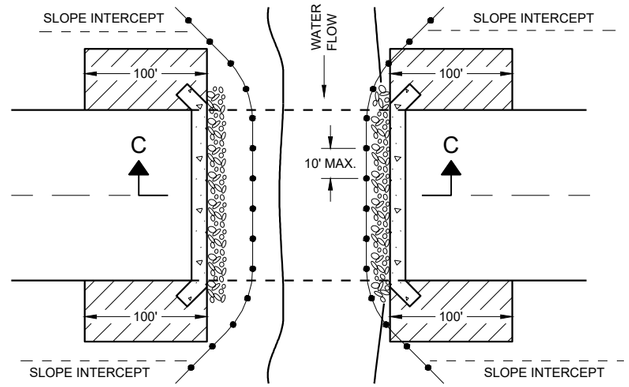
(4) IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

(5) ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MINIMUM BARRIER HEIGHT SHALL BE 2' GREATER THAN EITHER THE Q2 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WHICHEVER IS GREATER.

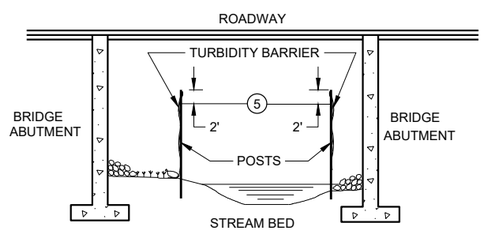
(6) FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BEDROCK PREVENTS THE INSTALLATION OF POSTS.

(7) ALLOW SUFFICIENT SLACK VERTICALLY AND HORIZONTALLY SO THAT SEDIMENT BUILD UP WILL NOT SEPARATE OR LOWER THE TURBIDITY BARRIER.

(8) USE AS DIRECTED BY COAST GUARD OR DNR PERMIT WHEN WORKING IN NAVIGABLE WATERWAYS.



PLAN VIEW



SECTION C - C

TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

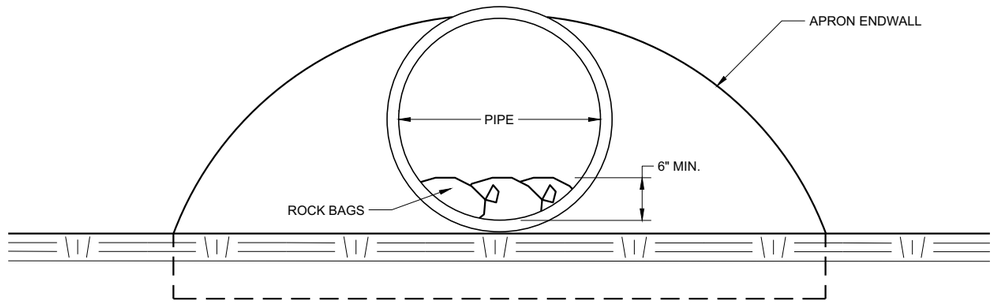
TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

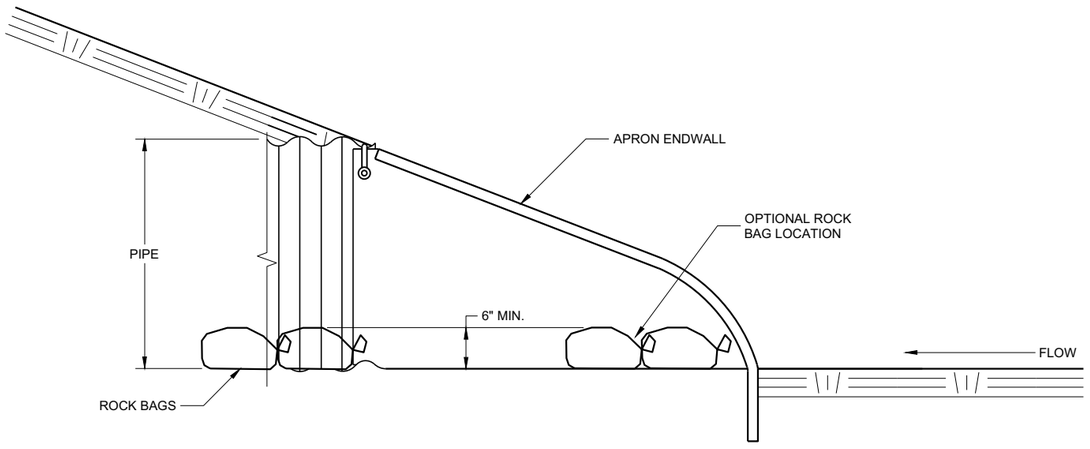
APPROVED
6/4/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOI
ENGINEER

FHWA

6
SDD 08E11 - 02



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Daniel Schave EROSION CONTROL ENGI
FHWA	

6
SDD 08E15 - 01

METAL APRON ENDWALLS

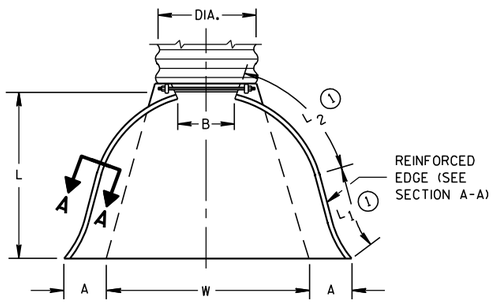
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

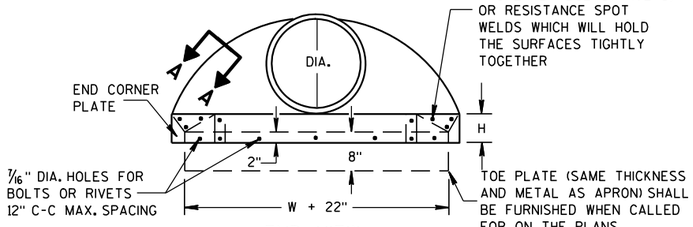
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

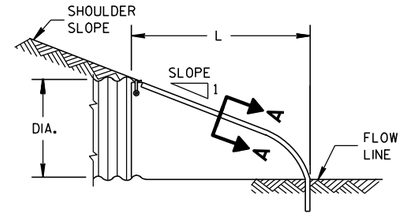
*MINIMUM
**MAXIMUM



PLAN VIEW

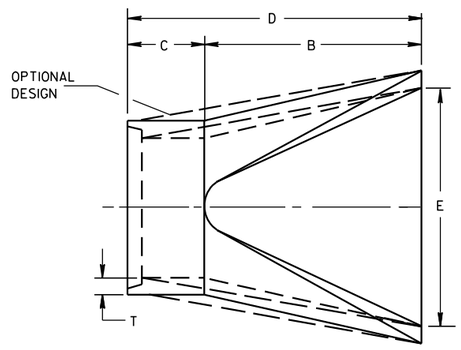


END VIEW

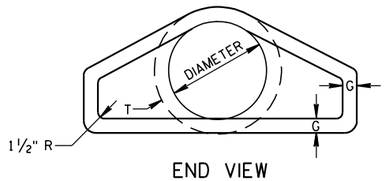


SIDE ELEVATION

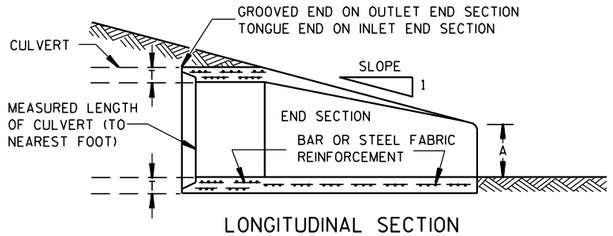
METAL ENDWALLS



PLAN

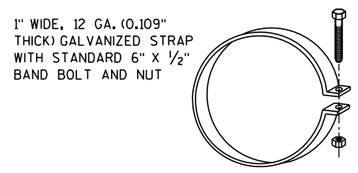


END VIEW



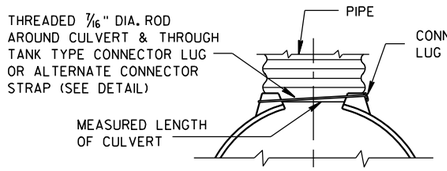
LONGITUDINAL SECTION

CONCRETE ENDWALLS

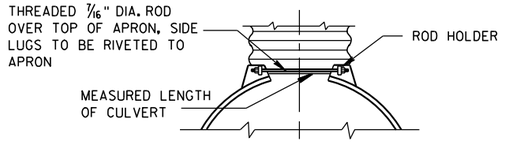


ALTERNATE FOR TYPE 1 CONNECTION

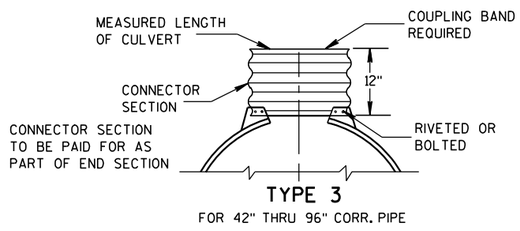
END SECTION CONNECTOR STRAP



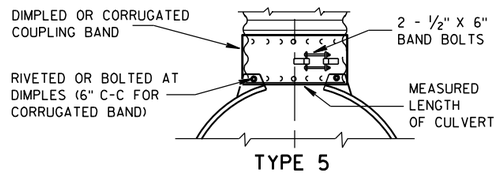
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

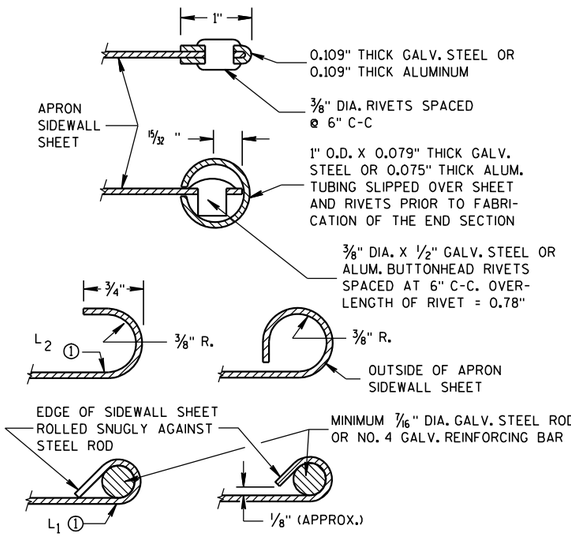
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

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.

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

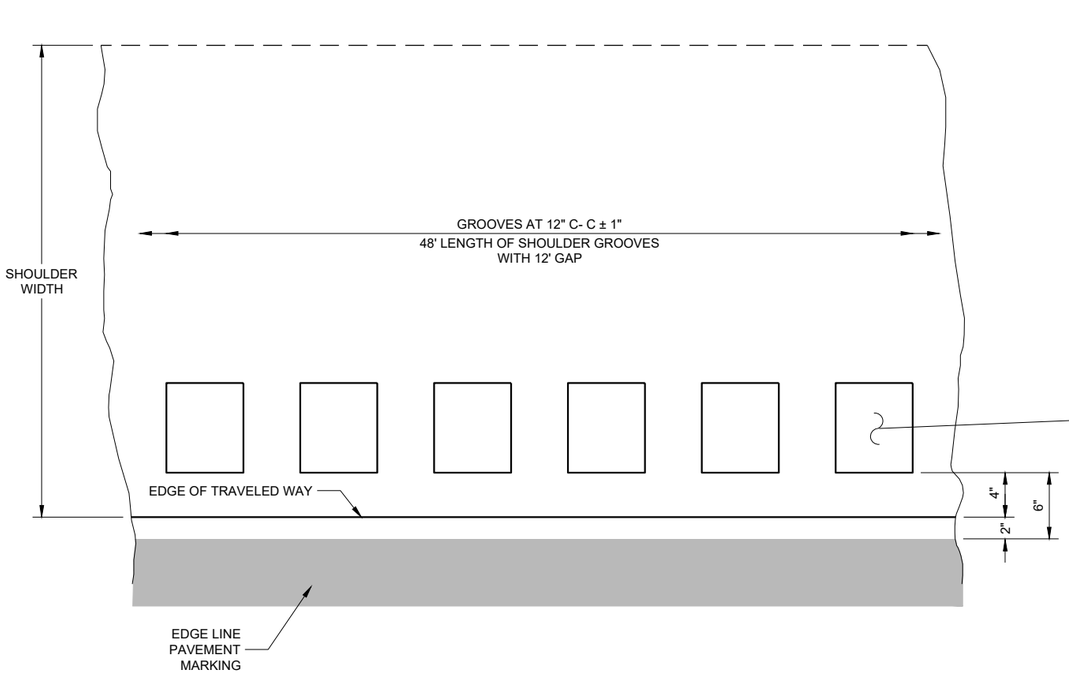
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

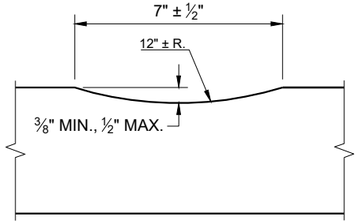
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

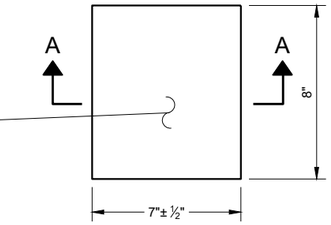
6
S.D.D. 8 F 1-11



PLAN DETAIL VIEW
SHOULDER WITH GROOVES



SECTION A - A

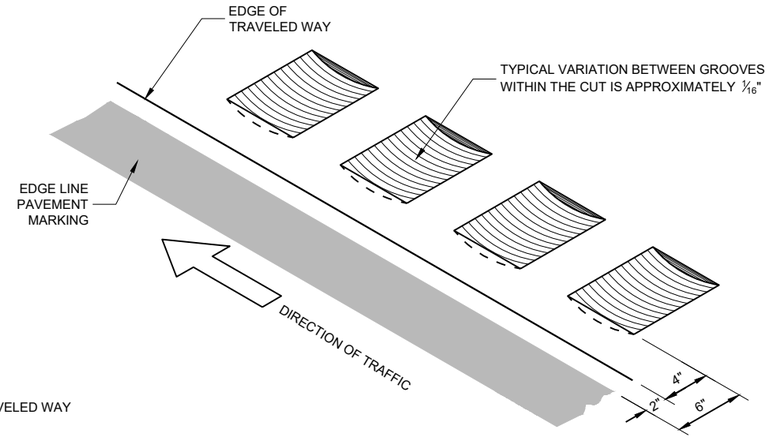


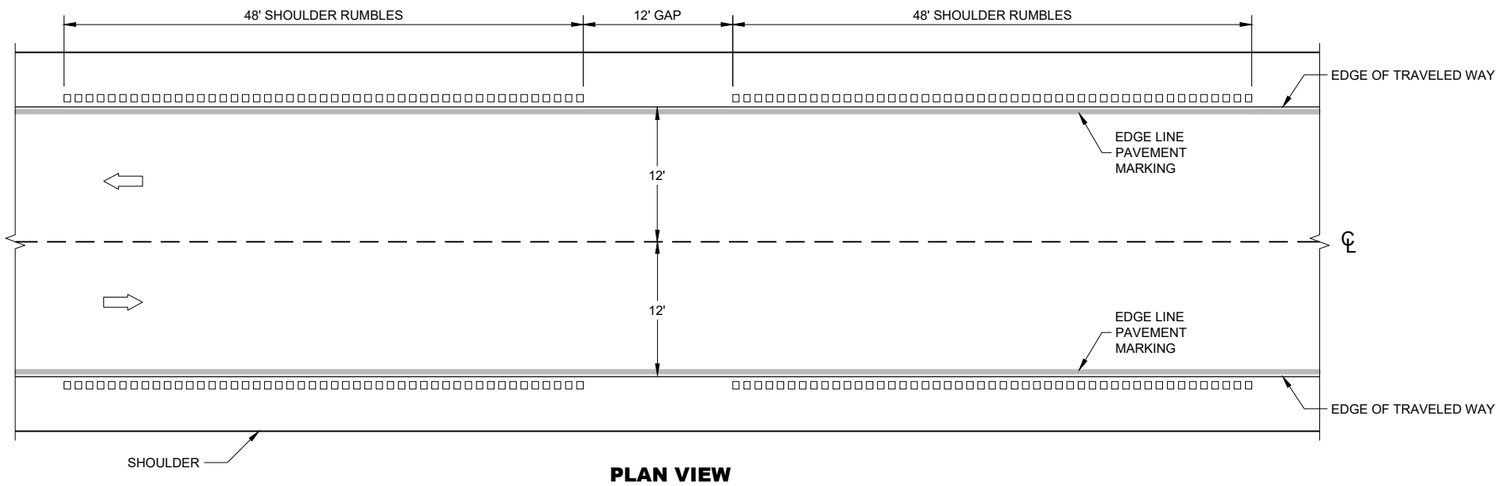
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A10 SHEETS "g" AND "h".

SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.





PLAN VIEW

SHOULDER RUMBLE STRIPS - ASPHALT

6

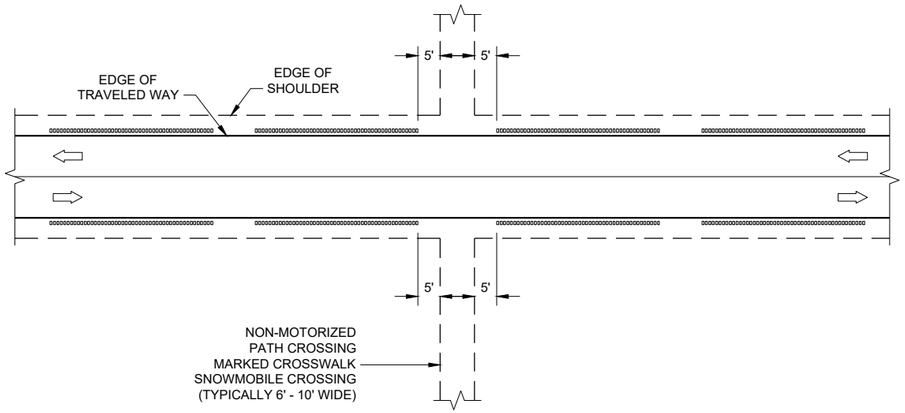
SDD 13A10 - 03a

SHOULDER RUMBLE STRIPS ASPHALT

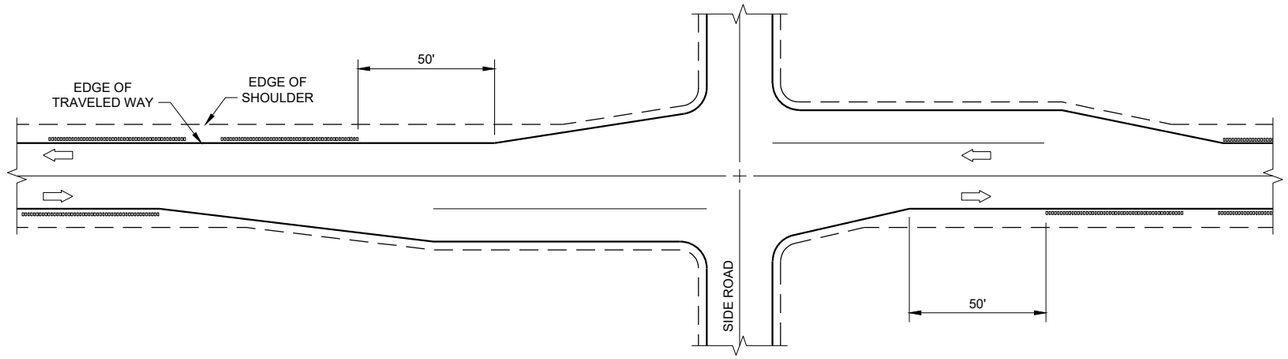
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

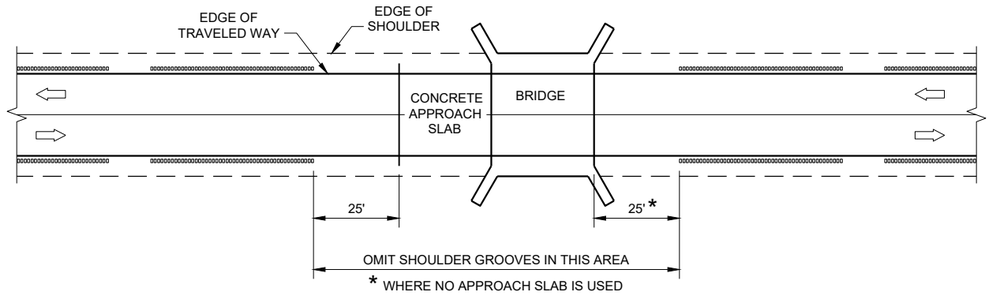
SDD 13A10 - 03a



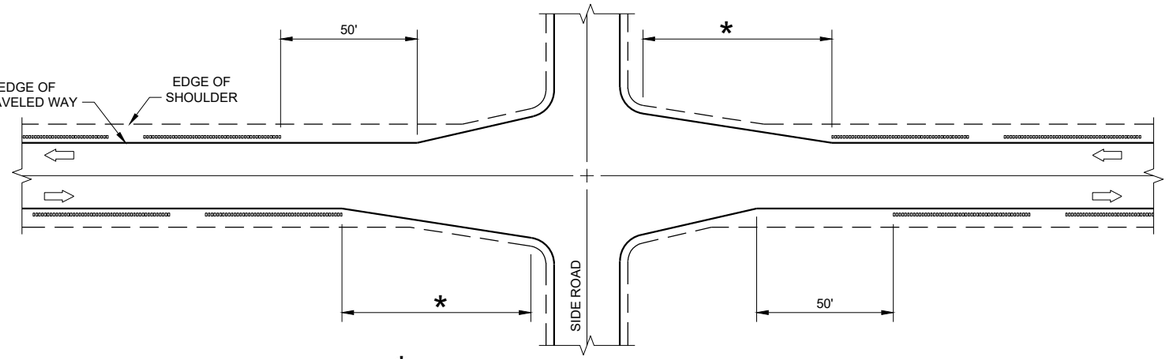
GROOVES AT MISCELLANEOUS CROSSINGS



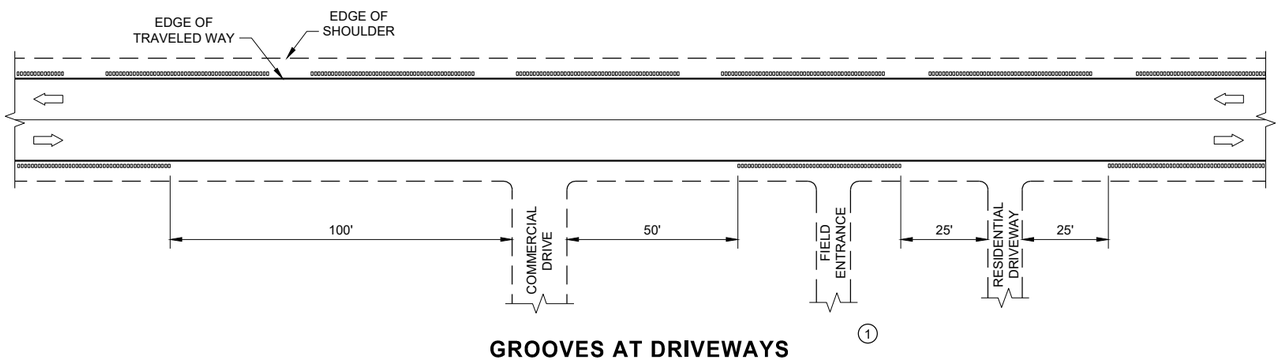
GROOVES AT RIGHT TURN LANE



GROOVES AT BRIDGES



GROOVES AT INTERSECTIONS WITH APPROACH TAPER



GROOVES AT DRIVEWAYS ①

GENERAL NOTES

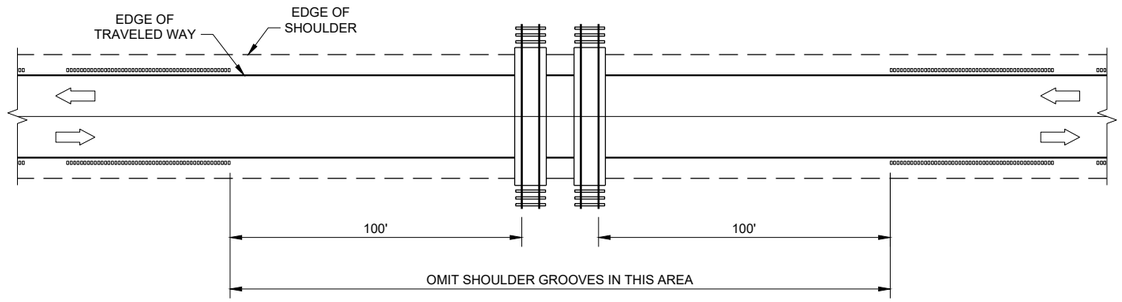
① SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

SHOULDER AND EDGE LINE RUMBLE STRIPS CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS

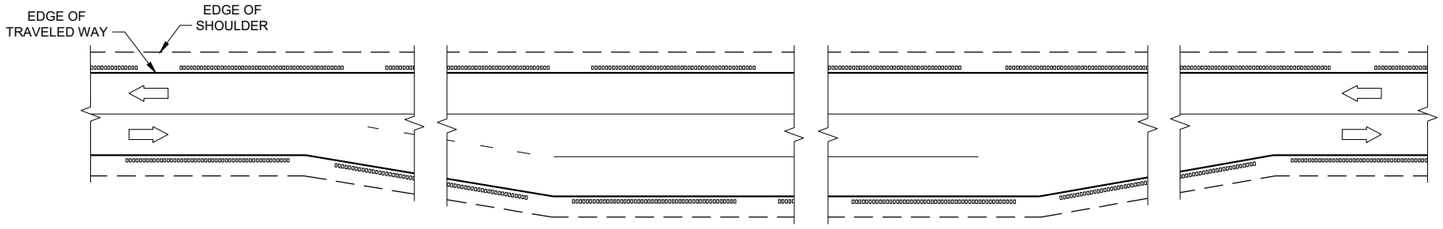
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

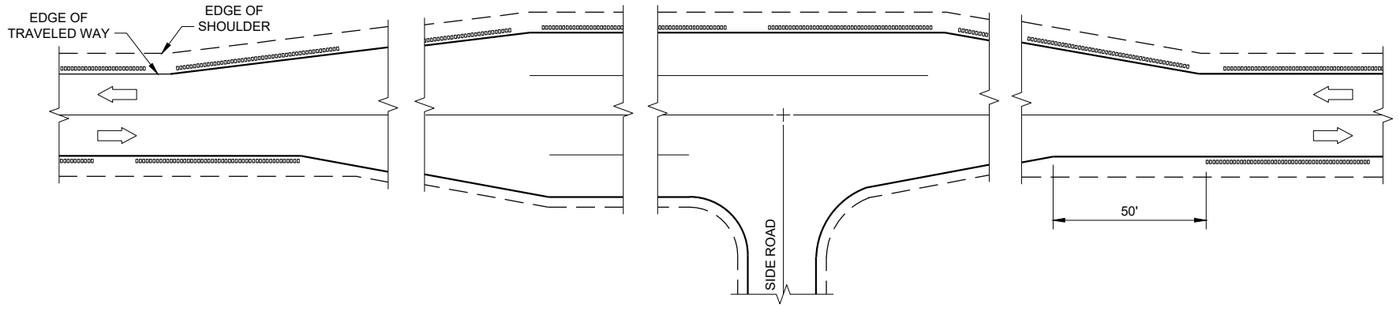
SDD 13A10 - 03g



GROOVES AT RAILROADS



GROOVES AT PASSING AND CLIMBING LANES



GROOVES AT BYPASS LANES

6

6

SDD 13A10 - 03h

SDD13A10 - 03h

SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

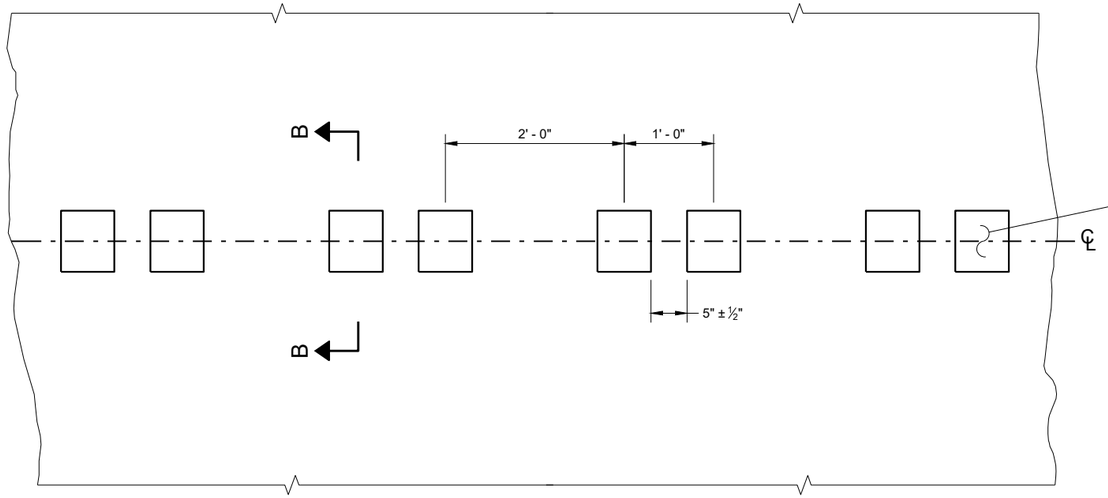
/S/ John Jenkins
ROADWAY STANDARDS DEVE ENGINEER

FHWA

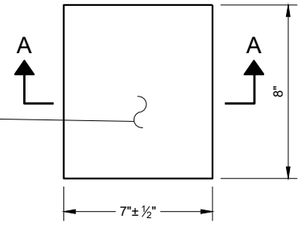
GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A11 SHEETS "d" AND "e".

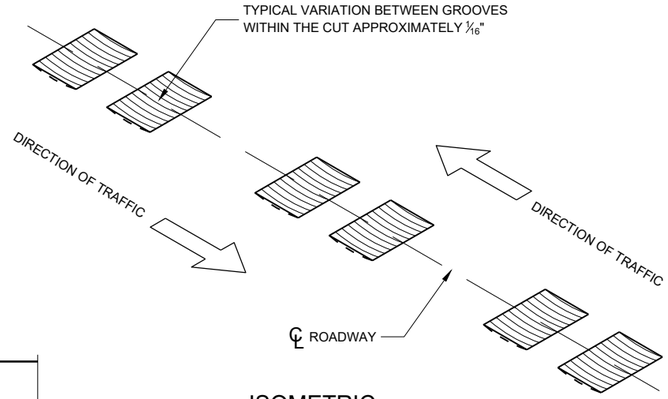
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



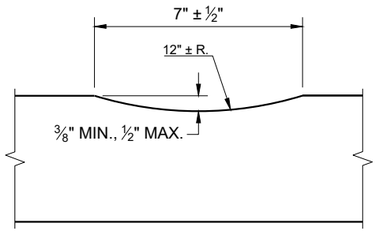
PLAN DETAIL VIEW



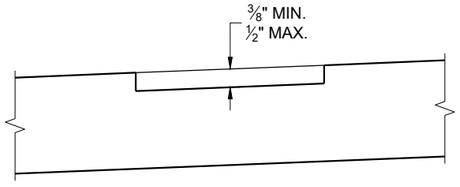
PLAN VIEW (SINGLE GROOVE)



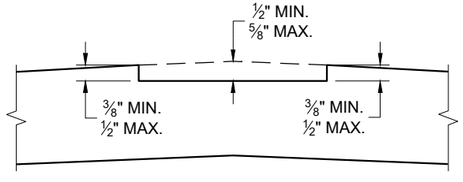
ISOMETRIC



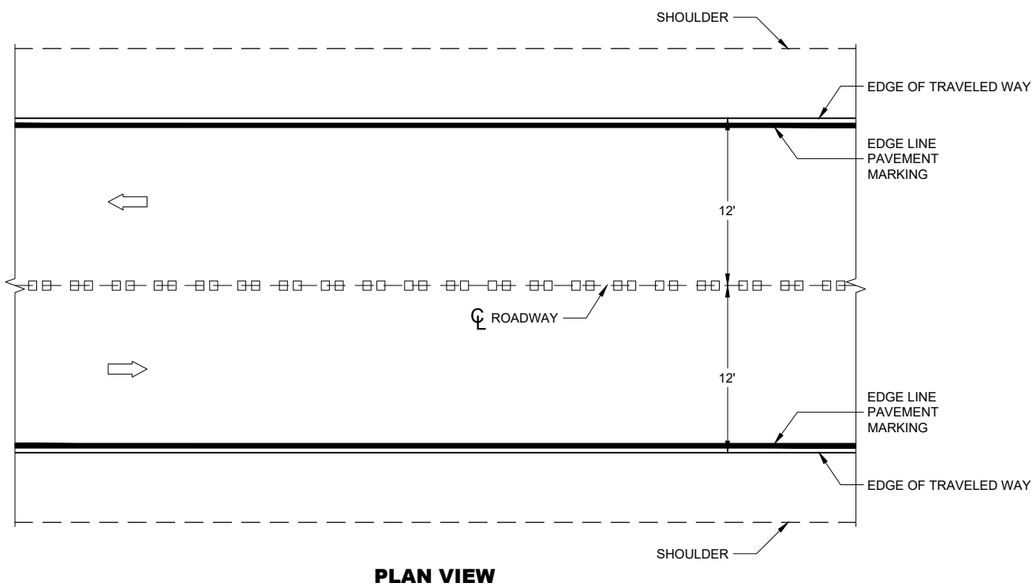
SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



PLAN VIEW

CENTERLINE RUMBLE STRIPS - ASPHALT

6

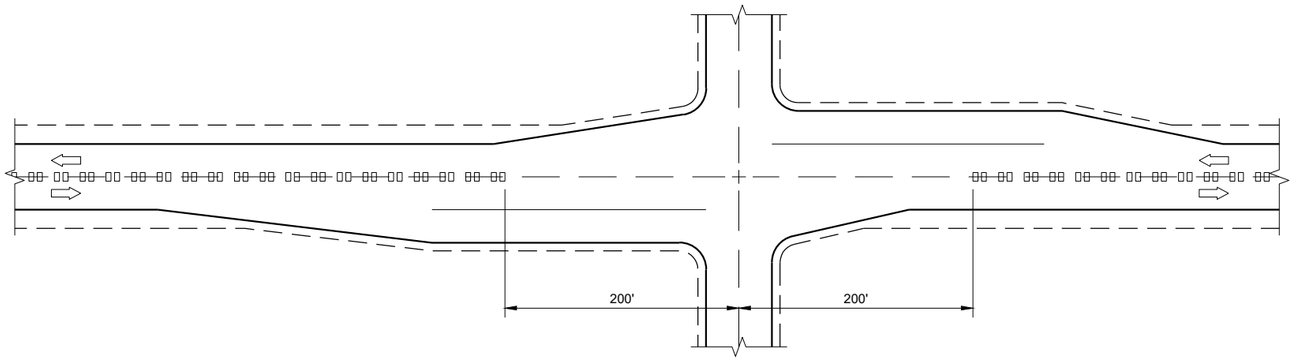
SDD 13A11 - 04a

6

SDD 13A11 - 04a

CENTERLINE RUMBLE STRIPS - ASPHALT

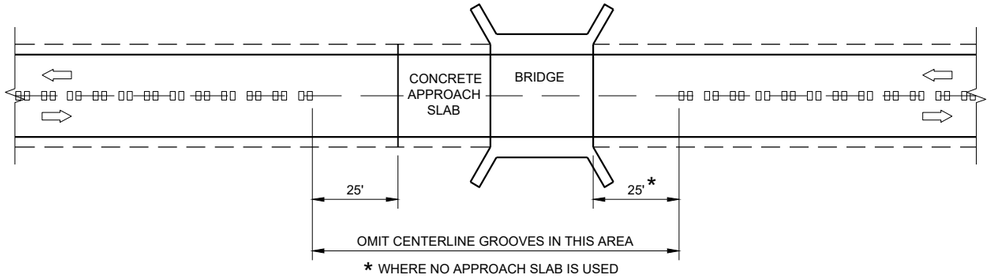
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



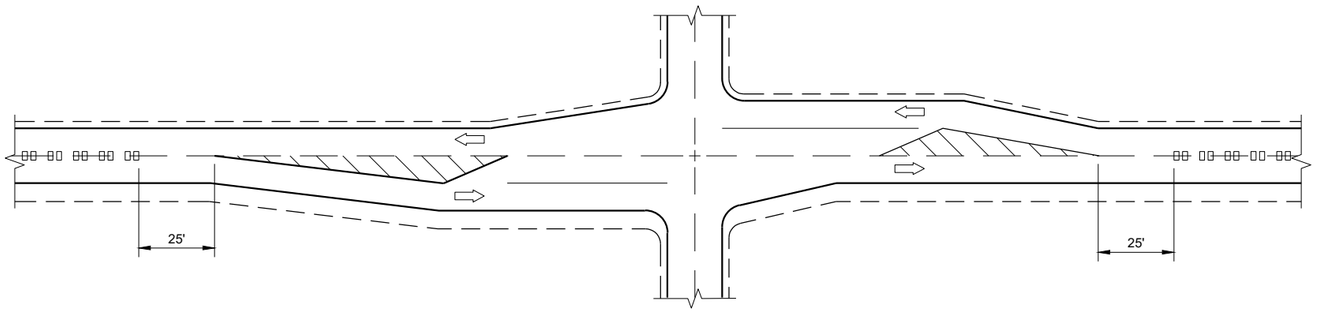
CENTERLINE GROOVES AT INTERSECTIONS

GENERAL NOTES

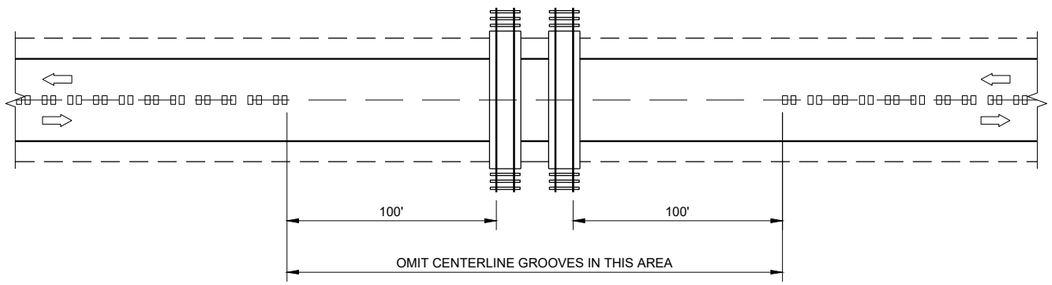
1. CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



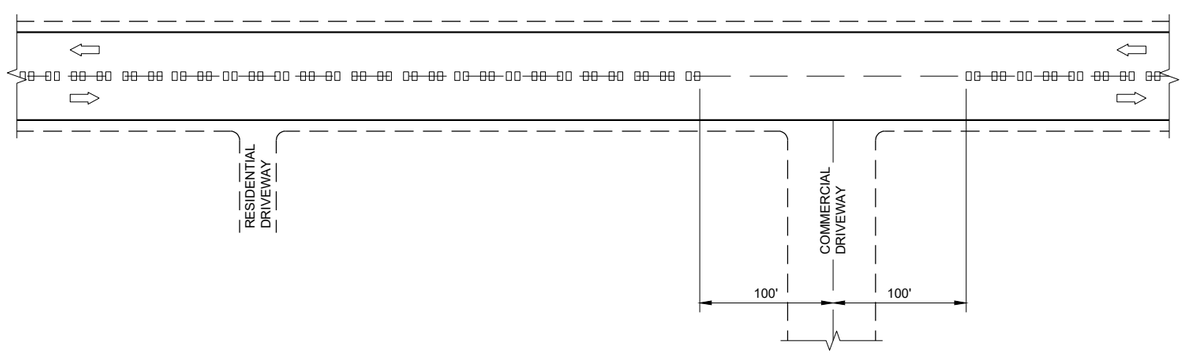
CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



CENTERLINE GROOVES AT RAILROADS



CENTERLINE GROOVES AT DRIVEWAYS (1)

CENTER LINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAIL ROADS

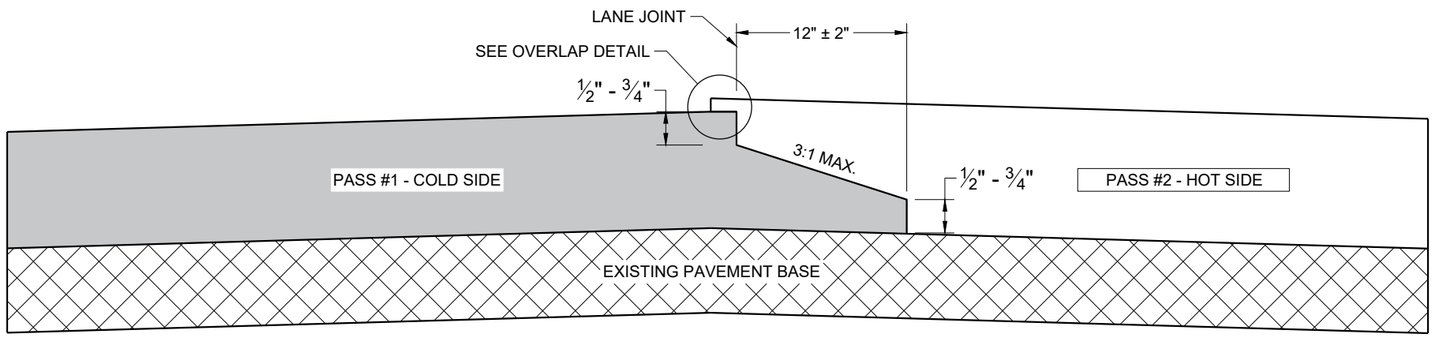
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ John Jenkins — ROADWAY STANDARDS DEVE ENGINEER

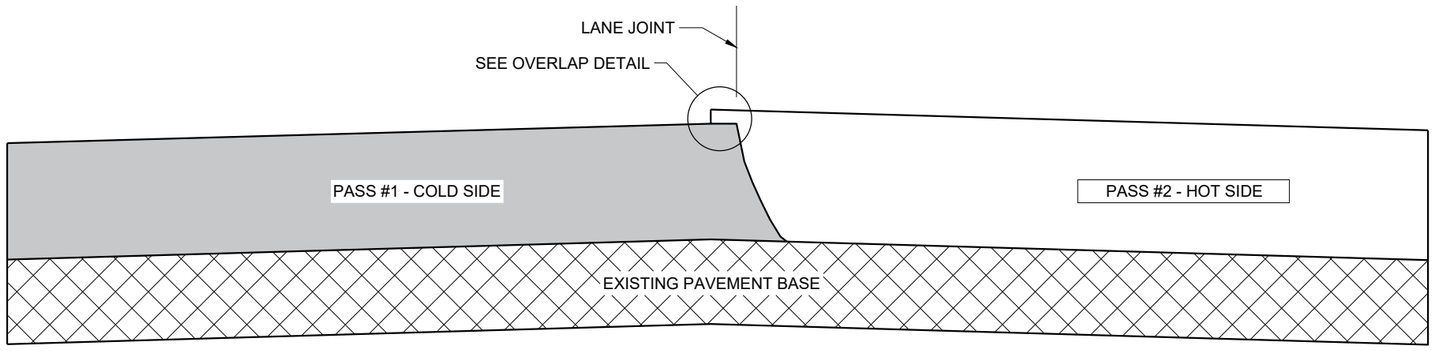
FHWA

6

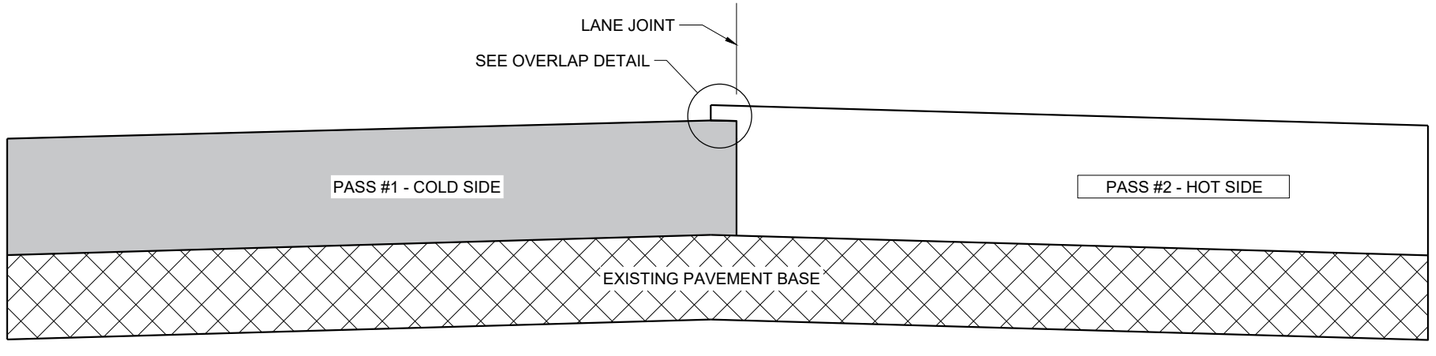
SDD 13A11 - 04d



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

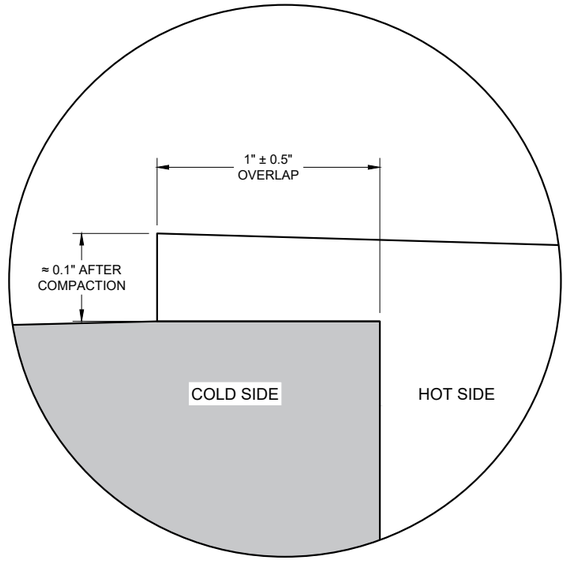
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

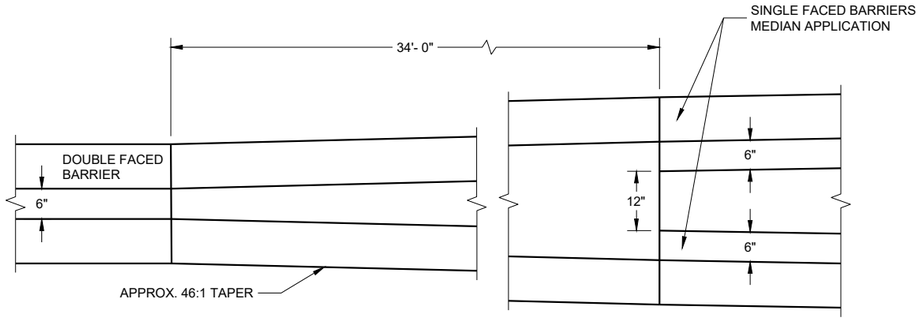
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

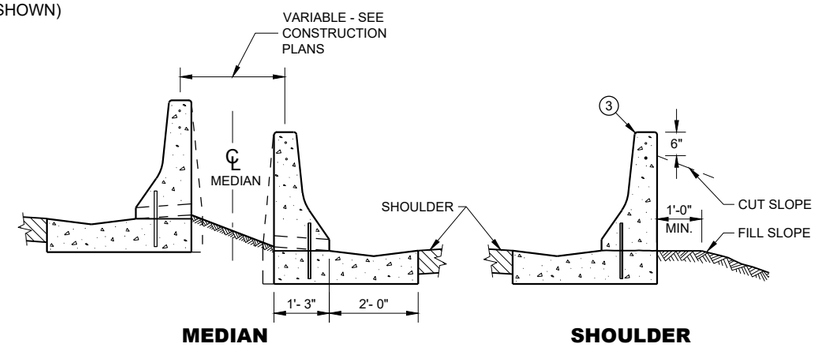


PLAN VIEW

TRANSITION DETAILS OF DOUBLE FACED TO SINGLE FACED CONCRETE MEDIAN BARRIER

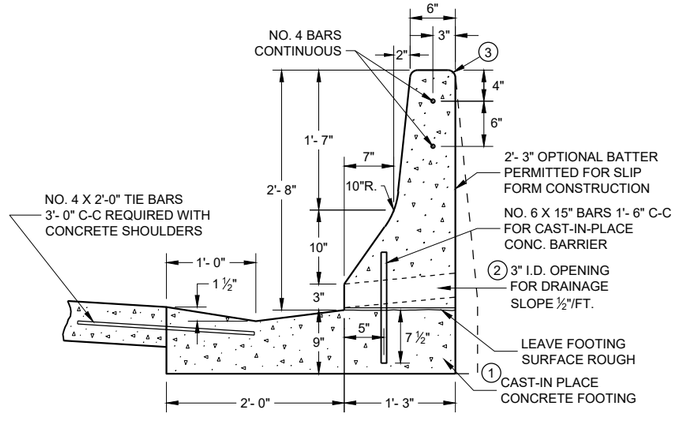
(FOOTINGS ARE NOT SHOWN)

HIGH SIDE CONCRETE BARRIER DETAIL

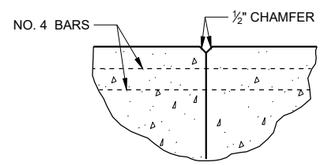


MEDIAN **SHOULDER**

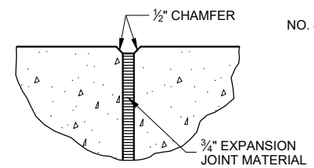
TYPICAL APPLICATIONS



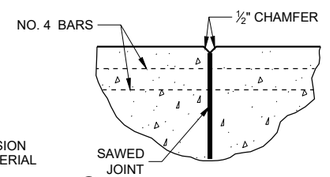
SECTION VIEW



4 **CONSTRUCTION JOINT**



5 **EXPANSION JOINT**



6 **CONTRACTION JOINT**

JOINT DETAILS

GENERAL NOTES

SPLICES OF LONGITUDINAL BARS SHALL BE MADE WITH BARS LAPPED AT LEAST 18-INCHES AND FIRMLY TIED OR FASTENED TOGETHER.

ALL BAR STEEL REINFORCEMENT SHALL CONFORM TO REQUIREMENTS OF AASHTO M31, GRADE 60.

4000 PSI AIR ENTRAINMENT PER STANDARD SPECIFICATION 501.

1. BARRIER SHALL BE INSTALLED ON A CONCRETE SHOULDER INSTEAD OF THE CONCRETE FOOTING WHEN SPECIFIED OR SHOWN ELSEWHERE IN THE CONTRACT.
2. OPENINGS FOR DRAINAGE SHALL BE PLACED AT LOW POINTS OF VERTICAL CURVES OR WHERE DIRECTED BY THE ENGINEER.
3. 3/4 -INCH BEVEL OR 1-INCH RADIUS (TYPICAL).
4. NO. 4 BARS SHALL BE CONTINUED THROUGH CONSTRUCTION JOINTS.
5. EXPANSION JOINTS SHALL BE PLACED AT EXISTING EXPANSION JOINTS IN THE PAVEMENT AND AT STRUCTURES. SEE REINFORCEMENT AT BARRIER END DETAIL.
6. SAWED CONTRACTION JOINTS SHALL BE PROVIDED ACROSS THE FULL WIDTH OF THE BARRIER FOOTING, AND IN FRONT, TOP AND BACK FACE OF THE BARRIER AT EXISTING PAVEMENT JOINTS AND AT UNIFORM INTERVALS BETWEEN WITH A MAXIMUM SPACING OF 25 FEET.

CONCRETE BARRIER (DOUBLE FACED)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

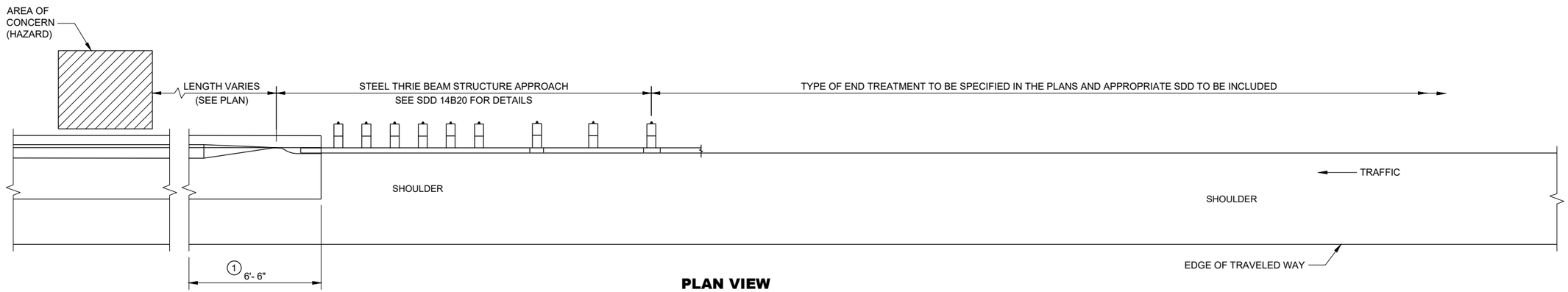
APPROVED
8/16/2022
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

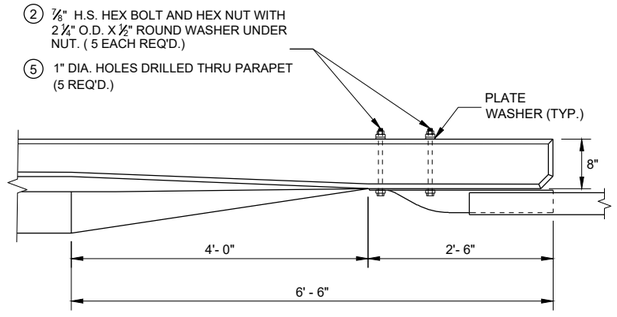
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SDD 14B22 - 07a
SDD 14B22 - 07a



PLAN VIEW

TRANSITION TO STEEL PLATE BEAM GUARD AND END TERMINAL



PLAN VIEW

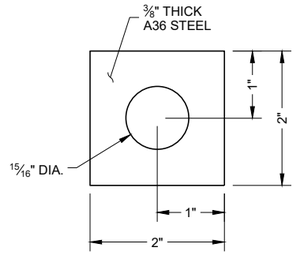
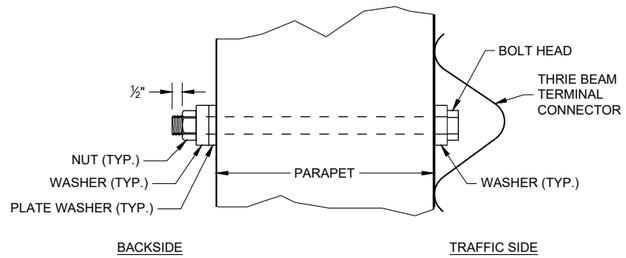


PLATE WASHER DETAIL

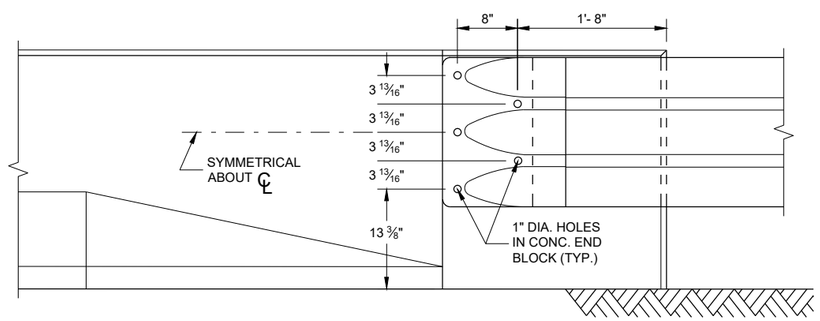


THRIE BEAM BOLT DETAIL

GENERAL NOTES

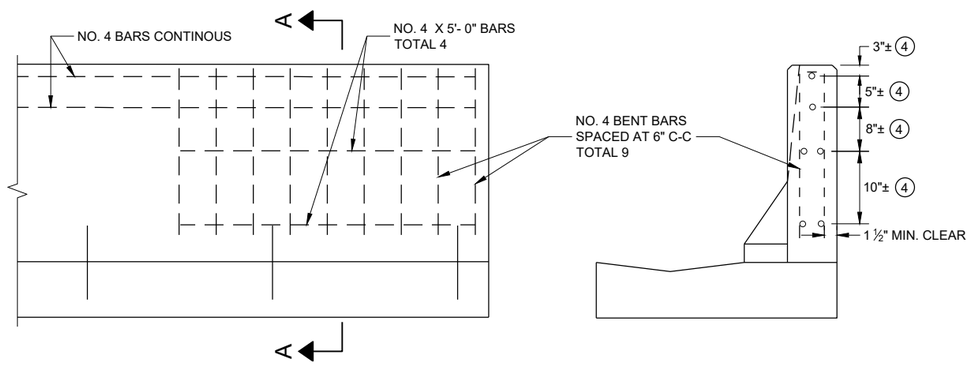
1. A SPECIAL END IS REQUIRED ON THE CONCRETE BARRIER TO TRANSITION TO A CONNECTION WITH THE STEEL THRIE BEAM STRUCTURE APPROACH. SEE THE DETAILS ON THIS SHEET.
2. BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.
3. REINFORCEMENT REQUIRED AT EXPANSION JOINTS AND WHERE CONCRETE BARRIER IS TERMINATED.
4. PLACE REINFORCEMENT SUCH THAT IT WILL NOT CONFLICT WITH THE BOLT HOLES IN THE THRIE BEAM TERMINAL CONNECTOR.
5. INCLUDE THE PAYMENT FOR DRILLING BOLT HOLES THROUGH THE PARAPET, AND ALL BOLTS, NUTS AND WASHERS IN THE ITEM "STEEL THRIE BEAM STRUCTURAL APPROACH".

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.



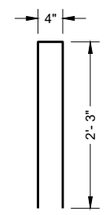
FRONT VIEW

CONCRETE BARRIER TRANSITION TO THRIE BEAM



FRONT VIEW **SECTION A - A**

3 REINFORCEMENT AT BARRIER END



BENT BAR DETAIL

CONCRETE BARRIER, SINGLE FACED (WITH ANCHORAGE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/16/2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

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6

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6

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(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

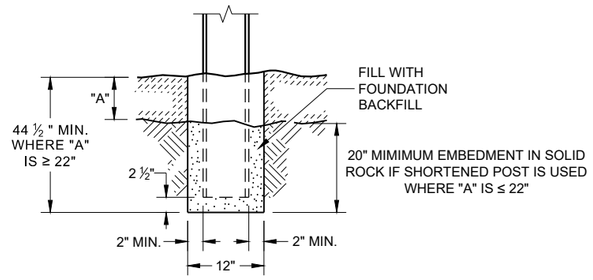
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

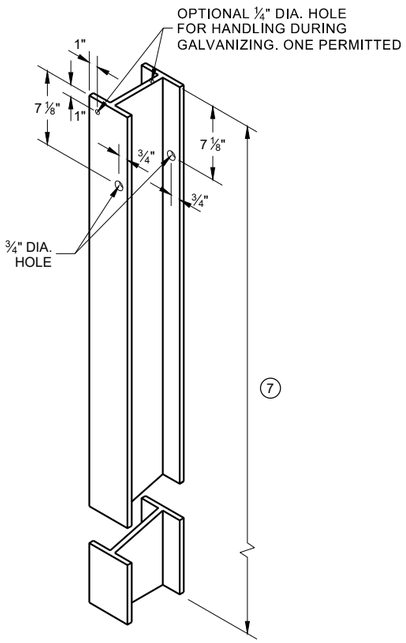
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

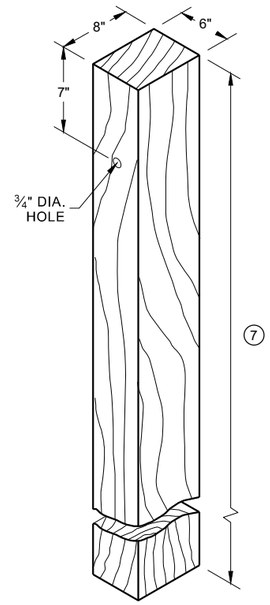
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



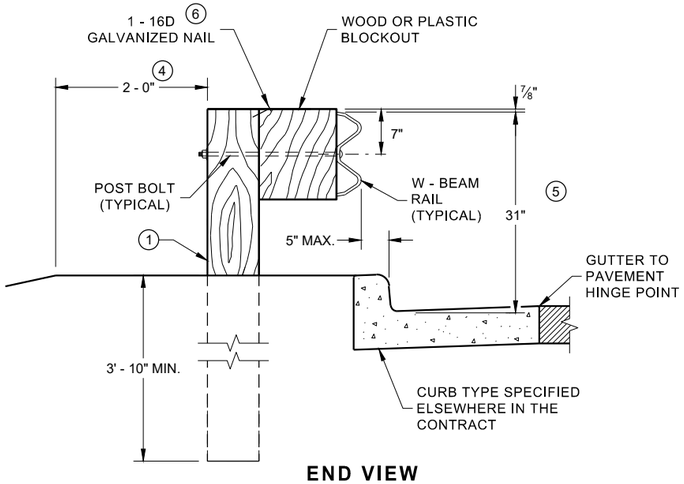
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



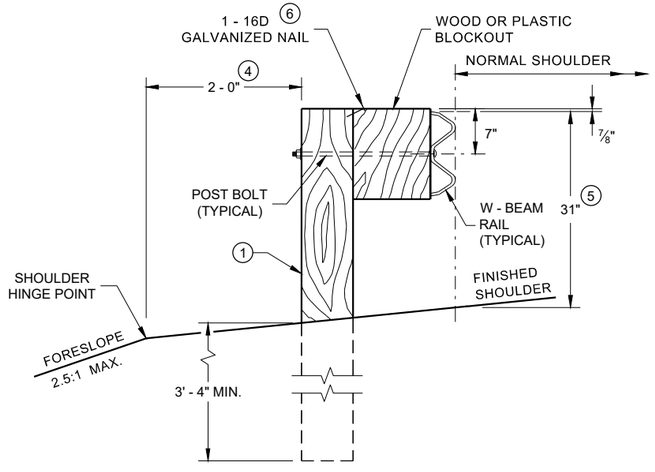
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



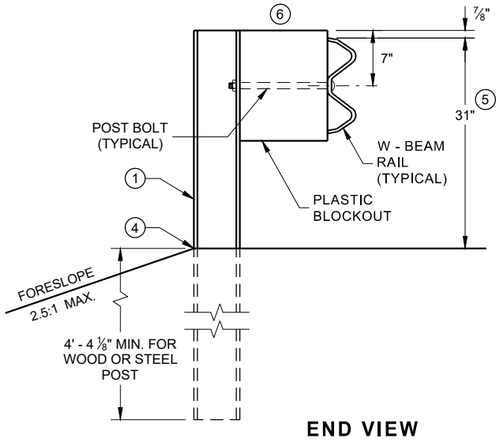
WOOD POST (6" X 8") NOMINAL (1)



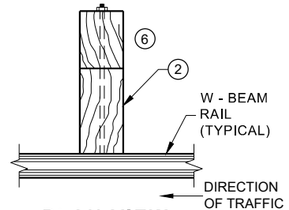
END VIEW
LOCATED ALONG A CURBED ROADWAY



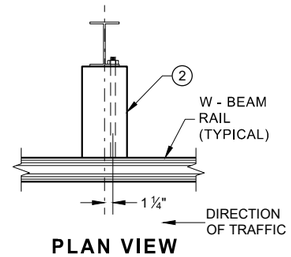
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



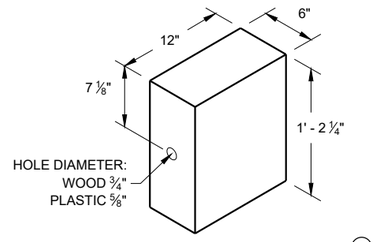
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

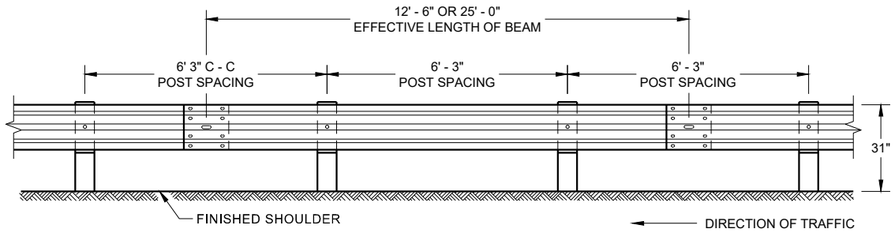
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

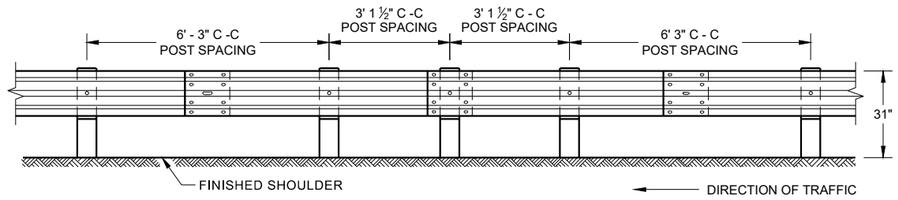
SDD 14B42 - 07a

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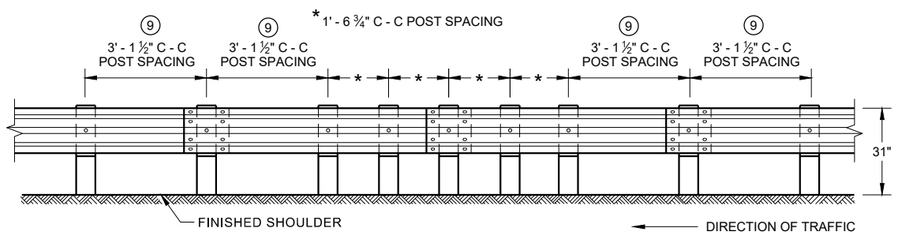
SDD 14B42 - 07a



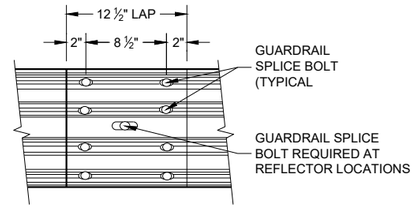
FRONT VIEW
POST SPACING STANDARD INSTALLATION



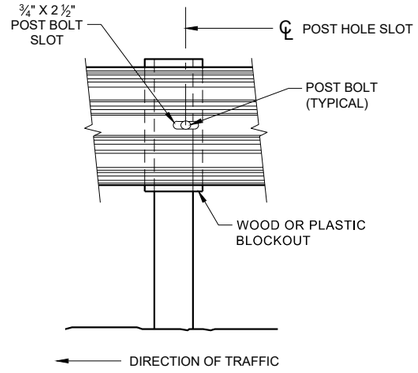
FRONT VIEW
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



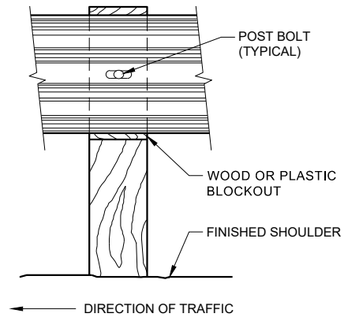
FRONT VIEW
QUARTER POST SPACING (QS)



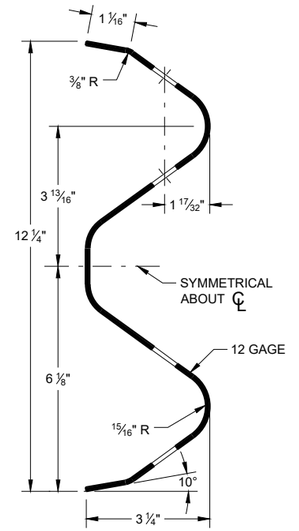
FRONT VIEW
MID-SPAN BEAM SPLICE



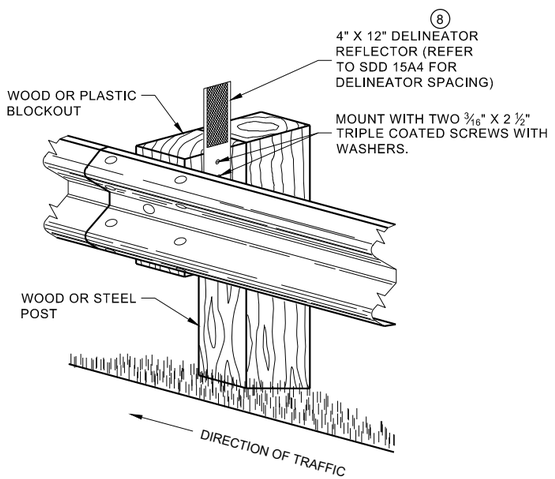
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

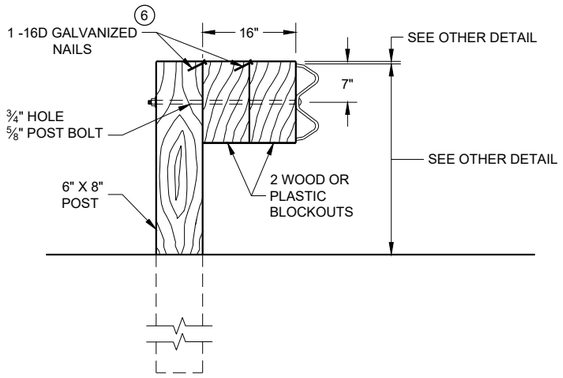
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b

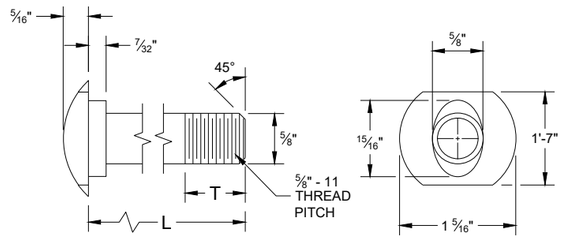


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

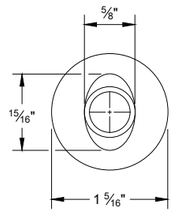
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

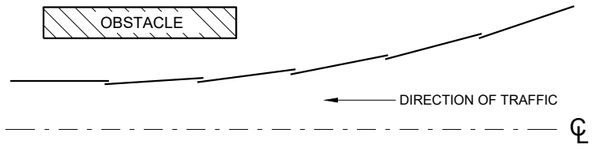


POST BOLT TABLE

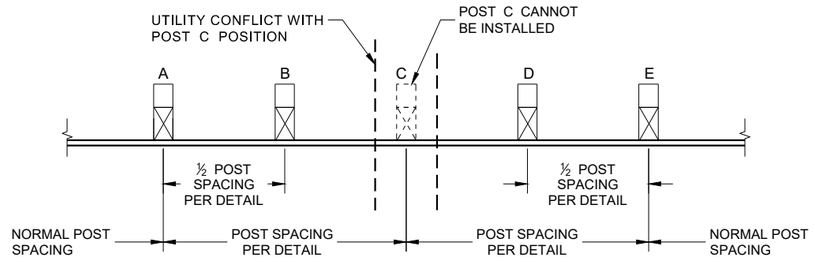
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



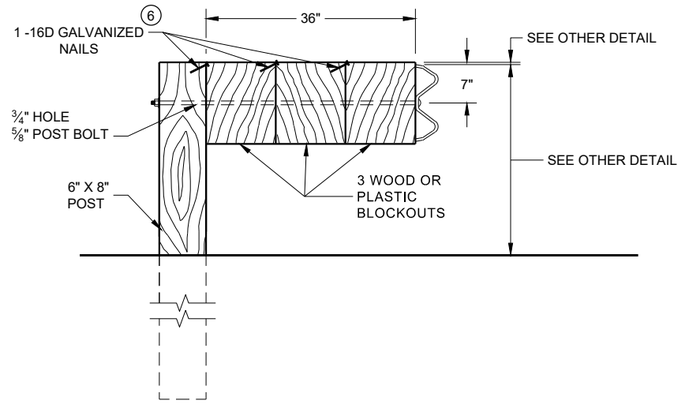
ALTERNATE BOLT HEAD



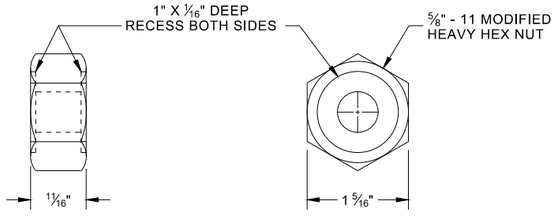
PLAN VIEW
BEAM LAPPING DETAIL



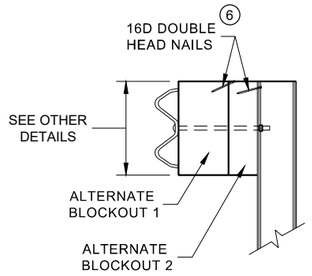
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



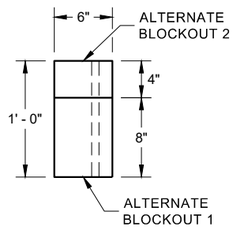
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

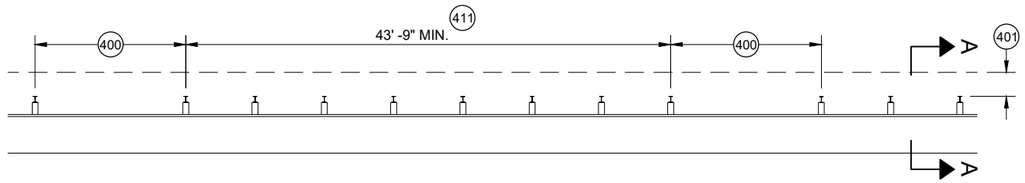
ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

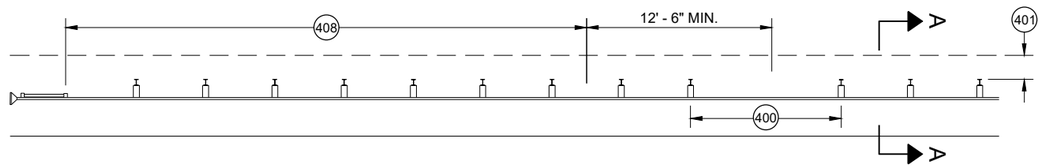
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

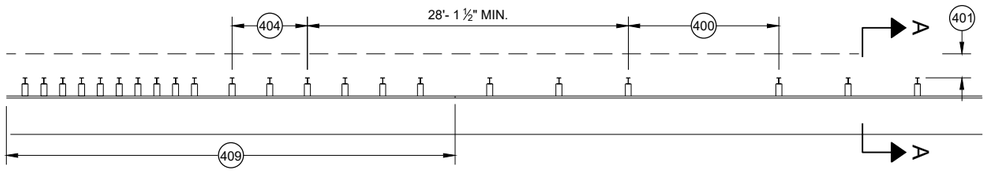
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



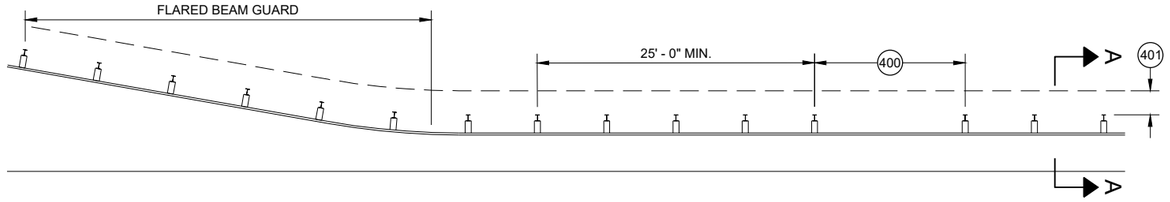
MISSING POST IN MGS GUARDRAIL



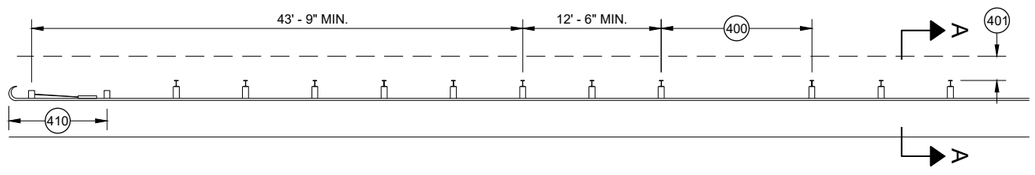
MISSING POST IN MGS GUARDRAIL NEAR EAT



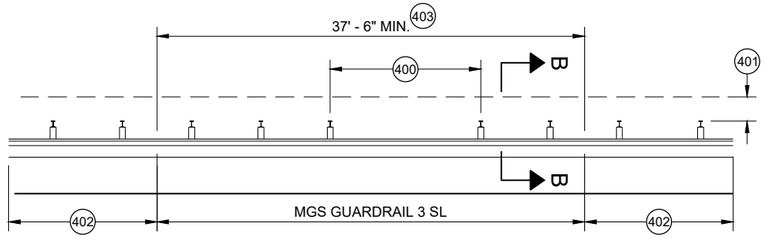
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

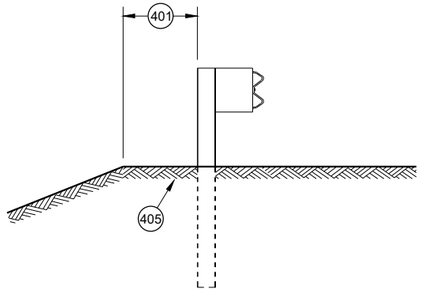


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

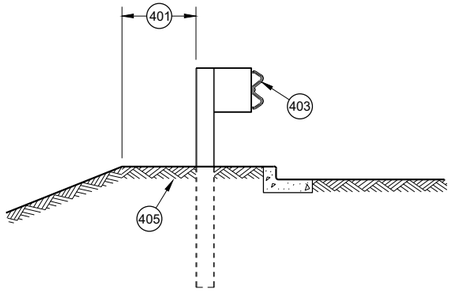


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(400) MAX SPAN 12' - 6"
(401) 2' MIN.
(402) MGS GUARDRAIL 3
(403) NESTING BEAM GUARD
(404) ASYMMETRIC TRANSITION
(405) SOIL WELL DRAINED AND COMPACTED
(406) SEE OTHER DRAWINGS IN THIS SDD
(407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
(408) SEE SDD 14B44
(409) SEE SDD 14B45
(410) SEE SDD 14B47
(411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B42 - 07d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

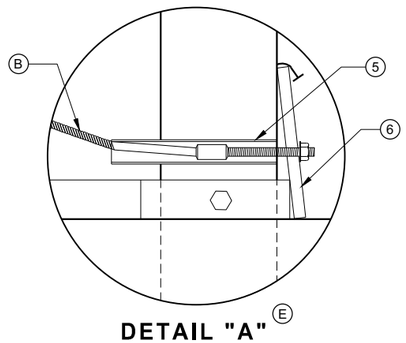
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

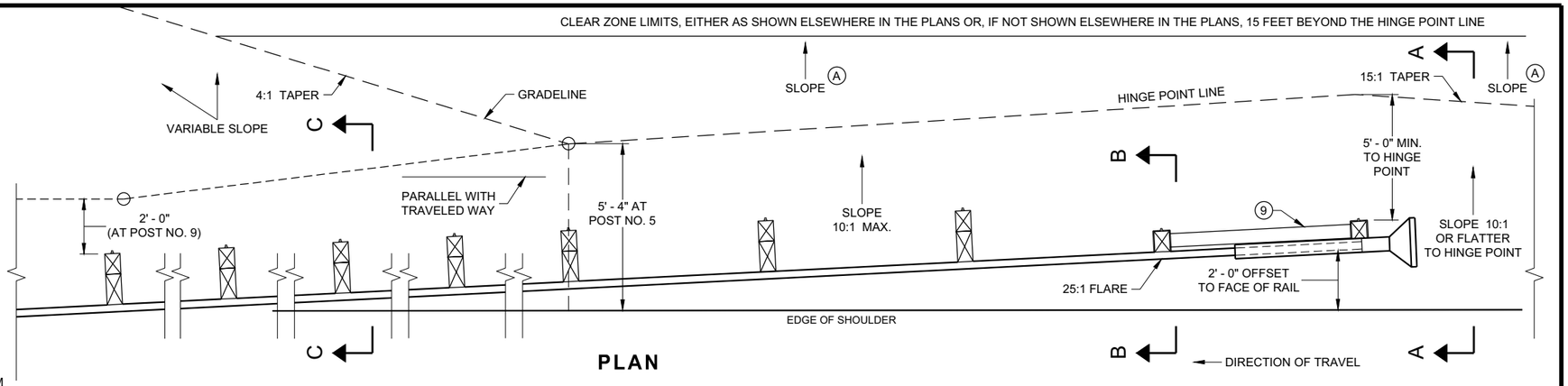
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

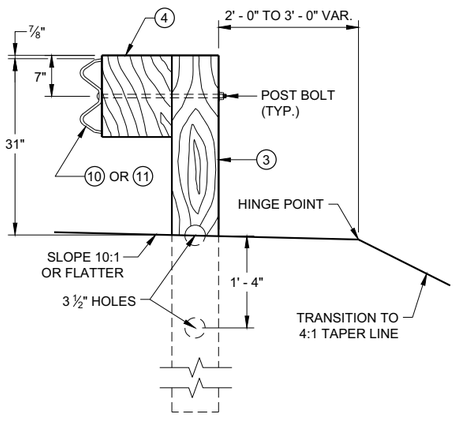
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.

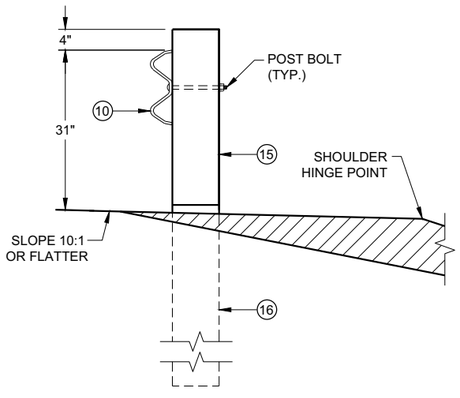


DETAIL "A" (E)

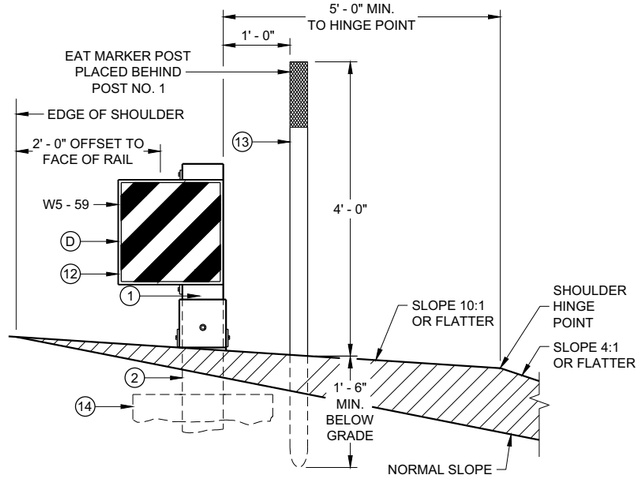




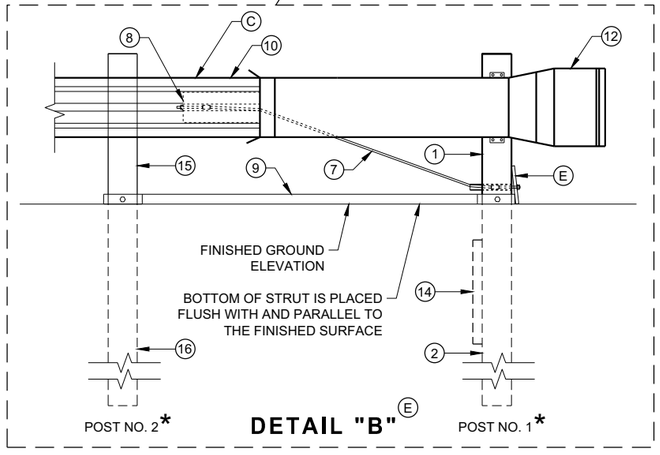
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



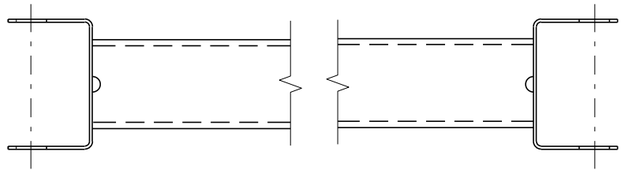
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

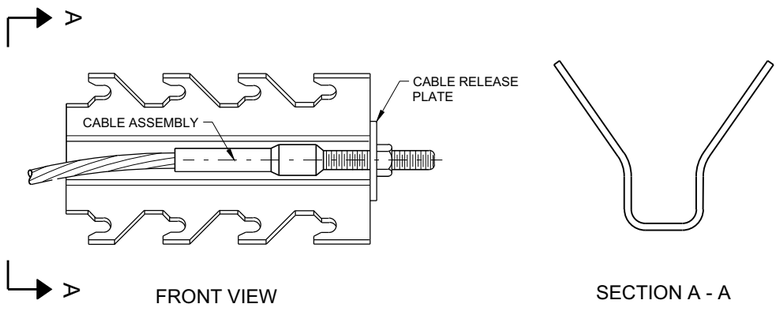
SDD 14B44 - 04a



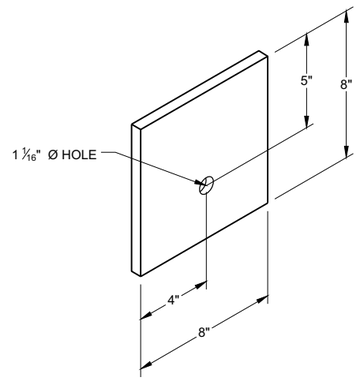
GENERIC GROUND STRUT (9) (E)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
(1)	UPPER POST NO. 1 6" X 6" TUBE
(2)	LOWER POST NO. 1
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	IMPACT HEAD
(13)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
(14)	SOIL PLATE
(15)	UPPER POST NO. 2
(16)	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX (9) (E)



BEARING PLATE (6) (E)

6

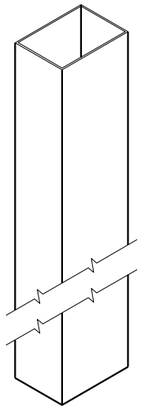
6

SDD 14B44 - 04b

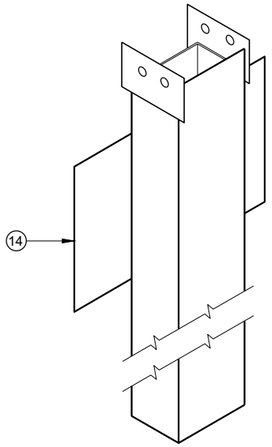
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

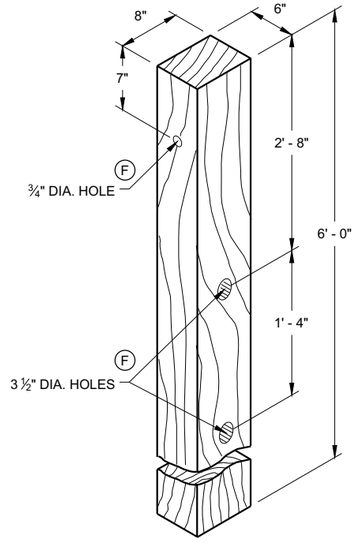
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



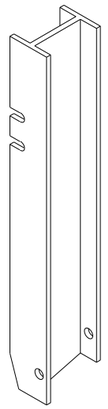
UPPER POST NO. 1 (1) (E)



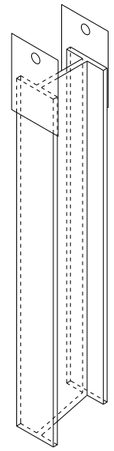
LOWER POST NO. 1 (2) (E)



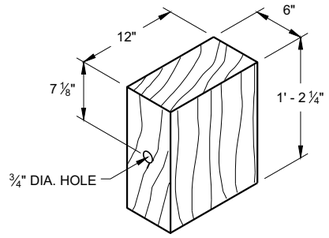
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



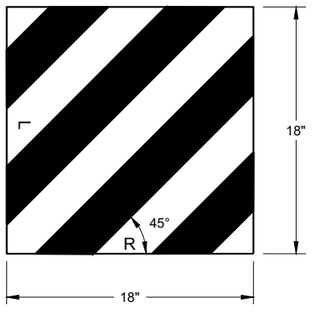
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

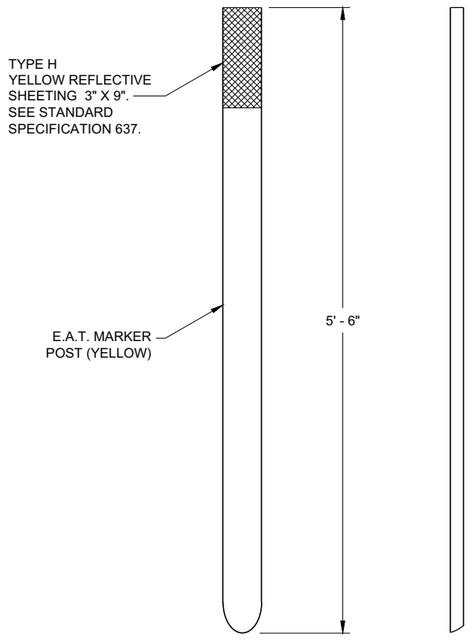


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



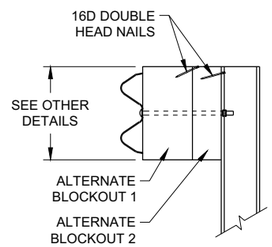
W5 - 59

REFLECTIVE SHEETING DETAIL (E)

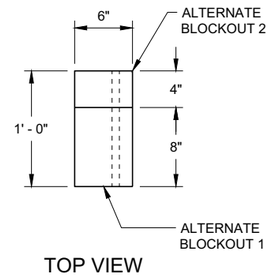


FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

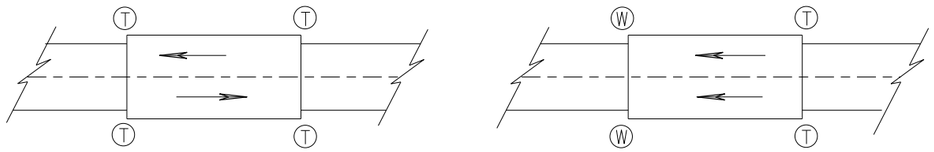
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

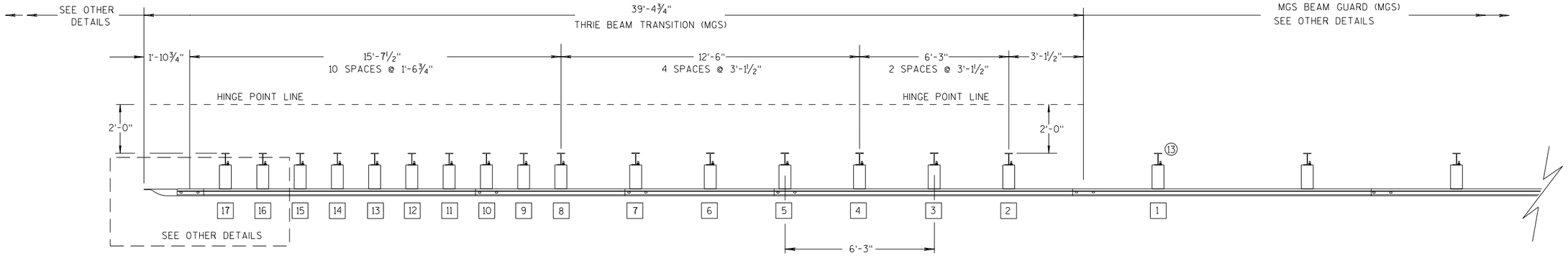
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

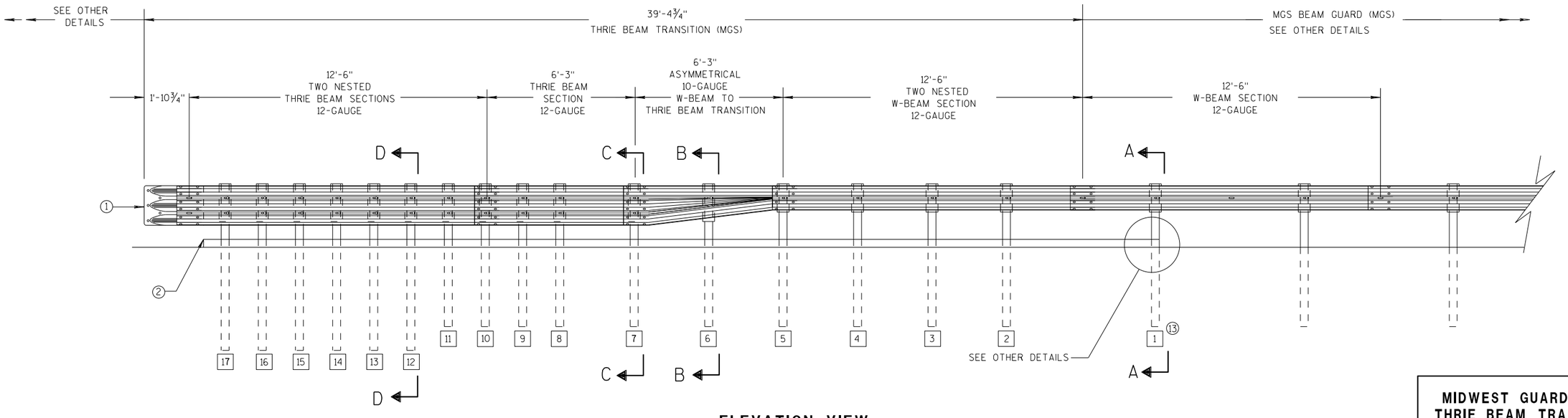
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-5a

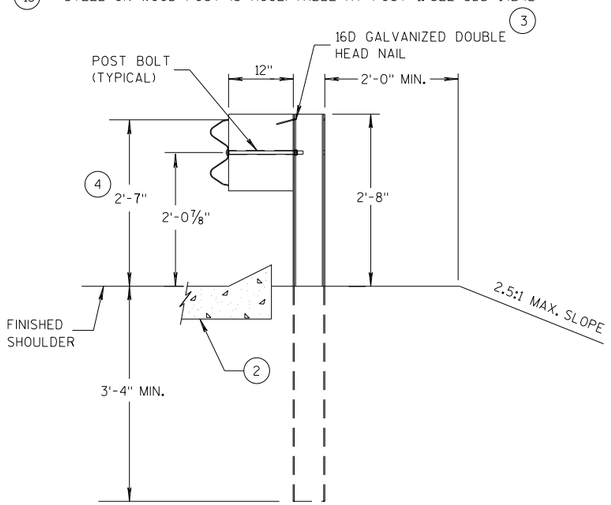
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

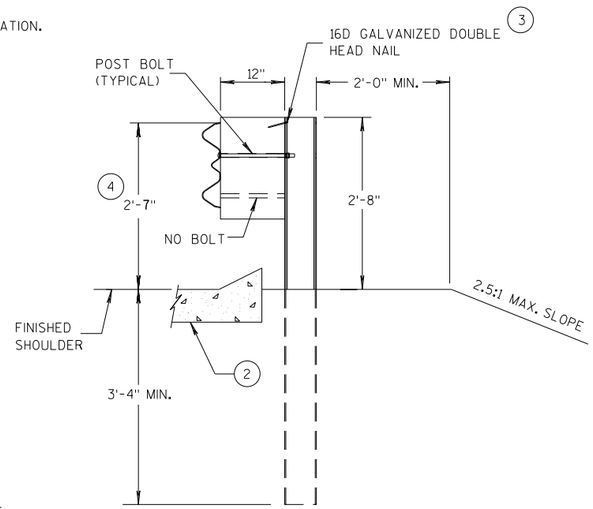
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



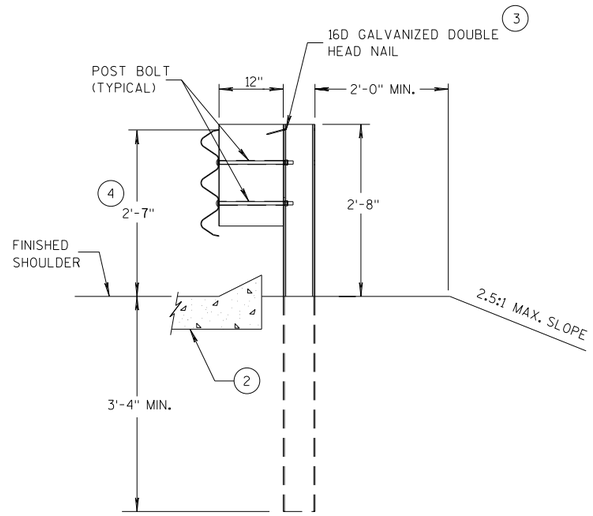
SECTION A-A (13)

POSTS 1-5



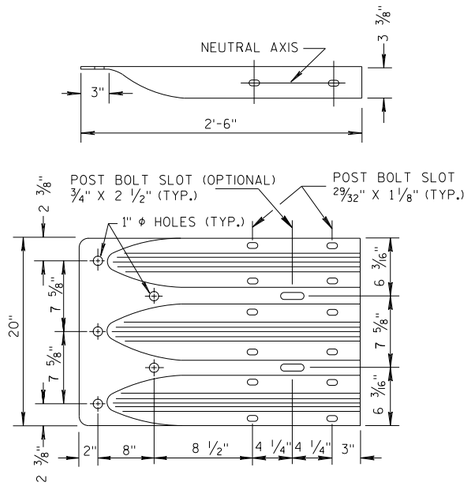
SECTION B-B

POST 6

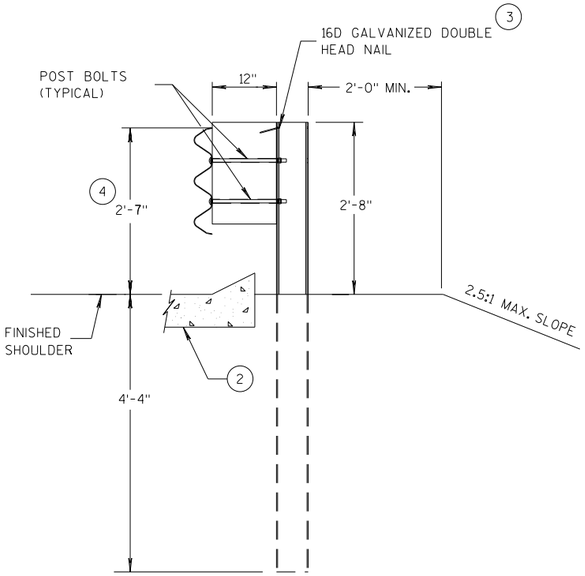


SECTION C-C

POSTS 7-11

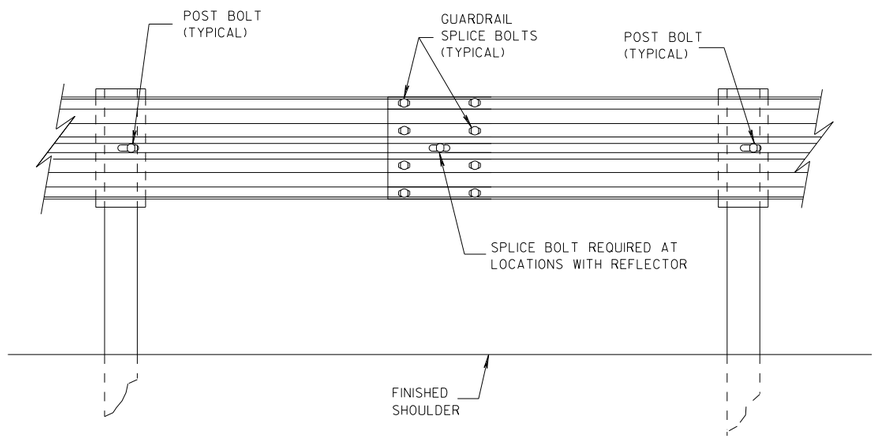


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

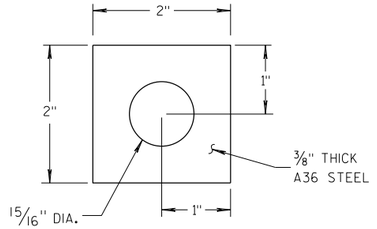
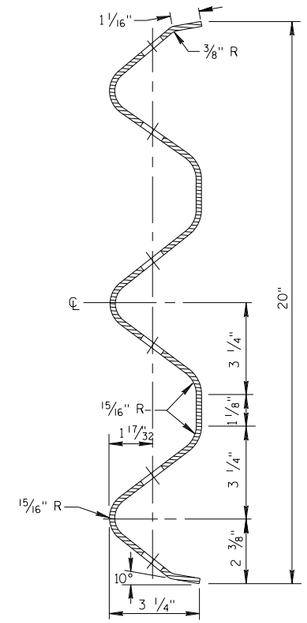


PLATE WASHER DETAIL



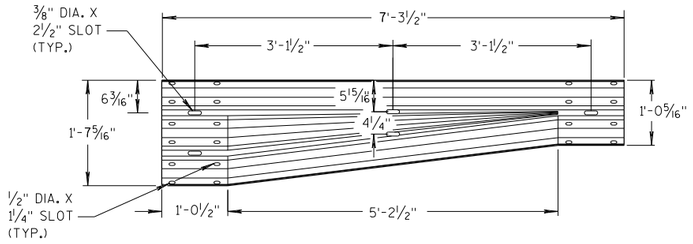
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

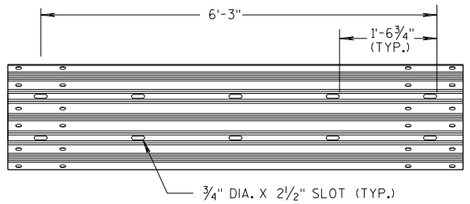
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

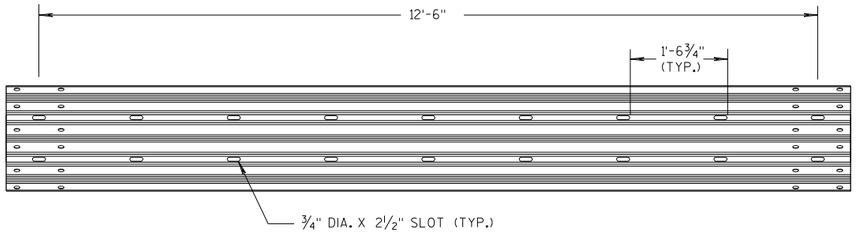
S.D.D. 14 B 45-5b



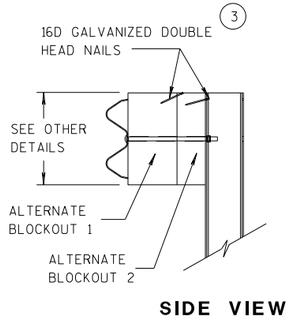
W-BEAM TO THRIE BEAM TRANSITION SECTION



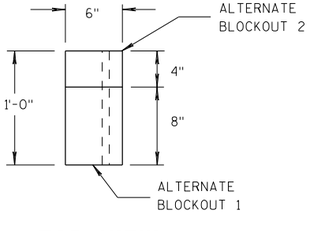
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

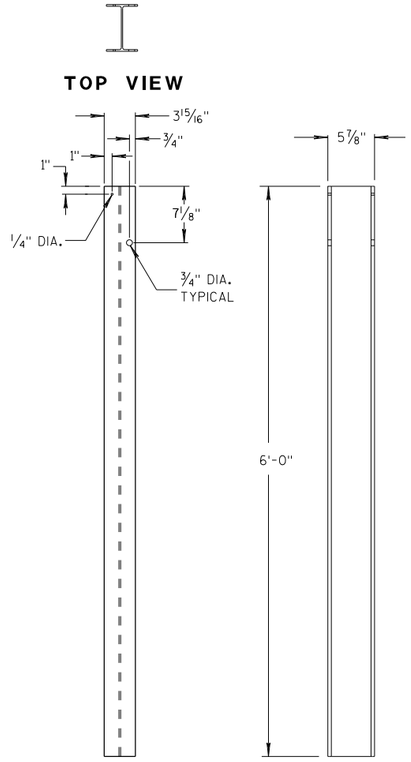


SIDE VIEW



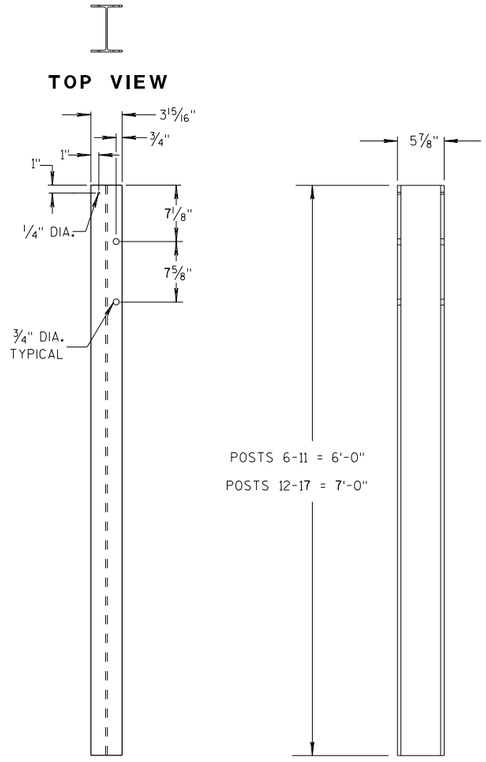
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



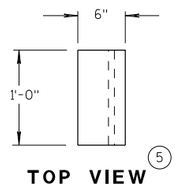
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

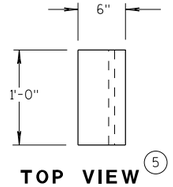


FRONT VIEW SIDE VIEW

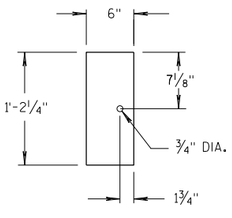
STEEL POSTS 6-17



TOP VIEW (5)

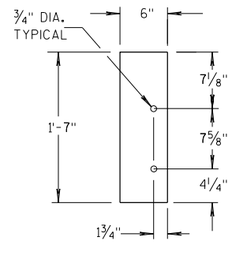


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

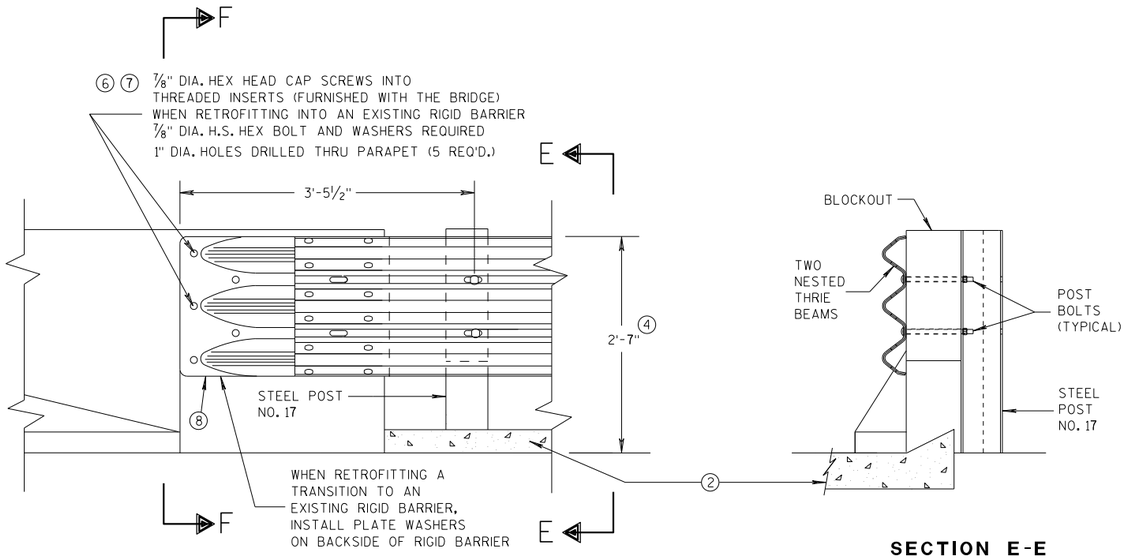
(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

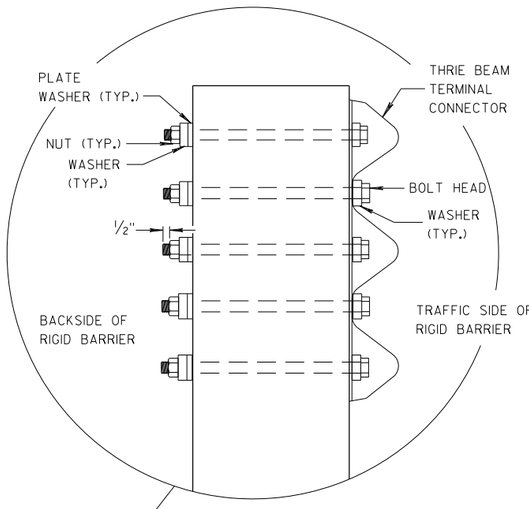
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

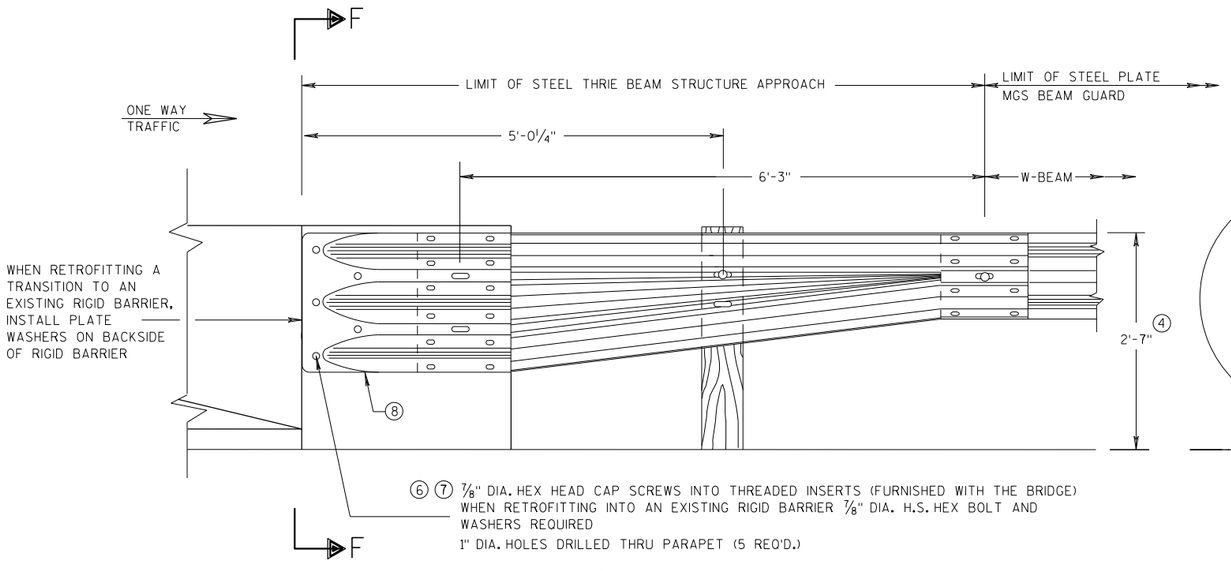
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

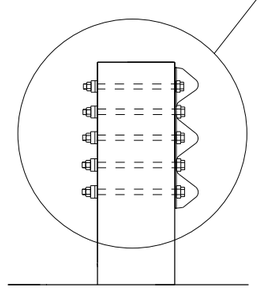
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

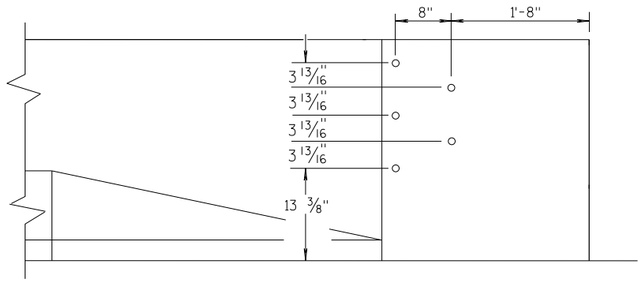




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D UNIT SUPERVIS NT
FHWA

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S.D.D. 14 B 45-5d

6

S.D.D. 14 B 45-5d

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

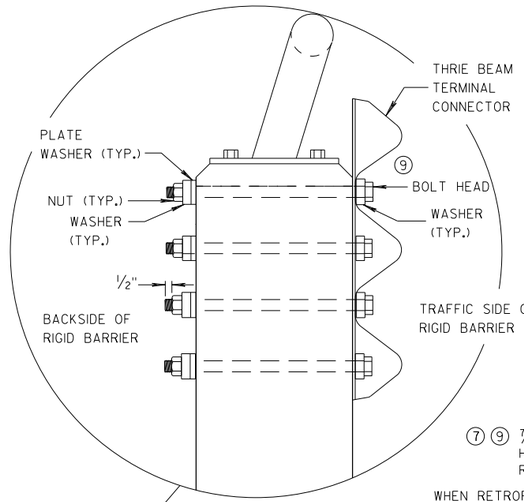
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

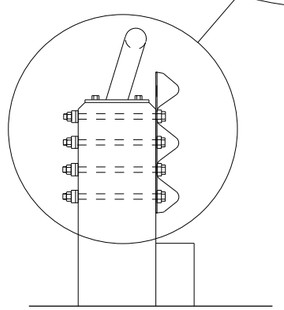
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

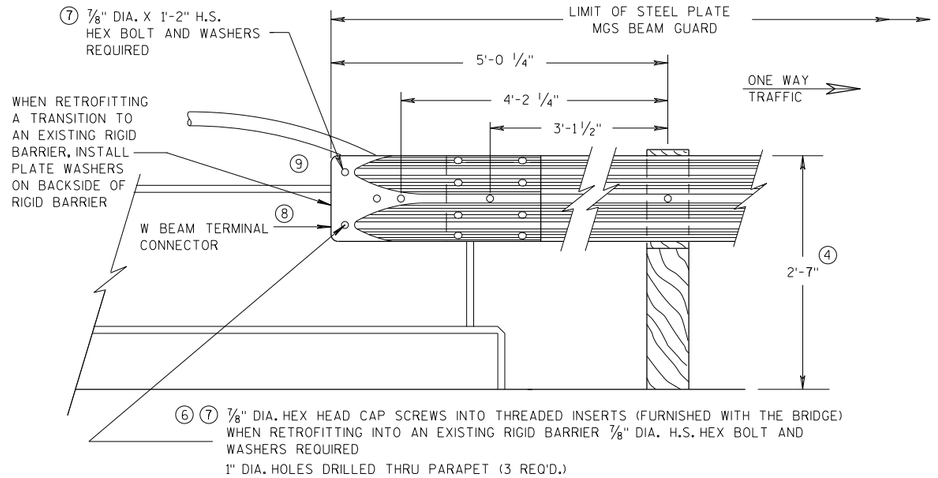
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





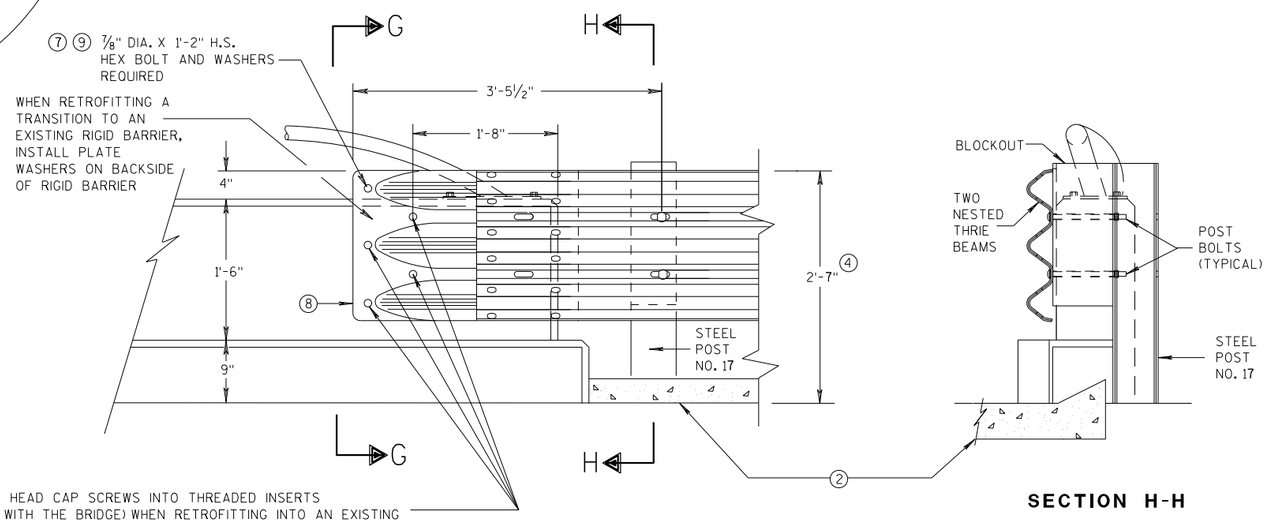
SECTION G-G



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

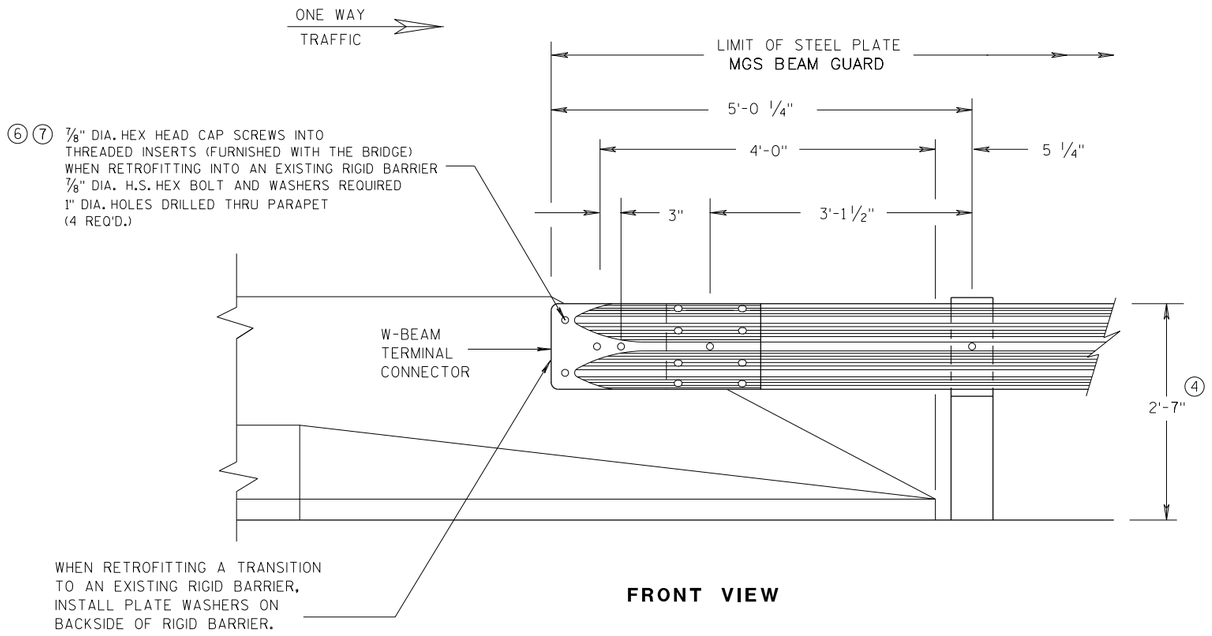
APPROVED
07/2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D UNIT SUPERVIS — NT
FHWA

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S.D.D. 14 B 45-5e

6

S.D.D. 14 B 45-5e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

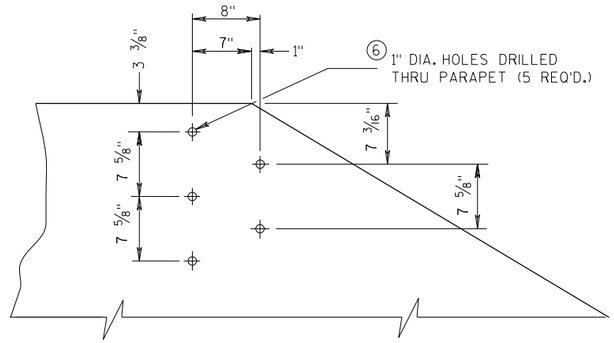
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

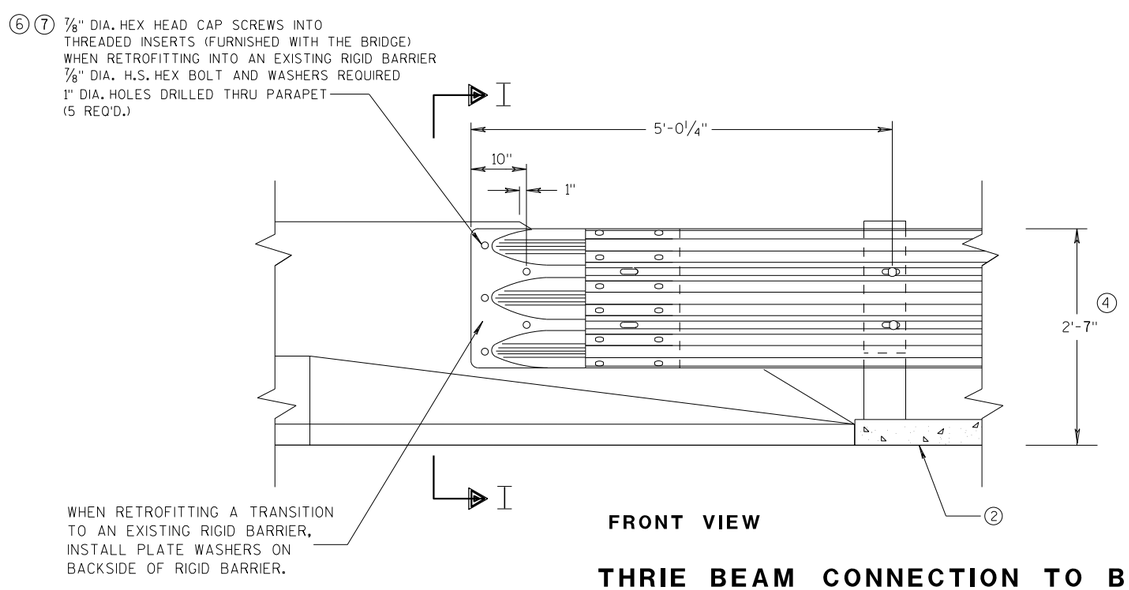
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

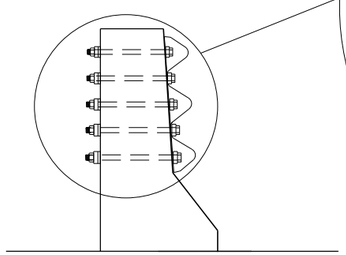
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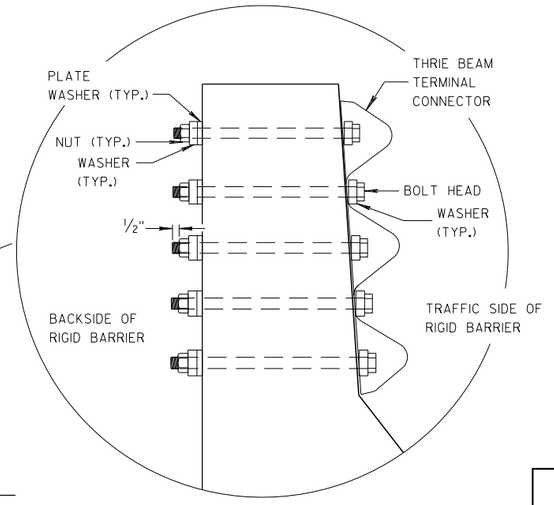
DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

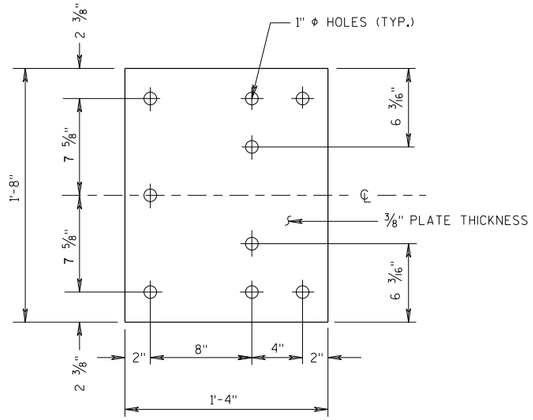
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

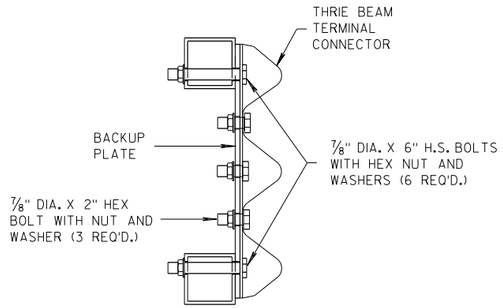
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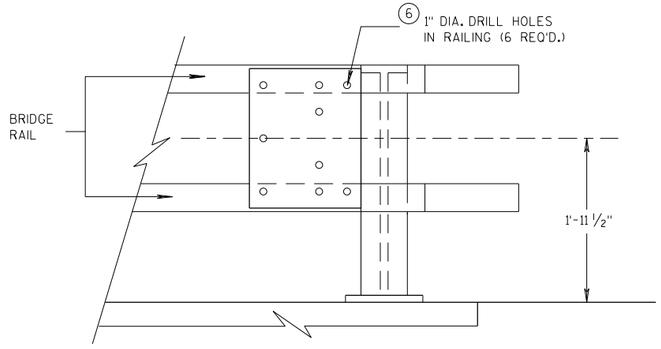
S.D.D. 14 B 45-5f



BACK-UP PLATE DETAIL



SECTION J-J

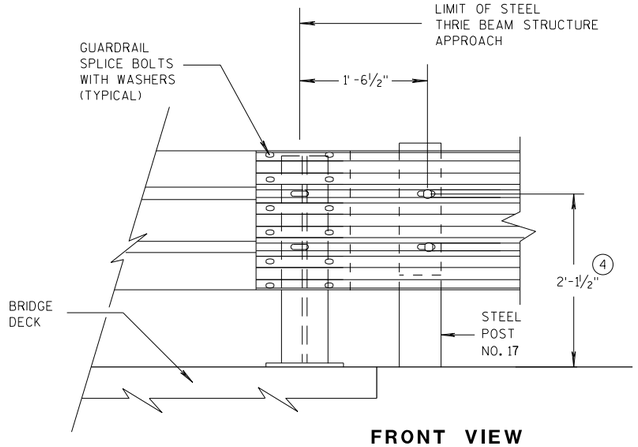


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

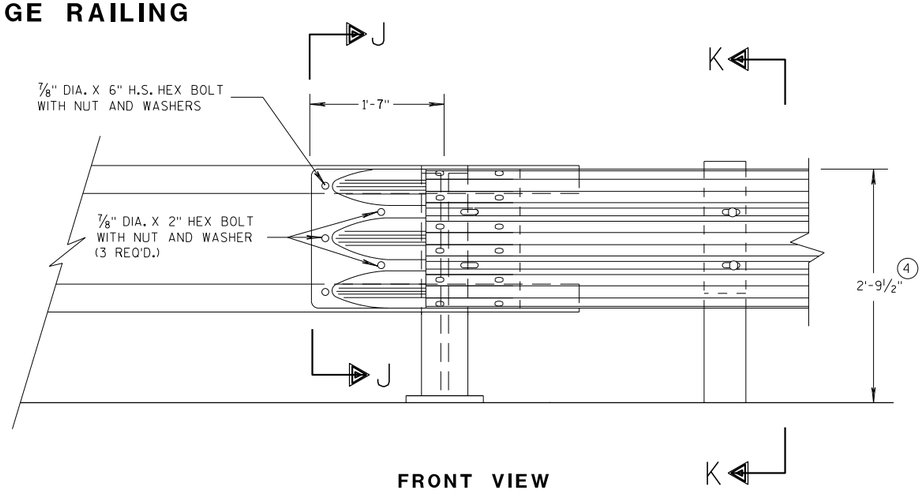
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

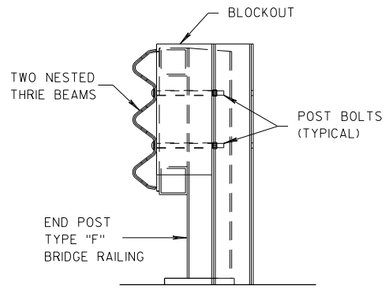


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 07/2018 — DATE — FHWA

/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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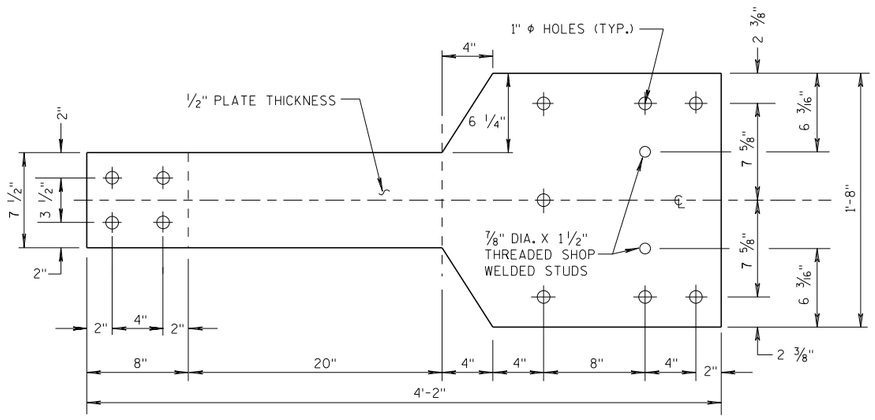
S.D.D. 14 B 45-5g

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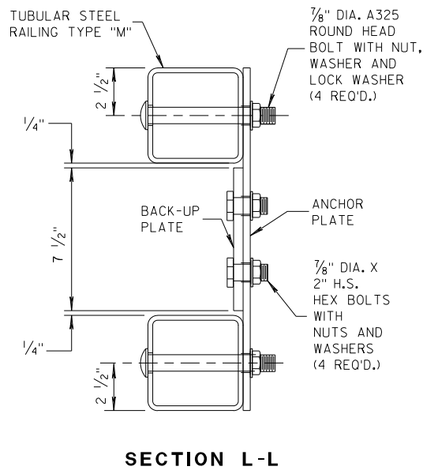
S.D.D. 14 B 45-5g

GENERAL NOTES

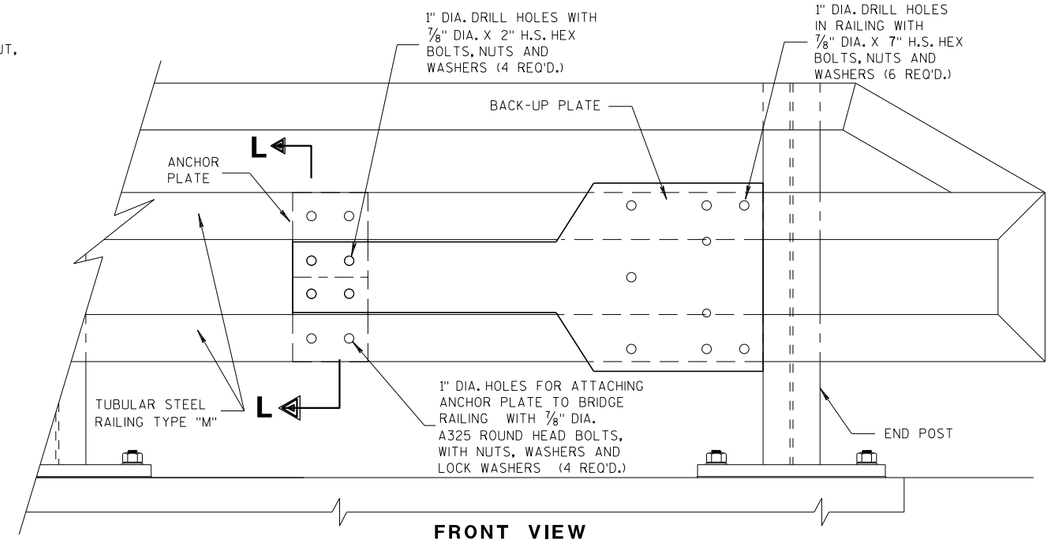
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



FRONT VIEW

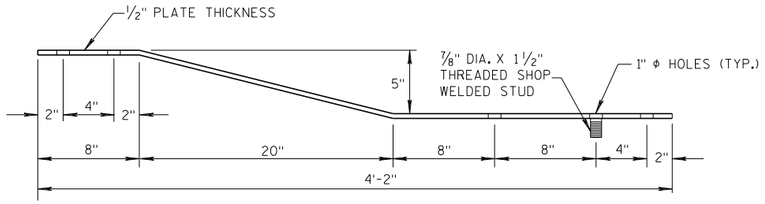


SECTION L-L



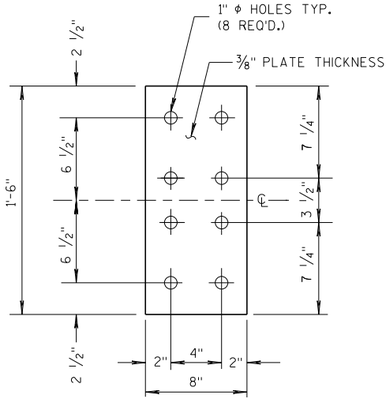
FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



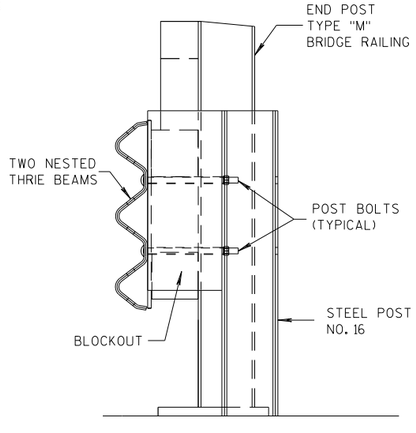
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

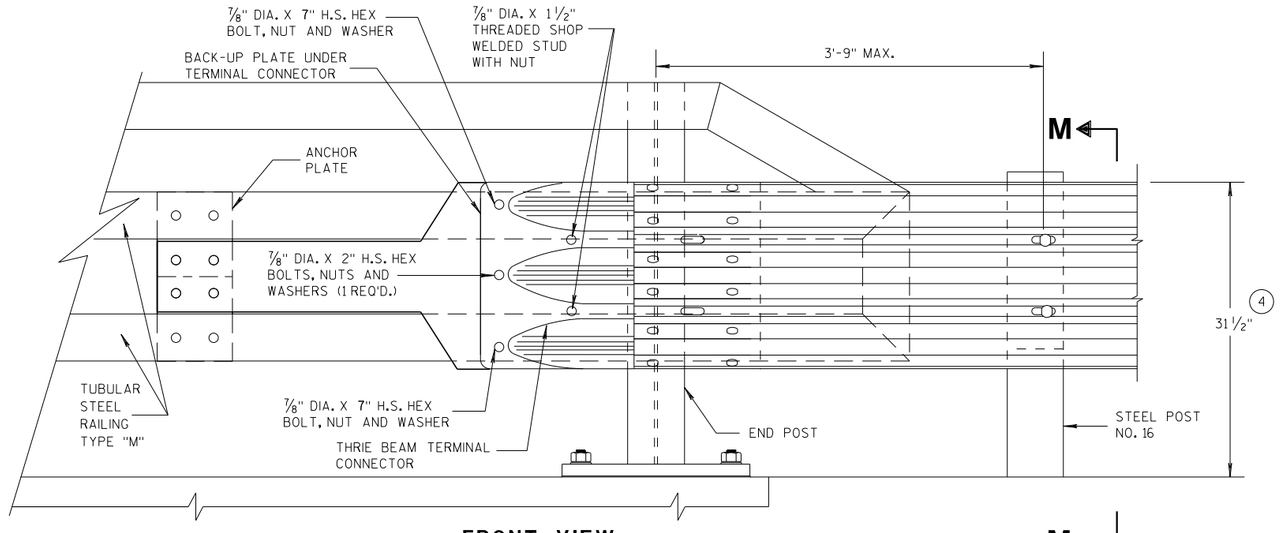


FRONT VIEW

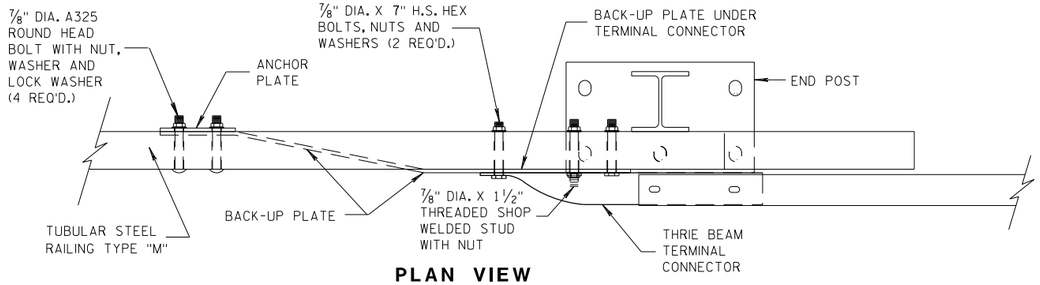
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

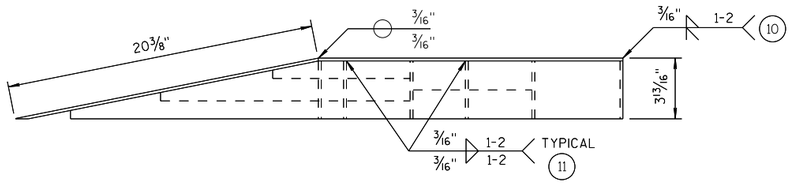
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FHWA

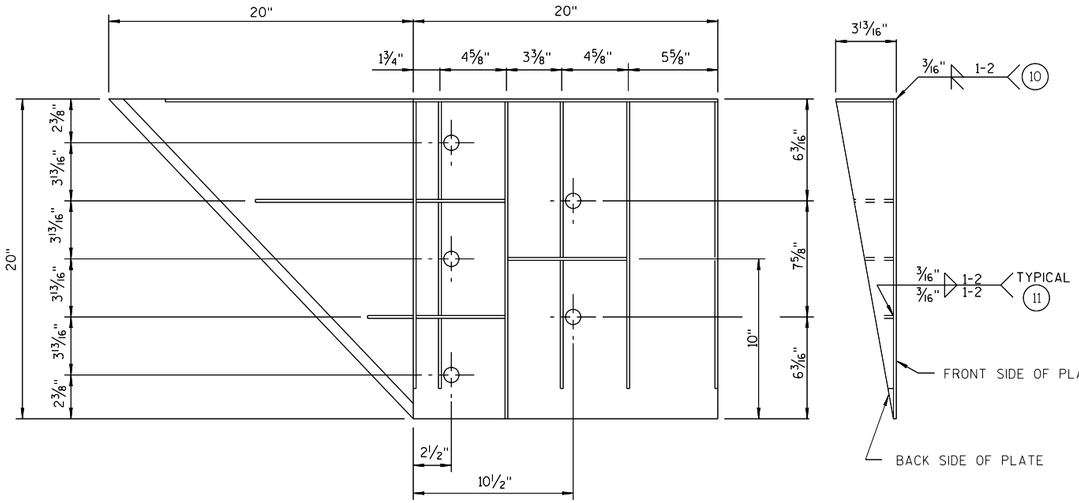
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S.D.D. 14 B 45-5h





WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

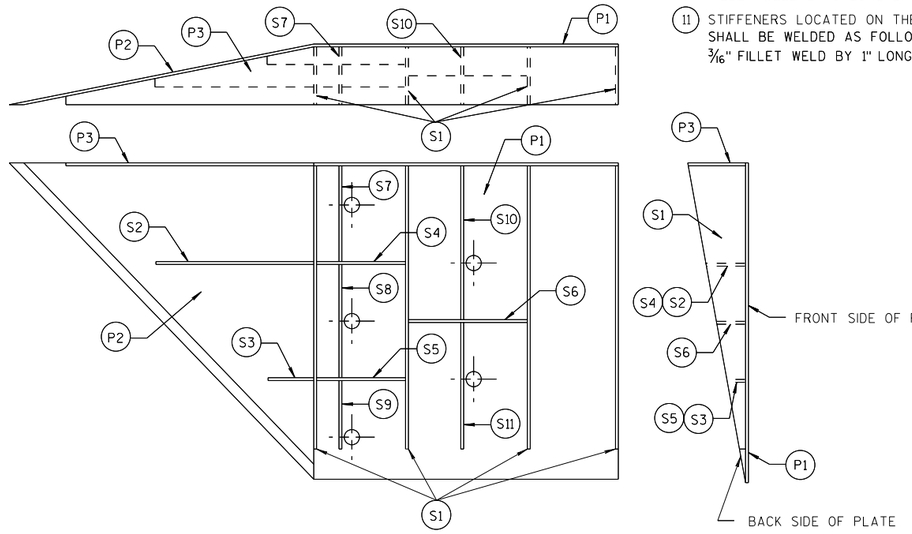


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

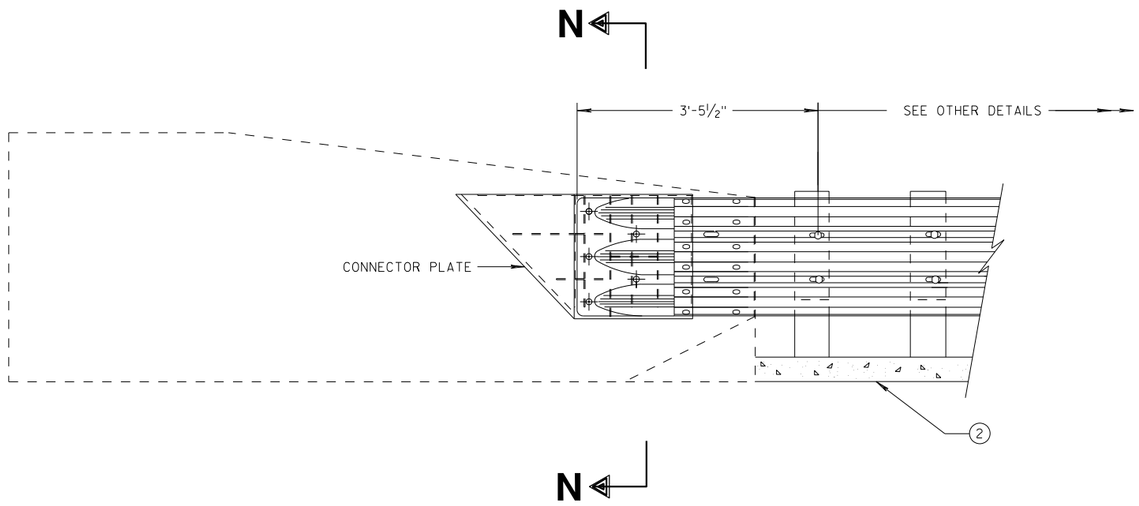
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

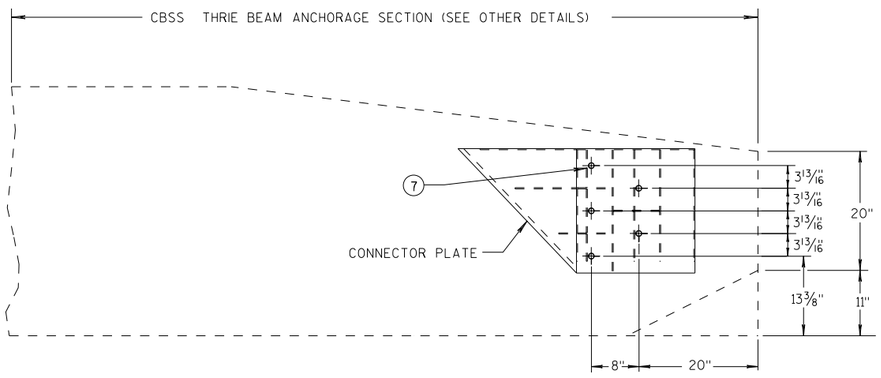
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THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



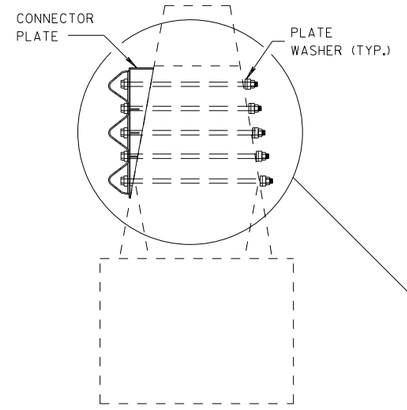
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

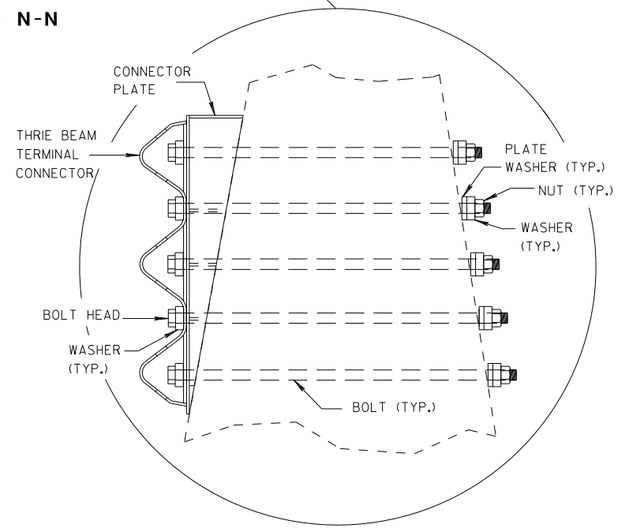
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

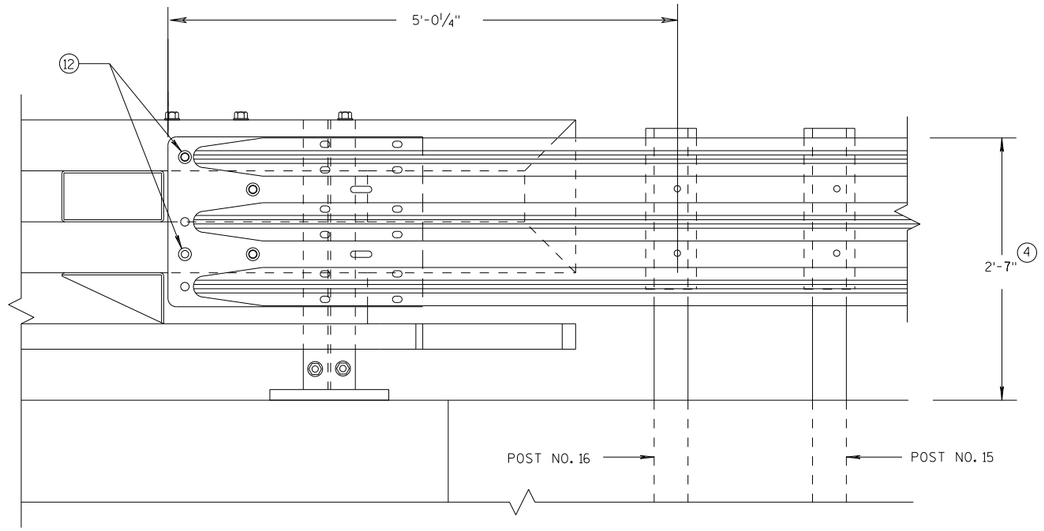
STATE OF WISCONSIN
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ROADWAY STANDARDS DI[illegible]NT
UNIT SUPERVIS

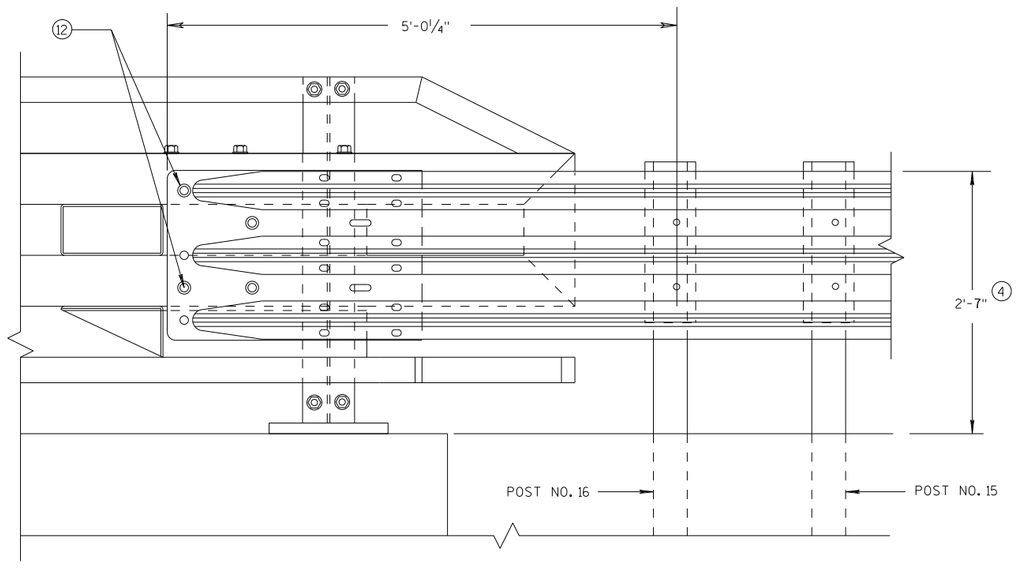
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S.D.D. 14 B 45-5j



ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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UNIT SUPERVIS

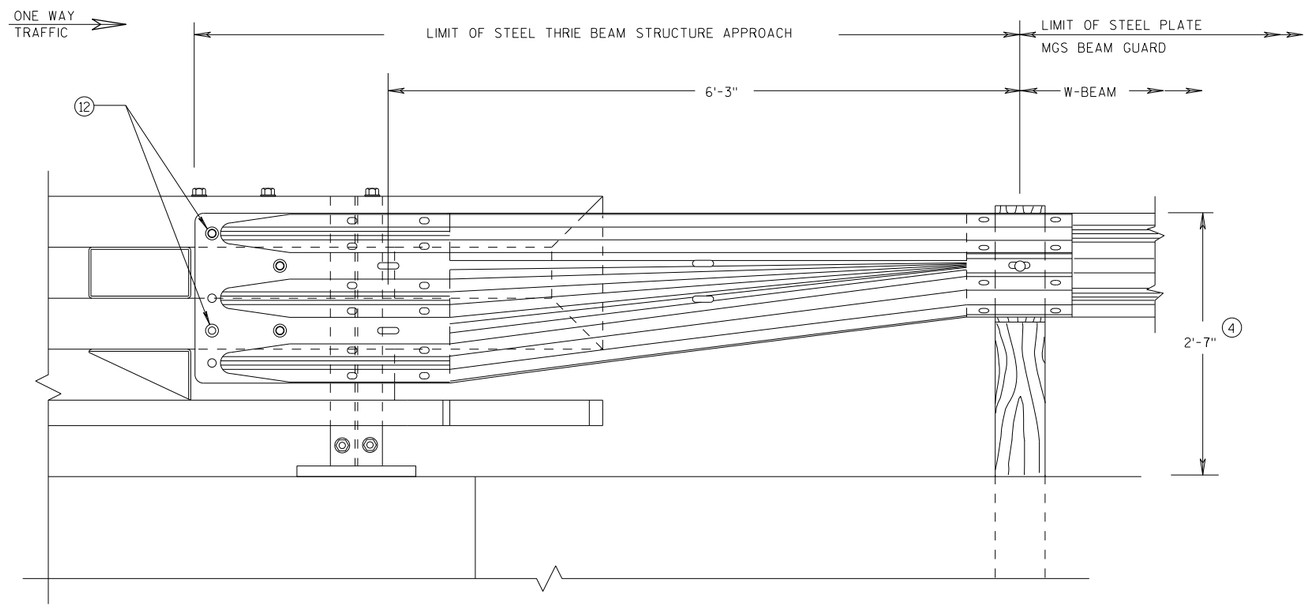
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S.D.D. 14 B 45-5k

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S.D.D. 14 B 45-5k



FRONT VIEW

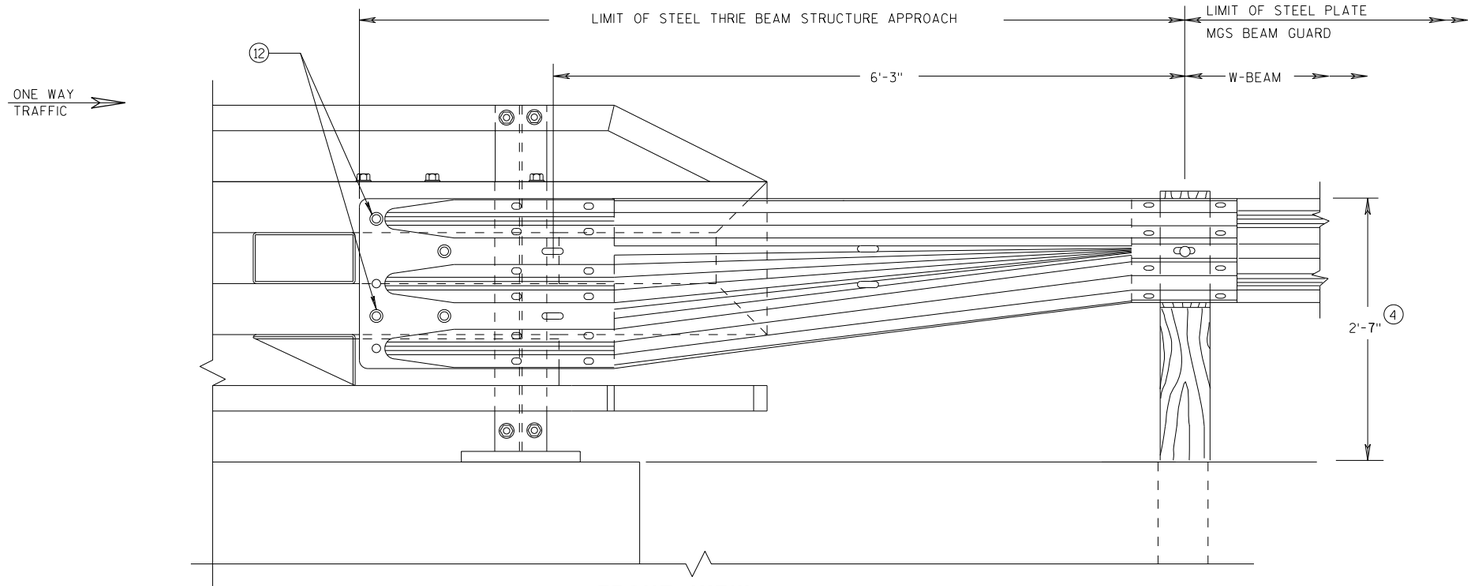
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

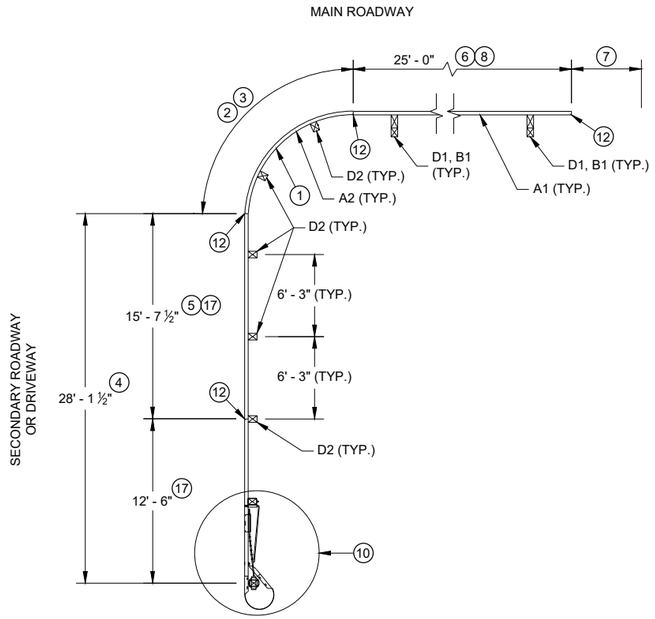
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/S/ Rodney Taylor
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FHWA

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S.D.D. 14 B 45-5L

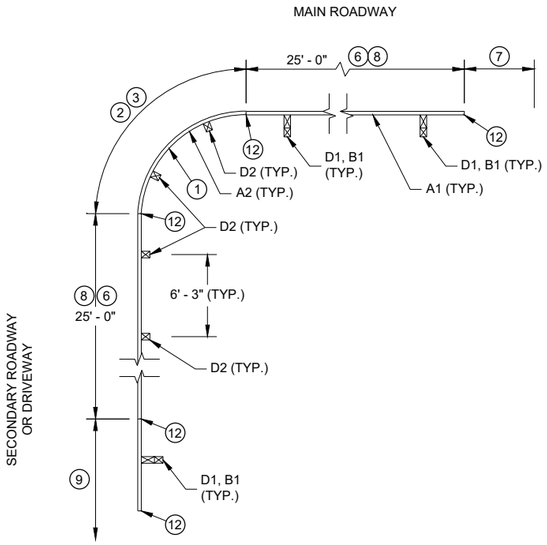
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S.D.D. 14 B 45-5L



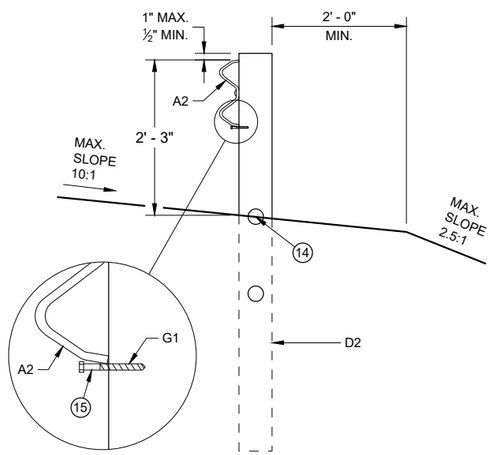
PLAN VIEW

SHORT RADIUS BEAM GUARD WITH SHORT RADIUS TERMINAL ON SECONDARY ROAD OR DRIVEWAY

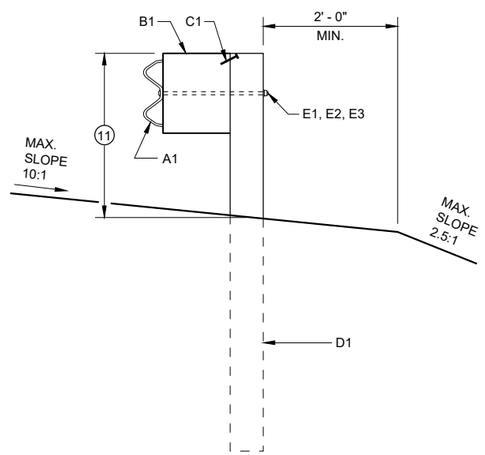


PLAN VIEW

SHORT RADIUS BEAM GUARD WITH EAT, ADDITIONAL BEAM GUARD OR TRANSITION TO RIGID BARRIER ON SECONDARY ROAD OR DRIVEWAY



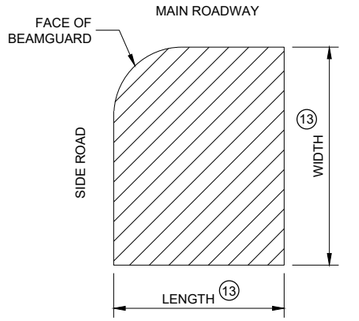
CONTROLLED RELEASE TERMINAL POST (CRT) IN RADIUS



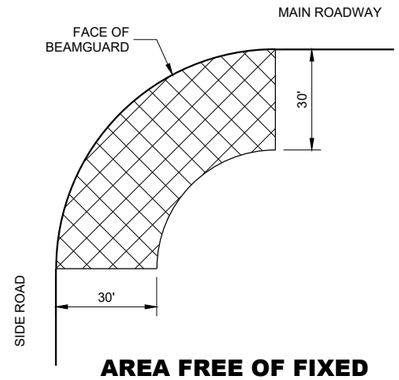
BEAM GUARD POSTS IN HEIGHT TRANSITION

TABLE FOR RADIUS OF 32' AND LESS

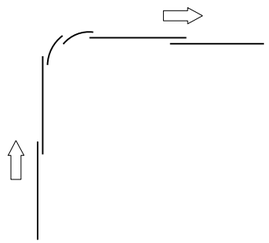
RADIUS (FT)	LENGTH (FT)	WIDTH (FT)
8	25	15
16	30	15
24	40	20
32	50	30



AREA FREE OF FIXED OBJECTS FOR RADIUS 32' AND LESS (16)



AREA FREE OF FIXED OBJECTS FOR RADIUS GREATER THAN 32'



LAP SPLICE DETAIL

GENERAL NOTES

SEE PLANS FOR OTHER BARRIER SYSTEM AND LOCATION SPECIFICS.

SEE SDD 14B42 FOR MORE INFORMATION ON BEAM GUARD INSTALLATION, PARTS, MATERIALS, AND INSTALLATION INFORMATION.

GALVANIZE PARTS AFTER FABRICATION.

WELDING TO FOLLOW CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI / AWS D1.1.

UNLESS NOTED OTHERWISE, ALL PLATES ARE FLAT AND FREE OF WARP.

UNLESS NOTED OTHERWISE, ALL EDGES ARE SMOOTH, STRAIGHT AND VERTICAL.

ALL CUTS AND HOLES, EXCEPT IN BEAM GUARD RAIL ARE TO BE MACHINED OR MACHINE FLAME CUT.

UNLESS NOTED OTHERWISE, CUT OR PROVIDE BOLTS THAT ARE ¼" TO ½" BEYOND THE NUT.

DRAWINGS ARE NOT TO SCALE.

(1) RADIUS MEASURE FROM INSIDE OF RAIL. LENGTH OF BEAM GUARD SHORT RADIUS GUARD MEASURED ALONG TRAFFIC SIDE OF RAIL. RADIUS BETWEEN 8 FEET TO 150 FEET. SEE PLAN FOR REQUIRED RADIUS. BEAM GUARD RAIL IN RADIUS IS SHOP BENT. ODD RAIL LENGTH OR FIELD CUTS MAY BE REQUIRED.

(2) CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE USED IN THE RADIUS. CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE SPACED 6' - 3". SEE PLAN FOR NUMBER OF CONTROLLED RELEASE (CRT) POSTS.

(3) WITHIN RADIUS BEAM GUARD RAILS ARE NOT BOLTED TO POSTS. BEAM GUARD RAIL IS RESTED ON TOP OF LAG SCREW.

(4) MINIMUM LENGTH OF BEAM GUARD ALONG SIDE ROAD OR DRIVEWAY TO INSTALL SHORT RADIUS TERMINAL. BEAM GUARD IS PAID WITH BEAM GUARD ITEM.

(5) ODD LENGTH OF BEAM GUARD REQUIRED TO INSTALL SHORT RADIUS TERMINAL.

(6) MINIMUM AMOUNT OF BEAM GUARD TO BE INSTALLED PRIOR TO TRANSITION TO RIGID BARRIER. ADDITIONAL BEAM GUARD, OR EAT. BEAM GUARD PAID FOR WITH BEAM GUARD ITEM. SEE PLANS FOR MORE DETAIL.

(7) BEAM GUARD, EAT, OR TRANSITION TO RIGID BARRIER. SEE PLAN.

(8) TOP OF BEAM GUARD BY THE RADIUS IS 27". HEIGHT OF BEAM GUARD IS 31" BY TRANSITION TO RIGID BARRIER, ADDITIONAL BEAM GUARD OR EAT.

(9) ADDITIONAL BEAM GUARD, EAT OR TRANSITION TO RIGID BARRIER. BEAM GUARD SHOWN. SEE PLAN FOR DETAILS.

(10) SHORT RADIUS TERMINAL (SEE OTHER DETAILS).

(11) HEIGHT VARIES. SEE NOTE (8) AND (8).

(12) BEAM GUARD RAIL SPLICE LOCATION. SPLICE LOCATION REQUIRES PART F1 AND F2. SEE SDD 14B42 FOR DETAILS.

(13) SEE TABLE FOR VALUES.

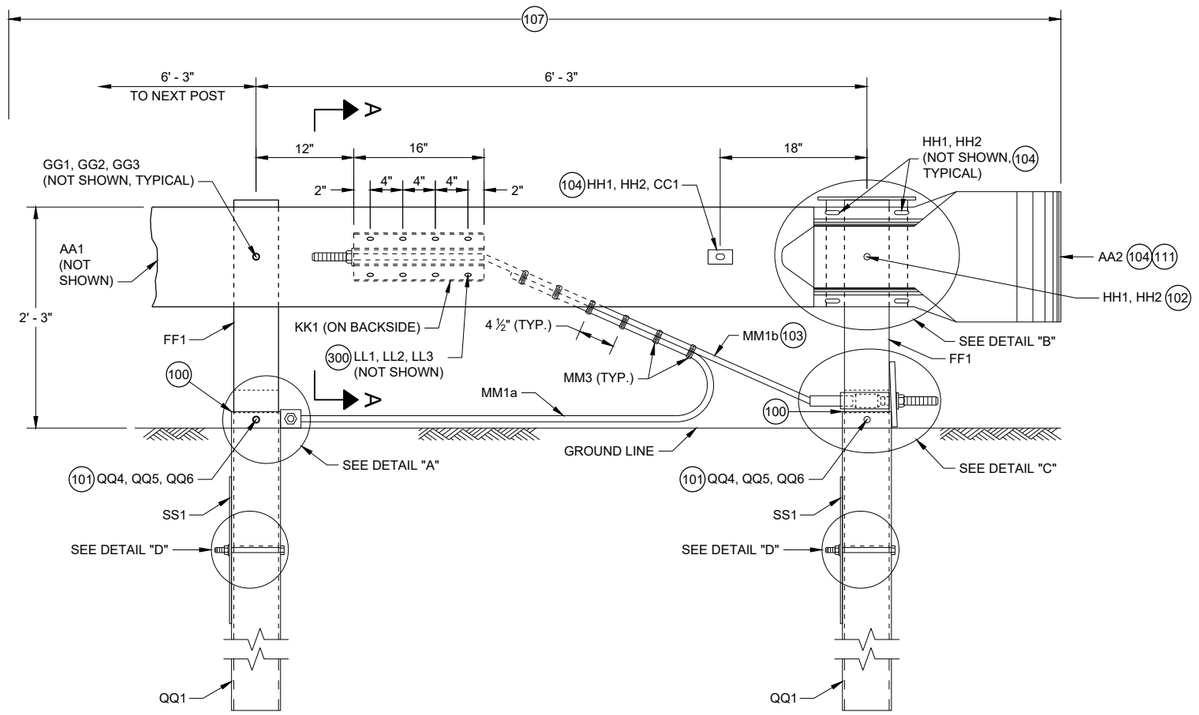
(14) MAXIMUM HEIGHT FOR CENTER OF HOLE IS ¾" ABOVE FINISHED GROUND ±1".

(15) DRILL POST $^{15}/_{64}$" DIA. PILOT HOLE. DO NOT HAMMER LAG SCREW INTO POST.

(16) SMALL SIGNS ON BREAKAWAY HARDWARE ARE ACCEPTABLE.

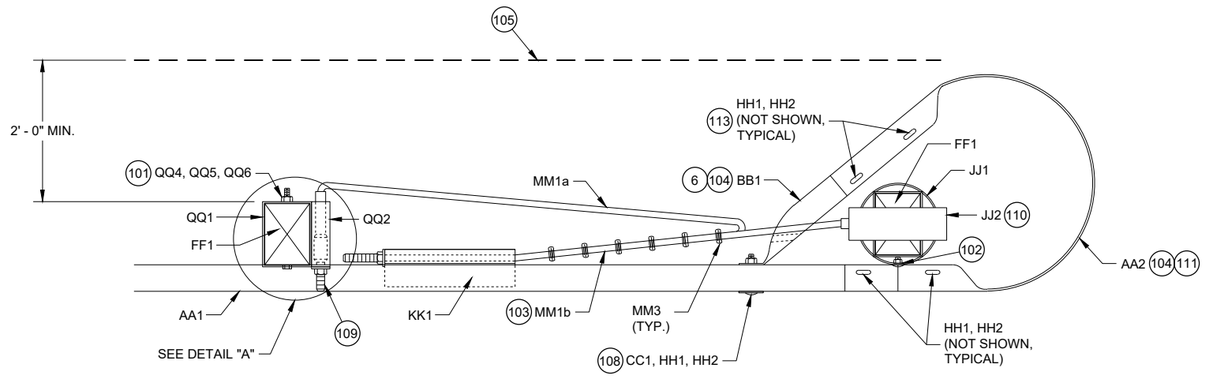
(17) TOP OF RAIL HEIGHT IS 27" WHEN USING A SHORT RADIUS TERMINAL (CRT).

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)



PROFILE VIEW

SHORT RADIUS TERMINAL



TOP VIEW

SHORT RADIUS TERMINAL

GENERAL NOTES

100 TOP OF FOUNDATION TUBE 2 INCHES MAXIMUM ABOVE FINISHED GROUND.

101 WASHERS REQUIRED BETWEEN BOLT HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

102 SPLICE BOLT AND NUT CONNECTS BEAM GUARD RAIL, W-BEAM SECTION BUFFER, AND STEEL PIPE ASSEMBLY. NO WASHER REQUIRED. SEE DETAIL "B".

103 CABLE IS TAUT.

104 ADJUST AA2 AND BB1 TO FIT.

105 BREAK POINT OF SHOULDER.

106 TACK WELD CABLE CONNECTOR TUBE PLATE TO CABLE CONNECTION TUBE. SEE DETAIL "A" PROFILE VIEW.

107 PAY LIMIT FOR BEAM GUARD.

108 SQUARE WASHER BETWEEN HEAD OF BOLT AND TRAFFIC FACE OF BEAM GUARD. ROUND WASHER REQUIRED BETWEEN NUT AND BB1.

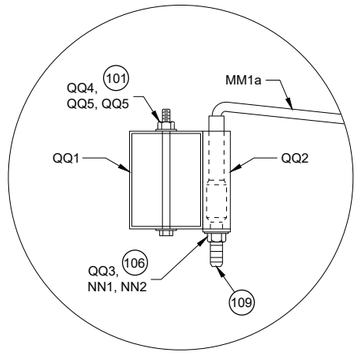
109 CUT OR PROVIDE THREADED STUD THAT IS FLUSH WITH FACE OF BEAM GUARD RAIL KK1 (PLUS OR MINUS ½" TOLERANCE). DEBURR AFTER CUTTING.

110 SEE STEEL PIPE ASSEMBLY DETAILS.

111 ATTACH UU2 WITH UU3. SHOP APPLY UU1 TO UU2.

112 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA1 TO AA2.

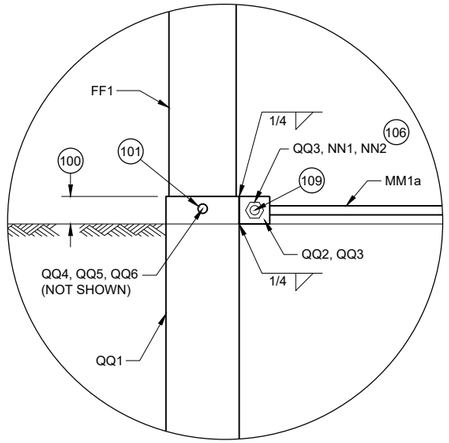
113 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA2 TO BB1.



TOP VIEW

DETAIL "A"

(WOOD BREAKAWAY AND BEAM GUARD RAIL POSTS NOT SHOWN)



PROFILE VIEW

DETAIL "A"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

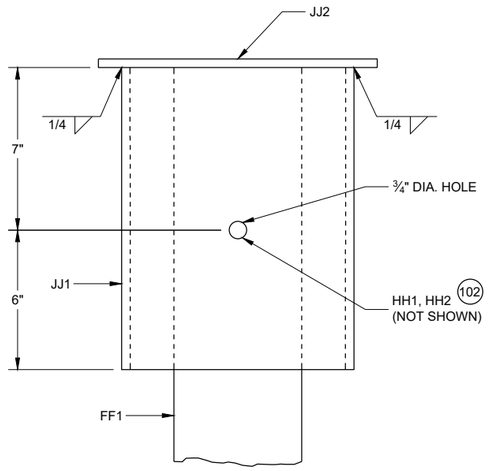
SDD 14B53 - 02b

6

SDD 14B53 - 02b

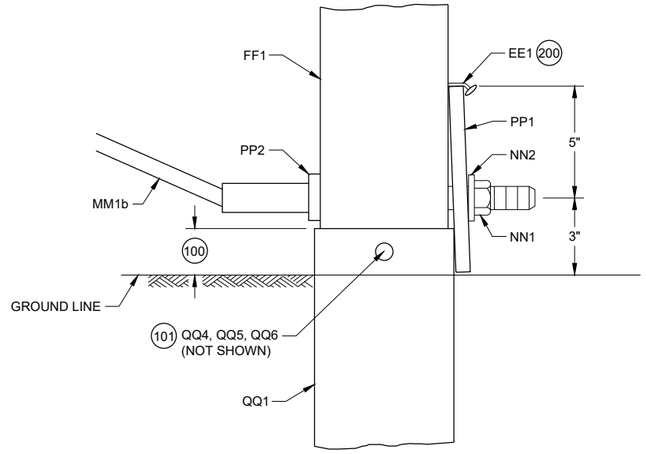
GENERAL NOTES

(200) TWO (2) NAILS SPACED 4 INCHES CENTER TO CENTER.



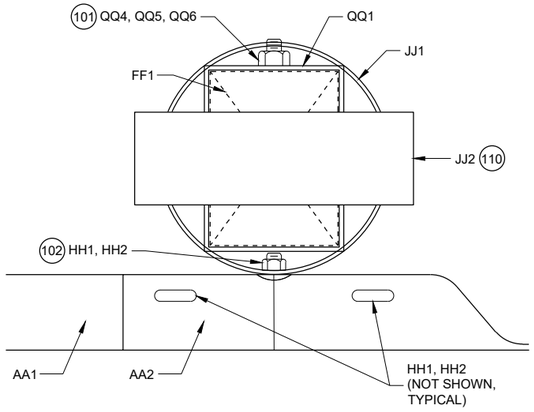
PROFILE VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY
(BEAM GUARD AND W BEAM END SECTION NOT SHOWN)



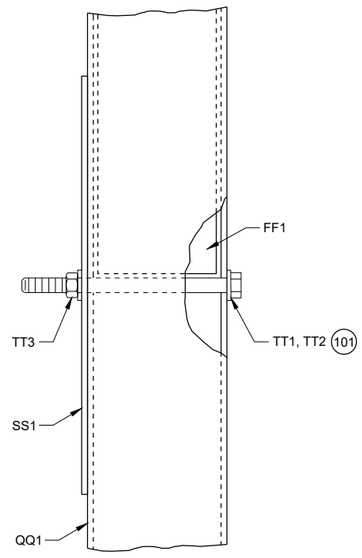
PROFILE VIEW

DETAIL "C"



PLAN VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY



PROFILE VIEW

DETAIL "D"

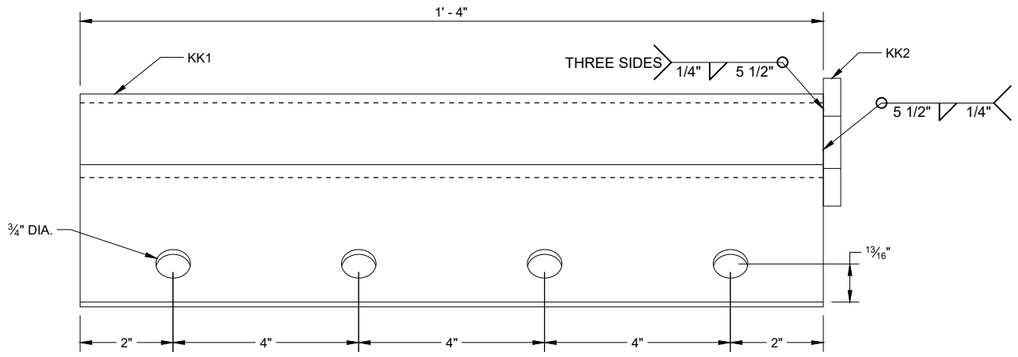
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

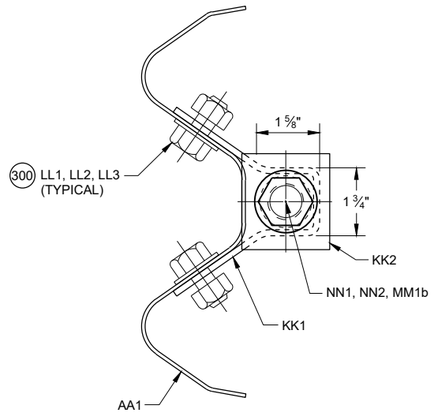
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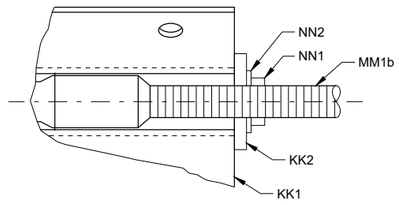
SDD 14B53 - 02c

GENERAL NOTES

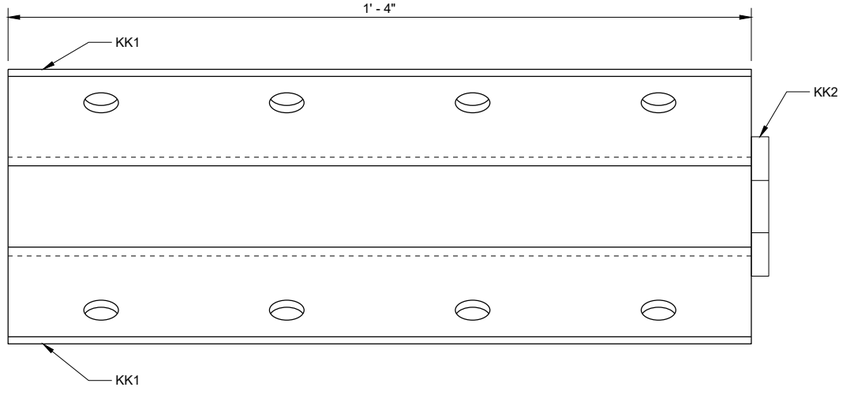
(300) WASHERS REQUIRED BETWEEN BOLT HEAD AND BEAM GUARD RAIL AND BETWEEN NUT AND ANCHOR BRACKET. EIGHT (8) LL1 AND LL3 REQUIRED. SIXTEEN (16) LL2 REQUIRED.

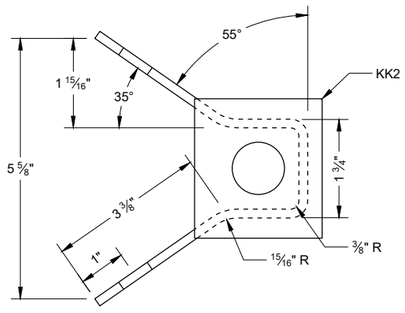




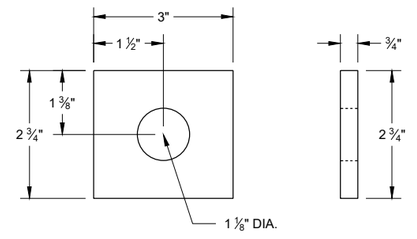


SECTION A - A





ANCHOR BRACKET (KK1, KK2)



ANCHOR BRACKET BEARING PLATE (KK2)

6

6

SDD 14B53 - 02d

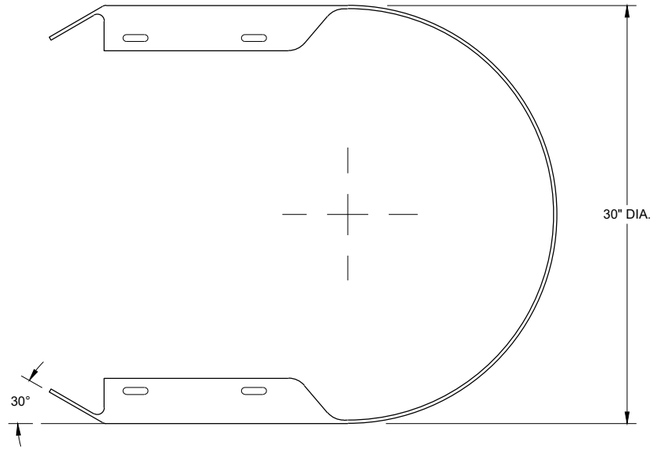
SDD 14B53 - 02d

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

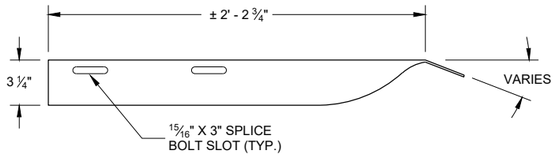
GENERAL NOTES

(400) CROSS SECTION OF PART IS TO FIT OVER AA1 .

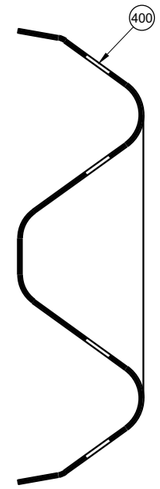
(401) CROSS SECTION OF PART IS TO FIT OVER OR UNDER AA1 .



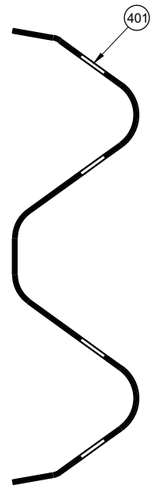
TOP VIEW



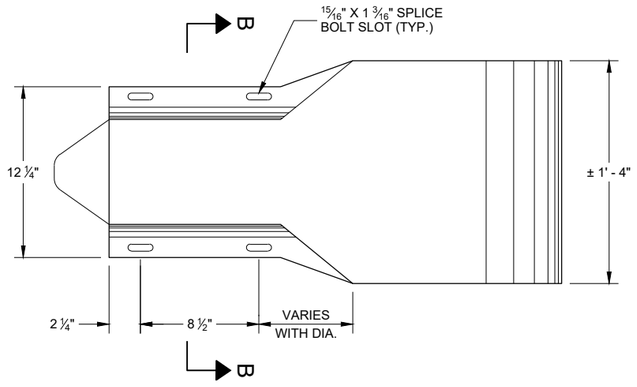
TOP VIEW



SECTION B -B

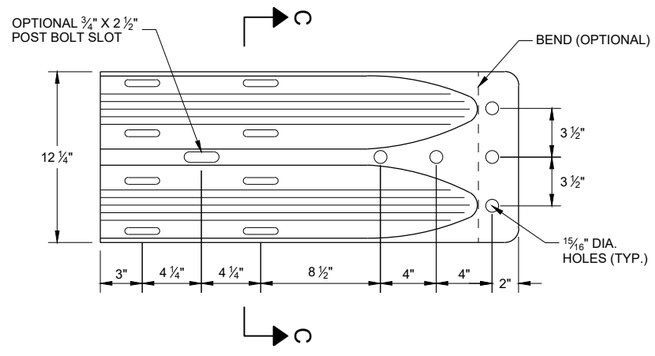


SECTION C -C



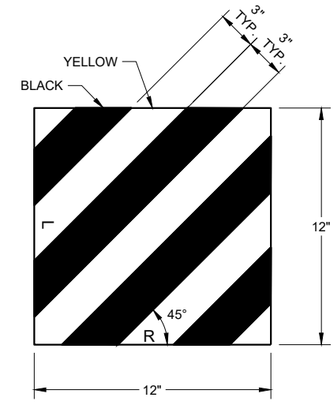
PROFILE VIEW

W BEAM
END SECTION BUFFER (AA2)



PROFILE VIEW

W BEAM
TERMINAL CONNECTOR (BB1)

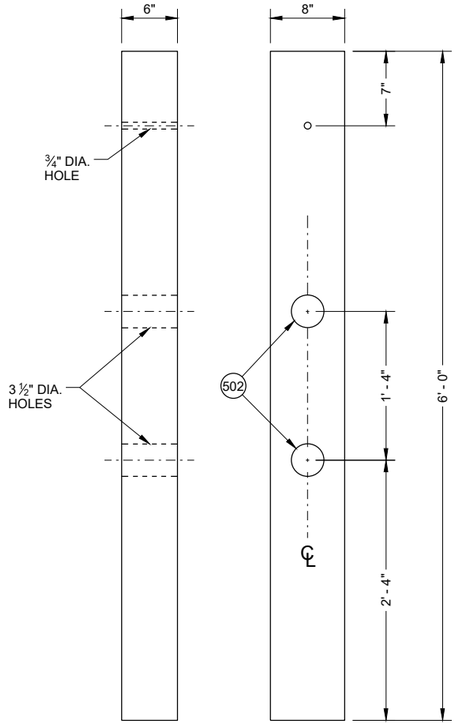


REFLECTIVE SHEETING (UU1, UU2)

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

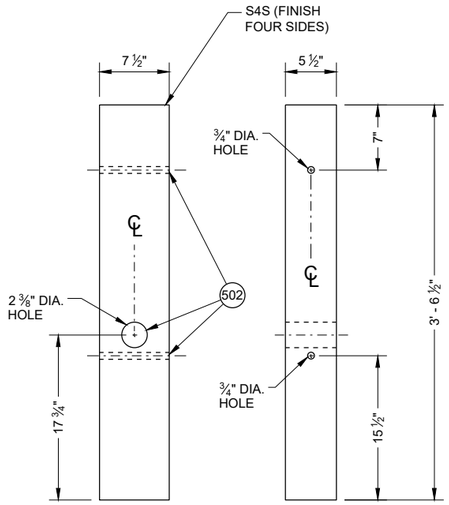
SDD 14B53 - 02e

6



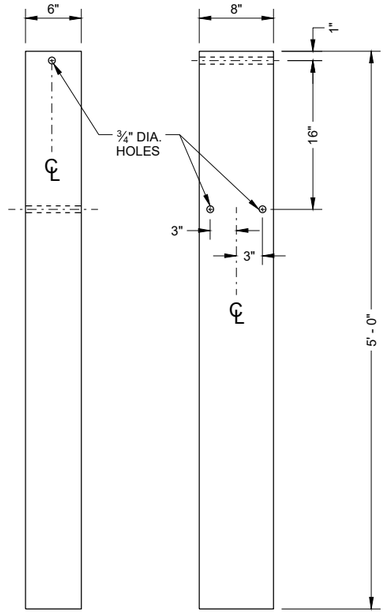
FRONT VIEW SIDE VIEW

CONTROLLED RELEASE POST (CRT) (DD2)



FRONT VIEW SIDE VIEW

WOOD BREAKAWAY POST (FF1)



FRONT VIEW SIDE VIEW

FOUNDATION TUBE (QQ1) 500

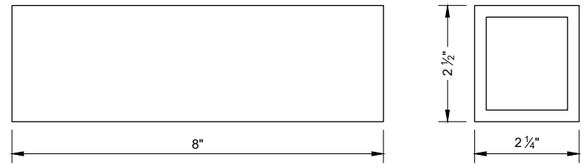
GENERAL NOTES

500 SEE DETAIL "D" FOR LOCATION AND ATTACHMENT OF SS1.

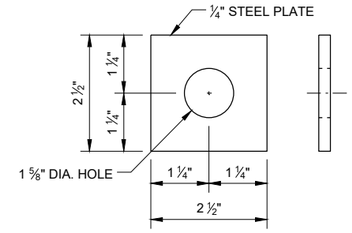
501 FOR MM1a THREADED STUD ONLY REQUIRED ON ONE END. SWAGED FITTING REQUIRED.

502 LOCATE HOLES ON THE CENTERLINE OF THE SIDE OF THE POST.

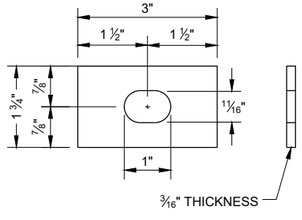
503 MM1a MAY HAVE ONE THREADED STUD 4 INCHES LONG. SEE NOTE 109.



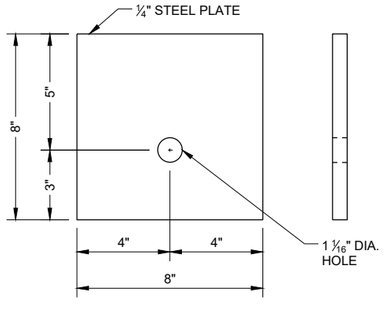
FOUNDATION TUBE - ANCHOR CABLE TUBE (QQ2)



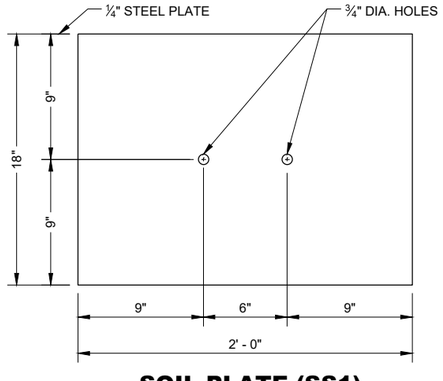
ANCHOR CABLE TUBE END PLATE (QQ3)



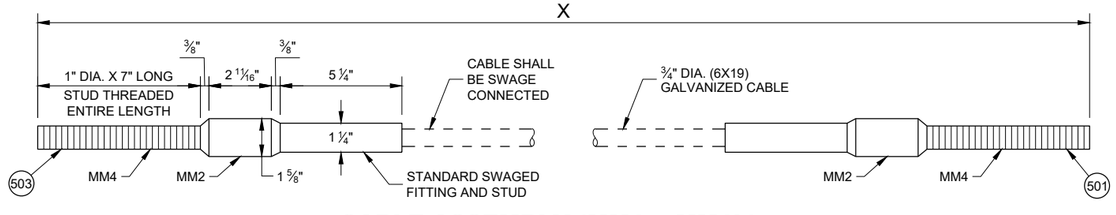
RECTANGULAR PLATE WASHER (CC1)



BEARING PLATE (PP1)



SOIL PLATE (SS1)



CABLE ASSEMBLY (MM1a, MM1b)

"X" LENGTH

MM1b	9' - 0"
MM1b	6' - 8"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B53 - 02f

6

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	BEAM GUARD RAIL	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
A2	BEAM GUARD RAIL - SHOP BENT	INDICATE ON BACK OF RAIL THE RADIUS THAT RAIL WAS BENT TO. SHOP BEND RADIUS IS TO THE NEAREST FOOT. FOLLOW AASHTO M180 ON HOW TO MARK RADIUS INFORMATION.	
		AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
B1	BLOCK - WOOD	WISDOT SPEC. 614	SEE SDD 14B42
C1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEAD)	
D1	POST-STRONG POST-WOOD	WISDOT SPEC. 614	SEE SDD 14B42
D2	POST-CRT-WOOD	WISDOT SPEC. 614	
E1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
E2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	5/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
E3	POST BOLT - NUT	AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
F1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
F2	SPLICE BOLT - NUT	ASTM A563 GRADE A	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
G1	LAG SCREW	ASTM A308 GRADE A ASTM A153 CLASS D	1/2" DIA. 6" LONG
H1	DELINEATOR - BEAM GUARD		SEE SDD 14B42 FOR MORE INFORMATION
H2	DELINEATION - SHEETING	YELLOW OR WHITE	
		WISDOT SPEC 637 TYPE SH	
		APPROVED PRODUCT LIST	
J1	FOUNDATION BACKFILL	STANDARD SPEC. 614	
AA1	BEAM GUARD RAIL - PUNCHED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
AA2	BEAM GUARD RAIL - END SECTION BUFFER	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
BB1	BEAM GUARD RAIL - TERMINAL CONNECTOR MODIFIED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
CC1	SHORT RADIUS - SQUARE WASHER	AASHTO M180	
		GALV. AASHTO M111 / ASTM A123	
EE1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)	
FF1	POST - BCT - WOOD	S4S FINISH ON 4 SIDES	
		WISDOT SPEC. 614	
GG1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	3/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
GG2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	3/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

6

SDD 14B53 - 02g

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
GG3	POST BOLT - NUT	ASTM A563 GRADE A	⅜" DIA. SEE 14B42 FOR GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
HH1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	⅜" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180 HEAD GEOMETRY	
HH2	SPLICE BOLT - NUT	ASTM A563 GRADE A	⅜" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
JJ1	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	10" O.D.
JJ2	TOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS ⅜" X 4" X 1' - 0"
		GALV. AASHTO M111 / ASTM A123	
KK1	ANCHOR BRACKET	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
KK2	ANCHOR BRACKET - BEARING PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
LL1	ANCHOR BRACKET - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
LL2	ANCHOR BRACKET - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	⅝" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
LL3	ANCHOR BRACKET - NUT	ASTM A563 GRADE A	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
MM1a	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM1b	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM2	ANCHOR CABLE - SWAGE FITTING	ASTM A576 GRADE 1035	
		SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. WITH A BREAKING STRENGTH 40,000 LBS.	
		GALV. AASHTO M111 / ASTM A123	
		ASME B30.26 FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING INTO CONNECTION: NAME OF MANUFACTURER OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE.	
MM3	WIRE ROPE CABLE CLAMPS	FF-C-450D TYPE 1 CLASS 1	¾"
		ASTM A153 HOT DIP CLASS D	
MM4	ANCHOR CABLE - SWAGE FITTING - STUD	ASTM F3125 GRADE A325 TYPE 1 OR SAE GRADE 5 OR ASTM A449 TYPE 1 HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
NN1	ANCHOR CABLE - NUT	ASTM A563 GRADE A	1" DIA.
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
NN2	ANCHOR CABLE - NUT - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	1" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

6

SDD 14B53 - 02h

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
PP1	BEARING PLATE AT POST	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
PP2	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	2" DIA. x 6" LONG
QQ1	FOUNDATION TUBE	ASTM A500 GRADE B	8" X 6" X 3/16"
		GALV. AASHTO M111 / ASTM A123	
QQ2	SHORT RADIUS - FOUNDATION TUBE - ANCHOR CABLE - TUBE	ASTM A500 GRADE B	DIMENSIONS 2 1/2" X 2 1/4" X 1/4" X 8"
		GALV. AASHTO M111 / ASTM A123	
QQ3	SHORT RADIUS - SOIL TUBE - ANCHOR CABLE - TUBE - END PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS 2 1/2" X 2 1/2" X 1/4"
		GALV. AASHTO M111 / ASTM A123	
QQ4	GROUND STRUT AND YOKE - BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
		ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	
		UNC	
QQ5	GROUND PLATE AND YOKE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
QQ6	GROUND STRUT AND YOKE - NUT	HEAVY HEX	5/8 DIA.
		UNC	
		ASTM A563 GRADE A	
		OVER TAPPED NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
SS1	SOIL PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / A123	
TT1	SOIL PLATE - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	5/8 DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
TT2	SOIL PLATE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
TT3	SOIL PLATE - NUT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
UU1	OBJECT MARKER - SHEETING	MUTCD / WISDOT OBJECT MARKER TYPE 3	PATTERN AND COLOR FOR SHEETING. SHEETING TYPE FOR MARKER.
		WISDOT SPEC 637 TYPE F	
		APPROVED PRODUCT LIST	
UU2	OBJECT MARKER - ALUMINUM PLATE	WISDOT SPEC 637 ALUMINUM PLATE	MATERIAL AND THICKNESS OF MATERIALS
UU3	OBJECT MARKER - SCREWS	STAINLESS SELF-TAPPING SCREWS	
VV1	FOUNDATION BACKFILL	WISDOT SPEC 614	

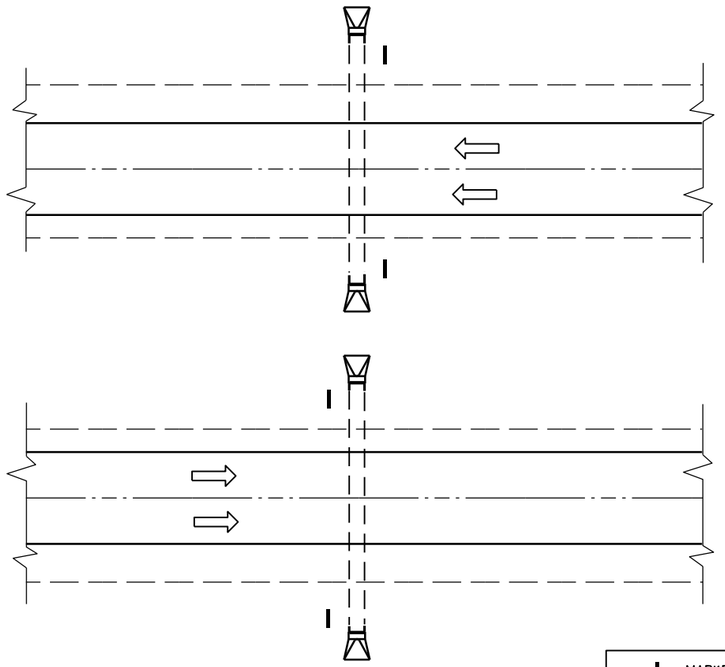
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

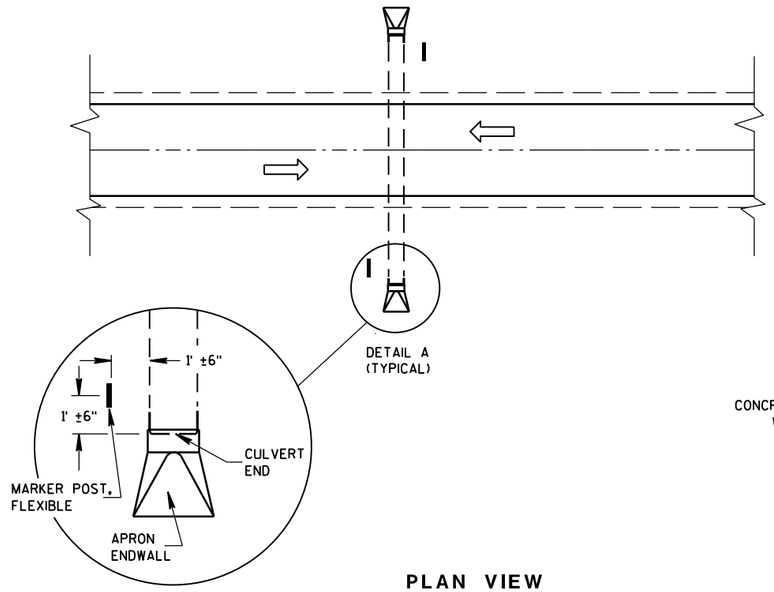
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SDD 14B53 - 02i



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

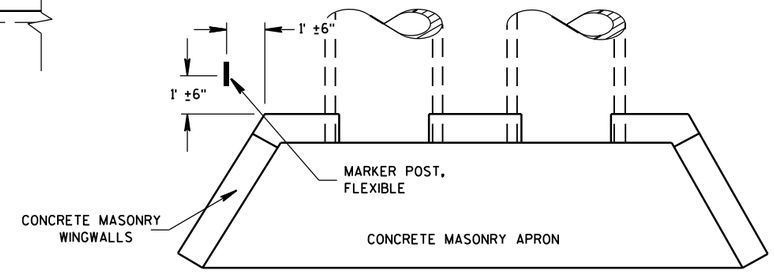
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

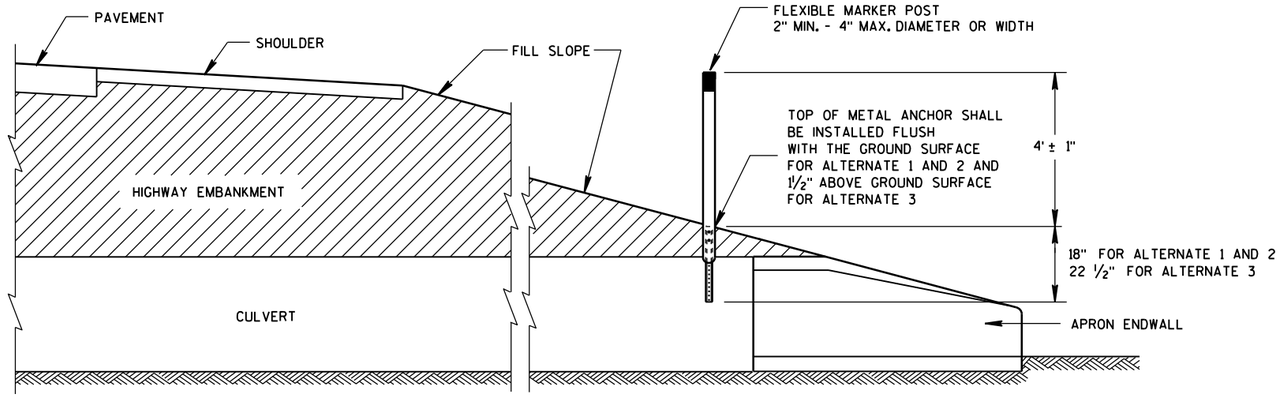
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

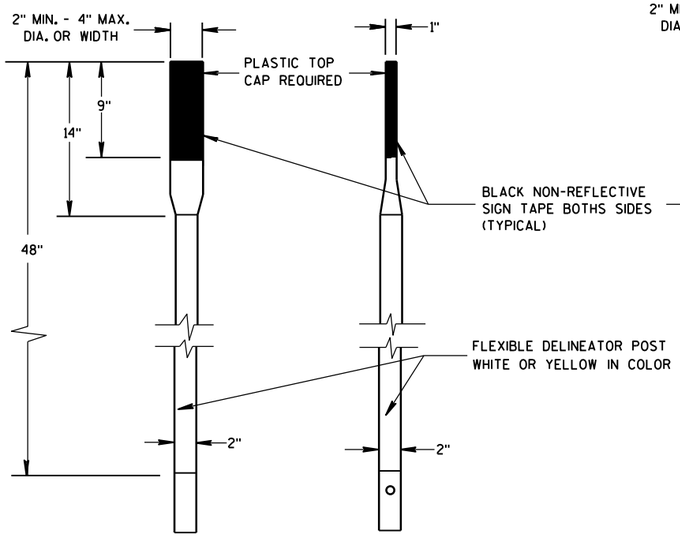
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

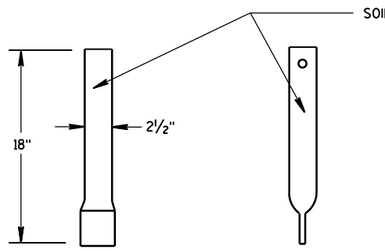
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S.D.D. 15 A 3-2a

6

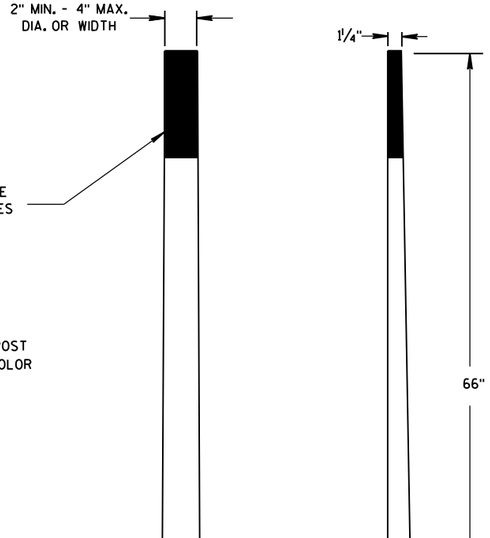
S.D.D. 15 A 3-2a





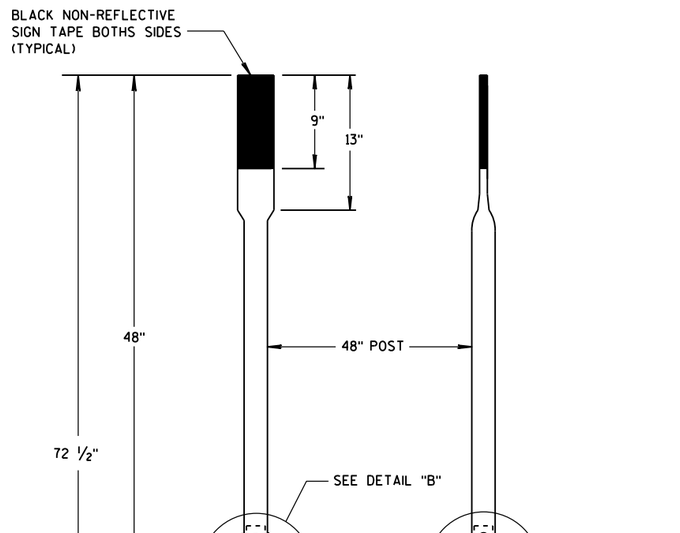
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

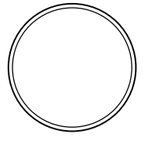
ALTERNATE 2



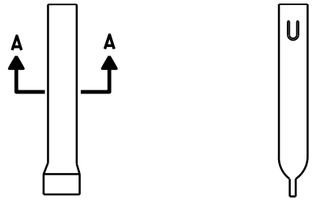
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

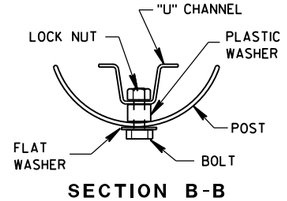


SECTION A-A

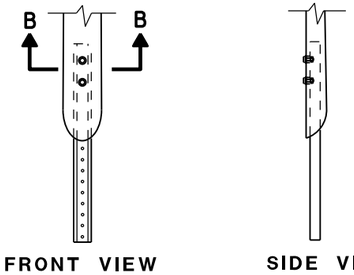


FRONT VIEW SIDE VIEW

ALTERNATE 1

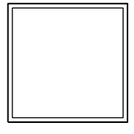


SECTION B-B

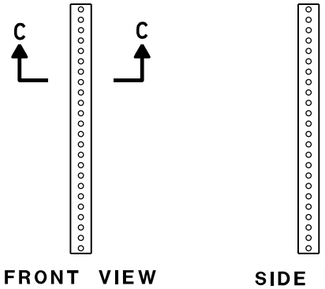


FRONT VIEW SIDE VIEW

ALTERNATE 2



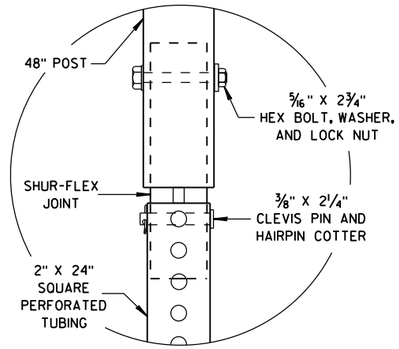
SECTION C-C



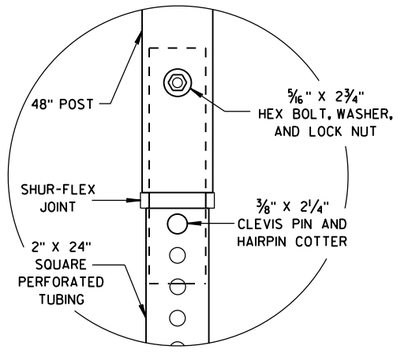
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

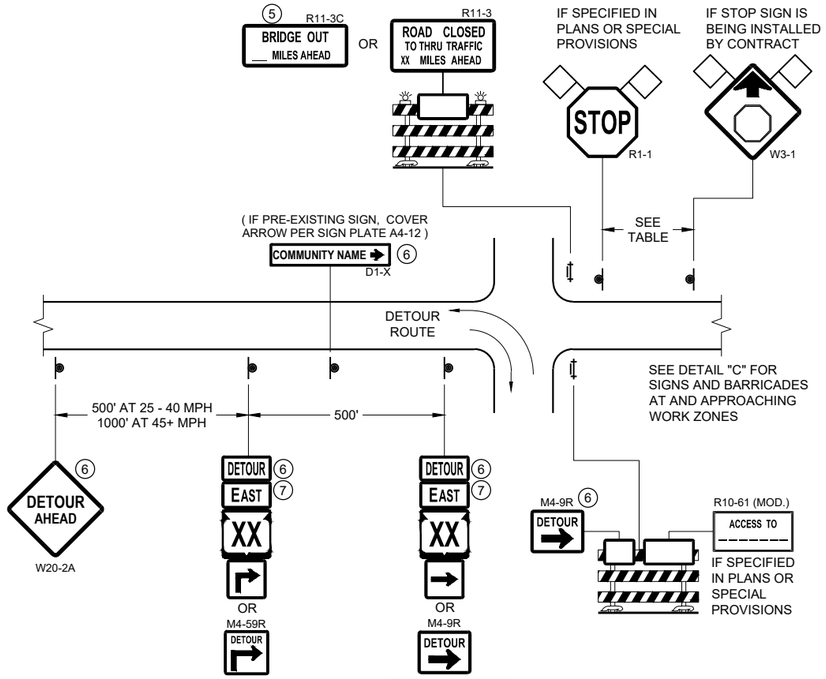
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

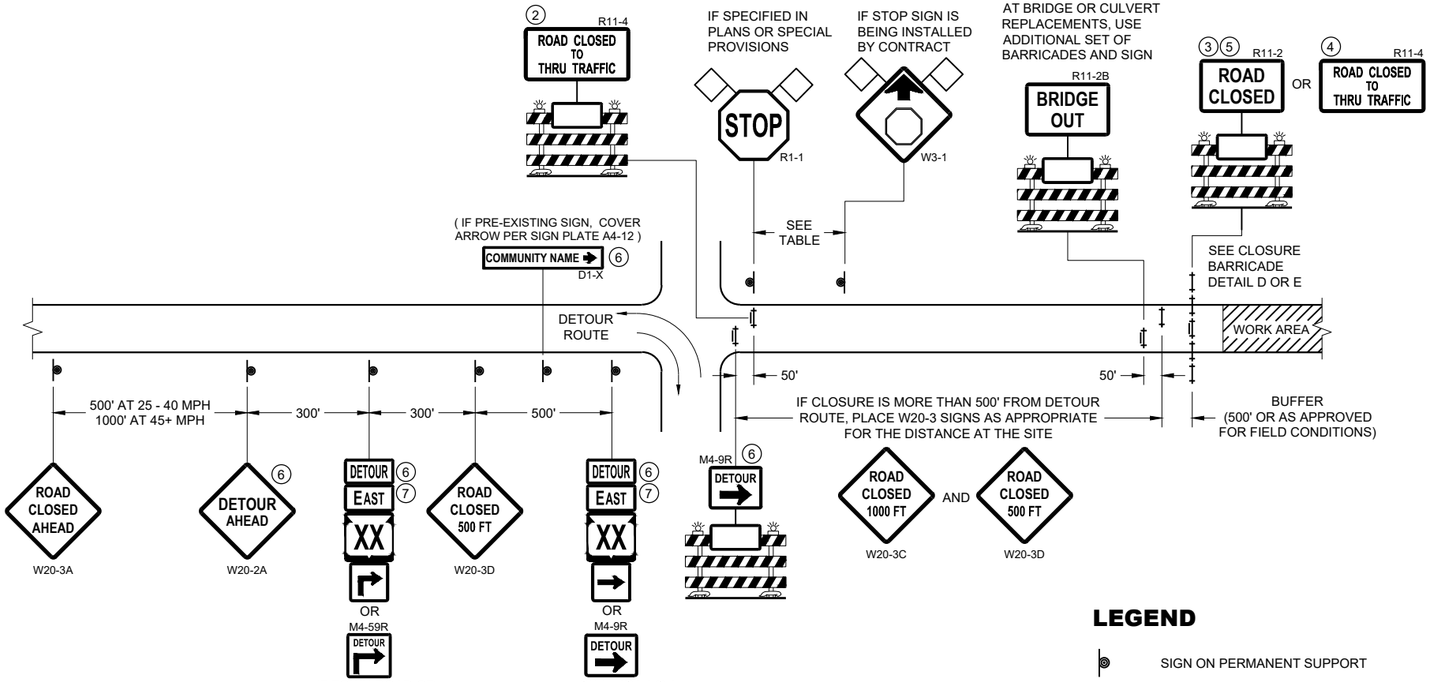
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S.D.D. 15 A 3-2b

6

S.D.D. 15 A 3-2b



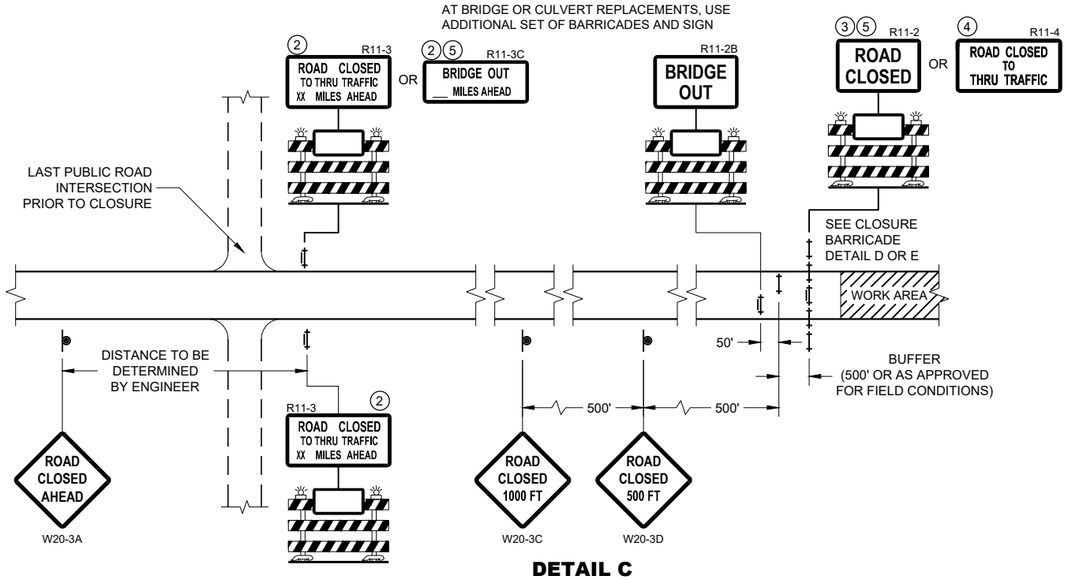


DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO 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

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

LEGEND

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

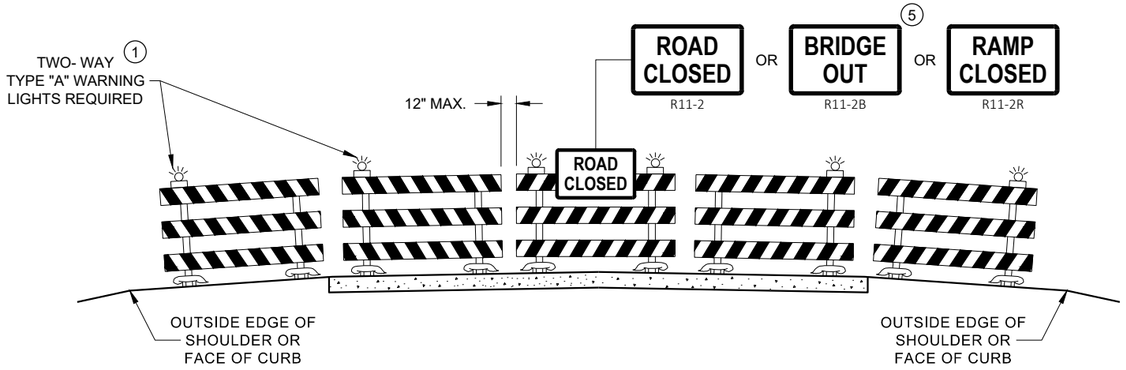
APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

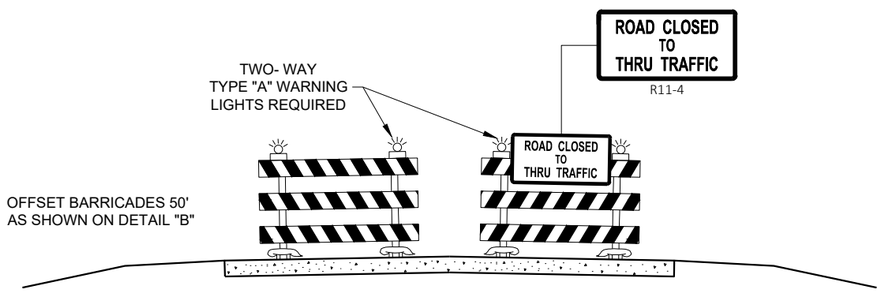
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SDD 15C02 - 09a

SDD 15C02 - 09a



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 THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL 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 SHALL, 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" (36" X 18" 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)
- MO5 - 1 AND MO6 - 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 AN 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 ROAD 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 VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

SDD 15C02 - 09b

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SDD 15C02 - 09b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR / EAST — M4 - 8, M3 - X
- XX — M1 - 4
- OR XX — M1 - 6
- OR COUNTY X — M1 - 5A
- OR — M05 - 1
- OR — M06 - 1
- OR — M06 - 1

GENERAL NOTES

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

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. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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.

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

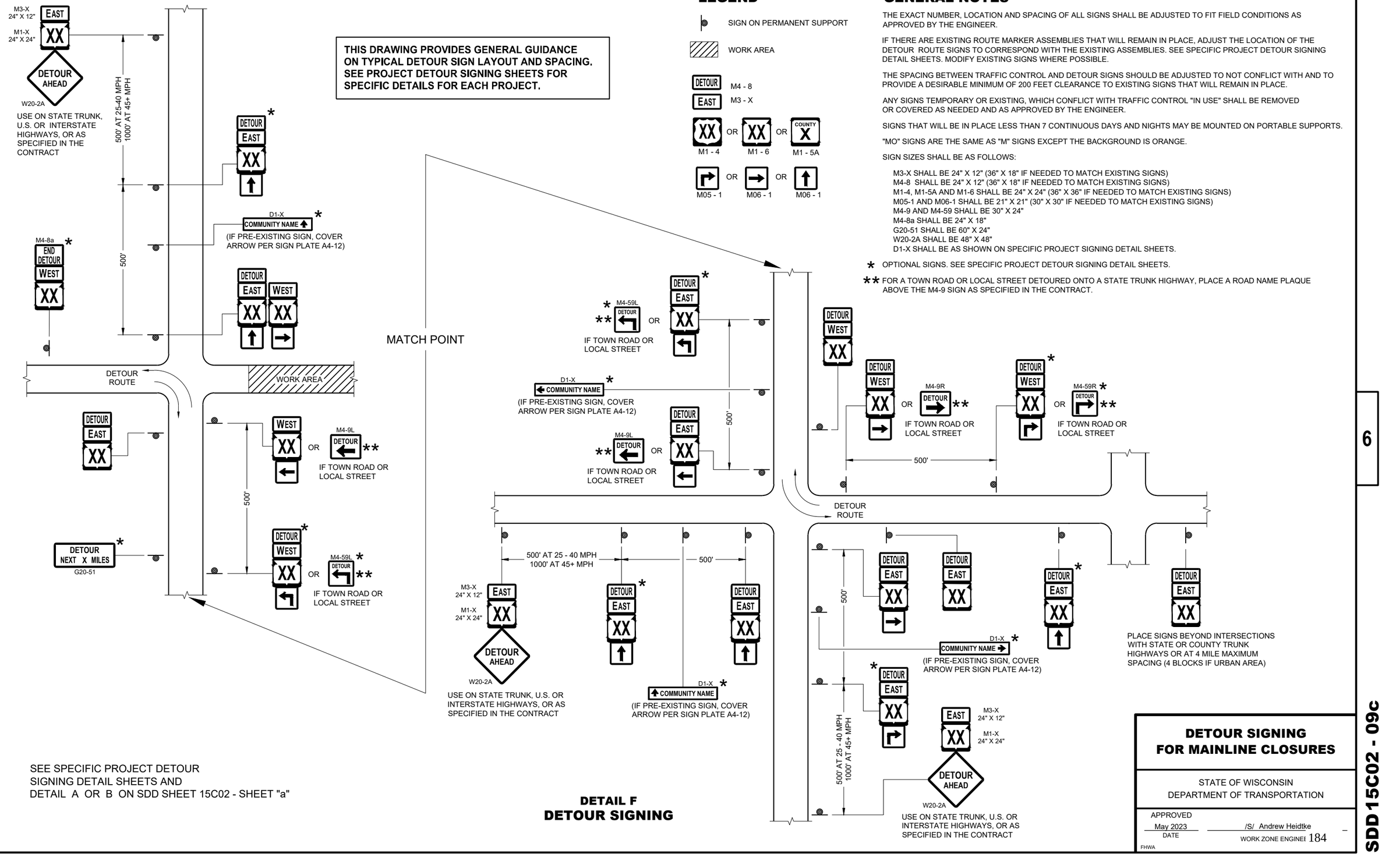
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" 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)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

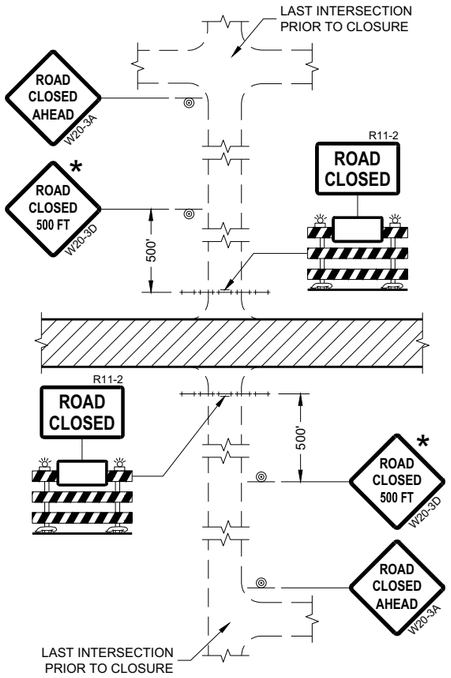
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

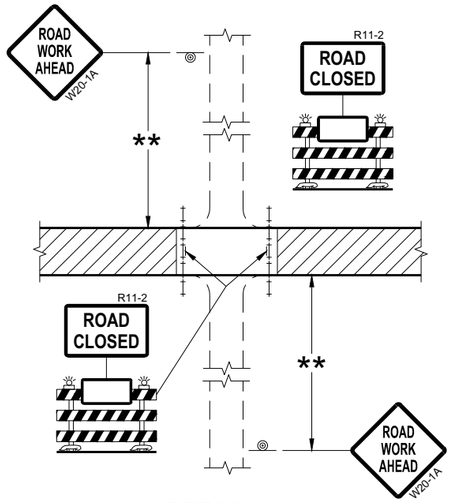
6

SDD 15C02 - 09c

SDD 15C02 - 09c



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO 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 (500 FEET DESIRABLE) 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 REESTABLISHED.

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

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN 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.

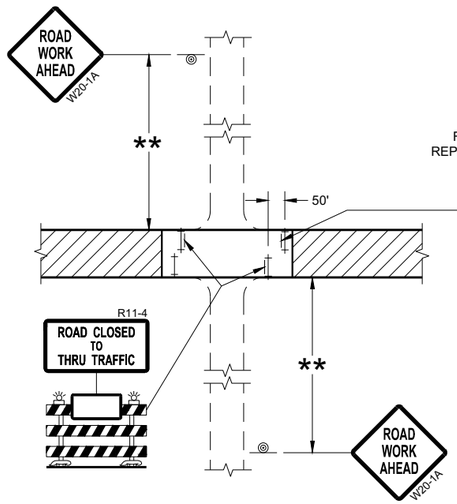
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

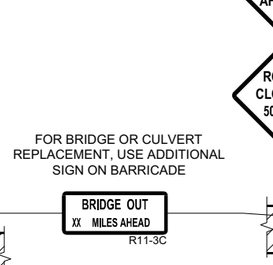
THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

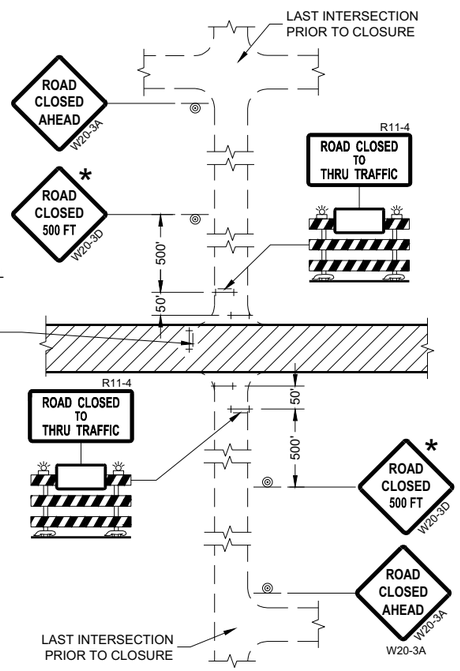
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

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

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.







DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C03 - 05

SDD 15C03 - 05

GENERAL NOTES

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

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

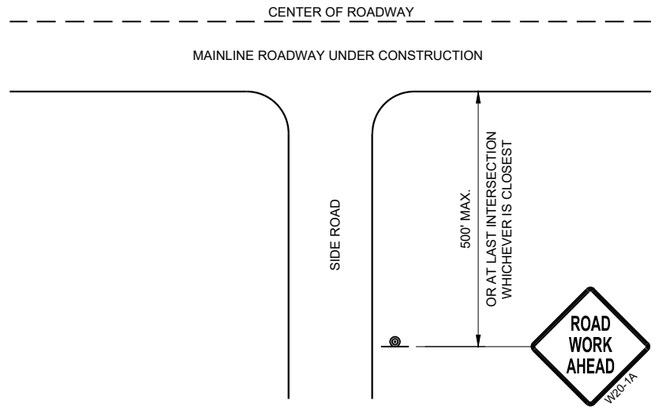
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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 REESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

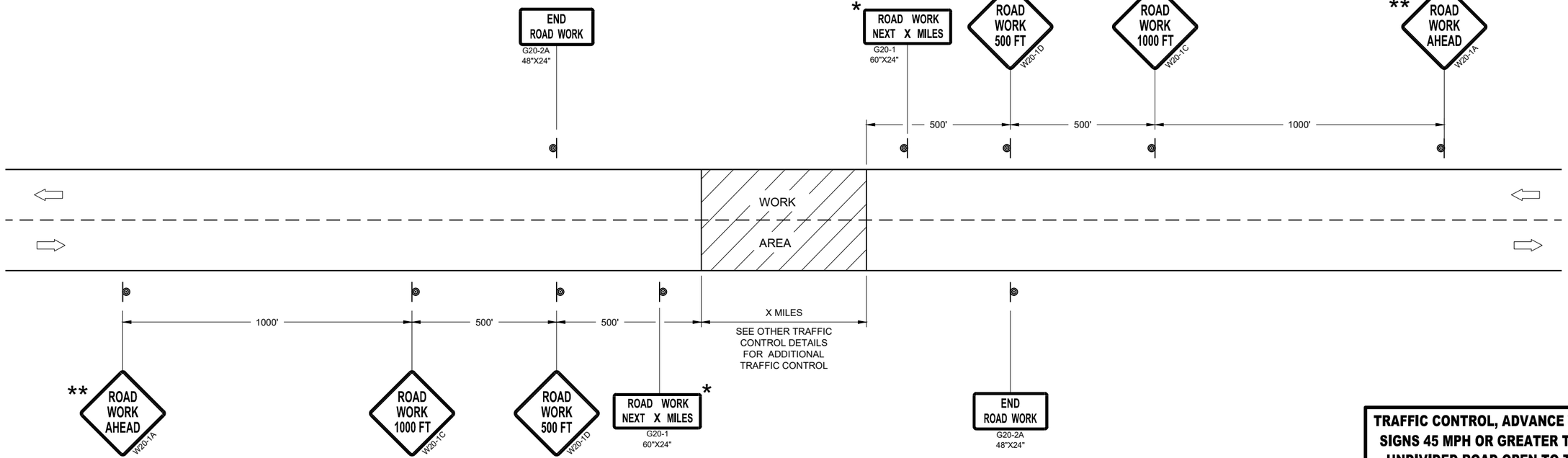
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C04 - 05

GENERAL NOTES

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

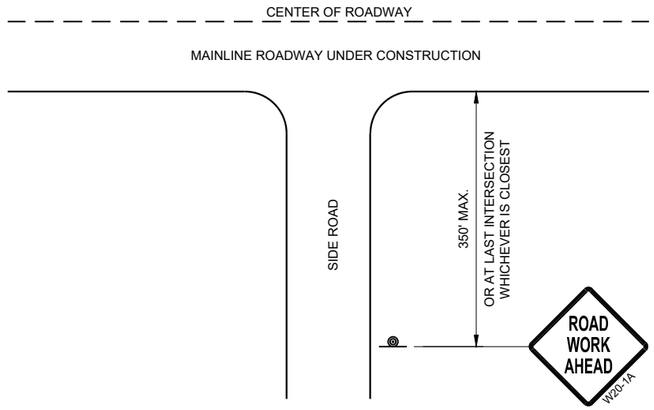
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

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

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 REESTABLISHED.

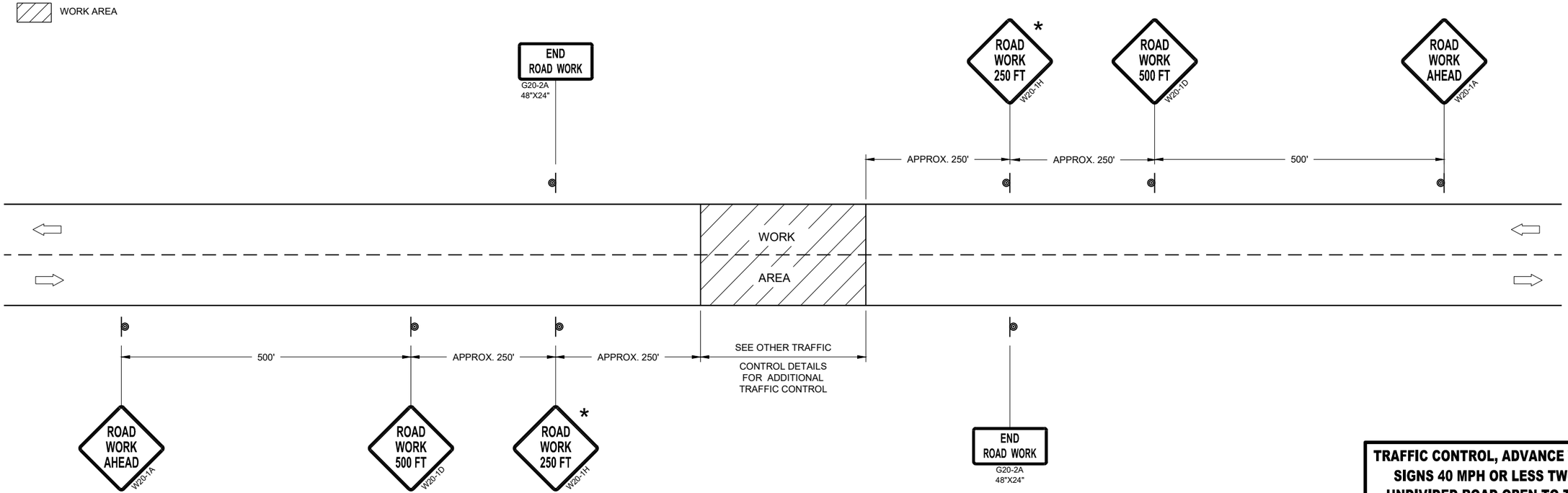
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

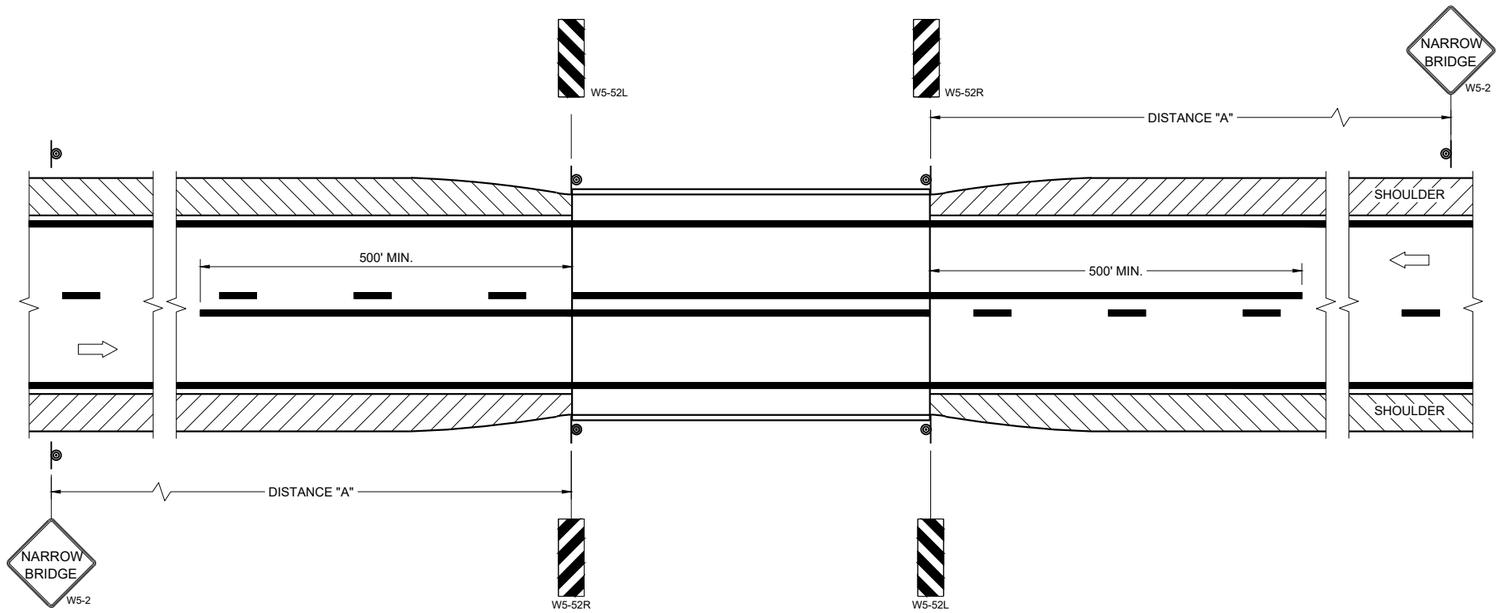
APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

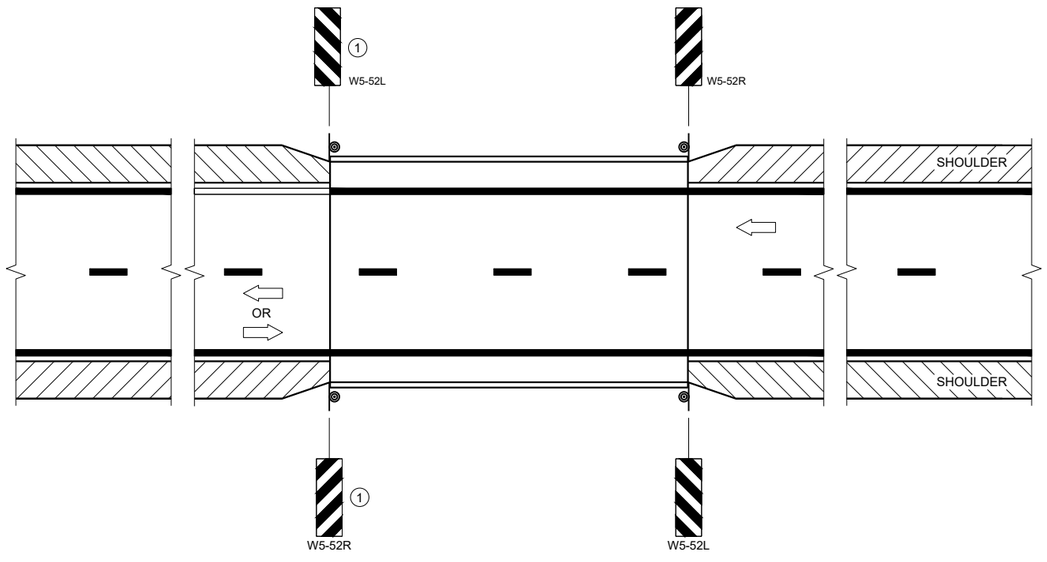
6

SDD 15C05 - 05



SITUATION 1

WARRANTING CRITERIA:
BRIDGE WIDTH IS AT LEAST 16 FEET BUT LESS THAN 24 FEET.



SITUATION 2

WARRANTING CRITERIA:
1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE SHOULDER WIDTH IS LESS THAN 6 FEET

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THE DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

LOCATE W5-52 SIGN POST(S) BEHIND GUARDRAIL WHEN PRESENT.

PLACE THE EDGE OF THE W5-52 SIGN IN LINE WITH FACE OF CURB OR PARAPET.

ON BRIDGE ONLY PROJECTS, PLACE 300 FEET OF EDGELINE.

OMIT EDGELINES ON ROADWAYS WITHOUT EXISTING EDGELINES.

(1) OMIT ON ONE-WAY TRAVELED WAYS.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

DISTANCE TABLE

POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	700'

SIGNING AND MARKING FOR TWO LANE BRIDGES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer
FHWA

6
SDD 15C06-12

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

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

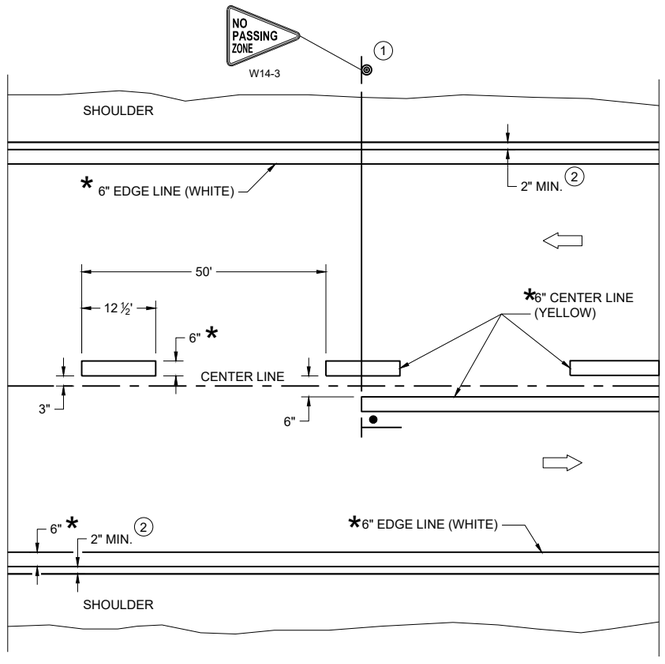
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

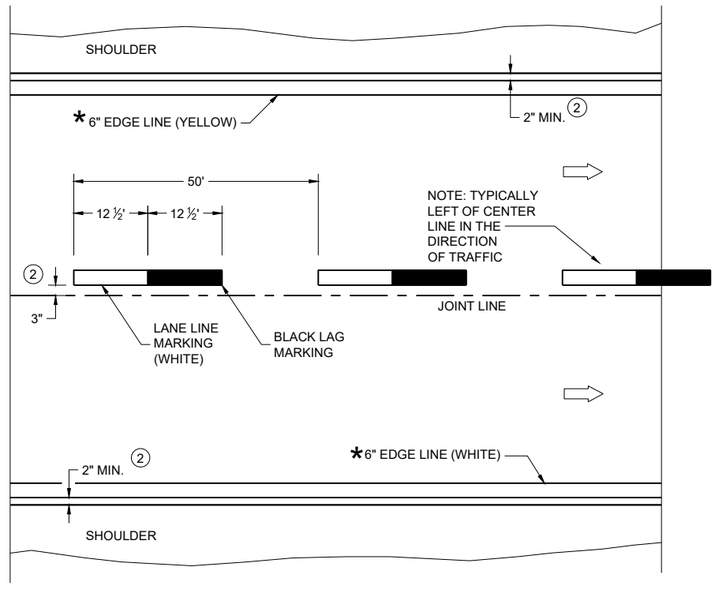
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

SDD 15C08-23a

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

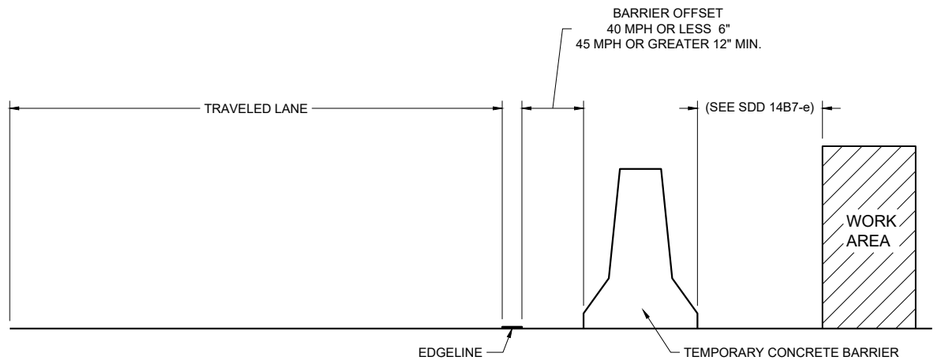
May 2023
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

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SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

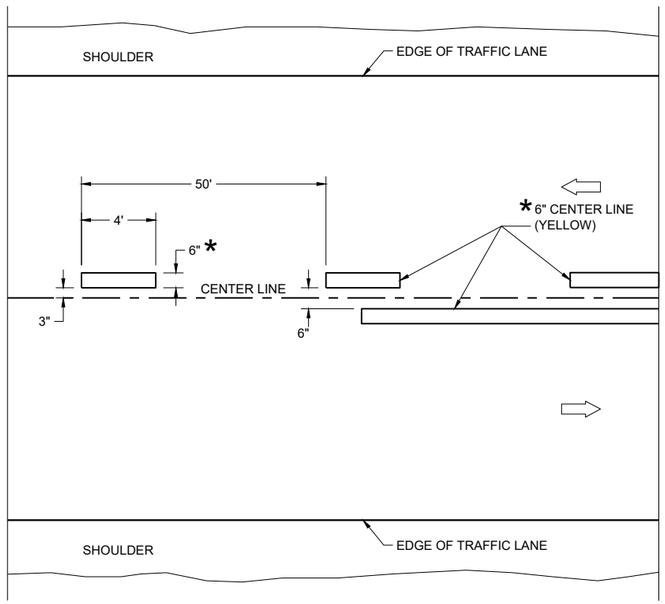
GENERAL NOTES

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

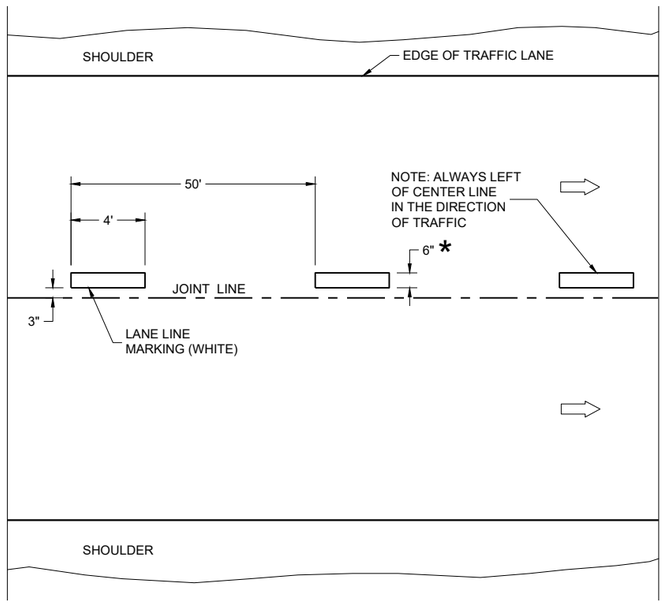
LEGEND

DIRECTION OF TRAFFIC

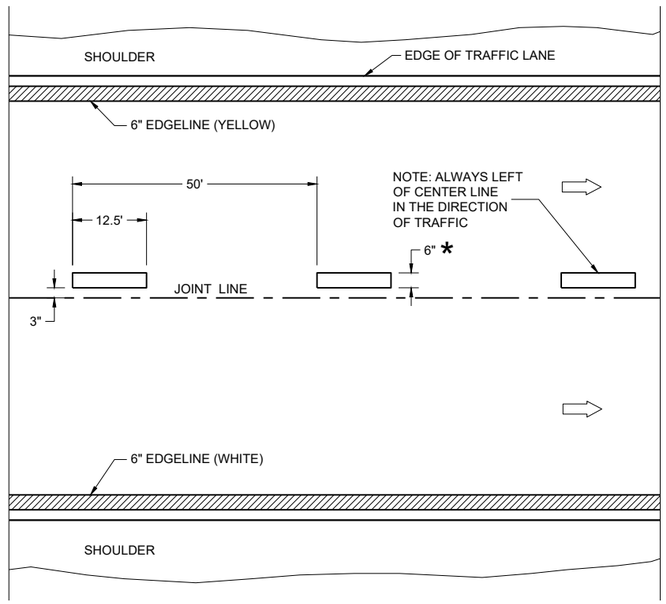
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer

FHWA

6

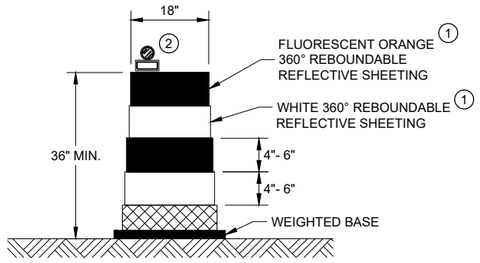
SDD 15C08-23b

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SDD 15C08-23b

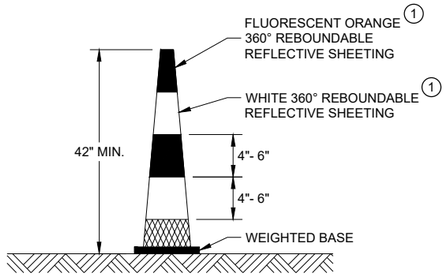
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

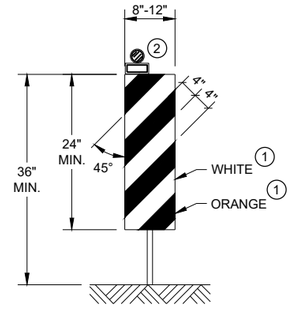
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

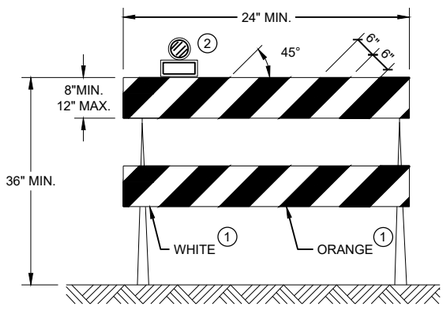
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



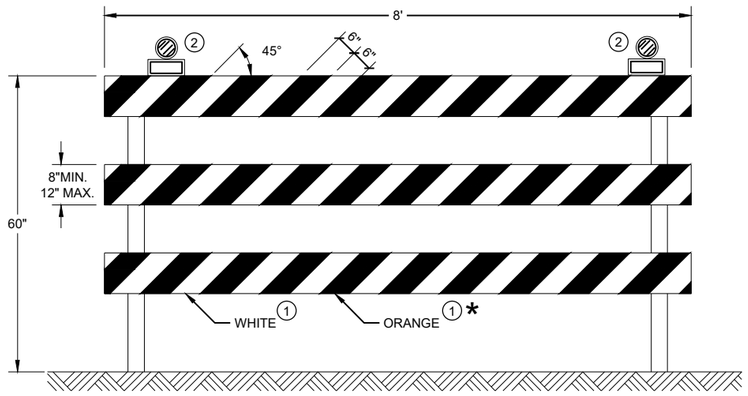
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C11 - 10b

6

SDD 15C11 - 10b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

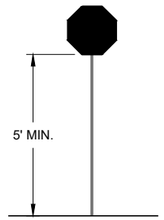
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



STOP/SLOW PADDLE ON SUPPORT STAFF

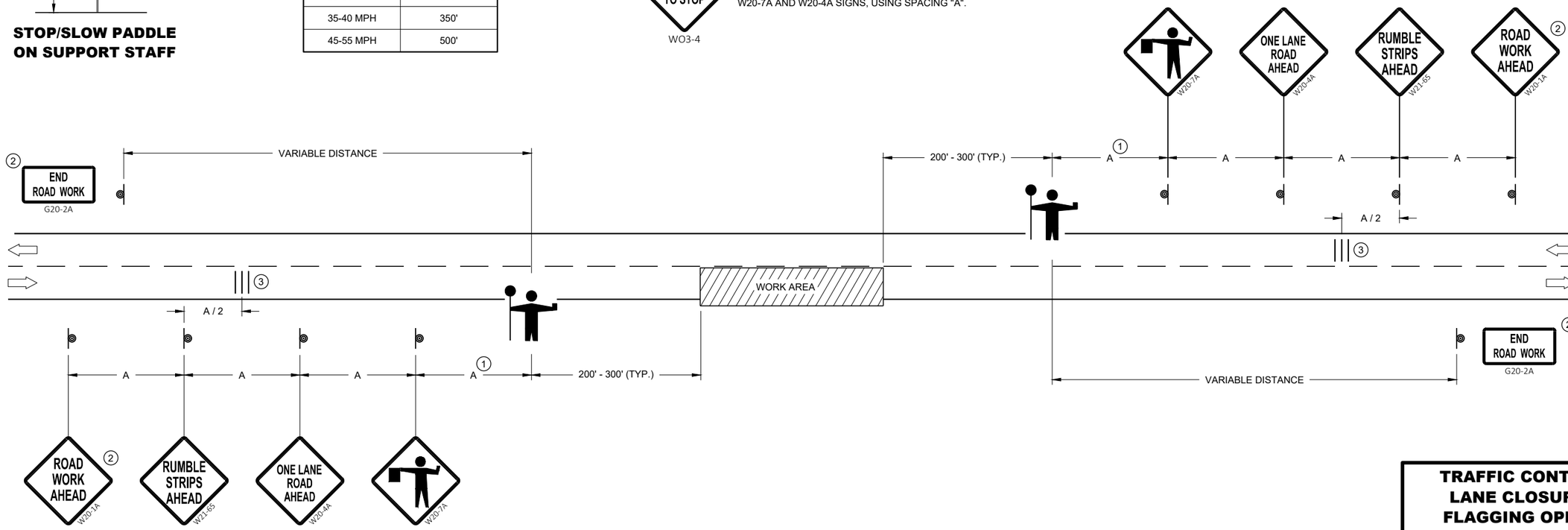
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C12 - 09a

6

SDD 15C12 - 09a

GENERAL NOTES

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL CONE 42-INCH

TRAFFIC CONTROL DRUM

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

(1) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(2) IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

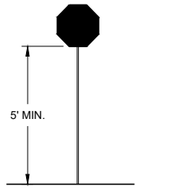
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

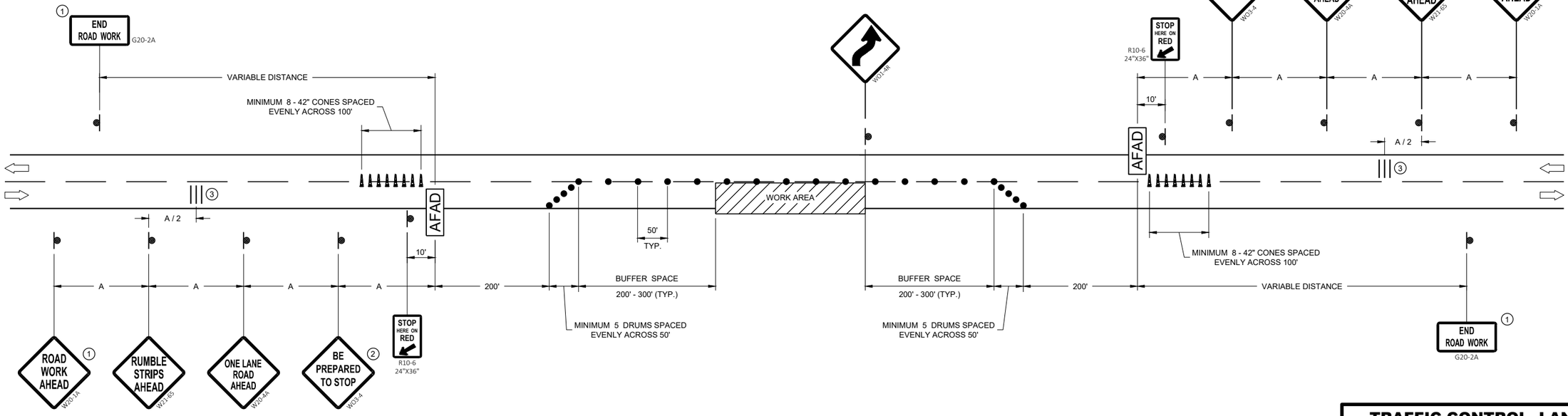
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

SDD 15C12 - 09b

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LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

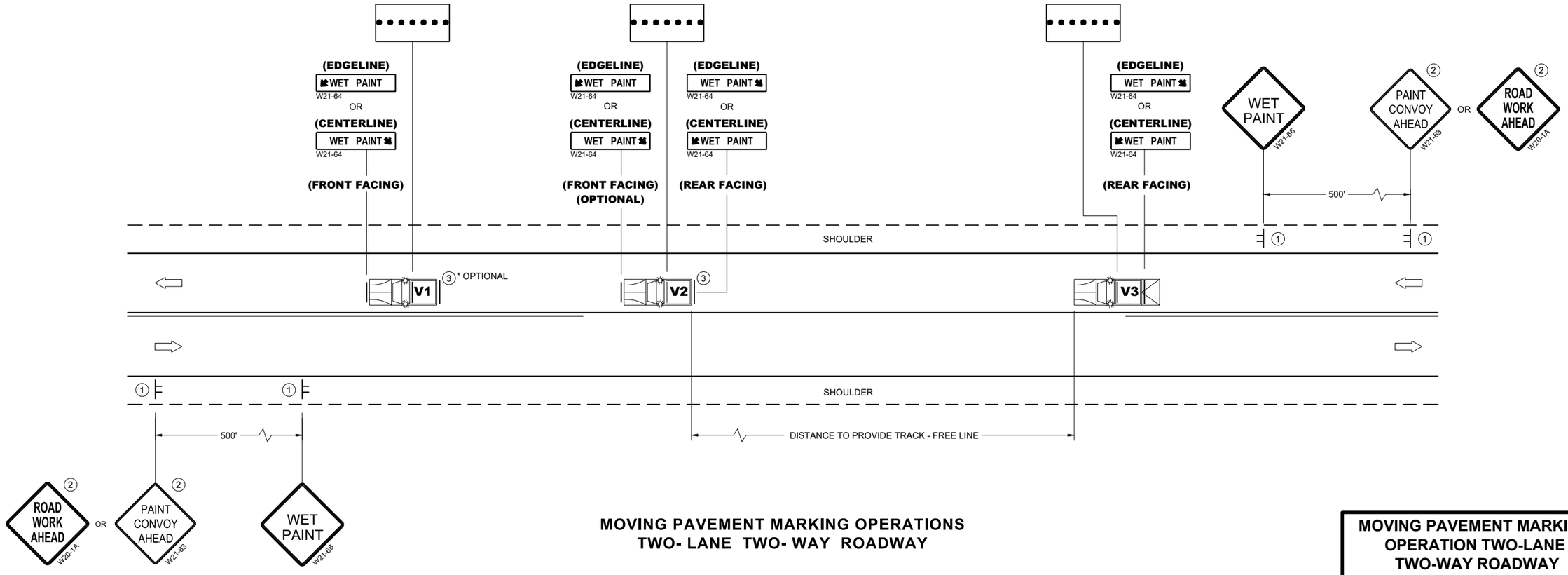
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

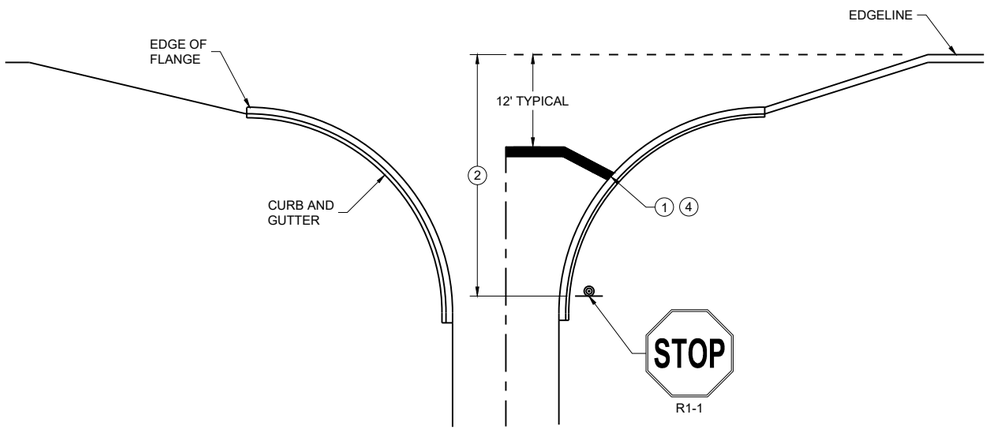
APPROVED
March 2024
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER
FHWA

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SDD 15C19-9a

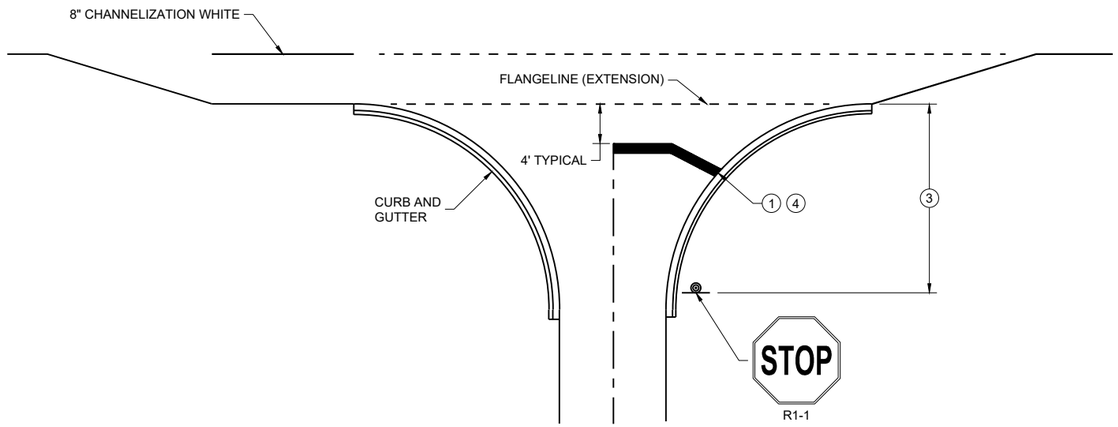
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

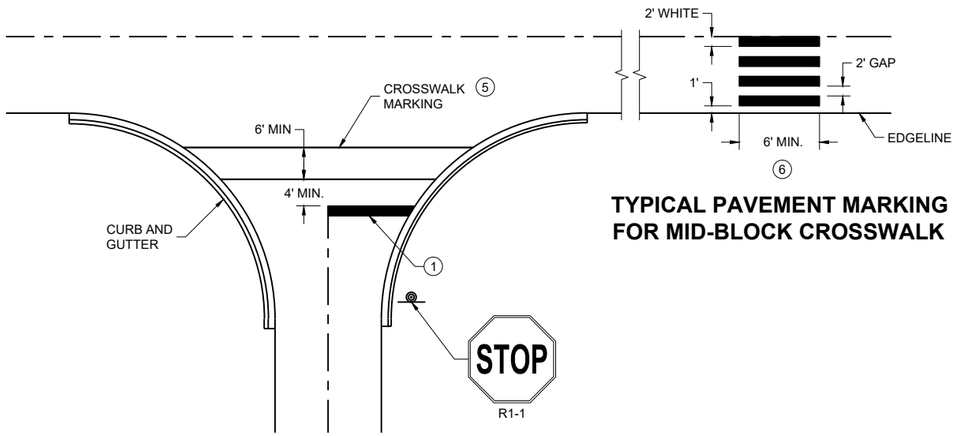
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES.
6. POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

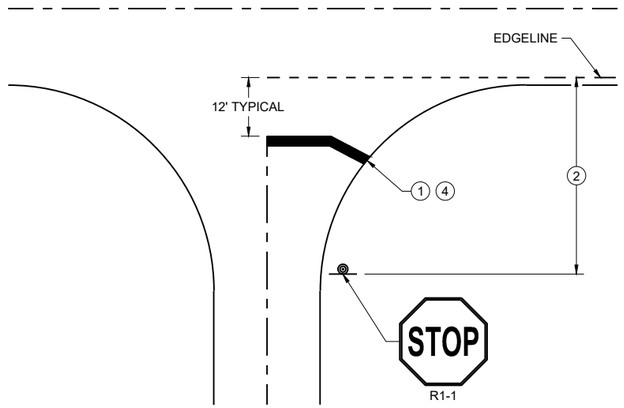


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK (5)

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

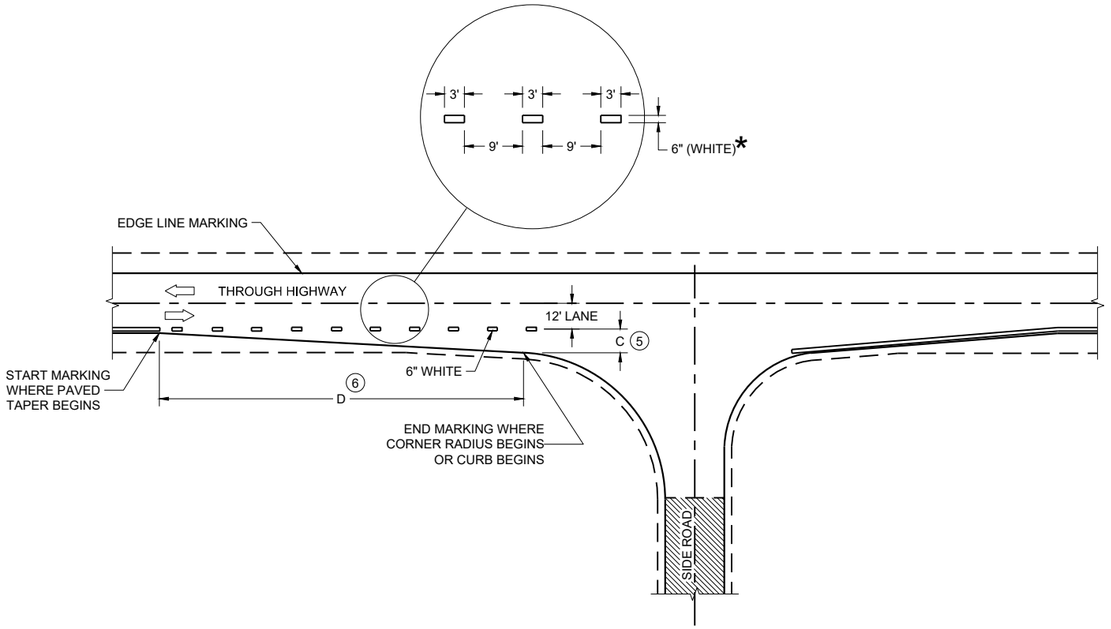
March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

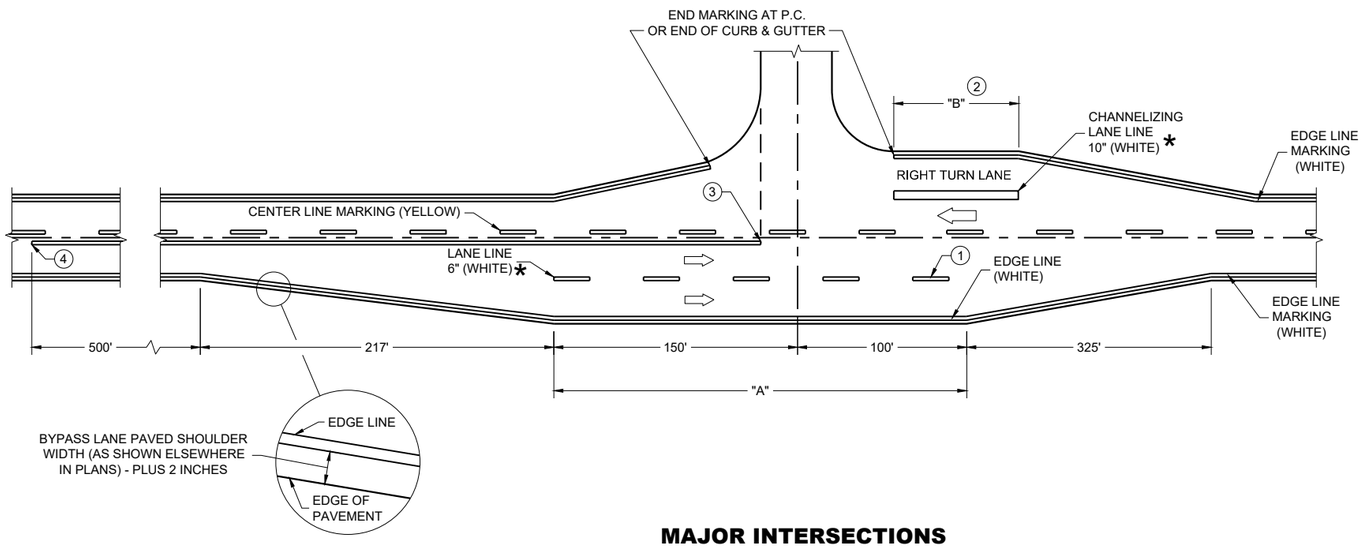
FHWA

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SDD 15C33-05



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

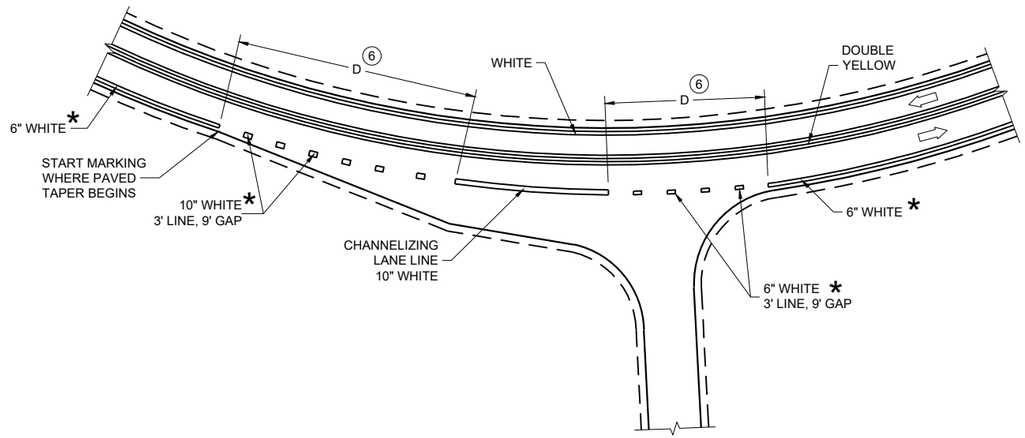
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
6. WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

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

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

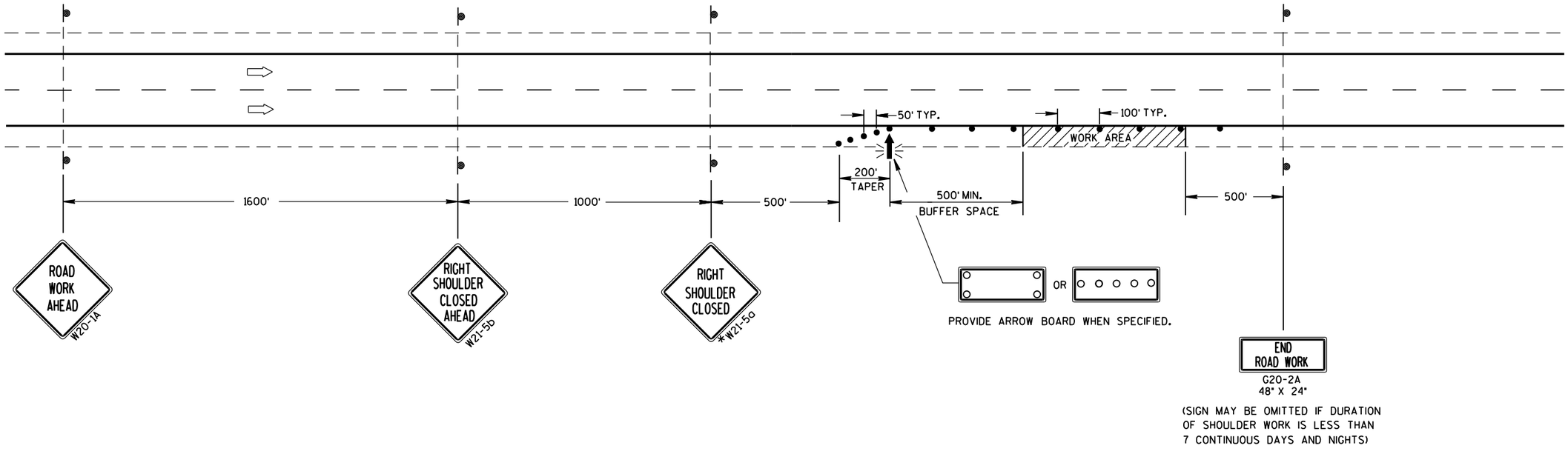
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible]

FHWA

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S.D.D. 15 D 27-3

6

S.D.D. 15 D 27-3

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

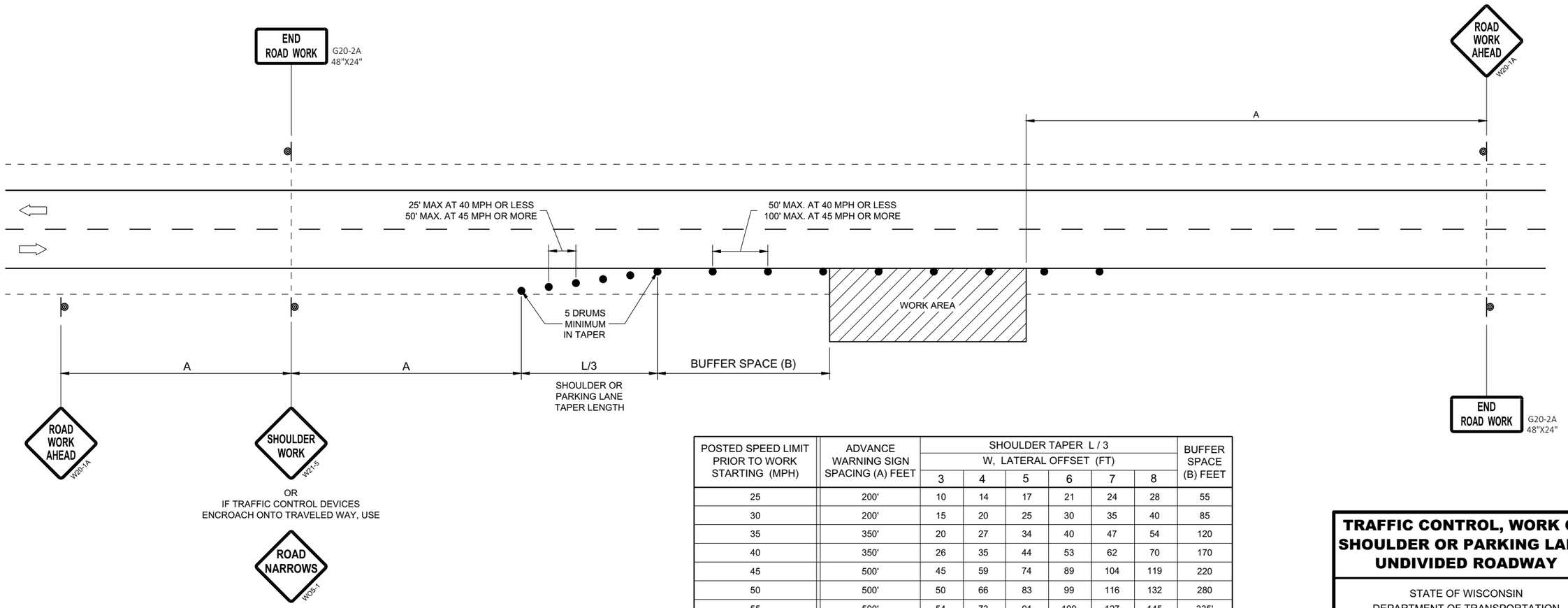
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

SDD 15D28 - 04

SDD 15D28 - 04

GENERAL NOTES

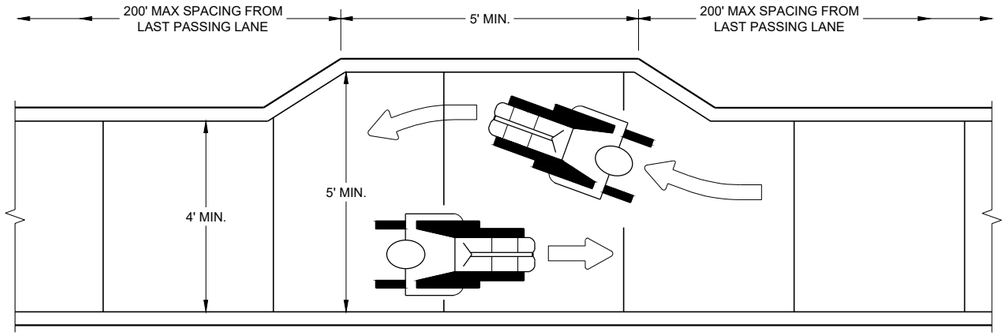
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

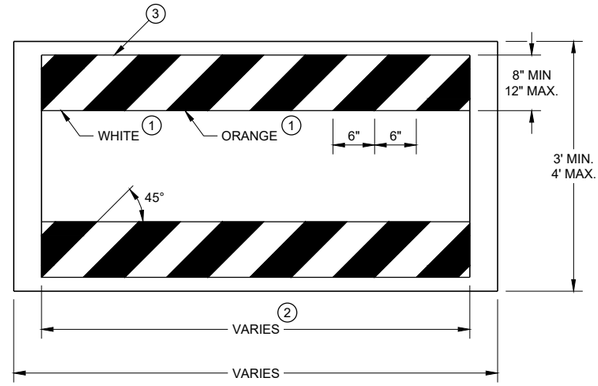
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

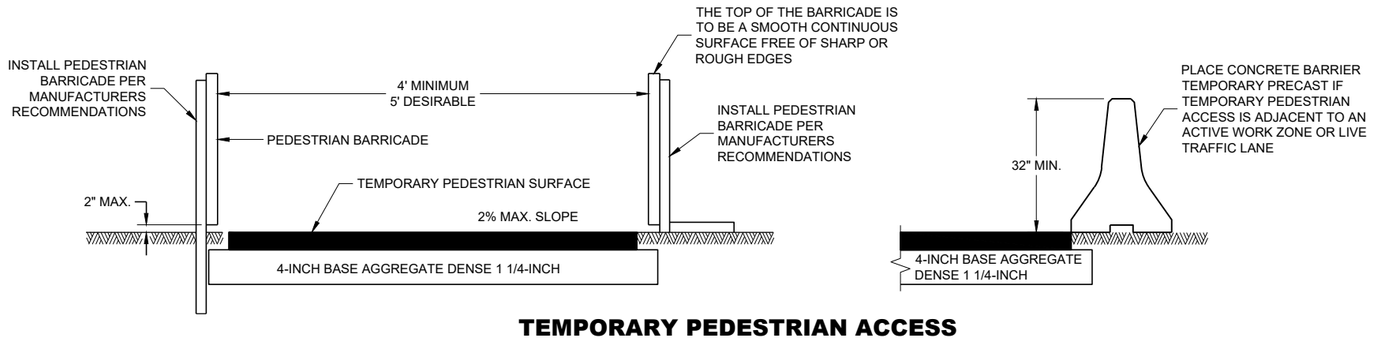
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

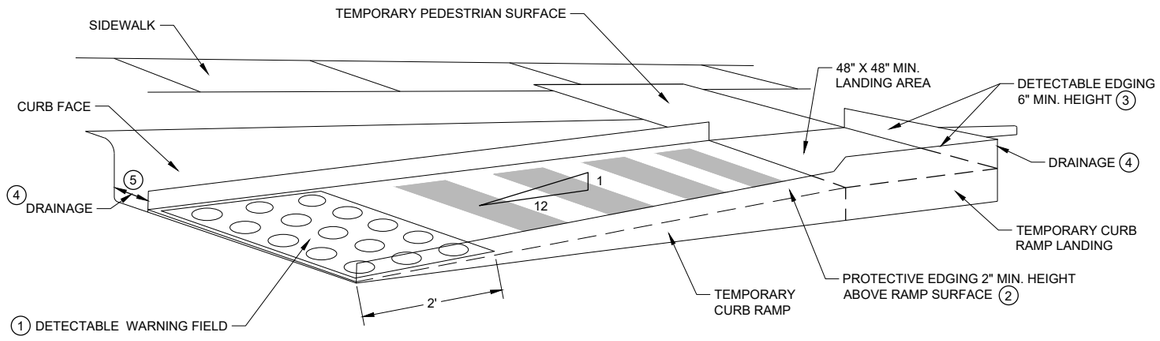
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SDD 15D30 - 09a

SDD 15D30 - 09a

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

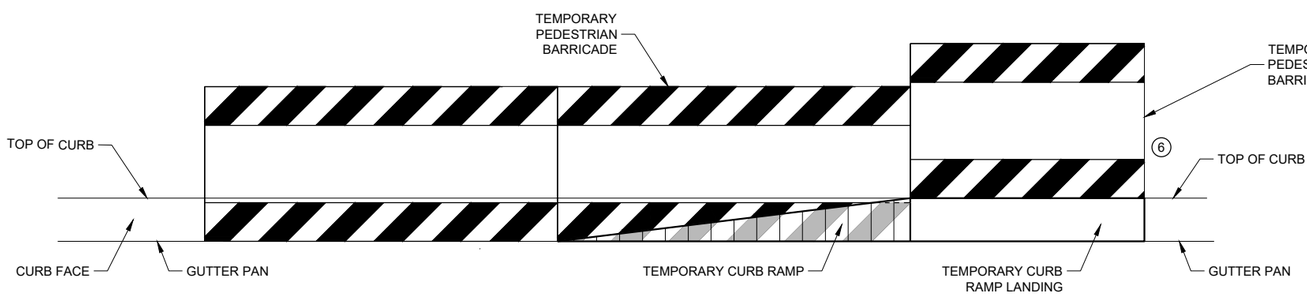
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

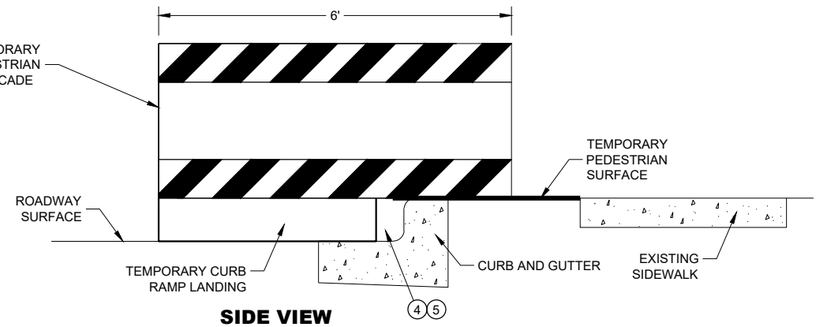
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

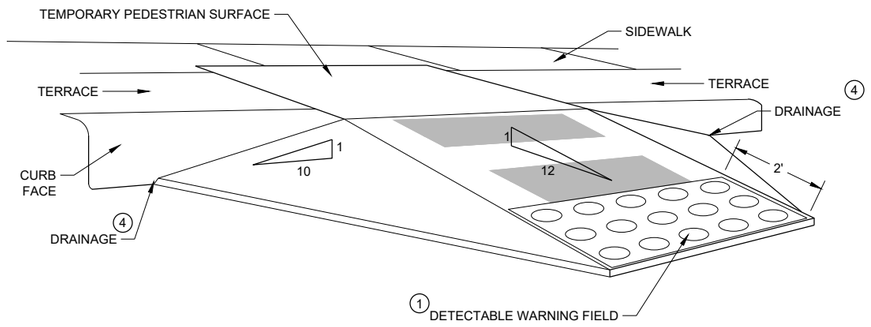
TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

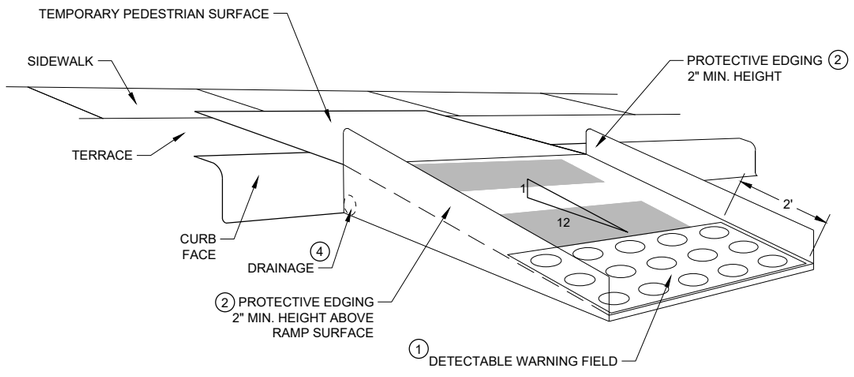
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 09b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

6

SDD 15D30 - 09c

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

GENERAL NOTES

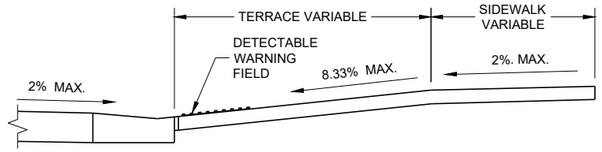
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

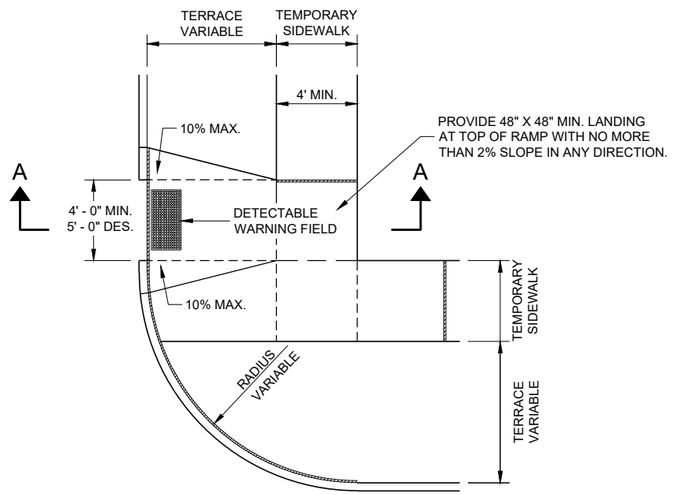
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



SECTION A - A



PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

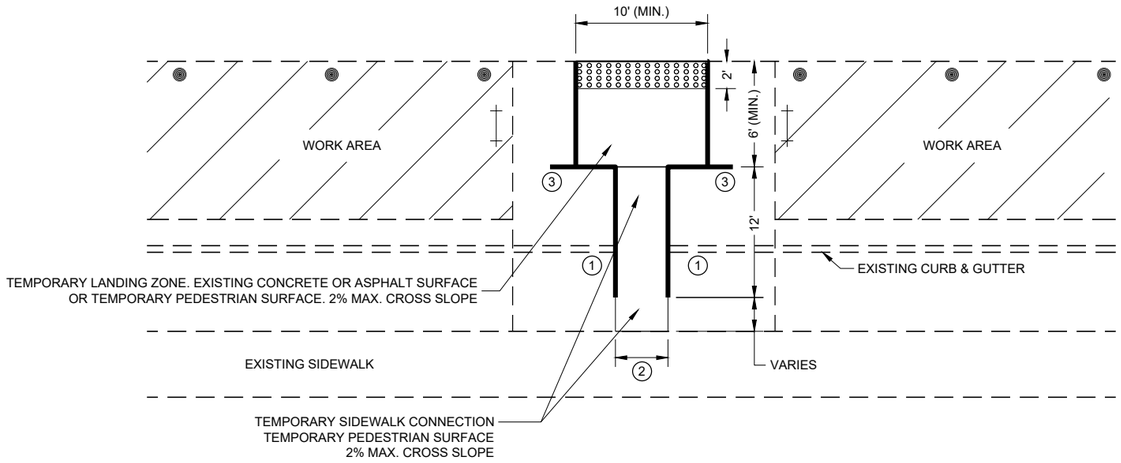
APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

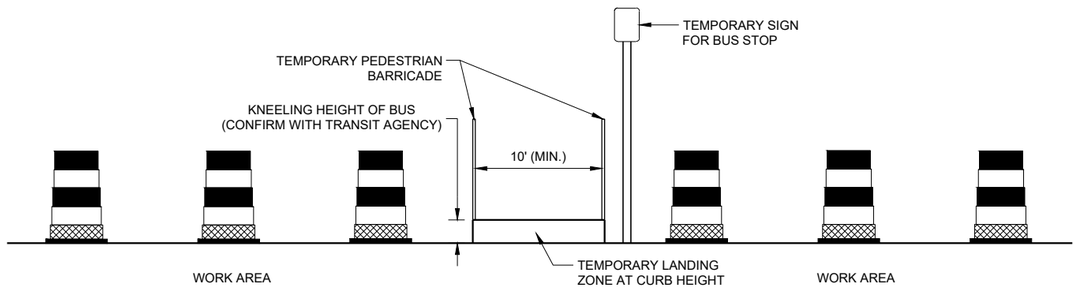
FHWA

6

SDD 15D30-09d



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA

6

SDD 15D30 - 09e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

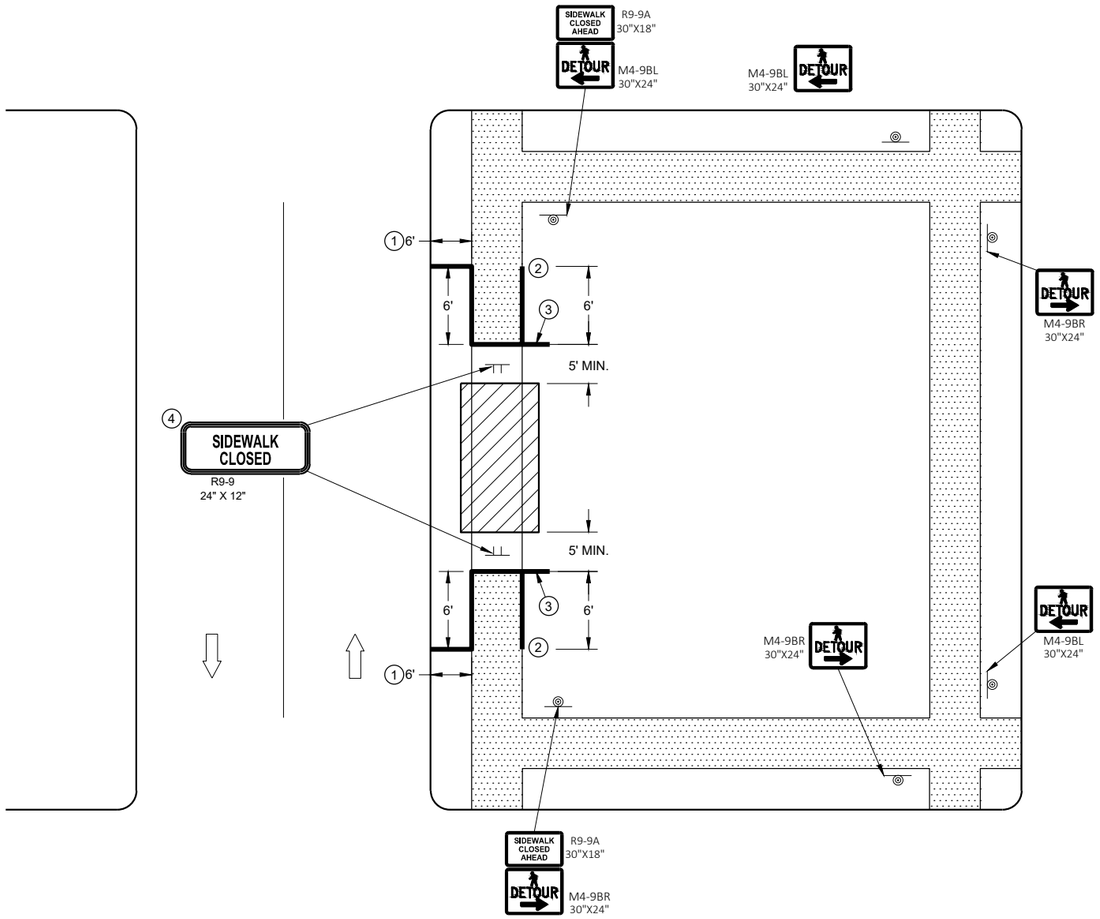
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA 203

6

SDD 15D30 - 09e

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09f

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

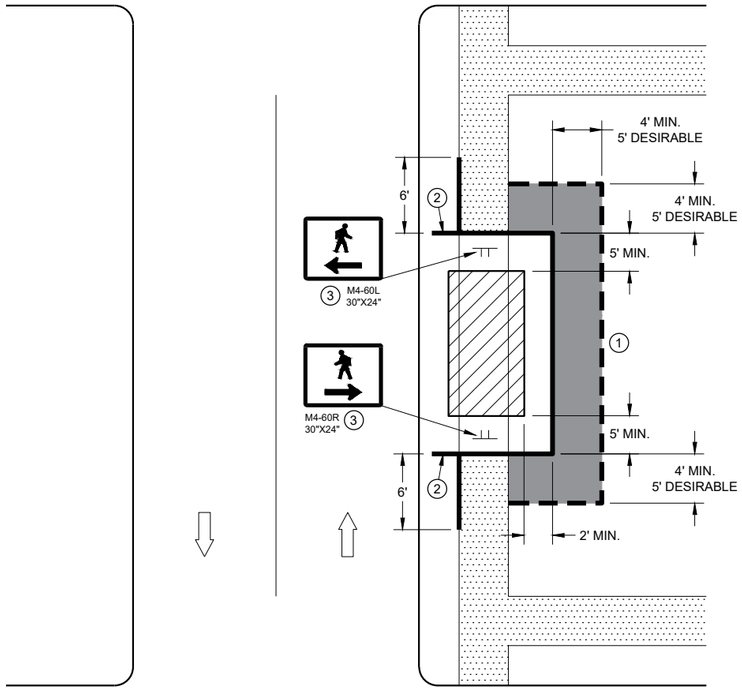
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

(1) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(2) IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DIVERSION
SINGLE SIDE

6

SDD 15D30 - 09g

6

SDD15D30 - 09g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

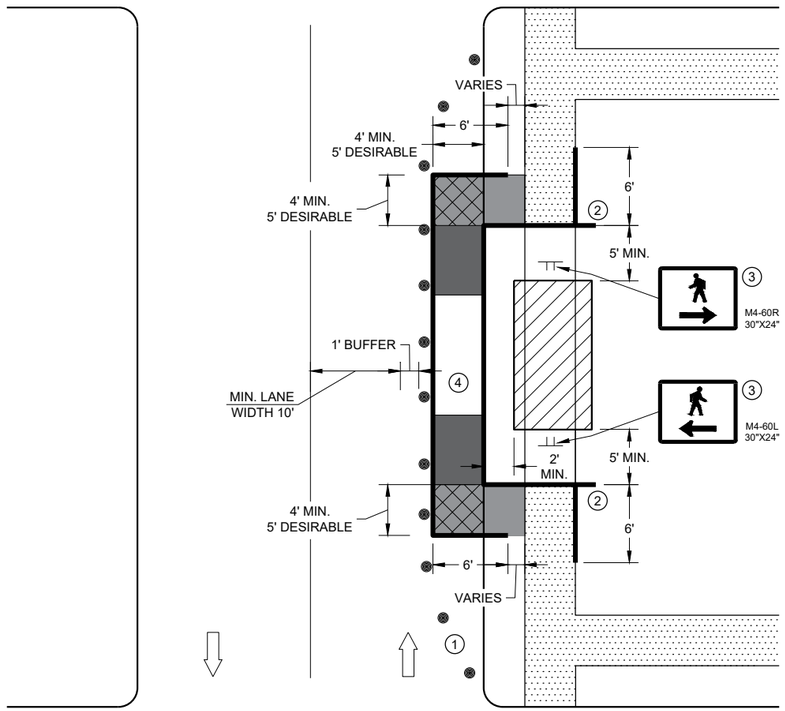
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



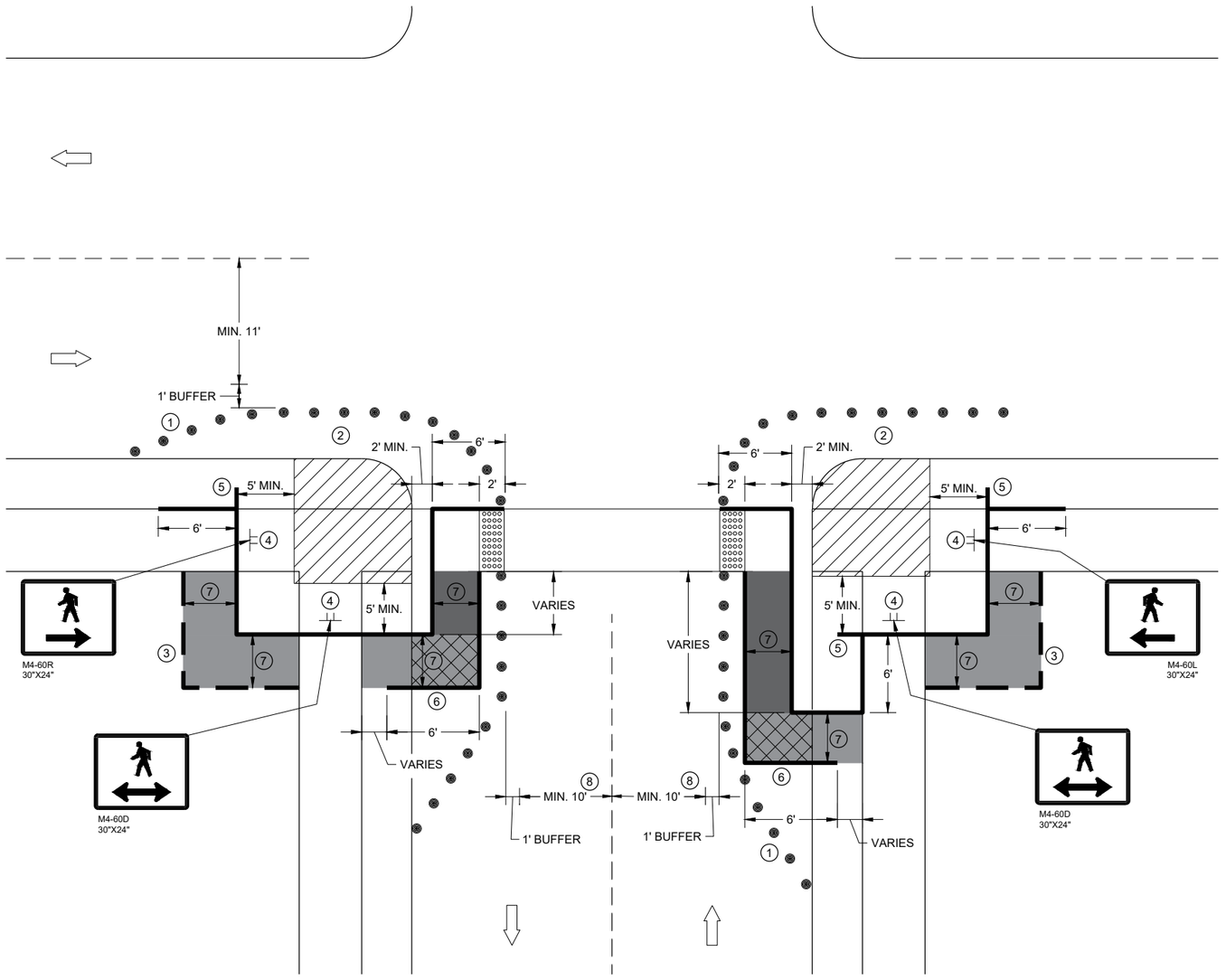
SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 09h



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS

(3) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(4) MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.

(5) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.

(6) IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.

(7) 4 FEET MINIMUM, 5 FEET DESIRABLE

(8) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

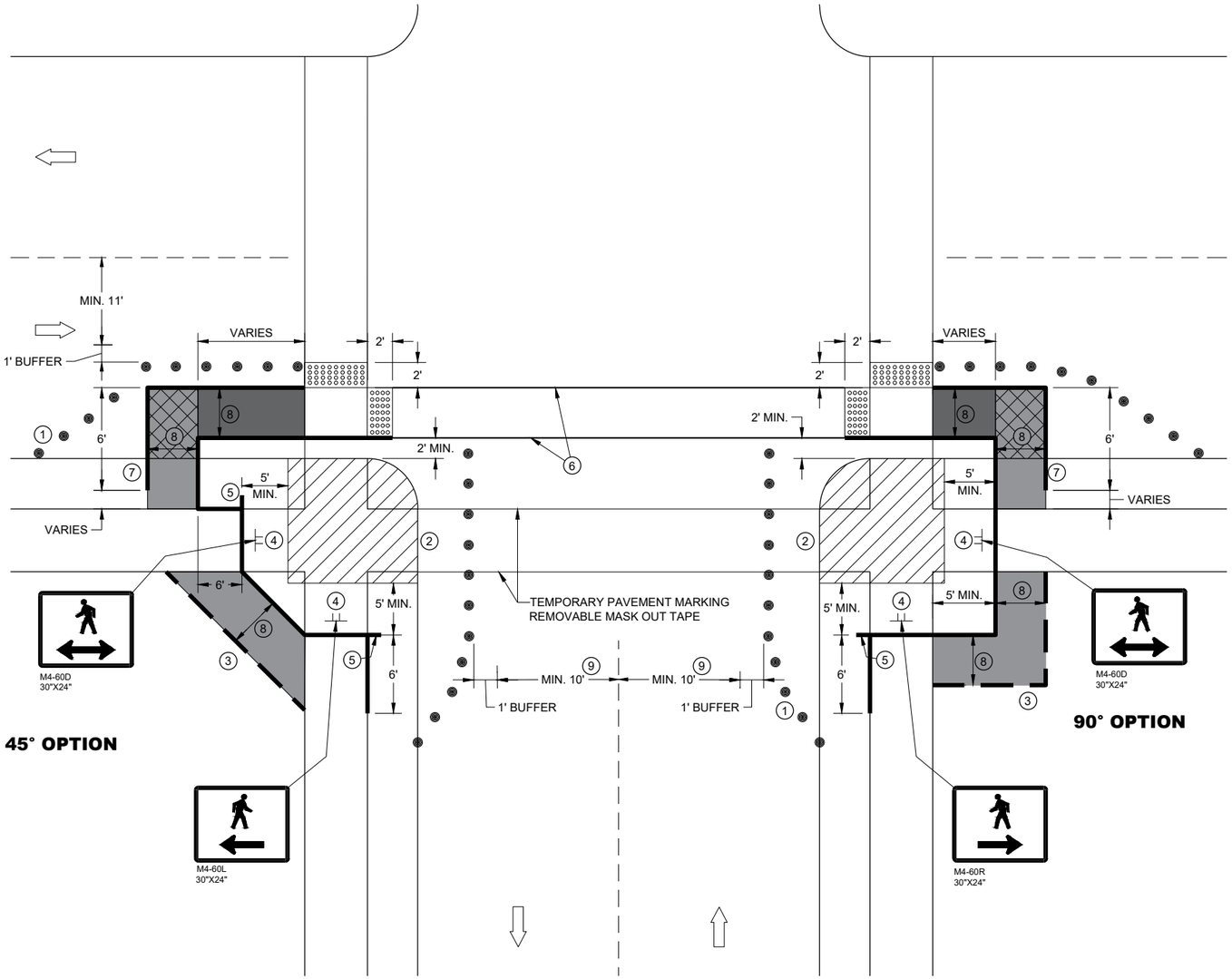
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

SDD 15D30 - 09i

6



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

SIGN ON PERMANENT SUPPORT

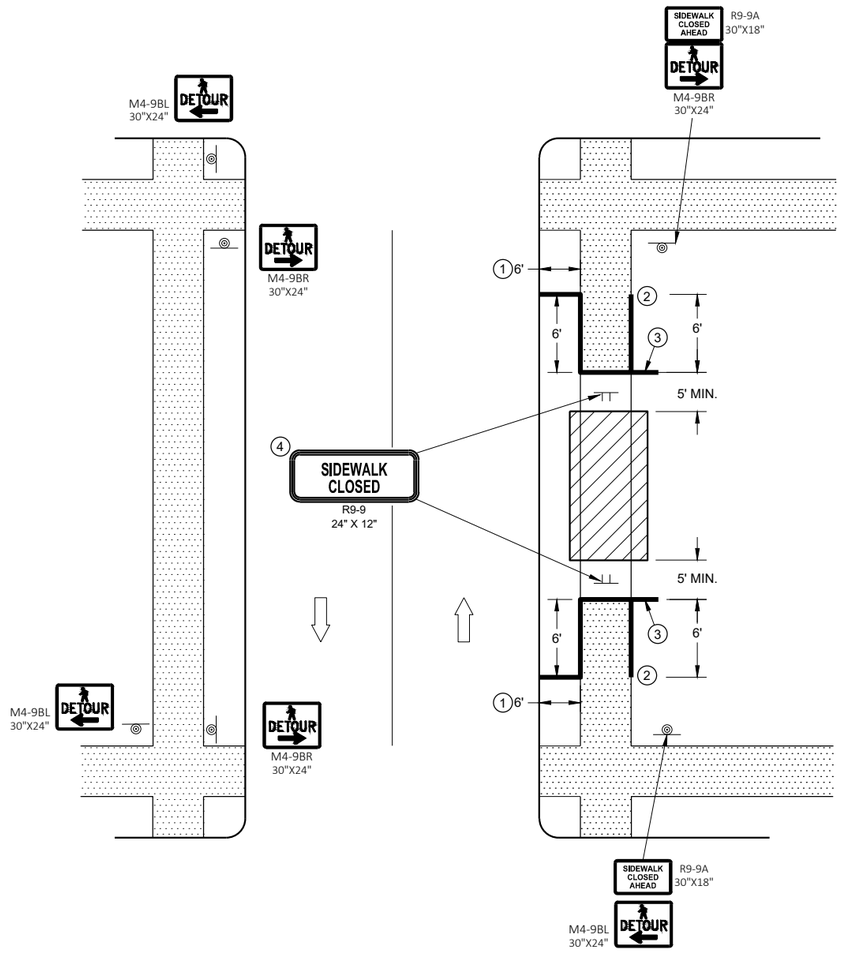
SIGN ON TEMPORARY SUPPORT

UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC



GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

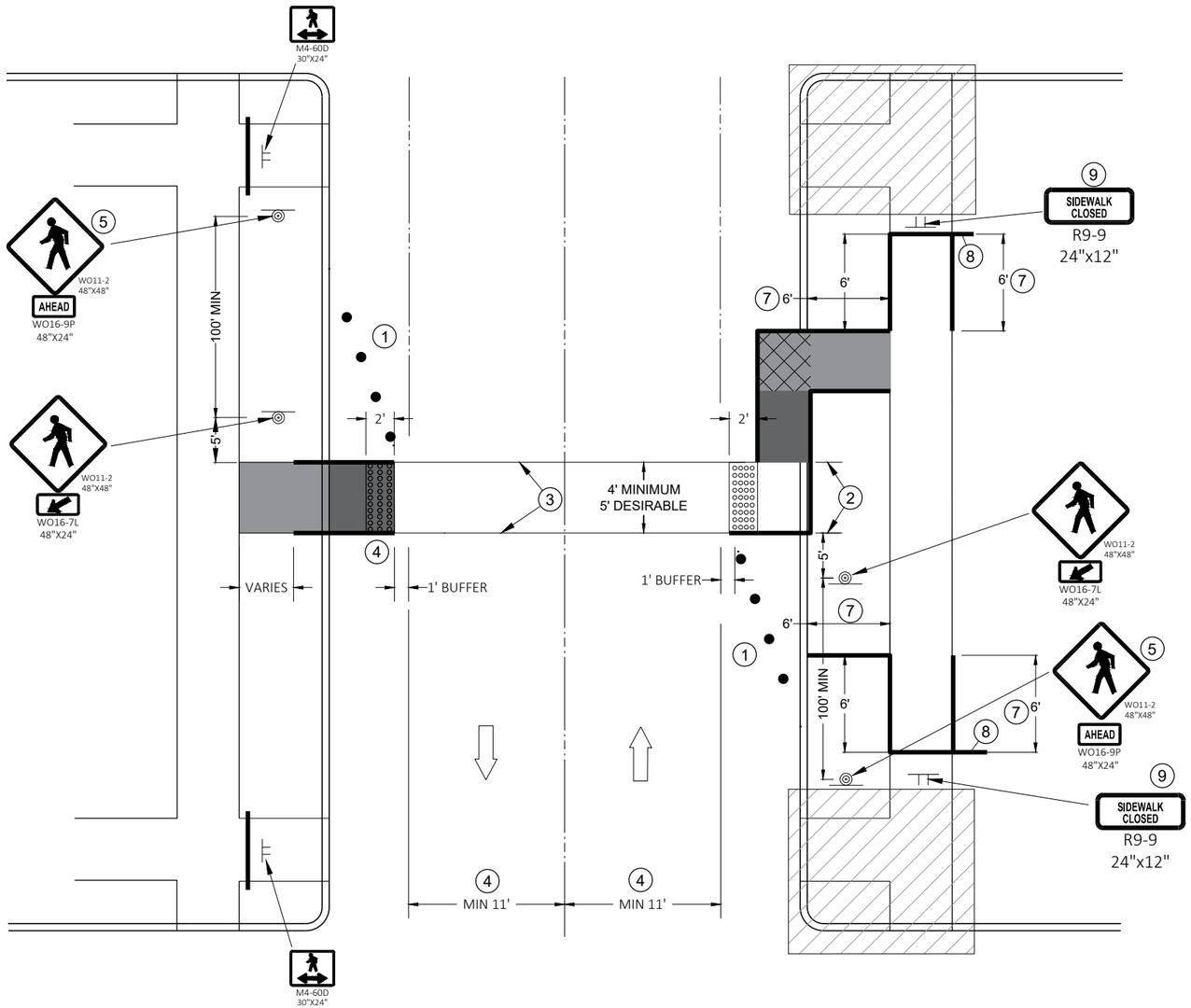
1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09k



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

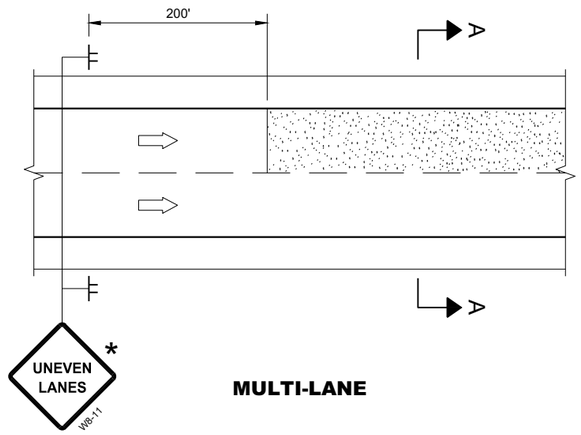
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

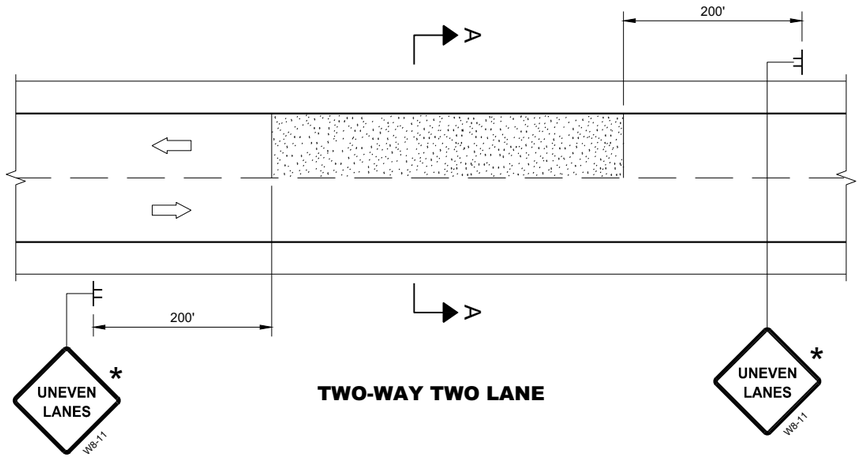
1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
6. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
7. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
8. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
9. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

LEGEND

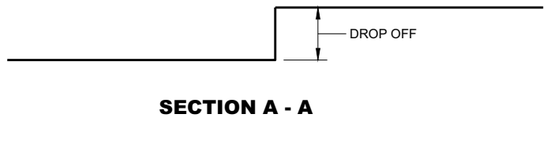
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



MULTI-LANE

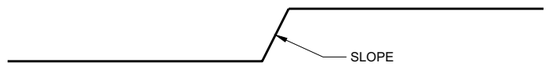


TWO-WAY TWO LANE

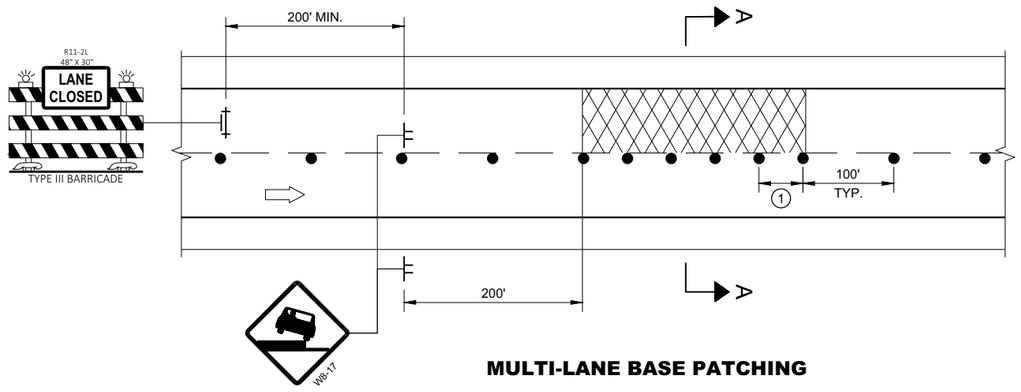


SECTION A - A

OR



SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

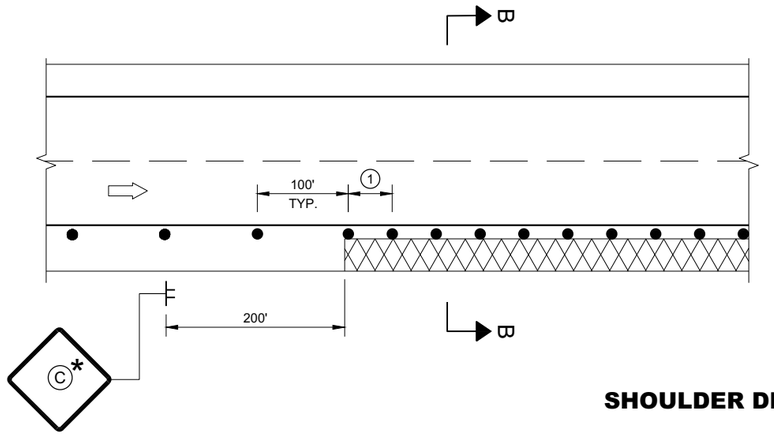
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

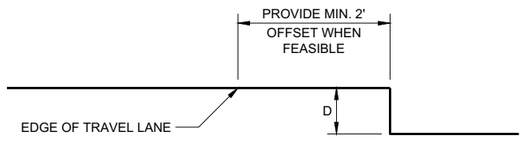
(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15D39 - 02

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SDD 15D39 - 02

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

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

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

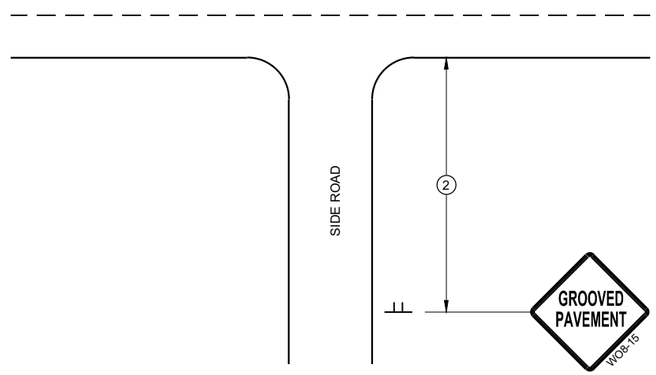
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

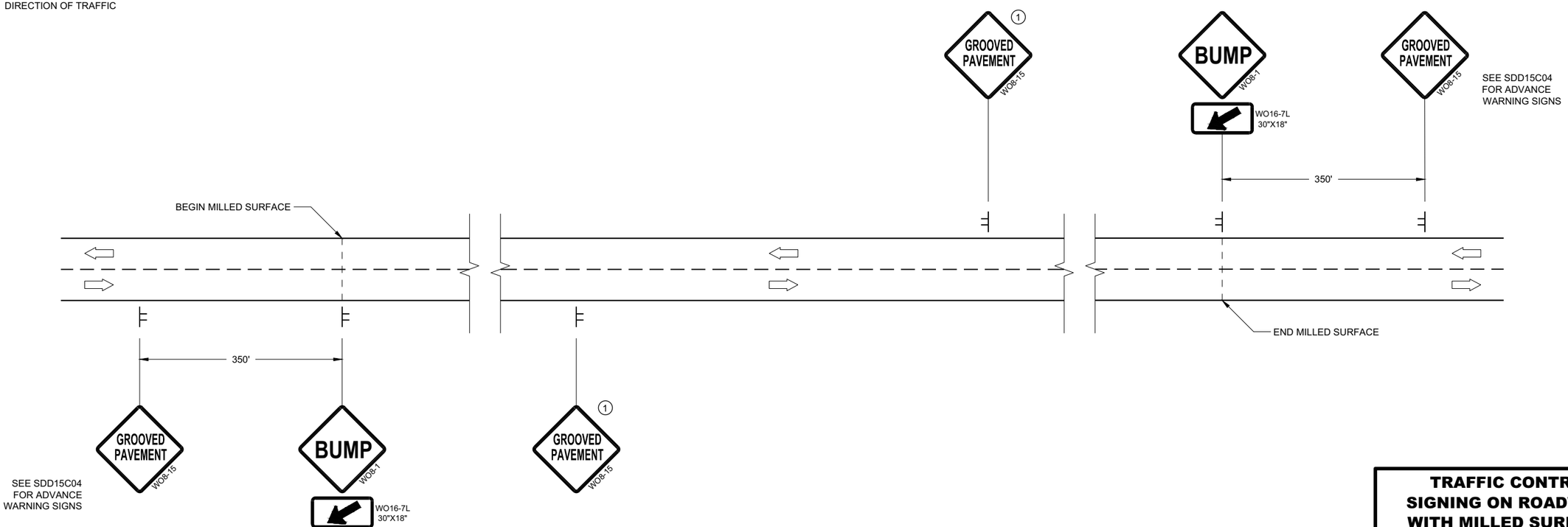
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D44 - 02

SDD 15D44 - 02

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

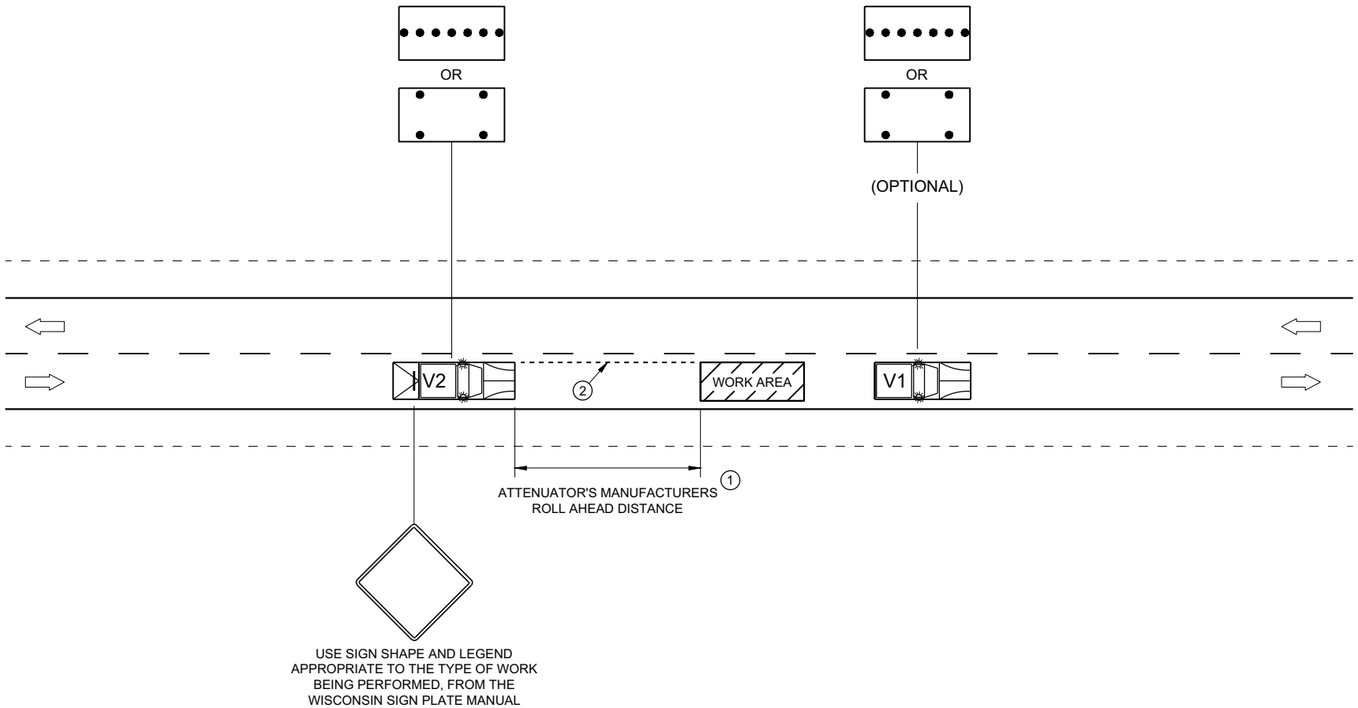
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

(1) DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



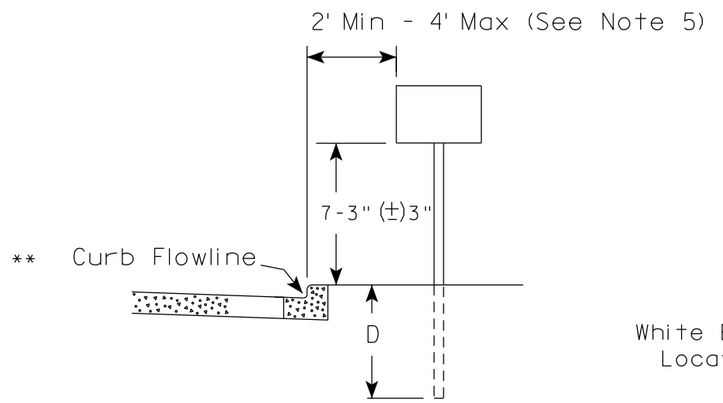
TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

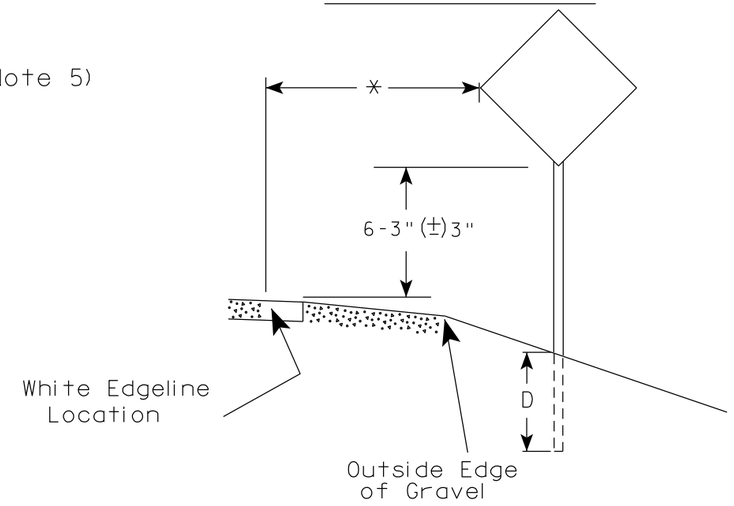
APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

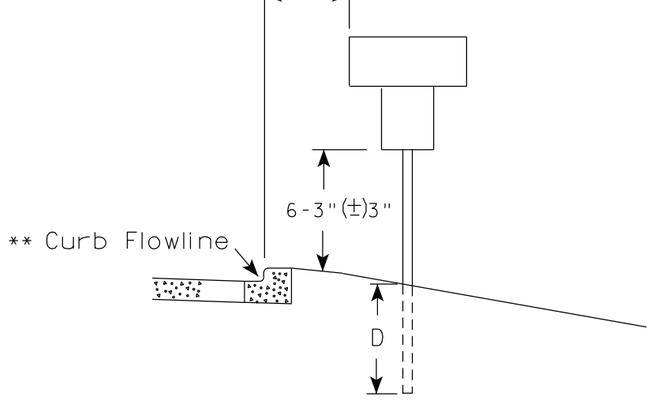
6
SDD 15D51 - 01

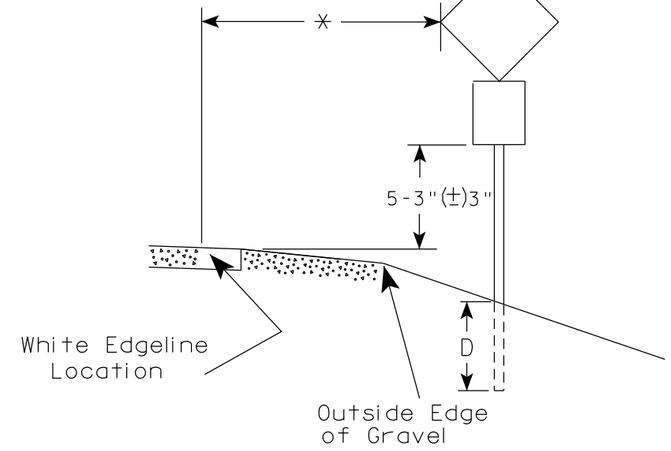
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

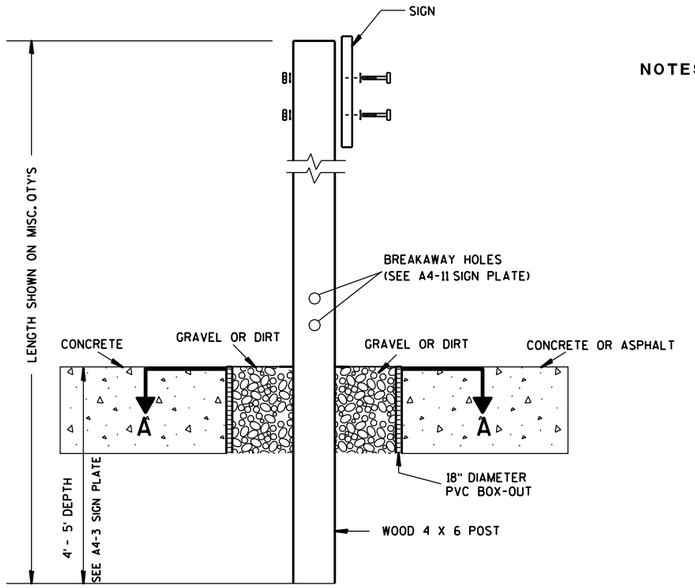
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

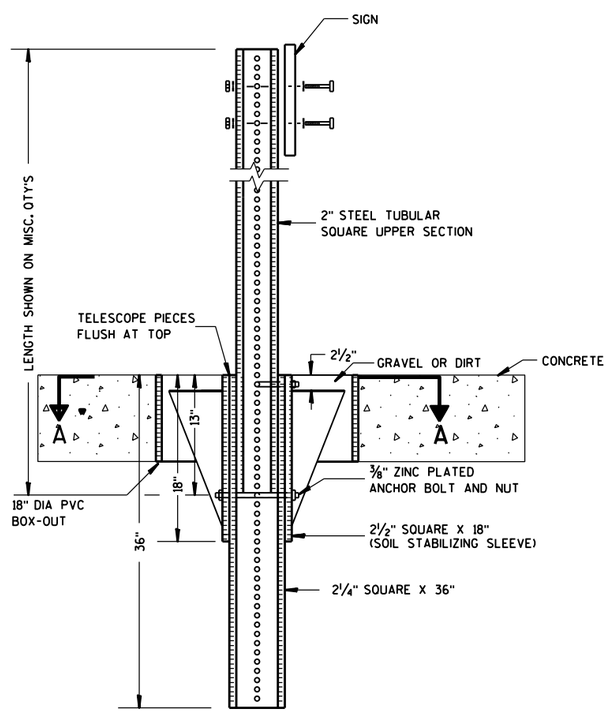
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 214	E



ELEVATION VIEW

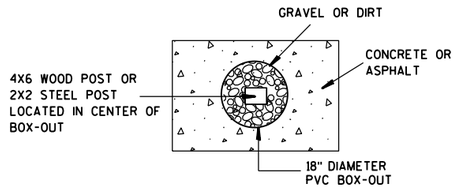
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

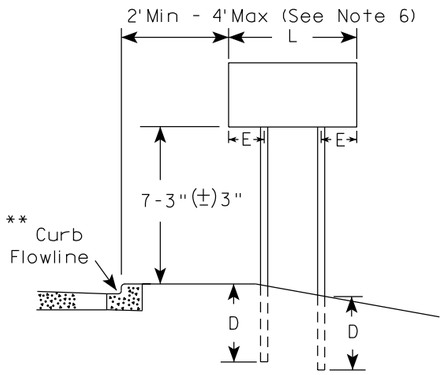
APPROVED Matthew R Rauch
for State Traffic Engineer

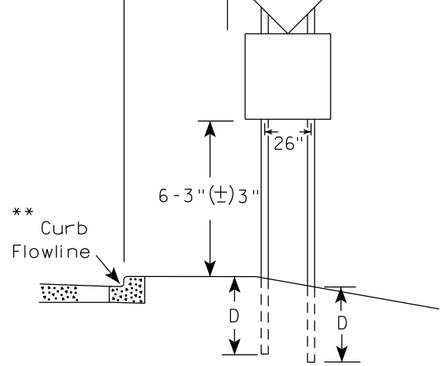
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

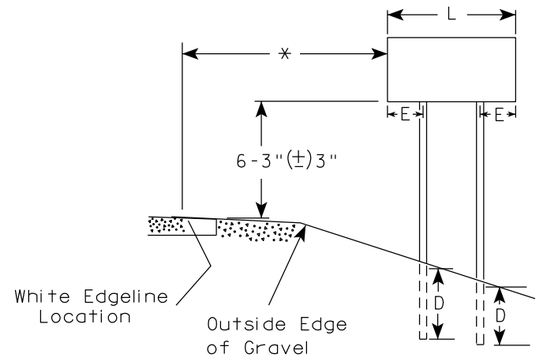
URBAN AREA

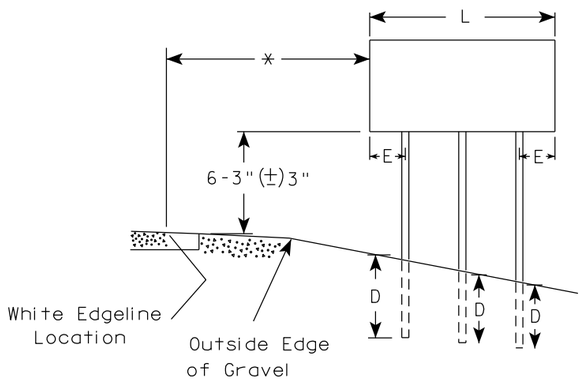


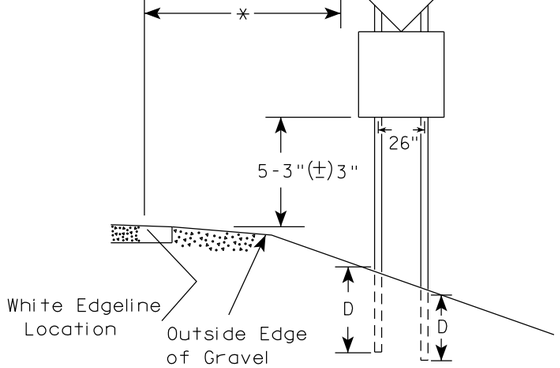


48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN

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

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

GENERAL NOTES

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

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

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

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

POST EMBEDMENT DEPTH

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

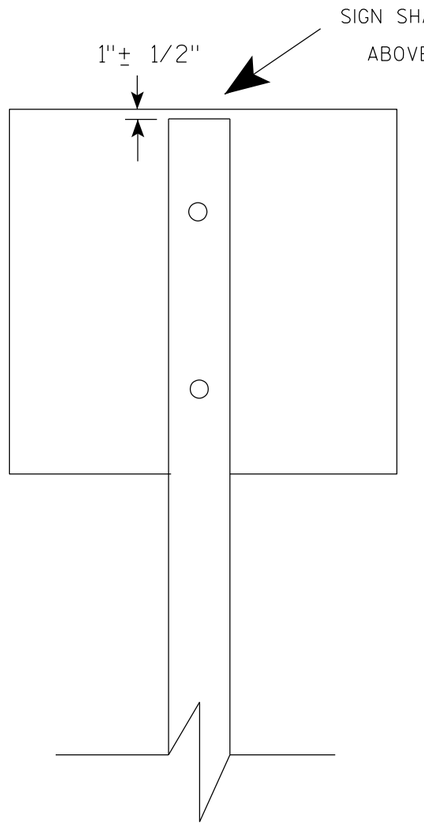
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

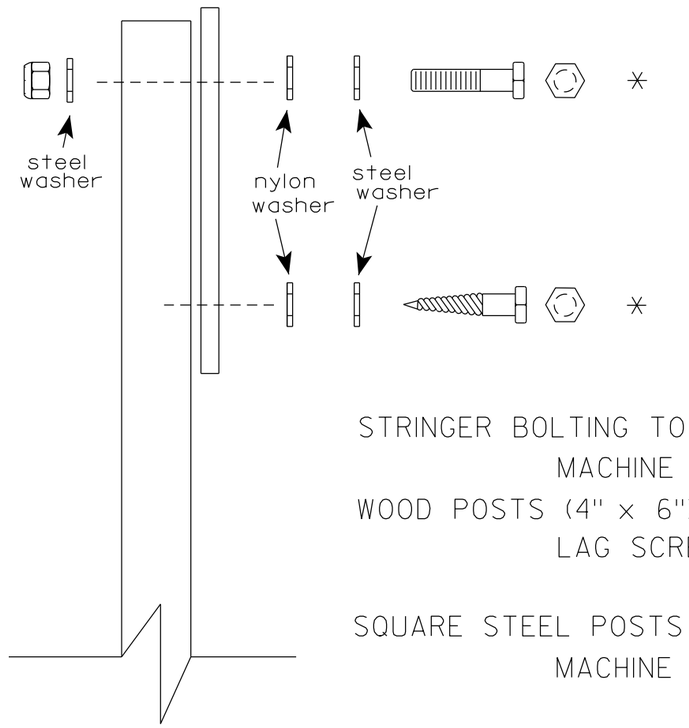
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 216	E





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

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

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

ATTACHMENT OF SIGNS TO POSTS

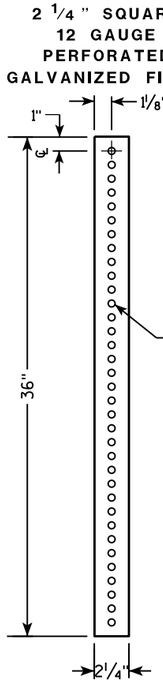
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

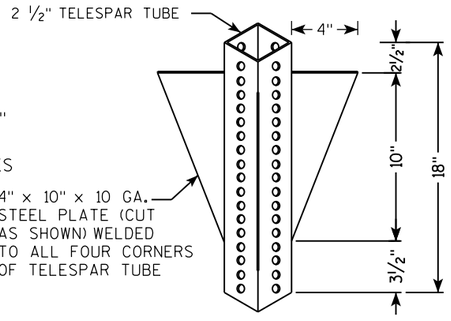
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

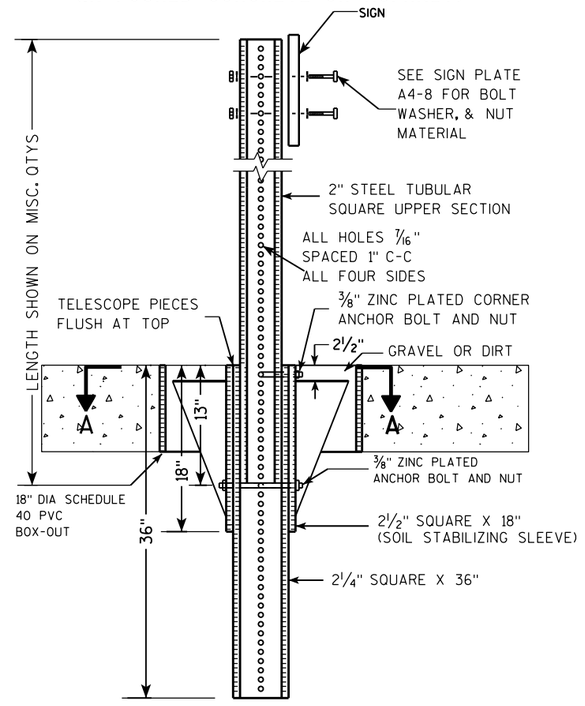
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



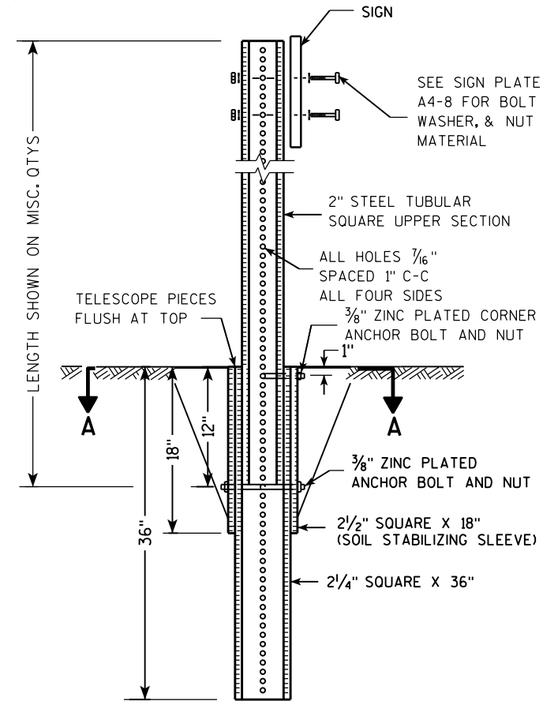
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

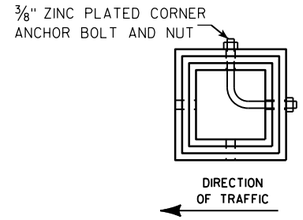


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

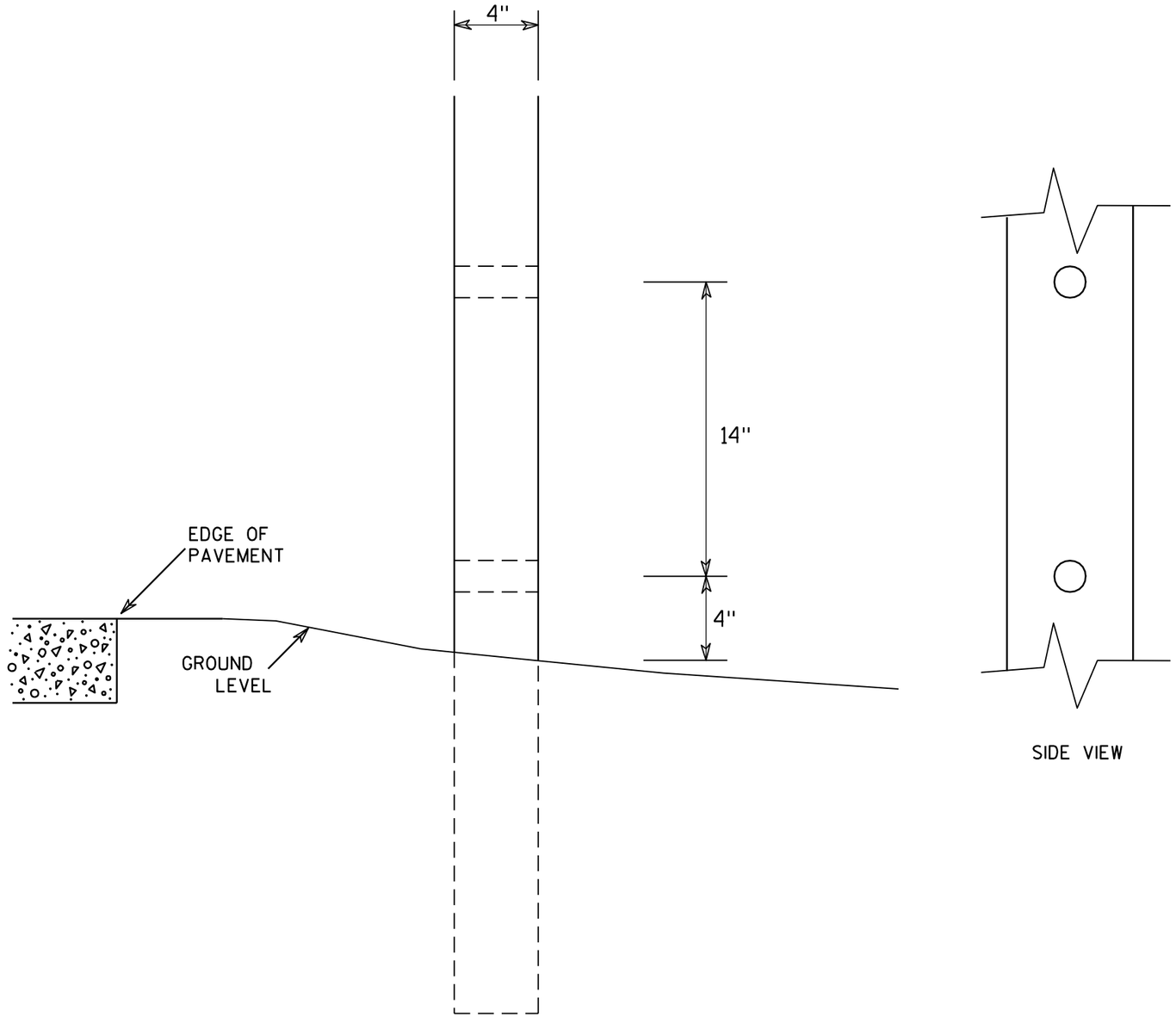
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 218 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

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

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

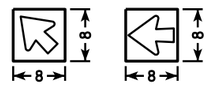
APPROVED Chester J Spang for State Traffic Engineer

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

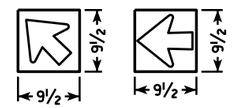
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 219	E

SIGN LAYOUT WITH VARIOUS SIZED MESSAGES

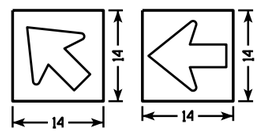




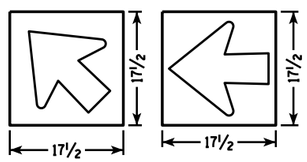










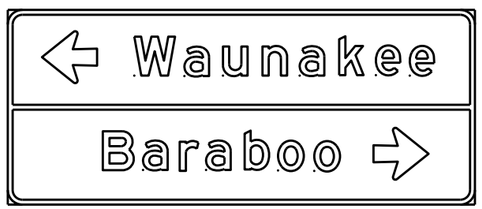


GENERAL NOTES

1. Materials shall conform to Standard Specification Section 637.
   Base - Sheet Aluminum 0.040" Thickness
   Sheeting - Orange Type F Reflective
   Arrow - Black Non-Reflective
2. Arrow signs shall be fastened to permanent sign by either aluminum rivets or aluminum self-tapping sheet metal screws. There shall be a minmum of 2 fasteners used per arrow sign.
3. There shall be a spacer consisting of a 0.08" nylon washer between the back of the arrow sign and the face of the permanent sign.
4. Arrows are per standard plate A1-2
5. Use separate arrow sign for each destination
6. Tilt arrow is always at 45 degrees
7. Arrow is centered on arrow sign

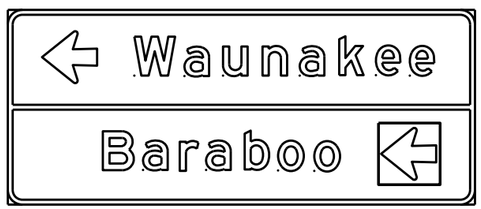
Lower Case Copy Size	Standard Width (Single Arrow)	2 Line Tilt Arrow Cover Width	3 Line Tilt Arrow Cover Width	Height
3¾" Series C	8	9 ½	14 ½	8
4½" Series D & E	9 ½	10	15	9 ½
6" Series D & E	14	16	20 ½	14
8" Series E	17 ½	20 ½	25	17 ½

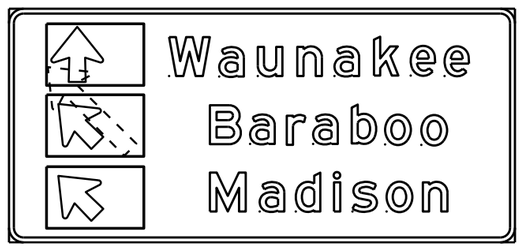
BEFORE





AFTER





DESTINATION DIRECTIONAL ARROW FOR DETOUR SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/08/14

A4-12.2

PROJECT NO:

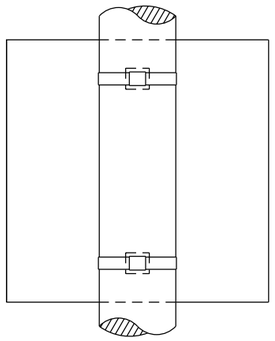
SHEET NO: E

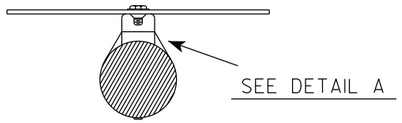
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A412.DGN PLOT DATE : 08-OCT-2014 11:50 PLOT BY : mscsja

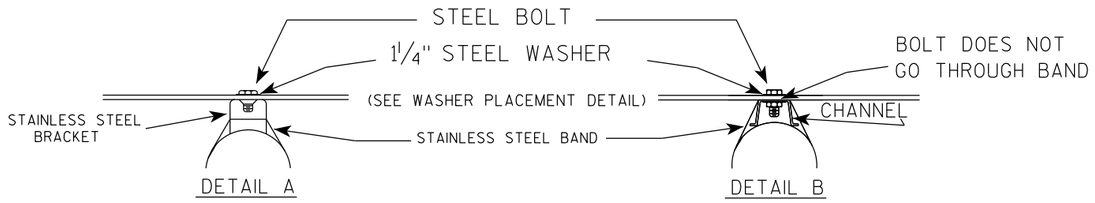
WISDOT/CADDS SHEET 42

BANDING

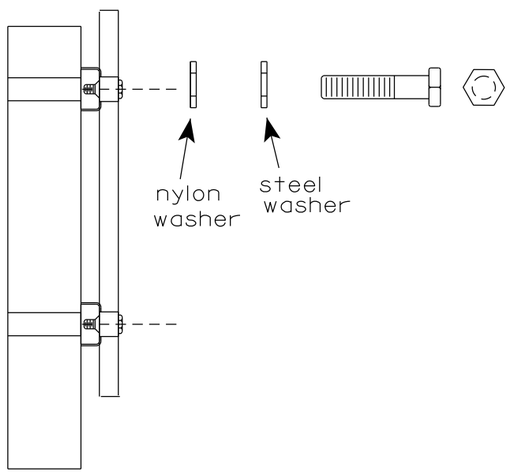
SINGLE SIGN







WASHER PLACEMENT

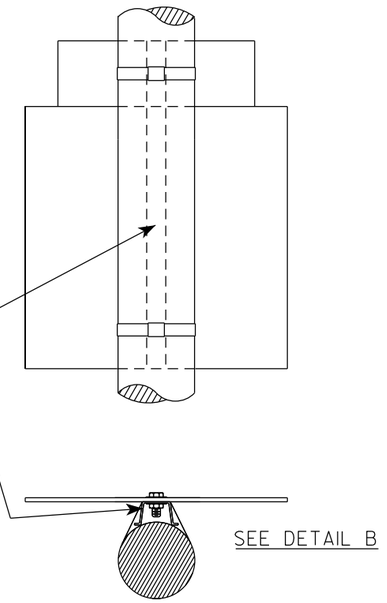


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

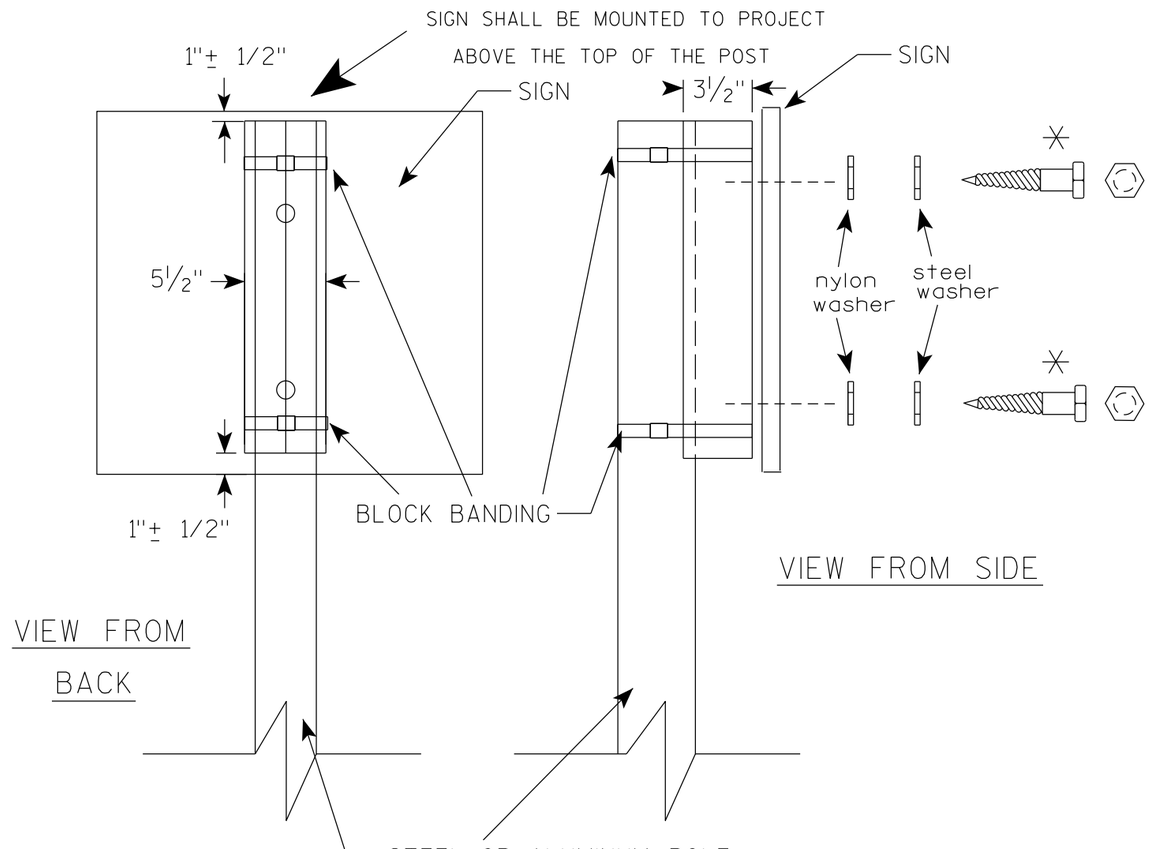
DATE 6/10/19 PLATE NO. A5-9.4

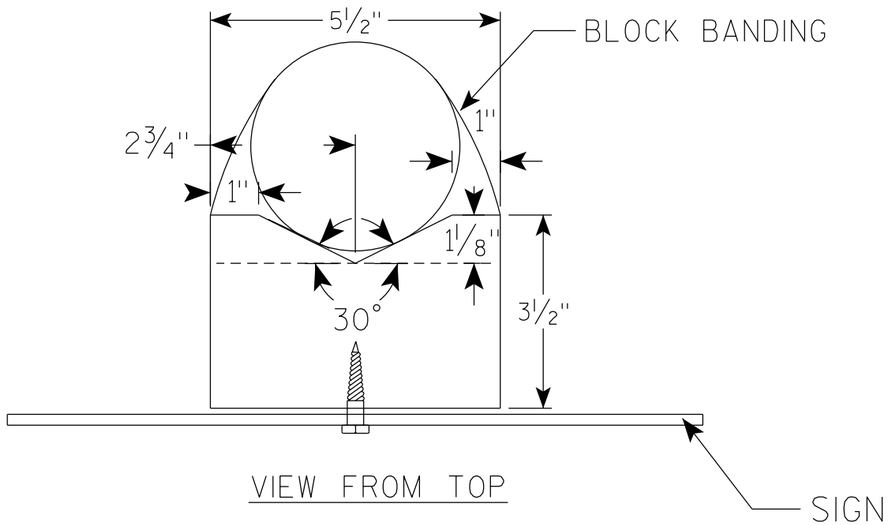
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 221	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

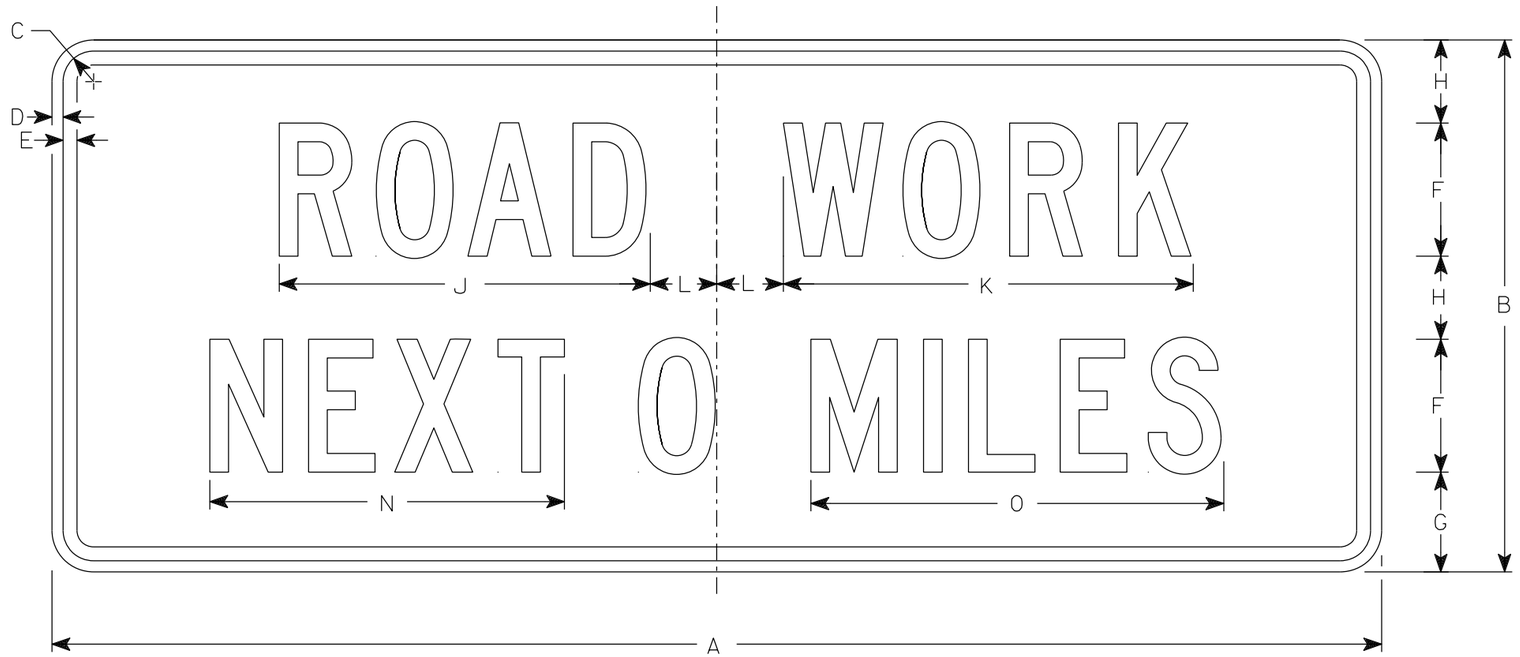
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 222 E



G20-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Round distance to nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
2M	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
3	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
4	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
5	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0

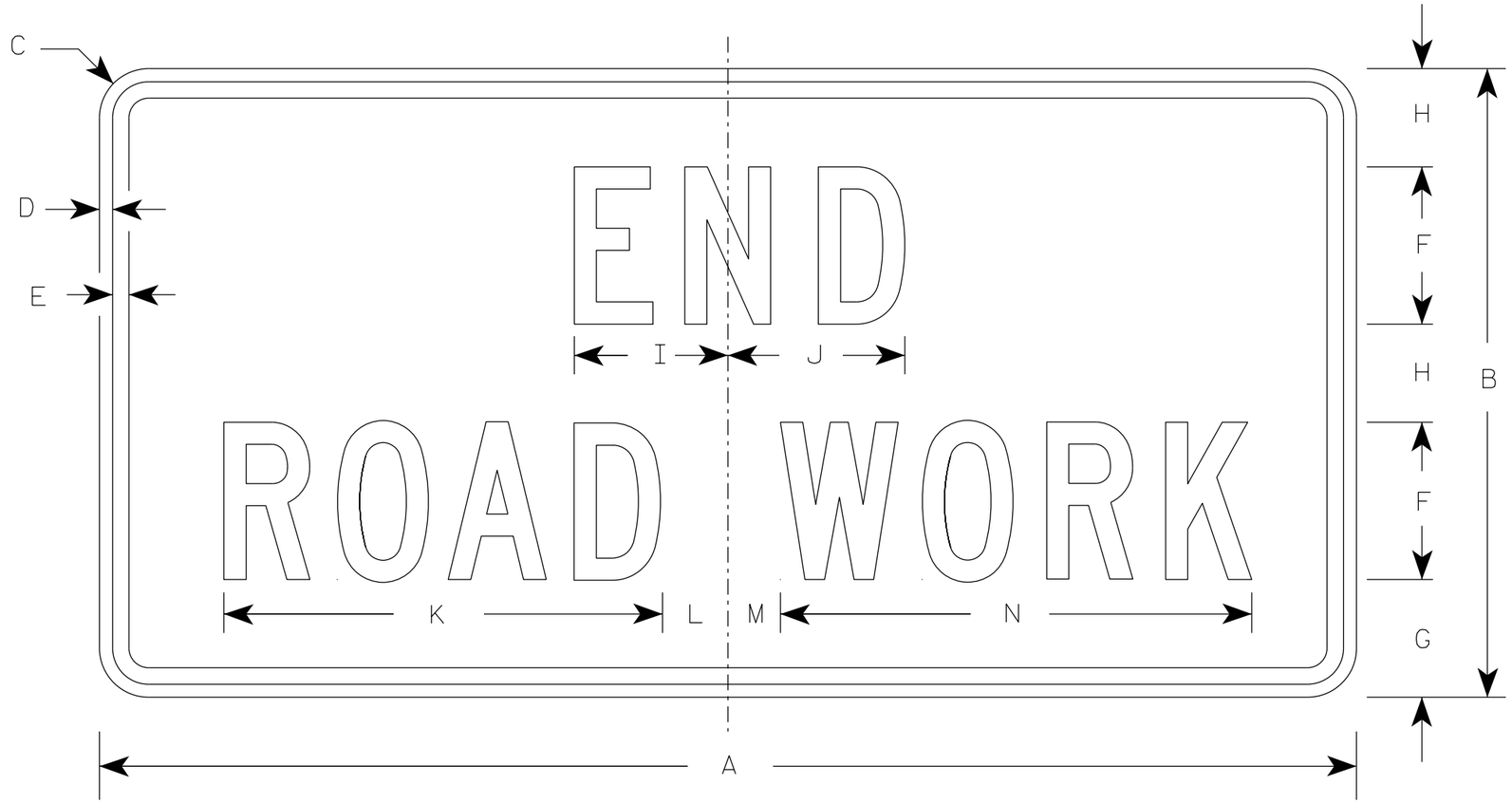
STANDARD SIGN
G20-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 223	E



G20-2A

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

STANDARD SIGN

G20-2A

WISCONSIN DEPT OF TRANSPORTATION

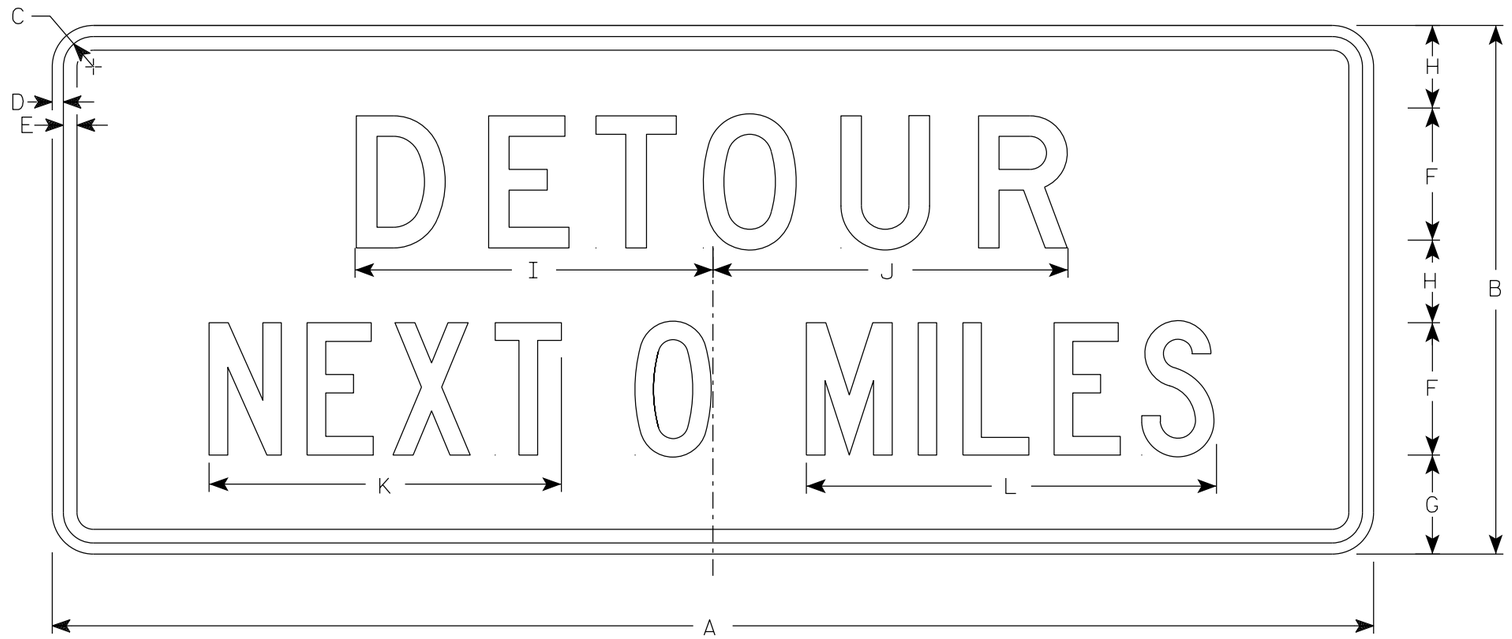
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-2A.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 224 E

7

7



G20-51

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - Line 1 is D and Line 2 is C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Round distance to nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10.0
2M	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10.0
3	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10.0
4	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10.0
5	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10.0

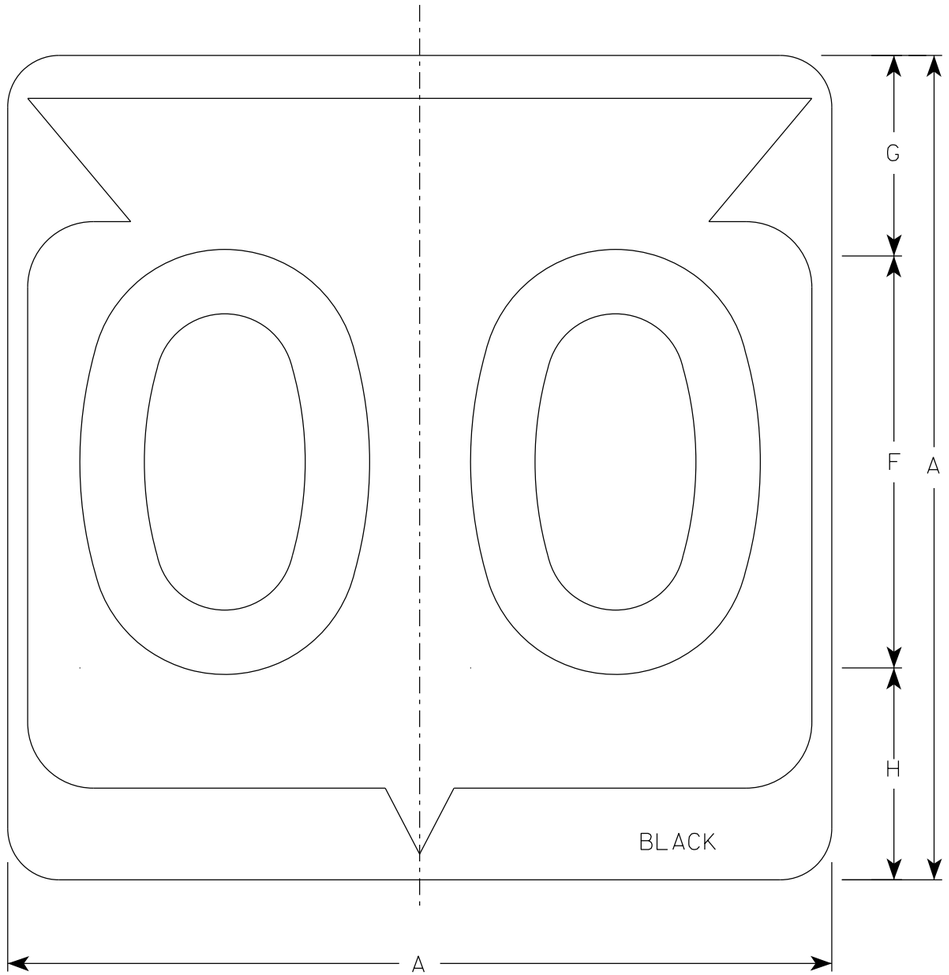
STANDARD SIGN
G20-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-51.3

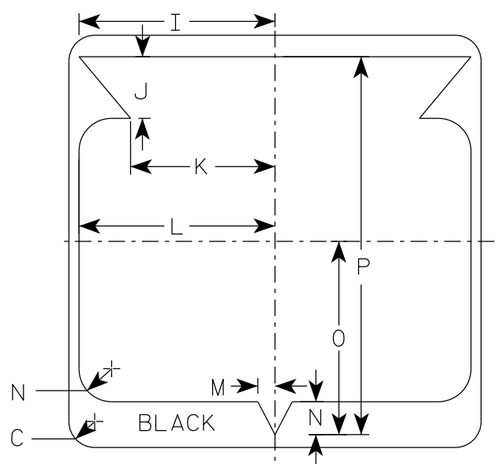
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 225	E



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C



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

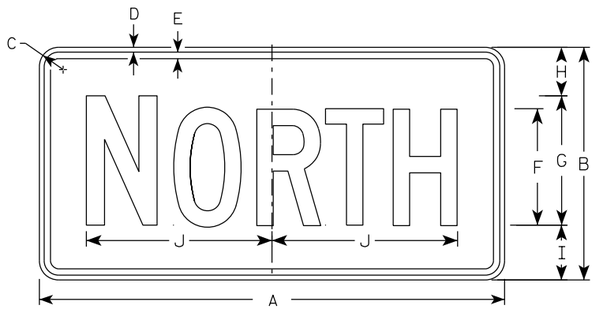
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

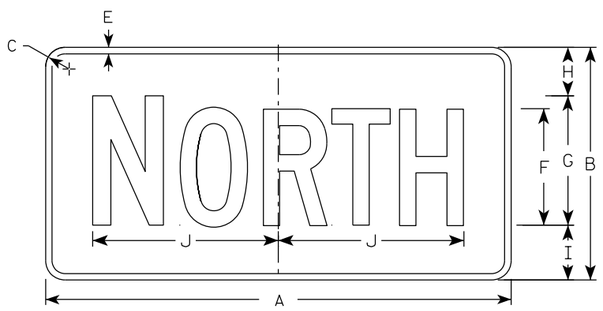
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

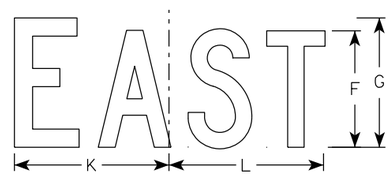
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 226	E



M3-1
MM3-1
MP3-1



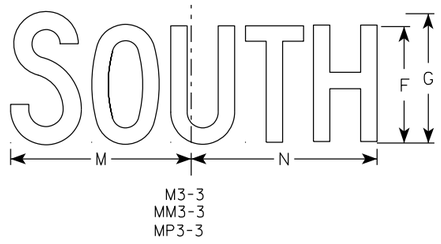
MB3-1
MK3-1
MN3-1



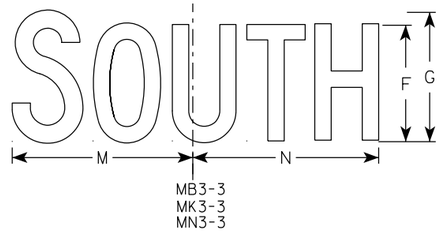
M3-2
MM3-2
MP3-2



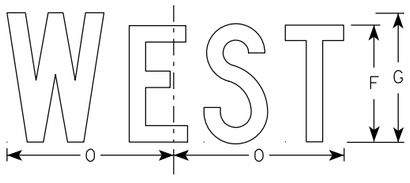
MB3-2
MK3-2
MN3-2



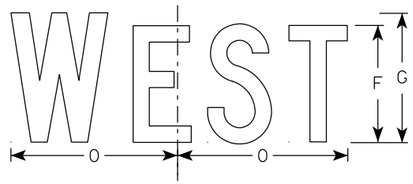
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

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

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

STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

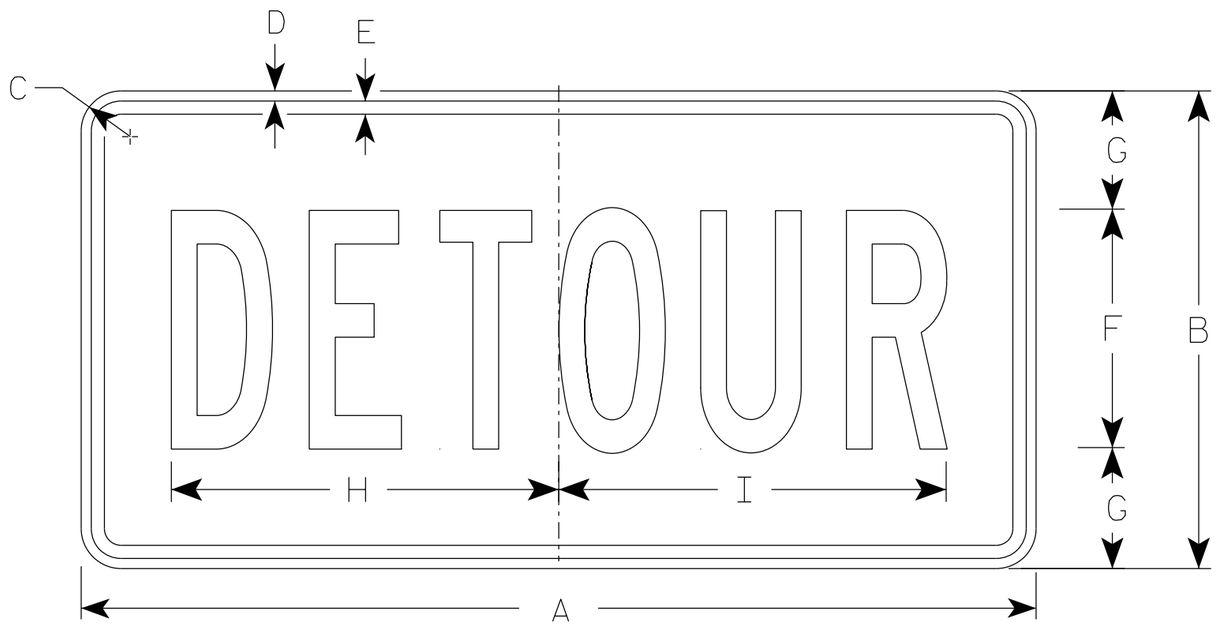
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 227 | E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



M4-8

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
2M	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5

STANDARD SIGN
M4-8

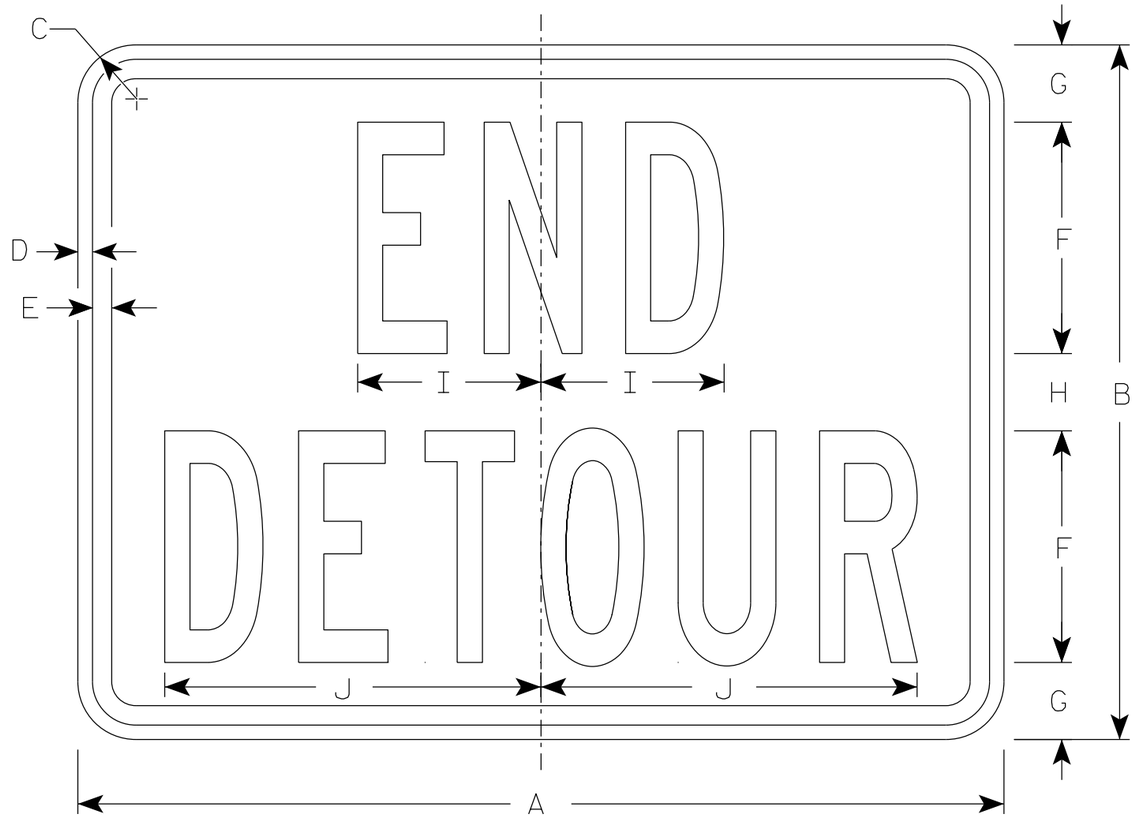
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M48.dgn PLOT DATE : 9-FEB 2023 7:38 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



M4-8A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
2M	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
3	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
4	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
5	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0

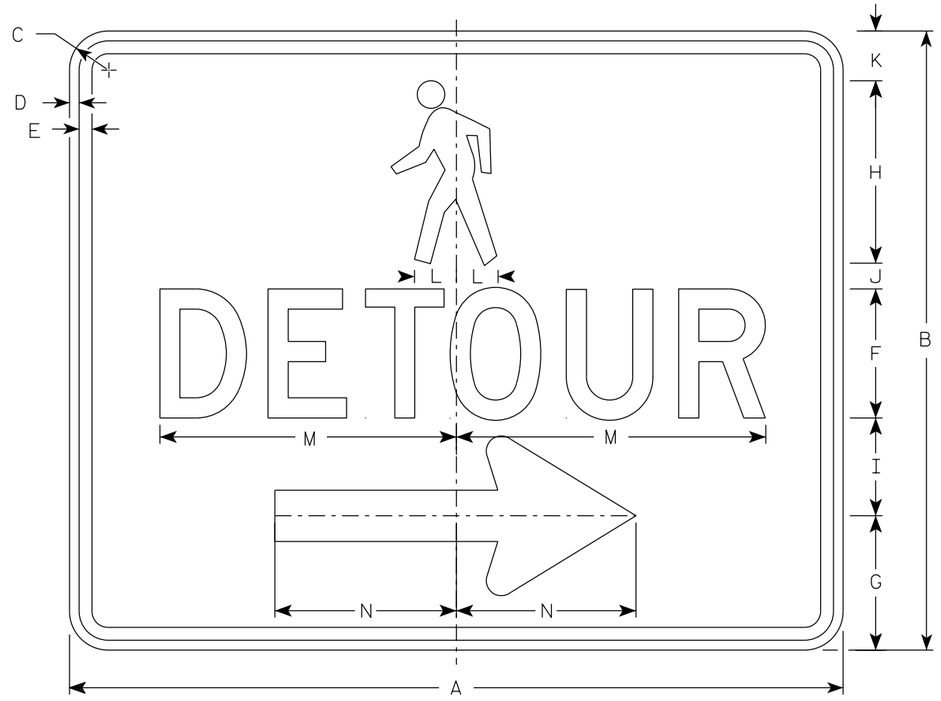
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

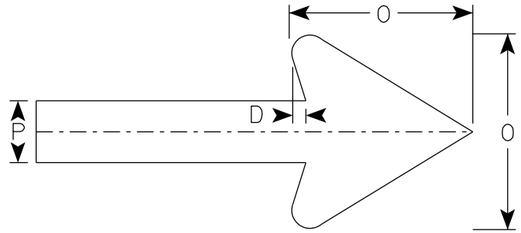
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 229 | E



M4-9BR

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

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

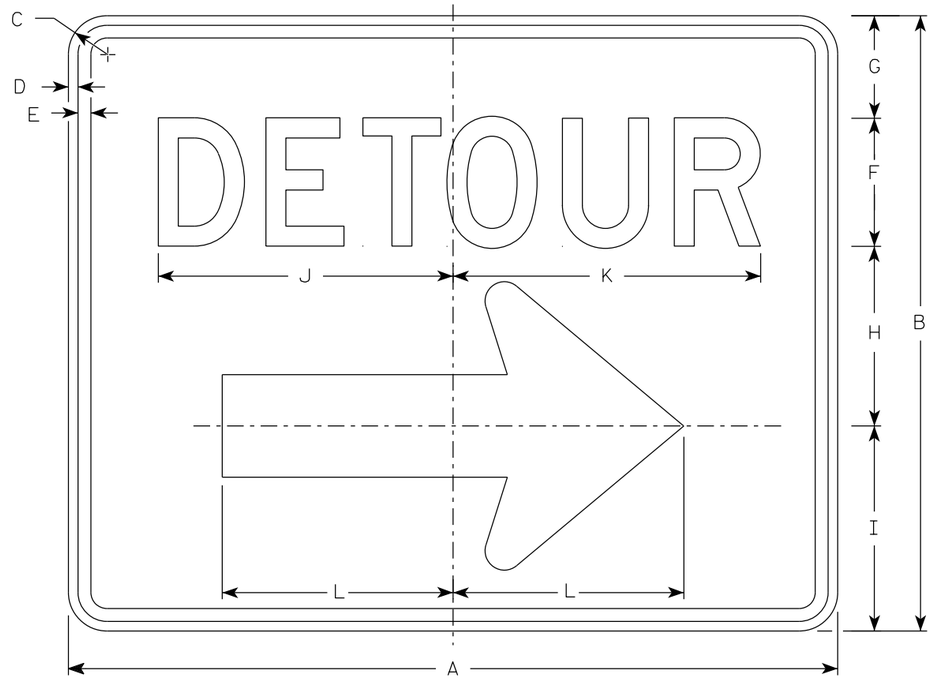
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

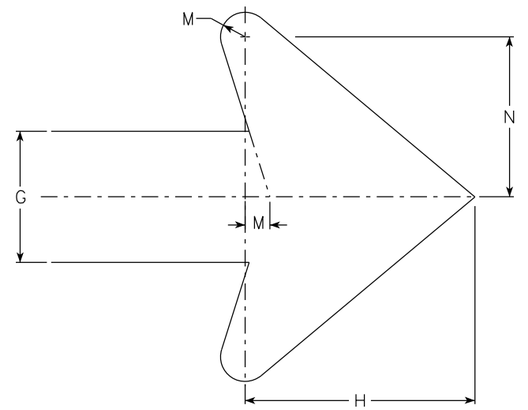
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 230 | E



M4-9R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
2M	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

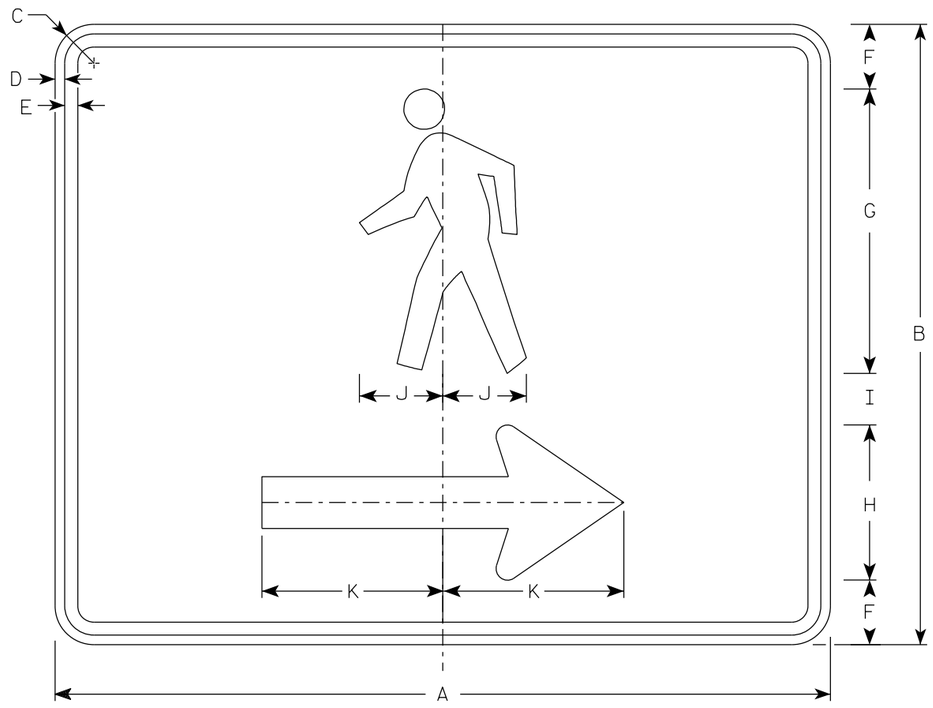
DATE 2/9/2023 PLATE NO. M4-9R.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

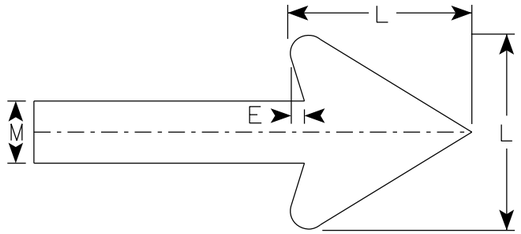
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49R.dgn PLOT DATE : 21-MARCH 2023 1:40 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   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. M4-60L is the same as M4-60R except the arrow is reversed.



M4-60R



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
2M	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
3																											
4																											
5																											

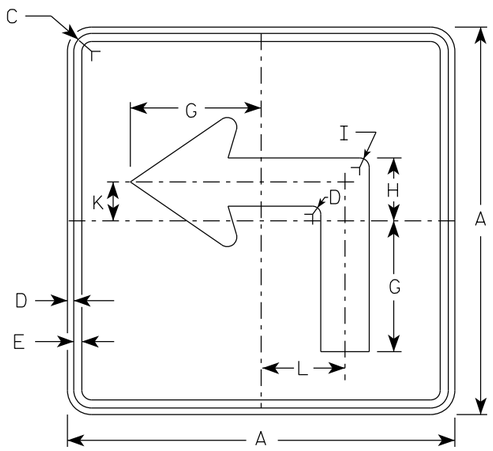
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

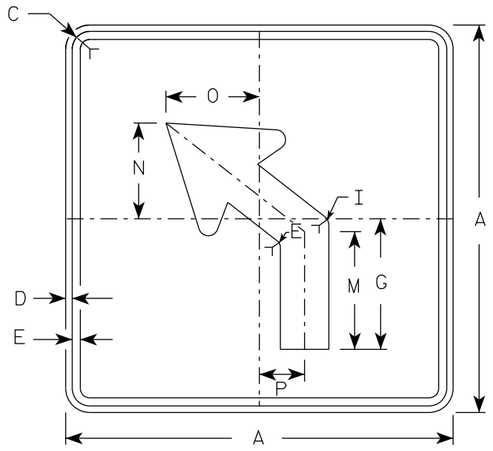
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

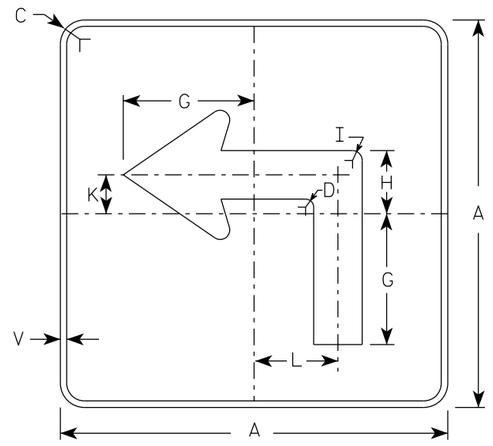
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 232 | E



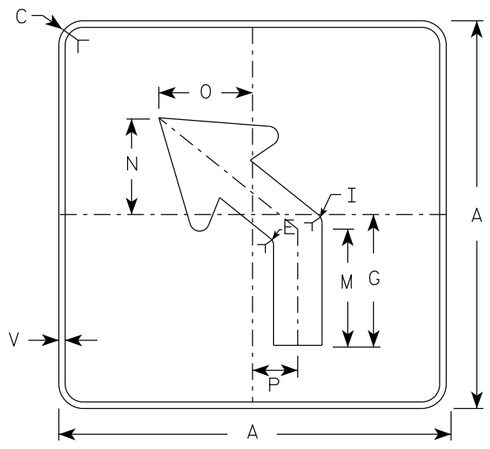
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

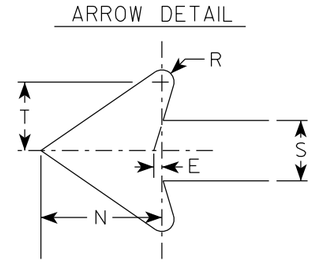


MB5-2L
MK5-2L
MN5-2L
MR5-2L

NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
2M	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
3	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
4	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
5	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25

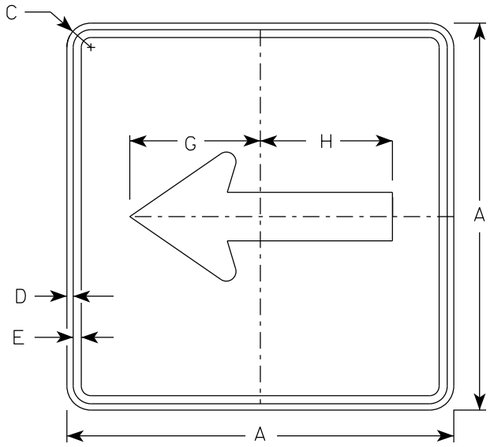
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

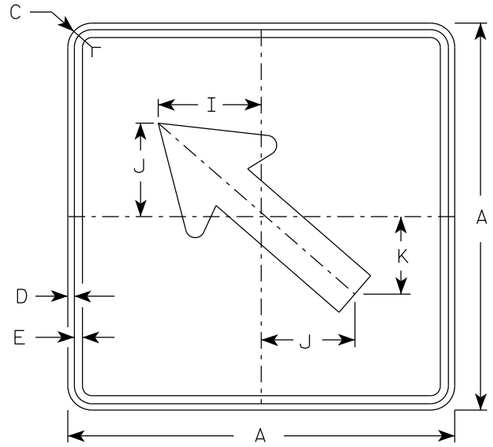
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

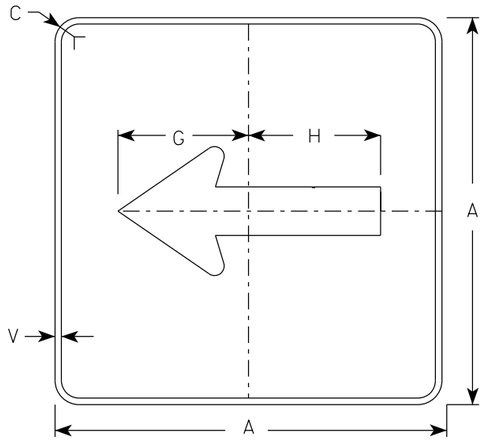
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 233 | E



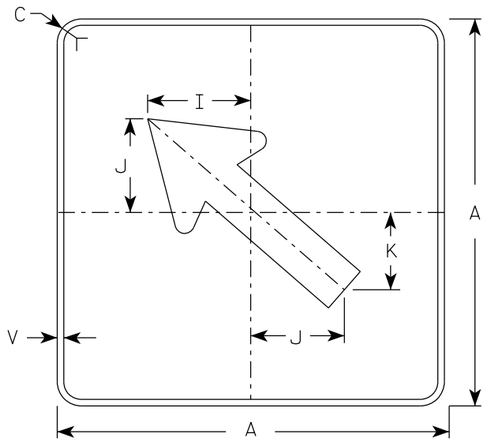
M6-1
MM6-1
MO6-1
MP6-1



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



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

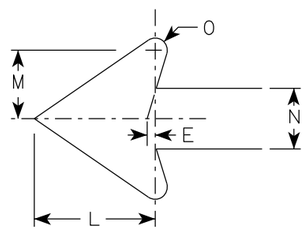


MB6-2
MK6-2
MN6-2
MR6-2

NOTES

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

ARROW DETAIL



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

STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

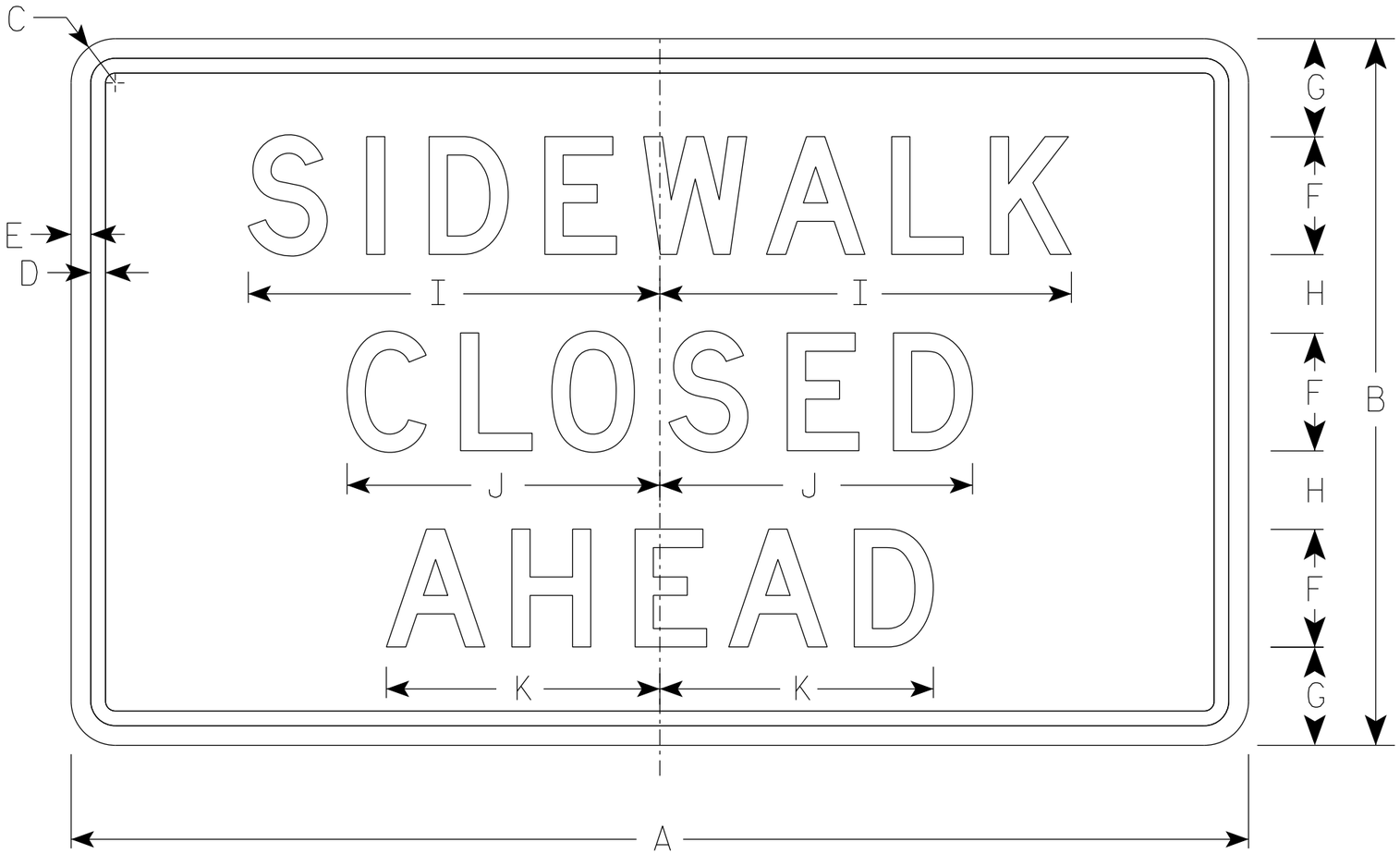
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 234 | E

7

7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



R9-9A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
2M	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
3																											
4																											
5																											

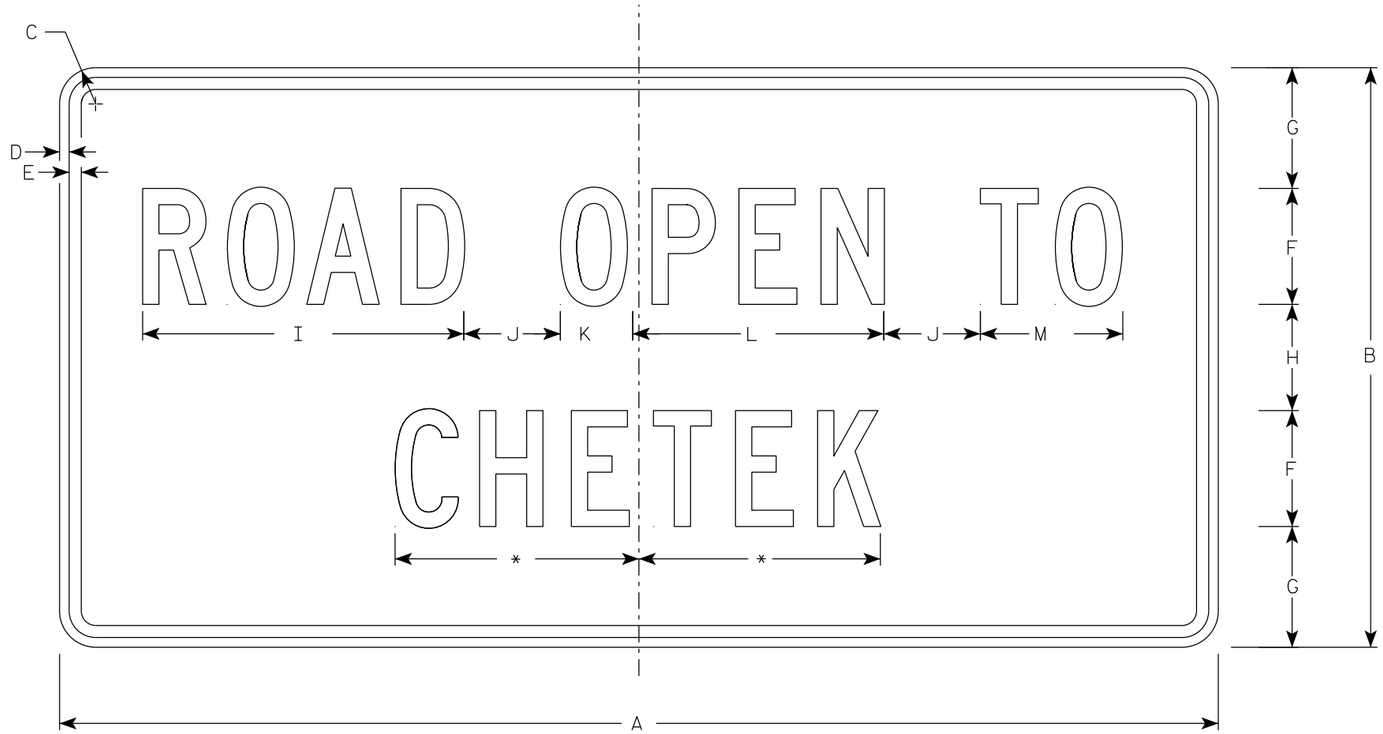
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 235 | E



R10-61

*See note 5

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/2	1/2	5/8	4	5 1/2	5	10 3/4	2	2 1/8	8 3/8	4 5/8														6.0
2S	60	30	1 7/8	1/2	5/8	6	6 1/4	5 1/2	16 5/8	5	3 3/4	13	7 3/8														12.5
2M	60	30	1 7/8	1/2	5/8	6	6 1/4	5 1/2	16 5/8	5	3 3/4	13	7 3/8														12.5
3																											
4																											
5																											

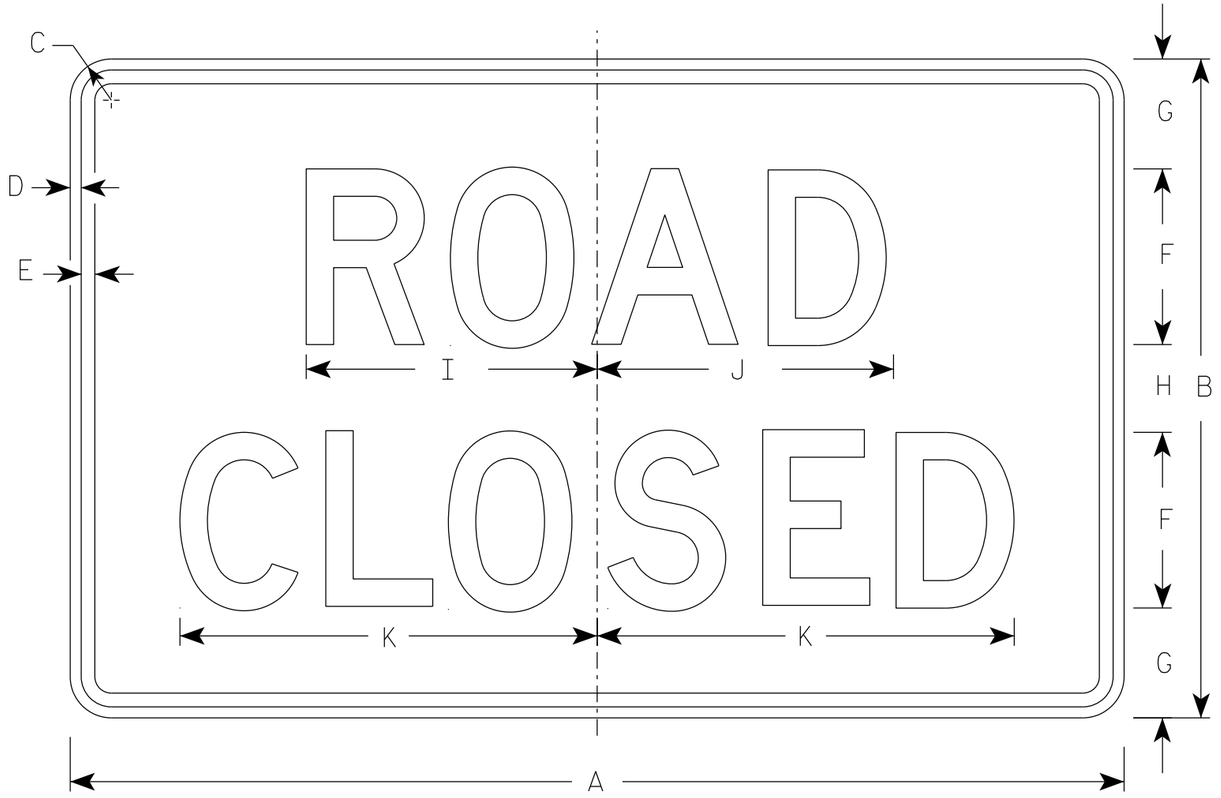
STANDARD SIGN
R10-61

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R10-61.6

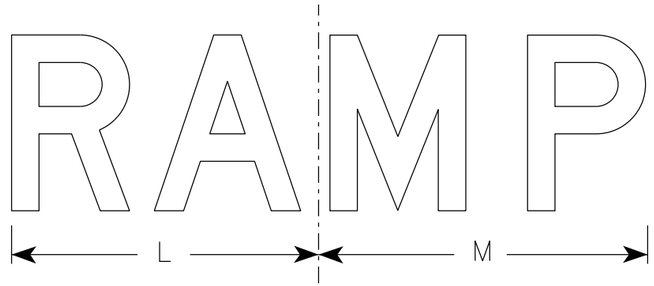
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 236	E



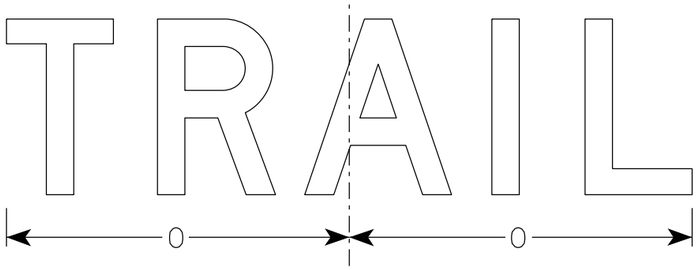
R11-2

NOTES

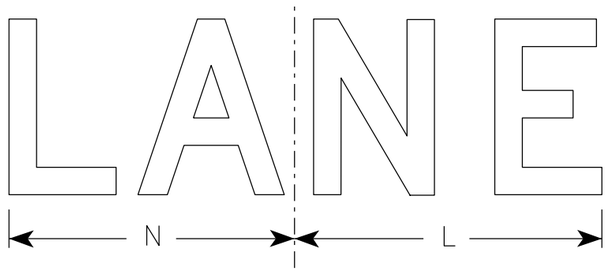
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

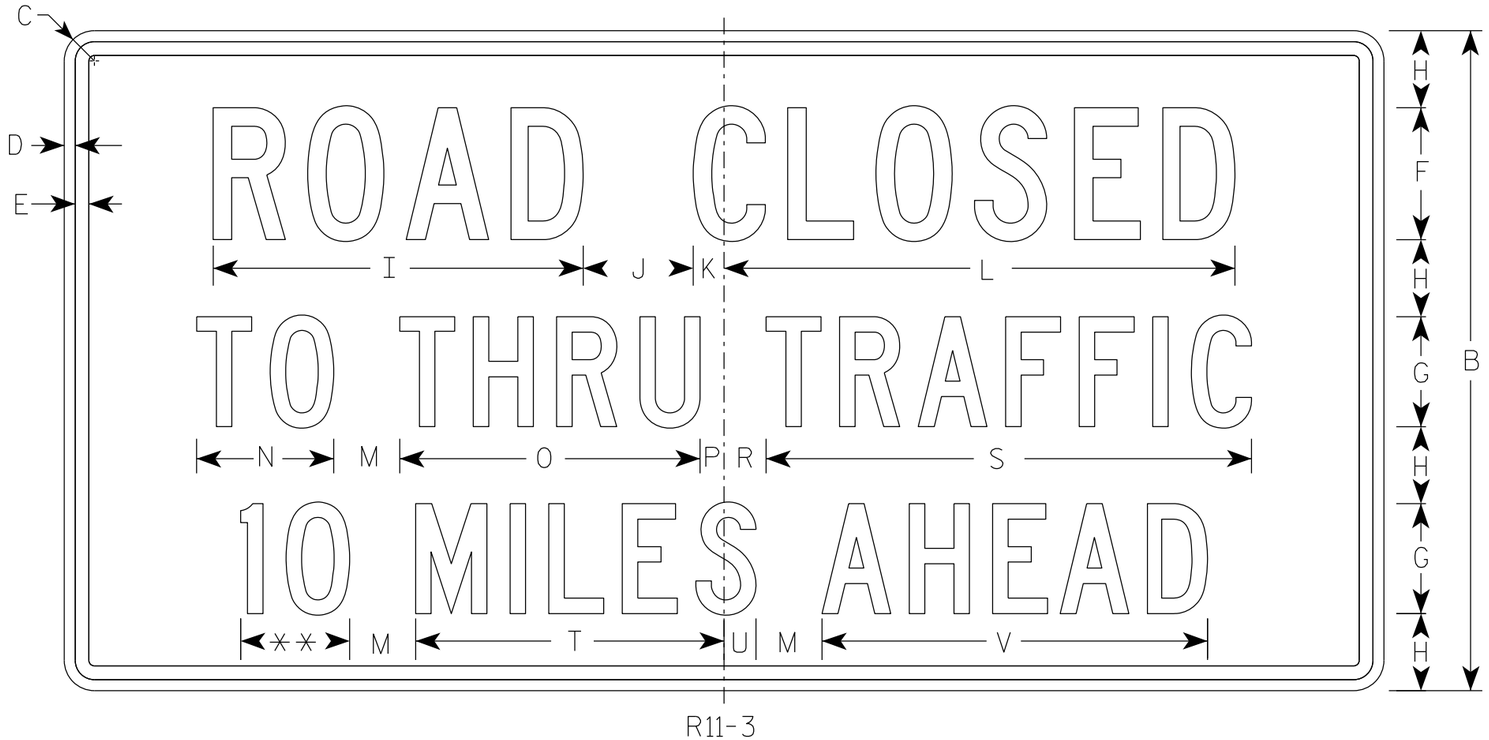
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 237 E

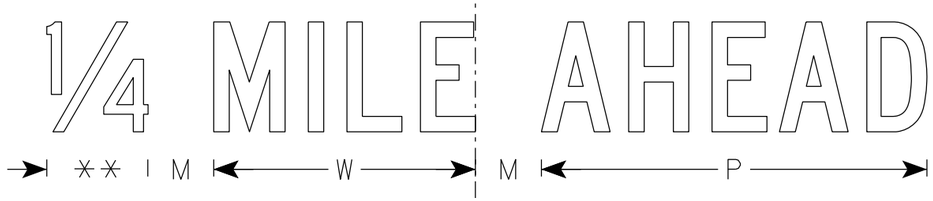
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
2M	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
3																											
4																											
5																											

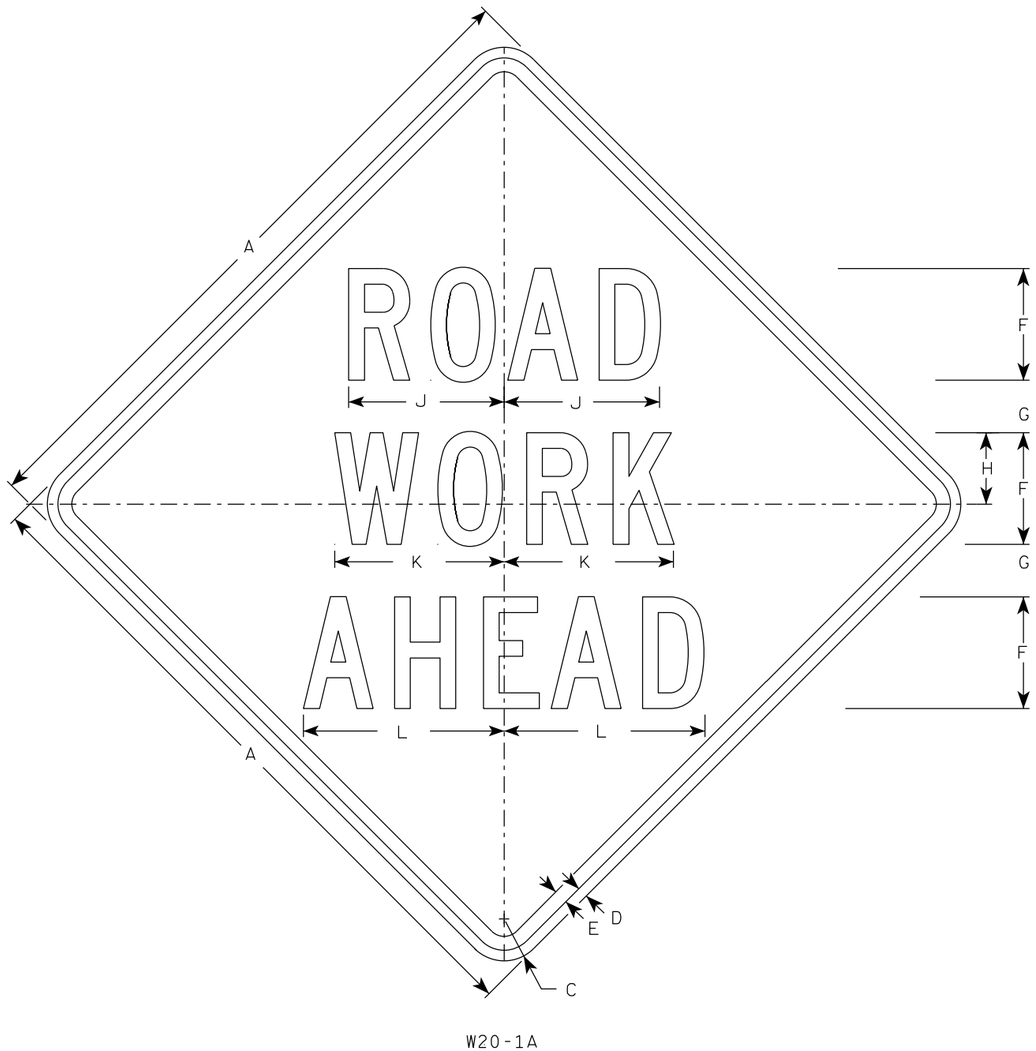
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

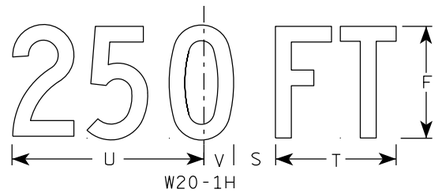
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-3.10

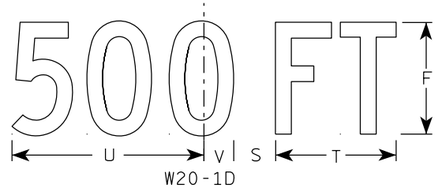
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 238	E



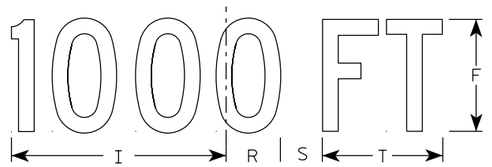
W20-1A



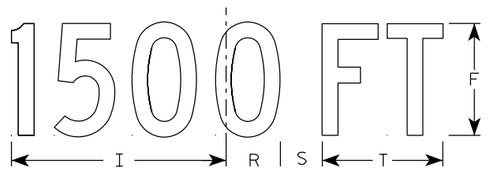
W20-1H



W20-1D



W20-1C



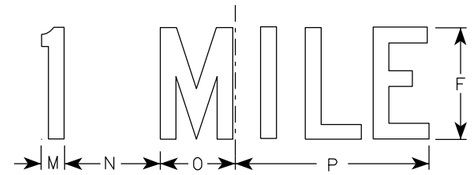
W20-1B

NOTES

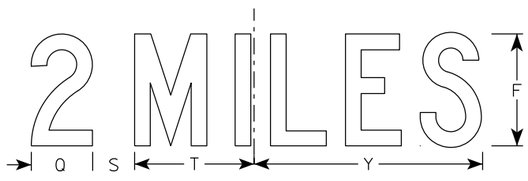
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

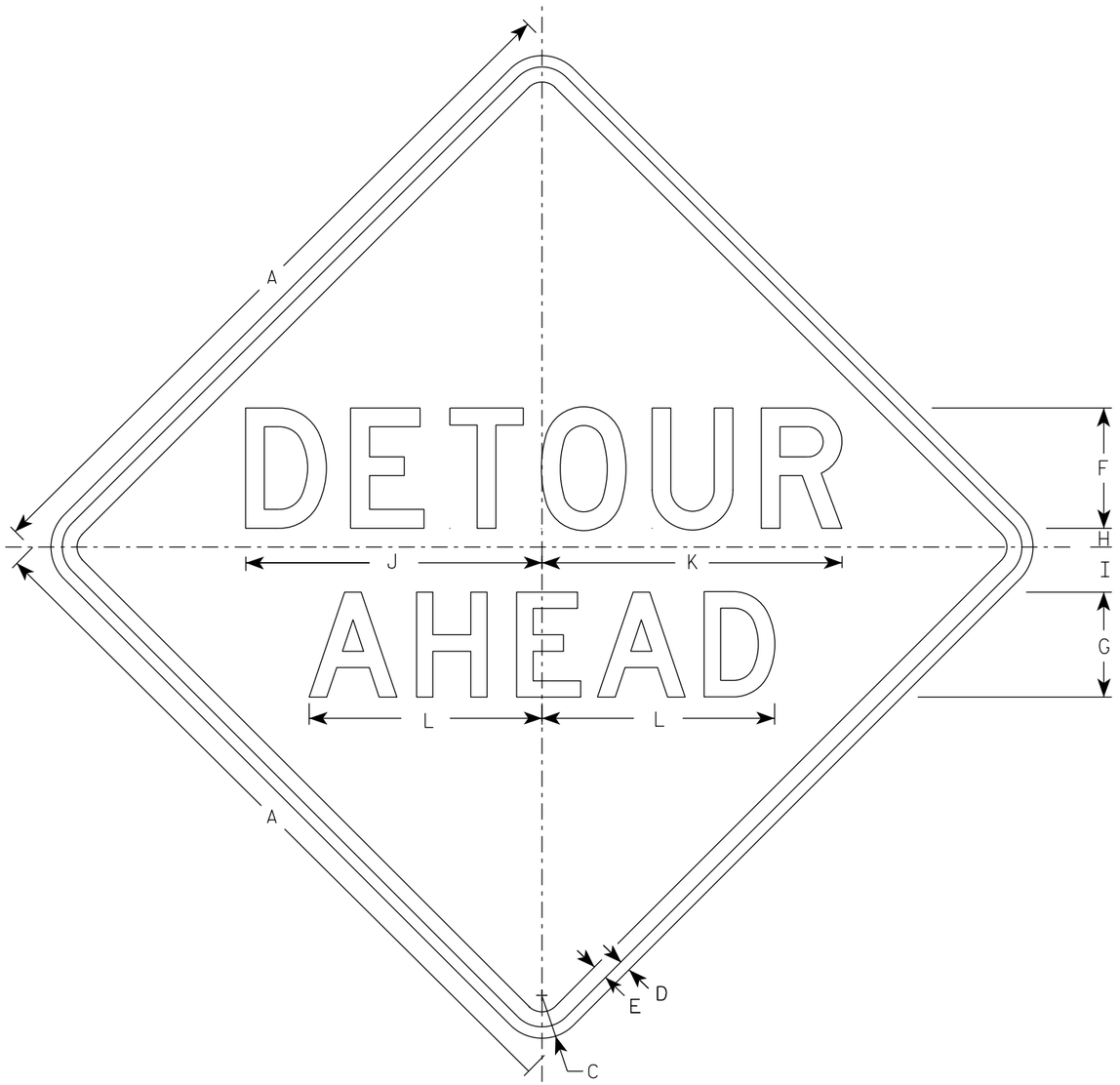
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

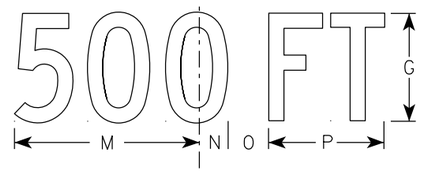
DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

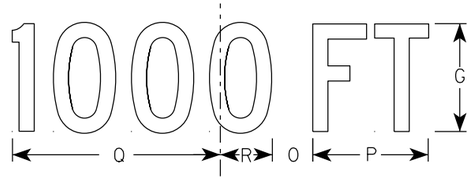
SHEET NO: 239 E



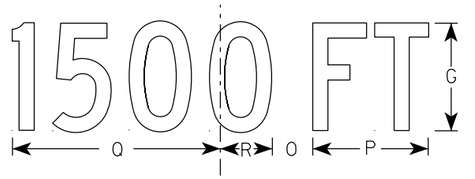
W20-2A



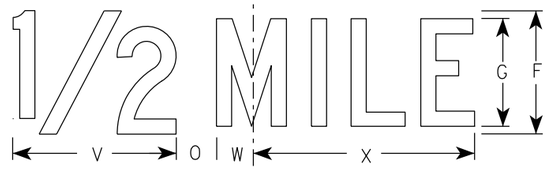
W20-2D



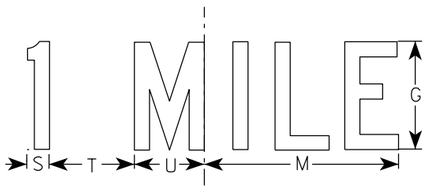
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

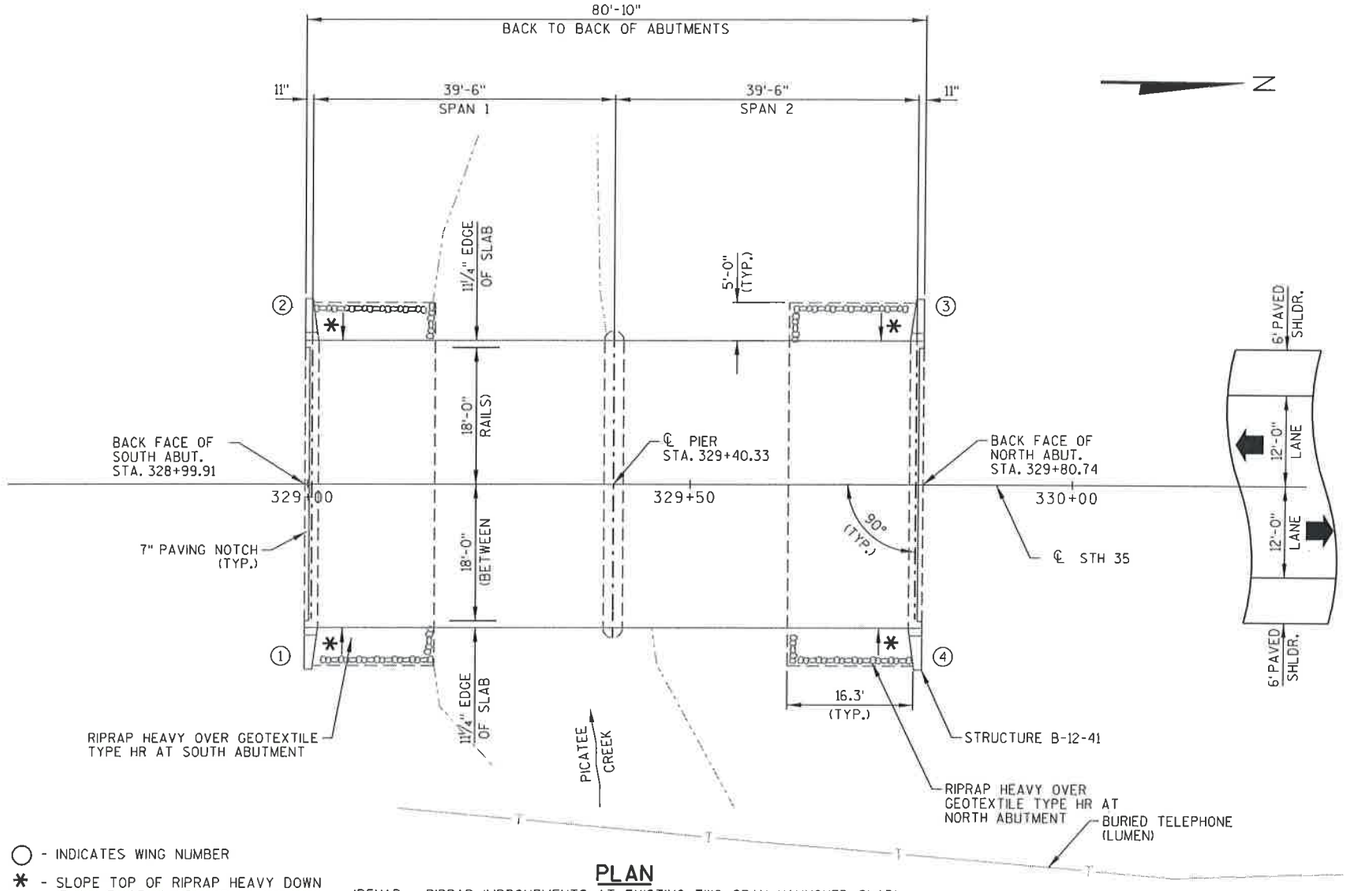
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

STATE PROJECT NUMBER
5160-07-70

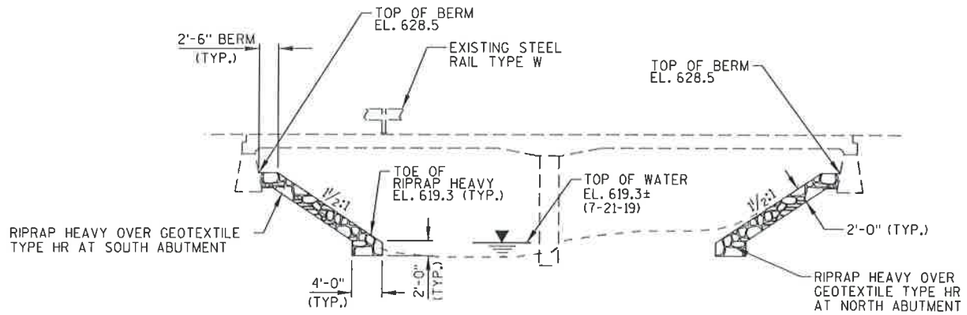


○ - INDICATES WING NUMBER

* - SLOPE TOP OF RIPRAP HEAVY DOWN FROM EXISTING GROUND ELEVATION AT WING TIP TO BERM ELEVATION AT OUTSIDE EDGE OF SLAB

PLAN

(REHAB - RIPRAP IMPROVEMENTS AT EXISTING TWO SPAN HAUNCHED SLAB)



ELEVATION

(LOOKING WEST)

ESTIMATED QUANTITIES

ITEM NUMBER	BID ITEM	UNIT	SOUTH ABUTMENT	NORTH ABUTMENT	TOTAL
606.0300	RIPRAP HEAVY	CY	80	80	160
645.0120	GEOTEXTILE TYPE HR	SY	133	133	266

TRAFFIC DATA;
A.A.D.T. (2022) = 3,040
A.A.D.T. (2042) = 3,500

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

REPLACE ALL RIPRAP HEAVY OVER GEOTEXTILE TYPE HR AS NEEDED TO RESTORE THE BERM ELEVATION AND RIPRAP HEAVY SLOPE AS SHOWN ON THE PLAN AND ELEVATION VIEWS.

EXISTING RIPRAP MEETING THE STANDARD SPECIFICATION FOR RIPRAP HEAVY MAY BE SALVAGED AND REUSED AS RIPRAP HEAVY.

ALL DIMENSIONS SHOWN ARE BASED ON EXISTING PLANS. ORIGINAL 1986 PLANS ARE AVAILABLE FROM THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

THIS PROJECT WILL REHABILITATE THE EXISTING STRUCTURE, B-12-41, A TWO SPAN, 80.8' CONCRETE HAUNCHED SLAB BRIDGE SET ON CONCRETE SILL ABUTMENTS AND A CONCRETE PILE ENCASED PIER.

THERE MAY BE UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

PREPARE THE BED FOR THE RIPRAP HEAVY BY EXCAVATING, SHAPING THE SLOPES, AND CONSTRUCTING THE TOE FOR RIPRAP INSTALLATION. AFTER PLACING THE RIPRAP, RESTORE THE SURFACE OF ADJACENT SLOPES AND DISPOSE OF SURPLUS MATERIAL. THIS WORK IS INCLUDED IN THE BID ITEM "RIPRAP HEAVY".

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A

WISCONSIN
LEAH J. RHODES
E-41726
BARABOO WI
PROFESSIONAL ENGINEER
5/27/2021

CONSULTANT DESIGN CONTACT:
LEAH RHODES
(608) 355-8945

BRIDGE OFFICE CONTACT:
AARON BONK
(608) 261-0261

NO.	DATE	REVISION	BY

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FUNDING | PLANNING | ENVIRONMENTAL
1230 SOUTH BLVD., BARABOO WI 53913
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 08/17/21
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-12-41

STH 35 OVER PICATEE CREEK

COUNTY CRAWFORD | TOWN/~~CITY/VILLAGE~~ EASTMAN

DESIGN SPEC. REHABILITATION - N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JZ	LJR	RLR	JZ

REHAB GENERAL PLAN

SHEET 1 OF 1
241

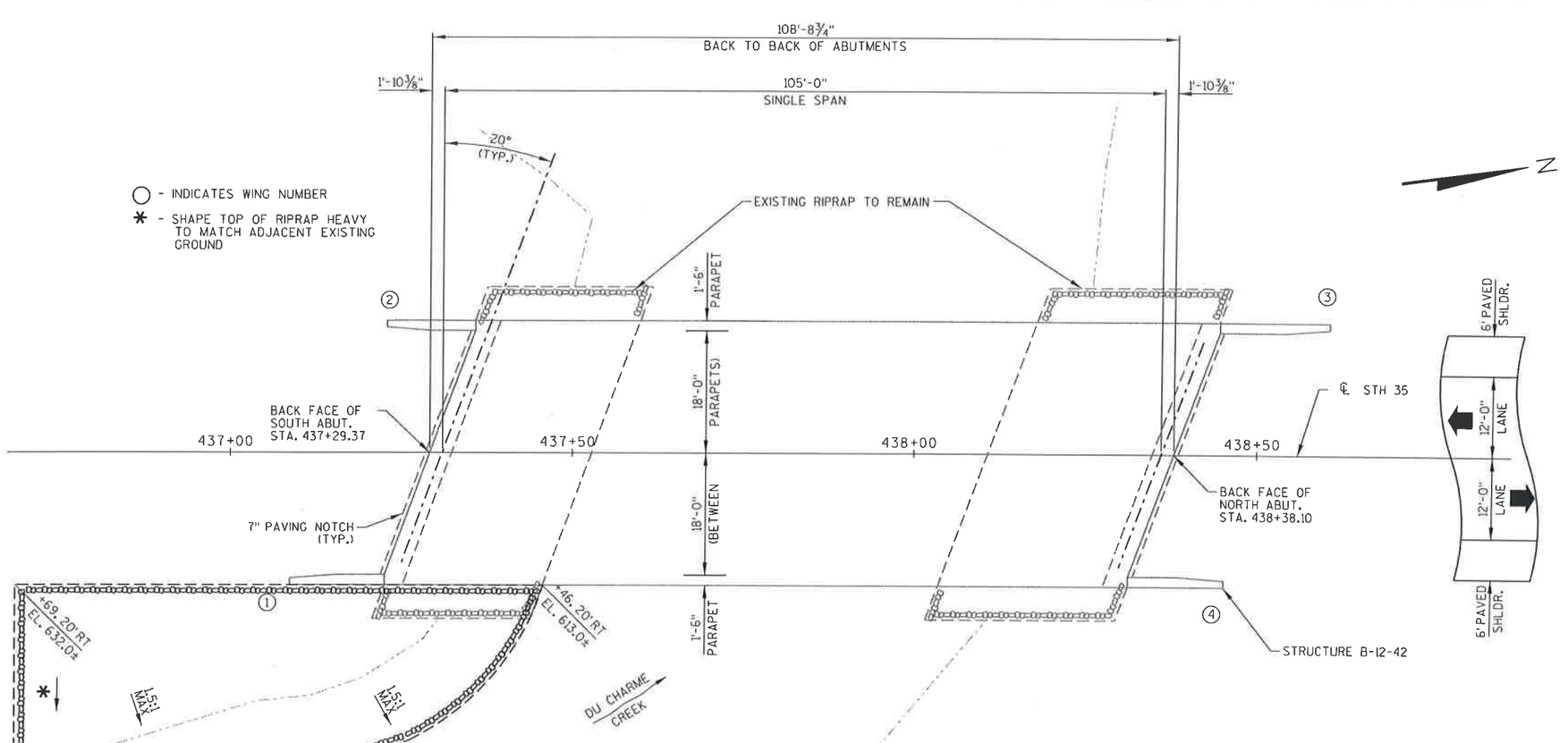
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DATE= 5/24/2021

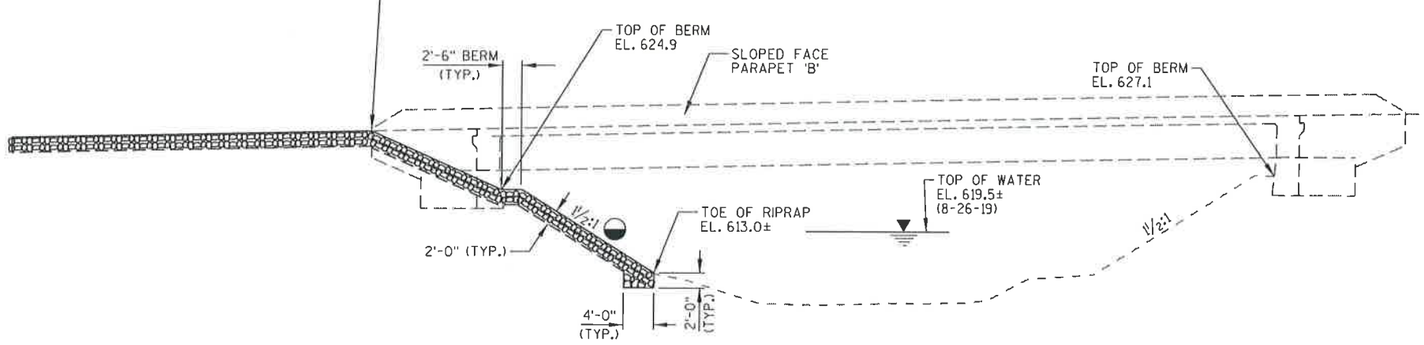
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STATE PROJECT NUMBER
5160-07-70



PLAN

(REHAB - RIPRAP IMPROVEMENTS ON EXISTING SINGLE SPAN 54" PRESTRESSED CONCRETE GIRDER)



ELEVATION

(LOOKING WEST)

TRAFFIC DATA:
A.A.D.T. (2022) = 2,930
A.A.D.T. (2042) = 3,380

ESTIMATED QUANTITIES

ITEM NUMBER	BID ITEM	UNIT	TOTAL
606.0300	RIPRAP HEAVY	CY	212
645.0120	GEOTEXTILE FABRIC TYPE HR	SY	341

WISCONSIN
LEAH J. RHODES
E-41726
BARABOO WI
PROFESSIONAL ENGINEER
Leah J. Rhodes
5/27/2021

CONSULTANT DESIGN CONTACT:
LEAH RHODES
(608) 355-8945

BRIDGE OFFICE CONTACT:
AARON BONK
(608) 261-0261

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ADD RIPRAP HEAVY AS NEEDED TO FILL IN THE SCOUR HOLE ALONG THE SOUTHEAST STREAM BANK AND TO PROTECT THE SOUTHEAST WING WALL FROM FUTURE HIGH WATER.

ALL DIMENSIONS SHOWN ARE BASED ON EXISTING PLANS. ORIGINAL 1986 PLANS ARE AVAILABLE FROM THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

THIS PROJECT WILL REHABILITATE THE EXISTING STRUCTURE, B-12-42, A SINGLE SPAN, 108.7' LONG, PRESTRESSED CONCRETE GIRDER BRIDGE SET ON CONCRETE SILL ABUTMENTS.

THERE MAY BE UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

PREPARE THE BED FOR THE RIPRAP BY EXCAVATING, SHAPING THE SLOPES, AND CONSTRUCTING THE TOE FOR RIPRAP INSTALLATION. AFTER PLACING THE RIPRAP, RESTORE THE SURFACE OF ADJACENT SLOPES AND DISPOSE OF SURPLUS MATERIAL. THIS WORK IS INCLUDED IN THE BID ITEM "RIPRAP HEAVY".

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

NO.	DATE	REVISION	BY

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DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 08/17/21
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-12-42

STH 35 OVER DU CHARME CREEK

COUNTY	TOWN/~~CITY/VILLAGE~~
CRAWFORD	EASTMAN

DESIGN SPEC.
REHABILITATION - N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JZ	LJR	RLR	JZ

REHAB GENERAL PLAN

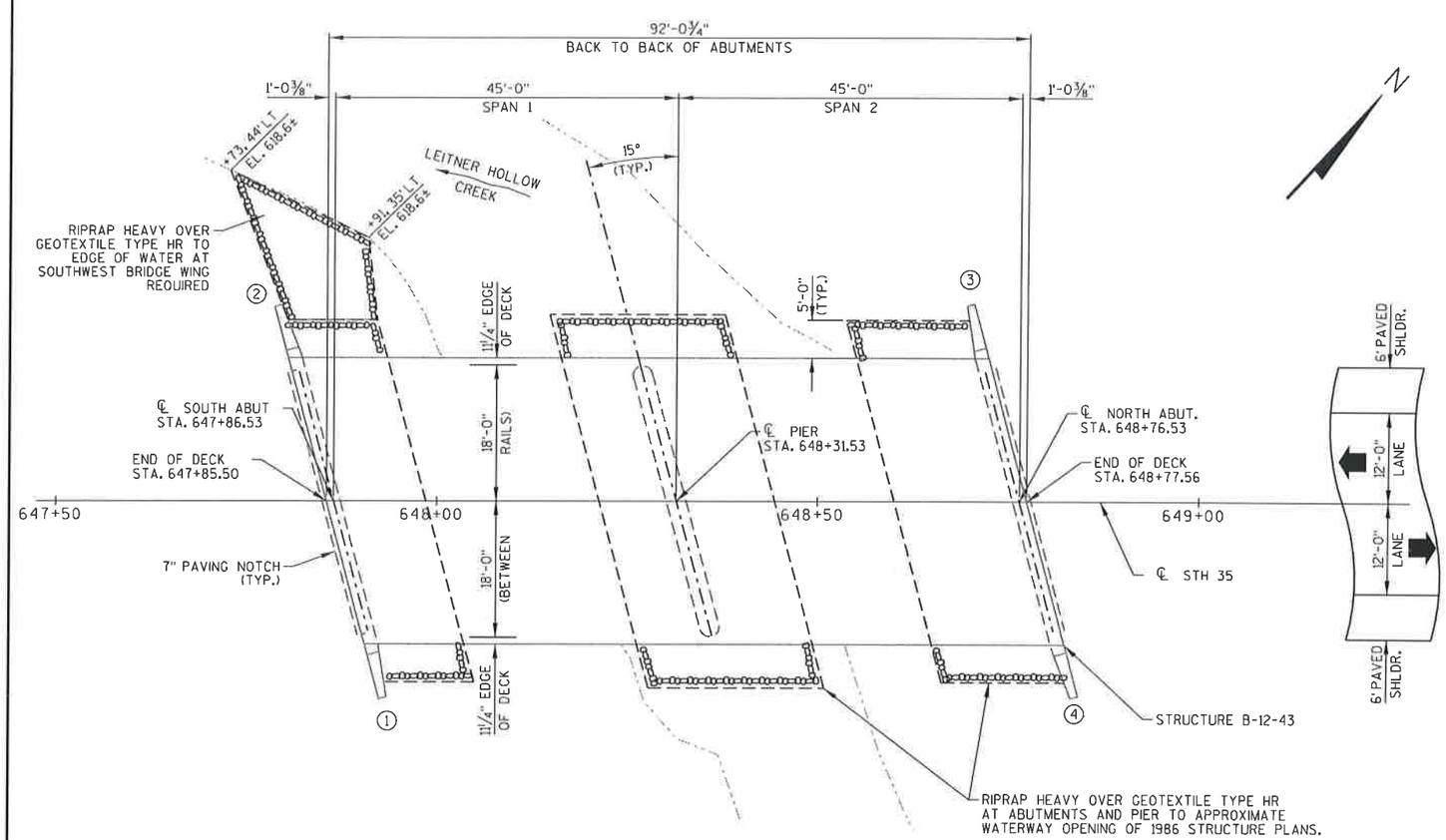
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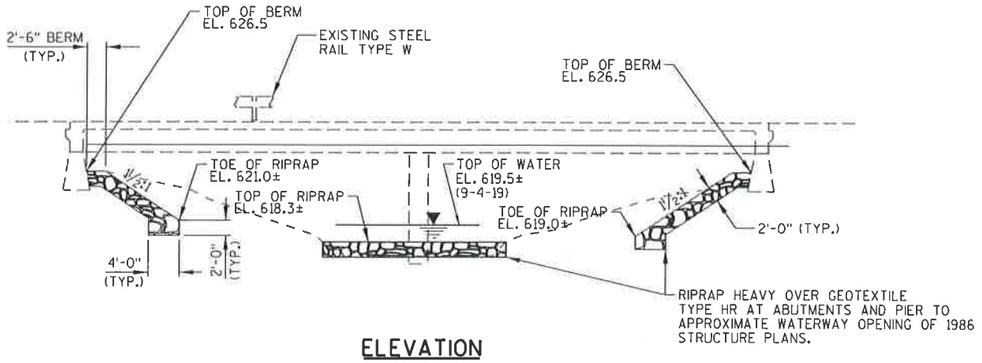
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PLAN

○ - INDICATES WING NUMBER

(REHAB - RIPRAP IMPROVEMENTS ON EXISTING TWO SPAN 36" PRESTRESSED CONCRETE GIRDER)



ELEVATION

(LOOKING WEST)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

PLACE RIPRAP HEAVY AS NEEDED TO RESTORE THE BERM ELEVATION AND RIPRAP HEAVY SLOPES AS SHOWN ON THE PLAN AND ELEVATION VIEWS. FILL IN SCOUR ALONG PIER TO BRING RIPRAP UP TO EXISTING PLAN ELEVATION. DO NOT ENCROACH ON HYDRAULIC OPENING AS SHOWN.

ALL DIMENSIONS SHOWN ARE BASED ON EXISTING PLANS. ORIGINAL 1986 PLANS ARE AVAILABLE FROM THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

THIS PROJECT WILL REHABILITATE EXISTING STRUCTURE, B-12-43, A TWO SPAN, 92.0' PRESTRESSED 36" CONCRETE GIRDER BRIDGE SET ON CONCRETE SILL ABUTMENTS AND A CONCRETE PILE ENCASED PIER.

THERE MAY BE UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

PREPARE THE BED FOR THE RIPRAP BY EXCAVATING, SHAPING THE SLOPES, AND CONSTRUCTING THE TOE FOR RIPRAP INSTALLATION. AFTER PLACING THE RIPRAP, RESTORE THE SURFACE OF ADJACENT SLOPES AND DISPOSE OF SURPLUS MATERIAL. THIS WORK IS INCLUDED IN THE BID ITEM "RIPRAP HEAVY".

EXISTING RIPRAP MEETING THE STANDARD SPECIFICATION FOR RIPRAP HEAVY MAY BE SALVAGED AND REUSED AS RIPRAP HEAVY.

MINOR GRADING MAY BE NEEDED TO MAINTAIN EXISTING CHANNEL WIDTH. GRADING INCIDENTAL TO RIPRAP HEAVY.

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18.

STATE PROJECT NUMBER

5160-07-70

TRAFFIC DATA;
A.A.D.T. (2022) = 2,930
A.A.D.T. (2042) = 3,380

ESTIMATED QUANTITIES

ITEM NUMBER	BID ITEM	UNIT	SOUTH ABUTMENT	PIER	NORTH ABUTMENT	TOTAL
606.0300	RIPRAP HEAVY	CY	81	77	71	229
645.0120	GEOTEXTILE TYPE HR	SY	136	164	118	418



CONSULTANT DESIGN CONTACT:
LEAH RHODES
(608) 355-8945

BRIDGE OFFICE CONTACT:
AARON BONK
(608) 261-0261

NO.	DATE	REVISION	BY

MSA
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 08/17/21
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-12-43

STH 35 OVER LEITNER HOLLOW CREEK

COUNTY	TOWN/~~CITY/VILLAGE~~
CRAWFORD	SENECA

DESIGN SPEC.
REHABILITATION - N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JZ	LJR	RLR	JZ

REHAB
GENERAL PLAN

SHEET 1 OF 1
243

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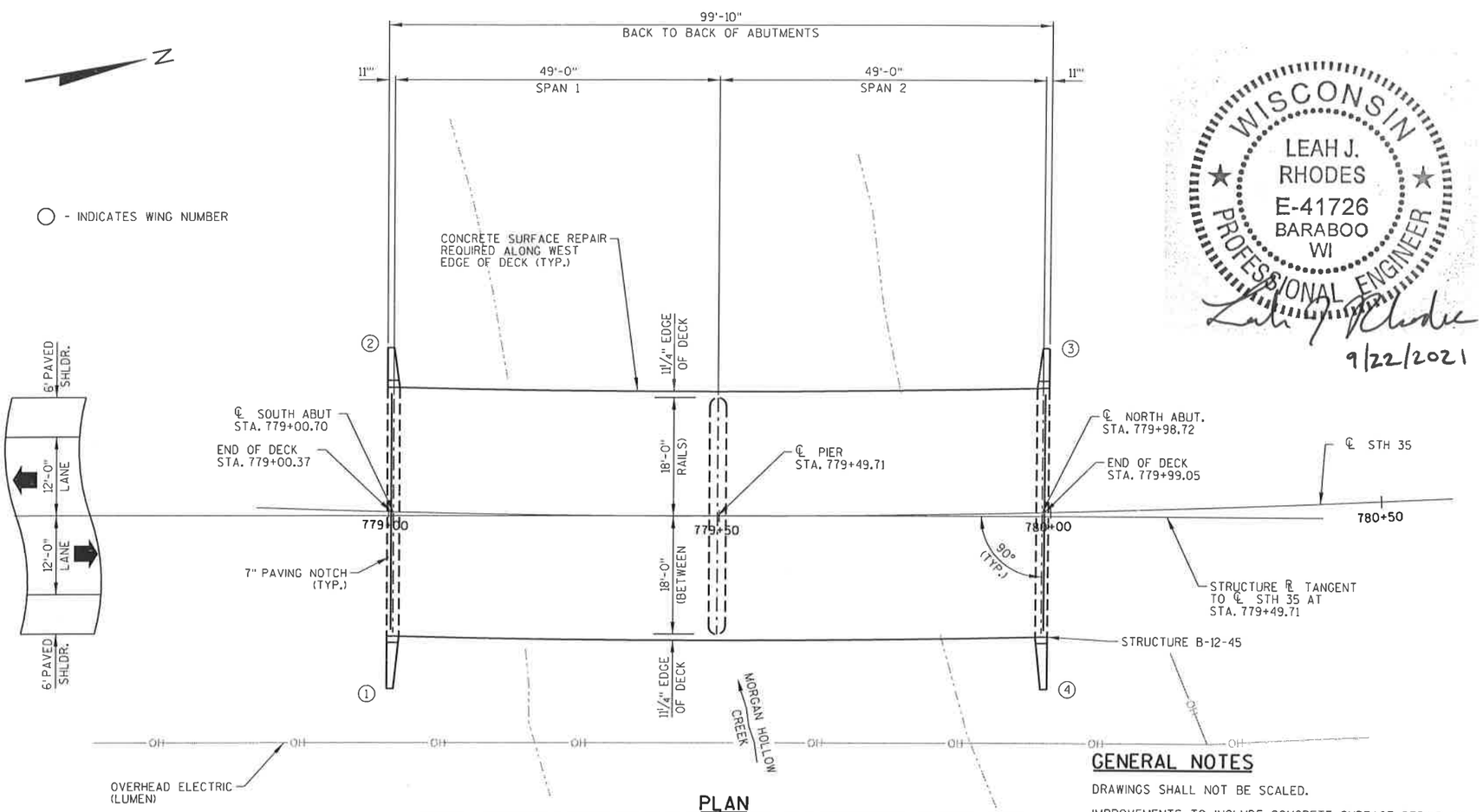
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DATE= 5/24/2021

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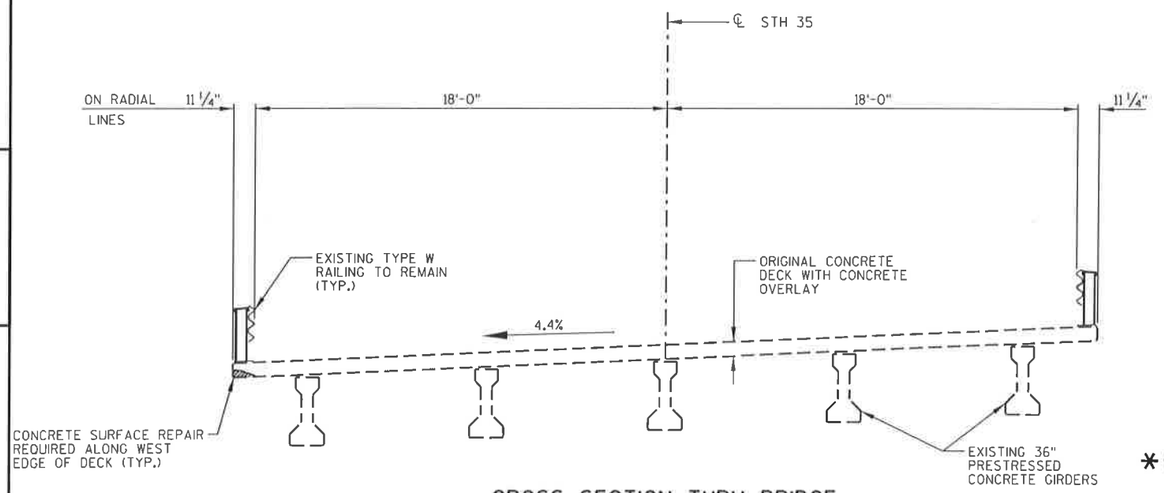
STATE PROJECT NUMBER

5160-07-70



PLAN

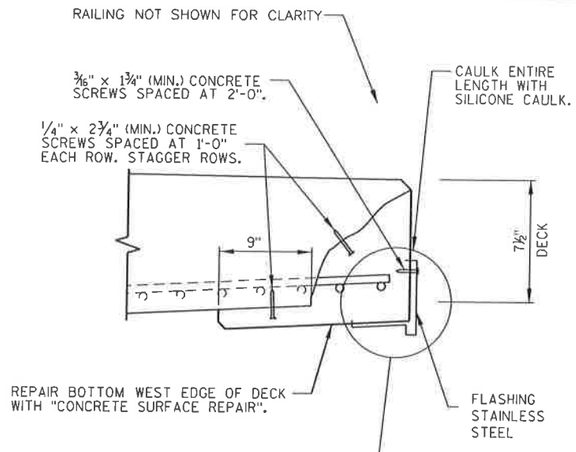
(REHAB - CONCRETE SURFACE REPAIR ON EXISTING TWO SPAN PRESTRESSED CONCRETE GIRDER)



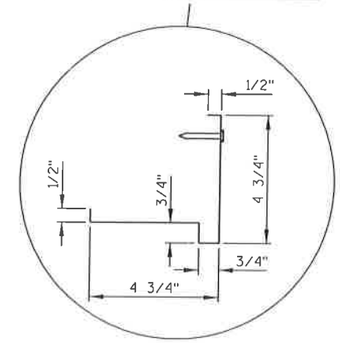
CROSS SECTION THRU BRIDGE

LOOKING NORTH

WISCONSIN
LEAH J. RHODES
E-41726
BARABOO WI
PROFESSIONAL ENGINEER
9/22/2021



EDGE OF DECK REPAIRS



GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

IMPROVEMENTS TO INCLUDE CONCRETE SURFACE REPAIR ON WEST EDGE OF DECK.

ALL DIMENSIONS SHOWN ARE BASED ON EXISTING PLANS. ORIGINAL 1986 PLANS AND 2014 OVERLAY PLANS ARE AVAILABLE FROM THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

THIS PROJECT WILL REHABILITATE THE EXISTING STRUCTURE, B-12-45, A TWO SPAN, 99.8' PRESTRESSED CONCRETE GIRDER BRIDGE SET ON CONCRETE SILL ABUTMENTS AND A CONCRETE PILE ENCASED PIER.

AT THE WEST EDGE OF DECK, PRIOR TO INSTALLING FLASHING STAINLESS STEEL, APPLY PROTECTIVE SURFACE TREATMENT TO THE EXTERIOR 1'-0" TOP OF DECK, THE EDGE OF DECK, AND TO THE EXTERIOR 2'-0" BOTTOM OF DECK.

THE BID ITEM "FLASHING STAINLESS STEEL" SHALL INCLUDE PROVIDING AND INSTALLING THE STAINLESS STEEL FLASHING, SILICON CAULK AND CONCRETE SCREWS, INCLUDING THE ¼" SCREWS USED TO SECURE THE CONCRETE SURFACE REPAIR.

FLASHING TO BE INSTALLED AFTER PROTECTIVE SURFACE TREATMENT APPLICATION.

CONCRETE SCREWS SHALL BE 410 STAINLESS STEEL.

EXTEND FLASHING TO F.F. OF ABUTMENT DIAPHRAGM.

THERE MAY BE UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

ESTIMATED QUANTITIES

ITEM NUMBER	BID ITEM	UNIT	TOTAL
203.0211.S.01	ABATEMENT OF ASBESTOS CONTAINING MATERIAL STRUCTURE B-12-45	EACH	1
203.0335.01	DEBRIS CONTAINMENT OVER WATERWAY B-12-45	EACH	1
502.3200	PROTECTIVE SURFACE TREATMENT	SY	40
** 509.1500	CONCRETE SURFACE REPAIR	SF	180
SPV.0090.02	FLASHING STAINLESS STEEL B-12-45	LF	98

** CONCRETE SURFACE REPAIR REQUIRED ON THE WEST SLAB EDGE AS DESIGNATED BY THE ENGINEER. QUANTITY LISTED IS TENTATIVE. CONTRACTOR SHALL COORDINATE THE FIELD IDENTIFICATION AND DETERMINATION OF ALL SURFACE REPAIR LOCATIONS WITH THE ENGINEER.

CONSULTANT DESIGN CONTACT:
LEAH RHODES
(608) 355-8945

BRIDGE OFFICE CONTACT:
AARON BONK
(608) 261-0261

NO.	DATE	REVISION	BY

MSA
ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
1230 SOUTH BLVD., BARABOO WI 53913
(608) 356-2771 www.msa-ps.com

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 09/23/21
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-12-45

STH 35 OVER MORGAN HOLLOW CREEK

COUNTY CRAWFORD | ~~TOWN/CITY/~~VILLAGE LYNXVILLE

DESIGN SPEC. REHABILITATION - N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JZ	LJR	RLR	JZ

REHAB GENERAL PLAN

SHEET 1 OF 1
244

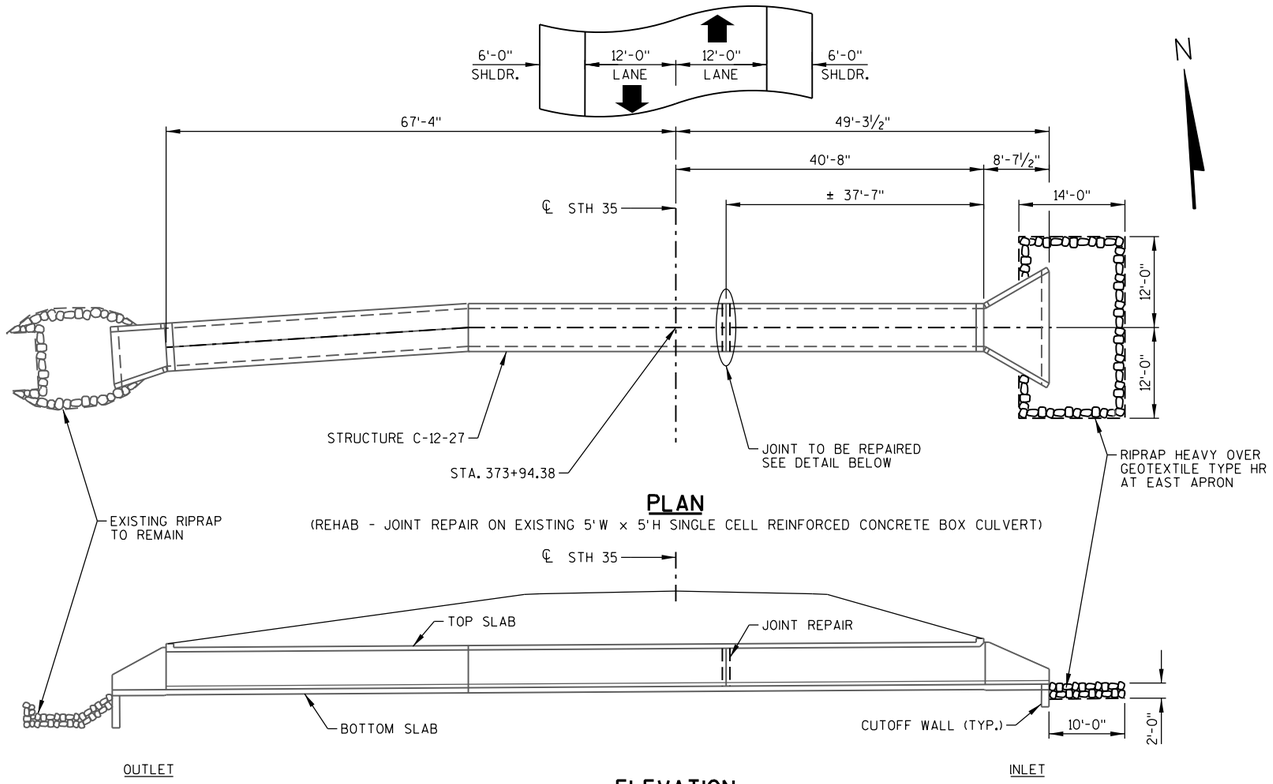
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DATE= 9/22/2021

STATE PROJECT NUMBER
5160-07-70

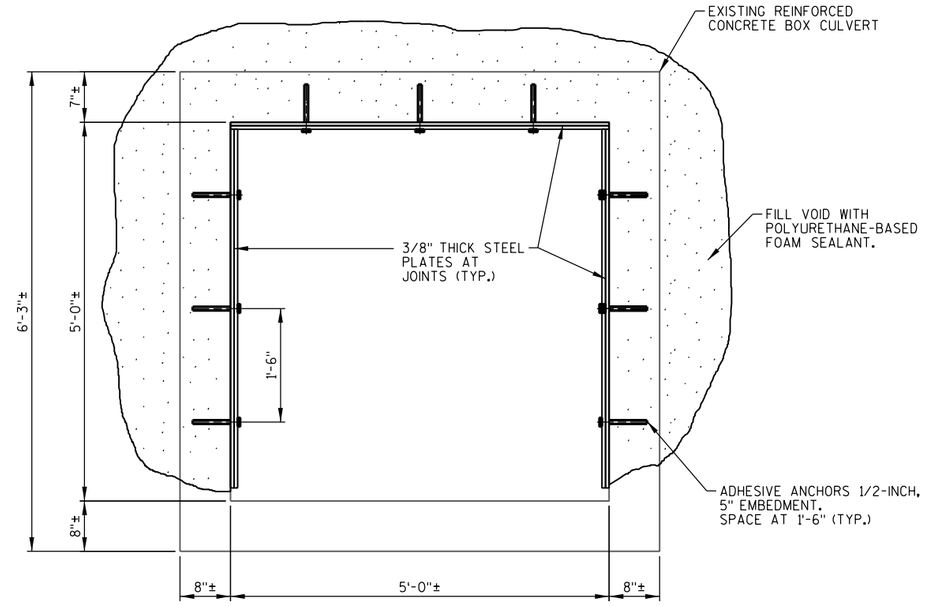


PLAN

(REHAB - JOINT REPAIR ON EXISTING 5'W x 5'H SINGLE CELL REINFORCED CONCRETE BOX CULVERT)

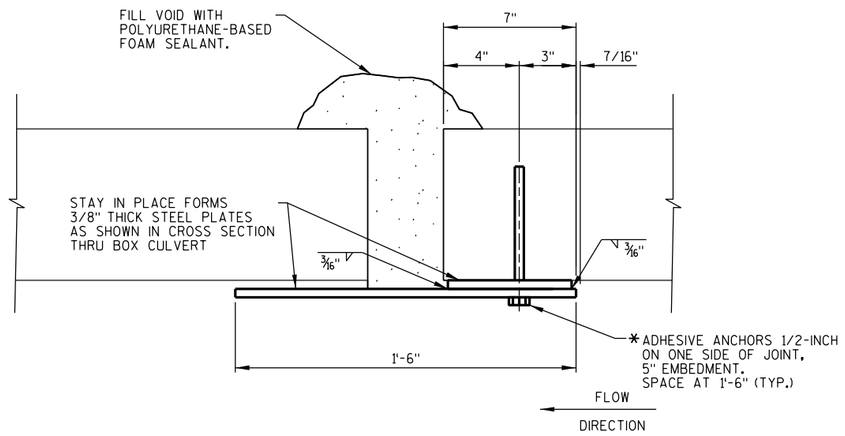
ELEVATION

(LOOKING NORTH)



CROSS SECTION THRU BOX CULVERT JOINT REPAIR

(LOOKING WEST)



JOINT REPAIR DETAIL

* MECHANICAL ANCHORS WILL BE ALLOWED TO BE SUBSTITUTED FOR OVERHEAD INSTALLATION.

DESIGN DATA

MATERIAL PROPERTIES:

STRUCTURAL STEEL (ASTM A709, GRADE 36) ——— fy = 36,000 P.S.I.

TRAFFIC DATA:

A.A.D.T. (2022) = 3,040
A.A.D.T. (2042) = 3,500

ESTIMATED QUANTITIES

ITEM NUMBER	BID ITEM	UNIT	TOTAL
606.0300	RIPRAP HEAVY	CY	21
645.0120	GEOTEXTILE TYPE HR	SY	51
◑ SPV.0060.09	BOX CULVERT JOINT REPAIR C-12-0027	EACH	1

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

IMPROVEMENTS INCLUDE REPAIR OF JOINT SEPARATION INSIDE THE BOX CULVERT. USE PERMANENT FORM AND PUMP CONCRETE OR POLYURETHANE-BASED FOAM SEALANT TO FILL VOIDS IN THE CULVERT WALLS AND BACKFILL.

ALL DIMENSIONS SHOWN ARE BASED ON EXISTING PLANS. 1985 EXTENSION PLANS ARE AVAILABLE FROM THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

THIS PROJECT WILL REHABILITATE THE EXISTING STRUCTURE, C-12-27, A SINGLE CELL, REINFORCED CONCRETE BOX CULVERT.

THERE MAY BE UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

◑ PAYMENT FOR BOX CULVERT JOINT REPAIR, INCLUDING STEEL PLATES, ADHESIVE ANCHORS, POLYURETHANE-BASED FOAM SEALANT, AND ANY OTHER MISCELLANEOUS WORK ASSOCIATED WITH BOX CULVERT JOINT REPAIRS TO BE INCLUDED IN THE BID PRICE FOR "BOX CULVERT JOINT REPAIR C-12-0027".

THE APPROXIMATE OVERBURDEN DEPTH AT JOINT REPAIR IS 6-7 FEET.

WISCONSIN
LEAH J. RHODES
E-41726
BARABOO
WI
PROFESSIONAL ENGINEER

9/20/2024

CONSULTANT DESIGN CONTACT:
LEAH RHODES
(608) 355-8945

BRIDGE OFFICE CONTACT:
AARON BONK
(608) 261-0261

NO.	DATE	REVISION	BY

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1230 SOUTH BLVD., BARABOO WI 53913
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 09/23/24
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE C-12-27

STH 35 OVER DRAINAGE WAY

COUNTY	TOWN/~~CITY/VILLAGE~~
CRAWFORD	EASTMAN

DESIGN SPEC.
REHABILITATION - N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
JZ	LJR	RLR	JZ

REHAB
GENERAL PLAN

SHEET 1 OF 1
245

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DIVISION 1 - PROP-STH 35 SOUTH HALF

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
270+58.07	0.00	0.00	0.00	1.45	0	0	0	0	0	0
270+92.48	34.41	0.00	0.00	1.13	0	0	2	0	3	-3
271+12.48	20.00	0.00	0.00	1.17	0	0	1	0	4	-4
271+37.48	25.00	0.00	0.00	1.27	0	0	1	0	5	-5
271+62.48	25.00	0.00	0.00	0.77	0	0	1	0	6	-6
272+00.00	37.52	0.00	0.00	0.21	0	0	1	0	8	-8
274+00.00	200.00	0.00	0.00	4.72	0	0	18	0	30	-30
275+37.00	137.00	0.00	0.00	0.00	0	0	12	0	45	-45
276+00.00	63.00	0.00	0.00	0.00	0	0	0	0	45	-45
278+00.00	200.00	0.00	0.00	0.00	0	0	0	0	45	-45
280+00.00	200.00	0.00	0.00	0.00	0	0	0	0	45	-45
282+00.00	200.00	0.00	0.00	0.00	0	0	0	0	45	-45
283+41.06	141.06	0.00	0.00	0.00	0	0	0	0	45	-45
284+00.00	58.94	0.00	0.00	0.00	0	0	0	0	45	-45
286+00.00	200.00	0.00	0.00	0.00	0	0	0	0	45	-45
288+00.00	200.00	0.00	0.00	0.00	0	0	0	0	45	-45
290+00.00	200.00	0.00	0.00	0.00	0	0	0	0	45	-45
292+00.00	200.00	0.00	0.00	0.00	0	0	0	0	45	-45
294+00.00	200.00	0.00	0.00	0.00	0	0	0	0	45	-45
296+00.00	200.00	0.00	0.00	0.00	0	0	0	0	45	-45
298+00.00	200.00	0.00	0.00	0.00	0	0	0	0	45	-45
298+41.60	41.60	0.00	0.00	0.00	0	0	0	0	45	-45
299+00.00	58.40	1.69	0.00	0.00	2	0	0	2	45	-43
299+50.00	50.00	0.00	0.00	0.00	2	0	0	4	45	-41
299+75.00	25.00	0.00	0.00	0.00	0	0	0	4	45	-41
300+00.00	25.00	0.00	0.00	0.00	0	0	0	4	45	-41
300+50.00	50.00	0.00	0.00	3.27	0	0	3	4	49	-45
300+65.00	15.00	0.00	0.00	5.89	0	0	3	4	53	-49
300+75.00	10.00	0.00	0.00	8.03	0	0	3	4	56	-52
300+90.00	15.00	0.00	0.00	8.40	0	0	5	4	63	-59
300+95.00	5.00	0.00	0.00	8.11	0	0	2	4	65	-61
301+00.00	5.00	0.00	0.00	7.87	0	0	1	4	66	-62
301+10.00	10.00	0.00	0.00	7.11	0	0	3	4	70	-66
301+44.59	34.59	0.00	0.00	0.00	0	0	5	4	76	-72
301+69.59	25.00	0.00	0.00	0.00	0	0	0	4	76	-72
301+94.65	25.06	0.00	0.00	0.00	0	0	0	4	76	-72
302+82.21	87.56	0.00	0.00	0.00	0	0	0	4	76	-72
302+91.02	8.81	0.00	0.00	3.71	0	0	1	4	78	-74
303+69.71	78.69	0.00	0.00	1.99	0	0	8	4	88	-84
303+94.80	25.09	0.00	0.00	0.64	0	0	1	4	89	-85
304+19.88	25.08	0.00	0.00	0.00	0	0	0	4	89	-85
304+60.04	40.16	0.00	0.00	0.00	0	0	0	4	89	-85
306+00.00	139.96	0.00	0.00	0.00	0	0	0	4	89	-85
307+16.36	116.36	0.00	0.00	0.00	0	0	0	4	89	-85
308+00.00	83.64	0.00	0.00	0.00	0	0	0	4	89	-85
310+00.00	200.00	0.00	0.00	0.00	0	0	0	4	89	-85
312+00.00	200.00	0.00	0.00	0.00	0	0	0	4	89	-85
314+00.00	200.00	0.00	0.00	0.00	0	0	0	4	89	-85
315+67.73	167.73	0.00	0.00	0.00	0	0	0	4	89	-85
316+00.00	32.27	0.00	0.00	0.00	0	0	0	4	89	-85
318+00.00	200.00	0.00	0.00	0.00	0	0	0	4	89	-85
320+00.00	200.00	5.20	0.00	0.00	19	0	0	23	89	-66
320+26.16	26.16	0.74	0.00	0.00	3	0	0	26	89	-63
321+16.17	90.01	0.00	0.00	5.29	1	0	9	27	100	-73
321+41.17	25.00	0.00	0.00	2.07	0	0	3	27	104	-77

CONTINUED IN NEXT COLUMN

CONTINUED FROM PREVIOUS COLUMN

DIVISION 1 - PROP-STH 35 SOUTH HALF

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
321+66.17	25.00	0.00	0.00	0.94	0	0	1	27	105	-78
321+89.27	23.10	0.00	0.00	0.00	0	0	0	27	105	-78
322+89.93	100.66	0.00	0.00	0.46	0	0	1	27	106	-79
323+14.93	25.00	0.00	0.00	9.02	0	0	4	27	111	-84
323+39.93	25.00	0.00	0.00	10.37	0	0	9	27	123	-96
323+59.93	20.00	5.35	0.00	10.57	2	0	8	29	133	-104
324+22.40	62.47	5.33	0.00	0.00	12	0	12	41	148	-107
327+08.95	286.55	0.00	0.00	0.00	28	0	0	69	148	-79
327+89.76	80.81	11.45	0.00	0.85	17	0	1	86	149	-63
328+09.76	20.00	11.57	0.00	0.32	9	0	0	95	149	-54
328+34.76	25.00	0.00	0.00	4.74	5	0	2	100	151	-51
328+59.76	25.00	0.00	0.00	4.32	0	0	4	100	156	-56
328+84.30	24.54	0.00	0.00	0.52	0	0	2	100	159	-59
329+94.39	110.09	0.00	0.00	0.00	0	0	1	100	160	-60
330+20.83	26.44	0.20	0.00	0.00	0	0	0	100	160	-60
330+40.03	19.20	0.20	0.00	0.00	0	0	0	100	160	-60
330+45.83	5.80	0.00	0.00	0.00	0	0	0	100	160	-60
330+70.83	25.00	0.00	0.00	0.00	0	0	0	100	160	-60
330+85.11	14.28	0.26	0.00	0.00	0	0	0	100	160	-60
331+09.19	24.08	1.67	0.00	0.00	1	0	0	101	160	-59
331+21.08	11.89	0.00	0.00	0.00	0	0	0	101	160	-59
331+46.08	25.00	0.00	0.00	0.00	0	0	0	101	160	-59
331+71.10	25.02	0.00	0.00	0.00	0	0	0	101	160	-59
332+33.60	62.50	0.00	0.00	2.83	0	0	3	101	164	-63
333+52.48	118.88	0.00	0.00	1.49	0	0	10	101	176	-75
333+75.60	23.12	0.00	0.00	1.92	0	0	1	101	178	-77
334+00.60	25.00	0.70	0.00	1.93	0	0	2	101	180	-79
334+25.60	25.00	0.50	0.00	1.86	1	0	2	102	183	-81
334+65.62	40.02	0.21	0.00	2.34	1	0	3	103	186	-83
335+02.16	36.54	3.10	0.00	0.00	2	0	2	105	189	-84
336+00.00	97.84	0.00	0.00	0.00	6	0	0	111	189	-78
338+00.00	200.00	0.00	0.00	0.00	0	0	0	111	189	-78
340+00.00	200.00	0.00	0.00	0.00	0	0	0	111	189	-78
342+00.00	200.00	0.00	0.00	0.00	0	0	0	111	189	-78
344+00.00	200.00	0.00	0.00	0.00	0	0	0	111	189	-78
346+00.00	200.00	0.00	0.00	0.00	0	0	0	111	189	-78
346+30.00	30.00	0.68	0.00	0.00	0	0	0	111	189	-78
346+80.00	50.00	0.00	0.00	0.00	1	0	0	112	189	-77
347+30.00	50.00	0.70	0.00	0.14	1	0	0	113	189	-76
348+00.00	70.00	0.00	0.00	0.00	1	0	0	114	189	-75
350+00.00	200.00	0.00	0.00	0.00	0	0	0	114	189	-75
352+00.00	200.00	0.00	0.00	0.00	0	0	0	114	189	-75
354+00.00	200.00	0.00	0.00	0.00	0	0	0	114	189	-75
356+00.00	200.00	0.00	0.00	0.00	0	0	0	114	189	-75
358+00.00	200.00	0.00	0.00	0.00	0	0	0	114	189	-75
360+00.00	200.00	0.00	0.00	0.00	0	0	0	114	189	-75
362+00.00	200.00	0.00	0.00	0.00	0	0	0	114	189	-75
364+00.00	200.00	0.00	0.00	0.00	0	0	0	114	189	-75
366+00.00	200.00	0.00	0.00	0.00	0	0	0	114	189	-75
367+49.46	149.46	0.00	0.00	0.00	0	0	0	114	189	-75
368+48.83	99.37	0.00	0.00	0.00	0	0	0	114	189	-75
368+62.64	13.81	0.00	0.00	0.00	0	0	0	114	189	-75
368+87.64	25.00	0.00	0.00	14.86	0	0	7	114	198	-84
369+12.64	25.00	0.00	0.00	43.83	0	0	27	114	231	-117
370+00.00	87.36	0.00	0.00	7.48	0	0	83	114	335	-221

CONTINUED ON NEXT PAGE

DIVISION 1 - PROP-STH 35 SOUTH HALF

CONTINUED FROM PREVIOUS PAGE

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
370+92.51	92.51	0.00	0.00	2.04	0	0	16	114	355	-241
371+32.52	40.01	11.55	0.00	2.76	9	0	4	123	360	-237
371+57.52	25.00	0.75	0.00	20.43	6	0	11	129	374	-245
371+82.52	25.00	1.67	0.00	48.84	1	0	32	130	414	-284
372+00.00	17.48	0.00	0.00	2.29	1	0	17	131	435	-304
373+05.52	105.52	0.00	0.00	1.58	0	0	8	131	445	-314
373+83.03	77.51	0.85	0.00	0.00	1	0	2	132	448	-316
374+00.00	16.97	0.00	0.00	6.36	0	0	2	132	450	-318
374+80.64	80.64	0.00	0.00	0.00	0	0	10	132	463	-331
375+03.76	23.12	0.00	0.00	0.00	0	0	0	132	463	-331
375+28.76	25.00	0.00	0.00	0.00	0	0	0	132	463	-331
375+53.76	25.00	0.86	0.00	3.57	0	0	2	132	465	-333
376+18.78	65.02	1.58	0.00	1.23	3	0	6	135	473	-338
378+00.00	181.22	0.00	0.00	0.00	5	0	4	140	478	-338
380+00.00	200.00	0.00	0.00	1.56	0	0	6	140	485	-345
382+00.00	200.00	0.00	0.00	0.34	0	0	7	140	494	-354
384+00.00	200.00	0.00	0.00	0.00	0	0	1	140	495	-355
386+24.10	224.10	0.23	0.00	0.00	1	0	0	141	495	-354
387+14.11	90.01	0.00	0.00	0.00	0	0	0	141	495	-354
387+39.11	25.00	0.00	0.00	4.00	0	0	2	141	498	-357
387+64.11	25.00	0.00	0.00	7.92	0	0	6	141	505	-364
387+97.23	33.12	0.00	0.00	1.70	0	0	6	141	513	-372
388+00.00	2.77	0.00	0.00	5.51	0	0	0	141	513	-372
389+08.21	108.21	0.63	0.00	1.15	1	0	13	142	529	-387
389+26.49	18.28	0.00	0.00	1.47	0	0	1	142	530	-388
389+78.82	52.33	0.00	0.00	15.14	0	0	16	142	550	-408
390+00.00	21.18	0.00	0.00	12.56	0	0	11	142	564	-422
390+11.94	11.94	0.00	0.00	6.89	0	0	4	142	569	-427
390+36.94	25.00	0.00	0.00	9.62	0	0	8	142	579	-437
390+61.94	25.00	0.36	0.00	3.13	0	0	6	142	586	-444
392+01.96	140.02	0.28	0.00	4.39	2	0	19	144	610	-466
394+00.00	198.04	0.00	0.00	0.66	1	0	19	145	634	-489
396+00.00	200.00	0.00	0.00	1.25	0	0	7	145	643	-498
398+00.00	200.00	0.00	0.00	0.00	0	0	5	145	649	-504
400+00.00	200.00	0.00	0.00	0.00	0	0	0	145	649	-504
402+00.00	200.00	0.00	0.00	0.00	0	0	0	145	649	-504
404+00.00	200.00	0.00	0.00	0.00	0	0	0	145	649	-504
406+00.00	200.00	0.00	0.00	0.91	0	0	3	145	653	-508
408+00.00	200.00	0.00	0.00	0.00	0	0	3	145	656	-511
410+00.00	200.00	0.00	0.00	0.00	0	0	0	145	656	-511
412+00.00	200.00	0.00	0.00	0.00	0	0	0	145	656	-511
414+00.00	200.00	0.00	0.00	0.00	0	0	0	145	656	-511
416+00.00	200.00	0.00	0.00	0.00	0	0	0	145	656	-511
418+00.00	200.00	0.00	0.00	1.03	0	0	4	145	661	-516
419+00.00	100.00	0.00	0.00	0.00	0	0	2	145	664	-519
420+00.00	100.00	0.00	0.00	0.00	0	0	0	145	664	-519
420+39.91	39.91	0.00	0.00	1.88	0	0	1	145	665	-520
420+64.91	25.00	0.00	0.00	14.06	0	0	7	145	674	-529
420+89.91	25.00	0.00	0.00	14.59	0	0	13	145	690	-545
421+06.54	16.63	0.00	0.00	12.91	0	0	8	145	700	-555
421+09.91	3.37	0.00	0.00	16.47	0	0	2	145	703	-558
421+46.56	36.65	0.00	0.00	11.80	0	0	19	145	726	-581
421+71.56	25.00	0.00	0.00	9.01	0	0	10	145	739	-594
421+85.50	13.94	0.00	0.00	6.68	0	0	4	145	744	-599
421+96.56	11.06	0.00	0.00	1.97	0	0	2	145	746	-601

CONTINUED IN NEXT COLUMN

DIVISION 1 - PROP-STH 35 SOUTH HALF

CONTINUED FROM PREVIOUS COLUMN

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
422+19.68	23.12	0.00	0.00	0.83	0	0	1	145	748	-603
423+19.56	99.88	0.00	0.00	0.00	0	0	2	145	750	-605
434+17.55	1097.99	0.00	0.00	0.00	0	0	0	145	750	-605
434+60.04	42.49	0.00	0.00	0.56	0	0	0	145	750	-605
434+64.61	4.57	0.00	0.00	1.76	0	0	0	145	750	-605
435+10.23	45.62	7.63	0.00	0.00	6	0	1	151	751	-600
435+13.52	3.29	0.00	0.00	0.62	0	0	0	151	751	-600
435+33.52	20.00	0.95	0.00	1.07	0	0	1	151	753	-602
435+35.23	1.71	1.10	0.00	2.57	0	0	0	151	753	-602
435+58.52	23.29	0.00	0.00	5.86	0	0	4	151	758	-607
435+60.31	1.79	0.00	0.00	5.45	0	0	0	151	758	-607
435+83.52	23.21	0.00	0.00	0.44	0	0	3	151	761	-610
436+00.00	16.48	0.00	0.00	1.07	0	0	0	151	761	-610
436+50.00	50.00	0.00	0.00	2.95	0	0	4	151	766	-615
437+09.02	59.02	0.00	0.00	12.41	0	0	17	151	788	-637
438+56.15	147.13	0.00	0.00	23.79	0	0	99	151	911	-760
438+59.44	3.29	0.00	0.00	15.97	0	0	2	151	914	-763
438+59.61	0.17	0.00	0.00	17.41	0	0	0	151	914	-763
439+00.00	40.39	0.00	0.00	1.15	0	0	14	151	931	-780
439+75.00	75.00	0.00	0.00	5.03	0	0	9	151	943	-792
440+00.00	25.00	0.00	0.00	0.00	0	0	2	151	945	-794
442+00.00	200.00	0.00	0.00	0.00	0	0	0	151	945	-794
444+00.00	200.00	0.00	0.00	0.00	0	0	0	151	945	-794
446+00.00	200.00	0.00	0.00	0.00	0	0	0	151	945	-794
448+00.00	200.00	0.00	0.00	0.00	0	0	0	151	945	-794
450+00.00	200.00	0.00	0.00	0.00	0	0	0	151	945	-794
452+00.00	200.00	0.00	0.00	0.00	0	0	0	151	945	-794
454+00.00	200.00	0.00	0.00	0.00	0	0	0	151	945	-794
456+00.00	200.00	0.00	0.00	0.00	0	0	0	151	945	-794
458+00.00	200.00	0.00	0.00	0.74	0	0	3	151	949	-798
459+50.00	150.00	0.32	0.00	1.09	1	0	5	152	955	-803
459+98.00	48.00	2.23	0.00	0.08	2	0	1	154	956	-802
460+00.00	2.00	3.15	0.00	0.06	0	0	0	154	956	-802
460+50.00	50.00	3.76	0.00	0.00	6	0	0	160	956	-796
462+00.00	150.00	0.00	0.00	0.02	10	0	0	170	956	-786
464+00.00	200.00	0.00	0.00	0.00	0	0	0	170	956	-786
466+00.00	200.00	0.00	0.00	0.00	0	0	0	170	956	-786
468+00.00	200.00	0.00	0.00	0.00	0	0	0	170	956	-786
470+00.00	200.00	0.00	0.00	0.00	0	0	0	170	956	-786
472+00.00	200.00	0.00	0.00	0.00	0	0	0	170	956	-786
474+00.00	200.00	0.00	0.00	1.27	0	0	5	170	963	-793
474+50.00	50.00	2.24	0.00	0.57	2	0	2	172	965	-793
474+99.00	49.00	1.08	0.00	0.00	3	0	1	175	966	-791
475+50.00	51.00	1.86	0.00	0.00	3	0	0	178	966	-788
476+00.00	50.00	0.00	0.00	0.00	2	0	0	180	966	-786
478+00.00	200.00	0.00	0.00	0.00	0	0	0	180	966	-786
478+10.00	10.00	2.23	0.00	0.00	0	0	0	180	966	-786
478+61.00	51.00	1.72	0.00	0.00	4	0	0	184	966	-782
479+10.00	49.00	2.18	0.00	0.00	4	0	0	188	966	-778
480+00.00	90.00	0.00	0.00	0.00	4	0	0	192	966	-774
482+00.00	200.00	0.00	0.00	0.00	0	0	0	192	966	-774
482+70.00	70.00	1.74	0.00	0.77	2	0	1	194	968	-774
483+17.00	47.00	7.71	0.00	0.80	8	0	1	202	969	-767
483+70.00	53.00	4.56	0.00	0.79	12	0	2	214	971	-757
484+00.00	30.00	0.00	0.00	0.00	3	0	0	217	971	-754

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DIVISION 1 - PROP-STH 35 SOUTH HALF

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
486+00.00	200.00	0.00	0.00	0.66	0	0	2	217	974	-757
487+17.91	117.91	0.00	0.00	0.00	0	0	1	217	975	-758
487+42.91	25.00	1.48	0.00	1.32	1	0	1	218	976	-758
487+67.91	25.00	0.00	0.00	2.55	1	0	2	219	979	-760
487+87.91	20.00	0.00	0.00	0.00	0	0	1	219	980	-761
488+00.00	12.09	0.00	0.00	0.00	0	0	0	219	980	-761
488+36.95	36.95	0.00	0.00	0.00	0	0	0	219	980	-761
488+48.55	11.60	0.00	0.00	0.00	0	0	0	219	980	-761
488+73.55	25.00	0.00	0.00	0.30	0	0	0	219	980	-761
488+98.55	25.00	0.00	0.00	0.00	0	0	0	219	980	-761
489+12.30	13.75	11.02	0.00	0.00	3	0	0	222	980	-758
489+37.30	25.00	0.00	0.00	1.98	5	0	1	227	981	-754
489+62.30	25.00	0.00	0.00	2.60	0	0	2	227	984	-757
489+95.43	33.13	0.00	0.00	2.52	0	0	3	227	988	-761
490+22.91	27.48	4.00	0.00	0.00	2	0	1	229	989	-760
490+75.66	52.75	0.00	0.00	0.00	4	0	0	233	989	-756
491+51.14	75.48	0.00	0.00	9.82	0	0	14	233	1,006	-773
491+74.28	23.14	0.00	0.00	1.98	0	0	5	233	1,013	-780
491+99.16	24.88	0.00	0.00	0.00	0	0	1	233	1,014	-781
492+24.16	25.00	1.81	0.00	17.71	1	0	8	234	1,024	-790
493+26.67	102.51	0.00	0.00	0.00	3	0	34	237	1,066	-829
494+00.00	73.33	0.00	0.00	0.00	0	0	0	237	1,066	-829
496+00.00	200.00	0.00	0.00	0.00	0	0	0	237	1,066	-829
498+00.00	200.00	0.00	0.00	0.00	0	0	0	237	1,066	-829
500+00.00	200.00	0.00	0.00	0.00	0	0	0	237	1,066	-829
502+00.00	200.00	0.00	0.00	0.00	0	0	0	237	1,066	-829
504+00.00	200.00	0.00	0.00	0.00	0	0	0	237	1,066	-829
506+00.00	200.00	0.00	0.00	2.68	0	0	10	237	1,079	-842
508+00.00	200.00	0.00	0.00	1.56	0	0	16	237	1,099	-862
510+04.40	204.40	2.18	0.00	0.04	8	0	6	245	1,106	-861
510+44.24	39.84	1.61	0.00	0.00	3	0	0	248	1,106	-858
510+69.13	24.89	1.20	0.00	0.00	1	0	0	249	1,106	-857
510+94.02	24.89	0.00	0.00	2.17	1	0	1	250	1,108	-858
511+17.02	23.00	0.00	0.00	16.57	0	0	8	250	1,118	-868
512+04.43	87.41	0.00	0.00	0.00	0	0	27	250	1,151	-901
512+16.49	12.06	0.00	0.00	0.80	0	0	0	250	1,151	-901
512+29.54	13.05	0.00	0.00	11.19	0	0	3	250	1,155	-905
512+54.65	25.11	0.00	0.00	15.83	0	0	13	250	1,171	-921
512+74.74	20.09	0.00	0.00	11.61	0	0	10	250	1,184	-934
513+73.51	98.77	0.00	0.00	0.00	0	0	21	250	1,210	-960
							968.00	250	1,210	-960

DIVISION 1 - PROP-STH 35 NORTH HALF

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
517+11.81	0.00	0.00	0.00	0.00	0	0	0	0	0	0
517+85.23	73.42	0.00	0.00	2.94	0	0	4	0	5	-5
518+10.23	25.00	0.00	0.00	8.22	0	0	5	0	11	-11
518+35.23	25.00	0.00	0.00	3.28	0	0	5	0	18	-18
519+30.03	94.80	0.00	0.00	0.10	0	0	6	0	25	-25
519+37.72	7.69	0.00	0.00	1.98	0	0	0	0	25	-25
519+62.72	25.00	0.00	0.00	5.54	0	0	3	0	29	-29
519+87.72	25.00	0.00	0.00	0.91	0	0	3	0	33	-33
520+00.00	12.28	0.00	0.00	5.73	0	0	2	0	35	-35
520+15.84	15.84	0.00	0.00	0.38	0	0	2	0	38	-38
520+90.49	74.65	0.00	0.00	4.31	0	0	6	0	45	-45
521+50.48	59.99	0.00	0.00	1.65	0	0	7	0	54	-54
521+75.56	25.08	19.77	0.00	0.00	9	0	1	9	55	-46
522+00.64	25.08	21.20	0.00	2.96	19	0	1	28	56	-28
522+40.78	40.14	1.99	0.00	0.00	17	0	2	45	59	-14
524+00.00	159.22	0.00	0.00	0.00	6	0	0	51	59	-8
526+00.00	200.00	0.00	0.00	0.00	0	0	0	51	59	-8
528+00.00	200.00	0.00	0.00	0.00	0	0	0	51	59	-8
530+00.00	200.00	0.00	0.00	0.90	0	0	3	51	63	-12
532+00.00	200.00	0.00	0.00	0.00	0	0	3	51	66	-15
534+00.00	200.00	0.00	0.00	0.00	0	0	0	51	66	-15
536+00.00	200.00	0.38	0.00	3.79	1	0	14	52	84	-32
537+50.50	150.50	0.00	0.00	0.00	1	0	11	53	98	-45
537+60.00	9.50	0.00	0.00	0.00	0	0	0	53	98	-45
538+08.00	48.00	1.42	0.00	0.00	1	0	0	54	98	-44
538+60.00	52.00	0.75	0.00	0.00	2	0	0	56	98	-42
540+00.00	140.00	0.00	0.00	0.00	2	0	0	58	98	-40
542+00.00	200.00	0.00	0.00	0.00	0	0	0	58	98	-40
544+00.00	200.00	0.00	0.00	0.00	0	0	0	58	98	-40
546+00.00	200.00	0.00	0.00	0.00	0	0	0	58	98	-40
548+00.00	200.00	0.00	0.00	0.00	0	0	0	58	98	-40
550+00.00	200.00	0.00	0.00	0.00	0	0	0	58	98	-40
551+16.55	116.55	2.03	0.00	0.00	4	0	0	62	98	-36
551+94.06	77.51	0.27	0.00	5.19	3	0	7	65	106	-41
552+19.06	25.00	0.00	0.00	3.88	0	0	4	65	111	-46
552+44.06	25.00	0.00	0.00	9.19	0	0	6	65	119	-54
552+86.34	42.28	0.00	0.00	0.74	0	0	8	65	129	-64
553+76.61	90.27	0.00	0.00	8.58	0	0	16	65	149	-84
553+99.41	22.80	0.00	0.00	9.75	0	0	8	65	159	-94
554+01.51	2.10	0.00	0.00	11.37	0	0	1	65	160	-95
554+24.51	23.00	0.00	0.00	16.04	0	0	12	65	175	-110
554+26.42	1.91	0.00	0.00	15.91	0	0	1	65	176	-111
554+49.61	23.19	0.00	0.00	12.40	0	0	12	65	191	-126
554+79.00	29.39	0.00	0.00	2.84	0	0	8	65	201	-136
554+88.71	9.71	0.00	0.00	0.22	0	0	1	65	203	-138
557+97.88	309.17	0.01	0.00	0.00	0	0	1	65	204	-139
558+96.77	98.89	0.00	0.00	8.34	0	0	15	65	223	-158
559+16.85	20.08	0.00	0.00	9.76	0	0	7	65	231	-166
559+41.95	25.10	0.00	0.00	4.97	0	0	7	65	240	-175
559+67.04	25.09	0.00	0.00	3.75	0	0	4	65	245	-180

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CONTINUED FROM PREVIOUS PAGE

DIVISION 1 - PROP-STH 35 NORTH HALF

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
560+00.00	32.96	0.00	0.00	0.00	0	0	2	65	248	-183
560+43.33	43.33	0.00	0.00	0.00	0	0	0	65	248	-183
560+75.00	31.67	0.00	0.00	1.12	0	0	1	65	249	-184
561+42.89	67.89	0.00	0.00	0.00	0	0	1	65	250	-185
561+66.01	23.12	0.00	0.00	9.85	0	0	4	65	255	-190
561+91.01	25.00	0.00	0.00	4.97	0	0	7	65	264	-199
562+16.01	25.00	0.00	0.00	4.20	0	0	4	65	269	-204
563+31.08	115.07	0.92	0.00	0.00	2	0	9	67	280	-213
564+00.00	68.92	0.00	0.00	0.00	1	0	0	68	280	-212
566+00.00	200.00	0.00	0.00	0.53	0	0	2	68	283	-215
568+00.00	200.00	0.00	0.00	0.00	0	0	2	68	285	-217
569+72.51	172.51	2.57	0.00	0.00	8	0	0	76	285	-209
570+00.00	27.49	0.96	0.00	0.00	2	0	0	78	285	-207
572+00.00	200.00	0.00	0.00	31.34	4	0	116	82	430	-348
572+25.00	25.00	0.00	0.00	79.15	0	0	51	82	494	-412
572+50.00	25.00	0.00	0.00	0.19	0	0	37	82	540	-458
572+82.72	32.72	0.00	0.00	47.39	0	0	29	82	576	-494
572+87.45	4.73	0.00	0.00	47.83	0	0	8	82	586	-504
573+12.33	24.88	0.00	0.00	92.83	0	0	65	82	668	-586
573+37.21	24.88	0.00	0.00	31.11	0	0	57	82	739	-657
574+59.64	122.43	0.00	0.00	1.41	0	0	74	82	831	-749
576+14.54	154.90	0.00	0.00	19.26	0	0	59	82	905	-823
576+31.62	17.08	0.00	0.00	17.90	0	0	12	82	920	-838
576+56.74	25.12	0.00	0.00	11.42	0	0	14	82	938	-856
576+81.86	25.12	0.00	0.00	0.49	0	0	6	82	945	-863
577+88.42	106.56	0.00	0.00	1.34	0	0	4	82	950	-868
579+15.87	127.45	0.00	0.00	0.80	0	0	5	82	956	-874
579+40.87	25.00	0.00	0.00	0.00	0	0	0	82	956	-874
579+65.87	25.00	0.00	0.00	0.00	0	0	0	82	956	-874
580+00.00	34.13	0.51	0.00	0.00	0	0	0	82	956	-874
580+55.88	55.88	0.43	0.00	0.00	1	0	0	83	956	-873
582+00.00	144.12	0.00	0.00	0.00	1	0	0	84	956	-872
584+00.00	200.00	0.00	0.00	0.00	0	0	0	84	956	-872
586+00.00	200.00	0.00	0.00	0.00	0	0	0	84	956	-872
588+00.00	200.00	0.00	0.00	0.00	0	0	0	84	956	-872
590+00.00	200.00	0.00	0.00	0.00	0	0	0	84	956	-872
592+00.00	200.00	0.00	0.00	0.00	0	0	0	84	956	-872
594+00.00	200.00	0.00	0.00	0.73	0	0	3	84	960	-876
596+00.00	200.00	0.00	0.00	0.00	0	0	3	84	964	-880
598+00.00	200.00	0.00	0.00	0.00	0	0	0	84	964	-880
600+00.00	200.00	0.00	0.00	0.00	0	0	0	84	964	-880
602+00.00	200.00	0.00	0.00	0.00	0	0	0	84	964	-880
604+00.00	200.00	0.00	0.00	0.00	0	0	0	84	964	-880
606+00.00	200.00	0.00	0.00	0.00	0	0	0	84	964	-880
608+00.00	200.00	0.00	0.00	0.00	0	0	0	84	964	-880
610+00.00	200.00	0.00	0.00	0.00	0	0	0	84	964	-880
612+00.00	200.00	0.00	0.00	1.38	0	0	5	84	970	-886
614+00.00	200.00	0.00	0.00	0.34	0	0	6	84	978	-894
616+00.00	200.00	0.00	0.00	0.92	0	0	5	84	984	-900
618+00.00	200.00	0.00	0.00	2.91	0	0	14	84	1,001	-917

CONTINUED IN NEXT COLUMN

CONTINUED FROM PREVIOUS COLUMN

DIVISION 1 - PROP-STH 35 NORTH HALF

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
620+00.00	200.00	0.00	0.00	0.00	0	0	11	84	1,015	-931
622+00.00	200.00	0.00	0.00	0.00	0	0	0	84	1,015	-931
624+00.00	200.00	0.00	0.00	0.00	0	0	0	84	1,015	-931
626+00.00	200.00	0.00	0.00	0.00	0	0	0	84	1,015	-931
628+00.00	200.00	0.00	0.00	0.00	0	0	0	84	1,015	-931
629+80.52	180.52	0.00	0.00	0.00	0	0	0	84	1,015	-931
630+05.52	25.00	0.00	0.00	0.00	0	0	0	84	1,015	-931
630+30.52	25.00	0.00	0.00	0.00	0	0	0	84	1,015	-931
632+91.93	261.41	0.59	0.00	0.00	3	0	0	87	1,015	-928
633+18.61	26.68	0.00	0.00	0.47	0	0	0	87	1,015	-928
633+43.60	24.99	0.00	0.00	2.23	0	0	1	87	1,016	-929
633+68.52	24.92	0.00	0.00	1.49	0	0	2	87	1,019	-932
634+00.00	31.48	0.00	0.00	7.48	0	0	5	87	1,025	-938
634+19.76	19.76	0.66	0.00	5.46	0	0	5	87	1,031	-944
634+47.26	27.50	0.00	0.00	6.84	0	0	6	87	1,039	-952
635+34.78	87.52	0.00	0.00	8.71	0	0	25	87	1,070	-983
635+59.78	25.00	0.00	0.00	16.30	0	0	12	87	1,085	-998
635+77.80	18.02	0.00	0.00	19.46	0	0	12	87	1,100	-1,013
635+84.78	6.98	0.00	0.00	9.27	0	0	4	87	1,105	-1,018
636+84.28	99.50	0.00	0.00	0.00	0	0	17	87	1,126	-1,039
645+83.29	899.01	0.00	0.00	0.00	0	0	0	87	1,126	-1,039
646+08.29	25.00	0.00	0.00	4.48	0	0	2	87	1,129	-1,042
646+93.27	84.98	0.00	0.00	26.47	0	0	49	87	1,190	-1,103
647+03.22	9.95	0.00	0.00	21.70	0	0	9	87	1,201	-1,114
647+18.27	15.05	0.00	0.00	18.01	0	0	11	87	1,215	-1,128
647+28.22	9.95	0.00	0.00	19.27	0	0	7	87	1,224	-1,137
647+43.14	14.92	0.00	0.00	19.57	0	0	11	87	1,238	-1,151
647+53.32	10.18	0.00	0.00	4.44	0	0	5	87	1,244	-1,157
647+65.77	12.45	0.00	0.00	6.89	0	0	3	87	1,248	-1,161
648+99.65	133.88	0.00	0.00	10.85	0	0	44	87	1,303	-1,216
649+11.79	12.14	0.00	0.00	14.15	0	0	6	87	1,310	-1,223
649+21.77	9.98	0.00	0.00	15.49	0	0	5	87	1,316	-1,229
649+36.79	15.02	0.00	0.00	19.79	0	0	10	87	1,329	-1,242
649+46.77	9.98	0.02	0.00	16.25	0	0	7	87	1,338	-1,251
649+61.79	15.02	0.27	0.00	8.59	0	0	7	87	1,346	-1,259
649+71.77	9.98	0.15	0.00	14.93	0	0	4	87	1,351	-1,264
650+38.14	66.37	0.00	0.00	0.95	0	0	20	87	1,376	-1,289
650+54.53	16.39	0.00	0.00	0.00	0	0	0	87	1,376	-1,289
655+55.33	500.80	0.00	0.00	0.00	0	0	0	87	1,376	-1,289
656+44.78	89.45	0.00	0.00	7.13	0	0	12	87	1,391	-1,304
656+54.46	9.68	0.00	0.00	5.36	0	0	2	87	1,394	-1,307
656+69.95	15.49	0.00	0.00	12.48	0	0	5	87	1,400	-1,313
656+72.84	2.89	0.00	0.00	15.04	0	0	1	87	1,401	-1,314
656+95.12	22.28	0.00	0.00	13.84	0	0	12	87	1,416	-1,329
656+97.69	2.57	0.00	0.00	14.26	0	0	1	87	1,418	-1,331
657+22.53	24.84	0.00	0.00	8.49	0	0	10	87	1,430	-1,343
658+00.00	77.47	0.00	0.00	0.69	0	0	13	87	1,446	-1,359
659+00.00	100.00	0.19	0.00	1.88	0	0	5	87	1,453	-1,366
659+61.93	61.93	0.10	0.00	4.50	0	0	7	87	1,461	-1,374
659+98.19	36.26	0.00	0.00	0.74	0	0	4	87	1,466	-1,379

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DIVISION 1 - PROP-STH 35 NORTH HALF

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
661+00.00	101.81	0.00	0.00	3.51	0	0	8	87	1,476	-1,389
662+00.00	100.00	0.00	0.00	4.23	0	0	14	87	1,494	-1,407
664+00.00	200.00	0.00	0.00	0.00	0	0	16	87	1,514	-1,427
666+00.00	200.00	0.00	0.00	1.26	0	0	5	87	1,520	-1,433
668+00.00	200.00	0.00	0.00	0.84	0	0	8	87	1,530	-1,443
670+00.00	200.00	0.00	0.00	0.00	0	0	3	87	1,534	-1,447
672+00.00	200.00	0.00	0.00	0.00	0	0	0	87	1,534	-1,447
674+00.00	200.00	0.00	0.00	0.00	0	0	0	87	1,534	-1,447
676+00.00	200.00	0.00	0.00	0.00	0	0	0	87	1,534	-1,447
678+00.00	200.00	0.00	0.00	0.00	0	0	0	87	1,534	-1,447
678+25.00	25.00	0.00	0.00	0.73	0	0	0	87	1,534	-1,447
679+00.00	75.00	0.00	0.00	3.02	0	0	5	87	1,540	-1,453
680+00.00	100.00	0.00	0.00	1.81	0	0	9	87	1,551	-1,464
681+00.00	100.00	0.00	0.00	0.00	0	0	3	87	1,555	-1,468
682+00.00	100.00	0.00	0.00	0.00	0	0	0	87	1,555	-1,468
684+00.00	200.00	0.00	0.00	0.00	0	0	0	87	1,555	-1,468
686+00.00	200.00	0.00	0.00	0.00	0	0	0	87	1,555	-1,468
687+01.50	101.50	0.00	0.00	0.00	0	0	0	87	1,555	-1,468
687+26.50	25.00	0.00	0.00	0.00	0	0	0	87	1,555	-1,468
687+51.60	25.10	0.00	0.00	0.00	0	0	0	87	1,555	-1,468
688+22.36	70.76	0.00	0.00	0.00	0	0	0	87	1,555	-1,468
689+03.60	81.24	0.14	0.00	0.00	0	0	0	87	1,555	-1,468
689+43.42	39.82	0.00	0.00	13.01	0	0	10	87	1,568	-1,481
689+68.30	24.88	0.00	0.00	15.13	0	0	13	87	1,584	-1,497
689+93.18	24.88	0.00	0.00	15.43	0	0	14	87	1,601	-1,514
691+04.09	110.91	0.00	0.00	0.00	0	0	32	87	1,641	-1,554
698+86.21	782.12	0.00	0.00	0.00	0	0	0	87	1,641	-1,554
699+64.37	78.16	0.00	0.00	7.49	0	0	11	87	1,655	-1,568
699+96.80	32.43	0.00	0.00	7.14	0	0	9	87	1,666	-1,579
700+05.27	8.47	0.00	0.00	9.05	0	0	3	87	1,670	-1,583
700+21.68	16.41	0.00	0.00	9.18	0	0	6	87	1,678	-1,591
700+30.39	8.71	0.00	0.00	7.75	0	0	3	87	1,681	-1,594
700+46.56	16.17	0.00	0.00	0.66	0	0	3	87	1,685	-1,598
700+55.51	8.95	0.00	0.00	0.00	0	0	0	87	1,685	-1,598
701+00.00	44.49	0.00	0.00	1.74	0	0	1	87	1,686	-1,599
701+98.96	98.96	0.00	0.00	0.80	0	0	5	87	1,693	-1,606
702+12.46	13.50	0.00	0.00	3.42	0	0	1	87	1,694	-1,607
702+37.46	25.00	0.00	0.00	11.35	0	0	7	87	1,703	-1,616
702+62.46	25.00	0.00	0.00	0.00	0	0	5	87	1,709	-1,622
702+78.08	15.62	0.00	0.00	0.00	0	0	0	87	1,709	-1,622
702+82.46	4.38	2.09	0.00	0.56	0	0	0	87	1,709	-1,622
703+07.06	24.60	0.00	0.00	6.57	1	0	3	88	1,713	-1,625
703+32.06	25.00	0.00	0.00	3.46	0	0	5	88	1,719	-1,631
703+61.48	29.42	0.40	0.00	0.00	0	0	2	88	1,721	-1,633
704+09.57	48.09	6.05	0.00	0.00	6	0	0	94	1,721	-1,627
704+89.85	80.28	0.00	0.00	0.00	9	0	0	103	1,721	-1,618
705+87.58	97.73	0.00	0.00	9.95	0	0	18	103	1,744	-1,641
706+00.00	12.42	0.00	0.00	5.52	0	0	4	103	1,749	-1,646
706+07.58	7.58	0.00	0.00	2.95	0	0	1	103	1,750	-1,647
706+32.58	25.00	0.44	0.00	0.20	0	0	1	103	1,751	-1,648

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CONTINUED FROM PREVIOUS COLUMN

DIVISION 1 - PROP-STH 35 NORTH HALF

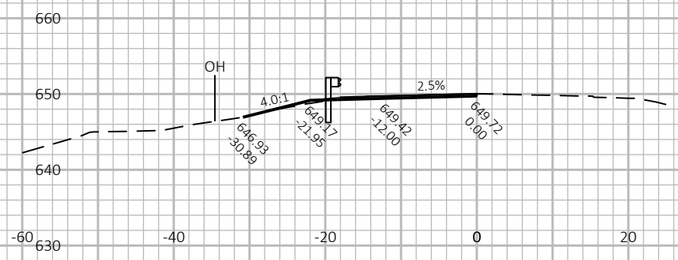
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
706+57.58	25.00	4.63	0.00	0.00	2	0	0	105	1,751	-1,646
708+00.00	142.42	0.00	0.00	0.68	12	0	2	117	1,754	-1,637
710+00.00	200.00	0.00	0.00	1.33	0	0	7	117	1,763	-1,646
712+00.00	200.00	0.00	0.00	0.77	0	0	8	117	1,773	-1,656
714+00.00	200.00	0.00	0.00	1.42	0	0	8	117	1,783	-1,666
716+00.00	200.00	0.00	0.00	0.00	0	0	5	117	1,789	-1,672
718+00.00	200.00	0.00	0.00	0.34	0	0	1	117	1,790	-1,673
720+00.00	200.00	0.00	0.00	0.00	0	0	1	117	1,791	-1,674
722+00.00	200.00	0.00	0.00	0.00	0	0	0	117	1,791	-1,674
724+00.00	200.00	0.00	0.00	0.00	0	0	0	117	1,791	-1,674
726+00.00	200.00	0.00	0.00	0.00	0	0	0	117	1,791	-1,674
728+00.00	200.00	0.00	0.00	0.00	0	0	0	117	1,791	-1,674
730+00.00	200.00	0.00	0.00	0.00	0	0	0	117	1,791	-1,674
732+00.00	200.00	0.00	0.00	0.49	0	0	2	117	1,794	-1,677
732+20.20	20.20	6.10	0.00	0.00	2	0	0	119	1,794	-1,675
732+60.21	40.01	1.56	0.00	2.14	6	0	2	125	1,796	-1,671
732+85.21	25.00	0.00	0.00	6.81	1	0	4	126	1,801	-1,675
733+10.21	25.00	0.00	0.00	2.77	0	0	4	126	1,806	-1,680
733+33.34	23.13	0.00	0.00	2.19	0	0	2	126	1,809	-1,683
734+00.00	66.66	0.00	0.00	0.00	0	0	3	126	1,813	-1,687
734+33.21	33.21	0.00	0.00	0.00	0	0	0	126	1,813	-1,687
736+00.00	166.79	0.00	0.00	0.00	0	0	0	126	1,813	-1,687
736+48.19	48.19	0.00	0.00	0.00	0	0	0	126	1,813	-1,687
737+30.00	81.81	0.00	0.00	0.00	0	0	0	126	1,813	-1,687
737+41.98	11.98	0.00	0.00	1.36	0	0	0	126	1,813	-1,687
737+65.10	23.12	13.09	0.00	1.35	6	0	1	132	1,814	-1,682
737+80.00	14.90	26.95	0.00	0.61	11	0	1	143	1,815	-1,672
737+90.00	10.00	8.95	0.00	0.28	7	0	0	150	1,815	-1,665
737+90.10	0.10	8.97	0.00	0.27	0	0	0	150	1,815	-1,665
738+15.10	25.00	7.01	0.00	0.00	7	0	0	157	1,815	-1,658
738+25.00	9.90	1.77	0.00	0.00	2	0	0	159	1,815	-1,656
738+55.12	30.12	0.00	0.00	0.00	1	0	0	160	1,815	-1,655
740+00.00	144.88	0.00	0.00	0.00	0	0	0	160	1,815	-1,655
742+00.00	200.00	0.00	0.00	0.00	0	0	0	160	1,815	-1,655
744+00.00	200.00	0.00	0.00	0.00	0	0	0	160	1,815	-1,655
746+00.00	200.00	0.00	0.00	0.00	0	0	0	160	1,815	-1,655
748+00.00	200.00	0.00	0.00	0.00	0	0	0	160	1,815	-1,655
750+00.00	200.00	0.00	0.00	0.00	0	0	0	160	1,815	-1,655
752+00.00	200.00	0.00	0.00	0.00	0	0	0	160	1,815	-1,655
754+00.00	200.00	0.00	0.00	0.49	0	0	2	160	1,818	-1,658
756+00.00	200.00	0.00	0.00	0.00	0	0	2	160	1,820	-1,660
758+00.00	200.00	0.00	0.00	0.00	0	0	0	160	1,820	-1,660
759+00.00	100.00	0.00	0.00	0.00	0	0	0	160	1,820	-1,660
759+59.04	59.04	0.00	0.00	8.59	0	0	9	160	1,831	-1,671
759+84.04	25.00	0.00	0.00	2.37	0	0	5	160	1,838	-1,678
760+09.04	25.00	0.00	0.00	0.92	0	0	2	160	1,840	-1,680
761+69.53	160.49	0.16	0.00	0.00	0	0	3	160	1,844	-1,684
762+09.55	40.02	6.31	0.00	4.75	5	0	4	165	1,849	-1,684
762+34.55	25.00	7.03	0.00	2.71	6	0	3	171	1,853	-1,682
762+59.55	25.00	13.98	0.00	0.00	10	0	1	181	1,854	-1,673

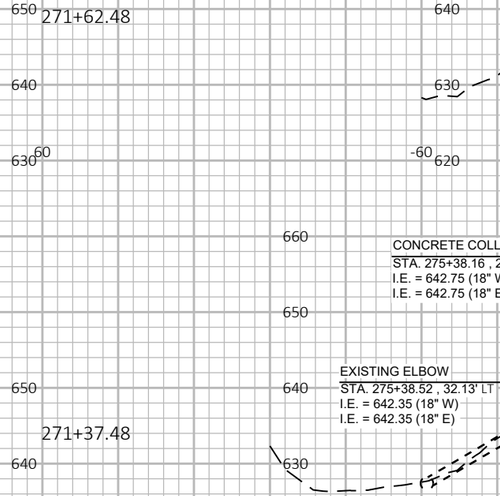
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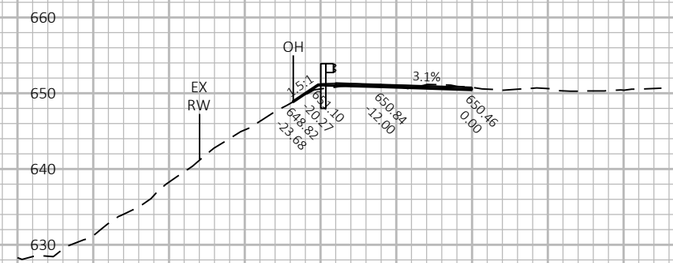
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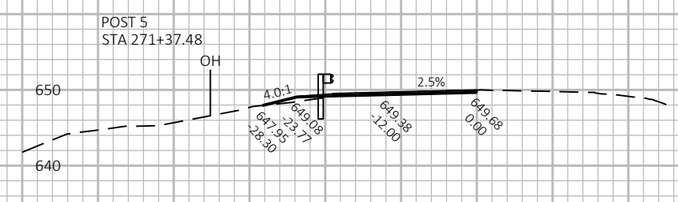
DIVISION 1 - PROP-STH 35 NORTH HALF

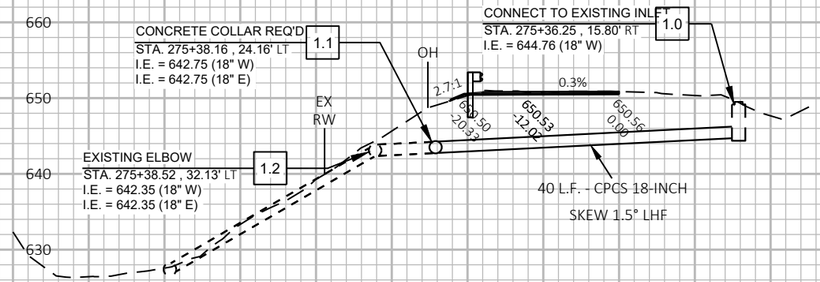
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
								1.00	1.25	
					NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
763+82.55	123.00	19.94	0.00	1.15	77	0	3	258	1,858	-1,600
766+24.06	241.51	0.00	0.00	0.00	89	0	5	347	1,864	-1,517
766+34.18	10.12	0.00	0.00	0.69	0	0	0	347	1,864	-1,517
767+41.67	107.49	0.00	0.00	5.99	0	0	13	347	1,880	-1,533
767+45.48	3.81	0.00	0.00	6.78	0	0	1	347	1,881	-1,534
767+67.08	21.60	0.00	0.00	4.63	0	0	5	347	1,888	-1,541
767+70.49	3.41	0.00	0.00	5.29	0	0	1	347	1,889	-1,542
767+92.08	21.59	0.00	0.00	1.48	0	0	3	347	1,893	-1,546
767+95.49	3.41	0.00	0.00	1.05	0	0	0	347	1,893	-1,546
768+35.83	40.34	0.00	0.00	3.44	0	0	3	347	1,896	-1,549
768+39.24	3.41	0.00	0.00	3.71	0	0	0	347	1,896	-1,549
768+60.83	21.59	0.00	0.00	4.58	0	0	3	347	1,900	-1,553
768+64.24	3.41	0.00	0.00	4.51	0	0	1	347	1,901	-1,554
768+85.83	21.59	0.00	0.00	2.72	0	0	3	347	1,905	-1,558
768+89.24	3.41	0.00	0.00	1.69	0	0	0	347	1,905	-1,558
769+75.11	85.87	0.00	0.00	0.00	0	0	3	347	1,909	-1,562
770+76.46	101.35	2.62	0.00	0.00	5	0	0	352	1,909	-1,557
771+01.86	25.40	0.00	0.00	0.00	1	0	0	353	1,909	-1,556
771+27.26	25.40	0.00	0.00	0.38	0	0	0	353	1,909	-1,556
772+00.00	72.74	0.00	0.00	18.88	0	0	26	353	1,941	-1,588
774+00.00	200.00	0.00	0.00	52.20	0	0	263	353	2,270	-1,917
775+00.00	100.00	0.00	0.00	38.34	0	0	168	353	2,480	-2,127
776+00.00	100.00	0.00	0.00	40.07	0	0	145	353	2,661	-2,308
776+09.40	9.40	0.00	0.00	38.95	0	0	14	353	2,679	-2,326
776+37.23	27.83	0.00	0.00	62.73	0	0	52	353	2,744	-2,391
776+61.99	24.76	0.00	0.00	65.76	0	0	59	353	2,818	-2,465
776+86.76	24.77	0.00	0.00	61.52	0	0	58	353	2,890	-2,537
778+00.00	113.24	0.00	0.00	34.06	0	0	200	353	3,140	-2,787
778+85.37	85.37	0.00	0.00	7.51	0	0	66	353	3,223	-2,870
779+00.37	15.00	0.00	0.00	38.38	0	0	13	353	3,239	-2,886
780+00.00	99.63	0.00	0.00	0.00	0	0	71	353	3,328	-2,975
780+14.02	14.02	0.00	0.00	1.64	0	0	0	353	3,328	-2,975
781+00.00	85.98	0.00	0.00	42.37	0	0	70	353	3,415	-3,062
781+25.00	25.00	0.00	0.00	7.52	0	0	23	353	3,444	-3,091
782+00.00	75.00	0.00	0.00	31.51	0	0	54	353	3,511	-3,158
784+00.00	200.00	0.00	0.00	23.10	0	0	202	353	3,764	-3,411
786+00.00	200.00	0.00	0.00	10.07	0	0	123	353	3,918	-3,565
786+14.17	14.17	0.00	0.00	27.31	0	0	10	353	3,930	-3,577
786+39.17	25.00	0.00	0.00	11.81	0	0	18	353	3,953	-3,600
786+64.17	25.00	0.00	0.00	4.60	0	0	8	353	3,963	-3,610
788+00.00	135.83	0.65	0.00	2.76	2	0	19	355	3,986	-3,631
789+27.61	127.61	0.82	0.00	0.00	3	0	7	358	3,995	-3,637
789+52.59	24.98	0.83	0.00	0.00	1	0	0	359	3,995	-3,636
789+77.49	24.90	0.77	0.00	0.00	1	0	0	360	3,995	-3,635
							3,196	360	3,995	-3,635



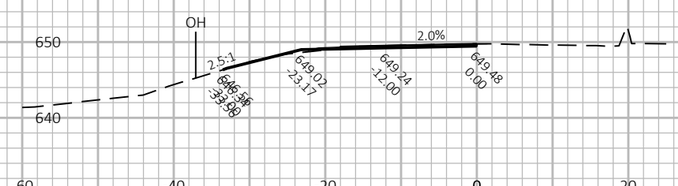




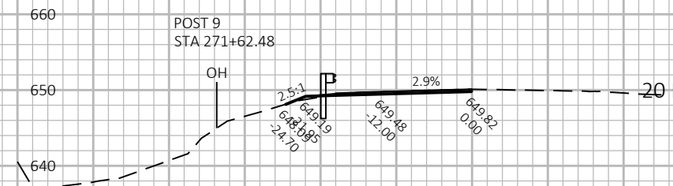












9

9

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 252	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201_xs

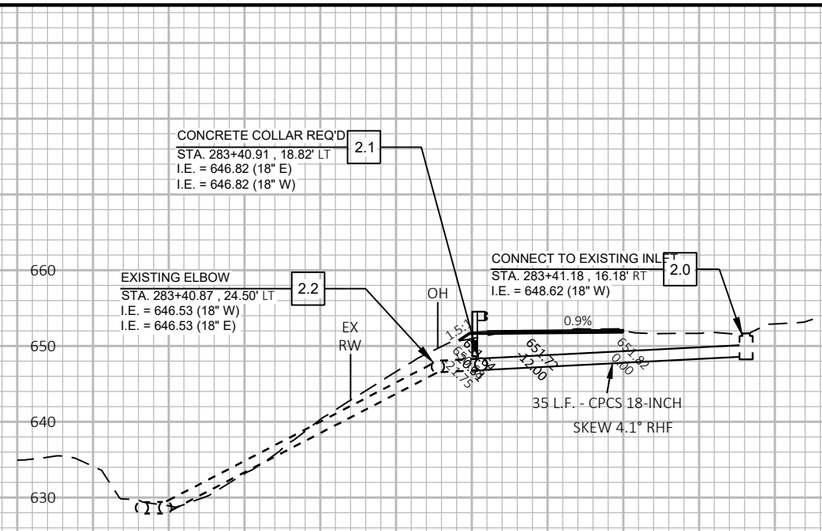
PLOT DATE : 9/30/2024 10:45 PM

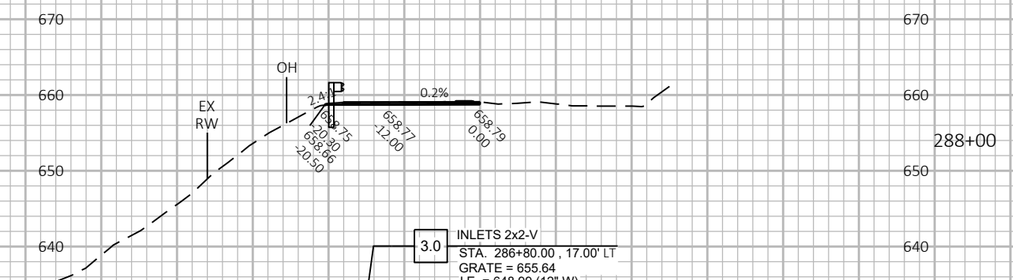
PLOT BY : BOBBI MAXWELL

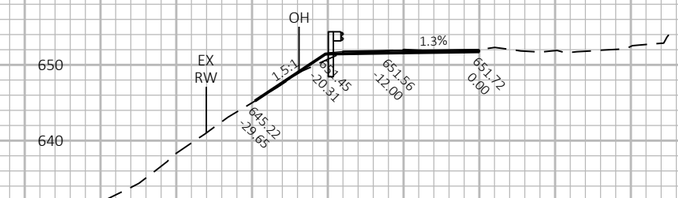
PLOT NAME :

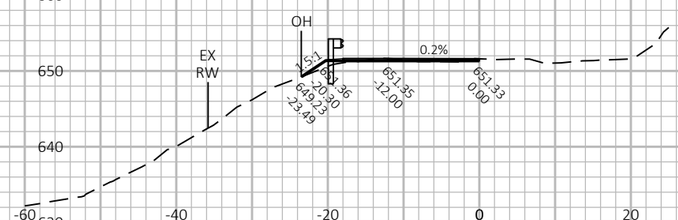
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

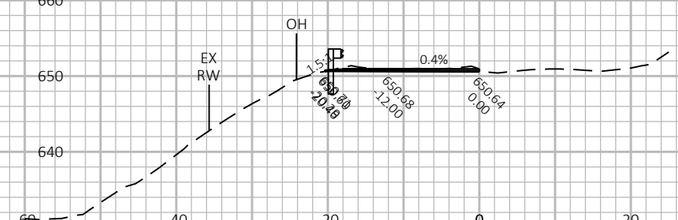
WISDOT/CADDS SHEET 49

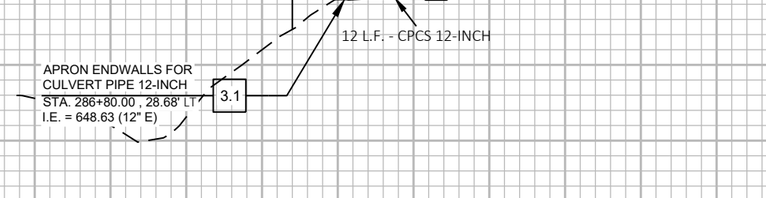


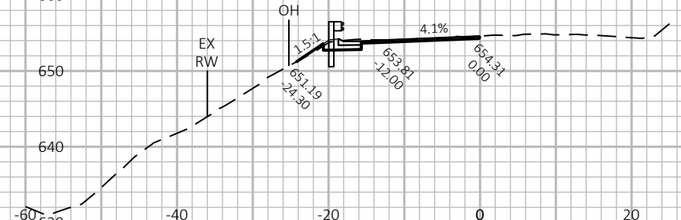


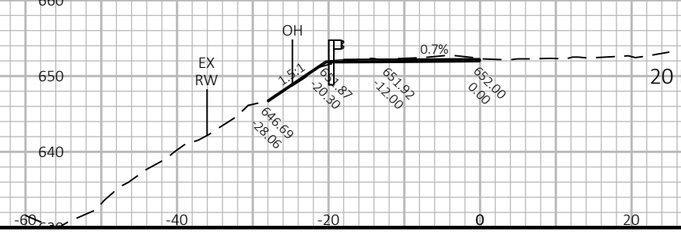










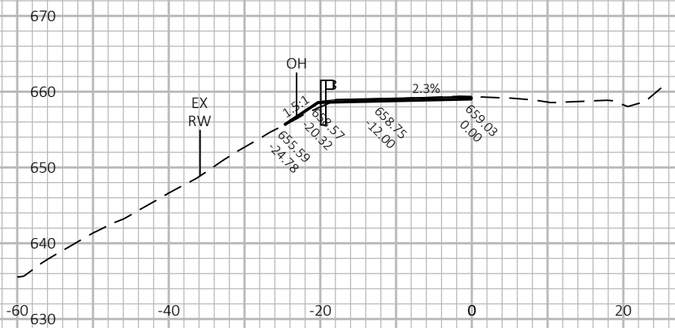


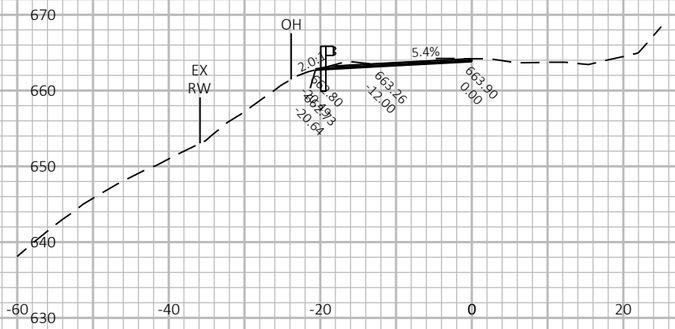
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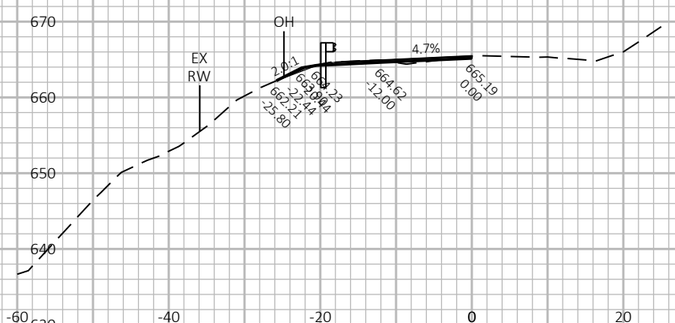
PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 253	E

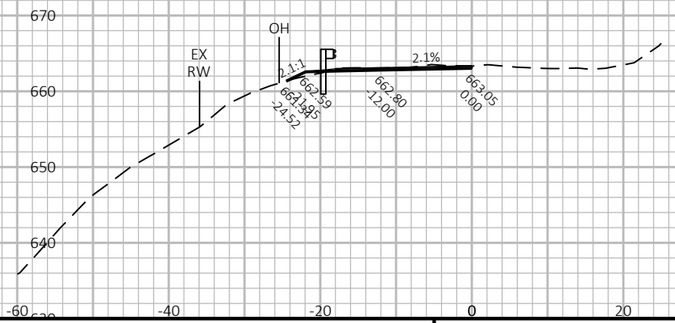
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FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090202_xs
PLOT DATE : 9/30/2024 10:45 PM
PLOT BY : BOBBI MAXWELL
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49







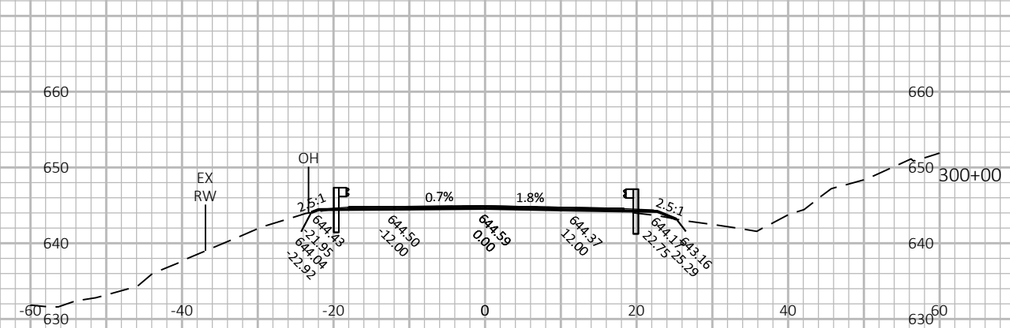


296+00

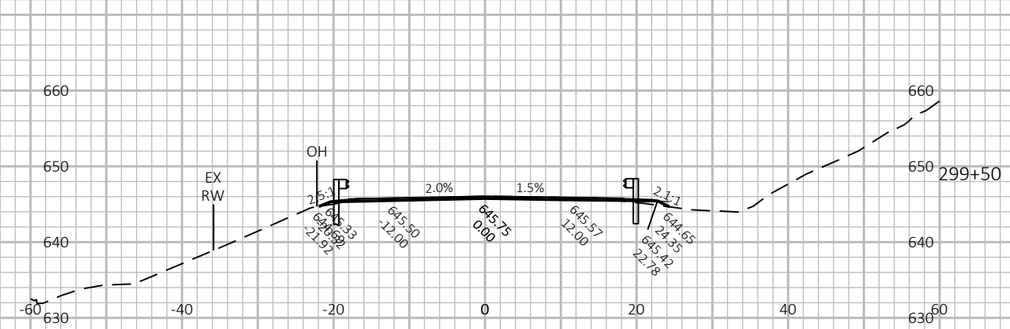
294+00

292+00

290+00



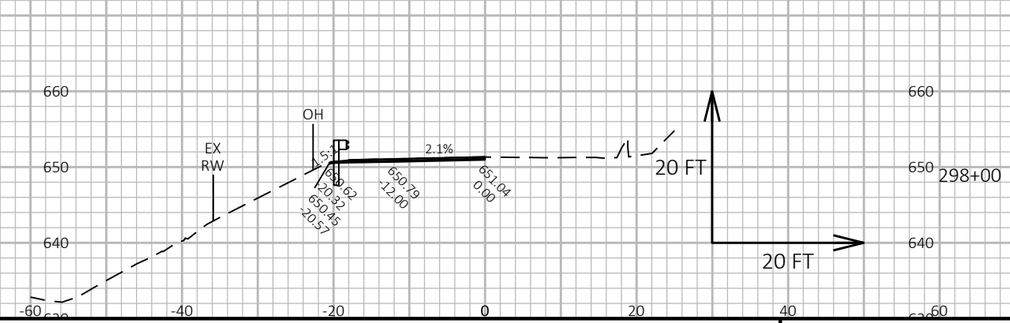
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299+50



299+00



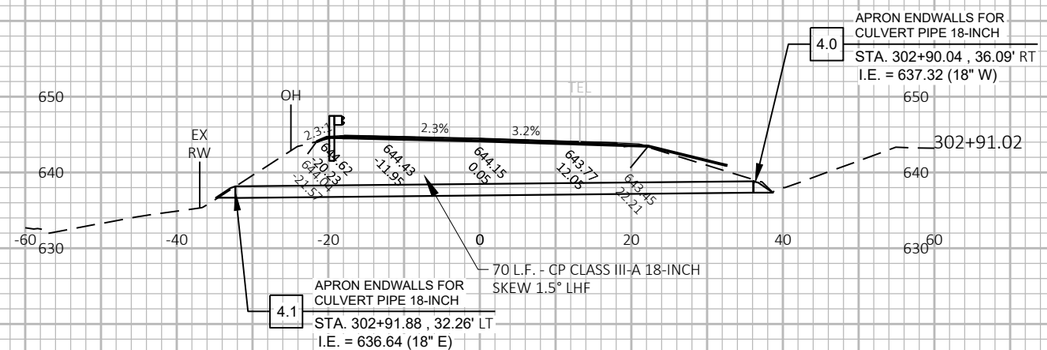
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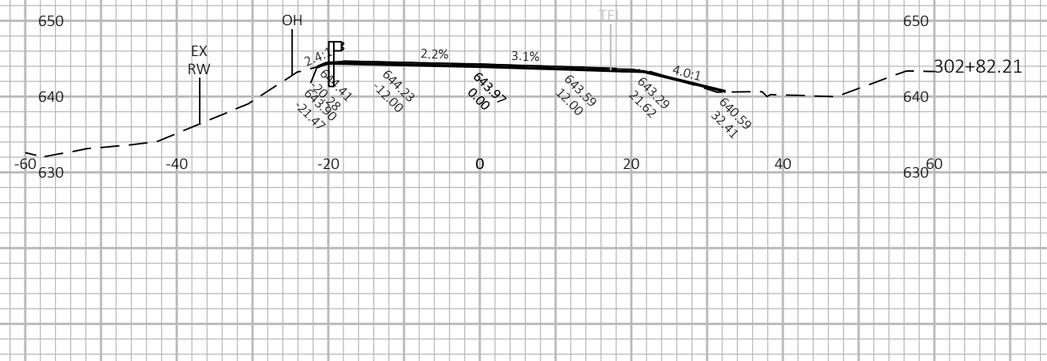
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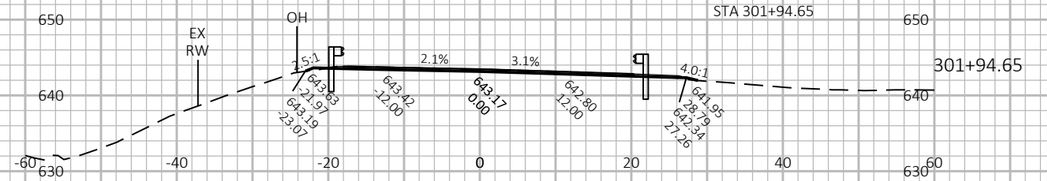
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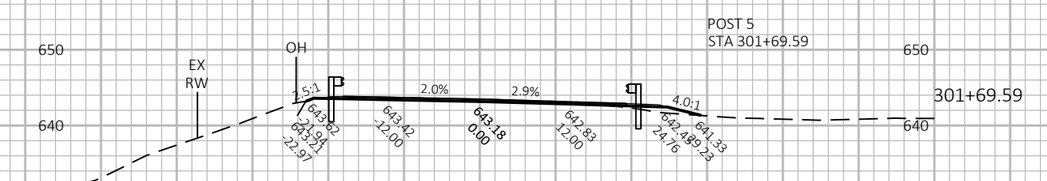
PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 254	E

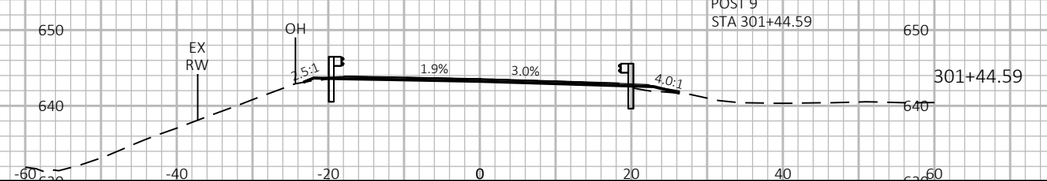
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LAYOUT NAME - 090203_xs
PLOT DATE : 9/30/2024 10:45 PM
PLOT BY : BOBBI MAXWELL
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

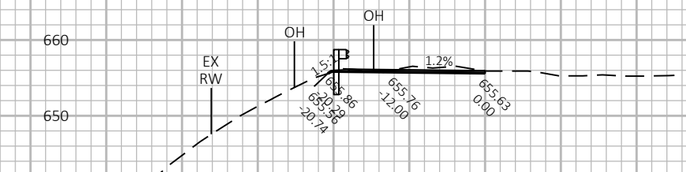


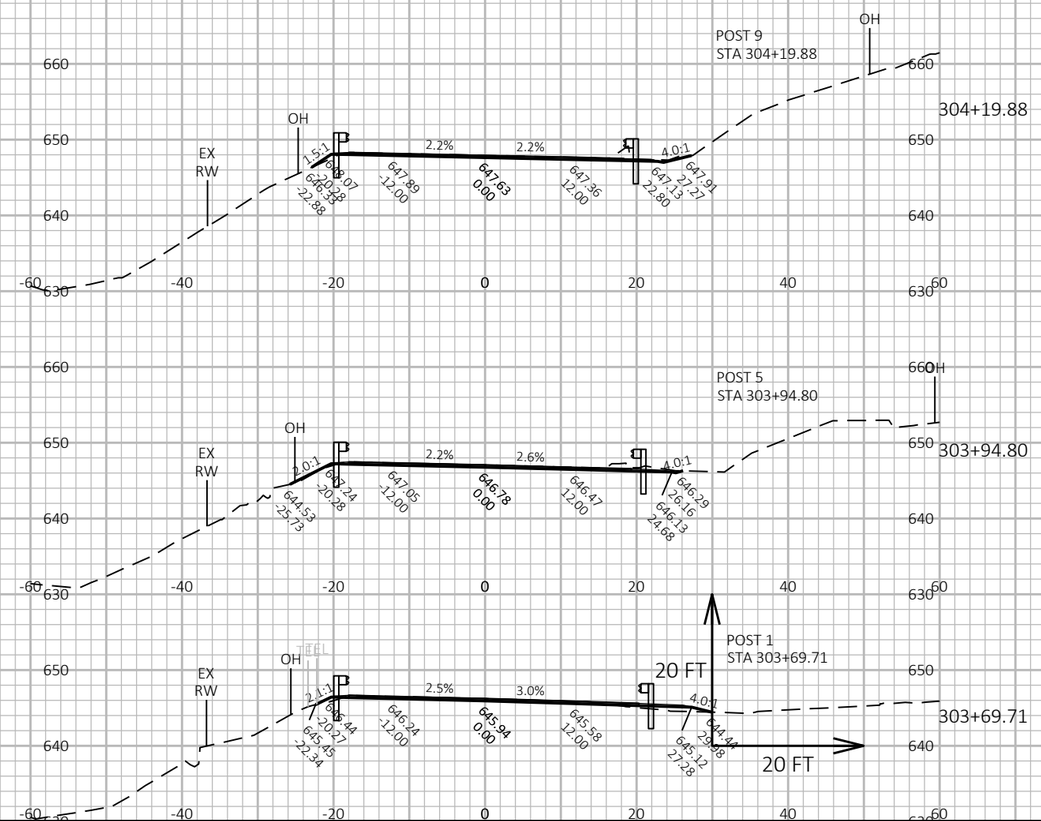












PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 255	E

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LAYOUT NAME - 090204_xs

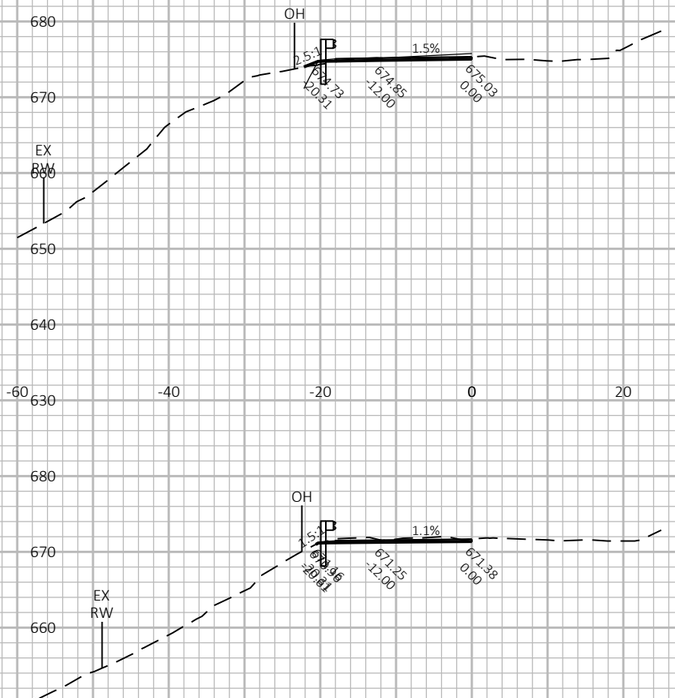
PLOT DATE : 9/30/2024 10:45 PM

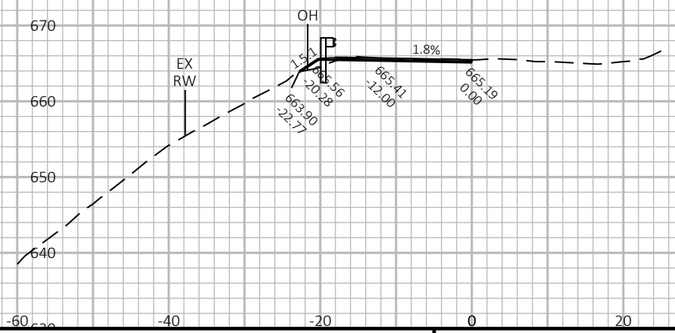
PLOT BY : BOBBI MAXWELL

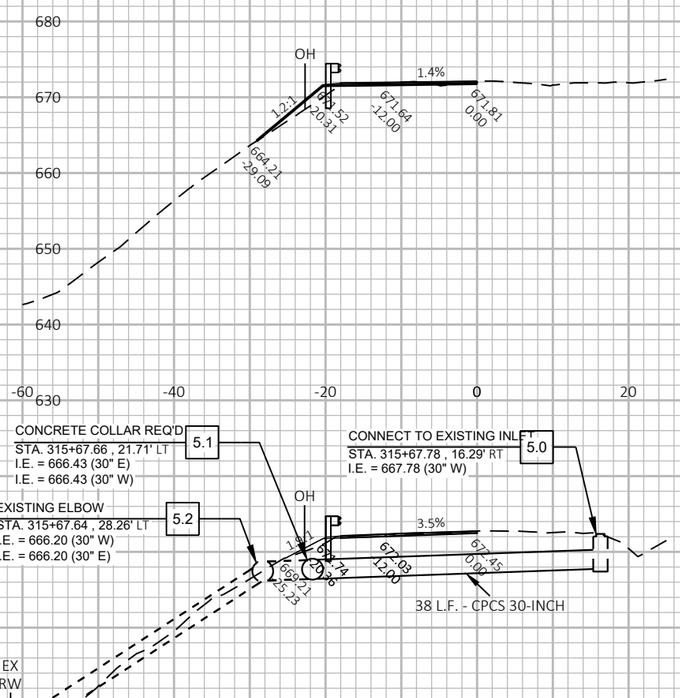
PLOT NAME :

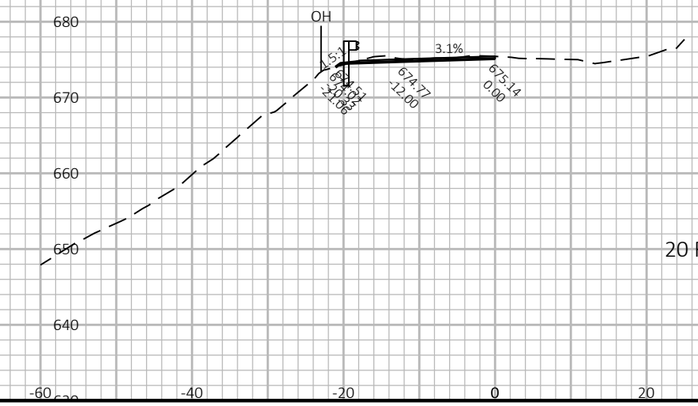
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







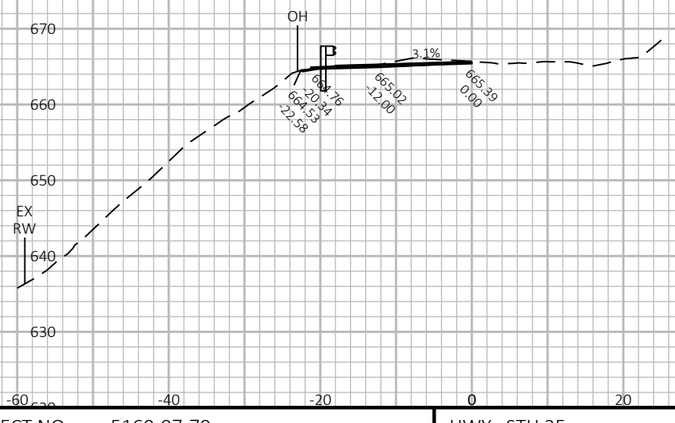


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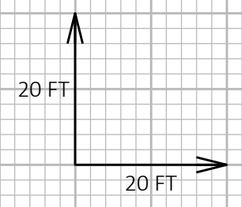
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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 256	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090205_xs
PLOT DATE : 9/30/2024 10:45 PM
PLOT BY : BOBBI MAXWELL
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49



318+00



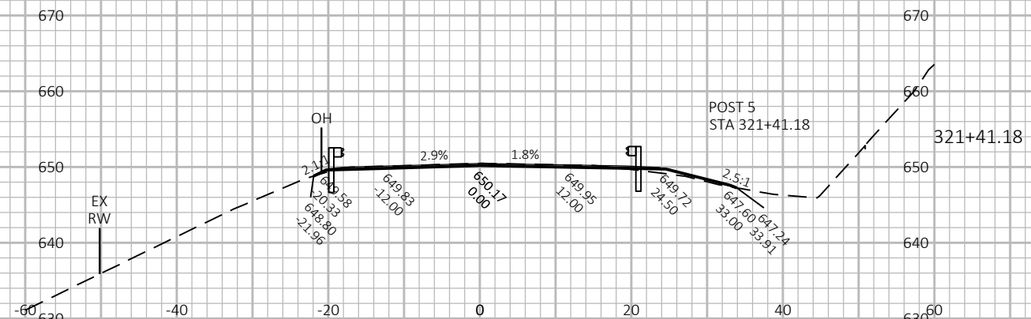
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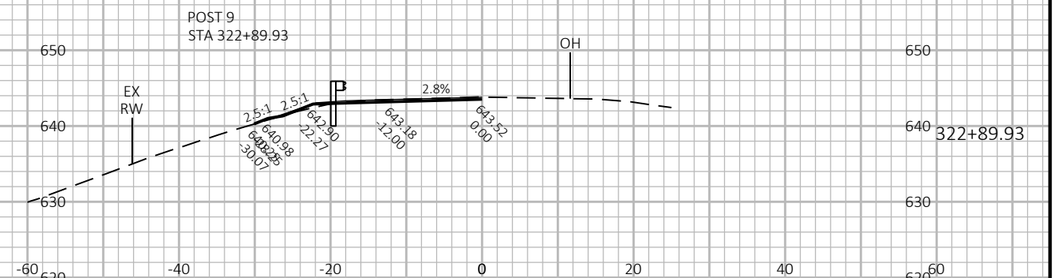
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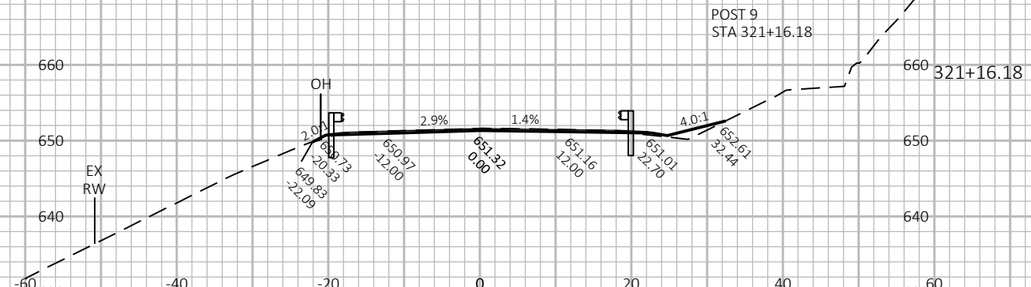
PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 257	E

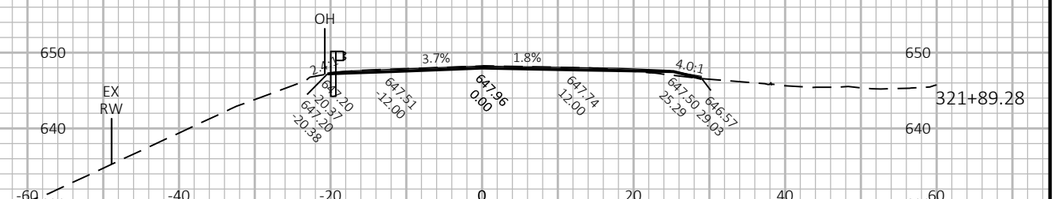
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LAYOUT NAME - 090206_xs

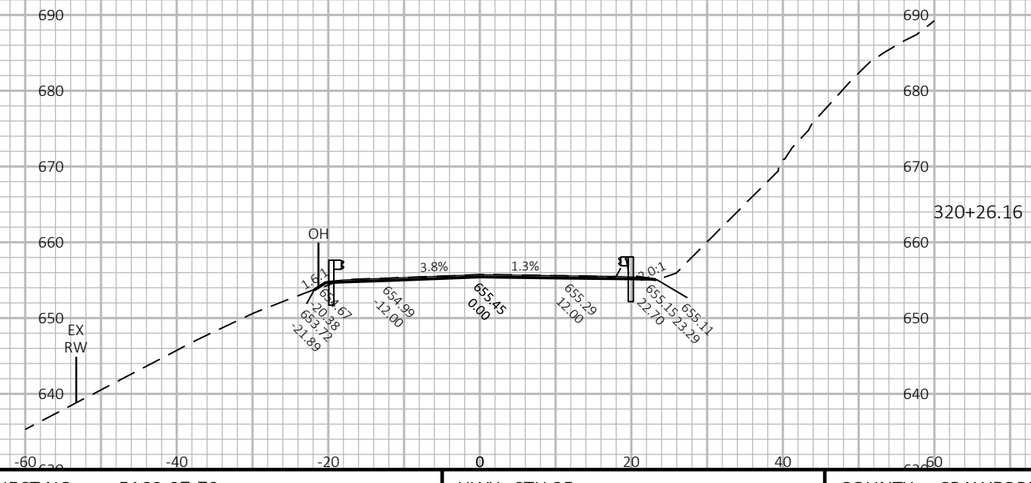
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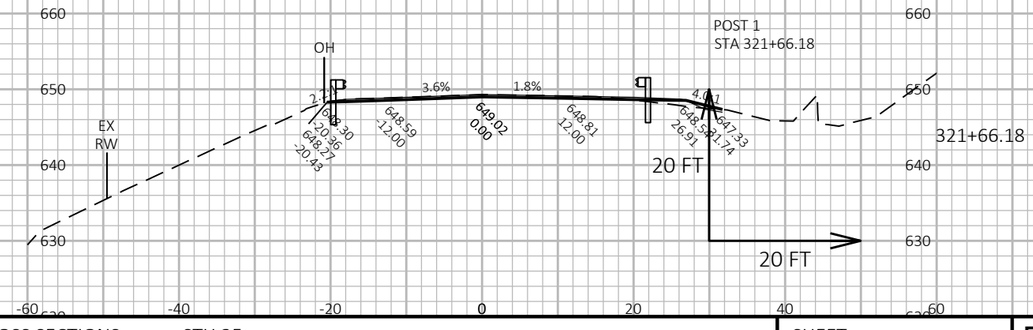








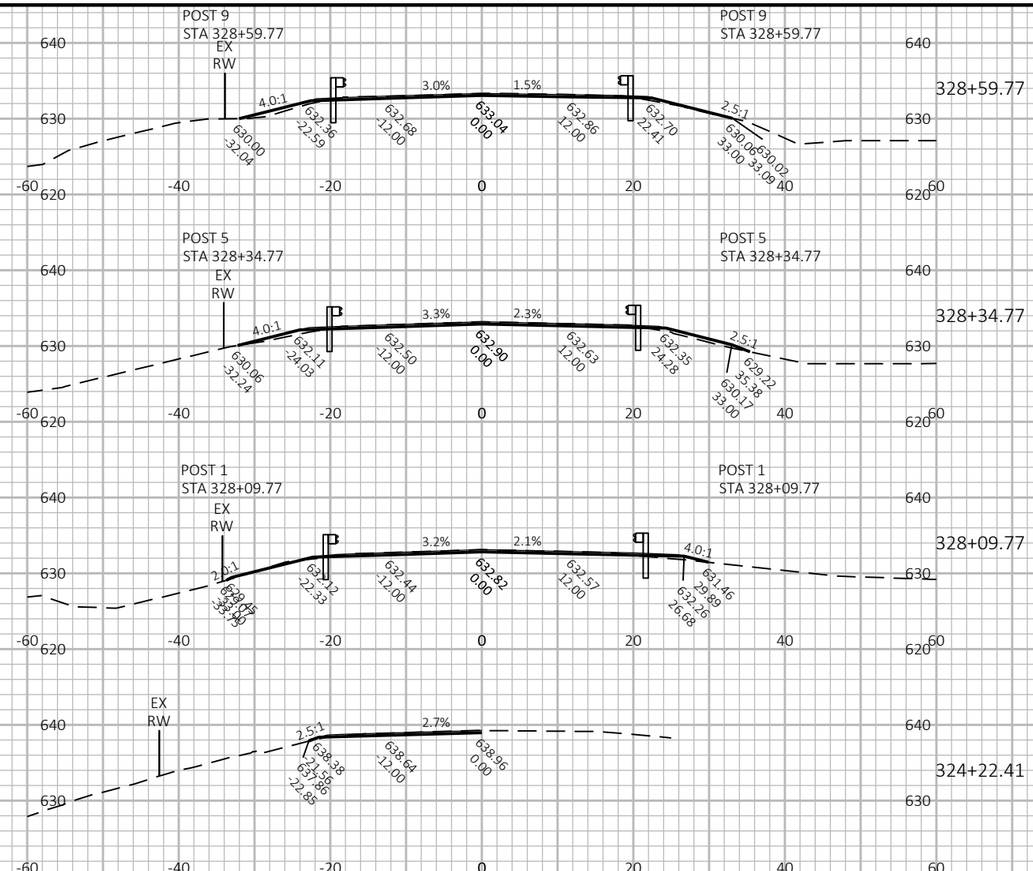




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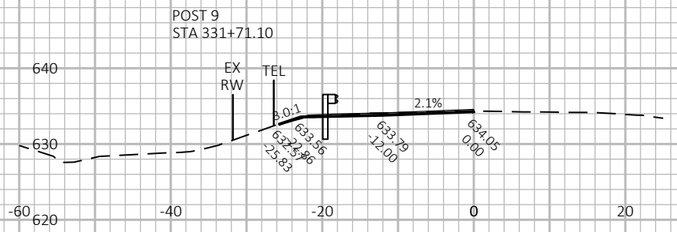
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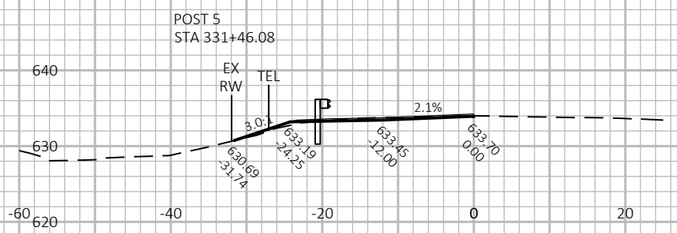


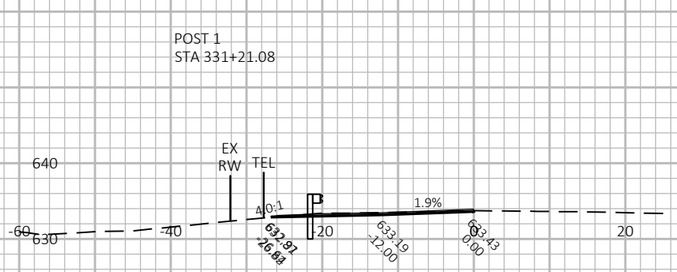
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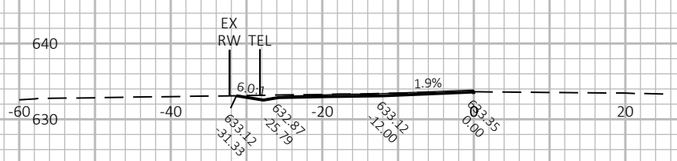
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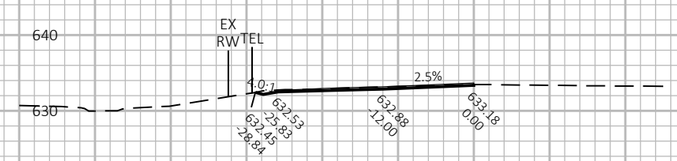
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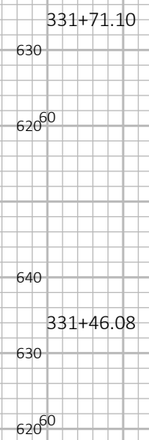


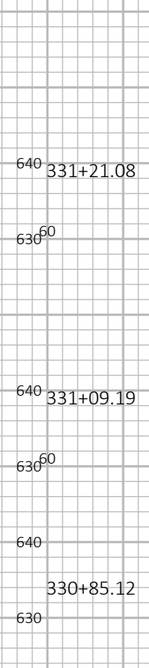




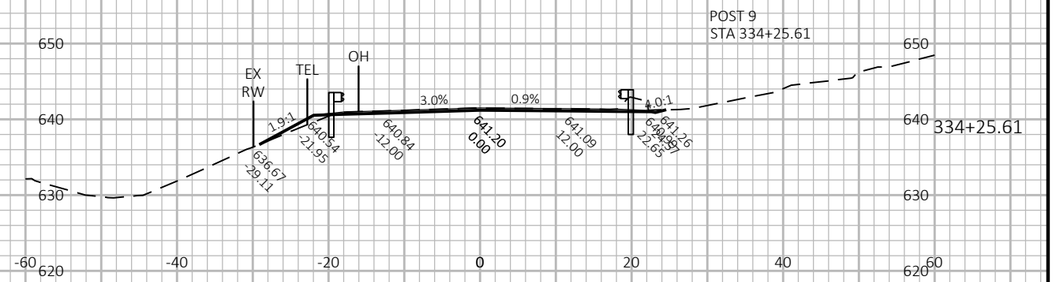


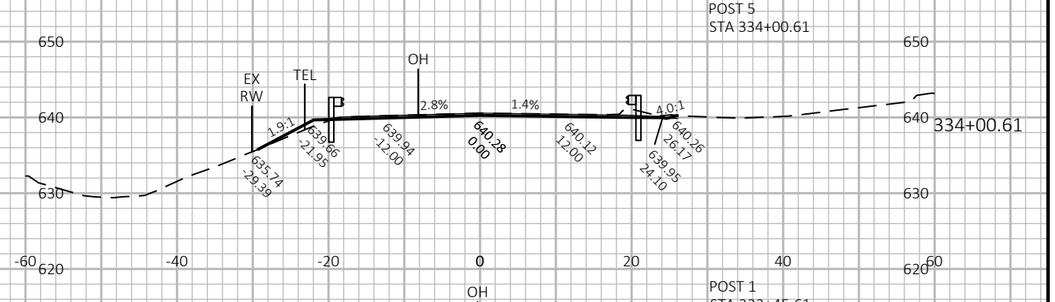


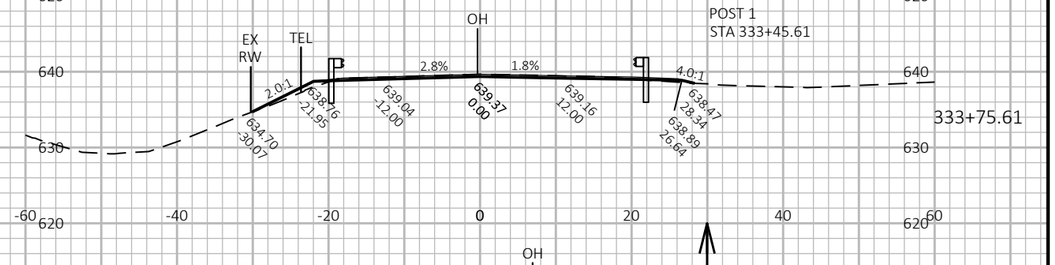


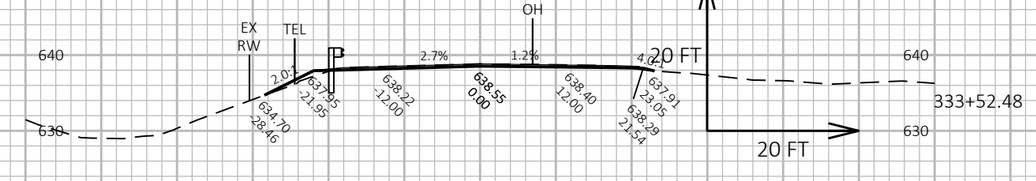








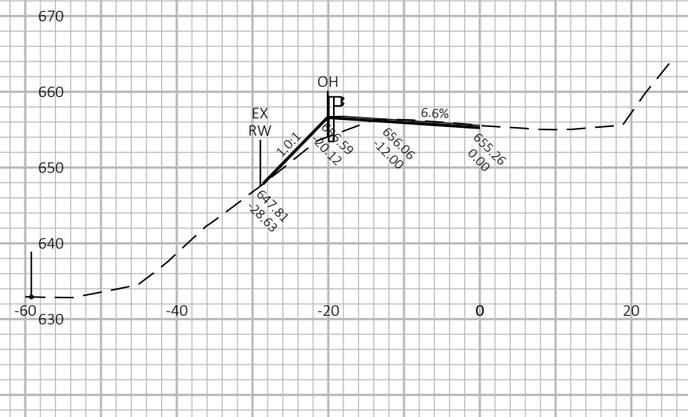


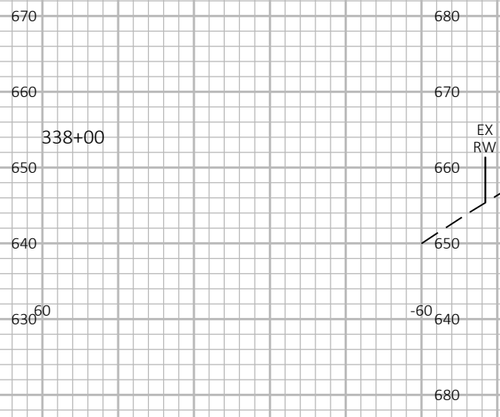


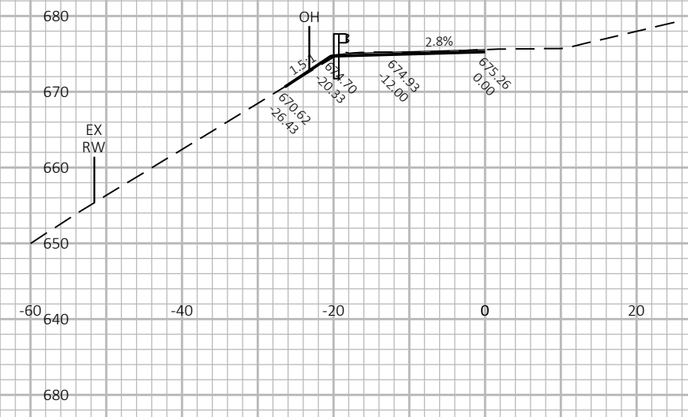
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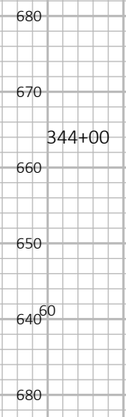
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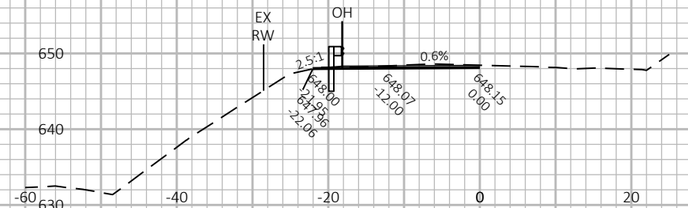
PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 260	E

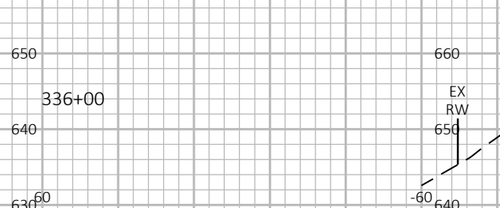




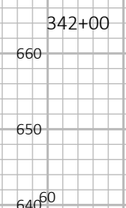


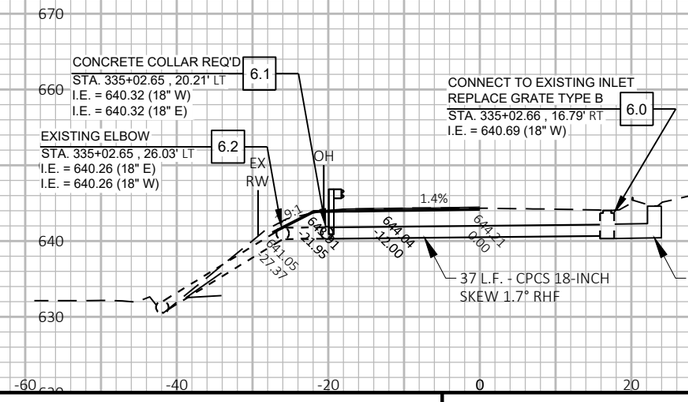


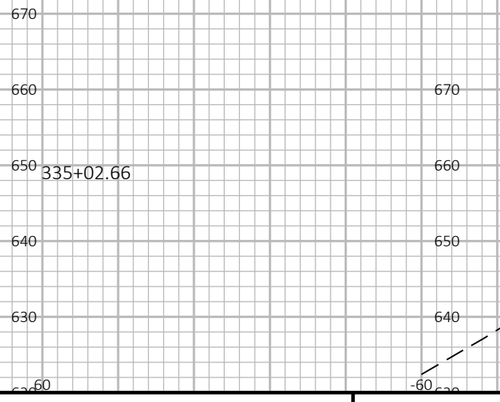


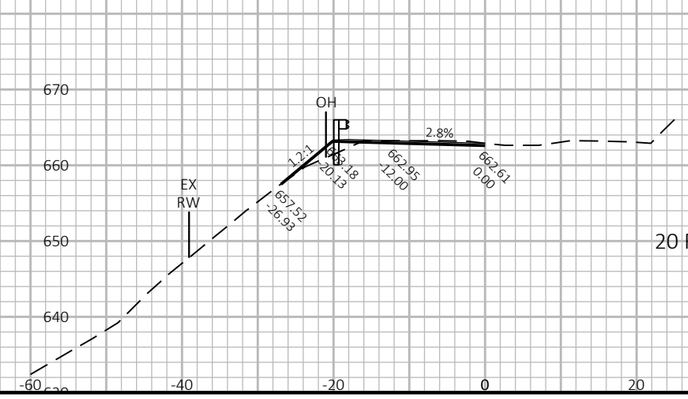


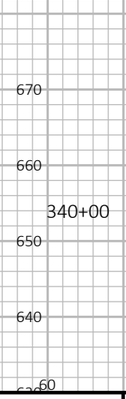












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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 261	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090207-XS.DWG
LAYOUT NAME - 090210_xs

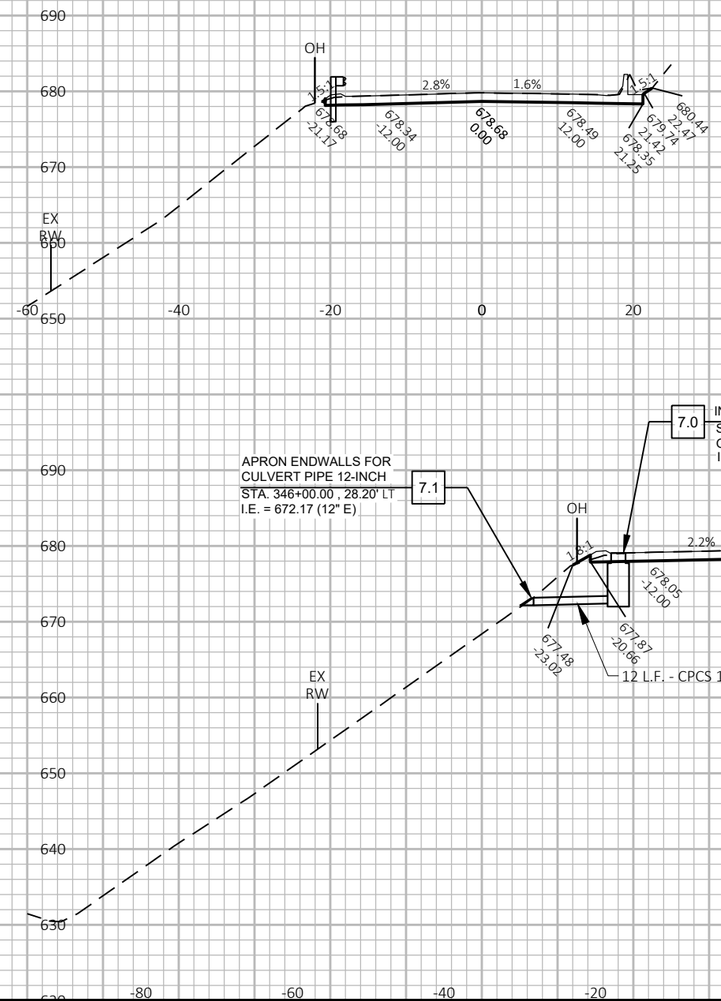
PLOT DATE : 10/1/2024 8:56 AM

PLOT BY : BOBBI MAXWELL

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 262	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090207-XS.DWG
LAYOUT NAME - 090211_xs

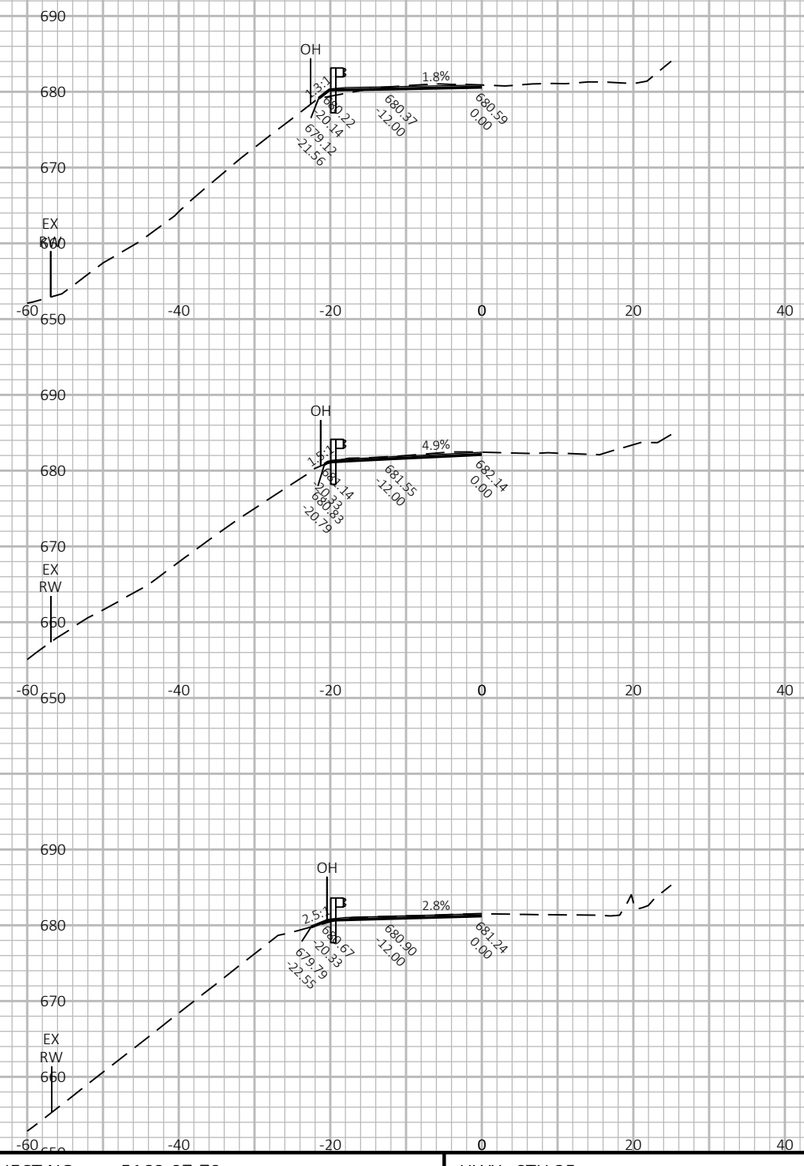
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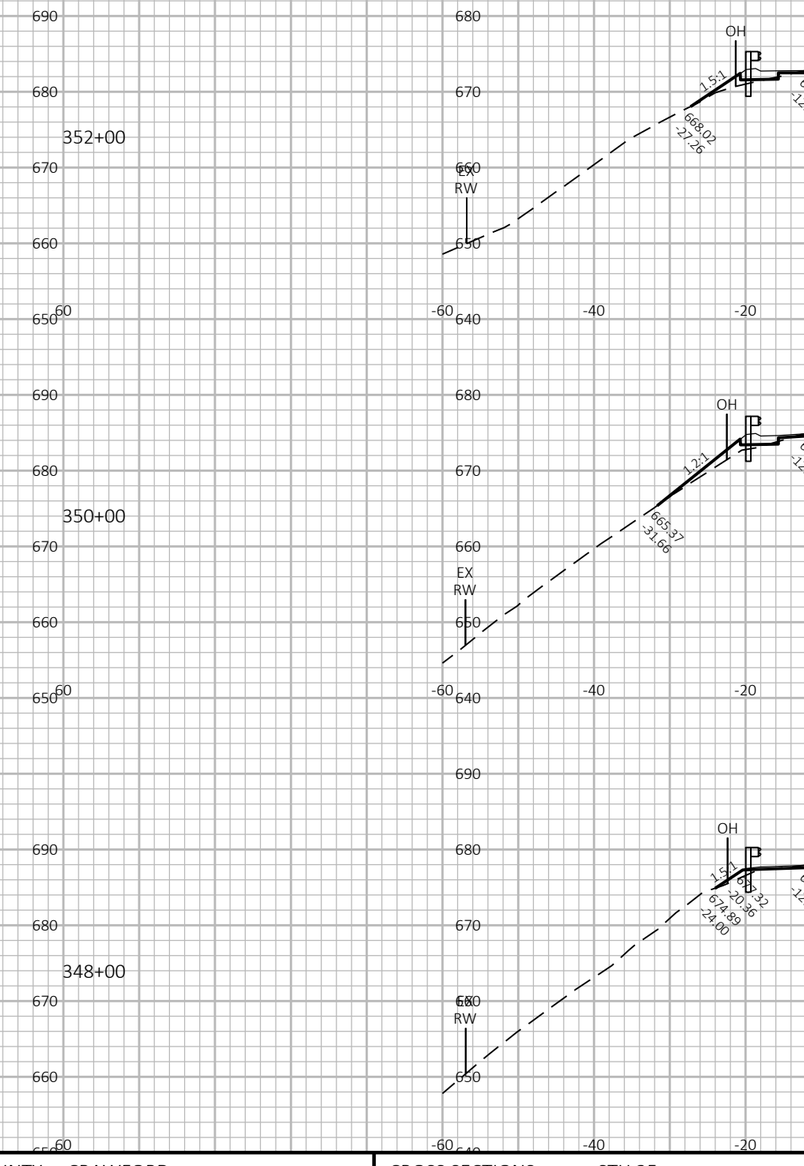
PLOT BY : BOBBI MAXWELL

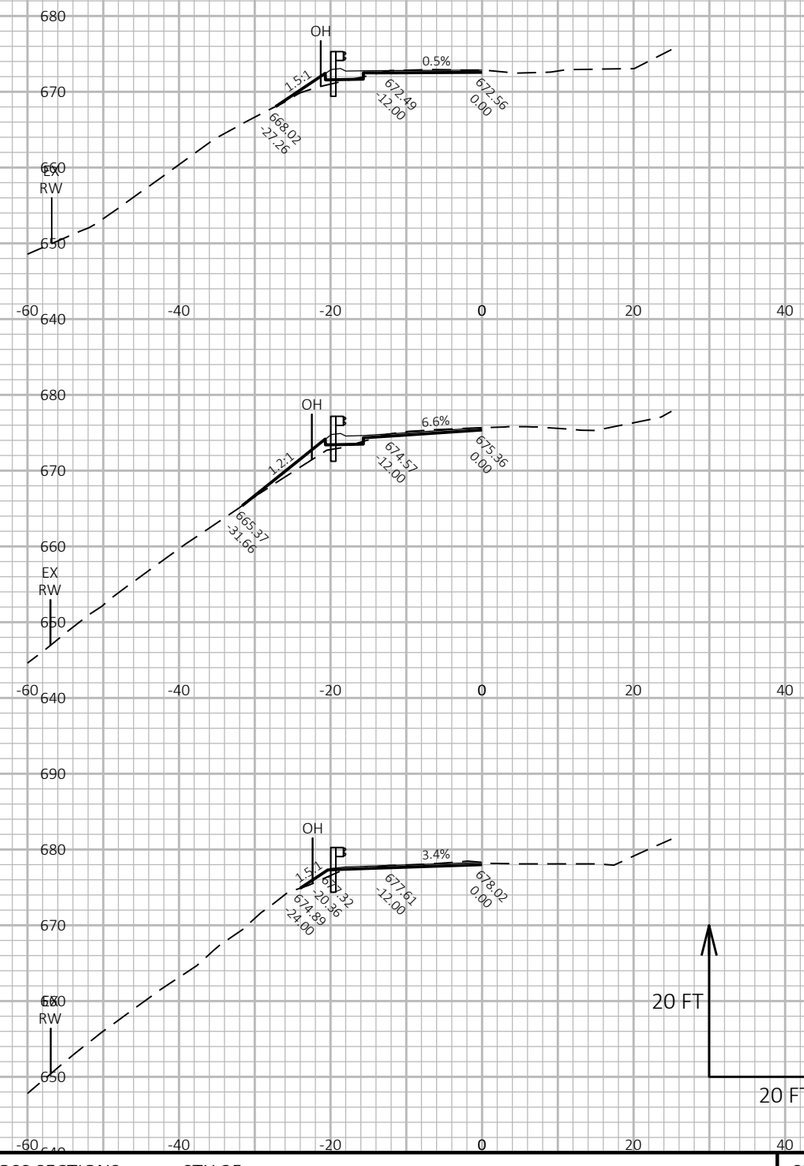
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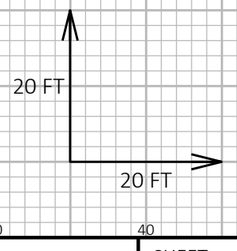
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49











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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 263	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090207-XS.DWG
LAYOUT NAME - 090212_xs

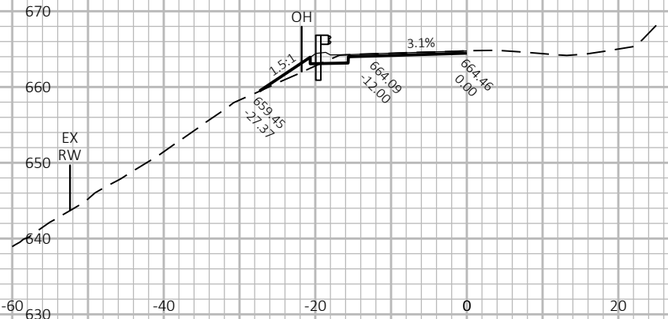
PLOT DATE : 10/1/2024 8:56 AM

PLOT BY : BOBBI MAXWELL

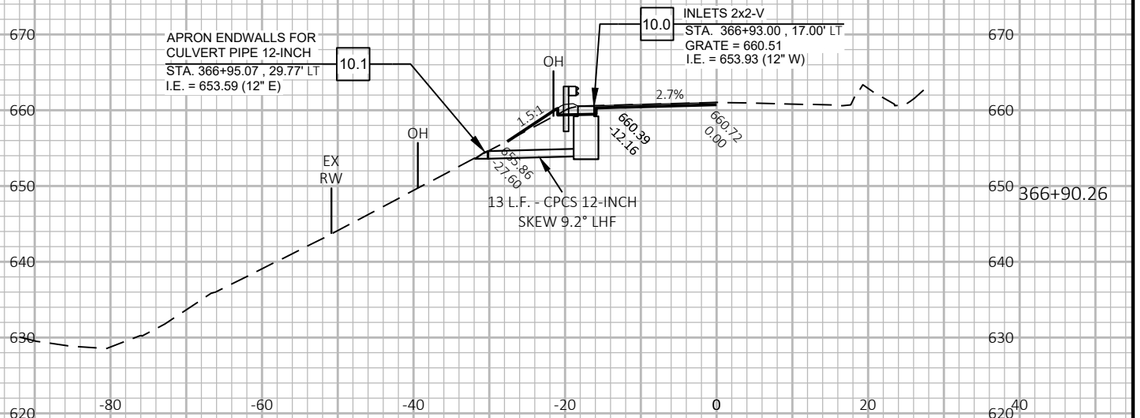
PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



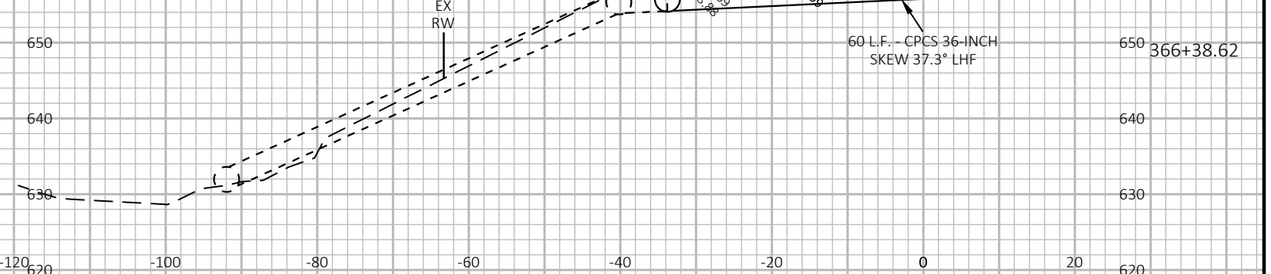
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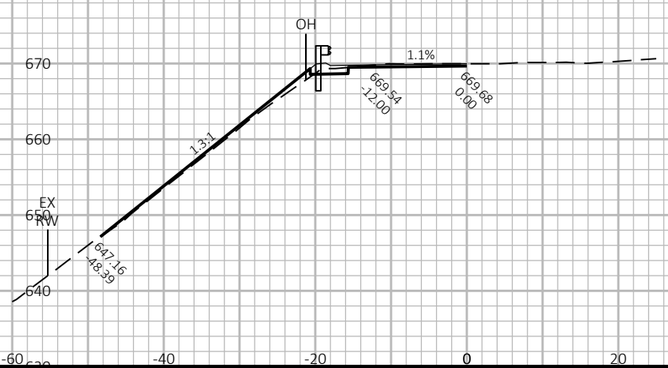
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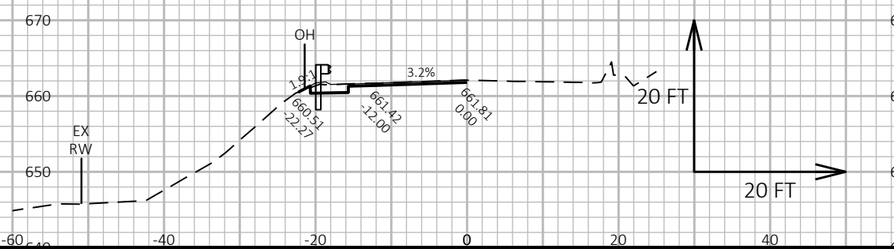
362+00



366+38.62



360+00



366+00

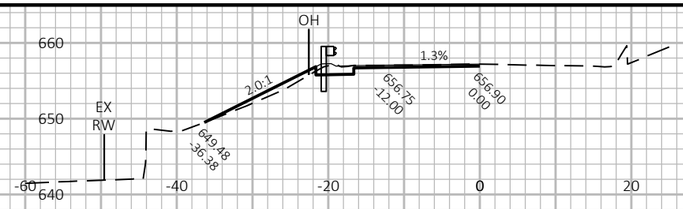
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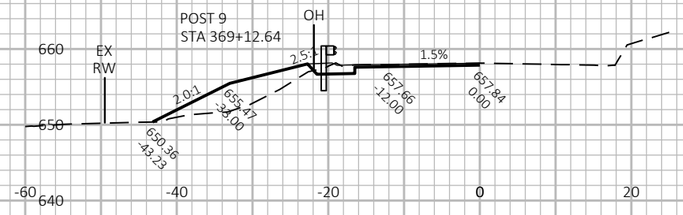
PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 264	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090207-XS.DWG
LAYOUT NAME - 090213_xs

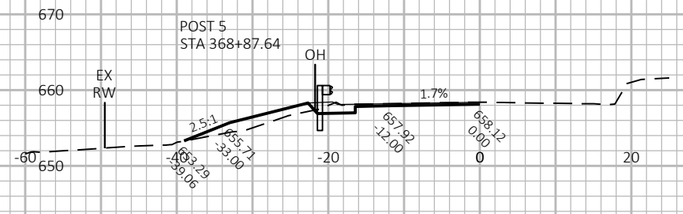
PLOT DATE : 10/1/2024 8:56 AM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



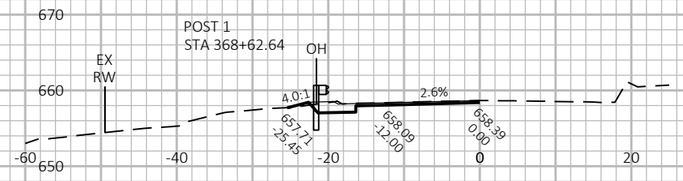
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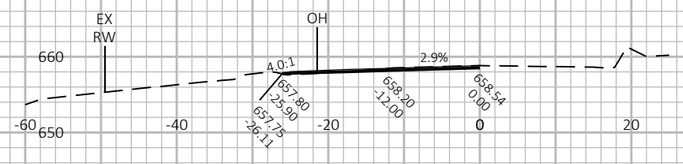
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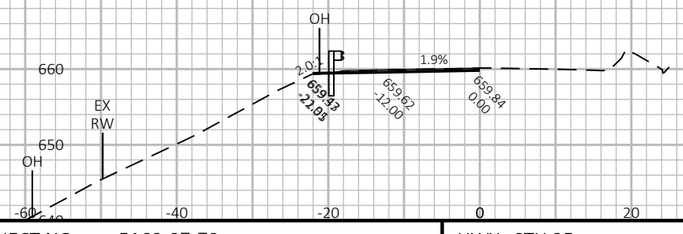
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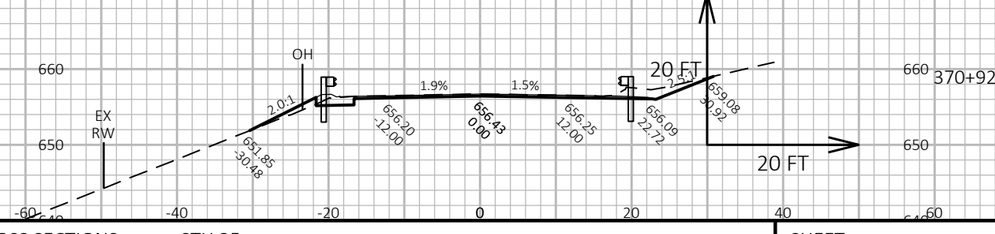
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368+48.84



367+49.47



370+92.51

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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 265	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090207-XS.DWG
LAYOUT NAME - 090214_xs

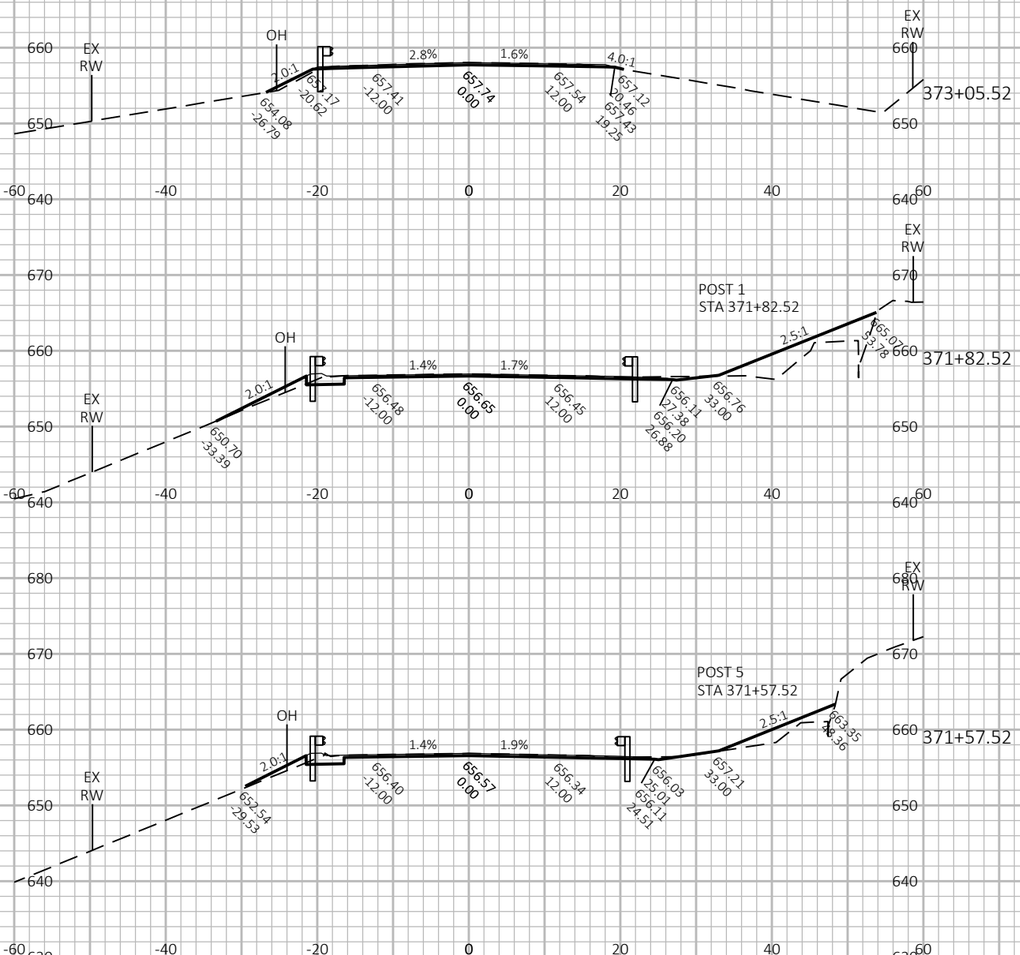
PLOT DATE : 10/1/2024 8:57 AM

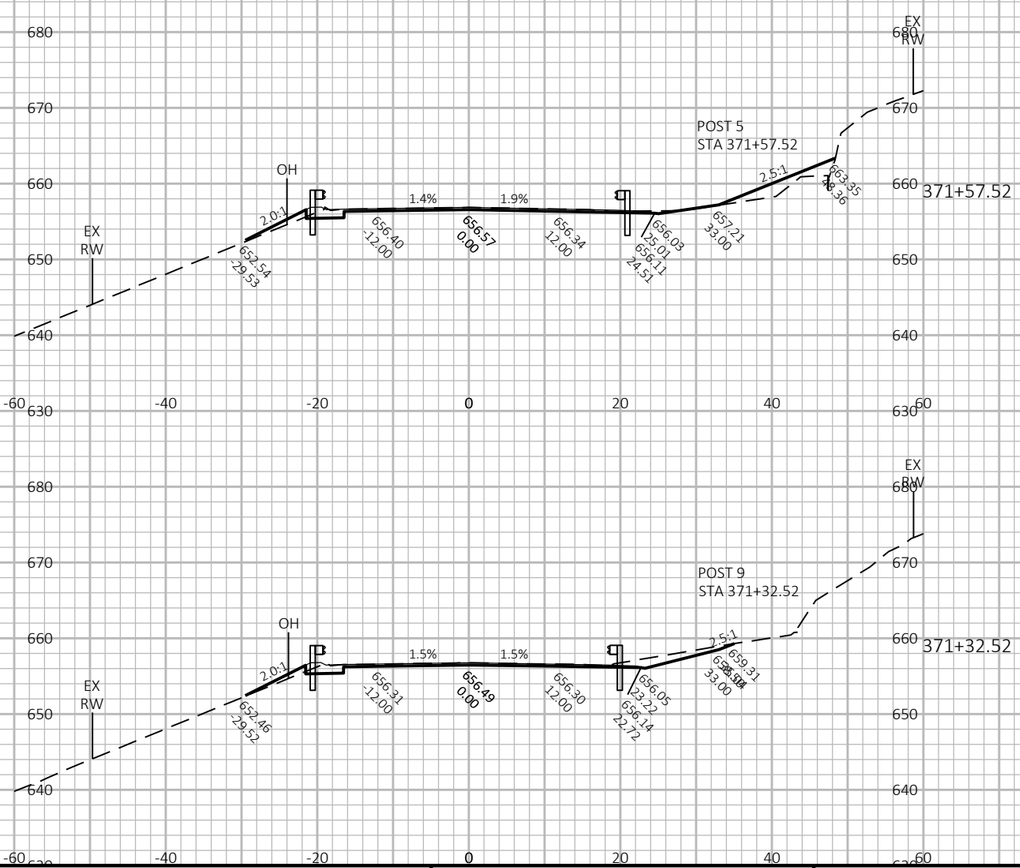
PLOT BY : BOBBI MAXWELL

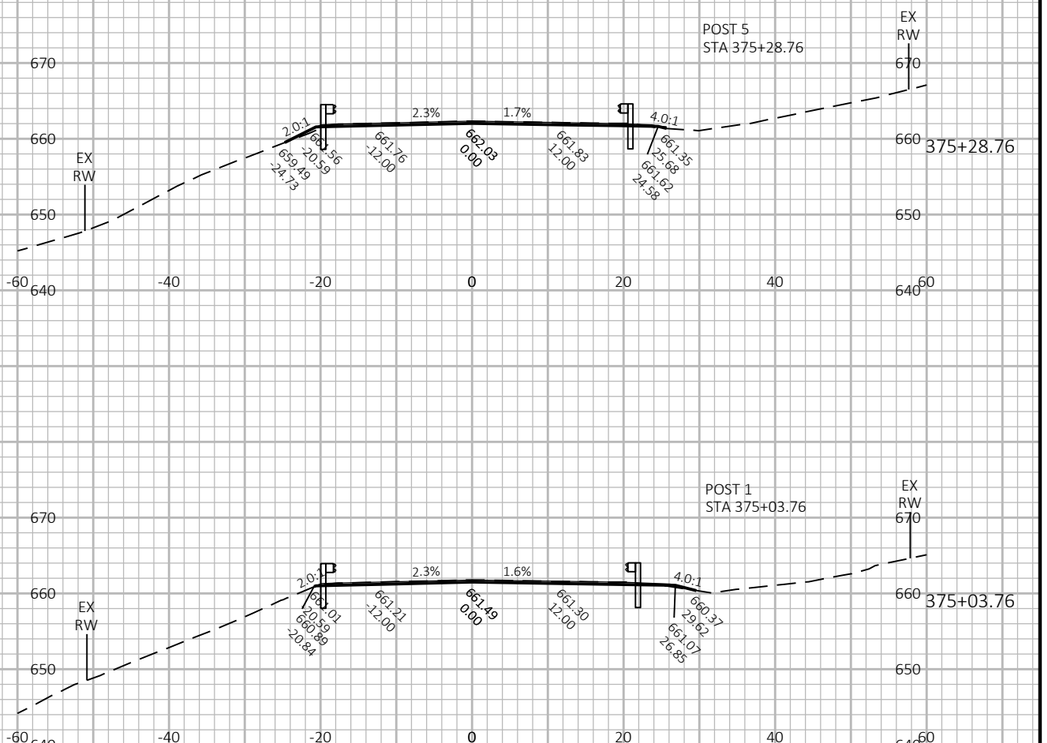
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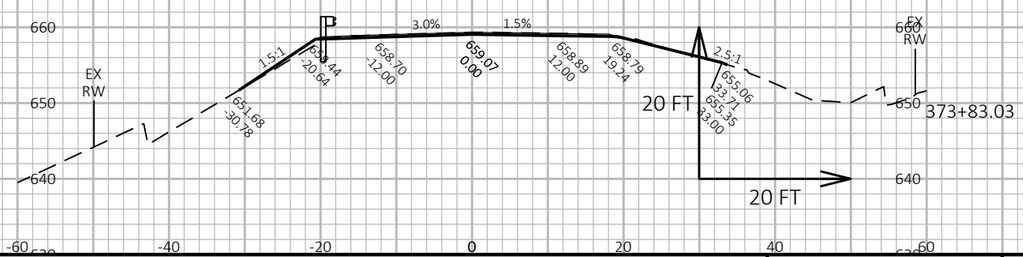
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 266	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090215-XS.DWG
LAYOUT NAME - 090215_xs

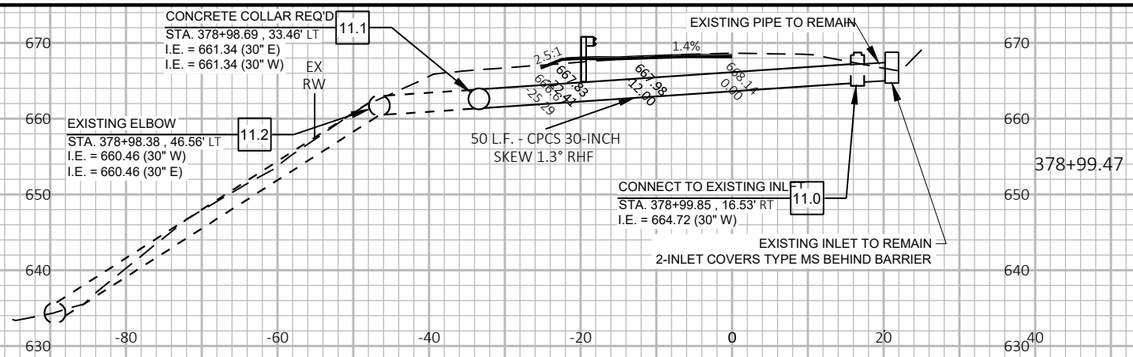
PLOT DATE : 10/1/2024 9:08 AM

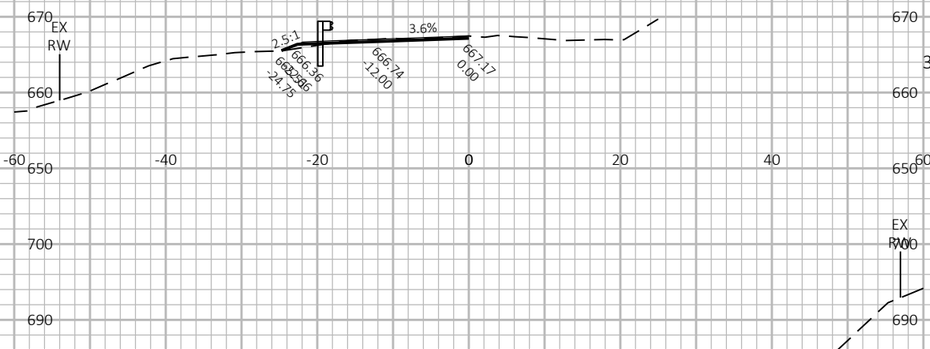
PLOT BY : BOBBI MAXWELL

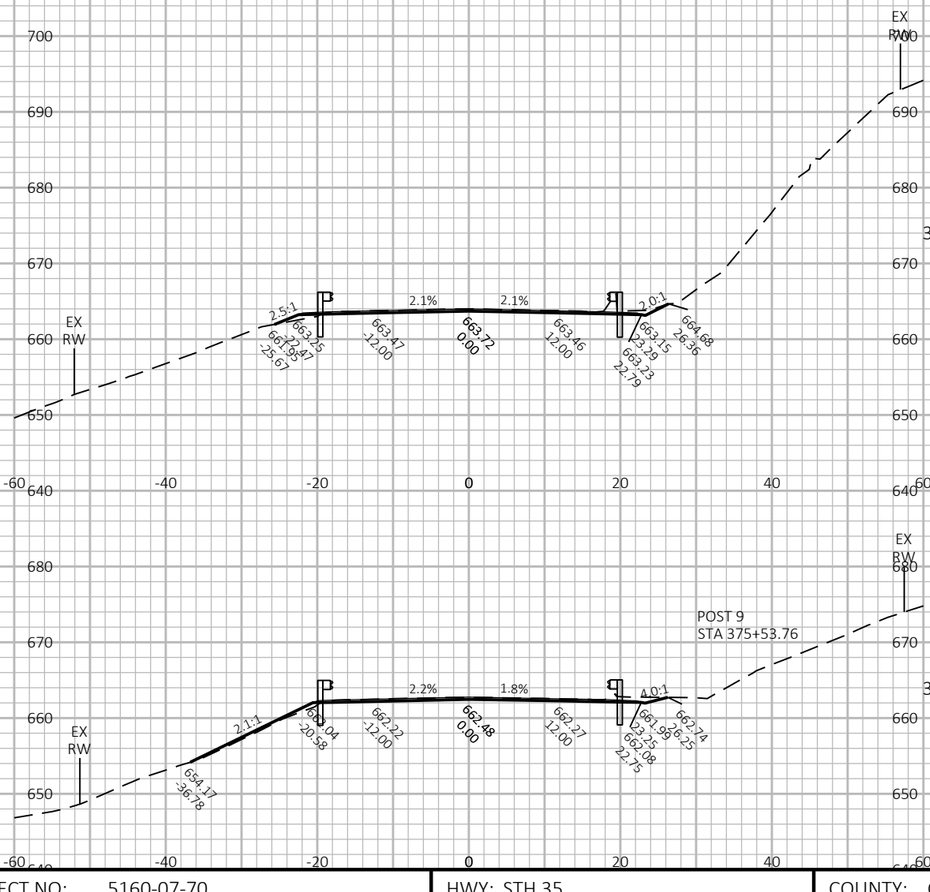
PLOT NAME :

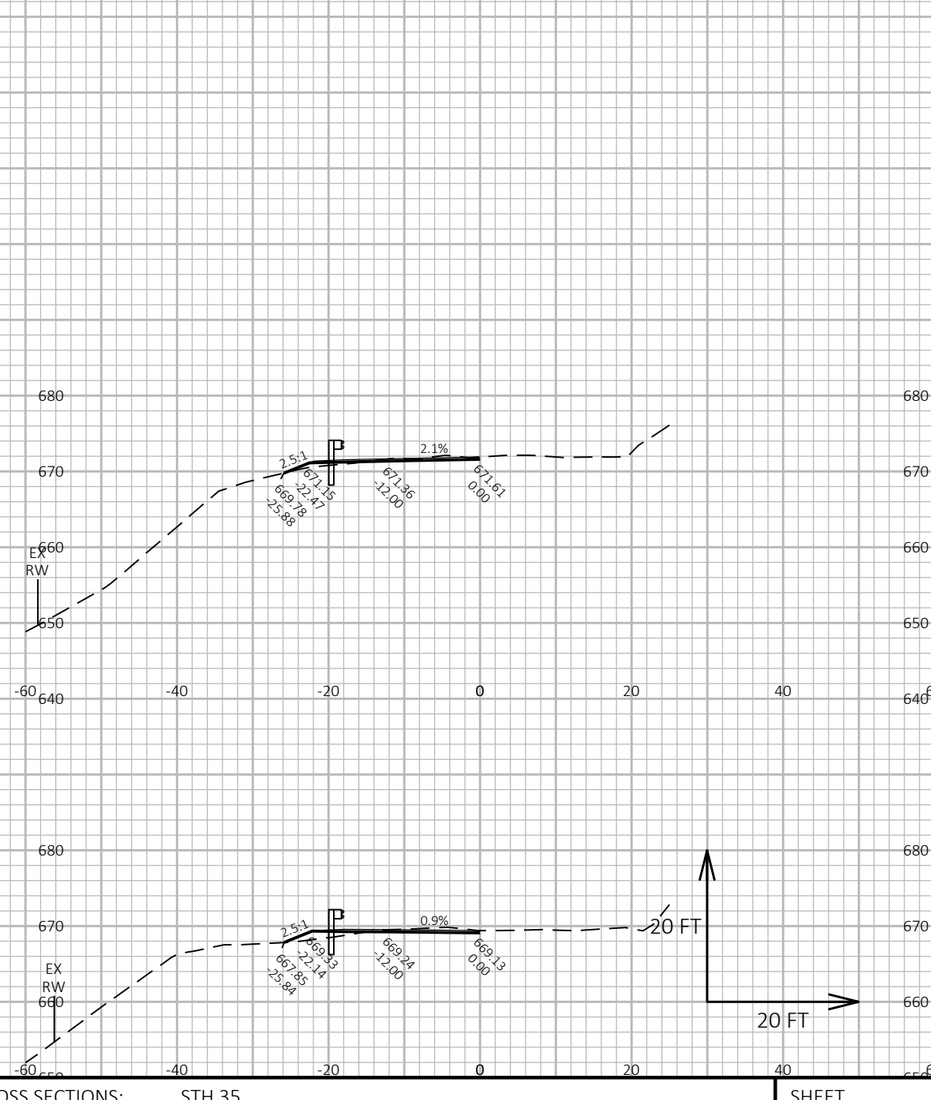
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 267 E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090215-XS.DWG
LAYOUT NAME - 090216_xs

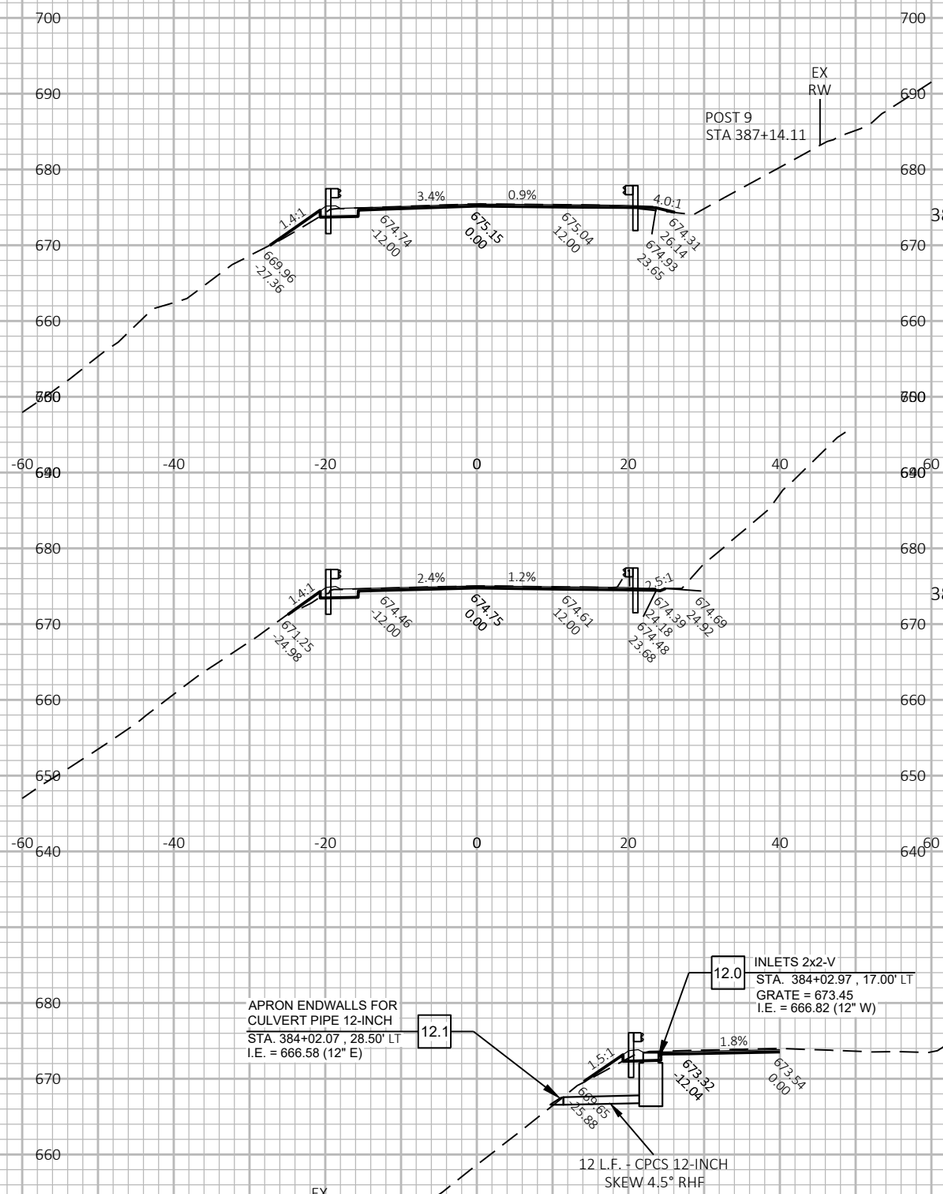
PLOT DATE : 10/1/2024 9:08 AM

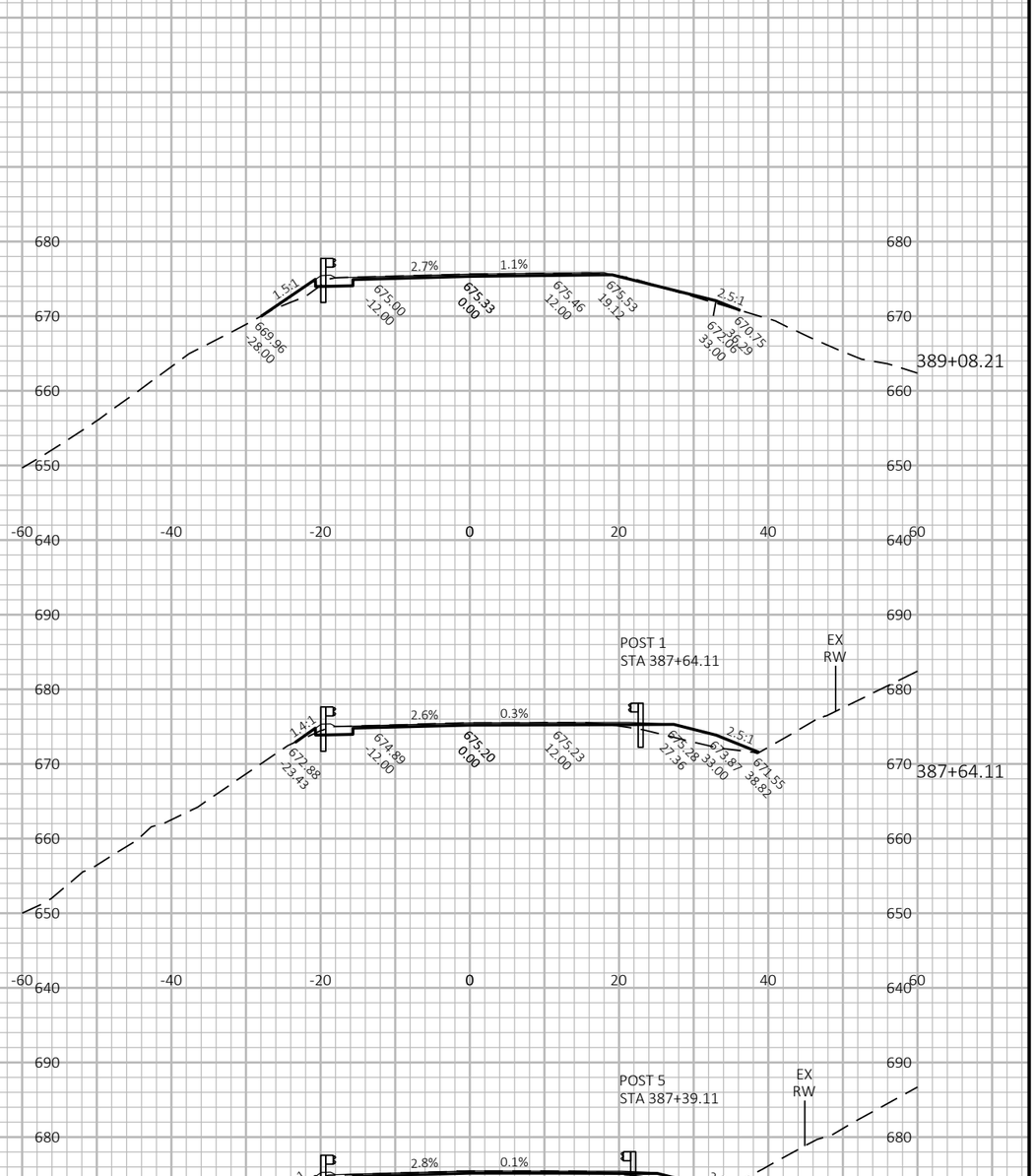
PLOT BY : BOBBI MAXWELL

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

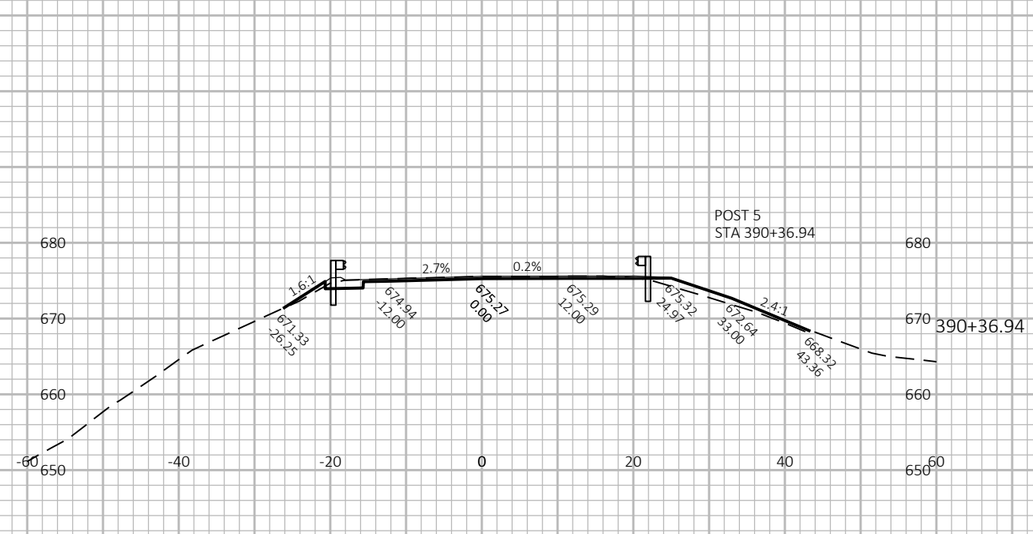


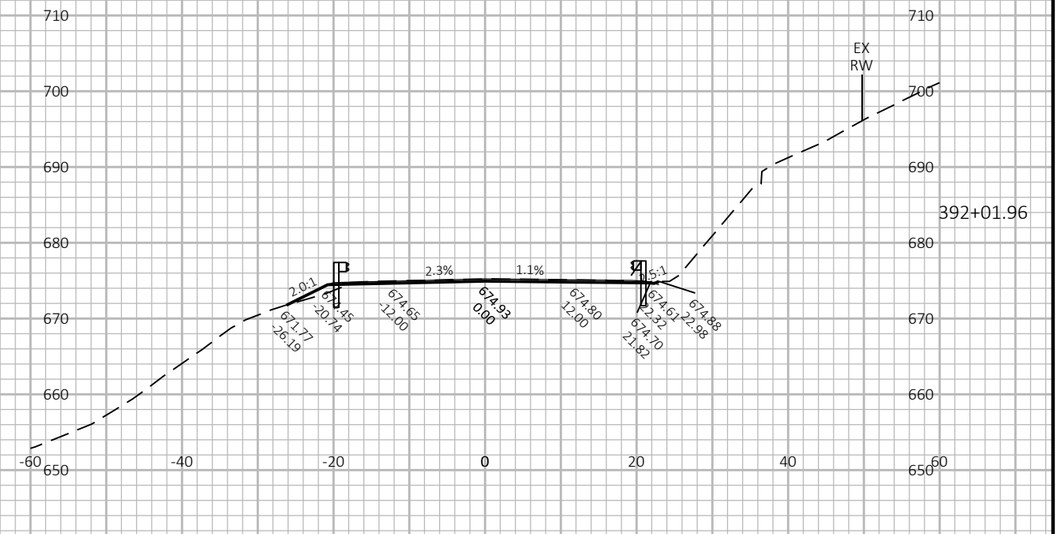


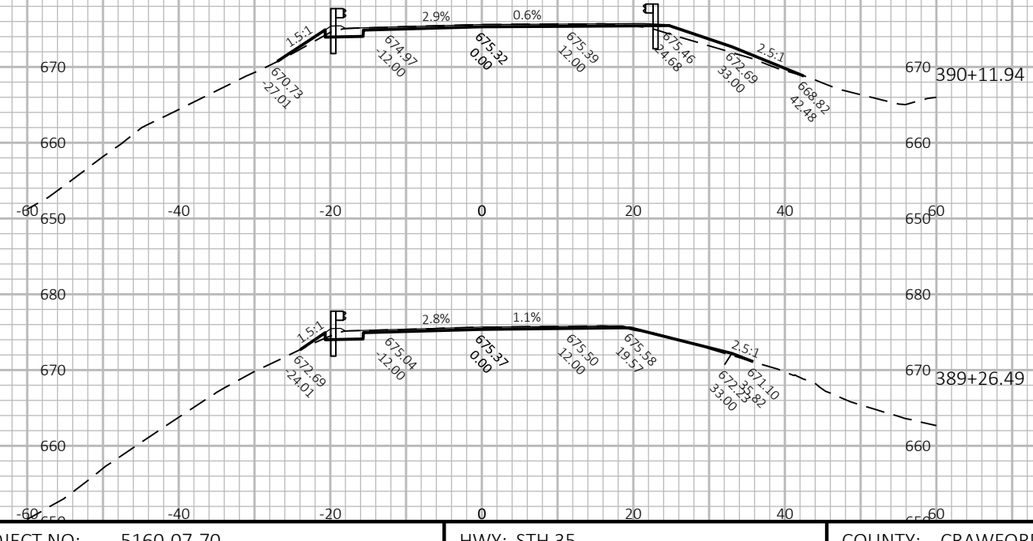
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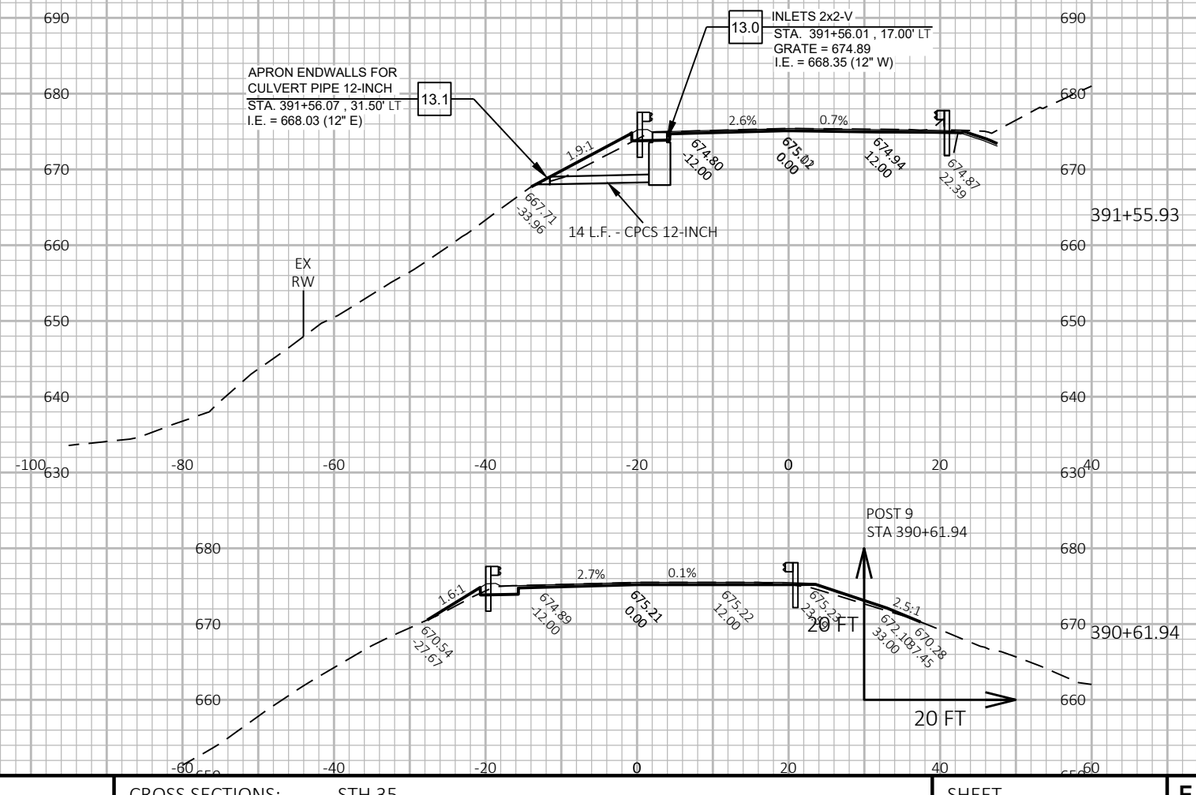
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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 268	E









9

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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 269	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090215-XS.DWG
LAYOUT NAME - 090218_xs

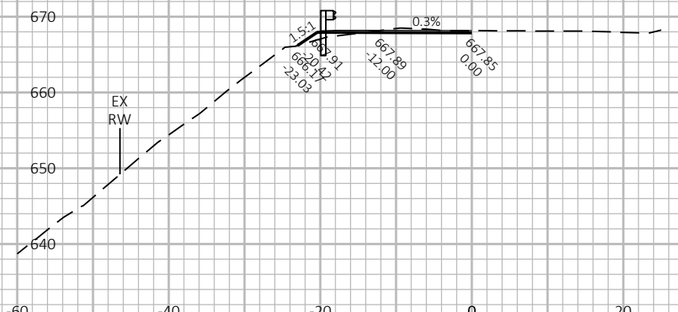
PLOT DATE : 10/1/2024 9:08 AM

PLOT BY : BOBBI MAXWELL

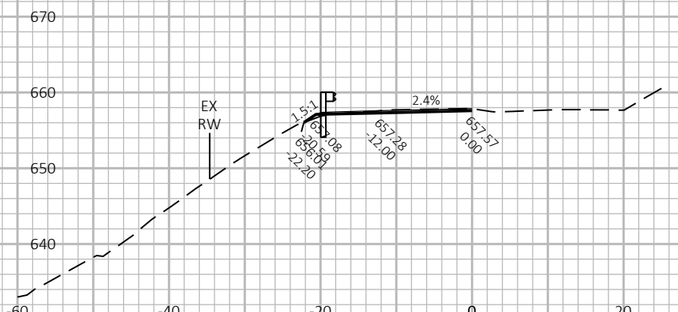
PLOT NAME :

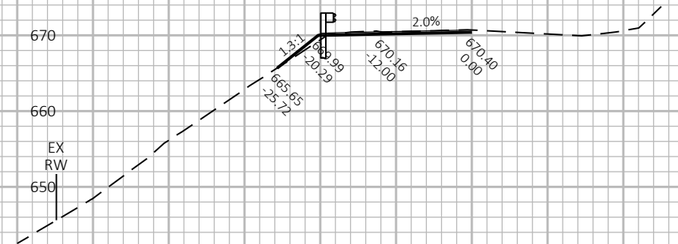
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

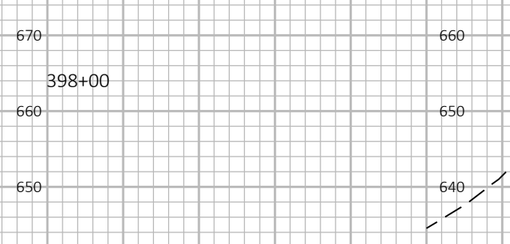
WISDOT/CADDS SHEET 49

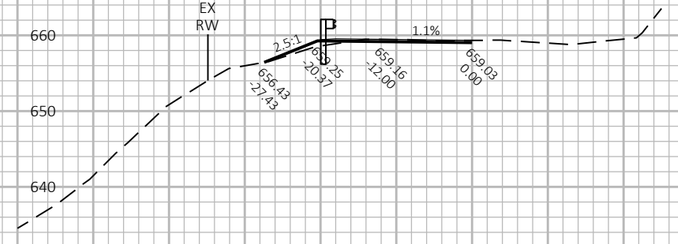


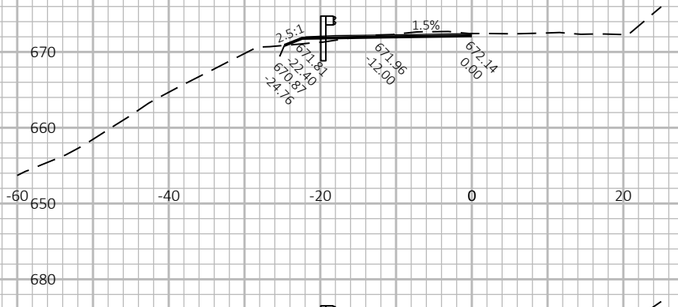




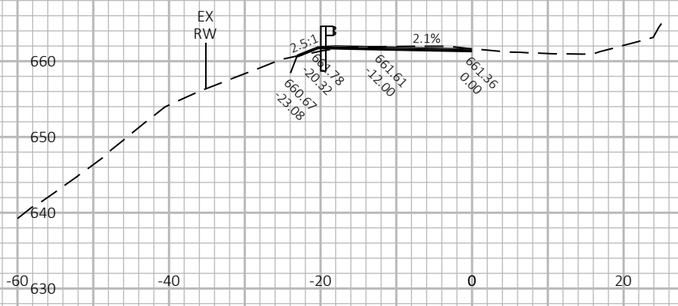


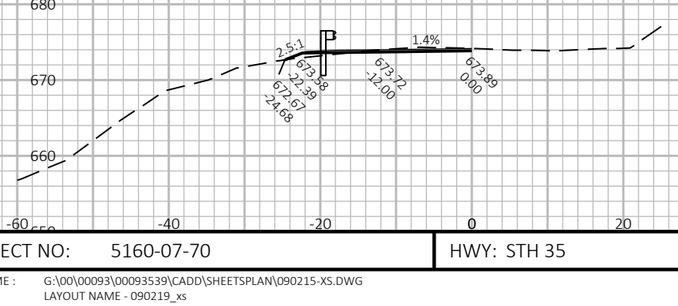


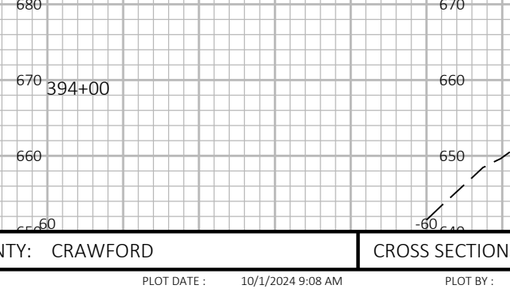


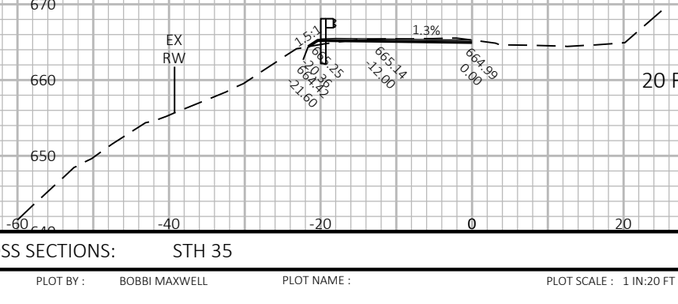


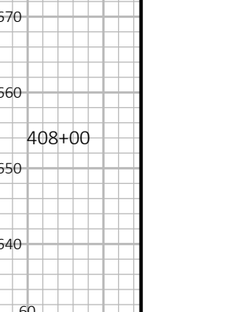


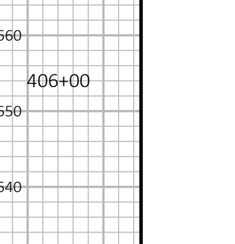


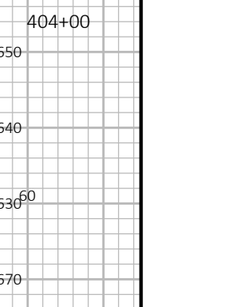


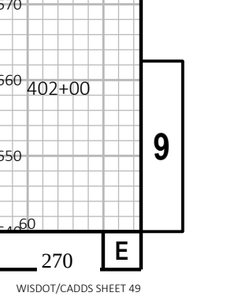












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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 270	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090215-XS.DWG
LAYOUT NAME - 090219_xs

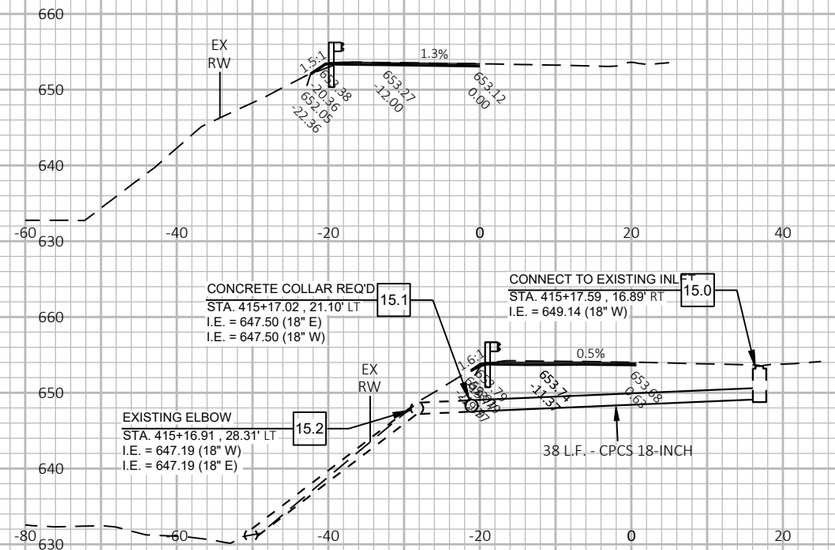
PLOT DATE : 10/1/2024 9:08 AM

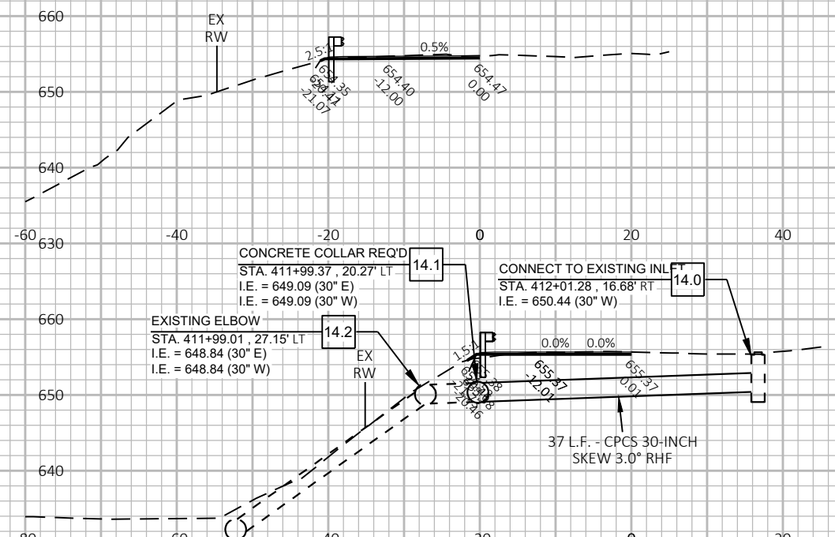
PLOT BY : BOBBI MAXWELL

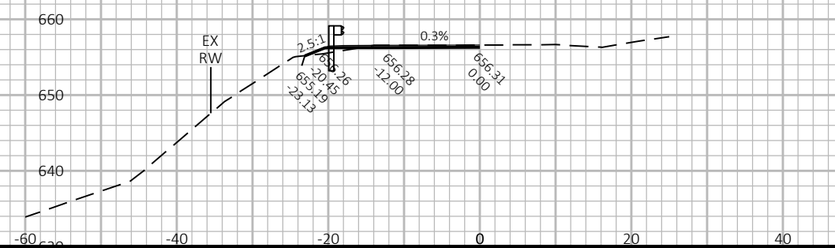
PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







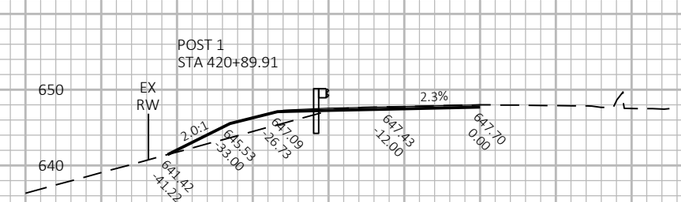
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415+17.33

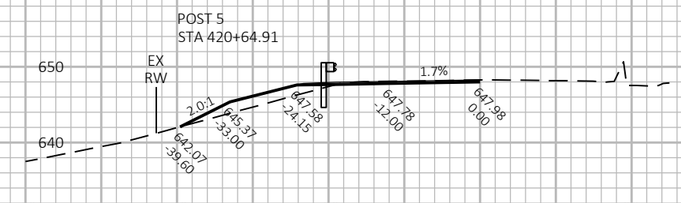
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412+00.41

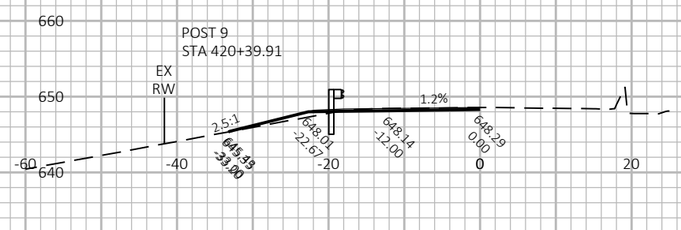
410+00



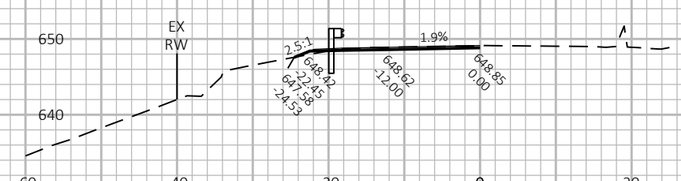
420+89.91



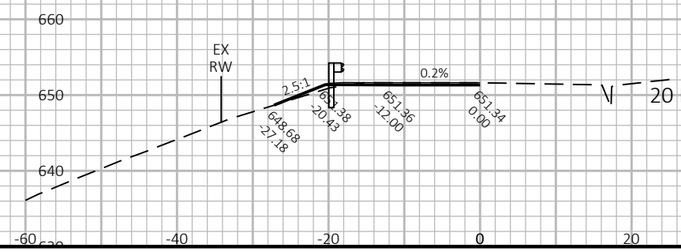
420+64.91



420+39.91



420+00



418+00

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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 271	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090215-XS.DWG
LAYOUT NAME - 090220_xs

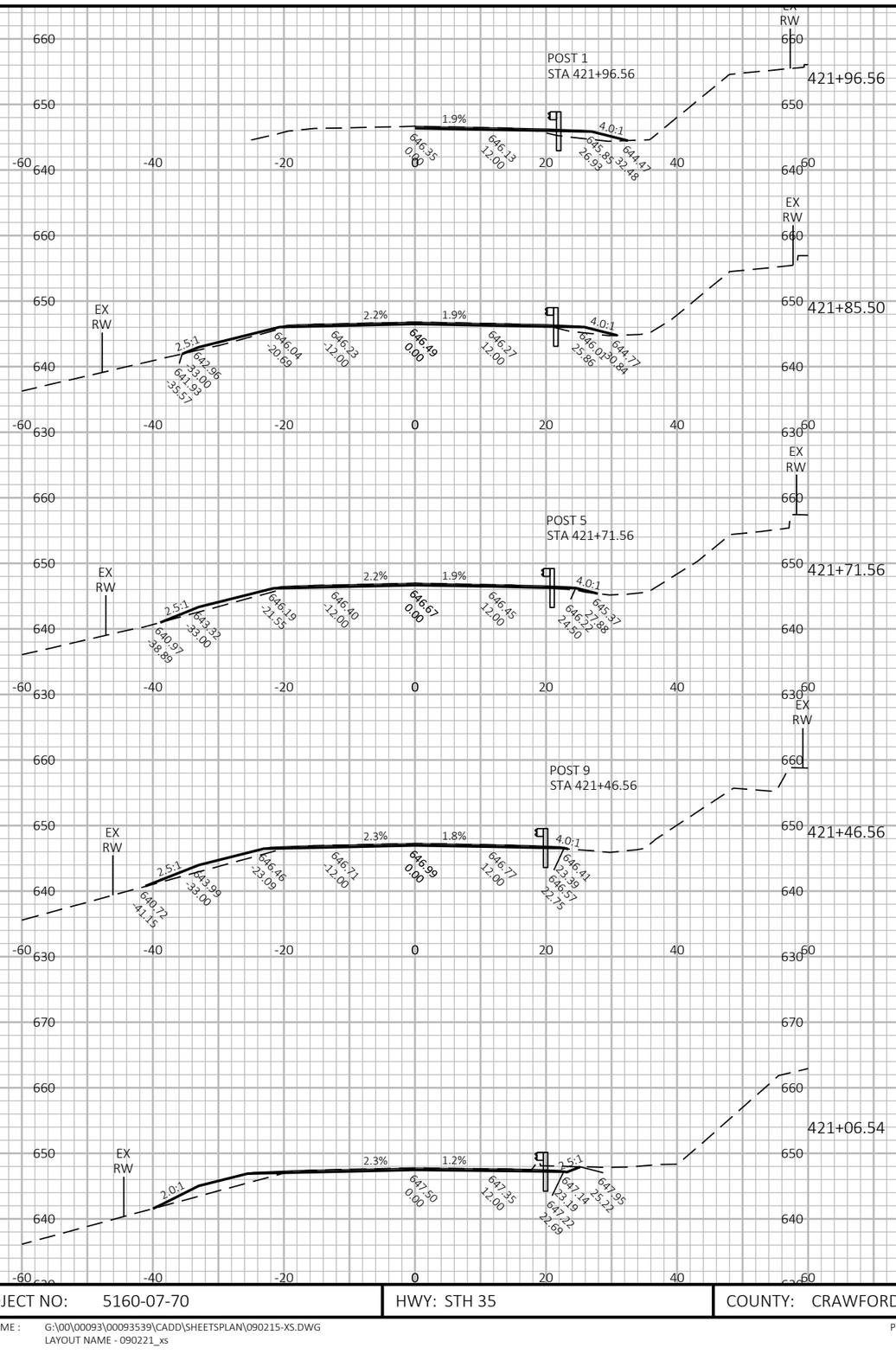
PLOT DATE : 10/1/2024 9:08 AM

PLOT BY : BOBBI MAXWELL

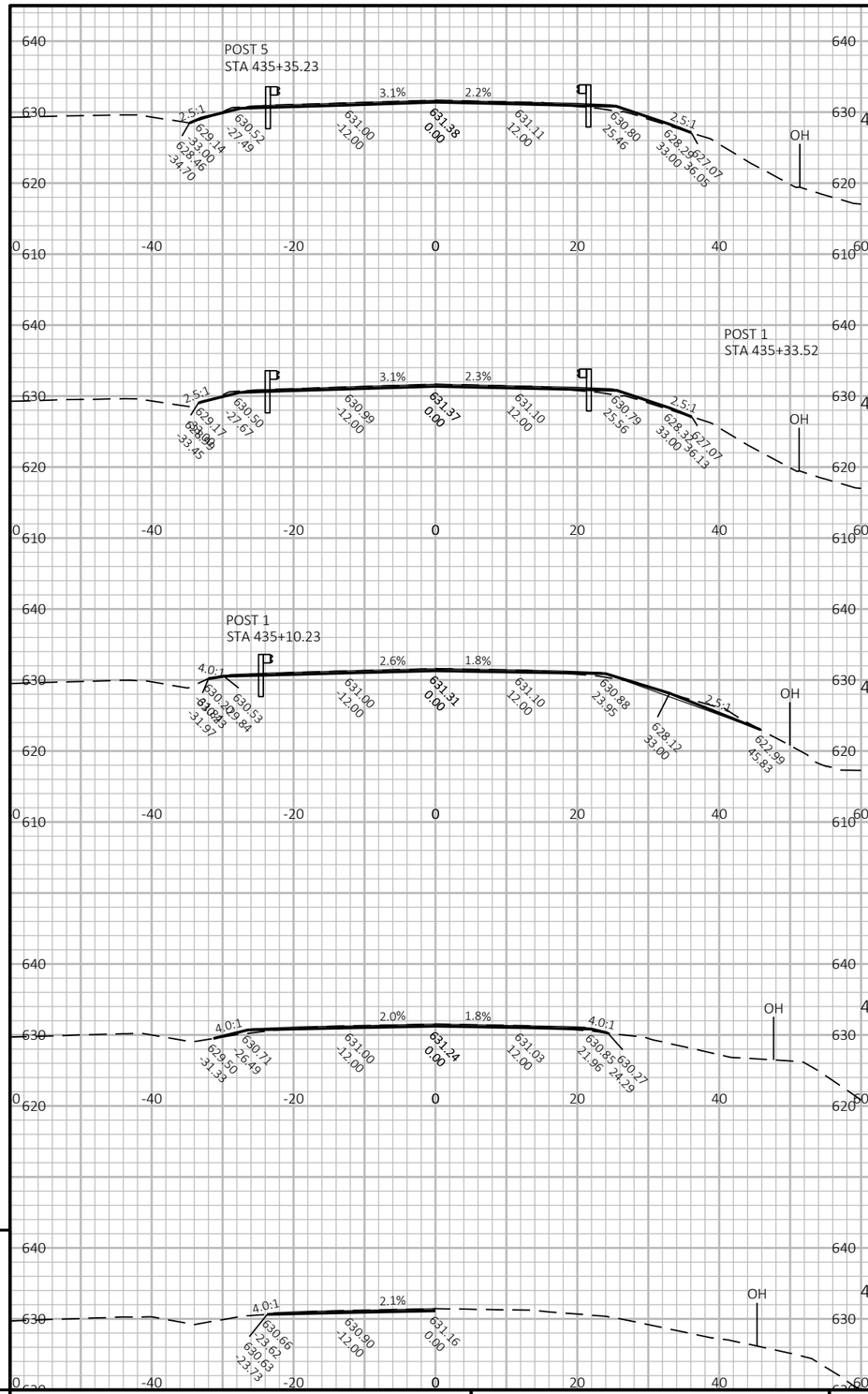
PLOT NAME :

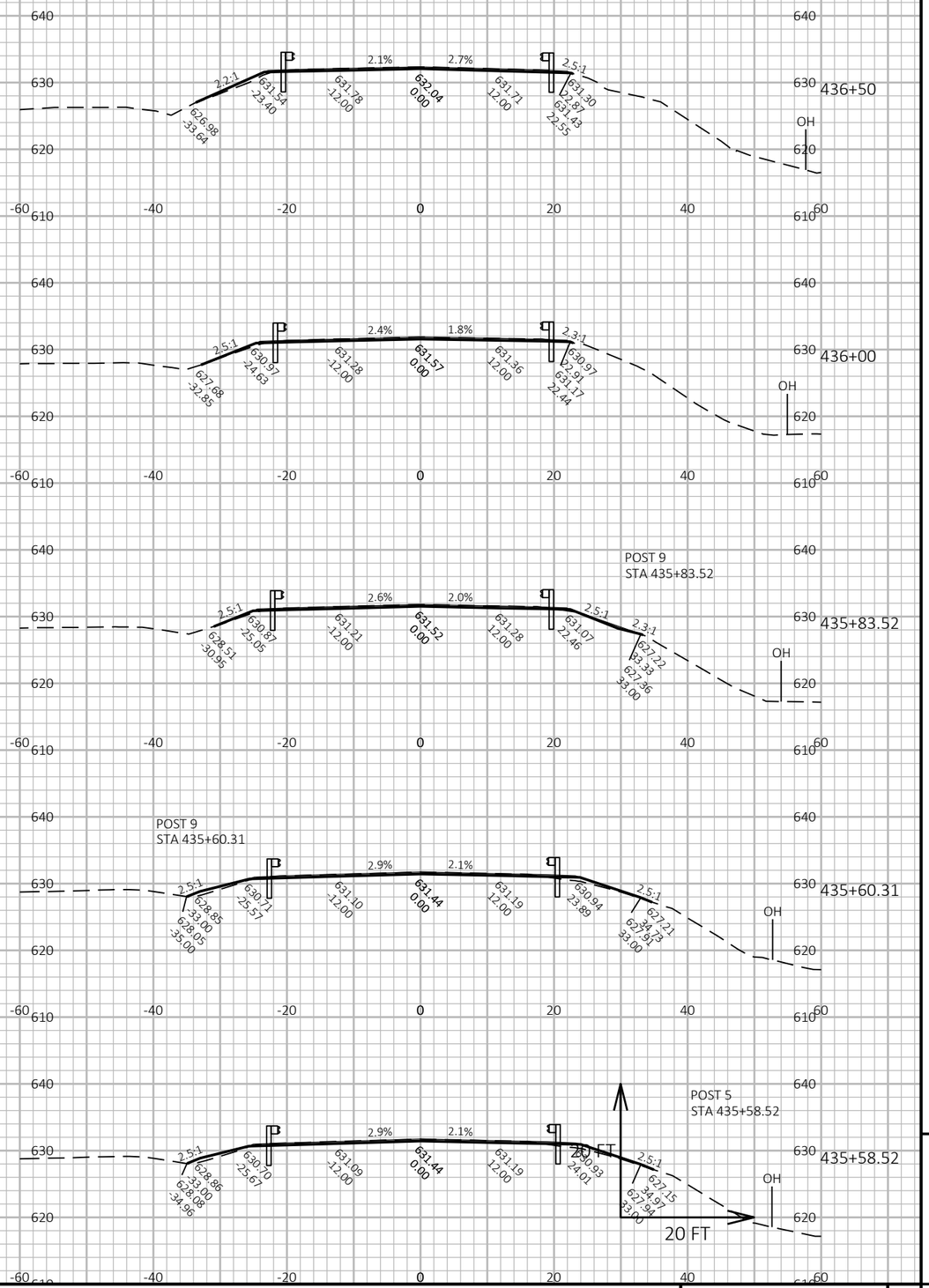
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 272	E





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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 273	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090222-XS.DWG
LAYOUT NAME - 090222_xs

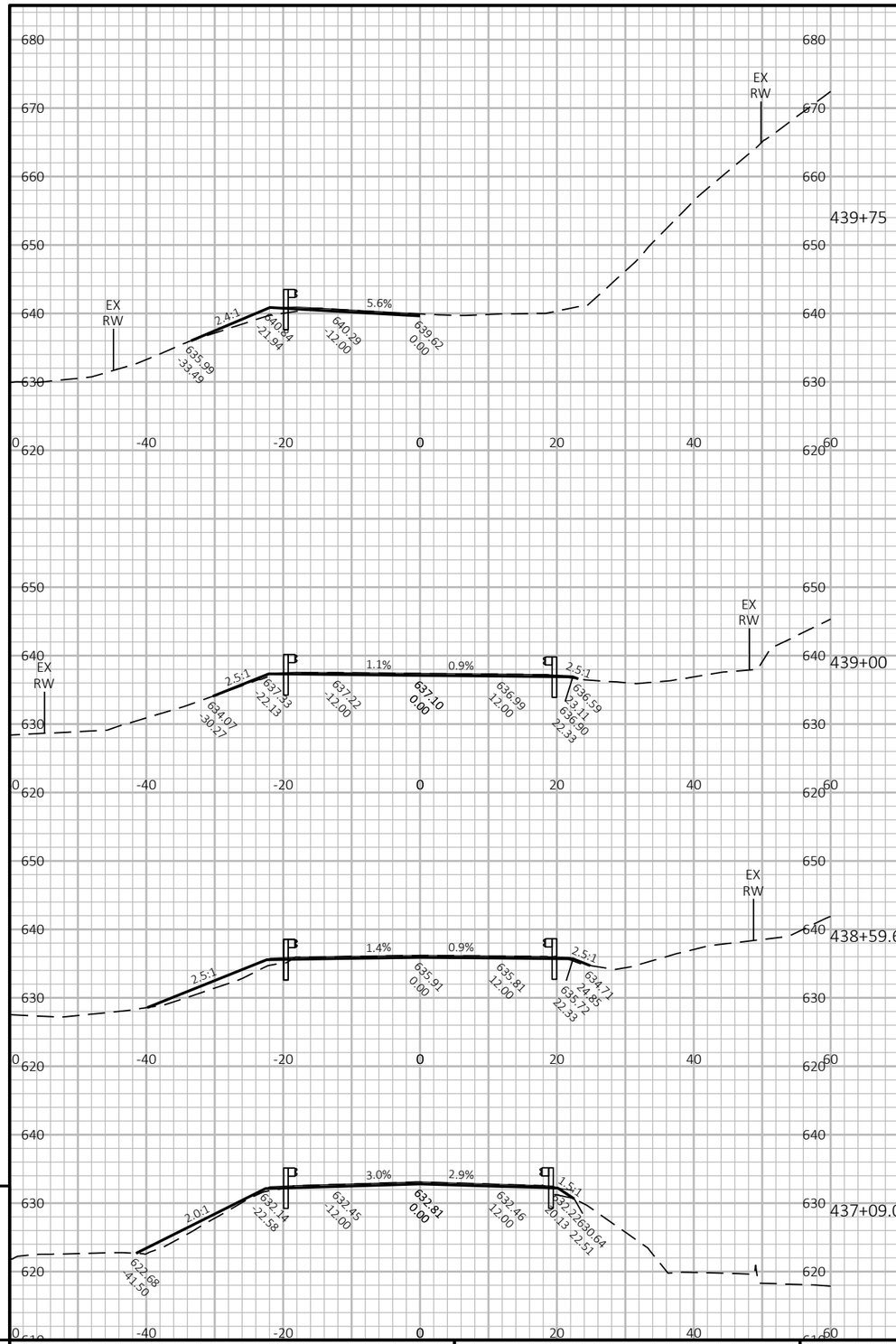
PLOT DATE : 10/1/2024 9:41 AM

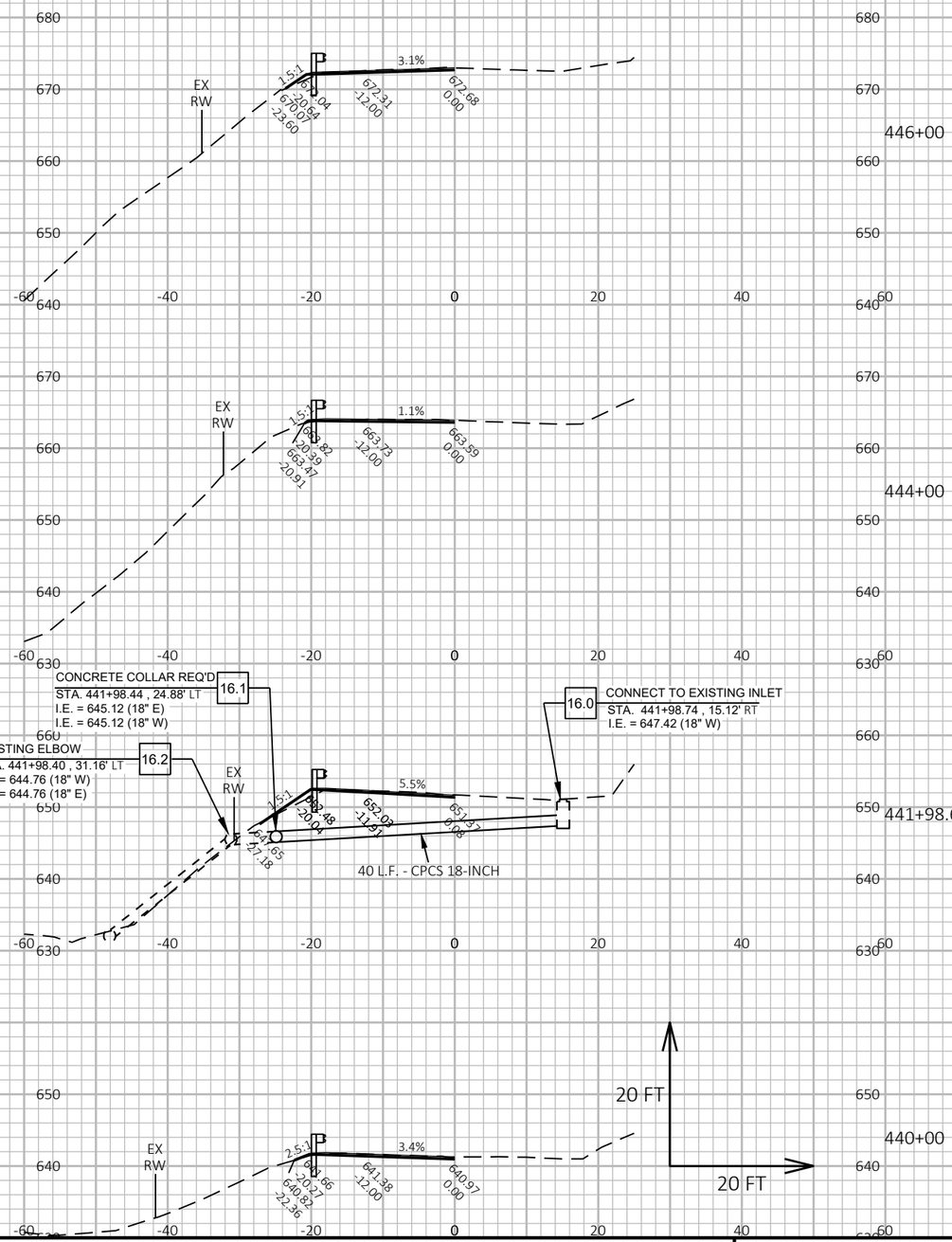
PLOT BY : BOBBI MAXWELL

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 274	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090222-XS.DWG
LAYOUT NAME - 090223_xs

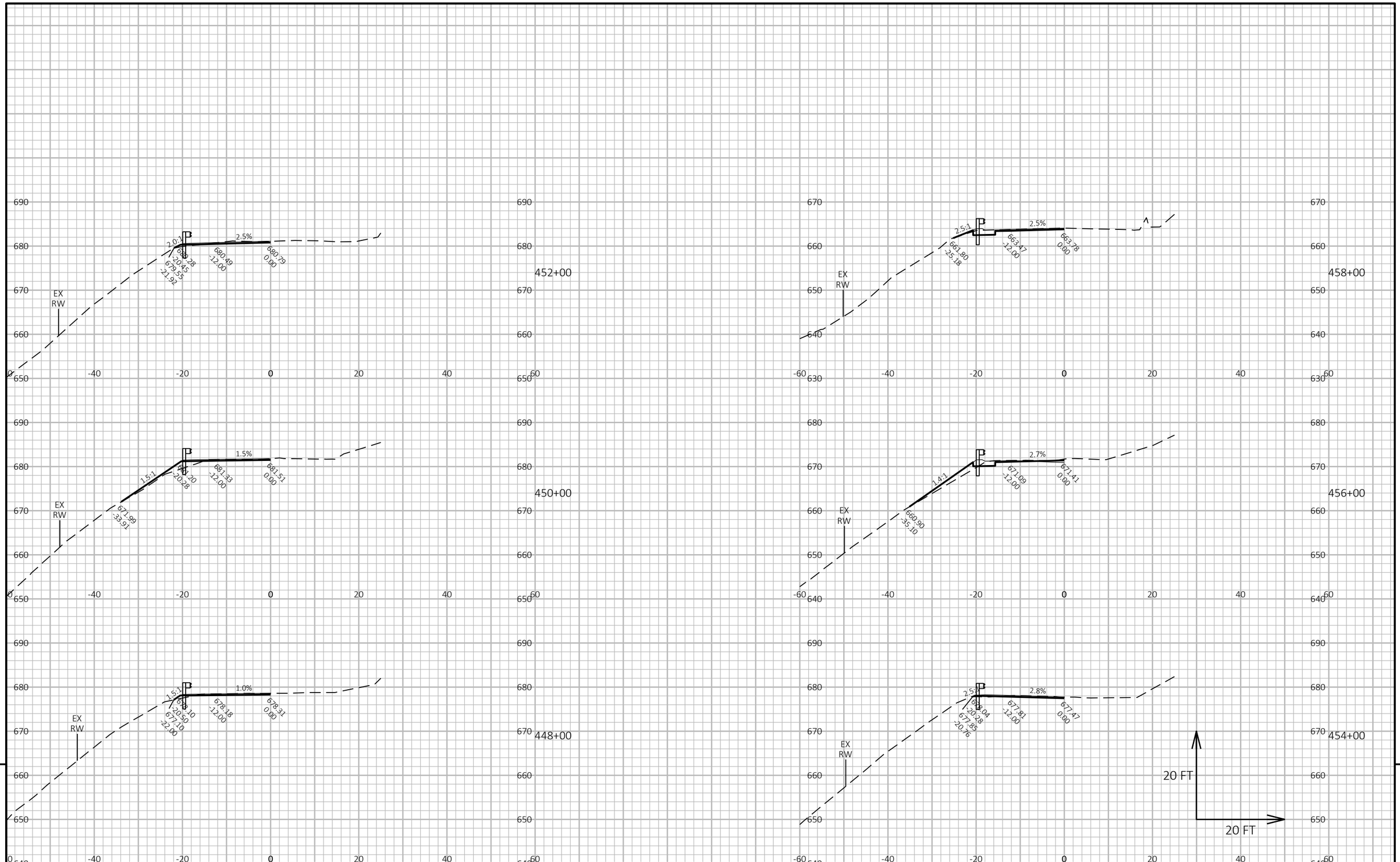
PLOT DATE : 10/1/2024 9:42 AM

PLOT BY : BOBBI MAXWELL

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 275	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090222-XS.DWG
LAYOUT NAME - 090224_xs

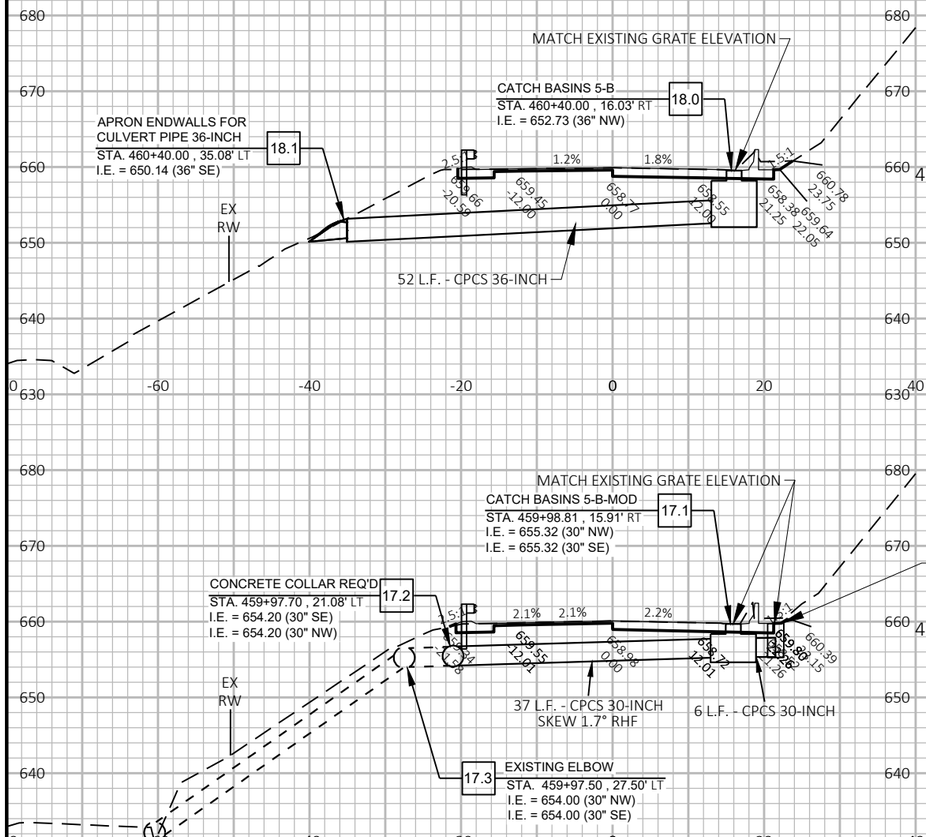
PLOT DATE : 10/1/2024 9:42 AM

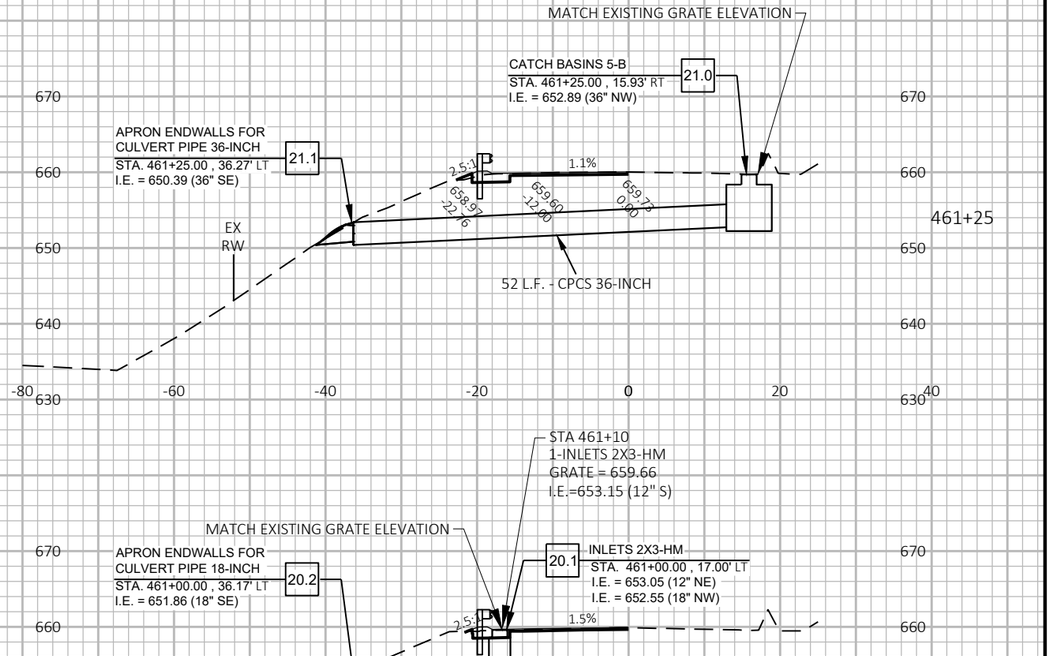
PLOT BY : BOBBI MAXWELL

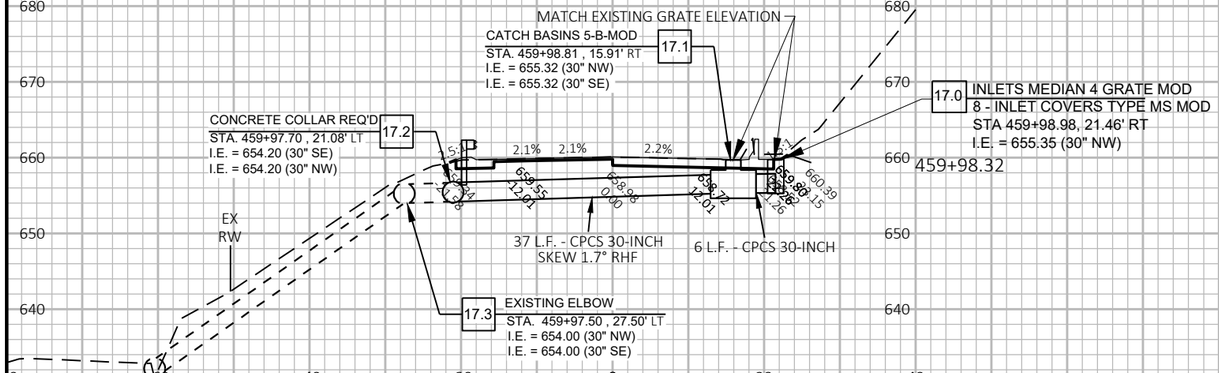
PLOT NAME :

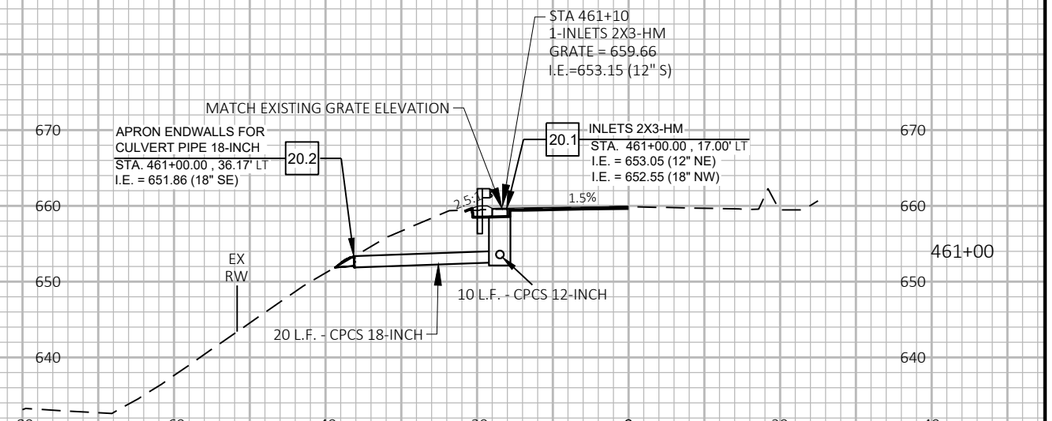
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

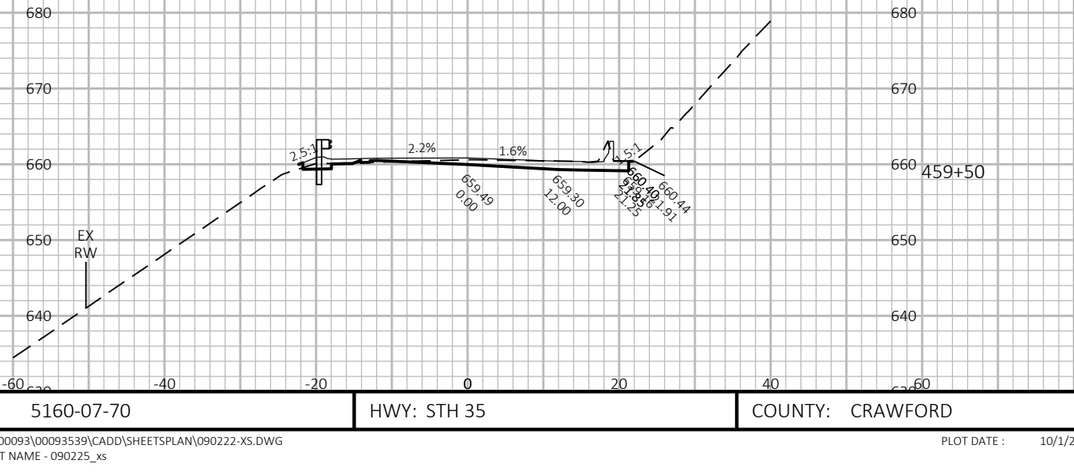
WISDOT/CADDS SHEET 49

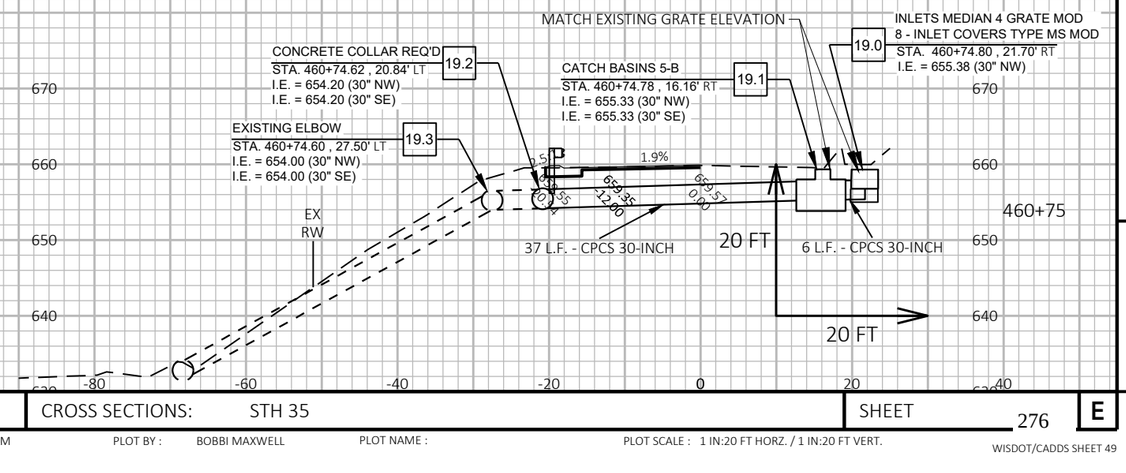










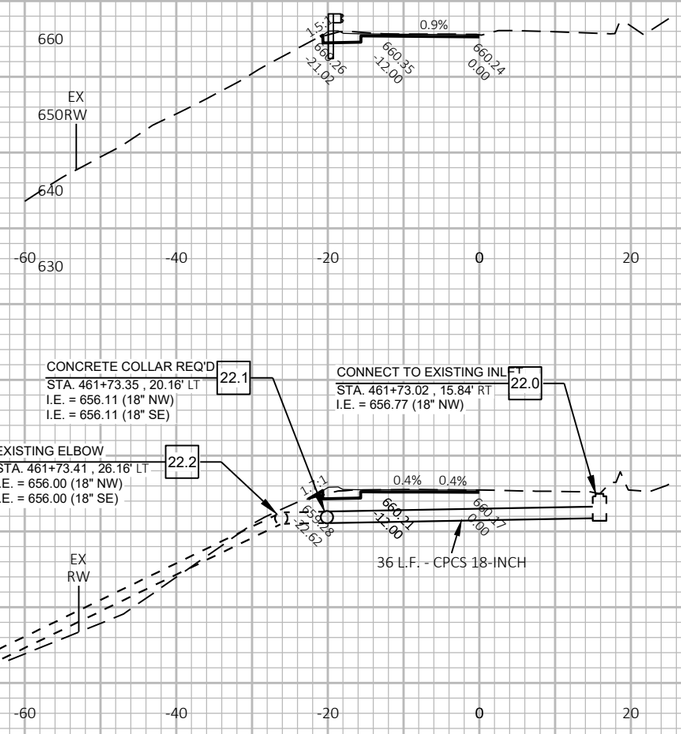


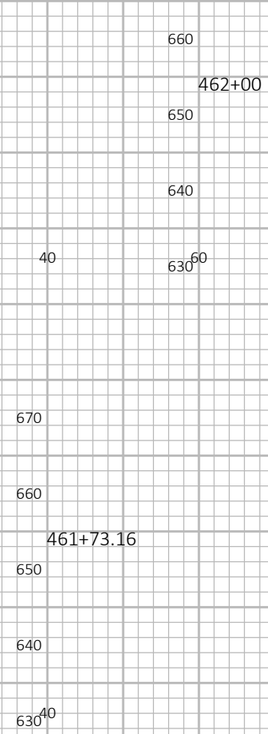
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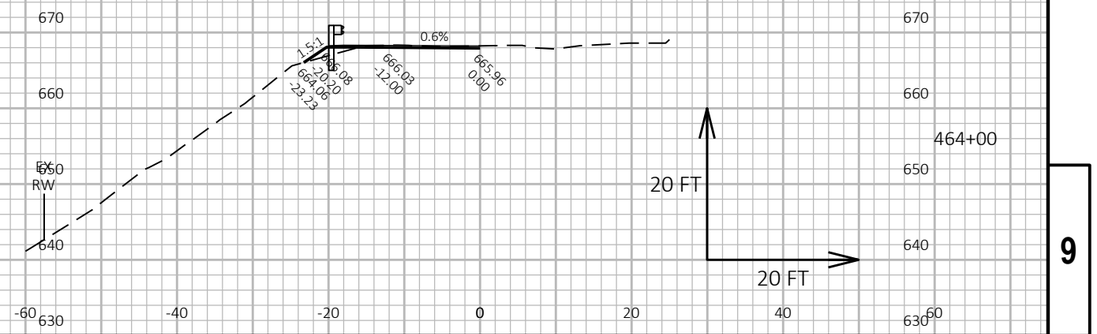
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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 276	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090222-XS.DWG
LAYOUT NAME - 090225_xs
PLOT DATE : 10/1/2024 9:42 AM
PLOT BY : BOBBI MAXWELL
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49



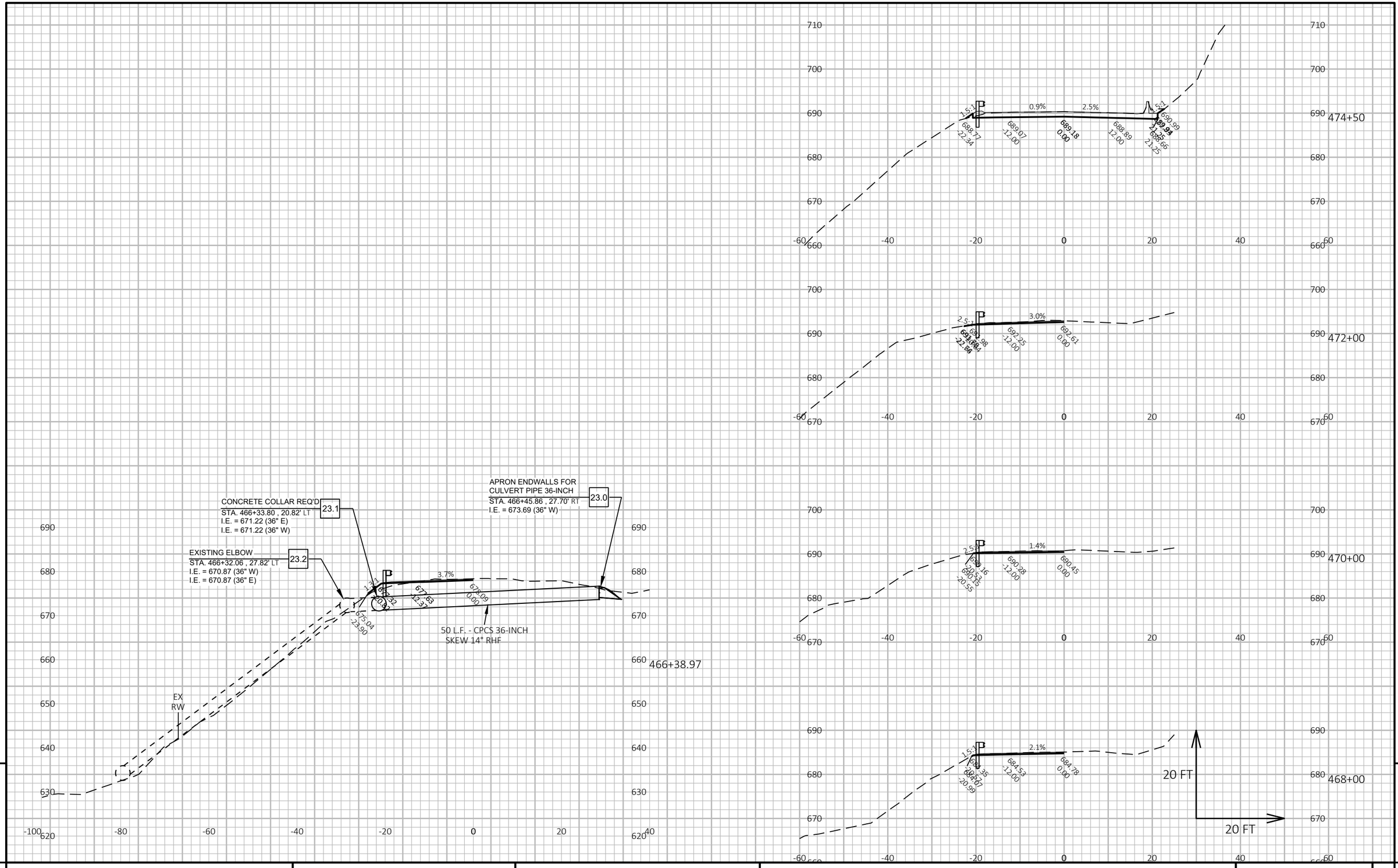




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9

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 277	E

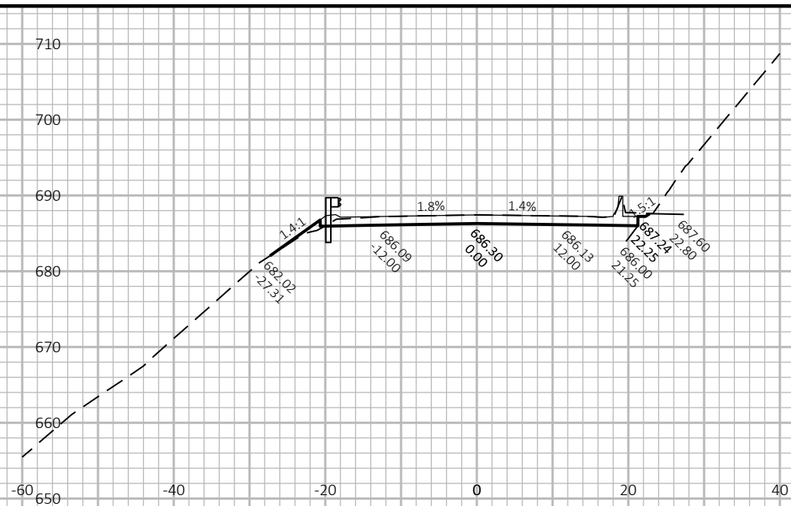


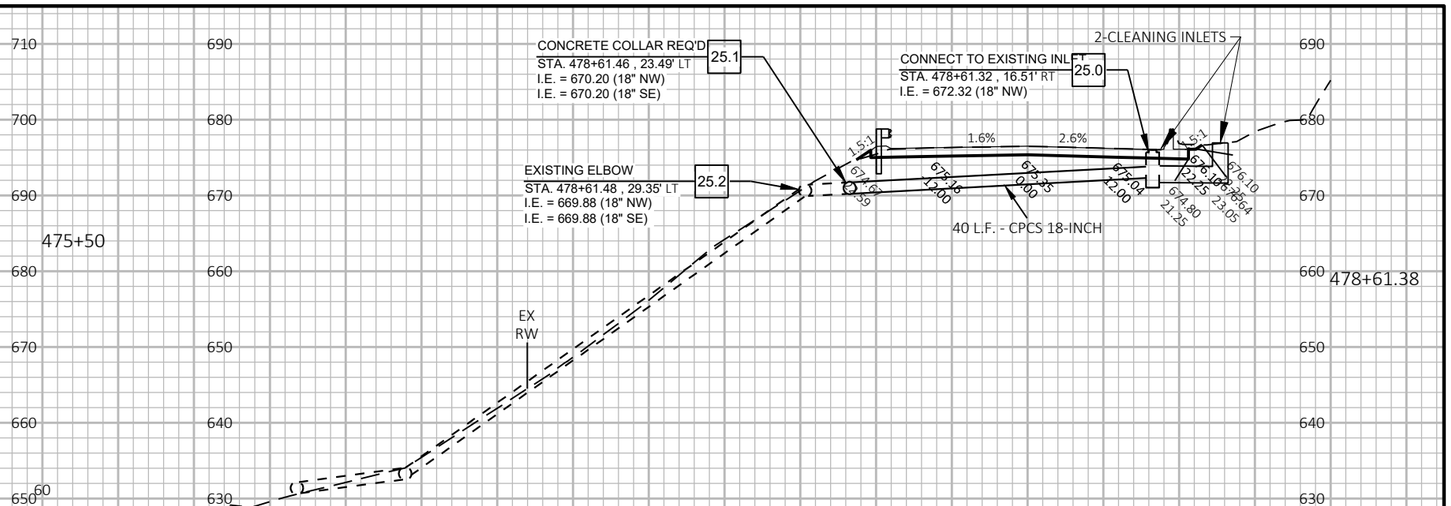
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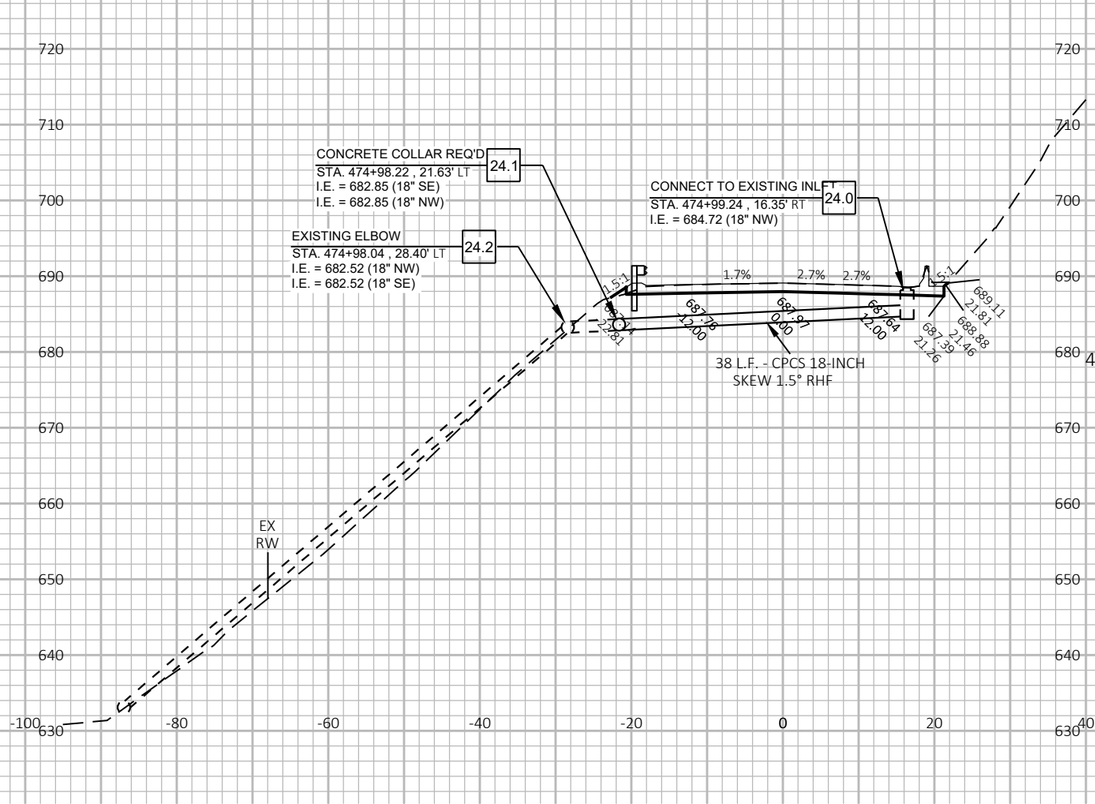
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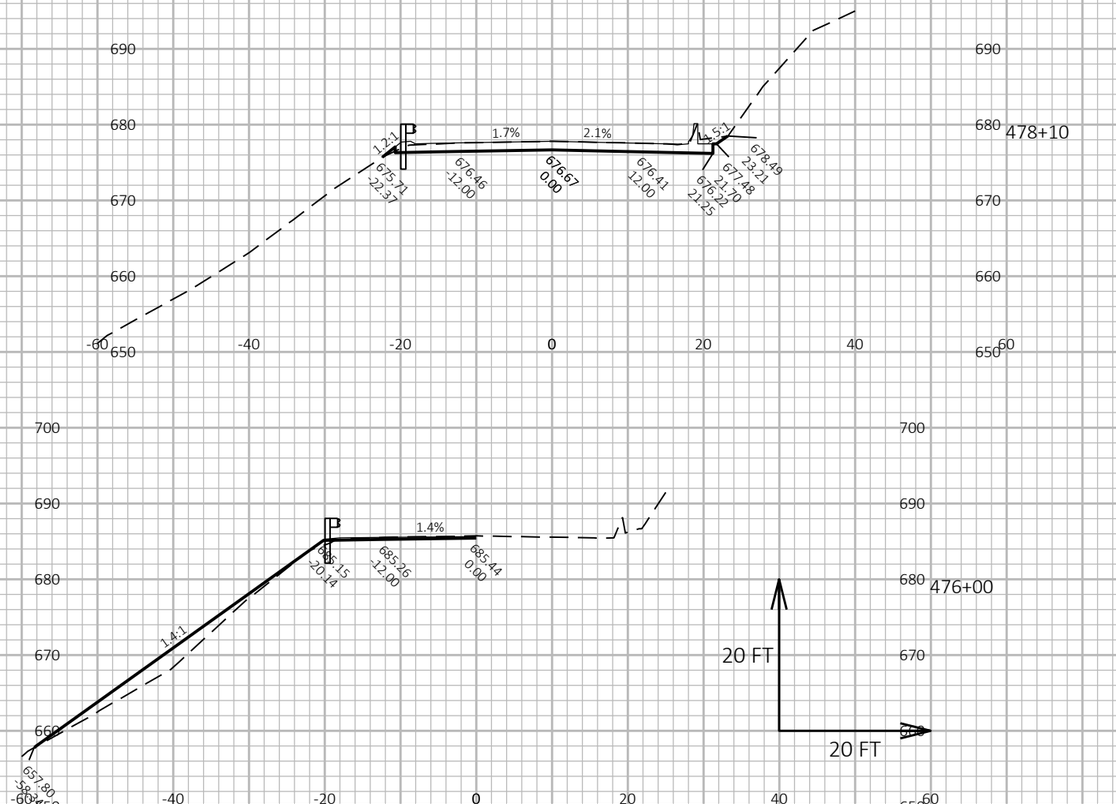
PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 278	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090222-XS.DWG
LAYOUT NAME - 090227_xs
PLOT DATE : 10/1/2024 9:42 AM
PLOT BY : BOBBI MAXWELL
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49



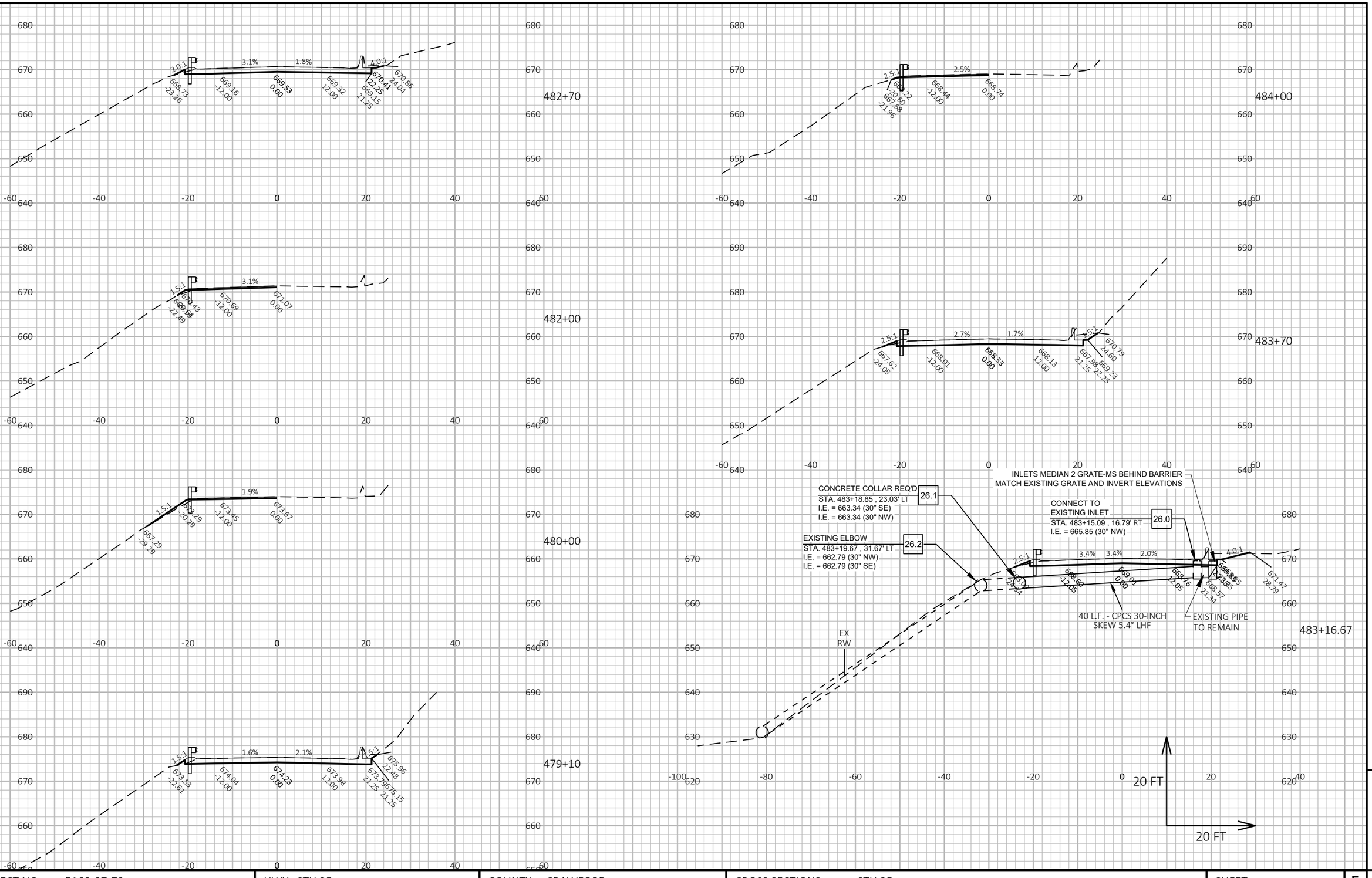






PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 279	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090222-XS.DWG
LAYOUT NAME - 090228_xs
PLOT DATE : 10/1/2024 9:42 AM
PLOT BY : BOBBI MAXWELL
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49



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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 280	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090222-XS.DWG
LAYOUT NAME - 090229_xs

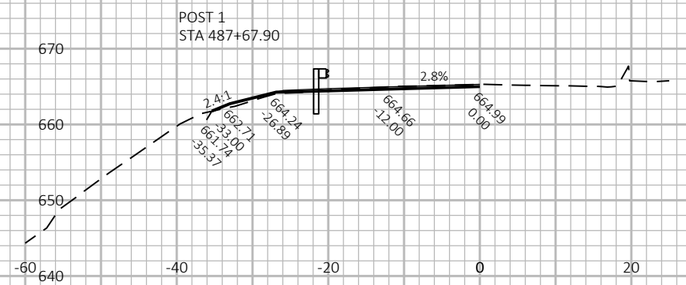
PLOT DATE : 10/1/2024 9:42 AM

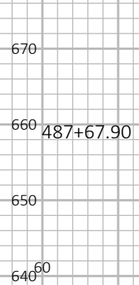
PLOT BY : BOBBI MAXWELL

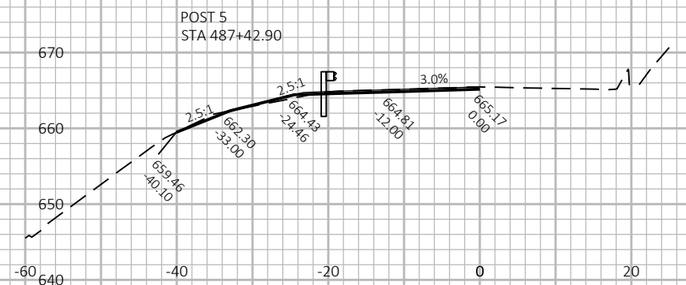
PLOT NAME :

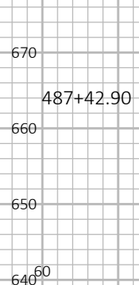
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

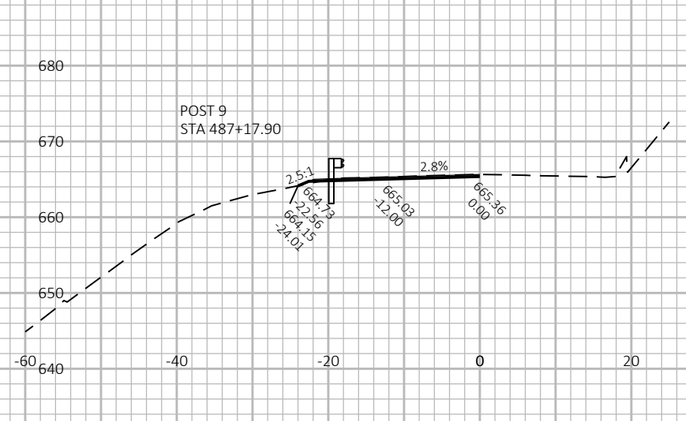
WISDOT/CADDS SHEET 49

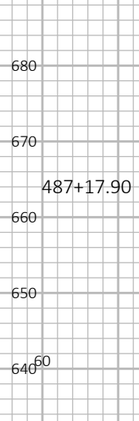


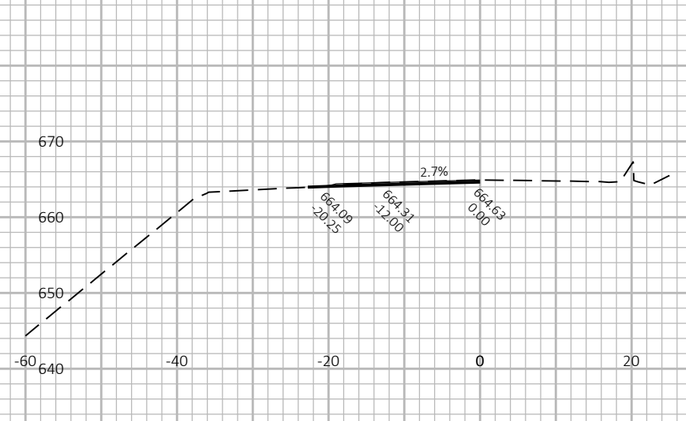


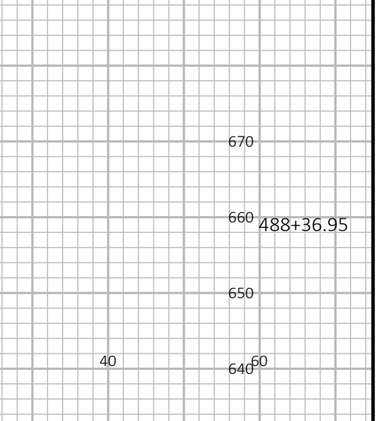


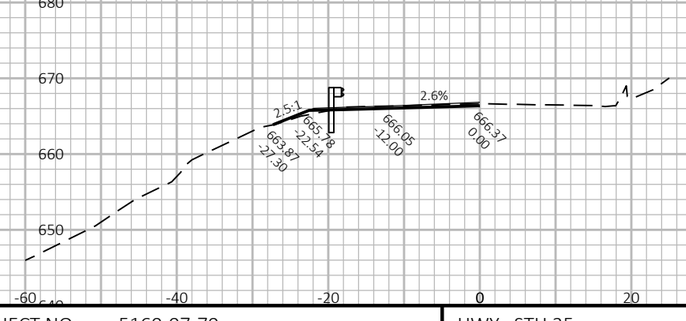


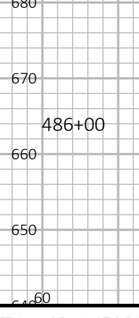


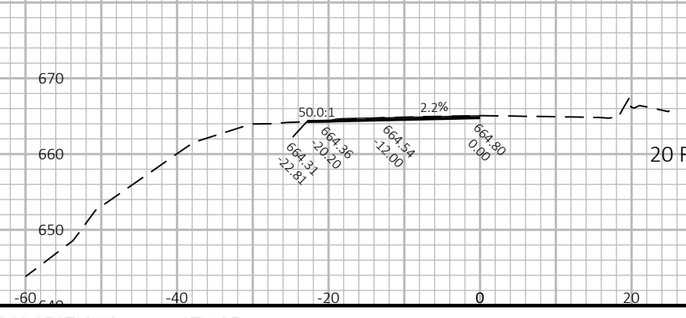


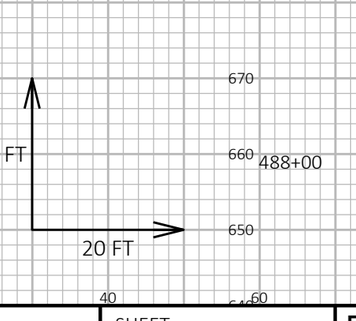












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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 281	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090230-XS.DWG
LAYOUT NAME - 090230_xs

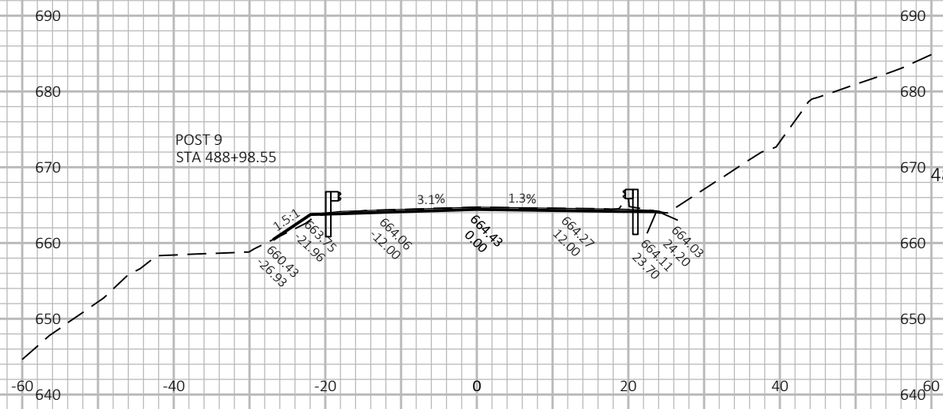
PLOT DATE : 10/1/2024 10:06 AM

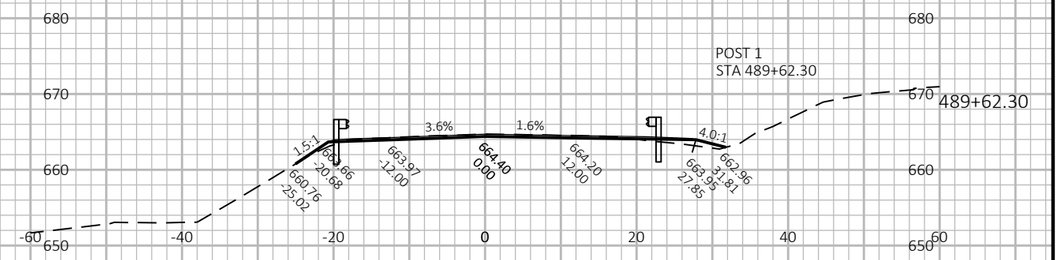
PLOT BY : BOBBI MAXWELL

PLOT NAME :

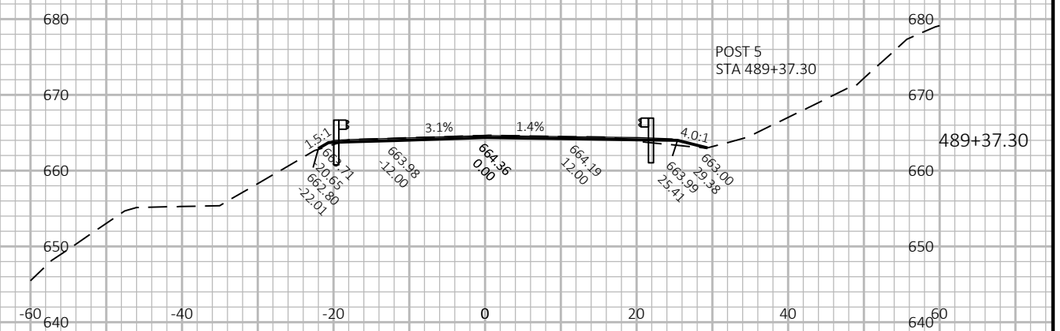
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

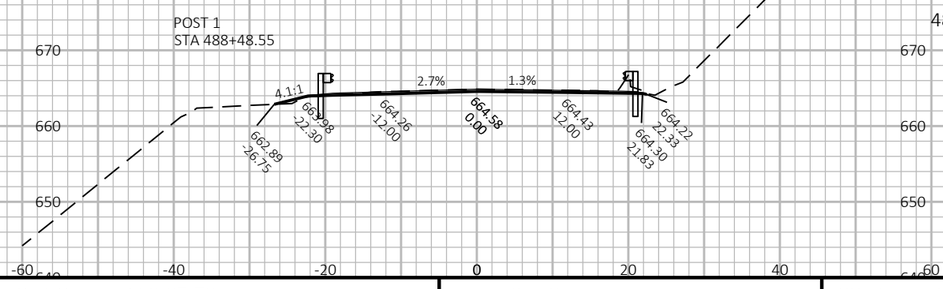
WISDOT/CADDS SHEET 49

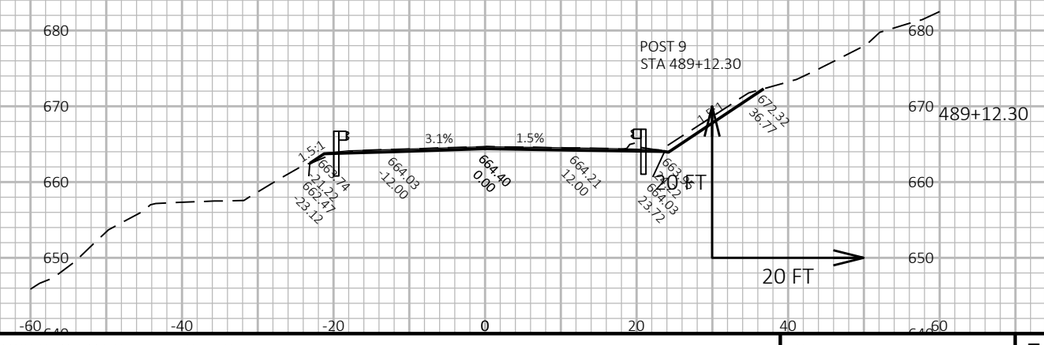










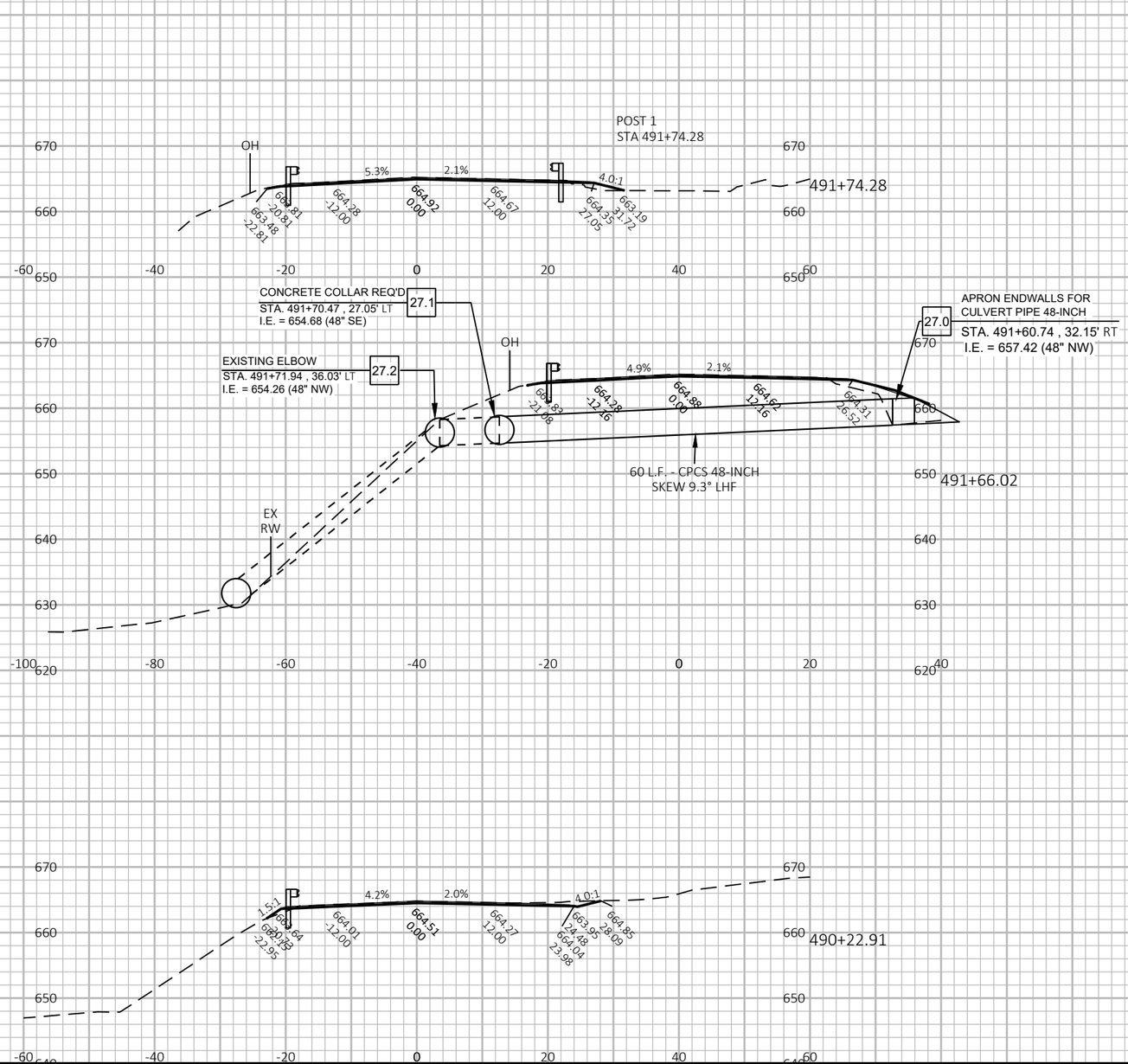


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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 282	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090230-XS.DWG
LAYOUT NAME - 090231_xs
PLOT DATE : 10/1/2024 10:06 AM
PLOT BY : BOBBI MAXWELL
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49



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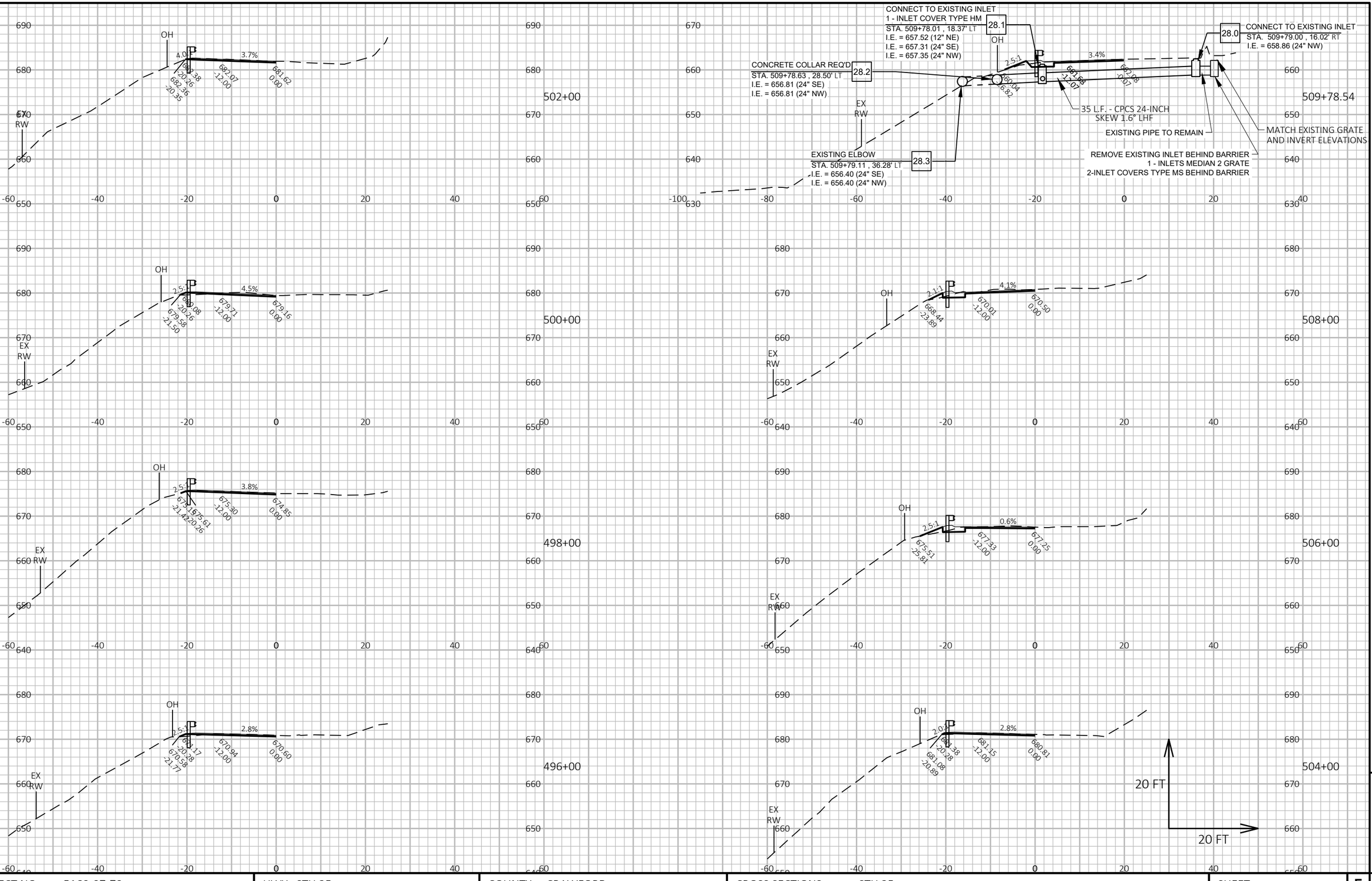
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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 283	E

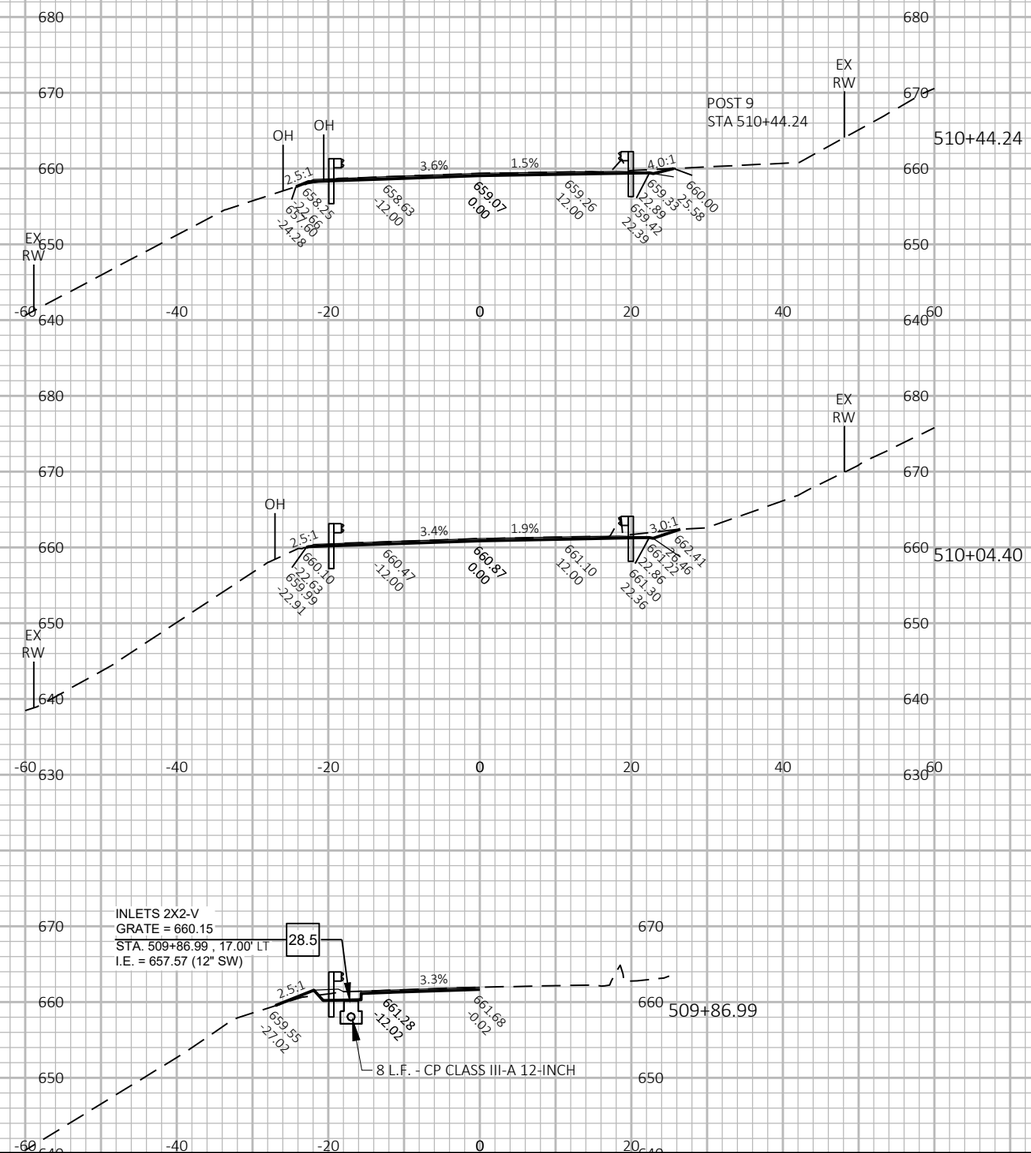
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LAYOUT NAME - 090232_xs

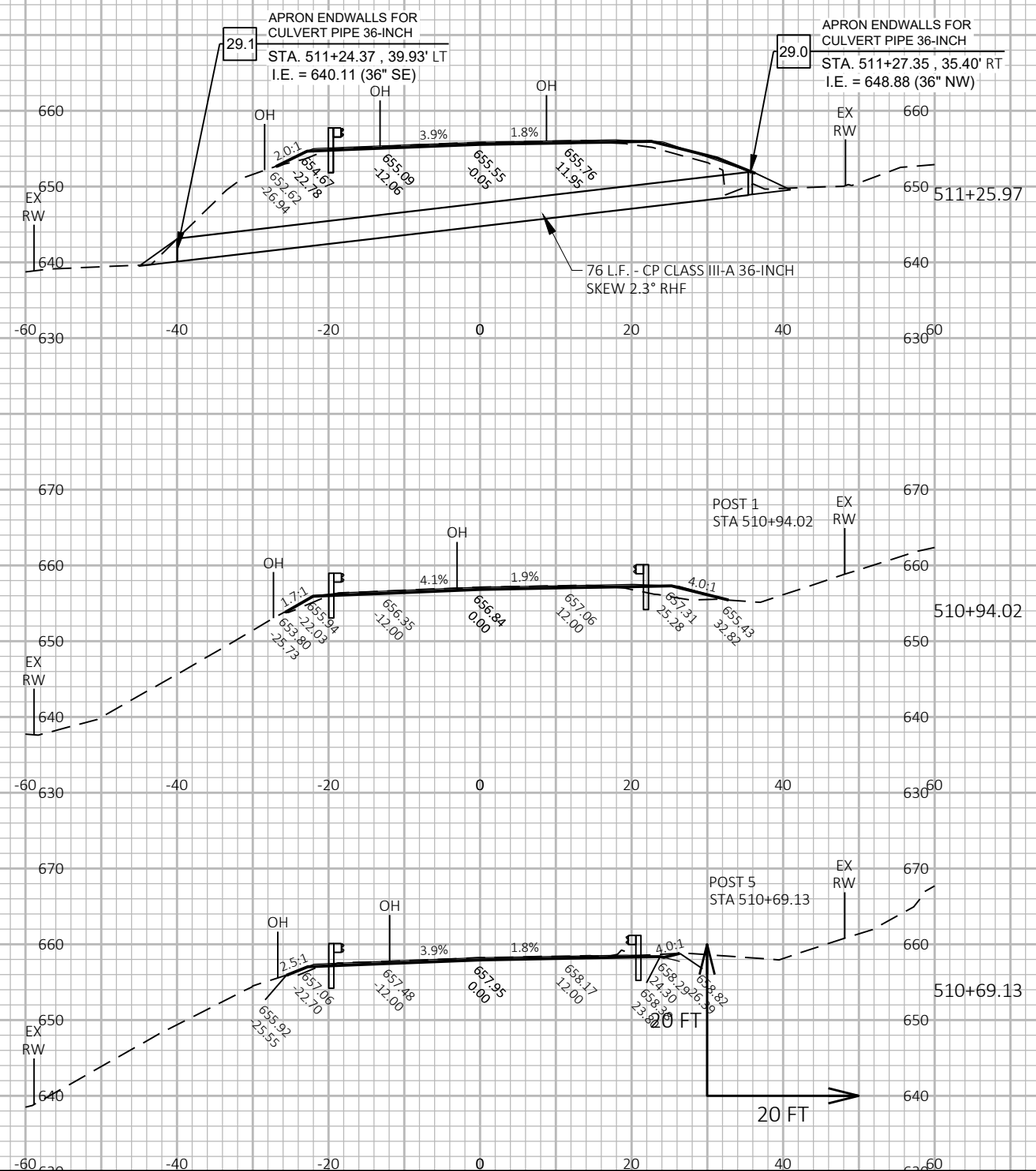
PLOT DATE : 10/1/2024 10:06 AM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 284	E



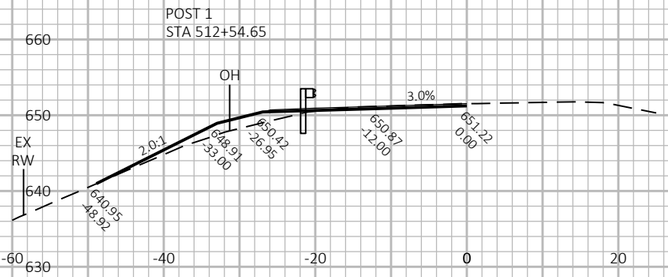


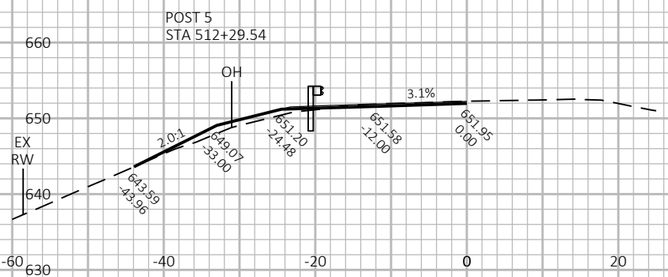
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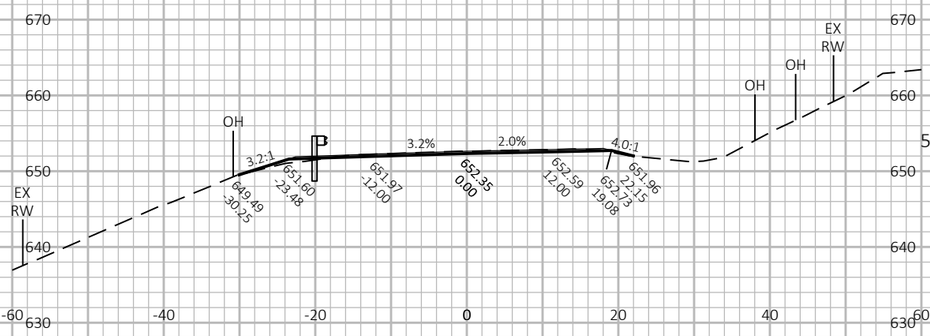
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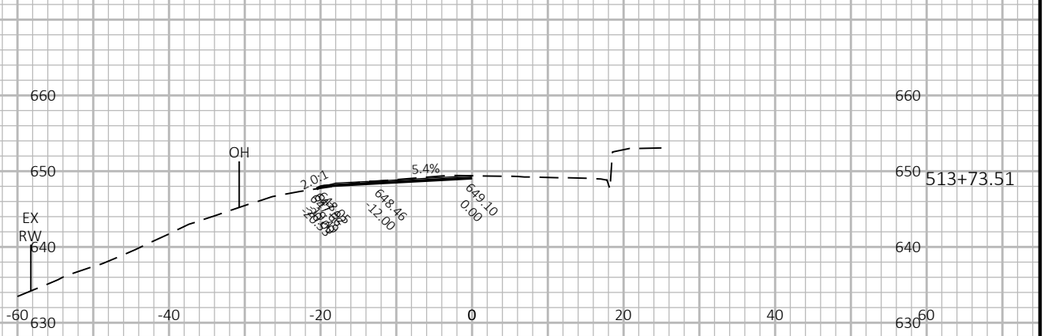
PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 285	E

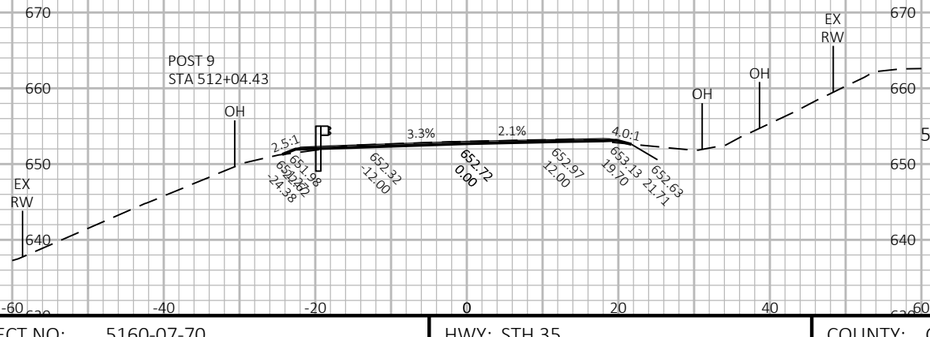
FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090230-XS.DWG
LAYOUT NAME - 090234_xs
PLOT DATE : 10/1/2024 10:07 AM
PLOT BY : BOBBI MAXWELL
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

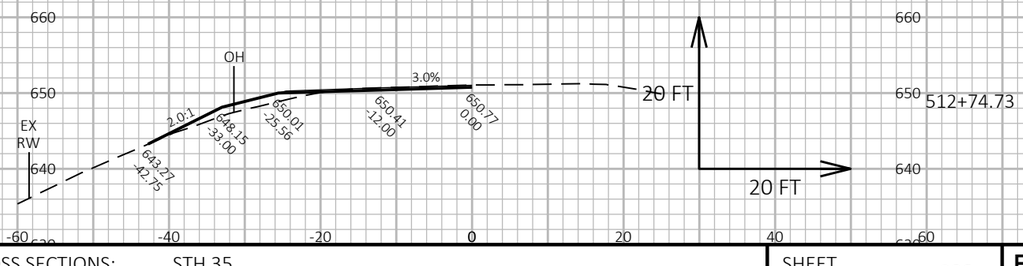












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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 286	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090230-XS.DWG
LAYOUT NAME - 090235_xs

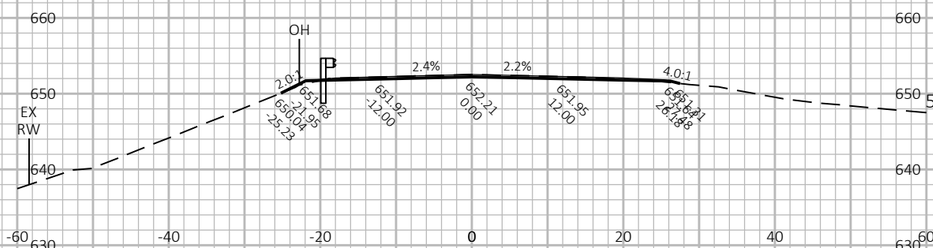
PLOT DATE : 10/1/2024 10:07 AM

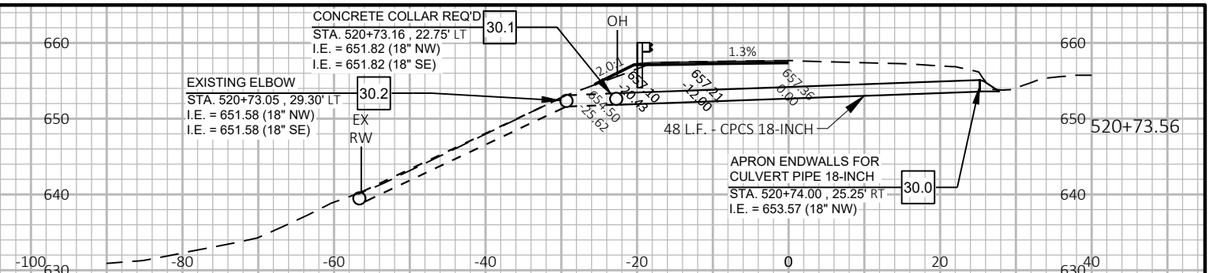
PLOT BY : BOBBI MAXWELL

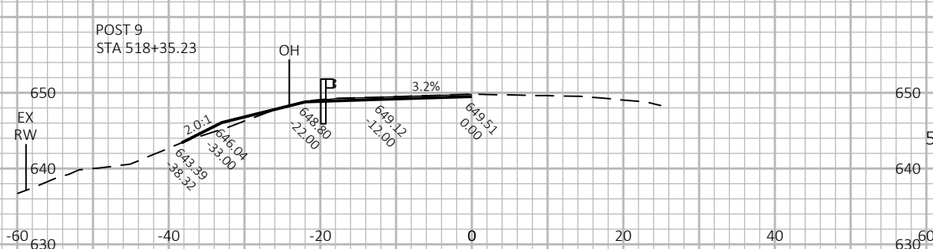
PLOT NAME :

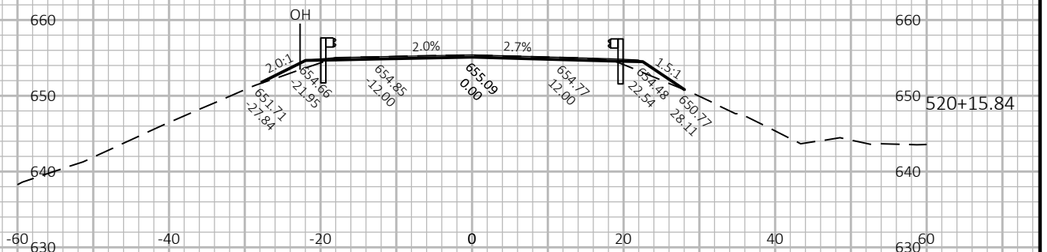
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

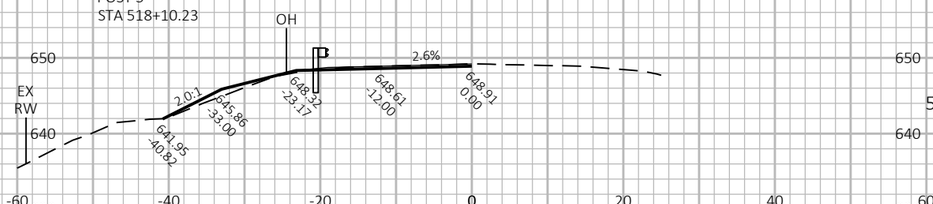
WISDOT/CADDS SHEET 49

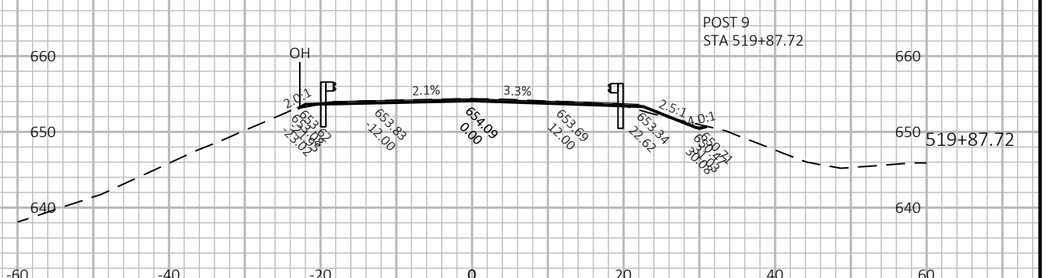


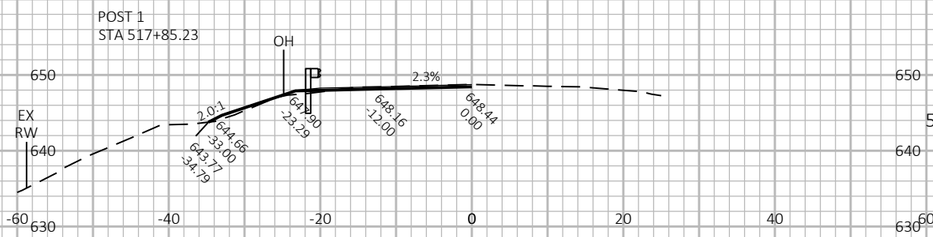


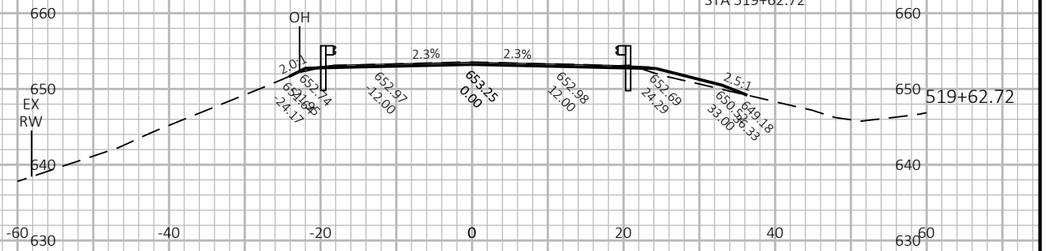




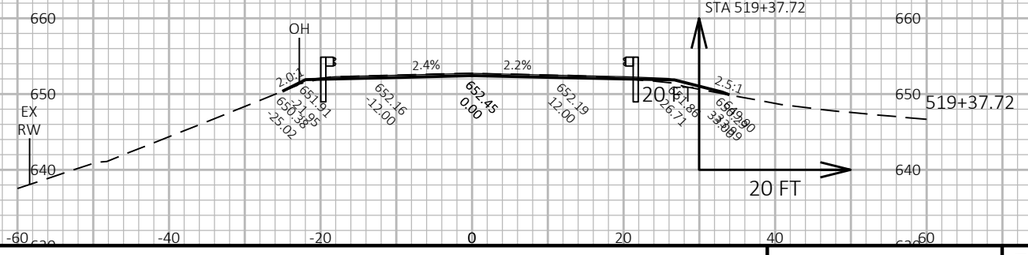








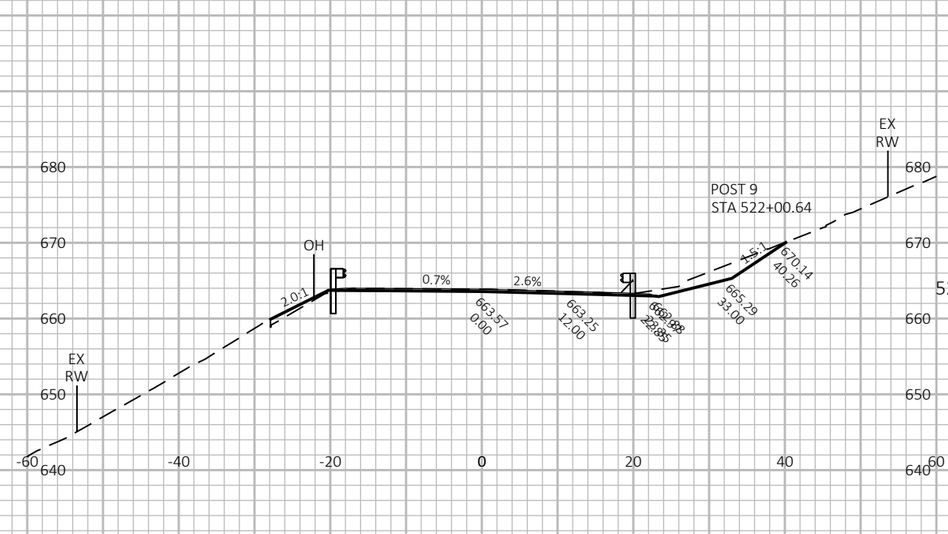


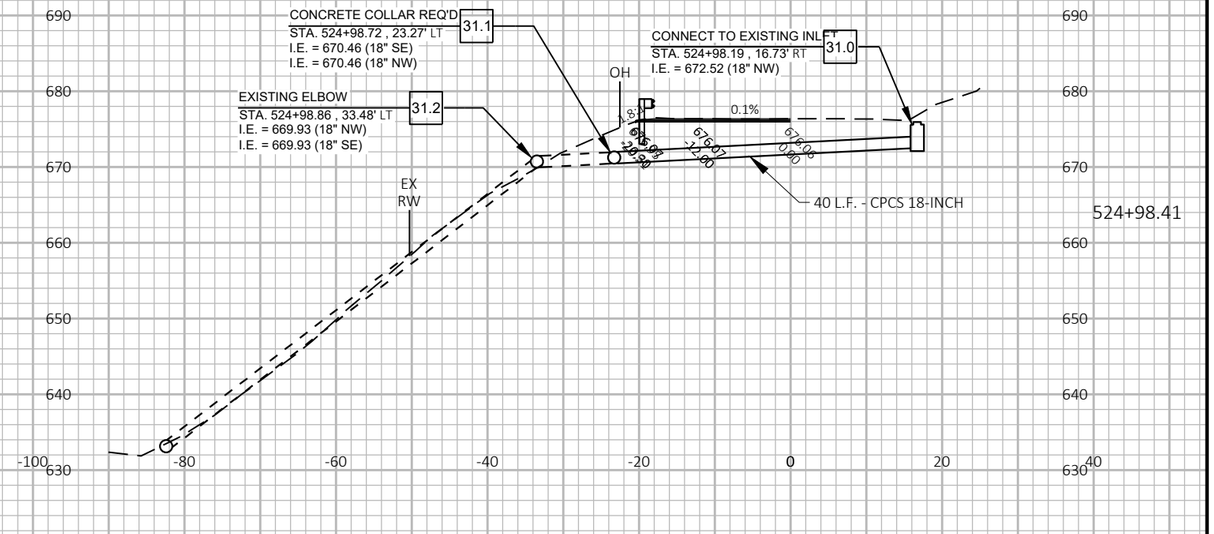


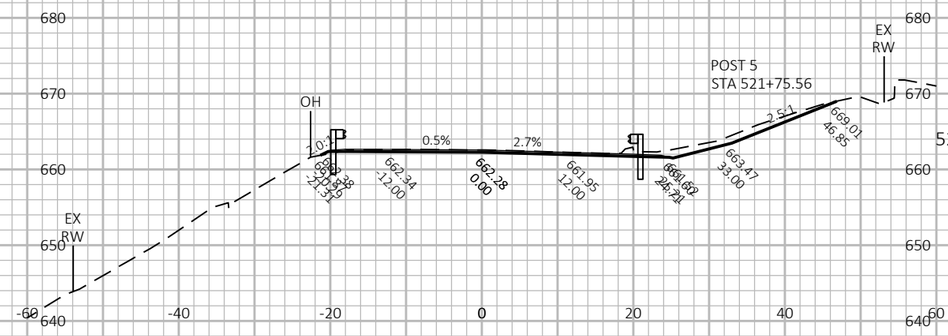
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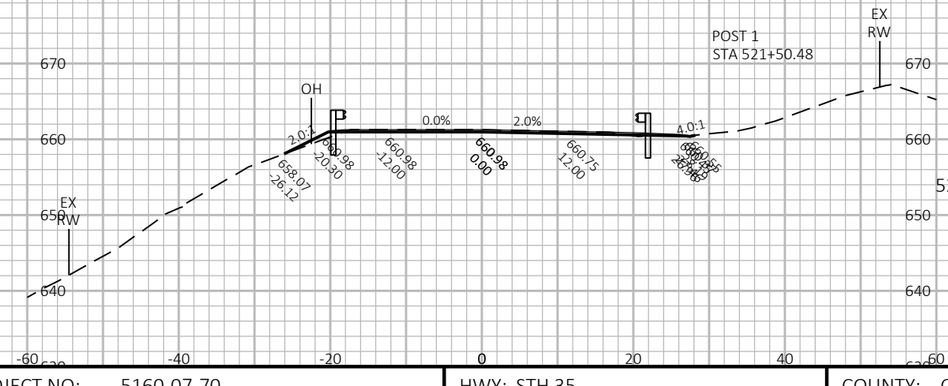
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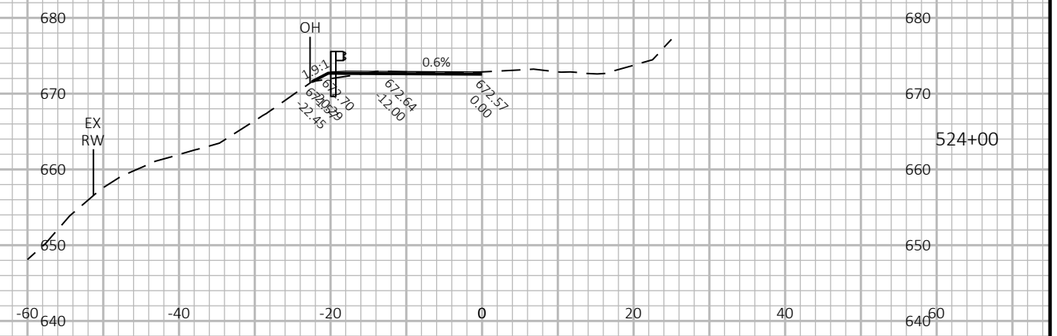
PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 287	E

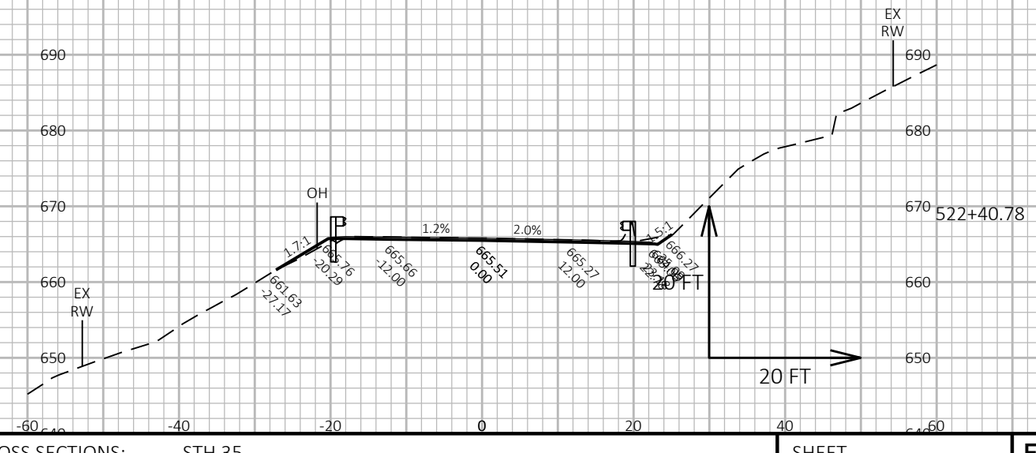












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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 288	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090236-XS.DWG
LAYOUT NAME - 090237_xs

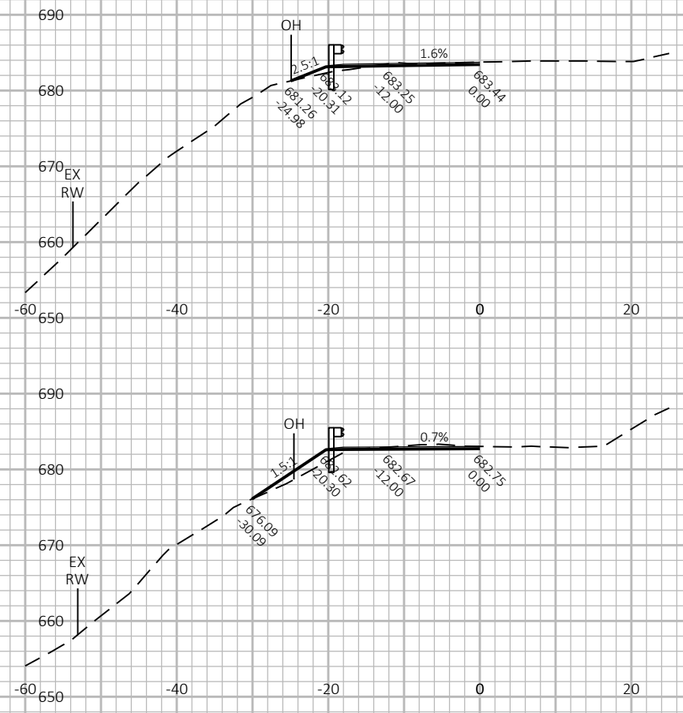
PLOT DATE : 10/1/2024 10:26 AM

PLOT BY : BOBBI MAXWELL

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

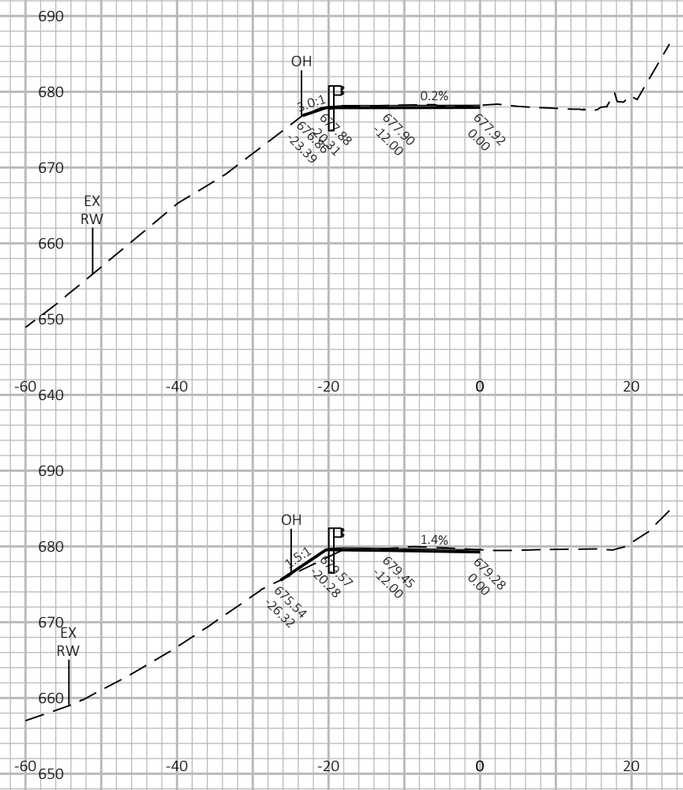
WISDOT/CADDS SHEET 49



530+00

528+00

526+00



536+00

534+00

532+00

20 FT

20 FT

9

9

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 289	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090236-XS.DWG
LAYOUT NAME - 090238_xs

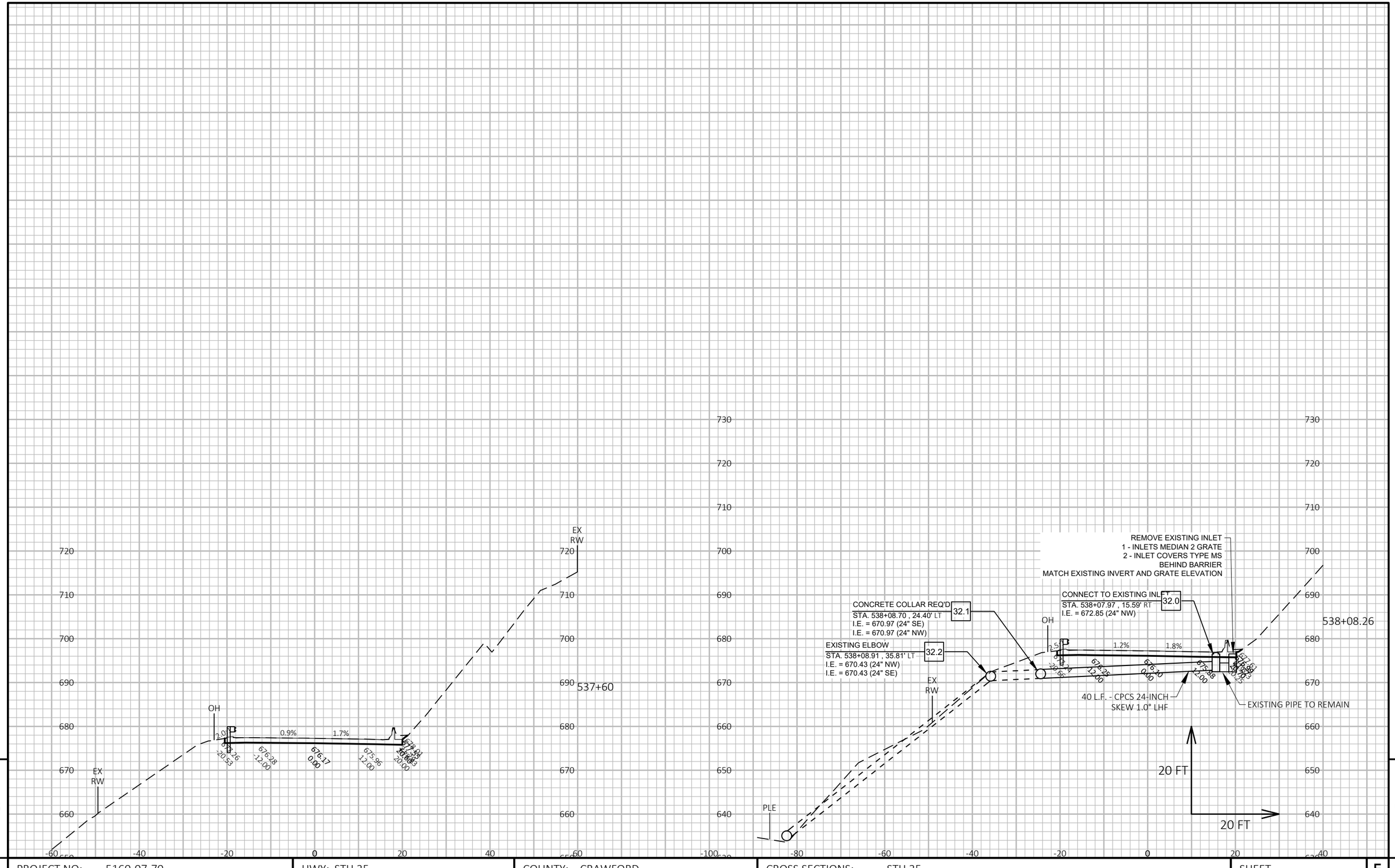
PLOT DATE : 10/1/2024 10:26 AM

PLOT BY : BOBBI MAXWELL

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

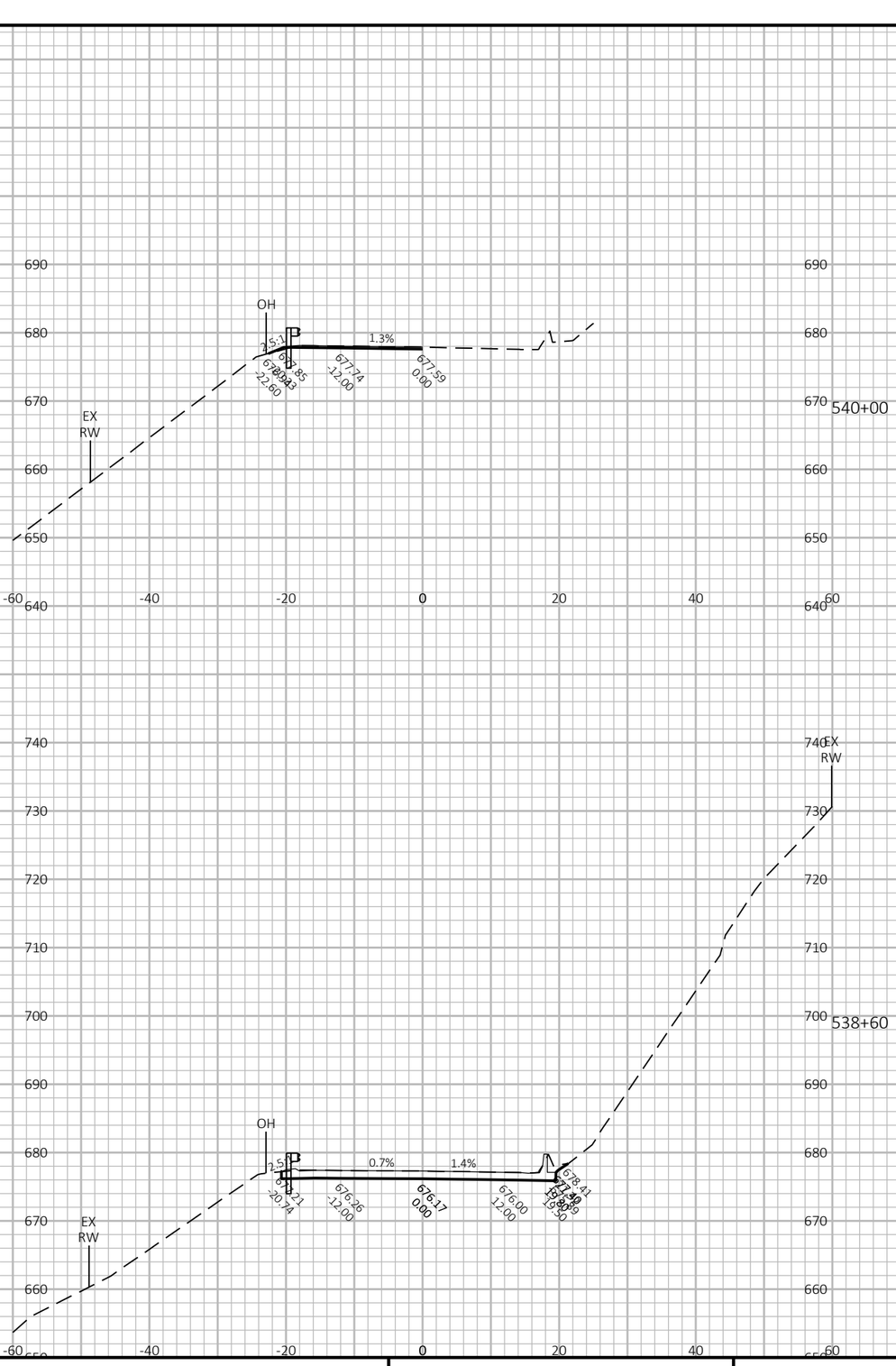


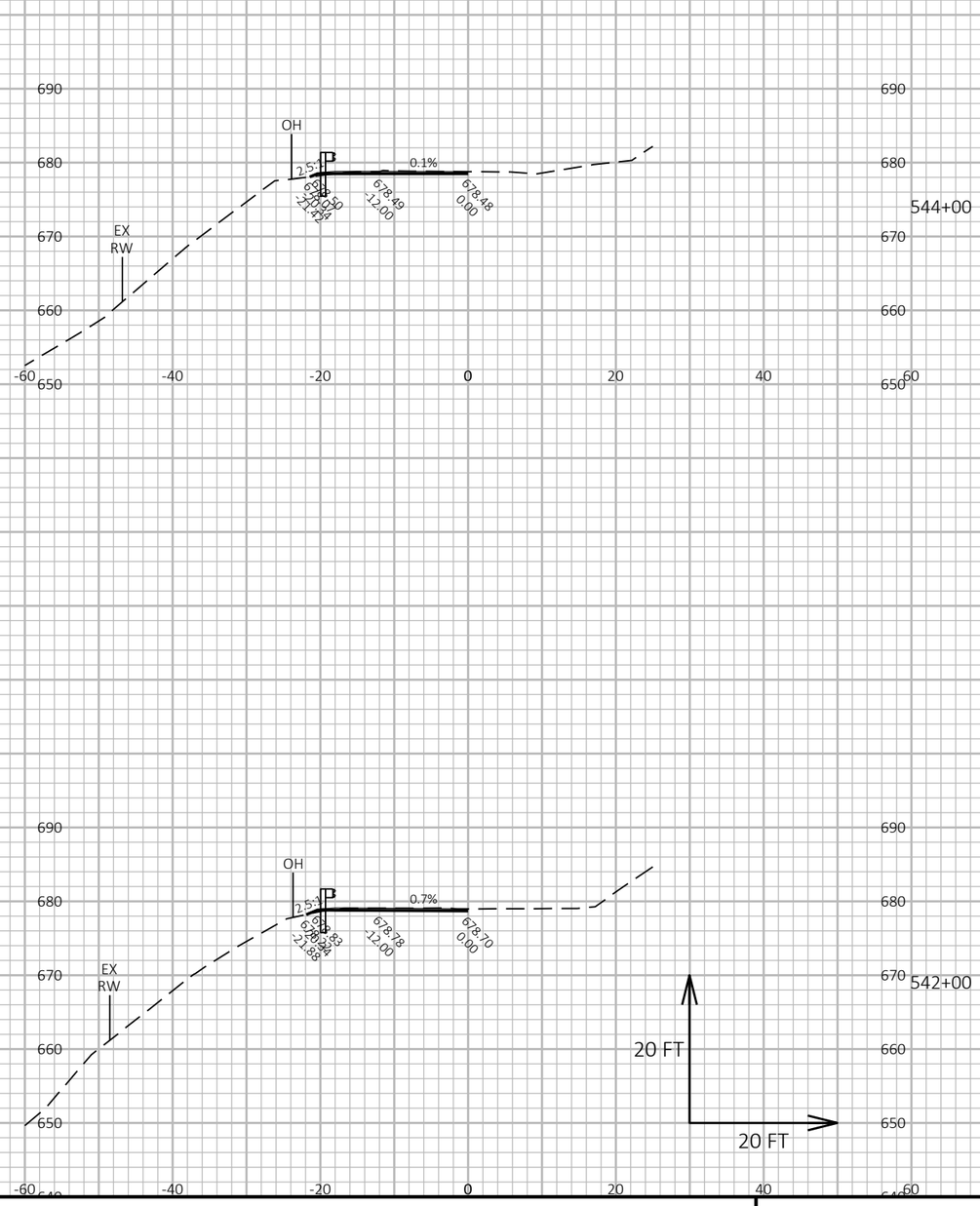
PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 290	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090236-XS.DWG
LAYOUT NAME - 090239_xs

PLOT DATE : 10/1/2024 10:26 AM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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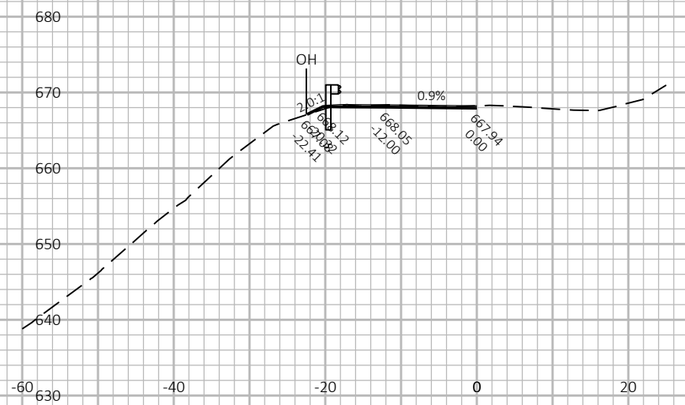
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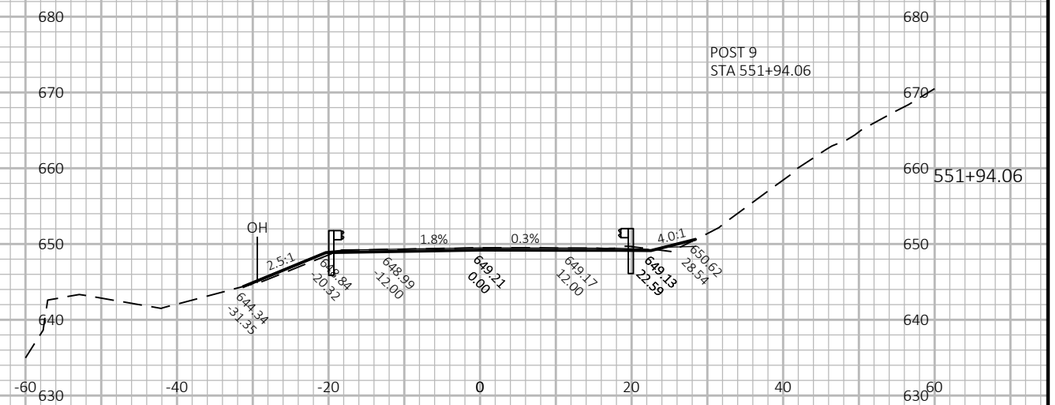
PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 291	E

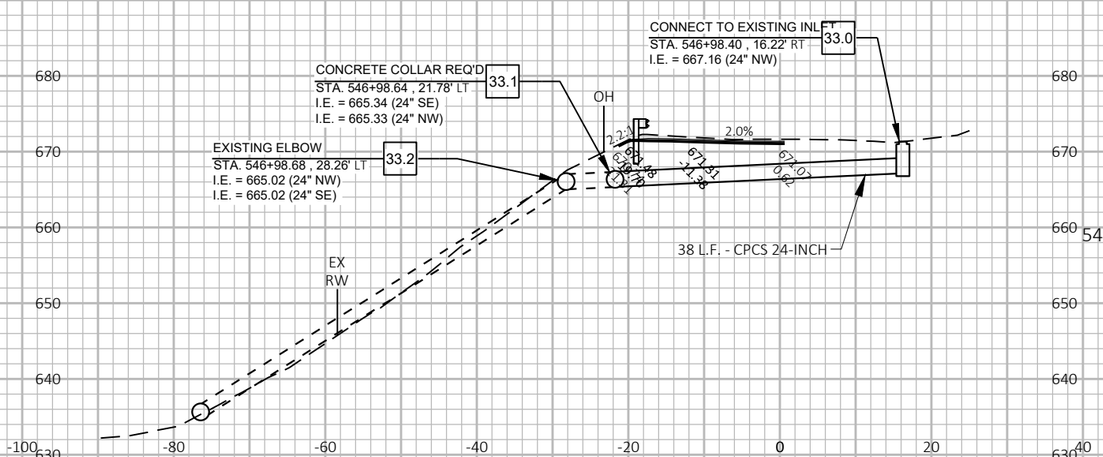
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LAYOUT NAME - 090240_xs

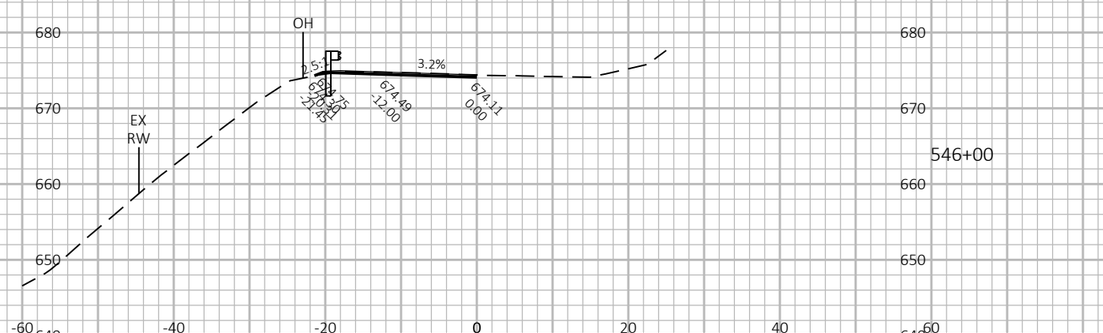
PLOT DATE : 10/1/2024 10:26 AM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

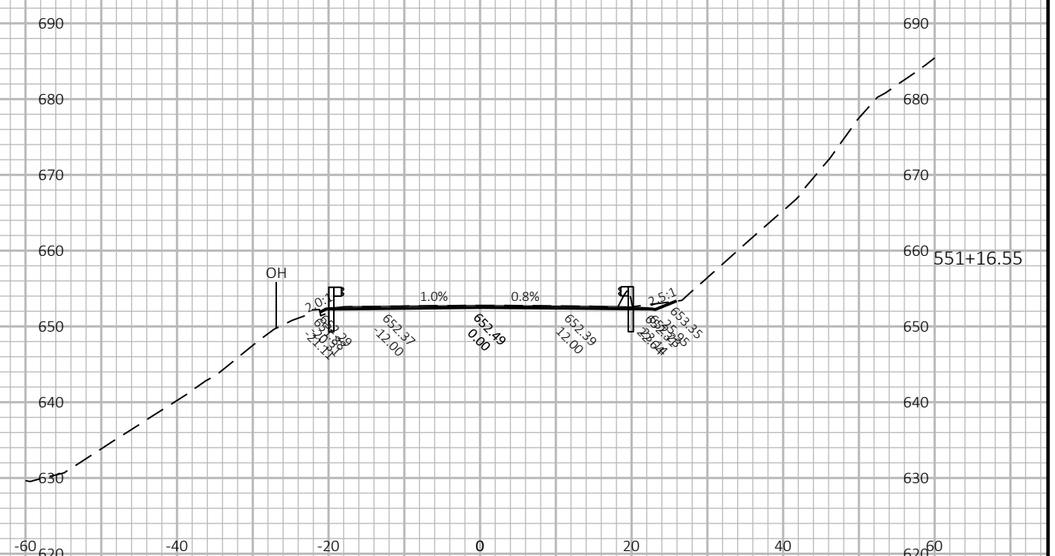
WISDOT/CADDS SHEET 49

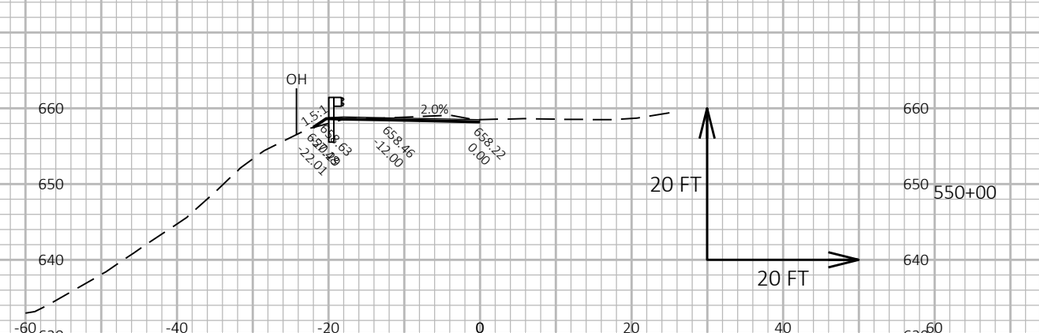












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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 292	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090236-XS.DWG
LAYOUT NAME - 090241_xs

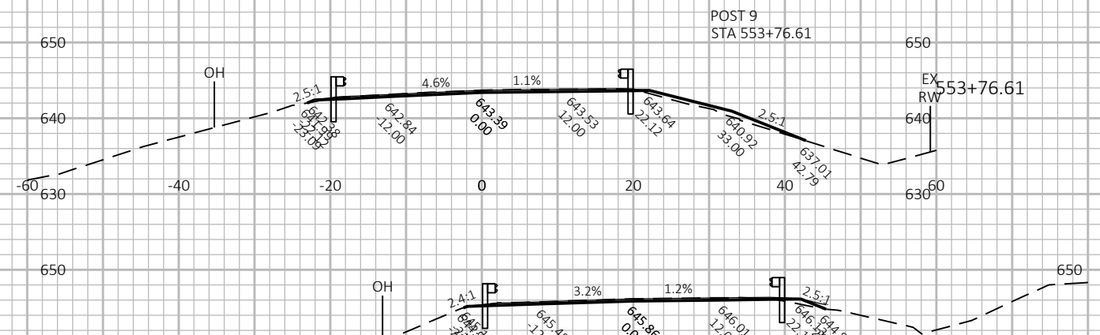
PLOT DATE : 10/1/2024 10:26 AM

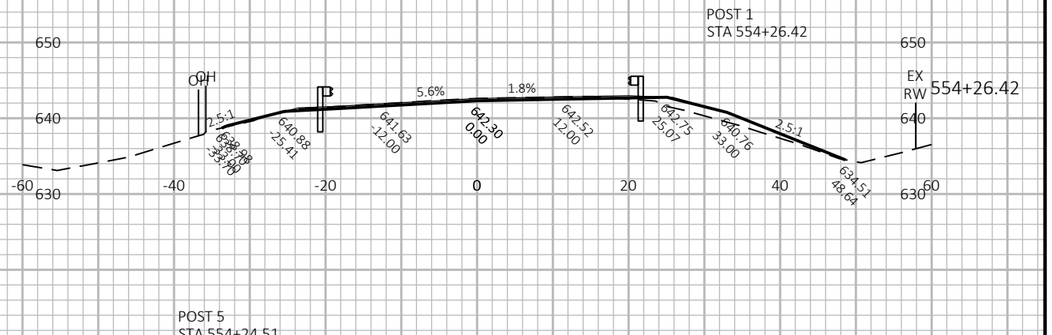
PLOT BY : BOBBI MAXWELL

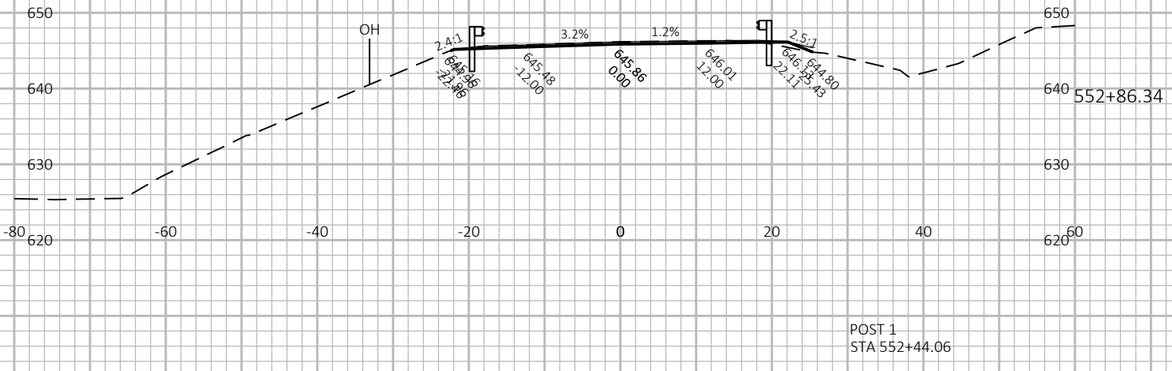
PLOT NAME :

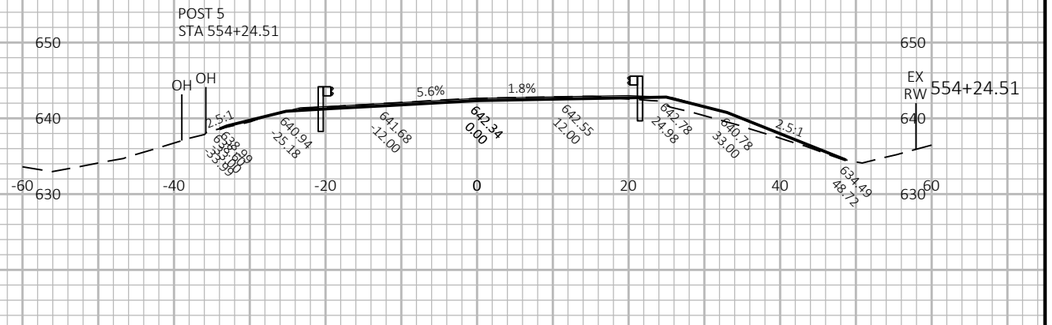
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

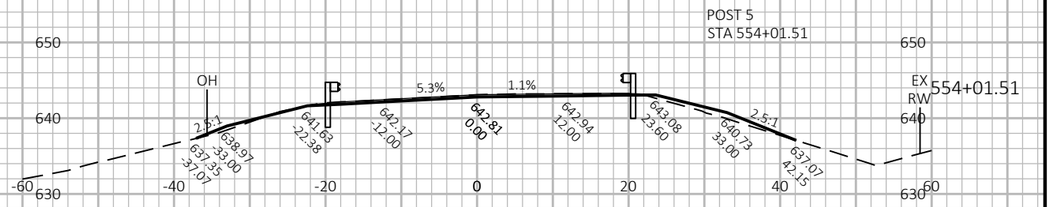


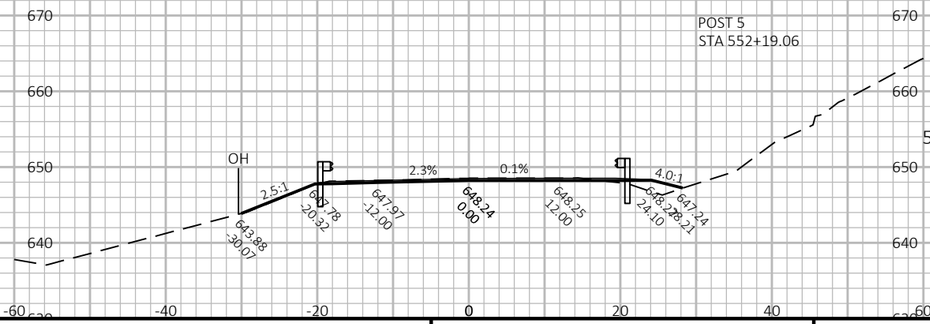


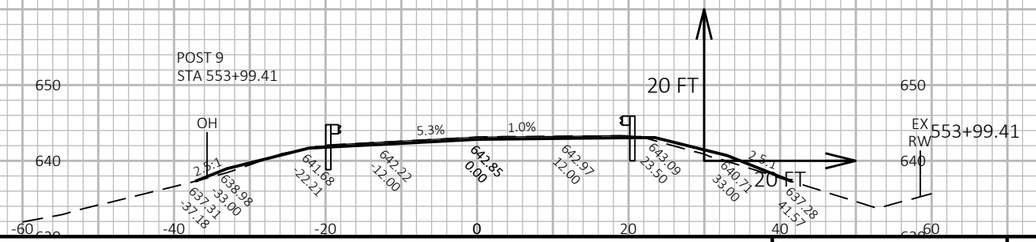








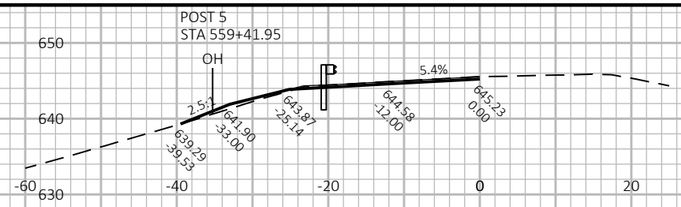


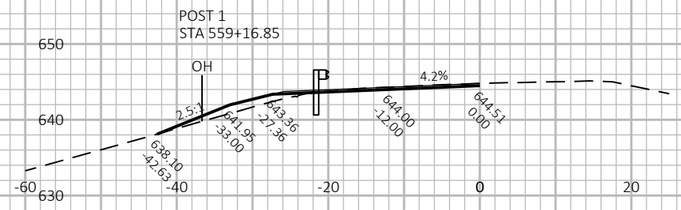


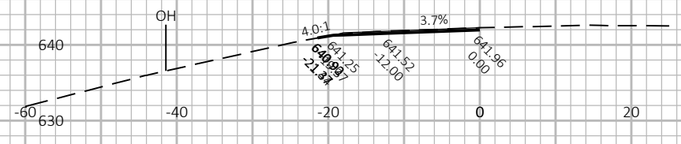
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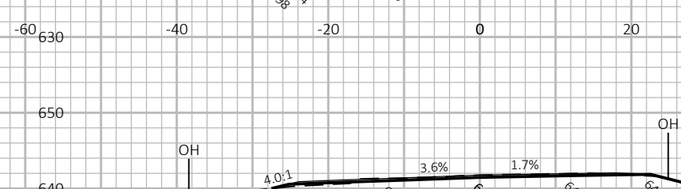
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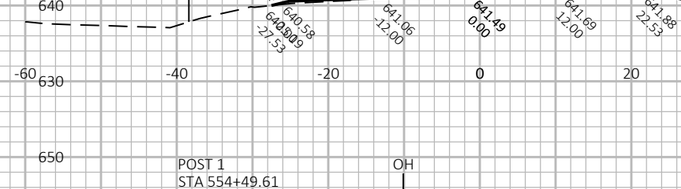
PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 293	E

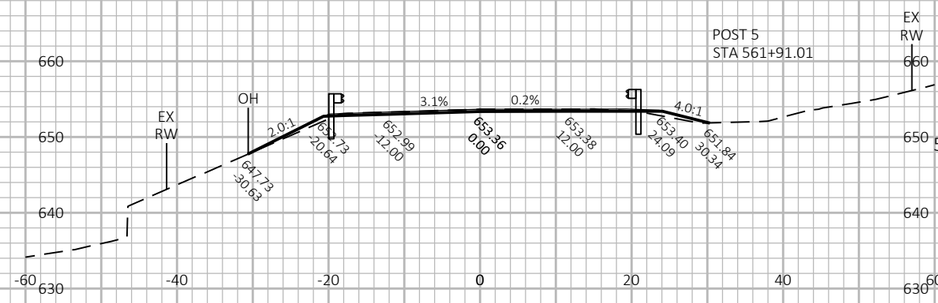


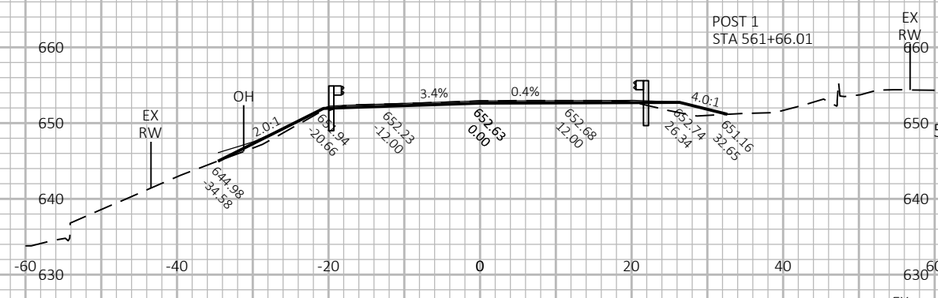


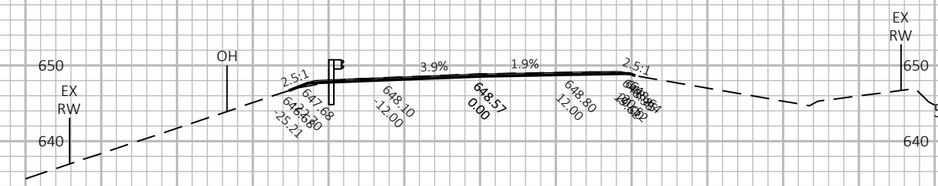


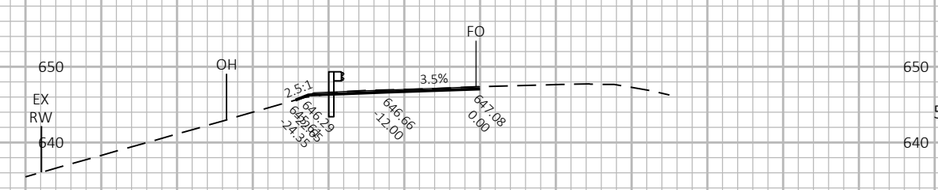


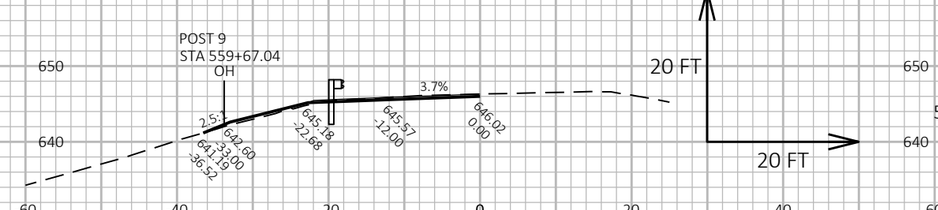












554+88.71

554+79

554+49.61

557+97.88

559+16.85

559+41.95

560+00

560+43.33

561+91.01

561+66.01

559+67.04

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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 294	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090236-XS.DWG
LAYOUT NAME - 090243_xs

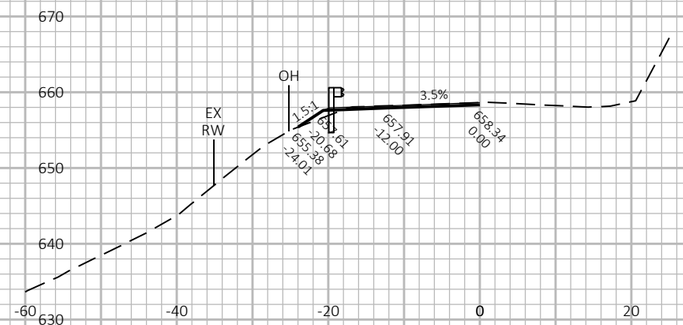
PLOT DATE : 10/1/2024 10:27 AM

PLOT BY : BOBBI MAXWELL

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



564+00

563+31.08

POST 9
STA 562+16.01

562+16.01

568+00

566+00

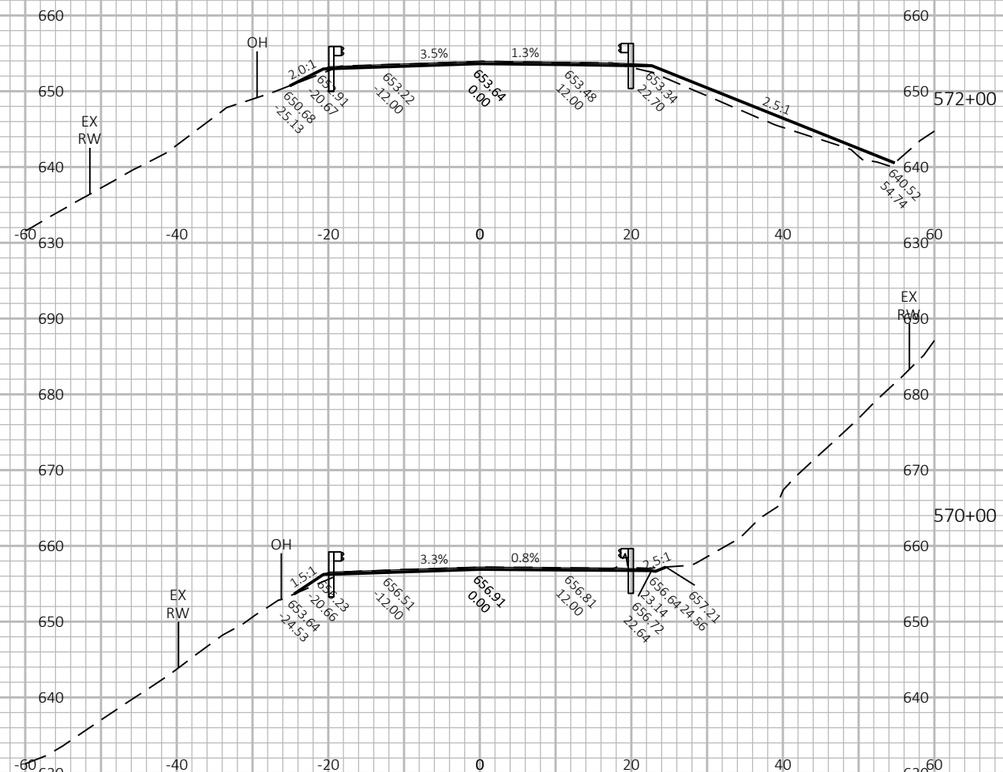
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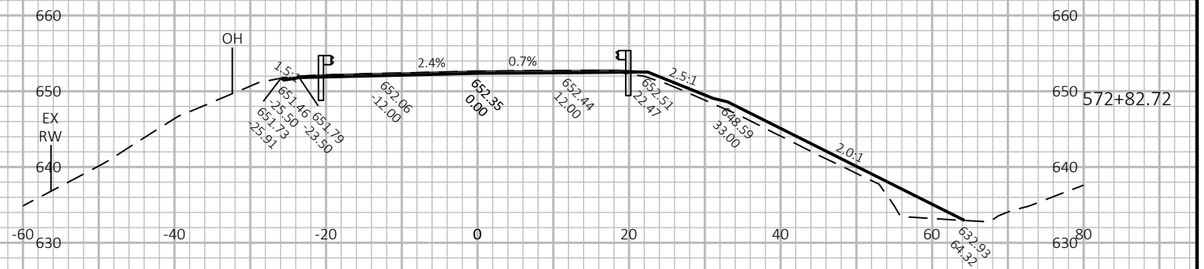
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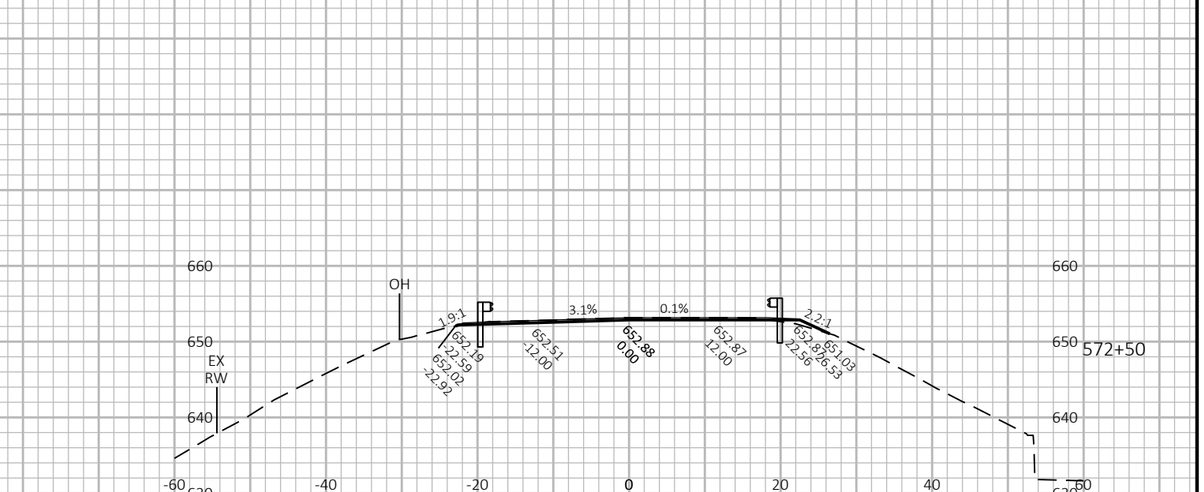
PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 295	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090236-XS.DWG
LAYOUT NAME - 090244_xs

PLOT DATE : 10/1/2024 10:27 AM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



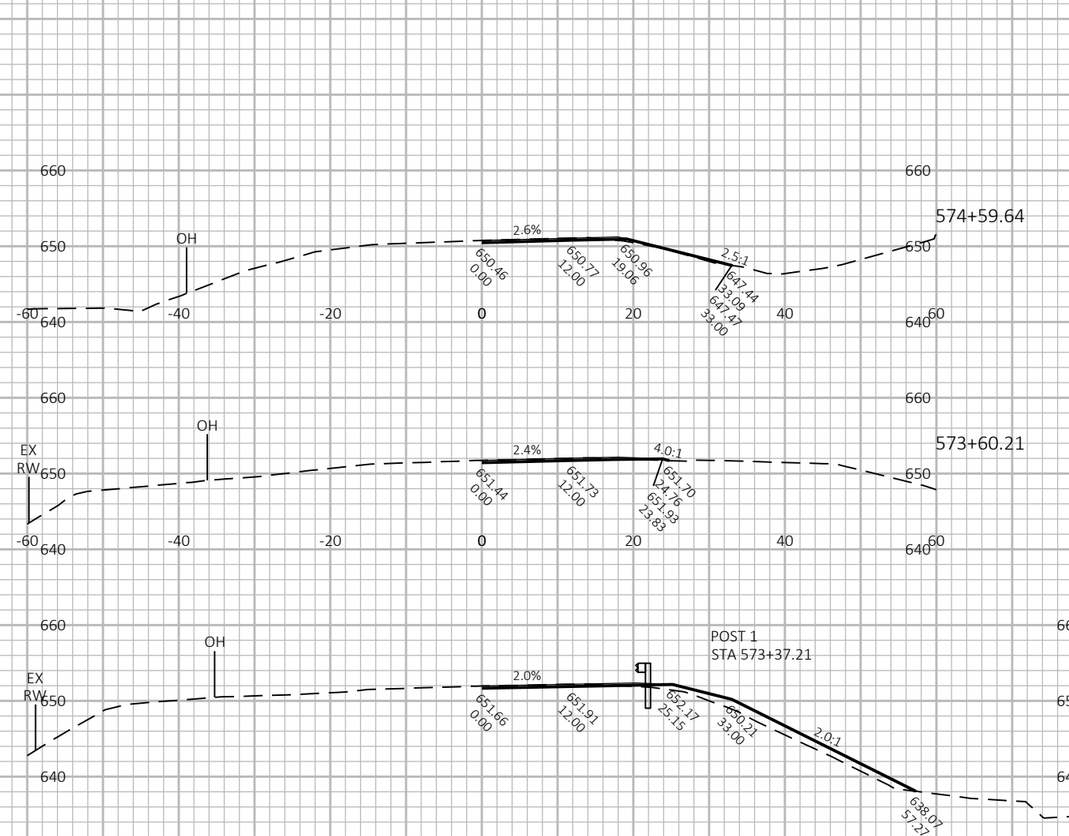




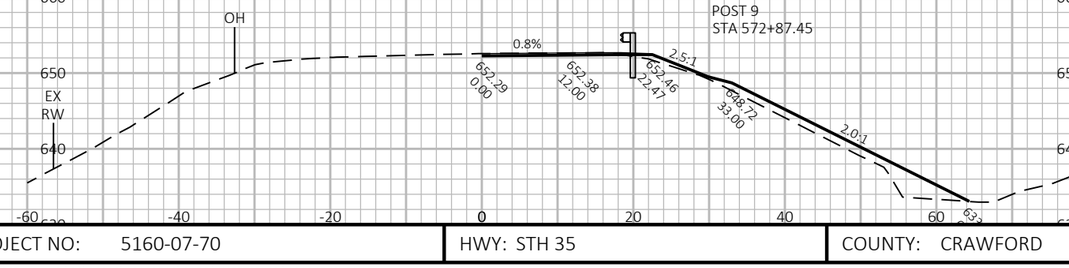
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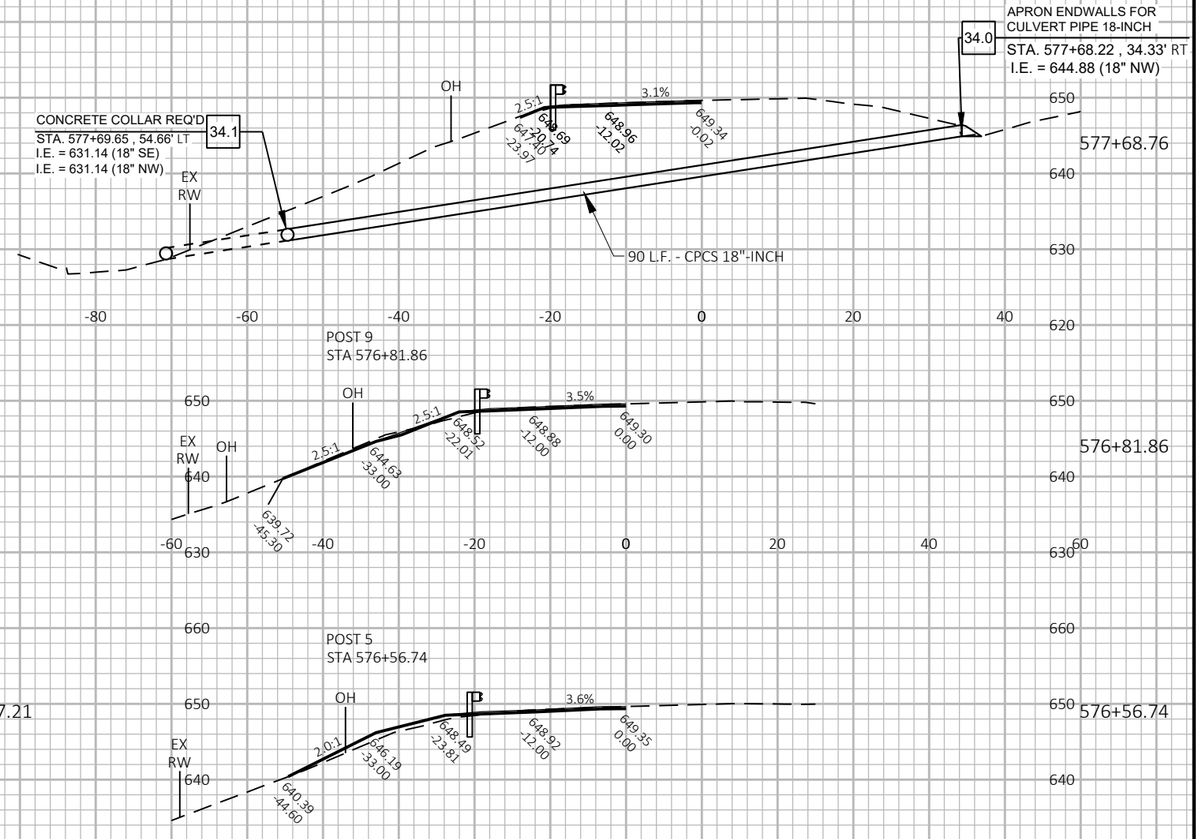
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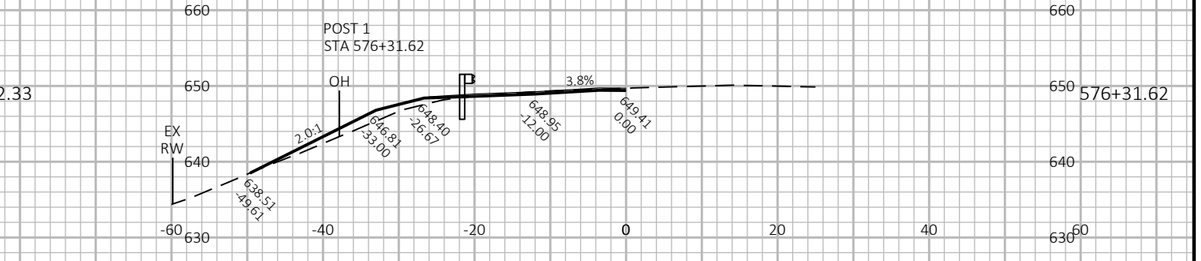
PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 296	E

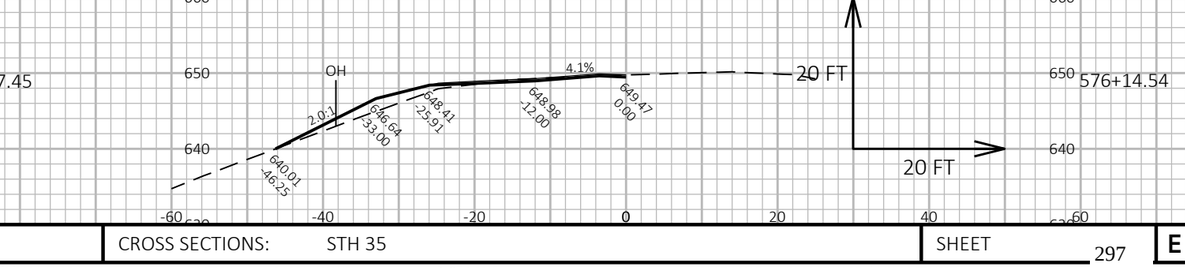












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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 297	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090245-XS.DWG
LAYOUT NAME - 090246_xs

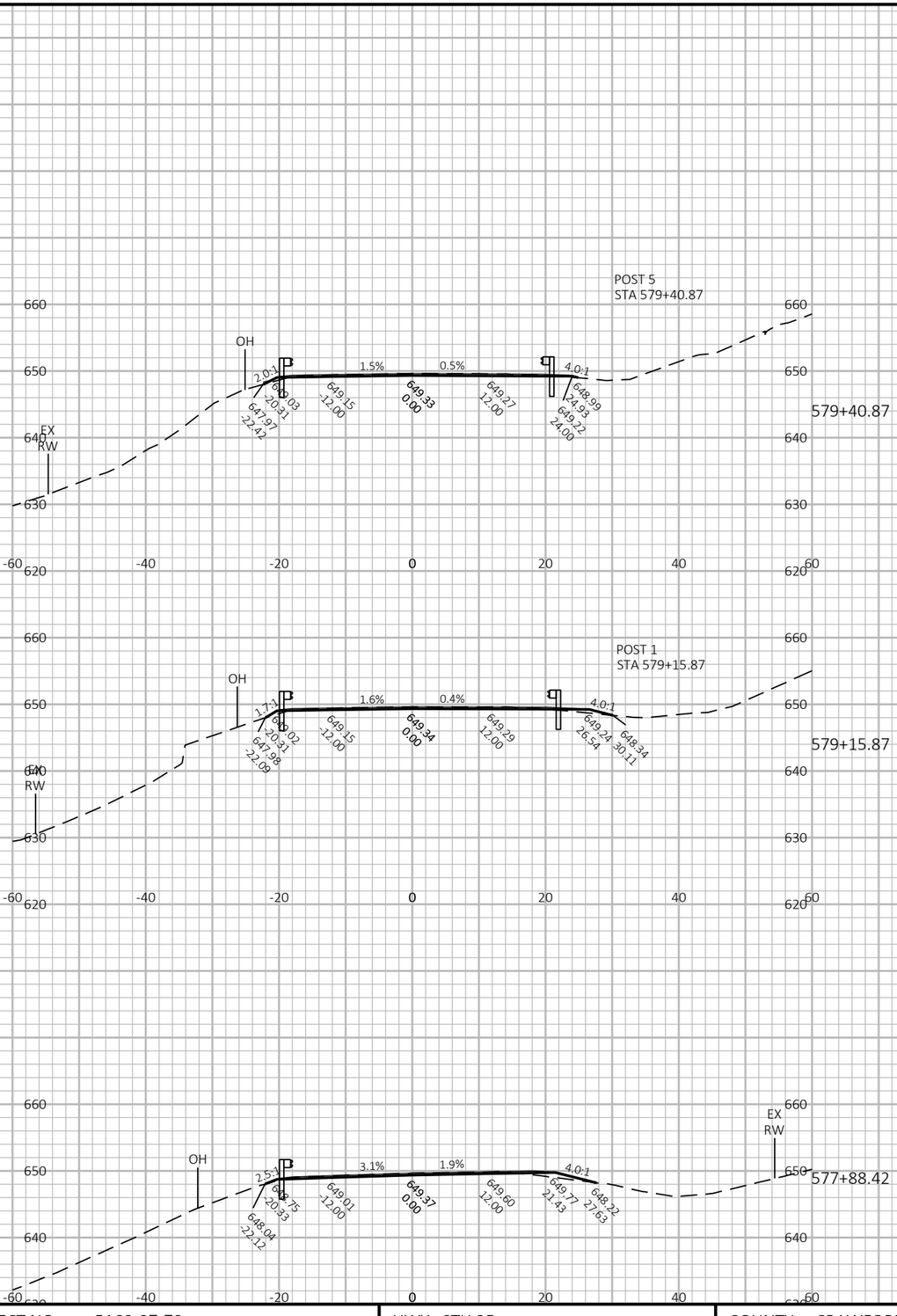
PLOT DATE : 10/1/2024 10:35 AM

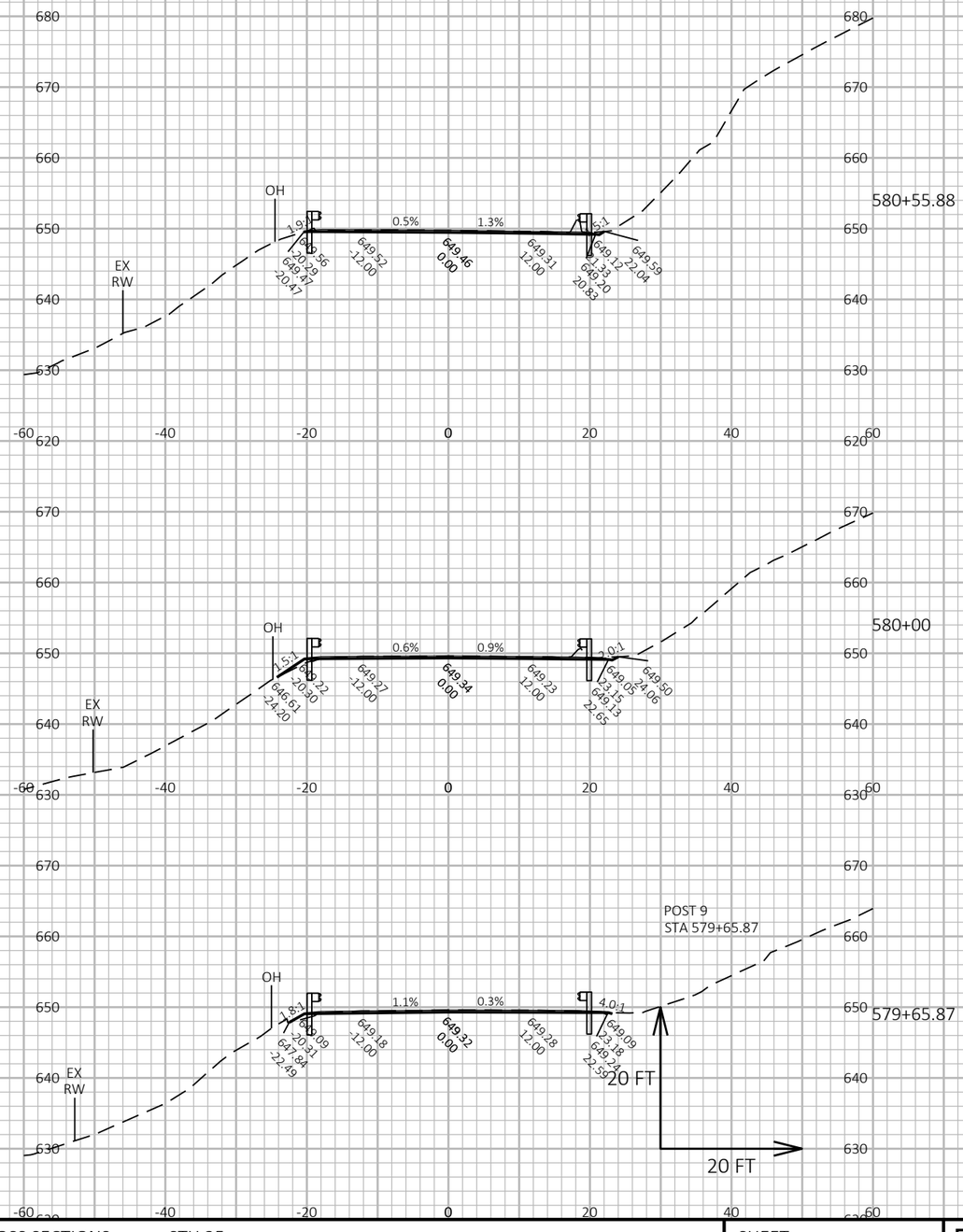
PLOT BY : BOBBI MAXWELL

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 298	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090245-XS.DWG
LAYOUT NAME - 090247_xs

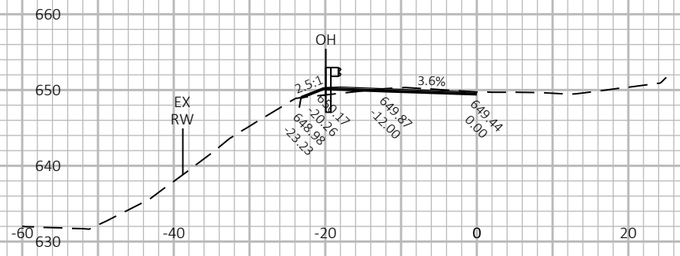
PLOT DATE : 10/1/2024 10:35 AM

PLOT BY : BOBBI MAXWELL

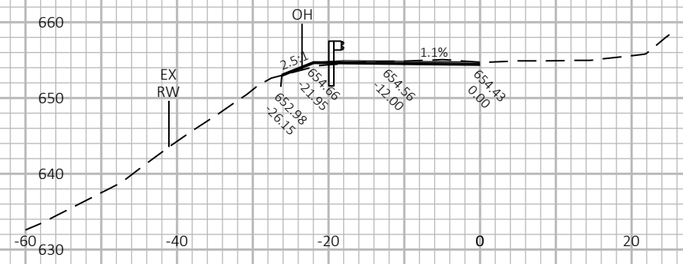
PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

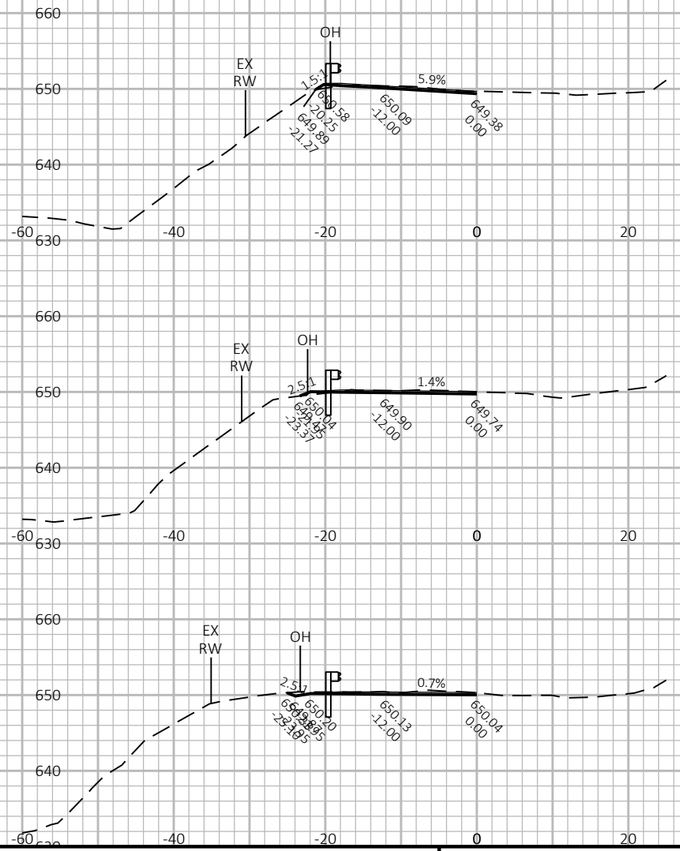
WISDOT/CADDS SHEET 49



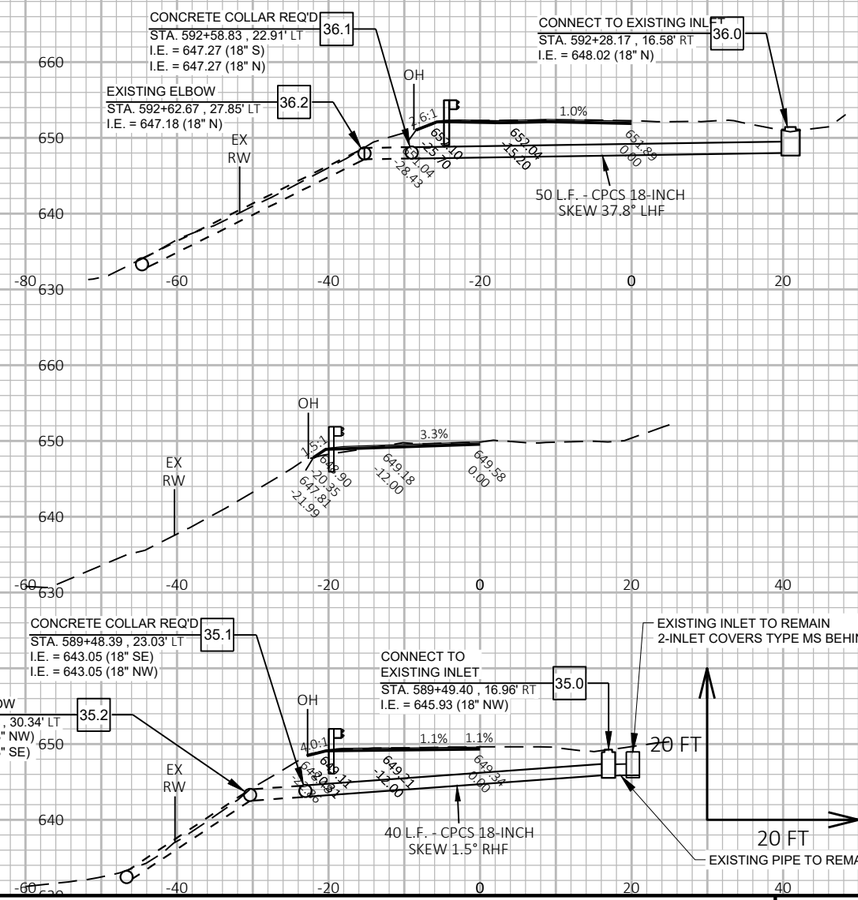
588+00



594+00



586+00

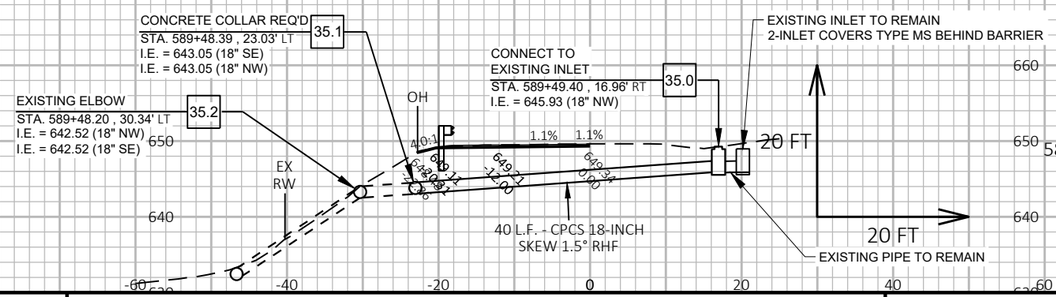


592+41.05

584+00

590+00

582+00



589+48.97

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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 299	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090245-XS.DWG
LAYOUT NAME - 090248_xs

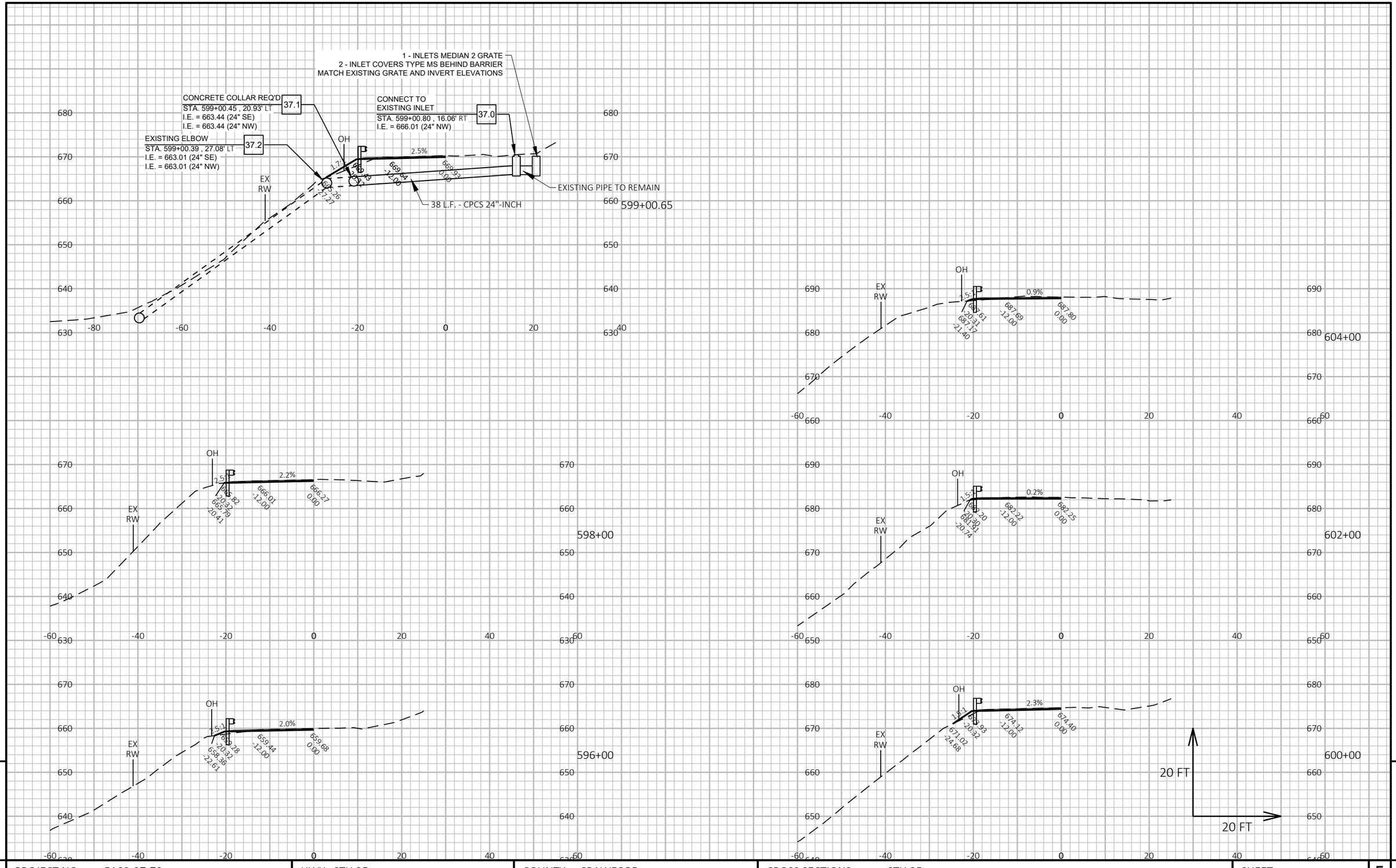
PLOT DATE : 10/1/2024 10:35 AM

PLOT BY : BOBBI MAXWELL

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 300	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090245-XS.DWG
LAYOUT NAME - 090249_xs

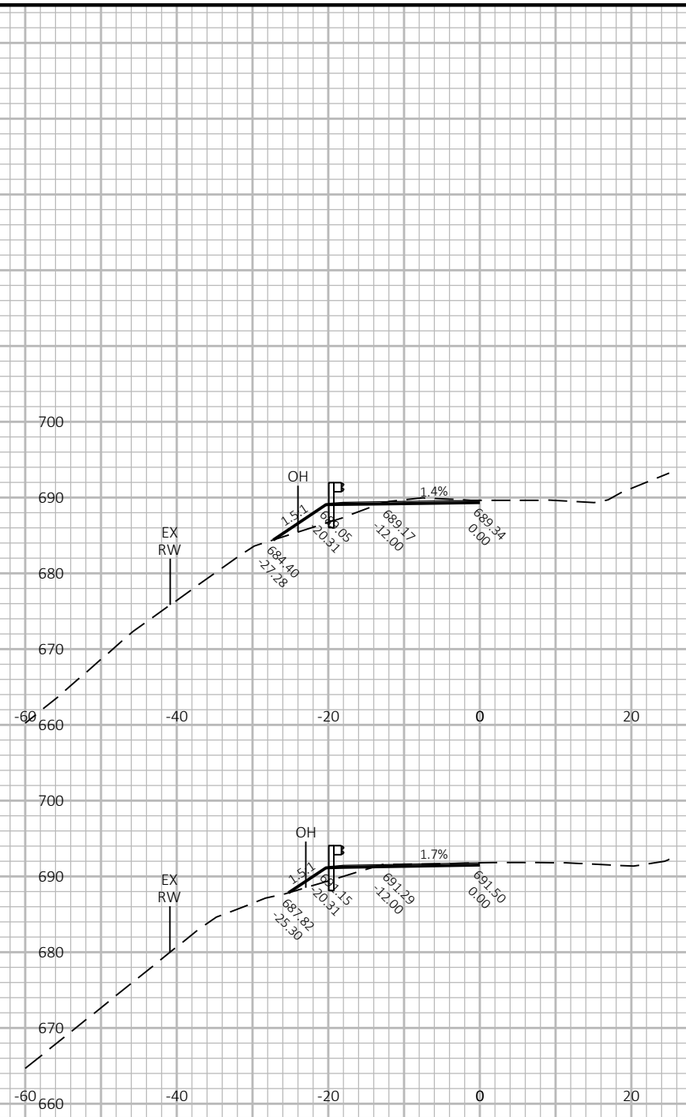
PLOT DATE : 10/1/2024 10:36 AM

PLOT BY : BOBBI MAXWELL

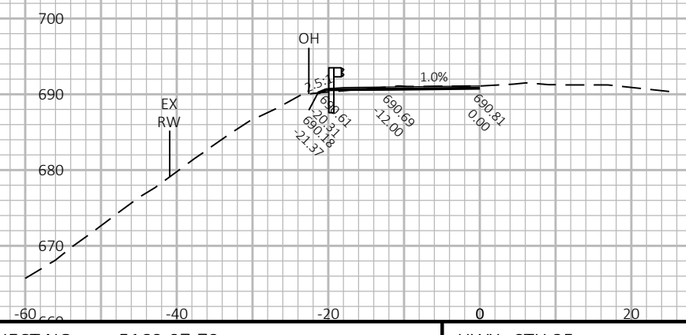
PLOT NAME :

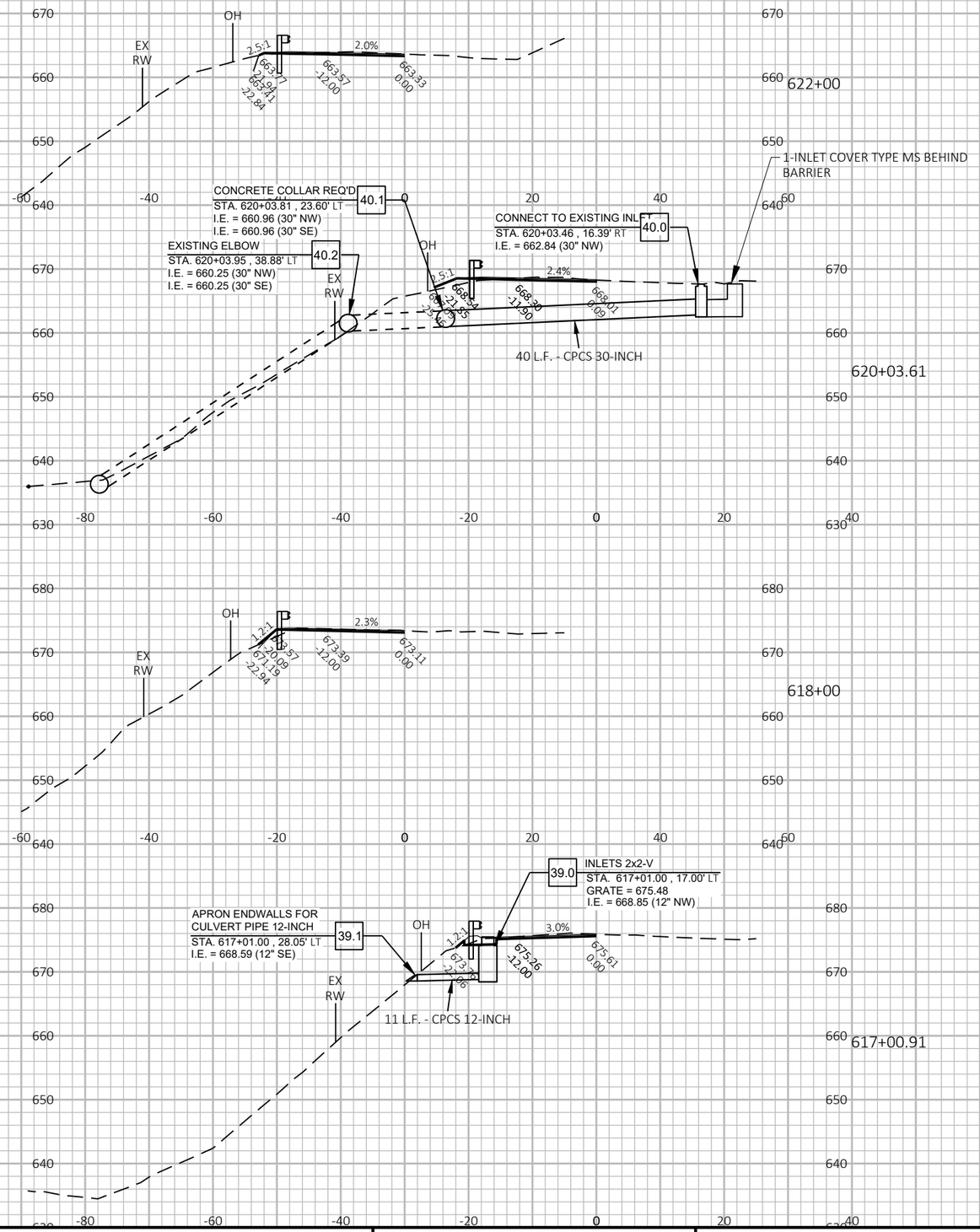
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49


OH
EX
RW
1.4%
689.34
0.00
689.17
-12.00
688.95
-20.31
684.40
-27.28

OH
EX
RW
1.7%
691.50
0.00
691.29
-12.00
690.15
-20.31
687.82
-25.30


OH
EX
RW
1.0%
690.81
0.00
690.69
-12.00
690.61
-20.31
690.18
-21.37

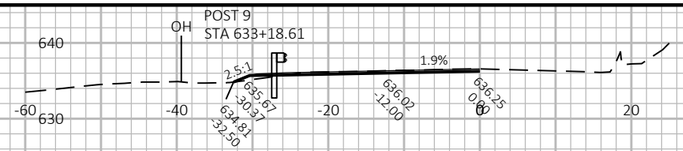


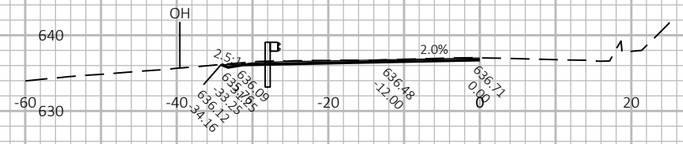
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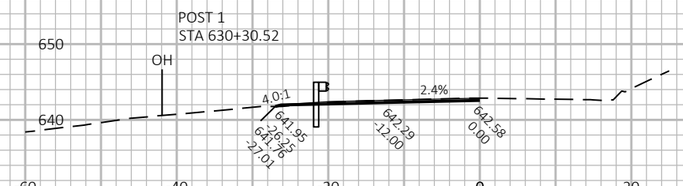
PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 302	E

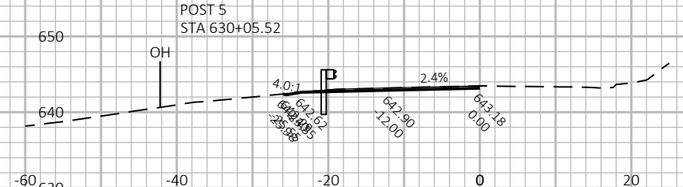
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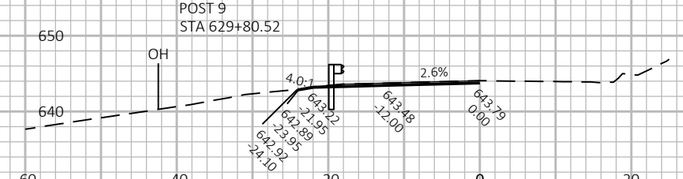
FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090245-XS.DWG
LAYOUT NAME - 090251_xs
PLOT DATE : 10/1/2024 10:36 AM
PLOT BY : BOBBI MAXWELL
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

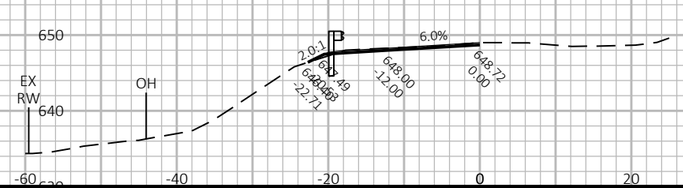












633+18.61

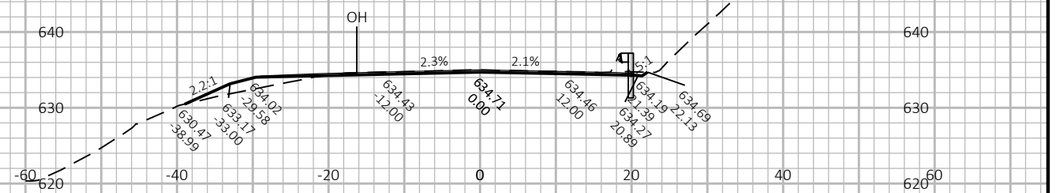
632+91.93

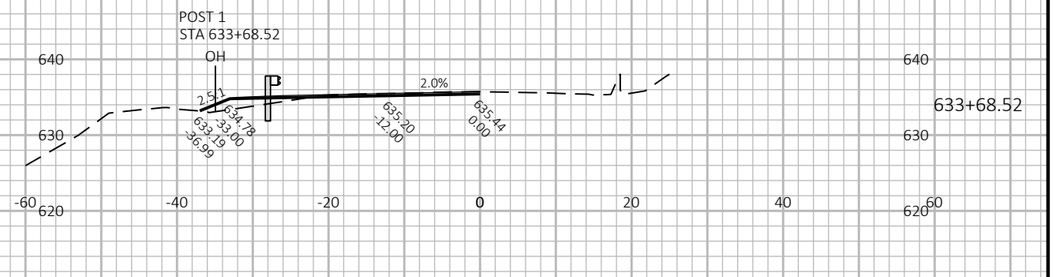
630+30.52

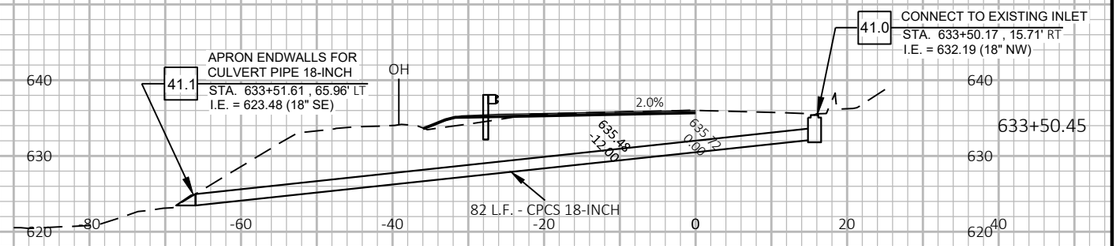
630+05.52

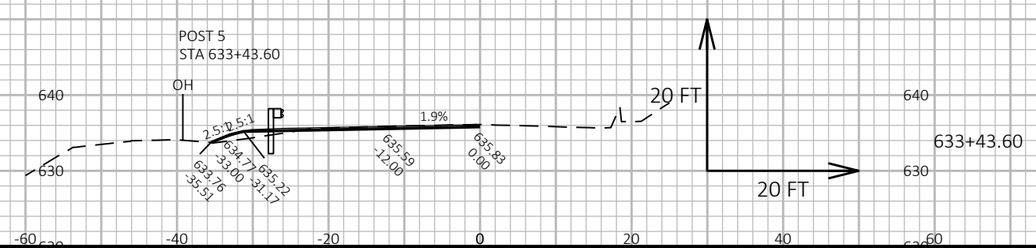
629+80.52

628+00







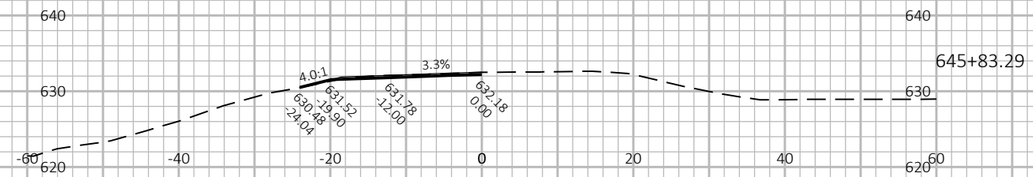


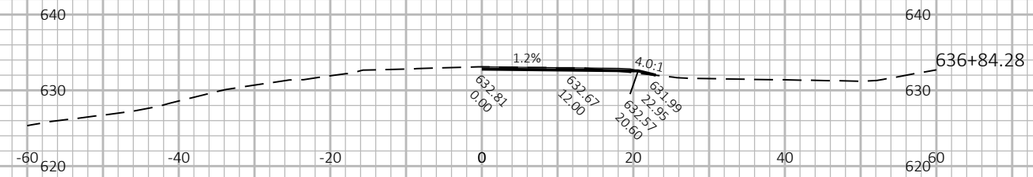
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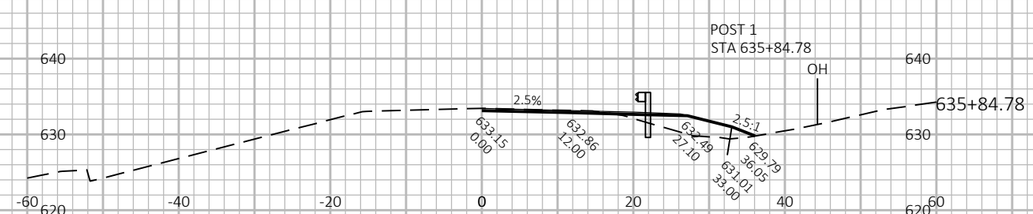
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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 303	E

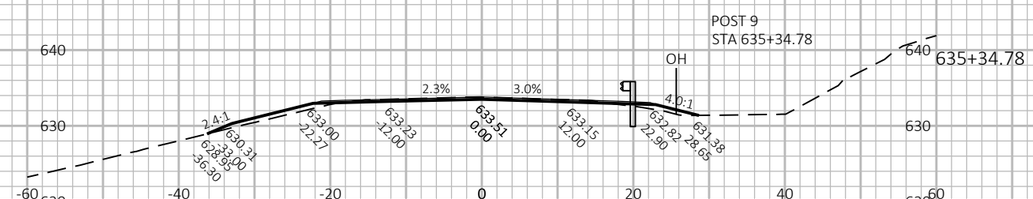
FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090252-XS.DWG
LAYOUT NAME - 090252_xs
PLOT DATE : 10/1/2024 10:43 AM
PLOT BY : BOBBI MAXWELL
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

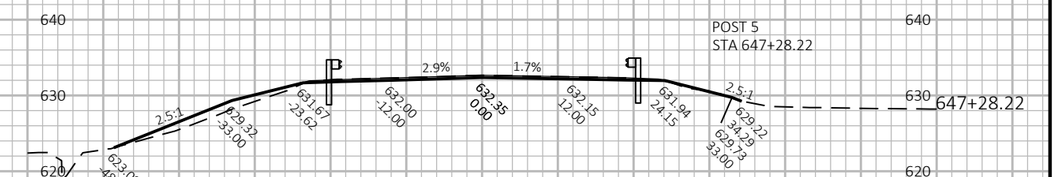


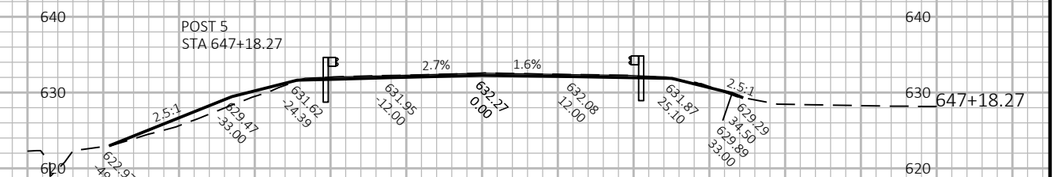


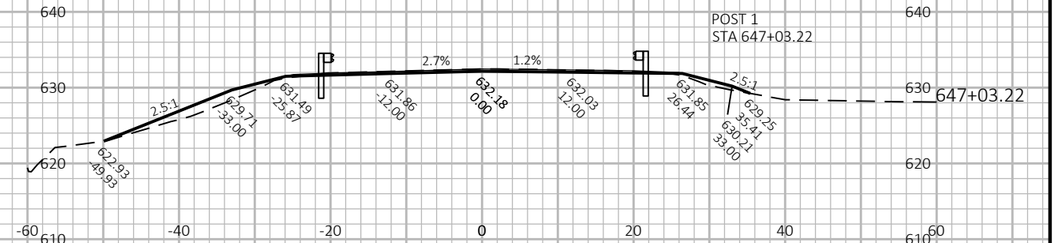


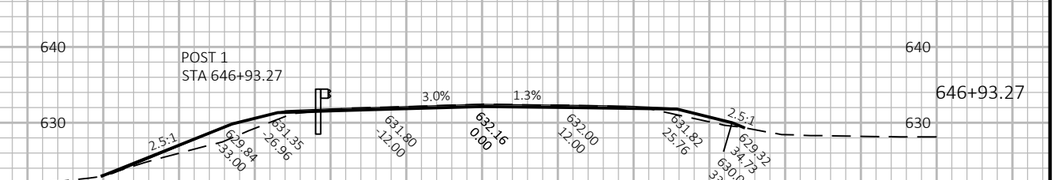


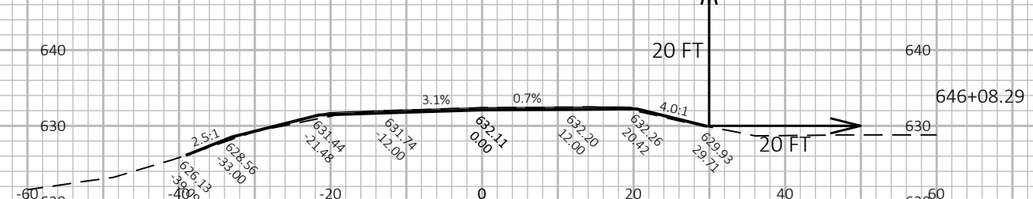












9

9

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 304	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090252-XS.DWG
LAYOUT NAME - 090253_xs

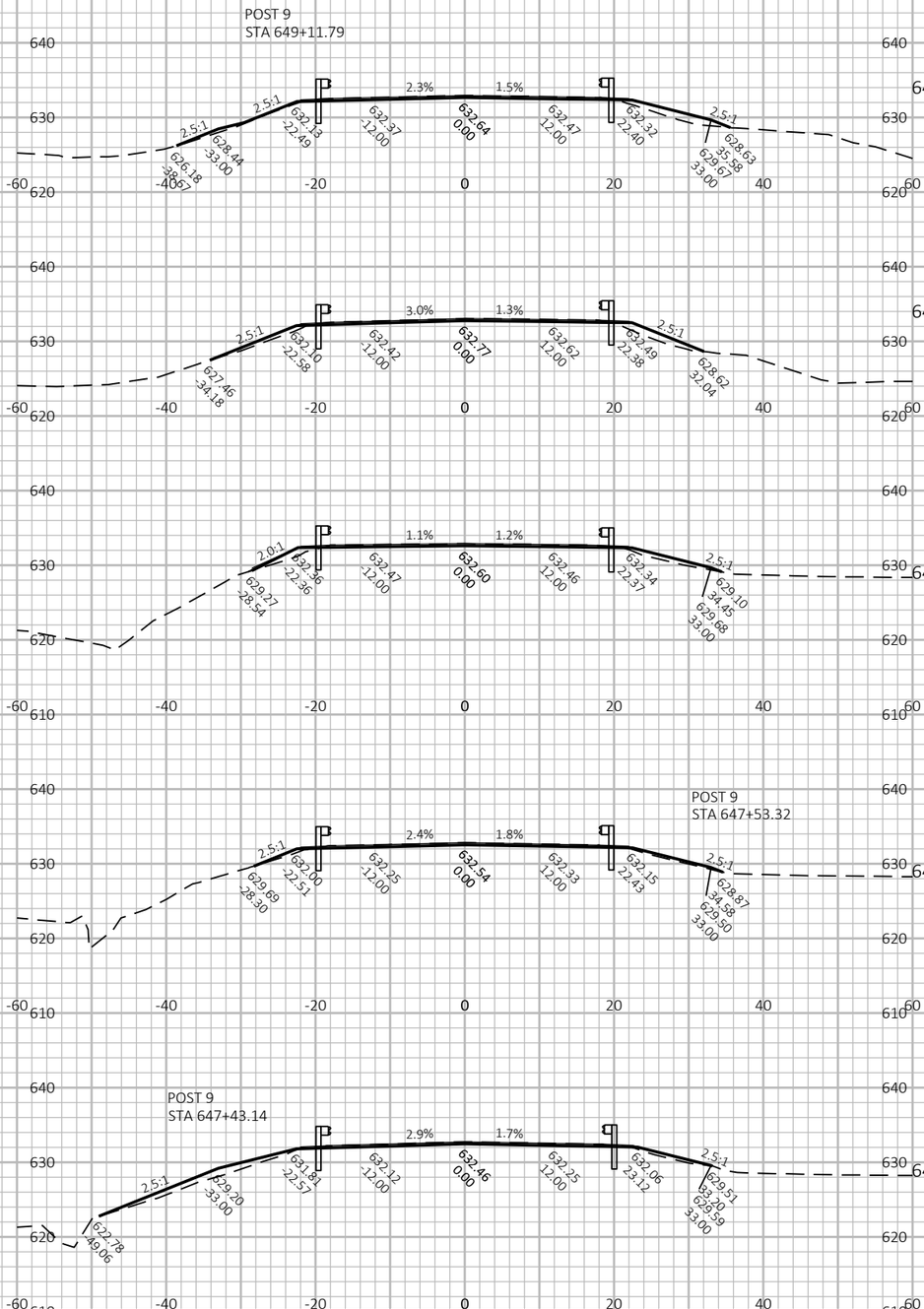
PLOT DATE : 10/1/2024 10:44 AM

PLOT BY : BOBBI MAXWELL

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 305	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090252-XS.DWG
LAYOUT NAME - 090254_xs

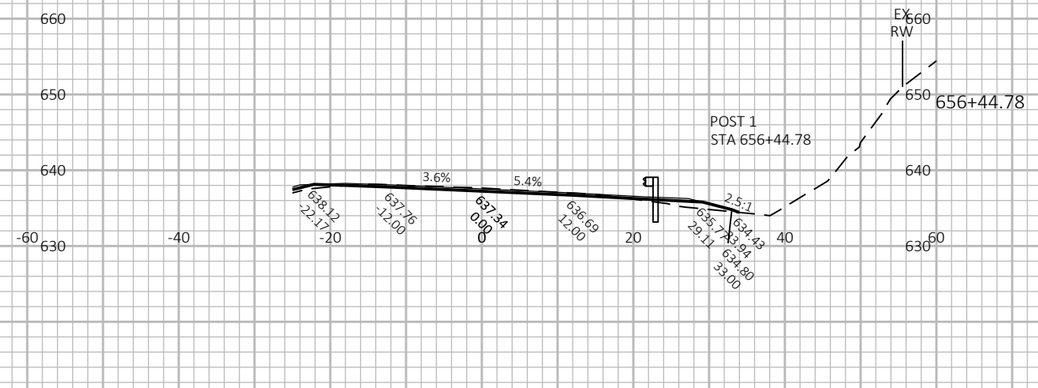
PLOT DATE : 10/1/2024 10:44 AM

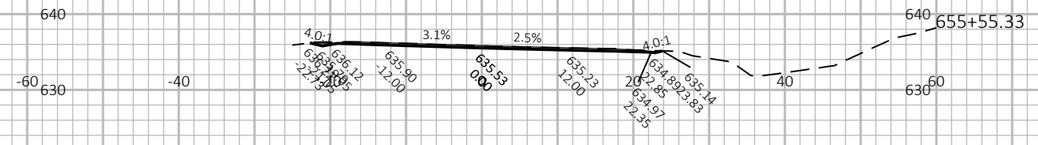
PLOT BY : BOBBI MAXWELL

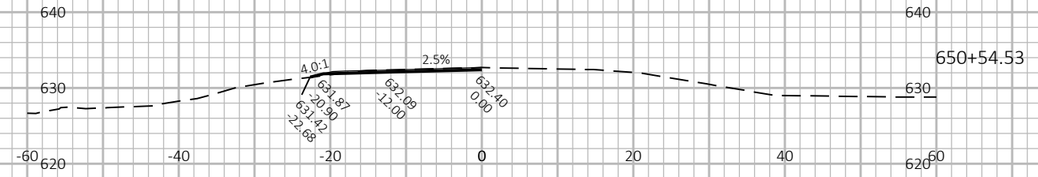
PLOT NAME :

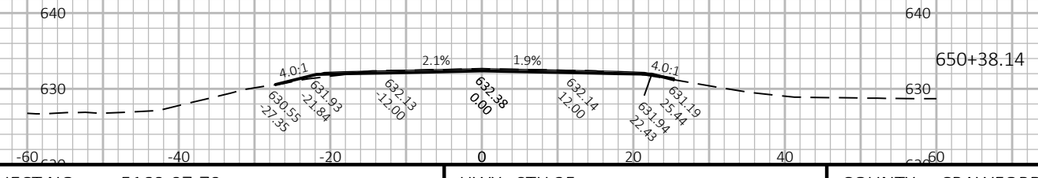
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

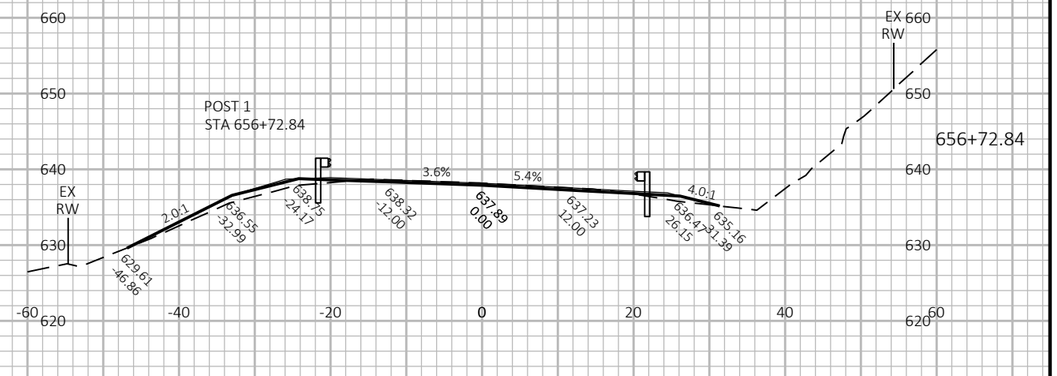
WISDOT/CADDS SHEET 49

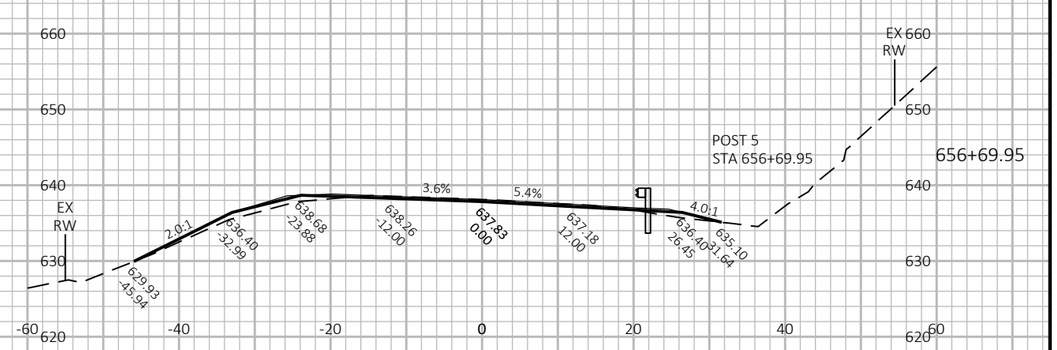


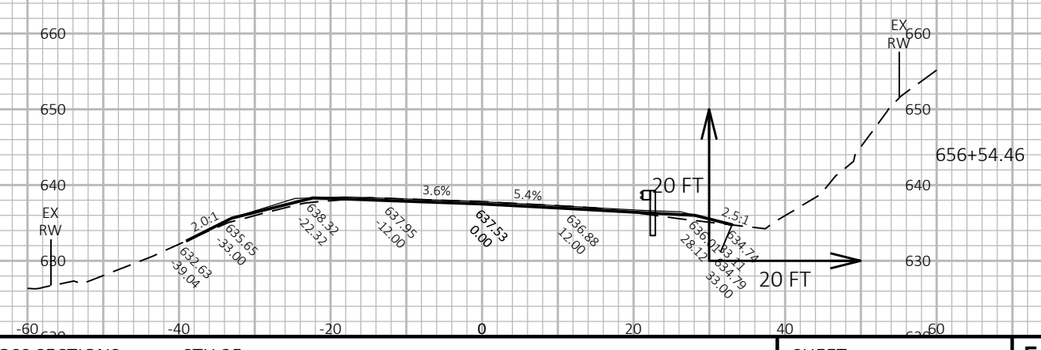








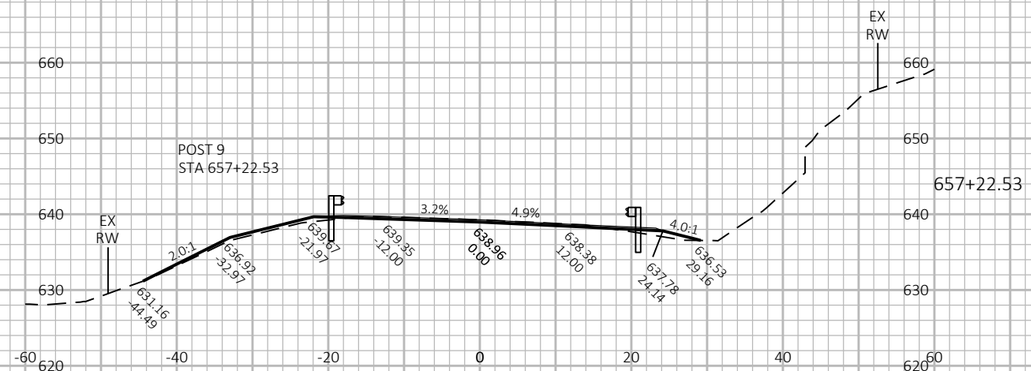


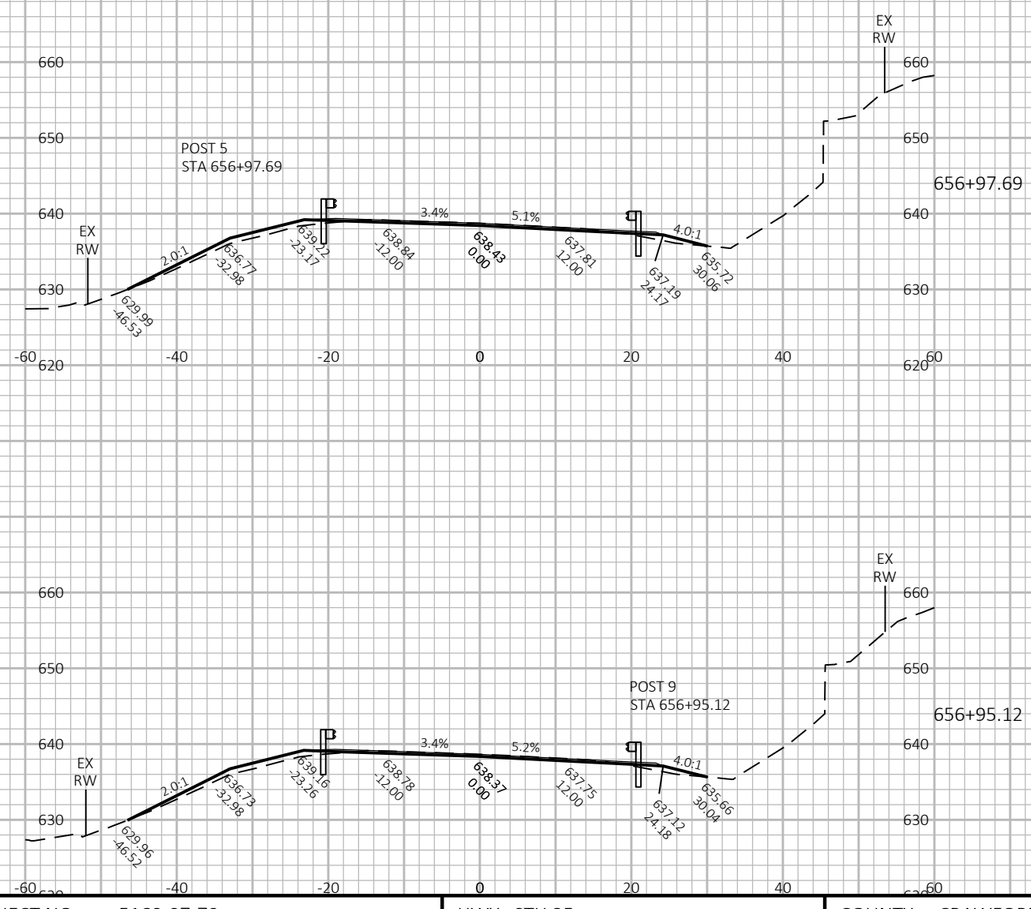


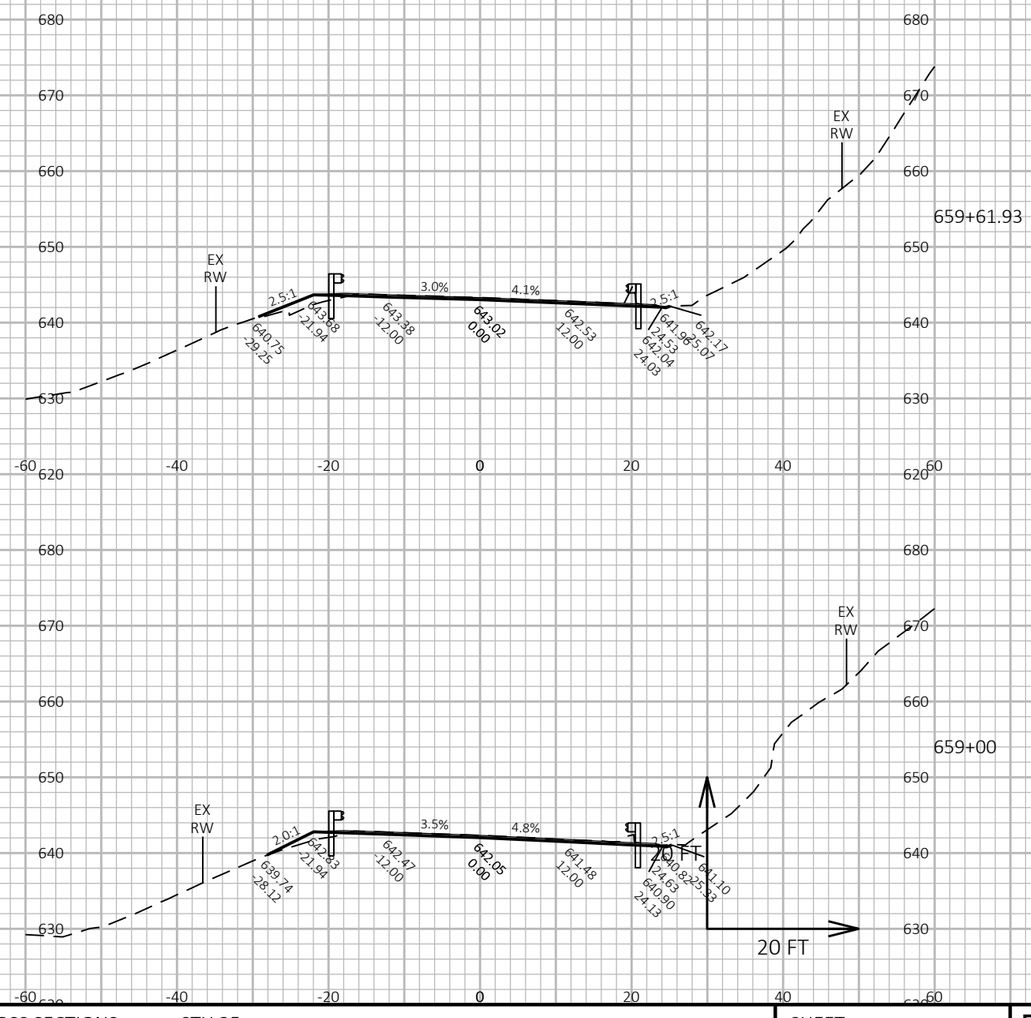
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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 306	E







9

9

PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 307	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090252-XS.DWG
LAYOUT NAME - 090256_xs

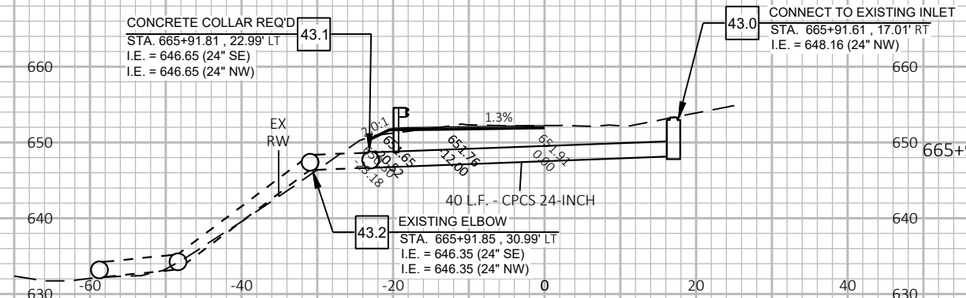
PLOT DATE : 10/1/2024 10:44 AM

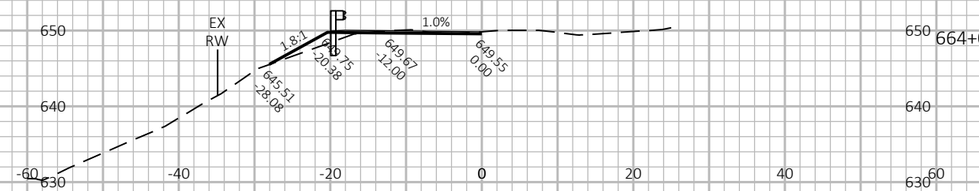
PLOT BY : BOBBI MAXWELL

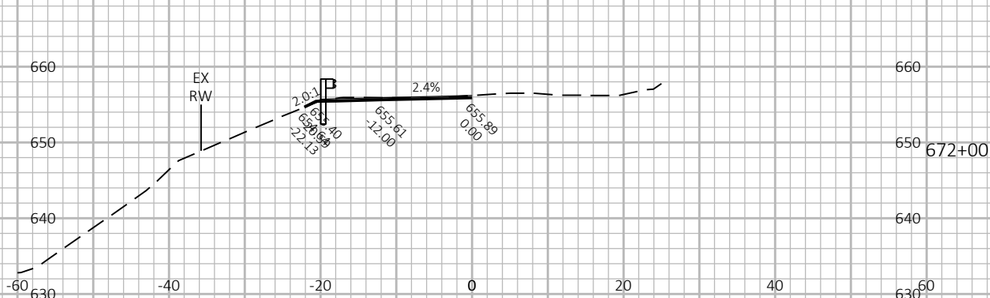
PLOT NAME :

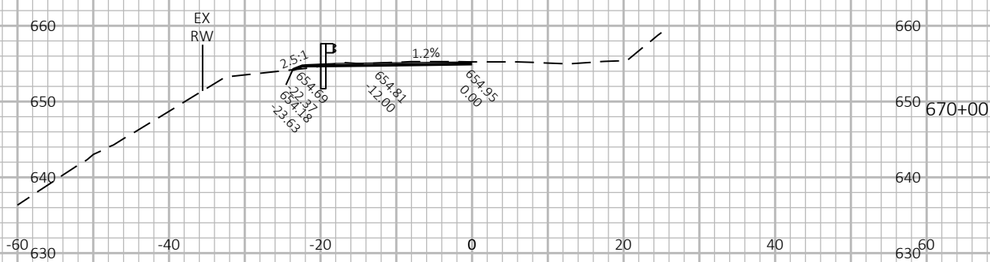
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

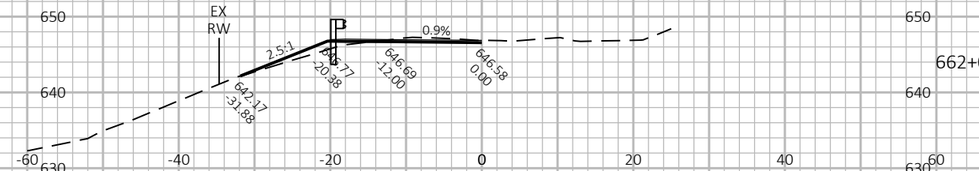
WISDOT/CADDS SHEET 49

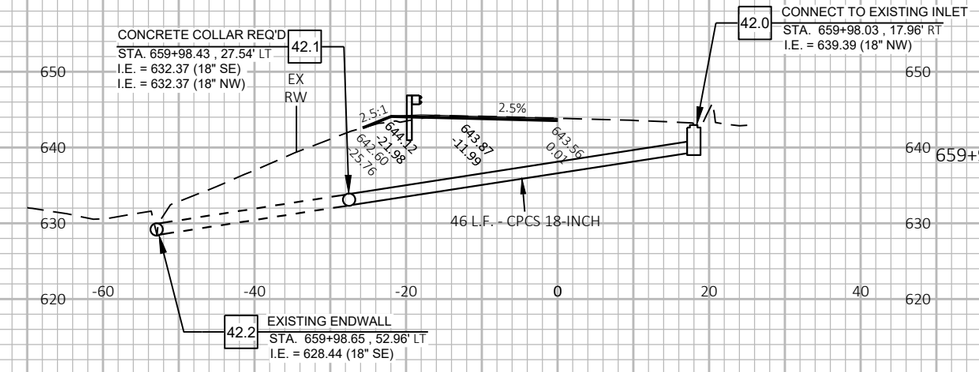


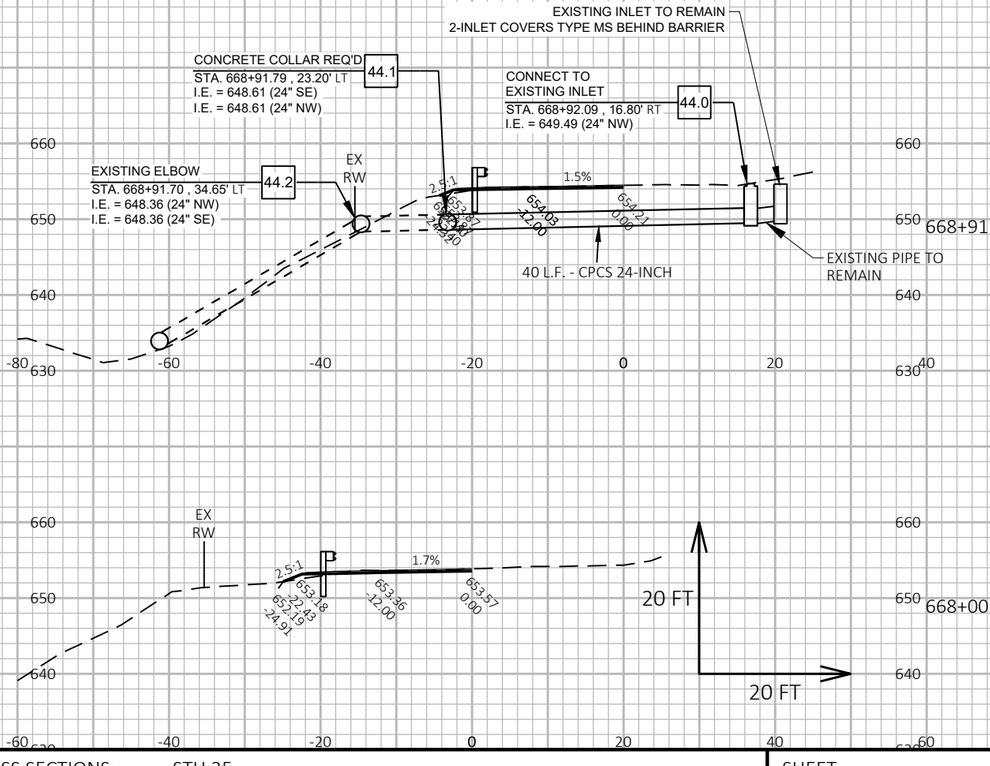








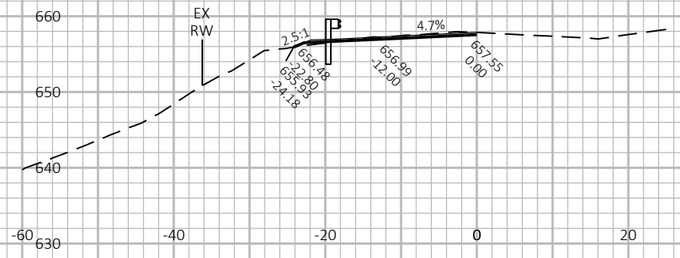




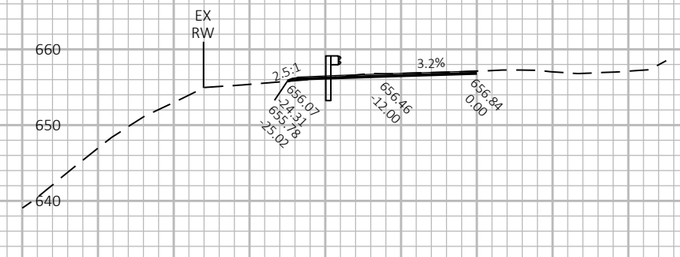
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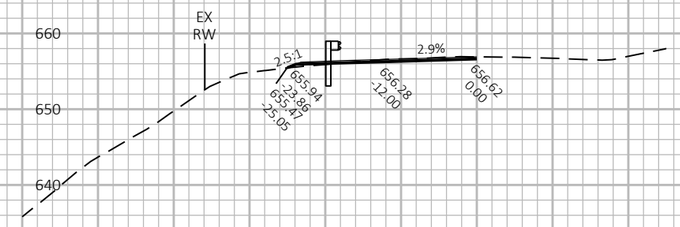
PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 308	E



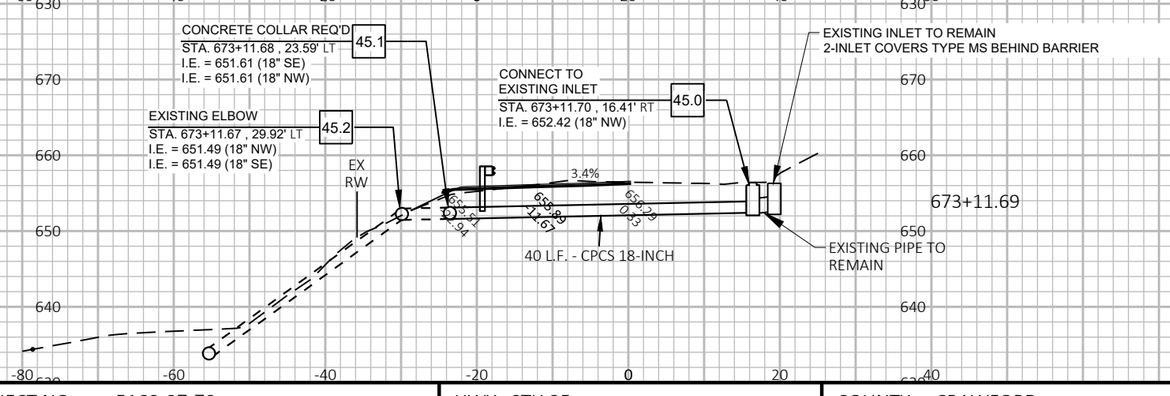
678+00



676+00



674+00



673+11.69



680+00

9

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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 309	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090252-XS.DWG
LAYOUT NAME - 090258_xs

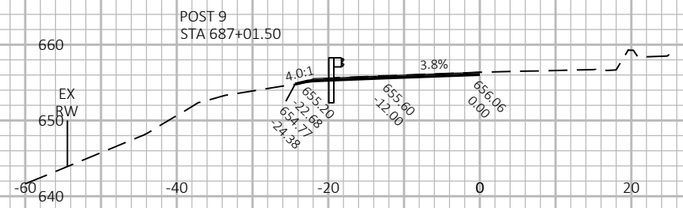
PLOT DATE : 10/1/2024 10:44 AM

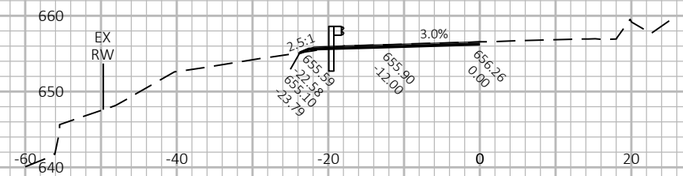
PLOT BY : BOBBI MAXWELL

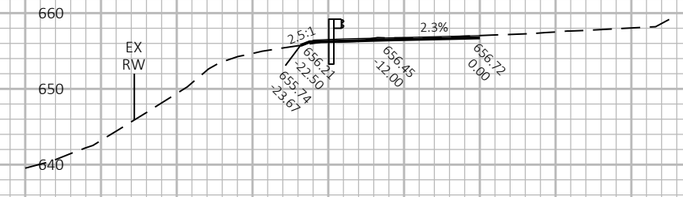
PLOT NAME :

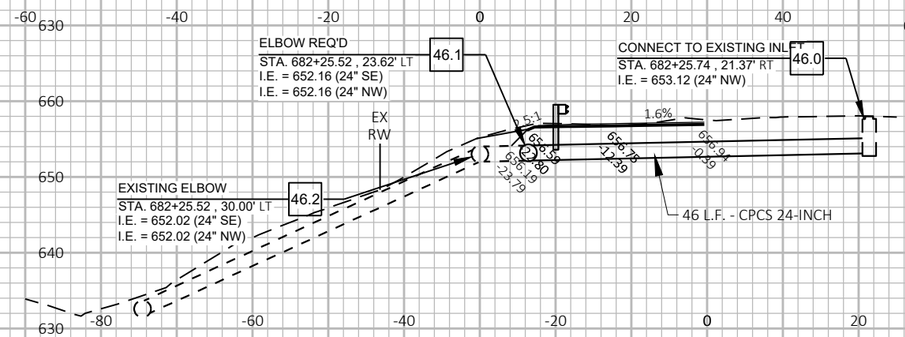
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

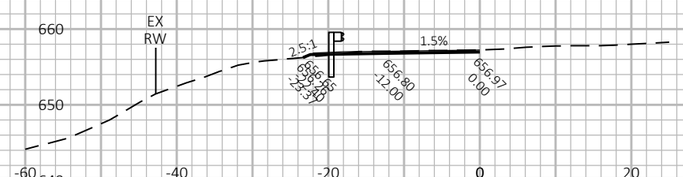
WISDOT/CADDS SHEET 49

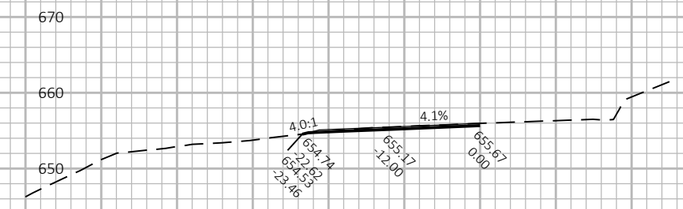


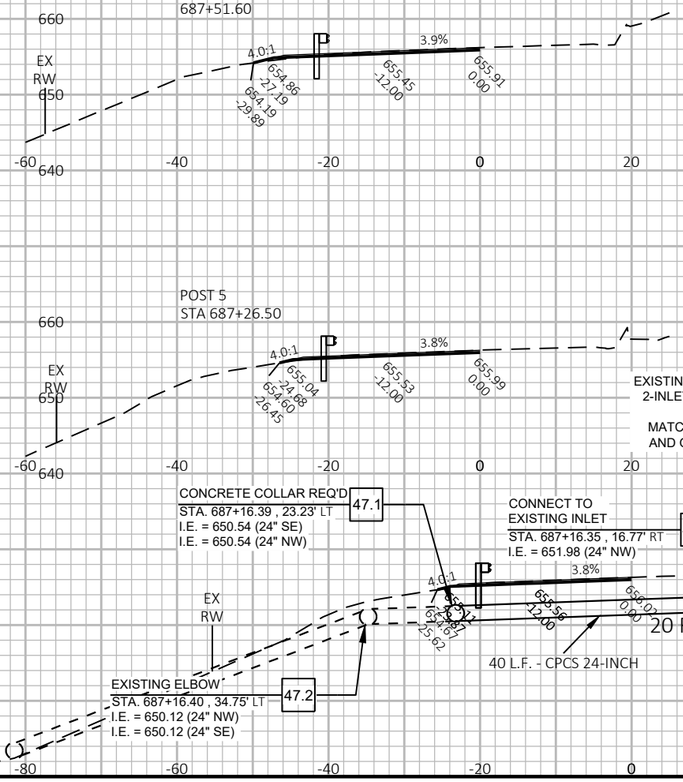










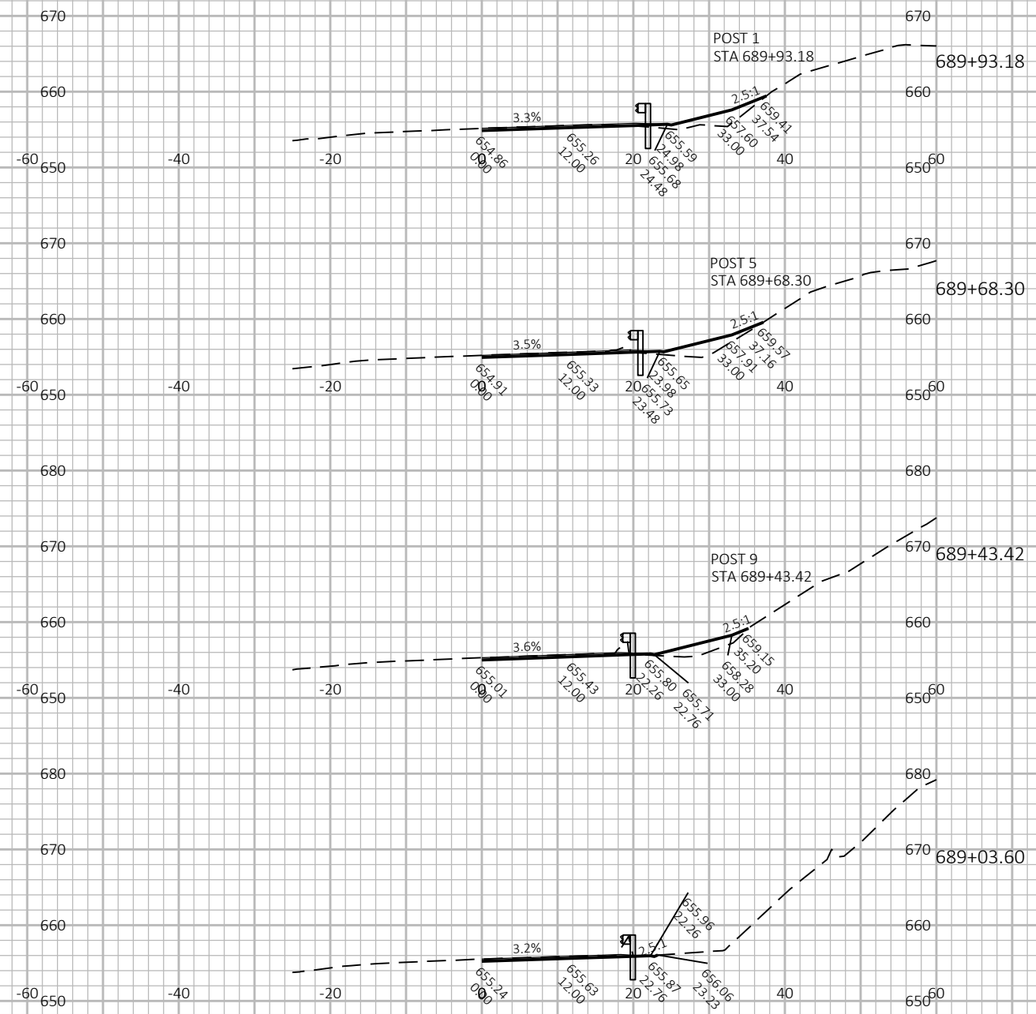


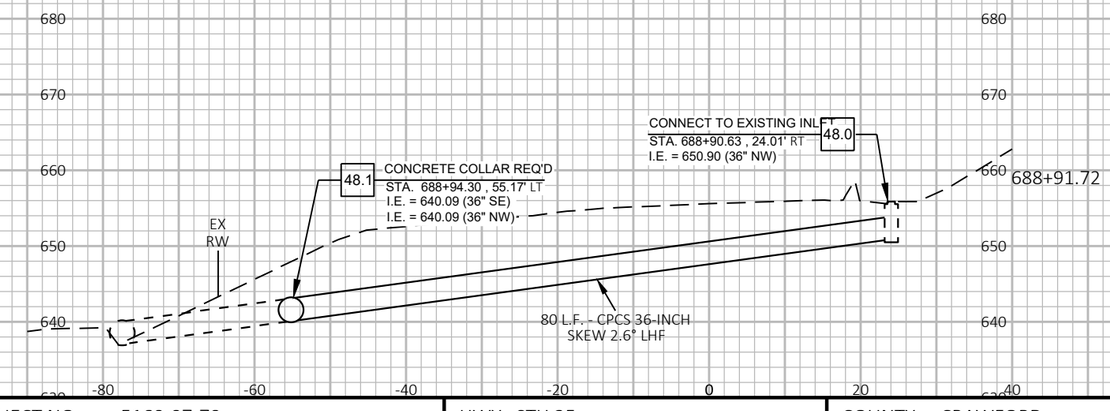
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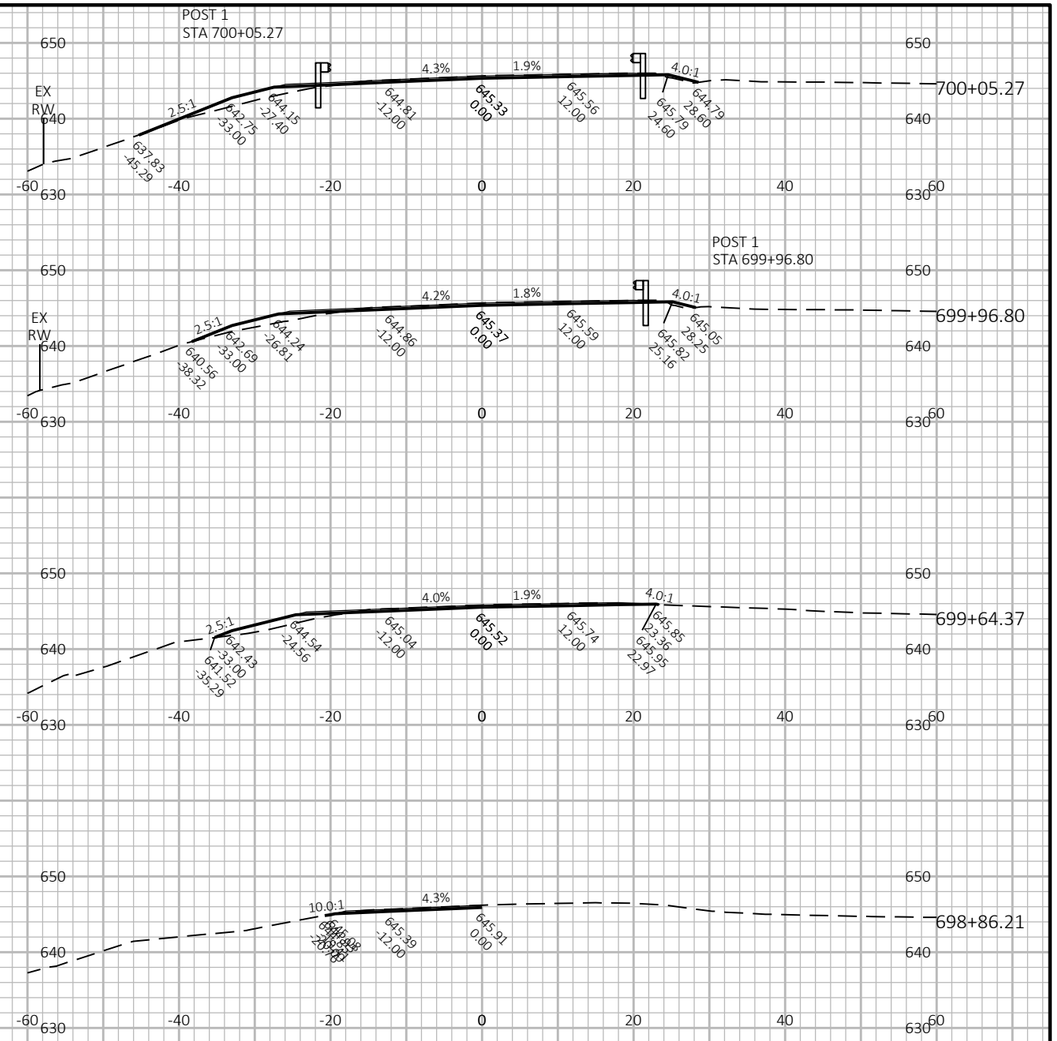
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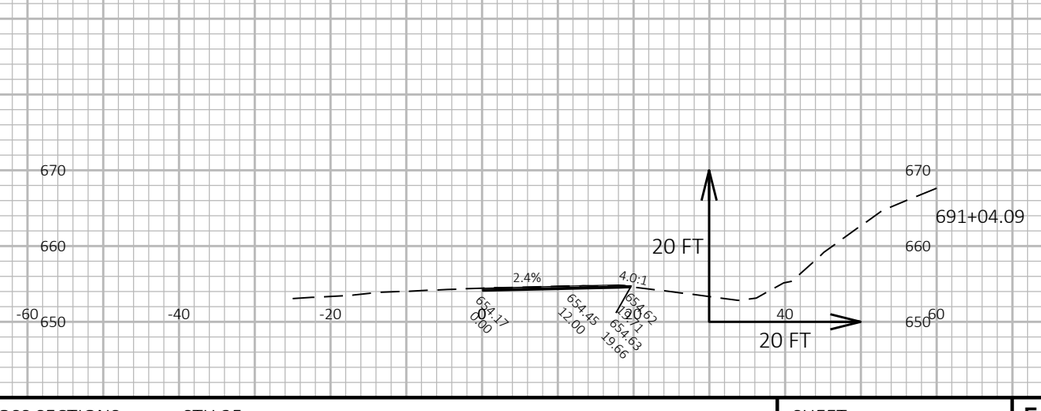
PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 310	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090259-XS.DWG
LAYOUT NAME - 090259_xs
PLOT DATE : 10/1/2024 11:03 AM
PLOT BY : BOBBI MAXWELL
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49









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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 311	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090259-XS.DWG
LAYOUT NAME - 090260_xs

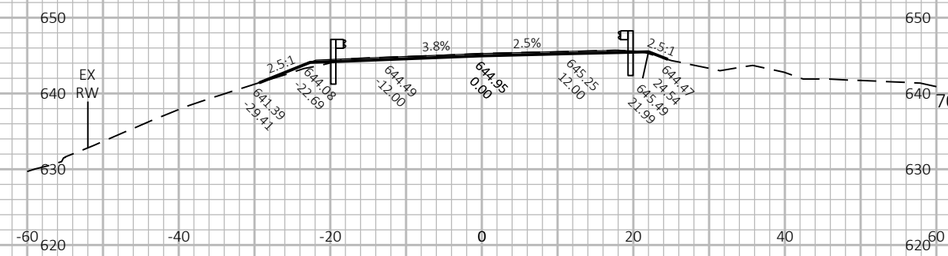
PLOT DATE : 10/1/2024 11:03 AM

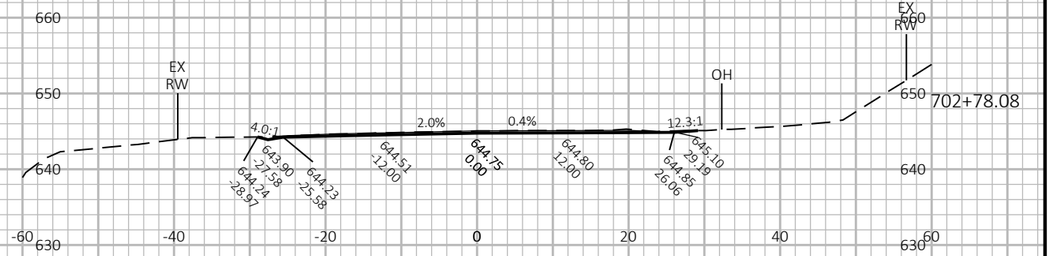
PLOT BY : BOBBI MAXWELL

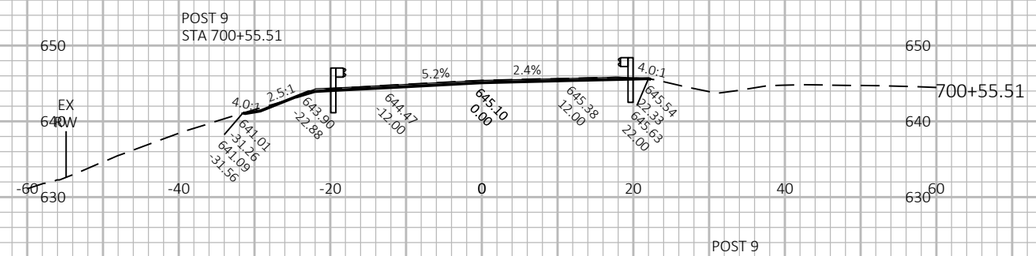
PLOT NAME :

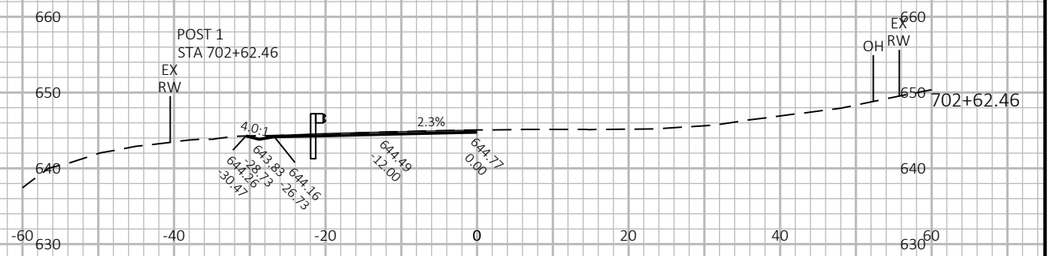
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

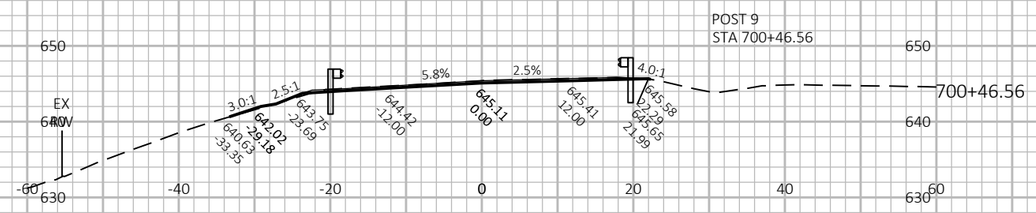
WISDOT/CADDS SHEET 49

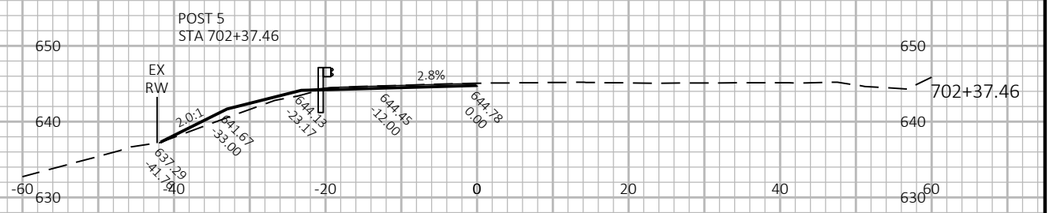


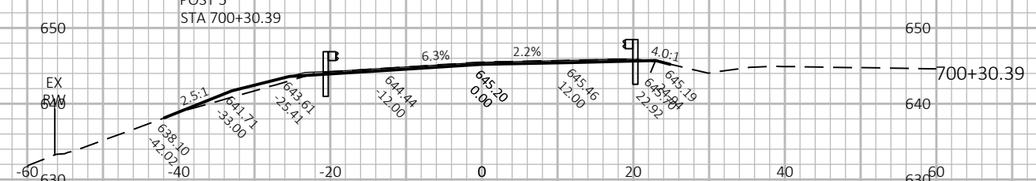


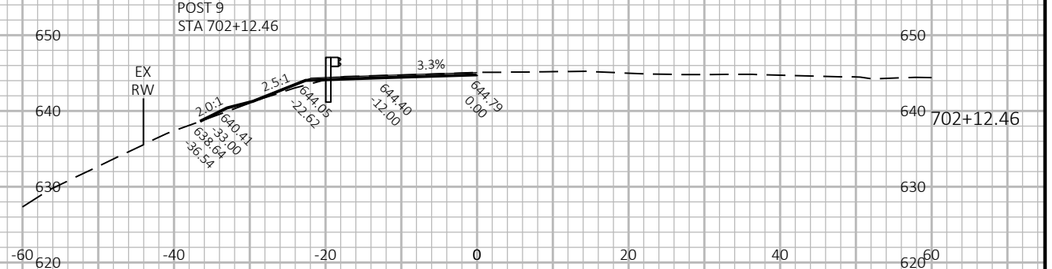


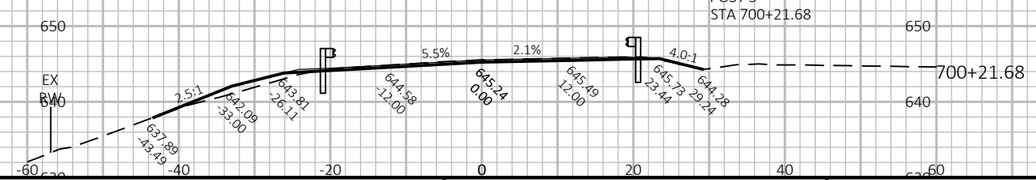


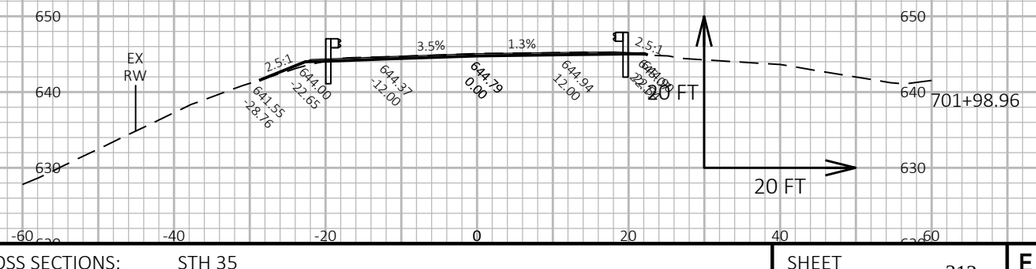








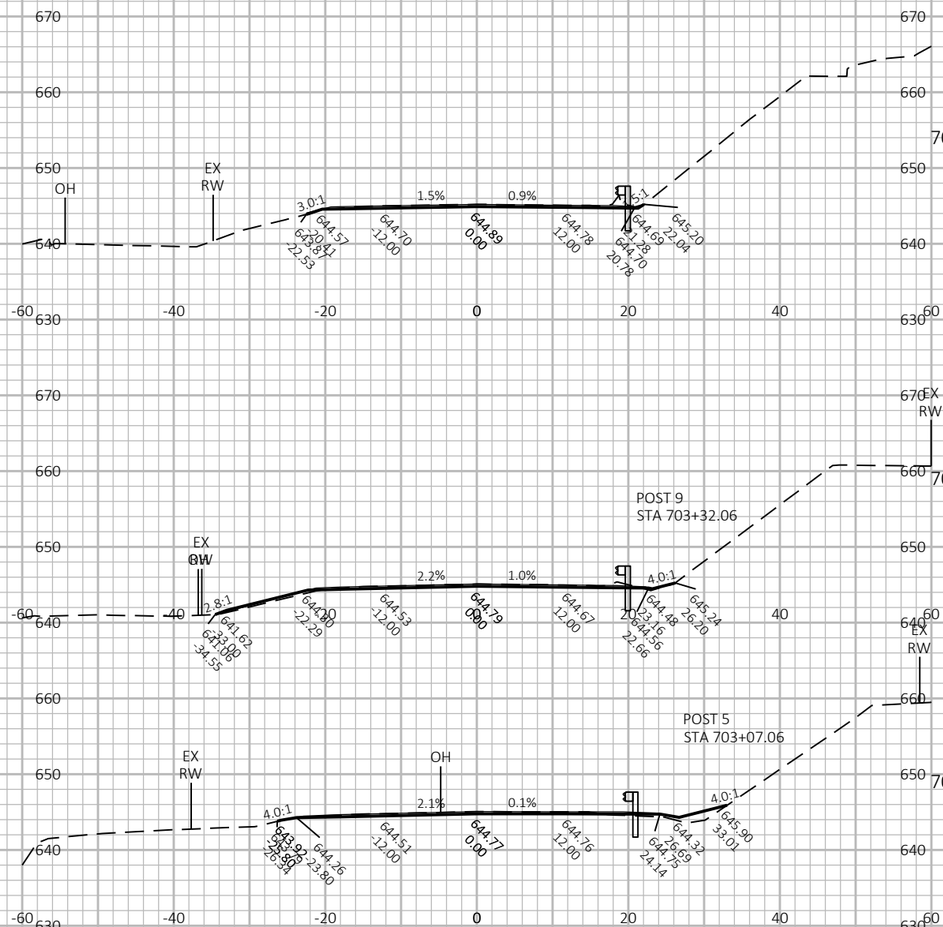


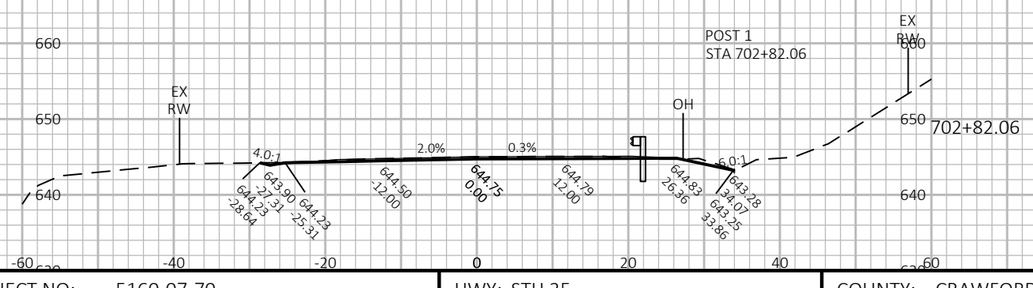


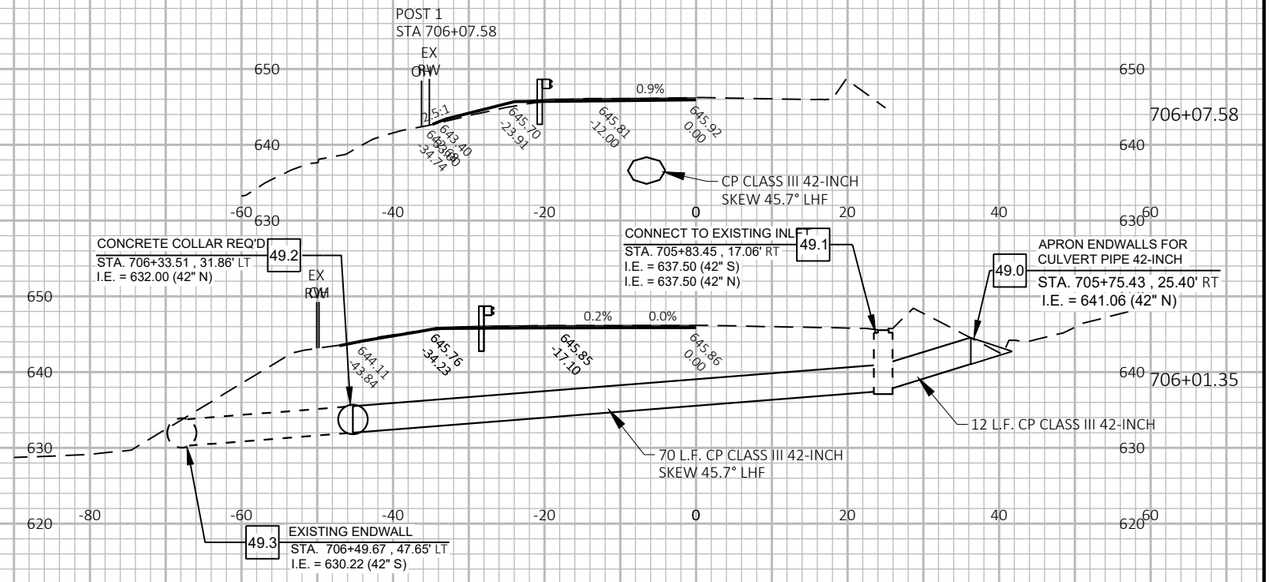
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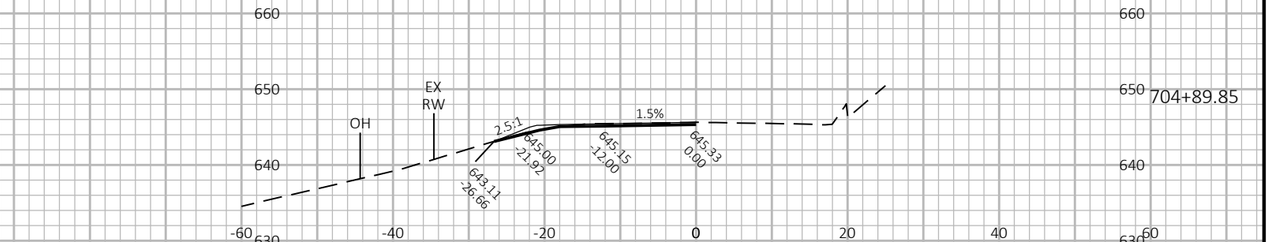
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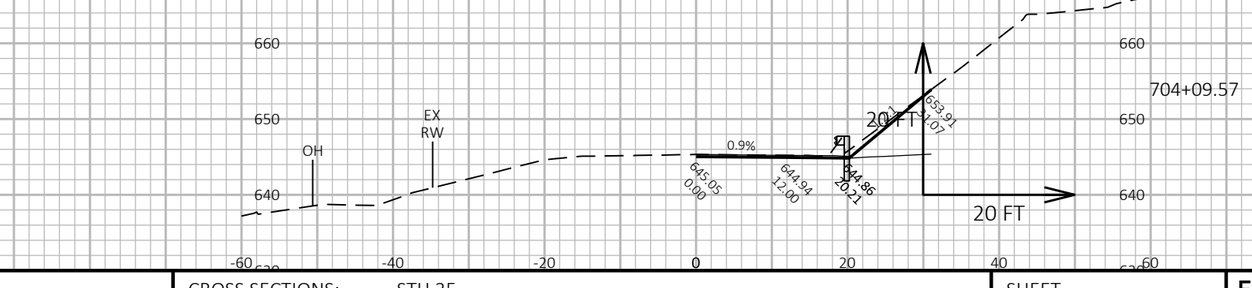
PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 312	E











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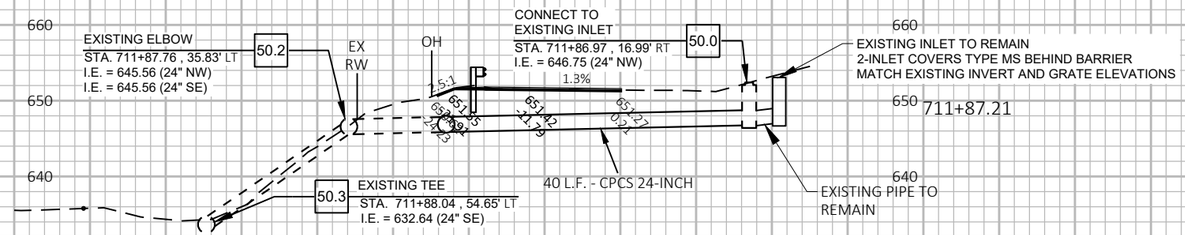
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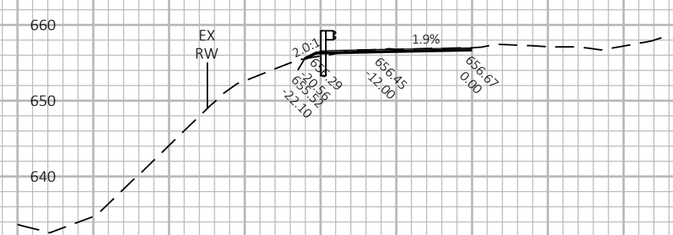
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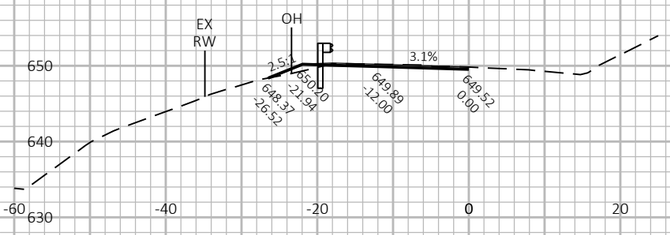
FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090259-XS.DWG
LAYOUT NAME - 090262_xs

PLOT DATE : 10/1/2024 11:03 AM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

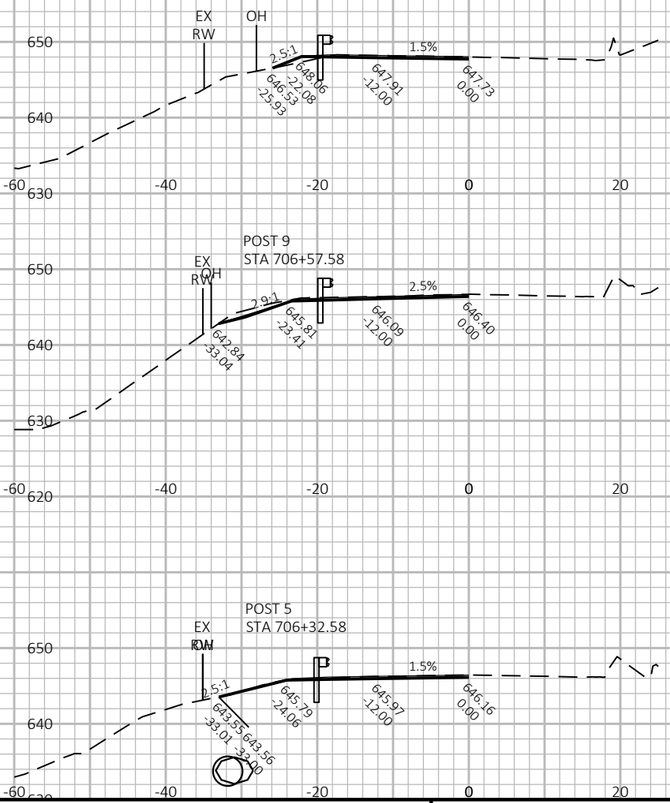
WISDOT/CADDS SHEET 49

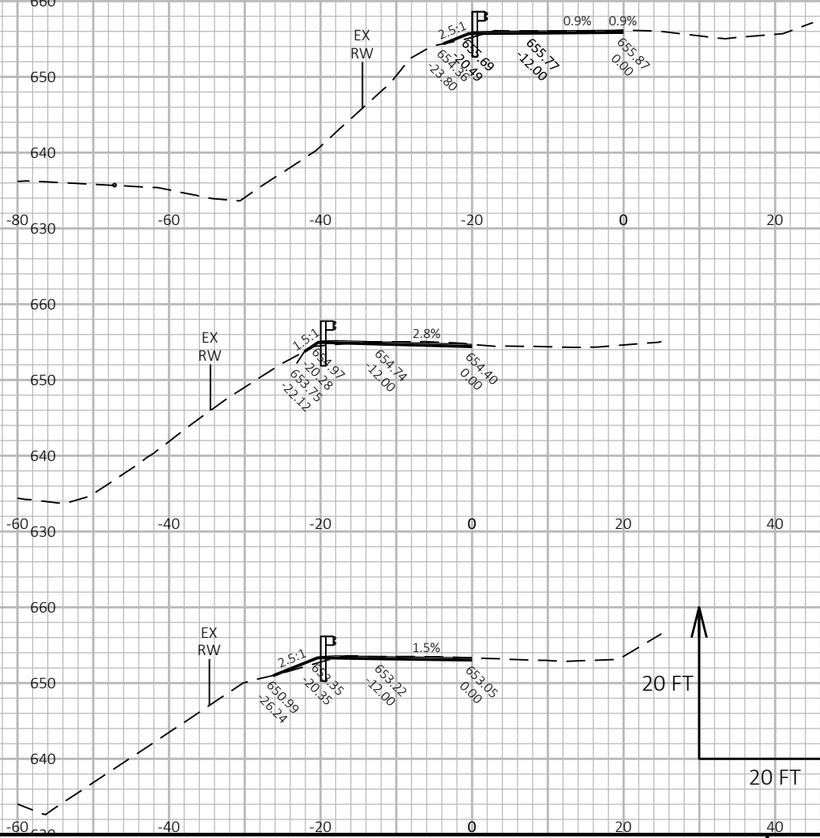








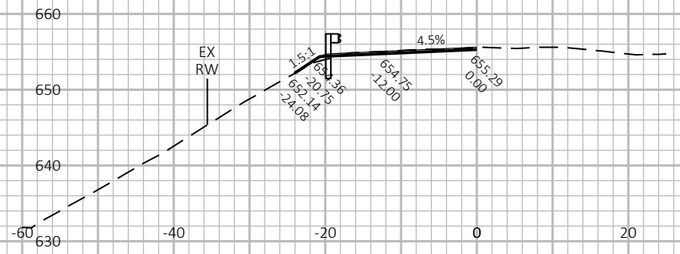




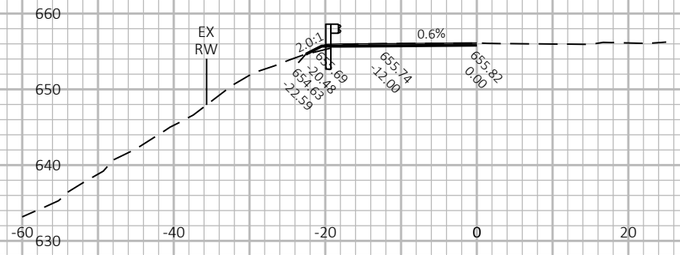
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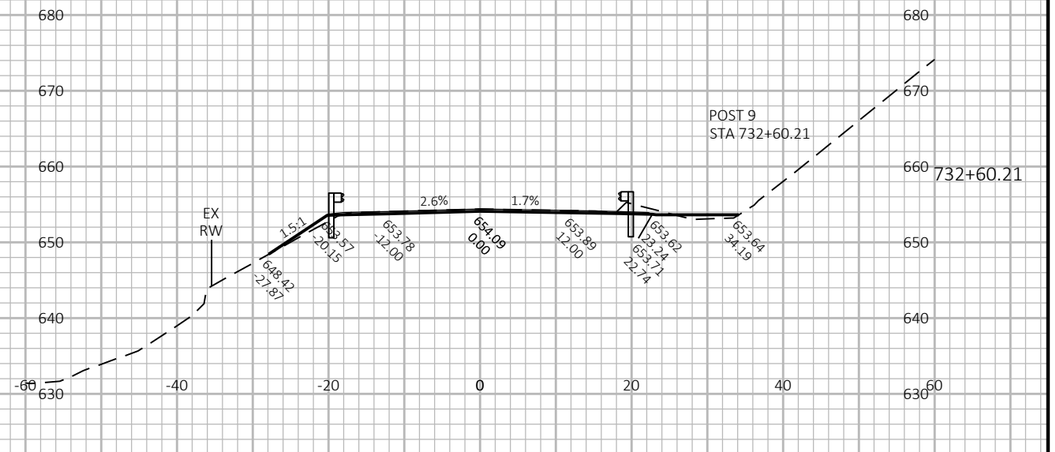
PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 314	E



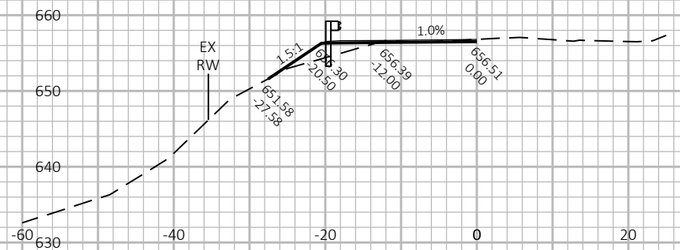
730+00



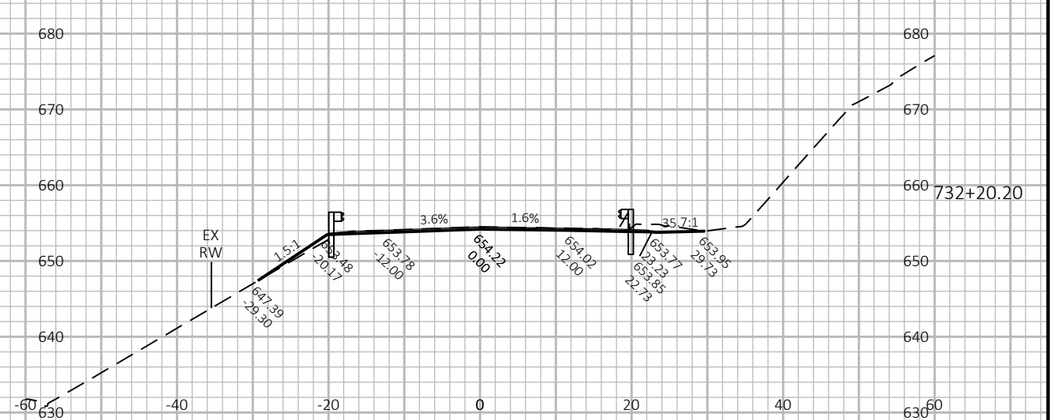
728+00



732+60.21



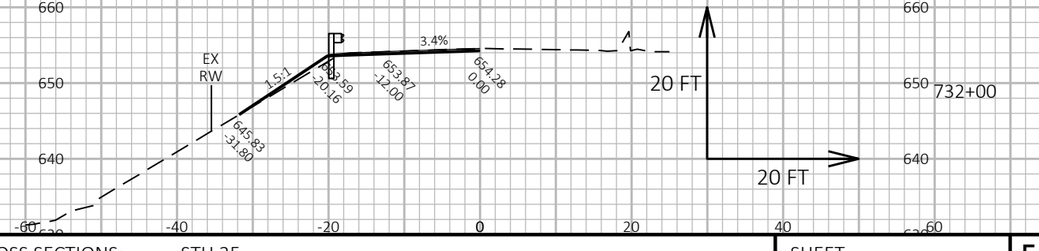
726+00



732+20.20



724+00



732+00

9

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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 315	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090259-XS.DWG
LAYOUT NAME - 090264_xs

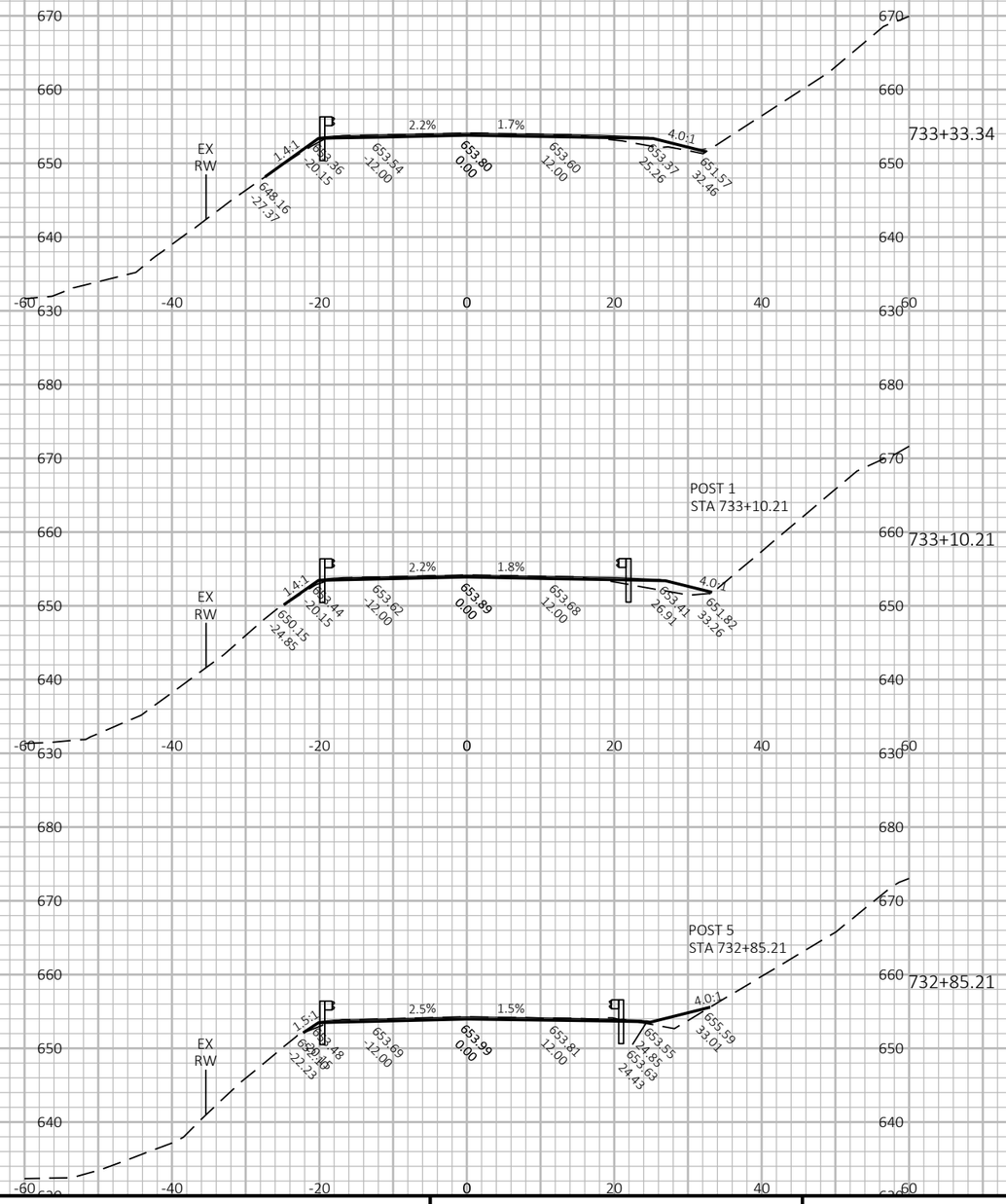
PLOT DATE : 10/1/2024 11:04 AM

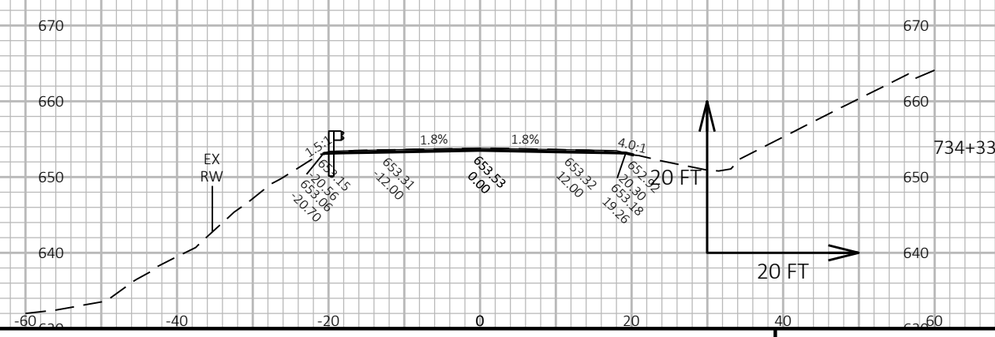
PLOT BY : BOBBI MAXWELL

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 316	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090259-XS.DWG
LAYOUT NAME - 090265_xs

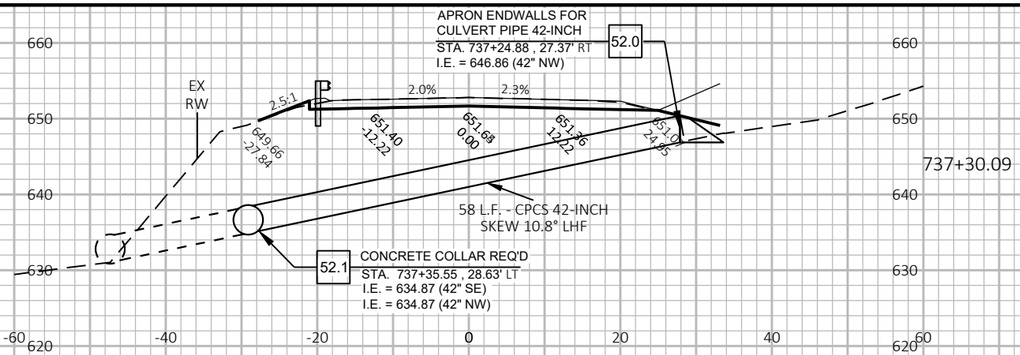
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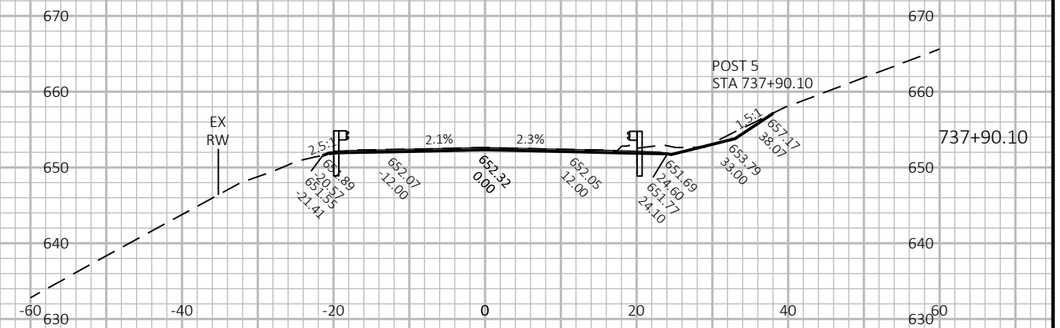
PLOT BY : BOBBI MAXWELL

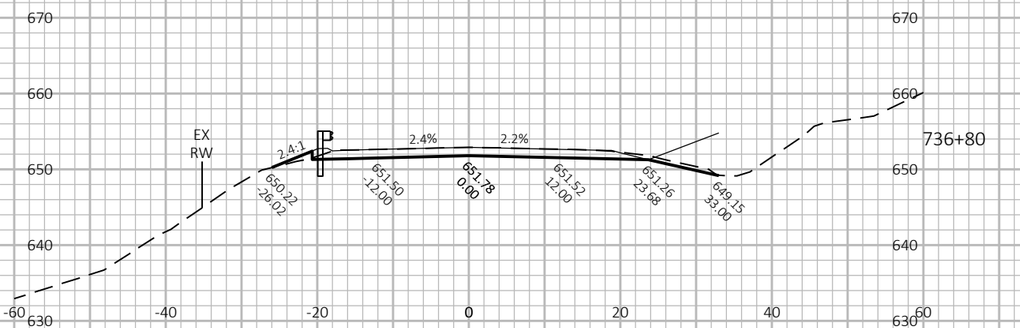
PLOT NAME :

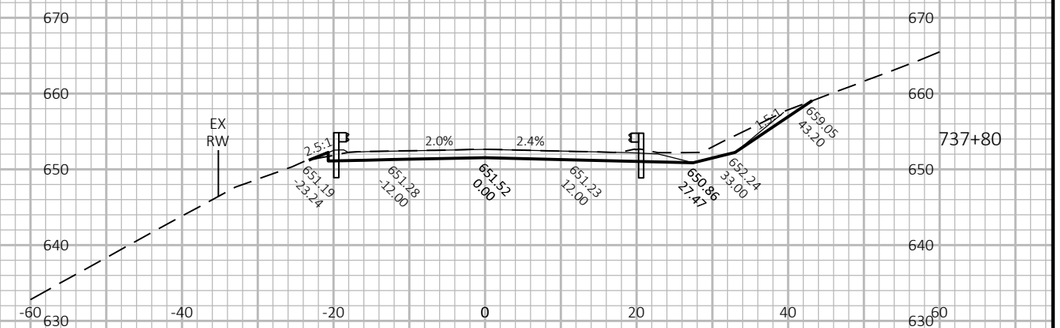
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

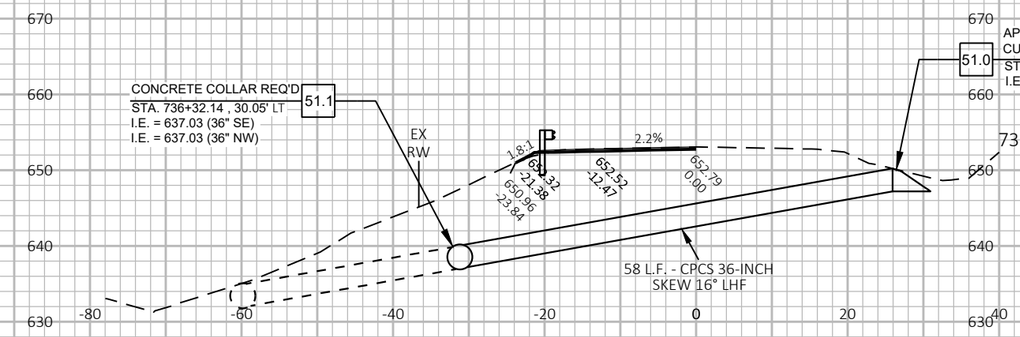
WISDOT/CADDS SHEET 49

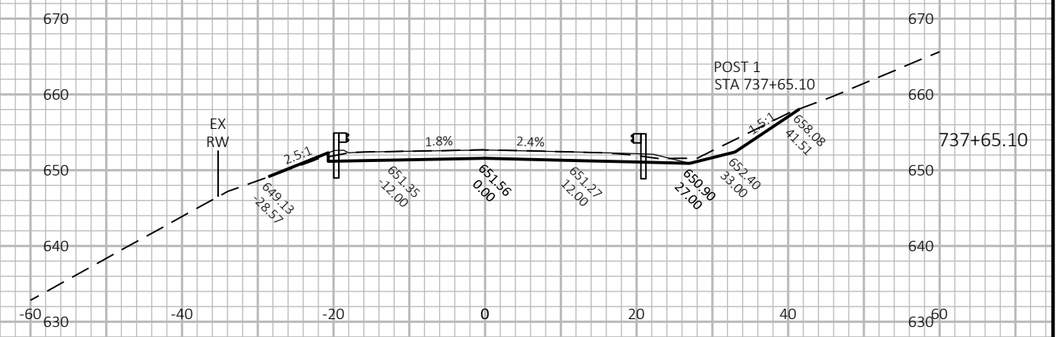


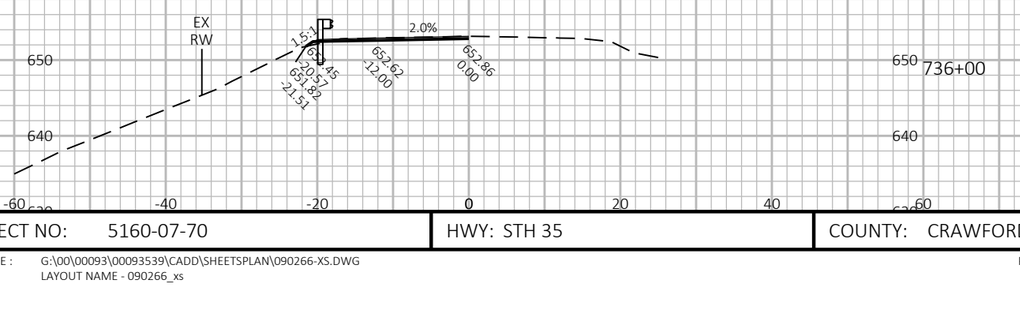














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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 317	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090266-XS.DWG
LAYOUT NAME - 090266_xs

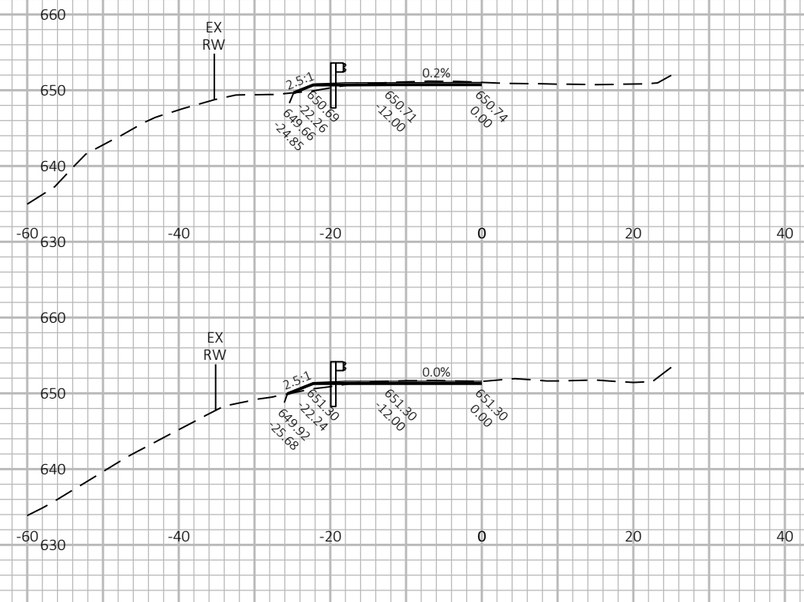
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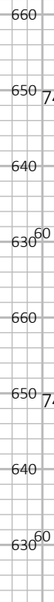
PLOT BY : BOBBI MAXWELL

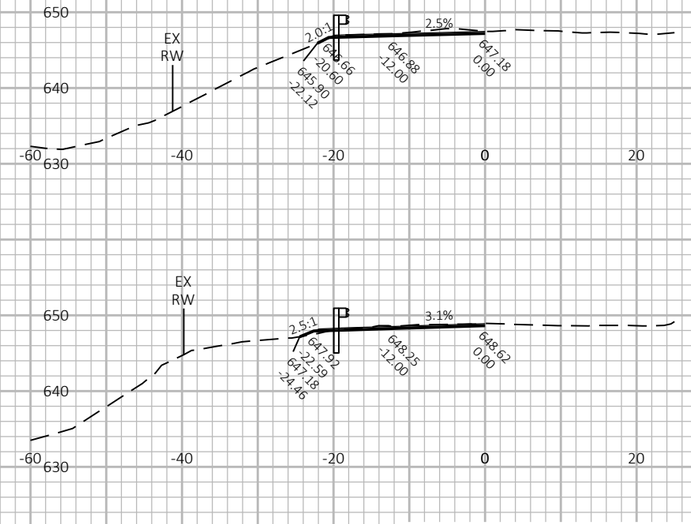
PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

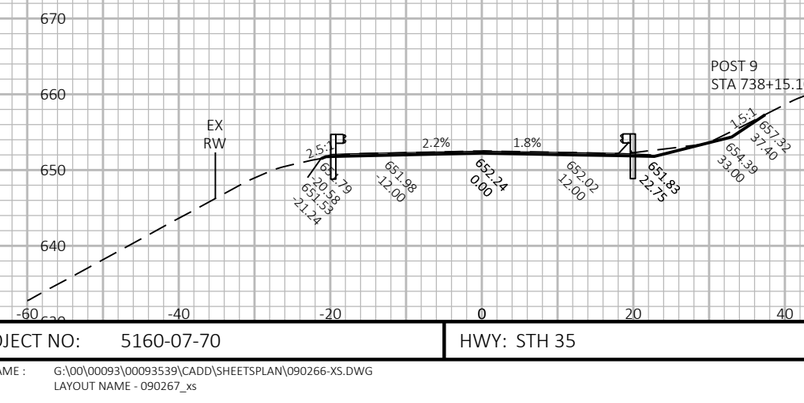
WISDOT/CADDS SHEET 49

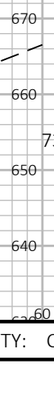


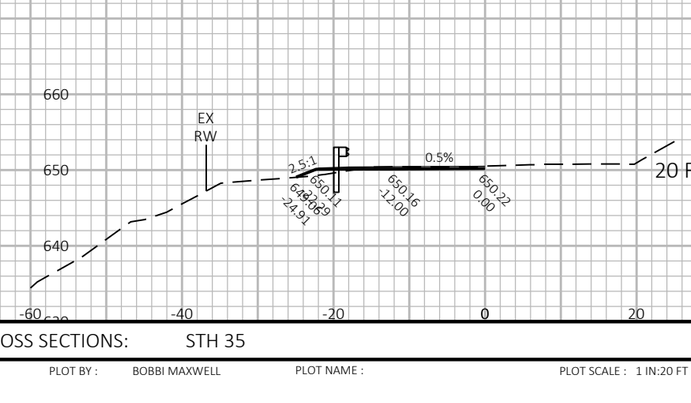


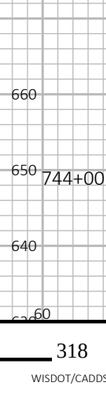










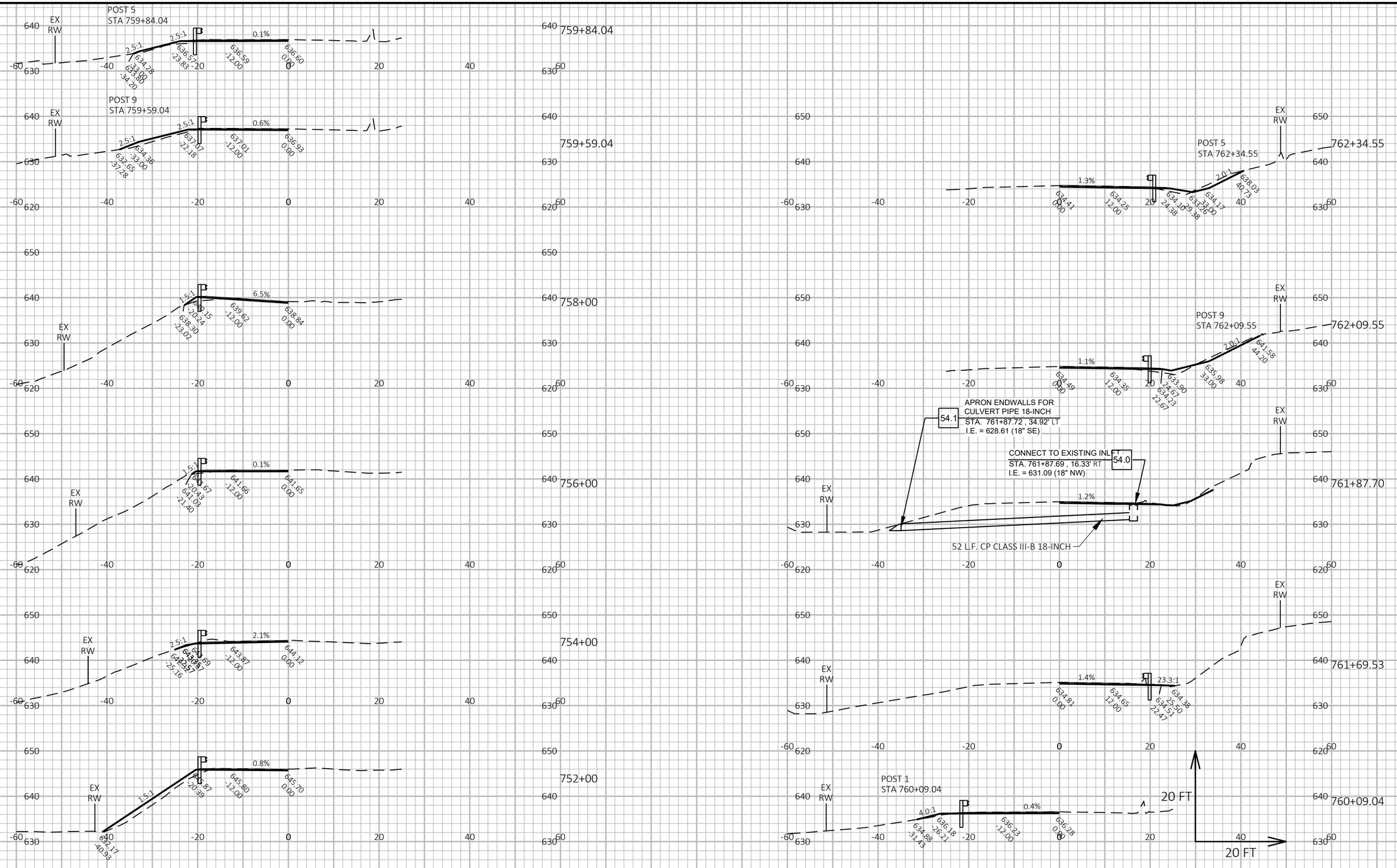


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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 318	E

FILE NAME : G:\00\00093\00093539\CADD\SHEETSPLAN\090266-XS.DWG
LAYOUT NAME - 090267_xs
PLOT DATE : 10/1/2024 11:16 AM
PLOT BY : BOBBI MAXWELL
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49



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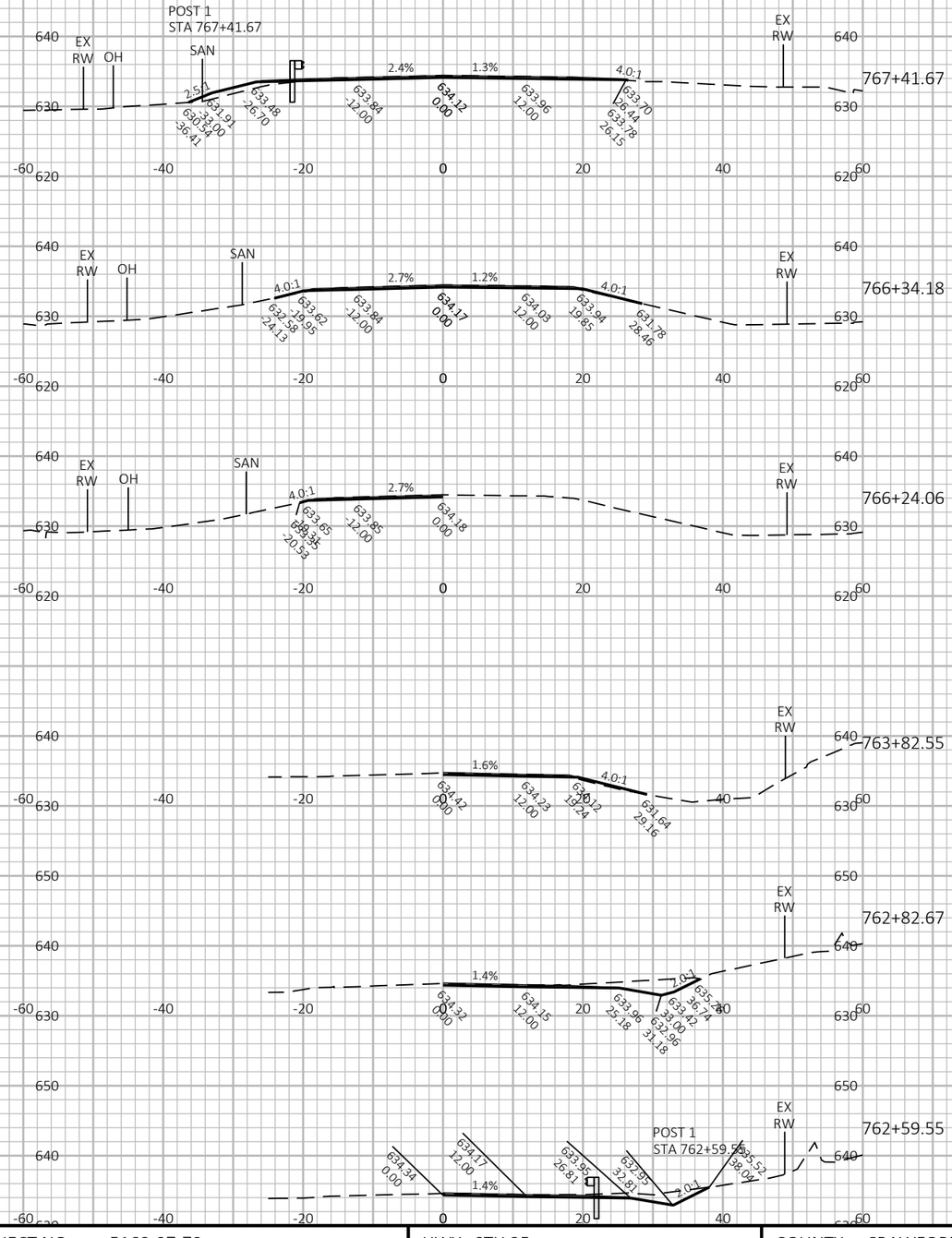
PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 319	E

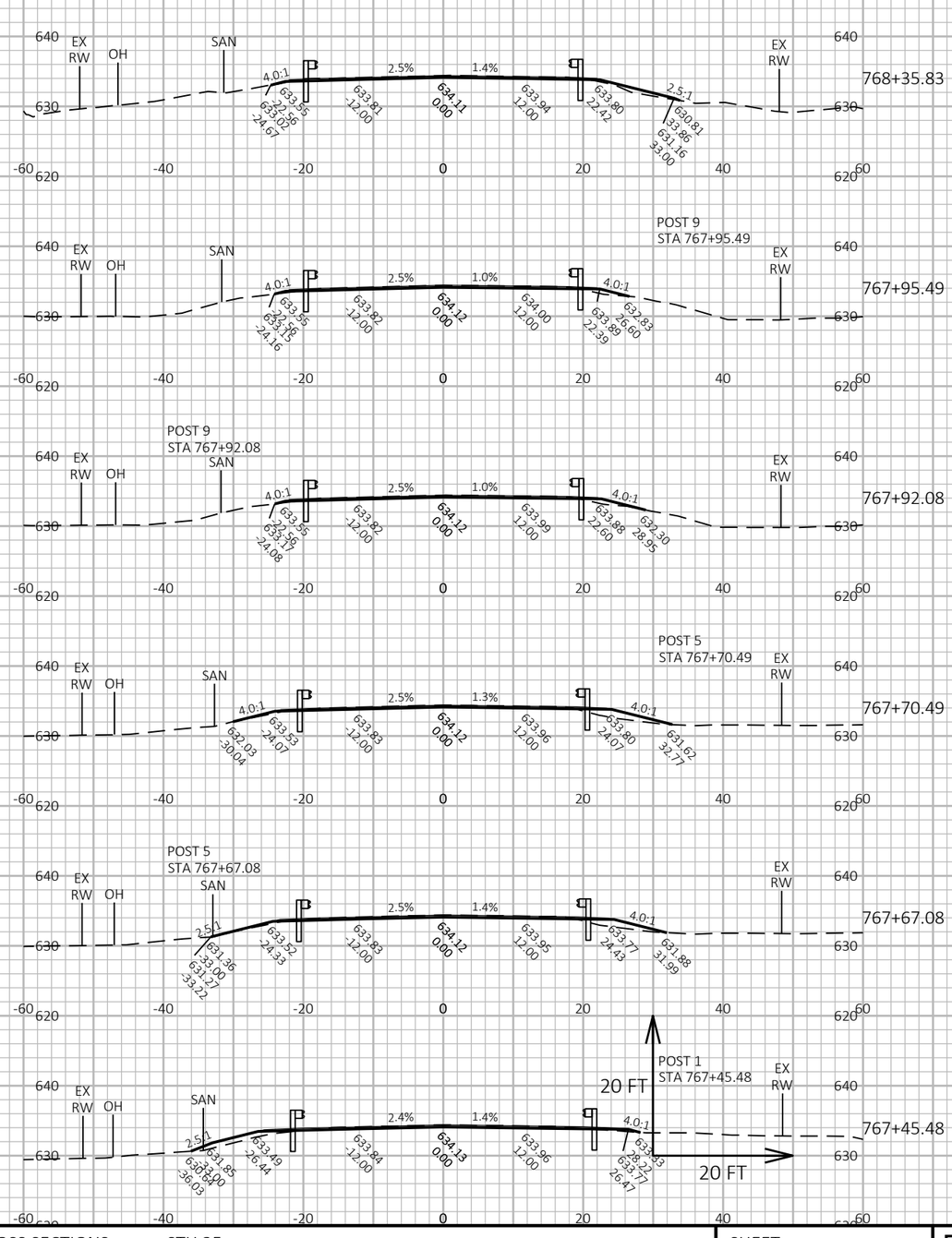
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LAYOUT NAME - 090268_xs

PLOT DATE : 10/1/2024 11:16 AM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

9





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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 320	E

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LAYOUT NAME - 090269_xs

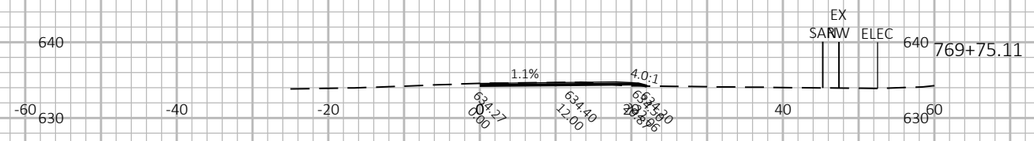
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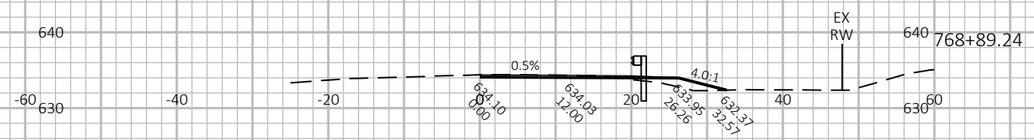
PLOT BY : BOBBI MAXWELL

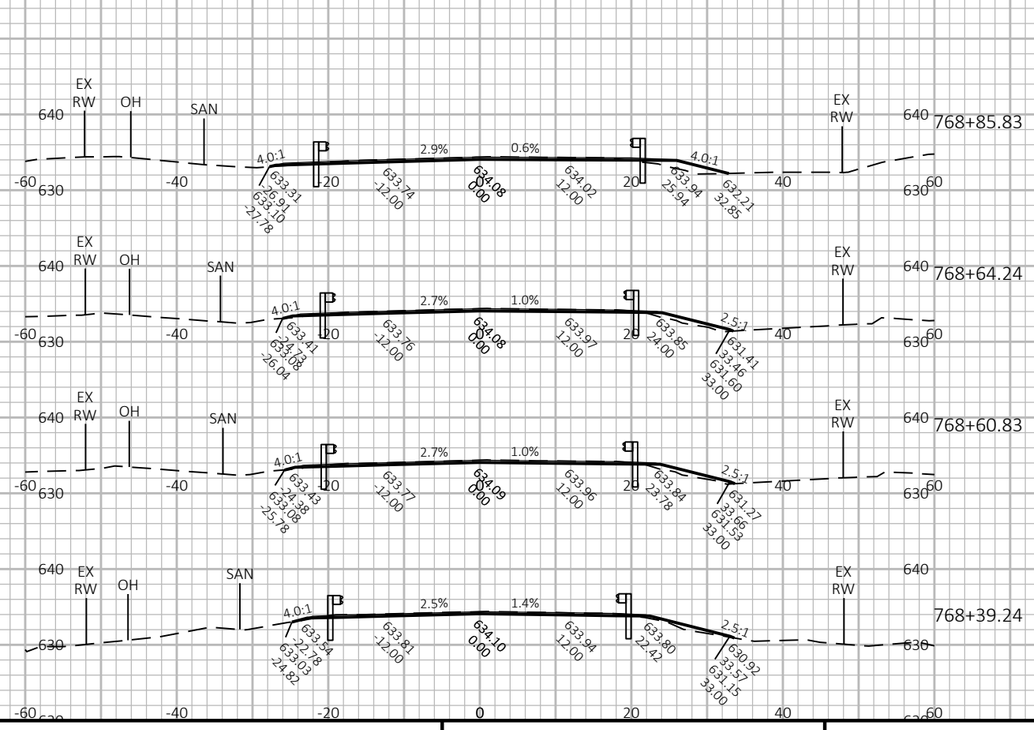
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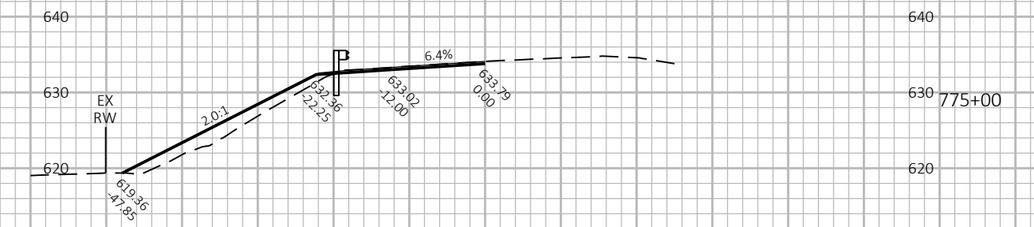
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

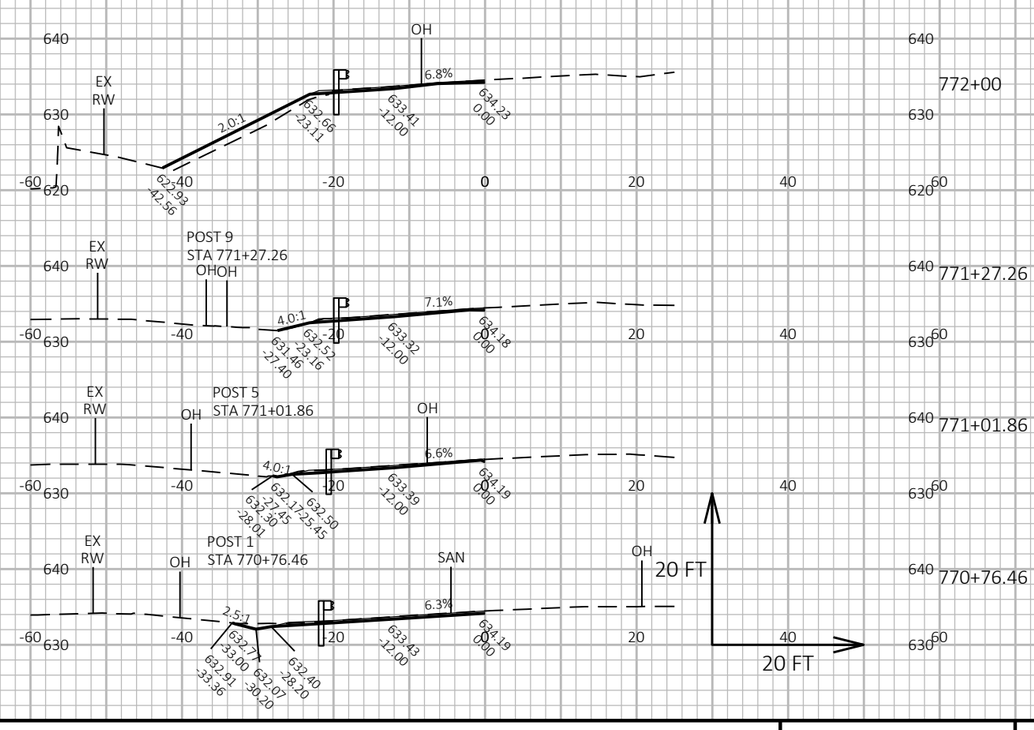












PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 321 E

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LAYOUT NAME - 090270_xs

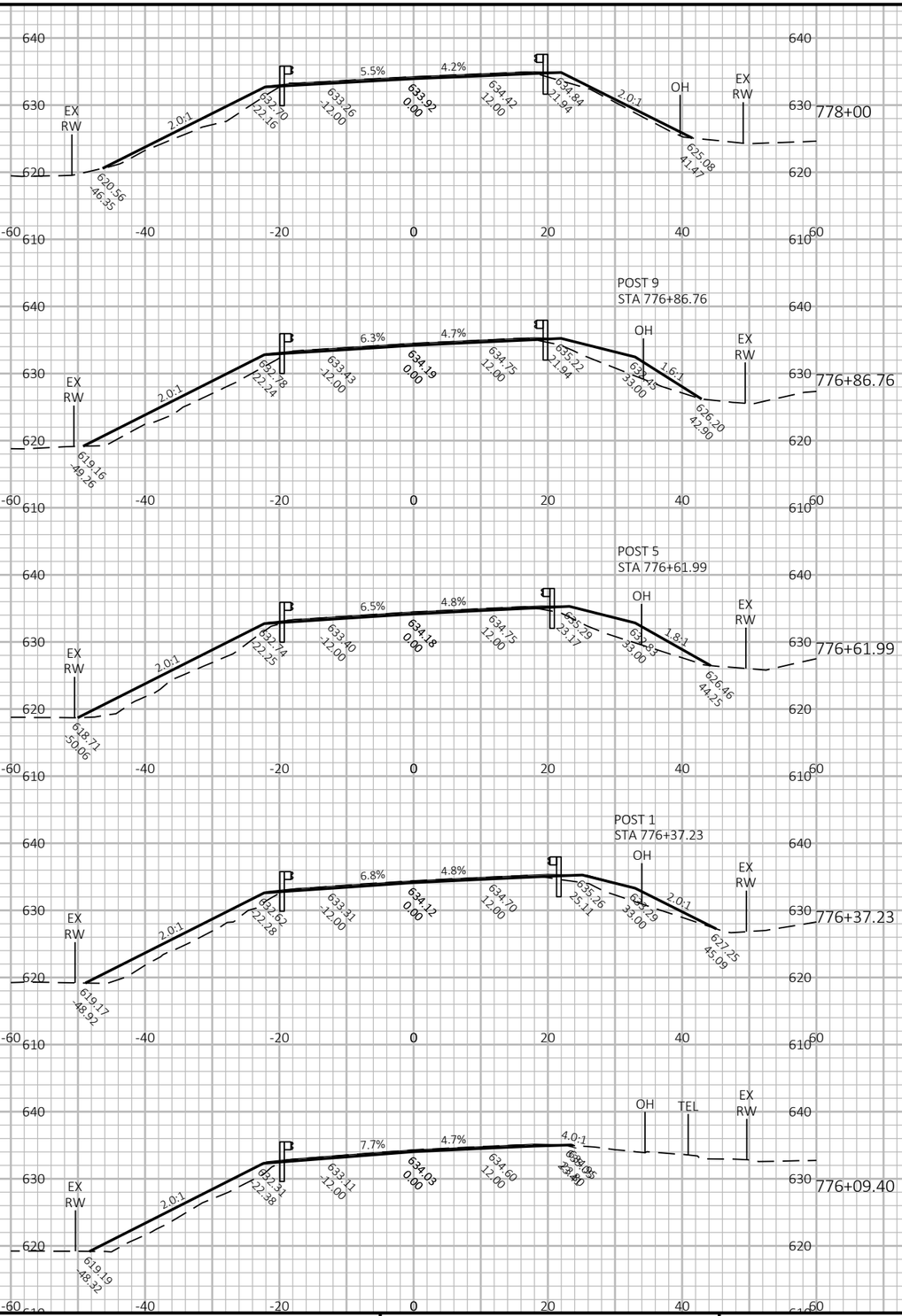
PLOT DATE : 11/20/2024 3:19 PM

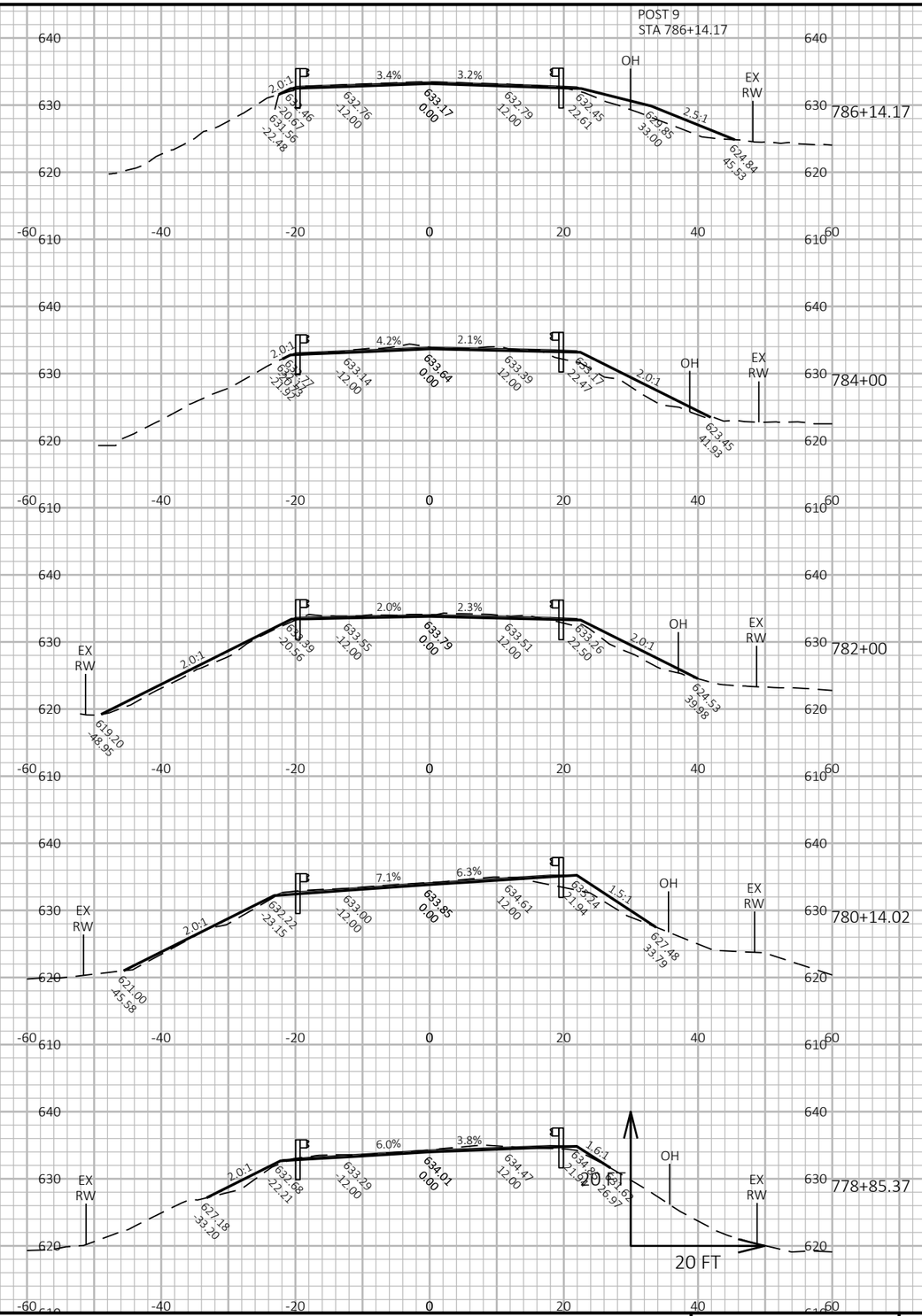
PLOT BY : BOBBI MAXWELL

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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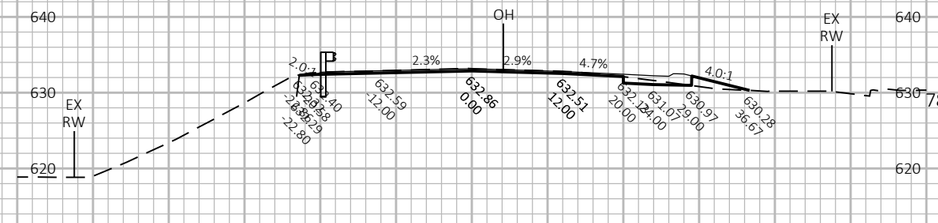
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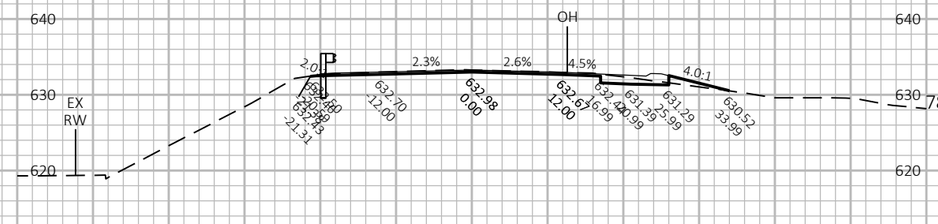
PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 322	E

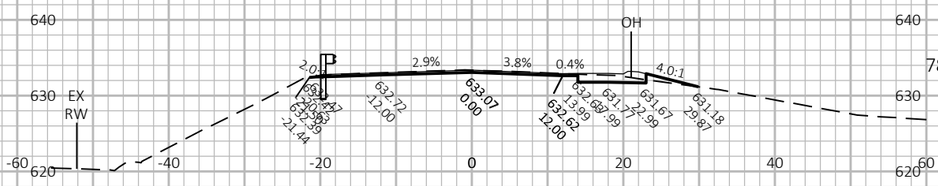
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LAYOUT NAME - 090271_xs

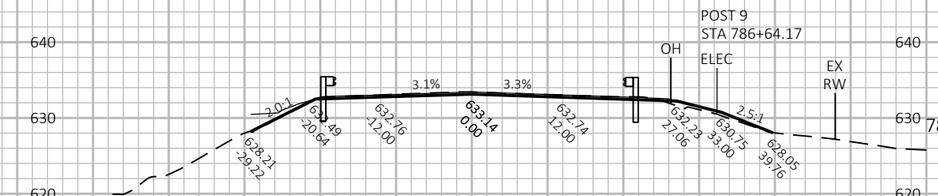
PLOT DATE : 10/1/2024 11:17 AM PLOT BY : BOBBI MAXWELL PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

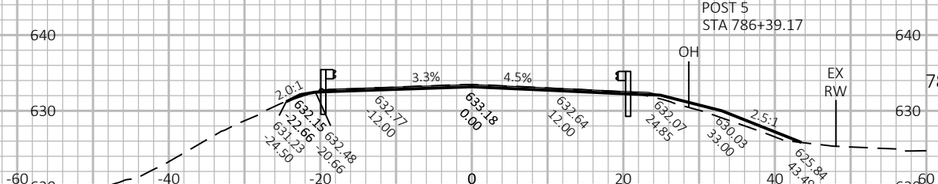
WISDOT/CADDS SHEET 49

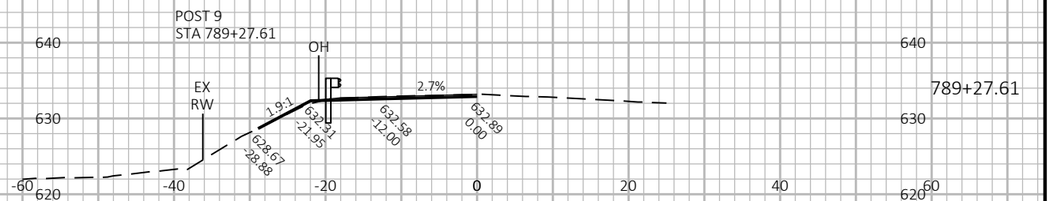


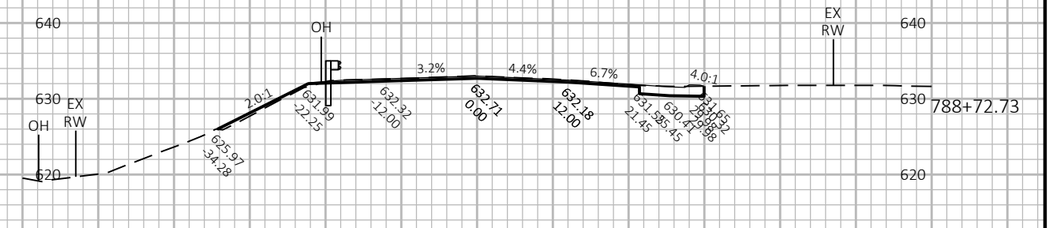


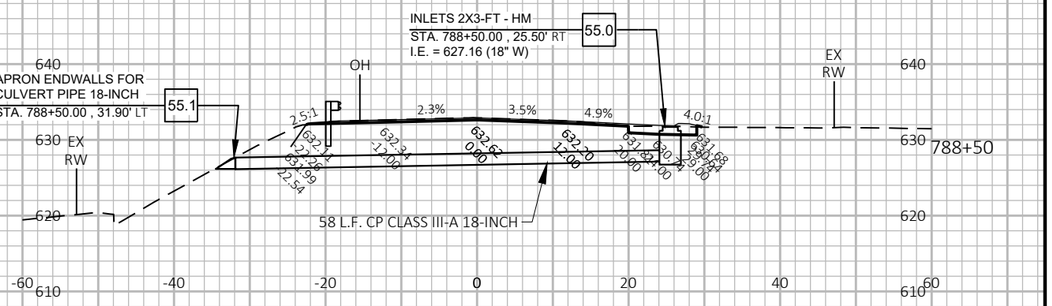


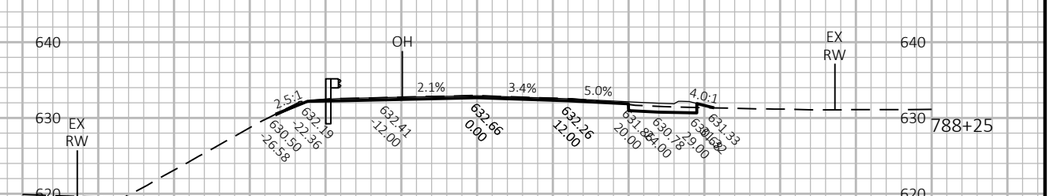


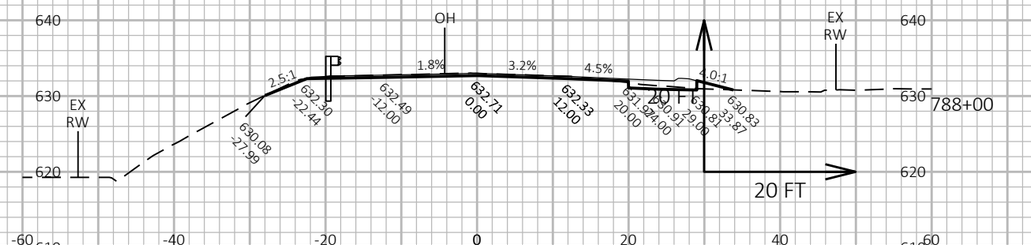












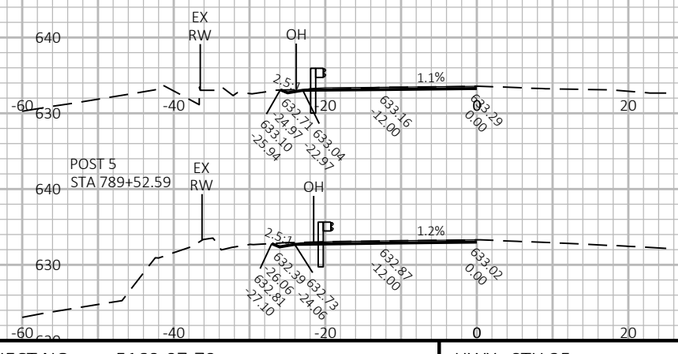
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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 323	E

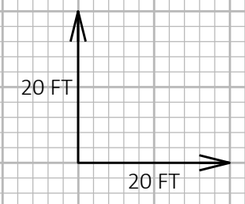
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LAYOUT NAME - 090272_xs
PLOT DATE : 10/1/2024 11:17 AM
PLOT BY : BOBBI MAXWELL
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

POST 1
STA 789+77.49



POST 5
STA 789+52.59





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PROJECT NO: 5160-07-70	HWY: STH 35	COUNTY: CRAWFORD	CROSS SECTIONS: STH 35	SHEET 324	E

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov